

MS Aerovector

USER MANUAL / GET STARTED

Connect. Choose. Fly. Review.

PC host

Load the cockpit in MSFS 2024. Start MS Aerovector and confirm the green connection indicator.

Companion

Connect a phone, tablet or client to the authenticated PC host. Enter its address and pairing code. Keep the host running.

Workflow

Use Reposition to prepare practice; Flight Map to navigate; Debrief and Replay to review.

MS Aerovector

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Refresh NAV

Airport

RKSI

Load

Follow aircraft

KJFK · 1.9 NM

6NK3 · 7.3 NM

7NY3 · 7.4 NM

NY22 · 7.5 NM

CGAS · 7.7 NM

RKSI: 8 runways · 20 approaches · 18 STARs · 104 transitions · 22 ATC · 561 suspect restrictions (see log)

Runway

15L
12300 ft · 145°T
ILS ISLL 111.90

33R
12300 ft · 325°T
ILS INRR 108.90

15R
12300 ft · 145°T
ILS ISRR 109.10

33L
12300 ft · 325°T
ILS INLL 109.30

16L
13100 ft · 145°T
ILS IRKS 110.35

34R
13100 ft · 325°T
ILS IRKN 108.10

16R
12300 ft · 145°T
ILS IRFS 108.55

34L
12300 ft · 325°T
ILS IRFN 109.95

Approach type

Visual

IFR approach

Flare practice

STAR / arrival (optional)

OLME1Y

Runway transition

34L

Approach

Expand map

Map style

777-300ER · C-FIVX

IAS 339 kt GS 390 kt
ALT 12000 ft VS +1787 fpm
HDG 281° WIND 270/10

RKSI RWY 34L

STAR OLME1Y · ENR — · RWY 34L
APP ILS 34L via PAMBI
ILS IRFN 109.950 · CRS 334°
ATIS 128.400 ATIS 128.650 CTR 126.175 CTR 132.800

Info

Aircraft

Destination

Overview

ATC

ATC areas

2D

3D

Rotate

Reload

Elevation © Mapzen / AWS Open Data | MapLibre | OpenFreeMap © OpenMapTiles Data from OpenStreetMap

Live PMDG 777 reposition at DY034; full OLME1Y arrival from MSFS facilities.

A map-first flight deck.

Pan and zoom

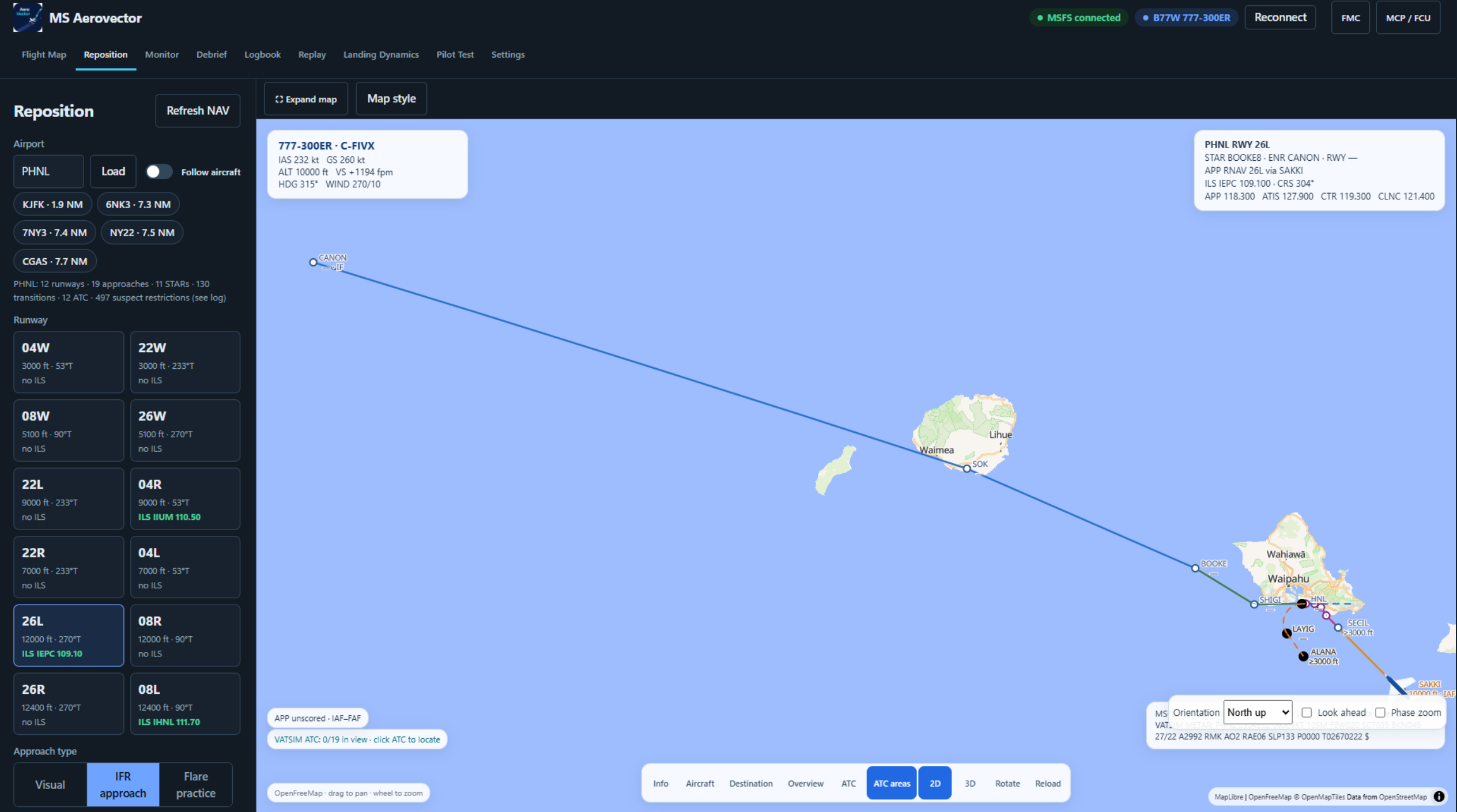
Drag to pan; use the wheel or pinch to zoom. Aircraft returns to your aircraft; Overview fits the loaded flight plan.

Rotate

Select 3D. Use Rotate or right-drag on PC; use two-finger gestures on supported touch displays.

Layers

Use Info for airport, FIX, ATC and layer tools. Keep only the layers needed for the current phase.



PHNL BOOKE8 and RNAV 26L shown together. Real simulator navigation; not an operational chart.

MS Aerovector

USER MANUAL / FLIGHT MAP

Across the Pacific. On the globe.

Import

Import the generated SimBrief OFP.
Overview fits the route across the date
line.

Globe

At continental range, 3D uses a globe.
Zoom closer for the local airport
perspective.

Next FIX

Read the next FIX, remaining distance, planned altitude and ETA. Planned timing is not a guarantee.

MS Aerovector

● MSFS connected

● B77W 777-300ER

Reconnect

FMC

MCP / FCU

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Expand map

Map style

777-300ER · C-FIVX
IAS 280 kt GS 480 kt
ALT 33000 ft VS 0 fpm
HDG 065° WIND 270/10

MSFS at aircraft (live if enabled): 270°/10 kt · -50°C · 262 hPa · precip mask 8
VAT: 00:00:00
NO Orientation: North up Look ahead Phase zoom
AOZ: EL P188 TD11
OFF next fix 49N180E forecast at 33000 ft: 268°/93 kt · -42°C

Info Aircraft Destination Overview ATC ATC areas 2D 3D Rotate Reload

MSFS navigation & captured reposition · Illustrative cruise telemetry / prior-FIX trace

RKSI → KJFK

NEXT FIXES

→ 49N180E332.5 NM

Planned 33000 ft · ETA 09:50:06Z
Remaining plan timing

50N170W726.7 NM

Planned 33000 ft · ETA 10:32:07Z
Remaining plan timing

52N160W1122.8 NM

Planned 33000 ft · ETA 11:18:11Z
Remaining plan timing

54N150W1503.2 NM

Planned 35000 ft · ETA 12:01:49Z
Remaining plan timing

56N140W1867.5 NM

Planned 35000 ft · ETA 12:43:13Z
Remaining plan timing

57N130W2204.0 NM

Planned 35000 ft · ETA 13:21:44Z
Remaining plan timing

58N120W2531.8 NM

Planned 35000 ft · ETA 13:59:04Z
Remaining plan timing

58N110W2849.7 NM

Planned 35000 ft · ETA 14:35:53Z
Remaining plan timing

RKSI → KJFK

Estimated leg

Real PMDG 777 reposition on the RKSJ-KJFK great-circle route. Cruise telemetry and prior-FIX trace are illustrative.

A wider perspective on the tablet.

