



A-10C Qualifications
Joint Task Force Heavy
484th Squadron
Revision 001
Last Edited 1/11/2019



Resources

Foreword

The Initial Qualification on the A-10C in the 484th Squadron is a student pilots first milestone in the squadron. Completion of this evaluation will earn an SNA his/her wings and the rank of [HVY-(0-1)]. 0-1 means the SNA has proved to the CO and the squadron that he/she is mature and shows a willingness to learn more about the aircraft but most importantly intends to work as a team member and contribute to the great environment that makes the HVY experience better for all. In regards to the evaluation, the SNA is strongly advised to communicate with the evaluator while he/she is spectating. If the evaluator feels the SNA has reviewed the material below and is able to clearly communicate what his/her intentions are, that could be classified as satisfactory. The evaluators reserve the right of discretion, and if performance and attitude do not satisfy the evaluator, the attempt will not be successful. In short, this evaluation will be your entry challenge, be mature, try your best, and most importantly have fun.

Welcome to the 484th Squadron of JTF Heavy

First Evaluation

Ramp Qualification

An SNA's initial qualification includes basic competency in startup from a cold and dark cockpit to; engines running, countermeasures system set up, UFC BIT complete, and remaining relevant checklist items completed in an acceptable time limit. While there is no exact amount of time specified, the SNA should employ all knowledge currently accumulated and show an intent to learn and improve as a pilot. Practice and muscle memory are key to success in



this segment. We encourage SNA's to review *Chuck's A-10C Guide* part 4, pages 25-30. For cockpit familiarization, pages 9-24 in part 3 can be utilized. Following a cold and dark startup, the SNA should focus on DSMS management, a basic understanding of weapons & ordnance management should be shown. Note that many other checklists and guides may provide items in differing order, Chuck's guide should be followed until the SNA feels comfortable enough to make minor amendments for personal preference on the grounds of prioritization or ease of use.

Operating In Formation

Once the aircraft is ready for taxi and take-off, the SNA will accompany the ranking officer conducting the evaluation to the active runway. The SNA will select the runway and follow the officer to the threshold. The evaluating officer assumes authority of the departure segment. The SNA will follow the instructions of the officer during take-off and be able to maintain formation once airborne. Although perfect formation flight is not necessary, the SNA should perform some ability to maintain reasonable proximity and not pose a threat to the safety of the exercise. The SNA should try to fly on the port or starboard wing of the officer. *Lex's* video on formation flying is a must watch for SNA's, the link will be posted below. Memorization of the video is not necessary for initial qualification, but a general understanding of the principles discussed should be noted. The evaluator will maintain authority of the in-flight segment and will direct the SNA through various procedures. Satisfactory performance of the in-flight segment will be determined at the discretion of the evaluating officer. Upon completion, the officer will offer the SNA the lead position and the SNA will navigate to the airbase of departure, enter the circuit at the upwind or crosswind leg and attempt the circuit flying segment outlined below. All intentions should be verbally communicated by the SNA.



Pattern Work/Landing

The SNA will be required to fly a circuit for an airfield landing, (left-hand or right-hand circuit will be determined during the evaluation upon runway selection by the SNA). The variables for circuit segments should be as follows; Crosswind segment should be flown at 2000ft and approximately 250-300 Knots, Downwind leg should be flown at 2000ft and 200-250 knots, Base leg should be flown at 1500ft and 150 knots, the SNA should maintain approximately -500ft/min descent rate on final approach. The related graph and further explanation can be found in *Chuck's A-10C* guide on page 41 in part 6. If the SNA feels at any point the approach is not stable or that the variables above are not met prior to the final approach, he/she should communicate that with the evaluator and continue the circuit for a go around and repeat. A total of five (5) go-arounds are permitted throughout the evaluation. If the SNA fails to land the aircraft successfully or does not meet requirements in maturity and an ability to communicate intent in these six (6) attempts, the evaluator and SNA will schedule further training sessions with instructors and will be eligible for evaluation after a period of no more than one (1) week.

References

Below is a list of links to references mentioned above and some additional references deemed necessary by the Commanding Officer of 484th. Please utilize these links as aids to help you better understand the airframe at your own discretion.

[Lex's Formation Flying Video](#)

A 1:00:00 long video on formation flight, full of great information. A must watch for HVY pilots.

