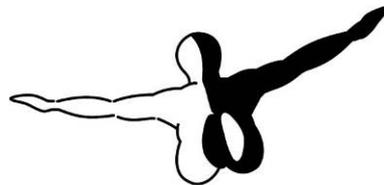
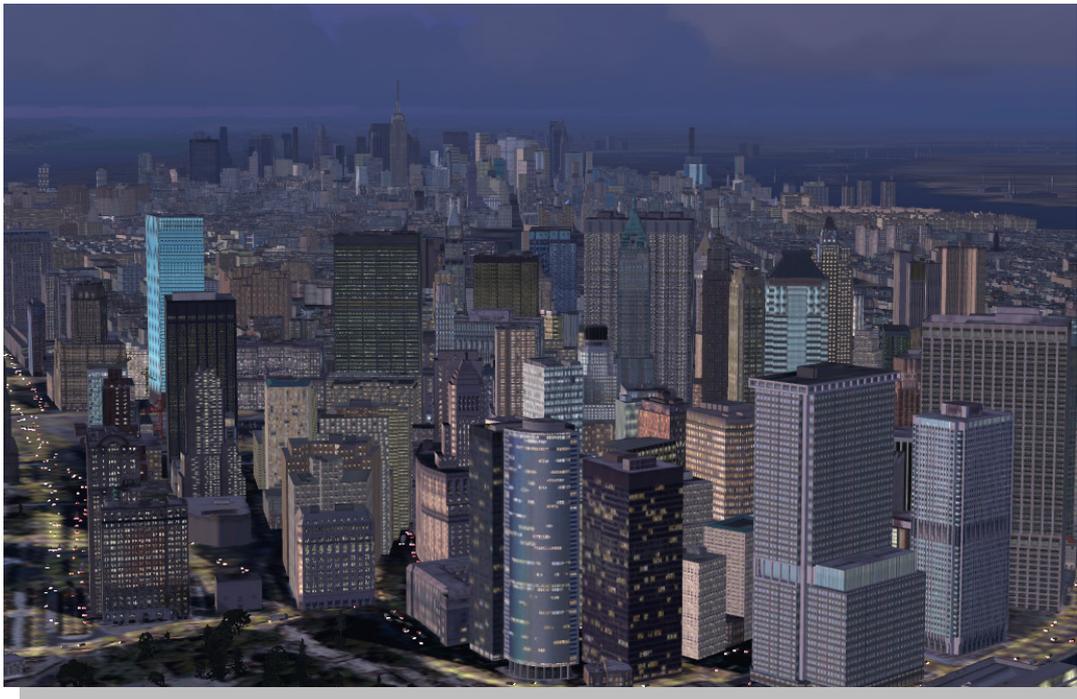


Manhattan X



aerOSOFT^{GM}BH



Index

- Index..... 2
- Introduction..... 3
- Copyrights 3
- Credits..... 4
- System requirements 4
- Contact support..... 4
- How realistic is Manhattan Scenery? 5
- Area covered 5
- Included 5
- Season..... 6
- Framerates 6
- Water textures..... 6
- Settings 7
 - Graphics Settings 7
 - Scenery Settings..... 8
 - Traffic Settings..... 9
- Flying over this scenery in a light aircraft 10
 - General..... 10
- Southbound..... 10
- Northbound..... 10
- The LGA Runway 13 River Visual..... 11
- Helicopters over Manhattan..... 11
- KRJB, Port Authority Downtown Manhattan/Wall Street Heliport..... 11
 - Heliport Operations 12
 - Heliport Communications..... 12
 - Nearby radio navigation aids 12
 - Heliport Services..... 12
 - Runway Information 13
 - Additional Remarks..... 13
- 6N5, East 34 Street Heliport 13
 - Heliport Communications..... 13
 - Nearby radio navigation aids 14
 - Heliport Services..... 14
 - Runway Information 14
 - Additional Remarks..... 14
- KJRA, West 30 Street Heliport 15
 - Heliport Communications..... 15
 - Nearby radio navigation aids 15
 - Heliport Services..... 15
 - Runway Information 15
 - Additional Remarks..... 16
- 6N4, Pan Am Metroport Heliport..... 16
 - Heliport Communications..... 16
 - Nearby radio navigation aids 16
 - Runway Information 17
 - Additional Remarks..... 17
- Mission: Manhattan Tour..... 18
- Charts..... 19



Introduction

When we released Manhattan for FS2004 it was a controversial release. Clearly it showed a very high definition scenery but it was slow₇ (even too slow for some)₇ on the hardware many simmers had at that time. (We do not expect this new version to be different btw.) But in the end it was an unbridled success as hardware started to catch up and it became our best selling scenery product, both in download as well as in boxed format.

With the release of FSX it was unavoidable that we would update this award winning product using the latest developments. The high-rises of Manhattan are ~~±~~ very suitable to some of the new possibilities. Bump mapping makes buildings more 3D like and specular reflections are ideal for the glass surfaces. Adding a mission perfects the scenery and allows you to explore the heliports.