Route

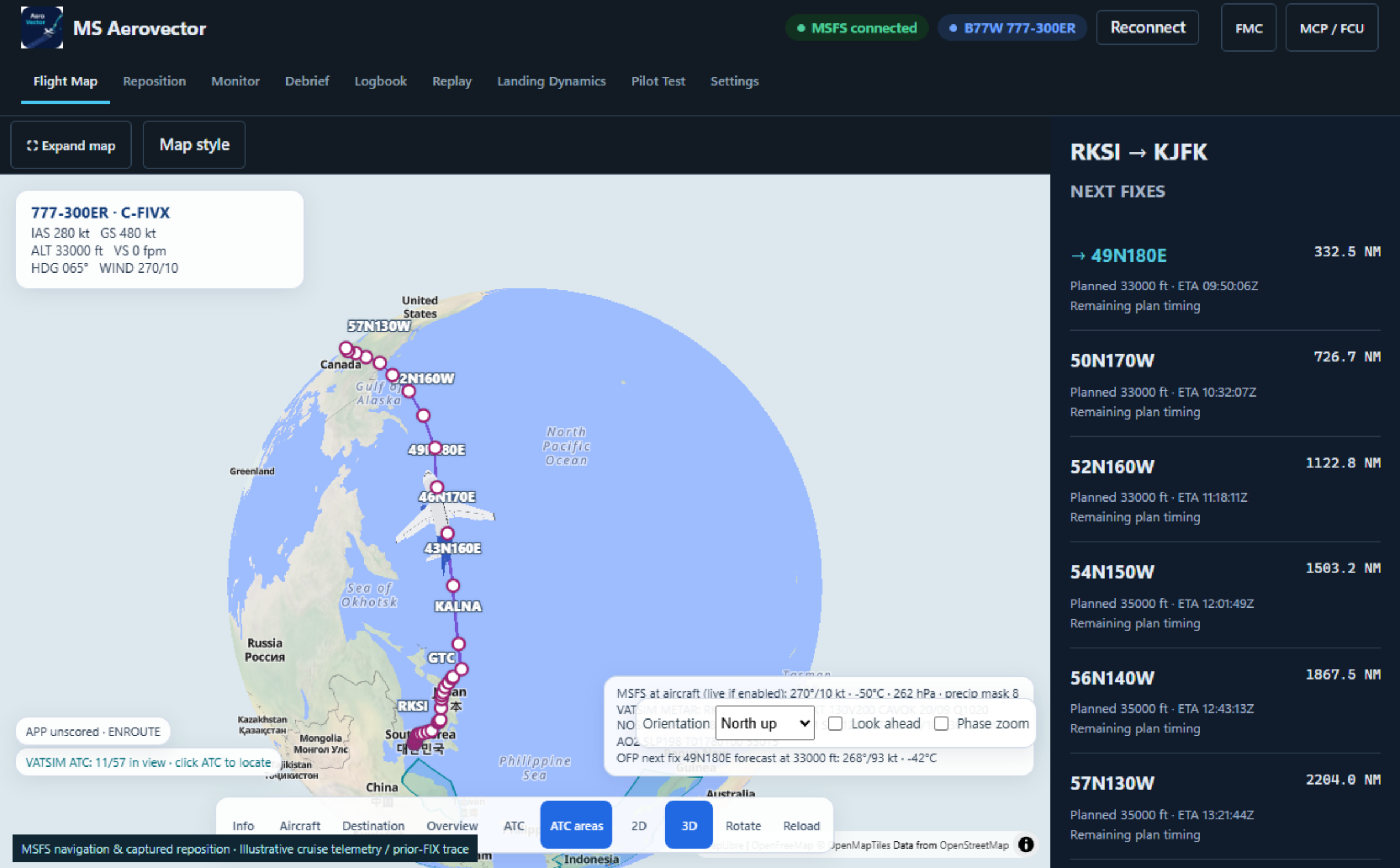
Inspect the oceanic legs without splitting the route at the date line.

Detail

The next-FIX list remains beside or below the map according to screen size.

Companion

These captures demonstrate responsive browser layouts, not measured physical-device performance.



Tablet-size globe view. Actual simulator position/navigation; illustrative cruise values and trace.

MS Aerovector

USER MANUAL / MAP INFORMATION

Inspect the next FIX.

Open

Select a route FIX or use Info > FIX.

Read

Review position, planned altitude and available restrictions. A plan altitude is not necessarily a published restriction.

Locate

Center FIX moves the map, not the aircraft. Use Reposition separately when setting a training point.

MS Aerovector

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Expand map

Map style

777-300ER · C-FIVX

IAS 168 kt GS 289 kt

ALT 33000 ft VS 0 fpm

HDG 065° WIND 272/10

Sea of Okhotsk

Petropavlovsk-Kamchatsky

Yuzhno-Sakhalinsk

Kushiro

SOVMO

B APP 100/100 · IAF-FAF · green 100 / yellow 50 / red 0

VATSIM ATC: 0/39 in view · click ATC to locate

43N160E

46N170E

49N180E

Info

Aircraft

Destination

Overview

ATC

ATC areas

2D

3D

Rotate

Reload

MapLibre | OpenFreeMap · © OpenMapTiles Data from OpenStreetMap

MSFS connected

B77W 777-300ER

Reconnect

FMC

MCP / FCU

RKSI → KJFK

Next Fixes

→ 49N180E 332.5 NM

Planned 33000 ft · ETA 07:32:18Z

Remaining plan timing

50N170W 726.7 NM

Planned 33000 ft · ETA 08:14:19Z

Remaining plan timing

52N160W 1122.8 NM

Planned 33000 ft · ETA 09:00:22Z

Remaining plan timing

54N150W 1503.2 NM

Planned 35000 ft · ETA 09:44:01Z

Remaining plan timing

56N140W 1867.5 NM

Planned 35000 ft · ETA 10:25:25Z

Remaining plan timing

57N130W 2204.0 NM

Planned 35000 ft · ETA 11:03:56Z

Remaining plan timing

58N120W 2531.8 NM

Planned 35000 ft · ETA 11:41:16Z

Remaining plan timing

58N110W 2849.7 NM

Planned 35000 ft · ETA 12:18:05Z

Remaining plan timing

RKSI → KJFK

Estimated leg

Map information

Airport

FIX

ATC

Taxi

Layers

PLAN · FIX

49N180E

No restriction text available

Altitude / target

33000 ft

Speed restriction

No verified speed restriction

RNP

Not provided

Course

Not provided

WGS84 49.000000, 180.000000

Source: Imported flight plan · cycle Unverified

Imported plan values are not necessarily published restrictions or the active FMC LEG.

Center FIX

All FIX

Choosing start FIX updates preparation only. Use Reposition separately to move the aircraft.

Actual SimBrief RKSI-KJFK route and live aircraft position. Next FIX 49N180E; missing restriction fields are not invented.

Live controller context.

Open

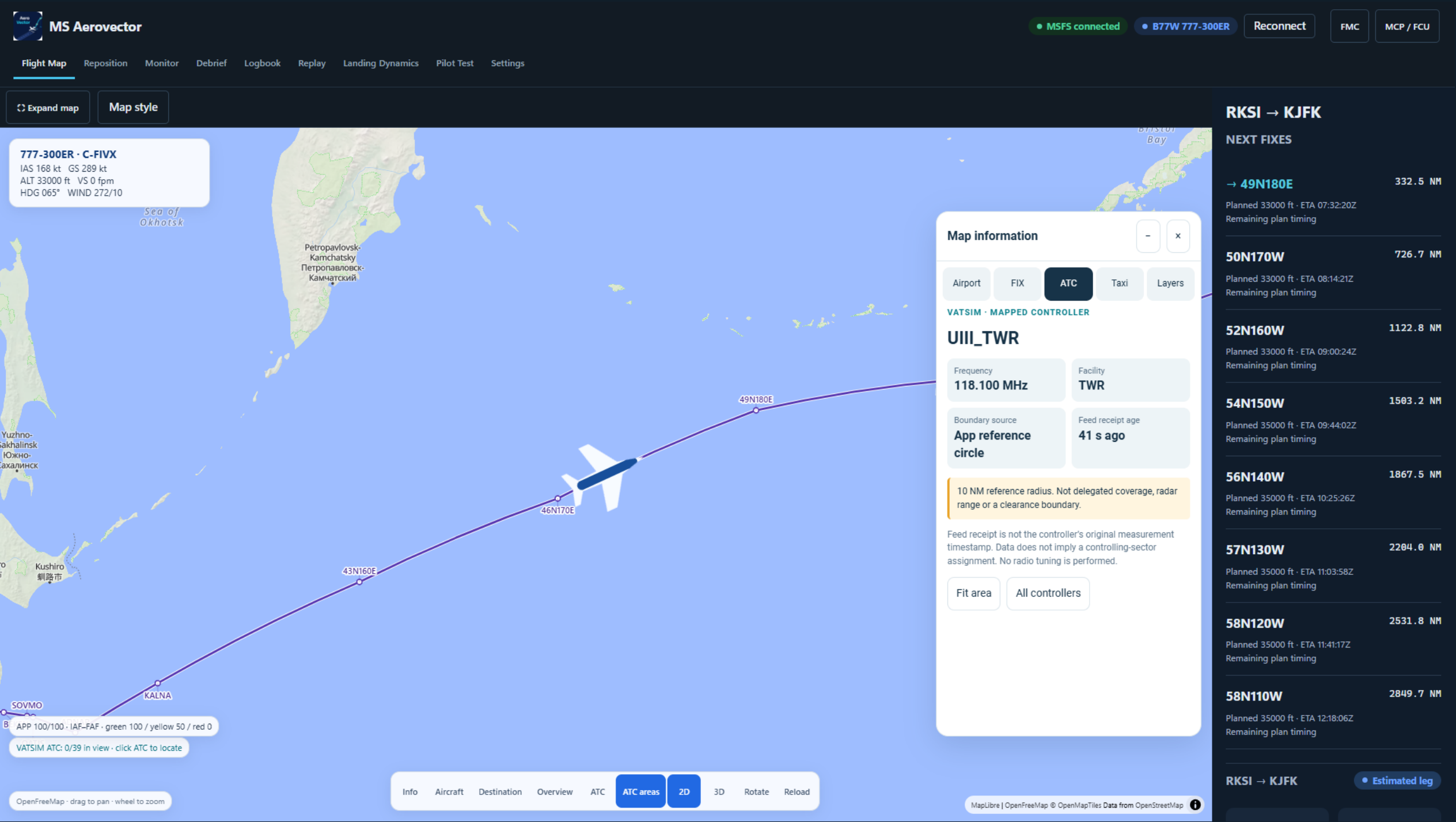
Use the ATC information card to inspect a controller from the current VATSIM feed.

Read

Review callsign, frequency, service type and update time.

Layers

Toggle ATC areas on the map. Feed coverage and geographic matches can vary; airport frequencies alone are not live availability.



Live VATSIM feed at capture time. Controller availability changes; this is an interface example, not a current clearance.

MS Aerovector

USER MANUAL / SATELLITE

High-resolution airport context.

