

CRJ Series (700 900 and 1000) Quick Start Guide by DeltaWing Simulations

Last revised 11/26/2023

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DeltaWing Simulations team would like to thank all our Advisors and Testers. We were very selective to end up with a group of people who took their time and provided us with their comments/advises during the testing period. Our packages can be only as good as the information available. We will be continuously relying on our Testing Team in the future while bringing the package quality up in subsequent releases.

Thank You very much!

Using the Quick Start Guide

We believe that navigation through this document is very convenient for users.

[Contents](#) have clickable links that will take you to corresponding pages of this document

When you are on any page and want to go back to Contents, simply click on the "Back to Contents" link available on each page Footer (the right bottom of each page)

Mode Control Panel SPEED and other modes simulate the real Autopilot modes on the CRJs. The screens are as close to the real ones as possible (see more details later in this document)

All Center Glareshield Knobs and Pushbuttons are animated and functional

Displays are exceptionally crisp with letters and symbols easily visible

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CRJ-700 Quick Start Guide by AD Simulations

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Flight Control Panel knobs support fast scrolling via mouse wheel scroll and precise scrolling via left mouse click

Switches (2 states and 3 states) are very easily flipped by pressing Above/Below switch area to flip switch Up/Down respectively

Switches can be also flipped using mouse scroll wheel

We redesigned the Quick Start Guide, so it covers CRJ 700, 900 and 1000 respectively

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The regular text color will refer to all series and differences will be in **purple for 900** and **blue for 1000**

	CRJ-700	CRJ-900	CRJ-1000
Length	32.3 M 105.97 FT	36.2 M 118.76 FT	39.1 M 128.28 FT
Height	7.57 M 24.84 FT	7.50 M 24.61 FT	7.47 M 24.51 FT
Wingspan	23.2 M 76.11 FT	24.9 M 81.69 FT	26.2 M 85.96 FT
MTOW	34,019 Kg (75,000 lbs.)	38,330 Kg (84,500 lbs.)	41,640 Kg (91,800 lbs.)
Takeoff Distance	1,605 M (5,265 FT)	1,939 M (6,360 FT)	2,120 M (6,955 FT)
Landing Distance	1,536 M (5,040 FT)	1,632 M (5,355 FT)	1,750 M (5,740 FT)
Engines	GE CF34-8C5B1	GE CF34-8C5	GE CF34-8C5A1
Cruise Speed	Mach 0.78 (474 knots / 829 km/h)	Mach 0.78 (474 knots / 829 km/h)	Mach 0.78 (474 knots / 829 km/h)
Service Ceiling	41,000 FT (12,479 M)	41,000 FT (12,479 M)	41,000 FT (12,479 M)
Range	2,553 Km (1,378 nm)	2,876 Km (1,553 nm)	3,004 Km (1,622 nm)

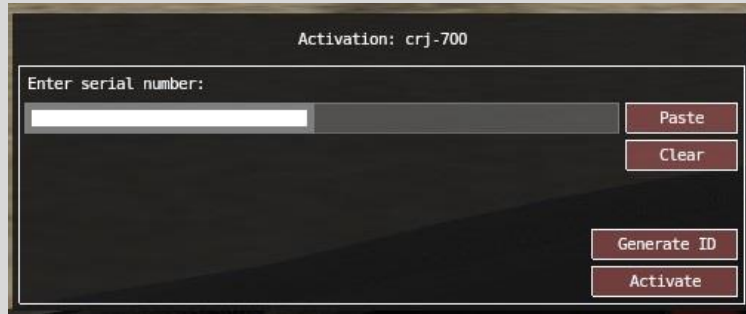


Installing the package

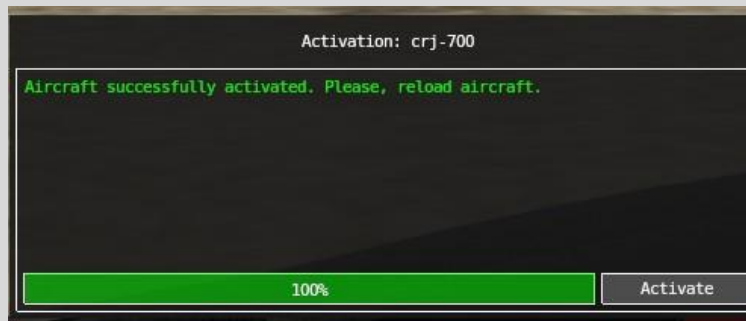
To install the package, simply unzip it and put resulting folder into X-Plane/Aircrafts folder. If you prefer you can create sub-folder called My Aircraft (or any name you like) in X-Plane/Aircraft folder.

Activating the Package

After opening the package, you will see Activation Window



Type in or Copy and Paste your serial number you received when you purchased the package, Press Activate and **Restart X-Plane**



IMPORTANT NOTE: RESTART THE X-PLANE AFTER ACTIVATING THE PACKAGE

SkunkCrafts Updater Support

CRJ-700 Package supports SkunkCrafts Updater

IT IS VERY IMPORTANT YOU HAVE THE LATEST VERSION OF THE CRJ PACKAGE to avoid frustration and unnecessary posts in forums. Please read below carefully and follow directions

Copy your crj-xxx_prefs.txt file located in main package folder and paste somewhere outside of the X-Plane folder. After Updater ran, just replace new crj-xxx_prefs.txt file with the one you just saved. RESTART X-Plane and authenticate

The purpose of using SkunkCrafts Updater is to save time and servers load when updating the package after we push an Update. Update usually has much less files than the original package

that is in the org store and it is much faster for everybody to upload some files than the whole package. The whole package also gets uploaded to org store but much less frequently, usually every few months, while our updates available via SkunkCrafts Updater are quite frequent.

Below are the links to the org forum posts explaining how to use SkunkCrafts Updater

<https://forums.x-plane.org/index.php?/forums/topic/268909-crj-700-skunkcrafts-updater-instructions/>

<https://forums.x-plane.org/index.php?/forums/topic/268910-crj-900-skunkcrafts-updater-instructions/>

<https://forums.x-plane.org/index.php?/forums/topic/289239-crj-1000-skunkcrafts-updater-instructions>

Support

Please use org forums for support and reporting problems as well as general observations and wishes, link below

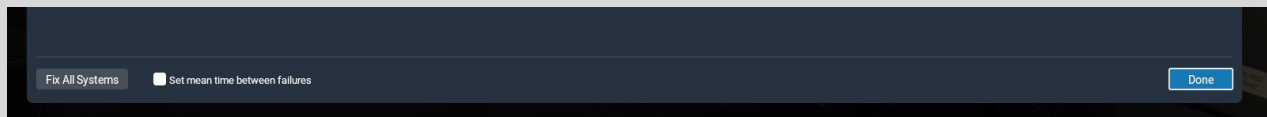
[X-Plane.org Forums Commercial Vendors Support AD Simulations](#)

Setup

There are several things we need to be aware of for proper operating of the aircraft.

Please set No Failures in X-Plane (Failures Submenu in AIRCRAFT Menu) by pressing "Fix All Systems" and make sure that "Set mean time between failures" radio box is NOT checked

Select Option "Start with engines running" checkbox. If you want to start Cold and Dark, select that Option in Tablet/EFB

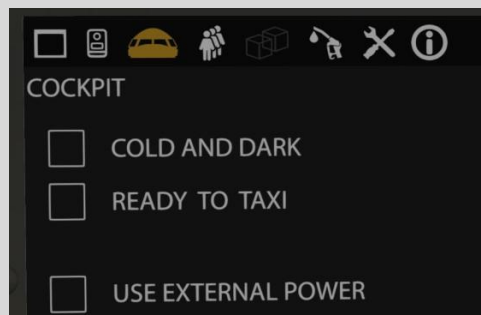




When you get familiar with the aircraft and want to experiment, go ahead, and add custom failures but make sure you know all before doing so to avoid questions and frustration if something does not work as intended because of the custom failures setup

IMPORTANT NOTES: One of the available initial States for the CRJ-700 to load, available via Tablet/EFB is READY TO TAXI State

When you click on square next to the READY TO TAXI line, you will need to wait over a minute to see yellow progress bar appearing. Make sure the yellow progress bar goes all the way to the right and becomes green, so all appropriate systems have to time to get where they need to be. The reason it takes so long is the plugin complexity, so you need to be patient

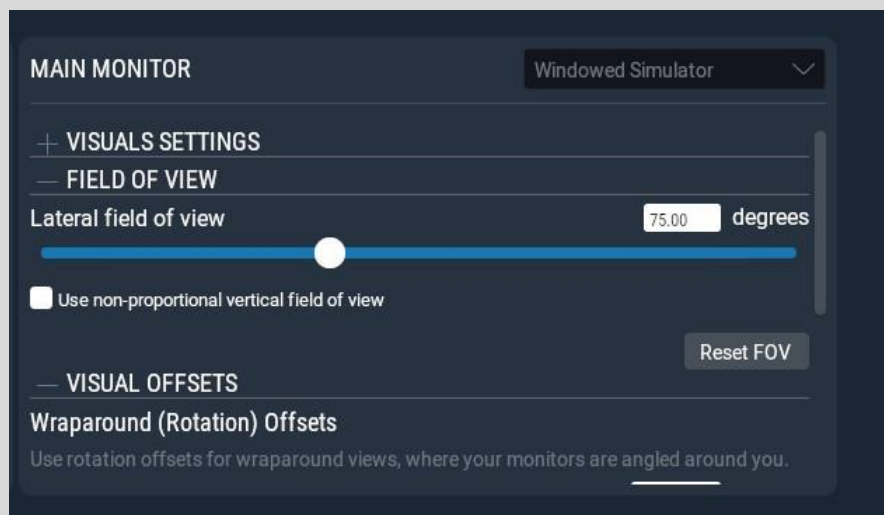




We know that you are an excellent pilot and crashes will never be caused by you but **just in case you crash, be aware that you will have to wait a significant amount of time (might be couple minutes) until X-Plane get you back to starting position.** It is caused by extensive plugin driving CRJ-700 package and the way X-Plane resets things. There is not much we can do about it so please be patient in case you crash.

After you are back in starting position, we recommend reloading the package or better yet, restart X-Plane to make sure all is reset properly

FOV (Field of View), the higher the number, the more distortion BUT also you will see more objects at one in the cockpit. We recommend that FOV in a range 65-70.



You can also make certain components move or hide/show as illustrated in Package Specific Notes below.

X-Plane Manual excerpt about Low Frame Rate Settings

"Displaying the Frame Rate

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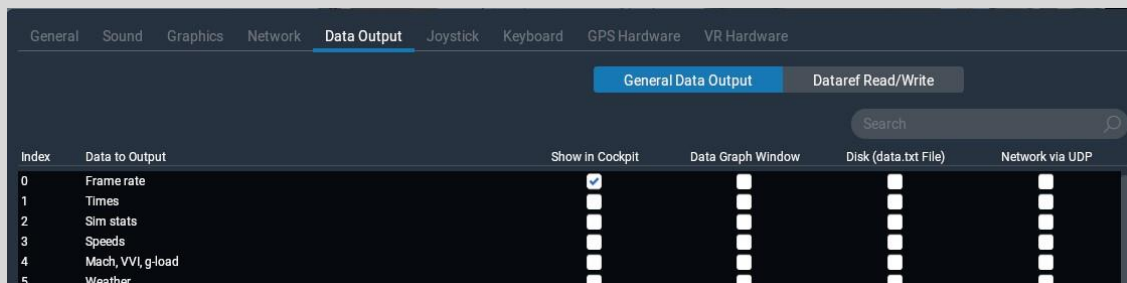
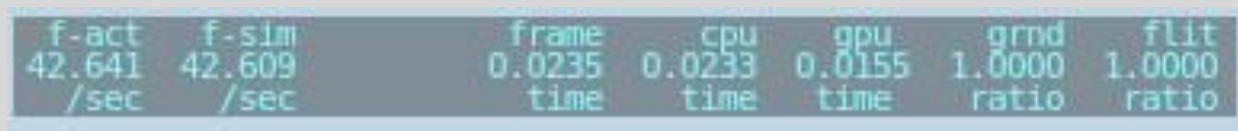
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Before we begin, we will need to be able to tell how fast X-Plane is running on your computer. To do this, launch X-Plane and:

1. Move your mouse to the top of the screen (causing the menu to appear) and click the settings icon, then the Data Output tab.
2. On the first line, Frame rate, check the first box to display the current frame rate in the upper left of the screen during flight.
3. Close the Data Output window. You should now see how fast the simulation is running, in the **f-act / sec** output on the far left (highlighted in orange in the image below). This is the current frame rate, given in frames per second (fps).



If the simulator's frame rate isn't as high you would like, you can raise it by following the instructions below. We recommend being very methodical and following these instructions in order, checking the frame rate after each major change until you find settings that give an acceptable frame rate.

First, know that your overall frame rate will be limited by either your CPU or your GPU (your graphics card). Your CPU may be much more powerful relative to your graphics card, or vice versa. In such a case, you could hypothetically turn the CPU-heavy features up much higher than the GPU-heavy features (or vice versa).

The left half of the "Rendering Options" settings section contains the GPU-heavy features: visual effects, texture quality, antialiasing, and shadows. Likewise, the right half of the Rendering Options is the CPU-heavy features: world objects, reflection detail, and parked aircraft.

To find the best compromise between performance and visual quality for your specific machine, start with all sliders at their minimums, and all checkboxes off. From there, turn up the settings in the order detailed below.

Tuning CPU Settings

Go to a big airport with lots of 3-D objects, like KSEA. Enable the parked aircraft and start turning up the number of world objects and reflection detail. Eventually you will hit a point where your frame rate drops lower than you would like, and at that point, you'll want to back off a step.

Note that the effect on your frame rate from the number of objects and reflection detail are very much cumulative: if you have minimal objects, you might be able to max out the reflection detail, but as you add more objects (giving X-Plane more things to calculate reflections for) you'll need to dial down the reflections.

Tuning GPU Settings

Now let's adjust the texture quality.

Having found the number of objects you want to use, start bringing the texture quality slider up. Note that you'll need to restart X-Plane (and go back to your testing airport) for changes to take effect. If the size of the loaded textures ever goes beyond your graphics card's VRAM, you'll see a sharp drop in performance, so for safety's sake, leave some "padding" here—different airplanes and different scenery packs might need more VRAM than your test area.

For other features on the GPU side, increase the Visual Effects slider first, and only increase the Antialiasing or add scenery shadows if you get all the other rendering settings to a point, you're happy with and still have higher frame rate than you need.

Changing the Number of Other Aircraft

The final setting that really impacts the simulator's frame rate is the number of other airplanes. Access this by going to the Flight Configuration screen and clicking the **AI Aircraft** button.

There, remove all other aircraft by clicking the 'X' for maximum speed. This means X-Plane will only have to calculate physics on your aircraft, providing a significant speed increase on slower CPUs.

With that done, your performance should be optimized, and you're ready to fly."

Users with lower end systems, please read above and follow so you can still fly the aircraft

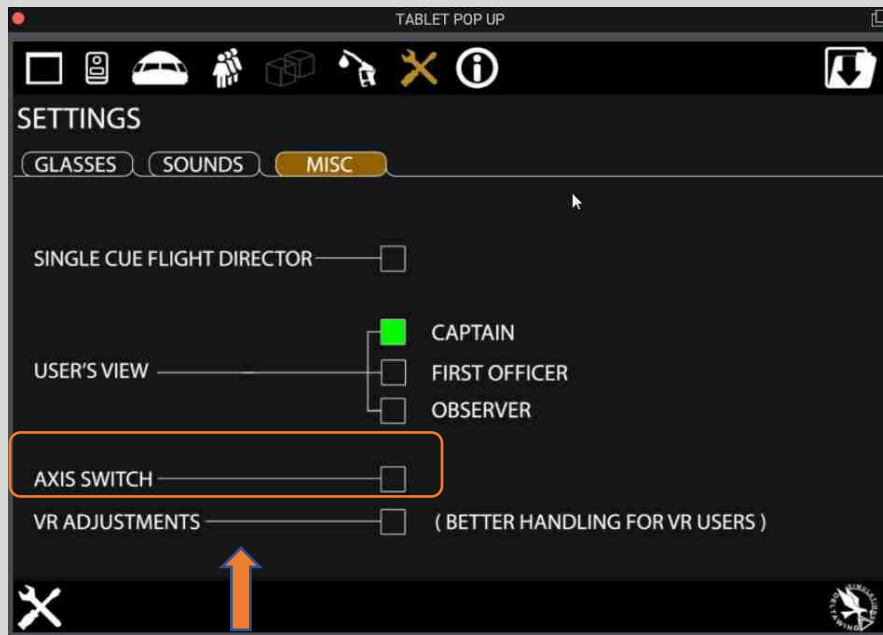
Nav Data

CRJ-700 package is using default X-Plane navigation data which vast majority of users find totally adequate for flying but you can also use payware sources like Navigraph



Honeycomb Bravo and other external Hardware Throttles Users

If you are using an external yoke and throttle and you notice that the levers controlling the throttles, spoilers etc. are not working as you would expect, then you should use this option.



Honeycomb Yoke Users

- If you are using Honeycomb Yoke, turn on all avionics switches, otherwise it will not power avionics.

