

# Aerobask Skyview



## Addendum for v2

**ONLY FOR SIMULATION**  
**DO NOT USE FOR REAL FLIGHT**

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# INTRODUCTION

## Before You Fly

We strongly recommend that you read this guide as well as the real manual before attempting to use SkyView in actual flying situation. Additionally, we encourage you to spend enough time on the ground for familiarizing yourself with the operations of the system.

## Targeted audience

This is an addendum only, showing what is new since initial release. We expect you have already the v1 manual and are familiar with operating our Skyviews.

# CUSTOM DATABASE CHANGES

Because of too many inconsistencies in default apt.dat file, we now only read GNS430 data for feeding our internal navigation database, and apt.dat files are only read for providing radio frequencies of airports. we only take in account those in 'Custom Sceneries', including 'Global Airports'.

Because we only use apt.dat files for radios, there are no more heliports or sebases available in the navigation system, thus we removed theses options in the map [\[ITEMS\]](#) menu. There are also less small airports, but in turn we don't have duplicates or airports with wrong ICAO codes.

If you feel some airports or nav aids are missing and should be added to the database, please get in touch with both [Aerosoft](#) and [Navigraph](#) so they can update their data for next AIRAC cycle.

# CLICK ZONES

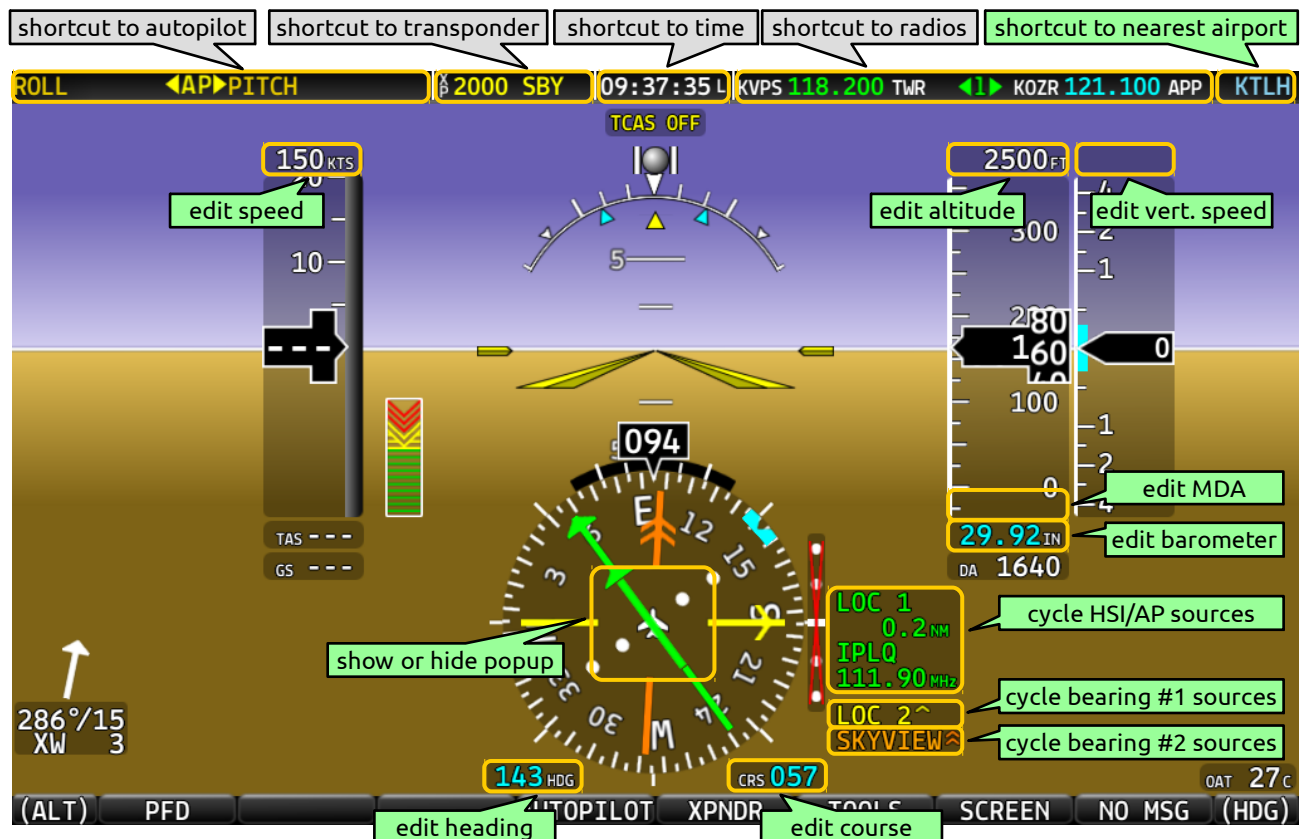
NEW click zone!

