

MISSION DATA CARD

OPORD		Callsign		Mission		Date/Time		
3357/2024		Raptor 1		Training		270000OCT24		
Task	LGB Training					Freq		
AO	Range 61					134.0		
Departure				Recovery				
DREAM FOUR				HI-ILS or LOC/DME Z RWY 21L				
#	Callsign		Pilot		IFF	TCN	LSR	NET
-1	Raptor 1-1		Newbie		1611	1Y	1621	
-2	Raptor 1-2		Void		1612	64Y	1622	

LOADOUT

A/A	2xA120C, 2xA9X					GUN	100% HEI-T
A/G	4xG38					CHF	60
POD	HTS, A184, TGP					FLR	60
TKS	2xFT300					FUEL	100%

TOLD

	Takeoff	Target	Joker	Bingo	Land
FUEL	11169				

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	Creech AFB	87X	290.45	275.8	360.6			

FLIGHTPLAN

#	Name	Navaid/Coords/DME	ALT	TOT
1	DREAM	N37 10 20.400 W114 59 31.800	15000	
2	HOLD	N37 22 43.501 W115 09 33.506	15000	
3	IP	N37 22 34.126 W115 20 12.896	15000	
4	TRGT	N37 11 35.794 W115 24 48.127	15000	
5	SARAH	N36 36 27 W115 18 01.800	15000	
6	GASS PEAK	N36 24 08.400 W115 10 39.600	9000	
7	SIMNS	N36 17 20.400 W115 10 45	5000	
8	CRAIG	N36 15 15 W115 08 16.200	5000	
9	Nellis AFB	N36 13 32 W115 02 37	1800	

COMMS

Radio	Usage
1	11/3/4/16/11/4/3

NOTES

Dep: Dream 4 -> Dreams

AAR -> Pegasus

HOLDING und Target Aufklärung

Anflug auf Ziel immer als 2Ship, Shooter / Cover

Recov: ISL Z RWY 21

SUPPORT**Tanker**

Callsign	TCN	Freq	ALT	TAS
TEXACO 2	95Y	289.7	FL220	420
Pos	Pegasus.1: CDC 166/102 (N3730 W11440)			

OTHER FLIGHTS

Callsign	Mission	Airframe	Freq	TCN	Grpld	Laser
Edelweiss 4	Training	1x F/A-18C	264.15	1/64		171X
AO	R64	Task	A2G Delivery			

