

Postflight report

FenixA320 IAE SL

2026-10-19 UTC · Microsoft Flight Simulator 2024 · 12.2.282174.999 / SimConnect 12.2.0.0

Duration

2:21:11

Landing windows

1

Indicated airspeed

284.9 kt

Distance travelled

545.5 NM

Altitude above mean sea level · AMSL

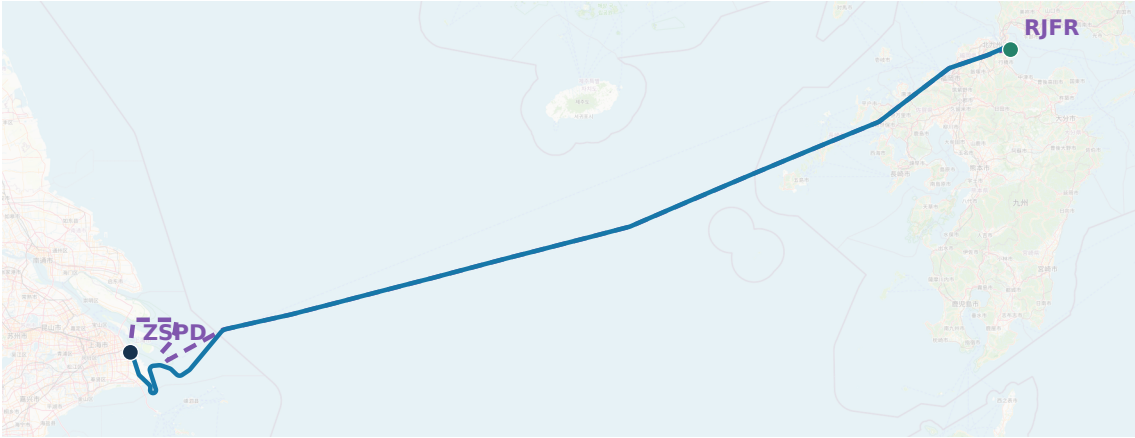
38154.0 ft

Capture status

Recording closed

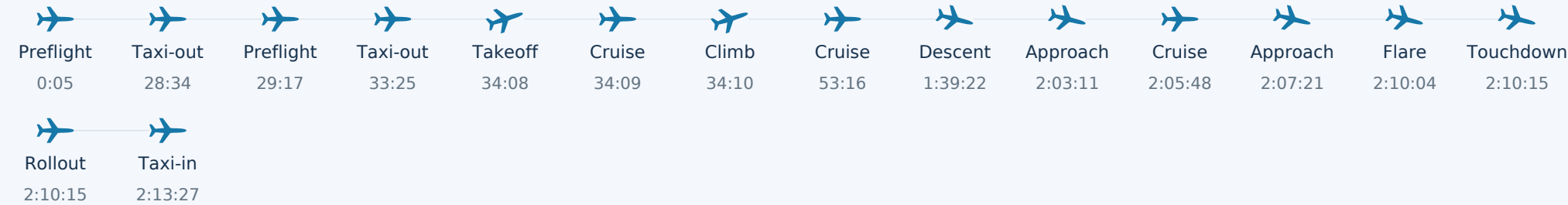
