NOTICE OF AIRCRAFT and CHARTS for AAV

Regional Jet
CHECK FLIGHT

CHARTS

The current Check Flights for AAV were made using MSFS2000. Our flight recorder makes use of the navigation VOR's and Waypoints that are still in use with the Flight simulator programs. FSX, X-plane, MSFS2020 use the same database for navigation and hence the charts we have included are still good for our check flights. Most of these charts have been updated in the real world. Some included charts may be older but, they are still appropriate for our use. Use the supplied charts and not any new updated ones.

To pass this check ride you must know how to use the NAV radios for heading, read the charts for VOR freqs, use DME readings, holds and crossing instructions, etc.

You are allowed to use the onboard aircraft FMC and auto pilot.

AIRCRAFT

Our Check Flights may use aircraft which some flight simulators do not have in their library anymore. Substitute aircraft may be used where the substitute is in the same weight class as the required aircraft. If you do not have the aircraft called for in the check flight instructions, contact your HUB manager for instructions on how to proceed.

Some of the check flight instructions will give you an option for the aircraft to be used. Our data base library is outdated and was made for the early MSFS2000 - MSFSX. There are no aircraft for X-Plane, P3D or MSFS2020. If you are a serious Flight Sim pilot you may already have payware aircraft which may be used for your check flight.

REGIONAL JET CHECK FLIGHT

This check flight is designed to test your mastery of aircraft performance, speed, altitude, and avionics of a regional jet, an ERJ/CRJ. It will also certify your knowledge of instrument navigation techniques, instrument approach procedures and test your ability to read and understand standard departure and arrival charts.

Preparing for the Check Flight

The Check Flight will be conducted out of our Training Facility. You will be flying an ERJ/CRJ. aircraft, which may be included in the FS program or if you prefer, you may use one of the commercially available if you own it.

In order to record this flight accurately, you will be using AAV's Digital Flight Recorder system. This system requires FSUIPC or XPUIPC for Xplane to be installed, but you do not need to have a registered version – the free one will work fine.

You can download the latest version here:
http://www.schiratti.com/dowson.html
http://www.schiratti.com/xpuipc.html

Figure 1. Digital Flight Recorder

The setup files for the flight recorder can be downloaded from
https://www.aavirtual.com/download_public/recorder.zip

To use the AAV flight recorder, start Flight Simulator, set up your flight, and then run the AAV Flight Recorder from the Start Menu option that will be created when you run the installer. You'll see the window shown in Figure 1. Click 'Set Output File' and select a filename and directory for the flight data file. I suggest using check flight.dat as the filename. When you're ready to begin the flight, click 'Connect to FS' and then click 'Start Recording'. Assuming you don't get any error messages, return to Flight Simulator and begin flying. At the end of the flight, return to the recorder and click 'Stop Recording' to close and save the recorder file.

Important Notes

DO NOT pause, slew or replay the flight simulator program while the flight recorder is running as this may corrupt the flight file making it unreadable, in which case the Check Flight will need to be repeated.

We are checking your familiarization with this aircraft and how you operate it. The use of an FMC (if one is included with the flight model you are using) for primary navigation on this Check Flight, is permitted. The autopilot and autothrottle will be disconnected for the final landing. We want to see how you perform.

In order to avoid confusion and possible interference, we recommend disabling FS ATC and AI traffic during the Check Flight. Please do not attempt to fly this Check Flight while on line with Vatsim ATC.

Check flight directions

This check flight consists of a standard instrument departure from KDFW, climb to an appropriately selected cruising
altitude, navigation using VORs & VOR intersections, a standard terminal arrival procedure into KAUS (Austin, Tx.) and a full ILS approach. Charts have been included with this document for you use on this check flight. Use of the full autopilot or FMC system (if one is included with your flight model) is permitted on this check flight for your primary navigation. The final landing must all be done under **manual pilot control**. In order to avoid confusion and possible interference, we also recommend disabling FS ATC and AI traffic during the check flight.

