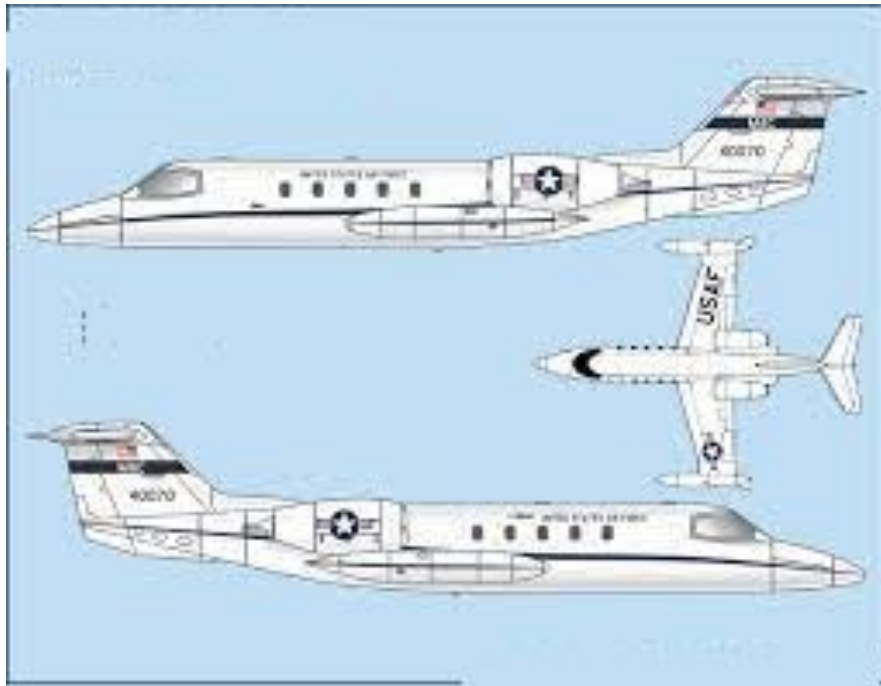


# VIRTUAL UNITED STATES AIR FORCE MISSION QUALIFICATION TRAINING HANDBOOK

## for the Bombardier Aerospace C-21A



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

[www.vusaf.us](http://www.vusaf.us)





C-21  
C-21 MISSION QUALIFICATION TRAINING HANDBOOK

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## Contents

COURSE INTRODUCTION	1
OPERATIONAL REQUIREMENTS / SETTINGS	2
COURSE 100: LOCAL AREA ORIENTATION & FAMILIARIZATION FLIGHT	3
SORTIE 101: LOCAL AREA FAMILIARIZATION .....	4
SORTIE 102: PRECISION APPROACH & NIGHTTIME OPERATIONS .....	5
SORTIE 103: Cross Country .....	6
SORTIE 104: LOW ALTITUDE FLIGHT OPERATIONS .....	7
SCOTT AIR FORCE BASE INFORMATION	18
LOCATION.....	19
AIRPORT OPERATIONS .....	20
RUNWAY INFORMATION .....	21
LAUGHLIN AIR FORCE BASE INFORMATION	**
LOCATION.....	**
AIRPORT OPERATIONS .....	**
RUNWAY INFORMATION .....	**
GLOSSARY OF TERMS	**
CREDITS/REFERENCES	**

## 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 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//

vLt Col. 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) X Plane & MSAF2020

JOINFS - [HTTP://PMEM.UK/JOINFS/](http://pmem.uk/joinfs/)

Join FS provides for latency-free multiplayer missions through a peer-to-peer style network. Join FS is used by vUSAF to record your training missions and allow vUSAF instructor pilots to playback your flight for grading your mission.

#### Required MSFS Settings:

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

### History & Specifications

#### Background

Delivery of the C-21 fleet began in April 1984 and was completed in October 1985. C-21s stationed outside the continental United States, or CONUS, were assigned to the theater commanders. Air Mobility Command at Scott Air Force Base, Illinois, is the lead command for the aircraft.

In April 1997, the majority of CONUS-based C-21s were consolidated within the 375th Airlift Wing at Scott AFB, while the National Guard Bureau maintained several aircraft at Peterson AFB, Colorado, Air Force Flight Standards Agency maintained several aircraft at Joint Base Andrews, Maryland and Air Education and Training Command maintained several aircraft at Keesler AFB, Mississippi.

In January 2007, Program Budget Decision number 720 reduced C-21 operations to 40 aircraft. AMC dissolved C-21 operations at Wright-Patterson AFB, Ohio. U.S. Air Forces in Europe were reduced from 13 to 10, Pacific Air Forces from four to three and AETC from five to three.

The NGB picked up 19 aircraft for 'bridge' missions at Fargo, North Dakota, Battle Creek, Michigan, and Bradley Air National Guard Base, Connecticut, until they received C-27 aircraft. Base Realignment and Closure actions moved the AFFSA C-21s from Joint Base Andrews to Will Rogers World Airport, Oklahoma City, Oklahoma. In June 2007, Pacific Air Forces divested itself of its three C-21s, the NGB gaining them.

In 2010, Resource Management Decision 700, or RMD 700, cut the number of C-21 aircraft from 56 to 28. Also in line with RMD 700, AETC closed the flight training unit located at Keesler AFB, Mississippi.

Beginning in 2018, the C-21 fleet in the United States began further consolidation efforts from Peterson AFB, Joint Base Andrews, moving all CONUS-based C-21s to Scott AFB's 458th Airlift Squadron via the National Defense Authorization Acts of fiscal year 2018 and fiscal 2019.

These consolidation efforts leave Scott AFB's 458th Airlift Squadron (AMC) and Ramstein Air Base, Germany's 76th Airlift Squadron (USAFE) as the remaining force of C-21s. In addition, the first major upgrade in the fleet's history is a \$38 million "Avionics Upgrade Program" to modify all aircraft to a 'glass cockpit' configuration and meet 2020 global airspace equipment requirements.

**General Characteristics**

**Primary Function:** Passenger and cargo airlift

**Contractor:** Learjet, Inc.

**Power Plant:** Two Garrett TFE-731-2-2B turbofan engines

**Thrust:** 3,500 pounds each engine

**Maximum Takeoff Weight:** 18,300 pounds (8,235 kilograms)

**Length:** 48 feet, 7 inches (14.71 meters)

**Height:** 12 feet, 3 inches (3.71 meters)

**Wingspan:** 39 feet, 6 inches (11.97 meters)

**Fuel Capability:** 931 gallons (3,537.8 liters) [1,120 gallons (4,256 liters) with ferry tanks]

**Speed:** 530 mph (Mach 0.81, 461 knots at 41,000 feet (12,496.8 meters)

**Range:** 2,306 miles (3,689.6 kilometers)

**Ceiling:** 45,000 feet (13,716 meters)

**Maximum Load:** Eight passengers and 3,153 pounds (1,433 kilograms) of cargo, or one litter patient or five ambulatory patients.

