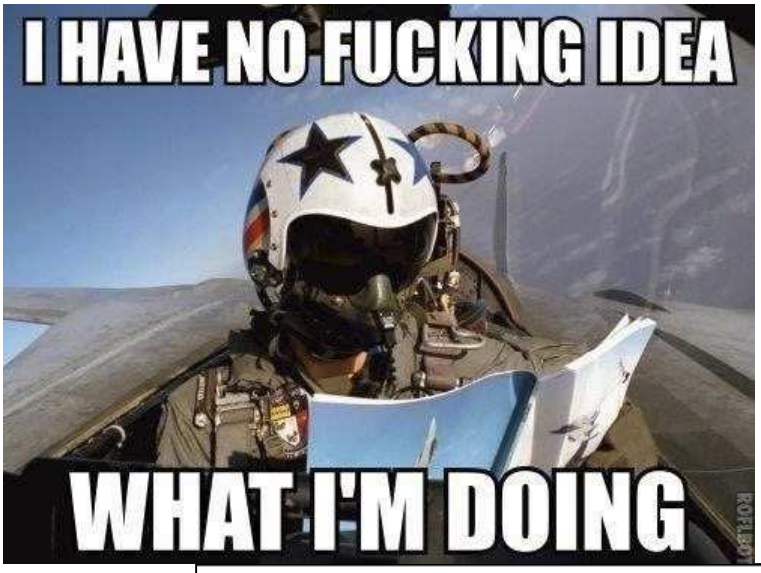


READ THE FUCKING MANUAL

Combatsimchecklist.net 2403.72 Rev: 1902 BMS 4.34

STARTING ENGINE (GE129)

1.	JFS	START 2 check JFS light ON within 30 seconds
2.	THROTTLE	Advance to IDLE at 20% RPM minimum.
3.	Idle Detent	Toggle (Unless idle/cutoff code enabled in bmsconfig)
4.	SEC caution light	Check OFF around 20% RPM
5.	FTIT	Monitor: Rapid increase past 750°= HOTSTART
6.	ENGINE warning light	OFF at 60% RPM
7.	JFS Switch	Confirm OFF (snaps OFF at 55% RPM)
8.	HYD/OIL PRESS light	OFF between 15 and 70% RPM

Note :
Engine light-off occurs within 10 seconds after throttle advance and is indicated by an airframe vibration and an increase in RPM followed by an increase of FTIT.

ENGINE CHECK AT IDLE

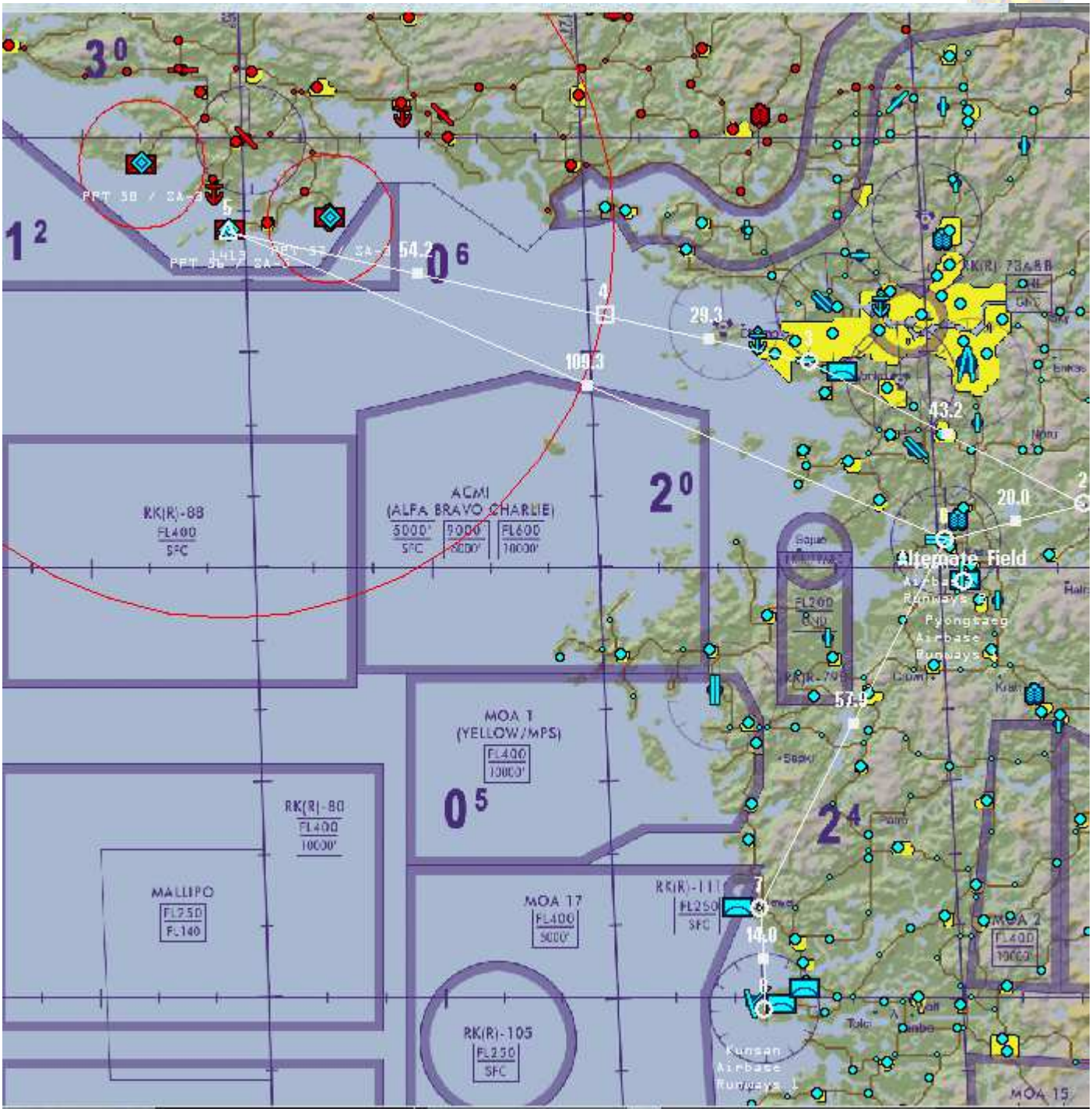
1. FUEL FLOW	700 – 1700 PPH
2. OIL pressure	MIN 15 PSI
3. NOZ POS	Greater than 94%
4. RPM	62 – 80%
5. FTIT	Below 650°C
6. HYD PRESS A&B	2850 - 3250psi - around 12 O'clock position
7. Throttle cutoff release	Check – Attempt to retard the throttle to OFF without depressing the cutoff release.

Note :
Engine light-off occurs within 10 seconds after throttle advance and is indicated by an airframe vibration and an increase in RPM followed by an increase of FTIT.

6. IFF PANEL **CNI (C&I) knob: UFC**
IFF MASTER: STBY

Caution:
EPU checks (21) might be performed before Avionic power on to avoid possible sub system failure due to EPU power surge

