HAPPY BIRTHDAY AMERICA

WWA3592

June 2020 Flight Hours

Total WestWind Hours:	**3573.5**
Total On-Line Hours:	**767.5**
Total Off-Line Hours:	**2806.0**
Passengers Carried:	85,988
Cargo Hauled:	20,726,644 lbs.

WESTWIND VIRTUAL AIRLINES

June 2020 WestWind Hub Rankings

On-Line	OFF-LINE
1. CYYC	1. KMIA
2. EHAM	2. KDEN
3. KCVG	3. EHAM
4. KMIA	4. KCVG
5. KSEA	5. KDFW
6. KORD	6. KJFK
7. KDEN	7. KSEA
8. KLAX	8. YSSY
9. YSSY	9. KLAX
10. KJFK	10. KATL
11. KDFW	11. EGLL
12. KATL	12. KORD
13. EGLL	13. CYYC

(All On-Line hours <u>verified</u> via VATSIM or IVAO)

- The Beginning -

The United States of America

Our forefathers, in attempting the redress of many oppressive actions by the Kingdom of Britain in the mid-1700s, were just seeking the full free democratic rights of other Englishmen under King George.

However, the British considered the American territories as just colonies to be used and exploited in whatever way best suited the kingdom's interests. This attitude ensured that armed conflict was inevitable. It came the morning of April 19, 1775.

British soldiers, sent to these shores to keep the colonists in line, advanced on Americans, first in a meadow in Lexington and then later near a bridge in Concord, Mass. – shots were fired and later immortalized in a poem by Ralph Waldo Emerson which begins with these words: "Their flag to April's breeze unfurled, Here once the embattled farmers stood, And fired the shot heard round the world."

America was then no longer just negotiating for its rights – it was fighting for them. America's 13 colonies with their rag-tag army of men of all ages and professions, under General George

Washington, was at war with the greatest army in the world. Even once hostilities broke, many of those in the colonies' Second Continental Congress in 1776 still hoped for a settlement with Great Britain that would not only save them from the gallows – Britain had declared the rebels to be traitors subject to death – but also make them full citizens of the British Empire.

That was not to be. As they debated issue after issue, it became clear that only independence as a nation would give them the freedom they desired. The final debate on the great issue of independence began with these words on Friday June 7, 1776:

"Resolved… That these United Colonies are, and of a right ought to be, free and independent states, that they are absolved from all allegiance to the British Crown, and that all political connection between them and the State of Great Britain is, and ought to be, totally dissolved."

WestWind Airlines

June's Top *On-Line* Pilots

Hub	Pilot	Hours
CYYC	Ron Oines WWA2894	156.2
EGLL	-NA- -	
EHAM	George Forster WWA2379	85.8
KATL	Cory Robinson WWA1813	2.9
KCVG	Edward Harper WWA2683	76.3
KDEN	Larry Horton WWA3241	37.7
KDFW	Chris Trott WWA3382	2.6
KJFK	Tony Yonek WWA1996	2.5
KLAX	Vic Alesi WWA136	19.8
KMIA	Bruce Davis WWA3062	33.7
KORD	Chris Cramblet WWA3592	58.4
KSEA	Erwin Michael WWA2244	62.0
YSSY	Andrew Wheeler WWA49	16.3

Flying AS Real As It Can Be

VATSIM · IVAO

WestWind Airlines

June's Top *Off-Line* Pilots

Hub	Pilot	Hours
CYYC	David Waffler WWA2116	1.2
EGLL	Johnny Kasimatis WWA2132	57.6
EHAM	Hal Morse WWA3615	229.6
KATL	Mike Jones WWA3381	100.7
KCVG	Paul Reitman WWA2971	156.0
KDEN	Malcolm Meyer WWA71	102.2
KDFW	Jimmy Phillips WWA3516	65.7
KJFK	Paul Williamson WWA1750	108.4
KLAX	John Oddo WWA2293	43.3
KMIA	Phil Cohen WWA1573	102.6
KORD	Vince Storelli WWA1116	29.8
KSEA	Hugo Laporte WWA2314	62.3
YSSY	Kenneth Haynes WWA2055	104.4

Flying The Jetways Every Day

WestWind Airlines

Newest Pilots - June 2020

David Mundy WWA3633, **KLAX Hub**

Steve Phillips WWA3634, **EGLL Hub**

Donald Tinc WWA3635, **KATL Hub**

Ted Kennedy WWA3636, **EHAM Hub**

Please welcome these new WestWind Pilots and show them why **WWA** is the best virtual airline out there!

Important Notice!

The WestWind Airlines **Screenshot of the Month Contest** is **underway**! Be sure to vote for your favorite screenshot. Voting occurs between July 8th and 20th and is open to all WestWind Pilots! The screenshot with the most votes will be selected as the WestWind Airlines **July Screenshot of the Month!**

RNAV / ILS

RNAV (Random Navigation) uses either electronic signal displacement of a ground-based navigation aid (VOR) or other navigation tool (such as GPS, or inertial navigation on the aircraft) to create a straight-line the pilot can follow. RNAV can be used to perform a non-precision instrument approach (one that does not provide altitude guidance).

ILS (Instrument Landing System) is a system which includes course guidance (Localizer), altitude guidance (glide slope), and horizontal position (marker beacons, such as outer marker, middle marker, and inner marker). Sometimes a locator (Non directional beacon) may be used to provide navigation assistance to one of the markers. Category II ILS required a radar altimeter, and Category III required auto landing systems. When some components are not available, higher landing minimums are assigned.

THE ZDCARTCC WASHINGTON DC
4TH OF JULY PREPARTY
Friday July 3, 2020
WASHINGTON IAD, DCA, and BWI
2300 - 0400Z | 1900 - 0000ET
VATSIM / VATUSA

WestWind Airlines
Select July 2020 VATSIM Events

Date	Airports	Time
July 3	KDCA, KIAD, KBWI	2300Z-0400Z
July 5	KATL, KMCO	2300Z-0300Z
July 8	KMHT, KASH, KPSM	0100Z-0400Z
July 11	CYHZ, CYYZ	2200Z-0400Z
July 12	KBPT (WestWind Fly-In)	2100Z-2200Z
July 17	KATL	2000Z-2300Z
July 18	KPBI	2300Z-0300Z
July 20	KBDL	0100Z-0400Z
July 24	KJFK, KERW, KLGA	2330Z-0330Z
July 26	KIAH, KHOU, KGLS, KSGR, KDWH	2000Z-0000Z
July 30	KBOS, KPWM	0100Z-0400Z
July 31	KMCO, KJAX, KPNS, KMIA, KEYW, KRSW	2300Z-0300Z

COME ON IN PILOT'S LOUNGE

WWA3620
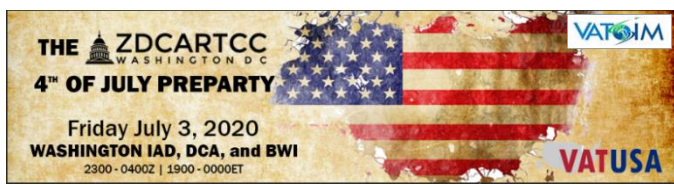
Engine Out Obstacle Clearance Profile

The Net Takeoff Flight Path for the engine failure case is divided into four segments. Three of these are climbing segments with specified minimum gradients which are dependent upon the number of engines installed on the aircraft and one is a level acceleration segment. A brief description of the four segments is as follows:

First Segment - depending upon the regulations under which the aircraft is certified, the first segment begins either at lift-off or at the end of the takeoff distance at a screen height of 35' and a speed of V2. On a wet runway, the screen height is reduced to 15'. Operating engines are at takeoff thrust, the flaps/slats are in takeoff configuration and landing gear retraction is initiated once safely airborne with positive climb. The first segment ends when the landing gear is fully retracted.

