BluePrint Scenery Simulations
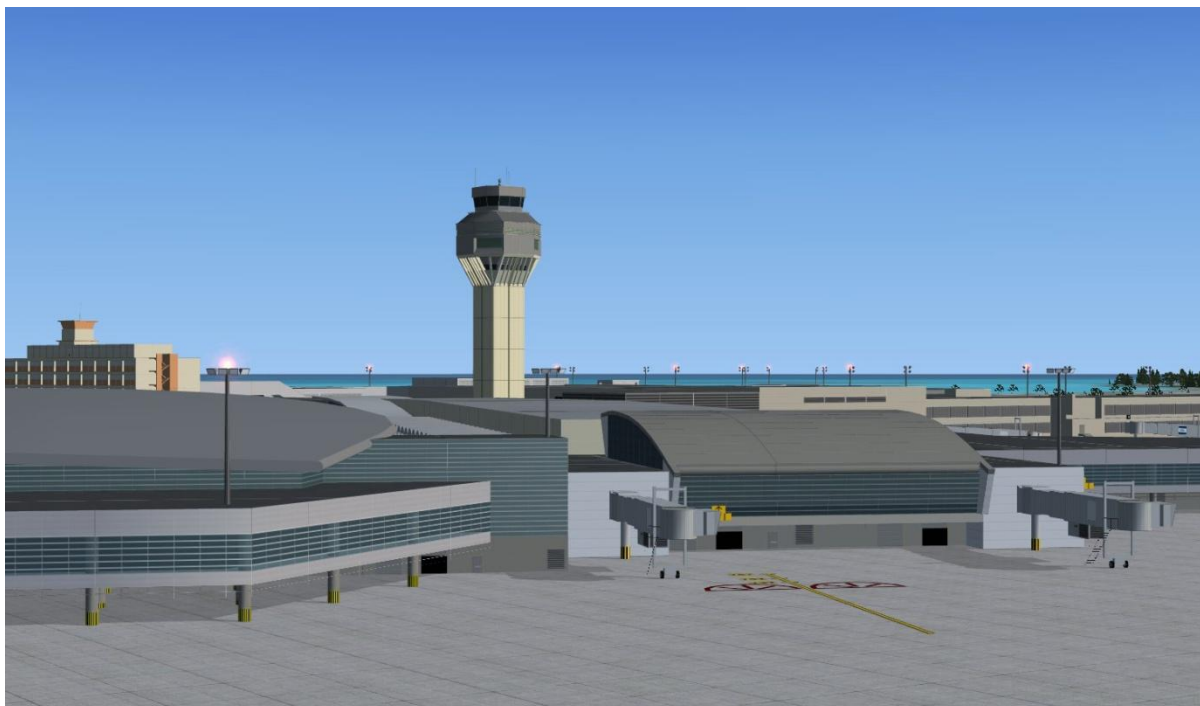
at the edge of reality …

Presents

TJSJ - San Juan for FSX

http://www.blueprintsimulations.com/

Contents

Airport Description:

San Juan's Luis Munoz-Marin International is the busiest airport in the Caribbean linking Puerto Rico to the surrounding islands as well as most major cities on the east coast of North America. TJSJ served as a major hub during the peak of American Airlines' Caribbean and South American route network expansion. More recently American has favored their growing Miami hub for their main-line Caribbean operations but still offers daily non-stop flights from San Juan to all of their major hubs in the US. American Eagle continues to offer flights from TJSJ to nearly every Caribbean island.   TJSJ is also served by nearly all major US airlines and linked by non-stop flights to all east-coast hubs.

TJSJ has five concourses interconnected by a central terminal building. Concourses D and E are the oldest and extend east and west from the north end of the terminal. They are used by American and American Eagle exclusively. Concourses B and C extend east from the terminal and are used by numerous domestic and international airlines including Continental, Delta, United, US Airways, JetBlue, AirTran, Spirit, Air Canada, Iberia and soon Virgin Atlantic. They also receive numerous charter operators supporting the thriving Caribbean cruise industry with frequent flights from various cities in North America and Europe.

Concourse A currently under construction is not only the newest addition to the terminal complex but also a major advance in the effort to revitalize and modernize Puerto Rico's gateway to the world. Keeping the standard set by most modern airports, the new concourse is meant to be passenger friendly by incorporating large open spaces illuminated by sunlight thanks to its high ceilings and glass walls. The new structure extends west from the southern end of the terminal and will add six gates when it enters operation in 2010. Delta and US Airways are expected to move their operations to the new facility on opening day.

