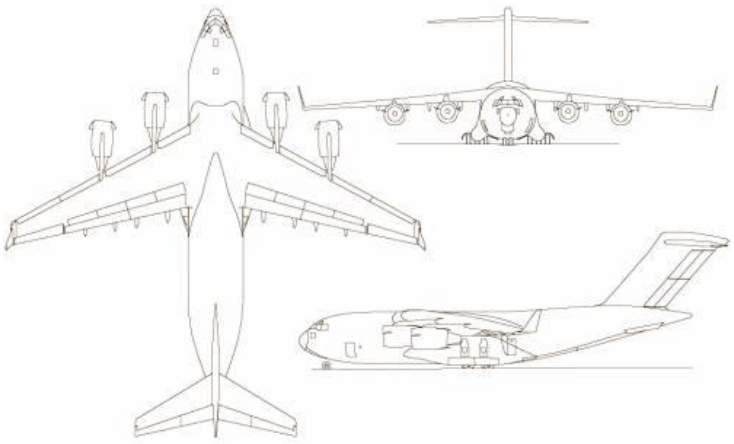
VIRTUAL UNITED STATES AIR FORCE MISSION QUALIFICATION TRAINING HANDBOOK for the **Boeing C-17 A Globemaster III**



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

www.vusaf.us

This Page Intentionally Blank

Contents

COURSE INTRODUCTION

VIRTUAL UNITED STATES AIR FORCE HEADQUARDTERS AIR MOBILITY COMMMAND 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 crewmembers 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 crewmember elects to take leave prior to entering MQT, the timing will begin after the termination of the crewmember's leave. Crewmembers 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//
Ryan York, vMaj. Gen, 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.

VERTICAL REALITY SIMULATIONS' *TACPACK* - **HTTPS://WWW.VRSIMULATIONS.COM/TACPACK.PHP**
TacPack is a true single and multi-player tactical combat engine for FSX or P3D. TacPack features the ability to spawn AI ships (e.g. aircraft carriers with pitching, rolling decks), refueling tankers, drones, and lethal SAM sites directly into the simulation via a handy in-game menu.
NOTE: TacPack is ONLY required if you wish to become a mission-qualified combat pilot. Pilots who do not wish to purchase a TacPack license will be allowed to operate ACC airframes, but will not become earn a Combat Mission Ready status and will be limited to non-combat flight operations (e.g. ferry flights). Therefore, a TacPack license is STRONGLY recommended.

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

FSX@WAR/CCP -- HTTPS://FSXWAR.COM/.
FSX@War is used to create the training scenarios and CCP is used to create moving convoys, surface-to-air missiles and other wartime effects.
Walkaround video: https://www.youtube.com/watch?v=jS-DVhcQ0sw

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

INSTALLATION INFORMATION

KSKF Kelly Field Airport
San Antonio, Texas, USA

Location

FAA Identifier: SKF
Lat/Long: 29-23-03.2400N 098-34-52.0200W
29-23.054000N 098-34.867000W
29.3842333,-98.5811167
(estimated)
Elevation: 690.6 ft. / 210 m (estimated)
Variation: 04E (2020)
From city: 4 miles SW of SAN ANTONIO, TX
Time zone: UTC -5 (UTC -6 during Standard Time)
Zip code: 78236

Airport Communications

ATIS: 120.45 273.5
KELLY GROUND: 121.8 289.4
KELLY TOWER: 124.3 322.35
SAN ANTONIO APPROACH: 118.05
SAN ANTONIO DEPARTURE: 125.7
AFRC COMD POST: 138.6 252.1
EMERG: 121.5 243.0
PMSV METRO: 239.8
PTD: 122.95 ;AIRBAND 126.2 372.2

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
SSFr307/(10.4)	STINSON VOR	108.40	09E
SATr194/16.8	SAN ANTONIO VORTAC	116.80	08E
RNDr237/17.5	RANDOLPH VORTAC	112.30	05E

NDB name	Hdg/Dist	Freq	Var	ID
ALAMO	179/13.4	368	04E	AN .– –.
DEVINE	045/23.9	359	07E	HHH ....

Airport Services

Fuel available: 100LL JET-A+
100LL:ACFT USING AVGAS SELF-SERVE: DO NOT DEVIATE FM TAX LNS TO/FM AVGAS SELF-SERVE TO ENSURE SAFE DSTC FM OTR OPNS. 100LL FUEL IS SELF SERVE AT PORT SAN ANTONIO AND FULL SERVICE AT FBO.
Parking: tiedowns
Airframe service: MAJOR
Powerplant service: MAJOR

Bottled oxygen: NONE
Bulk oxygen: HIGH/LOW

Runway Information

Runway 16/34

Dimensions: 11550 x 150 ft. / 3520 x 46 m
Surface: concrete, in good condition
Weight bearing capacity: PCN 58 /R/B/W/T
Runway edge lights: high intensity

	RUNWAY 16	**RUNWAY 34**
Latitude:	29-23.961000N	29-22.147000N
Longitude:	098-35.200500W	098-34.533500W
Elevation:	689.9 ft.	660.0 ft.
Traffic pattern:	left	left
Runway heading:	158 magnetic, 162 true	338 magnetic, 342 true
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 right (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:	ILS	ILS

Airport Ownership and Management from official FAA records

Ownership: U.S. Air Force
Owner: U.S. AIR FORCE
502 ABW & JOINT BASE SAN ANTONIO
SAN ANTONIO, TX 78234
Phone (210) 808-7503
Manager: 502 OSS
2261 HUGHES AVE., SUITE 107
SAN ANTONIO, TX 78236-9805
Phone 210-925-5880
FOR CIVILIAN OPERATIONS, CONTACT PORT OPERATIONS 210-362-7875.

Airport Operational Statistics

Aircraft based on the field: 53
Single engine airplanes: 12
Multi engine airplanes: 2
Jet airplanes: 1
Military aircraft: 38

Aircraft operations: avg 71/month *
93% transient general aviation
6% local general aviation
<1% military
* for 12-month period ending 10 August 2016

Additional Remarks

E60-34 BAK-14 BAK-12A(B) (1677') HOOK MB100 (60' OVRN).

E60-16 BAK-14 BAK-12A(B) (1853').

- ACFT WITH WING SPAN LARGER THAN 93 FT NOT AUTHORIZED IN ARM/DEARM PADS.
- CSTMS/AG/IMG: CSTMS, PLANT QUARANTINE AND IMG AVBL, CTC AMOPS BY FONE PATCH OR PTD RDO 2 HR BEFORE ARR. ALL PERS, EXCLD ACTIVE US MIL, MUST CLEAR IMG INBD.

- BEARING STRENGTH RWY 16/34 - ST175 SBTT590 DDT870 TRT580.
- MISC: ACFT WITH CODE 6 AND ABV CTC AMOPS FONE PATCH/PTD WITH BLOCK TIME AT LEAST 1 HR BEFORE LDG.
- A-GEAR: BAK-12A(B) CABLES RAISED BY BAK-14 DEVICE O/R TO CTL TWR. POTENTIAL FOR HOOK SKIP AT BAK-12 CABLE SYS DUE TO IRREG EDGES AND UNEVEN DEPTHS WI 200 FT OF ARRESTING SYS
- MISC: OFFICIAL POINT OF OBSERVATION DOES NOT ALLOW A CLEAR UNOBSTRUCTED VIEW OF RWY. WX TECHNICIAN VIEW FROM N TO SE IS PARTIALLY OBSTRUCTED BY TREES, BLDGS, & HANGARS. TECHNICIAN RELIES ON COOPERATIVE WX WATCH WITH TWR. HIGH INTENSITY SECURITY LGTS HINDER ABILITY TO DETERMINE SKY COND AT NIGHT.
- RSTD: TRAN ACFT EXP DELAYS AND MAY BE LTD TO ONE APCH TO A FULL STOP FOR HOME STN FORMAL TRNG UNIT OPS AND TACTICAL ARR AND DEP TRNG MON-FRI 1500-0400Z ++.
- CAUTION: PROBABILITY OF HYDROPLANING AT ALL SPEEDS ENTIRE RWY.
- CIVILIAN RAMP LCTD NE OF RY. GA RAMP ACCESS VIA TWYS A1, B AND C.
- CUSTOMS/AG/IMG RQR 72 HRS PN CTC FBO. J8-ATLANTIC AVN, 1200-0600Z++, 2 HR PN FOR DEFUELING AND RESERVICE.
- RSTD: QUIET HRS 0500-1200++ DLY DEP AND FULL STOP LDG ONLY.
- MILITARY SERVICE: FUEL- A++, A+. MIL FUEL UNAVBL SAT 0400-1200Z++.
- WARNING: LARGE SUCCESSIVE FLOCKS OF CATTLE EGRETS, 5 TO 50 IN NO., HAVE BEEN OBSERVED FLYING BLW 300 FT AGL ACROSS N END OF RWY EV MORNING AT SR FOR UP TO 2 HRS, RETURNING WITHIN 2 HR OF SS. BASH PH II IN EFF 1 MAR-30 NOV. CAUTION: NORTH END UNDERRUN/OVRN 147' PAVED, 853' UNPAVED. RUNWAY AND MAJORITY OF TAXIWAY PAVEMENT SHOULDERS EXCEED STANDARD DIMENSIONS AND ARE NOT MARKED WITH YELLOW CHEVRON DECEPTIVE SURFACE MARKINGS TO INDICATE UNUSABLE.
- USER FEES APPLICABLE TO CIVIL ACFT.
- MILITARY SERVICE: TRAN ALERT - OPR 1130-0430Z++ MON-FRI, 1330-0230Z++ SAT-SUN, CLSD FEDERAL HOL; OT 2 HR PN RQR CTC AMOPS. 1 HR PN FOR ALL ACFT SVC; CTC AMOPS DSN 945-6802,C210-925-6802 OR PTD TO AVOID DELAYS. UNA TO SUPPORT TRAN ACFT LCL SORTIES.
- MILITARY SERVICE: JASU -(A/M32A-86D, A/M32A-95 LASS).
- MILITARY SERVICE: FLUID - SP PRESAIR LHOX LOX LHNIT.
- MILITARY SERVICE: OIL - O-133-148-156; SOAP - AVBL 2000-0600Z++ MON; 1230-0600Z++ TUE-THUR; 1230 - 2230Z++ FRI.
- MILITARY-MISC: USAF ACFT WILL USE TRAN ALERT SVC AND PARK ON MIL RAMP; FOR QNS CTC AFLD MGT OPNS C210-925-6803.
- CONTACT PORT SAN ANTONIO OPS 210-362-7837/7838.
- SERVICE-LGT: RWY 34 PAPI LCTD NSTD ON RGT (EAST) SIDE OF RWY 34.
- ACFT ARR BTN 0500-1200Z++ EXP FULL STOP LDG. NO AFTER BURNER TKOF DUR THESE TIMES WO PRIOR COORD AND APVL.
- PORT OPERATIONS 210-362-7875.
- CAUTION: HVY RUBBER DEPOSITS OBSCURING RWY MRKGS AT TDZS
- TWY G WEST OF TWY H IS FOR 149FW USE.
- RSTD:REQ FOR PPR WILL BE TAKEN NO EARLIER THAN 7 DAYS PRIOR TO PLANNED MISSION. AT LEAST 24 HR PN RQRD FOR PPR, EXC MEDEVAC, DV AND OTHER ACFT ON A CASE BY CASE BASIS APVD BY DO. CTC BASE OPS DSN 945-6803, C210-925-6803. PPR GOOD FOR +1/-1 HR PPR BLOCK TIME. COORD OF PPR OUTSIDE OF BLOCK TIME BY FONE IS RQRD.
- MISC: RWY COND CODE (RWYCC) NOT RPRTD.
- MISC: LTD CLASSIFIED MTRLS STORAGE: EXCESS AND TS MTRLS MUST GO TO 433 AW/CP.
- ANG: OPR 1345-2230Z++ TUE-SAT. PPR FOR USE OF ANG RAMP, DSN 945-5934, C210-925-5934.
- APN PSA RAMP CLSD IN BOTH DRCTNS AT TWY B AT APN ENTRANCE TO TWY C TO ALL ACFT UNLESS UNDER TOW.
- MISC: TACAN CK POINT/ALTM SIGN ON TWY F AND B SITED OPPOSITE DRCTN OF TACAN.
- SERVICE-LGT: TWY F: NO TWY END LGTS.
- AFRC: PPR FOR USE OF AFRC RAMP, DSN 945-4330, C210-925-4330.

