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CRJ NextGen

CRJ-700/900/1000



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For Flight Simulator X

CREDITS

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Flight Simulator X setup under Windows Vista/Seven & installation under 64bits Operating Systems.

* Go into program files\microsoft games\

* Highlight Flight Simulator X folder and right-click on it

* Select the SECURITY tab and click on your username (not on Administrator 1)

* Click on the "edit" option (it should have a pic of a shield on the button with edit next to it)

* You should be prompted by Vista security module, click on "ALLOW"

* Tick the "Full Control" box and press "OK"

* Installation of the add-on can now start.

Make sure to run the installation of the add-on and of Flight Simulator with full Administrator rights by right-clicking on the application file and selecting the "As Administrator" feature.

Make sure to accept the DLL Warning after the aircraft selection.

Using a 64bits Operating Systems, if the installer can't find your Flight Simulator folder, it is located into a folder called "Programs86". During the installation process, simply browse the installer to this folder.

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THANK YOU.

Welcome

A. Installation

Installation is automatic. Insert the CD - or double-click on the downloaded file - and Autorun will take you to the start-up screen. If Autorun is disabled on your system, open Windows Explorer or My Computer, browse to your CD Rom drive and double-click "CRJNextGen_FSX_x.exe" (where x is your version).

Once setup is running, follow the on-screen prompts and ensure that the installation points directly to the Microsoft Flight Simulator folder (usually C:\Program Files\Microsoft Games\FlightSimulator...).

THE FOLLOWING PACKS MUST BE INSTALLED BEFORE THIS ADD-ON INSTALLATION:

MICROSOFT FLIGHT SIMULATOR X SERVICE PACKS 1 AND 2 ARE REQUIRED (freely available from www.fsinsider.com - Downloads)

CHECK OUT
WILCO PUBLISHING WEBSITE:

<http://www.wilcopub.com>

YOU WILL FIND INFORMATION, NEWS, AND
FREQUENTLY ASKED QUESTIONS.

B. Extra (for CD-Rom version only)

We have included a full set of files and videos on your CD-Rom. Use your Windows Explorer to locate them into the EXTRA WILCO directory.

Just Planes Video

For more than 200 Flight in the Cockpit Blu-rays & DVDs please visit www.worldairroutes.com and/or <http://www.justplanes.com/>

Track IR

To fully enjoy the 3D Virtual Cockpit, tracking movement systems let you control your field of view in flight simulators by simply looking around by few degrees.

We recommend Track IR (Natural Point) available

from Wilco Publishing <http://www.wilcopub.com>.

Quick Start

1. To Choose the aircraft

1. Start Flight Simulator
2. From the menus, select AIRCRAFT
3. Choose manufacturer - Bombardier - Wilco
4. Select the aircraft and its livery

2. Engines Start Up

To start up engines from a 'Cold & Dark Cockpit', please refer to the next pages for complete procedures.

Cockpit views

2D Panel Views

The following 2D panels are available using the following key combinations:

- Shift+1: Main panel
- Shift+2: EFIS screens
- Shift+3: Pedestal
- Shift+4: Display Control panel
- Shift+5: Overhead panel
- Shift+6: CDU
- Shift+7: PFD Zoom
- Shift+8: ND Zoom
- Shift+9: ED Zoom

3D Virtual Cockpit Views

Display the different Cockpit views using the normal Flight Simulator keystroke, "A" under FS X.

Doors

Shift+E: Main door left side front
Shift+E+2: baggage doors. When you open the baggage doors at an airport gate, the luggage truck is called automatically and will service the aircraft.

Checklists

Checklists are available from your aircraft.
FSX Menu => Aircraft => Kneeboard => Checklists.

Latest notes

Nosewheel steering

For nosewheel steering, use rudder input axis or mouse wheel over the steering control.
BE VERY CAREFUL, IT IS EXTREMELY SENSITIVE TO INPUT

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Realistic propeller type cockpit training device with full control and instrument display system for VFR/IFR flight.

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Large integrated display for all GPS features.



