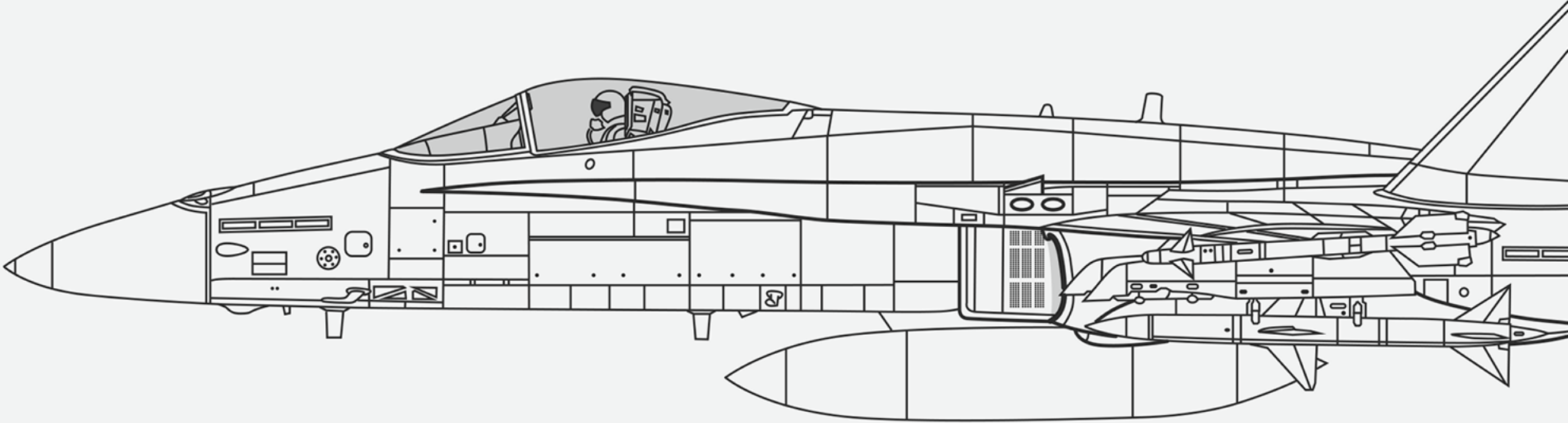


Kneeboard Suite

F/A-18C Hornet



Checklists, Part 1 2

Checklists, Part 2. Combat Checks..... 3

RWR Threats. HARM Radar Codes..... 4

Ordnance 5

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Recoveries: CASE I, II, III, ACL 8

CASE I Recovery 9

CASE II Recovery 10

CASE III Recovery and ACL, Part 1 – Marshal 11

CASE III Recovery and ACL, Part 2 – Approach 12

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HAFU. BRA..... 14

Quickstart 15

ENGINE START

- 1 EXT & INTR LT knobs SET
 - 2 EXT LTS Master Switch OFF / **FIELD: ON**
 - 3 PARK BRK handle SET
 - 4 BATT switch (right mouse button) ON
- FIRE WARNING TESTS A & B.
- 5 APU switch ON, wait for READY light
 - 6 ENG CRANK switch (rmb) R
 - 7 Right throttle (15% rpm minimum) IDLE
 - 8 Displays, HUD / HMD ON / As desired
- After fire tests: BLEED AIR KNOB - CYCLE THRU OFF TO NORM. WARN & CAUTION LIGHTS TEST.
- 9 ENG CRANK switch (lmb) L
 - 10 Left throttle (15% rpm minimum) IDLE

BEFORE TAXI

HSI > DATA > CHECK WYPT ZERO & MAGVAR.

- 1 INS knob CV / **FIELD: GND**
*HSI > box STD HDG for 90 sec align
FPAS > set HOME wypt (58)*
- 2 RADAR knob OPR
- 3 WING FOLD **FIELD: SPREAD & LOCK**
- 4 FCS RESET button PUSH
- 5 FLAP switch HALF
Hold the Y key > BIT page > FCS-MC > FCS:
- 6 FCS BIT TEST PERFORM
- 7 HOOK BYPASS switch As required
- 8 ANTI SKID switch OFF / **FIELD: ON**
- 9 T/O TRIM button PUSH

NWS DISENGAGE. FLAP AUTO.
CHECK FLIGHT CONTROLS. FLAP HALF.

- 10 TRIM SET FOR TAKEOFF:

cv	<44	45 – 48.000 lbs	>49	FIELD
	16°	17°	19°	12°

Add LAT trim ~3° for asymmetric loadouts

CYCLE: REFUELING PROBE, SPEEDBRAKE,
LAUNCH BAR, HOOK, PITOT HEAT.

- 11 Fuel SET BINGO
- 12 Standby altimeter SET (to QNH or as briefed)
- 13 SARI UNCAGE
- 14 ALT switch (HUD) RDR
- 15 GROUND combat checks As required

BEFORE TAXI (CONTINUED)

- 16 IFF, D/L SET
- 17 ICLS, MODE II check As required
- 18 TACAN ON, SET to BRC or **RWY HDG**
- 19 Radar altimeter bug 40 / **FIELD: 200**
- 20 HMD (canopy down and locked) ALIGN
HSI > verify QUAL OK, then:
- 21 INS knob IFA / GPS restricted: NAV
- 22 OBOGS switch, OXY FLOW knob ON
- 23 Chocks / Parking brake REMOVE / OFF
deck crew: removed by taxi salute
- 24 NWS ON

CHKLST < HSI > FCS.* CHECK BRAKES.

Deck taxiing = canopy closed and seat armed.

BEFORE TAKEOFF / CAT HOOK-UP

- 1 Canopy / Seat CLOSED / ARMED
- 2 WING FOLD SPREAD AND LOCK
- 3 T.O. CHKLST (CV: bottom to top) COMPLETE

HUD < HSI > FCS. CONTROLS WIPEOUT.

AT GW OVER 44.000 lbs USE MAX POWER.

MAX GW, lbs	CV LAUNCH / FIELD TAKEOFF	51.900
	CV RECOVERY UNRESTRICTED / FCLP	33.000
	CV RECOVERY RESTRICTED	34.000
	FIELD FLARED LANDING	39.000

	POS.	FORM.	STROBE	LAND.LT
ON DECK - DAY RECOVERY - DAY	OFF			OFF
ON DECK - NIGHT	START, TAXI		OFF	OFF
	SALUTE	ON, BRIGHT		
	NO-GO		OFF ASAP	
	ONCE TRAPPED		OFF	
RECOVERY - NIGHT	ON, BRIGHT			OFF
AAR - NIGHT	ON, BRIGHT		OFF	OFF
FIELD: START, TAXI	AS REQUIRED, NIGHT ONLY		ON	AS DES.
FIELD: RWY ENTRY				ON

AIR REFUELING

Probe speed limits
transition: 300 extended: 400

- 1 Radar STBY / SIL
- 2 MASTER ARM switch SAFE
- 3 INTR WING fuel switch As desired
- 4 Air refuel PROBE switch EXTEND
- 5 Night refueling EXT LTS steady bright

Droque: KC-135 MPRS | S-3B | KC-130 | IL-78

DESCENT/PENETRATION

FIELD

- 1 ENG ANTI ICE / WINDSHIELD **As desired**
- 2 DEFOG handle **HIGH**
- 3 ANTI SKID **ON**
- 4 Radar and standby altimeters **450 / SET**
- 5 Nav aids / IFF / Lights **As required**

HAIL-R CHECKS

CARRIER (INBOUND)

- HOOK / HEATS *r* **Case 1:**
- ACL / ANTI SKID OFF *a* **450/370**
- Instruments / ICLS *d* **Case 3:**
- Lights / Landing weight *a* **5000 for**
- Radar altimeter *l* **Platform-**
- t* **then 500**

HUD < HSI > FCS (or as needed).

APPROACH

- 1 LAND CHKLST **COMPLETE**

GROUND IDLE REQUIRES WEIGHT ON WHEELS. MOVING THROTTLES TO IDLE BEFORE TOUCH-DOWN SETS THE **FLIGHT IDLE** (~6% more RPM).

CLEARING RUNWAY

- 1 Seat **ARMED / FIELD: SAFE**
- 2 FLAP switch **AUTO**
- 3 WING FOLD **As required**
- 4 T/O TRIM knob **PUSH**

BEFORE ENGINE SHUTDOWN

- 1 Parking brake / Chocks **SET / Request**
- 2 INS knob *10+ sec before throttles off* **OFF**
- 3 SARI *lmb + scroll up* **CAGE**
- 4 Radar, Sensors, Avionics, Comms **OFF**
- 5 EXT & INTR LT knobs **OFF**
- 6 OBOGS switch, OXY FLOW knob **OFF**
- 7 Seat / Canopy **SAFE / OPEN**

ENGINE SHUTDOWN

- 1 Nosewheel steering **DISENGAGE**
- 2 FLAP switch **FULL**
- Once spotted/chocked and 5+ min at idle:*
- 3 Throttle **OFF (alternate sides)**
- 4 Displays, HUD, HMD **OFF**
- 5 Throttle **OFF**
- 6 Battery switch **OFF**

If engines are not idled for 5 min prior to shutdown, avoid restart between 15 min and 4 hours.

GROUND

- 1 WYPTS / SEQ / A-A WYPT
- 2 RDR ATTK / AZ-EL — **Setup**
- 3 STORES / Smart weapons check
- 4 Time / RALT / BALT — **SET**
- 5 FLIR — **STBY**

AIRBORNE

- 1 ALR, ALQ — **BIT, ready / FLIR — ON**
- 2 Bingo Bug

FENCE IN

- 1 Radar — **OPR (or as required)**
- 2 A-A TACAN / MIDS / RALT / SEL JETT
- 3 Contrails / Environment / G-warm
- 4 ALE — **Setup / Expendables — Check**
- 5 Dispenser — **ON/BYPASS**
- 6 Alpha check
- 7 STORES / Smart weapons check

COMMIT / INGRESS

- 1 MASTER ARM — **ARM (check SIM)**
- 2 Master Mode / SENS panel, LTD/R
- 3 IFF
- 4 ALQ — **REC/XMIT**
- 5 EXT Lights
- 6 VTR

RETURN TO FORCE

- 1 EXT Lights
- 2 IFF
- 3 Fuel — **Check / Bingo Bug — Reset**
- 4 MASTER ARM — **SAFE**
- 5 SEL JETT
- 6 Dispenser
- 7 Battle damage checks
- 8 ALQ / ALR / FLIR — **OFF**

COMBAT CHECKS

AIRCRAFT FORMAT		DCS EQUIVALENT
LATLN DCML	DD°MM.mm'	N/A
DEFAULT	42°10.76'	
LATLN DCML	DD°MM.mmmm'	LAT LONG DECIMAL MINUTES
PRECISE	42°10.76 96 '	
LATLN SEC	DD°MM'SS"	LAT LONG STANDARD
	42°10'46"	
LATLN SEC	DD°MM'SS.ss"	LAT LONG PRECISE
PRECISE	42°10.46. 18 "	
REQ-D BY JDAM, JSOW, SLAM/ER		PLL
GRID (MGRS)		DCS JTAC 4+4*
PRECISE 5+5 KM 90874 72809		KM 9087 7280
* ADD TRAILING ZEROS FOR PRECISE ENTRY: 90870 72800		

