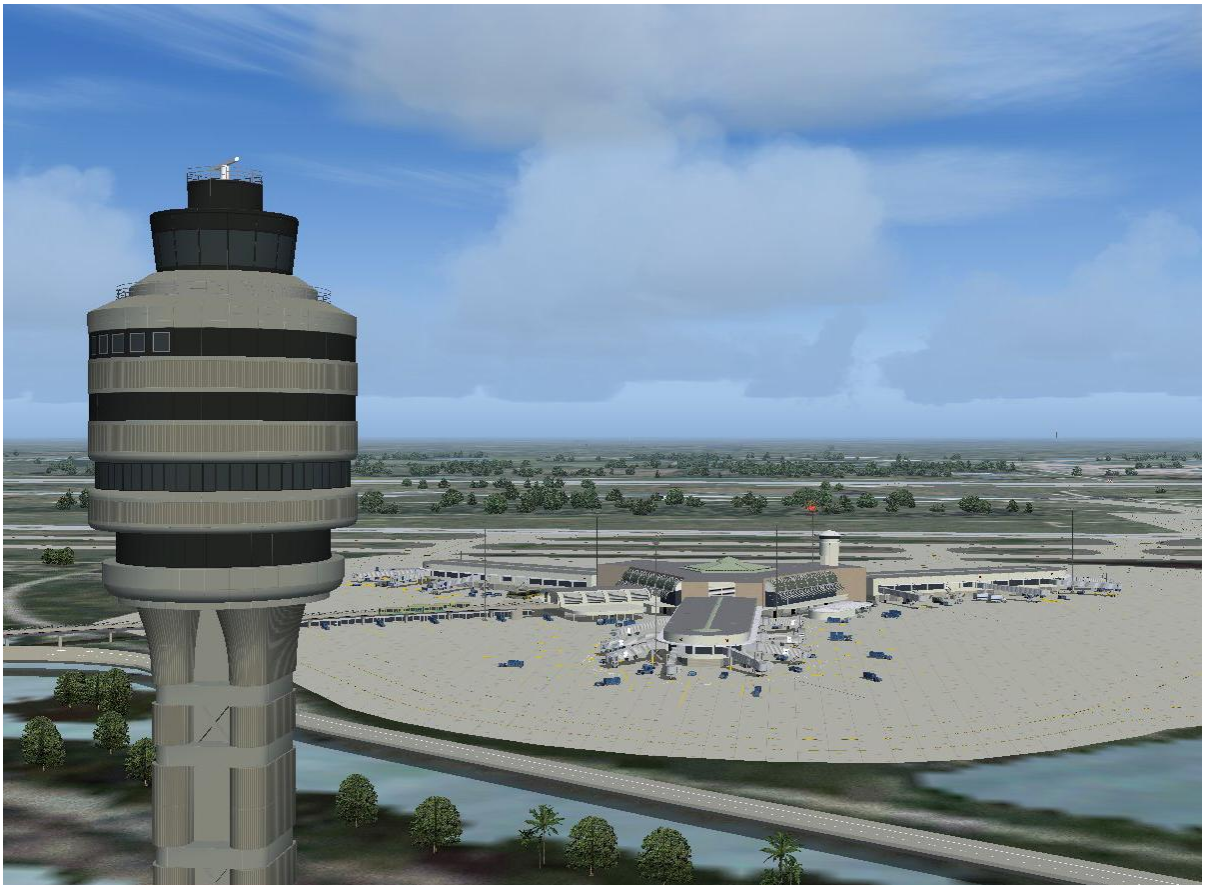
BluePrint Scenery Simulations
at the edge of reality ...

Presents

http://www.blueprintsimulations.com/



Contents

Airport Description:

Located in Central Florida, KMCO is the gateway to one of the most comprehensive and popular entertainment destinations in the world. In order to keep up with the ever increasing number of people visiting the Orlando area each year this airport has evolved into one of the largest and busiest in the United States. It offers non-stop flights to every major and many not so major airports in the country. It serves as a hub to three of the most important discount airlines in the US which account for more than fifty percent of MCO's domestic traffic. Those are Southwest, JetBlue, and AirTran. It also serves as focal point to most other major US airlines including American, Continental, Delta, United and US Airways. Other domestic airlines serving MCO include Alaska, Frontier, Midwest, and Spirit.