Second Segment - begins when the landing gear is fully retracted. Engines are at takeoff thrust and the flaps/slats are in the takeoff configuration. This segment ends at the higher of 400' or specified acceleration altitude. In most cases, the second segment is the performance limiting segment of the climb.

Third or Acceleration Segment - begins at the higher of 400' or specified acceleration altitude. Engines are at takeoff thrust and the aircraft is accelerated in level flight. Slats/flaps are retracted on speed. The segment ends when aircraft is in clean configuration and a speed of VFS has been achieved. Note that the third segment must be completed prior to exceeding the maximum time allowed for engines at takeoff thrust.

Fourth or Final Segment - begins when the aircraft is in clean configuration and at a speed of VFS. Climb is re-established and thrust is reduced to maximum continuous (MCT). The segment ends at a minimum of 1500' above airport elevation or when the criteria for enroute obstacle clearance have been met.

Navigation Capability	Transponder Capability	Suffix
No DME	No Transponder	/X
No DME	Transponder with no Mode C	/T
No DME	Transponder with Mode C	/U
DME	No Transponder	/D
DME	Transponder with no Mode C	/B
DME	Transponder with Mode C	/A
TACAN	No Transponder	/M
TACAN	Transponder with no Mode C	/N
TACAN	Transponder with Mode C	/P
RNAV, no GNSS	No Transponder	/Y
RNAV, no GNSS	Transponder with no Mode C	/C
RNAV, no GNSS	Transponder with Mode C	/I
GNSS	No Transponder	/V
GNSS	Transponder with no Mode C	/S
GNSS	Transponder with Mode C	/G
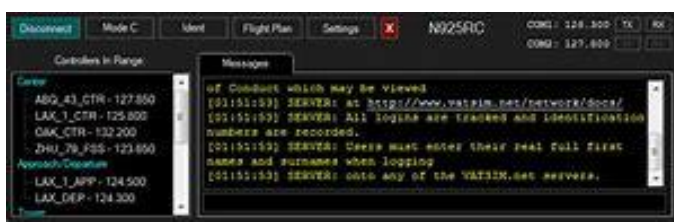
Current Permanent NOTAMS

As of June 19, 2020

Calgary

CYYC C1102/20 International 04/22/2020 1607 **PERM** AMEND PUBLICATIONS: DECLARED DIST: RWY 11 TODA TO READ: 8719

CYYC C1103/20 International 04/22/2020 1610 **PERM** AMEND PUBLICATIONS: LIGHTING: RWY 29 ALS TO READ: AM

CYYC C1176/20 International 04/29/2020 1305 **PERM** AMEND PUBLICATIONS: TOWER CRANE WITHIN 263FT RADIUS CENTRED ON 510255N 1140422W (APRX 5NM SSW AD). 705FT AGL 4143FT AMSL. LGTD, NOT PAINTED.

London

EGLL A0856/20 International 03/05/2020 0000 **PERM** HEATHROW AERODROME OBSTACLES. ADD NEW OBSTACLE IN CIRCLING AREA AND AT AD AS FOLLOWS: OBSTACLE ID/DESINGATION: 2020012282 OBSTACLE TYPE: CRANE OBS...

EGLL A1680/20 International 05/25/2020 0000 **PERM** LONDON/HEATHROW AIRPORT OBSTACLES. ADD NEW OBSTACLE IN CIRCLING AREA AND AT AD AS FOLLOWS OBSTACLE ID/DESINGATION: 2019091618 OBSTACLE TYPE: CRANE.

EGLL A1734/20 International 05/19/2020 0630 **PERM** REMOVE INTERMEDIATE HOLDING POINT NY4 ON TAXIWAY ALPHA (SOUTH) BETWEEN TAXIWAY KILO AND TAXIWAY LIMA AD 2-EGLL-2-1 AD2-EGLL-2-2 AD 2-EGLL-2-3 AD 2-EGLL-2-7 AD 2-EGLL-2-8 REFER

Amsterdam

EHAM A0252/20 International 02/13/2020 0833 **PERM** PILOTS DEPARTING RWY 36C ON NOPSU SID, CONTACT SPL DEPARTURE ON 119.055 WHEN PASSING 2000FT AND REPORT ALTITUDE. REF AIP EHAM AD 2.22.

Atlanta

ATL 04/107 Communication 04/19/2016 1648 **PERM** COM REMOTE TRANSMITTER/RECEIVER 239.275 CHANGED TO 257.9 1604191648-**PERM**

ATL 02/137 Aerodrome 02/10/2020 2044 **PERM** RWY 26R DECLARED DIST: TORA 9000FT TODA 9000FT ASDA 8500FT LDA 8500FT. 2002102044-**PERM**

ATL 05/242 Navaid 05/22/2020 2355 **PERM** NAV ILS RWY 27R MM U/S 2005222355-**PERM**

ATL 05/243 Navaid 05/22/2020 2358 **PERM** NAV ILS RWY 26L MM U/S 2005222358-**PERM**

ATL 02/405 Aerodrome 02/28/2020 2225 **PERM** APRON HELIPAD H1 CLSD 2002282225-**PERM**

Cincinnati

CVG N/A Aerodrome 02/19/2020 1623 **PERM** ON AIRPORT - SEE CONSTRUCTION GRAPHICS

Denver

DEN 0/9842 Procedure 03/26/2020 0800 **PERM** STAR DENVER INTL, DENVER, CO. KOHOE FOUR ARRIVAL... PROCEDURE "ATC ASSIGNED ONLY" 2003260800-**PERM**

DEN 0/9843 Procedure 03/26/2020 0800 **PERM** STAR DENVER INTL, DENVER, CO. SSKII ONE ARRIVAL... TAACO TRANSITION NOT AUTHORIZED 2003260800-**PERM**