Gedachter Verlauf zum Flight-Training 28.05.2019

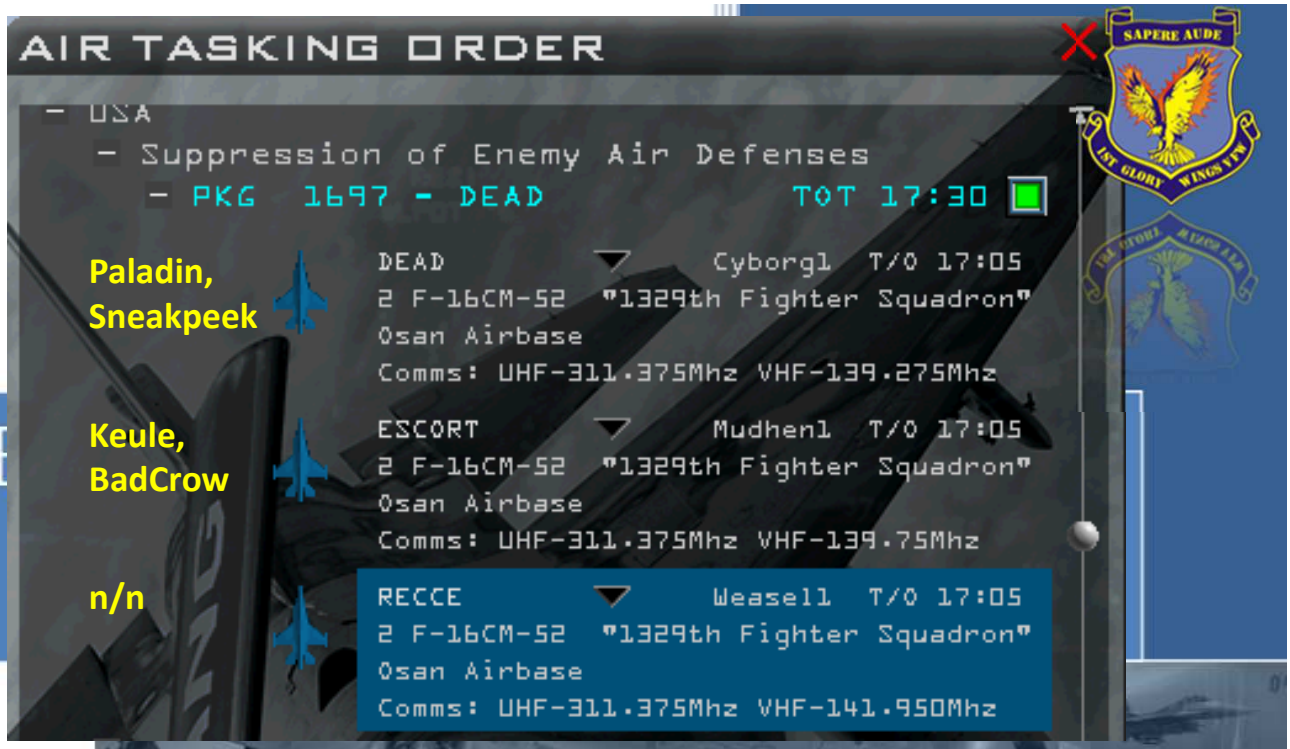


Teile DEAD, Escort, RECCE (Team Fortgeschrittene)

<u>Auftrag:</u> „Zerstören Sie die SA-5 und führen Sie anschl. eine Dokumentation der Zerstörung (Reconnaissance) durch!“

TO: OSAN AB, 1700LT, DEP-Route: DRAGGIN (WP2)

WP3: R-103
WP4: SAM-Circle S-200 „Gammon“
WP5: Destroy MUD-5
WP6: OSAN AB, Möglichkeit zur Landung mit erneuter „Ramp-Phase“, check ATIS vorab!
WP7: Entrance visual „IP NOVEMBER“
WP8: Overhead Break KUNSAN AB
WP9: Alternate



Ziel ist es, diese Flights auf der Tactical-Frequenz des Package 1606 „Recce“ einzubinden!

BENCHMARK SIMS

COMM LADDER:

AGENCY:	CALLSIGN:	UHF [CHNL]:	VHF [CHNL]:	NOTES:
INTRA-FLIGHT:	Weasel1	--	141.950 MHz [17]	Flight Management Comms
GUARD:	None	243.000 MHz	121.500 MHz	Distress / Emergency
COMMON:	None	339.750 MHz [14]	123.500 MHz [14]	Advisory / UNICOM
BASE OPS:	None	272.700 MHz [1]	--	Homeplate Operations
CHECK-IN:	Chalice1	292.450 MHz [5]	--	AWACS: Global Check-In
TACTICAL:	Chalice1	311.375 MHz [6]	--	AWACS: Package Comms
DEP ATIS:	Osan ATIS	--	132.125 MHz	Departure Airbase
DEP GROUND:	Osan Ground	253.700 MHz [2]	--	Departure Airbase
DEP TOWER:	Osan Tower	308.800 MHz [3]	122.100 MHz [3]	Departure Airbase
DEP DEPARTURE:	Osan Departure	306.300 MHz [4]	--	Departure Airbase
ARR ATIS:	Kunsan ATIS	--	120.225 MHz	Recovery Airbase
ARR APPROACH:	Kunsan Approach	292.650 MHz [7]	--	Recovery Airbase
ARR TOWER:	Kunsan Tower	292.300 MHz [8]	126.500 MHz [8]	Recovery Airbase
ARR GROUND:	Kunsan Ground	273.525 MHz [9]	--	Recovery Airbase
ALT ATIS:	Pyongtaeg ATIS	--	128.250 MHz	Alternate Airbase
ALT APPROACH:	Pyongtaeg Approach	363.100 MHz [10]	--	Alternate Airbase
ALT TOWER:	Pyongtaeg Tower	257.800 MHz [11]	122.500 MHz [11]	Alternate Airbase
ALT GROUND:	Pyongtaeg Ground	229.700 MHz [12]	--	Alternate Airbase

COMM LADDER:

AGENCY:	CALLSIGN:	UHF [CHNL]:	VHF [CHNL]:	NOTES:
INTRA-FLIGHT:	Cyborg1	--	139.275 MHz [15]	Flight Management Comms
GUARD:	None	243.000 MHz	121.500 MHz	Distress / Emergency
COMMON:	None	339.750 MHz [14]	123.500 MHz [14]	Advisory / UNICOM
BASE OPS:	None	272.700 MHz [1]	--	Homeplate Operations
CHECK-IN:	Chalice1	292.450 MHz [5]	--	AWACS: Global Check-In
TACTICAL:	Chalice1	311.375 MHz [6]	--	AWACS: Package Comms
DEP ATIS:	Osan ATIS	--	132.125 MHz	Departure Airbase
DEP GROUND:	Osan Ground	253.700 MHz [2]	--	Departure Airbase
DEP TOWER:	Osan Tower	308.800 MHz [3]	122.100 MHz [3]	Departure Airbase
DEP DEPARTURE:	Osan Departure	306.300 MHz [4]	--	Departure Airbase
ARR ATIS:	Kunsan ATIS	--	120.225 MHz	Recovery Airbase
ARR APPROACH:	Kunsan Approach	292.650 MHz [7]	--	Recovery Airbase
ARR TOWER:	Kunsan Tower	292.300 MHz [8]	126.500 MHz [8]	Recovery Airbase
ARR GROUND:	Kunsan Ground	273.525 MHz [9]	--	Recovery Airbase
ALT ATIS:	Pyongtaeg ATIS	--	128.250 MHz	Alternate Airbase
ALT APPROACH:	Pyongtaeg Approach	363.100 MHz [10]	--	Alternate Airbase
ALT TOWER:	Pyongtaeg Tower	257.800 MHz [11]	122.500 MHz [11]	Alternate Airbase
ALT GROUND:	Pyongtaeg Ground	229.700 MHz [12]	--	Alternate Airbase

COMM LADDER:

AGENCY:	CALLSIGN:	UHF [CHNL]:	VHF [CHNL]:	NOTES:
INTRA-FLIGHT:	Mudhen1	--	139.075 MHz [16]	Flight Management Comms
GUARD:	None	243.000 MHz	121.500 MHz	Distress / Emergency
COMMON:	None	339.750 MHz [14]	123.500 MHz [14]	Advisory / UNICOM
BASE OPS:	None	272.700 MHz [1]	--	Homeplate Operations
CHECK-IN:	Chalice1	292.450 MHz [5]	--	AWACS: Global Check-In
TACTICAL:	Chalice1	311.375 MHz [6]	--	AWACS: Package Comms
DEP ATIS:	Osan ATIS	--	132.125 MHz	Departure Airbase
DEP GROUND:	Osan Ground	253.700 MHz [2]	--	Departure Airbase
DEP TOWER:	Osan Tower	308.800 MHz [3]	122.100 MHz [3]	Departure Airbase
DEP DEPARTURE:	Osan Departure	306.300 MHz [4]	--	Departure Airbase
ARR ATIS:	Kunsan ATIS	--	120.225 MHz	Recovery Airbase
ARR APPROACH:	Kunsan Approach	292.650 MHz [7]	--	Recovery Airbase
ARR TOWER:	Kunsan Tower	292.300 MHz [8]	126.500 MHz [8]	Recovery Airbase
ARR GROUND:	Kunsan Ground	273.525 MHz [9]	--	Recovery Airbase
ALT ATIS:	Pyongtaeg ATIS	--	128.250 MHz	Alternate Airbase
ALT APPROACH:	Pyongtaeg Approach	363.100 MHz [10]	--	Alternate Airbase
ALT TOWER:	Pyongtaeg Tower	257.800 MHz [11]	122.500 MHz [11]	Alternate Airbase
ALT GROUND:	Pyongtaeg Ground	229.700 MHz [12]	--	Alternate Airbase

