NOTICE OF AIRCRAFT and CHARTS for AAV

Turbo Prop
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, P3dD 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 NOT 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 Our data base library is outdated and was made for the early MSFS2000 - MSFSX.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, but remember the above statement about use of the FMC and auto pilot.

TURBO PROP CHECK FLIGHT

Congratulations on this step in your American Airlines Virtual pilot career. At AAV, we take safety seriously. This Check Flight is designed to ensure that you have a mastery of the fundamentals of IFR flight with a Turbo Prop aircraft. If any of the concepts of VOR navigation, procedure turns, and ILS approaches are unfamiliar to you, don't despair! If you are still having trouble, assistance is available from our training department by contacting our Chief Check pilot and Training Coordinator using the Contact Us page at: https://www.aavirtual.com/pages.php?name=Contact_Page

1. Preparing for the check flight
The check flight will be conducted out of our KDFW training center. Load an AAV listed aircraft into your flight simulator. Q400, ATR-42, ATR-72, Saab 340.

Use of the FMC for any function other than altitude and heading hold during level flight is not allowed.

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.fsuipc.com/
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 checkflight.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 navigation on this Check Flight, is NOT 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
The Check Flight will consist of a departure from Dallas-Ft. Worth (KDFW), a procedure turn and visual approach for touch and go at Dallas Love (KDAL) and a return to KDFW via an ILS approach. You may use the autopilot for altitude and heading hold during your flight only – the final must be flown by hand.

- Start the Flight Simulator program and position your aircraft on runway 18L at KDFW with weather set to scattered clouds and light winds from 200 degrees.
- Complete your pre-flight checks and then engage the AAV flight recorder by clicking "Connect" and then "Start Recording" from the recorder window.
- Take off from KDFW runway 18L and begin your climb to your selected cruise altitude. (**Tip**: All AAV Check Flights are conducted under instrument flight rules (IFR), so chose your cruise altitudes accordingly.)
- After you takeoff and reach a safe altitude, turn to a heading of 120 degrees and tune the Cowboy VOR (CVE – 116.2). As you cross the 180 radial of the CVE VOR, turn to fly directly inbound to this VOR.
- Exit the CVE VOR on the 309 radial and fly outbound. At 5 DME miles from CVE, execute a standard 45/180 procedure turn to the right side of the course, complete the procedure turn and intercept the inbound course to CVE.
- **Try to stay inside 10 DME miles from CVE while executing the procedure turn.** Your inbound heading should be about 129 degrees. You will now be inbound to KDAL on the runway heading.
- Complete your approach and execute a touch and go on KDAL runway 13R.
- After the touch and go, start your climb and after reaching a safe altitude turn right to heading 270. Tune the Ranger VOR (FUZ -115.7).
- As you cross the 180 radial of the FUZ VOR, turn and fly directly inbound to this VOR. Exit the FUZ VOR on the 360 radial.
- At DME 10 from the FUZ VOR, turn right to a heading of 85 degrees and tune the Maverick VOR (TTT – 113.1).
- As you cross the 335 radial on the TTT VOR, turn to a heading of 135 degrees. This will be your ILS intercept course.
  Hint: At this point in the flight, you should have descended from your cruising altitude and be very close to your initial approach altitude. You should also have the aircraft slowed down in preparation for the approach.
- Tune the ILS for runway 18L (see the ILS approach chart included with this Check Flight for the correct frequency) and intercept the localizer. Complete the ILS approach and landing.
- Taxi off the active and park at the gate of your choice. 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.**
- This completes the Check Flight.

3. Check Flight submission
Once your Check Flight is complete, go to the American Airlines Virtual website (http://www.aavirtual.com) and click on the "Turbo Prop Check Flight Upload" link located under the Member Check Flight upload tab on the home page Next, 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 the Chief Checkpilot and Training Coordinator using the Contact Us page at:
http://www.aavirtual.com/pages.php?name=Contact_Page

Good luck!

Training Department
American Airlines Virtual

KDFW/DFW
DALLAS-FT WORTH INTL

JEPPESEN **DALLAS-FT WORTH, TEXAS**

16 APR 21 (61-8) **Eff 22 Apr**

ILS or LOC Rwy 18L

BRIEFING STRIP™

D-ATIS Arrival	REGIONAL Approach (R)	DFW Tower West	DFW Tower East	Ground West	Ground East
123.775	118.425	124.15 134.9	126.55 127.5	121.85	121.65 121.8