Style

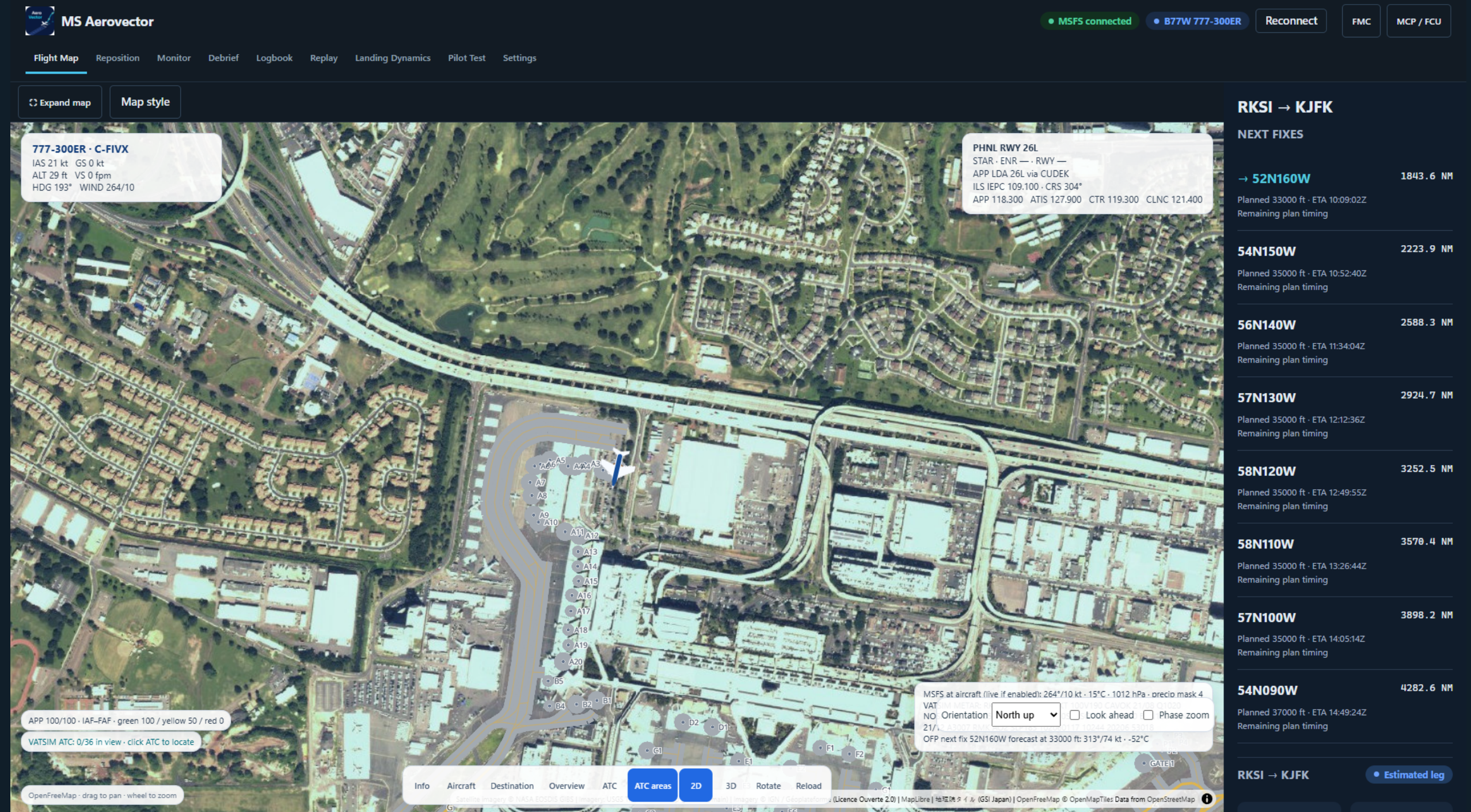
Choose satellite imagery from Map style.

Airport

Use the airport facilities overlay for runway and taxiway context.

Coverage

Resolution and loading vary by provider and location. Imagery is not an operational airport chart.



PHNL high-resolution USGS satellite imagery; live PMDG 777 ground reposition, paused with zero ground speed.

RKSI: see the whole arrival.

Runway first

Load the airport and select the runway.
Choose an optional STAR / arrival, then a
matching approach and transition.

Start FIX

Choose DY034, or another suitable FIX.
Inspect altitude, speed restriction and
course before repositioning.

Reposition

Press Reposition. Freeze holds the
practice point. FMC preparation is
optional and must not block
repositioning.

MS Aerovector

MSFS connected

B77W 777-300ER

Reconnect

FMC

MCP / FCU

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Expand map

Map style

777-300ER · C-FIVX

IAS 339 kt GS 390 kt

ALT 12000 ft VS +1787 fpm

HDG 281° WIND 270/10

South Korea

대한민국

RKSI RWY 34L

STAR OLME1Y · ENR — · RWY 34L

APP ILS 34L via PAM8I

ILS IRFN 109.950 · CRS 334°

ATIS 128.400 ATIS 128.650 CTR 126.175 CTR 132.800

15L

12300 ft · 145°T

ILS ISLL 111.90

33R

12300 ft · 325°T

ILS INRR 108.90

15R

12300 ft · 145°T

ILS ISRR 109.10

33L

12300 ft · 325°T

ILS INLL 109.30

16L

13100 ft · 145°T

ILS IRKS 110.35

34R

13100 ft · 325°T

ILS IRKN 108.10

16R

12300 ft · 145°T

ILS IRFS 108.55

34L

12300 ft · 325°T

ILS IRFN 109.95

Approach type

Visual

IFR approach

Flare practice

STAR / arrival (optional)

OLME1Y

Runway transition

34L

Approach

APP 100/100 · IAF-FAF · green 100 / yellow 50 / red 0

VATSIM ATC: 0/19 in view · click ATC to locate

3D · LOC/GS reference · fly-by at 25° bank estimate

Info

Aircraft

Destination

Overview

ATC

ATC areas

2D

3D

Rotate

Reload

MS Orientation North up

☐ Look ahead

☐ Phase zoom

VAT. METAR: RKSI 011015Z 1500V5000 CAVOK 21.05 01031

NOSIG

Elevation © Mapzen / AWS Open Data | MapLibre | OpenFreeMap © OpenMapTiles Data from OpenStreetMap

Actual MSFS 2024 facilities: OLME1Y. Airport-wide arrival view; PMDG 777 positioned on the route.

MS Aero | 03 October 2026 | Simulator training only

08 / 28

MS Aerovector

USER MANUAL / IFR REPOSITION

PHNL: see the whole arrival.

Runway first

Load the airport and select the runway.
Choose an optional STAR / arrival, then a
matching approach and transition.

Start FIX

Choose SAKKI, or another suitable FIX. Inspect altitude, speed restriction and course before repositioning.

Reposition

Press Reposition. Freeze holds the practice point. FMC preparation is optional and must not block repositioning.


MS Aerovector

MSFS connected

B77W 777-300ER

Reconnect

FMC

MCP / FCU

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Reposition

Refresh NAV

Airport

PHNL

Load

Follow aircraft

KJFK · 1.9 NM

6NK3 · 7.3 NM

7NY3 · 7.4 NM

NY22 · 7.5 NM

CGAS · 7.7 NM

PHNL: 12 runways · 19 approaches · 11 STARs · 130 transitions · 12 ATC · 497 suspect restrictions (see log)

Runway

04W

3000 ft · 53°T

no ILS

22W

3000 ft · 233°T

no ILS

08W

5100 ft · 90°T

no ILS

26W

5100 ft · 270°T

no ILS

22L

9000 ft · 233°T

no ILS

04R

9000 ft · 53°T

ILS IIUM 110.50

22R

7000 ft · 233°T

no ILS

04L

7000 ft · 53°T

no ILS

26L

12000 ft · 270°T

ILS IEPC 109.10

08R

12000 ft · 90°T

no ILS

26R

12400 ft · 270°T

no ILS

08L

12400 ft · 90°T

ILS IHNL 111.70

Approach type

Visual

IFR approach

Flare practice

Expand map

Map style

777-300ER · C-FIVX

IAS 232 kt GS 260 kt

ALT 10000 ft VS +1194 fpm

HDG 315° WIND 270/10

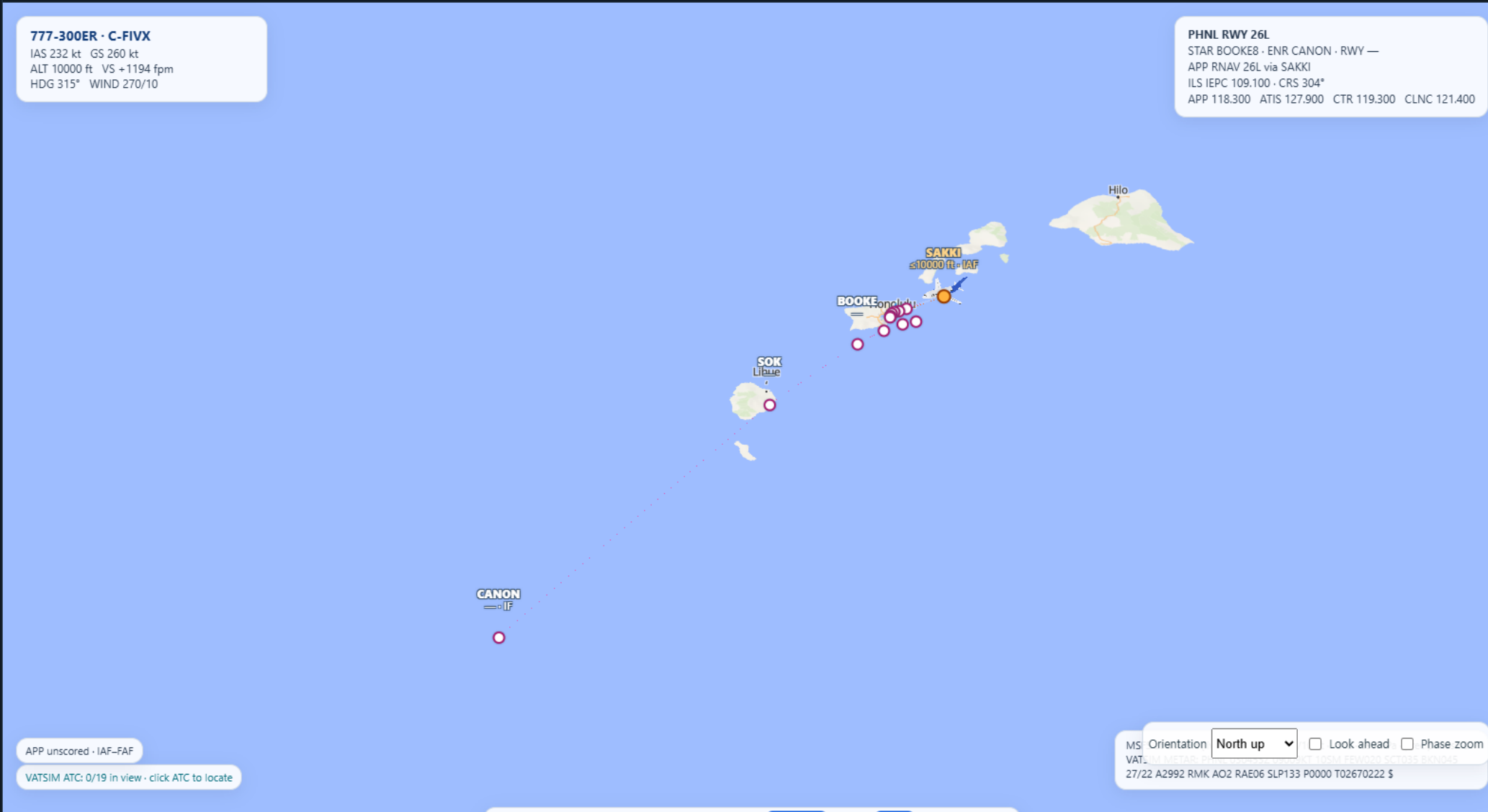
PHNL RWY 26L

STAR BOOKE8 · ENR CANON · RWY —

APP RNAV 26L via SAKKI

ILS IEPC 109.100 · CRS 304°

APP 118.300 ATIS 127.900 CTR 119.300 CLNC 121.400



APP unscored · IAF-FAF

VATSIM ATC: 0/19 in view · click ATC to locate

3D · LOC/GS reference · fly-by at 25° bank estimate

Info

Aircraft

Destination

Overview

ATC

ATC areas

2D

3D

Rotate

Reload

MS Orientation

North up

Look ahead

Phase zoom

VATSIM METAR: PHNL 012000Z 10101KT 10SM FEW005 SCT035 BKN045

27/22 A2992 RMK AO2 RAE06 SLP133 P0000 T02670222 \$

Elevation © Mapzen / AWS Open Data | MapLibre | OpenFreeMap © OpenMapTiles Data from OpenStreetMap

Actual MSFS 2024 facilities: BOOKE8. Airport-wide arrival view; PMDG 777 positioned on the route.

