



INTRODUCCIÓN

Se presentan en este dossier una serie de fichas que serán necesarias para la realización de la misión del polígono de tiro de Yucca. Estas fichas cubren la Base de Nellis, el polígono de tiro de Yucca, el alternativo próximo al polígono (Laughlin) y el alternativo de llegada a Nellis (Creech). Algunas son completamente ficticias, al no existir salidas hacia el Sur, y otras se han confeccionado partiendo de fichas reales con algunas correcciones para adaptarlas al juego. Todas ellas deben ser empleadas únicamente para vuelo simulado en entorno de DCS, no siendo hábiles para la vida real.

Las fichas se presentan con un formato de diseño propio. Están divididas en grupos, cuya identidad se puede ver en el encabezamiento, con diferente número y color:

0-1

El Grupo 0 corresponde a información variada del aeropuerto.

1-1

El Grupo 1 corresponde a fichas de Rodaje y vista en planta de aeropuerto.

2-1

El Grupo 2 corresponde a fichas de Llegadas.

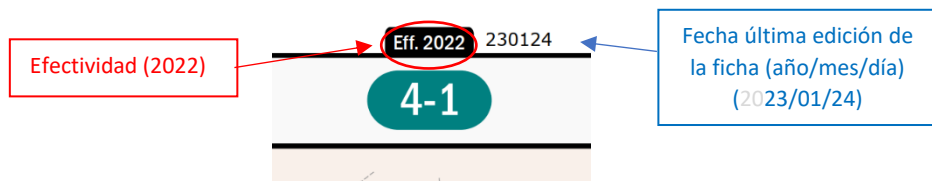
3-1

El Grupo 3 corresponde a fichas de Aproximación.

4-1

El Grupo 4 corresponde a fichas de Salidas.

En la parte superior del encabezamiento aparecen unos datos de efectividad de ficha y fecha de última revisión. El dato de efectividad será el año para el que es válida ficha en términos de declinación. En Yucca todas las fichas son efectivas para el año 2022, aunque se hayan modificado o corregido posteriormente.



Se proporcionan variantes de cada carta en dos bloques, para elección del piloto según preferencia:

- El primero con fichas en colores suaves, para vuelo diurno.
- El segundo con fichas en colores invertidos, para vuelos nocturnos o con escasa luz exterior.

Se completó el 28 de Noviembre de 2022 una normalización de las cartas a un formato propio. En caso de necesitar introducir fichas nuevas en un futuro, se tratarán de migrar a este formato lo antes posible para mantener la estandarización.

IMPORTANTE: estas cartas están ajustadas a la declinación (variación magnética) correspondiente al año 2022, aunque pudieran sufrir correcciones posteriormente, por tanto, las marcaciones magnéticas observadas en misiones creadas en años diferentes podrían no ser correctas.

Conforme se vayan detectando errores en elevaciones, altitudes, alturas, rumbos y/o rutas se harán las modificaciones correspondientes para adaptarlos a los del juego, pudiendo no coincidir con las reales.

Se toma como valor medio de Declinación Magnética en el mapa de Nevada el de **11° Este (2022)**. Las rutas magnéticas se han calculado con el Editor de misiones y comprobado con la función OFFSET de la CDU del A-10C II para dar los valores magnéticos correctos entre dos puntos, normalmente radio ayudas o fijos RNAV.

En las fichas instrumentales estandarizadas, aparecerá la MDA/DA en color rojo, y la altura sobre la TDZ en color azul.

Las fichas sufren constantes revisiones. Por este motivo se facilitará un acceso para la descarga de la última versión disponible. Se recomienda su descarga de forma periódica para mantenerse actualizado.

Espero que estas cartas sean de utilidad para que se pueda disfrutar al máximo de la misión.

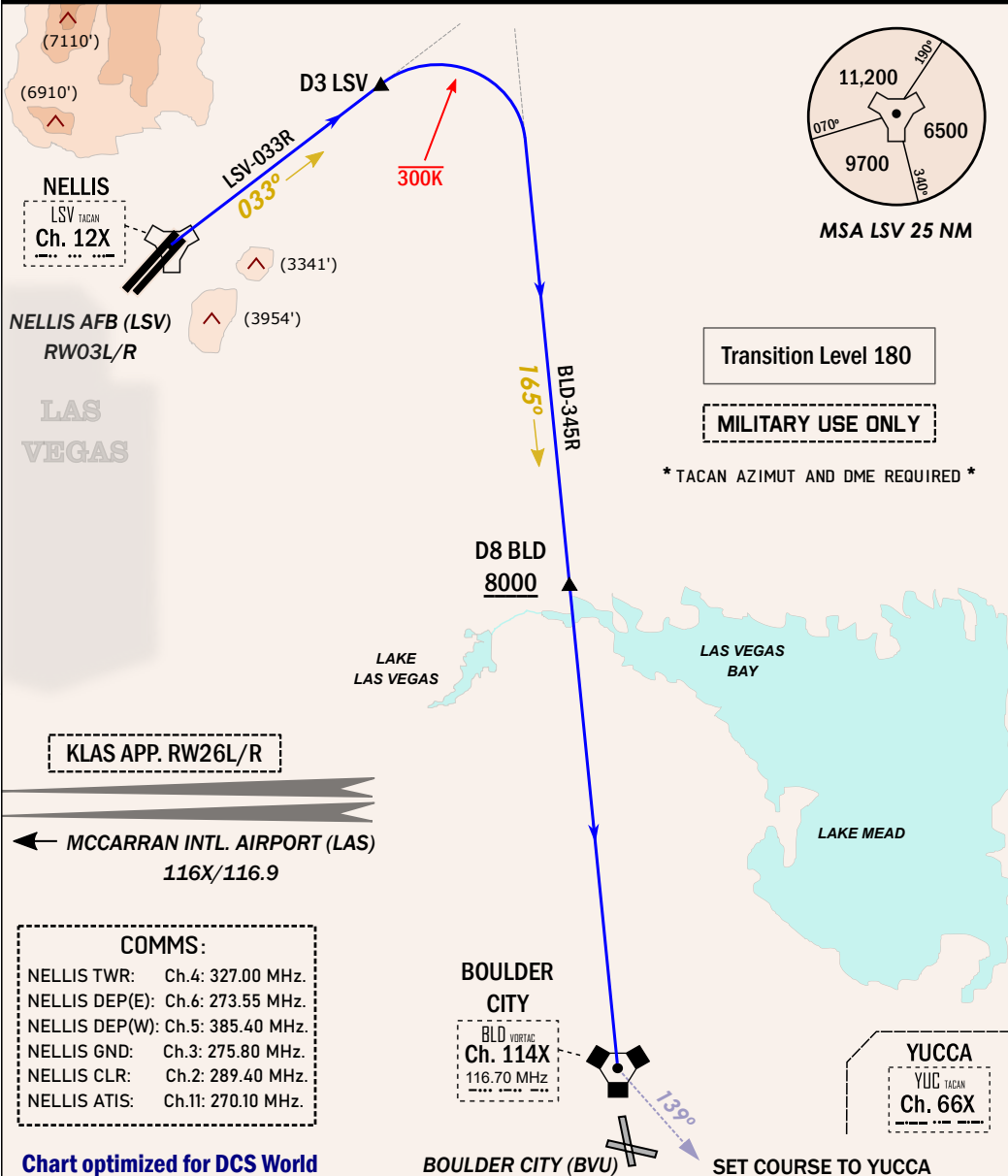
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LISTADO DE REVISIONES Y CAMBIOS:

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NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

4-1**BLD1 Departure**

For Flight Simulation only

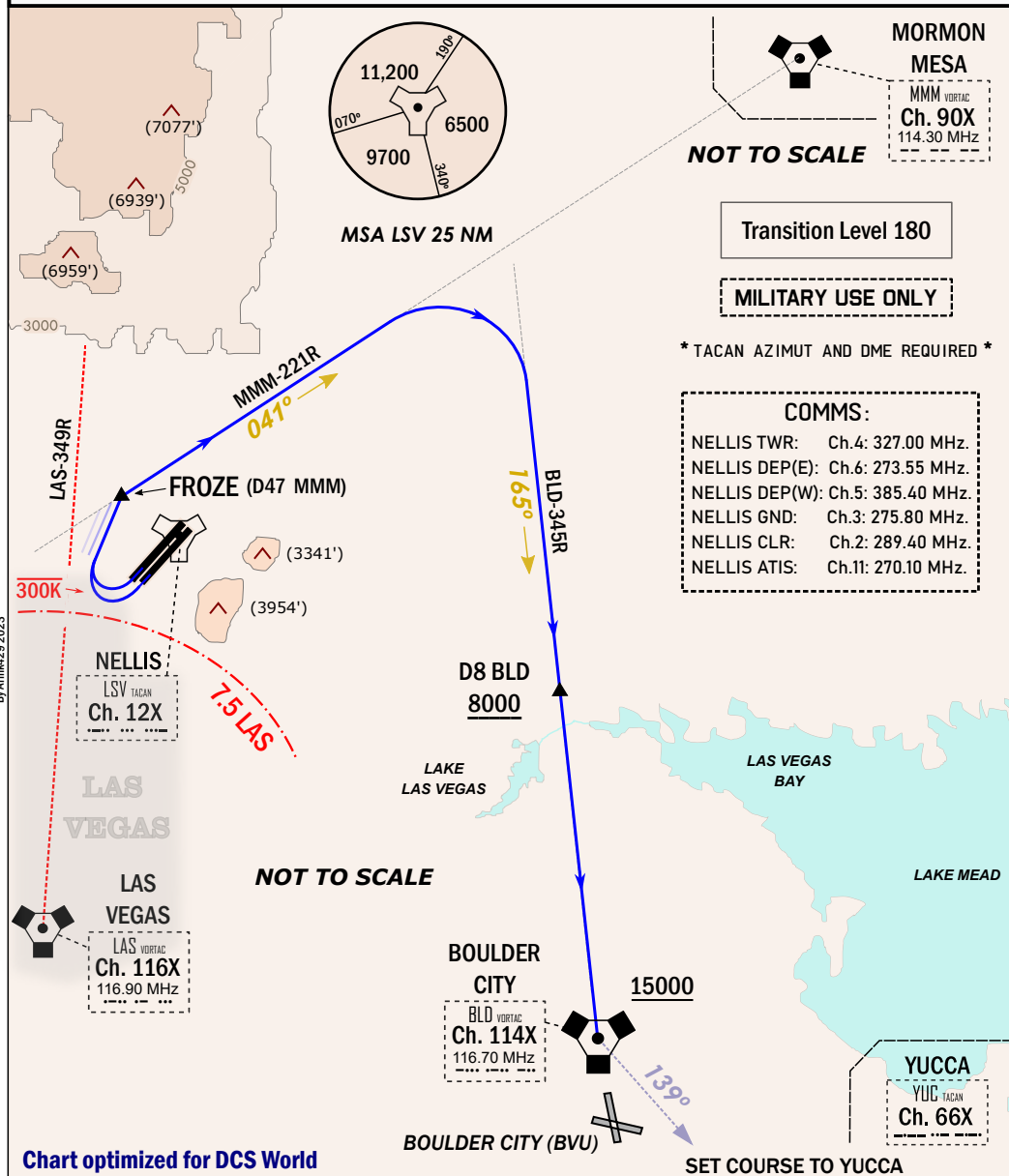
Chart optimized for DCS World**SPECIAL SID VALID FOR TRAFFICS FLYING TO YUCCA TARGETING PRACTICE RANGE. FOR RWYs 03L/R ONLY****RW03R:** Climb Rwy. Hdg. Intercept LSV 033R, passing D3 LSV, turn right (300 kt. max) to intercept BLD 345R inbound**RW03L:** Climb Rwy. Hdg. Turn right to intercept LSV 033R, passing D3 LSV turn right (300 kt. max) to intercept BLD 345R i/b

