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KBOS Boston - Logan for FSX

http://www.blueprintsimulations.com/

Contents

Airport Description:

Boston's Lawrence B. Logan International Airport serves as the primary gateway to the New England region in the northeastern United States offering non-stop flights to every major North American as well as most major western European cities. It is also one of America's classic international airports in every respect. Five intercepting runways and multiple centrally located terminals are typical of major airports designed and built during the early times of aviation including New York's JFK and Chicago's O'Hare.

Landlocked by the waters of the historic Boston Bay, major modifications to the field and terminal complex layout are highly unlikely. Nonetheless, significant field improvements have been completed recently including addition of a new runway along the southwestern boundary of the field. Runway 14/32 is a "unidirectional" runway used exclusively for departures to and arrivals from the southeast and was built primarily to handle regional and commuter airline operations.

 Modifications to the terminal complex have been more significant. Projects completed over the last few years include a major upgrade the international Terminal E, full replacement of the original "Eastern Airlines" Terminal A with a state of the art facility, addition of a futuristic-looking six-gate facility to the south wing of Terminal B, and major expansion of the centralized parking facilities.

The new Terminal A, originally known as the Delta terminal, has the distinction of being the only airport terminal ever certified as a "green facility". It consists of a main terminal and a satellite interconnected by an underground tunnel. Having served for a very short period of time as one of Delta Airlines main hubs, it now also handles all Continental Airlines operations at KBOS. In a very recent move, Continental has taken over all the gates in the main terminal building with the exception of the commuter gates located at the far-east end which continue to serve most Delta regional partners. Delta continues to operate out of the satellite gates.

Terminal B consists of two independent wings interconnected by a five-level parking structure. The north wing is occupied by American Airlines and American Eagle. Very recently Virgin America started operating out of gate B38 offering non-stop flights to the west coast. The south wing is occupied primarily by US Airways. This facility was recently upgraded with the addition of a new six-gate expansion. Other occupants of the south wing include Air Canada which offers connections to most major Canadian cities out of Gates B1, B2 and B3, Spirit Airlines that will take you to sunny Florida from gate B5 and Alaska Airlines that shares gate B15 with US Airways.

Terminal C remains essentially unchanged and consists of a Saarinen-designed main building sporting the distinctive curved roof and glass enclosure plus four piers. The gates that once constituted pier A are currently part of the newly renovated Terminal E as gates 1C thru 1E. Pier B is occupied by United Airlines and its regional partners while pier C is occupied almost entirely by JetBlue Airlines except for one gate used by Midwest Airlines and another by Cape Air. Both Piers are T-shaped and almost identical. It is worth mentioning that New York-based JetBlue's operations at KBOS have grown steadily over the last few years currently offering numerous non-stop flights to Florida, California, and the Caribbean. The three gates that formally constitute pier D are now occupied by AirTran.

Finally, Terminal E is currently dedicated to handle international flights operated by both domestic and foreign airlines. This structure underwent a nearly full reconstruction that was completed a few years ago. The radical transformation resulted in very modern and passenger friendly check-in, customs and immigration and airline gate areas. American airlines offer non-stop service to London while Delta links KBOS to their hub at Amsterdam. KBOS is also linked to various cities in the UK by British Airways and Virgin Atlantic and to Ireland by Aer Lingus. Other international routes include CDG (Air France), Rome (Alitalia), Frankfurt (Lufthansa), Zurich (Swiss International) and Iceland (Icelandair). JetBlue offers non-stop service to some Caribbean destinations including resorts in the Dominican Republic.

There are two general aviation areas at KBOS. The southern cargo ramp was recently reduced in size as nearly half of the facilities were demolished to give way to the new runway 14/32. FedEx remains as the primary operator using those facilities at this time. The main fire station is also located there, next to the FedEx hangars. The northern area is the more extensive one and offers general cargo and maintenance facilities as well as long-term airline parking and a brand-new and state of the art executive aviation terminal recently completed by Signature Air Support.

Regarding the field, KBOS has an easily recognizable air traffic control tower located at the center of the terminal complex. In addition, it has six runways the longest of which is 15R/33L while the shortest and mostly inactive is 15L/33R. Parallel runways 4L/22R and 4R/22L are used most often for departures and arrivals respectively as long as runway 15R/33L's extra length is not needed for the operation of heavy aircraft. Lastly, runway 9/27 is used as a reliever for landings from and takeoff towards the east during rush hour. Of course, operations under serious crosswind conditions are never an issue at KBOS. On the other hand, it is worth mentioning that with the exception of 33L and 34, all runways end a few feet from the water making for very exciting operations especially under snowy and icy conditions. Fortunately, snow and ice are quite rare in New England!

