



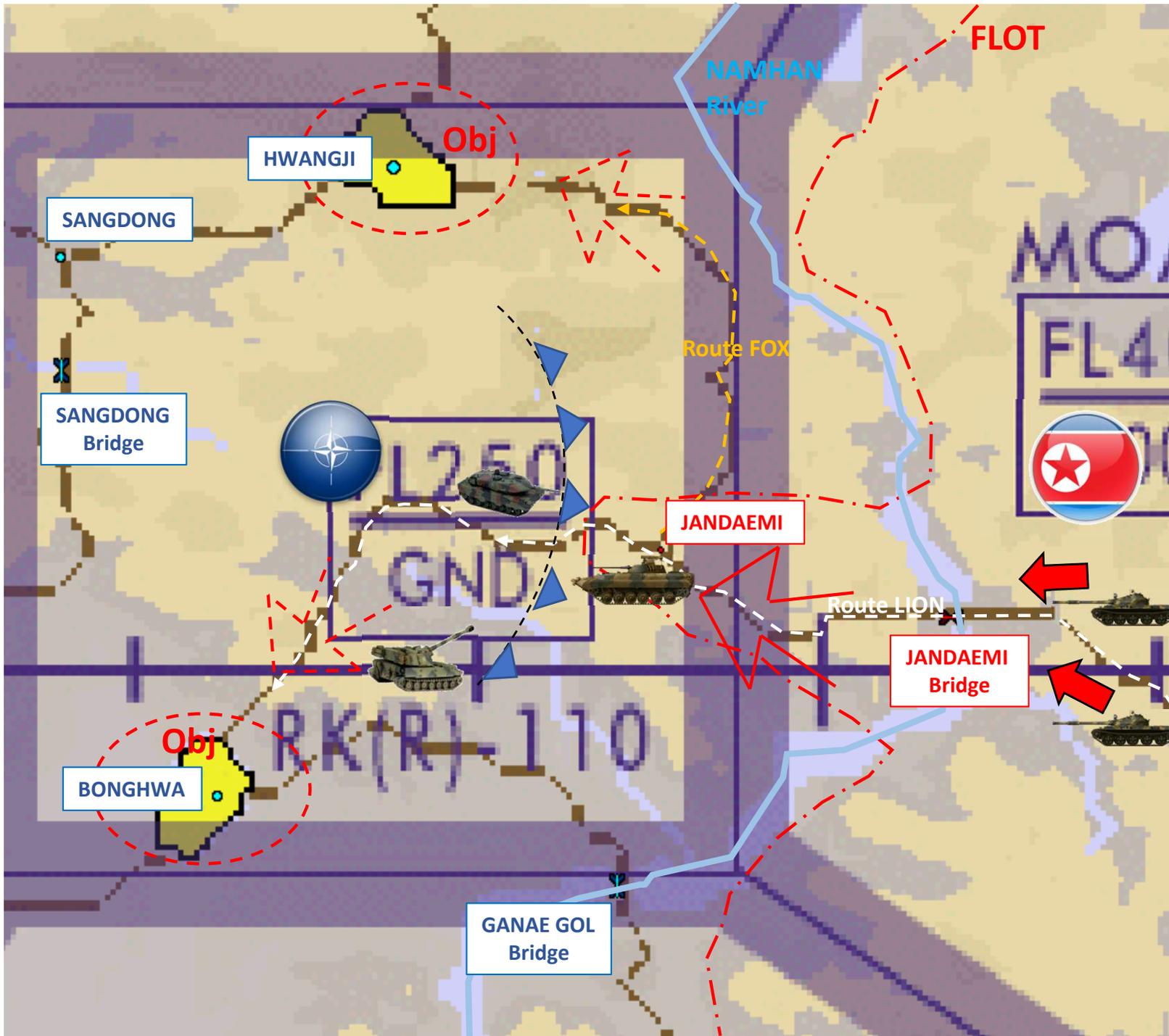
*Gedachter Verlauf und Informationen zum Flugabend am 04.05.2021*



# Ausgangslage

**Nordkoreanischen Kräften** gelang in der vergangenen Nacht eine amphibische Anlandung an der Ostküste bei ULJIN. In einem schnellen Vorstoß in Richtung Westen konnte bereits wenige Stunden später ein Geländegewinn von ca. 30 nm erzielt werden. Im Augenblick stehen die DPRK-Truppen mit Masse noch ostwärts des NAMHAN Fluss, die strategisch wichtig Brücke bei JANDAEMI wurde aber bereits genommen. Absicht der roten Kräfte wird es sein, entlang der Marschstraßen FOX und LION den Angriff auf die wichtigen Städte HWANGJI und BONGHWA fortzusetzen. Mit Fall dieser Städte wäre auch der Frontverlauf im Zuge des NAMHAN-Flusses nicht mehr zu halten, ein Rückzug größeren Ausmaßes die Folge. Vorderste Teile, mit Masse gepanzerte Aufklärungsverbände, stehen westl. von JANDAEMI, frische Kräfte werden aus dem Osten nachgeführt!

**BLAU**  
NATO-Truppen stehen in ausgebauten Verteidigungsstellungen westl. von JANDAEMI in hartem Abwehrkampf. Ziel ist es zunächst die brenzlige Situation zu stabilisieren um dann, nach Heranführen frischer Kräfte, einen Gegenangriff zu starten: Angriffsziel: Die Brücke bei JANDAEMI zu nehmen und den Frontverlauf wieder herzustellen.



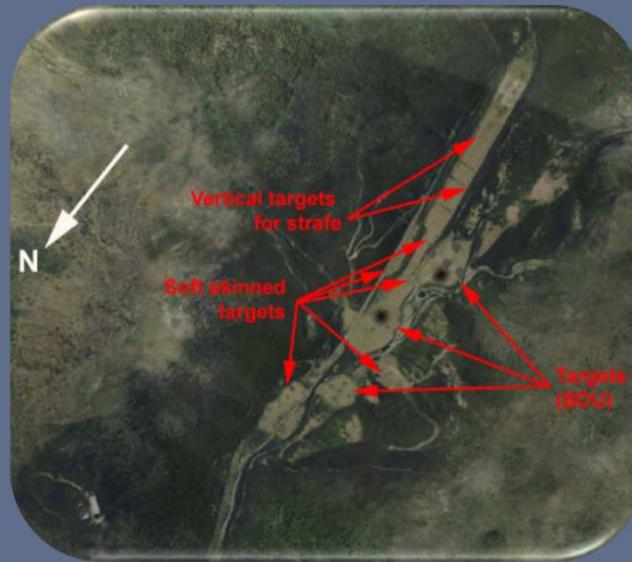
„Alle verfügbaren Geschwader unterstützen den Abwehrkampf durch CAS-Einsätze!“

# -KOTAR -OPS-

May 04 - 2021



**ROSTER**



**Package 1976 „SEAD“**

Warhawk 5 (DEAD):

Satan7 (TARCAP):

Cajun4 (Strike):

Viper2 (Strike):

Cajun7 (Strike):