International traffic at MCO has also increased steadily over the last decade despite the fact that vacation oriented and discount international airlines serving the Orlando area have chosen the more economic Orlando-Sanford Airport and that the domestic airlines route international passenger via one of their larger hubs. MCO is currently served by major European airlines including British Airways and Virgin Atlantic from the UK, Aer Lingus from Ireland, and Lufthansa from Germany in addition to Air Canada, Air Transat, WestJet, CanJet and SkyService from Canada; Aeromexico and Mexicana; and COPA, TACA, and TAM from Central and South America.

Thanks to it unique passenger-terminal design consisting of a central building and four remote concourses or airsides, MCO has managed to maintain the relaxed atmosphere typical of smaller regional airports while offering nearly one hundred airline gates that stay busy throughout the day. In addition to contributing to the leisurely nature of the Orlando areas, KMCO's design is not only unique but also extremely efficient and passenger friendly. Individual ramps for each airside and four parallel runways serve to efficiently separate ground traffic and minimize jams even at peak times. Thanks to their T or Y shapes, each airside optimizes the arrangement of aircraft and maximizes access to numerous gates while remaining relatively small. Only a few steps separate even the most remote gate

from the tram or people mover station located at the center of each airside. The terminal is only a short ride away and the central location of the tram stations minimizes the distance to both the ticket counters, baggage claim and ground transportation areas.

Keeping up with the times, MCO has been expanded and enhanced continuously over the last few decades with the most recent additions being a fourth runway, the tallest air traffic control tower in the country, the modern and spacious Airside 2 and the ongoing renovation of the older Airsides 1 and 3. The central halls of both airsides are being opened and enhanced with glass skylights and large windows which will dramatically improve the look and feel of the environment and become as bright and passenger friendly as the newer Airsides 4 and 2.

Finally, the numerous smaller airports serving the Orlando area (especially KORL and KSFB) have provided easier and more convenient access to private and business traffic. Noteworthy is the fact that MCO is home to the Cessna/Citation pilot training facility located at the northwest corner of the field. Cargo traffic has also increased recently with the addition of a sizable FedEx sorting facility and the UPS ramp.

Scenery Description:

BluePrint's version of KMCO offers the most accurate, up to date and detailed version ever offered. No detail has been spared in the rendering of each of the four airsides. While the older Airsides 1 and 3 share style and design, they are currently under renovation. They have, as usual, been portrayed incorporating the ongoing changes. Based on very recent pictures and artistic renderings of the final product we have been able to incorporate as many details as possible. Once we have access to pictures of the remodeled facilities we will fine-tune the models as needed.

The relatively newer Airsides 4 and 2, both more than 10 years old , are very different from each other and the older ones. Each has been modeled as accurately as possible. Airside 4 was originally designed to accommodate the once significant Delta Airlines operations as well as to offer more convenient and modern international arrivals facilities. Airside 4 is now shared by Delta(including their newly acquired Northwest) and AirTran that recently moved its growing operations from the crowded Airside 2. Airside 4 also receives all the European airlines serving MCO, the most frequent visitor being Virgin Atlantic, while accommodating a significant number of wide-body aircraft quite efficiently.

Finally, Airside 2 with its unique garden view is by far the busiest serving as hub to both Southwest and JetBlue. We have paid especial attention to this one to honor the fact that it not only brings together the two archrivals of the "discount airline" industry in the US, but also because it serves as ground zero to the fiercest aviation rivalry of all: on one side the Airbus A320 and on the other the Boeing 737 NG.

The main terminal building is significantly less esthetically appealing than most as it appears to be just a hotel next to a huge parking structure flanked by two parking decks. Nonetheless, it has been rendered paying special attention to the few details that enhance its appearance which are essentially the four tram stations. An extra effort was also taken to accurately portray the massive parking facility which is highly visible from all four Airsides and is an integral part of the airport's character.

As usual, the air traffic control tower was used as the anchoring feature for a massive airport, even more so in this particular case as KMCO's tower bears the distinction of being the tallest one in the United States (and followed closely by another one of our favorites, KIND's).

Special attention was also paid to the terrain representation. Accommodating rather than overpowering the typical Central Florida abundance of water, KMCO's terminal and airsides intermingle with small lakes and wooded areas. Despite the terrain texturing and elevation detail limitations imposed by the simulator, we believe that we have managed to capture the unique look and feel of the airport as a whole.

Finally, we have also rendered the general aviation, cargo and maintenance facilities located along the west end of the field. Despite some level-of-detail concessions made to accommodate the significantly more complex commercial passenger facilities, all significant structures were rendered including the Cessna/Citation training facility, the FedEx and UPS ramps, the Galaxy Aviation and Signature Flight Support terminals and hangars, and the general cargo area.

