Postflight report

A2A Piper PA-24-250 Comanche

2026-11-03 UTC · Microsoft Flight Simulator 2024 · 12.2.282174.999 / SimConnect 12.2.0.0

Duration	Distance travelled
6:31:49	852.4 NM

Landing windows	Altitude above mean sea level · AMSL
1	7633.9 ft

Indicated airspeed	Capture status
154.0 kt	Recording closed

Recorded aircraft positions

Amber: beyond comparison corridor

Recorded: blue / OFP: purple dashed



© OpenStreetMap contributors · openstreetmap.org/copyright

Flight phases

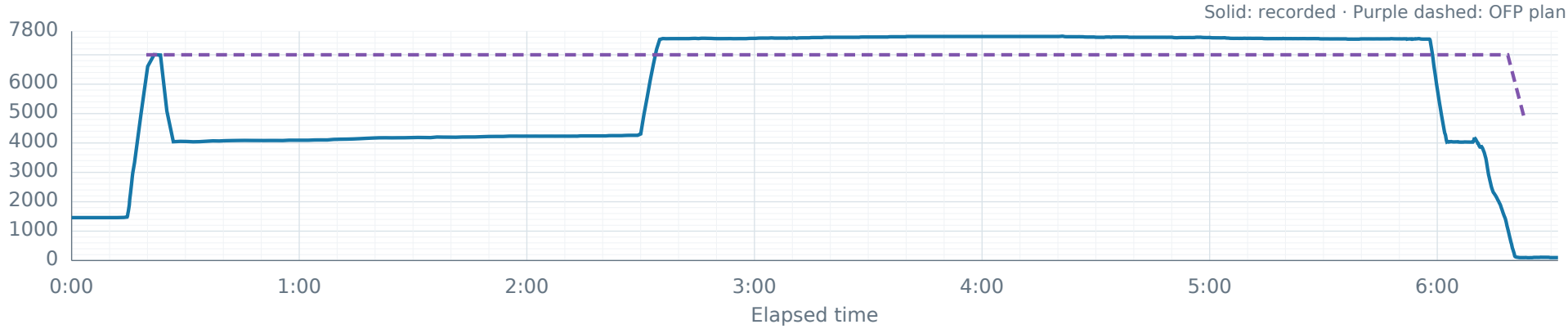
Preflight	Taxi-out	Preflight	Taxi-out	Preflight	Taxi-out	Takeoff	Climb	Cruise	Climb	Cruise	Descent	Cruise	Descent
0:05	9:24	10:41	13:31	13:53	14:21	14:34	14:34	14:37	14:40	21:06	22:51	23:07	23:45

Approach	Go-around	Climb	Approach	Cruise	Approach	Cruise	Climb	Cruise	Descent	Cruise	Climb	Descent	Cruise
25:21	26:09	26:09	26:27	26:43	33:45	34:01	2:29:58	2:35:18	5:58:05	6:02:45	6:09:27	6:10:13	6:11:35

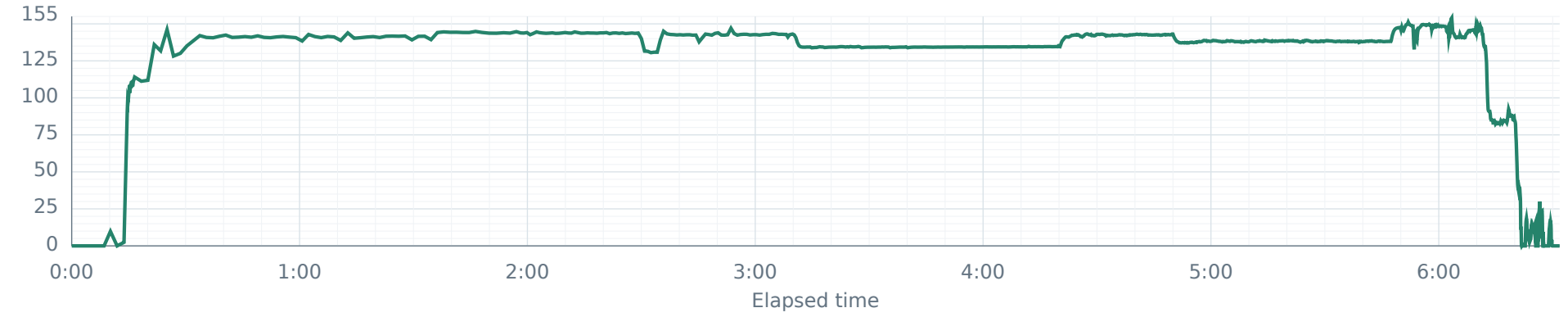
Descent	Approach	Flare	Touchdown	Rollout	Taxi-in
6:12:02	6:13:01	6:20:20	6:20:34	6:20:34	6:22:06

Flight profile

Altitude above mean sea level · AMSL (ft AMSL)



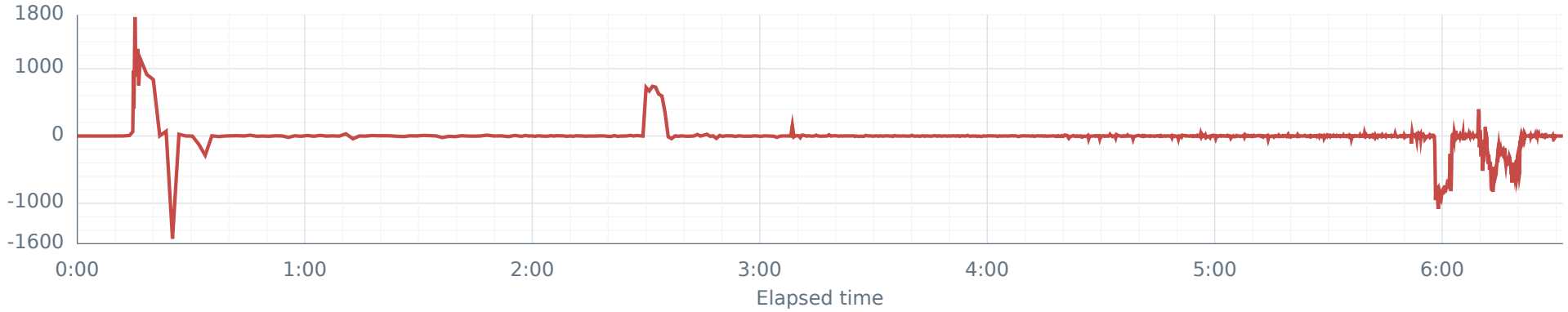
Indicated airspeed (kt IAS)



