

Callsign: **Venom 1** Mission: **SP-05** Joker/Bingo: **4.5/3.5**

Takeoff: 1130	AC#	CALL/PILOT	TACAN	SPOT
VUL: 1145-1245	381	Venom 1/STACHE	29X	7
AOR: R7201	401	Venom 2/SOB	92X	8
TANK: 68X				
UAM: 54X SAI: 103Y		Wicked-22		RED

FREQ	UNIFORM	PRESET	VICTOR	FREQ	<u>TIMELINE:</u> CHECK-IN: 1115L START: 1116L TAXI: 1120L TAKEOFF: 1125L IP: As Reqd TOT: As Reqd VUL: 1200-1300L LAND: 1245L PARK SPOT: 8 N 15 07.3 E 145 43.5 219'
251.00	VENOM TAC	1	VENOM TAC	126.50	
252.50	RED	2	UAM GROUND	127.20	
253.50	GREEN	3	UAM TOWER	128.50	
254.00	BLUE	4	DEP/APPCH	129.00	
254.50	TAC WEST	5	OUTRIGGER	131.40	
259.50	TEXACO 1-1	6	UAM ATIS	132.20	
340.20	PGUM TOWER	7	GUAM CENTER	133.30	
261.00	BASEOPS	8	GSN ATIS	134.60	
267.00	VENOM OPS	9	GSN TOWER	135.70	
262.00	SENTRY OPS	10	SENTRY OPS	141.00	

NOTES: **TANKER: TEX 1-1 68X - East Track** **BULL: SAI/SP9**

R7201 VUL: 1145-1245L Test Mission# DD-0947
Wicked 22: Lase Code LST 1768

Sentry Ops VHF But 10 for Range Entry/Test Coord
Pilot Pro at Andersen after RTB until Bingo
Base Time: 1100L



Callsign: **Venom 1** Mission: **SP-05** Joker/Bingo: **4.5/3.5**

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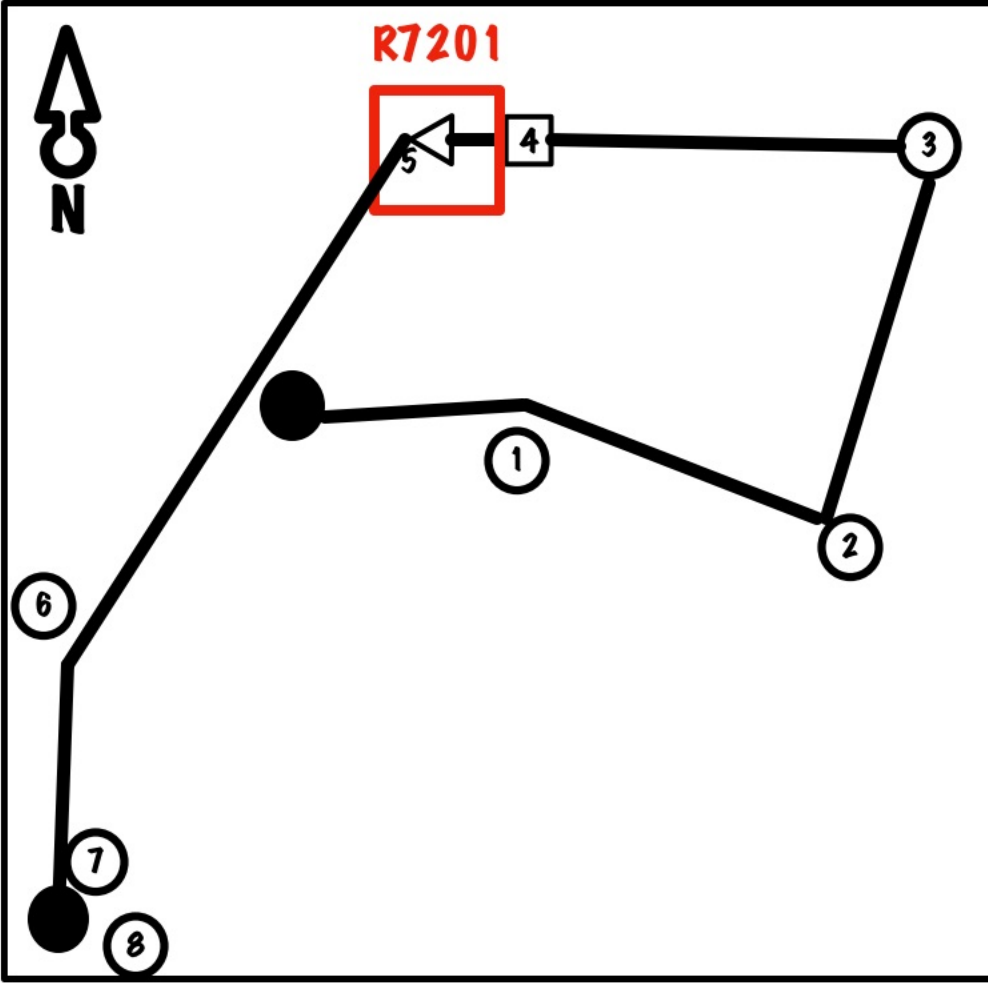
CONFIGURATION										
9	8	7	6	5R	5	5L	4	3	2	1
120C	9X	65D	FUEL	TGP	184L		FUEL	65D	9X	120C
COUNTER: 120F/OC			GUN: SAPHEI			FUEL: 12.1		GW: 38.2		

