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1 - Introduction:

FsPassengers was created from my passion for flying and with the user’s pleasure in mind. It is the result of more than a year of work and I hope you will enjoy the hard work I have put into it.

Daniel Polli
FsPassengers Author

1A - Help text, first notes about FsPassengers

In addition to this documentation you will find help texts in several locations. Most options in FsP contain a help button, watch for them and use them at first.

Many features are accessible by menus and by keyboard shortcuts.

1B - How will FsPassengers modify your way of flying

FS2004 lacks the feeling of responsibility: the feeling that decisions, actions or mistakes have consequences on your flight performance. FS2004 provides you with an empty and dead world where nobody cares if you do three loops in a 747, land on grass or crash every flight. Because of this, you really miss the feeling of flying a real airplane after a few FS2004 flights. Some simulator pilots could fly for years making terrible flight errors without ever finding out that they were doing something wrong. FsPassengers fixes that.

The main goal of FsPassengers is to complement FS2004 by giving you a complete environment in which you will be penalized for poor procedures/decisions, and rewarded when you perform well. Now, you have passengers in your aircraft and you are responsible for their safety and comfort… and they will let you know if you do something wrong!

With FsP the way you fly has a direct impact on your pilot’s rank and on your company’s income and reputation. Your career and company growth will depend on your ability to comply with most “real world” flight rules while satisfying your passengers’ needs and expectations.

If you want to push it one step further, you can create a company with the “instant record” setting. This means that your flights are automatically recorded when completed. No more undo buttons and if you pilot dies in a crash, you must start over. With this setting enabled, your guts will turn when you will hear your copilot declare a failure or if you encounter bad weather on approach. You now have everything to lose. Of course you can always disable the “instant record” and still enjoy the benefits of FsPassengers without the risk of losing your pilot (to say nothing of your passengers!).

FsPassengers also provides you with a number of features missing from FS2004 such as: GPWS; cabin announcements; random failures; ATC chatter and; the ability to enter autopilot values, radio frequencies or instrument values with the keyboard. These features were created with a unique behavior: most sounds will not play in external view because, in reality, you would not hear cockpit sounds outside the aircraft.

In FsPassengers, you will also be subjected to many unique failures that you would never encounter in FS2004. FS2004 failures are set by users and you are aware of what and even when a failure will occur. In FsP, failures are generated randomly. Most FsP failures will provide some advance warning. Just like real world pilots, you now must continuously monitor your instruments panel to ensure that all is well. For example, an increase in engine oil temperature could lead to an engine failure on approach…

FsPassengers renews your approach to simflying. After many years of flying only on a simulator I personally took some flying lessons. One of the greatest moments of my life was when I flew my first solo. For the first time in the aircraft, I was solely responsible for my life. That is the feeling that I wanted to reproduce through FsPassengers.
**1C - An open add-on to fit everyone’s needs**

Great care was taken to keep FsPassengers open and many things can be added, modified and fine-tuned by users. You can create and add new voice packs, payload models, maps, dangerous areas, passenger's names, splash screens, and company and pilot logos. You can also set precise failure rates and difficulty to help you develop your skills. When you create a company, many settings such as penalties and behaviors can be customized to your needs.

The goal was to please everyone and fit to anyone’s flying style. Some may fly with all penalties ON and manage the altimeter settings and the lights as well as purchasing their aircraft and getting financial results for their flight; others may perhaps want simpler penalties and fly only to get the report without taking care of managing their company’s economy. FsP allows you to fly like the most experience airline pilot or like uncle Bob who is taking you on a fishing trip.

A forum specially dedicated for FsPassengers customization was created on the website to help you get the most out of FsP. You can also upload your creations to the site and share them with the entire FsP community. There is a special forum dedicated to FsPassengers tuning so don’t hesitate to pay a visit here [http://www.FsPassengers/forum](http://www.FsPassengers/forum) for more information.

The first way to fine-tune FsPassengers is of course through the Setup menu. However, you can also tweak FsP to your needs by editing the config files that are found in the various FsPassengers folders. More information about this can be found in the “tuning FsPassengers” section of this document.

**1D - An add-on that is user friendly**

If after your first flight you find FsPassengers simple to use, we have reached our initial goal. But do not be misled. As you will discover in subsequent flights, FsPassengers’ 50’000 lines of code will prove more challenging and complex than you might initially have thought.

**1E - Principle of FsPassengers**

First, you must create a company. The settings used to define your company will determine how you will fly. You can create a company with economic management enabled (you must purchase and manage your aircraft fleet) or not. You can either create a company with custom settings or choose a pre-defined scenario. In Scenario mode, you must meet a clear set of conditions to win. Scenarios also have predetermined conditions and failure settings. The second step is to create one or more pilots. Pilots are created with a company and can be transferred, for a fee, to another company later.

You are now ready to use FsP. Each time you want to fly simply start a FS2004 flight, with any aircraft of your choice (remember that your company must own the aircraft in an economic management environment) ready at the location of your choice. Make sure that the parking brake is set and go to “FsPassengers Flight/Start flight – load aircraft” menu, load your aircraft and click “OK - load immediately”. On the Flight datasheet dialog, click “Start flight”. You are now in a FsPassenger flight and you benefit from all in-flight features including crew and copilot sounds, GPWS, radio chatter and more. Once you land, set the parking brake and return to the “FsPassengers flight\End Flight” menu. You will get the end flight report. Register your flight. Congratulations, you have just completed your first FsPassengers flight.

**1F - The flight report – The heart of FsPassengers**

The end-of-flight report is the heart of FsPassengers. Here you will find a comprehensive analysis of your flight performance. The end-of-flight report will display your flight data, your passengers' opinion, your mistakes, the failures that you have encountered, the income generated by your flight, your fines and your pilot bonuses and penalty points. The end-of-flight report is a marvelous tool to help you identify what was good, bad and simply ugly with your flight. Armed with this report, you can now correct your mistakes. The end-of-flight report comes first when you end a FsPassengers flight but, once your flight is recorded, you can review any of your flight reports at any time. FsPassengers can store about
1'000'000 flight reports in its database. You can also print the flight reports, export them to a virtual airline VA database, open them in MS-Word or another text editors, or send them to your friends.

End-of-flight report example top (left) and bottom (right):
2A - Brief presentation of FsPassengers features

These features below are available in “FsPassengers Flight”:

CO-PILOT: The FsPassengers co-pilot is here to enhance your flying experience. He will warn you about failures so that you can take corrective actions. He will also warn you if you exceed G, bank angles, descent rate or if you hit your tail on take-off. Finally, he will also announce speeds on the ground, reverse thrust set and COM and NAV settings, etc.

*Unique feature*: The co-pilot plays only in internal view and you can enable/disable some of the co-pilot sounds. You can set the text of what is being said displayed on screen so you do not miss any important announcements, optionally you can display the text in all view, external or internal view or disable them completely. (see the “Crew and GPWS setup” menus).

CREW: FsPassengers also adds a Flight attendant to your airplane. By default, this is only added in larger aircraft but you can change this option in the setup. A crew will allow you to serve food and drinks, play a movie and make all the usual crew announcements. The crew is interactive and, for example, it will instruct the passengers about what to do if you declare an emergency or how to evacuate the plane if you make a successful belly landing. The crew sound only plays in internal view but there is also an option to display the text in external/internal view or never as co-pilot text. The crew will also set your seat belt sign on and off accordingly to the flight phase if you have “automatic belt” enabled in the “Crew and GPWS setup” menu.

GPWS: The Ground Proximity Warning System (GPWS) will usually only play in jet aircraft but you can enable it to play in any aircraft in the “Crew and GPWS setup” menu.

*Unique feature*: It only plays in internal view. You can disable the flaps and gear warnings in case of a flaps or gear failure (see the “keyboard setup” menu).

RADIO CHATTER: Radio chatter allows you to play more than 3600 wav files, 60 per frequency.