Opasi, Tomahawk, Caesar, **Sneakpeek**

Corran, BadCrow, Kiwi, Numsi

Hunter, Actros, **Joker**

Cupra, TheWitch

Dro16, Dagger, **Yankee**

-----  
YECHON Tower/ATC and KOTAR Range-Control: by Col Dro16

**Procedure**

Package 1976, F-16CM-52

TO/ARR: YECHON AB

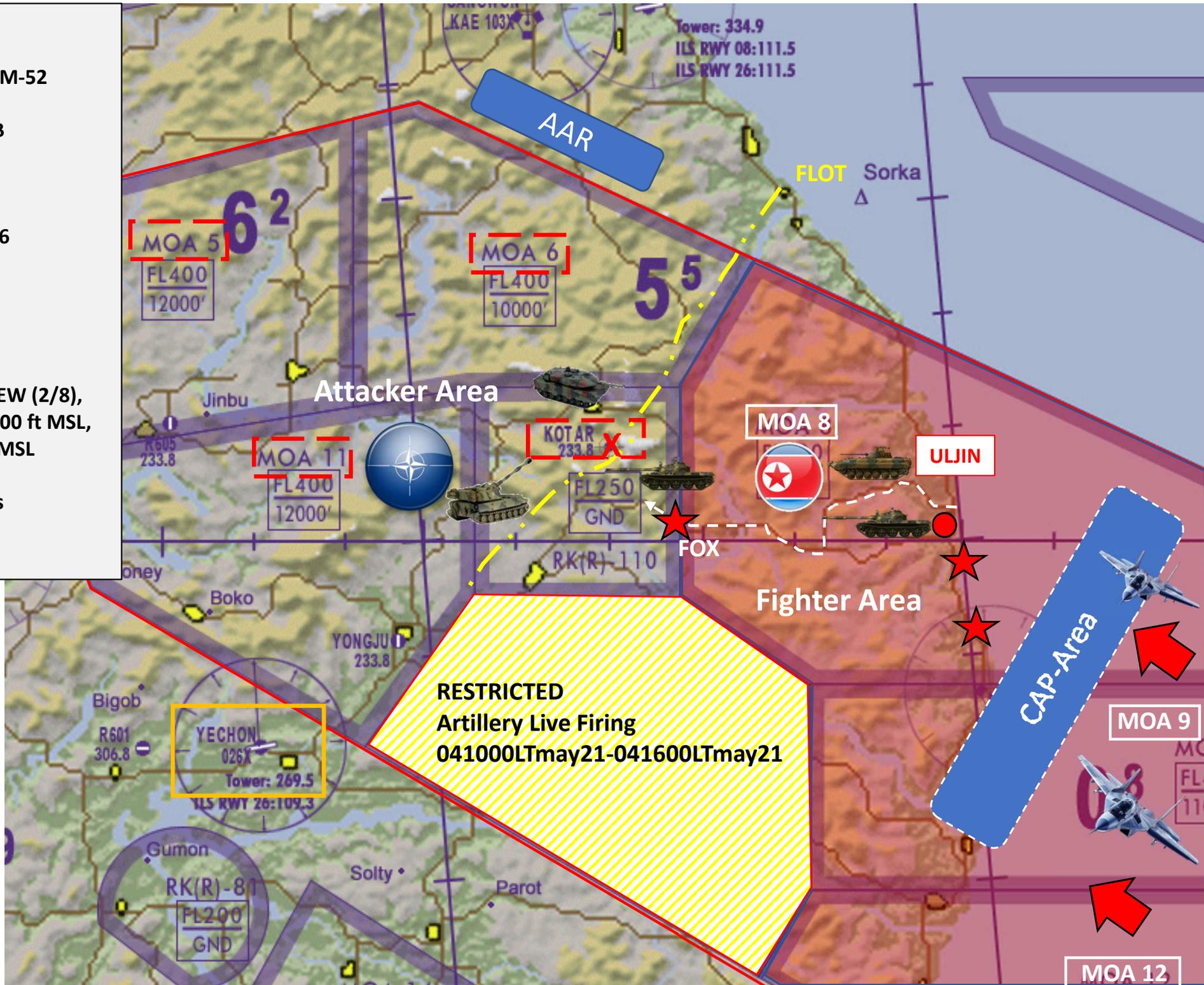
09:45LT

AAR: North of MOA 6

AWACS: On Air

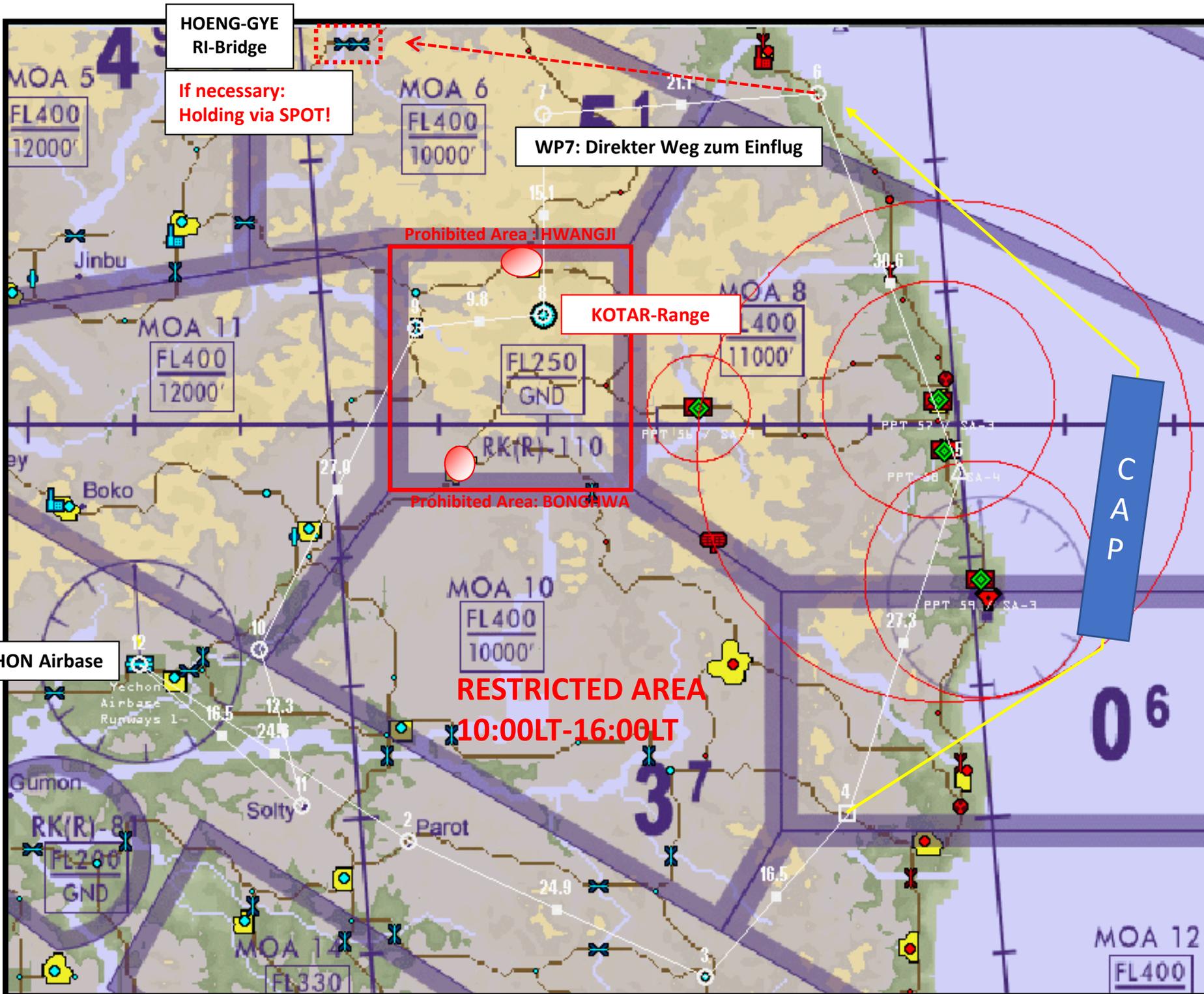
Weather Forecast:

FAIR, WHT, Clouds FEW (2/8),  
Cloud Layer 5000-8000 ft MSL,  
Con Layer: 28.000ft MSL  
Temp. +20°C, NOSIG  
Wind 270°, 10-15 kts  
Sun-set: 19:30LT



★ SAM-Threats





HOENG-GYE  
RI-Bridge

If necessary:  
Holding via SPOT!

WP7: Direkter Weg zum Einflug

Prohibited Area: HWANGJI

KOTAR-Range

Prohibited Area: BONGHWA

RESTRICTED AREA  
10:00LT-16:00LT

C  
A  
P

Flugweg DEAD/  
TARCAP

- Warhawk 5
- Satan 7

YECHON Airbase

MOA 12  
FL400

## NOTAM: 2021-05-04 - Safety-Letter

MOA 5, 6, 11 and KOTAR are open for Attacker-Training:

1000LT-1200LT

Call Range-Control (KOTAR-Radio): 233.800

- Role: CAS
- Target-Description: by FAC
- Munition: BDU-33D/B, Mk-82

Range OPS:

- 1st Run: Dry
- 2nd Run: 30° Dive bomb, 1x pair BDU-33, TGT by FAC
- 3rd Run: 30° Dive bomb, 1x pair Mk-82, TGT by FAC

MOA 8 is open for SEAD-Training (live-firing):  
1000LT-1200LT, SA-3 (ULJIN, WEOLSONG), SA-4 (MANG-YANG  
DONG Bridge, ZSU-23-4/SA-9 JANDAEMI Bridge

2nd step - Range OPS:

- 1st Run: Dry
- 2nd Run: GBU-39, TGT by FAC

MOA 8/9/12 are open for Fighter-Training (live-firing):  
1000LT-1200LT

2nd step - Range OPS:

- 1st Run: Dry
- 2nd Run: Gun strafe, low angle, West Row, East Row

**Military Operating Areas (MOA) & RK(M)**

An airspace of defined dimensions within which firing of projectiles and missiles takes place and is coordinated in such a manner that air traffic operating through the airspace is not endangered. The ground firing stations ensure through appropriate surveillance systems that the area is used for firing only where there is no possibility of conflict with air traffic not participating in the range activities. In order to facilitate range operations, all aircraft intending to operate through the range area during periods of activity shall make a position report with **KOTAR radio**.