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/DME Z RWY 16	download (148KB)
HI-ILS OR LOC/DME Z RWY 34	download (145KB)
ILS OR LOC/DME Y RWY 16	download (135KB)
ILS OR LOC/DME Y RWY 34	download (130KB)
RNAV (GPS) RWY 16	download (86KB)
RNAV (GPS) RWY 34	download (70KB)
HI-TACAN Z RWY 16	download (137KB)
HI-TACAN Z RWY 34	download (133KB)
TACAN Y RWY 16	download (120KB)
TACAN Y RWY 34	download (117KB)
NOTE: Special Take-Off Minimums/Departure Procedures apply	download (171KB)

Commented [TV1]: I would be cautious putting this info it. AIRAC updates on the 20th of each month and they could become stale if they were the only reference. Maybe point then to airnav.com instead?

Other nearby airports with instrument procedures:

KRND - Randolph Air Force Base (18 nm NE)

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 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

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:

KSKF - Kelly Field Airport (18 nm SW)

KSUU Travis Air Force Base
Fairfield, California, USA

Location

FAA Identifier: SUU
Lat/Long: 38-15-52.3320N 121-55-26.8733W
38-15.872200N 121-55.447888W
38.2645367,-121.9241315
(estimated)
Elevation: 63.4 ft. / 19.3 m (surveyed)
Variation: 13E (2020)
From city: 3 miles E of FAIRFIELD, CA
Time zone: UTC -7 (UTC -8 during Standard Time)

Zip code: 94535

Airport Operations

Airport use: Private use. Permission required prior to landing
Activation date: 05/1941
Control tower: yes
ARTCC: OAKLAND CENTER
FSS: RANCHO MURIETA FLIGHT SERVICE STATION
NOTAMs facility: SUU (NOTAM-D service available)
Attendance: CONTINUOUS
Segmented circle: no
Beacon: white-green (lighted land airport)
Operates sunset to sunrise.
International operations: customs landing rights airport

Airport Communications

TRAVIS GROUND: 121.8 289.4
TRAVIS TOWER: 120.75 254.4 239.05
TRAVIS APPROACH: 119.9 ;SOUTH 126.6 ;NORTH 281.45 ;NORTH 322.325 ;SOUTH 128.4 139.9 398.2
TRAVIS DEPARTURE: 119.9 281.45 ;NORTH 306.9 ;NORTH 322.325 ;SOUTH 126.6
CLEARANCE DELIVERY: 127.55 335.8
BMBER STAR: 119.9 ;SOUTH 126.6 ;NORTH 306.9 ;NORTH 322.325 ;SOUTH 124.8
COMD POST: 141.9 349.4
D-ATIS: 135.55 292.125
EMERG: 121.5 243.0
PMSV METRO: 271.1
PTD: 342.5
WX ASOS at VCB (7 nm N): 134.75 (707-448-1594)
WX AWOS-AV at O88 (11 nm E): 127.075 (707-374-5396)
WX ASOS at APC (17 nm W): PHONE 707-252-7916
WX AWOS-3 at EDU (17 nm N): 119.025 (530-754-6839)
WX ASOS at CCR (18 nm S): PHONE 925-689-2077
WX AWOS-3P at DWA (19 nm N): 125.775 (530-750-2759)

- COMMUNICATIONS: SFA REMARKS: ON REQ.
- ILS/RADAR-RADAR: LIMITATION BETWEEN TACAN (SUU) 075 AND 185 RADIALS, BEGINNING 3 DME OUT TO 13 DME ALL ALTITUDES. TRAFFIC ADVISORIES AVAILABLE ON TRANSPONDER EQUIPPED AIRCRAFT ONLY.
- WX SVC AVBL 24/7 AT DSN 837-3003/5549, C707-424-3003/5549. AN/FMQ-19 AUTOMATED OBSERVING SYS IN USE; AUGMENTED BY HUMAN OBSN WHEN NEC. DUR WX FLT CLOSURE OR EVAC, REMOTE BRIEFING SVC AVBL FR 25 OP WX SQ DSN 228-6598/6599/6588, C520-228-6598/6599/6588. WHEN AUTO OBSN SYS INOP, OBST AT 350-020° AND 210-280° MAY IMPACT DERIVED PREVAILING VIS. RVR INFO NOT AVBL RWY 21R APCH.
- COMMUNICATIONS: TRAVIS AERO CLUB - 122.725 REMARKS: LCTD AT RIO VISTA MUNI O88.
- CALL GOLDEN OPS
- COMM/NAV/WEATHER REMARKS: ASR-11/DASR - NO-NOTAM MP 0701-1300Z++ MON THRU FRI. ILS/RADAR-RADAR: RADAR COVERAGE LTD IN AREA BOUNDED BY SUU075/004, SUU115/013, SUU157/011, SUU185/003. TFC ADZY MAY NOT BE AVBL TO NON-TRANSPONDER EQPT ACFT.

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
CCRr006/14.4	CONCORD VOR/DME	117.00	17E
SACr221/20.6	SACRAMENTO VORTAC	115.20	17E
SGDr059/21.8	SCAGGS ISLAND VORTAC	112.10	17E
MCCr208/34.4	MC CLELLAN VOR/DME	109.20	17E
OAKr007/35.3	OAKLAND VOR/DME	116.80	17E
SAUr032/37.5	SAUSALITO VOR/DME	116.20	17E

Airport Services

Fuel available: A++
Parking: hangars
Airframe service: MAJOR
Powerplant service: MAJOR
Bottled oxygen: NONE
Bulk oxygen: HIGH/LOW

Runway Information

Runway 3R/21L

Dimensions: 10995 x 150 ft. / 3351 x 46 m
Surface: concrete
Weight bearing capacity: PCN 72 /R/B/W/T
Runway edge lights: high intensity

	RUNWAY 3R	RUNWAY 21L
Latitude:	38-15.688000N	38-16.907500N
Longitude:	121-55.591000W	121-53.892000W
Elevation:	53.2 ft.	53.3 ft.
Traffic pattern:	left	left
Runway heading:	034 magnetic, 047 true	214 magnetic, 227 true
Markings:	precision, in good condition	precision, in good condition
Visual slope indicator:	4-light PAPI on left (2.50 degrees glide path)	4-light PAPI on left (2.80 degrees glide path)
RVR equipment:	touchdown, midfield, rollout	touchdown, midfield, rollout
Approach lights:		ALSF2: standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (category II or III)
Runway end identifier lights:	no	no
Centerline lights:	yes	yes
Touchdown point:	yes, no lights	yes, lighted
Instrument approach:		ILS

Runway 32/212

Dimensions:	3500 x 90 ft. / 1067 x 27 m
Surface:	concrete
Weight bearing capacity:	PCN 57 /R/B/W/T
Runway edge lights:	medium intensity

	RUNWAY 32	**RUNWAY 212**
Latitude:	38-16.428833N	38-16.817000N
Longitude:	121-54.413167W	121-53.872167W
Elevation:	57.4 ft.	51.6 ft.
Traffic pattern:	left	left

Runway 3L/21R

Dimensions:	11001 x 300 ft. / 3353 x 91 m
Surface:	PEM
Weight bearing capacity:	PCN 82 /R/C/W/T
Runway edge lights:	high intensity

	RUNWAY 3L	**RUNWAY 21R**
Latitude:	38-14.597833N	38-15.818500N
Longitude:	121-57.418667W	121-55.719667W
Elevation:	32.7 ft.	50.4 ft.
Traffic pattern:	left	left
Runway heading:	034 magnetic, 047 true	214 magnetic, 227 true
Markings:	precision, in good condition	precision, in good condition
Visual slope indicator:	4-light PAPI on left (2.50 degrees glide path)	4-light PAPI on left (2.80 degrees glide path)
RVR equipment:	touchdown	rollout
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: USAF
TRAVIS AFB
FAIRFIELD, CA 94535
Manager: BASE OPERATIONS (USAF)
TRAVIS AFB
FAIRFIELD, CA 94535
Phone 707-424-2836

Airport Operational Statistics

Aircraft based on the field: 3
Military aircraft: 3

Additional Remarks

- CAUTION: RWY EDGE LGTS FOR BOTH RWYS LCTD MORE THAN 10 FT FROM EDGE OF USABLE RWY SFC.

INSTALLATION INFORMATION

- CAUTION: EXTV LGT ACFT OPR. POSSIBLE RF INTFC ALL FREQS 9 NM NE OVER VOA TRANS. EXP WIND SHEAR BLW 2000 FT ON APCH TO ALL RWYS. HVY C5 JET TFC IN IMMED VCNTY. HI DENSITY VFR TFC CROS FINAL APCH AND DEP CRS.
- CAUTION: ARR ACFT EXP HVY JET ACFT CROS RWY TO PARL TWY. AVOID OVFT OF FRNG RNG LCTD 550 FT RGT OF CNTRLINE AND 1 NM PRIOR TO APCH END RWY 21R WHEN RED BCN IS ON OR RED FLAG IS DISPLAYED.
- MISC: ALL ACFT CARRYING DV WILL NOTIFY COMD POST NO LATER THAN 24 HR PRIOR WITH ARR TIME AND RQR AT DSN 837-5517 OR C707-424-5517. ACFT WITH DV CODE 7 OR ABV AND ALL INBD PAX/CARGO ACFT MUST CTC COMD POST 30 MIN PRIOR TO LDG AND CONFIRM BLOCK TIME.
- MISC: FIRST 2175 FT RWY 03R AND FIRST 1000 FT RWY 21L CONC; 75 FT KEEL SECTION IS CONC, RMNG WIDTH IS REINFORCED ASPH, 38 FT ON EITHER SIDE OF KEEL. FIRST 1000 FT RWY 21R AND FIRST 2900 FT RWY 03L CONC, MID 7100 FT ASPH.
- CAUTION: TAKE-OFF OBSTS RWY 3L: 122 FT MSL (58 FT AGL) PARKED KC10 TAILS 966 TO 1870 FT FROM DEP END OF RWY, 738 TO 958 FT LEFT OF CNTRLN.
- RWY-LGTS: RWY 21L SF.
- TFC PAT REVISE TO: RECTANGULAR 1600 FT, OVERHEAD 2100 FT.
- CAUTION: TWY N MAY BE TMPRY CLSD WO NTC S OF 900 RAMP DUE TO C17 COMBAT OFF-LOAD/STAR TRNG.
- CAUTION: OUTBOARD ENGINES RESTRICTED TO IDLE ON TWY A, B, D, AND M RY 03R/21L & RY 03L/21R FOR B747 AND LARGER.
- CAUTION: NO C17 COMBAT OFFLOADS AUTHORIZED ON TWY DELTA EAST OF RWY 21L/3R.
- MISC: BACKING OPS PROH ON SPOTS 511 THRU 515. SHOULDERS ARE NON-LOAD SFCS. RWY 21L/03R GROOVED 148 FT ENTIRE RY.
- SERVICE-LGT: RWY 21R THLD LGTS GATED.
- CAUTION: RWY 03L/21R AND RWY 03R/21L EDGE LGTS HAVE GAPS OF MORE THAN 400 FT ON THE APCH/DEP END OF THE RWYS.
- CAUTION: BA ON RWYS 03L/21R AND 03R/21L MAY BE IMPAIRED DUE TO HVY RUBBER DEPOSITS. RWY 03L/21R PAVEMENT SFC DEGRADED, AIRCREWS SHOULD EXER CTN WHEN STANDING WATER IS PRESENT, EXP RDCD BRKG PER AND/OR POSS HYDROPLANING.
- CSTMS/AG/IMG - DUE TO LTD. CSTMS, PN/COORD RQR FOR ARR OUTSIDE NML WKD HR. FOR NGT, SAT, SUN AND HOL ARR, 1 HR PN RQR. MSN COORD THRU TRAVIS COMD POST AT DSN 837-5517 OR C707-424-5517.
- CAUTION: RVR UNAVBL FOR APCH END RWY 21R/DEP END RWY 3L.
- RWY: RWY 21L/03R GROOVED 148 FT ENTIRE RWY. RWY 21R FIRST 1000 FT CONC NOT GROOVED. RWY 03L FIRST 4800 FT CONC, GROOVED ONLY BTN 8900 FT AND 5200 FT REMAINING. RWY 21R ASPH BTN 10000 FT AND 4800 FT REMAINING.
- SERVICE LGT: PAPI INTENSITY NOT ADJUSTABLE. PAPI COINCIDENTAL WITH ILS GS RWY 03L VIS DESCENT PT FOR HGT GP 4 ACFT ONLY. RWY 21R PROVIDES PROPER TCH FOR HGT GP 4 ACFT ONLY.
- CAUTION: RWY 3L OVERRUN 150 FT.
- PPR DSN 837-2836/2837 C707-424-2836/2837.
- JASU - 1(MA-1) 6(MA-1A) 1(MC-1A) 1(MC-2A) 8(A/M32A-86) 1(707 STARTING UNIT).
- MISC: TRAVIS CRASH FIRE RESPONSE (CFR) IS ARFF CAT 6 WITH 13100 GALLONS OF CAPABILITY. THE STEADY ARFF COND FOR TRAVIS AFB IS OPTIMUM LEVEL OF SERVICE (OLS) FOR CATEGORIES 1-6.
- MISC: DAVID GRANT MEDICAL CENTER HELIPAD LCTD 3816.12N/12158.12W, ELEV 59 FT. HELIPAD NOT VISIBLE FROM TWR. HELIPAD EQUIPPED WITH PILOT CTL LGT (VHF 120.75) LDG/DEP WILL BE AT YOUR OWN RISK.
- MISC: RAMP 900 RAMP B747 AND C5 ACFT ON SPOT 902 WILL OFFSET 5 FT NW OF EXISTING TAXI LINE DUE TO WINGTIP CLNC.
- MISC: CTC AFLD MGMT FOR CUR BIRD WATCH COND. BASH PHASE II IS FROM 01 OCT - 30 NOV AND 01 FEB - 30 APR. SEE AP1 FOR FURTHER INFO.
- MISC: RWY 03L/21R MKD 150 FT WIDE, PAVEMENT 300 FT WIDE.
- CAUTION: POTENTIAL FOR UAS OPS IN VCNTY OF TRAVIS AFB.
- MISC: ALL AIRCREW UTILIZING GND TRNSPN ARE RQRD TO WEAR MASKS THRUT DUR OF TRNSP. AIRCREW AND PAX TRNSPN LTD TO INITIAL PICKUP, FINAL DROP-OFF, AND MSN PLANNING AT BASE OPS. ALL OTR GND TRNSPN REQS WILL BE MET BASED ON MSN PRIORITY. FAILURE TO COMPLY MAY RESULT IN LOSS OF TRNSPN SUPPORT.
- MISC: RWY 03L/21R CLSD FOR MAINT FIRST FRI MONTHLY 1800-0200Z++.
- MISC: TWY A SFC PAINT INCOR; SHOULD READ 21L.
- AMC SKEDD MSN (EXC FOR CIV DOD CONTR, DV, AND MEDEVAC MSN) DO NOT RQR PPR. ALL OTHER TSNT ACFT RQR PPR. TSNT ACFT REQ PPR CTC AFLD MGMT AT DSN 837-2836, C707-424-2836 OR 60OSS.OSAA.AMOPS@US.AF.MIL. ACFT WITH PPR CARRYING DV, AIR EVAC, AND SPL AIR MSN MUST CTC AFLD MGMT ON PTD FOR NOTIFICATION AND TRKG PURPOSES.

