

Postflight report

A350-1000 (Default Cabin)

2026-10-25 UTC · Microsoft Flight Simulator 2024 · 12.2.282174.999 / SimConnect 12.2.0.0

Duration

9:02:00

Landing windows

1

Indicated airspeed

308.6 kt

Distance travelled

4174.0 NM

Altitude above mean sea level · AMSL

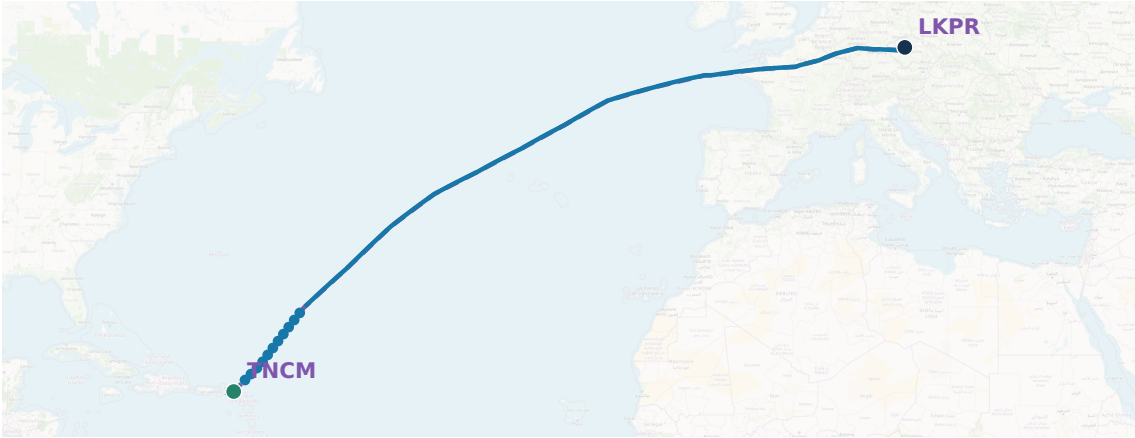
39856.7 ft

Capture status

Recording closed

Recorded aircraft positions

Recorded: blue / OFP: purple dashed



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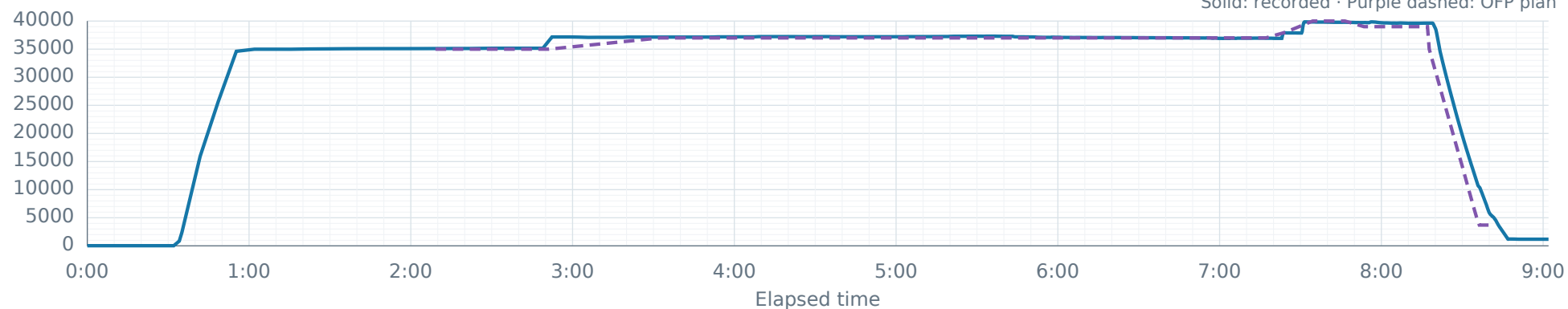
Flight phases

													
Preflight	Taxi-out	Preflight	Taxi-out	Preflight	Taxi-out	Takeoff	Climb	Cruise	Climb	Cruise	Climb	Cruise	Climb
0:01	29:56	30:32	32:00	32:20	32:58	33:49	33:49	56:03	2:50:02	2:51:16	7:23:04	7:24:00	7:30:28
													