SP	NAME	A/S	ALT
1	COASTOUT	350	2000
2	REFUEL	0.80	FL 220
3	END TRACK	0.80	FL 220
4	IP	480	10000
5	TGT	500	10000
6	RTB	500	14000
7	FAF	480	4000
8	AND 06L	250	2000
9	BULL/SAI	0.85	FL 190

NOTES:

Check-in Venom Ops on deck

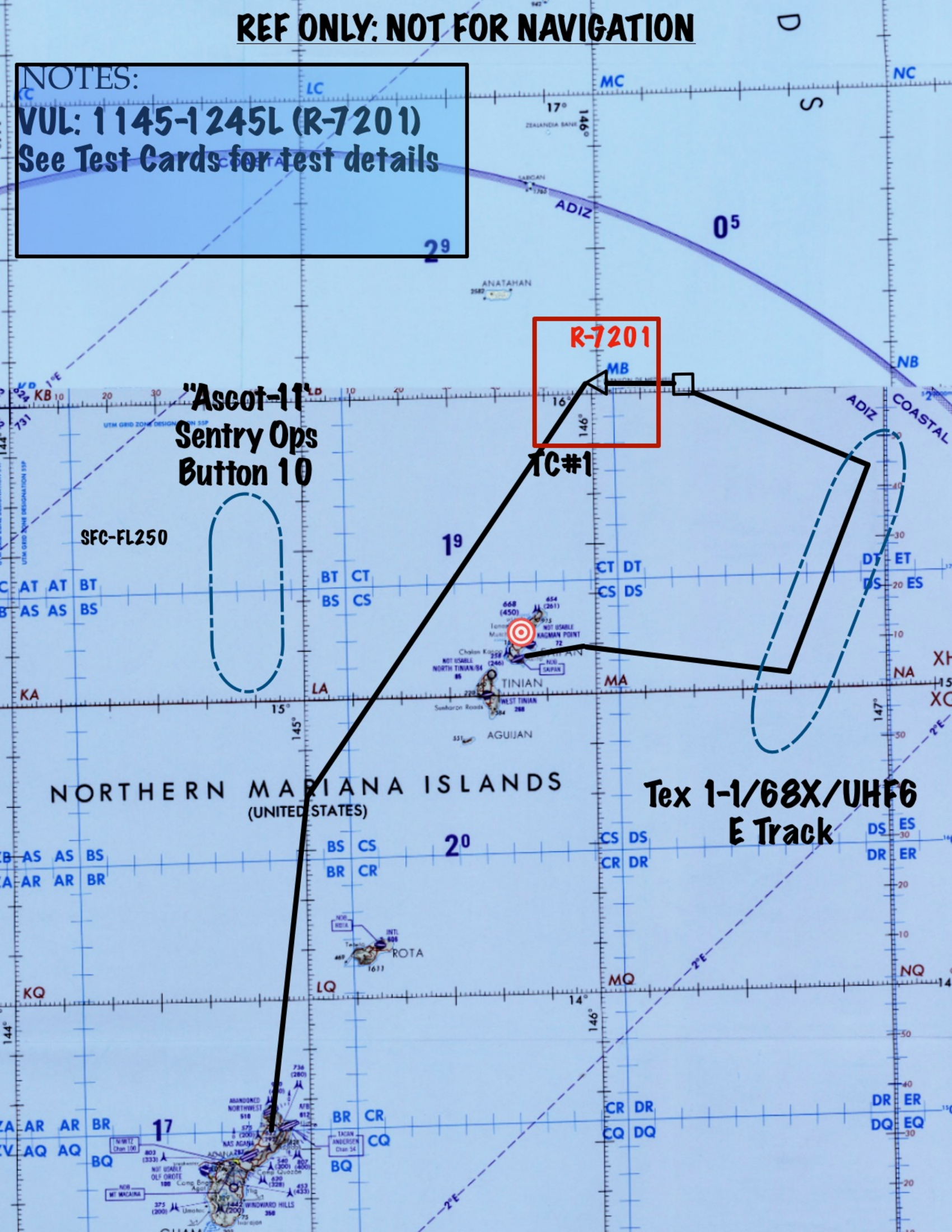
UAM for parking assignment



REF ONLY: NOT FOR NAVIGATION

NOTES:

VUL: 1145-1245L (R-7201)
See Test Cards for test details



TEST CARD

AGM-65D (STORMCASTER LSS)

1

CONFIGURATION:

AGM-65D/PRE/MAN/1768/10K
@450 KIAS

ALTITUDE

10,000'

HEADING

265°

PROCEDURE:

1. 10k @IP
2. Attack Heading 265°
3. 18 miles to TGT
4. 195'
5. TANK
6. 55Q CT 996716
7. 1768 LSS to acquire TGT
8. 4000 meters in vessel (SE)
9. Egress East to Wave