- DUE TO DEGRADED PAVEMENT RWY 03L-21R RSTD TO ARR AND DEP ONLY; TOUCH AND GOES UNAUTHD FOR ALL ACFT.
- OIL - O-128-133-148-156.
- FTR TYPE ACFT ARE RSTD FROM UTILIZING RWY 03L-21R. ATC WILL NOT ISSUE LDG CLNC TO FTR TYPE ACFT ON RWY 03L-21R. FTR TYPE ACFT APVD TO TAXI ACRS RWY 03L-21R VIA TWY G AND H.
- WHEN RWY 03L-21R NOT AVBL, AIRCREW SHOULD REQ 15 MIN EARLY ENG START FOR RQRD BACK TAXI OPS.
- 180 DEG TURN RSTD TO END OF RWY/THLD AREAS.
- CAUTION: EMERG ACFT LDG RWY 03R MAY EXPERIENCE EMERG FIRE SVC RESP TIMES THAT EXCEED 3 MIN.
- MISC: NO CLASSIFIED MTRL STORAGE AVBL AT AM OPS. ALL TSNT CLASSIFIED MUST BE STORED IN TRAVIS AFB COMMAND POST.
- TRAN ALERT - SVC 24 HR DLY. EXP EXTV SVC DELAY WKEND AND HOL. TRAN ACFT, EXC AMC MSN, CTC COMD POST NOT LATER THAN 15 MIN OUT FOR SVC REQ. FLEET SVC AVBL.
- REMARKS: HVY CONCENTRATION OF BLACKBIRDS, GULLS, AND OTR MIGRATORY BIRDS IN THE APCH AND DEP RTES AND ALG INFIELD AREAS FROM 1 OCT-30 NOV AND FROM 1 FEB-30 APR (PHASE II).

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

BMBER ONE (RNAV)	2 pages: [1] [2] (334KB)
OSVEE TWO (RNAV)	download (200KB)
PALISADES ONE ****NEW****	download (259KB)
PEBLL TWO (RNAV)	download (175KB)
SEATO FOUR	download (201KB)
SUTHU TWO (RNAV)	download (197KB)
WEBGO TWO (RNAV)	download (219KB)

IAPs - Instrument Approach Procedures

ILS OR LOC OR RNAV (GPS) RWY 21L	download (178KB)
ILS OR LOC RWY 03L	download (157KB)
ILS RWY 21L (CAT II)	download (157KB)
RNAV (GPS) RWY 03L	download (153KB)
RNAV (GPS) RWY 03R	download (86KB)
RNAV (GPS) RWY 21R	download (156KB)
TACAN RWY 03L	download (151KB)
TACAN RWY 21L	download (157KB)
TACAN RWY 21R	download (155KB)

Departure Procedures

BESSA ONE (RNAV)	download (104KB)
REJOY ONE (RNAV)	download (88KB)
NOTE: Special Take-Off Minimums/Departure Procedures apply	download (356KB)

KLTS **Altus Air Force Base**
Altus, Oklahoma, USA

- **FAA INFORMATION EFFECTIVE 10 AUGUST 2023**
- **Location**

FAA Identifier: LTS
Lat/Long: 34-40-04.7110N 099-16-03.9030W
34-40.078517N 099-16.065050W
34.6679753,-99.2677508
(estimated)
Elevation: 1381.8 ft. / 421.2 m (surveyed)
Variation: 05E (2015)
From city: 3 miles E of ALTUS, OK
Time zone: UTC -5 (UTC -6 during Standard Time)
Zip code: 73523

- **Airport Operations**

Airport use: Private use. Permission required prior to landing
Activation date: 07/1943
Control tower: yes
ARTCC: FORT WORTH CENTER
FSS: MC ALESTER FLIGHT SERVICE STATION
NOTAMs facility: LTS (NOTAM-D service available)
Attendance: MON-FRI 1500-0830Z++
CLSD WKEND AND HOL. TRAN ACFT: 1530-0830Z++, CLSD WKEND AND HOL.
Pattern altitude: TPA EAST OVHD RWY 18L/36R/176/356 3400 FT, WEST OVHD RWY 18R/36L 3400 FT, EAST RECTANGULAR 2900 FT WEST (97 AMW ACFT ONLY) RECTANGULAR 2900 FT, COPTER 1900 FT.
Wind indicator: yes
Segmented circle: no
Lights: SS-SR
Beacon: white-white-green (lighted military airport)
Operates sunset to sunrise.

- **Airport Communications**

ATIS: 109.8 273.5
ALTUS GROUND: 121.85 275.8 [1500-0830Z++ MON-FRI; CLSD WKEND AND HOL.]
ALTUS TOWER: 119.65 254.4 [1500-0830Z++ MON-FRI; CLSD WKEND AND HOL.]
ALTUS APPROACH: 125.1 353.7 [1500-0830Z++ MON-FRI; CLSD WKEND AND HOL.]
ALTUS DEPARTURE: 125.1 290.9 [1500-0830Z++ MON-FRI; CLSD WKEND AND HOL.]
CLEARANCE DELIVERY: 120.65 284.7
COMD POST: 321.0 ;ACC 349.4 6761FM
EMERG: 121.5 243.0
PMSV METRO: 239.8

PTD: 372.2
SOF: 349.4
TRSA: 125.1 353.7
WX AWOS-3PT at AXS (4 nm NW): 118.825 (580-477-1745)

- ASR & PAR COORDS PER OC SURVEY.
- APCH/DEP CTL SVC PRVDD BY FORT WORTH ARTCC (ZFW) ON FREQS 128.4/269.375 (CLINTON-SHERMAN RCAG) & 133.5/350.35 (WICHITA FALLS NR 2 RCAG) WHEN ALTUS APCH CTL (LTS) CLSD.
- ASR NO-NOTAM MP 0800-1330Z++ MON-FRI.
- WX FCST SVC AVBL H24 FM 0600Z++ MON THRU 0800Z++SAT OR END OF FLYING FRI. CLSD WKEND AND HOL. REMOTE BRIEFING SVC AVBL 26 OWS, BARKSDALE AFB, DSN 331-2619, C318-529-2619. AFLD WX IS MNT BY AN/FMQ-19, AUGMENTED AS REQUIRED DUR AFLD OPR HR. AUTO OBSN WHEN AFLD CLSD.
- CALL GERONOMO

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
LTS at field	ALTUS VORTAC	109.80	05E
HBRr210/15.6	HOBART VORTAC	111.80	10E
BFVr180/34.3	BURNS FLAT VORTAC	110.00	05E

Airport Services

Parking: hangars
Airframe service: MAJOR
Powerplant service: MAJOR
Bottled oxygen: LOW
Bulk oxygen: LOW

Runway Information

Runway 18R/36L

Dimensions: 13440 x 150 ft. / 4097 x 46 m
Surface: concrete, in good condition
Weight bearing capacity: PCN 61 /R/B/W/T
Runway edge lights: high intensity

	RUNWAY 18R	RUNWAY 36L
Latitude:	34-40.948667N	34-38.733000N
Longitude:	099-16.429500W	099-16.429500W
Elevation:	1378.4 ft.	1345.8 ft.
Traffic pattern:	left	right
Runway heading:	175 magnetic, 180 true	355 magnetic, 360 true
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	touchdown

Approach lights:	SALSF	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:	ILS	ILS

Runway 18L/36R

Dimensions:	9001 x 150 ft. / 2744 x 46 m	
Surface:	concrete/grooved, in good condition FIRST 1000 FT OF RWY 18L/36R IS CONC. MIDDLE 7001 FT OF RWY 18L/36R IS POROUS FRICTION SFC.	
Weight bearing capacity:	PCN 32 /R/B/W/T	
Runway edge lights:	high intensity	
	RUNWAY 18L	**RUNWAY 36R**
Latitude:	34-40.949053N	34-39.465210N
Longitude:	099-15.573140W	099-15.571968W
Elevation:	1381.8 ft.	1353.4 ft.
Traffic pattern:	left	left
Runway heading:	175 magnetic, 180 true	355 magnetic, 360 true
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	touchdown
Approach lights:	SALSF	ALSF1: standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (category I)
Touchdown point:	yes, no lights	yes, no lights
Instrument approach:	LOC/GS	LOC/GS

Runway 176/356

Dimensions:	3500 x 90 ft. / 1067 x 27 m	
Surface:	concrete, in good condition	
Weight bearing capacity:	PCN 121/R/B/W/T	
Runway edge lights:	high intensity	
	RUNWAY 176	**RUNWAY 356**
Latitude:	34-40.948833N	34-40.371833N
Longitude:	099-15.932333W	099-15.931833W
Elevation:	1378.9 ft.	1364.9 ft.
Traffic pattern:	left	left
Runway heading:	175 magnetic, 180 true	355 magnetic, 360 true
Markings:	none, in poor condition	none, in poor condition
Touchdown point:	yes, no lights	yes, no lights

- **Airport Ownership and Management from official FAA records**

Ownership: U.S. Air Force
Owner: U.S. AIR FORCE
97TH AIR MOBILITY WING
ALTUS, OK 73521
Phone 580-481-5739
Manager: AIRFIELD MANAGER
605 E AVE. SUITE 106
ALTUS AFB, OK 73523
Phone 580-481-5739

