Day one
“G’day mate!” says Ralph, the CFI of Tasmanian Air Charter as he shakes your hand warmly. “She’s all ready for you” and he leads you through the office to the hangar at the rear.

You've just arrived in the Australian city of Launceston in the island state of Tasmania to begin a two-week flying holiday exploring the island. You booked a Piper Cub from the Internet so are a bit apprehensive and wonder what condition it will be in. Ralph holds the door open for you as you step through. “We've just finished unwrapping it,” he laughs and you notice the aircraft is brand new. “You’ll be the first one to charter it mate”, “I took it up yesterday and she's a real beauty!”

You spend the rest of the afternoon filling out the paperwork and going over the controls and procedures with Ralph, ending with a short 40 minute check ride. Apart from one ground loop getting used to the tailwheeler, you find the Cub a sweet ride. You can’t wait until you start your journey tomorrow. You will be getting away early to fly up to Devonport on the island’s north coast to pick up your travelling companion, Heidi, who is taking the overnight ferry down from Melbourne on the Spirit of Tasmania.

The plan
Pick up your charter at 7.30am (YMLT)
Pre-flight then ready to taxi at 8am.

Depart VFR to the north, about 330°, pick up the Tamar Highway and then the Tamar River (you can’t miss it). As soon as you are over the river, you’re out of Class C airspace if below 1500’.

You have the option of flying 1500’ and relatively straight lines, or drop to 500’ over the river. If you choose 500’, you’ll have to make sure you stay over water until you reach the end of the river.

Fly along the river and broadcast position calls at the nominated reporting points – Tamar Island, Gravelly Beach, and Batman Bridge.

http://en.wikipedia.org/wiki/Tamar_River,_Tasmania
You go past Beauty Point. An old Aussie mate of yours from the FSZone forums called Stevo has mentioned this place to you a few times and you make a mental note to pay it a visit.

Opposite George Town, near the mouth of the river, you'll see two radio towers. Once you've cleared these, turn west towards the beaches and follow them to Devonport. Devonport VOR (116.30) or NDB (281) can be used if visibility is reduced. You'll enter the Devonport MBZ almost as soon as you turn left past the towers.

You fly over the Narawntapu National Park.

Call in to YDPO and request your landing. As you're on downwind you can see the Spirit of Tasmania pulling into the dock.

Taxi to the ramp, shut down, tie down and jump in the shuttle bus to the town to meet Heidi – you know she doesn't like being kept waiting.

**Essential Scenery**


For X-Plane: [http://web.me.com/broberts03/Scenery/Scenery/Entries/2009/10/15_Aussie_Scenery_Packages.html](http://web.me.com/broberts03/Scenery/Scenery/Entries/2009/10/15_Aussie_Scenery_Packages.html)

**Resources**

Below you will find several resources for the flight.

1. YDPO Terminal Chart
2. YMLT Terminal Chart
3. Launceston Visual Terminal Chart
4. Suggested route for Launceston to Devonport
5. Output from Goodway Flight Planner (Provides you with distances, Headings, Etc.)
1. YDPO Terminal Chart

DEVONPORT AVFAX CODE 7003

LAT Long UTC CERT
S 41 10.2 E 146 25.6 VAR 13 DEG E CERT
AD OPR Tasmanian Ports Corporation Pty Ltd, PO Box 478, Devonport, TAS, 7310. PH 03 6421 4911.

REMARKS

1. AD Charges: All ACFT.
2. This AD is a Security Controlled Airport.

HANDLING SERVICES AND FACILITIES
BP - Tasair: 30 MIN PN, AH 30 MIN PN, call out fee may apply. Phone 03 6427 0777, FAX 6427 0280. H24 AVGAS by Air BP Carnet Card Swoe Bowser, Cash, MC, Visa, BC.
MOBIL - AVTAS Fuels Pty Ltd: D 2000 - 0800, AH call out fee - 1HR PN. Phone 0417 397 828 H24. JET A1(tanker). PN 30 MINS.

AERODROME OBSTACLES
Power pylon 202FT 2254M from SCT RWY 14 and 132M R of RCL.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT B.
2. AWIS - 116.3, 281 or Phone 03 6427 8513.

PHYSICAL CHARACTERISTICS

06/24 083 60a PCN 29/F/C1200 (174PSI) T Grooved WID 45 RWS 150
14/32 143 20c Unrated. Grass WID 30 RWS 90

AERODROME AND APPROACH LIGHTING

RWY 06/24 LIRL PAL 122.3 SDBY PWR AVBL
RWY 06 T-VASIS PAL 122.3 3.0 DEG43FT SDBY PWR AVBL
RWY 24 T-VASIS PAL 122.3 3.0 DEG41FT SDBY PWR AVBL

OTHER LIGHTING

HBN OCC R 2 lights on RWY 24 approach.
ABN ALTN E 8 WG

ATS COMMUNICATIONS FACILITIES

FIA MELBOURNE CENTRE 120.7 On Ground

RADIO NAVIGATION AND LANDING AIDS

VOR DPO 116.3 S 41 10.2 E 146 26.1 (1)
DME DPO 116.3/110X S 41 10.2 E 146 26.0 (2)

(1) 207 RAD not to be used. 346 RAD not to be used BLW 10,000FT outside 30NM.
(2) Antenna ELEV 43FT.