Recorded aircraft positions

Recorded: blue / OFF: purple dashed



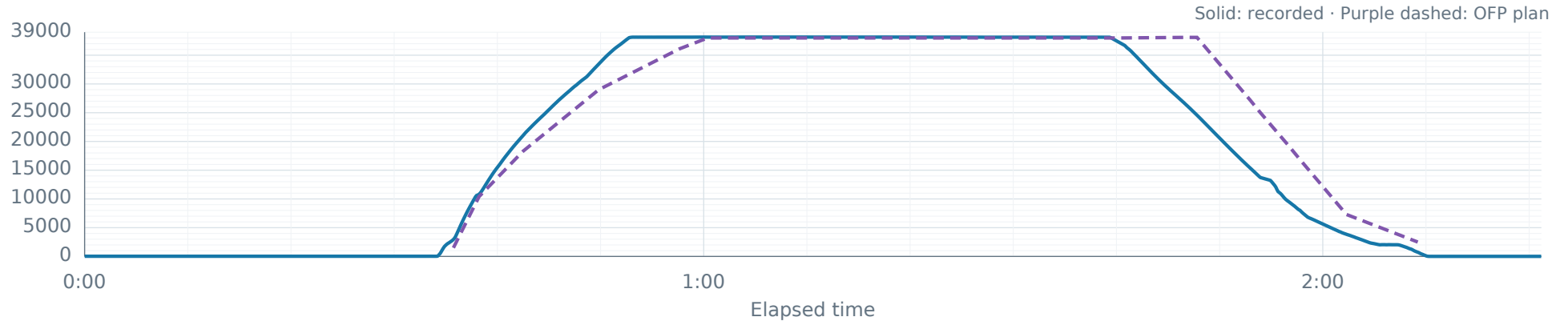
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Flight phases

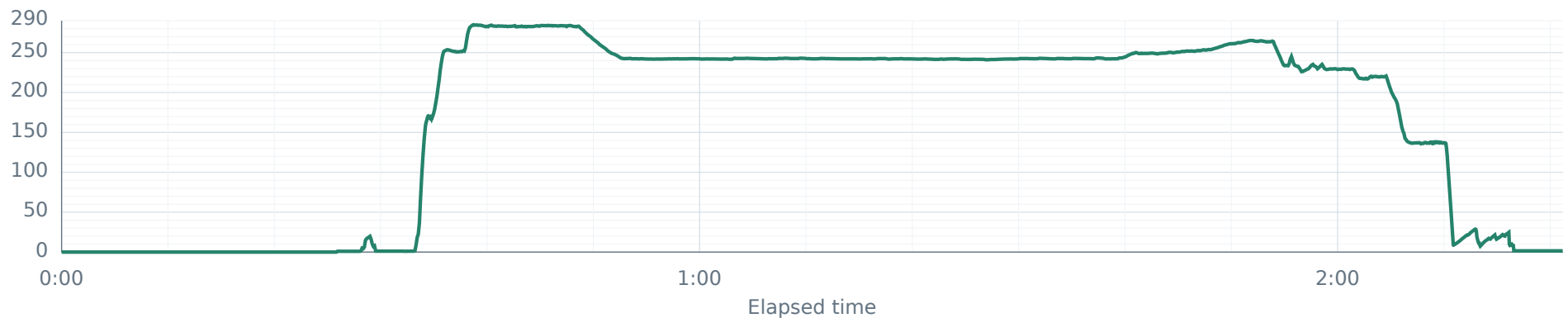


Flight profile

Altitude above mean sea level · AMSL (ft AMSL)



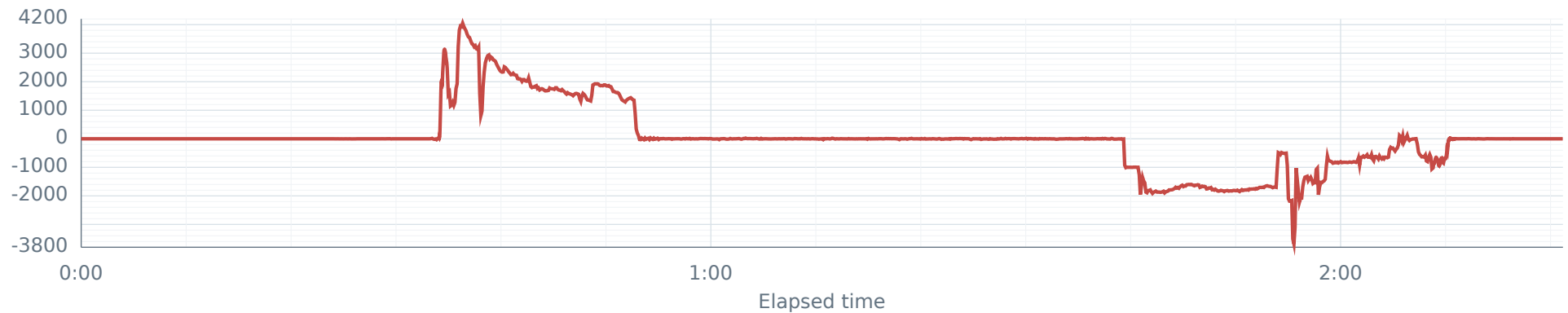
Indicated airspeed (kt IAS)



