KBZN

Bozeman International Airport

USER GUIDE SEPTEMBER 2016

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Thank you!

Orbx would like to thank you for purchasing FTX US KBZN Bozeman International Airport (KBZN).

KBZN Bozeman Yellowstone International Airport is the latest offering from developer Jarrad Marshall, whose many previous projects have included the highly successful KJAC Jackson Hole, KSFF Felts Field Spokane, YBRM Broome International and YBCS Cairns International.

Situated in the picturesque Gallatin Valley, Bozeman Intl has recently undergone significant expansion and is now the busiest airport in Montana by passenger movement. As well as being served by United, Horizon, Delta, Frontier and Allegiant Airlines, Bozeman is a major GA and Corporate destination, with over 250 aircraft based at the field (including 25 jets). With a 9000ft main runway, the airport is capable of taking all sizes of aircraft (including 747s and C-5s, as demonstrated during a Presidential visit in 2009) with ease, and is perfectly suited for short flights to Jackson Hole and West Yellowstone. Suitable for both high-end tubliners (777/NGX/Q400 etc) and low-and-slow GA types, there has been considerable work done in optimizing the scenery to ensure good performance on most setups.

Outside of the airport perimeter, you will find included a considerable area of scenery to explore – whether that be on approach in the NG or low-and-slow scouting in a 172. Within the coverage area are five “lite” private airstrips, all of which will be included in the package. With the help of Neil Hill, these five fields represent a step up from the versions shipped with CRM, including all the usual goodies (PeopleFlow, StaticFlow, AnimalFlow etc), yet will not be 100% full-blown renditions in their own right. Aside from a large PR coverage extending from the airport (which includes the town of Belgrade MT and the north-east corner outskirts of Bozeman), you will find the entire Bridger Ranges included.

Bozeman Yellowstone International Airport covers an area of 2,481 acres (1,004 ha) at an elevation of 4,473 feet (1,363 m) above mean sea level. It has three runways: 12/30 is 8,994 by 150 feet (2,741 x 46 m) with an asphalt surface; 3/21 is 2,650 by 75 feet (808 x 23 m) with an asphalt surface; 11/29 is 3,197 by 80 feet (974 x 24 m) with a turf surface.

Air Traffic Control handled 73,749 aircraft operations in 2011; General aviation accounts for 76% of Bozeman Yellowstone International's aircraft operations. Scheduled passenger and cargo airline service account for approximately 17%, with corporate jet operations accounting for 7%.

Source: Wikipedia, the free encyclopedia

Product requirements

This scenery airport addon is designed to work in the following simulators: **Microsoft Flight Simulator X**, **Lockheed Martin Prepar3D v1, Lockheed Martin Prepar3D v2** and **Lockheed Martin Prepar3D v3.**

Orbx FTX Central Rocky Mountains is also required for full functionality.

What will you miss out on if you don't have Orbx FTX Central Rocky Mountains installed?

- Blending of the airport photoreal into the surrounding terrain
- Moving traffic on roads, properly aligned to the photoreal ground terrain
- Enhanced FTX Global 3D lighting system with improved FPS in urban/township streets around the airport
- Orbx's modified houses and trees which match North American houses and trees

Please visit https://orbxdirect.com/product/crm to purchase your copy of FTX Central Rocky Mountains if you haven't already done so.

Quick Installation Guide

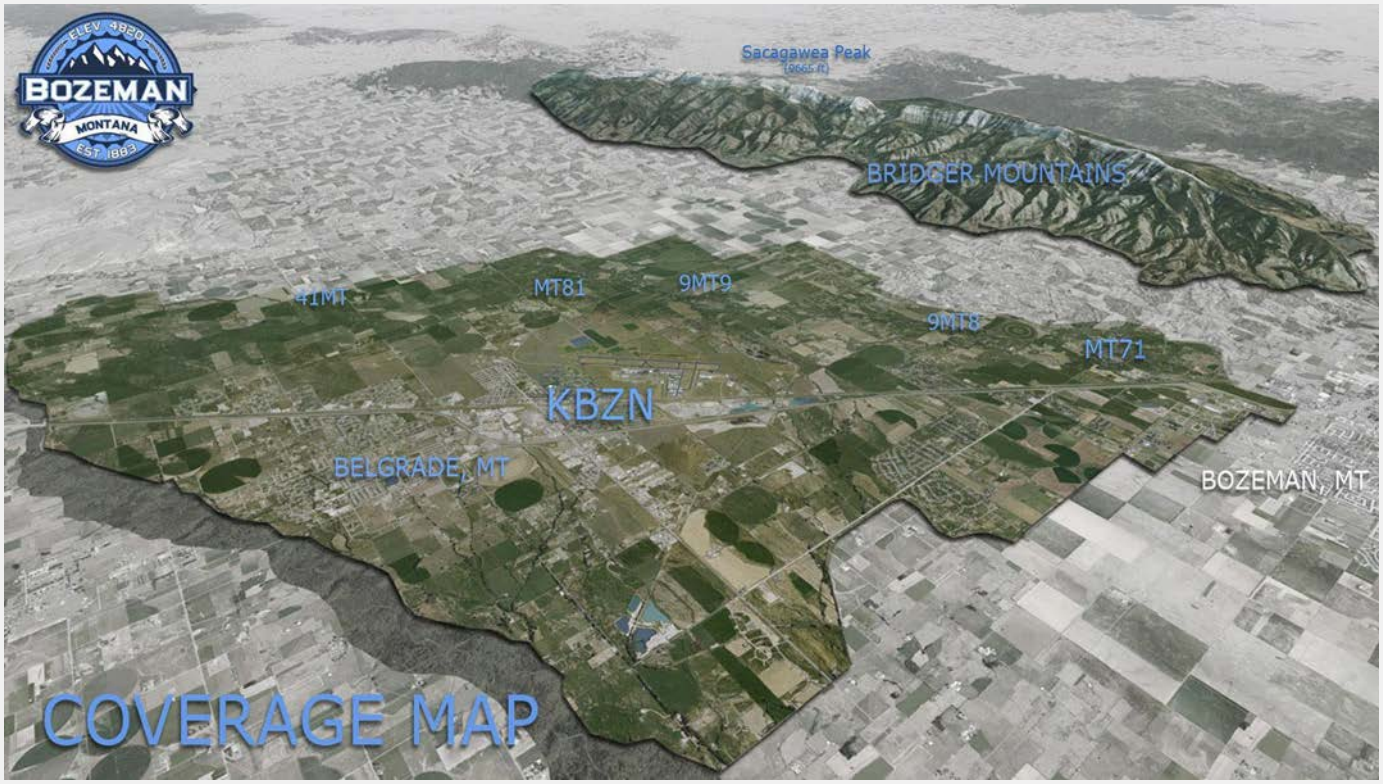
Installing Orbx FTX KBZN is all managed by our FTX Central application. This app is responsible for many aspects in maintaining your Orbx installation. Please visit the support forums to learn more.

Once you have purchased KBZN it will be added to your account and you can have FTX Central download and install it for you. The appropriate scenery library entries will also be managed by FTX Central.
You may also manually download KBZN and then have FTX Central manage the installation for you once downloaded.

