

Operation Melinka La Sola

Situation

A strong storm hit Melinka Island in the previous days, causing it to be heavily affected. As a result, the options to arrive by sea and air became unusable because the port collapsed due to the waves and the runway will be flooded, which is why the island has been completely isolated from citizens and supplies. For what has already been mentioned, the operation will be of vital importance for the islanders.

Aircraft to use

For this operation, command and control suggests the use of Medium Tactical Transport aircraft due to the complexity of the operation.

Note: The Chilean Air Force (FACH) and the air division of the Chilean Army for this type of operations use the following aircraft

FACH / Hercules C130H. Number of aircraft: 6

FACH / Hercules KC130R. Number of aircraft: 4

Army/Casa C-212. Number of aircraft: 6

Mission

You must leave from the El Tepual Air Base (SCTE) with the load of humanitarian aid to the Melinka Island airfield (SCMK), once you approach the island you must carry out two unloading patterns at low altitude within the established area of operation, after which you must return to the El Tepual Air Base (SCTE) to finish the operation.

Time and date of operation

The operation will begin at 20:00 UTC on November 19 of the current year and is expected to conclude at 22:30 UTC

Operating instructions

The flight must be carried out under IFR rules due to the adverse weather in the area.

If the weather of the day allows it, it can be changed to VFR rule.

The approach and unloading must be completely VFR due to the complexity of the procedure.

IFR route

SCTE/35 OSAR2E OSARA DCT TEN DCT MUKSO DCT SISAM DCT CAUKE
CAUK2A SCTE/I35-Z

VFR route

You must fly through the coastal strait of Chiloe Island and the Chilean coast until you have visual contact with Melinka Island.