For avoiding conflict with KLAS (LAS) traffics, cross D8 BLD at 8000 ft. or above

Initial climb 15,000 ft. Passing 10,000 ft. contact Nellis DEP(E) on Ch. 6 (273.55 MHz/124.95MHz)

NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

4-2**BLD2 Departure**

For Flight Simulation only

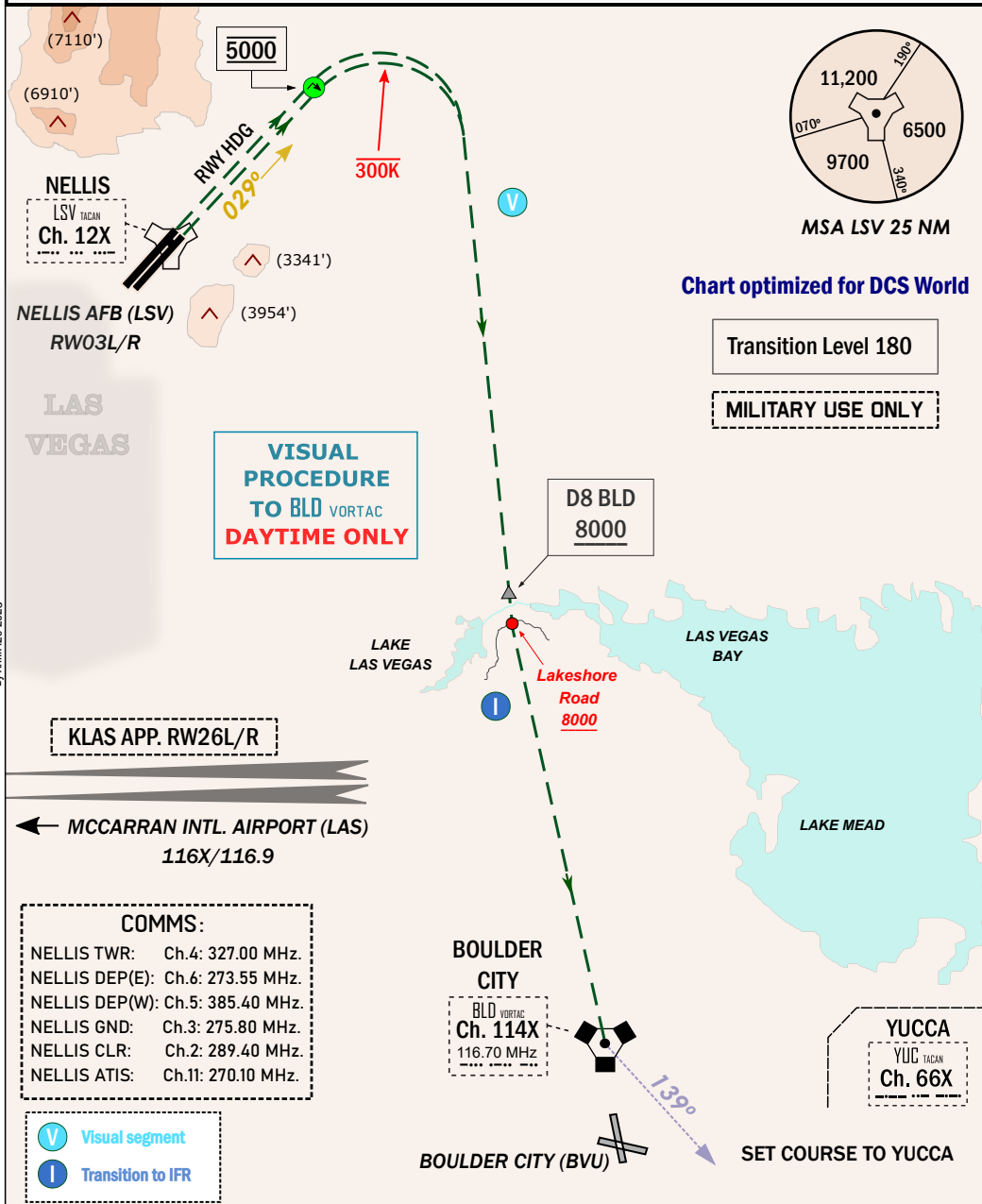
SPECIAL SID VALID FOR TRAFFICS FLYING TO YUCCA TARGETING PRACTICE RANGE. FOR RWYs 21L/R ONLY

RW21L/R: Continous climb. After DER turn right to intercept MMM VORTAC R-221 prior to MMM 47 DME (FROZE); remain north of LAS VORTAC 7.5 DME and East of LAS R-349, intercept MMM R-221 then intercept BLD-345 inbound BLD. Cross BLD at 15,000 ft. or above. Max. speed during initial turn: **300** kt. then resume normal climb speed. Cros BLD 8 DME at 8000 ft. or above

Initial climb 15,000 ft. Passing 10,000 ft. contact Nellis DEP(E) on Ch. 6 (273.55 MHz/124.95MHz)

NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

4-3**BLD3V departure RWY03L/R****SPECIAL VISUAL PROCEDURE VALID FOR TRAFFICS FLYING TO YUCCA TARGETING PRACTICE RANGE. RWYs 03L/R ONLY****RW03L/R:** Climb Rwy. Hdg. (029°), passing 5000 ft. turn right (300 kt. max) direct Lakeshore Road, then direct BLD.

For avoiding conflict with KLAS (LAS) traffics, cross Lakeshore Road/D8 BLD at 8000 ft. or above

Initial climb 15,000 ft. Passing 10,000 ft. contact Nellis DEP(E) on Ch. 6 (273.55 MHz/124.95MHz)

NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

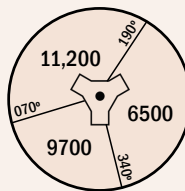
4-4**BLD4V departure RWY21L/R****COMMS:**

NELLIS TWR: Ch.4: 327.00 MHz.
 NELLIS DEP(E): Ch.6: 273.55 MHz.
 NELLIS DEP(W): Ch.5: 385.40 MHz.
 NELLIS GND: Ch.3: 275.80 MHz.
 NELLIS CLR: Ch.2: 289.40 MHz.
 NELLIS ATIS: Ch.11: 270.10 MHz.

Transition Level 180

MILITARY USE ONLY

(LSV 338/4)

FLEX 5000**300K**

MSA LSV 25 NM

Las Vegas Blvd

Chart optimized for DCS World

I-215

15

Speedway

**VISUAL
 PROCEDURE
 DAYTIME ONLY**


Shadow Creek

NELLISLSV TACAN
Ch. 12X**300K****4000****3000****2500****300°**

60° bank

300K

Nellis Golf Course

Sunrise Mountain

Las Vegas Blvd

**LAS
VEGAS**

Lake Mead Blvd

Nellis Blvd

Frenchman Mountain

4.0 LSV
**Remain within 4.0 DME of
 LSV TACAN on initial turn**
NOT TO SCALE
15000
**BOULDER
 CITY**

 BLD VORTAC
Ch. 114X
 116.70 MHz

Visual segment

 Transition to IFR
Free speed

Visual transition to IFR. This departure is also Noise Abatement Procedure. For VMC daytime only

RWY 21L/R: Climb to an altitude window of 2500 to 3000 ft. Terminate A/B use at **300** kt. or abeam Nellis Golf course (whichever occurs FIRST). Abeam south end of Nellis golf course start immediately a 60° banked right turn to heading 300° in order to avoid populated areas, climb to 4000 ft. and fly between Shadow Creek and Craig Ranch, then proceed to FLEX climbing to 5000 ft. When passing FLEX, turn right to BLD to be at 15,000 ft. or ABOVE. Remain within 4.0 DME of LSV TACAN on initial turn

Initial climb 15,000 ft. Passing 10,000 ft. contact Nellis DEP(E) on Ch. 6 (273.55 MHz/124.95MHz)

NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

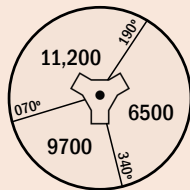
4-5**A-10 Visual Departures**

Chart optimized for DCS World

Transition Level 180

COMMS:

NELLIS TWR: Ch.4: 327.00 MHz.
 NELLIS DEP(E): Ch.6: 273.55 MHz.
 NELLIS DEP(W): Ch.5: 385.40 MHz.
 NELLIS GND: Ch.3: 275.80 MHz.
 NELLIS CLR: Ch.2: 289.40 MHz.
 NELLIS ATIS: Ch.11: 270.10 MHz.

DRY LAKE
 (LSV 018/15)

APEX
 (LSV 028/9)

WINNER LZ
 (LSV 358/5.7)

**VISUAL
PROCEDURE
DAYTIME ONLY**
MILITARY USE ONLY

① (green):
RWY 03L/R DEP.
 ② (blue):
RWY 21L/R DEP.

NOT TO SCALE
**BOULDER
CITY**

 BLD VORTAC
 Ch. 114X
 116.70 MHz

 Remain within 4 DME of
 LSV TACAN on initial turn

15000

I-215

3000

Speedway

3000

 NELLIS
 LSV TACAN
 Ch. 12X

 4000 FLEX
 A-10 VFR WEST

 (RWY21L/R) A-10 VFR NORTH
 (RWY03L/R) A-10 VFR NORTH WITH OPPOSITE DIRECTION ARRIVALS

 A-10 VFR NORTH
 A-10 VFR BLD

Pilot responsible for terrain/obstacle clearance. If unable VMC, request IFR service. All points are compulsory reporting.

A-10 VFR NORTH (RWY03L/R transition APEX): Fly APEX then DRY LAKE.

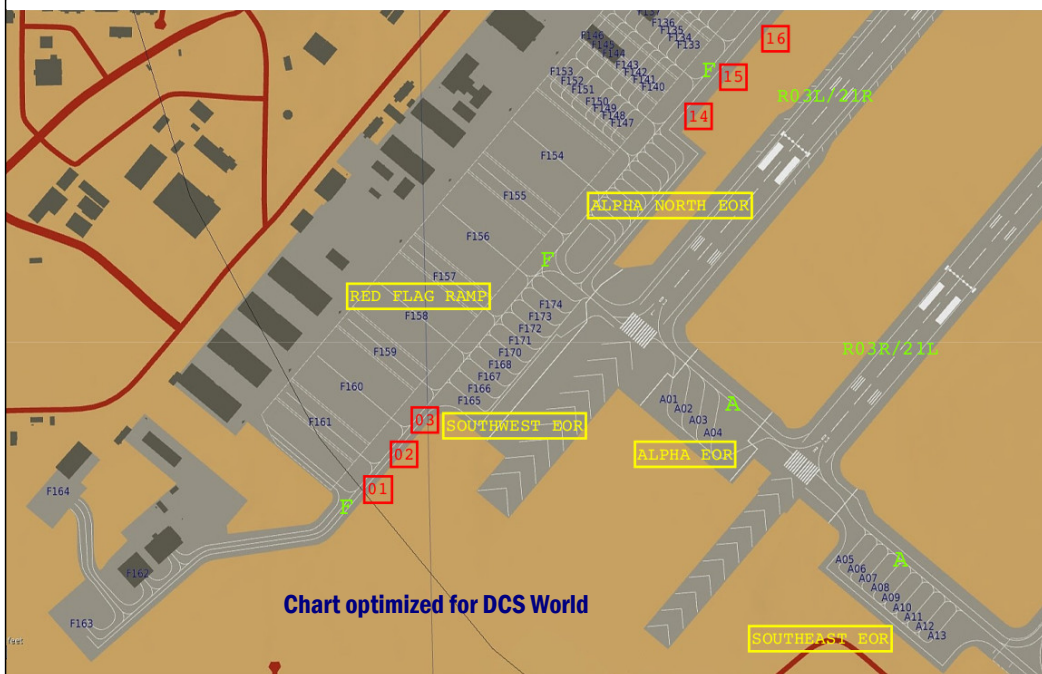
A-10 VFR NORTH (RWY03L/R transition FLEX): Remain below 3,000 ft. until north of Race Track, then proceed direct FLEX, then WINNER LZ, then DRY LAKE. Maintain 500 ft. AGL until de-conflicted with helicopter traffic operating within WINNER LZ area.