Specific directions for the flight are as follows:

- Create a flight using your aircraft and position **it at any gate at KDFW**. Set sky conditions to **overcast** with moderate wind out of 200 **degrees**.
- After your pre-flight settings and check, taxi to **the appropriate runway of your choice** and take off. (Tip: Always takeoff and land as close to directly into the wind as possible. If there is a crosswind, pick the runway that is most closely aligned into the wind that has sufficient length for the type aircraft you are flying.)
- After takeoff, execute the **JOE POOL departure**, **JASPA transition (JPOOL.JASPA).** Observe all speed and altitude restrictions. However, you may disregard the note on the departure charts about maintaining 10,000' until 10 minutes after departure and climb directly to your planned cruise altitude. (Hint: Because of their good rate of climb and descent, jet aircraft normally cruise at much higher altitudes than turboprops. The altitudes shown along the airways on the departure and arrival charts are MEA's (minimum enroute altitudes) and are NOT required cruising altitudes.)
- After reaching the JASPA intersection, fly directly to the Waco VOR (ACT - 115.3).
- At Waco, begin executing the **BLEWE arrival, Waco transition (ACT.BLEWE)** into Austin.
- Exit the Centex VOR (CWK 112.8) on a heading of 270 degrees and tune the ILS approach frequency for Austin runway 18R. The correct frequency can be found on the enclosed ILS approach chart.
- At about 5 DME from Centex, turn left to a heading of 205 degrees. **Hint: At this point you should be very close to your glide slope intercept altitude and have the aircraft slowed down in preparation for the approach.**
- Intercept the localizer and make an ILS approach and landing on 18R at Austin. Your final approach will be about 8nm. Remember, you will have a crosswind from the right (200 degrees).
- Taxi to any gate and shut down. Click 'Stop Recording' on the AAV Digital Flight Recorder to close and save the recorder file**. Please do this before you exit the flight, move the aircraft or close the flight simulator program.**

