

MAINTENANCE FLIGHT BRIZE NORTON – ST ATHAN (EGDX) BRIEFING REPORT

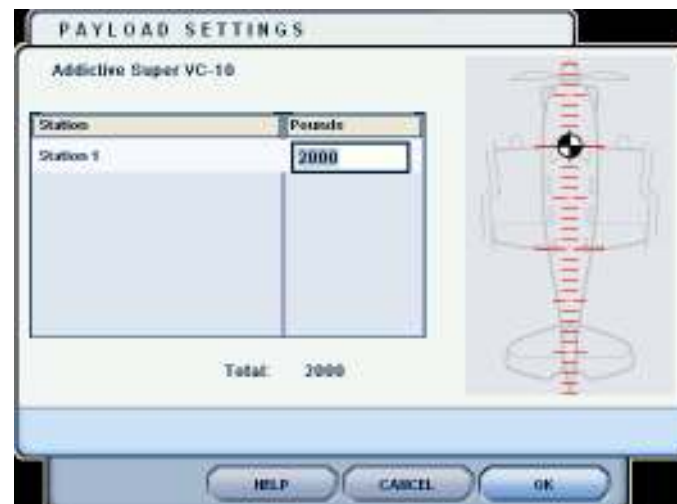
St Athan AB has no ILS on runway 26 – 08. Runway is 5,987 ft / 146 ft.
Max. fuel load for your Vickers Super VC10 on departure is 70%.
Gross weight of your VC10 should be around 267,456 pounds = 121,571 Kg

Check your fuel settings

Right and Left tip tanks
should be at 0.0%



Payload settings = 2000



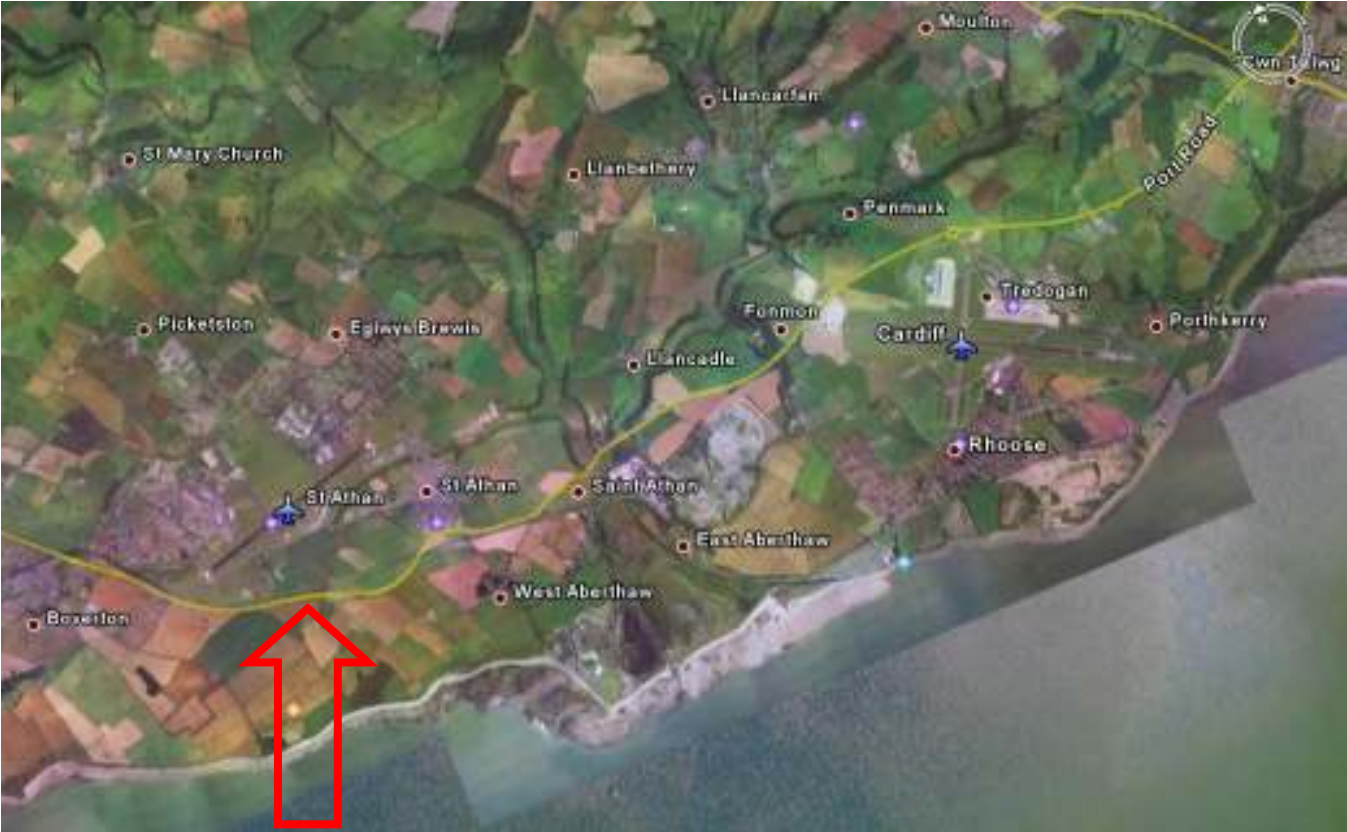
Before take-off:

Set NAV1 to 111.90 BZN (Brize Norton) – 111.90 – heading 259.
Set NDB to 325.0 (FILTON)
Set altitude locked on 3,000 feet – KIAS 250 kts – heading 260.

