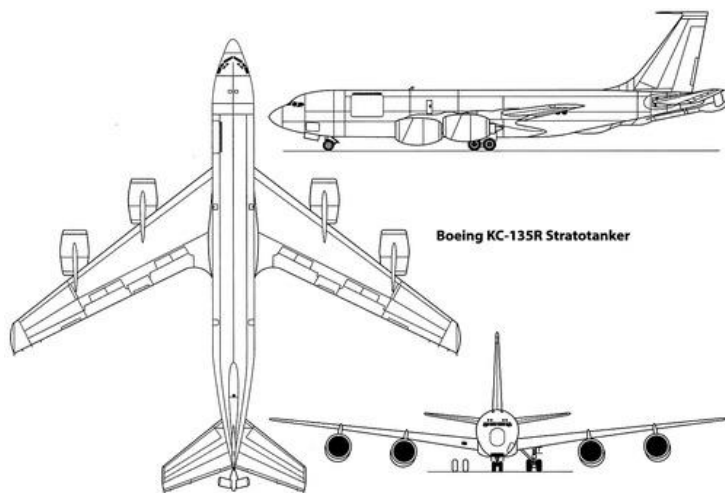


# VIRTUAL UNITED STATES AIR FORCE MISSION QUALIFICATION TRAINING HANDBOOK for the **McDonnell Douglas KC-135 Stratotanker**



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

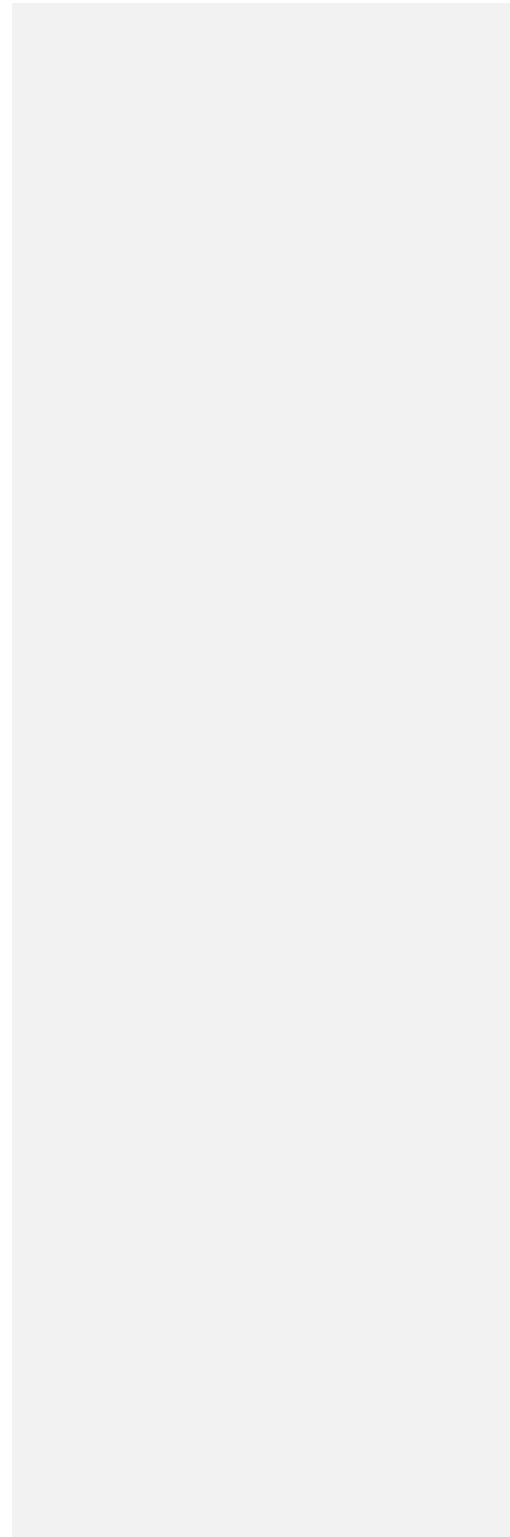
[www.vusaf.us](http://www.vusaf.us)





KC-135 MISSION QUALIFICATION TRAINING HANDBOOK

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KC-135 MISSION QUALIFICATION TRAINING HANDBOOK

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COURSE INTRODUCTION



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

Dear Future AMC Pilot:

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

Prior to becoming mission ready, you must complete Mission Qualification Training. Mission Qualification Training (MQT) is a training program that upgrades newly assigned 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' TACPAC - [HTTPS://WWW.VRSIMULATIONS.COM/TACPAC.PHP](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/](http://pmem.uk/joinfs/)

JoinFS provides for latency-free multiplayer missions through a peer-to-peer style network.