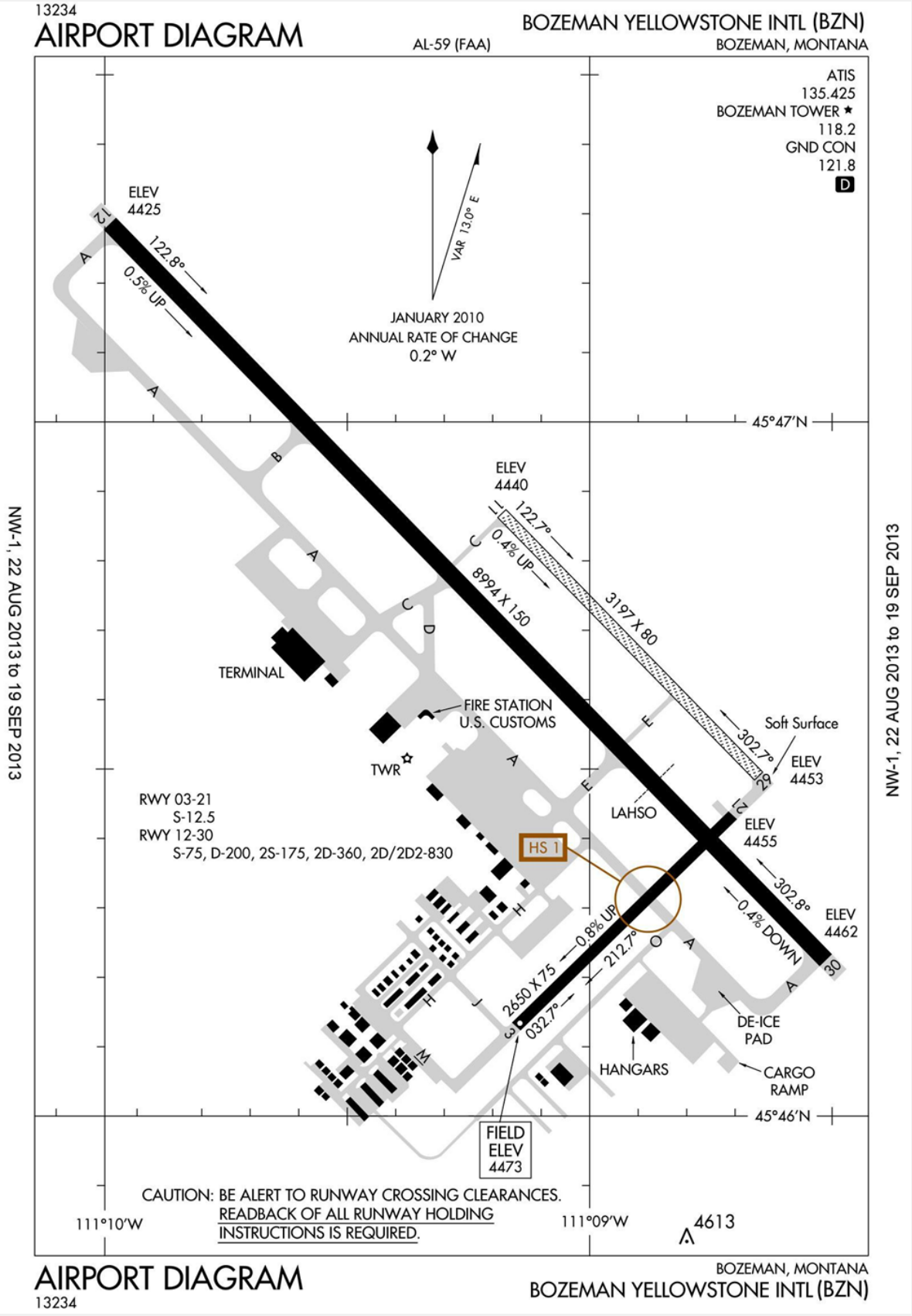
An internet connection is required for FTX Central to validate your license.

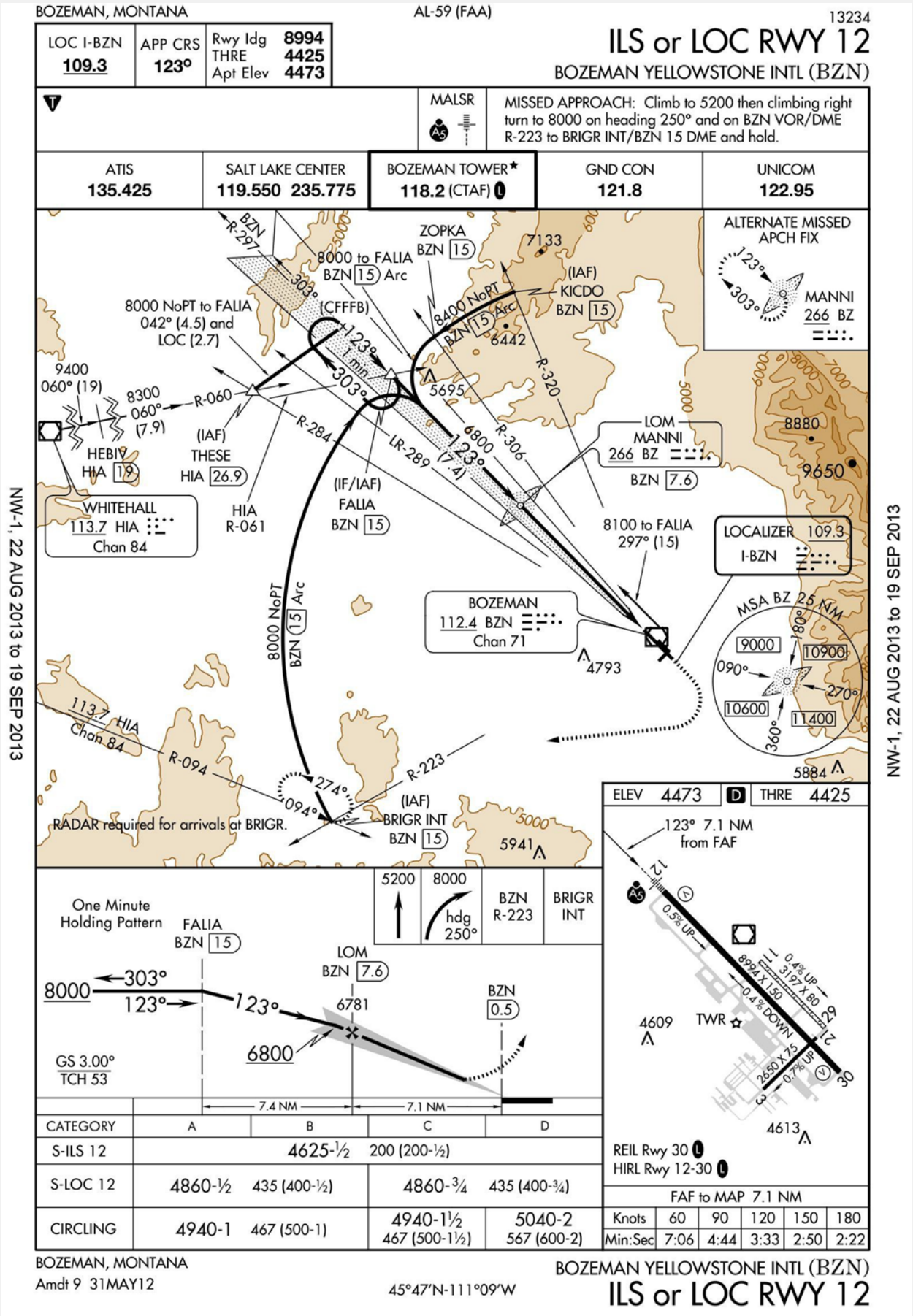
Please note that the above all refers to FTX Central 3. Earlier versions of FTX Central are no longer supported but will still function as before. The integration of FTX Central with your OrbxDirect account is only available with FTX Central version 3 and above.

