

This schedule was designed with FS2004 but should be mostly OK for FS98, FS2000 and FS2002. If a Navaid is 'missing' check whether it has a different frequency. If not, fly with Dead Reckoning until the next waypoint. Not that the reception range of a Navaid may vary from one FS version to another. Again, use Dead Reckoning. If 'DR' appears in a flight description, fly the suggested course using Dead Reckoning until you receive the Navaid signal from ahead, or sight the airport. Pilots must determine proper altitudes, appropriate runways and field elevations. Use "Real Weather" with all flight, if applicable.

Flight #	From / To	Airport ID's	NM	Description -- for FS2002 and FS2004 only (should work for FS2000 and FS98)
AM-14				
AM-14-1	Washington D.C Pittsburgh, PA	KDCA --- KAGC	157.1	Dep 329deg GTN NDB, 323.0, 6.2 NM; DR 319deg SYS NDB, 209.0, 108.1 NM; DR 300deg MKP NDB, 287.0, 42.8 NM; then 277deg Alleghany Co., KAGC, 6.2 NM; Land Pittsburgh
AM-14-2	Pittsburgh, PA Youngstown, OH	KAGC --- 4G4	49.9	Dep DR 324deg to Youngstown Metro, 4G4, 49.9 NM, Land Youngstown
AM-14-3	Youngstown, OH Akron, OH	4G4 --- KAKR	32.8	Dep Youngstown DR 289deg AK NDB, 362.0, on field, 32.8 NM; Land Akron
AM-14-4	Akron, OH Cleveland, OH	KAKR --- KBKL	30.8	Dep Akron DR 350deg BKL NDB, 416.0, on field, 30.8 NM; Land Cleveland
AM-14-5	Cleveland, OH Detroit, MI	KBKL --- KONZ	75.8	Dep Cleveland DR 295deg PT NDB, 283.0, 46.9 NM; RYS NDB, 419.0, on field, 28.9 NM; Grosse Ile field, KONZ. Land Detroit.