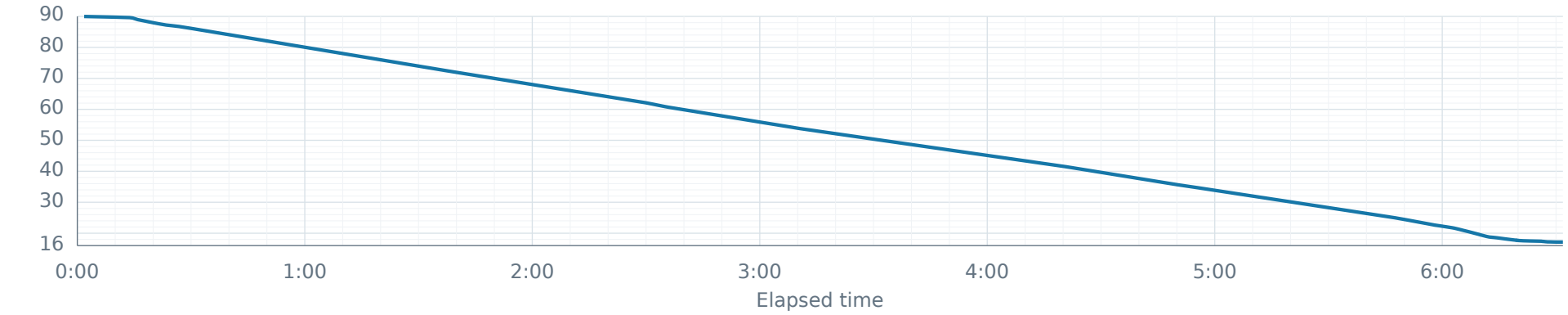
Plot only: gaps up to 5 s are bridged in the series color; 5–300 s estimates are amber/dashed. Reloads, pauses and longer gaps remain breaks. Estimates never enter landing measurements.

Flight profile

Sample vertical speed (fpm)



Fuel remaining (US gal)



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	Simulator V/S at contact	Load factor
110.3 fpm	**-105 fpm**	**1.1 g**

Contact count	Time from first contact	Observed rollout distance
1	**6:20:34**	**2.3 m**

Recorded cadence near touchdown: 14.8 Hz · largest interval 0.94 s

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

Wind HDG/KT

290/03 kt



Aircraft heading 007°T

Headwind 1 kt

Crosswind 3 kt from left

Pitch -2.9° · Bank -0.1°

- Gear position 100.0%
- Flaps position 33.3%
- Autopilot Off

- BEACON
- LANDING
- NAV
- STROBE
- TAXI
- WING

Configuration changes

3/3

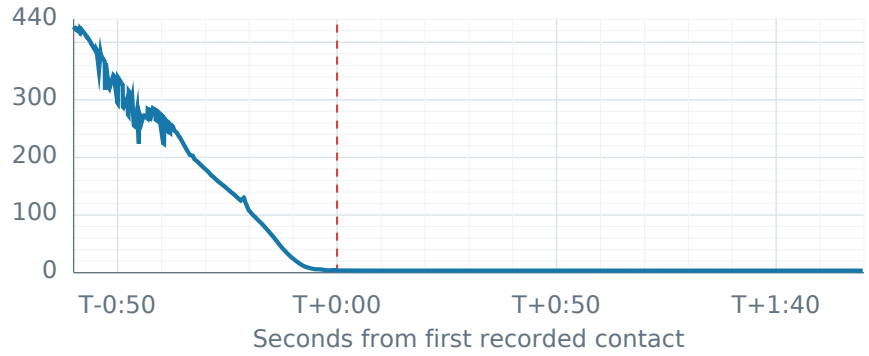
+0.00 s · On ground

+61.28 s · Light STROBE -

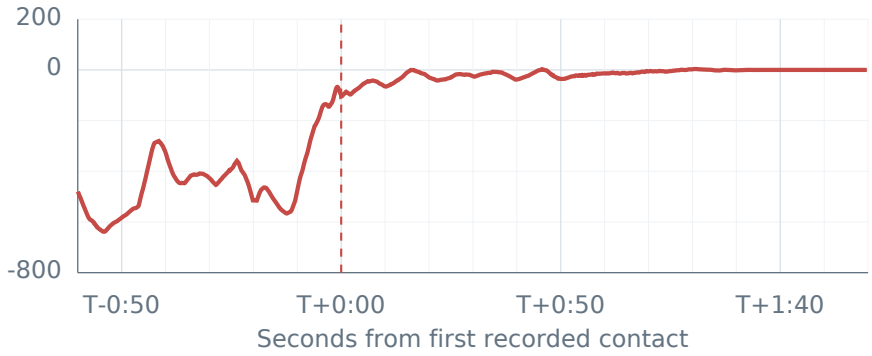
+62.32 s · Light TAXI -

Landing · Approach and rollout

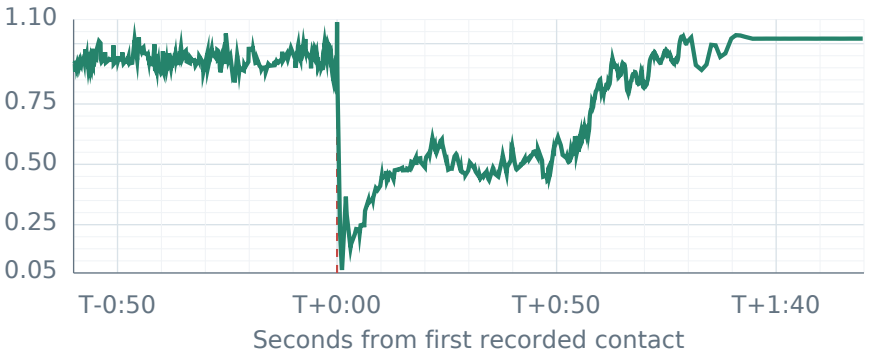
Height above ground · AGL (ft AGL)



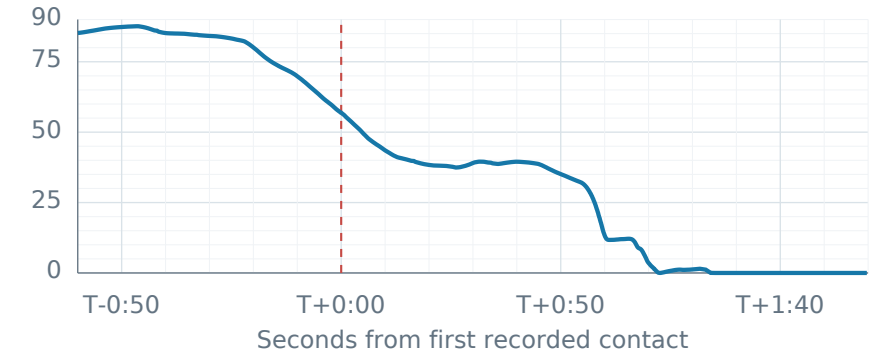
Sample vertical speed (fpm)



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.

