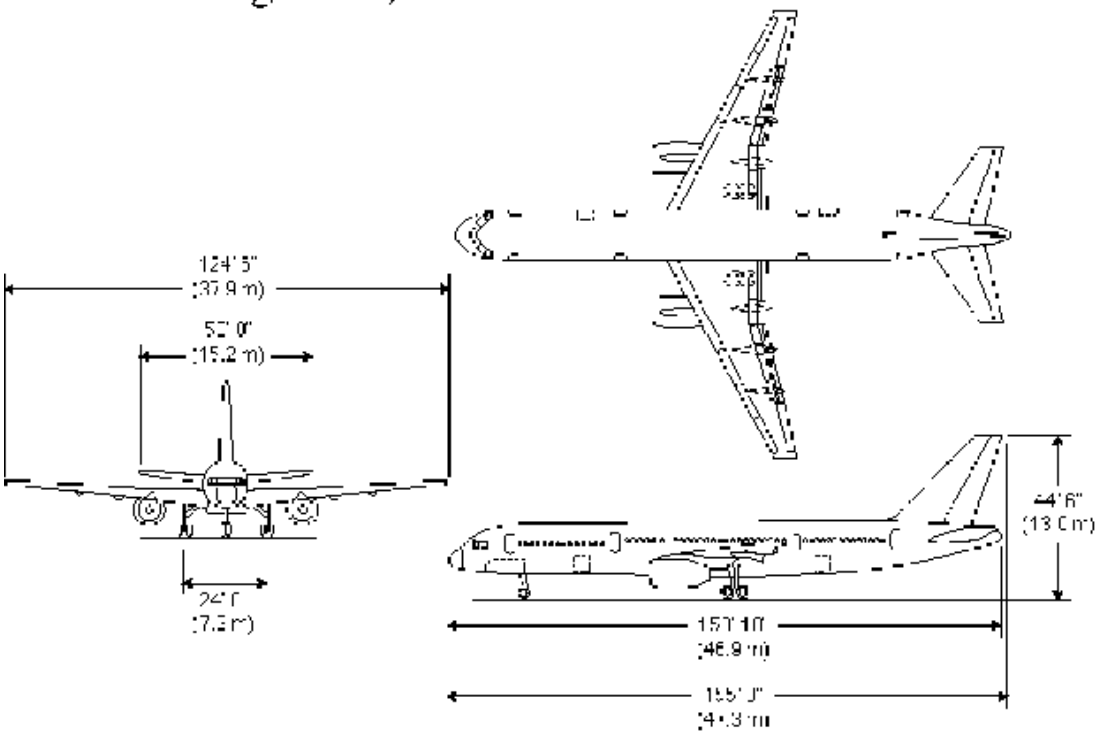
VIRTUAL UNITED STATES AIR FORCE MISSION QUALIFICATION TRAINING HANDBOOK for the C-32

service ceiling of 42,000 ft.



APPROVED FOR USE BY
COMMANDER, AIR MOBILITY COMMAND
COMMANDER, AIR EDUCATION AND TRAINING COMMAND

www.vusaf.us

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Contents

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COURSE INTRODUCTION

VIRTUAL UNITED STATES AIR FORCE HEADQUARTERS AIR MOBILITY COMMAND SCOTT AIR FORCE BASE ILLINOIS

Dear Future AMC Pilot:

Congratulations on graduating Initial Flight Training, and welcome to Air Mobility Command. You are now on track to becoming a fully mission-ready pilot as part of the Virtual United States Air Force!

Prior to becoming mission ready, you must complete Mission Qualification Training. Mission Qualification Training (MQT) is a training program that upgrades newly assigned crew members to Combat Mission Ready (CMR) or Basic Mission Capable (BMC) to accomplish the unit mission. Depending on your assigned airframe, this may include basic fighter tactics, various air-to-ground strike profiles, and/or combat air patrol techniques.
Entry into MQT and training will start no later than 7 workdays after the crewmember has arrived on base and has been cleared for flying duties. If the crew member elects to take leave prior to entering MQT, the timing will begin after the termination of the crew member's leave. Crew members will complete all required MQT sorties within 90 calendar days after arriving at their duty station. Training is complete upon SQ/CC certification to CMR or BMC.
While it may look challenging, I assure you that we will be more than happy to help get you trained and ready.

//signed//
BrigGen. Jamaal Brathwaite, vUSAF
Commander, Air Mobility Command
Scott Air Force Base, Illinois

OPERATIONAL REQUIREMENTS / SETTINGS

REQUIRED SIMULATOR SETTINGS

UNLIMITED FUEL:	OFF	MSFS REALISM SETTINGS PANEL
"G" FORCES:	OFF	MSFS REALISM SETTINGS PANEL
DAMAGE & COLLISIONS:	OFF	MSFS REALISM SETTINGS PANEL
REALISM SLIDERS:	MAX	MSFS REALISM SETTINGS PANEL
AIR TRAFFIC TAGS:	OFF	MSFS TRAFFIC CONTROL PANEL

REQUIRED PROGRAMS

The following programs are required in order to initially qualify to enrollment into MQT training:
MICROSOFT FLIGHT SIMULATOR X (ANY VERSION) or LOCKHEED MARTIN'S PREPAR3D (ANY VERSION)
xPlane is currently being evaluated by vAFOTEC for use as a combat platform, and is not currently available as an AMC-platform.

JOINFS - HTTP://PMEM.UK/JOINFS/
JoinFS provides for latency-free multiplayer missions through a peer-to-peer style network.