*Unique feature*: Radio chatter sounds only play in internal view. You do not need to rename the wav before dropping them in the frequency directory and any format of wav is accepted (see the “General setup” menu). Unlike many other add-ons, FsP provides you with dialog that shows the available chatter frequencies (see the “ATC chatter frequency list” menu).

SOUND ENHANCER: FsPassengers adds sounds to enhance your flight experience. These include braking sound, external engine sound, rolling sound, passengers screaming sound, passengers boarding sound and more. You can enable/disable the sounds or set their volumes (see the “FsPassengers Setup” menus).

FAILURE: FsPassengers adds about 30 unique failures. These failures are unique because they are “random” and because they are based on your aircraft maintenance status (economic mode only) and on your flight phase. Failures usually do not repeat themselves until you have encountered them all. Most failures will provide hints of an imminent problem such as an increase in oil temperature leading to an engine failure. However, other failures such as bird strike on take-off come without warning. You can set the failure rate and their level in the “Difficulty setup” menu.

KEYBOARD INPUT: FsP allows you to easily set, by using keyboard commands, nine functions like NAV and COM frequencies, autopilot functions (heading, altitude, speed etc.), transponder frequencies, altimeter settings and more. Simply type the command key followed by the appropriate numbers and your co-pilot will set the item for you. For example, to set COM1 to 120.20, simply press the C12020 keys on your keyboard. The co-pilot will then say “COM one two zero two zero Set and check” and your COM1 will now be 120.20. The command keys are listed and can be modified in the “Keyboard setup” menu.

PASSENGERS: During a FsP flight if you have passengers on board they will react to the way you fly. They will be scared if you make a mistake (sometimes they even scream in terror!) and applaud if you land successfully after a bad failure. You can also view their immediate feedback by
displaying the “in-flight report” (CTL+SHF+I) and the mini display (CTL+SHF+V). You will also get a full flight review in the end-of-flight report.

MINI-DISPLAY: This display shows your passengers’ satisfaction level and various events affecting your flight in real time. You can change its size and its color. You can also drag this display on the screen or undock it to move it to another monitor. Left click to drag it, right click to display the help menu and options. The mini display is toggled on and off by pressing default key CTL+SHF+V.

IN–FLIGHT REPORT: This report is accessed by pressing default key CTL+SHF+I. It displays your flight data as well as the passengers’ and crew’s advice.

DANGEROUS AREA: Dangerous areas are contained in a configurable database that identifies and rates dangerous places in world. When flying in these areas, you may see the reliability of your aircraft change (to simulate the bad maintenance in these areas). In addition to dangerous areas, you can also fly in a “war zone” and be fired at. You will hear gunshots around you and your aircraft may be hit and damaged by ground fire. This could lead to various system failures. As in real life, the lower and slower you fly, the more susceptible you will be to an attack. Therefore, a steeper rate of climb or of descent will lower your chances of being hit. Flying in these areas will also increase your financial reward so that you can dedicate your company to humanitarian relief missions. See the “dangerous area database” dialog and the “Difficulty setup” menu to enable or disable this feature.

BELT-BUTTON: If you want to have a belt button on your panel that set on/off the belt sign of FsPassengers, it’s possible, see 10K – Put a belt button on your FS2004 aircraft panel

Here are the features available in the FsPassengers menu at any time:

FLIGHT REPORT: The flight report is at the core of FsPassengers. It comes in two versions: the in-flight report which is accessible during flight and the end-of-flight report which is accessible after your flight. Both reports are very detailed and include your flight data, flight time, passenger advice, the errors you made. Bonus texts and reprimand are also displayed in both flight reports. The end-of-flight report also includes your flight score. FsPassengers can keep up to 1,000,000 reports in its database.

COMPANY MANAGER: The company manager allows you to buy and sell aircraft (in economic mode only); set tickets, food and drink prices; repair your aircraft (economic mode only); dismiss, heal or transfer your pilots and look up your company statistics.

FLIGHTS MAP: As FsPassengers is very open, you can add and use your own maps. You will need to provide a JPG image and use the Map utility program available by window start menu “FsPassengers/tools” group.

EXPORT FLIGHTS: FsPassengers can export all your flight reports to a website. This unique feature could prove very useful for Virtual Airlines. The principle is simple: FsP sends POST data (the same then a web form) to a website of your choosing. A basic PHP script is available for download on the FsPassengers website to help VAs get started; the script will get the FsP flight data and record it in a SQL database. You can try to export your flights to the FsPassengers’ Demo Virtual Airline. See the “Virtual Airlines” menu.

EASY UPGRADE: FsPassengers will evolve quickly and it is configured to be upgraded without loss of data (flights, pilot and company). Upgraded versions of FsPassengers for FS2004 will be free for registered users. However, please keep your username and password handy to unlock future upgrades. You can click on “check for FsPassengers update” in the menu to visit the FsP website. If there is a newer version of FsPassengers, you can download and install it directly from the website.
3 - Create Company, an important step

3A - Create company setting

The settings that you choose when you create your company are important because they will shape your flying and play styles.

In Economic Mode you must purchase your aircraft, maintain them, set your ticket prices and take care of your company reputation. Your piloting skills have a direct impact on the future growth of your company. If you do not enable the Economic mode, your flight results will only affect your company reputation but you will still be able to board 100% of passengers and fly any aircraft. This is mainly useful for people who just want the benefits of the various in-flight features and of the end-of-flight report.

In Career Mode yours pilots are limited to certain aircraft types based on their hours of flight and their career points. You start with a low ranking pilot limited to General Aviation aircraft until you are promoted to a higher rank. As you move up the rank structure, you will be eligible to fly larger aircraft. Remember that your pilot’s points are an indication of your flying skills: if you are an extremely good pilot, you will be promoted early and if you fly poorly, you will eventually be downgraded to a lower rank.

<table>
<thead>
<tr>
<th>Pilots Certification Structure in career mode</th>
<th>This table is also available in FsPassengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Certified Single Engine Prop less than 3306 lbs</td>
<td></td>
</tr>
<tr>
<td>00h00 Student Pilot (c0)</td>
<td></td>
</tr>
<tr>
<td>05h00 Private Pilot (c1)</td>
<td></td>
</tr>
<tr>
<td>12h00 Instrument Rating Pilot (c2)</td>
<td></td>
</tr>
<tr>
<td>Certified Multi Engine Prop less than 5511 lbs</td>
<td></td>
</tr>
<tr>
<td>22h00 Commercial Pilot (c3)</td>
<td></td>
</tr>
<tr>
<td>Certified Prop and Turboprop less than 26455 lbs</td>
<td></td>
</tr>
<tr>
<td>35h00 Second Officer (c4)</td>
<td></td>
</tr>
<tr>
<td>Certified Any aircraft type less than 44092 lbs</td>
<td></td>
</tr>
<tr>
<td>51h00 Senior Second Officer (c5)</td>
<td></td>
</tr>
<tr>
<td>Certified Any aircraft type less than 88184 lbs</td>
<td></td>
</tr>
<tr>
<td>70h00 First Officers (c6)</td>
<td></td>
</tr>
<tr>
<td>91h00 Senior First Officer (c7)</td>
<td></td>
</tr>
<tr>
<td>115h00 Master First Officer (c8)</td>
<td></td>
</tr>
<tr>
<td>Certified Any aircraft type less than 176369 lbs</td>
<td></td>
</tr>
<tr>
<td>142h00 Captain (c9)</td>
<td></td>
</tr>
<tr>
<td>Certified Any aircraft type</td>
<td></td>
</tr>
<tr>
<td>172h00 Senior Captain (c10)</td>
<td></td>
</tr>
<tr>
<td>205h00 Flight Captain (c11)</td>
<td></td>
</tr>
<tr>
<td>241h00 Senior Flight Captain (c12)</td>
<td></td>
</tr>
<tr>
<td>280h00 ATP Captain (c13)</td>
<td></td>
</tr>
<tr>
<td>321h00 Senior ATP Captain (c14)</td>
<td></td>
</tr>
<tr>
<td>365h00 Master ATP Captain (c15)</td>
<td></td>
</tr>
<tr>
<td>412h00 Senior Master ATP Captain (c16)</td>
<td></td>
</tr>
<tr>
<td>462h00 Command ATP Captain (c17)</td>
<td></td>
</tr>
<tr>
<td>515h00 Senior Command ATP Captain (c18)</td>
<td></td>
</tr>
<tr>
<td>571h00 Fleet Captain (c19)</td>
<td></td>
</tr>
<tr>
<td>630h00 Senior Fleet Captain (c20)</td>
<td></td>
</tr>
<tr>
<td>691h00 Command Fleet Captain (c21)</td>
<td></td>
</tr>
<tr>
<td>755h00 Senior Command Fleet Captain (c22)</td>
<td></td>
</tr>
<tr>
<td>822h00 Flying Legend (c23)</td>
<td></td>
</tr>
</tbody>
</table>
**Instant Record** is a great way to enhance your flight experience. As said earlier the goal of FsPassengers is to increase the realism and the accountability of your flights. While a company in economic mode is affected by your flight performance, you still have the option of not saving your flight if you made a mistake, if you crashed your plane or if your pilot dies. With Instant Record, your flight will be recorded automatically at the end of your flight. You no longer have the option of not saving a flight to dismiss your mistakes. This makes you more accountable for your actions. This being said you might want to leave this option unchecked until you are confident in your flying abilities.

