| MISSION DATA CARD | | | |
|---|---|---|---|
| OPORD | Callsign | Mission | Date/Time |
| 800/2022 | T-Rex 1 | Training | 182000APR22 |

| Task | CAS für JTAC | Freq |
|---|---|---|
| AO | Wind 050° 6kt. Visibility 10nm. Clouds few 20000ft. | 132.5 |

| Departure | Recovery |
|---|---|
| A10 TAC NORTH | STRYK |

| # | Callsign | Pilot | IFF | TCN | LSR | NET |
|---|---|---|---|---|---|---|
| -1 | T-Rex 1-1 | Crusader | 1571 | 27Y | 1571 | 15/01 |

| LOADOUT | | | |
|---|---|---|---|
| A/A | A9M | GUN | 100% CM |
| A/G | 7M151L, 4xA65D, 2xG54, 2xM82, G10 | CHF | 120 |
| POD | A184, TGP | FLR | 360 |
| TKS | | FUEL | 60% |

| TOLD | | | | | |
|---|---|---|---|---|---|
| | Takeoff | Target | Joker | Bingo | Land |
| FUEL | 6652 | | | | |

| 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 | Dry Lake | LSV 017/15 (N36 27.680 W114 52.210) | | |
| 2 | ALAMO C | N36 47.398 W115 12.955 | 12000 | |
| 3 | ARCOE | LSV 357/30 (N36 44.260 W114 55.020) | 15000 | |

| COMMS | |
|---|---|
| Radio | Usage |
| 1 | 132.50 |
| 2 | 11-3-4-16-234.250-11-4-3 |
| 3 | 34.50 |

## NOTES

JTAC Venom 34.50

| OTHER FLIGHTS | | | | | | | |
|---|---|---|---|---|---|---|---|
| Callsign | Mission | Airframe | Freq | TCN | GrpId | Laser | |
| Venom* 2 | Training | 2x Ground | 34.5 | 21/84 | | 156X | |
| AO | Range 62 | Task | JTAC | | | | |
| Rattler 5 | Training | 4x AH-64D | 35.35 | 21/84 | | 120X | |
| AO | Wind 050° 6kt. Visibility 10sm. Clouds few 20000ft. | Task | | | | | |
| Monster 1 | Training | 1x A-10C | 132.25 | 27/90 | 26 | 167X | |
| AO | Wind 050° 6kt. Visibility 10sm. Clouds few 20000ft. | Task | | | | | |
| Edelweiss 7 | Training | 1x AH-64D | 134.75 | 21/84 | 41 | 167X | |
| AO | | Task | Fam Flight | | | | |
| Panther 1 | Training | 2x F/A-18C | 261.35 | 11/74 | 1 | 155X | |
| AO | | Task | A/G MAV Range 75-15 | | | | |
| Tiger 1 | Training | 2x F/A-18C | 261.15 | 21/84 | 1 | 120X | |
| AO | Wind 050° 6kt. Visibility 10sm. Clouds few 20000ft. | Task | | | | | |

| 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 |
| F | E | T | C | H | I | N | G | L | Y |