TJSJ is also undergoing major field improvements. Runway 10/28 was completely rebuilt and it is now paved in concrete according to current standards; taxiway J was added south of the new runway to facilitate cargo and general aviation operations to and from the newly developed area at the southeast end of the field; taxiway S is being extended toward the east over reclaimed land to facilitate access to

the threshold of runway 26; significant improvements are being completed on taxiway H including its extension toward the east end of runway 10/28; new general aviation ramps are being added; finally, a new taxiway (M) will soon be added east of the existing taxiway N in order to improve the link between the north and south fields and provide easier access to either runway from the passenger terminal and cargo areas.

Cargo and general aviation facilities are also being transformed with the development of the area at the southeast corner of the field. A new cargo facility has already been added and general aviation facilities will soon be relocated there. Most of the old general aviation facilities will be demolished to give way to the new taxiway M.

Scenery Description:

BluePrint's TJSJ scenery is meant to provide the serious flight simulator pilot with the opportunity to experience this important airport at an unprecedented level of detail and accuracy. The field layout has been adjusted to reproduce its real-life configuration and the taxiways have been fitted with carefully placed and labeled taxiway signs. All five concourses plus the terminal and traffic control tower are rendered as accurately as possible including aircraft parking positions and airline gate configuration. High resolution textures are used throughout and semitransparent effects enhance some of the newest, glass-rich areas of the terminal complex.

Other field enhancements include a significant fraction of the general aviation, cargo and maintenance structures located within the airport's boundary; detailed 3D models of all the essential flight guidance equipment such as runway threshold and approach lighting systems, radar facilities and radio beacons; and numerous strategically located trees and static vehicles meant to boost the immersive nature of the scenery.

As usual, high-resolution textures are included for the area surrounding the airport in order to enhance the visual experience particularly during approach and landing. Based on high resolution satellite images, the textures were meticulously colored to conceal the transition from generic textures to custom textures thus blending the modified area with the surrounding terrain. In this case, special attention was paid to the coastline as well as numerous lakes and estuaries that are an integral part of the scenery surrounding the airport.

Finally, as it is customary for most BluePrint's sceneries, we incorporated some of the changes that have not been completed in real life but that are either in the process of being completed or part of an improvement plan already in progress. Items included are taxiway M and the extension of taxiways H and S. As soon as more information becomes available new general aviation facilities replacing the ones displaced by the addition of taxiway M will be added. Concourse A is shown in its completed state but kept inactive.   An upgrade will be issued when the new concourse enters operation in real life updating the airline gate assignments and markings as well as the aircraft parking position configuration.

Scenery Features:

- Custom-made, optimized Gmax models of the entire facility including five concourses, the terminal building, the air traffic control tower, the centralizer parking structure, and many of the most significant aircraft maintenance, cargo and general aviation facilities within the field's boundary

- Custom-made, high-resolution textures for all Gmax generated models including transparency and reflection effects
- Custom-made, high-resolution photo real ground textures carefully blended with its surroundings and displaying water effects
- Accurate runway and taxiway layout, including detailed markings and signs. (Taxiway M has been added because it is part of the rapidly progressing field development project currently underway at TJSJ)
- Realistic taxiway and ramp markings and ramp illumination effects
- Three levels of scenery complexity and detail:
  - NORMAL complexity includes terrain texturing, autogen vegetation, airport layout with taxiway signs and basic navigation equipment models (actual localizer and glide slope radio signals are available regardless of the scenery complexity setting), most buildings within the field's boundaries including the terminal, the air traffic control tower and general aviation, cargo and maintenance facilities.
  - VERY DENSE complexity adds detailed instrument approach lighting system models, static ramp vehicles (optional) and infield trees (optional).
  - EXTREMELY DENSE complexity adds all elevated airport access roads. EXTREMELY DENSE complexity setting is recommended for computer systems equipped with advanced CPUs (Intel Core2 Quad) and video rendering resources (nVidia GeForce 9000 series or better). For suggested hardware configuration see below.
- Advanced, custom-made AI mapping file including realistic gate and parking spot layout and airline gate assignments. A basic AI mapping file without gate assignments is also available as an option

Software Compatibility:

FSX and Windows XP or Windows Vista (All versions)

Note: A FS2004 (FS9) compatible version is also available. Please visit our web site for additional information.

http://www.blueprintsimulations.com/

Hardware Requirements:

BluePrint Sceneries are designed to work properly in today's average computer. For optimum performance while taking advantage of most scenery features we suggest the following hardware configuration:

- Intel Core 2 or Core Duo CPU or better (6400 @ 2 x 2.13 GHz fully tested)
- 4 GB RAM (fully tested)
- nVidia 7000 series video processor with 256-bit memory interface and 512 MB dedicated video memory or better (nVidia GeForce 7950 GT fully tested). nVidia 8000 series video processor may be required for best performance when using the EXTREMELY_DENSE scenery complexity setting (nVidia GeForce 8800 GT fully tested).

