



## Author's note, what's new in FsPassengers 2015 edition ?

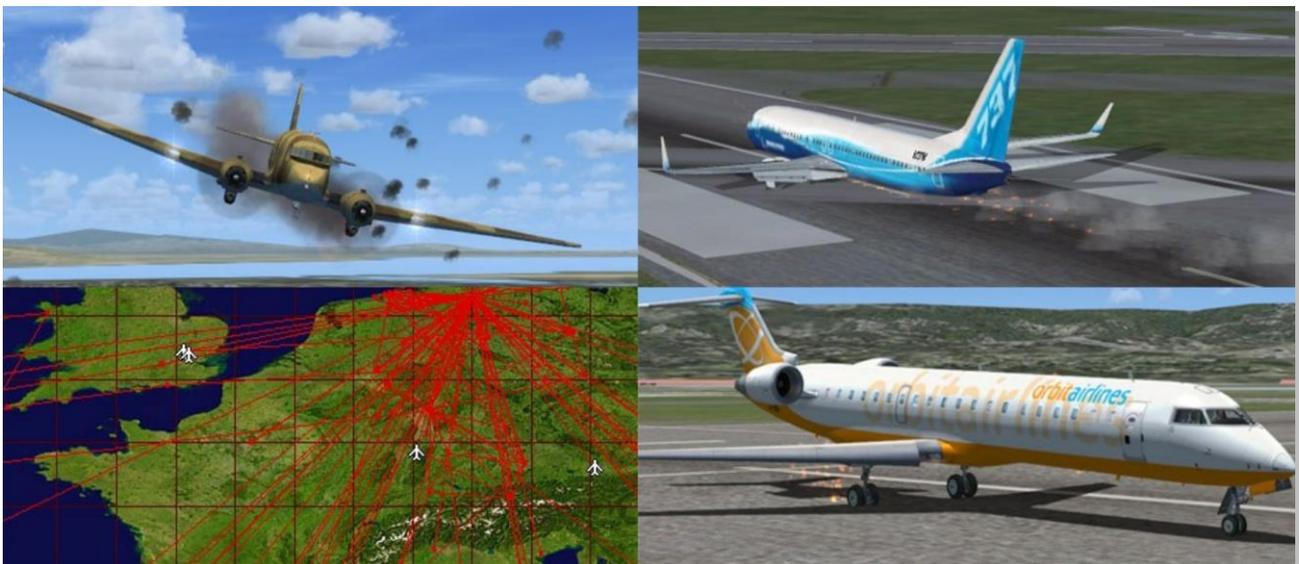
Welcome to FsPassengersX for Flight Simulator X. The main improvements in this version include full compatibility with FSX Steam Edition and the various different versions of Windows (Vista, Seven, 8, 8.1) along with the rework of a lot of internal code for more security on various systems. Some details have changed and some features have been added. You can find a list of changes in the installation folder (see "what's new.txt").

I hope you will, again, like my work.

Daniel Polli

### Summary

- 1 - FsPassengers introduction
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### ***FSPassengersX by numbers – Technical information:***

*FsPassengersX contains 2'304 files, 6 programs (2 dll, 4 exe), 1215 sounds (wav), it was written in C++, using Visual Studio 2012, it contain about 80'000 lines of code and took me about 2 years of work to be completed.*

# 1 - FsPassengersX introduction

## **Note about the FsPassengers name:**

*FsPassengersX may, at times, be referred to as: FsPX, FsPassengers, or FsP. Please understand that all of these names in this documentation are referring to FsPassengersX.*

## Learning how to use FsPassengers

### **Help text:**

FsPassengers is pretty simple to use, but in addition to this documentation, you will find help texts in several locations (there are more than **100 Help Files**). Most dialogs in FsPassengers contain a help button. Look for them and use them at first, as they contain vital information not listed here due to the fact that it would have added several hundred pages to this documentation and I was very limited on how I spent my time.

Help Buttons on dialogs are your friend !



### **Locating the documentation, FAQ, and Welcome screen:**

The Welcome screen, .PDF documentation, and a link directing you to the FAQ page located on FsPassengers.com can also be located at the top of the menu.



### **Who would be interested in using FsPassengersX ?**

FsPassengers was designed to please almost everyone from the hard core airliner pilot to the bush pilot. 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. FsPX allows you to fly like the most experienced airline pilot or like uncle Bob who is taking you on a fishing trip.

### **How will FsPassengersX modify your way of flying**

FSX again lacks the feeling of responsibility; the feeling that decisions, actions, or mistakes have consequences on your flight performance. FSX provides you with an empty and dead world where nobody cares if you pull 5Gs in a 747, land on grass, violate most flight rules, or almost crash land every flight. Because of this, you really miss the feeling of flying a real airplane after a few FSX flights. Some simulator pilots could fly for years making terrible flight errors without ever discovering that they were doing something wrong. FsPassengers fixes that.

