

Revision Highlights

This page summarises operationally relevant changes to material/procedures for ATS in Sweden FIR.

For an unfiltered technical changelog, see [GNG Package Changelog](#) or [vATIS](#)

EuroScope does not allow for plugins to overwrite when updating the GNG package using the automatic download. After updating, close EuroScope then go to `%appdata%\EuroScope` -> ESAA > Plugins > Updated Plugin" and copy the .dll files in the folder. Thereafter go back in the "Plugins" folder and paste the .dll files there. Overwrite existing files when prompted.

AIRAC 2605

Military aerodrome and STRI positions now use 8.33 kHz channels

TopSky font updated

Sector split maps added (yellow line)

This is shown when the following sectors are split:

- ESOS 2/7
- ESMM 4/5
- EFIN F/D

APP track labels updated

Track labels updated to better match IRL setup on ESOS and ESGG APP.

- ATYP and DIAS (Downlinked IAS) is shown in unselected track labels on APP (except MM L).
- DMACH is hidden from track labels on APP (except MM L).
- DSFL and DBPS hidden as this data is not available on VATSIM.

If this is undesired, add the following to **TopSkySettingsLocal.txt** to revert to the previous setup:

```
Label_ATYP_Default=0000  
Label_DIAS_Unsel_Default=0000  
Label_DMACH_Sel_Default=1111
```

AIRAC 2604

ESMM IS (Info South) renamed FIS-S with new radio callsign

ESMM FIS-S (Info South) with radio callsign "Sweden Information".

The position remains "bandboxable" with IN: If one of the two positions open, it covers the other one in its absence.

TMLs (Traffic Management Lists) now show unconcerned flights

This is to aide in using TMLs for handling traffic flows possibly handled by more than one controller:

The NILUG inbound flow to ESSA is split between ESMM W and Y, this way, both controllers see the same traffic in the TML, despite not controlling all of the traffic in it.

AIRAC 2603

Keyboard Shortcuts (Ground Views)

Added shortcuts for useful maps.

(**ALT** +)

- **G**: Toggles Stand label (**G**ates) maps.
- **H**: Toggles Heavies Restrictions maps.
- **J**: Toggles Pushback map.
- **K**: Toggles Taxiway label maps.
- **P**: Toggles Apron label (**P**latta) maps.
- **W**: Toggles Wingspan/TWY limitation label maps.

AIRAC 2602

SAP and APW re-enabled

Functionality of SAP/APW are now fixed since TopSky v2.6b1 -> b2

EPWW changes

Revised sectorisation

EPWW now has three vertical ACC splits instead of the previous two.

- HIGH (FL365+)
- MID (FL335-365)
- LOW (FL335-)

The sector "main" identifiers (B and F) remain the same.

Updated LoA

- New XFLs to/from EPWW following the resectorisation.
- New tactical DCTs to EPWW have been added (also shown in TopSky/IRIS).

[ESMM LOP](#) and [LoA EPWW-ESAA](#) updated accordingly.

TCT (Tactical Controller Tool) and BS (Blind Spot) now available

TCT works between the STCA and MTCD functions, providing alerts based on the aircraft's tactical trajectory for the next 5 minutes.

- TCT is shown in row 0 of the track label with **TC** if a conflict exists (**TC+** if several conflicts exist).

The **BS** function alerts the controller for level clearances that would create conflicts, by probing specified levels around the aircraft's current level for conflicts.

- The BS function is displayed in the right column of the CFL menu.

See [TopSky plugin for EuroScope - General - B.pdf](#) for more information on TCT and BS.

CTOTs included in all DEP/STUP lists

With the increased traction of [Roger Puig's ETFMS](#), CTOTs are gaining more importance, hence they are now shown in all three profiles.

CTOTs shall be adhered to at all airports as far as possible. Traffic with a CTOT shall depart -5/+10 min within their CTOT window.

Right click on any CTOT to see the reason for it being issued, you can also check vats.im/atm

If you think an "incorrect" or excessive CTOT has been issued, contact the NAV team, mentioning the delay reason shown. Ideally with a screenshot.