SimBrief dispatch plan

CY7609 · EDDM → ESSA

MUNICH → ARLANDA

Planned passengers **2**	Planned cargo **25 kg**	Planned payload **177 kg**
Planned route distance **827 NM**	Planned airborne time **6:19:59**	Planned cruise altitude **7000 ft AMSL**
Aircraft registration **OK-MIG**	Flight / callsign **CY7609**	Cost index **0**
Planned runways **08R → 01R**	Alternate airport **ESSP**	AIRAC **2611**

Scheduled departure / arrival (UTC): 2026-11-03 09:55 → 2026-11-03 11:25

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

Planned fuel and loading

Planned ramp fuel	245 kg
Planned trip fuel	210 kg
Planned taxi fuel	3 kg
Planned reserve fuel	14 kg
Planned contingency fuel	11 kg
Planned zero-fuel weight	944 kg
Planned takeoff weight	1186 kg
Planned landing weight	976 kg
Planned aircraft type	PA24

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.

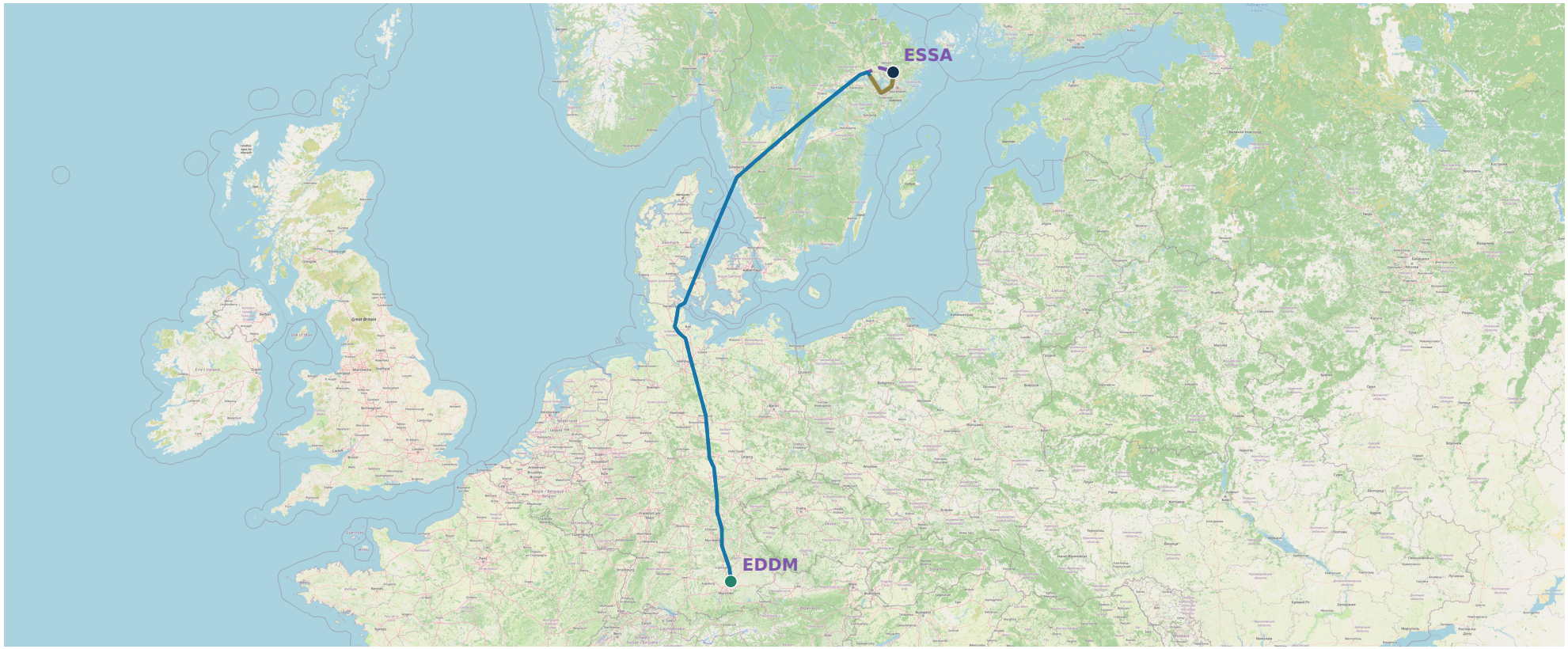
Filed routing

DCT LASMI DCT EVIVA DCT NIMDI DCT UNKUL DCT DOSIS DCT EXITI DCT EKSOS DCT LONLI DCT LASGA DCT NARUS DCT OKKOC DCT LASTO DCT SOMIX DCT BIRKA DCT ZUCKA DCT LARET DCT POVEL DCT HLZ DCT ULSEN DCT DENIX DCT AMLUH DCT HAM DCT SOKWO DCT RENSU DCT EXNEL DCT PIZID DCT WEZPU DCT AMRAK DCT ALS DCT ADSEN DCT GODOG DCT VADIN DCT ELBUX DCT DETSO DCT PELIT DCT ARS DCT LINSA DCT

Recorded and planned route

Amber: beyond comparison corridor

Recorded: blue / OFP: purple dashed



© OpenStreetMap contributors · openstreetmap.org/copyright

Plan versus actual

P = SimBrief, A = recorded, Δ = A − P, — = no comparable value. Green: less time/fuel used or more fuel remaining; red: the opposite. Loading, speed and wind differences remain descriptive.