Cruise	Climb	Cruise	Descent	Approach	Flare	Cruise	Touchdown	Rollout	Taxi-in				
7:31:41	7:55:38	7:56:15	8:19:05	8:42:41	8:46:53	8:47:02	8:47:03	8:47:03	8:47:29				

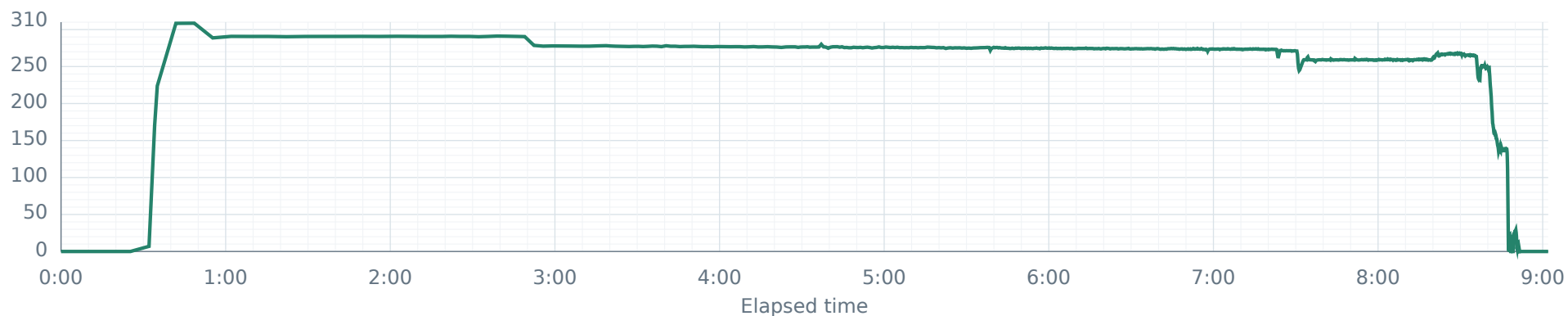
Flight profile

Altitude above mean sea level · AMSL (ft AMSL)

Solid: recorded · Purple dashed: OFP plan



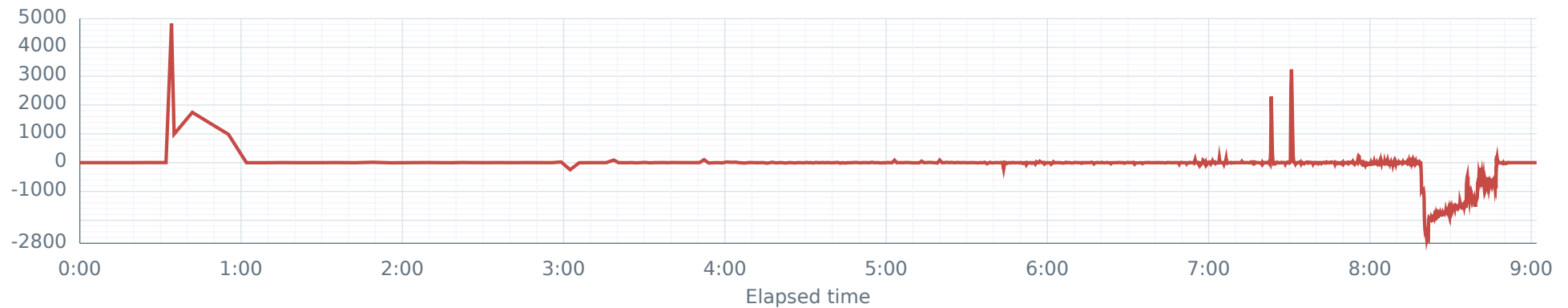
Indicated airspeed (kt IAS)



