KENNEDY APPROACH

A downloadable game

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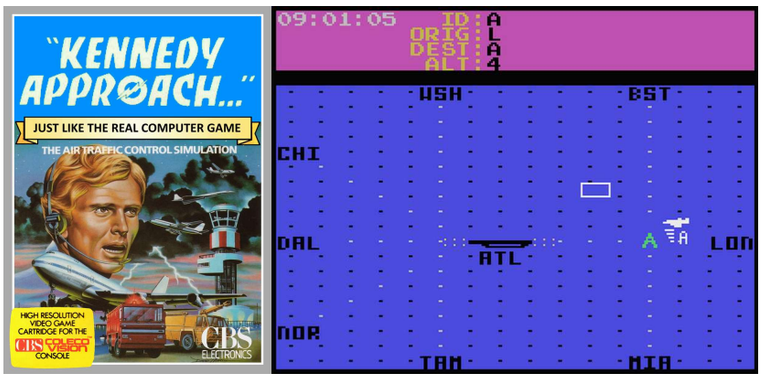

KENNEDY APPROACH is a ColecoVision homebrew adaptation of the classic 1985 MicroProse title originally designed by Andy HOLLIS for the C64 and Atari 800 computers.

This version is still under development !

Kennedy Approach — Game Manual (Test Build)

You are an air traffic controller. Your job: guide incoming and departing aircraft to a safe landing or a proper sector exit — without crashing them, losing them, or racking up too much delay.

This build is a first test zone. It covers the core mechanics of the game; more will come later (aircraft types, holding patterns, other airports...).

1. Controls

Action	Controller
Move the cursor	Joystick
Select the aircraft under the cursor	Button
Select the next aircraft awaiting instructions	# key on the numeric keypad, then Left/Right to cycle through the list
Confirm the selection (blinking cursor on a listed aircraft)	Button

Once you're in communication with an aircraft:

Action	Controller
Change requested heading (turn left)	Left
Change requested heading (turn right)	Right
Climb one altitude step	Up
Descend one altitude step	Down
Confirm and end communication	Button

Until you confirm (button), the aircraft keeps following its *current* heading and altitude — your instructions only take effect once confirmed.

2. The game screen

- **Top left**: the shift clock (hours : minutes : seconds).
- **On the map**: each aircraft is shown as a triangle pointing in its direction of flight, with a small altitude indicator and its two-character call sign.
- **On the right, the flight plan**: the list of aircraft currently in your sector, each showing:
  - its call sign,
  - its origin (letter),
  - its destination (letter),
  - its altitude.

  An aircraft not yet active (still waiting to appear) is shown in light text; an active aircraft is shown in dark text.
- **Communication line** (bottom of screen): while you're in contact with an aircraft, it shows its call sign, the turn in progress, and the requested altitude.

3. Landing or exiting an aircraft correctly

Every aircraft has a flight plan with an **origin**, a **destination**, and a heading/altitude to respect:

- **Landing**: the aircraft must reach the airport with the correct approach heading and an altitude of **0**. Any other configuration (wrong approach heading, wrong altitude) results in a crash.
- **Sector exit**: the aircraft must leave the screen through the correct fix, at an altitude of **4** (4,000 feet). Exiting at the wrong point or the wrong altitude is a major fault.

4. Fuel

Every aircraft has limited fuel from the moment it becomes active in your sector:

- **60 minutes** for an aircraft departing from the airport,
- **15 minutes** for an aircraft entering your sector already in flight.

Below **8 minutes** of remaining fuel, a warning appears:

```
MAYDAY LOW FUEL
```

The aircraft must **land** before running out of fuel. If it exits the sector instead of landing while under a fuel emergency, that's a major fault (end of shift). If it reaches **0 minutes**, it crashes immediately.

Successfully landing a MAYDAY aircraft earns you a bonus (see below).

5. Alerts and conflicts

- **CONFLICT**: two aircraft are too close to each other (less than 1,000 feet of altitude separation and less than 3 nautical miles apart). Separate them quickly — a conflict that lasts too long in total over the shift is a major fault.
- **MID AIR CRASH**: two aircraft have collided.
- **WRONG EXIT FIX / WRONG EXIT ALT**: sector exit through the wrong fix or at the wrong altitude.
- **CRASH LANDING**: failed landing (wrong approach heading).
- **OUT OF FUEL**: fuel exhaustion.

An aircraft under a major alert blinks on screen and in the flight plan before disappearing.

6. Score

Event	Points
Completed flight (successful landing or sector exit)	**+$100**
Successful emergency landing (aircraft landed while under a MAYDAY fuel alert)	**+$200**
Each minute of ground delay (aircraft ready for departure but not cleared)	**−$100**

7. End of shift

The shift ends immediately if any of these faults occurs:

- **Crash**: mid-air collision, bad landing, or fuel exhaustion.

- **Wrong sector exit**: wrong fix or wrong exit altitude.
- **Lost distress flight**: an aircraft under a fuel emergency exits the sector instead of landing.
- **Prolonged separation conflict**: more than 1 cumulative minute in conflict over the whole shift.
- **Excessive delay**: more than 45 cumulative minutes of delay over the whole shift.

The end-of-shift screen shows the reason for ending the shift, the final score, and the total delay.

8. Tips for getting started

- Work through aircraft in the order they appear in the flight plan: the longer you wait, the higher the risk of conflict or running low on fuel.
- Plan ahead: an approaching aircraft needs to lose altitude gradually before reaching the airport.
- Keep an eye on the flight plan on the right — a blinking (alerted) aircraft needs your attention first.
- Don't leave a departed aircraft sitting on the runway too long: every minute of delay costs $100.

Good shift, and good luck up in the tower.