NO LETTER: FIGHTER/MULTIROLE/HELO B: BOMBER/EW A: AWACS

14 F-14A •2 123 56	21 MiG-21Bis •1 12 4	34 Su-34 •3 123 23	F5 F-5E •1 2 4
F-14B •3 123 56	23 MiG-23MLD •2 12 12	37 AJS-37 Viggen 2 4	JF JF-17 •3 23 37
15 F-15C •3 123 24	24 Su-24M/MR B 2 2	39 Su-25TM B 2 4	M2 M 2000-5 3 123 20
F-15E •3 23 24	25 MiG-25PD •3 12 26	50 A-50/KJ-2000 A	M 2000C •3 12 19
F-15E S4+ •1 123 24	29 MiG-29A/G •3 12 22	AV AV-8B B 2 4	U AH-64D (MMA) •1 3 5
16 F-16A •3 123 23	MiG-29S •3 123 23	E2 E-2D A	C-101CC 2 4
F-16C •3 23 24	Su-27/33 •3 12 25	E3 E-3A A	H-6J B
18 F/A-18A •3 12 17	J-11A •3 123 25	F1 Mirage F-1 •1 12 16	Tornado IDS •1 2 4
F/A-18C •3 123 23	30 Su-30 •3 123 23	F2 Tornado GR4 •1 2 4	
19 MiG-19P •1 2 3	31 MiG-31 •3 12 25	F4 F-4E-45MC •1 12 14	

SURFACE

└ Nebo 1L13 – Nebo 55G6 – AN/FPS-117	EWR
S Flat Face B P-19	[2-3-5] SR 122
BB Big Bird 64H6E	[10] SR 104
CS Clam Shell 5N66M	[10] low alt SR 103
DE Dog Ear Sborka	[13-15-19] MCC-SR 109
FC SON-9 Fire Can •1	AAA fire support TR 131
HQ HQ-7	[7] SP STR 128
SD Snow Drift 9S18M1	[11] SR 107
TS Tin Shield 19J6	[5-10] SR 130
U Silkworm anti-ship	SR
Würzburg-Reise WWII Assets Pack	EWR

NAVAL

40 CV LHA-1 Tarawa •2	F 08/13 407
49 FR Oliver Hazard Perry •3	C 50/++ 401
AE DE Arleigh Burke IIa •3	C 57/++ 412
CR Ticonderoga •3	C 55/++ 315
HN DE Type 052C •1	C 64/++ 410
CR Pyotr Velikiy •3	C 74/++ 313
HP VE Grisha / Albatros •3	C 08/17 306
MR DE Type 052B •1	C 27/48 409
FR Type 054A •1	C 35/++ 411
PS TT Type 071 Amphib.dock	E 04/09 408
VE Molniya •3	E 04/09 312
SC TT LS Ropucha BDK-775	E 08/09 321
SS CV CVN-71 Roosevelt •2	403
CV CVN-72 Lincoln •2	404
CV CVN-73 Washington •2	C 06/16 405
CV CVN-74 Stennis •2	F 08/13 406
CV CVN-75 Truman •2	413
SW CV Kuznetsov 2017 •3	C 09/20 320
CV Kuznetsov old •3	C 09/20 301
T2 CR Moskva •3	C 47/++ 303
TP FR Castle-class	E 03/04
FR Condell-class •3	E 03/07
FR Leander-class •3	C 07/06
FR Neustrashimy •3	C 09/20 319
FR Rezky •3	C 08/17 309
U CV ARA Veinticinco de Mayo	E 03/09
CV CV-59 Forrestal •1	C 03/12
CV HMS Invincible •1	C 46/++

CV CARRIER CR CRUISER DE DESTROYER
FR FRIGATE TT TRANSPORT VE CORVETTE

2 C 28/++ SA-2 Guideline S-75 •1	Fan Song TR 126
3 C 13/++ SA-3 Goa S-125 •1	Low Blow TR 123
5 C 73/++ SA-5 Gammon S-200 •1	Square Pair TR 129
6 C 22/26 SA-6 Gainful Kub •2	Straight Flush STR 108
7 E 10/18 HQ-7 •2	SP LN 127
8 C 09/16 SA-8 Gecko Osa •1	TELAR 117
10 C 46/++ SA-10 Grumble S-300 •3	Flap Lid A & B TR 110
11 C 23/++ SA-11 Gadfly Buk •3	TELAR 115
13 F 05/12 SA-13 Gopher Strela-10M •2	TELAR 118
15 C 09/20 SA-15 Gauntlet Tor •3	TELAR 119
19 E 05/12 SA-19 Grison Tunguska	SPAAW 120
A E 02/10 Gepard •1	SPAAA 207
E 02/05 M163 Vulcan •1	SPAAA 208
E 02/07 ZSU-23-4 Shilka •1	SPAAA 121
HK C 25/++ Hawk •2	CWAR 206 SR 203 TR/PRI 204
NS C 06/30 NASAMS AIM-120B •3	SR 209
C 06/35 NASAMS AIM-120C •3	SR 209
P C 48/++ Patriot •3	STR 202
RO C 06/20 Roland •2	EWR 205 ADS/PRI 201
RP E 06/10 Rapier with Blindfire Radar •2	TR 124
RT E 06/10 Rapier with or without Tracker	LN 125
U E 02/05 LPWS Centurion •1	C-RAM

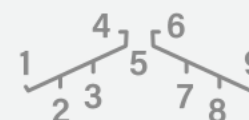
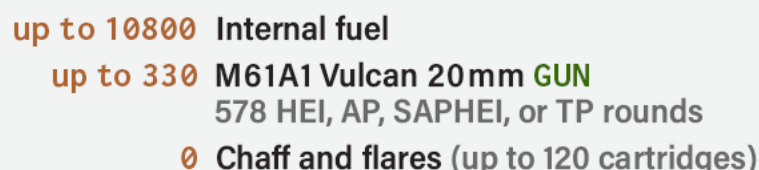
1 SARH, 2 IR, 3 ARH – SUPPORTED MISSILES, FOLLOWED BY THE MAX LAUNCH RANGE (nm, “ACE” AI)

22/26 – SAM'S MAX FIRING RANGE (nm) AND ALTITUDE (×1000 ft ABOVE GROUND LEVEL) ++ – CAN HIT YOU ABOVE 50.000 ft

122 – HARM CODE COUNTERMEASURES: C – CHAFF F – FLARES E – EVASIVE MANEUVERING (AAA/OPTICAL SAM)

UNFINISHED OR BUGGY ASSET [THE SAM] TO WHICH THIS RADAR IS USUALLY LINKED •X – CMDS “AUTO” PROGRAM

 TRACKING
 SAM
 AAA
 SHIP
 HARM CORREL.
 HOSTILE AIR
 UNKN AIR
 FRIEND AIR
 JAMMING
 FLIR CORREL.



82B	500	Mk-82 500 lbs	1 2 N 5 6 8 T A
82XT	550	Mk-82 Snakeye 500 lbs retarded	
82YT	510	Mk-82Y 500 lbs ballute	
83B	1000	Mk-83 1000 lbs	
84	1970	Mk-84 2000 lbs	
RET	490	CBU-99 cluster anti-tank	3 4
RE	490	Mk-20 cluster anti-tank	3
WEDL	2340	AGM-62 Walleye II 2000 lbs + D/L	

82LG	610	GBU-12	500 lbs	} 6 7 8 A L
83LG	1130	GBU-16	1000 lbs	
84LG	2110	GBU-10	2000 lbs	
GB24	2400	GBU-24B/B	2000 lbs penetrator, USN	6 7 8 L

J-82	530	GBU-38(V)1/B	500 lbs	2	<u>N</u>	<u>6</u>	7	8	T	A
J-83	1030	GBU-32(V)2/B	1000 lbs, USN	}	2	<u>N</u>	<u>6</u>	7	8	T
J-84	2060	GBU-31(V)1/B	2000 lbs							
J-84	2060	GBU-31(V)2/B	2000 lbs, USN							
J-109	2160	GBU-31(V)3/B	2000 lbs penetrator							
J-109	2160	GBU-31(V)4/B	2000 lbs penetrator, USN				6	7	8	

82P	400	ADM-141A TALD glide decoy
JSA	1070	AGM-154A JSOW GPS/INS cluster
JSC	1070	AGM-154C JSOW GPS/INS penetrator
HARM	900	AGM-88C HARM
HPD	1190	AGM-84D Harpoon
SLAM	1390	AGM-84E SLAM GPS/INS + D/L
SLMR	1490	AGM-84H SLAM ER GPS/INS + D/L
MAV	630	AGM-65E 300 lbs las(E)r Maverick
MAVF	670	AGM-65F 300 lbs in(F)ared Maverick

68	230	7x	Mk 5 HE(AT) anti-tank	} default S - SINGLE R - RIPPLE set in ME
68	250	7x	M151 HE soft targets	
61	600	19x	M151 HE soft targets	
10	700	4x	ZUNI Mk 71	

7F/7M/7P 510 AIM-7F / -7M and -7MH / -7P Sparrow
9L/9M/9X 190 AIM-9L / -9M / -9X Sidewinder
AB/AC 360 AIM-120B / -120C-5 AMRAAM

AFLIR		370	AN/ASQ-228 ATFLIR
FLIR		460	AN/AAQ-28 Litening
DL13		440	AWW-13 D/L pod for Walleye / SLAM / ER
FUEL		2540	FPU-8A fuel tank, 330 gal (2250 lbs)

[illegible]

140	SUU-62	centerline pylon
310	SUU-63	underwing pylon
200	BRU-33	cVER
200	BRU-55	cVER
280	BRU-41A	IMER
120	BRU-42A	TER
120	LAU-115	MRL
120	LAU-115C	MRL
200	LAU-127	MRL
130	LAU-117	Mav ML

▲ WEIGHT WITHOUT RACKS AND RAILS

— FUZING OPTS —

NOSE:	N Nose Plugs	1 M904E4 <i>mech</i>	2 DSU-33 <i>prox. sensor</i>	3 Mk 339 Mod 1 <i>timers</i>	4 FMU-140 <i>altimeter</i>
TAIL:	T Tail Plugs	5 M905 <i>mech</i>	6 FMU-139 <i>elec</i>	7 FMU-143 <i>elec penetr.</i>	8 FMU-152 <i>JPF</i>
Underscored = default L = Laser code A = Appearance (USAF or USN coating)					

EMPTY WEIGHT: 25100 • MTOW: 51900 • CV MLW, (UN)RESTRICTED: (33)34000 • FIELD MLW, FLARED: 39000

F/A-18C Lot 20 (1997) • F404-GE-402 • BuNo 165407

WAVEOFF

MIL power (MAX if required)
 Raise gears and flaps only after
 a safe climb has been established
 At >400 ft AGL and >200 kts
 turn downwind while climbing
 to pattern altitude

Break
 Over the first half of the runway
 or as soon as practical
LEVEL TURN
 Gs to meet the abeam distance

VMC ONLY

COMMON PATTERN ALTITUDE

1500 ft AGL

OR AS PUBLISHED / TOLD BY ATC

Overhead

Traffic check

If unable to break:
 drag the upwind
 leg, or depart
 and re-enter

3-5 nm
'Initial'

On runway track

Slightly offset away
 from the direction
 of the break

At pattern altitude

300-400 kts

1 A

<250 kts
gears, flaps

Downwind

Runway reciprocal

At pattern altitude

ON-SPEED

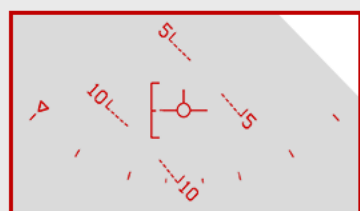
Landing checklist

'Base'

Begin turn to final

45° BANK**Nose down -7 VV**

Maintain on-speed AOA

Touchdown
Throttles idle

1-1.5 nm abeam
 the runway,
 corrected for
 crosswind

At or above 300 ft AGL
 3/4 nm, on-speed

Roll-out

450 ft AGL, 1 nm

Final

The '90' — runway check
 Adjust the bank angle
 and descent rate as needed

1

DESCENT CHECKLIST COMPLETED. SET RADALT TO 450.
 SET THE COURSE LINE TO RUNWAY HEADING.
 SET THE HEADING BUG RECIPROCAL OF THE RUNWAY HEADING.
 FLY THE $\diamond$ GROUND TRACK POINTER, NOT THE LUBBER LINE.

