

FLY!

The Delta Virtual Airlines Newsletter
Issue 1, Vol. XI

Dispatch Services are Online

We've heard the announcement on ACARS, we've seen the button: why you should take advantage of DVA's Dispatch team.



- » 40 Years of Flight Simulator: We Talk to the Community
- » Ops Corner: Why was my PIREP Rejected?
- » The Future of DVA Training

A Look Back at 2022, Ahead to '23

Joe Burner DVA 12617

President Delta Virtual Airlines

Fellow Pilots,

Since the last edition of Delta Fly! was published in December 2018, we have seen many changes happen within Delta Virtual Airlines. We have seen many changes within our staffing and just this year within our Senior Management. I am excited for the future of Delta Virtual Airlines as we continue to move into future years.

Delta Virtual Airlines is moving into its 21st year of having our doors open for our pilots. As of this writing we have 757 active members who are actively flying, taking our equipment program exams, and checkrides, and are educating themselves about aviation. Our pilots have flown 43,262 flight legs as of this year, with that our pilots have flown 118,315 hours and have transported 5,758,479 virtual passengers, and have flown 47,345,231 miles. Each pilot flew an average of 2.7 hours in the flight deck and about 1,094 miles per flight.

We have 41 staff members who volunteer their time, sharing their knowledge and talent to continue to deliver first-class service and experience to our member pilots. I am proud to work alongside our staff members who continue to make Delta Virtual Airlines the best virtual airline. It is a great honor to have such a dedicated team.

2022 introduced a new flight simulator we are working to fully support. With X-Plane 12 releasing this month, we are working to fully support it with our ACARS software. Our ACARS software is updated continuously to meet the needs of our pilots and new features of each of the platforms we cater to.

In January 2022, our DVA Events team introduced, and published Tours to Delta Virtual Airlines. Our events team has been very busy putting together our tours for this year. We on Senior Leadership have been excited to see Tours implemented and we look forward to seeing the Tours continue in the future.

As we close out year 2022, I want to share my vision and goals as we continue into 2023. I am looking to continue to extend our partnerships within the flight simulation community. My second goal, is to extend and open up pilot training and learning. Our new Vice President of Training, Eric Dziura is working on reopening our flight academy and pilot training.

My third goal I look to have in 2023-year end, I want to see Delta Virtual Airlines' total active pilots' numbers over 1,000 active pilots. With this goal, I am wanting to increase recruiting efforts to hire and retain pilots. I want to extend an invitation to each of you. As you continue to learn and grow in aviation knowledge, I want to invite you to share your experience with someone whether it is something new you learned here at Delta Virtual Airlines, or elsewhere. I want to extend this challenge to each of you to share your experiences you have gained here at Delta Virtual Airlines and to invite that person to join our awesome community of awesome pilots. By doing so you will help with this goal of having over 1,000 active pilots in our awesome virtual airline.

Financially we continue to be in good shape which is the result of strong volunteer contributions and continuous efforts to make our operations cost efficient. We continue through our 20th year advertisement free.

I want to wish each and every one a safe holiday season, and may blue skies ever be in your favor.

Thank you for your continued support and flying for Delta Virtual Airlines.

Joe Burner

President; Delta Virtual Airlines; DVA12617



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We Dispatch

David Vega DVA388
Vice President of Operations

William Bradshaw DVA1989
Director of Dispatch

All real-world airline flights are dispatched by a flight dispatcher. It just happens that one of the services Delta Virtual Airline offers its pilots is a robust simulation of flight dispatch operations. You may not be aware how these dispatch services could enhance the realism in your flights.

About Flight Dispatch

Most airlines around the world use flight dispatch services. Their Flight Dispatch offices have many unsung heroes working hand in hand with the

flight crews to make sure each flight gets from departure to destination in the safest way possible for the passengers and the most optimal way for the airline. This is possible by a strong hand-in-hand relationship between pilots and flight dispatchers. It's said that the pilot is in charge of the plane, but the flight dispatcher is in charge of the flight.