LOCAL TRAFFIC REGULATIONS

1. Right hand circuits RO when OPR on RWY 24.
2. Apron bays 1A, 2A and 3A not AVBL to non-RPT ACFT. Where jet fuel is RQ ACFT may proceed to points as directed by refueling personnel but must return to allocated position on completion.
3. Landing RWY 32 limited to ACFT not ABV 5700KG by day in VMC.

CTAF 126.9(R)

1. VHF COM between aircraft on ground Devonport & Wynyard may not be AVBL.
NOTE: Due to communication difficulty between Devonport and Wynyard for ACFT on GND, pilots are encouraged to make calls airborne and/or on departure, as appropriate, on the CTAF to enhance self help TFC INFO.

ADDITIONAL INFORMATION

Bird hazard exists.
CHARTS RELATED TO THE AERODROME

1. WAC 3556.
2. Also refer to AIP Departure & Approach Procedures.

(More On Next Page!)
2. YMLT Terminal Chart

LAUNCESTON
AVFAX CODE 7002
TAS UTC +10 YMLT
S 41 32.7 E 147 12.8 VAR 14 DEG E CERT
AD OPR Australia Pacific Airports (Launceston) Pty Ltd, Trading as Launceston Airport, PO Box 1220, Launceston, TAS, 7250. PH 03 6391 6222, FAX 6391 8580.

REMARKS
1. AD OPR Paving Concession required for OPS of ACFT ABV 50,000KG MTOW on high strength areas of S freight apron.
2. This AD is a Security Controlled Airport.

HANDLING SERVICES AND FACILITIES
BP - Tasmanian Aero Club: D 0830-1730 LMT. Phone 03 6391 8330. VHF 129.9. AVGAS. O125.
MOBIL - AVTAS Fuels Pty Ltd.: 2000-0130 and 1600-1900 (subject to airline schedules) D. Phone 03 6391 8341 H24, AH callout fee - 1HR PN. AVGAS (tanker). JET A1 (tanker).

PASSenger FACILITIES
PT/W/C/LG/RF/TX/HC/ME/BU

RESCUE AND FIREFIGHTING SERVICES
1. Cat 6 - HO as per current NOTAM.
2. 131.0 MHZ AVBL. HO.

APRONS AND TAXIWAYS
GA areas of S aoroon & apron TWY limited to ACFT W1 wingspan less than 22M.

METEOROLOGICAL INFORMATION PROVIDED
1. TAF CAT A. Half hourly AUTO METAR/SPECI H24. MET INFO AVBL from ATS Briefing Services. Elaborative briefing services AVBL from HB MET Phone 03 6221 2028.
2. AWIS - Phone 03 6391 8111 or 112.8 outside TWR HR.
PHYSICAL CHARACTERISTICS
14L/32R  134  23c  Unrated, Grass  W1D 18  RWS 60
14R/32L  133  65a  PCN 42 /F /C /1400 (203PSI) /U Grooved  W1D 45  RWS 150
18/36  182  23c  Grass  W1D 18  RWS 60
RWY 14R/32L: W side VFR & IFR side transition infringed when ACFT parked on main apron.

AERODROME AND APPROACH LIGHTING
RWY 14R  MIRL (1)  PAL+AFRU 118.7  SDBY PWR AVBL
RWY 14R  T-VASIS (1)  PAL+AFRU 118.7  3.0 DEG36FT  SDBY PWR AVBL
RWY 32L  HIAL-CAT1 (1) PAL+AFRU 118.7  SDBY PWR AVBL
RWY 32L  HIRL (1)
RWY 32L  T-VASIS (1)  PAL+AFRU 118.7  3.0 DEG74FT  SDBY PWR AVBL
(1)  PAL + AFRU requires three one-second pulses to activate. (See INTRO para 23.5)
1.  Outside TWR HR, RWY and Approach lighting stage two AVBL.
2.  PAL + AFRU 118.7 AVBL outside TWR HR.
3.  Responsible person AVBL on CTAF outside TWR HR. Report PAL faults on CTAF or phone 03 6391 6208, H24.

