

# flyintAIR

## Guide to flying Transatlantic

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FOR THE FIRST TIME EVER FLYINTAIR HAVE INTRODUCED STRATEGIC TRANSATLANTIC ROUTES WITH THE ARRIVAL OF OUR NEW BOEING 757 AND AIRBUS A330 AIRCRAFT. THIS IS A VERY EXCITING PROSPECT FOR THE AIRLINE AS A WHOLE AND IT'S PILOT'S, BUT ALSO BRINGS WITH IT NEW CHALLENGES AND FLYING STYLES IN THE WAY WE MUST FLY THESE ROUTES – ISSUES WHICH WE AIM TO RESOLVE THROUGH THIS GUIDE.

Firstly some background information on the mail problem. You may have come across in the past a bug within the Flight Simulator 2004 Flight Planner whereby when you try to plan a transatlantic flight it routes you via the northern tip of Alaska. The main problem with this is that it can turn a simple seven and a half hour route into a seventeen-hour route, which is simply un-flyable with our aircraft. This anomaly occurs when you try and route your flight using High Altitude Airways (our usual recommendation), Low Altitude Airways or VOR to VOR. Therefore the only option left is to fly Direct – GPS, and this is what we recommend you use as even some online flight-planners have failed to produce a suitable route for me.

With flying Direct though, a few extra precautions have to be made. As usual, we still recommend that you fly IFR, but here you should also remember to alter the cruising altitude on the second page of the flight-planner (for route proving purposes we used altitudes of approximately FL300). Another point to remember is that though this method does draw you a straight line around the world, the world is round, so therefore your heading changes throughout the flight.

The easiest way to understand this problem is to simply experiment with the flight-planner and look at the stated duration in the Nav Log. If you have any further questions regarding this matter, please do not hesitate to ask, and remember to sit back, relax and enjoy your flight!!!