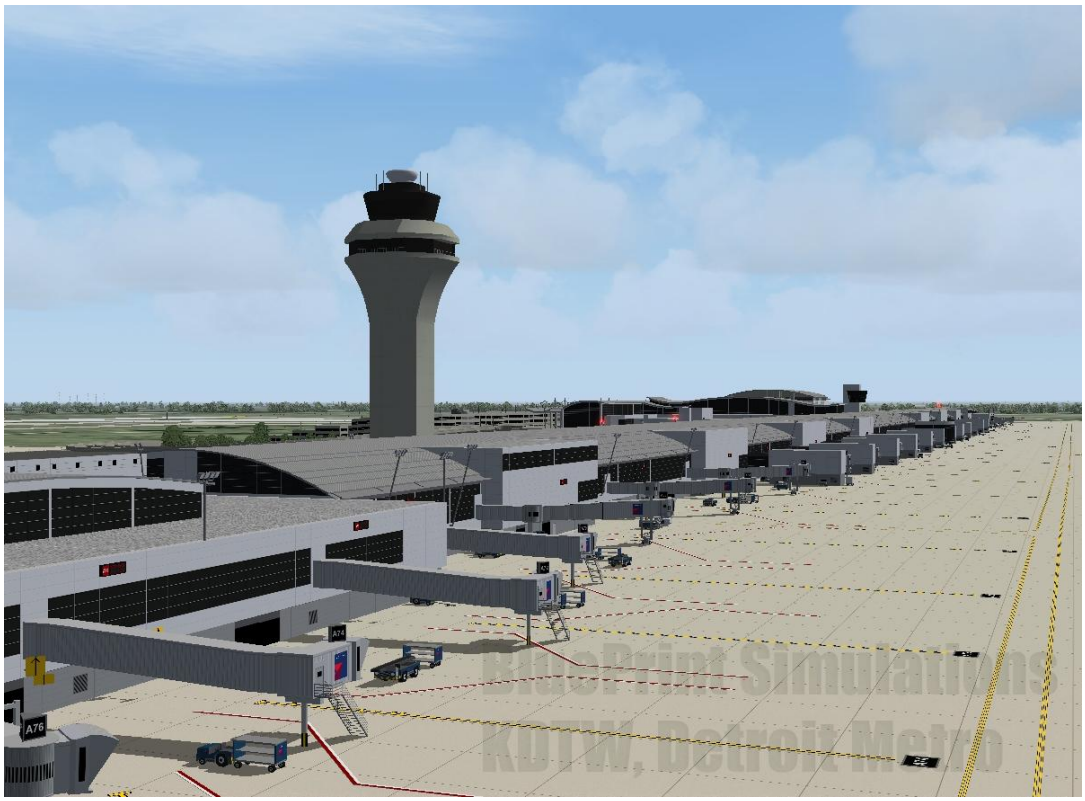
Presents

http://www.blueprintsimulations.com/



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Airport Description:

Better known as Detroit Metro, DTW's official name is Detroit Metropolitan Wayne County Airport. Curiously, the "International" qualification customarily added to the name of major airports is conspicuously omitted. Despite this fact, however, DTW stands among the top ten international gateways to the United States and holds a few distinctions that set it apart from the rest. DTW features the newest terminal complex of any major airport in the United States and the second longest passenger terminal ever built. A decade of intense development resulted in the complete replacement of the old Smith terminal with two new facilities, the Edward H. McNamara (or South) terminal and the still unnamed North terminal.

The McNamara terminal was conceived as Northwest Airlines primary hub and fulfilled this role from opening day in early 2002 until late 2008. It now serves as the second largest hub for Delta, the world's largest airline. This terminal is massive by any standard of measure and consists of three concourses. Concourse A is attached to the main terminal and it is approximately 5000 ft (1500 meters) long. It offers over sixty jetway-equipped gates, ten of them fit to accommodate the largest passenger aircraft. It also features a unique people mover (or tram) that runs the length of the concourse open to the environment inside the facility. Concourse A accommodates all Delta domestic and international operations. It also welcomes two other SkyTeam members, Air France and KLM.

A mid-field concourse connects to the terminal via an underground tunnel. It is divided in two sections, Concourse B to the south and Concourse C to the north. The combined B/C concourse is the largest of its kind, featuring 52 jetway-equipped gates for the exclusive use of regional and commuter carriers. Currently it accommodates all Delta Airlines regional partners serving DTW, including Atlantic Southeast (ASA), Comair, Chautauqua, Compass, Mesaba and Pinnacle airlines.

After Northwest Airlines moved to the new McNamara terminal, the unoccupied section of the old Smith terminal was demolished and a brand new facility was built in its place. The new North terminal opened in late 2008, at which time DTW replaced Denver Intl as the major US airport with the newest passenger terminal complex. As of the summer of 2011, DTW's ongoing

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transformation continues with the demolition of the old Smith terminal remaining sections and the Berry International terminal.

The new North terminal accommodates all non-SkyTeam carriers serving DTW. Domestic airlines using the new terminal (Concourse D) are AirTran, American, Frontier, Southwest, Spirit, United, and US Airways as well as their regional partners Air Wisconsin, American Eagle, ExpressJet, GoJet, Republic, Shuttle America and Trans States. Lufthansa and Royal Jordanian are also regular visitors from abroad.

DTW's standing at the top of many customer-satisfaction surveys is definitely not a fluke, but a fact that ought to make Detroit's airport authorities very proud indeed. Both the McNamara and the new North terminals are recognized as some of the most modern, efficient and green passenger terminals in the world. Considered one of the most passenger-friendly facilities and offering a luxury hotel on site, connections and layovers at the McNamara terminal, especially after long flights from Asia, are lauded as some of the most pleasant anywhere. While somewhat plain from an architectural point of view, the new North terminal has consistently received outstanding reviews.

Other significant structures within the DTW's field boundaries include FedEx and UPS package handling facilities, a Delta Airlines Maintenance complex, the historic old terminal (now a US Customs office) and two general aviation terminals.