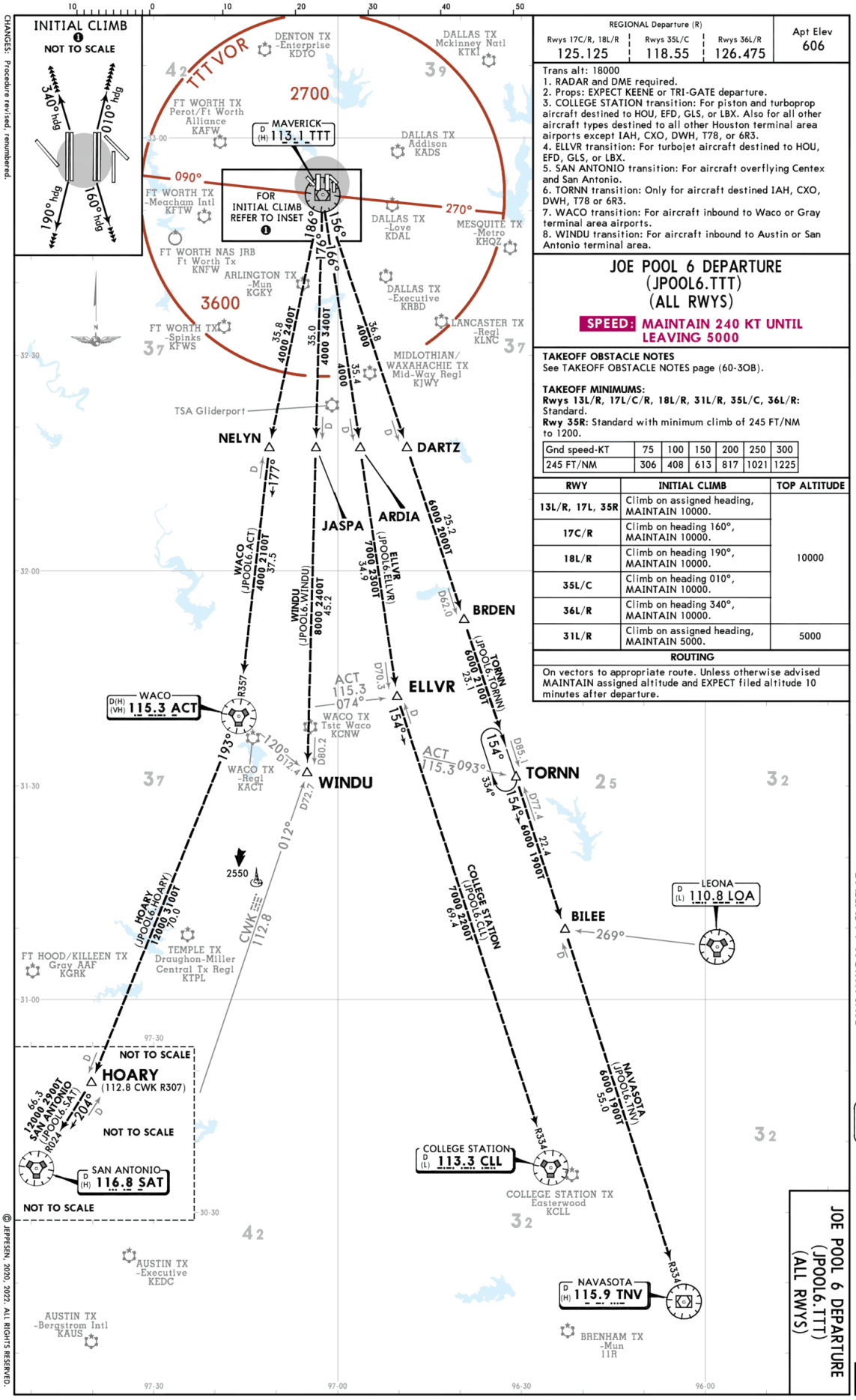
Check flight submission

Once your check flight is complete, go to the American Airlines Virtual website (https://www.aavirtual.com) and click on the "Member Check flight Upload" link located under the Resources tab on the home page. This page should be expecting your Check flight. If there is an error message here, please contact your Hub Manager for assistance. Click the browse button to choose your check flight file. Select the .DAT file saved by the flight recorder and click ok. Press the Submit Check flight button and you are all set. Your check flight will be evaluated and you will be contacted via email with the results - usually within 72 hours.

If you have any questions about the check flight procedures or are having any trouble with the flight recorder settings, please contact our Training Department at
https://www.aavirtual.com/pages.php?name=Contact_Page

Good luck!

Training Department
American Airlines Virtual



REGIONAL Departure (R)

Rwys 17C/R, 18L/R	Rwys 35L/C	Rwys 36L/R	Apt Elev
125.125	118.55	126.475	606

Trans alt: 18000
1. RADAR and DME required.
2. Props: EXPECT KEENE or TRI-GATE departure.
3. COLLEGE STATION transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78, or 6R3.
4. ELLVR transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.
5. SAN ANTONIO transition: For aircraft overflying Centex and San Antonio.
6. TORNN transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.
7. WACO transition: For aircraft inbound to Waco or Gray terminal area airports.
8. WINDU transition: For aircraft inbound to Austin or San Antonio terminal area.

JOE POOL 6 DEPARTURE (JPOOL6.TTT) (ALL RWYS)

SPEED: MAINTAIN 240 KT UNTIL LEAVING 5000

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (60-3OB).

TAKEOFF MINIMUMS:
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: Standard with minimum climb of 245 FT/NM to 1200.

Gnd speed-KT	75	100	150	200	250	300
245 FT/NM	306	408	613	817	1021	1225

RWY	INITIAL CLIMB	TOP ALTITUDE
13L/R, 17L, 35R	Climb on assigned heading, MAINTAIN 10000.	10000
17C/R	Climb on heading 160°, MAINTAIN 10000.	
18L/R	Climb on heading 190°, MAINTAIN 10000.	
35L/C	Climb on heading 010°, MAINTAIN 10000.	
36L/R	Climb on heading 340°, MAINTAIN 10000.	
31L/R	Climb on assigned heading, MAINTAIN 5000.	5000

ROUTING
On vectors to appropriate route. Unless otherwise advised MAINTAIN assigned altitude and EXPECT filed altitude 10 minutes after departure.

