



OFFENSIVE COUNTERAIR TRAINING

OPIS TRENINGU:

Będziemy ćwiczyć atak na wrogie lotnisko. Naszym zadaniem będzie zrobić wyłom w obronie przeciwlotniczej wroga i uderzyć na lotnisko. Mamy działać szybko i z zaskoczenia. Każda z sekcji ma do wykonania swoje zadanie, bez którego nie jest możliwe wykonanie zadania głównego.

W związku z tym nasze działania muszą być skoordynowane. W treningu wezmą udział trzy sekcje. SWEEP oraz SEAD wchodzi do walki w tym samym czasie. OCA w odstępie około jednej minuty. Po zrzućeniu bomb natychmiast się wycofujemy.

SYTUACJA:

Kawich: Cel.

Tonopah Test: Su-27 Flanker alert 5 oraz 2 Su-27 Flankers na patrolu od strony wschodniej.

Tonopah: niepooperacyjne.

ZARYS WYKONANIA:

1. Start misji treningowej 04:20 czasu lokalnego.
2. Start z Nellis AFB.
3. Departure: DREAM FOUR
4. Przelot zgodny z planem lotu. Zameldowanie się do kontrolera strefy (BlackJack).
5. Przygotowanie się do ataku.
6. Przekroczenie FEBA (Forward Edge of the Battle Area) w ściśle określonym czasie. Holding w ELKXX tylko awaryjnie w przypadku lotu niezgodnego z planem, co skutkowałoby nieskoordynowanym atakiem - przekroczenie FEBA w innym czasie niż założono.
7. Recovery: BIGHORN RECOVERY / RAMM RECOVERY.
8. Podejście do pasa 21R RH Brake.

ĆWICZYMY:

1. Koordynację działań.
2. Komunikację.
3. Nawigację.
4. Dyscyplinę użycia radia.

RADIO CHANNELIZATION

BTN	FREQ.	NOTE
1	A/R	Flight Common
2	289.400	Nellis Clearance Delivery
3	275.800	Nellis Ground
4	327.000	Nellis Tower (AI)
5	327.100	Nellis Tower (HU)
6	273.550	Nellis Departure
7	317.525	Nellis Control -Sally
8	254.400	Nellis Control - Lee
9	305.600	Bullseye SOF
10	343.725	Single Frequency Approach (SFA)
11	270.100	ATIS
12	360.600	Creech AFB Tower
13	377.900	Blackjack (HU)
14	377.800	Blackjack (AI Magic)
15	251.000	Texaco
16	261.000	
17	267.000	
18	251.000	
19	253.000	
20	266.000	

TIME: 23JUN2018 0420 LT

TASK: OCA

WX: 04004KT CAVOK 16 A2997 RMK FBL TURB BLU=

DEP: DREAM FOUR DEPARTURE

REC: BIGHORN RNW 03/21 RECOVERY / RAMM RECOVERY

B/E: N 37 14.032 W 115 47.676 Groom Lake

THREATS:

