

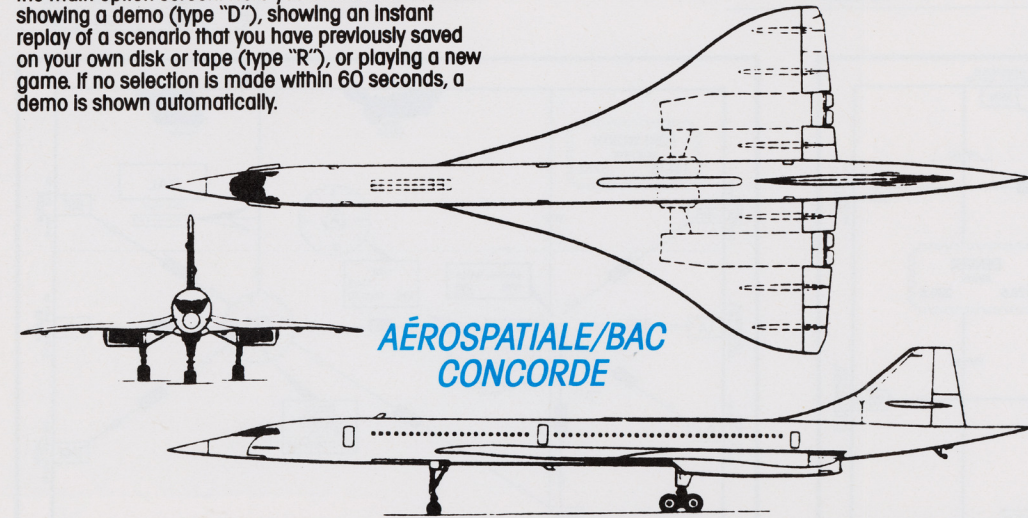
## OVERVIEW

Air Traffic Control is one of the world's most demanding professions. Every minute in the tower a Controller is called on to make life or death decisions for thousands of passengers and crewmembers. He or she must control a constantly changing situation; monitoring flight departures and arrivals; guiding planes around bad weather, mountainous terrain, and restricted flight areas; coping with fuel emergencies, slow planes, and fast jets (including the supersonic Concorde). In this fast-moving environment, even the slightest miscalculation can lead to a dangerous near-miss or mid-air disaster! Air traffic control is not for everybody; to succeed you must have superb concentration, quick wits, and nerves of steel.

KENNEDY APPROACH gives you a chance to test your mettle. How well can you handle the pressure and responsibility? Learn the ropes by working the graveyard shift at Atlanta International, and then work your way up to prime time at John F. Kennedy International. Happy Landings!

## OPTIONS

When the simulation has loaded, you will first see the main option screen. Here you can select between showing a demo (type "D"), showing an instant replay of a scenario that you have previously saved on your own disk or tape (type "R"), or playing a new game. If no selection is made within 60 seconds, a demo is shown automatically.



To play a new game you must select a skill level from 1 (easiest) to 5 (most difficult). It is a good idea to start with the easy levels in order to gain experience with the simulation. The more difficult levels will put you right into heavy traffic situations with no margin for error. The level is selected by typing a number from 1 to 5 or by moving the joystick up or down and pressing the trigger.

Once you have chosen a skill level you will be offered a choice among several cities at which to work. The selection presented to you is dependent on the skill level you have chosen. The different metropolitan regions are shown on the other side of this sheet. Choose one by typing the corresponding number or using the joystick as before.

## CONTROL TOWER ACCESS CODES

Before your first shift, you must enter the proper password in order to log on to the air traffic control computer system. The computer will present you with a number, and you must consult the password tables located throughout this manual for the word that corresponds to it for your computer.

It is very important to get the correct password for your computer in order to gain access to the system. Type the access code, press RETURN, and you're ready for your first shift as an air traffic controller.

FOR EXAMPLE: If the computer displays "ENTER COMPUTER ACCESS CODE NUMBER 1" you would consult the Computer Access Code Box below and type in the letters DME and press RETURN.

| COMPUTER ACCESS CODE        |       |     |     |
|-----------------------------|-------|-----|-----|
| COMPUTER ACCESS CODE NUMBER | 1     | 2   |     |
| RESPONSE                    | C-64  | DME | VOR |
|                             | ATARI | FAF | DAF |

**IMPORTANT:** If you do not enter the correct response, the simulation will display an error message and you will be unable to control the aircraft in simulation.

## STANDARD OPERATING PROCEDURES Visual Display

1. CONTROL AREA MAP: The largest section of the simulation display is the Control Area Map. The Control Area Map is designed to provide you with the state of the air computer graphic representation of the information provided real air traffic controllers.

Kennedy Approach's display improves on the old technology, round radar screens, by providing pseudo 3-dimensional icons of aircraft with direction, altitude, and flight path information for the entire area you are controlling on one integrated screen.