A-10 VFR NORTH (RWY21L/R): Remain below 3,000 ft. until north of the I-15 and I-215. Fly FLEX then WINNER LZ, then DRY LAKE.

A-10 VFR WEST (RWY03L/R): Remain below 3,000 ft. until north of the Race Track. Fly FLEX then westbound at 4,000B ft. until west of Gass Peak.

A-10 VFR WEST (RWY21L/R): Remain below 3,000 ft. until north of the I-15 and I-215. Fly FLEX westbound at 4,000B ft. until west of Gass Peak..

A-10 VFR BLD: (RWY21L/R only): Remain below 3,000 ft. until north of the I-15 and I-215. Fly FLEX at 4,000B ft, then BLD to be at 15,000A ft.



For Flight Simulation only

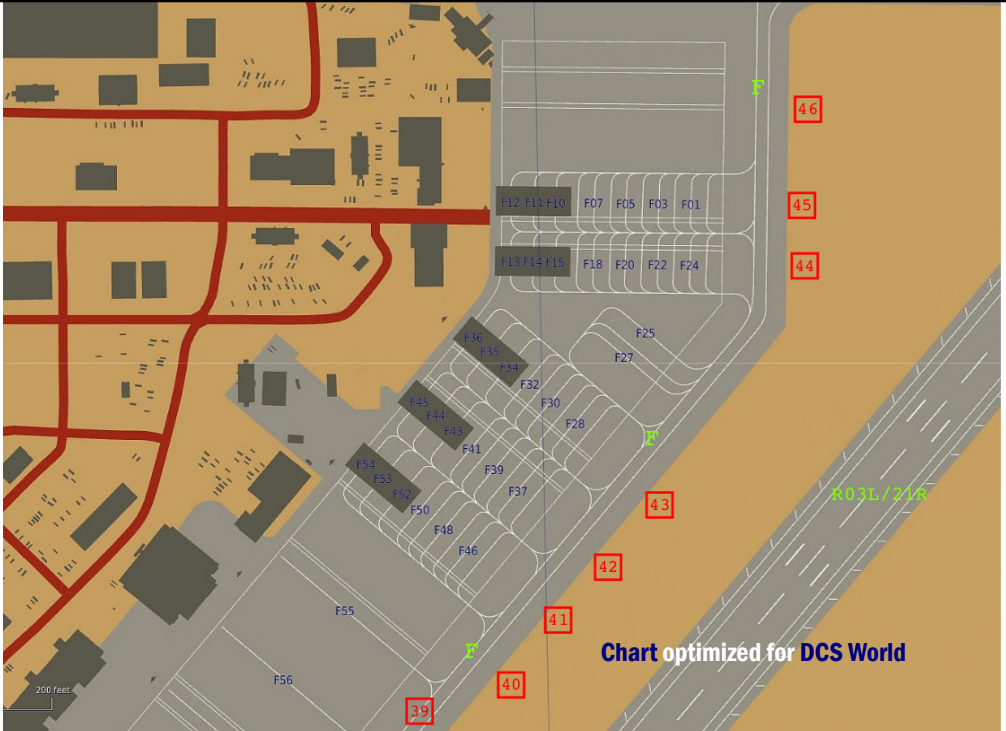
Chart optimized for DCS World

NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

1-3

Parking positions 2 / 4



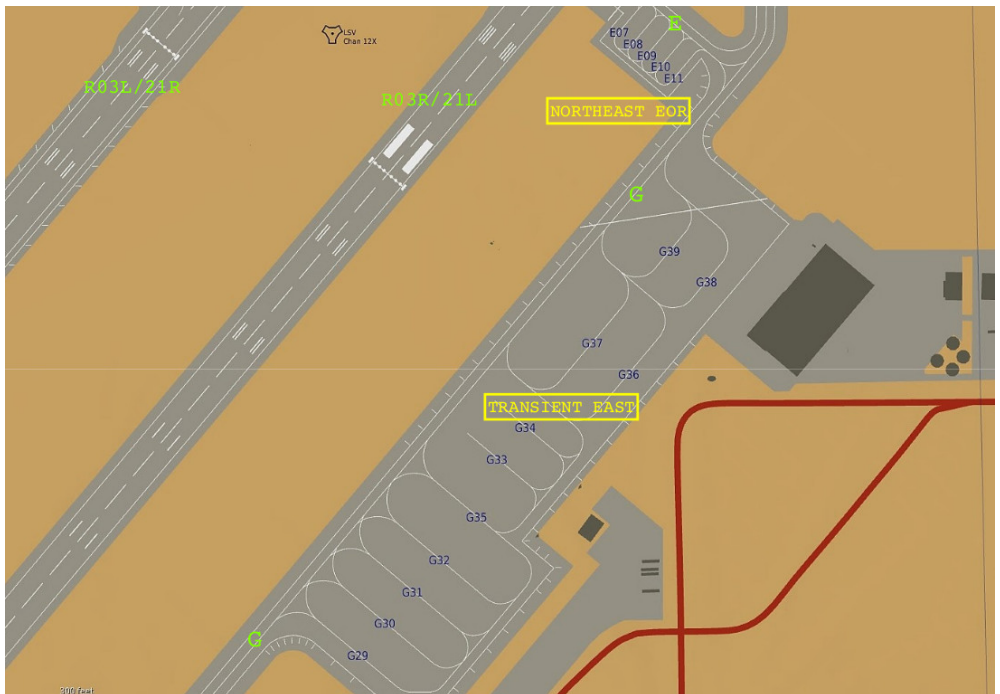
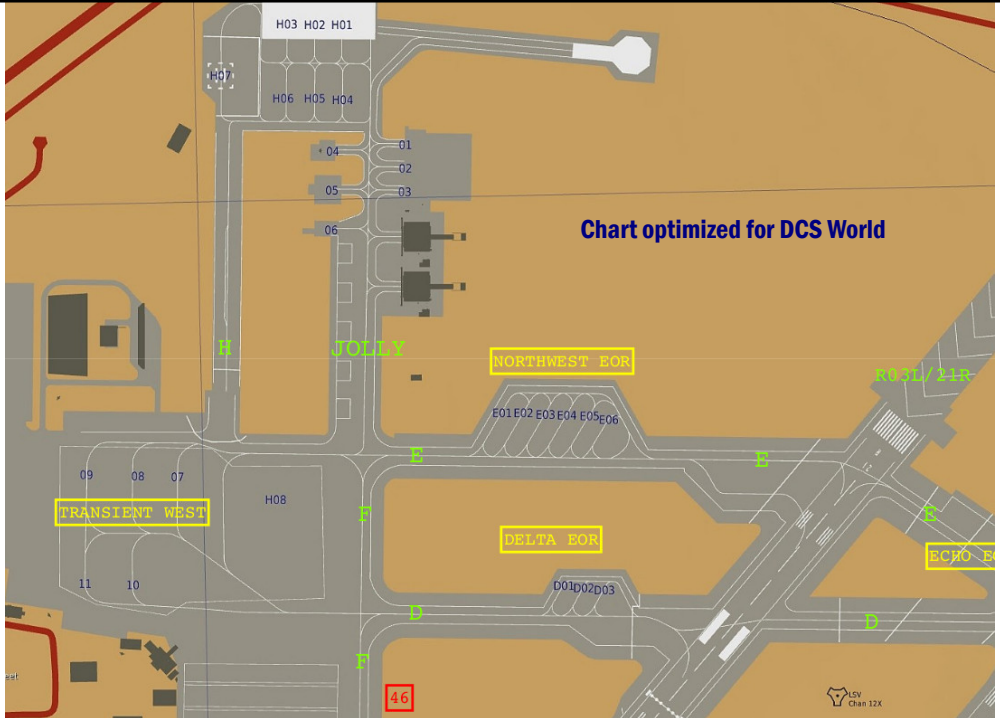
NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

1-4

Parking positions 3/4

Chart optimized for DCS World



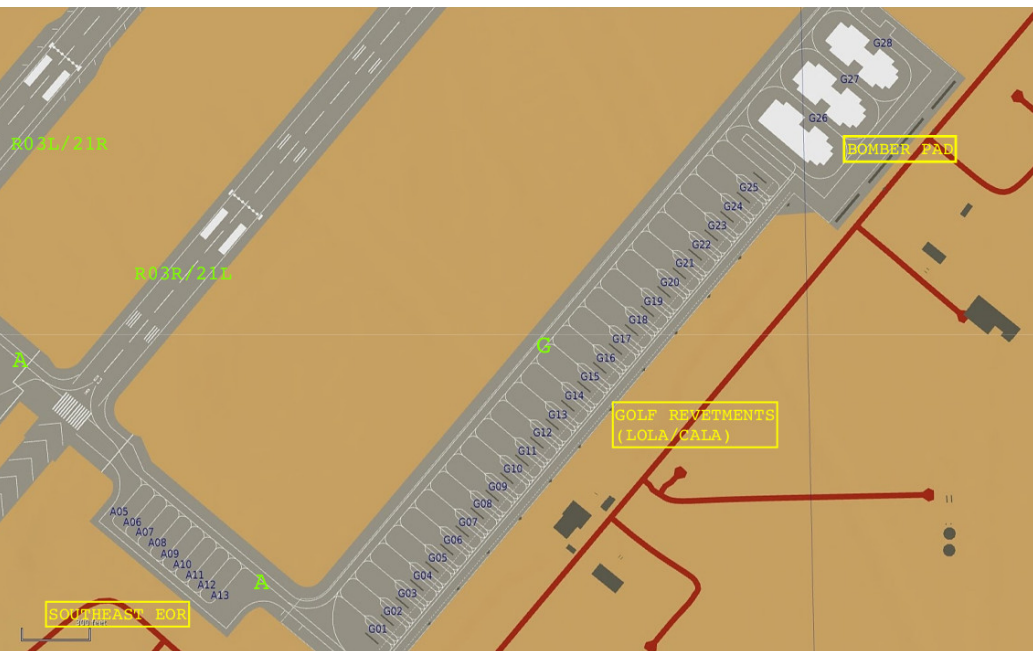
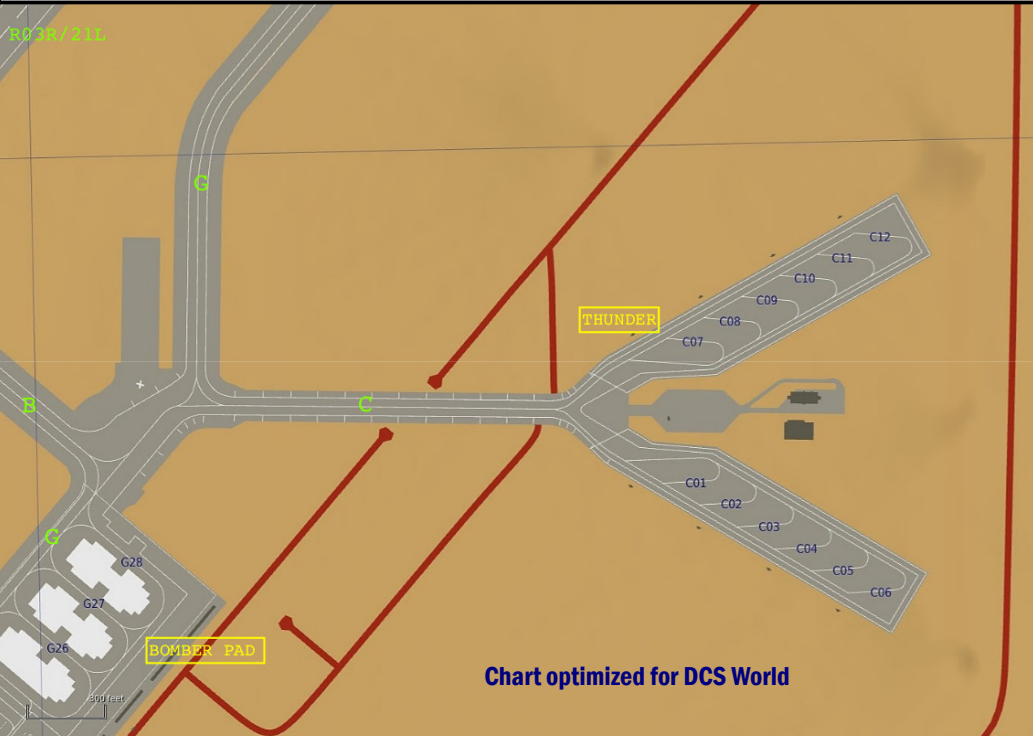
For Flight Simulation only

NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

1-5

Parking positions 4/4



For Flight Simulation only

NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

3-1

ILS OR LOC X Rwy 21L

LOC I-DIQ 109.1 APCH CRS 209° Rwy Idg 21L 21R
 TDZE 10,051 10,120
 Arprt Elev 1865 1869 AL-227 (USAF)

Chart optimized for DCS World

DME or RADAR required.

* When ALS inop, increase RVR to 40, vis to 3/4 mile.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile,
 CAT CDE vis to 1 3/4 miles.

Rwy 21L
 ALSF-1

† MISSED APPROACH: Climb to 15,000, intercept LSV TACAN R-210 to 2.5 DME (ROCKX), then climbing right turn heading 028° 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

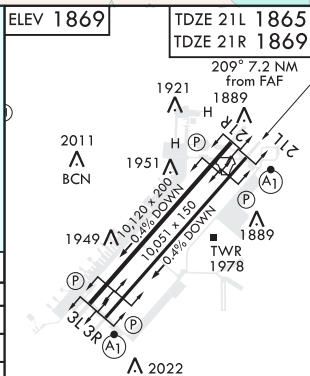
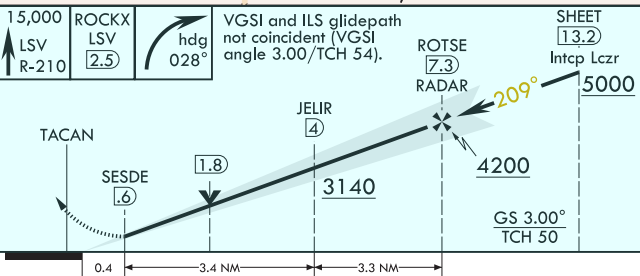
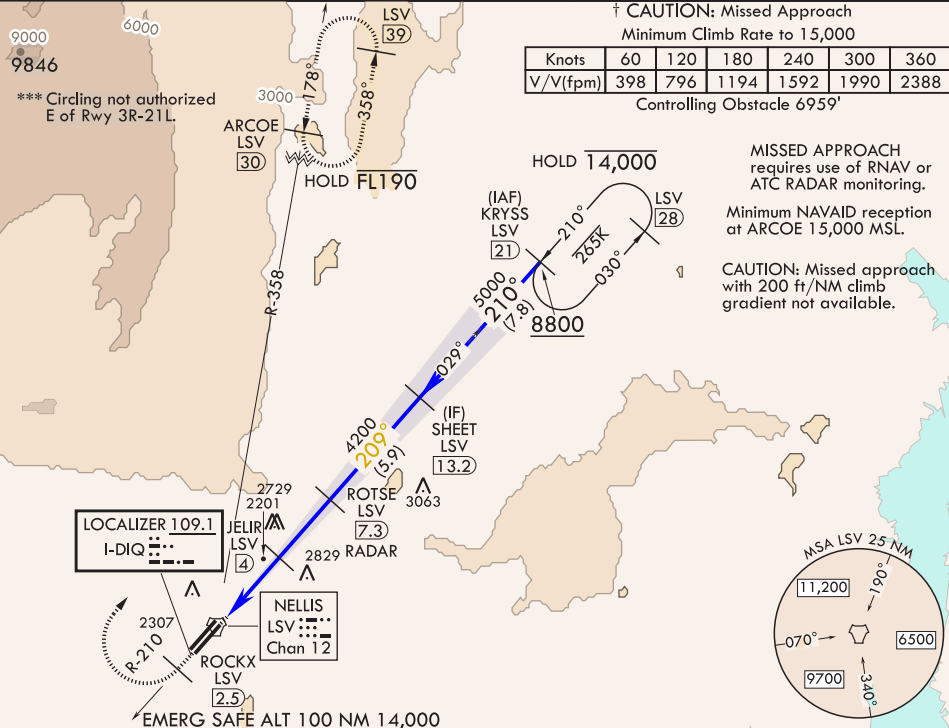
GND CON
 121.8 275.8

CLNC DEL
 120.9 289.4

† CAUTION: Missed Approach
 Minimum Climb Rate to 15,000

Knots	60	120	180	240	300	360
V/V(fpm)	398	796	1194	1592	1990	2388

Controlling Obstacle 6959'



CATEGORY	A	B	C	D	E
S-ILS 21L*	2065/24		200		(200-1/2)
S-LOC 21L**	2460/24 595 (600-1/2)		2460-1 1/4 595 (600-1 1/4)		
SIDESTEP 21R	2500-1 631 (700-1)		2500-1 1/4 631 (700-1 1/4)		
CIRCLING***	2460-1 591 (600-1)	2620-1 751 (800-1)	2620-2 1/4 751 (800-2 1/4)	2840-3 971 (1000-3)	3040-3 1171 (1200-3)

HIRL all Rws						
FAF to MAP 6.7 NM						
Knots	60	90	120	150	180	
Min:Sec	6:42	4:28	3:21	2:41	2:14	

LAS VEGAS, NEVADA

36°14'N - 115°02'W

NELLIS AFB (KLSV)

For Flight Simulation only

NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

3-2**TACAN X Rwy 21L**

TACAN LSV Chan 12 APCH CRS 210° Rwy ldg 10,051 21L TDZE 1865 10,120 21R Arpt Elev 1869 AL 227-(USAF)

Chart optimized for DCS World

† When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/4 miles.
 ** Circling not authorized E of Rwy 3R-21L.

Rwy 21L
 ALSF-1
 A1

† MISSED APPROACH: Climb to 15,000, intercept LSV TACAN R-210 to 2.5 DME (ROCKX), then climbing right turn heading 028° to join LSV R-358 to ARCOE and hold. 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

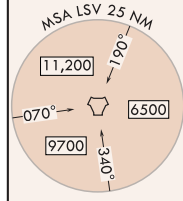
CLNC DEL
 120.9 289.4

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

MISSED APPROACH requires use of RNAV or ATC RADAR monitoring. • 7077

Minimum NAVAID reception at ARCOE 15,000'

**MISSED APPROACH
 NOT FOR CIVIL USE**



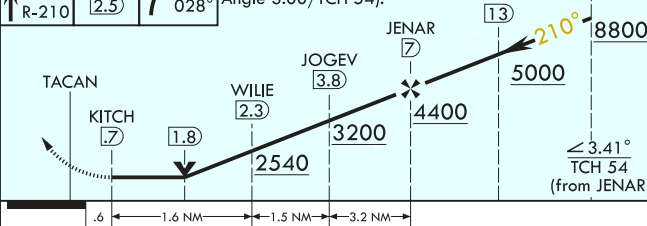
† CAUTION: Missed Approach Minimum Climb Rate to 15,000

Knots	60	120	180	240	300	360
V/V(fpm)	383	766	1149	1532	1915	2298

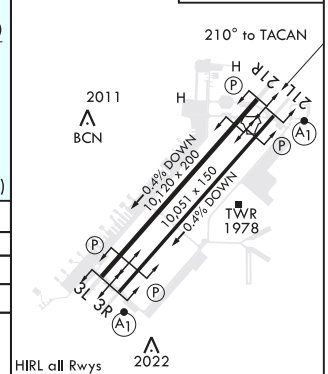
Controlling Obstacle 6959'

EMERG SAFE ALT 100 NM 14,000

15,000 LSV R-210 ROCKX LSV 2.5 VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 54). KUTME 21 8800 ELEV 1869 TDZE 21L 1865 TDZE 21R 1869



CATEGORY	A	B	C	D	E
S-21L*	2460/24 595 (600-1/2)		2460-1 1/4 595 (600-1/4)		
SIDESTEP 21R	2460-1 591 (600-1)		2460-1 3/4 591 (600-1/4)		
CIRCLING**	2460-1 591 (600-1)	2620-1 751 (800-1)	2620-2 1/4 751 (800-2 1/4)	2840-3 971 (1000-3)	3040-3 1171 (1200-3)



LAS VEGAS, NEVADA

36°14'N - 115°02'W

NELLIS AFB (KLSV)

For Flight Simulation only

NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

3-3**HI-TACAN X Rwy 03R****Chart optimized for DCS World**

TACAN LSV APCH CRS Rwy ldg 10,051
 Chan 12 029° TDZE 1833
 Arpt Elev 1869

AL-227 (USAF)

RADAR required.

⚠ * When ALS inop, increase vis to 2 1/2 miles.
 ** When ALS inop, increase vis to 1 3/8 miles.

ALSF-1



† MISSED APPROACH: Climb to 9000 on LSV TACAN R-031 to VETTT and hold.

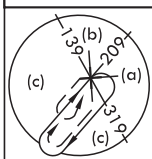
ATIS
270.1

APP CON
124.95 273.55

TOWER
132.55 327.0

GND CON
121.8 275.8

CLNC DEL
120.9 289.4



*** Circling not authorized
 E of Rwy 3R-21L.

† CAUTION: Missed Approach
 Minimum Climb Rate to 4300

Knots	60	120	180	240	300	360
V/V(fpm)	260	520	780	1040	1300	1560

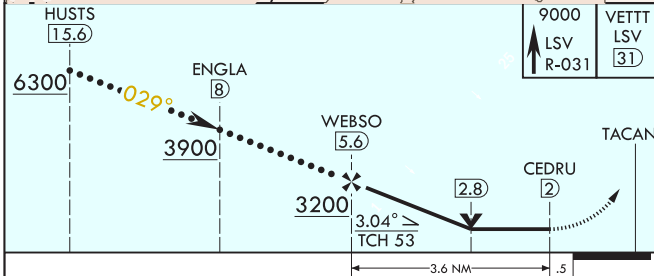
Controlling Obstacle 4010'

MISSED APPROACH
 requires use of RNAV or
 ATC RADAR monitoring.