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Credits

Concept:	Mathijs Kok, Andras Kozma
Programming:	Andras Kozma
Additional modeling:	Peter Orosz and Richard Kozma
Project Management:	Mathijs Kok
Manual, documentation:	Mathijs Kok
Manual corrections:	Christoph Beck
Maps& Charts	Konrad Cissowski (www.customdigitalmaps.com)
Installer:	Andreas Mügge
Mission:	Raphael Jakob
Mission Voices:	Paul R. Laube, William Lennox
Testing:	Several good folks who will all be getting a free copy.

System requirements

- Intel Core 2 Duo E6850 CPU (Core 2 Quad advised)
- 2 GB RAM (4 GB advised)
- Direct X 9 compatible 512 MB Graphics Card
- Direct X compatible Sound card
- Microsoft FSX (with SP2 or Acceleration)
- Windows XP, Windows VISTA, Windows 7 (fully updated)
- Adobe Acrobat® Reader 8 minimal to read and print the manual (¹)

(¹) Available for free, download at:

<http://www.adobe.com/prodindex/acrobat/readstep.html>

Contact support

Support for this product is done by Aerosoft. We prefer to do support on the support forum for one simple reason, it is fast and efficient because customers help customers when we are sleeping.

Aerosoft forums: <http://www.forum.aerosoft.com/>

We feel strongly about support. Buying one of our products gives you the right to waste out time with questions you feel might be silly. They are not.



How realistic is Manhattan Scenery?

Well, actually it is not realistic at all. How about that for an answer?

But it is true. How can you simulate something as complex as Manhattan? Even doing just one building to a good degree of detail would slow your system down to a slideshow and would take us months to do. This product is an impression of Manhattan. We believe it is as accurate as possible given the hardware limitations and commercial limitations. We even believe it is the best scenery ever done. But will you find objects that could be done better? Objects that are missing? Sure. You will find some, the next guy will find others. And that is just the problem, there is just too much to get it all right.

- But does this look like Manhattan? Yes it does!
- Does this 'feel' like Manhattan, yes it does!
- Will you recognize it as Manhattan, yes you will!
- Is this Manhattan? Yes, it is. Most certainly!

Area covered

Manhattan X covers:

- Manhattan Island (East Side, West Side, Uptown and Downtown);
- Ellis Island;
- Governors Island;
- Liberty Island
- Roosevelt Island;

Included

- KJRB, Port Authority Downtown Manhattan/Wall St Heliport;
- KJRA, West 30th St. Heliport;
- 6N5, East 34th Street Heliport;
- 6N4, Pan Am Metroport Heliport (okay not realistic, but it got to be there);
- All major bridges in great detail;
- Most famous landmarks on Manhattan Island;
- Detailed manual of the heliports, VFR flight routes and covered area;
- Effects files for smoke, sound and other effects;
- Spectacular night effects.



Season

For some reason Microsoft decided that half the world is covered with snow in winter time and New York is in the zone that has 3 months of snow in FSX. We think this is not very realistic and did not include snow textures. The scenery looks best in summer season.

Framerates

Is Manhattan X a 'slow' scenery? No, certainly it is not, more than half the development time has been spent optimizing the code and we believe that we reached levels of optimizing that have not been reached before.

Can Manhattan X be slow on your computer? Yes, certainly. It's most likely the most complex city scenery done to date and this will be felt. But as with the previous version that was very slow on many systems when we released it, hardware will get faster and the scenery will stay the same.

Apart from using the advised settings further up in the manual there are some special tips we learned about during the construction of the project. Some of them could very much be related to special machines or special circumstances but could nevertheless increase the enjoyment you get from this project.

- Put away the mouse cursor. Perhaps the strangest tip. On some systems keeping the mouse cursor on the FSX window dropped the frames by 40%. So when you use FSX in a window (often the best for framerate) slide your mouse cursor away from the FSX window when you don't need it.
- Open and close the WORLD | SCENERY LIBRARY dialog and click [OK]. This will rebuild the scenery library and on at least two systems instantly doubled the framerates.
- Do try Direct X 10 when possible. On at least one system the DX9 mode was very slow under Vista and Windows 7 (beta). DX10 mode was more than 150% faster.
- We strongly recommend setting the framerates to UNLIMITED. Not doing so can reduce FPS by 40%.

In the end, you simply pay in frame rates for all that is seen. As the objects are very professionally designed you can be sure they are drawn as fast as is possible. Contradictory to belief, FSX is not slow in the display of 3d objects. But no matter how well designed, depending on your settings this scenery can bring any current computer to single digits. However with some care it should be rather easy to keep 20 fps using a PC with the system requirements for this product.