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M Panel
Compact unit to control and display essential flight functions.



CDU II
Control Display Unit for Flight Management Computer (FMC) features.



V1000
G1000 Primary Flight Display and Multi-Function Display.



JetPit
Large instrument panel for jetliners.



ProPit
Large instrument panel for propellers.



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Multi Switch Panel
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or your favourite flight simulation store.



Security Switch

To load up the security items such as pre-flight flags, chocks and engine muffs, click the control to the left of the overhead panel



Elevator trim control

The button for nose up/down trim control is mounted in the left horn of the yoke.



Worldwide Navigation Database

The CRJ NextGen Worldwide Navaid Database is kindly provided by Navigraph.

Regular updates are available from :

<http://www.navigraph.com>

'NAVDATA OUT OF DATE' EFIS MESSAGE

This message doesn't prevent you from using the already-installed navigation database.



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Introduction

This manual is divided in 2 main sections. The first one describes the panel components with all the possible user interactions. The second section describes the way to use them by explaining in details some usage procedures.

PANEL DESCRIPTION

The panel has 6 main parts that will be explained in this manual:

- The 4 EFIS screens: PFD, ND, ED and SD
- The front panel with autopilot control
- The overhead panel
- The pedestal
- The display control panel (DCP)
- The control display unit (CDU)

These aircrafts are all equipped with a FADEC kit that manages the engine thrust according to the phase of flight.

EFIS Screens

Primary Flight Display

This EFIS shows much important information that is explained here.



1) Airspeed:

The aircraft airspeed is displayed here. When the aircraft accelerates, the references speeds (V1, VR, V2, VT) are shown here. In addition, the maximum airspeed, which depends on the aircraft configuration, is shown here with a red colored stripe.

The speed selected on the autopilot is shown with a magenta index.

2) Altitude:

The aircraft altitude is shown here, depending on the altimeter setting that is adjusted on the display control panel. When the aircraft is close to the

ground, the ground altitude is displayed with green digits, as shown on this image. The ground is represented with a yellow bar. The autopilot altitude is shown with a magenta symbol.

On top of the altitude display, the autopilot altitude is displayed in magenta.

Below the altitude stripe, the ground altitude is displayed in green and the current altimeter setting is displayed in blue.

3) Heading:

This section shows the current aircraft heading. The autopilot heading is shown in magenta. According to the selected navigation source, a green or white arrow shows the current course with its deviation indicator. For example, on this image, the VOR1 nav source is selected and the green arrow shows the VOR1 selected course.

4) Vertical Speed

5) The top part of the PFD is the Flight Mode Annunciator (FMA) that displays the current lateral and vertical autopilot modes. The first column (green) shows the current active modes and the second column (white) shows the armed modes.

6) Reference Speeds:

The V1, VR, V2 and VT reference speeds are displayed here in blue. They can be adjusted through the display control panel.

7) NAV Source:

The selected Nav source is displayed here. It can be VOR1 (or LOC1 if it is a localizer), VOR2 or FMS. When a VOR is selected, the course, frequency and distance are also displayed here.

Below this information, "MSG" can be displayed in yellow. It means you have a message displayed on the FMC that you should read.

Navigation Display

The Navigation Display has different display modes that can be selected on the display control panel.



Rose mode



VOR mode

- 1) The top part always displays current time, true airspeed (TAS), ground speed (GS), saturated air temperature (SAT) and total air temperature (TAT).
- 2) Current aircraft heading.
- 3) Range ring, showing the half range selected on the display control panel.
- 4) The CHK POS message is a message from the FMS. It is displayed because the FMS position is not set.
- 5) When a flight plan is entered in the FMS, the flight plan information appears here. It displays the previous waypoint (blue), the next waypoint (magenta), the waypoint after (white) and the last waypoint (white) supposed to be the destination airport. For each waypoint, you have the distance to the waypoint and the estimated time of arrival on this waypoint.
- 6) The flight plan appears on the navigation display using the same color convention: blue for the previous waypoint, magenta for the next, white for the others.