Flight dispatch services happen because of the flight dispatchers: these experts are highly trained, as knowledgeable as a pilot. They're familiar with aircraft

manuals, emergency checklists, meteorological charts, air traffic control systems, airport operations, and more. So, what do they do? Flight dispatchers produce a dispatch release package with all the pertinent information required for a safe and optimal flight.

A flight dispatch package consists of both flight and fuel plans, weather data, and other aircraft-related information. The flight plan consists of a valid route of flight (validation applies to European routes), optimized for weather conditions along the way. In other words, a route of flight that keeps the aircraft away from turbulence and other weather conditions that may (1) risk safety of flight, (2) be not optimal for aircraft fuel consumption based on a desired or airline specific cost factor. It may also include an optimal cruise altitude and sometimes a step climb plan (altitudes plus the estimated times to climb). All of this is optimized for the aircraft load. Then there's the weather data. This includes departure weather information, i.e., METAR data, any enroute weather information the

dispatcher thinks should be important for the pilot to know, and, finally, arrival weather data, i.e., METAR and TAF data. Of course, all the weather data is appropriate for the flight departure, enroute, and arrival. This weather data also applies to alternate destinations. In the case of a long flight, it would also

include weather conditions for emergency airports along the way.

How do I join?

Every now and then DVA announces a vacancy in the dispatch team. Pilots interested in becoming DVA dispatchers should keep an eye out for these announcements in the Career Opportunities section of our website.

How does DVA Simulate Dispatch Operations?

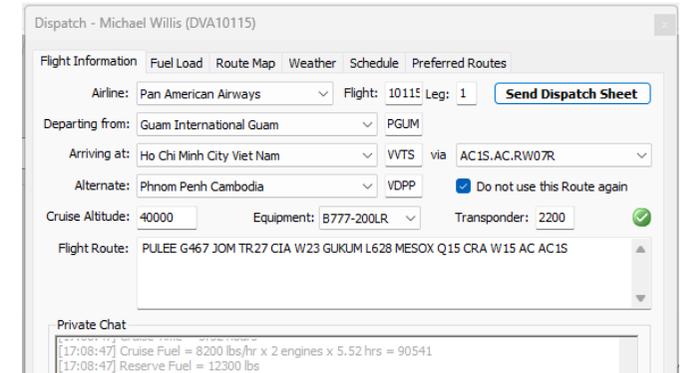
Delta Virtual Airlines offers a dispatch simulation consisting of a set of steps that simulate the interaction between pilots and flight dispatchers to produce

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a dispatch release package. A DVA pilot selects a flight from the DVA schedule and loads it into DVA's ACARS client app (see the ACARS Operating Manual in the DVA Document Library for details on how to install and use the ACARS app, including a section on Dispatch Operations). The pilot connects the ACARS app by pressing the Connect button.

ACARS connects and tells the pilot if a dispatcher is available. After the pilot ensures the ACARS app has the Airline, Departing from, Arriving at and Aircraft entries filled in, the pilot presses the Dispatch button. A pop-up chat windows appears for the pilot to chat with the flight dispatcher which will have the basic flight information from your ACARS app. The flight dispatcher may greet you and tell you to wait a moment while they get your dispatch release package ready. The flight dispatcher may also provide you with departure and arrival weather information, expected departure runway, etc. Flight dispatchers may source the route of flight from an internet flight planning service, i.e., SimBrief.

They may also take advantage of DVA's extensive navigational and route information data repository to generate the route of flight. If the flight is in Europe, the flight dispatcher may ask you if you would like a Euro Control validated route. These routes may take more time to validate which may be an issue if the pilot is in a hurry, but pilots should always ensure they have enough time to get a good dispatch release. In other words, if you want to simulate it, mind as well take the time and enjoy it to its fullest. The flight dispatcher will source an ideal cruise altitude based on the direction of flight, winds aloft, and weather conditions along the route.



