

THE WESTWIND JOURNAL

Cockpit Chatter | MSFS2024 PMDG Update | ETOPS - PT2

WestWind Airline Stats - YTD

Total Flight Hours:	21,118
Total Offline Hours:	18,235
Total Online Hours:	2,883
Total Flights:	6,836
Total Cargo (lbs.):	89,897,221

WestWind Hub Rankings

August

Top 3 Hubs by Total Hours

1 - Singapore	362
2 - Miami	361
3 - Denver	249

Top 3 Hubs by Total Flights

1 - Miami	109
2 - Cincinnati	75
3 - Denver	72

Top 3 Hubs - VATSIM Hours

1 - Amsterdam	95
2 - New York	44
3 - Calgary	41

PROMOTION ANNOUNCEMENT

From the Office of the Chief Operations Officer

It's with great pleasure to announce the promotion of **Noah Brand** (WWA3685) to Amsterdam Assistant Hub Manager. Under the great leadership of EHAM HM **George Forster**, Noah will assist with general hub duties, as assigned.

"My first thing to do is to update the complete in-and-out routes of Amsterdam",

Noah said in a recent interview. "I will do as best I can to make WestWind, and especially our Amsterdam Hub, as enjoyable as possible."

"We're very excited to have Noah onboard and wish him all the best in his new position" said **Phil Cohen**, COO of WestWind Airlines.

Noah joined WestWind Airlines in June of this year and has quickly excelled to Senior Captain wracking up over 300 hours.

Please join us in congratulating Noah on his promotion!



Noah Brand (WWA3685)



Brian Mills WWA1108

WESTWIND

PROMOTIONS AND AWARDS



Pilot Promotions - August

Hal Morse WWA3615 - Sr. Command Captain +34
 Mike Jones WWA3381 - Sr. Command Captain +16
 Nicholas Baker WWA3229 - Sr. Command Captain +15
 Jimmy Phillips WWA3516 - Sr. Command Captain +5
 George Deckert WWA2510 - Command Captain
 Noah Brand WWA3685 - Senior Captain
 John Giardino WWA1010 - Category IV

Recognition Awards - August

Paul Zaremba WWA97 - 25 Years of Service
 Greg Shaw WWA2105 - 17 Years of Service
 Craig Paul WWA1962 - 17 Years of Service
 Bill Martin WWA2707 - 15 Years of Service
 Donnie Wade WWA3321 - 12 Years of Service
 David Reason WWA3314 - 12 Years of Service
 Gerald Spears WWA3311 - 12 Years of Service
 Tony Yonek WWA1996 - 2,000 Flights Logged
 Paul Runge WWA14 - 1,000 Flights Logged
 Scott Robinson WWA2660 - 25 Million Pounds of Cargo
 Edward Harper WWA2683 - 1,000 Hours in Type B748
 Nicholas Baker WWA3229 - 750 Hours in Type A21N



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

Director of Newsletters - Karl Truman
 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



WestWind Scenery Advisory for XP12.2

Bob Sturm, VP of Scenery, issues important XP12 bulletin.

For those flying the latest version of XP12, beware of hot air balloons. This is the second time I have encountered them on final approach. Last week I encountered 3 hot air balloons on approach to Midway Airport in Chicago. This week Dallas Fort Worth Int'l. (pictures below). Maybe those of you who fly low and slow will see more, but the only time I am low and slow is on final approach. Somewhat of a dangerous place to see them.



From the WestWind Hangar

Joe Gay, WestWind's **Chief Maintenance Officer**, announces three new aircraft added to the hangar. "I'm happy to announce that we have added the **Bell 205/UH-1H**, the **Bombardier Learjet 35A**, and the **Embraer Lineage 1000** to our large fleet of aircraft", said Joe in a recent interview with The Journal.

"There's been a lot of interest in these aircraft and we're happy we could bring them to our hangar." He added, "Currently we have textures for the Flysimware L35, and the Taog's Hangar 205 for MSFS. If anyone owns the X-Crafts Lineage 1000, or the Nimbus UH-1 for X-Plane and would like to help paint them, let me know."

Joe concluded with, "With over 290 aircraft available, WestWind Airlines offers one of the most robust selection of aircraft of any VA and we're always looking to grow our fleet where needed."



Bell 205/UH-1H



Bombardier Learjet 35A



Embraer Lineage 1000



August Screenshot
Competition Winner

Erwin Michael
WWA2244



Congratulations!



THIS MONTH IN AVIATION HISTORY

02 September 1930: On this day, French aviators Dieudonné Coste and Maurice Bellonte completed the first nonstop flight from Europe to the United States. Flying their red Breguet Br.19 "Point d'Interrogation" from Paris to New York, the pair covered 3,193 nautical miles in just over 37 hours, landing before a crowd of 25,000—including Charles Lindbergh—and earning international acclaim.




Aeroprojecto Cessna U206F
For FSX / FSX:SE / Prepar3D

SPECIAL DISCOUNT

Aeroprojecto Cessna U206F
WWA DISCOUNT 20% OFF

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



From the Flight Deck

FlightSimExpo 2026 - Discounted Travel and Hotel Rates/Locations Revealed

It feels like just yesterday that FlightSimExpo 2025 concluded, but now attention is turning to the 2026 show. **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.