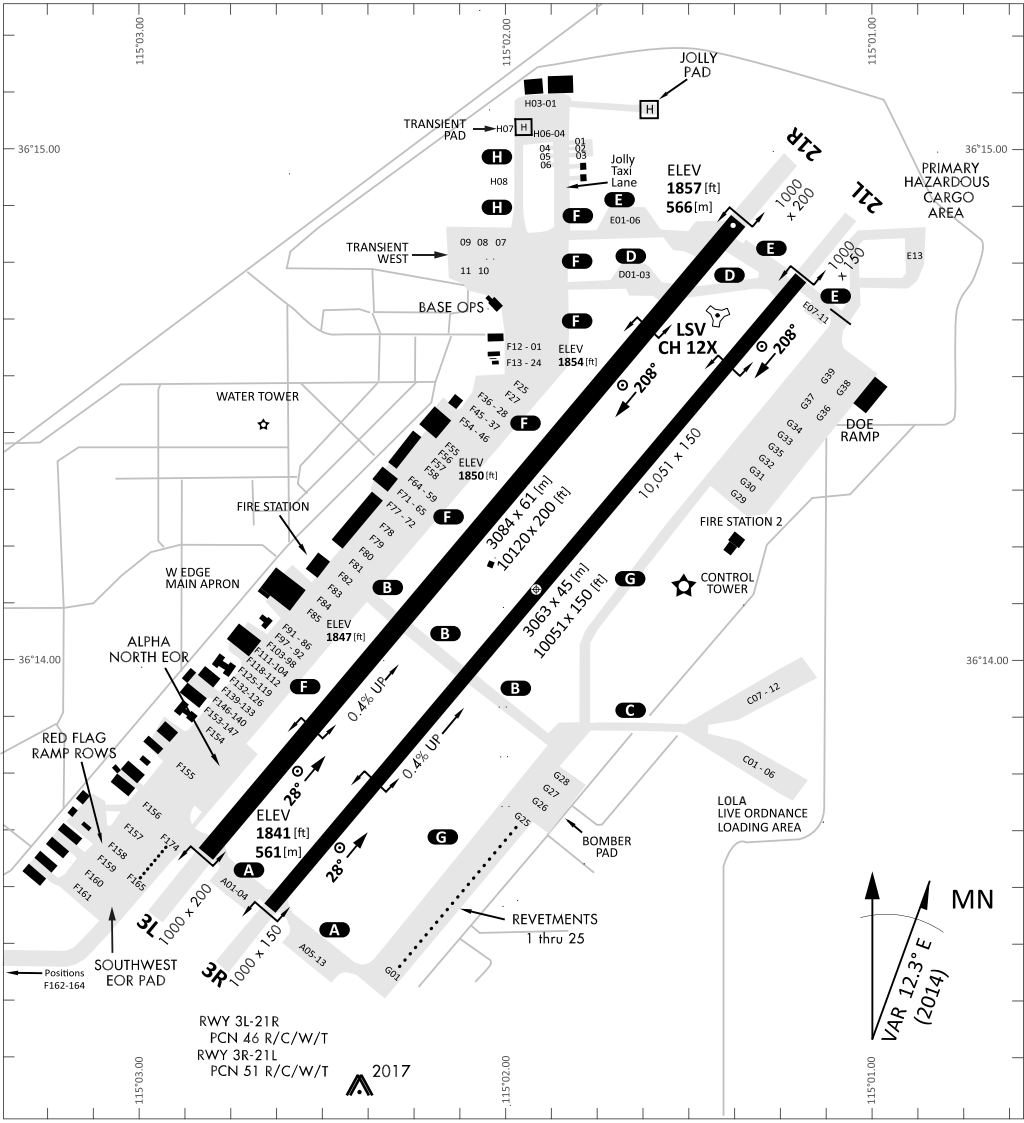
| KTC 1400 C | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| A | MHIW | ONU | VKT | FR | LP | QAG | DJ | SX | EC | BY |
| B | VRUC | SXM | LAF | TI | NK | EQG | WY | HB | JP | OD |
| C | DJYQ | TXR | BCV | AF | NI | EUH | LG | MK | WP | SO |
| D | ELTF | HIO | AVX | WK | NM | DUR | YP | CS | BJ | GQ |
| E | XYFJ | PWC | BGT | KE | DI | NMU | LV | SA | QH | RO |
| F | QRHI | DMJ | UAT | NL | EF | GYO | BS | CK | XV | WP |
| G | SKLB | EPX | IAG | MV | JC | TFW | RQ | OU | DY | NH |
| H | FHLS | OPK | YJN | QC | GA | EUX | BD | RI | MW | VT |
| I | STIC | AXH | ERV | MQ | WY | BUJ | DK | GL | NF | OP |
| J | GQNY | WKX | UIP | AF | LO | MDS | CR | VH | TE | JB |
| K | ROTF | DHU | KSY | CJ | BX | AWG | VL | IM | NQ | EP |
| L | OUNK | RGD | XYI | LB | JW | TFH | PV | SQ | ME | CA |
| M | DJLR | FNU | OBW | CS | XI | MGH | QA | EV | KP | YT |
| N | TOER | YPV | BGK | JW | HF | NDL | QA | CM | US | IX |
| O | FPGL | EOR | XNI | CA | HU | DSV | MW | JQ | KB | YT |
| P | JTEQ | FGC | AWB | OX | YL | DHU | NI | RM | SP | VK |
| Q | FHCW | JNV | EGR | KY | LA | SOB | XD | PQ | TU | IM |
| R | NYPQ | IFG | SXK | VU | RD | WAB | MO | LH | JT | CE |
| S | QEVO | YUM | LGT | PK | DW | XNA | IJ | SC | RF | HB |
| T | FJAT | SDW | UHC | EP | GI | NRB | KO | XM | VQ | YL |
| U | BSJL | AUH | DXR | NF | KP | IEM | OY | CG | TW | VQ |
| V | QINK | LSX | MVH | CD | RB | PTJ | FA | UG | EW | YO |
| W | YPCG | WEH | XAI | QK | UF | BNT | JR | DL | OM | SV |
| X | GWTM | EHU | DRQ | BY | LV | FXS | AC | PO | IK | JN |
| Y | KHAJ | NLS | EIB | TV | QO | RUF | GC | PY | DW | XM |