Finally, the flight dispatcher will calculate an optimal amount of fuel for the flight, including enroute, alternate, and reserve fuel. When the dispatch release is complete, the flight dispatcher forwards it to the pilot. This is the time when the pilot should take a close look at the essentials: route of flight, fuel, cruise altitude. If needed, the pilot can ask questions, express any concerns, etc. until completely satisfied. The pilot has the option to change anything on the dispatch release package.

But the support isn't over. Anytime while enroute, the pilot can reach out to a dispatcher and ask for help, i.e., current weather at airports along the way, enroute weather, diversion due to emergencies, etc. The flight dispatcher will do their best to help.

Give it a try!

So, why should you use Dispatch? First, you're simulating real-world airline operations. You're letting the flight dispatcher source a complete package for you with an ideal route of flight and proper fuel loading. You also get weather information, expected runways for departure and arrival and other useful information. You only review the information, accept the package, and automatically your airplane gets fueled, and ACARS gets all the needed flight information. Easier than planning it yourself, but you have the final say. You can even tap the flight dispatcher during your flights for any help. Go on, give it a try!





Still Flying.

November 2022 marks 40 years of Flight Simulator — FLY! decided to take a little look back at our own experiences with our flight simulators.

Alex Schlesinger DVA610
FLY! Editor in Chief

With Contributions from
the DVA Community

Microsoft Flight Simulator is perhaps the daddy of all flight sims, or at the very least the most recognizable name across the board. While the community is possibly spoiled with the best choices we've ever had across Prepar3D, X-Plane, and MSFS, a special place is always there for the original. That's why to celebrate this incredible milestone we reached out to the Delta Virtual Airlines Water Cooler to tell us a bit about their path with flight simulators (beyond just Microsoft's). We asked the following questions:

1. What was your first flight simulator program?
2. What do you primarily fly now?
3. What flight sims have you flown in the past? Which has been your favorite?
4. What was your control setup?
5. What was your first payware aircraft? What has been your favorite payware aircraft?
6. Anything else?

With great thanks to this incredible community, and without further ado, here are some of the responses (ed: some content edited for length, clarity):

ALEX SCHLESINGER DVA610

1. Microsoft Flight Simulator 5.1
2. Mostly MSFS now there is good payware aircraft for it. Hoping X-Plane 12 delivers on its promises though. Favorite?
3. FS 5.1, FS95, FS2000, FS2002, FS9, FSX, MSFS, X-Plane 6/8/11/12, Sierra Pro Pilot USA. Favorite? Probably FS9 as that's when I really got into payware aircraft.
4. First setup was an IBM Flight Controller II.
5. Pretty confident it was the Level D 767. Nostalgic favorite too.
6. I think I still have both the FS 5.1 and the FS2000 manuals around somewhere, I obsessed over them as a kid and those old manuals had such good information on airmanship.

DAVID VEGA DVA388

1. Solo Flight for the Commodore 64 and subLOGIC's Flight Simulator II
2. P3Dv5
3. subLOGIC's Air Transport Pilot, all MS FS versions, and Pro-Pilot. No favorite.
4. A Joystick; still is.
5. Maybe Level-D B767. That was my favorite too.
6. It's been a good ride. MSFS shows promise, but not there yet.

PAUL PERRY DVA13572

1. FS X
2. XP11
3. FSX, XP11, MSFS, (haven't owned) but have flown on P3D. Tough to have one as a favorite, but different SIMs do have places they shine over others. XP11/P3D for Commercial aircraft and MSFS2020 for VFR. I find myself flying XP11 9 out of 10 flights.
4. Honeycomb Alpha / Bravo, TM Rudder Pedals, and some other homemade arduino button boxes. And my trusty Logitech Pro joystick, my original controls since day one of flight sim and still serving me today.
5. Airfoillabs King Air 350i. Today as a student pilot the Airfoillabs C172 is my favorite over all.
6. I'm an advocate of flight sim as a whole and I don't get too nit-picky about one sim vs the other [...]. Flight Sim is a great hobby with a decent community and I appreciate I live in a day and time that I have so many options of SIMs and hardware to choose from.

