



ATLAS LAND DEPARTURE

ATIS / GROUND / TOWER / DEPARTURE

STARTUP AND FLIGHT RULES

Listen to the current combined ATIS. Use your actual callsign, parking position, information letter and intended VFR or IFR operation.

PILOT

Andersen Ground, Colt One One, north ramp, VFR northbound, information Alpha, request startup.

TAXI AND OPTIONAL FLIGHT FOLLOWING

PILOT

Andersen Ground, Colt One One, ready to taxi, request flight following.

Read back the actual taxi route, runway and hold-short restriction. When assigned, include Departure frequency and squawk in the readback. Examples are not assigned values.

Follow progressive taxi if requested. Ground transfers you after the assigned holding point is confirmed.

TOWER AND DEPARTURE

PILOT

Andersen Tower, Colt One One, holding short runway zero seven right, ready for departure.

⚠ Line up and wait is not takeoff permission. Read back your actual runway and wait for your own current takeoff clearance.

Follow the Tower/Departure handoff. Flight following continues until explicitly terminated or transferred; leaving Class D alone does not cancel it.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.



ATLAS LAND ARRIVAL

APPROACH / PATTERN / LANDING / PARKING

ARRIVAL AND HANDOFF

PILOT

Batumi Approach, Colt One One, ten miles north, inbound full stop.

Fly the entry and runway actually assigned. Tune Tower when handed off. Report straight-in, overhead, downwind, base or final only when established.

FINAL AND LANDING

PILOT

Batumi Tower, Colt One One, established final runway one three.

ATC

Colt One One, runway one three, cleared to land.

PILOT

Cleared to land runway one three, Colt One One.

⚠ A readback alone does not make the runway clear. Obey a later continue, hold or go-around instruction. Another pilot's clearance is not yours.

GO-AROUND OR CLOSED TRAFFIC

Fly the instructed heading, altitude and circuit. Report each requested position accurately. Closed traffic and touch-and-go remain in Tower's sequence.

VACATE AND PARK

Vacate fully before reporting clear. Tower transfers you after telemetry confirms the runway is clear.

PILOT

Batumi Ground, Colt One One, runway vacated, request taxi to parking.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.



RADIO DISCIPLINE

PILOT

AIRPORT Ground, CALLSIGN, radio check.

Use normal SRS radio PTT for ATC and tanker calls. Give station, callsign and one request. Speak callsign digits separately. Route utilities and Jester use SRS intercom.

ATIS IS ON DEMAND

ATIS speaks while a real pilot is tuned. Its information letter changes when meaningful content changes. Report the current letter, not an example from this guide.

TEST27.10+ TRAFFIC ADVISORIES

Parked apron aircraft are filtered. Airborne traffic and actual runway occupancy still matter. Airborne contacts normally outrank routine ground traffic, subject to conflict urgency.

Automatic advisories on one channel are at least 20 seconds apart. Normal repeats for the same pair need at least 120 seconds AND a meaningful change. An unchanged contact does not repeat just because time passes.

- ! Worsening airborne/runway conflicts can update sooner, still respecting channel spacing. These limits do not delay normal clearances, readbacks or dedicated runway instructions. Silence is not clearance.

UNCLEAR OR SILENT

PILOT

Say again, Colt One One.

Let the channel clear, then call again. Wrong or missing runway, route, altitude, frequency or squawk values must be clarified; they are never filled in from this guide.



ATLAS HELICOPTER OPS

SURFACE MOVEMENT / LIFT / ARRIVAL

START AND MOVE

PILOT

Andersen Ground, Colt One One, helicopter north ramp, with Alpha, request startup.

PILOT

Andersen Ground, Colt One One, request hover taxi to west apron.

Request ground taxi, hover taxi or air taxi as appropriate. Use a destination present in the airport geometry. ATLAS does not invent pads or parking areas.

APRON LIFT

PILOT

Andersen Tower, Colt One One, request lift from north ramp.

Own-risk wording leaves obstacles, downwash and surface suitability with the pilot. Remain clear of runways and the fixed-wing circuit.

RUNWAY DEPARTURE

Use the assigned taxi route and hold. Read back restrictions, then call Tower. Helicopters share runway conflict checks without the fixed-wing line-up stage.

- ⚠ Do not use the land formation-pair procedure to obtain a paired helicopter or carrier clearance.

ARRIVAL

PILOT

Andersen Tower, Colt One One, helicopter inbound, request landing north ramp.

Follow the issued arrival. Touchdown and area release depend on live position. Request Ground movement after landing if needed.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.