| 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 |

GND CHART 01

# AERODROME DIAGRAM | VALID 2014

Las Vegas, Nevada **NELLIS AFB (KLSV)**




| | RWY | CAT | MINIMA |
|---|---|---|---|
| PAR | 21L | A B D E | **2057** - 0.8 200 (200-0.8/1.6) GS 3° |
| | 3R | A B D E | **2057** - 0.8 200 (200-0.8/1.6) GS 3° |
| 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) |

ARP
36° 14.060` N
115° 01.058` W

ELEV
**1857** [ft]
**566** [m]

Scale 1:35`500
0 300 600 900 1200 1500 [m]
0 1000 2000 3000 4000 5000 [ft]

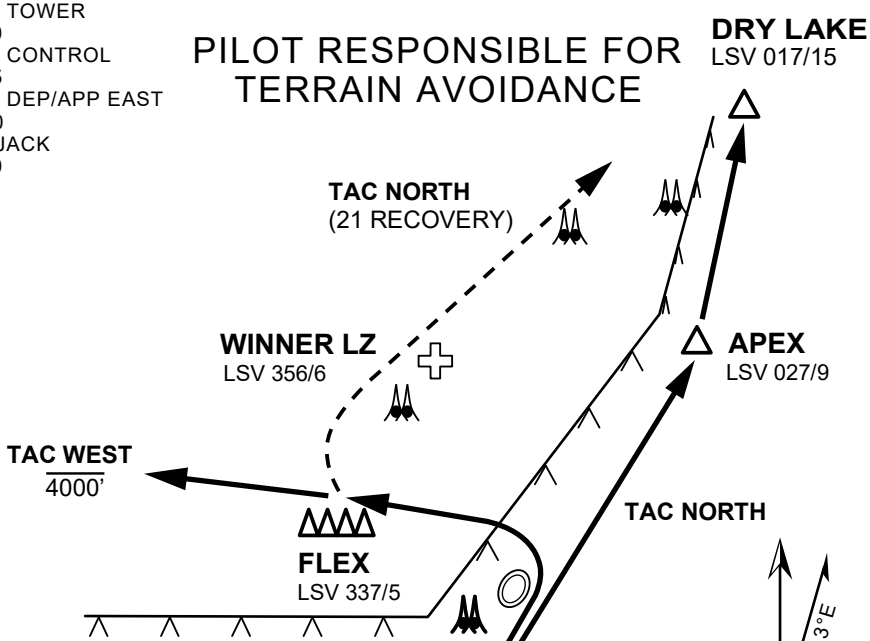
| RWY | TORA | TODA | ASDA | LDA | PSN THR | ALS |
|---|---|---|---|---|---|---|
| **21L** | **10051** [ft] **3063** [m] | **11051** [ft] **3368** [m] | **11051** [ft] **3368** [m] | **10051** [ft] **3063** [m] | 36°14.043`N 115°01.018`W | |
| **3R** | **10120** [ft] **3084** [m] | **11120** [ft] **3398** [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