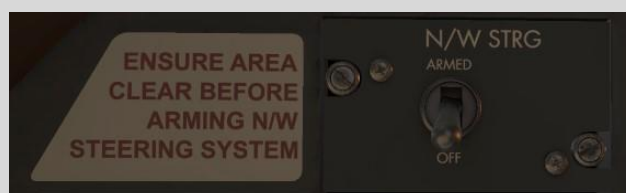
Package Specific Notes

Things to remember if you do not want to read much but just want to fly successfully

- If you want to be able to use Thrust Reversers, do not forget to flip Left and Right Thrust Reverser switches to ARMED positions



- When loading fuel, please load it on the ground without engines running. This is how it is done in real life. If you load the fuel with engines running, you might get unpredictable results, so simply don't!
- When starting aircraft using COLD AND DARK Option, make sure you enable Nose Wheel Steering Flipping N/W STRG switch to ARMED position when you are ready for taxi



- If you think cockpit is too dark to your liking, turn all LIGHTING knobs to the max (to the right) initially and then turn them back till you get lighting conditions you like. There are 4 main areas to adjust cockpit lighting, see screenshots below





In addition to using DISPL Knobs to adjust overall brightness of electronic displays, you can use BRT little knobs to adjust the minimum brightness of each display

See screenshots below illustrating it and adjust all lights and displays any way you like



One of our Users Jean-Pierre (GoofyJP) created Dynamic Checklist File that is in the main package Folder

It is a text file called "crj-700_clist"

In order to use it you need to download **Xchecklist** made by Sparker, link below

Xchecklist (lin+win+mac+32/64) - Utilities - X-Plane.Org Forum







- Two green FCC (Flight Control Computer) status indicator lights brightness can be set to DIM or BRT level using IND LTS Switch



- YAW DAMPER buttons are operated by X-Plane Default 1 system for now. You need to press only one pushbutton to Activate/Disactivate it. It will be running two systems in the future

Separated, Independently Set Captain and First Officer Displays

One of the very attractive AD Simulations CRJ-700 package is the ability to select different display types and ranges on Captain and First Officer Sides Independently



Cockpit Window Shades, Air Vents and Dome Lights

Left and Right Cockpit Window Shades can be positioned anywhere along available rail as well as lowered/raised per user preference



Air Vents and Dome Lights positions on Overhead panel can be adjusted by clicking, holding, and dragging mouse button

Left and Right Air Vents on Captain and First Officer side can be adjusted by clicking, holding, and dragging mouse button



Captain and FO seat arm rests can be raised and lowered by clicking and holding left mouse button over the corresponding seat



Captain and FO seats can be moved forward and back by clicking and holding left mouse button over the corresponding seat handle



Hiding Yokes

You can hide Yoke pressing key "Y" on the keyboard. This is default key shortcut, unless you assigned other command to the "Y" key



Instrument Click Regions

If you want to see Cockpit, Click Regions and/or Instruments Descriptions, just enable these options from X-Plane Pull Down View Menu



Cabin and Stairs Lights

You can adjust Cabin and Stairs lights in XP11 packages using buttons shown below

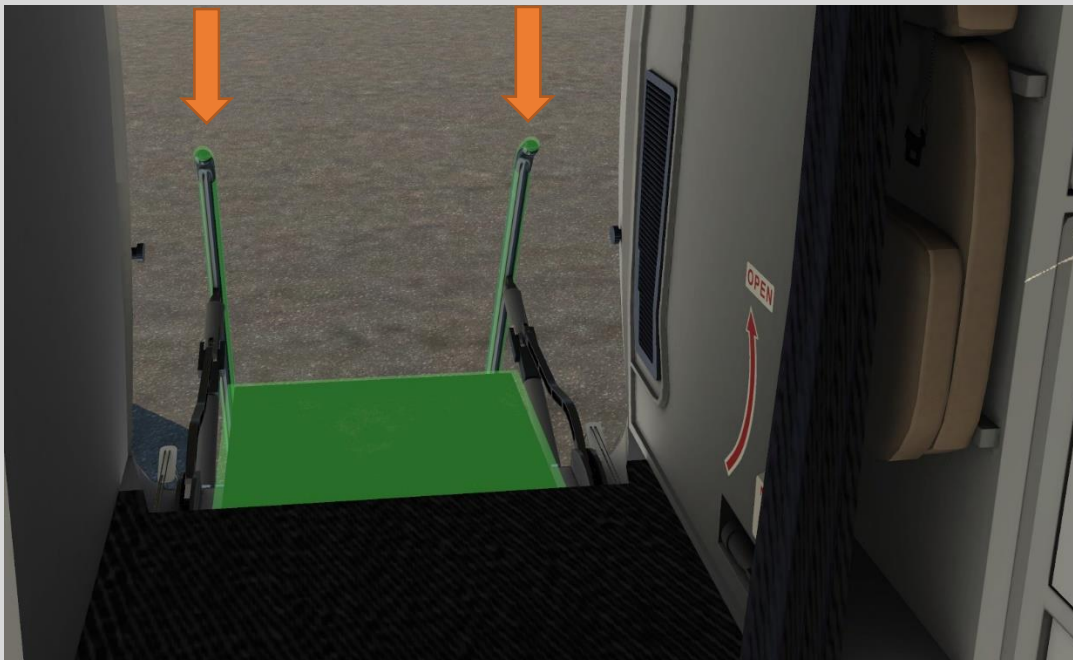


You can adjust Cabin and Stairs lights in XP12 packages using buttons shown below



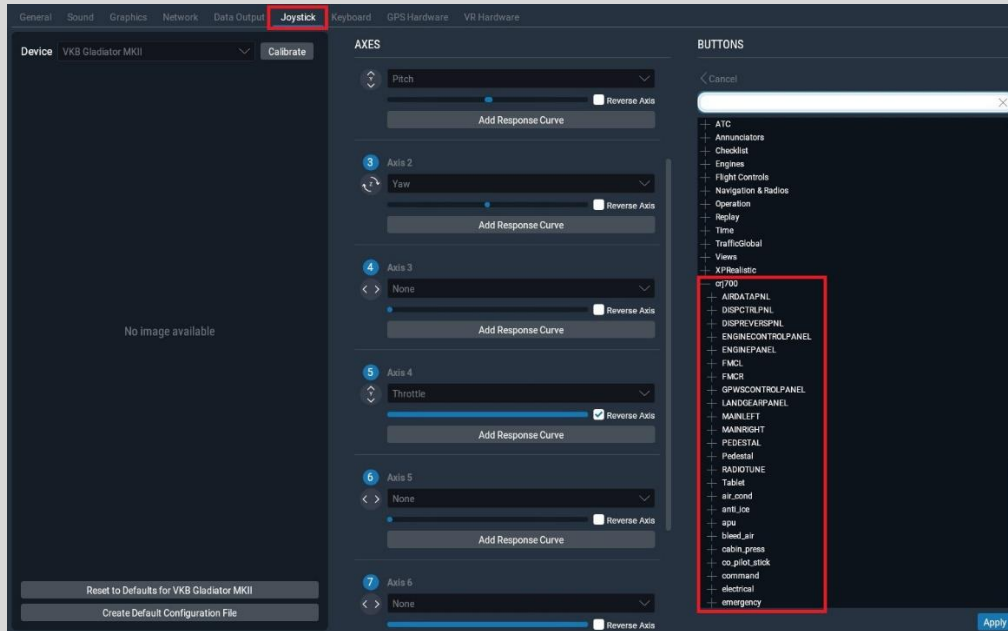
Raising and Lowering Stairs Rail

To be able to use Jetways available at some third-party addons, you can lower/raise Stairs Rail by clicking at the green part of the rail shown below (Instrument Click Regions Option ON)



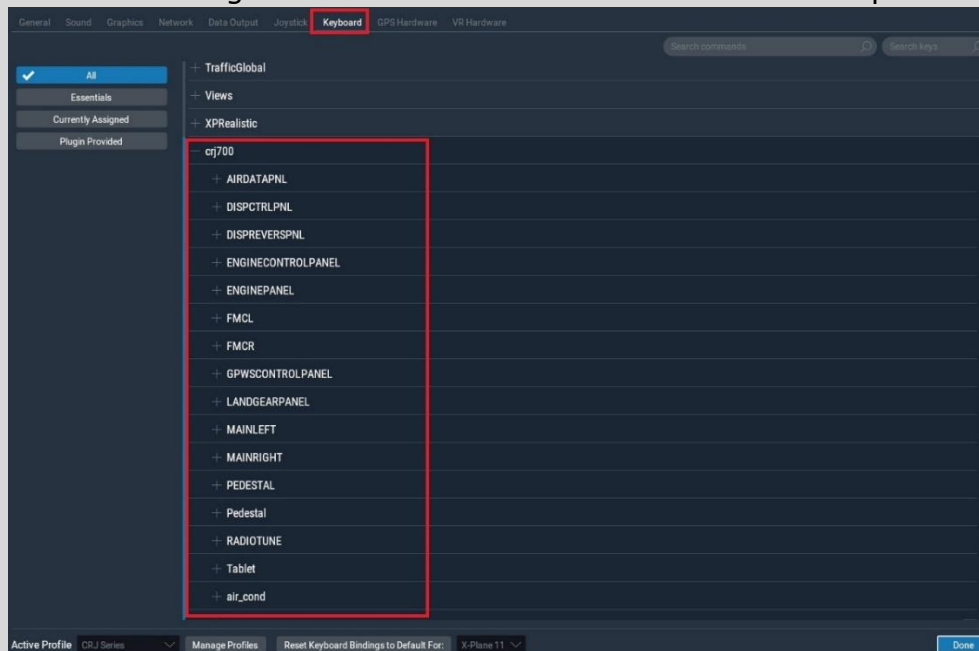
Setting Buttons on Yoke/Joystick

Many users find it very useful to be able to assign certain commands to yoke buttons. It can be easily done by going to Joystick X-Plane Pull Down Menu and assign a command from hundreds of CRJ specific Commands



Setting Keyboard Shortcuts

Users can assign also certain commands to keyboard shortcuts by going to Keyboard X-Plane Pull Down Menu and assign a command from hundreds of CRJ-700 specific Commands



Package Specific Sliders

In addition to ability of using Keyboard Shortcuts, CRJ-700 package has built in Sliders that trigger certain actions as shown below

Shift + F1 Passenger Door

Shift + F2 Service Door

Shift + F3 Front Cargo Bay Door

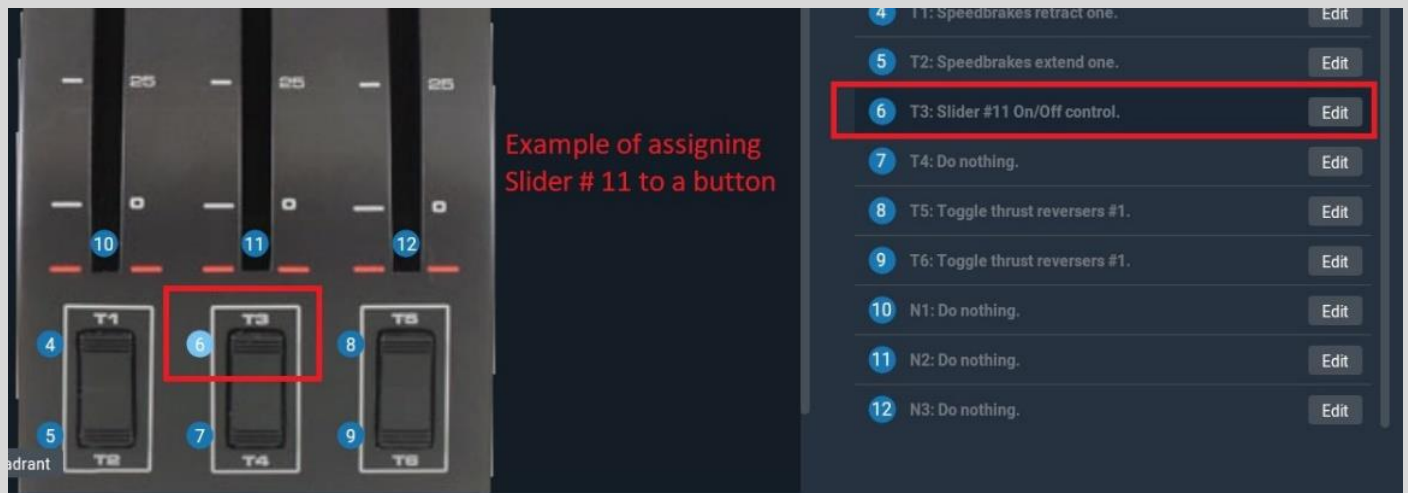
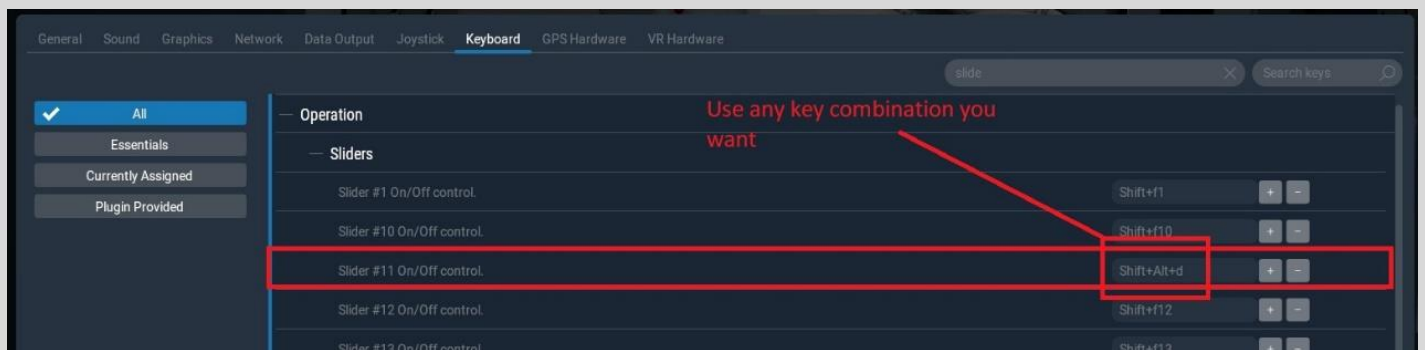
Shift + F4 Aft Cargo Bay Door

Shift + F5 ADG (Air Driven Generator)

Shift + F11 Cockpit Door

Shift+"/" (backslash) Thrust Reversers default XP

Please keep in mind that Cockpit Door action is set by the slider activated by Shift + F11 by default but you can assign that Slider Action to a key on keyboard or button on Yoke/Joystick



Showing Nav aids and Airports on MFD (Multifunctional Display)

To show components on MFD (Multi-Function Display) you need to go to CDU and select what you want to show. Options in green are available now.



Selecting Display range

Selecting Display Range is accomplished by turning RANGE knob (smaller diameter, further out from panel base) on Captain or First Officer Side panel accordingly (image above)

Selecting BARO settings

Setting BARO is accomplished by turning BARO knob (image above). Pushing square HPA/IN button changes barometric pressure units between Pascals and Inches Hg. Pushing BARO knob in the center set Standard Barometric Pressure

Selecting Display Format

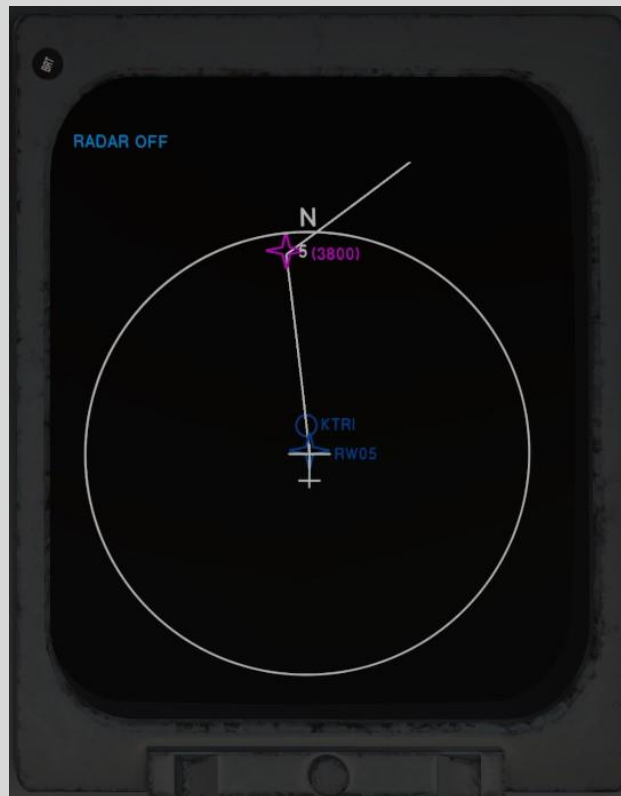
Selecting Display Format is accomplished by turning FORMAT knob (bigger diameter, closer to the panel base) on Captain or First Officer Side panel accordingly



Available Display Formats shown on MFD (Multi-Function Display) are shown below
 HIS, NAV SECTOR, FMS MAP, TCAS, FMS PLAN MAP, **RADAR, TERRAIN** (not implemented yet)



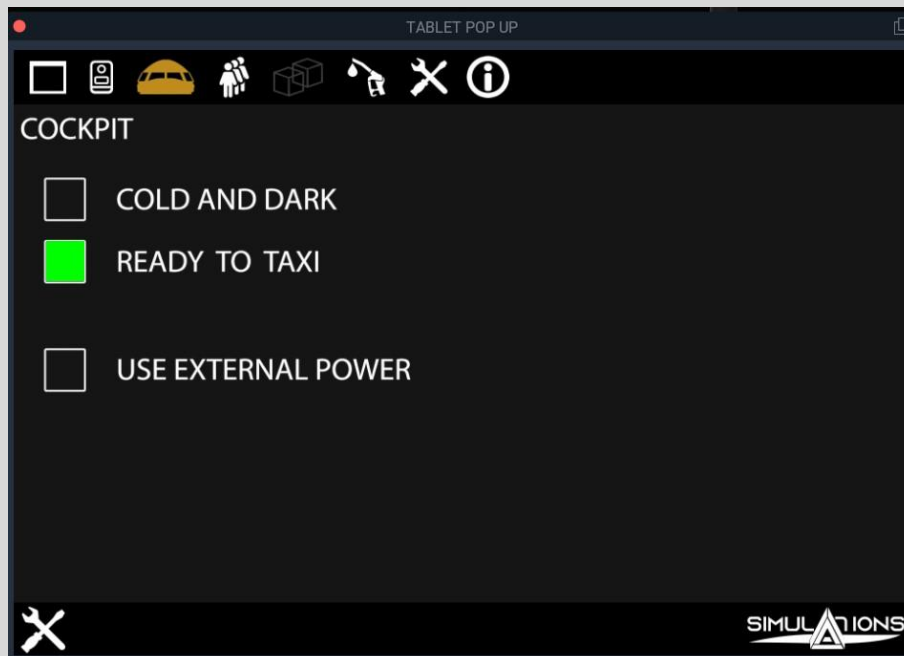
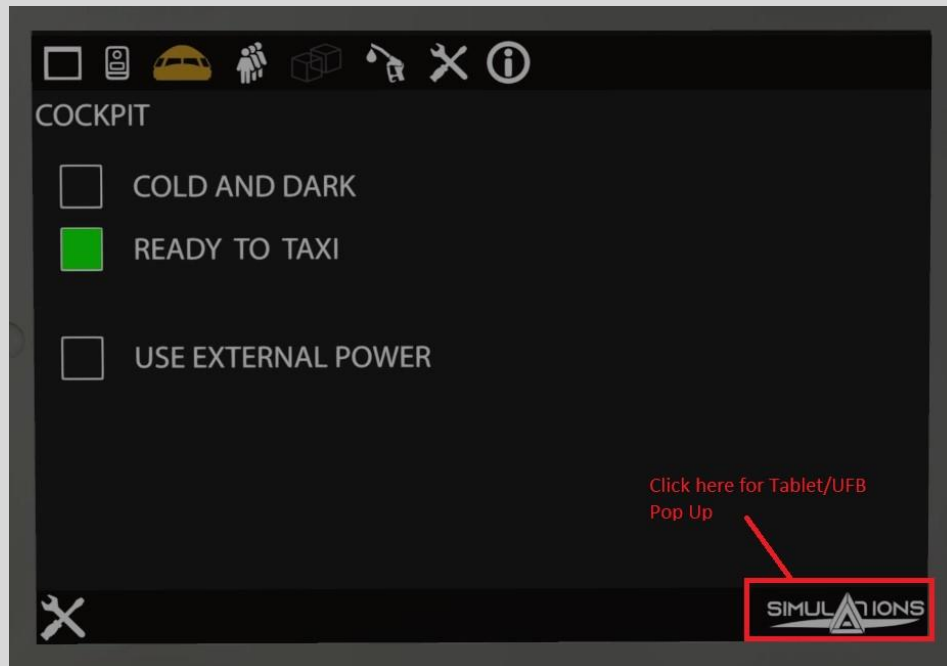




Pop Up Displays

ALL Displays have Pop Up Feature available. You can resize them at will as well as drag to a different monitor if desired (ALL our Pop-Up Screens act that way)

To enable Pop Up, just click in the display area you Pop Up to appear. For Tablet/EFB, press on AD Simulations Logo in lower right corner