JOE POOL 6 DEPARTURE (JPOOL6.TTT) (ALL RWYS)

KDFW/DFW DALLAS FT-WORTH INTL — JEPPESEN DALLAS-FT WORTH, TEXAS — SID
23 DEC 22 (60-3Q) Eff 29 Dec

Chart linked to Navigraph account waynelp

NAVIGRAPH CHARTS INTENDED FOR FLIGHT SIMULATION ONLY - NOT FOR NAVIGATIONAL USE

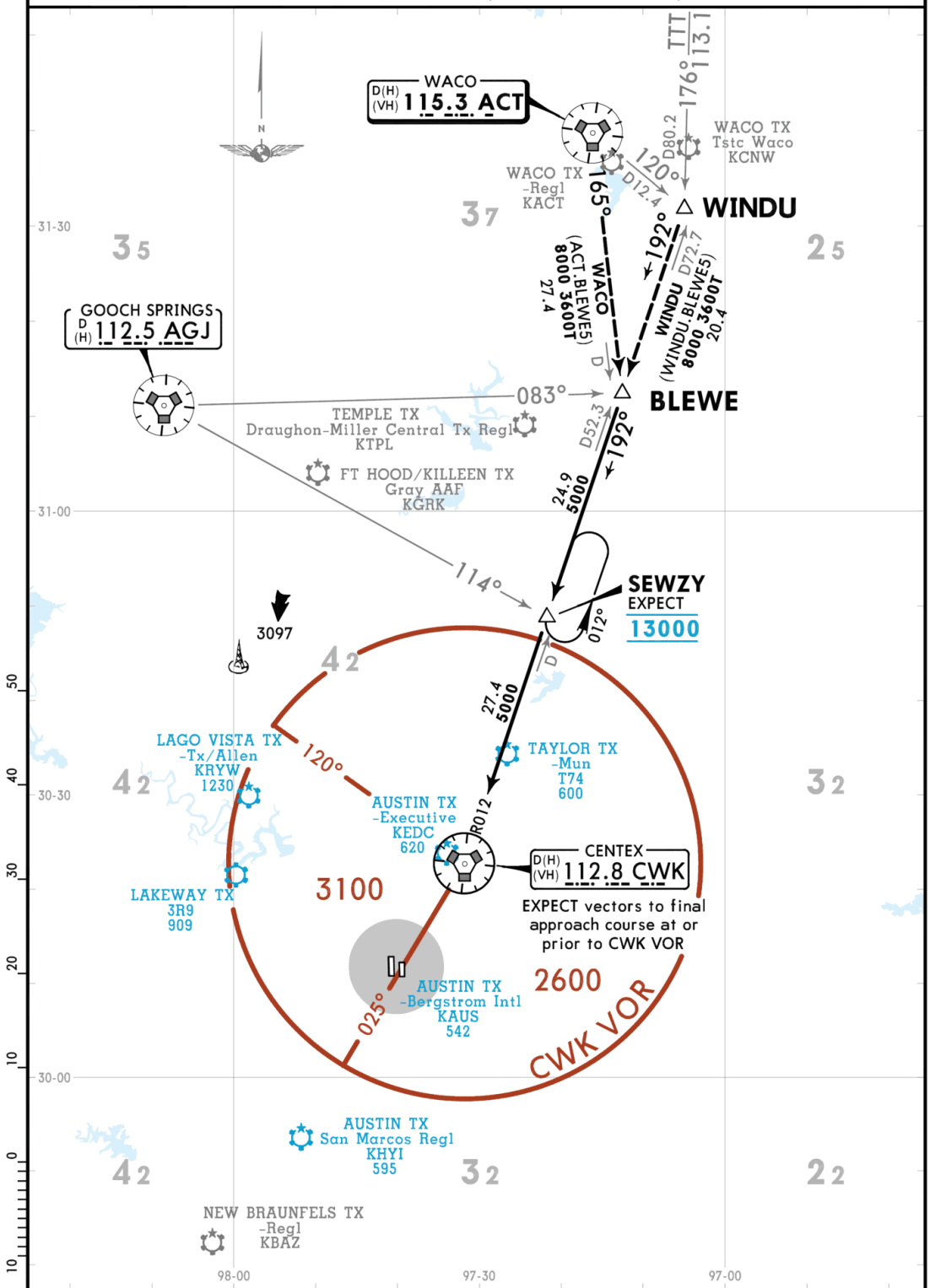
KAUS/AUS -BERGSTROM INTL

JEPPESEN 17 FEB 23 (60-2A) Eff 23 Feb

AUSTIN, TEXAS STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
124.4	See Graphic	1. RADAR required. 2. DME required.

BLEWE 5 ARRIVAL (BLEWE.BLEWE5)



ROUTING

From over BLEWE on CWK R012 to SEWZY, then on CWK R012 to CWK VOR. EXPECT vectors to final approach course at or prior to CWK VOR.