Required MSFS Settings:

Unlimited fuel:	Off	MSFS realism settings panel
"G" Forces:	Off	MSFS realism settings panel
Damage & Collisions:	Off	MSFS realism settings panel
Realism Sliders:	Max	MSFS realism settings panel
Air Traffic Tags:	Off	MSFS traffic control panel

KRND Randolph Air Force Base
Universal City, Texas, USA

Location

FAA Identifier:	RND
Lat/Long:	29-31-44.0630N 098-16-40.9100W 29-31.734383N 098-16.681833W 29.5289064,-98.2780306 (estimated)
Elevation:	760.9 ft. / 231.9 m (surveyed)
Variation:	05E (2010)
From city:	13 miles NE of UNIVERSAL CITY, TX
Time zone:	UTC -5 (UTC -6 during Standard Time)
Zip code:	78148

Airport Operations

Airport use:	Private use. Permission required prior to landing
Activation date:	09/1937
Control tower:	yes
ARTCC:	HOUSTON CENTER
FSS:	SAN ANGELO FLIGHT SERVICE STATION
NOTAMs facility:	RND (NOTAM-D service available)
Attendance:	MON-FRI 1300-0100Z++ CLSD WEEKEND & FEDERAL HOL.
Pattern altitude:	TPA: RWY 15L/33R 2600 FT AGL OVERHEAD, RWY 15R-33L 1800 FT AGL.
Segmented circle:	no
Lights:	SS-SR
Beacon:	white-green (lighted land airport) Operates sunset to sunrise.

Airport Communications

ATIS:	290.525 327.8 ;HANGOVER
HANGOVER GROUND:	119.65 124.75 ;HANGOVER TWR 275.8 353.75 ;HANGOVER TWR [MON-FRI 1300-0100Z++, CLSD WEEKEND & FEDERAL HOL.]
HANGOVER TOWER:	120.5 ;HANGOVER TWR 128.25 291.1 ;HANGOVER TWR 294.7 [MON-FRI 1300-0100Z++, CLSD WEEKEND & FEDERAL HOL.]
SAN ANTONIO APPROACH:	124.45
SAN ANTONIO DEPARTURE:	127.1
CLEARANCE DELIVERY:	338.35 ;RWY 15L/33R

EMERG: 121.5 243.0
PMSV METRO: 239.8
PTD: 372.2
WX ASOS at SAT (10 nm W): PHONE 210-805-5583
WX ASOS at SSF (15 nm SW): PHONE 210-927-9391
WX ASOS at BAZ (16 nm NE): 119.325 (830-629-7979)

- PMSV METRO: FULL SVC AVBL 0500-0200Z++ MON-FRI, 1700-2200Z SUN, AS RQR, CLSD SAT AND FEDERAL HOL AT DSN 487-2992, C210-652-2992. AN/FMQ-19 ASOS IN USE, AUGMENTED BY HUMAN OBSERVER AS NEC DUR AFLD OP HR. BACKUP WX OBSN VIEW LTD, RSTD FR S-NW BY FLIGHTLINE FAC AND TREES. CTC 26 OWS DSN 331-2616/2690/2603, C318-529-2616/2690/2603 DUR WX FLT CLOSURE OR EVAC. WHEN POSSIBLE, PROVIDE 2 HR PN FOR ALL RQR BRIEFS.
- FREQ 120.5/291.1 FOR TFC CTL RWY 15R-33L WHEN STUDENT TRNG IN PROGRESS.
- WX OPR H24 MON-THU, 0500-0300Z++ FRI, 0300-0500Z++ SUN AT DSN 487-3040, C210-652-3040. AN/FMQ-19 ASOS IN USE, AUGMENTED BY HUMAN OBSERVER AS NEC DUR AFLD OP HR. BACKUP WX OBSN VIEW LTD, RSTD FR S-NW BY FLIGHTLINE FAC AND TREES. CTC 26 OWS DSN 331-2651/2633/2635/2636, C318-529-2651/2633/2635/2636 DUR WX FLT CLOSURE OR EVAC. WHEN POSSIBLE, PROVIDE 2 HR PN FOR ALL RQR BRIEFS.

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
RND at field	RANDOLPH VORTAC	112.30	05E
SATr118/11.8	SAN ANTONIO VORTAC	116.80	08E
SSFr019/(18.4)	STINSON VOR	108.40	09E

Airport Services

Parking: hangars
Airframe service: MINOR
Powerplant service: NONE
Bottled oxygen: NONE
Bulk oxygen: HIGH/LOW

Runway Information

Runway 15L/33R

Dimensions: 8351 x 200 ft. / 2545 x 61 m
Surface: concrete
Weight bearing capacity: PCN 54 /R/A/W/T
Runway edge lights: high intensity

	RUNWAY 15L	RUNWAY 33R
Latitude:	29-32.565132N	29-31.371452N
Longitude:	098-16.557577W	098-15.770605W
Elevation:	742.4 ft.	722.8 ft.
Traffic pattern:	left	left
Markings:	NSTD, in good condition	NSTD, in good condition
Visual slope indicator:	4-light PAPI on left (3.00 degrees glide path)	4-light PAPI on left (3.00 degrees glide path)
RVR equipment:	touchdown	touchdown
Approach lights:	ALSF1: standard 2,400 foot high intensity approach lighting system with	ALSF1: standard 2,400 foot high intensity approach lighting system with

	centerline sequenced flashers (category I)	centerline sequenced flashers (category I)
Runway end identifier lights:	no	no
Touchdown point:	yes, no lights	yes, no lights
Instrument approach:	LOC/GS	ILS