AIRSPEED

450 KIAS

FORMATION

S/S

COUNTERMEASURES

N/A

ECM

N/A

COMMS

25 2.5/24 3.0

FUEL REQD

500 LBS

START

9000 LBS

END

8500 LBS

N

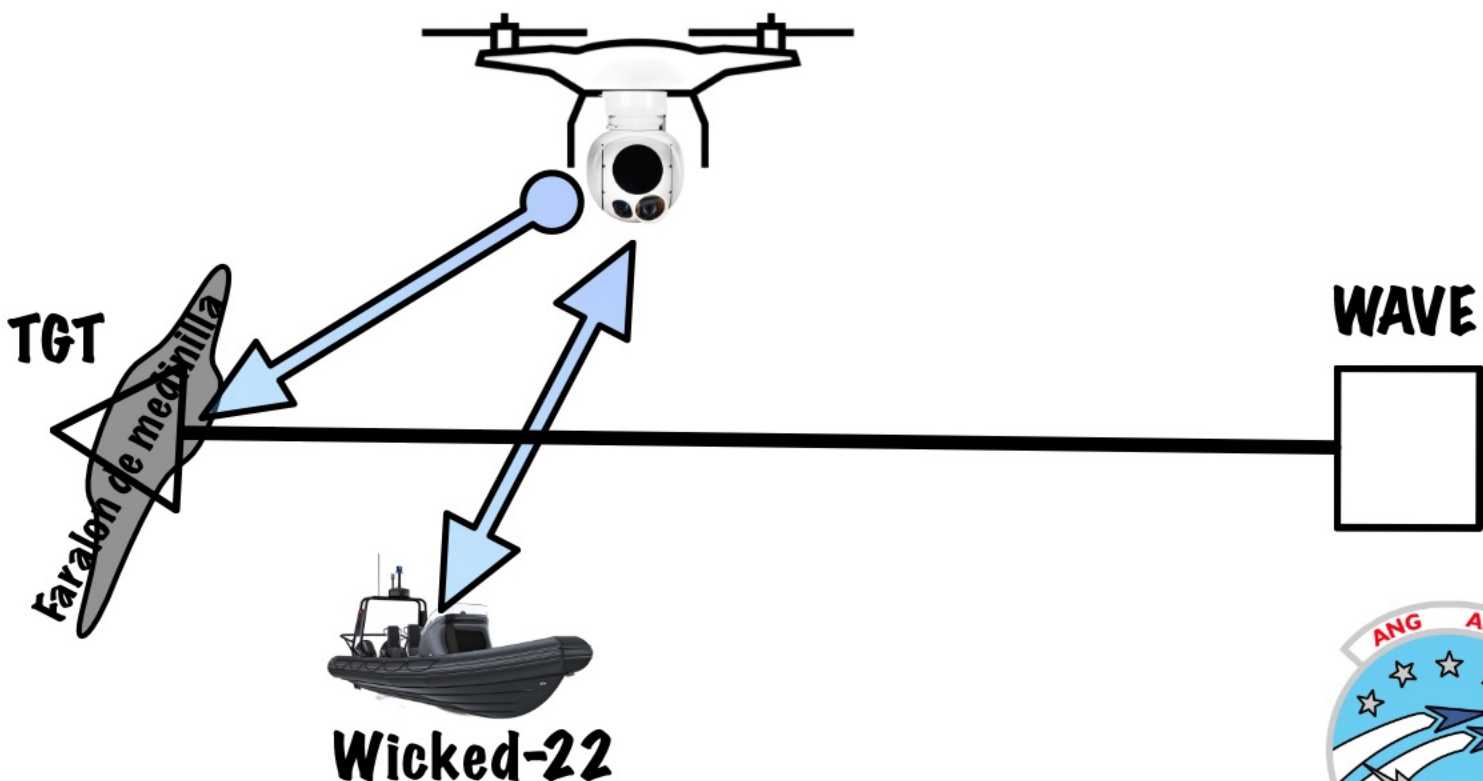


MONITOR GUARD

RED: UHF button #2

TEST MSN# DD-0947

R-7201



TEST CARD

AGM-65D (STORMCASTER LSS)

2

CONFIGURATION:

AGM-65D/PRE/MAN/1768/10K
@450 KIAS

ALTITUDE

10,000'

HEADING

265°

PROCEDURE:

1. 10k @IP
2. Attack Heading 265°
3. 18 miles to TGT
4. 195'
5. TANK
6. 55Q CT 996714
7. 1768 LSS to acquire TGT
8. 4000 meters in vessel (SE)
9. Egress East to Wave

