

A DC-3 Airways Charter by Al Gay Melbourne to Goose Bay

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This charter is one that is meant, in conjunction to others, to give us a route around the world. We will start in Melbourne Australia and travel North and East through Papua New Guinea, Philippines, Japan, Russia, and into North America through the Aleutian Islands and into Alaska proper. From there into the Western most part of Canada and continue on to one of the most Eastern parts, Goose Bay, Newfoundland/Labrador. During the first part of the trip the legs will follow coast lines where feasible, to show some of the better scenery but the final part across Canada will be over land that will include the Rocky Mountains, central plains, the St Lawrence River shores and some of the beautiful rugged terrain of the North Eastern parts of Canada. If you have some of the freeware terrain scenery installed, all will be enhanced.

We will fly at Canadian/American VFR Altitude regulations unless otherwise noted. I flew the route with Season set for summer and Time of Day set for "Day" on each leg and did not use any weather installed to ensure I got all of my headings correct. Please feel free to adjust your settings, as you would like. The scenery is better with no weather put in but not as realistic. With real weather you could further test your navigation abilities especially on some of the long Dead Reckoning legs.

Navigation will be VFR and entail some Dead Reckoning, some NDBs and some VORs. Some approaches will include ILS availability and some will not have it available. Some ILS Approaches will be Back Courses and have no Glide Slope. If using Real weather, VATSIM and/or Microsoft's ATC you may need to vary from the runways that I have listed. Where there is ILS available I have set in an ILS Approach but feel free to do a Visual Approach if desired. There are many with VORs and NDBs that would allow you almost any type approach that you would like to do.

This is my first attempt of a Charter for DC3 Airways and I am sure some of the more knowledgeable pilots will shudder at some of my language and choice of words, but I hope that many flyers with less experience will be able to follow my less than perfect descriptions. By my calculations there are a total of 46 legs totaling 16,352 nautical miles and takes in the vicinity of 100 hours flying time to complete.

All constructive comments gratefully accepted. Although I have flown this route I am sure there will be some typos and maybe some outright mistakes. Not too many I hope.

I hope others enjoy these routes as much as I have enjoyed putting them together.

Cheers and Enjoy.

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1. Melbourne, Australia to Moruya, Australia; YMML to YMRY.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg #01 takes us from Melbourne on the south coast of Australia first Easterly to the coast then NNE along the coast. We pass through East Sale, Mallacoota, Merimbula and stopping at Moruya. Nice coastal scenery most of this trip with some mountainous terrain inland.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 9	Init. Hdg: 082deg	Init. Alt: 5,500ft	Apt Elev: 13ft			
Melbourne (YMML) Australia To Moruya (YMRY) Australia	Departure. To EPP NDB, 377.0: After take off maintain course 082deg. Commence climb to 5,500ft. Direct to NDB.....				082	9.7	00+05
	En Route. To ESL NDB, 350.0: Turn right to intercept 093deg bearing outbound from EPP NDB. Continue climb to 5,500ft. When signal fades maintain Hdg until ESL NDB received. Tune Nav1 to ESL DME, 113.50 for distance information. Direct to NDB.....				093	104.4	00+38
	To Fix 01: Continue outbound from ESL NDB on bearing 093deg. Waypoint at ESL DME D15.0.....				093	14.5	00+06
	To MCO NDB, 338.0: Turn left to 059deg and maintain Hdg until MCO NDB received. Tune Nav1 to MCO DME, 117.50 for distance information. Direct to NDB.....				059	113.1	00+45
	To MER NDB, 395.0: Turn left to 358deg. Commence a 500fpm descent to 4,500ft. Maintain Hdg until MER NDB received. Tune Nav1 to MER DME for distance information, 117.70. Direct to NDB.....				358	41.5	00+16
	To Fix 02: Continue outbound From MER NDB on bearing 358deg. At MER DME D30.0 tune ADF to MRY NDB, 215.0. Intercept MRY NDB 358deg and track bearing inbound. Waypoint at MER DME D40.0.....				358	40.2	00+16
	Approach. To Fix 03: Continue to Track 358deg bearing inbound to MRY NDB. Commence a 500fpm descent to 1,200ft. Slow to 120kts. Waypoint at MER DME D57.0.....				358	16.9	00+08
	To runway: Continue to track 358deg bearing inbound to MRY NDB. Commence a 500fpm descent to 500ft. When in sight make a visual approach to runway. Runway Hdg 359deg..... Land Moruya Rwy 36. Length – 5,006ft. Width – 98ft. Surface – Asphalt.				358	4.9	00+02

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	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return to MRY NDB. Repeat approach.				
Flight No: 1007-01-01	Arrival Airport Elev: 13ft	Estimated totals for this flight>>>		345nm	02+18

2. Moruya, Australia to Coffs Harbour, Australia. YMRY to YSCH

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This Leg #2 takes us on a Northerly direction from Moruya and again along the shoreline. We pass through Nowra, Sydney, West Maitland, Port Macquarrie and land at Coffs Harbour.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 36	Init. Hdg: 010deg	Init. Alt: 5,500ft	Apt Elev: 13ft			
Moruya (YMRY) Australia To Coffs Harbour (YSCH) Australia	Departure. To Fix 02: After take off commence climb to 5,500ft. Turn right to 010deg and intercept 006deg bearing from MRY NDB, 215.0.....				010	6.1	00+02
	En Route. To Fix 03: Turn left and continue on the 006deg bearing from MRY NDB. Continue climb to 5,500ft. Tune Nav1 to NWA DME, 116.40. Waypoint at NWA DME D30.0.....				006	23.9	00+10
	To NWA NDB, 359.0: Maintain Hdg 006deg. Direct to NDB.....				006	30.0	00+12
	To SY VOR DME, 112.10: Turn right to intercept SY VOR R-016 inbound. Direct to VOR.....				016	68.7	00+27
	To WMD VOR, 114.60: Turn left to intercept WMD VOR R-001 inbound. No DME available. Direct to VOR.....				001	73.4	00+29
	To TRE NDB, 371.0: Turn right to intercept WMD VOR R-031. When TRE NDB received, direct to NDB.....				031	71.8	00+28
	To PMQ NDB, 395.0: Turn left to 022deg. Direct to NDB.....				022	32.8	00+13
	To Fix 04: Turn left to intercept and track CH VOR/DME, 117.00, R-359. Commence a 500fpm descent to 4,500ft. Waypoint at CH VOR D30.0.....				359	38.4	00+15
	To Fix 05: Continue to track CH VOR R-359. Commence a 500fpm descent to 2,000ft. Slow to 120kts. Waypoint at CH VOR D13.0.....				359	16.9	00+08
	Approach. To Fix 06: Turn left to 330deg. Commence a 400fpm descent to 600ft. Set Nav1 OBS to 026deg. Waypoint reached as needle approaches center.....				330	7.1	00+04

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	<p>To runway: Turn right to intercept CH VOR R-026 inbound. You have the choice of a visual or VOR approach. Runway Hdg – 029deg.....</p> <p>Land Coffs Harbour Rwy 03. Length - 6,831ft. Width – 148ft. Surface – Asphalt.</p> <p>Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn, direct to CH VOR and hold.</p>		029	6.3	00+04
Flight No: 1007-01-02	Arrival Airport Elev: 16ft	Estimated totals for this flight>>>		375nm	02+34

3. Coffs Harbour, Australia to Hervey Bay, Australia; YSCH to YHBA.

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather" This leg #3 leaves from Coffs Harbour and again takes us North along the coast. We will pass over Coolangatta, Brisbane, Maroochydore and land at Hervey Bay.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 03	Init. Hdg: 029deg	Init. Alt: 6,500ft	Apt Elev: 16ft			
Coffs Harbour (YSCH) Australia To Hervey Bay (YHBA) Australia	Departure. Tune Nav 1 to CH VOR, 117.0 for DME information. To Fix 01. Take off on Runway 03 and continue heading 029deg. Waypoint at CH DME D5.0nm Climb to 5,500ft..... When passing Fix 01 turn left to 356deg. Tune Nav 1 to CG VOR, 112.30. Climb to 6,500ft.				029	6.1	00+03
	En Route. To CG VOR, 112.30. Turn left to intercept CG VOR R-357 ¹ inbound. Direct to VOR..... On passing CG VOR turn left to 327deg. Tune Nav 1 to BN VOR, 113.20				356	126.7	00+51
	To BN VOR, 113.20. Turn left to intercept BN VOR R-327 inbound. Direct to VOR..... On passing BN VOR turn right to 346deg. Tune Nav 1 to MC VOR, 114.20				327	51.9	00+20
	To MC VOR, 114.20. Turn right to intercept MC VOR R-346 inbound. Direct to VOR..... On passing MC VOR turn left to 341deg. Tune ADF to HBA NDB, 200.0. Track MC VOR Outbound Radial 341 until HBA NDB is received.				346	46.2	00+18

¹ FSNV shows a course error of +1deg for CG

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	Track to HBA NDB, 200.0.....		341		
	To Fix 02. Continue on 341deg. Waypoint at MC VOR D42.1.....		341	42.1	00+16
	On passing Fix 02 turn right to 357deg and commence 500fpm descent to 1000ft.				
	To Fix 03. Continue on 357deg. Waypoint at MC VOR D72.1.....		357	30.5	00+12
	On passing Fix 03 turn left to 288deg. Continue descent to 500ft.				
	To Runway. Continue on 288 until runway is in sight then continue on a visual approach.....		288	10.0	00+04
	HBA NDB needle will be at 12 O'clock				
	Land Hervey Bay Runway 29. Length – 4851ft. Width – 98ft. Surface - Asphalt				
	Missed approach.				
	Climb straight ahead to 1,500ft. Make a right procedure turn and return to Fix 02.				
Flight No: 1007-01-03	Repeat approach.				
	Arrival Airport Elev: 59ft		Estimated totals for this flight>>>		
				313.9nm	02+05

4. Hervey Bay, Australia to Mackay, Australia; YHBA to YBMK.

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Once again we travel Northwesterly along the coast. We take off from Hervey Bay and cross over Bundaberg, Gladstone, Rockhampton and land at MacKay.						
	Dep. Rwy: 29	Init. Hdg: 288deg	Init. Alt: 6,500ft	Apt Elev: 59ft			
Hervey Bay (YHBA) Australia To Mackay (YBMK) Australia	Departure. Tune Nav 1 to GLA VOR, 116.30. Tune ADF to BUD NDB, 266						
	To Fix 01. Take off from Rwy 29 and continue heading of 288deg on a climb to 6,500ft. Waypoint at 2 minutes from take off. On passing Fix 01 turn right to 301deg.....				288	4.1	00+02
	En Route.						
	To BUD NDB, 266.0. Direct to NDB..... On passing BUD NDB turn right to 305deg.				301	36.1	00+15
	To GLA VOR, 116.3. Direct to VOR (No DME)..... On passing GLA VOR turn left to 296deg. Tune NAV 1 to RK VOR, 116.9				305	86.9	00+34
	To RK VOR, 116.9. Direct to VOR. On passing VOR turn right to 323deg. Tune NAV 1 to MK VOR 112.70				296	49.6	00+19
	Track to MK VOR, 112.7.....				322		
	To Fix 02. Direct to Fix 02. Waypoint at MK VOR D42.0nm..... On passing Fix 02 commence 500fpm descent to 1000ft				322	110.0	00+43
	To MK Rwy 3. Continue on 323deg..... When Rwy in sight turn left to 319deg and make a visual approach to runway.				323	40.3	00+17
	Land Mackay Rwy 32. Length – 6520ft. Width – 148. Surface – Asphalt.						
	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn. Fly 140deg until MK DME reads 10nm. Repeat approach.						
Flight No: 1007-01-04	Arrival Airport Elev: 19ft		Estimated totals for this flight>>>			327nm	02+09

5. Mackay, Australia to Cairns, Australia; YBMK to YBCS.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" Again we fly NNW along the coast. We take off from MacKay, pass over Hamilton Island, Townsville and land at Cairns. More nice coastal scenery on this leg.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 32	Init. Hdg: 320deg	Init. Alt: 6,500ft	Apt Elev: 19ft			
Mackay (YBMK) Australia To Cairns (YBCS) Australia	Departure. Tune Nav 1 to HM VOR, 114.40. To Fix 01. Take off on Rwy 32. Direct to Fix 01. Waypoint at HM VOR, D45.0nm..... On passing VOR turn right to 339deg.				320	6.8	00+03
	En Route. To HM VOR, 114.40...Direct to VOR..... On passing VOR turn left to 290deg. Tune NVA 1 to TL VOR 114.10				339	44.8	00+19
	To TL VOR, 114.10.... Direct to VOR..... On passing VOR turn right to 331deg. Tune Nav 1 to CS VOR, 113.00				290	140.7	00+54
	Track to CS VOR, 113.0.....				331		
	When CS DME reads 44nm, commence 500fpm descent to 2500 ft						
	To Fix 02. Waypoint at CS VOR D15.0nm. Direct to Fix.....				331	139.8	00+55
	When CS DME reads 13nm. Tune Nav 1 to Rwy 33 ILS, 109.50						
	To CS Rwy 33 via ILS Approach.... Maintain 2,500ft until DME reads less than 10nm.....				329	12.5	00.05
	NOTE: There is no glide slope on this approach. Land Cairns Rwy 33. Length – 10525ft. Width – 148ft. Surface – Asphalt. Missed approach. Climb straight ahead to 2,500ft. Make a right procedure turn. Fly to Fix 02. Repeat approach.						
Flight No: 1007-01-05	Arrival Airport Elev: 9ft		Estimated totals for this flight>>>			344.6nm	02+16

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6. Cairns, Australia to Weipa, Australia; YBCS to YBWP.