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

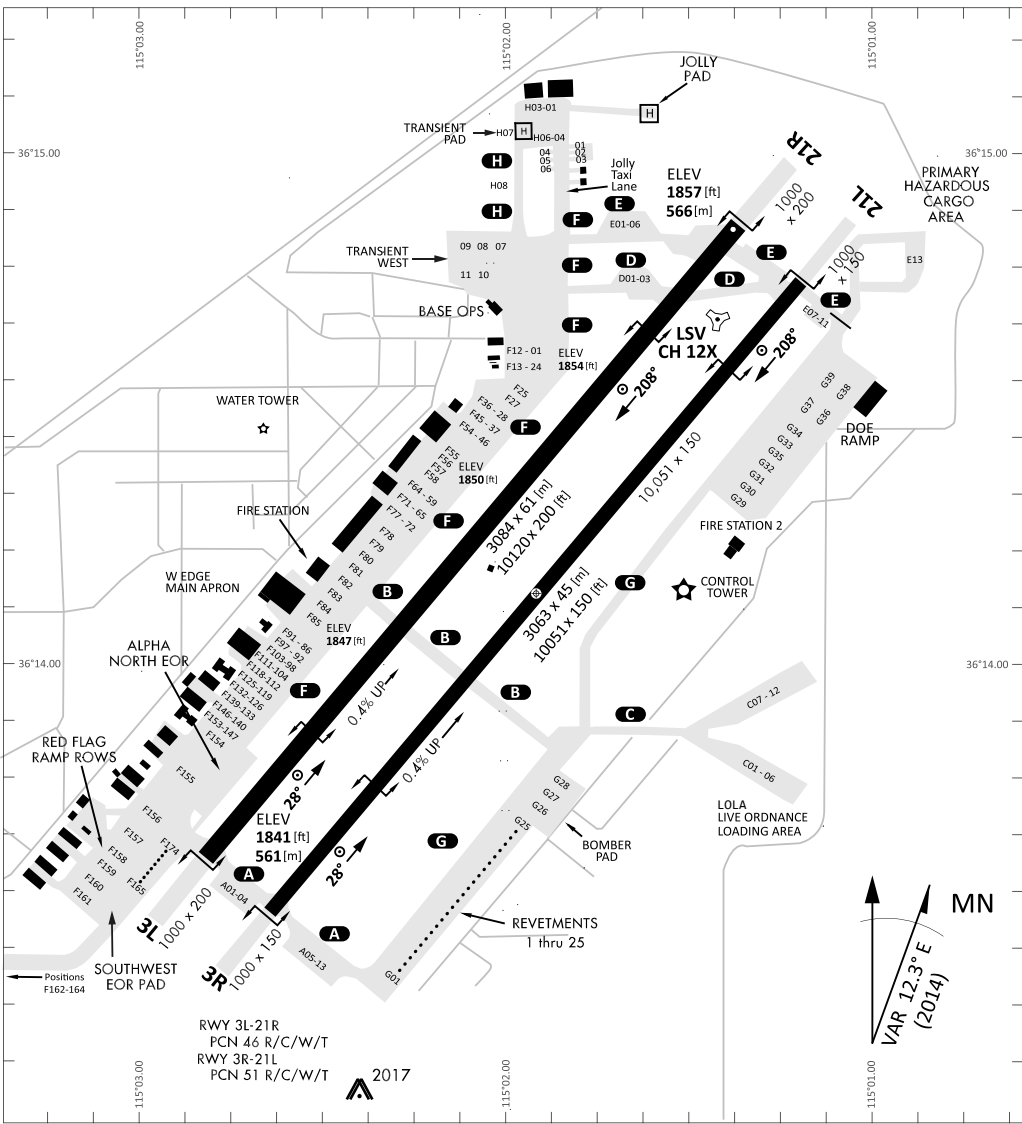
0	1	2	3	4	5	6	7	8	9
C	O	M	P	L	E	X	I	T	Y

KTC 1400 C

	0	1	2	3	4	5	6	7	8	9
A	JFVU	PLM	OGS	KD	NW	ERT	CQ	IX	HY	BA
B	KQTJ	PVX	BDA	UN	YM	SFO	GR	IE	WL	CH
C	MDJF	XOA	UPC	YV	NR	EKI	LB	GT	WQ	HS
D	FGVM	CEJ	OUN	SA	QD	YRL	PT	HB	KW	IX
E	PRYE	DAF	SXJ	BN	UM	VQH	TO	CW	KI	LG
F	SBKN	ICU	FED	TP	MV	YHL	GJ	OA	XQ	WR
G	VYKI	SWF	NOB	UQ	MX	ADT	HP	CE	JR	GL
H	XMPA	BRH	CFV	QE	ST	YUL	KW	GD	JO	IN
I	RVQB	AXI	YWO	PF	GL	MHE	TU	JS	KC	ND
J	TQIX	PCA	GBS	MV	EJ	LHO	DW	FR	UK	NY
K	YLUM	NQS	OGB	AT	WH	VIE	CD	JR	XP	KF
L	WVJB	GOI	KTE	LF	XS	RYQ	UH	CD	PA	MN
M	FDLI	ECB	JUP	KQ	AW	VRG	OH	TM	YS	XN
N	YIDQ	FHL	KBU	OG	RW	STE	MC	AN	VJ	XP
O	QSUP	DFE	NCY	GM	KV	AOI	LT	RJ	WH	XB
P	OKGF	WMY	ALC	DS	JB	IUN	QT	VX	PE	HR
Q	KPMX	JOS	FVQ	TR	WU	HGE	CI	YN	AL	BD
R	YVSK	LHX	EGF	AR	QT	PCD	OI	BU	WN	MJ
S	LWAQ	GIR	KPF	DY	SO	NHT	VB	MC	XE	JU
T	YMSC	DUK	BNP	FG	RA	IWH	JX	LO	EQ	VT
U	WVYT	RQC	FSP	DI	OU	JAE	NG	KL	HB	MX
V	VXKL	EWB	YPO	IA	CS	DTN	GB	RQ	JM	FU
W	IUJE	KHG	APM	VC	RL	QTD	OY	NB	XW	FS
X	BIGO	EYM	RAP	CU	VJ	QXL	ND	KT	FW	SH
Y	NYVT	FBG	ELR	JW	SD	CIM	KU	XP	QA	OH