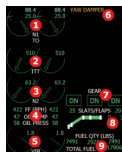
Plan mode (north oriented)

The ND mode is selected on the display control panel described later in this manual.

Engine Display

The ED displays engine information and more...

Other display modes are shown here:



- 1) NT for both engines
 - 2) ITT (inter-turbine temperature) for both engines
 - 3) NZ for both engines
 - 4) Fuel flow, oil temperature and oil pressure
 - 5) Vibration for both engines
 - 6) Advisory and alert messages:
- Any alert is displayed in this area. In normal conditions, it should be empty. Advisory messages are in amber, alert messages are in red.
- 7) Gear status
 - 8) Flaps/Slats angle and status
 - 9) Fuel tank information

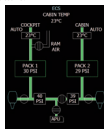
System Display

This EFIS shows information on all the aircraft systems. The main page shows the following information:



- 1) Information messages
- 2) APU status. When the APU is running, the RPM and EGT are displayed here. Otherwise, only the APU door status is displayed.
- 3) Flight control status
- 4) Cabin information: oxygen, cabin temperature and altitude, climb rate, pressure difference and landing elevation (for cabin pressurization)
- 5) Brake temperature

You can display any other system page through the pedestal buttons.



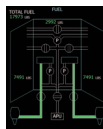
ECS page



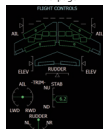
Hydraulic page



Electricity page



Fuel page



Flight Controls page



Anti-ice page

When a warning light flashes, you can press the button to acknowledge the alarm and it turns off. Each button can also be pressed at any time to test the light.

Autopilot



Rotating knobs:

- CRS1 : Sets the VOR1/VOR2 course depending on the NAV source (in the real aircraft, this knob adjusts VOR1 course but the simulated version lets you adjust VOR1 and VOR2 course for more convenience)
- SPEED : Sets the autopilot target speed when speed mode is engaged. Even if the CRJ has no auto-throttle system, you can adjust the speed. When climbing or descending, the autopilot will automatically adjust the vertical speed to maintain the target speed.
- HDG : Sets the autopilot heading when for the heading mode.
- ALT : Sets the target altitude for the ALT or SPEED mode.
- V/S (vertical wheel) : Sets the target vertical speed when V/S mode is engaged.

Pushbuttons:

- F/D : Turns the Flight Director on/off.
- AP/ENG : Press this button to engage the autopilot.
- XFR : Defines the pilot in function (captain by default)
- TURB : Engages the turbulence mode, useful in case of strong wind or turbulence. In this mode, the autopilot bank angle is limited to 15° instead of 25° by default.
- SPEED : Engages speed mode for climb or descent. In this mode, the autopilot automatically sets the vertical speed to maintain the selected speed. When this mode is engaged, the current speed is taken as the target speed. It can then be adjusted with the SPEED knob.
- APPR : Engages the approach mode (localizer + glideslope) for ILS approaches.
- B/C : Back course mode.
- HDG : Engages the heading mode. In this case, the heading is set with the HDG knob.

Front Panel

The most important parts of the front panel are the warning lights and autopilot panel.

Warning Lights



- NAV : Engages the navigation mode. This mode depends on the selected nav source, which can be VORT, VOR2 or FMS. If the FMS nav source is selected, the NAV mode makes the aircraft follow the flight plan entered in the FMC.

- : BANK: Same function as TURB mode.

- ALT : Engages the altitude mode. In this mode, the target altitude is set with the ALT knob.

- V/S : Engages the V/S mode for climb or descent. When this button is depressed, the current vertical speed is taken as the target vertical speed. Then you can adjust the target vertical speed with the V/S wheel.

If the V/S mode is engaged, the SPEED mode is disengaged.

Notes:

The FD should always be turned on before takeoff.

If you want to have the aircraft following the flight plan, do not forget to have the FMS nav source selected on the display control panel and set the NAV mode on the autopilot.

If the aircraft is not on the planned route when the NAV mode is engaged to follow the FMS flight plan, the FMS will guide the aircraft to go back on the route. In this case, a magenta circle appears on the active leg to show where the aircraft will intercept the route.