CHANGES: Procedure renumbered, revised.

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NAVIGRAPH CHARTS INTENDED FOR FLIGHT SIMULATION ONLY - NOT FOR NAVIGATIONAL USE

Chart linked to Navigraph account waynelp

KAUS/AUS
AUSTIN-BERGSTROM INTL

JEPPESEN 8 JUL 22 (61-1)

AUSTIN, TEXAS
ILS or LOC Rwy 18L

D-ATIS	AUSTIN Approach (R) East / West / South	AUSTIN Tower	Ground
124.4	127.225 / 119.0 / 120.875	121.0	121.9

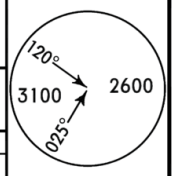
LOC IVNK	Final Apch Crs	DDTOO	ILS DA(H)	Apt Elev 542′
110.5	175°	1600′ (1108′)	692′ (200′)	TDZE 492′

MISSED APCH: Climb to 1000′, then climbing LEFT turn to 3000′ on heading 040° and outbound on CWK VOR R-088 to HOOKK/D17.0 CWK and hold.

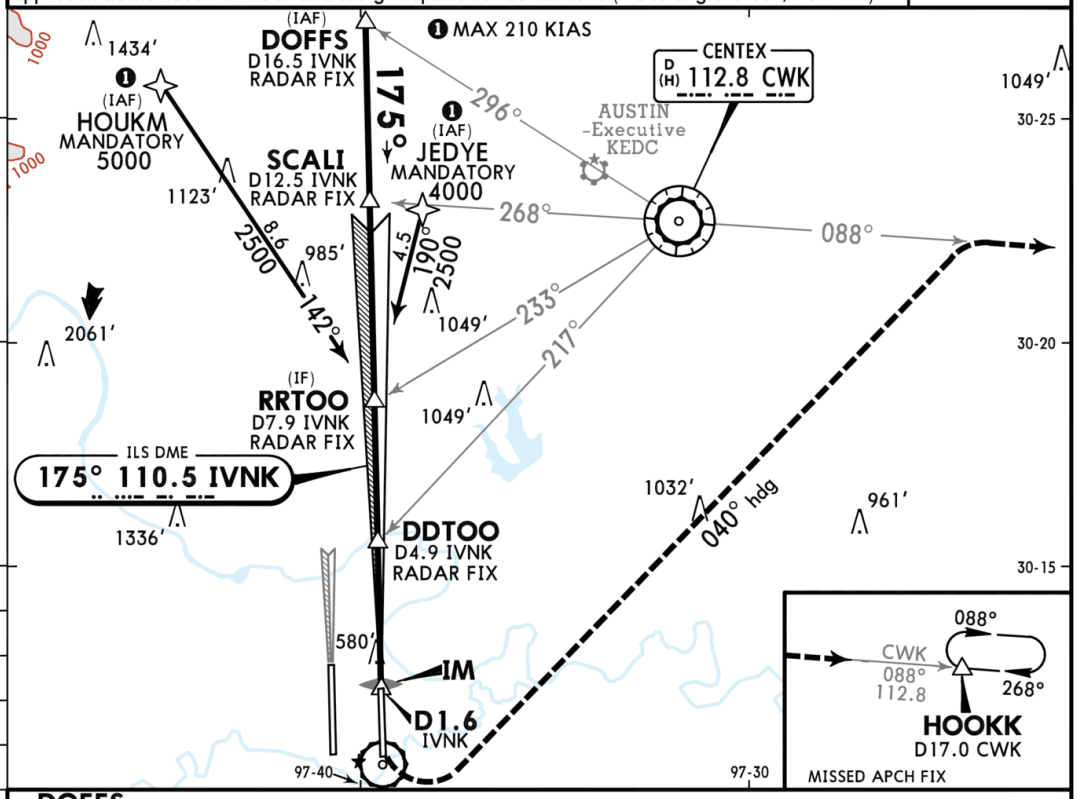
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

