

THE WESTWIND JOURNAL

Charter of The Month | Cockpit Chatter | Challenging Approaches

WestWind Airline Stats - YTD

Total Flight Hours:	23,638
Total Offline Hours:	20,487
Total Online Hours:	3,151
Total Flights:	7,611
Total Cargo (lbs.):	100,973,898

WestWind Hub Rankings

September

Top 3 Hubs by Total Hours

1 - Miami	358
2 - Singapore	313
3 - Seattle	278

Top 3 Hubs by Total Flights

1 - Miami	113
2 - Cincinnati	81
3 - Denver	77

Top 3 Hubs - VATSIM Hours

1 - London	41
2 - Amsterdam	23
3 - Calgary	15

A Great Time of Year at WestWind Airlines

Welcome to the October issue of The WestWind Journal.

I don't know about you, but I can't believe it's October already. For those of us here in the United States, Halloween is just around the corner, we celebrate Thanksgiving next month, and Christmas will be knocking at our doorstep before we know it.

And depending on where you live, it may not feel like fall quite yet. For example, here in Central Florida, we're still seeing hot and humid days in the upper 90's - low 100's. And after a scorcher summer where we saw a high of 117°F, I'm looking forward to the cooler days ahead.

As we transition from summer to fall, I hope each of you finds some extra time to jump into the cockpit and enjoy our fantastic hobby of flight simulation. Whether you're flying a long-haul across the pond, or you try your hand at **Phil Cohen's** *October Charter of The Month - P231 Glacier Observations* (page 6), remember to keep the blue stuff up and safe landings to you.

I hope you enjoy your October WestWind Journal.



Bob Sturm (WWA230)

WESTWIND

PROMOTIONS AND AWARDS



Pilot Promotions - September

Brian Ware WWA2220 - Sr. Command Captain +15
 Edward Harper WWA2683 - Sr. Command Captain +13
 Ian Crawford WWA752 - Sr. Command Captain +11
 Andrew Cleveland WWA3117 - Sr. Command Captain +3

Recognition Awards - September

Brian Ware WWA2220 - 17 Years of Service
 Dwayne White WWA2741 - 15 Years of Service
 Bryan Sutherland WWA3177 - 1,000 Hours in Type A320
 Tim Maleski WWA215 - 1,000 Hours in Type B738
 Hal Morse WWA3615 - 1,000 Hours in Type B739
 Brody Larsen WWA2700 - 1,000 Hours in Type B739
 Bob Sturm WWA230 - 750 Hours in Type A359
 Tim Maleski WWA215 - 500 Hours in Type B739
 Scott Williams WWA1404 - 500 Hours in Type B772
 Jim Gesell WWA3461 - 1,000 Flights Logged
 Mike Jones WWA3381 - Cargo Hub Slam (KJFK)
 Tony Yonek WWA1996 - 2,000 Flights Logged



WestWind Leadership Team

WestWind Executive Committee

President & CEO - Sean McConnell
 CIO - George Forster
 CAO & Chief Pilot - John Condon
 COO - Phil Cohen
 CMO - Joe Gay

WestWind Executive Management

VP of Scenery - Bob Sturm
 Director of Marketing - Don Tinc
 Director of Aircraft - Vacant
 Director of Online Ops - Vacant
 Alaska Regional Mgr - Scott Robinson
 Europa Regional Mgr - Andrea Maccioni
 Caribe Regional Mgr - Ian Crawford
 Hawaii Regional Mgr - Phil Cohen
 Tahiti Regional Mgr - Sean McConnell

WestWind Hub Management

COO - Phil Cohen
 Hub Ops Manager - Vacant

Hub Managers

Amsterdam - George Forster
 Atlanta - Mike Jones
 Calgary - Scott Robinson
 Chicago - John Oddo
 Cincinnati - David Reason
 Dallas-Ft. Worth - Al Stallbaumer
 Denver - Brian Mills
 London Heathrow - Ken Rotker
 Los Angeles - Steve Canham
 Miami - John Condon
 New York - Tony Yonek
 Seattle - Dwayne White
 Singapore - Bob Sturm
 Sydney - Kenneth Haynes

The WestWind Journal

Editor - John Condon



NOW HIRING

Exciting career opportunity awaits you!

The Online Operations & Events department is now hiring for **Director of Online Operations & Events**.

WestWind Airlines is seeking an enthusiastic individual who enjoys working in a team environment with a focus on promoting and growing our online and events department.

Are you ready to accelerate your virtual career into overdrive?

Contact **John Condon** via Private Message on the WestWind Forums to apply.



WestWind Hub Updates for XP12.2 Continues

Bob Sturm, VP of Scenery, updates Miami International airport.

The upgraded version of Miami International Airport (KMIA) for X-Plane 12.2 is now available from the Scenery Download page. This airport has been updated to the latest Navigraph Airport Diagram and includes many of the new features and library objects built into XP12.2

(From Wikipedia) Miami International Airport (IATA: MIA, ICAO: KMIA, FAA LID: MIA), also known as MIA and historically as Wilcox Field, is the primary international airport serving Miami and its surrounding metropolitan area, in the U.S. state of Florida. It hosts over 1,000 daily flights to 185 domestic and international destinations, including most countries in Central and South America and the Caribbean.

In 2021, Miami International Airport became the busiest international cargo airport in the U.S. and the busiest U.S. gateway for international passengers, surpassing John F. Kennedy International Airport in New York City. As of 2021, it is the 10th busiest airport in the U.S. with 17,500,096 passengers for the year.