**Crew:** Two (pilot and copilot); aeromedical evacuation adds medical crew of three (one flight nurse and two medical technicians). Minimal medical crew may be one flight nurse and one medical technician as required

**Unit Cost:** \$3.1 million (Fiscal 1996 constant dollars)

**Initial Operating Capability:** April 1984

**Current Inventory:** Active Duty: 19; ANG: 0; AFRC: 0.

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## MODULE 100: FAMILIARIZATION MODULE

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### SORTIE 101: LOCAL AREA FAMILIARIZATION

This flight will be conducted under visual rules.

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

**LOCATION:** Scott AFB IL

**DATE & TIME:** DAYLIGHT HOURS

**WX:** REAL WORLD – VFR CEILING GREATER THAN 7500' REQUIRED

**FLIGHT PLAN:**

**MISSION ORDERS:**

11. Conduct the required preflight checks and prepare aircraft for takeoff.
21. Request
31. Follow the route from
41. 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.

- **Also Please Use SID & STAR, and Arrivals in and out of Scott AFB**

### Sortie 101A

Familiarize yourself with the MOAs around the AFB there are 6 Lindbergh MOA, Salem MOA, Pruitt MOA, Howard MOA, Cannon MOA, Truman MOA. You also Have 3 IR Routes IR614, IR527, IR592.

## **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 Scott Air Force Base.

### **MISSION SETUP**

**OBJECTIVES:** EXECUTE AN ILS LANDING DURING NIGHT HOURS.  
**LOCATION:** Scott AFB, IL  
**DATE & TIME:** **1900 LOCAL / 0100Z**  
**WX:** REAL WORLD WEATHER – NO MINIMUMS REQUIRED  
**FLIGHT PLAN:**  
**ALTITUDE:** PILOT DISCRETION

### **MISSION ORDERS:**

14. Conduct the required preflight checks and prepare aircraft for takeoff.
24. Request IFR departure to the north (if ATC available), using the Once over fix, proceed direct.
34. Follow the route from Point, maintaining visual conditions. Maintain the minimum altitudes listed in the FLIP on the route.
44. After exiting When you have a visual on the airfield, navigate accordingly to set up Combat Arrival.
- 54.

### **SPECIAL INSTRUCTIONS:**

If VATSIM ATC is available, follow all departure/arrival instructions and request flight following. Ensure you follow procedures Also **Please Use SID & STAR, and Arrivals in and out of Scott AFB**

## SORTIE 103: CROSS COUNTRY FLIGHT

(Insert description)

### MISSION SETUP

#### OBJECTIVES:

#### LOCATION:

#### DATE & TIME:

**WX:** REAL WORLD WEATHER – NO MINIMUMS REQUIRED

**SUGGESTED ROUTE:** KBLV to KWHP *Route PILOT DISCRETION*

**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 Join FS.
- Start at KBLV ramp cold and dark in the C-21. Perform preflight check and startup. File an IFR flight plan for
- Before your decent, check the weather at and determine the best runway. If ATC is online, follow their instructions for the active runway, otherwise use the weather and judgment to determine which runway you should land on using a non-precision approach (TACAN if able, or LOC if unable). 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. ).
- Upon Top of Descent, descend via the 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 Descent 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 KWHP 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 Join FS file under your name and mission number of 103A.

After Landing Check fuel and Aircraft for Return Trip (doesn't have to be Recorded) everything else Applies that you did in the Flight to KWHP, RTB back to KBLV.

**Also Please Use SID & STAR, and Arrivals in and out of Scott AFB**

## **SORTIE 103B:**

### **MISSION SETUP**

#### **OBJECTIVES:**

#### **LOCATION:**

#### **DATE & TIME:**

**WX:** REAL WORLD WEATHER – NO MINIMUMS REQUIRED

**SUGGESTED ROUTE:** KBLV to KLRF *Route PILOT DISCRETION*

**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 103B:**

- Start FS and then start Join FS.
- Start at KBLV ramp cold and dark in the C-21. Perform preflight check and startup. File an IFR flight plan for
- Before your descent, check the weather at and determine the best runway. If ATC is online, follow their instructions for the active runway, otherwise use the weather and judgment to determine which runway you should land on using a non-precision approach (TACAN if able, or LOC if unable). 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 ).

- Upon Top of Decent, descend via the arrival. If ATC is online and has not given you decent instructions, report Top of Descent 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 KLRF 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 Join FS file under your name and mission number of 103B.

Return to KBLV. (No Recording.) **Also Please Use SID & STAR, and Arrivals in and out of Scott AFB**

## SORTIE 104: Military Training Route Flights

### MISSION SETUP

**OBJECTIVES:**

**LOCATION:**

**DATE & TIME:**

**WX:** REAL WORLD WEATHER – NO MINIMUMS REQUIRED

**SUGGESTED ROUTE:** *Route PILOT DISCRETION*

**ALTITUDE:** *PILOT DISCRETION*

### Overview:

The purpose of this mission is to Fly From Scott AFB to the Military Training Routes Listed and Return to Scott AFB.

### SORTIE 104A:

**MISSION SETUP** Fly from KBLV to IR527 and back to KBLV

**OBJECTIVES:** Map out and Fly to IR527 and Return KBLV

**LOCATION:**

**DATE & TIME:**

**WX:** REAL WORLD WEATHER – NO MINIMUMS REQUIRED

**SUGGESTED ROUTE:** *Route PILOT DISCRETION*

**ALTITUDE:** *PILOT DISCRETION*

### SORTIE 104B:

**MISSION SETUP** Fly from KBLV to IR592 and back to KBLV

**OBJECTIVES:** Map out and Fly to IR592 and Return KBLV

**LOCATION:**

**DATE & TIME:**

**WX:** REAL WORLD WEATHER – NO MINIMUMS REQUIRED

**SUGGESTED ROUTE:** *Route PILOT DISCRETION*

**ALTITUDE:** *PILOT DISCRETION*

### SORTIE 104C:

**MISSION SETUP** Fly from KBLV to IR614 and back to KBLV

**OBJECTIVES:** Map out and Fly to IR614 and Return KBLV

**LOCATION:**

**DATE & TIME:**

**WX:** REAL WORLD WEATHER – NO MINIMUMS REQUIRED

**SUGGESTED ROUTE:** *Route PILOT DISCRETION*

**ALTITUDE:** *PILOT DISCRETION*

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## INSTALLATION INFORMATION

**KBLV**

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



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## FAA INFORMATION EFFECTIVE 28 DECEMBER 2023