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

http://www.orlandoairports.net

Scenery Features:

- Custom-made, optimized Gmax models of the three terminals, air traffic control tower, 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 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 which 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 the terminal and four airsides, 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 50% more ramp vehicles and 100% more infield trees for increased realism. 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 building. 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:

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

Note: A FSX 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:

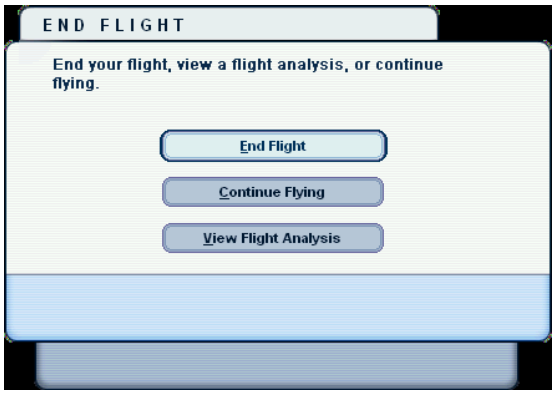
- Intel Core 2 or Core Duo CPU or better (6400 @ 2 x 2.13 GHz fully tested)
- 4 GB RAM (fully tested)
- nVidia 7000 series video processor with 256-bit memory interface and 512 MB dedicated video memory or better (nVidia GeForce 7950 GT fully tested). nVidia 8000 series video processor may be required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

Installation Instructions

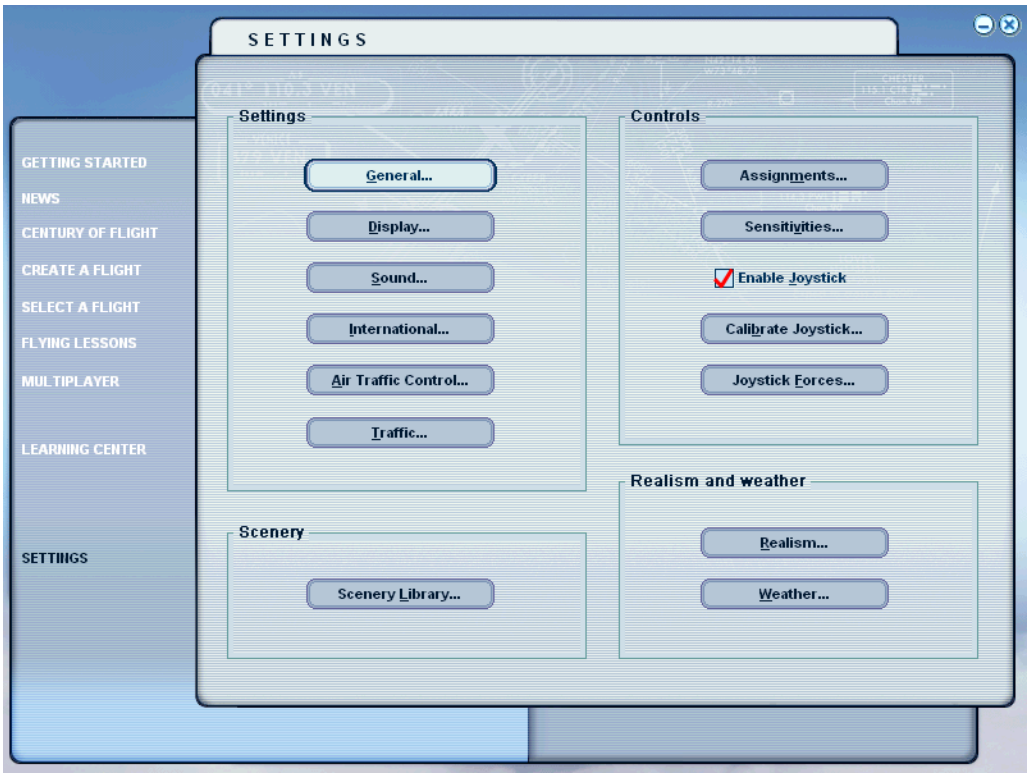
1. Upon purchase of the scenery via our website or any of our authorized resale stores you will receive a download link and an installation key or serial number.
2. Download the installer and save it in any folder of your choice. The installer is a file labeled KMCOv1.1.1.exe. If you have any problems 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 KMCOv1.1.1.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 the Flight Simulator and add the new scenery to the scenery library as follows:
9. Upon starting the flight simulator the following screen should appear:

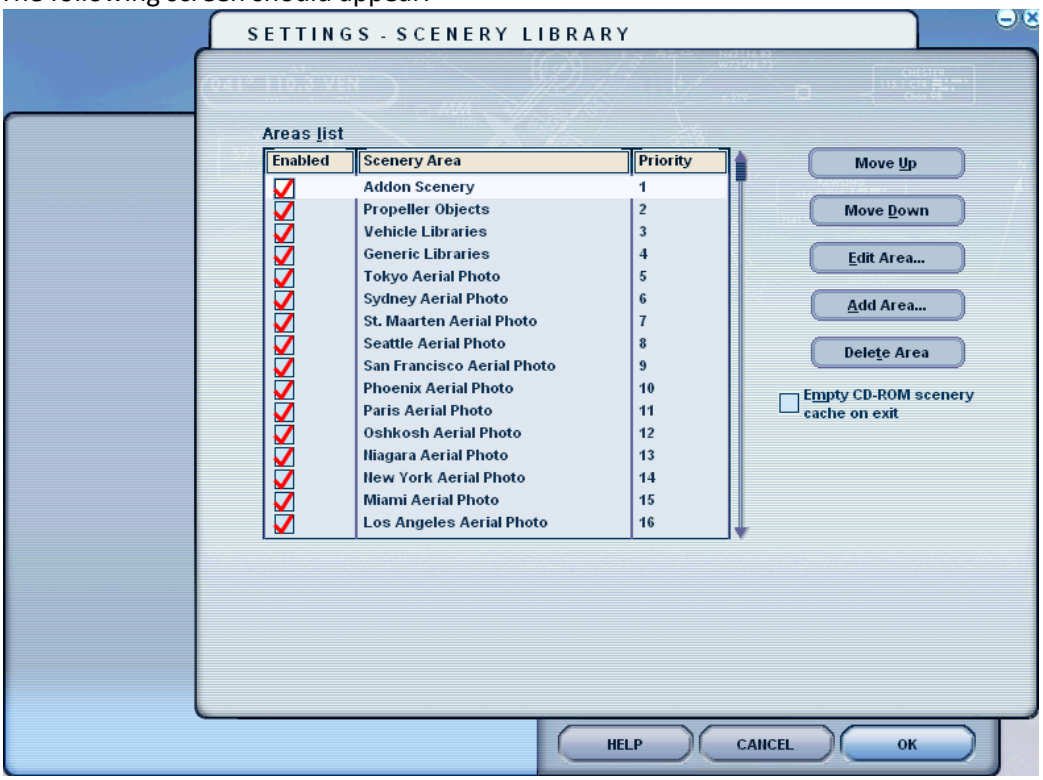
10. If you have setup your simulator to skip this screen at start up, you can reach it as follows:
    a. (1) Press the “Esc” key or (2) from the main menu bar, under “Flights” select “End Flight”.
    b. Confirm “End Flight” on the next screen:



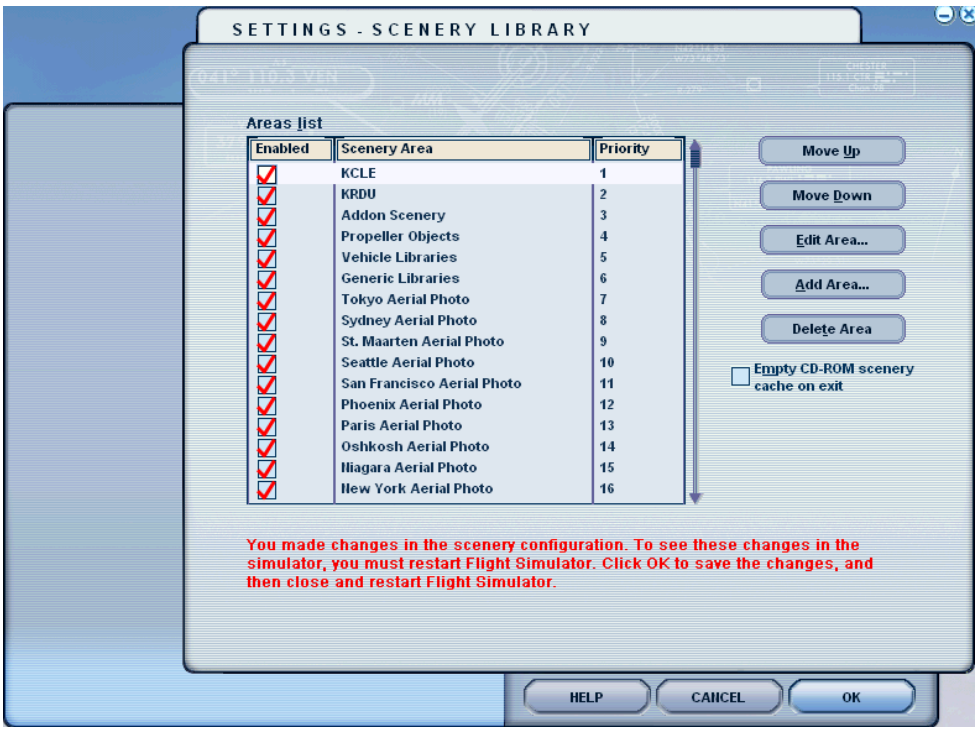
11. Now select “Settings” on the screen shown in step 9.
12. The following screen should appear:



