

Postflight report

FenixA320 IAE SL

2026-10-18 UTC · Microsoft Flight Simulator 2024 · 12.2.282174.999 / SimConnect 12.2.0.0

Duration

2:09:03

Landing windows

1

Indicated airspeed

581.1 kt

Distance travelled

477.8 NM

Altitude above mean sea level · AMSL

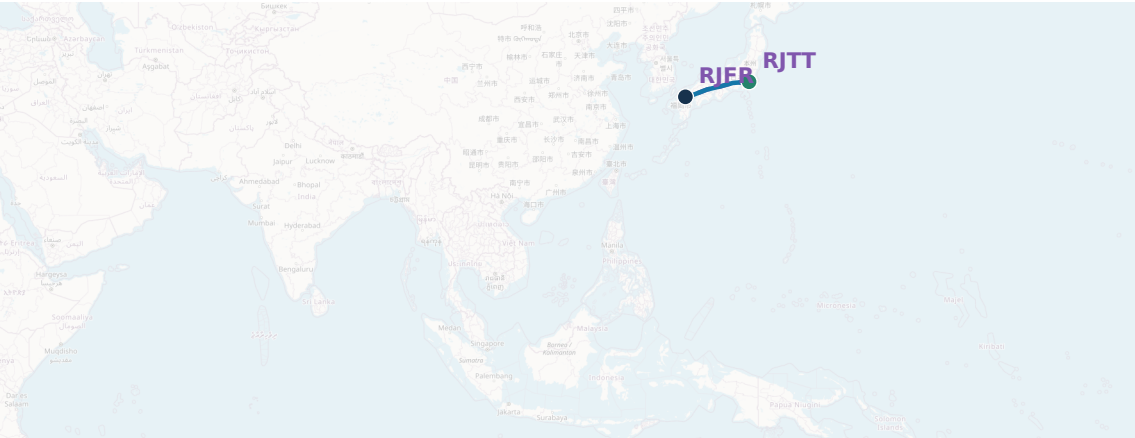
34320.4 ft

Capture status

Recording closed

Recorded aircraft positions

Recorded: blue / OFP: purple dashed



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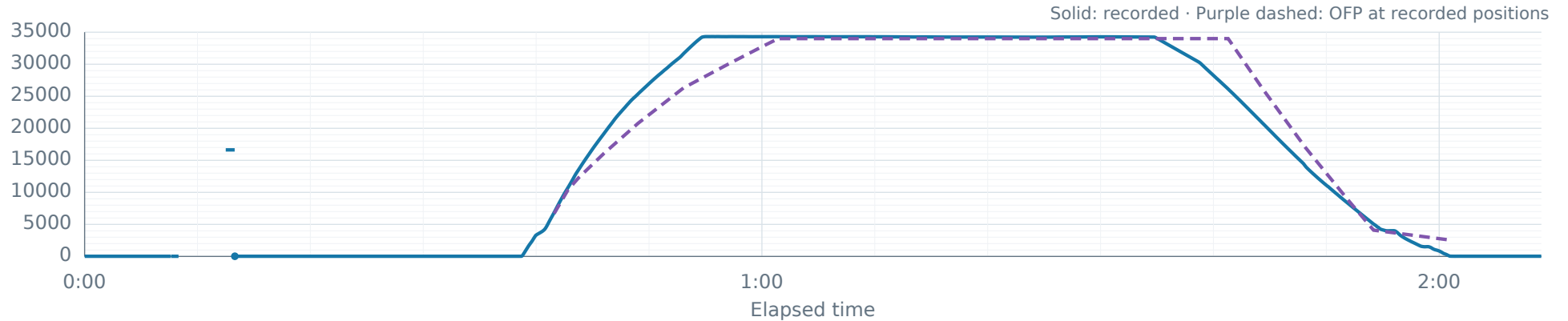
Flight phases