### 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 -6 (UTC -5 during Daylight Saving 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 BDY 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
<a href="#">TOY</a> r157/12.3	TROY VORTAC	116.00	04E
<a href="#">ENL</a> r279/32.6	CENTRALIA VORTAC	115.00	04E
<a href="#">STL</a> r121/35.7	ST LOUIS VORTAC	117.40	01E

NDB name	Hdg/Dist	Freq	Var	ID
<a href="#">GOOEY</a>	313/6.1	385	02W	JD .--- -..
<a href="#">ACORE</a>	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

Latitude: 38-33.371868N  
 Longitude: 089-50.009728W  
 Elevation: 441.4 ft.  
 Traffic pattern: left  
 Runway heading: 139 magnetic, 137 true  
 Declared distances: TORA:10000 TODA:10000  
 ASDA:10000 LDA:10000  
 Markings: precision, in good condition  
 Visual slope indicator: 4-light PAPI on right (3.00  
 degrees glide path)  
 RVR equipment: touchdown, rollout  
 Approach lights:

#### RUNWAY 32R

38-32.175712N  
 089-48.567317W  
 441.8 ft.  
 right  
 319 magnetic, 317 true  
 TORA:10000 TODA:10000 ASDA:10000 LDA:10000  
 precision, in good condition  
 4-light PAPI on left (3.00 degrees glide path)  
 touchdown, rollout  
 MALSR: 1,400 foot medium intensity approach lighting  
 system with runway alignment indicator lights



Helicopters: 5	31% transient general aviation
Military aircraft: 27	14% commercial
* 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.

## 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 28 December 2023 at 0901Z to 25 January 2024 at 0900z.

### STARs - Standard Terminal Arrivals

BUUDD THREE (RNAV)	<a href="#">download</a> (297KB)
CENTRALIA TWO (RNAV)	<a href="#">download</a> (158KB)
DELMA FOUR (RNAV)	<a href="#">download</a> (267KB)
DIXEE THREE (RNAV)	<a href="#">download</a> (172KB)
FARMR THREE (RNAV)	<a href="#">download</a> (209KB)

### IAPs - Instrument Approach Procedures

ILS OR LOC RWY 14L <b>**CHANGED**</b>	<a href="#">download</a> (246KB)
ILS OR LOC RWY 14R <b>**CHANGED**</b>	<a href="#">download</a> (266KB)
ILS OR LOC RWY 32L <b>**CHANGED**</b>	<a href="#">download</a> (294KB)
ILS OR LOC RWY 32R <b>**CHANGED**</b>	<a href="#">download</a> (270KB)
RNAV (GPS) RWY 14L <b>**CHANGED**</b>	<a href="#">download</a> (242KB)
RNAV (GPS) RWY 14R <b>**CHANGED**</b>	<a href="#">download</a> (214KB)
RNAV (GPS) RWY 32L <b>**CHANGED**</b>	<a href="#">download</a> (219KB)
RNAV (GPS) RWY 32R <b>**CHANGED**</b>	<a href="#">download</a> (249KB)
TACAN RWY 14R <b>**CHANGED**</b>	<a href="#">download</a> (230KB)
TACAN RWY 32L <b>**CHANGED**</b>	<a href="#">download</a> (231KB)
TACAN-A <b>**CHANGED**</b>	<a href="#">download</a> (228KB)
Radar Approach Procedures available	<a href="#">download</a> (152KB)
NOTE: Special Alternate Minimums apply	<a href="#">download</a> (162KB)

### Departure Procedures

GATEWAY ONE <b>**CHANGED**</b>	2 pages: <a href="#">[1]</a> <a href="#">[2]</a> (407KB)
LINDBERGH EIGHT <b>**CHANGED**</b>	2 pages: <a href="#">[1]</a> <a href="#">[2]</a> (293KB)
OZARK EIGHT <b>**CHANGED**</b>	<a href="#">download</a> (157KB)
PLESS FIVE <b>**CHANGED**</b>	<a href="#">download</a> (178KB)
NOTE: Special Take-Off Minimums/Departure Procedures apply	<a href="#">download</a> (472KB)

**KDLF**

**Laughlin AFB Airport**  
Del Rio, Texas, USA



## FAA INFORMATION EFFECTIVE 28 DECEMBER 2023

### Location

FAA Identifier: DLF

Lat/Long: 29-21-33.8350N 100-46-40.5210W  
29-21.563917N 100-46.675350W

29.3593986,-100.7779225

(estimated)

Elevation: 1081.7 ft. / 329.7 m (surveyed)

Variation: 07E (2005)

From city: 5 miles E of DEL RIO, TX

Time zone: UTC -6 (UTC -5 during Daylight Saving Time)

Zip code: 78840

**Airport Operations**

Airport use: Private use. Permission required prior to landing

Activation date: 07/1943

Control tower: yes

ARTCC: HOUSTON CENTER

FSS: SAN ANGELO FLIGHT SERVICE STATION

NOTAMs facility: DLF (NOTAM-D service available)

Attendance: MON-FRI 1300-0100Z++, ALL SUN 2000-2300Z++  
CLSD TO ALL ACFT EXC EMERG OT, SAT AND HOL;  
OT BY NOTAM.

Wind indicator: yes

Segmented circle: no

Lights: SS-SR

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.