- ## Airport Operational Statistics

Aircraft based on the field: 40	Aircraft operations: avg 187/day
Military aircraft: 40	100% military

- ## Additional Remarks

- JASU: A/M32-86) (AM32A-95A) (MXU-4A-A)
- SERVICE-FUEL: A++.
- TRAN ALERT: SVC AVBL 1500-0001Z++ MON-FRI; CLSD SAT, SUN AND HOL. TRAN MAINT AND PARTS SUPPORT EXTRMY LTD.
- MISC: TWR VIS OBST OF RWY 36L APCH END AND TWY C, SOUTH OF TWY E-1 INTXN.
- RSTD: ALTUS ACFT TAKE PRIORITY OVER TRAN ACFT.
- RSTD: DUE TO UNSKED AFLD CLOSINGS, AIRCREWS UTILIZING ALTUS AFB AS AN ALTN MUST ADVS THEIR DEP AM OPS OR LCL FSS TO INCL KLTSYXYX AS AN ADDRESSEE ON THE ORIG DD 175 FLIGHT PLAN AND ON ANY CHG, DELAY, DEP AND CNL MSG.
- FLUID: W SP PRESAIR LHOX LOX.
- OIL: O-133-148-156 SOAP (24 HR PN).
- CTN: HVY/JUMBO JET TRNG SFC TO 9000 FT WI 25 NMR.
- RSTD: PPR RQR 48 HR PN RQR (TRNG OR OPERATIONAL). CTC AIRFIELD MANAGEMENT OPNS DSN 866-6200/6415, C580-481-6200/6415. PPR VALID +/-30 MIN PRIOR/AFTER ETA. EARLY/LATE ARRS/DEPTS MUST RE-COORDINATE WITH AIRFIELD MANAGEMENT OPS.
- RSTD: ALL INBOUND PAX/CARGO ACFT CTC CMD POST (GERONIMO 349.4) NLT 30 MNS PRIOR TO LDG. ALL ACFT W/HAZARDOUS CARGO (INCLUDING MJU7 AND MJU10 FLARES) NTFY AIRFIELD MANAGMENT OPS (327.2) AND CMD POST NLT 30 MINS PRIOR TO LDG.
- RSTD: MNM COMSEC AIDS AND OVERNIGHT STORAGE AVBL FOR TRANSIENT AIRCREWS ONLY.
- RSTD: TRANSIENT AIRCREWS MUST CTC AM OPS FOR PAT WORK REQ. LMTD TO ONE APCH MON-FRI.
- TRAN ALERT: TRANSIENT MAINTENANCE UNABLE TO PERFORM A MAGNETIC CHIP INDICATOR INSPECTION ON F16 AIRCRAFT WITH GE F110 ENGINES.
- SVC-LGT: REDUCED PRI SFC OBSTN LGTS FOR RWY 18L/36R DURG NVD OPS. RWY 18R, 18L, 36R, & 36L SFL O/S UFN.
- RSTD: RWY 176/356 FOR ASSAULT STRIP TRNG ONLY. TRANS ACFT REQ ASSAULT STRIP USE CTC CURRENT OPS FOR SCHED/APVL DSN 866-6544.
- SEE FLIP AP/1 SUPPLEMENTARY ARPT INFO.
- CTN: NO TWY EDGE LGT TWY D SOUTH SIDE TO TWY B TO RWY 36L; RETRO-REFLECTIVE MARK IN PLACE.
- SVC LGT: RWY 18R, 18L, 36R AND 36L SFL OTS.
- CTN: EXER EXTREME CAUTION FOR ACFT (1425 FT MSL) TAXIING 350 FT EAST OF DEP END ASSAULT RWY 176.
- CTN: NON-STD MRK: C17 STAR TURN MARKINGS LCTD ON THE N RAMP, TWY J, AND TWY L/M GND OPS AREA.
- CTN: NVD TRNG APRX 1 HR AFTER SS TIL AFLD CLOSURE NIGHTLY DUR AFLD HR. IAW 97 OG NVD/WHITE-LIGHT OPS MOU ALL TRAN ACFT REQ PAT TRNG BTN 1 HR AFTER SS TIL AFLD CLOSURE MUST BE OPERATING UNDER LOA THAT INCLUDES NVD OPS. TO OBTAIN LOA, CTC CURRENT OPS DSN 866-6544. ALL TRANS ACFT WILL CTC AMOPS (327.2) OR CMD POST (GERONIMO 349.4) 30 MIN PRIOR TO ARR.
- OBSTN TWR LGT OTS 343903.05N 0991707.99W (3500FT WEST OF RWY 18R/36L THR) 1516 MSL (161 AGL).
- RWY 18L/36R MRKD WITH NON-REFLECTIVE 90 FT X 3500 FT ASSAULT LZ MRK. NSTD WING TIP CLNC TRNG LINE MRKGS LCTD AT TWY B & B2 INTXNS, TWY B & D INTXN, AND TWY A & C INTXN.

- CTN: BASH PHASE II IN EFF 15 NOV THRU 28/29 FEB FOR MIGRATORY BIRDS. NO TKOF OR LDG WI 1 HR OF SR/SS, 97 OG/CC WAIVER AUTH. CTC TWR FOR CURRENT BIRD WATCH COND.

• 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.

IAPs - Instrument Approach Procedures

ILS OR LOC RWY 18L	download (144KB)
ILS OR LOC RWY 36R	download (156KB)
ILS Z OR LOC RWY 18R	download (149KB)
ILS Z OR LOC RWY 36L	download (152KB)
ILS OR RNAV (GPS) Y RWY 18R	download (101KB)
ILS OR RNAV (GPS) Y RWY 36L	download (105KB)
RNAV (RNP) X RWY 18R	download (97KB)
RNAV (RNP) X RWY 36L	download (94KB)
RNAV (RNP) Y RWY 18L ****CHANGED****	download (113KB)
RNAV (RNP) Y RWY 36R	download (125KB)
RNAV (GPS) Z RWY 18L	download (91KB)
RNAV (GPS) Z RWY 18R	download (95KB)
RNAV (GPS) Z RWY 36L	download (84KB)
RNAV (GPS) Z RWY 36R	download (84KB)
RNAV (GPS)-A	download (77KB)
RNAV (GPS)-B	download (75KB)
VOR OR TACAN RWY 18R	download (136KB)
VOR OR TACAN RWY 36L	download (136KB)
VOR OR TACAN-C	download (111KB)
VOR OR TACAN-D	download (112KB)

Departure Procedures

OKKIE THREE (RNAV)	download (116KB)
ROCKN THREE (RNAV)	download (119KB)
NOTE: Special Take-Off Minimums/Departure Procedures apply	download (389KB)

KSPS Sheppard Air Force Base/Wichita Falls Municipal Airport
Wichita Falls, Texas, USA

FAA INFORMATION EFFECTIVE 22 FEBRUARY 2024

Location

FAA Identifier: SPS
Lat/Long: 33-59-19.6820N 098-29-30.8490W
33-59.328033N 098-29.514150W
33.9888006,-98.4919025
(estimated)
Elevation: 1019.1 ft. / 310.6 m (surveyed)
Variation: 05E (2010)
From city: 5 miles N of WICHITA FALLS, TX
Time zone: UTC -6 (UTC -5 during Daylight Saving Time)
Zip code: 76311

Airport Operations

Airport use: Open to the public
Control tower: yes
ARTCC: FORT WORTH CENTER
FSS: FORT WORTH FLIGHT SERVICE STATION
LC CALL TO FSS 855-5574.
NOTAMs facility: SPS (NOTAM-D service available)
Attendance: CONTINUOUS
Pattern altitude: TPA: 800 FT AGL LGT ACFT, 800 FT AGL, 1300 FT AGL CONVENTIONAL & JET, RWY 15R/33L 1800 FT AGL OVERHEAD.
Wind indicator: lighted
Segmented circle: no
Lights: WHEN ATCT CLSD ACTVT MALSR RWY 33L - CTAF.
Beacon: white-green (lighted land airport)
Operates sunset to sunrise.
Fire and rescue: ARFF index B

Airport Communications

CTAF: 119.75
UNICOM: 122.95
ATIS: 132.05 269.9
WX ASOS: PHONE 940-855-9045
SHEPPARD GROUND: 125.5 289.4 [OPR 1200-0200Z++ MON-FRI; 1800-2300Z++ SUN; CLSD SAT AND HOL, OT USE CTAF.]
SHEPPARD TOWER: 119.75 279.525 [OPR 1200-0200Z++ MON-FRI; 1800-2300Z++ SUN; CLSD SAT AND HOL, OT USE CTAF.]
SHEPPARD APPROACH: 118.2 269.025 [OPR 1200-0200Z++ MON-FRI; 1800-2300Z++ SUN; CLSD SAT AND HOL, OT CTC FORT WORTH CENTER 133.5 350.35.]
SHEPPARD DEPARTURE: 118.2 120.4 269.025 316.075 [OPR 1200-0200Z++ MON-FRI; 1800-2300Z++ SUN; CLSD SAT AND HOL, OT CTC FORT WORTH CENTER 133.5 350.35.]
CLEARANCE DELIVERY: 121.2 282.225
EMERG: 121.5 243.0
PMSV METRO: 339.65
PTD: 372.2

WX AWOS-3 at CWC (8 nm S): 119.625 (940-766-2967)

- APCH/DEP CTL SVC PRVDD BY FORT WORTH ARTCC (ZFW) ON FREQS 133.5/350.35 (WICHITA FALLS NR 2 RCAG) WHEN SHEPPARD APCH CTL (SPS) CLSD.
- PMSV METRO: WX OPR HR 0500Z++ MON THRU 0100Z++ SAT, 1300-2200Z++ SUN, CLSD SAT AND HOL; OPR HR MAY VARY BY LCL FLYING SKED. CTC C940-676-2730/DSN 736-2730. KSPS ASOS REMAINS OPNL. WINDS ISSUED BY TWR ARE OFFL AFLD WINDS FM THE CNTR RWY.
- MNT 1200 - 0200Z++ MON-FRI, 1800 - 2300Z++ SUN, EXC HOL.
- WINDS ISSUED BY TWR ARE OFFL WINDS FM CTR RWY.

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
SPSr079/5.1	WICHITA FALLS VORTAC	112.70	10E
LAWr178/30.7	LAWTON VOR/DME	116.85	09E

Airport Services

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

Runway Information

Runway 15R/33L

Dimensions: 13101 x 300 ft. / 3993 x 91 m
Surface: concrete
Weight bearing capacity: PCN 75 /R/C/W/T
Runway edge lights: high intensity

	RUNWAY 15R	RUNWAY 33L
Latitude:	34-00.226500N	33-58.220333N
Longitude:	098-29.970167W	098-29.009333W
Elevation:	998.3 ft.	1000.2 ft.
Traffic pattern:	right	left
Runway heading:	153 magnetic, 158 true	333 magnetic, 338 true
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)
Approach lights:	MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights	MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights
Touchdown point:	yes, no lights	yes, no lights
Instrument approach:		ILS/DME

Runway 15C/33C

Dimensions: 10003 x 150 ft. / 3049 x 46 m
Surface: asphalt/concrete
RWY 15C FIRST 2000 FT & LAST 1000 FT CONC; MIDDLE ZONE ASPH.
Weight bearing capacity: PCN 27 /F/B/W/T
Runway edge lights: high intensity

	RUNWAY 15C	RUNWAY 33C
Latitude:	34-00.376008N	33-58.844167N
Longitude:	098-29.828623W	098-29.095000W
Elevation:	1003.1 ft.	989.4 ft.
Traffic pattern:	left	left

Runway heading:	153 magnetic, 158 true	333 magnetic, 338 true
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)
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)
Touchdown point:	yes, no lights	yes, no lights
Instrument approach:	LOC/GS	

Runway 18/36

Dimensions:	7021 x 150 ft. / 2140 x 46 m	
Surface:	asphalt	
Weight bearing capacity:	PCN 33 /F/A/W/T	
Runway edge lights:	high intensity	
	RUNWAY 18	**RUNWAY 36**
Latitude:	33-58.945333N	33-57.787833N
Longitude:	098-29.746500W	098-29.758500W
Elevation:	1001.4 ft.	1014.4 ft.
Traffic pattern:	right	left
Runway heading:	175 magnetic, 180 true	355 magnetic, 000 true
Markings:	nonprecision, in good condition	nonprecision, in good condition
Runway end identifier lights:		yes
Touchdown point:	yes, no lights	yes, no lights

Runway 15L/33R

Dimensions:	6000 x 150 ft. / 1829 x 46 m	
Surface:	asphalt/concrete FIRST & LAST 1000 FT CONC; MIDDLE ZONE ASPH.	
Weight bearing capacity:	PCN 27 /R/C/W/T	
Runway edge lights:	high intensity	
	RUNWAY 15L	**RUNWAY 33R**
Latitude:	34-00.670500N	33-59.751667N
Longitude:	098-29.596667W	098-29.156500W
Elevation:	1019.1 ft.	999.7 ft.
Traffic pattern:	left	left
Runway heading:	153 magnetic, 158 true	333 magnetic, 338 true
Markings:	nonprecision, in good condition	nonprecision, 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:	yes	yes
Touchdown point:	yes, no lights	yes, no lights

Airport Ownership and Management from official FAA records

Ownership: U.S. Air Force
Owner: UNITED STATES AIR FORCE.
SHEPPARD AFB
WICHITA FALLS, TX 76311
Manager: JON WALTJEN
4000 ARMSTRONG DR, STE 8
WICHITA FALLS, TX 76305
Phone 940-676-7119
FBO 940-855-5460.

