

FLIGHT LIFE

April 2024

THE CEO FLIES TO LEIB, CROSS THE POND, AND BOEING CONTROVERSY

A Look Back At FSWEEKEND 2024 Lelystad, Netherlands



FLIGHT LIFE

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24

TOKYO BERLIN ATHENS PALMA DALLAS ORLANDO RIO DE JANEIRO BUDAPEST BARCELONA LARNACA ISTANBUL ABU DHABI SEATTLE MALAGA ACCRA PORTO

“Flying isn’t just about
controlling the machine; it’s
about understanding and
controlling yourself.”

Amelia
Earhart



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SUMMER SCHEDULE

A REFRESHING SET OF DESTINATIONS



March 31st, 2024 marks the day that we transition into British Summer Time, and with the clocks going forward, so does British Airways. The summer schedule for this year has been unveiled, promising BAV pilots an array of thrilling new destinations to explore. With the summer season on the horizon, the airline has rolled up its sleeves to provide customers with unparalleled travel experiences and enhanced connectivity across Europe and beyond.

In a strategic move to meet the evolving needs and preferences of travellers, British Airways has introduced an impressive line-up of new destinations to its summer roster. From idyllic coastal towns to vibrant cultural hubs, the additions to the airline's network are set to offer pilots an enticing mix of experiences. The exciting new destinations included in British Airways' summer schedule are:

Europe: Dubrovnik, Pula, Split, Paphos, Bastia, Figari, Montpellier, Quimper, Chania, Corfu, Heraklion, Kalamata, Kefalonia, Kos, Mykonos, Prevezia, Rhodes,

Santorini, Thessaloniki, Zakynthos, Bari, Brindisi, Cagliari, Catania, Olbia, Palermo, Perugia, Ljubljana, Ponta Delgada, Bilbao & Menorca

Turkey: Antalya, Bodrum, Dalaman & Izmir

This extensive list of new destinations reflects British Airways' commitment to expanding its network and providing customers with greater choice and flexibility when planning their travels. Whether it's exploring the ancient ruins of Dubrovnik, basking in the sun-drenched beaches of Paphos, or indulging in the culinary delights of Bari, travelers will have an abundance of options to satisfy their wanderlust. And with this brand new schedule, BAV pilots will have a wealth of new destinations to add to their logs this summer.

Commenting on the launch of the new summer schedule, the CEO of British Airways expressed excitement about the opportunities it presents for travellers. "We are thrilled to unveil our extensive summer

schedule, which includes a diverse range of new destinations across Europe and Turkey," said the CEO. "At British Airways, we are dedicated to enhancing the travel experiences of our customers, and we believe that these new additions to our network will offer something for every type of traveller."

In addition to the new destinations, British Airways will also be increasing frequencies on select routes to ensure customers enjoy the highest levels of comfort and convenience during their journeys. This means that those who like to fly routes as they occur in the real world, will also have more choice when scanning the Heathrow departure boards for a flight to pick.

With the summer season starting, now is the perfect time for BAV pilots to start planning their next adventures. Also, a company NOTAM has been posted with some great sceneries for those wanting to add the above destinations to their sim. On behalf of the management at BAV, we hope you enjoy flying this summer.

UK2000 ABERDEEN



UK2000 has announced the release of Aberdeen Airport (EGPD) for Microsoft Flight Simulator. This highly anticipated addition to UK2000's collection brings one of Scotland's busiest airports to life in stunning detail, allowing pilots to experience Aberdeen's aviation hub like never before.

Aberdeen Airport, located in Dyce, serves as a vital transportation hub for the northeast of Scotland and is a common shuttle destination for the A320 fleet.

UK2000's rendition of Aberdeen Airport for Microsoft Flight Simulator promises to capture the essence of this bustling aviation hub with meticulous attention to detail. From the terminal buildings and parking aprons to the surrounding infrastructure and nearby landmarks, many aspects of the airport has been faithfully recreated to provide an immersive and true-to-life experience.

Features include; Full detail buildings, realistic ground markings, night effects, high detailed airport vehicles, full set of signs, fencing, vegetation, PBR materials and optional static aircraft.

The release of Aberdeen Airport for MSFS adds yet another high-quality scenery option to UK2000's extensive line-up of UK airports and gives BAV pilots another scenery to improve their experience of flying BA routes.

BAV pilots eager to explore Aberdeen Airport in Microsoft Flight Simulator can now purchase and download the UK2000 scenery from the developer's website or from authorized third-party retailers. The price upon writing this article is €15.99 on SIMMARKET.

MOROCCO SUN

As featured in our last edition, the Morocco Sun event went ahead on 30/01/2024. We saw 14 pilots take part, a good percentage of the pilots who originally put their name down. Even though some of us faced strong headwinds on the way down to Agadir and visibility was very poor on final approach, the weather ok overall. ATC service in Gatwick was good for departures, and some of the later arrivals were treated to Casablanca radar on approach and return. Events have mentioned they would like to see more pilots on future events though.

PMDG 777



The flight simulation community were recently treated to an exciting trailer and live stream from PMDG, featuring their highly anticipated Boeing 777 aircraft series for MSFS. The new content provided viewers with an exclusive look at the intricacies and features of PMDG's meticulously crafted 777 aircraft for Microsoft Flight Simulator as well as in insight into the progress of development and future plans.

The PMDG 777 series, known for its unparalleled attention to detail and realism, has long been a favourite among virtual aviators and BAV pilots in P3D. With its advanced systems simulation, immersive cockpit environment, and true-to-life flight dynamics, the PMDG 777 sets the standard for high-fidelity aircraft add-ons in the world of flight simulation. So it is no surprise that MSFS pilots are itching to get their hands on the product for their sim of choice.

During the live stream event, viewers had the opportunity to hear PMDG's point of view on their development roadmap and their company's place in the flight simulation space as a whole. The team fielded questions from viewers and provided answers to a lot of common questions on both the 777 and their future plans. Many topics were covered, varying from the painstaking research and attention to detail required to accurately model each system and component, to the pricing plans and the mentality of the dev team. Overall, it was a behind-the-scenes look at the dedication and expertise that goes into creating a world-class aircraft add-on. For those who missed it, the trailer and stream can still be watched on PMDG's YouTube channel and is well worth visiting for more information if you haven't already. It would be an interesting watch for any simmer. Spoiler, no ETA yet!



FSWEEKEND EXPO



LELYSTAD NETHERLANDS

HIGHLIGHTS OF THE EVENT

INTRODUCTION

Flight simulation enthusiasts from around the globe gathered once again for the much-awaited FSWeekend 2024 a couple of weeks back. An annual event that celebrates the passion and innovation within the flight simulation community. Held at Lelystad Airport in the Netherlands, FSWeekend 2024 showcased the latest advancements in flight simulation technology, provided a platform for enthusiasts to connect, and offered a glimpse into the future of virtual aviation.

Lelystad Airport served as the perfect backdrop for FSWeekend 2024, with its rich aviation history and state-of-the-art facilities. The expansive hangars and exhibition spaces buzzed with excitement as attendees explored various exhibits, interacted with developers, and participated in hands-on demonstrations.

While it is not quite as big of an event as FSExpo, which is held annually in the United States, FSWeekend 2024 had a diverse range of exhibits and demonstrations on display. From cutting-edge flight simulators to immersive virtual reality experiences, attendees had the opportunity to explore the latest advancements in flight simulation technology.

In addition to hardware and software exhibits, FSWeekend 2024 also featured informative seminars and workshops hosted by industry experts. Topics ranged from flight simulation techniques and aircraft modeling to real-world aviation insights, providing attendees with valuable knowledge and inspiration. These seminars were filmed by FSElite and even feature BAV member and beloved Twitch streamer, LondonController.