AIRSPEED

450 KIAS

FORMATION

S/S

COUNTERMEASURES

N/A

ECM

N/A

COMMS

25 2.5/24 3.0

FUEL REQD

500 LBS

START

8500 LBS

END

8000 LBS

N

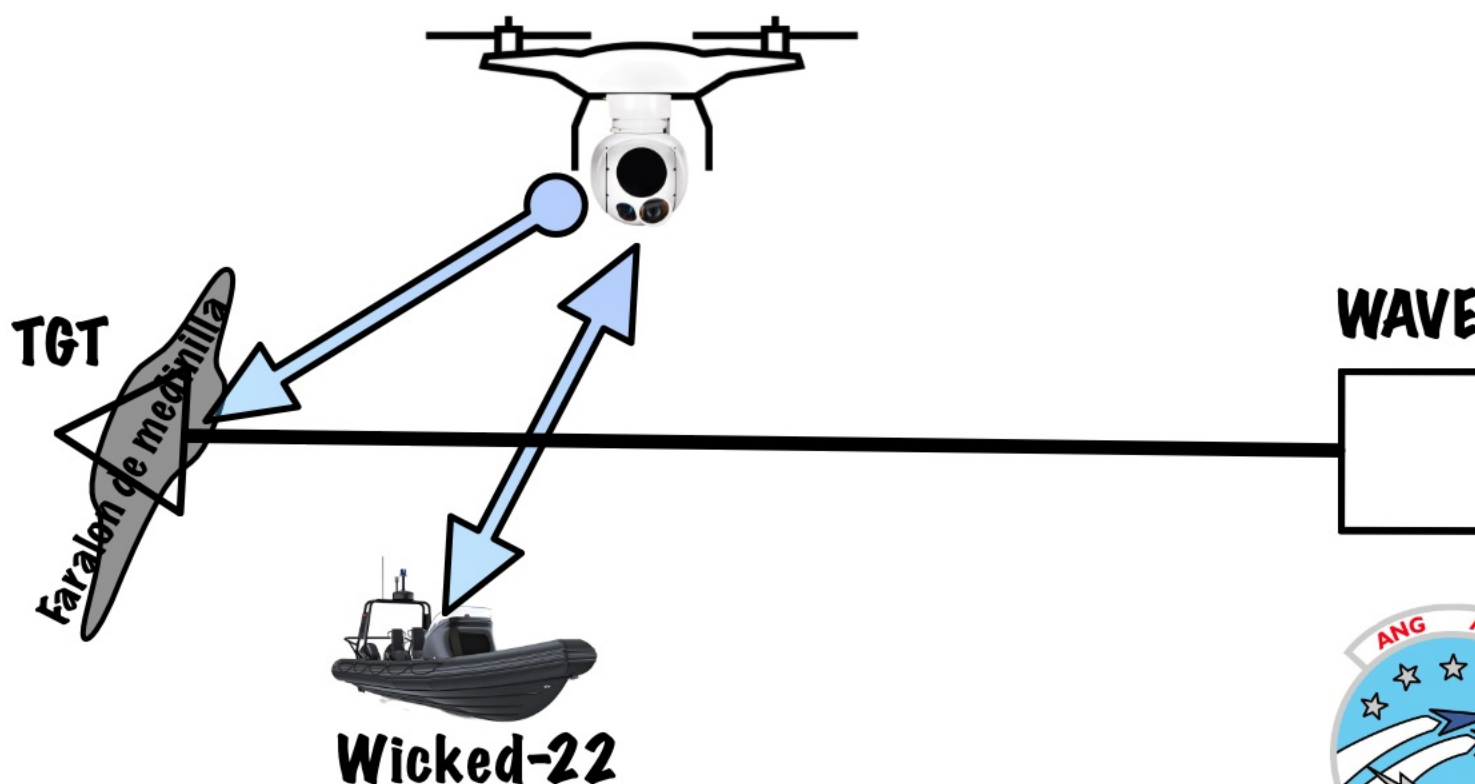


MONITOR GUARD

RED: UHF button #2

TEST MSN# DD-0947

R-7201



TEST CARD

AGM-65D (STORMCASTER LSS)

3

CONFIGURATION:

AGM-65D/PRE/MAN/1768/10K
@450 KIAS

ALTITUDE

10,000'

HEADING

265°

PROCEDURE:

1. 10k @IP
2. Attack Heading 265°
3. 18 miles to TGT
4. 195'
5. TANK
6. 55Q CT 994711
7. 1768 LSS to acquire TGT
8. 4000 meters in vessel (SE)
9. Egress East to Wave