## Military Safety Area: Name and lateral limits

### RK(R)-110 PILSUNG (KOTAR)

N37°13.330' E130°06.460' - N37°13.330' E130°29.305'  
N36°54.922' E130°27.375' - N36°55.015' E130°04.747'

FL250

GND

Korean Tactical Range (KOTAR)  
Air to Ground live firing USAF &  
ROKAF 306.8

### MOA 5

N37°29.876' E129°19.796' - N37°37.094' E129°54.990'  
N37°07.354' E129°17.905' - N37°11.733' E129°52.679'

FL400

12.000 ft MSL

29 Nm NNE RKT  
Choongwon Twr : 230.15

### MOA 6

N37°37.094' E129°54.990' - N37°38.365' E130°02.324'  
N37°24.533' E130°36.682' - N37°13.215' E130°29.139'  
N37°11.733' E129°52.679'

FL400

10.000 ft MSL

28 Nm SW RKNN  
Kangnung Twr : 334.9

### MOA 8

N37°13.215' E130°29.139' - N37°24.533' E130°36.682'  
N37°01.964' E131°37.172' - N36°47.073' E131°35.410'  
N36°47.139' E130°41.040' - N36°55.015' E130°27.347'

FL400

11.000 ft MSL

35 NM S RKNN  
Pohang Twr : 236.6

### MOA 9

N36°47.139' E130°41.040' - N36°47.073' E131°35.410'  
N36°29.053' E131°33.266' - N36°29.183' E130°39.127'

FL400

11.000 ft MSL

62 Nm SSE RKNN  
Pohang Twr : 236.6

### MOA 11

N37°07.285' E129°17.921' - N37°13.366' E130°06.295'  
N36°54.951' E130°04.573' - N36°41.805' E129°51.147'  
N36°55.957' E129°22.144'

FL400

12.000 ft MSL

11,5 Nm ESE RKT  
Yechon Twr : 269.5

### MOA 12

N36°29.183' E130°39.127' - N36°29.053' E131°33.266'  
N36°06.480' E131°30.807' - N36°09.312' E130°58.156'  
N36°21.583' E130°33.008'

