

# BluePrint Scenery Simulations

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Presents



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### **Airport Description:**

Bogota's El Dorado and Lima's Jorge Chavez international airports are among a handful currently undergoing major renovations and improvements in South America. In both cases, administration of the passenger and cargo operations has been successfully handed over to private corporations. As part of their development programs they are implementing ambitious plans aimed at transforming the aging facilities into modern gateways to not only two historic cities but also two of the most prosperous countries in the northern half of South America.

SPIM's transformation is in its advanced stages. The most notable improvements include a brand new cargo facility and a fully renovated and expanded passenger terminal. Two features make the new terminal unique: the curved design of the recently completed concourse and the remarkable use of green-colored glass that makes both the new concourse and the newly renovated terminal true works of art. This facility offers 19 direct contact gates and over twenty remote parking gates. Future expansion will add to the concourse a second level designed to handle arriving and in-transit international travelers.

Lima's airport is rapidly becoming the travel hub of the South American west coast. This is no small measure due to the rapid and successful expansion of LAN Airlines. Once Chile's flag carrier, LAN now has expanded its prosperous operations to Argentina, Peru and Ecuador. Lima serves as the ideal central hub to their growing network of flights linking all major South American cities and cities in North America and Europe. The other major Peruvian operator is Taca Peru, a subsidiary of the also very successful Central American airline group. Other frequent visitors to SPIM include Air Canada, American, Continental, Delta and Spirit from North America and Air France, KLM and Iberia from Europe.

SKBO's transformation is in its very early stages. The plans call for very radical changes that include a brand new terminal and a world-class cargo and freight complex. The development plan has been designed to advance in stages and its initial steps have already been taken. A brand new freight terminal is taking shape at the southeastern end of the field. This facility is replacing the current one located just east of the passenger terminal. The vacated structures will soon be demolished to give way

to the initial stage of the new passenger terminal. Upon completion of the new facility, the old terminal will be demolished to give way to the second stage of the new terminal. Plans for the new passenger terminal are not only ambitious, but will result without a doubt in one the most beautiful and advanced facilities of its kind in South America.

SKBO currently has two passenger terminals, both located between the two parallel runways. The aging main terminal has two concourses and offers 20 direct contact gates. The B concourse handles primarily domestic operations and it is used by various Colombian airlines including AeroRepublica, Satena and Aires. It also handles a few Avianca flights. The C concourse handles all international operations and it is Avianca's main international hub. It also receives flights from numerous international carriers from South, Central and North America as well as Europe. Daily flights to the US are offered by American, Delta, Continental, Spirit and JetBlue. Taca, Mexicana, LAN, Aerolineas Argentinas, Air France and Iberia are also frequent visitors.

SKBO's second terminal is a temporary facility offering ten gates to handle most of Avianca's domestic operation known as the "Puente Aereo" (or Air Bridge). Please note that Avianca has the distinction of being one of the oldest airlines in operation worldwide and it currently undergoing major changes including full renovation of its international fleet. The airport development is undoubtedly linked to Avianca's current prosperity. The contribution of the other major Colombian airline AeroRepublica cannot be disregarded though. AeroRepublica is now closely tied to Continental Airlines and Panama's Copa Airlines and its network of domestic and international destinations is growing rapidly.

#### **Scenery Description:**

Once again we are very proud to offer the most detailed and accurate renditions ever created for the Microsoft Flight Simulator of two of South America's major airports. Special attention was paid not only to the existing passenger facilities including most recent changes and improvements but also the major changes still underway today. No effort was spared in our attempt to accurately portray the two airports in a way that helps the simulator pilot experience not only the exotic nature of the facilities but also the atmosphere of modernization and transformation that makes them exciting and unique.

Bogota's El Dorado is without a doubt the most challenging major airport in the world regarding altitude and aircraft performance. Located at 8300ft and completely surrounded by mountains, SKBO will challenge any pilot's ability to push the aircraft to the very edge of its performance, especially during departure in long-haul operations. In order to accurately portray this airport both in FS2004 and FSX we had to start by completely re-building the terrain surrounding the city of Bogota using the latest satellite elevation data available to the public and compatible with the simulators. As usual, we used high-resolution satellite imagery painstakingly blended with the surrounding terrain to provide a realistic backdrop. We then re-built the field including its two 12,500 ft runways. Finally, we spared no effort in capturing every detail of the two passenger terminals and the new freight complex which, as usual, we rendered in its finished configuration based on existing structures and artist renditions of the project.