The main goal of FsPassengers is to complement FSX 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 FsPassengers 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 your pilot dies in a crash, you must start over. With this setting enabled, your guts will turn when you 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 FSX such as: GPWS; cabin announcements; random challenging 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 FSX. FSX failures are set by users and you are aware of what and even when a failure will occur. In FsP, failures are generated randomly or occur when you make a mistake. Most FsPX failures will provide some type of advanced 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...

FsPassengersX will completely renew your approach to simflying.

### A young pilot's flight log

Pilots flights log
FsPassengersX

Select a pilot

Deimo Airline

Pilot status: Active

Cpt James Demo

James Demo

James Demo

Flight time: 19h19

[\( Double click on a flight for complete report \)](#)

#	Flt Id	From	Airport	To	Airport	Type	Date	Flt time	Result	Points
20	DEM242	KPSC	Tri-Citi	KSFO	San Francisco Intl	MEJ	02.20.2015	01:35	Perfect	160
19	DEM455	KJFK	Kennedy Intl	KALO	Waterloo Mun	MEJ	02.20.2015	02:16	Perfect	524
18	DEM930	KSFO	San Francisco Intl	KSNS	Salinas Mun	MEP	02.20.2015	00:26	Horrible	-1560
17	DEM875	LFRB	Guipavas	LFLL	Saint Exupery	MEJ	02.11.2015	01:21	Perfect	230
16	DEM210	LFMN	Nice/Cote d'Azur	LFRB	Guipavas	MEJ	02.11.2015	01:51	Perfect	280
15	DEM779	LFRS	Nantes/Atlantique	LFBZ	Bayonne-Anglet	MEJ	02.10.2015	01:04	Perfect	100
14	DEM922	LFLL	Saint Exupery	LFRS	Nantes/Atlantique	MEJ	02.10.2015	01:08	Perfect	430
13	DEM520	LFMN	Nice/Cote d'Azur	LFLL	Saint Exupery	MEJ	02.10.2015	00:46	Perfect	430
12	DEM362	LFMK	Salvaza	LGAV	Eleftherios Venizelos...	MEJ	02.12.2015	02:34	Perfect	-1
11	DEM075	LFMN	Nice/Cote d'Azur	LFMN	Nice/Cote d'Azur	MEJ	02.13.2015	00:08	Perfect	200
10	DEM972	LFKB	Poretta	LFMN	Nice/Cote d'Azur	MEJ	02.15.2015	00:40	Perfect	250
9	DEM187	LFPO	Orly	LFML	Marseille/Provence	MEJ	02.15.2015	01:17	Perfect	230
8	DEM716	LFTH	Le Palyvestre Navy	LFRT	Armor	MEJ	02.16.2015	01:24	Perfect	220
7	DEM051	LFML	Marseille/Provence	LFML	Marseille/Provence	MEP	02.17.2015	00:03	Perfect	3900
6	DEM708	LFRT	Armor	LFRT	Armor	MEJ	02.17.2015	00:13	Perfect	300
5	DEM675	LNMC	Monaco Airport	LNMC	Monaco Airport	SEP	02.18.2015	00:07	Poor	50
4	DEM526	LFMQ	Le Castellet	LFMQ	Le Castellet	SEP	02.05.2015	00:11	Perfect	200
3	DEM320	LFQQ	Lesquin	LFML	Marseille/Provence	MEJ	02.04.2015	01:24	Perfect	230
2	DEM257	KSNS	Salinas Mun	KSFO	San Francisco Intl	MEP	01.16.2015	00:27	Very poor	-475
1	DEM584	KSFO	San Francisco Intl	KSNS	Salinas Mun	MEP	01.16.2015	00:24	Perfect	139

Close
Edit airport name
View pilot detail
View Flights Map
Help

## FsPassengersX Failures and realism ?

In FsPassengers, failures are not only here for entertainment or to annoy you, I've spent countless hours reading NTSB reports (accident reports) and all of FsPassengers failures have actually happened in real flight. A big part of real pilot training is spent learning how to deal with unusual situations, facing stress or heavy workload and making the correct decision. FsPassengers will teach you one of the essential parts of real pilot workload: check and cross check instruments often, survey flight parameters, be ready to face an unusual situation at any time. This said, contrary to real world scenarios there are NO unfair failures in FsPassengers. All failures can be solved by taking the correct action.

Learning from other's errors is also one of the essential parts of real pilots, the meaning of your action in a simulator will not taste the same when you know what consequences they may have in real life.

