

MISSION DATA CARD								
OPORD		Callsign		Mission		Date/Time		
419/2021		Panther 4		Strike		252000NOV21		
Task	Coin Mission						Freq	
AO							261.35	
Departure				Recovery				
CAT				CASE I				
#	Callsign		Pilot		IFF	TCN	LSR	NET
-1	Panther 4-1		Prinz		1041	21Y	1561	03/01
-2	Panther 4-2		Hawk		1042	84Y	1562	03/02
-3	Panther 4-3		Jemi		1043	84X	1563	03/03

LOADOUT			
A/A	2xA9X, 4xA120C, A7MH		GUN 100% HEI-T
A/G	2xG38		CHF 80
POD	TGP		FLR 40
TKS	2xFPU-8A		FUEL 100%

TOLD					
	Takeoff	Target	Joker	Bingo	Land
FUEL	15291		4500	3500	1500

AIRBASES								
	Name	TCN	ATIS	GND	TWR	RWY	Elev	ILS
Dep	CV-73 USS G. Washington	73X		ICLS 12	305.0			
Arr	CV-73 USS G. Washington	73X		ICLS 12	305.0			
Div	AI Minhад AB	99X	131.7	121.92	118.55	09	180	109.9

FLIGHTPLAN				
#	Name	Navaid/Coords/DME	ALT	TOT
1	CHARLY-ECHO-SIERRA	N25:13. E057:01 (N25 13 E057 01)	28000	
2	CHARLY-ECHO-NOVEMBER	N25 25 E057 15	28000	
3	Meeting Point F16	N25 49 E056 22	28000	
4	PGC Bullseye	N26 10 E056 14	26000	

COMMS	
Radio	Usage
1	1 (305), 16 (377.8)
3	MIDS A:23 / B:44

NOTES

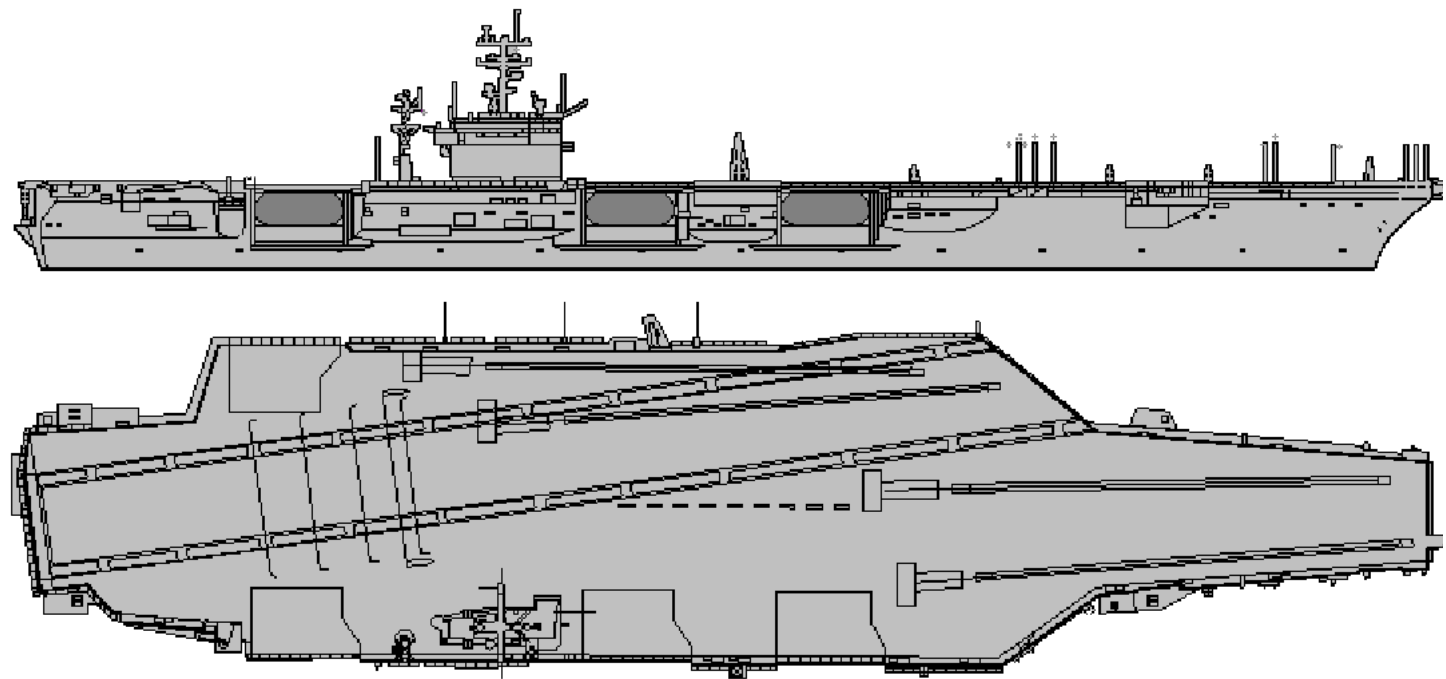
Es ist zu jeder Zeit nur ein Pilot des Flights mit A/G Duties (COIN) beschäftigt;
Rest macht A/A und Threat monitoring für ebendiesen Kollegen; ROZ Freigaben nach dem Departure großzügig anfordern ;o)

