

PF3 – ATC at its best

Version History

The latest version of this document and the PF3 User Guide can always be found in the ...\\PF3\\Help folder following any update.

1st March 2024

Version 3.22.0

- **ADDED** a new button to the 'Say Again' (ATC Last message) display window named 'Shrink Display'. Basically all this does is simply shrinks the size of the display window, which you may not want on full display all the time, to give room for other windows. You will then see a 'Reset ATC Display' button positioned just under the form title which, yeah, you guessed it, resets the window back to how it was previously.
- **ADDED** a new option to the MSFS/P3D advanced options and tweaks display. This is named 'Use Calibrated Altitude Offset'. This option is for MSFS users who experience problems with their altitude when above the transition altitude and their altimeter set to 29.92, maybe getting nagged by ATC for not being at the correct flight level or hearing there VCP giving the wrong altitude reading to ATC. Selecting this option will use indicated calibrated altitude data provided by FSUIPC via MSFS. This gives the correct altitude calibrated to current sea level pressure. The default for this option is OFF and if you don't have any problems you can just leave it as it is. When using any other flight sim other than MSFS this option will not have any effect at all.
- **ADDED** a new option in Advanced Options to have **PF3** automatically start the **PF3** WEB Display, if you use it of course... and if you don't you should! :-)
- **ADDED** a new way by which **PF3** decides which gate/parking to send you at you destination if you don't have one pre-configured as your designated one. By default **PF3** has always used the nearest one. This was not calculated by the actual route you have to take but simply by measuring in a straight line from your current aircraft position. This remains the default but we have added some new options to the Advanced Options and INI File Tweaks page, under the heading 'Taxi to Gate'. From here you can select 'Nearest' (default), 'Furthest' or 'Random'. They hardly need explaining in depth, if they do I don't really think you should be flying an aircraft ;-). The important thing to remember is if you already have a designated gate configured for your destination then these options will be ignored.
- **ADDED** the exclusion of any airport with at least one 'closed for landing' runway from our emergency airports lookup files. As you know if you declare an emergency and can't make it back to your departure airport **PF3** will assign you the nearest suitable airport. This was done following some internal testing where the airport assigned during an emergency was one that has been disused in the real world since 2006!!

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- **ADDED** a way for users to add an airport to the 'Closed' or 'Not to be used during an emergency scenario'. When adding code to exclude closed airports from our lookup files (see above item) we discovered that not all those airports that are no longer in use were actually flagged as such in MSFS, or at least not in the output files produced by MakeRwys. So this new feature simply allows you to mark any airport as 'closed' and then it will never be used during an emergency. It's important to mention at this point that marking an airport as 'closed' in **PF3** does not prevent you or AI traffic from using it. It simply means **PF3** will not direct you to that airport should it be nearby if/when you declare an emergency. Also it doesn't alter any files in FS. To access this new feature go to the 'Add a New Facility Frequency' option under Options #2
- **ADDED** a new option to the MSFS/P3D advanced options and tweaks display. 'Always Use Real Weather' means exactly that. Currently the default is to always display a message asking if you are going to use Real Weather with MSFS but now the new default is to have this option selected, in this way you will not have to keep selecting 'Yes' before each flight. So what does this option actually do I hear you ask? Well, Asobo/Microsoft, in their wisdom, decided to deprecate the complete weather interface. We are able to collate 'local' weather only from SimConnect, but that's all. So, what **PF3** does is to grab real weather data online and use that for MSFS. The assumption is if you use Real Weather in MSFS and **PF3** accesses Real Weather data the two *'should'* hopefully match. Since MSFS has now been with us for over three years it's highly unlikely this elusive weather interface is going to return. So this new option simply means **PF3** will continue to use real weather but you won't have to keep confirming that for each flight. Obviously if you prefer to do so then simply unselect this new option.
- **ADDED** a new option to Advance Options called 'Descent Profile'. This option provides a means by which you can decide on the descent profile for your current flight plan. The default is 'short' and this is how **PF3** has always calculated your TOD, using the standard 3 miles per 1000'. The 'med' option will increase this to approximately 4x1000' and the 'long' to approximately 5*1000'. Please note a lot also depends on the distance between the waypoints during the approach so it's not an exact science. When you check your descent profile, if it's not how you like it simply go back and change this option, then reload your flight plan to see the difference.
- **ADDED** some new options to the Advanced Options for MSFS only. These are listed under the MSFS PMDG 737 Specifics label. Both of these options (select LVL CHG and select MCP APP Mode) will only work when using **PF3**'s VCP Mode 3. Currently, when using the PMDG 737, when you're given a new altitude from ATC the MCP Alt will be changed by the VCP but that's it. The aircraft will not commence its climb/descent until you intervene manually. Choosing the 'Select LVL CHG' option, if you're not using the FMC and only using the AP, your trusty VCP will automatically select LVL CHG for you on after receiving new altitude instructions from ATC and the AP will complete the climb/descent whilst maintaining your speed. If you are using the FMC and you have the VNAV mode activated your VCP will then select the ALT INTV button on receiving new altitude

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instructions, the FMC will then handle your climb/descent accordingly. The Select MCP APP Mode option also only works when using VCP Mode 3 and what this does is your VCP will automatically select the MCP APP Mode for you when you receive the 'Cleared for the ILS' instruction from ATC. We have only tested these new options using the PMDG 737-600 but believe they should work on all variants. Please let us know if they do or do not.

- **ADDED** a new option to the Advanced Options page called 'Flight Plan Tweaks'. Basically this option provides a means by which you can use a flight plan, containing a SID and/or a STAR, which you would normally load into your FMC and **PF3** will remove the SID (except the SID exit waypoint) and the STAR (except the entry waypoint). Currently it's quite difficult to load most SIDs/STARs into PF3 as most of the waypoints are very close together, so you can end up needing two flight plans... one for your FMC and the other for **PF3**. Full details for this option are provided in the updated **PF3** User Guide
- **ADDED** a new hotkey. By default this is Control+Shift+S and allows you to request an early descent from ATC prior to reaching your TOD. Now there are a few conditions attached to this. If any of those are not met the hotkey simply won't work. The conditions are you must have reached your TOC and the altitude set in your flight plan for the waypoint AFTER the one you're currently heading towards MUST be less than that of the current waypoint. If those rules are met then there will be a 10% chance ATC will respond with 'Unable at this time', otherwise you will be instructed to descend. This hotkey is OFF by default.
- **ADDED** a new option to the main Options #1 screen under the Misc Options tab. It's an additional 'Pause FS' option for pausing FS and PF3 just as you reach the last waypoint and before you are handed off to Approach.
- **ADDED** a new option to the Advanced Options page called 'Flight Plan Filter'. Basically this option provides a means by which you can use a flight plan, containing a SID and/or STAR, which you would normally load into your FMC and **PF3** will remove the SID (except the SID exit waypoint) and the STAR (except the entry waypoint). Currently it's quite difficult to load most SIDs/STARs into **PF3** as a many of the waypoints can be very close together, so you end up having two flight plans... one for your FMC and the other for **PF3**. The SID exit point altitude will be retained from your original flight plan, as will the altitude for the STAR entry point. The descent profile will also be retained from the original flight plan but **PF3** will continue to put your cruise altitude into the first waypoint following your SID exit point (if included), up to and including the original flight plan's TOD. You will not be able to alter any of the altitudes from within **PF3** when loading such a flight plan as we've had many users voicing their desire for **PF3** not to change their flight plan, especially the descent profile. Full details for this option are provided in the updated **PF3** User Guide.

In addition to the above you can also load a flight plan containing no procedures at all when this Flight Plan Filter option is selected and in that scenario **PF3** will again enter your cruise altitude in the first waypoint and

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all those waypoints up to and including your original flight plan's TOD. The descent profile will remain unchanged. When using such a flight plan (with no SID/STAR) you will be able to adjust your altitudes as you can now.

This feature will only work with a valid flight plan. Basically that means it should be in XML format and each waypoint should have a valid altitude, so default FS9 or FSX flight plans would not be valid. The former as it's not XML and the later as the XML file does not include waypoint altitudes.

- **ADDED** a new option to Advanced Options under the Approach tab called 'Cleared for ILS Dist'. Currently **PF3** monitors the localiser needle for any movement during the final phase of your approach to the FAF, at which point you will be cleared for the ILS. If there's no localiser needle movement **PF3** will clear you for the ILS at approximately 2.5 miles from the FAF (this is dependant on your current speed. Faster speeds would initiate the turn earlier). This new option provides a configurable distance at which point you would like to be cleared for the ILS, regardless of your speed or detecting the localiser. This works in conjunction with the current methods so it becomes an either/or. The available distance settings are 0-10 miles, with zero turning the function off, which is also the default. *Thanks to our very own Dan77 for this suggestion. I believe Dan has been helping us with **PF3** for about 11+ years now.*
- *Important points to consider about the new 'Cleared for ILS Dist' option. Normally, as you get to approximately 2.5 miles from the FAF ATC will turn you onto a 30 degree heading to intercept the ILS and then clear you for the approach. However, with this option you will NOT be turned to intercept the ILS you will simply be cleared for the ILS. The reason being is if you had this option set to 5 miles or more then turning too soon to intercept the ILS could put you way too close to the runway before you reached the localiser. The idea behind this option is to allow you to determine at which point you wish to commence your turn to intercept the ILS. I have completed some extensive testing using this option and I personally won't be using it. But hey, we're all different.*
- **CHANGED** the way ATC messages are handled in the 'Say Again' window (i.e. The window that displays the last 10 ATC instructions to you). Originally a check was made every 5 seconds to see if a new message needed displaying. This meant it was possible that there was a delay of up to 5 seconds before the message was displayed. Messages are now sent direct to the ATC window at the same time they are sent to RemoteText or the InSim Captions window. So, much faster and no unnecessary timer overhead.
- **CHANGED** a timer to ensure we don't check to see which runway AI are using prior to you being cleared for the ILS if the previous check was within the last 10 minutes. This should prevent the possibility of you being switched to another runway just as you're approaching the FAF
- **CHANGED** the way **PF3** exits if you use the X on the right hand side of the title bar. Normally, if you have the option set to 'No prompt on Exit' and accidentally hit the X icon (like I did) during a flight **PF3** simply closes... arrrrrrrrrgh! Now, if you hit the X it will act just like the

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'Disconnect' button and you will be asked if you really want to disconnect from FS. In all the years I've been using **PF3** I'd never accidentally hit that X icon, but you only have to do it once mid-flight to understand how annoying it is.

- **CHANGED** the way we generate random numbers (again) to (hopefully) fix the infrequent issue of climb/descent altitudes being given in steps of 2000. We have never been able to recreate this problem so can't be 100% certain of this fix
- **CHANGED** the way **PF3** determines if you've missed a waypoint and then jumps to the next one. It should now happen sooner rather than later.
- **CHANGED** the way we determine when to hand off to Tower during your taxi to the runway... made possible as Martin found a way to discover holding points for most airports and has improved the taxi guidance routines for **PF3**
- **CHANGED** TGS.exe to support the changes Martin has made to the taxi instructions
- **CHANGED** our TOD calculations to make them more precise and to also include the new descent profile options added in this version... it also takes into account your current speed plus the speed reduction time you need to reduce to your approach speed.
- **CHANGED** the way Gates/Parking are displayed in the Designated Parking drop down list. They used to be displayed in the same order they appear in the sim, but now we show them alphabetically, which makes it a lot easier to find the one you want.
- **CHANGED** the InSim Hotkeys window to only display those hotkeys you have configured as being 'active'
- **CHANGED** some final approach vectoring code to ensure you are instructed to descend in good time to get established on the GS
- **CHANGED** the PF3 Display utility to support the new hotkey provided with this version
- **CHANGED** the Closed Captions display. Since becoming almost totally deaf myself I have had to rely heavily on the Closed Captions feature of PF3, which was fine, but I've become more and more annoyed with the irregularity of lower and upper case within each transmission. It never used to bother me when I also had some hearing but when it's all you have it's actually harder to read when the textural case is somewhat higgledy-piggledy. These changes have made it a more pleasurable experience for me and I hope you like it too.
- **CHANGED** the way the default hotkey C\S\W works. Previously, after receiving taxi instructions at your departure airport, if you wished to request another runway you would first have to use Hotkey #1 to

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deactivate TGS. With this new change all you have to do is use C\S\W and provided you have not already started taxiing it will deactivate TGS automatically and then proceed with the runway change selection display. Once you've commenced taxiing C\S\W will revert to bumping to the next taxi waypoint

- **CHANGED** the way the taxi instructions from TGS work, which we hope will make them much more pilot friendly
- **CHANGED** the way the Conflict Monitor (CM) works. Previously, to prevent an a/c taxiing in front of you from stopping, you had to keep your speed below whatever you had it set to in Options #2... the default was 10. This threshold meant whenever you went above it CM would be monitoring traffic and stopping anything that might cause a conflict, which works fine, except when following an aircraft on the same route as you. Now, even when travelling above the threshold speed CM will not stop any traffic immediately in front of you which is heading in the same direction and within the parameters of a pre-set frontal cone. Of course if the aircraft has to do a sharp turn to the left/right to enter another taxiway that could mean it moves outside those parameters and therefore CM will stop it. But now you only have to reduce your speed to below the threshold and it will commence moving again, rather than having to actually stop. With a little practice and the right threshold setting, adjusted to your own liking, you can actually achieve a non stop taxi in a queue all the way to the runway/gate
- **CHANGED** the format for the Total Flight Time display, which you see when applying parking brakes at the end of your flight. It now displays as 'Total Flight Time was: 2 hrs 01 mins' rather than 'Total Flight Time was: 2:1'
- **CHANGED** Hotkeys #5 and #6. These now allow you to request a specific altitude from ATC. Hotkey #5 used to be 'Request lower altitude due to turbulence' but now you will see a display, similar to when requesting a change of runway, which will show you each altitude below your current altitude in steps of 1000 and when you reach the one you want just use the C\S\Y hotkey to make the request. Similarly, Hotkey #6, which used to be 'Request higher altitude due to turbulence' now displays each altitude above your current altitude in steps of 1000'. Hotkeys H, L, H+n and L+n remain unchanged
- **CHANGED** Hotkeys #3 and #4. These now simply request a lower or higher altitude respectively, whereas they used to request a change due to clouds. So you now have Hotkeys #5 and #6 to request specific altitudes and #3 and #4 to request ATC assigned altitude changes. *This was a user request from Martin S and thanks to our very own Martin C who volunteered to do the editing to create the new vocabulary.*
- **CHANGED** the source for our magnetic declination data which should now be much more accurate. We believe this was previously the reason why some approaches were causing issues, due to the positioning of our virtual FAF.