DTW's airfield is also very efficient and designed to expedite departures and arrivals even under the worst of winter weather conditions. DTW has four parallel runways with northeast – southwest orientation that enable three simultaneous instrument approaches. In addition, it has two parallel crosswind runways with east – west orientation that add to the versatility of the design. Furthermore, aircraft flow to and from the terminals has been optimized by minimizing the number of runway crossings and featuring four large and conveniently located deicing facilities.

Scenery Description:

BluePrint Simulations version of Detroit Metropolitan Airport is current, detailed and accurate. It depicts the passenger terminal complex at an unprecedented level of detail and includes the new North terminal as well as the most recent additions to the McNamara terminal: the concourse B extension and the new concourse C. The terminals and other components of the scenery feature three-dimensional and light/shadow effects created by means of actual three-dimensional details in each model as opposed to the use of complex and frame-rate intensive textures. Aircraft parking positions and boarding gate configurations accurately represent the real terminals. Optional sets of static vehicles individually positioned and branded to represent the airline using each gate enhance the terminal environment during taxi operations. All concourses combined, our scenery includes one hundred and forty two individually configured, jetway-equipped gates.

Our scenery also includes the great majority of structures located within the airport boundaries. All structures including hangars are three-dimensional and available for customization and use. The most relevant general aviation facilities include two fire stations, the FedEx and UPS package handling facilities, the Delta Airlines maintenance complex, the Asig and Metro Flight services general aviation terminals and aircraft storage hangars, four deicing pads and numerous general aviation and maintenance facilities. The FAA air traffic control tower attached to the McNamara terminal is also included.

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Runways and taxiways are laid out according to current official airport diagrams and charts. Especial attention is paid to the location of navigation facilities including VORs, localizers, glide slopes and precision approach path indicators. The scenery also includes detailed and accurately positioned 3-D models for most navigation aid fixtures including approach lighting as well as localizer, glide slope, and VOR antennae. Taxiway signs and markings are carefully placed at each intersection to facilitate taxing. A few extra marking and signs are added to facilitate ground movement in the simulator environment and enhance the pilot's experience. Those include runway hold-short flashing lights at every intersection and three-dimensional, oversized parking position alignment aids.

Design Considerations:

- Our scenery does not include models for the old "Smith" and "Berry" terminals because they are no longer in use and were in fact being dismantled when the scenery was released.
- Runway 4L/22R has two sets of localizers; one provides an approach path aligned with the runway while the other provides a path that deviates 2.5 degrees toward the northwest. The second set is used when additional aircraft separation is needed as simultaneous approaches to the neighboring runway (4R/22L) are being conducted under extreme weather conditions. Because the simulator does not allow more than one localizer for each runway, we simulated the second set using those available from runway 3L/21R. Consequently, both sets of instrument approach procedures officially labeled ILS Y and ILS Z are available. Please note that the localizers must be tuned manually when the straight-in approaches (ILS Z 4L or ILS Z 22R) are being performed with most FMC equipped addon aircraft. This is because the navigation databases only associate one localizer frequency to each runway and the ILS Y frequencies are used by default.
- FS9 simulates the terrain in the immediate vicinity of the airport as a densely populated area. This is clearly not the case in real life. Unfortunately, we found it impossible to blend the photo-real replacement textures to the surrounding default terrain seamlessly. It is for this reason that photo-real terrain replacement textures included with this scenery are optional. You may chose to use the optional terrain replacement textures if you wish to have increased realism at low altitude near the airport, during approach, landing and taxing operations for example. In this case, however, the area covered by the photo-real replacement textures will appear as a clearly distinguishable rectangle around the airport when seen from high altitude. On the other hand, you may chose to use the default terrain textures that provide a better visual effect from higher altitudes but show no terrain detail within and in the immediate vicinity of the airport.
- The inability to manipulate the terrain elevation at the required level of detail prevented us from accurately depicting all access road underpasses.

Scenery Features:

1. Custom-made, optimized and fully three-dimensional Gmax models of the entire facility including:
    - two terminals and four concourses
    - uniquely configured and positioned static jetways, service vehicles (optional) and parking alignment aids at every gate
    - the parking structures and elevated access roads adjacent to the terminals

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    - the air traffic control tower, two fire stations and four deicing pads
    - a significant fraction of the general aviation, aircraft maintenance and cargo facilities within the field's boundary
    - approach lighting fixtures and navigation aid antennae for every runway.
2. Custom-made, high-resolution textures for all Gmax generated models including transparency effects.
3. Custom-made, high-resolution photo real ground textures depicting seasonal changes and carefully blended with the surrounding terrain (optional).
4. Accurate runway and taxiway layout, including detailed markings and signs.
5. Realistic taxiway and ramp markings and ramp illumination effects
6. Two 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), and most buildings within the field's boundaries including the terminals, the air traffic control tower and cargo and maintenance facilities.
    - VERY DENSE complexity adds detailed instrument approach lighting system models, animated runway intersection lighting, gate parking position alignment aids and static ramp vehicles (optional).
7. Advanced, custom-made AI mapping file (AFCAD) including realistic gate and parking spot layout as well as airline gate assignments. A basic AI mapping file without gate assignments is also available as an option

Software Compatibility:

FS2004 (FS9) and Windows XP, Windows Vista or Windows 7 (All versions)

Note: A FSX compatible version is available and sold separately. Please visit our web site for additional information.

http://www.blueprintsimulations.com/

Hardware Requirements:

BluePrint sceneries are designed to work properly in the average computer at the time of each release. For optimum performance while taking advantage of most scenery features we suggest the following hardware configuration:

- Intel Core Quad CPU or better (Q9300 @ 4 x 2.50 GHz fully tested)
- 4 GB RAM (fully tested)
- nVidia 8000 series video processor with 256-bit memory interface and 512 MB dedicated video memory or better (nVidia GeForce 8800 GT fully tested). nVidia 9000 series video processor and 1 GB dedicated memory may be required for best performance when using the VERY_DENSE scenery complexity setting (nVidia GeForce 9800 GT fully tested).