13. Select Scenery Library …
14. The following screen should appear:



15. Select Add Area …
16. 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
17. Select the **KMCO** folder (Select only, do not "double click")
18. Press OK
19. The **KMCO** 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. KMCO 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 KMCO's location or its immediate vicinity (This includes regional or global terrain add-ons).

20. Press OK and restart the Flight Simulator

Please note that detailed instructions for scenery activation may also be found in the FS9 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 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 KMCO’s Airside 2 below).

Airside 1

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
1	120	737	737	GATE	N/A
2	N/A				
3	120	737	737	GATE	N/A
4	180	737, 757, 767	767	GATE	COA
5	120	737	737	GATE	N/A
6	120	737	737	GATE	COA
7R	180	737, 757, 767	767	GATE	COA
8	120	737	737	GATE	COA
9	180	737, 757, 767	767	GATE	COA
10	160	MD80, 737, 757	757	GATE	AAL
11	180	MD80, 737, 757, 767	767	GATE	AAL
12	120	MD80, 737	737	GATE	AAL
13	120	MD80, 737	737	GATE	AAL ASA
14	160	MD80, 737, 757	757	GATE	AAL
15	200	MD80, 737, 757, 767, 777	777	GATE	AAL
16	120	MD80, 737	737	GATE	AAL
17	160	MD80, 737, 757	757	GATE	AAL
20	180	A310, 767	767	GATE	ACA TSC
21	N/A				
22	120	A32X, 737	737	GATE	WJA CJA ACA
23	120	A32X, 737	737	GATE	MXA MID SSV SCX BHS
24	200	A310, 767, A330	A330	GATE	ACA TSC
25	200	A310, A330	A330	GATE	TSC EIN
26	120	A32X, 737	A320	GATE	ACA MXA WJA
27	120	A32X, 737	A320	GATE	SSV SCX BHS
28	200	A310, A330	A330	GATE	TSC EIN

Airside 3

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
30	120	A32X	A320	GATE	NKS
31	N/A				
32	120	A32X	A320	GATE	NKS
33	160	up to 757	757	GATE	N/A
34	120	A32X	A320	GATE	NKS
35	160	up to 757	757	GATE	N/A
36	120	up to A321	A320	GATE	N/A
37	N/A				
38	120	up to A321	A320	GATE	N/A
39	160	up to 757	757	GATE	N/A
40	160	A319, A320, 737, 757	757	GATE	UAL
41	120	A319, A320, 737	A320	GATE	UAL
42	180	A319, A320, 737, 757, 767	767	GATE	UAL
43	180	A319, A320, 737, 757, 767	767	GATE	UAL
44	160	A319, A320, 737, 757	757	GATE	UAL
45	180	A319, A320, 737, 757, 767	767	GATE	UAL
46	120	A319, A320, 737	A320	GATE	UAL
47	160	A319, A320, 737, 757	757	GATE	UAL
48	120	A319, A320, 737	A320	GATE	UAL
50	160	737, A32X, 757	757	GATE	USA AWE
51	160	737, A32X, 757	757	GATE	N/A
52	N/A				
53	160	737, A32X, 757	757	GATE	N/A
54	120	737, A32X	A320	GATE	USA AWE
55	200	737, A32X, 757, A330	A330	GATE	USA AWE
56	120	737, A32X	A320	GATE	USA AWE
57	N/A				
58	N/A				
59	120	737, A32X	A320	GATE	USA AWE

