

ESGG Gothenburg/Landvetter

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Installation advice

The content of the package

The combined ESGG/ESMS sceneries come packed in a single .EXE file that is easy to install. Just follow the advice down here. When the file is unpacked in the chosen directory you will find - beside of the installed scenery files – also two files called ESGG map.PDF and ESMS map.PDF residing in the Swedflight Pro directory. These files contain a detailed map over ESGG and ESMS with all runways, taxiways and gates with their numbers. To see them you need the free program Acrobat Reader which you can download via our web site if you don't have it already. Inside that program you can also print the maps which we advice you to do.

Unpacking and installation

The unpacking of the EXE file is executed by just running it from where you have placed it temporarily. All necessary steps are described in the installation program that is started automatically and then makes the installation.

Activating the scenery

The following procedure is also described with pictures in the accompanying file ACTIVATE.PDF that is placed in the directory <SwedflightPro> during the installation.

When the scenery files are unpacked and automatically copied to their proper directories you have to activate the ESGG and ESMS sceneries in the flight simulator itself. These Swedflight PRO sceneries do **not** need any editing of the setup file for the simulator; in stead you do it simply inside the simulator like this:

- Go to the menu *World/Scenery Library* and click on the button ADD AREA.
- The window 'Select scenery directory' will pop up. Find the main directory where the scenery was installed – if you haven't changed the default position it will be under ADDON SCENERY in the root directory of FS2002.
- Go there and click on the directory Swedflight Pro, then ESGG and then SCENERY
- Click OK
- Repeat the procedure above with the ESMS scenery
- Click OK again in the Scenery library window and the two sceneries are now activated.

If you have problems with low frame rate

The airports in the Swedflight PRO series are optimized very effectively with our own unique method that gives unsurpassed frame rate values. Sometimes however you can still experience low values, mostly for two reasons. Firstly you may have a slower computer than needed (basically you should have at least a PII 600MHZ, 256 Mb memory and a modern graphics board to get reasonable values – Geforce I and

upwards). Secondly the flight simulator itself can also affect the frame rate very badly if you have activated some of its special features and they are more easy to change then switching to a faster computer. Especially three of them are worth mentioning:

- **AUTOGEN** - This new feature, that places trees and houses randomly in the scenery, lower the frame rate considerably if you have given that parameter a high value. Set a low value there or inactivate it completely if you want higher figures for the frame rate. You will find the setup in the menu *Options/Settings/Display/Scenery*
- **ANTIALIASING** - This feature smoothes the edges of houses and aircrafts. We advice you to inactivate this if you want a high figure for the frame rate. On some computer systems you will directly double the frame rate value just by inactivating it. To use this feature you should have a modern, fast graphics board. You will find the setup in the menu *Options/Settings/Display/Hardware*
- **VISIBILITY** - If you have too long visibility in the scenery the ground textures far away must be updated constantly when you move around, and that takes extra power from the processor. Go to *World/Weather* and set the visibility to 5 or 10 mi (8 or 16 km), these are not too uncommon figures also in reality. You will gain some frame rate doing so and your scenery will look more realistic at the same time.

Some notes about the sceneries

These are quite big sceneries, especially ESGG where all buildings are included down to the smallest ones. To make these Swedflight PRO sceneries useful also for a professional flyer – that is the main objective in this project - we have stressed the importance to have a very detailed runway and taxiway environment, with all details included – surfaces, lights, signs, taxi lines, grass islands and so on. Most of the details are placed with high precision in the scenery at their true places and thereafter optimized by us with a proprietary method to give the best visibility and frame rate.

In a later free update we will for ESGG add the enlargement of the apron that was opened in 2001. We got the maps for that too late to include it in this version.

The ESMS scenery shows the airport how it will look when the new addition to the terminal is finished. Also there the apron is enlarged recently, but that we have already included in this scenery.

How to contact us

We hope you will visit our web site now and then, looking for updates or other additions for our sceneries. The address is: <http://www.swedflight.com>

You can reach us easily on this email address: support@swedflight.com we will try to contact you back as fast as we can.

Thanks

We want to thank everyone that have helped us make this project come true and that have given us a lot of help when needed – for all maps and original drawings and for making it possible to take all those pictures on the apron inside the fence, which is a necessity when making true photorealistic scenery like this. Thanks also to those that have beta tested the scenery and given us useful advice.

Airport data

Here follows some basic data about the airports – all are from year 2001.

Gothenburg/Landvetter

Landvetter is the second biggest airport in Sweden.

- **Passengers:** 4 millions - *International:* 2,7 millions *Domestic:* - 1,3 millions
- **Takeoffs and landings:** 110 daily takeoffs.
- **Operators:** 20 airlines operates at Landvetter to 30 destinations, 23 of them are international.

Runway	03	21
Ref.point ARP	57°39'36"N	12°17'38"E
Height AD (feet)	506	
Bearing GEO	026°	206
Bearing MAG	025°	205
Length (meter)	3299	3299
ILS ID signal	SGG	NGG
ILS frequency (MHz)	110.30	108.50

Malmoe/Sturup

Sturup is the third biggest airport in Sweden.

- **Passengers:** 2,2 millions - *International:* 0,81 millions *Domestic:* - 1,25 millions
- **Freight:** 5634 tons
- **Takeoffs and landings:** 45970
- **Operators:** 20 airlines fly to 36 destinations in 15 countries
- The top destinations/countries (in number of passengers) are Sweden, Spain, Netherlands, Greece, Great Britain, Cyprus, Turkey

Runway	17	35
Ref.point ARP	55°32'54"N	13°21'12"E
Height AD (feet)	236	
Bearing GEO	173°	353
Bearing MAG	172°	352
Length (meter)	2800	2800
ILS ID signal	NMS	SMS
ILS frequency (MHz)	111.90	108.10

Airport history

Gothenburg/Landvetter

On October 1st 1977 the new airport Landvetter was opened by the King of Sweden. It replaced the 54 year old and very classical airport at Torslanda that up to then have served as the international and domestic airport in the Gothenburg region. Like many old airports from that time it had grown too small and the environments on the island Hisingen, west of the city where Torslanda was situated, did not suit the much bigger airport that was now projected several years earlier. The new area in Härryda that was chosen for the new airport is situated 25 km to the east of the city. A whole lake (Kroksjön) had to be emptied where the runway 03/21 should be placed, a giant job during the construction. The name Härryda was not very well suited for international use so the name of the nearby community Landvetter was instead chosen for the airport. Since the opening in 1977 the airport has been enhanced several times, the latest of them last year when the apron was enlarged with 12 new stands (an addition that is not shown in our scenery but will be added later in a free update).

Malmoe/Sturup

One of the most classical airports in Sweden was Malmoe/Bulltofta, the airport where the commercial flying started in our country. The airline that later became the Swedish part of SAS was founded here already in 1924 like the airport itself. Before WorldWar II Bulltofta was one of the most modern airports in the world. That situation changed in the 60: ies when aircraft got heavier, the runway became too short and the vicinity to downtown Malmoe was considered a hazard. Instead of enlarging the airport at the existing location close to the city a new location was chosen 30 km southeast of the city at Sturup. The new airport there was officially opened at December 1st 1972 and is now the main international airport for the southern part of Sweden. Also here some additions have been made during the years and during 2001 a new bigger apron was added plus enlargements of the terminal – both of them are reflected in our scenery.

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SWEDFLIGHT DESIGN GROUP