



Cebu Pacific Airlines Domestic Route

Version 2

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Flight Narrative

Cebu Pacific Airlines Domestic Route, Philippines

Departure airport: Lapu Lapu Mactan Cebu Airport, Philippines (RPVM).

Aircraft type: Appropriate passenger aircraft.

Charts: Aeronautical charts can be found at <http://www.philskies.net/library/vatphil/charts.htm>

Knowledge and skills required: FSX passenger aircraft operation, VOR navigation, GPS navigation, ILS approach, radio communication, aeronautical chart use (optional).

Creator: Greg Whiley (CaptAus) 16/3/2013.

Background

In this scenario we are flying for Cebu Pacific Airlines on a routine daily flight that takes us to 3 regular stops. Cebu Pacific commenced operations in 1996. Its base is at the new Terminal 3, Ninoy Aquino Intl. Airport, Manila, the Philippines. The airline has hubs at Mactan-Cebu Intl., Clark Intl., Francisco Bangoy Intl., and Iliilo Intl. airports. It provides scheduled flights to 34 domestic and 12 international destinations. International flights commenced in 2001. Destinations include Malaysia, Indonesia, Singapore, Thailand, South Korea, China, and Guam. In 2008, Cebu Pacific was named the world's number one airline in terms of growth. The airline was also ranked fifth in Asia for budget airline passengers transported and 23rd in the world. The airline carried a total of almost 12 million passengers in 2011, up 14 per cent from 2010. On January 6, 2011, Cebu Pacific flew its 50 millionth passenger from Manila to Beijing. The airline aims to reach the 100 million passengers mark in 2015.

As of December 2010, Cebu Pacific's fleet stood at 40 in service aircraft with an average age of 3.2 years. The fleet includes 10 Airbus A319-100s, 22 A320-200s, and 8 ATR 72-500s. In order to more than double its fleet by 2021 to meet the domestic market, Cebu Pacific has ordered 22 A320-200s, 30 A321neos, and 2 ATR 72-500s. To expand long-haul flights to Australia, Europe and the United States due to commence in 2013, the airline has also ordered 8 Airbus 330-300s.

Source: http://en.wikipedia.org/wiki/Cebu_Pacific



A Cebu Pacific's A320-200 at Legazpi Airport.
Photo: [Carabaopower](#) at [en.wikipedia](#)



One of Cebu Pacific's ATR 72-500s at Ninoy Aquino Intl. Airport.
Photo: [Carabaopower](#) at [en.wikipedia](#)

The Flight

It is recommended that you read the route a couple of times before each departure so that you'll have the flight plan for each leg clearly in your mind.

First Leg: Mactan Cebu Intl. (RPVM) to Davao Bangay Intl. (RPMD). Approximately 218 nm.

- Tune in CAGAYAN DE ORO (CGO) VOR **113.30** on NAV 2. If flying by GPS select direct CGO (VOR).
- Notify intention to taxi: *"Mactan traffic <aircraft type> <call sign> taxiing to runway 04, Mactan"*.
- Taxi to and hold short of RWY 04 and notify traffic of intentions:
 - Holding short: *"Mactan traffic <call sign> holding short runway 04, Mactan"*.
 - Lining up: *"Mactan traffic <call sign> lining up runway 04, Mactan"*.
 - Taking off: *"Mactan traffic <call sign> rolling on runway 04 departure to the <south> for <Davao>, Mactan"*.
- Traffic permitting, taxi on to and takeoff **RWY 04**. Fly runway heading to **5000** then turn right **HDG 210** to intercept the **162 radial** of the CGO VOR. (It should capture about 15nm out of Cebu).
- Continue climbing to **20,000** and track CGO VOR to on top.
- Over CAGAYAN VOR turn left **HDG 140**. Dial in and tune DAO **VOR 112.10** on NAV 2. Track DAO VOR to on top. If flying by GPS, select direct DAO (VOR).
- 70nm out of Davao (CGO), begin descent to **12,000**. Notify traffic of your action: *"Davao traffic <call sign> 70nm north-west, departing FL200 for 12,000, Davao"*.
- Set DAVAO VOR/DME **112.10** on NAV 1 and set course **226** on your OBI in preparation for a VOR/DME approach to Davao **RWY 23** (length 8202 feet, elevation 88 feet).
- 40 nm out of Davao, reduce speed to **210kts** or below and commence descent to **6,000**. Notify traffic: *"Davao traffic <call sign> 40 nm north west, descending to 6,000 inbound runway 23, Davao"*.
- 25nm out continue descent to **4,000** and perform pre-landing checks for your aircraft type.
- Over DAVEO VOR turn left **HDG 046**, begin descent to **2,000** and continue until **8nm** past the DVO VOR. Notify traffic of intention: *"Davao traffic <call sign> at DAVEO descending to 2000, Davao"*.
- 8nm out, turn left **HDG 001**, maintain for **1 minute** and then turn right **HDG 181** and intercept the VOR/DME approach (no glideslope on this approach).
- 5 nm out, advise traffic: *"Davao traffic <call sign> on final runway 23, Davao"*.
- Check **gear down**. Cleared for full stop, traffic permitting.
- Land and proceed to the terminal – first exit **right**. Notify traffic when clear of the runway: *"Davao traffic <call sign> clear of runway 23"*.