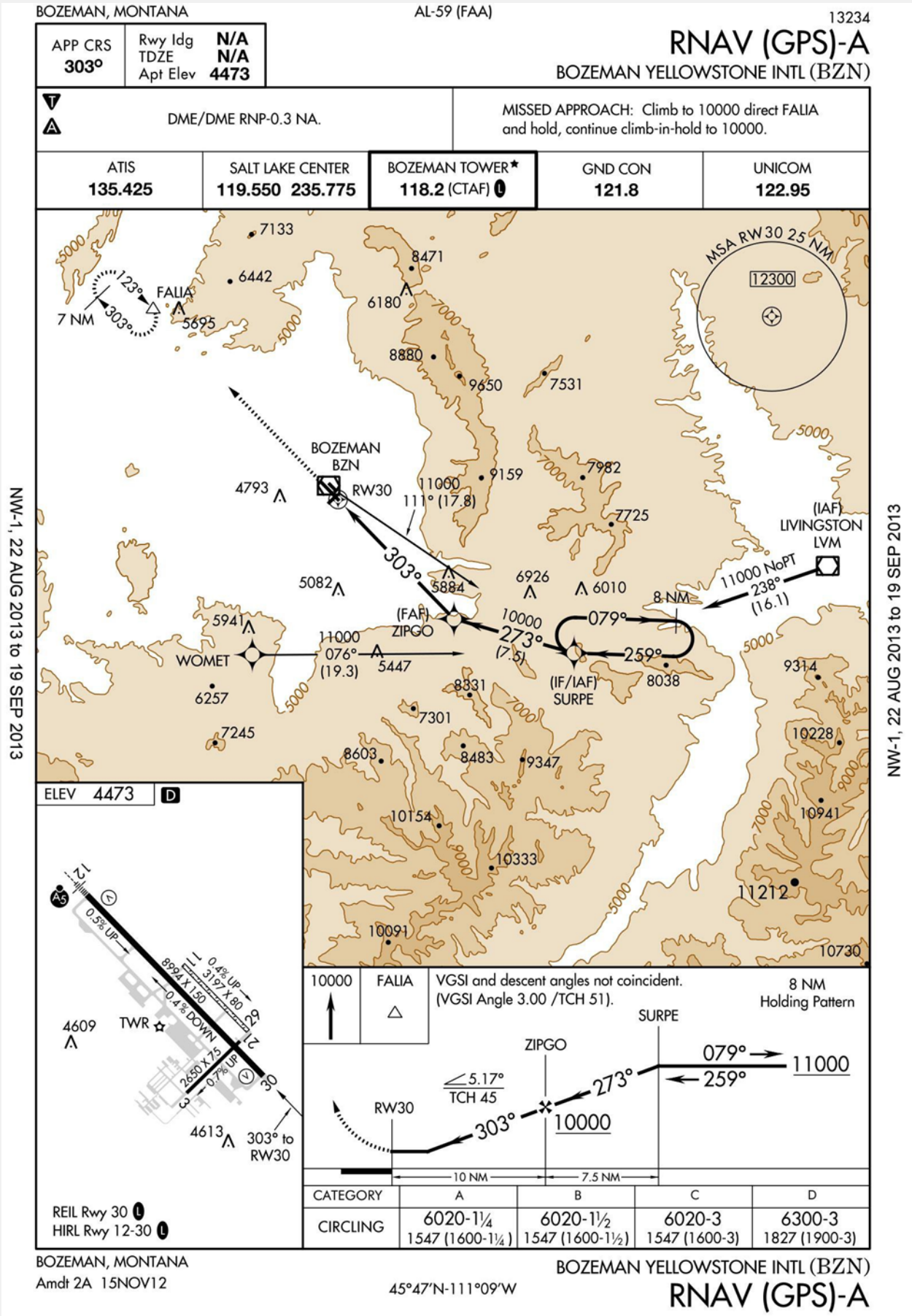
Scenery Coverage Area

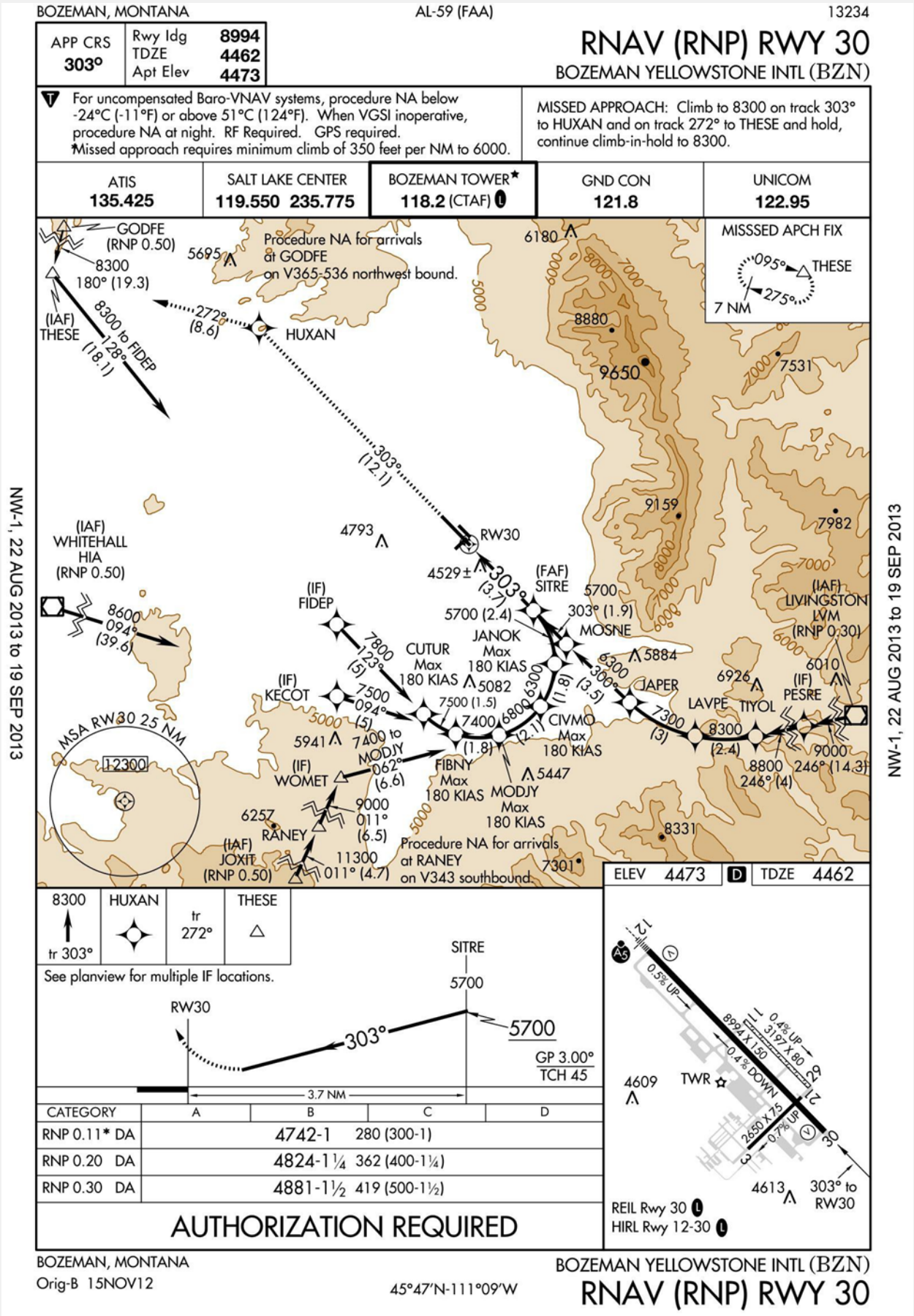


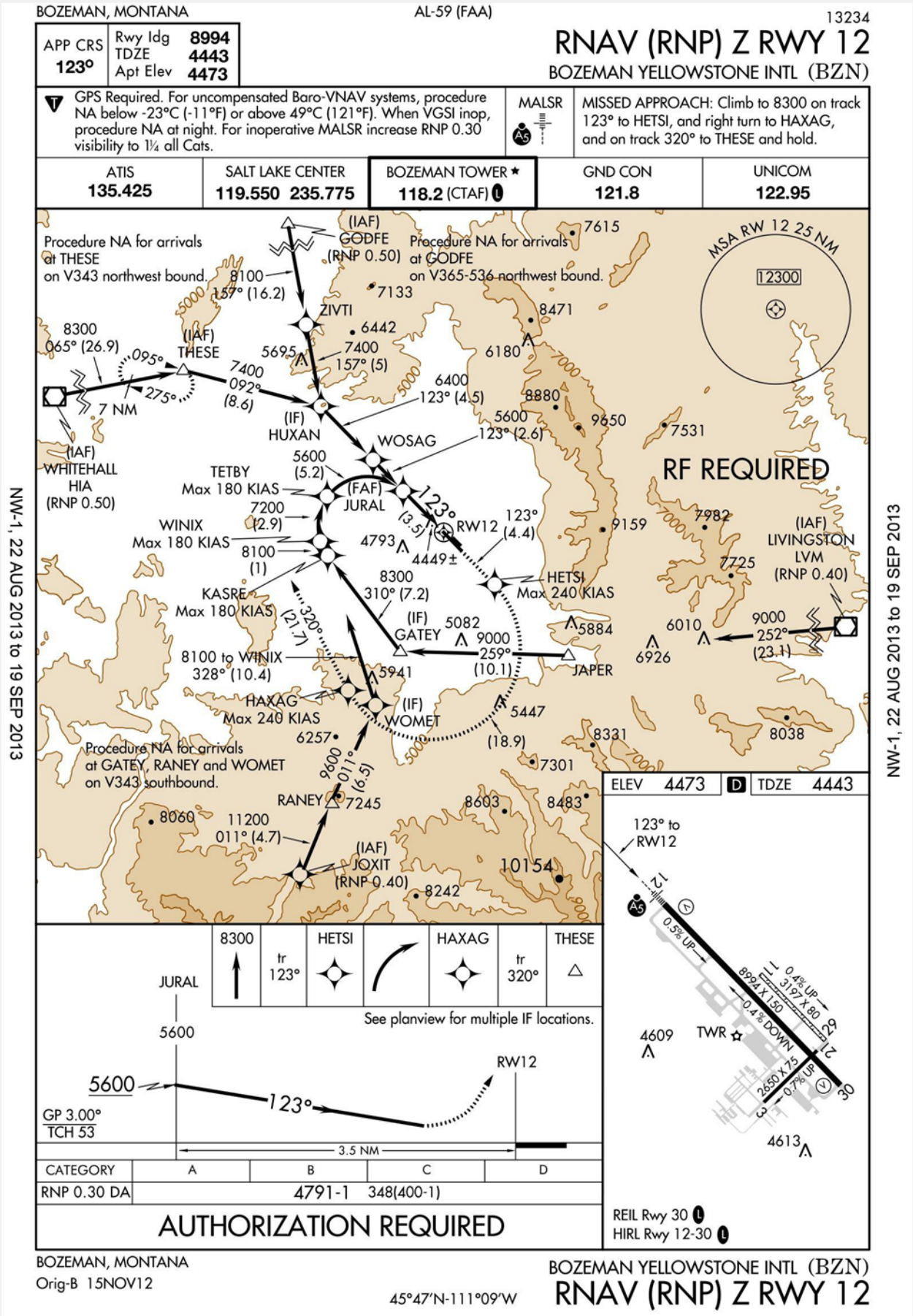
Airport Information and Charts

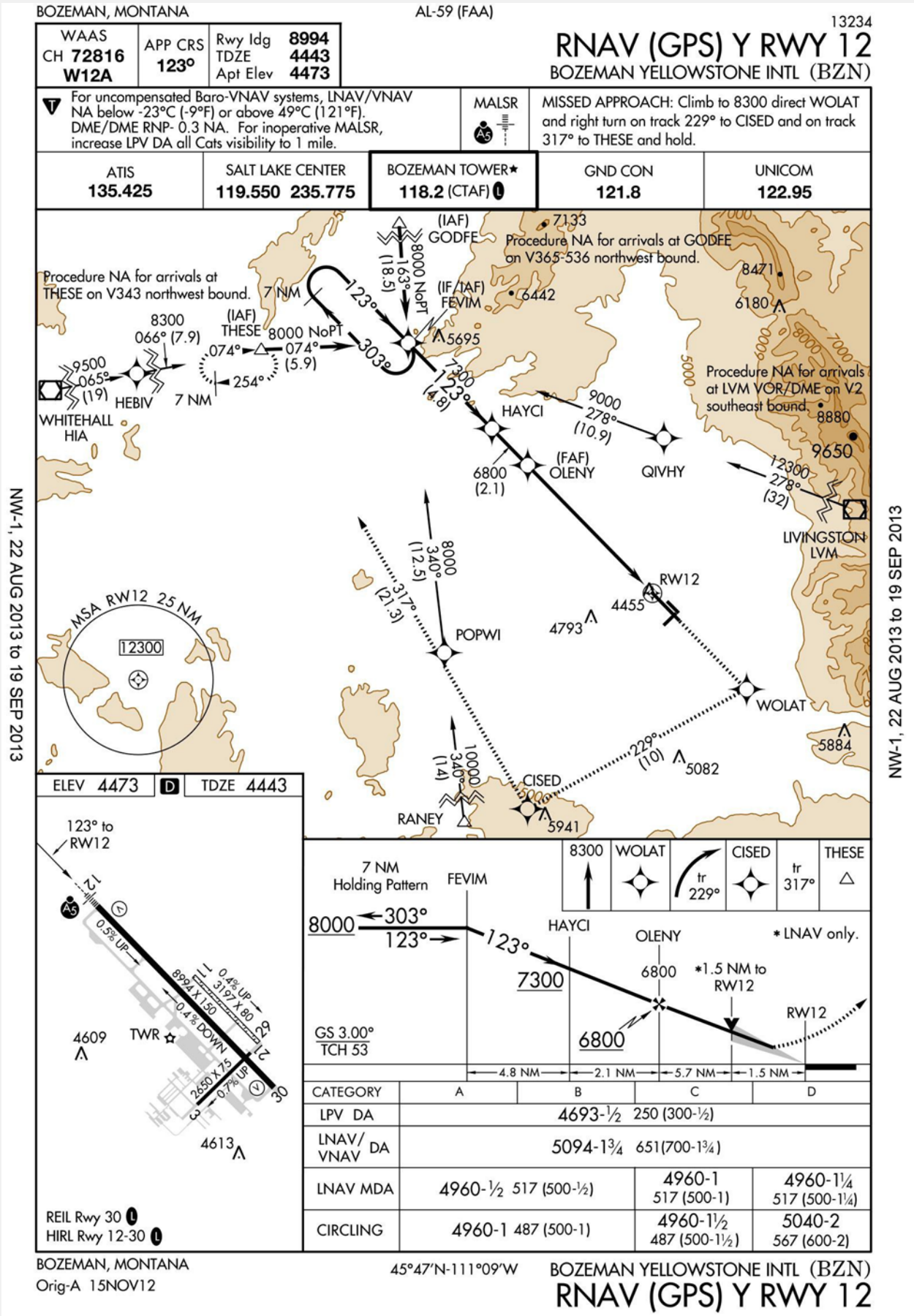


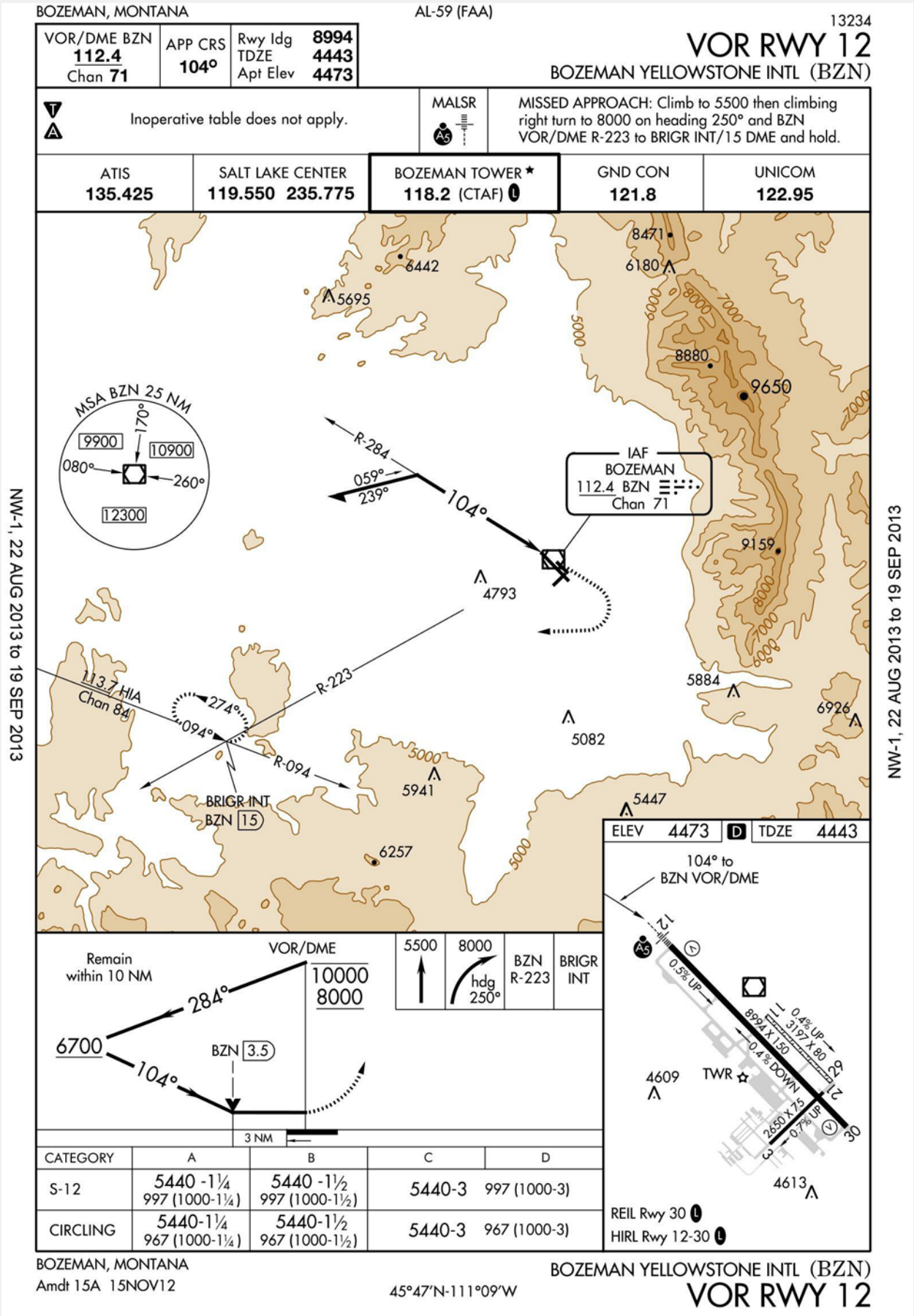

BOZEMAN, MONTANA
AL-59 (FAA)
13234
ILS or LOC RWY 12
BOZEMAN YELLOWSTONE INTL (BZN)
LOC I-BZN 109.3
APP CRS 123°
Rwy Idg 8994
THRE 4425
Apt Elev 4473
MALSR
MISSED APPROACH: Climb to 5200 then climbing right turn to 8000 on heading 250° and on BZN VOR/DME R-223 to BRIGR INT/BZN 15 DME and hold.
ATIS 135.425