HIGHLIGHTS

FlyByWire

The most popular presentations and stands at the expo was of course the A380 from the freeware developers FlyByWire Simulations. This aircraft was last seen in action at FSExpo last summer, but has since come a long way. From their 10 minute long teaser video (premiered for their FSWeekend presentation) and testimonies of attendees, the flight deck, cabin and external textures seem to extremely close to completion and the aircraft is in a good flying state. Such a good state that visitors were able to sit down and get their hands on the controls. There is some footage of people flying it on YouTube for those who haven't seen this.

Unfortunately, no concrete information was provided on when to expect the aircraft's release. However, they have made it clear during Q&A that the objective for release is to ensure the aircraft can fly all approaches and comply to any VATSIM requests. They say once this is achieved on a systems level, the aircraft will be released and then further developed with the community. They also eluded that the modelling work done on the cabin has been a learning curve which they will apply to their A320neo. So all of us A320neo fans don't have to despair, more is coming for us too.



PMDG

Another highlight of the expo was the PMDG 777-300ER. While PMDG did not hold a presentation at the seminar, likely because they planned to hold their own presentation on YouTube shortly after the event, they did have a stand where they were showcasing the aircraft. From footage of this on YouTube, the aircraft looks as good as complete. The team was allowing passer by visitors to have a go landing it and they were also popping into drone mode to show the high fidelity external model.



While no real information on release or systems was provided, you can watch the livestream on their YouTube channel for more information.

XPlane

The XPlane team took to the stage to provide a presentation on their 12.1.0 update. While a lot of features were mention in our last edition of Flight Life, the team went into a lot more detail on these new features. Screenshots were shown that highlighted the upcoming improvements to water turbidity, depth of field, bloom lighting, particle simulation and overall graphic enhancements. As an MSFS user who thought that the rest of the simulators were miles behind the graphic fidelity of my chosen sim, I was shocked at how good XPlane 12.1.0 is looking.



Weather improvements have also been added to both the simulator environment and also the systems within the aircrafts. A demonstration was shown of the G1000 getting the latest METAR data, a storm detection system that matches real world weather and also new ice detection and ice effects. The team has advised they have added these improvements to their default aircraft, but an SDK will be released for 3rd party developers to take advanatge of the new tech.

The team then also went on to highlight improvements to quality of life features, XPlane mobile developments and their dedication to improving the customer experience. No information was provided on the release date nor were there any demonstrations of 12.1.0 at the expo, but they did mention it was close to public beta.

CONCLUSION

In conclusion, FSWeekend 2024 was a success, bringing together flight simulation enthusiasts from all walks of life to celebrate their shared passion for virtual aviation. From cutting-edge technology exhibits to engaging seminars and workshops, the event showcased some of the best that the flight simulation community has to offer. Although, the event did seem to lack in new information as developers didn't really announce anything the community wasn't already aware of. This could be because there just wasn't anything new, or it is because they are holding back the big news for FSExpo in the summer.

As we look forward to the future, FSWeekend continues to serve as a beacon of inspiration for the Euroipean flight sim community. Until next year's gathering, happy flying!



A MANAGEMENT PILOT TRIP TO BARCELONA

By CEO Liam Tallis

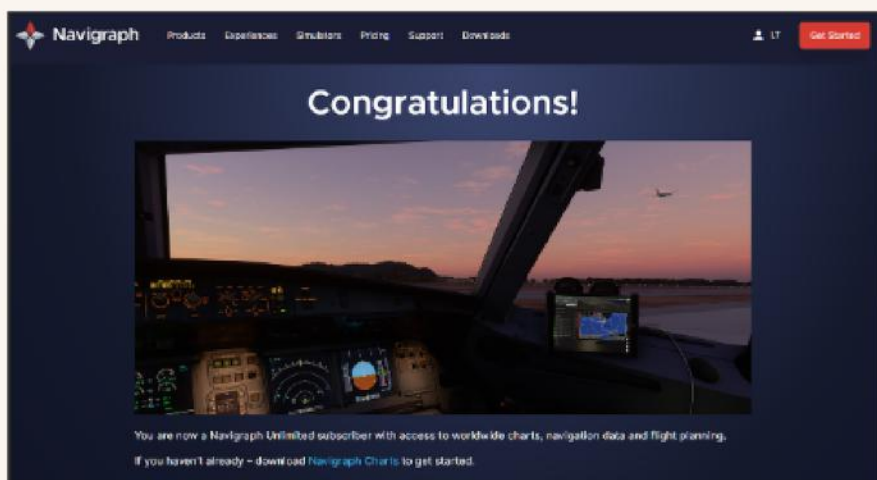


It's been quite a while since I flew anything other than the excellent FlyByWire A32NX (Aka FBW A20N), but I was convinced by a fellow pilot to try the Fenix Simulations A320. I've been flying exclusively in MSFS2020 for over 18 months now and recently upgraded to a 7800X3D paired with my existing RTX3080 have been looking to expand some of the addons that I own.

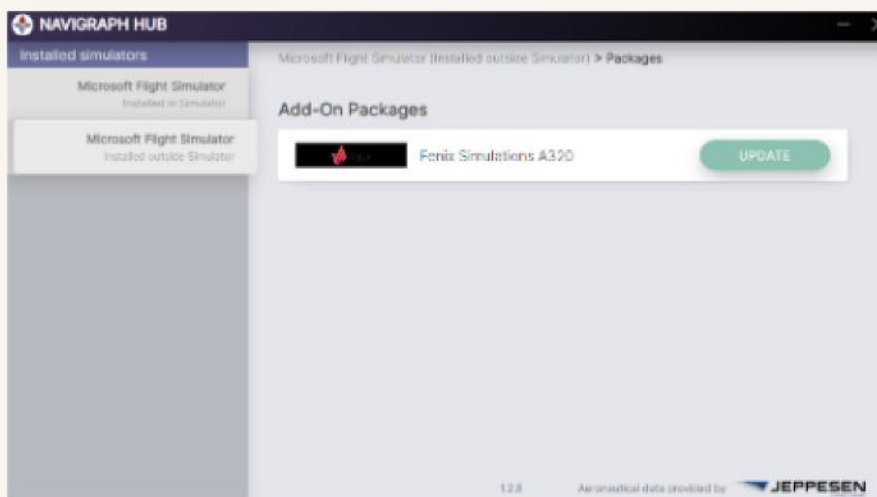
On my initial flight with the Fenix A320 last week I realised it did not come with recent navdata. This had not been a problem in the FBW A20N because it used the default MSFS navdata which is updated from time to time with the various updates the sim has received (SU15 almost upon us!).

For this, I opted to pick up the monthly subscription for Navigraph at €9.05. I might maintain the monthly subscription, or I may from time to time subscribe to unlock the latest navdata every few cycles.

A few taps of the credit card later and I was congratulated and ready to download the latest navdata.



I proceeded to download Navigraph Hub and Update the Fenix Navdata.




The next part of the puzzle was deciding where to fly today. I enlisted the help of our Editor Laurie, and he suggested Barcelona which was a perfect excuse to pick up the new MK Studios Barcelona-El Prat Airport. I used iniBuilds to purchase it was £15 (£18 inc. VAT). In particular what I have seen with MSFS is really high quality and great looking scenery addons at bargain prices compared to what we were used to in P3D.

I already have the iniManager installed as I have the excellent New York, Stansted, Heathrow and Ibiza sceneries from iniBuilds so it was just a few simple clicks to get Barcelona installed.

With the credit card successfully having a workout, it's time to move to flight planning. A quick check on Simbrief that purchasing Navigraph has activated the latest AIRAC and we're off to BAVMS to book the flight and start planning.