Airport Operational Statistics

Aircraft based on the field: 213 | Aircraft operations: avg 553/day *

Single engine airplanes:	3	97% military
Multi engine airplanes:	9	2% commercial
Jet airplanes:	1	<1% local general aviation
Military aircraft:	200	<1% transient general aviation

* for 12-month period ending 30 September 2020

Additional Remarks

E60-15C BAK 15 (175 FT OVRN).

E60-33C BAK 15 (175 FT OVRN).

E60-15R MA-1A CHAG (145 FT OVRN).

E60-33L MA-1A CHAG (145 FT OVRN).

- CAUTION: "MIL ARPT CONDUCTS HI PERFORMANCE JET TRNG IN A HI DENSITY ENVIRONMENT WITHIN 95 NM OF KSPS, 1200-0200Z++ MON-FRI TO FL390, AND WHEN TWR HR EXTN BY NOTAM, OCCASIONALLY SAT AND SUN.
- A-GEAR: MA-1A RWY 15R-33L NOT RAISED, UNLESS 80TH FTW IS FLYING, RQR 30 MIN PN WHEN TWR OPR.
- MISC: BASE OPS 1200-0200Z++ WKD; 1800-2300Z++ SUN; CLSD SAT AND HOL.
- DUE TO CLOSE PROXIMITY OF RYS 33L & 33C USE VIGILANCE WITH MONITOR GND TRACK FOR THE HI-TACAN RY 33C APCH.
- RSTD: SOLO STU N/A.
- MISC: WX OBSERVATION LTD TO WEST DUE TO RSTD VIEW.
- TRAN ALERT: OPR 1200-0200Z++ WKD; 1800-2300Z++ SUN, CLSD SAT AND HOL.
- SERVICE-LGT: RWY 15R-33L PAPI RRP AND ILS RPI NOT COINCIDENTAL.
- SERVICE-LGT: RWY 15C-33C PAPI GS AND ILS GS NOT COINCIDENTAL.
- RSTD: ALL TRAN ACFT MUST BE CHOCKED 30 MIN PRIOR TO TRANS ALERT CLOSING; PPR EXPIRES 30 MIN PRIOR TO AFLD CLOSING.ALL TRAN ACFT RQRD TO ARR WITH CREW ORDERS FOR SECURITY FORCES
- CAUTION: DO NOT CONFUSE PARL TWY WITH RWY 15R-33L.
- MISC: AETC FTR ACFT EXP REDUCED RY SEPARATION: DAY/VFR, SIMILAR TYPE ACFT 3000 FT, DISSIMILAR TYPE ACFT 6000 FT, NIGHT 6000 FT ALL AETC ACFT. TRAN AETC ACFT NOTIFY TWR ON INITIAL CTC IF REDUCED RY SEPARATION IS NOT DESIRED.
- MISC: MIL WX ADVSY/WARNING AVBL O/R-METRO.
- SERVICE - TRAN ALERT: OPR 1130 -0300Z++ WKD; 1800-2300++ SUN; CLSD SAT AND HOL. QUALIFIED WEAPONS/MUNITIONS PERS NOT AVBL TO SAFE FTR TYPE ACFT.
- JASU: 3(AM32-95) 1(MC-1) 3(AM/32A-86D).
- FLUID: SP PRESAIR LOX.
- SERVICE-OIL JOAP RESULTS AVBL 1345-2100Z++ WKD EXC HOL.
- MISC: CLASS D AIRSPACE EFF 1130-0300Z++ MON-FRI; 1800-2300Z++ SUN; EXC HOL; OT CLASS E.
- CAUTION: ATC PERS IAW THE COOPERATIVE WX WATCH (CWW) WILL ALERT WX PERS ON ANY UNREPORTED WX COND THAT COULD AFFECT FLT SAFETY.
- CAUTION: MIL ARPT CONDUCTS HI PER JET TRNG IN A HI DENSITY ENVIRONMENT 1400-0400Z++ MON-FRI AND WHEN TWR HR EXTN BY NOTAM; OCNLY SAT. TRANS MIL ACFT NOT AUZD TO ARR/DEP OUTSIDE OF PUBL HR.
- MISC: EXPECT NO AF SVC WHILE PRK AT THE RGN ARPT.
- RSTD: PPR, 24 HR PN RQR, CTC AFLD OPS DSN 736-2180/6474, C940-676-2180/6474.
- MISC: CTC BASE TAXI DSN 736-1843 C940-676-1843, OR U-DRIVE DSN 736-6813 C940-676-6813 PRIOR TO ARR.
- SERVICE-FUEL: A++.
- RSTD: TWY L AND K CLSD EXC FOR MIL BASE ASGND ACFT AND C-130 AND SMLR ACFT EXITING RWY 33C VIA TWY L AND K.
- AFLD OPS FLT/COMMAND POST AT C940-676-2616.
- RSTD: PAVEMENT NORTH OF TWY ECHO BTN RWY 18/36 AND AIRFIELD OPS CNTR APN UNUSBL. REMAIN ON TWY ECHO CNTRLN.
- FOR CD IF UNA TO CTC ON FSS FREQ, CTC FORT WORTH ARTCC AT 817-858-7584.
- SERVICE-LGT: RWY 15C SFL OTS UFN.
- DURING PERIODS WHEN CTL TWR IS CLSD EXERCISE CAUTION WHEN TAXIING; THE CIVIL ARPT IS LCTD TO THE S AND THE MIL RAMP IS LCTD TO THE W OF THE RWYS. FLD COND NOTAM (FICON) (RSC/RCR) NOT RPRTD WHEN TWR CLSD.
- RSTD: TRAN ACFT LTD TO ONE APCH TO A FULL STOP LDG AND MUST TAXI TO PRKG DURG STU TRNG.
- MIGRATORY BIRD ACTIVITY ON & INVOF ARPT FM OCT-APR.

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 22 February 2024 at 0901Z to 21 March 2024 at 0900z.

IAPs - Instrument Approach Procedures

HI-ILS OR LOC/DME Z RWY 33L	download (162KB)
ILS OR LOC/DME RWY 15C	download (171KB)
ILS OR LOC/DME Y RWY 33L	download (148KB)
RNAV (GPS) RWY 15C	download (137KB)
RNAV (GPS) RWY 15L	download (129KB)
RNAV (GPS) RWY 15R	download (145KB)
RNAV (GPS) RWY 33C	download (132KB)
RNAV (GPS) RWY 33L	download (142KB)
VOR/DME-E	download (122KB)
HI-TACAN RWY 15C	download (144KB)
HI-TACAN RWY 15R	download (159KB)
HI-TACAN RWY 33C	download (146KB)
HI-TACAN RWY 33L	download (157KB)
Radar Approach Procedures available	download (155KB)
NOTE: Special Take-Off Minimums/Departure Procedures apply	download (297KB)

KCHS **Charleston Air Force Base/International Airport**
Charleston, South Carolina, USA

FAA INFORMATION EFFECTIVE 22 FEBRUARY 2024

Location

FAA Identifier: CHS
Lat/Long: 32-53-55.1000N 080-02-25.9000W
32-53.918333N 080-02.431667W
32.8986389,-80.0405278
(estimated)
Elevation: 46 ft. / 14 m (estimated)
Variation: 07W (2010)
From city: 9 miles NW of CHARLESTON, SC
Time zone: UTC -5 (UTC -4 during Daylight Saving Time)
Zip code: 29404

Airport Operations

Airport use: Open to the public
Activation date: 10/1937
Control tower: yes
ARTCC: JACKSONVILLE CENTER
FSS: ANDERSON FLIGHT SERVICE STATION
NOTAMs facility: CHS (NOTAM-D service available)
Attendance: CONTINUOUS
Pattern altitude: TPA: RECTANGULAR 1154 FT AGL/1200 FT MSL, OVHD 1654 FT AGL/1700 FT MSL, LGT ACFT 654 FT AGL/700 FT MSL, C5A 1954 FT AGL/ 2000 FT MSL.
Wind indicator: yes
Segmented circle: no
Beacon: white-green (lighted land airport)
Operates sunset to sunrise.
Fire and rescue: ARFF index C
International operations: customs landing rights airport

Airport Communications

UNICOM: 122.95
WX ASOS: 124.75 (843-554-9862)
CHARLESTON GROUND: 121.9 348.6
CHARLESTON TOWER: 126.0 239.0
CHARLESTON APPROACH: 120.7 ;151-330 121.275 ;331-150 306.925 ;151-330 379.925 ;331-150 284.0 317.45
CHARLESTON DEPARTURE: 120.7 ;151-330 121.275 ;331-150 306.925 ;151-330 379.925 ;331-150
CLEARANCE DELIVERY: 127.325 291.65
AMYLU STAR: 121.275 ;331-150 379.925 ;331-150
BAGGY STAR: 120.7 306.925
CLASS C: 120.7 ;151-330 121.275 ;331-150 306.925 ;151-330 379.925 ;331-150
D-ATIS: 124.75
EMERG: 121.5 243.0
IC: 120.7 ;151-330 306.925 ;151-330
LGRHD DP: 120.7 306.925
MLTRE DP: 121.275 ;331-150 379.925 ;331-150
OPS: 134.1 ;PALMETTO 255.5 ;PALMETTO, QUICK TIMING 349.4 ;PALMETTO
OSPRI STAR: 120.7 306.925
PLMTO DP: 121.275 ;331-150 379.925 ;331-150
PTD: 372.2
STUNO DP: 120.7 306.925

SWPFX DP: 121.275 ;331-150 379.925 ;331-150
WX AWOS-1 at SC80 (8 nm SE): 122.975 (843-985-0983)
WX AWOS-3 at JZI (12 nm S): 123.775 (843-559-3123)
WX AWOS-3 at LRO (13 nm E): 118.625 (843-849-0438)
WX AWOS-3 at DYB (16 nm NW): 119.575 (843-821-8403)
WX AWOS-3 at MKS (17 nm N): 119.175 (843-761-1486)

- REMARKS: TRAN CALL 30 MIN OUT.

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
CHS at field	CHARLESTON VORTAC	113.50	05W

NDB name	Hdg/Dist	Freq	Var	ID
ASHLY	155/5.5	329	07W	CH −.−. ....
DORCHESTER COUNTY	136/15.4	365	07W	DYB −.. −.−− −...