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- **CHANGED** the way assigning a gate at your destination airport works if you have 'Gate Only Parking' selected. Currently, if there are no gates or there are no empty gates then you would receive a simple 'Taxi to Terminal' instruction from ATC. This change ensures you will be assigned a parking area instead in such a situation
- **CHANGED** our approach vectoring system. The distance trigger that would normally initiate your next turn instruction used to be fixed at 2.5 miles for speeds between 140 and 249. For 250 and above the trigger would be 3.5 miles. In an attempt to cover those wishing to fly an approach at different speeds between 140 and 250 we now base this trigger on your exact speed by some simple interpolation. For instance... at 140 the trigger is 2.62, for 150 the trigger is 2.81, at 160 it's 3, at 170 it's 3.18, at 180 it's 3.37, etc, etc. If you're running the approach at 250 knots (hope it never happens) the trigger would be set to 4.68 miles. Hopefully this will cater for all preferences.
- **CHANGED** the maximum transition altitude you can set from 19,000' to 22,000'
- **FIXED** a problem where the VCP was not setting the squawk code during the clearance phase
- **FIXED** a problem where you would receive the same taxi instructions after requesting a different runway at your departure airport. This only seemed to occur if you had also requested push back
- **FIXED** a problem where you could save an irregular flight profile when adjusting the FP altitudes which could result in ATC not clearing you to your expected cruise altitude
- **FIXED** a problem that you would get an incorrect message about the wrong frequency if you requested clearance to cross a runway during your taxi if you weren't stationary. You will now get a reminder that you need to be stationary.
- **FIXED** a problem where the step climb/descent routine could return an invalid factor resulting in you not being given further climb instructions unless you were at your EXACT assigned altitude.
- **FIXED** a problem If you chose 'Select a Flight Plan', then 'Change Flight Plan Path' the 'Delete FP' button would appear on the new window.
- **FIXED** a problem with the TGS display where it could sometimes hang. This was due to the 'idle' state it was placed in between your departure and destination where it couldn't wake up'. This is now hopefully addressed.
- **FIXED** some irregularities with TGS callouts. Although the actual directional turns were correct sometimes the name of the taxiway you had to turn onto was wrong.

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- **FIXED** a problem where the InSim Captions window could sometimes truncate the display message
- **FIXED** a problem where **PF3** would no longer pause MSFS if you had that feature configured. This was due to a change in MSFS which also resulted in a change to FSUIPC.
- **FIXED** a problem resulting from you reaching your SID completion altitude at say waypoint n but the flight plan indicates the SID ends at waypoint n+
- **FIXED** a problem with the TOD because it was being recalculated AFTER reaching TOD, this caused some anomalies with ATC instructions.
- **FIXED** a problem where you could be heard contacting Departure after being handed off to Approach
- **FIXED** a problem where you could be given a runway change just after being cleared for the ILS.
- **FIXED** a problem where the **PF3** Display frequencies file was not being written to the FS folder when using MSFS if the folder didn't exist. This is required by MCE (Multi Crew Experience)
- **FIXED** a problem with **PF3** renaming the current debug log and creating new one when disconnecting from FS. This was caused if TGS was still running when disconnecting.
- **FIXED** a problem where Clearance wouldn't give you the Tower frequency if there wasn't a Ground control facility
- **FIXED** a problem that could cause **PF3** to think you'd bypassed all waypoints and that you were now heading for the last one. This happened after a bizarre set of conditions were met... including; you were flying a SID, your 2nd waypoint was closer to your departure than the first waypoint and your published procedure had your initial heading going away from your 1st and 2nd waypoint. All this, coupled with the fact you were running with the original sectors file rather than the extended one.
- **FIXED** a problem that could result in **PF3** getting stuck in a loop... resulting in the user believing PF3 was hanging. Although you could still disconnect from FS.
- **COMPLETELY** revamped all the screen shots in the user guide to ensure they are all up to date

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26th September 2023

Version 3.21.0

- **ADDED** the frequency 122.20 as the default for FSS. This has always been the case if there was no FSS available but now, even if there is an FSS frequency, 122.20 will still work. So, if you don't know what the local FSS frequency is you can always use 122.20.
- **ADDED** the means by which you can now turn off all messages displayed from TGS (the Taxi Guidance System) when using FS9 or FSX . This follows a user request so it is not the default and you have to manually change the PF3.INI file as follows.
 - Under the [TGS] section add the following line
 - NoDisplayMessages=1
 - Under the same section check the Captions entry which should already be set to 0
 - Captions=0
- **ADDED** new options in the P3D/MSFS section of Advanced Options to allow you to redirect the TGS messages to a different route to the one you select for all other **PF3** Info message. You may also suppress them completely if you wish. The default option is to use the same route as **PF3** Info messages
- **ADDED** a check for **PF3** supporting EXE files when first starting to detect and inform you if any may have been removed as some anti virus programs are becoming somewhat aggressive.
- **CHANGED** the trigger at which point your next step altitude call from ATC is given, which should result in the calls coming sooner rather than later when you're nearing the last assigned altitude
- **FIXED** a problem whereby TGS could remain running after takeoff
- **FIXED** a problem where your VCP would do an 'auto roger' in VCP Mode 1 following your clearance readback confirmation from ATC
- **FIXED** a problem where you would not get cleared to the correct cruise altitude when flying below the control center altitude and in contact with 'Radar Control'
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- **FIXED** a problem where bad (invalid) frequency data from FS20 was being used... **PF3** will now correct this on the fly.

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- **FIXED** a problem where an incorrect altitude was given when contacting Departure
- **FIXED** a problem where the QNH was not given under certain circumstances when given instructions to descend below the TA
- **FIXED** a problem where you could get repeated handover instructions to Approach whilst in VFR
- **FIXED** a problem where an incorrect frequency could be sent to **PF3** Display when you were not tuned to an active facility
- **FIXED** a problem where the name of the control center was dropped during your last Oceanic reporting point
- **FIXED** a problem that could result in **PF3** getting stuck in a processing loop when working out step descends, which resulted in loss of contact with ATC
- **FIXED** a problem where the trial version was attempting to run the new PF3 updater program.

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14th April 2023

Version 3.20.0

- **FIXED** a potential problem whereby TGS was not directing you to the correct gate/parking position as per ATC instructions
- **FIXED** a problem when defining an Oceanic entry point a message would tell you this was not possible due to your configured STAR, even though there was no STAR configured.
- **FIXED** a problem where **PF3** was incorrectly setting the end of your configured Oceanic exit in the wrong position. This meant you were not handed off when leaving Oceanic airspace, or certainly not at the right location.
- **FIXED** a small problem when resuming a flight. If you had 'Prompt for push and start ('at connect') selected, that menu would popup when you tried to connect to FS. Seeing that **PF3** doesn't allow you to resume a flight whilst on the ground this was obviously incorrect.
- **FIXED** a problem whereby you could still get nagged about your transponder after obtaining clearance, before you had any chance of setting it.
- **FIXED** a problem where you could be told to maintain an incorrect initial altitude on completion of a SID
- **FIXED** Oceanic reporting where the Lat/Lon for the reporting point was not always accurate
- **FIXED** a problem that could cause **PF3** to crash when reporting to Tower that you were diverting to your alternate
- **FIXED** a problem that could result in loss of ATC if you had a SID set but then requested a runway change to one that did not have a SID assigned
- **FIXED** a problem that was preventing the timer to activate for the InSim Hotkey window
- **FIXED** a problem where an incorrect ground facility was being mentioned in a read-back when there was no such facility
- **ADDED** a 'Delete Flight Plan' option to the 'Select a Flight Plan' display page
- **ADDED** the master SID and STAR options to the flight plan adjustment page. These mirror the settings from the SIDs/STARs page and have been added following a user request to have them accessible when adjusting the flight plan. Please remember these are still global settings and are not linked to any one flight plan.

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- **ADDED** a check to **PF3** to ensure TGS is not already running when ATC give you your taxi instructions. If it is it will be closed down and restarted.
- **ADDED** a '?' help icon to various options on the main options screen to provide detailed information about each selection. This is the same as you've been used to on the Advance Options and INI File Tweaks page.
- **ADDED** a 'Reset' feature which will reset all the currently saved **PF3** window positions. So, if you used to display **PF3** on a second monitor, which has maybe died or been disconnected, you would be able to drag **PF3**'s main screen back onto your main monitor but any other **PF3** windows you try to display would not show, due to **PF3** remembering the last position each window was displayed. This feature is initiated by right-clicking on the aircraft picture on the **PF3** Main screen... then selecting 'yes' to confirm you wish to proceed. Be warned... there is no backout from this so if you wish to try it please make a copy of your PF3.INI first.
- **ADDED** a user request for ATC to give you an 'expected' runway when clearing you for a STAR.
- **ADDED** TGS will be automatically stopped if you tune to Tower and then hit Hotkey #6 to request takeoff clearance.
- **ADDED** a display message to let you know when your Avionics Switch is assumed to be OFF
- **CHANGED** closed caption text display during clearance. Whilst ATC still spell out your destination ICAO the text display will now show the ICAO 'as is'. Eg ATC says 'cleared to Echo Golf Golf Whiskey' the closed captions will show 'cleared to EGGW'
- **CHANGED** the location of the PF3_Freqs.dat so it's now back to the original PF3_Display folder (within your FS folder). This is for those using MCE, which expects to find the file in that location. Apologies for changing it in 3.17.0, I should have known about MCE's requirement... probably did... just forgot! We've left the copy in the PF3/Data folder too.
- **CHANGED** clearance for takeoff to include SID details if you request a change of runway following your initial clearance
- This release also includes an update for the PF3 WEB Display utility, which you will find in the PF3\PF3_Displayer\PF3_Web_Display folder

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17th November 2022

Version 3.19.0

- **FIXED** a problem with the new PF3 Updater which was causing the 3.18.0 update to complaining about being unable to close all applications
- **FIXED** a problem where ATC would nag you about an incorrect transponder setting, even before obtaining clearance. This only happened at those airports with no clearance facility
- **FIXED** a problem where you wouldn't get the new pushback heading directive from ATC if departing from an airport with no ground control
- **FIXED** a problem where you could configure a STAR to begin within oceanic airspace. Not only is this procedurally incorrect but it would also cause problems with PF3. This is now prevented when configuring STARs/OP's. Please note, if you already have a flight plan configured with a STAR within an OP area PF3 will not be able to correct that and you will undoubtedly have issues during the flight, should you choose to use it.
- **FIXED** the rare occurrence of ATC repeatedly instructing you to 'contact control'. Please note: As this was a very rare issue we were unable to recreate it so cannot be 100% certain the problem has been totally resolved.
- **ADDED** a new 'go-around' feature where PF3 will check for any other aircraft on the runway during your final approach and if detected ATC will instruct you to go-around. Normally PF3 does a pretty good job of keeping other aircraft out of your way and off the runway, but on occasions, especially when AI traffic is landing in front of you, they can be very slow to vacate the runway (especially in MSFS). The new configurable options for this feature can be found under Options#2 / Advanced Options. Full details can be found in the PF3 User Guide.
- **CHANGED** the layout of the Advanced Options page slightly to support the new 'go-around' feature. We also removed the 'Use PF3 Thread' option (which now defaults to OFF) plus 'Use fastest calculation to determine ATC taxi routing' option (which now defaults to ON).

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10th November 2022

Version 3.18.0

- **ADDED** the ability to redisplay the local frequencies at your departure airport when tuned to Clearance or Ground control by using Hotkey #3
- **FIXED** the problem of ATC taxi instructions being far too verbose
- **CHANGED** PF3's generated Departure frequency to use the one from FS. However, this 'might' still not match exactly as it would be subject to being checked/changed to prevent any duplication between all the various ATC facilities. Also, during testing, We noted there are many airports in MSFS (probably other sims too) that have no Departure frequencies listed. In these cases we have used the airport's Approach frequency.
- **CHANGED** the way PF3 detects when you've cleared the active runway at your arrival destination... this should mean you're handed off to ground control sooner and thereby receive taxi instructions sooner also.
- **FIXED** a problem where you wouldn't get nagged if you failed to set your transponder correctly
- **ADDED** a new directive to the push and start approval. ATC will now give you the heading which you should be pointing after your pushback. ATC will say something like this 'callsign, push and start approved heading south east, report when ready to taxi'
- **CHANGED** the TGS Display utility to support the new push and start instructions from ATC. Once receiving the okay to push and start TGS Display will now show a flashing green/red indicator, pointing to the direction which your aircraft should be facing following your pushback. Please note, just like using your in-car sat nav you may need to exercise some common sense here, rather than blindly following the TGS Display pointer regardlessly.
- **FIXED** some incorrect voice accent settings in the CenterSectors for Nambia, which was defaulting to Canada
- **FIXED** a problem if you turned the master avionics off you could still hear radio coms from AI traffic,etc. Now, If you turn avionics off mid-way through a transmission it will be truncated. However, please do not report things like 'I quickly turned it back on again but didn't here the rest of the instructions' because it doesn't work like that. In PF3, once the audio buffer is filled and playing, if you turn avionics off we simply erase the buffer. There's no buffer restart available. So yes, it's easy to mess this up. Primarily this change has been put in place (following a user request) to allow those shutting down systems at the end of their flight not to hear any ATC/AI traffic chat, which was of course a little unrealistic.
- **Please Note:** Some MSFS aircraft seem to have an problem with their Master Avionics not showing up as being 'On' when starting from Cold &

PF3 – ATC at its best

Version History

Dark. Everything appears to work when starting with the engines running. When this happens PF3 detects Avionics are off. Should this be a problem for you there's a new option under Options #2 / Advanced Options / COMs, named 'Ignore Avionics Switch'. When selecting this new option PF3 will consider your Avionics are ON at all time and will not detect them being turn off.