Existing click zone

Existing click zone

Version 2 brings a lot of new click zones, especially on the PFD, but also greatly enhance user experience in the various MAP/FPL lists and menus.

## PFD and Top bar



### Notes:

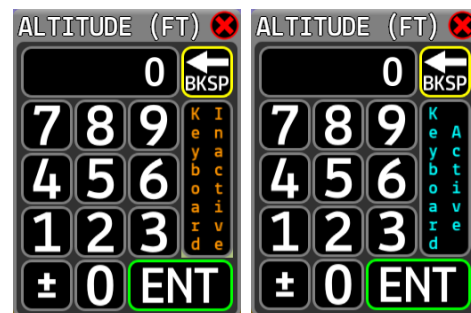
- vertical speed and MDA are not displayed when their value is 0 but their click zones are still active.
- shortcut to nearest airport will show airport information in the INFO page of the MAP only if MAP is already displayed on same Skyview. It has otherwise no action (it will NOT activate MAP display, go to **[SCREEN]** menu for that as usual).
- clicking anywhere else will bring the PFD sofkey menu.

If you click on an editable value, it will bring the virtual numeric keyboard show below.

## Virtual numeric pad

Whenever you click on an edit zone, a virtual numpad will popup, allowing mouse or keyboard input. Clicking anywhere on the popup will make physical keyboard active (turning the indicator blue). You can then also use the 'ESC', 'BACKSPACE', 'DEL' and 'ENTER' keys.

Input values will be clamped, preventing you from entering out of range data: minimum speed is 60kts, minimum pressure is 26.00 inHg or 880 mb, maximum is 34.00 inHg or 1151 mb.



## EMS

Clicking anywhere on the EMS (engine) display will bring the softkey EMS menu.

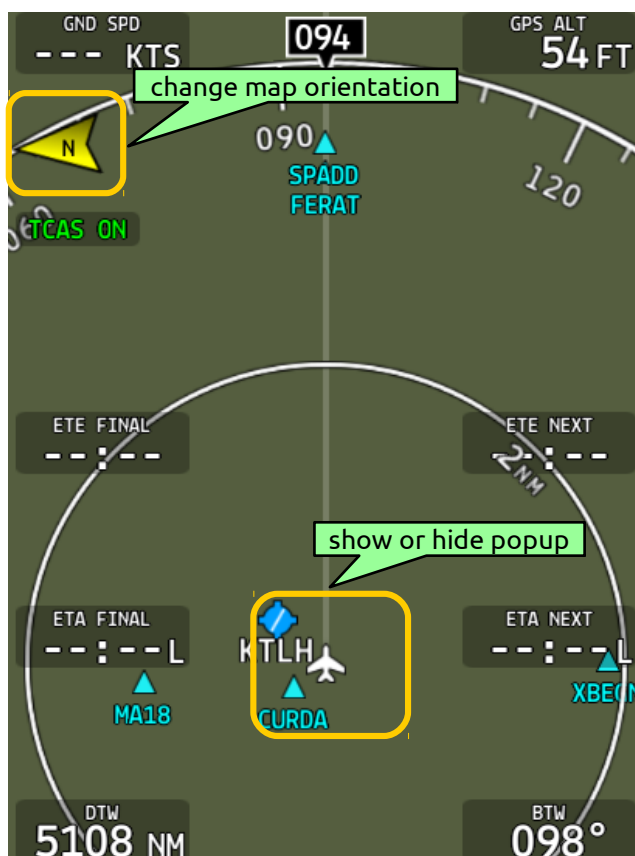
## MAP

From the MAP you can now do the following:

- change MAP orientation, swithing between 'North' and 'Heading'
- show or hide Skyview popup the same way you can from the PFD.

Since you always have at least one of them displayed, you can always bring or dismiss the popup.

Sub-pages of the MAP display are described in the Flight Plan section.



# FLIGHT PLAN

Major improvements of the flight plan is support of SIDs, STARs and Airways, but also a complete rewriting of the User Interface, allowing full mouse support for all functions.

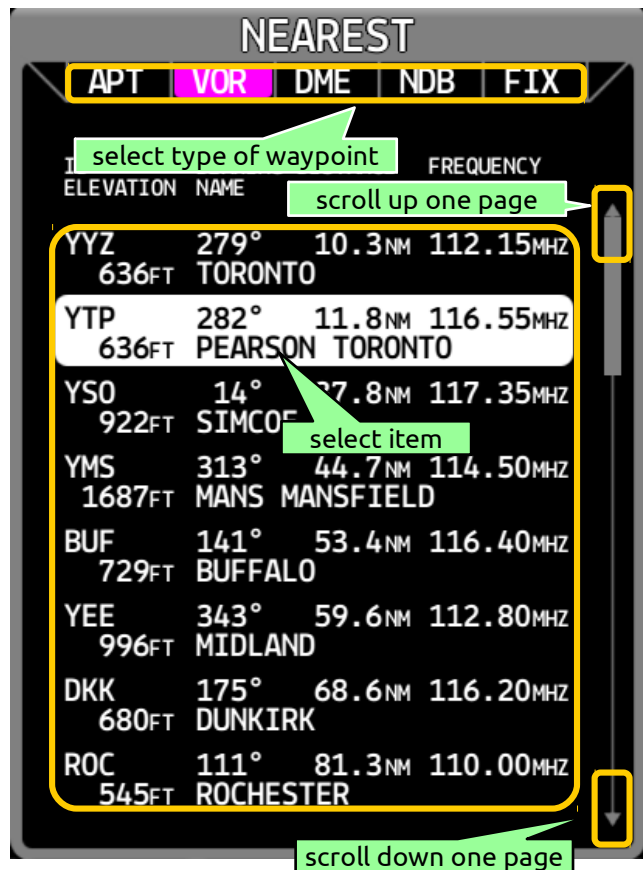
## NEAREST PAGE

From the new **[NRST]** page you can now select any kind of navaid. DME category is for DME-only, while VOR-DME are in the VOR category.

The list is sorted by distance at the time it is shown and the order then stays the same in order to avoid a sudden change when you are about to click. If you want to update the order, just dismiss and call again the NRST page.

You can still use the joystick up/down to move in the list one item at a time, and pushing the button is same as clicking. You can also change category by moving the stick left or right.