TIGHTEN OR LOOSEN THE BREAK TURN
 DEPENDING ON CROSSWIND DIRECTION AND STRENGTH.
 CORRECT THE ABEAM DISTANCE, NOT THE BASE TURN:
 ADD OR SUBTRACT 0.1 nm FOR EVERY 10 kts OF CROSSWIND
 COMPONENT. ABEAM THE RUNWAY $\neq$ ABEAM THE TACAN.

(Negligible crosswind) Runway above
 the wingtip — good abeam distance

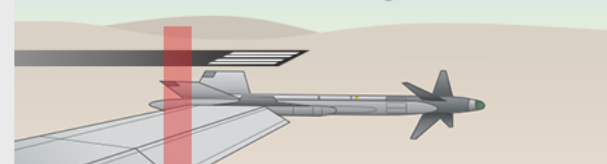


LANDING CHECKS

DISPENSER • HARNESS
 ANTI SKID • HOOK
 FLAPS • WHEELS

MLW (FLARED): 39.000 lbs

Wing passes the touchdown
 area — begin turn to final



THERE ARE **NO** STANDARD AND UNANIMOUSLY ACCEPTED PATTERN ALTITUDE AND APPROACH SPEED.
 ATC AND PUBLISHED PROCEDURES ALWAYS OVERRULE THE WHATEVER IS SUGGESTED ABOVE OR CONSIDERED "COMMON".

FIELD CARRIER LANDING PATTERN

CARRIER-TYPE BREAKS ARE SIMILAR TO THE CASE I APPROACHES
 WITH THE FOLLOWING DIFFERENCES:

- CARRIER BREAK HAS TO BE APPROVED BY ATC ON CHECK-IN.
- A WAYPOINT MAY BE CREATED ON THE RUNWAY TO SIMULATE THE CARRIER BOX AND AID IN THE ABSENCE OF TACAN.
- THE ABEAM DISTANCE ON DOWNWIND SHOULD BE CORRECTED FOR CROSSWIND.
- THE DOWNWIND LEG IS EXTENDED BY 10-15 SECONDS AS THE RUNWAY IS NOT STEAMING FORWARD.
- THERE ARE NO PRESCRIBED WAYS TO FLY THE FINAL.

600 ft AGL, ON-SPEED
 30° AOB base turn

Extended
downwind leg

450-500 ft AGL

1-1.5 nm,
 corrected for
 crosswind

3 nm - 'Initial'

Break

On runway track, 800 ft AGL, 350 kts

WHEN FLYING ONLINE AND UNCONTROLLED, ANNOUNCING YOUR POSITION MIGHT HELP TO ENHANCE SITUATIONAL AWARENESS:

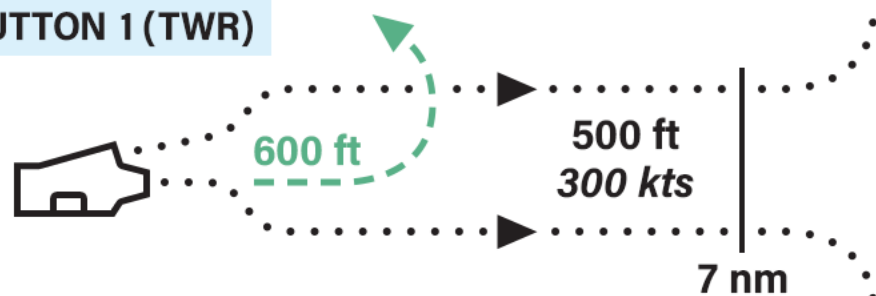
A LEAD REPORTS INITIAL: (Flight callsign), # mile initial, runway #, left (right) overhead.

B LEAD REPORTS BREAK: (Flight callsign), in the break.

C EACH PILOT REPORTS BASE: (Individual callsign), base, gear down, full stop (touch & go).

I Day. Ceiling above 3000 ft and visibility more than 5 miles. Twoship covey launches possible.

BUTTON 1 (TWR)



Zip Lip. Clearing turn. Climb 500 ft, fly 300 kts parallel the BRC until 7 nm. Then climb unrestricted.

For direct entry into the pattern, climb 600 ft, flaps full, hook down. Turn downwind with interval. Do the landing checklist.

MAX TAKEOFF WEIGHT: 51.900 lbs.
OVER 44.000 lbs USE MAX POWER.

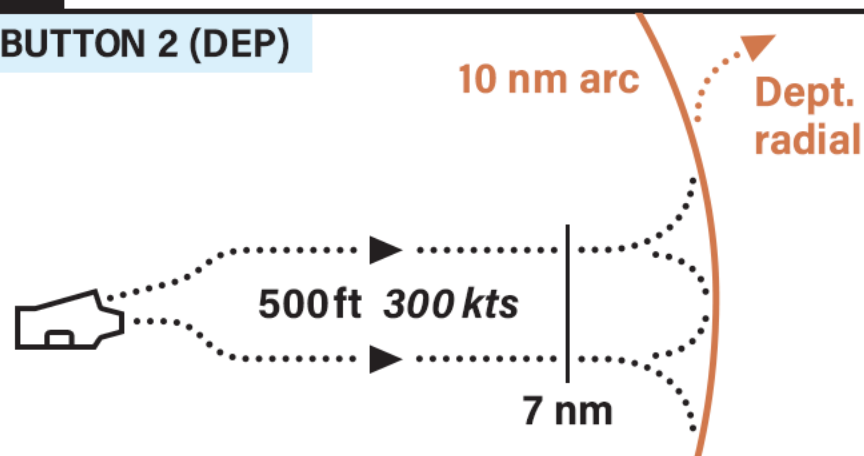
CLEARING TURN

Waist cats 3 and 4 – left clearing turn.
Bow cats 1 and 2 – right clearing turn.
Once airborne, turn 20° left or right from the current heading. 30° AOB MAX.
Once achieved, turn to parallel the BRC.

All exterior lights must be off while on deck, at all times. **At night**, turn the POSIT, FORM and STROBES ON **when ready for launch** ("nighttime salute").

II Day. VMC at the ship (ceiling above 1000 ft and visibility more than 5 miles), IMC in climb.

BUTTON 2 (DEP)



Zip Lip. Clearing turn. Climb 500 ft, fly 300 kts parallel the BRC.

At 7 nm turn to intercept the 10 nm arc.

Depart the arc and join the briefed radial. Climb at 300 kts until clear of clouds.

Report **Popeye** if not on top at 18.000 ft.

T.O. CHECKS

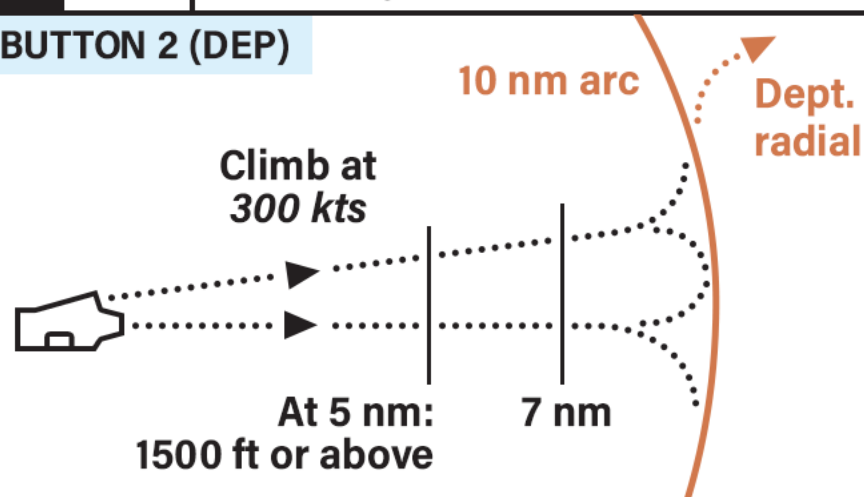
SEAT ARM
NWS LO
WARN LITES
HARNES
HOOK
FLAPS
TRIM
WINGS
CONTROLS

i For CASE II and CASE III, the arc and departure radial are only required during IMC. If skies are clear, or if it's possible to pick a way through holes in the clouds, there is no requirement to arc or fly the radial.

III Night

Day: ceiling below 1000 ft or visibility less than 5 miles.

BUTTON 2 (DEP)



No clearing turn. Report **Airborne**. Climb straight ahead at 300 kts.

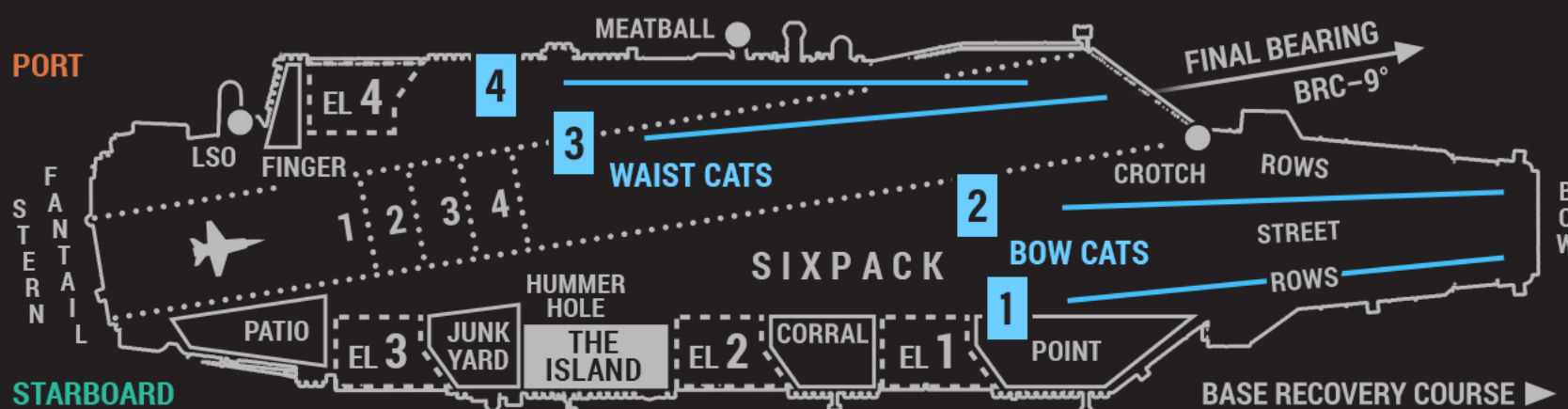
Cross 5 nm at or above 1500 ft. Report **Passing 2,5** on climb through 2500 ft.