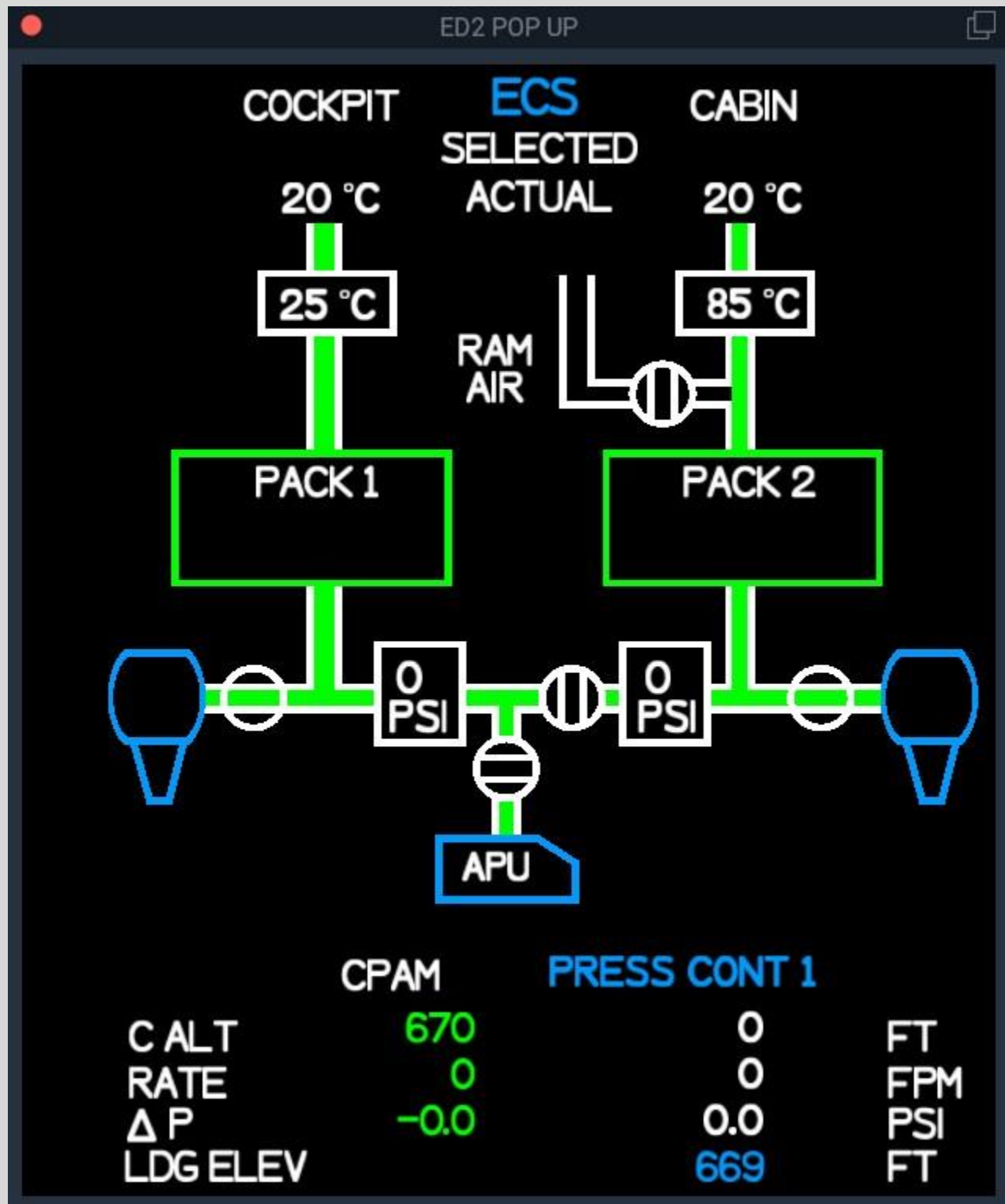


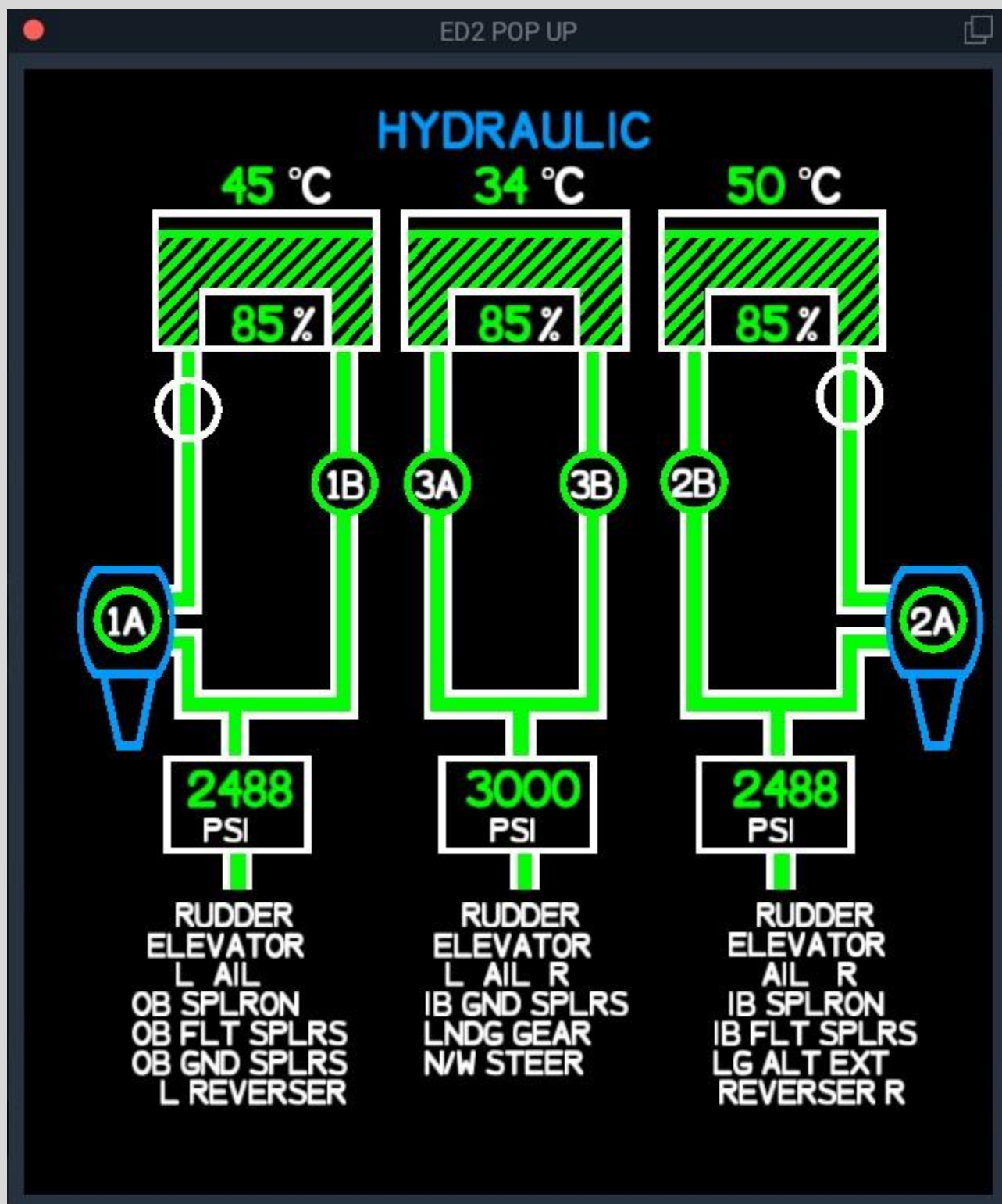


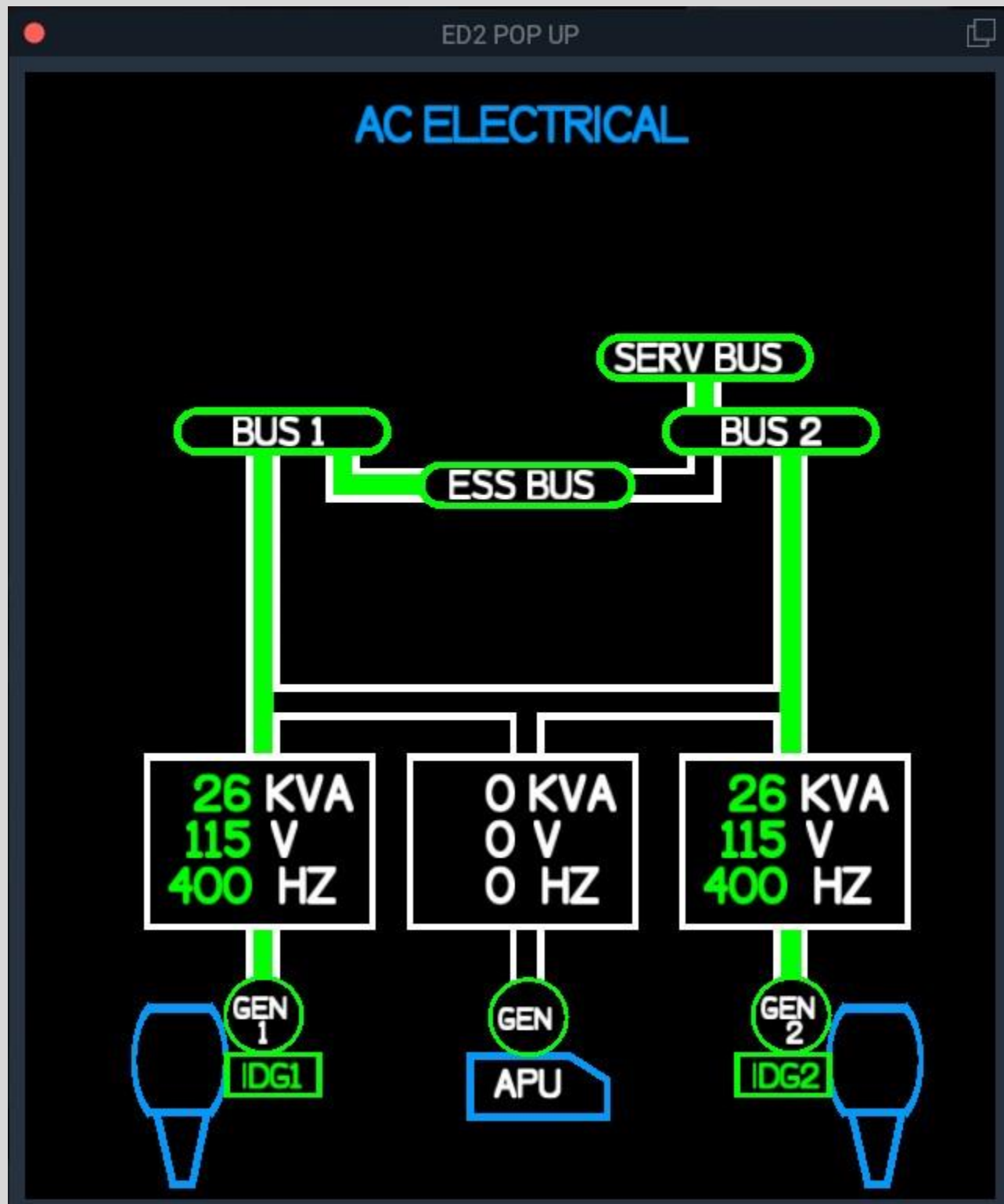


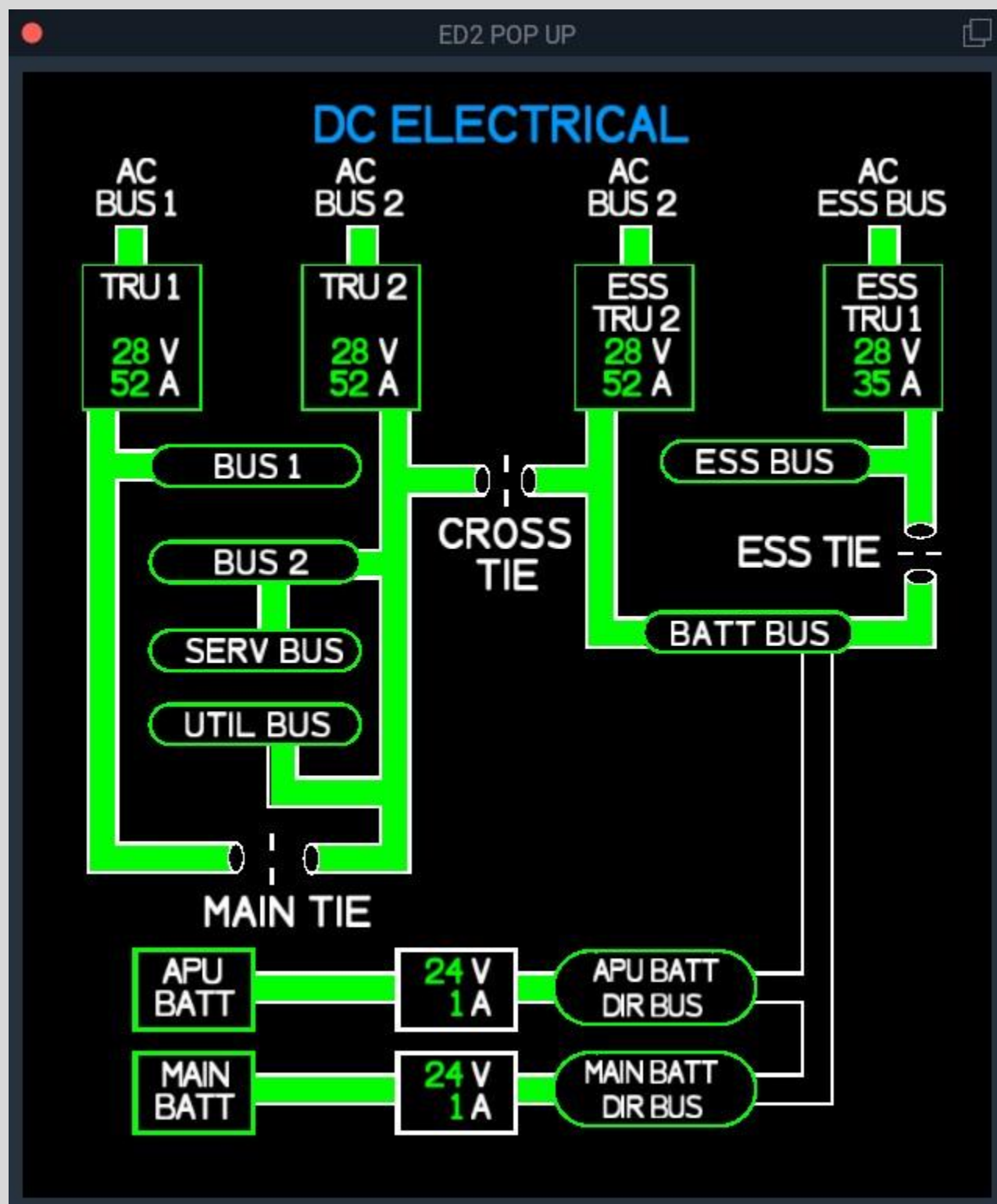


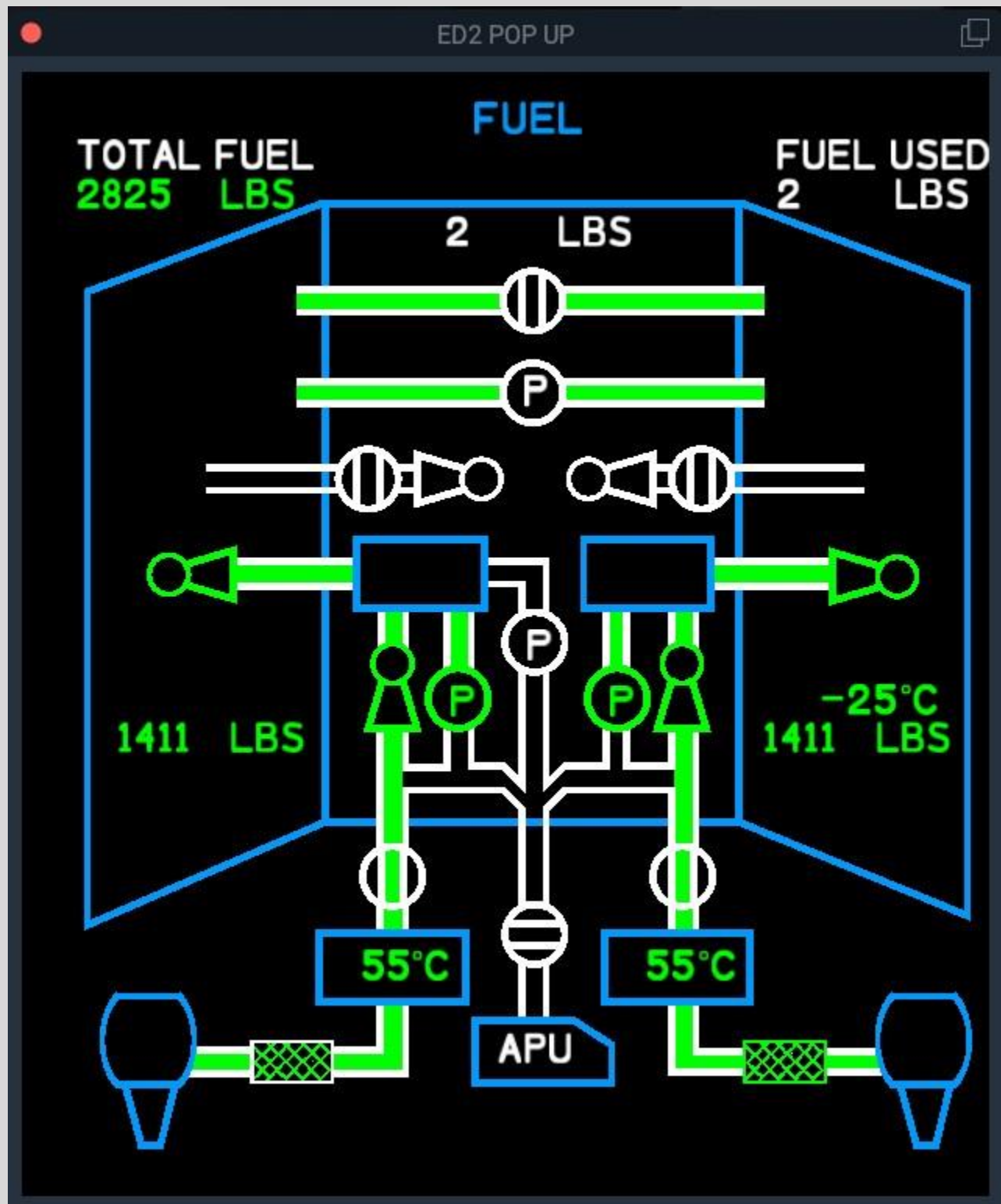


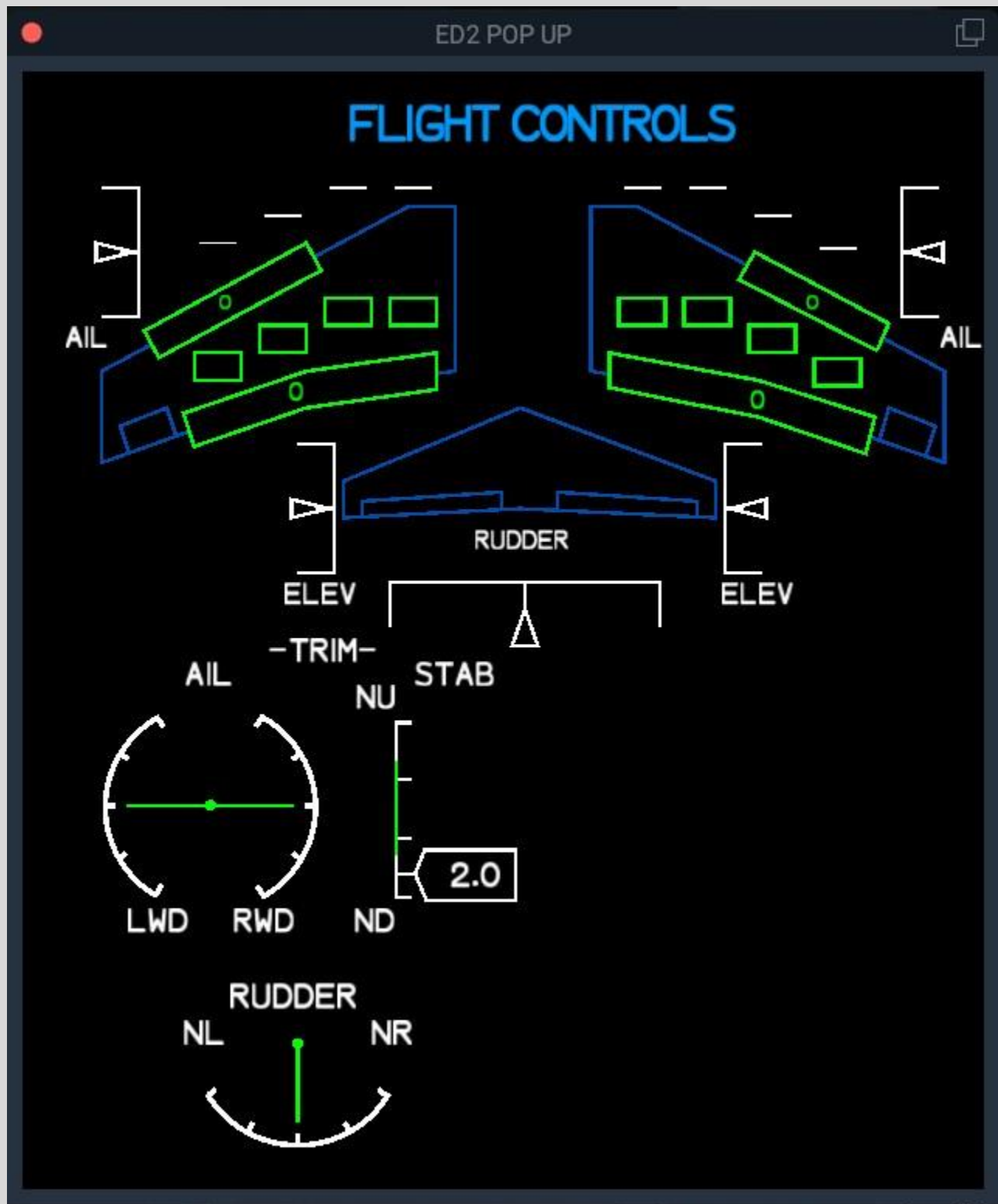


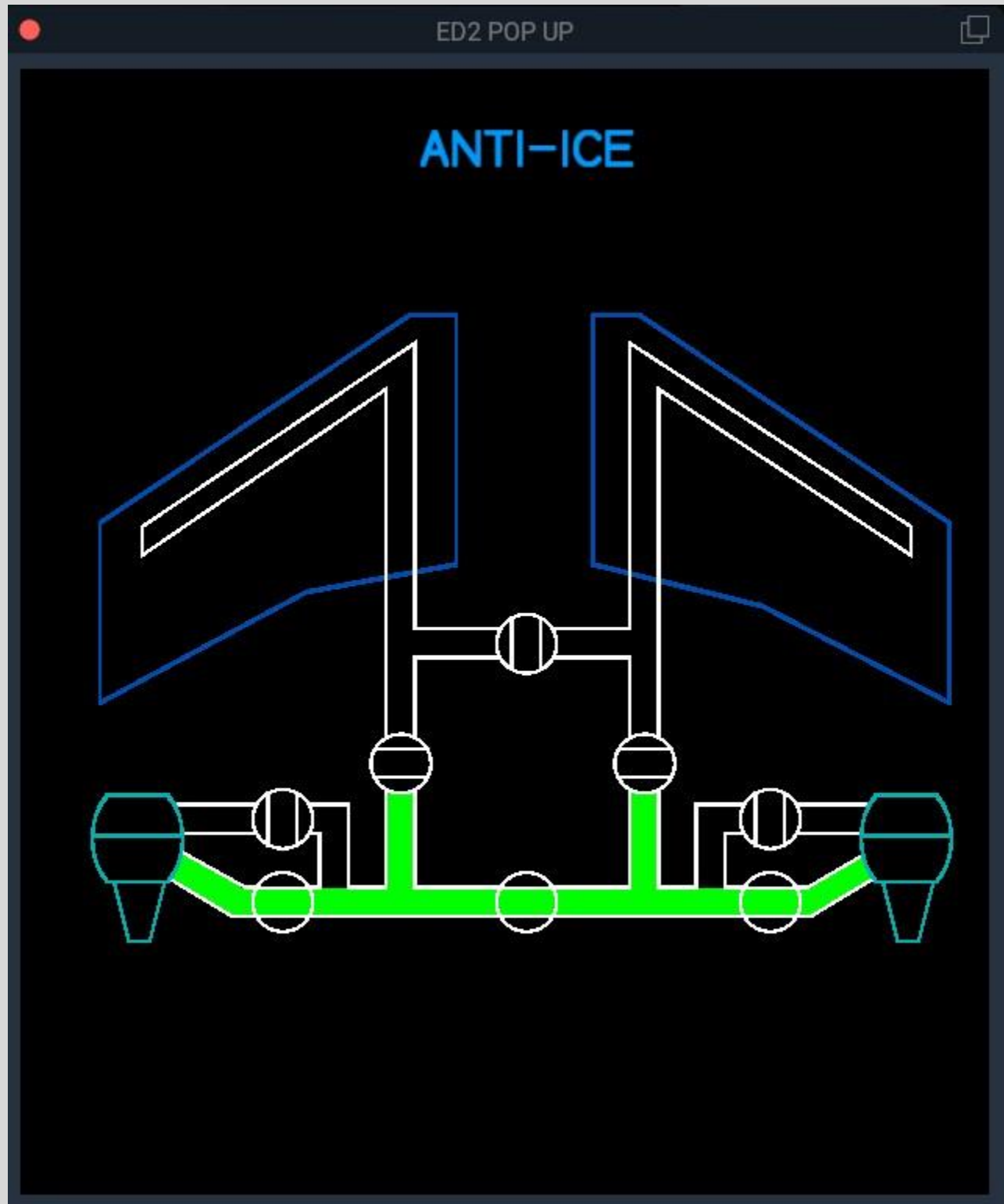


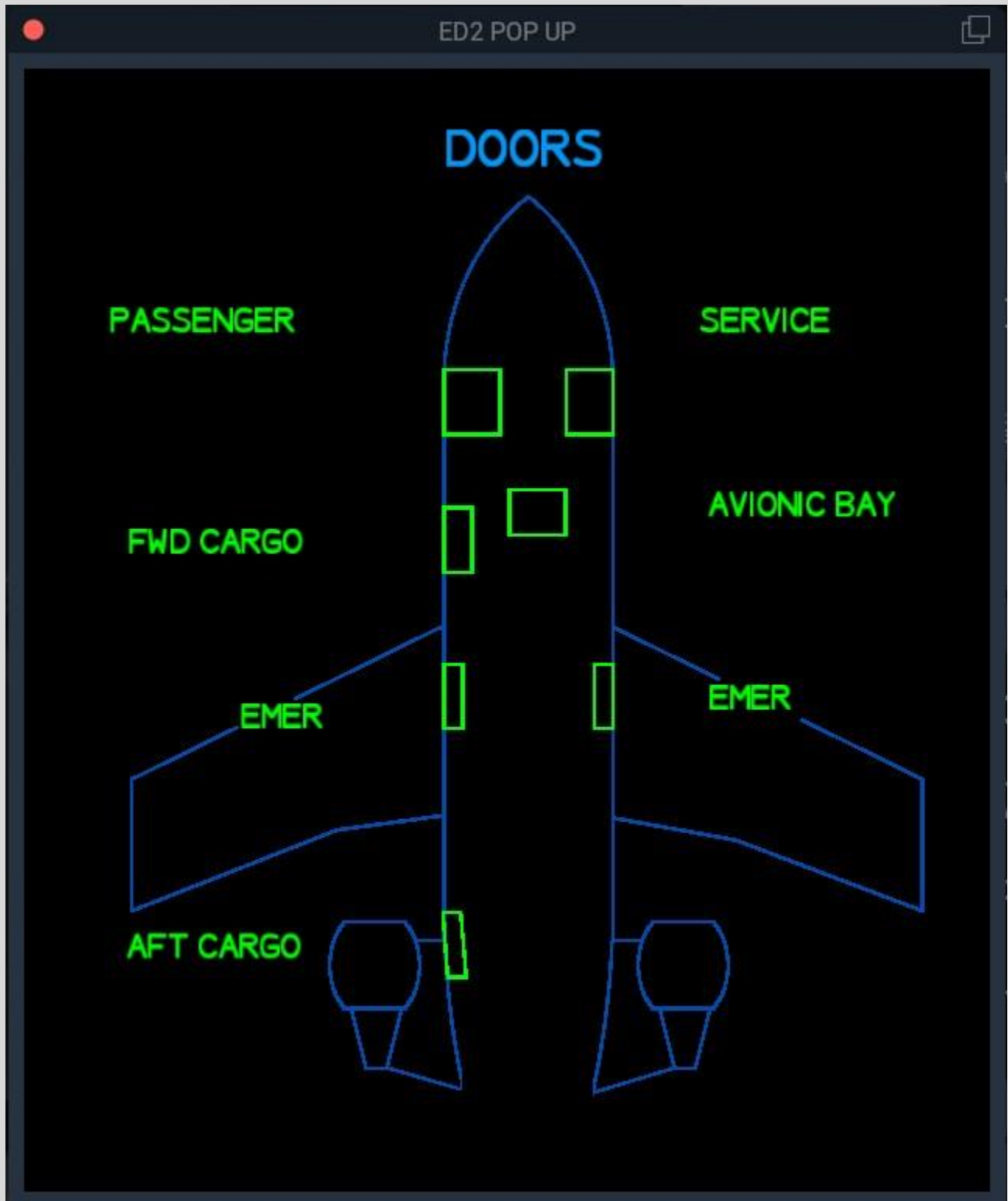


















Selecting Navigation Source

Selecting Navigation Source is accomplished by Turning NAV SOURCE knob (image below)



Available Options shown on images below





Selecting Secondary ICAS Displays

Selecting Secondary ICAS Display Type is accomplished by pressing corresponding button on ECP (EICAS Control Panel)



Flight Compartment Layout

General layout of the Flight Compartment Panel Layout is made up of OVERHEAD PANEL, GLARESHIELD, CENTER INSTRUMENT PANEL, Captain and First Officer INSTRUMENT PANELS, Captain and First Officer SIDE PANELS, Captain and First Officer SIDE CONSOLES, Upper Center and Lower PEDESTAL

Overhead Panel

Overhead Panel has adjustable positions of the Dome Lights and Fan vents that can change position by left mouse clicking, holding, and dragging



Cockpit Window Shades can be dragged along all length of the mounting rail and lowered/raised at will on Captain and First Officer sides



Glareshield

Majority of the buttons and all knobs are animated and functional. Remaining buttons are planned to be functional in future releases



Speed Mode

CRJ-700,900 and 1000 do NOT have auto throttle, but we programmed Speed Modes that are very useful and work just like in real life aircraft, so we decided to describe it here for your benefit

Pressing SPEED pushbutton sets the speed reference on PFD to the current airspeed. Speed reference can be manually set using the speed knob. When preselected altitude is captured, the speed mode is disabled

Flight Mode Annunciator (FMA) on PFD (Primary Flight Display) will show CLB, DES or IAS



First press of the SPEED pushbutton will engage CLB or DES (depending on actual aircraft altitude versus preselected one). Aircraft will climb or descend depending on Throttle handles position

Second press of the SPEED pushbutton will engage IAS mode. Aircraft will climb OR descend depending on Throttle handles position

The best way to explore all these modes is just to practice them in test flight. Keep in mind that you need to press AP ENG pushbutton after pressing SPEED button to see behavior described above

Center Instrument Panel

Center Instrument panel has Primary and Secondary EICAS (Engine Indication and Crew Alerting System) Displays as well as working Standby Instrument