- **UPDATED** - Included with this release is an update for the PF3 WEB Display in-game panel. Full details can be found in the PF3WebDisplay.PDF file which is located in your PF3\PF3_Displayer\PF3_WEB_Display folder

PF3 – ATC at its best

Version History

1st September 2022

Version 3.17.0

- **ADDED** a reminder message to PF3 Display that PF3 must be running and 'connected' to your flight simulator before it is able to communicate with PF3 Display
- **ADDED** an option to the TGS Display utility to make it always stay on top of other windows
- **ADDED** additional error checking to detect missing DirectX runtimes when PF3 first starts
- **CHANGED** the incremental value for the FAF Altitude on the Advanced Options page from 500' to 100'
- **CHANGED** the way PF3 calculates the taxi route to/from the runway. (Firstly my thanks to the PF3 WEB Display author, Martin, for his amazing coding skills on this feature) – PF3 has two taxi routing calculation routines available to use. The first one was more accurate but slower than the second routine, which in turn was faster but less accurate. So, prior to this release, we always ran with the first routine and only used the second one if (a) we hit a problem or (b) it was taking too long for the process to complete. However, Martin has completely revamped this second routine, which is now proving to be both accurate and blazingly fast!!!
- To support this change we've added a new option in 'Advanced Options' which is ON by default, to ensure PF3 uses this new routine first. In the unlikely event of you having any problems you can simply deselect this new option to return PF3 to using the original taxi calculation routine.
- **CHANGED** the location where the PF3_Freqs.dat file is created. This used to be in a folder named PF3_Display which was created inside the main FS folder. However, since the PF3 Display utility no longer requires WideFS when running on a client machine this file is no longer accessed directly. Subsequently, we now create this file in the main PF3\Data folder.
- **CHANGED** some incorrect system messages that were somewhat misleading
- **CHANGED** RemoteText to support port numbers higher than 32767
- **CHANGED** PF3 Display to support port numbers higher than 32767
- **CAHNGED** the 'Check for Updates' process. This was done to (a) make our updating procedures easier and more streamlined and (b) to address the problems some users experienced when manually checking for updates
- **REMOVED** an erroneous 'No suitable runways' message when requesting an instrument approach during a VFR flight. This was followed (correctly) by a 'Unable at this time' from ATC

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- **FIXED** a problem than could occur if our initial 'get taxi instructions' routine failed and the backup routine found a taxi point with a value greater than 2000... at which point it considered it to be a gate location and would fail. Consequently you would not receive full taxi instructions but would simply be instructed to 'taxi to runway/terminal'
- **FIXED** a problem where the 'hand off to approach' distance was not using the figure set in advanced options and was still using the hard coded '20'
- **FIXED** a problem where Hotkey #8 would not initiate 'Airport in sight' if tuned to a Control Centre and you didn't have an alternate airport configured.
- **FIXED** a problem of the handoff from Radar Control to Approach repeating itself during a VFR flight
- **FIXED** a problem when departing from an uncontrolled airport in which you could hear your VCP give an incorrect 'out of' altitude read back, the altitude used was defaulting back to whatever altitude you were given during your initial clearance.
- **FIXED** a problem with the TGS Display utility where the red indicator, which should point to the taxiway point after the one you are currently moving towards, was not reflecting the actual route correctly.
- **FIXED** a long standing problem that could result in you being cleared for takeoff when there was an AI aircraft still on the runway... usually one that had just landed and not yet cleared the runway.
- **FIXED** a problem that could result in TGS.exe (Taxi Guidance) or CM.exe (Conflict Monitor) continuing to run in the background after PF3 closes
- **UPDATED** the PF3 User Guide

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Version History

- **FIXED** the problem of the silent TGS guidance
- **FIXED** a problem of PF3 not restarting when loading a new profile
- **FIXED** a problem of the TGS display/gauge data flashing off/on when running both FDC and PF3... although I didn't actually (knowingly) fix anything but now it's working... for me anyway!
- **ADDED** a reminder to exit/restart PF3 after each flight

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- **A** small update to coincide with updating the base installation package, which has been unchanged for many years, since version 3.0.0. The new installer is now at version 3.16.0 level
- **FIXED** a problem with TGS stopping if you changed your VCP mode
- **FIXED** a problem whereby PF3 would internally bump to the first waypoint if the departure airport's elevation was greater than 500'. This could obviously cause some untoward problems.
- **CHANGED** the behaviour of the listed flight plans. PF3 will now remember your last choice, so if you chose to list the flight plans by date this is how they will be the next time you select 'Load a flight Plan'. Equally, if you chose to sort them by name, that is how they will be displayed next time you select 'Load a Flight Plan'
- **CHANGED** the incremental value for the FAF Altitude on the SIDs/STARs page from 500' to 100'

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Version History

28th March 2022

Version 3.15.12

- **HOTFIX** for the broken altitude problem

26th March 2022

Version 3.15.10

- **FIXED** a problem where a squawk and/or initial altitude was not given when obtaining clearance. This only happened when flying a SID and was caused by a combination of a typo plus the introduction of our new random number generating in 3.15.7
- **REMOVED** our new number generator (added in 3.15.7) as it was not performing adequately
- **ADDED** a new feature which allows you to choose the audio output device for PF3. This can be found via Options #2, Advanced Options and then Audio Output Configuration. **My thanks to the PF3 WEB Display author, Martin, without his input this would not have been possible.**
- **Note:** This was originally release in 3.15.1 but unfortunately a lot of users experienced some very strange behavioural issues, so it was then removed in the next release (3.15.7). Following a few changes we are now happy this new feature should now be working correctly
- **CHANGED** some code relating to ATC believing you to be at an incorrect altitude. This was initially added in 3.15.0 to address problems MSFS users were experiencing. However, this seems to have had an adverse affect for those running other sims. The original code has now been reinstated for earlier sims (FS9, FSX and P3D) whereas the change (fix) remains for those using MSFS. Hopefully this will address the problem.

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Version History

17th March 2022

Version 3.15.7

- **BACKED OUT** of those changes released in 3.15.1 pertaining to the audio output device configuration feature. This was due to a lot of users experiencing some very strange anomalies and some weren't even able to start PF3. For those who have not had any issues and are enjoying the new feature it is recommended you do not update to 3.15.7. We are continuing to work on solving the issues with this new feature and hope to add it to the next release.

Please note: We have not removed reference to the audio output device feature from the user guide

Plea note: We have not removed reference to the audio output device feature from the user

- **ADDED** a new feature that allows you to display your list or flight plans either by file name or date created
- **FIXED** an issue with TGS not giving any verbal directions following the last update
- **CHANGED** the way we generate random numbers to (hopefully) fix the infrequent issue of climb/descent altitudes being given in steps of 2000. We have never been able to recreate this problem so can't be 100% certain of this fix

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Version History

12th March 2022

Version 3.15.1

- **ADDED** a new feature which allows you to choose the audio output device for PF3. This can be found via Options #2, Advanced Options and then Audio Output Configuration. **My thanks to the PF3 WEB Display author, Martin, without his input this would not have been possible.**

7th March 2022

Version 3.15.0

- **ADDED** a new option to allow you to receive taxi instructions after vacating the active runway at your destination without the need to stop and remain stationary. This new option is available under Options #2, Advanced options and the Misc column. The 'Max Spd for rolling taxi instructions' option can be set from zero to 30, to indicate the maximum speed you are allowed to taxi and still receive taxi instructions, rather than be told to hold your position. More details are provided in the PF3 User Guide
- **CHANGED** the point at which TGS is activated. Your TGS gauge/standalone will now become active as soon as you receive your taxi instructions from ATC. This used to occur after you 'rogered' the instructions. This will allow you to start moving as soon as you receive the instructions.
- **CHANGED** the maximum value you can set the FAF Altitude in Advanced options from 10,000 to 20,000
- **FIXED** a problem with the cumulative updates script overwriting user changes for SID/STAR, TA and MAP, etc.
- **FIXED** the problem of ATC believing you are at an incorrect altitude
- **FIXED** a problem where Hotkey #3 was not working when tuned to your destination's Tower and trying to report 'turning to base'
- **WEB Display** - This update also includes some changes made to the WEB Display utility. For further details please see the author's documentation included with WEB Display.

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Version History

30th January 2022

Version 3.14.0

- **FIXED** an erroneous altitude call which could occur when the SID option is selected. This would result in your VCP giving an incorrect 'going to' altitude when contacting ATC
- **FIXED** a problem with the PF3 Display utility not refreshing ATC facility changes correctly
- **FIXED** a problem where Hotkey #3 when tuned to Unicom or Multicom (turning base) was not working

PF3 – ATC at its best

Version History

20th December 2021

Version 3.13.0

- **ADDED** some changes to the TGS Display (Taxi guidance) standalone program. In addition to this utility showing you the relative position of the next taxi waypoint it now displays the relative position of the one after the next. This is shown as a red dot. I find this really helps and can now see exactly the direction I will need to be turning, well ahead of time.
- **ADDED** a new feature following a request to have your current VCP mode displayed. This now appears on the main PF3 Title Bar as 'VCP Mode n' (where 'n' will be 0, 1, 2 or 3). Since you are able to change the VCP mode during your flight this presents an easy way to keep track of the current setting.
- **ADDED** a new new option in the Advanced Options section named 'Use PF3 Thread'. This is off by default and setting it to 'on' results in all taxi routing calculations to/from the runway being handled by a separate external thread from PF3. Why should you want to use this? Well for some larger airports, especially in MSFS, you can sometimes find it can take quite a while to receive your taxi instructions. This can be caused by a variety of reasons... your parking position relative to the active runway... distance to the active runway... inaccurate AFCAD taxiway data, to name but a few. You may, at times, even think PF3 has stopped working or become stuck in a loop, because during the calculation of the taxi route PF3 is unable to do anything else, as it's a single threaded program.

When using an external thread we are able to provide some kind of feedback from ATC to let you know you haven't been forgotten. The first message will be a simple 'callsign, stand by' which will occur approximately 5 seconds after your request for taxi instructions. We set this to 5 seconds because the majority of calculations are complete within 5 seconds. The next thing you'll hear from ATC if the calculation is taking longer is at around 1 minute when ATC will say 'callsign, standby, with you in 5'. Now this doesn't actually mean you will definitely have to wait a further 5 minutes because in truth we have no way of knowing how long the calculation is going to take, but you shouldn't be waiting any longer than that.

There is a fail safe trigger in place that kicks in at around 6 minutes, at which point PF3 would revert to our backup process which will ensure you at least get cleared to taxi even if it's a simple 'callsign, taxi to blah, blah'. So, in summary, if you've never experienced a long wait or if it doesn't bother you at all, you can just leave this option off. The other reason we included an option for this switch was some beta testers found the external thread caused problems on their system. So the choice, as they say, is yours. Personally, I always have the option 'on'

- **FIXED** a problem with the Final Approach Speed. If you had this set to 'OFF' your approach speed would be set to the default of 190 for jets rather than using the value set in the aircraft CFG file.

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Version History

- **FIXED** some inaccuracies for the time logging in the debug log file
- **FIXED** a problem with the TGS (Taxi Guidance System) Auto Taxi Speed facility. If your taxi speed was set to zero and you hit Hotkey #8 to toggle the auto taxi system, you would get a continual hotkey 'beep'.
- **FIXED** a problem where you 'could' roger the opposite direction after receiving a turn instruction from ATC
- **FIXED** a problem with the 'Display Initial Coms' option in the Options #2 / Advanced Options display, which would cause PF3 to crash if the value entered was more than 255
- **UPDATED** PF3 User Guide and corrected some mistakes and omissions

INCLUDED with this version of PF3 is a brand new browser-based alternative to the PF3 Display program. This was written by Martin Cockerell, who is one of the PF3 beta team. You will find this new utility in your PF3\PF3_Displayer folder in a sub-folder named PF3_WEB_Display. Full Documentation is included.

Please note: Martin will be the sole point of contact for all support issues regarding this utility and a new sub-forum will be created next to the main PF3 support forum for you to ask any questions.