At 7 nm turn to intercept the 10 nm arc. Report **Arcing**.

Continue climbing and join the departure radial. Report **Established outbound**.

Report **On top, angels XX** when clear of clouds. Report **Popeye** if not on top at 18.000 ft.

Report **Kilo** when mission-ready.

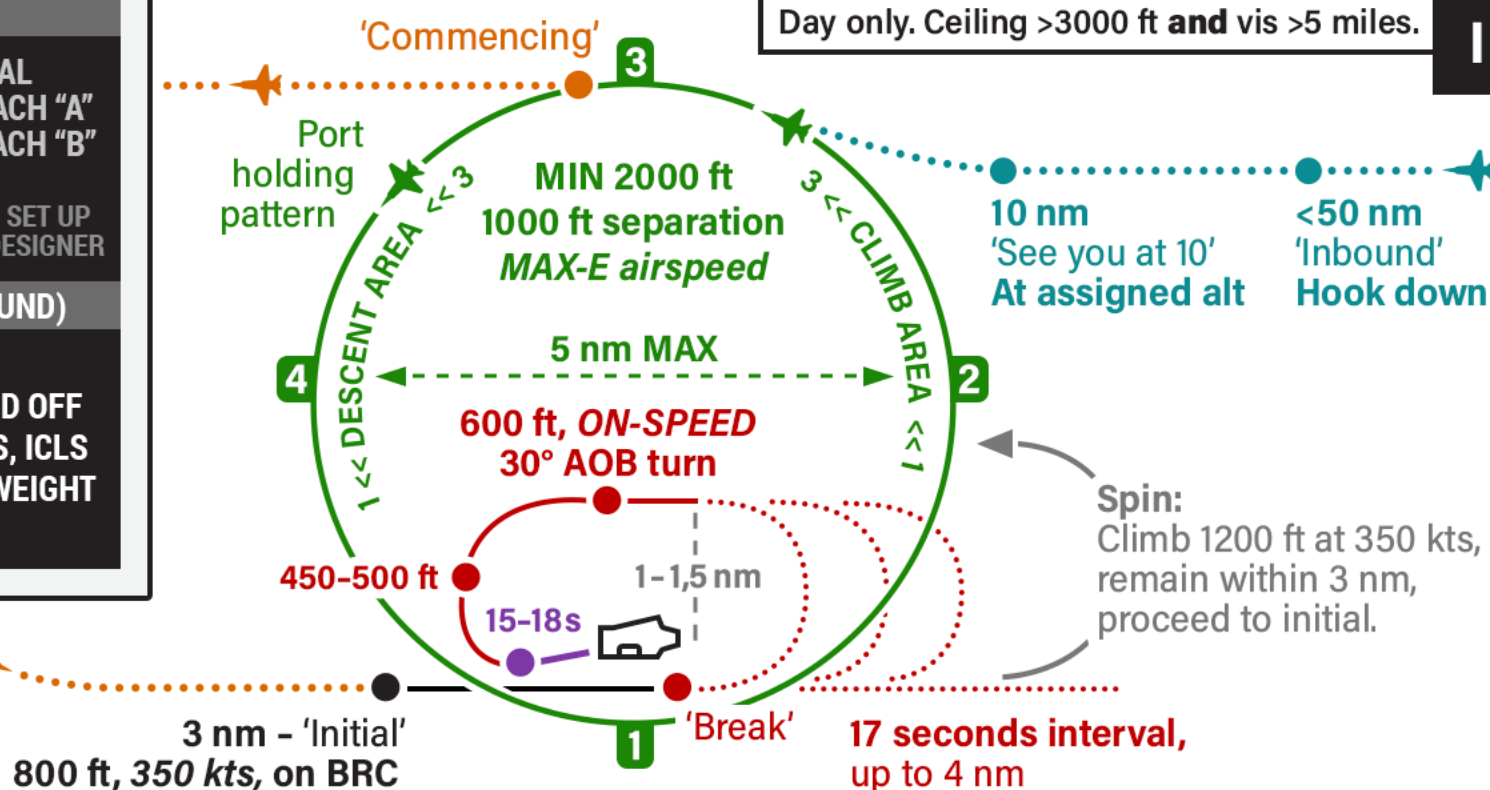


COMMS

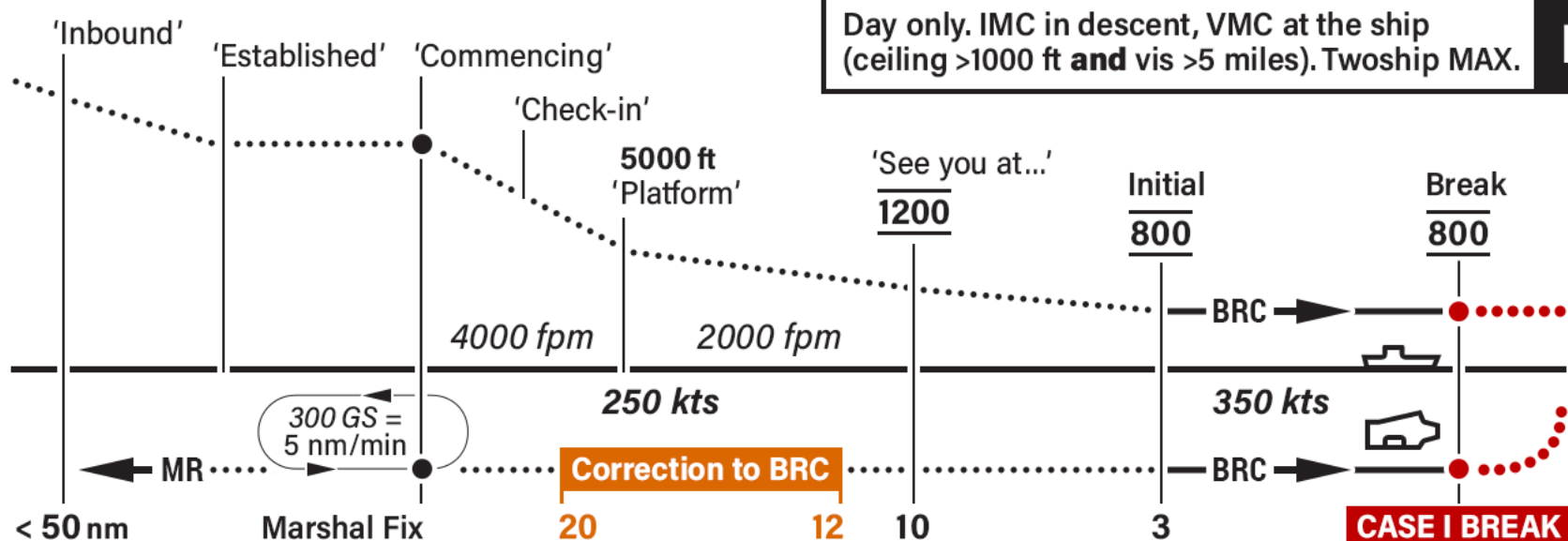
BTN 16 MARSHAL
BTN 15 APPROACH "A"
BTN 17 APPROACH "B"
BTN 1 TOWER
VALID ONLY WHEN SET UP
BY THE MISSION DESIGNER

HAIL-R (INBOUND)

- HOOK, HEATS
- ACL, ANTI-SKID OFF
- INSTRUMENTS, ICLS
- LIGHTS, LDG WEIGHT
- RAD ALT



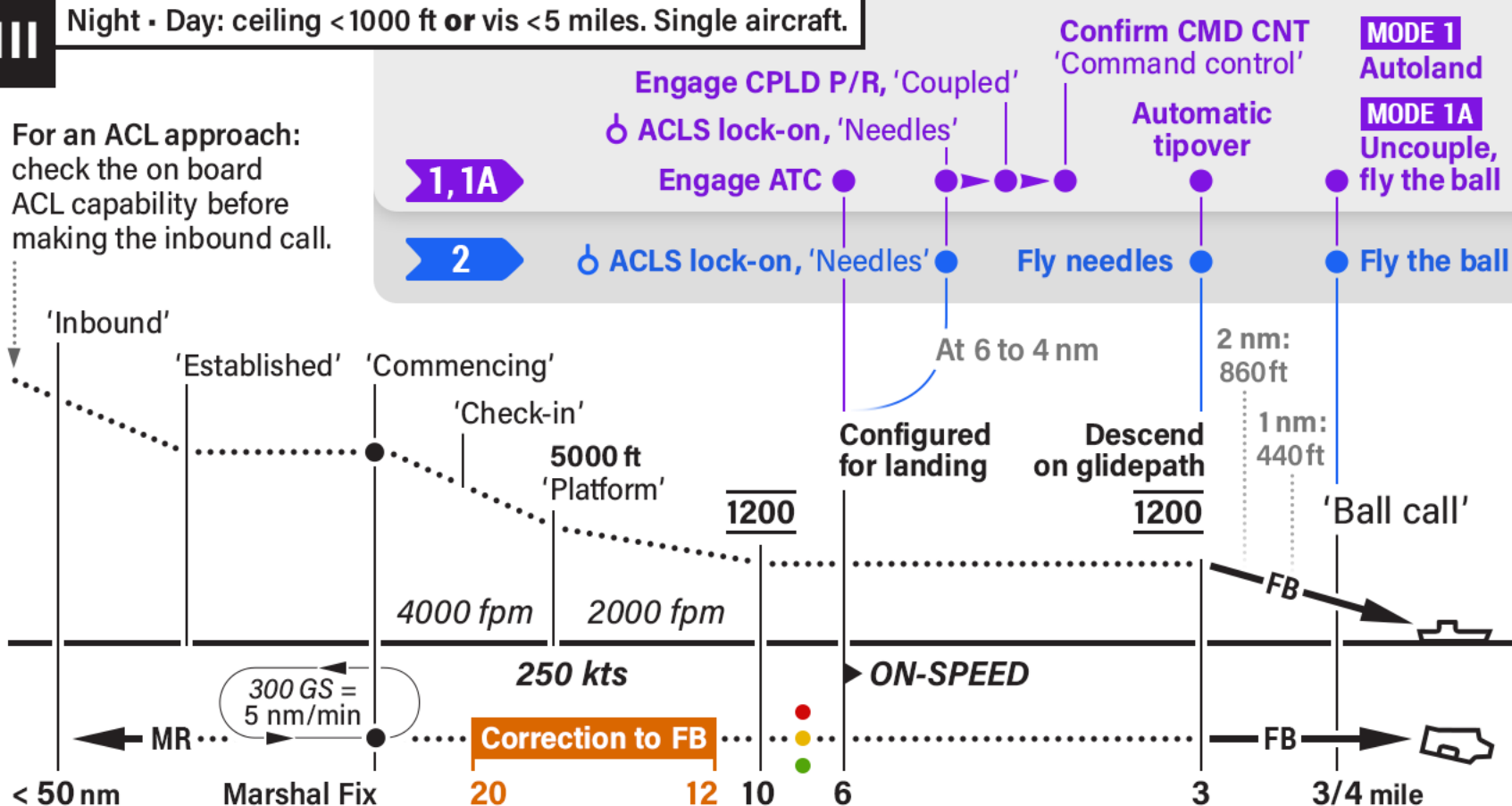
CASE I and CASE II WAVEOFF / BOLTER: Turn to BRC, keep landing configuration, climb 600 ft, turn downwind with interval.