I recommend reading some NTSB reports or viewing some detailed accident reports (**WARNING this is NOT for the faint hearted or people that have a fear of flying, it's technical reading that can teach you a lot about real flight**)

<http://www.nts.gov/aviation/aviation.htm>

<http://www.airdisaster.com>

*In FsPassengers for example you can try to bump your aircraft to lower a failed gear, in reality the pilot didn't succeed and landed without the left gear but fortunately there were no fatalities. In FsPassengers you may succeed if you bump hard enough.*

Reality



FsPassengers



Find the video here: <http://www.youtube.com/watch?v=RyKkjiYcTK4>

## An open add-on to fit everyone's needs

Great care was taken to keep FsPassengers open which allows the user to add, modify and fine-tune many things. 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 first way to fine-tune FsPassengers is, of course, through the Setup menu. However, you can also tweak FsP to meet your needs by editing the config files that are located in the various FsPassengers folders or use the utilities provided to help you customise FsPassengers.

## The Basics of FsPassengersX

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 FSX flight, with any aircraft that you select (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 then 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 have now started a FsPassengers flight and you will 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 FsPassengersX flight.

End-of-flight report example top (left) and bottom (right):

The image displays two side-by-side screenshots of the FsPassengersX end-of-flight report interface. The left screenshot shows the top section of the report, and the right screenshot shows the bottom section.

**Left Screenshot (Top Section):**

**Flight Report** (DEIMO Airline)

Flight DEM584 flight report log Date: 16 November 2008

**Flight ID:** DEM584  
**Pilot:** James Demo  
**Company:** Deimo Airline  
**Aircraft:** Beech Baron 58 Blue  
**Flight Date:** 16 November 2008  
**Departure:** 10h51 (18h51 GMT)  
**Arrival:** 11h15 (19h16 GMT)  
**From:** KSFO - San Francisco Intl - United States  
**To:** KSNS - Salinas Mun - United States  
**Nbr of Passengers:** 2

**Report:**

<b>Flight Distance:</b> 67 Nm	<b>Landing Speed:</b> 73.95 kt
<b>Time Airborne:</b> 00h24:01	<b>Landing Touchdown:</b> -179.23 ft/m (nice)
<b>Flight Time (block):</b> 00h24:40	<b>Landing Pitch:</b> 4.58°
<b>Time On Ground:</b> 00h01:20	<b>Landing Weight:</b> 2192 kg
<b>Average Speed:</b> 168.95 kt	<b>Total Fuel Used:</b> 32 kg

**Right Screenshot (Bottom Section):**

**Flight Report** (FsPassengersX)

**Financial Report:**

<b>Ticket Income:</b> +\$75	(67 Nm)
<b>Cargo Income:</b> +\$0	(0 kg)
<b>Services Income:</b> +\$0	(0 sandwich 0 hot food 0 drink)
<b>Services Cost:</b> -\$0	(20% quality)
<b>Fuel Cost:</b> -\$77	(32 kg 100LL)
<b>Airport Taxes:</b> -\$7	(Small Aircraft)
<b>Insurance Costs:</b> -\$3	(4.32% rate)
<b>Total Real Income:</b> \$-12	(real x50)
<b>Total Income:</b> \$-600	(real x50)
<b>Fleet Bonus:</b> \$0	(0 aircraft)
<b>Total Sim Income:</b> \$-600	(total income+fleet bonus)

**Company Reputation:**

Considering that the flight was perfect the tickets price low, passengers on this flight think that your company's reputation should be 100%  
Your company reputation is now: 68.18% (+3.18 increase)

**Overall Flight Result: Perfect**

**Pilot Bonus points: 139 points** (-30% because you used time acceleration)

- You made a very nice landing. (+50)
- Perfect Flight, no problems, and very satisfied passengers. (+150)

## 2 - FsPassengersX features

### Brief presentation of FsPassengers features

The features listed below are available when you are in a “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 limits, bank angles, descent rate, or if you cause a tail strike 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 only speaks in internal view and you can enable/disable some of the co-pilot sounds. You can set co-pilot announcements so that the text is displayed on screen allowing you to not miss anything important that was said. Optionally you can display the text in all views; external, internal, 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, 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, just like the 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.

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 40 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 or flight mistakes. 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:** FsPX 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 FsPX 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” (“I” button on mini display ) 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. Left click to drag it, right click to display the help menu and options. The mini display is toggled on and off by pressing the default keybinding CTL+SHF+V or by the menu. It allows you to trigger some actions such as food, seatbelt sign, display the in flight report or declare an emergency.

**IN-FLIGHT REPORT:** This report is accessed by clicking "I" button on the mini display or pressing the default keybinding CTL+SHF+E. 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 throughout the 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 and see the AAA firing 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, slower, and straight that you fly, the more susceptible you will be to an attack. Therefore, a steeper rate of climb or descent and frequent turning 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. By default you can choose several different eras of war situations: 1944, 1968 or Actual (2009 up to date).