Captain and First Officer Instrument Panels

Captain and First Officer Instrument Panels has very crisp PFD (Primary Flight Display) and MFD (Multi-Function Display) with independent setup on Captain and First Officer sides.

Displays are so crisp and well visible that will allow many users to stay in Captain/First Officer seat view while flying and use Autopilot Functions WITHOUT switching to different, more zoomed in and focused vies.



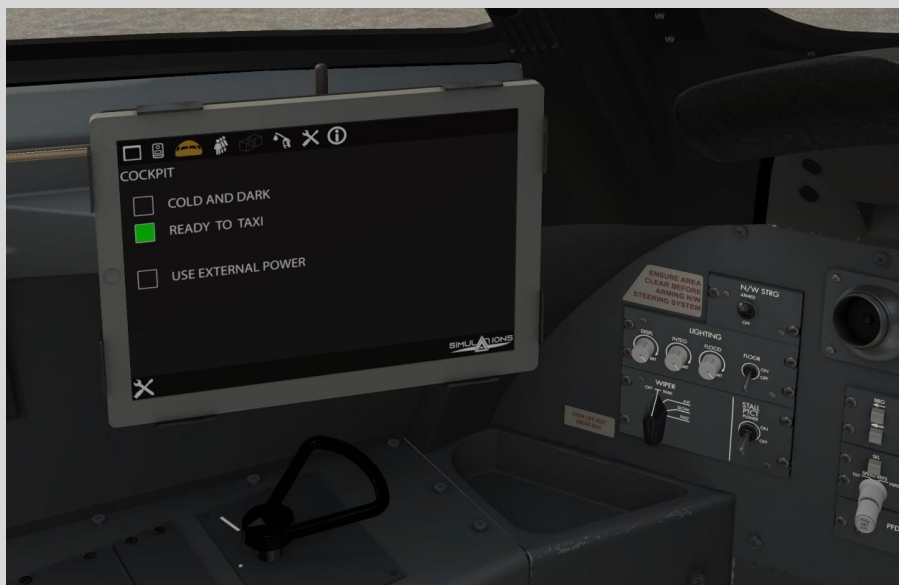
Captain and First Officer Side panels

Captain and First Officer Side panels enable for FULL control of the lighting (Displays, Integrated and Flood) on Captain and First Officer Side and Instrument Panels



Captain and First Officer Side Console

Captain and First Officer Side Console has animated Tiler (captain side only) and Tablet/EFB (Electronic Flight Bag) enabling selecting Start and other Options



Upper Pedestal

Upper Pedestal has two CDUs (Control Display Unit) with animated buttons and independently set displays



Click here to activate Pop Up

Both Left and Right CDU have movable and scalable Pop Ups (click on either CDU display area), that can also be dragged to multiple monitors if needed.



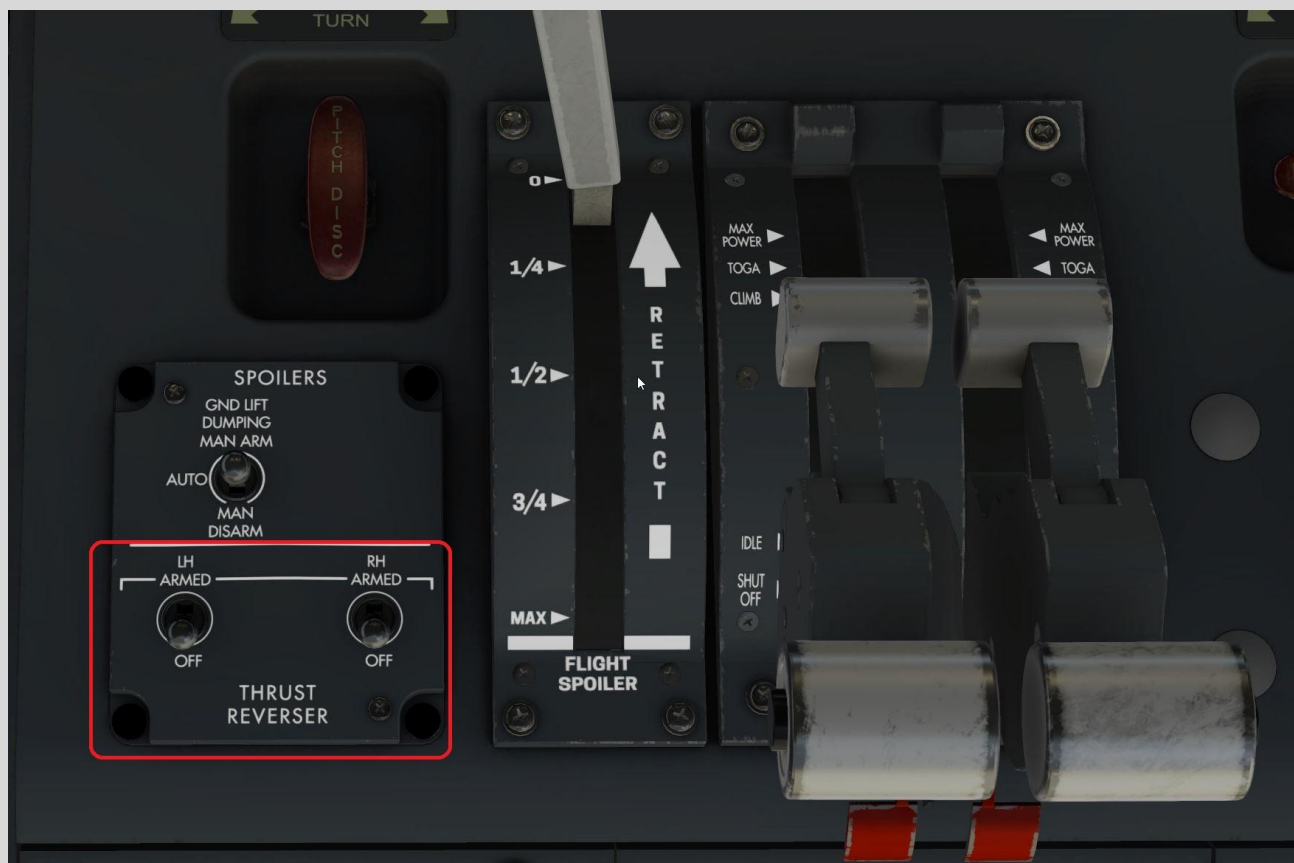
Center Pedestal

Center Pedestal Has functional SPOILERS and THRUST REVERSER switches, FLIGHT SPOILER handle, Throttle handles with DETENTS and THROTTLE LOCKS (Ref Tabs) as well as Flaps handle with accurate positions matching real life aircraft flaps deployment.

On both Throttle Handles, there are clickable Take-Off/Go-Around (TOGA) Switches. They are spring type pushbutton type switches and are used to activate Take-Off or Go Around modes

We strongly recommend binding one of the CRJ specific Throttle COMMANDS called Left/Right Thrust Lever Toga to a yoke/joystick button or to a key per your preference

There are animated Thrust Reversers that can be also bind to a proper COMMAND. Note that they will only be able to activate when THRUST REVERSER switches are in ARMED positions



Lower Pedestal

Lower Pedestal has two independently set RTUs (Radio Tuning Unit), PARKING BRAKE animated handle and ADG (Air Driven Generator) deployment handle



RTUs (Radio Tuning Units)

There are two independently operating RTUs (Radio Tuning Units) with 1/2 function working available on both units



Pressing white dotted button, makes the corresponding text field "windowed" (white frame), ready for edits using bigger and smaller Handknobs. Green color frequencies are active ones and white color, standby ones.