**Airport Communications**

ATIS: 114.4 269.9

LAUGHLIN GROUND: 275.8 [1300-0100Z++ MON-FRI; 2100-  
2359Z SUN EXCP HOL]LAUGHLIN TOWER: 125.2 307.375 [1300-0100Z++ MON-FRI;  
2100-2359Z SUN EXCP HOL]DEL RIO APPROACH: 119.6 259.1 [1300-0100Z++ MON-FRI;  
CLSD SAT; 2100-2359Z SUN EXC HOL]DEL RIO DEPARTURE: 119.6 296.7 [1300-0100Z++ MON-FRI;  
CLSD SAT; 2100-2359Z SUN EXC HOL]

CLEARANCE DELIVERY: 120.5 335.8

CLASS C: 119.6 259.1

COMD POST: 372.2

EMERG: 121.5 243.0

PMSV METRO: 354.6

PTD: 372.2

WX ASOS at DRT (8 nm W): 118.525 (830-703-8560)

- APCH/DEP CTL SVC PRVDD BY HOUSTON ARTCC (ZHU) ON FREQS 125.75/346.4 (ROCK SPRINGS RCAG) WHEN DEL RIO APCH CTL (DLF) CLSD.
- SFA. TFC PERMS.
- PMSV METRO: AFLD WX MAINT BY AN/FMQ-19 AND AUGMENTED BY OBSERVER AS REQ. BACKUP WX OBSN VIEW LTD, RSTD FR 120-320 BY FLIGHTLINE FACILITIES. FULL SVC AVBL H24.
- CALL BIG RANCH.
- DASR NO-NOTAM MP: 0600-1200Z MON-FRI.

**Nearby radio navigation aids**

VOR radial/distance	VOR name	Freq	Var
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[DLF](#) at field

LAUGHLIN VORTAC 114.40 07E

<b>NDB name</b>	<b>Hdg/Dist</b>	<b>Freq</b>	<b>Var</b>	<b>ID</b>
<a href="#">LA FONDA RANCH</a>	309/12.1	269	09E	BRX - . . . . - . - . - . . . -
<a href="#">KOTTI</a>	106/12.3	335	08E	DR - . . . - . - .
<a href="#">SPOFFORD</a>	297/22.4	356	08E	PFO . - - . . - . - . - - -

### Airport Services

Airframe service: MAJOR

Powerplant service: MAJOR

### Runway Information

#### Runway 13R/31L

Dimensions: 6571 x 150 ft. / 2003 x 46 m

Surface: asphalt

Weight bearing capacity:

PCN 31 /F/B/W/T

Runway edge lights: medium intensity

<b>RUNWAY 13R</b>	<b>RUNWAY 31L</b>
-------------------	-------------------

Latitude: 29-21.948833N	29-21.176500N
-------------------------	---------------

Longitude: 100-47.296333W	100-46.427833W
---------------------------	----------------

Elevation: 1076.0 ft.	1076.3 ft.
-----------------------	------------

Traffic pattern: left	left
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Displaced threshold: no	330 ft.
-------------------------	---------

Markings: basic, in good condition	basic, in good condition
------------------------------------	--------------------------

Runway end identifier lights: no	no
----------------------------------	----

Touchdown point: yes, no lights	yes, no lights
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#### Runway 13C/31C

Dimensions: 8852 x 150 ft. / 2698 x 46 m

Surface: PEM

Weight bearing capacity:

PCN 35 /F/A/W/T

Runway edge lights: high intensity

<b>RUNWAY 13C</b>	<b>RUNWAY 31C</b>
-------------------	-------------------

Latitude: 29-22.047000N	29-21.006500N
-------------------------	---------------

Longitude: 100-47.274667W	100-46.104667W
---------------------------	----------------

Elevation: 1081.0 ft.	1066.6 ft.
-----------------------	------------

Traffic pattern: left	left
-----------------------	------

Markings: precision, in good condition	precision, in good condition
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Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path)	4-light PAPI on left (3.00 degrees glide path)
--	--

RWY 13C-31C PAPI OPR DUR OPR HR.	RWY 13C-31C PAPI OPR DUR OPR HR.
----------------------------------	----------------------------------

Approach lights: 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 LOC/GS

**Runway 13L/31R**

Dimensions: 8316 x 150 ft. / 2535 x 46 m

Surface: PEM

Weight bearing capacity:

PCN 51 /R/B/W/T

Runway edge lights: high intensity

<b>RUNWAY 13L</b>	<b>RUNWAY 31R</b>
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Latitude: 29-22.093167N	29-21.115667N
-------------------------	---------------

Longitude: 100-47.062167W	100-45.963167W
---------------------------	----------------

Elevation: 1077.7 ft.	1063.1 ft.
-----------------------	------------

Traffic pattern: left	left
-----------------------	------

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: no	no
Touchdown point: yes, no lights	yes, no lights

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

Ownership: U.S. Air Force

Owner: USAF

LAUGHLIN AFB  
 DEL RIO, TX 78840

Manager: COMMANDER

LAUGHLIN AFB  
 DEL RIO, TX 78840  
 Phone 830-298-5308  
 BASE OPNS

**Additional Remarks**

- E60- BAK-15 CHAG (155' OVRN).  
31C
- E60- BAK-15 CHAG (115' OVRN).  
13L
- E60- BAK-15 CHAG (155' OVRN).  
31R
- E60- BAK-15 CHAG (151' OVRN).  
13C
- RSTD: OVERHEAD APCH NOT AUTH FOR TRAN ACFT DUR STU TRNG OPR.  
EXP RADAR VECTORS FOR ILS, LOC OR STR-IN APCH AND FULL STOP LDG  
DUR STU TRNG.
- SERVICE-LGT: RWY 13C-31C PAPI/ILS RPI' S NOT COINCIDENTAL.