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" On this leg we cross over to the West side of this Northern tip of Queensland. We take off from Cairns, fly over Cooktown and land at Weipa. This is our last stop in Australia, the next leg will take us into Papua New Guinea.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 33	Init. Hdg: 334deg	Init. Alt: 6,500ft	Apt Elev: 9ft			
Cairns (YBCS) Australia To Weipa (YBWP) Australia	Departure. Tune Nav 1 to WP VOR, 112.80. Tune ADF to CS NDB, 364.0 To CS NDB. 364. Climb out on 330deg to 6,500ft. On passing NDB turn right onto 334deg. Tune ADF to CKN NDB, 260 En Route. To CKN NDB, 260. Fly 334deg Dead Reckoning until NDB is Received then direct to NDB.... On passing NDB turn left to 305deg. Track CKN NDB Outbound 305 until WP VOR is received. Track to WP VOR, 112.8..... When WP DME reads 40nm commence 500fpm descent to 1000ft. To Fix 01. On 305deg direct to Fix 1. Waypoint at WP DME R10.5nm..... To Rwy 30. Continue on 305deg to runway..... When runway is in sight turn left to 298deg and make visual approach Land Weipa Rwy 30. Length – 5405ft. Width – 98ft. Surface – Asphalt. Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn. Fly to Fix 01. Repeat approach.				330	2.9	00+01
					334	86.6	00+37
					305		
					305	246.1	01+36
					305	9.9	00+04
Flight No: 1007-01-06	Arrival Airport Elev: 65ft			Estimated totals for this flight>>>		345.5nm	02+18

7. Weipa, Australia to Port Moresby, Papua New Guinea; YBWP to AYPY

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather" This leg takes us NE across the tip of Queensland, across quite a bit of open water and into Papua New Guinea. We take off from Weipa and fly a straight course to Port Morsby an area fought hard over during WWII.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 30	Init. Hdg: 300deg	Init. Alt: 5,500ft	Apt Elev: 65ft			
Weipa (YBWP) Australia To Port Moresby (AYPY) Papua New Guinea	Departure. Tune Nav 1 to WP VOR, 112.80. Tune ADF to WP NDB, 377 To WP NDB, 377 Take off on Rwy 30. Climb out on 299deg to 5500ft..... On passing WP NDB turn right to 066deg.				299	2.1	00+01
	En Route. To Fix 01. Fly 066deg. Waypoint at WP VOR D5.0nm..... When over Fix 01 turn left to 052deg and track WP VOR 052deg outbound radial until it starts to fade, about 190nm. Then Tune Nav1 to PY VOR, 117.00 and then track inbound to PY VOR Radial 052.				066	5.9	00+03
	To Fix 02. Fly 052deg. Waypoint at PY DME D34.0nm..... On passing FIX 02 Turn right to 069deg. Tune Nav 1 to AYPY Rwy 32R ILS, 109.50. Commence 400fpm descend to 1,700ft.				052	330.5	02+11
	To fix 03. When on 069deg Heading at approximately 24 nm you will intersect AYPY Rwy 32R ILS, 109.50.....				069	36.6	00+15
	To Rwy 32R.....				322	11.0	00+05
	Make ILS approach to Rwy 32R Glide slope is active 1,700ft at 5nm						
	Land Port Moresby Rwy 32R. Length – 9053ft. Width – 150ft. Surface – Asphalt.						
	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn. Fly to Fix 03 repeat approach.						
Flight No: 1007-01-07	Arrival Airport Elev: 118ft		Estimated totals for this flight>>>			383.1nm	02+34

8. Port Moresby, Papua New Guinea to Madang, Papua New Guinea; AYPY to AYMD

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg we take off from Port Moresby and climb to 12, 500 feet to get over the inland mountains of Papua New Guinea. We fly over Nadzab and land at Madang. Beautiful mountainous scenery on this trip.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 32R	Init. Hdg: 320deg	Init. Alt: 12,500ft	Apt Elev: 118ft			
Port Moresby (AYPY) Papua New Guinea To Madang (AYMD) Papua New Guinea	Departure. Tune Nav 1 to PY VOR, 117.00. Tune ADF to JSN NDB, 380. To JSN NDB. Take off Rwy 32R climbing to 12,500..... On passing JSN NDB turn right to 005deg. Note: Very high mountains. Make sure climb rate 500fpm or above. To Fix 01. Continue climbing On 005deg. Waypoint at PY VOR D9.0nm..... On passing Fix 01 turn left to 344deg.						
					320	5.4	00+03
					005	4.2	00+02
	En Route. To NZ VOR, 113.90. Track PY VOR, 344deg Outbound Radial until it fades, then Tune Nav 1 to NZ VOR, 113.90. Direct to VOR..... On passing NZ VOR turn left to 320deg. Tune Nav 1 to MAG VOR 116.30 Track to MAG VOR, 116.30. Tune ADF to MD NDB 362.....				344	166.8	01+02
					320		
	To Fix 02. Direct to Fix on 320deg. Waypoint at MAG DME D30.0nm..... On passing Fix 02 turn right to 016deg. When passing Fix 02 commence 500fpm descent to 1,000ft. Note: Do not descend prior this point. To Fix 03. Direct to Fix on 021deg. Waypoint when RMI reads 250deg				320	69.6	00+25
					021	37.1	00+20
Flight No: 1007-01-08	Arrival Airport Elev: 9ft					316.7nm	02+00
	Estimated totals for this flight>>>						

9. Madang, Papua New Guinea to Sentani, Indonesia AYMD to WAJJ

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" On this leg we travel NW along the coast of Papua New Guinea. We take off from Madang, fly over Wewak, and land at Sentani. Please note the landing conditions at Sentani. The airfield appears to be in a depressed area and you will lose sight of the runway for part of the approach. This is one I would refer to as a "white knuckler".				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 25	Init. Hdg: 249deg	Init. Alt: 6,500ft	Apt Elev: 9ft			
Madang (AYMD) Papua New Guinea To Sentani (WAJJ) Indonesia Guinea	Departure. Tune Nav 1 to MAG VOR, 116.30. Take off Rwy 25 and climb out on 249deg to 6500ft To MAG VOR.....				249	1.1	00+01
	En Route. To WK VOR, 116.6. Track MAG VOR, 303deg Outbound Radial until at cruising altitude, then tune Nav 1 to WK VOR, 116.6. Direct to VOR..... On passing WK VOR, 116.6 turn left to 283deg, Tune Nav 1 to 116.2 Track to JPA VOR, 116.2.....				303	153.6	01+00
	To Fix 01. Waypoint at JPA DME D37nm.....				283		
	To Fix 02. Turn left to 267deg, Start descent of 500fmp to 2000 feet and Tune Nav 1 to Rwy 30 ILS, 110.3. Continue on 267deg to Intercept ILS 110.3 at Fix 03.....				283	161.6	01+02
	To Fix 02. Turn left to 267deg, Start descent of 500fmp to 2000 feet and Tune Nav 1 to Rwy 30 ILS, 110.3. Continue on 267deg to Intercept ILS 110.3 at Fix 03.....				267	21.0	00+08
	To Rwy 30. Perform an ILS Approach..... Note: DO NOT USE GLIDE SLOPE. Glide slope will cause you to hit Water before you reach the runway. Must do a visual approach and runway will not show up until the last minute. Ensure your airspeed is as low as possible as there is a fast descent required. Land Sentani Rwy 30. Length – 7164ft. Width – 147ft. Surface – Asphalt. Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn. Fly to Fix 03, repeat approach.				303	18.0	00+08
Flight No: 1007-01-09	Arrival Airport Elev: 288ft		Estimated totals for this flight>>>			360.7nm	02+22

The Landing at Sentani is one to remember. The runway appears to be in a hollow and it disappears for a time on landing. There is high ground just prior to the runway and the Glide Slope tries to run you through that water and ground. I can't imagine landing here if the visibility was bad. Have fun.....

10. Sentani, (Jayapura) Indonesia to Biak, Indonesia; WAJJ to WABB

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg takes us NW out of Papua New Guinea and into Indonesia. We take off from Sentani and fly direct to Biak in Indonesia.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 30	Init. Hdg303deg	Init. Alt: 6,500ft	Apt Elev: 288ft			
Sentani (Jayapura) (WAJJ) Indonesia To Biak (WABB) Indonesia	Departure. Tune Nav 1 to JPA VOR, 116.20 Take off WAJJ Rwy 30, heading 303deg. Climb to 6500ft. To Fix 01. Waypoint at JPA DME D10nm..... When passing over Fix 01 turn left to 259deg				303	9.9	00+05
	En Route. To Fix 02. Waypoint ay JPA DME D18nm..... When passing over Fix 02 turn right to 284deg, intercepting JPA VOR 284deg outbound radial. Track JPA VOR 284deg outbound radial until it fades. At this point Tune Nav 1 to BIK VOR, 112.5.				259	9.0	00+04
	Track to BIK VOR, 112.5.....				284		
	To Fix 03. Direct to fix. Waypoint at BIK DME D43nm..... On passing Fix 03 commence 500fpm descent to 1,700ft.				284	218.6	01+25
	To Fix 04. Waypoint at BIK DME, D16nm.....				285	26.9	00+11
	On passing Fix 04 Tune Nav 1 to BIK Rwy 29 ILS, 110.50 To BIK Rwy 29..... Make ILS Approach to Rwy 29. This is a Back Course – no Glide Slope available. Land WABB Rwy 29. Length – 11728ft. Width – 148ft. Surface – Asphalt.				285	13.7	00+06
	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn. Fly to Fix 04 repeat approach.						
Flight No: 1007-01-10	Arrival Airport Elev: 45ft		Estimated totals for this flight>>>			278.1nm	01+51

