CSG-1
CV Procedures

This document strives to emulate real world procedures but changes have been made where necessary to facilitate gameplay and due to simulator constraints

**Indicates CSG-1 specific SOP*

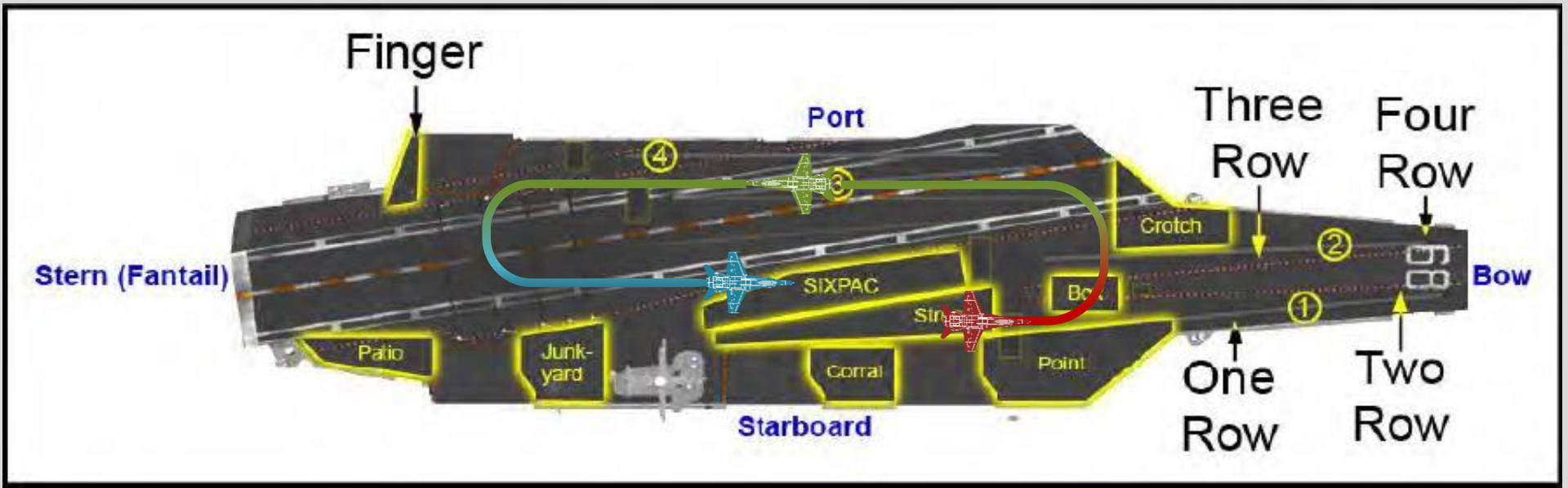
For Simulation Use Only

The virtual CSG-1 is in no way endorsed by, or affiliated with, the real unit.

1. Launching Aircraft Prelaunch Procedures

PLACE HOLDER SLIDE

WAITING FOR KEZ TO FINISH HIS PRELAUNCH PROCEDURES PRODUCT



1. Launching Aircraft
CASE I Departure Procedures

- **CASE I**
  - Case I departures are flown during daytime Visual Metrological Conditions (VMC). A ceiling of 3,000' and 5 miles visibility within the carrier control zone.