Time and route	Planned	Actual	Δ / %
Airborne duration	6:19:59	6:06:01	−13:57 / -3.7%
Airborne ground-track distance	827.0 NM	848.9 NM	+21.9 NM / 2.6%
Estimated block duration	6:35:59	6:19:31	−16:27 / -4.2%
Estimated taxi-out duration	9:00	5:29	−3:30 / -39.1%
Estimated taxi-in duration	7:00	8:01	+1:01 / 14.5%
Estimated off-block delay	0:00	−29:40	−29:40
Estimated on-block delay	0:00	4:19:49	+4:19:49
Detected takeoff delay	0:00	−33:11	−33:11
Detected landing delay	0:00	4:18:48	+4:18:48
Cruise TAS	140.0 kt	148.8 kt	+8.8 kt / 6.3%
Top of climb: time since takeoff	5:07	0:03	−5:03 / -99.0%
Top of climb: displacement	0.0 NM	5.6 NM	+5.6 NM
Top of descent: time since takeoff	6:04:01	5:57:28	−6:32 / -1.8%
Top of descent: displacement	0.0 NM	25.3 NM	+25.3 NM

Fuel and weight	Planned	Actual	Δ / %
Trip fuel used	210.0 kg	195.7 kg	−14.3 kg / -6.8%
Fuel at takeoff	242.0 kg	243.6 kg	+1.6 kg / 0.7%
Fuel at landing	32.0 kg	47.9 kg	+15.9 kg / 49.8%
Fuel at estimated off-block	245.0 kg	244.4 kg	−0.6 kg / -0.3%
Takeoff weight	1186.0 kg	1112.4 kg	−73.6 kg / -6.2%
Landing weight	976.0 kg	916.4 kg	−59.6 kg / -6.1%
Zero-fuel weight at takeoff	944.0 kg	868.7 kg	−75.3 kg / -8.0%
Landing fuel above OFP reserve	0.0 kg	33.9 kg	+33.9 kg

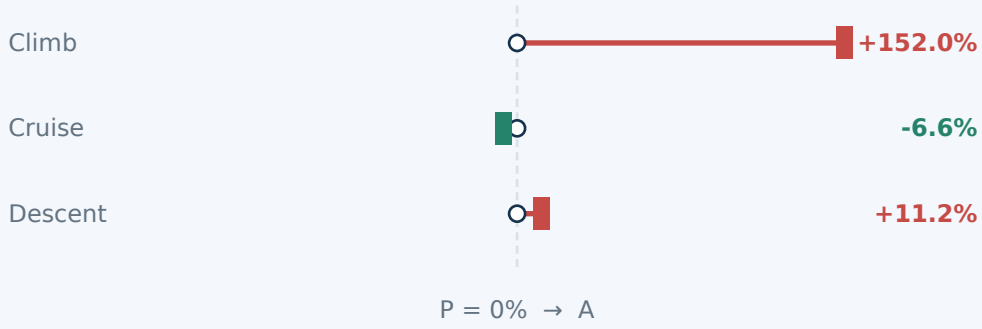
Matched fixes 40/42 · valid simulator time 6:31:49 · excluded intervals 0. Phase boundaries are inferred.

Flight phase analysis

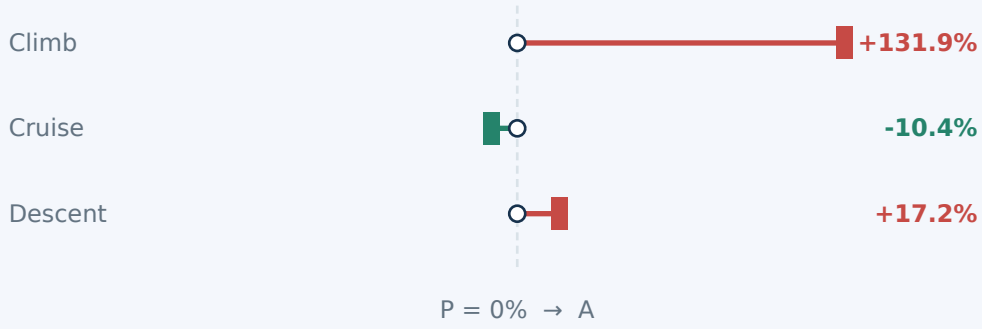
P/A and Δ share one cell. Takeoff joins climb; approach/flare join descent; contact/rollout join ground after landing. Fuel totals/rates use covered measured intervals; coverage is shown explicitly.

Phase	Time P / A / Δ	Fuel P / A / Δ kg	Coverage	kg/h	kg/NM	Δ %
Ground before taxi	P: — / A: 12:41	P: — / A: 1.0	99.9%	4.5 kg/h	—	—
Observed taxi-out	P: — / A: 1:51	P: — / A: 0.4	100.0%	11.8 kg/h	0.6 kg/NM	—
Takeoff / climb	P: 5:07 / A: 12:53 Δ +7:46	P: 4.0 / A: 9.3 Δ +5.3	100.0%	43.2 kg/h	0.3 kg/NM	131.9%
Cruise	P: 5:58:54 / A: 5:35:21 Δ −23:32	P: 199.0 / A: 178.2 Δ −20.8	100.0%	31.9 kg/h	0.2 kg/NM	-10.4%
Descent / approach	P: 15:58 / A: 17:45 Δ +1:47	P: 7.0 / A: 8.2 Δ +1.2	100.0%	27.7 kg/h	0.2 kg/NM	17.2%
Landing / ground	P: — / A: 11:14	P: — / A: 1.3	100.0%	6.7 kg/h	0.4 kg/NM	—

Phase duration · Δ % of plan



Phase fuel use · Δ % of plan

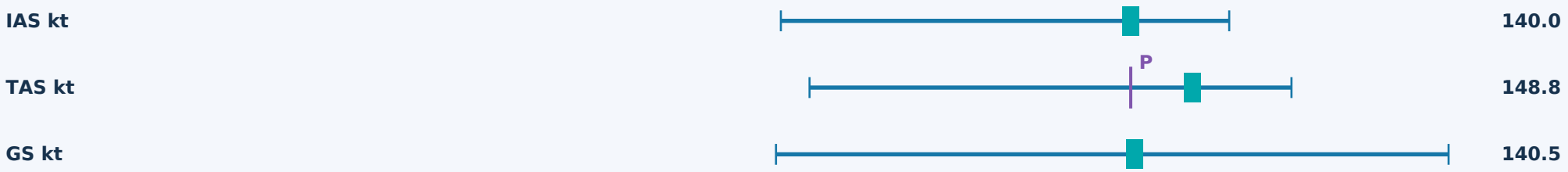


Observed performance

First line: simulator-time-weighted mean. Second line: observed minimum–maximum; shorter channel coverage is appended when needed. Positive headwind opposes the recorded ground track.