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)

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Installation Instructions

1. Download the installer and save it in any folder of your choice. The installer is a file labeled KDTWv1.1.1.exe.
2. Double click on the file labeled KDTWv1.1.1.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. 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.
5. Complete the installation by following the onscreen instruction.
6. Run the Flight Simulator and add the new scenery to the scenery library as follows:
7. Upon starting the flight simulator the following screen should open:

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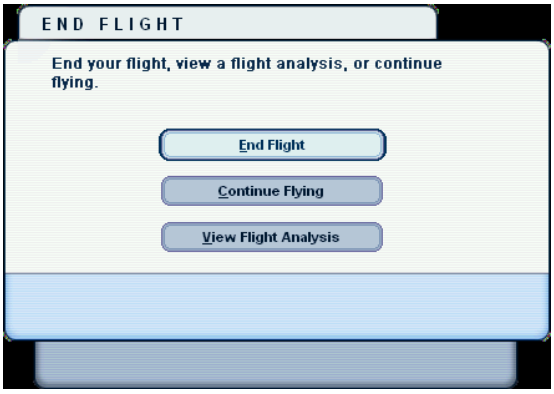
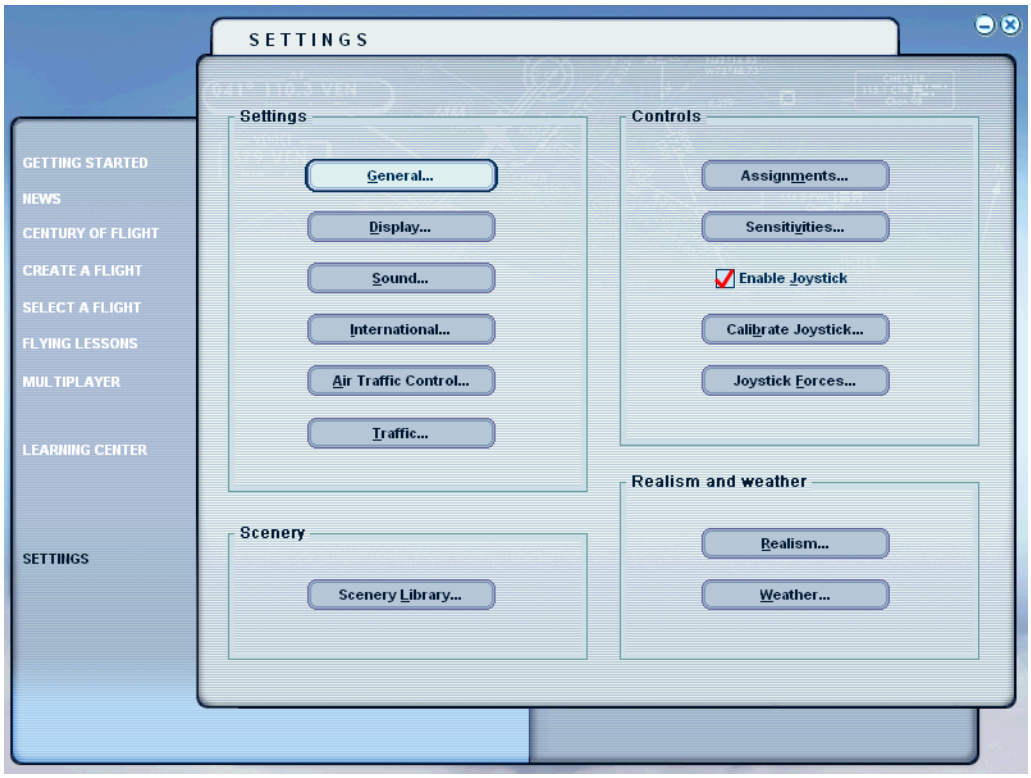
9. If you have setup your simulator to skip this screen at start up, you can reach it as follows:
   - Press the “Esc” key or from the main menu bar, under “Flights” select “End Flight”.
   - Confirm “End Flight” on the next screen:



   - Now select “Settings” on the screen shown in step 7. The following screen should open:



10. Select Scenery Library … The following screen should open:

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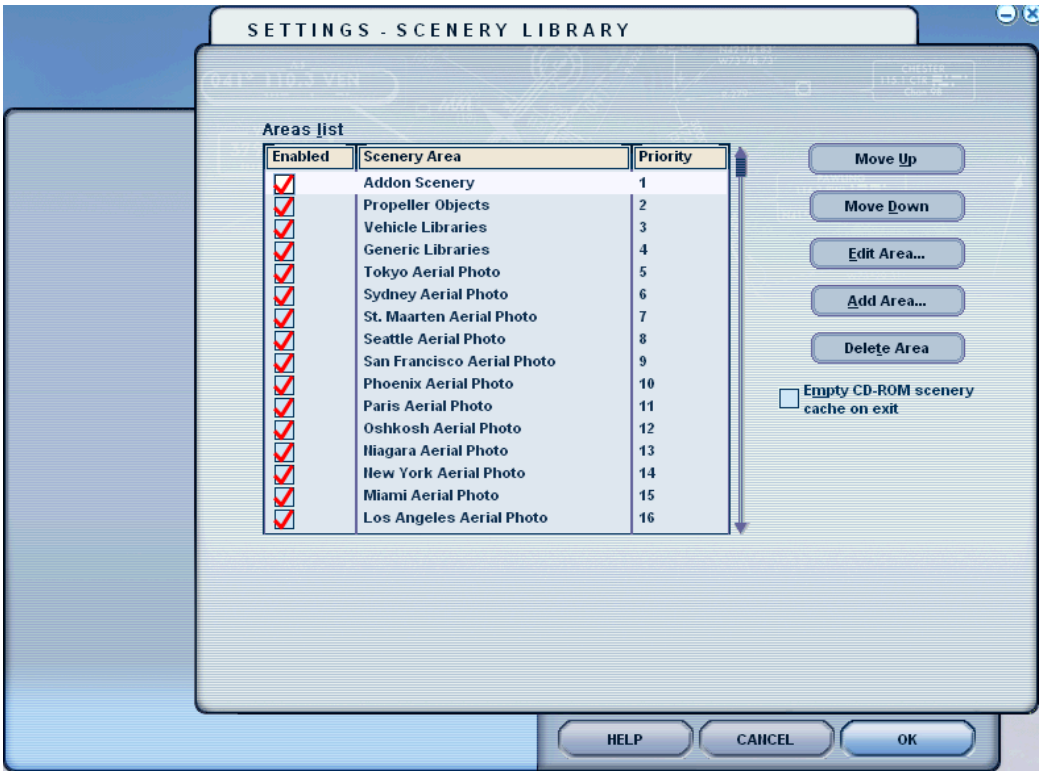