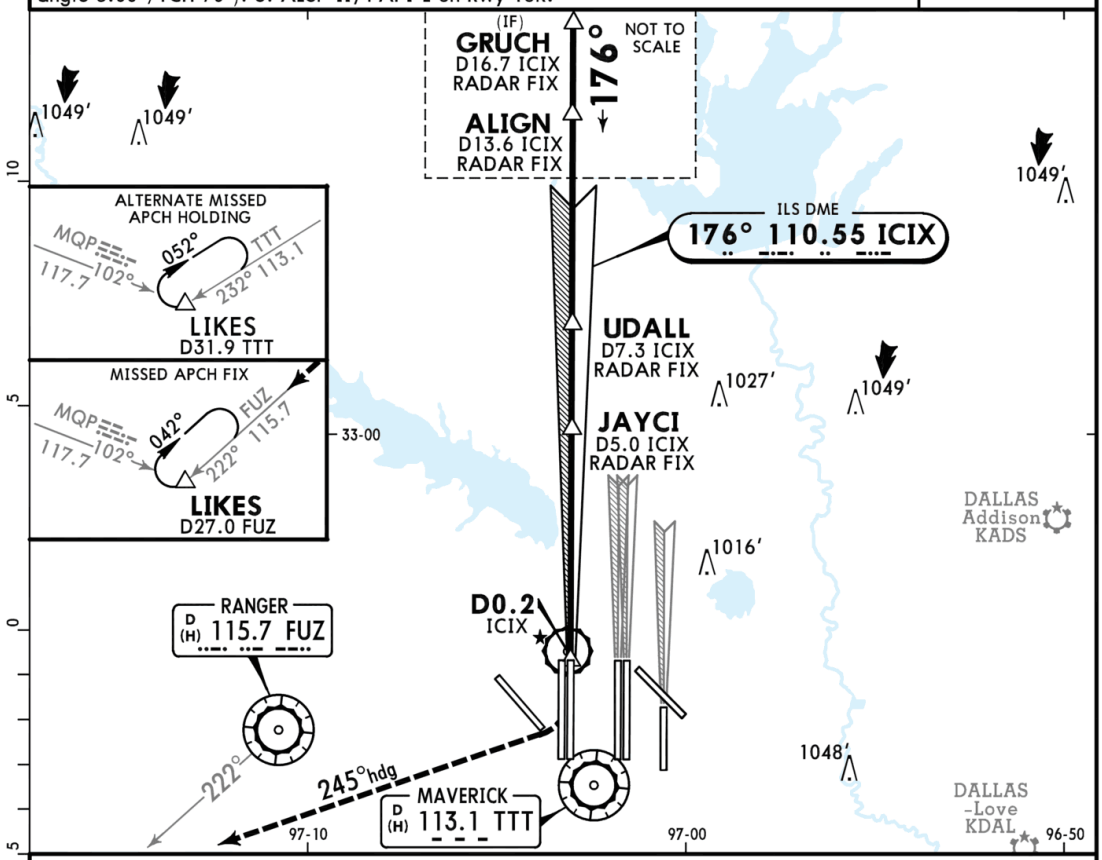
LOC ICIX	Final Apch Crs	JAYCI	ILS DA(H)	Apt Elev 606′ TDZE 602′
110.55	176°	2300′ (1698′)	802′ (200′)	

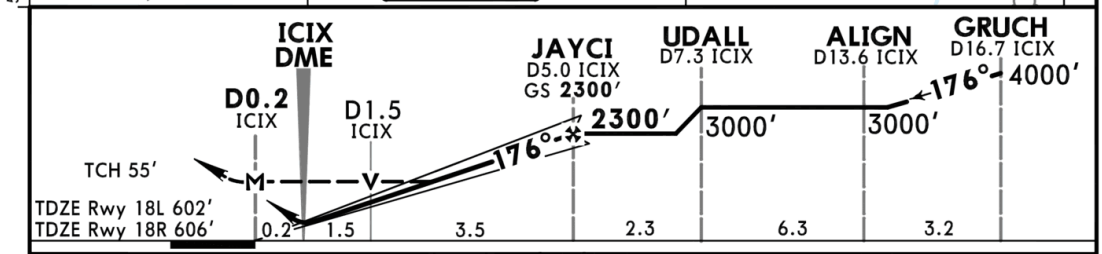
MISSED APCH: Climb to 1100′, then climbing RIGHT turn to 3000′ on heading 245° and outbound FUZ VOR R-222 to LIKES INT/D27.0 FUZ and hold.

MSA TTT VOR: 2700 (090°–270°) 3600

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

1. Radar required for procedure entry. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 17L/C/R. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70′). 5. ALSF-II, PAPI-L on Rwy 18R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 ICIX or JAYCI to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR / PAPI | 1100′ | 3000′ RT | on 245° hdg | and FUZ 115.7 R-222

TERPS — STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 802′ (200′)			LOC (GS out) MDA(H) 1220′ (618′)		SIDESTEP LANDING RWY 18R MDA(H) 1220′ (614′)	
	FULL	TDZ/CL out	RAIL/ALS out		RAIL/ALS out		ALS out
A	RVR 18 or ½	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	
B							
C				1⅜	1¾	1⅜	1¾
D						1½	

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

TERPS AMEND 3 22 APR 2021

CHANGES: Procedure.