Phase	IAS kt	TAS kt	GS kt	V/S fpm	Head + kt	Cross kt
Ground before taxi	0.1 0.0 – 22.6	0.9 0.0 – 34.6	0.7 0.0 – 29.8	0.2 -0.3 – 19.0	-0.0	3.4
Observed taxi-out	9.2 0.0 – 82.9	21.0 0.0 – 87.8	18.8 0.0 – 83.0	4.2 -41.9 – 232.0	2.2	3.2
Takeoff / climb	122.4 82.9 – 148.8	129.9 87.8 – 155.3	127.8 83.0 – 150.1	690.9 -308.5 – 1822.4	1.0	14.0
Cruise	140.0 90.0 – 154.1	148.8 94.1 – 163.0	140.5 89.3 – 185.5	0.4 -331.4 – 337.1	7.5	13.7
Descent / approach	118.4 56.8 – 151.6	123.6 62.4 – 160.9	121.3 61.9 – 182.8	-585.5 -1994.5 – 305.5	1.7	10.6
Landing / ground	9.2 0.0 – 56.8	16.5 0.4 – 62.4	14.8 0.0 – 61.9	-2.9 -104.9 – 28.5	1.4	2.4

Cruise speed ranges · observed min / mean / max

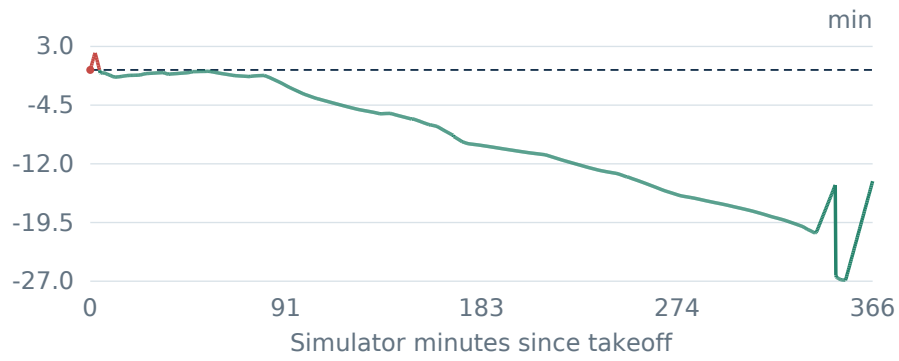


Whiskers = observed min/max, body = weighted mean, purple marker = planned TAS. These are observed ranges, not confidence intervals.

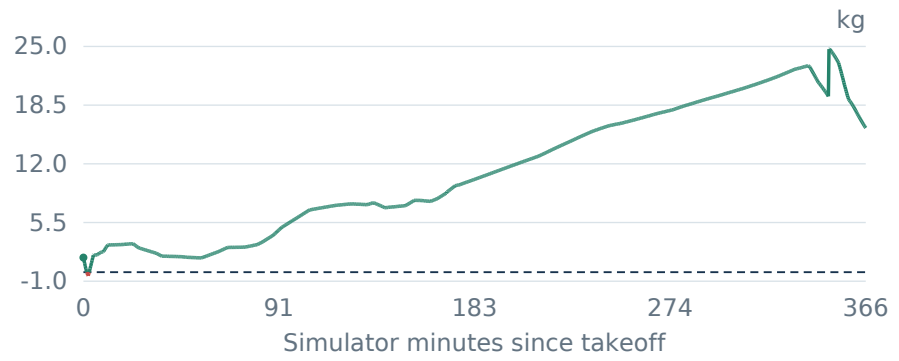
Deviation profiles

Position-aligned OFP comparison; gaps remain breaks. Fuel-use delta removes the initial load difference. Zero = plan; bands are descriptive.

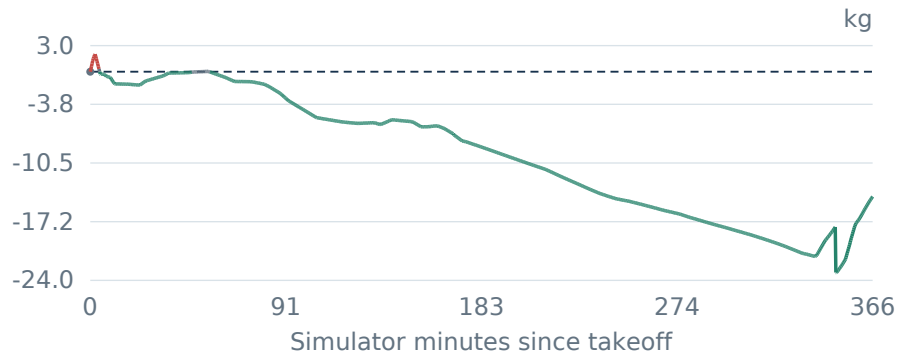
Time deviation · positive = behind plan



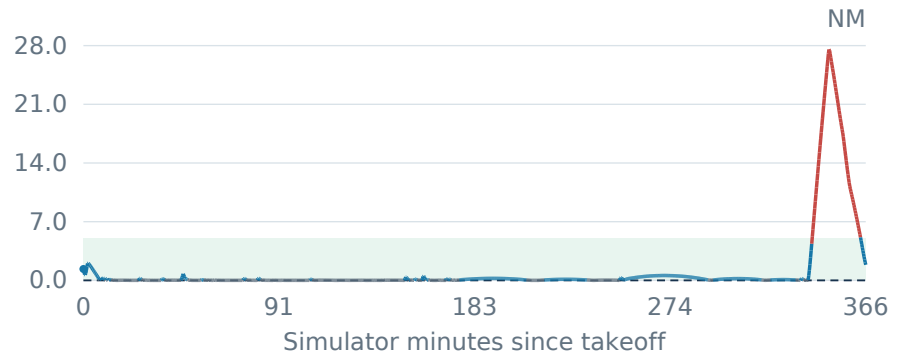
Fuel onboard deviation · positive = more onboard



Fuel burn deviation · adjusted for initial load



Separation from the planned polyline

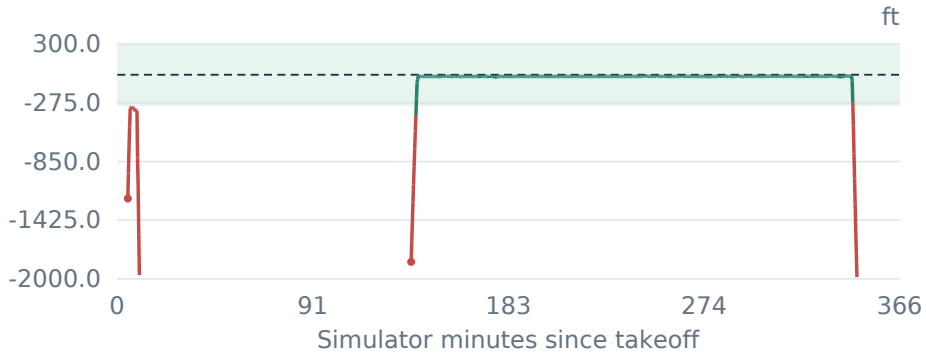


Metric	Signed mean	MAE	RMSE	P95 |error| ≈	Maximum	Coverage
Time deviation · positive = behind plan	−9:21	9:22	11:45	20:06	26:55	6:06:01
Separation from the planned polyline	+1.2 NM	1.2 NM	4.4 NM	8.9 NM	27.6 NM	6:06:01
Pressure altitude deviation	−57.0 ft	57.0 ft	219.8 ft	150.0 ft	1996.6 ft	3:34:19