													
Preflight	Takeoff	Cruise	Preflight	Taxi-out	Preflight	Taxi-out	Climb	Cruise	Descent	Cruise	Descent	Approach	Cruise
0:04	12:29	12:38	13:19	33:54	37:09	37:42	38:42	55:10	1:34:48	1:55:32	1:56:03	1:56:35	1:58:51
													
Climb	Approach	Flare	Cruise	Touchdown	Rollout	Taxi-in							
1:58:54	1:59:04	2:00:53	2:01:01	2:01:03	2:01:03	2:02:13							

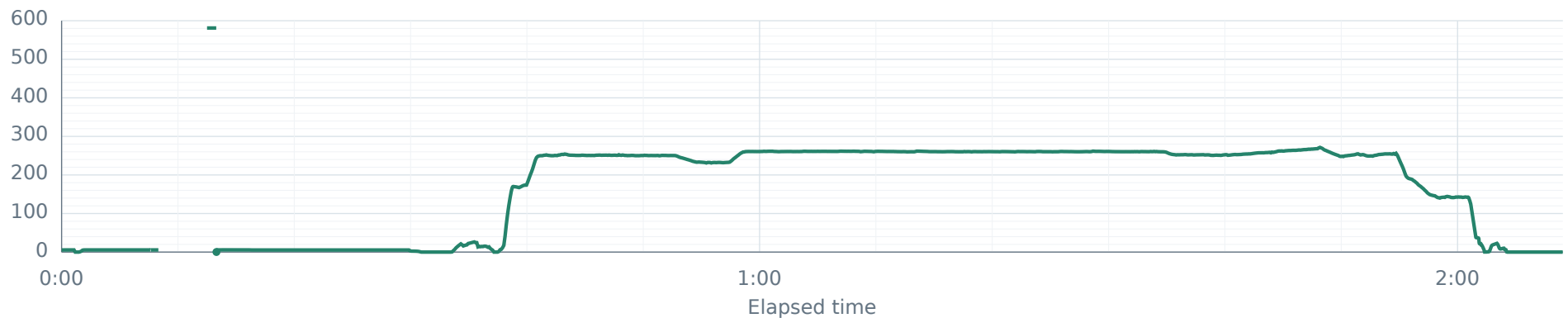
Timeline and route cover the recorded portion only; the first/last point may be in flight. Grid lines are reference marks, not additional samples.

Flight profile

Altitude above mean sea level · AMSL (ft AMSL)



Indicated airspeed (kt IAS)



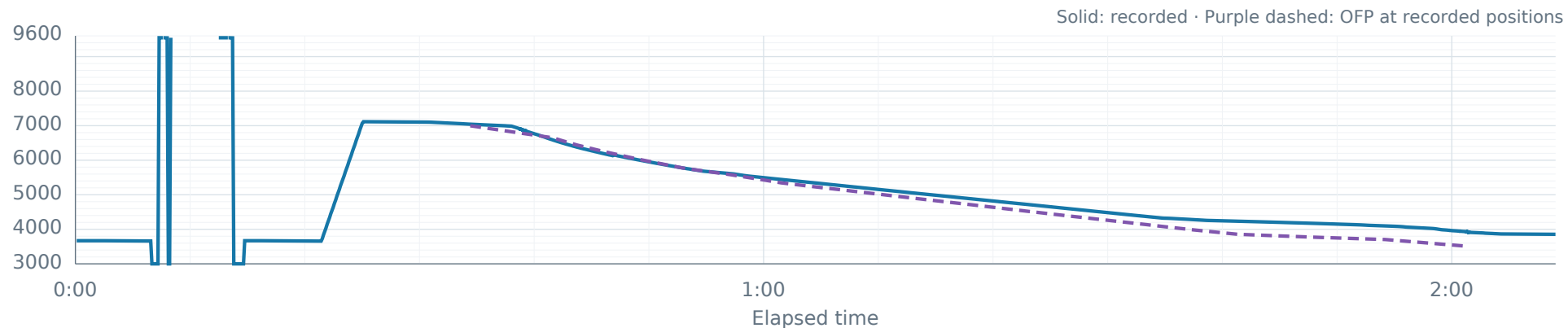
Plot only: gaps up to 5 s are bridged in the series color; 5–300 s estimates are amber/dashed. Reloads, pauses and longer gaps remain breaks. Estimates never enter landing measurements.

