



UGCX MANUAL PART 7

PUSHBACK TUTORIAL – VOICE CONTROL

INTRODUCTION:

Pushbacks are central to the UGCX experience.

This tutorial covers how to perform a pushback using Voice Control, which allows you to communicate with the Ramp Agents using a microphone.

This is a much more realistic way of communicating with the Ramp Agent, but, compared to Menu Control, it's also a bit more involved.

Attention NON-ANGLOPHONE users:

If you wish to speak in a language other than English, please consult MANUAL PART 12: GERMAN-FRENCH-SPANISH VOICE CONTROL for the correct speech commands in your language.



PUSHBACK WALKTHROUGH USING “VOICE CONTROL”:

Step 1:

Ensure you've trained your voice. Please see the **CONFIGURING VOICE CONTROL** manual for more information.

If you do not want to use **Voice Control**, you can always use **Menu Control**.

Step 2:

Load the aircraft.

You **must be** at a parking spot. You cannot do a pushback sitting on the runway!



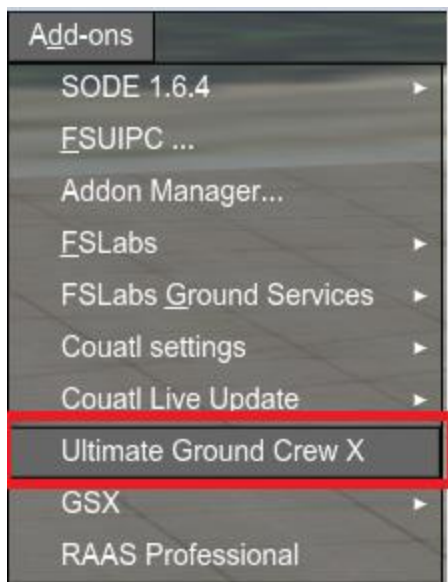
Step 3:

Open the UGCX menu.

There are **two possible ways** to open the UGCX menu.

1st Method:

You can open the UGCX menu via the **ADDONS** menu.



2nd Method:

You can use the key assignment you created for **TOW PLANE (REQUEST)** in your Flight Simulator controls assignments menu. In the example below, the 'T' key has been assigned to that event.

FSX:

Assignment list:

Event	Keyboard	Joystick	Repeat
Tow plane (request)	T		

P3D:

ToggleDesignator	
Tow plane (request)	T

Please see the **OPTIONAL KEY ASSIGNMENTS** manual for more information.

FSLabs Airbus Owners: If using the **2D cockpit** in the **FSLabs Airbus**, the UGCX Menu will appear “behind” the 2D panel. This is a quirk in the FSLabs Airbus 2D cockpit itself that also

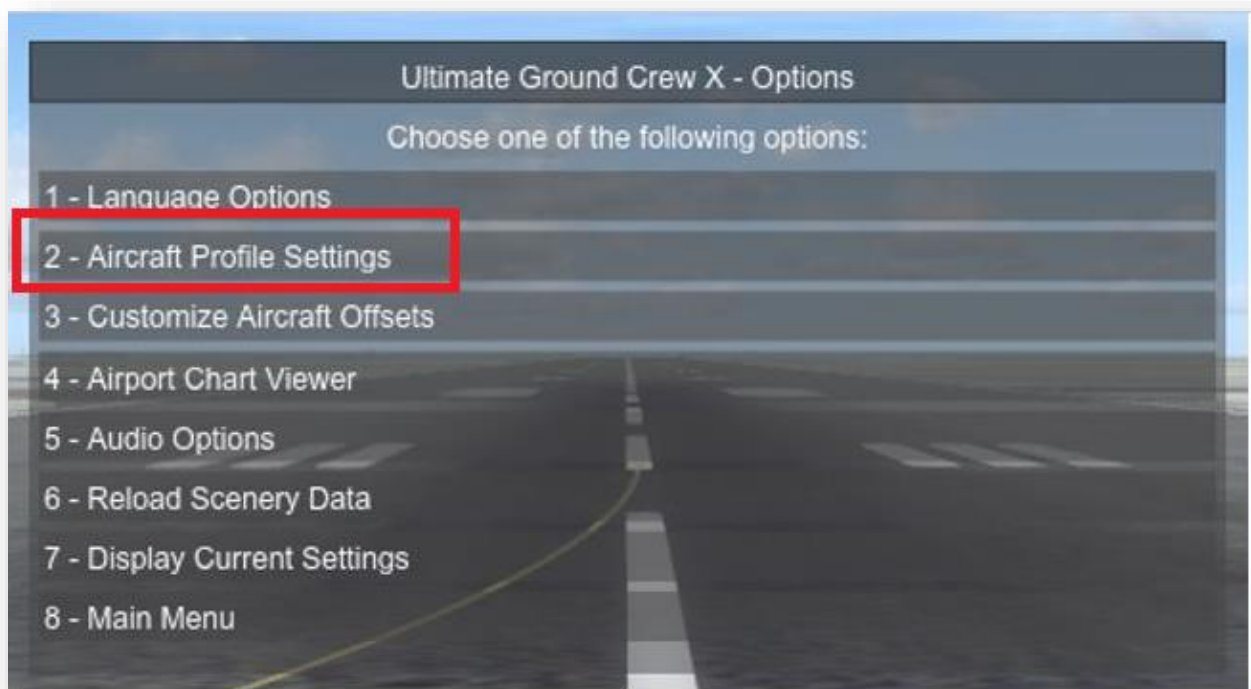
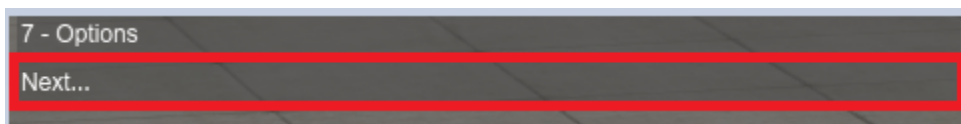
affects other programs that use the Simconnect Menu system. The VC cockpit presents no issues.