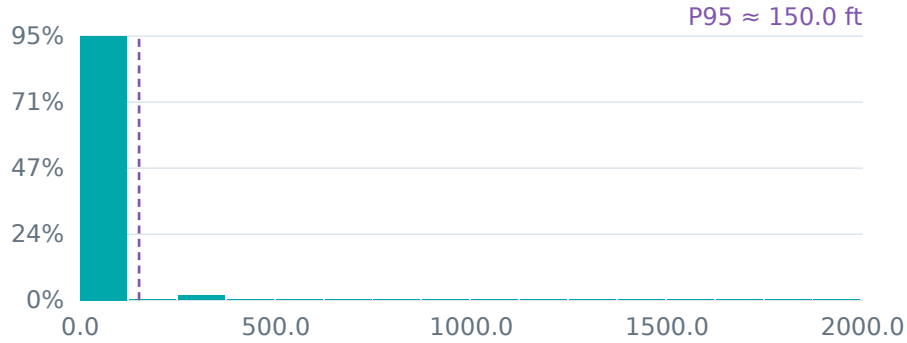
Descriptive deviation statistics

MAE: mean absolute error. RMSE: root mean square error. P95 is an approximate time-weighted absolute-error percentile (bins 1 s / 0.1 NM / 25 ft; overflow gives a lower bound). Histogram height = covered time %.

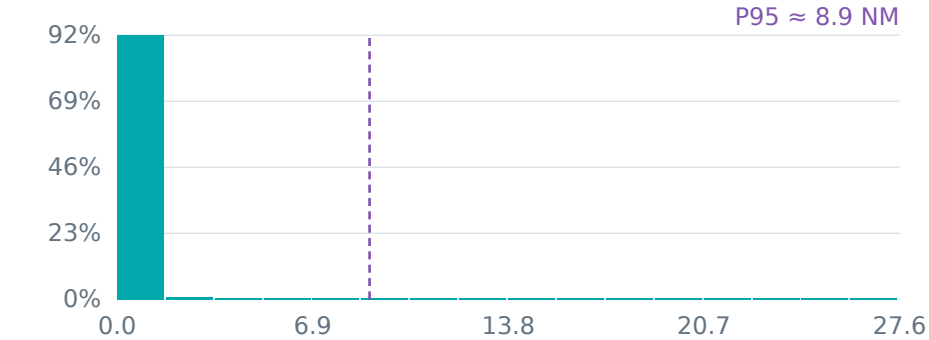
Pressure altitude deviation



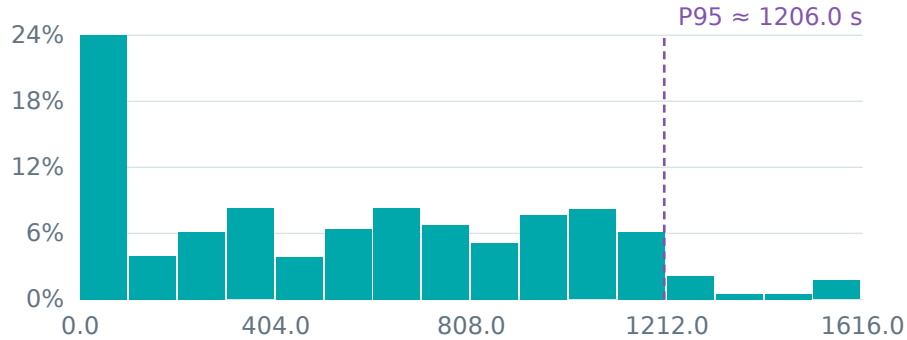
Absolute error · time distribution · ft



Absolute error · time distribution · NM



Absolute error · time distribution · s



Time beyond the descriptive band: route >5 NM 22:41; height outside ±300 ft 10:11. These are not operating limits or pilot scores.

Completed flightplan · planned and actual

P = plan / A = passage estimate; Δ = A − P. UTC context: 2026-11-03. Units are in column headings; wind = true direction-from/kt. Ordered fixes match within 2 NM, airport anchors within 10 NM; — = no value/match.