Aerial View



As always, a big shout out to Bob Sturm on another great airport for WestWind Airlines!

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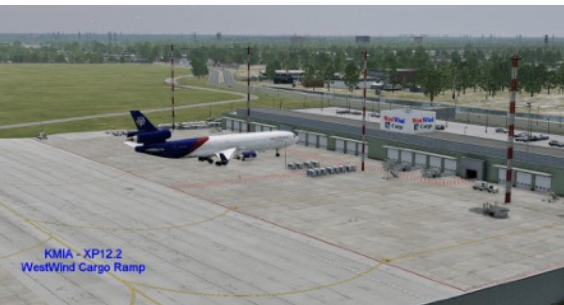
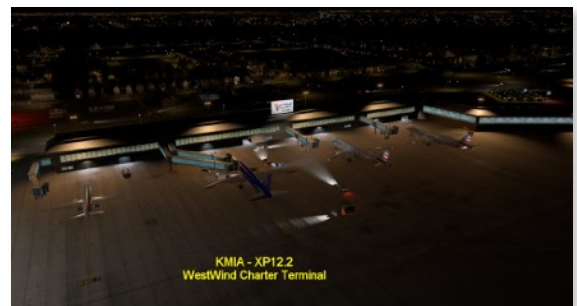
WestWind Hub Updates for XP12.2 Continues



**Passenger
Terminal**



**Charter
Terminal**



**Cargo
Terminal**



September Screenshot
Competition Winner

Brian Mills
WWA1108



Congratulations!



THIS MONTH IN AVIATION HISTORY

04 October 1958: The first regularly scheduled transatlantic passenger service with jet powered aircraft began when two British Overseas Airways Corporation (BOAC) de Havilland DH.106 Comet 4 airliners, civil registrations G-APDB and G-APDC, left nearly simultaneously from London Heathrow Airport (LHR) to Idlewild Airport (IDL), New York, and from New York to London.

The west-to-east flight, commanded by Capt. Thomas Butler Stoney, departed New York at 7:01 a.m., local time, The flight took just 6 hours, 12 minutes, averaging 565 miles per hour.

The east-to-west airliner, departed Heathrow at 8:45 a.m., London time, under the command of Capt. R.E. Millichap. The westbound flight took 10 hours, 20 minutes, including a 1 hour, 10 minute fuel stop at Gander Airport (YQX), Newfoundland.



SPECIAL DISCOUNT

Aeroprojecto Cessna U206F
For FSX / FSX:SE / Prepar3D

Aeroprojecto Cessna U206F
WWA DISCOUNT 20% OFF

SPECIAL PRICE* ~~NORMAL PRICE \$17.00~~
\$13.60

AIRCRAFT INCLUDES

- External and Interior Modeling
- Virtual Cockpit
- Paint Schemes
- Systems and Additional Features

Aeroprojecto's Cessna U206F Stationair for P3D v1-v4 and FSX comes in four liveries, with full 3D instrumentation based on Cessna equipment and the 1970s ARC 300 avionics series, autopilot, custom sounds and additional tools for aircraft set-up.

The aircraft features cargo or passengers (depending on the cabin setting), animated pilot, friendly frame rates, several additional adjustable cameras and animations for almost every moving part or mechanism.

*Discount is for active WestWind pilots only. To receive promo code, pilot must apply [here](#) and purchase directly from **Aeroprojecto website**.

WestWind Executive - Charter of the Month

October 2025 - Charter of the Month - P231 Glacier Observations



Search Charter of the Month - P231

Category: Scientific/Technical, Government/Diplomatic

Origin: As Described in Briefing

Stops: 1

Region: North America

Destination: As Described in Briefing

Aircraft: Multiple, see briefing

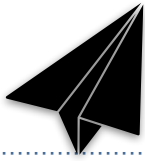
The U.S. Dept. of Interior has contracted Westwind Executive Charters to fly climatologists and geologist around the Gulf of Alaska and Bristol Bay to observe glacier movements.

It may be necessary at times to land close to the glaciers so that the scientists may deploy their small inflatable rafts to take samples. Make water landings in an amphibian at your discretion.

Pick up/return passengers from one of the following airports: Kodiak (PADQ), Dillingham (PADC), or Merrill (PAMR).

Aircraft: Aerospatiale Gazelle, Beechcraft King Air 350, Beechcraft Baron 58, Bell 206B, Cessna 208B Caravan, DeHavilland Canada DHC-3 Otter, DeHavilland Canada DHC-6 Twin Otter, DeHavilland Canada Dash 8 100/200, Maule M7-260C Orion, Cessna 172 Skyhawk, Piper PA-28R-201T Turbo Arrow III, Beechcraft King Air 300, DeHavilland Canada DHC-2 Beaver





From the Flight Deck

FlightSimExpo 2026 - Discounted Travel and Hotel Rates/Locations Revealed

FlightSimExpo 2026 will take place on **June 12-14, 2026**, at the **Saint Paul RiverCentre** in **Saint Paul, MN, USA**. Perfectly located for those flying into the city, as the convention centre is situated a 15-minute drive from Minneapolis-Saint Paul International Airport (MSP).



Discounted Travel Rates

If you are traveling to Minneapolis-Saint Paul via plane, then you can save money through discounted rates with Delta, United, Southwest Airlines, and their partner airlines. For those using Delta or United, you could save between 2-10% on the base airfare, whilst those using Southwest may also be eligible for an additional 25% Rapid Reward Points in addition to an up-to 5% discount.