Second Leg: Davao (RPMD) to Zamboanga (RPMZ). Approximately 200 nm.

- Dial in and tune to the CORTABATO (COT) VOR **113.70** on NAV 2. If flying GPS, select direct COT (VOR RP).
- Notify intention to taxi: *"Davao traffic <call sign> taxiing to runway 23, Davao"*
- Taxi to and hold short of RWY 23 and notify traffic of intentions:
 - Holding short: *"Davao traffic <call sign> holding short runway 04, Davao"*.
 - Lining up: *"Davao traffic <call sign> lining up runway 23, Davao"*.
 - Taking off: *"Davao traffic <call sign> rolling on runway 23 departure to the <west> for <Zamboanga>, Davao"*.
- Traffic permitting, taxi onto and takeoff **RWY 23**. Fly runway heading to **5000** then turn right **HDG 285** to intercept the **271 radial** of the COT VOR and track to on top, climbing to **16,000**.
- On top COT, turn left **HDG 263**. Dial in and track ZAMBOANGA (ZAM) VOR **113.90**. If flying GPS, select direct ZAM (VOR RP).
- **80 nm** out of ZAM, begin descent to 4,000. Dial in the ZAMBOANGA VOR **113.90** on NAV 1 and set **091** on the OBI in preparation for a VOR approach to **RWY 09** (length 8,563 feet, elevation 30 feet). Advise traffic of action: *"Zamboanga traffic <call sign> 80 nm east, departing 16,000 for 4,000, inbound runway 09, Zamboanga"*.

- 20 nm out, continue descent to **2,500** and reduce speed to **190 kts** or below and perform pre-landing checks.
- Overfly the ZAM VOR and airport at **2,500** feet and on a heading of **270**.
- Continue past the ZAM VOR for **8 nm** then turn left **HDG 226**.
- Maintain for **1 minute**, then turn right to **HDG 091** and descend to **2,000** to intercept the VOR approach. NOTE: The VOR is offset to the right of runway 09, so you will have to correct and align with RWY 09 visually.
- 5 nm out, advise traffic: *"Zamboanga traffic <call sign> on final runway 09, Zamboanga"*
- Check **gear down**. Cleared for full stop, traffic permitting.
- Land and proceed to the terminal – first exit **right**. Notify traffic when clear of the runway: *"Zamboanga traffic <call sign> clear of runway 09"*.

Third Leg: Zamboanga (RPMZ) to Manila's Ninoy Aquino Intl. (RPLL). Approximately 500 nm.