Aircraft (AC) Launch

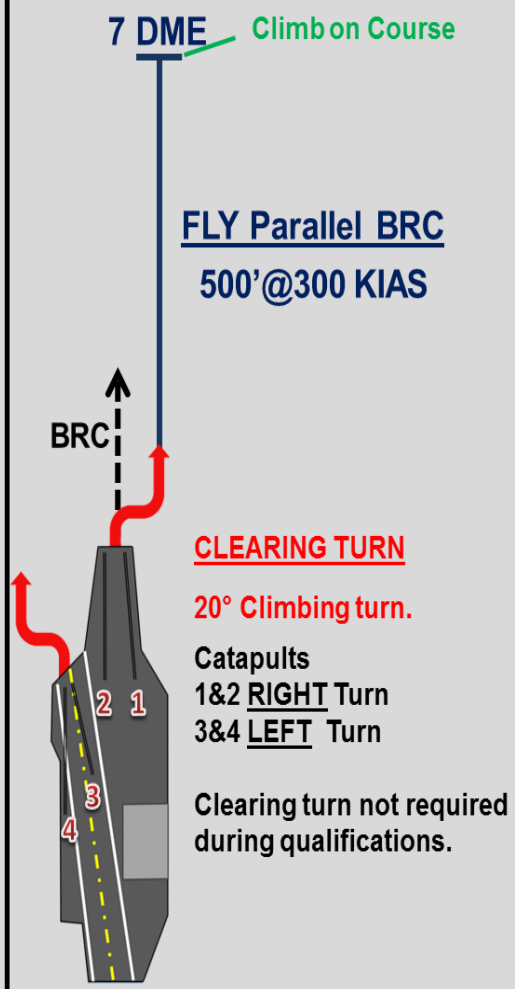
**Launch order will be Catapults 4, 3, 2, 1 repeat as needed.*

1. Once the AC clears the catapult and a positive rate of climb is established, the pilot will execute a clearing turn.
   - **Clearing turn**: This is a climbing turn to 20° off of base recovery course (BRC).
   - Catapults 1-2=RIGHT TURN
   - Catapults 3-4=LEFT TURN

1. Once 20° has been reached turn back to parallel to the BRC and continue the climb to 500'.
2. The remainder of the departure is flown at 500' and 300 KIAS paralleling BRC until 7 nm is indicated on the AC Distance Measuring Equipment (DME).
3. When directed, or at 7 DME, the aircraft shall climb VMC on course. (Begin climb to your planned altitude and change heading as needed).

CSG-1 Squadron Rejoin Altitudes

- **VMFA-122: 12000'**
- **VFA-25: 13000'**
- **VF-2: 14000'**



RADO CALLS

**CSG-1 only uses two carrier ATC positions. Marshal and Tower/Paddles*

- **Calls to Tower**
  1. **Salute:** *"302, Salute"*
     - Made immediately prior to launch.
  2. **Airborne:** *"302, Airborne"*
     - Made after establishing positive rate of climb.
- **Calls to Marshal**

  **Freq. change approved by Tower or after airborne call if no Tower controller online.*
  1. **Mission Capable:** *"302, passing two point five kilo"*
     - Made after passing through 2,500'

2. Entering the Carrier Control Area
CCA

Inbound flights must contact MARSHAL

- **Arrival Information**.
  - The flight leader shall provide the following information when checking in with marshal control.
    - **Position**
    - **Altitude**
    - **Fuel state *(low state in flight)***
    - **Total number of aircraft in flight**
    - **Information that may affect recovery**

Phraseology:

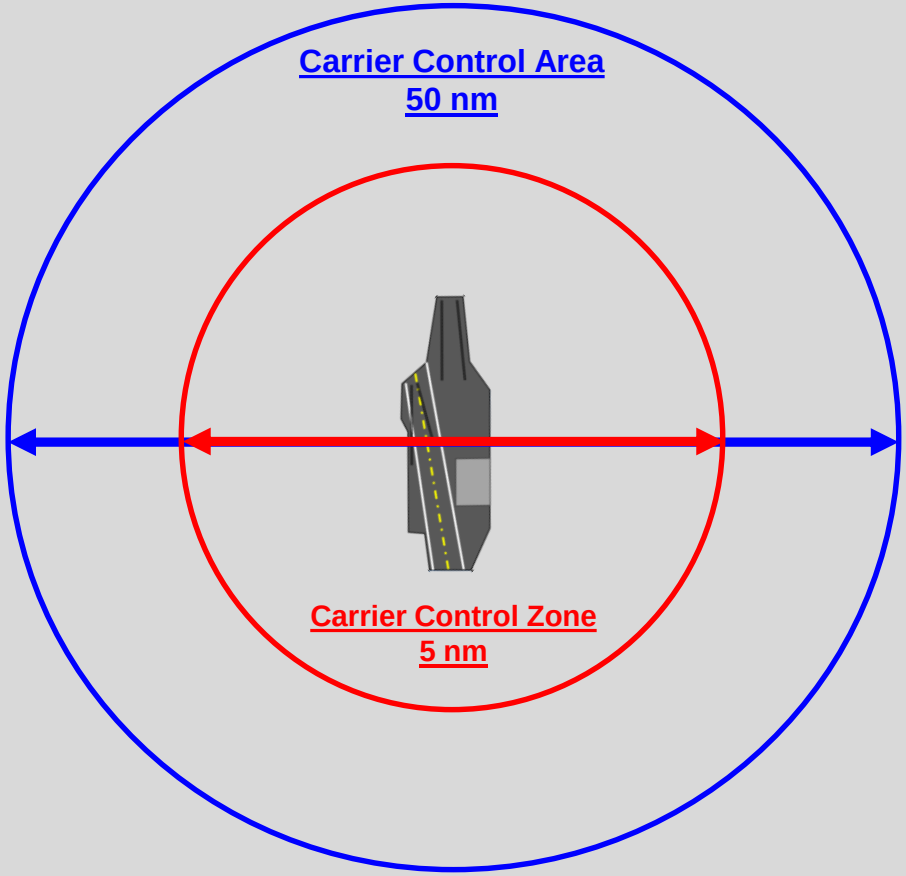
- **Who are you calling:** Marshal
- **Who are you:** Use Modex Number in CCA
- **Position:** Given in bearing/distance from the carrier *"Mother"*
- **Altitude:** Given in *"Angels"* by the 1st one or two digits x 1000
- **Fuel State:** Given in decimal thousands of pounds remaining of lowest aircraft in flight.

Example Script:

Flight Lead: *"Marshal, 401 holding hands with 403, marking Mother's 090 for 45. Angels 10, State 10.2."*

See MACS-2 documentation for expected ATC responses if a controller is online.

***CSG-1 only uses two carrier ATC positions. Marshal and Tower/Paddles**



3. Aircraft Recoveries
CASE I

A ceiling of 3,000' and 5 miles visibility within the carrier control zone.

Overhead (Port) Holding Pattern

1. After the initial check in with Marshal, proceed directly to Mother and enter overhead holding at your squadron's holding altitude.

2. When in visual contact with Mother, notify Marshal with the "see you" call.

3. Aircraft returning for Case I recoveries must be established at their respective holding altitudes no later than 10 NM.