Today I opted for the BA474 operating with ATC callsign BAW474K. With a ZFW of 56.1 tonnes and 7 tonnes of fuel required we expected an airborne time of just over 1 hour 30 mins today. The route would take us pretty much directly south from Heathrow to Barcelona with the vast majority of the flight over France. A nice benefit on the outbound is a tailwind which means we might get a few moments spare in BCN to step outside the aircraft and possibly even see the sunshine!

BA0474-2024-03-19



CIRRUS FLT PLAN FTD.THOMPSON EXT.93003 ACARS.LHRSBRC
P 1 OF 9 BA 0474/19 LHR-BCN ETD 1035/19MAR24 A320 G-EUUN

C/S BAW474K M 0.0 EGLL-LEBL P 1.0 FP NO. 2 0917 19MAR24

CAPT SIG

56.1	ZFW	....	1240	ATA	....	TNKS	....	ADVISORY INFORMATION
								CONT 99 1305
63.0	TOW	....	1035	ATD	....	USED	....	CONT 90 522
59.0	LAW	....	0205	TOT	....	CTOT	....
14.1	PL	....					
	TRIM	....					

ROUTE DEPRTE FL330

TAXI (12)....	138							
TRIP	3971	1.31	641NM	W/C	P31		TOC	OAT M56
CONT 95	740	17					WIND	29047
DEST ALTF	1045	30	GRO /LEGE	RWY	--	FL100	P12	93NM
FINAL RES	1097	30	PLAN REM	2.9	TOT	RES	2.1	
REQ	6991	3.00					COST INDEX	20
HOLDING	0							
EXTRA	0	0.00	REASON					
TOTAL	6991							
DISC		KG	REASON					
TANKS	6991	KG	ELEV LHR	R27R	83/ELEV	BCN	R24R	14

****PMC DRAG/FF P 0.0/ P 7.0****

ALT SUMMARY	DIST	TRK	FL	COMP	TIME	FUEL	DIV	SPD	SCHED
GRO/LEGE C1	93	039	100	P11	00.30	1045			
VLC/LEVC C2	182	228	230	M24	00.43	1786			
MAD/LEMD C3	283	260	290	M14	00.57	2320			
BIO/LEBB C4	279	300	280	M24	00.59	2326			

WEIGHT CHANGE	P/M	1000	KG	FP	47/FM	39	KG	TP	0	TRIP FUEL
SPEED CHANGE	CI	0	/	M0.76	FM	3	KG	TP	0	TRIP FUEL

RMK/ PLANNED OPTIMUM FLIGHT LEVEL

We go to the aircraft which is being loaded & fuelled on stand 520 at Heathrow Terminal 5.



While GSX is doing its thing, the last passengers are being loaded it's time for the Take Off Brief. Nothing of particular significance at Heathrow today, the weather is a typical March Day, 12c, winds from the west, it's a bit drizzly with some cloud. There is a risk of icing during the initial climb out, so we'll keep an eye on the TAT and if it drops below 10c with visible moisture present we'll turn the engine anti-ice on. The airplane is in good shape, we're going from 27R, flap 1, accel alt of 1000ft.

TAKE OFF BRIEF AIDE-MEMOIRE
Threats / MEL / Variant / OEBs / AIS / Sig Wx
Dep Alternate / One Eng Taxi / Runway / Flap / Acc Alt
Trans Alt / Terrain / Performance / SSA / MSA / SID
Radio Aids / FMGC / HDG-VS / Emergencies / Review

With the final numbers now received we do critical data entry into the FMGC. Starting with INIT B we have a ZFW of 58.2 tonnes and a ZFWCG of 30.2%. The block fuel is 7.0 tonnes. Fuel figures all look good and a TOW of 65 tonnes.



Taking those numbers, we can run a take-off calculation now, and today from 27R let's assume a worst-case scenario of a departure from A5. That gives us a V1 of 142, VR of 142, V2 of 143. Flaps 1, Flex 53 with a shift of 700m from A5.



With that all done, it's time for the before start checking and requesting push and start. GSX pushes us back from stand 520 and we're facing east now on Y.



The ground crew disconnects, we do the after-start checklist and then taxi to A5 via Y & A today. We opt for a two-engine taxi out today as we are not expecting much in the way of delays.

About 9 mins after we started our taxi, we approach A5 we do the before take-off checklist and roll onto 27R for an immediate departure.



Climbing away nicely on the MAXIT SID we call the after-take-off checklist.



Having moved from the FBW to the Fenix I've had to adjust my take-off technique to avoid excessive pitch during the take-off. With the FBW I could pull back until reaching about 17.5° nose up and let of the back pressure. It would hold it well, with the Fenix, I have found if I do the same it keeps pitching up in some cases to 25° ! This time, around 12.5° nose up I let of the pressure, and it stabilises in a climb out at 17.5° .

We clean the aircraft up and with no delay and straight up to FL330 as planned as we enter into French airspace. A quick check on the box as we level of suggests FL360 as the OPT, so we request FL350 from Paris Control which is approved.

After 45 mins in the cruise, we start the planning and brief for the arrival.

APPROACH BRIEF AIDE-MEMOIRE

Threats / ECAM sts / Variant / OEBs / AIS / Weather
QNH / Trans Lvl / Req'd Nav Accy / MSA / SSA / STAR
Approach / Minima / Flap / Airfield Elevation / Go Around
Runway / Landing Performance / Airfield / Radio Aids
Alternate / Fuel Capability / Review

We identify significant number of threats, starting with the high terrain to the north of the field where we will commence our descent on the STAR. The Pyrenees is a range of mountains in southwest Europe that forms a natural border between France and Spain, extending approximately 270 miles from the Bay of Biscay to the Mediterranean Sea. The highest peak in the Pyrenees is Aneto, which stands at 3,404 meters (11,168 feet) above sea level. Other notable peaks include Posets, Monte Perdido, and Vignemale.

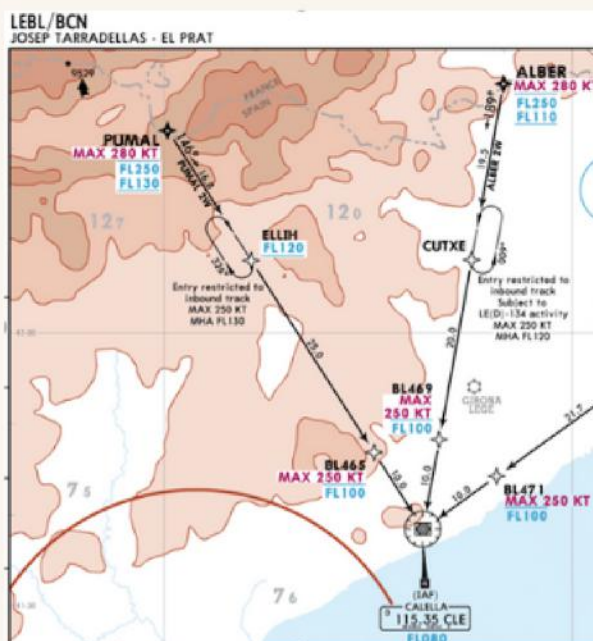
The MSA is 12700 ft in the sector we will be descending to be at PUMAL somewhere between FL250 & FL130. The other significant aspect of Barcelona (or any Spanish airport come to mention it!) is that local traffic will speak Spanish to ATC. Unfortunately, my Spanish is very poor and as such our situational awareness will be reduced as we will not be able to understand instructions being given to some other aircraft.

The weather is good, the current METAR shows light winds, good visibility, few clouds and warm.

LEBL 191000Z 25002KT 9999 FEW015 17/10 Q1017 NOSIG

The ILS itself for 23R is fairly standard, with a decision height of 235ft. 23R itself is over 3000 m in length so we'll opt for full flap, idle reverse and autobrake low.