**Fleet income** is solely intended to reward you for building a fleet. For each flight that you fly, each aircraft that you own will generate some additional revenue based on your flight performance. These are not real flights made by these aircraft or by “AI” pilots. If you perform well, you will get a higher fleet income; if you perform poorly, you will have no fleet income. In addition, FsP takes the state of your other aircraft into account and you will not receive an income from an aircraft that is in bad condition or in need of maintenance.

**3B - Create company by scenario setting**

A scenario is a configuration file that allows you to create a company with predefined settings. The difference between custom setting and scenario setting is that in a scenario setting, companies are created with pre-established victory settings and configuration. This gives your company a goal to reach: a minimum income level, a company status or reputation level, a minimum number of missions in dangerous or war areas, a minimum number or type of aircraft to own, a maximum crash allowed and much more. You now have a goal to reach and you can win or lose the game. After you complete (or fail to complete) a scenario, you can keep flying with you company and your pilots.

You can create a new scenario by writing a new scenario file with the Windows notepad and saving it in the “FsPassengers/config/MissionGamesCfg” folder. A help file is in the folder to help you create a new scenario. You can also define custom splash screens in jpg and sounds in wav format. The appropriate file will then play when you create your company, complete the scenario or when you fail to complete the scenario. FsPassengers comes with a list of 6 predefined scenarios.
3C - Create company by custom setting

Custom settings allow you to create a company custom fit to your needs and criteria. However, you cannot set predefined victory goals.

Create company by custom setting:

![Create Company - final step](image)

- **Economic Mode**: If you check this, you will need to buy your aircraft prior to flying and sell the ticket and service price. You’ll earn money for each flight so you can buy more aircraft.
- **Fleet Income**: If you check this, you will get income from other aircraft in your fleet. Earnings will be linked to the flight results. Fleet flights are not logged.
- **Career Mode**: If you check this, your pilots rank will limit the aircraft type you can fly. New pilots can only fly light aircraft.
- **Instant Record Flight**: If you check this, your flight will be automatically recorded at the end of each flight even if your pilot dies. This is harder but more challenging.
- **Fixed Failures Setting**: If you choose the options below a fixed percentage of failures in all your flights will have this percentage. The overdeck failures set in the "difficulty setup".

Click here to read about rank and aircraft type in career mode.
4A - How to start and end a FsPassengers flight

Prepare FS2004 with your aircraft ready for departure either with cold/dark cockpit or with engine(s) running, set the weather and all flight conditions as you do for a usual FS2004 flight. **The only important thing is that you must have the parking brake set.** Once done simply go to the FsPassengers menu and select “FsPassengers flight – Start flight load aircraft” you’ll get the payload dialog. Load your aircraft with this payload dialog, load passengers, cargo, set the fuel, optionally set your destination and/or arrival planned time, click ok and you are now in a FsPassengers flight.

To end your flight, once landed at the destination, set parking brake and select in the menu “FsPassengers flight – End flight” option. The flight will end you’ll get the end of flight report.

That’s the basics.

Depending on your company setting you may have more dialogs when you try to start a FsPassengers flight. For example in economic mode you’ll first have a dialog that shows you how many passengers are waiting to board your plane (this number depends on your company reputation, ticket price and others things), you may also have a warning that will ask you to buy this aircraft if the current company does not own the aircraft you want to fly, or if your company does not have any active pilots. You will also have a “load manifest” dialog after the payload dialog. You can disable both “gate advice” and “manifest dialog” if you only want the payload dialog.

4B – Using the payload dialog

Don’t be intimidated by the number of buttons on this dialog, as loading your aircraft is really simple. Basically you just need to ensure the selected pilot is the one you want to fly in field “1” then load passengers and cargo in “3” and “4”, set fuel in “5” and click “9” “load immediately”. Your FsPassengers flight starts.

(Notice you can change the units displayed (lbs/kg) by going to the “FsPassengers Set-Up\unit set-up” dialog found in the FsPassengers menu)
1. Pilot selection: The company displayed here is your current company and the pilot displayed is your current pilot. If you have another pilot active in this company, you can select him from the drop down list. He will become the current pilot once the flight is ended. If your current pilot is wounded or killed, the next active will automatically be selected if available. The “View data” buttons allow you to display the current company or pilot data.

2. Payload model: If more than one payload model is found for the aircraft, you can switch between them by using this drop list. This allows you to switch between the different configurations of your aircraft (cargo, passengers, combi, etc).

3. Passengers slider: This slider allows you to load the passengers.

4. Cargo slider: This slider allows you to load a cargo payload.

5. Fuel load: Click and hold the mouse on the green bar and slide to load the fuel.

6. Set destination (optional): You can set a destination and/or a planned arrival time. If you do so, you will get bonuses for landing at the right place and/or at the right time. You will be penalized if you land at the wrong place without an emergency or for arriving too late or too early. A “read more” button on the “set destination” dialog will give you a table of bonuses and penalties for given flight and arrival times.

7. Set Flight ID: This optional section allows you to set your flight ID using a combination of 7 letters and numbers. Usually flight IDs are either chosen randomly (e.g.: XF654) or defined by what was set as a call sign when the company was created.

8. Get zero fuel weight (ZFW): This is useful for some aircraft that need this value in their computer (PMDG and such).

9. OK – Load immediately: This will instantly load the passengers, the cargo and the fuel on the aircraft.

10. OK – Real time load: Clicking on this will give you a dialog were you can choose the time it will take to load your aircraft from 2 minutes to 20 minutes. You can also choose whether the crew will close the door or if you need to close it manually. Once you have set everything, click OK and the passengers will start boarding the aircraft. You will hear some boarding sounds and you can see the boarding progress on the mini-display. You must have the front door for passengers to board the aircraft. This option is useful if you start with a cold/dark cockpit or if you want your passengers to board your plane while you start your aircraft.

11. Payload image display: This shows a picture of your payload model. You can design new models and upload them onto the FsPassengers’ website so that others can use them. See the “tuning FsP” section for more information.

12. This shows your aircraft’s current weight in regards of the MTOW (Maximum Take-Off Weight). If your payload and fuel weight exceed the MTOW this display will start to blink as a warning.

13. This shows how many passengers are waiting at the gate. In economic mode it is often less than your total aircraft capacity. Once you have selected all the passengers to be loaded (field 3) this display will show 0 (zero) passengers waiting at the gate.