## C-21 MISSION QUALIFICATION TRAINING HANDBOOK

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- CAUTION: ALL DEP ACFT CROSS 2 DME AT OR BLW 3000' TO ENSURE SEPARATION FR CIV CORRIDOR.
- JASU: 1(MD-3M) 1(MA-1A) 1(MC-1A) 1(MC-11) 1(A/M32A-86).
- FLUID: SP PRESAIR LHOX LOX.
- OIL: O-148 SOAP.
- RSTD: PPR, CTC BASE OPS DSN 732-5308, C830-298-5308.
- MISC: CLASS C AIRSPACE EFF 1300-0100Z++ MON-FRI, 2000-2300Z++ SUN, EXC HOL; OT CLASS G.
- MISC: CLASS E 700' AGL AND ABV.
- MISC: ALL ACFT DEP VFR SHALL CTC CLNC DEL 335.8 FOR CLASS C AIRSPACE CLIMB OUT INST PRIOR TO TAXI. ACFT OPR WITHIN THE RSU PRACTICE AREA ARE NOT CLASS C PARTICIPANTS. RSU PRACTICE AREA DEFINED IN AP/1.
- MISC: FIRST 300' RWY 13C/31C IS GROOVED CONCRETE, MIDDLE 8252' IS GROOVED ASPHALT.
- CAUTION: TXWY J VFR DAYTIME ONLY, NO EDGE LIGHTS INSTALLED.
- MISC: FIRST 1000' RWY 13L-31R GROOVED CONCRETE, MIDDLE 6315' GROOVED ASPHALT.
- CAUTION: LGT WINDCONE 249' WEST RWY 13C CENTERLINE, SOUTH TWY A. LGT WINDCONE 211' WEST RWY 13C CENTERLINE, NORTH TWY E.
- CAUTION: RUNWAY SUPERVISOR UNITS LOCATED 230' WEST OF RWY 13C ABEAM THE 7000' REMAINING MARKER; 236' WEST OF RWY 31C ABEAM THE 7000' REMAINING MARKER AND 221' EAST OF RWY 31R ABEAM THE 5500' REMAINING MARKER.
- RSTD: RWY 31L - THLD DISPLD 330'; DO NOT LAND PRIOR TO RWY THLD, DISPLD THLD MAY BE USED FOR TAKEOFF ON RWY 31L AND LANDING ROLLOUT ON RWY 13R. RWY 13R - DO NOT USE OPPOSITE END DISPLD THLD FOR TAKEOFF COMPUTATIONS OR TAKEOFF ROLL.
- A-GEAR: BAK-15 ON DEP END RWY 13C-31C AND RWY 13L-31R. OPPOSITE END APCH OVER RAISED BARRIER IS PROH.
- RWY: RCR UNAVBL. RWY COND CODE (RWYCC) NOT RPTD. NO RWY SFC COND AVBL WHEN TWR CLSD.
- RSTD: RWY 13R/31L FOR LCL USE ONLY.
- RSTD: T-1 AND SMALLER ACFT ONLY ON TWYS B, C, D, E AND H.
- RSTD: ALL ACFT CROSS DEP END OF ALL RWYS AT OR BLO 1600' MSL.
- RSTD: ALL ACFT CROSS DEP END OF ALL RWYS AT OR BLW 1600' MSL FOR VMC DEP.
- TFC PAT: DUE TO CLOSE PROXIMITY OF RWYS, ONCE ESTAB ON FINAL APCH, TRAN ACFT WILL REMAIN ALIGNED WITH RWY 13C-31C TO AVOID T-6 TFC LDG RWY 13R-31L AT 2100' AND TFC LDG RWY 13L-31R AT 2100'-2600'.
- CAUTION: POTENTIAL TRANSIT/DIVERT UAS OPS WITHIN LCL TRML AREA.
- SERVICE-FUEL: A++, A++100.
- SERVICE-TRAN ALERT: OPR DURING AFLD HRS.
- SERVICE-LGT: THREE SETS OF MISSING TWY END LGTS: INT OF TWY G & D, TWY G & E, AND TWY G AND F.
- CAUTION: TWENTY-SEVEN SECURITY LGT POLES ALONG EDGE OF PRK APN HAVE NO OBST LGT.
- RSTD: TWY G1 FOR USE BY T6 ACFT ONLY.
- SERVICE-LGT: 4 MISSING RWY EDGE LGT ON RWY 13C/31C OPPOSITE INT WITH TWY J AND TWY D. 3 GROUPS TWY LGTS INSTL GREATER THAN 10' FR TWY EDGES: TWY B AND TWY G BOTH SIDES OF INT; TWY C AND TWY G BOTH SIDES OF INT; EAST SIDE TWY G ADJ APN. DOUBLE BLUE TWY ENTRANCE/EXIT LGT MISSING: TWY A AND RWY 13L/31R N SIDE; TWY A AND RWY 13R/31L S SIDE; TWY H AND RWY 13C/31C SW SIDE; TWY E AND RWY 13R/31L SW SIDE.
- MISC: AIRFIELD OPNS DOES NOT HAVE ABILITY TO STORE COMSEC. COMMAND POST HAS LTD AVBL STORAGE. CTC COMMAND POST DSN732-5167, C830-298-5167.

- MISC: FIRE FIGHTING CAPABILITIES MAX 2300 GAL.
- MISC: WIDE-BODY ACFT (C17/C5) EXP 30 MIN OR LONGER SVC TIME DUE TO USE OF 1.5 HOSE.
- NS ABTMT: AETC QUIET HR POLICY IN EFF 0400-1200Z++ DLY, NO TKOF, LO APCH OR TOUCH AND GO LDG.
- RSTD: ALL ACFT WITH WG SPAN LARGER THAN C130 RSTD.

## Instrument Procedures

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### STARs - Standard Terminal Arrivals

WEBOX FOUR [download](#) (218KB)

### IAPs - Instrument Approach Procedures

HI-ILS OR LOC/DME Z RWY 13C [download](#) (156KB)  
HI-ILS OR LOC/DME Z RWY 31C [download](#) (153KB)  
ILS OR LOC/DME Y RWY 13C [download](#) (150KB)  
ILS OR LOC/DME Y RWY 31C [download](#) (146KB)  
RNAV (GPS) RWY 13C [download](#) (120KB)  
RNAV (GPS) RWY 31C [download](#) (109KB)  
RNAV (GPS)-B [download](#) (84KB)  
VOR/DME RWY 13C [download](#) (134KB)  
VOR/DME RWY 31C [download](#) (125KB)

### Departure Procedures

HINKO ONE [download](#) (142KB)  
LAUGHLIN ONE [download](#) (101KB)  
NOTE: Special Take-Off Minimums/Departure Procedures apply [download](#) (293KB)  
Other nearby a

**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
<a href="#">SSFr</a> 307/(10.4)	STINSON VOR	108.40	09E
<a href="#">SATr</a> 194/16.8	SAN ANTONIO VORTAC	116.80	08E
<a href="#">RNDr</a> 237/17.5	RANDOLPH VORTAC	112.30	05E

NDB name	Hdg/Dist	Freq	Var	ID
<a href="#">ALAMO</a>	179/13.4	368	04E AN	.- -. .
<a href="#">DEVINE</a>	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

Latitude: 29-23.961000N  
 Longitude: 098-35.200500W  
 Elevation: 689.9 ft.

Traffic pattern: left

Runway heading: 158 magnetic, 162 true

Markings: precision, in good condition

Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path)

RVR equipment: touchdown, rollout

### RUNWAY 34

29-22.147000N  
 098-34.533500W  
 660.0 ft.

left

338 magnetic, 342 true

precision, in good condition

4-light PAPI on right (3.00 degrees glide path)

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	Aircraft operations: avg 71/month *
Single engine airplanes: 12	93% transient general aviation
Multi engine airplanes: 2	6% local general aviation
Jet airplanes: 1	<1% military
Military aircraft: 38	* for 12-month period ending 10 August 2016

### Additional Remarks

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

34

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

16

- 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.