DRAGGIN ONE DEPARTURE

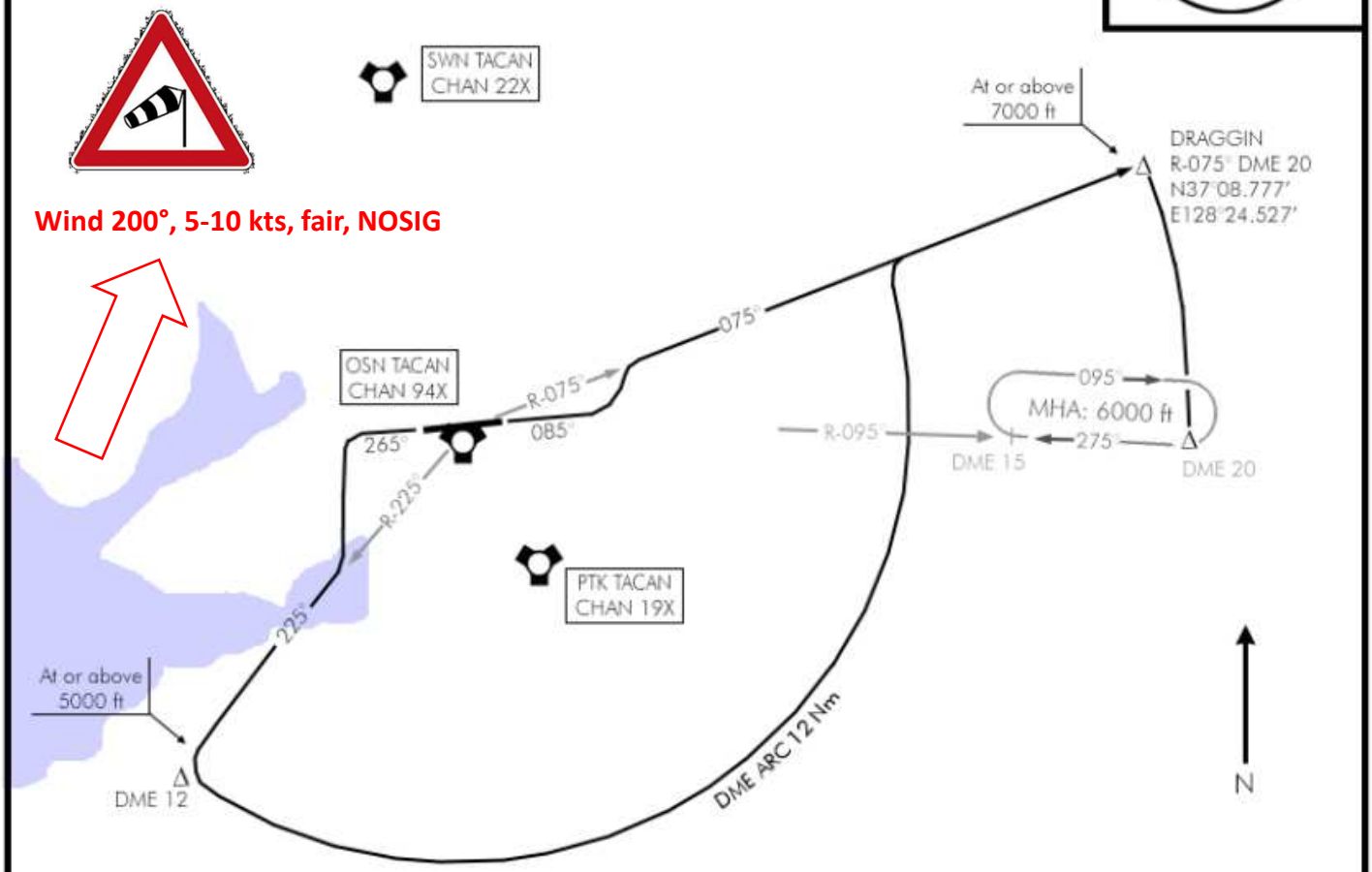
Date: 14 Dec 2017

OSAN AB (RKSO)
SOUTH KOREA

TACAN:	TWR:	APP/DEP:	TRANS. LEVEL:	TRANS. ALT:	GPS:	ELEV:
094X	308.8	306.3	FL140	14.000ft	N37°04.141′ E128°00.881′	97′

MSA 25 Nm
3400ft

EMERG SAFE ALT 100 NM: 7700ft



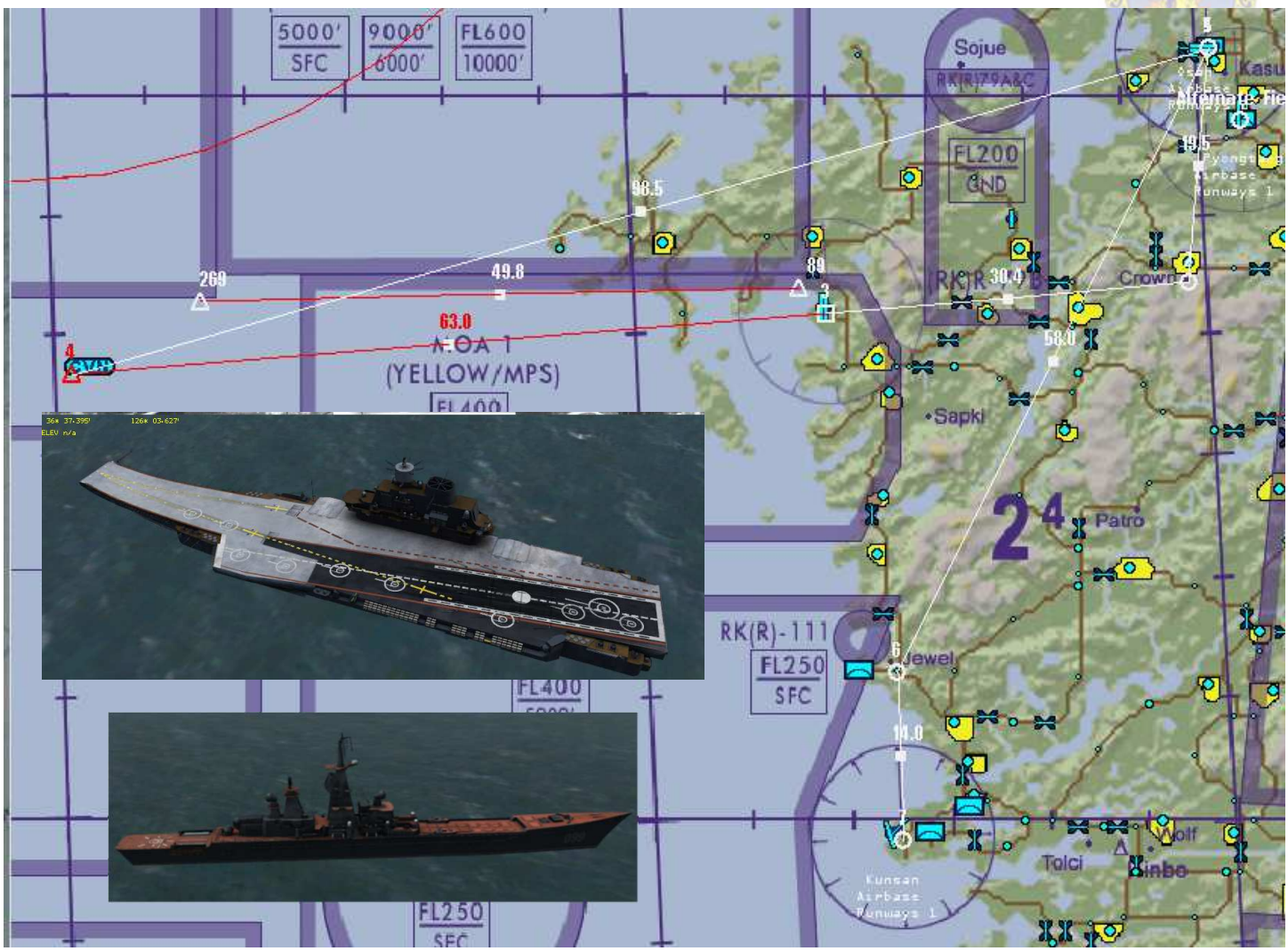
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 09: Climb on track 085° until 600′, then climbing LEFT turn to intercept R-075° outbound OSN. Proceed to DRAGGIN. Cross DRAGGIN at or above 7000′, Thence...