If you're flying internationally, you can use the discount codes on multiple codeshare airlines.

You can view the discounts on airlines here.

Hotel Locations and Rates

As with the 2025 show, there are multiple hotel locations for FlightSimExpo 2026. All of the hotels are within a reasonable walking distance of the Saint Paul Rivercentre, where FlightSimExpo 2026 will be held.

The primary hotel for FlightSimExpo 2026 is the Intercontinental Saint Paul Riverfront, which features great views of the skyline, spacious rooms and more. It's just an 8-minute walk to the convention centre and offers free cancellation until 72 hours before.

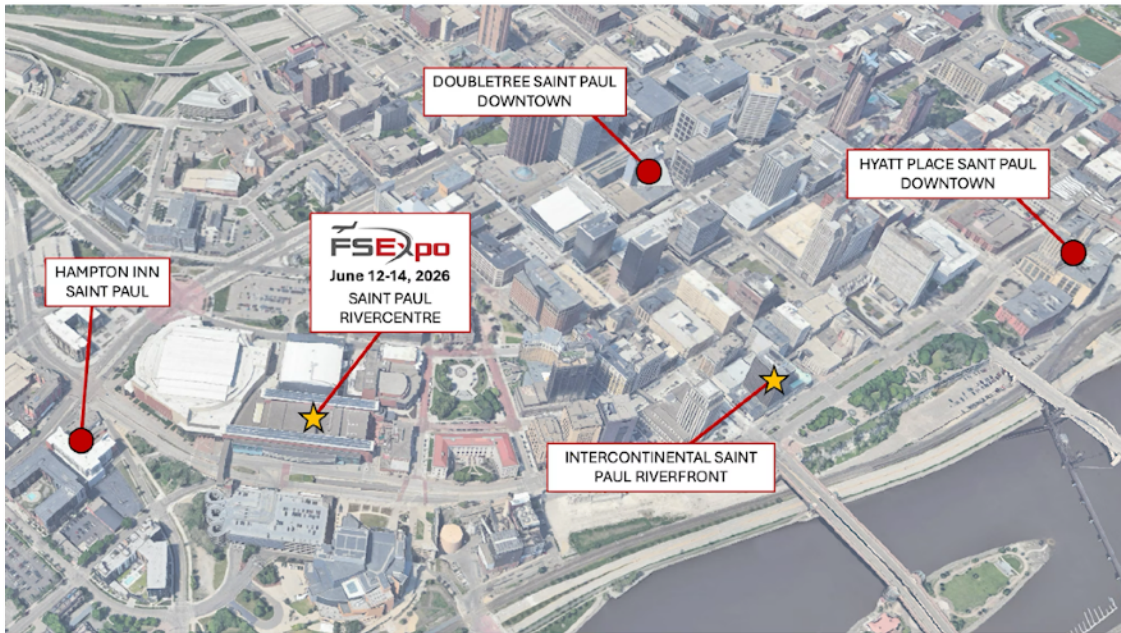
The other hotels that FlightSimExpo has secured for discounted rates include the Hampton Inn Saint Paul, Doubletree Saint Paul and also Hyatt Place Saint Paul Downtown (available to book in January 2026). All hotels include free cancellation, free luggage storage, parking options, and some even include complimentary breakfast. See venue map on next page.

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From the Flight Deck

FlightSimExpo 2026 - Discounted Travel and Hotel Rates/Locations Revealed



FlightSimExpo 2026 Activities and Tickets

At this stage, it's too early to speak about activities and tickets. That said, #FSEXpoFroday has been confirmed to return on Friday 12th June 2026, with the exhibit hall then open all weekend for attendees to try out the latest and greatest software and hardware in flight simulation.

Expect stages, community talks, seminars, workshops, and much more.

Tickets will be available in the future. For now, sign up to the mailing list to stay up-to-



Consider supporting the flight sim hobby by...

Joining *The Flight Simulation Association* - it's FREE!
Help build a community driven organization the promotes home flight simulation as both a hobby and aid to pilot training. [Click here to learn more!](#)



WestWind Airlines Online Operations

WestWind Online Operations is devoted to flying online, using a massive network called VATSIM, a free organization with over 140,000 members and many servers. At any time during the day, there can be anywhere from 200-1200 people online, with an average of 500-600.

VATSIM News

VATSIM Partners with Navigraph

We're excited to announce a new data partnership with Navigraph. Through this partnership, Navigraph will provide Jeppesen-powered Navigation Data, updated every AIRAC cycle, to support VATSIM's global network of virtual pilots and air traffic controllers. AeroNav plays a crucial role by running the service that converts data into sector files used by VATSIM controllers. They manage the preparation and distribution of these files, ensuring controllers have easy access to the resources they need. This partnership means:

- ~ Real-world navigation data powering VATSIM's systems
- ~ Sector files and downloads expertly prepared and delivered by AeroNav
- ~ Improved experience for virtual controllers using tools like EuroScope

[Click here for full NOTAM](#)



UPCOMING POPULAR VATSIM EVENTS

Tuesdays in Brasil: VFR Edition



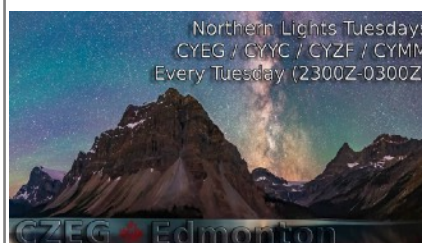
Tropical Tuesdays



Frankfurt Friday



Northern Lights Tuesday



October's Feature Event of the Month

Flight of the Living Dead V

October 28th - 2300z - 0300z



[Click event graphic for further details](#)

Cockpit Chatter

Over the past several months, The WestWind Journal has featured exciting news from Navigraph about the all new **Navigraph Academy**. The Academy will be a completely free, expert-led, and structured learning experience designed to help fight simmers at every level elevate their skills and confidence in the virtual cockpit. In this article, we expand the introduction of the Academy by introducing you to their flight instructors.

