

DATA CARD



C/SIGN :

Steel Beasts

Air Task Order

Conception : Acrid

LA base de HAEHU proche de la frontiere abrite un contingent prêt à envahir la corée du sud, INTEL assigne la FFW01 à une double tache.

- Recherche et Destruction d'une colonne de char T62 descendant du nord.
- fermeture de la piste de HAEJU

Tactical Situation

Theatre : Korea

Air threats

Ground Threats

MIG21 BIS (modernisé) et SU27 en patrouille sur zone , chasseurs modernes et bien équipés .

Des sites SA10 et SA2 ET SA4 actifs sur zone.

Mission Managment

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

Take off 09:30 TOT 10:15 impératif sur OCA Haeju
 Mission success subordonnée à la destruction TOTALE de la colonne de 18 CHARS T62
 Le tir ne doit être effectué que sur identification de T62
 Armement libre
 Push WPT2 sur ordre package leader

OUT - Coordination - RTB - Landing

Egress par l'EST
 SPLIT AU WPT 6 ordre landing à discrétion leader package.
 Rassemblement package et RTB Selon priorité BINGO et/ou avaries

Airbases

Type	Location	TWR	TCN	RNG	ILS	QFU	N	E
Main	Chongju	250.2 / 118.7	042X	25	11.7 (23R)	05/23-L/R	36°48.41'	128°36.74'
Emer	R107	233.8 / 122.8	094X	Dme51	R325°	18/36	37°46.37'	127°28.93'
Alter	Kimpo	240.9 / 118.05	083X	25	R108.3 (C)	14/32-L/R	37°36.868'	127°42.801'

Package summary

Leader Pck :

Deputy :

C/S	ACFT	TASK	Datalink	Lead	#2	Lead PI	#4
COWBOY	2	CAS	11-12				
FALCON	4	SEAD ESCORT	21-22-23-24				
FURY	4	ESCORT	31-32-33-34				
LOBO	2	OCA STRIKE	41-42				

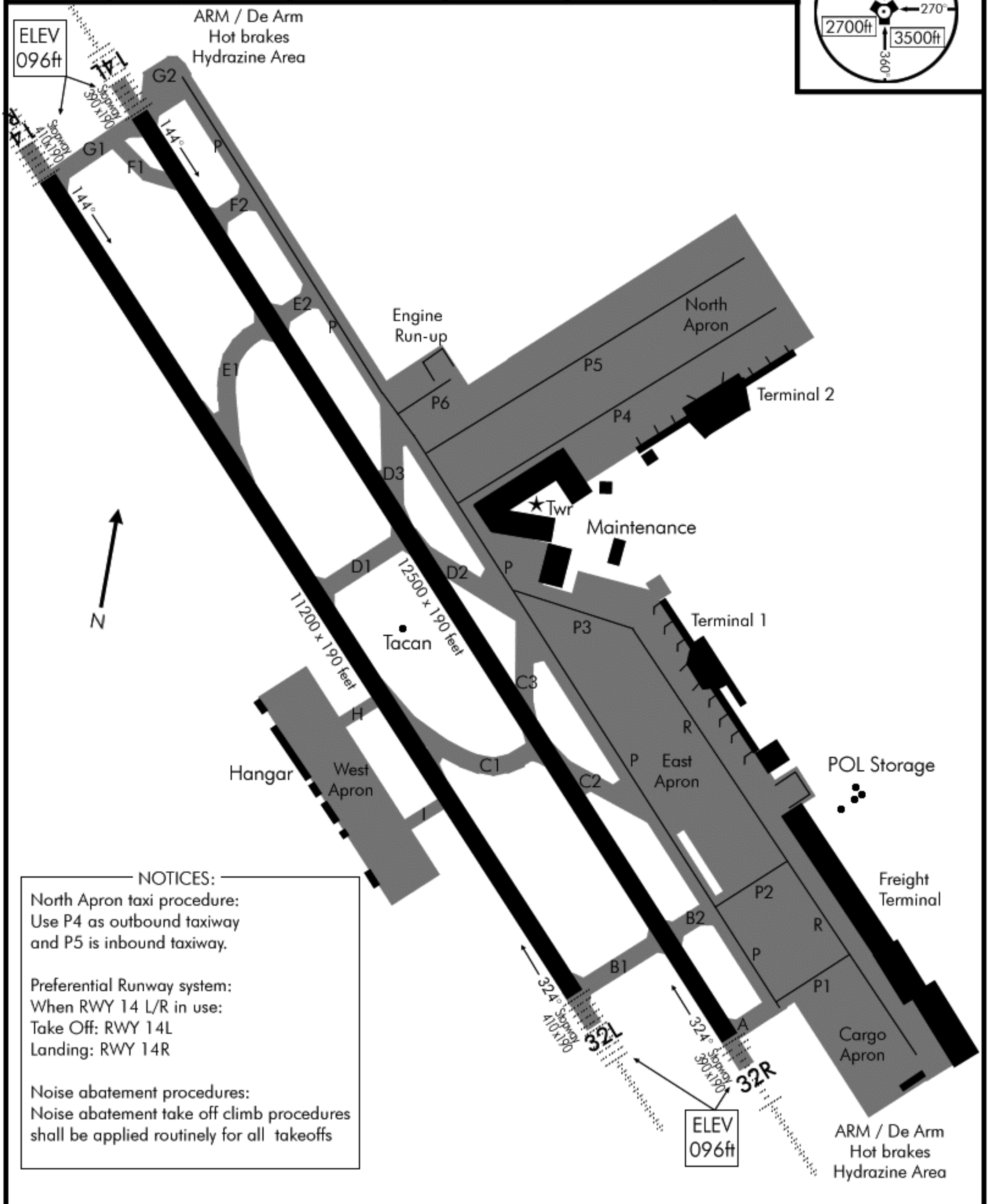
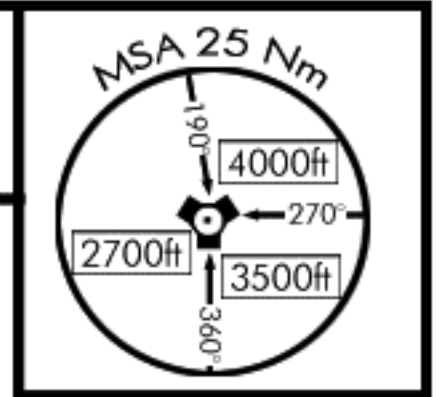
Flight Plan