TAKE-OFF RWY 27: Climb on track 265° until 600′, then climbing LEFT turn to intercept R-225°outbound OSN. Lead turn LEFT to ARC DME 12 OSN. Enter the arc at or above 5000′. Join R-075° outbound OSN and proceed to DRAGGIN. Cross DRAGGIN at or above 7000′. Thence, ...

If not VFR on top by DRAGGIN, intercept the OSN 20 DME ARC Southbound and hold as published at DME20 on R-095° OSN tacan and climb to VFR on top.

„Kuznetsov and Friends“



Teile RECCE

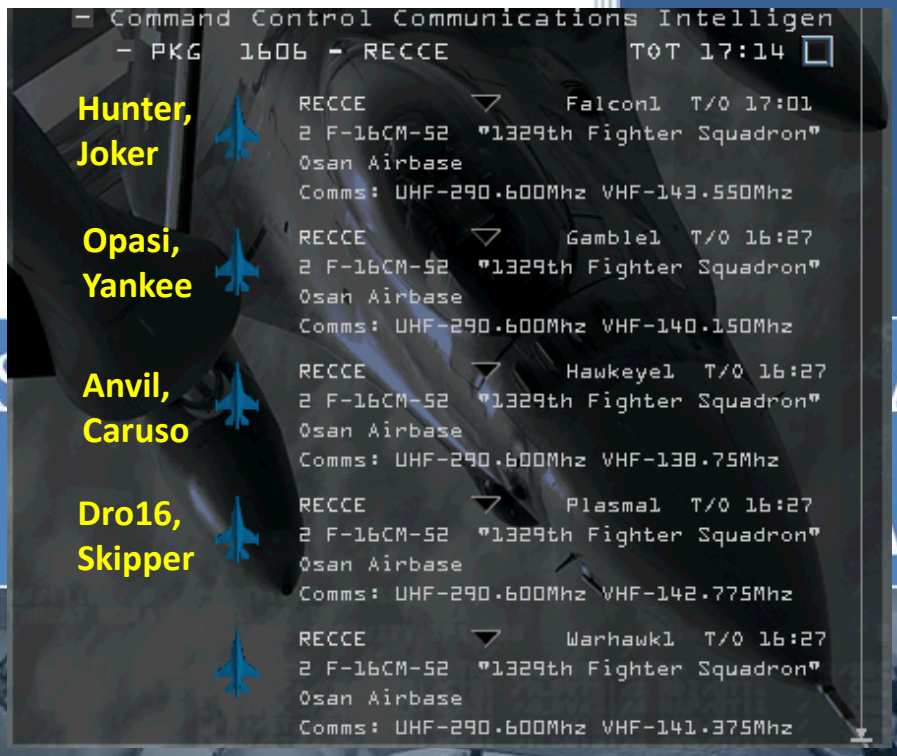
<u>Auftrag:</u> „Klären Sie den Trägerverband 50 nm W von SEOSAN auf. Überfliegen Sie die „neue“ Kuznetsov sowie ihre Sicherungsschiffe und bringen Sie dabei den RECCE-pod zum Einsatz!“

TO: OSAN AB, 1700LT, DEP-Route: YET JOKE FOUR (CROWN) = WP2
WP3: SEOSAN AB
WP4: Trägerverband (neutral)

- **Möglichkeit AAR gem. Absprache, Hälfte der Flights vor der Landung – Hälfte nach erneutem TO**

WP5: OSAN AB, Approach, Full stop, erneuter RAMP – check ATIS vorab!
WP6: Entry NOVEMBER
WP7: KUNSAN AB, Overhead-Break
WP8: Alternate

<u>Achtung:</u> TGP ergänzen!



Comm Ladder:

Agency:	Callsign:	UHF [Chnl]:	VHF [Chnl]:	Notes:
Intra-Flight:	Falcon1	--	143.550 MHz [15]	Flight Management Comms
Guard:	None	243.000 MHz	121.500 MHz	Distress / Emergency
Common:	None	339.750 MHz [14]	123.500 MHz [14]	Advisory / UNICOM
Base Ops:	None	272.700 MHz [1]	--	Homeplate Operations
Check-In:	Chalice1	292.450 MHz [5]	--	AWACS: Global Check-In
Tactical:	Chalice1	290.600 MHz [6]	--	AWACS: Package Comms
Dep Atis:	Osan ATIS	--	132.125 MHz	Departure Airbase
Dep Ground:	Osan Ground	253.700 MHz [2]	--	Departure Airbase
Dep Tower:	Osan Tower	308.800 MHz [3]	122.100 MHz [3]	Departure Airbase
Dep Departure:	Osan Departure	306.300 MHz [4]	--	Departure Airbase
Arr Atis:	Kunsan ATIS	--	120.225 MHz	Recovery Airbase
Arr Approach:	Kunsan Approach	292.650 MHz [7]	--	Recovery Airbase
Arr Tower:	Kunsan Tower	292.300 MHz [8]	126.500 MHz [8]	Recovery Airbase
Arr Ground:	Kunsan Ground	273.525 MHz [9]	--	Recovery Airbase
Alt Atis:	Pyongtaeg ATIS	--	128.250 MHz	Alternate Airbase
Alt Approach:	Pyongtaeg Approach	363.100 MHz [10]	--	Alternate Airbase
Alt Tower:	Pyongtaeg Tower	257.800 MHz [11]	122.500 MHz [11]	Alternate Airbase
Alt Ground:	Pyongtaeg Ground	229.700 MHz [12]	--	Alternate Airbase

Author: Red Dog

Ver.: 4.34

ex Chart tutorial V2

02. 2019

Comm Ladder:

Agency:	Callsign:	UHF [Chnl]:	VHF [Chnl]:	Notes:
Intra-Flight:	Gamble1	--	140.150 MHz [16]	Flight Management Comms
Guard:	None	243.000 MHz	121.500 MHz	Distress / Emergency
Common:	None	339.750 MHz [14]	123.500 MHz [14]	Advisory / UNICOM
Base Ops:	None	272.700 MHz [1]	--	Homeplate Operations
Check-In:	Chalice1	292.450 MHz [5]	--	AWACS: Global Check-In
Tactical:	Chalice1	290.600 MHz [6]	--	AWACS: Package Comms
Dep Atis:	Osan ATIS	--	132.125 MHz	Departure Airbase
Dep Ground:	Osan Ground	253.700 MHz [2]	--	Departure Airbase
Dep Tower:	Osan Tower	308.800 MHz [3]	122.100 MHz [3]	Departure Airbase
Dep Departure:	Osan Departure	306.300 MHz [4]	--	Departure Airbase
Arr Atis:	Kunsan ATIS	--	120.225 MHz	Recovery Airbase
Arr Approach:	Kunsan Approach	292.650 MHz [7]	--	Recovery Airbase
Arr Tower:	Kunsan Tower	292.300 MHz [8]	126.500 MHz [8]	Recovery Airbase
Arr Ground:	Kunsan Ground	273.525 MHz [9]	--	Recovery Airbase
Alt Atis:	Pyongtaeg ATIS	--	128.250 MHz	Alternate Airbase
Alt Approach:	Pyongtaeg Approach	363.100 MHz [10]	--	Alternate Airbase
Alt Tower:	Pyongtaeg Tower	257.800 MHz [11]	122.500 MHz [11]	Alternate Airbase
Alt Ground:	Pyongtaeg Ground	229.700 MHz [12]	--	Alternate Airbase