FL400

11.000 ft MSL

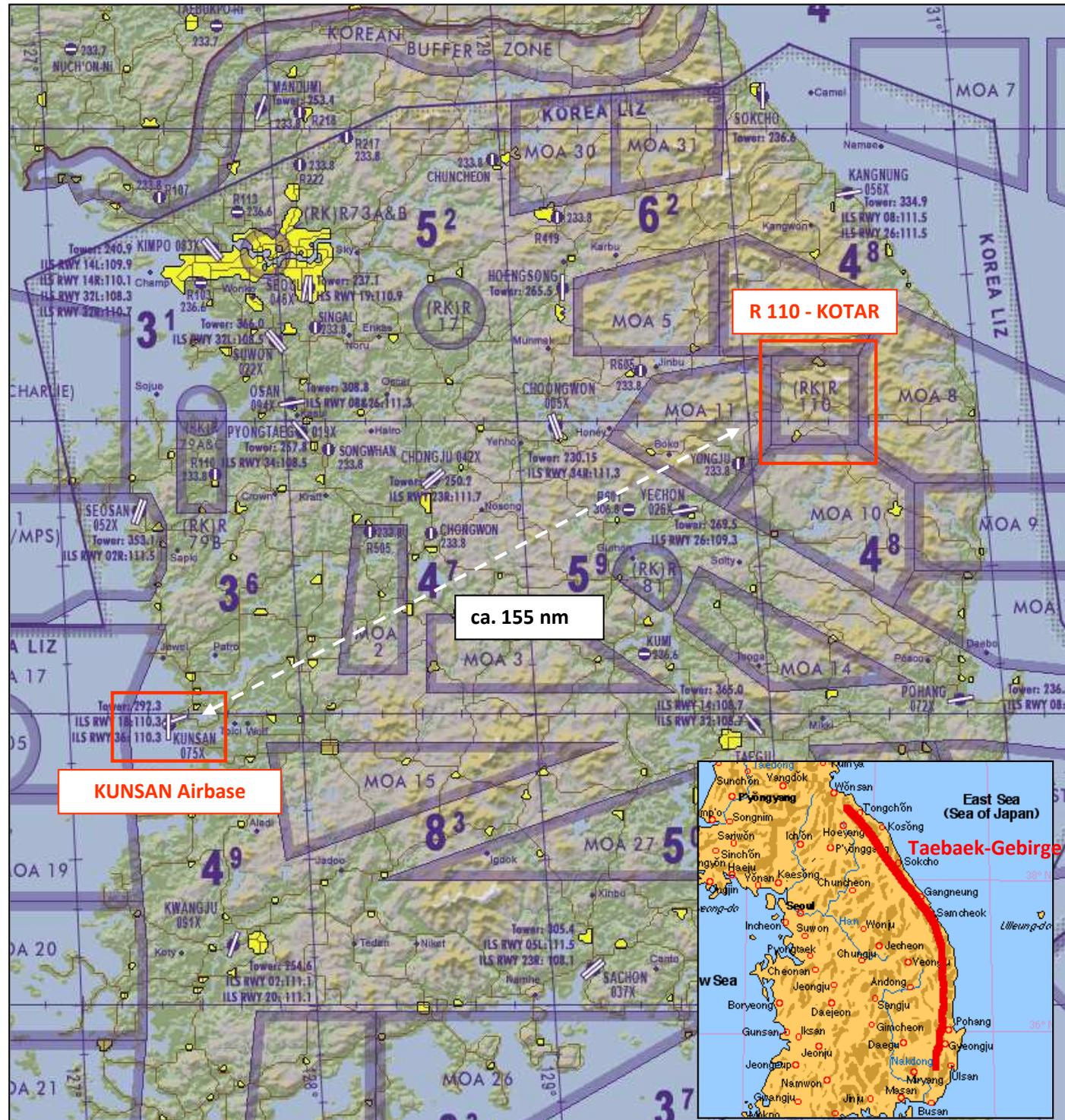
23 Nm NW RKTH  
Pohang Twr : 236.6

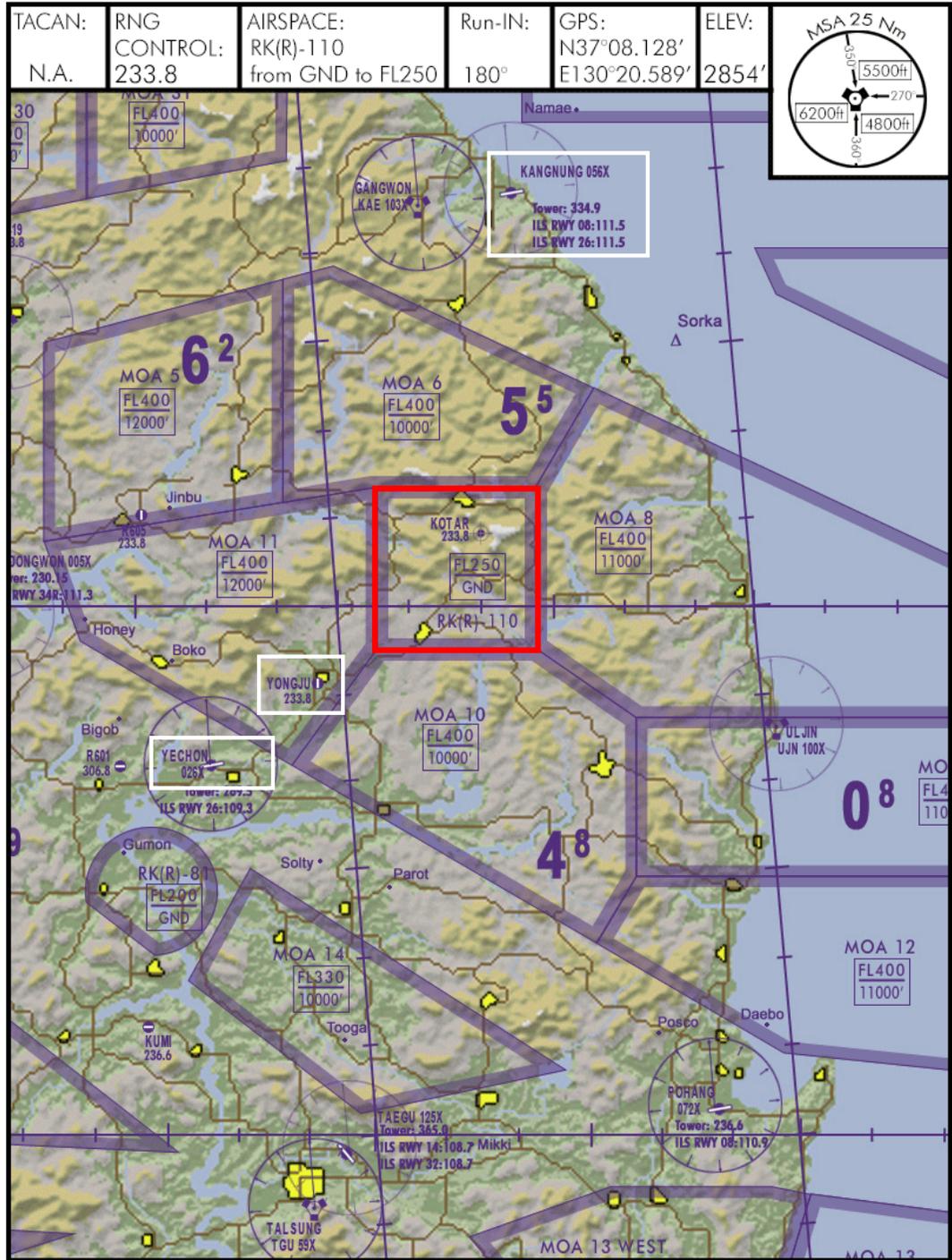
# Korean Tactical Range

## KOTAR

Ca. 40 nm südlich der Stadt KANGNUG befindet sich die „Korea Tactical Range“. Dieser „Luftwaffenschießplatz“ (Firing Range) liegt im Taebaek-Gebirge, welches sich über 500 km in Nord-Süd-Richtung parallel zur Ostküste erstreckt und somit den Hauptgebirgszug der Koreanischen Halbinsel bildet.

Die Military Operation Area (MOA) 5, 6, 8-12 sowie die „Restricted Area R-110“ (KOTAR) bilden das größte zusammenhängende Übungsgelände in Südkorea. Ob Tieffliegerangriffe (gun starfing), der Einsatz von Laser- oder GPS-geführten Bomben (LGB, GPS bombs), Allzweckbomben (GP Bombs) oder auch die Anwendung von Luft-Boden-Raketen (Air to surface missiles), auf dieser Range können alle Arten von A-G-Einsätzen trainiert werden.

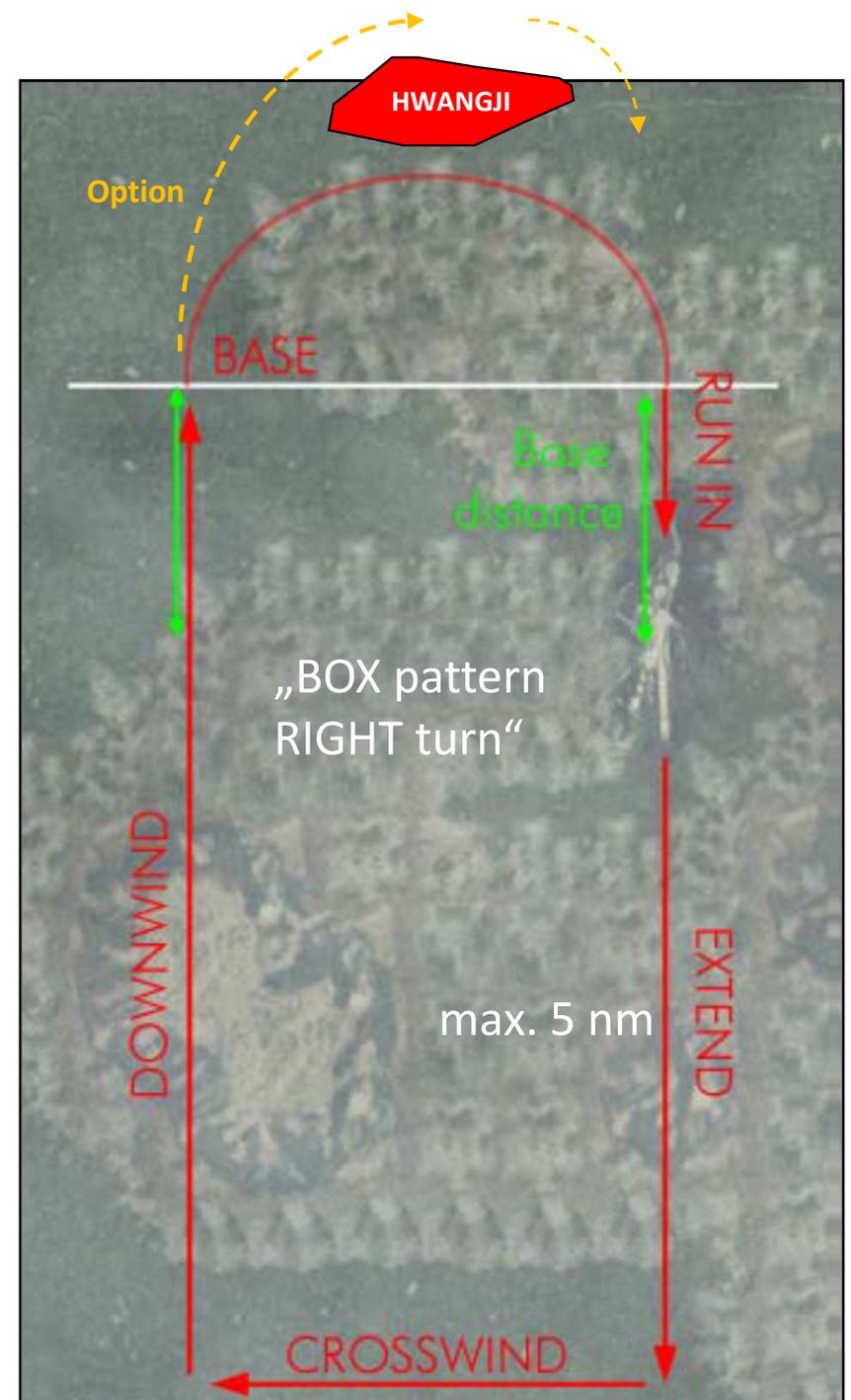
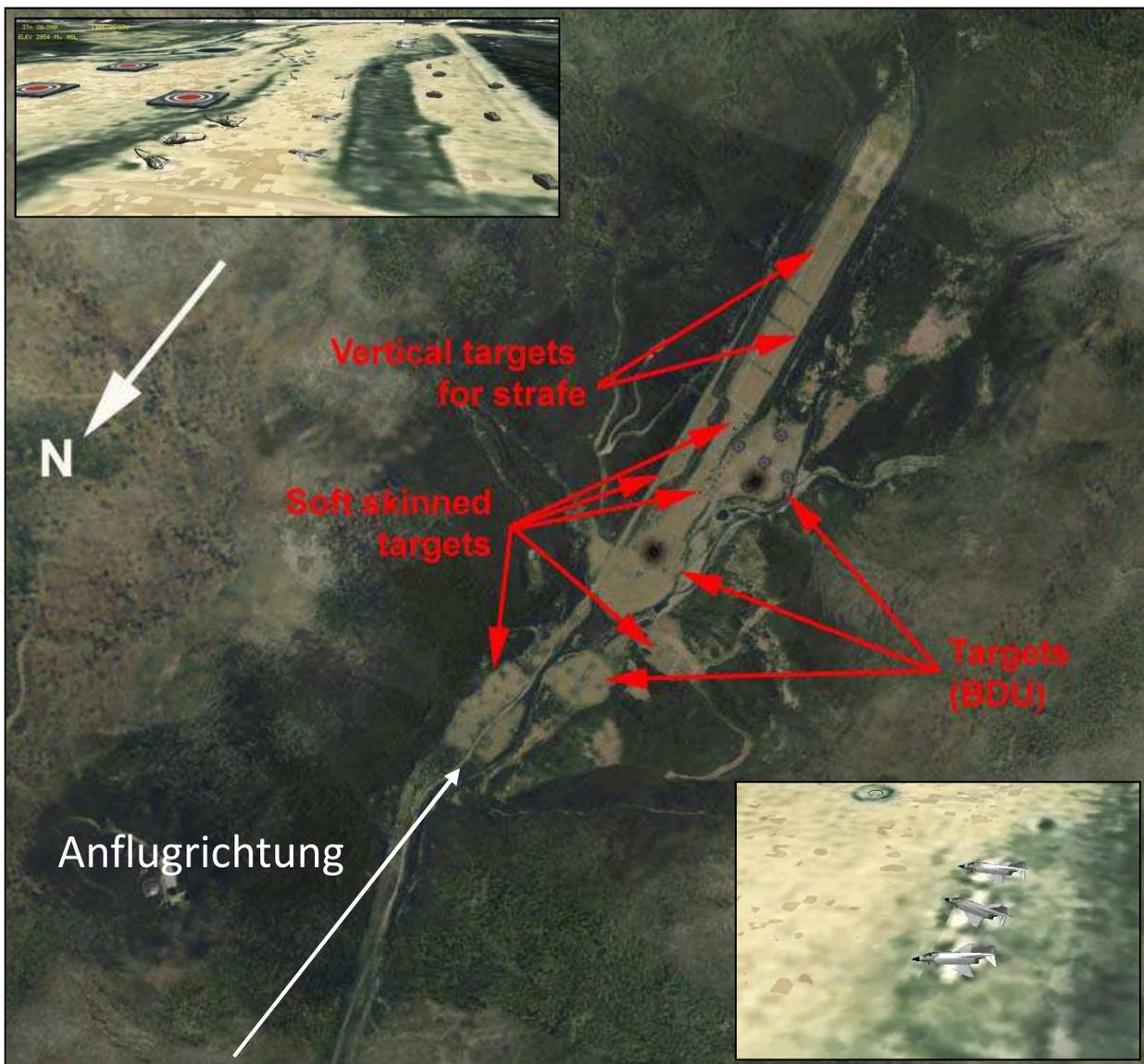