[Chuck's A-10C Guide](#)

A fundamental guide that will get you airborne and operating the A-10C proficiently. Although, to better understand the air frame and apply it well, other documents and sources should be used to continue learning.

[Matt Wagner's Youtube A-10C Playlist](#)

Matt Wagner provides detailed walkthrough's of the aircraft he develops. This playlist includes many phenomenal videos detailing various elements of the A-10C. The most noteworthy is one of two startup videos and is linked below.

Start Up <https://www.youtube.com/watch?v=aSIGzDMJ-ik>



PERSIAN GULF AIRFIELD INFO v1.2

ICAO AIRPORT ID	AIRPORT NAME	RWY	RWY LxW	MAG CRS	ELEV	RAD/DME	CTAF	ILS-1 LOC/DME/MC	ILS-2 LOC/DME/MC
OIBA	Abu Musa Island	08/26	9856x148	082	18	LEN 164/40.5	122.9		
OIBL	Bandar Lengeh	08/26	8202x98	079	75	LEN 255/1	121.7		LEN 114.8 CH95X
OIBS	Sirri Island	12/30	8375x148	125	26	LEN 202/41	135.05		SIR 113.7
OIBX	Tunb Island AFB	03/21	7398x116	028	43	KCK 084/9	121.5		KCK CH89X
OIBZ	Tunb Kochak	08/26	2850x116	081	16	KCK CH 89X	121.5		KCK CH89X
OIKB	Bandar Abbas Intl	03R/21L	12031x148	026	22	BND 022/1	118.1	109.9/208	BND 117.2 CH119X
OIKK	Kerman	16/34	12616x148	156	5738	KER 155/2	122.5	KER 112.0 CH57X	
OIKP	Havadarya	08/26	8530x115	077	19	BND 255/10.5	123.5	108.9/49X/079	HDR 111.0 CH47X
OIKQ	Gheshm Island	05/23	13861x148	049	45	BND 221/36.5	118.05		KHM 117.1
OISL	Lar	09/27	10335x148	087	2643	LAR 262/1.5	121.9	111.5/090	LAR 117.9
OISS	Shiraz Intl	11R/29L	14017x148	112	4927	SYZ 123/1.5	118.1	SYZ 117.8 CH94X	
OISS	Shiraz Intl	11L/29R	14218x148	112	4927	SYZ 123/1.5	118.1	SYZ 117.8 CH94X	
OMAM	Al Dhafra AB	13L/31R	12012x150	125	77	MA 151/0.5	126.8		MA 114.9 CH96X
OMDB	Dubai Intl	12R/30L	14590/197	120	62	MIN 351/13.5	118.75	109.5/122	111.3/302
OMDB	Dubai Intl	12L/30R	13123xx197	120	62	MIN 351/13.5	118.75	110.1/122	110.9/302
OMDM	Minhad AB	09/27	12970x148	088	172	MIN 268/1.5	121.8	110.7/99X/090	MIN 115.2/CH99X
OMDW	Al Maktoum Intl	12/30	14764x197	120	171	JXB 338/2	118.62	111.75/122	109.75/302
OMDW	Al Maktoum Intl	12/30	14764x197	120	171	JXB 338/2	118.62		JXB 113.4/CH81X
OMFJ	Fujairah	11/29	12300x148	112	153	MIN 082/51	124.6	111.1/85X/293	FJV 113.8/CH85X
OMSJ	Sharjah	12/30	13330x148	121	118	MIN 018/19	118.6	108.55/70X/123	111.95/70X/303
OMSN	Sir Abu Nu'ayr	10/28	2592x105	100	26	SHJ 265/70	121.5		SHJ 112.3/CH70X
OOKB	Khasab	01/19	8202x75	012	100	KSB CH 84X	124.35	110.3/84X/194	KSB 113.7/CH84X

Airfield Legend: Private Civilian Military

Special U. S. Navy Overwater Frequencies for F-18 Nuggets: NAVY COMMON 121.5 or 243.0 Contact Overlord for vectors feet dry or nearest tanker.

Data crosschecked with real world references except CTAF/LOC freqs which were derived from the Mission Editor. Discrepancies noted below.

Notes: TACAN CH 89X is a notional TACAN located on the Lesser Tunb island. Identifier is now "KCK" (Kochak) and ICAO of OIBZ.