AIRSPEED

450 KIAS

FORMATION

S/S

COUNTERMEASURES

N/A

ECM

N/A

COMMS

25 2.5/24 3.0

FUEL REQD

500 LBS

START

8000 LBS

END

7500 LBS

My First Shot

N

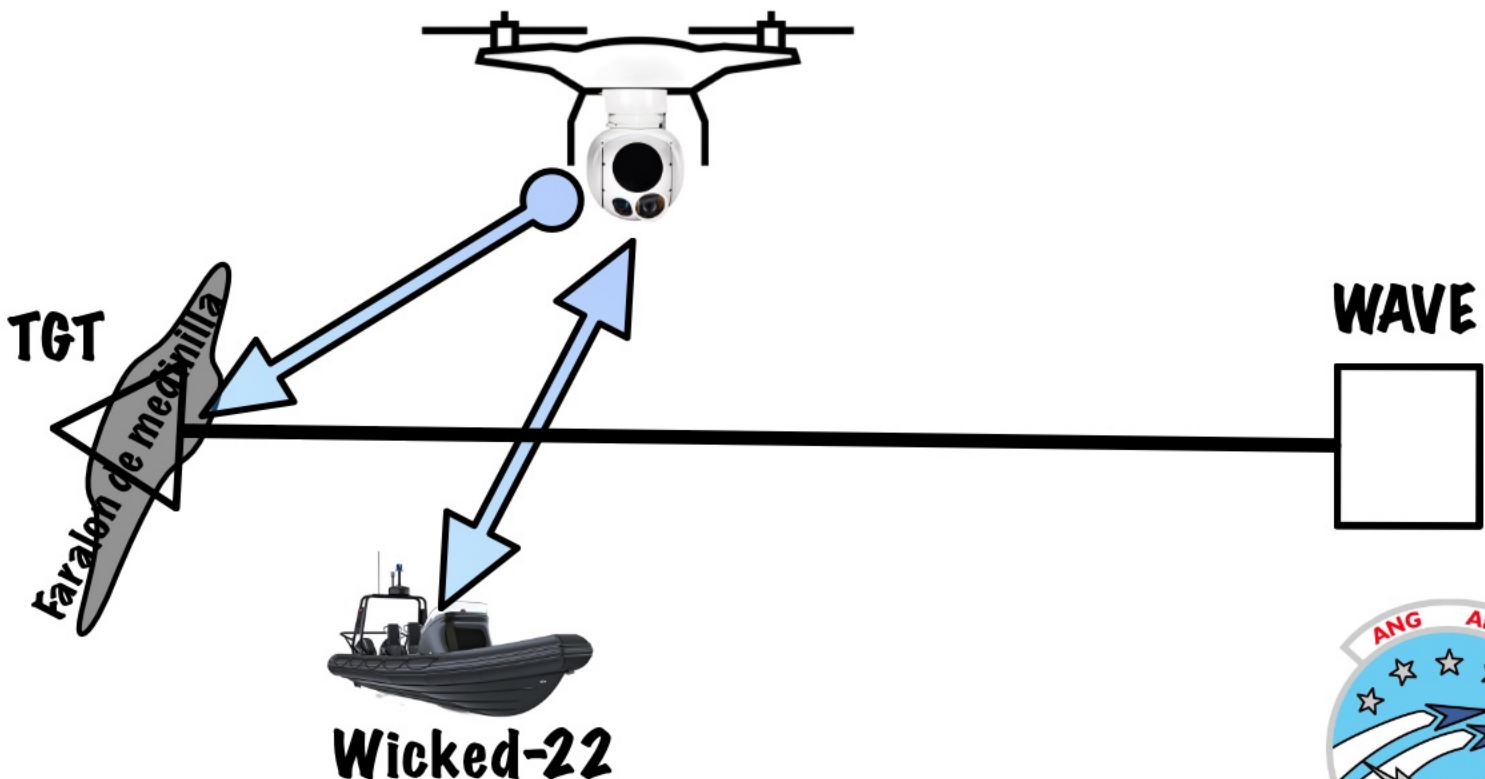


MONITOR GUARD

RED: UHF button #2

TEST MSN# DD-0947

R-7201



TEST CARD

AGM-65D (STORMCASTER LSS)

4

CONFIGURATION:

AGM-65D/PRE/MAN/1768/10K
@450 KIAS

ALTITUDE

10,000'

HEADING

265°

PROCEDURE:

1. 10k @IP
2. Attack Heading 265°
3. 18 miles to TGT
4. 195'
5. TANK
6. 55Q CT 992710
7. 1768 LSS to acquire TGT
8. 4000 meters in vessel (SE)
9. Egress East to Wave

AIRSPEED

450 KIAS

FORMATION

S/S

COUNTERMEASURES

N/A

ECM

N/A

DDMS

25 2.5/24 3.0

FUEL REQD

500 LBS

START

7500 LBS

END

7000 LBS

My Second Shot!