Dallas/Ft. Worth

02/433 Aerodrome 02/19/2020 0755 **PERM** APRON TERMINAL A RAMP SPOT 22, TERMINAL C RAMP SPOT 24, TERMINAL B RAMP SPOT 105, TERMINAL B RAMP SPOT 107 CLSD TO ACFT WINGSPAN MORE THAN 125FT 2002190755-**PERM**

Los Angeles

LAX 02/083 Aerodrome 02/12/2020 0830 **PERM** APRON E13 RAMP CLSD 2002120830-**PERM**

Miami

DHP 03/143 Navaid 03/13/2020 1234 **PERM** NAV TACAN AZM 185-195 BEYOND 23NM UNUSABLE PLUS SEE CHART SUPPLEMENT 2003131234-**PERM**

DHP 03/144 Navaid 03/13/2020 1236 **PERM** NAV TACAN AZM 226-236 BEYOND 35NM UNUSABLE PLUS SEE CHART SUPPLEMENT 2003131236-**PERM**

DHP 03/142 Navaid 03/13/2020 1237 **PERM** NAV TACAN 055-065 BEYOND 35NM SFC-2900FT UNUSABLE 2003131237-**PERM**

Chicago

ORD 05/953 Navaid 05/26/2020 1853 **PERM** NAV ILS RWY 04R OM DECOMMISSIONED 2005261853-**PERM**

ORD 0/2616 Chart 05/21/2020 1117 **PERM** CHART CHICAGO O'HARE INTL, CHICAGO, IL. ERNNY SIX ARRIVAL (RNAV) (ERNNY.ERNNY6) ... MADII FIVE ARRIVAL (RNAV) (MADII.MADII5). CORRECT PLANVIEW: INCORRECT DEPICTION OF FOLGO TRANSITION.

ORD 0/4093 Chart 05/27/2020 2016 **PERM** CHART CHICAGO O'HARE INTL, CHICAGO, IL. O'HARE FIVE DEPARTURE ... DEPARTURE PROCEDURE. CORRECT PLANVIEW DEPICTION. FORCORRECTED COPY OF CHART SEE 20-04 TERM SAFETY ALERT

Seattle

SEA 08/029 Services 08/03/2018 0110 **PERM** AD AP 100LL FUEL NOT AVBL 1808030110-**PERM**

SEA 02/162 Aerodrome 02/14/2020 1325 **PERM** TWY H BTN RWY 16L/34R AND TWY B CLSD TO ACFT WINGSPAN MORE THAN 150FT 2002141325-**PERM**

SEA 11/031 Aerodrome 11/05/2019 1955 **PERM** APRON AIR CARGO 5 RAMP DUAL ENG TAX ONLY 1911051955-**PERM**

SEA 02/161 Aerodrome 02/14/2020 1323 **PERM** APRON NORTH SATELLITE TXL CLSD TO ACFT WINGSPAN MORE THAN 118FT NORTH SIDE ONLY 2002141323-**PERM**

Sidney

YSSY H1613/20 International 03/10/2020 0226 **PERM** AERODROME OBSTACLES OBST CRANE (LIT) 430FT AMSL BRG 047 MAG 3.44NM FM ARP AMD EN ROUTE SUP AUSTRALIA (ERSA

YSSY H1641/20 International 03/11/2020 0213 **PERM** AERODROME AND APPROACH LIGHTING AMD NOTE 1 TO READ ALS TYPE AND LENGTH: RWY16L DISTANCE CODED CENTRE LINE: 900M. RWY 16R HIAL ALSF II BARRETTE CENTRELINE 900M LAYOUT (816M). RWY 34L - HIAL ICAO COM.

'WELL, HIGGINS, I SEE EVERYTHING'S UNDER CONTROL.'

Florida Citrus Haul
Featuring: KMCO, KMIA, KJAX, KRSW, KPNS, KEYW
July 31st 2020 | 2300z-0300z
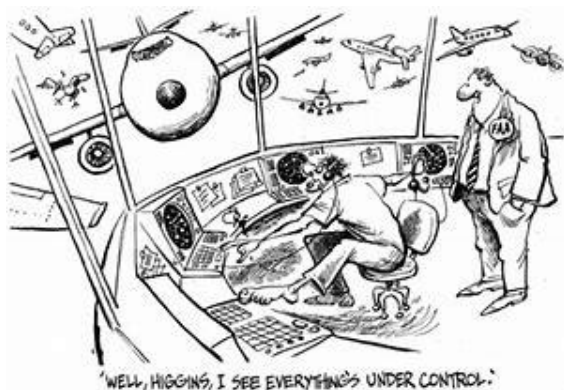
Top WestWind Passenger Hub
June 2020

The Los Angeles Hub KLAX
12,226 Passengers Carried In June 2020

Top WestWind Cargo Hub
June 2020

The Amsterdam Hub EHAM
4,613,778 lbs. Cargo Hauled In June 2020

Blue Angels

July Events Cancelled

East coast Vacation
July 11 2020
22:00z - 04:00z

Safe Travels Protocols for Airlines

Following close consultation with World Travel & Tourism Council (WTTC) members such as the International Air Transport Association (IATA), Emirates Group and Etihad, among others, guidance for the aviation industry includes enhanced cleaning procedures, personal protective equipment (PPE) and retraining for staff, signage to limit interaction and queuing at touchpoints and the implementation of more contactless processes.

WTTC is also recommending that airlines limit movement within the cabin as much as possible by boarding passengers from the back of the plane to the front and from the window seats out to the aisle seats.

"COVID-19 is a gamechanger for the travel and tourism sector, requiring us to enhance our approach to health and safety to protect our travelers and workforce," said Alexandre de Juniac, Director General and CEO at IATA, in a statement. "Aviation is the business of freedom and it is vital to enable its restart on a safe basis. IATA is delighted to lend its framework and collaborate with WTTC on the Aviation Protocols as part of its Safe Travels initiative. This is an excellent example of the industry solidarity and cooperation that will be so vital to ensuring a strong recovery for travel and tourism."

WestWind Journal Fly-In

Come on, be a part of this event!

July 12, 2020

Arrive:

2100Z-2200Z

VATSIM

Jack Brooks Regional Airport (KBPT)

JACK BROOKS REGIONAL AIRPORT
(FORMERLY SOUTHEAST TEXAS REGIONAL AIRPORT)

Jack Brooks Regional Airport (IATA: BPT, ICAO: **KBPT**, FAA LID: BPT), formerly Southeast Texas Regional Airport, is near Port Arthur, Texas, 9 miles southeast of Beaumont and northeast of Port Arthur. It was Jefferson County Airport, but its name was changed to honor former U.S. Representative Jack Brooks. The airport is southwest of the city of Nederland in unincorporated Jefferson County, and is used for general aviation. The latest chapter is the resumption of service by American Eagle for American Airlines to Dallas/Ft. Worth (DFW).

KBPT has RNAV, ILS and VOR approaches.