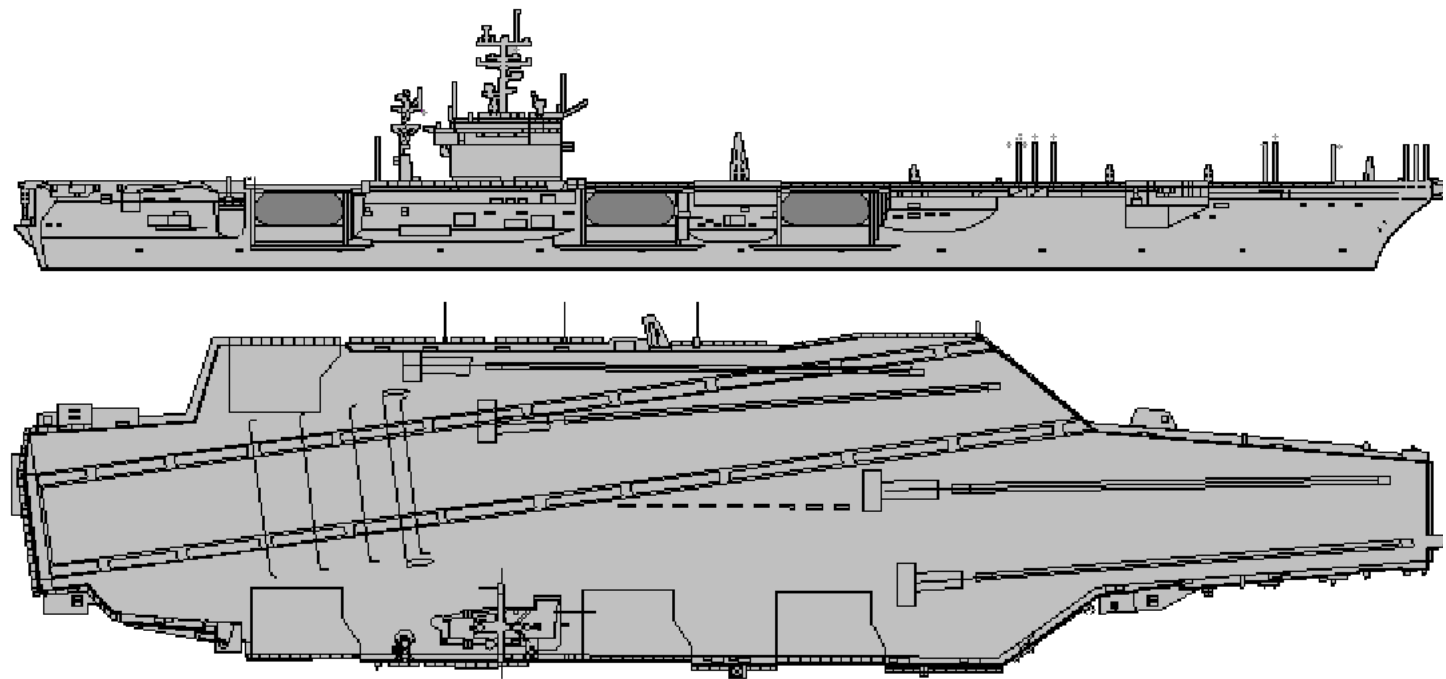
OTHER FLIGHTS						
Callsign	Mission	Airframe	Freq	TCN	GrpId	Laser
Tiger 1	Recce	2x F/A-18C	261.25	21/84	1	156X
	AO	Khasab and Iran	Task	Coin / Recon - Mission		