Scenery Description:

BluePrint's rendition of KBOS is by far the most accurate and detailed ever produced for the Microsoft flight simulator. As usual, special attention was paid to the terminal complex. Our scenery includes all four terminals, the control tower, the parking structures and all major general aviation facilities. A few landmarks in the airport's immediate vicinity were also included for the sake of increasing realism during air and taxi operations. As usual, high-resolution textures were used in all major buildings including transparency and reflection effects in the FSX version.

A high-resolution terrain elevation mesh is included as an option in the FS2004 version. This feature was not needed in the FSX version as the highest resolution mesh was already used in the Boston area by default. Customized high-resolution terrain texturing displaying seasonal changes was used in both versions of the scenery. The texture-replacement area in the FS2004 version is nearly four times larger than that covered in the FSX version in order to ensure optimum bending with the complex coastline depicted in the surrounding default terrain.

Special attention was paid to the accuracy of the field's layout including all six runways as well as taxiways and ramps. A few new and improved models are used for some of the most important auxiliary equipment located around the field including approach lighting (both horizontal and vertical guidance), VOR beacon, and runway hold-short warning lights.

As in previous sceneries, three levels of detail have been implemented in order to provide options suitable to older computer systems. A detailed description of this feature is provided below.

Unfortunately, the tricky coastal geography surrounding BOS and the proximity of the runways to the water posed a new challenge to our ability to match terrain elevation and terrain texturing despite using the latest and most accurate data available to the public via NASA and the USGS. While disappointed by the obvious terrain discrepancies clearly visible at various points along the coast line, we decided to avoid fake modifications to the satellite image used as ground texture. It is worth noting that the discrepancies are due primarily to the resolution of the terrain mesh that can be handled by the simulator at this time rather than the terrain texturing itself. Nonetheless, we are extremely proud to offer a scenery add-on that will undoubtedly capture the imagination of the great majority of computer pilots.

The official airport web site containing general information and terminal configuration can be found at:

http://www.massport.com

Scenery Features:

- Custom-made, optimized Gmax models of the four terminals, air traffic control tower, parking structures and all significant aircraft maintenance, cargo and general aviation facilities
- Custom-made, high-resolution textures for all Gmax generated models including transparency and reflective effects

- Custom-made, high-resolution photo real ground textures carefully blended with their surroundings and including seasonal changes and water effects
- Accurate runway and taxiway layout, including detailed markings and signs

- 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), all buildings within the field's boundaries including all four terminal, the air traffic control tower and general aviation, cargo and maintenance facilities.
    VERY_DENSE complexity that adds detailed instrument approach lighting system models, ramp vehicles and infield trees.
    EXTREMELY_DENSE complexity that adds 33% more ramp vehicles. It also adds detailed trucks and cargo containers in the FedEx, UPS, and general cargo ramps and adds a few extra details to the terminal complex. EXTREMELY_DENSE complexity setting is recommended for computer systems equipped with advanced CPUs and video rendering resources.
- Advanced, custom-made AI mapping file including realistic gate and parking spot. A basic AI mapping file without gate assignments is also available.

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. Upon purchase of the scenery via our website or any of our authorized resale stores you will receive a download link and an installation key or serial number.
2. Download the installer and save it in any folder of your choice. The installer is a file labeled KBOSv1.1.2.exe. If you have any problems with the download please contact the resale store directly. If you purchased the scenery from our website, please contact BMT Micro, Inc. via orders@bmtmicro.com.
3. Double click on the file labeled KBOSv1.1.2.exe to run the scenery installer.
4. Enter the installation key (or serial number) provided upon purchase of the scenery.
5. Please read carefully and make sure that you understand all the terms of the End User License Agreement (EULA) before continuing with the installation.
6. 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. 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.
7. Complete the installation by following the onscreen instruction.
8. Run FSX and select any flight
9. From the main tool bar, select "World"
10. From the World menu, select "Scenery Library"
11. The following screen should appear:
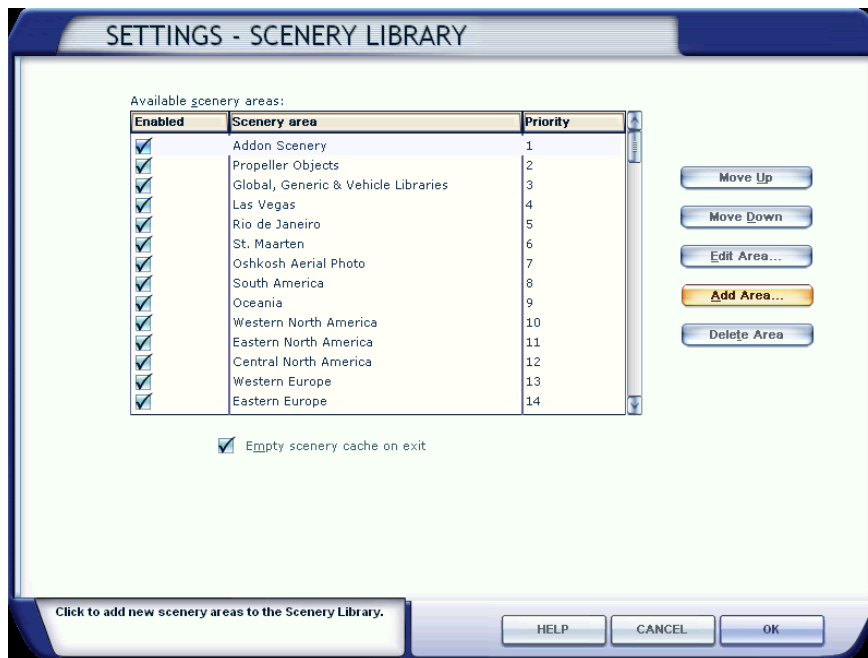
12. Select "Add Area …"
13. Navigate to the **"FSX_root_directory"\BluePrint Simulations** directory
    Note: in a standard installation, the directory will be:
    C:\Program Files\Microsoft Games\Flight Simulator X\BluePrint Simulations\