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



RWY 3L-21R
 PCN 46 R/C/W/T
 RWY 3R-21L
 PCN 51 R/C/W/T
 2017

PAR	RWY	CAT	MINIMA		ARP	ELEV	Scale 1:35'500	
	21L	A B D E	2057 - 0.8 200	(200-0.8/1.6) GS 3°	36° 14.060° N 115° 01.058° W	1857 [ft] 566 [m]	0 300 600 900 1200 1500 [m]	
	3R	A B D E	2057 - 0.8 200	(200-0.8/1.6) GS 3°			0 1000 2000 3000 4000 5000 [ft]	
SRA	21R	A C D E	2257 - 1.2 350	(350-1.2/1.6)				
	3L	A C D E	2257 - 1.2 350	(350-1.2/1.6)				

RWY	TORA	TODA	ASDA	LDA	PSN	THR	ALS
21L	10051 [ft] 3063 [m]	11051 [ft] 3368 [m]	11051 [ft] 3368 [m]	10051 [ft] 3063 [m]	36°14.043' N	115°01.018' W	⊕
3R	10120 [ft] 3084 [m]	11120 [ft] 3398 [m]	11120 [ft] 3398 [m]	10120 [ft] 3084 [m]	36°13.029' N	115°02.038' W	

ATIS	NELLIS GROUND	NELLIS TOWER	NELLIS CONTROL	TACAN	ILS RWY 21L	NELLIS EAST	NELLIS WEST
270.100 MHz	275.800 121.800	327.000 132.55	317.525	LSV 12X	109.10 Mhz	384.400	385.000

DREAM FOUR DEPARTURE DREAM4 | **VALID 2014**

LAS VEGAS, NEVADA

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

DREAM

N3710.34
W11459.53

MINTT
LAS 351/38
17,000

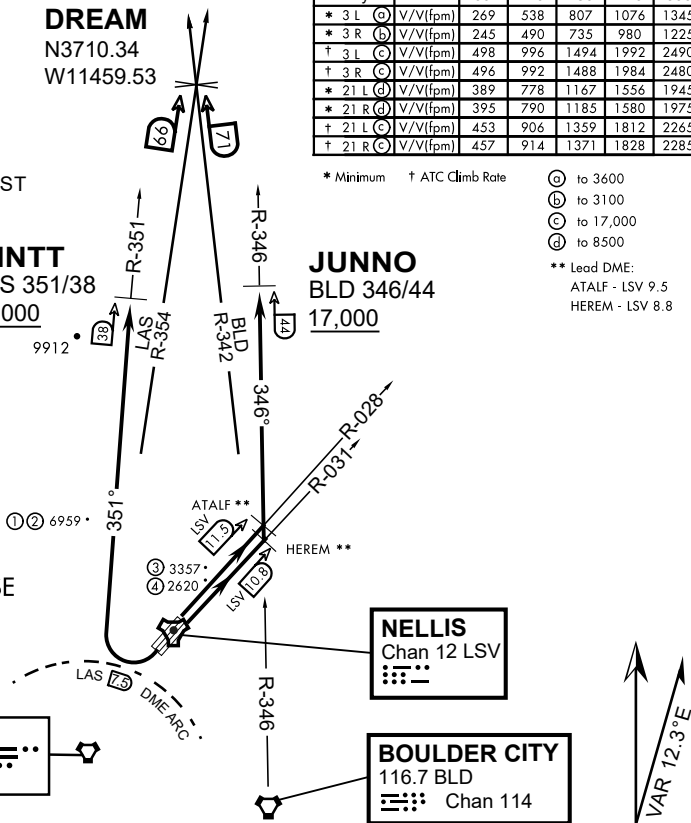
JUNNO
BLD 346/44
17,000

Rwy	Knots	60	120	180	240	300	360
* 3 L (A)	V/V(fpm)	269	538	807	1076	1345	1614
* 3 R (B)	V/V(fpm)	245	490	735	980	1225	1470
† 3 L (C)	V/V(fpm)	498	996	1494	1992	2490	2988
† 3 R (C)	V/V(fpm)	496	992	1488	1984	2480	2976
* 21 L (D)	V/V(fpm)	389	778	1167	1556	1945	2334
* 21 R (D)	V/V(fpm)	395	790	1185	1580	1975	2370
† 21 L (C)	V/V(fpm)	453	906	1359	1812	2265	2718
† 21 R (C)	V/V(fpm)	457	914	1371	1828	2285	2742