Comm Ladder:

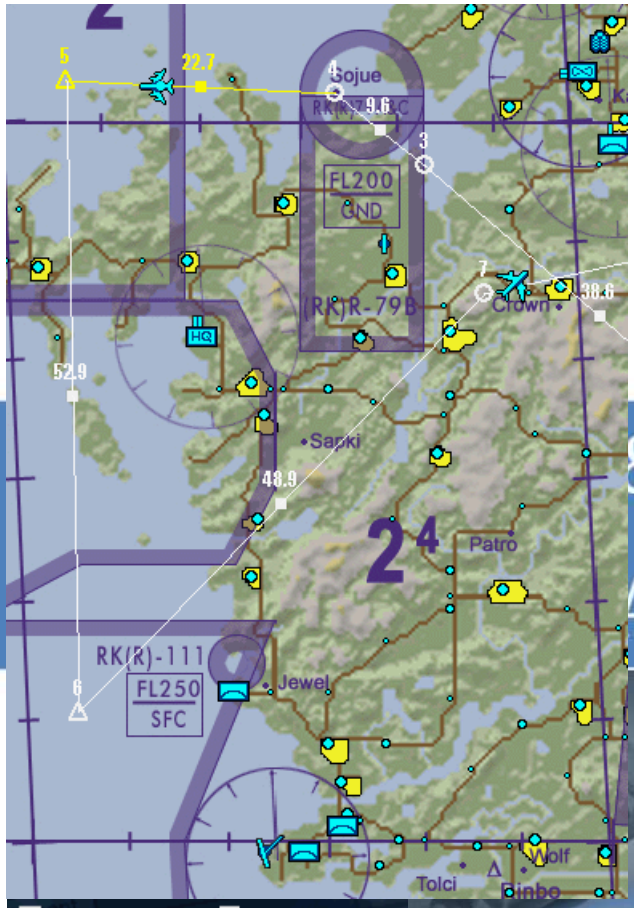
Agency:	Callsign:	UHF [Chnl]:	VHF [Chnl]:	Notes:
Intra-Flight:	Hawkeye1	--	138.075 MHz [17]	Flight Management Comms
Guard:	None	243.000 MHz	121.500 MHz	Distress / Emergency
Common:	None	339.750 MHz [14]	123.500 MHz [14]	Advisory / UNICOM
Base Ops:	None	272.700 MHz [1]	--	Homeplate Operations
Check-In:	Chalice1	292.450 MHz [5]	--	AWACS: Global Check-In
Tactical:	Chalice1	290.600 MHz [6]	--	AWACS: Package Comms
Dep Atis:	Osan ATIS	--	132.125 MHz	Departure Airbase
Dep Ground:	Osan Ground	253.700 MHz [2]	--	Departure Airbase
Dep Tower:	Osan Tower	308.800 MHz [3]	122.100 MHz [3]	Departure Airbase
Dep Departure:	Osan Departure	306.300 MHz [4]	--	Departure Airbase
Arr Atis:	Kunsan ATIS	--	120.225 MHz	Recovery Airbase
Arr Approach:	Kunsan Approach	292.650 MHz [7]	--	Recovery Airbase
Arr Tower:	Kunsan Tower	292.300 MHz [8]	126.500 MHz [8]	Recovery Airbase
Arr Ground:	Kunsan Ground	273.525 MHz [9]	--	Recovery Airbase
Alt Atis:	Pyongtaeg ATIS	--	128.250 MHz	Alternate Airbase
Alt Approach:	Pyongtaeg Approach	363.100 MHz [10]	--	Alternate Airbase
Alt Tower:	Pyongtaeg Tower	257.800 MHz [11]	122.500 MHz [11]	Alternate Airbase
Alt Ground:	Pyongtaeg Ground	229.700 MHz [12]	--	Alternate Airbase

Comm Ladder:

Agency:	Callsign:	UHF [Chnl]:	VHF [Chnl]:	Notes:
Intra-Flight:	Plasma1	--	142.775 MHz [18]	Flight Management Comms
Guard:	None	243.000 MHz	121.500 MHz	Distress / Emergency
Common:	None	339.750 MHz [14]	123.500 MHz [14]	Advisory / UNICOM
Base Ops:	None	272.700 MHz [1]	--	Homeplate Operations
Check-In:	Chalice1	292.450 MHz [5]	--	AWACS: Global Check-In
Tactical:	Chalice1	290.600 MHz [6]	--	AWACS: Package Comms
Dep Atis:	Osan ATIS	--	132.125 MHz	Departure Airbase
Dep Ground:	Osan Ground	253.700 MHz [2]	--	Departure Airbase
Dep Tower:	Osan Tower	308.800 MHz [3]	122.100 MHz [3]	Departure Airbase
Dep Departure:	Osan Departure	306.300 MHz [4]	--	Departure Airbase
Arr Atis:	Kunsan ATIS	--	120.225 MHz	Recovery Airbase
Arr Approach:	Kunsan Approach	292.650 MHz [7]	--	Recovery Airbase
Arr Tower:	Kunsan Tower	292.300 MHz [8]	126.500 MHz [8]	Recovery Airbase
Arr Ground:	Kunsan Ground	273.525 MHz [9]	--	Recovery Airbase
Alt Atis:	Pyongtaeg ATIS	--	128.250 MHz	Alternate Airbase
Alt Approach:	Pyongtaeg Approach	363.100 MHz [10]	--	Alternate Airbase
Alt Tower:	Pyongtaeg Tower	257.800 MHz [11]	122.500 MHz [11]	Alternate Airbase
Alt Ground:	Pyongtaeg Ground	229.700 MHz [12]	--	Alternate Airbase

Comm Ladder:

Agency:	Callsign:	UHF [Chnl]:	VHF [Chnl]:	Notes:
Intra-Flight:	Warhawk1	--	141.375 MHz [19]	Flight Management Comms
Guard:	None	243.000 MHz	121.500 MHz	Distress / Emergency
Common:	None	339.750 MHz [14]	123.500 MHz [14]	Advisory / UNICOM
Base Ops:	None	272.700 MHz [1]	--	Homeplate Operations
Check-In:	Chalice1	292.450 MHz [5]	--	AWACS: Global Check-In
Tactical:	Chalice1	290.600 MHz [6]	--	AWACS: Package Comms
Dep Atis:	Osan ATIS	--	132.125 MHz	Departure Airbase
Dep Ground:	Osan Ground	253.700 MHz [2]	--	Departure Airbase
Dep Tower:	Osan Tower	308.800 MHz [3]	122.100 MHz [3]	Departure Airbase
Dep Departure:	Osan Departure	306.300 MHz [4]	--	Departure Airbase
Arr Atis:	Kunsan ATIS	--	120.225 MHz	Recovery Airbase
Arr Approach:	Kunsan Approach	292.650 MHz [7]	--	Recovery Airbase
Arr Tower:	Kunsan Tower	292.300 MHz [8]	126.500 MHz [8]	Recovery Airbase
Arr Ground:	Kunsan Ground	273.525 MHz [9]	--	Recovery Airbase
Alt Atis:	Pyongtaeg ATIS	--	128.250 MHz	Alternate Airbase
Alt Approach:	Pyongtaeg Approach	363.100 MHz [10]	--	Alternate Airbase
Alt Tower:	Pyongtaeg Tower	257.800 MHz [11]	122.500 MHz [11]	Alternate Airbase
Alt Ground:	Pyongtaeg Ground	229.700 MHz [12]	--	Alternate Airbase



