DENVER ARTCC
AUDIO FOR VATSIM TUTORIAL (AFV)

**NOTE a Superscript number denotes where a said button or example is on the home page

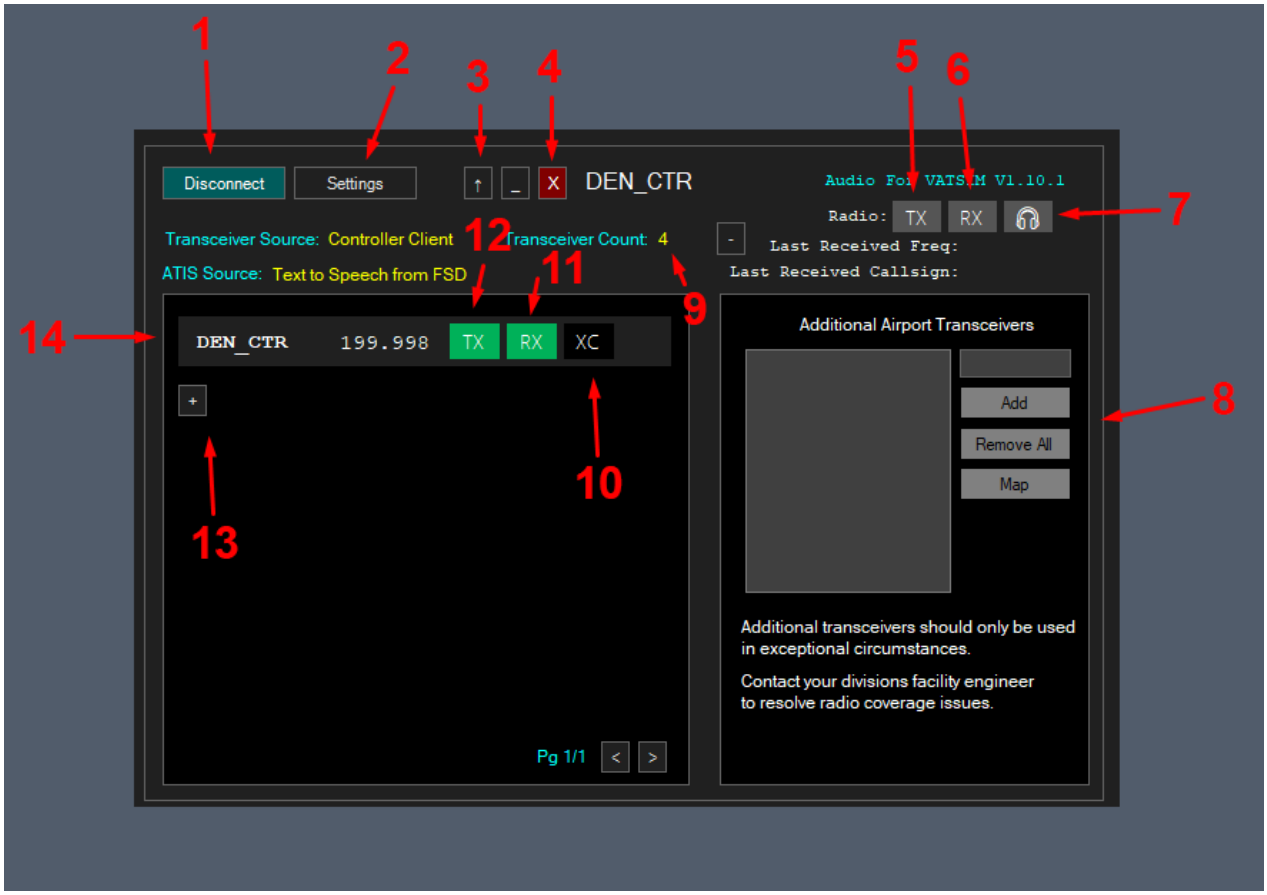
INSTALLING AFV

-You can find the installer for AFV here.
-When you get to the webpage you can select either vSTARS, vERAM, or VRC. Then, you can select “Download and install the Audio for VATSIM standalone client” and run the installer.

GETTING STARTED

-Getting connected is as simple as pressing “Connect”.
-Before connecting make sure that all your credentials are correct on the settings page and you have a push to talk selected. This is arguably the most important key as this is what you will press and hold every time you want to transmit over frequency.
-Ensure that you are first connected on your controlling client otherwise you will receive an error on AFV.
-Too ensure that you always run AFV as an admin. This will prevent you from having to have AFV selected when you want to transmit.