ESSA CDM profile revised

The STUP list of the ESSA CDM profile has been revamped for a new CDM workflow.

"RealMode" has been re-enabled in the CDM plugin. This automatically sets the EOBT as TOBT for all traffic. The TOBT can then be updated by:

1. The pilot (via <https://vats.im/vdgs>)
2. The controller, via the list

Updated CDM Wiki page will be published ASAP.

AIRAC 2601

New ESMM sector combos

See [ESMM ACC Appendix A](#) for new suitable splits and position restrictions etc.

TopSky updated to v2.6b1

- **APW is disabled due to issues in this version**, fix expected in b2.
- New "domestic" ACC FREQ map added, displaying adjacent ACC position coverage and frequency within Sweden FIR (previously only available for neighbouring FIRs).
- Sorting of lists are now done from within TopSky (Global Menu->Tools->Flight Plan Lists, then select *sort* for list which you would like to change sorting).

ESSA/ESSB

New waypoints

- COR replaced by SOVAX
- ERK replaced by ERXEC
- LNA replaced by OBCIV
- TRS replaced by INWIQ (TRS remains operational and is still used for ESKN SID/STAR)
- HMR replaced by VACRA (HMR remains operational)
- COR replaced by SOVAX

New IAP: (straight) RNP z RWY 01R available, with IF UGJAM

The SID/STAR designators have been changed, however;

Allowing pilots to follow outdated procedures (e.g ARS5C instead of 6C) is allowable without coordination as there are no practical differences between the two versions.

ESGG

IAP changes:

- ILS RWY 03/21 becomes ILS **Z** 03/21 (procedure via GG708/404)
- **NEW:** ILS **Y** RWY 03/21 (procedure via LAV)
- NDP APP withdrawn.

ESGP ATS closed

CTR, VRPs, RNP RWY 19 and ESGP TWR withdrawn.

- SID/RNP 181 remain available for SAR/HOSP and police flights.

AIRAC 2512

Automatic selection of primary frequency removed

- Previously, the primary frequency would be automatically selected in EuroScope when connecting as an ATC position with the correct login callsign.
- This feature has been removed in order to make handover/takeover of positions easier.
- When connecting to a position in EuroScope it is now necessary to manually select the *PRIM* check-box for your position in the *Voice communications setup* dialog in EuroScope.

The primary frequency should only be selected when you are actually ready to take over the position. Ensure any preparation and coordination needed is done before activating the primary frequency.

Note that selecting a primary frequency allows EuroScope to identify the ATC position. This is done by matching the prefix (e.g. ESOS), the suffix (e.g. CTR) and the frequency (e.g. 118.405). If logged in as ESOS_CTR with primary frequency 118.405, this will be recognised as ESOS 1. Any middle character (ESOS_1_CTR) or extra underscore (ESOS_1__CTR) is ignored.

The callsign/frequency match activates the ATC position, which includes applying sector ownership and loading any position specific settings.

AIRAC 2511

EKDK Upper Positions

EKDK has introduced new upper positions/sectors UA/UC/UV (FL365+)

AIRAC 2510

New data provider

GNG has finally secured a new data provider, Navigraph. There are some new terms and conditions for the use of aeronautical data, requiring the user to hold a free Navigraph account.

As EuroScope has not yet been updated to allow users to sign in with their Navigraph accounts, the built-in automatic update has been disabled. The data is now only available for download from the GNG homepage. A detailed guide on how to update can be found [here](#).

STAR selection

The selectable STARS have been reworked to better assist ATCOs in providing the correct inbound clearances.

Selection philosophy:

- Use EuroScope auto-selection if possible.
- If no auto-selection is available, use the procedure found at the top of the STAR list.

The procedure can either be a "normal" STAR or a direct to a waypoint/navaid.

