



F/A-18C Qualifications

Joint Task Force Heavy

VFC-119

Revision 004

Last Edited: 23/12/18



Resources

Chuck's F/A-18C Hornet Guide

<https://www.mudspike.com/wp-content/uploads/2018/07/DCS-FA-18C-Hornet-Guide.pdf>

Carrier Ops

Matt Wagner's Video: <https://www.youtube.com/watch?v=TuigBLhtAH8>

Jabber's Video: <https://www.youtube.com/watch?v=lm-M3VUy-I&t=527s>

Lex (IRL F/A-18C Pilot) Video's: <https://www.youtube.com/watch?v=LvGQS-3AzMc>
<https://www.youtube.com/watch?v=bN44wvtRsw0>

A.E.W.'s (IRL F/A-18C Pilot) Series:

CASE I Advanced Topics: <https://www.youtube.com/watch?v=XiVdwkuCrwg>

Cont... of Advanced Topics: <https://www.youtube.com/watch?v=lj02sL XnEw&t=1528s>

Ball Flying Refresher: <https://www.youtube.com/watch?v=V9cXzX6e1kY>

Take your time and watch all his videos for some great insight, some of his other videos are very long but worth every minute.

Foreword

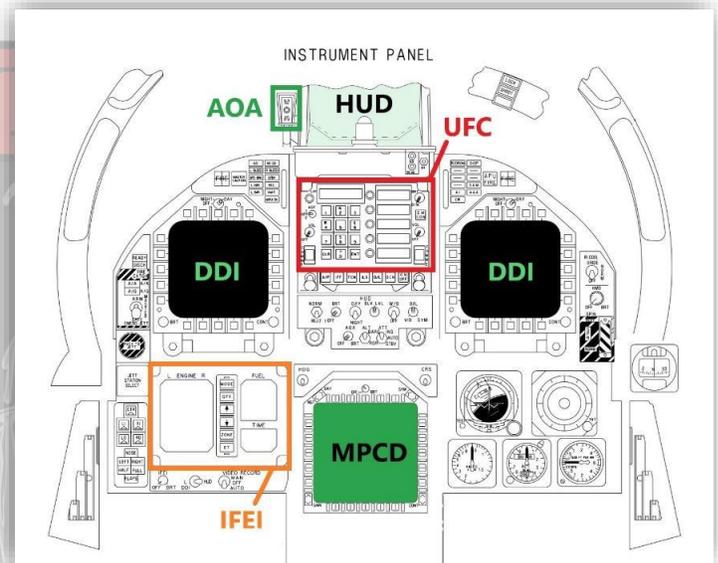
The Initial Qualification on the F/A-18C for VFC-119 is an SNA's first milestone in the squadron. Completion of this evaluation will earn an SNA his/her wings and the rank of [HVY-(0-1)]. 0-1 means the SNA has proved to the CO and the squadron that he/she is mature and shows a willingness to learn more 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 VFC-119.

First Evaluation

Ramp Qualification Land/Sea

An SNA's initial qualification includes basic competency in startup from a cold and dark cockpit to; engines running, INS aligned, FCS bit completed, and the remainder of the startup 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 F/A-18C Hornet Guide Part 3, pages 12 through 48. Be careful to note differences in start up procedures between airfield and carrier operations, most notably; INS, Anti-Skid, Hook Bypass, and Wings-Fold. In Chuck's Guide, Part 4 is also valuable once cockpit familiarization has been completed, this segment covers all start-up procedures in chronological order. 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.



Handling on Ramp and Movement Areas (Airfield)

Once the aircraft is ready for taxi, the SNA will be tested on his/her ability to communicate on frequency (preferably using SRS). A general understanding of communication should be shown. For the test the airfield will operate as uncontrolled, therefore the frequency will be treated as UNICOM. The SNA should be able to taxi on the taxi line to the declared runway. Approaching the hold short line, the SNA will complete the before take-off checklist, an attempt at communicating should be made on frequency and proceed to line up on the runway. Please see *Ex.1* for a checklist reference, if required.