Lima's airport is challenging in its own right. Thanks to its location on the Pacific Ocean coast, fog and low clouds are the norm making it an ideal place to practice instrument approaches and procedures. Once again, high resolution satellite imagery was used to provide the most accurate backdrop possible. The field was rebuilt including the 11000ft runway and recently refurbished taxiways. The recently completed terminal was rendered as accurately as possible to reflect its unique features with unprecedented level of detail. Special attention was paid to the glass structure offering some of our

best reflection effects to date. The brand new freight complex was also included, as were most of the numerous general aviation and military installations in the field.

### **Scenery Features:**

- Custom-made, optimized Gmax models of both airports including all passenger and freight terminals as well as significant aircraft maintenance, military and general aviation facilities
- Custom-made, high-resolution textures for all Gmax generated models including improved transparency and reflection effects
- Custom-made, high-resolution photo real ground textures carefully blended with its surroundings and displaying seasonal changes and water effects
- High-resolution terrain elevation mesh for the Bogota area
- Accurate runway and taxiway layout, including detailed markings and signs
- Realistic taxiway and ramp markings and ramp illumination effects
- Two levels of scenery complexity and detail:
  - o 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 all terminals, the air traffic control towers and general aviation, cargo and maintenance facilities.
  - o VERY DENSE complexity adds detailed instrument approach lighting system models, static ramp vehicles (optional) and infield trees (optional).
- Advanced, custom-made AI mapping files including realistic gate and parking spot layout and airline gate assignments. (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 compatible version is sold separately. Please visit our web site for additional information.

