

MISSION DATA CARD								
OPORD		Callsign		Mission		Date/Time		
1826/2023		Edelweiss 1		Training		101159APR23		
Task							Freq	
AO							264.15	
Departure				Recovery				
FYTTR LOW				STRYK				
#	Callsign		Pilot		IFF	TCN	LSR	NET
-1	Edelweiss 1-1		Lempo		1711	21Y	1711	

LOADOUT							
A/A						GUN	
A/G						CHF	
POD						FLR	
TKS						FUEL	

TOLD					
	Takeoff	Target	Joker	Bingo	Land
FUEL	10803				

AIRBASES								
	Name	TCN	ATIS	GND	TWR	RWY	Elev	ILS
Dep	Nellis AFB	12X	270.1	275.8	327.0	21L	1850	109.1
Arr	Nellis AFB	12X	270.1	275.8	327.0	21L	1850	109.1
Div	Nellis AFB	12X	270.1	275.8	327.0	21L	1850	109.1

RADIO CHANNELS		
#	Freq	Name
1		Flight/Squadron specific
2	289.4	Nellis Clearance Delivery
3	275.8	Nellis Ground
4	327.0	Nellis Tower
5	385.4	Nellis Approach/Departure West
6	273.55	Nellis Approach/Departure East
7	317.525	Nellis Control -- Sally
8	254.4	Nellis Control-- Lee
9	305.6	SOF Bullseye
10	343.725	EMERGENCY SINGLE FRQ
11	270.1	Nellis ATIS
12	360.625	Creech AFB Tower
13	250.1	HAVE QUICK 13
14	251.1	HAVE QUICK 14
15	252.1	HAVE QUICK 15
16	377.8	Blackjack
17	265.0	KC-135 AR-641A
18	360.8	KC-135MPRS AR-635
19	319.8	KC-135MPRS AR-625
20	300.05	KC-135 AR-231V

RAMROD										
0	1	2	3	4	5	6	7	8	9	
C	O	N	F	U	S	E	D	L	Y	
KTC 1400 C										
	0	1	2	3	4	5	6	7	8	9
A	PFMX	UNG	TYK	RA	IO	QHJ	SB	WD	LC	VE
B	NHXS	BCV	IMK	TQ	DP	OEY	FU	AJ	LG	RW
C	JRSU	WLA	TFM	OV	QK	PCE	YG	NB	DH	IX
D	IYDS	VCQ	JPT	BO	UE	WFG	MK	XL	NH	RA
E	SWMQ	XAD	FBN	CG	RV	POI	KL	HY	JT	EU
F	HVEC	NPF	UKW	DO	RM	XYI	GT	LA	JQ	SB
G	QARV	MLK	FOE	DP	CH	NWJ	GT	XU	BI	SY
H	IGVY	OFT	DSB	QK	JP	ERL	CH	XN	MU	AW
I	KFGC	OSX	AHU	YT	NB	RMQ	LV	IE	DP	WJ
J	FSCX	BON	GMQ	AH	LE	RVK	DP	YW	TI	JU
K	OTBW	KVE	CPJ	UN	XM	HYL	SI	AR	FG	QD
L	JYMF	VID	EBH	CR	LN	PQX	SO	KT	UA	WG
M	JYAS	MPX	BNE	QR	LG	WFI	DH	TK	CO	VU
N	XTRH	YNV	BPJ	AM	UI	SCG	WK	QE	LD	FO
O	XYUR	CFV	TLG	HB	ME	KPQ	DN	OS	AW	JI
P	PVAB	ONM	LCJ	SK	FQ	EGU	XI	DW	YR	HT
Q	FGON	MVR	YAU	PX	JD	KCT	EQ	BW	IH	LS
R	NPRS	HQD	XUY	IJ	BA	EVM	TG	KF	WO	LC
S	YFUG	VDA	QPK	MN	LX	CJH	TW	SR	BI	OE
T	HDTU	FLB	QYJ	AW	CM	NGR	OX	PK	EV	SI
U	UWLP	XVE	RHF	CI	KO	JNQ	AD	TY	MS	GB
V	YDWL	HTJ	OME	IC	SV	QGX	BF	RU	AP	NK
W	UWIC	GOS	AJK	MF	LD	BQY	HV	TE	NX	PR
X	NIVM	SUQ	XYF	DE	OG	AJK	HB	LT	WR	PC
Y	WDUH	VLF	OCY	XJ	PN	RMA	BI	QK	ST	EG

