



IVAOTH

Event Date : 01 November 2024

Registration : Today - 31 October 2024

https://sod.ivao.aero/i_events

Special Operations Department

Evacuation Khon Kaen 2024

Event Master Plan

01 November 2024

12:00 - 16:00 (UTC)



INTERNATIONAL VIRTUAL AVIATION ORGANIZATION
THAILAND DIVISION

Introduction

IVAO Thailand Special Operations Department invites all of you to participate in Evacuation Khon Kaen Event on 01st November 12:00 – 16:00 UTC.

Evacuation Khon Kaen is our special Halloween event featuring a mass evacuation exercise following a zombie outbreak. This exercise will expose units to national scale operations which test inter unit coordination, logistics and on site decision making. Your task is to airlift civilians to the safe zone using transport aircraft and helicopters.

A brief storyline of this event. Some persons contracted an unknown foodborne disease causing them to develop into zombies and the disease is spreading rapidly. The Thai Government's attempt at quarantine has failed so decision is made to retreat to a secondary quarantine line at Chaiyaphum – Korat – Buriram. Many uninfected people are still stuck behind the quarantine line, so decision is made to set up an evacuation center at Khon Kaen Airport and an airlift mission will be carried out to evacuate about 2,500 people from Khon Kaen Airport (VTUK) to Korat Air Force Base (VTUN).

Airlifters will fly from Korat (VTUN) to Khon Kaen (VTUK) and load on passengers with engines running and fly back to Korat, completing as many flights as possible during the event. Helicopters will fly from Khon Kaen Airport and pick up stranded people from various spots around the city as directed by the controller and take them to Khon Kaen Airport. A secondary evacuation location at Namphong Air Base Airport (VTUZ) which is 15 NM Northeast, radial 045 from VTUK. If VTUK is overrun, airlifters will continue evacuation from Namphong to Korat instead and helicopters will drop people off at Namphong. Fuel depot is set up at Khon Kaen and Namphong for helicopter refueling.

In this event, members will get to experience flying in formation, higher traffic loads in an evacuation mission and mixed operations with fixed wing aircraft and helicopters. Controllers get the challenge of managing unique traffic. Also changing conditions during the mission as events unfold will challenge members to adapt to unexpected conditions that may be found during a mission.

Airports

Korat Air Force Base

Korat Air Force Base is a military airport is home to the Royal Thai Air Force Wing 1 who operates fighter aircraft for defence of central and north eastern regions . The airport has a single 3000 M concrete runway.

<https://aip.caat.or.th/2024-10-31-AIRAC/html/eAIP/VT-AD-2.VTUN-en-GB.html#AD-2.VTUN>

| Runway | Dimensions (M) | Circuit | Threshold Elevation | TORA (M) | TODA (M) | ASDA (M) | LDA (M) |
|--------|----------------|----------------|---------------------|----------|----------|----------|---------|
| 06 | 3000 x 45 | Left and Right | 729 FT | 3000 | 3000 | 3300 | 3000 |
| 24 | 3000 x 45 | Left and Right | 686 FT | 3000 | 3000 | 3300 | 3000 |

Airspace and Communications

Korat Air Traffic Zone (ATZ) [CLASS C]
 Dimensions: 10 NM from VTUN
 Altitude: SFC – 3000 FT AGL (SFC – 3700 FT MSL)
 Controlling Unit: Korat Tower 122.200 MHz

Korat Control Zone (CTZ) [CLASS C]
 Dimensions: 35 NM from KRT TACAN
 Altitude: GND to 11 000 FT MSL
 Controlling Unit: Korat Approach 129.750 MHz

Korat TACAN Channel 84X, Korat VOR 113.70 MHz.

Khon Kaen Airport

Khon Kaen Airport is a civil airport with one 3050 M asphaltic concrete runway with no parallel taxiway and terminal area on east side. Backtrack is required for aircraft needing over half runway. Please see VFR reporting points for this airport in charts at the end of eAIP in link below.