MS Aerovector

USER MANUAL / IFR REPOSITION

KJFK: see the whole arrival.

Runway first

Load the airport and select the runway.
Choose an optional STAR / arrival, then a
matching approach and transition.

Start FIX

Choose CEEGL, or another suitable FIX.
Inspect altitude, speed restriction and
course before repositioning.

Reposition

Press Reposition. Freeze holds the practice point. FMC preparation is optional and must not block repositioning.



MS Aerovector

MSFS connected

B77W 777-300ER

Reconnect

FMC

MCP / FCU

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Expand map

Map style

Reposition

Refresh NAV

Airport

KJFK

Load

Follow aircraft

KJFK - 1.9 NM

6NK3 - 7.3 NM

7NY3 - 7.4 NM

NY22 - 7.5 NM

CGAS - 7.7 NM

KJFK: 8 runways · 22 approaches · 4 STARs · 49 transitions · 17 ATC · 333 suspect restrictions (see log)

Runway

04L

22R

04R

22L

13L

31R

13R

31L

Approach type

Visual

IFR approach

Flare practice

STAR / arrival (optional)

CAMRN5

Approach

ILS 22L

Approach transition

3D - LOC/GS reference · fly-by at 25° bank estimate

777-300ER · C-FIVX

IAS 235 kt GS 277 kt

ALT 10000 ft VS +1194 fpm

HDG 036° WIND 270/10

KJFK RWY 22L

STAR CAMRN5 · ENR — · RWY —

APP ILS 22L via CIMBL

ILS IIWY 110.900 · CRS 224°

APP 125.700 APP 128.125 ATIS 128.725 CLNC 135.050

Map

Info

Aircraft

Destination

Overview

ATC

ATC areas

2D

3D

Rotate

Reload

Elevation © Mapzen / AWS Open Data | MapLibre | OpenFreeMap © OpenMapTiles Data from OpenStreetMap

Actual MSFS 2024 facilities: CAMRN5. Airport-wide arrival view; PMDG 777 positioned on the route.

Choose the FIX. Keep the context.

Start FIX

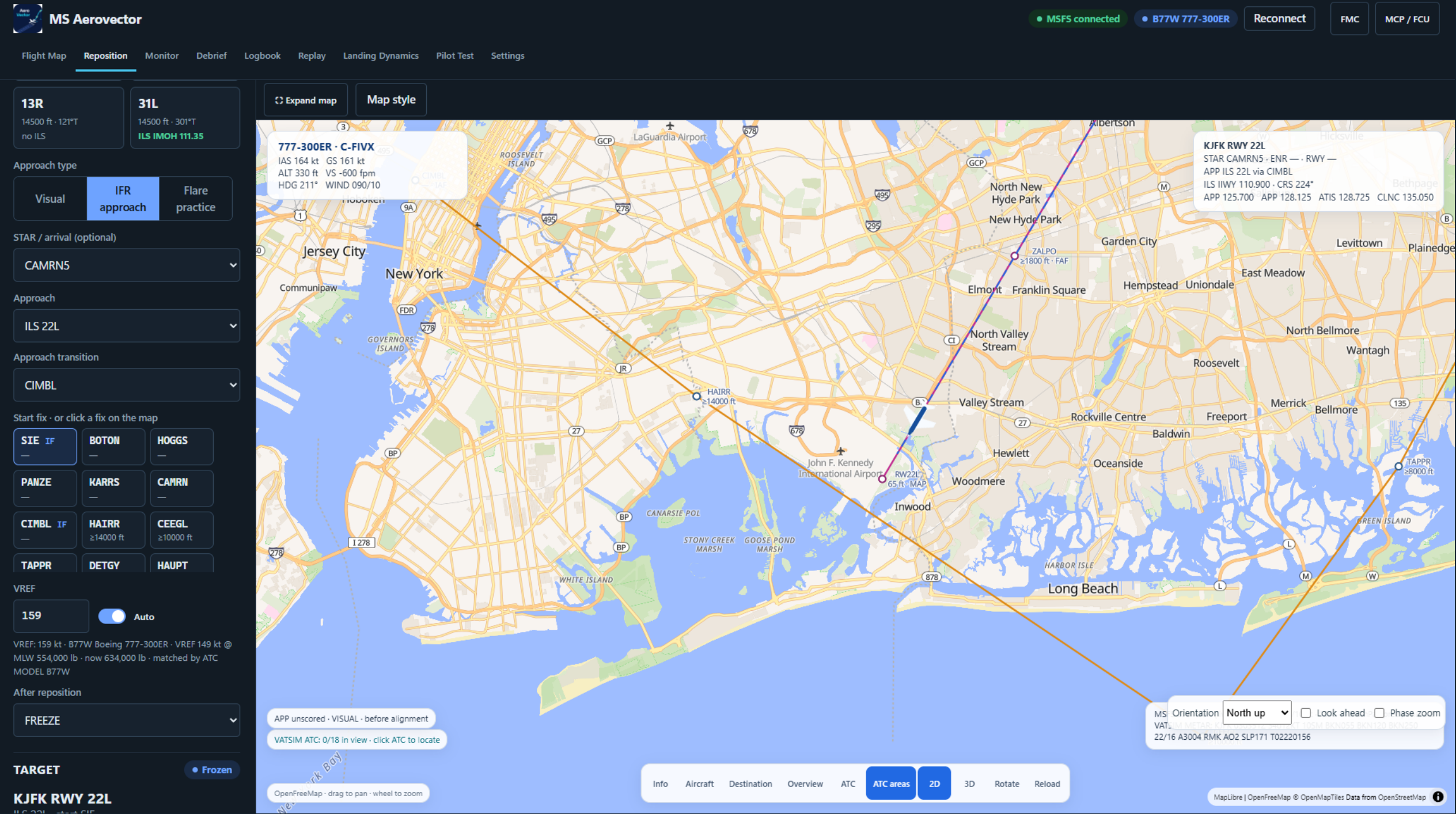
Select a FIX chip or point on the map. The selected point is orange.

Targets

Review suggested IAS, HDG, VS and ALT, plus ILS frequency/course where available.

Injection

Changing a field does not inject it into the aircraft. Use the appropriate injection or preparation button.



Current Reposition interface. Restrictions depend on the available navigation source.

Edit the legs before practice.

Open

Open the leg editor from the approach preparation section.

Inspect

Review FIX, altitude, speed and transition information. Edit only the values you intend to practice.

Connect

Remove a leg to connect the neighbors. Add Vector for a deliberately uncommanded segment; the map shows it dashed.

MS Aerovector

Flight Map

Reposition

Monitor

Debrief

Logbook

13R

14500 ft · 121°T

no ILS

31L

14500 ft · 301°T

ILS IMOH 111.35

Approach type

Visual

IFR approach

Flare practice

STAR / arrival (optional)

CAMRN5

Approach

ILS 22L

Approach transition

CIMBL

Start fix - or click a fix on the map

SIE IF

BOTON

HOGGS

PANZE

KARRS

CAMRN

CIMBL IF

HAIRR

CEEGL

TAPPR

DETG

HAUPT

VREF

159

Auto

VREF: 159 kt · B77W Boeing 777-300ER · VREF 149 kt @ MLW 554,000 lb · now 634,000 lb · matched by ATC MODEL B77W

After reposition

FREEZE

TARGET

Frozen

KJFK RWY 22L

ILS 22L - STAR CAMRN5

Procedure legs · KJFK

Close

ILS 22L

Session training route only; FMC is not changed. FIX identity and coordinates stay linked and cannot be renamed here. Published limits are retained unless explicitly edited.

FIX / location	Profile altitude ft	Altitude restriction	Speed kt	Segment	Actions
SIE 39.09551, -74.80034	1511.9980	None 0	None Unknown	STAR COMMON — · IF	☐ Vector after Delete
BOTON 39.41447, -74.45474	1511.9980	None 0	None Unknown	STAR COMMON —	☐ Vector after Delete
HOGGS 39.58285, -74.27058	1511.9980	None 0	None Unknown	STAR COMMON —	☐ Vector after Delete
PANZE 39.67599, -74.16818	1511.9980	None 0	None Unknown	STAR COMMON —	☐ Vector after Delete
KARRS 39.84087, -73.98599	1511.9980	None 0	None Unknown	STAR COMMON —	☐ Vector after Delete
CAMRN 40.01730, -73.86106	1511.9980	None 0	None Unknown	STAR COMMON —	☒ Vector after Delete
CIMBL 40.75313, -74.00531	14000.000	None 0	None Unknown	APP TRANSITION — · IAF	☐ Vector after Delete

Apply route edits

16 legs · deleted legs reconnect

777-300ER

Reconnect

FMC

MCP / FCU

KJFK RWY 22L

STAR CAMRN5 · ENR — · RWY —

APP ILS 22L via CIMBL

ILS IIWY 110.900 · CRS 224°

APP 125.700 APP 128.125 ATIS 128.725 CLNC 135.050

Orientation

North up

☐ Look ahead

☐ Phase zoom

3004 RMK AO2 SLP171 T02220156

MapLibre | OpenFreeMap © OpenMapTiles Data from OpenStreetMap

Leg editor in the current application. A vector is not a published lateral path.

Visual positions, clearly arranged.

Aligned

Choose runway alignment at 3, 6 or 9 NM.

Intercept

Choose left/right 45 or 90 degree intercept positions around the 6 NM final point.

Downwind

Choose left/right downwind offsets of 1, 2 or 4 NM. Review heading and altitude before moving.