Flight

The SNA will be required to fly a circuit for an airfield landing, (left-hand or right-hand circuit will be determined prior to evaluation upon runway selection). If the SNA feels more comfortable simulating a carrier break circuit on land, he/she must communicate that with the evaluator, either circuit is deemed acceptable for initial qualification. Please see *Ex.2* for a carrier break circuit or pages 84 and 85 in Chuck's Guide. Please note that the SNA does not require stack procedures in order for completion in the initial qualification. The SNA should show an attempt to be at full flaps, gear down, and on the ball prior to the base leg in order to pass this evaluation. If the SNA feels the approach is not stable or is not sure that the variables above are met prior to the base leg, 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.

Carrier Operations Evaluation

Handling on Flight Deck

After aircraft startup procedures, the SNA must show the capability to maneuver on the flight deck from the parking position to one of four departure positions on the Stennis. The SNA should know where on the Stennis to launch from. Be sure to properly deploy the launch bar and unfold wings at appropriate times.



Departure and CASE I Recovery

Carrier operations are arguably the largest challenge an SNA will face when learning the F/A-18C. Chuck's Guide provides a great insight into the procedure with step by step instructions. In the resources section at the beginning of this document will be several videos to utilize in better understanding the CASE I recovery. In regards to HVY's requirements, the SNA is required to show an acceptable understanding of the circuit and its elements. Throughout the procedure the SNA should recognize what stage he/she is in,

while actively trying to correct mistakes and stabilize the aircraft through the circuit. The SNA is given eight (8) attempts at a carrier recovery, the recovery does not require an *OK* pass nor a *FAIR* Pass, it is at the discretion of the evaluator if the attempt meets qualification. This means a *NO GRADE* pass can result in success, however a *CUT* pass will be considered as a failure to achieve satisfactory qualification. For the sake of DCS a *CUT* pass will be considered an absolute incapability to keep the aircraft stable and a disregard of basic knowledge of carrier operations. The evaluator will be looking for a willingness to learn and apply learnt topics to the SNA's flying. If an SNA fails to meet qualification, he/she will schedule further training sessions with instructors and will be eligible for evaluation after a period of no more than one (1) week. A *CASE III* recovery is not required for initial qualification, but is certainly a procedure that an F/A-18C pilot should work towards. Although an O-1 does not require enhanced proficiency in the art of carrier operations, it should be noted that if the VFC-119 officer is not able to continually learn and improve their carrier operations, they will be sent to VMFA-390, HVY's marine hornet squadron which operates from airfields if they wish to continue flying F/A-18C's

Formation Flying Evaluation

At this time, the VFC does not qualify pilots on formation flying, but will in the future. This will include recognizing and utilizing all formations, A2A Refueling, Carrier Break formations and Carrier Stack formations, etc. We strongly recommend the SNA review this video for general knowledge and principles at this time.