## C-21 MISSION QUALIFICATION TRAINING HANDBOOK

- 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.

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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) <b>**CHANGED**</b>	2 pages: <a href="#">[1]</a> <a href="#">[2]</a> (326KB)
BRAUN THREE (RNAV), CONT.2	<a href="#">download</a> (157KB)
CENTERPOINT TWO	<a href="#">download</a> (217KB)
LEMIG ONE	<a href="#">download</a> (220KB)
MARCS ONE	2 pages: <a href="#">[1]</a> <a href="#">[2]</a> (389KB)
STONEWALL ONE	<a href="#">download</a> (214KB)

#### IAPs - Instrument Approach Procedures

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

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
<a href="#">RND</a> at field	RANDOLPH VORTAC	112.30	05E
<a href="#">SAT</a> r118/11.8	SAN ANTONIO VORTAC	116.80	08E
<a href="#">SSF</a> r019/(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**

Latitude: 29-32.565132N

Longitude: 098-16.557577W

Elevation: 742.4 ft.

Traffic pattern: left

Markings: NSTD, in good condition

Visual slope indicator: 4-light PAPI on left (3.00 degrees glide path)

RVR equipment: touchdown

Approach lights: ALSF1: standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (category I)

Runway end identifier lights: no

**RUNWAY 33R**

29-31.371452N

098-15.770605W

722.8 ft.

left

NSTD, in good condition

4-light PAPI on left (3.00 degrees glide path)

touchdown

ALSF1: standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (category I)

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)
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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- BAK-15 CHAG (250' OVRN).

15L

E60- BAK-15 CHAG (250' OVRN).

33R

E60- BAK-15 CHAG (250' OVRN).

15R

E60- BAK-15 CHAG (250' OVRN).

33L

- 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 EARLY-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



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## 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
<a href="#">CCR</a> r006/14.4	CONCORD VOR/DME	117.00	17E
<a href="#">SAC</a> r221/20.6	SACRAMENTO VORTAC	115.20	17E
<a href="#">SGD</a> r059/21.8	SCAGGS ISLAND VORTAC	112.10	17E
<a href="#">MCC</a> r208/34.4	MC CLELLAN VOR/DME	109.20	17E
<a href="#">OAK</a> r007/35.3	OAKLAND VOR/DME	116.80	17E
<a href="#">SAU</a> r032/37.5	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.
- 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 CNTRLN 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.

## C-21 MISSION QUALIFICATION TRAINING HANDBOOK

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- 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)

OSVEE TWO (RNAV)

2 pages: [\[1\]](#) [\[2\]](#) (334KB)

[download](#) (200KB)

PALISADES ONE <b>**NEW**</b>	<a href="#">download</a> (259KB)
PEBLL TWO (RNAV)	<a href="#">download</a> (175KB)
SEATO FOUR	<a href="#">download</a> (201KB)
SUTHU TWO (RNAV)	<a href="#">download</a> (197KB)
WEBGO TWO (RNAV)	<a href="#">download</a> (219KB)

**IAPs - Instrument Approach Procedures**

ILS OR LOC OR RNAV (GPS) RWY 21L	<a href="#">download</a> (178KB)
ILS OR LOC RWY 03L	<a href="#">download</a> (157KB)
ILS RWY 21L (CAT II)	<a href="#">download</a> (157KB)
RNAV (GPS) RWY 03L	<a href="#">download</a> (153KB)
RNAV (GPS) RWY 03R	<a href="#">download</a> (86KB)
RNAV (GPS) RWY 21R	<a href="#">download</a> (156KB)
TACAN RWY 03L	<a href="#">download</a> (151KB)
TACAN RWY 21L	<a href="#">download</a> (157KB)
TACAN RWY 21R	<a href="#">download</a> (155KB)

**Departure Procedures**

BESSA ONE (RNAV)	<a href="#">download</a> (104KB)
REJOY ONE (RNAV)	<a href="#">download</a> (88KB)
NOTE: Special Take-Off Minimums/Departure Procedures apply	<a href="#">download</a> (356KB)

**KLRF** **Little Rock Air Force Base**  
Jacksonville, Arkansas, USA



## FAA INFORMATION EFFECTIVE 28 DECEMBER 2023

### Location

FAA Identifier: LRF

Lat/Long: 34-55-03.0436N 092-08-42.0037W  
34-55.050727N 092-08.700062W  
34.9175121,-92.1450010  
(estimated)

Elevation: 312 ft. / 95.1 m (surveyed)

Variation: 01W (2025)

From city: 1 mile SE of JACKSONVILLE, AR

Time zone: UTC -6 (UTC -5 during Daylight Saving Time)

Zip code: 72076

### Airport Operations

Airport use: Private use. Permission required prior to landing

Control tower: yes

ARTCC: MEMPHIS CENTER

FSS: JONESBORO FLIGHT SERVICE STATION

NOTAMs facility: LRF (NOTAM-D service available)

Attendance: CONTINUOUS

ARPT NORMALLY CLSD FED HOL FR 0300Z++ THRU 1300Z++ SUCCEEDING DAY.

Pattern altitude: RECTANGULAR 1400 FT, OVHD 1900 FT.

Wind indicator: yes

Segmented circle: no

Lights: SS-SR

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.

### Airport Communications

ATIS: 119.175 251.1

LITTLE ROCK GROUND: 132.8 275.8

LITTLE ROCK TOWER: 120.6 269.075

LITTLE ROCK APPROACH: 119.5

LITTLE ROCK DEPARTURE: 119.5

CLEARANCE DELIVERY: 253.5

ANG COMD POST: 138.6 225.45

COMD POST: 349.4

PMSV METRO: 239.8

PTD: 372.2

WX AWOS-3PT at ORK (7 nm SW): 123.775 (501-906-6529)

WX ASOS at LIT (12 nm S): PHONE 501-376-0247

- TA31 ASR/PAR OPERS 1130-0800Z MON-FRI; 1330-2130Z SAT-SUN & HOL.
- SFA. TFC PERMS.
- PMSV METRO: WX SVC AVBL H24 UNLESS AERODROME CLSD AT DSN 731-6152/6444, C501-987-6152/6444. AN/FMQ-19 AUTOMATED OBSERVING SYS IN USE; AUGMENTED BY HUMAN OBSN WHEN NEC. VIS OF AFLD RSTD FR BASE WX OPS SE-S DUR MANUAL AUGMENTATION BY WX FCSTR. CONTACT 26 OPR WX SQDRN DSN 731-2651/2652, C318-529-2651/2652 DUR WX FLT CLOSURE OR EVAC.
- COMD POST: CALL ROCK OPS.
- CLNC DEL FREQ 253.5 AVBL 1300-0500Z++ WKD, OT OR VHF ONLY ACFT CTC GND. CTC CLNC DEL FOR ENG START AND REQ PRIOR TO TAXI.
- HOL ARPT CLSD FR 0300Z++ PRECEDING DAY THRU 1300Z++ SUCCEEDING DAY. MON HOL; CLSD 0500Z++ PRECEDING SAT THRU 1300Z++ SUCCEEDING TUE. CLSD 0300Z++ 24 DEC THRU 1300Z++ 26 DEC AND 0300Z++ 31 DEC THRU 1300Z++ 2 JAN.

## Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">LITr002/14.5</a>	LITTLE ROCK VORTAC	113.90	05E

## Airport Services

Parking: hangars

## Runway Information

### Runway 7/25

Dimensions: 12007 x 150 ft. / 3660 x 46 m

Surface: concrete, in good condition

Weight bearing capacity:

PCN 38 /R/D/W/T

Runway edge lights: high intensity

**RUNWAY 7**

Latitude: 34-54.684485N

Longitude: 092-09.928528W

Elevation: 292.3 ft.

Traffic pattern: left

Markings: precision, in good condition

Visual slope indicator: 4-light PAPI on left (2.83 degrees glide path)

RVR equipment: touchdown, midfield, rollout

Approach lights: ALSF1: standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (category I)

Runway end identifier lights: no

Centerline lights: yes

Touchdown point: yes, no lights

Instrument approach:

**RUNWAY 25**

34-55.329000N

092-07.656500W

290.9 ft.

right

precision, in good condition

4-light PAPI on left (3.00 degrees glide path)

touchdown, midfield, rollout

ALSF2: standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (category II or III)

no

yes

yes, lighted

ILS

## Runway 71/251

Dimensions: 3499 x 60 ft. / 1066 x 18 m

Surface: concrete

### RUNWAY 71

Latitude: 34-55.107667N

Longitude: 092-08.711667W

Elevation: 304.9 ft.

Traffic pattern: left

Runway heading: 072 magnetic, 071 true

Markings: none

Runway end identifier lights: no

### RUNWAY 251

Latitude: 34-55.296167N

Longitude: 092-08.049833W

Elevation: 290.4 ft.

Traffic pattern: left

Runway heading: 252 magnetic, 251 true

Markings: none

Runway end identifier lights: no

## Airport Ownership and Management from official FAA records

Ownership: U.S. Air Force

Owner: USAF, MAC

LITTLE ROCK AFB

JACKSONVILLE, AR 72076

Manager: CHIEF OF AFLD MANAGEMENT

LITTLE ROCK AFB

JACKSONVILLE, AR 72076

Phone 501-987-3103

## Airport Operational Statistics

Aircraft based on the field: 3

Military aircraft: 3

Aircraft operations: avg 168/day

100% military

## Additional Remarks

- RSTD: PPR EXCP AIREVAC & ARMED FORCES COURIER.
- RSTD: OFFL BUS ONLY 1700-2100Z++ WKD EXC AIREVAC AND ARMED FORCES CARRIER. OBTAIN PPR 72 HRS PRIOR TO ARRIVAL. CALL DSN 731-6123, PPR IS VALID +/- 30 MIN OF PROPOSED ETA.
- CAUTION: HI POTENTIAL FOR HYDROPLANING ON RWY 07-25 DUR PERIODS OF WET WX.
- CAUTION: NUMEROUS UNLGTD OBST LCTD PRIM SFC.
- CAUTION: NSTD RWY MRK- ASSAULT STRIP MRK (3500' X 60') PAINTED ON RWY 25.
- MISC: ALL TRANSIENT ACFT CTC COMD POST 20 MIN PRIOR TO ARR.
- CAUTION: EXTV TURBO-PROP TRNG 1300-0600Z++ MON-FRI.
- SERVICE-LGT: SFL INTS UNCTL MAY BE TURNED OFF O/R.
- JASU: 5(A/M 32A-86).
- FUEL: A-MIN POL CAPABILITY 2200-0600Z++ MON-FRI, EXP 2-4 HR DELAY DUR LCL FLYING.
- FLUID: SP PRESAIR LHOX LOX.
- OIL: O-133-148-156.
- SERVICE-TRAN ALERT: SVC AVBL 1300-0100Z++ MON-FRI, NO WEEKEND SUPPORT. AFTER HRS SUPPORT FOR HIGHER HQ MSNS ONLY.
- CAUTION: RWY 25 CNTRLN MARKINGS OBSCURED BY RUBBER DEPOSITS.
- SERVICE-LGT: NSTD INFRA-RED LGT CO-LCTD WITH RWY 07, 25 AND 249 EDGE LGT AND ONE NSTD INFRA-RED STROBE LCTD END OF RWY 07 AND 249 OVRN. INFRA-RED STROBE LCTD END OF RWY 25 CO-LCTD WITH RWY END LGT. THESE LGT ARE VIS ONLY THRU NGT NVD.