Meet Your Navigraph Academy Instructors



Academy Flight Instructors (L to R) Andreas Goodholm, Jason Sokoloff and Martin Trankell

Recently we sat down with our Navigraph Academy Instructors and asked a few thought provoking questions to get to know them a bit more.

Martin - Academy Ground Instructor



Question: Aside from any check rides or milestone training flights, what has been your most personally memorable or beautiful flight, and what made it so special?

Cont on next page...

Cockpit Chatter

Answer: This is a tricky one; there are so many to choose from! But one memory that certainly comes to mind as memorable is my first airline sector as a junior first officer. I was supposed to fly a single sector, consisting of the last evening flight out of Stockholm down to the island of Gotland. Gotland is a large Swedish island in the middle of the Baltic Sea, and it is only around 35 minutes away from Stockholm-Arlanda airport. This means a short and hectic flight, during nighttime conditions, with absolutely no time for small talk or leeway to lose time.

This being my first real life flight with passengers on board, I was of course a bit nervous, but I took comfort in the thought of being hand-held by the training captain from the briefing room onwards. But as I showed up to the crew office, I found no training captain nor any of our cabin crew. Alone in the room, feeling out of place in my new uniform, I checked the schedule. That is when I realized their schedule had been changed and they were out flying. They'd be landing 25 minutes before our scheduled departure to Gotland. So much for my handholding! There'd be no pep talk nor guiding thoughts from the captain.

I quickly made my way out to the gate and stood alone eagerly awaiting the arrival of the aircraft. As it came in and the passengers deboarded, I pushed my way to the cockpit. The captain, an incredibly experienced Danish fellow, reached out from his seat and over his shoulder shook my hand, saying "Welcome, get to work!" As I sat down and started putting in the route into the Flight Management Systems (FMS), trying to get us off on time, I remember thinking it was hustle time. And from there, things really went hustle!

So hustle in fact, that the next thing I remember was sitting in the crew taxi, heading away from the airport in Gotland, on my way to the hotel. The training captain smiled and said "good job." But what that job had actually consisted of fails my memory still today. I had been too focused and stressed to register a single thing from the flight!

Question: What is the single biggest 'aha!' moment you enjoy seeing in a student, or yourself and what do you think triggers that breakthrough?

Answer: This is a fascinating subject and the many answers really give insights into how the brain works. One particular scenario that I saw repeatedly in students was perfecting night landings. Learning to fly, we start out flying in daytime conditions. The students solo and become proficient with landings to the extent that most earn their private wings, and only then do some start working on night operations. So at this stage, practically everyone is a rated pilot and in theory should know how to land.



Cont on next page...

Cockpit Chatter



But coming in over the runway in the dark almost invariably leads to these students flaring too high, or vice versa not at all (slamming the plane into the ground). When I was a new instructor, I found that repeated practice did not do anything to better the situation; landings kept being poor no matter how many patterns we did. That's when I tried something new. I asked the students to try to look for the subtle yet visible effect of the landing light reflecting off the surface of the runway. This occurs in the Cessna at about 25 feet off the runway, and if you start slowly raising the nose while simultaneously reducing your power, you'll almost always find that you touch down square on the main wheels as your nose attitude reaches the landing pitch.

Telling the students to simply "look for the light reflection" and "start flaring slowly then" made it all suddenly work. And it was like an off and on switch. The reason, obviously, was that the students lacked visual feedback to their landings. They were used to a certain visual feedback during daytime operations, which guided them in doing nice landings, but coming in in the dark they were suddenly handicapped. By the simple act of giving them a new "feedback", in the landing light reflection, this unlocked their already trained ability to learn to land, now adapted to the night time environment. That's just how the brain works, and visual feedbackers have also been taken into account when we've designed our courses in Navigraph Academy.



Question: Aviation is a continuous journey of learning. What's a skill or area of knowledge that you, as a seasoned pilot, have recently focused on deepening for yourself?

Answer: Lately I've found myself really interested in trying to master the Airbus A320. We have so many nice models for this aircraft available now, and with all the new gear coming out of the hardware companies, I would love to build myself a small A320 home cockpit. Also I'm currently trying to do my own little "home type-rating" where I go through the systems and learn the procedures the way Airbus designed and wrote them.

The Airbus gets a lot of criticism for being over-automated, but my take is that more automation requires more technical skills (rather than just hand flying skills). If you lack technical skills or don't understand the Airbus systems, then it can become a risk factor. But if you do, then your hand flying skills and technical knowledge will come together to build even higher flight safety. In other words, I think the Airbus requires pilots to be even better than before. And this means that the Airbus is a more fun plane to learn to master, with all its intricate systems and modes. Knowing exactly what does what, in any given situation, while also being able to go to basic law (removing all the safety systems) and flying manually seems to me the greatest and most fun way learn. I'm slowly getting there, and soon I hope to jump onto VATSIM and have some fun sectors!

Cont on next page...