Meet at the Terminal
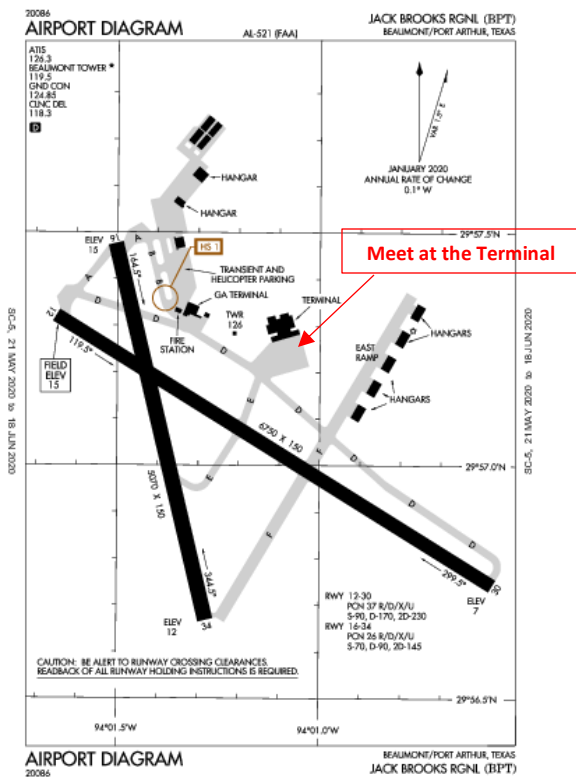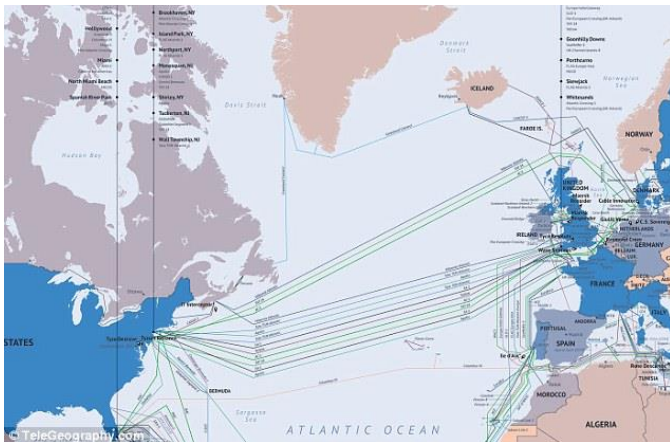
'Pedestrian' Killed On KAUS Runway

An unidentified man was struck and killed by a landing Southwest flight at Austin-Bergstrom International Airport (KAUS) late Thursday, May 28. The Southwest crew reported they saw someone on the runway as they touched down at 8:12 p.m. after a short hop from Dallas. Equipment was dispatched and a man was found the dead, on Runway 17R. The 737-700 took significant damage to the left engine nacelle and Southwest said the crew tried to miss him. "The Southwest aircraft maneuvered to avoid an individual who appeared on runway 17R shortly after touchdown. The aircraft quickly came to a safe stop, and the Pilots reported the event to local air traffic controllers," the statement said. The man was pronounced dead at the scene, and it was later confirmed that the man did not have authorized access to the runways and ramp areas.

IFR Lost Communications

If commo failure occurs in IFR conditions, then you should continue your flight, and ATC will also assume that you are continuing, and clear airspace accordingly. The three elements of the navigation are:

- Route
- Altitude
- Leaving the clearance limit in order to shoot the approach.

ROUTE

Think of "Avenue F": AVE F. This is the order of priority to your routing:

- as Assigned
- as Vectored
- as Expected
- as Filed

1. Assigned: Fly the route assigned in the last ATC clearance received.

2. Vectored: If being radar vectored, fly directly to the fix, route, or airway specified in the vectoring clearance.

3. **Expected:** In the absence of an assigned route, fly the route that ATC told you to expect (in a further clearance).

4. Filed: In the absence of an assigned or expected routing, fly what you filed in your flight plan.
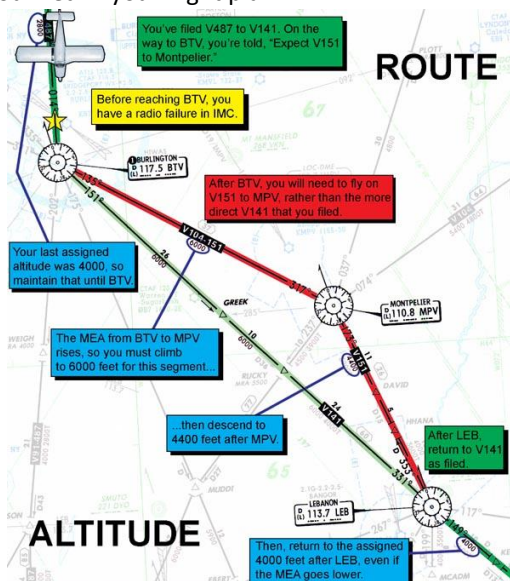
ALTITUDE

Fly the highest of these three, for the segment of flight you're on:

- Assigned Altitude
- Expected Altitude
- MEA

In flying the highest of these three, your altitude may change repeatedly, because the altitude assigned may be lower than the MEA for certain segments. In this case, you should climb to the higher MEA, and then descend again when the MEA is lower than your assigned or expected altitude.

Plan to leave the clearance limit or the IAF (if the limit was the airport itself) at the time calculated from your flight plan. On the plan was an expected time enroute: add that to your departure time off and start your instrument approach procedure at that time. If you arrive at the clearance limit before then, hold there until that expected arrival time.

If you have a complete comms failure squawk 7600

## TURBINE ENGINE HOT START

In contrast to reciprocating fuel injected engines, a hot start in a turbine engine is the result of improper starting technique and not simply the condition of starting an engine which is hot due to having been recently run and shutdown.

In a jet engine - be it a pure jet, a turbofan or a turboprop - a great amount of the air ingested by the engine runs around the combustion chamber or around its flame, instead of being mixed with fuel and burned. The purpose of this air is to cool the combustion chambers and keep the temperature of the chamber within its limits. If it were not for this cooling effect, the chamber would get too hot because of the combustion, and it would then be burned or even melted.

Regardless of the jet engine variant (pure jet, turbofan or turboprop), the engine's compressor must be already spinning before igniting the fuel, so as to have the compressors attain enough speed to draw air and make it flow through the engine. When there is a sufficient amount of air flowing, the fuel is injected, and then the engine will be able to run by itself.