Runway 15R/33L

Dimensions:	8352 x 200 ft. / 2546 x 61 m FIRST 1000 FT RWY 15R & FIRST 2500 FT RWY 33L CONC; MIDDLE 4852 FT ASPH.	
Surface:	PEM	
Weight bearing capacity:	PCN 22 /R/C/W/T	
Runway edge lights:	high intensity	
	RUNWAY 15R	**RUNWAY 33L**
Latitude:	29-32.097317N	29-30.903540N
Longitude:	098-17.593183W	098-16.806027W
Elevation:	760.9 ft.	727.3 ft.
Traffic pattern:	left	left
Markings:	numbers only, in good condition	numbers only, in good condition
Visual slope indicator:	4-light PAPI on left (3.00 degrees glide path)	4-light PAPI on left (3.00 degrees glide path)
Runway end identifier lights:	no	no
Touchdown point:	yes, no lights	yes, no lights
Instrument approach:	LOC/GS	LOC/GS

Airport Ownership and Management from official FAA records

Ownership: U.S. Air Force
Owner: U.S. AIR FORCE
RANDOLPH AFB
UNIVERSITY CITY, TX 78148
Manager: COMMANDING OFFICER
RANDOLPH AFB
UNIVERSITY CITY, TX 78148

Additional Remarks

E60-15L BAK-15 CHAG (250' OVRN).
E60-33R BAK-15 CHAG (250' OVRN).
E60-15R BAK-15 CHAG (250' OVRN).
E60-33L BAK-15 CHAG (250' OVRN).
- BEARING STRENGTH RWY 15L/33R: ST175 SBTT593 TRT585.
- BEARING STRENGTH RWY 15R/33L: ST175 DDT392.
- SERVICE-LGT: RWY 15L AND RWY 33R ILS AND PAPI GS ARE NOT COINCIDENTAL.
- JASU: 3(MC-2A) (GTC-85) 9(ESSEX B809) 6(SGNC)
- CAUTION: DURG VMC DEP ACFT MUST REMAIN BLO 1300 FT RY 15R/33L; 2100 FT RY CAUTION - DUR VMC DEP ACFT MUST REMAIN BLW 1300' RWY 15R-33L, 2100' RWY 15L-33R TIL PAST DEP END TO ENSURE SEPARATION FR VFR OVERHEAD TFC PAT UNLESS OTHERWISE CLEARED BY ATC.

- FLUID: SP PRESAIR LHOX LOX.
- OIL: O-133-148-156 SOAP-NOT AVBL WKEND.
- RSTD: PPR 48 HR PN RQR, CTC BASE OPS DSN 487-2943, C210-652-2943, AFLD MGR DSN 487-8160/8166, C210-652-8160/8166, PAX TERMINAL, DSN 487-5287, C210-652-5287.
- RSTD: ACFT MUST ADHERE TO PPR ARR BLOCK +/- 30 MIN OF SKED LDG.
- RSTD: EXP RADAR VECTOR FOR ILS OR VFR STR-IN APCH AND FULL STOP LDG DUR STU TRNG.
- MISC: ACFT WITH CODE 7 AND ABV CTC PTD WITH BLOCK TIME 60 MILES PRIOR LDG.
- NS ABTMT: DEP AND ARR ACFT WILL USE MIN PWR SETTINGS CONSISTENT WITH ACFT FLT MANUALS AND COMPLY WITH ALL ATC INSTR.
- SERVICE-LGT: ALS RWY 15L NSTD LEN 2100'.
- MISC: FLEET SVC AVBL 48 HR ADVANCE NTC. NO GLYCOL AVBL.
- BASH PH II IN EFF 1 MAR-31 MAY & 1 AUG-30 NOV, EXP HVY MIGRATION. YR ROUND BIRD ACT HIGHEST IN EARY-MID MORNING AND AFTER 2230Z++ DAILY.
- RSTD: RECOMMEND ALL WIDE BODY ACFT TAXI WITH INBOARD ENG ONLY ON TWYS A, D AND G.
- MISC: FLEET SVC UNAVBL.
- SERVICE-FUEL: A++.
- MILITARY SERVICE TRAN ALERT: DE-ICING UNAVBL. TRAN ACFT MUST USE FLW-ME TO PARK.
- SEE FLIP AP/1 SUPPLEMENTARY ARPT RMK.
- MISC: RWY COND CODE (RWYCC) NOT RPTD.
- RSTD: ARFF, USAF CORE SET 1, NFPA CAT 1-4.

Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should download the free Adobe Reader.

NOT FOR NAVIGATION. Please procure official charts for flight.
FAA instrument procedures published for use from 10 August 2023 at 0901Z to 07 September 2023 at 0900z.

STARs - Standard Terminal Arrivals

BRAUN THREE (RNAV) ****CHANGED****	2 pages: [1] [2] (326KB)
BRAUN THREE (RNAV), CONT.2	download (157KB)
CENTERPOINT TWO	download (217KB)
LEMIG ONE	download (220KB)
MARCS ONE	2 pages: [1] [2] (389KB)
STONEWALL ONE	download (214KB)

IAPs - Instrument Approach Procedures

HI-ILS OR LOC Z RWY 15L	download (155KB)
HI-ILS OR LOC Z RWY 33R	download (150KB)
ILS OR LOC RWY 15R	download (142KB)
ILS OR LOC RWY 33L	download (148KB)
ILS OR LOC Y RWY 15L	download (146KB)
ILS OR LOC Y RWY 33R	download (155KB)
RNAV (GPS) RWY 15L	download (132KB)
RNAV (GPS) RWY 15R ****CHANGED****	download (124KB)
RNAV (GPS) RWY 33L	download (135KB)
RNAV (GPS) RWY 33R	download (153KB)
HI-TACAN A	download (130KB)
HI-TACAN B	download (121KB)
TACAN RWY 15R	download (114KB)