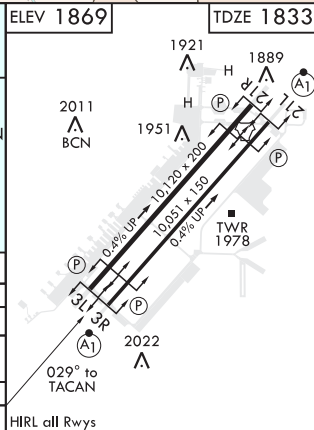
CAUTION: Large tower
 (1193 ft) left of course at
 8.6 DME. Numerous buildings
 with high intensity lighting.

NOT FOR CIVIL USE

EMERG SAFE ALT 100 NM 14,000



CATEGORY	C	D	E
S-3R*	2740-2	907	(900-2)
Ⓢ CIRCLING***	2740-2½ 871 (900-2½)	2840-3 971 (1000-3)	3040-3 1171 (1200-3)
† BELOW MINIMA REQUIRES MISSED APPROACH CLIMB GRADIENT			
S-3R**	2280/45	447	(500-¾)



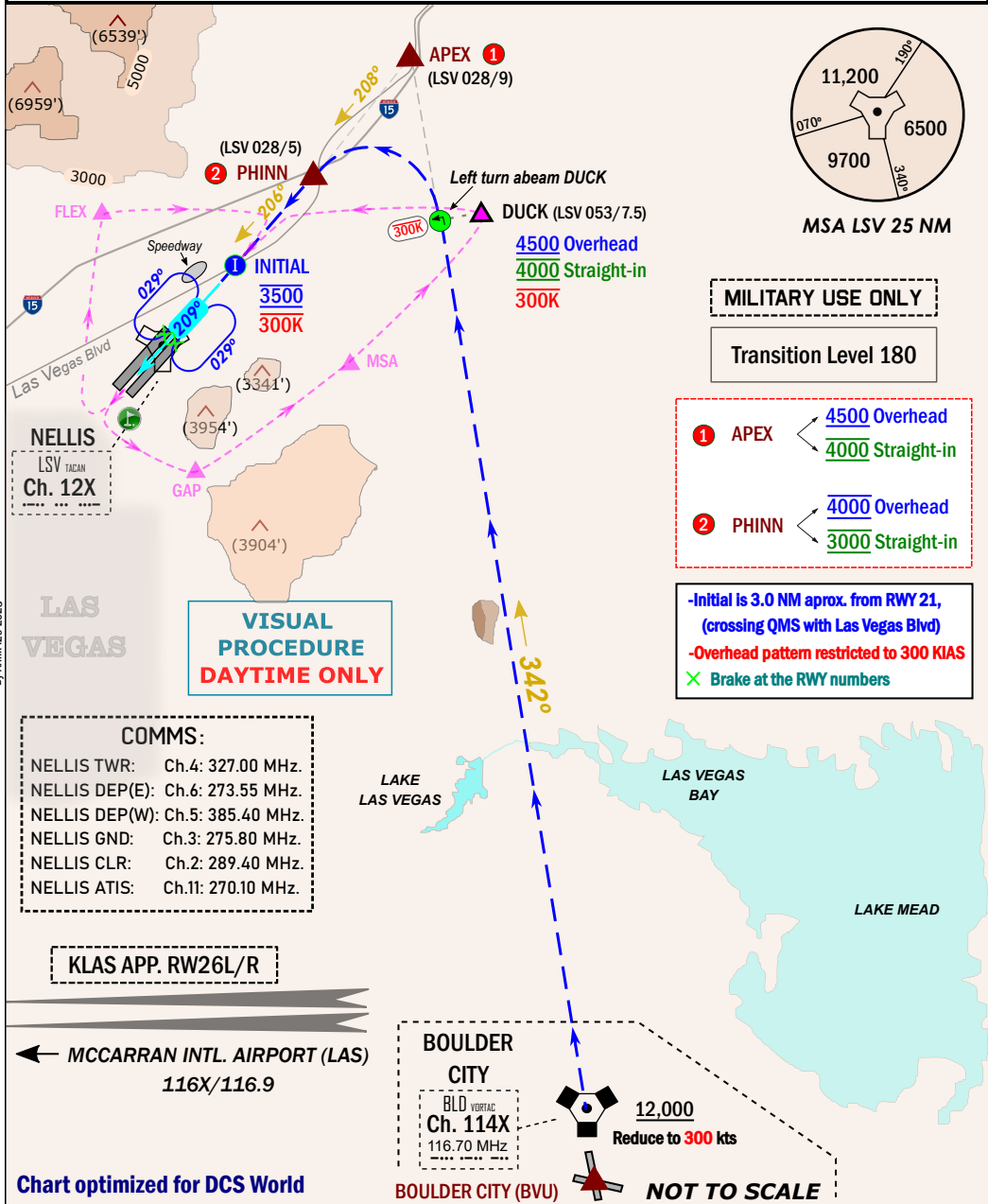
LAS VEGAS, NEVADA

36°14'N - 115°02'W

NELLIS AFB (KLSV)

NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

3-4**BLD21 Visual Arrival**

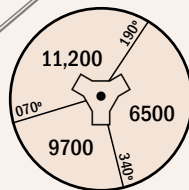
For Flight Simulation only

NELLIS AFB - KLSV/LSV

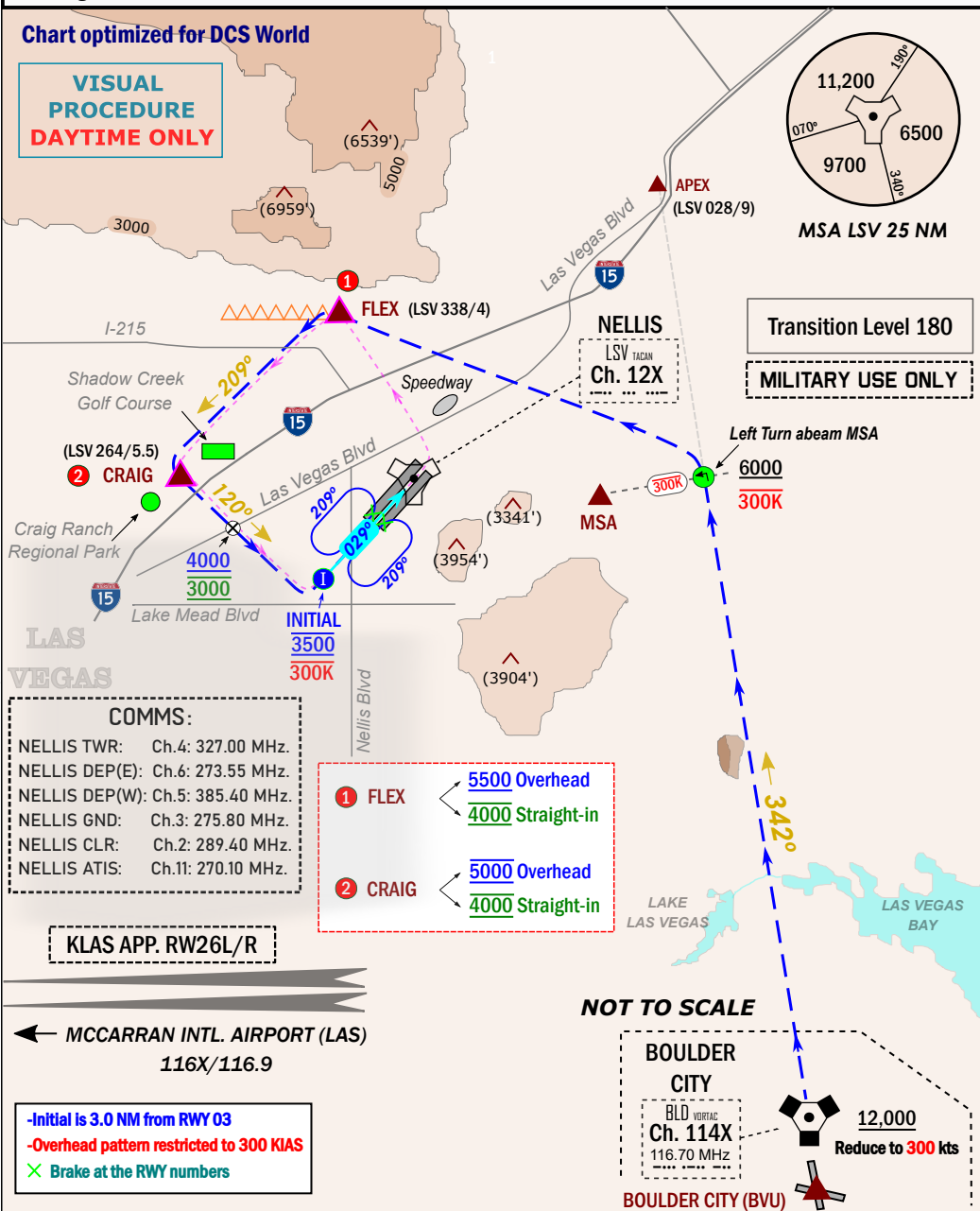
Las Vegas - Nevada

3-5**BLD03 Visual Arrival**

Chart optimized for DCS World

**VISUAL
PROCEDURE
DAYTIME ONLY**

Transition Level 180

MILITARY USE ONLY

For Flight Simulation only

-Initial is 3.0 NM from RWY 03

-Overhead pattern restricted to 300 KIAS

X Brake at the RWY numbers

SPECIAL VISUAL PROCEDURE VALID FOR ARRIVING FLIGHTS FROM YUCCA TPR. RWYs 03L/R. DAYTIME VMC ONLY

Cross BVU/BLD at 12,000A ft. Reduce to 300 kt. on course to APEX. Cross abeam MSA at 6000A ft. then dct. FLEX at 5500A ft. (Overhead) or 4000 ft. (Strt-in) to overfly it, then turn left parallel to the runways. Start left turn to base to fly CRAIG at 5000 ft. (Overhead) or 4000 ft. (Strt-in) between Shadow Creek and Craig Ranch on Hdg. 120°. At Las Vegas Blvd. descend to 4000 ft. (Overhead) or 3000 ft. (Strt-in). Turn left to initial within LSV/4 DME (do not cross Lake Mead Blvd). Fly initial at 3500 ft.

NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

3-6**Traffic Pattern RWY 21R/L****COMMS:**

NELLIS TWR: Ch.4: 327.00 MHz.
 NELLIS DEP(E): Ch.6: 273.55 MHz.
 NELLIS DEP(W): Ch.5: 385.40 MHz.
 NELLIS GND: Ch.3: 275.80 MHz.
 NELLIS CLR: Ch.2: 289.40 MHz.
 NELLIS ATIS: Ch.1: 270.10 MHz.

Transition Level 180

(LSV 338/4)

4000 FLEX**NELLIS**

LSV TACAN

Ch. 12X

I-215

Speedway

Descent to

3500 (Ov-h)**3000 (St-in)**

by I-15

PHINN

(LSV 028/5)

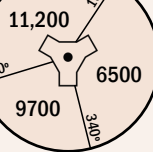
INITIAL**3500****300K**

Descent to

3500 (Ov-h)**3000 (St-in)**

prior to

turning final

**MSA LSV 25 NM****NOT TO SCALE****DUCK**

(LSV 053/7.5)

Arrival abeam
 DUCK for traffics
 incoming from
 YUCCA only

4500 Overhead**4000 Straight-in****Overhead pattern****Straight-in pattern****Re-Entry pattern**

**Closed VFR
 pattern**

**VISUAL
 PROCEDURE
 DAYTIME ONLY**

Chart optimized for DCS World**Overhead:** depart APEX at 4500A, descent to be at 4000 at PHINN, then descent to be at 3500 at INITIAL, 300 kt. max.