    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.

14. Select the **KBOS** folder (Select only, do not "double click")
15. Press "OK"
16. The **KBOS** 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. KBOS should appear at the top instead)
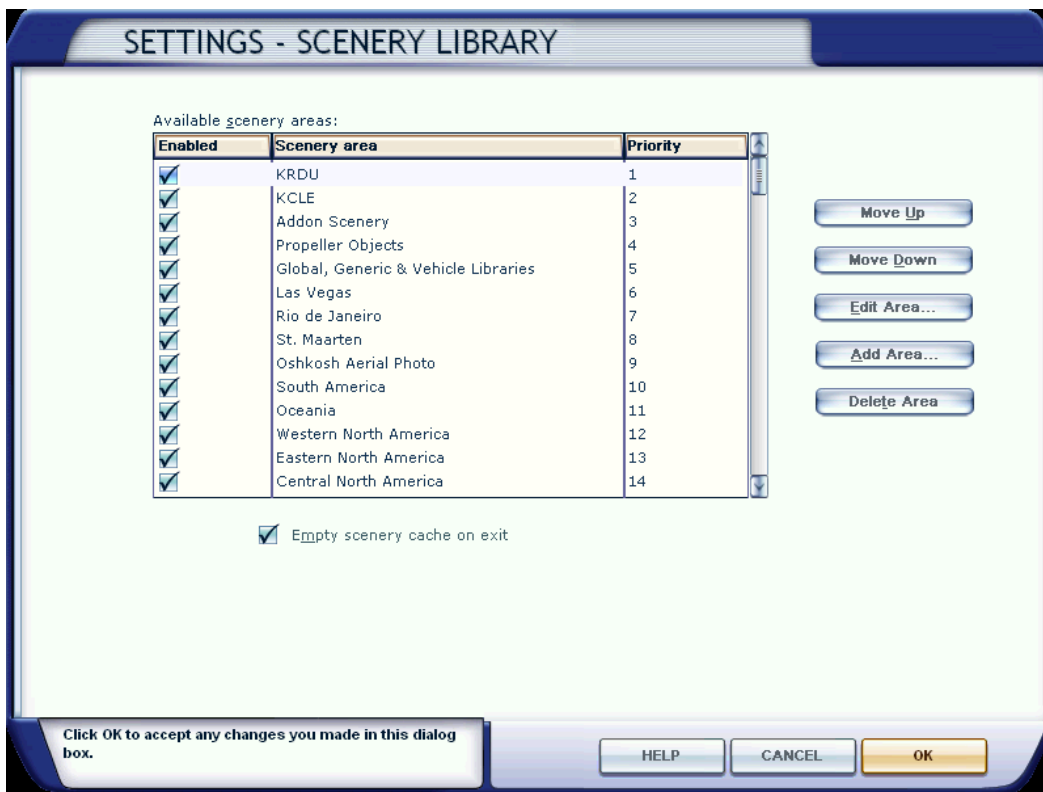
Note: the scenery may be moved down on the list. You must ensure, however, that it is located above any other add-on that may affect in any way the scenery and/or terrain at KBOS's location or its immediate vicinity (This includes regional or global terrain add-ons).

17. 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

It is one of our basic design premises to represent the airport as closely as possible to real life. By default the scenery is configured to handle ATC operations and AI traffic as realistically as possible based upon 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 parking spot in real life. In order to ensure proper ATC and AI traffic operations you must take care of a few items that are considered to be simple and basic 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 the 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 real life aircraft! 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 and we must rely on the parameters to be properly formatted by the aircraft designer.

Assuming that the aircraft model is properly formatted, the simulator's AI traffic engine will accommodate AI aircraft in the available parking spots based upon the largest aircraft that will fit the specified wingspan parameter. Aircraft with wingspan equal or smaller to the value specified for any given parking spot may be positioned in that specific parking spot. 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. Nonetheless, the simulator's AI traffic engine may park a B737 aircraft in a parking spot configured for a B777 aircraft. As currently there is no way for the user or the scenery designer to direct a specific aircraft to a given parking spot. All we can make sure is that a B777 is not parked at a gate meant to accommodate a B737 or smaller aircraft.

