

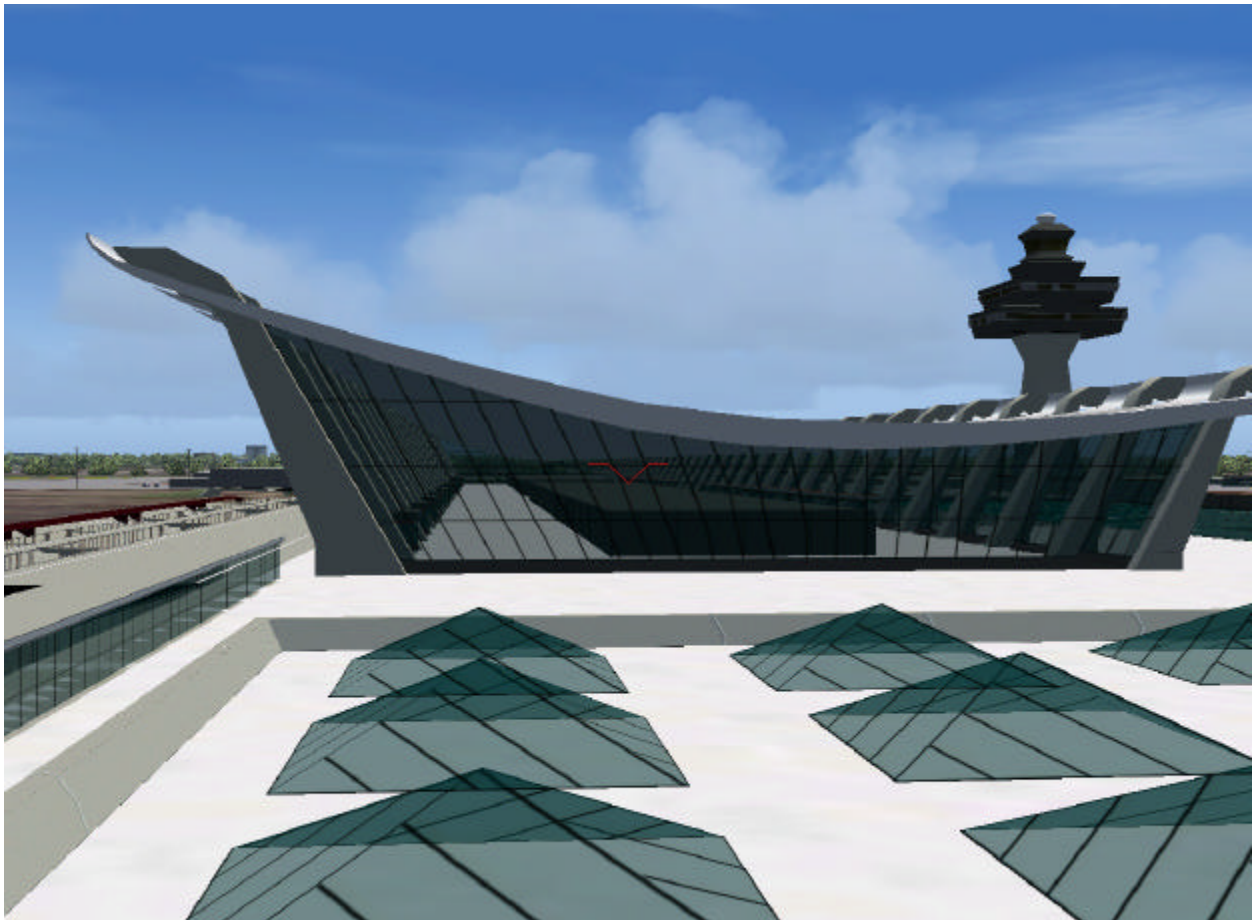
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Airport Description:

Washington-Dulles International airport is undoubtedly an icon. It serves the city of Washington and the District of Columbia and it is located in the suburb of Chantilly, Virginia. Due to its convenient location, Reagan National (DCA) continues to serve as the “commuters” airport for the city and serves most major airlines with flights to every major city in the US. IAD, however, serves as the international gateway to the nation’s capital. It is also one of United Airlines major hubs. As opposed to DCA, Dulles offers the possibility of major expansion and the capacity to absorb increasing air-travel needs for the region.

Dulles’ main terminal building is nothing short of spectacular by any standards. Designed by the renowned Finnish architect Eero Saarinen, it is one of the most recognizable aviation terminals in the world. The main building was recently doubled in size, while maintaining its unique and revolutionary architecture. The terminal improvements also include the expansion of all the facilities below ground, mostly invisible from the outside. When finished, the terminal will have three distinct levels including the departure hall, the arrival hall, and the main rail station that will connect the terminal to the midfield concourses.

