

DATA CARD



C/SIGN :

Acrid rules

Objectif

Conception : wildcat

Destruction du site de Kandong Refinery, à l'est de la capitale nord-coréenne

Tactical Situation

Theatre : Korea

Air threats

Ground Threats

Chasseurs modernes MiG-29, du MiG-31

SA-11 et une pincée de SA-8 et de MANPADS

Mission Management

IN -Coordination - Commit - R.O.E.

Un seul vol dans le package, pas d'escorte, prise de risque DA minimum et contournement des sites SAM.
Attaque à la GBU12 19000FT

OUT - Coordination - RTB - Landing

Egress par l'est.
Atterrissage au break

Airbases

Type	Location	TWR	TCN	RNG	ILS	QFU	N	E
Main	Kimpo	240.900 / 118.050	083X	25	109.9	14/32-LR	37°35.05'	127°42.52'
Emer	Mandumi	253.400 / 118.900	083X	Dme3'	R020°	02/20	38°04.15'	127°57.39'
Alter	Mandumi	253.400 / 118.900	083X	Dme3'	R020°	02/20	38°04.15'	127°57.39'

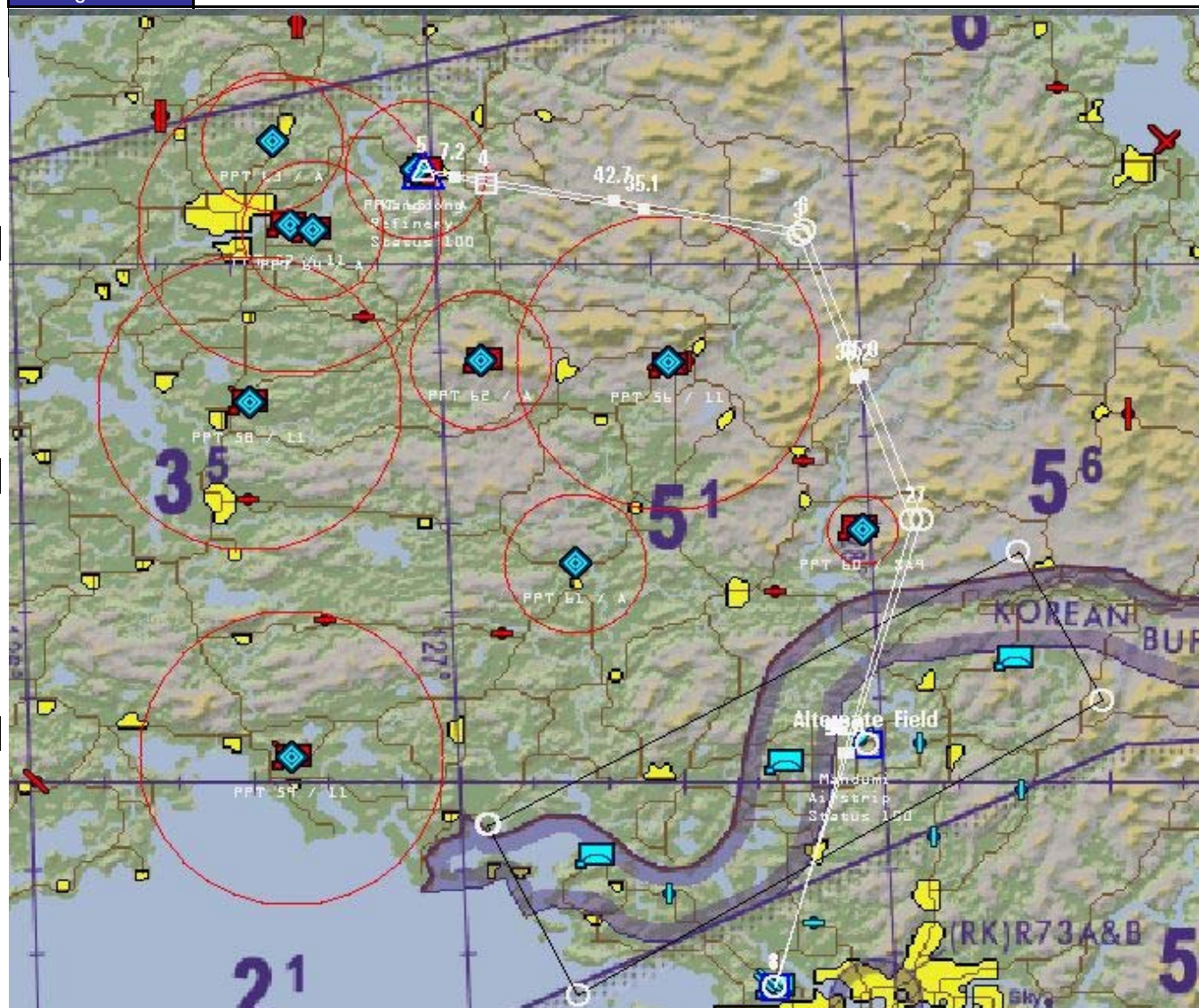
Package summary

Leader Pck :

Deputy :

C/S	ACFT	TASK	Ordon.	T.O.	FL / Pushing T.	T.O.T.	Datalink			
COWBOY	2	STRIKE	Suggéré	9:20	FL25 @	9:30	9:45	11-12-13-14		