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

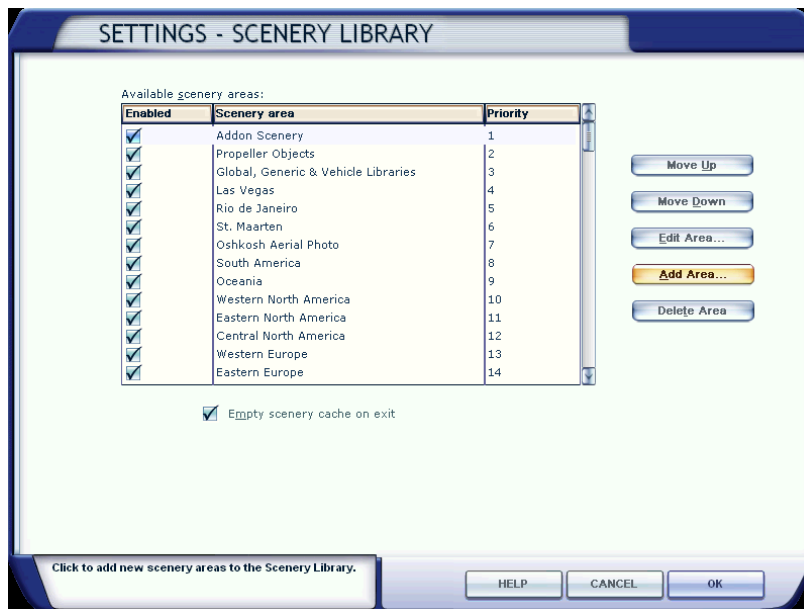
### **Hardware Requirements:**

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

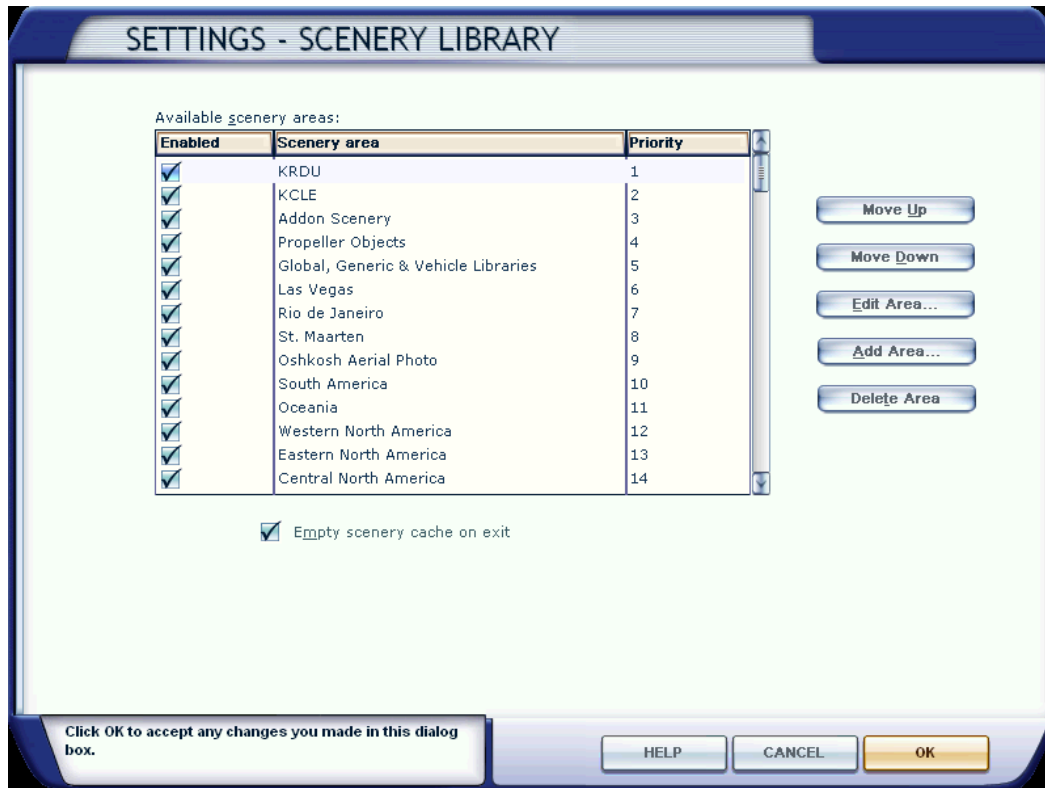
1. Upon purchase of the scenery via our website or any of our authorized resale stores you will receive a download link and an installation key or serial number.
2. Download the installer and save it in any folder of your choice. The installer is a file labeled SKBO-SPIMv1.1.2.exe. If you have any problems 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](mailto:orders@bmtmicro.com).
3. Double click on the file labeled SKBO-SPIMv1.1.2.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 the Flight Simulator and add the new scenery to the scenery library as follows: Please note that this is a package containing two sceneries that will be installed in separate folders and need to be added to the scenery library individually. Consequently, this procedure must be completed once for SKBO and once for SPIM.
9. Run FSX and select any flight
10. From the main tool bar, select "World"
11. From the World menu, select "Scenery Library"
12. The following screen should appear:



13. Select "Add Area ..."
14. 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.

15. Select the **SKBO** or **SPIM** folder according to the scenery that you are adding (Select only, do not "double click")
16. Press "OK"
17. The corresponding directory (SKBO or SPIM) 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. SKBO or SPIM 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 SKBO's and/or SPIM's location or their immediate vicinity (This includes regional or global terrain add-ons).

18. Press "OK"
19. Repeat this procedure starting on step 13 for the second scenery
20. Restart the simulator

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

## 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.

## SKBO Gate Assignments

### Domestic Concourse

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
B1	120	ERJ-145/170/190, B737-700	B737-700	GATE	ARE, NSE
B2	120	MD80, F100	MD80	GATE	AVA
B3	120	ERJ-145/170/190, B737-700	ERJ-145/190	GATE	NSE, ARE
B4	120	MD80, F100, B737-700/800	B738/A320	GATE	AVA, CMP
B5	120	ERJ-145/170/190, MD80	ERJ-170	GATE	NSE, RBP
B6	120	MD80, ERJ-190, F100, A319, A320	MD80	GATE	AVA, RBP
B7	120	ERJ-145/170/190, MD80	ERJ-190	GATE	NSE, RBP
B8	120	MD80, ERJ-190, F100, A319, A320	MD80	GATE	RBP, AVA
B9	120	ERJ-190, MD80, A319	ERJ-190	GATE	RBP, LAN
B10	120	MD80, ERJ-190, F100, A319, A320	MD80	GATE	RBP, AVA
B11	200	MD80, ERJ-190, A319, A320, A330-200, B757-200, B767-200/300	MD80	GATE	RBP, TPU, AVA
Parking 6-11 (Remote Gates)	50	DASH8	N/A	GATE	N/A