**KOTAR= K**orean **T**actical **R**ange.  
**233.8 MHz =** Funkfrequenz UHF (Range Control)  
**RK =** Republik of Korea  
**R -110 =** Restricted Zone Nr. 110  
**GND/FL250 =** active from Ground to FL250  
**Coordinates: N 37° 08.128' E130° 20.589'**  
**Run-In: 180°**  
**Elevation: 2854 ft MSL!**

**Nächstgelegene Flugplätze für Notfälle:**

- **YONGJU** Airstrip
- **YECHON** Airbase 026x
- **KANGNUNG** Airbase 056x



### Vorgaben

Max. 4-ship im Bereich! Rest im Holding!

Alle auf UHF-Frequenz 233.800 MHz!

Baro-Höhenmesser abgeglichen?

Windwerte abgefragt?

Slot: 30 min for a 4-ship Flight

### Ablauf:

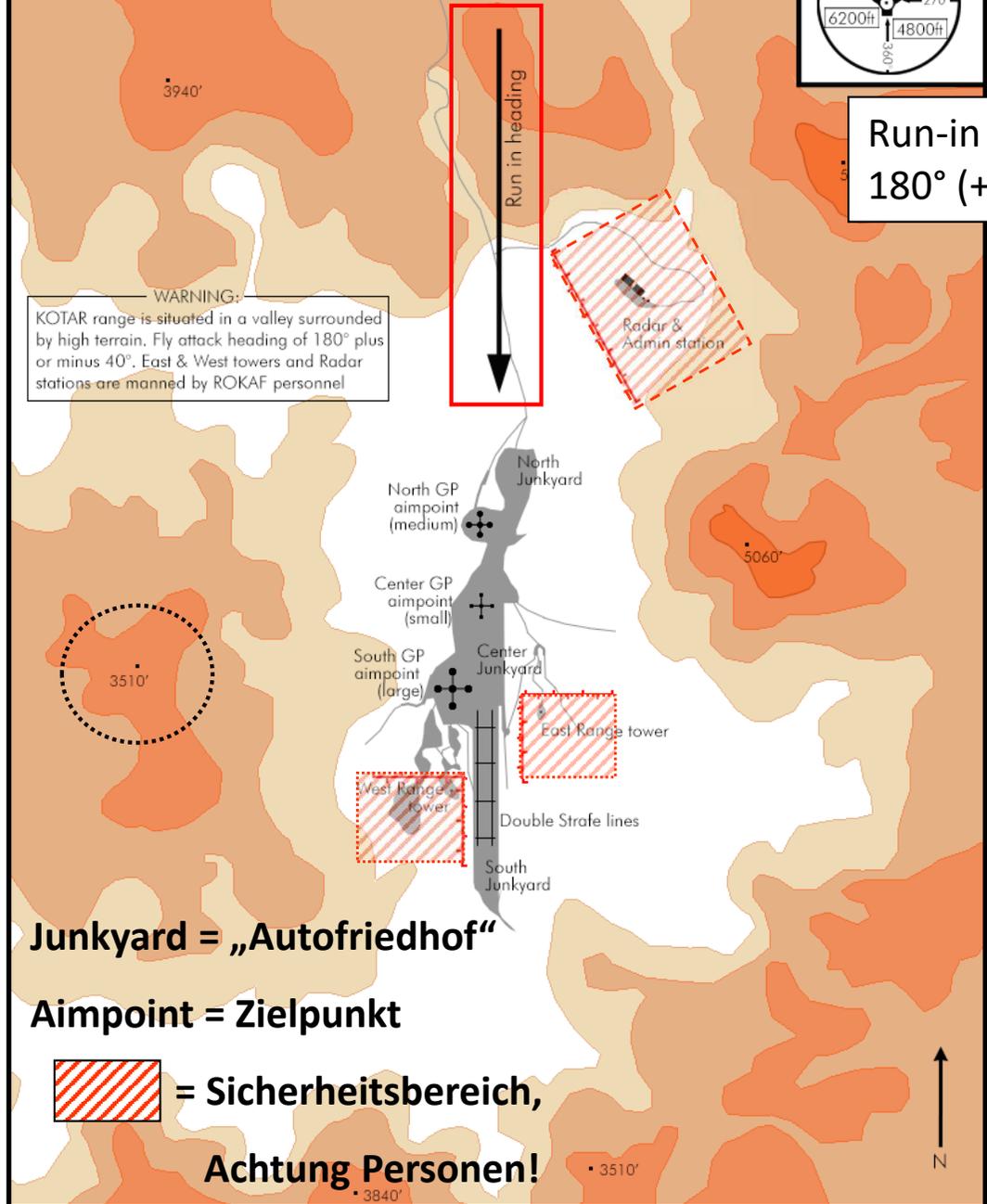
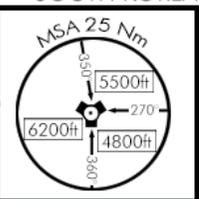
1. Dry Run
2. Hot – BDU-33
3. Back to Holding
4. Hot – Mk-82
5. Leaving

RANGE DIAGRAM

Date: 11 Jan 2019

KOTAR RANGE SOUTH KOREA

TACAN: N.A.	RNG CONTROL: 233.8	AIRSPACE: RK(R)-110 from GND to FL250	Run-IN: 180°	GPS: N37°08.128' E130°20.589'	ELEV: 2854'
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RANGE DIAGRAM