& NAV MANUAL

ART TUTORIAL)

by Major Ziri

Package Elements

Callsign:	Flt #:
Falcon1	1613 (x)
	T/O: 17:00:00
Gamble1	1627
	T/O: 17:00:10
Hawkeye1	1628
	T/O: 17:00:20
Plasma1	1629
	T/O: 17:00:30
Warhawk1	1644
	T/O: 17:00:40

Package Elements

Callsign:	Flt #:
Cyborg1	1709 (x)
	T/O: 17:01:00
Mudhen1	1731
	T/O: 17:01:15
Weasel1	1756
	T/O: 17:05:00

Comm Ladder:

Agency:	Callsign:	UHF [Chnl]:	VHF [Chnl]:	Notes:
Intra-Flight:	Chalice1	--	143.975 MHz [15]	Flight Management Comms
Guard:	None	243.000 MHz	121.500 MHz	Distress / Emergency
Common:	None	339.750 MHz [14]	123.500 MHz [14]	Advisory / UNICOM
Base Ops:	None	234.950 MHz [1]	--	Homeplate Operations
Tactical:	None	292.450 MHz [5]	--	Package Comms
Dep Atis:	Choongwon ATIS	--	135.600 MHz	Departure Airbase
Dep Ground:	Choongwon Ground	275.900 MHz [2]	--	Departure Airbase
Dep Tower:	Choongwon Tower	230.150 MHz [3]	126.200 MHz [3]	Departure Airbase
Dep Departure:	Choongwon Departure	306.700 MHz [4]	--	Departure Airbase
Arr Atis:	Choongwon ATIS	--	135.600 MHz	Recovery Airbase
Arr Approach:	Choongwon Approach	306.700 MHz [4]	--	Recovery Airbase
Arr Tower:	Choongwon Tower	230.150 MHz [3]	126.200 MHz [3]	Recovery Airbase
Arr Ground:	Choongwon Ground	275.900 MHz [2]	--	Recovery Airbase
Alt Atis:	R605 ATIS	--	--	Alternate Airbase
Alt Approach:	R605 Approach	233.800 MHz [10]	--	Alternate Airbase
Alt Tower:	R605 Tower	233.800 MHz [10]	122.800 MHz [11]	Alternate Airbase
Alt Ground:	R605 Ground	233.800 MHz [10]	--	Alternate Airbase

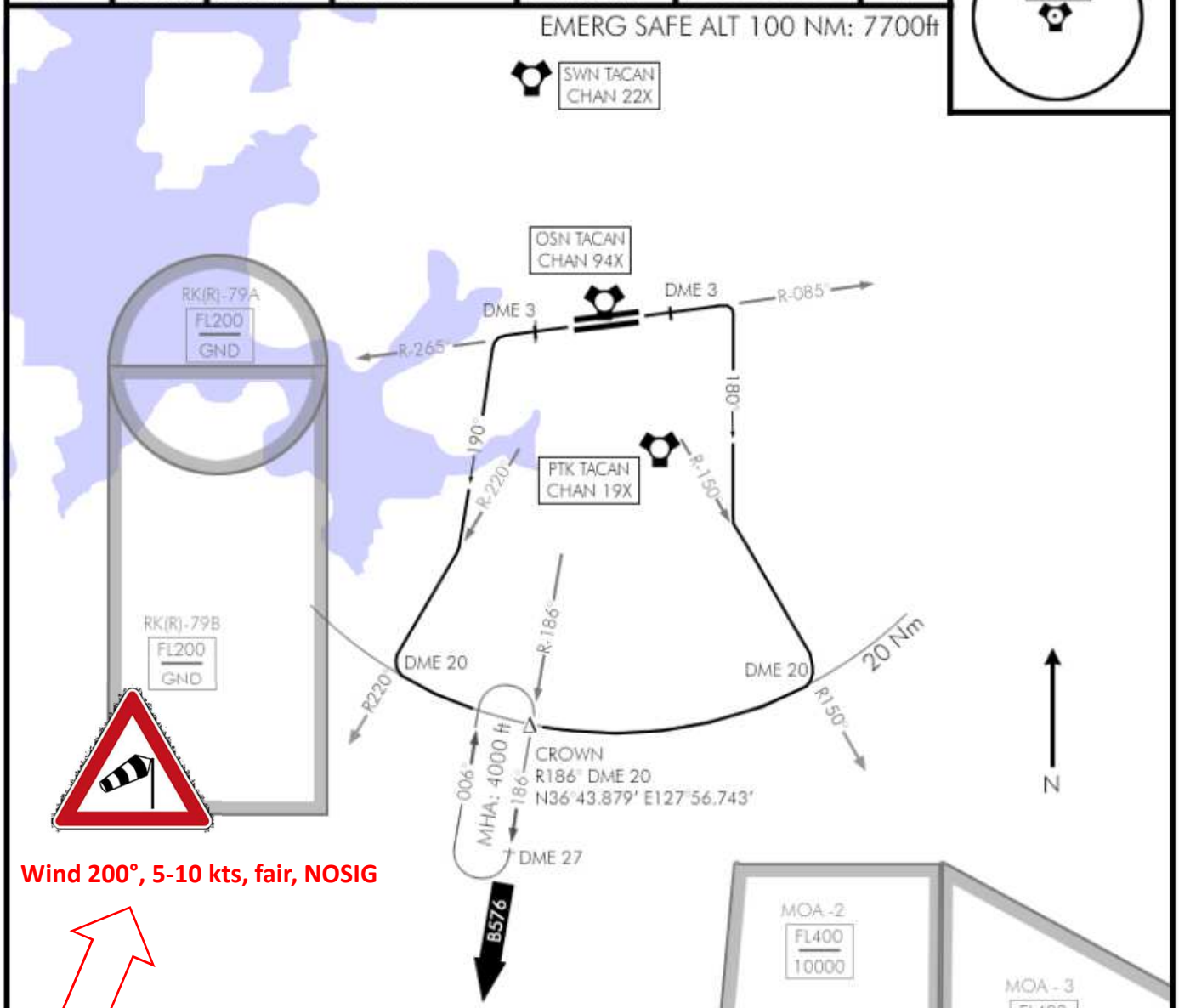
JET YOKE FOUR DEPARTURE Date: 14 Dec 2017

OSAN AB (RKSO)
SOUTH KOREA

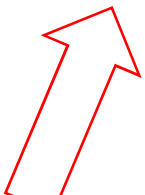
TACAN:	TWR:	APP/DEP:	TRANS. LEVEL:	TRANS. ALT:	GPS:	ELEV:
094X	308.8	306.3	FL140	14.000ft	N37°04.141′ E128°00.881′	97′

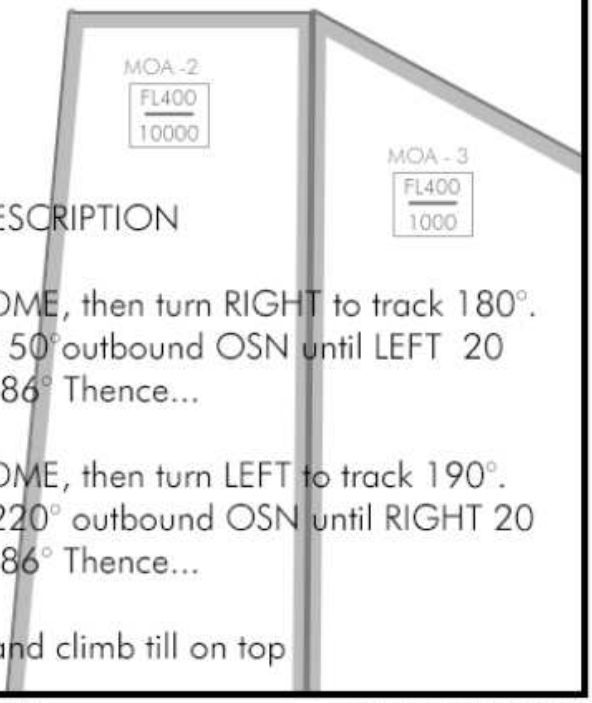
MSA 25 Nm
3400ft

EMERG SAFE ALT 100 NM: 7700ft



Wind 200°, 5-10 kts, fair, NOSIG





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 09: Climb on track 085° until 3 DME, then turn RIGHT to track 180°. Intercept and proceed via R-150° outbound OSN until LEFT 20 DME ARC to CROWN at R-186° Thence...