Installation Instructions

1. Download the installer and save it in any folder of your choice. The installer is a file labeled TJSJv1.1.2.exe.
2. Double click on the file labeled TJSJv1.1.2.exe to run the scenery installer.
3. Please read carefully and make sure that you understand all the terms of the End User License Agreement (EULA) before continuing with the installation.
4. Select the folder where the scenery will be located. The installer will search your computer hard drives for the location of the Microsoft Flight Simulator and suggest a path to a folder to be created inside the folder containing the simulator's files. If it cannot find the simulator it will suggest a path to a folder to be created inside the folder where the simulator files should be located if the suggested default path was used during the simulator's installation.   <u>You may choose any installation path at this point as long as you are able to locate the folder containing the scenery files in order to add the scenery to the simulator's scenery library as explained below.</u>
5. Complete the installation by following the onscreen instruction.
6. Run FSX and select any flight
7. From the main tool bar, select "World"
8. From the World menu, select "Scenery Library"
9. The following screen should appear:
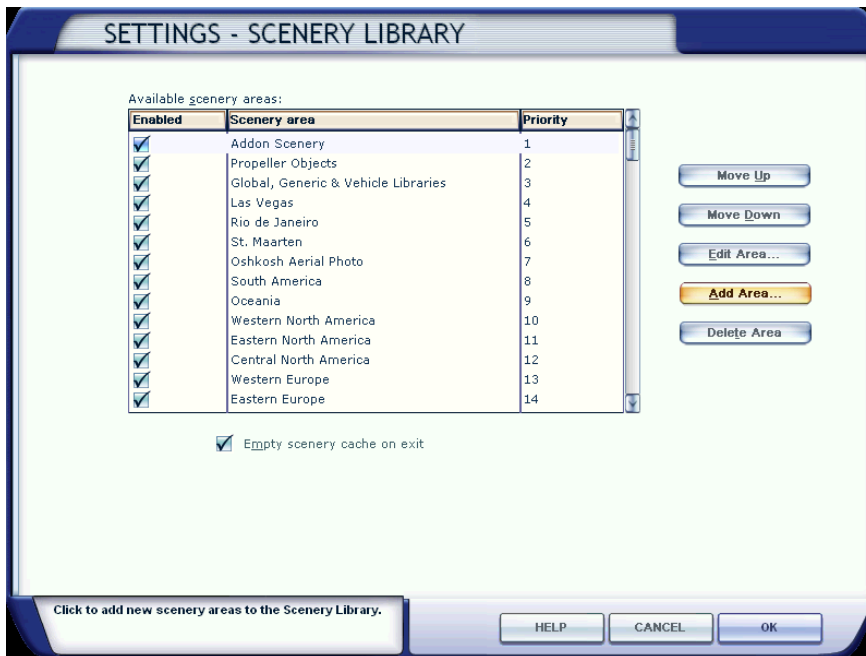
10. Select "Add Area …"
11. Navigate to the **"FSX_root_directory"\BluePrint Simulations** directory
    Note: in a standard installation, the directory will be:
    C:\Program Files\Microsoft Games\Flight Simulator X\BluePrint Simulations\

    If you specified a different directory during installation of FS or the BluePrint scenery, please navigate to the directory you specified to find the scenery files.