If Rwy 21L given, break East. If Rwy 21R given, break West. Break ✕ at the RWY numbers

Straight-in: depart APEX at 4000, descent to be at 3000 at PHINN, then continue to final

Overhead pattern for high performance jet (F-16 and so): 300 kt; low performance jet (A-10 and so): 250 kt.

For FLEX or DUCK reentries, maintain 3000 until turned out of traffic

For Flight Simulation only

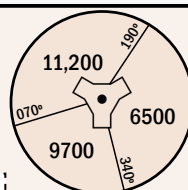
NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

3-7**Traffic Pattern RWY 03R/L****COMMS:**

NELLIS TWR: Ch.4: 327.00 MHz.
 NELLIS DEP(E): Ch.6: 273.55 MHz.
 NELLIS DEP(W): Ch.5: 385.40 MHz.
 NELLIS GND: Ch.3: 275.80 MHz.
 NELLIS CLR: Ch.2: 289.40 MHz.
 NELLIS ATIS: Ch.11: 270.10 MHz.

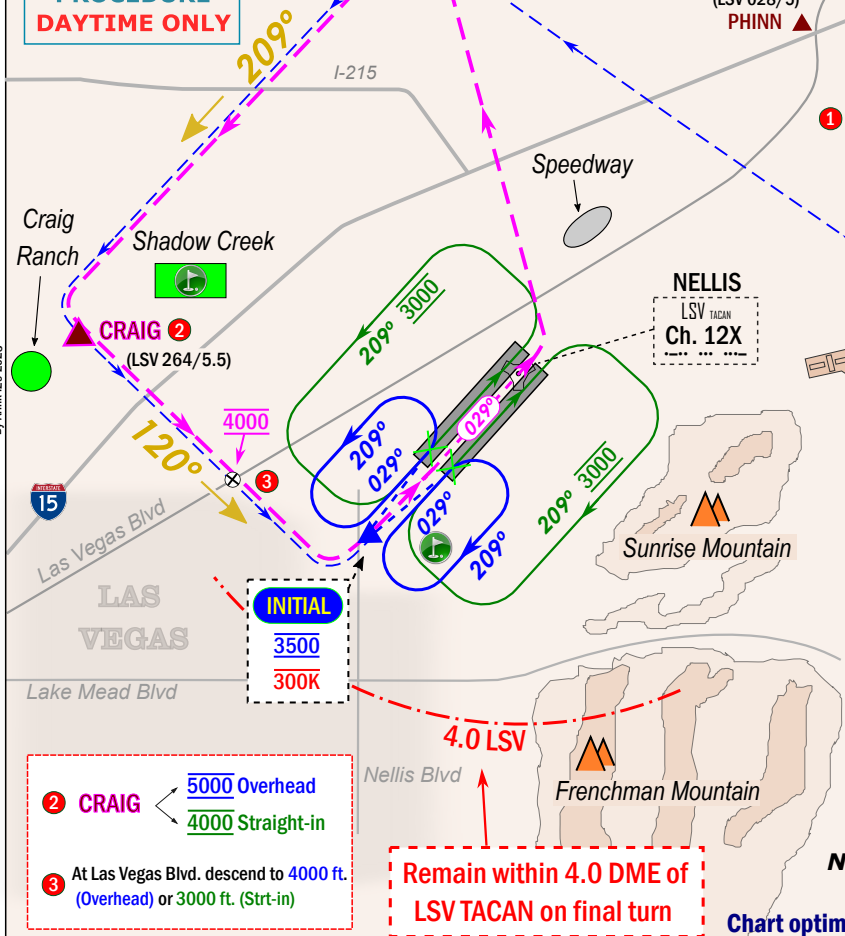
Transition Level 180

MILITARY USE ONLY

APEX ▲
 (LSV 028/9)

(LSV 028/5)
PHINN ▲

**VISUAL
 PROCEDURE
 DAYTIME ONLY**



For Flight Simulation only

Overhead: cross FLEX at 5500, descent parallel to runways to be at 5000 by CRAIG, continue left base to cross Las Vegas Blvd. at 4000 ft. then turn to final before reaching LSV/4.0 DME. to be at 3500 by Initial. Overhead pattern 300 kt. max.

If Rwy 03R given, break East. If Rwy 03L given, break West. Break X at the RWY numbers. Overhead pattern 300 kt. max.

Straight-in: cross FLEX at 4000, descent parallel to runways to be at 4000 by CRAIG, continue base to final

For FLEX reentry, maintain 3000 until turned out of traffic, turn left by Departure End of Runway (DER)

NELLIS AFB - KLSV/LSV

Las Vegas - Nevada

3-8

Visual points

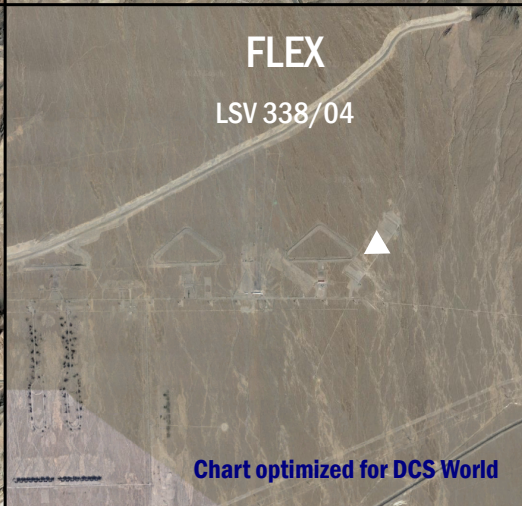
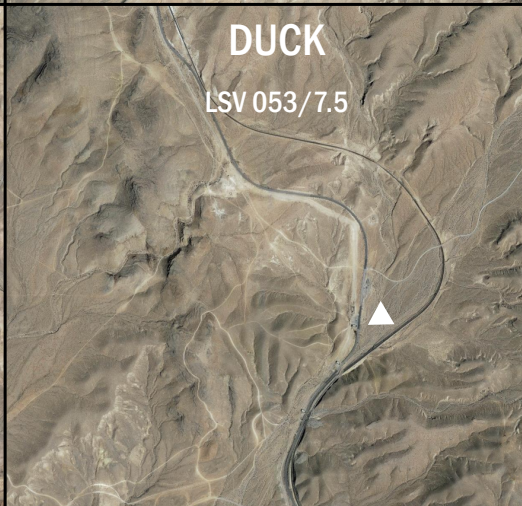


Chart optimized for DCS World

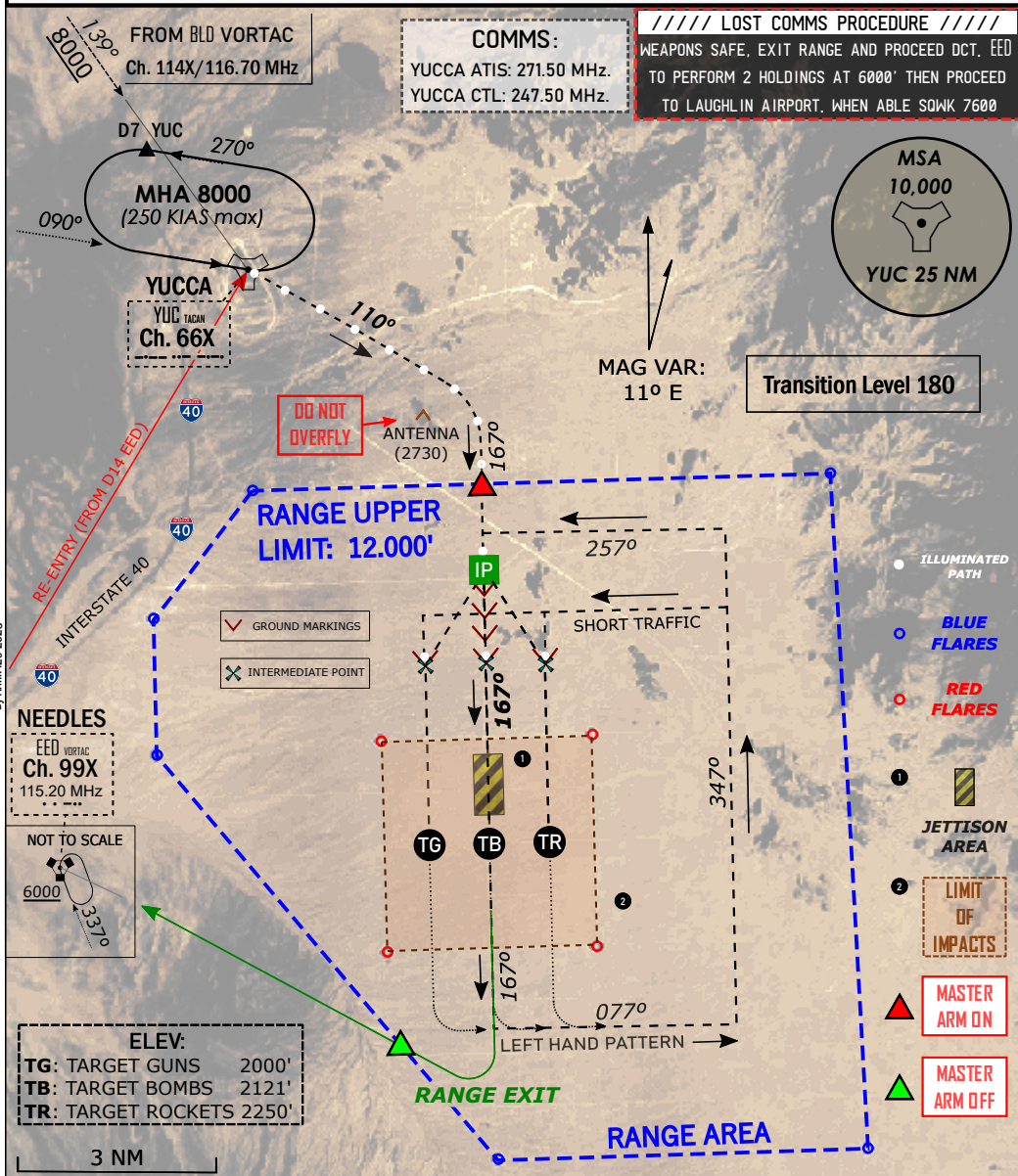
For Flight Simulation only

YUCCA - ARIZONA

Targeting Practice Range

0-1

Range overlay



For Flight Simulation only

Weather minima for operations: Ceiling: 5000 ft. AGL - Visibility: 7 SM. Wind limit 15 kt. any direction

YUC Minimum Holding Altitude: 8000 ft. - Inbound course 090° - Outbound D7 YUC - Holding speed 250 KIAS max.

Notify passing IP. Axle Track 167°. Left hand pattern. (Standard pattern 5000 ft).