Flight Plan





Memo leaders

Leader Checklist

Mission Data		Operation Acridrules Cowboy strike 4 F16 block 40	
Items			
Objectif		Kangdong Refinery	
Timing T/O et TOT		09:45 derniere limite	
Stratégie		Package 1 seul vol pas de DA et SEAD	
ROE		engage at will pas de friendly	
Type de cibles		Building	
Menaces NMI		Mig 29 Mig 31 sur l'ouest	
Couverture AMI		3 Skyguards + Vol DCA sur la frontiere	
Météo visibilité		Meteo Sunny vent: ___kt cloud A35 contrail A34	
Awacs		Chalis 30nm EST SEOUL	
Distance avant refuel en NM		139	
Joker Bingo		Joker: 3000 Bingo: 2000	
Ravito - Loto		No Tanker loto Mandumi	
Take Off - Navigation			
Line Up		Kimpo 14/32 TCN 83X TWR 240,9 / 118,05	
Puissance		PC	
Rotation		180	
Angle de montée		Pitch +10	
Formation		Echelon droite	
Espacement		3s	
Rassemblement		10nm apres TO	
Ingress-Attack-Egress			
Fence In		WPT 2 border	
Ingress		par l'est hors range SAM	
Recherche Radar		1-3 scan 2 barres haut 2-4 bas	
Type d'attaque		LASER	
Coordonnées cible		LAT N 39*10,512' LNG E 126*58,680'	
Armement		Strike: GBU12 3AIM120C 1 aim9x	
Egress		par l'est hors range SAM	
Fence Out		Sur la frontiere	
Landing			
Recovery		Kimpo	
Tacan		-	
QFU		14 / 32 sur indication tour	
Type Approche		Break	
Deroutement		Mandumi	
Consignes			
Réglage Datalink		Cowboy 11-12-13-14	
Réglage Radio		15=240,9Kimpo 16=253,4 mandumi	
Réglage Armement		Pair CCRP 75FT AD 4s+6s Fuse Tail	
Roulage		QNH piste Steady-Flash-hold short	
Fence in		ARM ON LIGHT OFF TGP ON QNH 1014	
Target		20 nm avant LASER ON Speed > 380KT	
Fence out		Lights ON Arm OFF QNH piste	
Touch down		Brakes out nws	

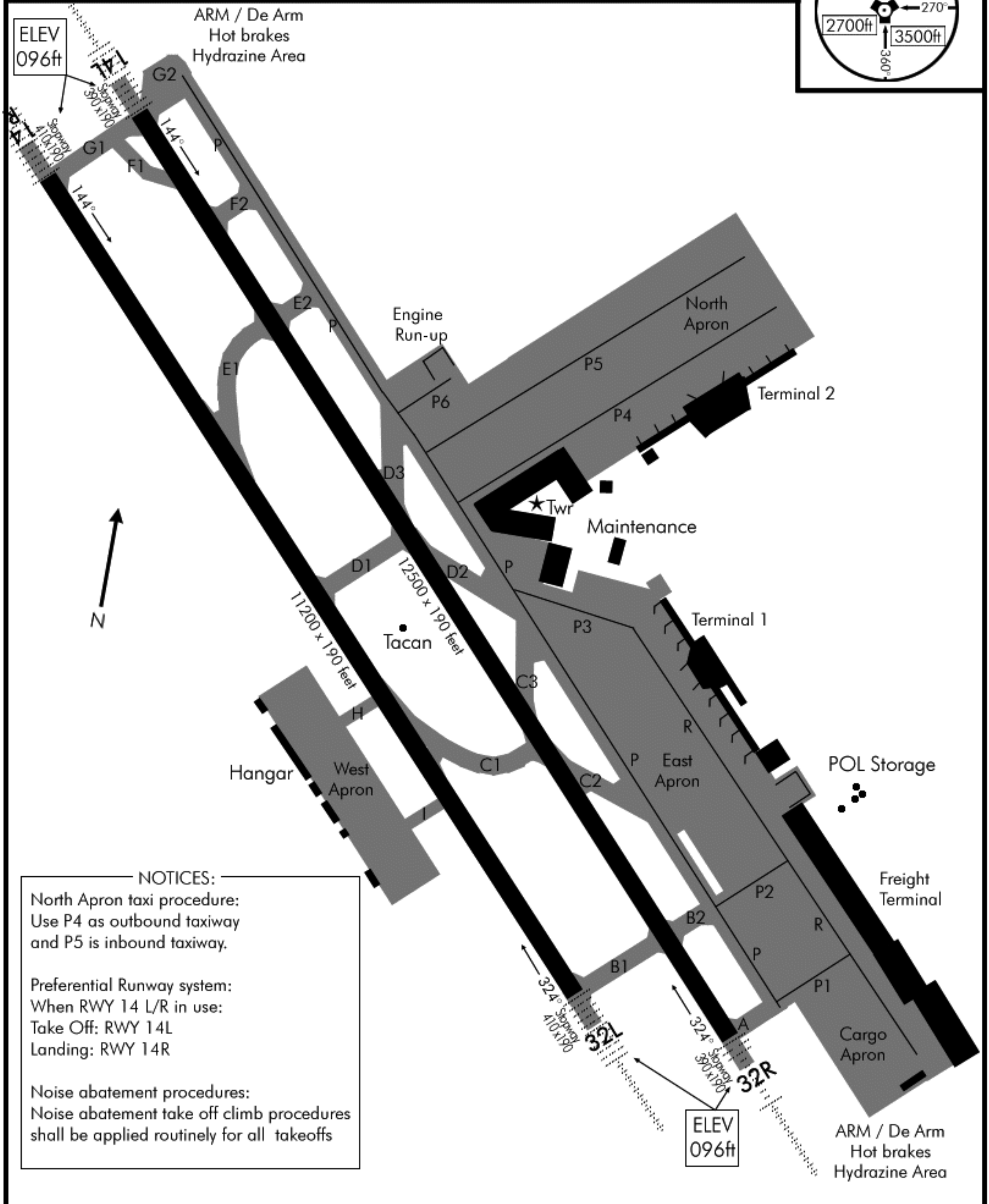
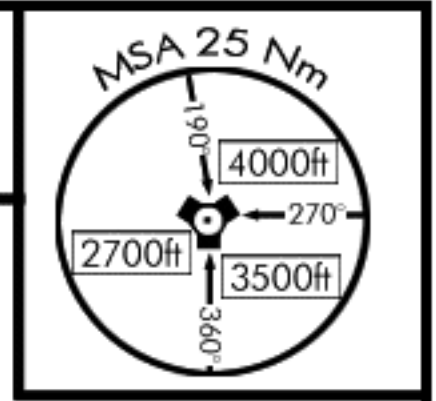
Page 1		DATACARD							
ATIS		RKSS INFO: F 0855LT ILS RWY32L TL180 360/5KT BLU 30/25 Q1040 NOSIG							
Airbase	Airbase	TCN	UHF	VHF	Eiv	RWY	ILS		
	DEP	Kimpo	83 X	240.900	118.050	96	32L	108.30	
	ARR	Kimpo	83 X	240.900	118.050	96	14R	110.10	
	ALTN	Mandumi	1 Y	253.400	118.900	259	02	---	
Flight	Position	Name	IDM	TCN	TO	LND	Notes:		
	1 Lead		1-1						
	2 Wing		1-2						
	3 Element		1-3						
	4 Wing		1-4						
Package	Callsign Pack 1067		AC Type	UHF	VHF	IDM	TCN	Task	
	X Fury 1		4 F-16C-50			1		Deep Strike	
Flightplan	STPT	Action	TOS	HDG	DIST	KIAS	ALT	Fuel	Formation
	1	T/O	09:20:00	---	---	---	---	5516	Spread
	2	Push	09:30:29	016	56.1	320	25000	4674	Spread
	3	Nav	09:37:05	339	35.2	320	25000	4146	Spread
	4	Nav	09:43:39	280	35.1	320	19000	3620	Spread
	5	Strike	09:45:00	283	7.2	320	19000	3512	Spread
	6	Split	09:50:20	099	42.7	480	30000	3085	Spread
	7	Nav	09:54:49	159	35.9	480	30000	2726	Spread
	8	Land	10:01:52	197	56.4	480	0	1598	Spread
	9	Land	---	020	29.9	---	---	1000	---
	10								
	11								
	12								
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24									