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

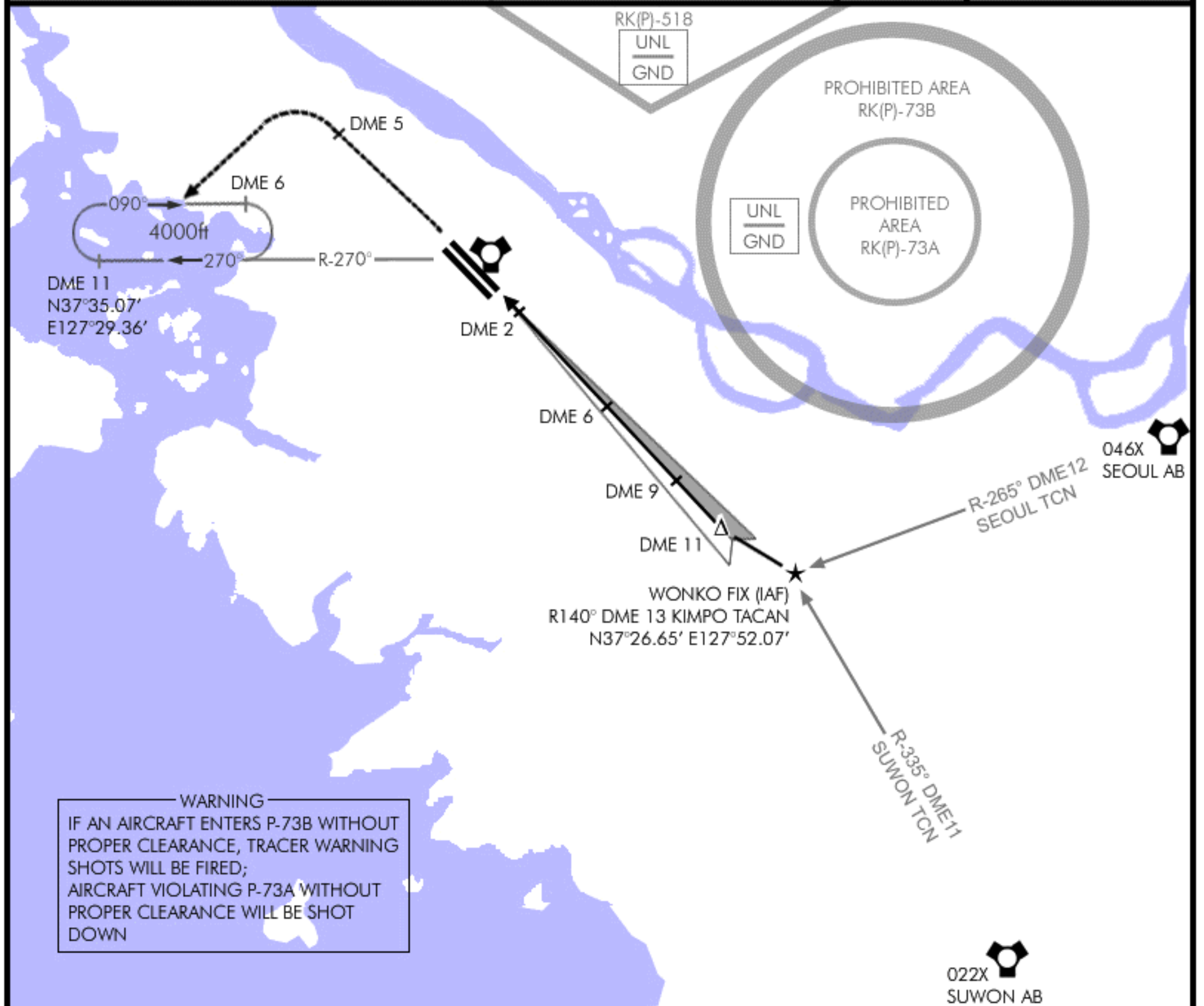
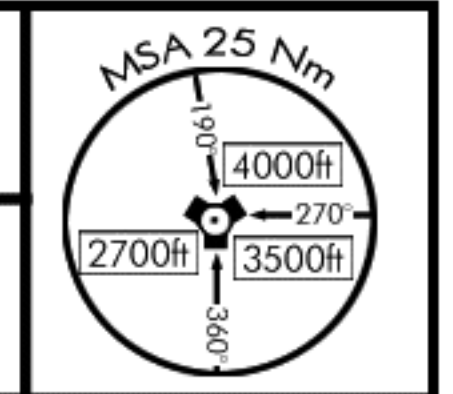
ILS RWY 32R