11. Select Add Area …
12. Navigate to the “FS9_root_directory”\BluePrint Simulations\ directory
    Note: in a standard installation, the directory will be:
    C:\Program Files\Microsoft Games\Flight Simulator 9\BluePrint Simulations
    If you specified a different directory during installation of FS or the BluePrint scenery, please navigate to the directory you specified to find the scenery files.
13. Select the **KDTW** folder (Select only, do not “double click”)
14. Press OK
15. The **KDTW** directory should appear at the top in the Scenery Area list shown in the following image: (KCLE is used in this image as an example. KDTW should appear at the top instead).

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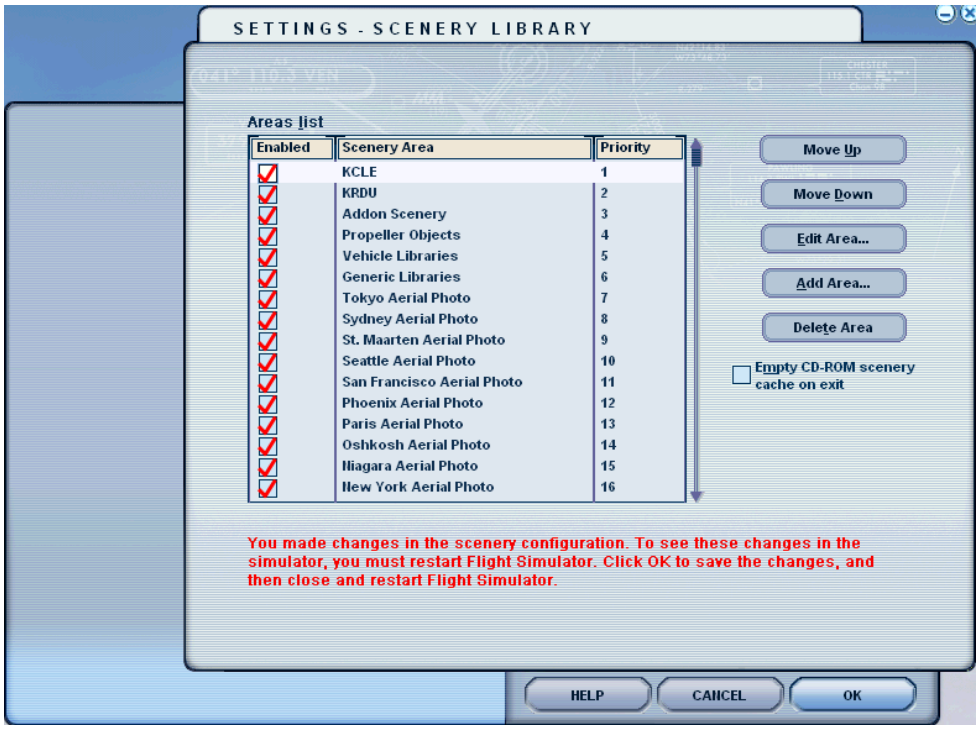

Note: the scenery may be moved down on the list. You must ensure, however, that it is located above any other add-on that may affect in any way the scenery and/or terrain at KDTW's location or its immediate vicinity (This includes regional or global terrain add-ons).

16. Press OK and restart the Flight Simulator

Please note that detailed instructions for scenery activation may also be found in the FS2004 help menu.

Important:

A glitch affecting the simulator under Windows 7 may cause the last step in this procedure to fail. This glitch affects the procedure to add any scenery to the simulator's library. We have published a simple workaround in the FAQ section of our web site.

http://www.blueprintsimulations.com/BluePrint_FAQ.html

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Parking Spot Configuration and Airline Gate Assignments

As a fundamental rule, we seek 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: 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 to any 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.

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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:

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.
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
```

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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

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Concourse
A

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
A1	120	DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL
A2	120	DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL
A3	120	DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL
A4	120	DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL
A5	120	DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL
A6	135	DC9-30, MD-88, A319, A320, B737-800	B757-200	GATE	DAL
A7	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL
A8	135	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800, B757-200/300, B767-300, A330-200/300, B777-200, B747-400	B757-200	GATE	DAL
A9	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL
A10	135	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800, B757-200/300, B767-300, A330-200/300, B777-200, B747-400	B757-200	GATE	DAL
A11	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL

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A12	135	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800, B757-200/300, B767-300, A330-200/300, B777-200, B747-400	B757-200	GATE	DAL
A13	N/A	N/A	N/A	N/A	N/A
A14	N/A	N/A	N/A	N/A	N/A
A15	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL
A16	N/A	N/A	N/A	N/A	N/A
A17	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL
A18	135	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800, B757-200/300	B757-200	GATE	DAL
A19	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL
A20	135	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800, B757-200/300	B757-200	GATE	DAL
A21	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL
A22	N/A	N/A	N/A	N/A	N/A
A23	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL
A24 A-B	200	B757-200/300, B767-300, A330-200/300, B777-200	A330-300	GATE	DAL
A25	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL
A26	N/A	N/A	N/A	N/A	N/A
A27	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL
A28 A-B	200	B757-200/300, B767-300, A330-200/300, B777-200	A330-300	GATE	DAL
A29	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL

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A30 A-B	220	B757-200/300, B767-300, A330-200/300, B777-200, B747-400	A330-300	GATE	DAL
A31	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL
A32	N/A	N/A	N/A	N/A	N/A
A33	120	DC9-30, MD-88, A319, A320, B737-800	DC9/MD80	GATE	DAL
A34 A-B	220	B757-200/300, B767-300, A330-200/300, B777-200, B747-400	A330-300	GATE	DAL
A35	N/A	N/A	N/A	N/A	N/A
A36 A-B	220	B757-200/300, B767-300, A330-200/300, B777-200, B747-400	B747-400	GATE	DAL
A37	N/A	N/A	N/A	N/A	N/A
A38 A-B	220	B757-200/300, B767-300, A330-200/300, B777-200, B747-400	B747-400	GATE	DAL
A39	N/A	N/A	N/A	N/A	N/A
A40 A-B	220	B757-200/300, B767-300, A330-200/300, B777-200, B747-400	B747-400	GATE	DAL
A41	N/A	N/A	N/A	N/A	N/A
A42	N/A	N/A	N/A	N/A	N/A
A43	120	DC9-30, MD-88, A319, A320, B737-800	A320	GATE	DAL
A44	N/A	N/A	N/A	N/A	N/A
A45	120	DC9-30, MD-88, A319, A320, B737-800	A320	GATE	DAL
A46 A-B	220	B757-200/300, B767-300, A330-200/300, B777-200, B747-400	B747-400	GATE	DAL
A47	120	DC9-30, MD-88, A319, A320, B737-800	A320	GATE	DAL
A48	N/A	N/A	N/A	N/A	N/A
A49	120	DC9-30, MD-88, A319, A320, B737-800	A320	GATE	DAL
A50 A-B	220	B757-200/300, B767-300, A330-200/300, A340-300, B777-200, B747-400	A330-300/A340-300	GATE	DAL, AFR, KLM

A51	120	DC9-30, MD-88, A319, A320, B737-800	A320	GATE	DAL
A52	N/A	N/A	N/A	N/A	N/A
A53	120	DC9-30, MD-88, A319, A320, B737-800	A320	GATE	DAL
A54 A-B	220	B757-200/300, B767-300, A330-200/300, A340-300, B777-200, B747-400	A330-300/A340-300	GATE	DAL, AFR, KLM
A55	120	DC9-30, MD-88, A319, A320, B737-800	A320	GATE	DAL
A56 A-B	220	B757-200/300, B767-300, A330-200/300, B777-200, B747-400	A330-300	GATE	DAL
A57	120	DC9-30, MD-88, A319, A320, B737-800	A320	GATE	DAL
A58	N/A	N/A	N/A	N/A	N/A
A59	120	DC9-30, MD-88, A319, A320, B737-800	A320	GATE	DAL
A60 A-B	220	B757-200/300, B767-300, A330-200/300, B777-200, B747-400	A330-300	GATE	DAL
A61	120	DC9-30, MD-88, A319, A320, B737-800	A320	GATE	DAL
A62	N/A	N/A	N/A	N/A	N/A
A63	120	DC9-30, MD-88, A319, A320, B737-800	A320	GATE	DAL
A64	200	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800, B757-200/300, B767-300, A330-200/300, B777-200		GATE	DAL
A65	120	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL
A66	200	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800, B757-200/300, B767-300, A330-200/300, B777-200		GATE	DAL
A67	120	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL

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A68	200	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800, B757-200/300, B767-300, A330-200/300, B777-200		GATE	DAL
A69	120	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL
A70	135	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800, B757-200/300	B757-200	GATE	DAL
A71	120	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL
A72	135	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800, B757-200/300	B757-200	GATE	DAL
A73	120	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL
A74	135	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800, B757-200/300	B757-200	GATE	DAL
A75	120	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL
A76	135	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800, B757-200/300	B757-200	GATE	DAL
A77	120	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL
A78	120	ERJ-170, CRJ-700/900, DC9-30, MD-88, A319, A320, B737-800	A320/B737-800	GATE	DAL

Note: Gates A13, A14, A16, A22, A26, A32, A35, A37, A39, A41, A42, A44, A48, A52, A58, and A62 do not exist.

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Concourse
B

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
B1	120	CRJ-100/200/700/900, ERJ-135/145/170, DC9, MD-88, A319, A320	A320	GATE	DAL, ASQ, CHQ, COM, FLG, MES
B2	100	CRJ-100/200/700/900, ERJ-135/145/170	CRJ-200/ERJ-145	GATE	ASQ, CHQ, COM, FLG, MES
B3	120	CRJ-100/200/700/900, ERJ-135/145/170, DC9, MD-88, A319, A320	A320	GATE	DAL, ASQ, CHQ, COM, FLG, MES
B4	100	CRJ-100/200/700/900, ERJ-135/145/170	CRJ-200/ERJ-145	GATE	ASQ, CHQ, COM, FLG, MES
B5	100	CRJ-100/200/700/900, ERJ-135/145/170, DC9, MD-88, A319, A320	ERJ-170	GATE	DAL, ASQ, CHQ, COM, FLG, MES
B6	100	CRJ-100/200/700/900, ERJ-135/145/170	CRJ-200/ERJ-145	GATE	ASQ, CHQ, COM, FLG, MES
B7	120	CRJ-100/200/700/900, ERJ-135/145/170, DC9, MD-88, A319, A320	A320	GATE	DAL, ASQ, CHQ, COM, FLG, MES
B8	100	CRJ-100/200/700/900, ERJ-135/145/170	CRJ-200/ERJ-145	GATE	ASQ, CHQ, COM, FLG, MES
B9	N/A	N/A	N/A	N/A	N/A
B10	100	CRJ-100/200/700/900, ERJ-135/145/170	CRJ-200/ERJ-145	GATE	ASQ, CHQ, COM, FLG, MES
B11	120	CRJ-100/200/700/900, ERJ-135/145/170, DC9, MD-88, A319, A320	A320	GATE	DAL, ASQ, CHQ, COM, FLG, MES
B12	100	CRJ-100/200/700/900, ERJ-135/145/170	CRJ-200/ERJ-145	GATE	ASQ, CHQ, COM, FLG, MES
B13	N/A	N/A	N/A	N/A	N/A
B14	N/A	N/A	N/A	N/A	N/A
B15	120	CRJ-100/200/700/900, ERJ-135/145/170, DC9, MD-88, A319, A320	A320	GATE	DAL, ASQ, CHQ, COM, FLG, MES

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B16	100	CRJ-100/200/700/900, ERJ-135/145/170	CRJ-200/ERJ-145	GATE	ASQ, CHQ, COM, FLG, MES
B17	N/A	N/A	N/A	N/A	N/A
B18	100	CRJ-100/200/700/900, ERJ-135/145/170	CRJ-200/ERJ-145	GATE	ASQ, CHQ, COM, FLG, MES
B19	120	CRJ-100/200/700/900, ERJ-135/145/170, DC9, MD-88, A319, A320	A320	GATE	DAL, ASQ, CHQ, COM, FLG, MES
B20	100	CRJ-100/200/700/900, ERJ-135/145/170	CRJ-200/ERJ-145	GATE	ASQ, CHQ, COM, FLG, MES
B21	120	CRJ-100/200/700/900, ERJ-135/145/170, DC9, MD-88, A319, A320	A320	GATE	DAL, ASQ, CHQ, COM, FLG, MES

Note: Gates B9, B13, B14, and B17 do not exist.

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Concourse C

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
C1	75	SF-34	SF-34	GATE	MES
C2	75	SF-34	SF-34	GATE	MES
C3	75	SF-34	SF-34	GATE	MES
C4	75	SF-34	SF-34	GATE	MES
C5	75	SF-34	SF-34	GATE	MES
C6	75	SF-34	SF-34	GATE	MES
C7	75	SF-34	SF-34	GATE	MES
C8	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C9	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C10	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C11	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C12	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C13	N/A	N/A	N/A	N/A	N/A
C14	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C15	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C16	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C17	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C18	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C19	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C20	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C21	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG

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C22	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C23	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C24	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C25	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C26	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C27	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C28	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C29	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C30	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C31	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C32	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C33	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C34	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C35	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C36	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C37	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C38	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C39	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C40	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C41	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG
C42	N/A	N/A	N/A	N/A	N/A

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C43	75	ERJ-135/145, CRJ-100/200	ERJ145/CRJ-200	GATE	CHQ, FLG

Note: Gates C13 and C42 do not exist.

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Concourse
D

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
D1	120	B737-700/800	B737-800	GATE	COA, UAL
D2	100	ERJ-135/145	ERJ-145	GATE	BTA
D3	200	A330-300	A330-300	GATE	DLH
D4	120	ERJ-135/145/170, CRJ-700,A319, A320, B737-700/800	ERJ-170	GATE	UAL, COA, GJS, LOF, TCF
D5	200			GATE	
D5B*	120			GATE	
D6	135	ERJ-135/145/170, CRJ-700, A319, A320, B737-700/800, B757-200	B757-200	GATE	UAL, COA, GJS, LOF, TCF
D7	N/A	N/A	N/A	N/A	N/A
D8	120			GATE	
D9	120			GATE	
D10	100			GATE	
D11	120		A319	GATE	NKS
D12	120		A319	GATE	NKS
D13	N/A	N/A	N/A	N/A	N/A
D14	120			GATE	
D15	120	B717, B737-700	B717	GATE	TSR
D16	120	A319	A319	GATE	FFT
D17	120			GATE	
D18	120		A319	GATE	NKS
D19	120		A319	GATE	NKS
D20	120	B737-700	B737-700	GATE	SWA
D21	120	B737-700	B737-700	GATE	SWA
D22	N/A	N/A	N/A	N/A	N/A
D23	120	B737-700	B737-700	GATE	SWA
D24	120	CRJ-200, ERJ-170, A319, A320	ERJ170/A319	GATE	AWE, AWI, RPA
D25	120	CRJ-200, ERJ-170, A319, A320	ERJ170/A319	GATE	AWE, AWI, RPA
D26	120	CRJ-200, ERJ-170, A319, A320	ERJ170/A319	GATE	AWE, AWI, RPA
D27	N/A	N/A	N/A	N/A	N/A

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D28	120	ERJ-135, MD80, B737-800	ERJ135	GATE	EGF, AAL
D29	N/A	N/A	N/A	N/A	N/A
D30	120	MD80, B737-800	MD80	GATE	AAL
D31	N/A	N/A	N/A	N/A	N/A
D32				GATE	

Note: Gate D5B is unusable when D3 or D5 are occupied by wide-body aircraft. Gates D13, D22, D27, D29, and D31 do not exist.

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UPS Ramp
(SE Parking)

	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
1	200	B757-200, B767-300, A300, MD11	N/A	CARGO RAMP	UPS
2	65	B757-200	N/A	CARGO RAMP	UPS
3	220	B757-200, B767-300, A300, MD11, B747-400	N/A	CARGO RAMP	UPS

FedEx Ramp
(w Parking)

	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
1	200	B757-200, B767-300, A300, MD11	N/A	CARGO RAMP	UPS
2	65	B757-200	N/A	CARGO RAMP	UPS
3	220	B757-200, B767-300, A300, MD11, B747-400	N/A	CARGO RAMP	UPS

ASIG Ramp
(E Parking)

	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
1, 3 - 5	80		N/A	RAMP	
2	50		N/A	RAMP	
6 - 8	120		N/A	RAMP	

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Metro Flight Service Ramp (NE Parking)

	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
1 - 4	80		N/A	RAMP	

Delta Maintenance West Ramp (NW Parking)

	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
1	220	up to B747-400	N/A	RAMP	DAL
2	135	up to B757-300	N/A	RAMP	DAL
3 - 5	160	up to A320	N/A	RAMP	DAL
6 ,7	165	B757-300	N/A	RAMP	DAL

Cargo Ramp (NW Parking)

	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
8 ,9	180	up to B767/A300	N/A	CARGO RAMP	

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Ramp
(N Parking)

	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
1 - 7	80		N/A	RAMP	

Spirit
Maintenance
Ramp
(N Parking)

	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
8 - 10	120	A319	N/A	RAMP	NKS

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Real-Life Flight Plans

The following flight plans are provided as a courtesy to our customers. They are intended for flight simulation use only. These **ARE NOT** AI traffic flight plans.

Departing KDTW

KDTW PISTN YWT263 YWT YYZ J586 YCF YCF067 LANRK LANRK.CAPTLx CYOW
KDTW PISTN YYZ J586 YCF ULAMO SOKYE J546 YQB CYQB
KDTW PISTN YWT263 YWT YYZ J594 MSS FRANX.CEDARx CYUL
KDTW PISTN YWT263 YWT YWT.WTRLOx CYYZ
KDTW RIDx.RID RID IIU BWG BWG.ERLIN KATL
KDTW RIDx.RID RID PXV J131 TXK ACT ACT.BLEWEx KAUS
KDTW RIDx.RID RID IIU IIU.GUITRx KBNA
KDTW MOONNx.MOONN JHW J82 ALB ALB.GDMx KBOS
KDTW ACOx.ACO ACO AIR AIR.EMIx KBWI
KDTW MAARS HIMEZ HIMEZ.HIMEZx KCLE
KDTW RODx.ROD ROD FLM HMV HMV.JOHNSx KCLT
KDTW ANNTS ILLIE DEBAR DEBAR.DEBARx KCVG
KDTW ACOx.ACO ACO AIR J34 SHAAR SHAAR.ELDEEx KDCA
KDTW DUNKS J70 PMM J547 OBK J100 ELJAY ELJAY.LANDRx KDEN
KDTW RIDx.RID RID PXV J131 LIT LIT.BYPx KDFW
KDTW ERRTHx.ERRTH YQG101 ECK139 SLT287 SLT FQM FQM.FQMx KEWR
KDTW RODx.ROD ROD J43 FLM J43 VXV J99 IRQ SAV J103 MILIE J79 OMN OMN.FISELx KFLL
KDTW ACOx.ACO ACO AIR J162 MGW MGW121 VERNI ESL ESL.SHNONx KIAD
KDTW RIDx.RID RID IIU J39 BNA JAN AEX AEX.TXMEX KIAH
KDTW FWAx.FWA FWA FWA.CLANGx KIND
KDTW MOONNx.MOONN SVM095 JHW282 JHW J70 LVZ LVZ.LENDYx KJFK
KDTW DUNKS J70 PMM J547 OBK J94 BFF J157 LAR CHE EKR J100 BCE BCE.GRNPAx KLAS
KDTW DUNKS J70 PMM J547 OBK IOW J192 PWE J64 HLC LAA J102 ALS J110 RSK J10 TNP TNP.SEAVU KLAX
KDTW ERRTHx.ERRTH CXR325 CXR J146 ETG ETG.MIPx KLGA
KDTW RIDx.RID RID PXV J131 LIT KLIT
KDTW DUNKS J70 PMM BDF J26 IRK IRK.BQSx KMCI
KDTW RODx.ROD ROD J43 FLM J43 VXV J46 AMG AMG.BUGGZx KMCO