Flight profile

Sample vertical speed (fpm)



Fuel remaining (kg)



Plot only: gaps up to 5 s are bridged in the series color; 5–300 s estimates are amber/dashed. Reloads, pauses and longer gaps remain breaks. Estimates never enter landing measurements.

Landing

Landing detected: airborne → sustained ground contact · Moderate

Landing analysis descent rate

Unavailable

Simulator V/S at contact

-179 fpm

Load factor

1.3 g

Contact count

1

Time from first contact

2:01:03

Observed rollout distance

4.2 m

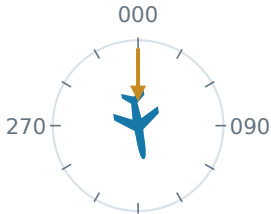
Recorded cadence near touchdown: 5.9 Hz · largest interval 0.61 s

Reliable descending altitude fit unavailable: continuous evidence in the last second with gaps at most 0.25 s is required. Simulator V/S is shown separately.

Rollout distance is partial: recording gaps or missing taxi-end evidence prevent a complete measurement.

Wind HDG/KT

000/01 kt



Aircraft heading 170°

Tailwind 1 kt

Crosswind 0 kt from left

Pitch -7.9° · Bank -0.4°

● Gear position 100.0%

● BEACON

● Flaps position 80.0%

● NAV

● Autopilot Off

● TAXI

● LANDING

● STROBE

● WING

Configuration changes
7/7

- +0.00 s · On ground

+65.39 s · Light LANDING -

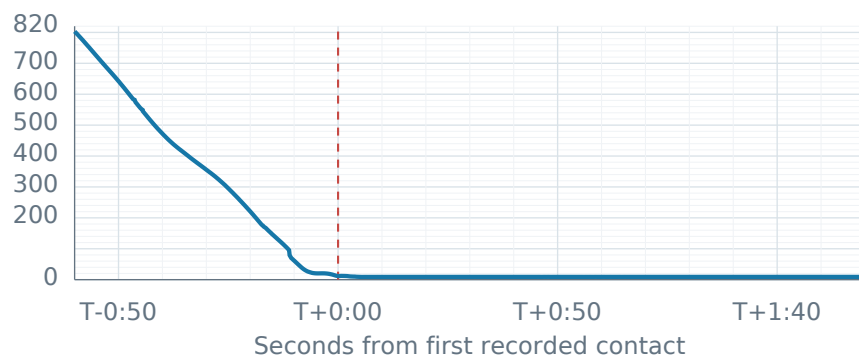
+76.85 s · Flaps position 0.0%
- +58.38 s · Flaps position 60.0%