The critical part is injecting the fuel. If the fuel is ignited before there is enough air flowing around the chamber, its temperature will increase dramatically and exceed the design limits of the combustion chamber and turbine blades, thus causing a failure. This condition is known as a hot start.
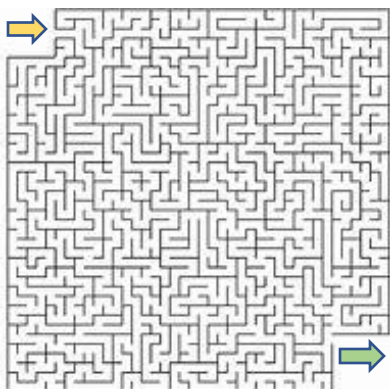
In some modern jet engines FADEC system prevents such condition from occurring. When FADEC is not present the flight crew has to monitor the engine parameters and manually shut off the fuel valve if the exhaust temperature exceeds its maximum allowed value.
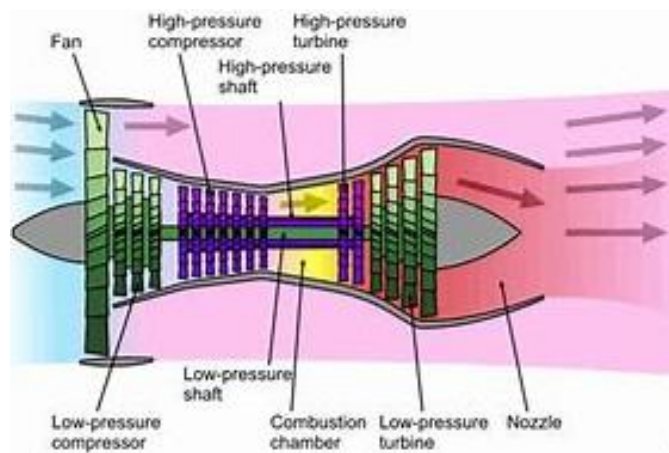
FLYING ON-LINE
REALLY MAKES IT AS REAL AS IT CAN BE

Thrust Reversal

Thrust reversers deployed on the CFM56 engine of an Airbus A321.

In most cockpit setups, reverse thrust is set when the thrust levers are on idle by pulling them further back. Reverse thrust is typically applied immediately after touchdown, often along with spoilers, to improve deceleration early in the landing roll when residual aerodynamic lift and high-speed limit the effectiveness of the brakes located on the landing gear. Reverse thrust is always selected manually, either using levers attached to the thrust levers or moving the thrust levers into a reverse thrust 'gate'.

The early deceleration provided by reverse thrust can reduce landing roll by a quarter or more. Regulations dictate, however, that an aircraft must be able to land on a runway without the use of thrust reversal in order to be certified to land there as part of scheduled airline service.

Once the aircraft's speed has slowed, reverse thrust is shut down to prevent the reversed airflow from throwing debris in front of the engine intakes where it can be ingested, causing foreign object damage. If circumstances require it, reverse thrust can be used all the way to a stop, or even to provide thrust to push the aircraft backward, though aircraft tugs or towbars are more commonly used for that purpose. When reverse thrust is used to push an aircraft back from the gate, the maneuver is called a powerback. Some manufacturers warn against the use of this procedure during icy conditions as using reverse thrust on snow- or slush-covered ground can cause slush, water, and runway deicers to become airborne and adhere to wing surfaces. This practice has been eliminated for the most part due to engine ingestion of debris caused by reverse thrust as the aircraft is backing out of a gate.

If the full power of reverse thrust is not desirable, thrust reverse can be operated with the throttle set at less than full power, even down to idle power, which reduces stress and wear on engine components. Reverse thrust is sometimes selected on idling engines to eliminate residual thrust, in particularly icy or slick conditions, or when the engines' jet blast could cause damage.

The Douglas DC-8 series of airliners has been certified for in-flight reverse thrust since service entry in 1959. Safe and effective for facilitating quick descents at acceptable speeds, it nonetheless produced significant aircraft buffeting, so actual use was less common on passenger flights and more common on cargo and ferry flights, where passenger comfort is not a concern.

WestWind Hub of the Month
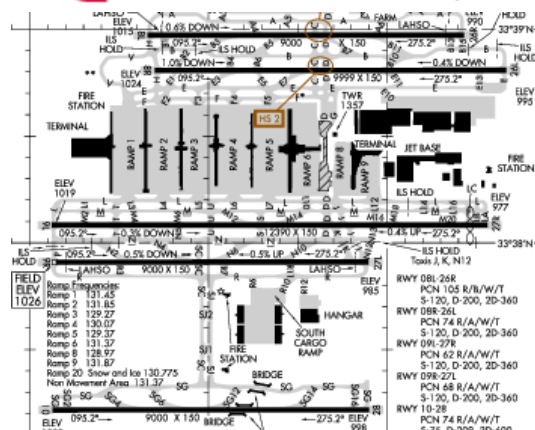
Hartsfield–Jackson Atlanta International Airport (IATA: ATL, **ICAO: KATL**, FAA LID: ATL), also known as Atlanta Hartsfield–Jackson International Airport, Atlanta Airport, Hartsfield, or Hartsfield–Jackson, is the primary international airport serving Atlanta, Georgia. The airport is located seven miles south of the Downtown Atlanta district. It is named after former Atlanta mayors William B. Hartsfield and Maynard Jackson. The airport has 192 gates: 152 domestic and 40 international. ATL covers

4,700 acres of land and has five parallel runways.

Hartsfield–Jackson is the primary hub of Delta Air Lines and is a focus city for low-cost carriers Frontier Airlines and Southwest Airlines. With just over 1,000 flights a day to 225 domestic and international destinations, the Delta hub is the world's largest airline hub. In addition to hosting Delta's corporate headquarters, Hartsfield–Jackson is also the home of Delta's Technical Operations Center, which is the airline's primary maintenance, repair and overhaul arm. Hartsfield–Jackson also serves as a major Westwind Airlines Hub.

The airport has international service within North America and to South America, Central America, Europe, Africa, and Asia. As an international gateway to the United States, Hartsfield–Jackson ranks seventh in international passenger traffic. Many of the nearly one million annual flights are domestic flights, the airport is a major hub for travel in the southeastern region of the country. Atlanta has been the world's busiest airport by passenger traffic since 1998.

The airport is mostly in unincorporated areas of Fulton and Clayton counties, but it spills into the city limits of Atlanta, College Park and Hapeville. The airport's domestic terminal is served by MARTA's Red and Gold rail lines.
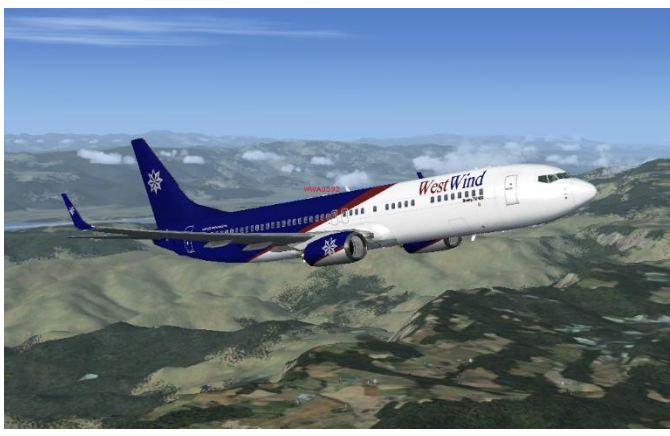

A Few of VATSIMs Divisions

Just a *few* of the VATSIM Divisions from around the world!