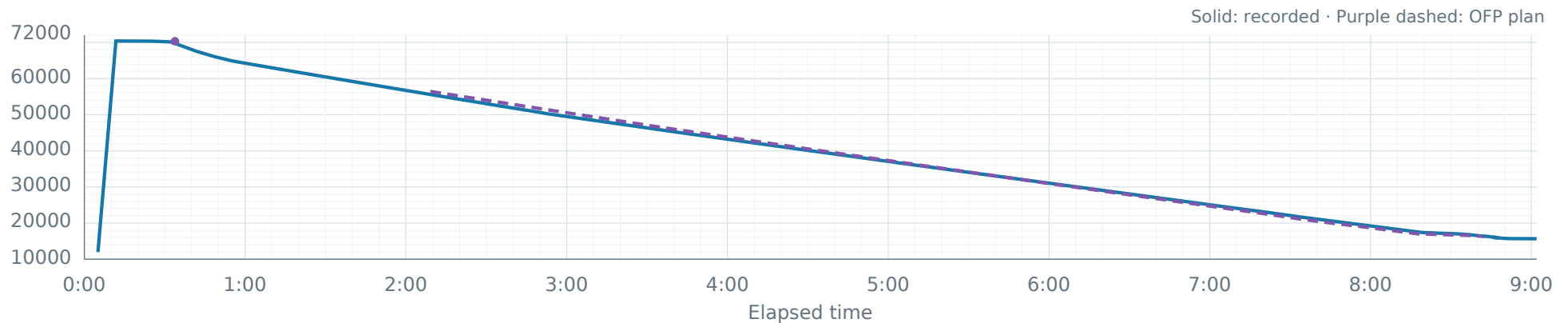
Plot only: gaps up to 5 s are bridged in the series color; 5–300 s estimates are amber/dashed. Reloads, pauses and longer gaps remain breaks. Estimates never enter landing measurements.

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

-10 fpm

Load factor

1.1 g

Contact count

1

Time from first contact

8:47:02

Observed rollout distance

4.2 m

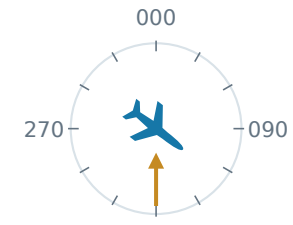
Recorded cadence near touchdown: 11.0 Hz · largest interval 0.48 s