# VMC ONLY

PILOT RESPONSIBLE FOR TERRAIN AVOIDANCE




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

v.abbr032 NTTR NAV CHART

## DEPARTURE ROUTE DESCRIPTION

- Tac North / Tac West departures only flown during daylight from RWY 03
- Use caution for helicopters operating 3 Nm NE of FLEX (Winner LZ).
- Flights will remain at 500' AGL until deconflicted with helicopter traffic.
- Upon reaching FLEX or Dry Lake maintain VFR, remain clear of Class B airspace, and switch frequency to coordinate for range entry.

### TAC NORTH

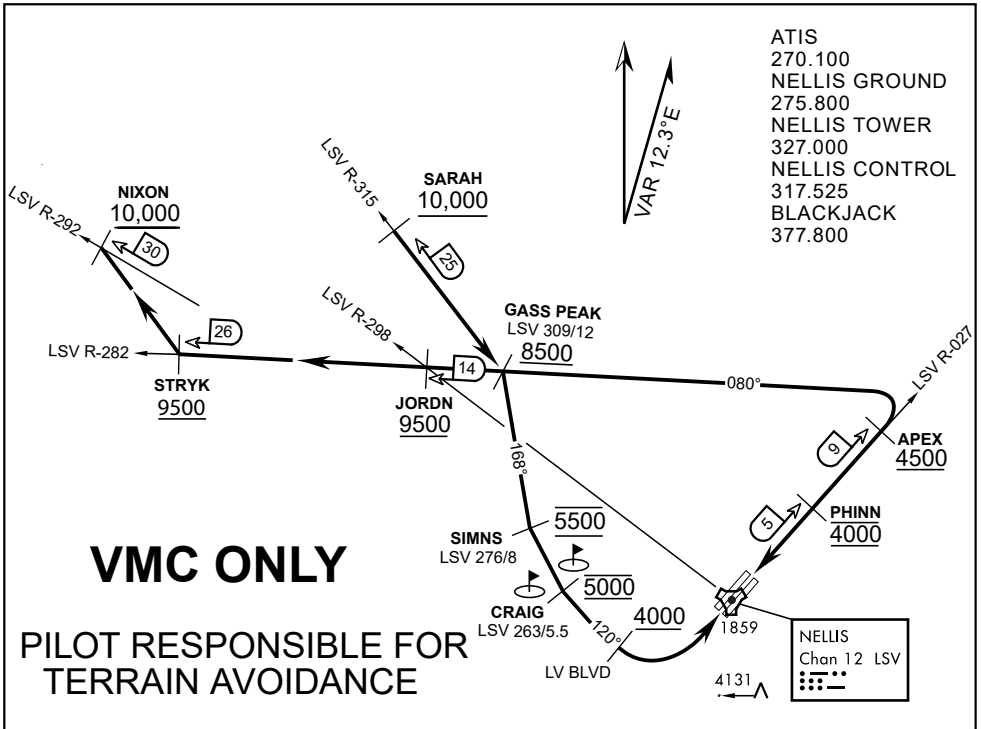
- Proceed direct APEX then direct Dry Lake. Report "APEX" informing ATC flight will clear Class B in 3Nm enroute to Dry Lake.
- For opposite direction takeoffs when RWY 21 is the active, proceed to FLEX then to Dry Lake.
- Report "FLEX" to inform ATC flight is clear of Class B airspace. Use caution for helicopter training.