Fix / stage	Time since takeoff	UTC date / time	Fuel remaining kg	Height P / A ft	TAS kt	GS kt	Wind kt	NM
EDDM DEP	P: 0:00 / A: 0:00 Δ +0:00	P: 10:04:00 A: 09:30:48	P: 242.0 / A: 243.6 Δ +1.6	P: — / A: 1146.7	P: — / A: 87.8	P: — / A: 83.0	A: 70°/5	1.4
TOC CLB	P: 5:07 / A: 4:47 Δ −0:19	P: 10:09:07 A: 09:35:35	P: 238.0 / A: 239.9 Δ +1.9	P: 7000.0 / A: 5667.0 Δ −1333.0	P: 154.0 / A: 120.8	P: 159.0 / A: 128.1	P: 92°/23 A: 96°/17	1.2
LASMI CRZ	P: 8:03 / A: 7:33 Δ −0:29	P: 10:12:03 A: 09:38:20	P: 236.0 / A: 238.1 Δ +2.1	P: 7000.0 / A: 6668.1 Δ −331.9	P: 140.0 / A: 147.0	P: 143.0 / A: 155.2	P: 91°/16 A: 95°/18	0.0
EVIVA CRZ	P: 11:27 / A: 10:35 Δ −0:51	P: 10:15:27 A: 09:41:23	P: 234.0 / A: 236.8 Δ +2.8	P: 7000.0 / A: 4689.9	P: 140.0 / A: 152.6	P: 141.0 / A: 151.1	P: 91°/16 A: 89°/17	0.0
NIMDI CRZ	P: 15:10 / A: 14:18 Δ −0:51	P: 10:19:10 A: 09:45:06	P: 232.0 / A: 235.0 Δ +3.0	P: 7000.0 / A: 3704.0	P: 140.0 / A: 135.4	P: 145.0 / A: 137.2	P: 91°/16 A: 80°/15	0.0
UNKUL CRZ	P: 23:51 / A: 23:11 Δ −0:39	P: 10:27:51 A: 09:53:59	P: 227.0 / A: 230.2 Δ +3.2	P: 7000.0 / A: 3700.0	P: 140.0 / A: 144.2	P: 145.0 / A: 144.5	P: 90°/18 A: 75°/16	0.0
DOSIS CRZ	P: 26:19 / A: 25:50 Δ −0:28	P: 10:30:19 A: 09:56:38	P: 226.0 / A: 228.7 Δ +2.7	P: 7000.0 / A: 3701.8	P: 140.0 / A: 144.6	P: 145.0 / A: 145.2	P: 90°/18 A: 76°/16	0.0
EXITI CRZ	P: 34:31 / A: 34:10 Δ −0:20	P: 10:38:31 A: 10:04:58	P: 222.0 / A: 224.1 Δ +2.1	P: 7000.0 / A: 3700.3	P: 140.0 / A: 145.3	P: 139.0 / A: 140.2	P: 92°/18 A: 73°/15	0.0
EKSOS CRZ	P: 37:06 / A: 36:32 Δ −0:33	P: 10:41:06 A: 10:07:20	P: 221.0 / A: 222.8 Δ +1.8	P: 7000.0 / A: 3699.9	P: 140.0 / A: 144.8	P: 139.0 / A: 139.4	P: 92°/18 A: 72°/15	0.0
LONLI CRZ	P: 47:51 / A: 47:37 Δ −0:13	P: 10:51:51 A: 10:18:26	P: 215.0 / A: 216.7 Δ +1.7	P: 7000.0 / A: 3697.5	P: 140.0 / A: 144.6	P: 145.0 / A: 140.4	P: 92°/18 A: 73°/15	0.2
LASGA CRZ	P: 55:11 / A: 55:00 Δ −0:10	P: 10:59:11 A: 10:25:48	P: 211.0 / A: 212.6 Δ +1.6	P: 7000.0 / A: 3697.9	P: 140.0 / A: 143.3	P: 139.0 / A: 137.6	P: 92°/18 A: 70°/15	0.0
NARUS CRZ	P: 1:03:23 / A: 1:02:51 Δ −0:31	P: 11:07:23 A: 10:33:39	P: 206.0 / A: 208.2 Δ +2.2	P: 7000.0 / A: 3699.4	P: 140.0 / A: 144.2	P: 139.0 / A: 140.8	P: 85°/21 A: 76°/16	0.0
OKKOC CRZ	P: 1:08:07 / A: 1:07:23 Δ −0:43	P: 11:12:07 A: 10:38:12	P: 203.0 / A: 205.7 Δ +2.7	P: 7000.0 / A: 3701.6	P: 140.0 / A: 144.9	P: 139.0 / A: 142.2	P: 86°/21 A: 78°/16	0.0

Fix / stage	Time since takeoff	UTC date / time	Fuel remaining kg	Height P / A ft	TAS kt	GS kt	Wind kt	NM
LASTO CRZ	P: 1:15:27 / A: 1:14:35 Δ −0:51	P: 11:19:27 A: 10:45:24	P: 199.0 / A: 201.8 Δ +2.8	P: 7000.0 / A: 3696.1	P: 140.0 / A: 144.8	P: 139.0 / A: 142.0	P: 86°/21 A: 78°/17	0.0
SOMIX CRZ	P: 1:18:44 / A: 1:17:59 Δ −0:44	P: 11:22:44 A: 10:48:47	P: 197.0 / A: 199.9 Δ +2.9	P: 7000.0 / A: 3700.2	P: 140.0 / A: 145.1	P: 146.0 / A: 147.8	P: 86°/21 A: 79°/17	0.0
BIRKA CRZ	P: 1:22:01 / A: 1:21:18 Δ −0:42	P: 11:26:01 A: 10:52:07	P: 195.0 / A: 198.1 Δ +3.1	P: 7000.0 / A: 3701.9	P: 140.0 / A: 144.7	P: 146.0 / A: 148.4	P: 86°/21 A: 81°/18	0.0
ZUCKA CRZ	P: 1:30:15 / A: 1:28:39 Δ −1:35	P: 11:34:15 A: 10:59:27	P: 190.0 / A: 194.1 Δ +4.1	P: 7000.0 / A: 3699.4	P: 140.0 / A: 146.9	P: 131.0 / A: 144.7	P: 79°/38 A: 82°/18	0.0
LARET CRZ	P: 1:34:49 / A: 1:32:38 Δ −2:10	P: 11:38:49 A: 11:03:26	P: 187.0 / A: 191.9 Δ +4.9	P: 7000.0 / A: 3699.5	P: 140.0 / A: 147.4	P: 131.0 / A: 146.3	P: 79°/38 A: 84°/18	0.0
POVEL CRZ	P: 1:43:03 / A: 1:39:57 Δ −3:05	P: 11:47:03 A: 11:10:45	P: 182.0 / A: 188.0 Δ +6.0	P: 7000.0 / A: 3697.4	P: 140.0 / A: 146.3	P: 131.0 / A: 144.7	P: 79°/38 A: 83°/18	0.0
HLZ CRZ	P: 1:49:27 / A: 1:45:47 Δ −3:39	P: 11:53:27 A: 11:16:36	P: 178.0 / A: 184.9 Δ +6.9	P: 7000.0 / A: 3700.1	P: 140.0 / A: 147.2	P: 131.0 / A: 145.3	P: 80°/38 A: 82°/17	0.0
ULSEN CRZ	P: 2:02:29 / A: 1:57:56 Δ −4:32	P: 12:06:29 A: 11:28:44	P: 171.0 / A: 178.4 Δ +7.4	P: 7000.0 / A: 3701.0	P: 140.0 / A: 148.0	P: 138.0 / A: 148.5	P: 75°/26 A: 80°/17	0.0
DENIX CRZ	P: 2:10:08 / A: 2:05:05 Δ −5:02	P: 12:14:08 A: 11:35:53	P: 167.0 / A: 174.6 Δ +7.6	P: 7000.0 / A: 3700.4	P: 141.0 / A: 147.6	P: 141.0 / A: 147.2	P: 81°/26 A: 77°/15	0.0
AMLUH CRZ	P: 2:18:09 / A: 2:12:43 Δ −5:25	P: 12:22:09 A: 11:43:31	P: 163.0 / A: 170.5 Δ +7.5	P: 7000.0 / A: 3701.2	P: 141.0 / A: 147.4	P: 142.0 / A: 146.7	P: 82°/26 A: 75°/14	0.0
HAM CRZ	P: 2:25:06 / A: 2:19:32 Δ −5:33	P: 12:29:06 A: 11:50:20	P: 159.0 / A: 166.3 Δ +7.3	P: 7000.0 / A: 6563.5 Δ −436.5	P: 141.0 / A: 141.8	P: 138.0 / A: 137.9	P: 70°/20 A: 67°/19	0.0
SOKWO CRZ	P: 2:36:29 / A: 2:30:12 Δ −6:16	P: 12:40:29 A: 12:01:00	P: 153.0 / A: 160.4 Δ +7.4	P: 7000.0 / A: 6981.0 Δ −19.0	P: 141.0 / A: 153.8	P: 137.0 / A: 148.8	P: 70°/20 A: 64°/20	0.0
RENSU CRZ	P: 2:41:17 / A: 2:34:39 Δ −6:37	P: 12:45:17 A: 12:05:27	P: 150.0 / A: 158.0 Δ +8.0	P: 7000.0 / A: 6983.3 Δ −16.7	P: 141.0 / A: 154.4	P: 150.0 / A: 161.3	P: 71°/20 A: 65°/19	0.0
EXNEL CRZ	P: 2:45:23 / A: 2:38:23 Δ −6:59	P: 12:49:23 A: 12:09:10	P: 148.0 / A: 155.9 Δ +7.9	P: 7000.0 / A: 6986.4 Δ −13.6	P: 141.0 / A: 156.4	P: 146.0 / A: 156.5	P: 71°/20 A: 63°/16	0.0