Many airports have standard inbound clearances via a STAR, but a direct routing to a waypoint/navaid if no suitable STAR is available. In such cases, EuroScope will auto-select the STAR if the traffic is filed via a TMA entry point. For other traffic, a manual selection of the procedure at the top of the STAR list must be made.

Some airports only have a standard inbound clearance directly to a waypoint/navaid. In this case, EuroScope will auto-select that procedure if the traffic is filed via a TMA entry point. Otherwise, manual selection is required. Due to limitations in GNG, an auto-selected procedure may include a sequence number in its name — this number can be ignored. For example, for ESSV arrivals to runway 03, the STAR will show: **VSB-1-RNP**. This indicates that the inbound clearance is direct VSB for the RNP approach. The number "1" can be disregarded.

Overhead procedures for military and AFIS airfields have been added. These procedures are named **OVHD-XX** and are available in the STAR list. (XX= last 2 letters of the Airport ICAO code) They are not linked to any approach procedure, which must be selected separately.

All types of approach procedures can now be selected. This includes ILS (select ILS for LOC), RNP, VOR, and NDB approaches. Military procedures are not available. The list is generally sorted in order of precision — from lowest to highest approach minima. All procedures consist of an approach transition followed by the approach type, e.g. **LB-ILS-Y** or **SLU-VORDME**.

Procedures with a T-shaped approach transition now have indicators showing whether it is a Left-base, Right-base, or Straight-in approach.

For example, for ESPA runway 14:

- **L-PA922-RNP**
- **R-PA921-RNP**
- **S-PA851-RNP**

AIRAC 2508

The change in AIRAC provider for GNG is in its final stages, GNG is reviewing the new dataset before it becomes available. The files still indicate AIRAC 2413.

ESGT renamed

ESGT now called Göteborg/Stallbacka. The TWR callsign and CTR name is changed, the TMA sector sector Trollhättan keeps the old name.

ESSA VRP

ESSA has a new VFR entry/exit point located south of VADA, called VALLENTUNA

AIRAC 2507

The change in AIRAC provider for GNG is in its final stages, GNG is reviewing the new dataset before it becomes available. The files still indicate AIRAC 2413.

Custom fonts for TopSky and ESGG SMR

New custom fonts have been made (by Rui Feng) for TopSky and the ESGG SMR (surface movement radar) view. Another font for the ESSA SMR is in the works.

We ask for community feedback [via Github](#) or in DM to @maxlk96 via Discord

In order to use the fonts they have to be installed manually. The font files can be located in `%appdata%\EuroScope\ESAA` : `EuroScope.ttf` and `SMR ESGG.ttf` - Right click and install, "Yes" when prompted to replace.

Reverting to old fonts

To revert to the previous TopSky font, download, install (and replace with) the following font: [EuroScope OLD.ttf](#)

To revert to the previous font and look for the ESGG SMR view, add this to your GRpluginSettingsLocal.txt:

```
[ESGG]
System_GlobalMenu_Font=EuroScope
System_GlobalMenu_FontSize=13
System_Windows_Font=EuroScope
System_Lists_Font=EuroScope
GroundLabel_Font=Lucida Sans Unicode
GroundLabel_FontSize=13
GroundLabel_FontStyle=0,0,0,0
AppLabel_Font=Lucida Sans Unicode
ApwLabel_Font=Lucida Sans Unicode
```

New ESMS & ESSA Ground Network

To be used in Sweatbox simulations to reduce mentor workload. A user guide for ESSA is available from the training department.

CDM Plugin updated to v2.2.7.2

This version should allow to add Manual CTOT (or EvCTOT to Manual CTOT) without having previously a TOBT set.

AIRAC 2505

The new AIRAC provider for GNG is taking longer than expected. The files will still indicate AIRAC 2413.

ESGG

- Standard taxi routes removed. LOP ESGG TWR updated. There is no difference in ATC procedures as GND should give complete taxi instructions anyway.
- Information about propeller traffic has been clarified.

ESSV

New SID/STAR available.

AIRAC 2504

GOP Updated

- Minimum horizontal separation changed - Now **3 NM** may also be used also outside TMA below FL195.
- Other minor changes, mainly to terminology used ("APP" replaces "TMC").