Date: 30 March 2011

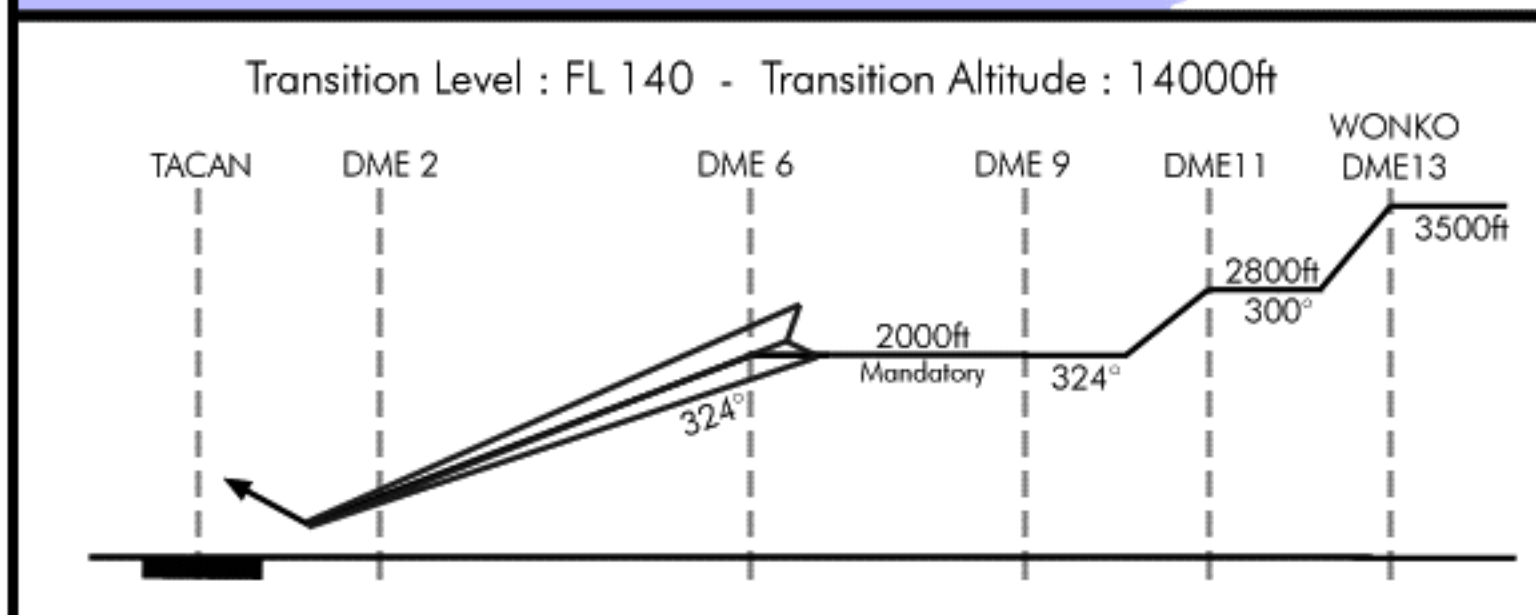
TACAN: 083X	TWR: 240.9/118.05	ILS: 110.7	ILS DA(H): 296' (200' AGL)	LOC: 324°	GPS: N37°36,868' E127°42.801'	ELEV: 096'
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MISSED APPROACH: Climb straight ahead until DME 5 or reaching 2500ft, whichever comes first. Then turn LEFT and proceed to R-270°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