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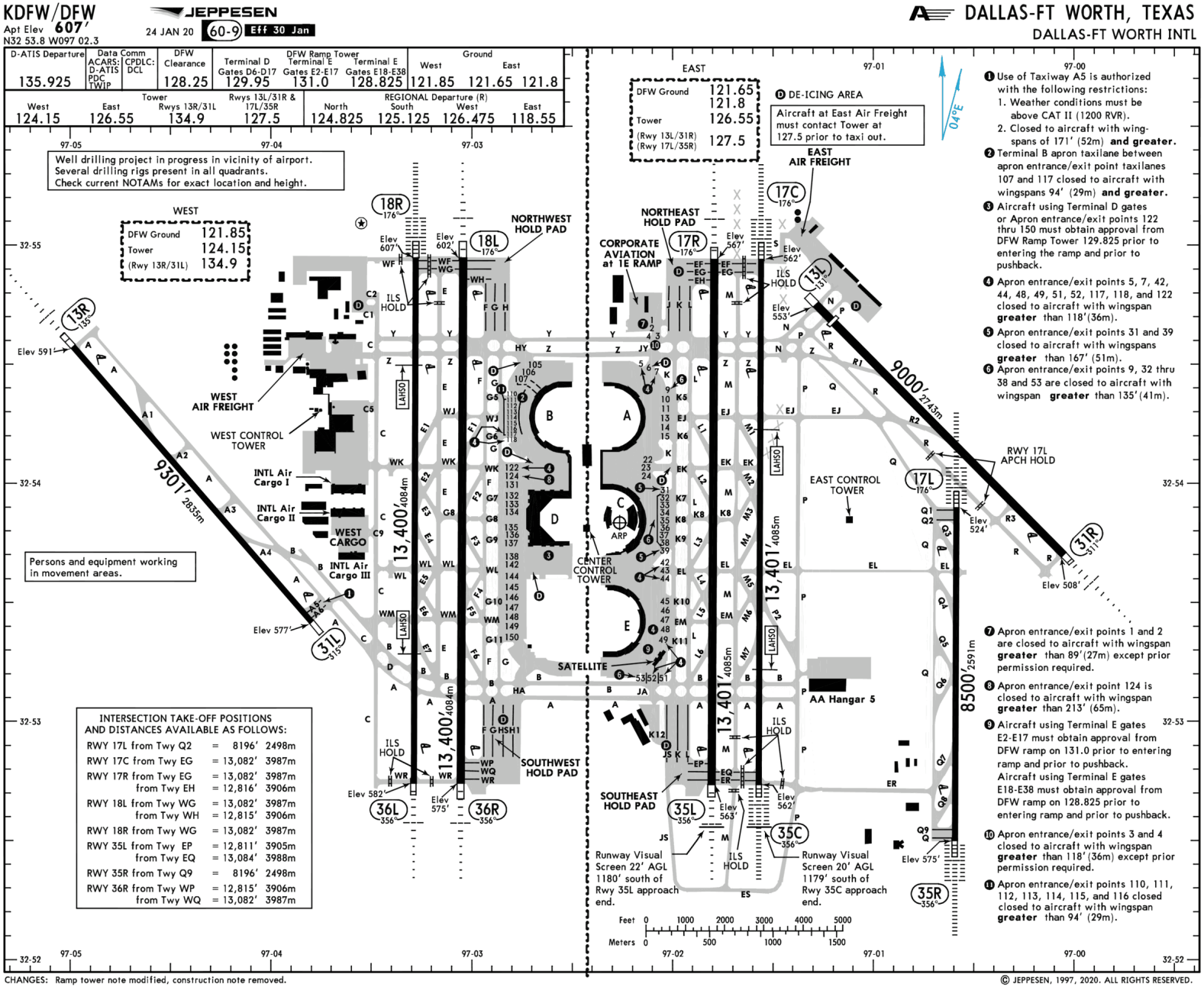
NAVIGRAPH CHARTS INTENDED FOR FLIGHT SIMULATION ONLY - NOT FOR NAVIGATIONAL USE

Chart linked to Navigraph account waynelp



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

Chart linked to Navigraph account waynelp (undefined)