NOT FOR REAL NAVIGATION - FALCON 4 BMS ONLY

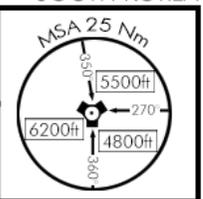
KOTAR RANGE SOUTH KOREA

TARGET LIST

Date: 11 Jan 2019

KOTAR RANGE SOUTH KOREA

TACAN: N.A.	RNG CONTROL: 233.8	AIRSPACE: RK(R)-110 from GND to FL250	Run-IN: 180°	GPS: N37°08.128' E130°20.589'	ELEV: 2854'
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**North Junkyard:**  
Mig-15 #1: N37°08.651' - E130°20.790'  
Mig-15 #2: N37°08.651' - E130°20.866'  
Mig-15 #3: N37°08.627' - E130°20.829'  
Mig-15 #4: N37°08.605' - E130°20.781'  
Mig-15 #5: N37°08.579' - E130°20.806'  
Mig-15 #6: N37°08.603' - E130°20.844'  
Mig-15 #7: N37°08.575' - E130°20.827'  
Mig-15 #8: N37°08.551' - E130°20.796'

**South GP aimpoints (large targets):**  
Target North : N37°08.166' - E130°20.595'  
Target Center: N37°08.128' - E130°20.588'  
Target East: N37°08.127' - E130°20.640'  
Target West: N37°08.129' - E130°20.541'  
Target South: N37°08.086' - E130°20.584'

**North GP aimpoints (medium):**  
Crater North : N37°08.526' - E130°20.702'  
Crater Center: N37°08.503' - E130°20.698'  
Crater East: N37°08.503' - E130°20.728'  
Crater West: N37°08.503' - E130°20.668'  
Crater South: N37°08.484' - E130°20.696'

**Center Junkyard:**  
F-4 #1: N37°08.400' - E130°20.696'  
F-4 #2: N37°08.398' - E130°20.718'  
F-4 #3: N37°08.392' - E130°20.739'  
F-4 #4: N37°08.271' - E130°20.712'  
F-4 #5: N37°08.260' - E130°20.712'  
F-4 #6: N37°08.250' - E130°20.711'  
Mig-15 #1: N37°08.219' - E130°20.663'  
Mig-15 #2: N37°08.204' - E130°20.656'  
Mig-15 #3: N37°08.192' - E130°20.663'  
Mig-15 #4: N37°08.157' - E130°20.665'  
Mig-15 #5: N37°08.161' - E130°20.677'  
Mig-15 #6: N37°08.135' - E130°20.682'  
Mig-15 #7: N37°08.119' - E130°20.674'  
Mig-15 #8: N37°08.098' - E130°20.674'  
Huey #1: N37°08.110' - E130°20.657'  
Huey #2: N37°08.099' - E130°20.651'  
Huey #3: N37°08.088' - E130°20.652'  
M2A3 #1: N37°08.188' - E130°20.713'  
M2A3 #2: N37°08.173' - E130°20.715'  
M2A3 #3: N37°08.158' - E130°20.729'  
M2A3 #4: N37°08.144' - E130°20.709'  
M2A3 #5: N37°08.126' - E130°20.720'  
M2A3 #6: N37°08.093' - E130°20.718'

**Center GP aimpoints (small):**  
Crater North : N37°08.342' - E130°20.695'  
Crater Center: N37°08.317' - E130°20.689'  
Crater East: N37°08.314' - E130°20.720'  
Crater West: N37°08.319' - E130°20.657'  
Crater South: N37°08.293' - E130°20.684'

**Double Strafe Line targets:**  
West Row #1: N37°08.025' - E130°20.652'  
West Row #2: N37°07.961' - E130°20.649'  
West Row #3: N37°07.895' - E130°20.645'  
West Row #4: N37°07.839' - E130°20.641'  
East Row #1: N37°08.025' - E130°20.684'  
East Row #2: N37°07.961' - E130°20.681'  
East Row #3: N37°07.895' - E130°20.677'  
East Row #4: N37°07.839' - E130°20.674'

**South Junkyard:**  
M2A3 #1: N37°07.746' - E130°20.624'  
M2A3 #2: N37°07.732' - E130°20.621'  
M2A3 #3: N37°07.717' - E130°20.631'  
M2A3 #4: N37°07.738' - E130°20.650'  
M2A3 #5: N37°07.715' - E130°20.668'

TARGET LIST

NOT FOR REAL NAVIGATION - FALCON 4 BMS ONLY

KOTAR RANGE SOUTH KOREA

Event	Base Alt in thousand of feet	Base Distance	Base Airspeed	PRA (Planned Release Alt.)	MRA (Min Release Alt.)	Rel Airspeed	% BFL (Bomb Fall line)	Fuse Arm	Bomb TOF (time of Flight)	Foul altitude
	AGL (MSL)	Nm	(Kcas)	AGL (MSL)	AGL (MSL)	(Kcas)				AGL (MSL)

30° DB	8.0 (10.8)	2.07	350	3.1 (5.9)	2.8 (5.6)	450	39	4.58	5.67	1.5 (4.3)
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Low angle Strafe	2.1 (4.9)	2.0	400	-	-	450	-	-	-	0.5 (3.3)
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14.000 ft Abwurfhöhe

= 16.840 ft KOTAR-QNH, 300 kts (Base Speed)

45° HADB



Foul-Altitude: 4.5

8.000 ft Abwurfhöhe

= 10.840 ft KOTAR-QNH, 350 kts, (Base Speed)

30° DB



Foul-Altitude: 1.5

Event — Planned Release Altitude in AGL  
Minimum Release Altitude in AGL

It is VERY good practice so set MSL ALLOW at event MRA. Doing so will give the pilot a Betty call when reaching MRA and hearing this the pilot should immediately starts his climbing safe escape manoeuvre to avoid flying lower than foul altitude.