(1) THE DOT GRID: A grid of dots one mile apart is superimposed over the ground to aid in navigation. The bright dots denote normal air traffic lanes.

(2) AIR TRAFFIC FEATURES: Entrance and exit fixes (places where aircraft routinely enter and leave your area) are labeled, as are airports. On the approach side of each airport is a VOR tower. Incoming planes hold (circle) around this until they are cleared to land. Aircraft that are landing must approach from this direction.

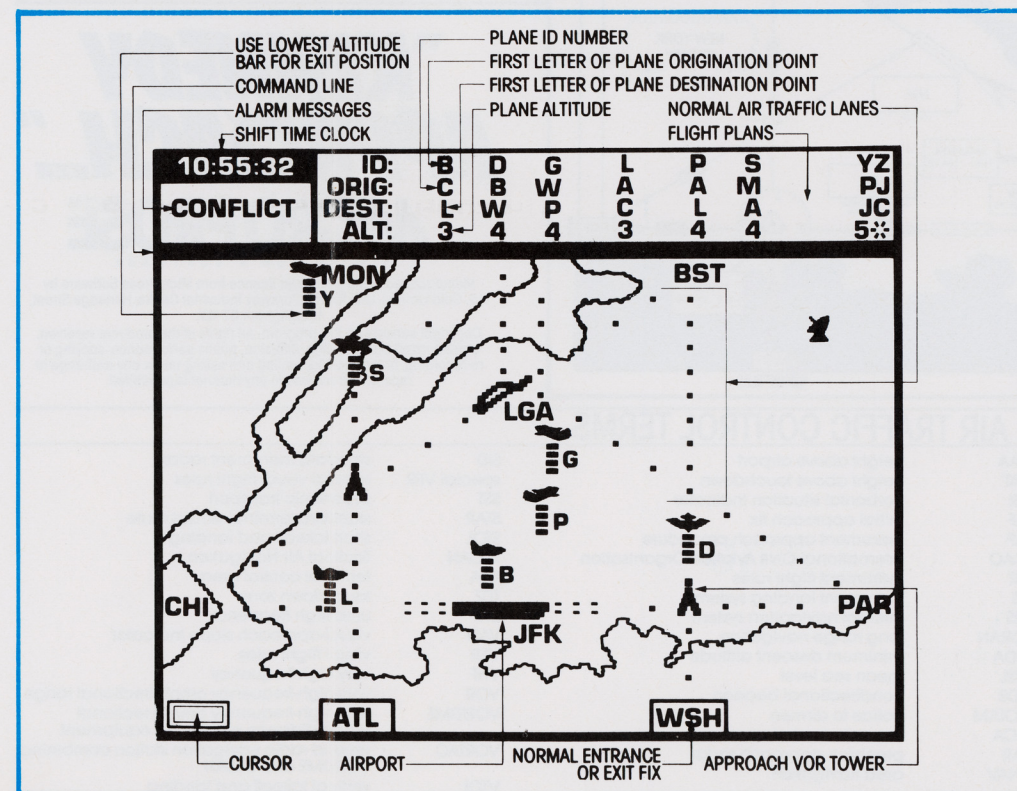
(3) THE PLANES: There are three types of aircraft in KENNEDY APPROACH: light planes, jet airliners, and the supersonic Concorde. Light planes are smaller than jet airliners, and the Concorde is distinguishable by its drop-nose and delta wings. The direction a plane is pointing indicates its direction of travel (which will always be one of the eight primary points of the compass: North, Northeast, East, etc.). Below the plane are bars indicating current altitude in thousands of feet, and to the right is the plane's ID letter.

(4) TERRAIN FEATURES: Also on the map are mountains, storms, and restricted zones. Planes must maintain an altitude of at least four thousand feet over the mountains, and they should avoid storms and restricted areas altogether.

2. THE COMMAND LINE: Just above the Control Area Map is the Command Line. Here, messages are displayed as they are radioed between you and the aircraft in your area. When you use the joystick to direct traffic you will see your commands written out, and you will then see the pilot's response.

3. FLIGHT PLANS: In the upper right-hand corner of the screen are the Flight Plans for the active aircraft in your area. The uppermost letter in each column is a plane's ID letter, corresponding to the ID on the Control Area Map. Below the ID is the first letter of the origin and the first letter of the destination fix or airport for that plane. Below these is the altitude in thousands of feet. Aircraft that are waiting to take off have a "\*" in the altitude field.

4. THE CLOCK: In the upper left-hand corner of the screen is the time-of-day clock. Your shift ends on the hour. The passage of time in the simulation is measured in real-time. In other words, the time pressures you experience correspond exactly to



## BOEING 707

| COMPUTER ACCESS CODE        |       |     |     |
|-----------------------------|-------|-----|-----|
| COMPUTER ACCESS CODE NUMBER | 3     | 4   |     |
| RESPONSE                    | C-64  | ATC | FAR |
|                             | ATARI | INS | MSL |

those experienced by real air traffic controllers. Time can be accelerated by holding down the SPACE BAR while the simulation is operating.