Cockpit Chatter

Andy - Academy Community Manager



Question: Aside from any check rides or milestone training flights, what has been your most personally memorable or beautiful flight, and what made it so special?

Answer: When I was based in Ibiza, we frequently operated flights to the northern parts of Italy, where terrain is a major factor. Those routes often

added an extra layer of excitement. Bologna was one of them, and if we were lucky after landing, we'd be escorted in style across the apron by a Lamborghini 'follow me' car. But Turin quickly became my favorite. The runway 36 arrival from the south offers a breathtaking view: descending with the Alps rising like a wall ahead, peaks extending above 10,000 feet, while the city of Turin lies just beneath the final approach path. The city unfolds below you, and the Allianz Stadium Juventus, the Mole Antonelliana, and the Po River become visible in a single sweeping view, with the mountains dominating the horizon. It's one of those flights where the views and the way the city and mountains line up just make the approach unforgettable.

Question: What is the single biggest 'aha!' moment you enjoy seeing in a student, or yourself and what do you think triggers that breakthrough?

Answer: Descent planning in the Boeing 737 is a classic lightbulb moment. Any 737 pilot can tell you how easy it is to end up too high and too fast. Managing energy properly is usually one of the final skills a student masters before being checked out to fly on the line. The breakthrough often happens when they stop reacting and start anticipating: running the mental math for a 3-to-1 descent profile (1000 feet for every 3 nm), and making small, proactive changes before the aircraft gets ahead of them. This makes the flight smoother and safer, and it's also where pilots begin to realize how much fuel and workload can be saved by disciplined, proactive energy management – even when ATC constraints make things interesting.

Cont on next page...

Cockpit Chatter

Question: Aviation is a continuous journey of learning. What's a skill or area of knowledge that you, as a seasoned pilot, have recently focused on deepening for yourself?

Answer: I've been particularly focused on short-field takeoffs and landings, both in the simulator and at smaller strips in the real world. What I enjoy most is the precision required, consistently making landings right on the touchdown point. That means managing speed and descent rate with exact control, and being disciplined with adjustments all the way to touchdown. Perfect landings are built in the approach, so I put a lot of emphasis on working proactively to stay ahead of the plane.



When I first started flying about 15 years ago, it was in motor gliders, where every landing was effectively a power-off landing. That experience taught me early on how vital energy management is, and how critical it is to judge the glidepath down to the touchdown point. I still carry that mindset today, practicing power-off landings in smaller aircraft whenever possible. It's an excellent way to stay sharp as it forces you to fly with precision from the very start of the approach. Even in this day and age with modern automation, raw aircraft handling, flying the airplane by hand with accuracy and discipline, is still one of those things that defines strong airmanship.

Jason - Academy Flight Instructor



Question: Aside from any check rides or milestone training flights, what has been your most personally memorable or beautiful flight, and what made it so special?

Answer: Wow, good question. There are many stories I have of a flight that stands out in the sim and real world. In the real world, I remember a flight as a new private pilot. I took a few friends up to Nantucket in the summertime and was issued a

LAHSO. At that time, the runway was a taxiway to accommodate all of the summer traffic. Well, I bounced down the runway/taxiway until my buddy who was a student pilot sitting in the right seat looked at me and yelled "Get the thing on the ground!" as we stopped right at the hold line as a Lear 35 whizzed past my window. I looked at everyone in the back and said "Welcome to Nantucket, who has an extra pair of shorts?"

Cont on next page...

Cockpit Chatter

In the simulator one stands out. I was live streaming a flight into Fort Myers on youtube in the FS passengers' days and went to drop the gear. To my surprise the gear would not come down, no matter what I did. I went around buzzed the tower (RSW tower was online) to see if he could see my gear, ran the QRH and did all sorts of maneuvers to try to get the gear into down and locked. FS passenger's had it out for me I thought. Well I had to belly land this thing and in those days with FS pax there was crash detect. I tell you, I buttered that biscuit with no fire or crash, just a lot of sparks!

Question: What is the single biggest 'aha!' moment you enjoy seeing in a student, or yourself and what do you think triggers that breakthrough?

Answer: When I was teaching ground school, I loved being able to share my passion for the subject with the students. If you're truly enthusiastic about what you're teaching, it's easier to connect with others and help them understand. I always tried to use everyday examples to make the material more relatable. It's incredibly rewarding to watch a student finally understand a concept that's been challenging for them—it's like you can see the light bulb turn on. But the best part is when a student is able to explain it back to me—that's when I know it really clicked.



Question: Aviation is a continuous journey of learning. What's a skill or area of knowledge that you, as a seasoned pilot, have recently focused on deepening for yourself?"

Answer: Personally, I have a real passion for learning. Whenever I get interested in a particular aircraft, I make it a point to dive deep and discover everything I can about it. Lately, I've been immersed in books about the 757—studying them with almost the same intensity as training for a type rating. I want to fully understand every system and limitation, down to the smallest detail. With any new aircraft I fly seriously, I never approach it half-heartedly—it's always full commitment, or as I like to say, 100% N1.



Challenging Approaches - Eagle County KEGE



Vail, Colorado—the ultimate ski-lover's retreat—is a destination renowned for its natural beauty and exhilarating approaches. As autumn gives way to the first hints of snow, there's no better time to sharpen your flying skills and experience Eagle County Regional Airport (EGE), nestled among Colorado's iconic sagebrush and aspen landscapes.

Scenic But Demanding: The EGE Arrival



Cont on next page...