* Minimum † ATC Climb Rate

- (A) to 3600
 - (B) to 3100
 - (C) to 17,000
 - (D) to 8500
- ** Lead DME:
ATALF - LSV 9.5
HEREM - LSV 8.8

- ① 12.24 NM from Rwy 21R
- ② 12.40 NM from Rwy 21L
- ③ 5.67 NM from Rwy 3L
- ④ 5.85 NM from Rwy 3R



NOT FOR CIVIL USE

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

LAS VEGAS
116.9 LAS
Chan 116

NELLIS
Chan 12 LSV

BOULDER CITY
116.7 BLD
Chan 114

VAR 12.3°E

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L

- Fly runway heading to intercept the LSV TACAN R-028 then direct ATALF, intercept the BLD VORTAC R-346 then direct JUNNO, cross JUNNO at or above 17,000, then via assigned route.

TAKE-OFF RWY 3R

- Fly runway heading to intercept the LSV TACAN R-031 then direct HEREM, intercept the BLD VORTAC R-346 then direct JUNNO, cross JUNNO at or above 17,000, then via assigned route.

TAKE-OFF RWY 21L/R

- Turn right to intercept LAS VORTAC R-351 outbound. Remain North of LAS 7.5 DME turning Northbound. Intercept LAS R-351 between 5000 and 6000, do not proceed West of LAS R-351. Cross MINTT at or above 17,000, then via assigned route.

NOISE ABATMENT PROCEDURES: Fly acc. Nellis Noise Abatement instructions

DREAM FOUR DEPARTURE (DREAM4 • DREAM)

LAS VEGAS, NEVADA

HI-ILS or LOC Z RWY 21L

LOC I-DIQ 109.1	APCH CRS 209°	Rwy ldg	21L	21R
		TDZE	10,051	10,120
		Arpt Elev	1865	1869

JAL-227 (USAF)

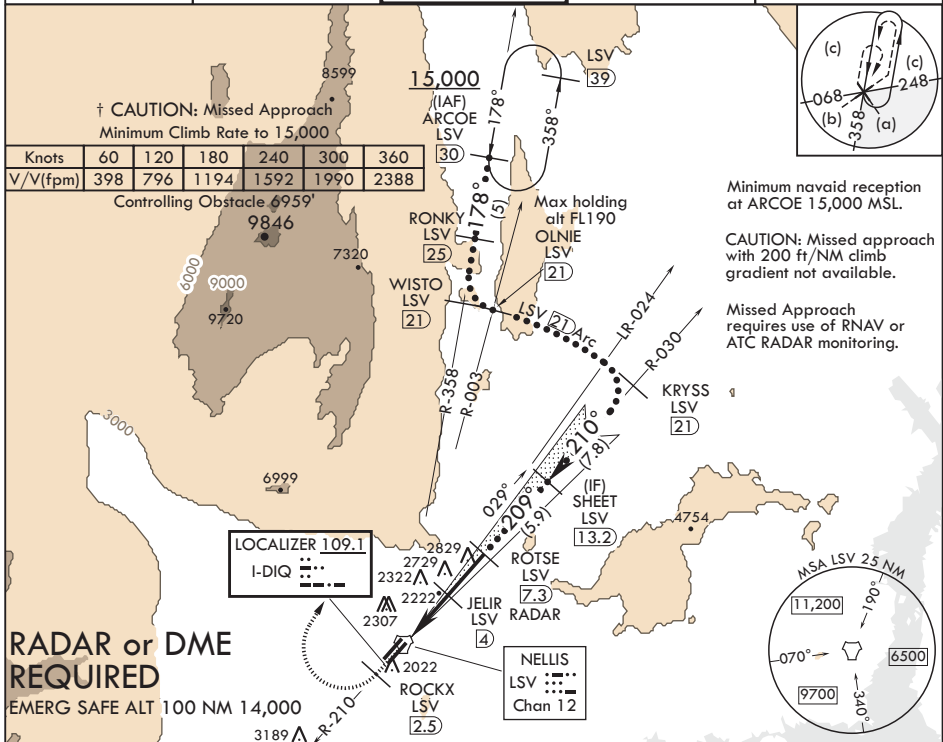
NELLIS AFB (KLSV)

† * When ALS inop, increase CAT CDE RVR to 40, vis to 3/4 mile.
 ** When ALS inop, increase CAT CDE vis to 1 3/4 miles.
 *** Circling not authorized E of Rwy 3R-21L.