KDAL/DAL

Apt Elev **487′**
N32 50.8 W096 51.1

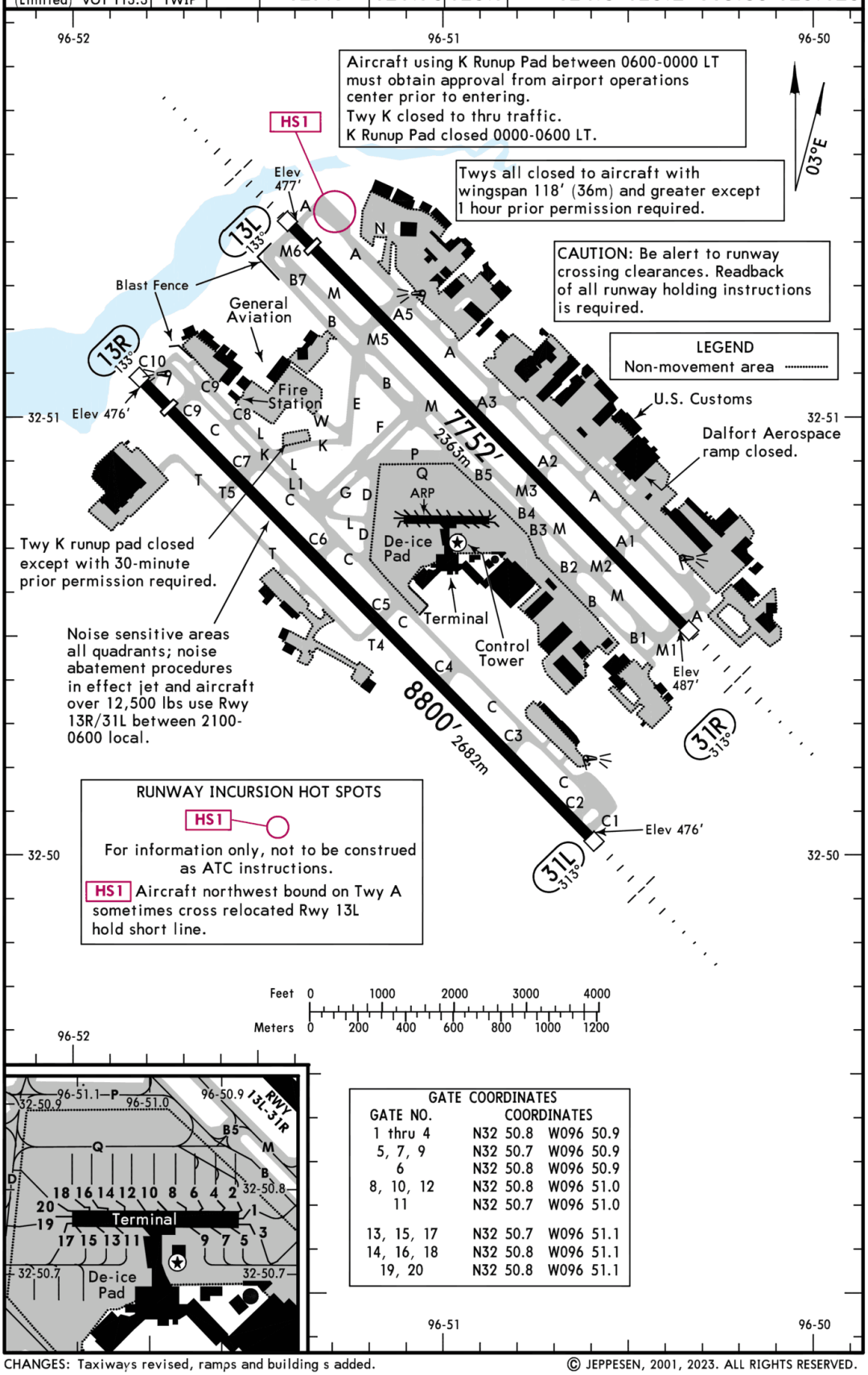
JEPPESEN

29 SEP 23 (10-9) **Eff 5 Oct**

DALLAS, TEXAS

DALLAS LOVE

D-ATIS	Data Comm ACARS: D-ATIS PDC TWIP	Data Comm CPDLC: DCL	LOVE Clearance	Ground	Tower	REGIONAL Departure (R) PROPS: North	South	Turbojets	
120.15 (Limited) VOT 113.3			127.9	121.75	123.7	124.3	125.2	118.55	125.125



GATE COORDINATES	
GATE NO.	COORDINATES
1 thru 4	N32 50.8 W096 50.9
5, 7, 9	N32 50.7 W096 50.9
6	N32 50.8 W096 50.9
8, 10, 12	N32 50.8 W096 51.0
11	N32 50.7 W096 51.0
13, 15, 17	N32 50.7 W096 51.1
14, 16, 18	N32 50.8 W096 51.1
19, 20	N32 50.8 W096 51.1

CHANGES: Taxiways revised, ramps and building s added.

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Chart linked to Navigraph account waynelp