SALT LAKE CENTER 119.550 235.775
BOZEMAN TOWER* 118.2 (CTAF) L
GND CON 121.8
UNICOM 122.95
ALTERNATE MISSED APCH FIX
MANNI 266 BZ
ZOPKA BZN 15
8000 to FALIA BZN 15 Arc
8000 NoPT to FALIA 042° (4.5) and LOC (2.7)
8400 NoPT BZN 15 Arc
KICDO BZN 15
(IAF)
(CFFFB)
9400 060° (19)
8300 060° (7.9)
HEBIV HIA 19
THESE HIA 26.9
(IF/IAF) FALIA BZN 15
LOM MANNI 266 BZ
BZN 7.6
WHITEHALL 113.7 HIA Chan 84
HIA R-061
8100 to FALIA 297° (15)
LOCALIZER 109.3 I-BZN
BOZEMAN 112.4 BZN Chan 71
MSA BZ 25 NM
8000 NoPT BZN 15 Arc
RADAR required for arrivals at BRIGR.
(IAF) BRIGR INT BZN 15
ELEV 4473
D
THRE 4425
123° 7.1 NM from FAF
One Minute Holding Pattern
FALIA BZN 15
LOM BZN 7.6
BZN 0.5
5200
8000 hdg 250°
BZN R-223
BRIGR INT
GS 3.00° TCH 53
7.4 NM
7.1 NM
REIL Rwy 30 L
HIRL Rwy 12-30 L
FAF to MAP 7.1 NM
CATEGORY A B C D
S-ILS 12 4625-½ 200 (200-½)
S-LOC 12 4860-½ 435 (400-½) 4860-¾ 435 (400-¾)
CIRCLING 4940-1 467 (500-1) 4940-1½ 467 (500-1½) 5040-2 567 (600-2)
Knots 60 90 120 150 180
Min:Sec 7:06 4:44 3:33 2:50 2:22
BOZEMAN, MONTANA
Amdt 9 31MAY12
45°47'N-111°09'W
BOZEMAN YELLOWSTONE INTL (BZN)
ILS or LOC RWY 12
NW-1, 22 AUG 2013 to 19 SEP 2013
NW-1, 22 AUG 2013 to 19 SEP 2013