**International  
Concourse**

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
C1	120	ERJ, B737	MD80	GATE	AVA, RBP
C2	200	A330-200/300, A340-300/600, B767-200/300	A330-200	GATE	AVA
C3	130	A320,MD80, B737, B757	A320/B737- 800/B757-200	GATE	AVA, RBP, MXA, LRC, ARG, VRG, JBU, NKS, COA
C4	200	A330-200/300, A340-300/600, B767-200/300	A330-200	GATE	AVA
C5	130	A320,MD80, B737, B757	B757-200	GATE	AVA, RBP, MXA, LRC, ARG, VRG, JBU, NKS, COA
C6	200	B757, B767-200/300	B767-300/ A340-300	GATE	AVA, AAL, LAN, AFR
C7	200	A330-200/300, A340-300/600, B767-200/300	A340-300/ B767-300	GATE	AVA, IBE, DAL
C8	130	A319, A320, A321, B737, B757	A320/B737- 800/B757-200	GATE	AVA, MXA, LRC, LAN, ARG, VRG, DAL
C9	200	A330-200/300, A340-300/600, B767-200/300	A330-200/ A340-300	GATE	AVA, IBE, LAN, AFR
Parking 1-4 (Ramp)	200	A330-200/300, A340-300/600, B767-200/300	N/A	GATE	N/A
Parking 5 (Ramp)	130	A320,MD80, B737, B757	N/A	GATE	N/A

**Avianca's  
Air-Bridge  
Terminal**

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
F1-F5	120	MD80, F100	MD80	GATE	AVA
F6-F10	100	F100	F100	GATE	AVA

**Cargo  
Complex**

RAMP	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
SOUTH PARKING 1 - 5 (Old cargo building)	220	B727, A300, DC10, MD11, B747	B747	CARGO	N/A
SOUTH PARKING 6 - 22 (New cargo complex)	220	B727, A300, DC10, MD11, B747	B747	CARGO	N/A

**Avianca  
Maintenance**

RAMP	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI	Parking Type	Airline Codes
Parking 12-16	120	A320, MD80	N/A	GATE	AVA
Parking 17	200	A320, MD80, B757, B767, A330	N/A	GATE	AVA

## SPIM Gate Assignments

### Domestic Concourse

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
1*	120	A318, A319, A320, A321, B737	A320, B737	GATE	N/A
2*	120	A318, A319, A320, A321, B737	A320, B737	GATE	N/A
3*	120	A318, A319, A320, A321, B737	A320, B737	GATE	N/A
4*	120	A318, A319, A320, A321, B737	A320, B737	GATE	N/A
5*	120	A318, A319, A320, A321, B737	A320, B737	GATE	N/A
6*	120	A318, A319, A320, A321, B737	A320, B737	GATE	N/A
7*	120	A318, A319, A320, A321, B737	A320, B737	GATE	N/A
8	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, SRU, CIU, CDP
9	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, SRU, CIU, CDP
10	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, SRU, CIU, CDP
11	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, SRU, CIU, CDP
12	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, SRU, CIU, CDP
13	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, SRU, CIU, CDP
14	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, SRU, CIU, CDP
58*	120	A318, A319, A320, A321, B737	A320, B737	GATE	N/A