5. ALARM AREA: Between the clock and the Command Line is the alarm area. Dangerous situations are reported here. These include incorrect exit altitudes and fixes, conflicts, and crashes.

## Aircraft Communications

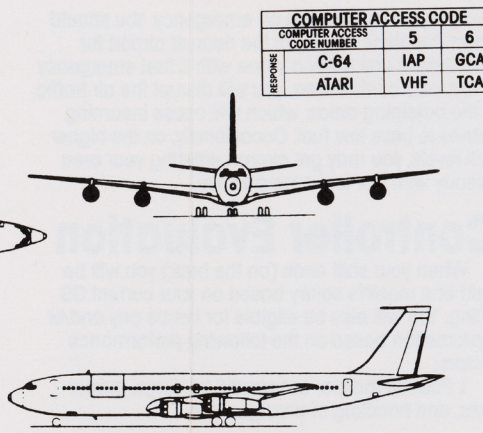
As Air Traffic Controller, you direct the flight paths of all planes in your area. You must give precise instructions to each pilot indicating turns and altitude changes. Planes will fly straight and level unless otherwise instructed. You may direct the activities of any aircraft in your area by establishing contact with it, entering the Command Mode and issuing instructions.

1. ESTABLISHING CONTACT: You can establish contact with a plane in one of two ways. One way is to type in the plane's ID letter, as displayed on the Control Area Map. The other way is use the joystick to move the cursor (the white rectangular box near the centre of the map) over the plane, and then give the joystick button a short push (less than one second).

## BOEING 757

2. ENTERING THE COMMAND MODE: Whichever method of establishing contact you use, you will automatically enter the Command Mode. To confirm this the image of the plane will turn into an arrow, the flight plan for that plane will turn white, and text will be displayed in the Command Line.

3. ISSUING COMMANDS: To tell the pilot what direction you want the plane to fly, move the joystick left or right until the arrow points in that direction. To specify the altitude at which you want the pilot to fly, move the joystick up or down until the altitude bars under the arrow indicate the proper altitude. As you select the heading and altitude, the text on the command line will reflect the appropriate command. A short push on the joystick button and you will hear your command radioed to the pilot and hear his "Roger" response. You can now watch the Control Area Map to see as the pilot begins to make the altitude and heading changes you gave.

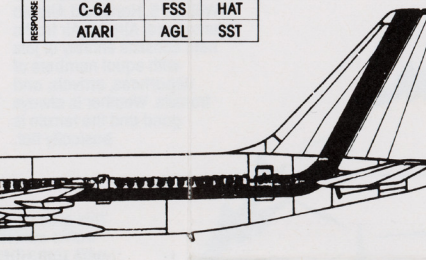


4. EXITING THE COMMAND MODE: Once you issue a command (which will always consist of both heading and altitude instructions), you will automatically leave the Command Mode. Note that these latest commands will override any previous instructions. If you want to exit the Command Mode without issuing a new set of instructions, simply give the joystick button a long push (greater than one second): the arrow will disappear and the plane will reappear.

5. STATUS: When the skies become crowded it is often difficult to remember what instructions you have given to each plane. You can ask a pilot for his status by selecting the plane with the cursor and giving a long push (greater than one second) on the joystick button. Watch the command line and listen for his response.

6. ADDITIONAL COMMANDS: To pause the simulation, press the F1 key. To end the simulation and return to the main option screen, press the F7 key.

| COMPUTER ACCESS CODE        |       |     |     |
|-----------------------------|-------|-----|-----|
| COMPUTER ACCESS CODE NUMBER | 7     | 8   |     |
| RESPONSE                    | C-64  | FSS | HAT |
|                             | ATARI | AGL | SST |



when the aircraft is ready.

To give clearance for take-off, type the plane's ID letter on the keyboard to enter Command Mode. Now use the joystick to instruct the pilot to climb to the desired altitude as described in section VI. Remember not to start a take-off when another plane is landing!

3. LANDING: Aircraft destined for an airport must be landed by heading the plane down the runway and giving it clearance for landing (altitude 0). Aircraft that have been cleared for landing and have reached altitude 0 can no longer be given turn commands. Remember, aircraft must land on the runway from the arrival side of the airport as denoted by the VOR tower. See the screen display diagram.

4. HOLDING: Since only one aircraft can use a runway at a time, it may be necessary to put other planes into a holding pattern. A hold is a continuous full turn around a VOR tower at a particular altitude in either a clockwise (hold right) or counter-clockwise (hold left) direction. A plane scheduled to land will automatically hold at the VOR tower until cleared to land.