Southern Sweet Tea Party

Featuring: KATL and KMCO
Date: 07/05/2020
2300-0300z

July 2020 NASCAR Cup Races
[Rescheduled]

July 5   Indianapolis Motor Speedway

July 11   Kentucky Speedway

July 19   New Hampshire Motor Speedway

Take Off/Go Around

TO/GA is an acronym for Take Off / Go Around. TO/GA is used whenever an approach becomes unstable or environmental conditions alter that do not allow an approach and landing within the constraints that the aircraft is certified. If you watch the short video (embedded from U-Tube) you will note that the crew utilized TO/GA when a rain squall reduced visibility to almost zero as the aircraft was about to cross the runway threshold.

So why is TO/GA confusing? It's not the actual use of TO/GA that is confusing, but more the level of automation you have in use at the time of engaging TO/GA. By automation, I am referring to the command mode selected for the approach: VNAV, LNAV, V/S, ILS and whether the autopilot is engaged or not (CMD A/B).

How is TO/GA Engaged

The Boeing 737 has two buttons on the throttle quadrant for engaging TO/GA. These buttons are located on each thrust handle below the knob of the thrust levers. The TO/GA buttons are not the buttons located at the end of each throttle knob; these buttons are the auto throttles (A/T) disconnect buttons.

Pushing one or two of the TO/GA buttons will engage the go-around mode and command Flight Director guidance for attitude pitch. Depending on the level of automation set, but assuming minimal automation, the pilot-flying may need to push the throttle levers forward to roughly 85% N1 (Reduced Go Around Thrust). Boeing pilots often refer to this technique as the 'Boeing arm' as an outstretched arm grasping the throttle levers moves the levers to 'around' 85% N1.

If the crew pushes the TO/GA button once, reduced go-around power is annunciated on the Thrust Mode Display (above the N1 indications on the EICAS screen) and also in the Flight Mode Annunciator (FMA). Reduced go-around thrust is roughly 10% below the green colored reference curser on the N1 indicator. This thrust setting will generate a rate of climb between 1000 and 2000 fpm.

So, while TO/GA isn't the desired landing outcome, a go-around is **not** considered a failure in airmanship.
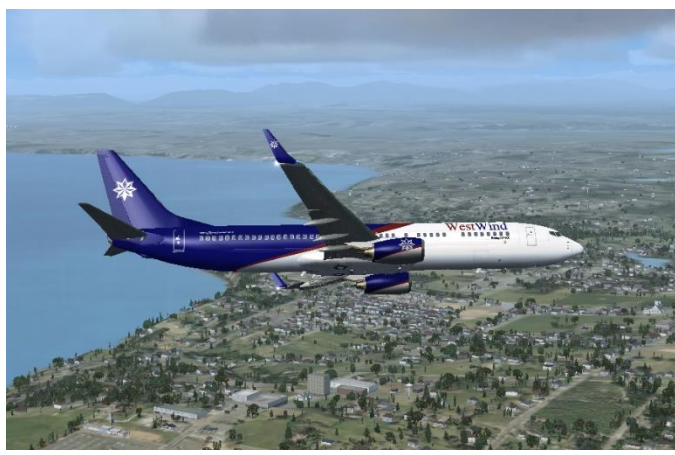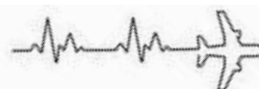

ENOUGH SAID!

The Official WestWind Company Communication Method
Server Address: ts76.gameservers.com:9123

Your IRF Clearance

A clearance issued by ATC is predicated on known traffic and known physical airport conditions. An ATC clearance means an authorization by ATC, for the purpose of preventing collision between known Aircraft, for an aircraft to proceed under specified conditions within controlled airspace.

For those of us who aren't lawyers - what this actually means is that your IFR clearance is the authorized route for you to conduct your flight under Instrument Flight Rules. This is generally issued to you in order to ensure your safety within the Air Traffic System. An IFR Clearance **IS REQUIRED** for all aircraft operating **IFR**.

The pilot-in-command (PIC) of an aircraft is solely responsible for, and is the final authority as to, the operation of that aircraft. This means that as the pilot, you still have a choice to accept or ask for an amendment to your clearance if you think it will jeopardize your safety.

Think of a this as a Contract

Why are we going through all of this? You need to think of an IFR Clearance as something similar to a contract. A contract is always between two people. Both people have a goal in mind and they somehow interact with each other. One person makes a proposal, the other person reviews it, they may or may not have some negotiations on the terms and conditions, and finally they agree on a contract and shake hands (or sign it). The IFR Clearance is similar- the pilot wants to get from point A to point B. The Controller wants the pilot to get from Point A to Point B as safely as possible. The Pilot submits a flightplan, the Controller accepts and/or amends it and presents it to the pilot - once the pilot accepts it - this becomes the "Contract".

SCREENSHOTS

Help us out and send a screenshot or two to the WestWind Journal! Have your screenshot in an issue!
Just send it to: cjcramblet@outlook.com