**International  
Concourse**

Gate	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
15	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, LRC, ARG, NKS
16	180	A318, A319, A320, A321, B737	B767	GATE	LPE, LAN, TPU,TAI,LRC, ARG, AVA, AMX, TAM, AAL, COA, DAL, NKS, ACA
17	180	A318, A319, A320, A321, B737, B757, B767	B767	GATE	LPE, LAN, TPU,TAI,LRC, ARG, AVA, AMX, TAM, AAL, COA, DAL, NKS, ACA
18	200	A330-200/300, A340-300/600, B777-200	A330/300, A340-300	GATE	LPE, LAN, TPU,TAI,LRC, IBE, MPD, KLM, ARG, AVA, AMX, TAM, AAL, COA, DAL, NKS, ACA
19	180	A318, A319, A320, A321, B737, B757, B767	B767	GATE	LPE, LAN, TPU,TAI,LRC, ARG, AVA, AMX, TAM, AAL, COA, DAL, NKS, ACA
20	180	A318, A319, A320, A321, B737, B757, B767	B767	GATE	LPE, LAN, TPU,TAI,LRC, ARG, AVA, AMX, TAM, AAL, COA, DAL, NKS, ACA
21	220	A330-200/300, A340-300/600, B777-200	A330/300, A340-300	GATE	LPE, LAN, TPU,TAI,LRC, IBE, MPD, KLM, ARG, AVA, AMX, TAM, AAL, COA, DAL, NKS, ACA
22	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, LRC, ARG, NKS
23	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, LRC, ARG, NKS
24	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, LRC, ARG, NKS

25	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, LRC, ARG, NKS
26	120	A318, A319, A320, A321, B737	A320, B737	GATE	LPE, LAN, TPU,TAI, LRC, ARG, NKS

\* Remote ramp parking

Ramp	Maximum Aircraft Wingspan (ft)	Typical Aircraft	Formatted for AI Aircraft	Parking Type	Airline Codes
27*	180	B727, B757, B767, A300	B767	CARGO	N/A
28*	220	DC10, MD11,A310, A300, B727, B757, B767, B747	B747	CARGO	N/A
29*	220	DC10, MD11, A310, A300, B727, B757, B767, B747	B747	CARGO	N/A
30*	180	B727, B757, B767, A300	B767	CARGO	N/A

\* Also used as remote ramp long-term parking by international carriers

## 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 SKBO

SKBO MECH1 ABL UW36 DAKMO UA317 TAP UL423 IZT UL318 MEX MEX1 MMMX  
SKBO MECH1 ABL UW36 DAKMO A317 ITAGO ISAKU.ISAKU1 MPTO  
SKBO MECH1 ABL UL423 ISEBA ISEBA.PAR3 MROC  
SKBO KAMIS1 GIR UG430 IQT UR559 PAZ UA558 MULTA UW24 SNT SNT6 SAEZ  
SKBO KAMIS1 GIR UL305 SLS UL305 LIM UL302 TOY TOY.ANDES2 SCEL  
SKBO KAMIS1 GIR UA550 QIT UA550 GYV SEGU  
SKBO KAMIS1 GIR UA550 MER QIT SEQU  
SKBO KAMIS1 GIR UL305 LIM PIKOS2 SPIM  
SKBO GUXUN1 ZIP UA550 PBL W5 TORIM ROMEX MIQ SVMI  
SKBO ZIP1 BUV UA567 CUC UG431 SCAPA SCAPA.JOSHE1 TJSJ  
SKBO GUXUN1 ZIP BUV UA567 DELPO DELP1 MDSD  
SKBO GUXUN1 ZIP BUV UG431 EJA UA301 MLY UB503 UNV UB503 UNV FAK J109 LDN BIF YOUTH2 CYYZ  
SKBO GUXUN1 ZIP BUV UG431 EJA UA301 MLY UB503 UMZ UB503 UNV UB760 BORDO B760 ZBV PBI J79 OMN J45  
CRG CRG.CANUK7 KATL  
SKBO GUXUN1 ZIP BUV UG431 EJA UA301 MLY UL417 UMZ UB503 ENAMO B503 ZQA BARTS AR3 CLB ILM J109 FAK  
FAK.PHLBO2 KEWR  
SKBO GUXUN1 ZIP BUV UG431 EJA UA301 MLY UB503 BEMOL UB503 UMZ B503 UNV B760 MENDL B760 ZBV  
ZBV.WAVUN1 KFLL  
SKBO GUXUN1 ZIP BUV UG431 EJA UA301 MLY UL417 UMZ UB503 ENAMO B503 ZQA BR58V ANGLL AR3 CLB ILM  
J109 FAK FAK.BARIN1 KIAD  
SKBO MECH1 ABL W36 FELIX W25 RNG UG447 SPP PLP A766 OTELO UA766 KEHLI A766 KLAMS KLAMS.WOLDE2  
KIAH  
SKBO GUXUN1 ZIP BUV UG431 EJA UA301 MLY UL417 UMZ UB503 ENAMO B503 ZQA BR58V ANGLL AR3 PANAL  
AR23 DIW J174 SWL J121 SIE SIE.CAMRN4 KJFK  
SKBO MECH1 MQU UA317 TBG UM419 ASOKU UL655 CDR UL655 PPE J93 JLI JLI.OLDEE1 KLAX  
SKBO GUXUN1 ZIP BUV UG431 EJA UA301 BAQ COLON KILER UG430 UCA UA301 URSUS A509 DHP PHK  
PHK.BAIRN1 KMCO  
SKBO GUXUN1 ZIP W44 EJA UA301 BAQ COLON KILER UG430 UCA UA301 URSUS URSUS.FLIPR1 KMIA  
SKBO GUXUN1 ZIP UA550 PPR KOROL 1800N06000W 2600N05000W 3200N04000W 3600N03000W  
3900N02000W ERPES CANAR ADORO UL155 ZMR UN976 DGO UN725 LOBAR LOBA1 LEBL  
SKBO GUXUN1 ZIP UA550 PPR 1800N06000W 2500N05000W 3100N04000W 3400N03000W 3700N02000W LUTAK  
PORLI UN870 RAKOD UH90 TLD LEMD