Challenging Approaches - Eagle County KEGE

Eagle County doesn't just look stunning; it demands your respect as a pilot. Set at over 6,000ft elevation and surrounded by peaks soaring past 11,000ft, EGE is a hallmark in any pilot's logbook. The approach into Eagle is notorious for:

- ♦ Mountainous Terrain: Expect constantly changing visuals and unpredictable winds.
- ♦ High Elevation: Air is thin, density altitude is a major factor.
- ♦ Non-Standard Approaches: Forget traditional ILS—it's all about RNP and situational awareness.

This is exactly what makes EGE a highlight in our Challenging Approach Series.

Denver to Eagle in the PMDG 737-900



To set the stage for the winter season, I loaded up WWA Flight 1729A, a classic route, shuttling 177 passengers and a solid 6,200lbs of cargo from Denver to Eagle—a brisk 40-minute gate-to-gate hop.

A successful Eagle County arrival starts with updated AIRAC data and the latest navigation charts. Here, Navigraph's comprehensive charting solution and seamless SimBrief integration are indispensable. In a mountain environment where things change fast, having the right charts in your EFB or tablet isn't just convenience—it's mission critical for safety and situational awareness.

Cont on next page...

Challenging Approaches - Eagle County KEGE



Why Navigraph?

- ◆ Always-current AIRAC cycles
- ◆ Full library of RNP and visual procedures for EGE (and everywhere else)
- ◆ Clear, zoom-friendly charts right on your flight deck or device

Flight Details

- ◆ WWA1729A
- ◆ Aircraft PMDG 737-900
- ◆ Denver (KDEN) Departure 11:44
- ◆ Eagle County (KEGE) Arrival 12:15
- ◆ Cruise-FL200
- ◆ Passengers - 177
- ◆ Cargo - 6,195lbs
- ◆ Block Fuel-9,100 (SimBrief)
- ◆ Route-ZIMMR3 ZIMMR DCT CULCH

Cont on next page...

Challenging Approaches - Eagle County KEGE



Getting there

As you depart from Denver's Runway 25, the journey seems routine at first, but things quickly become more engaging as you pick up the ZIMMR transition and turn towards CULCH. Once you're locked onto the RNP X 25 approach into Eagle County, situational awareness becomes critical.

It's essential to keep your terrain radar active throughout the descent, as the valleys and mountain ridges in this part of Colorado don't offer forgiveness for inattention. Approaching the HADIE waypoint, meticulous speed management is required—crossing this fix at or below 180 knots is mandatory due to the tight RNP constraints, and your aircraft should already be configured with flaps out, either at position 1 or 5, depending on your standard operating procedure.

Passing HADIE, you'll need to ensure you're descending from 12,700ft toward ALOHA at 10,000ft. Because of the high elevation, your groundspeed will be higher than what you're used to at lower altitudes, so configuring early for landing is a smart move—waiting too long can easily catch pilots off guard. Don't be surprised by sudden turbulence: mountain waves and unpredictable winds can appear with little warning in this region.

Cont on next page...

Challenging Approaches - Eagle County KEGE



As you line up for the runway, remember that Eagle County offers about 7,000ft of usable landing distance—the runway slopes away from you, increasing the challenge of making a precise touchdown. Using flaps 40 helps with both stopping performance and stability on short final, making the whole sequence an exercise in both planning and flying finesse.



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Challenging Approaches - Eagle County KEGE

With careful advance planning, unrelenting attention to your charts, and reliance on up-to-date Navigraph resources, the approach into Eagle County shifts from stressful to genuinely rewarding. The combination of technical flying and breathtaking scenery makes every arrival here a memorable part of the journey.



Welcome to Eagle County - we hope you enjoyed your flight.



ToLiss A320 CEO for X-Plane 12 Released

ToLiss has officially announced its upcoming A320ceo expansion for X-Plane, scheduled to release on Friday, September 26, 2025. This new aircraft variant will be offered as a paid add-on to the existing A320neo base package.

The A320ceo package will include both the CFM56-5B4 and the IAE V2527-A5 engine variants. Both sharklets and wingtip fences will be included as visual options. ToLiss has also confirmed that the new weather radar from XP12.3 will be part of the A320ceo release.



Realism and Differences from the Neo

While the ceo and neo cockpits are virtually identical by design, users can expect key differences in performance and aircraft behavior. According to ToLiss, these differences have been modeled in the most realistic way possible within the simulator. As one example, the fuel system in the A320ceo reflects the original pre-neo Airbus configuration.

Pricing and Previews

The A320ceo announcement marks another major milestone in ToLiss' growing Airbus lineup for X-Plane. With two classic engine options, accurate flight behavior, new visual features, and system-level differences from the neo, this expansion offers one of Airbus' most recognizable workhorses.



The A320ceo expansion launches September 26, 2025, and will be priced at \$29.95. ToLiss has sent pre-release copies to various streamers, so you'll be able to see previews from them coming soon. The original announcement can be found on ToLiss' Facebook page [here](#).



In the Real World - Aviation News

Boeing Has Started Working on a 737 MAX Replacement



Airplanes at Boeing's factory in Renton, Wash.

Boeing is planning a new single-aisle airplane that would succeed the 737 MAX, according to people familiar with the matter, a long-term bid to recover business lost to rival Airbus during its series of safety and quality problems.

Earlier this year, Chief Executive Kelly Ortberg met with officials from Rolls-Royce Holdings in the U.K., two of the people said, where they discussed a new engine for the aircraft. Ortberg appointed a new senior product chief in Boeing's commercial plane business, whose prior role was developing a new type of aircraft.