Airborne: SU-27

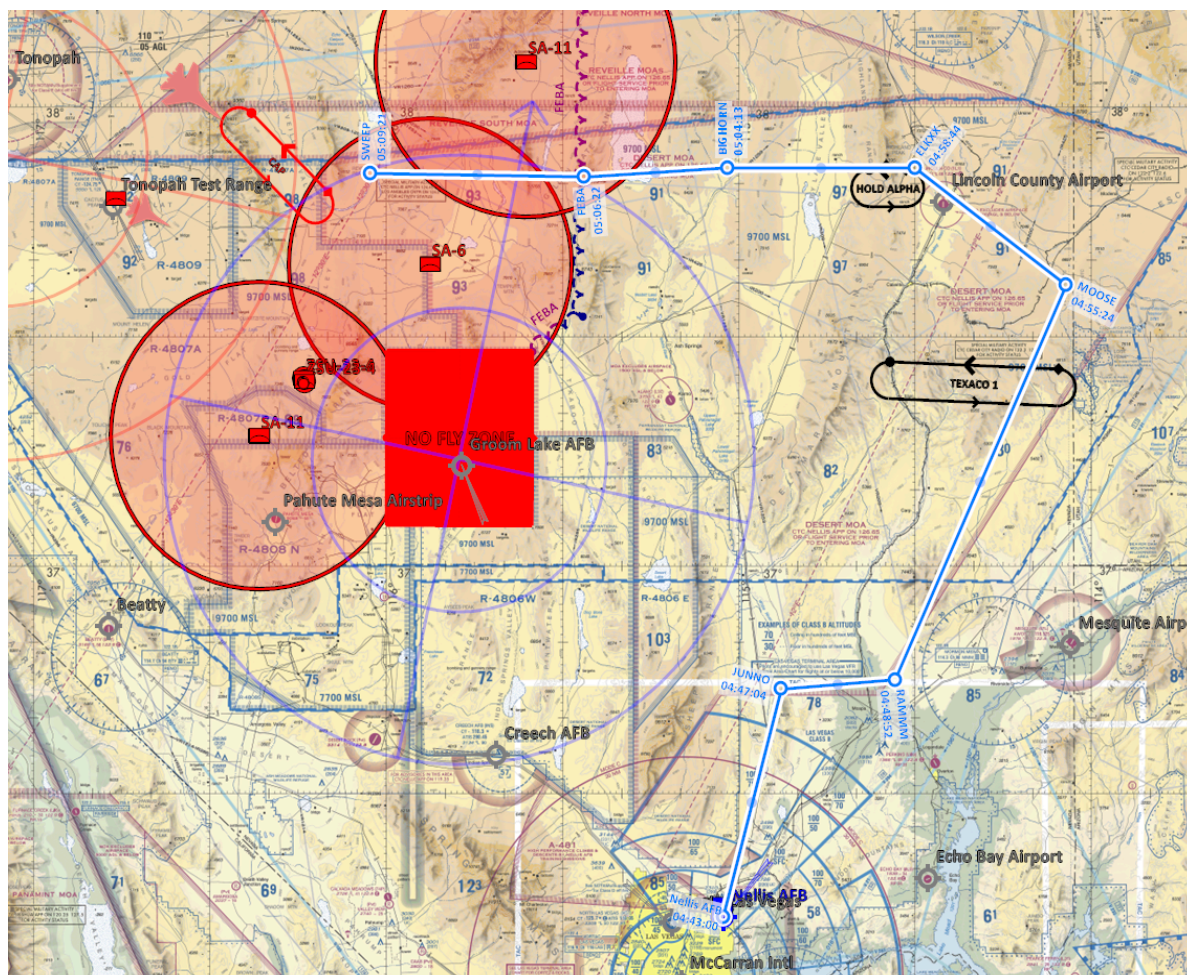
SAM/AAA: SA-11, SA-6, ZSU-23

**Komunikacja jedynie przy użyciu radia PRI oraz AUX. Nie używamy MIDS.
Ćwiczmy dyscyplinę użycia radia.**

FLIGHT PLAN COLT 1

Flight	Type	Freq	TCN	Remarks
COLT 1	2x F/A-18C	234.00 MHz (CH 1)	54Y	SWEEP
Loadout:	AIM-120C, AIM-9X Sidewinder IR AAM, LAU-115 - 2 AIM-120C, LAU-115 - 2 AIM-120C, , AIM-120C, AIM-9X Sidewinder IR AAM, , FPU-8A Fuel Tank 330 gallons			

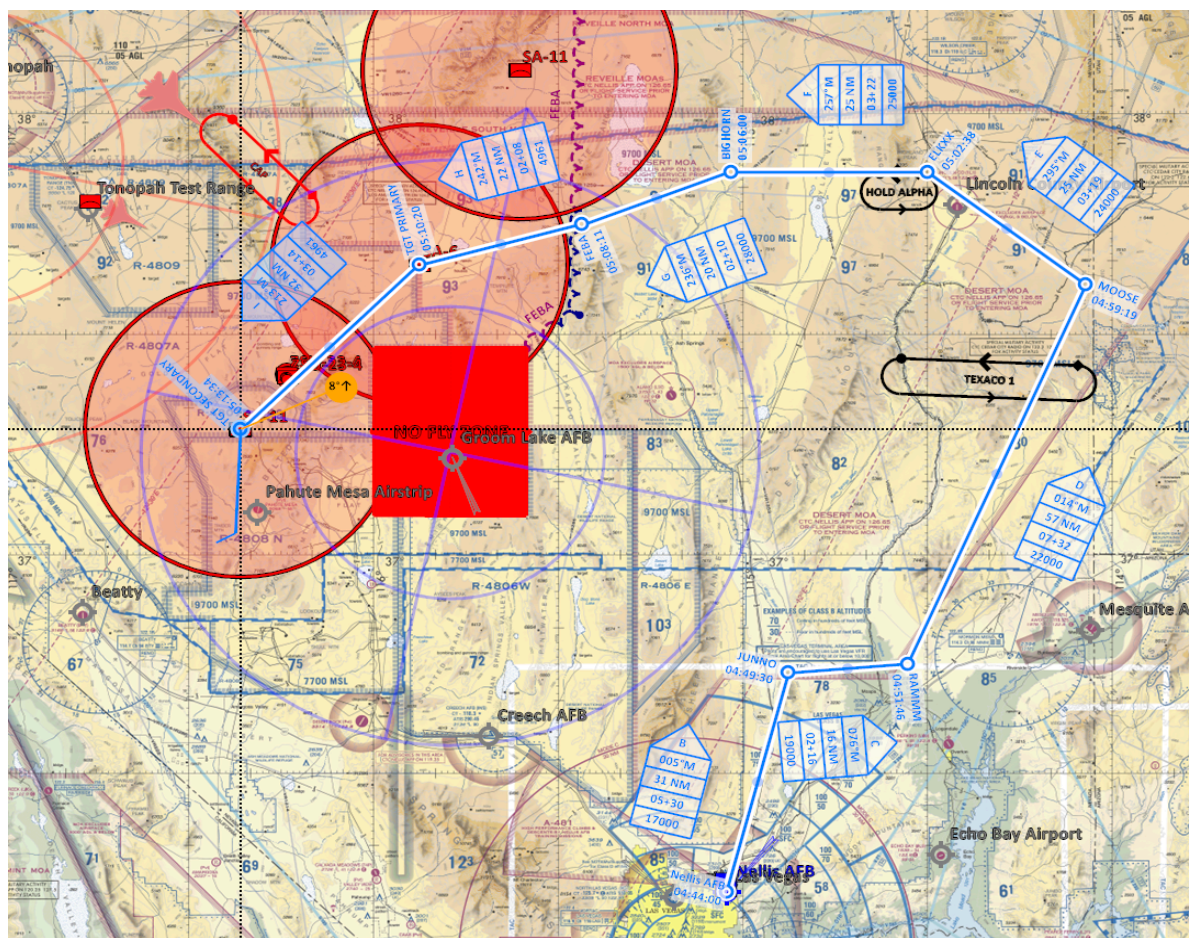
WP	HGD	DIST	SPEED	ALT	ETA	TOS	NOTE
Nellis AFB					4:43:00		N36:13.533 W115:02.617
JUNNO	005°	31	250	17.0 M	4:48:29		N36:43.798 W114:52.767
RAMMM	076°	16	0.65	19.0 M	4:50:48		N36:45.001 W114:33.334
MOOSE	014°	57	0.65	22.0 M	4:58:55		N37:36.767 W114:04.416
ELKXX	295°	25	0.65	24.0 M	5:02:29		N37:52.000 W114:30.000
BIGHORN	256°	25	0.65	27.0 M	5:06:08		N37:52.022 W115:01.989
FEBA	253°	19	0.9	28.0 M	5:08:11		N37:50.845 W115:26.377
SWEEP	258°	29	0.9	25.0 M	5:11:10	0:07:00	N37:51.336 W116:02.646