Page 2		DATACARD							
126524		Callsign	Fury 1	Package	1067	Mission	Acridrules		
Config						TO Spec	13/ Mil	Fuel	
TO/Loadout	A-A	1x A-9X 3x A120C		Gross	38679	Vr	171	TO F	15084
	A-G	2x GB12		Drag	86	Refusal	200	Set F	
	ECM	1x AL119		ALOW	300	MIL %	108 %	JOKER	
	Tanks	2x TK600		MSL	10000	MIL CLB	410/0.85	BINGO	1500
TGT	Primary					Second			
	DMPI					DMPI			
	Lat&Lon					Lat&Lon			
Weapon	Type					Profile 1		Rel Angle	45
	SNSR					Arm Delay	04.00	SGL/PAIR	SGL
	OPS Time					Burst Alt	0900	Ripple	1
	Release					Fuse	NOSE	Spacing	175
Attack Type	None								
Delivery			VIP / VRP	OA1	OA2	PUP	Pull Hdg		
	TBRG					ATT			
	RNG					DA			
	ELV					Gs			
	Ingress Alt				Rel H				Turn
	Ingress SPD				Rel S				HUD
Support			AC Type	TACAN	UHF	LOC	Notes:		
	Tanker 1								
	Tanker 2								
	AWACS		Chalis1 - E-3				136 / 146	09:15 - 10:47	
	JSTAR								
FAC									
Stoplines	ROE				Class	Altitudes		Notes:	
Mission Notes:									

AIRPORT DIAGRAM

Date: 30 March 2011

TACAN: 083X	TWR: 240.9/118.05	TRANS LEVEL: FL140	TRANS ALT: 14000ft	GPS: N37°36,868' E127°42.801'	ELEV: 096'
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NOTICES:

North Apron taxi procedure:
Use P4 as outbound taxiway
and P5 is inbound taxiway.

Preferential Runway system:
When RWY 14 L/R in use:
Take Off: RWY 14L
Landing: RWY 14R

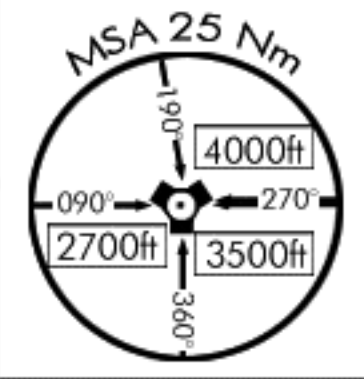
Noise abatement procedures:
Noise abatement take off climb procedures
shall be applied routinely for all takeoffs

AIRPORT DIAGRAM

NOT FOR REAL NAVIGATION - FALCON 4 BMS ONLY

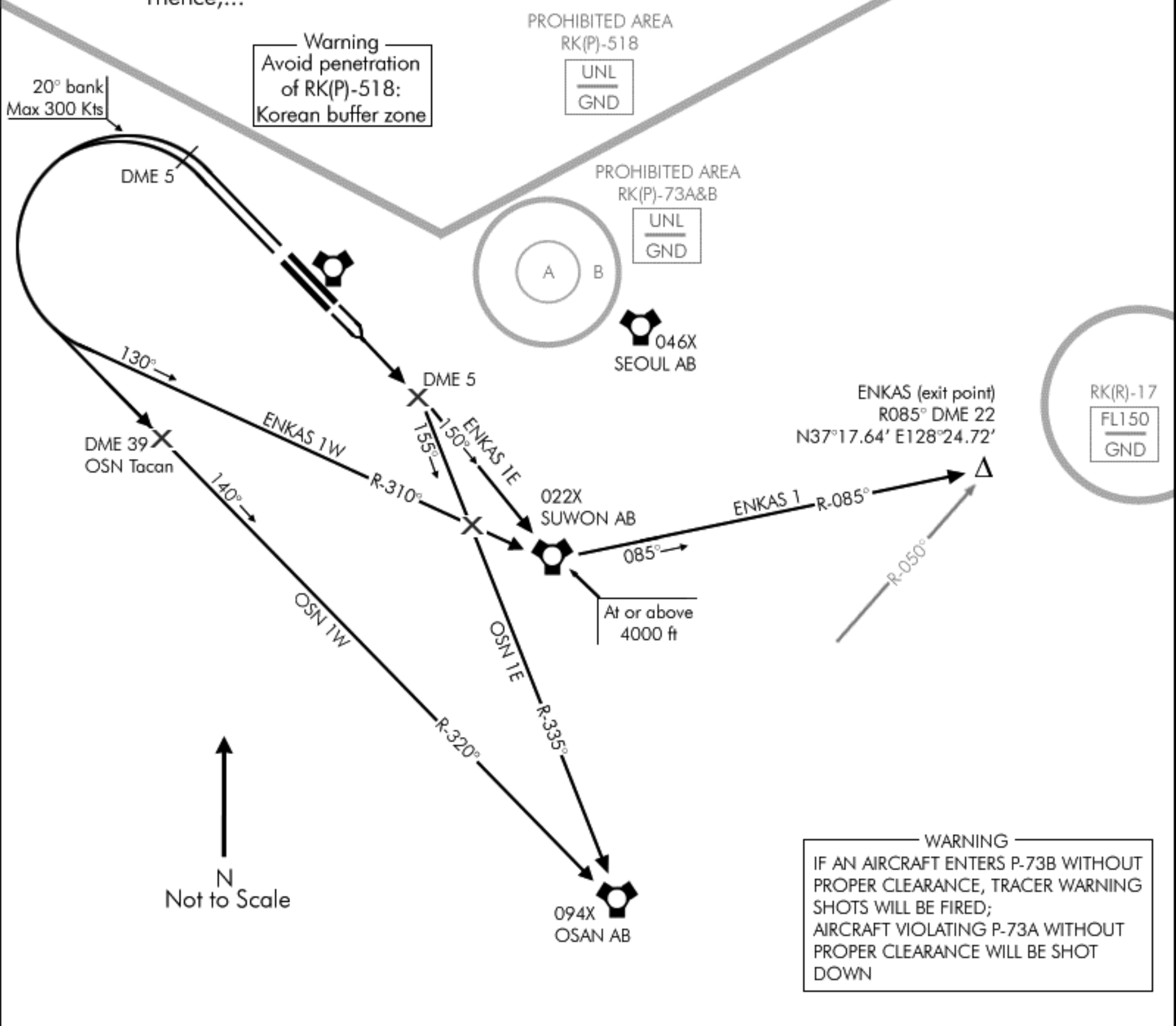
KIMPO 1W&1E DEPARTURE Date: 30 March 2011