Pressing white dotted button to the left of ATC window lets pilot input Transponder Code given by ATC. STBY or ON mode is switched turning ATC SEL Handknobs



Pressing white dotted button to the left of NEXT PAGE brings up RTU Second Page



Pressing white button labeled 1/2 brings up COM2 and NAV2 Radio

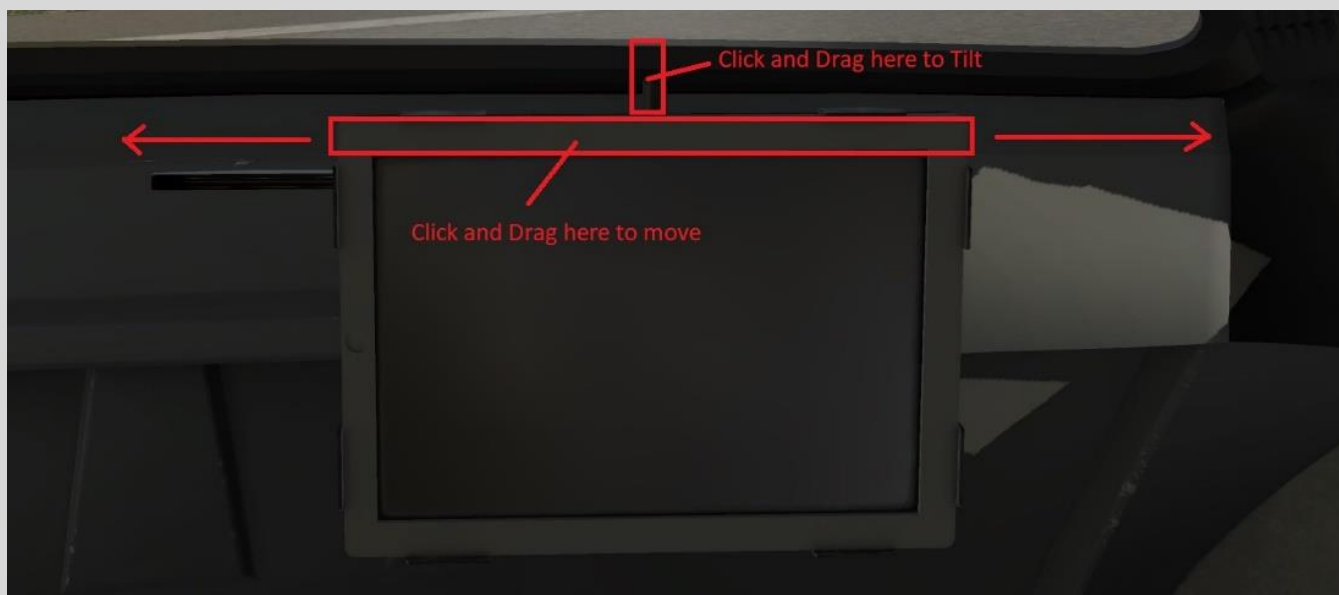


Each RTU Screen brightness can be adjusted by left clicking on animated BRT Handknob (right upper RTU), holding, and dragging mouse left and right causing decreasing (including OFF state) and increasing the RTU Screen brightness

Tablet/EFB (Electronic Flight Bag)

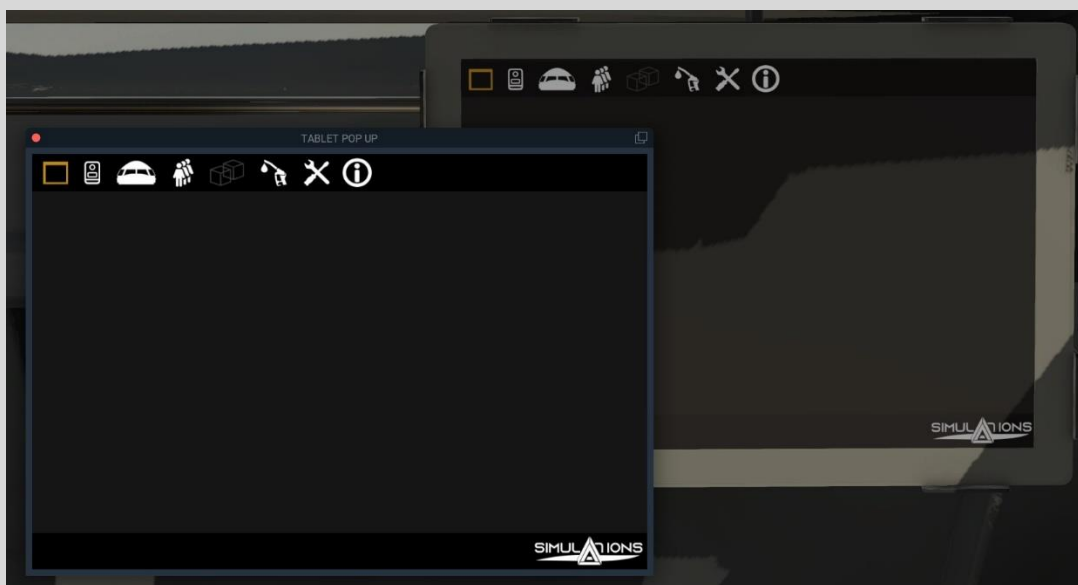
CRJ-700 package has two independent Tablets/EFB (Electronic Flight Bags) on Captain and FO sides that can be moved toward front or back of the cockpit and tilted.

Changing Tablet/EFB position is shown on screenshot below



To enable Table/EFB Pop Up simply press AD Simulations Logo as shown below, and Table/EFB Pop Up will appear. You can resize it at will as well as drag to a different monitor if desired (ALL our Pop-Up Screens act that way)

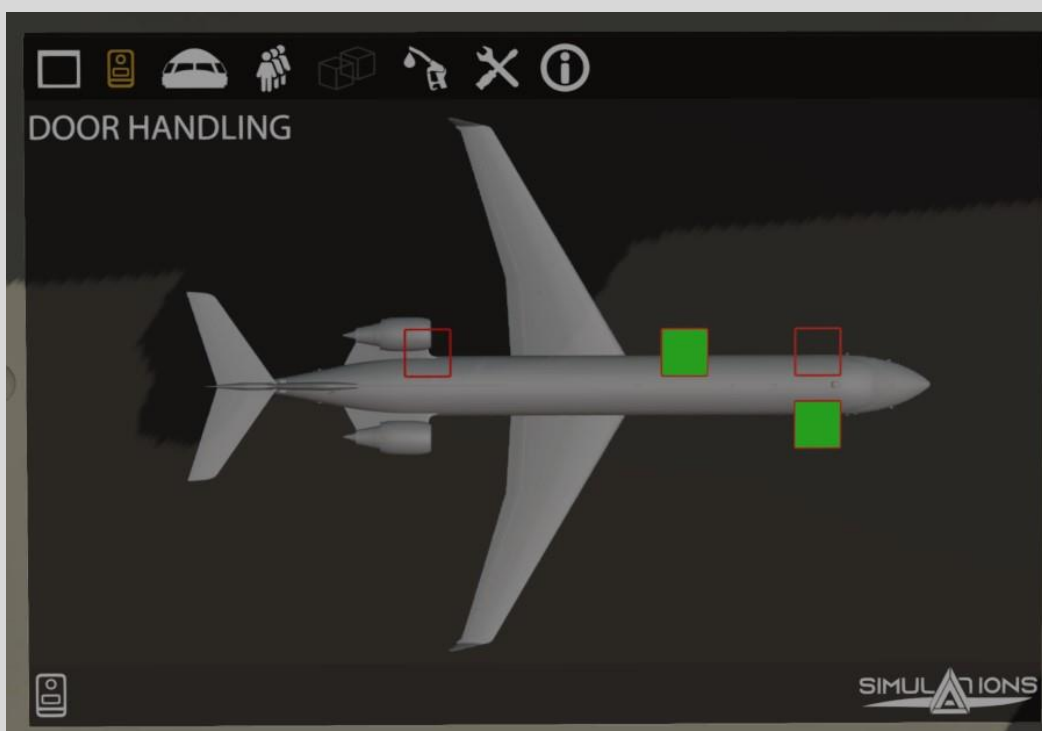




Both, solid Tablet/EFB and its Pop Up provide several screens for accessing various package Features

DOOR HANDLING

Simply press in red squares to Open/Close corresponding doors. Allow time for the action to take place, especially for Main and Service Doors (Shown for CRJ-700 below)



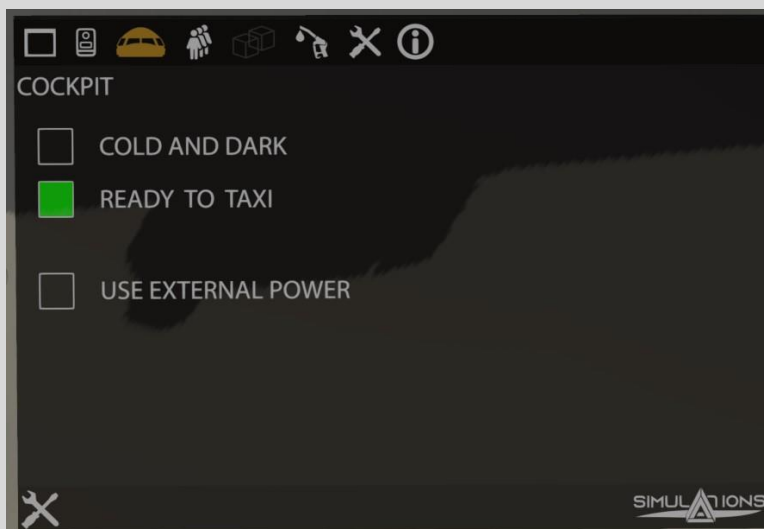
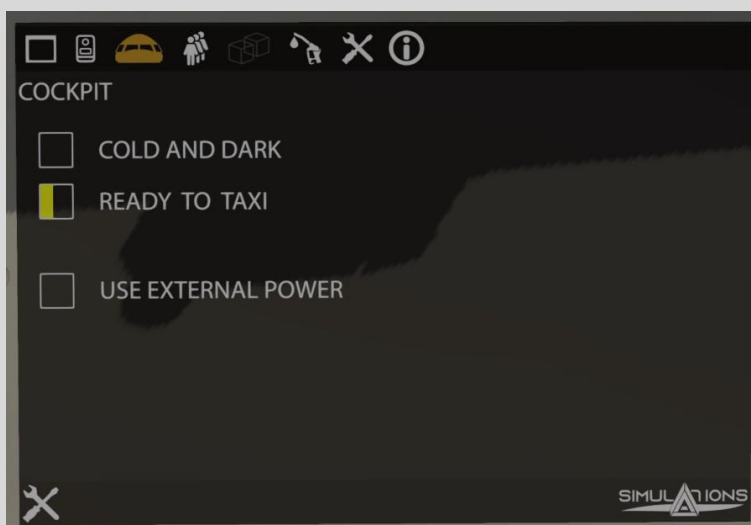
COCKPIT

- **COLD AND DARK**
- **READY TO TAXI**
- **USE EXTERNAL POWER**

COLD AND DARK Option will reset package including all pushbuttons and switches to Cold and Dark state described later on for the KCHA-KCLR real life flight

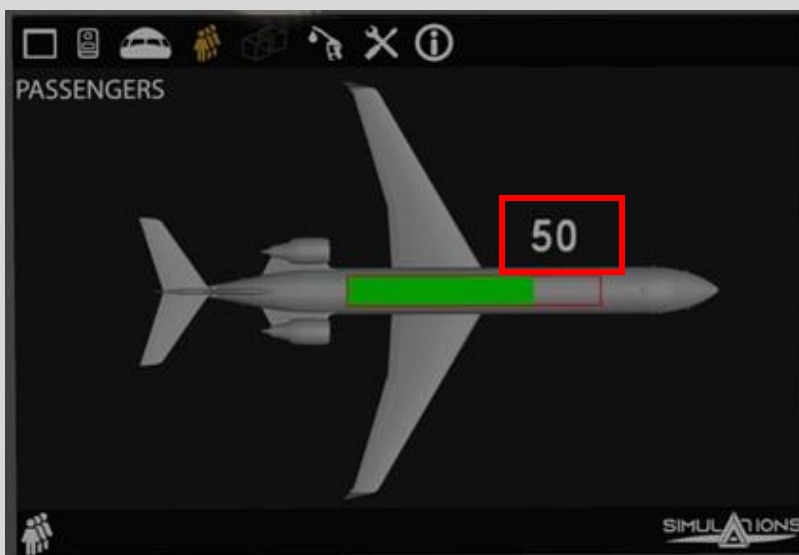
READY TO TAXI Option will reset package including all pushbuttons and switches to state of the aircraft ready for taxi (lights and some other features will need to be set per pilot's decision)

When you click on square next to the READY TO TAXI line, you will need to wait over a minute to see yellow progress bar appearing. Make sure the yellow progress bar goes all the way to the right and becomes green, so all appropriate systems have to time to get where they need to be. The reason it takes so long is the plugin complexity, so you need to be patient



PASSENGERS

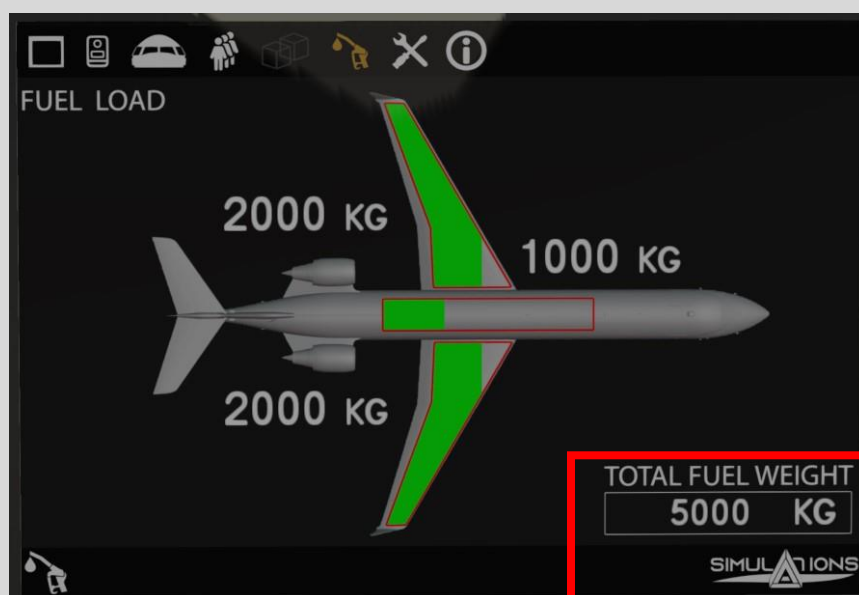
In this simplified (will be expanded in future updates) version, slide mouse cursor over the PAX number, left click (cursor will appear), **type in the number and press Enter**. The Green PAX Load Bar will change length reflecting the number of passengers entered



FUEL LOAD

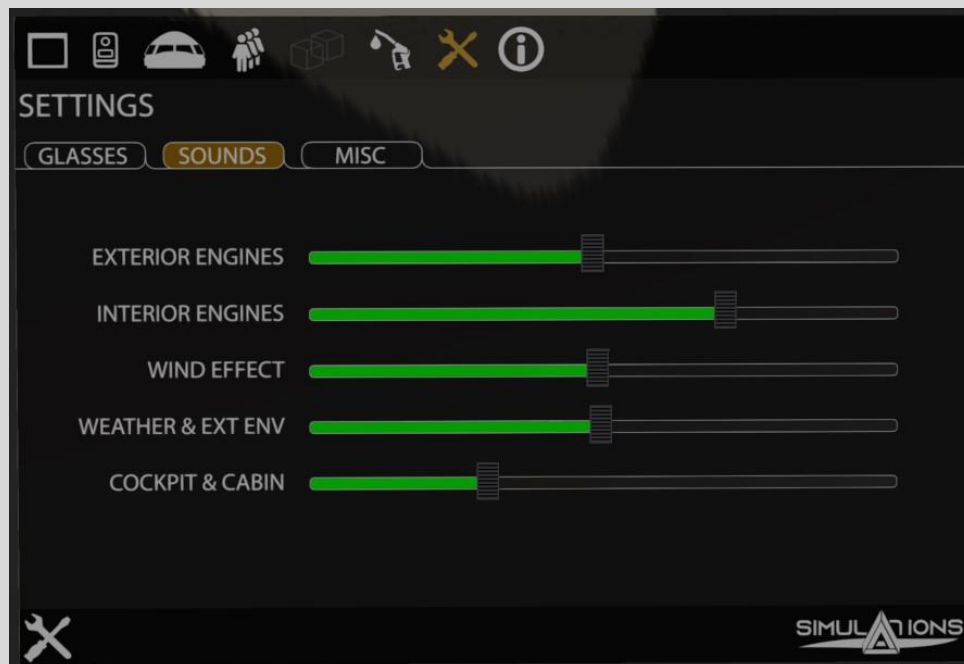
Slide mouse cursor over the number, left click (cursor will appear), **type in the number (You can change lbs. to kgs in INFO page) and press Enter**. The corresponding green FUEL Load Bar will change length reflecting the number entered.

You can enter Fuel in TOTAL FUEL WEIGHT Window. It will be distributed evenly into the Wings Tanks and Center Tank



SETTINGS

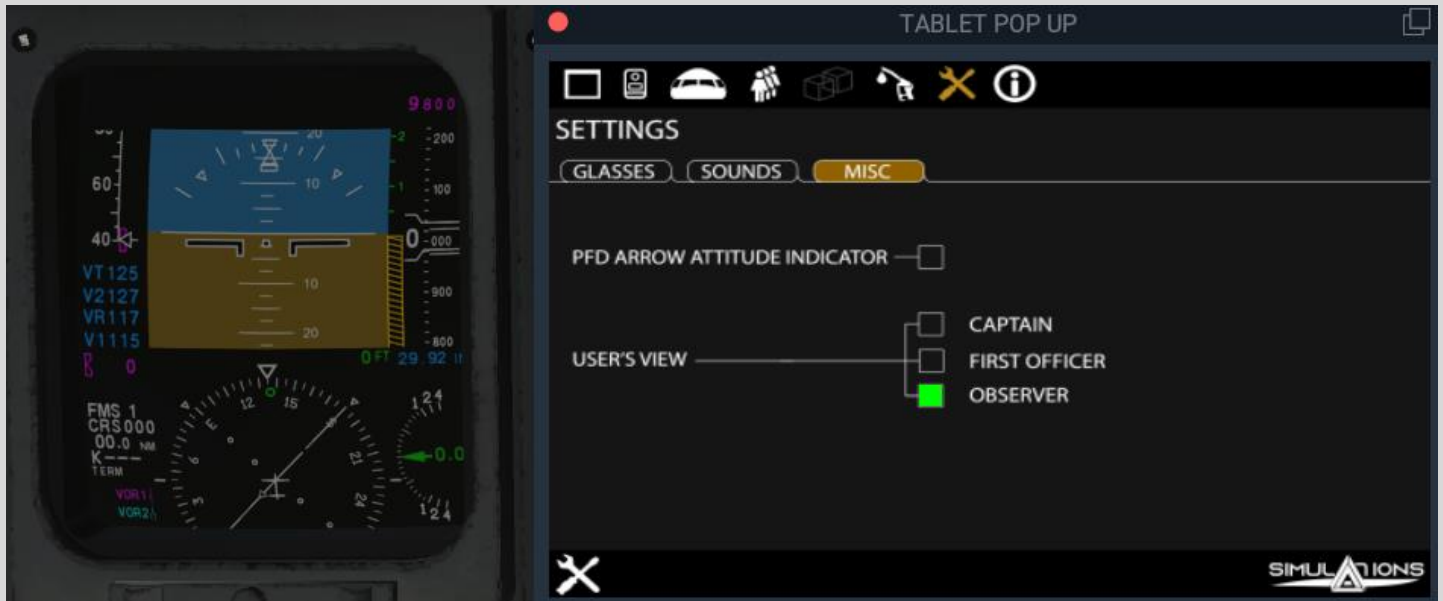
Settings Screen has 3 Tabs: GLASSES, SOUNDS and MISC. Glasses Tab let you select Normal or Tinted Glass in Internal and External Cockpit. Cockpit Display will let select the intensity of Reflections (None, Medium and High)

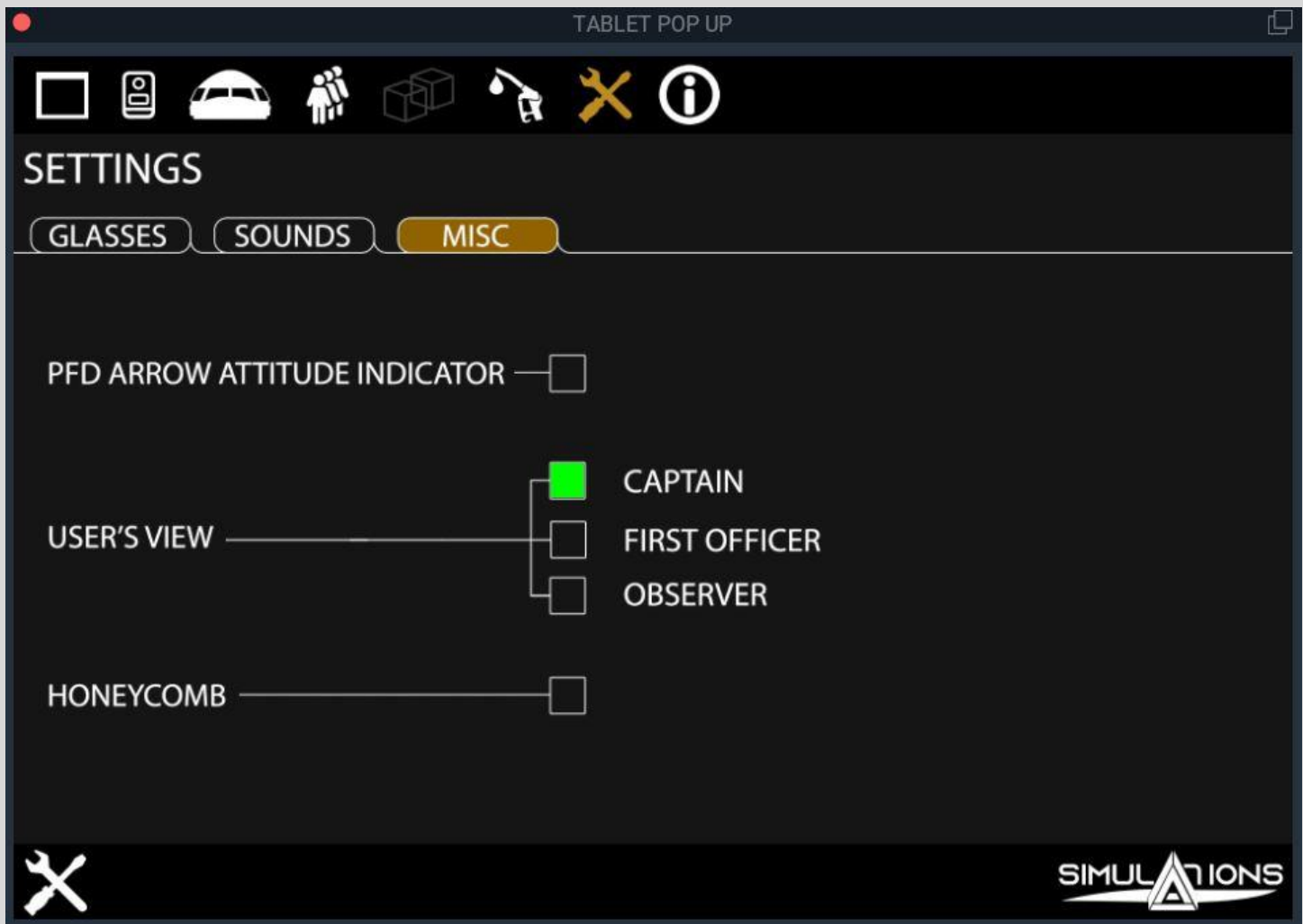


To change the sound volume, position the mouse cursor in the corresponding Bar and scroll mouse wheel. You can also click in the left or right HALF of the Bar to do that