11. Biak, Indonesia to Sorong, Indonesia; WABB to WASS

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" On this leg we fly WNW from the island where Biak is located across some open water and into Indonesia proper. Some higher ground here and are up to 8,500 feet. We take off from Biak, fly over Manokwari and into Sarong.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 29	Init. Hdg: 290deg	Init. Alt: 6,500ft	Apt Elev: 45ft			
Biak (WABB) Indonesia To Sarong (WASS) Indonesia	Departure. Tune Nav 1 to BIK VOR, 112.5, tune ADF to ZQ, 207.0 Take off BIK Rwy 29, heading 286deg. Climb to 6500ft. To BIK VOR..... On passing over BIK VOR turn left to 276deg.				286	2.3	00+01
	En Route. To ZQ NDB, 207.0..... Track BIK VOR, 112.5 Outbound Radial 276 until ZQ NDB, 207.0 is received then direct to NDB. On crossing NDB turn left to 267deg and climb to 8500ft. Tune Nav 1 to SOG VOR, 114.40.				276	123.3	00+50
	Track to SOG VOR, 114.40..... When SOG DME D 50nm commence descent to 1500ft. Tune ADF to ZO NDB 389.				267		
	To Fix 01. Direct to Fix 01. Waypoint at SOG DME D 10Nm..... On passing Fix 01 turn right to 285deg. Continue descent to 1000ft.				267	166.1	01+07
	To Fix 02. Direct to Fix 02. Waypoint at SOG DME D 3.5nm. NDB Needle should be at about 9:30oclock (RMI reads 219deg) when you make your turn..... On passing Fix 02 turn left to 219deg, direct to Runway 22. SOG VOR will be off right at about 1 0'clock and gradually move to 1:30.				285	7.8	00+03
	To SOG Rwy 22..... When runway in sight make visual approach. Land WASS Rwy 22. Length – 5428ft. Width – 98ft. Surface – Asphalt.				219	3.0	00+01
Flight No: 1007-01-11	Arrival Airport Elev: 9ft			Estimated totals for this flight>>>		305.0nm	02+01

12. Sorong Indonesia to Ternate, Indonesia; WASS to WAMT

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg is to another island of Indonesia. We take off from Sarong, across some open water and fly direct to Ternate.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 22	Init. Hdg 218deg	Init. Alt: 6,500ft	Apt Elev: 9ft			
Sorong (WASS) Indonesia To Ternate (WAMT) Indonesia	Departure. Tune Nav 1 to SOG VOR, 114.40. Tune ADF to TR, 265 Take off SOG Rwy 22, heading 218deg. Climb to 6,500ft. To Fix 01...Direct. Waypoint at SOG VOR D4.2nm..... On passing over Fix 01 turn right to 324deg.				218	4.6	00+02
	En Route. To Fix 02. Direct. Waypoint at SOG VOR D 8.0nm..... To Fix 03. Turn left to 293deg. Track SOG VOR 293 Outbound Radial until TR NDB, 265 is received then direct towards NDB. As soon as NDB is received start 500fpm descent to 3,500ft. If Visibility is OK continue descent to 1000 ft at coastline. Mountains close to the coast at 2,100ft. Track to TR NDB, 265. Waypoint reached when over the coast. TR ADF range is 75nm; therefore if speed is 120kts you should hit Fix 03 about 30 minutes after receiving the NDB.....				324	8.0	00+04
					293	223.9	01+27
	To Fix 04. Turn left to 278deg and descend to 1000 ft. Turn when the RMI reads 316deg.....				278	10.5	00+04
	To WAMT Rwy 32. Turn right to 320deg and when runway is in sight make visual approach.....				320	6.3	00+03
	Land at WAMT Rwy 32. Length – 4674ft. Width – 98ft. Surface – Asphalt. Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn onto 140deg. Fly 140deg for 4 minutes then another right procedure turn onto 302deg and repeat approach.						
Flight No: 1007-01-12	Arrival Airport Elev: 49ft		Estimated totals for this flight>>>			253.3nm	01+40

13. Ternate Indonesia to Manado, Indonesia; WAMT to WAMM

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" Island hopping again. This time we take off from ternate and on to the next island and land at Manado. As listed below watch closely your descent as we are approaching the runway from the mountainous side. If you have to use Rwy 18 to land at night or in low visibility (because of using real weather), be careful of wooded high ground close to the airfield even on this approach from the sea. There's no indication until the trees are close enough to show up in the landing lights! Personally I would suggest that this landing not be attempted in the dark.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 32	Init. Hdg320deg	Init. Alt: 6,500ft	Apt Elev: 49ft			
Ternate (WAMT) Indonesia To Manado (WAMM) Indonesia	Departure. Tune Nav 1 to TDO VOR, 114.80. To Fix 01. Take off WAMT Rwy 32, Heading 320deg and climbing to 6,500ft. Waypoint at Take off plus 2.00 minutes..... On Passing Fix 01Turn left to 279deg. En Route. To TDO VOR 114.80..... When TDO DME Reads 30nm start a descent to 4000ft. (NOT BELOW) When TDO DME Reads 5nm, Tune NAV 1 to WAMM Rwy 36, ILS, 110.90. Continue on heading 280deg until ILS is intercepted. Localizer will turn you right onto 001deg. To WAMM Rwy 36..... Continue ILS Approach to Rwy 36. Land at WAMMT Rwy 36. Length – 8253ft. Width – 148ft. Surface – Asphalt. Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return to TDO VOR, 114.8 and repeat approach.				320	4.1	00+02
					279	148.1	00+59
					001	12.7	00+05
Flight No: 1007-01-13	Arrival Airport Elev: 262ft		Estimated totals for this flight>>>			164.9nm	01+06

14. Manado, Indonesia to Davao, Philippines; WAMM to RPMD

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" On this leg we leave Indonesia and get into the Philippines. We take off from Manado and fly over mostly open water, pass over Tumbler and land at Davao in the Philippines.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 36	Init. Hdg 001deg	Init. Alt: 5,500ft	Apt Elev: 262ft			
Manado (WAMM) Indonesia To Davao (RPMD) Philippines	Departure. Tune Nav 1 to MNO VOR 114.2. Take off MNO Rwy 36, to heading 001 and Climb to 5,500ft. Track MNO VOR Outbound Radial 001 until it fades then Tune Nav 1 to GSA VOR, 114.5 then direct to VOR En Route. To GSA VOR 114.50..... At GSA VOR turn right to 027deg. Tune Nav 1 to DAO VOR, 112.10. Track to DAO VOR 112.10..... When DAO DME reads 34.0nm, commence 500fpm descent to 2,000ft. To Fix 01. Direct to Fix 01. Waypoint at DAO VOR D10.0nm..... At Fix 01 turn left to 347deg To Fix 02. Direct to Fix 02. Waypoint at DAO VOR D 7.20nm, 051R..... At Fix 02 turn right to 050deg. Continue descent to 1,000ft. To Rwy 5..... When Rwy in sight make a visual Approach to Rwy 5. Land at RPMD Rwy 5. Length – 9861ft. Width – 148ft. Surface – Concrete. Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn to 233 degrees. Fly to 6 miles DME DAO VOR, to Fix 02, then turn right again to 050 degrees and repeat the approach.						
					001	272.6	01+50
					027		
					027	61.5	00+25
					347	4.9	00+02
					050	6.0	00+03
Flight No: 1007-01-14	Arrival Airport Elev: 91ft		Estimated totals for this flight>>>			345nm	02+20

15. Davao, Philippines to Legaspi, Philippines; RPMD to RPLP

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	On this leg we travel North along the Eastern part of the Philippines. We take off from Davao, fly over Butuan, Tacloban and land at Legaspi.						
	Dep. Rwy: 5	Init. Hdg 051deg	Init. Alt: 6,500ft	Apt Elev: 91ft			
Davao (RPMD) Philippines To Legaspi (RPLP) Philippines	Departure. Tune Nav 1 to DAO VOR 112.10 Take off on Rwy 5; climb out on 051deg to 6500ft.						
	En Route. To Fix 01. The Waypoint is at DAO DME D5nm..... When passing Fix 01 turn left to 352deg. Tune Nav 1 to BN VOR, 112.50 and intercept BN 351R ² fly direct to VOR.				051	6.1	00+03
	To BN VOR, 112.50...Direct to BN VOR..... On passing BN VOR, turn left to 349deg and track BN VOR 348 outbound until it fades, then Tune Nav1 to TAC VOR, 114.50				352	107.2	00+42
	To TAC VOR, 114.50..... When passing TAC VOR, 115.50, turn left to3027deg. Tune Nav 1 to LP VOR, 112.10. Tune ADF to JV NDB, 360.0				349	139.3	00+54
	Track to LP VOR, 112.10 and intercept 326R ³				327		
	To Fix 02. Direct. Waypoint at LP DME, D30.0nm..... On passing Fix 02 turn left to 311deg. Commence 500fpm descent to 2,000ft.				327	108.9	00+42
	To JV NDB, 360. Direct to NDB. Over JV NDB turn right to 057deg.				311	31.1	00+13
	To RPLP Rwy 6. Continue 057deg until runway in sight, and do a visual approach.....				057	9.0	00+04
	Land at RPLP Rwy 6. Length – 6804ft. Width – 118ft. Surface – Concrete						
	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return to JV NDB and repeat approach.						
Flight No: 1007-01-15	Arrival Airport Elev 65ft		Estimated totals for this flight>>>			401.6nm	02+38

² FSNV shows a course error of -1deg for BN

³ FSNV shows a course error of -1deg for LP

16. Legaspi, Philippines to Angeles, Philippines; RPLP to RPLC

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg we continue North and West in the Philippines. We take off from Legaspi and fly over Naga, Daet, Larap, Manila, Plaridel, Basa and land at Clark International in Angeles.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 6	Init. Hdg 062deg	Init. Alt: 6,500ft	Apt Elev: 65ft			
Legaspi (RPLP) Philippines To Angeles (RPLC) Philippines	Departure. Tune Nav 1 to LP VOR, 112.20. Tune ADF to DT NDB, 215.0 Take off on Rwy 6; climb out on 062deg to 6500ft.						
	En Route. To Fix 01. Direct. Waypoint at LP VOR D10.0nm..... On passing Fix 01 turn left to 309deg. Tune Nav 1 to NG VOR, 114.70				062	10.0	00+05
	To NG VOR, 114.7, intercept 300R ⁴ . Direct..... On passing over NG VOR, 114.7 turn right to 334deg.				301	42.1	00+22
	To DT NDB, 215. Direct..... On passing DT NDB turn left to 295deg. Tune ADF to LR NDB, 228.0				334	36.7	00+14
	To LR NDB, 228. Direct..... On passing LR NDB turn left to 279deg. Tune Nav 1 to MIA VOR, 113.8.				295	22.1	00+09
	To MIA VOR, 113.8, intercept 278R ⁵ . Direct..... On passing MIA VOR turn right to 287deg. Tune ADF to PL NDB, 295.0 Tune Nav 1 to Rwy 2R ILS, 109.30.				279	94.7	00+37
	To PL NDB, 295.0. Direct..... On passing PL NDB turn left to 287deg. Tune Nav 1 to Rwy 2R ILS, 109.30.				337	24.6	00+10
	Commence 500fpm descent to 2,100ft.						
	To BB NDB, 404.0 Direct..... When at BB NDB turn right to 022deg. This is the point at which you will intercept Rwy 2R ILS.				287	22.1	00+09
	To Rwy 2R. Perform ILS Approach. Glide Slope 2,100 ft at 5nm..... Land at RPLC Rwy 2R. Length – 10504ft. Width – 197ft. Surface – Concrete.				022	12.1	00+05

⁴ FSNave shows a course error of -1deg for NG

⁵ FSNave shows a course error of -1deg for MIA

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	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return BB NDB and repeat approach.				
Flight No: 1007-01-16	Arrival Airport Elev 479ft	Estimated totals for this flight>>>		264.4nm	01+49

17. Angeles Bay, Philippines to Basco, Philippines; RPLC to RPUO

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather" This leg we continue North, taking off from Angels Bay, fly over San Fernando, Laog and land at Basco. There is only one direction in and out of this airport, a small island with a large hill at one end of the runway. I think if I would have designed it I would have place the runway 90 degrees to what it is now.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 2R	Init. Hdg 022deg	Init. Alt: 6,500ft	Apt Elev: 479ft			
Angeles (RPLC) Philippines To Basco (RPUO) Philippines	Departure. Tune Nav 1 to CIA VOR, 113.10. Tune ADF to BS NDB, 276. Take off on Rwy 2R; climb out on 022deg to 6,500ft.						
	En Route. To Fix 01. Direct. Waypoint at CIA DME D7.0nm..... On passing over Fix 01 turn left to 352deg. Tune SAN VOR, 114.50 (NO DME) To SAN VOR, 114.50..... On passing SAN VOR, 114.5 turn right to 008deg, descend to 5,500ft. Tune Nav 1 to LAO VOR, 112.90				022	7.6	00+04
					352	87.3	00+34
	To LAO VOR, 112.90..... On passing LAO VOR turn right to 033deg. Track 031 ⁶ LAO VOR, 112.90 Outbound Radial until it fades. When BS NDB is received track to it, Then Tune Nav 1 to BS DME, 116.00. Commence 500fpm descent to 1,500ft when BS DME D32.0nm				008	87.7	00+34
	To Fix 02. Direct. Waypoint at BS DME D8.0nm..... On passing Fix 02 turn left to 003deg.				033	151.1	01+00
	To Fix 03. Direct. Waypoint when RMI reads 055deg.....				003	4.0	00+02