TACAN:	TWR	TRANS LEVEL:	TRANS ALT:	GPS:	ELEV:
083X	240.9/118.05	FL140	14000ft	N37°36,868' E127°42.801'	096'



DEPARTURE ROUTE DESCRIPTION

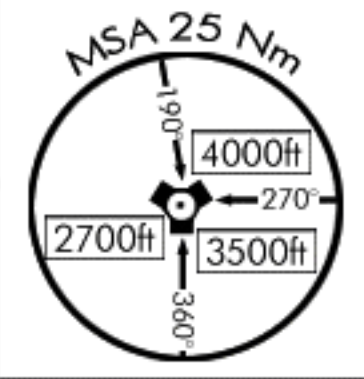
- OSN 1W:** Climb on Rwy heading until DME 5 Kimpo tacan or reaching 2500' whichever comes first. Then LEFT climbing turn to intercept OSN R-320° and proceed direct to OSN tacan. MAINTAIN 8000ft until crossing OSN. Thence,...
- ENKAS1W:** Climb on Rwy heading until DME 5 Kimpo tacan or reaching 2500' whichever comes first. Then LEFT climbing turn to intercept SUWON R-310° and proceed direct to Suwon tacan. Cross Suwon at or above 4000'. At Suwon tacan, proceed to ENKAS Int via R-085° outbound. Cross ENKAS at assigned altitude. Thence,...
- OSN 1E:** Climb on Rwy heading until DME 5 Kimpo tacan then turn RIGHT and proceed to OSN tcn via R-335°. Maintain 5000' until crossing OSN. Thence,...
- ENKAS 1E:** Climb on Rwy heading until DME 5 Kimpo tacan then turn RIGHT to 150° and proceed direct to Suwon tcn. Cross Suwon at or above 4000' then proceed to ENKAS Int via R-085° outbound. Cross ENKAS at assigned altitude. Thence,...



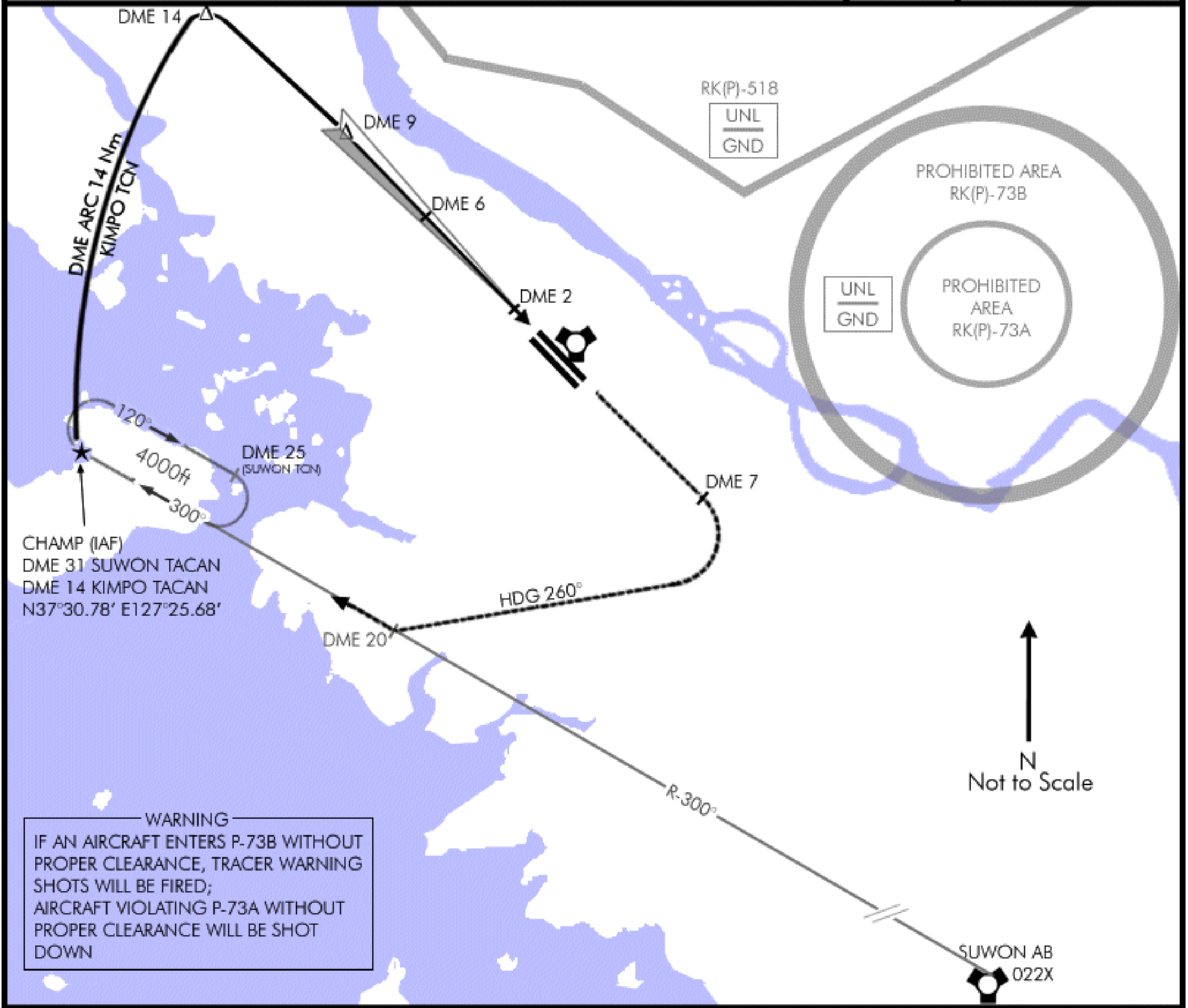
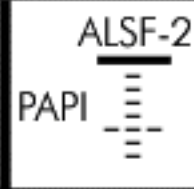
ILS RWY 14L