- Dial in and tune the SAN JOSE (SAJ) VOR **117.10** on NAV 2. Leave the ZAM VOR on NAV 1 and set course **349** on your OBI (You will use this to fly down the radial). If flying GPS, select direct SAJ (VOR).
- Notify intention to taxi: *"Davao traffic <call sign> taxiing to runway 09, Zamboanga"*
- Taxi to and hold short of RWY 09 and notify traffic of intentions:
 - Holding short: *"Zamboanga traffic <call sign> holding short runway 09, Zamboanga"*.
 - Lining up: *"Zamboanga traffic <call sign> lining up runway 09, Zamboanga"*.
 - Taking off: *"Zamboanga traffic <call sign> rolling on runway 09 departure to the <north> for <Manila>, Zamboanga"*.
- Traffic permitting, taxi onto and takeoff **RWY 09**. Fly runway heading to **5000** then turn left **HDG 330** and establish on the **349 radial** of the SAJ VOR and track to on top, climbing to **FL260**.
- Remain on the 349 radial of the ZAM VOR until reception of the SAN JOSE VOR. This will happen about 175 nm out of Zamboanga. Track the SAJ VOR to on top.
- On top SAJ VOR, dial in and track the LUBANG (LBG) VOR **117.50**. If flying GPS, select LBG (VOR).
- Enroute LUBANG, dial in the localizer **109.10** on NAV 1 and set **061** on the OBI in preparation for an ILS/DME approach to **RWY 06** at Manila (length 12,261 feet, elevation 75 feet).
- 24 nm out of LUBANG VOR begin descent to **10,000**. Notify traffic of action: *"Manila traffic <call sign> 24 nm south-east of LUBANG, departing FL260 for 10,000"*.
- Over LUBANG, turn right **HDG 060** and continue descent to **3,000** and intercept the localiser (LOC).
- Conduct pre-landing checks and continue with approach.
- 5 nm out, advise traffic: *"Manila traffic <call sign> on final runway 06, Manila"*
- Check **gear down**. Cleared for full stop, traffic permitting.
- Land and proceed to the terminal – first exit **left**. Notify traffic when clear of the runway: *"Manila traffic <call sign> clear of runway 06"*.

Fourth Leg: Manila 9RPLL) to Mactan Cebu (RPVM). Approximately 300 nm

- Dial in and tune the LIPA (LIP) VOR **115.10** on NAV 2. If flying GPS, select direct LIP (VOR).
- Taxi to **RWY 13** (making appropriate radio calls to advise traffic of intentions)
- Traffic permitting, take off RWY 13. Fly runway heading to **5000** then turn left to **HDG 200** to intercept the 170 radial of the LIP VOR, climbing to **19,000**.
- Track the LIP VOR to on top.
- On top LIP, turn left **HDG 147**. Dial and track the ROXAS (RXT) VOR **113.30**.
- Over RXT, dial in MACTAN VOR (MCT) **114.30** on NAV 2. You may not get reception immediately so maintain **HDG 147** until reception, then track direct MACTAN. If flying GPS, select direct MCT (VOR).
- Enroute, dial in LOC (I-MCT) **109.10** on NAV and set **224** on the OBI for an ILS approach to **RWY 22** (length 10,826 feet, elevation 36 feet).

- 55 nm out of MACTAN VOR begin descent to **5,000**.
- 10 nm out continue descent to **4,000**. Perform pre-landing checks.
- Over MACTAN VOR, turn left **HDG 063**, descend to **2,600** and maintain until 8nm out.
- 8nm out, turn left **HDG 224** and intercept the localizer.
- 5nm out, advise traffic on final.
- Check **gear down**. Cleared for full stop, traffic permitting.
- Land and proceed to the terminal – first available **right** exit. Notify traffic when clear of the runway.

Post flight

Aussie Star aims to provide an educational aspect to flight simulation. If you have flown this route, reflect on the experience. Did you enjoy it? Did you learn anything? If so what? Are you left with questions? Are there gaps in your knowledge and skills? Would you like to have your questions answered and increase your understanding of flight simming?

Alternatively, are there any inaccuracies in the information provided for this scenario? Do you have any suggestions that could add to the experience for this particular flight or how these narratives are presented in general?

Contact us

If you have any questions or would like to comment on or contribute to this and future flight experiences, please email CaptAus at info@aussiestafs.com.

We hope you have enjoyed your experience with *Aussie Star Flight Simulation*
Do not hesitate to contact us with ways we can help you, and spread the word to your friends.