UNDERSTANDING HOME

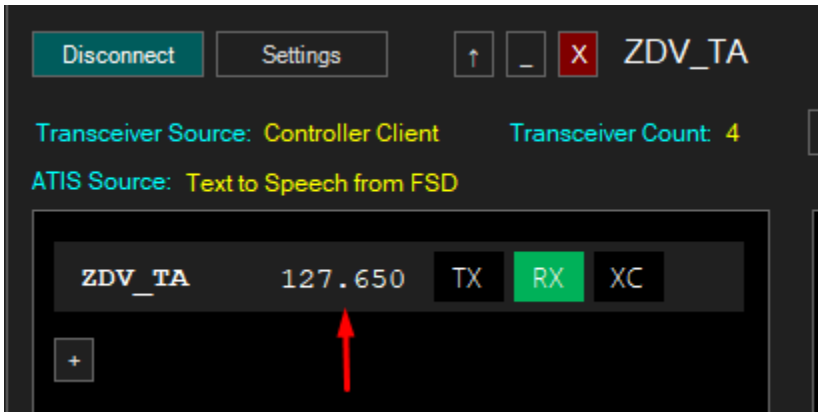


1. Disconnect and Connect Button - Allows the user to connect and disconnect AFV.
2. Settings - Contains all the important user settings.
3. Minimize - Allows users to make the AFV window smaller while still showing pertinent information.
4. Close - Closes and automatically disconnects
5. Radio TX - Shows when the user is transmitting on frequency(s).
6. Radio RX - Shows when receiving transmission on frequency(s).
7. Speaker - Shows whether output is set to speaker or headset.
8. Additional Airport transceivers - Can add more transceivers (Not for standard user usage).
9. Transceiver count - Will show how many transceivers are currently active (Useful for primarily center controllers).
10. Cross Couple - Allows users to cross couple transceivers.
11. Receive - Allows users to select which frequencies they want to receive transmissions on.

12. Transmit - Allows users to select which frequencies they want to transmit on.
13. Add New - Create new frequencies to transmit and receive on.
14. Frequency Tabs - Shows the user which frequency/positions are currently selected and includes TX/RX/XC information.

IMPORTANT POINTS WHEN CONNECTING

-When connecting it's important to first ensure that you are first primed up on your client. Typically not required but helps keep vATIS from incurring any issues. To prime up on VRC ALT+4 to open the frequency window and select the further left most box PRIM. on vSTARS CTRL+R to open RDVS and select PRI for the appropriate frequency. vERAM CTRL+V to open VSCS and left click on the correct frequency and right click the middle box to prime up.
-Then verify that the correct frequency pops up here. If not, verify you are correctly primed up.



-Then verify that both TX[12] and RX[11] are selected to both transmit and receive on frequency. XC[10] does not need to be selected unless you are on center and XC will be covered later on.
- Now you can minimize the window and enjoy controlling.

WHAT TO LOOK FOR WHEN CONTROLLING

-An important point as to why you should minimize AFV as it will keep it on top of all other programs so when you are controlling
-Minimizing AFV when controlling allows you to keep AFV on top of all other programs.

-When either a pilot or another controller transmits on your frequency, you will see the RX[6] turn orange for the entire duration of the transmission. Too, their callsign, whether pilot or controller, will show up on the last received call sign and what frequency it was transmitted on will also show up. This is only important if you are transmitting and receiving on multiple frequencies (common when possibly controlling center on multiple frequencies or when local is on ground's frequency while ground stepped away.
-Although having AFV minimized is an important tool for especially new controllers still trying to get comfortable with controlling, as you progress through the ratings you should become less and less reliant on using AFV for callsigns as it will make you a better and more efficient controller.

OBSERVING

-Observing is an important key to success for new controllers who are going for their next rating whether it be anything from S1 to C1.
-To observe first connect to AFV and then we need to add a new frequency/position[13]. Find the callsign of the controller you would like to monitor and type it exactly as you see it into the box as prompted and press the check box.
-From here you can press RX[11] and you will be able to listen to all transmissions that come across the frequency. Note you cannot transmit on frequencies as an observer.
-You can listen to as many frequencies as you would like, although typically only one or two is recommended. Too, it is encouraged to be in discord if able with the controller to ask any questions that might arise.

CROSS COUPLING

-Cross coupling or XC[10] is a tool commonly used by center controllers. A cool perk of AFV is being able to simulate transceiver towers like in the real world which is cool in theory but in the practice of vatsim it creates some trouble. When a single center controller is online controlling an entire airspace, a single aircraft on one side of Denver's airspace transmitting will not be heard by other pilots on the other side of the

airspace which can cause pilots to step over each other. When XC[10] is selected this allows pilots across the entirety of Denver's airspace to hear each other.
-Another point where XC[10] is useful is when using multiple frequencies. When using multiple frequencies a pilot on one freq will not be able to hear another pilot transmit on another freq a controller might be using. Thus by using XC[10] any and all transmissions that are put across one freq by a pilot will be put across all frequencies.
-A more in depth explanation of XC[10] is available by reaching out to the ATM, DATM, TA, or FE.

COOL TIP

-Wanting to observe center or Denver approach or maybe you are controlling either and want to open multiple frequencies? Try typing D01 or ZDV as a new callsign[13] and see all the new frequencies and positions that pop up.