4. Proceed to overhead holding, and enter the pattern tangentially as indicated by the orange dotted line.

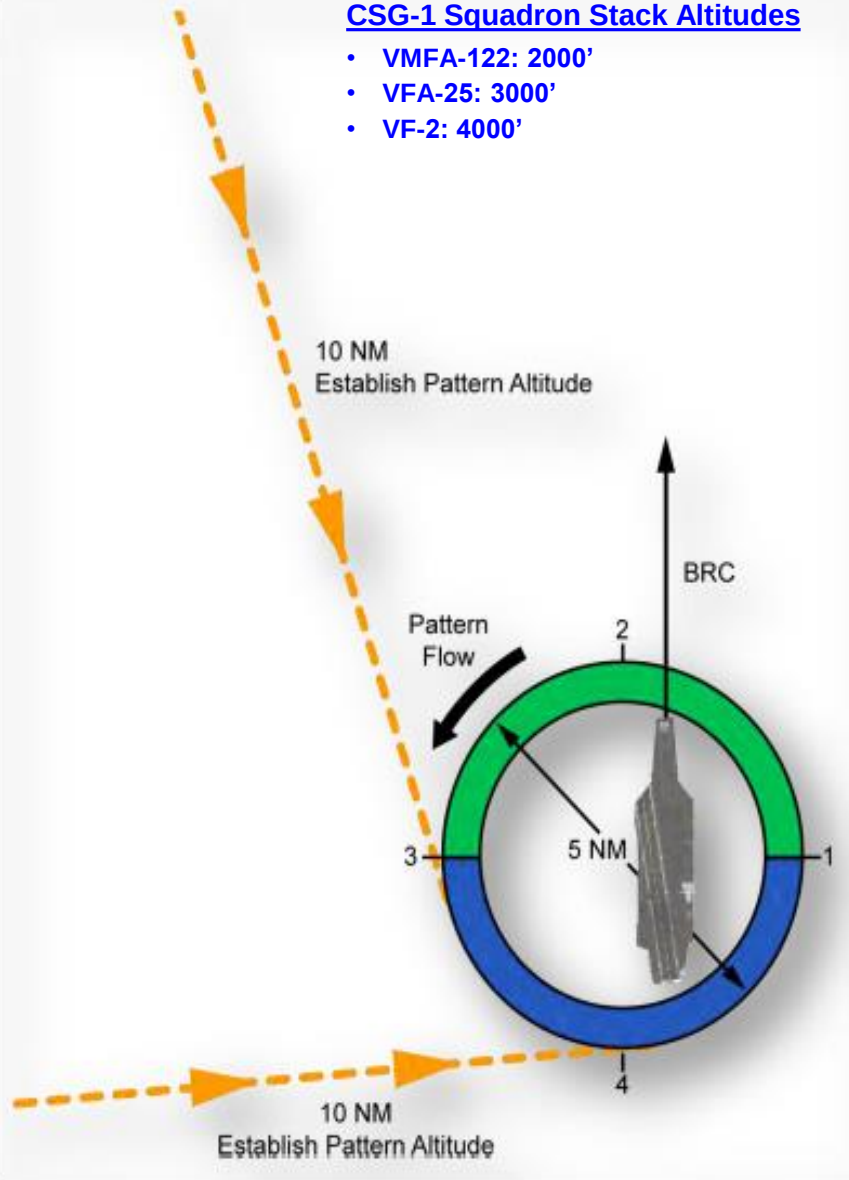
5. Aircraft/flights will stagger their intervals to ensure equal spacing from all flights at the same altitude.

    - Two total flights, then they should be 180-degrees apart.
    - Three flights should be 120-degrees apart.
    - Four flights will be 90-degrees apart.

6. Aircraft entering the pattern should switch to the Tower frequency on entry or when instructed to by Marshal.

CSG-1 Squadron Stack Altitudes

- **VMFA-122: 2000'**
- **VFA-25: 3000'**
- **VF-2: 4000'**



CASE I
Continued

A ceiling of 3,000' and 5 miles visibility within the carrier control zone.

Overhead (Port) Holding Pattern

- The overhead holding pattern is a left-hand pattern also referred to as the "Stack".
- Point 1 located directly overhead the carrier with Points 2, 3 and 4 sequentially following in 90-degree increments.
- All aircraft must remain within 5 NM and no lower than 2,000 feet AGL.
- While holding, the flight will remain at max conserve fuel flow unless briefed otherwise.
- Each squadron has an assigned holding altitude in the stack, beginning at 2,000 feet AGL.
- These assigned altitudes are separated vertically by a minimum of 1,000 feet and are assigned by the CSG-1SOP.
- Once established in holding, any altitude changes within the pattern are accomplished as follows:
    - Climbs: Performed between points 1 and 3.
    - Descents: Performed between points 3 and 1.
- The lowest aircraft in the stack begins the landing process either when the deck is clear or when given a "Signal Charlie" call from Tower.
- The flight will depart the holding pattern on a heading of approximately 210 degrees relative to BRC. As altitudes in the stack are vacated, aircraft at the next highest altitude will descend to the next lower vacated altitude.