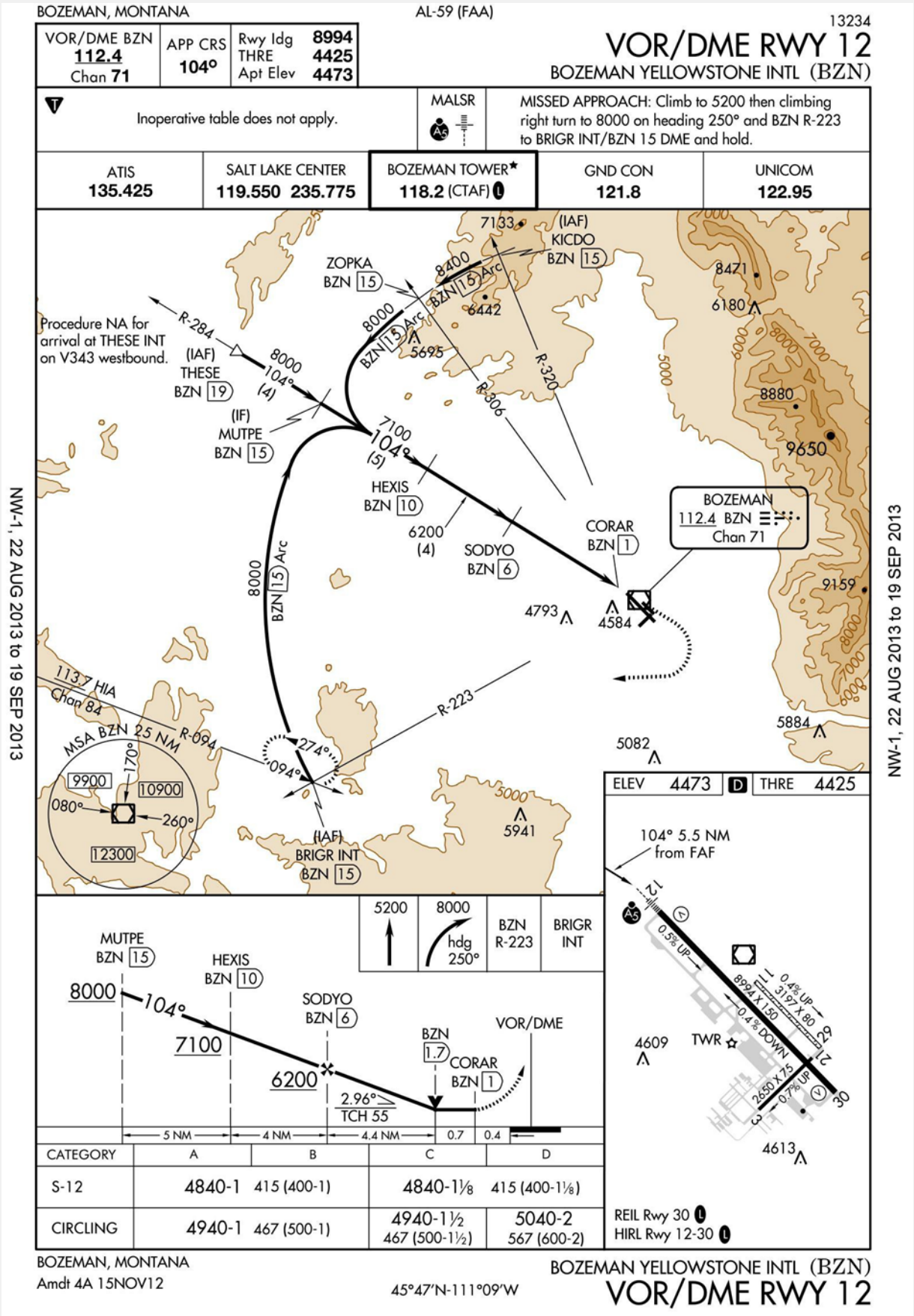

BOZEMAN, MONTANA
AL-59 (FAA)
13234
RNAV (GPS)-A
BOZEMAN YELLOWSTONE INTL (BZN)
APP CRS 303°
Rwy Idg N/A
TDZE N/A
Apt Elev 4473
DME/DME RNP-0.3 NA.
MISSED APPROACH: Climb to 10000 direct FALIA and hold, continue climb-in-hold to 10000.
ATIS 135.425
SALT LAKE CENTER 119.550 235.775
BOZEMAN TOWER* 118.2 (CTAF) L
GND CON 121.8
UNICOM 122.95
MSA RW30 25 NM
12300
FALIA
7 NM
123°
303°
BOZEMAN BZN
RW30
111° (17.8)
11000
303°
5884
(FAF)
ZIPGO
10000
273°
(7.5)
079°
259°
8 NM
(IF/IAF)
SURPE
(IAF)
LIVINGSTON
LVM
11000 NoPT
238°
(16.1)
WOMET
11000
076°
(19.3)
5447
ELEV 4473 D
TWR
4609
4613
303° to RW30
REIL Rwy 30 L
HIRL Rwy 12-30 L
10000
FALIA
VGSI and descent angles not coincident.
(VGSI Angle 3.00 /TCH 51).
8 NM Holding Pattern
5.17°
TCH 45
10 NM
7.5 NM
CATEGORY A B C D
CIRCLING 6020-1¼ 1547 (1600-1¼) 6020-1½ 1547 (1600-1½) 6020-3 1547 (1600-3) 6300-3 1827 (1900-3)
BOZEMAN, MONTANA
Amdt 2A 15NOV12
45°47'N-111°09'W
BOZEMAN YELLOWSTONE INTL (BZN)
RNAV (GPS)-A
NW-1, 22 AUG 2013 to 19 SEP 2013
NW-1, 22 AUG 2013 to 19 SEP 2013


BOZEMAN, MONTANA
AL-59 (FAA)
13234
APP CRS 303°
Rwy Idg 8994
TDZE 4462
Apt Elev 4473
RNAV (RNP) RWY 30
BOZEMAN YELLOWSTONE INTL (BZN)
For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 51°C (124°F). When VGSI inoperative, procedure NA at night. RF Required. GPS required.
*Missed approach requires minimum climb of 350 feet per NM to 6000.
MISSED APPROACH: Climb to 8300 on track 303° to HUXAN and on track 272° to THESE and hold, continue climb-in-hold to 8300.
ATIS 135.425
SALT LAKE CENTER 119.550 235.775
BOZEMAN TOWER* 118.2 (CTAF)
GND CON 121.8
UNICOM 122.95
MISSSED APCH FIX
095° THESE
275°
7 NM
GODFE (RNP 0.50)
8300
180° (19.3)
(IAF) THESE
8300 to FIDEP
128° (18.1)
Procedure NA for arrivals at GODFE on V365-536 northwest bound.
5695
272° (8.6)
HUXAN
303° (12.1)
6180
8880
9650
7531
9159
7982
(IAF) WHITEHALL HIA (RNP 0.50)
8600
094° (39.6)
4793
RW30
4529±
303° (3.7)
(FAF) SITRE
5700
5700 (2.4)
303° (1.9)
MOSNE
(IF) FIDEP
7800
123° (5)
CUTUR
Max
180 KIAS
JANOK
Max
180 KIAS
5082
(IF) KECOT
7500
094° (5)
7500 (1.5)
7400
6800
6300
(1.8)
(12.1)
CIVMO
Max
180 KIAS
5884
6300
300° (3.5)
JAPER
6926
LAVPE
TIYOL
7300 (3)
8300 (2.4)
8800
246° (4)
(IF) PESRE
6010
9000
246° (14.3)
(IAF) LIVINGSTON LVM (RNP 0.30)
MSA RW30 25 NM
12300
5941
7400 to MODJY
062° (6.6)
(IF) WOMET
FIBNY
Max
180 KIAS
5447
MODJY
Max
180 KIAS
9000
011° (6.5)
6257
RANEY
8331
(IAF) JOXIT (RNP 0.50)
11300
011° (4.7)
Procedure NA for arrivals at RANEY on V343 southbound.
7301
ELEV 4473
D
TDZE 4462
8300
tr 303°
HUXAN
tr 272°
THESE
See planview for multiple IF locations.
SITRE
5700
RW30
303°
5700
GP 3.00°
TCH 45
3.7 NM
CATEGORY A B C D
RNP 0.11* DA 4742-1 280 (300-1)
RNP 0.20 DA 4824-1¼ 362 (400-1¼)
RNP 0.30 DA 4881-1½ 419 (500-1½)
AUTHORIZATION REQUIRED
0.5% UP
0.4% UP
8994 X 150
3197 X 80
0.4% DOWN
2650 X 75
0.7% UP
4609
TWR
4613
303° to RW30
REIL Rwy 30
HIRL Rwy 12-30
BOZEMAN, MONTANA
Orig-B 15NOV12
45°47'N-111°09'W
BOZEMAN YELLOWSTONE INTL (BZN)
RNAV (RNP) RWY 30
NW-1, 22 AUG 2013 to 19 SEP 2013
NW-1, 22 AUG 2013 to 19 SEP 2013