ALSIF-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



MINIMA:

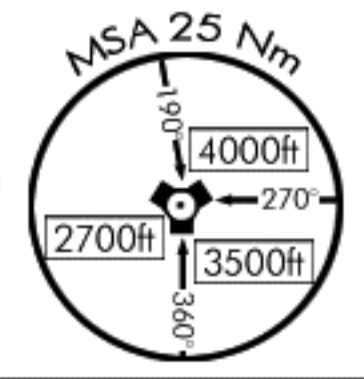
ILS: 296'(200'AGL)*	Vis: 200-800m
LOC: 701'(605' AGL)**	Vis: 300-1600m
Circling: 996'(900'AGL)	Vis: 600-2000m

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

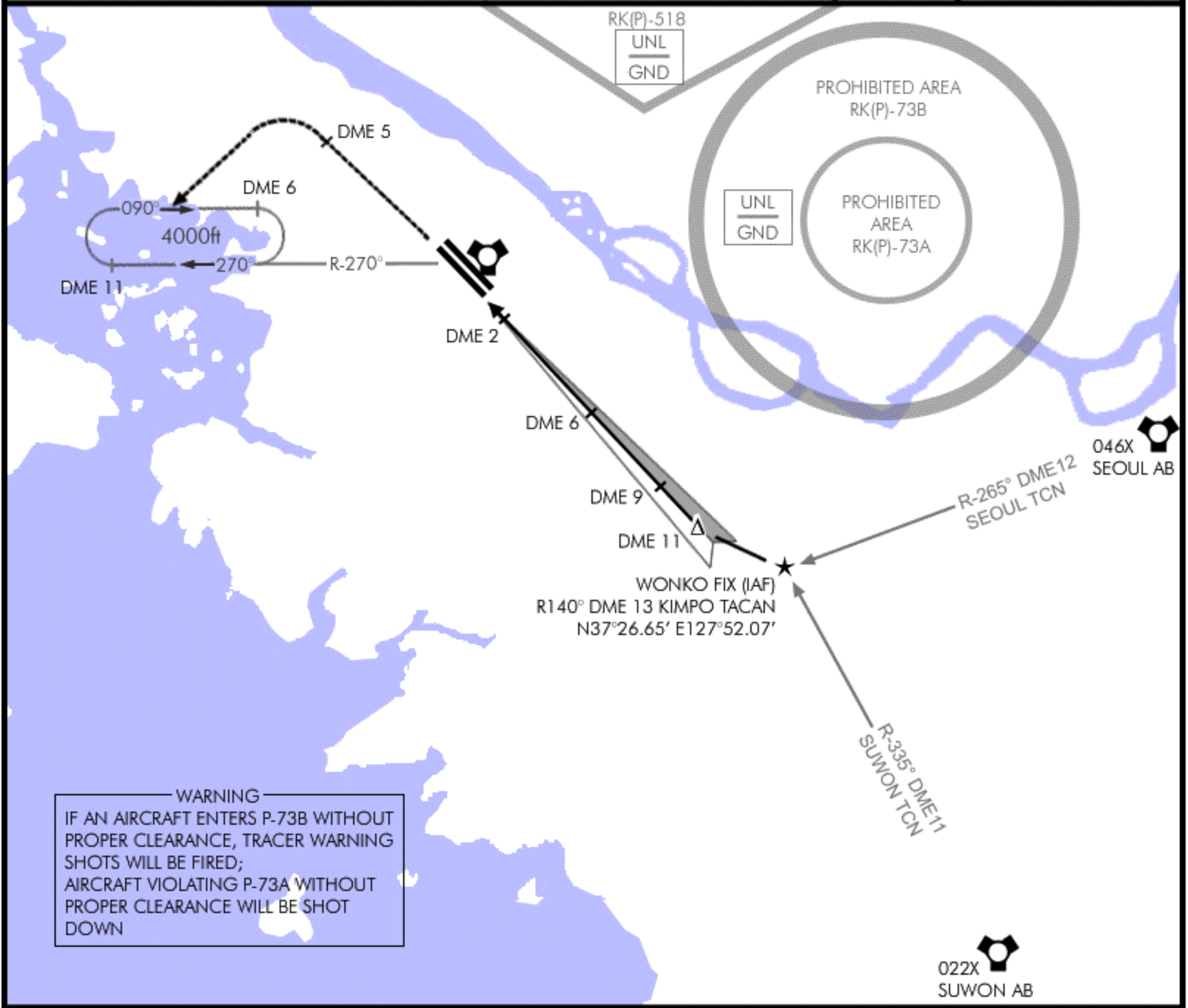
ILS RWY 32L

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'