⁶ FSNV shows a course error of -2deg for LAO

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	<p>On passing Fix 03 turn right onto 060deg.</p> <p>To Rwy 6.....</p> <p>When runway in sight make visual approach to Rwy. BS NDB is on site so you have a choice of approaches. Regardless of wind there is only one approach direction and not much room for a go around. Land at RPUO Rwy 06. Length – 4101ft. Width – 98ft. Surface – Asphalt.</p> <p>Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 03 and repeat approach.</p>		060	4.7	00+02
Flight No: 1007-01-17	Arrival Airport Elev 291ft	Estimated totals for this flight>>>		342.4nm	02+16

18. Basco, Philippines to Miyako, Japan; RPUO to ROMY

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg takes us fro the Philippines into Japan. We take off from Basco, fly over Hengchun, Hualien, Yonaguni and land at Miyako. Some over water and some coastal scenery on this leg.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 24	Init. Hdg 240deg	Init. Alt: 6,500ft	Apt Elev: 291ft			
Basco (RPUO) Philippines To Miyako (ROMY) Japan	Departure. Tune Nav 1 to BS DME, 1116.00. Take off on Rwy 6; climb out on 240deg to 6,500ft.						
	En Route. To Fix 01. Direct. Waypoint at BS DME D 10.0nm..... On passing Fix 01 turn right to 332deg. Tune Nav1 to HCN VOR, 113.70				240	10.7	00+05
	To HCN VOR, 113.70. Direct..... On passing HCN VOR turn right to 022deg. Descend to 5,500ft. Tune Nav 1 to HLN VOR, 114.10				332	108.8	00+43
	To HLN VOR, 114.10. Direct..... On passing HLN VOR turn right to 073deg. Tune Nav 1 to YNE VOR, 115.30				022	132.9	00+52
					073	79.0	00+31

⁷ FSNV shows no error for MYC, however I suggest that you assume an error of +2deg

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	To YNE VOR, 115.30. Direct.....				
	On passing YNE VOR turn right to 084deg. Tune Nav 1 to MYC VOR, 117.5		084		
	Track the MYC 086R ⁷ towards MYC VOR.....		084	95.5	00+38
	To Fix 02. Direct. Waypoint at MYC DME D31.6.....				
	Commence descent at this point to 1,500ft.				
	On passing Fix 02 turn right to 102deg. Tune Nav 1 to Runway 4 ILS, 108.90		102	25.0	00+11
	To Fix 03. Continue on 102deg until you intercept ILS. Waypoint at MYC DME D 10.5nm....				
	ILS will turn you right onto 042deg		042	9.8	00+05
	To Rwy 4.....				
	Perform an ILS Approach. This is a Back Course, no Glide Slope available				
	Land at RPLB Rwy 04. Length – 6574ft. Width – 148ft. Surface – Asphalt.				
	Missed approach.				
	Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 03 and repeat approach.				
Flight No: 1007-01-18	Arrival Airport Elev 141ft	Estimated totals for this flight>>>		461.7nm	03+05nm

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From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather" This leg takes us further NE in Japan. We take off from Miyako and fly over Chinen, Yoron, Erabu, Tokunoshima and land at Amani. Some Island hopping here with quite a bit of open water.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep. Rwy: 4	Init. Hdg 042deg	Init. Alt: 5,500ft	Apt Elev: 141ft			
Miyako (ROMY) Japan To Amami (RJKA) Japan	Departure. Tune Nav 1 to MYC VOR, 117.50. Take off on Rwy 4; climb out on 042deg to 5,500ft.						
	En Route. To Fix 01. Direct. Waypoint at MYC DME D5.0nm..... On passing Fix 01 turn right to 063deg. Tune Nav 1 to TIC VOR, 114.20				042	6.1	00+03
	To TIC VOR, 114.20. Direct to TIC VOR..... On passing TIC VOR turn left to 035deg. Tune NAV 1 to YRE VOR, 112.25.				063	153.7	01+05
	To YRE VOR, 112.25. Direct..... On passing YRE VOR turn right to 039deg. Tune Nav 1 to ONC VOR, 113.10.				035	61.9	00+24
	To ONC VOR, 113.10. Direct..... On passing ONC VOR turn left to 027deg. Tune NAV 1 to TKE VOR, 116.00				039	28.3	00+11
	To TKE VOR, 116.00. Direct On passing TKE VOR turn right to 055deg. Tune Nav 1 to AME VOR, 113.95				027	25.5	00+13
	To Fix 02. Direct. Waypoint at AME DME D35.0nm..... On Passing commence 500fpm descent to 1600ft and turn right to 067deg.				055	22.6	00+04
	To Fix 03. Direct. Waypoint at AME DME D13.0nm to intercept Rwy 3 ILS, 109.30..... Glide Slope 1700ft at 5nm.				067	23.2	00+09
	To RJKA Rwy 3..... Perform ILS approach to Rwy 03.				031	12.0	00+05
	Land at RJKA 03. Length – 6574ft. Width – 148ft. Surface – Asphalt.						
	Missed Approach: Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 04 and repeat approach						
Flight No: 1007-01-19	Arrival Airport Elev 13ft		Estimated totals for this flight>>>			334.1nm	02+14

20. Amami, Japan to Fukuoka, Japan; RJKA to RJFF

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	A bit more Island hopping here and onto the main island of Japan. We take off from Amani and fly over Tanegshima, Kajiki and land at Fukuoka.						
	Dep. Rwy: 3	Init. Hdg 032deg	Init. Alt: 5,500ft	Apt Elev: 13ft			
Amami (RJKA) Japan To Fukuoka (RJFF) Japan	Departure. Tune Nav 1 to THE VOR, 116.20 Take off on Rwy 3; climb out on 032deg to 5,500ft.						
	En Route. To TJE VOR 116.20. Direct..... On passing the VOR turn left to357deg. Tune Nav 1 to KGE VOR, 115.70. Climb to 6,500ft.				032	142.7	00+56
	To KGE VOR, 115.70. Direct..... On passing KGE VOR turn right to 358deg. Tune Nav 1 to DGC VOR, 114.50				357	76.4	00+30
	Track To DGC VOR, 114.50.....				358		
	To Fix 01. Direct. Waypoint at DGC DME D45NM..... On passing Fix 01 turn right to 015deg. Tune Nav 01 Rwy 34 ILS, 111.70. Commence 500fpm descent to 2500ft				358	69.1	00+27
	To Fix 02. Stay on 015deg to intercept Rwy 34 ILS, 111.70.....				015	26.8	00+11
	To RJFF Rwy 34. Perform an ILS Approach. Back Course no Glide slope..... Continue decent to 1500ft then visual approach. If ceiling is below 2,500ft you should probably use runway 16 from the water side and a glide slope is available.				337	13.6	00+06
	Land at RJFF Rwy 34. Length – 9213ft. Width – 197ft. Surface – Asphalt.						
	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 02 and repeat approach.						
	Flight No: 1007-01-20	Arrival Airport Elev: 29ft		Estimated totals for this flight>>>			328.6nm

21. Fukuoka, Japan to Osaka, Japan; RJFF to RJOO

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	We travel ENE now across Japan, taking of from Fukuoka and crossing over Hongo and land at Osaka.						
	Dep. Rwy: 34	Init. Hdg337deg	Init. Alt: 5,500ft	Apt Elev: 29ft			
Fukuoka (RJFF) Japan To Osaka (RJOO) Japan	Departure. Tune ADF to FO NDB, 203.0 Take off on Rwy 34; climb out on 337deg to 5,500ft.						
	En Route. To FO NDB, 203.0 Direct..... On passing FO NDB turn right to 076deg. Tune NAV 1 to HGE VOR 117.90				337	7.0	00+03
	To HGE VOR 117.90. Direct..... On passing HGE VOR turn right to 087deg. Tune NVA 1 to OWE VOR, 113.90				076	133.9	00+53
	Track to OWE VOR, 113.90.....				087		
	To Fix 01. Waypoint at OWE DME D32nm..... On Passing Fix 01 turn left to 074deg and commence 500fpm descent to 2000ft.				087	93.6	00+37
	To Fix 02. Tune Nav 1 to Rwy 14R ILS, 110.10. . Stay on 074deg to intercept ILS, 110.10				074	28.7	00+12
	To Rwy 14R. Continue visual descent..... Intercept RWY 14R ILS, 110.10 and perform an ILS Approach. Back Course no Glide Slope. This is quite a steep approach, keep airspeed low.				142	6.9	00+03
	Land at RJOO Rwy 14R. Length – 9845ft. Width – 197ft. Surface – Asphalt.						
	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 02 and repeat approach.						
	Flight No: 1007-01-21	Arrival Airport Elev: 39ft		Estimated totals for this flight>>>			270.10nm

22. Osaka, Japan to Fukushima, Japan; 2 RJOO to RJSF

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	This leg takes us further North and East in Japan. We take off from Osaka and fly over Hamamattsu, Tateyama, Diago and land at Fukushima.						
	Dep: Rwy14R	Init. Hdg 143deg	Init. Alt: 5,500ft	Apt Elev: 39ft			
Osaka (RJOO) Japan To Fukushima (RJSF) Japan	Departure. Tune Nav 1 to LHE VOR, 110.00. Tune ADF to RK NDB, 340. Take off on Rwy 14; climb out on 143deg to 5,500ft.						
	En Route. To RK NDB, 340..... On passing RK NDB turn left to 094deg and intercept LHE 093R ⁸ .				143	8.7	00+04
	To LHE VOR, 110.00. Direct..... On passing LHE VOR turn left to 090deg. Tune NAV 1 to PQE VOR, 112.50				094	105.1	00+42
	To PQE VOR, 112.50. Direct..... On passing PQE VOR turn left to 019deg. Tune Nav 1 to GOC VOR, 115.30				090	109.7	00+43
	To GOC VOR, 115.30. Direct..... On passing GOC VOR turn left to 019deg. Tune Nav 1 to Rwy 1 ILS, 110.50				019	110.1	00+44
	When Rwy 1 ILS, 110.50 reads 17nm on DME, commence 500fpm descent to 2800ft						
	To Fix 01. When Rwy1 ILS, 110.50 Reads 12nm..... Intercept Rwy 1 ILS. 110.50 and perform an ILS approach. Glide Slope at 2,800ft at 5nm.				019	16.5	00+07
	To RJSF Rwy 1.....				009	12.1	00+05
	Land at RJSF Rwy 1. Length – 8212ft. Width – 197ft. Surface – Asphalt.						
	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 01 and repeat approach.						
Flight No: 1007-01-22	Arrival Airport Elev: 1220ft		Estimated totals for this flight>>>			362.3nm	02+24