12. Select the **TJSJ** folder (Select only, do not "double click")
13. Press "OK"
14. The **TJSJ** directory should appear at the top in the Scenery Area list shown in the following image: (KRDU is used in the image only as an example. TJSJ should appear at the top instead)
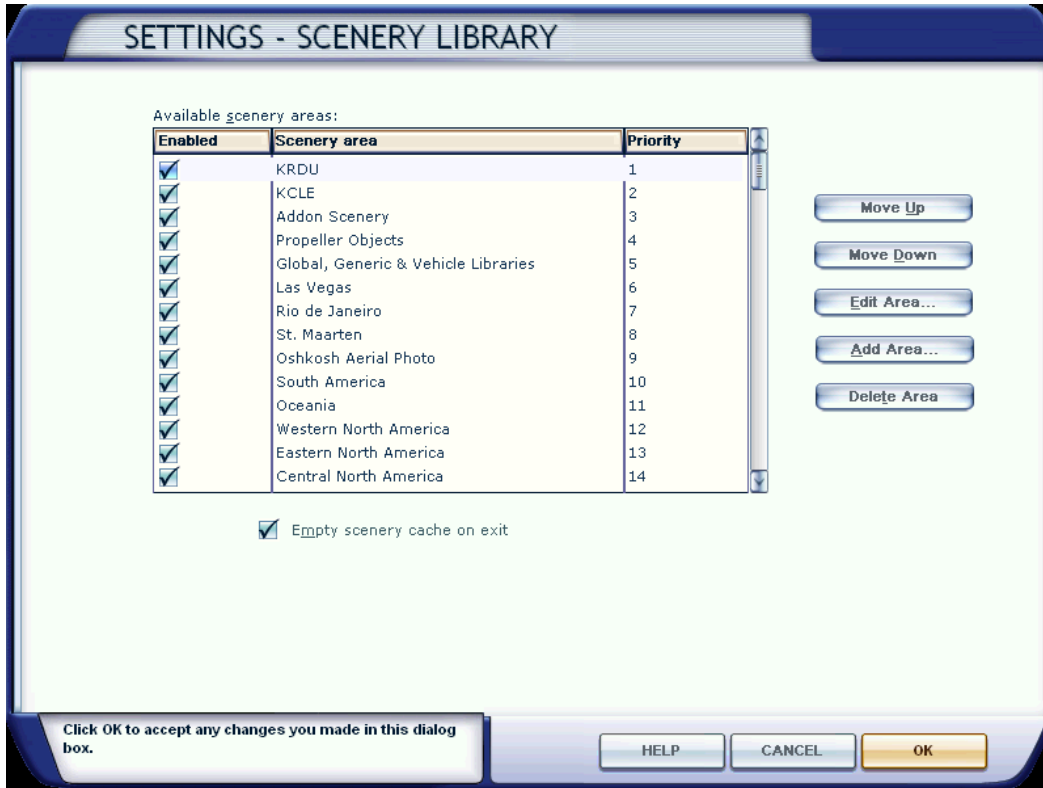
Note: the scenery may be moved down on the list. You must ensure, however, that it is located above any other add-on that may affect in any way the scenery and/or terrain at TJSJ's location or its immediate vicinity (This includes regional or global terrain add-ons).

15. Press "OK" and restart the simulator

Please note that detailed instructions for scenery activation may also be found in the FSX help menu**.**

Airport Diagram and Approach Charts:

Approach charts for this airport can be found at:

http://www.naco.faa.gov

(Note: follow the link to "Free Online Products" and "*digital* – TPP/Airport Diagrams)

Parking Spot Configuration and Airline Gate Assignments

One of our basic design premises is to represent the airport as closely as possible to real life using every resource available in the flight simulator. By default our sceneries are configured to handle ATC operations and AI traffic as realistically as possible based on direct observation and/or airline gate assignment information available to the public via the airport's official website. Consequently, aircraft parking spots are configured to accommodate specific aircraft types according to the actual gate configuration and the airline and aircraft type that use that gate most often in real life.   In order to ensure proper ATC and AI traffic operations you must take care of a few items that we consider and assume to be simple and basic knowledge for any user interested in our high-performance sceneries. If you are interested in AI traffic and realistic ATC operations you must ensure that your aircraft, be it the one you are flying or any AI traffic, is properly formatted as described below.

MSFS's parking spot configuration is based on the aircraft's wingspan and the location of its center of gravity (or C.G.) as specified in each individual aircraft model.   The model refers to the simulated aircraft (i.e. MSFS's default B747-400) as opposed to the aircraft in real life! Consequently, proper handling of an aircraft by the AI traffic engine will depend on the proper configuration of the aircraft model by each individual flight simulator aircraft designer. The wingspan and C.G. location parameters are not easily accessible to the user so we must rely on the aircraft designer to accomplish the task properly. Improperly formatted aircraft models are simply not supported by our sceneries.

As scenery designers we do have access to the parking spot configuration and we are not only able but required to set at least four parameters: (1) location as lat/lon coordinates, heading, radius and type. We are also given the option to specify a few other parameters including airline, and pushback direction preference. The values assigned to each parameter will determine the way any given aircraft will be handled by the simulator air traffic control engine. There is no way at this point to instruct the traffic engine to park or direct any given aircraft a s specific parking spot (or gate). All we can do is set parking spot parameters to provide the traffic engine with a basic set of rules to follow.

Assuming that the aircraft models are properly formatted, the simulator's AI traffic engine will accommodate AI aircraft in the available parking spots according to the parameters mentioned in the previous paragraph. The most basic parameters that we must consider are the location and heading. While heading is straightforward and simple to understand, location is not. The location of a parking spot is defined by a set of latitude/longitude coordinates. It is essential to understand that all the simulator's traffic engine can do is position aircraft that geographic location using one single point in the aircraft visual model as a reference. That point happens to be the C.G. It is also important to understand that the location of the front gear, the point actually used in real life to park an aircraft at the gate, is essentially irrelevant.