MISC Tab has PFD ARROW ATTITUDE INDICATOR, USER'S VIEW and HONEYCOMB Options

PFD ARROW ATTITUDE INDICATOR – will switch between rectangular and Arrow Type





USER'S VIEW – will switch between CAPTAIN, FIRST OFFICER and OBSERVER views

Press View > Change (Internal) > Default View (W key by default) from X-Plane Pull Down View menu **before** switching to selected view to assure proper camera location

HONEYCOMB – when checked green, will prevent FLIGHT SPOILER handle to retract on Honeycomb Bravo hardware Throttles

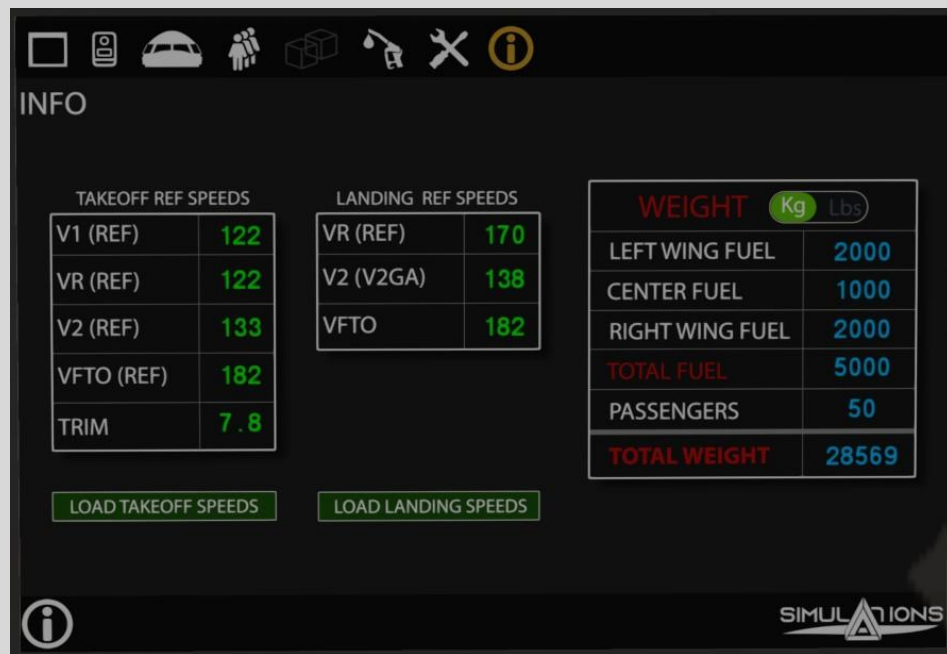




INFO Tab

Reference Speeds for Takeoff and Landing are calculated by the plugin taking all the math and paperwork away. Tablet is "seeing" the current setup of the aircraft, and it is suggesting appropriate Speeds. In addition to displaying them, there is an option to load Reference Speeds, so they show on PFD (Primary Flight Display).

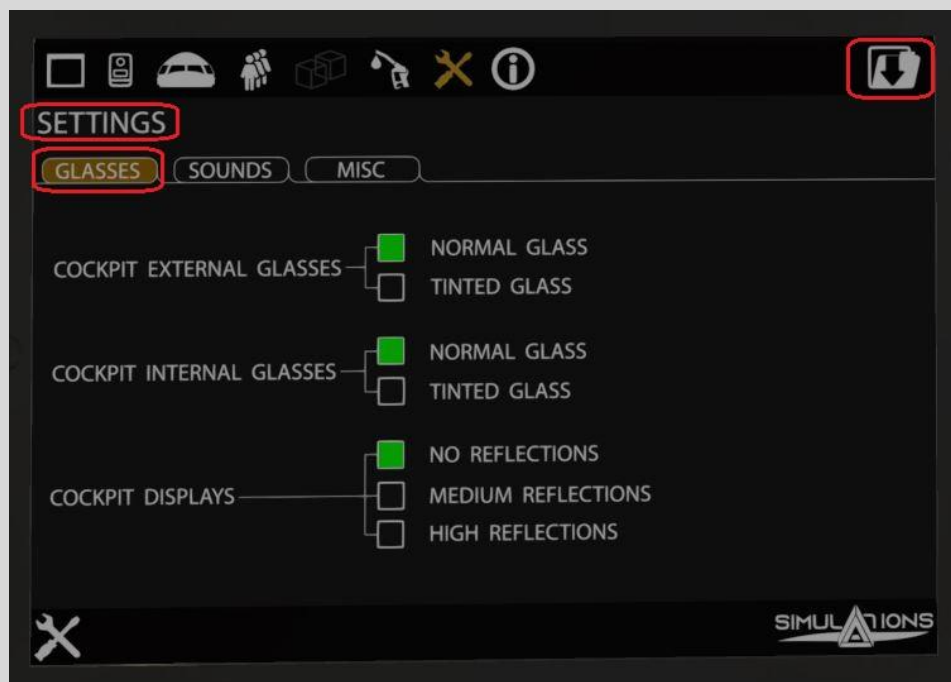
TAKEOFF STAB TRIM Tablet is "seeing" the current setup of the aircraft, and it is suggesting Takeoff TRIM. **Pilot is responsible to set Trim as suggested, it is NOT loaded with Reference Speeds**

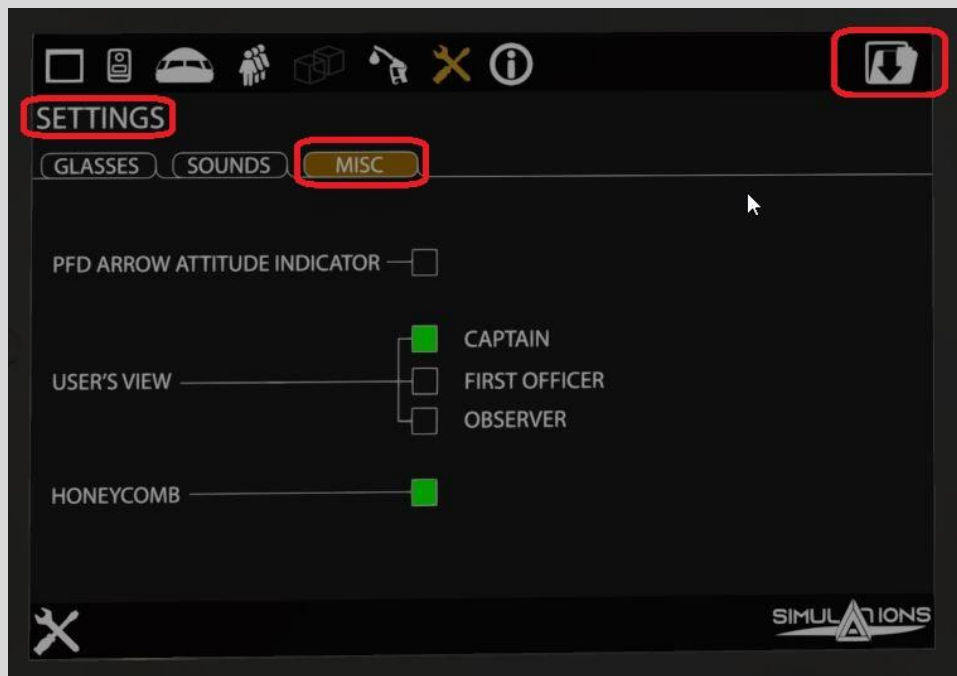


Saving Settings in Tablet (EFB)

All States in SETTINGS Tab in Tablet can be saved for loading the package next time

After making changes to your liking, please click Save Icon (Folder with arrow down symbol) in each SETTINGS Tab as shown below





Sounds FMOD

Custom sounds are implemented using FMOD

Engine sounds

Cockpit sounds: Avionics, Gyro, Relays, Fans (Packs), Controls (Buttons/switches, levers)

Warning sounds: Take-off

GPWS (Too Low Terrain, Too Low Gear, Too Low Flaps, Terrain Caution, Bank angle, Sink rate, Don't-sink, Pull Up)

Autopilot, Fire, Alerts

Cabin sounds: Galley, Cooling

Exterior sounds: Gear Roll/Touch, APU, GPU, Flaps, Hydraulic and Fuel Pumps, Wind Drag, Packs

Weather sounds: Wind, Rain, Thunder, Wind Gust (on the ground only)

Cabin and Cockpit muffing effect caused by Cockpit Door closed/open

FMS Flight Management System

AD Simulations FMS (Flight Management System) functionality was initially based on X-Plane default FMS and we are in the process of implementing Custom FMS (Only XP12)

There are two CDUs (Control Display Units) that can show independently configured different screens

AD Simulations CRJ-700 package is using default X-Plane navigation data which vast majority of users find totally adequate for flying but you can also use payware sources like Navigraph

When you load the package, you might see the message "NAV DATA OUT OF DATE". It will most likely happen when using default X-Plane navigation data, simply press CLR on CDU to clear that message

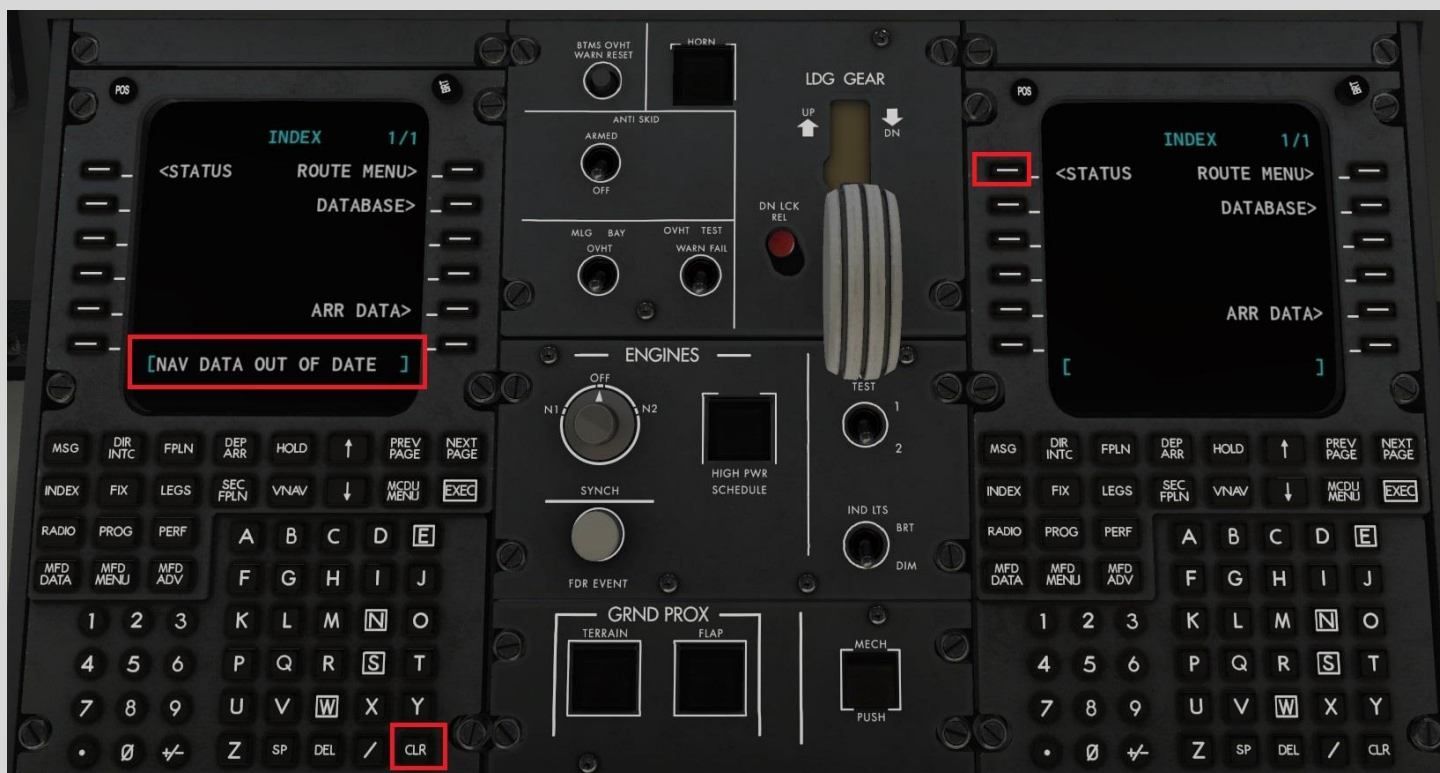
Clicking STATUS button will bring the screen showing X-Plane Navigation data, ACTIVE DATA BASE, UTC (Coordinated Universal Time = Zulu time), X-Plane version number and date

AD Simulations CRJ-700 FMS is being constantly developed and Quick Start Guide will be updated as well to reflect these changes.

For the basic steps of programming FMS you could use the manual provided Laminar Research (link below)

[Default X-Plane FMS Manual](#)

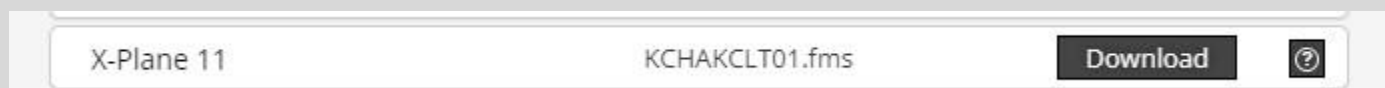




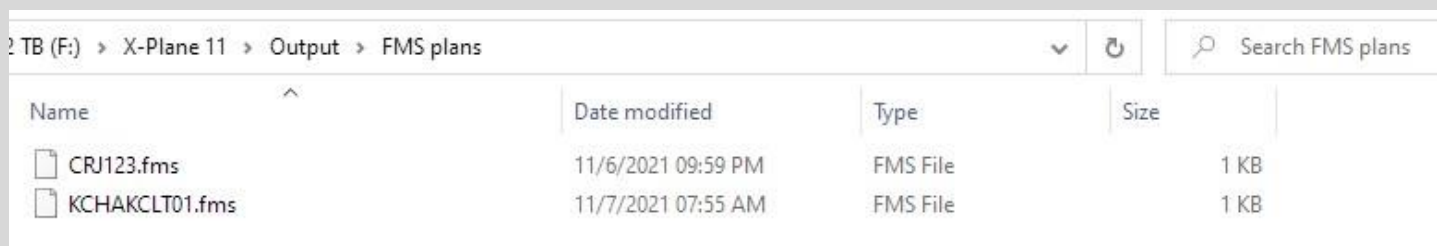
Programming FMS for example flight is described in section called

Using Flight Plan from External Source (Simbrief)

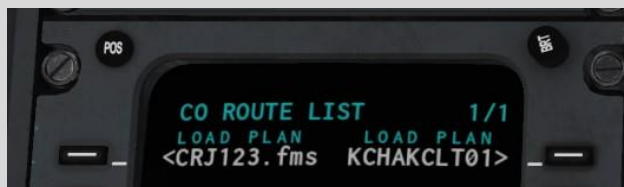
We will use [Simbrief](#) Flight Plan as an example. Download your Flight Plan using option shown below



Copy or move downloaded Flight Plan into X-Plane/Output/FMS plans folder



Click INDEX, then ROUTE MENU> and <CO ROUTE LIST on CDU and select proper Flight Plan



Liveries included in CRJ Packages

To increase personalization, liveries are available in the packages. There is more free liveries posted in org forums. Few examples below

AIR CANADA EXPRESS, AMERICAN EAGLE, CRJ, DELTA, DELTA Endeavor, FLYBE, LUFTHANSA 1, LUFTHANSA 2, NORDICA1, NORDICA2, RYANAIR, SCANDINAVIAN AIRLINES 1, SCANDINAVIAN AIRLINES 2, SKYWEST, SPIRIT

FCC Status Indicator Lights

On each side of the pushbuttons, there are two green FCC status indicator lights. When pushbutton is pressed and the FCCs determines that conditions are met for the selected mode, the green lights are lit



Brightness of the indicator lights can have two states, bright indicator lights (BRT) and dim indicator lights (DIM) selected by flipping IND LTS switch on Upper Pedestal to desired position



Functional Audio Control Panels

There are three Audio Control Panels with animated and lit knobs and switches on Lower Pedestal

To activate the corresponding Knob Function, press and hold the knob until it is lit

You can adjust the volume by turning it left and right



Starting Engines

Make sure APU is running before attempting to start engines

1. L and R BOOST PUMP - ON
2. Press R ENG START button
3. R ENG START button will become lit
4. Monitor N2 increase and Oil Pressure increase
5. 20% N2, ITT must below 120°C
6. Press Red Tab below throttle lever, move Throttle Lever to IDLE Detent
7. Monitor N1, ITT, N2, FF and Oil Pressure
8. Repeat for Left Engine

Future Items A

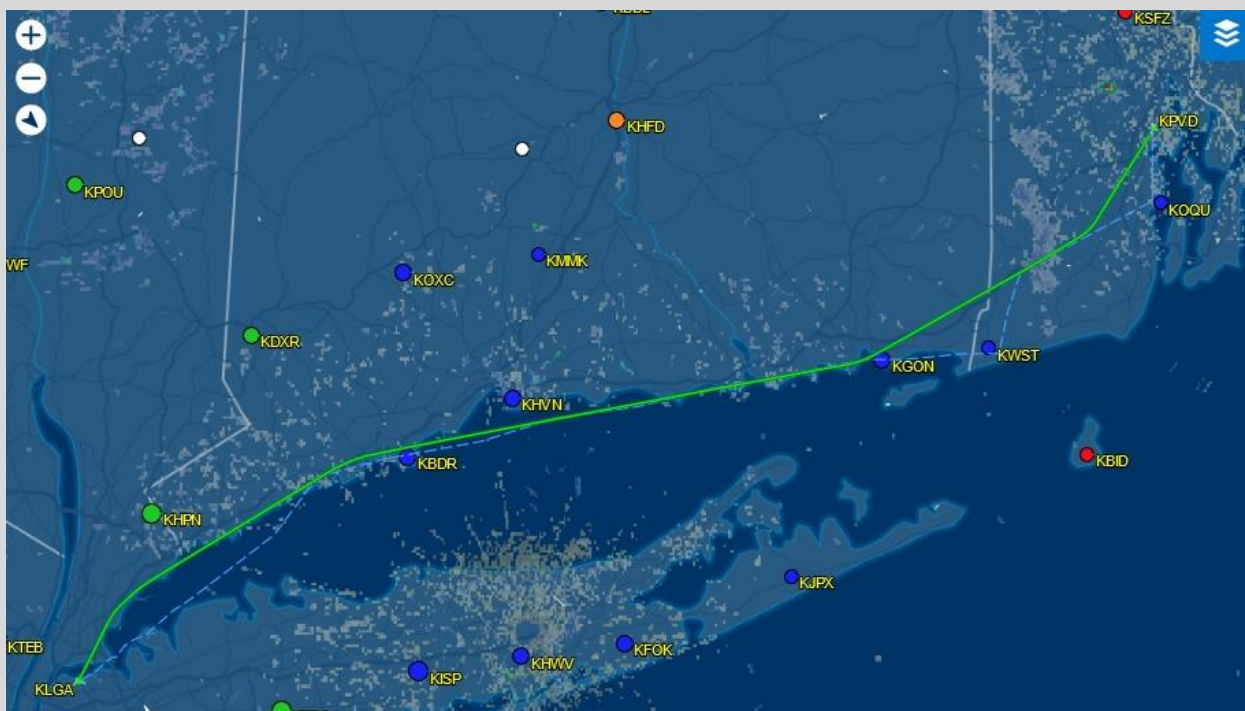
To be entered when available

Flight KLGA-KPVD (Cold and Dark Start)