Our fuel situation is good, we can make a few attempts at an approach and landing if needed with our primary diversion to be Girona. This is only about 10 mins flying distance from Barcelona. The weather at Girona is as good as Barcelona.



We setup the APPR page with the relevant data and check the waypoints on the arrival. Everything is looking good, so we are close to approaching top of descent.

Bordeaux control give us permissions to descend at our discretion to FL220 level by PUMAL. The Pyrenees are clearly visible on the ND when commence the descent. I absolutely love flying over mountains in MSFS, the default sceneries bolstered by the various world updates are absolutely fantastic part of the base sim.



It really is a fantastic approach coming in from the north with the passengers getting good views of the approach. We get a shortcut from Barcelona approach and not required to fly the full RNAV transition which brings us onto the ILS.

We establish about 12 miles out, 180 knots at just over 3000ft while the passengers on the right side of the aircraft are able to enjoy some views of the city and the port area.



Back in the flightdeck, we are extending the flaps and gear and slow to our final approach speed today by around 4 miles. We start to get our first views of the [MK Studios Barcelona-El Prat Airport](#) scenery at this point.



The autopilot is disconnected and a hand flown approach onto 24R with a nice rollout a fair way down the runway to enable a short taxi onto the stand. As planned, we use idle reverse and disconnect the autobrakes around 80 knots to allow the aircraft to extend its run along the runway.

After landing, just a short taxi to parking on stand 206 taking in the scenery. It really is excellent on frame rates on my computer, I was able to perform a smooth flare and taxi in with no noticeable dips in frame rate or stutters.

Parking on 206 then GSX was used to start deboarding and we can shake hands with the virtual first officer as we've made it.



The parking checklist is read and then a quick debrief – a good flight, no issues with the aircraft, no safety issues to raise and we have landed a little ahead of schedule so let's step outside and enjoy a breath of fresh air and some sun!



I was able to take the "drone" around the airport and take in the sights – it looks like a really well-done scenery, lots of great detail and good resolution of textures. Having purchased the scenery I am likely to make some more trips here during 2024 and with a typical flight time of under 2 hours it fits my personal flying schedule nicely.

Just one final screenshot then, which is at the holding point for the return trip to London!



OVD & OVN TO ABU DHABI

By Felix Chapman

Rules

1. You must use the event code. For the OVD Slots use OVD2401, for the OVN flights please use OVN2402
2. The following aircraft are permitted: A35K, A388, B742, B744, B74F, B48F, B763, B772, B77W, B788, B789, B78X, CONC
3. You must fly from EGLL to OMAA and have booked a departure slot. All slot times are Z and are the push back time.
4. You may use the code EVENTRET to return to EGLL from OMAA, but only if you have completed the event flight. This return flight will be available from Sunday 14/4/24 to Sunday 21/4/24 5. Note that 748F is the cargo version, the passenger version of the 748 is not permitted

With the arrival of the summer schedules, British Airways will resume service to Abu Dhabi. This is following a 4 year hiatus after the route was axed at the start of the COVID pandemic. As is tradition at BAV, we have planned a VATSIM event; and to mark this occasion, we will be hosting an Over Day and Night, an event seeing pilots fly through the day and into the night to complete a rotation between London and Abu Dhabi.

The second biggest airport in the Emirates, built in 1974, Zayed International was conceived as a part of the government's plans to modernise the then fledgling UAE. In 2023, it served 23 million customers firmly putting it in the top 60 airports worldwide in terms of passenger volume. The airport is a gateway to the glitz and glamour of the Abu Dhabi cityscape where tourists can enjoy irrational, yet stunning, sights including skyscrapers and the Grand Mosque.

Including British Airways, OMAA will come to host 42 different airlines offering links to 128 destinations. Flight BA73 will be operated by Boeing 787-9 aircraft flying once daily, all-year round, directly competing with Etihad's already established service between the 2 capitals. According to simple flying, British Airways will deploy their Premium series of Dreamliners which are fitted with 8 first class seats, 42 business class seats, 39 premium economy seats and a mere 127 seats in economy. That said, it will unfortunately be BA's old 2-3-2 config as opposed to the new club suite found on the A350 and B777 airframes.

OVD and Night will take place from 13th-14th April 2024. We will be operating out of the brand new Terminal A at Zayed int. As part of this event, we have created our first of many promotional trailers on the official BAV YouTube channel and your furthered support would be greatly appreciated in the form of a like and subscription.



THE MONTHLY

Training Brief

BROUGHT TO YOU BY SIMON KELSEY

FUEL PLANNING & MANAGEMENT

With the recent significant increase in congestion in to London Heathrow on the VATSIM network, fuel management and policy has become a hot topic of conversation! This month we'll examine fuel policy and decision making, whilst next month's article will cover some tips for in-flight fuel management.

First things first: legally how much fuel do we need to take, and how does that mesh with BA(V) policies with regard to the carriage of fuel? The answer is found in [EU-OPS CAT.OP.MPA.181](#) which states that we are required to plan fuel for:

- Taxi out (including APU usage if significant)
- Trip fuel, from takeoff at the departure airfield to touchdown at the destination, including the planned SID, route, STAR and arrival procedure
- Contingency fuel to account for unforeseen factors
- Destination alternate fuel, from the destination to the destination alternate
- Final reserve fuel of 30 minutes holding and 1,500ft above the destination at the planned landing weight
- Additional fuel to allow for a diversion in the event of a failure such as an engine failure and/or depressurisation that would result in increased fuel consumption, if the fuel already planned would not cover this – this is normally only a factor for some ETOPS routes with limited diversion options
- Extra fuel to take in to account anticipated delays or operational constraints
- Discretionary fuel if required by the Commander

As an operator, BA is required to establish a fuel policy and planning system that takes the above in to account, and this is reflected in the CIRRRUS flight plan generated by SimBrief. *Example seen below to the left.*

TAXI (10)	115	
TRIP	1176	0.35
CONT 95	300	09
DEST ALTF	698	28
FINAL RES	854	30
REQ	3143	1.53
HOLDING	0	
EXTRA	0	0.00
TOTAL	3143	
DISC		KG
TANKS	3143	KG

In this example taken from a MAN-LHR plan, we can see each of the above elements broken down; 10 minutes of taxi fuel, trip fuel from take-off to touchdown of 1,176 kg, 300 kg of contingency fuel, 698 kg of alternate fuel and 854 kg for the 30 minute final reserve for a total fuel requirement of 3,143 kg.

At this point it is worth noting the Contingency Fuel figure and calculation. EU-OPS allows operators a number of options in calculating contingency fuel, which are:

- 5% of the trip fuel or 5 minutes, whichever is greater
- 3% of the trip fuel, provided a suitable en-route alternate is available
- A statistically-calculated quantity of fuel for the city pair and aeroplane

In common with British Airways in real life, BAV uses statistical contingency fuel (SCF) where possible. [FCSI 3 \(Fuel Planning\)](#) provides full detail regarding the SCF calculation, but in summary the planned and actual flight times of all BAVirtual flights planned via the BAVMS Dispatch system and flown using Merlin are recorded in a database. This data is then used to determine historical levels of delay on each airport pair, which in turn is fed in to the BAVMS flight planning system to generate the SCF figure.

It is important to note that the SCF figure is not an average – it is a lot more conservative than that! CONT 95 on the CIRRUS plan indicates that an SCF figure which provides 95% coverage has been selected. This means that **95%** of BAV-recorded flights in the past 2 years required less than that amount of extra fuel. 95% coverage is the standard planning baseline used by BA (and BAV); however, the figures for 99% and 90% coverage are also shown on the CIRRUS plan at top right and this may be useful if it is necessary to increase or reduce contingency fuel (e.g. to allow a greater payload to be carried, or to reduce the possibility of a diversion). The system will never plan less than 5 minutes of contingency fuel.