FSX@WAR/CCP -- [HTTPS://FSXWAR.COM/](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
<a href="#">SSF</a> r307/(10.4)	STINSON VOR	108.40	09E
<a href="#">SAT</a> r194/16.8	SAN ANTONIO VORTAC	116.80	08E
<a href="#">RND</a> r237/17.5	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  
 Approach lights: ALSF1: standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (category I)

Runway end identifier lights: no  
 Touchdown point: yes, no lights  
 Instrument approach: ILS

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

no  
 yes, no lights  
 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.

## KC-135 MISSION QUALIFICATION TRAINING HANDBOOK

- 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 RESERVEICE.
- 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 LHGX 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)

## KC-135 MISSION QUALIFICATION TRAINING HANDBOOK

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

**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?

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	
<b>RUNWAY 15L</b>	<b>RUNWAY 33R</b>
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	
<b>RUNWAY 15R</b>	<b>RUNWAY 33L</b>
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

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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 SBT593 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.

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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	
<b>RUNWAY 3R</b>	<b>RUNWAY 21L</b>
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**

Latitude: 38-14.597833N

Longitude: 121-57.418667W

Elevation: 32.7 ft.

Traffic pattern: left

Runway heading: 034 magnetic, 047 true

Markings: precision, in good condition

Visual slope indicator: 4-light PAPI on left (2.50 degrees glide path)

RVR equipment: touchdown

Runway end identifier lights: no

Touchdown point: yes, no lights

Instrument approach: LOC/GS

**RUNWAY 21R**

38-15.818500N

121-55.719667W

50.4 ft.

left

214 magnetic, 227 true

precision, in good condition

4-light PAPI on left (2.80 degrees glide path)

rollout

no

yes, no lights

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.

## KC-135 MISSION QUALIFICATION TRAINING HANDBOOK

- 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.
- 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.

## KC-135 MISSION QUALIFICATION TRAINING HANDBOOK

- 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: [ <a href="#">1</a> ] [ <a href="#">2</a> ] (334KB)
OSVEE TWO (RNAV)	<a href="#">download</a> (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

BESEA 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)

**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
<a href="#">LTS</a> at field	ALTUS VORTAC	109.80	05E
<a href="#">HBR</a> r210/15.6	HOBART VORTAC	111.80	10E
<a href="#">BFV</a> r180/34.3	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	
<b>RUNWAY 18R</b>	<b>RUNWAY 36L</b>
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	ALSFI: 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**

Latitude: 34-40.949053N

Longitude: 099-15.573140W

Elevation: 1381.8 ft.

Traffic pattern: left

Runway heading: 175 magnetic, 180 true

Markings: precision, in good condition

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

RVR equipment: touchdown

Approach lights: SALSF

Touchdown point: yes, no lights

Instrument approach: LOC/GS

**RUNWAY 36R**

34-39.465210N

099-15.571968W

1353.4 ft.

left

355 magnetic, 360 true

precision, in good condition

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

touchdown

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

yes, no lights

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**

Latitude: 34-40.948833N

Longitude: 099-15.932333W

Elevation: 1378.9 ft.

Traffic pattern: left

Runway heading: 175 magnetic, 180 true

Markings: none, in poor condition

Touchdown point: yes, no lights

**RUNWAY 356**

34-40.371833N

099-15.931833W

1364.9 ft.

left

355 magnetic, 360 true

none, in poor condition

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.