BOZEMAN, MONTANA
AL-59 (FAA)
13234
RNAV (RNP) Z RWY 12
BOZEMAN YELLOWSTONE INTL (BZN)
APP CRS 123°
Rwy Idg 8994
TDZE 4443
Apt Elev 4473
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -23°C (-11°F) or above 49°C (121°F). When VGSI inop, procedure NA at night. For inoperative MALSR increase RNP 0.30 visibility to 1¼ all Cats.
MALSR
MISSED APPROACH: Climb to 8300 on track 123° to HETSI, and right turn to HAXAG, and on track 320° to THESE and hold.
ATIS 135.425
SALT LAKE CENTER 119.550 235.775
BOZEMAN TOWER ★ 118.2 (CTAF) L
GND CON 121.8
UNICOM 122.95
Procedure NA for arrivals at THESE on V343 northwest bound.
Procedure NA for arrivals at GODFE on V365-536 northwest bound.
(IAF) GODFE (RNP 0.50)
8100 157° (16.2)
7133
ZIVTI
6442
7400 157° (5)
5695
8300 065° (26.9)
(IAF) THESE
095°
275°
7 NM
7400 092° (8.6)
(IF) HUXAN
6400 123° (4.5)
5600 123° (2.6)
WOSAG
(IAF) WHITEHALL HIA (RNP 0.50)
TETBY Max 180 KIAS
5600 (5.2)
(FAF) JURAL
123° (3.5)
RW12
123° (4.4)
7200 (2.9)
WINIX Max 180 KIAS
8100 (1)
4793
4449±
HETSI Max 240 KIAS
KASRE Max 180 KIAS
8300 310° (7.2)
320° (21.7)
(IF) GATEY
5082
9000 259° (10.1)
JAPER
8100 to WINIX 328° (10.4)
5941
HAXAG Max 240 KIAS
(IF) WOMET
5447
(18.9)
6257
9600 011° (6.5)
RANEY
7245
11200 011° (4.7)
(IAF) JOXIT (RNP 0.40)
8242
Procedure NA for arrivals at GATEY, RANEY and WOMET on V343 southbound.
7615
8471
6180
8880
9650
7531
RF REQUIRED
9159
7982
7725
5884
6926
6010
9000 252° (23.1)
(IAF) LIVINGSTON LVM (RNP 0.40)
8331
8038
7301
8603
8483
8060
10154
MSA RW 12 25 NM
12300
ELEV 4473
D
TDZE 4443
123° to RW12
0.5% UP
0.4% UP
0.4% DOWN
0.7% UP
8994 X 150
3197 X 80
2650 X 75
TWR
4609
4613
REIL Rwy 30 L
HIRL Rwy 12-30 L
8300
tr 123°
HETSI
HAXAG
tr 320°
THESE
JURAL
See planview for multiple IF locations.
5600
5600
123°
RW12
GP 3.00°
TCH 53
3.5 NM
CATEGORY A B C D
RNP 0.30 DA 4791-1 348(400-1)
AUTHORIZATION REQUIRED
BOZEMAN, MONTANA
Orig-B 15NOV12
45°47'N-111°09'W
BOZEMAN YELLOWSTONE INTL (BZN)
RNAV (RNP) Z RWY 12
NW-1, 22 AUG 2013 to 19 SEP 2013
NW-1, 22 AUG 2013 to 19 SEP 2013


BOZEMAN, MONTANA
AL-59 (FAA)
13234
RNAV (GPS) Y RWY 12
BOZEMAN YELLOWSTONE INTL (BZN)
WAAS CH 72816 W12A
APP CRS 123°
Rwy Idg 8994
TDZE 4443
Apt Elev 4473
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 49°C (121°F). DME/DME RNP- 0.3 NA. For inoperative MALSR, increase LPV DA all Cats visibility to 1 mile.
MALSR
MISSED APPROACH: Climb to 8300 direct WOLAT and right turn on track 229° to CISED and on track 317° to THESE and hold.
ATIS 135.425
SALT LAKE CENTER 119.550 235.775
BOZEMAN TOWER* 118.2 (CTAF)
GND CON 121.8
UNICOM 122.95
(IAF) GODFE
8000 NoPT
163°
(18.5)
7133
Procedure NA for arrivals at GODFE on V365-536 northwest bound.
Procedure NA for arrivals at THESE on V343 northwest bound.
7 NM
123°
303°
(IF/IAF) FEVIM
6442
8471
6180
(IAF) THESE
8300
066° (7.9)
8000 NoPT
074°
(5.9)
074°
254°
7 NM
9500
065°
(19)
HEBIV
WHITEHALL HIA
7300
123°
(4.8)
HAYCI
9000
278°
(10.9)
Procedure NA for arrivals at LVM VOR/DME on V2 southeast bound.
8880
9650
6800
(2.1)
(FAF) OLENY
QIVHY
12300
278°
(32)
LIVINGSTON LVM
8000
340°
(12.5)
317°
(21.3)
POPWI
4793
RW12
4455
MSA RW12 25 NM
12300
WOLAT
5884
229°
(10)
5082
10000
340°
(14)
CISED
5000
5941
RANEY
NW-1, 22 AUG 2013 to 19 SEP 2013
NW-1, 22 AUG 2013 to 19 SEP 2013
ELEV 4473
D
TDZE 4443
123° to RW12
12
0.5% UP
8994 X 150
0.4% DOWN
0.4% UP
3197 X 80
21
30
3
0.7% UP
2650 X 75
4609
TWR
4613
REIL Rwy 30
HIRL Rwy 12-30
7 NM Holding Pattern
FEVIM
8000
303°
123°
123°
7300
HAYCI
OLENY
6800
6800
GS 3.00°
TCH 53
8300
WOLAT
tr 229°
CISED
tr 317°
THESE
* LNAV only.
*1.5 NM to RW12
RW12
4.8 NM
2.1 NM
5.7 NM
1.5 NM
CATEGORY A B C D
LPV DA 4693-½ 250 (300-½)
LNAV/VNAV DA 5094-1¾ 651(700-1¾)
LNAV MDA 4960-½ 517 (500-½) 4960-1 517 (500-1) 4960-1¼ 517 (500-1¼)
CIRCLING 4960-1 487 (500-1) 4960-1½ 487 (500-1½) 5040-2 567 (600-2)
BOZEMAN, MONTANA
Orig-A 15NOV12
45°47'N-111°09'W
BOZEMAN YELLOWSTONE INTL (BZN)
RNAV (GPS) Y RWY 12


BOZEMAN, MONTANA
AL-59 (FAA)
13234
VOR RWY 12
BOZEMAN YELLOWSTONE INTL (BZN)
VOR/DME BZN 112.4 Chan 71
APP CRS 104°
Rwy Idg 8994
TDZE 4443
Apt Elev 4473
Inoperative table does not apply.
MALSR
MISSED APPROACH: Climb to 5500 then climbing right turn to 8000 on heading 250° and BZN VOR/DME R-223 to BRIGR INT/15 DME and hold.
ATIS 135.425
SALT LAKE CENTER 119.550 235.775
BOZEMAN TOWER ★ 118.2 (CTAF) L
GND CON 121.8
UNICOM 122.95
NW-1, 22 AUG 2013 to 19 SEP 2013
MSA BZN 25 NM
170°
9900
10900
080°
260°
12300
R-284
059°
239°
104°
IAF
BOZEMAN
112.4 BZN
Chan 71
4793
R-223
113.7 HIA
Chan 84
274°
094°
R-094
BRIGR INT
BZN 15
5941
5082
5884
6926
5447
6257
8471
6180
6442
5695
8880
9650
9159
ELEV 4473 D TDZE 4443
104° to BZN VOR/DME
0.5% UP
0.4% UP
0.4% DOWN
0.7% UP
8994 X 150
3197 X 80
2650 X 75
TWR
4609
4613
REIL Rwy 30 L
HIRL Rwy 12-30 L
Remain within 10 NM
VOR/DME
10000
8000
284°
104°
6700
BZN 3.5
3 NM
5500
8000
hdg 250°
BZN R-223
BRIGR INT
CATEGORY
A
B
C
D
S-12
5440 -1¼ 997 (1000-1¼)
5440 -1½ 997 (1000-1½)
5440-3
997 (1000-3)
CIRCLING
5440-1¼ 967 (1000-1¼)
5440-1½ 967 (1000-1½)
5440-3
967 (1000-3)
BOZEMAN, MONTANA
Amdt 15A 15NOV12
45°47'N-111°09'W
BOZEMAN YELLOWSTONE INTL (BZN)
VOR RWY 12
NW-1, 22 AUG 2013 to 19 SEP 2013