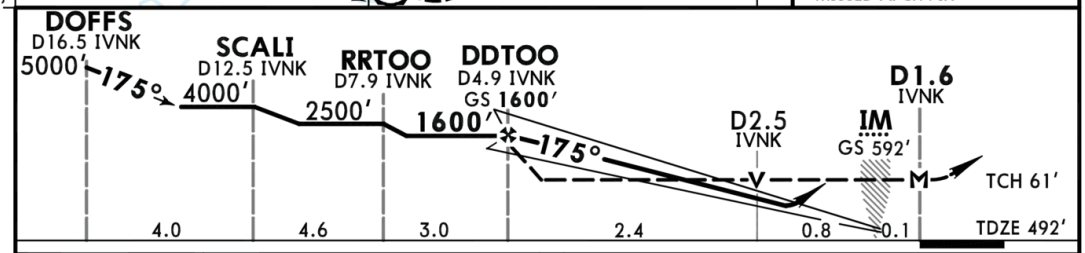
RNP Apch - GPS. From HOUKM or JEDYE.

1. DME required. 2. RADAR required for procedure entry from DOFFS. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74′).



MSA CWK VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.6 IVNK or DDTOO to MAP	3.3	2:50	2:12	1:59	1:39	1:25	1:14

ALSF-II | PAPI

1000′ | 3000′ LT on 040° hdg and CWK 112.8 R-088

TERPS STRAIGHT-IN LANDING RWY 18L

CIRCLE-TO-LAND

	ILS DA(H) 692′(200′) FULL	ILS TDZ/CL out	ILS ALS out	LOC (GS out) MDA(H) 840′(348′)	LOC (GS out) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 18 or 1/2	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	1040′(498′) - 1
B						120	1120′(578′) - 1
C				RVR 30 or 5/8	RVR 55 or 1	140	1200′(658′) - 1¾
D						165	1200′(658′) - 2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 4A 22 APR 2021

CHANGES: Notes, circling minimums.

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NAVIGRAPH CHARTS INTENDED FOR FLIGHT SIMULATION ONLY - NOT FOR NAVIGATIONAL USE

KDFW/DFW

Apt Elev 606′
N32 53.8 W097 02.3

JEPPESEN DALLAS-FT WORTH, TEXAS
27 OCT 23 (60-9)
DALLAS-FT WORTH INTL

D-ATIS Departure	Data Comm ACARS: D-ATIS PDC TWIP	Data Comm CPDLC: DCL	DFW Clearance	Terminal A Gates A8-A39	Terminal C Gates C2-C12	Terminal B Gates B1-B17	Terminal D Gates	DFW Ramp Tower Terminal B Gates B18-B49	Terminal E Gates E2-E17	Terminal C Gates C14-C39	Terminal E Gates E18-E38
135.925			128.25	131.275		129.825		130.10	131.0	131.8	128.825

Ground West	Ground East		Tower West	Tower East	Rwys 13R/31L	Rwys 13L/31R & 17L/35R	REGIONAL Departure (R) North	South	West	East
121.85	121.65	121.8	124.15	126.55	134.9	127.5	124.825	125.125	126.475	118.55

WEST
DFW Ground 121.85
Tower 124.15
(Rwy 13R/31L) 134.9

EAST
DFW Ground 121.65
121.8
Tower 126.55
(Rwy 13L/31R)
(Rwy 17L/35R) 127.5

NORTH WEST AIR FREIGHT
NORTHWEST HOLD PAD
NORTHEAST HOLD PAD
E CORPORATE AVIATION RAMP
EAST AIR FREIGHT
WEST AIR FREIGHT
Hangars
WEST CONTROL TOWER
EAST CONTROL TOWER
INTL Air Cargo I
INTL Air Cargo II
INTL Air Cargo III
WEST CARGO
CENTER CONTROL TOWER
ARP
U.S. Customs
SATELLITE
Central Terminal Area
Air Freight
AA Hangar 5
SOUTHWEST HOLD PAD
SOUTHEAST HOLD PAD
RWY 17L APCH HOLD
ILS HOLD
LAHSO
04°E

13R 135° Elev 591′ 9300′ 2835m
31L 315° Elev 577′
18R 176° Elev 606′
18L 176° Elev 602′
17C 176° Elev 562′
17R 176° Elev 567′
13L 135° Elev 553′
17L 176° Elev 524′
31R 315° Elev 508′
36L 356° Elev 582′
36R 356° Elev 575′
35L 356° Elev 563′
35C 356° Elev 563′
35R 356° Elev 576′