This brings us to the question of 'extra' fuel over and above the minimum requirements listed above. 'Extra' is loaded at the discretion of the Commander – indeed it is the Captain's absolute right and obligation to take extra if they deem it necessary for the safe conduct of the flight. That said, however, as commercial pilots it is necessary to strike the balance between the idea of fuel left in the bowser being one of the most useless things in aviation, and the commercial impact of loading fuel over and above the flight plan requirements. This is where experience, knowledge of the regulations and good judgment become essential.

To aid in this decision making, BAV, like all airlines, has a Fuel Policy which can be found in [OM A 4.1.5](#). Specifically, the policy regarding 'Extra' fuel states:

"[extra fuel] should not be carried unless there are sound operational or economic reasons for doing so."

There are good commercial reasons for this. For instance, we all know that the heavier the aircraft, the more fuel we will burn. If we take extra fuel, this will increase the aircraft weight and therefore increase fuel burn – typically by around 3% per hour of flight. We will, in effect, burn a proportion of the extra fuel we load just to carry it to our destination.

To put this in to context, if we add an extra 1,000 kg of fuel to our B777 for a 10 hour flight to LAX, by the time we touch down we will have burned $3\% \times 10 = 30\%$ (300 kg) more fuel than we otherwise would have done, arriving in LA with just 700 kg of the 'extra' remaining. 300 kg of Jet-A1, at a very rough estimate, costs the airline around £340.

Now imagine that every Captain on this route adds an extra 1,000kg. There are three daily return flights to LAX, so each round trip will cost an extra £680 in additional fuel burn. That equates to £2,040 per day, £14,282 a week or a staggering £742,669 a year – and that's just *one* destination. Now imagine that across the entire route network and you can see how even a seemingly insignificant addition of 1,000 kg for an individual flight adds up to some serious money which, in the world of wafer-thin margins in which airlines operate, can make the difference between a healthy profit or a sizeable loss! And don't forget, that's not the cost of purchasing 1,000 kg of extra fuel per flight – that is just the cost of the fuel burned in order to carry that extra tonne – so you don't even get to use it for anything useful.

Of course, there *are* plenty of times when it is both sensible and economically practical to load extra fuel. Again, OM A gives some examples, for instance:

- Thunderstorms are forecast
- The destination weather is forecast or reported to be at or near minima
- An unscheduled runway closure or some other event that may affect the arrival rate is likely (for example, for snow removal, de-icing treatment or crosswind limitations)
- Exceptional ATC departure and/or arrival delays are expected (for instance, a significant VATSIM event is taking place at the expected time of arrival or departure)

In cases of particularly widespread disruption or bad weather affecting a wide area, such as the winter storms that we are used to seeing in the UK, there may be limited diversion options and many aircraft all trying to go to the same places. A scenario like this where it is unlikely that an expeditious approach and landing will be possible at your diversion airfield is a good example of a time where it is prudent to 'go big' with extra fuel – a mere extra 500 kg isn't really going to give you much in the way of options!

In deciding how much 'extra' to take, it is often helpful to think about fuel in terms of time. For example, the A320 burns roughly 2,200 kg per hour; so if you want an extra 45 minutes' worth of holding, you would load about 1,700 kg of 'extra'.

On longer flights, remember the '3% rule' mentioned above as this will become significant. If you want to arrive in Singapore, 12 hours after departing London, with 45 minutes' extra fuel in a B777-300ER (approximate fuel burn: 7,500 kg per hour), loading an extra 5,600 kg in London will leave you sorely disappointed: you will burn more than 2,000 kg of that 5,600 just to lug it halfway across the world, leaving you with just 3,600 kg (or around 30 minutes) extra when you get there, instead of the 45 minutes you wanted! Instead, you would need to calculate as follows:

Flight time: 12 hours

Burn penalty: 3% per hour

$12 \times 3 = 36\%$ extra fuel burned

$5,600 \times 1.36 = 7,616 \text{ kg}$ extra required to be loaded ex-LHR

The same principle applies for sectors where tankering is utilised. It should be clear to see why a significant price differential is necessary to make tankering worthwhile!

To add 'extra' fuel when planning the flight using BAVMS, you can select 'Extra Options':

The screenshot shows the BAVMS flight planning interface. It includes fields for FLIGHT NUMBER (BAW302), CALLSIGN (BAW302N), DEPARTURE DATE (11/11/2024), DEPARTURE TIME (07:30), ROUTE (DETLE-DHR-ULS-HOFNN-LOSET-SPT-THE-UNIONQ), ALTERNATE 1 (R00K), ALTERNATE 2 (R00S), ALTERNATE 3 (R00L), ALTERNATE 4 (R00L), AIRFRAME (B777-300ER), FUEL FACTOR (F05), TAKE OFF TIME (12), and STOP/STOPS (No). The 'Extra Options' button is highlighted with a red circle, and the 'Generate QR' button is highlighted with a green circle. A 'Cancel Booking' button is also visible.

This would then allow you to select the amount of extra fuel you wish to add:

The 'Extra Options' dialog box is shown. It contains the following fields: PAX COUNT (AUTO OR NUMBER E.G 250) set to AUTO, MANUAL ZERO FUEL WEIGHT (AUTO OR FLOAT E.G 224.7) set to AUTO, EXTRA FUEL (Tonnes) set to 0.0, and a 'Close' button.

Hopefully this gives some insight in to some of the technical and operational factors involved in fuel planning and decision making. Next month we will look at the in-flight aspects of fuel management.

TRAINING QUIZ ON THE NEXT PAGE

TRAINING QUIZ

1. What is the standard EU-OPS contingency fuel figure?

- a. 3% of block fuel or 5 minutes, whichever is higher
- b. 5% of trip fuel or 5 minutes, whichever is higher
- c. 10% of trip fuel
- d. 15 minutes

2. According to OM A, when should fuel not be tankered?

- a. Under any circumstances
- b. To LHR or LGW
- c. To outstations when the OAT at the destination airport is between -2°C and $+10^{\circ}\text{C}$ with precipitation or high humidity
- d. At any time when the OAT at the destination airport is between -2°C and $+10^{\circ}\text{C}$ with precipitation or high humidity

3. You are flying to JFK, flight time 7 hours 30 minutes. Snow and cold weather is affecting large sections of the east coast of the USA and so you decide you would like to arrive in New York with an extra 7,500 kg of fuel to account for likely delays. Approximately how much 'extra' fuel should you add to the flight plan?

- a. 7,500 kg
- b. 7,725 kg
- c. 8,900 kg
- d. 9,200 kg

4. What is the standard EU-OPS Final Reserve fuel figure?

- a. 30 minutes at 1,500 feet above the destination airfield at the planned landing weight
- b. 15 minutes at 1,500 feet above the destination airfield at the planned landing weight
- c. 5% of trip fuel
- d. 10% of the block fuel

5. CONT 95 on the Contingency Fuel line of a BAV CIRRUS flight plan means:

- a. Contingency fuel for 95 minutes
- b. 95% of previous BAV flights on this route used less than this amount of extra fuel
- c. 95 previous flights have been used to calculate the contingency fuel value
- d. This is a contingency fuel figure calculated from 95% of all previous BAV flights on this route

ANSWERS ON PAGE 29

SPEEDBIRD FLIGHT CLUB MEMORIES

BY ROGER HANSON

I used to organise the Tuesday night Speedbird Flight Club. I took over from Florian Harms around 2007. We had members from Australia, Europe, New Zealand, Peru, South Africa, USA all coming online and for some of them it was early morning and for some afternoon whereas for most of us it was evening. Like the rest of the membership our occupations were very varied including Data Architect, Dentist, RW Airline Pilot, Chef, Aircraft Mechanic, Prison Officer, Journalist, Lorry Driver, Student plus many more.