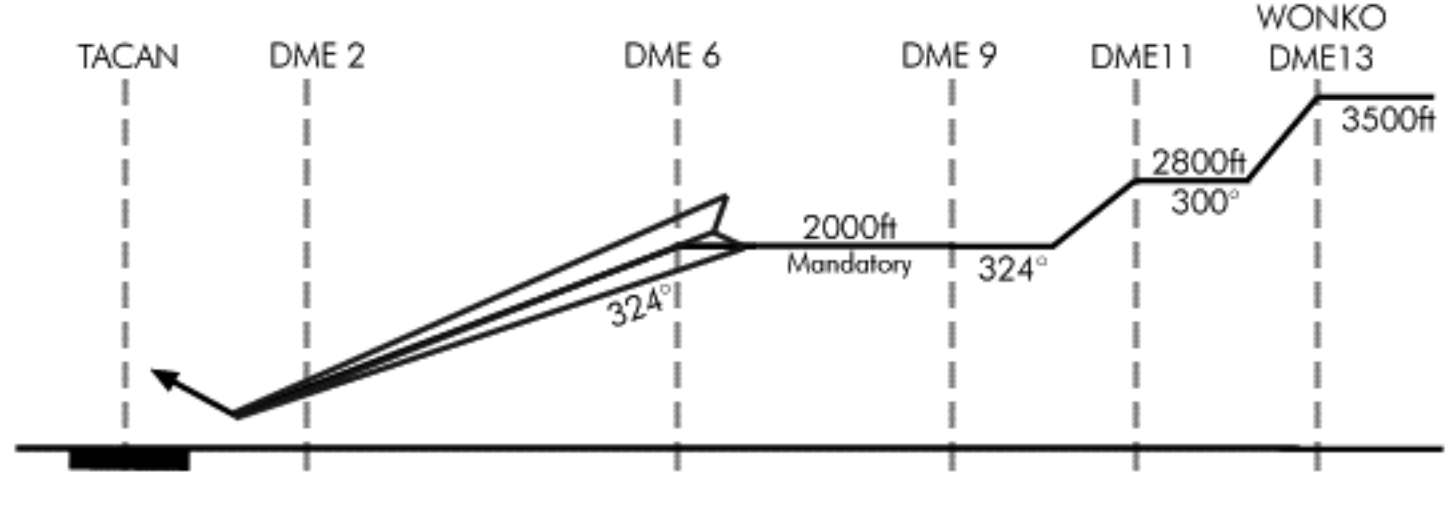


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Transition Level : FL 140 - Transition Altitude : 14000ft