At times you will need to instruct a pilot to enter or maintain a holding pattern. To do this, enter Command Mode and push the joystick in the desired direction (left or right) until the "hold" symbol appears over the plane on the Control Area Map and the command line says "Hold at VOR". Then, while still holding the joystick left or right, give the joystick button a short push and the command will be given. This command usually accompanies an altitude change command for a landing aircraft.

5. EXITING THE CONTROL AREA: An aircraft that does not land in your area must leave via the exit fix indicated in its flight plan. All such aircraft must exit at an altitude of four thousand feet.

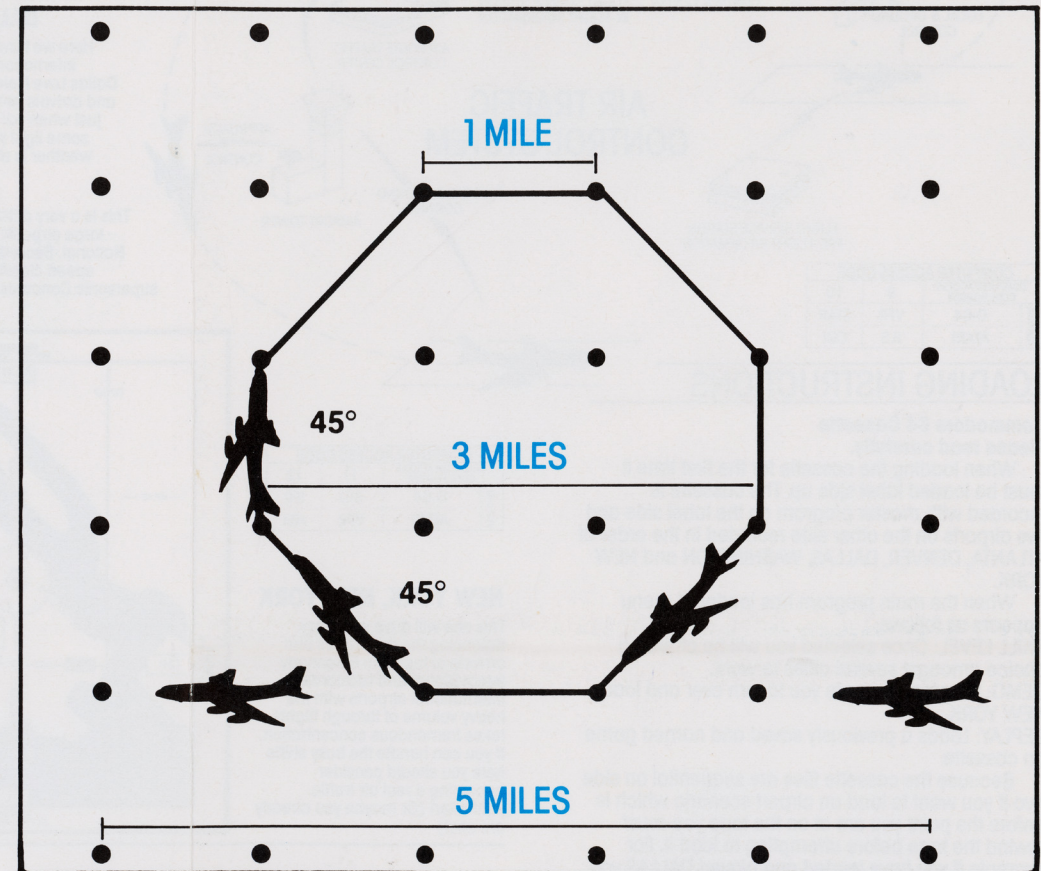
## Simulation Aircraft Characteristics

1. SPEED: The various types of aircraft travel at different speeds. Light planes move two miles (2 grid dots) every minute, jets move 4 miles every minute, and the Concorde moves 8 miles every minute.

2. ALTITUDE CHANGES: All of the planes have a climb/descent rate of one thousand feet per mile (grid dot).

3. TURNS: All three types of plane have a turning radius of 1.5 miles. This gives an effective turn angle of 45 degrees per grid dot. See the turning diagram.

To make a 360 degree turn requires a 3 mile diameter and eight 45 degree turns that can be accomplished at each grid dot.



## Air Traffic Control

1. INCOMING AIRCRAFT: Some aircraft will enter your control area from an adjacent area. The flight plan for each incoming aircraft is posted one minute before the plane becomes active in your area. When the plane enters your area, the flight plan changes colour from grey to black, and then the plane appears. It now awaits your instructions to complete its flight plan. Incoming aircraft will always enter the area at an altitude of five thousand feet.

2. TAKE OFFS: Flights departing from airports in your area will post their flight plans one minute before they are ready for take-off. The flight plan will have a "\*" in the altitude field and will turn black

# "KENNEDY APPROACH..."

MICRO PROSE  
SIMULATION • SOFTWARE

Andy Hallis



## Inflight Restrictions

In order for air traffic to proceed safely through your area several requirements must be met.