Airport Services

Fuel available: 100 JET-A1+
Parking: hangars and tiedowns
Airframe service: MAJOR
Powerplant service: MAJOR
Bottled oxygen: NONE
Bulk oxygen: HIGH

Runway Information

Runway 15/33

Dimensions: 9001 x 150 ft. / 2744 x 46 m
Surface: concrete/grooved, in good condition
Weight bearing capacity: PCN 73 /R/B/W/T
Runway edge lights: high intensity

	RUNWAY 15	RUNWAY 33
Latitude:	32-54.781353N	32-53.530723N
Longitude:	080-02.887137W	080-01.939650W
Elevation:	42.6 ft.	38.0 ft.
Traffic pattern:	left	left
Runway heading:	154 magnetic, 147 true	334 magnetic, 327 true
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, midfield, rollout	touchdown, midfield, rollout
Approach lights:	ALSF2: standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (category II or III)	MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights
Runway end identifier lights:	no	no
Centerline lights:	yes	yes
Touchdown point:	yes, lighted	yes, no lights
Instrument approach:	ILS	ILS

Runway 3/21

Dimensions: 7000 x 150 ft. / 2134 x 46 m

Surface:	concrete/grooved, in good condition	
Weight bearing capacity:	PCN 71 /R/B/W/T	
Runway edge lights:	high intensity	
	LGTS FOR BOTH RWYS ARE AF SPEC TYPE.	
	RUNWAY 3	**RUNWAY 21**
Latitude:	32-53.089100N	32-54.140250N
Longitude:	080-02.736163W	080-02.170817W
Elevation:	20.6 ft.	39.6 ft.
Traffic pattern:	left	left
Runway heading:	031 magnetic, 024 true	211 magnetic, 204 true
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)
Runway end identifier lights:	yes	yes
Touchdown point:	yes, no lights	yes, no lights

Airport Ownership and Management from official FAA records

Ownership: U.S. Air Force

Owner: USAF
JOINT BASE CHARLESTON
CHARLESTON AFB, SC 29404
Phone (843) 963-3028
THIS IS A SHARED-USE AIRPORT. THE USAF OWNS AND OPERATES ALL RUNWAYS AND THE MAJORITY OF THE TAXIWAYS. THE CHARLESTON COUNTY AVIATION AUTHORITY OPERATES THE CIVILIAN TERMINAL AND ASSOCIATED TAXIWAYS.

Manager: ELLIOTT SUMMEY
5500 INTL BLVD
CHARLESTON, SC 29418
Phone 843-761-7000
ELLIOTT SUMMEY IS THE DIR OF ARPTS FOR THE CHARLESTON CO AVN AUTH. THE AIR FORCE AIRFIELD MGR CAN BE CTCD AT 843-963-3028.

Airport Operational Statistics

Aircraft based on the field: 75	Aircraft operations: avg 339/day *
Single engine airplanes: 39	44% commercial
Multi engine airplanes: 9	30% transient general aviation
Jet airplanes: 25	13% air taxi
Helicopters: 2	10% military
	2% local general aviation

* for 12-month period ending 28 February 2023

Additional Remarks

E60-33 TYPE-H BAK-12A(B) (1460')

E60-15 TYPE-H BAK-12A(B) (1260')

- PARKING ON TERMINAL APRON RESTRICTED TO COMMERCIAL AIR CARRIER AND ACFT FOR CUSTOMS CLEARANCE BY PRIOR ARRANGEMENT ONLY.
- LIQUID OXYGEN SERVING AVBL TO MILITARY.
- JASU: 8(MD-3M) 2(MA-1A) (M32A-60) (M32A-60A)
- FLUID: SOAP - ROUTINE SOAP SAMPLES NOT AVBL; SP PRESAIR LHOX LOX
- OIL: NON-DETERGENT OIL NOT AVBL FOR PISTON ACFT. O-128-133-148(MIL)
- SEE FLIP AP/1 SUPPLEMENTARY ARPT RMK.
- RSTD: ALL INBD VIP CODE 7 OR HI, PAX, CARGO ACFT MUST CTC PALMETTO OPS NO LATER THAN 30 MIN PRIOR TO LDG.

- RSTD: AMC ACFT OPR RSTD DUR BIRD WATCH COND MODERATE (TKOF OR LDG PERMS ONLY WHEN DEP/ARR RTE AVOID IDENT BIRD ACT, NO LCL IFR/VFR TFC PAT ACFT) AND SEVERE (TKOF AND LDG PROH WO OG/CC APVL), CTC PALMETTO OPS FOR CURRENT BIRD WATCH COND.
- NO STUDENT SOLO TOUCH AND GO LANDING ALLOWED.
- RSTD: ALL ACFT MUST CTC PALMETTO OPS PRIOR TO ENTERING MIL RAMP FOR PRK ASGN.
- RSTD: NON-AMC AIRCREWS REQ RON SVC CTC COMD POST (PALMETTO OPS) DSN 673-8400, C843-963-8400 PRIOR ARR. TRML APN RSTD TO COML AIR CARRIER AND ACFT FOR CSTMS CLNC BY PPR.
- CAUTION: MIGRATORY BIRD SEASON PHASE II 1-15 APR AND 1 AUG-30 NOV. RWY 15-33 RAISED APCH LGT IN OVRN, RY 03-21 OVRN 800FT.
- TFC PAT: RECTANGULAR 1200 FT, OVERHEAD 1700 FT, LGT ACFT 700 FT, C5A 2000 FT.
- MISC: AFLD MGMT DSN 673-3024/6, C843-963-3024/6. AFLD MGMT OUT OF OFFICE CTC NR C843-609-4362. IF CIV SIDE OF ARPT IS FINAL DESTN, ACFT COMDR WILL SO INDICATE ON DD 175. DANGEROUS CARGO ACFT CTC PTD PRIM, PALMETTO OPS SECD. ALL AMC MSN ACFT CTC PALMETTO OPS WHEN WITHIN RDO RNG.
- MISC: PMSV RDO UNAVBL. PMSV/PHONE PATCH AVBL THRU 628 CP DSN 673-8400 C843-963-8400. WX FLT CLOSED WKENDS, HOL AND DOWN DAYS. MIL WX FLD AFLD SUPPORT AVBL 24/7 FOR SVR WX, C843-754-1956. MSN WX SUPPORT HRS 1100-2300Z++ MON-THU AND 1100-2100Z++ FRI, DSN 673-3016/3644, C843-963-3016, CLSD WKEND, HOL, AND DOWN DAYS. MSN WX SUPPORT BRFGS FOR AIRCREW AVBL VIA THE 260WS/BARKSDALE AFB DSN 331-2651/C318-529-2651 DUR MIL WX FLT CLOSURE HRS.
- SERVICE-LGT: AIRFIELD BEACON NOT VISIBLE FROM NW.
- MISC: TMPRY STOR OF CLASSIFIED MATERIALS: LTD CLASSIFIED STOR AVBL. 24 HR PN RQR WITH AFLD MGMT. PRIOR COORD RQR. CTC BASE OPS 24 PRIOR TO ARR. NO CLASSIFIED STOR AT COMD POST. FOR TOP SECRET STOR CTC 437 SOS 24 HR PRIOR TO ARR DSN 673-0955, C843-963-0955.
- SERVICE: KCHS MIL PROVIDES NO SECURITY AND NO ACFT SERVICES AT FBO'S AND COMMERCIAL TERMINAL.
- RSTD: RWY 03-21 CLSD 2ND TUE EA MONTH 1330-2200Z++. RWY 15-33 CLSD LAST TUE OF EA MONTH 1330-2200Z++.
- CAUTION: RY 15-33 1000 FT OVERRUNS HAS FRANGIBLE RAISED APCH LIGHTS.
- CAUTION: MIL RAMP ACFT CONTACT CHS GND CONTROL FOR ENG START & TAXI.
- RSTD: RVR AVAIL VIA FAA ATCT.
- MISC: AFLD SFC WX OBS TAKEN IAW FAA CRITERIA, NOT AF CRITERIA.
- SERVICE FUEL: ALL ACFT RQR FUEL, PLEASE HAVE IN YOUR POSSESSION THE WHITE DD FORM 1896 FUEL CARD, US GOVT AIR CARD OR YOUR BASE BILLING INFO.
- TRANS ACFT FOR MIL RAMP FOLLOW-ME RQR. MIL ACFT FOR FBO PRK/SVC RQR PPR (843-746-7600).
- CAUTION: RY 21 - FREQ PRK TRAIN CARS (25 FT AGL), CONSTRUCTION/UTILITY STORAGE YARD (20 FT AGL) 1000 FT FR THLD AND GRAVEL PILES (50 FT AGL) 1500 FT FR THLD.
- RSTD: PPR, EXC AIREVAC, SAM AND AMC GDSSII MSN, FOR NUMBER AND LCL TRNG FLT TRAN ALERT SUPPORT CTC AFLD MGMT DSN 673-3024/6, C843-963-3024/6.
- CAUTION: REDUCED FIRE SUPPORT FOR C-5 AND AN-124 ACFT, DEGRADATION OF FIRE FIGHTING CAPABILITY. C-5/AN-124 WITH EMERGENCY MUST CLOSELY COORDINATE RQR WITH PALMETTO OPS.
- CAUTION: MIL SIDE WG TIP CLNC LINES: TWY D 161 FT FR TWY CNTRLN AND RAMP INTER-TXY 115 FT FR CNTRLN.
- RSTD: C5, B747, AND AN-124 ACFT TAXI WITH OUTBOARD ENG AT IDLE.
- FUEL: A++(MIL), A+(ATLANTIC AVN, C843-746-7600) (NC-100, A1+).
- CAUTION: FUEL PIT/SWITCH OBST 36 IN HIGH LCTD 75 FT LEFT OF TWY D CNTLN N OF TWY E.
- CAUTION: RY 15-33 1 FT RAISED THLD LGT.
- MISC: PAX TRML OPR 0930-0330Z++ DLY. AFTER HRS CTC DSN 673-7005/7006 OR C843-963-7005/7006. C-17 ENG RUNNING ONLOADS/OFFLOADS AVBL 24 HR PN. CTC 437 APS DSN 673-3193/4 C843-963-3193/4 FOR COORD/APVL. PASS PAX/CARGO INFO TO PALMETTO OPS 3 HRS PRIOR TO ARR.
- SERVICE-LGT: RWY 15 ALSF-2 ALSO OPR AS SSALR DUR VMC.
- ALL AIRCRAFT USE UPPER ANTENNA UNTIL AIRBORNE.
- RWY COND CODE (RWYCC) NOT RPTD.
- AFLD GRASS CUTTING OPS CONDUCTED IN CTL MOVEMENT AREA YR ROUND; CTC AFLD MGMT FOR DLY LCTN.
- PPR FOR PARKING OF GENERAL AVIATION ACFT ON TERMINAL RAMP CTC 843-767-1100.
- MISC: COMBAT OFF-LOAD OPS ON N END OF TWY D MUST ENSURE THAT PALLETS LAND PRIOR TO LEAD-IN LINE TO RWY 15 APCH END; CTC GND IF PALLET LANDS BYD LEAD-IN LINE.
- RSTD: EXP RWY 15/33 OPS SUSPD 1230-1300Z++DLY FOR A-G INSPECTION.
- MISC: RWY 15/33 AND 3/21 GROOVED.

- INTENSIVE HEAVY MIL JETS & OTHER MISC ACFT EXECUTING NUMEROUS CARGO & PERSONNEL DROPS, HIGH SPEED LOW-LEVEL FORMATION FLTS & MISC AIR-TO-GROUND OPNS.

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 22 February 2024 at 0901Z to 21 March 2024 at 0900z.