RADIO CHANNELS		
#	Freq	Name
1		Flight/Squadron specific

RAMROD										
0	1	2	3	4	5	6	7	8	9	
O	U	T	L	A	N	D	I	S	H	
KTC 1400 C										
	0	1	2	3	4	5	6	7	8	9
A	TFGU	ADR	YLK	NV	OQ	WHC	JP	IB	ES	MX
B	HTMI	RAP	XWB	FU	JN	LCY	SD	EK	QG	VO
C	ARPB	HEI	LSM	QT	KD	YFG	JX	CU	VN	WO
D	BSRH	KCY	WME	AN	TQ	DLG	FU	VP	IX	JO
E	TBHL	GJN	AFC	OX	MR	EPD	YS	WQ	VU	KI
F	QEYO	JMI	HAK	RL	FG	TXW	DS	VN	PC	BU
G	RDPB	SFL	OTQ	EK	IM	YXC	NH	JV	GA	WU
H	ACIY	RLS	VUK	GF	NJ	OEP	BX	MW	QT	HD
I	CTAF	QOW	LGY	MB	DP	XHU	ES	RJ	IK	NV
J	OTYB	ASX	CVW	JF	UL	MPK	IN	HD	QG	RE
K	PKLA	DYT	OWF	XU	CN	BIR	MG	EJ	VS	HQ
L	YGVD	HCB	SXT	FI	KQ	UJP	ER	LW	MO	NA
M	TVWG	YIM	DHA	UQ	SK	BJE	NC	OF	XP	RL
N	WMTE	JRV	SCH	DX	UN	BGK	LA	FQ	PO	YI
O	QTAU	PDM	FSC	KX	WO	BIH	VJ	GY	RN	LE
P	BYER	AJK	HIG	CX	PM	DTS	FL	QW	NV	UO
Q	EGSK	XJT	MCU	RL	DP	YIH	FA	WO	BN	QV
R	QDLS	NGE	JIK	TH	RU	BAW	PO	MV	YC	XF
S	IDJN	EKX	YOU	SG	WC	QLP	MB	TF	HR	VA
T	QJMT	XEF	KSJ	PL	HB	GOC	RA	UV	IW	DN
U	WRLO	YUE	XSC	IM	JH	PNK	DB	QF	GV	TA
V	SXFQ	PTC	UKB	NW	RG	AEL	VD	JI	HO	YM
W	HPRW	NUY	DJI	OL	FE	XVS	GQ	MA	CT	KB
X	UIPD	WYJ	NSC	XQ	KO	TME	HF	BL	GA	VR
Y	ERJB	DVK	TIY	HP	CX	SAO	NW	MG	FQ	UL