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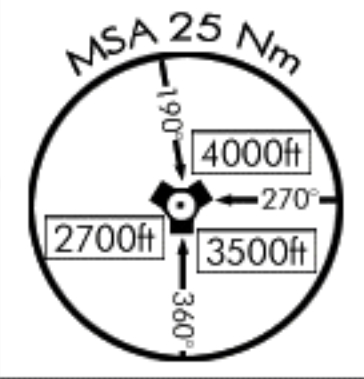
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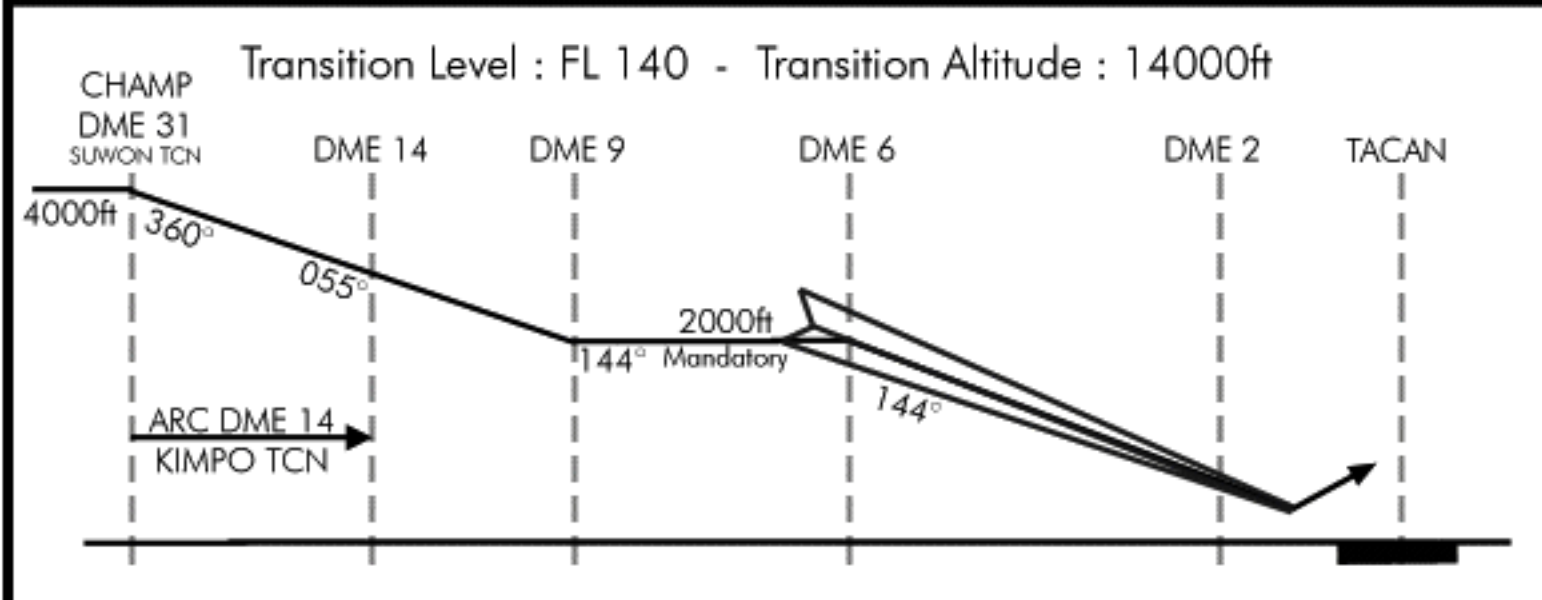
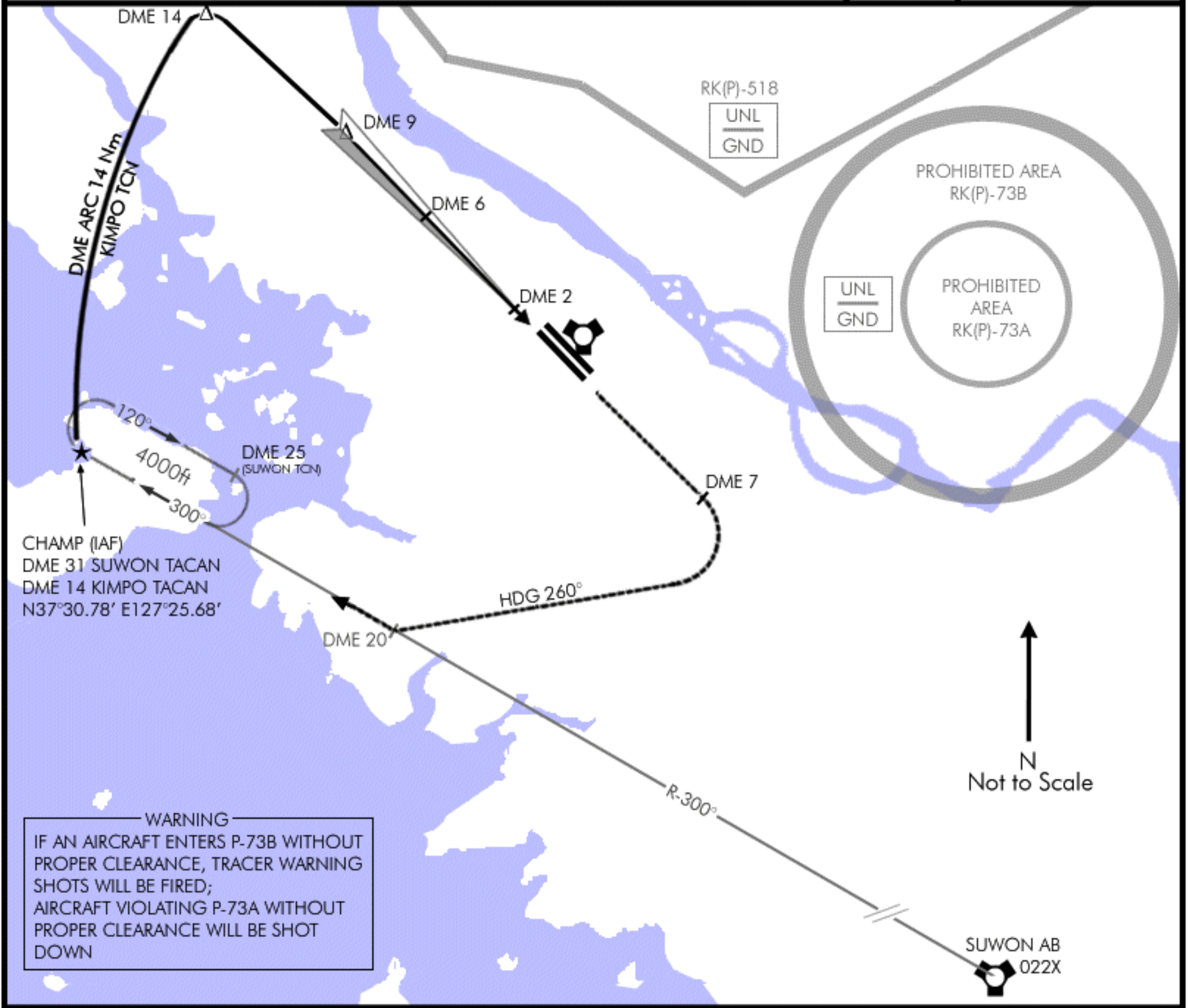
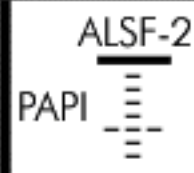
ILS RWY 14R