Overhead Panel

The overhead panel contains several sections as shown here:



1) DC Service simulates the DC electricity that can be provided by an external vehicle on ground. BATTERY MASTER is the switch for the battery. GEN1 and GEN2 are the switches for the 2 generators that are linked to the 2 engines. APU GEN is the switch for the generator linked to the APU. Turning this switch ON provides electricity

only if the APU is running.

2) All these switches control the aircraft external lights: nav, beacon, strobe, landing lights and wing lights.

3) This section is dedicated to the engine starters and the ignition.

CONT triggers a continuous ignition.

START triggers the left/right engine starters.

STOP stops the startup procedure (it is not used to stop an engine).

The engine start procedure is explained in details further in this manual.

4) All these switches control the hydraulic circuits of the aircraft. When you manipulate these switches, the hydraulic page should be displayed on the SD screen.

5) These switches control the air conditioning.

6) These switches control the anti-ice system. Any change in these can be seen on the anti-ice SD page.

7) DOME LIGHT controls the panel lighting.

STBY COMP controls the standby compass lighting.

8) This section is dedicated to the APU.

PWR FUEL opens the fuel valve for the APU and opens the APU door.

START/STOP triggers the APU start or stops the APU if it is running.

Pedestal



1) Radio

All the radio frequencies can be set with this radio unit. The green frequencies on the left are the active frequencies; the white frequencies on the right are standby. The right pushbuttons select the standby frequency to modify.

The rotating knob is used to change the frequencies: the areas marked "+" and "-" change the integer part of the frequency, the areas marked "+" and "-" change the decimal part.

and "-" change the decimal part.

The left pushbuttons are used to swap active and standby frequencies.

The ADF is different because it has no standby frequency. Just press the pushbutton next to it and use the knob to set the frequency value. The ATC code is displayed here as a reminder and cannot be changed. We will see later in this manual how to update it through the FMC.

2) System Pages

This button set is used to select the system page on the SD EFIS screen.

3) Yaw Damper

The 2 right pushbuttons are used to engage the yaw damper.

If you need to disengage it (which should never be the case), press the area above DISC.

Display Control Panel



1) Format/Range selector:

This double-knob controls the navigation display. The outer knob (marked R +/-) changes the ND format and the inner knob (R +/-) updates the range.

2) NAV Source:

This knob is very important as it sets the navigation source used by the autopilot. It can be VORT, VOR2 or FMS. The selected nav source appears on the PFD (see the PFD section for more information). More important, the nav source is used by the autopilot NAV mode, when selected (see the autopilot section for more information).

For example, to have the aircraft follow the FMS flight plan, the FMS navigation source should be selected here first, then the NAV mode should be engaged on the autopilot.

3) Reference Speeds:

This section of the DCP lets you update the reference speeds. First you must choose if you want to set the target speed (called VT) or the reference

speeds (V1, VR, V2). To do this, click in one of the selected area marked in red above TGT or VSPDS. The selection moves the outer ring of the knob. Then press the SEL button. At this time, the selected speed appears in blue on the PFD (framed in red on the image below):



You can then use the rotating knob to increase/decrease the selected speed value and press the knob center area (OFF function) when finished.

If you select the TGT speed, only this speed can be updated. If you select VSPDS (reference speeds), you can press the SEL button several times to display the speed you want to update.

4) DH/MDA:

To update the DH and MDA, first select the DH or the MDA by clicking one of the sensitive area (outer ring). Then click the knob center area to show/hide the value and use the knob to increase/decrease the value displayed on the top part of the PFD.



5) Altimeter setting:

Press the HPA/IN button to switch the unit between hectopascals and inches of mercury. Turn the knob to increase/decrease the value or press the knob center area to set the standard altimeter mode (STD), which should be done when crossing the transition altitude (if not, the altimeter



On this example, the VOR and airports have been selected:



PANEL USAGE

This section of the manual describes some procedure to better understand how the panel works.