NAVAIDS				
Id	Name	Channel	Position	Elevation
KER	Kerman	97	N3015.930 E05657.651	5745
SYZ	Shyraz	94	N2932.516 E05235.082	XXX
BND	Banda Abbas	78	N2713.017 E05622.861	16
HDR	Havadarya	47	N2706.634 E05610.375	49
KIH	Kish International Airport	112	N2631.384 E05400.663	XXX
KCK	Tunb Kochak	89	N2614.543 E05508.752	13
KSB	Khasab	84	N2610.670 E05614.458	52
JSK	Jask	78	N2538.807 E05745.41	20
ALD	ALD	99	N2505.571 E05119.554	108
MIN	Al Minhad AB	99	N2501.633 E05523.733	187
MA	Al Dhafra AB	96	N2414.808 E05432.723	52



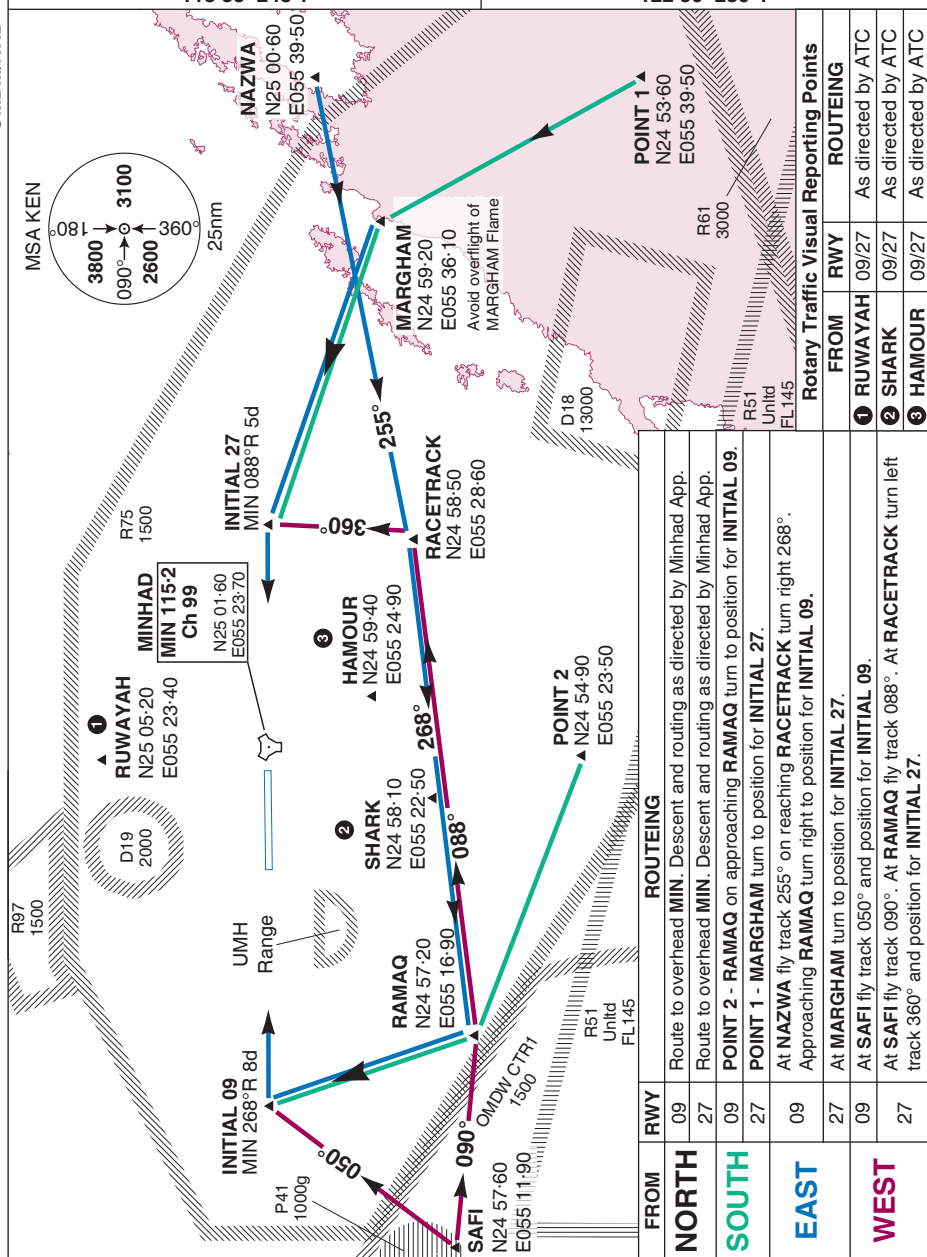




DUBAI/Minhad

V2

APPROACH
122-50 230-4



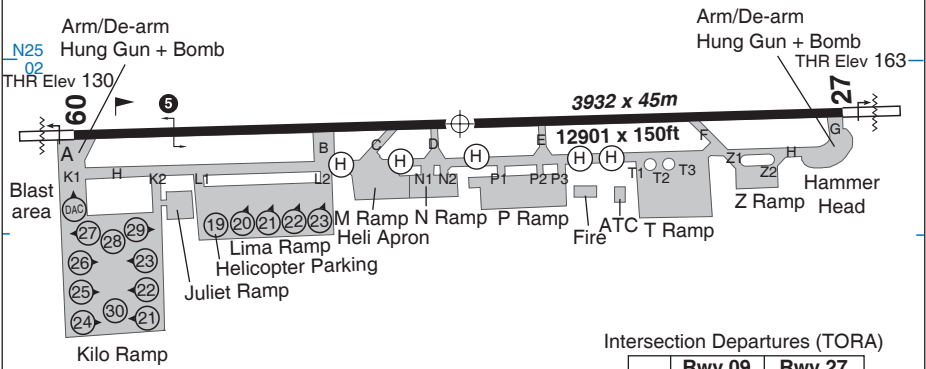
VFR VISUAL (ARRIVALS)

AERODROME

DUBAI/Minhad

Elev 172	Var 1°E	ARP	N25 01·61 E055 21·98 (WGS 84)	15 AUG 19	D1
MINHAD GROUND 290·5 121·92			TOWER 248·1 118·55	APP/RADAR 230·4 122·5	
E055 21			E055 22	MONKEY (UK Air Ops) 243·4	
N25 03				ATIS (Dubai Int.) 131·7	
				E055 23	

THRESHOLD COORDINATES
Rwy 09 – N25 01·59 E055 20·80
Rwy 27 – N25 01·63 E055 23·15



Intersection Departures (TORA)

Twy	Rwy 09 (ft)	Rwy 27 (ft)
B	9842	3280
C	7874	5249
D	6889	6233
E	4921	8202