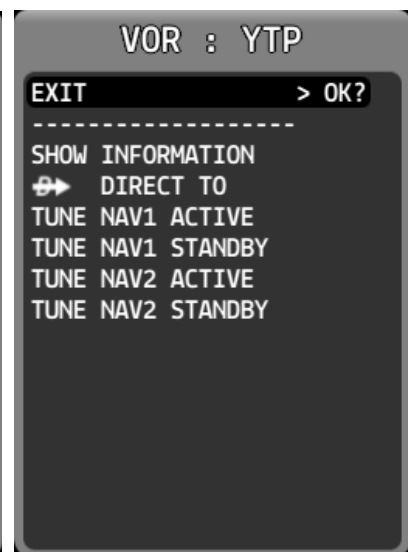
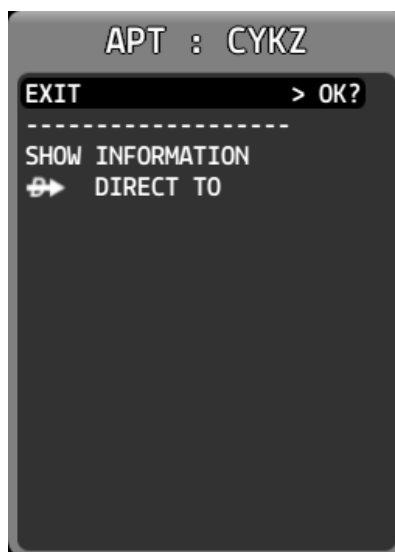
Clicking on an already selected item will bring a contextual menu which depends on the kind of navaid.



Contextual menu:

- APT, NDB or FIX: you can either send the waypoint to the INFO page, or to make a DIRECT to it.
- VOR and DME: you can also directly tune any of your navigation radios.

Select and click/push on EXIT or move the joystick left or right to cancel the menu.



## INFO PAGE

The new **[INFO]** page introduces a new virtual keyboard for searching nav aids, with bigger click spots and better handling of physical keyboard. All letters will turn blue when physical keyboard is active, they otherwise stay orange.

The search popup is activated whenever you manually select the **[INFO]** page. Any click activates physical keyboard input. You can then use it or keep clicking with the mouse.

An exact search is performed, meaning that if you type 'LS' you will only get the list of nav aids whose exact name is 'LS', but not the list of airports in Switzerland.

With physical keyboard active you can use Up and Down arrow keys as well and Page Up and Page Down keys to navigate through the list. Enter to validate your choice.

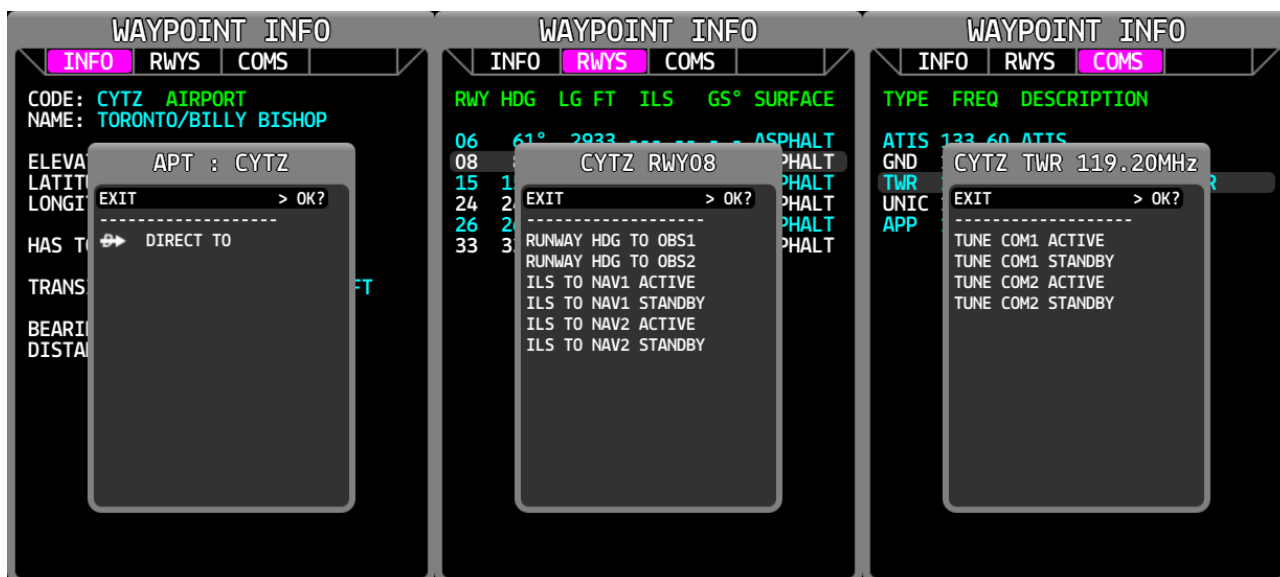
After your selection you have either a 3-tab INFO page for airports or a single-tab page for the other kinds of nav aids. You can click directly on tabs to select them, or use joystick left/right.