Step 4:

After the UGCX menu has opened, locate the **AIRCRAFT PROFILE SETTINGS** menu.

It's on the **2nd page** of the UGCX menu.

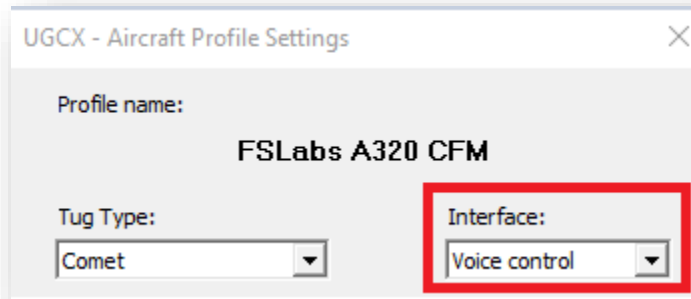
Click "**NEXT**" to get there.



Step 5:

On the **AIRCRAFT PROFILE SETTINGS** page, select your desired **INTERFACE** method.

Select **Voice Control**.



Note: These options are **NOT UNIVERSAL**. They are tied to each aircraft in your fleet.

You can also select your desired **Tug Type**:

- **Schopf** (Large)



- **TMX 150 (Medium Size)**



- **Wollard** (Small Size)



- **Comet** (Smallest Size)



Step 6:

Each aircraft has its own profile, so **each aircraft has its own available custom options**. Please make your desired selections.

Note that the profile can be saved, so you do not need to perform this step every time you fly.

UGCX - Aircraft Profile Settings

✕

Profile name:

PMDG 747-400

Tug Type:

Comet

Interface:

Menu control

PMDG and Majestic Dash8 Q400 Control Method:

Freeze movements method

☒ Display ramp agent speech on green adventure bar

☐ Aircraft has bypass pin

☒ Use term "Facing" instead of "Tail" during pushback

☐ Ramp agents use crouching animation when removing pin

☐ Fast pace walking speed during pushback

☒ Show ramp agents in the simulation

☒ Use wing walkers during pushback

☒ Ramp agents enter tug after pushback

☐ Limit SimConnect updates to 30Hz

☒ Ramp agent signals "X" (Hold Position) when removing towbar

☐ Fire truck sprays foam when next to aircraft

☐ Enable Captain's voice (Menu control only)

☒ Enable regional sound set

☒ Display all detected speech in green bar

Marshall's POV Angle:

Very close

Far away

ByPass Pin Agent (Left Side) - Heading:

All left

In front

ByPass Pin Agent (Left Side) - Distance:

Very close

Far away

ByPass Pin Agent (Right Side) - Heading:

In front

All right

ByPass Pin Agent (Right Side) - Distance:

Very close

Far away

☒ Use airport map to select parking spot

☐ Disable Tow Plane Commands

☐ Suppress Hard and Soft mute keys

☐ Use pushback route names for menus

☐ Show Hard/Soft Mute alerts

☒ Automatically display map simulation view

Save Settings

Cancel

- PMDG and Majestic Dash8 Q400 Control Method:** If using the Dash 8, you must select the FREEZE method for pushback to work. You may, if desired, also use the FREEZE method when using a PMDG.
- Display ramp agent speech on green adventure bar:** Displays ramp agent's dialogue on green adventure bar located on the top of your screen.
- Aircraft has bypass pin:** Select if your plane has a bypass pin.
- Use term "Facing" instead of "Tail" during pushback:** Some regions use tail instead of facing. Choose which one you prefer.
- Ramp agents use crouching animation when removing pin:** If the aircraft sits relatively low to the ground (i.e., a 737), select this option to have the ramp agent 'crouch' when removing the bypass pin.
- Fast pace walking speed during pushback:** Controls speed of pushback. Fast pace is recommended.

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- **Show ramp agents in the simulation:** Hide or show the ramp agents.
- **Use wing walkers during pushback:** Not all countries use wing walkers (for example, Germany), so choose if you want to use them or not.
- **Ramp agents enter tug after pushback:** When pushback complete, ramp agents jump in the tug and drive away.
- **Limit SimConnect updates to 30Hz:** Restricts UGCX - Simconnect updates to 30 times a second. Useful to prevent possible data packet loss (and any resulting improper tug / ground crew movements) if running multiple addons at the same time that employ Simconnect while using unlimited frame rates.
- **Ramp agent signals “X” (Hold Position) when removing tow bar:** Some regions have the ramp agent make an X sign to ensure the pilot doesn’t move the aircraft while the tow bar is being disconnected.
- **Fire truck sprays foam when next to aircraft:** Determines if the fire truck shoots foam or not.
- **Enable Captain’s voice (Menu control only):** If using Menu control, will hear the Captain talking to the Ramp agent.
- **Enable regional sound set:** UGCX can detect which country you are in based on the detected ICAO code of the closest airport, and use an appropriate sound set for the ramp agent voice. For example, if you are in Asia, the ground crew will have an Asian accent.

Note: The Ramp Agent will always speak in English with this option enabled, albeit accented. For example, English with a German accent if you are in Germany.

If you want to hear native German, French or Spanish, UNCHECK this option. But note that you will hear native German, French or French even in English speaking countries.

- **Display all detected speech in green bar:** Displays all detected speech in green bar. While the log also saves all detected speech, the option allows you to instantly see what the speech recognition system is “hearing”.
- **Marshalls POV Angle:** Select to adjust Marshalls angle. **The aircraft must be at a gate or parking spot location for this slider to work.**

- **ByPass Pin Agent Position:** Select to adjust the ByPass Pin Agents values. **The aircraft must be a location OTHER than the parking spot or gate for this function to work.**
- **Use airport map to select parking spot:** If towing, the airport map will automatically pop-up. Click on the desired parking spot to select it and be towed to that location.
- **Disable Tow Plane Commands:** Select if you want to disable the Tow Plane events used for key presses with UGCX. Users of software called “WAMA” should select this option.
- **Suppress Hard and Soft mute keys:** Select if you want to disable hard and soft mute keys.
- **Use pushback names for menus:** Use custom route names in the UGCX menus.
- **Show Hard/Soft Mute alerts:** Show hard/soft mute alerts in the Green Adventure Bar.
- **Automatically display map simulation view:** Automatically display top down map view when creating a custom route.

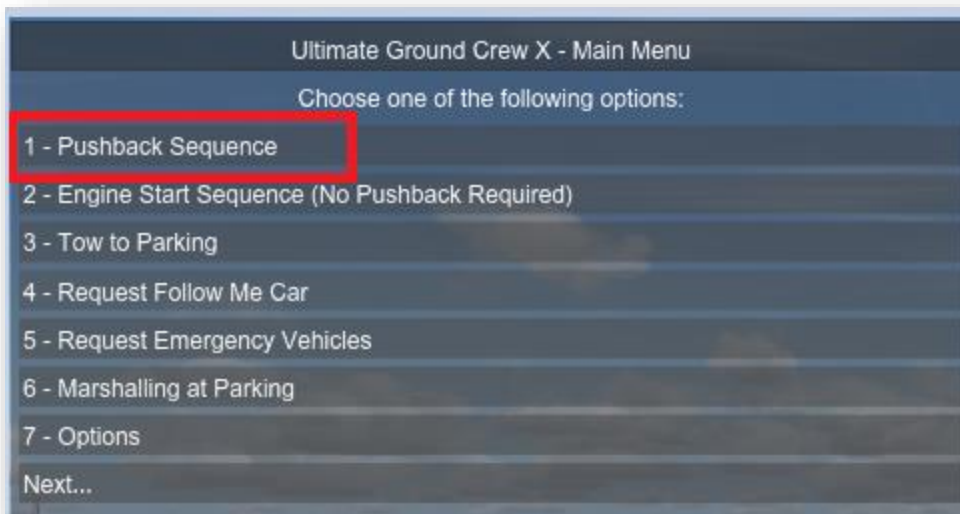
Step 7:

We are now setup and ready for pushback.

There are **two ways** you can trigger the pushback events:

1st Method

Select “**PUSHBACK SEQUENCE**” in the UGCX menu.



2nd Method:

Press whichever keyboard or joystick button you assigned to the **TOW PLANE (RELEASE)** event.

See the **OPTIONAL KEY ASSIGNMENTS** manual for more information.

Note: If you select this method, you are limited to a **COMPUTER DEFINED PUSHBACK ROUTE**, meaning that UGCX selects the pushback route for you.

Step 8:

We are now setup and ready for pushback!

Select **COMPUTER DEFINED PUSHBACK ROUTE** to keep things simple (you could also use the available key assignment – **TOW PLANE (RELEASE)**).

If you want to create or edit a custom route, please see the **MANAGE CUSTOM PUSHBACK ROUTES** manual.



REMINDER: If you are using your keyboard or joystick button to trigger the pushback, the screen above will be skipped, and you will automatically go into **COMPUTER DEFINED PUSHBACK ROUTE** mode.

Step 9:

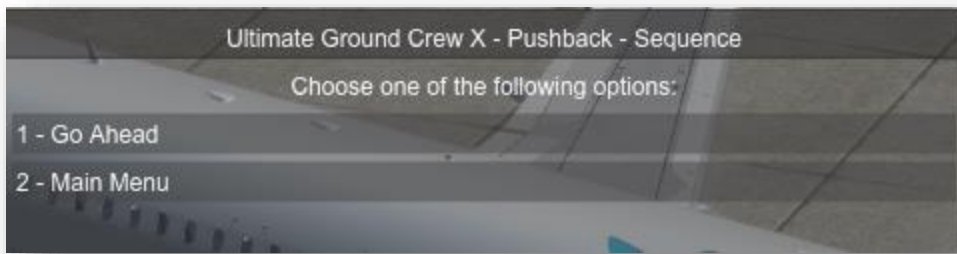
After you have triggered the pushback, the tug will connect to the aircraft and the ramp agents will take their position.

This can take a few moments, so be patient.

When the ramp agents are in position, the ramp agent will contact you.

RAMP AGENT: "GROUND TO FLIGHT DECK"

➔ **Speak:** "GO AHEAD"



Step 10:

The ramp agent will ask you to do a communications check.

RAMP AGENT: "COMMUNICATION CHECK PLEASE AND CONFIRM THE BRAKES ARE SET"

➔ **Speak:** "COMMUNICATIONS ARE OKAY AND THE BRAKES ARE SET"

The ramp agent will respond "THANKS" and then the ramp agents move into position and await your further instructions.

At this point, you will need to contact the ramp agents when desired.

They will NOT contact you.

Step 11:

Prior to pushback, you can communicate with the ramp agent to update him on your status.

This is purely optional!

➔ **Speak either of these phrases:**

"GROUND FROM COCKPIT"

"GROUND FROM FLIGHT DECK"

"FLIGHT DECK TO GROUND"

After the ramp agent says, "GO AHEAD", choose from the following **optional** phrases:

"WE WILL BE READY IN A FEW MINUTES"

“WE WILL BE READY SHORTLY”

“WE WILL BE GOOD TO GO IN A COUPLE MINUTES”

“WE WILL BE READY IN A MINUTE”

If you want clearance to pressurize the hydraulics:

“CONFIRM ALL GROUND CHECKS COMPLETE AND WE’RE CLEARED TO PRESSURIZE THE HYDRAULICS”.

The ramp agent will reply accordingly.