PETER KLIJNSTRA DVA2801

1. The first was FS95.
2. My primarily flightsim is now MSFS2020 only.
3. All kind of simulators from all of MS to Falcon 4, DCS, X-Plane 11 and P3D4/5. My favorite was FS2004, so smooth and now MSFS2020, for the good looks. I would love to see the PMDG B777 in MSFS2020.
4. Joystick MS and now the X52 pro flightstick with Saitek rudder pedals. Thrustmaster HOTAS with F18 and F16 flightstick.
5. The first one was the PMDG B737-800 for FS9 and that still is my favorite.
6. It has cost a lot so far but it was worth every penny. A great hobby.



KEVIN HORNADAY DVA7846

1. I remember using FS 2.0 on a PC my dad and I built. Those were the days.
2. MS2020. I hate he's not still here to see how far sims have come.
3. I've flown almost every version of MSFS, used P3D for several years and I'm back with FS2020. I hate to pick a favorite, but it's hard to beat the code that MS is putting out now.
4. A loud mechanical keyboard and a trackball (I still use a trackball, just not to control the airplane!) Today, it's the Thrustmaster Airbus Edition.
5. My first was the PSS 757. Loved that plane. My favorite is by far, PMDG's 777. I can wait to see it in MSFS2020.
6. It's amazing all of the work that is put into the flight sim community, from the developers of the simulators themselves, to the third party developers that produce amazing aircraft and sceneries. I look forward to seeing what comes next.

DARRELL ARVIEW DVA13438

1. I still have the DVD for FS2002.
2. Primarily fly X-Plane.
3. Every flight sim that came out. I have more hours on X-plane than any other



4. Had to use a keyboard to fly in the beginning, until I finally bought a CH flightstick pro, off of eBay, that I used until just a few months ago. This Honeycomb is a great setup, not 100 percent perfect for every aircraft, but pretty good.
5. Flightfactor A320 is until I purchased the

6. All the people who have made programs, aircraft for the sims, are absolutely amazing. [...] This is a world wide community, every country, in the world has pilots and ATC that use this game. I am sure most of us have flown to or from some small country we previously never heard of [...] Thank you all for everything. This was probably a little more than what you wanted to hear, but my passion for this community, goes way past being a Delta [virtual] pilot.

KYLE REAUME DVA9152

1. Microsoft Flight Simulator 2002
2. Microsoft Flight Simulator 2020
3. Microsoft Flight Simulator 2002, Microsoft Flight Simulator 2004, P3Dv4 and Microsoft Flight Simulator 2020. I can say MSFS2020 is the best one out there!
4. Logitech Extreme 3D Pro Joystick, but I have wanted to get the Honeycomb Flight Yoke, which is still on my list.
5. iFly 737NG for MSFS2004, it was great! So far, PMDG 737 for MSFS2020 is the best payware aircraft.
6. It is hard to believe how the Flight Simulator Community has grown over the years, and it is still the best community ever. [...] I can't wait to see what the future of DVA holds as this virtual organization counties to raise the bar for the Flight Simulator community!

JEREMY JEFFERYS DVA6198

1. Nintendo "Top Gun" (1987) ... - First real simulator was FS95.
2. MSFS2020.
3. FS95, FS98, FS2002, FS9, FSX - Favorite was FS9 I used to fly with the VUSN and really enjoyed it.
4. I always at least used a HOTAS controller until FSX I switched to Yoke/Rudder.
5. It was an F/A-18C for FS9.
6. I love this community and love watching it grow.