FLIGHT PLAN SNAKE 1

Flight	Type	Freq	TCN	Remarks
SNAKE 1	2x F/A-18C	234.10 MHz (CH 1)	55Y	SEAD
Loadout:	AIM-120C, AIM-9X Sidewinder IR AAM, AGM-88C, AGM-88C, GBU-38, AN/ASQ-228 ATFLIR - Targeting Pod, AIM-9X Sidewinder IR AAM, GBU-38, FPU-8A Fuel Tank 330 gallons			

WP	HDG	DIST	SPEED	ALT	ETA	TOS	NOTE
Nellis AFB					4:44:00		N36:13.533 W115:02.617
JUNNO	005°	31	250	17.0 M	4:49:30		N36:43.812 W114:52.752
RAMMM	076°	16	0.66	19.0 M	4:51:46		N36:45.014 W114:33.320
MOOSE	014°	57	0.7	22.0 M	4:59:19		N37:36.781 W114:04.402
ELKXX	295°	25	0.7	24.0 M	5:02:38		N37:52.000 W114:30.000
BIGHORN	257°	25	0.7	25.0 M	5:06:00		N37:52.036 W115:01.974
FEBA	236°	20	0.9	28.0 M	5:08:11		N37:44.982 W115:26.261
TGT PRIMARY	242°	22	0.9	5.0 M	5:10:20		N37:39.522 W115:52.530
TGT SECONDARY	213°	32	0.9	5.0 M	5:13:34		N37:17.114 W116:21.658