In a revolutionary approach later adopted by the most modern airport facilities, the midfield concourses are completely detached from the terminal thus optimizing not only the number of aircraft positions around the concourse, but also the flow of aircraft taxiing to and from the gates. Paired with the parallel runway scheme, this has proven to be the most efficient airport design. Midfield concourses are currently utilized in a great number of major international airports including Atlanta’s Hartsfield-Jackson, Denver International, Detroit’s Metro, New York’s JFK, London’s Heathrow, Madrid’s Barajas, Munich’s WA Mozart, and Zurich International. This design is also at the heart of most modern development plans for major facilities such as Berlin’s new airport, Chicago’s O’hare, and LAX.

Dulles also has the distinction of having introduced the mobile lounges; a “slick” means to transport passengers between the main terminal building and the midfield concourses. Needless to say, the approach was not well received by the traveling public and, although it has been in service for many decades, it has proved to be very inefficient. As in all other terminals that followed, a combination of underground walkways and a modern rail system known as AeroTrain will replace the mobile lounges in the very near future.

Dulles has two parallel midfield concourses. The one nearest to the terminal is the most recent and it has been expanded four times. First, the regional terminal, or concourse A, was added on the east side. This facility was originally used by Independence Air (a spin off from a regional subsidiary originally serving other major airlines) and it now hosts most United Airlines regional operations at Dulles. More recently, the main concourse was expanded with an eight-gate addition on the west side. A twelve-gate annex is currently being built further to the west. This annex will be connected to the main concourse through the new AeroTrain station. A second AeroTrain station is also being built between concourses A and B.

Concourse B is a modern facility hosting a variety of domestic and international airlines. The east end is occupied by Continental and Northwest/KLM on the north side and JetBlue on the south side. The west end is occupied by Delta and Southwest on the south side and Airtran on the north side. Some of the international airlines operating at concourse B include Lufthansa, Air France, Virgin Atlantic, SAS, Aeroflot, ANA, Korean and South African Airways and others.

The second midfield concourse was built as a temporary facility and it is divided into two sections, concourse C to the east and concourse D to the west. This concourse serves as United Airlines main hub on the east coast. The western-most end of concourse D is occupied by American Airlines and various OneWorld Alliance airlines including British Airways. This temporary facility has been in service for nearly half a century, and it will eventually be replaced by a new permanent facility to be located a few hundred feet to the south.

Washington-Dulles is currently undergoing a major renovation and expansion. The project, known as D2, will be completed by the decade's end. The major components of the project are the expansion of the main terminal building, the construction of the underground AeroTrain with four stations, and the twelve-gate expansion of concourse D. Other improvements included two parking decks and the complete refurbishment of runway 12-30.

Dulles currently has three runways in operation, two parallel north-south runways located at the east and west of the terminal complex. The third runway is located on the southwest corner of the field with southeast-northwest orientation. A third parallel north-south runway is under construction on the western-most side of the field. It is due to enter operation in 2008. This fourth runway will enable three simultaneous parallel instrument approaches during bad weather operations.

		ILS	Approach Lights	Visual Approach Path Indicator
1R/19L	01R	110.1 (I-IAD)	ALSF-2	PAPI (RIGHT)
	19L	110.1 (I-SGC)	MALSR	PAPI (LEFT)
1L/19R	01L	111.3 (I-OSZ)	MALSR	PAPI (LEFT)
	19R	111.3 (I-DLX)	ALSF-2	PAPI (RIGHT)
12/30	12	N/A	MALSR	PAPI (RIGHT)
	30	N/A	N/A	PAPI (LEFT)
1W/19W	01	110.7 (I-ABC)*	ALSF-2	PAPI (LEFT)
	19	110.7 (I-XYZ)*	ALSF-2	PAPI (RIGHT)

* For simulation purposes only. The correct frequencies and identifiers will be updated as information becomes available when the runway enters operations in 2008.

The official airport web site can be found at: <http://www.mwaa.com/>

Airport 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

Scenery Description:

BluePrint Simulations' KIAD scenery depicts the Washington-Dulles International Airport as it exists today. It also includes finished versions of almost completed projects including the fourth runway, the Concourse B expansion and the AeroTrain stations located in the terminal and concourses A and B. All other major buildings within the airport boundaries, including the current Terminal building and the midfield concourses A, B, C and D have been portrayed accurately. Special attention has been paid to the precise location of gates and parking spot locations. The field layout has been modified to accurately represent the real airport including four runways, taxiways, aprons and signage. Some additional signs have been included to facilitate operations within the simulator environment.

Scenery Features:

- Custom-made, optimized Gmax models of all terminals, GA, cargo and service buildings within the airport grounds
- Custom-made, optimized textures for all Gmax generated buildings
- Custom-made, high-resolution photo real ground textures in and around the airport depicting seasonal changes
- Accurate runway and taxiway layout, including detailed markings and signals
- Custom-made AI mapping file

Compatibility:

Compatibility: FS9 (FS2004) and Windows XP only.