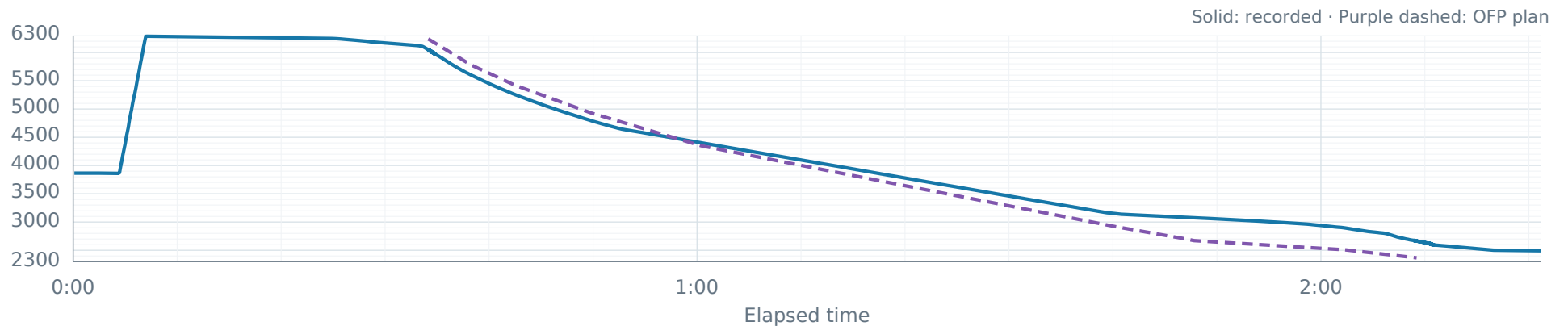
Plot only: gaps up to 5 s are bridged in the series color; 5–300 s estimates are amber/dashed. Reloads, pauses and longer gaps remain breaks. Estimates never enter landing measurements.

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

-207 fpm

Load factor

1.3 g

Contact count

1

Time from first contact

2:10:14

Observed rollout distance

5.1 m

Wind HDG/KT

110/02 kt



Aircraft heading 343°

Tailwind 1 kt

Crosswind 2 kt from right

Pitch -6.1° · Bank 0.9°

Recorded cadence near touchdown: 6.2 Hz · largest interval 0.65 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.