<https://www.youtube.com/watch?v=IED1x1EOMUo&t=1852s>

Ex.1 Cold and Dark to >10,000 ft Checklist

F/A-18C

HORNET

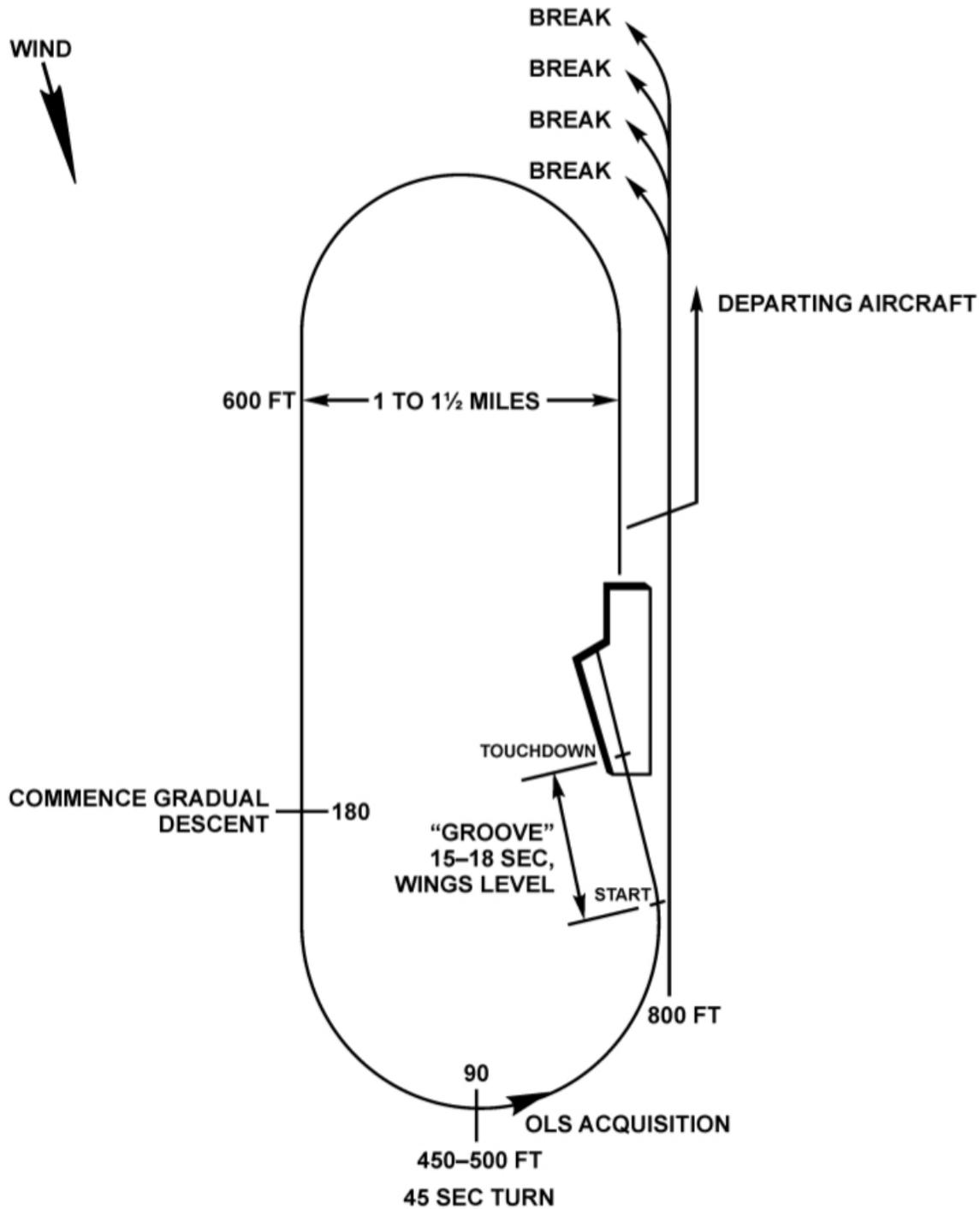
F/A-18C

HORNET

BEFORE START CHECKLIST	AFTER START CHECKLIST <i>(Continuation)</i>										
<ul style="list-style-type: none"> - PARKING BRAKE.....SET - ANTI-SKID.....ON ANTI-SKID OFF FOR CARRIER OPS - MASTER ARM.....SAFE - WING FOLD.....MATCH - BATTERY.....ON & > 23.5V - BRAKE PRESSURE.....3000 - FIRE TEST A.....PERFORM - BATTERY.....CYCLE - FIRE TEST B.....PERFORM - APU.....START 	<ul style="list-style-type: none"> - LH DDI.....HUD - RH DDI.....FCS - SARI.....UNCAGE - ALTIMETER.....SET - RADIO ALT.....ON & SET - ECS MODE.....AUTO - BINGO.....SET - TACAN.....ON & SET - HSI.....SET - EW.....ON (ALR-67 PWR+BIT/ DISPENSER/ ECM) - 4 DOWN CHECK.....PERF. (RF PROBE,BAR,HOOK,PITOT HEAT,SPEED BRAKE) - INS.....NAV - EJECTION SEAT.....ARMED - BRAKE.....OFF - NWS.....ON 										
START CHECKLIST	BEFORE TAKE OFF CHECKLIST										
<ul style="list-style-type: none"> - CANOPY.....CLOSE - STROBE LGT.....BRT - ENGINE CRANK.....R WHEN L ENG 15-25% <li style="background-color: yellow;">- RIGHT THROTTLE.....IDLE - BLEEDS.....CYCLE - LIGHT TEST.....PERFORM - LIGHTS.....AS REQUIRED - RADIOS.....ON & SET - LH DDI.....FCS - MPCD.....HSI/MAP - RH DDI.....IBIT - HUD.....ON - INS.....CV/GND - ENGINE CRANK.....L WHEN L ENG 15-25% <li style="background-color: yellow;">- LEFT THROTTLE.....IDLE 	<ul style="list-style-type: none"> - WING FOLD.....SPREAD & LOCK - TRIM.....CHECK T.O. - AIR BRAKE.....IN - HOOK.....UP - LDG/TAXI LGT.....ON FOR CARRIER LAUNCH: - TRIM..CHECK CV LAUNCH TRIM TABLE <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 5px;"> <thead> <tr style="background-color: #cccccc;"> <th