Water textures

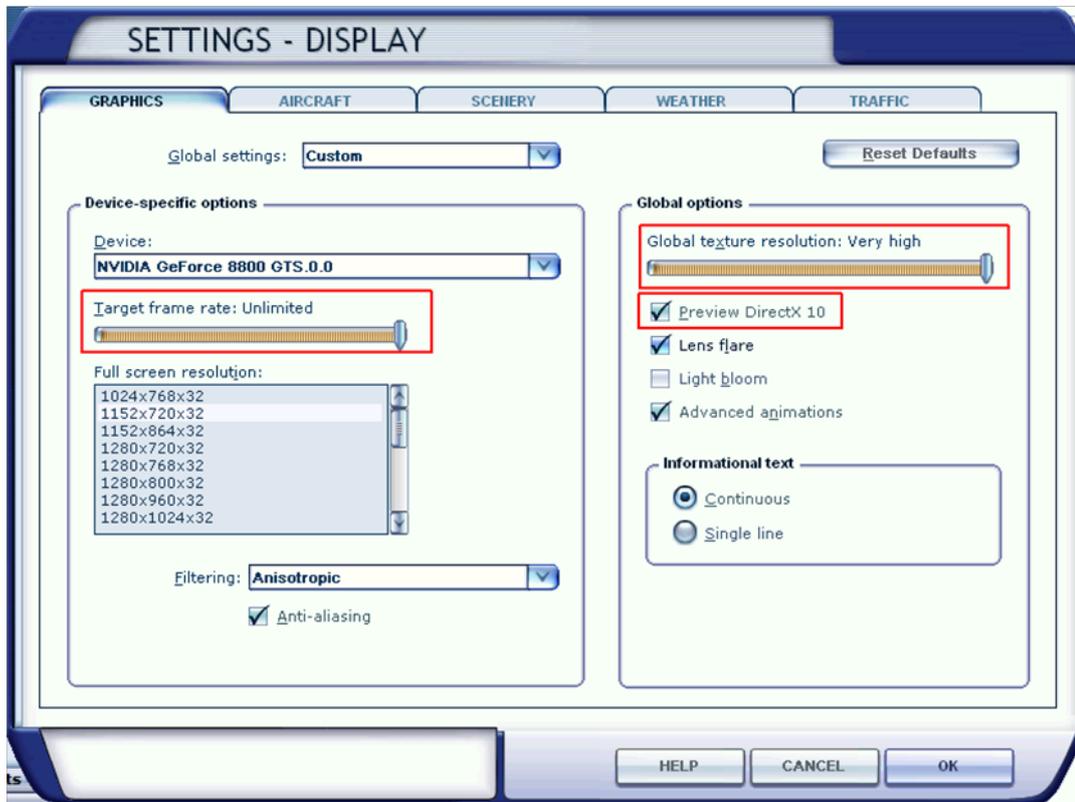
This scenery looks a lot better with some of the many third party freeware water textures. Search your favorite website to find some and do try a few. You'll want one that has small details avoiding the effect of huge ocean swells in the Harlem River and one that makes the water look dark green, certainly not bright blue as FSX shows.



Settings

As always there are certain settings that make the scenery work best. They are explained below.

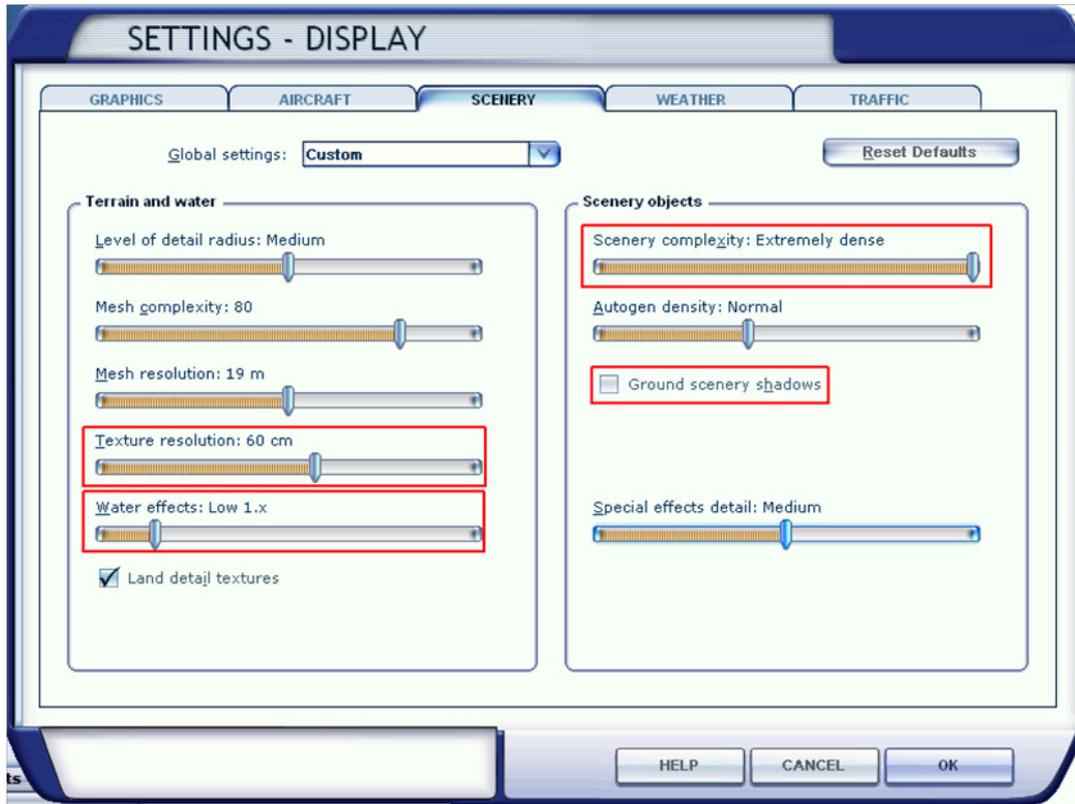
Graphics Settings



Here the Global texture resolution is important. It needs to be on Very High to show all textures and the Target frame rate is best left unlimited. If you can use the Preview DX10 mode we suggest you try it since it's probably faster and certainly looks a bit better.