**BELT-BUTTON:** FSX now has a "Belt button" value and on aircraft that use it (default 737 for example) you can trigger the FsPassengers belt button by clicking on the cockpit seatbelt switch. Setting the FsPassengers belt button by menu or on the mini display will also move this button in the 2-d cockpit. They are linked.



**VISUAL EFFECTS:** From AAA smoke in war zones to an aircraft fire or fuel/oil leak, you can now see your failures.

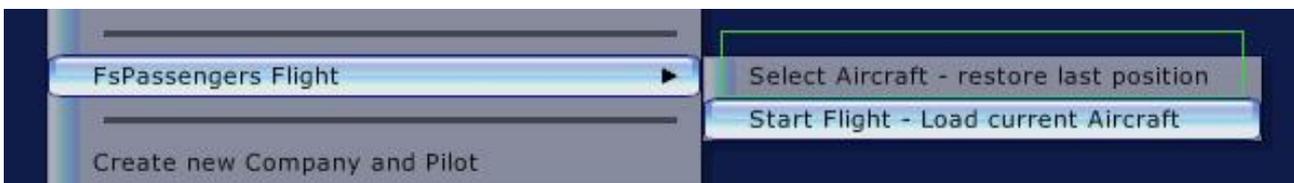


**Here are the features available in the FsPassengers menu at any time:**

**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, and 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.

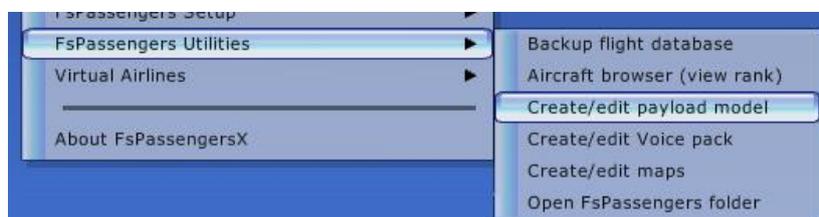
**COMPANY MANAGER:** The company manager allows you to buy and sell aircraft (in economic mode only); set ticket, food and drink prices, repair your aircraft (economic mode only), dismiss, heal or transfer your pilots, and look up your company's statistics.

**AIRCRAFT LOCATION:** In economical mode FsPassengers saves your aircraft's location and state when you buy an aircraft and at each end of flight (unless it crashes) this allows you to start your next flight from the last location and making it more realistic. This said, it's not a requirement at all, you just need to choose "Select aircraft - restore last position" and when the aircraft is restored to the correct position, start a flight normally.



**FLIGHTS MAP:** As stated before, 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 in the utilities menu.

**UTILITIES MENU:** FsPassengers provides utilities to create various things or backup your database. They can easily be launched by selecting the utilities menu:



**EXPORT FLIGHTS:** FsPassengers can export all your flight reports to a website. This feature could prove very useful for Virtual Airlines. The principle is simple: FsP sends POST data (the same as 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 retrieve 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 may evolve and it is configured to be upgraded without loss of data (flights, pilot and company). Upgraded versions of FsPassengers for FSX will be free for registered users. However, please keep your unlock code handy to unlock future upgrades. You can click on "check for FsPassengers update" in the about dialog 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

### Create company setting

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

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 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.

#### **Pilots Certification Structure in career mode** **This table is also available in FsPassengers**

##### **Certified Single Engine Prop less than 3306 lbs**

00h00	Student Pilot (c0)
05h00	Private Pilot (c1)
12h00	Instrument Rating Pilot (c2)

##### **Certified Multi Engine Prop less than 5511 lbs**

22h00	Commercial Pilot (c3)
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##### **Certified Prop and Turboprop less than 26455 lbs**

35h00	Second Officer (c4)
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##### **Certified Any aircraft type less than 44092 lbs**

51h00	Senior Second Officer (c5)
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##### **Certified Any aircraft type less than 88184 lbs**

70h00	First Officer (c6)
91h00	Senior First Officer (c7)
115h00	Master First Officer (c8)

##### **Certified Any aircraft type less than 176369 lbs**

142h00	Captain (c9)
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##### **Certified Any aircraft type**

172h00	Senior Captain (c10)
205h00	Flight Captain (c11)
241h00	Senior Flight Captain (c12)
280h00	ATP Captain (c13)
321h00	Senior ATP Captain (c14)
365h00	Master ATP Captain (c15)
412h00	Senior Master ATP Captain (c16)
462h00	Command ATP Captain (c17)
515h00	Senior Command ATP Captain (c18)
571h00	Fleet Captain (c19)
630h00	Senior Fleet Captain (c20)
691h00	Command Fleet Captain (c21)
755h00	Senior Command Fleet Captain (c22)
822h00	Flying Legend (c23)

**Instant Record** is a great way to enhance your flight experience. As stated 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.