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

**Departure Procedures**

OKKIE THREE (RNAV)	<a href="#">download</a> (116KB)
ROCKN THREE (RNAV)	<a href="#">download</a> (119KB)
NOTE: Special Take-Off Minimums/Departure Procedures apply	<a href="#">download</a> (389KB)

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**KTIK** **Tinker Air Force Base**  
Oklahoma City, Oklahoma, USA



**FAA INFORMATION EFFECTIVE 22 FEBRUARY 2024**

**Location**

FAA Identifier: TIK

Lat/Long: 35-24-53.1000N 097-23-11.9000W  
35-24.885000N 097-23.198333W  
35.4147500,-97.3866389  
(estimated)

Elevation: 1290.6 ft. / 393.4 m (surveyed)

Variation: 03E (2020)

From city: 8 miles SE of OKLAHOMA CITY, OK

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

Zip code: 73145

**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: MLC (NOTAM-D service available)

Attendance: CONTINUOUS

Pattern altitude: RECTANGULAR AND CLSD TFC PAT 3000 FT (INCL FTR/TRAINER ACFT), OVHD TFC PAT O/R 3500 FT.

Wind indicator: yes

Segmented circle: no

Lights: SS-SR

Beacon: white-green (lighted land airport)

Operates sunset to sunrise.

**Airport Communications**

ATIS: 270.1

TINKER GROUND: 121.8 275.8

TINKER TOWER: 124.45 251.05

OKE CITY APPROACH: 120.45 ;081-170 124.2 ;001-080 124.6 ;261-360 126.65 ;171-260

OKE CITY DEPARTURE: 120.45 ;081-170 124.2 ;001-080 124.6 ;261-360 126.65 ;171-260

CLEARANCE DELIVERY: 119.7 335.8

AFMC: 382.6

AMC/ATOC: 119.15

BASTS RNAV STAR: 124.6

CCASH RNAV STAR: 124.6

CLASS C: 120.45 ;081-170 124.2 ;001-080 124.6 ;261-360 126.65 ;171-260

COMD POST: 139.95 ;ARROW CTL 141.65 ;CALL RAYMOND 24 225.875 ;CALL RAYMOND 24 305.6  
;CALL RAYMOND 24

DAWKS RNAV STAR: 124.6

EMERG: 121.5 243.0

FAKEY RNAV STAR: 124.6

IC: 124.6 ;261-360

JUDDG RNAV STAR: 124.2

OPS: 228.45 ;507 ARW  
 PMSV METRO: 261.025  
 PTD: 134.1 372.2  
 SFA: 354.125

WAYMAN RNAV STAR: 124.2

WX ASOS at OKC (11 nm W): PHONE 405-686-4711

WX AWOS-3PT at OUN (11 nm S): 119.55 (405-325-7302)

WX ASOS at PWA (15 nm NW): PHONE 405-798-2013

WX AWOS-3 at HSD (19 nm NW): 120.975 (405-283-9848)

- PMSV METRO: FCST SVC AVBL DUR AFLD OPR HR.
- AFMC FLT TEST: OC-ALC PDM INPUT ACFT CTC SABRE CONTROL 30 MIN PRIOR ARR.
- PMSV METRO - REMARKS: DSN 884-3196, C405-734-3196, ALTN WX LCTN DSN 884-3529, C405-734-3529.
- (ATIS PHONE NR) C405-734-5152.
- 354.125 CTC OKE CITY APP.

### Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
<a href="#">IRW</a> 066/11.4	WILL ROGERS VORTAC	114.10	07E
<a href="#">PWA</a> r111/14.6	WILEY POST VOR/DME	113.40	08E

### Airport Services

Parking: hangars

Airframe service: MAJOR

Powerplant service: MAJOR

Bottled oxygen: LOW

Bulk oxygen: HIGH/LOW

### Runway Information

#### Runway 18/36

Dimensions: 11100 x 200 ft. / 3383 x 61 m

Surface: PEM

Weight bearing capacity: PCN 73 /R/C/W/T

Runway edge lights: high intensity

#### RUNWAY 18

Latitude: 35-25.740133N

Longitude: 097-22.925833W

Elevation: 1260.3 ft.