NAVAIDS				
Id	Name	Channel	Position	Elevation
BCE	Bryce Canyon	75	N3741.35 W11218.23	9040
BIH	Bishop	33	N3722.62 W11821.99	4114
BLD	Boulder	114	N3559.75 W11451.82	3650
BTY	Beatty	94	N3648.54 W11644.86	2925
CDC	Cedar City	120	N3747.24 W11304.90	5463
DAG	Daggett	79	N3457.75 W11634.69	1760
EED	Needles	99	N3445.96 W11428.43	650
GFS	Goffs	91	N3507.87 W11510.59	4019
GRL	Groom Lake	18	N3713.91 W11548.16	4475
HEC	Hector	74	N3447.83 W11627.78	1854
ILC	Wilson Creek	110	N3815.02 W11423.65	9318
INS	Creech AFB	87	N3635.20 W11540.12	3101
LAS	McCarran Intl	116	N3604.78 W11509.59	2142
LSV	Nellis	12	N3614.68 W11501.50	1864
MLF	Milford	58	N3821.62 W11300.79	4977
MMM	Mormon Mesa	90	N3646.16 W11416.65	2120
MVA	Mina	98	N3833.92 W11801.97	7860
OAL	Coale Dale	124	N3800.20 W11746.23	4800
PGS	Peach Springs	57	N3537.48 W11332.67	4754
TPH	Tonopah Muni	119	N3801.84 W11702.01	5330
TQQ	Silverbow	77	N3748.00 W11647.00	5500
UTI	St George	23	N3705.29 W11335.53	2871

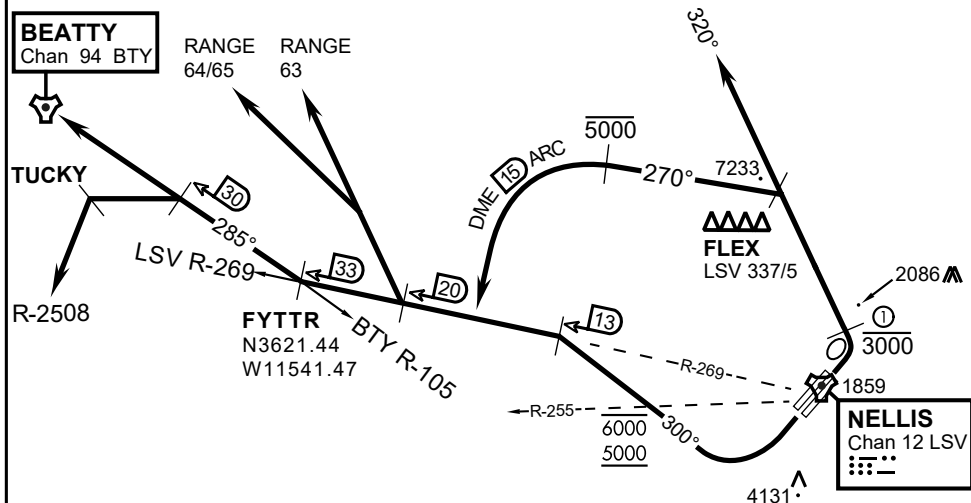
ATIS
 270.100
 NELLIS GROUND
 275.800
 NELLIS TOWER
 327.000
 NELLIS CONTROL
 317.525
 NELLIS DEP/APP EAST
 384.400
 BLACKJACK
 377.800

CAUTION: If unable to comply
with restrictions advise ATC
prior to departure.

VMC ONLY

PILOT RESPONSIBLE FOR TERRAIN AVOIDANCE

① 4 NM from RWY 3L/R



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L/R:

- Remain below 3,000' MSL until north of Race Track and turned westbound.
- Turn left within 4NM of Nellis direct FLEX. Fly north of FLEX and turn left heading 270°.
- Intercept LSV R-255 between 5,000' and 6,000' , intercept and proceed outbound on the LSV R-269. Recommend climb to 8,500' MSL or appropriate VFR altitude for overflight of North Las Vegas Training Area. Fly routing for appr. mission/transition.
- ARC south, intercept LSV R-269 outbound. Maintain VFR.

TAKEOFF RWY 21L/21R:

- Follow Noise Abatement Procedures.
- Fly runway heading until past Golf Course, turn right heading 300°.
- Cross LSV R-255 between 5,000' and 6,000' , intercept and proceed outbound on the LSV R-269. Recommend climb to 8,500' MSL or appropriate VFR altitude for overflight of North Las Vegas Training Area. Fly routing for appr. mission/transition.