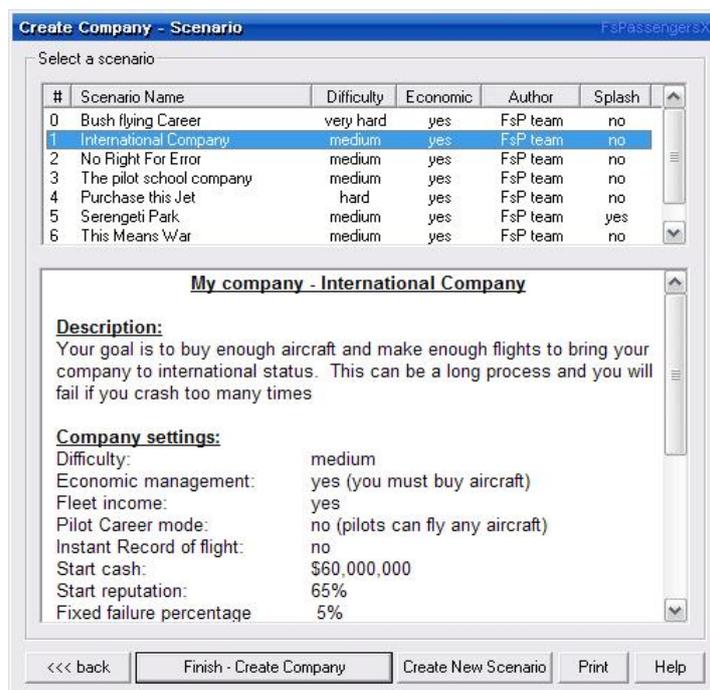
**Fleet income** is solely intended to reward you for building a fleet. For each flight that you fly, each aircraft that you own will generate some additional revenue based on your flight performance. These are not real flights made by these aircraft or by "AI" pilots. If you perform well, you will get 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.

### 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, maximum crashes 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 your 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 assist you with creating 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.

Company creation scenario selection dialog:



## Create company by custom setting

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

Create company by custom setting:

**Create Company - Final step** FSPassengersX

Select your company settings

**Economic Mode** - If you check this you will need to buy your aircraft prior to flying and set the ticket and service prices. You'll earn money for each flight so you can buy more aircraft.  
Set your cash amount at start:

**Fleet income** - If you check this you will get income from other aircraft in your fleet to simulate that they are making flights and earning income. Earnings will be linked to your 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.  
[Click here to read about rank and aircraft type in career mode](#)

**Instant Record Of Flight** - If you check this your flight will be automatically registered at the end of each flight even if your pilot dies. This is harder but more challenging.

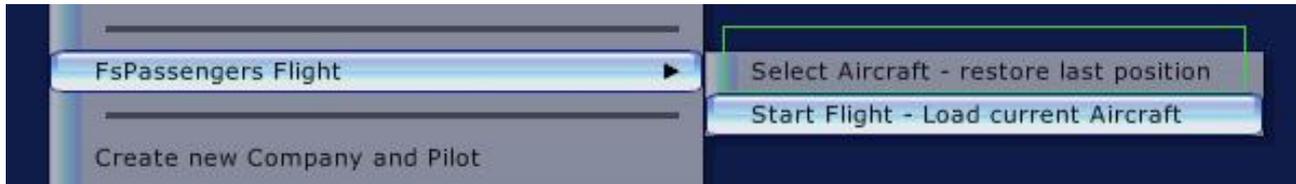
**Fixed Failures Setting** - If you choose the options below a fixed percentage of failure for all your flights will have this percentage. This over-rides failures set in the "difficulty setup".

<<< back to previous step Finish - Create Company

## 4 - The FsPassengersX Flight

### How to start and end a FsPassengers flight

Prepare FSX 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 FSX flight **OR** use "Select aircraft - restore last position" if you want to be realist and restart from you last flight's location.



**It is important to set the parking brake before starting a FsPassengers flight.** Once done simply go to the FsPassengers menu and select "FsPassengers flight – Start flight load current 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 and you will 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 other 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.

### 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, load passengers and cargo, set fuel, select type of flight, and click "load immediately". Your FsPassengers flight has now started.