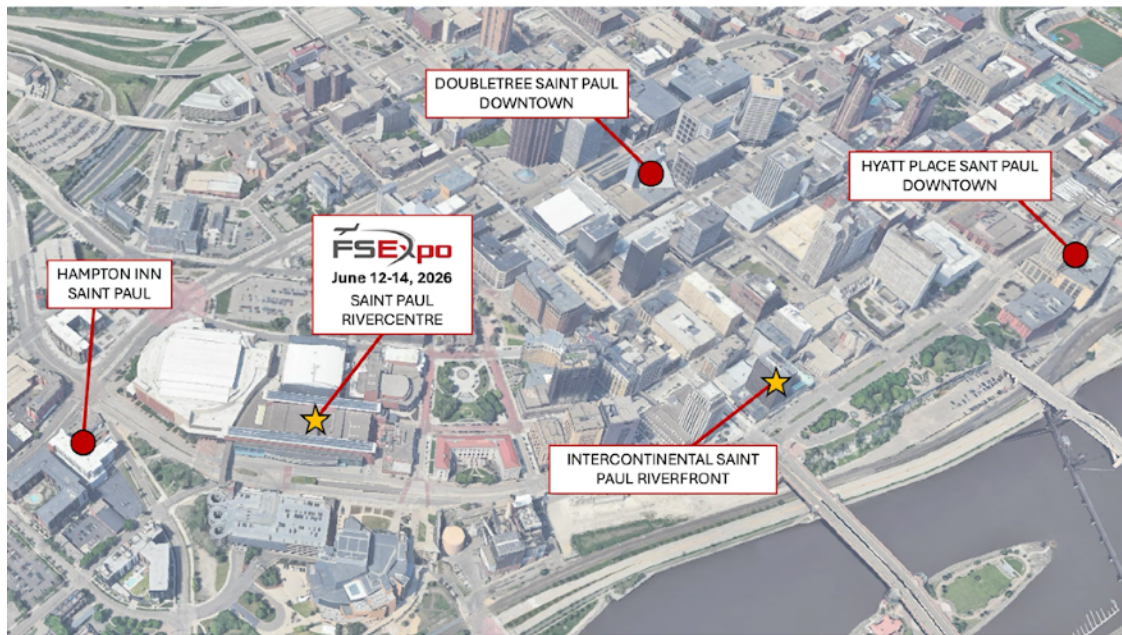
The other hotels that FlightSimExpo has secured for discounted rates include the Hampton Inn Saint Paul, Doubletree Saint Paul and also Hyatt Place Saint Paul Downtown (available to book in January 2026). All hotels include free cancellation, free luggage storage, parking options, and some even include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

Cont on next page...



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!](#)



Cockpit Chatter

Why Navigraph Academy Is a Game Changer for Flight Simmers?

Flight simulation has evolved dramatically, with today's platforms offering unprecedented realism, detailed aircraft systems, and breathtaking visuals. Yet, this complexity introduces a steep learning curve for everyone—newcomers and seasoned simmers alike. The recent announcement of the free Navigraph Academy at FSExpo responds directly to this challenge, ushering in a new era of accessible, professional-grade flight training for the virtual skies.



Closing the Skills Gap in Flight Simulation

Navigraph Academy was conceived with a simple but powerful aim: to help flight simmers at all experience levels develop the real-world skills and knowledge needed to fully enjoy their hobby. Here's why having a dedicated training academy makes sense for the Navigraph ecosystem:

- ♦ **Bridging Theory and Practice:** Modern simulators mirror real aviation so closely that learning to fly them proficiently feels much like training for a real-world pilot's license. But until now, there hasn't been a formal, standardized way to acquire these skills in the simulator environment.
- ♦ **Curated by Real Experts:** Courses are crafted and delivered by real flight instructors and professional pilots, ensuring that content isn't just accurate, but practical and engaging for everyone from newcomers to veterans.
- ♦ **Structured Curriculum:** By modeling the Private Pilot License (PPL) framework, the Academy offers lessons in core subjects such as aerodynamics, aircraft systems, and fundamental flying techniques, demystifying complex concepts for simulator pilots.

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Cockpit Chatter

Why Navigraph Academy Is a Game Changer for Flight Simmers?

What Sets Navigraph Academy Apart?

Navigraph Academy is available at no cost to the entire flight sim community—an important move that lowers barriers for entry and encourages learning across every popular simulator, whether it's Microsoft Flight Simulator, X-Plane, or Prepar3d.

The Academy combines in-depth video tutorials, written materials, and interactive quizzes to reinforce knowledge. Courses feature demonstrations in both simulators and real aircraft, with content recorded in collaboration with professional aviation schools.

- ♦ Real-World Relevance: Instructors compare simulation techniques with actual flying, helping users understand both the similarities and the critical differences.
- ♦ Performance Debriefing: Lessons even include real-time tracking and feedback, guiding users on where to improve after practical exercises.

Watch the video trailer below:



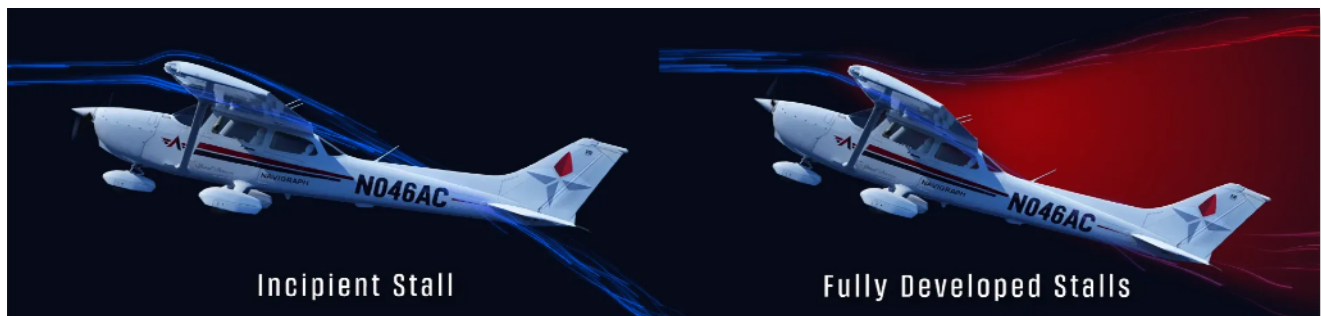
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Cockpit Chatter

Why Navigraph Academy Is a Game Changer for Flight Simmers?

Navigraph Academy Goals

- ✦ **Raise the Bar for Virtual Training:** Navigraph is setting a new industry standard, taking professional-level training methods and making them available to everyone for free.
- ✦ **Welcome New Simmers:** With the anticipated influx of users from the next generation of simulators, a free, high-quality academy ensures new users feel supported and confident as they start their journey.
- ✦ **Connect Sim to Reality:** The Academy's approach not only makes sim pilots better virtually, but also imparts real-world knowledge that would benefit those seeking real flight training in the future.



Summary

Creating Navigraph Academy was a natural next step for a company driven by the desire to empower simmers to not just “fly,” but to understand, enjoy, and excel. By making structured, expert-led training accessible to all, Navigraph helps ensure that virtual aviation is rewarding, safe, and more true-to-life than ever before. We urge you to sign up free to receive more information and be among the first to know!