In order to provide an easy way to understand this issue, some parking spots in this scenery have been fitted with a set of labeled markers that represent the exact parking spot location (where the aircraft's C.G will be when parked at that spot) and various aircraft sizes. Manually parking various aircraft models at one of those locations will give you a clear picture of the way MSFS's parking spots work.

Detailed information regarding the parking spot configuration for this scenery is provided below.

We have also assigned specific airlines to each terminal gate. Detailed information about the gate assignments are provided below.

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 assigned 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 associated with that aircraft. You must make sure that the aircraft designer has included the two parameters for each texture associated with a given aircraft model or you must add those parameters to the aircraft.cfg file. 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 a general aviation ramp parking spot.
2. A parameter that specifies the airline such that the AI traffic engine can identify it.

Consequently, each 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 User Interface 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 identify properly handle the aircraft.

If the two parameters mentioned above are missing, which is the most common occurrence unless the user has manually modified the file, or they have not been properly configured the AI traffic engine will not know the intended parking spot type and corresponding airline associated with the aircraft. In this scenery, very few unassigned parking spots are available for the AI traffic engine to use to park this 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 configured for a B737-400 or larger aircraft and assigned to "Southwest Airlines" (for example see gates 120 thru 129 at KBOS's Airside 2 below).

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.

Terminal A

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
1	80	ERJ	ERJ	GATE	BTA
2	120	ERJ, B736, B737, B738, B739	B738	GATE	COA
3	120	ERJ, B736, B737, B738, B739	B738	GATE	COA
4	120	ERJ, B736, B737, B738, B739	B738	GATE	COA
5	120	ERJ, B736, B737, B738, B739	B738	GATE	COA
6	120	ERJ, B736, B737, B738, B739	B738	GATE	COA
7	130	ERJ, B736, B737, B738, B739, B752, B753, B762	B752	GATE	COA
8	120	ERJ, B736, B737, B738, B739	B738	GATE	COA
9	N/A	N/A	N/A	GATE	COA
10	80	CRJ-200	CRJ-200	GATE	COM
11	80	CRJ-200	CRJ-200	GATE	COM
12	80	CRJ-200	CRJ-200	GATE	COM
13	130	CRJ, MD88, B738, B752	B752	GATE	DAL
14	130	CRJ, MD88, B738, B752	B752	GATE	DAL
15	130	CRJ, MD88, B738, B752	B752	GATE	DAL
16	130	CRJ, MD88, B738, B752	B752	GATE	DAL
17	130	CRJ, MD88, B738, B752	B752	GATE	DAL
18	130	CRJ, MD88, B738, B752	B738	GATE	DAL
19	130	CRJ, MD88, B738, B752	B738	GATE	DAL
20	130	CRJ, MD88, B738, B752	B738	GATE	DAL
21	130	CRJ, MD88, B738, B752	MD88	GATE	DAL
22	120	CRJ, MD88, B738	MD88	GATE	DAL

Terminal B

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
1	100	CRJ	CRJ 200	GATE	ACA, JZA
2	120	A319, A320	A320	GATE	ACA, JZA
3	120	A319, A320	A320	GATE	ACA, JZA
4	120	A319, A320, A321	A320	GATE	NKS
5	120	A319, A320, A321, B737	A320	GATE	USA, AWE
6	120	A319, A320, A321, B737	A320	GATE	USA, AWE
7	120	A319, A320, A321, B737	A320	GATE	USA, AWE
8	130	A319, A320, A321, B737, B757	B752	GATE	USA, AWE
9	N/A	N/A	N/A	N/A	N/A
10	120	A319, A320, A321, B737	A320	GATE	USA, AWE
11	120	A319, A320, A321, B737	A320	GATE	USA, AWE
12	130	A319, A320, A321, B737, B757	B752	GATE	USA, AWE
13	120	A319, A320, A321, B737	A320	GATE	USA, AWE
14	120	A319, A320, A321, B737	A320	GATE	USA, AWE
15	120	A319, A320, A321, B737	A320	GATE	USA, AWE, ASA
16	120	A319, A320, A321, B737	A320	GATE	USA, AWE
17	120	A319, A320, A321, B737	A320	GATE	USA, AWE
18	120	A319, A320, A321, B737	A320	GATE	USA, AWE
19	130	A319, A320, A321, B737, B757	B752	GATE	USA, AWE
20	120	A319, A320, A321, B737	A320	GATE	USA, AWE
21	120	A319, A320, A321, B737	A320	GATE	USA, AWE