<https://aip.caat.or.th/2024-10-31-AIRAC/html/eAIP/VT-AD-2.VTUK-en-GB.html#AD-2.VTUK>

| Runway | Dimensions (M) | Circuit | Threshold Elevation | TORA (M) | TODA (M) | ASDA (M) | LDA (M) |
|--------|----------------|----------------|---------------------|----------|----------|----------|---------|
| 03 | 3050 x 45 | Left and Right | 604 FT | 3050 | 3050 | 3050 | 2900 |
| 21 | 3050 x 45 | Left and Right | 674 FT | 3050 | 3050 | 3050 | 2900 |

Airspace and Communications

Khon Kaen Air Traffic Zone (ATZ) [CLASS C]
 Dimensions: 5 NM from VTUK
 Altitude: GND – 2000 FT AGL (GND – 2700 FT MSL)
 Controlling Unit: Khon Kaen Tower 122.250 MHz

Khon Kaen Control Zone and Terminal Control Area (CTZ/TCA) [CLASS C]
 Dimensions: 10 NM from KKN DVOR/DME and 30 NM from KKN DVOR/DME
 Altitude: GND to 2000 FT AGL and 2000 FT to 11 000 FT
 Controlling Unit: Khon Kaen Approach 123.40 MHz

Korat TACAN Channel 84X, Korat VOR 113.70 MHz.

*Transition altitude in Thailand is 11 000 FT and Transition level is FL130

Nam Phong Airport

Nam Phong Airport is a joint services military airport with one 3050 M asphaltic concrete runway with a parallel taxiway and ramp on the west side. The approach airspace is shared with Khon Kaen and Khon Kaen tower will assume communications for Nam Phong for this event (public VHF frequencies not yet published as Nam Phong just recently re-opened as operational air base status this year).

Nam Phong is on radial 045, 15 miles from Khon Kaen VTUK, there are no instrument procedures for this airport and landing will be visual with holding in orbits above airfield.

<https://aip.caat.or.th/2024-10-31-AIRAC/html/eAIP/VT-AD-2.VTUZ-en-GB.html#AD-2.VTUZ>

| Runway | Dimensions (M) | Circuit | Threshold Elevation | TORA (M) | TODA (M) | ASDA (M) | LDA (M) |
|--------|----------------|----------------|---------------------|----------|----------|----------|---------|
| 01 | 3050 x 45 | Left and Right | 711 FT | 3050 | 3050 | 3050 | 3050 |
| 19 | 3050 x 45 | Left and Right | 799 FT | 3050 | 3050 | 3050 | 3050 |

Participants

Pilot

Airlift Aircraft Team

- Light, medium and heavy airlift aircraft, turboprop or jet (ex. C-295, ATR, C-130, A400M, C-17)
- Civil transport aircraft that are used in military/government roles are allowed as well
- Main task is to airlift people from Khon Kaen VTUK/Nam Phong VTUZ to Korat VTUN

*Tiltrotor like V-22 can choose to play airlift or helicopter roles (or both with some pickups around Khon Kaen and then fly out to Korat at end of event)

Helicopter Team

- Light, medium or heavy helicopters (some pickup sites may be rooftop that can take up to UH60 size aircraft or CH47 if hovering on rear landing gear)
- Pick up survivors from various building and locations and take them to airport

Observation Aircraft Team

- Piston, Turboprop or jet aircraft that can be used in observation role like DA42, PC6, OV10...
- Light helicopter that can be used in observation role
- Role to look for survivors, guard evacuation sites and lead other aircraft to pickup spots

Some callsigns for military units in Thailand: (Callsign, ICAO FPL, Unit and Aircraft)

| | | | |
|--------|--------|------------------------|---|
| Lucky | LKYxxx | 601 Airlift Squadron | C-130H, C-130H-30 |
| Wihok | WHKxxx | 602 Transport Squadron | A319, A320, 737-800, A340-500 |
| Cowboy | CBYxxx | 603 Transport Squadron | ATR72-500/600, SU-95-100, G.222 (retired) |

| | | | |
|-----------|--------|--------------------------|--|
| Vampire | VMPxxx | 461 Transport Squadron | BT-67, DC3 (retired) |
| Survey | SVYxxx | Army Aerial Mapping | King Air B350 |
| Blackbird | BKBDxx | 21 Aviation Battalion | C-295, C182 |
| Matulee | MTLxx | Army Transport Corps | ERJ-135, Jetstream 41 |
| Police | RTPxxx | Royal Thai Police | B350, DHC6, C-295, CN235, B212, B412, B429, B206, H-175, EC-155, AW189 |
| Spider | SPDRxx | 201 Helicopter Squadron | S-70i, S-92, B412 (former) |
| Scholar | SCHLxx | 202 Helicopter Squadron | EC-135, B412 |
| Scorpion | SCPNxx | 203 Helicopter Squadron | EC725, UH-1H (retired) |
| Orca | SVFxxx | 702 Air Control Squadron | Saab 340 |
| Raptor | RPTRxx | 3 Aviation Battalion | B212, AW139, AS550 |

Foreign aircraft and callsigns are welcome as well

All aircraft please put CS/(callsign) in flight plan remarks to help ATC with how to pronounce callsign.