1. **AIRCRAFT SEPARATION:** The first and foremost of these requirements is aircraft separation. You must maintain a one thousand foot separation in altitude between aircraft flying within three miles of each other. Note that planes may fly within three miles of each other if they are separated by at least 1000 feet, if they may fly at the same altitude if they are at least three miles apart. Failure to meet the aircraft separation requirements will result in a "conflict" condition and a possible mid-air crash.

2. **BAD WEATHER:** Occasionally severe weather (thunderstorms) will move through the area. Planes must avoid this or they will crash.

3. **MOUNTAINS:** A plane will also crash if it does not maintain an altitude of at least four thousand feet over mountainous areas.

4. **RESTRICTED ZONES:** Planes must risk being shot down by nervous security personnel if they overfly the Washington Monument/White House.

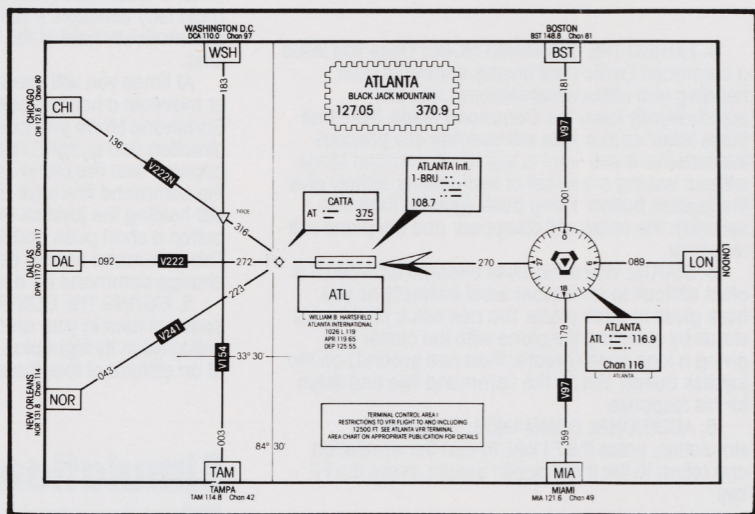
5. **FUEL:** Planes carry a limited amount of fuel and will run out if delayed excessively. Planes that are landing at airports in your area have only fifteen minutes fuel from the time they enter the area. All other planes start with 60 minutes of fuel. When a plane's fuel supply gets below eight minutes it will

contact you and declare an emergency. You should direct the plane to land at the nearest airport for refuelling. If you allow a plane with a fuel emergency to exit your control area, you will disrupt the air traffic in the adjoining areas, which will cause incoming planes to have low fuel. Occasionally, on the higher skill levels, you may get aircraft entering your area already with low fuel emergencies.

## Controller Evaluation

When your shift ends (on the hour) you will be paid one month's salary based on your current GS rating. You will also be eligible for bonus pay and/or a promotion based on the following performance factors:

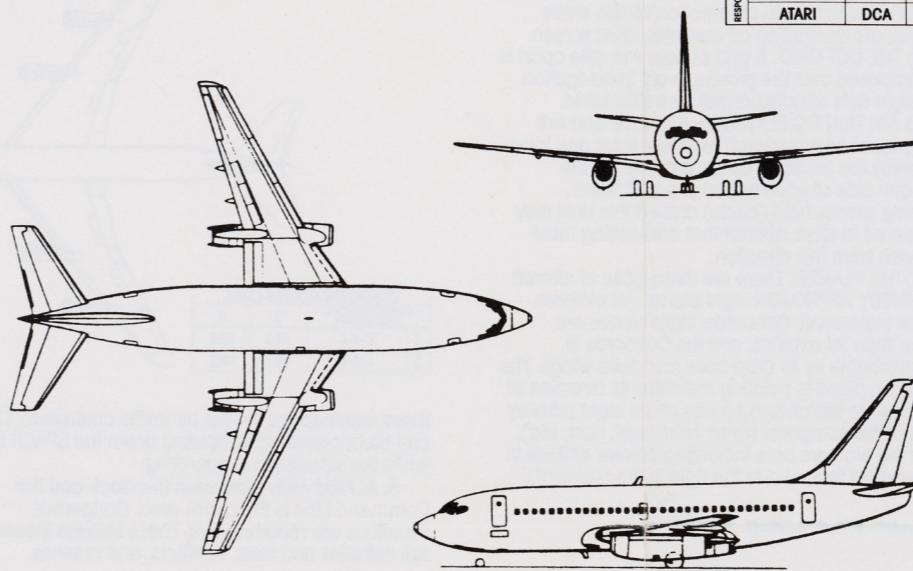
1. Positive factors: successful landings, proper exits, and handling of emergencies.