Fix / stage	Time since takeoff	UTC date / time	Fuel remaining kg	Height P / A ft	TAS kt	GS kt	Wind kt	NM
PIZID CRZ	P: 2:49:30 / A: 2:42:15 Δ −7:14	P: 12:53:30 A: 12:13:03	P: 146.0 / A: 153.8 Δ +7.8	P: 7000.0 / A: 6983.4 Δ −16.6	P: 141.0 / A: 154.9	P: 131.0 / A: 144.9	P: 75°/20 A: 64°/16	0.0
WEZPU CRZ	P: 2:53:09 / A: 2:45:24 Δ −7:44	P: 12:57:09 A: 12:16:12	P: 144.0 / A: 152.1 Δ +8.1	P: 7000.0 / A: 6983.5 Δ −16.5	P: 141.0 / A: 154.7	P: 131.0 / A: 145.3	P: 75°/20 A: 64°/15	0.0
AMRAK CRZ	P: 2:58:09 / A: 2:49:42 Δ −8:26	P: 13:02:09 A: 12:20:30	P: 141.0 / A: 149.8 Δ +8.8	P: 7000.0 / A: 6973.7 Δ −26.3	P: 141.0 / A: 158.9	P: 132.0 / A: 144.4	P: 75°/20 A: 65°/15	0.3
ALS CRZ	P: 3:03:01 / A: 2:53:50 Δ −9:10	P: 13:07:01 A: 12:24:39	P: 138.0 / A: 147.6 Δ +9.6	P: 7000.0 / A: 6973.0 Δ −27.0	P: 142.0 / A: 154.6	P: 123.0 / A: 140.7	P: 75°/20 A: 65°/15	0.0
ADSEN CRZ	P: 3:39:56 / A: 3:29:12 Δ −10:43	P: 13:43:56 A: 13:00:00	P: 118.0 / A: 130.5 Δ +12.5	P: 7000.0 / A: 6983.0 Δ −17.0	P: 142.0 / A: 146.8	P: 130.0 / A: 134.5	P: 58°/15 A: 43°/13	0.0
GODOG CRZ	P: 3:43:37 / A: 3:32:46 Δ −10:50	P: 13:47:37 A: 13:03:34	P: 116.0 / A: 128.8 Δ +12.8	P: 7000.0 / A: 6983.1 Δ −16.9	P: 143.0 / A: 146.7	P: 130.0 / A: 134.3	P: 58°/16 A: 40°/13	0.0
VADIN CRZ	P: 4:11:11 / A: 3:58:20 Δ −12:50	P: 14:15:11 A: 13:29:07	P: 101.0 / A: 116.6 Δ +15.6	P: 7000.0 / A: 6983.2 Δ −16.8	P: 143.0 / A: 146.9	P: 124.0 / A: 131.0	P: 41°/20 A: 21°/16	0.0
ELBUX CRZ	P: 4:24:21 / A: 4:10:41 Δ −13:39	P: 14:28:21 A: 13:41:29	P: 94.0 / A: 110.5 Δ +16.5	P: 7000.0 / A: 6983.9 Δ −16.1	P: 143.0 / A: 154.6	P: 123.0 / A: 136.1	P: 29°/20 A: 10°/19	0.0
DETSO CRZ	P: 5:10:03 / A: 4:53:02 Δ −17:00	P: 15:14:03 A: 14:23:49	P: 69.0 / A: 88.3 Δ +19.3	P: 7000.0 / A: 6983.1 Δ −16.9	P: 143.0 / A: 150.0	P: 126.0 / A: 131.6	P: 6°/22 A: 3°/25	0.0
PELIT CRZ	P: 5:37:37 / A: 5:18:50 Δ −18:46	P: 15:41:37 A: 14:49:38	P: 54.0 / A: 75.2 Δ +21.2	P: 7000.0 / A: 6983.8 Δ −16.2	P: 144.0 / A: 150.4	P: 124.0 / A: 133.8	P: 6°/26 A: 359°/25	0.0
ARS CRZ	P: 5:55:39 / A: 5:35:16 Δ −20:22	P: 15:59:39 A: 15:06:03	P: 44.0 / A: 66.6 Δ +22.6	P: 7000.0 / A: 6984.7 Δ −15.3	P: 144.0 / A: 159.6	P: 123.0 / A: 146.2	P: 5°/28 A: 354°/23	0.0
TOD CRZ	P: 6:04:01 / A: —	P: 16:08:01 A: —	P: 39.0 / A: —	P: 7000.0 / A: —	P: 144.0 / A: —	P: 129.0 / A: —	P: 5°/29	—

Fix / stage	Time since takeoff	UTC date / time	Fuel remaining kg	Height P / A ft	TAS kt	GS kt	Wind kt	NM
LINSA DSC	P: 6:08:16 / A: —	P: 16:12:16 A: —	P: 37.0 / A: —	P: 4900.0 / A: —	P: 149.0 / A: —	P: 137.0 / A: —	P: 8°/23	—
ESSA DSC	P: 6:19:59 / A: 6:06:01 Δ −13:57	P: 16:23:59 A: 15:36:48	P: 32.0 / A: 47.9 Δ +15.9	P: 2600.0 / A: −372.0	P: 144.0 / A: 62.5	P: 151.0 / A: 62.0	P: 352°/23 A: 290°/3	1.6
ESSA ARR	P: 6:19:59 / A: 6:06:01 Δ −13:57	P: 16:23:59 A: 15:36:48	P: 32.0 / A: 47.9 Δ +15.9	P: — / A: −372.0	P: — / A: 62.5	P: — / A: 62.0	A: 290°/3	1.6