(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)

**Reading various help buttons on this dialog or related dialogs is crucial.**

## The payload dialog

### In-flight actions

In-flight actions depend on the settings, the aircraft type, and the crew. You can, for example; turn the seatbelt 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 such as COM, NAV, transponder, altimeter values using the 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" by keyboard shortcuts or by the mini display (see below). 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 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	H090 will set autopilot heading on 90°

Input Autopilot altitude with keyboard	F	A040 will set autopilot altitude on 4'000 ft
Input Autopilot speed with keyboard	V	V250 will set autopilot speed to 250 kts
Input GPWS decision height with keyboard	M	M050 will set decision height at 50 ft
Input Transponder code with keyboard	K	K1200 will set transponder on 1200
Input Altimeter pressure with keyboard	B	L2992 will set altimeter on 29.92
(You can also change the pressure to mb and use the same key):		
Input Altimeter pressure with keyboard	B	L1013 will set altimeter on 1013mb
Input ADF frequency	D	D01010 will set ADF to 0101.0

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” also used if there is no crew aboard.

**Default keybinding:** CTL+SHF+B or button on mini report.

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 drinks/sandwiches/hot food, 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) or use the buttons on the mini report.

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 on 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 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 keybinding:** CTL+SHF+T or use the button on the mini report.

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 keybindings:** 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 and/or flaps GPWS warnings.

### **Request 250kts clearance under 10'000 ft:**

**Requirement:** Any aircraft

**Default keybinding:** 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 FSX 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 relays 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. Another option is to disable the Radar Contact 250kts limitation and only use FsP for this feature.

For information about disabling this penalty in FsP, 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 FSX 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 of 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.

## The mini display

The mini display allows you to perform many in flight actions and 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 or move it anywhere on the screen. To move it, left click, hold the button and drag it to the desired location.

A Button: belt sign on/off

B Button: serve drinks

C Button: Serve sandwiches

D Button: Serve Hot food

E Button: Play music (click several time to cycle music)

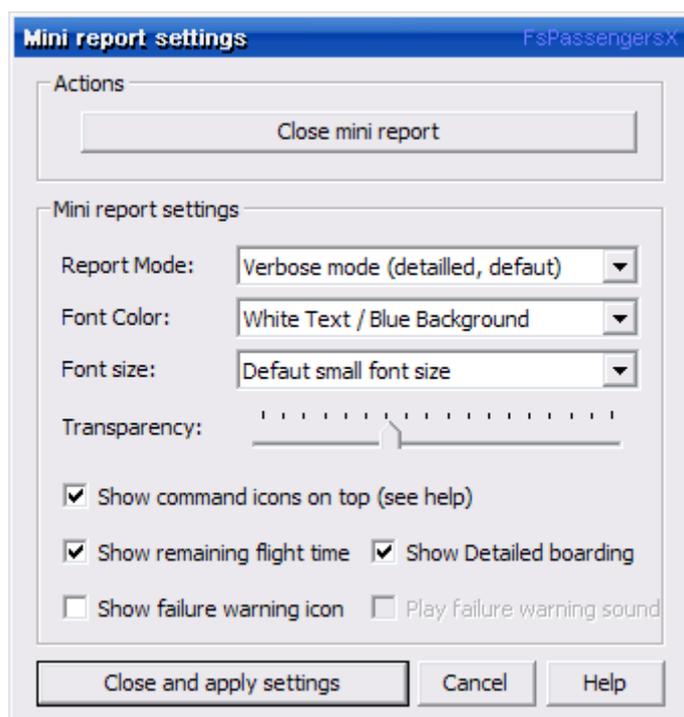
F Button: Play movie

G Button: View the in flight report

H Button: Declare an emergency (click to open security cover, click again to declare the emergency)