F	2296	10826

- 1. **CAUTION.** Minhad aeronautical data and procedures are not sourced from State AIP.
- 2. **CAUTION.** Obsolete Rwy 27 displaced THR markings remain following completion of Rwy works.
- 3. **CAUTION.** Non-standard rwy markings, Assault Landing Zone (ALZ), Rwy 09/27 within the first 3500ft. The ALZ THR is 300ft from Rwy THR and 90ft wide.
- 4. Rwy 09/27. Prior to TKOF taxi forward 500ft to avoid damage to barrier net.
- 5. BAK14 cable is set 420m (1337ft) from Rwy 09 THR.
- 6. Inbd IFR acft are advised to establish contact with Minhad Twr prior to descending below 3000 to obtain traffic info for deconfliction purposes.
- 7. Migratory bird hazard exists, particularly during late summer and Autumn seasons.
- 8. Helis transiting VFR to/from Minhad through the Jumeirah Mandatory Broadcast Zones (MBZ) should broadcast deconfliction information on 134·65. For further information consult Dubai International AIP VFR Chart - ICAO VFR Routes Dubai CTR (AIP Charts OMDb AD-2·91 and ENR 2·2).

RWY	SLOPE	LDA m/ft	APP LGT		RWY LGT
09(089°T) 27(269°T)	0·25%U 0·25%D	3932/12901	P3°	CAT 1	HIRL:RTHL:REDL:RENL