TACAN RWY 33L download (110KB)

Other nearby airports with instrument procedures:

KBLV Scott Air Force Base/MidAmerica Airport
Belleville, Illinois, USA

GOING TO BELLEVILLE?	•  • Reserve a **Hotel Room**

FAA INFORMATION EFFECTIVE 21 MARCH 2024

Location

FAA Identifier: BLV
Lat/Long: 38-32-42.6230N 089-50-06.6680W
38-32.710383N 089-50.111133W
38.5451731,-89.8351856
(estimated)
Elevation: 459.1 ft. / 139.9 m (surveyed)
Variation: 02W (2020)
From city: 14 miles E of BELLEVILLE, IL
Time zone: UTC -5 (UTC -6 during Standard Time)
Zip code: 62225

Airport Operations

Airport use: Open to the public
Activation date: 07/1942
Control tower: yes
ARTCC: KANSAS CITY CENTER
FSS: SAINT LOUIS FLIGHT SERVICE STATION
NOTAMs facility: BLV (NOTAM-D service available)
Attendance: CONTINUOUS
Pattern altitude: TFC PAT: OVHD, FTR ACFT, 2500 FT; RECTANGULAR 2000 FT; LGT ACFT AND COPTER RECTANGULAR 1500 FT. DURG VFR COND; TKOF, LOW APCH, TOUCH AND GO AND CLSD PAT, ACFT WILL NOT EXCEED 2000 FT TIL FLD BDRY TO AVOID OVHD PAT.
Wind indicator: yes
Segmented circle: no
Beacon: white-green (lighted land airport)
Operates sunset to sunrise.
Landing fee: yes, LNDG FEE (N/A FOR MIL AIRCRAFT).
Fire and rescue: ARFF index B
Airline operations: ARFF INDEX C AVBL WITH 72 HRS PRIOR NOTICE 618-566-5233.
International operations: US CUSTOMS USER FEE ARPT.

Airport Communications

UNICOM: 122.95
ATIS: 128.7 256.7

SCOTT GROUND: 119.2 275.8
SCOTT TOWER: 128.25 253.5 236.6 271.3
SAINT LOUIS APPROACH: 125.2
SAINT LOUIS DEPARTURE: 125.2
CLEARANCE DELIVERY: 119.875 263.025
AR OPS: 49.95
BUUDD STAR: 119.15
CENTRALIA STAR: 119.15
COMD POST: 138.55 ;126 ARW 139.9 ;375 AMW 277.7 ;126 ARW 349.4 ;375 AMW
DELMA STAR: 128.1
DIXEE STAR: 128.1
FARMR STAR: 119.15
PMSV METRO: 239.8
PTD: 142.3 372.2
WX ASOS at CPS (15 nm W): PHONE 618-332-0001

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
TOYr157/12.3	TROY VORTAC	116.00	04E
ENLr279/32.6	CENTRALIA VORTAC	115.00	04E
STLr121/35.7	ST LOUIS VORTAC	117.40	01E

NDB name	Hdg/Dist	Freq	Var	ID
GOOEY	313/6.1	385	02W	JD .--- -..
ACORE	082/10.6	350	00E	CP -.-. .--.

Airport Services

Fuel available: 100LL JET-A+
Parking: tiedowns
Airframe service: NONE
Bottled oxygen: NONE

Runway Information

Runway 14L/32R

Dimensions: 10000 x 150 ft. / 3048 x 46 m
Surface: concrete/grooved, in good condition
Weight bearing capacity: PCN 82 /R/B/W/T
Single wheel: 75.0
Double wheel: 209.0
Double tandem: 605.0
Dual double tandem: 840.0
Runway edge lights: high intensity

	RUNWAY 14L	RUNWAY 32R
Latitude:	38-33.371868N	38-32.175712N
Longitude:	089-50.009728W	089-48.567317W
Elevation:	441.4 ft.	441.8 ft.
Traffic pattern:	left	right
Runway heading:	139 magnetic, 137 true	319 magnetic, 317 true
Declared distances:	TORA:10000 TODA:10000 ASDA:10000 LDA:10000	TORA:10000 TODA:10000 ASDA:10000 LDA:10000
Markings:	precision, in good condition	precision, in good condition

Visual slope indicator:	4-light PAPI on right (3.00 degrees glide path)	4-light PAPI on left (3.00 degrees glide path)
RVR equipment:	touchdown, rollout	touchdown, rollout
Approach lights:		MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights
Runway end identifier lights:	yes	
Touchdown point:	yes, no lights	yes, no lights
Instrument approach:	ILS/DME	ILS

Runway 14R/32L

Dimensions: 8006 x 150 ft. / 2440 x 46 m
HAS 1000 FT OVRN NW END.

Surface: asphalt/concrete/grooved
MISC: FIRST 6000 FT OF RY 32L IS ASPH, REMAINING 2001 FT IS CONC; LOCKED WHEEL TURNS ON ASPH PORTION OF RY PROHIBITED. 180 DEG TURNS ON ASPH PORTION OF RY IS AUTHORIZED FOR LGT & MED CATAGORY ACFT ONLY.