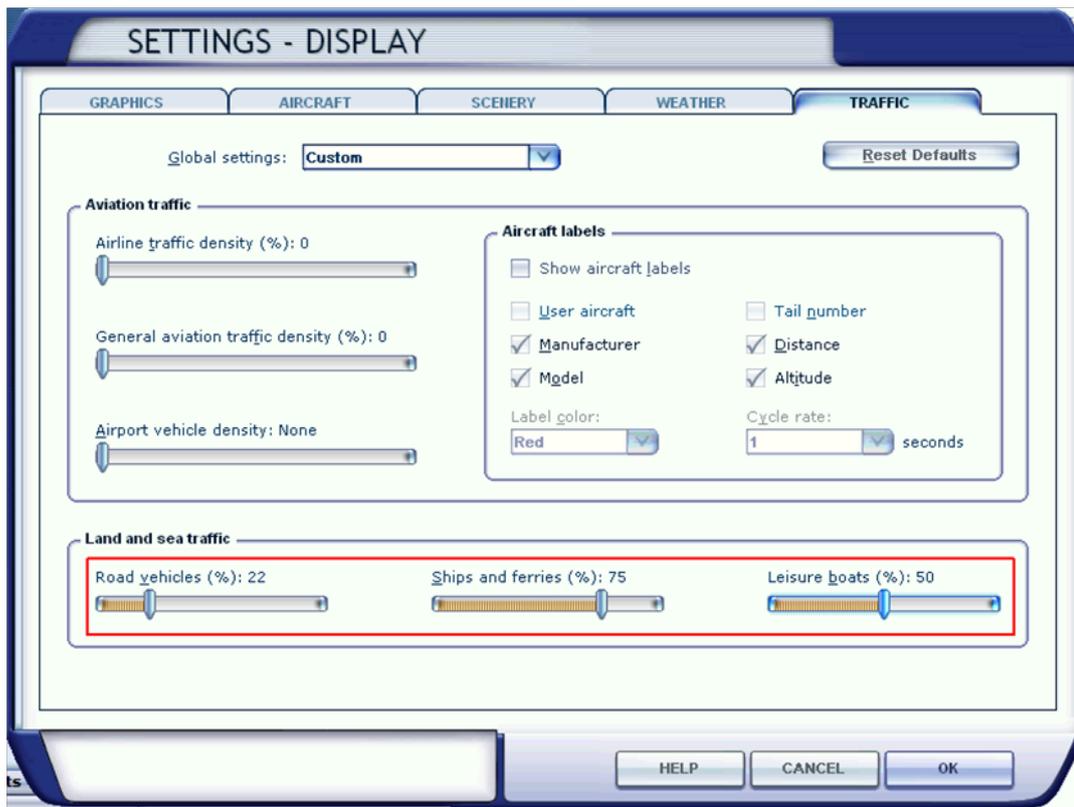
Scenery Settings



In the Scenery Display Settings dialog we advise you to set the scenery complexity at Extremely dense, Ground scenery shadows to Off and Texture resolution at 60 cm. Although the water effects of FSX are stunning they simply do not work well in this environment (and also reduce frame rates tremendously). Set them to a very low setting to have the water look more realistic. Autogen density can be varied and should be as high as you can afford.



Traffic Settings



Traffic settings are at your own preference. The road traffic looks superb but does take a heavy toll on your frame rate. At settings over 75% we have even seen many out of memory errors and/or graphical problems. Ship traffic is less problematic and really helps to make the scenery come to life.

If you like more traffic you can rename two of the BGL files. Originally traffic is concentrated at the outskirts of Manhattan (and bigger streets). Using the second file will add traffic to almost all roads, but this will affect performance! You will find the file in the \Aerosoft\Manhattan X\Scenery folder.

1. Rename the cvx_road_traffic.bgl file to cvx_road_traffic.NotActive
2. Rename the cvx_road_traffic.bgx file to cvx_road_traffic.bgl



Flying over this scenery in a light aircraft

We will describe two routes: one from North/East to South/West and one the other way around. These route descriptions lean heavily on a published document from Carney Aviation. A map is provided for these routes.

General

Always use the frequency 123.05 to announce yourself on the Hudson River and 123.075 on the East River. Turn on every light you have and stick to the correct side of the river at or below 1100 ASL. Do not exceed 140 knots. Be especially careful to watch for helicopter traffic near the Statue of Liberty. If you fly between the Lady and Newark airport, you must be at or below 500 ASL, and at least 500 feet away from "any person, vessel, or object."