⁸ FSNV shows a course error of -1deg for LHE

23. Fukushima, Japan to Hakodate, Japan; RJSF to RJCH

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" Further North now in Japan. We take off from Fukushima, fly over Sendai, Miyako, Misawa, Ominato and land at Hakodata.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy1	Init. Hdg 009deg	Init. Alt: 5,500ft	Apt Elev: 1220ft			
Fukushima (RJSF) Japan To Hakodate (RJCH) Japan.	Departure. Tune Nav 1 to FKE VOR 113.45. Take off on Rwy 1; climb out on 009deg to 5,500ft.						
	En Route. To Fix01. Direct. Waypoint at FKE DME D10nm..... On passing Fix 01 turn right to 035deg. Tune Nav 1 to SDE VOR, 116.30				009	10.9	00+05
	To SDE VOR, 116.30..... On passing SDE VOR turn left to 032deg. Tune Nav 1 to MQE VOR, 116.60				035	50.0	00+20
	To MQE VOR, 116.60..... On passing MQE VOR turn left to 341deg. Tune Nav 1 to MIS VOR 115.40. Climb to 6500ft.				032	114.2	00+45
	To MIS VOR, 115.40..... On passing MIS VOR turn right to 347deg. Tune Nav 1 to HWE VOR, 112.30				341	56.7	00+22
	Track to HWE VOR, 112.30..... To Fix 02. Direct. Waypoint at HWE DME D 22nm..... On passing Fix 02 turn right to 013deg. Commence 500fpm descent to 1500ft. Tune Nav 1 to Rwy 300 ILS, 109.30				347	47.4	00+19
	To Fix 03. On heading 013deg to intercept Rwy 300 ILS, 109.30..... To RJCH Rwy 30. Perform ILS Approach. BACK COURSE – no glide slope..... Land at RJSF Rwy 30. Length – 9820ft. Width – 148ft. Surface – Asphalt.				013	15.5	00+06
	To Fix 03. On heading 013deg to intercept Rwy 300 ILS, 109.30..... To RJCH Rwy 30. Perform ILS Approach. BACK COURSE – no glide slope..... Land at RJSF Rwy 30. Length – 9820ft. Width – 148ft. Surface – Asphalt.				297	9.2	00+04
Flight No: 1007-01-23	Arrival Airport Elev: 111ft			Estimated totals for this flight>>>		305nm	02+01

24. Hakodate, Japan to Khomutovo, Russia; RJCH to UHSS

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	This leg takes us from Japan and into Russia. We take off from Hakodate, fly over Sapporo, Rebun, Yuzhno-Sakhalinsk and land at Khomutovo.						
	Dep: Rwy30	Init. Hdg297deg	Init. Alt: 5,500ft	Apt Elev: 111ft			
Hakodate (RJCH) Japan To Khomutovo (UHSS) Russia	Departure. Tune Nav 1 to HWE VOR, 112.30. Tune SDF to P NDB, 327 Take off on Rwy 30 climb out on 297deg to 5,500ft.						
	En Route. To Fix 01. Direct. Waypoint at HWE DME D 10nm..... On passing Fix 01 turn right to 029deg. Tune Nav 1 to SPE VOR 113.90.				297	10.0	00+05
	To SPE VOR, 113.90..... On passing SPE VOR turn left to 005deg. Tune Nav 1 to RBE VOR, 116.20				029	86.7	00+34
	To RBE VOR, 116.20.....				005	137.1	00+54
	To Fix 02..... Track RBE VOR, 116.20 Outbound 047R. When RBE VOR Outbound DME is 77nm, turn right to 063deg and commence 500ft descent to 1500ft.				047	77.3	00+30
	To Fix 03..... When ADF needle lines up on 012deg follow needle to runway. Track towards P NDB, 327.				063	27.3	00+11
	When UHSS Runway 1 is in sight make a visual approach. Land Runway 1.....				012	7.7	00+03
	Land at UHSS Rwy 1. Length – 10945ft. Width – 148ft. Surface – Concrete						
	Missed approach. Climb straight ahead to 1,500ft, and perform another NDB approach.						
Flight No: 1007-01-24	Arrival Airport Elev: 59ft		Estimated totals for this flight>>>			346.1nm	02+17

25. Khomutovo, Russia to Petropavlovsk-Kamchatski, Russia; UHSS to UHPP

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather" This leg is one off the longer ones on this Charter and there is a long distance of Dead Reckoning navigation. We take off from Khomutovo where there is an NDB and then about 700nm of nothing until we reach another NDB at Ust-Bolsheretsk. Watch your heading closely and be sure to correct properly for any wind on this one.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy1	Init. Hdg 009deg	Init. Alt: 5,500ft	Apt Elev: 59ft			
Khomutovo (UHSS) Russia To Petropavlovsk- Kamchatski (UHPP) Russia	Departure. Tune ADF to PW NDB, 260. Take off on Rwy 1; climb out on 015deg to 5,500ft. En Route. To PW NDB, 260..... Now fly ADF 260 Outbound 059 reciprocal until it fades..... You should be staying on 067deg. There will be a big stretch of Dead Reckoning now. After ADF 680 fades set new ADF at UB NDB 907. If you were so inclined this would be a good place to pray a little. LOL To UB NDB, 907..... On passing UB NDB turn right to 083deg. Tune ADF to PR NDB 535. 28 minutes (64nm at 140kts) commence 500 fpm descent to 1,000ft and slow to 110kts To PR NDB, 535. Dead Reckon until NDB is received..... On passing PR NDB, 535 turn left to 345deg. Continue descent visually. To UHPP Rwy 34R..... When UHPP Rwy 34R is in sight make a visual approach. Land at UHPP RWY 34R. Length – 11082. Width – 197ft. Surface – Concrete Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return UB NDB and repeat approach.				015	23.9	00+13
					059		
					067	616.2	04+03
					086	82.2	00+33
					345	2.8	00+01
Flight No: 1007-01-25	Arrival Airport Elev: 131ft		Estimated totals for this flight>>>			725NM	05+50

26. Petropavlovsk-Kamchatski, Russia to Casco Cove CGS, United States; UHPP to ATU

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This is another long leg, about 535nm with an NDB at the start but thankfully a VOR at the far end. We take off from Petropavlovsk-Kamchatsky and fly a track towards Sheyma in the Aleutians and we land at Casco Cove. Once again watch your heading closely and make proper adjustments for any wind.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy16L	Init. Hdg 164deg	Init. Alt: 5,500ft	Apt Elev: 131ft			
Petropavlovsk-Kamchatski (UHPP) Russia To Casco Cove (ATU) United States	Departure. Tune ADF to PR NDB, 535. Tune Nav 1 to SYA VOR, 109.00. Take off on Rwy 16L; climb out on 164deg to 5,500ft. En Route. To PR NDB, 535..... On passing PR NDB, 535 turn left to 097deg. Track PR NDB, 535 outbound on 097deg until it fades or SYA VOR, 109.00 is received. Track 097R to SYA VOR, 109.00..... When SYA DME D71.0nm turn right to 110deg and commence 500fpm descend to 2,000ft. Tune ADF to NDB ATU, 375. To Fix 02. Waypoint at SYA DME D33nm..... When NDB needle nears 025 (SYA DME Reads 36nm) turn left to 021deg. To Rwy 20. Track ATU NDB inbound 021deg..... When ATU Rwy 20 is in sight make a visual approach. Land at ATU Rwy 20. Length – 5800ft. Width – 150ft. Surface – Asphalt Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 02 and repeat approach.						
					164	4.6	00+02
					097	491.9	03+16
					100	37.1	00+16
					021	8.5	00+04
Flight No: 1007-01-26	Arrival Airport Elev: 39ft		Estimated totals for this flight>>>			542nm	03+37

27. Casco Cove CGS, Alaska, United States to Adak, Alaska, United States; ATU to PADK

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg will be across mostly open water from Casco Cove to Adak. We have a VOR to use part way at Shemya and then some Dead Reckoning to an NDB at Adak.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy 20	Init. Hdg 200deg	Init. Alt: 5,500ft	Apt Elev: 39ft			
Casco Cove (ATU) United States To Adak (PADK) Alaska United States	Departure. Tune Nav 1 to SYA VOR, 109.00. Tune ADF to ADK NDB 530. Take off on Rwy 20climb out 200deg to 5,500ft.						
	En Route. To Fix 01. 200deg to intercept SYA 094R..... On passing Fix 01 turn left to 094deg.				200	3.1	00+02
	To SYA VOR, 109.00..... On passing SYA VOR turn left to 094deg.				094	24.3	00+14
	To ADK NDB, 530. Track SYA VOR Outbound Radial 094 until it fades. Tune Nav 2 to ADK DME, 114.00 for distance info. Continue on 094 and wait until ADK NDB 530 is received then direct to NDB.....				094	346.8	02+17
	To Fix 02. Turn left to 081deg and commence 500fpm descent to 2,500ft and slow to approach speed. Waypoint at ADK DME D14.7nm On passing Fix 02 turn left to 326deg. Tune Nav 1 to Rwy 23 ILS, 108.90				081	14.7	00+06
	To Fix 03. Continue on 326 to intercept Rwy 23 ILS, 108.90, approximately 7.8 miles.....				326	7.8	00+03
	To Rwy 23. Perform an ILS approach..... Glide Slope 1,500ft at 5nm				232	12.7	00+05
	Land at ADAK Rwy 23. Length – 7775ft. Width – 200ft. Surface – Asphalt						
	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 03 and repeat approach.						
Flight No: 1007-01-27	Arrival Airport Elev: 16ft		Estimated totals for this flight>>>			417nm	02+47

28. Adak, Alaska, United States to Unalaska, Alaska, United States; PADK to PADU

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather" This leg is some more Island hopping along the Aleutians from Adak to Unalaska in Dutch Harbour. The approach is such that the runway is at near sea level on the north edge of the harbor and it runs N/S. We must enter the harbor at it's most Southerly point and shortly after entering the harbor make a 90 degree turn to the left to line up with the runway. There is ample of room to make this maneuver but can be touchy if you are not expecting it. If I forgot to mention, quite high mountainous cliffs surround the harbor.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy5	Init. Hdg 047deg	Init. Alt: 5,500ft	Apt Elev: 16ft			
Adak (PADK) Alaska United States To Unalaska (PADU) Alaska United States	Departure. Tune ADK DME, 114.00 for distance information. Tune ADF to ADK NDB, 530.0. Take off on Rwy 5, Climb out on 054deg to 5,500ft.						
	En Route. Track Outbound ADK NDB 530 until it fades..... When it fades, turn right to 063deg and tune ADF to DUT NDB 283.0				054	4.0	00+02
	Track to DUT NDB, 283.0..... There should be a series of islands off your starboard wing as you continue on 063deg. When you lose distance information on ADK DME tune Nav 1 to DUT DME 113.90.				063		
	To Fix 01. Waypoint at DUT DME D 35nm..... On passing Fix 01 turn left to 038deg. Commence descent to 1,500ft. Mountain on right				063	346.8	02+19
	To Fix 02. Waypoint at DUT DME D - go through 14.9, 13.8 and back up to 14.9nm..... When ADF needle nears 156, turn right to 156deg. Continue visual descent and slow to final speed.				038	37.3	00+15
	To Rwy 12. Rwy approach will be 30 deg to your left..... When Rwy is in sight descend to 750ft and fly a visual approach. Keep to right side of inlet until ADF needle nears 120deg then turn left onto 120deg. Land at PADU Rwy 12. Length – 3896ft. Width – 100ft. Surface – Asphalt				156	15.1	00+06

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	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 02 and repeat approach.				
Flight No: 1007-01-28	Arrival Airport Elev: 22ft	Estimated totals for this flight>>>		403.2nm	02+42

29. Unalaska, Alaska, United States to Port Heiden, Alaska, United States; PADU to PAPH

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy30	Init. Hdg300deg	Init. Alt: 11,500ft	Apt Elev: 30ft			
Unalaska (PADU) Alaska United States To Port Heiden (PAPH) Alaska, United States	<p>Departure. Tune Nav 1 to CDB VOR, 112.60 Tune ADF to PDN NDB, 371.00.</p> <p>Take off on Rwy 30, heading 300deg and commence climbing to 11,500ft.</p> <p>En Route. To Fix 1. Waypoint at take-off plus 1.0 minute..... On passing Fix 1 turn right to 041deg, and intercept CDB 040R⁹, continue climb to 11,500ft.</p> <p>To CDB VOR, 112.60. Direct..... On passing CDB VOR turn left to 040deg.</p> <p>To Fix 02. Track CDB VOR 033deg Outbound Radial until PDN NDB is received. When NDB is received tune Nav 1 to PDN DME, 109.50 for distance information. Waypoint at PDN DME D63nm..... On passing fix 01 turn left to 033deg and commence 500fpm descent to 1,000ft.</p> <p>To Fix 03. Direct. Waypoint at PDN DME D10.0nm. RMI reads 052deg..... On passing Fix 03 turn right to 052deg. This should also line you up on 052deg to PDN NDB</p> <p>To Rwy 5. Rwy will be straight ahead, 052deg at 10.3nm.....</p> <p>When Rwy is in sight, fly a visual approach.</p> <p>Land at PAPH Rwy 5. Length – 6235ft. Width – 100ft. Surface – Gravel</p> <p>Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 03 and repeat approach.</p>				300	3.6	00+01
					041	155.1	01+00
					034	107.8	00+39
					033	53.9	00+21
					052	10.3	00+04
Flight No: 1007-01-29	Arrival Airport Elev: 88ft		Estimated totals for this flight>>>			329.1nm	02+05

