Appendix B.   White List for Eligible Race Aircraft – Transport Jets

Aircraft (and class)	Modeler or Company	Abbreviation	Free- ware	(FS9 and/or X)	Notes
AirbusA320 (Family)	Aerosoft	AOS		FSX	Category 2 (Medium)
A321	Microsoft	MSFS	Default	FSX	Category 2 (Medium)
A320 (Family)	Project Airbus	PJA	Free	FS9/FSX	Category 2 (Medium)
A330/A340	Thomas Ruth	TR	Free	FSX	Category 3 (Heavy)
A330/A340	Commercial Level	(JF)CLS		FS9/FSX	Category 3 (Heavy)
A380	Project Airbus	PJA	Free	FS9/FSX	Category 3 (Heavy)
Boeing					
B707 (and 720)	Historic Jetliners Group	HJG	Free	FS9	Category 3 (Heavy)
B707	Captain Sim	CS		FS9/FSX	Category 3 (Heavy)
B707	Alejandro Rojas Lucena	FSND	Free	FSX	Category 3 (Heavy)
B727	Historic Jetliners Group	HJG	Free	FS9	Category 3 (Heavy)
B727	Flight One / Dreamfleet	DF		FS9	Category 3 (Heavy)
B727	Captain Sim	CS		FS9/FSX	Category 3 (Heavy)
B727-200	Alejandro Rojas Lucena	FSND	Free	FSX	Category 3 (Heavy)
B727	Thomas Ruth	TR	Free	FSX	Category 3 (Heavy)
B737-200	Tinmouse	TM	Free	FS9	Category 2 (Medium)

B737-200	MilViz	MilViz		FSX	Category 2 (Medium)
B737 (Family)	Microsoft (Default)	MSFS		FS9/FSX	Category 2 (Medium)
B737 (Family)	PMDG	PMDG		FS9/FSX	Category 2 (Medium)
B737 (Family)	Tenkuu Developers Studio	TDS	Free	FS9	Category 2 (Medium) Not B737 MAX.
B737 (Family)	iFly	iFly		FS9/FSX	Category 2 (Medium)
B737 (Family)	Project Opensky	POSKY	Free	FS9/FSX	Category 2 (Medium)
B747-200	Ralf Tofflemire	RT	Free	FS9	Category 3 (Heavy)
B747-200/300	Commercial Level Simulations	CLS (JF)		FS9/FSX	Category 3 (Heavy)
B747-400	Microsoft (Default)	MSFS		FS9/FSX	Category 3 (Heavy)
B747-400	iFly	iFly		FS9/FSX	Category 3 (Heavy)
B747 (Family)	PMDG	PMDG		FS9/FSX	Category 3 (Heavy)
B747 (Family)	Project Opensky	POSKY	Free	FS9/FSX	Category 3 (Heavy)
B767	Level D Simulations	LDS		FS9	Category 3 (Heavy)
B767	Captain Sim	CS		FSX	Category 3 (Heavy)
B767	Commercial Level Simulations	CLS(JF)		FS9/FSX	Category 3 (Heavy)
B777	Microsoft (Default)	MSFS		FS9	Category 3 (Heavy)
B777 (Family)	Project Opensky	POSKY	Free	FS9	Category 3 (Heavy)
B777 (Family)	PMDG	PMDG		FSX	Category 3 (Heavy)
B777	Captain Sim	CS		FSX	Category 3 (Heavy)

McDonnell Douglas

DC-8	Historic Jetliners Group	HJG	Free	FS9	Category 3 (Heavy)
DC-8	Aerosim	AeroSim		FS9	Category 3 (Heavy)
DC-8	Just Flight	JF		FSX	Category 3 (Heavy)
DC-9 / MD-80 (Family)	Historic Jetliners Group	HJG	Free	FS9	Category 2 (Medium)
MD-80 (Family)	Fly the Maddog	Maddog		FS9/FSX	Category 2 (Medium)
MD-80 (Family)	Commercial Level Simulations	CLS		FSX	Category 2 (Medium)
DC-10	Commercial Level Simulations	(JF)		FS9/FSX	Category 3 (Heavy)
DC-10	Historic Jetliners Group	HJG	Free	FS9	Category 3 (Heavy)
DC-10	Aerosim	AeroSim		FS9	Category 3 (Heavy)
MD-11	PMDG	PMDG		FSX	Category 3 (Heavy)

Lockheed

L1011	Historic Jetliners Group	HJG	Free	FS9	Category 3 (Heavy)
L1011	Aerosim	AeroSim		FS9	Category 3 (Heavy)
L1011	Thomas Ruth	TR	Free	FSX	Category 3 (Heavy)
L1011	Just Flight	JF		FSX	Category 3 (Heavy)
L1011	Captain Sim	CS		FSX	Category 3 (Heavy)

Others

BAC 1-11	David Maltby	DM	Free	FS9	Category 2 (Medium)
DH.106 Comet (all)	David Maltby	DM	Free	FS9	Category 2 (Medium)

DH.106 Comet (all)	Jens Kristensen	JBK	Free	FSX	Category 2 (Medium)
HS 121 Trident	David Maltby	DM	Free	FS9	Category 2 (Medium)
Sud Aviation Caravelle	Historic Jetliners Group (AFG)	HJG	Free	FS9	Category 2 (Medium)

Notes.

The status of the native model is noted as FS9 or FSX or FS9/FSX, the latter when both are available. Most FS9 native models will port over to FSX. Note that any transfer of FS9 native models to FSX must maintain the identical flight parameters (airfile and aircraft.cfg) modeled into the FS9 simulation.

Aircraft with Mmo>0.92 or Vne/Vmo>400 will need special permission and will be viewed skeptically. Twin jet regional liners with Mmo>0.84 or Vne/Vmo>350 will need special permission and viewed skeptically.

We are not able to test all of these simulations and would like to know if any combination of the above are palpably unrealistic. The emphasis here is on flight dynamics and not systems complexity. If you know that a particular simulation is inaccurate in a way that would substantially affect the race, please inform the committee. (It would be helpful to provide as much evidence as you can.) Thus, the above list is tentative: the simulations should be legal—pending our learning otherwise. We shall be happy to restrict the list if doing so makes sense.

Note that eligibility is limited to the specifically designated sponsored civilian transport jets made by the modellers above. Not all jets by these modellers are eligible. (For example, the HJG Boeing B707 is eligible, the HJG Boeing C-135/KC-135/EC-135 is not. The Captain Sim Boeing 7x7 jetliners are fine, the Boeing B-52 is not. Not the HJG Concorde.)

Any transport jets with a Mmo>0.92 or Vne/Vmo>400 will need pre-clearance from the Executive Committee. Such requests will receive special and skeptical scrutiny. (Similarly, A320/B737/DC9/MD80/90twin engine regional jets with a Mmo>0.84 or Vne/Vmo>350 will need special clearance.) The emphasis here is on flying commercial transport jets and we expect quality simulations to have an appropriate "speed" profile. More important, we want to discourage a search for a racing advantage.

Military Transport Aircraft Eligibility.

Military liveries (paints) of the eligible transport aircraft are not themselves eligible. The paint does not make a difference of course. However, we are worried that we will confuse the matter if we allow military paints. (It is easy to imagine someone who sees a military aircraft in the race might want to install a similar military aircraft—one which might not rely on the civilian flight model.) We keep things simple: civilian transport jets with civilian liveries.