The Basic Structure of an IFR Clearance

- Airport you are filing to
- Departure procedure and/or the departure heading
- Route
- "Climb and Maintain" Initial Altitude
- Altitude you can expect in 5 or 10 minutes (this is not always given)
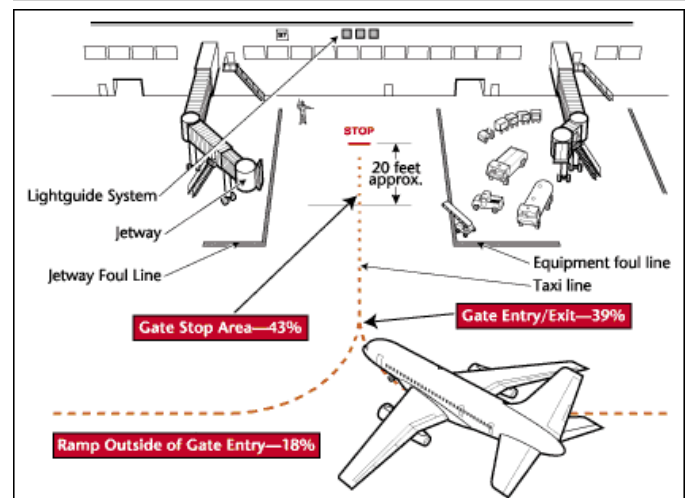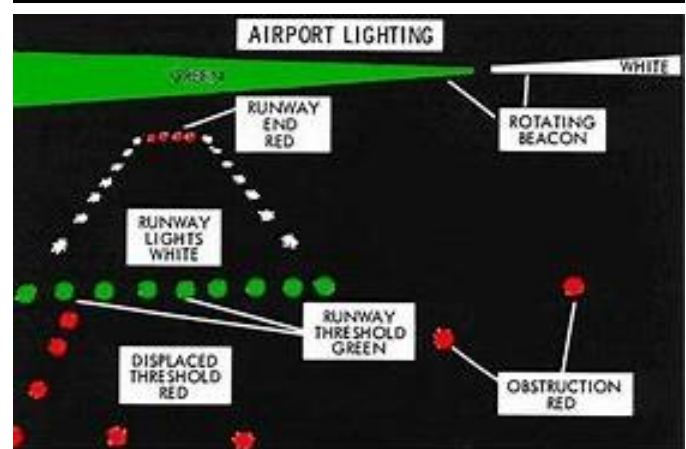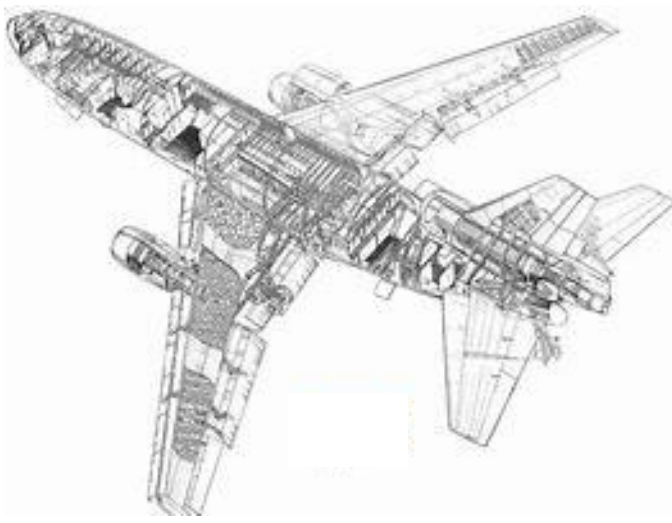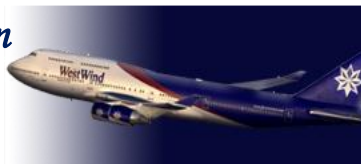- Departure frequency
- Squawk code

File missing
Windows cannot find the file. Would you like some wine instead?
Yes   No

Lightguide System
Jetway
Jetway Foul Line
20 feet approx.
Equipment foul line
Taxi line
Gate Entry/Exit—39%
Gate Stop Area—43%
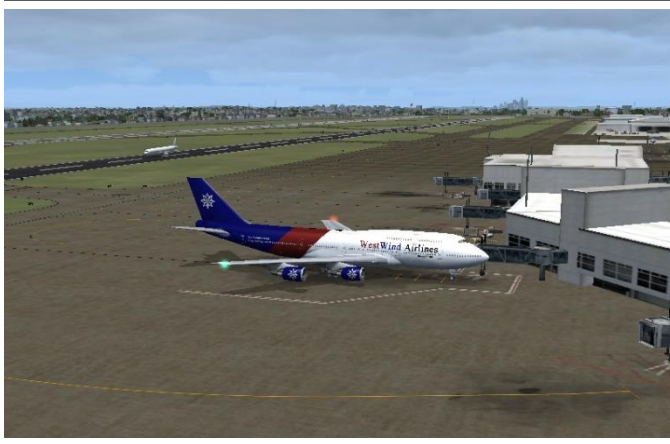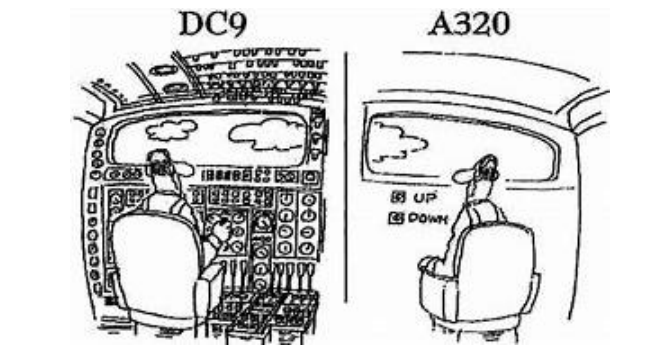Ramp Outside of Gate Entry—18%

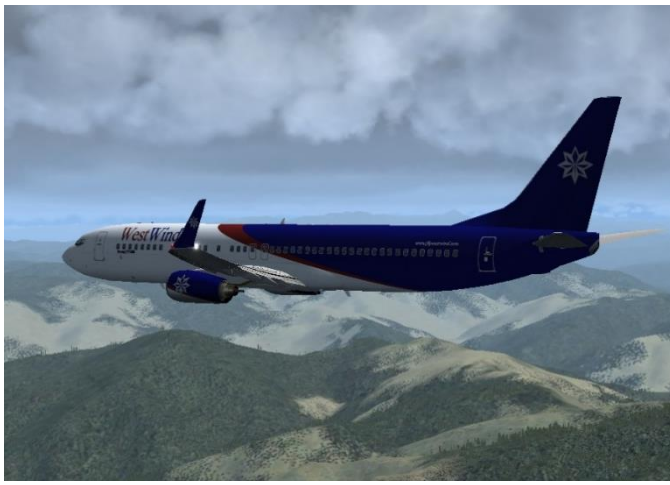Figure 1—Ramp Operations Areas, and Percentage of Incident Locations in Data Set

Promoting Aviation Through Simulation!

AIRPORT LIGHTING
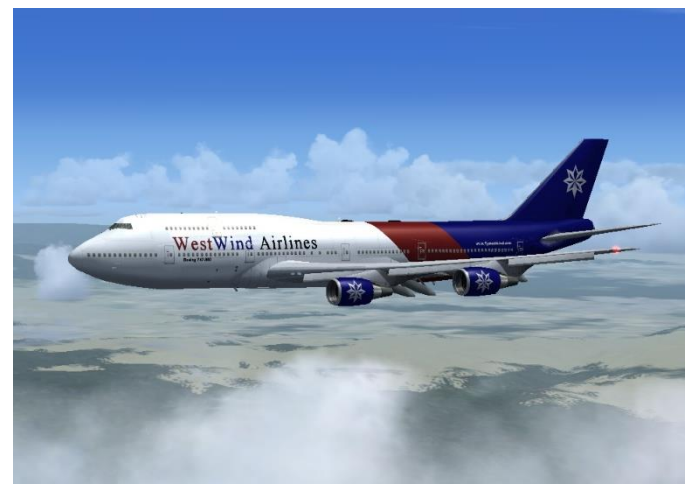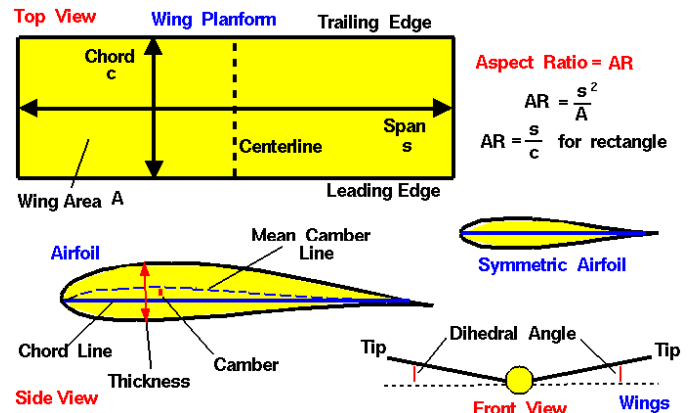GREEN   WHITE
RUNWAY END RED
ROTATING BEACON
RUNWAY LIGHTS WHITE
RUNWAY THRESHOLD GREEN
DISPLACED THRESHOLD RED
OBSTRUCTION RED