(ESOS) ACC Restructure

The position groups for Stockholm AoR (ESOS) have been restructured.

- ESAA replaces (old) ESOS 1 -> No ESOS position will cover ESMM sectors (and vice versa).
 - Except for ESAA position replacing ESOS 1, ESMM positions/sectors remains unchanged.
- **ESOS 3 remains the main position**, covering all of ESOS AoR.
- Most other ESOS ACC positions have been revamped.

See [ACC Appendix A](#) for more information.

The new ESOS main positions are added to VATSpy (and ESMM K), the updated sector priorities will soon be added to VATGlasses, both of which can be shown on VATSIM Radar.

RTC Malmö added

A new RTC (Remote Tower Centre) position is available, **RTC Malmö** (ESSR_MM_APP), **available to S3 controllers.**

- RTC Stockholm (the pre-existing RTC position) will will cover airports that fall under top-down coverage of ESOS ACC.
- RTC Malmö will cover airports that fall under top-down coverage of ESMM ACC.

See [LOP RTC](#) for more information.

AIRAC 2503

General

- To remove nuisance distractions the messages ES shows have been revised. Some messages like Info, Server and Coordination messages have been removed. Some messages have been down prioritised to remove distractions and unnecessary clicks when removing them.

TopSky

- With the new LOP for ESGG TWR the way DCL is handled by DEL is changed. TopSky is now set up so if a flight is **not assumed** when the DCL message is sent, the preselected frequency will be the frequency for the controller covering the GND position. However, if a flight **is assumed** when the DCL message is sent, the preselected frequency will be the controller's **own frequency**.

CDM

- All profiles are now using the CDM-plugin CTOT function instead of the TopSky version.
- For the TWR CDM profile (only for ESSA) the Right click has changed to allow for sending REA (Ready messages) for traffic with system generated CTOTs. The same will happen if you select "Ready TOBT".
- For the TopSky and TWR profile the CTOT will display system CTOT if any. Same click functionality as describes above.
- To be able to manually add/change/remove a CTOT you have to be "Master" for that airport even though the airport is not necessarily a CDM airport. To become master, you type the following: `.cdm master XXXX`

Revised LOPs

- ESGG TWR
- ÖKC

AIRAC 2413

General

- Added new tex aliases for unruly pilots
 - `.listen` - when not listening
 - `.plane` - when not able to fly the plane
 - `.many` - when busy
 - `.new` - for new pilots, includes links to VATSIM CoC and Learning Center
- ESMT MVA updated (TMA sector a changed)

AIRAC 2412

General

- Standard inbound clearance for ESTL is now via SOGJU.

TopSky v2.5 beta 15

- Now possible to highlight AFL by Left Click on AFL.

AIRAC 2411

- Updated login profiles

TopSky v2.5 beta 14

Revised LOPs

- ESKN
- ESMS
- ESNU
- ESOK
- ESPA

- ESSP
- ESSV
 - Standard inbound clearance is now via VSB, unless "pink value" via TMA entry point is sent ESSV->ACC
- ESTA
- ESTL

AIRAC 2410

- SI sequence tweaked at ESGG
 - TWR should no longer be skipped for arrivals to ESGG.
 - Aircraft shown in grey for DEL unless assuming, then correct sequence to GND.
- Added VCH CTL (cleared to land) flag in Sector List for TopSky-profile.
- Removed all separate non-Swedish TMA, they are now consolidated to one selection INT TMA.
- ESTL SID/STAR/ILS unavailable due to VOR LJU withdrawn. RNP still available ([REF AIP SUP 200/24](#)).

TopSky

- All non-Swedish TMA now consolidated to one: `ARTCC HIGH`/`INT TMA`.

GRP

- ESSA
 - Added [long term closure of APN BC \(REF AIP SUP 192/24\)](#), no safety nets activated, the closed gates will not be automatically assigned by GRP.
 - Terminal 3 open again.