Airside 4

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
60-69	80	CRJ200	CRJ200	GATE	CAW
70	N/A				
71	220	DC9, MD88, 737, A319, A320, 757, 767, A330, 777, 747	747	GATE	DAL NWA
72	180	DC9, MD88, 737, A319, A320, 757, 767	767	GATE	DAL NWA
73	180	DC9, MD88, 737, A319, A320, 757, 767	767	GATE	DAL NWA
74	160	DC9, MD88, 737, A319, A320, 757	757	GATE	DAL NWA
75	180	DC9, MD88, 737, A319, A320, 757, 767	767	GATE	DAL NWA
76	120	DC9, MD88, 737, A319, A320	737, A320	GATE	DAL NWA
77	160	DC9, MD88, 737, A319, A320, 757, 767	767	GATE	DAL NWA
78	120	DC9, MD88, 737, A319, A320	737, A320	GATE	DAL NWA
80	220	777, 747, A330	747	GATE	VIR, BAW, TAM, DLH
81	220	777, 747, A330	747	GATE	VIR, BAW, TAM, DLH
82	120	737, A32X	737, A320	GATE	AMX AJM CMP TAI
83	220	777, 747, A330	747	GATE	VIR, BAW, TAM, DLH
84	220	777, 747, A330	747	GATE	VIR, BAW, TAM, DLH
85	220	777, 747, A330	747	GATE	VIR, BAW, TAM, DLH
86	120	737, A32X	737, A320	GATE	AMX AJM CMP TAI
87	120	737, A32X	737, A320	GATE	AMX AJM CMP TAI
90	120	A318, A319, 717, 737	737, A320	GATE	TRS FFT
91-97	120	717, 737	737	GATE	TRS

Airside 2

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
101	120	A320	A320	GATE	JBU
102	120	A320	A320	GATE	JBU
103	120	A320	A320	GATE	JBU
104	120	A320	A320	GATE	JBU
105	120	A320	A320	GATE	JBU
106	120	A320	A320	GATE	JBU
107	120	A320	A320	GATE	JBU
108	120	A320	A320	GATE	JBU
109	120	A320	A320	GATE	JBU
110	120	A320	A320	GATE	JBU
111	120	A320	A320	GATE	JBU
112	120	B737	B737	GATE	SWA
120	120	B737	B737	GATE	SWA
121	120	B737	B737	GATE	SWA
122	120	B737	B737	GATE	SWA
123	120	B737	B737	GATE	SWA
124	120	B737	B737	GATE	SWA
125	120	B737	B737	GATE	SWA
126	120	B737	B737	GATE	SWA
127	120	B737	B737	GATE	SWA
128	120	B737	B737	GATE	SWA
129	120	B737	B737	GATE	SWA

General Aviation

Parking	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
FedEx Ramp					
1 - 6	200	MD11, MD10, DC10, A310, B757, B727	ANY	CARGO	FDX
UPS Ramp					
6 - 12	180	B767, B757	ANY	CARGO	UPS
General Cargo Ramp					
15 - 17	120	Up to B727	ANY	CARGO	N/A
18 - 21	200	Up to A330/B777	ANY	CARGO	N/A
22 - 26	220	Up to B747	ANY	CARGO	N/A
Signature Ramp					
27	ANY	ANY	ANY	RAMP	N/A
28, 29	180	Up to A300, B767	ANY	RAMP	N/A
30 - 35	100	See aircraft specs	ANY	RAMP	N/A
36 - 41	80	See aircraft specs	ANY	RAMP	N/A
42 - 45	32	See aircraft specs	ANY	RAMP	N/A
Galaxy Aviation Ramp					
46 - 49	100	See aircraft specs	ANY	RAMP	N/A
50 - 58	50	See aircraft specs	ANY	RAMP	N/A
Southwest Ramp					
59 - 61	130	Up to A321/B757	ANY	RAMP	N/A