## C-21 MISSION QUALIFICATION TRAINING HANDBOOK

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- RSTD: DEGRADED FIREFIGHTING CAPABILITY FOR B-2, C-5, VC-25, E-4, KC-10, MD-11, 747 AND 777 ACFT - COORD 48H PRIOR TO ARR FOR PPR AND SVC. CONFIRM RESCUE AND FIRE FIGHTING AVBL PRIOR LDG OR TKOF.
- MISC: BACKUP WX OBSN VIEW LTD, RSTD FR 060 TO 280 BY FLIGHTLINE FAC AND TREES. ATC PERS IAW COOPERATIVE WX WATCH WILL ALERT WX PERS ON ANY UNREPORTED WX COND THAT COULD AFCT FLT SAFETY.
- RSTD: DEP ACFT REMAIN AT OR BLW 1400' TIL DEP END OF RWY. FTR ACFT UNABLE TO CTC DEP TIL AIRBORNE.
- SERVICE-LGT: RWY 07 NSTD ALSF-1 (MISSING LAST CNTRLN BARRETTE PRIOR TO THLD).
- MISC: LTD AIRCREW TRANSPORTATION WEEKENDS. TO ENSURE AIRCREW TRANSPORTATION AVBL UPON ARRIVAL, CTC AFLD MANAGEMENT AT LEAST 20 MIN PRIOR TO LDG.
- RSTD: USE OF ALERT APRON (X-MAS TREE) STUB 1 RQR PRIOR COORD WITH AFLD MANAGEMENT.
- CAUTION: AFLD LGT INTMT BTN SS/SR DUE TO LCL NGT VISION TRNG, NON-PARTICIPATING ACFT CTC TWR PRIOR TO ENTERING CLASS D AIRSPACE AND TO INCREASE INTS.
- SERVICE-LGT: RWY 25 ILS AND PAPI GS NOT COINCIDENTAL.
- RSTD: B52 ACFT LDG PROH.
- MISC: NO COMSEC AVBL FOR TRAN ISSUE. NO CLASSIFIED MATERIAL STOR AT AM OPS, STOR AVBL AT COMD POST.
- MISC: ARFF-CAT 3, WITH 14 PERS, 4880--5000 GAL OF CAPABILITY, CTC AMOP 731-6123 FOR UPDATED ARFF STATUS.
- CAUTION: PHASE II IN EFF APR-MAY & SEP-NOV.
- MISC: AN/FMQ-19 AUTOMATED OBSERVATION SYS IN USE; AUGMENTED BY HUMAN OBSN WHEN NEC DUR AFLD HRS.
- MISC: AERODROME FOR NVG OPS TRAN ACFT SHOULD RCV BRIEFING FR 19 OSS TACTICS AT DNS 731-7013 OR 19OSS.OSKTACTICS@US.AF.MIL.
- FOR CD WHEN UNA VIA FREQ CTC LITTLE ROCK APCH 501-379-2908 OR LITTLE ROCK ATCT 501-379-2911.
- RSTD: NO PRACTICE APCH OR LDG DUR LCL FLYING.
- NS ABTMT - DEP HVY ACFT CLIMB RWY HDG TO 1500' AGL PRIOR TO TURNING ON CRS.
- CAUTION: SIGNIFICANT INCREASE IN BIRD ACT APR-MAY, SEP-NOV.
- CAUTION: DEER HAZ.

## Instrument Procedures

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### IAPs - Instrument Approach Procedures

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RNAV (GPS) RWY 25 [download](#) (109KB)

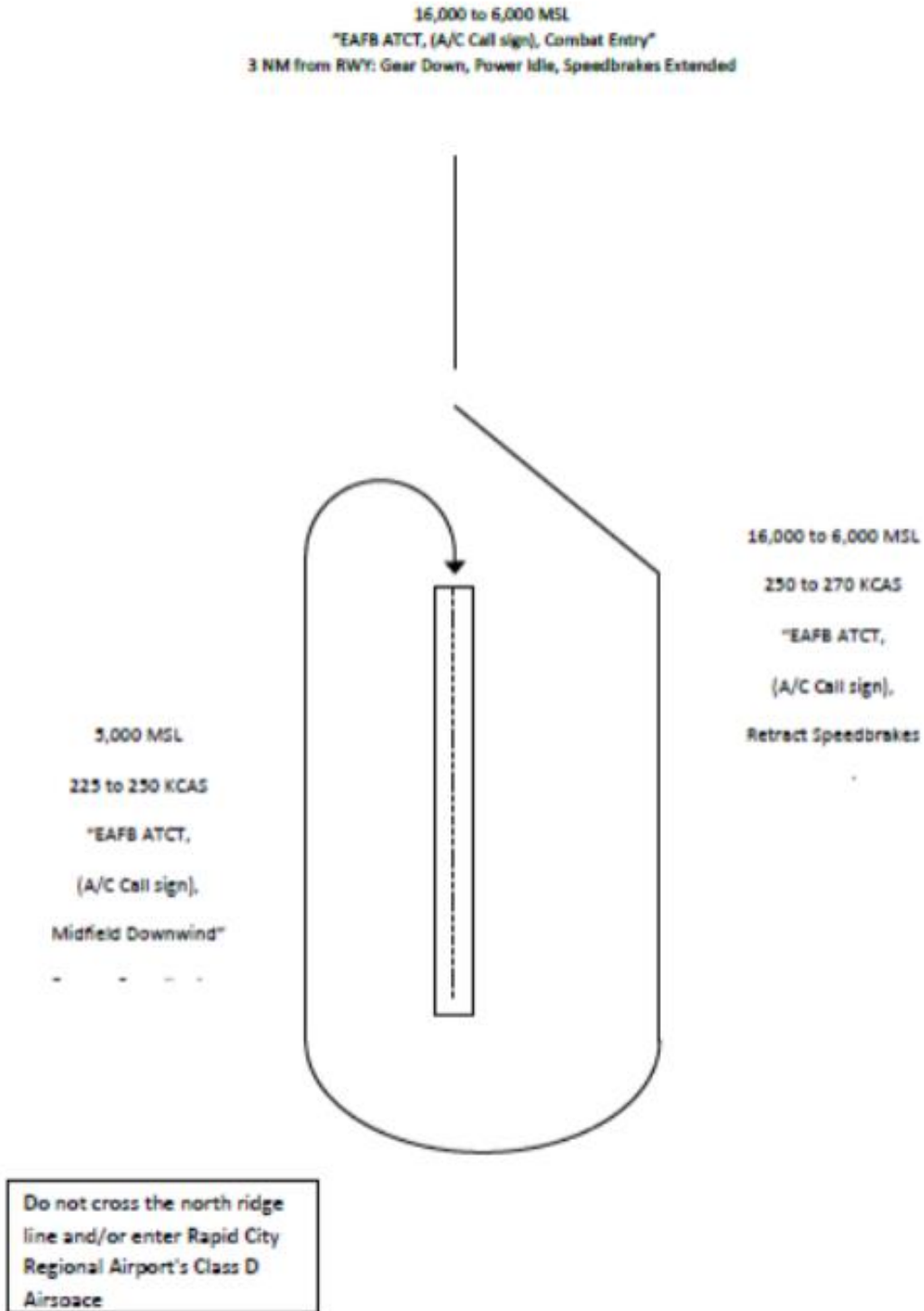
TACAN RWY 07 [download](#) (140KB)

TACAN RWY 25 [download](#) (134KB)

NOTE: Special Take-Off Minimums/Departure Procedures apply [download](#) (395KB)

ATTACHMENTS

COMBAT ARRIVAL DIAGRAM



## CREDITS/REFERENCES

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