STARs - Standard Terminal Arrivals

AMYLU THREE (RNAV)	2 pages: [1] [2] (370KB)
BAGGY THREE (RNAV)	2 pages: [1] [2] (400KB)
OSPRI SEVEN (RNAV)	2 pages: [1] [2] (533KB)

IAPs - Instrument Approach Procedures

ILS OR LOC RWY 15	download (299KB)
ILS OR LOC RWY 33	download (328KB)
ILS RWY 15 (SA CAT I)	download (272KB)
ILS RWY 15 (CAT II)	download (263KB)
RNAV (RNP) Z RWY 03	download (235KB)
RNAV (RNP) Z RWY 15	download (234KB)
RNAV (RNP) Z RWY 21	download (230KB)
RNAV (RNP) Z RWY 33	download (242KB)
RNAV (GPS) Y RWY 03	download (322KB)
RNAV (GPS) Y RWY 15	download (291KB)
RNAV (GPS) Y RWY 21	download (289KB)
RNAV (GPS) Y RWY 33	download (357KB)
VOR/DME OR TACAN RWY 03	download (287KB)
VOR/DME OR TACAN RWY 21	download (274KB)
VOR/DME OR TACAN RWY 33	download (274KB)
HI-VOR OR TACAN RWY 15 ****CHANGED****	download (295KB)
VOR OR TACAN RWY 15	download (277KB)
NOTE: Special Alternate Minimums apply	download (166KB)

Departure Procedures

LGRHD THREE (RNAV)	download (218KB)
MLTRE THREE (RNAV)	download (224KB)
PLMTO THREE (RNAV)	download (221KB)
STUNO ONE (RNAV)	download (268KB)
SWPFX THREE (RNAV)	download (230KB)
NOTE: Special Take-Off Minimums/Departure Procedures apply	download (141KB)

MODULE 100: FAMILIARIZATION MODULE

SORTIE 101: LOCAL AREA FAMILIARIZATION

This flight will take you Around the Area. This mission is simply to acclimate you to the procedures and terrain surrounding. This flight will be conducted under visual rules. Be Famillure with IR193, SR294, SR295, SR 296, VR104, VR-144, VR113, VR1128, VR1140 Ans Air Refueling Route 13 E & 13 W

OBJECTIVES: FAMILIARIZATION WITH LOCAL AREA REQUIREMENTS AND LOCAL INSTRUMENT PROCEDURES.
LOCATION: Altus AFB
DATE & TIME: DAYLIGHT HOURS
WX: REAL WORLD – VFR CEILING GREATER THAN 7500' REQUIRED
FLIGHT PLAN:

MISSION ORDERS:

1. Conduct the required preflight checks and prepare aircraft for takeoff.
2. Request
3. Follow the route from
4. navigate accordingly to set up Combat Arrival.

SPECIAL INSTRUCTIONS:

If VATSIM ATC is available, follow all departure/arrival instructions and request flight following. Ensure you follow procedures to request activation of IR, SR & VR routes.

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 Altus Air Force Base.

MISSION SETUP

OBJECTIVES: EXECUTE AN ILS LANDING DURING NIGHT HOURS.
LOCATION: Altus AFB
DATE & TIME: **1900 LOCAL / 0100Z**
WX: REAL WORLD WEATHER – NO MINIMUMS REQUIRED
FLIGHT PLAN:
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. After exiting IR-193 When you have a visual on the airfield, navigate accordingly to set up Combat Arrival.
5.

Commented [TV2]: VFR alts even if its just cloud base (I presume 7300 is the MVA in the area) should stay on the 500's to be clear if above 3000

Commented [TV3]: Is this section supposed to be a skeleton? It seems to be missing stuff

Commented [TV4]: Will they know what this means?

SPECIAL INSTRUCTIONS:

If VATSIM ATC is available, follow all departure/arrival instructions and request flight following. Ensure you follow procedures to request activation of both IR-170.

SORTIE 103A: CROSS COUNTRY FLIGHT

(Insert description)

MISSION SETUP

OBJECTIVES:
LOCATION:
DATE & TIME:
WX: REAL WORLD WEATHER – NO MINIMUMS REQUIRED
SUGGESTED ROUTE
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 KLTS ramp cold and dark in the C-17. Perform preflight check and startup. File an IFR flight plan for KLTS to KSUU with the WEBGO2 (or more recent WEBGO#) arrival. Note: If ATC is online and re-routes you, notate this in your MIREP. Your routing from KLTS to WEBGO arrival KSUU 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 KSUU 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 32/212 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 3L).

- Upon Top of Decent, descend via the WEBGO 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 KSUU for this point in flight.

- Upon final approach, perform the published missed approach procedure and hold as notated in the

Commented [TV5]: KSKF SAT J2 JCT J15 FUSCO Q20 CNX J15 RSK J58 ILC J198 MVA KSUU

That is what you had below, I think its important to let the pilot show their navigation knowledge instead

Commented [TV6]: Its important to put the ownness on the pilot more than give them step by step instructions. If they are confused on charts, they should ask for help but this is a critical knowledge check as ATC wont ever give them step by step instructions

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:
LOCATION: Travis AFB
DATE & TIME:
WX: REAL WORLD WEATHER – NO MINIMUMS REQUIRED
SUGGESTED ROUTE: KSUU AVE J6 PMD J65 DECAS J212 BXK J4 SSO J50 ELP J2 FST KSKF
ALTITUDE: PILOT DISCRETION

• Start at KSUU ramp cold and dark in the C-17. Perform preflight check and startup. File an IFR flight plan for KSUU to KLTS using the REJOY1.AVE departure (ATC will call this the REJOY1 departure, Avenal transition) and the Centerpoint Two (CSI2) arrival via the Fort Stockton (FST) 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 KSUU to KLTS 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.

Commented [TV7]: You had this [KSUU AVE J6 PMD J65 DECAS J212 BXK J4 SSO J50 ELP J2 FST KSKF]

- As with 103A, you should fly the arrival while complying with all published routing and restrictions as well as including the current METAR for KLTS in your MIREP.
- For this initial approach you must use the approach via the 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 minima 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 KLTS 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.

MODULE 300: AERIAL REFUELING MODULE

AAR PROCEDURE AND PHRASES.

The Procedure There are 6 Points to a Air to Air Refuel they are as follows:

- First Contact at 30 nm
- Astern Position
- Observation Position
- Refuel
- Reform Area
- Leaving the Area

GREEN IS RECEIVER
Comms will Look like

Standard AAR Once on frequency and 30nm from the tanker, you would call:

TEXACO41 THIS IS RAZOR21 FLIGHT 2 TIMES F16 30NM TO THE SOUTH REQUESTING WET REFUEL (GIVE AMOUNT REQUIRED)

RAZOR 21 FLIGHT THIS IS TEXACO41 COPY YOUR REFUEL REQUEST CONTINUE APPROACH CALL AT 10NM

RAZOR21 FLIGHT CONTINUING APPROACH WILL CALL 10NM

At this point the tanker is aware that you are in the area and you need fuel so you will continue the approach when at 10nm from the tanker you would call the following:

TEXACO41 THIS IS RAZOR 21 FLIGHT HAVE YOU RADAR JUDY

10NM RAZOR21 FLIGHT CONTINUE APPROACH CLEARED ASTERN

(you repeat)RAZOR21 FLIGHT CLEARED ASTERN

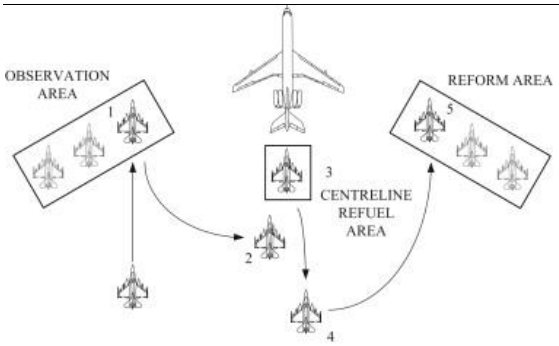
Astern is directly behind the tanker but 3nm back when you are in this position you call up with the following:

TEXACOS41, RAZOR21 FLIGHT ASTERN

RAZOR21 FLIGHT CLEARED TO THE OBSERVATION AREA RAZOR21 FLIGHT CLEARED OBSERVATION

This procedure is to be used for any AAR in any situation

The observation area is forming on tankers left (Port)wing



this is done to PID (Positively Identify) the receivers.

Once the receivers have been PID by the tanker you will be asked to drop back to the Pre-Contact position and you would be given you hose to connect to. This in 0.5nm from the tanker directly behind and the comms would be as follows:

TEXACO41 RAZOR21 FLIGHT OBSERVATION

RAZOR21 FLIGHT COPY, CLEARED PRE-CONTACT BOOM

RAZOR21 FLIGHT CLEARED PRE-CONTACT 21 LEFT HOSE 22 RIGHT HOSE

If there are more than 2 receivers the tanker will say for instance 21 cleared pre-contact left hose 22 right hose.(or BOOM) in the observation area.

At the point of pre-contact the taker will deploy the refueling boom when in position and stable the receivers call when ready at this point the flight has split to individual aircraft and they all make their own calls to the tanker as follows:

RAZOR 21 PRE-CONTACT

RAZOR21 CLEARED CONTACT

RAZOR 21 CLEARED CONTACT

At this point, the TANKER will connect to the BOOM when in position stable and connected the receiver will call: -

RAZOR 21 CONTACT

COPY RAZOR 21 FUEL FLOWING

When the requested amount of fuel has been passed the tanker will say:

RAZOR 21 FUEL TRANSFER COMPLETE CLEARED DISCONNECT, GO REFORM AREA

RAZOR 21 CLEAR DISCONNECT AND REFORM AREA

The reform area is to the right-wing of the tanker it is used to reform the flight before they are cleared to leave. If any aircraft are still refueling, then the aircraft will be held in the reform area.

Also if any aircraft are in the holding area then they will refuel from the tanker and then getcleared to the reform area, to join with the rest of their flight. Once all aircraft are ready and in reform area then the tanker will clear them to leave

RAZOR21 FLIGHT YOU ARE CLEARED TO LEAVE CONTACT CONTACT freq TO……..

TEXACOS41 RAZOR21 FLIGHT CLEARED TO LEAVE THANKS FOR THE FUEL CONTACTING ……..

That is the basic refuelling procedure.

Emergency Procedures If at any point during the refuel the tanker call:

RAZOR 21 BREAKAWAY BREAKAWAY BREAKAWAY

The receiver must disconnect immediately and go to the reform area and await further instructions from the tanker.

https://www.vusaf.us/files/aetc/ACC-MQT/vUSAF%20AAR%20Script%2020240121.pdf

SORTIE 301A: AIR REFUELING ANCHOR AREAS

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 GPS, VOR, NDB instrumentation and published charts in real time weather (WX) conditions. In addition, you will have the opportunity to set up orbit within an air refueling anchor area.

OBJECTIVES:	SET UP ORBIT WITHIN AN AR ANCHOR AREA
LOCATION:	AR669
DATE & TIME:	DAYLIGHT HOURS
WX:	REAL WORLD WEATHER – NO MINIMUMS REQUIRED
SUGGESTED ROUTE:	KLTS Direct AR669 Direct KLTS
ALTITUDE:	FL250/FL270

Overview:

Flight 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:

- Start FS and then start JoinFS.
- Start at KLTS ramp cold and dark in the KC-135R/KC-46A. Perform preflight check and startup. File an IFR flight plan for KLTS to AR669 Entry Point, delay in AR669 (enough time for 3 orbits), returning to KLTS Note: If ATC is online and re-routes you, notate this in your MIREP. Your routing from KLTS to AR669 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.
- Utilize the AP/1B to collect all pertinent data concerning AR669. Make sure to utilize the Entry Point, ARIP, Anchor Point, Anchor Pattern, and Exit Point. A minimum of 3 orbits is required for this mission. (Hint: Programming the GPS coordinates of each point of the anchor area works the best)
- Before your decent, check the weather at KLTS 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 precision approach. 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 3L).
- Upon Top of Decent, descend at pilot's discretion. 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 K 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 ramp to shutdown. Save your JoinFS file under your name and mission number of 301A

.

SORTIE 301B: AIR REFUELING TRACKS

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 GPS, VOR, NDB instrumentation and published charts in real time weather (WX) conditions. In addition, you will have the opportunity to set yourself on an AR Track.

OBJECTIVES: SET UP ON AN AR TRACK

LOCATION: AR102B
DATE & TIME: DAYLIGHT HOURS
WX: REAL WORLD WEATHER – NO MINIMUMS REQUIRED

SUGGESTED ROUTE: KLTS Direct AR102B Direct KLTS
ALTITUDE: FL240/FL300

Overview:

Flight 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:

- Start FS and then start JoinFS.
- Start at KLTS ramp cold and dark in the KC-135R/KC-46A. Perform preflight check and startup. File an IFR flight plan for KLTS to AR102B ARIP, fly the length of the track, returning to KLTS Note: If ATC is online and re-routes you, notate this in your MIREP. Your routing from KLTS to AR102B 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.
- Utilize the AP/1B to collect all pertinent data concerning AR102B. Make sure to utilize the ARIP, ARCP, Navigation Points, and Exit Point. (Hint: Programming the GPS coordinates of each point of the track works the best)
- Before your decent, check the weather at KLTS and determine the best runway**. Once you have done that, plan on the approach to the opposite runway, circle to land the active 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 precision approach. 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 3L).
- Upon Top of Decent, descend at pilot's discretion. 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 K for this point in flight.
- Upon final approach to the opposite runway, perform a circle to land the active runway. Circle should be conducted based on the approach plate data for that approach.
- Upon arrival and touch down, taxi clear of the runway and back to the ramp to shutdown. Save your JoinFS file under your name and mission number of 301B

The purpose of this sortie is to allow you an opportunity to experience and practice getting "Stern" position and the "Contact" position.