22	80	ERJ	ERJ	GATE	EGF
23	80	ERJ	ERJ	GATE	EGF
24	80	ERJ	ERJ	GATE	EGF
25	80	ERJ	ERJ	GATE	EGF
26	80	ERJ	ERJ	GATE	EGF
27	130	MD80, B738, B752	B752	GATE	AAL
28	120	MD80, B738	B738	GATE	AAL
29	120	MD80, B738	B738	GATE	AAL
30	N/A	N/A	N/A	GATE	AAL
31	180	MD80, B738, B752, B763	B763	GATE	AAL
32	180	MD80, B738, B752, B763	B763	GATE	AAL
33	180	MD80, B738, B752, B763, B772	B772	GATE	AAL
34	130	MD80, B738, B752	B752	GATE	AAL
35	130	MD80, B738, B752	B752	GATE	AAL
36	130	MD80, B738, B752	B752	GATE	AAL
37	130	MD80, B738, B752	B752	GATE	AAL
38	120	A319, A320	A320	GATE	VRD

Terminal C

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
12	120	ERJ, CRJ, A319, A320	A320	GATE	UAL
13	120	ERJ, CRJ, A319, A320	A320	GATE	UAL
14	120	ERJ, CRJ, A319, A320	A320	GATE	UAL
15	120	ERJ, CRJ, A319, A320	A320	GATE	UAL
16		A319, A320, B752	B752	GATE	UAL
17	130	A319, A320, B752	B752	GATE	UAL
18	130	A319, A320, B752, B763	B763	GATE	UAL
19	130	A319, A320, B752	B752	GATE	UAL
20	130	A319, A320, B752	B752	GATE	UAL
21	180	A319, A320, B752, B763	B763	GATE	UAL
25	120	ERJ-190, A320	A320	GATE	JBU
26	120	MD80	MD80	GATE	MEP
27	120	ERJ-190, A320	A320	GATE	JBU
28	120	ERJ-190, A320	A320	GATE	JBU
29	120	ERJ-190, A320	A320	GATE	JBU
30	120	ERJ-190, A320	A320	GATE	JBU
31	120	ERJ-190, A320	A320	GATE	JBU
32	120	ERJ-190, A320	A320	GATE	JBU
33	120	ERJ-190, A320	A320	GATE	JBU
34	120	ERJ-190, A320	A320	GATE	JBU
35	50	C402C	C402C	GATE	KAP
36	120	ERJ-190, A320	A320	GATE	JBU
40	120	B717, B737	B737	GATE	TRS
41	120	B717, B737	B737	GATE	TRS
42	120	B717, B737	B737	GATE	TRS

Terminal E

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
1A	120		B738	GATE	
1B	120		B738	GATE	
1C	120		B738	GATE	
1D	120		B738	GATE	
1E	120		B738	GATE	
2A	120	A320	A320	GATE	JBU
2B	120	A320	A320	GATE	JBU
3A	120	A320	A320	GATE	JBU
3B	200	A332, A333, B763, B772	A333, A343	GATE	DAL, NWA, KLM
4	200	A332, A333, A343, B763	A333, A343	GATE	SWR AAL IBE TCV RZO ICE
5	200	A332, A333, A343, B763	A333, A343	GATE	EIN AAL IBE TCV RZO ICE
6	220	A343 B747	A333, A343	GATE	DLH TCV RZO ICE
7A	220	B744 B772	B744	GATE	BAW
7B	200	A332 A333 A343 B772	A333, A343	GATE	AFR TCV RZO ICE
8A	220	B744 A346	B744	GATE	VIR
8B	180	A320, B752, B763	B763	GATE	AZA ICE TACV

General Aviation

Parking	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
FedEx Ramp (S Parking)					
1 - 5	220	MD11, MD10, A310, B757, B727	MD11	CARGO	FDX
General Cargo Ramp (N Parking)					
1, 2	130	Up to B757	ANY	CARGO	N/A
3, 4	200	Up to A330/B777	ANY	CARGO	N/A
Signature Ramp (Parking)					
1 - 19	80	ANY	ANY	RAMP	N/A
18 - 20	100	ANY	ANY	RAMP	N/A
Long-term and Maintenance Ramp (Parking)					
21	220	B747	B747	RAMP	N/A
22	200	A330, A340, B767	A330, A340	GATE, RAMP	
23	120	MD80, B737	B737	GATE, RAMP	
24, 25	130	MD80, B737, B757	B757	GATE, RAMP	
26	180	MD80, B737, B757, B767	B767	GATE, RAMP	
27, 28	130	MD80, B737, B757	B757	GATE, RAMP	