13,400′ 4084m
13,401′ 4085m
9000′ 2743m
8500′ 2591m

INTERSECTION TAKE-OFF POSITIONS AND DISTANCES AVAILABLE AS FOLLOWS:

RWY 17L from Twy Q2	=	8196′ 2498m
RWY 17C from Twy EG	=	13,082′ 3987m
RWY 17R from Twy EG	=	13,082′ 3987m
from Twy EH	=	12,816′ 3906m
RWY 18L from Twy WG	=	13,082′ 3987m
from Twy WH	=	12,815′ 3906m
RWY 18R from Twy WG	=	13,082′ 3987m
RWY 35L from Twy EP	=	12,811′ 3905m
from Twy EQ	=	13,084′ 3988m
RWY 35R from Twy Q9	=	8196′ 2498m
RWY 36R from Twy WP	=	12,815′ 3906m
from Twy WQ	=	13,082′ 3987m

DEICE PAD FREQUENCIES
SOUTHWEST 130.2
SOUTHEAST 131.75

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

OPERATIONAL NOTES

-Persons and equipment working in movement areas.
-Well drilling project in progress in vicinity of airport. Several drilling rigs present in all quadrants. Check current NOTAMs for exact location and height.

D DE-ICING AREA

1 Use of Taxiway A6 is authorized with the following restrictions:
1. Weather conditions must be above CAT II (1200 RVR).
2. Closed to aircraft with wingspan 171′ (52m) **and greater.**

2 Terminal B apron taxilane between apron entrance/exit point taxilanes 110 and 117 closed to aircraft with wingspans 94′ (29m) **and greater.**

3 Aircraft using Terminal B gates B1-B17, all Terminal D gates and apron entry points 117-150 must obtain approval from Ramp 129.825 prior to entering ramp and prior to pushback.

4 Apron entrance/exit points 5, 7, 42, 44, 48, 49, 51, 52, 103, 104, 117, 118, and 122 closed to aircraft with wingspan **greater** than 118′(36m).

5 Apron entrance/exit points 31 and 39 closed to aircraft with wingspans **greater** than 167′ (51m).

6 Apron entrance/exit points 9, 32 thru 38 and 53 are closed to aircraft with wingspan **greater** than 135′(41m).

7 Apron entrance/exit points 1 and 2 are closed to aircraft with wingspan **greater** than 89′(27m) except prior permission required.

8 Apron entrance/exit point 124 is closed to aircraft with wingspan **greater** than 213′ (65m).

9 Aircraft using Terminal E gates E2-E17 must obtain approval from DFW ramp on 131.0 prior to entering ramp and prior to pushback. Aircraft using Terminal E gates E18-E38 must obtain approval from DFW ramp on 128.825 prior to entering ramp and prior to pushback.

10 Apron entrance/exit point 3 closed to aircraft with wingspan **greater** than 214′ (65m) except prior permission required.

11 Apron entrance/exit points 110, 111, 112, 113, 114, 115, and 116 closed to aircraft with wingspan **greater** than 94′ (29m).

12 Runway Visual Screen 22′ AGL 1180′ south of Rwy 35L approach end.

13 Runway Visual Screen 20′ AGL 1179′ south of Rwy 35C approach end.

14 Aircraft using Twy HA north of Twy B must obtain approval from Ramp 129.825 prior to entering ramp.

15 Aircraft using Terminal A gates A8-A39 and Terminal C gates C2-C12 must obtain approval from Ramp 131.275 prior to entering ramp and prior to pushback.

16 Aircraft using Terminal B gates B18-B49 must obtain approval from Ramp 130.10 prior to entering ramp and prior to pushback.

17 Aircraft using Terminal C gates C14-C39, must obtain approval from Ramp 131.80 prior to entering ramp and prior to pushback.

CHANGES: Removed apron entry/exit points 8; 16-18; 21; 25-30; 54; 151-159, 164-167, revised notes 4 & 5, twy identifer JZ changed to JY, ramp and islands updated.