VATSIM.net
virtual air traffic network

Well. There you go. I guess Frank **wasn't** a flying squirrel after all.

HAPPY BIRTHDAY AMERICA
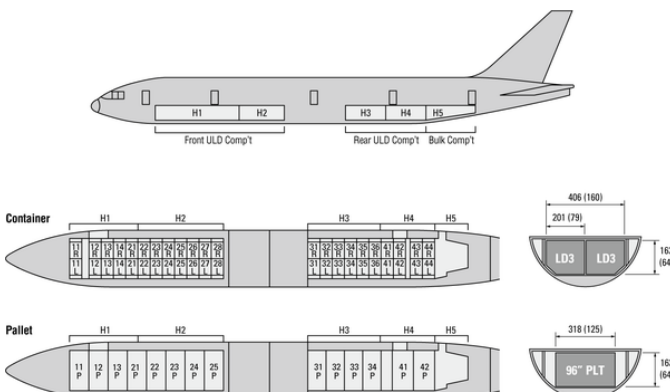
Wing Geometry Definitions — Glenn Research Center

Aspect Ratio = AR

$$AR = \frac{s^2}{A}$$

$$AR = \frac{s}{c} \quad \text{for rectangle}$$

Extended Operations (ETOPS)

As turbine engines have become more and more reliable the definition of what constitutes extended operations has changed. What remains constant is confusion among many pilots as to what it means, who it impacts, and how to "comply."

- What it means, for most aircraft, is any operation that is beyond 180 minutes with one engine inoperative from a suitable airport.
- Who it impacts are commercial operators, 14 CFR 121 and 135.
- How to comply is quite complicated, involves many steps for pilots, mechanics, the airplane and the operator.

Under 14 CFR 135, to fly without ETOPS certification, you need to demonstrate that the aircraft can make it to a suitable airport in under 180 minutes, using engine-out altitudes and airspeeds of your choosing. You do not need to use Equal Time Point (ETP) altitudes and speeds. If you have the fuel and performance to do this, the rule book is satisfied. Under real

engine-out situations, the actual altitudes and airspeeds are up to you and you need not do this in under 180 minutes.

None of this make sense to you? If you fly more than 3 hours from the nearest airport under 14 CFR 135, you need to understand ETOPS. If you fly a Challenger or Boeing it may not impact how you fly over water at all, but you need to know why. If you fly a Gulfstream, however, ETOPS may impact your fuel loading.

[14 CFR 135, §135.364 Maximum flying time outside the United States.] After August 13, 2008, no certificate holder may operate an airplane, other than an all-cargo airplane with more than two engines, on a planned route that exceeds 180 minutes flying time (at the one-engine-inoperative cruise speed under standard conditions in still air) from an Adequate Airport outside the continental United States unless the operation is approved by the FAA in accordance with Appendix G of this part, Extended Operations (ETOPS).

You can refer to 14 CFR 135 Appendix G to determine your 180-minute engine out qualification:

- 14 CFR 135.98, Operations in the North Polar Area
- 14 CFR 135.364, Maximum Flying Time Outside the United States
- 135.411, Maintenance Requirement Applicability
- 135 Appendix G, ETOPS

Large Twin Engined Airliner Ranges.
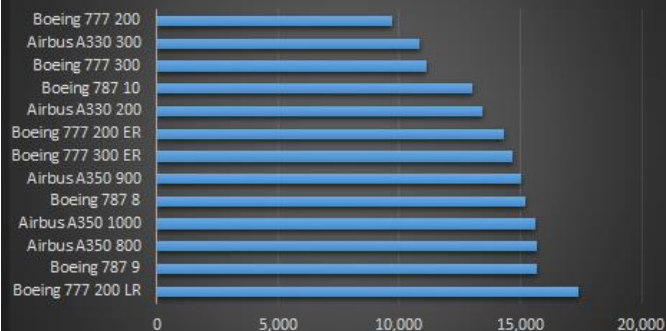
Surface Analysis / Prog Charts			
Weather Type	**Symbol**	**Weather Type**	**Symbol**
Cold Front		Squall Line	
Warm Front		Cold Frontolysis	
Stationary Front		Warm Frontolysis	
Occluded Front		Stationary Frontolysis	
Change of Front Type		Occluded Frontolysis	
Cold Frontogenesis		High Pressure Center	H
Warm Frontogenesis		Low Pressure Center	L
Stationary Frontogenesis		Tropical Wave	
Trough or Outflow Boundary		Tropical Depression	L T.D. XXX
Dryline		Tropical Storm	TRPCL STORM XXX
Ridge		Hurricane/Typhoon	HURCN XXX

Mouse Error

Your mouse has stopped working. Click OK to Continue.

OK

WestWind
Home Of The Best!
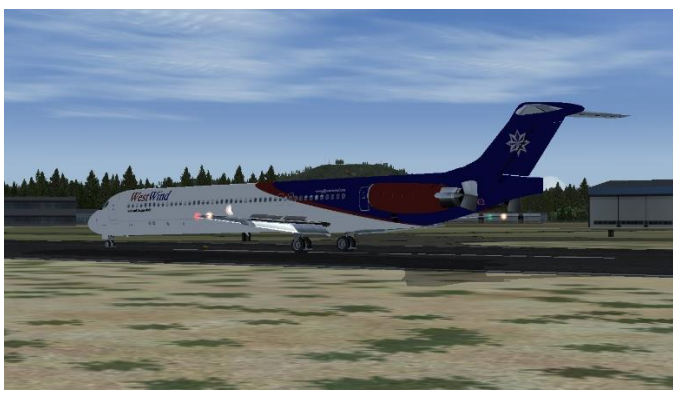
This issue of the WestWind Journal
Is dedicated

In Loving Memory of

Squeaky

Those we love never go away!

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This concludes the July issue (20-7) of THE WESTWIND JOURNAL, we hope that you have enjoyed it. Look for the August issue full of updates! *Stay Safe out there!*

– THE WESTWIND JOURNAL –

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