Weight bearing capacity: PCN 69 /R/B/W/T

Single wheel:	120.0
Double wheel:	250.0
Double tandem:	550.0
Dual double tandem:	1049.0

	RUNWAY 14R	**RUNWAY 32L**
Runway edge lights:	high intensity	
Latitude:	38-33.109595N	38-32.152322N
Longitude:	089-51.716380W	089-50.561365W
Elevation:	459.1 ft.	436.9 ft.
Traffic pattern:	right	left
Runway heading:	139 magnetic, 137 true	319 magnetic, 317 true
Displaced threshold:	no	184 ft.
Markings:	precision, in good condition	precision, in good condition
Visual slope indicator:	4-light PAPI on left (3.00 degrees glide path)	4-light PAPI on left (3.00 degrees glide path)
RVR equipment:	touchdown, rollout	touchdown, rollout
Approach lights:	ALSF1: standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (category I)	ALSF1: standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (category I)
Runway end identifier lights:	no	no
Touchdown point:	yes, no lights	yes, no lights
Instrument approach:	LOC/GS	ILS

Airport Ownership and Management from official FAA records

Ownership: U.S. Air Force

Owner: ST CLAIR COUNTY & USAF
10 PUBLIC SQUARE
BELLEVILLE, IL 62220
Phone 618-277-6600
375AMW SCOTT AFB BELLEVILLE IL 62225.

Manager: DARREN V. JAMES
9656 AIR TERMINAL DR, STE 100
MASCOUTAH, IL 62258-5501
Phone 618-566-5240
USAF BASE OPERATION 618-256-1861/MSGT STEPHANIE MARTINEZ 618-256-4101.

Airport Operational Statistics

Aircraft based on the 33 | Aircraft operations: avg 49/day *

field:	55% military
Single engine airplanes: 1	31% transient general aviation
Helicopters: 5	14% commercial
Military aircraft: 27	* for 12-month period ending 31 December 2021

Additional Remarks

- TRANSIENT MIL ACFT PARKING ON CIVILLIAN RAMPS CONTACT MIDAMERICA ON 618-566-5265 OR 618-566-5227 FOR AVBL SVCS & PARKING INFO.
- DEER, BIRDS & WATERFOWL ON & INVOF ARPT.
- SAFB IS UNSUITABLE FOR HAZARDOUS CARGO WITHOUT PRIOR COORDINATION AND SHOULD NOT BE CONSIDERED A ROUTINE LOCATION FOR MISSIONS CARRYING HAZARDOUS CARGO.
- JASU: SCOTT AFB 6(A/M32A-86) 3(AM32-95). MIDAMERICA 2 (A/M 32A-60B) 1 (AM32-95) 2 (A/M 32A-86) 1 (MD-4).
- CIV ACFT FUEL: A+ 100LL (ARPT TRML SVC, AVBL 1400-0200Z++, C618-566-5265.)
- FLUID: SCOTT AFB SP(MIL) PRESAIR(MIL) LHOX(MIL) LOX(MIL).
- OIL: SCOTT AFB O-133-148(MIL) SOAP(MIL)
- TRAN ALERT SCOTT AFB: OPR 1200-0400Z++ WKD; 1400-2300Z++ WKEND; CLSD FEDERAL HOL. MILITARY SVC AT MIDAMERICA (CIVILIAN SIDE) OPR 1400-0200Z++, 24 HR PPR OT. FBO MILITARY SVC LTD TO REFUELING (DLA CONTRACT) AND DE-ICING. CTC FBO AT C618-566-5265 FOR SPECIFIC PRK AND SVC.
- MILITARY USE: SEE FLIP AP/1 SUPPLEMENTARY REMARKS.
- SAFB PPR DSN 576-1861, C618-256-1861, FAX EXTN 6718. ALL INBD PAX/CARGO ACFT MUST CTC 375 COMD POST NO LATER THAN 30 MIN PRIOR TO LDG. AMC ACFT RSTD DUR BASH PHASEII AND WHEN ARPT ENTERS BIRD WATCH CONDITIONS MODERATE OR SEVERE.
- SCOTT AFB RSTD: WHEN ARPT IS CODE MODERATE OR SEVER NO LCL IFR/VFR PAT. WHEN ARPT CODE SEVER, TKOF/LDG PROH WO 375 OG/CC APVL. DUR PHASEII, DLY BASH WINDOWS ARE ESTIMATED AS SR+1-SR-1 AND SS+1, SS-1.
- SCOTT AFB RSTD: DUR BASH WINDOW (WHEN CODE LOW) NO TRANS PAT PERMS; INITIAL TKOF/FULL STOP LDG ARE AT AC DISCRETION. CTC ATIS, PTD, 375 AW COMD POST OR TWR FOR CURRENT CODE.
- DENSE CIV AIR TFC ALL QUAD, ALL ALT. USE CAUTION WHEN UTILIZING TWY G, 0.25 NM E OF RY 14R-32L INT, GRAD CHG OF 3 DEG AND A 70 DEG TURN PRESENT, ON COMING TFC MAY NOT BE VIS DUE TO TERRAIN.
- RSTD; SCOTT AFB IS PPR. THE 375 MIL FLIGHT SVC SECTION IS THE SOLE AGENT FOR ISSUING PPR NRS TO MIL ACFT OPRG ON OR FM THE SCOTT AFB SIDE.
- MIL RAMPS CLSD TO CIVIL ACFT WITHOUTPRIOR COORDINATION AND A LANDING PERMIT NR ON FILE.
- PARKING AT THE 126 ARW RAMP IS OFFICIAL BUSINESS ONLY REQUIRING 48 HRS PPR. PPR CALL DSN 760-4275, C 618-222-4275, OR 126TH CP EXTN 4255.
- ALL INBOUND ACFT ARRIVING SCOTT AFB MUST CTC 375 COMD POST OR 126TH ANG COMD POST NO LATER THAN 30 MIN PRIOR TO LDG.
- ACFT ARRIVING SCOTT AFB WITH MORE THAN 30 PSGR AFTER HRS CTC BASE OPS 24 HRS IN ADVANCE C618-256-1861.
- MIL SUPPORT FROM SAFB MAY NOT BE AVBL ON MIDAMERICA SIDE OF FLD WO PRIOR COORD THRU SCOTT AFB. PPR ISSUED UP TO 7 DAYS PRIOR TO ARR.
- RSTD: FULL WX SVC AVBL H24. COMBAT WX FLIGHT DSN 576-3663, C618-256-3663. BLDG OBST MAY IMPACT PREVAILING VIS 200-320 DEG. ATC WILL ENHANCE SFC OBSN WHEN TWR IS LESS THAN 4 SM AND DIFFERENT THAN RPT VIS.REMOTE BRIEFING SVC AVBL FROM 15 OPERATIONAL SQUADRON, DSN 576-9755, C618-256-9755.
- CIVILIAN FBO AVBL 1400-0200Z++, C618-566-5265 (ATS). OTR TIMES AVBL WITH PRIOR NOTICE.
- LTD DEICING CPBLTY. ACFT CMDRS MUS COORD WITH SAFB COMD POST DSN 576-5891, C618-256-5891 FOR AVAIL AT LEAST 24 HR PRIOR TO DEP.
- SAFB AIRFIELD OPERATIONS OPEN 24/7.
- SERVICE-FUEL: A++(MIL). SCOTT AFB FUEL SVC AVBL 1100Z-0500Z, OT RQR 1 HR PN.
- MISC: EACH RWY HAS DIFFERENT LEVELS OF ARFF SUPPORT. CONSIDER RWY 14L-32R A CIV AIRPORT PROVIDING FAA INDEX B SUPPORT FOR CIV ACFT. ALL MIL ACFT TO EITHER RWY ARE PROVIDED A USAF REDUCED LVL OF SCV FOR CAT LEVELS IAW AFI 32-1001.
- TWY H CLSD.
- H24 WX SVC AVBL AT DSN 576-5905, C618-256-5905. AN/FMQ-19 AUTOMATED OBSERVING SYS IN USE; AUGMENTED BY HUMAN OBSN WHEN NEC. IF WX FLT UNAVBL, REMOTE SVC AVBL FR 15 OPR WX SQUADRON DSN 576-9755, C618-256-9755.
- CAUTION: UNEXP BUMPS OCCURRING ON TWY G BTN RWYS WHEN CROS BRIDGES AND TUNNELS. USE MIN SPEEDS WHEN OPR IN THE AREA.
- MISC: ACARS AVBL.
- SERVICE-TRAN ALERT: HOT PIT REFUL AVBL TO CERTAIN ACFT WITH 3 HR PN AND MAX OF 2 AT A TIME.
- CTC 375 AMW COMD POST 20 MIN PRIOR TO ARR FOR HOT PIT REQ.
- ACFT WITH WINGSPANS MORE THAN 170' ARE PROHIBITED FM TXG ON SCOTT MAIN RAMP TAXI LANE WO AFLD MGMT APVL.
- CUST/AG/IMG - CUST AVBL. CTC BASE OPS 72 HRS PRIOR TO EXP ARR TO COORD. CIV ACFT MUST BE CLEARED BY US CUST IF GIVEN A MIN 72 HR NTC PRIOR TO ACFT ARR.
- MISC: RWY 14L WINDS EST.
- REMARKS: O/S UFN. CTC TWR OR WX FOR MORE INFO.