III

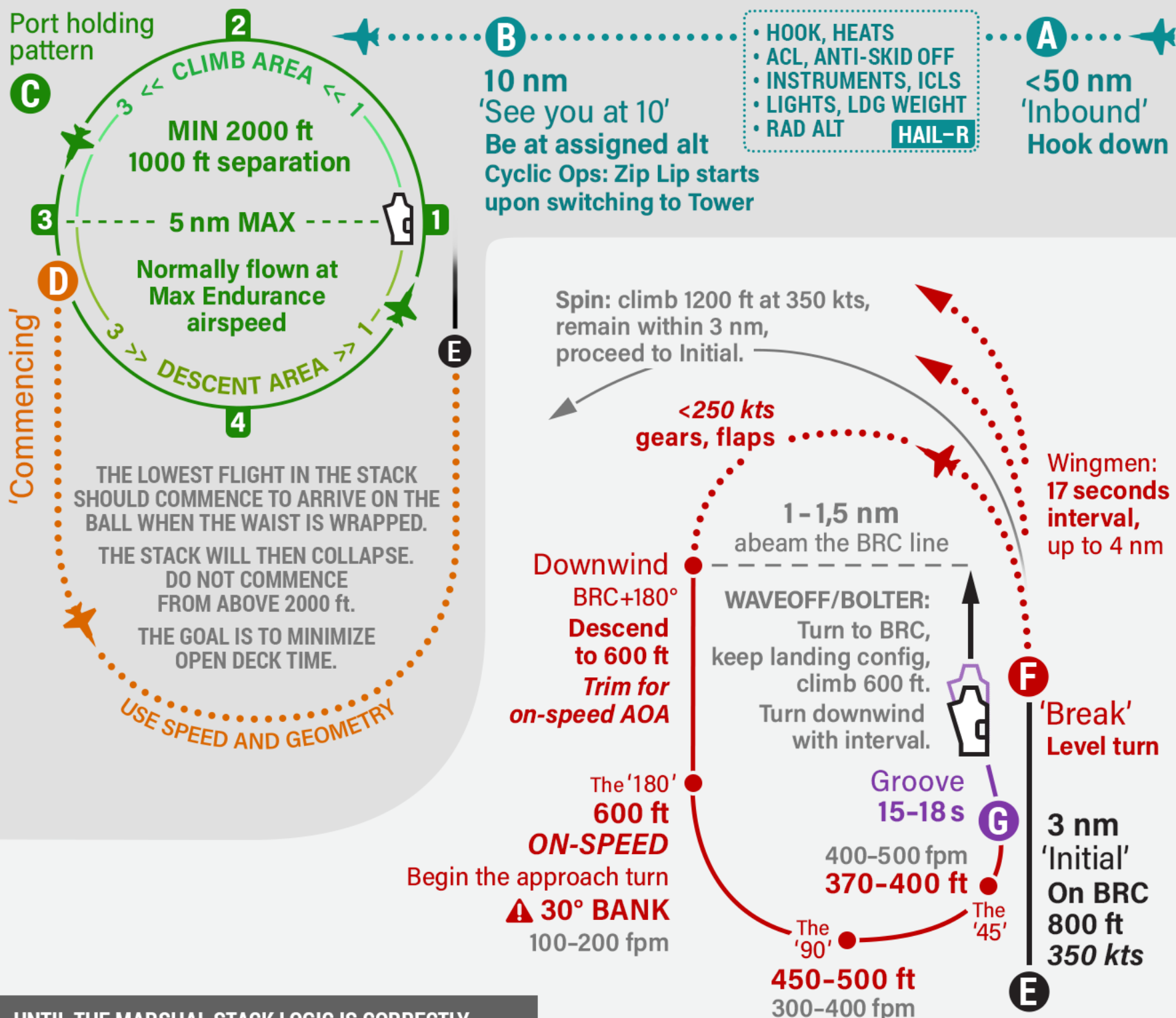
Night • Day: ceiling <1000 ft or vis <5 miles. Single aircraft.

For an ACL approach:
check the on board
ACL capability before
making the inbound call.



WAVEOFF / BOLTER: Gears up, flaps half, 150 kts. Climb 1200ft on FB. If no COMM: turn downwind at 4 DME, turn to FB at 4 DME.

Day only. Ceiling above 3000 ft and visibility more than 5 miles.



UNTIL THE MARSHAL STACK LOGIC IS CORRECTLY IMPLEMENTED IN DCS, OR WHEN FLYING ONLINE AND UNCONTROLLED, CONSIDER THE FOLLOWING:

- APPROACH 10 nm [B] AT 2000 ft OR AT THE NEXT AVAILABLE ALTITUDE (WITH 1000 ft INCREMENTS).
- IF THE STACK IS EMPTY: PROCEED DIRECT INITIAL [E], OR FLY THE PORT HOLDING PATTERN [C] AT 2000 ft AND START TO COMMENCE FROM POSITION [3].
- IF THE STACK IS NOT EMPTY: FLY THE PORT HOLDING PATTERN [C]. DESCENT 1000 ft BETWEEN [3] AND [1] WHEN THE LEVEL BELOW HAS CLEARED, UNTIL REACHING 2000 ft. THEN COMMENCE OUT OF [3].
- WITH LIVE TRAFFIC IN THE PATTERN, ANNOUNCING YOUR POSITION (i.e. 'COMMENCING', 'INITIAL') MIGHT HELP TO ENHANCE SITUATIONAL AWARENESS.

- BREAK IS DETERMINED BY THE LAST AIRCRAFT IN THE LANDING PATTERN (WHEN THEY REACH YOUR 7 O'CLOCK POSITION).
- IF UNABLE TO BREAK BEFORE 4 nm, DEPART AND RE-ENTER. REMAIN CLEAR OF THE PATTERN / STACK. FOLLOW INSTRUCTIONS IF GIVEN, OTHERWISE STATE YOUR INTENTIONS.
- NOTE THAT DEPART AND RE-ENTER MAY OCCUR ANYWHERE IN THE PATTERN.
- THE '180' IS WHERE THE WHITE OF THE ROUND DOWN AT THE STERN IS VISIBLE.
- WHATEVER ABEAM DISTANCE REQUIRES 30° AOB IS THE RIGHT DISTANCE. IF YOU END UP OVER- OR UNDERSHOOTING THE GROOVE, CORRECT THE ABEAM DISTANCE, NOT THE BANK ANGLE, ON YOUR NEXT PATTERN.

A **BUTTON 16** WITHIN 50 nm FROM THE CV, REPORT INBOUND: *Marshal, # (modex), marking Mom's XXX for XX (bearing and distance from the CV), angels XX, state X.X (fuel).*
WITH A WINGMAN: *holding hands with # and low state X.X.*