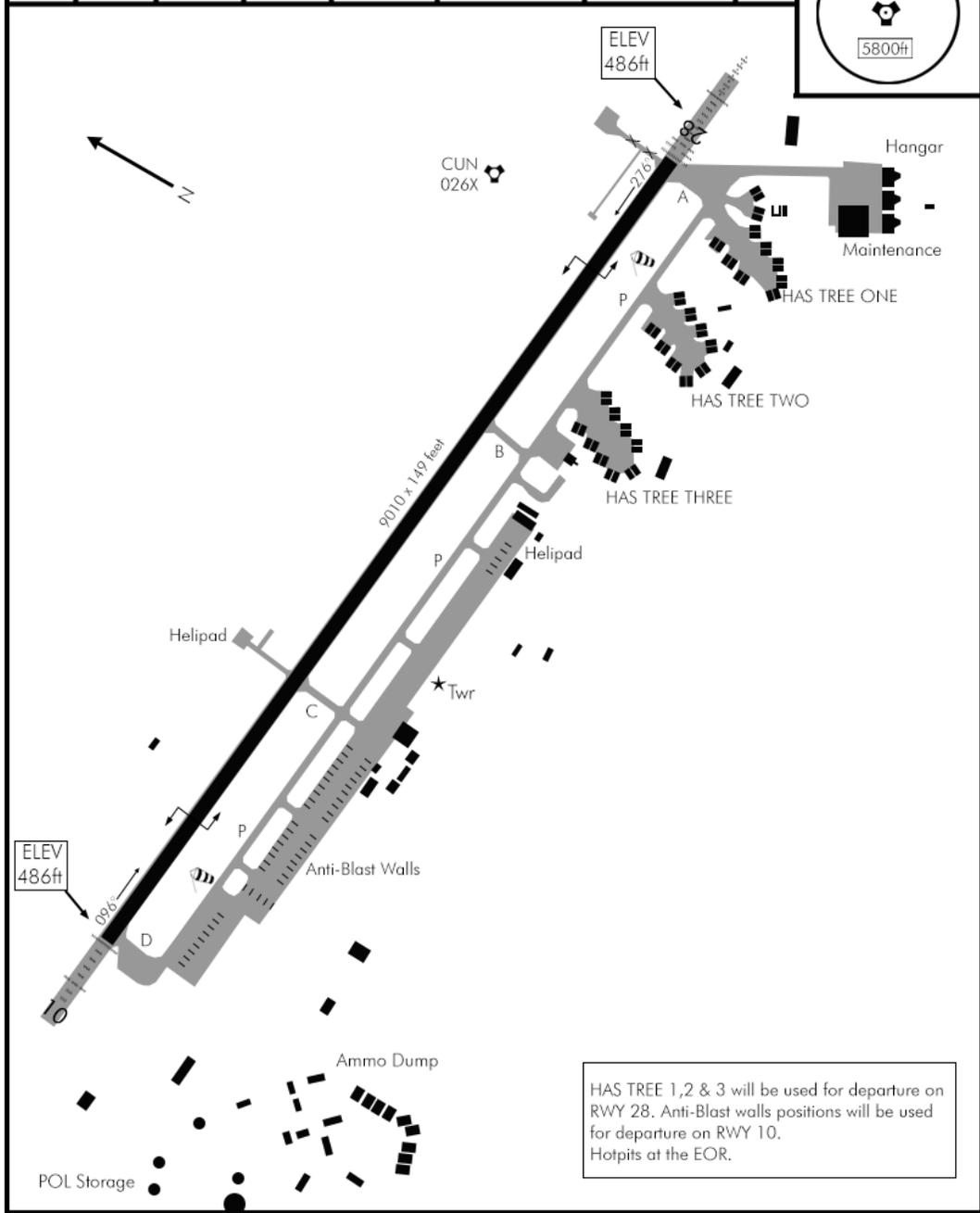
20° LALD

AIRPORT DIAGRAM

Date: 01 May 2020

YECHON AERO (RKTY)  
SOUTH KOREA

TCN:	ATIS:	GND:	TWR:	APP/DEP:	TA(ft) / TL:	GPS:	ELEV:
026X	135.8	234.5	269.5	229.35	14000/FL140	N36°41.667' E129°40.094'	486'



AIRPORT DIAGRAM

NOT FOR REAL NAVIGATION - FALCON 4 BMS ONLY

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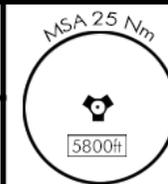
YECHON AERO (RKTY)  
SOUTH KOREA

PAROT 5A DEPARTURE

Date: 22 April 2020

YECHON AERO (RKTY)  
SOUTH KOREA

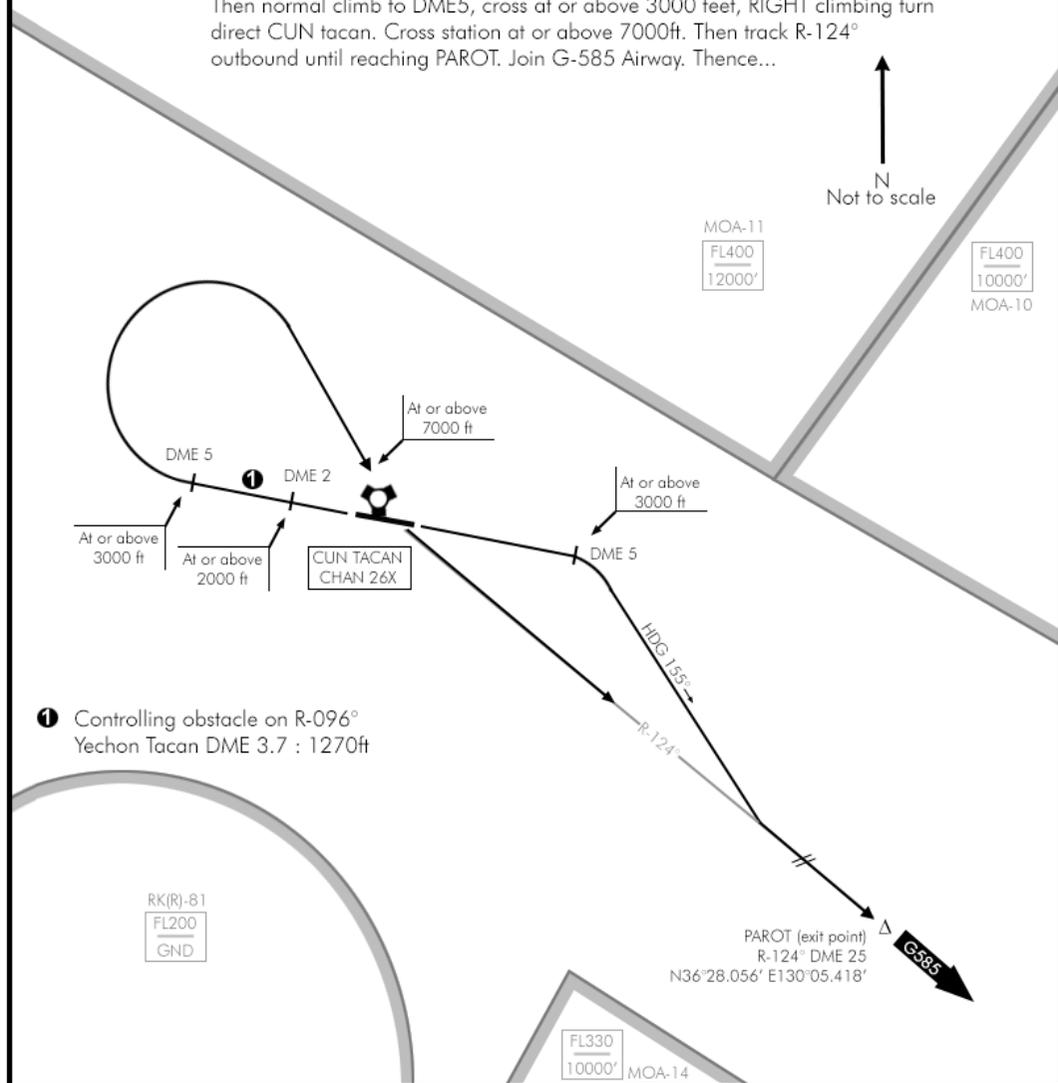
TACAN:	TWR:	APP/DEP:	TRANS LEVEL:	TRANS ALT:	GPS:	ELEV:
26X	269.5	229.35	FL140	14000ft	N36°41.667' E129°40.094'	486'



DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 10:** Climb on RWY heading. Cross DME5 at or above 3000ft. Then RIGHT climbing turn to 155° heading to intercept and track outbound via R-124° CUN tacan to PAROT. Join G-585 Airway. Thence...

**TAKE-OFF RWY 28:** Max climb to 2000 feet on Rwy heading. Cross DME2 at or above 2000ft. Then normal climb to DME5, cross at or above 3000 feet, RIGHT climbing turn direct CUN tacan. Cross station at or above 7000ft. Then track R-124° outbound until reaching PAROT. Join G-585 Airway. Thence...



PAROT 5A DEPARTURE

NOT FOR REAL NAVIGATION - FALCON 4 BMS ONLY

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YECHON AERO (RKTY)  
SOUTH KOREA