WestWind Executive - Charter of the Month

September 2025 - Charter of the Month - C057 Salmon Lake Alaska Supply Flight



Search Cargo Charter of the Month - C057

Category: Events

Origin: PANC

Stops: Non-Stop

Region: North America

Destination: PAOM

Aircraft: Multiple, see briefing

These flights will haul building materials on occasion as the resort expands. These flights operate from **Anchorage (PANC) to Nome (PAOM)** and back with once a week service on Wednesday's throughout the year.

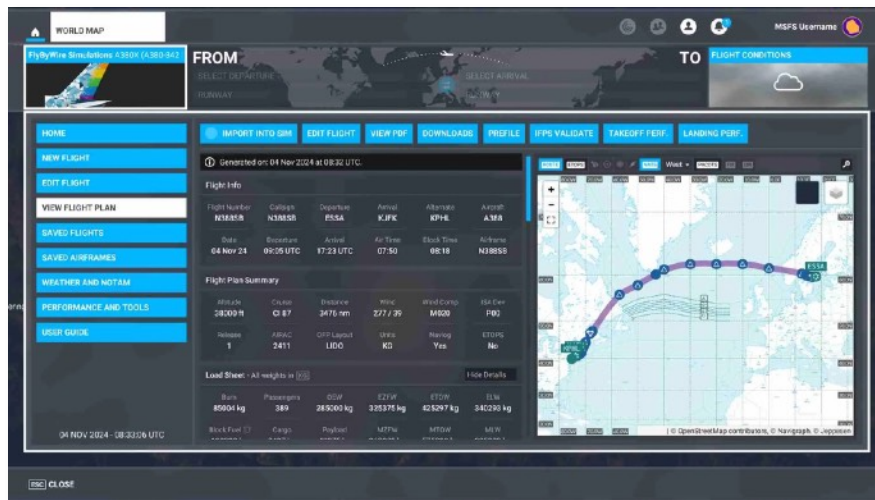
The supplies are moved onward from Nome to the resort through the WW Alaska Regional operation. The resort hosts an airline wide Thanksgiving get together every year. As such starting **November 1st** the frequency of supply flights increases to twice a week operating every Wednesday and Saturday. Twice weekly service continues until November 30th, at which time weekly service on Wednesday resumes.

Aircraft: Beechcraft 1900C, Boeing 727-200F Stage 3, Boeing 737-200F Advanced, Boeing 737-700BDSF, Douglas DC-3 Freighter, Douglas DC-6B, Lockheed L100, Lockheed L188-Electra, McDonnell Douglas DC-9-10F

Note: From the charter page, click on the aircraft to sign out on this charter using the WestWind Flight Dispatch System.



ETOPS | PT 2: ETOPS In SimBrief - A Practical Guide



Now that we know what ETOPS is, we will put what we know into effect using SimBrief functionality. For our flight, we chose Delta Airlines flight 7 from Los Angeles to Tokyo Haneda using the iniBuilds A350-900.

Once logged into SimBrief, enter our flight information as shown:

Airline: DAL | Flight Number 7 | Departure KLAX | Arrive RJTT | Alternate RJGG | and finally your current departure time-

Flight Info

Editing: History Flight (21 Apr 25 - 22:07 UTC)

Airline

Flight Number

Depart

Arrive

Alternate

Departure Time

Now we will enter the aircraft information section: A359-A350-900 | Inibuilds (MSFS) -A350-900 Trent XWB-84 Climb profile will be default, CI at least of 50, descent profile default with a fuel factor of P03.

Aircraft Info

Open Airframe Editor

Aircraft Type

Variant or Airframe

Climb Profile

Cruise

Cost Index

Descent Profile

Fuel Factor

ATC Callsign

Registration

Fin Number

SELCAL

Cont on next page...

ETOPS | PT 2: ETOPS In SimBrief - A Practical Guide

SimBrief Selection Section

We will make the selections as follows: Ensure that we have to correct AIRAC data installed -available [here](#): OFP layout in DAL, (or whatever your favorite is). Units are in pounds, flight maps detailed, taxi out/in, 20min, 15 in. Flight rules IFR, scheduled flight, and alternates at least 1. Ensure that the sliders on the right are ticked to your liking. But we need plan step climb and ETOPS enabled for certain.

The screenshot shows the 'Selections' panel in SimBrief. It includes dropdown menus for 'OFP Layout' (DAL), 'AIRAC Cycle' (AIRAC 2504 - 17Apr25 to 14May25), 'Units' (Pounds), 'Flight Maps' (Detailed), 'Taxi Out / In' (20 / 8), 'Flight Rules' (IFR), 'Type of Flight' (Scheduled), and 'Alternates Count' (1). On the right, there are toggle switches for 'Detailed Navlog', 'ETOPS Planning', 'Plan Stepclimbs', 'Runway Analysis', 'Include NOTAMs', and 'FIR NOTAMs'. Buttons for 'Current AIRAC' and 'Save Defaults' are at the top right.

For the optional entries section, just leave it all to the default settings.

The screenshot shows the 'Optional Entries' panel. It includes input fields for 'Scheduled Block Time' (11 : 25), 'Departure Runway' (25R), 'Arrival Runway' (16L), 'Altitude' (Feet, AUTO), and 'Passengers' (AUTO). There are also fields for 'Freight' (NONE), 'Payload' (LBS, AUTO), and 'Zero Fuel Weight' (LBS, AUTO). A 'Hide Options' button is at the top right.

Fuel Planning

We will dig into the fuel planning a bit on this portion of the tutorial. Contingency I choose 45 minutes, Reserve fuel at 45 minutes, taxi fuel 1,323, and finally 20 minutes of extra just in-case fuel.

The screenshot shows the 'Fuel Planning' panel. It includes input fields for 'Contingency Fuel' (45 Minutes), 'Reserve Fuel' (45 Minutes), 'Taxi Fuel' (LBS, 1323), 'Block Fuel' (LBS, 0), and 'Arrival Fuel' (LBS, 0). There are also fields for 'MEL Fuel' (LBS, 0), 'ATC Fuel' (LBS, 0), 'WXX Fuel' (LBS, 0), 'EXTRA' (Minutes, 20), and 'Tankering' (LBS, 0). A 'Hide Options' button is at the top right.