- TRAIN TRACK LCTD APRX 1650 FT FROM DTHR OF RWY 32L; RWY 32L APCH LGT INTERRUPTED BY PASSING TRAIN.
- SMALL UAS (SUAS) OPR CLASS D AIRSPACE SFC TO 400 FT AGL.

Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should download the free Adobe Reader.

NOT FOR NAVIGATION. Please procure official charts for flight.
FAA instrument procedures published for use from 21 March 2024 at 0901Z to 18 April 2024 at 0900z.

STARs - Standard Terminal Arrivals

BUUDD THREE (RNAV)	download (297KB)
CENTRALIA TWO (RNAV)	download (159KB)
DELMA FOUR (RNAV)	download (267KB)
DIXEE THREE (RNAV)	download (172KB)
FARMR THREE (RNAV)	download (209KB)

IAPs - Instrument Approach Procedures

ILS OR LOC RWY 14L ****CHANGED****	download (245KB)
ILS OR LOC RWY 14R	download (266KB)
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TACAN RWY 14R	download (230KB)
TACAN RWY 32L	download (231KB)
TACAN-A ****CHANGED****	download (231KB)
Radar Approach Procedures available	download (152KB)
NOTE: Special Alternate Minimums apply	download (162KB)

Departure Procedures

GATEWAY ONE	2 pages: [1] [2] (407KB)
LINDBERGH EIGHT	2 pages: [1] [2] (293KB)
OZARK EIGHT	download (158KB)
PLESS FIVE	download (179KB)
NOTE: Special Take-Off Minimums/Departure Procedures apply	download (472KB)

Other nearby airports with instrument procedures:

MODULE 100: FAMILIARIZATION MODULE

SORTIE 101: LOCAL AREA FAMILIARIZATION

This flight will take you through San Antonio downtown via Military Training Route. This mission is simply to acclimate you to the procedures and terrain surrounding area. This flight will be conducted under visual flight rules.

OBJECTIVES: FAMILIARIZATION WITH LOCAL AREA REQUIREMENTS AND LOCAL INSTRUMENT PROCEDURES.