### Arriving SKBO

MMMX PBC1 PBC UL318 IZT UL423 TAP UA317 MQU MQU1 SKBO  
MPTO OREPI1 OREPI ITAGO UA317 MQU MQU1 SKBO  
MROC ATENA2.ISEBA ISEBA UG440 TBG UA317 DAKMO UA317 MQU MQU1 SKBO  
SAEZ BIVA2 BIVAM UW8 ERE UL417 PABON UB689 VVC ABL ABL1 SKBO  
SBGR CGO2.SCB SCB UM782 MTU UA317 VVC ABL ABL1 SKBO  
SCEL ESLAR4.VTN VTN UW200 TOY UL302 LIM UL305 SLS UL305 GIR W17 ABL ABL1 SKBO  
SEGU CARTE ASAPO UA550 QIT UA550 GIR W17 ABL ABL1 SKBO  
SEQU QIT UA550 GIR W17 ABL ABL1 SKBO  
SPIM SLS4 SLS UL305 GIR W17 ABL ABL1 SKBO  
SVM I PBL UA550 ZIP ZIP1 SKBO

MDSO DELPO2 DELPO UA567 BUY A567 UTICA UTICA1 SKBO  
TJSJ CRSTL1.CRSTL CRSTL SCAPA UG431 PJG UG431 CUC UA567 BUY A567 UTICA UTICA1 SKBO  
CYYZ OAKVL V265 THORL JHW LDN GVE ILM CLB AR3 NUCAR AR3 ZQA HODGY B503 ENAMO UB503 UMZ UL417  
MLY UA301 BAQ UL305 MQU MQU1 SKBO  
KATL BRAVS5.WALET WALET OTK J89 HITTR LLAKE J85 DHP TANIA UG430 SIA UG430 CTG UG438 RNG UG447 MQU  
MQU1 SKBO  
KEWR BIGGY J75 DUNKN J75 TAY J85 DHP A509 EONNS G430 AVION TANIA UG430 OTU UG430 MQU MQU1 SKBO  
KFLB BEECH2.BAHMA URSUS UA301 UCA UG430 MQU MQU1 SKBO  
KIAD HAFNR GVE J75 GSO J75 CAE J51 SAV J103 OMN J79 VRB BR62V ZFP BR65V ZQA B503 UMZ UL417 PULKA  
UL417 MLY UA301 BAQ UL305 MQU MQU1 SKBO  
KIAH VUH3.VUH VUH KENGSL KELPP A766 KEHLI UA766 OTELO UJ52 CUN CZM UA766 PLP SPP UG447 ARORO  
UG447 MQU MQU1 SKBO  
KJFK WAVEY EMJAY J174 WARNN J174 EDDYS J174 ILM CLB AR3 PANAL AR3 BARTS ZQA HODGY B503 ENAMO  
UB503 MLY UA301 BAQ UL305 MQU MQU1 SKBO  
KLAX JEDDD1.OCN OCN JLI J93 PPE UL655 ASOKU UM419 TBG UA317 MQU MQU1 SKBO  
KMCO GUASP1.VALCA VALCA VRB URSUS UA301 UCA UG430 SIA UG430 KILER UQ105 BUTAL UW23 MQU MQU1  
SKBO  
KMIA EONNS1.EONNS EONNS A509 URSUS UA301 UCA UG430 KILER UQ105 BUTAL UW23 MQU MQU1 SKBO  
LEBL LOBA2 LOBAR UN725 STG UM421 RIPEL DETOX 3900N02000W 3400N03000W 2800N04000W 2200N05000W  
1800N06000W PPR UA550 KIKAS UW44 BUY A567 UTICA UTICA1 SKBO  
LEMD CCS UN975 ELVAR ASMAR ERPES 3900N02000W 3700N03000W 3300N04000W 2700N05000W  
1800N06000W PPR UA550 KIKAS UW44 BUY A567 UTICA UTICA1 SKBO  
LFPG LGL UN491 KOKOS UT120 BADUR UN585 REGHI UN480 ETIKI 4500N01500W 4200N02000W 3700N03000W  
3300N04000W 2800N05000W 1800N06000W PPR UA550 TOROP PBL UA550 KIKAS UW44 BUY UTICA UTICA1  
SKBO