Cont on next page...

ETOPS | PT 2: ETOPS In SimBrief - A Practical Guide

Fuel Planning

We will dig into the fuel planning a bit on this portion of the tutorial. Contingency I choose 45 minutes, Reserve fuel at 45 minutes, taxi fuel 1,323, and finally 20 minutes of extra just in-case fuel.

Fuel Planning - Custom fuel policies and extra fuel options Hide Options ^

Contingency Fuel	Reserve Fuel	Taxi Fuel <input type="text" value="1323"/>	Block Fuel <input type="text" value="0"/>	Arrival Fuel <input type="text" value="0"/>
45 Minutes	45 Minutes			
MEL Fuel <input type="text" value="0"/>	ATC Fuel <input type="text" value="0"/>	WXX Fuel <input type="text" value="0"/>	EXTRA <input type="text" value="20"/>	Tankering <input type="text" value="0"/>
			Min	

Route of Flight

The route of flight at the time of this writing as follows:

Route FlightAware SkyVector AirRadar GRD EDI-GLA autorouter e

Selected Route

SUMMR2 MCKEY LIBBO BRINY BOARS AMAKR LINUZ NATTE
43N130W 46N140W 48N150W 49N160W 48N170W 46N180E
44N170E 42N160E KALNA OTR5 ADNAP Y807 LALID Y804
INUBO Y108 MESSE MESSEN

Analyze Route →

Find SID/STAR ↻

Your route is valid for AIRAC 2504!
Route distance: 4893 nm (+ 2.8%).

Suggested Routes - Click to use View All

- SUMMR2 MCKEY LIBBO BRINY BOARS AMAKR
REDND TRYSH GAPNE 41N140W 40N150W
39N160W 37N170W 36N180E 35N170E
- SUMMR2 MCKEY LIBBO BRINY BOARS AMAKR
REDND TRYSH 40N130W 40N140W 38N150W
38N160W 37N170W 35N180E 34N170E
- SUMMR2 MCKEY LIBBO BRINY BOARS AMAKR
REDND TRYSH GAPNE 41N140W 40N150W
39N160W 37N170W 35N180E 34N170E
- SUMMR2 MCKEY LIBBO BRINY BOARS AMAKR
LINUZ NATTE ZANNG 49N140W 51N150W
51N160W 51N170W 48N180W 46N170E
- SUMMR2 SCTRR TROXX PEENO 40N126W
VESPA 43N130W 47N140W 50N150W
52N160W 52N170W ADK 51N180E 49N170E

ETOPS Scenario

Select ETOPS Scenario. As we learned before, we will want the threshold time set to 60 minutes and a target scenario set at 180 minutes. Select Calculate to have SimBrief find our ETOPS airports.

ETOPS Scenario - Custom ETOPS airports and options Hide Options ^

Threshold Time	Target Scenario	Exclude Airports	Validate	Reset
60 minutes	180 minutes	Avoid ICAOs		

Entry Airport	Exit Airport	Alternate 1	Alternate 2
KEUG	RJCK	PACD	RJCB
Alternate 3	Alternate 4	Alternate 5	Alternate 6
NONE	NONE	NONE	NONE

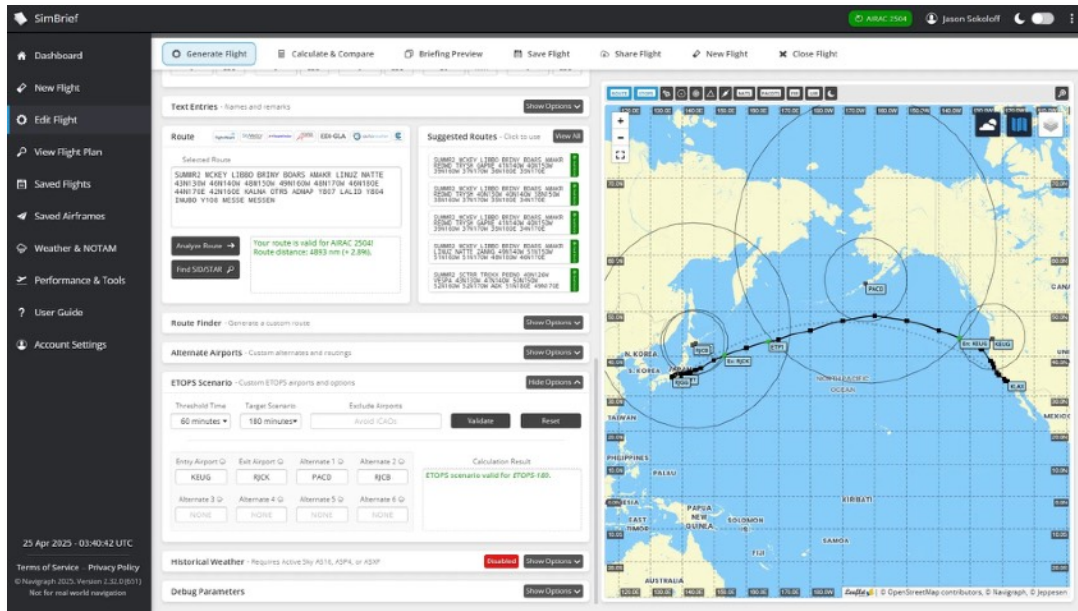
Calculation Result

ETOPS scenario valid for ETOPS-180.