Date: 30 March 2011

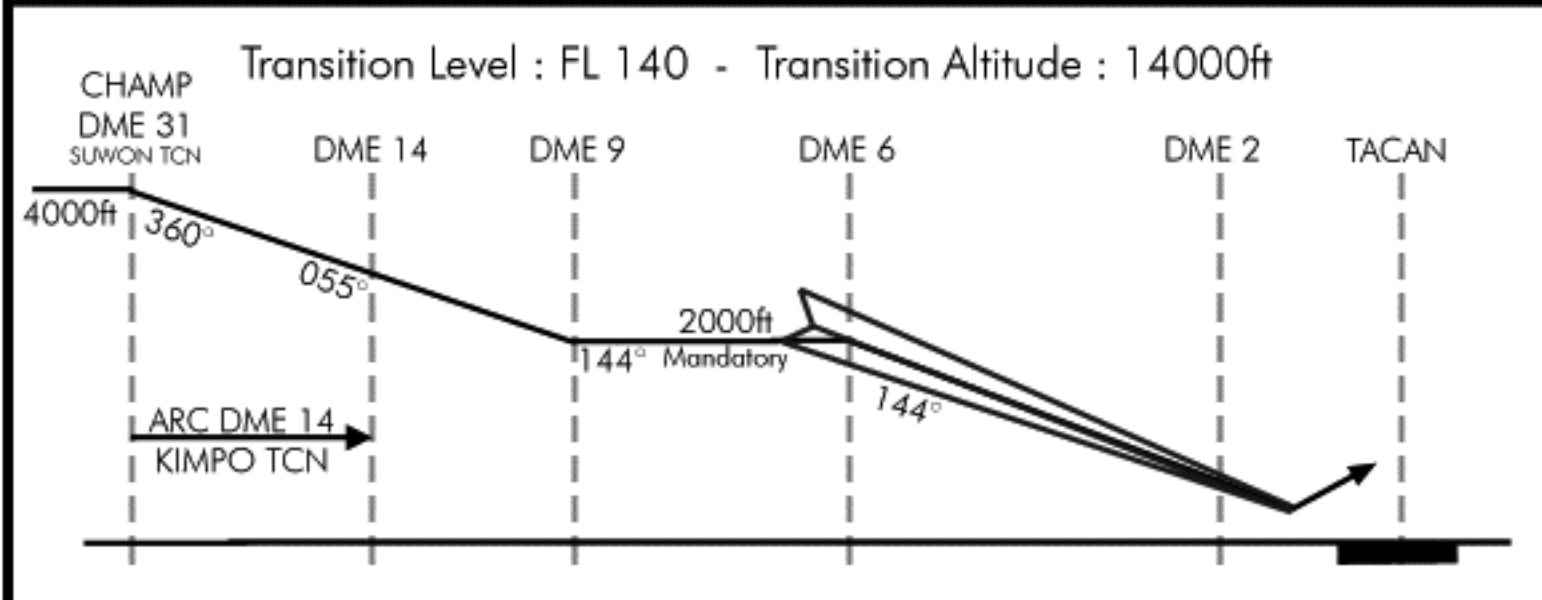
TACAN:	TWR:	ILS:	ILS DA(H):	LOC:	GPS:	ELEV:
083X	240.9/118.05	109.9	296' (200' AGL)	144°	N37°36,868' E127°42.801'	096'



MISSED APPROACH: Climb straight ahead outbound via R-140° Kimpo tacan until DME 7. Then turn RIGHT 260° to intercept and proceed outbound via R-300° Suwon tacan to CHAMP fix. Hold at 4000ft.



WARNING
 IF AN AIRCRAFT ENTERS P-73B WITHOUT PROPER CLEARANCE, TRACER WARNING SHOTS WILL BE FIRED;
 AIRCRAFT VIOLATING P-73A WITHOUT PROPER CLEARANCE WILL BE SHOT DOWN



MINIMA:

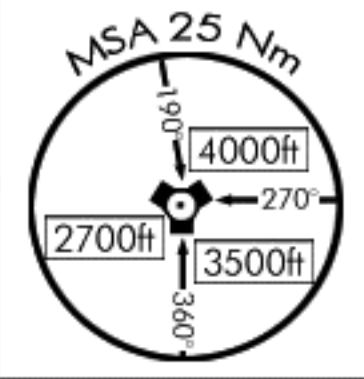
ILS: 296' (200' AGL)*
Vis: 200-800m
LOC: 701' (605' AGL)**
Vis: 300-1600m
Circling: 996' (900' AGL)
Vis: 600-2000m