CSG-1 Squadron Stack Altitudes

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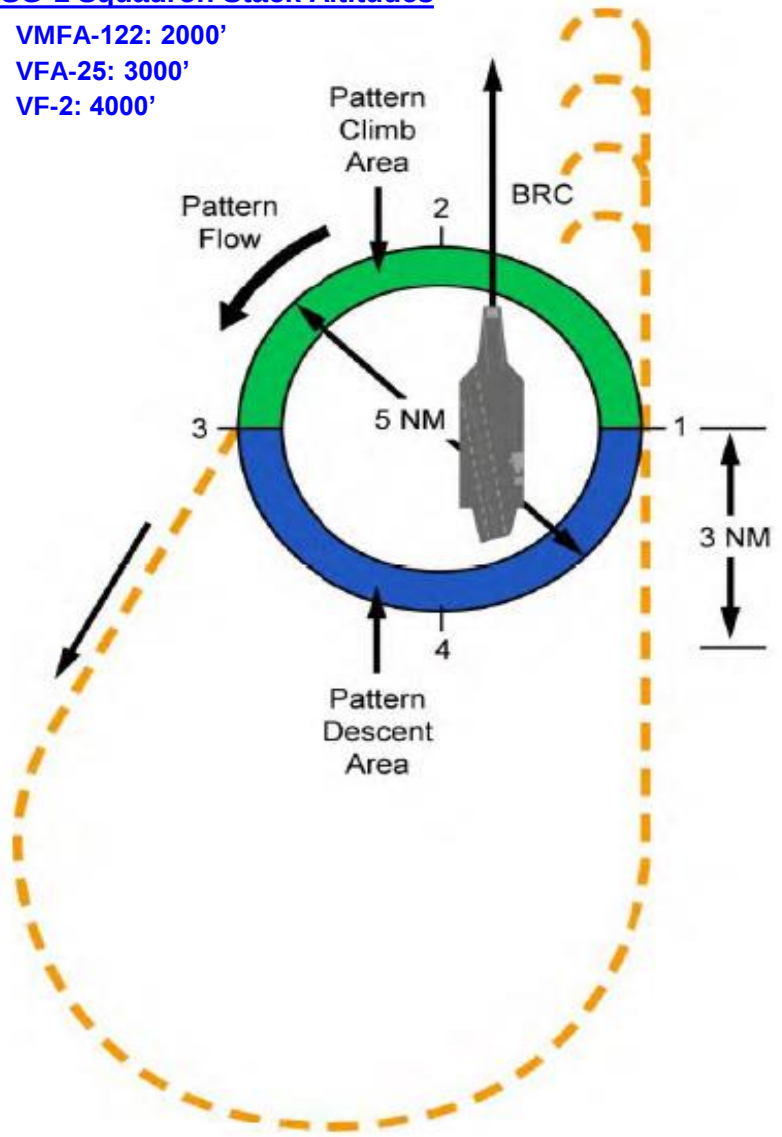