† MISSED APPROACH: Climb to 15,000, intercept LSV TACAN R-210 to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV R-358 to ARCOE and hold, continue climb-in-hold to 15,000. Missed approach not for civil use.

ATIS 270.1	APP CON 124.95 273.55	TOWER 132.55 327.0	GND CON 121.8 275.8	CLNC DEL 120.9 289.4
----------------------	---------------------------------	------------------------------	-------------------------------	--------------------------------

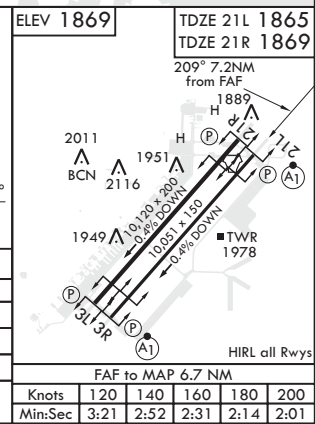
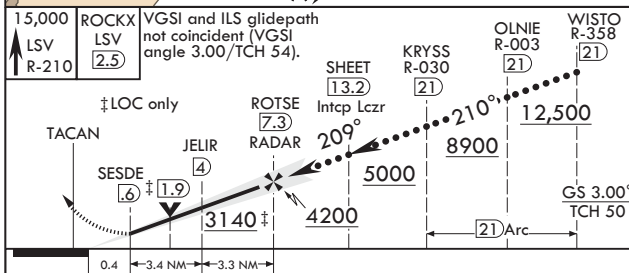


RADAR or DME REQUIRED
 EMERG SAFE ALT 100 NM 14,000

Minimum navaid reception at ARCOE 15,000 MSL.

CAUTION: Missed approach with 200 ft/NM climb gradient not available.

Missed Approach requires use of RNAV or ATC RADAR monitoring.