MISSION SETUP

OBJECTIVES: PERFORM AND EXECUTE ADVANCED FORMATION MOVEMENTS
LOCATION: AR
DATE & TIME:
WX: REAL WORLD

FLIGHT PLAN:

ALTITUDE: BLOCK ALTITUDE FL270 TO FL290

REQUIRED FILES:

MISSION ORDERS:

1. Start your simulator at KDLF with proper tail booked and complete pre-flight checks.
2. If ATC is online follow normal departure procedures at their direction. Hinko one or Laughlin one Departure
3. Once airborne fly to the AR167 Initial Point (ARIP)
4. Cross the ARIP at the briefed heading and altitude and call the Tanker advising:
   "Air Force XXX, (Tanker Callsign) is IP inbound requesting XXXX lbs of fuel."
5. Continue inbound to the Contact Point (ARCP) and follow the Tanker IP instructions.

SPECIAL INSTRUCTIONS

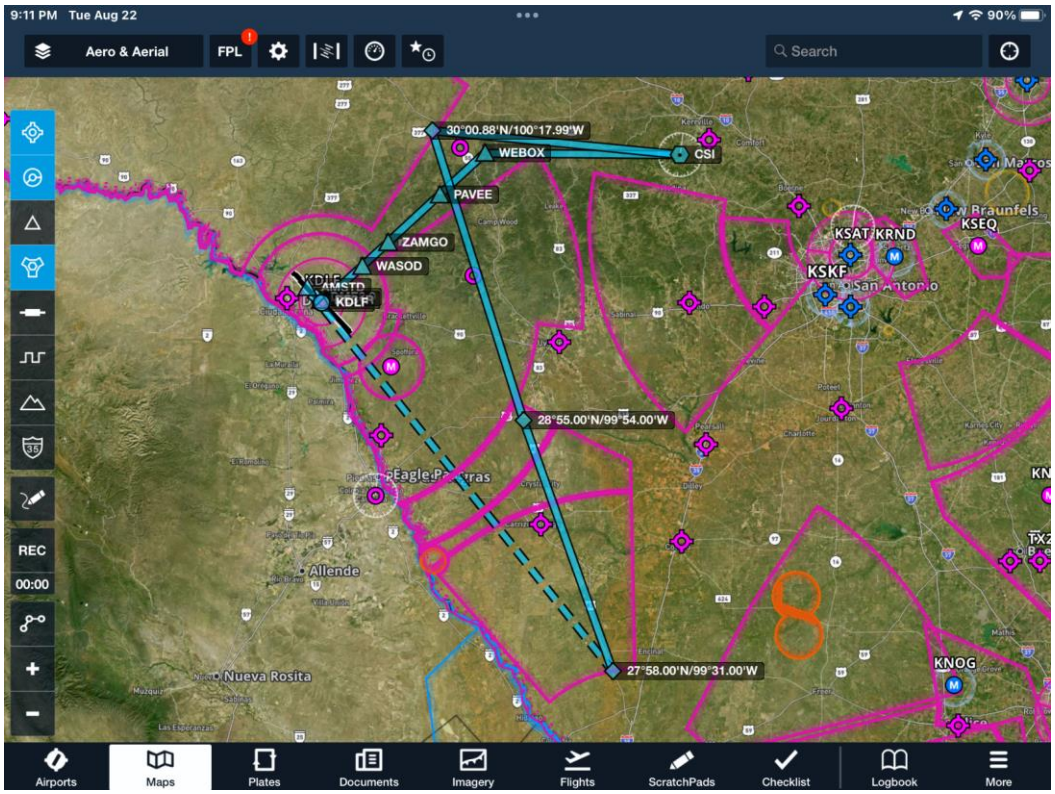
Use the communications protocol found in the vUSAF AAR Resource Document to conduct your aerial refueling. Your AR flight will be graded by the Tanker Pilot.

AR 167 FLIP AP/1B INFORMATION:

① A 3000' block altitude is approved subject to direction of flight; eg. eastbound FL250B270, westbound FL220B240

AR167	LRD VORTAC	RSG VORTAC	RSG VORTAC	a. 235.100	FL260/FL310	149FG/DOOS	Houston
(North)	341/30	152/69	N30°00.88'	b. 260.200		Kelly AFB, TX	ARCP-323.1W
	N27°58.00'	N28°55.00'	W100°17.99'	c. N/R		DSN 969-5934	EXIT-380.2W
	W99°31.00'	W99°54.00'		d. N/R			
				e. 32/95			
(South)	RSG VORTAC	RSG VORTAC	LRD VORTAC				Houston
	N30°00.88'	152/69	341/30				ARCP-380.2E
	W100°17.99'	N28°55.00'	N27°58.00'				EXIT-323.1E
		W99°54.00'	W99°31.00'				

REMARKS: All course reversal turns will be made to the east. Receivers may exit only at ARIP or EXIT points. When exiting at RSG, receivers should file to JCT or FST to pick up supplemental flight plans. Crystal MOA must be scheduled by users during same period of track operations. Hours of operation: Sun-Sat 1200-0400Z++.


9:11 PM Tue Aug 22
90%
Aero & Aerial
FPL
Search
30°00.88'N/100°17.99'W
WEBOX
CSI
PAVEE
ZAMGO
WASOD
KDLF
28°55.00'N/99°54.00'W
27°58.00'N/99°31.00'W
KSAT
KRND
KSEQ
KSKF
KNOG
Nueva Rosita
Allende
REC
00:00
Airports
Maps
Plates
Documents
Imagery
Flights
ScratchPads
Checklist
Logbook
More

SORTIE 303A: AIR REFUELING (TANKER)

The purpose of this mission is to offer you an opportunity to demonstrate your ability to conduct Air Refueling (Tanker). This sortie will also give you an opportunity to demonstrate your ability to be Cell Lead aircraft on departure and enroute. During the sortie you will demonstrate the ability to Navigate to the A/R track and conduct Air Refueling with your #2 aircraft in the cell formation.

OBJECTIVES:

- File Appropriate Flight Plan
- Cell Lead Take off and Departure
- Navigate to then selected track ARIP/ARCP
- Conduct Air Refueling
- RTB as required.

LOCATION: AR110 East

DATE & TIME: DAYLIGHT HOURS

WX: REAL WORLD WEATHER – NO MINIMUMS REQUIRED

SUGGESTED ROUTE: KLTS Direct AR110 East Direct KLTS

ALTITUDE: FL250/FL280

Overview:

Start FS and then start JoinFS.

- Start at KLTS ramp cold and dark in the KC-135R/KC-46A. Perform preflight check and startup. File an IFR flight plan for KLTS to AR110 East Entry Point, conduct Air Refueling with your #2 man (Instructor). Your routing from KLTS to AR110 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.

- Utilize the AP/1B to collect all pertinent data concerning AR110 East. Make sure to utilize the Entry Point, ARIP, Anchor Point, Anchor Pattern, and Exit Point. (Hint: Programming the GPS coordinates of each point of the anchor area works the best)
- Maintain a stable refueling platform for the receiver.
- Coordinate cell breakup procedures.
- Before your decent, check the weather at KLTS 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 precision approach. 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 3L).

- Upon Top of Decent, descend at pilot's discretion. 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 K for this point in flight.
- Upon arrival and touch down, taxi clear of the runway and back to the ramp to shutdown. Save your JoinFS file under your name and mission number of 303A

C-17A MISSION QUALIFICATION TRAINING HANDBOOK

SORTIE 303B: AIR REFUELING (RECEIVER)

The purpose of this mission is to offer you an opportunity to demonstrate your ability to conduct Air Refueling (Receiver). This sortie will also give you an opportunity to demonstrate your ability to depart and fly as #2 in Cell. During the sortie you will demonstrate the ability to fly in cell to the A/R track and conduct Air Refueling with your Lead aircraft in the cell formation.

OBJECTIVES:

- File Appropriate Flight Plan
- #2 in Cell Take off and Departure
- Navigate to then selected track ARIP/ARCP
- Conduct Air Refueling
- RTB as required.

LOCATION: AR110 East

DATE & TIME: DAYLIGHT HOURS

WX: REAL WORLD WEATHER – NO MINIMUMS REQUIRED

SUGGESTED ROUTE: KLTS Direct AR110 East Direct KLTS

ALTITUDE: FL250/FL280

Overview:

Start FS and then start JoinFS.

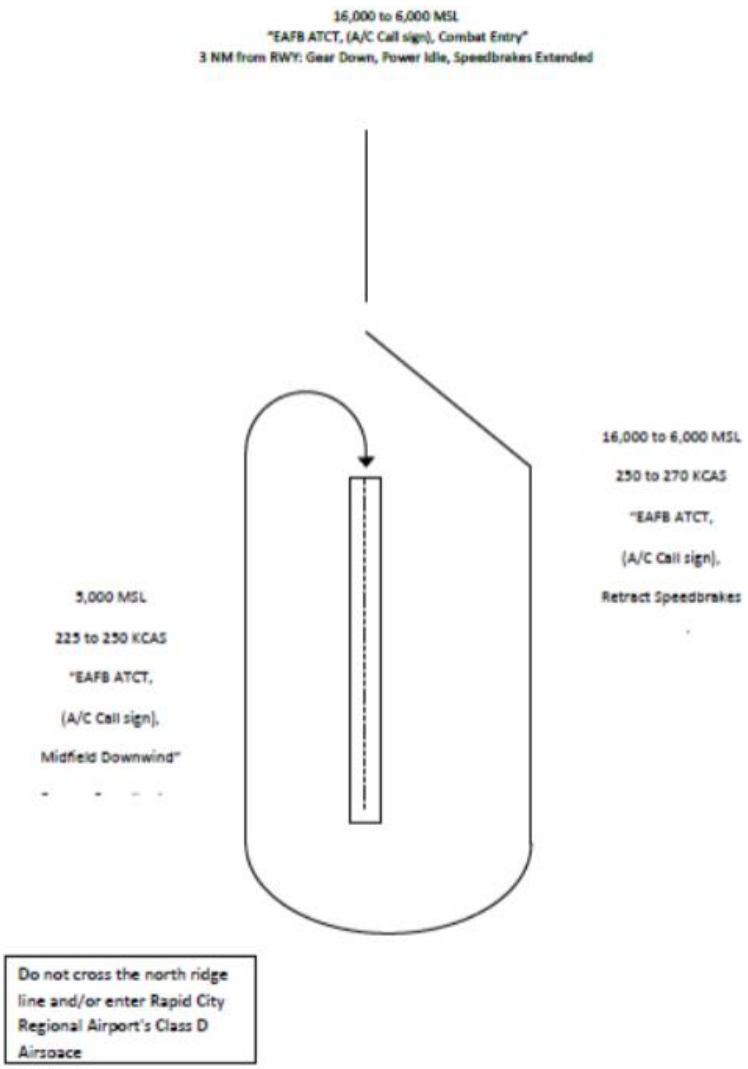
- Start at KLTS ramp cold and dark in the KC-135R/KC-46A. Perform preflight check and startup. File an IFR flight plan for KLTS to AR110 East Entry Point, conduct Air Refueling with your Lead aircraft (Instructor). Your routing from KLTS to AR110 is at your leads discretion but should leverage airways 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.

- Utilize the AP/1B to collect all pertinent data concerning AR110 East. Make sure to utilize the Entry Point, ARIP, Anchor Point, Anchor Pattern, and Exit Point. (Hint: Programming the GPS coordinates of each point of the anchor area works the best)
- Perform a stable closure rate on the tanker. You should shoot for 30 DEGREE closure climb into the Pre-Contact position. Get as close as you feel comfortable. Tanker will call contact for you. Maintain the proper contact position during refueling.
- Tanker will coordinate cell breakup procedures.
- Before your decent, check the weather at KLTS 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 precision approach. 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 3L).

- Upon Top of Decent, descend at pilot's discretion. 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 K for this point in flight.
- Upon arrival and touch down, taxi clear of the runway and back to the ramp to shutdown. Save your JoinFS file under your name and mission number of 303B

ATTACHMENTS

COMBAT ARRIVAL DIAGRAM



CREDITS/REFERENCES