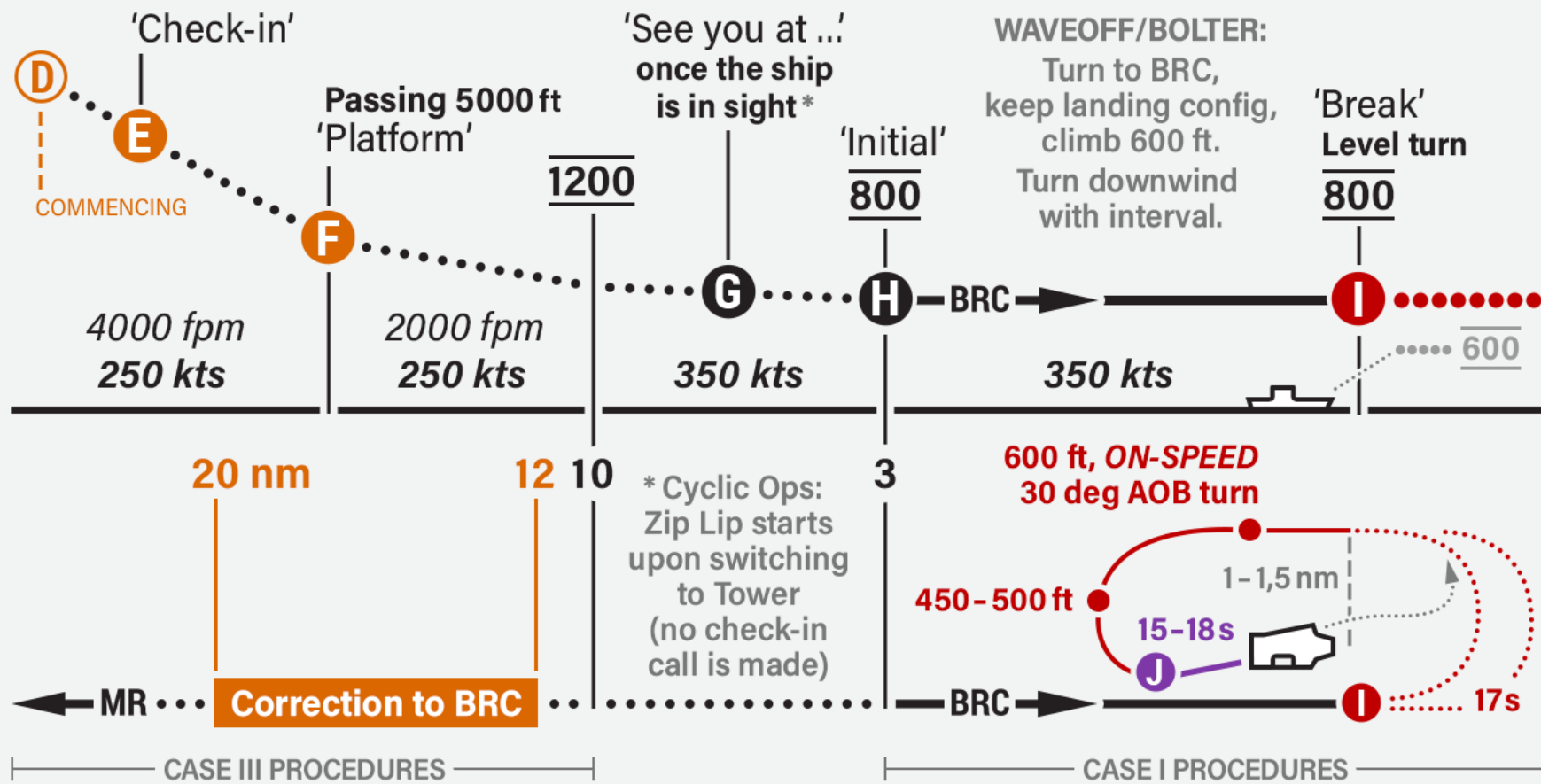
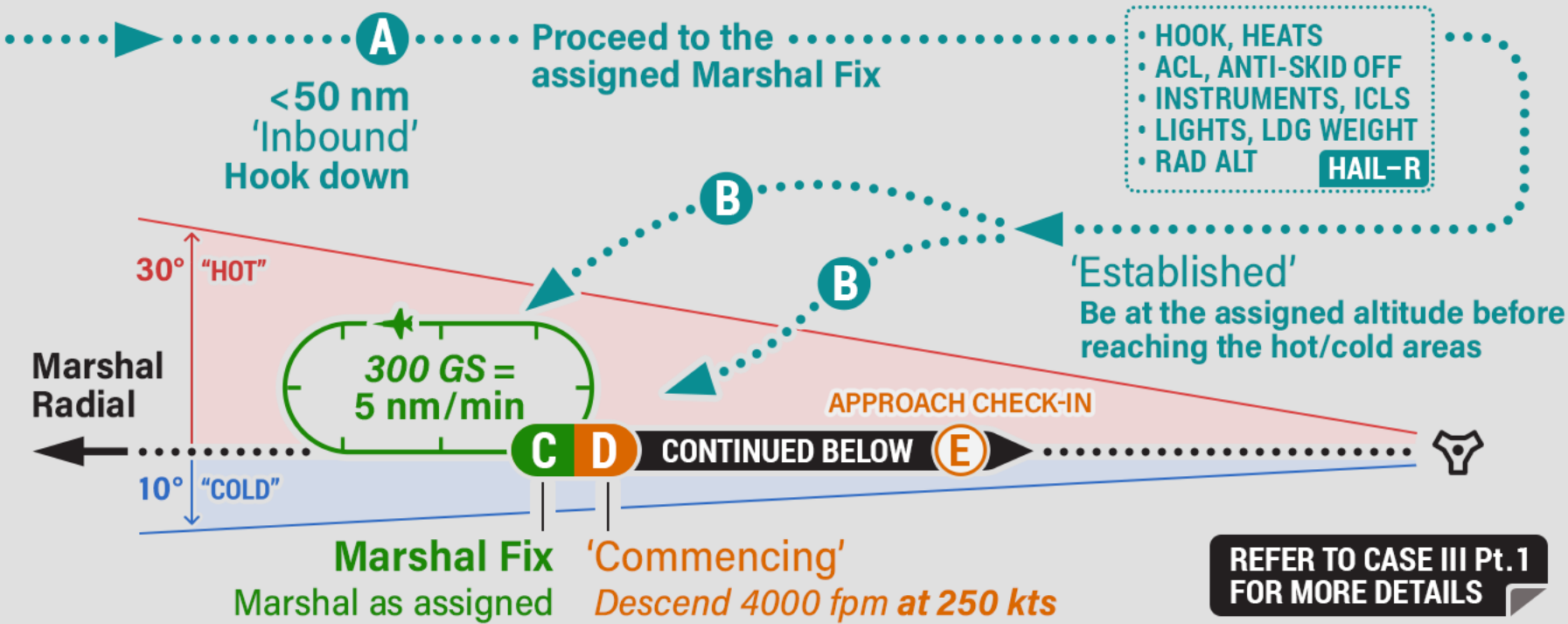
B AT 10 nm, REPORT: *#, see you at 10.* ON HANDOFF, SWITCH TOWER **BUTTON 1**

C **D** **E** **F** – NOT REPORTED DURING CYCLIC OPS (ZIP LIP UNLESS SAFETY CONCERNS OR IMC)
SUPERCARRIER AI: 'OVERHEAD' WILL BE AUTOMATICALLY REPORTED AT 5 nm FROM THE SHIP

G NO 'BALL' CALL DURING CYCLIC OPS – ONLY 'CLARA'

THE PROVIDED BUTTONS ARE ONLY VALID WHEN SET UP CORRECTLY BY THE MISSION DESIGNER. IGNORE IF UNSURE.

Day only. IMC in descent, VMC at the ship (ceiling >1000 ft and visibility >5 miles). Two aircraft max.



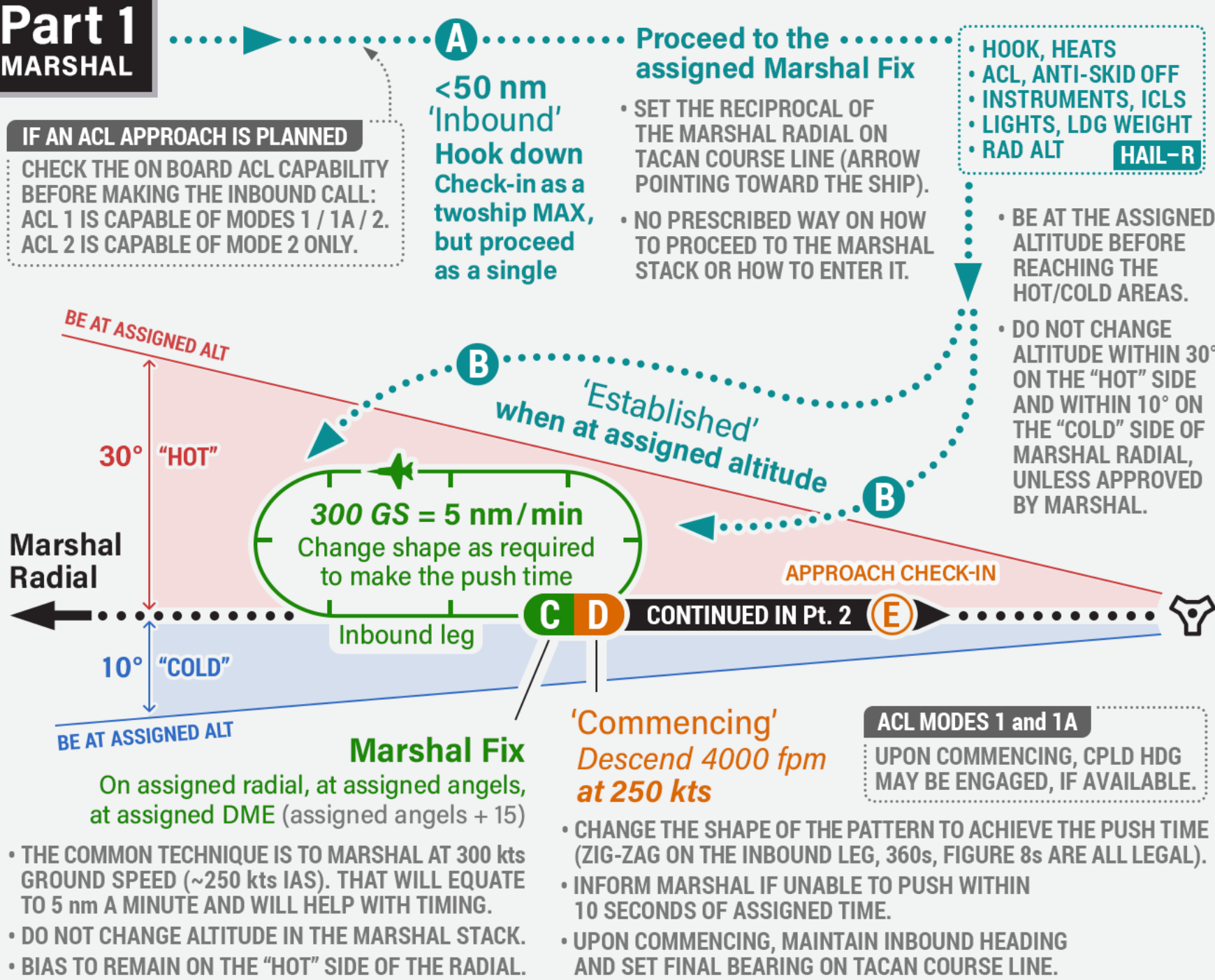
- A** **BUTTON 16** WITHIN 50 nm FROM THE CV, REPORT INBOUND: *Marshal, # (modex), marking Mom's XXX for XX* (bearing and distance from the CV), *angels XX, state X.X* ('low state' if with a wingman) FLIGHT LEAD SHALL RECEIVE AND READBACK THE HOLDING INSTRUCTIONS **EXAMPLE:** 301 (modex), *marshal on the 116* (radial from TACAN, deg), 23 DME (distance from TACAN on given radial), *angels 8* (holding altitude), *expected approach time is 21* (minutes passed the hour, e.g. commence at 16:21. Readback in single digits: 'two one'), *button XX* (Approach channel) SUPERCARRIER AI WILL READBACK THE INSTRUCTIONS AUTOMATICALLY. THE BUTTON IS NOT PROVIDED.
- B** WHEN ESTABLISHED AT THE ASSIGNED ALTITUDE, REPORT: #, *established angels X, state X.X*
- D** WHEN STARTING THE APPROACH, REPORT: #, *commencing, altimeter XX.XX, state X.X*
- E** **BUTTON 15 OR 17** ON HANDOFF, CONTACT THE APPROACH: #, *checking in, XX miles*
- F** PASSING 5000 ft, REPORT: #, *platform*
- G** ONCE THE SHIP IS IN SIGHT, REPORT: #, *see you at XX*. ON HANDOFF, SWITCH TOWER **BUTTON 1**
- H I** – NOT REPORTED DURING CYCLIC OPS (ZIP LIP UNLESS SAFETY CONCERNS OR IMC)
- J** NO 'BALL' CALL DURING CYCLIC OPS – ONLY 'CLARA'
- THE PROVIDED BUTTONS ARE ONLY VALID WHEN SET UP CORRECTLY BY THE MISSION DESIGNER. IGNORE IF UNSURE.

Night • Day: ceiling below 1000 ft or visibility less than 5 miles. Single aircraft only.

Part 1
MARSHAL

IF AN ACL APPROACH IS PLANNED

CHECK THE ON BOARD ACL CAPABILITY BEFORE MAKING THE INBOUND CALL: ACL 1 IS CAPABLE OF MODES 1 / 1A / 2. ACL 2 IS CAPABLE OF MODE 2 ONLY.



- ACL MODES**
- 1 - AUTO APPROACH, AUTO LANDING.
 - 1A - AUTO APPROACH, MANUAL AT THE BALL CALL.
 - 2 - MANUAL WITH ACLS GUIDANCE.

- THE F/A-18C IN DCS CAN FLY ANY ACL APPROACH TO ANY CARRIER. HOWEVER, THE SUPERCARRIER'S PHRASEOLOGY IS LIMITED TO ACL MODE 2.
- FREE CARRIERS IN DCS OFFER NO PHRASEOLOGY AND NO T/C GUIDANCE. THE PILOT REPORTS INBOUND, THEN ACQUIRES ACL WHEN ON THE FINAL BEARING, AT 1200 ft, AT <6 DME.