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

180/08 kt



Aircraft heading 128°

Headwind 5 kt

Crosswind 6 kt from right

Pitch -5.9° · Bank -0.9°

● Gear position 100.0%

● Flaps position 100.0%

● Autopilot Off

● BEACON

● LANDING

● NAV

● STROBE

● TAXI

● WING

Configuration changes

3/3

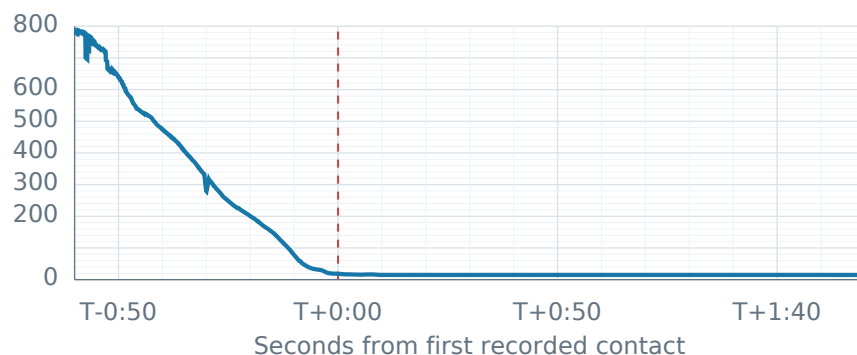
+0.00 s · On ground

+62.74 s · Light LANDING -

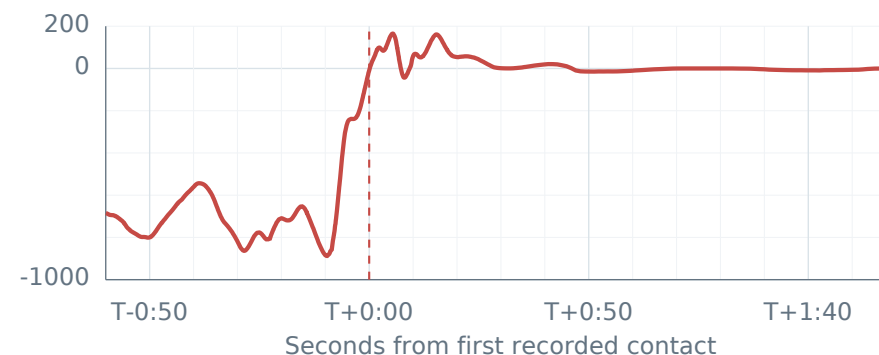
+63.79 s · Light STROBE -

Landing · Approach and rollout

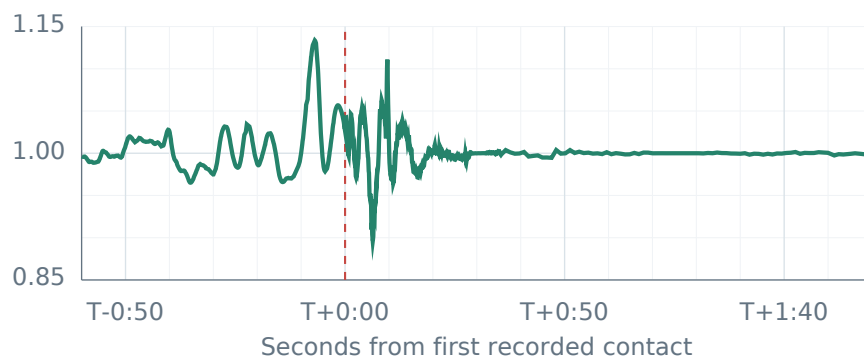
Height above ground · AGL (ft AGL)



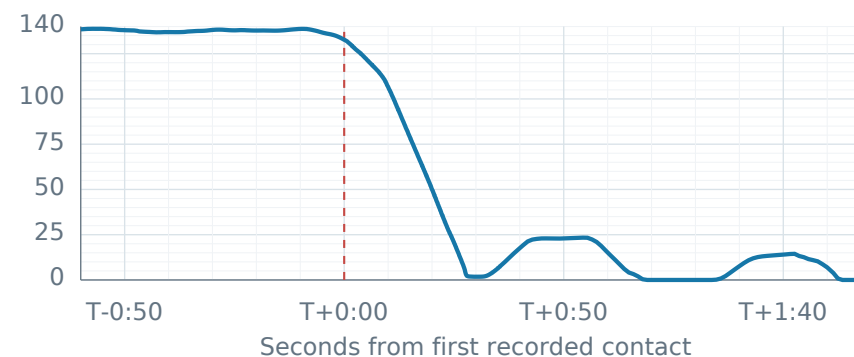
Sample vertical speed (fpm)