Boeing has also been designing the flight deck of a new narrow-body aircraft, according to a person familiar with the plans.

This new aircraft is in early-stage development and plans are still taking shape, some of the people said.

Boeing's plans represent a shift for the company, which had put some new aircraft development work on the back burner while it navigated multiple challenges. They are also a sign that the company is betting that a cutting-edge plane design could power its business for the next few decades.

Ortberg hasn't publicly detailed any plans for a 737 successor. He has consistently said that fixing Boeing's long-running quality and manufacturing problems, and shoring up its balance sheet, are his priorities.

At a recent investor conference, Ortberg said the company is looking to finish up various projects, which "will also free up a lot of capital for us to focus on what's next."

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In the Real World - Aviation News

Boeing Has Started Working on a 737 MAX Replacement

Boeing said in a statement that it remains focused on its recovery plan, including delivering on a backlog of roughly 6,000 commercial airplanes and certifying already-announced aircraft models.

"Our team evaluates the market, advances key technologies, and improves our financial performance, so that we will be ready when the time is right to move forward with a new product," the company added.



The interior of an Airbus A320neo as the aircraft was delivered to an airline in 2024.

Boeing's aircraft-development programs have struggled in recent years. The 737 MAX entered commercial service in May 2017. Two deadly crashes involving the jets resulted in a global grounding of the fleet in 2019 and delayed two new variants. The company later dropped plans to build a new midsize aircraft that it had been trumpeting. It is years behind on a new upgrade for its 777.

The crashes and other safety problems dented customers' confidence, spurred turnover in Boeing's senior management and prompted regulatory crackdowns.

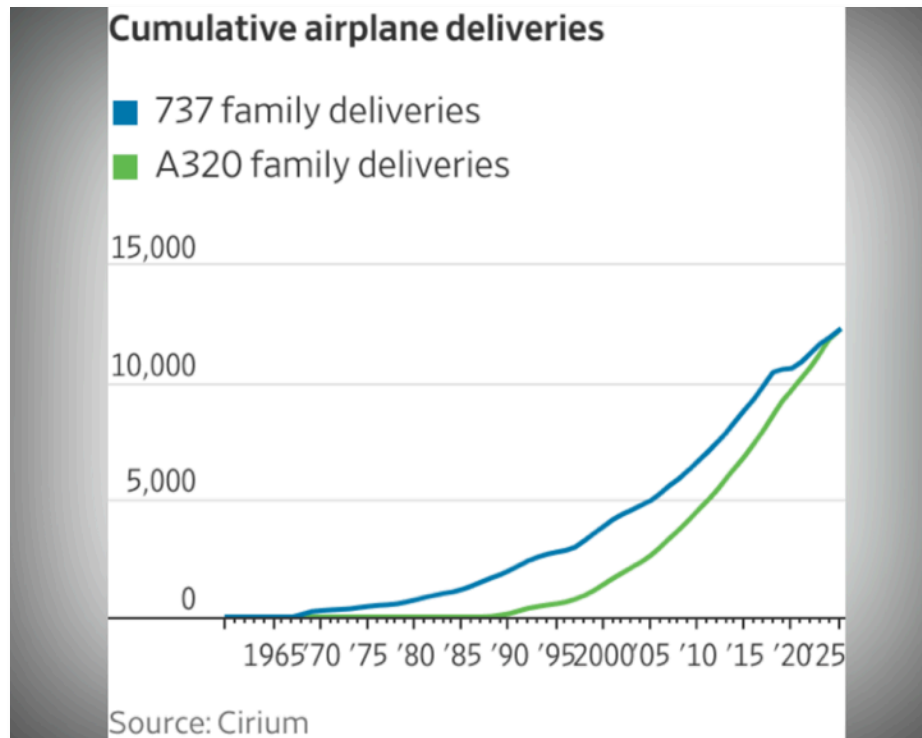
As Boeing struggled, rival Airbus didn't sit still. The European aircraft manufacturer has grown to be the world's biggest plane maker by total deliveries and order backlog.

Despite starting production roughly 20 years after its rival, Airbus deliveries of A320 narrow-body jets have caught up to Boeing's deliveries of its 737s.

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Cumulative airplane deliveries

Airbus's gains are bringing it billions of dollars to invest in its own next-generation narrow-body, an aircraft that it wants to deliver to customers in the late 2030s.

Boeing's previous chief, Dave Calhoun, considered reviving the effort for a midsize aircraft to gradually replace the 737 family and discussed the idea with customers. Those grand plans took a back seat to more-pressing problems following a midair door-plug blowout that exposed persistent manufacturing problems and led to Calhoun's departure in 2024.



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Boeing has historically signaled development plans years in advance to entice airline customers, lock in commitments from suppliers and drum up interest from investors.

Ortberg, who has led Boeing for just over a year, has had an eye on Boeing's next big play.

Building an all-new aircraft, known as a clean-sheet design, can take over a decade and cost tens of billions of dollars. Manufacturers typically look for at least a 15% jump in fuel efficiency when deciding whether to embark on a major plane program. That could come from new engine architecture, lighter materials or radical changes to the airframe.

In February, Ortberg traveled to Rolls-Royce's factory in Derby, England, a roughly three-hour drive from London, where he met with the company's CEO, Tufan Erginbilgic. The Boeing chief heard the company's pitch to supply an engine for a new narrow-body aircraft.