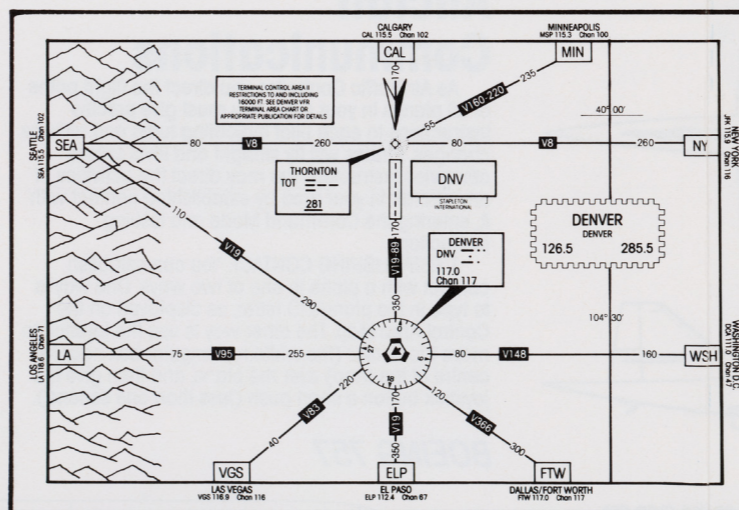
### ATLANTA, GEORGIA

The central feature of this area is the William B. Hartsfield Atlanta International Airport. Air traffic here consists entirely of jets with equal numbers of departures, arrivals, and transits. Weather is always good and the terrain is basically flat.

## BOEING 737-200



| COMPUTER ACCESS CODE        |     |     |
|-----------------------------|-----|-----|
| COMPUTER ACCESS CODE NUMBER | 13  | 14  |
| C-64                        | TDZ | PAR |
| ATARI                       | DCA | MDA |



### DENVER, COLORADO

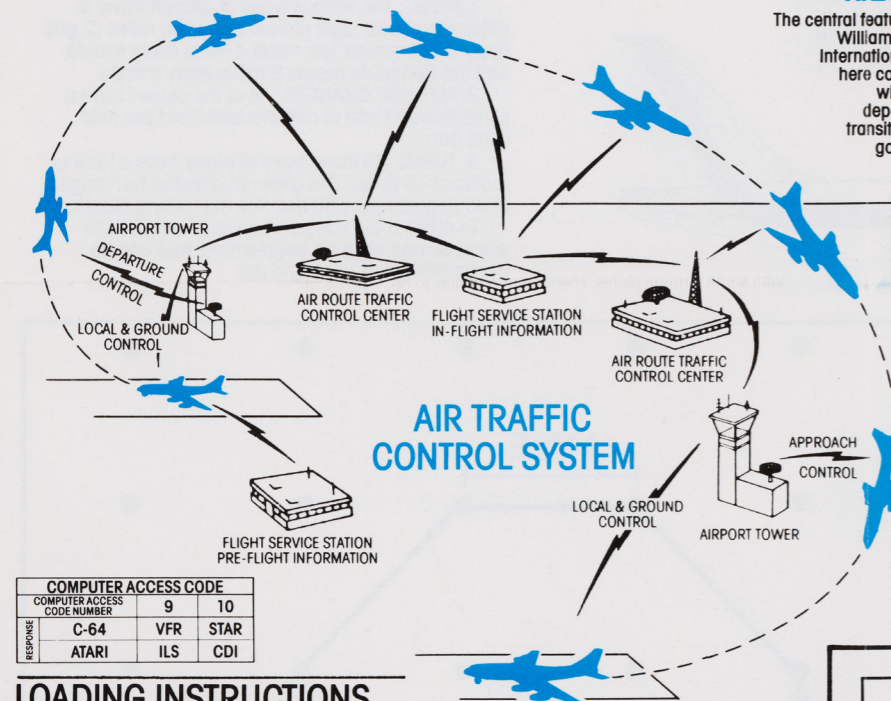
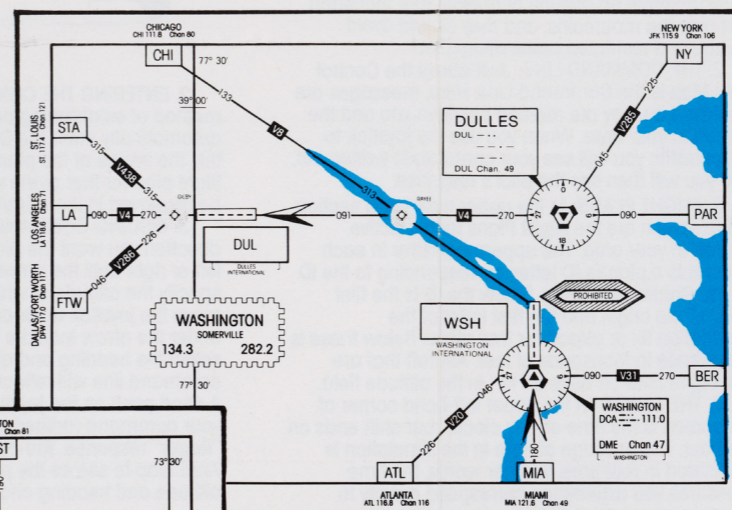
This area contains Stapleton International Airport. Air traffic consists mostly of jet departures and arrivals with some through flights. There are mountains to be avoided here and the weather can be terrible.

