

VRF LOCAL PROCEDURES

VER 1.1 DICIEMBRE 2019



This issue belongs to (rank/name).....

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1. START-UP

All participants will start up engines stick to each type of aircraft normal procedures. Normally will use this radio setting procedure for taxi, departure, GCI and also interflight COMMS:

- TWR: Will set UHF #15 with NELLIS TWR Freq to use. Once in cockpit we set manual Freq 327.000 UHF/132.550 VHF for ATC control.
- Interflight: VHF #X showing in CommCard and Mission Brief for each formation.

All formations will request weather info and departure data on ATIS: 270.100 and tower freq 327.000 UHF/ 132.550 VHF.

2. TAXI

Once formation ready and within taxi times assigned it will be asked to TWR controller for taxing to runway in use. If one formation with problems at start up then following formation will ask for taxing to holding point of runway in use in order to avoid taxi collapsing.

When leader starts taxing will communicate in interflight freq: "Spartan 1, taxing RWY 05R, QNH 29,90". All wingmen will acknowledge: "Spartan 2, QNH 29,90".

All formations will hold the active arming zone waiting their respective take off times.

3. DEPARTURE

Once formations cleared for departure will enter and take off depending on Airfield weather conditions. (DREAM ONE DEPARTURE)

- VMC: Take Off will be 1+1 at 10" spacing with visual rejoin when airborne. Afterwards will proceed to first route waypoint. This one will be exactly the same for all players in the package.
- IMC: Take Off will be 1+1 at 20" spacing. Wingman will maintain 2 NM trail formation till rejoin in VMC above clouds.

When Take Off procedure complete and airborne, TWR controller will clear the formations to change to Boom Freq. (Take Care, no human controller at this time, will use DCS normal fuel request and refueling procedure).

4. RUTA

Once airborne formations will proceed direct to waypoint A1: HAREM, B2: JUNNO. This point will be common WPT for all participants and will be also ARCP for formations refueling from southern tanker (TEXACO KC-135 AAR SOUTH) 19.000 FT. AND northern tanker (ARCO KC-135MPRS NORTH) 18.000 FT. Once with visual contact with tanker, receivers with climb for rejoining and proceed echelon left with tanker

After refueling, formations will proceed to assigned Holding/Push WPT, normally WPT 4 (D4) HOLD and WPT 5 (E5) PUSH, at assigned COMMCARD altitudes. On the way to holding/push formations with contact human GCI for check-in and tactical flight. MANDATORY CALL FOR ALL FORMATIONS when one minute to reach holding/push point for deconfliction. For instance: "Lobo, 1 minute to D4, maintaining FL230".

5. RECOVERY

On the way back and crossing FLOT heading home all formations will contact TWR in 327.000 UHF and will ask for weather, landing data and will request type of approach.

Landing approach will be done depending on airfield weather conditions:

- VMC: (OVERHEAD RWY 21)
 - Cross ARCOE at or above 15.000 MSL
 - Then fly heading 165° to APEX
 - Cross APEX at or above 4500 MSL, Report to tower.
 - Cross LSV 025/05 at 4000 MSL, then descend to 3500 MSL for initial.
- VMC: (STRAIGHT RWY 21)
 - Cross APEX at 4000 MSL
 - Descend to be at 3000 MSL at LSV 025/5
- IMC: (RWY 21)
 - During IMC or NIGHT ((VMC or IMC), aircrews should expect vectos for the ILS or TACAN approach
 - RWY 21 is the preferred landing runway for IMC/Night recoveries. Night recoveries from the nellis Ranges should proceed to the IFR pickup point for the appropriate recovery and contact nellis control. North/Eastern recoveris Will be via TEXAS LAKE. South/Western recoveris Will be via FLUSH.

Flight Leads will be responsible of separation till to be under ATC control. If situation requires they can proceed MARSA (Military Assume Responsibility for Separation of Aircraft), with previous formation.

ANNEX A. AAR.

Rejoining and communication procedure with tanker as described:

When airborne northern formation will use preset UHF #13 and southern will use preset UHF #12.

First to do is find and track our tanker. We will interdict him. NEVER ask something to tanker up to this point. When rejoining completed echelon left formation must to be maintained with tanker or other previous formations in the queue.

Only at the right moment we are the closed formation to the tanker, it means we are next for refueling, will request refuel to the tanker. Once refueling complete, refueled aircraft will proceed to right echelon with tanker and will end DCS procedure making call in DCS tanker menu, ABORT REFUEL.

This is an individual procedure that everybody must accomplish. Please maintain concentration up to this point and make correct calls.



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ANNEX B. FREQUENCIES.
(BLUE TEAM)

AGENCY	PUSH	UHF	VHF
	1	305.000	127.000
	2	264.000	135.000
	3	265.000	136.000
	4	256.000	127.100
	5	254.000	125.000
	6	250.000	121.000
	7	270.000	141.000
	8	257.000	128.000
	9	255.000	126.000
	10	262.000	133.000
	11	259.000	130.000
TEXACO (TCN 1X)	12	268.000	139.000
ARCO (TCN 2X)	13	269.000	140.000
	14	260.000	131.000
NELLIS TOWER	15	327.000	132.550
TWR HUMAN	16	327.100	132.100
MAGIC	17	267.000	138.000
MAGIC HUMAN	18	251.000	122.000
	19	253.000	124.000
	20	266.000	137.000

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(RED TEAM)

AGENCY	PUSH	UHF	VHF
	1	305.000	127.000
	2	264.000	135.000
	3	265.000	136.000
	4	256.000	127.100
	5	254.000	125.000
	6	250.000	121.000
	7	270.000	141.000
	8	257.000	128.000
	9	255.000	126.000
	10	262.000	133.000
	11	259.000	130.000
TEXACO (TCN 3X)	12	268.500	139.000
ARCO(TCN 4X)	13	269.500	140.000
	14	260.000	131.000
TONOPAH TOWER	15	257.950	124.750
TWR HUMAN	16	257.950	124.750
MAGIC	17	267.000	138.000
MAGIC HUMAN	18	251.000	122.000
	19	253.000	124.000
	20	266.000	137.000