SOGs are welcome to join with your group Callsign.

For full callsigns list, please visit this link here:

<https://wiki.ivao.aero/en/home/divisions/th/specops/guide/callsign>

ATC

| Position | Callsign | Frequency |
|---------------|--------------------|-------------|
| VTUK/VTUZ_TWR | Khon Kaen Tower | 122.250 MHz |
| VTUK_APP | Khon Kaen Approach | 123.400 MHz |
| VTUN_APP | Korat Approach | 129.750 MHz |
| VTUN_TWR | Korat Tower | 122.200 MHz |
| VTBB_FSS | Oscar Control | 127.000 MHz |

Briefing information will be sent to ATC via email with details when approximate number or participants are known. Aircraft may fly as VFR or IFR traffic. Airspace class on this route can be summarized as:

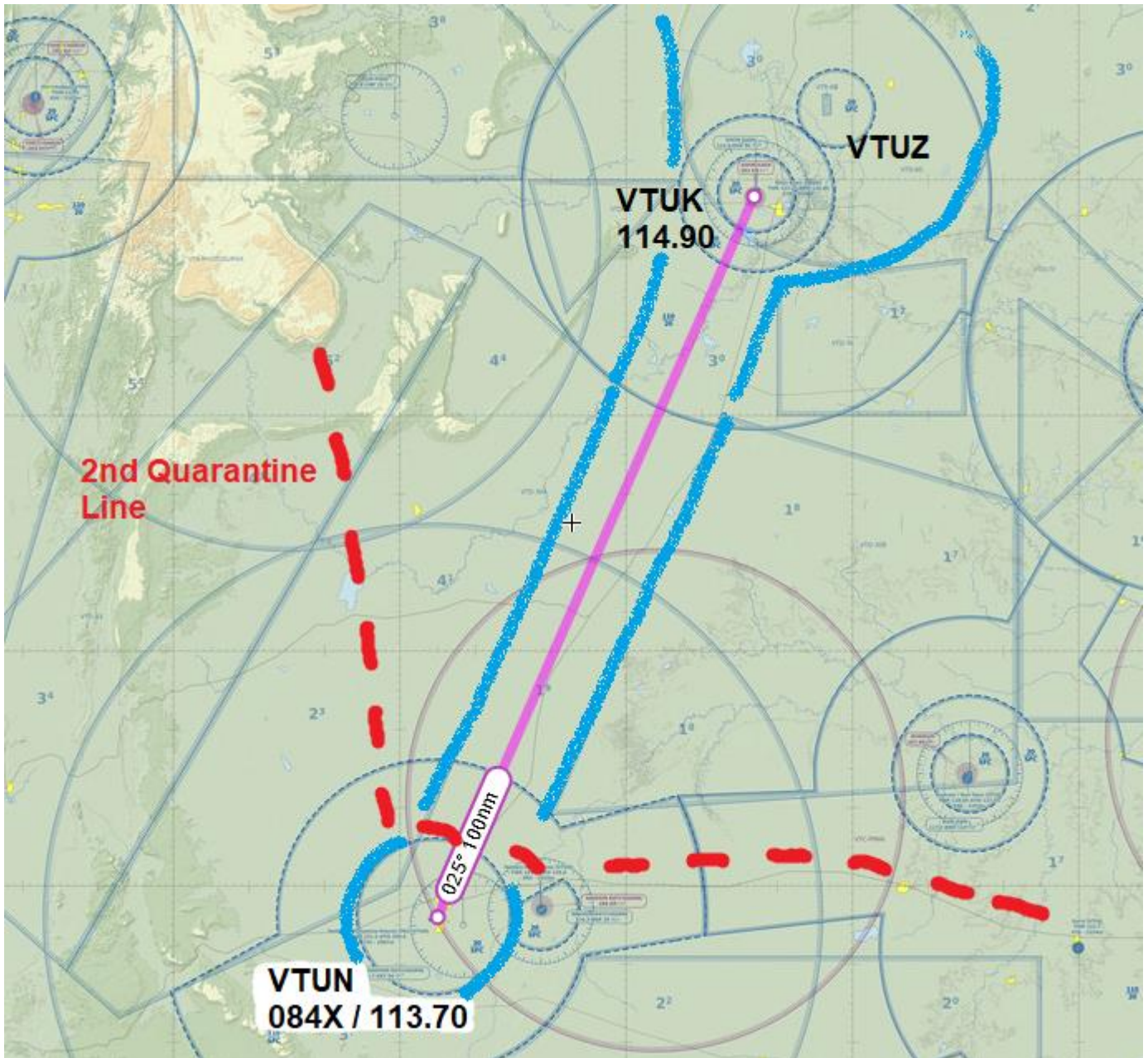
Class B on airway, from MEA 7000 FT and above on W6 / Y23. Separate all traffic unless both on MARSA

Class C in TCA and Control Zone (approach and tower), separate IFR-IFR and IFR-VFR, unless MARSA, traffic information for VFR-VFR

Class G on airspace under 7000 FT outside control zone.