TAKE-OFF RWY 27: Climb on track 265° until 3 DME, then turn LEFT to track 190°. Intercept and proceed via R-220° outbound OSN until RIGHT 20 DME ARC to CROWN at R-186° Thence...

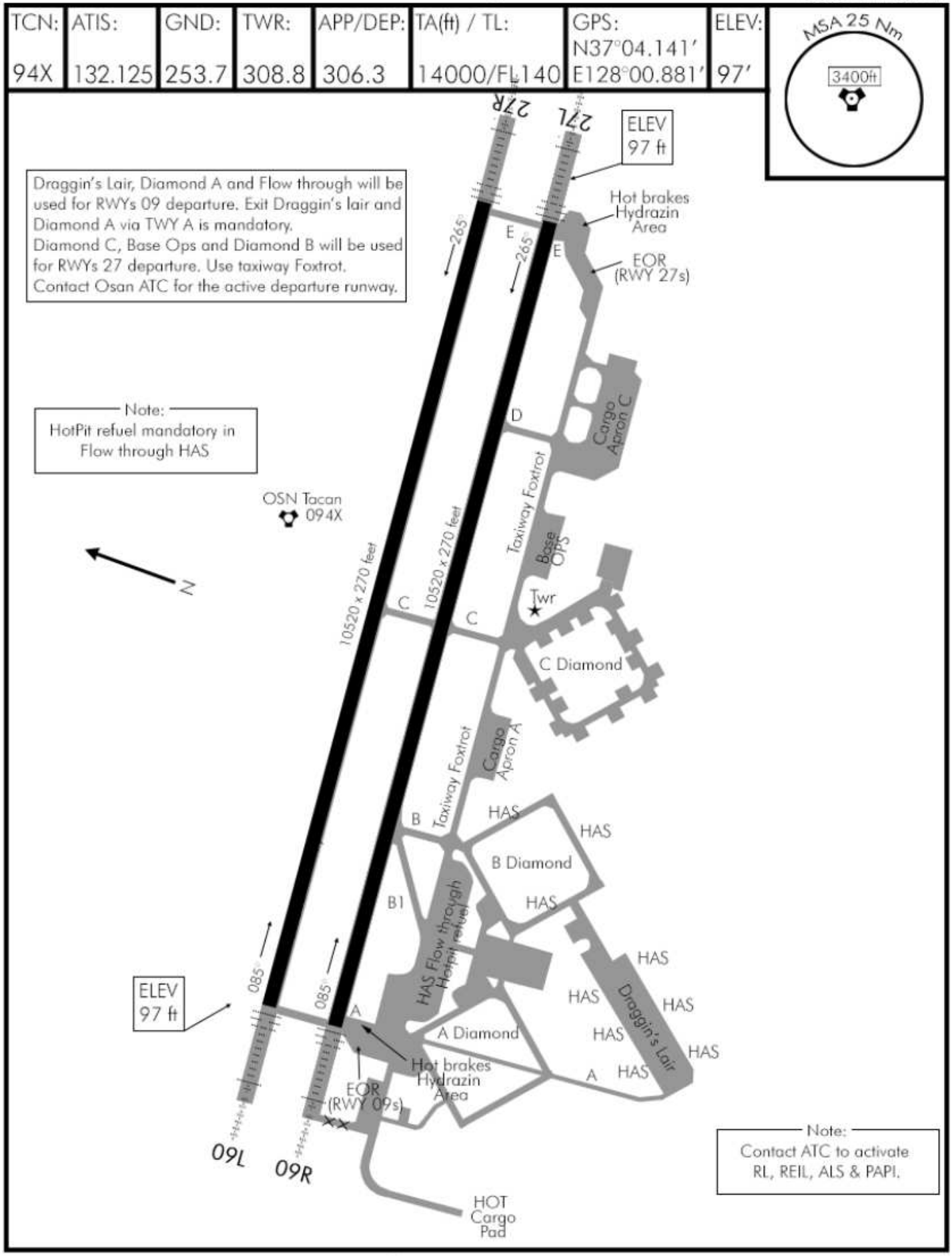
If not VFR on top prior to CROWN, enter holding and climb till on top