La Guardia Tower controls the airspace within six miles of LGA, up to 2000 feet. Contact the tower on 119.95 or 126.05 to use this airspace. They are normally very accommodating if your radio technique is good. However, if LGA is using the River Visual 13 approach, you will not be able to fly the red route because it gets too close to the traffic.

Southbound

Come in at 1500 feet and start north of LGA, at least 6 miles from the airport to stay out of the Class B Control zone. Turn south along the Hudson and descend to 1100 feet or lower. You must be at this altitude before you cross George Washington Bridge. Stay over the river, and stay on the right side at all times. Northbound traffic will be just a few hundred feet off your left wing. Keep your radio tuned to 123.05 to get an idea of the traffic. When you get to G.W. Bridge report your position. It is advised to do the same at Central Park, Empire State, Battery Park and the Statue.

You can circle the Lady, but be VERY careful if you do. Don't circle opposite the direction of anyone else who's doing the same thing. You must be at or below 500 feet behind the Lady (New Jersey side), and you must also remain at least 500 feet from any "person, vessel, or object." You can use New York Harbor to carefully turn around and retrace your route in the opposite direction. Or you can also continue Southbound, climbing no higher than 1400 feet after you pass Verrazano Narrows Bridge.

Northbound

Northbound, while you are still below Class B airspace, call LaGuardia Tower on 119.95 or 126.05 before you reach Governor's Island. These are special Tower (not Approach) frequencies for aircraft passing through LGA airspace but without the intention of landing there. They apply from the surface up to and including 2000 feet, within 6 NM of LGA. Tell the tower you want to fly over Central Park and the tower cab, then Eastbound. Also request an altitude where they can handle you, 1500 is mostly used.



When you get your clearance to enter Class B airspace, you will probably be asked to fly over Central Park, the North Tip of Roosevelt Island (between Manhattan and Queens), the Tower Cab, and the South end of Throgs Neck Bridge. This keeps you clear of arrivals and departures on LGA's runway 4/22. A chart showing the route is added at the end of the manual.

The LGA Runway 13 River Visual

Possibly the visually most attractive VFR approach in the USA, the River Visual will take you over the Hudson river until you cross Central Park. There you turn sharply right to intercept the localizer for RWY 13.

Normally flown at 3500' until abeam Central Park this means you probably end up a bit high for the approach. So we advise you to start descending to 2500' over the Statue. A Flight File for this approach is included. It starts you off in a B737 a few miles from Manhattan. Do notify your passengers that the good views are on the right side! A chart showing the route is added at the end of the manual.

Helicopters over Manhattan

As discussed before, this scenery was made with helicopters in mind. But many simmers do not particularly like the helicopters in FS. For a good reason, since before FS2004 they tended to be not very nice to fly. In FSX however the flight models are much more usable and the inclusion of a nice light Robinson R22 makes flying helicopters a lot more fun.

There are many places where you can get help to fly a helicopter. From the rather nice article in the FSX Learning Center to websites. One web address is really important: www.hovercontrol.com is the one stop location for everything having to do with helicopters in FS. From superb downloads to a series of lessons that taught ME to fly choppers in FS.

Landing the helicopters on the heliports is rather straight forward. On most heliports you fly directly to the place where you will park. Of course with the nose into the wind where possible, but you will find that most of the time the condition that you got to stay over the rivers makes this impossible. Departing is best done by flying backwards from your location, until you have ample space to maneuver. But do take care of ships behind you.

The charts at the end of the manual show you how to get TO the Manhattan areas and how to fly around Manhattan.

KRJB, Port Authority Downtown Manhattan/Wall Street Heliport

The Downtown Manhattan Heliport (DMH) has been operated by The Port Authority of New York and New Jersey since December 8 1960. The Heliport is located just



above the Battery on Pier 6, on the East River north of the Staten Island Ferry and south of the South Street Seaport along FDR Drive. It can handle 12 helicopters on floating barges.

FAA Identifier: JRB
 Lat/Long: 40-42-04.369N / 074-00-32.502W
 40-42.07282N / 074-00.54170W
 40.7012136 / -74.0090283
 Elevation: 12 ft. / 3.60 m (estimated)
 Variation: 13W (1985)

Helicopter Operations

Helicopter use: Open to the public
 ARTCC: NEW YORK CENTER
 NOTAMs facility: ISP (NOTAM-D service available)
 Attendance: MON-FRI 0700-1900, SAT-SUN ON CALL
 Wind indicator: lighted
 Segmented circle: no
 Lights: DUSK-DAWN
 Landing fee: yes
 Fire and rescue: ARFF index A

Helicopter Communications

CTAF/UNICOM: 123.05

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
CRIR327/7.5	CANARSIE VOR/DME	112.30	11W
LGAR244/8.1	LA GUARDIA VOR/DME	113.10	12W
TEBR176/9.2	TETERBORO VOR/DME	108.40	11W

NDB name	Hdg/Dist	Freq	Var	ID
BRIDGE	336/9.8	414	12W	OGY --- -- .-.-
CONDA	320/11.7	373	14W	JF .-.- .-. .-
PATERSON	168/16.1	347	12W	PNJ .-.- .- .-.-