The next parameter to be considered is the parking spot radius. For any given parking spot, this parameter defines the maximum size of the aircraft that will be parked at that spot by defining a circular area around the parking spot location as defined above. All the simulator's traffic engine knows is that the aircraft must fit within that circular area using the model's wingspan as a reference. It is important to understand that this parameter only sets a restriction on the maximum size of the aircraft that will fit on a given spot. It sets no restrictions on the minimum size at all.

 As all aircraft types and models have different wingspans and C.G. locations, not all aircraft will fit perfectly in each parking spot. For example, a Boeing 737 aircraft may not fit perfectly in a parking spot

configured to fit a Boeing 777 aircraft. The front gear on a B777 is much further away from its C.G. than that of a B737 is from its own C.G. Nonetheless, the simulator's AI traffic engine may park a B737 aircraft in a parking spot configured for a B777 aircraft and it will not account for the need to move the B737 forward so that its front wheels end up at the same location where the B777's front wheels would be as it is done in real life. The bottom line is that by properly formatting the parking spot radius all we can do is prevent the simulator's traffic engine from parking a B777 aircraft in a parking spot that will only fit a B737 or smaller aircraft because otherwise it would end up impelled in the terminal building or its wing will crash with the aircraft parked in the adjacent gate. This is particularly important when, as in real life, some parking spots are designed and configured to fit only smaller aircraft.

In our effort to represent the airport as it is in real life we have also chosen to assign specific airlines to each terminal gate by setting the optional parameter mentioned above. Detailed information about the gate assignments is provided below. The option to disregard airline gate assignments is now provided during installation of our sceneries.

Please note that for a given aircraft to be directed toward or parked at a gate assigned to a specific airline the aircraft must be properly formatted. There are two parameters that must be configured within the "aircraft.cfg" file associated with each flyable or AI traffic aircraft. It is not enough that the aircraft is labeled according to the corresponding airline texture applied to each instance of a given aircraft model. You must make sure that the aircraft designer has properly formatted those two parameters for each texture associated with a given aircraft model or you must add those parameters to the aircraft.cfg file yourself. This can easily be accomplished by editing the aircraft.cfg file using a text editor such as "Window's Notepad". The two parameters are:

1. A parameter that defines the type of parking spot to be used. Values may be GATE for passenger terminal gates, CARGO for cargo ramp parking spots and MILITARY for military ramp parking spots and RAMP for general aviation ramp parking spots.
2. A parameter that specifies the airline such that the AI traffic engine can identify it.

Consequently, each instance of a given aircraft as defined in the aircraft.cfg file must contain these two lines:
atc_parking_types=
atc_parking_codes=

The following fictitious example corresponds to a properly formatted MSFS default 737-400 aircraft displaying textures representing the "Southwest Airlines" livery

```
 [fltsim.0]
title=Boeing 737-400 Southwest Airlines
sim=Boeing737-400
model=
panel=
sound=
texture=SWA
kb_checklists=Boeing737-400_check
kb_reference=Boeing737-400_ref
ui_manufacturer=Boeing
ui_type="737-400"
ui_variation="Southwest Airlines"
```

atc_id=N737
atc_airline=SOUTHWEST
atc_flight_number=1123
atc_parking_types=GATE
atc_parking_codes=SWA
description="One should hardly …"

Note: parameters labeled ui_ correspond to the **U**ser **I**nterface only (i.e. to be used in the aircraft menu) while those labeled atc_ correspond to parameters to be used by the ATC and the AI traffic engine to properly identify and handle the aircraft.

If the two parameters mentioned above have not been properly configured or are missing, which is the most common occurrence unless the user has manually modified the file, the AI traffic engine will not know the intended parking spot type and corresponding airline associated with the aircraft. On the other hand, If the aircraft is properly formatted as shown in the example above, the aircraft will be swiftly and efficiently directed toward a passenger terminal gate that has been configured for a B737-400 or smaller aircraft and that has been assigned to "Southwest Airlines".

Unless the option to disregard airline assignments is selected during installation, there are very few unassigned parking spots available for the AI traffic engine to use in our sceneries. Consequently, this option should be selected unless care has been taken either by the manufacturers or by you to properly format the aircraft.cfg file for the aircraft that you intend fly or use as AI traffic.