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 KBOS

KBOS PSM ENE PLB PLB.PLB6 CYUL
KBOS MHT SYR BUF LINNG.YOUTH2 CYYZ
KBOS GLYDE BAF J77 EMI J48 MOL MOL.FLCON3 KATL
KBOS GLYDE BAF J77 PTW J48 MOL J22 VUZ J52 SQS LFK IDU IDU.BITTER4 KAUS
KBOS NELIE CMK J75 MXE V378 BAL   KBWI
KBOS MHT SYR J29 KELIE BDF BDF.CXR2 KCLE
KBOS NELIE CMK J75 BINKS J75 GVE LYH LYH.SUDSY3 KCLT
KBOS GLYDE CTR HNK J49 PSB MAULL KODIE CTW CTW.TIGRR1 KCVG
KBOS NELIE CMK J75 DUEYS J75 COPES J75 MXE MXE.CLIPR1 KDCA
KBOS HT SYR J63 EHMAN YXU J16 BAE FOD OBH J10 LBF LBF.SAYGE6 KDEN
KBOS GLYDE BAF J77 SAX J6 HYPER J6 BWG J6 LIT LIT.BYP5 KDFW
KBOS MHT SYR BUF BUF.SPICA2 KDTW
KBOS GLYDE BAF V292 TALCO V213 SAX KEWR
KBOS BOS LUCOS SEY067 SEY HTO J174 SWL CEBEE WETRO ILM AR21 CRANS CRANS.FISEL2 KFLL
KBOS GLYDE BAF J77 SAX J6 LRP LRP.HYPER2 KIAD
KBOS GLYDE BAF J77 PTW J48 PENSY J48 MOL J22 VXV VUZ JAN AEX AEX.DAS7 KIAH
KBOS GLYDE BAF J77 SAX J80 ETX MAALS BRNAN PSYKO BUBAA HIDON ROD ROD.CLANG5 KIND
KBOS LUCOS SEY067 SEY PARCH CCC ROBER   KJFK
KBOS MHT SYR BUF YQO GOOSS GRR FOD SNY J100 BCE BCE.GRNPA1 KLAS
KBOS MHT SYR J63 EHMAN YXU J16 BAE FOD OBH J10 HBU J128 TBC J64 PGS PGS.RIIVR2 KLAX
KBOS BOS BOSOX BDL BDL255 VALRE V157 LGA KLGA
KBOS MHT SYR BUF J16 LESUB J16 MCW J148 ONL J114 BENNZ J114 SNY J100 BCE J60 BLD J107 HEC HEC.KAYOH4 KLGB
KBOS MHT SYR CRL BDF IRK IRK.BQS4 KMCI
KBOS BOS LUCOS SEY067 SEY HTO J174 EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC HIBAC.CWRLD1 KMCO
KBOS MHT SYR J29 DJB J60 GSH GSH.GSH4 KMDW
KBOS GLYDE BAF J77 SAX J6 BWG BWG.LTOWN4 KMEM
KBOS BOS LUCOS SEY HTO J174 SWL CEBEE WETRO DIW AR22 JORAY JORAY.HILEY2 KMIA
KBOS MHT HANAA SAEZE YWT J63 ASP J522 GRB GRB.EAU8 KMSP
KBOS MHT SYR BUF J16 DABJU J16 FSD J82 CZI J32 MLD FMG FMG.RAIDR2 KOAK
KBOS MHT SYR J63 EHMAN YXU J547 FNT FNT.SAYRS2 KORD
KBOS MHT SYR BUF ASP AXN PDT PDT.BONVL5 KPDX
KBOS LUCOS SEY067 SEY HTO J121 BRIGS BRIGS.VCN8 KPHL
KBOS MHT SYR BUF GSH IRK J96 GCK J96 CIM ZUN ZUN.EAGUL3 KPHX
KBOS GLYDE CTR HNK KONJE J190 SLT SLT.GRACE2 KPIT
KBOS BOS LUCOS SEY067 SEY HTO J174 SWL SWL.ARGAL5 KRDU
KBOS NELIE CMK J75 DUNKN DUNKN.SHFTY1 KRSW
KBOS MHT CAM TULEG SIBKI PENDO VIXIS JAKEY JUVAG CESNA ABR EKR J100 BCE J60 BLD TNP TNP.BARET4 KSAN
KBOS GLYDE CTR HNK PSB APE APE.RDSTN1 KSDF
KBOS MHT PLB YOW J500 SSM J500 YXC GLASR.GLASR7 KSEA
KBOS MHT SYR J63 EHMAN YXU J16 MCW J148 ONL SNY J84 DTA RUMPS OAL OAL.MOD3 KSFO