colspan="2" style="text-align: center;">CATAPULT LONGITUDINAL TRIM</th> </tr> <tr> <th style="width: 60%;">WEIGHT BOARD</th> <th>NOSE UP TRIM</th> </tr> </thead> <tbody> <tr> <td>44,000 LBS AND BELOW</td> <td style="text-align: center;">16°</td> </tr> <tr> <td>45,000 - 48,000 LBS</td> <td style="text-align: center;">17°</td> </tr> <tr> <td>49,000 LBS AND ABOVE</td> <td style="text-align: center;">19°</td> </tr> </tbody> </table> <ul style="list-style-type: none"> - LAUNCH BAR.....EXTEND 	CATAPULT LONGITUDINAL TRIM		WEIGHT BOARD	NOSE UP TRIM	44,000 LBS AND BELOW	16°	45,000 - 48,000 LBS	17°	49,000 LBS AND ABOVE	19°
CATAPULT LONGITUDINAL TRIM											
WEIGHT BOARD	NOSE UP TRIM										
44,000 LBS AND BELOW	16°										
45,000 - 48,000 LBS	17°										
49,000 LBS AND ABOVE	19°										
AFTER START CHECKLIST	AFTER TAKE OFF CHECKLIST										
<ul style="list-style-type: none"> - FCS.....RESET - FLAPS.....AUTO - OBOGS.....ON - RADAR.....OPR - WING FOLD.....SPREAD & LOCK - FCS IBIT.....PERFORM - FLAPS.....HALF - T.O. TRIM BUTTON.....PRESS - FCS.....CHECK 30s & 12s - WING FOLD.....AS REQUIRED 	<ul style="list-style-type: none"> - GEAR.....UP - FLAPS.....AUTO - LIGHTS.....AS REQUIRED - PITCH.....12° CLIMB WITH 350KT TO 10.000FT - RADAR.....OPR & SET - PITOT HEAT.....AUTO - DDIs/MPCD.....AS REQUIRED 										
AFTER START CHECKLIST	ABOVE 10.000FT CHECKLIST										
<ul style="list-style-type: none"> - FCS.....RESET - FLAPS.....AUTO - OBOGS.....ON - RADAR.....OPR - WING FOLD.....SPREAD & LOCK - FCS IBIT.....PERFORM - FLAPS.....HALF - T.O. TRIM BUTTON.....PRESS - FCS.....CHECK 30s & 12s - WING FOLD.....AS REQUIRED 	<ul style="list-style-type: none"> - FUEL TRANSFER.....CHECK - RADIO ALTIMETER.....SET - IR COOL.....NORM/ORIDE - AIM-7 SP TEST.....PERFORM 										