↑ 15,000 LSV R-210	ROCKX LSV [2.5]	VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 54).	KRYSS R-030 [21]	OLNIE R-003 [21]	WISTO R-358 [21]	ELEV 1869																													
<table border="1"> <tr> <td>TDZE 21L 1865</td> <td>TDZE 21R 1869</td> </tr> <tr> <td colspan="2">209° 7.2NM from FAF</td> </tr> </table>							TDZE 21L 1865	TDZE 21R 1869	209° 7.2NM from FAF																										
TDZE 21L 1865	TDZE 21R 1869																																		
209° 7.2NM from FAF																																			
<table border="1"> <tr> <td>2011 BCN</td> <td>1951</td> <td>1889</td> <td>1978</td> </tr> <tr> <td>1949</td> <td>10120</td> <td>200</td> <td>10051</td> </tr> <tr> <td colspan="4">-0.8% DOWN</td> </tr> </table>							2011 BCN	1951	1889	1978	1949	10120	200	10051	-0.8% DOWN																				
2011 BCN	1951	1889	1978																																
1949	10120	200	10051																																
-0.8% DOWN																																			
<table border="1"> <tr> <td> <table border="1"> <tr> <th>CATEGORY</th> <th>C</th> <th>D</th> <th>E</th> </tr> <tr> <td>S-ILS 21L*</td> <td>2065/24</td> <td>200</td> <td>(200-1/2)</td> </tr> <tr> <td>S-LOC 21L**</td> <td>2480-1 3/8</td> <td>615</td> <td>(700-1 3/8)</td> </tr> <tr> <td>SIDESTEP 21R</td> <td>2500-1 3/4</td> <td>631</td> <td>(700-1 3/4)</td> </tr> </table> </td> <td colspan="2"> <table border="1"> <tr> <th colspan="2">FAF to MAP 6.7 NM</th> </tr> <tr> <td>Knots</td> <td>120 140 160 180 200</td> </tr> <tr> <td>Min:Sec</td> <td>3:21 2:52 2:31 2:14 2:01</td> </tr> </table> </td> <td colspan="2"> <table border="1"> <tr> <td colspan="2">HIRL all Rwys</td> </tr> </table> </td> </tr> </table>							<table border="1"> <tr> <th>CATEGORY</th> <th>C</th> <th>D</th> <th>E</th> </tr> <tr> <td>S-ILS 21L*</td> <td>2065/24</td> <td>200</td> <td>(200-1/2)</td> </tr> <tr> <td>S-LOC 21L**</td> <td>2480-1 3/8</td> <td>615</td> <td>(700-1 3/8)</td> </tr> <tr> <td>SIDESTEP 21R</td> <td>2500-1 3/4</td> <td>631</td> <td>(700-1 3/4)</td> </tr> </table>	CATEGORY	C	D	E	S-ILS 21L*	2065/24	200	(200-1/2)	S-LOC 21L**	2480-1 3/8	615	(700-1 3/8)	SIDESTEP 21R	2500-1 3/4	631	(700-1 3/4)	<table border="1"> <tr> <th colspan="2">FAF to MAP 6.7 NM</th> </tr> <tr> <td>Knots</td> <td>120 140 160 180 200</td> </tr> <tr> <td>Min:Sec</td> <td>3:21 2:52 2:31 2:14 2:01</td> </tr> </table>		FAF to MAP 6.7 NM		Knots	120 140 160 180 200	Min:Sec	3:21 2:52 2:31 2:14 2:01	<table border="1"> <tr> <td colspan="2">HIRL all Rwys</td> </tr> </table>		HIRL all Rwys	
<table border="1"> <tr> <th>CATEGORY</th> <th>C</th> <th>D</th> <th>E</th> </tr> <tr> <td>S-ILS 21L*</td> <td>2065/24</td> <td>200</td> <td>(200-1/2)</td> </tr> <tr> <td>S-LOC 21L**</td> <td>2480-1 3/8</td> <td>615</td> <td>(700-1 3/8)</td> </tr> <tr> <td>SIDESTEP 21R</td> <td>2500-1 3/4</td> <td>631</td> <td>(700-1 3/4)</td> </tr> </table>	CATEGORY	C	D	E	S-ILS 21L*	2065/24	200	(200-1/2)	S-LOC 21L**	2480-1 3/8	615	(700-1 3/8)	SIDESTEP 21R	2500-1 3/4	631	(700-1 3/4)	<table border="1"> <tr> <th colspan="2">FAF to MAP 6.7 NM</th> </tr> <tr> <td>Knots</td> <td>120 140 160 180 200</td> </tr> <tr> <td>Min:Sec</td> <td>3:21 2:52 2:31 2:14 2:01</td> </tr> </table>		FAF to MAP 6.7 NM		Knots	120 140 160 180 200	Min:Sec	3:21 2:52 2:31 2:14 2:01	<table border="1"> <tr> <td colspan="2">HIRL all Rwys</td> </tr> </table>		HIRL all Rwys								
CATEGORY	C	D	E																																
S-ILS 21L*	2065/24	200	(200-1/2)																																
S-LOC 21L**	2480-1 3/8	615	(700-1 3/8)																																
SIDESTEP 21R	2500-1 3/4	631	(700-1 3/4)																																
FAF to MAP 6.7 NM																																			
Knots	120 140 160 180 200																																		
Min:Sec	3:21 2:52 2:31 2:14 2:01																																		
HIRL all Rwys																																			

LAS VEGAS, NEVADA
 Amdt 8 03JAN19

36°14'N - 115°02'W

NELLIS AFB (KLSV)

HI-ILS or LOC Z RWY 21L

SW-4, 05 DEC 2019 to 02 JAN 2020

SW-4, 05 DEC 2019 to 02 JAN 2020



INDIAN SPRINGS, NEVADA

TACAN INS Chan 87	APCH CRS 065°	Rwy ldg TDZE 3133	9002 3113
		Arpt Elev 3113	

INDIAN SPRINGS AF AUX (KINS)

▼ * MISSED APPROACH: Straight ahead to INS TACAN, intercept INS R-outbound, cross 17 DME at or above 9500, then direkt KSV TACAN 114