AIRAC 2409

TopSky v2.5 beta 13

- All traffic assumed to be mode-S equipped, disregarding equipment filled in FPL.

Virtual Controller Helper (VCH)

- Added **Taxi** to pending requests menu.

AIRAC 2408

Virtual Controller helper (VCH) added.

VCH list entries are NOT published to other controllers, except "hold short of" which is forwarded when a strip is transferred.

- **Pending requests** field added to the start-up list.
 - Shows and automatically sequences pending requests in the order they were entered.
 - Automatically clears pending request when the corresponding clearance is entered in STS.
- **Hold short of** field added to taxi out, taxi in and ADC sector lists.
- **Cleared to land flag** (*Now from VCH, replacing TopSky mark*)
 - Shown within 12 NM from ADES. Red until toggled green.

VFR Overhaul.

- VFR-fixes now 5 letter fixes (or less when actual name is shorter).
 - Points with cardinal directions have XXYYY syntax, XX=last two letters of ICAO, YYY=direction.)
- VFR maps revised, adding one map showing full VFR point names (including ÅÄÖ).
 - **ALT + V** Toggles VFR Points map.
 - **ALT + B** Toggles VFR Points + Labels map.
- VFR-SIDs added for all controlled airports, named VFR•XXXXX

AIRAC 2406

No major changes

AIRAC 2405

TopSky v2.5 beta 8

ALL SWEDISH APP/APS/ACC CONTROLLERS ARE URGED TO REVIEW THIS INFORMATION IN FULL

This post highlights the most important changes to the Swedish GNG package, now using TopSky v2.5 beta 8.

For an exhaustive list of changes, refer to **TopSky plugin for EuroScope - Version History.pdf** included in the GNG package.

For a technical manual, refer to **TopSky plugin for EuroScope - General - B.pdf** included in the GNG package (relevant paragraph referenced below where applicable).

SSR Code Generation

Generating a new SSR Code is now done using the button in the SSR Code menu (see 6.10)

- The previous method pressing where no code has been assigned is no longer possible, that button is greyed out.

Waypoint menu

Waypoint menu revised, left click on or to open (see 6.3).

"Pink Values" (SYSCO/System Coordination) are no longer sent automatically

- To manually send Pink Values where necessary, use in the Waypoint menu (this also activates a FLEG to probe the effect of the possible route change), then use left click to send a SYSCO. Probe mode can also be activated by right clicking any waypoint in the TopSky Waypoint menu.
- Right clicking a waypoint in the old Euroscope Waypoint menu still works for assigning direct-to clearances without sending Pink Values.

Auto DCL/PDC

Datalink departure clearances are now sent automatically if the departure clearance has been prepared in the departure clearance window (**7.43**) by the time the departure request is sent (see **7.3**).

Track Labels

For a complete description of the TopSky track labels, flight lists and its functions, see [TopSky | Wiki](#).

Monitoring Aids (see **11.**) are now shown differently

- CLAM (Cleared Level Adherence Monitoring): Yellow shown in row 0.
- RAM (Route Adherence Monitoring): Circle shown surrounding the RPS (Radar position symbol).
- DUPE (Duplicated squawk): Yellow shown in row 0.

Other Functions/Data Fields.

- Right click on COPN/COPX to toggle Route draw (FLEG) with MTCD.
- Right click on AFL / XFL toggles AFL/XFL level band highlight (see **5.3.8.9**).
- Left click on GS or • (MTCD indicator) invokes SEP tool (see **5.3.3**).
- Left click on ↑ or ↓ (vertical trend indication) invokes SEP tool with VSEP (see **5.3.3**).
- DIAS and DMACH ("downlinked" IAS/MACH estimated using upper winds) is now available, shown in row 4 beside DHDG / DRC.

Keyboard Shortcuts (ALT +)

- A : Toggles Basic ATS-Routes map.
- V : Toggles VFR Points map.
- F : Toggles TWR/APP Frequencies map.
- T : Toggles TMA Altitudes map.
- M : Toggles MVA/AMA map.
- F1 : Opens new Notepad window.
 - GeForce Experience/GeForce uses the same keybind to take screenshots.
If experiencing problems, disable the overlay or change the keybind [as shown here](#).