ATLAS CARRIER CASE I

HYBRID ATLAS CONVERSATION / NATIVE DCS RECOVERY

RADIO AND INBOUND

Use the actual mission-derived carrier channel for Marshal, Tower and Departure. Address the facility; do not invent frequency offsets. Use normal SRS radio PTT.

PILOT

Mother Marshal, Colt One One, inbound.

Follow any preparation hold while the ship gets ready. Continue toward Mother only when instructed. Report carrier in sight when appropriate and true.

ASSIGNED HOLD

PILOT

Mother Tower, Colt One One, established.

Be at the assigned position and altitude. Keep your level until reassigned. Make instructed level changes outside the holding area; never descend through an occupied level.

⚠️ WAIT for your own Signal Charlie. Queue position, ship heading, a map label or "command sent" is not a recovery release. ATLAS waits for a verified native reply and current safety checks.

CHARLIE TO TRAP

PILOT

Mother Tower, Colt One One, commencing. / initial. / break. / downwind.

PILOT

Mother, Colt One One, ball.

Make each report at its actual point in the sequence. Follow the native LSO and urgent waveoff/foul-deck calls. Report deck clear only when physically clear.

IF THE REPLY IS MISSING

PILOT

Mother Marshal, Colt One One, recovery status.

Retain separation and follow a direction to use native control. Do not repeat inbound to force the queue. A bolter or lost reply does not erase the recovery reservation.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.



ATLAS CARRIER INSTRUMENT

CASE II / III / LAUNCH / NATIVE CONTROL LIMITS

BEFORE USING INSTRUMENT RECOVERY

- + Host carrier settings and the exact mission carrier identity must be correct. A host-configured CASE III plan is required where that workflow is used.
- ! Use the recovery case actually returned by DCS. ATLAS relays verified native instrument parameters; it must not silently convert CASE II/III into CASE I or invent a second clearance.

REQUEST AND FOLLOW THE ACTUAL REPLY

PILOT

Mother Marshal, Colt One One, request Case Three recovery.

Read back the actual assigned parameters and make the instructed marshal, commencing, Approach and final reports. Do not copy a radial, altitude or push time from another flight.

Needles calls require your cockpit indications. Position alone does not prove an ACLS lock. Make the correct ball call and follow native LSO guidance.

WAVEOFF, BOLTER OR UNREADABLE REPLY

- ! Fly the actual waveoff/bolter and re-entry instructions. Retain separation. If the carrier/build cannot provide a readable case or release reply, use native control rather than assume clearance.

LAUNCH AND CAPABILITY

PILOT

Mother Tower, Colt One One, ready for launch.

Follow native deck crew, shooter and catapult control. Make the assigned airborne/Departure report. Stennis does not gain Supercarrier features from ATLAS.

This is a beta reference, not full AIRBOSS parity. Native carrier timing, instrument workflows and live multiplayer flights still need validation.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.



FILE WHILE PARKED

Tune the actual Clearance station at a supported airfield. Use your actual destination and callsign.

PILOT

Clearance, CALLSIGN, request IFR clearance to DESTINATION, ready to copy.

An uncached route may need terrain screening. If told to stand by, remain on Clearance; do not submit duplicate filings. A checked route may be offered immediately.

WHEN CALLED

ATC

CALLSIGN, clearance available. Advise ready to copy.

PILOT

Clearance, CALLSIGN, ready to copy.

Read back the clearance actually issued: IFR/destination, route, runway, altitude, departure frequency and squawk. Wait for acceptance before continuing with Ground.

! Wrong or missing values require correction. A route preview, filed plan or kneeboard line is not an accepted clearance or takeoff permission.

CANCEL OR CHANGE

PILOT

Clearance, CALLSIGN, cancel my IFR request.

This cancels a pending filing, not a clearance already issued. An aircraft, mission, coalition or relevant state change can invalidate filing or route data. Request an explicit amendment when needed.

ROUTING BOUNDARY

Where published coverage is unavailable, ATLAS may use a labelled generated simulator route. Follow any visual terrain-clearance condition. Named fixes do not prove a complete published SID, STAR or instrument approach.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.



ATLAS COCKPIT ROUTES

OPTIONAL DTC PREPARATION / F/A-18C AND F-14B(U)

ONE-TIME RADIO SETUP

With DCS and Radio closed, run compatible Radio Setup and choose "Enable cockpit route preparation". Select the DCS program folder when requested, not Saved Games. The live kneeboard is a separate option.

Use a parked, stationary F/A-18C or F-14B(U) at an airfield in an unpaused mission. Classic F-14A/B and moving-carrier preparation are outside this workflow.