*When ALS inop, increase vis to 1200m
 **When ALS inop, increase vis to 2000m

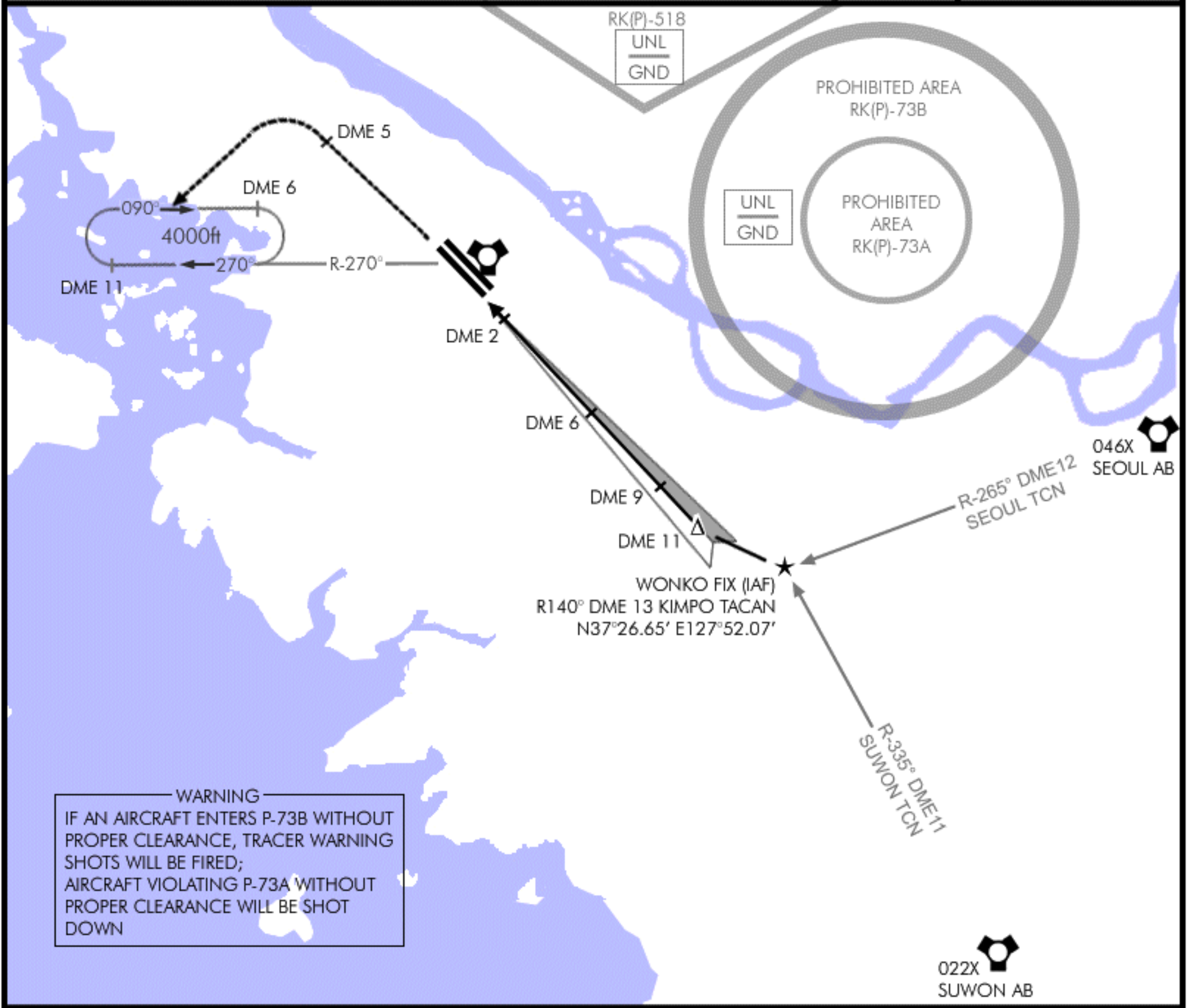
ILS RWY 32L

Date: 30 March 2011

TACAN:	TWR:	ILS:	ILS DA(H):	LOC:	GPS:	ELEV:
083X	240.9/118.05	108.3	296' (200' AGL)	324°	N37°36,868' E127°42.801'	096'

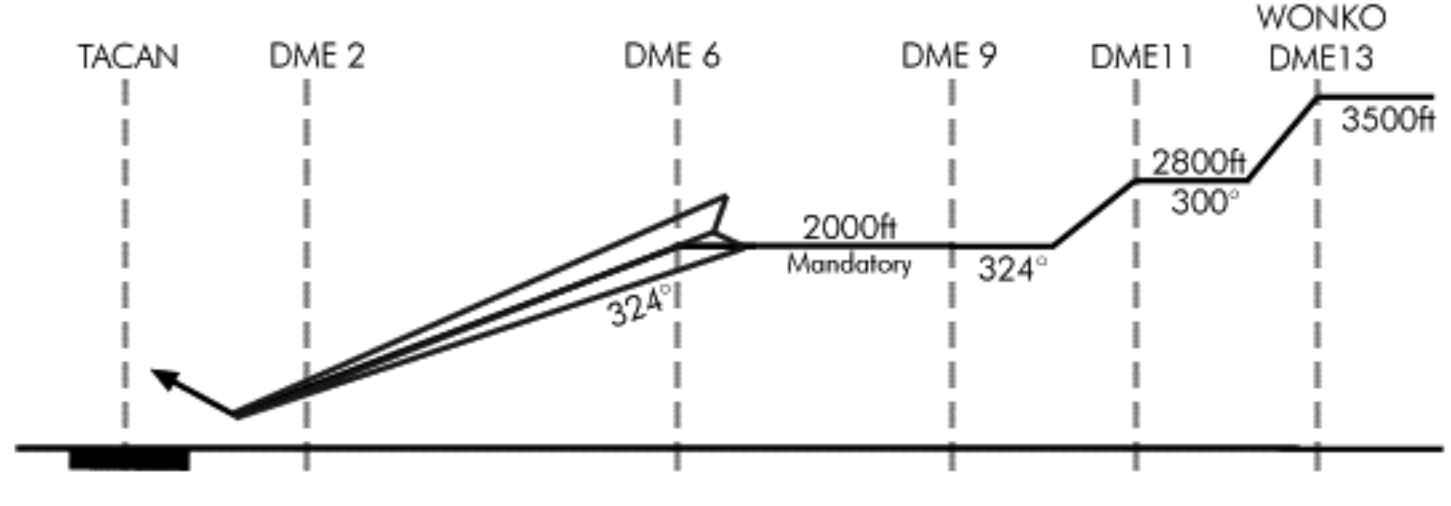


MISSED APPROACH: Climb straight ahead until DME 5 or reaching 2500ft, whichever comes first. Then turn LEFT and proceed to R-270° DME11 KIMPO tacan and hold as published at 4000ft.