IF YOU DON'T OWN THE SUPERCARRIER MODULE, OR ARE FLYING ONLINE AND UNCONTROLLED, CONSIDER THE FOLLOWING:

- 1 ASSUME THE HOLDING FIX AT FB + 180°, 21 DME, ANGELS 6, AND ENSURE IT IS EMPTY. OTHERWISE DETERMINE THE NEXT AVAILABLE FIX (DME = ANGELS + 15).
- 2 FLY DIRECTLY TO YOUR HOLDING FIX.
- 3 UPON ENTERING THE HOLDING PATTERN, WAIT FOR AT LEAST ONE MINUTE TO BUILD A SEPARATION BETWEEN AIRCRAFT THAT MIGHT BE CURRENTLY COMMENCING.
- 4 ANNOUNCE 'COMMENCING' AND DESCEND AS DEPICTED.

A **BUTTON 16** WITHIN 50 nm FROM THE CV, REPORT INBOUND: *Marshal, # (modex), marking Mom's XXX for XX (bearing and distance from the CV), angels XX, state X.X ('low state' if with a wingman), mode 1/1A on request* (desired ACL approaches that the pilot and the aircraft are able to perform) RECEIVE AND READBACK THE HOLDING INSTRUCTIONS **EXAMPLE:**
301 (modex), marshal on the 287 (radial from TACAN, deg), 23 DME (distance from TACAN on given radial), angels 8 (holding altitude), expected approach time is 36 (minutes passed the hour, e.g. commence at 22:36. Readback in single digits: 'three six'), button XX (Approach channel)
SUPERCARRIER AI WILL READBACK THE INSTRUCTIONS AUTOMATICALLY. THE BUTTON IS NOT PROVIDED.

B WHEN ESTABLISHED AT THE ASSIGNED ALTITUDE, REPORT: *#, established angels X, state X.X*

D WHEN STARTING THE APPROACH, REPORT: *#, commencing, altimeter XX.XX, state X.X*

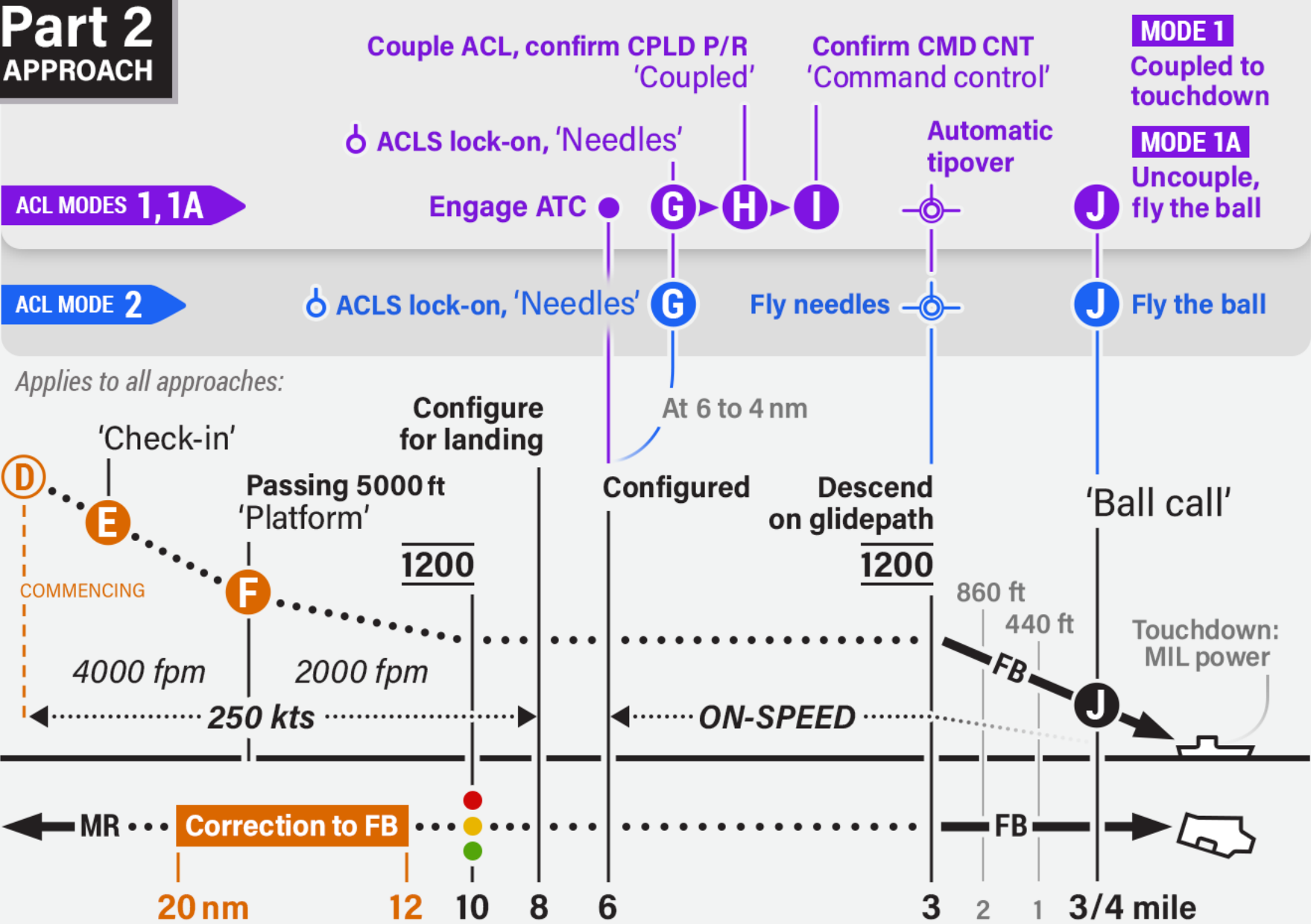
THE PROVIDED BUTTONS ARE ONLY VALID WHEN SET UP CORRECTLY BY THE MISSION DESIGNER. IGNORE IF UNSURE.

Night • Day: ceiling below 1000 ft or visibility less than 5 miles. Single aircraft only.

Part 2
APPROACH

ACL MODES 1, 1A

ACL MODE 2



- AUTOMATIC THROTTLE CONTROL IS NOT REQUIRED FOR ACL APPROACHES, BUT SHOULD BE USED, IF AVAILABLE.
- BELOW 2000 ft, USE THE "MINUTE TO LIVE" RULE: VERTICAL SPEED MUST NOT EXCEED THE CURRENT ALTITUDE.
- ONCE FULLY CONFIGURED, RALT HOLD MAY BE ENGAGED. • ACLS TADPOLE: ○ "NEEDLES". ILS BARS: + "BULLSEYE".

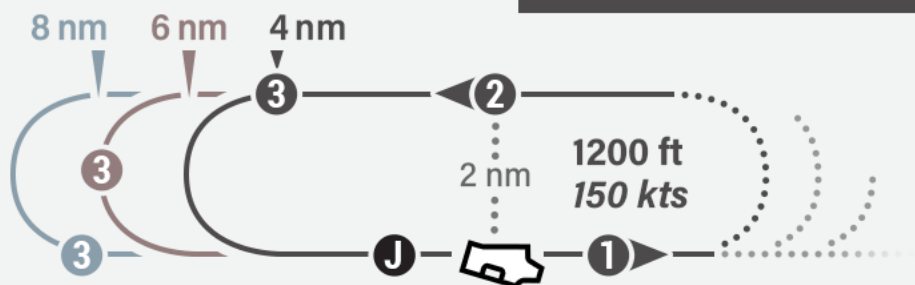
1. Gears up, flaps half, 150 kts.
Report 'Airborne' and fly the Final Bearing.
Climb to 1200 ft and await ATC instructions.

SUPERCARRIER AI: AT 4 DME TURN DOWNWIND.

2. Report 'Abeam' with fuel state.
3. Dirty up depending on DME of the assigned approach turn.

SUPERCARRIER AI: AT 4 DME DIRTY UP, TURN LEFT AND INTERCEPT THE FINAL BEARING.

WAVEOFF / BOLTER



SUPERCARRIER DOESN'T YET SUPPORT WAVEOFFS AND BOLTERS. ACL REACQUISITION IS NOT POSSIBLE.

- E** **BUTTON 15 OR 17** ON HANDOFF, CONTACT THE APPROACH: #, *checking in, XX miles*
- F** **PASSING 5000 ft**, REPORT: #, *platform*
- G G** 'SAY NEEDLES' – REPORT THE TADPOLE'S RELATIVE POSITION: #, *(up/down) and (on/left/right)***
IF ACLS IS INOP: #, *negative needles** – EXPECT TO 'FLY BULLSEYE' (ILS)
- H** **CONFIRM CPLD P/R**, REPORT: #, *coupled**
- I** 'SENDING COMMANDS' – CONFIRM AIRCRAFT RESPONDS, REPORT: #, *command control**
- J J J** BALL CALL: #, *Hornet Ball, X.X (state), auto* (if ATC is engaged)
FOR ACLS MODE 1: #, *Hornet Ball, X.X, coupled**
IF UNABLE TO SEE THE LINE-UP, OR THE SHIP AT ALL: #, *Clara line-up** OR: #, *Clara ship**

* SUPERCARRIER AI DOESN'T SUPPORT THIS CALL ** SUPERCARRIER AI REPORTS THIS FOR YOU
THE PROVIDED BUTTONS ARE ONLY VALID WHEN SET UP CORRECTLY BY THE MISSION DESIGNER. IGNORE IF UNSURE.

--- : DR IC (LL) IW WIRE# 4

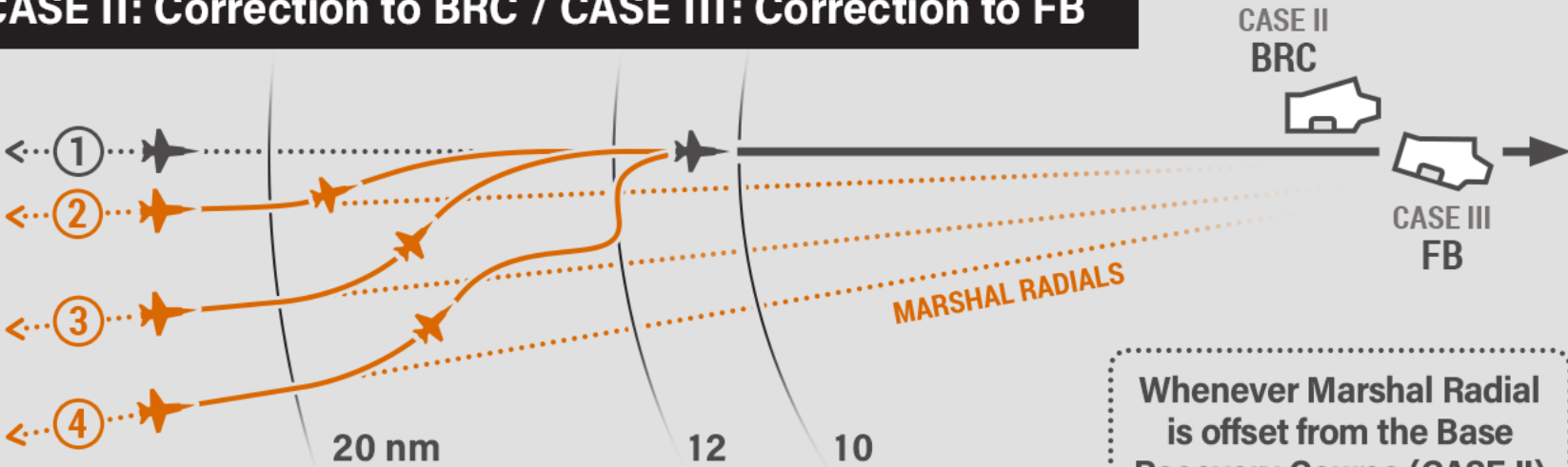
Grade Main errors with error location Wire caught

TRANSCRIPTION:
No grade: Drifted way right in close,
Landed a little left in the wires, Caught number 4 wire.