Traffic pattern: left

Runway heading: 177 magnetic, 180 true

Markings: precision, in good condition

Visual slope indicator: 4-light PAPI on left (2.80 degrees glide path)

RVR equipment: touchdown

Approach lights: SALSF

Runway end identifier lights: no

Touchdown point: yes, no lights

Instrument approach: ILS

#### Runway 13/31

Dimensions: 10000 x 200 ft. / 3048 x 61 m

Surface: PEM

#### RUNWAY 36

35-23.910350N

097-22.927900W

1290.6 ft.

right

357 magnetic, 360 true

precision, in good condition

4-light PAPI on left (2.60 degrees glide path)

touchdown

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

no

yes, no lights

ILS

Weight bearing capacity: PCN 59 /R/C/W/T

Runway edge lights: high intensity

**RUNWAY 13**

Latitude: 35-25.491183N

Longitude: 097-24.258450W

Elevation: 1227.2 ft.

Traffic pattern: right

Runway heading: 128 magnetic, 131 true

Markings: NSTD, in good condition

Visual slope indicator: 4-light PAPI on left (2.80 degrees glide path)

Approach lights: SALS

Touchdown point: yes, no lights

Instrument approach: LOCALIZER

**RUNWAY 31**

35-24.408800N

097-22.739717W

1276.4 ft.

left

308 magnetic, 311 true

NSTD, in good condition

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

SALS

yes, no lights

LOCALIZER

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

Ownership: U.S. Air Force

Owner: U.S. AIR FORCE

2854TH AIR BASE GP(AFLC)

TINKER AFB,OK.CITY, OK 73145

Manager: CHIEF AIRFIELD MANAGEMENT

2854TH AIR BASE GP(AFLC)

TINKER AFB OK. CITY, OK 73145

Phone 405-732-1110

**Airport Operational Statistics**

Aircraft operations: avg 200/day

100% military

**Additional Remarks**

- NS ABTMT: PRACTICE CIR APCH TO RWY 18 PROH. NGT QUIET HR IN EFF 0500-1200Z++, PRACTICE APCH ARE RSTD.
- TFC PAT: USE 124.45 WHILE IN TFC PAT, MNT 251.05 TO MAX EXTENT POSSIBLE.
- SERVICE-LGT: ALS RWY 18 NSTD FOR CAT I ILS. ALS RWY 13-31 NSTD.
- CAUTION: UNLGTD BLDGS NW, W, SW AND E OF RWY 18-36.
- JASU: 1(MC-1A) 1(MC-2A) 10(A/M32A-86) 6(AM32A-95) 8(AM32A-60).
- CAUTION: EXER CTN WHILE TAX; PORTIONS OF ALC RAMP, KC-46 RAMP, AND MUNITIONS FAC NOT VIS FM TWR. . HOLD SHORT OF RAMP FOR INDIVIDUAL ACFT FLW-ME ASSISTANCE.
- FLUID: PRESAIR LHOX LOX LHNT.
- OIL: 7808, 23699 HYD FLUID-5606, 83282 SOAP-RESULTS AVBL 1345-1730Z++, 1830-0600Z++ WKD EXC HOL, RESULTS NOT AVBL OT.
- TRAN ALERT: OPR 1400-0530Z++. LTD FLEET SVC (LAVATORY AND WATER ONLY).
- SEE FLIP AP/1 SUPPLEMENTARY ARPT RMK.
- CAUTION: UNLGTD SECURITY FENCES SURROUND AIRFIELD.
- CSTMS/AG/IMG: SEE FCG KTIK ENTRY.
- SERVICE-FUEL: A++.
- RSTD: PPR TRAN ACFT, CTC BASE OPS DSN 884-2191, C405-734-2191. NOTIFY BASE OPS OF 1 HR OR MORE ETA CHG AND PPR CNL. NO TRAN ACFT ARR/DEP 0530-1400Z++. TRAN ACFT MAY EXP ONLY ONE APCH DUR PERIODS OF INTS LCL TRNG.
- MISC: VIP ACFT CTC BASE OPS 30 MIN PRIOR TO ETA WITH FIRM CHOCK TIME. RWY 13-31 APCH ENDS 1000' CONC; REMAINING RWY KEEL 75' CONC; NON-KEEL ASPHALT. RWY 18-36 APCH ENDS 1000' CONC, REMAINING RWY KEEL 75' CONC, NON-KEEL ASPHALT; MID 8100' RWY GROOVED. TWY A CLSD E SIDE RWY 18-36. TWY M NSTD DUE TO 50 WIDE. TWY C NSTD SHOULDERS BTN TRIM PAD AND RWY 13-31.HGR SPACE FOR TRAN ACFT DUR INCLEMENT WX EXTREMELY LTD. TRAN SVC FOR B52, B1, C5, C17, C130, KC10 AND C135 EXTREMELY LTD, ACFT SHOULD HAVE CREW CHIEF ON BOARD.
- MISC: ANTI-ICING/DE-ICING CAPABILITIES FOR TRAN ACFT LIMITED, TRAN AIRCREWS MUST CTC BASE OPS WITH DEICING REQ PRIOR TO ARRIVAL.RWY COND CODE(RWYCC) AND FIELD CONDITION NOTAM (FICON) NOT DETERMINED/RPRTD. AIR TERMINAL SVC (ATOC) AND CONTINGENCY/DEPLOYMENT OPR AVBL 1300-0100Z++ DLY. ACFT LOADING/OFFLOADING REQ OUTSIDE PUBL TIMES CTC DSN 339-5553, C405-734-2751. STD USAF RSRs APPLIED.