MS Aerovector

MSFS connected

B77W 777-300ER

Reconnect

FMC

MCP / FCU

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Runway

04L

12100 ft · 31°T

ILS IHIQ 110.90

22R

12100 ft · 211°T

ILS UOC 109.50

04R

8400 ft · 31°T

ILS IJFK 109.50

22L

8400 ft · 211°T

ILS IHWY 110.90

13L

10000 ft · 121°T

ILS ITLK 111.50

31R

10000 ft · 301°T

ILS IRTK 111.50

13R

14500 ft · 121°T

no ILS

31L

14500 ft · 301°T

ILS IMOH 111.35

Approach type

Visual

IFR approach

Flare practice

Start position

aligned

left 45°

right 45°

left 90°

right 90°

left downwind

right downwind

Distance / offset (NM)

3 NM

VREF

159

Auto

VREF: 159 kt · B77W Boeing 777-300ER · VREF 149 kt @ MLW 554,000 lb · now 634,000 lb · matched by ATC MODEL B77W

After reposition

FREEZE

TARGET

Frozen

Expand map

Map style

777-300ER · C-FIVX

IAS 230 kt GS 227 kt

ALT 1923 ft VS +1014 fpm

HDG 256° WIND 090/10

KJFK RWY 22L

STAR CAMRNS · ENR — · RWY —

APP ILS 22L via CIMBL

ILS IHWY 110.900 · CRS 224°

APP 125.700 APP 128.125 ATIS 128.725 CLNC 135.050

Info

Aircraft

Destination

Overview

ATC

ATC areas

2D

3D

Rotate

Reload

MS Orientation North up

Look ahead

Phase zoom

MapLibre | OpenFreeMap © OpenMapTiles Data from OpenStreetMap

Live visual reposition; practice points share the same airport map.

MS Aero | 03 October 2026 | Simulator training only

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MS Aerovector

USER MANUAL / FLARE PRACTICE

Start at the flare.

Height

Select 200 or 300 ft AGL.

Ready state

Review VREF-based speed, descent rate and pitch before repositioning. These are training targets, not aircraft limitations.

Release

Verify the aircraft is ready, then release the hold to practice the last part of the landing.

MS Aerovector

MSFS connected

B77W 777-300ER

Reconnect

FMC

MCP / FCU

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Runway

04L

12100 ft · 31°T

ILS IHIQ 110.90

22R

12100 ft · 211°T

ILS UOC 109.50

04R

8400 ft · 31°T

ILS IJFK 109.50

22L

8400 ft · 211°T

ILS IJWY 110.90

13L

10000 ft · 121°T

ILS ITHK 111.50

31R

10000 ft · 301°T

ILS IRTW 111.50

13R

14500 ft · 121°T

no ILS

31L

14500 ft · 301°T

ILS IMOH 111.35

Approach type

Visual

IFR approach

Flare practice

Start height AGL

300 ft

Positioned on a 3° final path at VREF+5 kt, -600 fpm, 2.5° nose-up. Freeze is applied automatically; release it when ready.

VREF

159

Auto

VREF: 159 kt · B77W Boeing 777-300ER · VREF 149 kt @ MLW 554,000 lb · now 634,000 lb · matched by ATC MODEL B77W

After reposition

FREEZE

TARGET

Frozen

KJFK RWY 22L

Flare practice · 300 ft AGL · VREF+5 · -600 fpm

VREF 159 kt · auto · after reposition: freeze

Expand map

Map style

777-300ER · C-FIVX

IAS 164 kt GS 161 kt

ALT 330 ft VS -600 fpm

HDG 211° WIND 090/10

KJFK RWY 22L

STAR CAMRNS · ENR — · RWY —

APP ILS 22L via CIMBL

ILS IJWY 110.900 · CRS 224°

APP 125.700 APP 128.125 ATIS 128.725 CLNC 135.050

Info

Aircraft

Destination

Overview

ATC

ATC areas

2D

3D

Rotate

Reload

MS Orientation

North up

Look ahead

Phase zoom

VATSIM ATC: 0/18 in view · click ATC to locate

OpenFreeMap · drag to pan · wheel to zoom

Flare-practice options. Verify cockpit configuration before release.

Place the aircraft where you need it.

Coordinates

Enter latitude/longitude or select a point on the map.

State

Set altitude, airspeed, heading, pitch and bank. Confirm units.

Move

Reposition, verify the cockpit and map, then release when ready.

MS Aerovector

MSFS connected

B77W 777-300ER

Reconnect

FMC

MCP / FCU

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Longitude

0

Pick coordinates on map

Use aircraft position

Altitude MSL (ft)

3000

Speed (kt)

150

Heading true (°)

0

Pitch (°)

0

Bank (°)

0

☒ On ground (snap to surface)

Custom reposition

Enter coordinates or pick a point on the map - altitude is MSL ft

SESSION & AIRCRAFT

Test mode, weight, fuel, configuration, control profile, weather

PRESETS

Save or load a complete setup

RECENT SETUPS

KJFK 22L · LEFT 45° INTERCEPT 3 NM

KJFK 22L · ILS 22L · HOGGS

PHNL 26L · RNAV 26L · BOOKE

RKSI 34L · ILS 34L · DY034

KLAX 25L · ILS 25L · FUELR

Expand map

Map style

777-300ER · C-FIVX

IAS 164 kt GS 161 kt

ALT 330 ft VS -600 fpm

HDG 211° WIND 090/10

HAJRR

14000 ft

JFK

John F. Kennedy International Airport

RW22L

65 ft · MAP

KJFK RWY 22L

STAR CAMRNS · ENR — · RWY —

APP ILS 22L via CIMBL

ILS IIWY 110.900 · CRS 224°

APP 125.700 APP 128.125 ATIS 128.725 CLNC 135.050

MS Orientation

North up

☐ Look ahead

☐ Phase zoom

VAT. 22/16 A3004 RMK AO2 SLP171 T02220156

Info

Aircraft

Destination

Overview

ATC

ATC areas

2D

3D

Rotate

Reload

OpenFreeMap · drag to pan · wheel to zoom

MapLibre | OpenFreeMap © OpenMapTiles Data from OpenStreetMap

Custom reposition controls; simulator and aircraft internal state are not fully restored.

MS Aero | 03 October 2026 | Simulator training only

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MS Aerovector

USER MANUAL / GROUND REPOSITION

Runway. Taxiway. Gate.

Type

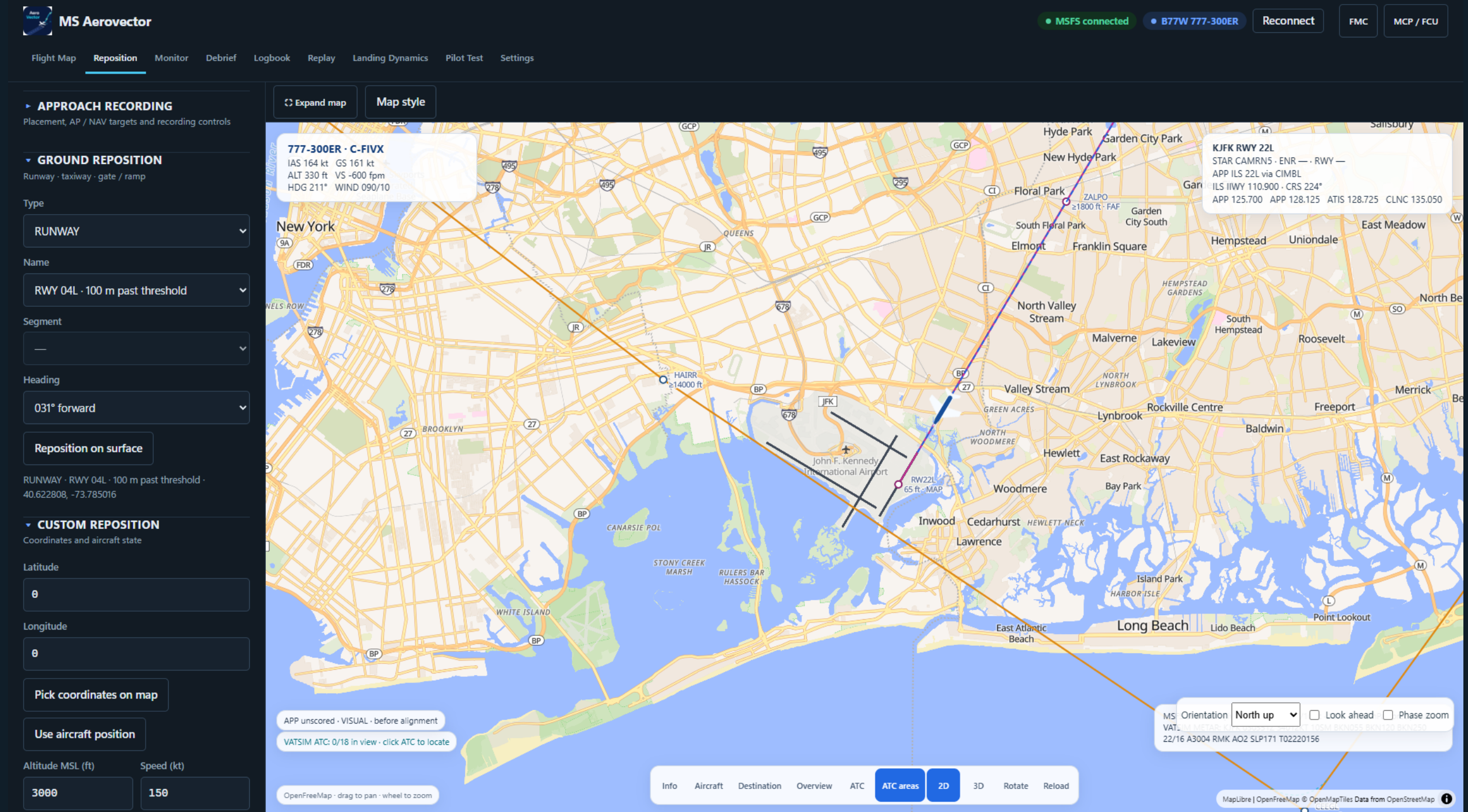
Choose runway, taxiway or gate/ramp.

Direction

Taxiway headings are parallel to the segment, with the reverse heading available.

Map

Ground points stay compact; detailed information remains in the selection tools.



Ground selection controls in the current Reposition workspace.

MS Aerovector

USER MANUAL / TAXI ROUTE

Follow the green.

Enter

Enter the taxiway sequence with spaces between names, then select Follow the green.

Inspect

Check the highlighted route and airport signs in 2D or 3D before moving.

Clearance

This is your selected guidance route, not an ATC clearance. Verify continuity on the airport map.