⁹ FSNav shows a course error of -1deg for CDB

30. Port Heiden, Alaska, United States to Homer, Alaska, United States; PAPH to PAHO

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" On this leg we get into Alaska proper. We take off from Port Heiden, cross Kodiak and land at Homer.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy5	Init. Hdg 052deg	Init. Alt: 5,500ft	Apt Elev: 88ft			
Port Heiden (PAPH) Alaska, United States To Homer (PAHO) Alaska, United States	Departure. Tune Nav 1 to ODK VOR, 117.10. Take off on Rwy 5, heading 052deg and commence climbing to 5,500ft.						
	En Route. To ODK VOR, 117.10. Intercept ODK 051R ¹⁰ . Direct to VOR..... On passing ODK VOR Turn left to 350deg. Tune Nav 1 to HOM VOR, 114.60				052	209.40	01+24
	Track 350R to HOM VOR, 114.60.....				350		
	To Fix 01. Direct. Waypoint at HOM VOR D35.0nm..... On passing Fix 01 turn left to 328deg. . Commence descent to 1,700ft. Tune Nav 1 to HOM Rwy 3 ILS, 109.30				350	85.0	00+34
	To fix 02. Direct. Waypoint at HOM VOR D16.0nm..... On passing Fix 02 turn right to 031deg.				334	22.2	00+09
	To Rwy 3. Straight ahead, 031deg at 12.6nm. Localizer but no Glide Slope..... Land at IHOM Rwy 3. Length – 6684ft. Width – 150ft. Surface – Asphalt Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 02 and repeat approach.				031	12.6	00+05
Flight No: 1007-01-30	Arrival Airport Elev: 85ft		Estimated totals for this flight>>>			329.1nm	02+05

¹⁰ FSNav shows a course error of -1deg for ODK

31. Homer, Alaska, United States to Northway, Alaska, United States; PAHO to PAOR

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg is NE into Alaska's higher country. We take off from Homer and fly over Anchorage, Gukana and land at Northway. Due to mountains we require an altitude of 11,500 feet on this leg. This and the next few legs have some spectacular scenery of mountains, lakes and rivers. If you don't have any of the available terrain scenery installed this might be a good place to consider it. It really enhances what you see.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy3	Init. Hdg 031deg	Init. Alt: 11,500ft	Apt Elev: 85ft			
Homer (PAHO) Alaska, United States To Northway (PAOR) Alaska United States	Departure. Tune Nav 1 to ANC VOR, 114.30 Take off on Rwy 3, heading 031deg and commence climbing to 11,500ft.						
	En Route. To Fix 01. Direct. Waypoint at Take Off plus 6 minutes..... On Passing Fix 01 turn left to 354deg.				031	12.4	00+06
	To ANC VOR, 114.30. Direct..... On passing ANC VOR turn right to 037deg and Intercept GKN 039R ¹¹ . Tune Nav 1 to GKN VOR, 115.60				354	88.0	00+34
	To GKN VOR, 115.60. Direct..... On passing GKN VOR turn left to 033deg. Tune Nav 1 to ORT VOR, 116.30				037	148.2	00+54
	Intercept ORT 034R ¹² and track To ORT VOR, 116.30.....				033		
	To Fix 02. Direct. When ORT DME D60.0nm, commence 500fpm descent to 7,500ft. When ORT DME D24.0nm, commence 500fpm descent to 3,000ft. Waypoint at ORT DME D9.4nm.... On passing Fix 02 turn left to 009deg.				034	99.4	00+37
	To Fix 03. Direct. Waypoint at ORT DME D9.4nm..... On passing Fix 03 turn right to 040deg				009	4.4	00+02
	To Rwy 4. Straight ahead, 042deg at 5.1nm..... When Rwy is in sight, fly a visual approach.				042	5.1	00+02

¹¹ FSNav shows an error of -1deg for GKN, however I suggest that you an error of +2deg

¹² FSNav shows an error of -1deg for ORT, however I suggest that you an error of +1deg

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	Land at PAOR Rwy 4. Length – 5084ft. Width – 100ft. Surface – Asphalt Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 03 and repeat approach.				
Flight No: 1007-01-31	Arrival Airport Elev: 1715ft	Estimated totals for this flight>>>		358nm	02+17

32. Northway, Alaska, United States to Whitehorse, Yukon, Canada; PAOR to CYXY

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	This leg takes us out of Alaska and SE into Canada's Yukon territory. We take off from Northway, fly over Beaver Creek and land at the Yukon's Capital, Whitehorse. Mountains through here as well and lovely scenery						
	Dep: Rwy4	Init. Hdg 042deg	Init. Alt: 7,5000ft	Apt Elev: 1715ft			
Northway (PAOR) Alaska United States To Whitehorse (CYXY) Yukon, Canada	Departure. Tune Nav 1 to YXY VOR, 116.60. Tune ADF to XYQ NDB, 239.0 Take off on Rwy 4, heading 042deg and commence climbing to 7,500ft.						
	En Route. To Fix 01. Direct... Waypoint at Take off plus 2 minutes..... On Passing Fix 01 turn right to 113deg, you will pick up the NDB about 6mins after take off.				042	3.4	00+02
	To YXQ NDB, 239.0. Direct..... On passing YXQ NDB turn left to 091deg. Dead Reckon until YXY VOR, 116.60 is received. This should only be a short few miles if at all.				113	43.4	00+18
	Track 101R ¹³ to YXY VOR, 116.60.....				091		
	To Fix 02. Direct. Waypoint at YXY DME D25.0nm..... On Passing Fix 03 commence 500fpm descent to 4,800ft. Tune Nav 1 to Rwy 13R ILS, 109.50. Turn Left 049deg.				091	170.4	01+15
	To Fix 3. Direct. 049deg to intercept Rwy 13R ILS. Waypoint at YXY DME D18.0nm... When ILS takes over direction will become 130deg.				049	18.2	00+07
	To Rwy 13R. Continue descent to 3,500ft. Do ILS Approach..... This approach is a back course. No Glide slope available.				130	12.8	00+05
	Land at CYXY Rwy 13R. Length – 9480ft. Width – 150ft. Surface – Asphalt						
	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 02 and repeat approach.						
	Flight No: 1007-01-32	Arrival Airport Elev: 2316ft		Estimated totals for this flight>>>			248.2nm

¹³ FSNV shows an error of +7deg for YXY, however I suggest that you an error of +10deg

33. Whitehorse, Yukon, Canada to Annette Island, Alaska, United States; CYXY to PANT

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg takes us from the Yukon back into Alaska, the Panhandle this time on our way south to Vancouver. We take off from Whitehorse, fly over Sisters Island, Level Island and land at Annette Island. Some more real nice scenery on this leg				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy13R	Init. Hdg 131deg	Init. Alt: 7,500ft	Apt Elev: 2316ft			
Whitehorse (CYXY) Yukon, Canada To Annette Island (PANT) Alaska United States	Departure. Tune Nav 1 to SSR VOR, 114.00. Tune ADF to PJ NDB, 329.0. Take off on Rwy 13R, heading 131deg and commence climbing to 7,500ft.						
	En Route. To PJ NDB, 329.0. Direct..... On passing PJ NDB turn right to 158deg and intercept SSR 156R ¹⁴ .				131	18.1	00+08
	To SSR VOR, 114.00. Direct..... On passing SSR VOR Tune Nav 1 to LVD VOR, 116.50. Descend to 5,500ft. Turn left to 118deg and intercept LDV 116R ¹⁵ .				158	136.6	00+53
	To LVD VOR, 116.50. Direct..... On passing LVD VOR Turn right to 123deg and intercept ANN 121R ¹⁶ . Tune Nav 1 to ANN VOR, 117.10. Tune ADF to ICK NDB, 266.0				118	124.5	00+49
	Track to ANN VOR, 117.10.....				123		
	To Fix 01. Waypoint at ANN DME D34.5nm..... At Fix 01 commence 500fpm descent to 3,000ft. At 9.0nm continue descent to 1,000ft.				123	64.2	00+25
	To ICK NDB, 266.0. Direct. When over NDB runway will be 12 o'clock at 1.4nm.....				124	33.3	00+14
	To Rwy 12..... When runway is visible do a visual approach Land at ANN Rwy 12. Length – 7493ft. Width – 150ft. Surface – Asphalt				121	1.4	00+01

¹⁴ FSNV shows a course error of -2deg for SSR

¹⁵ FSNV shows a course error of -2deg for LDV

¹⁶ FSNV shows a course error of -2deg for ANN

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	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return ICK NDB and repeat approach.				
Flight No: 1007-01-33	Arrival Airport Elev: 118ft	Estimated totals for this flight>>>		378.1nm	02+30

34 Annette Island, Alaska, United States to Port Hardy, British Columbia, Canada; PANT to CYZT

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg takes us from the Alaska Panhandle into British Columbia, Canada. We take off from Annette Island, pass over Sandspit and land at Port Hardy on the North end of Vancouver Island. Quite a bit of this leg is over open water and coastal areas.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy12	Init. Hdg 121deg	Init. Alt: 5,500ft	Apt Elev: 118ft			
Annette Island (PANT) Alaska United States To Port Hardy (CYZT) British Columbia Canada	Departure. Tune Nav 1 to YZP VOR, 114.10. Take off on Rwy 12, heading 121deg and commence climbing to 5,500ft. En Route. To Fix 01. Waypoint at Take off plus 3.0 minutes..... On passing Fix 01 turn right to 162deg. To YZP VOR, 114.10. Direct..... On passing YZP VOR Turn left to 109deg. Tune Nav 1 to YZT VOR 112.00, which you will pick up after about 10mins. To Track To YZT VOR 112.00..... To Fix 02. Direct. Waypoint at YZT DME D35.6nm..... On passing Fix 02 turn right to 115deg. Commence 500fpm descent to 2,500ft. To Fix 03. Direct. Waypoint at YZT DME D12.5nm..... On Passing Fix 03 Tune NAV 1 to Rwy 11 ILS, 109.50 To Rwy 11. Do an ILS Approach. Glide Slope 1,800ft at 5nm..... Land at CYZT Rwy 11. Length – 4923ft. Width – 150ft. Surface – Asphalt Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 3 and repeat approach.						
					121	6.2	00+03
					162	103.4	00+42
					109		
					109	189.6	01+15
					115	22.9	00+09
					107	12.4	00+05
Flight No: 1007-01-34	Arrival Airport Elev: 72ft		Estimated totals for this flight>>>			334.5nm	02+14

35 Port Hardy, British Columbia, Canada to Vancouver, British Columbia, Canada; CYZT to CYVR

From - To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	This leg takes us down the length of Vancouver Island to Comox and across to Vancouver on the British Columbia mainland. We take off from Port Hardy; pass over Campbell River, Comox and land in Vancouver. More nice coastal and mountainous scenery.						
	Dep: Rwy11	Init. Hdg 107deg	Init. Alt: 7,500ft	Apt Elev: 72ft			
Port Hardy (CYZT) British Columbia Canada To Vancouver (CYVR) British Columbia, Canada	Departure. Tune Nav 1 to YZT VOR, 112.00. Tune ADF to YBL NDB, 203.0. Take off on Rwy 11, heading 107deg and commence climbing to 5,500ft.						
	En Route. To Fix 01. Waypoint at YZT DME D 3.70nm..... On passing Fix 01 turn left to 077deg.				107	4.0	00+02
	To fix 2. On 077deg Waypoint is at YZT DME D 6.7 nm..... On passing Fix 2 turn right to 095deg. Track YZT VOR Outbound 095deg until YBL NDB, 203.0 is received.				077	3.3	00+02
	To YBL NDB, 203.0. Direct..... On passing YBL NDB turn right to 112.0deg. Tune ADF to QQ NDB, 400.0				095	80.2	00+50
	To QQ NDB, 400.0. Direct..... On passing QQ NDB turn left to 098deg. Tune Nav 1 to YVR VOR, 115.90				112	21.6	00+08
	Track to YVR VOR, 115.90.....				098		
	To Fix 3. Waypoint at YVR DME D 50.0nm..... On passing Fix 03 commence 500fpm descent to 2000ft.				098	31.0	00+12
	To Fix 4. Waypoint at YVR DME D 17.5nm..... At Fix 4 Tune Nav 1 to YVR Rwy 8R ILS, 109.5, and lock onto localizer.				098	32.7	00+13
	To Rwy 8R. Do an ILS Approach. Glide Slope 1,600ft at 5 nm.....				078	13.2	00+06
	Land at CYVR Rwy 8R. Length –10963ft. Width – 200ft. Surface – Asphalt						
Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 03 and repeat approach.							
Flight No: 1007-01-35	Arrival Airport Elev: 13ft		Estimated totals for this flight>>>			185.4nm	01+19