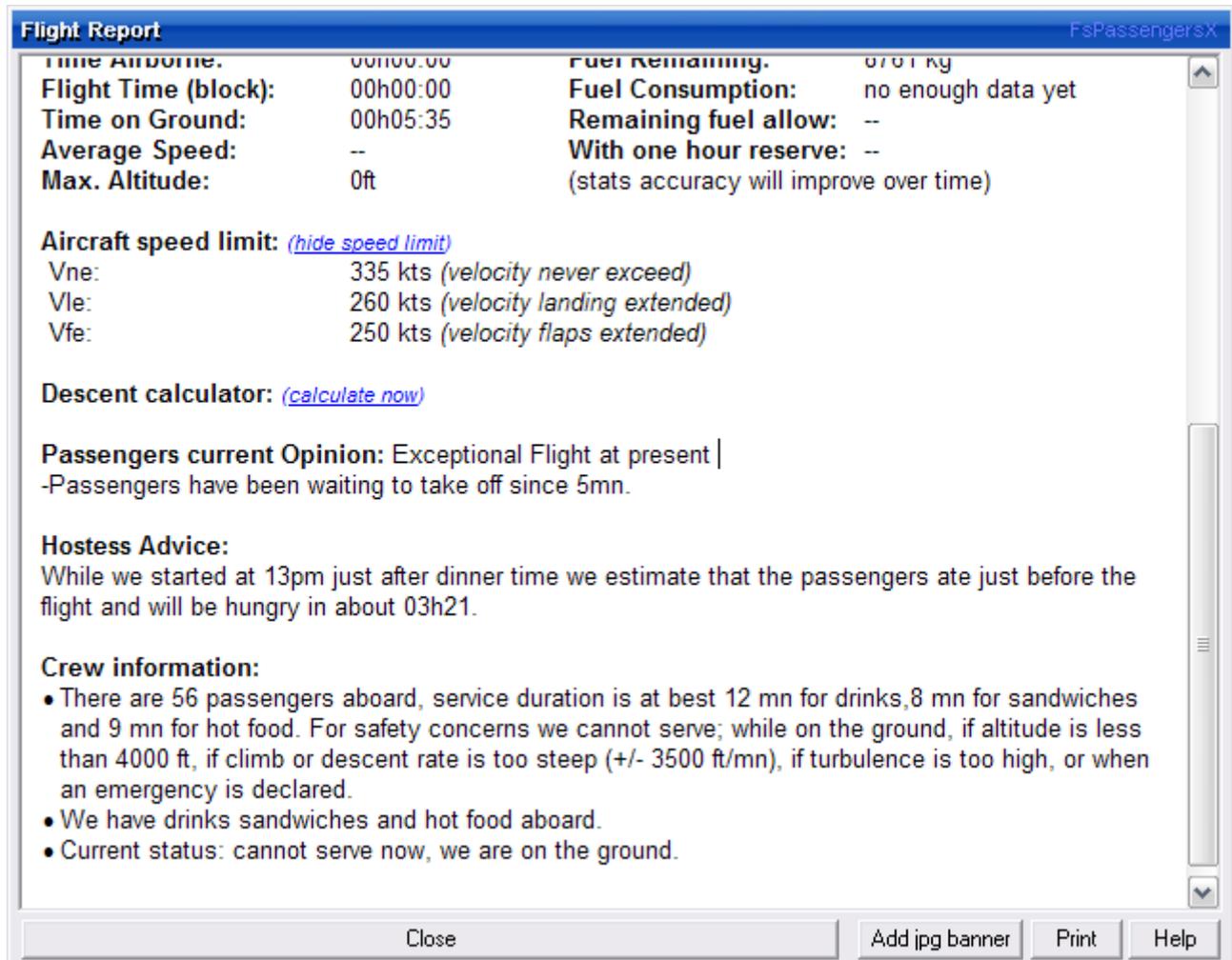
To customize it, right click on the mini display to bring up the mini report menu:



## The In-flight report

Pressing "I" button on mini report or keyboard keybinding CTL+SHF+E will bring up the in-flight report. It contains very 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 you set it when you loaded the aircraft.

**Most important: It contains the speed you must not exceed (VNE, VFE, VLE).**



**Flight Report** FsPassengersX

Time Airborne:	00h00:00	Fuel Remaining:	0701 kg
Flight Time (block):	00h00:00	Fuel Consumption:	no enough data yet
Time on Ground:	00h05:35	Remaining fuel allow:	--
Average Speed:	--	With one hour reserve:	--
Max. Altitude:	0ft	(stats accuracy will improve over time)	

**Aircraft speed limit:** [\(hide speed limit\)](#)

Vne: 335 kts (velocity never exceed)  
Vle: 260 kts (velocity landing extended)  
Vfe: 250 kts (velocity flaps extended)

**Descent calculator:** [\(calculate now\)](#)

**Passengers current Opinion:** Exceptional Flight at present |  
-Passengers have been waiting to take off since 5mn.

**Hostess Advice:**  
While we started at 13pm just after dinner time we estimate that the passengers ate just before the flight and will be hungry in about 03h21.

**Crew information:**

- There are 56 passengers aboard, service duration is at best 12 mn for drinks, 8 mn for sandwiches and 9 mn for hot food. For safety concerns we cannot serve; while on the ground, if altitude is less than 4000 ft, if climb or descent rate is too steep (+/- 3500 ft/mn), if turbulence is too high, or when an emergency is declared.
- We have drinks sandwiches and hot food aboard.
- Current status: cannot serve now, we are on the ground.

Close Add jpg banner Print Help

## **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, **FSX** 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 penalties are applied with a safety margin. This means that you will not receive 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 when landing.
- Do not forget the seatbelt sign at low altitude and during landing or take-off.
- 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 "Optional penalties" section below.

### **Normal penalties**

#### **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 FSX, 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.

VNE speed can be found in the in flight report

#### **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 may 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 of your passengers if you land smoothly enough.