MS Aerovector

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Expand map

Map style

777-300ER · C-FIVX
IAS 22 kt GS 19 kt
ALT 37 ft VS +120 fpm
HDG 325° WIND 270/5

GATE 103

3D - LOC/GS reference - fly-by at 25° bank estimate

Info

Aircraft

Destination

Overview

ATC

ATC areas

2D

3D

Rotate

Reload

Map information

Airport

FIX

ATC

Taxi

Layers

R1 A4 G C

Follow the green

Reset endpoints

Start: R1 · segment 4211

Destination: Connector · segment 2014. Tap a segment to choose endpoints.

Facility path only, not an ATC clearance. Confirm hold-short and runway crossings.

Selected length

From current step

1701 m

1701 m

1 R1
29 m · segment 4211

View

2 R1
39 m · segment 4215

View

3 R1
17 m · segment 4210

View

4 R1
16 m · segment 4212

View

RKSI → KJFK

NEXT FIXES

→ HD050

4.8 NM

Planned 2700 ft · ETA 05:44:35Z

Remaining plan timing

HD100

18.6 NM

Planned 5900 ft · ETA 05:46:00Z

Remaining plan timing

CG100

15.8 NM

Planned 8400 ft · ETA 05:47:02Z

Remaining plan timing

CG101

28.3 NM

Planned 12800 ft · ETA 05:48:52Z

Remaining plan timing

CK100

39.5 NM

Planned 15900 ft · ETA 05:50:24Z

Remaining plan timing

CK099

45.8 NM

Planned 17400 ft · ETA 05:51:14Z

Remaining plan timing

EGOBA

56.7 NM

Planned 20000 ft · ETA 05:52:39Z

Remaining plan timing

KARBU

78.6 NM

Planned 22500 ft · ETA 05:54:16Z

Remaining plan timing

RKSI → KJFK

Estimated leg

Actual RKS1 facilities and ground reposition. Green route guidance; map step numbers removed.

PMDG 777: live CDU output.

Open

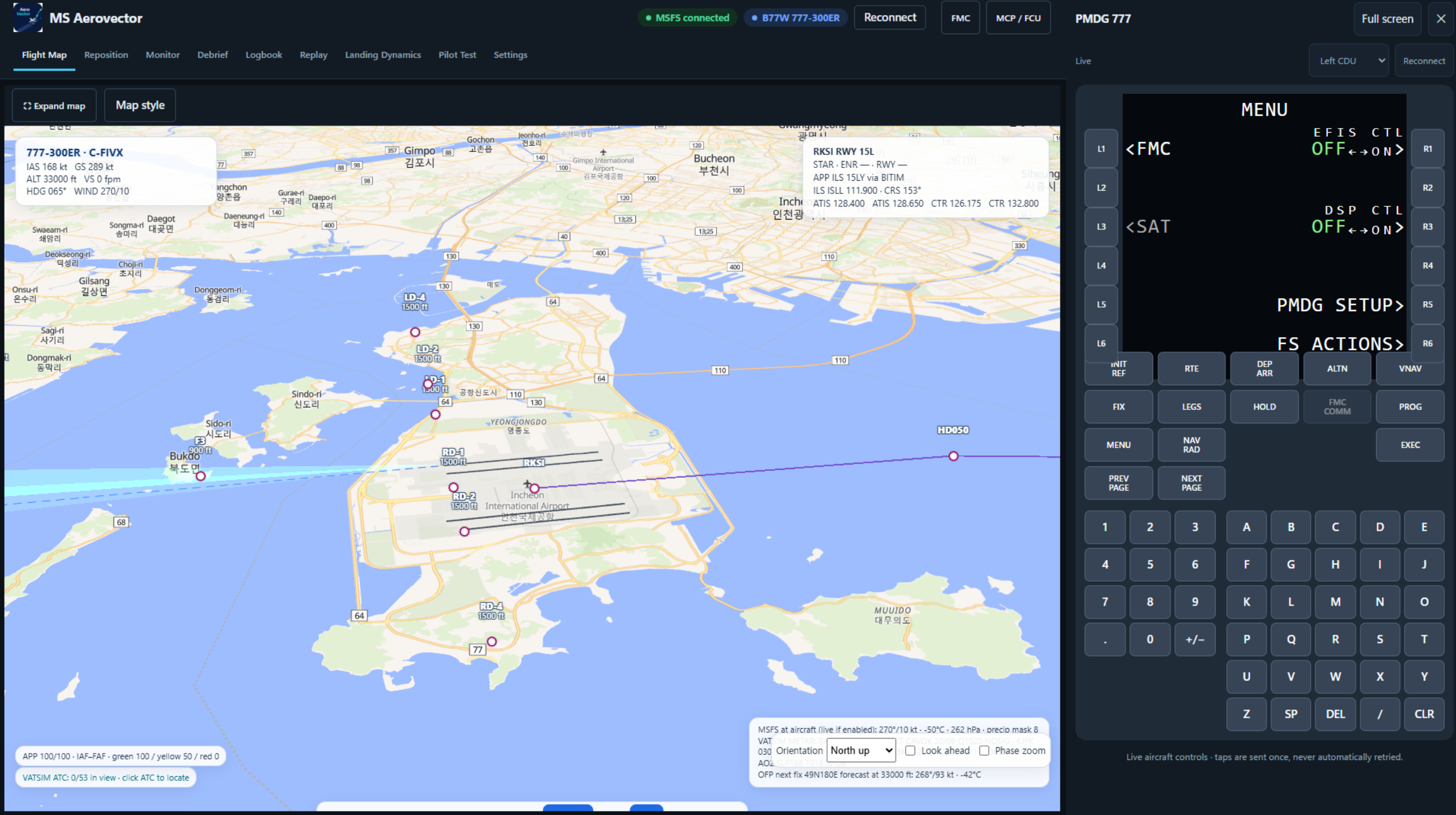
Connect the supported aircraft and open FMC / CDU.

Display

The shown text is received from the live aircraft interface, not a static replica image.

Input

Use the displayed line-select and keypad buttons. Supported automation/readback varies by provider.



PMDG 777 live connected CDU. Availability of a screen does not imply every automated setup workflow is supported.

USER MANUAL / FMC / CDU

Open

Display

Input

Use the displayed line-select and keypad buttons. Supported automation/readback varies by provider.



MS Aerovector

USER MANUAL / DEBRIEF

The approach, in three dimensions.

Map + graphs

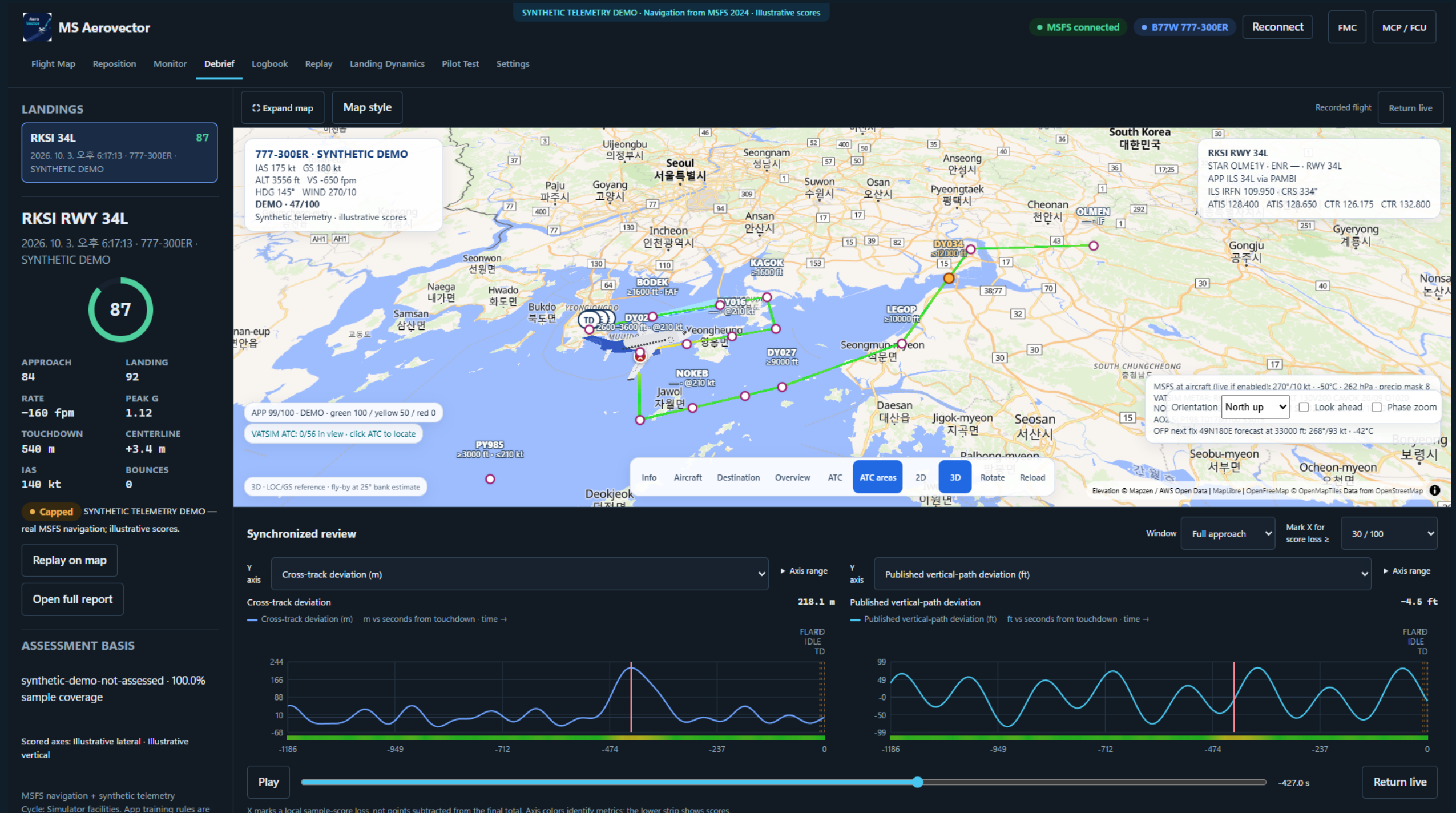
Read the planned path, colored trace and telemetry at the same moment.

Axes

Choose each metric and its units. Adjust axis range or switch to touchdown -12 / +6 seconds.

X marks

X marks highlight local sample-score loss above the selected threshold, not final points subtracted.



SYNTHETIC TELEMETRY DEMO. Real MSFS navigation; seeded continuous nonlinear errors and illustrative scores.

A timeline that ties the evidence together.