● Gear position 100.0%

● Flaps position 100.0%

● Autopilot Off

● BEACON

● LANDING

● NAV

● STROBE

● TAXI

● WING

Configuration changes

7/7

+0.00 s · On ground

+42.72 s · Light TAXI +

+78.64 s · Flaps position 80.0%

+80.74 s · Flaps position 60.0%

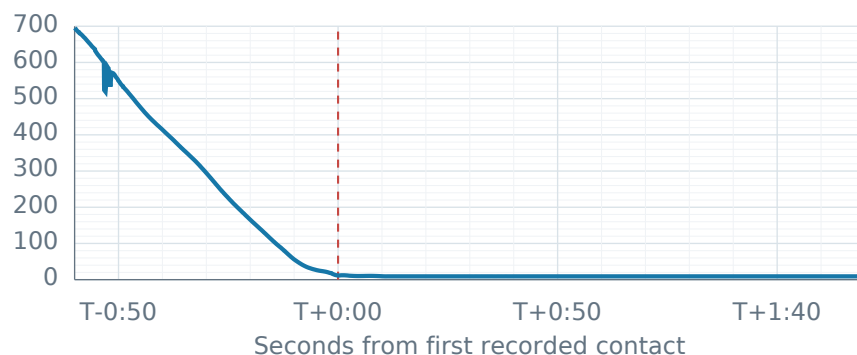
+89.16 s · Flaps position 40.0%

+91.26 s · Flaps position 20.0%

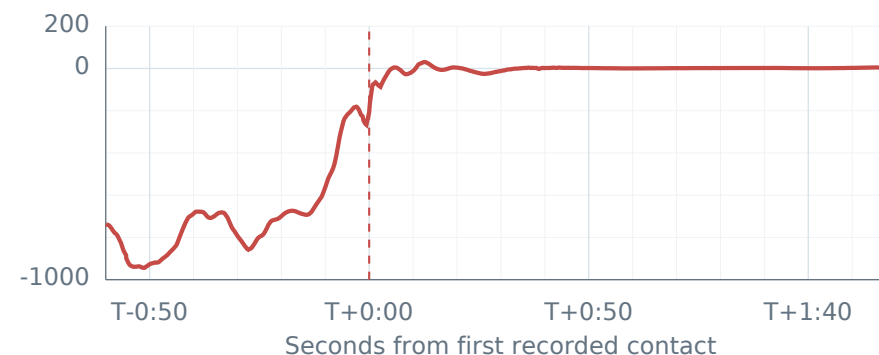
+99.68 s · Flaps position 0.0%

Landing · Approach and rollout

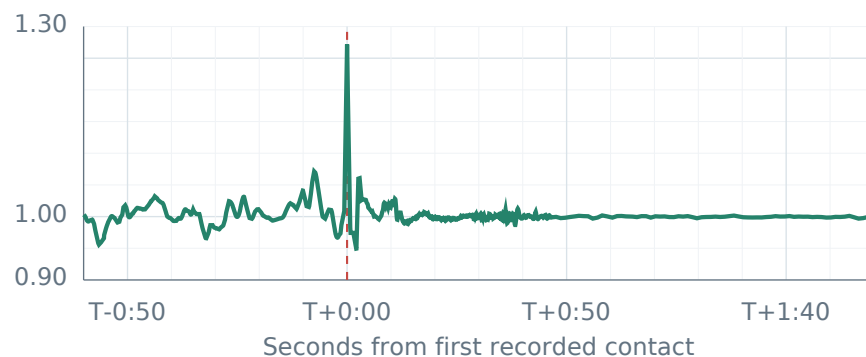
Height above ground · AGL (ft AGL)



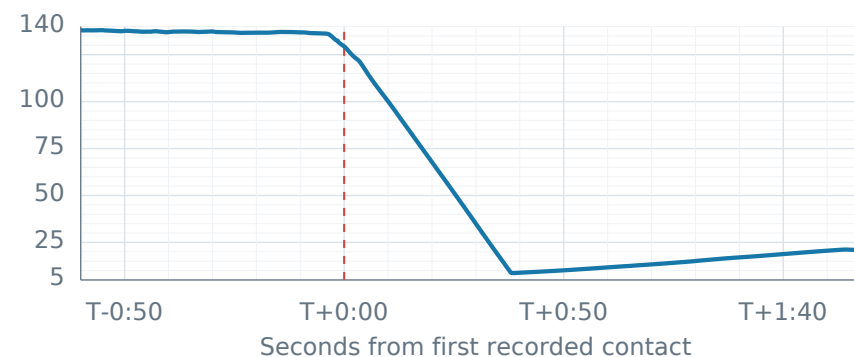
Sample vertical speed (fpm)