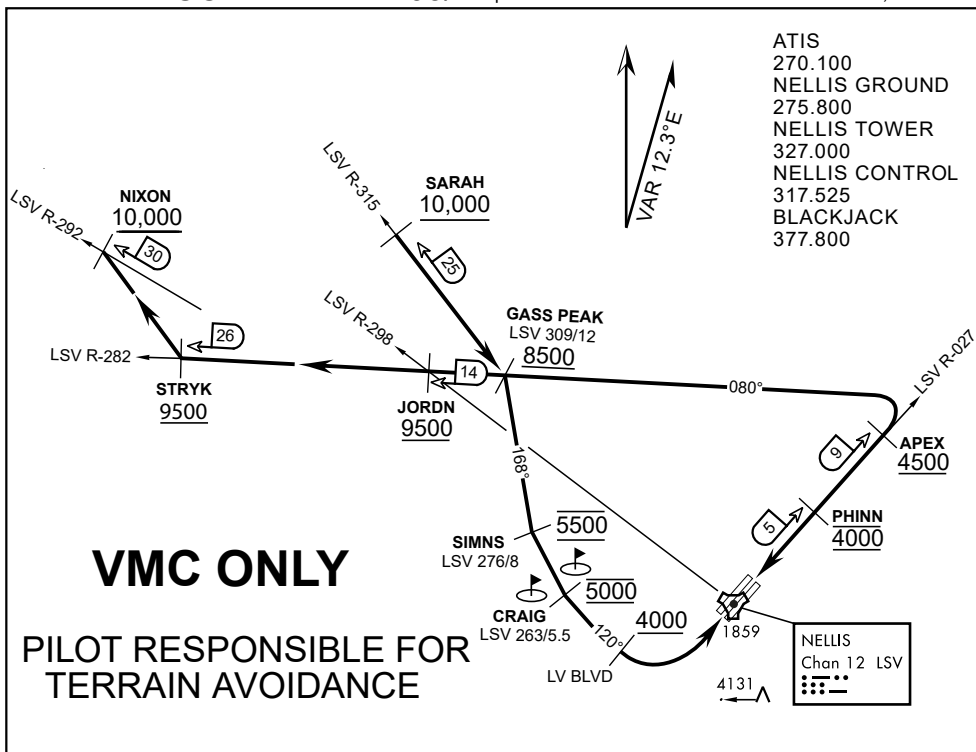
TRANSITIONS:

R-4806: Turn right at the LSV 269/20 direct to assigned ranges.

BEATTY: Turn right at FYTTR direct BTY via the BTY R-105

R-2508: Turn right at the FYTTR, intercept the BTY 105/30, direct TUCKY, then direct R-2508

FYTTR DEPARTURE AND TRANSITIONS (FYTTR LOW)



APPROACH ROUTE DESCRIPTION

APPROACH RWY 3L/R

Cross STRYK at or above 9,500' MSL, proceed direct GASS PEAK. Cross JORDN at or above 9,500' MSL, cross GASS PEAK at or above 8,500' MSL. Proceed direct SIMNS and cross at 5,500' MSL. Cross Las Vegas Blvd at or above 4,000' MSL then to 3,500' MSL for Initial. Remain within 4 DME if LSV on turn to final.

VFR STRAIGHT-IN RWY 3L/R

Depart CRAIG & descend to be at 3,000' MSL by Las Vegas Blvd. Do not descend below 3,000' MSL until within 5 DME of LSV or 4 NM of the runway on turn to final.

APPROACH RWY 21L/R

Cross STRYK at or above 9,500' MSL, proceed direct GASS PEAK. Cross JORDN at or above 9,500' MSL, cross GASS PEAK at or above 8,500' MSL. Cross APEX at or above 4,500' MSL then direct 5NM initial. Descend to cross PHINN at 4,000' MSL, Inside 5 NM descend to 3,500' MSL.