PF3 – ATC at its best

Version History

28th August 2021

Version 3.12.0

- **FIXED** a problem of erroneous handover prompts when entering Oceanic airspace
- **FIXED** a problem where a runway change could be made without ATC telling you
- **FIXED** a problem with Live Weather data where the wind direction 'could' return a null value. The workaround is to use the previous reading if either the speed or direction values return null. This would usually manifest itself during your approach and 'could' cause inaccurate runway changes.
- **FIXED** a few issues that crept into 3.11.0 with regard to your VCP changing frequencies, etc.
- **FIXED** a problem with the RemoteText window not remembering any resizing you did

PF3 – ATC at its best

Version History

23rd July 2021

Version 3.11.0

- **ADDED** support for Aerosoft's CRJ Autopilot. Basically, prior to this release, PF3 was unable to set the CRJ's ALT, HDG or SPD. With this release things should work as normal with your VCP
- **CHANGED** the way PF3 windows operate. In version 3.10.20 all windows would open relative to the main menu display. We've now made it so you can move them around and they will remember their known position. This should allow you to setup your PF3 displays more precisely. Please note. PF3 window positions are saved globally, which means the same positions will be used whichever PF3 profile you load. Also, if you suddenly decide to move PF3 over to a second monitor all the windows will still be displayed wherever you had them positioned initially before the move. To make things easier under such circumstances we have also provided an easy means by which you may reset all PF3 window display positions back to their original defaults... that is they will be displayed relative to the position of the main menu. To reset to their default positions, simply double click on the OnCourse Software picture at the top of the main menu display and follow the on screen instructions to continue.
- **FIXED** a problem when making initial contact with Approach at your last waypoint and giving an incorrect altitude call when checking in. eg "with you at 3,000 for 7,000'
- **FIXED** a problem whereby you could receive traffic advisories before actually checking in to a faculty.
- **FIXED** a few problems where your VCP would 'Roger' an ATC instruction when you were using VCP Mode #1 (obviously your VCP should only change the frequency)
- **FIXED** a problem when flying VFR where the Tower at your destination could clear you for an incorrect runway (eg. the runway would be one from your departure airport)
- **FIXED** a problem that would result in you not being given correct vectoring once in contact with Approach. An indication this problem was manifesting itself would be if you don't receive the normal 'continue present heading, expect vectors for runway nn' etc.
- **FIXED** some Oceanic procedural issues

PF3 – ATC at its best

Version History

15th May 2021

Version 3.10.50

- **UPDATED** the PF3 User Guide and the Known Issues using PF3 with MSFS documents.
- **ADDED** PF3 Profiles. This allows you to setup PF3 for various different reasons... maybe you need a different setting when using PF3 for VFR and IFR flights. Maybe you like a different setting per aircraft you use. Until now you would have to make those settings prior to using PF3 for your flight. With this new PF3 feature you can now create as many setup versions as you wish. It's all pretty self explanatory when you start the process. Profiles are accessed via either the main Options #1 page or the Options #2 Advance Options page. This seemed the best idea as it would only be after making changes to those options you would need to access the Profile section. The currently loaded Profile name will also appear on the main PF3 screen just above where the currently loaded flight plan appears.
- **ADDED** a New option to our RemoteText program - 'Always Show ATIS'. Setting this option ensures ATIS messages will always show in the RemoteText window. If deselecting this option ATIS messages will NOT show in the RemoteText window.

ADDED two new control center callsigns, Norway and Sweden. We're informed that the current call sign for Stavanger and Oslo is now 'Norway' and the call sign for Stockholm is now 'Sweden'. So these have now been added. If you don't wish to use them and leave things exactly as they are right now, simply do nothing. If, however, you wish to use these new call signs simply go to the Control Mapping display (Options #2 then select Control Center Mappings) and you should notice a new check box just above the Altitude Switch button. Selecting this option will automatically map your Stavanger and Oslo control centers to be referred to as 'Norway Control' and Stockholm Control will be referred to as Sweden Control. To stop using these new call signs simply de-select this new option.
- **FIXED** a problem that could result in you being handed off to a Control Center from Approach. This could happen if your last waypoint was more than 40 miles from your destination.
- **FIXED** a problem when exiting an Oceanic sector when no further handoffs would occur.
- **FIXED** a problem after declaring an emergency when you could get erroneous instructions to 'continue present heading'
- **FIXED** a problem where Tower at your destination could give an incorrect altimeter setting during your landing clearance

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- **FIXED** a problem if you had Gander Center in your flight plan and created an Oceanic Flight Plan with a different start point then ATC could hand you off to Oceanic at the wrong location.
- **FIXED** a problem after contacting Approach where there was some missing ATC instructions... ATC 'should' say 'Maintain heading 123, expect vectors...' but in some circumstances the 'Maintain heading' was dropped.
- **FIXED** some cosmetics in our RemoteText program with regard to popup windows, etc.
- **CHANGED** speed reduction calls from ATC during your approach so they are not so close together
- **CHANGED** initial instructions you receive after declaring an emergency. ATC will now give you the Tower or Unicom frequency for the airport you are directed to. They will also provide the course to the airport in addition to the relative direction. Obviously for a Tower controlled airport you should make contact with them and they will clear you to land. You will not receive any runway information. It's an emergency situation and you may well want to land at the closest runway... the actual call received will be 'Callsign, cleared to land, runway at pilot's discretion'
- **CHANGED** VFR flight procedures when flying in the US (FAA), following a user request. We're informed that 'Radar Control' or a 'Named Radar Control' is not correct for the US and you would normally be in contact with Tracon (Departure/Approach). Since this issue has not been raised before I have decided NOT to make these changes the default nor are they obligatory. There is a new option now on the Advanced Options and Tweaks page, under the MISC tab, named 'No Radar Control in US'. If you select this option you will no longer be able to contact or be handed off to our (new to 3.10) Radar Control facilities. Instead you will be in contact with various Approach facilities during your VFR flight. When nearing your destination, or during a VFR FF flight when you use Hotkey #1, you will be handed off to Approach on a different frequency in readiness for landing. If you don't select this option then your VFR flights will continue as they do now and PF3 will use the 'Named' Radar Control facilities as it does now for both CAA and FAA regions.
- **CHANGED** callsigns for Oceanic flight to bring them in line with real world procedures. 'Gander Oceanic' and 'Shanwick Oceanic' will now be 'Gander Radio' and 'Shanwick Radio'. For other areas where we used 'Oceanic Control' or 'Oceanic Center' will now be simply 'Radio'

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Version History

13th April 2021

Version 3.10.30

- **CHANGED** the way waypoint removal works so when removing the last waypoint PF3 will now remove any XXX waypoints if they appear after the resulting last waypoint. i.e. There should be NO XXX waypoint(s) after your last real waypoint.
- **FIXED** some incorrect sentences like 'When ready descend to nnn when ready'
- **FIXED** a problem preventing the In-Sim Captions Window from closing at the end of TRX unless you added a short delay. This now works as designed so if you have the delay set to ZERO the window closes immediately at the end of the TRX.
- **FIXED** a problem where a Unicom frequency was not created for your destination airport if it was an uncontrolled arrival.
- **FIXED** a problem where you could be given a 8.33 Khz frequency by ATC (these are not yet supported by **PF3**)
- **FIXED** a problem when being handed off to a Radar Control facility if your cruise altitude was below the Control Center airspace but flying IFR and asking for 'flight following' or 'radar service'

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Version History

23rd March 2021

Version 3.10.25

- **ADDED** a new feature which allows you to cancel a request to land at your alternate airport. This was added following a user request from someone who accidentally hit the wrong hotkey and had their flight plan changed to land at their alternate. Now you can simply hit the same hotkey again (Hotkey #8 when tuned to Control or Radar) and your plan flight plan will be changed back to land at your original destination.
- **FIXED** a problem which could result in an Oceanic Flight Plan not being triggered correctly when approaching Oceanic airspace.
- **FIXED** a really obscure problem with the interaction between PF3 and the PF3 Display utility that could result in PF3 crashing.
- **FIXED** a problem whereby if you requested a lower cruise altitude you would keep getting bugged to reduced speed to something probably a lot lower than your ideal cruise speed
- **FIXED** a recurring issue with clashing Departure/Unicom/Multicom frequencies
- **FIXED** some AI Traffic readbacks when tuned to Tower and on finals
- **FIXED** a problem when using FS2020 where the first time you receive a QNH setting would be correct but subsequent values would be incorrectly given.
- **CHANGED** the text for PF3_Display hotkey descriptions to reflect the new toggle key to amend your flight plan to go to your alternate and also to add the correct descriptor for Hotkey #5 when tuned to Tower when there is no Ground control at your destination
- **CHANGED** Oceanic Control initial readback where they will now ask you to report at the next waypoint by referencing the Lat/Lon coordinates in the same way as the subsequent reporting is done.
- **CHANGED** the way PF3 obtains the Final Approach Speed and the Maximum Aircraft Speed when using FS2020. We now grab this data directly from FSUIPC which circumvents the problem of the restricted performance files with the Premium and Premium Deluxe versions
- **CHANGED** the Remote Radio Stack utility so all frequencies can now be changed using the mouse wheel. Also corrected some errors and made it slightly more responsive.

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Version History

1st March 2021

Version 3.10.22

- **FIXED** a problem where Hotkey #3 was not working correctly when tuned to Unicom, Multicom or Tower, resulting in you being unable to announce 'Turning Base'
- **FIXED** a potential issue of ATC clearing you into Oceanic Airspace too early. This could happen if you had a user configured Oceanic flight plan and your starting waypoint was #2
- **FIXED** a problem when requesting an ACARS ATIS report from your departure airport which would show the active runway for the departure rather than the destination airport.
- **FIXED** the problem where the new ATC phrases added in 3.10.0 were not processed in the same way as the original files and therefore it was evident when listening to them in context. These files should now match the original files and you shouldn't 'hear' the join!

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Version History

24th February 2021

Version 3.10.21

- **FIXED** a mis-alignment of the header frame on the SIDs/STARs display, resulting in covering the column headings and the first line of the runway data

PF3 – ATC at its best

Version History

23rd February 2021

Version 3.10.20

- **CHANGED** all PF3 program windows to open relative to the position of the main menu, so if you move PF3 to a second monitor all subsequent windows should also open on the second monitor.
- **FIXED** a problem where PF3 was not remembering when a handoff had been completed after entering Oceanic air space
- The following changed (applied in 3.10.12) has now been removed, because I didn't like it!
- **CHANGED** *handoff to Approach which will now occur before you reach the last waypoint. This was predominantly changed following requests from MCE users who needed more time between the handoff and receiving approach instructions.'*

Instead, I have added a new option to the Advanced INI File Tweaks page, under the 'Approach' section and labelled 'App Handoff Dist'. There you can adjust the distance from zero to 25. Setting it to zero effectively turns the option OFF and thereby reverting to the normal process of the handoff to Approach occurring at the last waypoint, as it has done for many years.

Should you wish to have the handoff happen earlier simply adjust the distance to your liking. The previous version of PF3 (3.10.12) had this hard coded to '20'. In summary then, for those VR users who require more time between the handoff and the initial instructions from Approach will need to make the adjustment here as it is off by default. But remember, whatever distance you apply here doesn't come into effect until you are actually heading for the last waypoint. Eg. If your penultimate waypoint is only 10 miles from the last waypoint and you have this feature set to 20, the handoff will occur when you reach the penultimate waypoint and not at 20 miles.

- **FIXED** a problem that could result in an error on the flight plan adjustment page when waypoint removal is activated and then clicking below the last waypoint on the page.
- **FIXED** a problem with erroneous handoffs being given during a Oceanic flight. Whilst tuned to HF radio during an Oceanic flight you should NOT receive any handoffs. You are not under ATC control and they can't see you. It is the pilot's responsibility to contact the correct facilities when necessary.
- **FIXED** a problem that could result in you being handed off to Approach and then a short while later Approach would terminate radar service and hand you off to Approach again.... this would then loop until you reached the last waypoint.

PF3 – ATC at its best

Version History

9th February 2021

Version 3.10.12

- **FIXED** a problem where rechecking for active runways could fail to activate
- **FIXED** a problem when arriving at an uncontrolled airport with no Unicom... PF3 will now create the facility if necessary.
- **FIXED** a problem where Approach could give some erroneous instructions when advising on 'expect vectors for...'
- **FIXED** a problem with the PF3 Display utility not refreshing the LastWP, NextWP and Alt values
- **CHANGED** functionality for the In-Sim Hotkeys Window. If you close the Hotkeys window, using the default Hotkey sequence Ctrl+Shift+T, then will not be displayed automatically when the ATC facility you're tuned to is changed, as it does now.
- **FIXED** a problem where ATC would give a descent instruction at 'pilot's discretion' (or 'when ready' in ICAO talk) but fail to say 'at pilot's discretion or when ready'. Subsequently, for those using VCP Mode 3 the AP altitude was not set and the descent never started. This was okay if you were paying attention, otherwise it could cause problems.
- **CHANGED** handoff to Approach which will now occur before you reach the last waypoint. This was predominantly changed following requests from MCE users who needed more time between the handoff and receiving approach instructions.
- **CHANGED** ACARS ATIS request which can now be done whilst you're at your departure airport and on the ground, previously this was not available until after takeoff.
- **ADDED** a feature that allows you to request an ACARS list of the current ATC frequencies. This is only available whilst you are at your departure and on the ground and not tuned to Unicom, Multicom or FSS. Initiate the call by hitting the #3 hotkey
- **ADDED** following a user request to provide closed captions for TGS audio instructions. This feature is OFF by default and to activate it you need to open the PF3.INI file and look for the Captions entry under the [TGS] section and change it to Captions=1. This is different to the entry under the [Closed Captions] section so please take care you change the correct one.
- **FIXED** a problem when requesting a 'Direct To' which could result in you being constantly nagged to turn to a particular heading.

PF3 – ATC at its best

Version History

1st January 2021

Version 3.10.3

- **FIXED** a potential problem related to the Conflight Monitor and Aircraft ID values being greater than 32767... this resulted in PF3 display the dreaded Fatal Error screen!
- **FIXED** the problem of baro pressure not being given in millibars despite that option being selected in certain circumstances
- **CHANGED** so the new In-Sim Hotkeys window will display automatically (if you have it turned on) when you connect to FS

23rd December 2020

Version 3.10.2

- **FIXED** an intermittent problem that could cause 'some' ATC transmissions to be missed
- **FIXED** a problem that would prevent the new In-Sim windows working in P3D/FS2020 unless you had the 'Use PF3 ATIS' option selected
- **FIXED** a problem that could result in you not being vectored to finals at the end of a STAR, despite have the global STARS Active option turned OFF. This would occur if you had previously removed the last waypoint from your flight plan.