TARGET PRI: N 37 39'31 W 115 22'31
 TARGET SEC: N 37 37'3 W 116 21'35

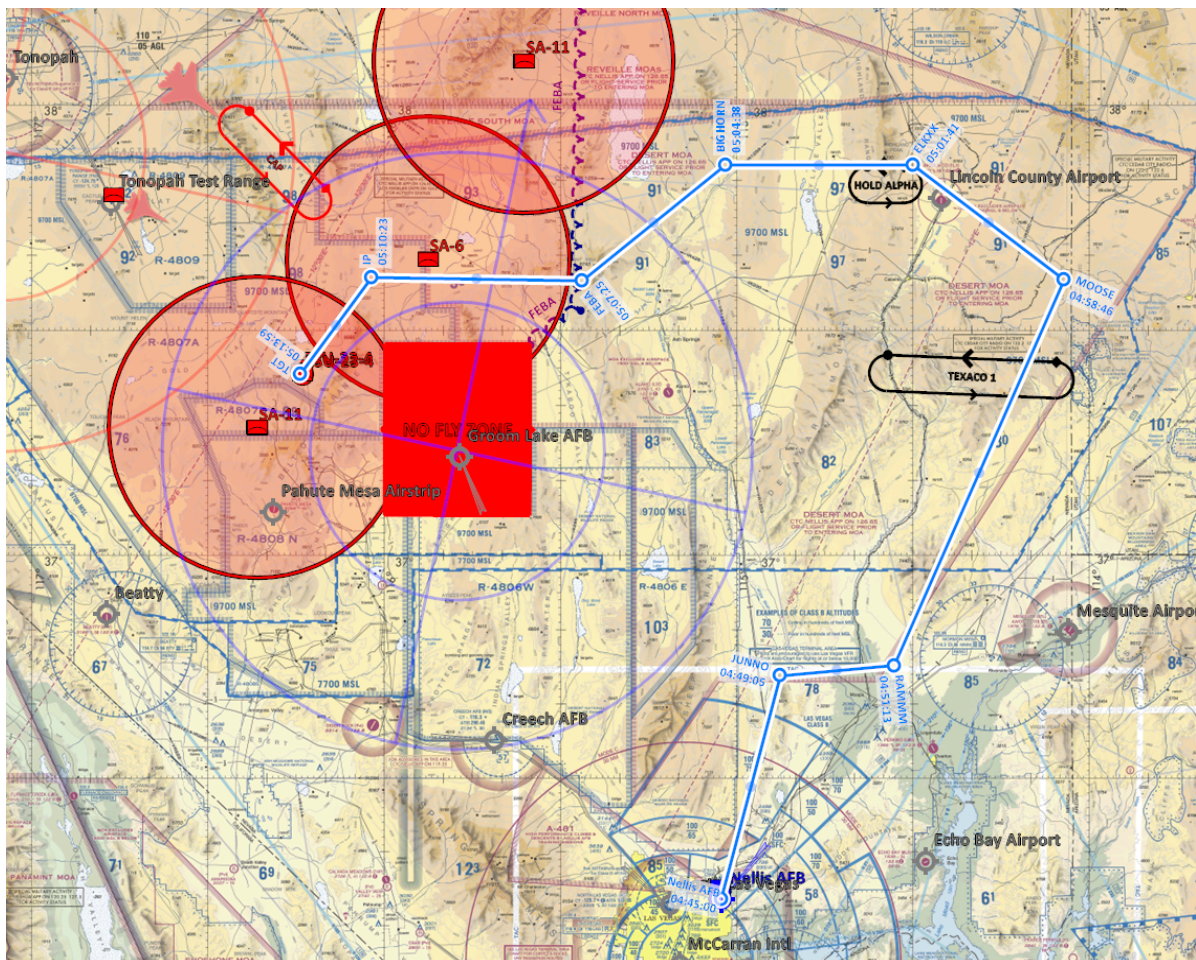
ELEV:4961 ft
 ELEV:6723 ft

SA-6
 SA-11

FLIGHT PLAN DEVIL 1

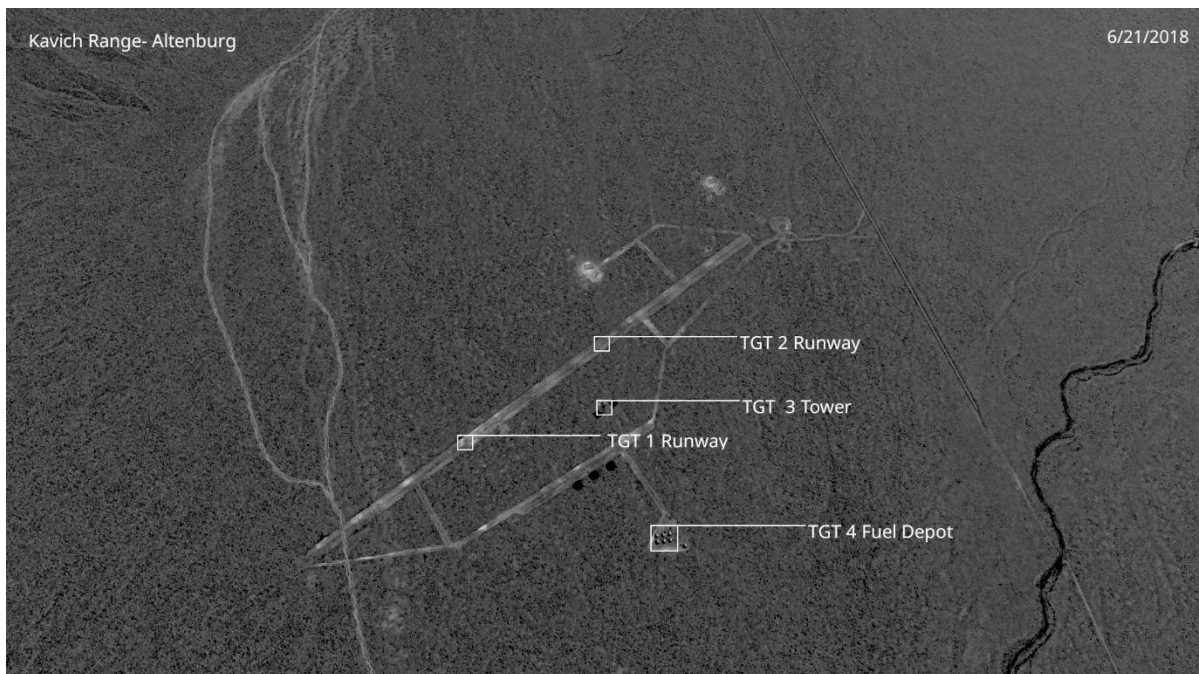
Flight	Type	Freq	TCN	Remarks
DEVIL 1	2x F/A-18C	234.20 MHz (CH 1)	56Y	OCA
Loadout:	FPU-8A Fuel Tank 330 gallons, AIM-9X Sidewinder IR AAM, GBU-31(V)4/B, AIM-9X Sidewinder IR AAM, GBU-31(V)4/B, AIM-120C, AIM-120C			