EX.2 Carrier Break Circuit

VFR DAY (FIXED WING)



EX.3 Approach, Landing, and Shutdown Checklist

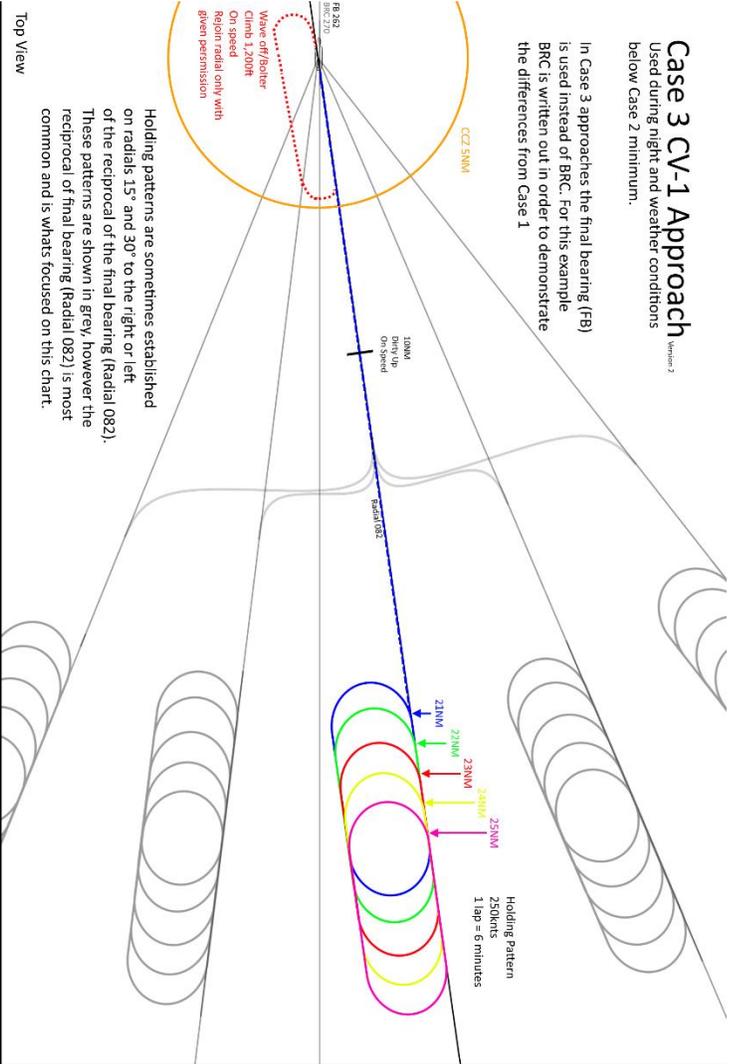
F/A-18C
HORNET

F/A-18C
HORNET

APPROACH CHECKLIST	SHUTDOWN CHECKLIST
<ul style="list-style-type: none"> - MASTER ARM.....SAFE - LH DDI.....CHECKLIST - MPCD.....HSI/MAP - RH DDI.....FCS - ALT./RAD. ALT.....SET - HUD.....R.A.SELECTED - HUD.....CAGE - NAVAIDS.....SET - LANDING COURSE.....SET - LH DDI.....HUD - ANTI-SKID.....ON - PITOT.....AUTO - LIGHTS.....AS REQUIRED 	<ul style="list-style-type: none"> - T.O. TRIM BUTTON.....PRESS - LIGHTS.....AS REQUIRED - PARKING BRAKE.....SET - LDG/TAXI LFT.....OFF - OBOGS.....OFF - INS.....UPDATE & OFF - RADAR.....OFF - SARI.....CAGE/LOCK - RADIOS.....OFF - TACAN.....OFF - CANOPY.....OPEN - NWS.....DISENGAGE - FLAP.....FULL <li style="background-color: yellow;">- L THROTTLE.....OFF - L(R)DDI/MPCD/HUD....OFF - LIGHTS.....OFF <li style="background-color: yellow;">- R THROTTLE.....OFF - STROBE LGT.....OFF WHEN AMBER FLAPS LGT ILLUMINATE: - BATTERY.....OFF
LANDING CHECKLIST	REFUELING CHECKLIST
<p>FOR CARRIER LANDING:</p> <ul style="list-style-type: none"> - ANTI-SKID.....OFF - HOOK BYPASS.....CARRIER - HOOK.....DOWN <p>AT 250KT:</p> <ul style="list-style-type: none"> - GEAR.....DOWN - FLAP.....FULL - AIR BRAKE.....IN - SPEED.....ON E-BRAKET - ATC MODE.....AS DESIRED - TRIM.....FOR 8.1 AOA <p>WHEN ON FINAL:</p> <ul style="list-style-type: none"> - HUD.....UNCAGE 	<ul style="list-style-type: none"> - RADAR.....STBY - MASTER ARM.....SAFE - PROBE.....EXTEND - LIGHTS.....STEADY BRT - VISOR.....DOWN <p>AFTER REFUELING:</p> <ul style="list-style-type: none"> - PROBE.....RETRACT - LIGHTS.....AS REQUIRED - VISOR.....AS DESIRED - RADAR.....ON - MASTER ARM.....AS REQUIRED
AFTER LANDING CHECKLIST	
<ul style="list-style-type: none"> - HOOK.....UP - FLAPS.....AUTO - SEAT.....SAFE - NWS.....ENGAGE 	

Case 3 CV-1 Approach

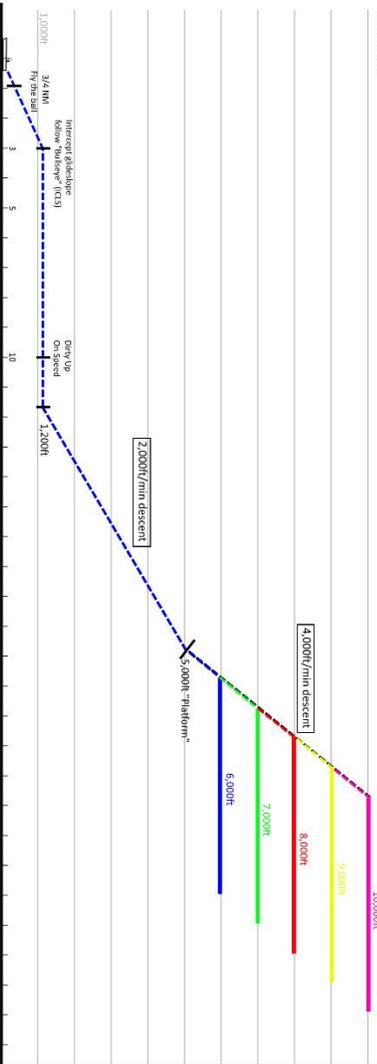
In Case 3 approaches the final bearing (FB) is used instead of BRC. For this example BRC is written out in order to demonstrate the differences from Case 1



Holding patterns are sometimes established on radials 15° and 30° to the right or left of the reciprocal of the final bearing (Radial 082). These patterns are shown in grey, however the reciprocal of final bearing (Radial 082) is most common and is what's focused on this chart.

Top View

Side View



- Notes:**
- When the marshal radial is 15° or 30° offset from the reciprocal of the FB, a correction to the FB should be made at around 20NM to 15NM. However FB must be achieved before Reaching 10NM.
 - Case 2/3 approaches are outside of 10NM while Case 1 is kept inside 10NM
 - Holding pattern distance is measured with an equation, $\text{Angles} + 15 = \text{distance}$, so for example stack 3 is at angles 8 therefore $(8 + 15 = 23)$ distance is 23 NM.