18th December 2020

Version 3.10.1

- **FIXED** a small problem with the PF3 Validate program that was giving an error message when first starting
- **FIXED** a problem when resetting Hotkeys back to defaults where it would throw an error.
- **FIXED** a problem where Closed Caption text would still appear even though the option had been turned off... this would only manifest itself if you had set MCE to 'Active' in the PF3_MCE.INI file.
- **FIXED** a problem where an incorrect DEMO Mode message pops up when reaching TOD if you'd configured PF3 to 'pause' at TOD
- **FIXED** a problem that could result in your initial contact with approach giving the wrong runway number

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13th December 2020

Version 3.10.0

- **ADDED support for Microsoft Flight Simulator (aka FS2020)** – There are, however, some known temporary (hopefully) limitations. Please see the 'Known Issues document you will find in your PF3\Help folder once PF3 version 3.10 has been installed.
- **ADDED** a new feature to allow aircraft to taxi along the runway if the taxiway takes you to the runway some distance from the runway end. In such circumstances the aircraft would have to enter the active runway, taxi along to the end and then do a 180 degree turn to line up. Currently, if there was no inbound traffic you would just be cleared for takeoff. With this new feature you would be told to 'line up and wait'. You could then enter the active runway and taxi to the end, where you would then turn 180 degrees to line up. Once lined up ATC would then clear you for take off... you would not have to contact Tower again as the call would happen automatically.
- **ADDED** ATC calls for any AI aircraft that are held/released by PF3's Conflict Monitor program. For those who may still be unaware of this program, Conflict Monitor runs whenever you are taxiing to/from the runway and TGS is 'active'. Its sole purpose is to keep other taxiing aircraft out of your way. It's quite transparent really and you won't even know it's running, but if you haven't had any issues whilst taxiing then it must be doing its job I guess. <G> With these new changes you will at least know that it's doing something because any aircraft the Conflict Monitor stops will be told by ATC to 'Hold your position' and any aircraft it allows to move again (once the conflict issue has passed) will be told by ATC to 'Continue taxi'
- **ADDED** a new feature which we decided to call VFR Free Flight (VFR FF). Unlike the current (standard) VFR flight, where you are required to navigate to each waypoint within your flight plan en-route to your destination, with VFR FF you will still need to load a flight plan (with at least one waypoint) but you will not be required to follow it. You will not have to hit each waypoint and you will only be expected to reach your destination. How you get there is entirely up to you. You will not be handed off from one Radar Control to another if you venture into other control areas, instead the radar service will be terminated and it will be up to you if you wish to make contact with the next control facility. These do not have to be areas in which your flight plan would normally take you... it can be anywhere along the way and PF3 will detect within which area you are currently flying.
- **ADDED** a new version of our PF3_Display utility. This now supports the new Radar Control facilities when flying VFR or IFR when your cruise altitude remains below the Control Center's altitude. PF3 Display now

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communicates with PF3 via TCP/IP and therefore no longer requires WideFS if running it on a client PC.

- **ADDED** to Departure's pre handoff call to 'Resume own navigation' with '...direct to XXX' (your next waypoint)
- **ADDED** more than 20,000 additional voice files to support the new 'named' Radar Control ATC facilities, used for VFR flights and IFR flights where the cruise altitude is below the Control Center altitude.
- **ADDED** some new airlines - thanks to Steve (RustyDog) - City Flyer (British Airways), TUI Airways, Stobart Air, Vueling Airways, Blue Island, India, Brussels Airlines, Norwegian Air International, TUI Fly Deutschland, Hop and TUI Fly Belgium.
- **ADDED** a host of new ATC words and phrases - thanks to Charlie (crwk78) - specifically to correct ATC phraseology in ICAO areas whilst maintaining the FAA ATC calls
- **ADDED** a new option to the 'Advanced Options and INI File Tweaks' page under COMs named 'Auto Clearance COMs'. With this option selected, after you've made initial contact with ATC to request clearance, all other radio calls will be performed automatically by your CP, provided of course you have your CP mode set to 2 or 3. With this option OFF you will have to manually press Hotkey #0 to request either 'Push & Start', 'Start' or 'Taxi clearance' when instructed to do so. This option is ON (Auto) by default.
- **ADDED** a new popup window to display AcarsX messages. Originally PF3's Acars simulation was directly via the FS Kneeboard. However, the Kneeboard is not available in later versions of FS (P3D, FS2020). Currently you can choose the AcarsX options (from the Advanced Options display) which will display Acars messages in a separate window outside of FS. This, however, will only work on the same PC that you are running PF3 as it's part of the PF3 process. This new Remote AcarsX popup window works solely with the PF3 Display utility, which you can run on the same PC as PF3 or indeed on any PC within the same network. It doesn't need FSUIPC or WideFS to function. A new option on the Advanced Options display named 'Use Remote AcarsX ATC' turns this on, provided of course you also have the 'Use PF3 Display' set to on. The original AcarsX option has been renamed to 'Use Local AcarsX ATC'
- **ADDED** a new feature from the Wish List... The ability to remove waypoints from within PF3. When you go to the 'Adjust Altitude...' display you will notice a few changes to the layout and also a new option toward the bottom right 'Activate waypoint removal'. If you set this option to 'on' you can then (single) click any waypoint number (or name) to remove it. Clicking again will toggle it back on. Please note, once removed you can only click on the waypoint number to toggle it back on because the name won't be there <G>. You can't remove the destination or departure points, nor can you remove XXX waypoints or those marked for SIDs, STARs or Holds. Whatever changes you make will be saved to the Adjustments file

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so next time you load the same flight plan any waypoints previously removed will be remembered.

- **ADDED** a new feature - when loading a flight plan that has waypoints too close together you receive a warning message. This message can now be redisplayed when you select 'Waypoint Removal' mode on the Altitude Adjustments page. When selected a new button named 'Recheck waypoint integrity' will be enabled, but only if a message has been previously displayed for the currently loaded flight plan. Please note, this message IS dynamic and you can use it to check all necessary changes have been made.
- **ADDED** two new options to the 'Advance Options and INI File Tweaks' page. These are named 'Auto Tune to initial facility' and 'AutoContact Initial Facility'. With both these options set to 'On' your COM radio will be set to either Clearance, Ground, Tower or FSS and then PF3 will automatically call the ATC facility for clearance as soon as you connect to FS. You could of course just use 'Auto Tune' without having PF3 actually making contact. However, you can't have Auto Contact without Auto Tune. You can certainly select Auto Contact without selecting Auto Tune but nothing will happen.
- **ADDED** some checks for those, like me, who may own and run more than one flight simulator. The problem that needed addressing was if, for instance, you rebuilt the PF3 database for FS2020 but then went to connect and fly with FS9, you could have data issues... like airports not being found. So now, if PF3 detects you are trying to connect to a different flight sim than the one you last rebuilt the database for, it will display a warning message and recommend that you rebuild the database for the flight sim you are about to use.
- **ADDED** an additional message at the top of the 'Load a Flight Plan' display, showing the current 'Active DB' (i.e. the flight sim you chose when last building the PF3 database.
- **ADDED** a new option to the PF3.INI file under the [Tweaks] section named 'MirrorCOMS'. This new option defaults to '0' (OFF) but when set to '1' (ON) each time your VCP tunes either COM1 or COM2 the other COM radio will be tuned to the same frequency. This was added following a user request.
- **ADDED** a new process, following a specific user request, that simply plays a one second wav file of silence when PF3 starts, which initialises PF3 and makes it popup in the Windows Advance Sound Settings page. This will then allow the user to use a script to switch PF3 sound output default device to use headphones.
- **ADDED** the Approach frequency to the kneeboard, ACARS display and PF3 Display when flying VFR Free Flight
- **ADDED** for all VFR flights now if you hit Hotkey #1 when tuned to Radar Control it will trigger a handoff to Approach.

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- **ADDED** for all VFR flights you can also now tune directly to Approach and hit Hotkey #0 to indicate your wish to land.
- **ADDED** a small text file to the main PF3 folder containing the computer name. I thought this might be handy for anyone trying to setup PF3 Display or Remote Text on a networked client, when asked for the name of the PC that PF3 is running on, if they don't know how to find such information.
- **ADDED** a new hotkey option when tuned to FSS. Hotkey #5 is to request the frequency of the local Radar Control facility
- **ADDED** Radar frequencies to PF3 Display. If you display the Control Center frequencies you can then click anywhere in that display window to toggle between Control Center and Radar frequencies.
- **ADDED** a Close Captions window feature for those using P3D or FS2020. This will work even when running the FS in full screen mode and basically replaces the FS message window. Primarily designed to display all PF3 ATC transmission. This is part of our In-Sim windows suite. See the PF3 User Guide for full details.
- **ADDED** another new feature for P3D and FS2020 users so they can now enjoy the simulated ACARS display to show available ATC frequencies when first connecting to FS and also ACARS ATIS reports. Previously this was only available using the FS kneeboard in FS9/FSX which of course is not available in the later sims. This is part of our In-Sim windows suite. See the PF3 User Guide for full details.
- **ADDED** a Hotkey display window to display the current active hotkeys available for the ATC facility you are currently tuned for those using P3D or FS2020. This will work even when running the FS in full screen. This is part of our In-Sim windows suite. See the PF3 User Guide for full details.
- **ADDED** some new lines to PF3 Display to support the new Hotkey #5 and Ctrl+Shift+T
- **ADDED** a new TGS Gauge. You will find these in the TGS_Gau folder, named TGS2.dll and TGS2.gau... the former for FSX/P3D and the later for FS9. It doesn't work for FS2020 unfortunately. This new gauge looks almost identical to our standalone TGS_Display utility.
- **ADDED** A new (user requested) feature. This provides ACARS ATIS reports for ANY airport, regardless of whether they have an ATIS facility or not. So no matter where you're destined you will be able to receive ATIS reports to determine weather and landing runway information. This feature is OFF by default and to activate it you will have to go to the Advanced Tweaks section to turn it on. You'll find it to the bottom right in the AcarsX section in the Option #1 screen. Please note this feature ONLY works when requesting ACARS ATIS.
- **CHANGED** the way you change the path to your flight plans. If you are running more than one flight sim PF3 will remember the paths for each

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one so you don't have to browse for the correct folder each time you switch paths. This new process requires you to simply choose the flight sims listed you wish to access a flight plan for.

- **CHANGED** the way local transition altitudes (TA's) are handled. If you have set a local TA for your departure airport, it will change to the region's TA at a distance of 30 miles from the airport, unless you are flying a SID that is still active at that time in which case airport TA will remain in effect until you complete your SID. Destination airport TA is currently used once you reach the last waypoint and that process will remain unchanged.
- **CHANGED** some confusing warning messages if (a) you reloaded a VFR flight plan that original had a cruise altitude above the VFR ceiling and (b) you selected to use a previously created altitude adjustments file in which you had adjusted the cruise altitude to be below the VFR ceiling
- **CHANGED** the likelihood of ATC saying 'stand by' after requesting taxi to/from the runway, followed immediately with taxi instructions.
- **CHANGED** the way Hotkey #4 works when tuned to FSS. If you're on the ground the request will be for the Departure frequency. Once you've taken off AND made contact with Departure the request will then be to request Center's frequency.
- **CHANGED** the way VFR flights obtain 'flight following'. Now, rather than being handed off from Departure to Approach, where you would remain for the duration of your flight, you will now be handed off to 'Radar Control'. These radar control facilities use the same areas as defined for our Control Centers. As you reach each area (with a different Control Center) you will be handed off to another radar control frequency. The new Radar Controls will be named the same as the Control Center. eg. London Radar, Cleveland Radar, Chicago Radar, Vienna Radar, etc.
- **CHANGED** the PF3 Display screen layout... the Ctrl Freq label has moved further to the left and now does not show the current Control Center frequency. You can still click on the label to display all the possible Control frequencies for your flight. To the right of this is a new label, defaulting to 'Cur Freq'. However, as you tune to each facility this label will change and display 'Clr Freq', 'Twr Freq', 'Dep Freq', etc, etc, and the actual frequency will then be shown to the right of the label. Obviously when you do tune to the new Radar Control facility a list showing the available hotkeys will be shown accordingly.
- **CHANGED** PF3 Display program so the Ctrl, Dept and Dest frequencies popup windows will now remain open if you click once on the relevant label. Clicking on the same label again will toggle the popup window closed.
- **CHANGED** the PF3 Display program setup. When running it for the first time on a PC you will be prompted to enter either the computer name or IP address for the PC on which you are running PF3. If it happens to be the same PC and you don't know how to find the name of your PC, simply click on the 'Get This Computer Name if PF3 runs on it' and it will populate

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the input box with your computer name. All you need to do then is select 'Confirm' and you're good to go. PF3 Display will connect and handshake PF3 automatically, but not until PF3 has connected to FS. If you're running PF3 Display on a second PC and need to know the computer name that PF3 is running on you can use Explorer to look in the main PF3 folder and you will find a small text file named ComputerName.txt. Open the file with Notepad to see the name of your PC and copy/paste that into the PF3 Display input box, then select 'Confirm'