#### Departing SPIM

SPIM TIMOR1 BTE UG436 LIXAS UL203 ALSAL UL318 MEX MEX1 MMMX  
SPIM SLS4 SLS UG426 TBG MPTO  
SPIM TIMOR1 BTE UG436 TRU UL780 GYV UM659 PAR PAR.PAR3 MROC  
SPIM TIMOR1 BTE UG436 LAN MSLP  
SPIM ASI2 ASI UV12 SCO UL550 ROS UA558 MULTA W24 SNT SNT6 SAEZ  
SPIM ASI2 ASI UA304 CUB UW62 PERES PERES.VELA SBGL  
SPIM ASI2 ASI UA304 CUB UW62 CGR UZ22 PIR PIR.TORK09 SBGR  
SPIM TITAN3 ILMAR UL302 TOY UG551 TBN TBN.ANDES2 SCEL  
SPIM TIMOR1 BTE UG436 TRU UL780 GYV SEGU  
SPIM TIMOR1 BTE UG436 TRU UL780 GYV UW1 MINDO PACTO SEQU  
SPIM LIM2 LIM UA320 VAS SGAS  
SPIM SLS4 SLS UL305 GIR W17 ABL ABL1 SKBO  
SPIM SLS4 SLS UL305 GIR UG430 CTG SKCG  
SPIM SLS4 SLS UL305 MQU UA323 RNG SKRG  
SPIM ASI2 ASI UA304 PAZ SLLP  
SPIM ASI2 ASI UA304 VIR SLVR  
SPIM LIM2 GATUK UA320 AND SPZO  
SPIM ASI2 ASI UV12 SCO UL550 ROS UA558 MULTA W24 SNT EZE UA305 CRR SUMU  
SPIM LIM2 AMVEX UM414 EZA UG427 PBL W5 TORIM ROMEX MIQ SVMI  
SPIM TIMOR1 TIMOR BTE UG436 TRU UL780 URSUS LENDS AR16 ILM GVE JHW DKK YOUTH2 CYYZ  
SPIM TIMOR1 TIMOR BTE UG436 TRU UL780 BUXOS KORPU UG437 TBG UL465 GCM UG448 YADPO G448 MTH  
RSW J41 SZW SZW.HONIE5 KATL  
SPIM TIMOR1 TIMOR BTE UG436 TRU UL780 URSUS PERMT AR16 ILM J109 FAK FAK.PHLBO2 KEWR