ILS RWY 28

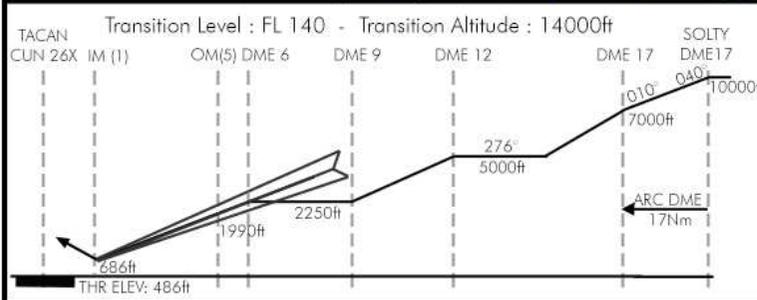
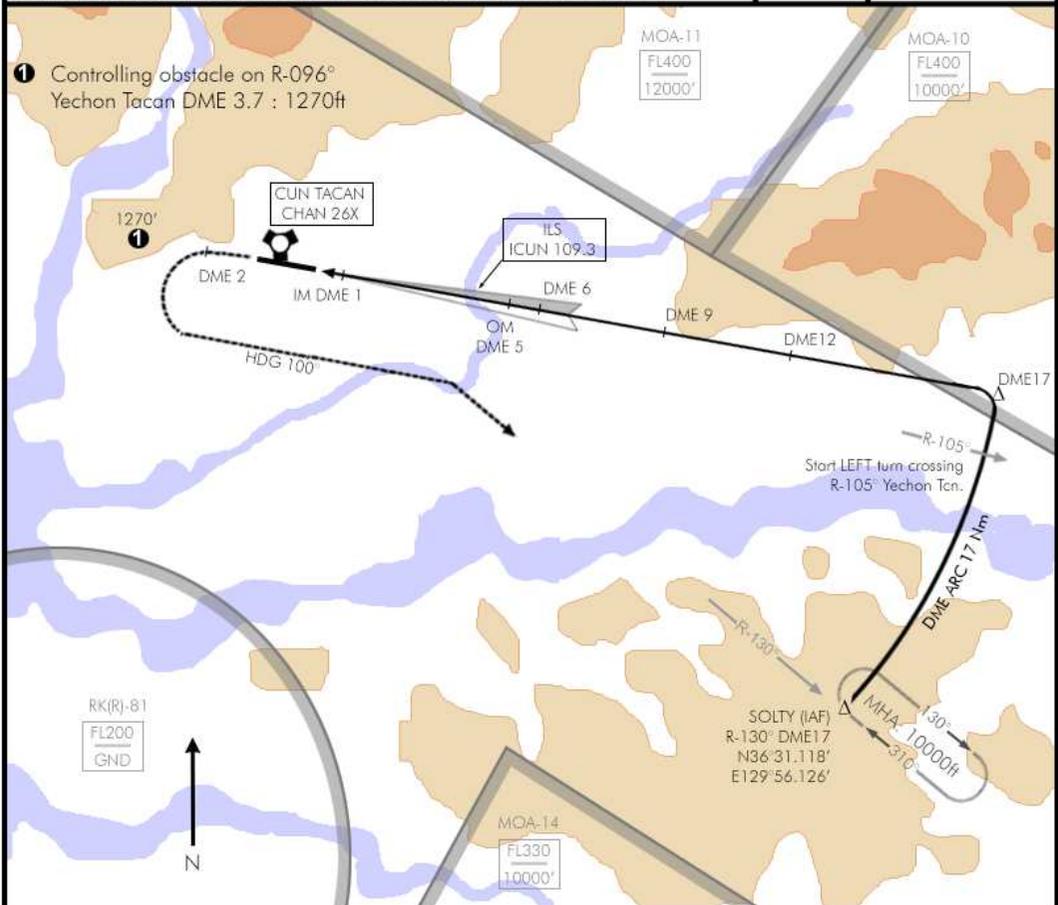
Date: 21 April 2020

YECHON AERO (RKTY)  
SOUTH KOREA

TCN:	ATIS:	APP/DEP:	TWR:	ILS:	ILS DA(H):	LOC:	GPS:	ELEV:	
26X	135.8	229.35	269.5	109.3	686'(200'AGL)	276°	N36°41.667' E129°40.094'	486'	

MISSED APPROACH: Climb on runway heading to DME 2, then climbing LEFT turn to 10000ft heading 100° to intercept R-130° outbound Yechon tacan. Hold as published at SOLTY DME 17.

ALSF-1  
PAPI PAPI



**MINIMA:**

ILS: 686'(200'AGL)  
Vis: 200ft-800m\*

LOC: 910'(424' AGL)  
Vis: 500ft-1600m\*\*

Circling: 1200'(714'AGL)  
Vis: 800ft-2000m

\*When ALS inop, increase vis to 1200m  
\*\*When ALS inop, increase vis to 2000m

TCN RWY 10

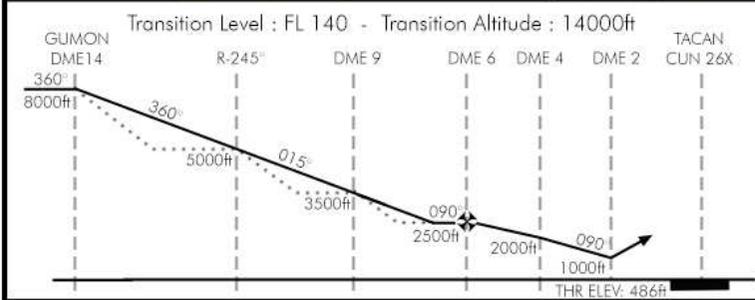
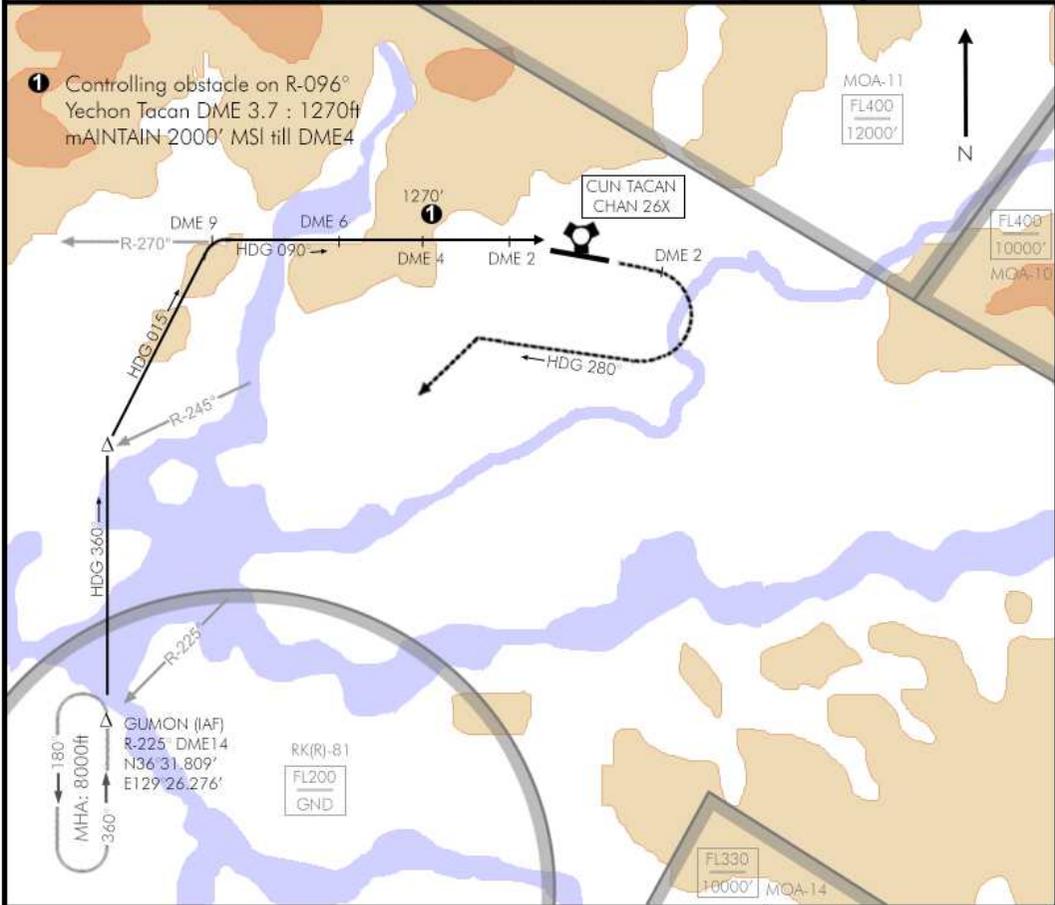
Date: 24 April 2020

YECHON AERO (RKTY)  
SOUTH KOREA

TCN:	ATIS:	APP/DEP:	TWR:	APP CRS:	TACAN DA(H)	GPS:	ELEV:	
26X	135.8	229.35	269.5	R-270°	1000'(514'AGL)	N36°41.667' E129°40.094'	486'	

MISSED APPROACH: Climb on runway heading to DME 2, then climbing RIGHT turn to 8000ft heading 280° to intercept R-225° outbound Yechon tacan. Hold as published at GUMON DME 14.

MALS R  
PAPI PAPI



**MINIMA:**

TACAN: 1000'(514'AGL)  
Vis: 500ft-1600m\*

Circling: 1150'(664'AGL)  
Vis: 700ft-2000m\*\*

\*When ALS inop, increase vis to 1200m  
\*\*When ALS inop, increase vis to 2400m