LOCATION: RANDOLPH AIR FORCE BASE
DATE & TIME: DAYLIGHT HOURS
WX: REAL WORLD – VFR CEILING GREATER THAN 7500' REQUIRED
FLIGHT PLAN: **DCT 290502N0984100W DCT 283801N0984703W 283900N0992202W 292901N0994559W 294703N0992001W 300404N0994159W 301703N0993000W DCT 300403N0982456W DCT**

MISSION ORDERS:

1. Conduct the required preflight checks and prepare aircraft for takeoff.
2. Request ATC CLEARANCE
3. Follow the route from DCT 290502N0984100W DCT 283801N0984703W 283900N0992202W 292901N0994559W 294703N0992001W 300404N0994159W 301703N0993000W DCT 300403N0982456W DCT
4. RTB.

SPECIAL INSTRUCTIONS:

If VATSIM ATC is available, follow all departure/arrival instructions and request flight following. Ensure you follow procedures to request flight following.

SORTIE 102: PRECISION APPROACH & NIGHTTIME OPERATIONS

This is the exact same flight as Sortie 101, but under nighttime conditions to test your precision landing skills utilizing the ILS approach at Lackland Air Force Base.

MISSION SETUP

OBJECTIVES: EXECUTE AN ILS LANDING DURING NIGHT HOURS.
LOCATION: RANDOLPH AIR FORCE BASE
DATE & TIME: **1900 LOCAL / 0100Z OR PILOTS DESCRETION**
WX: REAL WORLD WEATHER – NO MINIMUMS REQUIRED
FLIGHT PLAN: **DCT 290502N0984100W DCT 283801N0984703W 283900N0992202W 292901N0994559W 294703N0992001W 300404N0994159W 301703N0993000W DCT 300403N0982456W DCT**
ALTITUDE: PILOT DISCRETION

MISSION ORDERS:

1. Conduct the required preflight checks and prepare aircraft for takeoff.
2. Request VFR departure to the north (if ATC available), using the Once over fix, proceed direct
3. Follow the route from Point, maintaining visual conditions. Maintain the minimum altitudes listed in the FLIP on the route.
4. When you have a visual on the airfield, navigate accordingly to set up for approach ILS
5. RTB

SPECIAL INSTRUCTIONS:

If VATSIM ATC is available, follow all departure/arrival instructions and request flight following. Ensure you follow procedures to request flight following.

SORTIE 103A: CROSS COUNTRY FLIGHT

RANDOLPH AIR FORCE BASE (KRND) to SCOTT AIR FORCE BASE (KBLV)

MISSION SETUP

OBJECTIVES: CROSS COUNTRY FLIGHT W/LOCAL INSTRUMENT PROCEDURES.
LOCATION: RANDOLPH AIR FORCE BASE TO SCOTT AIR FORCE BASE
DATE & TIME: **PILOTS DESCRETION**
WX: REAL WORLD WEATHER – NO MINIMUMS REQUIRED
SUGGESTED ROUTE: DCT MARCS DCT CWK DCT CQY DCT FSM Q27 ZALDA DCT DELMA DELMA4
ALTITUDE: PILOT DISCRETION

Overview:

The purpose of this mission is to offer you an opportunity to demonstrate your instrument skills and navigate cross country while operating a high-performance complex aircraft. During the sorties you will demonstrate basic knowledge and capabilities to aviate and navigate using the VOR, NDB instrumentation and published charts in real time weather (WX) conditions, ending the flight by performing a non-precision approach in daylight and a precision approach at night. Both flights shall be performed on the VATSIM network using real time weather updates either through Active Sky, vPilot or any third party software of your choice.

Mission Orders:

SORTIE 103A:

- Start FS and then start JoinFS.

- Start at KRND ramp cold and dark in the C-40. Perform preflight check and startup. File an IFR flight plan for KRND to KBLV with the YODUH1 DEPARTURE (or more recent). Note: If ATC is online and re-routes you, notate this in your MIREP. Your routing from KRND to YODUH1 arrival KBLV is at your discretion but should leverage airways whenever possible while avoiding any significant weather notated in the SIGMETs. This information is all available on SkyVector.com using layers (for SIGMETs) and the World HI (aka IFR High) charts. A suggested route is available in the Misson Setup section.

- Before your decent, check the weather at KBLV and determine the best runway. If ATC is online follow their instructions for the active runway, otherwise use the weather and judgement to determine which runway you should land on using a non-precision approach (TACAN if able, or LOC if unable). Use of Runway 32L/320 is prohibited for this mission. All approaches must begin at an appropriate Initial Approach Fix (IAF) and not use "Vectors". ATC, if online, may vector you, you are to say unable and request the approach via the first IAF notated on the chart (not the closest to the runway – e.g. SEATO for the TACAN).

- Upon Top of Decent, descend via the DELMA4 arrival. If ATC is online and has not given you decent instructions, report Top of Decent to ATC. If ATC is not online, communicate Top of Decent on Unicom (122.8). During the descent, comply with all posted speed and altitude constraints notated on the chart. Additionally, compliance with the national speed limit (250kt indicated) below 10,000 ft is mandatory for this flight. As part of your MIREP, provide the current METAR for KBLV for this point in flight.

- Upon final approach, perform the published missed approach procedure and hold as notated in the approach chart and perform 1 full hold at the appropriate speed and leg distance. As a reminder, hold

speeds are: 200kt below 6,000ft; 230kt 6,001ft to 14,000ft; 265kt at or above 14,001ft for non-high performance Air Force Aircraft.

• If there is ATC online, request IFR clearance for the approach via the original IAF you used to land using the non-precision if minima allow, otherwise request a precision approach (ILS or RNAV GPS), and comply with ATC's instructions for routing. If there is no ATC online, leave the hold going direct to the IAF you used earlier and perform the non-precision if minima allow, otherwise perform a precision approach (ILS or RNAV GPS). It is the pilot's responsibility to ensure that they choose the correct approach for the conditions by referencing the minima at the bottom of the approach chart.