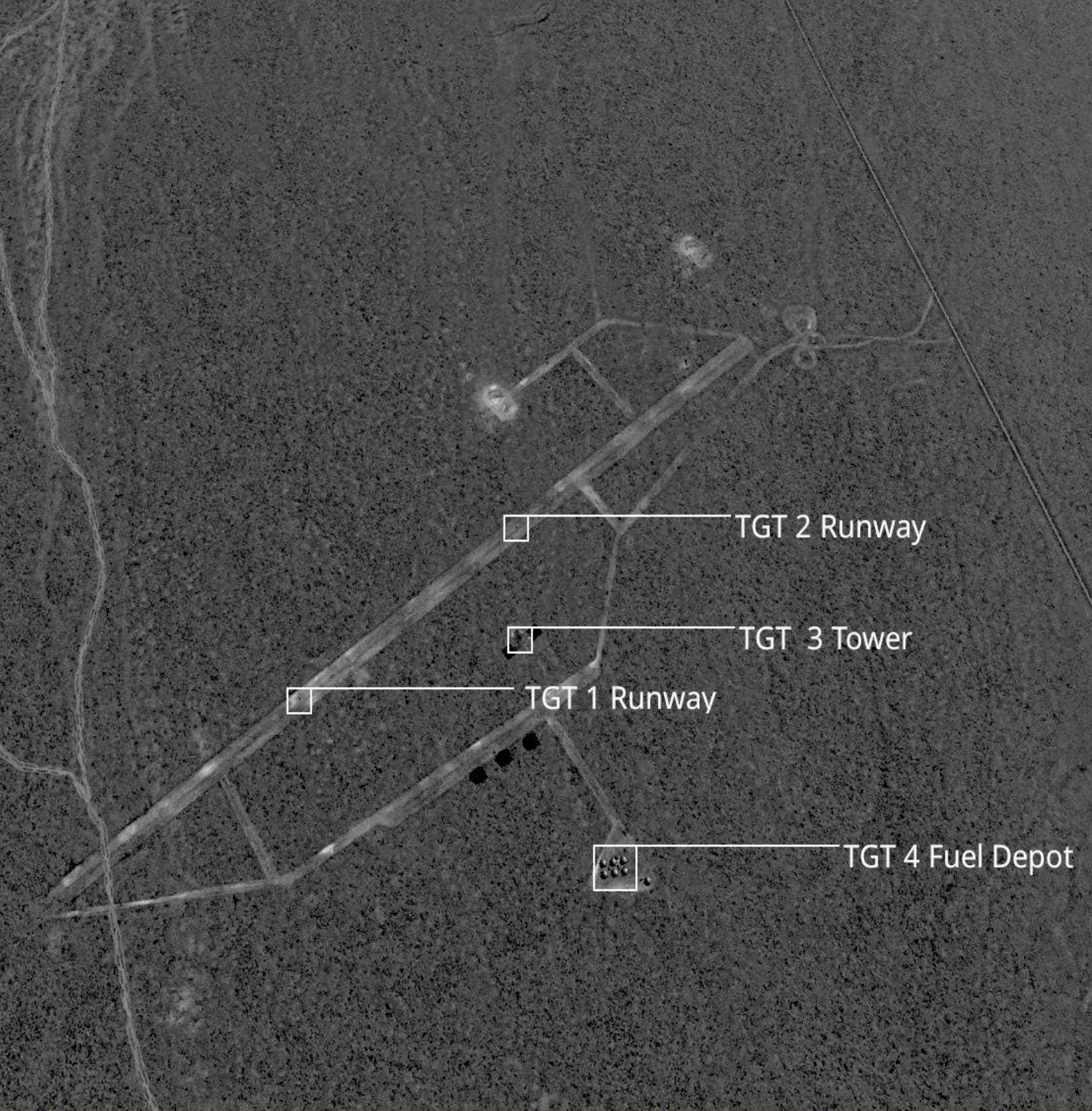
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Nellis AFB					4:45:00		N36:13.533 W115:02.617
JUNNO	005°	31	250	17.0 M	4:50:30		N36:43.845 W114:52.706
RAMMM	076°	16	0.65	19.0 M	4:52:49		N36:45.047 W114:33.273
MOOSE	014°	57	0.7	22.0 M	5:00:21		N37:36.814 W114:04.355
ELKXX	295°	25	0.7	24.0 M	5:03:41		N37:52.000 W114:30.000
BIGHORN	257°	25	0.8	25.0 M	5:06:38		N37:52.069 W115:01.927
FEBA	218°	25	0.87	25.0 M	5:09:21		N37:36.726 W115:26.262
IP	257°	28	0.9	25.0 M	5:12:19		N37:37.061 W116:02.205
TGT	202°	16	249	5.4 M	5:15:55		N37:24.195 W116:14.211



TGT 1: N 37 24'9.68 W 116 14'38.05
TGT 2: N 37 24'22.55 W 116 14'12.76
TGT 3: N 37 24'12.51 W 116 14'13.66
TGT 1: N 37 23'53.47 W 116 14'6.81

ELEV:5423 ft RUNWAY
ELEV:5414 ft RUNWAY
ELEV:5423 ft TOWER
ELEV:5441 ft FUEL DEPOT





TGT 1: N 37 24'9.68 W 116 14'38.05
TGT 2: N 37 24'22.55 W 116 14'12.76
TGT 3: N 37 24'12.51 W 116 14'13.66
TGT 4: N 37 23'53.47 W 116 14'6.81

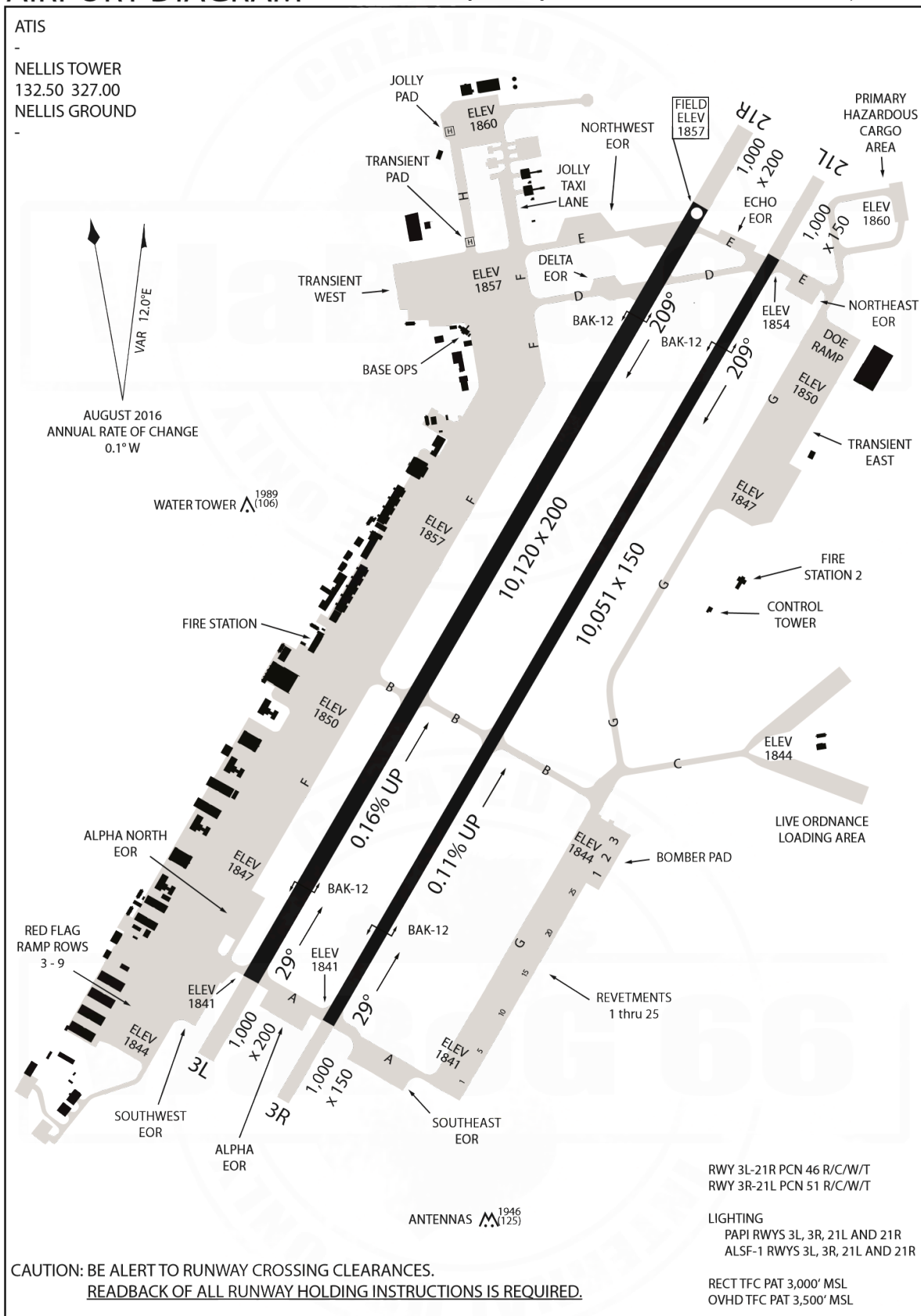
ELEV:5423 ft RUNWAY
ELEV:5414 ft RUNWAY
ELEV:5423 ft TOWER
ELEV:5441 ft FUEL DEPOT