### TAC WEST:

- Proceed to FLEX. Report "FLEX" to inform ATC flight is clear of Class B airspace. Remain below 4000' MSL until north of Gass Peak.

# STRYK RECOVERY RWY 03/21 | VALID 2014

**NELLIS AFB (KLSV)**
LAS VEGAS, NEVADA




## 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.

vJaBoG32 NTTR NAV CHART

INDIAN SPRINGS, NEVADA

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

INDIAN SPRINGS AF AUX (KINS)

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

| NELLIS CON | CREECH AFB TOWER | GND CON |
|---|---|---|
| - | 118.30 L 360.60 | - L |

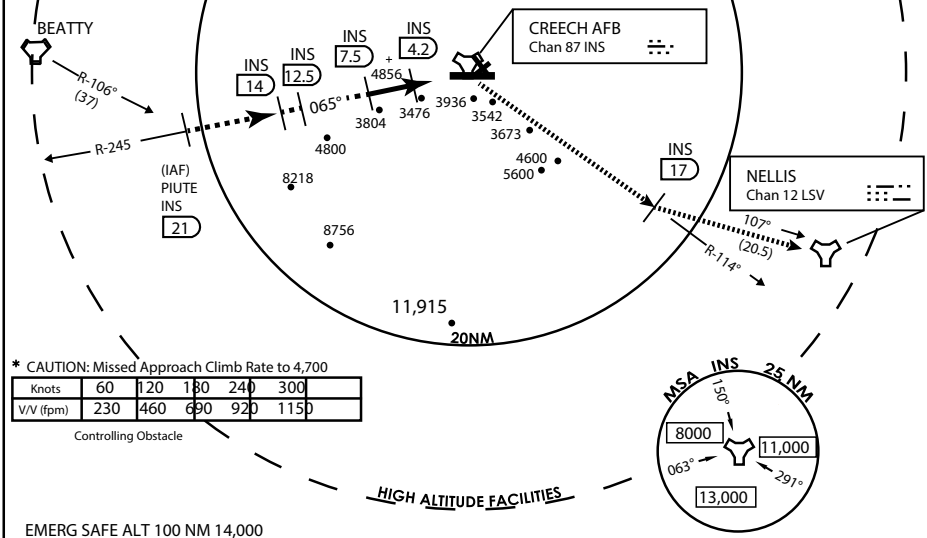
NOT FOR CIVIL USE

FOR USE UNDER BASIC VFR WEATHER MINIMUMS ONLY

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

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

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

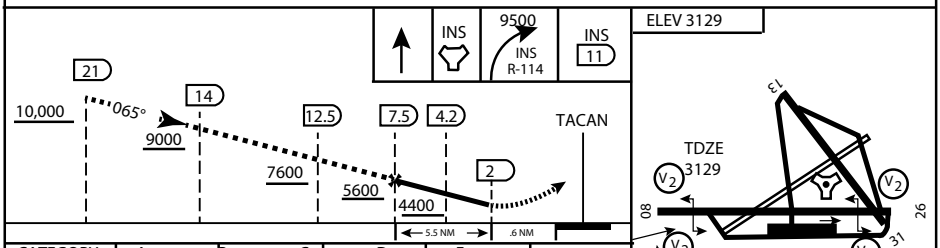



* CAUTION: Missed Approach Climb Rate to 4,700

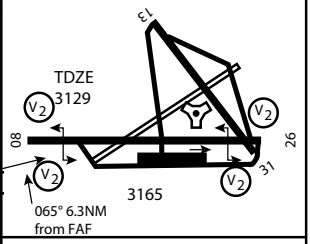
| Knots | 60 | 120 | 180 | 240 | 300 |
|---|---|---|---|---|---|
| V/V (fpm) | 230 | 460 | 690 | 920 | 1150 |