• Upon arrival and touch down, taxi clear of the runway and back to the hold short line of the active RWY and save your JoinFS file under your name and mission number of 103A .

SORTIE 104A:

MISSION SETUP

OBJECTIVES: FLIGHT FROM SCOTTS AIR FORCE BASE TO ANDREW AIR FORCE BASE
LOCATION: SCOTT AIR FORCE BASE
DATE & TIME: **PILOTS DESCRETION**
WX: REAL WORLD WEATHER – NO MINIMUMS REQUIRED
SUGGESTED ROUTE: GATWY1 CREEP J110 EMPTY DCT OTMAN/N0455F390 J30 BUCKO FRDMM5
ALTITUDE: PILOT DISCRETION

• Start at KBLV ramp cold and dark in the C-32. Perform preflight check and startup. File an IFR flight plan for KBLV to KADW using the GATWY1 departure CREEP Transition and the FRDMM5 arrival via the BUCKO transition. If there is a newer SID or STAR, the pilot is to follow and comply with the most recent version. Additionally, the pilot is to comply with all routing, speed, and altitude restrictions as notated on departure and approach charts.

As in Sortie 103A, your routing from KBLV to KADW is at your discretion but should leverage airways whenever possible while avoiding any significant weather notated in the SIGMETs and must leverage the notated departures and arrivals. Also, as in 103A, if ATC is online and reroutes you, you must notate this in your MIREP. A suggested route is available in the Misson Setup section.

- As with 103A, you should fly the arrival while complying with all published routing and restrictions as well as including the current METAR for KBLV in your MIREP.

- For this initial approach you must use the RNAV (GPS) approach via the BUCKO transition regardless of the wind direction. If ATC is online, inform them of this and include "expect missed" when you request this approach.

- Perform the final approach and execute the published missed approach at the appropriate minimum plus 50 feet as notated on the chart. Remember it is your responsibility to call out a missed approach to ATC if they are online.

- After at least one full hold:
    - If there is ATC online, request IFR clearance to KADW with the appropriate precision approach (RNAV GPS or ILS) for the winds. Follow ATC instructions and execute a full stop landing.

- If no ATC is online, proceed direct to the IAF for the appropriate precision approach (RNAV GPS or ILS) for the winds and execute a full stop landing.

- Upon landing, taxi to parking and shut down and file a flight report for both mission Sorties. Save your file under your name and mission number then email both files to File flight report via your SimAcars, indicate this mission number in the comment section.

Mission

The C-32 provides safe, comfortable and reliable transportation for U.S. leaders to locations around the world. The primary customers are the vice president, using the distinctive call sign "Air Force Two," the first lady, and members of the Cabinet and Congress.

Features

The C-32 is a specially configured version of the Boeing 757-200 commercial intercontinental airliner. The C-32 body is identical to that of the Boeing 757-200, but has different interior furnishings and 21st century avionics. The passenger cabin is divided into four sections:

- The forward area has a communications center, galley, lavatory and 10 business class seats.
- The second section is a fully-enclosed stateroom for the use of the primary passenger. It includes a changing area, private lavatory, separate entertainment system, two first-class swivel seats and a convertible divan that seats three and folds out to a bed.
- The third section contains the conference and staff facility with eight business class seats.
- The rear section of the cabin contains general seating with 32 business-class seats, galley, two lavatories and closets.

Because the C-32 is a high-standing aircraft, it is easier to see under and around it – an important security factor for protecting the plane and its passengers.

The C-32 is more fuel efficient and has improved capabilities over its predecessor, the C-137 Stratoliner. It can travel twice the distance on the same amount of fuel, and operate on shorter runways down to 5,000 feet (1,524 meters) in length. Its 92,000-pound (41,731 kilogram) fuel capacity allows the aircraft to travel 5,500 nautical miles unrefueled.

Heading the safety equipment list is the traffic collision avoidance system and enhanced ground proximity warning system that gives advance warning of possible air and ground threats. Weather systems are enhanced with a predictive wind shear warning system. Other items include the future air navigation system with global positioning and flight management system/electronic flight instrument system.

Inside the C-32, communications are paramount. The vice president, heads of state and other decision-makers can conduct business anywhere around the world using improved telephones, satellites, television monitors, facsimiles and copy machines. The C-32 has state-of-the-art avionics

equipment.

Background
The C-32 is a military version of the Boeing 757-200 extended range aircraft, selected along with the C-37A to replace the aging fleet of C-137 aircraft. Active-duty aircrews from the 1st Airlift Squadron, 89th Airlift Wing at Joint Base Andrews, Maryland, fly the aircraft.

The contract was awarded for the C-32 in August 1996. By using commercial, off-the-shelf acquisition practices, a new record was set from contract award to aircraft delivery – less than two years. The C-32 is the first military aircraft ever to be acquired in this manner. The 89th AW acquired the first of four aircraft in June 1998.

General Characteristics
Primary Function: High-priority personnel transport
Builder: Boeing Company
Power Plant: Two Pratt and Whitney 2040 engines
Thrust: 41,700 pounds static thrust each engine
Length: 155 feet, 3 inches (47.32 meters)
Height: 44 feet, 6 inches (11.02 meters)
Wingspan: 124 feet, 8 inches (37.99 meters)
Maximum Takeoff Weight: 255,000 pounds (115,668 kilograms)
Range: 5,500 nautical miles unrefueled range
Ceiling: 42,000 feet (12,727 meters)
Cruise Speed: 537 mph
Load: 45 passengers
Unit Cost: Unavailable
Crew: 16 (varies with mission)
Date Deployed: June 19, 1998
Inventory: Active force, 4; Air National Guard: 0; Air Force Reserve: 0