## KC-135 MISSION QUALIFICATION TRAINING HANDBOOK

- CAUTION: N/S VFR CORRIDOR SFC - 3000' 1 NM OFF DEP END RWY 31.

### 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

BASTS ONE (RNAV)	<a href="#">download</a> (174KB)
CCASH ONE (RNAV)	<a href="#">download</a> (176KB)
DAWKS ONE (RNAV)	<a href="#">download</a> (178KB)
FAKEY ONE (RNAV)	<a href="#">download</a> (114KB)
GULLI THREE <b>**CHANGED**</b>	2 pages: <a href="#">[1]</a> <a href="#">[2]</a> (336KB)
JUDDG TWO (RNAV)	<a href="#">download</a> (245KB)
WAYMN ONE (RNAV)	<a href="#">download</a> (185KB)

#### IAPs - Instrument Approach Procedures

HI-ILS OR LOC/DME Y RWY 18 <b>**CHANGED**</b>	<a href="#">download</a> (150KB)
HI-ILS OR LOC/DME Y RWY 36	<a href="#">download</a> (129KB)
ILS OR LOC/DME Z RWY 18 <b>**CHANGED**</b>	<a href="#">download</a> (145KB)
ILS OR LOC/DME Z RWY 36	<a href="#">download</a> (125KB)
RNAV (GPS) RWY 18	<a href="#">download</a> (72KB)
RNAV (GPS) RWY 36	<a href="#">download</a> (71KB)
LOC/DME RWY 31	<a href="#">download</a> (133KB)
LOC RWY 13	<a href="#">download</a> (134KB)
VOR/DME RWY 13	<a href="#">download</a> (118KB)
HI-TACAN Y RWY 18	<a href="#">download</a> (144KB)
HI-TACAN Y RWY 36	<a href="#">download</a> (121KB)
TACAN Z RWY 18	<a href="#">download</a> (138KB)
TACAN Z RWY 36	<a href="#">download</a> (117KB)
Radar Approach Procedures available	<a href="#">download</a> (186KB)
NOTE: Special Take-Off Minimums/Departure Procedures apply	<a href="#">download</a> (391KB)

## **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
<a href="#">SPS</a> r079/5.1	WICHITA FALLS VORTAC	112.70	10E
<a href="#">LAW</a> r178/30.7	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**

Latitude: 34-00.226500N

Longitude: 098-29.970167W

Elevation: 998.3 ft.

Traffic pattern: right

Runway heading: 153 magnetic, 158 true

Markings: precision, in good condition

Visual slope indicator: 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

Touchdown point: yes, no lights

Instrument approach:

#### **RUNWAY 33L**

33-58.220333N

098-29.009333W

1000.2 ft.

left

333 magnetic, 338 true

precision, in good condition

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

MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights

yes, no lights

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**

Latitude: 34-00.376008N

Longitude: 098-29.828623W

Elevation: 1003.1 ft.