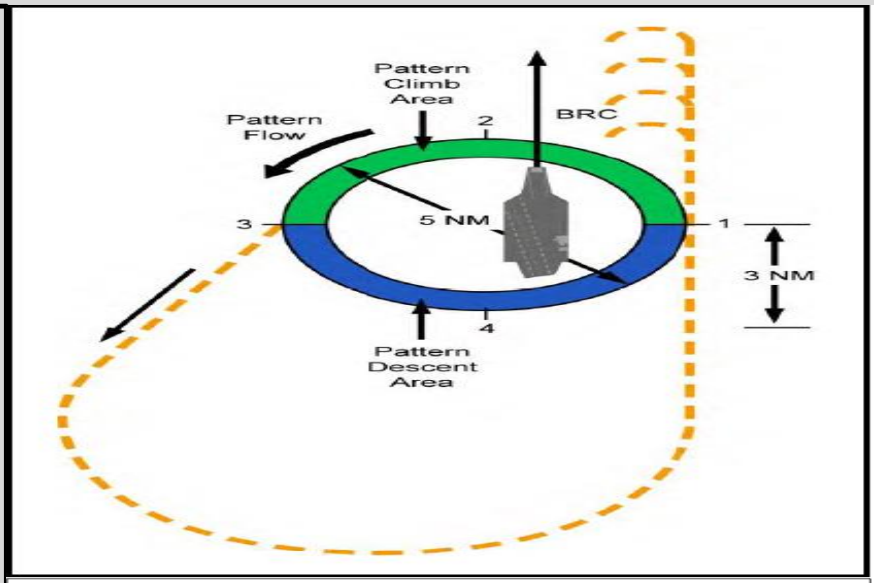
CASE I
Continued

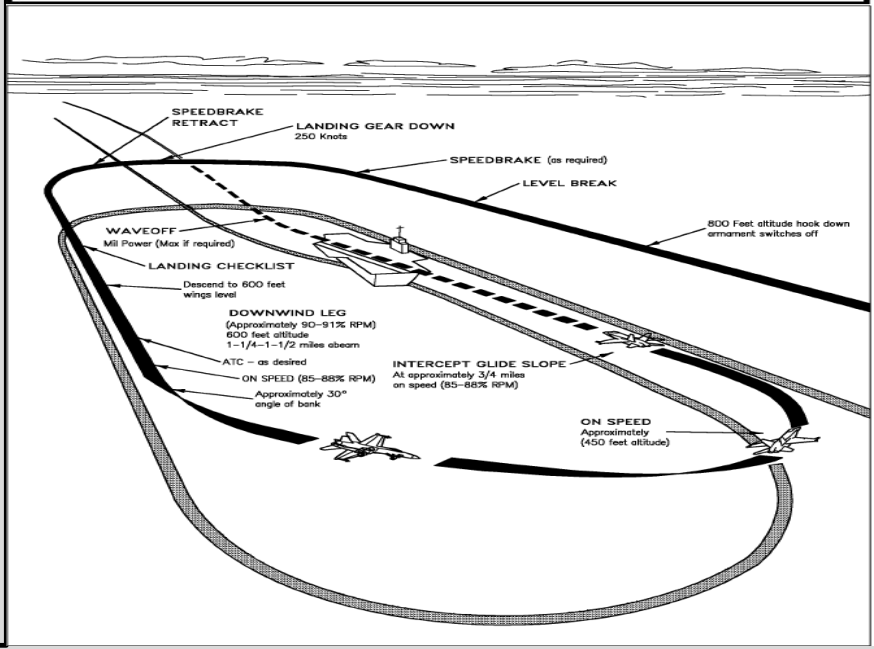
A ceiling of 3,000' and 5 miles visibility within the carrier control zone.

Breaking the Deck

1. **Break.**
   - When departing holding, the flight will descend outside of point 3 to 800 feet and proceed to the initial 3NM astern of the ship.
   - The flight will continue inbound and fly just outboard the starboard side of the ship at 800 feet, paralleling BRC.
   - Break altitude is 800 feet, and all breaks will be level.
   - The break interval is determined by the last aircraft in the landing pattern.
   - A 15-20 second break interval will correspond to a 40-60 second landing interval.
   - *No breaks will be performed more than 4 NM ahead of the ship. If you are unable to break before 4 NM, you will have to depart and reenter the pattern. To accomplish this, maintain 800 feet until 5 NM, then climb to 1,200 feet and execute a left-hand arc back to the initial. Tower must be notified of your intentions.*

2. **Spin Procedures.**
   - If the pattern is full (more than six aircraft) when the flight arrives at the fantail, the flight will have to "***spin it***."
   - To perform a spin, the flight will simultaneously climb to 1,200 feet and perform a left-hand turn remaining within 3 DME.
   - After 270 degrees of turn (aft of abeam), the flight will descend to 800 feet and proceed inbound for the break.
   - Aircraft reentering the break from the spin pattern have priority in the break.
   - *Upwind interval is determined by "first to the bow," whether that is break traffic, waveoff, touch-and-go, or bolter.*