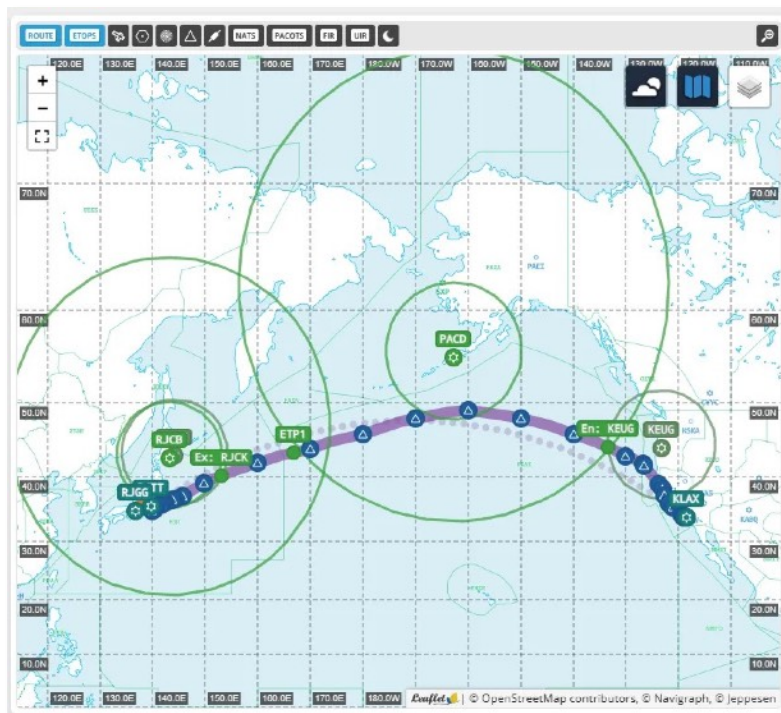
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ETOPS | PT 2: ETOPS In SimBrief - A Practical Guide

As you can see from the screenshot, it found our ETOPS alternate, entry and exit airports: Entry airport EUG, exit airport RJCK, Alternate 1 PACD, and Alternate 2 RJCB.



Having a look at the Simbrief map, we can see a smaller ring around EUG. That ring is the 60-minute range we were discussing. The entry point is the green dot. Notice that the rings intersect with a larger ring over Kodiak, Alaska, or PACD which is our 180 minutes range. (Remember, we need to be within that 180-minute range at all times.) In other words, we will always be in the larger circle radius from PACD or RJCB.



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ETOPS | PT 2: ETOPS In SimBrief - A Practical Guide

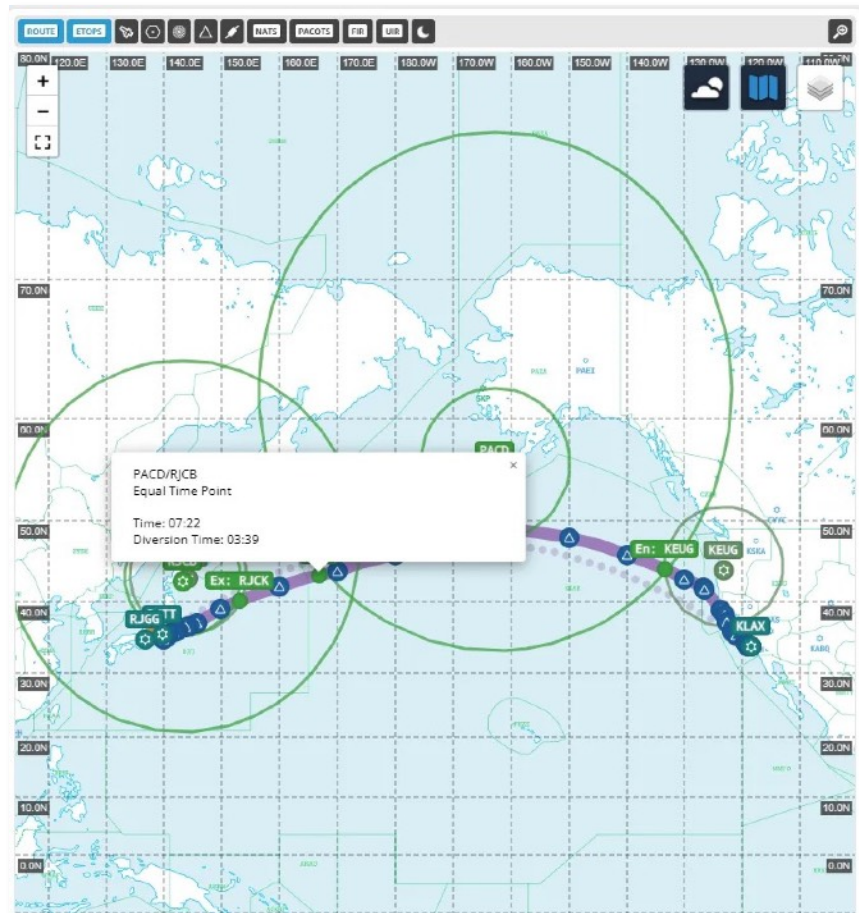
To sum up this route and apply what we have learned. We have our ETOPS entry at EUG or Eugene. Our equal time point is between PACD and RJCB, both of which are our ETOPS alternates. Do not get this confused with our destination alternate, which is RJGG. Let's hit the generate flight button on the top left, and we will dig into the release next.

Flight Release

Let's dive into the OFP, or flight release, and break it down step by step. We'll come back to this document once we're at the gate and inside the aircraft, where I'll walk you through how to input the details into the A350.

After printing the OFP, we ended up with a hefty 41 pages to review. Typically, these OFPs come as a PDF, so you can easily pull them up in the flight deck for reference. It's good practice for the flight crew to review these documents before boarding the aircraft—usually, dispatch will have the flight plan ready about two hours before departure, but keep in mind that things can change right up until pushback. Also, remember that the times listed on the release are just guidelines; they don't reflect the actual scheduled flight time. Personally, I like to set my simulator clock to the airline's scheduled departure time and use SimBrief for weather accuracy, as this is generated from real-world time.

For instance, this flight is scheduled to depart around 10:25 AM PDT. To keep things realistic, you'll want to set your simulator time to about one hour before pushback, so 9:00 AM. The OFP shows the planned departure at 1325Z, which means it will use the current weather conditions for that time. Of course, you can fly this route at any time you prefer. Say you want to take off at 7:00 AM local time, SimBrief will still generate the flight plan based on real-world time, not your simulator's time setting. For the most accurate simulation of the schedule, I recommend setting your simulator clock to 9:00 AM and leave the weather to "live".



Cont on next page...