VLE and VFE speed can be found in the in flight report

#### **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's "grass capabilities".

Because some airports in FSX 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, you can set the detection speed back to the original 5kts (see

“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 a 45mn fuel reserve at landing**

Flight rules and FsP requires that you have 45 minutes of fuel reserve at landing. The in-flight report will show your actual reserve.

### **No seatbelt at low altitude, on take-off or landing:**

Logically the seatbelt sign must be turned on during the potentially dangerous phases of your flight such as landing, take-off or when flying at low altitude.

### **Seatbelt 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.

## **Optional penalties**

See difficulty setup in FsPassengers setup menu to allow optional penalties. By default they are OFF. As for basic penalties, FsPassengers always applies a safety 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 safety cushion: You will only get penalized if you exceed 2000ft above the TA without altimeter set to standard pressure and you'll get a 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 considers you being 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 onboard emergency. Be warned that FSX will cancel your IFR flight if you set 7700 when you have an emergency because FSX 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.

## **Disable basic penalties by editing config file**

In the folder "FsPassengers/config" which is located in your FSX directory there is a file named "more\_option.cfg". Editing it with notepad allows you to disable or set values for most penalties.

## **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 even receive more points 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 points 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 actually 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 be given a bonus if you land at the planned destination and/or arrive at the planned time.

Bonus/penalty table for planned arrival time:

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

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 accomplishing a 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 noticed the emergency.

### 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!

### 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, 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 regarding what can happen to you but FsPassengers failures were designed to give you one step of realism level beyond FSX: In the real world the regular visual scanning of the panel is a requirement that all pilots must learn to do. In FSX without FsPassengers there is no need to do that because the instruments never show anything out of the ordinary and the FSX failures are mostly binary (failed/not failed) and manual.

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 happens, 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 where 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 “shake” 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.
- You may blow a tire either by your own fault (to hard landing) or by a maintenance fault, try to maintain the aircraft on the landing airstrip in this case.
- You may have some electrical problems, try to shutdown a system such as the landing lights or NAV light, sometimes a system may be the cause.
- 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.
- You may have some bad events with passengers having a heart attack, pregnant woman about to give birth, or a violent passenger aboard, in such a case you must land as soon as possible. In worse case scenario, return to your departure airport, FsPassengers will penalise you only if you don't seem to care about the event and continue your flight.

## **7 – Export flights to your Virtual Airline.**

### **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 your 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.

### **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 members using the admin part and send to each of your members a small config file that contains 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 automatically create 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 that FsPassengers exports a flight is so simple that anyone a bit skilled in any language would be able to get the exported data and to record it 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 check out the forum for help with this.

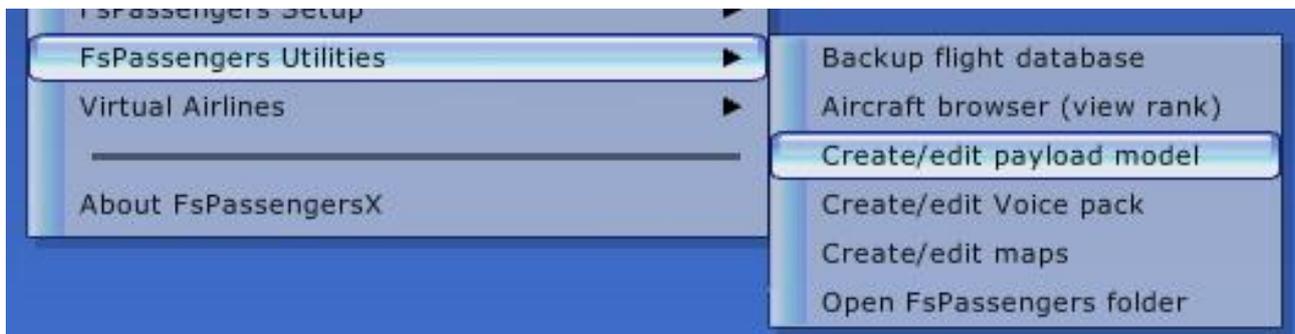
## **8- Tune FsPassengersX, add things, edit config**

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 up FsPassengers to the users. If you make new stunning additions, please submit them for uploading to our website so that others can benefit from them.

There is a special forum on the website devoted to customization <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 FSX directory.

Almost all utilities to tune FsPassengers are available through the utilities menu:



### **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.

### **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 files to have different music.

## 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:



## 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.

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.

## 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.

## 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.

## 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.

This said, 99.99% of the FSX airport are listed as the list was exported from FSX scenery.

## Add/Remove a dangerous place

Same principle as above but the files are in "FsPassengers/Config/WarArea".

## 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.

## 9 - Performance Concerns

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

## 10 – LICENSE

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