4C In-flight actions

In-flight actions depend on the settings, the aircraft type and the crew. You can for example turn the seat belt sign on and off; ask ATC for a clearance to exceed 250kts below 10'000 ft; change the chatter frequencies; serve food, drinks and sandwiches; play movies and music; disable the GPWS call (in case of failure of gear or flaps for example) and; order the virtual copilot to enter various data as COM, NAV, transponder, altimeter value using keyboard. You can also customize, close or move the mini-display, display the in-flight report and display the passengers list.

Most in-flight options are accessible through the FsPassengers menu “FsPassengers flight” and by keyboard shortcuts. You will find below a list of default keyboard keys; the menu selections are self-explanatory.

Using virtual co-pilot to enter value (NOT AVAILABLE in the menu):

Requirement: Any aircraft

Default key: Various (9 shortcuts)

You can use a keyboard shortcut to request a change of value from your co-pilot. The co-pilot will always give you some voice feedback to advise you if the command was successfully carried out or not. For example, to change the NAV1 frequency to 109.90 you would type “N10990”. The co-pilot will say “NAV one zero nine nine zero… set and check”. Your NAV1 frequency will be set to 109.90. For COM2
and NAV2, the command key must be pressed twice before entering the frequency value. For example: "NN109.90" will set your NAV2 frequency to 109.90.

Here is a list of actions and an example of how to enter them:

| Input COM frequency with keyboard | C   | C12020 or CC12020 for COM2 |
| Input NAV frequency with keyboard | N   | N10990 or NN10990 for NAV 2 |
| Input VOR course with keyboard   | J   | J270 will set course on 270° |
| Input Autopilot heading with keyboard | H   | H180 will set autopilot heading on 180° |
| Input Autopilot altitude with keyboard | A   | A230 will set autopilot altitude on 23'000 ft |
| Input Autopilot speed with keyboard | V   | V250 will set autopilot speed to 250 kts |
| Input GPWS decision height with keyboard | F   | F050 will set decision height at 50 ft |
| Input Transponder code with keyboard | K   | K1200 will set transponder on 1200 |
| Input Altimeter pressure with keyboard | L   | L2992 will set altimeter on 29.92 |

These commands can only be performed through keyboard commands. They are not available on the FsPassengers flight menu.

The default keys can be changed through the « Keyboard setup » dialog in the "FsPassengers setup" menu.

Belt sign on/off:
Requirements: Automatic Belt Setting set to “You must manage the cabin seat belt sign” or if there is no crew aboard
Default key: CTL+SHF+B
The seat belt sign is important to your passengers. You will be penalized if you forget to light the sign on take-off and on landing, when flying at low altitude and, if you forget to turn the sign off while flying “en route” (assuming that the weather is good, of course).

Serve food/drinks/sandwiches, play movies:
Requirements: Crew on board and the Auto Service Setting set to “You must manage the service on board”
Default key: Various (4 shortcuts)
FsP Crew Setting is on “all aircraft but light have Crew” by default. Usually you will not be able to serve under 6000 feet and if your climb rate is too high (due to aircraft pitch).

Things to remember:
• Crew is able to serve up to a climb rate of 1800 ft/mn and at an altitude higher than 6000 ft.
• Every service takes time. The mini-report will show you the service status (count 10mn-20mn per service, this depends on the number of passengers, drinks take longer to serve).
• Be careful to serve only when there is enough time to do so. The descent might cancel the service and unsatisfied passengers who were not served will penalize you.
• Serve food and drinks together.
• Do not shake the aircraft when the crew is serving. It will cancel the service and you will be penalized. Service can also be cancelled because of turbulence but you will not be penalized for it.
• Make sure that there is enough time to play the movie; passengers do not appreciate missing the ending… no there are no credits!
• The in-flight report gives advice about your passengers’ hunger level. Food and drinks cost you money; do not waste them if your passengers are not hungry.
• Service price and quality can be set in the “company manager”.

Play music
Requirement: Avionics switch ON, available in the menu only if there is a crew aboard otherwise use keyboard shortcut (GA aircraft don’t have music usually but we left that for the fun)
Default key: CTL+SHF+T
Passengers enjoy listening to music from the overhead speakers when on the ground and you will get a bonus for that. In flight, they prefer listening through their headset, so remember to turn the music off before take-off and to turn it back on after landing. You can use the menu to choose music or you can
use the keyboard shortcut to turn it on/off. Each time you press the keyboard keys, it will cycle through the five available music selections located in your “voice pack” folder. Selecting another voice pack may give you another selection (if the author of the voice pack included the music files).

**Enable/disable GPWS flap and gear warning**

**Requirement:** Aircraft with a GPWS  
**Default key:** CTL+SHF+1 (FLAP) and CTL+SHF+2 (GEAR)

The GPWS will warn you if your flaps or gear are not extended at low altitude; even in the event of a flaps or gear failure. You can use the command keys to enable or disable the gear or/and flaps GPWS warnings.

**Ask 250kts clearance under 10’000 ft:**

**Requirement:** Any aircraft  
**Default key:** CTL+SHF+3

In the real world you are restricted to less than 250kts below 10’000 ft. Special ATC clearance can be requested to exceed that speed. As in real life, FsP restricts flight speed to less than 250kts under 10’000 ft and you can request a clearance to exceed that speed. This option is not linked to the FS2004 ATC.

You can request this clearance through all phases of flight but keep in mind that the clearance becomes void if you climb above 10’000 ft. You must request another clearance before passing 10’000 ft if you plan to exceed 250kts on descent.

Once requested, the copilot will advise you that he will ask ATC for the authorization. He relay the ATC clearance within a few seconds. If you are unsure about your authorization, CTL+SHF+3 can be used to request the status from your copilot.

If you fly with Radar Contact or another ATC add-on, you must first ask FsP for the authorization. You can request the Radar Contact controller’s authorization only after FsP has cleared you.

For information about disabling this penalty, please refer to the “Tuning FsPassengers” section.

**Change ATC chatter frequency**

**Requirements:** Any aircraft that has a COM radio and the Avionics switch ON  
**Default key:** None or default FS2004 key for COM radio

In the FsPassengers setup, you can choose to have the radio chatter played on COM1 or COM2. By default COM2 is used. If your COM radio is set to a chatter frequency and if there are wav files in a folder labeled with this frequency (in the “FsPassenger\sound\radiochatter” folder), FsPassengers will randomly play these files. For demo purposes, one frequency contains wav files. You can see which frequencies are set for chatter by selecting “ATC Chatter Frequency List” in the FsPassengers menu. It will show you all the “frequencies” that contain wav files. The dialog also has a button to open the directory where the frequency files are located so that you can place more wav files into them.
4D - The mini display

The mini display gives you instant feedback about what is happening in your flight, the passengers satisfaction level, hunger level, fear level, crew action such as service and other warnings or events. The mini-display is fully customizable. You can close it, move it anywhere on screen. You can also undock it and move it to another monitor. To move it, left click, hold the button and drag it to the desired location. To customize it, right click on the mini display to bring up the menu:

Here are some suggestions for the mini display remember to right click on it to get the mini display menu:

- **Default look verbose report**
- **Short report light blue background**
- **On a CRT verbose report black background**
- **On panel short report black background**
The options available by right clicking on the mini display are:

**Short report (icon only):**
The mini-report will display on one line only with an icon indicating what the item refers to.

**Verbose report (Default):**
The mini-report will display text and icons, but it will also take more space. You can switch between Short and Verbose mode from the right click menu or by using a keyboard command (CTL+SHT+C).

**Undock mini report:**
This will switch the mini-report in window mode so that it can be moved to another monitor.

**Display on 2d Panel only:**
If you check this option, the mini-panel will only be displayed in the 2d cockpit and not in the virtual cockpit nor in other external views. This is useful if you want to display the mini on the panel. In which case, we recommend using the short report with a black background to make it fit on almost any panel. You can then switch it to the verbose report as necessary.