BOZEMAN, MONTANA
AL-59 (FAA)
13234
VOR/DME BZN 112.4 Chan 71
APP CRS 104°
Rwy Idg 8994
THRE 4425
Apt Elev 4473
VOR/DME RWY 12
BOZEMAN YELLOWSTONE INTL (BZN)
Inoperative table does not apply.
MALSR
MISSED APPROACH: Climb to 5200 then climbing right turn to 8000 on heading 250° and BZN R-223 to BRIGR INT/BZN 15 DME and hold.
ATIS 135.425
SALT LAKE CENTER 119.550 235.775
BOZEMAN TOWER* 118.2 (CTAF)
GND CON 121.8
UNICOM 122.95
Procedure NA for arrival at THESE INT on V343 westbound.
(IAF) THESE BZN 19
(IF) MUTPE BZN 15
ZOPKA BZN 15
(IAF) KICDO BZN 15
HEXIS BZN 10
SODYO BZN 6
CORAR BZN 1
BRIGR INT BZN 15
BOZEMAN 112.4 BZN Chan 71
113.7 HIA Chan 84
MSA BZN 25 NM
ELEV 4473 D THRE 4425
104° 5.5 NM from FAAF
REIL Rwy 30
HIRL Rwy 12-30
CATEGORY A B C D
S-12 4840-1 415 (400-1) 4840-1⅛ 415 (400-1⅛)
CIRCLING 4940-1 467 (500-1) 4940-1½ 467 (500-1½) 5040-2 567 (600-2)
BOZEMAN, MONTANA
Amdt 4A 15NOV12
45°47'N-111°09'W
BOZEMAN YELLOWSTONE INTL (BZN)
VOR/DME RWY 12
NW-1, 22 AUG 2013 to 19 SEP 2013
NW-1, 22 AUG 2013 to 19 SEP 2013

The KBZN Control Panel

The KBZN Control Panel can be accessed from the main FTX Central interface by clicking the Configure button.

The Control Panel will enable you to disable or enable certain scenery features of the airport to allow it to perform in accordance with the PC hardware you have. By default, all scenery options are enabled by the installer. If you have a high end PC, enable all the CP options. For low to mid-range PCs it is recommended to try disabling some settings.

Quick Reference Simulator Settings

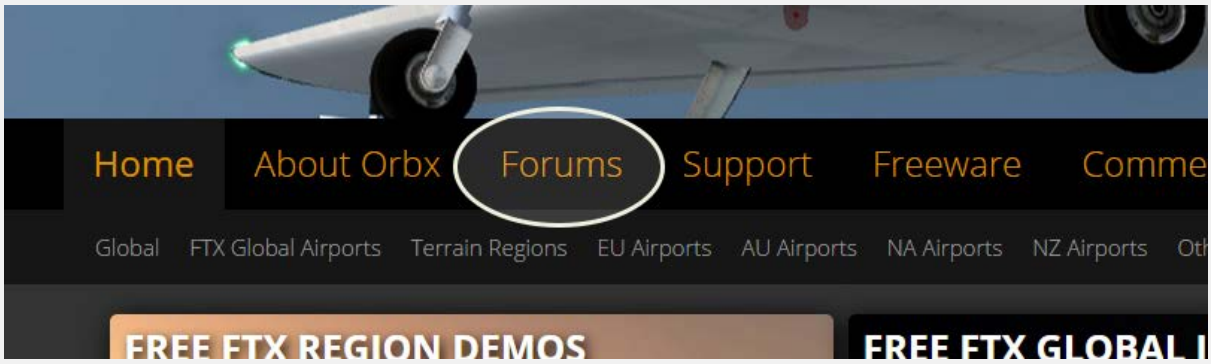
The table below lists in a handy reference the minimum recommended settings required in your simulator to enjoy KBZN the way Orbx designed it. These settings will run well on most PCs and take particular advantage of the custom mesh and photoreal imagery used in the scenery area.

If you use the settings below you will be guaranteed the highest fidelity experience and the best balanced performance.

Setting	Value	Why?
Level of detail radius	Large	Reduces blurring of textures.
Global texture resolution	Max	Displays photoreal textures best.
Mesh complexity	100	Better terrain definition.
Mesh resolution	5m	5 m is required for KBZN
Texture resolution	7 cm	Sharpest roads and freeways.
Scenery complexity	Extremely Dense	How Orbx designed FTX KBZN.
Autogen density	Normal	Best FPS vs detail.
GA AI traffic	16-50%	Recommended for this scenery.
Road vehicle traffic	16%	No need to set higher for FTX.

Product Technical Support

Orbx has a very simple support policy: no question unanswered. That means, should you have any questions about KBZN or its use, please feel free to register on the forums at orbxdirect.com and then log a support question in the FTX Payware Support Forum section. Orbx FTX experts will be available to review your support questions and you will usually get a reply on the forums within 12 hours, often much sooner than that.



To visit our support forums, click on the "Forums" button shown on the homepage of orbxdirect.com.

Please do NOT email support requests

Orbx provides world-class support on our forums, and it's the only way in which you can receive support for KBZN. Provided you adhere to the forum terms of use and have a legitimate copy of KBZN, you will always be offered our support at no cost as we work toward a resolution to your problem each time.

Use the forum search function

Before you post a question, please try searching for the answer first, using the forum's built in search function located on the forum menu bar.

What to include in your support requests

If at all possible, this is what we'd like to see provided for each request you log:

- A separate post on the FTX support forums for each issue (don't tag new issue reports onto existing threads).
- Include your ORDER NUMBER from your KBZN purchase in your post or forum signature section.
- A screenshot to highlight what you are talking about.
- A descriptive post title which clearly states what the issue is.
- Detailed comments in your post about what you are reporting on.

The Orbx support team is always on standby to assist you with any problems you may have, or will comment on your issue reports. Please remember, our priority is fixing any urgent issues first, and addressing bug reports second. Clearly though, any "show stopper" bugs will be given top priority though.

FTX Community Forums

FTX already has quite a thriving and active user community on the forums, with over 63,000 members as of September 2016. To visit the forums, just point your web browser to orbxdirect.com and from the front page click the “Forums” menu item.

You don’t need a user account to view other people’s posts and information posted by Orbx staff, but if you’d like to join in on the discussion there, simply create an account. It’s instant and no validation email is required. We like to keep things simple☺.

We hope to see you there soon!

Thanks for reading!

You’ve stuck with us through all these pages of information, and we appreciate you taking the time to read the user guide. We hope it gave you some tips and insights. See you on the forums!

The FTX KBZN Team

Lead Developer

- **Jarrad Marshall**: All 3D modeling, texturing, ground imagery, ground polys, build management, installer, StaticFlow aircraft

Additional Orbx Developers

- **Orbx Team**: Orbxlibs objects
- **Lexi Rollins:** AGN assistance
- **Graham Ecclestone:** Prepar3D Updates
- **Holger Sandmann:** Roads/traffic adjustments, flattens
- **Neil Hill:** APX, lite airfields

Specialist Roles

- **John Venema**: Business management
- **Ed Correia**: Production Management
- **Ben McClintock**: FTX Central and website

Further Acknowledgements

- **Tommy Bernes:** Location photography

Beta Testing Team

Wolter van der Spoel, Ed Boyte, Iain Emms, Eberhard Haberkorn, Friedi Gulder, Rob Newman, Tommy Bernes

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For the most recent version of the EULA, see orbxdirect.com/eula.

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