36. Vancouver, British Columbia, Canada to Cranbrook, British Columbia, Canada; CYVR to CYXC

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg takes us from Vancouver and over mountain communities of Princeton, Penticton, Castlegar and land in Cranbrook. The approach I have makes for an interesting one as you must make a considerable descent in a short period. Be sure you airspeed is slowed right down prior to the start of the descent with lots of flaps to keep you from gaining too much speed. This leg has some more beautiful scenery of mountains, rivers, lakes and snowcaps. Another one that would be greatly enhanced if you have some terrain scenery installed.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy8R	Init. Hdg 079deg	Init. Alt: 9,500ft	Apt Elev: 13ft			
Vancouver (CYVR) British Columbia, Canada To Cranbrook (CYXC) British Columbia Canada	Departure. Tune Nav 1 YDC VOR, 113.90. Tune ADF to YYF NDB, 290.0 Take off on Rwy 8R, heading 079deg and commence climbing to 9,500ft.						
	En Route. To Fix 01. Waypoint at Take off plus 5.0 minutes..... On passing Fix 01 turn left to 061deg.				079	10.5	00+05
	To YDC VOR, 113.90. Direct..... On passing YDC VOR turn left to 057deg. Tune NAV 1 to YXC 112.10.				061	101.3	00+40
	To YYF NDB, 290.0. Direct..... On passing YYF NDB turn right to 077deg. Tune ADF to YK NDB, 269.0.				057	30.8	00+11
	To YK NDB, 269.0. Fly 077deg Dead Reckon until NDB is received, maybe 25 miles..... On passing YK NDB turn left to 057deg.				077	77.5	00+29
	Track to YXC VOR, 112.10.....				057		
	To Fix 02. Direct. Waypoint at YXC DME D22.5nm..... On passing Fix 02 turn right to 077deg.				057	39.2	00+15
	To Fix 03. Direct. Waypoint at YXC DME D13.0nm..... At Fix 03 commence a 500fpm descent to 7,500ft.				077	11.6	00+04
	To Fix 04. Direct. Waypoint at XYC DME D15nm..... At Fix04 Turn left to 339deg. Tune NAV 1 to Rwy 34 ILS, 110.30. Back Course and no Glide Slope available. Fast descent from 7,500 to 3,081 – You need some good visibility for this one.				078	23.0	00+09
	To Rwy 34. Do an ILS Approach, watching closely your descent..... Land at CYXC Rwy 34. Length –6078ft. Width – 150ft. Surface – Asphalt				339	11.8	00+05

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	Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 04 and repeat approach.				
Flight No: 1007-01-36	Arrival Airport Elev: 3080ft	Estimated totals for this flight>>>		305.70nm	01+58

37. Cranbrook, British Columbia, Canada to Empress, Alberta, Canada; CYXC to CYEA

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg will take us out of the mountains and onto some of Canada's more flat terrain. We take of in the mountains at Cranbrook to the foothills city of Calgary and on to land at Empress, Alberta right next to the Saskatchewan border. We have to start out at 11,500 feet in the mountains and level off down at 5,500 over the prairies.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy34	Init. Hdg 339deg	Init. Alt: 11,500ft	Apt Elev: 3080ft			
Cranbrook (CYXC) British Columbia Canada To Empress (CYEA) Alberta Canada	Departure. Tune Nav 1 YYC VOR, 116.70. Tune ADF to SX NDB, 368.0. Take off on Rwy 34, heading 339deg and commence climbing to 11,500ft. En Route. To XC NDB, 240.0. Direct..... On passing XC NDB turn right to 026deg and intercept YYC 025R ¹⁷ . To YYC VOR, 116.70. Direct..... On passing YYC VOR turn right to 076deg. Tune Nav 1 to YEA VOR, 115.90. Descend to 5,500 Track To YEA VOR, 115.90..... To Fix 01. Direct. Waypoint at YEA DME D20.0nm..... On passing fix 01 turn left to 067deg. Commence a 500fpm descent to 3,000ft. To Fix 02. Direct. Waypoint at YEA DME D5.0nm..... On passing Fix 02 turn right to 109deg. To Rwy 11. Rwy 12 o'clock at 3.8nm. When runway in sight do a visual approach..... Land at CYEA Rwy 11. Length –2947ft. Width – 75ft. Surface – Asphalt Missed approach. Climb straight ahead to 1,500ft. Make a right procedure turn and return Fix 04 and repeat approach.						
					339	21.0	00+09
					026	100.7	00+36
					076		
					075	127.4	00+50
					067	15.8	00+06
					109	3.8	00+02
Flight No: 1007-01-37	Arrival Airport Elev: 2211ft		Estimated totals for this flight>>>			305.70nm	01+58

¹⁷ FSNV shows a course error of -1deg for YYC

38. Empress, Alberta, Canada to Yorkton, Saskatchewan, Canada; CYEA to CYQV

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg takes us over some of the rolling farmland from the Eastern edge of Alberta into Saskatchewan. We take off from Empress, Alberta, fly over Saskatoon and land at Yorkton, Saskatchewan. Canada's prairies average about 2,500 feet above sea level.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy11	Init. Hdg 110deg	Init. Alt5, 500ft	Apt Elev: 2211ft			
Empress (CYEA) Alberta Canada To Yorkton (CYQV) Saskatchewan Canada	Departure. Tune Nav 1 YXE VOR, 116.20. Take off on Rwy 11, heading 110deg and commence climbing to 5,500ft.						
	En Route. To Fix 01. Direct. Waypoint at Take Off plus 2 minutes..... On passing Fix 01 turn left to 040deg.				110	4.4	00+02
	To YXE VOR, 116.20. Direct..... On passing YDN VOR turn right to 096deg to intercept YQV 097R ¹⁸ . Tune Nav 1 to YQV VOR, 115.80.				040	142.5	00+57
	Track to YQV VOR, 115.80. On passing YQV VOR turn right to 095deg.				096		
	To Fix 02. Direct. Waypoint at YQV DME D 19.0nm..... On passing Fix 02 turn right to 119deg. Commence 500fpm descent to 4,000ft				096	148.3	00+59
	To Fix 03. Direct. Waypoint at YQV DME D 8.0nm, OBS=035deg..... On passing Fix 03 turn left to 034deg.				119	18.1	00+07
	To Rwy 3. Rwy 12 o'clock at 8.0nm. When runway in sight do a visual approach..... Land at CYQV Rwy 3. Length –4793ft. Width – 150ft. Surface – Asphalt Missed approach. Climb straight ahead to 4,000ft. Make a right procedure turn and return Fix 03 and repeat approach.				034	7.9	00+03
Flight No: 1007-01-38	Arrival Airport Elev: 1633ft		Estimated totals for this flight>>>			321.20nm	02+08

¹⁸ FSNV shows an error of –1deg for YQV, however I suggest that you an error of +1deg

39. Yorkton, Saskatchewan, Canada to Kenora, Ontario, Canada; CYQV to CYQK

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	This leg takes us from Saskatchewan, across Manitoba and into the Northwestern part of Ontario. We take off from Yorkton, fly over Dauphin, Winnipeg and land at Kenora. We have now left the prairies and are into the more rugged bush terrain of Ontario. Quite scenic with many lakes and rivers throughout the landscape.						
	Dep: Rwy3	Init. Hdg 034deg	Init. Alt: 5,500ft	Apt Elev: 1633ft			
Yorkton (CYQV) Alberta Canada To Kenora (CYQK) Ontario Canada	Departure. Tune Nav 1 YDN VOR, 116.10. Tune ADF to YQK NDB, 326.0 Take off on Rwy 3, heading 034deg and commence climbing to 5,500ft.						
	En Route. To Fix 01. Direct. Waypoint at Take Off plus 2 minutes..... On passing Fix 01 turn right to 088deg.				034	4.3	00+02
	To YDN VOR, 116.10. Direct..... On passing YDN VOR turn right to 116deg. Tune Nav 1 to YWG VOR, 115.50.				088	88.7	00+36
	To YWG VOR, 115.50. Direct..... On passing YWG VOR turn left to 089deg. Track YWG VOR 089 Outbound Radial until YQK NDB, 326.0 is received.				116	128.5	00+51
	To Fix 02. On YWG VOR 089 Outbound Radial, Waypoint at YWG DME D85.0nm..... On passing Fix 02 turn right to 091deg. Commence 500fpm descent to 2,500ft.				089	85.3	00+34
	To YQK NDB, Direct..... On passing YQK NDB turn right to 097deg.				091	23.9	00+10
	To Rwy 7. On 097deg Rwy will be at 12 O'clock at 1.9nm. Rwy heading left 20 degrees.... When runway in sight do a Visual approach.				097	1.9	00+01
	Land at CYQK Rwy 7. Length –5781ft. Width – 150ft. Surface – Asphalt Missed approach. Climb straight ahead to 2,500ft. Make a right procedure turn and return Fix 02and repeat approach.						
Flight No: 1007-01-39	Arrival Airport Elev: 1332ft		Estimated totals for this flight>>>			332.6nm	02+14

40. Kenora, Ontario, Canada to Thunder Bay, Ontario, Canada; CYQK to CYQT

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg continues on East in Ontario. We take off from Kenora and fly east over Sioux Lookout, and Southeast down to Thunder Bay on the Northeast shores of Lake Superior. More rugged, lake laced, wooded scenery.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy7	Init. Hdg 076deg	Init. Alt: 5,500ft	Apt Elev: 1332ft			
Kenora (CYQK) Ontario Canada To Thunder Bay (CYQT) Ontario Canada	Departure. Tune Nav 1 XL DME, 113.10. Tune ADF to YQK NDB, 326.0 Take off on Rwy 7, heading 076deg and commence climbing to 5,500ft.						
	En Route. To XYL NDB. Track YQK NDB outbound 076 reciprocal until it fades then Tune ADF to XYL NDB, 346. XL DME, 113.10 can be used for distance information..... On passing turn right to 140deg. XYL NDB Tune Nav 1 to YQT VOR, 114.10				076	97.6	00+40
	Track to YQT VOR, 114.10.....				140		
	To Fix 01. Direct. Waypoint at YQT DME D28.5nm..... On passing Fix 01 commence 500ft descent to 2,200ft.				140	119.4	00+47
	To Fix 02. Direct. Waypoint at YQT DME D 5.5 NM..... At Fix 02 Tune Nav 1 to Rwy 7 ILS, 109.50				140	22.6	00+09
	To Rwy 7. Intercept Rwy 7 ILS, 109.50 and do an ILS Approach. Glide Slope 2,200ft at 5nm... Land at CYQT Rwy 7. Length –6139ft. Width – 200ft. Surface – Asphalt Missed approach. Climb straight ahead to 2,200ft. Make a right procedure turn and return Fix 02 and repeat approach.				072	8.2	00+03
Flight No: 1007-01-40	Arrival Airport Elev: 652ft		Estimated totals for this flight>>>			247.8nm	01+39