+67.37 s · Flaps position 20.0%
- +65.39 s · Flaps position 40.0%

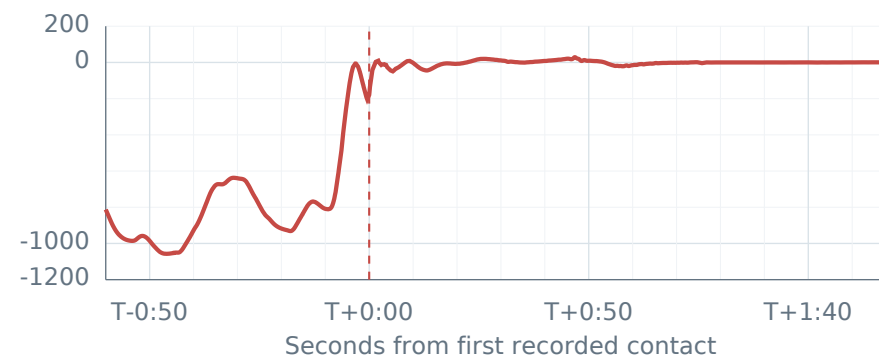
+68.42 s · Light STROBE -

Landing · Approach and rollout

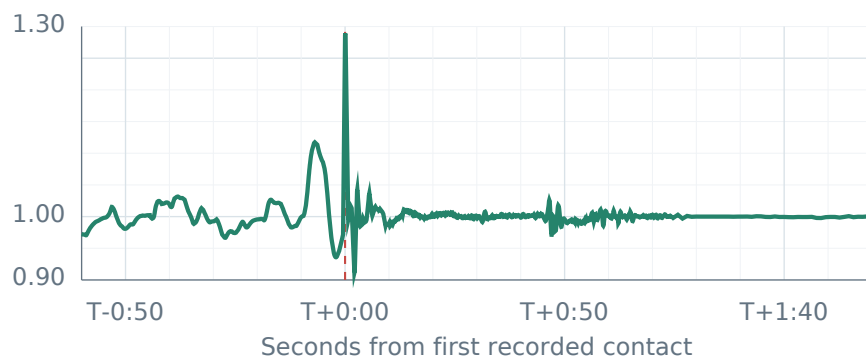
Height above ground · AGL (ft AGL)



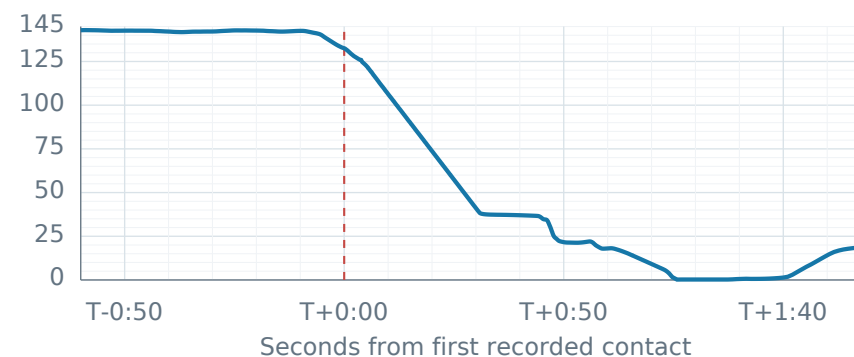
Sample vertical speed (fpm)



Load factor (g)



Indicated airspeed (kt IAS)



Plot only: gaps up to 5 s are bridged in the series color; 5–300 s estimates are amber/dashed. Reloads, pauses and longer gaps remain breaks. Estimates never enter landing measurements.

Track contains a recording gap. · Some telemetry was unavailable; detailed diagnostics are retained with the recording.

SimBrief dispatch plan

CY735 · RJTT → RJFR

TOKYO (HANEDA) INTL → KITAKYUSHU

| Planned passengers

164

| Planned cargo

2460 kg

| Planned payload

15580 kg

| Planned route distance

478 NM

| Planned airborne time

1:24:44

| Planned cruise altitude

34000 ft AMSL

| Aircraft registration

D-AICL

| Flight / callsign

CY735

| Cost index

5

| Planned runways

16R → 18

| Alternate airport

RJBB

| AIRAC

2610

Scheduled departure / arrival (UTC): 2026-10-18 18:40 → 2026-10-18 20:45

Dispatch plan, not measured onboard data. Route points come from this OFP's navlog.

Planned fuel and loading

| Planned ramp fuel

7113 kg

| Planned trip fuel

3486 kg

| Planned taxi fuel

115 kg

| Planned reserve fuel

1058 kg

| Planned contingency fuel

206 kg

| Planned zero-fuel weight

59609 kg

| Planned takeoff weight

66607 kg

| Planned landing weight

63121 kg

| Planned aircraft type

A320

OFP curves use recorded simulator time from detected takeoff. If this anchor is unavailable, the labelled position comparison places planned fixes near the recorded trajectory (within 10 NM). Straight segments join planned fixes; capture gaps remain breaks. Only matching captured data is compared; planned values are not onboard measurements.