NEW PASS: Turn left on 077° to join left hand traffic pattern. Obtain new delivery clearance before turning towards the base leg

RANGE EXIT: Turn right direct EED VORTAC at 6000 ft. or above. Ensure weapons safe before departing range

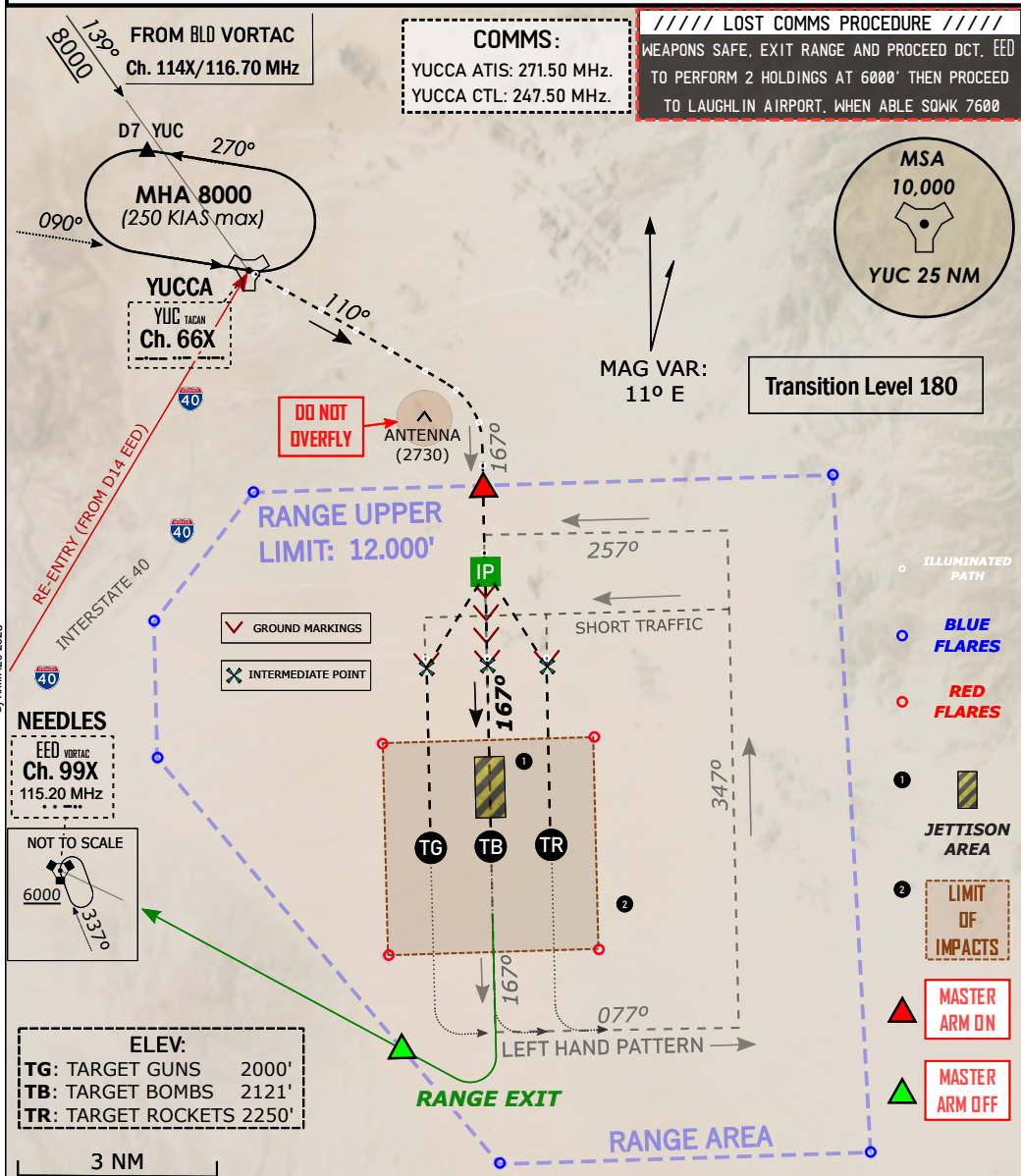
RE-ENTRY: Depart range inbound EED, at D14 EED turn right direct YUC at 8000 ft. (or as assigned) to join holding

YUCCA - ARIZONA

Targeting Practice Range

0-1

Range overlay



For Flight Simulation only

Weather minima for operations: Ceiling: 5000 ft. AGL - Visibility: 7 SM. Wind limit 15 kt. any direction

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RE-ENTRY: Depart range inbound EED, at D14 EED turn right direct YUC at 8000 ft. (or as assigned) to join holding

LAUGHLIN/BULLHEAD - KIFP/IFP

Arizona

1-1

Airport Diagram

ATIS

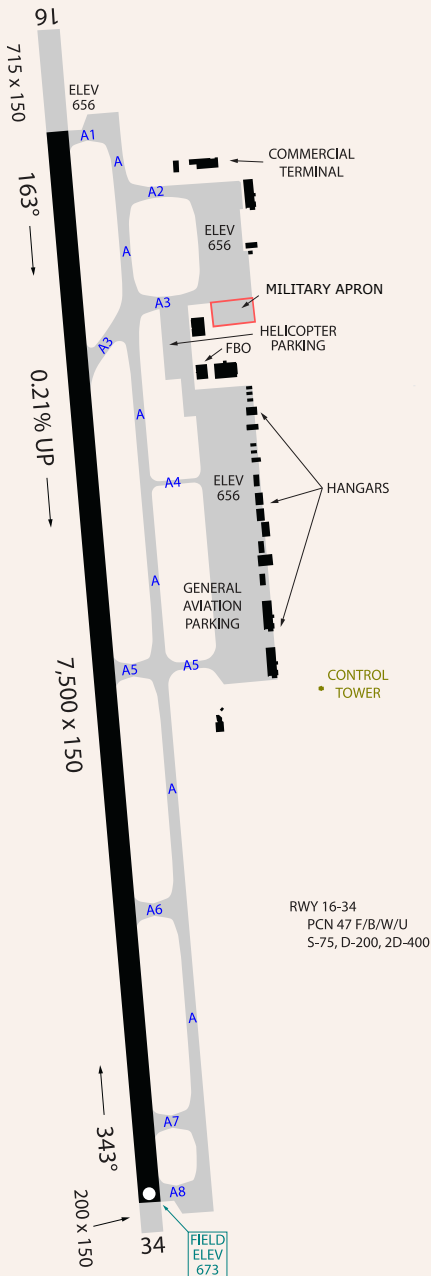
-

BULLHEAD TOWER

123.9 250.0 38.4

BULLHEAD GROUND

-



CAUTION

46 ft hill
1200 ft from RWY 34
26:1 slope clear

Chart optimized for DCS World

For Flight Simulation only

Arizona

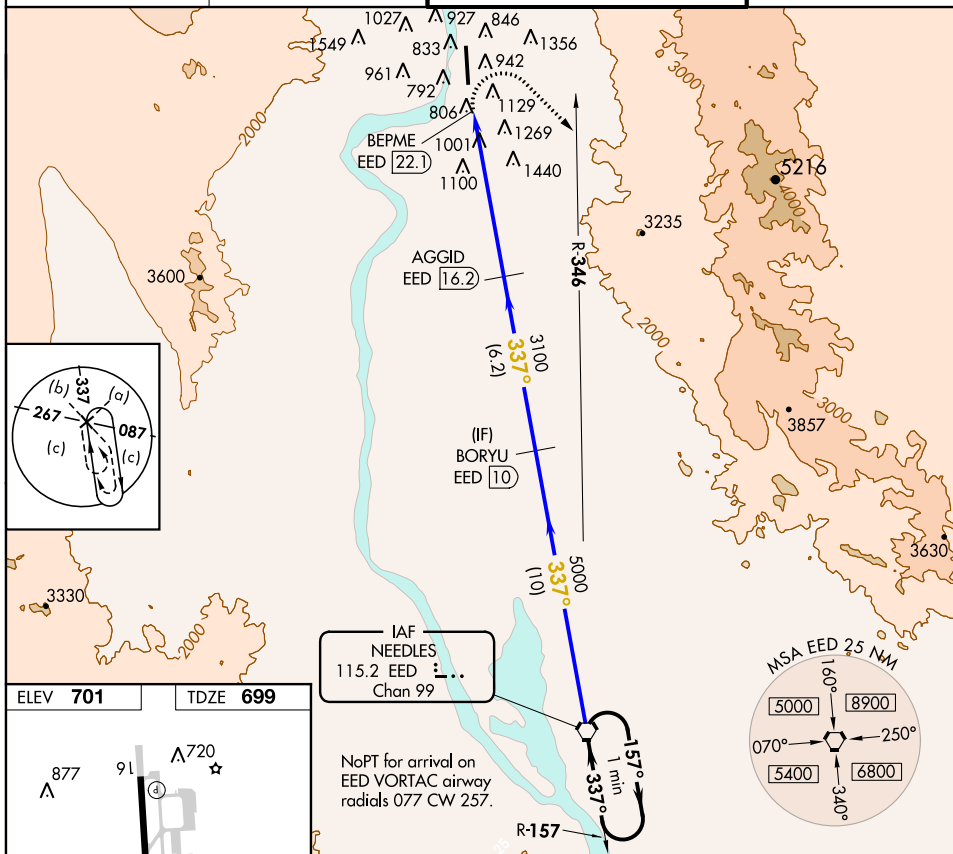
VORTAC EED 115.2 Chan 99	APP CRS 337°	Rwy Idg 7500 TDZE 699 Apt Elev 701
--	------------------------	---

Chart optimized for DCS World

T Circling to Rwy 16 NA at night. Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Needles altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 6000 via heading 120° and EED VORTAC R-346 to EED VORTAC and hold.

ATIS★ -	LOS ANGELES CENTER -	LAUGHLIN/BULLHEAD TOWER★ 123.9 250.0 38.4 (CTAF) 0	GND CON -
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ELEV	701		TDZE	699
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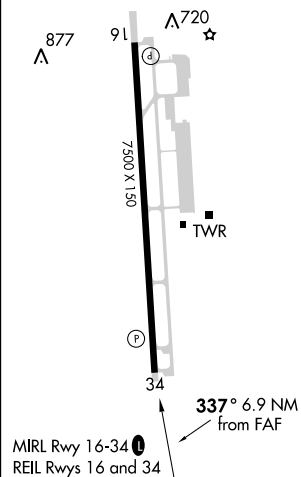


Diagram of the BORYU EED (10) holding pattern. The pattern is a one-minute holding pattern with a 120° heading. The diagram shows the approach from the left, with a 3.21° angle of descent and a 3100 ft altitude. The pattern is divided into four categories: S-34, CIRCLING, and two segments of the holding pattern. The diagram also shows the VORTAC and VGSIs, with a note that the VGSIs are not coincident (VGS angle 3.00/TCH 45).