Seek

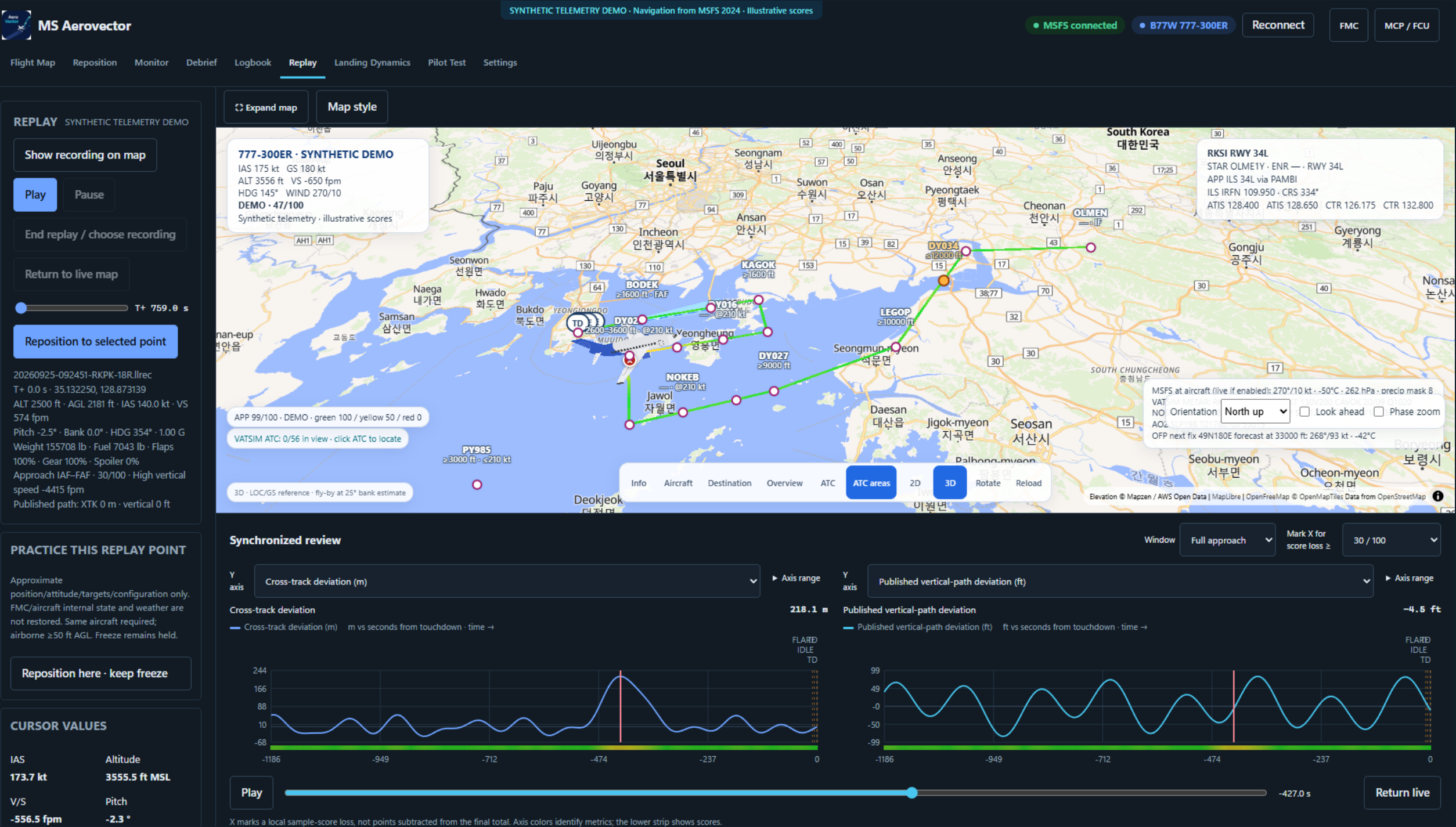
Drag the shared timeline or select a graph point. The review aircraft and graph cursor use the same timestamp.

Inspect

Choose LOC/GS, cross-track, IAS, VS, pitch, altitude or other recorded metrics.

Return live

Return live exits recorded-map review. Replay itself does not move the simulator aircraft.



Synthetic replay illustration. Does not represent a measured flight or policy validation.

Use the tablet as a review desk.

Landscape

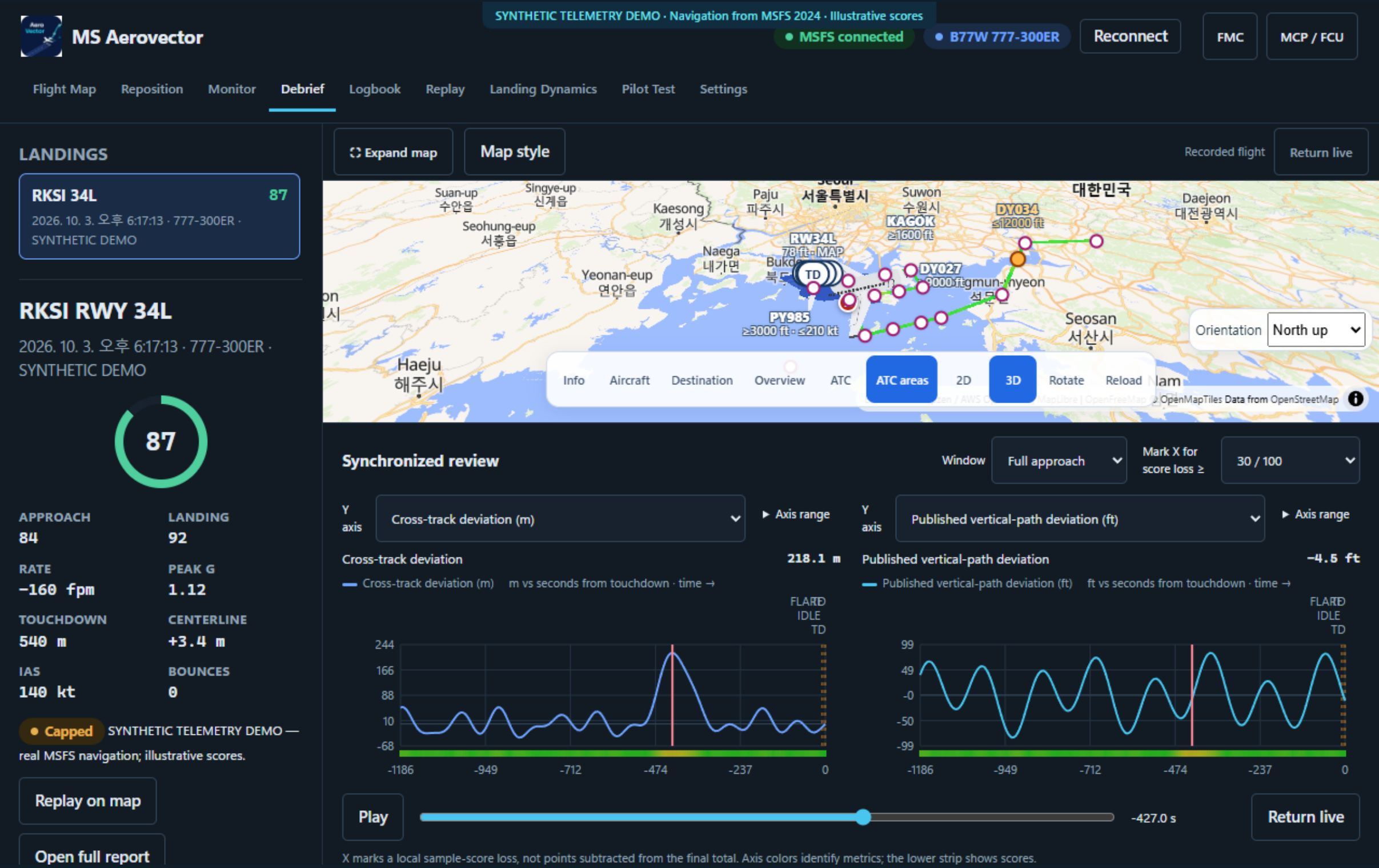
Keep the map and telemetry visible together.

Touch

Pinch and rotate the 3D map. Tap graph controls and the timeline.

Share

The PC host owns simulator integration and recordings; the companion displays and controls that session.



Responsive browser viewport capture, not physical-device verification. Synthetic telemetry.

Review on a phone, too.

Map

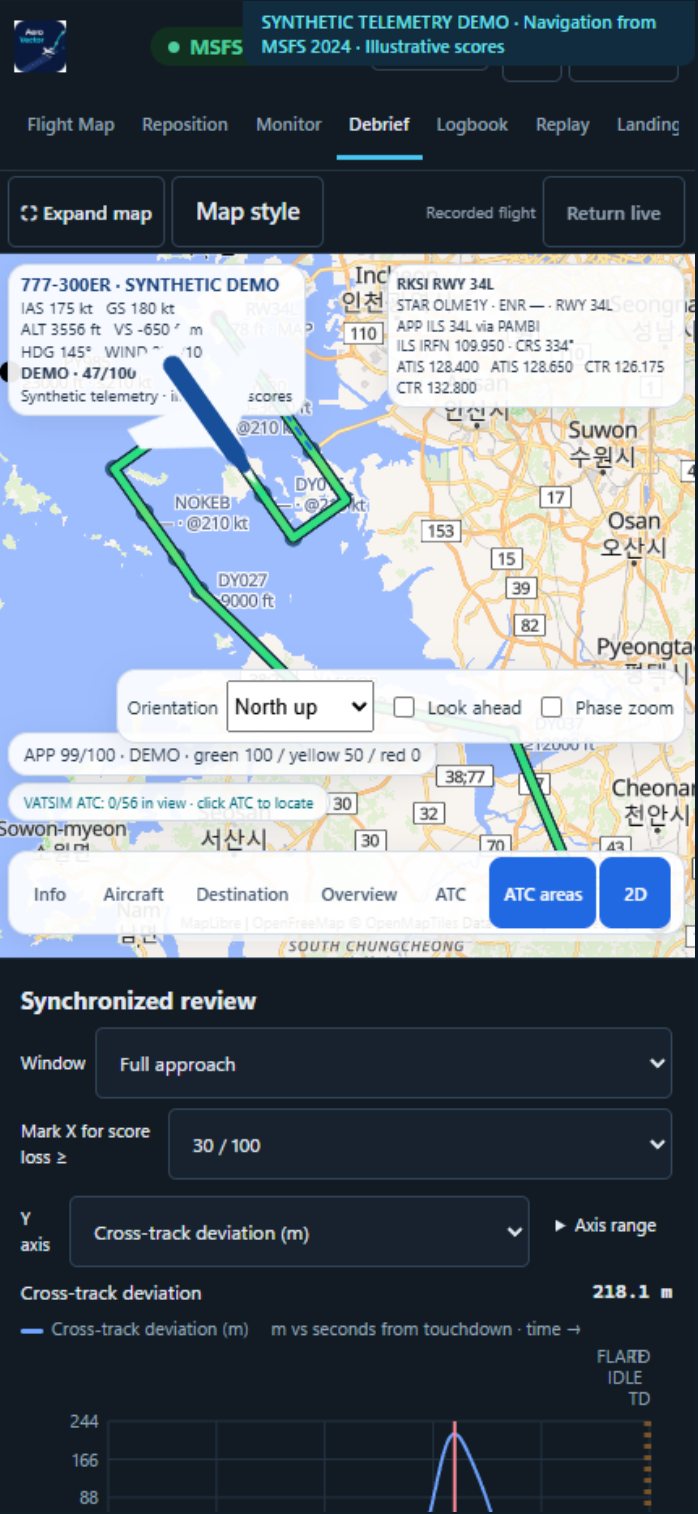
Expand the map for route inspection.