Initial Cockpit Preparations

Example is a real-life flight flown by Endeavor Air CRJ-900 with Filed Altitude of 13,000 ft and Route **BAYYS SEALL V188 GON V374 MINNK**

Route flown in real life is shown below, curtesy of FlightAware website



For this flight example, let's assume that after takeoff from runway 31 maintaining runway heading 315 after we reach 7000, we would hear:

"EDV666 turn right, direct BAYYS, climb and maintain 13,000 ft"

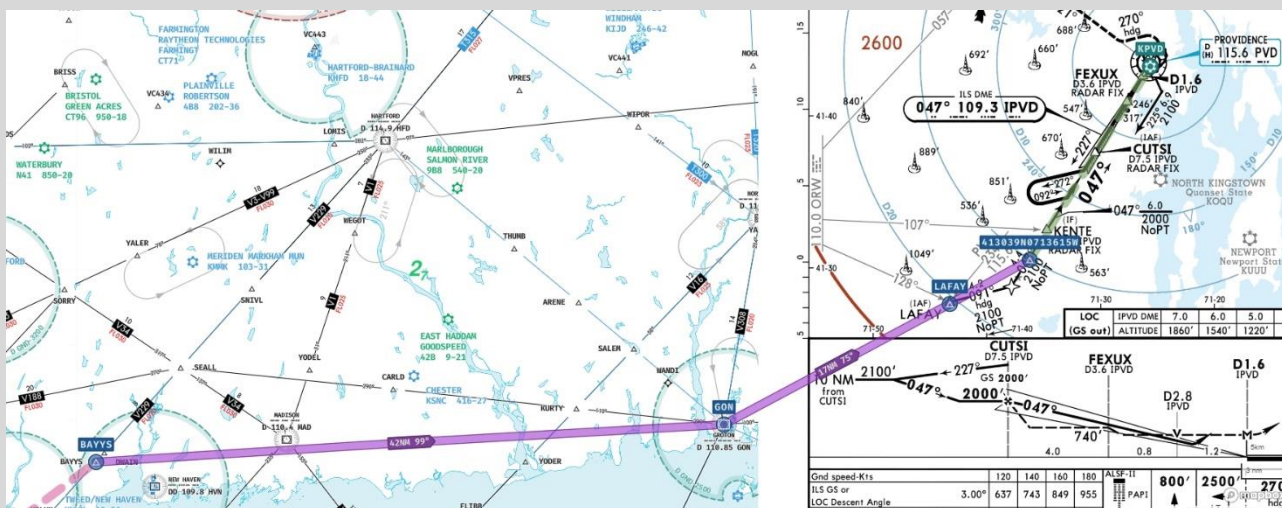
Before we pass BAYYS, we would hear:

"EDV666, direct GON, descend and maintain 8000 ft"

Getting close to LAFAY we would hear:

"EDV666, fly heading 075, descend and maintain 3000, cleared ILS LOC Runway 05"

I prepared flown route in Navigraph Charts shown below scenario described above



At the end of this document, you will find Airport Diagrams for KLGA and KPVD and ILS LOC Approach Chart for KPVD

Based on above screenshot and comments, we will need to program the Route like that **BAYYS SEALL V188 GON** with Departure from **RWY31** at **KLGA** (LAGUARDIA) and landing at RWY 05 at **KPVD** (PROVIDENCE) using **ILS OR LOC RWY 5** Approach

Since it is a virtual flight, we have the freedom to pick runways, weather, gates etc. We will take off from RWY 31 starting from parking spot at gate B45
Time and weather are whatever you prefer, my choice was February 15 10:00 Local Time which translates to 15:00 UTC time

I set Barometric Pressure to 29.92-inch Hg = 1013 hPa for simplicity, so we do not need to adjust it if you were using real weather

I set no winds so you can experience only true flight "feel" without winds contributing to it

My X-Plane Flight Configuration was set to "Start with engines running" I went to CRJ EFB (Tablet), selected "COLD AND DARK" option, pressed on "Y" to confirm my choice and waited till yellow progress bar finished configuring aircraft to cold and dark state

I also disabled "USE EXTERNAL POWER"

Note that there is a quite big difference between simulator we fly and real-life flight Most of pilots fly by themselves, while in real life there are two (in CRJ Series) Checklists and Normal Operations vary between airlines as well so all you read hear is simplified and tailored for beginners to get a successful short flight in CRJ
Let's start doing thing now



We need to load fuel (we will use lbs.) and board passengers

Fortunately, there are various sources to find fuel required for the flight and I used very popular online Flight Planner called [Simbrief](#). There are very many different options available there all depending how deep you want to get into the subject

For our simple flight look at the part of the Flight Plan screenshot below showing fuel

----- PLANNED FUEL -----			
FUEL	ARPT	FUEL	TIME
TRIP	PVD	2143	0031
CONT 15%		321	0005
ALTN	JFK	2300	0040
FINRES		4114	0130

MINIMUM T/OFF FUEL		8878	0246

EXTRA		0	0000

T/OFF FUEL		8878	0246
TAXI	LGA	625	0025

BLOCK FUEL	LGA	9503	
PIC EXTRA			
TOTAL FUEL			
REASON FOR PIC EXTRA			

We go to Tablet/EFB FUEL LOAD Page, slide mouse cursor over TOTAL FUEL WEIGHT area, left mouse click, input the **9503** and press ENTER on keyboard
Fuel will be automatically distributing filling wings equally and if needed center tank as well

To board Passengers, go to Tablet/EFB PASSENGERS Page, slide mouse cursor over Passengers number area, left mouse click, input the **60** and press ENTER on keyboard
I picked 60 as this destination at time of the year is probably not extremely popular but you can put any number of passengers you want for the corresponding CRJ size

Aircraft loads with all Doors closed but if you want to enjoy the animations and 3D modeling we invested there, click on the Tablet/EFB logo, Tablet/EFB will Popup, switch to external view and enjoy clicking on red squares which will open/close all doors

After you are done, make sure all doors are closed, closed doors will have red outlined squares

When clicking on squares allow some time for animations to finish



We will prepare for the flight based on Normal Checklists (available in the package in "documents" folder)

If you want to just get in the air fast, necessary steps to take are outlined in green.

If you want to follow more real-life behavior, just follow all steps

Let's start with SAFETY CHECKS Checklist

SAFETY CHECKS

Parking Brake ----- SET
 Landing Gear ----- DOWN
 Flight Spoilers ----- 0
 Nose Wheel Steering ----- OFF
 Throttle ----- SHUT OFF POSITION
 Flaps ----- 0
 WX Radar ----- OFF
 ADG Manual Release ----- Stowed
 Emergency Flaps ----- NORMAL

DO NOT FORGET TO TURN Nose Wheeling Steering back ON before taxiing
 Next Checklist, COCKPIT PREPARATION

COCKPIT PREPARATION

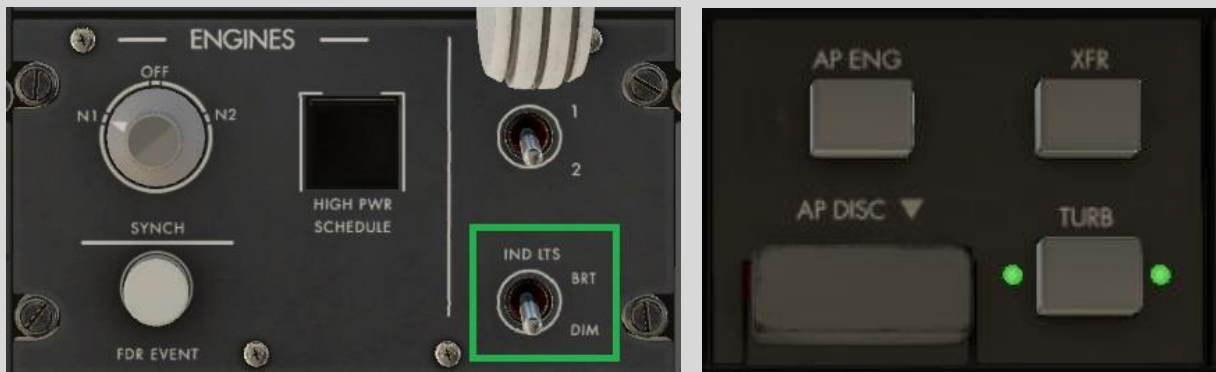
Battery ----- ON
 Fire Detect (first daily flight) - TEST
 AC Switch (if GPU available) -- ON
 APU and Main Battery ----- Check if > 22V
 APU PWR/FUEL ----- ON
 APU Start/Stop ----- START
 GEN Switches ----- AUTO
 Hydraulic Pump 3A ----- ON
 NAV Lights ----- ON
 LOGO Lights ----- ON
 FMS ----- PROGRAMMED
 Packs L & R ----- ON
 Recirc Fan ----- ON
 Windshield Heating LH & RH ----- LOW
 ELT ----- ARM/RESET
 Stall Warning (first daily flight) --- TEST
 Anti-Skid (first daily flight) ----- TEST
 MLG BAY OVHT TEST (first daily flight) - TEST

After you turn the Battery ON, you will get Red MASTER WARNING alarm, just press the button to clear the alarm

- EMERGENCY LIGHTS -ON

Anti-Skid -----	ARM
Engine Sync -----	N1
Spoilers GND Lift Dump -----	AUTO
Thrust Reverser LH & RH -----	ARMED
Flaps -----	TAKEOFF
TCAS -----	TEST
Stab Trim & Mach Trim -----	ON
Yaw Damper -----	ON

It is a personal preference, but I would suggest setting IND LTS Switch to BRT position, it will make little round green LEDs on the sides of the Glareshield Buttons lit bright



When you perform steps outlined above, you will see that Overhead panel and Cockpit is rather dark and letters above buttons and knobs are not very visible
On Overhead panel in MISC LTS section Turn OVHD knob to adjust Overhead Panel Integrated Lighting to your liking



For the rest of different lighting setup use panels shown below
On Lower Pedestal, use these knobs



On Left Side of the Cockpit, use these (right side is very similar)
Hint, to experiment with different lighting conditions, change simulator time to night



COKPIT PREPARATION Checklist above says FMS PROGRAMMED but since it might present a little challenge to new pilots, we will explain it step by step below

Programming FMS for the Flight

Below is the screenshot of the **FMS CDU** (Flight Management System Control Display Unit)

Keys outlined in Left Green Rectangle are called Left Function Keys and we will refer to them as LK1, LK2.... LK6 (counting from top to bottom)

In similar fashion Keys outlined in Right Green Rectangle are called Right Function Keys and we will refer to them as RK1, RK2.... RK6 (counting from top to bottom)



We will use only keys necessary to program the route below

We will fly at **13,000 FT**

BAYYS SEALL V188 GON with **Departure from RWY31** at **KLGA** (LAGUARDIA)
Landing at **KPVD** (PROVIDENCE) using **ILS OR LOC RWY 5** Approach

- Clear the message in Scratchpad "NAV DATA OUT OF DATE" by pressing CLR button
- Press FPLN Button
- Type in KLGA and press LK1
- Type in KPVD and press RK1
- Press EXEC Button
- Type in BAYYS and press RK4



- Press NEXT PAGE Button
- Type in SEALL and press RK1
- Type in V188 and press LK2
- Type in GON and press RK2

You should see your CDU Display Unit looking like below



- Press DEP/ARR Button
- Press LK1 to get to KLGA DEPART Page
- Press RK4 (to select departure runway RW31)
- Press EXEC Button
- Press DEP/ARR Button again
- Press RK2 to get to KPVD ARRIVAL pages
- Press RK4 (to select ILS05 APPR)
- Press RK3 (to select LAFAY Transition)
- Press EXEC Button
- Press LEGS Button
- Press NEXT/PAGE Button (you will see DISCONTINUITY empty field which needs to be filled with LAFAY to get rid of route discontinuity)
- Press LK3 (LAFAY will show at the bottom of the CDU Display called scratchpad)
- Press LK2 (LAFAY will pop into LK2 empty field)
- Press EXEC Button

Done! We just programmed our Route including Departure and landing Runways including ILS Approach.

We can now check our planned route following these simple steps

- Turn Big FORMAT Knob clockwise until you see FMS PLAN MAP format on MFD (Multifunctional Display)
- Using Up and Down Arrows on CDU will show all programmed waypoint
- You can also adjust Range of the display using Smaller Long Knob RANGE



Before Engine Start

We will now continue with the BEFORE ENGINE START Checklist

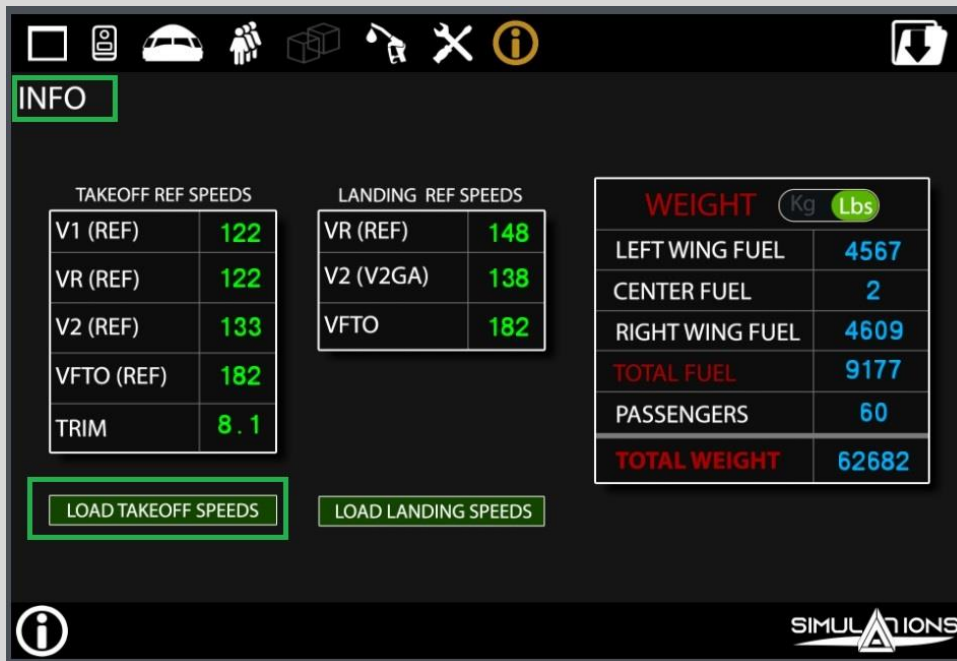
BEFORE ENGINE START

Ground Equipment -----	REMOVED
Wheel Chocks -----	REMOVED
Doors -----	CLOSED
Passenger Signs -----	ON
LDG Elevation -----	SET
Barometric Pressure -----	SET
Autopilot, Altitude, RWY Heading ----	SET
V-Speeds -----	SET
Transponder -----	SET
Trims -----	VERIFIED FOR TAKEOFF
Boost Pumps L and R -----	ON
Hydraulic Pumps -----	AUTO/ON

Make sure that there is no EXTERNAL POWER attached (see corresponding Tablet/EFB Page)

Make sure all Doors are closed (see corresponding Tablet/EFB Page)

To get Reference Speeds, go to Tablet/EFB INFO Page and press "LOAD TAKEOFF SPEEDS". You will see Reference Speeds appear on PFD (Primary Flight Display)



INFO

TAKEOFF REF SPEEDS		LANDING REF SPEEDS	
V1 (REF)	122	VR (REF)	148
VR (REF)	122	V2 (V2GA)	138
V2 (REF)	133	VFTO	182
VFTO (REF)	182		
TRIM	8.1		

WEIGHT Kg Lbs

LEFT WING FUEL	4567
CENTER FUEL	2
RIGHT WING FUEL	4609
TOTAL FUEL	9177
PASSENGERS	60
TOTAL WEIGHT	62682

LOAD TAKEOFF SPEEDS **LOAD LANDING SPEEDS**

DELTA WING SIMULATIONS



- Type in ATC assigned Transponder Code and Set State



- Adjust Trim (Standard X-Plane Command) per value shown in INFO Page of Tablet/EFB Page

Notice that **pressing "LOAD TAKEOFF SPEEDS" WILL NOT adjust the Trim, you must do it manually**

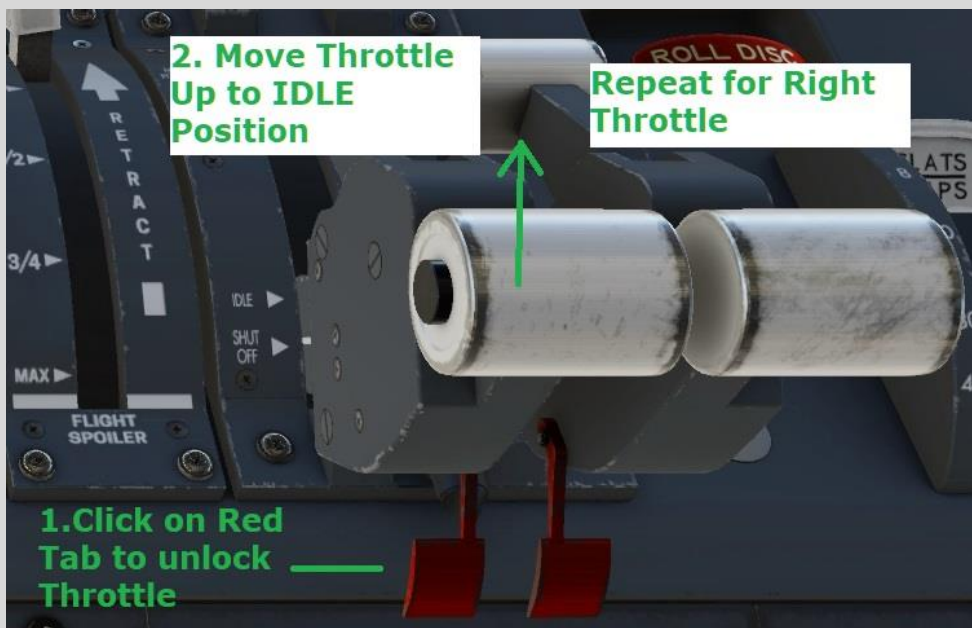
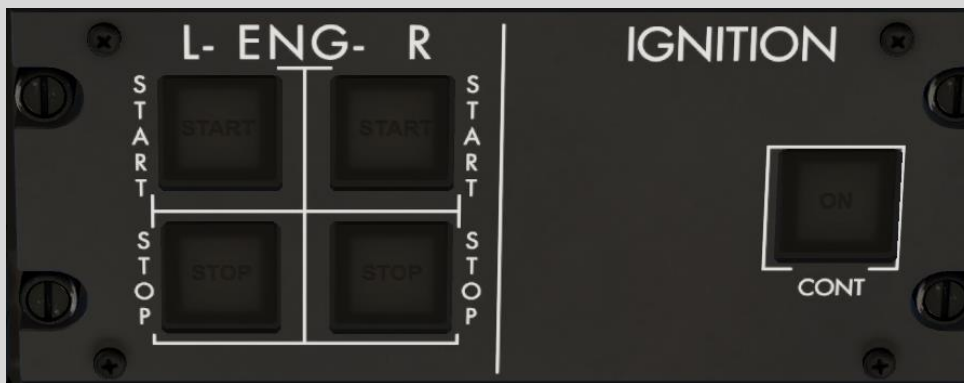
We will soon start the engines so make sure Boost Pumps L and R are ON and all Hydraulic Pumps are on AUTO as stated above in BEFORE ENGINE START Checklist

ENGINE START

Beacon ----- ON
 Engine Left ----- START
 When N2=20%, Thrust Lever ----- Position from SHUT OFF to IDLE
 Engine Right ----- START
 When N2=20%, Thrust Lever ----- Position from SHUT OFF to IDLE

When N2 reaches 20%, click on Ref Tab to unlock Throttle Lever and move Lever from SHUT OFF position to IDLE. Repeat for the other engine

See screenshot shown below



BEFORE TAXI

Probes LH and RH	-----	ON
Anti-Ice	-----	AS REQUIRED
Taxi Lights	-----	ON

APU Start/Stop ----- STOP

APU PWR/FUEL ----- OFF

N/W STRG (Nose Wheel Steering) ----- ARMED

Before we start Pushback make sure you set your initial heading and altitude

- Set **Heading to 315** (RWY 31 heading at KLGA)
- Set **Altitude to 7000**

We are ready for the Pushback. The most popular addons are Better Pushback and EZPushback. If you can run Better Pushback (now of writing this, there are some problems with it), than you will have all fancy stuff, voice, tug etc.