LOCAL AREA NAVIGATION POINTS

	RAD/DME	LAT	LONG
ACTON	LSV 019/36	N 3644.52	W 11436.45
APEX	LSV 025/09	N 3621.58	W 11454.34
ARCOE	LSV 355/30	N 3644.26	W 11455.02
BIGHORN	LSV 345/97	N 3752.00	W 11502.00
CESAR	LSV 288/85	N 3700.49	W 11630.51
CARPP	LSV 356/63	N 3717.00	W 11450.72
Dry Lake	LSV 015/15	N 3627.68	W 11452.21
CRAIG	LSV 261/5.5	N 3615.25	W 11508.27
DREAM	LAS 352/66	N 3710.34	W 11459.53
DUCK	LSV 050/7.5	N 3617.84	W 11453.09
ELKXX	LSV 359/100	N 3752.00	W 11430.00
FLEX	LSV 335/04	N 3618.62	W 11502.36
FLUSH	LSV 285/73	N 3650.80	W 11620.27
FYTTR	LSV 267/33	N 3621.44	W 11541.47
GARTH	LSV 300/90	N 3717.96	W 11621.26
GASS PEAK	LSV 307/12	N 3624.14	W 11510.66
Jettison Hill	LSV 348/5.2	N 3619.88	W 11501.17
JUNNO	BLD 344/44	N 3643.80	W 11452.77
Leach Lake	DAG 338/40	N 3537.51	W 11640.67
MINTT	LSV 340/28	N 3642.74	W 11506.29
MOOSE	LSV 014/94	N 3736.77	W 11404.42
MOPAR	BTY 344/29	N 3717.00	W 11645.00
NIXON	LSV 289/30	N 3632.01	W 11532.25
NUGGE	BLD 344/68	N 37-07.83	W 114-53.29
PIUTE	INS 243/21	N 3630.68	W 11605.69
RAMMM	LSV 021/38	N 3645.00	W 11433.33
SARAH	LSV 311/24	N 3636.45	W 11518.03
SHOWW	BTY 095/37	N 3634.25	W 11602.27
SIMNS	LSV 274/8	N 3617.34	W 11510.75
STRIP	INS 112/24	N 3620.60	W 11516.48
STRYK	LSV 280/26	N 3625.62	W 11530.70
Stuckey's Peak	LSV 002/52	N 3704.10	W 11444.30
Texas Lake	LSV 349/64	N 3719.00	W 11457.50
TIMBR	LSV 009/33	N 3645.00	W 11444.58
TROUTT	LSV 344/63	N 3717.00	W 11507.05
TUCKY	BTY 210/18	N 3635.50	W 11700.10
VETTT	LSV 028/31	N 3637.34	W 11435.19
Winner LZ	LSV 355/5.8	N 3620.33	W 11500.25