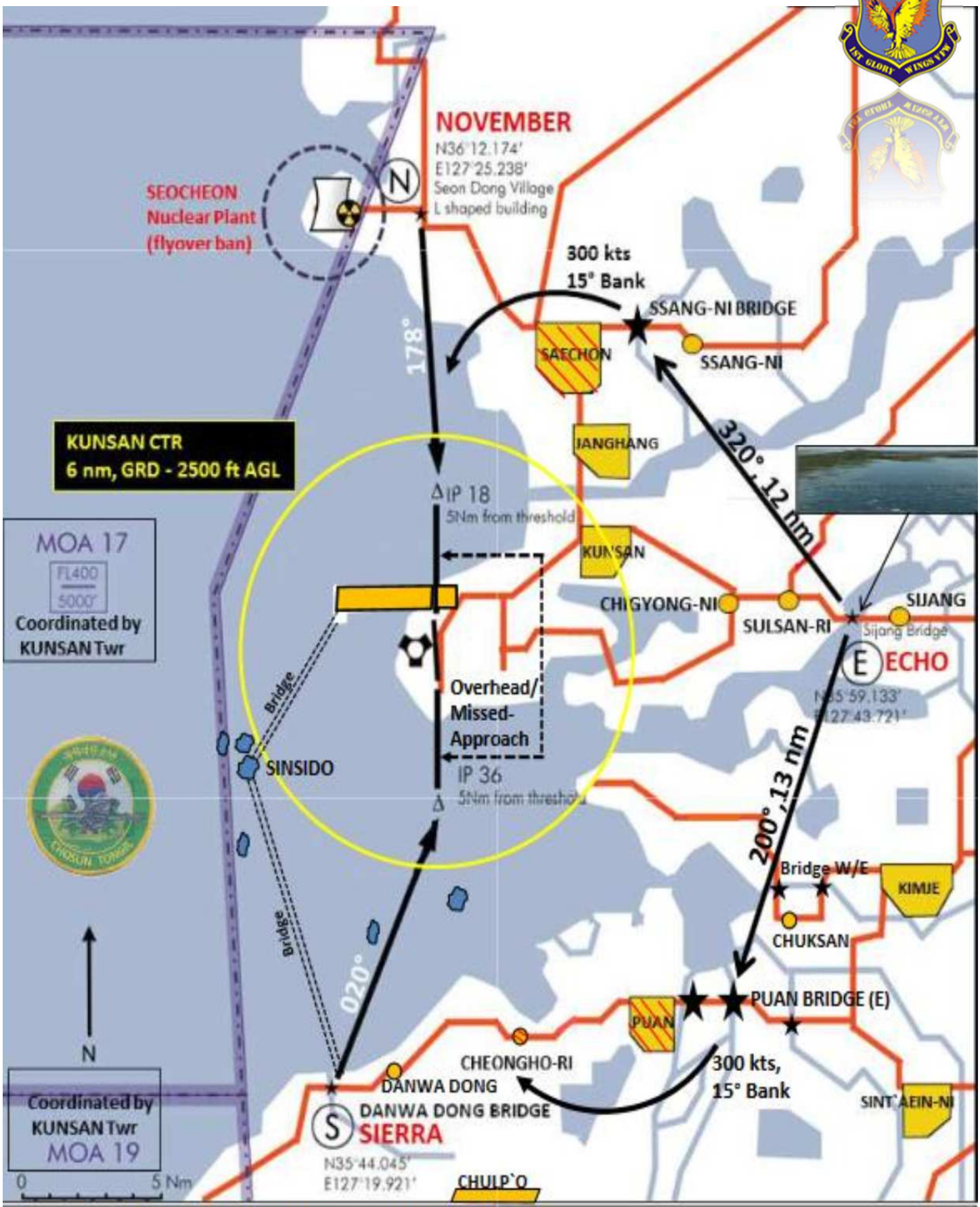
AIRPORT DIAGRAM

Date: 7 May 2018

OSAN AB (RKSO)
SOUTH KOREA

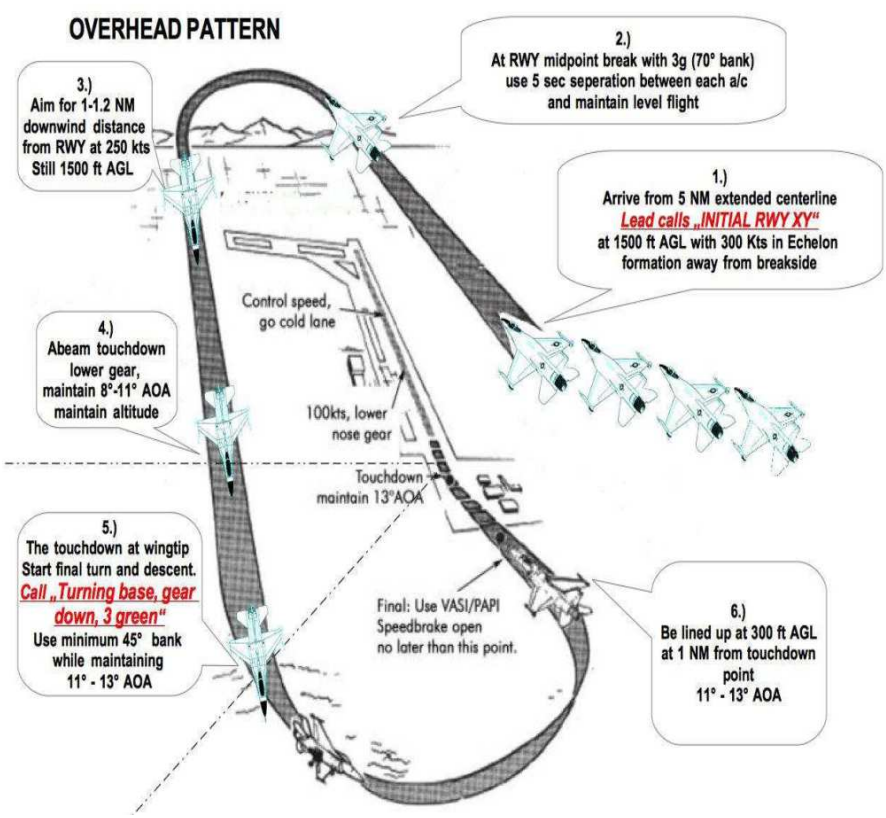
TCN:	ATIS:	GND:	TWR:	APP/DEP:	TA(ft) / TL:	GPS:	ELEV:
94X	132.125	253.7	308.8	306.3	14000/FL140	N37°04.141′ E128°00.881′	97′





In einer Kontrollzone gelten folgende Sichtflugmindestbedingungen:

- Hauptwolkenuntergrenze mindestens 1500 Fuß (über Grund), Bodensicht mindestens 5 km
- Sicht mindestens 5 km, Abstand zu Wolken horizontal 1,5 km; vertikal 1000 Fuß
- Flughöhenvorgabe N, E, S = 1500 ft AGL, Einflug über N/S nur bei direktem Anflug in Runway Heading



Das VISUAL OVERHEAD sollte stets aus einer stabilisierten Position am INITIAL (5 NM vor der Schwelle) der entsprechenden RWY beginnen:

Parameter: 300 kts, 1500 ft AGL, entspricht bei KUNSAN 1600 MSL, bei Formationen "short trail" mit max 1000 ft Abstand zum Vordermann, Break mit 3 sec Separation

Aus dieser INITIAL sollte KEINE DIREKTE LANDUNG erfolgen !

Der call "INITIAL, RWY xy" bezeichnet gleichermaßen für alle die ihn hören, dass dort eine Flight ist, die in den Overhead Break geht und damit in den downwind in 1600 ft (per break) einfliegen wird

Sollte ein Pilot nicht dieses Verfahren fliegen wollen, so muss er :

A) dies dem Tower mitteilen und
B) unbedingt als Lead voraus fliegen, da der direkte Approach aus einer 5 NM Position im Allgemeinen (wenn korrekt geflogen) etwas (!) schneller geht als ein overhead break

Dies kann trotzdem zu Verwirrungen führen - der zeitliche Vorteil ist äußerst gering, ebenfalls der Fuelverbrauch nur unwesentlich geringer

Es ist also grundsätzlich davon abzuraten, innerhalb der Flight verschiedene Anflüge aus der Formation heraus zu machen !

Wie immer: Ausnahmen sollten durch PAN, PAN oder gar MAYDAY, MAYDAY angezeigt werden

by Maj Sparrow

Einzelheiten zu diesen „Special Approaches“ unter:

Download:

BASIC ADVANCED TRAINING - AIR NAVIGATION – Kapitel 8 : SPECIAL APPROACHES

oder gem. Anlage!

KAPITEL : BASIC ADVANCED TRAINING - Abteilung AIR NAVIGATION – Kapitel 8 : SPECIAL APPROACHES angebracht

Es sollten auch nicht (!) 1600 ft AGL sein sondern 1500 ft AGL - aufgerundet auf den nächsten Hunderter = das macht in KUNSAN eben 1600 ft MSL

1.5 VHF

VHF is mainly used for intra-flight communication, so dealing with VHF will mainly be focused on managing the AI in your flight.

1.5.1 VHF frequencies in the comm plan

Let's summarise the allocation of VHF frequencies to presets:

- 3: Departure tower
- 4: Arrival tower (if arrival is different than departure)
- 11: Alternate tower
- 14: Common (always 123.5)
- 15: First flight in the package default intra-flight frequency
- 16: Second flight in the package default intra-flight frequency
- 17: Third flight in the package default intra-flight frequency
- 18: Fourth flight in the package default intra-flight frequency
- 19: Fifth flight in the package default intra-flight frequency

1.6 UHF

UHF is usually used for inter-flight communications or two-way communications between flight and control agencies.
As you have realised by now, every flight in the sim has a comms plan associated with it.
In a package, the first flight callsign determines the UHF frequency for the whole package. This is a small detail that may have important consequences, especially in the way missions are created. Think that if an AWACS or a refueller are part of multi flight packages and are the primary flight, you will hear all the flights on the AWACS or refueller frequency. Sometimes it's necessary, sometimes it just crowds the frequency for nothing.
In the UHF range, the specific frequencies associated with the DTC presets are as follows:

- Preset #1: Departure airbase Ops frequency.
- Preset #2: Departure airbase Ground frequency.
- Preset #3: Departure airbase Tower frequency.
- Preset #4: Departure airbase Departure/Approach frequency.
- Preset #5: Tactical check-in (place holder for the future AWACS operations, not mandatory in 4.34).
- Preset #6: Tactical frequency (AWACS controller assigned to your package).
- Preset #7: Arrival airbase Departure/Approach frequency.
  (If both bases are the same, preset will be the same as departure airbase and #7 will not be used.)
- Preset #8: Arrival airbase Tower frequency.
  (If both bases are the same, preset will be the same as departure airbase and #8 will not be used.)
- Preset #9: Arrival airbase Ground frequency.
  (If both bases are the same, preset will be the same as departure airbase and #9 will not be used),
- Preset #10: Alternate airbase Departure/Approach frequency.
- Preset #11: Alternate airbase Tower frequency.
- Preset #12: Alternate airbase Ground frequency.
- Preset #13: Air to Air refueling.
- Preset #14: UHF common also called Advisory (always 339.750). This preset allows communication with the UI and corresponds to the F1 IVC push to talk.

Preset #13 (AAR) will only appear if the flight is fragged to refuel and has a refuel steerpoint within its flight plan. Preset #20 (LSO) will only appear if the arrival airbase is a carrier.