Real-Life Flight Plans

Departing KMCO

KMCO FATHE1.SAV SAV J51 CAE PSK J53 LOONS J78 PSB J59 SYR MSS FRANX.CEDAR7 CYUL

KMCO FATHE1.SAV SAV J51 CAE PSK J53 EWC DKK LINNG.YOUTH2 CYYZ

KMCO JEEMY1.DBN DBN DBN.CANUK7 KATL

KMCO EPCOT1.CTY CTY J91 ATL ATL.VOLLS7 KBNA

KMCO FATHE1.SAV SAV J55 CHS J79 JFK JFK.INNDY2 KBOS

KMCO FATHE1.SAV SAV J55 CHS J79 TYI J40 RIC RIC.RAVNN2 KBWI

KMCO JEEMY1.IRQ IRQ J53 SPA J85 HVQ TVT TVT.KEATN4 KCLE

KMCO FATHE1.SAV SAV SAV.HUSTN1 KCLT

KMCO JEEMY1.IRQ IRQ J99 VXV VXV.JAKIE1 KCVG

KMCO FATHE1.SAV SAV J55 CHS J165 DWYTE J165 RIC RIC.OJAAY1 KDCA

KMCO LEWRD.SZW SZW J20 MGM IGB LIT TUL PER GCK GCK.DANDD5 KDEN

KMCO LEWRD.SZW SZW J2 CEW J50 MCB AEX AEX.CQY6 KDFW

KMCO JEEMY1.IRQ IRQ J53 SPA HNN HNN.WEEDA1 KDTW

KMCO FATHE1.SAV SAV J207 FLO J55 TUBAS J51 FAK FAK.PHLBO2 KEWR

KMCO GUASP1.VALCA MLB MLB.FISEL2 KFLL

KMCO FATHE1.SAV SAV FLO RDU FAK FAK.BARIN1 KIAD

KMCO LEWRD.KNOST KNOST REMIS Q100 LEV LEV.STROS4 KIAH

KMCO EPCOT1.CTY CTY J91 ATL J89 IIU IIU.DECEE3 KIND

KMCO FATHE1.SAV SAV J55 CHS J121 SIE SIE.CAMRN4 KJFK

KMCO LEWRD.SZW SZW MCB J50 LFK JEN CNX PGS PGS.TYSSN2 KLAS

KMCO LEWRD.SZW SZW CEW GCV AEX J50 CIDOR J50 LFK LOA LZZ SJT ELP SSO TNP TNP.SEAVU2 KLAX

KMCO FATHE1.SAV SAV J207 RDU J55 HPW J191 PXT PXT.KORRY3 KLGA

KMCO LEWRD.SZW SZW IGB MEM J41 SGF SGF.TYGER6 KMCI

KMCO EPCOT1.CTY CTY J151 VUZ VUZ.LARUE3 KMEM

KMCO MLB MLB.HILEY2 KMIA

KMCO EPCOT1.CTY CTY J91 ATL GQO BWG PXV ENL IOW ALO ALO.KASPR3 KMSP

KMCO EPCOT1.CTY CTY J91 ATL CADIT GLAZR HOPAP VOSTK HEVAN MZZ MZZ.ROYKO2 KORD

KMCO FATHE1.SAV SAV J55 CHS J121 SWL SWL.VCN8 KPHL

KMCO LEWRD.SZW SZW MCB ACT INK EWM J4 SSO SSO.KOOLY1 KPHX

KMCO FATHE1.SAV SAV J51 CAE PSK J53 PERKS J53 RICCS IHD IHD.NESTO2 KPIT

KMCO FATHE1.SAV SAV J51 CAE CAE.BUZZY6 KRDU

KMCO JEEMY1.AMG AMG J46 VXV VXV.DARBY3 KSDF

KMCO LEWRD.SZW SZW IGB UJM OSW HLC MBW DBS PDT PDT.CHINS6 KSEA

KMCO LEWRD.SZW SZW MEI J20 JAN TXK SPS J76 FTI J58 ILC RUMPS OAL OAL.MOD3 KSFO

KMCO EPCOT1.CTY CTY CEW GCV MCB GGG FUZ GTH TCC J76 FTI DVC HELPR.LEEHY2 KSLC

KMCO EPCOT1.CTY CTY J151 VISQA VISQA.QBALL6 KSTL

KMCO LEWRD.KNOST REMIS MINOW A509 SWORD UA509 NUBEL UR522 PAZ UJ55 DATUL DATUL.DATU1 MMMX

KMCO FSHUN1.SHFTY SHFTY FMYDT RSW CYY MARCI J41 EYW CANOA UB646 VINKA MEDUX MMUN

KMCO GUASP1.VALCA PBI BR54V ZQA A555 IDAHO RTE6 SJU TJSJ

KMCO GUASP1.VALCA VRB ZBV A301 URSUS UA301 UCA UG437 GONIS UL341 KIRAN OMAXI3 MKJS

Arriving KMCO

CYUL BUGSY J570 ALB J49 HNK EMI GVE FLO J55 CHS J79 BEENO J79 OMN OMN.CWRLD1 KMCO

