

MISSION DATA CARD								
OPORD		Callsign		Mission		Date/Time		
525/2022		Tiger 1		Training		172000JAN22		
Task	Melt Sort, Aerial Intercept und ggf. Tactical Formation auffrischen					Freq		
AO	HA: T77, T76, T75, T74, T71					261.15		
Departure				Recovery				
FYTTR LOW				STRYK				
#	Callsign		Pilot		IFF	TCN	LSR	NET
-1	Tiger 1-1		Ghost		1011	11Y	1551	
-2	Tiger 1-2		Retai		1012	74Y	1552	
-3	Tiger 1-3		Prinz		1013	74X	1553	
-4	Tiger 1-4		Jemi		1014	11X	1554	

LOADOUT			
A/A	C9M, 4xA120C		
A/G			
POD	AT50		
TKS	2xFPU-8A		
	GUN	100% HEI-T	
	CHF	90	
	FLR	30	
	FUEL	100%	

TOLD					
	Takeoff	Target	Joker	Bingo	Land
FUEL	15291		4500	3500	

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	FLEX	LSV 337/5 (N36 18.6200 W115 02.3600)	3000	
2	GASS PEAK	LSV 309/12 (N36 24.1400 W115 10.6600)	4500	
3	FYTTR	LSV 269/33 (N36 21.4400 W115 41.4700)	18000	
4	BTY	N36 48.0350 W116 44.8583	25000	
5	Creech AFB		12000	
6	GASS PEAK	LSV 282/26 (N36 25.620 W115 30.700)	8000	
7	Nellis	N36 14.680 W115 01.500	3000	

COMMS	
Radio	Usage
1	11, 3, 4, 16, 19, 16, 4, 3
2	134.150 (nicht ändern)
3	MIDS A: 22
4	MIDS B: 111 (nicht ändern)

NOTES

Ablauf Blau:

Blau startet normal aus Nellis auf der blauen Route bis FYTTR dan DCT BTY (Beatty CH 94X).

Dort wird ggf. erstmal ein Holding aufgebaut bis über MIDS B von beiden seiten ein "Ready"

gekommen ist. Dann wird die Simulation gestartet (bitte nur bei Problemen oder Missverständnisse

dannach wieder Kontakt zu Rot via MIDS B aufbauen.

Blau wird sich ausdrücklich im Bereich WP Beatty (approx. 30 NM DME) aufhalten.

Interceptender wird aus Norden erwartet.

Heute wird sich rot nicht wie ein HEAVY bewegen sondern auch Kurskorrekturen

zur Vermeidung des Intercepts fliegen dürfen.

ROE: Master Arm only OFF or SIMULATED allowed.

Nearest Tanker AR625 Arco1.

Forumslink: [https://virtual-](https://virtual-jabog32.de/forum/viewtopic.php?f=73&t=14566&p=106257#p106257)

[jabog32.de/forum/viewtopic.php?f=73&t=14566&p=106257#p106257](https://virtual-jabog32.de/forum/viewtopic.php?f=73&t=14566&p=106257#p106257)

Wenn Simulation beendet RTB on own choice.