Concourse A

Under construction with 6 gates due to open 2010

Concourse B

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
32	180	N/A	B737-800	GATE	N/A
33	180	A319, A320, A321	A320/B757-200	GATE	UAL ACA
34	180	A319, A320, A321, B737	A320/B757-200	GATE	UAL ACA
35	180		B737-800	GATE	N/A
36	180	A319, A320, A321, B737	A320/B757-200	GATE	UAL ACA
37	130	A319, A320, A321, B757-200	A320/B757-200	GATE	USA AWA
38	200	A319, A320, A321, B757-200, B767-300, A330-300	A330-300	GATE	USA AWA
39	180	B737-800, B757-200, B767-300	A320/B757-200	GATE	DAL NWA
40	180	B737-800, B757-200, B767-300	B767-300	GATE	DAL NWA
41	180	B737-800, B757-200, B767-300	B737-800	GATE	DAL NWA

Concourse C

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
20	120	A320, B737-700/800, ERJ 170/190	A320	GATE	JBU CMP
21	N/A	N/A	N/A	N/A	N/A
22	120	A320, ERJ 170	A320	GATE	JBU
23	120	A319, A320, A321	A320	GATE	NKS
24	120	B717, B737-700/800	B737	GATE	TRS
25	130		B757-200	GATE	N/A
26	200	A330-200/300, A340-300	A340-300	GATE	N/A

27	130	B737, B757-200/300	B757-200	GATE	COA
28	130	B737, B757-200/300	B757-200	GATE	COA
29	180	B737, B757-200/300	B757-200	GATE	COA

Concourse D

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
11	180	B737-800, B757-200, B767-200/300	B757-200	GATE	AAL
12	N/A	N/A	N/A	N/A	N/A
13	180	B737-800, B757-200, B767-200/300	B737-800	GATE	AAL
14	180	B737-800, B757-200, B767-200/300	B767-300	GATE	AAL
15	130	B737-800, B757-200	B737-800	GATE	AAL
16	180	B737-800, B757-200, B767-200/300	B767-300	GATE	AAL
17	130	B737-800, B757-200	B757-200	GATE	AAL
18	130	B737-800, B757-200	B757-200	GATE	AAL
19	130	B737-800, B757-200	B757-200	GATE	AAL

Concourse E

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
3	180	B737-800, B757-200, B767-200/300	B757-200	GATE	AAL
4	180	B737-800, B757-200, B767-200/300	B767-300	GATE	AAL
5	180	B737-800, B757-200, B767-200/300	B757-200	GATE	AAL
6	180	B737-800, B757-200, B767-200/300	B757-200	GATE	AAL
7	180	B737-800, B757-200, B767-200/300	B767-300	GATE	AAL
8	180	B737-800, B757-200, B767-200/300	B757-200	GATE	AAL
9	180	B737-800, B757-200, B767-200/300	B757-200	GATE	AAL

SE Parking (Cargo Ramp)

Parkin g	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
1	220	A300, MD-11, B767-300, B747-400	B747-400	CARGO	UPS
2	180	B767-300	B767-300	CARGO	UPS
3	120	B727	ANY	CARGO	N/A
4-6	180	Up to A300/B767-300	B767-300	CARGO	N/A

E Parking (Cargo/Maintenance Ramp)

Parkin g	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
1	220	Up to B747-400	B747-400	CARGO	N/A
2	180	Up to A300/B767	B767	CARGO	N/A
3	220	Up to B747-400	B747-400	CARGO	N/A
4-6	200	MD-11, DC-10, A300	MD-11	CARGO	FDX
7-20	80	N/A	ANY	CARGO	N/A
21-23	220	Up to B747-400	ANY	RAMP	N/A

NE Parking (Cargo/GA Ramps)

Parkin g	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
1-10	80	N/A	N/A	CARGO	N/A
11 - 19	80	N/A	N/A	GA RAMP	N/A

ANG Parking Ramp

Parkin g	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type
1-12	140	C-130	C-130	MILITAY_C ARGO

Real-Life Flight Plans

The following flight plans are provided as a courtesy to our customers. They are intended for flight simulation use only.