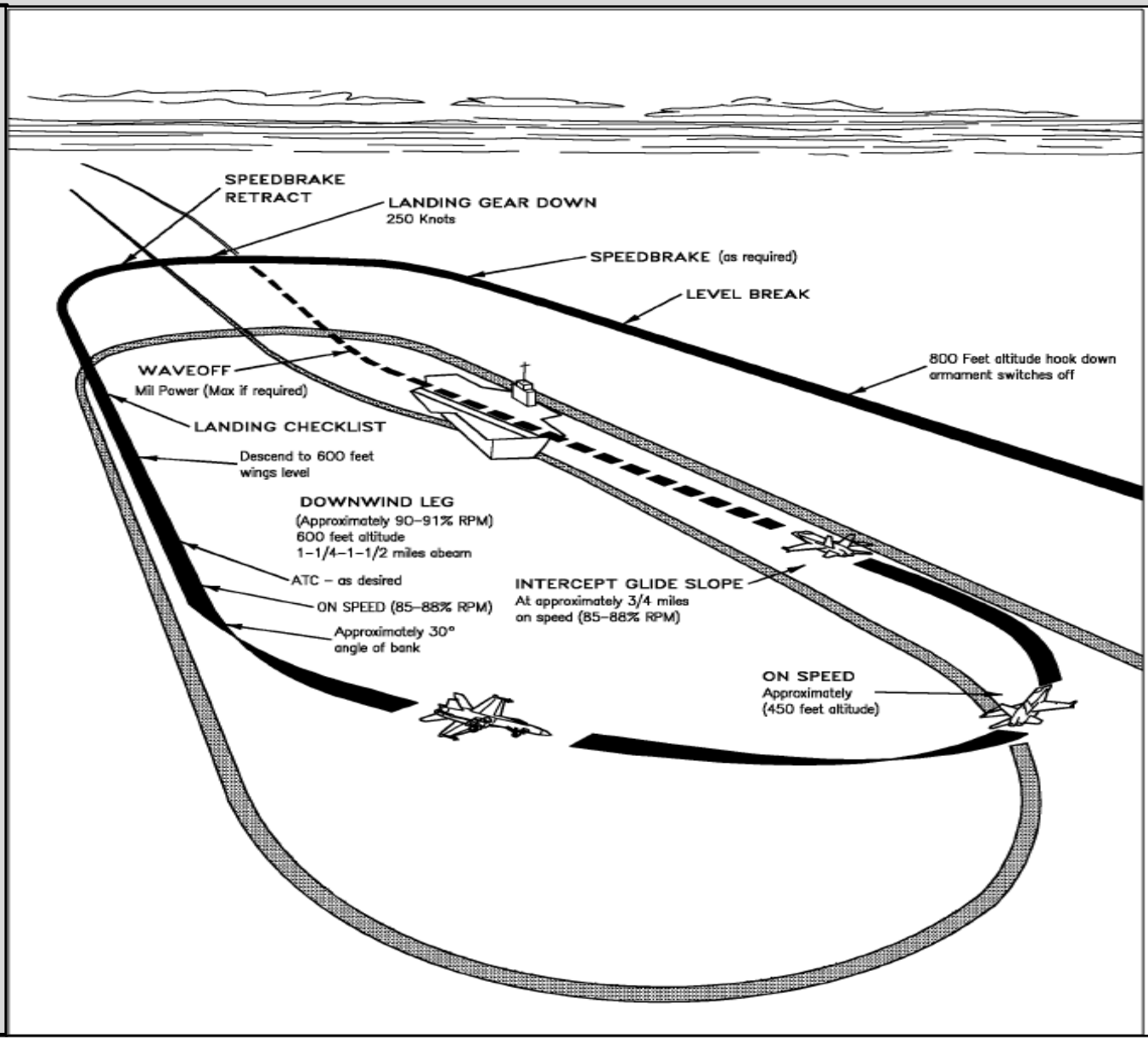
CASE I
Continued

A ceiling of 3,000' and 5 miles visibility within the carrier control zone.