Step 12:

Prior to pushback, you may **preview** your pushback route and, if desired, select from a custom user created pushback route. Use the UGCX menu to open the map.

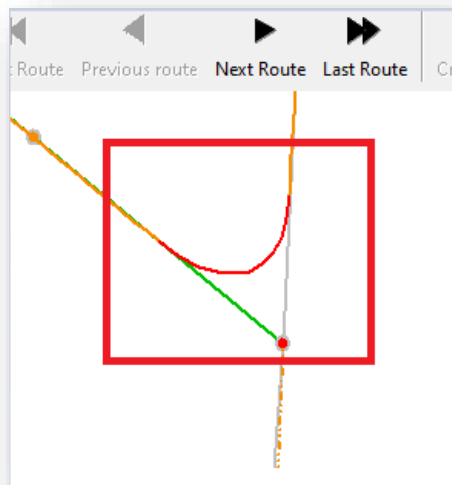
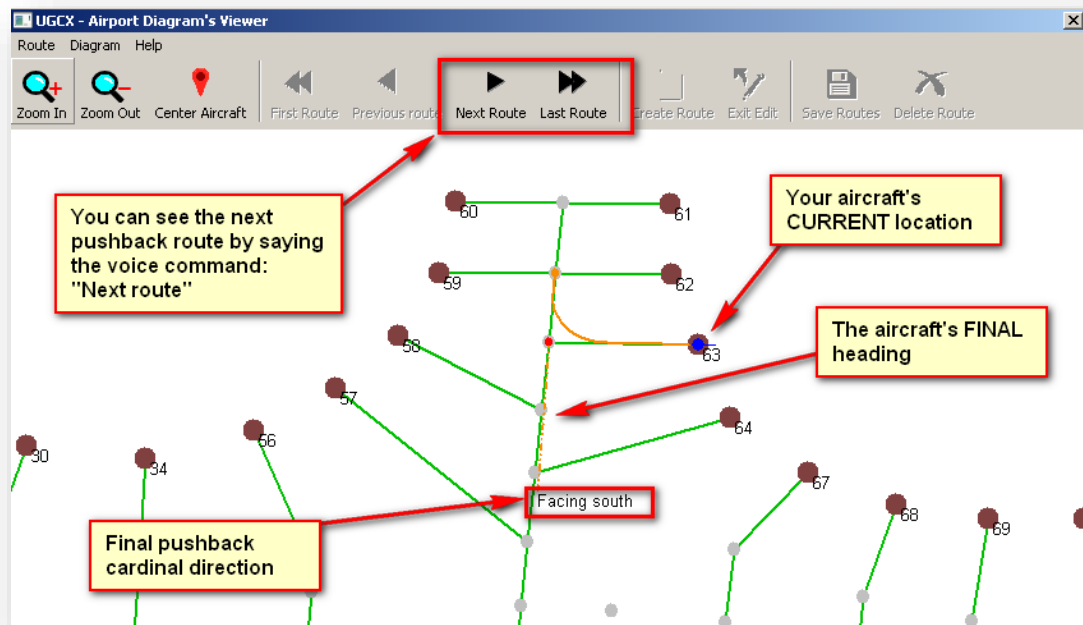
Extra available **AIRPORT CHART VIEWER** voice commands:

“NEXT ROUTE”

“PREVIOUS ROUTE”

“ZOOM IN”

“ZOOM OUT”

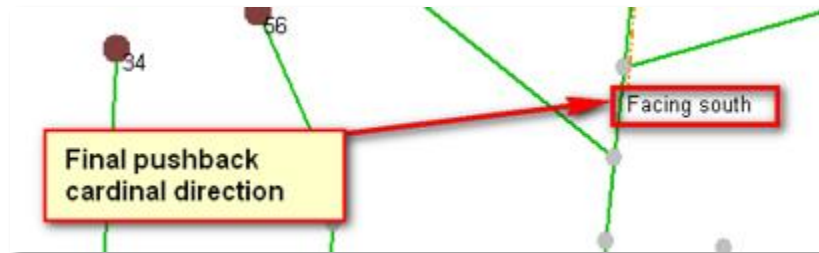


The RED CURVE indicates that the turn will be exceptionally tight. You may want to consider creating a CUSTOM ROUTE. The aircraft may overshoot the turn by a small margin.

Step 13:

We are now ready to start pushback!

If you don't know your final cardinal pushback direction (north, south, etc.), determine it now. If you can't figure it out, look in the Airport Chart.