JIMMI CRANFORD DVA2481

1. Flight Simulator 2002
2. MSFS2020
3. FS2002, FS9, FSX. I had a ton of fun and learned a lot with FS9. I still remember the Cessna tutorials from the Kings.
4. I had a Logitech Extreme 3D Pro Joystick, nothing else.
5. The Feelthere 135. I particularly enjoyed flying to small airports in Alaska with it. Now I mostly fly the A32NX.
6. Flightsim has been one of the constants in my life since I started at around 10 or 11 years old. Sometimes I have long breaks where I just don't seem to find the time, but it's something I always come back to and enjoy. It's been a long ride and I'm excited to see what's in the future of flight simulation.

ANDREW VANE DVA2887

1. MSFS 2.0 (1984 on IBM PC)
2. DCS, XP11
3. XP11 and DCS are my favorites. Have flown MSFS 2.0, MSFS 4.0, IL2, Secret Weapons of the Luftwaffe, Falcon 4.0, Janes F/A18, Microprose F19, F117, Janes F-15, FS2004, FSX, FSXSE, Prepar3d v3, XP11, DCS.
4. Originally keyboard only, then Thrustmaster twist handle joystick, then Saitek yoke/throttle/pedals.
5. First was PMDG 737NG way back in 2004. Favorites include the Dreamfleet 727 (FS2004), FJS 727, FJS Q400; and presently Eagle Dynamics Mi-8 and Mi-24 helicopters.
6. Love flight simming. Took a break for several years but got back serious in 2011. My oldest son is a real world CFII. Scott Clarke, Jim Warner and George Lewis taught me how to fly right here at DVA! Someday may get my PPL if I get serious about it (and have the \$\$\$). Flight simming is my primary hobby if you couldn't tell

JOE BURNER DVA12617

1. The first time I ever got to experience any flight simulator was Microsoft Combat Simulator on Windows. Fast forward to January 2015, I found FSX

steam on sale for 9 dollars

2. I fly on P3Dv5.3. I fly mainly the Airbus family of aircraft. Mostly I am flying the A350 XWB family.
3. I have flown on P3Dv5.2, 5.1, 5.0 and 4.5 and FSX Steam.
4. When I started flying for DVA I was flying on a laptop and Logitech joystick and a cheap headset
5. My first payware aircraft was Aerosoft Airbus A320 family. I purchased it years ago on FSX steam (15-20 frames a second too). Favorite? I would have to say Aerosoft Airbus A330. When this was released I put in a bunch of hours flying her.
6. One freeware aircraft that I am flying a lot of and am kind of prejudiced to is the TDS A350-900. The level of detail and work put into this to be a freeware is amazing. It lacks a virtual cockpit but it is easy to merge a virtual cockpit. I created a bunch of Delta Livery's for the TDS. Every Delta variant of the A350-900 I have painted and created for the TDS A350. It is a superb airframe to fly.

This is only an edited selection (the first ten plus the editor's) of the responses — this community offered so many more responses (and even the ones here had more to them!). If you're interested in seeing what the other members of this incredible Delta Virtual Airlines community had to say about their time with flight sim or want to contribute your own story, [head over to the Water Cooler Thread and check it out for yourself!](#)

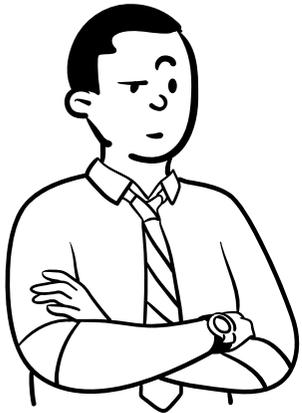
Thanks again to everyone for their contributions!



Segment: Ops Corner

Welcome to the first Ops Corner. We plan to use this segment to keep you up to date on the latest trends, questions, and general operational issues within Delta Virtual Airlines. We've noticed an increase in pilot report rejections. This is not new, and it sometimes happens when we get an influx of new pilots. So, for our first Ops Corner, let's look at why flight reports get rejected.

Why was my PIREP Rejected?