We would meet online and Teamspeak (later Discord) every Tuesday around 1930/2000 and fly and chat for a couple of hours or so. The very loose rules were that it would be a 2-3 hour - 800-1000nm flight. Originally we just did flights between two random airports but then it evolved into round the world flights over about 75-90 segments, each week continuing from the previous weeks arrival.

I would firstly plan a 75-90 segment RTW trip and then each week do a detailed flightplan for that segment and find scenery/charts for the next airport and post it on the forum. I think these days it would be a lot easier as 2/3 of members use MSFS. Before I had to cater for FS2002/FS2004/FSX and P3D. Originally I used Servinfo to do the planning then moved to Flightsim Commander plus Plan-G for the VFR sightseeing flights. Now LittleNavMap is the one to use for any flight.

Below is the final tour from August 2017 starting at EGBB and ending at EGNV in August 2019.

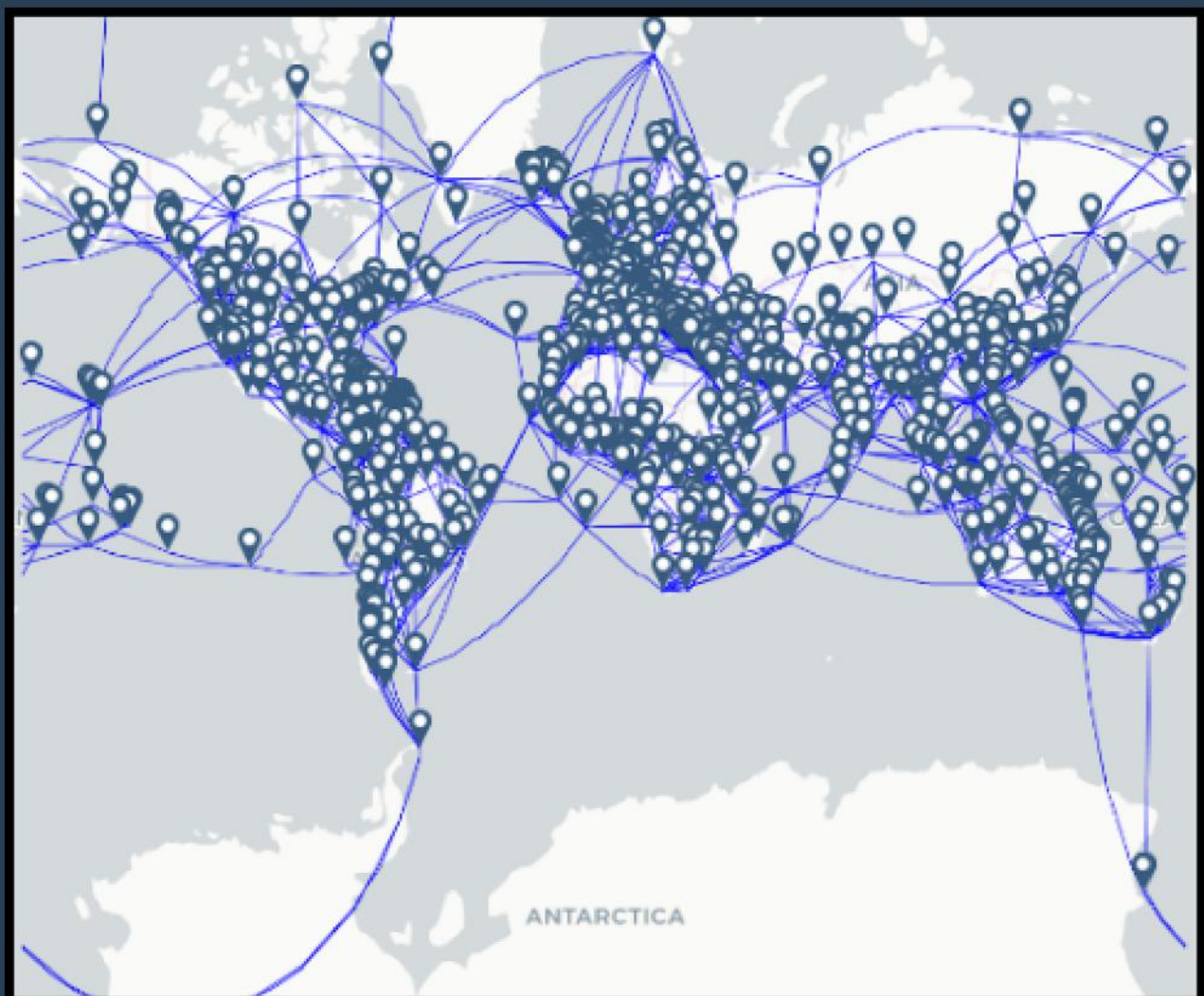


We were very lucky to be allowed to fly any aircraft capable of doing the flight. Occasionally we would remain at an airport and do VFR flights in its vicinity such as around Iceland, Hawaii or the Seychelles visiting local airports and features.

Sometimes Flo or another ATC qualified club flyer would act as ATC if they landed first and there was no online ATC, other times we would coordinate our landing sequencing ourselves. We did sometimes see ATC online as they probably saw 10-15 aircraft heading their way and went online to control us but on the whole we did it ourselves. I remember one flight in Indonesia where the online ATC had us all go into holds scattered all around the airport and then went offline themselves leaving us to sort out the mess.

It was during these flights we proved that the landing rates recorded were dependant on what the computer was doing at the time. EG. If the PC was busy writing logs or reading scenery then the actual point of touchdown could be missed by a few milliseconds thereby recording a FPM different from what was observed. I remember once I had a touchdown rate of 31,768FPM which equates to 361MPH. There wouldn't have been much left of the airport never mind the vapourised aluminium that was the aircraft.

As you can see from my BAV flights screenshot below we visited hundreds of very different airports around the seven continents. This does, of course include my "normal" BAV flights and tours.



Apart from the Flightclub flights I also planned many of the "themed" tours such as the Silk Road, Second City and Francis Drake voyage tours.

It's nice to see the Events team still carrying on this tradition of visiting non-BA destinations and I hope this will continue into the future. The tours always seem popular and for me they're more interesting than LHR-XXX-LHR-YYY-LHR-ZZZ-LHR flights as well as having some non-standard departures and approaches. They take a lot of organising, as I well know, and I think the membership appreciate them judging from the numbers flying them.

BOEING

A LACK OF QUALITY CONTROL OR POOR DESIGN?

BY ANTHONY SKELLY



The safety of Boeing aircraft is once again under scrutiny from both its regulator, the Federal Aviation Administration (FAA), and the public regarding the safety of its aircraft, particularly the 737 MAX, following a series of well-publicised incidents. This scrutiny originally arose after two tragic crashes: Lion Air Flight 610 on October 29, 2018, and Ethiopian Airlines Flight 302 on March 10, 2019, claiming the lives of 346 individuals. Investigations revealed that the Manoeuvring Characteristics Augmentation System (MCAS), introduced in the 737 MAX to give them the same handling characteristics as the 737NG

family, generated nose-down trim inputs that lead to several stalls that were ultimately unrecoverable because pilots had been insufficiently trained regarding the function of the system.

Consequently, the FAA grounded the 737 MAX fleet in 2019. Boeing subsequently redesigned the MCAS software, and after meeting airworthiness directives, the FAA cleared the aircraft for operation on November 18, 2020. However, this grounding incurred significant financial losses for Boeing, including \$2.5 billion in penalties and compensation, a criminal penalty of \$243.6 million, \$1.77 billion in damages to airlines, and \$500 million for the families of crash victims. To address these challenges, Boeing initiated leadership changes, replacing Dennis Muilenburg with Dave Calhoun as CEO, signalling a renewed focus on safety.