Departing TJSJ

TJSJ VERMO4.VERMO VERMO NECKS M597 TARMO M597 FIVZE 3100N05500W 3600N05000W 4400N04000W 4800N03000W 4900N02000W BEDRA UN491 GUNSOUM197 GAPLI UN20 SAM UR8 MID UM185 CLN UL620 REDFA REDF1 EHAM
TJSJ JAAWS9.UTAHS UTAHS G431 ELMUC Y585 OMN J45 CRG CRG.CANUK7 KATL
TJSJ VERMO4.VERMO VERMO THANK L458 MAXAS L458 GECAL L461 BOVIC KAYYT LACKS J97 ACK ACK.SCUPP4 KBOS
TJSJ JAAWS9.UTAHS UTAHS R507 GTK Y587 SKIPS SRQ Q100 REDFN Q105 HRV J58 AEX AEX.CQY6 KDFW
TJSJ JAAWS9.UTAHS UTAHS G431 ELMUC L454 OWENZ CYN GXU RBV V249 METRO KEWR
TJSJ JAAWS9.UTAHS UTAHS R507 GTK A555 MAYAG A555 ZQA ZQA.WAVUN1 KFLL
TJSJ JAAWS9.UTAHS UTAHS Y585 ELMUC L451 CERDA L451 IORIO LETON L451 JAINS DIW TYI FAK FAK.BARIN1 KIAD
TJSJ JAAWS9.UTAHS UTAHS R507 GTK PEGYY Y587 RAJAY BR55V ZBV BAGGS Q102 LEV LEV.STROS4 KIAH
TJSJ JAAWS9.UTAHS UTAHS G431 ELMUC L454 SINGL L454 OKONU L454 BERGH OWENZ CAMRN CAMRN.CAMRN4 KJFK
TJSJ JAAWS9.UTAHS UTAHS R507 GTK A555 INDEE A555 ZQA BR55V ZBV BR57V FLL PHK PHK.BAIRN1 KMCO
TJSJ JAAWS9.UTAHS UTAHS R507 GTK Y587 RAJAY BR53V VKZ LBV J73 SZW VUZ VUZ.HLI1 KMEM
TJSJ JAAWS9.UTAHS UTAHS R507 GTK Y587 COZIE FLIPR FLIPR.FLIPR1 KMIA
TJSJ JAAWS9.UTAHS UTAHS G431 ELMUC L451 IORIO LETON L451 JAINS CHS J47 SPA FLM HEVAN MZZ MZZ.ROYKO3 KORD
TJSJ JAAWS9.UTAHS UTAHS G431 ELMUC L454 OKONU AZEZU B24 SIE VCN VCN.VCN8 KPHL
TJSJ JAAWS9.UTAHS UTAHS G431 ELMUC RENAH Y585 CVIKK Y585 OMN J45 AMG J46 VXV VXV.DARBY3 KSDF
TJSJ JAAWS9.UTAHS UTAHS R507 GTK Y587 RAJAY A555 ZBV BR57V FLL PHK PHK.DEAKK1 KTPA
TJSJ JETSS 2100N06000W 2400N05000W 2700N04000W 3200N03000W 3600N02000W LUTAK PORLI UN870 RAKOD UH90 TLD LEMD
TJSJ SJU RTE2 BQN B520 ANTEX   MDPC
TJSJ SJU RTE2 BQN A636 KATOK A636 PTA MDPP
TJSJ SJU RTE2 BQN B520 CDO   MDSD
TJSJ DDP B520 ANTEX ILAMO UM525 BITIX SIROT UGIBA LOGAD MPTO
TJSJ SJU MAZ G633 MELLA UM525 TBG UG440 ISEBA ISEBA.PAR3 MROC
TJSJ TUUNA MAZ LRN CDO UA319 LECKY UG633 ETBOD PAP MTPP
TJSJ CRSTL1.CRSTL CRSTL SCAPA UG431 PJG UG431 CUC UA567 BUV A567 UTICA UTICA1 SKBO
TJSJ CRSTL1.CRSTL CRSTL G432 MIQ SVMI
TJSJ SJU RTE2 COY A555 ILURI A555 BGI TBPB
TJSJ SJU RTE2 COY A555 ILURI A555 FOF TFFF
TJSJ SJU RTE2 COY R888 PPR   TFFR
TJSJ SJU RTE2 STT TIST
TJSJ RTE7 RTE4   TISX
TJSJ CRSTL1.CRSTL CRSTL SCAPA G431 BEXER G885 ABA BEA TNCA
TJSJ SJU RTE2 STT A638 PJM TNCM
TJSJ SJU RTE2 COY ANADA UG449 POS   TTPP
TJSJ SJU RTE9 DAKES G431 SCAPA G431 BEXER G885 ABA A567 NOREX UA567 CUC UG431 EJA W26 MRN MRN1 SKRG

Arriving TJSJ

EHAM GORLO UL980 MANGO UL620 MID UR8 SAM UN20 GAPLI UM197 GUNSO UN486 OMOKO 4500N02000W FRS 3500N04000W 3000N05000W FIVZE M597 THANK THANK.SAALR1 TJSJ
KATL PNUTT5.MCN MCN AMG J45 OMN Y585 COWAR Y585 ELMUC ELMUC.BEANO1 TJSJ
KBOS ACK J97 LACKS KAYYT BOVIC L461 GECAL L458 THANK THANK.SAALR1 TJSJ
KCLE DJB HERAK APE HVQ J24 FAK RIC ECG AR8 OXANA M325 PERDO BEXUM L455 LENNT LENNT.SAALR1 TJSJ
KCLT BUCKL5.CAE CAE CH AR4 OLDEY L451 LETON G431 ELMUC ELMUC.BEANO1 TJSJ
KDFW SOLDO2.MEI MEI SZW J20 ORL SQT BR1L GTK A555 HARDE HARDE.BEANO1 TJSJ
KEWR FISLA1.DIXIE DIXIE V276 PREPI OWENZ LINND RESQU UMEDA L455 LENNT A300 PLING RTE7 SJU LENNT.SAALR1 TJSJ
KFLL BEECH BAHMA RAJAY A555 HARDE HARDE.BEANO1 TJSJ