### DALLAS-FORT WORTH, TEXAS

Here we have the extremely busy Dallas Fort Worth International Airport (DFW) and the bothersome Dallas Love Field. With the large volume of departures and arrivals here, flight delays can be disastrous, and just when you get all of the jets sorted out, up come some light planes from Love Field! Fortunately, the weather is usually okay here and the terrain is flat.

### WASHINGTON, D.C.

This is a very difficult area to control. First, there are two large airports: Dulles International, and Washington National. Secondly, air traffic consists of three different speed classes of aircraft: light planes, jets and the supersonic Concorde. Additionally there is a restricted area over which aircraft are prohibited.



| COMPUTER ACCESS CODE        |     |      |
|-----------------------------|-----|------|
| COMPUTER ACCESS CODE NUMBER | 9   | 10   |
| C-64                        | VFR | STAR |
| ATARI                       | ILS | CDI  |

## LOADING INSTRUCTIONS

**Commodore 64 Cassette**  
Please read carefully.

When loading the cassette for the first time it must be loaded label side up. The cassette is recorded with master program on the label side and five airports on the other side recorded in the order of ATLANTA, DENVER, DALLAS, WASHINGTON and NEW YORK.

When the main program has loaded a menu appears as follows:  
**SKILL LEVEL:** Once selected you will be offered a choice amongst several cities to work.  
**DEMO:** Program prompts you to turn over and load NEW YORK.

**REPLAY:** Loads a previously saved and named game on cassette.

Because the cassette files are sequential on side two if you want to load an airport scenario which is before the point you are at on the tape you must rewind the tape before attempting to load it. For example if you have loaded and played DALLAS you must rewind to play ATLANTA. It may help on loading side two to zeroise your tape counter and make a note of the reading as each scenario is located and loaded.

N.B. It is important to press STOP on the cassette player once the scenario has loaded.

To load the cassette: Insert the rewind cassette label side up and press SHIFT and RUN/STOP keys together. Press PLAY on the cassette player and the tape will load.

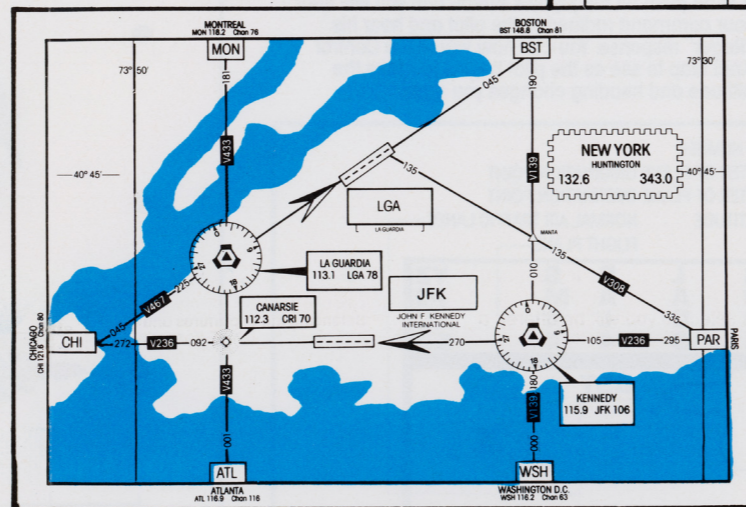
### Commodore 64 Disk

The joystick should be placed in port #2 (nearest the back of the computer). Place the program disk in the drive. Type LOAD \* \* 8. The program will boot automatically. Leave the disk in the drive.

| COMPUTER ACCESS CODE        |     |     |
|-----------------------------|-----|-----|
| COMPUTER ACCESS CODE NUMBER | 11  | 12  |
| C-64                        | SID | IFR |
| ATARI                       | VFR | HSI |

### NEW YORK, NEW YORK

This one will drive you crazy. Balancing the departures and arrivals at the John F. Kennedy International and LaGuardia International airports with the heavy volume of through flights takes tremendous concentration. If you can handle the busy shifts here you should consider becoming a real air traffic controller! (Or maybe you already are one!)