NELLIS CON

CREECH AFB TOWER
118.30 60.60

GND CON

NOT FOR CIVIL USE

FOR USE UNDER BASIC VFR WEATHER MINIMUMS ONLY

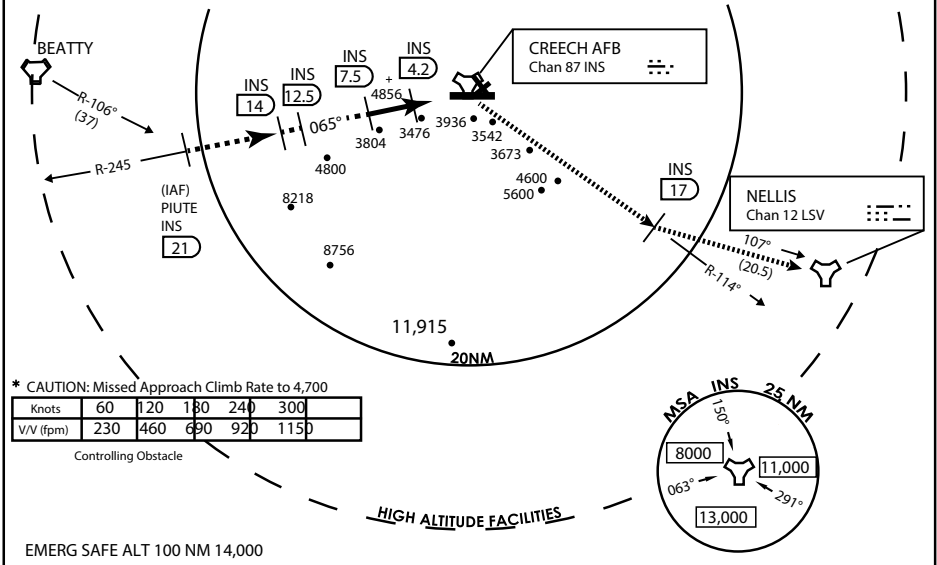
PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE AND APPROPRIATE VFR CLOUD CLEARANCE FOR ALL

CAUTION: Descent gradients are greater than allowed under standard TERPS criteria and inbound course does not meet straight-in criteria

CAUTION: Final approach course crosses Runway centerline at MIDFIELD. Maneuvering left of course required prior to landing. Do not Maneuver farther north than the INS R- 258

Modified by viaBog 66 for use with DCS
NOT FOR REAL LIFE NAVIGATION

Modified by viaBog 66 for use with DCS
NOT FOR REAL LIFE NAVIGATION

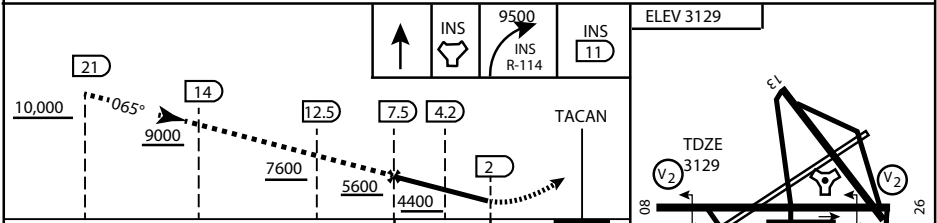


* CAUTION: Missed Approach Climb Rate to 4,700

Knots	60	120	180	240	300
V/V (fpm)	230	460	690	920	1150

Controlling Obstacle

HIGH ALTITUDE FACILITIES



CATEGORY	A	B	C	D	E
S-8	3760-1 1/2	627 (700-1 1/2)	3760-1 3/4 627 (700-1 3/4)	3760-2 627 (700-2)	3760-2 1/4 627 (700-2 1/4)
CIRCLING	NOT AUTHORIZED				

MIRL Rwy 8-26

CITY OF INDIAN, NEVADA

INDIAN SPRINGS AF AUX (KINS)

(FOR DAY VFR USE ONLY)



AIRPORT DIAGRAM

476 VFG

CREECH AFB (KINS)
INDIAN SPRINGS, NEVADA

ATIS
 122.5
 CREECH TOWER
 118.4 360.7 38.65
 GND CON
 118.3 275.8
 CLNC DEL

FIELD
 ELEV
 3127

HOT
CARGO
PAD

VAR 12.5° E

BAK-12

WEST
EOR

115°41'W

476 VFG JAN 2019

CONTROL
 TOWER
 BASE
 OPS

RPA LOLA
WEST

RPA LOLA
EAST

LOLA /
HUNG
ORDNANCE

RUNWAY
 31/13
 MQ/RQ-1
 ONLY

9002 X 150

258.5°

860 X 100

313.8°

4064 X 100

199 X 100

ELEV
3127

EAST
EOR

BAK-12

ELEV
3127

115°40'W

1030 X 150

26

476 VFG JAN 2019

AIRPORT DIAGRAM

INDIAN SPRINGS, NEVADA
CREECH AFB (KINS)