**Display failure warning icon:**
This option will display a warning icon on the mini-report when there is a failure. This is useful because some failures occur silently such as a slow rise in oil pressure. Be warned that as this icon is a cheat (real pilots do not have such a warning – they must scan their instruments to get hints of problems) and that your bonus points will be reduced should you adequately handle the emergency.

**Play failure warning sound:**
This option is only enabled if you have the failure warning icon set. If you enable the warning sound, a "beep-beep" sound will also alert you of a failure.

**Change display color:**
Use this menu to change the looks of the mini-report. The most useful is "black background" which allows you to display the mini-report on some black area of any panel. You can also select the "light blue background" to position the mini-report on top left of your window and have it blend in with the blue sky.
4E - The In-flight report

Pressing CTL+SHF+I will bring up the in-flight report. It contains useful information about your flight data, the passengers’ opinion and advice about the hunger level or crew actions being taken. It also shows your destination if set it when you loaded the aircraft.

The in-flight report does not pause your FS2004 flight.

The in-flight report:
5 - How to make a perfect flight and avoid penalties

In FsPassengers most penalties assessed are simply based on real world limitation. Thus someone following real world rules/procedures will avoid these penalties. FsPassengers can educate you in this domain. There is nothing complicated here and most penalties are logical. This being said, FS2004 remains a game with limitations so you might read the text below to help you complete a successful flight and avoid penalties. In FsPassengers all the penalties are applied with a safe margin. This means that you will not get a penalty exactly when you exceed some number but sometime later, so when you get a penalty it’s really because you went way beyond a limit. Errors might affect only your pilot’s points (typically over-speed or flight error) or affect only your passengers’ satisfaction level (such as a movie interrupted by arrival).

The things to remember with the standard penalties are:
• Fly smoothly, do not over bank or dive like a Stuka dive bomber, do not shake your passengers.
• Do not forget to set at least one notch of flaps during take-off or landing.
• Do not use the parking brake unless your aircraft is stopped.
• Do not use full thrust with the parking brake set.
• Do not roll off the taxiway or landing strip (see below as this limitation doesn’t apply to all aircraft).
• Do not use reverse thrust under 60kts.
• Do not exceed 250kts under 10'000 ft. without clearance.
• Do not pitch too much on landing or on take-off (at 10° pitch most aircraft will tail strike the ground).
• Ensure you have a 45mn fuel reserve fuel at landing.
• Do not extend your flaps or gear at high speed.
• Do not open the door(s) during flight or fly too high with a non-pressurized aircraft.

For optional penalties, please refer to “5B – Optional penalty”.

5A – Usual penalty

Stall, G excess, high descent rate, too much bank or pitch angle
You will be penalized not only for your poor piloting skills, but also for upsetting your passengers.

Over-speed
You must not exceed the “VNE” speed of your aircraft. This is the “Speed NEVER to exceed” (not “sometime”). It is your responsibility to ensure that you never reach the red line. If this happens because of wind conditions in FS2004, your weather is not set properly to smooth the wind sheer. We recommend using a third party software such as FSUIPC to correct this situation. Overspeed can damage your aircraft in economic mode.

Gear or flap speed excess
If you exceed gear or flaps speed limitations, you will get a penalty and your gear or flaps will be damaged. You might then have to declare an emergency and make a landing without flaps or perform a belly landing. In this case, keep your speed as low as possible and land as gently and straight as possible. You may save all your passengers if you land smoothly enough.

Rolling outside landing strip:
You will be penalized and passengers will be afraid if you roll off a runway or a taxiway. This rule applies to ALL JET aircraft without weight consideration, and to all other aircraft in excess of 40'000 kg (88’184 Lbs). This was done to preserve the DC3’s and other lighter aircraft “grass capabilities”. Because some airports in FS2004 have incorrect surface declarations (i.e.: you can see that you roll on the taxiway but internally the surface is declared as “grass”), this penalty is only triggered when your speed is higher than 35kts. This being said, your can set the detection speed back to the original 5kts (see “10J – Disable/tune basic penalty”).
Using parking brake when not stopped:
The parking brake is not intended for normal braking and you should only use it when the aircraft is
stopped. In economic mode, setting the parking brake while your aircraft is in motion could damage your
aircraft!

Too much thrust with parking brake set:
You must not push the engine(s) to their maximum power with the parking brake set. Use the normal
brakes if you need to remain stopped with full power. In economic mode, setting the parking brake with
full engine power could damage your aircraft!

Hard landing
You will be penalized for a hard landing and your passenger’s satisfaction level will drop. In economic
mode, a hard landing could damage your aircraft!

No flaps on take-off or landing:
You must set flaps on take-off and on landing. FsPassengers cannot detect if the flaps are set as
recommended in the flight manual of any given aircraft, but it will penalize you if forget to set the flaps.

Too fast under 10’000 feet
Like in the real world, FsPassengers restricts your speed to less than 250kts under 10’000 ft. You can
request an ATC clearance to exceed this speed. If you are not authorized to do so, you will be penalized
for flying at speeds over 250kts under 10’000 ft.

Exit opened in flight
If you open a door during flight, you will receive a hefty penalty. In this case, you must also declare an
emergency and land as soon as possible. If you open a door at high altitude, you might get an explosive
decompression, injured passengers or even worse if you do not descend to below 12’000 ft in time. The
mini-report will display a “pressure/oxygen” level warning to show you how your passengers are
surviving the lack of oxygen at high altitude.

Use of reverse thrust below 60 kts
In the real world using reverse thrust below 60kts is forbidden as it can damage the engine(s). The same
applies to FsP.

Tail strike at take-off or landing
A tail strike may happen if you pitch your aircraft too much during take-off or landing (typically more than
10°). In this case, you will be penalized and, if you are in economic mode, your aircraft will be damaged.

Flying too high in non-pressurized aircraft
Flying above 12’000 ft without pressurization can injure your passengers.

Start while passengers are boarding/un-boarding
If you use real time load and you start your flight while passengers are still boarding the aircraft or if you
open the door at the end-of-flight and restart your flight when some passengers are still aboard you will
be penalized.

Ensure you have 45 mn fuel reserve at landing
Flight rules and FsP require that you have a 45 minutes fuel reserve at landing. The in-flight report will
show your actual reserve.

No seat belt at low altitude, on take-off or landing:
Logically the seat belt sign must be turned on during the potentially dangerous phases of your flight such
as landing, take-off or when flying at low altitude.

Seat belt always on
If you do not have special weather considerations passengers will not understand why they are required
to keep their seat belt on for the duration of the flight.
Ensure having enough time to serve
Typically, each service can last 10 to 20 minutes and movies about 1h20. Take care to time your service and movie so that they end prior to the descent. Passengers get annoyed if they are not fed or if they miss the end of the movie.

5B – Optional penalty
See difficulty setup in FsPassengers setup menu to allow optional penalties. By default they are OFF. As for basic penalties FsPassengers always applies a safe cushion. For example, you will not be penalized if you forget to turn on the landing lights under 9'999 ft., but you will be penalized if you go below 8'000 without turning them on.

Altimeter penalty:
If this option is set to realistic you must monitor your altimeter setting. Below Transition Altitude (TA) you must tune ATIS station and set it to the current pressure, above TA you must set it to standard pressure 1013/29.92. FsPassengers applies a safe cushion: you will only get penalized if you exceed 2000ft above the TA without altimeter set to standard pressure and you'll get penalty for a bad altimeter setting only when you are at low altitude and about to land. You may set the TA altitude detection (see « difficulty setup » dialog).

Realistic light penalty:  Works as in the «real world».
- Beacon must be turned ON when the engine(s) is/are about to be started.
- Strobe and landing lights must be turned ON when you leave the taxi way and enter the landing strip.
- Landing lights must be turned OFF above FL100 and ON under FL100.
- Strobe and landing light must be turned OFF when you enter the taxi way after landing.
- Beacon must be turned OFF only after you have shut down the engine(s).
- NAV light must be ON during the entire flight.