Note: This is not an issue for Menu Control users since the available routes are available on the menu.

➔ **Speak either of these phrases:**

"WE ARE READY FOR PUSHBACK AND ENGINE START, TAIL XXXX"

Or you may use this variation:

"CLEARED FOR PUSH, TAIL XXXX"

Where **XXXX** can be any cardinal direction, such as **"SOUTH"**, **"NORTH"**, **"EAST"**, **"NORTH EAST"**, **"SOUTH WEST"**, ETC.

Example:

"WE ARE READY FOR PUSHBACK AND ENGINE START, TAIL NORTH"

"CLEARED FOR PUSH, TAIL NORTH WEST".

OPTION: USING "FACING" INSTEAD OF "TAIL":

In certain countries, the term **"FACING"** is used instead of TAIL. You may use FACING as a substitution, but before starting the pushback sequence you must have **FACING** selected in your **AIRCRAFT PROFILE**.

☒ Use term "Facing" instead of "Tail" during pushback

Example Speech Command using "FACING":

"WE ARE READY FOR PUSHBACK AND ENGINE START, FACING NORTH"

"CLEARED TO PUSH, FACING NORTH".

Step 14:

The ramp agent will confirm the direction, then tell you to release brakes.

RAMP AGENT: "RELEASE BRAKES".

After you've released the parking brakes:

➔ **Voice Control** -Speak: "BRAKES RELEASED"

Optional Voice Control response variations:

"BRAKES ARE RELEASED"

"PARKING BRAKES RELEASED"

"BRAKES RELEASED, READY TO PUSH"

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VERY IMPORTANT – IF THE TUG FLIPS OVER THE PLANE!

IF USING A MODEL THAT HAS CHOCKS (MOST PMDG’S, FS LABS, AEROSOFT AIRBUS, ETC), DOUBLE CHECK THAT THE CHOCKS ARE REMOVED OR THE TUG WILL FLIP YOUR PLANE OVER.

ALSO ENSURE YOUR PARKING BRAKE IS OFF, OR THE PLANE WILL ALSO FLIP OVER!

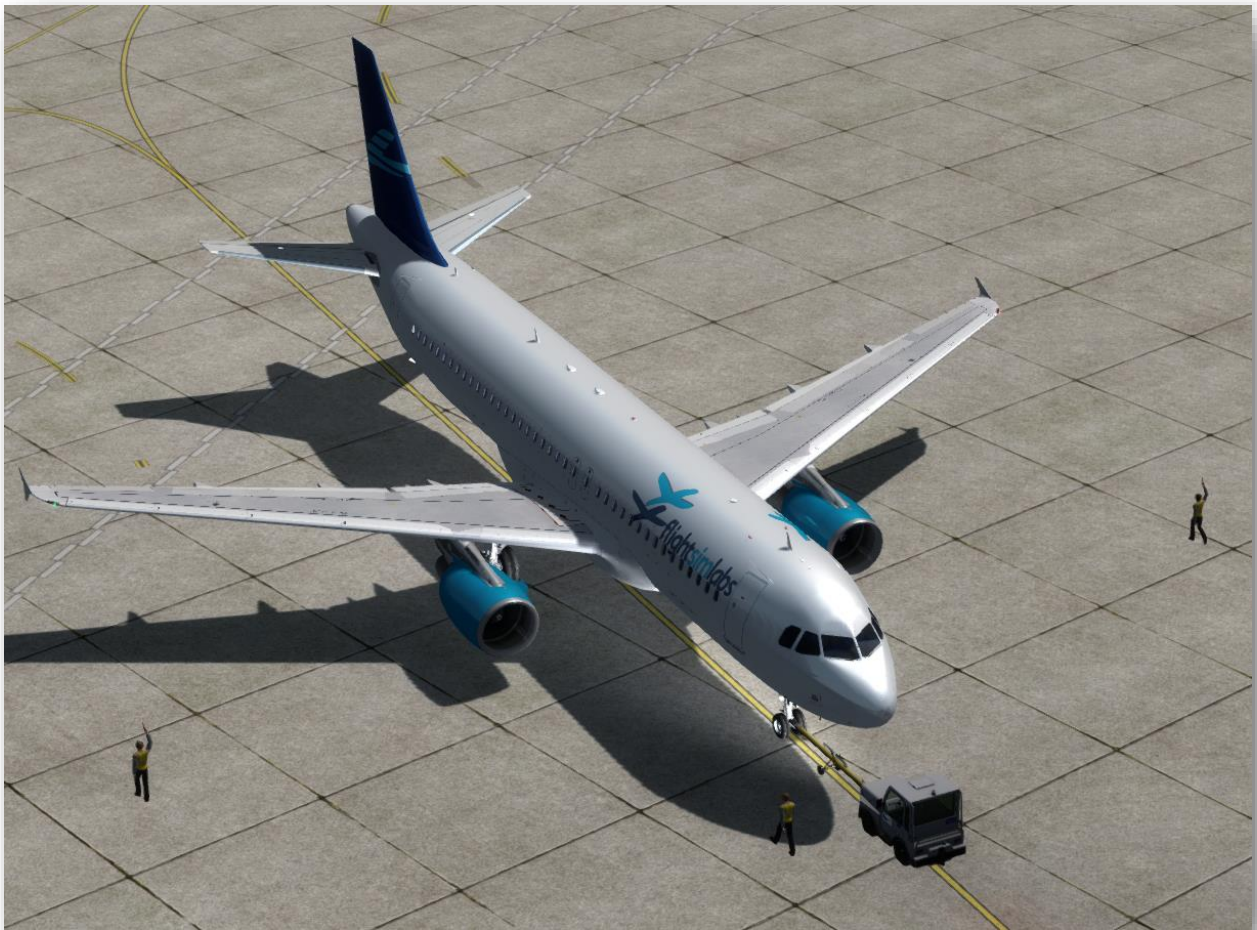
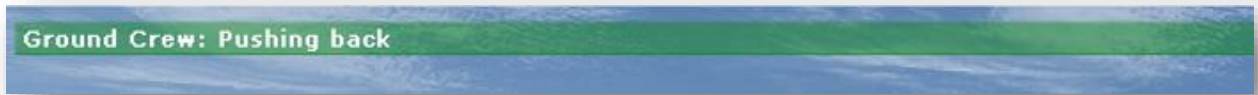
If that happens, you must KILL all UGCX Operations and start over.