After take-off:

Gear up and passed runway, start stopwatch, continue on 260 heading.

St Athan airfield – EGDx



Red circles are the maintenance hangars.

Maintenance hangars



1



2

Flight progress:

4 minutes on stopwatch, you will come overhead KEMBLE (EGBP), change heading to 252 for FULTON NDB, watch your ADF and make changes if necessary

EGBP to FULTON takes 4:45 minutes – 4:50 minutes



Overhead FULTON NDB change heading to 267, start stopwatch.

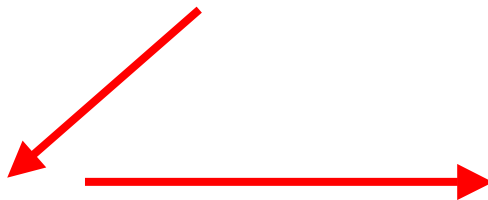
1 minute = reduce airspeed to 240 KIAS

2 minutes = reduce airspeed to 230 KIAS

3 minutes = reduce airspeed to 220 KIAS – add slats

4 minutes = reduce airspeed to 210 KIAS – add flaps 14°

During these 4 minutes watch your NAV1



When the needle is in the center ... (BCN is 16.8 NM out)

Change heading to 259 ... (runway 26 is at 14 NM)

Reduce airspeed to 150 KIAS – 20° flaps.

Once visual on runway = prepare landing

Disengage the autopilot and autothrottle, manual approach, autobrakes 2, spoilers set.

On short final reduce airspeed to 140 KIAS

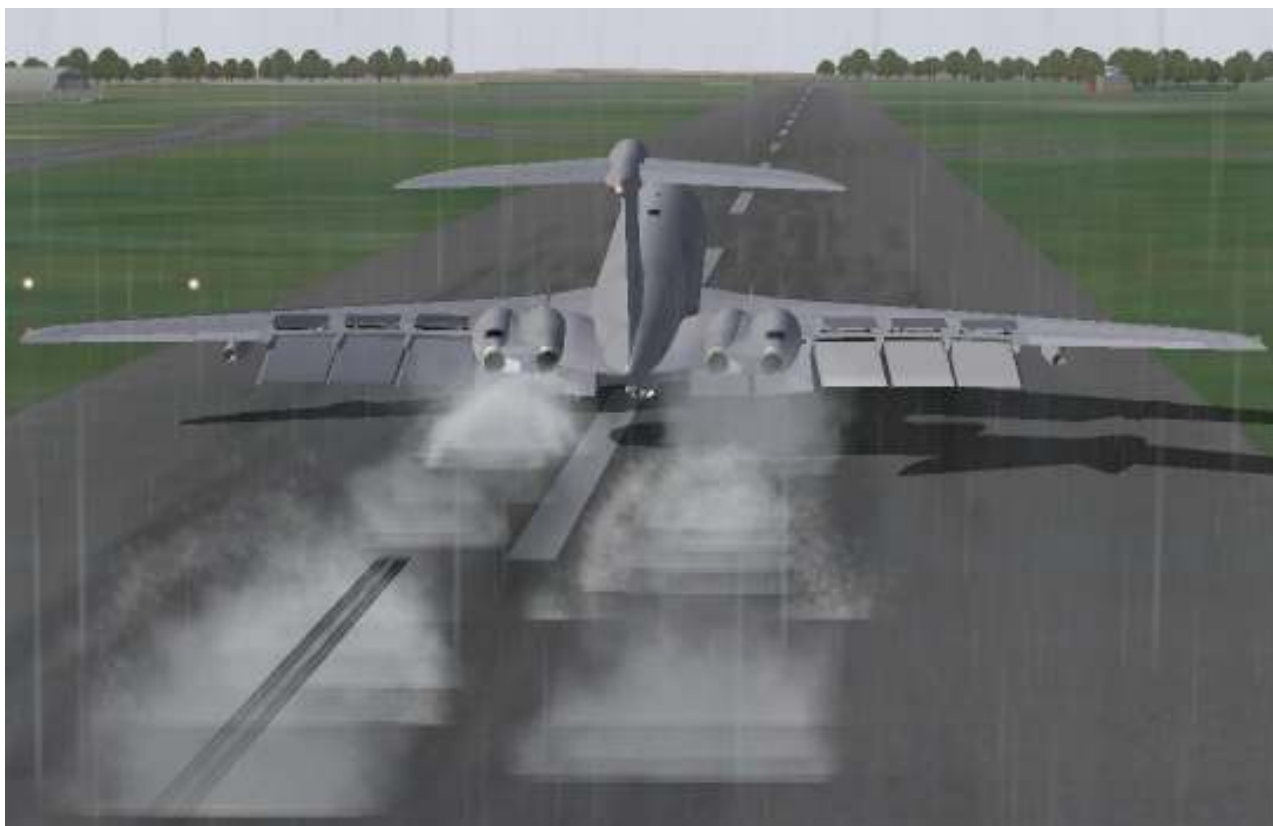
On threshold reduce to 130 KIAS – 125 KIAS (depending of the weather conditions)

View screenshots ...



View from virtual cockpit





Take first (best) or second (smaller) exit to the right.