Notice: FsPassengers consider you are on the « taxi way » when your parking brakes are set.

Simple light penalty:
Landing lights must be turned ON under FL100 and OFF above FL100. No other light penalty applies.

Transponder penalty:
If you check this option you will need to set your transponder to Emergency Code 7700 if/when you declare an emergency, otherwise you'll be penalized. You will also receive a penalty if you set a false emergency code like 7500 (hijacking), or set 7700 without declaring, or without there actually being, an on board emergency. Be warned that FS2004 will cancel your IFR flight if you set 7700 when you have an emergency because FS2004 doesn't consider the transponder emergency code. This said, this might not be too bad because in an emergency you might land at another airport.

5C – Disable basic penalty by config file
In the folder "FsPassengers/config" which is located in your FS2004 directory there is a file named “more_option.cfg”. Editing it with notepad allows you to disable or set values for most penalties. Have a look at “10J – Disable/tune basic penalty”.

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5D – Get more points for completing an exceptional flight

A pilot’s points are important because they have a direct impact on his career progression. Good flights will eventually lead to promotions and bad flights could result in an immediate demotion. While a bad flight results in a loss of points; you can gain points by flying normal, good and exceptional flights. You can event get more point by doing the following:

Successful landing with a failure:
You will get bonus points if you land safely after an emergency. The worse the emergency is; the more points you will earn. You will also gain point for a successful belly landing with a gear emergency or a “successful” crash with a low count of injured aboard. A “successful crash” is made by descending with the lowest speed possible and landing with the lowest vertical speed, pitch and bank angle possible.

Declare an emergency:
If you have a problem aboard you will receive a bonus for simply declaring an emergency. Make sure you do have an emergency because declaring a false emergency will cost you points.

Bonus for landing at the declared airport and precise arrival time:
If you set a destination and/or an arrival time in the payload dialog when you start your FsPassengers flight, you will get a bonus if you land at the planned destination and/or arrive at the planned time.

<table>
<thead>
<tr>
<th>Flight Time Range</th>
<th>Bonus</th>
<th>Penalty late</th>
<th>Penalty early</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 hour</td>
<td>6 mn</td>
<td>20 mn</td>
<td>30 mn</td>
</tr>
<tr>
<td>2 hours</td>
<td>12 mn</td>
<td>20 mn</td>
<td>36 mn</td>
</tr>
<tr>
<td>3 hours</td>
<td>18 mn</td>
<td>22 mn</td>
<td>54 mn</td>
</tr>
<tr>
<td>4 hours</td>
<td>24 mn</td>
<td>29 mn</td>
<td>72 mn</td>
</tr>
<tr>
<td>5 hours</td>
<td>30 mn</td>
<td>36 mn</td>
<td>90 mn</td>
</tr>
<tr>
<td>6 hours</td>
<td>36 mn</td>
<td>43 mn</td>
<td>108 mn</td>
</tr>
<tr>
<td>7 hours</td>
<td>42 mn</td>
<td>50 mn</td>
<td>126 mn</td>
</tr>
<tr>
<td>8 hours</td>
<td>48 mn</td>
<td>58 mn</td>
<td>144 mn</td>
</tr>
<tr>
<td>9 hours</td>
<td>54 mn</td>
<td>65 mn</td>
<td>162 mn</td>
</tr>
<tr>
<td>10 hours</td>
<td>60 mn</td>
<td>72 mn</td>
<td>180 mn</td>
</tr>
</tbody>
</table>

Example:
If you fly 2 hours and your planned arrival time is 10h00 GMT you must arrive between 9h54 and 10h06 to receive a bonus. You will be penalized if you arrive before 9h24 or after 10h20.

Bonus for long flight with satisfied passengers without using time acceleration:
The bonus will be proportional to the duration of your flight.

Flying in war area and safe landing:
You will get a bonus if you land safely after flying through a war zone.

Bad weather bonus at landing or take-off:
You will get a bonus if the passengers remain satisfied when taking-off or landing in bad weather conditions.

Flying without time acceleration:
Time acceleration is convenient but costly. You will lose 30% of all bonus points if you activate the time acceleration at any point during the flight. The 30% loss is NOT applied to penalties.
6 – Failures

In all cases when you detect a failure you must declare an emergency before landing. If you do not declare an emergency before landing, you will be penalized - even if you successfully handled the emergency. This is how FsPassengers ensures that you did notice the emergency.

6A – Failure caused by pilot error

If you exceed the max speed allowed for gear or flaps you will hear the loud sound of your flaps or gear failing. You must then declare an emergency and perform a successful landing without flaps or a belly landing without gear. Please note that the flaps can fail asymmetrically.

If you open a door in flight… well you can guess what would happen!

6B – Failure set by FsPassengers

The failure level depends on the “failure setting” and the “failure severity” settings found in the “difficulty setup”; the region you are flying in and the maintenance status of your aircraft (economic mode only).

Example:
If you set a 5% chance of failure in the difficulty setup and you are flying in a dangerous area that has a 10% failure level and your aircraft maintenance status is 85%, your failure rate for this flight will be 30% (5%+10%+15%=30%).

We don’t want to spoil too much what can happen to you but FsPassengers failures were designed to give you one step of realism level beyond FS2004: In the real world the regular visual scanning of the panel is a requirement that all pilots must learn to do. In FS2004 without FsPassengers there is no need to do that because the instruments never show anything out of the ordinary and the FS2004 failures are only binary (failed/not failed).

In FsPassengers you may have a slow increase in the oil temperature or asymmetrical thrust before take-off (you are supposed to bring the N2 up to 40% to examine engine properties for safety), a slow power decrease from one engine during flight or slow fuel leak in one tank. If no action is taken, one engine may finally fail or you may run out of fuel.

The copilot will warn you when something has failed, such as an engine, gear, or flaps but it is your job to detect the hints and fix the problems early before it degenerates into a full emergency. You can set the mini-display to warn you as soon as something abnormal is happening, but this is a cheat and it will result in fewer bonus points (see right click menu on mini-display).

Here is a description of some special failures:

- While running up the engines prior to take-off (as you are supposed to do), you notice that your engines have asymmetrical thrust (90% N1 and 85% N1 for example). You must abort the flight immediately and click “end flight”. This is the ONLY case in FsPassengers were you may end your flight without taking-off, you will gain bonus points if you end your flight because it is the correct procedure for such a failure. If you take-off, your engine might flame out immediately after take-off, on route or on approach.

- If the instruments show an oil temperature increase, you might try reducing the power to see if this would solve the problem. Perhaps a lower power setting will stop the rise in oil temperature. If this works, you may save your engine and continue your flight. In any case however you must declare an emergency.

- You may have an asymmetrical gear failure. In this case, you might try a touchdown on the good gear to “shock” the stuck gear loose. The co-pilot will warn when you lower the gear and he will
advise you that you may try some touchdowns to loosen the stuck gear. After each attempt, the co-pilot will advise you of the status of your landing gear.

- There are some failures when the gear remains in the UP position. In this case, you must perform a belly landing. Approach as slowly as possible and land as smoothly as possible. If you are successful, you and your passengers may walk away safe and sound.

- If a window blows out at high altitude you will hear a bang due to the decompression and hear the sound of wind rushing through the cabin. You must **immediately** descend to a safe altitude (below 12'000 ft) before your passengers start losing consciousness because of the lack of oxygen. The mini-display shows the level of danger which increases over time.
7- The Keyboard key

7A – The keyboard setup dialog – Get a list of all keys

This dialog is found in the “FsPassengers setup” menu. Use this dialog to reassign any FsPassengers command keys or to PRINT the list of command keys.