KBOS MHT SYR BUF J547 YXU GRB RWF RAP J158 DDY DDY.NORDK2 KSLC
KBOS GLYDE BAF J77 SAX J80 AIR J110 VHP VHP.VLA6 KSTL
KBOS NELIE CMK J75 BINKS J75 GSO J75 TAY TAY.DADES1 KTPA
KBOS NELIE CMK J75 GSO J75 TAY J119 CORSU HILTI CIGAR A758 FRISH UA758 CEDRO UA626 AMITA UJ52 CUN MMUN
KBOS ACK J97 LACKS KAYYT BOVIC L461 GECAL L458 THANK A523 SAALR RTE7 SJU TJSJ
KBOS PSM ALLEX N79B YQX KOBEV 50/50 52/40 52/30 52/20 LIMRI DOLIP UN523 CRK UL607 SPI UT180 DITEL T180 OSMAX OSMAX3E EDDF
KBOS PSM ALLEX N79B YQX KOBEV 50/50 52/40 52/30 52/20 LIMRI DOLIP UN523 CRK UL607 AMASI UM149 BOMBI T104 BURAM BURAM1M EDDM
KBOS FRILL TUSKY N55B YYT NOVEP 48/50 50/40 52/30 53/20 MALOT BURAK UL9 STU UP2 NUMPO UP2 OKESI Y3 BEDEK EGLL
KBOS PSM ENE MIILS N113B DOTTY CRONO 52/50 54/40 54/30 54/20 DOGAL BABAN UN544 DEVOL UL975 WAL UM16 DOLAS UL603 LAMSO EHAM
KBOS FRILL TUSKY N47A COLOR RONPO 4700N05000W 4800N04000W 4800N03000W 4700N02000W PASAS UM450 STG UN733 ZMR ZMR3C LEMD
KBOS FRILL KANNI N43A COLOR RONPO 47/50 49/40 50/30 50/20 SOMAX KENUK UN502 JSY UY111 INGOR UM25 DVL LFPG
KBOS FRILL VITOL N21C JAROM BOBTU 44/50 46/40 47/30 49/20 SOMAX KENUK UN501 KUKAD UN501 TAKAS UN490 TERPO UM616 LERGA UT183 OTROT UM728 BTA UL146 ELKAP LIRF
KBOS FRILL TUSKY N77B YQX KOBEV 50/50 50/40 51/30 51/20 DINIM GIPER UN512 RATKA UN502 JSY UN160 PIGOP UL851 MELKO UM606 BLM LSZH

Portions in red correspond to North Atlantic tracks that are given different labels and may or may not be available for use any given day.

Arriving KBOS

KBWI SWANN3.OOD OOD J42 RBV J222 JFK JFK.INNDY2 KBOS
KCLE FAILS V522 ERI JHW J82 ALB ALB.GDM3 KBOS
KCLT MERIL2.MERIL RDU J207 FKN J79 SBY J79 JOANI J79 JFK JFK.INNDY2 KBOS
KCVG ROCKT3.AHTIY PSB J49 ALB ALB.GDM3 KBOS
KDCA SWANN BROSS J42 RBV J222 JFK JFK.INNDY2 KBOS
KDEN PLAIN4.MCK MCK J130 PWE J64 BDF J26 JOT J146 GIJ J554 JHW J82 ALB ALB.GDM3 KBOS
KDFW NOBLY2.LIT LIT J131 PXV J29 DORET J29 JHW J82 ALB ALB.GDM3 KBOS
KDTW MOONN2.MOONN JHW J82 ALB ALB.GDM3 KBOS
KEWR MERIT ORW ORW.ORW3 KBOS
KFLL ZAPPA1.ZAPPA ZAPPA PERMT AR16 LENDS AR16 ILM KEMPR SBY J79 JFK JFK.ORW3 KBOS
KIAD SWANN BROSS J42 RBV J222 JFK JFK.INNDY2 KBOS
KIAH LFK5.LIT LIT PXV J29 KURTZ J29 JHW J82 ALB ALB.GDM3 KBOS
KIND ROD J29 JHW J82 ALB ALB.GDM3 KBOS
KJFK MERIT ORW ORW.ORW3 KBOS
KLAS TRALR2.DVC DVC BRK LNK CID SVM J70 JHW J82 ALB ALB.GDM3 KBOS
KLAX OSHNN3.DAG DAG J100 LAS J146 DVC J197 HGO HLC J64 BDF GIJ J554 JHW J82 ALB ALB.GDM3 KBOS
KLGA MERIT ORW ORW.ORW3 KBOS
KLGB SENIC1.DAG DAG J100 OBK J584 CRL J554 JHW J82 ALB ALB.GDM3 KBOS
KMCI LAKES5.SPI SPI BVT FWA DJB JHW ALB ALB.GDM3 KBOS
KMCO FATHE1.SAV SAV J55 CHS J79 JFK JFK.INNDY2 KBOS
KMDW LEWKE GIJ EVOTE NELLS KEEHO JHW ALB ALB.GDM3 KBOS
KMEM MEM J42 SWAPP J42 OTT J42 RBV J222 JFK JFK.INNDY2 KBOS