KDTW HARWL JXN LFD LFD.GSHx KMDW
KDTW RIDx.RID RID PXV PXV.WLDERx KMEM
KDTW RODx.ROD ROD FLM J43 VXV CRG J45 OMN OMN.HILEYx KMIA
KDTW LAYNE DXO006 BNNET YQG341 DIRKS J38 GRB GRB.EAUx KMSP
KDTW RIDx.RID RID PXV J78 TUL TUL.GULLIx KOKC
KDTW DUNKS BEJAE SAYRS PAITN.PAITNx KORD
KDTW DUNKS J70 PMM J547 OBK J100 DBQ MCW J16 ONTIJ J16 HIA J16 DOXIE J16 PDT PDT.BONVLx KPDX
KDTW ERRTHx.ERRTH ERRTH CXR325 CXR EWC JST JST.BOJIDx KPHL
KDTW DUNKS J70 PMM J547 OBK IOW J146 GLD J197 HGO PUB ALS J102 GUP GUP.EAGULx KPHX
KDTW ACOx.ACO ACO ACO123 CUTTA CUTTA.CUTTAx KPIT
KDTW ACOx.ACO ACO AIR EKN ROA ROA.SBVx KRDU
KDTW RODx.ROD ROD J43 FLM GQO RMG SZW SZW.TYNEEx KRSW
KDTW DUNKS J70 PMM J547 OBK IOW J192 PWE HYS GCK J18 SJN J18 IPL IPL.BARETx KSAN
KDTW RODx.ROD ROD ROD.RDSTNx KSDF
KDTW DUNKS J70 BAE J34 RWF J90 ABR J70 MLP MLP.GLASRx KSEA
KDTW DUNKS J70 PMM J547 OBK J94 BFF J157 MTU RUMPS OAL OAL.MODx KSFO
KDTW DUNKS J70 BAE J16 MCW J148 ONL J94 OCS OCS.NORDKx KSLC
KDTW FWAx.FWA FWA RBS RBS.VLAx KSTL
KDTW RODx.ROD ROD J43 FLM J43 VXV J46 AMG J85 TAY TAY.DADESx KTPA
KDTW RIDx.RID RID PXV J131 LIT J101 IAH J29 PSX MAM OTOBA TMN V11 VITOS VITOx MMMX
KDTW RIDx.RID RID IIU J39 BNA MEI J31 LEV A626 SWORD UA626 AMITA UJ52 CUN MMUN
KDTW RODx.ROD ROD J43 VXV ODF AMG VQQ J81 ORL J20 VKZ G430 EONNS A509 URSUS UL780 PIGBO UL341 GONIS W10 KIRAN KIRAN.OMAXIx MKJS
KDTW PISTN YWT263 YWT YYZ J594 MSS J586 YJN VLV J564 PQI MIILS N83B YQX KOBEV 50/50 52/40 52/30 52/20 LIMRI DOLIP UN523 CRK UL607 SPI UT180 DITEL T180 OSMAX OSMAXx EDDF
KDTW PISTN DXO020 HEMIS J94 ECK YEE J553 YMX PQI MIILS N59A YYT NOVEP 48/50 50/40 52/30 53/20 MALOT BURAK UL9 STU UP2 NUMPO UP2 OKESI Y3 BEDEK OCKx EGLL
KDTW PISTN DXO020 HEMIS J94 ECK YXI VBS YNA J553 YAY HECKK 5300N05000W 5400N04000W 5500N03000W 5500N02000W RESNO UN551 ODLUM UN551 NELBO UP6 REMSI UL603 LAMSO EHAM
KDTW PISTN ADRIE V450 ZR V308 YXU J558 YSO J546 YOW J553 YMX CEFOU N85A YQX NATW KOBEV NATW DINIM NATW GIPER UN513 GAPLI UM25 INGOR UM25 DVL LFPG

Arriving KDTW

KDFW NOBLYx.LIT LIT J131 PXV VHP FWA FWA.MIZARx KDTW
KEWR GAYEL J95 CFB CFB286 TRAAD ULW306 KOOPR YQO YQO.SPICAx KDTW
KFLL ARKESx.ARKES ARKES J113 CRG J51 CAE PSK BKW BKW.GEMNIx KDTW
KIAD BUFFR J518 IHD J518 LEJOY J518 DJB DJB.GEMNIx KDTW
KIAH LFKx.LIT PXV VHP FWA FWA.MIZARx KDTW
KIND OKK FWA FWA.MIZARx KDTW
KJFK GAYEL J95 CFB TRAAD KOOPR YQO YQO.SPICAx KDTW
KLAS STAAVx.DVC DVC J197 GLD J146 LNK OVR DSM J144 DBQ BAE BAE.POLARx KDTW
KLAX OSHNNx.DAG DAG J100 LAS J146 LNK OVR DSM J144 DBQ BAE BAE.POLARx KDTW
KLGA GAYEL J95 CFB TRAAD KOOPR YQO YQO.SPICAx KDTW
KLIT GQE PXV VHP FWA FWA.MIZARx KDTW
KMCI ROYALx.JTHRO IRK BDF JOT GIJ LFD LFD.MIZARx KDTW
KMCO JEEMYx.IRQ IRQ J53 SPA HNN HNN.WEEDAx KDTW
KMDW LEWKE GIJ LFD LFD.MIZARx KDTW
KMEM DYR PXV VHP FWA FWA.MIZARx KDTW
KMIA HEDLYx.HEDLY HEDLY J53 BARBS J53 CRG J51 CAE PSK BKW BKW.GEMNIx KDTW
KMSP COULTx.DLL DLL J34 BAE BAE.POLARx KDTW
KOKC IRW J98 TUL J78 PXV VHP FWA FWA.MIZARx KDTW
KORD PETTY BAE BAE.POLARx KDTW
KPDX LAVAAx.LAVAA PDT J16 DPR J34 HARPI J34 BAE BAE.POLARx KDTW
KPHL MXE MXE278 PENSY J110 LEJOY J518 DJB DJB.GEMNIx KDTW
KPHX SJNx.ABQ ABQ GCK PWE DSM BAE BAE.POLARx KDTW
KPIT BSV DJB DJB.GEMNIx KDTW
KRDU PACKx.AZELL PSK BKW BKW.GEMNIx KDTW
KRSW CSHELx.ORL ORL J53 CRG J51 CAE PSK BKW BKW.GEMNIx KDTW
KSAN POGGIx.IPL IPL J18 GBN SJN J74 IRW J78 PXV VHP FWA FWA.MIZARx KDTW
KSDF SDABBx.SHB SHB FWA FWA.MIZARx KDTW
KSEA SEA J70 MLP J70 LWT MLS J90 ABR J70 BAE BAE.POLARx KDTW
KSFO SFOx.SFO SFO LIN PEONS INSLO DTA JNC J80 FQF J128 HCT J60 LNK OVR DSM J144 DBQ BAE BAE.POLARx KDTW
KSLC NSIGNx.OCS OCS J94 ONL J148 MCW J16 BAE BAE.POLARx KDTW
KSTL GATWYx.VHP VHP FWA FWA.MIZARx KDTW
KTPA BAYPOx.TAY TAY J85 SPA HNN HNN.WEEDAx KDTW
MMMX VISOSX VISOS UJ15 TAM J177 KANNA J177 PSX J29 IAH J101 LFK J101 LIT J131 PXV VHP FWA FWA.MIZARx KDTW
MMUN CUN B881 CIGAR SZW IRQ PSK BKW BKW.GEMNIx KDTW
MKJS ELUTUx.PUTUL URSUS A509 EONNS G430 VKZ FLL VRB J79 BEENO J79 MILIE J103 SAV J51 CAE PSK BKW GEMNI2 BKW.GEMNIx KDTW
EDDF BIBOSx BIBOS UZ28 NAPSI UP73 SPY UL602 SUPUR UP1 ROLUM UP13 ASKAM UP59 BALIX 61/20 62/30 62/40 61/50 59/60 LAKES N424E GELLS N424E MT SEDOT AXXIS SPICA SPICA.SPICAx KDTW
EGLL CPT UL9 KENET UN14 BAKUR UN546 DEVOL UP979 DEXET UM17 PIKIL 57/20 59/30 59/40 57/50 LOACH FOXXE UM YWK J551 MT SEDOT AXXIS SPICA SPICA.SPICAx KDTW
EHAM BERGI L602 SUPUR UP1 ROLUM UP13 ASKAM UL7 LIRKI 6300N01000W 6400N02000W 6400N03000W 6300N04000W 6100N05000W MOATT LOMTA TEALS MT SEDOT AXXIS SPICA SPICA.SPICAx KDTW
LFPG ATREX UT225 VESAN UL613 SOVAT UL613 DET UL613 TLA UL602 GOW UN590 SUPIT UP58 ETSOM UP58 ERAKA 5900N02000W 6000N03000W 6000N04000W 5900N05000W PRAWN YDP N346A MT T597 YXI J597 YSO J597 YQO YQO.SPICAx KDTW

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:

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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.

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