SPIM TIMOR1 TIMOR BTE UG436 TRU UL780 BUXOS KORPU UG437 TBG UL465 GCM UG448 TADPO G448 MTH  
MTH.CURSO1 KFL  
SPIM TIMOR1 TIMOR BTE UG436 LIB PENSO UB753 MARTE B753 MUSYL WOLDE WOLDE.WOLDE1 KIAH  
SPIM TIMOR1 TIMOR BTE UG436 TRU UL780 URSUS AR24 DIW J174 SWL J121 SIE SIE.CAMRN4 KJFK  
SPIM SLS4 SLS UL312 SJD UJ9 LTO UJ20 GRN UJ6 SQN J1 MZB LNSAY LNSAY.SHIVE1 KLAX  
SPIM TIMOR1 TIMOR BTE UG436 TRU UL780 BUXOS KORPU UG437 TBG UL465 GCM UG448 TADPO G448 MTH  
MTH.CURSO1 KMIA  
SPIM SLS4 SLS UG431 TAP UV5 IQT UG427 SJE UG427 PBL TOROP UA550 ITEGO UA550 PPR 1800N06000W  
2300N05500W 2700N05000W 3700N04000W 4100N03500W 4400N03000W 4700N02000W OMOKO UN486  
GUNSO UM197 GAPLI UN20 SAM UR8 MID UM185 OCK UM185 CLN UL620 REDFA EHAM

#### Arriving SPIM

MMMX PBC1 PBC UL308 SLS SLS2 SPIM  
MPTO OREPI1 OREPI BUXOS UL780 GYV UG437 LIM ARENA1 SPIM  
MROC ATENA2.PAR PAR UM659 GYV UG437 LIM ARENA1 SPIM  
MSLP SEDRO.SEDRO LAN UG436 SLS SLS2 SPIM  
SAEZ ATOVO2 ATOVO UW5 ROS UL550 LIM SPIM  
SBGL CEROL.USABA SCB UM415 JUL UA304 LIM PERLA1 SPIM  
SBGR CGO.SCB SCB UM415 JUL UA304 LIM PERLA1 SPIM  
SCEL ESLAR4.VTN VTN UW200 TOY UL302 LIM SPIM  
SEGU GYV UG437 LIM ARENA1 SPIM  
SEQU QIT UG426 LIM KARPA1 SPIM  
SGAS ORUMA.UKELA VAS UA320 GATUK GATUK1 SPIM  
SKBO KAMIS1 GIR UL305 LIM PIKOS2 SPIM  
SKCG MTR UW23 MQU UL305 LIM PIKOS2 SPIM  
SKRG MQU UL305 LIM PIKOS2 SPIM  
SLLP ELAKO3 PAZ UA304 LIM PERLA1 SPIM  
SLVR ASPER8.SALCE VIR UA304 LIM PERLA1 SPIM  
SPZO DABUL1 AND UA320 GATUK GATUK1 SPIM  
SUMU CRR FDO UW5 ROS UL550 LIM SPIM  
SVM1 PBL UG427 EZA UM414 AMVEX AMVEX1 SPIM  
CYYZ YYZ V443 YQO DJB J83 APE J83 SPAYD J83 SPA CRG J45 OMN VRB J79 PBI URSUS UL780 BUXOS UL780 UGUPI  
UL780 GYV UG437LIM ARENA1 SPIM  
KATL BRAVS5.WALET WALET OTK RSW MTH G448 TADPO UG448 GCM UL465 TBG UG437 LIM ARENA1 SPIM  
KEWR WHITE J209 SBY KEMPR DIW AR24 URSUS UL780 GYV UG437 LIM ARENA1 SPIM  
KFL LLL9.MNATE MNATE MTH G448 TADPO UG448 UVA UG448 GCM UL465 TBG UG437 GYV UG437 LIM ARENA1  
SPIM  
KIAH VUH3.MUSYL MUSYL B753 MARTE UB753 TNT A502 MGA G439 LIB UG436 SLS ARENA1 SPIM  
KJFK WAVEY EMJAY J174 DIW AR24 URSUS UL780 GYV UG437 LIM ARENA1 SPIM  
KLAX JEDDD1.MZB MZB J1 SQN UJ6 GRN UJ20 LTO UJ9 SJD UL312 SLS SLS2 SPIM  
KMIA EONNS1.EONNS EONNS A509 URSUS UL780 GYV UG437 LIM ARENA1 SPIM  
EHAM GORLO UL980 MANGO UL620 MID UR8 SAM UN866 GOBUR UN484 REGHI UN480 ETIKI 4500N01500W  
4300N02000W 3800N03000W 3200N04000W 2600N05000W 2200N05500W 1800N06000W PPR UA550 TOROP  
PBL UG427 EZA UM414 AMVEX AMVEX1 SPIM

### **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](mailto:support@blueprintsimulations.com).

### **Acknowledgements:**

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

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