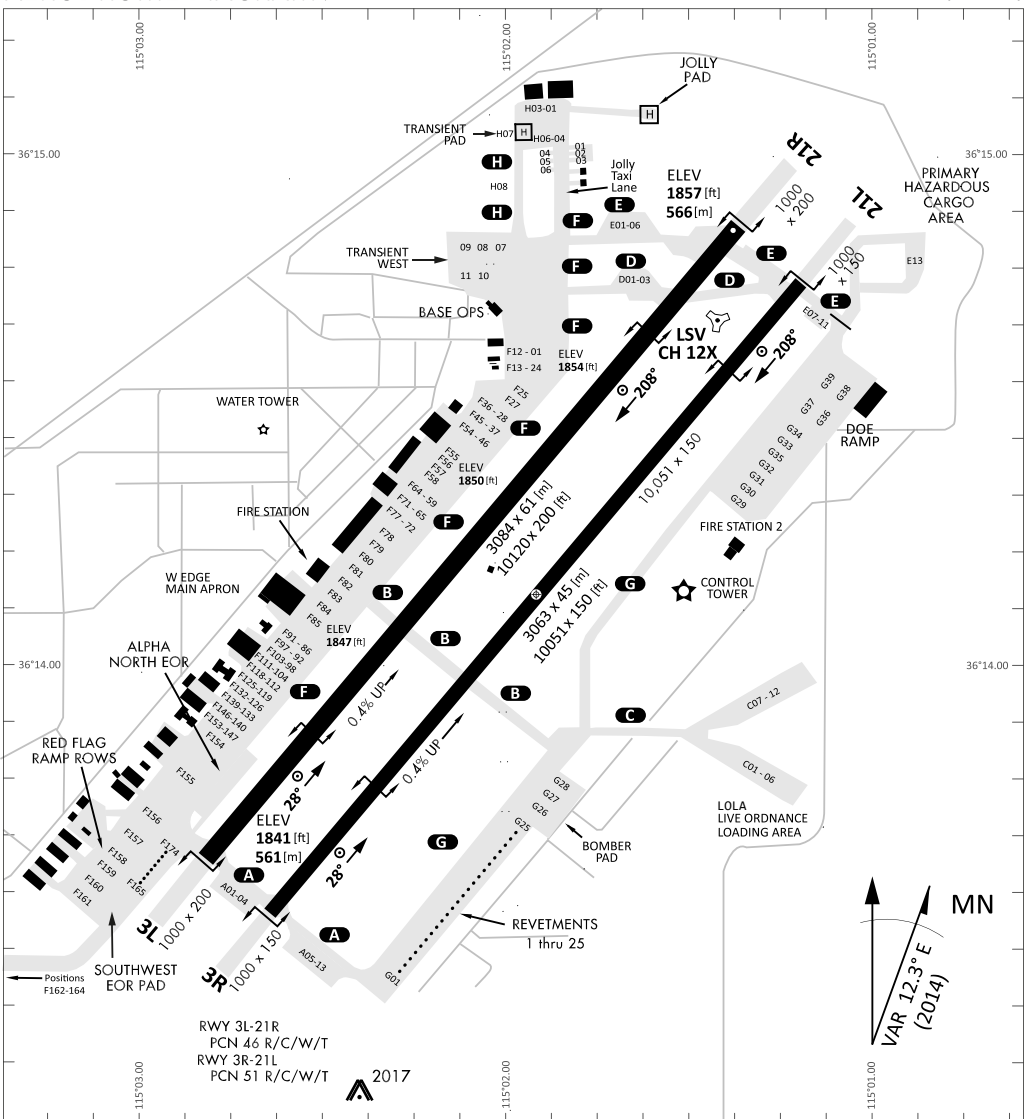
SUPPORT				
Tanker				
Callsign	TCN	Freq	ALT	TAS
ARCO 1	113Y	319.8	FL250	450
	Pos	AR-625: MVA 168/77 (N3717 W11802)		

OTHER FLIGHTS						
Callsign	Mission	Airframe	Freq	TCN	GrpId	Laser
Ram 6	Training	3x F/A-18C	266.55	48/111		155X
	AO	RED AIR: T77, T76, T75, T74, T71	Task	Melt Sort, Aerial Intercept und ggf. Tactical Formation auffrischen		
T-Rex	Training	4x A-10C	132.25	27/90	25	165X
	AO	Range 76	Task	CDU Training		
Edelweiss 6	Training	4x F-14B	134.65	21/84	40	166X
	AO	Red/Blue Route	Task	NTTR Fam Flight		
Navy 4	Training	2x F/A-18C	267.55	47/110		155X
	AO	RED AIR: T77, T76, T75, T74, T71	Task	Melt Sort, Aerial Intercept und ggf. Tactical Formation auffrischen		

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	
P	A	R	Q	U	E	T	I	N	G	
KTC 1400 C										
	0	1	2	3	4	5	6	7	8	9
A	REPF	NOY	CMQ	DU	HV	KIA	JB	LW	ST	XG
B	EITW	GHA	XFL	UJ	PB	KNV	OD	SM	CQ	RY
C	RKWD	UBF	GXS	OT	QL	IHM	JA	PV	CE	YN
D	WVKH	EPX	NGJ	DB	MC	ASR	LY	OI	FQ	UT
E	JLWT	GXH	KDU	NE	OQ	CRY	IM	AS	BP	FV
F	RJHM	VCD	IFO	LP	SX	NUE	GY	BA	QW	KT
G	EALI	HUG	XST	PO	QK	BCR	DV	MF	NY	WJ
H	FQNJ	KAO	UHC	YD	ST	LXV	RB	WM	IP	EG
I	LMTR	EUV	BPI	SW	OF	JXQ	DK	YA	HG	CN
J	GDIY	WQN	UTX	LV	SB	JFK	AR	CP	EO	HM
K	JVOX	YUK	AWL	RI	GD	NHM	PF	ET	QS	CB
L	YMTH	BVO	DEL	NP	AW	JKU	RS	XG	FQ	CI
M	MNCP	LBJ	KQE	RD	AU	GHW	YS	OF	IV	TX
N	VICT	MJU	RFX	HL	EK	PYS	AD	WB	NQ	GO
O	YXBV	UOI	CHD	KG	EA	WMR	FL	JT	NP	QS
P	XOYM	STJ	EIH	DF	NK	CPU	WR	GQ	BL	VA
Q	DEWB	SHN	XRY	PL	CT	QUO	VF	MK	AG	IJ
R	QLIJ	OPT	XGU	YB	SH	FAE	KM	VD	WN	CR
S	YVRJ	OMX	ENC	PW	UI	LAB	GD	KT	QF	SH
T	KBVM	EWQ	JXN	FO	SC	GDU	RL	YT	PI	AH
U	XNFH	PML	JBS	UC	TE	KDA	IO	VY	QG	WR
V	BUSH	QFD	MRE	JI	LO	VGN	TW	XY	CA	KP
W	ISAM	UWX	OBL	ND	PF	TQK	JG	RV	EC	HY
X	EXSO	TNP	DQB	CL	JK	AMV	GW	IU	RY	HF
Y	DTCM	UWB	XOP	QE	GA	RVH	IS	KF	LY	NJ