TACAN CH 84X with identifier "KSB", is a notional TACAN located at Khasab AB, Oman.

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OMDB	Dubai Intl	12R/30L	14590/197	120	62	MIN 351/13.5	118.75	109.5/122	111.3/302
OMDB	Dubai Intl	12L/30R	13123xx197	120	62	MIN 351/13.5	118.75	110.1/122	110.9/302
OMFJ	Fujairah	11/29	12300x148	112	153	MIN 082/51	124.6	111.1/85X/293	FJV 113.8/CH85X
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OIKK	Kerman	16/34	12616x148	156	5738	KER 155/2	122.5	KER 112.0 CH57X	
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OMSJ	Sharjah	12/30	13330x148	121	118	MIN 018/19	118.6	108.55/70X/123	111.95/70X/303
OISS	Shiraz Intl	11R/29L	14017x148	112	4927		121.5	109.9/36X/292	
OISS	Shiraz Intl	11L/29R	14218x148	112	4927		121.5	SYZ 117.8 CH94X	
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OIBS	Sirri Island	12/30	8375x148	125	26	LEN 202/41	135.05		SIR 113.7
OIBX	Tunb Island AFB	03/21	7398x116	028	43	KCK 084/9	121.5		KCK CH89X
OIBZ	Tunb Kochak	08/26	2850x116	081	16	KCK CH 89X	121.5		KCK CH89X

PERSIAN GULF NAVAIDS List v1.2

Name	Ident	VOR	DME	TACAN	LOC1	LOC2	LOC3	LOC4	NDB
Abumusa	ABM								285
Al Ain	ALN	112.6							
Al Dhafra	MA	114.9		96					
Al Maktoum Intl	JXB	113.4	81		111.75	109.75			
Bandar Abbas	BND	117.2	119		109.9				250
Bandar Lengeh	LEN	114.8	95						408
Dubai	DO				109.5	110.1	111.3	110.9	265
Fujairah	FJV	113.8	85		111.1				
Gheshm Island	KHM	117.1							233
Havadarya	HDR	111.0		47	108.9				
Kerman	KER	112.0	57						290
Khasab	KSB	113.7		84	110.3				
Kish	KIS	117.4							
Kochak	KCK			89					
Lar	LAR	117.9			111.5				224
Minhad	MIN	115.2	99		110.7				
Ras Al Khaimah	RAV	113.6							
Sharjah	SHJ	112.3	70		108.55	111.95			
Shiraz	SYZ	117.8	125	94					205
Sirri Island	SIR	113.7							300

Name	Ident	VOR	DME	TACAN	LOC	LOC	LOC	LOC	NDB
Abumusa	ABM								285
Al Ain	ALN	112.6							
Bandar Abbas	BND	117.2	119		109.9				250
Dubai	DO				109.5	110.1	111.3	110.9	265
Fujairah	FJV	113.8	85		111.1				
Havadarya	HDR	111.0		47	108.9				
Al Maktoum Intl	JXB	113.4	81		111.75	109.75			
Kerman	KER	112.0		57					290
Kish	KIS	117.4							
Gheshm Island	KHM	117.1							233
Kochak	KCK			89					
Khasab	KSB	113.7		84	110.3				
Lar	LAR	117.9			111.5				224
Bandar Lengeh	LEN	114.8	95						408
Al Dhafra	MA	114.9		96					
Minhad	MIN	115.2	99		110.7				
Ras Al Khaimah	RAV	113.6							
Sharjah	SHJ	112.3	70		108.55	111.95			
Sirri Island	SIR	113.7							300
Shiraz	SYZ	117.8	125	94					205

**[HVY]Squadron SRS -
162.248.94.224 –
Save Name As: HVY**

COMMON FREQUENCIES:

Squadron	**	During Op
Guard	**	243.00 MHz
Airbase UNICOM	**	251.00 MHz; 127.50 MHz (Alternate)
FAC	**	265.00 MHz
AWACS - E-3A	Wizard	254.00 MHz
AWACS - E-2D	Darkstar	267.00 MHz
Tanker - KC-130	Texaco	252.00 MHz
Tanker - KC-135	Shell	253.00 MHz
JTAC	**	Determined During Op
U.S.S. Stennis	STN	127.50 MHz, 1X
U.S.S. Forrestal	FOR	000.00 MHz
U.S.S. Tarawa	TAR	127.50 MHz, 1X