LSO RULES TO LIVE BY

- Never lead a low or slow
- Always lead a high or fast
- If low and slow, fix the low before the high
- Never try to recenter a high ball in close, but try to stop a rising ball
- Fly the ball all the way to touchdown
- The LSO is always right

SOURCES:
 COMTRA P-816
 CV-1A0105
 A.E.W Youtube channel
 Wags Youtube channel

Two "Messages" rows are featured; the left one is the example comms from COMTRA P-816 and the right one is real life communication from a pre deployment exercise. 300 is used as an example in this chart, the recording cuts out alot therefore all of the calls are not featured.

NOTE: ACS is not currently implemented in DCS World. Approach will have to say fly "bulleye" until its implemented.

Communication Example

Tail number "99" is used for every flight on frequency.

Location	Explanation	Frequency	Message (US Reagan Recording)
17,000ft 775 Carrier Outside of the 50NM DME Carrier	Ask permission from Red Crown	Bitton 4 250.000MHz	Message (COMTRA P-816) allowed to fly chart
16,000ft 50NM DME to Carrier	Ask permission from Strike	Bitton 3 265.000MHz	
14,000ft 50NM DME to Carrier	Ask for a assigned stack from marshal The stack given is on radial 140, 27NM behind the ship and at 7,000ft altitude also provides other important information when field should bring down	Bitton 2 240.000MHz	
7,000ft In the holding pattern	Drop has established 7,000ft and gives his fuel state which marshal need to know track of	Bitton 2 240.000MHz	
All flights	Marshal constantly updates the flights in the pattern with information	Bitton 2 240.000MHz	
7,000ft Leaving the holding pattern and heading towards the holding pattern	Drop notices marshal that the descent from the holding pattern has begun and states his altitude	Bitton 2 240.000MHz	
5,000ft (Platform)	Drop notices that he is passing 5,000ft (platform)	Bitton 2 240.000MHz	
around 6,000ft to descending below (can happen before reaching platform)	Material hands field out to approach	Bitton 2 240.000MHz	
around 5,000ft to 1,200ft around 2,000ft around 1,000ft around 500ft around 200ft	Drop checks in with approach Approach may order pilot to hold a certain speed or altitude (can happen before reaching platform) When ACS DCS on a assigned approach will ask you to hold a certain speed or altitude. This is known as "bulleye" If no good fuel is acquired, approach will tell pilot to "bulleye" (ACS)	Bitton 18 251.000MHz	
34k mile	LSO takes over	Bitton 18 251.000MHz	

Glossary

- Carrier:** Codename for the carriers TACAN
- Alids:** Maintenance discrepancies
- Approach time:** Time in which the flight leaves the holding pattern and starts descending
- Punch time:** Another word for approach time
- Button:** Another word for channel
- Clean:** An aircraft with flaps up, gear up and hook up.
- Dirty up:** Fuel gear down, flaps down and hook down.
- Stack:** Another word for holding pattern.
- Marshal:** 1. Another word for the Stack or Holding pattern.
2. Term used for the carriers radio controller.
- Mother:** Codename used to signify the carrier.
- Approach:** Controller responsible for putting aircraft at the right interval
- BRC:** Base Recovery Course, the carrier groups magnetic course
- FB:** Final bearing, heading of the runway on the carrier, usually 9° to the left of the BRC.
- Red Crown:** Air Defense Unit generally located on a destroyer that protects the battle group airspace and verifies BFF checks
- Stack:** Another word for holding pattern.
- Marshal:** 1. Another word for the Stack or Holding pattern.
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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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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	
OMSN	Sir Abu Nu'ayr	10/28	2592x105	100	26	SHJ 265/70	121.5		SHJ 112.3/CH70X
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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