

ESSB Stockholm/Bromma
ESGJ Jönköping/Axamo
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Installation advice

The content of the package

The Scenery Pack #2, with the airports ESSB, ESGJ and ESMK, comes 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 three files called ESSBMAP.pdf, ESGJMAP.pdf and ESMKMAP.pdf residing in the SwedflightPro directory. These files contain a detailed map over the three airports with runways, taxiways and stands with their numbers. To see it 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 map which we advice you to do.

Unpacking and installation

The unpacking of the SWFL_PACK2.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. Just answer the questions in which directory to put the scenery files.

*In the end of the installation you will get a question if you want to install files for the AI traffic. **What is that?** The behaviour of the so called AI aircraft - which were introduced in FS2002 - is adapted only to the default airports with their original arrangement of runways and taxiways. To make them instead to follow the layout of taxiways of our more exact layout, we patch the involved original file during the installation. If you therefore answer YES on that question about the AI traffic, this patching is done automatically with data matching the three airports in the package..*

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 ESSB/ESGJ/ESMK 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 SwedflightPro, then ESSB and then SCENERY
- Click OK
- Click OK again in the Scenery library window and the scenery is now activated.

- Repeat the procedure for ESGJ and ESMK

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 PIII 800MHz, preferably 256 MB memory and a modern graphics board with 32 MB memory to get reasonable values – Geforce 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 than 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 graphics system. 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 scenery

Stockholm-Bromma

Stockholm, the 750 year old capital of Sweden, is mainly situated on distinct islands between the big lake Mälaren and the Baltic Sea. It is therefore very well suited for a VFR photorealistic scenery that will make it easy to navigate around this truly beautiful city. In this package a big area that covers all the downtown city of Stockholm is included. Approximately 8 x 6 nautical miles are rendered with photoreal textures with a resolution of 4 meter/pixel which makes it possible to see quite tiny objects like boats and parked cars. With Stockholm-Arlanda (within 10 minutes flight) that was released in the first package - these two airports will give you outstandingly beautiful short VFR flight experiences.

Jönköping-Axamo

This airport belongs to the medium sized in Sweden and is very suited for a project where you want to include most of the objects in the environment. That has been one of the objects for this scenery that now includes almost everything worth modelling. A good basic material is a must too, good original drawings and lots of photos (in this case more than 500). The result is a very complete scenery consisting of over 30 buildings that together with the new detailed ground structure gives you an unsurpassed realistic view of one of the more beautiful airports in the country.

Kristianstad-Everöd

Kristianstad-Everöd airport is situated in the northeastern corner of the Skåne province in the south of Sweden and is a medium sized important airport for that region with flights going also abroad.

This airport scenery is done with ultimate precision and is probably the one that is most exactly done of all in the series. We have had access to all necessary drawings and thanks to the local staff we have also been able to measure by hand all parts of the buildings. All that together with the ultra sharp textures has resulted in a very realistic scenery, both in daytime and at night.

A new technique of making taxi and edge lines was invented in this project (and that is used also at Jönköping airport in this package) resulting in sharp 15 cm lines with smooth curves and placed with high precision - not found in any other scenery as far as we have seen.

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 adress is: <http://www.swedflight.com>

You can reach us easily on this email adress: 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 a true photorealistic scenery like this.

Airport data

Stockholm-Bromma

Number of passengers in 2001:	981 300
Number of airlines:	5
Number of destinations:	7
Number of starts/landings in 2001:	65 200

Physical data (**only for use in flight simulation, not for real use!**)

RUNWAY	12 (asphalt)	30 (asphalt)
Ref point ARP	LAT 59°21'16"N LONG 017°56'32"E	
Height (feet)	23	
Bearing GEO	125.01	305.03
Bearing MAG	122	302
Length (meter)	1668	1668
ILS signal	SB	SBA
ILS fq (MHz)	110.3	109.7

Jönköping-Axamo

Number of passengers in 2001:	211 993
Number of domestic passengers in 2001:	101 317
Number of international passengers in 2001:	73 187
Number of charter passengers in 2001:	37 489
Number of starts/landings in 2001:	24 000