Here are the DEFAULT command keys and the help text as shown in this dialog:

<table>
<thead>
<tr>
<th>Action</th>
<th>Key</th>
</tr>
</thead>
<tbody>
<tr>
<td>Call a mayday</td>
<td>Ctrl+Shift+M</td>
</tr>
<tr>
<td>Play/stop/next music</td>
<td>Ctrl+Shift+T</td>
</tr>
<tr>
<td>Set belt sign on/off</td>
<td>Ctrl+Shift+B</td>
</tr>
<tr>
<td>Display in-flight report</td>
<td>Ctrl+Shift+I</td>
</tr>
<tr>
<td>Display passengers list</td>
<td>Ctrl+Shift+P</td>
</tr>
<tr>
<td>Serve drinks</td>
<td>Ctrl+Shift+D</td>
</tr>
<tr>
<td>Serve sandwiches</td>
<td>Ctrl+Shift+F</td>
</tr>
<tr>
<td>Serve hot food</td>
<td>Ctrl+Shift+H</td>
</tr>
<tr>
<td>Play movie</td>
<td>Ctrl+Shift+O</td>
</tr>
<tr>
<td>Show/hide the mini display</td>
<td>Ctrl+Shift+V</td>
</tr>
<tr>
<td>Switch mini-display mode Verbose/Short</td>
<td>Ctrl+Shift+C</td>
</tr>
<tr>
<td>Stop the current announcement</td>
<td>SPACE</td>
</tr>
<tr>
<td>Inhibit the GPWS flaps warning</td>
<td>Ctrl+Shift+1</td>
</tr>
<tr>
<td>Inhibit the GPWS gear warning</td>
<td>Ctrl+Shift+2</td>
</tr>
<tr>
<td>Ask 250kts clearance</td>
<td>Ctrl+Shift+3</td>
</tr>
</tbody>
</table>

**Input number by keyboard:** (see help at bottom)
- Input COM frequency with keyboard: C
- Input NAV frequency with keyboard: N
- Input VOR course with keyboard: J
- Input Autopilot heading with keyboard: H
- Input Autopilot altitude with keyboard: A
- Input Autopilot speed with keyboard: V
- Input GPWS decision height with keyboard: F
- Input transponder code with keyboard: K
- Input altimeter pressure with keyboard: L

**Help for number input:**
You can enter values listed above with the keyboard. First type the related command key (see above), and then type your numbers. For COM and NAV, type the key twice to access COM2 or NAV2. The copilot will confirm each command and will reply “set and check” if the command was successful.

Example with default key:
- Type "c12140" to set 121.40 on COM1.
- Type "cc11820" to set 118.20 on COM2.
- Type "n10910" to set 109.10 on NAV1.
- Type "nn10910" to set 109.10 on NAV2.
- Type "h090" to set the autopilot heading on 90°.
- Type "a035" to set the autopilot altitude to 3500 feet.
- Type "v180" to set the autopilot speed to 180.
- Type "f050" to set the decision height to 50 ft.
- Type "k1200" to set transponder to 1200.
- Type "l1013" to set the altimeter to 1013 mb.
- Type "l2992" to set the altimeter to 29.92 hg.

You have three seconds after each keystroke before the command times out. If you make a mistake just type the command again and re-enter the correct numbers.
8 – Export flights to your Virtual Airline.

8A – Trying this feature with the demo Virtual Airline of FsPassengers

Complete a flight then click on FsPassengers menu “Virtual airlines” “Virtual FsPassengers” “export flight to VA”. A dialog will appear. Click on “export flight” and you flight report will be recorded in the SQL database of the FsPassengers site. You can then see your flight while clicking on FsPassengers menu “Virtual airline” “Virtual FsPassengers” “Visit VA website”.

The “FsPassengers Virtual airline” doesn’t exist, as it is really here only so you may try this feature and see how it works. Notice there is no personal information recorded and all flights sent will use the same username and password (demo/test) for all FsPassengers users.

8B – Using export for your own Virtual Airline.

A PHP/SQL script is available on the site in the download section (Tool and Doc). Using this script you would be able to record your VA member’s flight in no time, given that you know a minimum in PHP and SQL. Notice that a few beta testers have enabled their site with this ability with little or no knowledge. The script takes care to install the proper table and the admin. section of the script is really simple to use. Once installed and set, you must create a username and password for each of your member using the admin part and send to each of your member a small config file that contain the URL of your site and the username and password of the user. Once this config file is copied in the “config_va” folder, your members will have a new entry in the “virtual airline” menu of FsPassengers. A good idea would be to write some code in the script so that it would create automatically the config file ready to send to your user but this feature is not provided basically.

The script as said in the install doc remains simple because the simpler it is the simpler it is to tune and make it fit your needs. To get some help look into the FsPassengers forum dedicated to FsPassengers customizing http://www.fspassengers/forum

Inside FsPassengers export feature:
The way FsPassengers exports its flight is so simple that anyone a bit skilled in any language would be able to get the exported data and to record them in any database using different languages such as ASP ACCESS or any other. Basically FsP sends POST data as any http form, to get them and give the proper answer is really simple. The format is completely open again see on the forum for help about that.
9- The setup menu

The setup options of FsPassengers include 7 dialogs that are accessed from the FsPassengers menu. Do not be intimidated by the number, most options are self-explanatory and each of them has detailed help texts.

The setup menu:

To set all options at one time first choose “General Setup”. Once your option is selected on this menu click “next” and the next dialog will open (Units setup). Using this method you will cycle across all 7 dialogs without problems. Each menu has its own integrated help that will explain in detail what each feature does:
10- Tune FsPassengers, add things, edit config

FsPassengers is highly customizable. You may edit the various configuration files and databases, create logos and payload models, edit or make new voice packs, etc. All of this was done to open FsPassengers to the users. If you make new stunning additions please submit them for uploading to our website so that others can benefit of them.

There is a special forum on the website devoted to customization [http://www.fspassengers.com/forum](http://www.fspassengers.com/forum). You can also find specialized help files in some FsPassengers folders. These files will help you edit specific items within FsPassengers.

The FsPassengers folder is located in your main FS2004 directory. The hierarchy looks like this:

- FsPassengers/
  - /Bin
    Absolutely nothing to tune here.
  - /Config
    All config file, company scenario, editable with the Windows notepad
  - /ConfigVa
    Config file of Virtual Airlines goes here, editable with the Windows notepad
  - /Database
    Apart from saving files from here do not mess with these files as they contain your flights log
  - /Help
    If you want to translate these documents in your language you are welcome to do so but please make sure to submit them on the forum so that other can benefit from them
  - /Logo
    Contains JPG logo image for your company and pilots
  - /NameDatabase
    Contains the passengers name editable by Excel (you need a file)
  - /Payload_Model
    Contains aircraft payload models, editable with “payload_editor”
  - /Sound
    Contains sounds and voice packs, editable with sound text utility and wav editor
  - /Ui
    Contains maps and various user interface images, you can add more

10A - Add new radio chatter sound

“The ATC chatter frequency list” dialog is available on the FsPassengers menu. It will give you a list of all the frequencies (folders) that contain wav files. It also has a button, “Open ATC chatter directory”, that will open the ATC chatter main directory. Adding more wav files is just a matter of copying wav files into the correct folder named with the COM frequency. You may add more frequency folders but be careful not to include frequencies used by ATC or “radio” stations. The rule is to name the folder as a frequency (example: “121.40”). The WAV files can have any name and format but we recommend of course having wav files with a low sample frequency to save space. You can have as many as 60 wav files per frequency folder.

10B - Create and edit a voice pack

Creating a new voice pack is easy. FsP can support as many as 255 new packs. Each “voice pack” has its separate folders that contain about 132 WAV files; half are dedicated for the co-pilot’s voice and half for the crew’s voice. Each folder also has a “Soundtext.fst” file that contains the text of all WAV sounds. The text can be viewed by using the utility “soundtext.exe” editor located in the “FsPassengers/Sound/CrewPack” directory. This utility also allows you to play a preview of your new sound.