KIAD DAILY J61 EDDYS ECG AR8 OXANA L452 NELSR Y585 ELMUC ELMUC.BEANO1 TJSJ
KIAH LEV1.LEV LEV Q100 REMIS RAJAY Y587 HARDE HARDE.BEANO1 TJSJ
KJFK SHIPP LINND RESQU UMEDA L455 TASNI L455 LENNT LENNT.SAALR1 TJSJ
KMCO GUASP1.VALCA VALCA PBI BR54V ZQA A555 GTK A555 HARDE HARDE.BEANO1 TJSJ
KMEM MEM J41 VUZ OTK OMN Y585 ELMUC ELMUC.BEANO1 TJSJ
KMIA SKIPS1.SKIPS SKIPS RAJAY A555 HARDE HARDE.BEANO1 TJSJ
KORD EARND ELANR EMMLY ETAME EMEGE FLM SPA J47 CAE CH AR4 OLDEY L451 LETON L451 IORIO G431 ELMUC ELMUC.BEANO1 TJSJ
KPHL OOD TEBEE HAYDO SIE B24 AZEZU WEBBB ROLLE ATUGI L454 ELMUC ELMUC.BEANO1 TJSJ
KSDF IIU V4 HYK VXV ODF DBN CRG J45 OMN Y585 CVIKK GTK A555 HARDE HARDE.BEANO1 TJSJ
KTPA GANDY1.SABEE RSW SKIPS BR53V ZQA A555 GTK A555 HARDE HARDE.BEANO1 TJSJ
LEMD CCS UN975 ELVAR GUNTI 3800N02000W 3500N03000W 3200N04000W 2900N05000W KAVAX M525 PANMO SAALR SAALR.SAALR1 TJSJ
MDPC PNA W18 MELLA MELLA.JOSHE1 TJSJ
MDPP PTA A636 KATOK KATOK.BEANO1 TJSJ
MDSD CDO G633 MELLA MELLA.JOSHE1 TJSJ
MPTO EGETA1 EGETA SIROT UM525 MELLA MELLA.JOSHE1 TJSJ
MROC ATENA2.LIO LIO UA317 TBG UM525 MELLA MELLA.JOSHE1 TJSJ
SKBO ZIP1 BUV UA567 CUC UG431 SCAPA SCAPA.JOSHE1 TJSJ
SPIM SLS2 SLS UG431 PLG UQ103 CUC UG431 SCAPA SCAPA.JOSHE1 TJSJ
SVMI MIQ G432 ARMUR ARMUR.JOSHE1 TJSJ
TBPB ILURI ILURI.TROCO1 TJSJ
TFFF FOF A555 ILURI ILURI.TROCO1 TJSJ
TFFR MODUX MODUX.TROCO1 TJSJ
TIST PALCO6.PALCO PALCO TROCO TROCO.TROCO1 TJSJ
TNCM PJM PJM.TROCO1 TJSJ
TTPP POS UL337 EDMAX UA300 KIKER KIKER.JOSHE1 TJSJ

Scenery Fixes and Upgrades:

We are committed to providing the highest quality scenery add-ons for Microsoft Flight Simulator. Consequently, we issue fixes and upgrades for our products from time to time. The fixes and upgrades may include simple corrections and improvements (most thanks to the feedback of our customers) as well as significant changes and improvements resulting from technique evolution and refinement on the part of our designers. As our technique evolves, we update previously released products by issuing interim fixes or upgrades.

In order to stay current regarding these free fixes and upgrades please visit the "Downloads" page on our web site:

http://www.blueprintsimulations.com/

Technical Support:

Answers to the most common questions about our sceneries can be found in the FAQ section of our website at http://www.blueprintsimulations.com. Any other technical questions must be submitted via email to support@blueprintsimulations.com.

Acknowledgements:

We would like to acknowledge Lee Swordy for his AFCAD version 2.21 freeware, a CAD-style program used for the modification of facility data as well as some of the visible scenery used in Microsoft Flight Simulator.

We would also like to acknowledge Arno Gerretsen and the entire www.FsDeveloper.com team for their effort to provide guidance and advice to all MSFS add-on developers.