Physical data (**only for use in flight simulation, not for real use!**)

RUNWAY	01 (asphalt)	19 (asphalt)	11 (grass)	29 (grass)
Ref point ARP	LAT 57°45'30"N LONG 014°04'09"E			
Height (feet)	737			
Bearing GEO	018.07	198.08	114	294
Bearing MAG	017	197	112	292
Length (meter)	2203	2203	600	600
ILS signal		109.9		
ILS fq (MHz)		SJ		

Kristianstad-Everöd

Physical data (**only for use in flight simulation, not for real use!**)

RUNWAY	01 (asphalt)	19 (asphalt)
Ref point ARP	LAT 55 55.14N	LONG 14 05.17E
Height (feet)	76	
Bearing GEO	007.15	187.15
Bearing MAG	005	185
Length (meter)	2215	2215
ILS signal		MK
ILS fq (MHz)		108.50

Airport history

Stockholm-Bromma

The interesting story of this historic airport has been thoroughly described in the separat PDF file ***Stockholm-Bromma facts.***

Jönköping-Axamo

The history of flying is very old in Jönköping where the first airplane landed already in 1913 – not on this field of today, but somewhere on the grass areas at the Artillery Regiment that resided in the city before. In 1935 a grass field at Rocksjö (very near the city) was opened for traffic and the flight operations there lasted until 1961 when todays airfield at Axamo was built. The traffic at the Rocksjö field consisted in the end mainly of transport of newspapers and a small amount of passengers. The conditions there was not very good, the surface of grass had many muddy and swampy parts that made the field difficult to use in certain wind directions. It is said that sometimes it was the conditions on the ground more than the wind that decided which runway to use.

In 1961 a totally new regional airport was therefore built at Axamo – a big undisturbed area about 10 km from the city. Already the first year 20000 passengers were transported at the new field. To start with the runway had a length of only 1610 meter but after the last rebuild in 1984 it is now 2200 meter. The traffic at Axamo grew steadily and in 1991 the beautiful terminal and tower of today were built. Last year (2001) the passenger amount had risen to 212000, a tenfold since the opening. But the capacity of the airport is as much as 700000 passengers so there is a big costume to fill up. Like in the rest of the world the travelling here after Sept 11, 2001 has fallen dramatically. For Axamo the trend has been negative and SAS has for example been forced to end their since 1967 established route to Copenhagen. But that successful line has immediately been taken over by Skyways, that by a well adapted schedule will try to raise the passenger amount to the old levels again. For the whole airport a big marketing project called Axamo 2010 has been launched and that will try to raise the volume to 700000 passengers in year 2010 – a really great challenge.

The airport is owned and operated by the Swedish Civil Aviation Administration

Kristianstad-Everöd

Kristianstad Airport originates from the military Everod airbase which was built at the end of the Second World War. The airbase was in the beginning a grassfield landing strip but got an asphalt runway in 1953. A joint venture between the municipalities in the NE corner of the province Skane lead to civilian air traffic from Kristianstad Airport beginning on the 16th of April 1961. Jet aircraft were in use in the traffic to/from Stockholm from 1977 onwards.

Airport management was taken over by Nordosttra Skanes flygplats AB in 1983, a fully community owned company. A new terminal building and new car parking areas was inaugurated in September 1984. Air transport to/from Stockholm was still the backbone in the operation but in 1988 the first international connection was established to Copenhagen Airport. After transformations in Eastern Europe it became possible to open air transportation to the Baltic States. In 1992 the air service between Kristianstad and Kaunas/Palanga i Lithuania became a fact. The Airline company of Linjeflyg was acquired by Scandinavian Airlines System and after the New Year 1993 the logotype was changed to SAS on the domestic flights for Stockholm. The passenger numbers were increasing and the need of larger premises was evident.

By January 1996 an additional part of the terminal building was ready and doubled the area. In the summer of 1996 a new and lengthed runway was constructed . It was built to allow even very heavy aircraft. Simultaneously the terminal area was widened and equipped with reinforced concrete aircraft parking places. (reprinted by permission of airport authorities)

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SWEDFLIGHT DESIGN GROUP