*MARSA is military assume responsibility for separation of aircraft, meaning no separation standard required between both aircraft that have STS/MARSA in remark of flight plan. The pilot is responsible for separation in this case.

Airspace



Airspace between VTUN and VTUZ up to FL180 will be reserved for this event.

Timeline

- 1145 – Staff arrives on discord, members ask event staff questions, get to know staff and participants
- 1200 – Mission briefing, questions and answers / making flight plans
- 1215 – Connect to IVAO and request clearance/start-up at VTUN for transport, helicopter can start at VTUK or helipad/field areas nearby.
- 1230 – VTUK APP and TWR start coordinating pickup spots for helicopter and expedite arrivals for airlift
- 1600 – End of event, group photo at VTUN

Conducting of Event

- Helicopter take 2 minutes to load and unload passengers.
- Twin turboprop and smaller aircraft take 3 minutes to load and unload passengers
- 4 Engine Turboprop and Jet aircraft take 6 minutes to load and unload passengers (pilot may program FMC and prepare for next leg during loading with engines running and request clearance if IFR).
- Aircraft wishing to maintain own separation for whole flight please insert STS/MARSA in remarks, no controller distance separation is provided.
- No ATC separation between aircraft in same formation and formation will be cleared for takeoff/landing as a formation (1 clearance for entire formation). For backtrack, it is acceptable for first aircraft landing to backtrack at end and wait while 2nd aircraft backtrack slightly before, with last aircraft leaving runway reporting runway vacated.
- Flight within Khon Kaen area (50 NM from Khon Kaen VOR) will be flown under OAT (Operational Air Traffic Rules) with reduced separation minima for both IFR and VFR. IFR traffic reporting other traffic in sight may maintain own separation.
- VTUZ have no instrment procedures, aircraft may be asked to hold in orbit stacks above aerodrome at different altitudes or on different sides of downwind at different altitudes.
- Flight may be flown both VFR or IFR, round robbin flight plan with departure and destination as VTUN with route to VTUK and return is accepted, may file EET for round trip, departure time for first leg departure and endurance for total fuel at start of mission. Resubmission of flight plan not needed for rest of event. Helicopter may file VTUK-VTUK or ZZZ-ZZZZ for example if starting from off aerodrome and route can contain DCT KKN or coordinates in area with no need to refile for and route changes or re-route / new destinations during mission.
- Fixed wing pattern altitude will be 1500 AGL and helicopters are expected to fly 1000 AGL or below when dropping off people at airport to cross beneath fixed wing circuit.

**More details on mission and link to mission scenery will be posted on forum and emailed to members soon when approximate participants are confirmed to enable arrangement of appropriate number of pickup spots.

Briefing

Prior to event start, briefing will take place at the IVAO SO Discord. <https://sod.ivao.aero/discord>

Meeting Schedule

Event Briefing – All Participants 1 November 2024, 1200 UTC <https://sod.ivao.aero/discord>

Resources

eAIP (charts): <https://aip.caat.or.th/2024-10-31-AIRAC/html/index-en-GB.html>

Khon Kaen Scenery: [MSFS \(Payware\)](#)

Mission Building Scenery: MSFS (freeware, link TBD, will send in email and post on forum after upload)

*Addon scenery is optional, photo-scenery or mission scenery recommended for helicopters picking up people. If not available for your sim, landing close to given position is allowed too.

Point of Contact

| | |
|--|--|
| Thailand Division Special Operations Coordinator | Email: TH-SOC@ivao.aero |
| Thailand Division Events Coordinator | Email: TH-EC@ivao.aero |
| Thailand Division Assistant Events Coordinator | Email: TH-EAC@ivao.aero |
| Thailand Division Director | Email: TH-DIR@ivao.aero |
| Thailand Division Flight Operations Coordinator | Email: TH-FOC@ivao.aero |

Discord: <https://sod.ivao.aero/discord>

Registration: https://sod.ivao.aero/i_events

Please do not hesitate to contact staff with any questions or recommendations regarding this event. Our Thailand Division team and the Special Operations Department wish you an enjoyable event!

— **END OF EVACUATION KHON KAEN EVENT MASTER PLAN** —