- **CHANGED** all references for squawk code 1200 to 7000 for non FAA areas
- **CHANGED** some ATC phraseology during clearance to bring it more in line with CAA procedures whilst retaining the FAA differences when flying in those areas
- **CHANGED** the distance to the active runway that you should be automatically handed off to Tower from 700' to 1000' at your departure airport.
- **CHANGED** new rule for contacting Approach using the new VFR Free Flight mode when your destination airport is the same as your departure. Such flights will not have an automatic handoff to Approach, as PF3 has no way of knowing if or when you wish to return to the airport. Instead, you will need to 'trigger' this handoff when you're ready to return to your departure airport. To do this you simply hit the new hotkey (hotkey #1) when tuned to a Radar Control facility or Departure (Radar). At that point you will be handed off to your departure airport's Approach facility.
- **CHANGED** the handoff from Tower in non-FAA areas when flying VFR. Instead of being handed off to Departure you will now be handed off to Radar Control (also known as Approach in the CAA world)
- **CHANGED** VFR flights to request 'Radar Service' rather than 'Flight Following' in non FAA areas
- **CHANGED** the Remote Radio Stack utility to be more responsive... the tradeoff is the refresh rate is a little longer at 5 seconds, meaning if you change a radio in the sim it could take up to 5 seconds to update the Remote Radio Stack. But since the whole idea of this utility is for those who wish to change radio frequencies without doing so directly in the sim it shouldn't really matter. Personally I hate the new FS2020 virtual cockpit and don't wish to fumble around using the mouse to zoom in to change radio settings.
- **ENHANCED** the following new feature that was original added in version 3.9.0
- >>>ADDED a new feature to handle those times when you forget to check-in to a new control center after being handed off. Obviously this does not concern those using VCP Mode 2 or 3 as the check-in is done for you. With this new feature if you fail to check-in within 3 minutes of the hand off your VCP (regardless of the mode setting in use) will dial the new frequency and make the initial contact call. This only works for IFR flights.<<<
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- This feature now works with Departure, Control Center and Approach. If you don't check-in to one of these facilities when instructed to do so, after a lapse of 1 minute one of the following will occur. (a) if you haven't actually tuned to the new facility you will hear 'Callsign, contact 'facility name' on 123.45 (b) if you tuned to the correct facility but just not actually 'checked-in' you will hear 'Traffic at 'altitude' squawking 4567 contact 'facility name' on 123.45. The same scenario will repeat after another minute (total lapsed time 2 minutes). Then, after a another minute (total time 3 minutes) your VCP will tune to the correct facility and then make contact with ATC, regardless of whether you have the VCP mode on or off.
- **FIXED** a problem where the approach frequency could change without notification during your approach
- **FIXED** a very, very rare problem of an overflow error occurring in the FXDegGC routine, causing PF3 to gracefully stop and report a fatal error.
- **FIXED** a problem that could prevent PF3 being deactivated correctly
- **FIXED** a problem where the correct time format was not being logged at midnight (00:00:00)
- **FIXED** a problem where you could be given an incorrect runway during approach. This was due to a combination of AI runway use and the user configurable landing/takeoff runway options.
- **FIXED** a problem with two control facility frequencies clashing
- **FIXED** a problem that 'could' require PF3 to be ReActivated following a Windows 10 update
- **FIXED** the problem where AI chatter goes silent on reaching the last waypoint
- **FIXED** a problem of repeated "You are entering Oceanic airspace" during a non Oceanic flight when entering an Oceanic control sector
- **FIXED** a problem where you could be cleared for an incorrect runway (taken from your departure airport). This would occur during the initially clearance to commence your STAR.
- **FIXED** a problem that could result in you being told to reduce speed to 250 when above 10,000'
- **FIXED** a problem that could prevent handoff to Oceanic control if the Oceanic Procedure start point and the following waypoints were too close together.
- **FIXED** a problem with IFR flights departing from an uncontrolled airport and not receiving initial vectoring from Departure or subsequent 'resume own navigation' instructions.

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- **FIXED** a problem where your VCP would reply to a left/right heading change as 'maintain heading'. This would only occur if you had the VCP mode turned off
- **FIXED** a problem when making contact with a new controller and the VCP could give an incorrect 'at nnn for nnn' altitude.
- **FIXED** the problem of no AI chatter whilst waiting on the taxiway leading to the active runway and with other traffic in front of you
- **FIXED** a problem where requesting ACARS ATIS enroute for your destination airport would invariably give an incorrect 'runway in use' if there was no detected AI at the time of the request.
- **FIXED** an issue where ATC could give Flight Level calls incorrectly
- **FIXED** a bug where if you were using CP Mode 0 and tuned to Ground Control at your departure airport, even though Clearance Delivery was available, you would be instructed to tune to the correct frequency but then the Roger key would become inactive.
- **FIXED** a problem if you had push and start enabled when initially checking in with Ground control when there was Clearance facility. Instead of requesting push and start clearance you will now request flight clearance first.
- **FIXED** a small problem of the initial displayed message (when PF3 first runs) being concatenated with the next message.
- **FIXED** an intermittent problem of ATC repeating your callsign three or four times
- before continuing with their instructions
- **FIXED** an intermittent problem that could occur in the course deviation routine and result in PF3 being unable to continue and presenting you with that lovely 'Fatal Error' screen.
- **REMOVED** the inaccurate call from ATC to 'Resume Own Navigation' when you complete a SID
- **UPDATED** the PF3 Validation program to check for the new Radar Control, Airline and other new files added to this release.
- **UPDATED** PF3 User Guide and Version History document.
- **VARIOUS** performance and stability improvements

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1st October 2018

Version 3.9.0

- **FIXED** a problem where the FP_Preset.dat file was not being created if it was missing... this resulted in there being no preset drop down boxes available from the 'Load a Flightplan' display.
- **FIXED** a problem that could result in some climb/descent step calls not being given if you were not currently tuned to a control facility.
- **FIXED** a problem when 'Gate only parking' is selected. When you receive your taxi instructions at your destination you would only receive a 'taxi to terminal' and would not be directed to a gate.
- **FIXED** a problem where flight plans formatted using the TAB character could not be loaded
- **ADDED** a new feature to handle those times when you forget to check-in to a new control center after being handed off. Obviously this does not concern those using VCP Mode 2 or 3 as the check-in is done for you. With this new feature if you fail to check-in within 3 minutes of the hand off your VCP (regardless of the mode setting in use) will dial the new frequency and make the initial contact call. This only works for IFR flights.
- **REMOVED** any XXX waypoints that were too close to the departure airport

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31st July 2018

Version 3.8.4

- **FIXED** a problem that could cause an incorrect 'Irregular Climb Profile' error message when displaying your PF3 waypoint altitudes if you changed the very first waypoint.

28th July 2018

Version 3.8.0

- **FIXED** a problem that could result in ATC going 'quiet' on you if you crossed a sector boundary shortly after being handed off to another control center and before you actually made contact.
- **FIXED** a problem when resuming a flight which resulted in an incorrect altitude being given when checking-in to a new control center. This only seemed to occur if you departed using a SID.
- **FIXED** a problem with Departure frequency clashing with Control center
- **FIXED** a problem with Approach frequency clashing with your destination Tower frequency
- **FIXED** a problem that could occur if AI aircraft were using a runway the user had designated as 'out of use'. In such a scenario PF3 should assign the next closest runway... this was not always the case.
- **FIXED** a problem that could prevent you being handed off to Approach... this would normally be triggered if you were still too high when reaching your last waypoint
- **FIXED** a problem when asking Tower for 'Field Advisories' at your point of departure and you would be given data for your destination
- **FIXED** a problem when running the 'Add a Facility' function. This could be caused if the user had not run makerwys nor rebuilt the PF3 database and would result in the program crashing.
- **FIXED** a problem that could arise when requesting a higher altitude which could cause the 'no speed restriction' call NOT to be made and therefore the user was nagged the entire flight to reduce their speed to 250 knots if they exceeded that speed.

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- **FIXED** a problem where Departure could start giving you instructions before you actually checked-in. This would only occur if you were using a VR program
- **FIXED** a problem if you define a flight plan as 'Oceanic' and then hit the 'Close' option instead of 'Save' you would lose all your changes but was not given a warning before doing so.
- **FIXED** a problem where Oceanic Procedures did not become 'active' for your flight when you first define them and 'connect' to FS straight after. Next time you used the same flight plan, however, you would be prompted about the existing Oceanic Procedural file and asked if you wished to use it. Confirming this prompt then resulted in the Oceanic Procedures becoming 'active'. This was obviously incorrect. This fix allows you to (a) load a flight plan (b) define it for Oceanic procedures then (c) connect' to FS straight away and OP's will then be 'active'
- **FIXED** a problem where ATIS could show current wind direction and runway in use incorrectly if there was no active AI traffic
- **FIXED** a problem that could result in you getting told to reduce your speed several times in quick succession and at times you could even be told to reduce your speed higher than you had previously.
- **ADDED** a new feature. Sometimes flight plans can be generated where ATC control sector boundaries are very close together, resulting in you being handed off from one controller to another in quick succession. This ping-ponging from controller to controller can be even more troublesome if you are not using VCP mode to set your radio and maybe take a little too long to make initial contact with the new controller. This new feature will check your flight plan and basically merge control centers that are too close together. This buffer is known as the 'Minimum distance between handoffs'. We would suggest a setting of 25 miles as this was found to work very well during our testing but of course you are free to try whatever distance you like. Setting this value to ZERO will turn the feature off. This setting can be changed via the 'Advance Options and INI File Tweaks' display and it is OFF by default.
- **ADDED** a new feature to allow PF3 to support two instances of RemoteText on the same network. Simply by making a copy of your existing RemoteText.exe program and placing it into its own folder, then run it once to create the RemoteText.INI file and use a text editor (eg. Notepad) to change the PFEPort=1008 to something else (eg. PFEPort=1009). Restart RemoteText and your original copy, which should be running on another PC, and both instances will received the closed caption text from PF3.
- **ADDED** some new options to the 'Advanced Tweaks and INI File Options' display. Under the 'Approach' section YOU can now decide how many times PF3 should recheck to see which runway is 'active' at your destination airport and how long to wait between these checks. Prior to these changes PF3 would check to see if any AI were currently using any of the runways and obviously use the same one if they were. However, if PF3 could not

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detect any AI it would use the airport's wind direction to determine the correct runway to use. It would then go into its 'recheck' mode and check a maximum of 5 times at 60 second intervals to see if AI suddenly became active. In which case, if this was a different runway, ATC would instruct you there had been a runway change. Runway changes could also be triggered if your weather program changed dramatically during the approach. These new options enable you to set the maximum number of times PF3 should recheck for an active runway (anything between 1-9) and also the time interval between these checks (anything between 30-900 seconds). Setting the retries value to ZERO would in fact turn this feature off completely so you would get the first runway PF3 detected and if there was no AI detected and PF3 used the 'current' wind direction you may be in for a surprise on reaching your destination if the wind changed and/or AI traffic suddenly became active on another runway. Still, as they say, the choice will be yours. The default settings for these options are 5 retries at 60 second intervals.

- **ADDED** new, extended control sectors. These have been completely amended and adjusted to correct a lot of anomalies with the original data where overlaps and/or gaps between sector boundaries occurred. All the voice accents used have also been checked and corrected so you should not hear the default US voice sets anywhere other than the US. This newly created, extended, file is not activated by default and it is something you need to switch over to. You do this from the 'Select a Flight Plan' page. Full details of this are available in your PF3 User Guide. Altitude adjustments files (ADJ files) and Oceanic Procedure files (OPR files) are now created for each sectors file. So, if you have flight plan which you load and process using the original control sector data and then switch to the extended sector data and load/process the same flight plan you will end up with two ADJ files. Each one which will only be used when you switch to the same sector file that was 'active' when you created it. This new, extended sector file, was the hard work of one of our users, Christopher Sargeant, and we would like to thank him once again for his efforts and providing us with this new file for all to enjoy. Full details about this new file, together with Christopher's documentation, is available in the PF3 User Guide.
- **ADDED** a warning if your last waypoint is further than 50 miles from your destination airport. This is a cautionary message and PF3 will most likely work perfectly, but it is advisable to have your last waypoint no further away than 50 miles.
- **ADDED** some additional validation code for when changing your flight plan waypoint altitudes in PF3, to prevent creating a a helter skelter profile.
- **CHANGED** flight plan processing to remove any XXX waypoints between your last waypoint and your destination, as these were causing some confusion and problems
- **CHANGED** the PF3 Display utility to always show the correct Control Center frequency, even if you tune to an incorrect one.
- **CHANGED** the way PF3 works with airport transition altitudes. Currently, as soon as you start heading toward waypoint #1 your departure TA is no

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longer valid and the region's TA is used. This change ensures the departure airport TA will continue to be used until you complete your SID (if one is active) or you reach the first waypoint if you are not flying a SID. The destination airport TA is currently used once you reach the last waypoint and that process will remain unchanged.

- **CORRECTED** some control sector errors... these are contained in a new CenterSectors.dat file, which will be copied into your PF3\Data folder during the install of this update. Your existing CenterSectors.dat file will be renamed to CenterSectors.dat-renamed-yyyymmddhhmmss. If you haven't made any changes to your CenterSectors.dat file then this will be of no interest to you at all, but for those of you who have you will want to migrate your changes to the new CenterSectors.dat file.