WARNING
IF AN AIRCRAFT ENTERS P-73B WITHOUT PROPER CLEARANCE, TRACER WARNING SHOTS WILL BE FIRED;
AIRCRAFT VIOLATING P-73A WITHOUT PROPER CLEARANCE WILL BE SHOT DOWN

Transition Level : FL 140 - Transition Altitude : 14000ft



MINIMA:

ILS: 296' (200' AGL)*
Vis: 200-800m
LOC: 701' (605' AGL)**
Vis: 300-1600m
Circling: 996' (900' AGL)
Vis: 600-2000m

*When ALS inop, increase vis to 1200m
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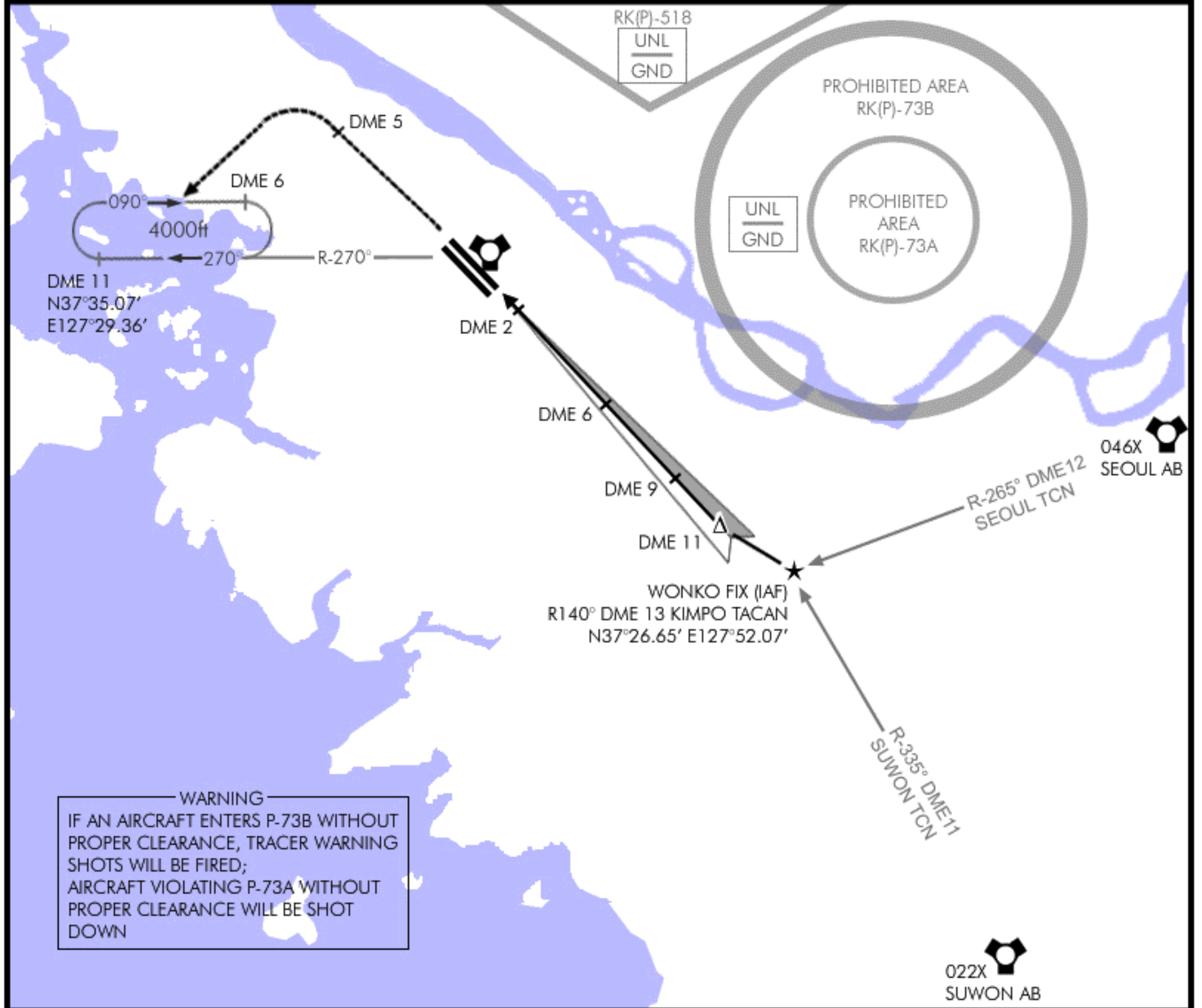
ILS RWY 32R

Date: 30 March 2011

TACAN: 083X	TWR: 240.9/118.05	ILS: 110.7	ILS DA(H): 296' (200' AGL)	LOC: 324°	GPS: N37°36,868' E127°42.801'	ELEV: 096'	
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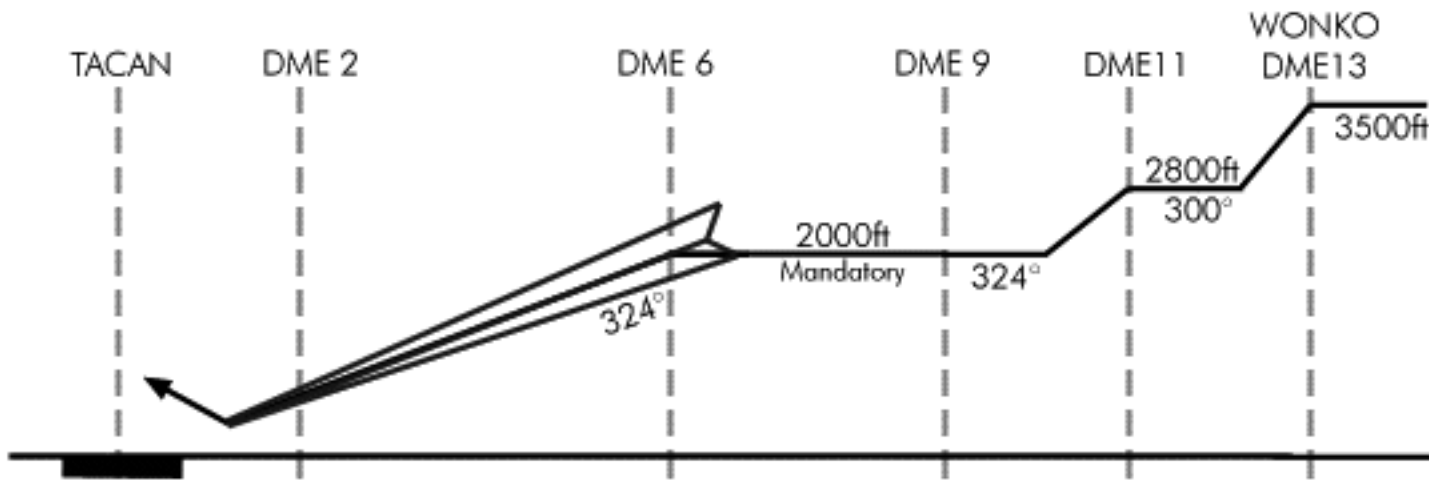
MISSED APPROACH: Climb straight ahead until DME 5 or reaching 2500ft, whichever comes first. Then turn LEFT and proceed to R-270° DME11 KIMPO tacan and hold as published at 4000ft.

