



Flying Alaska Airlines

by
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Flight Simulation Australia



Not just a flight plan, but an adventure

Narrative Flight Plan

Flying Alaska Airlines

Flight plan prepared by Greg Whiley (CaptAus) with acknowledgement to Al Pelletier, *Computer Pilot Magazine*.

Description

This flight is modelled on [Alaska Airlines](#) which is based in Seattle, Washington State, USA. *Alaska* operate the Boeing 737, Bombardier CRJ-700 and Bombardier Q400. However any aircraft type capable of flying in IFR conditions would suffice. Approach plates for each of the airports can be found at [FltPlan.com](#)

The flight should test your VOR navigation skills and mettle for IFR flying in less than satisfactory weather. Originating in Washington State, USA, it involves a regular route from Seattle, Tacoma Intl (KSEA) across the Rockies to Yakima, Mcalister Airport (KYKM) on to Portland Intl (KPDY) Oregon, and back to Seattle; a total distance of 325 NM.

Each leg is relatively short so you will have to be on your toes. No sooner do you reach the planned altitude and it is time to commence descent. You will need to be at landing weight for most of this flight, so keep an eye on your gross weight and maximum landing weight for your aircraft type. Probe heat and anti-ice would also be considerations. Enjoy the flight!

First leg:

Seattle-Tacoma Intl (KSEA) >>> Yakima Mcallister (KYKM)

Approx distance, 100 nm

Select Seattle –Tacoma, Washington State, USA, gate medium or large. Set clock to 0800L, season winter, weather theme gray and rainy, wind 300/15G20.

- Dial in the SEATTLE (SEA) VOR frequency 116.80 and set 104 on your NAV 1 OBI. Also tune in the YAKIMA VOR (YKM) frequency 116.0 on NAV 2.
- Taxi to and takeoff RWY 34R. Climb RWY heading to 3000, then a right turn to HDG 121.
- Continue climbing to 16,000 and establish on the 104 radial of the SEA VOR. This will establish you on the Low Airways V4 to Yakima.
- Once on the 104 radial, track the YAKIMA VOR to on top. You'll pass Mount Rainier on your starboard side.
- 44nm out of the YKM VOR begin descent to 9000 and reduce your speed to below 210 KTS.
- Dial in the LOC 1 YKM frequency 110.1 and set course 269 on your NAV 1 OBI. Also tune in the DONNY (YK) NDB frequency 371 in preparation for an ILS approach to RWY 27 (actual course 269, elevation 1095 feet, RWY length 7603 feet).
- On top of the YAKIMA VOR, turn left HDG 090, descend to 4000 and maintain until 7nm out of the VOR.
- At 7nm out of the VOR, turn right, approx HDG 265 to home the DONNY NDB/LOM and intercept the LOC.
- 5nm out, gear down for a full stop landing to RWY 27 at Yakima.
- On landing, take the first right to the terminal.

Second leg:

Yakima (KYKM) >>> Portland Intl (KPDX)

Approx distance, 110nm

Set clock to 1000L. Season winter. Edit weather to Overcast with base at 3000, wind 300/18G22, visibility 3 miles in heavy rain.

- Dial in the YAKIMA (YKM) VOR frequency 116.0 and select course 222 on your NAV 1 OBI. Also dial in the BATTLE GROUND (BTG) VOR frequency 116.6 on NAV 2.
- Taxi to and takeoff RWY 27. Climb RWY heading to 3100 then turn left to HDG 185 until established on the 222 radial of the YAKIMA VOR.
- Once established on the radial, track the BTG VOR to on top and continue climbing to 16,000. This will place you on Low Airways V448. You will pass Mount Adams, elevation 12,120 feet.
- Enroute, dial in the LOC 1-IAP frequency 111.3 and set course 279 on your NAV 1 OBI. Also tune in the LAKER NDB frequency 332 in preparation for an ILS approach to RWY 28R at Portland (actual course 279, elevation 30 feet, RWY length 8000 feet).
- On top of BTG VOR, turn left HDG 136 and home the LAKER NDB to on top. Descend to 4000 and reduce to approach speed.
- On top the LAKER NDB, maintain outbound for 2 minutes and descend to 3000.
- 2 minutes outbound, turn left inbound HDG 324 to intercept the LOC and continue with the approach. You should be at 1900 feet over the LAKER NDB inbound.
- 5nm out, gear down for a full stop landing RWY 28R at Portland.
- After landing, take the first left to the terminal.

Third leg:

Portland (KPDX) >>> Seattle-Tacoma Intl (KSEA)

Approx distance 122 nm

Set clock to 1400L. Season and weather the same as the previous leg (Overcast with base at 3000, wind 300/18G22 in heavy rain).

- Dial in the BATTLE GROUND (BTG) VOR frequency 116.6 on NAV 1 and the OLYMPIA (OLM) VOR frequency 113.4 on NAV 2.
- Taxi to and takeoff RWY 28L. Climb RWY heading to 2000, then right turn to HDG 015 and continue climbing to 16,000. Track the BTG VOR to on top.
- On top the BTG VOR, turn left HDG 330 and track the OLM VOR to on top.
- Enroute, dial in the LOC 1-SEA frequency 110.3 and set course 341 on NAV 1 OBI. Also tune in the DONDO (ODD) NDB frequency 224 in preparation for an ILS approach to RWY 34R at Seattle (actual course 341, elevation 433 feet, runway length 11,901 feet).
- 28nm out of the OLM VOR begin descent to 5000.
- Over OLM VOR, turn right HDG 030 and home the ODD NDB to on top to intercept the LOC.
NOTE: Keep the needle about 10 degrees to your port. This will give you more room and better altitude to intercept the LOC
- Tune in the SEATTLE VOR (SEA) frequency 116.8 to get DME on approach.
- 16nm out of the SEA VOR, descend to 2500.
- 5 nm out, gear down for a full stop landing RWY 34R at Seattle.
- On landing, take the first right for the passenger terminal.