4th December 2017

Version 3.7.2

- **FIXED** a problem that could result in the pilot's voice being used for the current controller, giving taxi instructions to the gate after being told to 'hold your position'
- **FIXED** a problem that could result in your SID being terminated too soon
- **ADDED** some extra error trap/debug routines (for internal use only)
- **CHANGED** online activation to be less sensitive to Windows updates

5th November 2017

Version 3.7.1

- **FIXED** a problem introduced in 3.7 which stopped the ACARS ATIS working

PF3 – ATC at its best

Version History

PF3 – ATC at its best

Version History

4th November 2017

Version 3.7.0

- **UPDATED** the User Guide
- **ADDED** a reminder prompt to deactivate **PF3** when selecting to uninstall it via Windows Control Panel
- **CHANGED** the 'No Speed Restriction' call option to a percentage setting. If you set this to zero it turns the feature off completely. Setting it from 1-100 allows you to set the probability of getting the call. The new criteria for receiving this call is as follows... You must be IFR, between 3000 - 9000 AGL and subject to a randomizing factor applied using your percentage setting. If you have a 'heavy' callsign you will bypass the percentage probability factor and WILL get the 'no speed' call. The 'no speed' call will only be given by a Departure or Center controllers.
- **CHANGED** the PF3_Validate program, which now checks to see that all the DLL's and ActiveX controls, installed by **PF3**, have actually been registered on your system correctly
- **FIXED** a problem where landing AI traffic at your departure airport could be given wind speed and direction taken from your destination airport, resulting in the same incorrect information being given to you when being cleared for takeoff.
- **FIXED** a problem where you could get erroneous speed reduction instructions from ATC
- **FIXED** a problem where you wouldn't always get a 'no speed restriction' call from ATC
- **FIXED** a problem where tuning to an ATIS station could result in data for your departure airport being picked up if there was no AI currently assigned to an active runway
- **FIXED** a problem that could cause a 'Object Error 91' when using **PF3**'s Flight Plan Adjustments page
- **FIXED** some incorrect sector issues in the Nordic area
- **FIXED** some incorrect sector issues in Montevideo FIR and Comodoro Rivadavia FIR areas
- **FIXED** a problem when VFR where you could be handed off to Approach even when you are not actually tuned to any facility.

PF3 – ATC at its best

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- **FIXED** a problem with the PF3 Display utility when showing the altitude set for the next waypoint, as this could incorrectly display the altitude for an intermediary (**PF3** inserted) control boundary crossing waypoint.
- **FIXED** an issue with the PF3 display utility whereby the control centre frequency display was delayed. This should now be shown sooner rather than later so you will always know which frequency you will need to tune to to contact control.

PF3 – ATC at its best

Version History

2nd August 2017

Version 3.6.0

- **UPDATED** the user guide
- **ADDED** a new display field to the PF3 Display utility to show your flight plan the altitude set for the NEXT waypoint... this will appear directly to the right of the 'Next' waypoint's name
- **ADDED** some new phraseology when requesting additional taxi instructions should you find the gate you were originally instructed to is in use. Using PF3's designated parking feature (which is available via the main screen), if you select a different gate and then (a) stop TGS if it is active and then (b) hit Hotkey #5 you will hear your FO saying 'Ground, Callsign, ready to taxi. Requesting gate xxx'. ATC will then oblige by giving you detailed taxi instructions to that gate.
- **CHANGED** the 'Use COM2' option under Advanced Options and Tweaks. In place of the single 'Use COM2' option you now have three radio buttons to choose from, named '1', '2' and 'Auto'. Selecting '1' will set the default working radio to COM1. Selecting '2' will use your COM2 radio. Selecting Auto will tell PF3 to actually check internally which radio you are using. It should be noted, however, that on some high-end third-party aircraft this 'Auto' option may not be able to detect which radio you are actually using. Should you experience any issues with the 'Auto' option you would have to manually choose COM1 or COM2. Using the Auto option obviously lets you switch between COM1/COM2 on-the-fly.
- **FIXED** a problem where the ATC background noise kept playing if you changed your COM frequency to say ATIS midway through the ATC transmission.
- **FIXED** a problem whereby you could lose ATC if between being told to contact a new facility and you actually doing so, you reached the next waypoint which had a different frequency for the assigned control facility.
- **FIXED** a problem where ATC could tell you to reduce speed to 250 during the early stages of your flight and when you were flying at your cruise altitude.
- **FIXED** a problem where ATC didn't remind you if you changed your transponder to an incorrect setting
- **FIXED** a problem where some messages were not being displayed if you had the 'closed caption' option switched off
- **FIXED** a problem with Buenos Aires control not being configured as an ICAO area
- **FIXED** a problem with the PF3 Display utility not resizing correctly

PF3 – ATC at its best

Version History

10th June 2017

Version 3.5.0

- **UPDATED** the user guide
- **ADDED** support for using MCE's FO - Obviously if you don't use MCE this will mean nothing to you. If you do use MCE this might mean something to you but it won't actually work with MCE until they make any necessary changes to their code. A new file will now be created in your main PF3 folder named PF3_MCE.INI, within which there will be three entries - Active=0, Logged=0 and PF3Transmitting=0. The first entry 'Active' is off by default so you need to change it to read Active=1. Once activated PF3 will write certain ATC messages to a new file named 'Clearance.log' within the PF3/Logs folder and this is what MCE will use instead of you having to activate PF3's Closed Caption feature. You can have that feature enable too if you wish but some users prefer no to but still wish use the new MCE feature which uses their FO voice to talk with PF3's ATC. The other two entries are for MCE use only and you will have no need to change them at all.
- **CHANGED** AI chatter during approach... this should now be busier
- **CHANGED** the use of 'IFR' and 'Heavy' use in ATC communications. 'IFR' will now only be heard when obtaining clearance and 'Heavy' (if selected) will only be used during your initial contact with any facility if anywhere other than under FAA rules, in which case it will still be used as it is now.
- **CHANGED** the altitude change request to now include a request to remain at your current altitude by using either the 'H' or 'L' key together with the ZERO key. Since this could be a request due to problems in attaining your last cleared altitude, ATC will always approve the request (there is a small percentage of being told 'unable at this time' for other requests). It is recommended you are levelled off when making this request.
- **FIXED** the problem when requesting an instrument approach that PF3 actually made the change but ATC did not confirm it
- **FIXED** after requesting a runway change, and receiving confirmation from ATC, you can now 'roger' the approval or if you have your VCP handling comms then he will do it for you.
- **FIXED** a problem where shortly after a requested runway change you could receive the same descent instructions within a few seconds of each other
- **FIXED** a workaround for the problem where the ATIS background noise keeps playing after you tune to another facility. Should this occur please re-tune to ATIS and then back again to the facility... this should reset the sound buffer.

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- **FIXED** a problem of repeated 'callsign, contact control on nnn.nn' instructions from ATC, where the control name and frequency were the same. This would only happen following an approved 'direct to...' request
- **FIXED** a problem whereby ATC could nag you incorrectly when not maintaining your assigned altitude and tell you to descend when you were actually below your target altitude.
- **FIXED** a problem where a request to change runways was not appearing in the RemoteText closed captions screen
- **FIXED** a problem with the wrong voice being assigned to ATC when receiving your taxi instructions.
- **FIXED** a problem of PF3 crashing when attempting to connect to P3D V4

PF3 – ATC at its best

Version History

30th April 2017

Version 3.4.0

- **UPDATED** the PF3 Validation program to check new files adding in 3.3.0+
- **MOVED** the FSTimeout option from the main Options #1 screen to 'Advance Options and INI File Tweaks' display
- **CHANGED** the chances of getting a 'no speed restriction' call during your departure from 25% to 50%. Also, if you're using a 'heavy' callsign then you will always get the call (subject to certain conditions - please see the updated user guide in your PF3/Help folder)
- **CHANGED** the VFR ceiling which is now determined by the control center altitude as this is controlled airspace into which VFR traffic should not venture.
- **ADDED** a warning message if you select a VFR flight plan that would require you to fly above the control center altitude at any point, therefore entering controlled airspace.
- **ADDED** the ability to access the Designated Parking feature in PF3 when connected to FS. You will now notice a new button displayed above the volume sliders when connected to FS. This will allow you to make any parking changes during your flight. This was a user request.
- **ADDED** some missing QNH/Altitude readings from ATC instructions
- **ADDED** support for User Waypoints by converting them to Intersections
- **ADDED** an altitude deviation option on the main Options #1 screen. This is used to trigger the altitude 'nag' if you're not within a margin (+/- this figure) of your ATC assigned altitude
- **ADDED** a new feature to 'Add a New Facility'. If, for instance, you select EGSS, which has two Tower frequencies in the default FS9, and enter a frequency of 137 against 'Tower', when you start your flight the COMS display will show that the Tower at EGSS is no longer available. This allows you to basically remove any facility for any airport. Because PF3 does not allow duplicate frequencies you need to make each 137 frequency unique if you wish to remove more than one facility at the same airport. eg. 137.02, 137.05, etc. Also you cannot remove the Departure, ATIS or FSS. Please note: We do not make any alterations to FS at all, this is merely a mask whilst PF3 is running and your FS data is unchanged.
- **ADDED** Oceanic configuration data is now saved in the same way as your flight plan altitude adjustments are. This means if you create a flight plan for Oceanic procedures it will be available the next time you load that same flight plan. A file is created in the new folder named OPR under \Flight\FPP

PF3 – ATC at its best

Version History

- **FIXED** some Oceanic procedural reporting issues
- **FIXED** a bad altitude called when resuming a previous flight where a SID was active
- **FIXED** a problem where you were not getting handed off to Approach until very late
- **FIXED** VCP mode was not being remembered during a resumed flight
- **FIXED** some altitude readback problems
- **FIXED** a problem where 'QNH' or 'Altimeter' was given at the end of an ATC transmission incorrectly and without giving an actual setting.
- **FIXED** a problem where you could hear ATC chatter when using the Auto Mute option and talking to ATC yourself
- **FIXED** a problem with clashing control center and approach frequencies
- **FIXED** a problem when requesting a different runway if tuned to Tower... VCP would immediately contact ATC to 'report downwind'
- **FIXED** the problem of the missing distance to your alternate on the waypoint adjustments display. Hovering your mouse over your selected alternate will now display the mileage from your planned destination
- **FIXED** a problem where you could get an 'off the airway' nag whilst flying a STAR
- **FIXED** an incorrect initial VFR call to ATC where your VCP could give the wrong direction of your departure
- **FIXED** a problem with user configured oceanic flight plans if the FP also contained either Shanwick or Gander controls. This could result in a loop with OP's being continually activated and deactivated.

PF3 – ATC at its best

Version History

30th March 2017

Version 3.3.0

- **ADDED** a new option to the Advanced Options and Tweaks Page named 'Beep whenever a Hotkey is detected'. So, if you've ever sat there wondering if PF3 has actually detected the fact that you just hit a hotkey then this option is for you. When selected you will hear an annoying 'beep' each time you use a hotkey and PF3 detects it. This may not be the very second you hit the key as that all depends on what PF3 is doing at the time so I repeat, you will hear a 'beep' only when PF3 'DETECTS' the keypress.
- **ADDED** a new feature called Auto Mute VCP to allow for those users wanting to switch between using voice recognition software and their VCP.
- **ADDED** a Resume Last Flight option to the main screen. This button will only be active if the required data is available... this will be created whenever PF3 is exited via the main screen, either at the end of your flight or midway through. So, if the later, the next time you start PF3 the 'Resume Last Flight' button will be available. When you select it you will be asked to confirm that you would like to resume your last flight, at which point you will be guided through the 'resume' feature as normal.
- **ADDED** some new functionality to support multiple SIDS\STARS per runway. This will allow you to create and maintain a list of procedures per runway, from which you can select a STAR/SID with a simple 'click'. You can access this new feature by selecting SIDS\STARS and then double-clicking either the SID or STAR 'name' field.
- **ADDED** a new option to pause FS immediately prior to receiving TOD instructions. Configurable via the Options #1 page
- **ADDED** another skinning engine. Some users have experienced PF3 crashing when using skins and navigating various menu options. This new skinning engine should prevent such problems. It comes with a small selection of it's own skins. This new option can be accessed via Options #2 / Advanced Options and then selecting either 'No Skins', 'Use PF3 skins V1' or 'Use PF3 skins V2'.
- **CHANGED** the default FSS radio frequency to 122.20
- **MOVED** the SIDs\STARs button to the right, just below the Options #1 and #2 buttons
- **FIXED** some control center boundary issues
- **FIXED** a problem where AI aircraft could call a different controller to the one you are actually tuned to
- **FIXED** a problem where ATC calls to AI were being heard too late with regard to 'contact ground when clear of the active'

PF3 – ATC at its best

Version History

- **FIXED** a problem when flying a STAR if the active runway was changed and ATC forgot to tell you about it
- **FIXED** When requesting a runway change for your destination, if you had set 'STARS' to 'active', rather than silence following your request you will now hear 'runway change approved'
- **FIXED** a problem where ATC could give erroneous descend/climb commands. This was caused by the user's altitude not being corrected for the current barometric pressure.
- **FIXED** Final approach speeds were not being respected by ATC if/when on a reciprocal approach
- **FIXED** a problem that could result in ATC giving you a incorrect heading like 370 degrees.
- **FIXED** a problem if the last waypoint's altitude was above the 'centre' handoff altitude then you wouldn't get a handoff to approach
- **FIXED** the problem where you would never be cleared to land on a runway with a length shorter than 5000' despite having selected to use 'small airports'
- **FIXED** a problem where you could find yourself being bounced between Center and Approach during an VFR flight
- **FIXED** a problem where you could get vectors during a VFR flight
- **FIXED** a problem that could occur after requesting another landing runway and having your VCP set to ≥ 2 ... he/she failed to make contact with Tower once established.
- **FIXED** a problem that could occur when your cruise altitude is set below that of Center's handover altitude, resulting in you not being cleared to your cruise altitude.