You don’t need to redo the 132 sounds to have a functional voice pack. You may even make a voice pack that contains only 2-3 sound; all the missing sounds will be taken from the “Default” voice pack.

The pack may also contain the five wav files that play the taxi music, so you may do a voice pack with only those file to have different music.

To make a new pack is simply a matter of opening the directory “FsPassengers/sound/Crewpack”. A help text is here to help you.
The sound text utility, a great help in making a new voice pack:

<table>
<thead>
<tr>
<th>Sound Text Utility</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>cpl_abortlanding.wav</td>
</tr>
<tr>
<td>002</td>
<td>cpl_brakefailure.wav</td>
</tr>
<tr>
<td>003</td>
<td>cpl_decompression.wav</td>
</tr>
<tr>
<td>004</td>
<td>cpl_dooropen.wav</td>
</tr>
<tr>
<td>005</td>
<td>cpl_dooropen_pressure.wav</td>
</tr>
<tr>
<td>006</td>
<td>cpl_engineflameout.wav</td>
</tr>
<tr>
<td>007</td>
<td>cpl_fulelectrical.wav</td>
</tr>
<tr>
<td>008</td>
<td>cpl_fuelgennhit.wav</td>
</tr>
<tr>
<td>009</td>
<td>cpl_fuelflapspeed.wav</td>
</tr>
<tr>
<td>10C</td>
<td>cpl_fuelflapchanger.wav</td>
</tr>
</tbody>
</table>

**10C - Add a company or pilot logo**

Simply open the directory “FsPassengers/logo” and copy your logo in JPG format with a size of exactly 181x44 into it. The logo must have the **exact** same name as your pilot or company and with " .jpg" at the end (not "jpeg").

Example:
You want to add a logo for the company "Air Travel". You must add in this logo folder a JPG image named "Air Travel.jpg".

If you want to add a logo for your pilot "Barry Ellington". You must add a JPG image named "Barry Ellington.jpg".

**10D – Add a new payload model**

A payload model is composed of a JPG image with a size of exactly 585x157 and an INI file that can be edited or created with the “payload_editor” program. The longer of the two processes is to create the image. You can use any image but keep some free space for the weight stickers.

Example of one payload model JPG image, original size:
The payload editor program allows you to define the station points and to put the weight stickers on the image:

The payload editor is located in the Windows start menu: start->programs->FsPassengers->Tool Click on the help button in the payload editor to view the help file.

10E – Add a new Map

Adding a new map is also a simple process. FsPassengers can handle up to 255 maps. You need to provide a JPG image of the map in equidistant projection. You will also need to define the size in pixel per degree of the map and the 0°/0° Lon Lat position in a cfg file the “map editor” tool is here to help you tune the ini numbers; this tool is located in the Windows start menu: start->programs->FsPassengers->Tool->map editor.

The maps, CFG and JPG are located in the “FsPassengers/UI/Maps” folder. A help text is available in this folder to give you more information about map creation.

10F – Add a new company scenario

A company scenario is a config file editable by notepad that gives you access to a lot of parameters for company creation, and also victory or fail conditions. By defining a new one you can then create unique companies, unique settings and with a goal that you must reach. You are also allowed to define JPG splash images and sounds that will be displayed/played when you create the company or win/lose the scenario. Look into folder “FsPassengers/Config/MissionGamesCfg/” where you will find a help text that will help you.

Sample scenario:

```
TitleOfGame      = International Company // max 30 characters
AuthorOfScenario = FsP team // max 15 characters authors name of this scenario

[start_Description]
Your goal is to buy enough aircraft and complete enough flights to bring your company to international status. This can be a long process and you will fail if you crash too many times.
[end_description]

Difficulty       = 1 //0=easy 1=medium 2=hard 3=very hard (just an indication for player)
Economical_Mode = 1 //1=yes 0=no
Career_Mode      = 0 //1=yes 0=no
Fleet_Income     = 1 //1=yes 0=no
Instant_Record   = 0 //1=yes 0=no
StartCashDollars = 60000000 //the start cash of company in dollars
```
StartingReputation =65 //the reputation at start
IncomeMultiplier =50 //1-100 the income multiplier for each flight
ReputationMultiplier =10 //1 to 100 (%) how each flight's result modify the company's reputation
FixedFailureSetting =5 //1-100 failure chance each flight (if set disable player's option)
FailureTypeAllowed =3 //1=easy only 2=easy and medium and 3=easy to hard (if set disable option)

// below are the victory condition, leave to zero the parameters that
// must not be taken in account for victory

ReputationToReach =0 // 1 to 100
NbrAircraftToReach =0 // numbers of aircraft the company must have...
MinWeightOfAircraft =0 // ...and their minimal weight if previous is set (in kilogram)
CashToReach =0 // in dollars.
StatusToReach =4 // l=small regional 2= inter regional 3=national 4=international
NbrOfFlightToReach =0 // the total numbers of flights
DistanceMinToReach =0 // distance in kilometer of all flights
MinWarMission =0 // the min number of war mission to make (War level>=60)
PilotsMustReachRank =0 // If one or more pilot must reach a rank... (0 to max rank)
NbrPilotMustReachRank =0 // ...And the number that must reach this rank if previous is set

// below are the FAIL condition if one parameter is reached and the
// victory condition are not satisfied the scenario fail and the player
// have a message that he failed. Leave parameter to zero if you
// Do not want that they are taken in account

FAILMaxFlight =0 // max flight allowed to reach victory
FAILMinReputation =0 // 1 to 100 min reputation allowed
FAILMinCash =0 // min cash to have
FAILMaxCrash =3 // max crash allowed

10G – Train a specific failure

You can force FsPassengers to create a failure during each flight, mainly for training purposes. Look in the folder "FsPassengers/Config/" and rename the file "manual_failure.bak" to "manual_failure.cfg". Edit it with the Windows notepad to select the appropriate failure.

10H – Add missing entry in ICAO database

If an ICAO airport is missing, you can add it into the Icao_db.cfg file. The file is located in the “FsPassengers/Config” directory and it can be edited with the Windows notepad.

10I – Add/Remove dangerous place

Same principle as above but the file is "dangerous.cfg".

10J – Disable/tune basic penalty

You can disable basic penalties such as flaps and gear, G excess and much more. This is technically a cheat but some people may need this option. To change the penalty settings, simply edit the file "more_option.cfg" found in the “FsPassengers/Config” folder with the Windows notepad.

10K – Put a seat belt button on your FS2004 aircraft panel

FsPassengers includes a "seat belt button" gauge that you can put on your aircraft panels. Once installed, you can click on the button to turn the FsPassengers seat belt sign on and off. (taken that the belt sign is on manual in the setup)
To add this button to an aircraft panel, we recommend that you be familiar with panel editing as you must manually edit the “panel.cfg”. Make sure to make a backup of your original “panel.cfg” file before editing it.

Example:

For the default button, add this command line to your aircraft’s “panel.cfg”:
gaugeXX=FsPassengers2004!CabinSign, 272, 282

For the red light button, add this command line to your aircraft’s “panel.cfg”:
gaugeXX=FsPassengers2004!CabinSignRed, 272, 282

Example of the FsPassengers belt sign button on one panel:
11 - Performance Concerns

Unless you start a FsPassengers flight, FsPassengers is completely inactive. Even when a FsPassenger flight is started, FsPassengers has a minimal or about no impact on frame rate even on low end machine (great care was taken in optimization).

However, the mini-display has shown during our test a reduction in frame rate on some machines only. This is not code specific but has more to do with window display and hardware.

If you notice that the mini-display slows your frame rate you can toggle mini-display on and off to gather information only when needed (CTL+SHT+V). Finally, you can disable the mini-display and only use the in-flight report. The mini-display is not an absolute necessity. You can still fly and enjoy FsP without it.
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