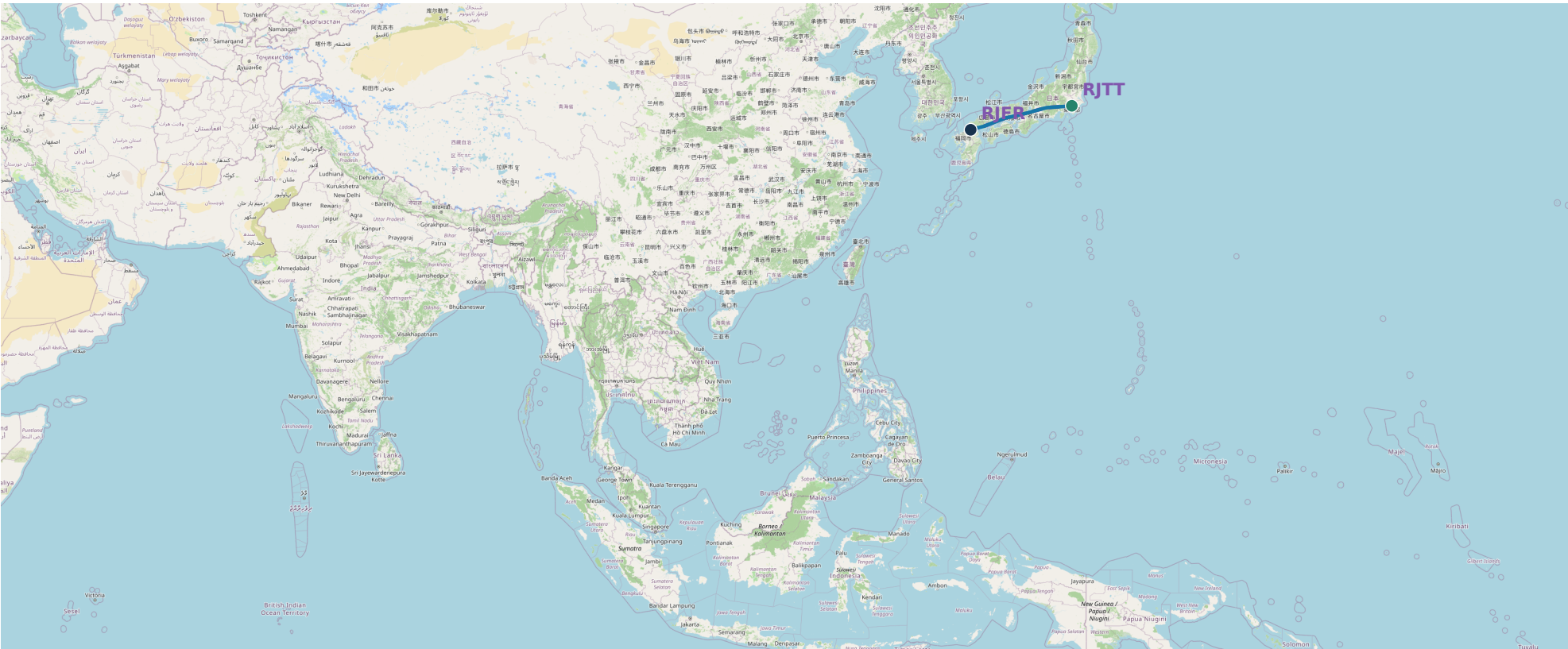
Dispatch plan, not measured onboard data. Route points come from this OFP's navlog.

Filed routing

NINOX4 NINOX Y28 MARCO Y285 ASARI DCT

Recorded and planned route

Recorded: blue / OFP: purple dashed



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