Pilots do not like having rejected flight reports, and the least favorite thing for a flight reviewer is to have to reject a flight report. Then why do we see flight reports rejected? When you, the pilot, submit a flight report, you enter a virtual contract with a flight reviewer: you're reporting on a flight flown by you meeting all the virtual airline criteria for an acceptable flight and, the flight reviewer promises to perform a thorough review to see if you did. You may say that if you knew what the reviewers check, you would ensure your flights would be by the book.

Flight reviewers strive to consistently review your flight reports based on a set of guidelines. A flight reviewer checks to see if the pilot:

- ❑ Used a flight/leg that is not in DVA's schedule
- ❑ Used unrated equipment
- ❑ Used an aircraft that does not meet range and fuel requirements

- ❑ Used "unlimited fuel"
- ❑ Refueled while flying
- ❑ Crashed the aircraft
- ❑ Departed and/or landed not from the flight airports
- ❑ Returned to the departure airport
- ❑ Intend to fly an aircraft but used a different one
- ❑ Took off or landed off the runway
- ❑ Used an overweight aircraft

If there's a checkmark on any of these items, the reviewer lets you know that your flight report is on hold and gives you the chance to explain what happened. For that, it would help if you knew the meaning of these items. Yes, some are self-explanatory, but let's cover them just in case.

Scheduling and Routing

The report must be for a flight that was available on DVA's schedule on the date it was flown. Most common answer? "I saw this flight on real-world Delta, so I flew it." DVA sources its flight schedule from SkyTeam, a consortium of real-world airlines including Delta Airlines and others whose flights you may see in DVA's schedule – over 26,000 flights. Like in the real world, not all flights are available every day. If you saw it yesterday on the schedule, but it's not available today, you can't fly it today. There are a couple of workarounds. One would be to request a charter flight (see the Pilot's Manual section "Charter Flights" for more information). Another would be to find and select the flight, press the Add to Flight Assignment button, followed by the Save Flight Assignment button. This adds a draft flight report to your log for you to fly now or whenever want to fly it.

If your flight is from JFK to ATL, you must depart JFK and land at ATL. "Can I divert if I have an in-flight emergency?" Yes, there are provisions for this. Can you divert to (favorite small airport) because you want to land there? No. Refer to "In-Flight Emergencies and Diversion" in the Pilot's Manual for details.

Ratings/Aircraft Type

You can only use an aircraft that you're licensed or rated to fly. No ratings, no go. "But the aircraft I used is less complex than my program's primary aircraft," is a common response to a rejection based on rating. It might be true that you flew with an aircraft less complex, but if you like that aircraft, get the rating and then file PIREPs to your heart's content.

Related, do you have a new favorite aircraft in your simulator but instead of getting a rating you just marked you flew a different aircraft type? We know if you did, and it's not acceptable. If your report says you flew a B737-800 but you flew an A320, your report will be held for an explanation. This sometimes happens by accident when pilots tell ACARS they intend to fly an aircraft but change their minds and fly another but forget to update ACARS but unfortunately, we have seen pilots doing this on purpose. These reports will be rejected.

Fuel and Weight Planning

Taking off or landing past the end of the runway is poor airmanship. Was your aircraft over maximum takeoff or landing weight? Take the time to properly plan for fuel and payload. You must stay within these maximums for a safe flight. Some folks would say that it was a long flight across the ocean, so they used full tanks. Unless you're flying from Atlanta to Tokyo in an A350, you likely won't be filling your tanks full.

Fuel planning, monitoring, and consumption are part of the simulation. You can only use aircraft that meet the range and fuel requirements for the flight: you can't use a commuter jet to fly from New York to London direct. You must carry the flight fuel, reserve fuel, alternate fuel, etc. You also can't set up your simulator to use "unlimited fuel." Similarly, you also cannot refuel in mid-air – we know there is the ability to pause and add fuel during flight, but don't do that either.

Hard Landings

Hard landings are sometimes necessary: in fact, with jet airliners, you should avoid greased landings (see the Pilot's Manual, "Greased Landings"). While you want to plant the aircraft on the runway, you do not want to do so to the point where you crash. Our criteria? If you land between 800 and 1000 feet per minute, your report will be held for an explanation. 1000 fpm or greater is a crash, and if you crashed, save everyone the time and decline to send the flight report. Hopefully your next landing is smoother.