Carrier Landing Pattern

The carrier landing pattern is nearly identical to the landing pattern at the field. The biggest differences are:

- The 180 and Abeam positions are co-located at the carrier.
- The downwind heading at the ship is the reciprocal of the BRC vice the landing heading (which will be approximately 10 degrees less than BRC due to the angled deck).
- When established on downwind, individual aircraft will descend to pattern altitude of 600 feet, perform landing checks and closely monitor the abeam distance.
- The carrier landing pattern is illustrated to the right.



CASE I
Continued

A ceiling of 3,000' and 5 miles visibility within the carrier control zone.

Carrier Landing Pattern Continued

1. **Touch and Go/Bolter.**
   - The procedures for touch and go landings and bolters are identical.
   - Upon touchdown/bolter, simultaneously advance power to MRT, retract speed brakes, and rotate to optimum AOA.
   - Maintain wings level and verify a positive rate of climb and maintain optimum AOA.
   - Once a positive rate of climb is established and your aircraft is abeam the bow, use a shallow right turn to parallel the BRC.
   - Take interval on any aircraft that reaches the bow prior to you, either entering the break or launching off the cat.
   - Climb to pattern altitude (600 feet) and turn downwind with proper interval.

2. **Waveoff**
   - Waveoffs are **MANDATORY**.
   - All waveoffs are made up the angled deck unless otherwise directed by the LSO or the tower.
   - To perform a waveoff, simultaneously advance power to MRT, retract speed brakes, maintain landing attitude (not to exceed optimum AOA), level wings, and climb up the angled deck.
   - Verify a positive rate of climb and maintain optimum AOA.
   - Once you have established a positive rate of climb and you are abeam the bow, use a shallow right turn to parallel the ship's BRC.
   - Climb to 600 feet and turn downwind with proper interval.

1. **Delta Procedures**
   - If a signal Delta is given by the tower while in the pattern, maintain pattern altitude and fly the same landing pattern.
   - Fly the pattern on-speed in the landing configuration with speed brakes retracted (Delta Easy).
   - Delta clean equals 200 KIAS and altitude as assigned.
   - When cleared from the Delta pattern, the first aircraft to reach the 180 position resumes the normal approach.
   - **If no LSO/Tower present any pilot may call a Delta.*

2. **Carrier Arrestment**
   - When the aircraft touches down, advance the power to MRT and retract the speed brakes.
   - Do not anticipate an arrested landing.
   - Maintain MRT until the aircraft comes to a complete stop followed by a pull-back.
   - After the pull-back:
     - Power to idle
     - Hook Up
     - Fold Wings
     - Nose Wheel Steering on
     - Vacate to the Point ASAP

CASE I
Continued

A ceiling of 3,000' and 5 miles visibility within the carrier control zone.

Communications

- For Case I recoveries, Marshal will provide the current BRC and expected "Charlie" time (In mission time) upon initial check in.
  - **If no Marshal use F10 Map for BRC and pilot discretion for Charlie time.*
- Once switched to Tower frequency, just monitor the frequency.
- The majority of Case I operations are conducted "Zip Lip."
  - This means that radio calls in the pattern are neither required nor desired.
- **However, during all CSG-1 missions and trainings the following calls will be made:**
- Descending out of overhead holding to the initial: *"405, commencing"*
- Initial (3 NM astern): *"405, initial"*
- Entering the spin pattern (when applicable): *"405, spinning"*
- 90 degrees from initial when spinning: *"405, spin 90"*
- Departing the landing pattern to re-enter port holding: *"405, Departing _____ NM, upwind"*
- Breaking: *"405, breaking at X"* where X is the DME
- Ball call, when pilot sees the ball (on their own or when asked by the LSO): *"405, Hornet ball, (Auto), 2.2"* where 2.2 is the fuel state and auto is if Auto Throttle Control is being used.
- Clara when the ball is not visible: *"405, Clara"*