Date: 30 March 2011

TACAN:	TWR:	ILS:	ILS DA(H):	LOC:	GPS:	ELEV:
083X	240.9/118.05	110.1	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.



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Vis: 200-800m

LOC: 701'(605' AGL)**
Vis: 300-1600m

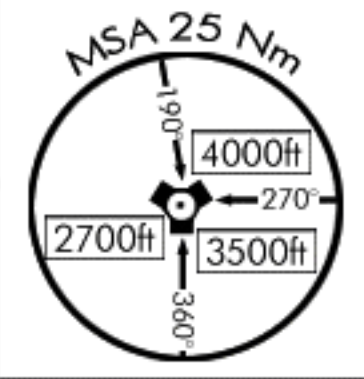
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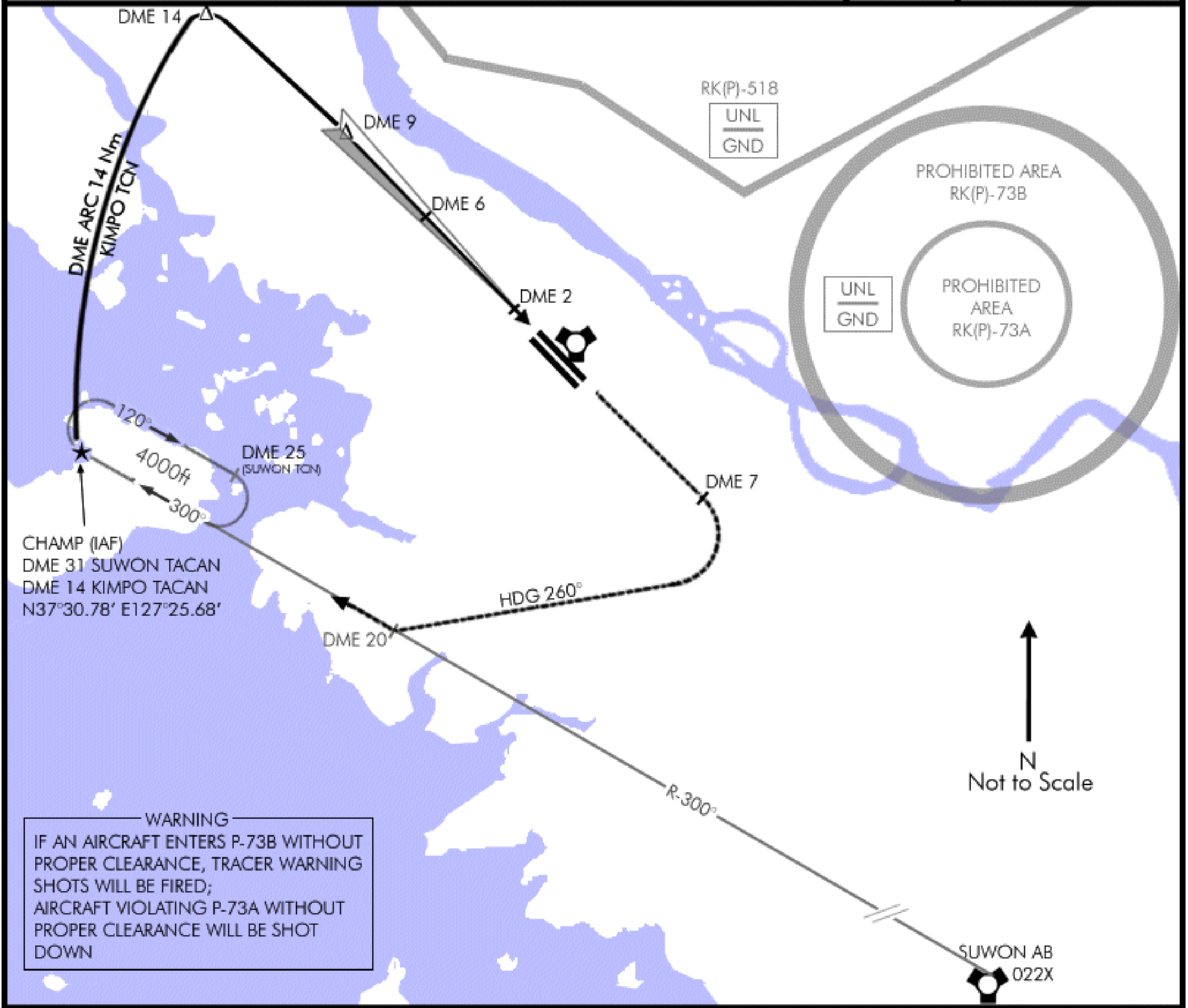
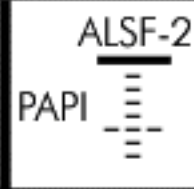
ILS RWY 14L