Helicopter Services

Parking: tiedowns
 Airframe service: NONE
 Powerplant service: NONE



Runway Information

Helipad H1	
Dimensions:	62 x 62 ft. / 19 x 19 m
Surface:	concrete, in good condition
Weight limitations:	Single wheel: 50000 lbs
Runway edge lights:	PERI
Traffic pattern:	left left
Markings:	basic, in good condition

Additional Remarks

- NO FLIGHTS OR APPROACHES OVER FDR DRIVE;
- TWO-WAY RADIO REQUIRED.
- BIRDS ON AND CLOSE TO HELIPORT.
- BOATS MAY NAVIGATE IN WATER ALONG HELIPORT PIER.
- 100 FT CRANES OPERATING NEAR USCG FERRY SLIP.
- 12 HELICOPTER PARKING SPACES WITH ADDITIONAL TRANSIENT POSITIONS AVAILABLE
- FIRE PROTECTION FOAM SYSTEM ON SITE.

6N5, East 34 Street Heliport

In operation since 1970 this is a highly efficient heliport in an ideal Midtown location and mostly in use for public officials, emergency transports and news media. With 5 helipads it is the smallest of the Manhattan heliports but it is the most efficient one.

FAA Identifier:	6N5
Lat/Long:	40-44-33.366N / 073-58-19.499W
Elevation:	10 ft. / 3 m (estimated)
Variation:	13W (1985)

Attendance:	MON-FRI 0800-2000
Wind indicator:	yes
Segmented circle:	no
Lights:	DUSK-DAWN BCN LCTD ABOVE OFFICE TRAILER BLO ELEVATED HIGHWAY.
Beacon:	white-green-yellow (heliport)
Landing fee:	yes

Heliport Communications

CTAF/UNICOM:	123.075
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**Nearby radio navigation aids**

VOR	radial/distance	VOR name	Freq	Var
LGA	r254/5.3	LA GUARDIA VOR/DME	113.10	12W
TEB	r158/7.6	TETERBORO VOR/DME	108.40	11W
CRI	r347/8.6	CANARSIE VOR/DME	112.30	11W
JFK	r318/11.3	KENNEDY VOR/DME	115.90	12W
COL	r029/27.2	COLTS NECK VOR/DME	115.40	11W

NDB name	Hdg/Dist	Freq	Var	ID
BRIDGE	351/11.2	414	12W	OGY --- --- .-.-
CONDA	334/12.2	373	14W	JF .-.- ..-
PATERSON	158/14.7	347	12W	PNJ .-.- .-.-

Heliport Services

Fuel available: A1
 Parking: tiedowns
 Airframe service: NONE
 Powerplant service: NONE

Runway Information

Helipad H1 to H5
 Dimensions: 304 x 100 ft. / 93 x 30 m
 Surface: asphalt/concrete, in good condition
 Runway edge lights: NSTD RED PERIMETER LGTS.
 Traffic pattern: left left
 Markings: NSTD, in good condition

Additional Remarks

- ELEVATED HIGHWAY AND BUILDING TO THE WEST
- FENCE AND BUILDINGS TO THE NORTH AND SOUTH.
- RIVER ON THE EAST SIDE,
- SAILBOATS AND FERRIES POSSIBLY BY EDGE OF PAD.
- HELIPORT CLSD SAT & SUN.
- ALL OPERATIONS OVER EAST RIVER.
- NO LATE OR EARLY OPERATIONS AVAILABLE.
- CALL AHEAD FOR PARKING.



KJRA, West 30 Street Heliport

Located on the Hudson River in a more industrial area of Manhattan, KJRA is your best heliport when conditions are poor. The surrounding terrain is clear of high-rises. This heliport has one very special feature: you can park your chopper on a barge in the river. If you see a large ship passing by it is better not to land until the waves have subsided- you would not be the first one to bend a skid on this heliport. The heliport has 11 helipads and 24/7 operations.

FAA Identifier: JRA
 Lat/Long: 40-45-16.365N / 074-00-25.502W
 Elevation: 10 ft. / 3 m (estimated)
 Variation: 13W (1985)
 Attendance: CONTINUOUS
 Wind indicator: lighted
 Segmented circle: no
 Lights: DUSK-DAWN
 Landing fee: yes

Heliport Communications

CTAF/UNICOM: 123.05

Nearby radio navigation aids

VOR	radial/distance	VOR name	Freq	Var
TEB	r167/6.2	TETERBORO VOR/DME	108.40	11W
LGA	r266/6.5	LA GUARDIA VOR/DME	113.10	12W
CRI	r340/9.9	CANARSIE VOR/DME	112.30	11W
JFK	r316/13.0	KENNEDY VOR/DME	115.90	12W
COL	r026/27.5	COLTS NECK VOR/DME	115.40	11W

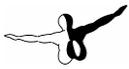
NDB name	Hdg/Dist	Freq	Var	ID
BRIDGE	345/12.5	414	12W	OGY --- --, --,--
PATERSON	162/13.2	347	12W	PNJ .-- .- .---
CONDA	331/13.8	373	14W	JF .--- ..