ALSF-1
PAPI



WARNING
 IF AN AIRCRAFT ENTERS P-73B WITHOUT PROPER CLEARANCE, TRACER WARNING SHOTS WILL BE FIRED;
 AIRCRAFT VIOLATING P-73A WITHOUT PROPER CLEARANCE WILL BE SHOT DOWN

Transition Level : FL 140 - Transition Altitude : 14000ft



MINIMA:

ILS: 296'(200'AGL)*
 Vis: 200-800m
LOC: 701'(605' AGL)**
 Vis: 300-1600m
Circling: 996'(900'AGL)
 Vis: 600-2000m
 *When ALS inop, increase vis to 1200m
 **When ALS inop, increase vis to 2000m

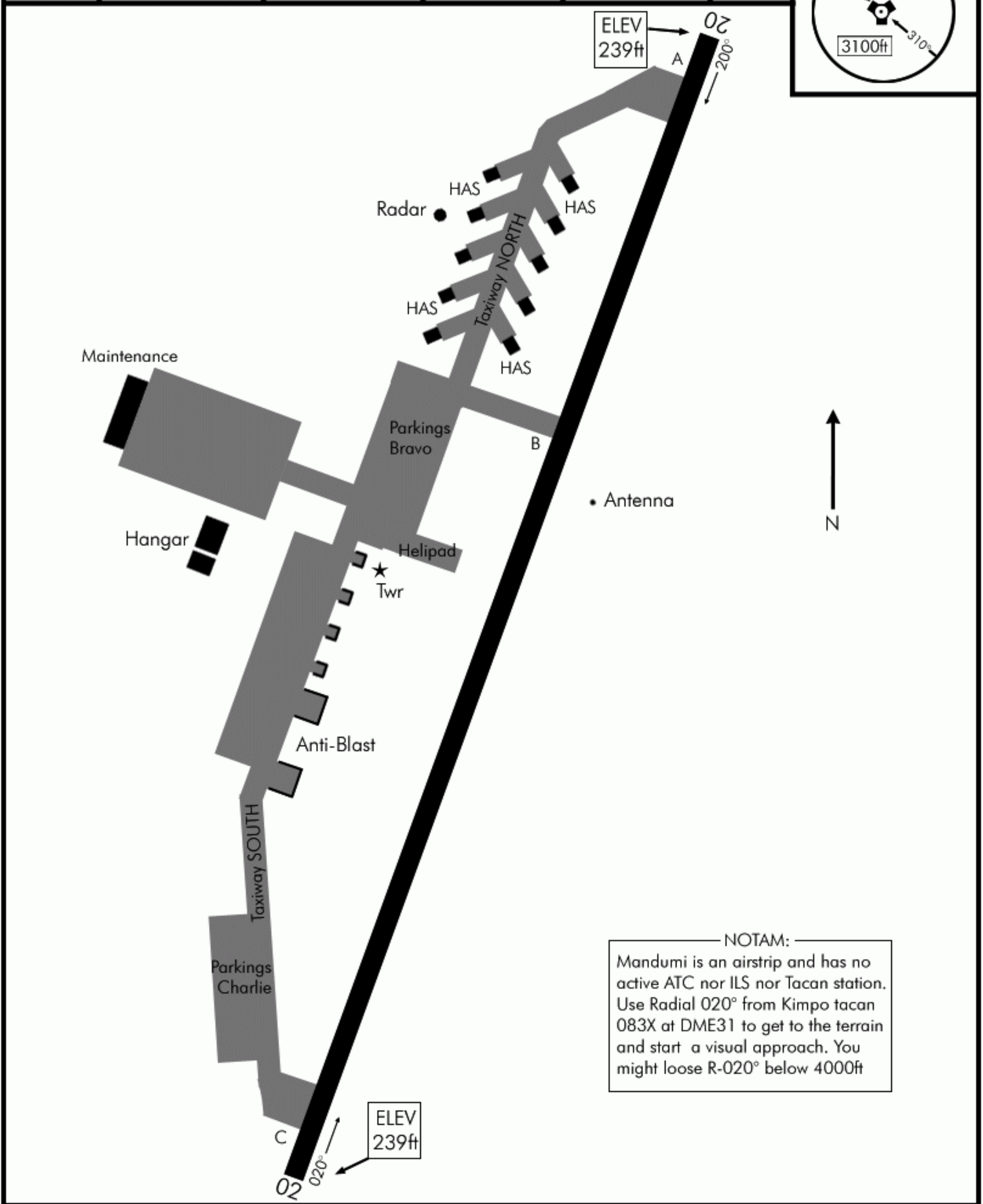
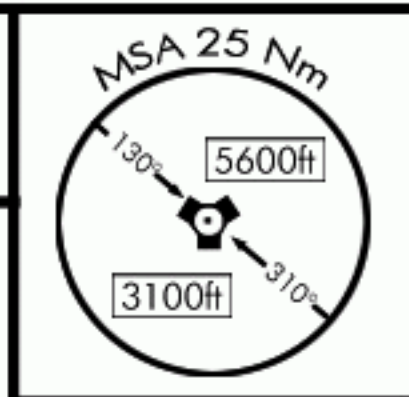
ILS RWY 32R

NOT FOR REAL NAVIGATION - FALCON 4 BMS ONLY

AIRPORT DIAGRAM

Date: 2 Nov 2009

TACAN:	TWR:	TRANS LEVEL:	TRANS ALT:	GPS:	ELEV:
N.A.	253.4/118.9	FL 140	14000 Ft	N38°04,45' E127°57.83'	239'



NOTAM:
Mandumi is an airstrip and has no active ATC nor ILS nor Tacan station. Use Radial 020° from Kimpo tacan 083X at DME31 to get to the terrain and start a visual approach. You might loose R-020° below 4000ft

AIRPORT DIAGRAM

NOT FOR REAL NAVIGATION - FALCON BMS 4 ONLY