Traffic pattern: left

Runway heading: 153 magnetic, 158 true

Markings: precision, in good condition

Visual slope indicator: 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)

Touchdown point: yes, no lights

Instrument approach: LOC/GS

#### **RUNWAY 33C**

33-58.844167N

098-29.095000W

989.4 ft.

left

333 magnetic, 338 true

precision, in good condition

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

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

yes, no lights

### 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

	<b>RUNWAY 18</b>	<b>RUNWAY 36</b>
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

	<b>RUNWAY 15L</b>	<b>RUNWAY 33R</b>
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- BAK 15 (175 FT OVRN).

15C

E60- BAK 15 (175 FT OVRN).

33C

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

15R

## KC-135 MISSION QUALIFICATION TRAINING HANDBOOK

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

- 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	<a href="#">download</a> (137KB)
RNAV (GPS) RWY 15L	<a href="#">download</a> (129KB)
RNAV (GPS) RWY 15R	<a href="#">download</a> (145KB)
RNAV (GPS) RWY 33C	<a href="#">download</a> (132KB)
RNAV (GPS) RWY 33L	<a href="#">download</a> (142KB)
VOR/DME-E	<a href="#">download</a> (122KB)
HI-TACAN RWY 15C	<a href="#">download</a> (144KB)
HI-TACAN RWY 15R	<a href="#">download</a> (159KB)
HI-TACAN RWY 33C	<a href="#">download</a> (146KB)
HI-TACAN RWY 33L	<a href="#">download</a> (157KB)
Radar Approach Procedures available	<a href="#">download</a> (155KB)
NOTE: Special Take-Off Minimums/Departure Procedures apply	<a href="#">download</a> (297KB)

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## MODULE 100: FAMILIARIZATION MODULE

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### SORTIE 101: LOCAL AREA FAMILIARIZATION

This flight will take you between 3 nearby Air Force bases. This mission is simply to acclimate you to the procedures and terrain in and around Altus AFB, OK. This flight will be conducted under visual flight rules.

<b>OBJECTIVES:</b>	FAMILIARIZATION WITH LOCAL AREA REQUIREMENTS AND LOCAL VISUAL FLIGHT RULE PROCEDURES.
<b>LOCATION:</b>	ALTUS AFB, SHEPPARD AFB, AND TINKER AFB
<b>DATE &amp; TIME:</b>	DAYLIGHT HOURS
<b>WX:</b>	REAL WORLD – VFR CONDITIONS MUST EXIST
<b>FLIGHT PLAN:</b>	KLTS direct KSPS direct KTIK direct KLTS

#### MISSION ORDERS:

- Conduct the required preflight checks and prepare aircraft for takeoff.
- Taxi to and take-off from active runway
- Navigate using VFR flight rules to KSPS, conduct a visual approach and touch-n-go to the active runway.
- Navigate to KTIK, conduct a visual approach and touch-n-go to the active runway.
- Return to KLTS and conduct a visual approach to a full stop.
- Taxi back to the ramp running postflight checks and shutting down.

#### SPECIAL INSTRUCTIONS:

If VATSIM ATC is available, follow all departure/arrival instructions and request flight following. Ensure to inform ATC of your intentions.

### SORTIE 201A: PRECISION AND NON-PRECISION APPROACHES (DAYTIME)

This flight is to test your precision landing skills utilizing the ILS approach at Tinker Air Force Base and non-precision skills utilizing the VOR or TACAN approach at Altus Air Force Base.

**OBJECTIVES:** EXECUTE A PRECISION AND NO-PRECISION APPROACH DURING DAYLIGHT HOURS.  
**LOCATION:** Altus AFB and Tinker AFB  
**DATE & TIME:** Daylight Hours  
**WX:** REAL WORLD WEATHER – NO MINIMUMS REQUIRED  
**FLIGHT PLAN:** **IFR under VFR Flight Rules**  
**ALTITUDE:** PILOT DISCRETION

**MISSION ORDERS:**

- Conduct the required preflight checks and prepare aircraft for takeoff.
- Taxi to and take-off from active runway
- Request radar vectors for the ILS Approach runway 18/36 Tinker AFB (if ATC available). If no ATC is available, fly direct to the Initial Approach Fix at 4,000 to intercept the localizer inbound course. Conduct a touch-n-go following local climb out procedures.
- Request radar vectors for the VOR or TACAN Approach runway 18R/36L Altus AFB (if ATC available). If no ATC is available, fly direct to the Initial Approach Fix at 3,800 to intercept the VOR or TACAN inbound course. Conduct a Full Stop Landing.
- Taxi back to the ramp running postflight checks and shutting down.