Parentheses () around any symbol signifies "a little". (F) means "a little fast".
Underline _ serves for emphasis. _H_ means "very high".
A square [] indicates that a signal was not answered. [BC] means "no ball call".

ERRORS		LOCATIONS	GRADES
AFU All fouled up	N Nose	BC Ball call	WO Waveoff
DL Drifted left	NERD Not enough rate of descent	Before first 1/3 of glideslope	OWO Own waveoff
DR Drifted right	NSU Not set up	X At the start	_OK_ Perfect pass
EG Eased gun	P Power	First 1/3 of glideslope	OK Reasonable deviations with good corrections
Pulled throttles back to help set the hook for arrestment	SLO Slow	IM In the middle	(OK) Fair
F Fast	TMRD Too much rate of descent	Middle 1/3 of glideslope	Reasonable deviations
FD Fouled deck	W Wings	IC In close	--- No-grade
H High	LLWD Landed left wing down	Last 1/3 of glideslope	Below average but safe pass
LO Low	LRWD Landed right wing down	AR At the ramp	C Cut
LL Landed left	LNF Landed nose first	TL To land	Unsafe, gross deviations inside waveoff window
LR Landed right	3PTS Landed 3 points	IW In the wires	B Bolter
LUL Lined up left		AW All the way	
LUR Lined up right			

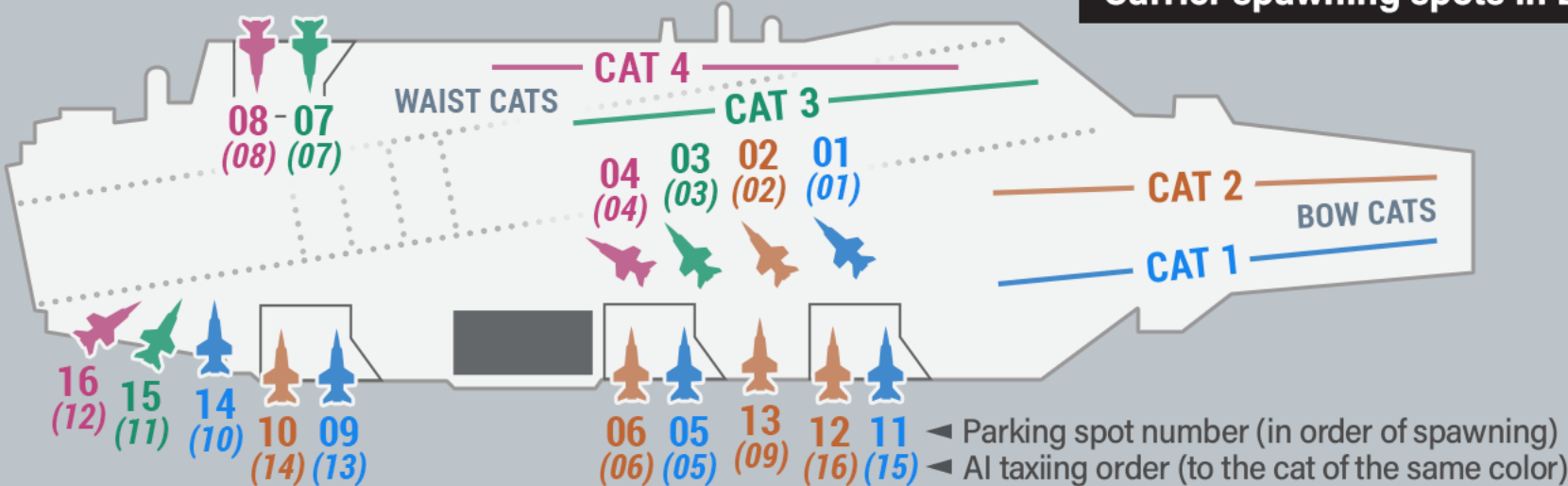
CASE II: Correction to BRC / CASE III: Correction to FB



- ① If MR is reciprocal of the BRC or FB — no correction needed.
- ② If offset is <10 deg — at 20 DME make a gradual correction.
- ③ If offset is >10 deg — at 20 DME turn 30 degrees.
- ④ If not established on BRC or FB by 12 nm, fly the 12 nm arc until intercepting BRC or FB.

Whenever Marshal Radial is offset from the Base Recovery Course (CASE II) or Final Bearing (CASE III), at 20 DME a correction to BRC or FB is made.

Carrier spawning spots in DCS



- E-2D spawns only on elevators
- S-3 spawns anywhere but the sixpack (## 1-4)
- If an E-2D is spawned firstmost, it will prevent other aircraft from spawning on the sixpack, and the flow will begin from # 5.

HAFU SYMBOLOGY

Negative IFF Positive IFF or PPLI
HOSTILE **AMBIGUOUS** **FRIENDLY** **UNKNOWN**



Upper HAFU: onboard track from ownship sensors
Lower HAFU: offboard F/F track from friendly fighters

Full HAFU: onboard and offboard tracks combined. Symbol's color is governed by the upper HAFU.

DCS ROE matrix requires **AT LEAST TWO MATCHES** to declare a contact **HOSTILE**:

- Negative IFF (no response)
- Hostile NCTR print (enemy coalition)
- Hostile offboard track

FULL HAFU EXAMPLES

Correlated tracks	Declared offboard, but not interrogated onboard	Declared offboard, but overridden with a PLID	Friendly offboard, but ambiguous onboard

PPLI TRACKS

SURV DONOR
Friendly AWACS

F/F DONOR
Friendly fighter

L&S AND DT2 TRACKS
Primary and secondary targets

0.8 ★ 17.0
Mach / Altitude Aspect

RANKED BY THREAT (1-8)

1 4

ANGLE ONLY TRACK

J A F
Jamming, deny ranging FLIR has LOS

PPLIs ON HMD

Pilot ID Own flight
SD11 B (A-D)
12.3 0.7 Range

SURV TRACKS

DETECTED BY SURV DONORS
Are hollow and smaller than other HAFU

OPTIMAL PRF MODE...

	0-25 nm	25+ nm
HI		
INTL	For unknown aspect or SA	
MED		

...depending on target's aspect and range.
For a fighter-sized, co-altitude contacts.

THE L&S AND DT2 SYMBOLS ON DIFFERENT DISPLAYS							
HUD							
HMD							
RDR							
	L&S ONBOARD: AMBIG/UNKN	L&S ONBOARD: FRIENDLY	L&S ONBOARD: HOSTILE	L&S OFFBOARD HOSTILE	L&S CORRELATED HOSTILE	DT2	L&S PPLI

NO TARGET **DESIGNATED TARGET** **SA WITH TUC/STEP**

BULLSEYE TO CURSOR

84°/14.0 354°

OWNSHIP TO CURSOR

BRA 45°/28.9

BULLSEYE TO OWNSHIP

200°/20.0

BULLSEYE TO TARGET

305°/18.1 354°

OWNSHIP TO TARGET

BRA 345°/30.5

BULLSEYE TO OWNSHIP

200°/20.0

BULLSEYE TO CURSOR

303/17.6

OWNSHIP TO TARGET

BRA 338/31

BULLSEYE TO TARGET

BE 307/18

- 1

BATT switch

..... rmb ON
- 2

Parking brake

.....  Verify SET
- 3

Rearm and refuel

..... ORDER

Max takeoff weight: 51.900 lbs.

Note 'Total Weight' for stab trim.
- 4

APU switch

..... ON

Wait for READY light
- 5

ENG CRANK switch

..... rmb R

Right throttle to IDLE at >18% RPM
- 6

Displays, HUD, HMD

..... ON
- 7

ENG CRANK switch

..... lmb L

Left throttle to IDLE at >18% RPM
- 8

RADAR knob

..... OPR
- 9

INS knob

..... CV / **FIELD: GND**
- 10

HSI page

..... PB19 'STD HDG'

On the bottom display. Verify boxed.
- 11

OBOGS switch

..... ON
- 12

FCS RESET button

..... PUSH
- 13

ANTI SKID

..... OFF / **FIELD: ON**
- 14

FLAP switch

..... HALF
- 15

FCS BIT TEST

..... PERFORM

Hold the 'Y' key. On the BIT page

(right display): press PB9 'FCS-MC',

then PB9 'FCS'. Release 'Y' and wait

about 20 seconds for the 'GO' signal.
- 16

T/O TRIM button

..... PUSH
- 17

STAB TRIM

..... SET FOR TAKEOFF

Left display — press PB18 'MENU'

for 'SUPT' screen, then PB15 'FCS':

SV1

SV2

→ 30

RUD

← 30

↑ 12

STAB

↑ 12

SV1

SV2

CARRIER:

UNDER 44.000 lbs — 16°

45.000 - 48.000 lbs — 17°

OVER 49.000 lbs — 19°

FIELD:

always 12°
- 18

IFF and D/L

..... ON

- 19

FLIR switch

..... STBY
- 20

Bottom display — verify 'QUAL OK'

is displayed on the HSI page. then:

INS knob **IFA (Redfor: NAV)**
- 21

ALR-67 (RWR)

..... POWER ON
- 22

ALQ-165 (jammer)

... REC or XMIT
- 23

Dispenser

..... ON or BYPASS
- 24

Canopy

..... LCtrl+C CLOSE
- 25

Ejection seat

..... ARM
- 26

HMD

..... Align*
- 27

Chocks

..... Remove

Field / Carrier (no crew): via the menu

Carrier (deck crew): by taxi salute
- 28

Parking brake

.....  OFF
- 29

Nosewheel steering

..... ON
- 30

WINGS

..... SPREAD AND LOCK

CARRIER: Before catapult hook-up

FIELD: Before taxi

*HMD alignment

1. 'MENU' > 'SUPT' > 'HMD' > box 'ALIGN'. Move head to superimpose HMD cross over HUD cross, then hold [CAGE/UNCAGE] until 'ALIGN OK' is displayed.
2. Use [TDC] to align DX/DY crosses with HUD cross and press [CAGE/UNCAGE] to confirm.
3. Repeat for DROLL cross.
4. Unbox 'ALIGN' to finish alignment.