Date: 30 March 2011

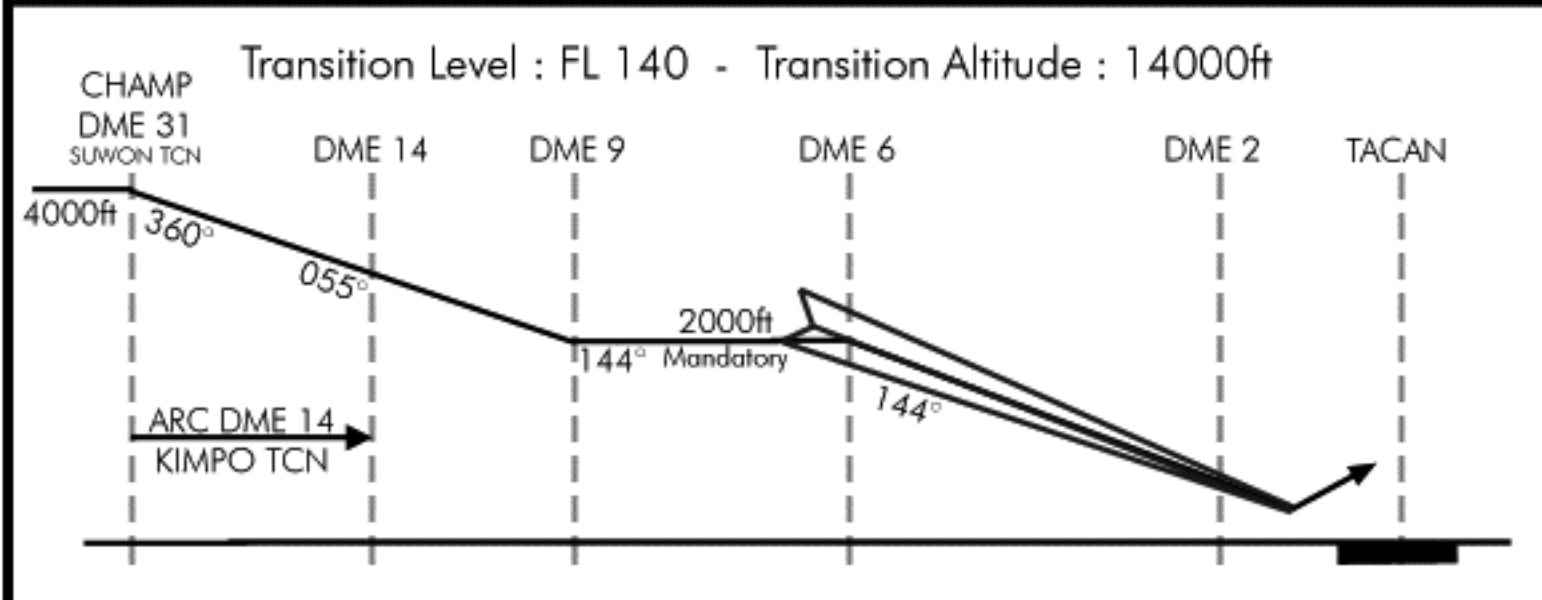
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