**SPECIAL INSTRUCTIONS:**

If VATSIM ATC is available, follow all departure/arrival instructions and request flight following. Ensure to inform ATC of your intentions .

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SORTIE 201B: PRECISION AND NON-PRECISION APPROACHES (NIGHTTIME)

This is the exact same flight as Sortie 102A, but under nighttime conditions to test your precision landing skills utilizing the ILS approach at Tinker Air Force Base and non-precision skills utilizing the VOR or TACAN approach at Altus Air Force Base.

**OBJECTIVES:** EXECUTE A PRECISION AND NO-PRECISION APPROACH DURING NIGHT HOURS.  
**LOCATION:** Altus AFB and Tinker AFB  
**DATE & TIME:** **1900 LOCAL / 0100Z**  
**WX:** REAL WORLD WEATHER – NO MINIMUMS REQUIRED  
**FLIGHT PLAN:** **IFR under VFR Flight Rules**  
**ALTITUDE:** PILOT DISCRETION

**MISSION ORDERS:**

- Conduct the required preflight checks and prepare aircraft for takeoff.
- Taxi to and take-off from active runway
- Request radar vectors for the ILS Approach runway 18/36 Tinker AFB (if ATC available). If no ATC is available, fly direct to the Initial Approach Fix at 4,000 to intercept the localizer inbound course. Conduct a touch-n-go following local climb out procedures.
- Request radar vectors for the VOR or TACAN Approach runway 18R/36L Altus AFB (if ATC available). If no ATC is available, fly direct to the Initial Approach Fix at 3,800 to intercept the VOR or TACAN inbound course. Conduct a Full Stop Landing.
- Taxi back to the ramp running postflight checks and shutting down.

**SPECIAL INSTRUCTIONS:**

If VATSIM ATC is available, follow all departure/arrival instructions and request flight following. Ensure to inform ATC of your intentions.

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**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 Mission 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 Mission 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.