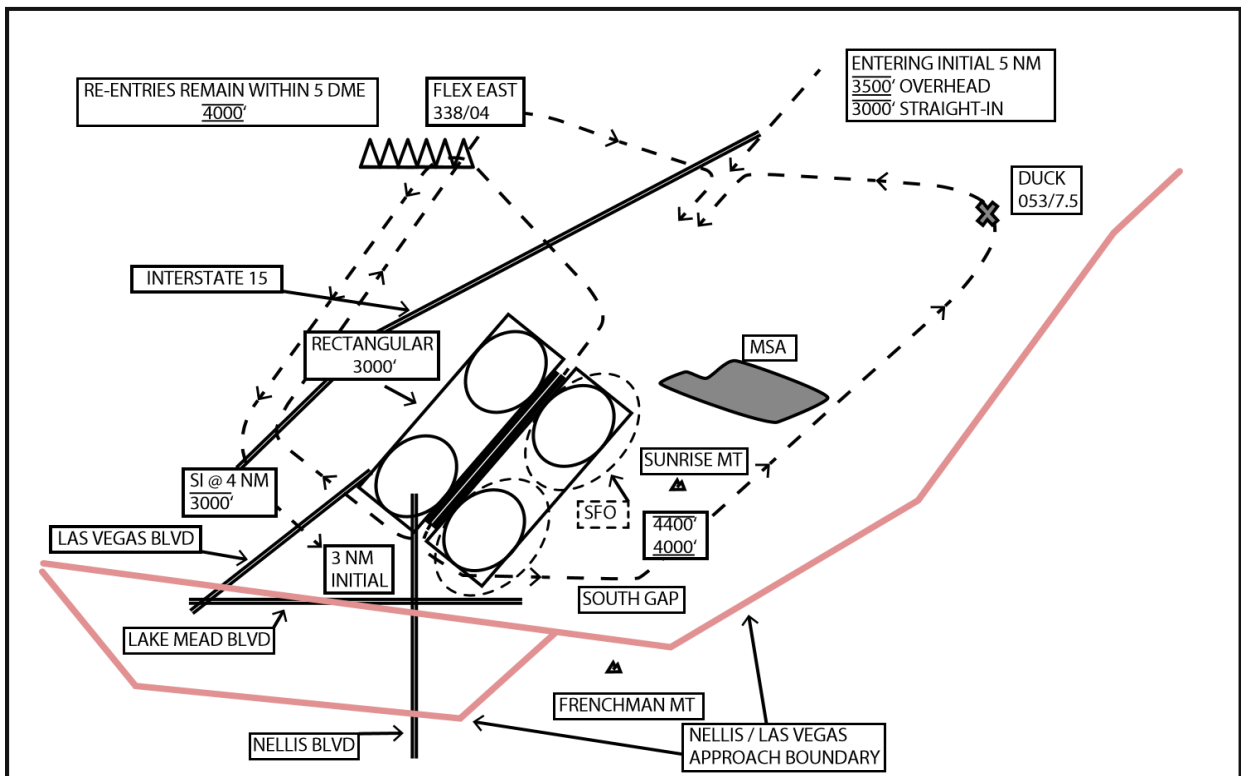
TACANS

TACAN	ID	CH	LAT	LONG	ELEV	MAG/VAR/E
Beatty	BTY	94	N3648.54	W11644.86	2925'	16.0
Boulder	BLD	114	N3559.75	W11451.82	3650'	15.0
China Lake	NID	53	N3541.28	W11741.93	2272'	16.0
Creech AFB	INS	87	N3635.20	W11540.12	3101'	15.0
Daggett	DAG	79	N3457.75	W11634.69	1760'	15.0
Edwards	EDW	111	N3458.94	W11743.96	2354'	15.0
Luke	LUF	77	N3332.26	W11222.81	1076'	13.0
McCarran Intl	LAS	116	N3604.78	W11509.59	2142'	15.0
Mormon Mesa	MMM	90	N3646.16	W11416.65	2120'	15.0
Nellis	LSV	12	N3614.68	W11501.50	1864'	15.0
Tonopah Muni	TPH	119	N3801.84	W11702.01	5330'	17.0
Tonopah Test	TQQ	77	N3748.00	W11647.00	5500'	15.0
Wilson Creek	ILC	110	N3815.02	W11423.65	9318'	16.0



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OVERHEAD:

1. RWY 03: Traffic entering from STRYK has priority over traffic entering from MINTT
2. RWY 21: Traffic entering from APEX has priority over traffic entering from FLEX or GASS PEAK
3. Fly initial to the inside runway (21R/03L)
4. Initial is 300 KIAS or less, 3,500 MSL, 3.5 NM, break to the west. If given east break initial to RWY 21L/03R

VFR STRAIGHT IN:

1. RWY 03: Depart CRAIG and decent to be at 3,000 MSL by Las Vegas Blvd. Do not descend below 3,000 MSL until within 5 DME of LSV or 4 NM of runway.
2. RWY 21: Depart APEX and descend to be at 3,000 MSL by LSV 028/05 or 5 NM final. If departing FLEX, descend to be at 3,000 MSL by I-15 and intercept 5 NM final.

FLEX REENTRY:

1. Remain at or below 3,000 MSL until turned out of traffic
2. RWY 21: Comply with the initial part of Noise Abatement Procedures of expeditin climb to 2,500 - 3,000 feet MSL then climbing right turn direct FLEX at 4,000 feet (eastern most triangles (LSV 358/4)). Turn to reenter initial and descend to 3,500 feet. For a straight-in, descend to be at 3,000 feet by I-15
3. RWY 03: Perform climbing left turn direct to direct FLEX at 4,000 feet MSL. At FLEX, turn Southwest to fly parallel with the runways. Passing Shadow Creek Golf Course, turn left to reenter initial. Remain east of Craig Ranch to deconflict with VGT Airport traffic. Maintain 4,000 feet until Las Vegas Blvd. For a straight-in approach, do not descend below 3,000 feet until 4 NM (5 DME of LSV) of the runway.

DUCK REENTRY:

1. Perform a climbing left turn to between 4,000 and 4,400 feet MSL remaining North of Lake Mead Blvd
2. Point towards the gap (between Frenchman Mountain and Sunrise Mountain)
3. Fly no further East than 3.5 DME of LSV TACAN to avoid conflict with Mc Carran Class B airspace.
4. Turn northbound to fly directly over the eastern part of the MSA then direct DUCK. Proceed west from DUCK to reenter initial, descending to 3,000 feet MSL. For a straight-in, descend to 3,000 feet MSL prior to turning final

NOTE: Portions of DUCK reentry leave/exit Class B; aircraft authorized to reenter on published DUCK reentry.