Following the aircraft's return to service, Boeing faced limited negative media attention until 2024, when a series of incidents reignited concerns about the 737 MAX's safety. One such incident occurred on January 5, when a plugged mid-cabin door caused rapid depressurisation on Alaska Airlines Flight 1282, raising questions about production quality. Subsequent investigations by the National Transportation Safety Board attributed the incident to a production oversight rather than a design flaw, prompting Boeing's acknowledgment of the mistake and commitment to transparency. However, this incident led to the resignation of Ed Clark, the leader of the 737 MAX program.

In February, a string of high-profile incidents occurred involving Boeing aircraft. Notable among these were a United Airlines Boeing 777-200 losing a tire after take-off on February 7, a United Airlines 737 MAX veering off a runway due to a landing gear issue on February 8, and a Latam Airlines Boeing 787-9 experiencing a nosedive, causing passenger injuries. This further fuelled public apprehension. Also, a Southwest Airlines 737-800 landed without an engine cowling cover after it fell off during its take-off roll on 7 April, but this received limited media attention since investigations are already ongoing into Boeing's quality control and that this may have been a maintenance issue.

The company saw further media attention after John Barnett, a former quality control manager at Boeing, was found dead from a 'self-inflicted' gunshot wound on 9 March. He had been giving evidence in a lawsuit against the company in the preceding days.

Recently, the FBI confirmed the initiation of a Criminal probe to shed light on the events of Alaska Airlines Flight 1282. This investigation involved the dispatch of letters to individuals on board, recognizing them as victims. Concurrently, two prominent figures at Boeing (CEO Dave Calhoun and Stan Deal) announced their resignations. These will be effective at the year's end and immediately, respectively. Larry Kellner, chairman of the board of directors for the commercial airplanes division, also resigned from his position. During an interview with CNBC, Dave Calhoun highlighted the detrimental impact of production pressures on performance, noting, "Wow, I guess the movement of the airplane is more important than the first-time quality of the product." He then emphasised that they *"have got to get that in way more balanced"*.

It would seem Boeing's 737 MAX program has been plagued by quality issues that were likely caused by production pressures even after the MCAS software was fixed. These incidents underline the need for continuous vigilance and improvement within the aerospace industry. It will be interesting to see the actions that Boeing will take going forward. It is clear they have some important decisions to make.

THE BEST AUTOPILOT FOR YOUR SIM?

HARDWARE NEWS WITH FELIX CHAPMAN



FCU UNITS

The market has been truly shaken up, giving the consumer greater choice than ever.

We all strive for realism in our simulations. We all try to escape our desks, to live out our fantasies or train to make our dreams of taking command real. Key to this is hardware. The push of a button, the tactile click of rotary knobs, and the feeling of control granted to you by a control column simply cannot be conveyed with a mouse and keyboard. To feel yourself in the cockpit you need hardware, and what better place to start than with an autopilot flight control unit.

HELLO, BIG GUYS !

YOUR FULL FCU, YOUR FULL COCKPIT

WINWING



For many years, FCU's have been quite the commodity, with the general starting price around £1000 pounds with the possibility of an extra 100 pounds for the right to use your kit. Popular products included the Skalarki series for use in p3d with the FSLabs and the FCS full FCU. However, with the release of the Mini FCU, and an unprecedented announcement from Winwing, the market has been truly shaken up, giving the consumer greater choice than ever.

With an aggressive preorder price of 100 pounds, the Winwing FCU is the first of its kind in what is considered the budget price range of the flightsim market. This release is especially interesting as Winwing is a very well-established industry name, with a reputation for quality in the Military Simulation world. Unlike the Mini FCU, Winwing's offering will be identical in scale to the real thing, something that is not seen in the sub 700 pound range. Naturally, on the surface, this leaves the Winwing looking far better, with it matching the realistic twist-push-pull actions displayed by the mini cockpit and the real aircraft. If you want a full experience now, the best product at the moment is the Wingflex, with both EFIS panels and the central

MCP. It is 1:1 with the real aircraft and is high quality coming in at 800 pounds. In time, Winwing do plan to bring us the full panel, including both EFIS and the master warning panels, however that is likely a few years away. Likewise, Mini cockpit also have plans to release extensions to their MCP in the form of the PF's EFIS and an ECAM crammed into the space of the PM'S EFIS.

As of now, which one you should get comes down to your patience and your budget. If you have the option to go and buy yourself the Wingflex, you would be saving yourself waiting years for extensions from both aforementioned vendors and as previously stated, you would be getting the highest quality product on this list. Should you wish to spend a little less, the best option is on paper, the Winwing. You can of course expect the MIP in time and the fact that it is one to one is a unique feature in its price bracket. That leaves the Mini cockpit, and I just find it very hard to recommend. The only scenario it really makes sense in now, is if you are extremely pressed for space and want something compact. It does however have some interesting features, with an extensive roadmap of extensions, however, they are far from realistic.

As of now, which one you should get comes down to your patience and your budget.

BAW MODDER UPDATES



FENIX LIVERIES 2.0

After the copyright infringement issue with the first round of Fenix Liveries, I have been hard at work recreating the liveries with all original sources and taking meticulous steps to ensure all my work is evidenced and well documented.

The liveries are now available and include all registrations within the fleet (apart from the 10 sharklet registrations). Some issues and errors have already been raised via the spreadsheets provided on the download page. I would urge anyone who finds errors/issues to report them so they can be patched and fixed for the first 1.1 update.

A cabin has not yet been included, and there is no immediate plans to include one. If anyone wants to make one, please contact Laurie Cooper via the forum or Discord. We can then get the ball rolling for those who are dying to get an accurate cabin into their A320.

I am sorry it took so long to get the new version out, it was a lot of work and I have not had as much free time as I would like. Thanks for your patience, I hope you enjoy!



2.0 UPLOADED

The voice pack for SelfLoadingCargo has received its first update, a little later than I originally expected. 2.0 brings the first round of Ground Voices for the pack. Recorded by BAV members, this new addition gives you a real voice experience at the following airports and countries:

EGLL - Heathrow
EGHI - Southampton
EGJJ - Jersey St Helier
K___ - United States of America
EN__ - Norway

A big thanks to Justin Robson, Christopher Manlow, Anthony Skelly, Daniel Jaffe and Bard Bru for contributing these to the pack.