CATEGORY	A	B	C	D
S-34	2840-1¼ 2141 (2200-1¼)	2840-1½ 2141 (2200-1½)	2840-3	2141 (2200-3)
CIRCLING	2840-1¼ 2139 (2200-1¼)	2840-1½ 2139 (2200-1½)	2840-3	2139 (2200-3)

BULLHEAD CITY, ARIZONA

35°09'N-114°34'W

LAUGHLIN/BULLHEAD INTL (IFP)

For Flight Simulation only

INDIAN SPRINGS - KINS/INS

Nevada

1-1

Airport Diagram

RWY 08-26 PNC 43 R/B/W/T
RWY 13-31 PNC 22 R/B/W/T

ATIS

LIGHTING

PAPI RWY 08 AND RWY 26

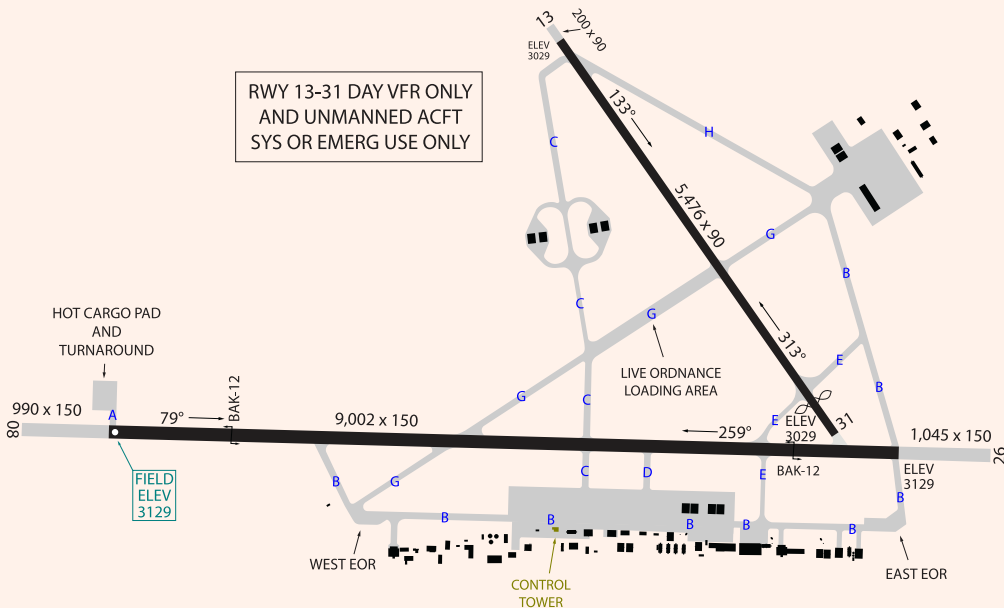
RWY 08 PAPI DOES NOT
PRVD OBST CLNC BYD 2.5 NM
FR THLD

Ch. 12 INDIAN SPRINGS TOWER
118.3 360.6 38.55
INDIAN SPRINGS GROUND



Chart optimized for DCS World

RWY 13-31 DAY VFR ONLY
AND UNMANNED ACFT
SYS OR EMERG USE ONLY



TWY C NORTH OF TWY G
AND TWY E AND TWY B
BETWEEN RWY 26 AND TWY G
RSTD TO REMOTELY PILOTED
ACFT USE ONLY DUR HRS OF
REDUCED VIS

TWY C NORTH OF TWY G
AND TWY E TO W SIDE OF
RWY 13-31 ARE 50' WIDE
ALL OTHER TWYS ARE 75'

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

For Flight Simulation only

By Airfile 29/2023

INDIAN SPRINGS - KINS/INS

Nevada

3-1

HI TACAN Rwy 26

TACAN INS
Chan 87

APCH CRS
295°

Rwy Idg
TDZE
Arpt Elev
9002
3133
3113

Chart optimized for DCS World



* MISSED APPROACH: Direct INS then outbound INS R-246 to 21 DME climbing to 10,000.

NELLIS CON

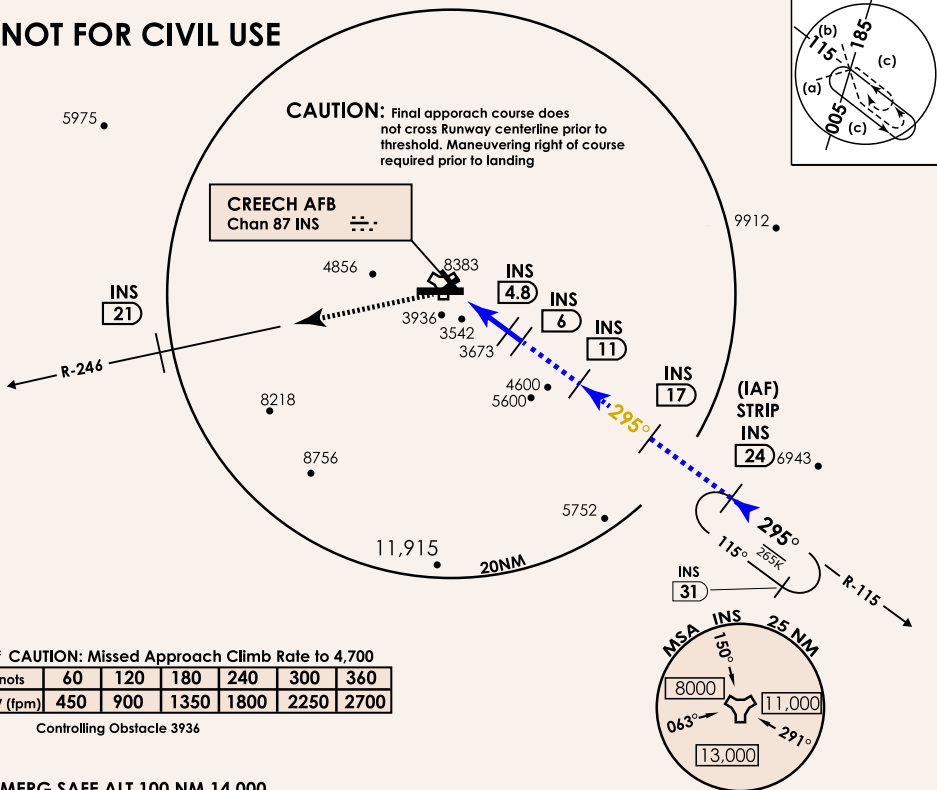
INDIAN SPRINGS TOWER
118.30 0 360.60

GND CON
0

NOT FOR CIVIL USE

CAUTION: Final approach course does not cross Runway centerline prior to threshold. Maneuvering right of course required prior to landing

CREECH AFB
Chan 87 INS

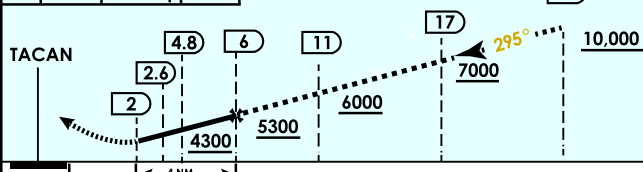
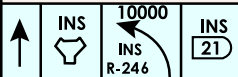


* CAUTION: Missed Approach Climb Rate to 4,700

Knots	60	120	180	240	300	360
V/V (ft/min)	450	900	1350	1800	2250	2700

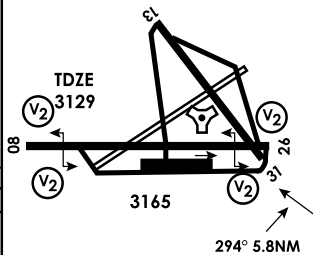
Controlling Obstacle 3936

EMERG SAFE ALT 100 NM 14,000



CATEGORY	A	B	C	D	E
S-26	3800-2 1/4	697 (700 2 1/2)		3800-2 1/4 697 (700-2 1/2)	3800-2 1/2 697 (700-2 1/2)
CIRCLING	NOT AUTHORIZED				

ELEV 3129



MIRL Rwy 8-26 0

CITY OF INDIAN, NEVADA

INDIAN SPRINGS AF AUX (KINS)

For Flight Simulation only

INDIAN SPRINGS - KINS/INS

Nevada

3-2

HI TACAN Rwy 08

TACAN INS
Chan 87

APCH CRS
066°

Rwy Idg 9002
TDZE 3133
Arpt Elev 3113

Chart optimized for DCS World



* MISSED APPROACH: Straight ahead to INS TACAN, intercept INS R-115 outbound, cross 17 DME at or above 9500, then direct LSV TACAN

NELLIS CON

CREECH AFB TOWER
118.30 0 360.60

GND CON

0

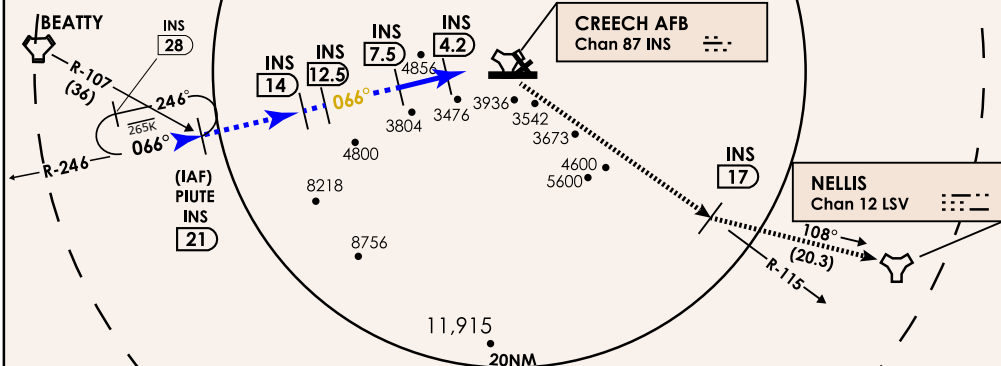
NOT FOR CIVIL USE

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



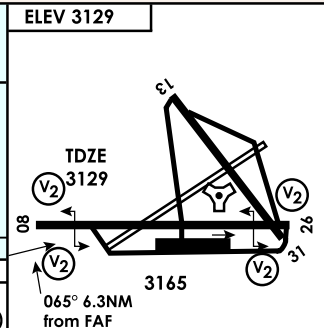
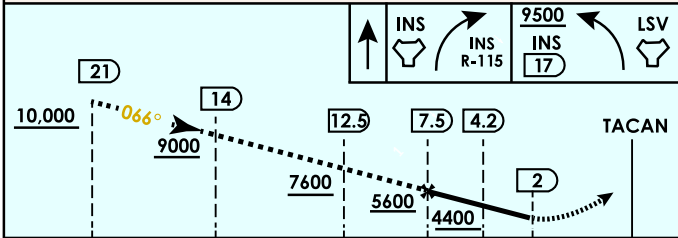
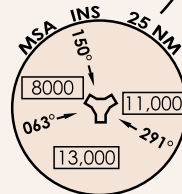
* CAUTION: Missed Approach Climb Rate to 4,700

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-08	3760-1½ 627 (700-1½)	3760-1¾ 627 (700-1¾)	3760-2 627 (700-2)	3760-2¼ 627 (700-2¼)	3760-2½ 627 (700-2½)
CIRCLING	NOT AUTHORIZED				

MIRL Rwy 8-26

CITY OF INDIAN, NEVADA

INDIAN SPRINGS AF AUX (KINS)

For Flight Simulation only

LISTADO CANALES YUCCA

CANAL	UHF	VHF	DEPENDENCIA
1	251.0		INTERPLANE
2	289.4	120.9	NELLIS CLEARANCE DELIVERY
3	275.8	121.8	NELLIS GROUND
4	327.0	132.55	NELLIS TOWER
5	385.4	135.1	NELLIS DEP./APP. WEST
6	273.55	124.95	NELLIS DEP./APP. EAST
7	317.525	126.65	SALLY CORRIDOR
8	254.4	119.35	LEE CORRIDOR
9	305.6	142.75	BULLSEYE SOF
10	343.725		EMER. SINGLE FREQ. APPROACH
11	270.1		NELLIS ATIS
12	360.6	118.3	CREECH AFB TOWER/GROUND
13	271.5		YUCCA ATIS
14	247.5		YUCCA RANGE CONTROL
15	250.0	123.9	LAUGHLIN-BULLHEAD TOWER/GROUND
16			POR ASIGNAR
17			POR ASIGNAR
18			POR ASIGNAR
19			POR ASIGNAR
20	300.050		HAVE QUICK