



## FLIGHT PLAN

### Melbourne Intl (YMML) to Hobart (YMHB) & Return

Distance 685 nm (round trip)

Estimated time en route: 2:30 (B737-800)

ETD: 13:00 AEST (Zulu+10). Saturday 6 August 2011.

### MULTIPLAYER NOTAMS

Airliners only (jets or large props).

Must have and use working mic.

Contact host when established with aircraft call sign.

Com 1: 118.75 (operations) 120.75 (chat)

No ATC. IFR rules apply. Announce all positions and intentions. Maintain minimum separation.

This flight will employ Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs).

### Outward leg:

#### Melbourne Intl (YMML) >>> Hobart Intl (YMHB)

- Select Melbourne International under Airport/Australia, gate heavy.
- Weather will be set with winds from the north for a RWY 34 departure.
- Dial in the COWES (CWS) VOR frequency 117.60 on NAV 2 for a COWES FOUR SID and the MELBOURNE (ML) VOR 114.10 (for DME information on departure).
- Taxi to and T/O RWY 34.
- Track 340°. After passing ML 3 DME (3 miles past the ML VOR) AND after passing 1500 feet, turn RIGHT HDG 011°.
- At 5000 feet turn RIGHT and track direct to PEBAL  $\Delta$ , HDG 149°. Continue climbing to FL370.
- At PEBAL turn LEFT HDG 150° and track direct to the COWES (CWS) VOR.
- At CWS turn LEFT HDG 141°. Dial in and track to the Devonport (DPO) VOR 116.30 on NAV 2. Dial in the HOBART (HB) VOR 112.70 on NAV 1 (for DME purposes) & tune the Tee Tree (TTR) NDB 374.
- If on track, cross BENZO  $\Delta$  (S40.00°)
- At DPO turn RIGHT HDG 147° direct to CLARK  $\Delta$  (for a CLARK STAR)
- 20 nm past DPO commence descent to 10000 feet (Top of Descent, ToD)
- If on track cross BABEL  $\Delta$  .
- Track direct to SYNOT  $\Delta$ , HDG 146.
- AT CLARK  $\Delta$  turn LEFT HDG 119° and track direct to the Tee Tree (TTR) NDB. Descend to 5000 feet.
- At TTR turn LEFT HDG 104°, track direct to D088L  $\Delta$ , descending to 3000 feet.
- At D008L  $\Delta$  turn RIGHT HDG 193°, track direct to MACEL  $\Delta$ , maintaining 3000 feet.
- At MACEL turn RIGHT HDG 299° to intercept the localiser for RWY 30, 109.90, 300°.
- 5nm out, gear down, cleared for full stop landing RWY 30. Elevation 13 feet. Turn LEFT off RWY for parking at Hobart.

**Return leg:**

**Hobart Intl (YMHB) >>> Melbourne Intl (YMML)**

- Dial in DEVONPORT (DPO) VOR 116.30 on NAV 2, Tee Tree(TTR) NDB 374 & HOBART (HB) VOR 112.70 on NAV 1.
- Taxi to and T/O RWY 30 fly direct to CLARK  $\triangle$ , crossing TTR NDB at 5500 feet, HDG 299 $^{\circ}$ .
- Continue climbing to FL360.
- At CLARK  $\triangle$  turn RIGHT HDG 327 $^{\circ}$  and track direct to DPO VOR, crossing SYNOT  $\triangle$  & BABEL  $\triangle$  if on track.
- At DPO turn LEFT HDG 326 $^{\circ}$  and track direct to BENZO  $\triangle$ .
- Tune WONTHAGGI (WON) VOR 115.90 on NAV 2. Tune MELBOURNE (ML) VOR 114.10 on NAV 1.
- At BENZO turn RIGHT HDG 339 $^{\circ}$  and track direct to WON VOR.
- 50 nm DME of WON commence descent to 10000 feet (Top of Descent, ToD).
- At WON turn LEFT HDG 319 $^{\circ}$  and track direct to WAREN  $\triangle$  (for a WAREN NINE STAR)
- At WAREN track direct to MONTY  $\triangle$ , HDG 320 $^{\circ}$ , descending to 5000 feet.
- At MONTY  $\triangle$  turn LEFT HDG 257 $^{\circ}$  and track to SHEED  $\triangle$ , crossing SHEED at or above 2500 feet.
- From SHEED track 257 $^{\circ}$  for a visual intercept of final RWY 34 (340 $^{\circ}$ ).
- 5nm out, gear down, cleared for full stop landing RWY 34. Elevation 342 feet. Turn RIGHT off RWY for taxi to parking at Melbourne.