Graphs

Scroll to the synchronized telemetry controls and choose the metric you need.

Connection

The host must stay connected. LAN or Tailscale connection and pairing are required.



Phone-size browser viewport capture; synthetic telemetry is labeled on screen.

Controls within reach.

Open

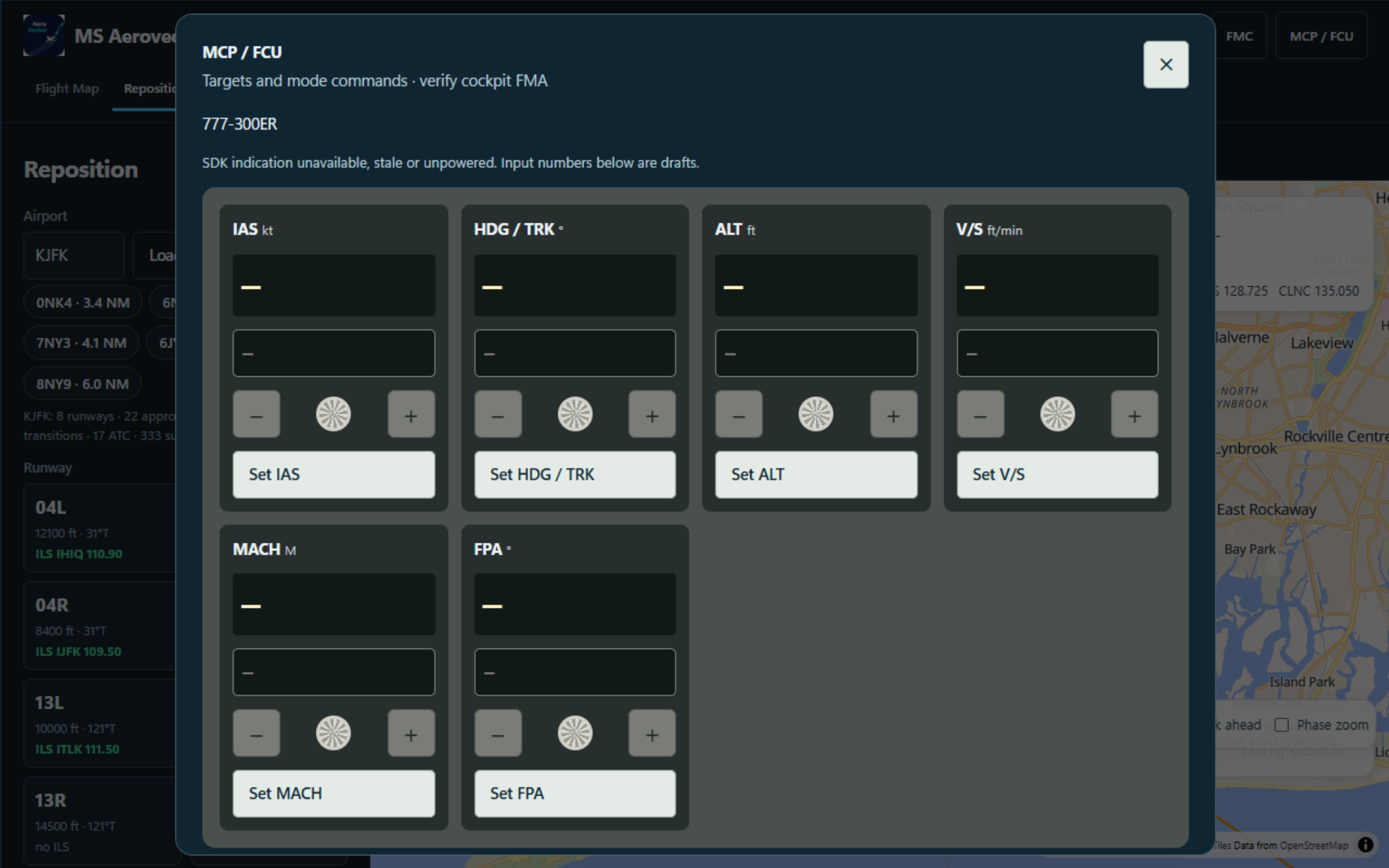
Select MCP / FCU when a supported aircraft is connected.

Read

Displayed targets come from the aircraft. Check data freshness and the actual cockpit.

Change

Use supported knobs/buttons. Available modes and readback differ between aircraft.



Live connected PMDG 777 companion controls. No claim of universal aircraft compatibility.

Precision recording and display stay separate.

Recording

Precision capture is independent of the map display update rate.

Appearance

Adjust aircraft/traffic scale, trace and track width, FIX size/font and score-marker size.

Reports

Set automatic report generation and the destination folder; review reports in the app without exporting.

MS Aerovector

MSFS connected

B77W 777-300ER

Reconnect

FMC

MCP / FCU

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Simulator

Connection

MSFS 2024

▼

PSX main server: 127.0.0.1:10747. Stop recording before changing simulators.

Aircraft-specific CDU is provided separately.

MSFS 2020 live verification pending.

App updates

Installed version 1.3.1

Updates have not been checked.

Check for updates

Install while parked with recording stopped. Updates restart the desktop app.

Display

Theme

System

Light

Dark

Basemap

Aircraft scale (%)

Street · OpenFreeMap

▼

100

Satellite needs no key and is free for commercial use: NASA GIBS worldwide (~250 m, daily), plus airport-level orthophotos in the US (USGS), Japan (GSI) and France (IGN).

Map appearance

100% keeps the current default size. Adjust the appearance without changing flight data or scores

Capture configuration: track 80%, trace 70%, review X markers 60%.

MS Aero | 03 October 2026 | Simulator training only

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MS Aerovector

USER MANUAL / PILOT TEST

Set a task. Measure the response.

Prepare

Choose aircraft-aware limits and callsign.
The test begins after the initial aircraft
stabilization.

Stages

Stage 1: single-axis tasks. Stage 2: two simultaneous targets. Stage 3: three-target tasks.

Review

Inspect each exercise, target variables, tolerances and deduction times in its dedicated report.

MS Aerovector

MSFS connected

B77W 777-300ER

Reconnect

FMC

MCP / FCU

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Instructor-led pilot proficiency test

The instructor advances only after detecting the commanded maneuver, target capture and stable hold. Levels 2–3 also score simultaneous control onset and balanced progress.

Difficulty

LEVEL 1 · single-axis

Command envelope

AUTO · detect aircraft

Voice

Microsoft Zira Desktop - English (Uni

Callsign

HL123

TTS + cue sounds

Manual ALT min / max (ft)

30000

30000

140

300

-1500

1500

0

359

Aircraft envelope: Heavy jet · auto · ALT 3088–5330 · IAS 134–320 · VS -1800–1800

Start instructor test

Stop and save report

INSTRUCTION

Ready · FAA ACS-derived proficiency profile

RESULTS

Exercise scores appear here during the test.

Core reference tolerances: altitude ±100 ft, IAS ±10 kt, heading ±10°, bank ±5°. Commanded VS is scored only in the middle of the altitude change. Training aid only; not an official checkride result.

ANALYSIS

Load pilot test report

Pilot test results will appear after a test.

A chart of every exercise appears after a test.

Document reports

Generated on the PC from saved data. Charts, path, events and deduction episodes are included. Missing and unscored data stay explicit.

Automatically export

Automatically export Pilot

Keep manually stopped /

Office HTML

PDF

Pilot Test setup. Simulator practice only; not certified pilot assessment.

MS Aerovector

USER MANUAL / LANDING DYNAMICS

Landing dynamics are experimental.

Purpose

Explore repeatable touchdown response and supported damping parameters.

Backup

Use the backup controls before altering aircraft files. Read the experimental warning.

Separate

This engineering workspace is separate from pilot proficiency testing and approach scores.

MS Aerovector

MSFS connected

B77W 777-300ER

Reconnect

FMC

MCP / FCU

Flight Map

Reposition

Monitor

Debrief

Logbook

Replay

Landing Dynamics

Pilot Test

Settings

Landing Dynamics · Experimental

Measures how the aircraft responds at touchdown; this is an engineering test, not a pilot skill test. Vertical speed is descent rate, peak G is impact load, compression is main-gear travel, bounce counts renewed lift-off, and settle time is time until stable ground contact.

Risk: the test repositions and drops the aircraft. Applying a recommended damping profile changes the selected Community/source flight_model.cfg and may alter aircraft handling. Back up the file and stop your flight before applying; reload or Resync afterwards.

Back up selected CFG

1 Measure touchdowns

Repeats static and rolling drops under identical conditions. Uses the Landing screen's runway and VREF.

Runs per test

Rolling wheel height (ft)

Target vertical speed (fpm)

6

2

-250

Auto wheel / CG height

Run static + rolling test

Run 3 pilot landings

Stop

Ready · Static drop + Rolling drop

2 Compare runs

Results appear here as runs complete.

3 Apply a damping profile

Profiles are generated after a test completes.

Aircraft flight_model.cfg

C:\Users\pms70\AppData\Roaming\Microsoft Flight Simulator\Packages\Community\pmdg-aircraft-77w\SimObjects\Airplanes\PMDG 777-300ER\flight_model.cfg

Browse...

Editable aircraft CFG detected automatically.

Apply selected profile

Restore original...

Experimental engineering controls. Aircraft/provider limitations apply.

MS Aerovector

USER MANUAL / LOGBOOK

Keep the session, not just the score.

Find

Filter and sort recorded landings and review score information.

Open

Open Debrief or Replay when the associated report/recording exists.

Manage

Use checked or multi-selected records for batch operations; deletion removes selected records.

Current Logbook. The list may contain historical scores; newer UI does not automatically reassess them.