ETOPS | PT 2: ETOPS In SimBrief - A Practical Guide

Page 2 of our release shows the following:

```
*****
TARGET LANDING WINDOW    *** 0102Z - 0112Z ***
*****

IFR ICAO FLIGHT PLAN
SHIP WB A359/H-SDE2E3GHIJ1J3J4J5LM1ORWXY/LB1D1
PBN/A1B1C1D1L1O1S2 NAV/RNVD1E2A1 REG/GNXWB

RMK/TCAS AGCS EQUIPPED NRP USA
ELEVATION LAX/KLAX 128 FT HND/RJTT 21 FT

KLAX SUMMR2 MCKEY DCT LIBBO DCT BRINY DCT BOARS DCT AMAKR DCT
LINUZ DCT NATTE DCT 43N130W 46N140W 48N150W/N0480F380 49N160W
48N170W 46N180E/N0480F400 44N170E 42N160E DCT KALNA OTR5
ADNAP Y807 LALID Y804 INUBO Y108 MESSE MESSEN RJTT

FL 360 T-O-C WINDS 26034 ISA P00
ETE-11:19 NM 4914 TAS 486
SCHEDULED GATE N/A

PASSENGERS 302
CARGO 16416
ZERO FUEL WT 377661
BLOCK FUEL 172190
MIN FUEL FOR T/O 167577
RAMP WT 549851
TAKEOFF GROSS WT 548528
FMS RESERVE FUEL 16387
LANDING WT 401661
```

Our target landing window (0102Z-0112Z) real real-world time (not simulator time).

We can see we have 302 passengers booked with about 16,416 lbs of cargo. ZFW of 377,661 lbs and a block fuel of 172,190 lbs!

Let's go to page four, as that shows us the ETOPS section:

```
DAL 0007    KLAX/RJTT    21.APR.2025/1325Z

*****
MEL ITEMS FOR SHIP NUMBER WB
NONE
*****

-----
** DISPATCHER REMARKS **
01 NONE

02 ETOPS ALTERNATES - 180 MINUTES
PACD 1858Z-0156Z
RJCB 2356Z-0156Z

** ETP/ETOP INFORMATION **
03 CDB/PACD/COLD BAY N 5512.4 W16243.6
OBO/RJCB/OBIHIRO N 4244.0 E14313.0
ETP COORDINATES N 4347.0 E16837.4
CND ETE FL
DC 324 100
REQUIRED FUEL AT ETP TO DIVERT TO ETP ALTN AT FL100 41691
NOT BASED ON FUEL DUMPING

-----
-OVERFLT AUTHORIZATIONS

NO OVERFLT AUTHORIZATIONS APPLICABLE TO PLANNED ROUTE
```

Cont on next page...

ETOPS | PT 2: ETOPS In SimBrief - A Practical Guide

Take note of our ETOPS alternates, PACD (Cold Bay) and RJCB (Obihiro). Also, take note of our ETP with a Lat/Long. Again, we will reference this when we are at the gate. We still need to find the EEP and the EXP, so let's keep digging down into the paperwork.

Scroll down to page 6:

```

DCT      N 3718.3 M321 285/.85 469 :11 10:35 2.7
BRINY    W12239.7 T333 FL360 88      154.5
-----
DCT      N 3813.6 M325 285/.85 468 :08 10:27 1.8
BOARS    W12307.6 T338 FL360 60      152.6
-----
DCT      N 3900.0 M315 285/.85 459 :07 10:20 1.7
AMAKR    W12345.0 T327 FL360 55      150.9

** ENTERING CLASS II AIRSPACE AT N3900.0 W12345.0 **

** FIR KZSE (SEATTLE) ** N4013.0 W12500.6 **
-----
DCT      N 4139.4 M309 284/.85 456 :27 9:53 6.3
LINUZ    W12630.0 T322 FL360 203     144.7
POSITION ATA FL ESTIMATE ETA NEXT FUEL
LINUZ                      NATTE 43N130W

** DAL POSN RPT **
-----
DCT      N 4153.6 M300 284/.85 453 :02 9:51 0.6
NATTE    W12649.2 T314 FL360 20      144.0

** FIR KZAK (OAKLAND OCEANIC) ** N4153.3 W12648.6 **
-----
DCT      N 4300.0 M282 284/.85 451 :21 9:30 4.8
43N130W  W13000.0 T296 FL360 156     139.2

** ETOPS ENTRY POINT *EEP* AT N4409.5 W13324.9 **
-----