KMIA HEDLY1.HEDLY HEDLY J53 CRG J121 CHS J121 SAWED J209 SBY J79 JFK JFK.INNDY2 KBOS
KMSP WLSTN2.GRB GRB ASP J522 YYZ J522 ROC J522 HANKK J16 ALB ALB.GDM3 KBOS
KOAK MARI4.SAC MARI4 SAC J32 BAM J94 OCS J94 ONL J148 MCW J16 ECK J94 ALB GDM3 ALB.GDM3 KBOS
KORD DUFEE ELX HAAKK DOXXY SOSIC JHW J82 ALB ALB.GDM3 KBOS
KPDX BTG J16 PDT HILGR BRD ASP YYZ ROC ALB ALB.GDM3 KBOS
KPHL DITCH J225 JFK JFK.INNDY2 KBOS
KPHX SJN3.ABQ ABQ J18 STJ J18 JOT J146 GIJ J554 JHW J82 ALB ALB.GDM3 KBOS
KPIT EWC EWC050 ZORBO J584 SLT J190 ALB ALB.GDM3 KBOS
KRDU TYI J79 JFK JFK.INNDY2 KBOS
KRSW CSHEL1.ORL ORL J53 BARBS J53 CRG J55 VIYAP J55 SAV FLO J207 FKN J79 JFK JFK.INNDY2 KBOS
KSAN POGGI2.IPL IPL J18 GBN J18 SLN J24 MCI J80 VHP ROD J29 JHW J82 ALB ALB.GDM3 KBOS
KSDF SDABB1.SHB SHB ROD J29 JHW J82 ALB ALB.GDM3 KBOS
KSEA SEA J90 MWH J34 HLN J90 MLS J90 ABR J70 GEP J106 GRB J38 ECK J16 ALB ALB.GDM3 KBOS
KSFO SFO8.SFO SFO LIN PEONS INSLO DTA RIL FQF J44 MCK J130 PWE IRK BVT FWA DJB J82 ALB ALB.GDM3 KBOS
KSLC NSIGN1.OCS OCS J94 DBQ BAE J16 ALB ALB.GDM3 KBOS
KSTL GATWY4.ROD ROD J29 JHW J82 ALB ALB.GDM3 KBOS
KTPA BAYPO1.TAY TAY J75 DUNKN J210 JOINT J79 JFK JFK.ORW3 KBOS
TJSJ VERMO4.VERMO VERMO THANK L458 MAXAS L458 GECAL L461 BOVIC KAYYT LACKS J97 ACK ACK.SCUPP4 KBOS
EDDF BIBOS6G BIBOS UZ28 NAPSI UP73 SPY UL602 GOW UN580 TIR UN572 GOMUP 58/15 59/20 60/30 60/40 58/50 LOACH FOXXE YGV TOPPS SCUPP SCUPP.SCUPP4 KBOS
EDDM MIQ6S MIQ Y102 UPALA Z109 BAMAS UL604 MASEK UL604 RELBI UL602 SUPUR UP1 ROLUM UP13 ASKAM UP59 BALIX 59/20 59/30 59/40 57/50 LOACH FOXXE N264A TAFFY SCUPP SCUPP.SCUPP4 KBOS
EGLL CPT UL9 KENET UN14 BAKUR UN546 DEVOL UN544 BABAN UP618 RESNO 56/20 57/30 57/40 56/50 SCROD VALIE N242B TAFFY SCUPP SCUPP.SCUPP4 KBOS
EHAM BERGI UL602 NALAX UL46 REMSI UP6 NELBO UN551 RESNO 56/20 57/30 57/40 56/50 SCROD VALIE N240C TOPPS SCUPP SCUPP.SCUPP4 KBOS
EINN UNBEG1A UNBEG UL9 BURAK UM140 DOGAL 55/20 56/30 56/40 55/50 OYSTR STEAM N220B TOPPS SCUPP SCUPP.SCUPP4 KBOS
LEMD ZMR1V ZMR UN733 STG UM450 PASAS 4800N02000W 5100N03000W 5100N04000W 5000N05000W KOBEV YQX N126B ALLEX SCUPP SCUPP.SCUPP4 KBOS
LEMD ZMR1V ZMR UN733 STG UM440 KOPAS 44/20 44/30 43/40 43/50 JEBBY CARAC N40E KANNI SCUPP SCUPP.SCUPP4 KBOS
LFPG EVX UT300 SENLO UN502 JSY UN160 LIZAD UL739 SOMAX 49/20 47/30 45/40 43/50 JEBBY CARAC N38E WHALE SCUPP SCUPP.SCUPP4 KBOS
LIRF GISPA UL50 ELB UM616 PIGOS UM616 LERGA UT183 FOUCO UN460 RIVAK UN460 SIVIR 4600N01500W 4600N02000W 4600N03000W 4500N04000W 4500N05000W VODOR RAFIN N62A BRADD SCUPP SCUPP.SCUPP4 KBOS
LSZH VEBIT T51 LASUN UN176 MOROK UL856 DJL UH10 AMODO UM729 RESMI UL851 LGL UN502 JSY UN160 LND UM142 *MALOT 54/20 56/30 58/40 57/50 LOACH FOXXE* N264A TAFFY SCUPP SCUPP.SCUPP4 KBOS

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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.

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