Heliport Services

Fuel available: A
 Parking: tiedowns
 Airframe service: NONE
 Powerplant service: NONE
 Bottled oxygen: NONE
 Bulk oxygen: NONE

Runway Information

Operational restrictions: ALL HELIPADS, RY H1-H11 CIRCULAR.
 Runway end identifier lights: no
 Runway edge lights: PERI



Additional Remarks

- FIRE ALARM BOX TO NEARBY FIREHOUSE LCTD AT FAC.
- PARKING AVAILABLE.
- H3 NO INGRESS/EGRESS OVER 12TH AVENUE.
- ALL TAKE-OFF AND LANDINGS ONLY OVER HUDSON RIVER.

6N4, Pan Am Metroport Heliport

Now closed this heliport was one of the most famous in the world. The jet set would fly into one the major airports of New York and then take the Pan Am shuttle helicopter, take the elevator and arrive in the heart of Manhattan in less then 20 minutes after getting off the aircraft.

After a very nasty accident the heliport was closed and with Pam Am also gone (sort of) it is just history. But one that you can relive. Just look for the MetLife building (the name is in huge letters on this building).

FAA Identifier: 6N4
 Lat/Long: 40-45-36.365N / 073-57-24W
 40-45.60608N / 073-57.40W
 40.7601047 / -73.9568047
 Elevation: 748 ft. / 228 m (estimated)
 Variation: 13W (1985)

Attendance: not any more
 Wind indicator: no
 Segmented circle: no
 Lights: DUSK-DAWN
 BEACON LOCATED ABOVE OFFICE TRAILER
 Beacon: white-green-yellow (heliport)
 Landing fee: yes

Heliport Communications

CTAF/UNICOM: 123.075

Nearby radio navigation aids

VOR	radial/distance	VOR name	Freq	Var
LGA	r263/4.3	LA GUARDIA VOR/DME	113.10	12W
TEB	r149/7.2	TETERBORO VOR/DME	108.40	11W
CRI	r353/9.3	CANARSIE VOR/DME	112.30	11W

NDB name	Hdg/Dist	Freq	Var	ID
BRIDGE	356/12.0	414	12W	OGY --- -. .-.
CONDA	339/12.6	373	14W	JF .-.- ..
PATERSON	154/14.2	347	12W	PNJ .-.- .- .-.-



Runway Information

Helipad H1

Dimensions: 300 x 75 ft. / 91 x 23 m

Surface: asphalt/concrete, in good condition

Runway edge lights: Non standard

Traffic pattern: left left

Additional Remarks

- HELIPORT CLOSED INDEFINITELY

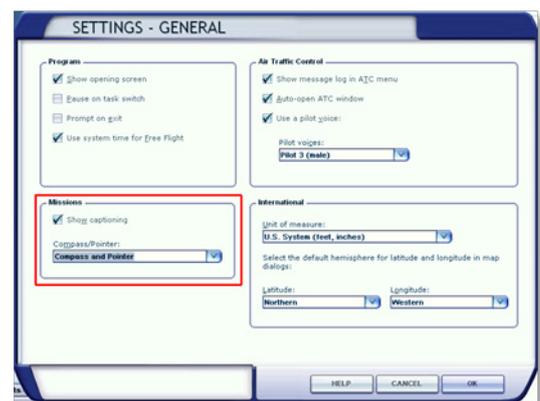




Mission: Manhattan Tour

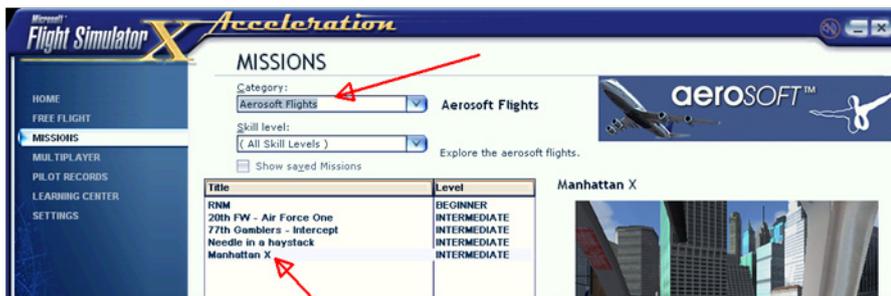
There are several operators who fly helicopter tours around Manhattan and they are really fun but rather expensive. For the tour we fly in this mission you should expect to pay around \$200 plus a bit for airport tax etc. It's one of the best tours, however, as it goes round the southern tip of Manhattan and includes all the best known sights including the Statue of Liberty. There are no points to gain or times to beat, you just fly it as you like as long as you fly over each of the waypoints that are shown on the screen. Stay at around 500 feet and when you are not a great helicopter pilot, make sure you put the realism at the lowest level. Believe us when we tell you that the highest realism levels might work well for aircraft but make helicopters unstable in FSX.