```

Take a look at the EEP with Lat/Long numbers. We will use these numbers in the aircraft. Page 7 shows us our ETP, and page 8 shows us our exit point.

```

DAL 0007      KLAX/RJTT      21.APR.2025/1325Z
-----
RTE          LAT          MAG  IAS/M    GS   ZT   TRMG   ZF
FMS          LONG         TRUE FL     ZD   ETA  ATA   PRMG
-----
DCT          N 4200.0 M259 258/.85 433 1:03 2:38 12.7
42N160E      E16000.0 T258 FL400 455      50.6
POSITION ATA FL ESTIMATE ETA NEXT FUEL
42N160E                      KALNA ADNAP

** DAL POSN RPT **
-----
** ETOPS EXIT AT N4013.3 E15311.3 **
-----
DCT          N 3909.2 M257 257/.85 472 1:03 1:35 12.6
KALNA        E14949.5 T253 FL400 494      38.0
POSITION ATA FL ESTIMATE ETA NEXT FUEL
KALNA                      ADNAP ALGES

** DAL POSN RPT **
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ETOPS | PT 2: ETOPS In SimBrief - A Practical Guide

Before we wrap up, let's review the weather for our ETOPS alternates at the estimated arrival time. Looking at Cold Bay (CDB), we're expecting scattered clouds at 1,500 feet and an overcast layer at 2,500 feet around our arrival, with forecasts indicating conditions may deteriorate. We'll need to monitor this closely with our dispatcher as the flight progresses, since ETOPS regulations require alternate airports to meet weather minima at the time they might be used.

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DESTINATION WEATHER
HND 210030 METAR 210030Z 07015KT 9999 FEW030 16/10 Q1016 NOSIG
RMK 1CU030 A3000

DESTINATION FORECAST
TERMINAL FORECAST
HND NWS 202305 RJTT 202305Z 2100/2206 05010KT 9999 FEW030
BECMG 2100/2102 10008KT
BECMG 2105/2107 18014KT
BECMG 2118/2121 05004KT
BECMG 2121/2200 17014KT
TEMPO 2203/2206 18022G32KT

ALTERNATE WEATHER
NGO 210030 METAR 210030Z 33009KT 9999 FEW025 20/09 Q1016 NOSIG

ALTERNATE FORECAST
TERMINAL FORECAST
NGO NWS 202305 RJGG 202305Z 2100/2206 31010KT 9999 FEW030
BECMG 2103/2105 18010KT
BECMG 2109/2111 12010KT

ORIGIN WEATHER
LAX 202353 METAR 202353Z 26011KT 10SM FEW250 17/12 A3001 RMK AO2
SLP162 T01720117 10178 20161 56019 $

ORIGIN FORECAST
TERMINAL FORECAST
LAX NWS 202331 KLAX 202331Z 2100/2206 26011KT P6SM SKC
FM210500 VRB04KT P6SM FEW005
FM210800 VRB03KT 3SM BR OVC006
FM211700 24006KT 6SM HZ SCT008
FM211900 26012KT P6SM SCT250

ENROUTE ALTERNATES/ETP WEATHER
CDB 210030 METAR 210030Z 27015KT 10SM FEW023 BKN030 OVC065 07/03
A2999 RMK AO2 T00670033
OBO 210000 METAR 210000Z 34016KT 9999 FEW020 SCT060 13/06 Q1011

ENROUTE ALTERNATES/ETP FORECAST
TERMINAL FORECAST
CDB NWS 202344 PACD 202344Z 2100/2124 23013KT P6SM SCT015 OVC025
FM210500 19011KT P6SM VCSH BKN007 OVC010
FM210900 18011KT 5SM -SHRA SCT007 OVC015
FM211400 19013G23KT 4SM -RA BR OVC007
FM211700 24019G25KT 6SM -RA OVC015
FM212100 25015G25KT P6SM BKN050
TERMINAL FORECAST

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Our other alternate, OBO, currently has favorable weather, with winds from the north at 20 knots. This is also a good opportunity to check turbulence reports and overall flight conditions, so we can brief the crew, or in my case, my dogs, on what to expect. Join us in part three as we put all of our knowledge together and get the Inibuilds A350 ready and program to fly an ETOPS segment.

See you all on board!



Written by Jason Sokoloff

Technical Support Specialist

Jason, an Embry-Riddle Aeronautical University graduate, has a strong background in aviation safety. As an instructor at Angle of Attack, he emphasized risk management and proper procedures. A flight simulation enthusiast since 1988, Jason blends real-world knowledge with virtual aviation to promote realism and safety.

[Read more about Jason](#)



PMDG Updates 777 for SU3, Prepares MSFS24 737 for Testing

Minor updates for the **MSFS24 777** lineup were pushed to customers using the **PMDG Operations Center** earlier this week. These updates take advantage of the new LOD system in Sim Update 3. According to PMDG, the team was waiting for the final release of SU3 before optimizing the 777s, due to the frequent changes to the system over the course of the beta period.

For 777 customers on the Microsoft Flight Simulator 2020 Marketplace, a new set of minor updates is expected to go live over the next few weeks.

For 777 customers on the Microsoft Flight Simulator 2024 Marketplace, PMDG was holding off on updating the product line due to a texture corruption issue that happens during the encryption process when products get uploaded to the Marketplace.



According to PMDG, they've been able to resolve this by going into the tablet and hitting the "repair" button for the tires. Because of the simple fix, they've decided to push updates live. Users should expect to see them in the next week. A subsequent update (with no exact timeline provided) will contain the MSFS24 LOD updates.

The 777-200LR will be pushed to Microsoft Marketplace intake around the weekend of 6-7 September, but no specific ETA was provided for its release.

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PMDG Updates 777 for SU3, Prepares MSFS24 737 for Testing

The 777 Sound Update is taking longer than originally expected due to extensive tweaking and tuning. The GE90-110/115 powered variants (300ER/200LR/F) will be the first to receive the sound overhaul. In addition to new engine sounds, the update will feature a reworked cockpit ambiance with many new cockpit and environmental sounds. No timeline was provided for the reworked audio update.

PMDG 737NG for MSFS2024 News

PMDG mentioned the **737** for **MSFS2024** should be in the hands of the testing team by the time of the

publication of this article (05 September).

They are anticipating a "pretty quick, but robust" testing cycle to prepare the native FS2024 version of the 737NG for release.



The native MSFS2024 version of the 737NG will bring some new and upgraded features to the build, including openable cockpit doors and windows. More new features will be revealed over the coming preview sessions.

Initially, the 737-800 will be the first variant released for MSFS2024, with other variants following. Conversion work for the other 737s has already begun. No timeline for the MSFS2024 release of the 737 was provided.



In the Real World - Aviation News

Massive Dust Storm Engulfs Phoenix, Followed by Monsoon, Grounding Hundreds of Flights

*In the June issue of the WestWind Journal, Donald Tinc wrote the article **Summer Aviation at Phoenix Sky Harbor: Battling the Heat and Monsoon Challenges**. (If you missed the article, [click here](#) to check it out.) As luck would have it, a powerful storm struck Phoenix during the last week of August. The following is an article from CBS News describing the storm.*

A powerful storm kicked up a towering wall of dust that rolled through metro Phoenix on Monday, darkening the sky, blinding drivers, knocking out power and grounding flights at one of the nation's busiest airports.

Bernae Boykin Hitesman was driving her son and daughter, ages 9 and 11, home from school when the storm, known as a haboob, arrived late in the afternoon in Arizona City, about 60 miles southeast of Phoenix.



She had to quickly pull over as the storm engulfed her car. "I couldn't see my hand in front of my face if I put my hand outside," she said.

Boykin Hitesman said she could taste the dust and feel the strong wind rattling her car until it finally passed about 15 minutes later.

"I was nervous," she said. "My kids were really, really scared, so I was trying to be brave for them."

A haboob is a dust storm pushed by the wind produced by a weather front or thunderstorm and typically occurs in flat, arid areas. Heavy rain and wind followed Monday's haboob, delaying flights at Phoenix Sky Harbor International Airport and causing some damage to a terminal roof.