What if I have questions?

Where do I go if I have a question about my flight report before or after I submit it? Your Chief Pilot or Assistant Chief Pilots are your best source of information. They are there to help you become a better pilot and represent you when there are discrepancies, and an interpretation is required. Get to know them.



Finally, why all these restrictions? Because the best Virtual Airline has the best pilots that simulate safe flights for its virtual passengers. Get with it, let's go fly.



Segment: Training

Greetings fellow DVA pilots, my name is Eric Dziura, and a few weeks ago I accepted an offer from DVA President Joe Burner to take on the position of VP for Training (VPT). I have been looking for a VA staff position for some time. I'd applied previously for the DVA A320 Program ACP position without success. My resume prompted Joe to set up a meeting and, after some tough salary and benefit negotiations, here I am. You can find my DVA biography by clicking 'Our Staff' on the Contact Us drop-down found on the DVA homepage.

According to the Pilot's Manual, the VPT is responsible for all training conducted at DVA (wow!), including the Flight Academy, the Help Desk, course materials, training documents, and, as they say, other duties as assigned.

After great conversations with Joe and Jim Warner (EMB-120 CP, Flight Academy CFI and member since 2005), rummaging all over the DVA website, and doing a lot of reading in addition to routine duties, there are three ongoing projects I (and others) will be working on.

Check Airman Program

First is a program called the Check Airman Program. Conceptually, the intent of this program is to assist pilots and equipment program Chief and Assistant Pilots in building and maintaining an enthusiastic crew pool. Well trained pilots get great satisfaction from accomplishing flights specifically in very complex aircraft at busy airports. A Check Airman would be a qualified to act as a mentor for DVA pilots to assist in achieving these goals.

Reimagining the DVA Flight Academy

Second is to (re)create a vision for the Flight Academy. As you may have noticed, flight simulation is evolving: the pandemic and the introduction of MSFS2020 stimulated a surge of new interest, and Flight Training needs to keep up.

VATSIM ATO

Finally, and related to the above, is the VATSIM Authorized Training Program (ATO). DVA is not currently participating in the VATSIM Authorized Training Organization program, but has done so in the past. ATOs provide training and certification for the VATSIM pilot ratings programs (P1/2/3/4). VATSIM is currently revising this program, and DVA is interested in participating in this program once again.

In short order a new channel will be added to the Water Cooler pertaining to training and the Flight Academy. Ideas, comments, and questions are most welcome. It's going to be an interesting ride!