VFR STRAIGHT-IN RWY 21L/R

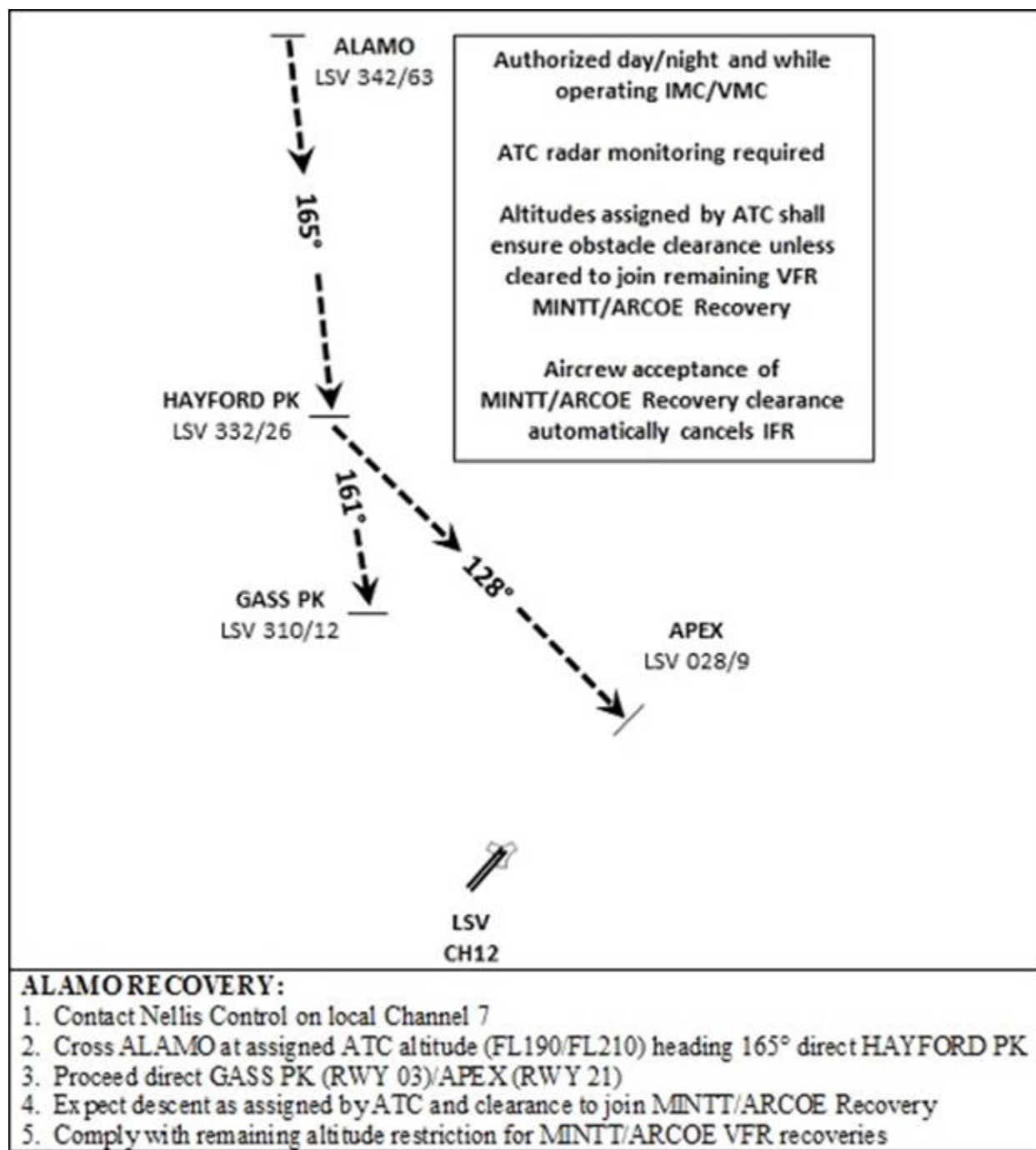
Cross APEX at 4,000' MSL. Descend to be at 3,000' MSL at PHINN. Descend to 3,000' MSL at LSV 027/5.

RANGE 63B EXIT

SOUTH: Via NIXON at or above 10,000' MSL, then direct STRYK.

EAST: Via SARAH at or above 10,000' MSL, then direct GASS PEAK.

Figure 4.13. ALAMO Recovery



4.14.6. Night Recoveries. For night recoveries from the NTTR, proceed to the IFR pickup points outlined in paragraphs 4.14.1 and 4.14.3 and contact Nellis Control on the appropriate frequency. Expect vectors from Nellis Control/Approach for recovery to a precision, non-precision or visual approach to the field. RWY 21 is the preferred landing runway at night unless winds dictate RWY 03. Slow to 250 KIAS, or as directed by NATCF, when on vectors for the ILS or TACAN approach.