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

CY736 · RJFR → ZSPD

KITAKYUSHU → PUDONG

| Planned passengers

155

| Planned cargo

2325 kg

| Planned payload

14725 kg

| Planned route distance

551 NM

| Planned airborne time

1:35:04

| Planned cruise altitude

38000 ft AMSL

| Aircraft registration

D-AICL

| Flight / callsign

CY736

| Cost index

5

| Planned runways

36 → 17L

| Alternate airport

ZSNB

| AIRAC

2610

Scheduled departure / arrival (UTC): 2026-10-19 10:30 → 2026-10-19 12:25

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

Planned fuel and loading

| Planned ramp fuel

6287 kg

| Planned trip fuel

3874 kg

| Planned taxi fuel

46 kg

| Planned reserve fuel

1049 kg

| Planned contingency fuel

204 kg

| Planned zero-fuel weight

58754 kg

| Planned takeoff weight

64995 kg

| Planned landing weight

61121 kg

| Planned aircraft type

A320

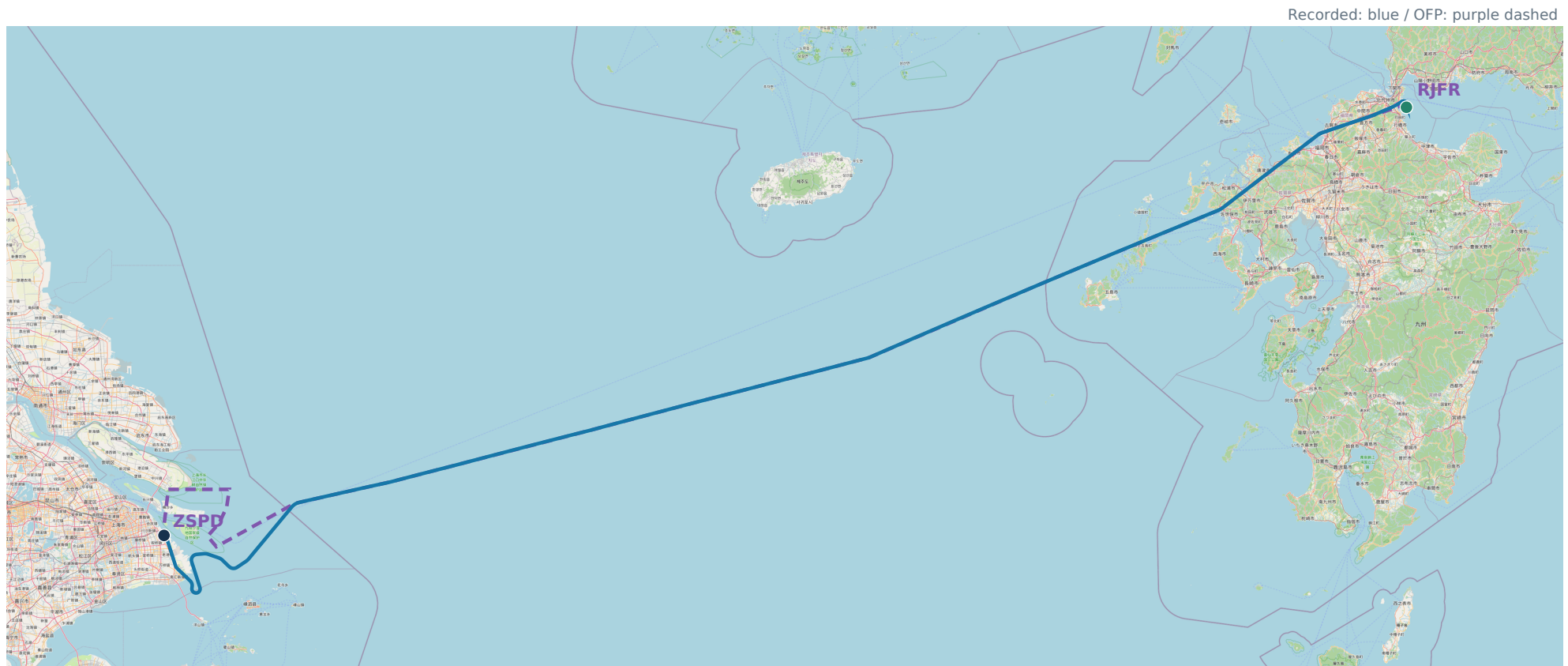
OFP curves use recorded simulator time from detected takeoff. If this anchor is unavailable, the labelled position comparison places planned fixes near the recorded trajectory (within 10 NM). Straight segments join planned fixes; capture gaps remain breaks. Only matching captured data is compared; planned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

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

Filed routing

ONGHA2 ONGHA DCT DGC Y28 ISAKY Y592 POTET A593 DUMET DUMET1

Recorded and planned route



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