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By 9:30 p.m., there were more than 200 delays reported at the airport, KPHO-TV reported. Video sent in to the station showed damage to the roof in Terminal 4.

"Crews have been identifying leaks and attempting to clean up water where it has collected in passenger areas," Heather Shelbrack, the airport's deputy aviation director for public relations, said in an email.

More than 15,000 people lost power, most in Maricopa County, which includes Phoenix, according to PowerOutage.us.

In the Ahwatukee Foothills area, strong winds caused a traffic sign to fall onto the road, CBS affiliate KPHO-TV reported. In Chandler, the station witnessed a tree that fell on top of a house, and the homeowner reported roof damage.

Richard Filley, a retired university professor who lives in Gilbert, said the dust storm caused the trees to sway and knocked bird feeders to the ground.

Fine dust found its way through "every little crack and space" into his house, he said.

"The windstorm part of it, I'm glad it's gone," he said. "You look at the photos of haboobs and they are a spectacular natural phenomenon. They are kind of beautiful in their own way."



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In the Real World - Aviation News

Massive Dust Storm Engulfs Phoenix, Followed by Monsoon, Grounding Hundreds of Flights

Phoenix has been drier than usual during the monsoon season, while parts of southeast and north-central Arizona have had a fair amount of rain, said Mark O'Malley, a meteorologist with the National Weather Service in Phoenix.

"But that's typical for a monsoon, very hit and miss," he said.

The forecast for metro Phoenix calls for a 40% chance of rain Tuesday before drying out, O'Malley said. Meanwhile in Nevada, a dust storm hammered the opening weekend of the Burning Man Festival, with wind gusts of up to 50 mph toppling campers' tents and porta potties. Organizers warned people in Black Rock City to "secure your structures and belongings" amid the winds, and for people to not drive if they can't see.



In the Real World - Aviation News

American Uses AI at PHX to Hold Flights for Connections



American Airlines has rolled out an artificial intelligence-driven system at Phoenix Sky Harbor International Airport designed to help

passengers make tight connections more smoothly. The technology can automatically decide to hold departing flights at the gate for up to 10 minutes, giving travelers with close connections a better chance of boarding.

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In the Real World - Aviation News

American Uses AI at PHX to Hold Flights for Connections

Previously, the decision to hold a flight rested solely with gate agents, who had to weigh the risks of delaying a departure against the possibility of leaving behind connecting passengers. The AI system streamlines that process by factoring in real-time data such as passenger locations, connection times, and overall network impact before authorizing a short hold.

American says the goal is to reduce stress for travelers and improve the overall connection experience without significantly affecting on-time performance. Passengers who have experienced missed flights due to tight layovers have welcomed the move, noting it could prevent disruptions and added costs.

However, some travelers have raised concerns that even small delays could cascade through the system, especially during peak periods when aircraft and crews are tightly scheduled. Industry analysts suggest that the true impact will depend on how consistently and strategically the system is applied.

Phoenix serves as one of American's major hubs, making it an ideal test market for AI-driven operational tools. If successful, the airline may expand the technology to other airports, further integrating artificial intelligence into its broader network management strategy.



In the Real World - Aviation News

EMAS Halts Two Runway Overruns in 24 Hours

Recent incidents highlight safety system's role in stopping aircraft before disaster

Engineered Material Arresting Systems (EMAS) played an important role in the injury-free outcomes of two separate runway overruns this week.

On Wednesday, a Gulfstream G150 arriving from Baltimore/Washington International overran a rain-slicked 5,000-foot runway at Chicago Executive Airport but was stopped short of a major roadway by EMAS, according to the FAA. Hours later, a Bombardier Challenger 300 carrying four people overran the runway at Boca Raton Airport, where the arresting system again prevented the aircraft from leaving airport property.



EMAS consists of crushable material designed to decelerate an aircraft by allowing its tires to sink into the surface, absorbing momentum and bringing it to a stop. According to the FAA, a standard installation is capable of halting most overruns at speeds up to 70 knots.

Images from Chicago showed deep tracks in the arresting bed where the Gulfstream had dug in before stopping just beyond the airport fence. In both incidents, no injuries were reported.

"Yesterday's incidents in Chicago and Boca Raton clearly demonstrate the lifesaving value of EMAS technology," FAA Administrator Bryan Bedford said in a statement. "These two systems did exactly what they're designed to do—stop aircraft safely when they go off the runway. This technology is making a real difference in preventing serious accidents."

The agency recently funded an \$8.5 million EMAS installation at Philadelphia International Airport, bringing the total to 117 systems at more than 60 U.S. airports.



Pilot's Tip of the Month

Looking Out the Window

By Sean McConnell, President & CEO, WestWind Virtual Airlines

Over-reliance on the instruments was one of the first things my real-life flight instructor had to break me of, after 20 years of flying the simulator at home. I obtained my private pilot's license in 2004, after retiring from the Navy in 2003. I was an Aviation Electronics Technician and worked on the full-motion SH-3 simulators and the real aircraft.

As you may recall from the early days of desktop flight simulators, the screens were about 50/50 between instruments and scenery and about the same still today, over 40 years later.

The instructor said my eyes were trying to be a pair of basketballs looking out of the windshield and down at the instruments. Then one day the Airspeed Indicator (ASI) failed. After I said "that's not right", he pulled out a Post-it and covered the ASI, and said "keep flying!" He continued "You see that Grain elevator over there? Head towards it." He then pointed me to a water tower. I knew the picture of where the water tower should be as I entered the pattern to land.



As we got close to the airport, my instructor declared an emergency for us to land. I landed only using the Tachometer for speed. After landing, we found an unlucky wasp had impaled our pitot tube. This happened to be one of my better landings, and he said "that is how you fly VFR". So what if I was a little high and a little fast entering the pattern; the runway was close to where it should have been out the window and that is what counted in that situation.

During my PPL check ride, the FE turned off the GPS during the cross country portion of the flight. Later in the flight he asked where we were on the map and I was able to pinpoint our exact location. He was impressed that I didn't have a problem tracking position on the chart after he turning off the GPS. Why? Because I was looking out the window and was always aware of my surroundings.

This month's tip is what I want to teach in the PPL course and feel the current lessons fall short. As the Airplane Flying Handbook points out, VFR flights are 90% looking out the window and 10% glancing at the instruments. Safe landings.