You start on pad 9 of Wall Street heliport (and you will end on this pad as well). The whole mission will be guided by voice: in fact you will hear yourself speak. Just follow your own instructions. In order to start up your helicopter use the default [Control]-[E] command. In order to shut it down use [Control]-[Shift]-[F1] which will close the fuel flow.



If you want to see where you are going it will help you to activate 'Show captioning' in the SETTING – GENERAL dialog. This will show the well-known green arrows to the next waypoint in the mission.

You will find the mission in the Missions dialog under Aerosoft Flights.



The route of the mission is shown as a thin magenta line on top of the Manhattan Helicopter chart.



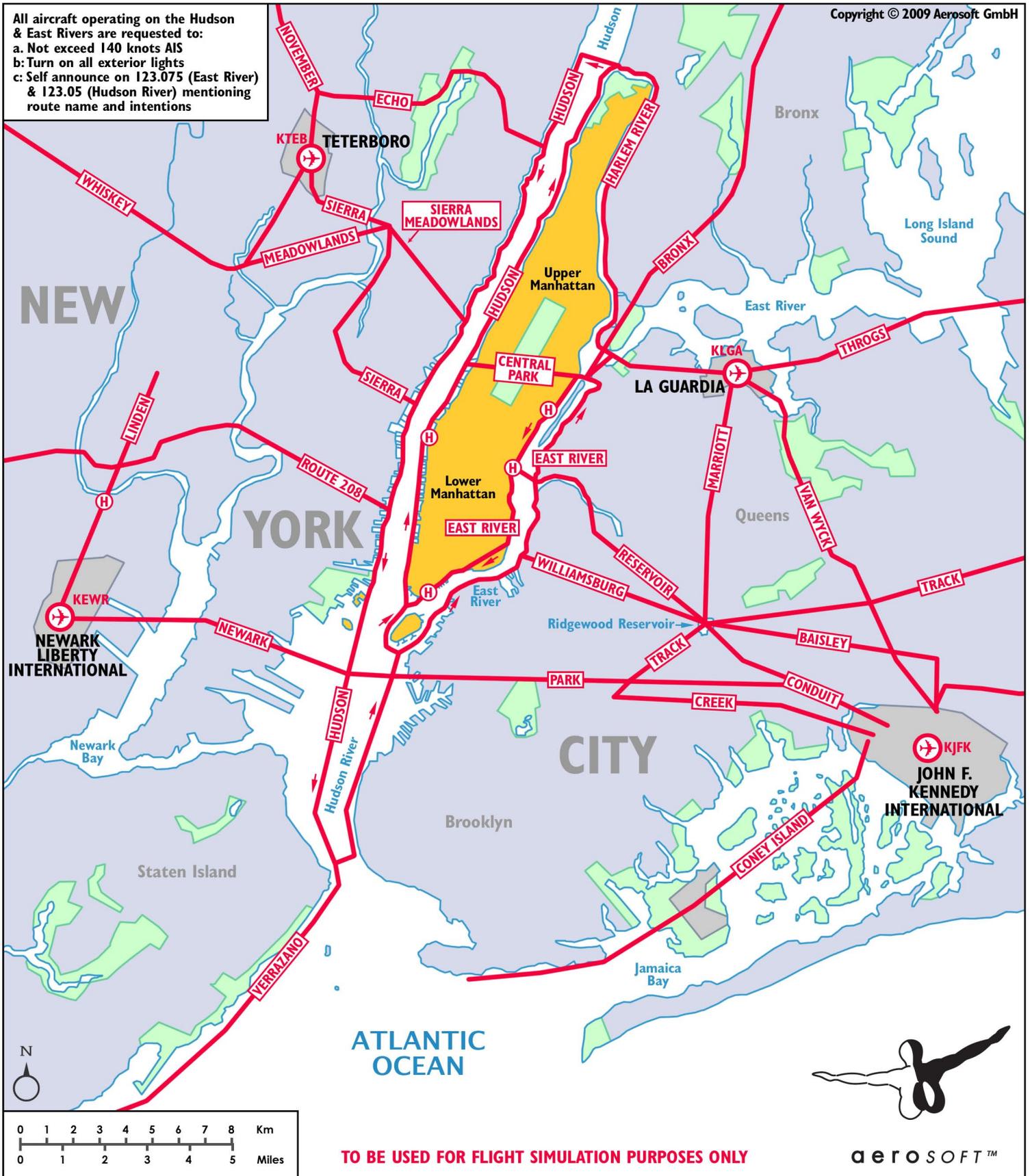
Charts

In an environment as complex as Manhattan there are special routes for light aircraft and helicopters. As you will see most routes are either over water or over major highways. This simplifies navigation and prevents noise complaints. Some routes are one way only, others can be used in two directions. If you are on a two-way route, stick to your correct altitude and if possible stay slightly to the right of the road you are following.

The charts were made by Konrad Cissowski (www.customdigitalmaps.com)

All aircraft operating on the Hudson & East Rivers are requested to:
 a. Not exceed 140 knots AIS
 b. Turn on all exterior lights
 c. Self announce on 123.075 (East River) & 123.05 (Hudson River) mentioning route name and intentions

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All aircraft operating on the Hudson & East Rivers are requested to:

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