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Chart linked to Navigraph account waynelp

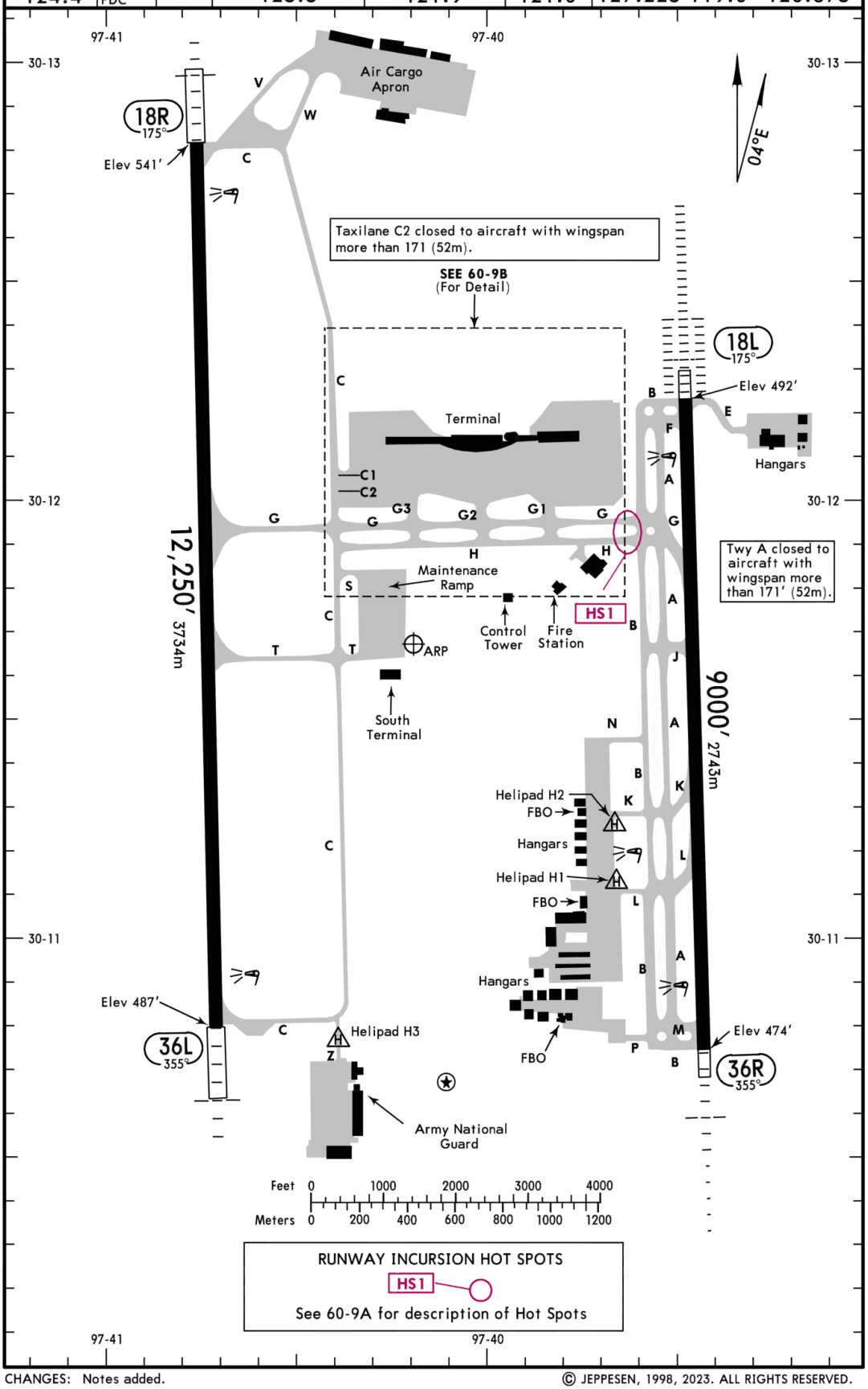
KAUS/AUS

Apt Elev **542′**
N30 11.7 W097 40.2

JEPPESEN
3 FEB 23 (60-9)

AUSTIN, TEXAS
AUSTIN-BERGSTROM INTL

D-ATIS	Data Comm ACARS: D-ATIS PDC / CPDLC: DCL	AUSTIN Clearance	Ground	Tower	AUSTIN Departure (R) East	West	South
124.4		125.5	121.9	121.0	127.225	119.0	120.875



CHANGES: Notes added.

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