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



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	1857 [ft]	0 300 600 900 1200 1500 [m]
	3R	A B D E	2057 - 0.8 200 (200-0.8/1.6) GS 3°	115° 01.058° W	566 [m]	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

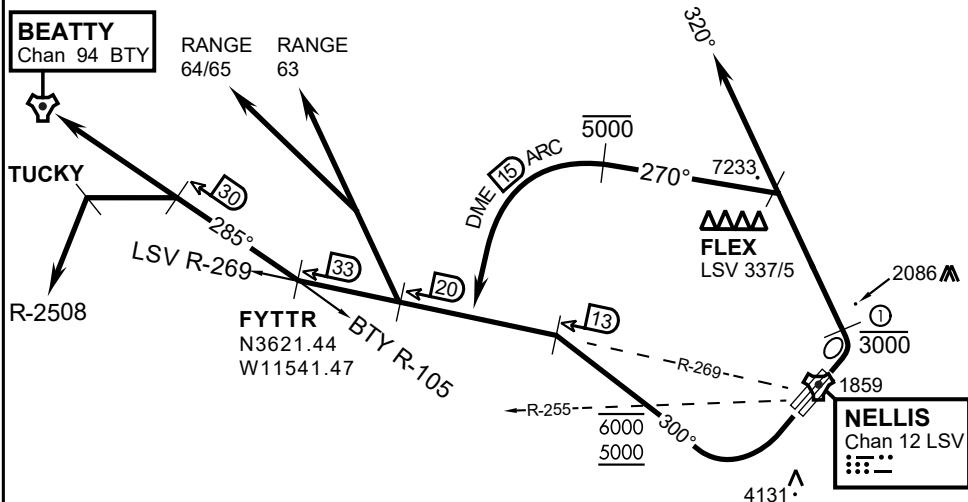
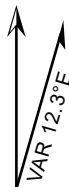
ATIS
 270.100
 NELLIS GROUND
 275.800
 NELLIS TOWER
 327.000
 NELLIS CONTROL
 317.525
 NELLIS DEP/APP EAST
 384.400
 BLACKJACK
 377.800

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.

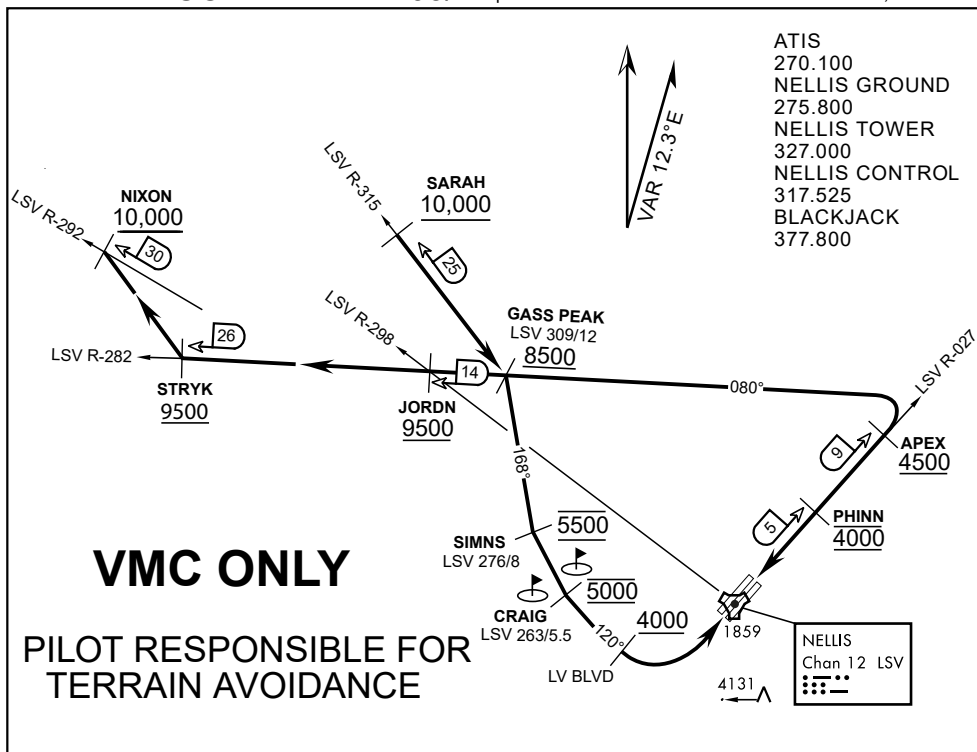
TRANSITIONS:

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.



INDIAN SPRINGS, NEVADA

TACAN INS Chan 87	APCH CRS 065 °	Rwy ldg TDZE Arpt Elev	9002 3133 3113
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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
118.30 660.60

GND CON

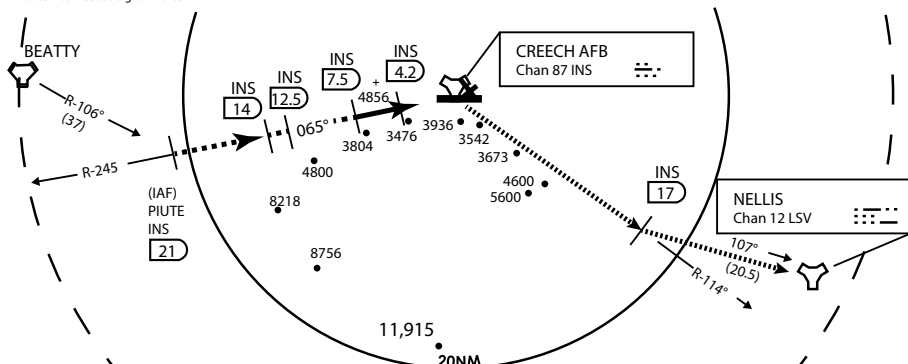
NOT FOR CIVIL USE

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

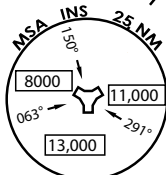
CAUTION: Final approach course crosses
Runway centerline at MIDFIELD. Maneuvering
left of course required prior to landing. Do not
Maneuver farther north than the INS R- 258



* CAUTION: Missed Approach Climb Rate to 4,700

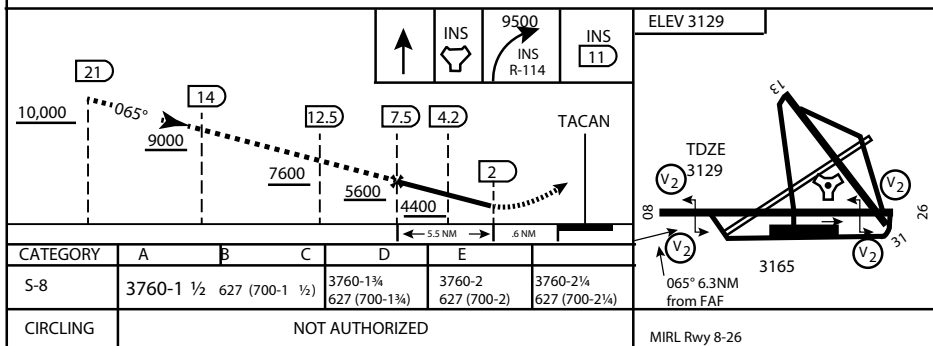
Knots	60	120	180	240	300
V/V (fpm)	230	460	690	920	1150

Controlling Obstacle



HIGH ALTITUDE FACILITIES

EMERG SAFE ALT 100 NM 14,000



CATEGORY	A	B	C	D	E
S-8	3760-1 ½	627 (700-1 ½)	3760-1¾ 627 (700-1¾)	3760-2 627 (700-2)	3760-2¼ 627 (700-2¼)
CIRCLING	NOT AUTHORIZED				

MIRL Rwy 8-26

CITY OF INDIAN, NEVADA

INDIAN SPRINGS AF AUX (KINS)

(FOR DAY VFR USE ONLY)

Modified by vJaBoG 66 for use with DCS

NOT FOR REAL LIFE NAVIGATION