To **TERMINATE** all UGCX Operations:

➔ **Speak: “ABORT GROUND OPERATIONS”.**

Step 15:

And the pushback commences!



Step 16:

When the pushback stops:

RAMP AGENT: "PUSHBACK COMPLETE, SET PARKING BRAKES PLASE"

→ **Speak:** "BRAKES SET"

Optional Voice Control response variations:

"BRAKES ARE SET"

"PARKING BRAKES SET"

The ramp agent will then disconnect the tug from the aircraft.

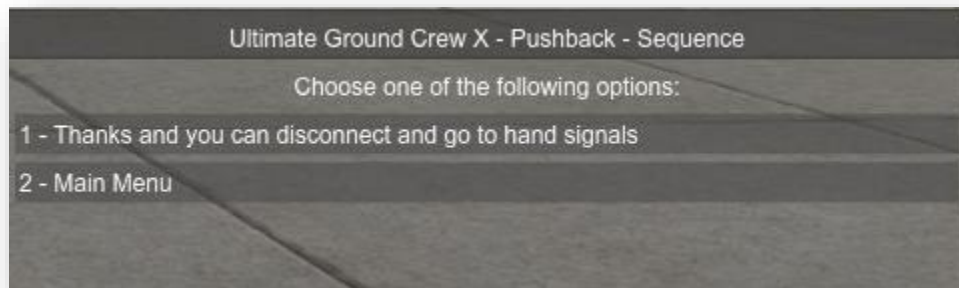


Step 17:

After the tow bar has been disconnected:

RAMP AGENT: "OKAY, THE TOW BAR IS DISCONNECTED AND THE EQUIPMENT IS CLEAR. WE WILL SEE ON THE LEFT / RIGHT SIDE WITH THE PIN"

➔ **Speak:** "THANKS AND YOU CAN DISCONNECT AND GO TO HAND SIGNALS"



Optional Voice Control response variations:

"YOU CAN DISCONNECT AND GO TO HAND SIGNALS"

"THANKS YOU CAN REVERT TO HAND SIGNALS"

"YOU ARE CLEARED TO DISCONNECT AND GO TO HAND SIGNALS"

"CLEAR TO DISCONNECT"

The ramp agent will reply and tell you to have a safe flight.

The ramp agent will then display the bypass pin (if used) and he along with the rest of the ground crew will exit the area.



END OF TUTORIAL