Engine Start

When you start the engine in cold and dark mode, some actions are to be made in the right order to come to a live aircraft. They are described here:

- 1) Turn on the master battery (overhead)



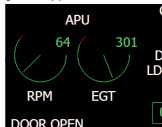
- 2) As the APU and engines are not running, first make sure the GEN1, GEN2 and APU GEN switches are off (overhead).
- 3) APU Start:



First press the PWR FUEL to open the APU fuel valve and open the APU door. Then press the START/STOP button.



You should monitor the APU parameters on the SD during the startup procedure.



- 4) When the APU is started, turn ON the APU GEN switch.



- Now you have pneumatic and electric power, the engines can be started.
- 5) Make sure the parking brakes are set.
 - 6) Turn ON the continuous ignition by pressing the CONT button in the IGNITION overhead section.
 - 7) Engage the left engine start by pressing the left

START button. Monitor the engine parameters on the ED.

- 8) When the left engine is started, turn ON the GEN1 switch.
- 9) Do the same for the right engine and turn ON the GEN2 switch.
- 10) When both engines are started, you can turn off the ignition, unless the weather conditions require a continuous ignition.
- 11) You can now stop the APU. First, turn off the APU GEN switch. Then press the START/STOP APU button to stop the APU. When the APU is stopped, press the PWR FUEL again to close the fuel valve and the door. The SD should indicate DOOR CLSD in the bottom left corner.

FMS Initialization

When the aircraft is just started, the FMS is not initialized. This is why the "check position" (CHK POS) message appears on the CDU and on the ND. To initialize the FMS aircraft position, you must go to the INIT POS page. It looks like this:



You can enter the airport name in the scratchpad and press LSK2. It works, but it is not perfectly accurate because the position taken into account is the center of the airport. If the aircraft is parked on a big airport such as Dallas Fort Worth or Chicago O'Hare, it can be quite far from the center... If you know the exact aircraft position, you can enter it in the scratchpad and press RSK5 to provide it to the FMS. This can be painful because you are not supposed to know the aircraft position at any time, so there is an easy way to initialize the aircraft position.

Press the NEXT PAGE button to access the POS INIT second page:



You can see the current aircraft position is provided by the GPS, available on line 2. You just have to press LSK2 to copy the current position in the scratchpad. No need to enter it... Then go back to POS INIT page 1 by pressing PREV PAGE and press RSK5. The aircraft position is then entered in the FMS and the CHK POS disappears.



The FMS is initialized.

Entering FMS Flight Plan

This paragraph explains how to enter a flight plan in the FMS. You should always keep in mind that any modification to the flight plan causes the creation of a temporary flight plan, displayed with dashed lines on the ND, which is validated only when the EXEC key is pressed.

After the FMS position has been initialized, you can enter the flight plan by pressing RSK6 on the POS INIT page or by pressing the FPLN button on the CDU. You get to the flight plan page:



On the first line you can see the origin and destination airports with the flight plan total distance.

Other information is displayed on this page: route, alternate destination airport (used here as a reminder only), origin runway, SID (when selected), first route waypoint and flight number. The first thing you need to do is entering the origin and destination airports. Note that entering the destination airport clears the existing flight plan as soon as it is validated.

After entering this information, the FMS compute the total distance between the 2 airports, as shown here:



You can see the modification of the flight plan is only temporary at this time. You can press the EXEC key to validate the change or press LSX6 (CANCEL MOD) to rollback and cancel the modification. Advice: The rest of the flight plan definition can be done in any order, but I suggest you select the departure procedure (SID) right after entering the departure airport.

This is done by pressing the DEP ARR button on the CDU. By default, when on ground, you will see the departure page that displays the departure runways. If a runway is already selected, the available departure procedures (SIDs) are displayed for this runway. Otherwise, only the runways are displayed. In this case, select the departure runway and the

SID list will be populated.



No runway selected



Runway 32L is selected, the associated SIDs are displayed.

Scroll up and down using PREV PAGE and NEXT PAGE buttons on the CDU (the number of pages depend on the number of displayed SIDs). Then you can select the SID you want (FIST5B in this example). It might be the right moment to press EXEC and validate the modifications.