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

CY4011 · TNCM → LKPR

PRINCESS JULIANA INTL → RUZYNE

| Planned passengers

282

| Planned cargo

4477 kg

| Planned payload

28141 kg

| Planned route distance

4176 NM

| Planned airborne time

8:08:10

| Planned cruise altitude

35000 ft AMSL

| Aircraft registration

D-ACYA

| Flight / callsign

CY4011

| Cost index

15

| Planned runways

10 → 24

| Alternate airport

EDDP

| AIRAC

2610

Scheduled departure / arrival (UTC): 2026-10-25 01:30 → 2026-10-25 10:40

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

Planned fuel and loading

| Planned ramp fuel

70431 kg

| Planned trip fuel

53970 kg

| Planned taxi fuel

100 kg

| Planned reserve fuel

2455 kg

| Planned contingency fuel

2699 kg

| Planned zero-fuel weight

183141 kg

| Planned takeoff weight

253472 kg

| Planned landing weight

199502 kg

| Planned aircraft type

A35K

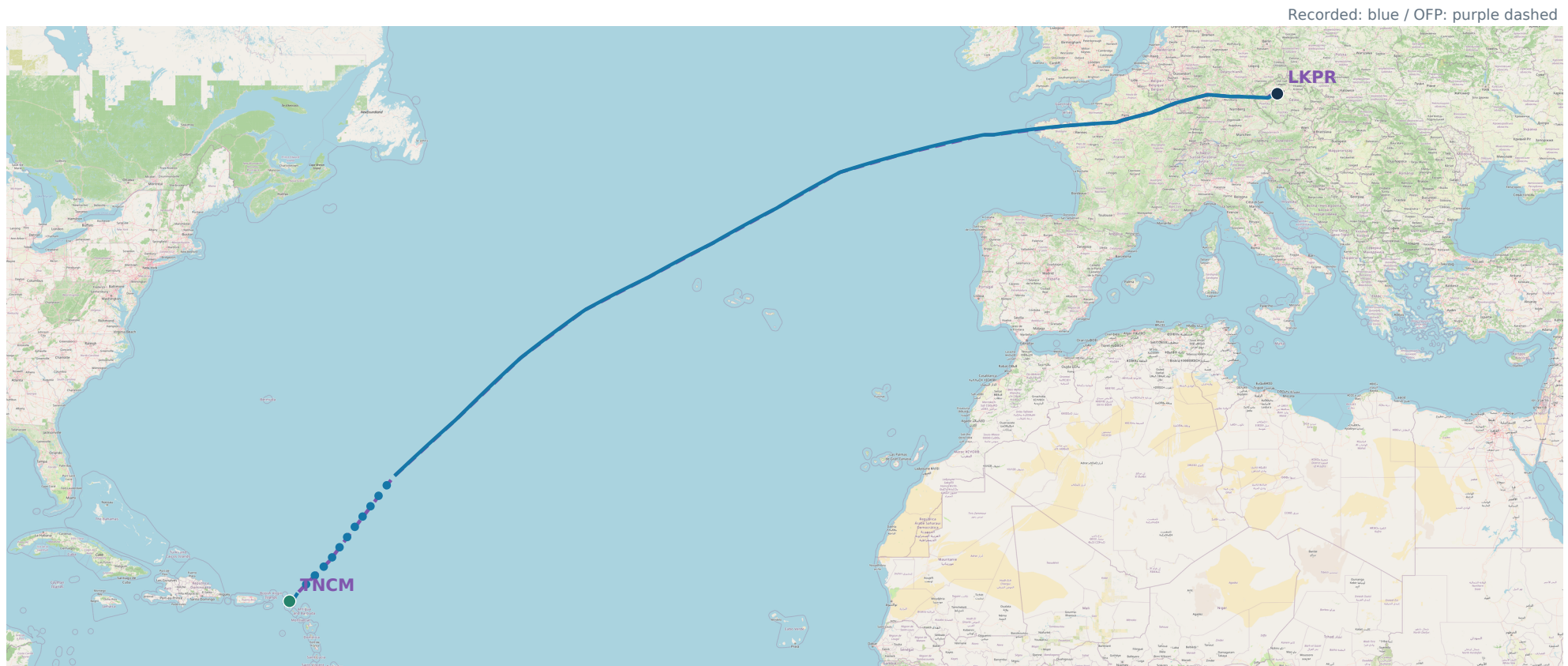
OFP curves use recorded simulator time from detected takeoff. If this anchor is unavailable, the labelled position comparison places planned fixes near the recorded trajectory (within 10 NM). Straight segments join planned fixes; capture gaps remain breaks. Only matching captured data is compared; planned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

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

Filed routing

MODOR2 MNOLO M576 RKDIA DCT 27N055W 31N050W 35N045W 38N040W 40N035W 42N030W 44N025W 46N020W 47N015W DCT ETIKI UN480 REGHI
DCT OZNOH UN29 BULOX DCT TABOV UN858 OQQAL DCT RANUX DCT VALEK DCT LIPNI UN858 LIMGO DCT BOMBI DCT BOREP DCT TONSU Z35 ODOMO DCT
LOMKI LOMK8S

Recorded and planned route



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