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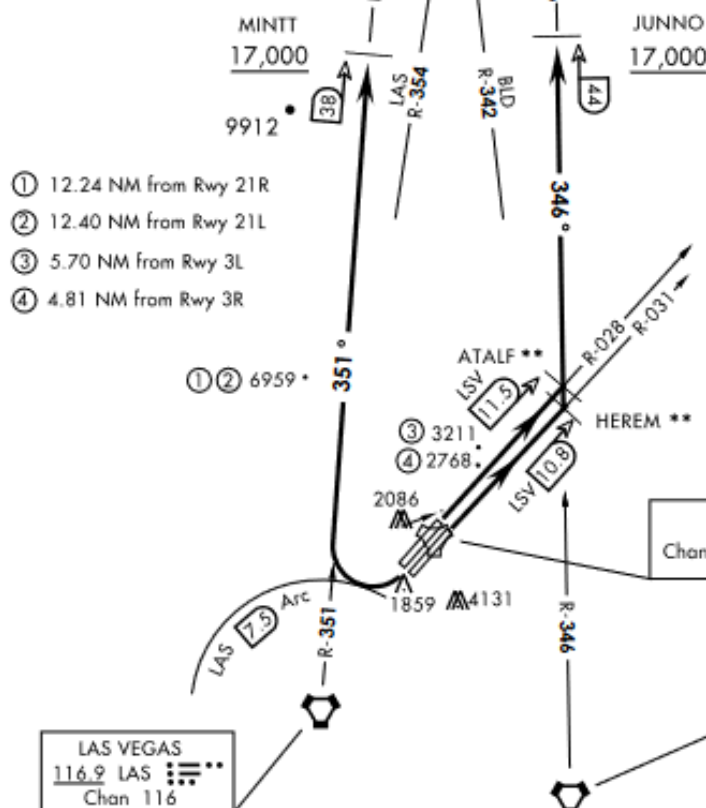
ATIS -
CLNC DEL
GND CON
NELLIS TOWER
132.5 327.00
NELLIS DEP CON

Rwy	Knots	60	120	180	240	300	360
* 3 L (a)	V/V(fpm)	269	538	807	1076	1345	1614
* 3 R (b)	V/V(fpm)	245	490	735	980	1225	1470
† 3 L (c)	V/V(fpm)	498	996	1494	1992	2490	2988
† 3 R (c)	V/V(fpm)	496	992	1488	1984	2480	2976
* 21 L (d)	V/V(fpm)	389	778	1167	1556	1945	2334
* 21 R (d)	V/V(fpm)	395	790	1185	1580	1975	2370
† 21 L (c)	V/V(fpm)	453	906	1359	1812	2265	2718
† 21 R (c)	V/V(fpm)	457	914	1371	1828	2285	2742

* Minimum † ATC Climb Rate

- (a) to 3400
(b) to 3100
(c) to 17,000
(d) to 8500

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DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L: Fly runway heading to intercept the LSV TACAN R-028 then direct ATALF, intercept the BLD VORTAC R-346 then direct JUNNO, cross JUNNO at or above 17,000, then via assigned route.

TAKE-OFF RWY 3R: Fly runway heading to intercept the LSV TACAN R-031 then direct HEREM, intercept the BLD VORTAC R-346 then direct JUNNO, cross JUNNO at or above 17,000, then via assigned route.

TAKE-OFF RWY 21L/R: Turn right to intercept LAS VORTAC R-351 outbound. Remain North of LAS 7.5 DME turning Northbound. Intercept LAS R-351 between 5000 and 6000, do not proceed West of LAS R-351. Cross MINTT at above 17,000, then via assigned route.



BIGHORN
LSV 348/97ELKXX
LSV 002/100MOOSE
LSV 017/94TIMBR
LSV 012/33
13,000RAMMM
LSV 024/38
13,000

FOR USE UNDER VMC ONLY
PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE

RWY 21:

1. Contact Nellis Control on CH7 at least 10 NM west of BIGHORN.
2. Cross BIGHORN at NATCF assigned altitude direct ELKXX.
3. Depart ELKXX direct MOOSE then direct RAMMM.
4. If VMC, expect RAMMM RECOVERY.
5. If IMC, expect radar vectors for IFR approach.

RWY 03:

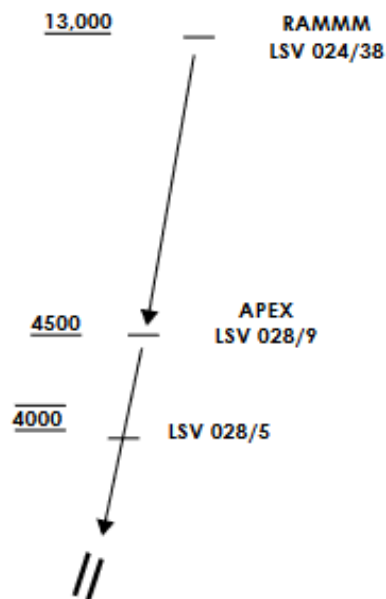
1. Contact Nellis Control on CH7 at least 10 NM west of BIGHORN.
2. Cross BIGHORN at NATCF assigned altitude direct ELKXX.
3. Depart ELKXX direct MOOSE then direct TIMBR.
4. If VMC, expect TIMBR RECOVERY.

NOTE: If unable to maintain VMC, request IFR clearance for radar vectors to an instrument approach.

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RWY 21:

1. Cross RAMMM at or above 13,000 feet MSL.
2. Proceed direct APEX, cross APEX at or above 4,500 feet MSL.
3. Cross LSV 028/5 at 4,000 feet MSL then descend to 3,500 feet MSL for initial.

VFR STRAIGHT-IN RWY 21:

1. Cross APEX at 4,000 feet MSL.
2. Descend to be at 3,000 feet MSL at LSV 028/5.

NOTE: If unable to maintain VMC, request IFR clearance for radar vectors to an instrument approach.

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