The FIST5B SID has been selected and the flight plan has been validated.

Now you can return to the flight plan page (press

RSK6) and you will see it contains much more information:



The departure and destination airport are entered.

As you have selected a SID, it appears on line 4 (VIA) and the last point of the SID, which is the first waypoint of the route, is automatically set (line 4, TO). In this example, it means the aircraft will take off from LFBQ and then fly the FIST5B SID to the FISTO waypoint. Now we can continue the flight plan definition by pressing NEXT PAGE to see the page 2:



You can read see the waypoints that were automatically added when selecting the SID, and the last line with dashed lines invites you to enter the following waypoints for your flight plan. At this stage, 2 options are possible:

- You enter all the waypoints 1 by 1. In this case, enter the waypoint name in the scratchpad and press the RSK that corresponds to the last waypoint of the route. If several waypoints correspond to the name you have entered, a new page will appear to let you select the one you want.
- You select an airway to a given waypoint (this is useful when you enter a predefined flight plan or when a route calculation software can do it for you). For our example, RouteFinder gave the following route: LFBQ SID FISTO UY156 ADAB UN858 VANAD UN859 AMB STAR LFBQ. From the FISTO

waypoint, we can use the UY156 airway to the ADAB waypoint. To do this, enter UY156 in the last line of the VIA column (LSK5 in this example) then the ending waypoint in to TO column (RSK5 in this example).



You can see several waypoints have been added at once. In fact, all the waypoints of the UY156 airway have been added to ADAB, which are PERIG, FOUCCO and ADAB. The VIA column reflects the airway that leads to these waypoints.

At the same time, the ND is updated to reflect the flight plan changes.



You can continue entering this flight plan by selecting airway UN858 to VANAD and UN859 to AMB. Then you can select the runway and the arrival procedure (STAR) at the destination airport. Press DEP ARR button. As you are on the ground at the departure airport, the DEPARTURE page is displayed by default. Press DEP ARR again to display the departure/arrival index page:

craft reaches 10 NM outbound of the TOU noavaid. You first need to define the reference point, which is TOU in this example. Enter TOU and press LSK1. On the ND, TOU is circled in green to show it is the reference.



To define the 10 NM range out of TOU, just press 10 and press LSK3 (DIST CROSS). A green dashed circle appears around TOU to show the 10 NM distance.



This lets the pilot see exactly when the aircraft reaches the 10 NM limit out of TOU, but this is not enough to define a virtual waypoint. This is why you can now enter a radial from the reference (TOU) that intersects the range shown by the green circle and the intersection defines the new waypoint. For example, enter 300 and press LSK2. A dashed green line appears from TOU, heading 300°, which intersects the 10 NM circle.



Now you have a virtual waypoint. If you want to use it in the flight plan, press LSK1 to "grab" it. The reference name appears in the scratchpad. Then go to the flight plan page and insert it wherever you want. In this example, you can insert it right after TOU. A new waypoint named with the reference name and an index number (TOU01) is added to

the flight plan.



This function is used by some pilots to help making a decision in case of a major failure. They define a range off to the departure airport that corresponds to the distance the aircraft can fly without thrust, and a radial that is the departure runway orientation. In case of an emergency, they immediately know what to do: if the aircraft is within the range circle, they can fly back to the departure airport; otherwise they have to find another one for emergency landing.

Now let's see another way of defining a FIX: the ABEAM. It defines a point on the route that is across a reference point (which is NOT on the route).

On the FIX page, take AGN as a new reference (enter AGN and LSK1). Any previously defined FIX information is erased. Then press LSK4 to compute the ABEAM. The FMC computes the point that crosses the route across AGN.



The distance and radial are automatically computed. Just like in the previous example, the computed waypoint that intersects the route across AGN can be grabbed and used in the flight plan. This function is used by real pilots when the air traffic control asks a DIRECT route that results in a very long active leg. Some ABEAM points can be created along the route to let the crew perform the checks done at each waypoint (fuel, ...).

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