"We actually hosted Boeing leadership in Derby to talk about narrow-body this year," Erginbilgic said, according to a transcript of a September investor event viewed by The Wall Street Journal. "That should give you a sense where the conversations are."

Rolls-Royce, which began testing a prototype of its newest engine in 2023, doesn't yet have a customer for the technology. The new engine could offer a 10% jump in fuel efficiency compared with engines on Airbus's A320neo and up to 20% when combined with other upgrades to a new airframe, the Rolls-Royce CEO said at the investor presentation.

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In the Real World - Aviation News

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In a separate media event, Erginbilgic said the company would need a partner to help manufacture the engines and could begin deliveries as soon as 2035, a faster timeline than what Airbus is planning for its next narrow-body plane.

Any deal with Rolls-Royce would mark a major change for Boeing, which for about 40 years has used engines from CFM International—a joint venture between GE Aerospace and Safran—to power its 737 narrow-body planes. The first 737 aircraft made its debut in the 1960s.

In April, Boeing shifted the focus of a project with the National Aeronautics and Space Administration aimed at

developing a radical new and greener aircraft, known as X-66. Instead, the company has retooled that effort to design a lighter and more aerodynamic wing for a new aircraft.

The next month, Ortberg promoted Brian Yutko, boss of its flying-taxi subsidiary Wisk Aero, to a role leading product development within the company's commercial division. The role would include overseeing any successor to the 737 family of planes.

Boeing executives have said that Wisk technologies would be essential to designing future cockpit avionics, including Boeing's next airplane.

Ortberg has worked to convince customers and the public that Boeing can overcome its challenges. That has been reflected in comments from airlines, including the discount carrier Ryanair, one of Boeing's biggest customers and at times, a staunch critic.

Boeing is "doing a really good job at the moment, the aircraft are coming early, quality is excellent," Ryanair CEO Michael O'Leary said at a press conference in August. He said Ryanair had started recalling engineers it had based at Boeing's factories to oversee the plane maker's work.



Rolls-Royce began testing a prototype of an engine in 2023.

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In the Real World - Aviation News

Boeing Has Started Working on a 737 MAX Replacement

The Federal Aviation Administration, which will have to approve Boeing's new plane, is loosening its grip over the company's aircraft deliveries and production. Regulators expressed tentative satisfaction with the plane maker's efforts to improve its manufacturing quality.

The company still has major near-term hurdles to clear. Two new 737 MAX models have yet to be certified. Boeing is roughly six years behind schedule in bringing an upgraded 777X, a long-distance aircraft, to market.



Airports of Uzbekistan receive new ICAO codes - UZ instead of UT

NOTAM: Starting from 2 October, all airports in Uzbekistan switched to new ICAO codes (International Civil Aviation Organization, a UN agency). Instead of the prefix UT, the code UZ is now used to designate Uzbekistan, the UzAeroNavigation center, state air navigation service provider under the Transport Ministry, announced.

From the same date, the country's airspace has a unified transition altitude of 13,000 ft (about 4 km, measured above aerodrome level) and a flight level FL150 (150 means 15,000 ft, or about 4.5 km above sea level). Until now, these values were set at 6,000 and 8,000 ft.



The transition altitude is the height at which, during climb, the aircraft's barometric altimeter setting is switched from local pressure to the standard setting (1013 hPa / 760 mmHg). The transition level is the flight level (based on standard pressure) at which, during descent, the altimeter is reset back to the local pressure.

The change, described by the center as strategic, will simplify the work of pilots and controllers, reduce the number of radio transmissions and procedures, as well as make air traffic management more precise.

It is also expected to make flights not only safer but more economical, by reducing fuel consumption and emissions, the statement noted.



Pilot's Tip of the Month

Lost In Flight? Follow the 5 C's

The "5 C's" in aviation refer to the standard steps pilots take when lost: Confess (admit being lost), Climb (improve visibility and radar coverage), Conserve (reduce engine power and fuel use), Communicate (contact air traffic control for assistance), and Comply (follow instructions from ATC). There is a variation for handling a missed approach, which includes Cram (full power), Climb (positive rate), Clean (retract flaps/gear), Cool (engine cooling), and Call (inform ATC).

For Lost Aircraft Procedures

- ✦ **Confess:** Acknowledge that you are lost and no longer aware of your current position.
- ✦ **Climb:** Increase altitude to gain a better view of landmarks and improve radio reception and radar coverage.
- ✦ **Conserve:** Operate the aircraft at a power setting that maximizes endurance to conserve fuel.
- ✦ **Communicate:** Contact someone on a radio frequency, such as 121.5, to get assistance and directions.
- ✦ **Comply:** Follow any instructions given by air traffic control or other assistance providers.

For Missed Approach/Go-Around Procedures

A related set of "C's" is used for going around after an attempted landing or during a missed approach:

- ✦ **Cram:** Apply full throttle to increase power.
- ✦ **Climb:** Pitch for a proper climb attitude and achieve a positive rate of climb.
- ✦ **Clean:** Retract flaps and landing gear as appropriate for the climb.
- ✦ **Cool:** Set carb heat to cold or open cowl flaps to help cool the engine.
- ✦ **Call:** Inform air traffic control that you are performing a go-around or missed approach and state your intentions.

The 5 C's of Lost Procedures

Climb Ascend to a higher altitude to see farther and improve radio/radar coverage



Communicate Let ATC know your situation and maintain contact

Confess Acknowledge to ATC that you've lost your position and need help

Comply Follow ATC or other assistance that vectors you to a known position

Conserve Reduce power and save fuel in case you need to reroute or hold