OTHER LIGHTING
ABN  ALTN 8 WG

ATS COMMUNICATIONS FACILITIES
TWR  LAUNY TOWER  118.7
ATIS  LAUNY ATIS  112.6(1) 134.75(2) 242
FIA  MELBOURNE CENTRE  126.5 On Ground (Outside TWR HR)
(1)  During TWR HR. Outside TWR HR - AWIS
(2)  H24
1.  TWR HR: 2000 - 1145 D (1 HR earlier HDS).
2.  Phone 03 6391 6992
3.  Launy TWR operates Launceston Class C & D airspace 8500FT AMSL & BLW DRG
   TWR HR. CTC TWR for a clearance in this airspace.
4.  Outside TWR HR Launceston Class C & D airspace FL125 & BLW reclassified Class G
   (as depicted in Diagram 1).
5.  TWR HR may change at short notice, check status of airspace with ATS or Launceston
   ATIS.

RADIO NAVIGATION AND LANDING AIDS
VOR  LT  112.6  S  41 32.6  E 147 12.8  (4)
DME  LT  112.6/73X  S  41 32.6  E 147 12.8  (1)
NDB  LT  242  S  41 33.7  E 147 13.5  Range 75 (HN 60) OW 150 (OW HI 110)
ILS  ILT  109.5 (RWY 32L)  S  41 32.1  E 147 12.1  (2)
LOC  ILT  109.5 (RWY 32L)  S  41 32.1  E 147 12.1  (1)
GP  ILT  322 (RWY 32L)  S  41 32.9  E 147 13.0  (1)
OM  ILT  750 (RWY 32L)  S  41 36.3  E 147 15.8  (1)
MM  ILT  75 (RWY 32L)  S  41 33.6  E 147 13.5  (1)
NDB  N/E  230 (RWY 32L)  S  41 39.2  E 147 18.2  Range 20 (HN 20)  (5)
(1)  Pilot Monitored outside TWR HR.
(2)  Pilot Monitored outside TWR HR.
(3)  Pilot Monitored outside TWR HR - 322/1.2 to ARP.
(4)  CAUTION: VOR 010 radial unreliable outside 30 NM at LSALT - Pilot Monitored outside
   TWR HR.
(5)  CAUTION: Possible excessive BRG FLUC in minor arc of 340DEG-090DEG - Pilot monitored
   when TWR not manned. 317/7.5 to ARP.
LOCAL TRAFFIC REGULATIONS

ACFT PARKING
1. Main Terminal Apron - Parking and security restrictions apply for non-RPT ACFT. Prior approval obtainable from AD management/duty officer, H24;
2. Freight Apron (High strength areas). Prior approval of AD OPR Management/Duty Officer required for parking of itinerant ACFT ABV 12500KG MTOW; and HN GA parking in vicinity of Bay 7 not permitted due nightly freight OPS.
3. Southern GA Apron - Prior approval of AD OPR Management/Duty Officer required for parking of ACFT ABV 7500KG MTOW; AND Parking on unsealed area restricted to ACFT BLW 1500KG MTOW.

FLIGHT PROCEDURES

Diagram 1
Class C and D airspace F125 and BLW reclassified Class G outside Launy TWR HR

Note: DRG Launy TWR HR, Launy TWR operates Launceston Class C & D airspace 8500FT and BLW and Melbourne Centre operates Class C airspace ABV 8500FT.

1. All IFR AWK to be conducted within Launy TWR airspace must be coordinated with Launy TWR by phone prior to flight planning.
2. Outside TWR HR, all pilots are required to BCST their intentions on CTAF before operating on RWY.
3. Regular helicopter scenic flights operate to and from a site known as "The Glebe", which is adjacent the east side of the Tamar River in Launceston City and approximately on an 8NM final for RWY 14R. Flights may occur outside ATC hours in daylight.

CTAF - AFRU 118.7(R)

NOISE ABATEMENT PROCEDURES
Noise Abatement Procedures (NAP) apply. Refer AIP DAP.

ADDITIONAL INFORMATION
1. Bird hazard exists.
2. PJE OPS SFC - 10,000FT.
3. Regular helicopter scenic flights operate to and from a site known as "The Glebe", which is adjacent the east side of the Tamar River in Launceston City and approximately on an 8NM final for RWY 14R. Flights may occur outside ATC hours in daylight.

CHARTS RELATED TO THE AERODROME
1. WAC3556.
2. Also refer to AIP Departure & Approach Procedures.
3. Launceston Visual Terminal Chart

There is a higher resolution version available here.
4. Suggested route for Launceston to Devonport (Download This)
5. Output from Goodway Flight Planner (Provides you with distances, Headings, Etc.)

<table>
<thead>
<tr>
<th>After</th>
<th>Time</th>
<th>Distance To Nearest</th>
<th>NORAD To Nearest</th>
<th>Your Location</th>
<th>15° N 30° W</th>
<th>15° N 60° W</th>
<th>12° S 60° W</th>
<th>12° S 30° W</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Flight Plan Drawn by Goodway V.4.2: | 307.20 |