Authorized flight level

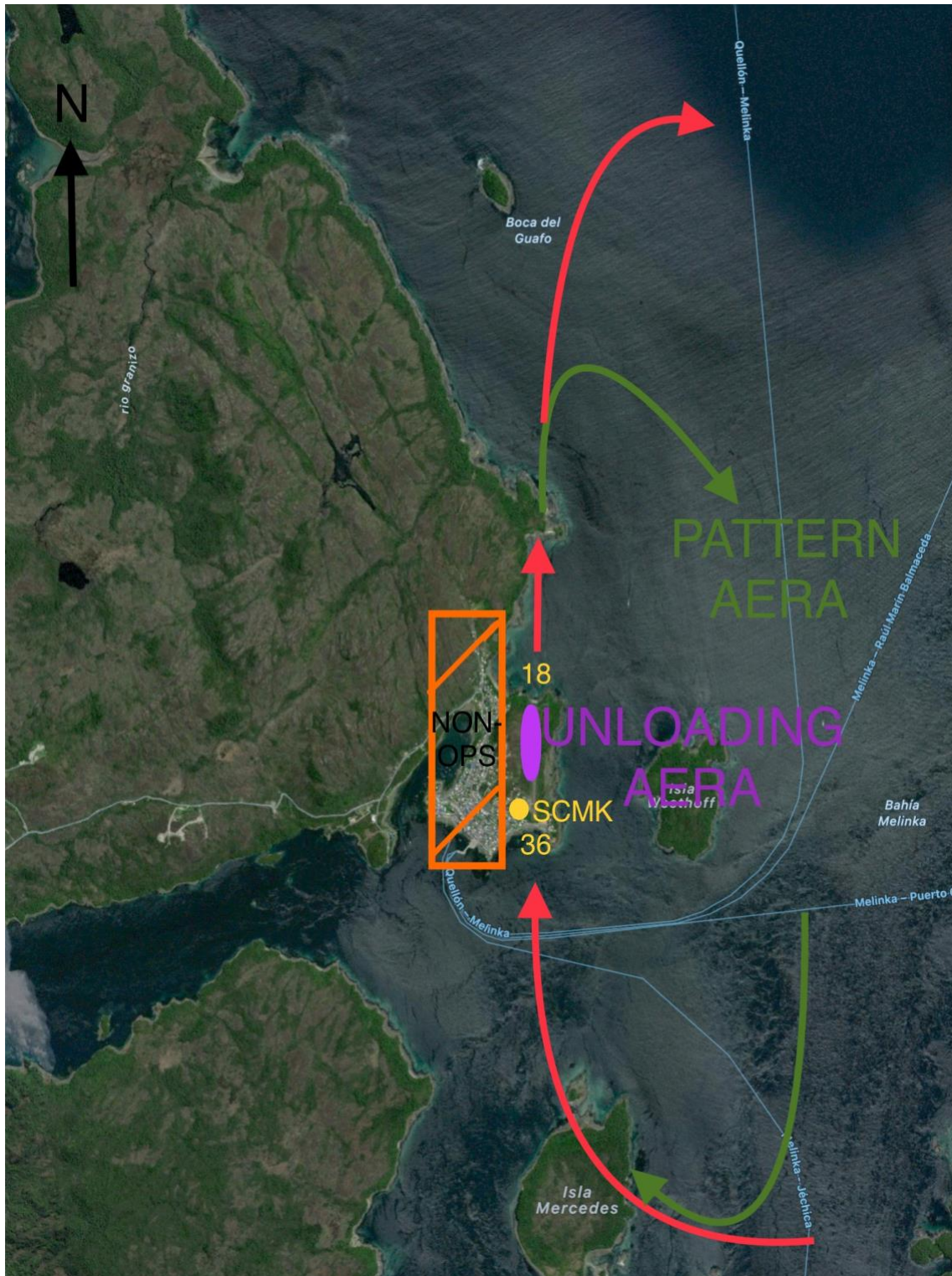
7000 at FL150 feet

Download pattern

To perform the unloading overflight, you must approach at an altitude of 500 to 1000 feet until you fly over the unloading point.

Note: This overflight must follow the safety regulations for this type of procedures.

Aerial map of operation on Melinka Island



Warning

Because both operating maps have a fixed representation, they cannot be used as a VFR flight chart.

General warning

Because the vast majority of Chile does not have visual flight charts, each pilot is recommended to use navigation applications.

Note: If you do not have any type of navigation application, it is recommended that you study the area of operation before the day the mission will be carried out so that you are already familiar with the terrain.

ATC:

SCTZ_CTR | Puerto Montt Radar | 128,300

Callsigns

Each pilot will have the freedom to use their own calling code, the only requirement is that they do so by code names.

Example: Eagle, Baron2 (the number will be optional)

Note: The Chilean Air Force bases its calling codes on a combination of the initial letter of the aircraft captain's last name and a code name that he chooses. Example: Martínez / Mandrake