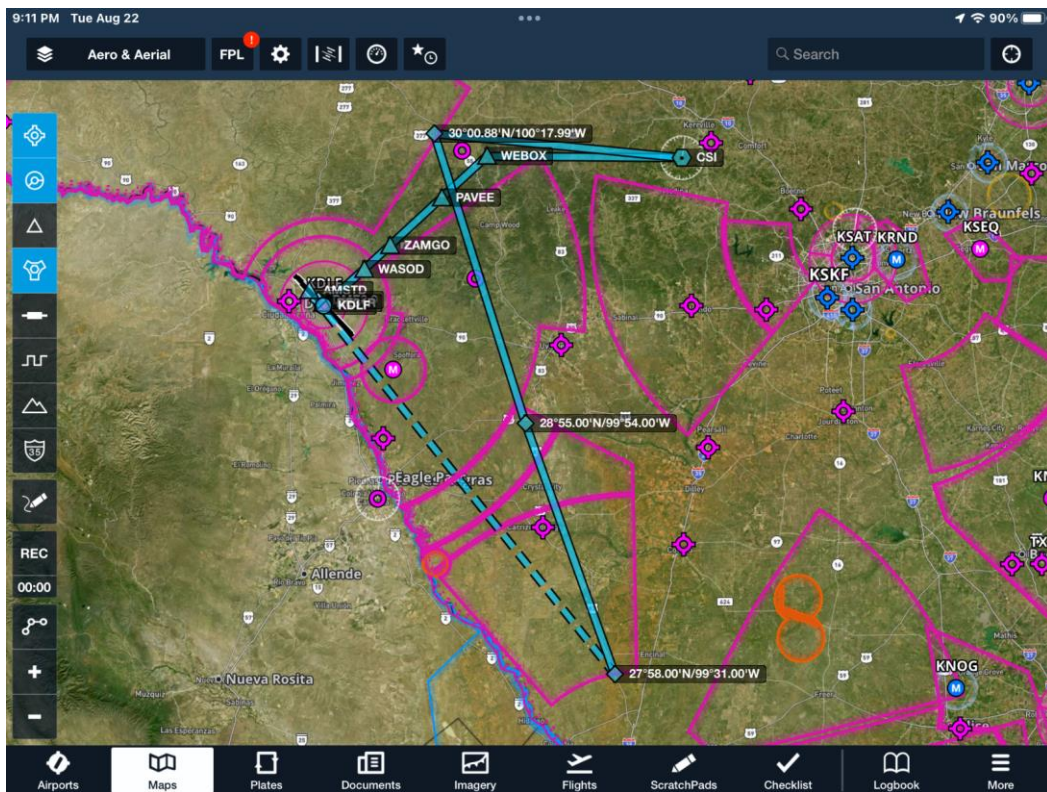
**AR 167 FLIP AP/1B INFORMATION:**

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

<b>AR167</b> (North)	LRD VORTAC	RSG VORTAC	RSG VORTAC	a. 235.100	FL260/FL310	149FG/DOOS	Houston
	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++.

KC-135 MISSION QUALIFICATION TRAINING HANDBOOK



**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 Mission 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

## KC-135 MISSION QUALIFICATION TRAINING HANDBOOK

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### 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:

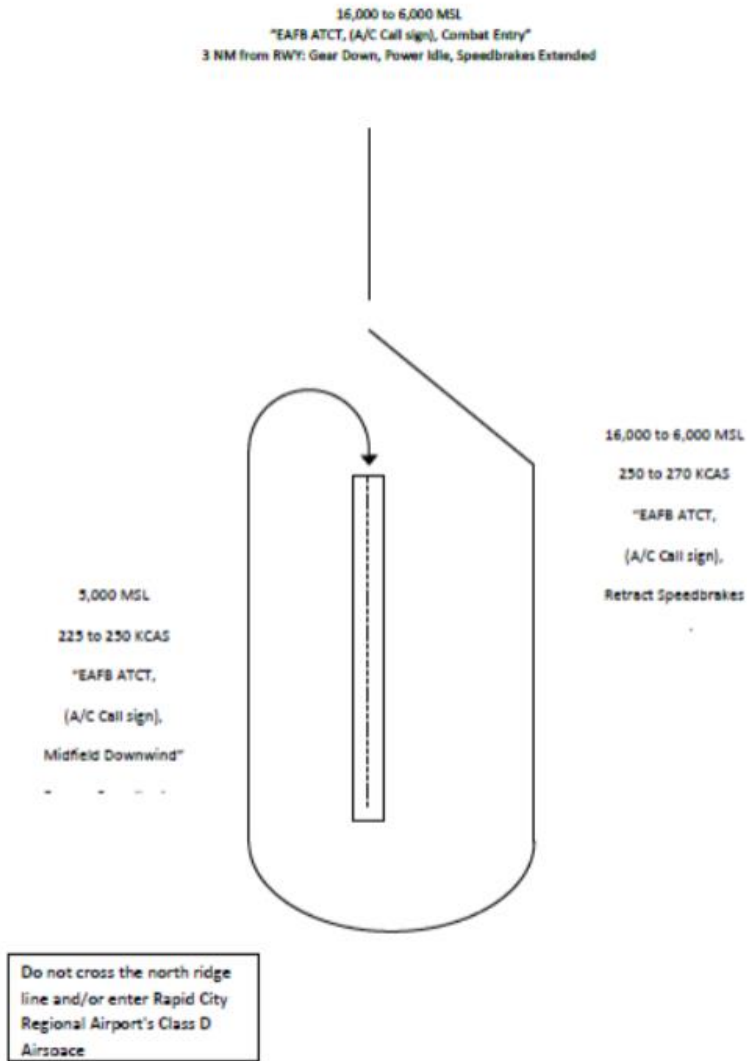
Start FS and then start JoinFS.

- 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 Mission 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

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