Controlling Obstacle

EMERG SAFE ALT 100 NM 14,000




ELEV 3129




| 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 | | | | |

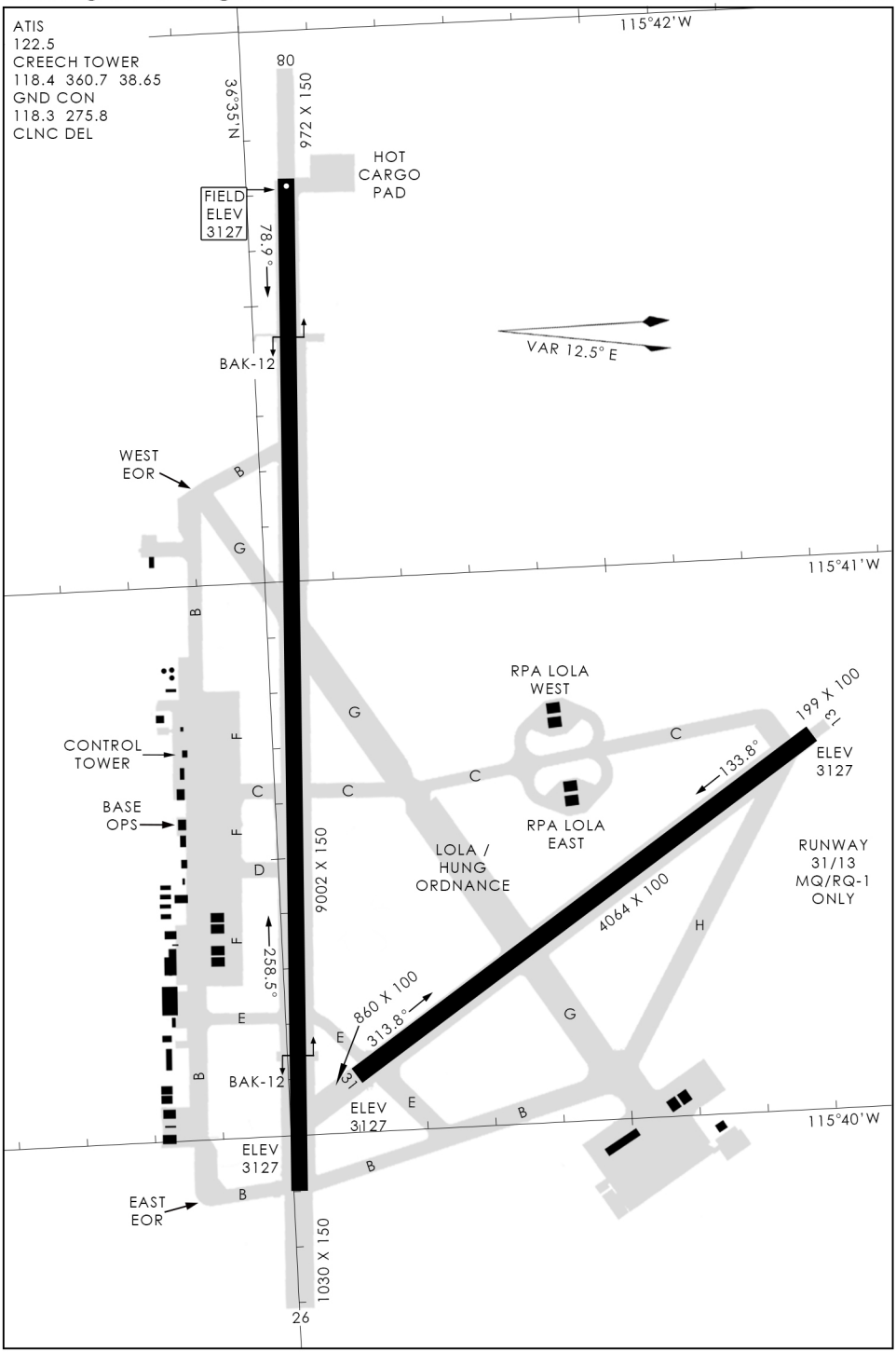
MIRL Rwy 8-26

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






476 vFG JAN 2019
476 vFG JAN 2019