ACCEPT THE CLEARANCE FIRST

Request and read back IFR on the actual ATC radio channel. Wait for acceptance. Open the current aircraft's native in-mission DTC editor and keep unused route capacity available.

PILOT

ATLAS, prepare my cleared route.

Use SRS INTERCOM PTT for this utility, or Radio's "Prepare route (backup)" button. "ATLAS, route status" checks state without preparing another route.

PREPARED IS NOT LOADED

! Wait for PREPARED, inspect the ordered points and coordinates, then APPLY the cartridge and LOAD/SELECT navigation with the aircraft's normal controls. Verify first, middle and last points before departure.

Hornet: use the normal DTC navigation load and select the prepared sequence. F-14B(U): use the RIO CDNU flight-plan selection/activation workflow. Power and alignment remain yours.

IF REFUSED OR UNCERTAIN

Check accepted readback, fresh telemetry, open editor and empty capacity. After an uncertain write, inspect the DTC before retrying. DCS repairs or server script-integrity policy can affect this optional integration; do not bypass those checks.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.



ATLAS TEST27.20 SETUP

LOCAL SPEECH RESTORED / GEMINI OPTIONAL / FREE NEVADA

HOST: CHOOSE SPEECH OUTPUT

- + Stop ATLAS. On Home or Server Setup choose "Choose speech output", select Local or Gemini, and save. New settings default to Local; existing Gemini selections are preserved.

Local (Pocket TTS) restores Test25's Jane, Michael and Vera voices. It works offline with the bundled models and requires no Gemini key or cloud consent.

Gemini is optional speech output only. The host supplies its own Windows-protected API key and consent; Internet and Google quota are required. Joining pilots do not need Gemini keys.

PROCESSING AND VOICES

Whisper speech recognition and Qwen/controller processing remain local in either mode.

Gemini receives approved reply text for speech. Kristine keeps a female voice; station voices remain differentiated.

- ! ATLAS does not automatically switch providers after a speech error. Stop ATLAS and choose Local explicitly if you want to leave Gemini. Spoken responses can also be disabled without requiring a Gemini key.

PILOT CONNECTION

Use the host's Radio onboarding code and correct SRS connection. Your existing compatible Radio can stay for Test27.20; repair Radio's DCS integration only when needed.

NEVADA ACCESS

ATLAS Nevada host access is free: no payment, Patreon membership, licence or activation. Eagle Dynamics' DCS Nevada terrain must still be owned and installed separately. Terrain/runway checks and unfinished routing limits remain.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.



ATLAS KNEEBOARD AND MAP

STATIC GUIDE PAGES / RADIO-OWNED LIVE REFERENCE

THESE STATIC REFERENCE PAGES

With DCS closed, copy this package's KNEEBOARD PNG files into your pilot Saved Games DCS profile's KNEEBOARD folder. Replace matching ATLAS guide images only; keep unrelated pages and the live ATLAS_Kneeboard.lua.

Use your DCS Kneeboard toggle and Next/Previous page bindings. These guide images do not install the live map, change a route or issue a clearance.

OPTIONAL LIVE MAP

The live kneeboard is installed and managed through Radio's optional kneeboard setup on the pilot PC. Host Server Setup does not own it. Use your actual pilot Saved Games profile, and keep its normal Radio helper available.

A live ownship/map display and a valid route overlay are different checks. Check terrain, aircraft identity and heading. Stale, wrong-aircraft or wrong-terrain route data must not be reused.

ROUTE LABELS ARE NOT CLEARANCE

❗ Filed, offered, cleared and PREPARED describe different stages. A displayed line or PREPARED reference is not proof that cockpit avionics loaded it, that terrain is clear, or that takeoff/landing is authorized.

Remote Radio pairing alone is not proof that every map feed is connected. Confirm the current route and status; a map-only or waiting-for-route display is not automatically a failed ownship map.

REPORT A PROBLEM

Export host support before restarting if possible. Include build, time, terrain, aircraft, frequency, exact call and result; add Radio/DCS logs when relevant. Keep API keys and onboarding codes private. Live multiplayer/DCS flight validation remains pending.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.



KRISTINE CAS CHECK-IN

249.000 AM / VOLUNTEER / CURRENT ARMAMENT

HOST AND PILOT

Host: enable JTAC air support. Axeman defaults to 249.500 UHF AM. Use normal SRS radio PTT; ATLAS does not require an aircraft native JTAC menu.

Friendly native ground teams can become observers after a dynamic helo drop. Virtual cargo must exist as an actual DCS ground unit and currently detect a valid target.