- **F2** : Invoke SEP tool (see **5.3.3**).
- **F3** : Invoke QDM vector (see **5.3.1**).
- **F4** : Toggles quick look (see **5.3.8**).
- **F5** : Toggles all prediction lines on/off.
- **F6** : Opens runway approach line window (see **7.37**).
- **F7** : Opens FPL selection window (see **7.7**).
- **F8** : Opens SSR code menu for the find track function (see **5.3.10** and **6.10**).
- **F9** : Opens create APL window (see **7.10**).
- **F10** : Toggles filtering of uncoupled labels (see **5.3.8.3**).
- **F11** : Opens small QNH/TL window (see **7.27**).
- **F12** : Opens track control window (see **5.3.5**).

Airspace Management window

For exhaustive information about the ASM window see **7.5**

Activation data of R/D-Areas (incl temporary from AIP SUP) are loaded automatically when signing in to an ATC position (it can also be done manually by pressing **AUP** in the ASM window).

This data is loaded from [LFVs AUP](#) (Thank you very much Felix!)

To toggle AUP activation data, press **AUP** in the bottom left corner of the ASM window.

- **AUP** shown in yellow: Activation data is loading/did not load successfully.
- **AUP** shown in white: Activation data is loaded and in use.
- **AUP** greyed out: Activation data is deselected.

Areas marked with **FLYG** contains aircraft activities (IRL), this indicates that an increased lateral separation must be applied to the area (see **GOP**).

Area activations are now automatically synced between Euroscope instances.

Moving SEP/QDM Labels

QDM Vector/SEP tool labels can be moved by middle mouse button clicking on the:

- QDM vector label.
- Tip of a SEP tool line.

Multi-QDM Vector

For exhaustive information about QDM vectors see **5.3.1**

QDM vectors drawn from a fixed point to several tracks (aircraft) creates a Multi-QDM group, (see **5.3.2**)

When hovering over a track label of one of the tracks in a group, a relative distance indication is shown in all other vectors in the same multi-QDM group.

Left click on any QDM vector (connected to a track) in a group to continue drawing within that group.

Other

Other changes.

- **TSA Hold** (For suspending APW/SAP for activities in TSA) now called **Suspend** (see **6.1.8**), available in the **Hold** menu, accessible through the Callsign menu (**6.1**) or Waypoint menu (**6.3**).
- The old QNH/TL Window has been replaced by two windows:
 - Airfield Data window, showing QNH/TL and more data for several airports (see **7.23**).
 - Using this and deactivating all fields in **View** is the closest thing you can get to the old QNH/TL Window.
 - Small QNH/TL window, showing QNH/TL for only one airport (see **7.27**).
- Upper Winds window (**7.22**) displays upper winds and temperatures at a specified coordinate/position.
 - This window is automatically opened when signing in to an ATC position to show DIAS/DMACH. After loading, this window may be closed.
- STCA alert sound activated (Only triggered on assumed aircraft)
- Shortcut window added (see **7.17**).
- The **ETO** field in TMLs (Traffic Management List 1 & 2) displays:
 - ETA over airport when list not filtered on point
 - ETO over point specified in filter (see **8.8**).
- Show hidden (by CJI filter etc) labels by middle mouse button click RPS (radar position symbol).
- Enter "present heading" in AHDG by right click, shown as an H without numbers.
- OP-TEXT and OP-TEXT2 is editable also by downstream controller (Green/coordinated labels). This requires both parts to use v2.5b8.

2024-04-02

LOP ESNQ

- There are no major changes from the previous version, except that the new version has some guidance on how to separate traffic at ESNQ where the high MVA means that vectoring for approach is not possible.
- Also, RNP STAR is now considered standard procedure, so traffic unable RNP or requesting conventional STAR should be coordinated.