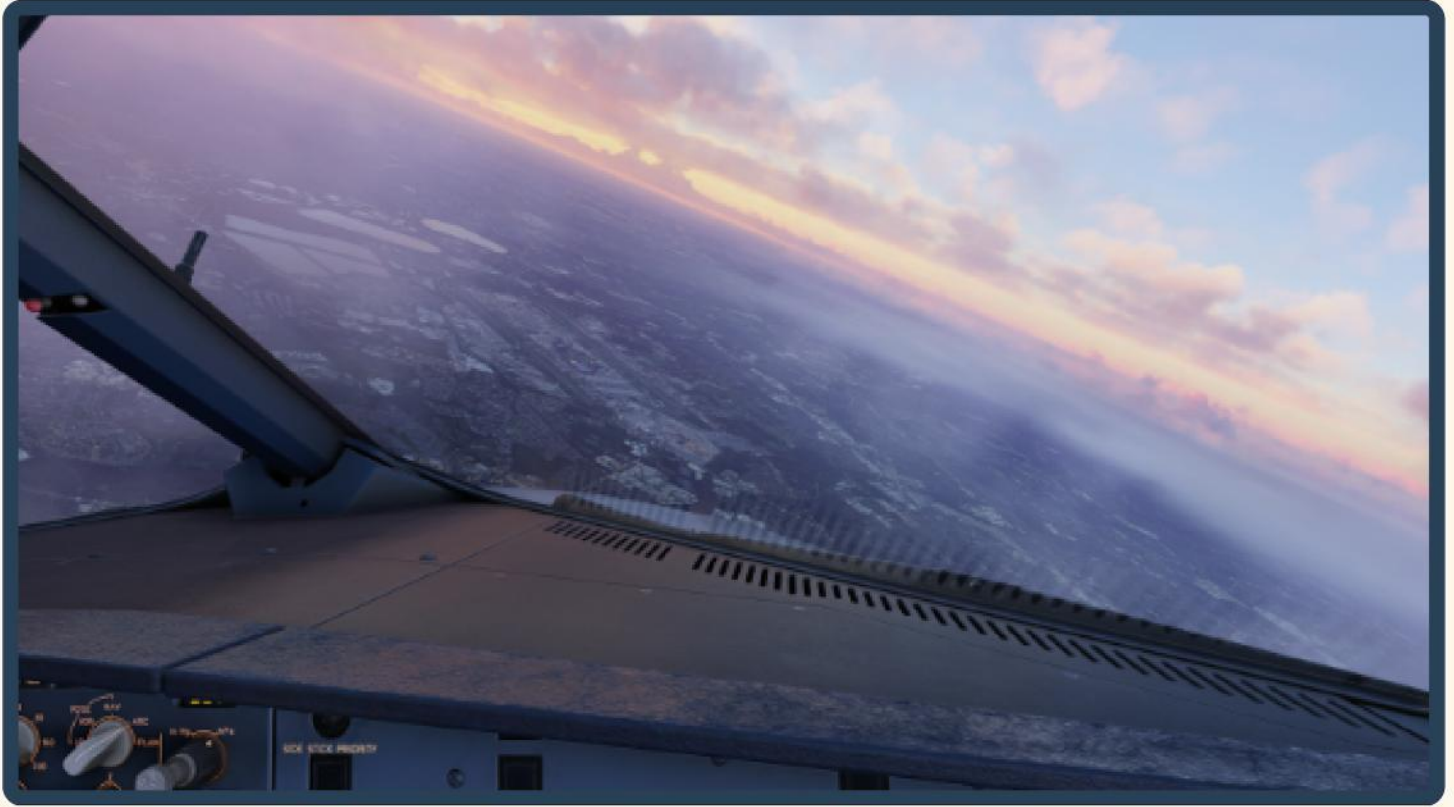
It can be downloaded via the forum and simply needs to be installed the same way V1 was installed. You will find a video tutorial in the downloads pack showing you how to install.

Any of you who have not yet made the transition to SLC or do not wish to, will be happy to know that a voice pack for the Fenix will be included in the livery update 1.1.0. So keep an eye out for that on my forum page.

SCREENSHOT



OF THE MONTH



Ben Hanson

Captain Ben Hanson was enroute from Malaga Costa del Sol back to Heathrow, riding on G-EUYN, when this snap was taken. Despite there being rain and sleet in Malaga, he had an excellent flight back home. Although, the sun still didn't fail to present a lovely sunset when he reached 36,000 feet and remained all the way into Heathrow. The descent into Heathrow gave time for Mr Hanson to capture this beautiful image when leaving OCK VOR. Mr Hanson said that Malaga is a must visit destination with lovely terrain and beautiful weather (most days).

PILOT



OF THE MONTH



Raphael Zurita

As a new month comes, A new pilot of the month emerges! We are pleased to announce that Mr. Raphael Zurita BAW1033 has won the award of Pilot of the Month. He has caught the attention of the board members for having an outstanding March logbook, with a grand total of 77 PIREPS filed! This translates to a total of 128 hours and 32 minutes across mainland Europe and the United Kingdom. We would like to congratulate him on his accomplishment and we are very excited to see where he flies to on his next adventures with British Airways!





OF THE MONTH

What has been your favourite destination so far and why?

My favourite route on the BA schedule so far has been the LHR-ATH. So far I've only had the chance of coming from the south for runways 03 and the whole descent starting in Macedonia and approach have breath-taking views. On the final turn to capture the localizer for 03L you fly over two very small islands called Aegina and a much smaller one called Fleves. I've flown the route in late afternoons and evenings and the three and a half hour journey is worth the wait. In addition to being staffed very often this destinations offers a very nice departure procedure over tall mountains in the north with a left hand turn over the airfield after take off. This destination combines all the things I like about a route: nice views, challenging departures/arrivals, and a nice flow of traffic.

Europe or domestic?

Although my domestic favourites are Jersey and Belfast City I have to say Europe. There are just so many destinations with a wide range of scenarios available. I would've voted for domestic because I enjoy actively flying the aircraft on short legs but I feel like there is a lack of options to my taste.

What is your favourite registration in the British Airways fleet?

Might sound like the most cliché answer but a beauty is a beauty. G-BOAC the engineering marvel that came out of one of histories greatest engineering collaboration between the united Kingdom and France. I cannot wait to become a Captain and join the BA Concorde fleet.

Visuals or ILS?

I have a particular love for RNP approaches in particular those with an approach course deviating from the runway centreline. For example the RNAV approaches in Nice and Marseille to avoid flying over the cities. The additional awareness and knowledge of the aircraft required to properly hand fly them is something that takes practice to perfect and I'm still perfecting mine.

What aircraft would you like to see in the BAW fleet?

That's a hard question because the BA fleet offers such a wide range of aircraft from so many manufacturers. The only major aircrafts not used by BA that I can think of are the 737NG and MAX. I've had my fun on the PMDG 737 so maybe seeing a MAX9 enter the fleet.

PLANNED EVENTS



OVD & OVN to Abu Dhabi

Saturday the 13th of April 2024

EGLL - OMAA

Event code: OVD2401 & OVN2402

Permitted Airframes: A35K, A388, A748, B48F, B742, B744, B748, B772, B77W, B788, B789, B78X

Return Code: EVENTRET

Return Available: Sat 13/04/24 to Sun 21/04/24

EGCC

Cross The Pond 2024

Saturday the 20th of April

Event code: CTPW24 - CTPPOS to reposition if you have an official VATSIM CTP slot

Permitted Airframes: A35K, A388, B742, B744, B74F, B48F, B748 (BA Freighter version only) B772, B77W, B788, B789, B78X

Return Code: CTPWPOS

Return Available: 00:01z, Sun 21/04/24 - 23:59z, Sun 28/04/24



LINE TRAINERS NEEDED



Any Captains interested in becoming Line Trainers should contact their Chief Pilot for further details; it's a great way to meet and fly with other members, contribute to the VA and develop your own skills. It's also a lot of fun and you obviously get to log the time as well!

The vast majority of sessions are conducted using MSFS and YourControls on either the FBW or Fenix A320 (though other fleets may use screen-sharing).

All you need therefore is:

MSFS and an Airbus (for A320)

A reasonable working knowledge of the BAV SOPs for your aircraft and general policies (OM A/B)

However, full training is provided! You don't need to be a real world pilot, a walking FCOM or know the location of every rivet on the aircraft – just competent, enthusiastic and friendly!

Once signed off (dependent on your starting point but could be as little as 4-6 sectors worth of training) you'll be eligible to conduct Line and Command Training and, once you have settled in to the role, Line and Command Checks.

TRAINING QUIZ ANSWERS

Question 1	B
Question 2	C
Question 3	D
Question 4	A
Question 5	B





HEY, YOU!

WE NEED WRITERS!

Would you like to contribute?

Since the first publication, the team behind Flight Life magazine has grown. As you will have noticed, there is some amazing new contributions and we have managed to present a much larger publication each time round.

However, the invite for volunteers to write a monthly piece for Flight Life is still open. You can choose a topic that relates to BAV, Aviation or Flight Simulation, the choice is yours.

Does this sound like you?

PLEASE CONTACT US
IF SO!



BAVirtual

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CONTACT US AT THEBAWMODDER@GMAIL.COM