CHECK IN WHEN AVAILABLE

PILOT

Kristine, Colt One One, available for CAS.

PILOT

Kristine, Colt One One, two GBU-twelves, twenty minutes available for CAS.

Weapons and playtime are optional. Availability defaults to 30 simulation minutes. Say unable CAS to withdraw. Landing, slot changes and expiry clear availability.

VECTOR AND HANDOFF

Kristine selects the closest available airborne player with confirmed current CAS stores. An empty, air-to-air-only, gun-only or unknown load is not eligible; a weapon declaration does not override inventory.

Copy the named IP, coordinates, magnetic vector, routing altitude and Axeman channel. Request CAS vectors repeats your offer. The handoff consumes Kristine availability.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.



AXEMAN BRIEF & READBACK

249.500 AM DEFAULT / MAGNETIC HEADINGS

COPY THE ACTUAL BRIEF

PILOT

Axeman, Colt One One, checking in. / Ready for game plan.

PILOT

Ready to copy. / Ready for remarks.

Copy Type 2 / bomb-on-target, IP and egress coordinates, routing altitude, the grouped nine-line and remarks. Axeman does not speak line numbers. All numerical CAS headings are magnetic.

NATURAL READBACK EXAMPLE

PILOT

Axeman, Colt One One. One hundred feet. Three eight Tango Kilo Mike, one two three four five, six seven eight niner zero. Final attack heading zero two three, plus or minus thirty degrees. At or above five thousand feet until IP inbound. No attack within five hundred meters of friendlies.

- ! Substitute every value from your actual brief. Read back target elevation, full target location and every restriction. Wait for Readback correct before advancing.

SINGLE-ITEM CORRECTION

PILOT

Correction, grid [full target MGRS].

Correct earlier items remain verified for this assignment. Say Say again line six, Repeat remarks or Request routing when needed. Coordinates are not automatically loaded into your cockpit.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.



AXEMAN ATTACK & TASKING

ONE PASS / ACTUAL EGRESS / FURTHER TARGETS

IP TO TARGET

Fly to the actual briefed IP at routing altitude. The egress is a named Bravo point, not your check-in location.

PILOT

IP inbound. / Request smoke. / Laser on.

Smoke is visible in the mission when the request succeeds. Use the briefed laser code. Mark contact does not identify the target; report tally only after identifying it.

ONE ATTACK CLEARANCE

PILOT

Tally target. / Colt One One, in heading zero two three.

ATC

Colt One One, Axeman. Cleared hot, one pass.

- ! Use the actual magnetic heading, routing and restrictions. Readback, target contact and position checks still apply. Ambiguous calls do not grant clearance.

EGRESS AND FURTHER TASKING

PILOT

Colt One One, off west. / Established at egress.

Fly to the actual Bravo point and routing altitude. Axeman reports confirmed BDA and remaining targets in sight.

PILOT

Axeman, Colt One One, request further tasking.

The same observer gives a fresh game plan, nine-line, remarks and readback gates. No second check-in is required. Each target needs its own clearance. Check out to release the observer.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.



TEST27.20 UPGRADE & HELP

TELEMETRY / OWNERSHIP HANDOFF / FREQUENCIES

INSTALL AND START

- + Download the single ATLAS Full-Setup EXE. Close DCS and all ATLAS windows, install, and apply host integration to your actual Saved Games profile. Restart DCS. Install Radio separately if needed.

On Save/Start, a verified inactive older carrier-recovery claim transfers automatically. The old policy is backed up; old installation settings remain intact.

ANOTHER SESSION OWNS RECOVERY

Active runtime locks, occupied telemetry ports, another open ATLAS window and unverified owner records stay blocked. Stop the owning session first. Do not delete ownership records to force concurrent control.

ANDERSEN ON THE GROUND

Packaged defaults: Ground 280.100 AM, Tower 280.000 AM, ATIS 280.500 AM. A parked aircraft should receive the local Ground/ATIS information.

If tracks disappear or ATIS falls silent, preserve the ATLAS and DCS server logs. Test27.20 improves large-update reception and suppresses repeated FOB errors. Restart DCS after applying host integration.

REFERENCE BOUNDARIES

Use the separate frequency PDF/TXT for all 82 airfields. These are ATLAS defaults; host overrides and mission-derived carrier channels take precedence.

- ! ATLAS route screening is not continuous obstacle, threat or airspace clearance. The fixed 500 m CAS rule is a simulator restriction. Existing mission JTACs remain separate; coordinate frequencies and laser codes.

EXAMPLES ONLY: use your actual callsign, station and issued clearance values.