SCTE/PMC

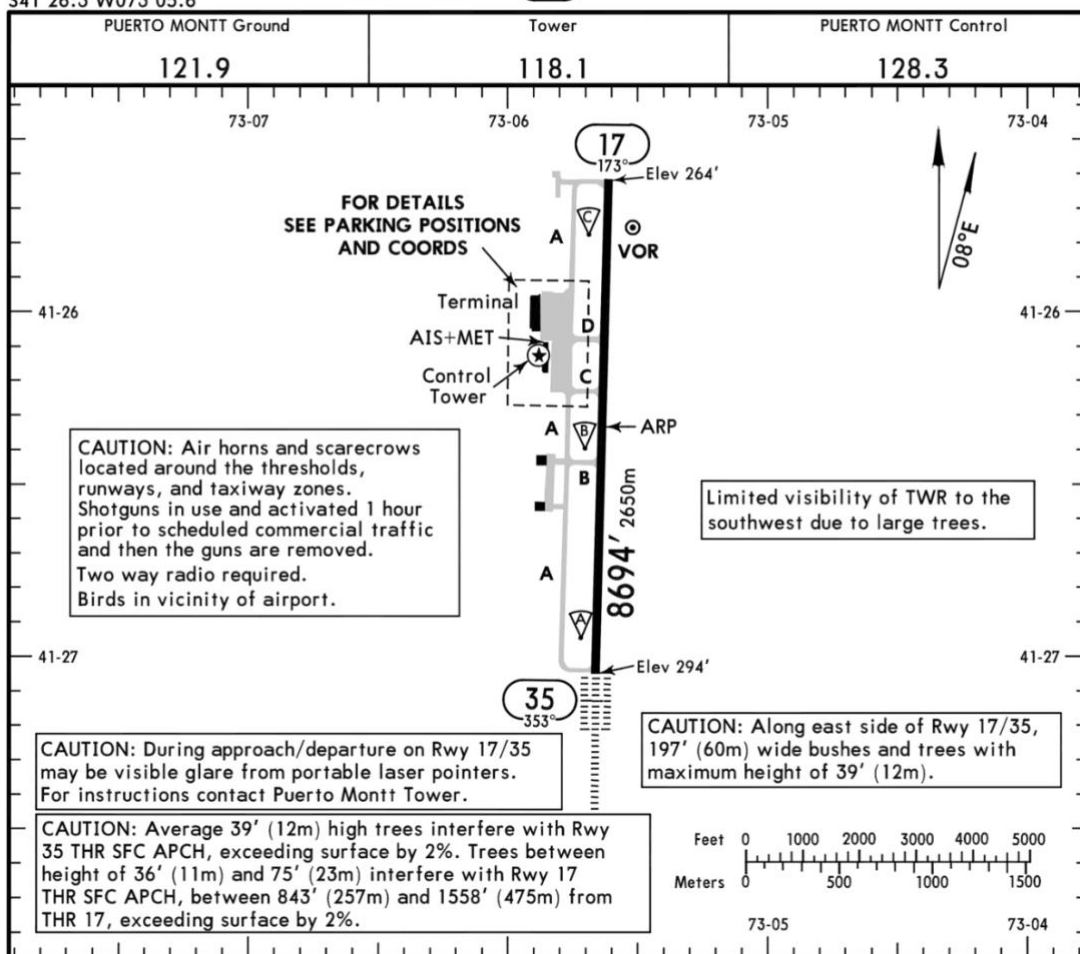
Apt Elev **294'**
S41 26.3 W073 05.6

JEPPesen

4 AUG 23 **(10-9)** Eff 10 Aug

PUERTO MONTT, CHILE

EL TEPUAL INTL



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond		
17	HIRL	REIL	PAPI-L (angle 3.0°)					148'
35	HIRL	ALSF-II	PAPI-L (angle 3.0°)		RVR	7489' 2283m		45m
TAKE-OFF								
	All Rwys							
	Take-Off Alternate Apt. Filed						Take-Off Alternate Apt. not Filed	
	HIRL and RCLM		RL or RCLM		STD			
1 Eng	1.6 km or Higher Available Landing Minimums							
2 Eng	1 hr alternate (1 eng inop) 0.4 km		1 hr alternate (1 eng inop) 0.8 km		1.6 km		Available Landing Minimums	
3 & 4 Eng	2 hr alternate (1 eng inop) 0.4 km		2 hr alternate (1 eng inop) 0.8 km					
FOR FILING AS ALTERNATE								
	Based on expected IAP's to be used at Alternate Airport for ETA							
CEILING	(Highest DH/MDH from available IAP's) DH/MDH + 200'							
VISIBILITY	(Highest applicable VIS from available IAP's) APCH VIS + 800m							

OBJETIVO PUAL

MILITARY AREA

The map illustrates the proposed rail line from Sisam to Krasnodar, passing through the Caucasus region. The route is shown in purple, with stations marked by blue circles and names in blue boxes. Key stations include SISAM, CAUKE, OSARA, TEN, MUKSO, and KASPI. The route is divided into segments with distances and bearings: 82NM 4°, 30NM 183°, and 40NM 216°. The map also shows various flight paths (FL250, FL250, FL250) and other transportation routes (UT121, UT127, UO809, UO802). The map includes geographical features like the Black Sea, Caspian Sea, and the Caucasus Mountains. Other locations marked include ANPIP, LI, MPI, MIKAS, KORKO, MOS, and CHATEI D 112. The map also shows various infrastructure elements like bridges and tunnels.

General details

Event Type: Special Operations Event
Country: Chile
Goal: Deliver the greatest amount of aid material
Type of operation: Transportation.

Location: Puerto Montt Los Lagos Region
Melinka Island Aysen Region

Event rules:

- _Each pilot must pay attention to ATC instructions for traffic separation
- _Each pilot must maintain a speed in accordance with the technical specifications of the aircraft he operates and not exceed the limits of the established altitude.
- _The use of voice during the event is MANDATORY.
- _Only one round trip leg can be completed per pilot.

Participating roles:

- _All event participants can take the transportation flight
- _ATC positions that day will be limited to Chilean ATC personnel due to knowledge of the terrain in the event area.

ALTHOUGH THIS EVENT IS BASED ON REAL OPERATIONS THAT OCCURRED IN CHILE, THIS EVENT IS COMPLETELY FICTION AND DOES NOT REPRESENT SPECIFIC OPERATIONS IN THE AREAS WHICH WILL BE CARRIED OUT.

Remember that all Special Operations events are governed by the rules of Special Operations and IVAO.