PF3 – ATC at its best

Version History

30th September 2016

Version 3.2.0

- **ADDED** ATC will nag you if you don't complete a turn during approach.
- **ADDED** a new option to the '*Advanced Options and Ini File Tweaks*' display, under the 'Misc' heading. This is named '*Use Pre 3.2.0 Approach*' and selecting it will bypass the new approach procedures (mentioned below) and revert back to the original way of doing things in version 3.1.18 and before.
- **ADDED** a new ATC nag. Once you reach any assigned altitude ATC will monitor it and nag you if you deviate from it. In previous versions once you reached an assigned altitude the *nags* were not active.
- **ADDED** another option to the '*Advance Options and INI File Tweaks*' display. This is named '*Auto Open FP Adjust*' and if selected the Altitude Adjustments display will be opened automatically immediately after you open a flight plan.
- **ADDED** the feature to allow Holds for Intersections in addition to VORs and NDBs.
- **ADDED** a new procedure for obtaining clearance from FSS when departing from an uncontrolled airport. Here's how it works. Tune to FSS and hit hotkey #0, this is your 'wake up' call to FSS... there could be a delay of up to 30 seconds so be patient, they're not ATC controllers. Once they put their coffee down they will ask you to '*go ahead*' at which point, if you're using VCP mode 1, otherwise it will be automatic), you can either hit the '*Roger*' hotkey or hotkey #0 again. Your VCP will then provide the necessary details regarding your flight plan to FSS, after which they will clear you as filed, give you an initial altitude and also the frequency for Departure, which of course you should contact asap after takeoff. Obviously this new feature is only available when your are at your departure airport.
- **CHANGED** some approach procedures - when reaching your last waypoint, if the radial from your aircraft to the runway is within -90 or +90 of the runway heading, you should find it a less complicated pattern with fewer heading changes. If, for whatever reason, you don't like the new procedures or have problems with them, you can revert back to the original way of doing things via the '*Advanced Options and Ini File Tweaks*' page.
- **CHANGED** several regional voice '*accent*' mappings that have been reported as being incorrect.
- **CHANGED** some approach procedures so that ATC don't tell you to reduce speed whilst you're still 30+ miles from the FAF.

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- **CHANGED** the early approach speed reductions (during initial descent down to 10K) to randomize them slightly.
- **CHANGED** AI chatter when tuned to Control/Center so you will not hear AI traffic given any heading instructions.
- **CHANGED** some terminology on the RemoteText utility options page.
- **CHANGED** The procedure if your flight profile descent occurs before you reach the actual calculated TOD, in which case you will always be given '*at pilots discretion*'. Previously it was randomized.
- **CHANGED** The Flight profiling slightly to make your initial descent commence a little later.
- **FIXED** a problem that could cause PF3 to use the same voice set for AI pilots and/or controllers as the users PNF
- **FIXED** a problem with crossing active runways during taxi.
- **FIXED** a problem where you could be cleared for departure but given wind direction and speed for your destination airport.
- **FIXED** a problem where PF3 could display an error if the PF3_Display folder was not present in the main SIM folder... this normally only occurred if using P3D.
- **FIXED** a problem where ATIS was not announcing all runway numbers less than 10 with a leading zero for CAA regions.
- **FIXED** a problem when resuming a flight where you could be forced to tune to ATIS
- **FIXED** a problem with flight emergency... if returning to your departure airport you were given incorrect distance and relative direction.
- **FIXED** a problem that could cause PF3 to become unresponsive after selecting a flight plan
- **FIXED** some incorrect call sign mappings
- **FIXED** some erroneous '*expect vectors for runway xxx*' calls being made by ATC
- **FIXED** a problem that could occur when departing from an uncontrolled airport which resulted in loss of ATC
- **FIXED** a problem where an incorrect QNH could be given for your destination airport when being cleared to land by Tower.

PF3 – ATC at its best

Version History

- **FIXED** a problem where ATC would nag you to check your transponder after telling you to switch to 1200 when approaching an uncontrolled airport
- **FIXED** a problem that could cause your aircraft to spin out of control when tuning to ATIS.
- **FIXED** the problem where you didn't hear any AI radio at your destination airport.
- **FIXED** the runway data printout which was losing some SID and STAR info
- **FIXED** the problem when rebuilding the PF3 database for a second time without exiting from the Options #1 display, as the previous rebuild options were remembered and the rebuild continued automatically
- **FIXED** a problem that could result in ATC giving you the opposite runway to AI, this could occur if you had some runways configured for takeoff or landing only or even some that were closed. ATC will now give you the closest available to that being used by AI traffic if their runway is unavailable to you due to your configuration settings.
- **FIXED** numerous other minor problems
- **FIXED** a problem that could result in you not receiving 'descend' instructions from ATC until very late in the flight if you had previously requested a higher/lower altitude.
- **VARIOUS** other tweaks and enhancements

PF3 – ATC at its best

Version History

30th May 2016

Version 3.1.18

- **FIXED** a problem that could occur if an emergency was declared immediately after takeoff
- **FIXED** a problem preventing the ATC log display from updating once the screen was full
- **ADDED** for non-US regions the word ZERO is added to runway numbers less than 10... so ATC will say 'Taxi to runway zero one' rather than 'Taxi to runway one'
- **FIXED** some regional accent issues for Monterrey Center, Kingston Control and a couple of generic 'Center' sectors
- **CORRECTED** some text on the PF3 Display screen with regarding the 'Roger' hotkey sequence.
- **FIXED** an intermittent problem that could result in Runway Zero being given
- **FIXED** a problem whereby you could be instructed to tune to ATIS following a restart situation
- **FIXED** some phraseology mishaps after declaring a missed approach
- **FIXED** a problem where the PF3_Display utility was showing an incorrect Approach frequency
- **ADDED** an option to the 'Advanced Options and INI File Tweaks' display for turning off ATC chatter. The display has also been rearranged to accommodate future, miscellaneous' additions.
- **FIXED** some barometric pressure rounding problems

PF3 – ATC at its best

Version History

9th May 2016
Version 3.1.15

- **FIXED** a problem where under certain circumstances AI traffic would use your pilots voice
- **FIXED** a problem where a position report given after passing the last waypoint in your flight plan would state the distance from your departure airport rather than the distance to your destination
- **FIXED/ADDED** some new phraseology when flying to an airport with no Tower control. Previously you would hear 'Contact Tower on 0.0'. This has now been changed to 'Radar service terminated. Squawk 1200. Change to advisory service approved on NNN.NN' This frequency given will be for FSS.
- **FIXED** a problem where the TOD trigger was not being activated which could result in a late descent profile.
- **FIXED** a problem that could cause an unnecessary runway change during approach
- **FIXED** the problem of the 'Use Transition Alt for VFR Max' option not being saved
- **CORRECTED** some text in the PF3 Display utility header.
- **FIXED** the problem of user defined oceanic procedures not working at all
- **ADDED** a default FSS frequency of 122.0 if one doesn't already exist in FS
- **CHANGED** PF3_Display so it no longer displays XXX boundary markers as the 'next Waypoint'
- **FIXED** a problem during Oceanic procedures where a position report was not given at the last waypoint prior to re-entering radar controlled area.
- **ADDED** instructions to Oceanic procedures to tell you when to contact the next control centre prior to re-entering radar control area.
- **FIXED** a problem where a 'Squawk Zero', immediately followed by a correct read-back, after initial contact when leaving Oceanic control.
- **FIXED** a problem if user selected 'None' against the airline (call-sign) name then it prevented the ATC log from being populated with the last 10 ATC messages to you. However, if you choose 'None' as your airline it is recommended that you have at least a 3 digit call-sign, otherwise you will notice ATC COMs to/from AI traffic with similar call-signs being added to the log. Choosing an airline is recommended.

PF3 – ATC at its best

Version History

- **FIXED** a problem if you climbed higher than instructed by ATC, they could nag you but tell you to 'climb' to the lower altitude rather than descend to it.
- **FIXED** a problem when you could be told to reduce speed to 250 far too early
- **FIXED** a problem where you could be told to descend directly to the FAF altitude far too early. This would only occur if your last waypoint was a long way from your destination airport.
- **FIXED** a problem when hitting the hotkey reset button it assigned the wrong default to the 'request higher altitude' hotkey
- **CHANGED** PF3's millibar conversion to include rounding to minimise any differences noticed between various weather engines and the PF3 ATIS
- **FIXED** another problem processing flight plans that cross the meridian line, resulting in XXX waypoints appearing after your destination airport entry.
- **CHANGED** You should no longer be told to descend too early if you haven't yet reached your TOD... if you are the instruction will be given as 'at pilot's discretion'

28th March 2016

Version 3.1.7

- **FIXED** at last! Repeating descent instructions from ATC

25th March 2016

Version 3.1.5

- **FIXED** a couple of issues that I introduced with the 3.1.4 release. The first was some users experienced repeating descent instructions, the second was under certain circumstances PF3 would skip directly to the last waypoint in your flight plan.

PF3 – ATC at its best

Version History

PF3 – ATC at its best

Version History

24th March 2016

Version 3.1.4

- **FIXED** a problem that caused a handled exception at the point of entering oceanic airspace
- **FIXED** a problem where a SID could be deactivated too early if the first waypoint in your flight plan was an internal 'XXX' one.
- **FIXED** a problem with TGS not restarting when stopped using the #1 hotkey... this was a timing issue so PF3 now waits for TGS to stop/start before continuing after you press the #1 hotkey
- **FIXED** a problem when using hotkey #9 when in contact with Departure, Approach or a Control centre, because this should be you (the pilot) giving a position report rather than requesting one.
- **FIXED** a potential hotkey conflict with other addons using the FSUIPC hotkey tables
- **FIXED** a problem that could trigger ATC to give taxi instructions to the terminal when still at your departure airport
- **FIXED** a problem where the AP Hold function was turned on even though VCP mode #2 was active (this should only happen with VCP mode #3)
- **TWEAKED** the way we determine if you've bypassed a waypoint to be a little more 'sensitive', especially if your next waypoint is quite a distance
- **ADDED** some additional logging info to capture all runways currently in use by AI traffic... this is required for ongoing investigation into runways being switched
- **ADDED** some additional logging info when assigning controller and/or AI pilot voices... this is for ongoing investigation into the same voice sets being used as the current pilot's voice.

PF3 – ATC at its best

Version History

15th March 2016

Version 3.1.2

- **FIXED** something I broke when applying the fixes in 3.1.0 which resulted in incorrect ATC accents being used.

14th March 2016

Version 3.1.1

- **FIXED** a minor problem that could cause PF3 to shutdown under certain circumstance when calculating step climbs - apologies for the additional release so soon after the previous one, but PF3 is a work-in-progress project so feature updates and/or maintenance updates will be fairly frequent.

PF3 – ATC at its best

Version History

PF3 – ATC at its best

Version History

13th March 2016

Version 3.1.0

- **FIXED** a problem whereby the VCP in mode #2 was not setting the NAV1 frequency to the correct ILS setting
- **FIXED** a problem where PF3 could stop validating waypoints enroute under certain circumstances
- **FIXED** a problem where the full range of step climbs/descents were not actually being called by ATC
- **FIXED** a problem where TGS was sometimes aborting too early at the destination airport.
- **FIXED** a problem where Tower (at your destination) could give YOUR Local wind direction rather than that at the airport.
- **FIXED** a problem of ATC issuing another STAR after completing your STAR
- **FIXED** a problem that prevented PF3 handling a flight plan created in a remote area where there are no ATC control zones. All such areas should now be handled but ATC accents will default to British.
- **FIXED** a problem where 'Expect vectors' were repeated following a runway change during approach
- **ADDED** a new option where you can set a probability percentage of ATC instructing you to hold if you have already selected this feature
- **ADDED** a new option on the Options #1 display so you may select your VCP to set the NAV1 frequency (when an ILS approach is available), this would then occur when using either Mode #2 or #3
- **CHANGED** AI chatter so you should get more handoffs occurring and also hear less Turn instructions when tuned to Control.
- **CORRECTED** some AI traffic chatter phraseology inconsistencies
- **REDUCED** the number of times ATC will respond with just your call sign
- **REDUCED** AI traffic chatter as you get to within 5 miles of each waypoint to ensure you receive any ATC instructions as quickly as possible. Some chatter can take a while to complete, in which time you could be well past your waypoint.

PF3 – ATC at its best

Version History

29th February 2016

Version 3.0.3

- **FIXED** a problem that allowed you to incorrectly select a 'null airline'... resulting in pilot and calls to the user not being heard... this will now default to None
- **FIXED** a problem where the correct STAR clearance was not given if you only selected STARs Active and nothing else. With this release you will now be cleared via the default Sierra Tango Approach or any name you might choose to enter.
- **ADJUSTED** how we detect if you're nearing the next waypoint in your flight plan, to allow for wind deviation.
- **FIXED** a problem with STAR assignment being repeated during the approach
- **FIXED** a problem with certain ATC control zones and not being handed off to a control facility
- **FIXED** a problem where a Missed Approach Altitude was given as AGL rather than QNH
- **FIXED** a problem with descent profiles
- **REMOVED** the 'Radar Contact' response when changing from one controller to another. This is now only given when first contacting departure or on first contact with a controller following a 'Radar Service Terminated' call (such as after an Oceanic flight). This, I'm reliably informed, is more in keeping with real world procedures.

PF3 – ATC at its best

Version History

20th February 2016
Version 3.0.2

- **FIXED** a problem where PF3 would not load flight plans created using the online EFASS flight planner.
- **FIXED** a problem where PF3 could not load flight plans routed across the 180th meridian, either Westbound or Eastbound
- **CHANGED** the criteria by which PF3 checks to ensure you navigate to each waypoint in your flightplan as some users were still experiencing issues in this area even after the last maintenance release.
- **FIXED** a problem with the flight plan descent profile that could result in the destination elevation becoming corrupt.
- **FIXED** a problem where under certain circumstances a flightplan without any waypoints was allowed.
- **FIXED** a problem when requesting a higher/lower altitude as PF3 was incorrectly using the true altitude rather than making adjustments for barometric pressure.

PF3 – ATC at its best

Version History

12th February 2016
Version 3.0.1

This is a minor maintenance release to address a couple of small but important issues.

- **FIXED** a problem that could result in an error if using a high percentage of AI Traffic
 - **FIXED** a problem when checking the user's position relative to their next waypoint, which could result in the program not bumping to the following waypoint if you didn't get very close to it.
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PF3 – ATC at its best

Version History

5th February 2016
Version 3.0.0

Initial Release