## AIR TRAFFIC CONTROL TERMS

ADF automatic direction finding  
AGL above ground level  
ARINC Aeronautical Radio, Inc.  
ASR airport surveillance radar  
ATC air traffic control  
ATIS automated terminal information service  
CDI course deviation indicator  
CRT cathode ray tube  
DF direction finding  
DH decision height  
DME distance measuring equipment  
ELT emergency locator transmitter  
FAA Federal Aviation Agency/Administration  
FAF final approach fix  
FAR Federal Air Regulations  
FSS flight service station  
GCA ground controlled approach

HAA height above airport  
HAT height above touchdown  
HSI horizontal situation indicator  
IAF initial approach fix  
IAP instrument approach procedure  
ICAO International Civil Aviation Organisation  
IFR instrument flight rules  
ILS instrument landing system  
INS internal navigation system  
LORAN long range navigation  
MDA minimum descent altitude  
MSL mean sea level  
NDB nondirectional beacon  
NOTAM notice to airmen  
OCA oceanic control areas  
PAR precision approach radar  
RNAV area navigation

# "KENNEDY APPROACH..."

## MICRO PROSE

SIMULATION SOFTWARE

Manufactured in the U.K. under licence from MicroProse Software by U.S. Gold Limited, Unit 10, The Parkway Industrial Centre, Heneage Street, Birmingham B7 4LY.

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SID standard instrument radar  
SST special visual flight rules  
SST supersonic transport  
STAR standard terminal arrival route  
STOL short takeoff and landing  
TACAN Tactical Air Navigation  
TCA terminal control area  
TDZ touchdown zone  
UHF ultra high frequency  
VASI visual approach slope indicator  
VFR visual flight rules  
VHF very high frequency  
VOR very-high-frequency omnidirectional range  
VORDME very-high-frequency omnidirectional range/distance measuring equipment  
VORTAC ground radio navigation station combining VOR/DME and TACAN  
VTOL vertical takeoff and landing

2. Negative factors: conflict handling, crashes, missed exits and flight delays.

Should you commit a major error such as a crash or missed exit, the game (and your career as an Air Traffic Controller) will be over.

At this point you have the option to: (1) go on to your next shift, (2) show an instant replay of the scenario just completed, (3) save the previous scenario to disk or tape for later replay, or (4) go back to the main option screen. As before, your option is selected by typing the appropriate number or moving the joystick and pressing the trigger.

When saving a scenario to tape, you will be asked to "INSERT AND POSITION BLANK REPLAY TAPE". The tape you use must not be write-protected and should be rewound. You will then be asked to enter a "REPLAY NAME?". Enter a name, press return, and then PRESS RECORD & PLAY ON TAPE".

It is possible to save more than one scenario onto a single tape by not rewinding the tape after each save. Each replay must also be given a different name. It is helpful to write down what names you saved the games under because they will be needed to load and replay.

| COMPUTER ACCESS CODE        |     |     |
|-----------------------------|-----|-----|
| COMPUTER ACCESS CODE NUMBER | 15  | 16  |
| C-64                        | NDB | ELT |
| ATARI                       | ASR | IAF |

## IS AIR TRAFFIC CONTROL FOR YOU?

If you're interested in air traffic control, but have no previous experience, it's important that you visit an air traffic facility near you—more than one, if possible. Because there's a wide variety in work loads; what is a brisk afternoon at one tower, for example, might be a snail's pace at another. Virtually all controller jobs involve shift work because most facilities operate on a 24-hour basis. The exact rotation of the shift is usually determined by the individual facility, but it could be that you might work several weeks from midnight to 8a.m. followed by several weeks working from 4p.m. until midnight. Your days off might not fall on weekends. So if you're a nine-to-five type, you probably aren't suited for air traffic control.

### LEGEND

|   |  |                           |
|---|--|---------------------------|
| AERODROMES                                    | — — — — —  | RUNWAY SHAPE              |
| RADIO AIDS TO NAVIGATION                      |  |                           |
| COMPASS ROSE ORIENTED TO MAGNETIC NORTH       | VOR  | TACAN                     |
|   | VORTAC   | NON-DIRECTIONAL BEACON    |
|   |  | NAVIGATION AID IDENTIFIER |
| AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION |  |                           |
|   | Victor Airways   |                           |
| V438  | Airways Identification   |                           |
|   | Instrument Landing System  |                           |
| △   | Airway Intersection/Non-Compulsory Reporting Point   |                           |
| — 133 —                                       | Radial Outboard for Navigational Aid   |                           |
| 77° 30'                                       | Longitude/Latitude in Degrees and Minutes  |                           |
| DENVER DEN 117.0 Chan 117                     | Navigation Aid Identifier<br>DENVER — Name, DEN — Letter Identifier,<br>— Morse Code for Identifier,<br>117.0 — VOR Frequency, Chan 117 — Tacan Channel,<br>DENVER — Call Sign of Local Flight Service |                           |
| DENVER DEN 126.5 285.5                        | Air Traffic Control Center Identifier,<br>with Sector Name, VHF and UHF Frequency  |                           |
|   | Special Use Airspace<br>Prohibited, Restricted or Warning Area   |                           |