AIRAC 2403

- Arlanda SID from RWY 19R to BABAP and TOVRI has been revised. Due to the unpredictability of using an altitude (2500 ft) as initiation of left turn the new SID is instead based on waypoints. This will give controllers a more predictable trajectory for east-bound departures. The waypoint where the left turn begins still has an altitude restriction of 2500 ft to allow for independent approaches to RWY 19L. In the SID description there is a note stating that aircrafts unable to reach 2500 ft before commencing left turn shall "continue on track 178° and inform ATC". We can probably not expect VATSIM-pilots to comply with this, however the separation to missed approaches on RWY19L is worth monitoring even though it should be procedurally separated. Speed restriction can be lifted by APP once the aircraft passes SA554 (the southern tip of the turn). A Minimum Departure Interval (*MDI*) of 120 seconds is until further valid for east-bound departures to protect sector E.
- To facilitate a more seamless transfer of traffic between ESMM ACC and ESSA/SB APP when ESOS sector 2/6/7 is not covered, some changes has been made to the sector sequence. Relevant ESMM ACC positions now act as a guest in the ESOS 6 sector closes to XILAN and a low priority owner of some ESOS 2/7 sectors in the area of PETEV, NOSLI, TRS and NILUG. This will generate a correct sector sequence allowing ESMM ACC and ESSA/SB APP to transfer traffic between them more easily. Due to limitations in EuroScope there are some restriction on how this works.
 - For traffic departing via PETEV, NOSLI and TRS:
 - APP shall climb traffic to correct XFL for relevant TMA exit point.
 - All traffic will have ESMM as next sector regardless if traffic will climb above FL 285 or not. APP need to check RFL and if below FL 285 that

traffic shall be sent to UNICOM.

- ESMM will have all departures as coordinated regardless of RFL until traffic passes about 10 nm south of TMA-exitpoint.
- For traffic departing via BABAP and ALOLA:
 - No change to sector sequence. If RFL above 285, APP can manually transfer traffic to ESMM.
- For traffic arriving via XILAN, TRS and NILUG:
 - ESMM shall descend traffic to correct XFL for relevant TMA entry point.
 - Only once traffic descends below ESMM airspace will the sector sequence show correctly.
 - For arrivals via XILAN if ESOS is online: a late transfer to ESOS once the traffic has already entered ESOS airspace will result in the wrong sector sequence. It will show APP as the next sector even though traffic shall be transferred to ESOS.
- For traffic crossing in the area of PETEV, NOSLI, TRS and NILUG:
 - Traffic below ESMM airspace might show as coordinated for ESMM ACC even though traffic is below FL 285. This traffic can be ignored.
- The C-flag at row 0 in the label that indicates that inbound clearance shall be issued has been overhauled. Now they are more filtered to reduce the number of spurious C-flags. E.g. ESMM ACC will not have C-flags for traffic that ESOS ACC is responsible for issuing inbound clearance for. Also, now C-flags only shows for controlled airports as no inbound clearance is issued for uncontrolled airports like AFIS.
- CPDLC address for GG/SA/SB APP has been added since approach now can use CPDLC in real life. There is a limitation in TopSky, when you log on with an airport in the position name, that airport will be prefilled in the CPDLC sign in window. To get correct functionality change to a correct CPDLC address.
 - ESGG_E_APP -> ESGE
 - ESGG_W_APP -> ESGW
 - ESSA_E_APP -> ESSE
 - ESSA_W_APP -> ESSW
 - ESSB_APP -> ESSS
- The CARD (Conflict And Risk Display) is now automatically displayed in the primary ES-instance for any ACC position. As it is mandatory to display CARD in real life and I urge you to use it to. It will help you discover conflicts up to 20 minutes ahead of time.
- The CPDLC login window is now also automatically displayed for positions that can use it. This is to promote the use of data link functionality. If your Hoppie code has expired please request a new one and put it in the TopSkyCPDLChoppieCode.txt in the plugin folder to have it automatically

preset.

- [Get your code](#)
-

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