From every main page you can initiate a DIRECT to the nav aid, and if it is a VOR or DME you can also tune your NAV radios.

When displaying airports you have extra capabilities:

- you can select a runway with an ILS and set up your NAV radio with its frequency and/or adjust your OBS to the runway heading.
- you can click on a radio frequency to set your COM radios.



## FPL PAGE

The [\[FPL\]](#) page also benefits from the new search popup with enhanced keyboard, and is fully controllable with mouse well.

SID/STAR support: when selecting DEPARTURE or ARRIVAL in the contextual menu of an airport, you can now select procedures associated with the runway or the approach. The sequence 'RWY->SID->TRANS' or 'FINAL<-TRANS<-STAR<-TRANS' depends on data available and you can skip some by choosing NONE in the menus.

FLIGHT PLAN MENU	SELECT RUNWAY	SELECT DEPARTURE	SELECT TRANSITION
EXIT INSERT DEPARTURE > OK? INSERT WAYPOINT REMOVE WAYPOINT ----- SHOW INFORMATION ↔ WAYPOINT ACTIVATE LEG ----- REVERSE FLIGHT PLAN DELETE TO END DELETE FLIGHT PLAN	EXIT ----- 08L 08R 09 12 26L 26R> OK? 27 30	EXIT ----- NONE BSTER2 DEEEP2> OK? EONNS2 HEDLY2 MNATE2 PADUS2 SKIPS2 VALLY2 WINCO2	EXIT ----- NONE MNATE SKIPS> OK? EONNS

Airways support: if you select a waypoint that belongs to an airway, an extra entry in the contextual menu will allow you to chose a runway to enter and then will ask you to pick up an exit waypoint. You can renew the operation from there.

FLIGHT PLAN MENU	SELECT AIRWAY	SELECT AWY EXIT
EXIT INSERT AIRWAY > OK? INSERT WAYPOINT REMOVE WAYPOINT ----- SHOW INFORMATION ↔ WAYPOINT ACTIVATE LEG ----- REVERSE FLIGHT PLAN DELETE TO END DELETE FLIGHT PLAN	EXIT ----- A301 Y587> OK? Y586 BR53V	EXIT ----- RAJAY COZIE DONEZ PAARR RNDLY GTK COCBU> OK? SEBUG GRADI HARDE GAGDD ROBLL

Be aware that [RouteFinder](#) (or other websites relying on it, such as [Online Flight Planner](#)) sometimes gives wrong information. For instance if you ask a route from KMIA to KSEA using AIRAC 1609 you will be told to exit J41 at MEM and then enter Q128. Unfortunately MEM doesn't belong to Q128, and you of course cannot enter this into your Skyview FPL. Please always double check your source.



#### Extra notes:

- you cannot navigate anymore through directories for importing/exporting flight plans. This part was buggy and not worth the effort fixing. Temporarily copy your fms files directly into 'Output/FMS Plans' before your flight if they are located somewhere else.
- airways information is exported into standard fms file format in a way that allow those files to still be loaded by default X-Plane FMS or GNS430, but this has not been tested with third party planes or plugins.
- we recommend you export flight plans without SID or STAR because some information will be missing later at import time (the runway for instance, and the fact that some waypoints belong to a procedure).
- the FPL page is not a flight planning tool. You are supposed to have properly prepared your flight plan and then only enter data which you know is consistent.

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