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

<http://www.blueprintsimulations.com/>

Technical Support:

Technical support will be available via the support forum on our web site. Please note that you must be a registered user in the forum to access the support areas. Forum registration is free. All questions or concerns will be addressed within 24 hours.

Acknowledgements:

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

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

	Airline	Jetway Level	Typical Aircraft
Terminal Z Gates			
Z6	US Airways Express	Small	CRJ/ERJ
Z7	US Airways Express	Small	CRJ/ERJ
Z9	US Airways Express	Small	CRJ/ERJ
Z10	US Airways Express	Small	CRJ/ERJ
Concourse A			
1 A-F	United Express	Ground Level	ERJ/CRJ/EMB 120
2 A-F	United Express	Ground Level	ERJ/CRJ/EMB 120
3 A-F	United Express	Ground Level	ERJ/CRJ/EMB 120
4 A-F	United Express	Ground Level	ERJ/CRJ/EMB 120
5 A-F	United Express	Ground Level	ERJ/CRJ/EMB 120
6 A-F	United Express	Ground Level	ERJ/CRJ/EMB 120
Concourse B			
East Wing/South			
B14	Unused		
B16	JetBlue	Medium	A320
B20	JetBlue	Medium	A320
B22	JetBlue	Medium	A320
B24	JetBlue	Medium	A320
B26	JetBlue	Medium	A320
B32	Virgin Atlantic/South African Airways/Korean Airlines	Heavy	A330/A340/B777
East Wing/North			
B15	Unused		
B19	Northwest/KLM	Heavy	B767
B23	Northwest	Medium	A320/B757
B25	Continental	Medium	B737
B27	Unused		
B31	Continental	Medium	B757
West Wing/South			
B38	Air France	Heavy	B777
B40	Unused	Medium	
B42	Delta	Medium	B757
B44	Delta	Medium	B737/MD80
B46	Delta	Medium	B737/MD88
B48	Southwest	Medium	B737
B50	Southwest	Medium	B737
West Wing/North			
B37	SAS	Heavy	A330
B39/B41	ANA	Heavy	B777
B45/B47	Lufthansa	Heavy	A340/B747
B49	Unused		
B51	AirTran	Heavy	B717/B737

Please note that this is a partial list based on information obtained from public sources. It is meant to facilitate operations around the airport in the simulator environment. The gate assignments and equipment used may not correspond to the real operations at IAD.

	Airline	Jetway Level	Typical Aircraft
Concourse C			
C1	United Airlines	Heavy	B777/B747
C2	United Airlines	Heavy	B777/B747
C3	United Airlines	Heavy	B777/B747
C4	United Airlines	Heavy	B777/B747
C5	United Airlines	Medium	B757/B767
C6	United Airlines	Medium	B757/B767
C7	United Airlines	Heavy	B777/B747
C8	United Airlines	Heavy	B777/B747
C9	United Airlines	Medium	B757/B767
C11	United Airlines	Medium	B757/B767
C12	United Airlines	Medium	B737/A319/A320
C14	United Airlines	Medium	B757/B767
C16	United Express	Medium	B737/A319/A320
C17	United Airlines	Medium	B757/B767
C18	United Airlines	Medium	B737/A319/A320
C19	United Airlines	Medium	B757/B767
C20	United Airlines	Medium	B737/A319/A320
C22	United Express	Small	ERJ/CRJ
C23	United Airlines	Medium	B757/B767
C24	United Express	Medium	B737/A319/A320
C25/C27	United Airlines	Heavy	B777/B747
C26	United Express	Small	ERJ/CRJ
C28	United Express/American Eagle/American Connection	Small w/stairs	ERJ/CRJ
C30	United Express/American Eagle/American Connection	Small	ERJ/CRJ

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	Airline	Jetway Level	Typical Aircraft
Concourse D			
D1	United Airlines	Medium	B737/A319/A320
D2	United Airlines	Medium	B757/B767
D3	United Airlines	Medium	A319/A320/B757/B767
D4	United Airlines	Medium	B757/B767
D5	United Airlines	Heavy	B777/B747
D6	United Airlines	Medium	B757/B767
D7/D9	United Airlines	Heavy	B777/B747
D8	United Airlines	Medium	B757/B767
D10	United Airlines	Medium	B737/A319/A320
D11	United Airlines	Heavy	B777/B747
D12	United Airlines	Medium	B737/A319/A320
D14	United Airlines	Medium	B737/A319/A320
D15	United Airlines	Medium	B737/A319/A320
D16	United Airlines	Medium	B737/A319/A320
D18	United Airlines	Medium	B737/A319/A320
D19	American	Medium	B757/B767
D20	United Airlines	Medium	B737/A319/A320
D21	American	Medium	MD80/B737
D24	American	Medium	MD80/B737
D25	American	Heavy	B777/B747
D26	American	Medium	B757/B767
D29	British Airways	Heavy	B777/B747
D30	Austrian Ethiopian	Heavy	A330/B767
D32	British Airways	Heavy	B777/B747

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