CYYZ YYZ V265 THORL EWC J53 PSK CAE J51 SAV J103 BEENO J103 OMN OMN.CWRLD1 KMCO

KATL BRAVS5.WALET OTK OTK.PIGLT1 KMCO

KBNA BNA J45 ATL J89 OTK OTK.PIGLT1 KMCO

KBOS BOS LUCOS SEY067 SEY HTO J174 EMJAY J174 SWL CEBEE WETRO ILM AR15 HIBAC HIBAC.CWRLD1 KMCO

KBWI DAILY J61 HUBBS J193 HCM ISO J121 CHS J79 OMN OMN.CWRLD1 KMCO

KCLE DJB HERAK APE J83 SPA CAE SAV OMN OMN.CWRLD1 KMCO

KCLT BUCKL3.CAE CAE BEENO OMN OMN.CWRLD1 KMCO

KCVG BKGRS8.TRFWA TRFWA WINNA NOTWO WALET OTK OTK.PIGLT1 KMCO

KDCA DAILY J61 HUBBS J193 HCM ISO J121 CHS J79 OMN OMN.CWRLD1 KMCO

KDEN PLAIN4.GLD GLD J182 ICT RZC MEM J41 VUZ OTK OTK.PIGLT1 KMCO

KDFW SOLDO2.MEI MEI OTK OTK.PIGLT1 KMCO

KDTW ROD2.ROD ROD J43 FLM J43 VXV J46 AMG AMG.BUGGZ1 KMCO

KEWR WHITE J209 SBY KEMPR ILM AR15 BAHAA AR15 HIBAC HIBAC.CWRLD1 KMCO

KFLL ARKES1.ARKES ARKES J20 LLNCH BAIRN BAIRN.BAIRN1 KMCO

KIAD HAFNR GVE J75 GSO J75 CAE J51 SAV J103 OMN OMN.CWRLD1 KMCO

KIAH LEV1.LEV LEV Q100 REMIS PIE PIE.COSTR1 KMCO

KIND DAWNN3.IIU IIU J89 OTK OTK.PIGLT1 KMCO

KJFK WAVEY EMJAY J174 WARNN J174 ORF J121 CHS J79 OMN OMN.CWRLD1 KMCO

KLAS COWBY2.GUP GUP J72 ABQ GTH SWB CEW OTK OTK.PIGLT1 KMCO

KLAX HOLTZ9.TRM TRM PKE J78 DRK INW GUP J8 BGD IRW J14 LIT IGB MGM OTK OTK.PIGLT1 KMCO

KLGA WHITE J209 SBY J79 KATZN J193 WEAVR J121 CHS J79 OMN OMN.CWRLD1 KMCO

KMCI RACER3.SGF SGF J41 VUZ OTK OTK.PIGLT1 KMCO

KMEM MGM OTK OTK.PIGLT1 KMCO

KMIA HEDLY1.HEDLY HEDLY PHK PHK.BAIRN1 KMCO

KMSP ZMBRO2.ODI ODI J30 JOT BVT J89 IIU J99 VXV J46 AMG AMG.BUGGZ1 KMCO

KORD DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK OTK.PIGLT1 KMCO

KPHL OOD TEBEE HAYDO SBY J79 KATZN J193 WEAVR J121 ISO J121 CHS J79 OMN OMN.CWRLD1 KMCO

KPHX MAXXO1.MAXXO GTH SWB CEW OTK OTK.PIGLT1 KMCO

KPIT CKB PSK CAE J51 SAV J103 OMN OMN.CWRLD1 KMCO

KRDU TARL7.CHS CHS J79 OMN OMN.CWRLD1 KMCO

KSDF IIU V4 HYK VXV ATL J89 OTK OTK.PIGLT1 KMCO

KSEA SEA J90 MWH LKT BOY SNY SLN EOS UJM IGB OTK OTK.PIGLT1 KMCO

KSFO SFO8.SFO SFO LIN JSICA ILC DVC TBE LBL PER LIT MGM OTK OTK.PIGLT1 KMCO

KSLC LEETZ1.EKR EKR BRK GCK RZC IGB MGM OTK OTK.PIGLT1 KMCO

KSTL PLESS1.BNA BNA J45 ATL J89 OTK OTK.PIGLT1 KMCO

MKJS URSUS A509 DHP PHK PHK.BAIRN1 KMCO

MMMX APN4.APN APN UJ30 NAU A509 MINOW A758 KNOST PIE PIE.COSTR1 KMCO

MMUN CUN B881 CIGAR SIMMR SIMMR.COSTR1 KMCO

TJSJ JAAWS9.UTAHS UTAHS R507 GTK A555 INDEE A555 ZQA BR55V ZBV BR57V FLL PHK PHK.BAIRN1 KMCO

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.

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