If you want to pushback easy and faster, EZPushback is the way to go. You can assign keyboard keys or joystick/yoke buttons and you are in business. Personally, I prefer it as it is much faster, release Parking Brake and use Nose Wheel/Rudder to control the turn rate, apply Parking Brake and pushback stops. Simple yet very efficient and fast

Taxi to RWY 31, stop before entering the runway and follow BEFORE TAKE-OFF Checklist

BEFORE TAKE-OFF

Landing Lights ----- ON

Strobe Lights ----- ON

Beacon Lights ----- ON

Taxi Lights ----- ON

Fuel XFLOW ----- MAN

Transponder ----- ON

TCAS ----- AS REQUIRED

Terrain Display ----- AS REQUIRED

CAS ----- CHECKED/CLEARED

Few words on the Takeoff procedure. In real word, there are two pilots in the CRJ cockpit, all work that need to be done is split between them to ensure safety

In simulation world (unless you use some type of Shared Cockpit addon), all work has to be done by one person so in this example Takeoff Procedure, we will make thing tailored to this situation

When you start accelerating down the runway, things will start happening very fast, so we recommend reading Takeoff Procedure steps carefully and either memorize them or write them down and keep the note in front of you

Let's get baby airborne now

- **Press TOGA** switch on Throttle Lever (TOTO FMA (Flight Mode Annunciator) will appear on PFD and FD (Flight Director) will appear. All Autopilot Modes OFF
- Thrust Levers to N1 = 70%, wait till stabilized, **Levers to TOGA detent**
- At V1 start gently pulling in Yoke/Joystick
- **Follow FD Cues** (approximately 13 degrees)
- When positive rate of climb (Altimeter and Vertical Speed Indicator) - **GEAR UP**
- At **V2 +15** Select **SPEED Mode** on FCP (Flight Control Panel)
- At 4000 AGL (Above Ground Level) select **HDG** or **NAV Mode**
- At 600 AGL **Autopilot-ON**
- At 1000 turn **Speed Bug to 210 slowly**
- **Retract Flaps** making sure each stage finishes before making next one
- When you hear **Aural Warning**, 1000 feet before reaching your preselected altitude (7000), **Start Reducing the Throttle** to prevent overspeed and over-altitude when capturing preselected altitude

Since things calmed down a bit, we can Follow TAKE-OFF Checklist

AFTER TAKE-OFF	
Landing Gear -----	UP
Flaps -----	RETRACTED
Fuel XFLOW -----	AUTO
Thrust Reversers L and R -----	OFF
Lights -----	AS REQUIRED
Passenger Signs -----	AS REQUIRED

We are flying heading 315 at altitude 7000 and ATC tells us **to fly Direct GON and climb and maintain 13,000 FT** which is our cruise altitude for that short flight.

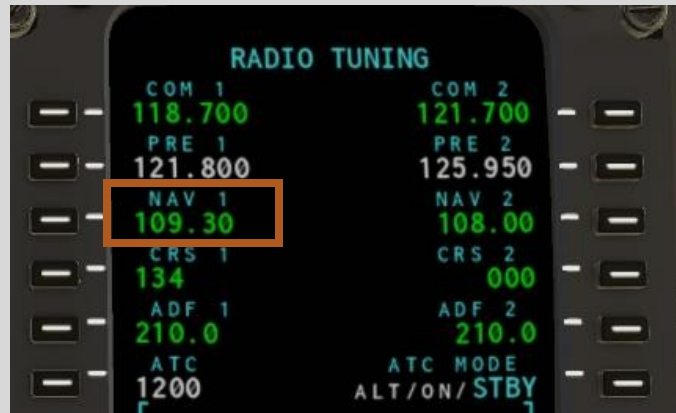
We change Target Altitude to 13,000 FT and press SPEED mode button. At this point we can rotate the SPEED Knob to select speed we want to maintain during climb. Since we are still below 10,000 FT (speed restriction in USA), we make speed 245 kts, after passing 10,000 we can make it higher

We push the Throttles slowly until we get the Climb Rate we want

Cruise portion of the flight will give us time to check some systems making sure all works fine

We assume that we were already given information about expecting to land on RWY 05 executing ILS or LOC Approach

Looking at the Approach Plate for KPVD ILS or LOC RWY 05, we set our **Nav1 Radio to LOC frequency 109.3**



After passing GON (Groton VOR), ATC tells us to descent and maintain 6000 FT. We pull the Throttles to Idle, set new Target Altitude and select SPEED or VS mode

About 10 NM before LAFAY, ATC tells us to fly heading 75, descend and maintain 3000 FT and clears us for **ILS OR LOC RWY 5** Approach at Providence

We do that, pull Throttles to Idle, set new Target Altitude and select SPEED or VS mode

At this point we run DESCEND Checklist

DESCENT	
Landing Elevation -----	SET
Fuel -----	CHECK
TCAS -----	AS REQUIRED
Terrain Display -----	AS REQUIRED
CAS -----	CHECKED/CLEARED
Landing Data -----	SET

We **press HDG Knob in the middle** to align Heading with the flight direction and **press HDG Button** to turn on Heading Mode. In case heading is not 75, we adjust it to 75 using HDG Handknob

VERY IMPORTANT, we change **NAV Source to NAV1** and **Format to NAV SECTION** as shown on screenshot below



Now we run APPROACH Checklist

APPROACH

Barometric Pressure ----- SET
Lights ----- SET

Passing LAFAY, we press APPR Button activating Approach Mode

Now we concentrate on intercepting localizer, we slow down to around 200 KTS and start retracting flaps, one notch at a time for smooth transition adjusting the Throttles accordingly to maintain proper speed

After flaps are all down, we go to Tablet and Load Speeds for landing by pressing LOAD LANDING SPEEDS. They will be displayed on PFD (Primary Flight Display)

When the GS (Glide Slope) becomes active, plane will start descending, we lower the gear and run BEFORE LANDING Checklist

BEFORE LANDING

Passenger Signs ----- ON
Thrust Reversers L and R ----- ARMED
Landing Gear ----- DOWN
Flaps ----- SET

There is no AUTOLAND on CRJs so at your discretion, we turn the Autopilot OFF and fly manually, keeping an eye on the speed and land

After landing we deploy Thrust Reversers (Shift + "/" is default X-Plane key for it)

After we taxi off the runway we run AFTER LANDING Checklist

AFTER LANDING

Spoilers ----- RETRACTED

APU PWR/FUEL ----- ON

APU Start/Stop ----- START

Transponder ----- STBY

Terrain Display ----- OFF

Flaps ----- RETRACTED

Landing Lights ----- OFF

Strobe Lights ----- OFF

Taxi Lights ----- ON

Probes LH and RH ----- ON

We park at the gate of your choice and run SHUTDOWN Checklist

SHUTDOWN

Parking Brake ----- SET

Throttles ----- SHUT OFF POSITION

Anti-Ice ----- OFF

Passenger Signs ----- OFF

Boost Pumps L and R ----- OFF

Hydraulic Pumps ----- OFF

Beacon Lights ----- OFF

N/W STRG (Nose Wheel Steering) ---- OFF

ELT ----- OFF

External Lights ----- OFF

APU Start/Stop ----- STOP

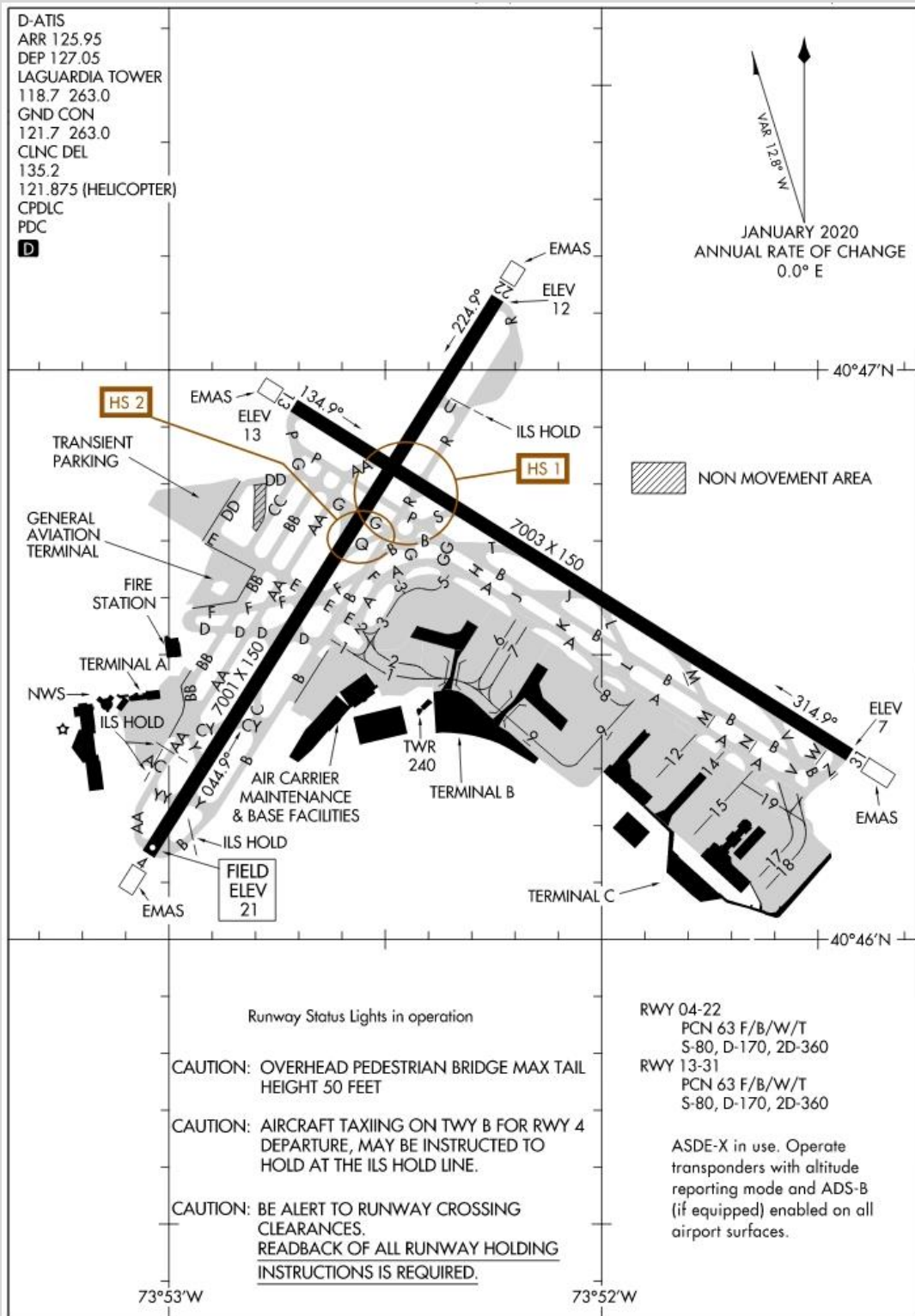
APU PWR/FUEL ----- OFF

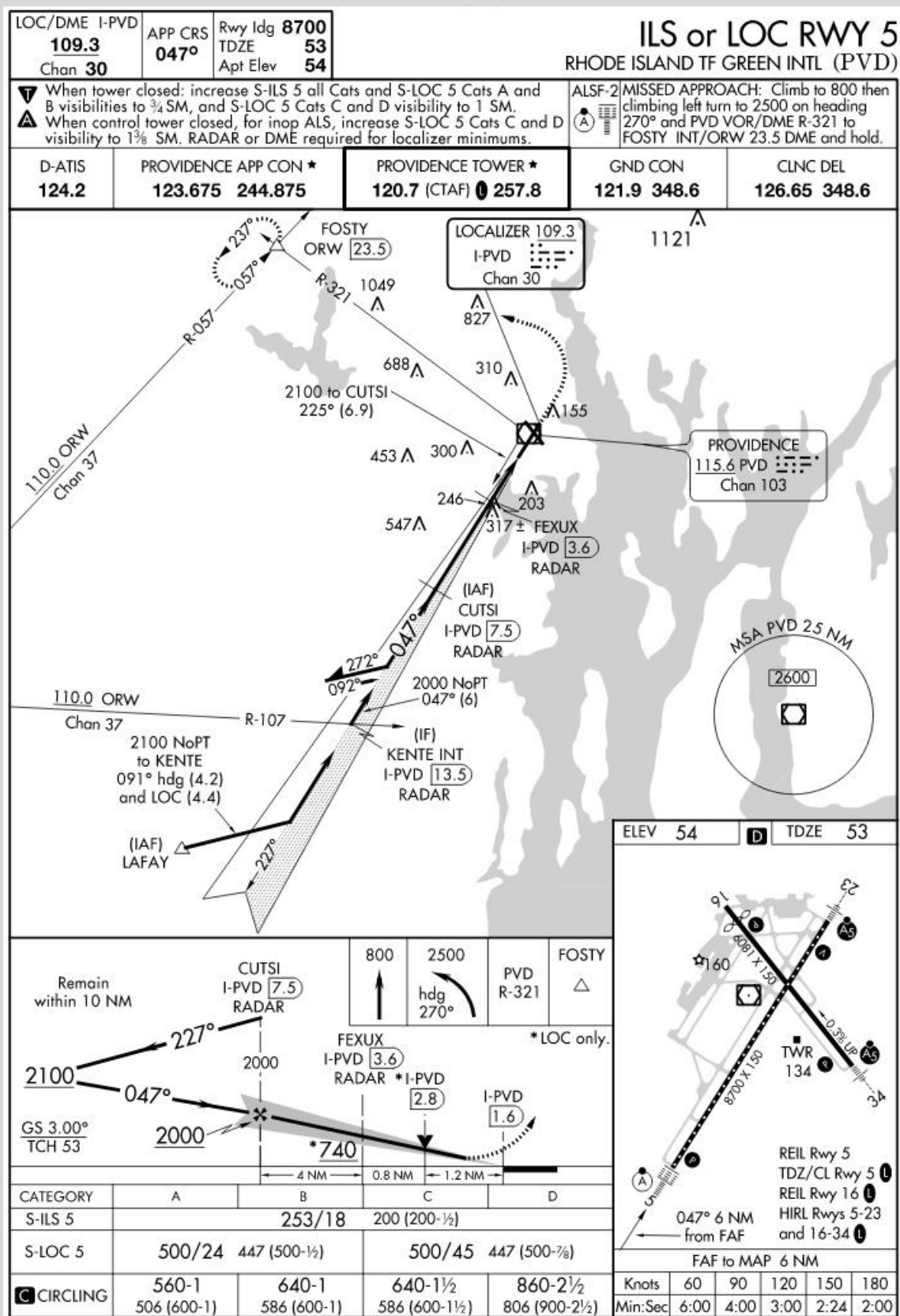
Internal Lights ----- OFF

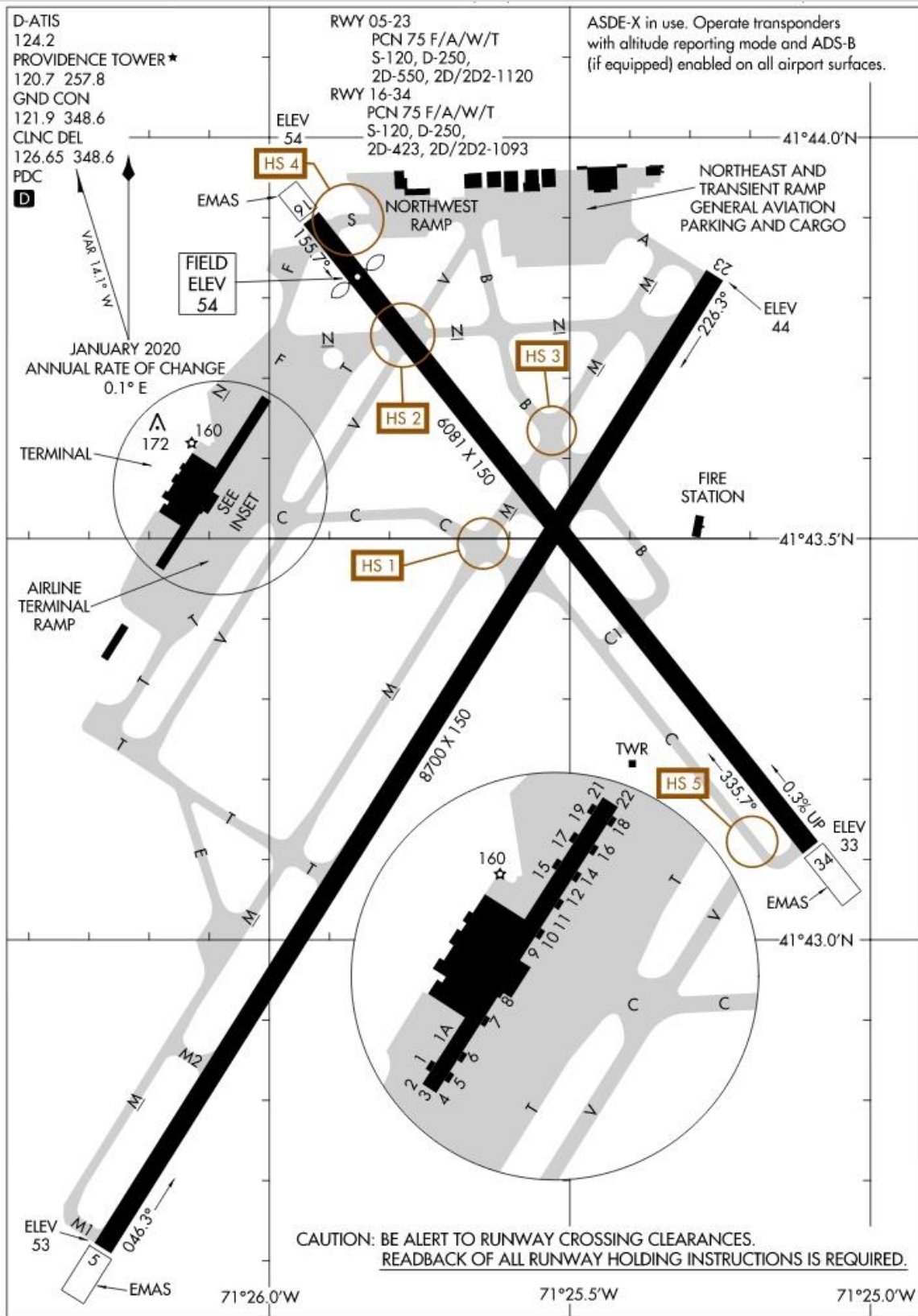
Battery ----- OFF

Congratulations on completing your first automated flight!

Charts for the flight: Airports KLGA, KPVD and ILS or LOC RWY 5 Approach Chart







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