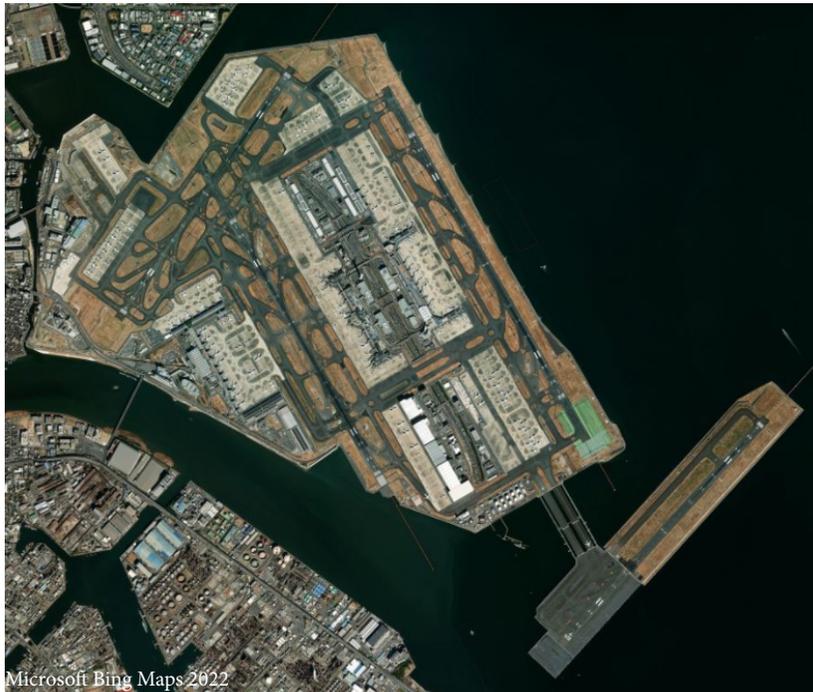
Eric Dziura
DVA 13937



DVA Destinations: Tokyo Haneda International Airport

As one of two airports in Greater Tokyo Area, Tokyo Haneda International Airport (technically Tokyo International Airport, 国際空港) was the original, primary international airport serving Tokyo until 1978 when the larger (but further away) Narita International Airport opened. While it spent a bulk of the time since 1978 serving as a domestic hub and a handful of flights to East/Southeast Asian destinations, Haneda has undergone a bit of a renaissance since 2010: opening a new dedicated international terminal, and adding two new runways. These new facilities allow international travelers to land just 9mi/15km from Tokyo station, making business and leisure travel considerably easier than dealing with Narita some 37mi/60km away. For pilots, you can enjoy a multitude of approaches with views of the city and Tokyo Bay. For departures, pilots can expect busy RNAV departures also offering great views and some fun hand-flying.

Delta moved their Tokyo operations from Narita to Haneda in March of 2020. Delta Virtual's schedule shows more than 20 destinations from Haneda, with a similar number of flights to the airport on the schedule. All flights operate out of Terminal 3.



AIRPORT INFORMATION: Tokyo Haneda International Aiport

Find A Flight Name: Tokyo-Haneda Japan
IATA/ICAO: HND/RJTT
Country: Japan
Time Zone: Japan Time UTC+9:00/DST
Altitude: 21ft MSL

Runways:

- 16R/34L (9,843ft/3,000m)
- 16L/34R (11,024ft/3,360m)
- 04/22 (8,202ft/2,500m)
- 05/23 (8,202ft/2,500m)

DVA Fleet:

Boeing 727-200

With its three rear engines and an S-Duct, few aircraft are as immediately recognizable as the venerable Boeing 727. Built from 1962 until 1984, this workhorse was, for a time, the most produced passenger jet in the world (until surpassed by the Boeing 737).

Given its age, the Boeing 727 is a hands-on flying experience: push button VNAV and glass panels are not welcome in the three-crew cockpit (yes, there was a flight engineer, so make sure you have good keybindings to look back and to the right for your engine instruments). Care and competent pilotage is required with this aircraft for approach, but its a greatly rewarding flying experience for those willing to put in the effort to fly her.

While the roar of the JT8Ds mean that modern noise requirements have all but removed the 727 from service in most countries, we in the virtual world benefit from the fact that digital noise complaints need not be heeded. Go ahead, swap your modern avionics out for a taste of a bygone era and an old backbone of the Delta Airlines fleet (Delta was the last major US carrier to fly the type: a flight from Greensboro North Carolina to Atlanta on April 6, 2003).

Program Info: Boeing 727-200

Chief Pilot: Ken Webber

Stage: 3

Primary Rating: B727-100,
B727-200

Notable Secondary Ratings:

ATR 42/72, Q400,

ERJ 170/175/190/195





Thank you for reading!

FLY! is made possible through the contributions of the community. Interested in writing something for the next issue? Write to editor@deltava.org with your submission or ideas and I'll be happy to work on them with you. Want to write but not sure what to write about, send an email to me as well and we'll work together to make your idea appear in the next issue!

Special thanks to our contributors in for this edition, and I look forward to our next issue in 2023. Best wishes for holidays and for the new year.

Alex Schlesinger
Editor in Chief, Delta FLY!
DVA 610