41. Thunder Bay, Ontario, Canada to Sault Ste Marie, Ontario, Canada; CYQT to CYAM

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg continues South and East along the Eastern shores of Lake Superior. We take off from Thunder Bay, fly over Marathon, Wawa and land in Sault Ste Marie.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy7	Init. Hdg 072deg	Init. Alt: 5,500ft	Apt Elev: 652ft			
Thunder Bay (CYQT) Ontario Canada To Sault Ste Marie (CYAM) Ontario Canada	Departure. Tune Nav 1 YSP VOR, 115.90. Take off on Rwy 7, heading 072deg and commence climbing to 5,500ft.						
	En Route. Fix 01. Waypoint at Take Off plus 5 minutes..... On passing Fix 01 turn right to 085deg.				072	10.7	00+05
	To YSP VOR, 115.90. Direct..... On passing YSP VOR turn right to 134deg. Tune Nav 1 to YXZ VOR, 112.70				085	110.9	00+45
	To YXZ VOR, 112.70. Direct..... On passing YXZ VOR turn right to 174deg and intercept SSM 171R ¹⁹ . Tune Nav 1 to SSM VOR, 112.20				134	76.6	00+30
	Track to SSM VOR, 112.20.....				174		
	To Fix 02. Direct. Waypoint at SSM DME D 33.0nm..... On passing Fix 02 turn right to 212deg. Commence 500fpm descent to 2,200ft.				174	61.5	00+24
	To Fix 03. Direct. Waypoint at SSM DME D21.0nm..... At Fix 03 turn left to 112deg. Tune Nav 1 to Rwy 12 ILS, 109.50.				212	27.2	00+11
	To Rwy 12. Perform ILS Approach. Glide Slope 2,200ft at 5nm.....				112	11.5	00+05
	Land at CYAM Rwy 12. Length –6144ft. Width – 200ft. Surface – Asphalt Missed approach. Climb straight ahead to 2,200ft. Make a right procedure turn and return Fix 02 and repeat approach.						
Flight No: 1007-01-41	Arrival Airport Elev: 629ft		Estimated totals for this flight>>>			298.4nm	02+00

¹⁹ FSNV shows a course error of -3deg for SSM

42. Sault Ste Marie, Ontario, Canada to Niagara Falls, New York, United States; CYAM to KIAG

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	On this leg we take off from Sault Ste Marie, over Wiarton, across Toronto, Saint Catharines and land at Niagara Falls New York. Watch for the falls on your right when landing.						
	Dep: Rwy12	Init. Hdg 112deg	Init. Alt: 5,500ft	Apt Elev: 629ft			
Sault Ste Marie (CYAM) Ontario Canada To Niagara Falls (KIAG) New York United States	Departure. Tune Nav 1 YVV VOR, 117.70. Take off on Rwy 12, heading 112deg and commence climbing to 5,500ft.						
	En Route. Fix 01. Waypoint at Take Off plus 5 minutes..... On passing Fix 01 turn right to 135deg and intercept YVV 134R ²⁰ .				112	10.7	00+05
	To YVV VOR, 117.70. Direct..... On passing YVV VOR turn right to 144deg. Tune Nav 1 to YYZ VOR, 112.15.				135	167.2	01+07
	To YYZ VOR, 112.15. Direct..... On passing YYZ VOR turn right to 149deg and intercept YYZ 150R ²¹ . Tune ADF to SN NDB, 408.0.				144	90.9	00+36
	To Fix 02. Track YYZ VOR 150 Outbound radial. Waypoint at YYZ DME D19.0nm..... On passing Fix 02 turn right to 176deg. Commence 500fpm descent to 2,000ft.				149	20.0	00+08
	To SN NDB. Direct..... Tune Nav 1 to Rwy 10L ILS, 110.10				176	16.7	00+07
	To Fix 03. Stay on 176deg for 1 minute to intercept ILS then turn left to 100deg.....				176	2.4	00+01
	To Rwy 10L. Do an ILS Approach. This is a Back Course, no Glide Slope available..... Land at KIAG Rwy 10L. Length –9110ft. Width – 150ft. Surface – Asphalt				100	12.1	00+05
	Missed approach. Climb straight ahead to 2,000ft. Make a right procedure turn and return Fix 03 and repeat approach.						
Flight No: 1007-01-42	Arrival Airport Elev: 590ft		Estimated totals for this flight>>>			320.0nm	02+09

²⁰ FSNV shows a course error of -1deg for YVV

²¹ FSNV shows a course error of +1deg for YYZ

43. Niagara Falls, New York, United States to Montreal (Dorval), Quebec, Canada; KIAG to CYUL

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg we take off from Niagara Falls, New York, back into Canada, Northeast over Ottawa and Land at Montreal, Quebec.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy10L	Init. Hdg 100deg	Init. Alt: 5,500ft	Apt Elev: 590ft			
Niagara Falls (KIAG) New York United States To Montreal (Dorval) (CYUL) Quebec Canada	Departure. Tune Nav 1 YOW VOR, 114.60. Tune ADF to IA NDB, 329.0. Take off on Rwy 10L, heading 100deg and commence climbing to 5,500ft.						
	En Route. To IA NDB, 329.0. Direct..... On passing IA NDB turn left to 054deg. Track 054deg IA NDB, Outbound until YOW 055R ²² is intercepted.				100	5.6	00+03
	To YOW VOR, 114.60. Direct..... On passing YOW VOR turn right to 097deg. Tune Nav 1 to YUL VOR 116.30				054	188.5	01+15
	Track to YUL VOR, 116.30.....				097		
	To Fix 01. Direct. Waypoint at YUL DME D25.0nm..... On passing Fix 01 turn right to 123deg. Commence 500fpm descent to 1700ft.				097	57.0	00+22
	To Fix 02. Direct. Waypoint at YUL DME D10.6nm..... At Fix 02 Turn left to 103deg. Tune Nav 1 to Rwy 10 ILS 109.90.				123	21.5	00+09
Flight No: 1007-01-43	To Rwy 10. Do an ILS Approach. Glide Slope 1700feet at 5nm..... Land at CYUL Rwy 10. Length –6979ft. Width – 200ft. Surface – Asphalt				103	13.7	00+06
	Missed approach. Climb straight ahead to 1,700ft. Make a right procedure turn and return Fix 02 and repeat approach.						
	Arrival Airport Elev: 118ft		Estimated totals for this flight>>>			286.4nm	01+57

²² FSNV shows a course error of +1deg for YOW

44. Montreal (Dorval), Quebec, Canada to Mont-Joli, Quebec, Canada; CYUL to CYYY

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	On this leg we take off from Montreal's Dorval airport and turn Northeast up the St Lawrence River, over Quebec City and land at Mont-Joli, Quebec. Some higher terrain through this area and in real life some of the most beautiful along the shores of the St. Lawrence river.						
	Dep: Rwy6R	Init. Hdg 058deg	Init. Alt: 7,500ft	Apt Elev: 118ft			
Montreal (Dorval) (CYUL) Quebec Canada To Mont-Joli (CYYY) Quebec Canada	Departure. Tune Nav 1 YBQ VOR, 112.80. Tune ADF to M NDB, 348.0. Take off on Rwy 6R, heading 058deg and commence climbing to 7,500ft.						
	En Route. To M NDB, 348.0. Direct..... On passing M NDB turn right to 067deg.				058	5.3	00+03
	To YBQ VOR, 112.80. Direct..... On passing YBQ VOR turn right to 070deg. Tune Nav 1 to YYY VOR, 115.90 and intercept 072R ²³ .				067	110.2	00+44
	Track to YYY VOR, 115.90.....				070		
	To Fix 01. Direct. Waypoint at YYY DME D45.0nm..... On passing Fix 01 turn right to 077deg. Commence 500fpm descent to 1,800ft.				070	134.6	00+51
	To Fix 02. Direct. Waypoint at YYY DME D13.0nm..... On passing Fix 02 turn left to 060. Tune Nav 1 to Rwy 6 ILS, 109.70.				077	32.4	00+13
	To Rwy 6. Do an ILS Approach. Glide Slope 1,800ft at 5nm.....				060	12.2	00+05
	Land at CYYY Rwy 6. Length –6158ft. Width – 150ft. Surface – Asphalt						
	Missed approach. Climb straight ahead to 1,800ft. Make a right procedure turn and return Fix 02 and repeat approach.						
	Flight No: 1007-01-44	Arrival Airport Elev: 170ft		Estimated totals for this flight>>>			294.7nm

²³ FSNV shows no error for YYY, however I suggest that you an error of +2deg

45. Mont-Joli, Quebec to Natashquan, Quebec, Canada; CYYY to CYNA

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	This leg takes us further Northeast, across the great St. Lawrence and along it's North shore. We take off from Mont-Joli, cross over Sept-iles (Seven Islands) and land at Natash (Natashquan). Again in real life some of Canada's more beautiful scenery.						
	Dep: Rwy6	Init. Hdg 060deg	Init. Alt 5,500ft	Apt Elev: 170ft			
Mont-Joli (CYYY) Quebec Canada To Natashquan (CYNA) Quebec Canada	Departure. Tune Nav 1 YYY VOR, 115.90. Tune Nav 2 to UZV DME 114.50 for distance information. Tune ADF to ZV NDB, 273.0. Take off on Rwy 6, heading 060deg and commence climbing to 5,500ft.						
	En Route. To ZV NDB, 273.0. Track YYY VOR, 115.90 Outbound 063deg radial until ZV NDB is received.... On passing UZV VOR turn right to 113deg. Tune Nav 1 to YNA VOR113.60 and intercept 115R ²⁴				063	125.3	01+00
	Track to YNA VOR, 113.60.....				113		
	To Fix 01. Direct. Waypoint at YNA DME D35.5nm..... On passing Fix 01 turn left to 109deg. Commence 500fpm descent to 2,000ft				113	132.3	00+52
	To Fix 02. Direct. Waypoint at YNA DME D 9.5nm..... On passing Fix 02 turn right to 142deg.				109	27.0	00+11
	To Rwy 14. Rwy 14, 8.8nm. When in sight do Visual Approach.....				142	8.8	00+04
	Land at CYNA Rwy 14. Length –4500ft. Width – 100ft. Surface – Asphalt						
	Missed approach. Climb straight ahead to 2,000ft. Make a right procedure turn and return Fix 02 and repeat approach.						
Flight No: 1007-01-45	Arrival Airport Elev: 36ft		Estimated totals for this flight>>>			293.4nm	02+07

²⁴ FSNav shows no error for TSL, however I suggest that you an error of +2deg

46. Natashquan, Quebec, Canada to Goose Bay, Newfoundland/Labrador, Canada; CYNA to CYJR

From - To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" This leg brings us to the end of this charter. We take off from Natash and fly direct to Goose Bay, Newfoundland/Labrador where we land on an extremely large bay off the North Atlantic Ocean. This leg shows some of Canada's rugged and hilly bush land, speckled with hundreds of lakes and rivers. This airfield played a big part in WWII and the Cold War and is still active.				Course (Leg) Deg	Distance (Leg) Nm	ETE (Leg) HH+MM
	Dep: Rwy32	Init. Hdg 322deg	Init. Alt: 5,500ft	Apt Elev: 36ft			
Natashquan (CYNA) Quebec Canada To Goose Bay (CYJR) Newfoundland/ Labrador Canada	Departure. Tune Nav 1 YJR VOR, 117.30. Take off on Rwy 32, heading 322deg and commence climbing to 5,500ft. En Route. To Fix 01. Direct. Waypoint at Take Off plus 2 minutes..... On passing Fix 01 turn right to 045deg. Track To YJR VOR, 117.3. Dead Reckon 045deg for about 12 minutes until YJR VOR is received. Intercept YJR 049R ²⁵ To Fix 02. Direct. Waypoint at YJR DME D 32.2nm..... On passing Fix 02 turn left to 017deg. Commence 500fpm descent to 2,500ft. To Fix 03. Direct. Waypoint at YJR DME D 16.0nm..... At Fix 03 Turn right to 083deg. Tune Nav 1 to Rwy 8 ILS, 110.30. To Rwy 8. Do an ILS Approach. Glide Slope 1,700ft at 5nm..... Land at CYJR Rwy 8. Length –10,841ft. Width – 209ft. Surface – Concrete Missed approach. Climb straight ahead to 2,500ft. Make a right procedure turn and return Fix 03 and repeat approach.						
					322	4.8	00+02
					045		
					045	162.0	01+05
					017	24.9	00+10
					083	10.7	00+05
Flight No: 1007-01-46	Arrival Airport Elev: 160ft		Estimated totals for this flight>>>			202.4nm	01+20

²⁵ FSNV shows a course error of -4deg for YJR