N

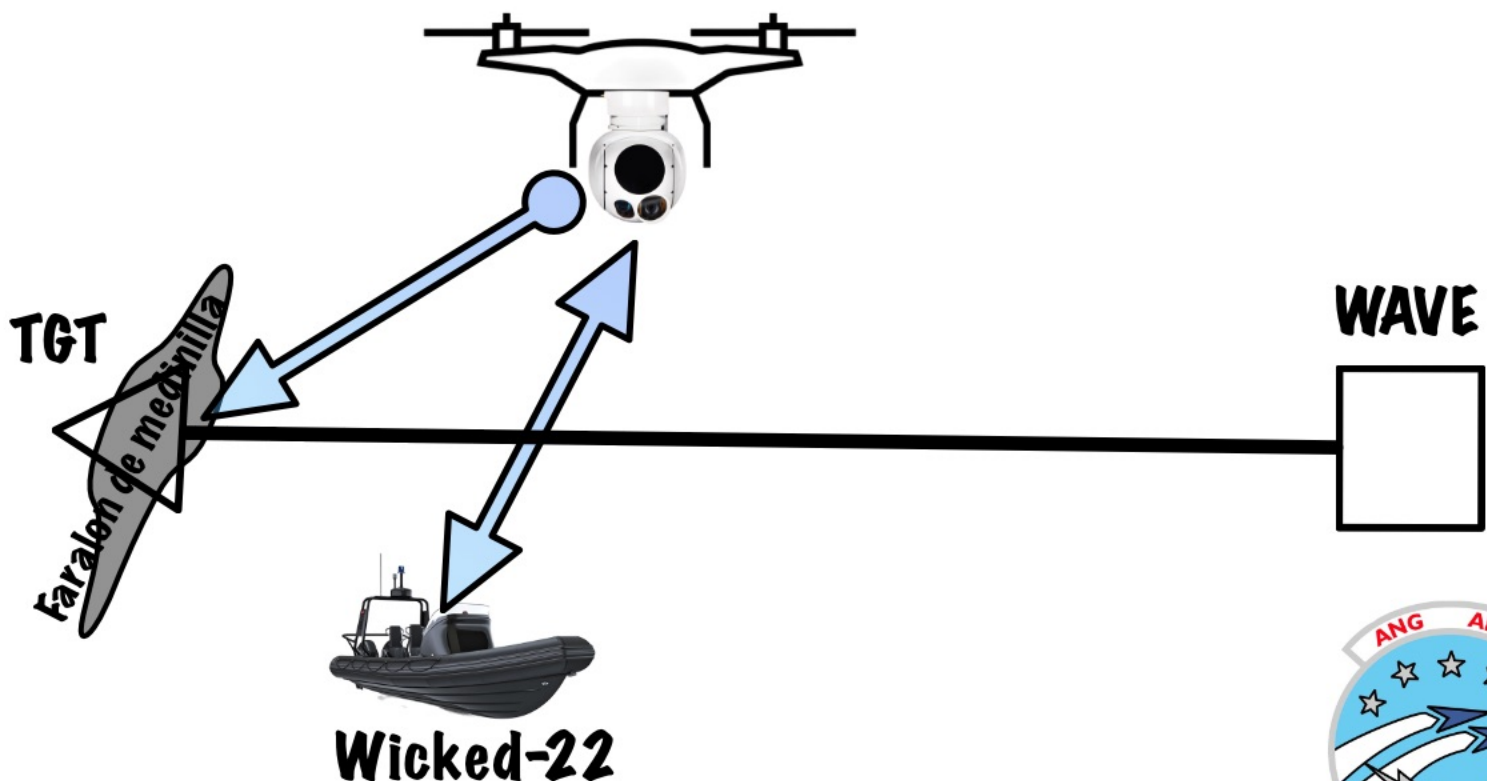


MONITOR GUARD

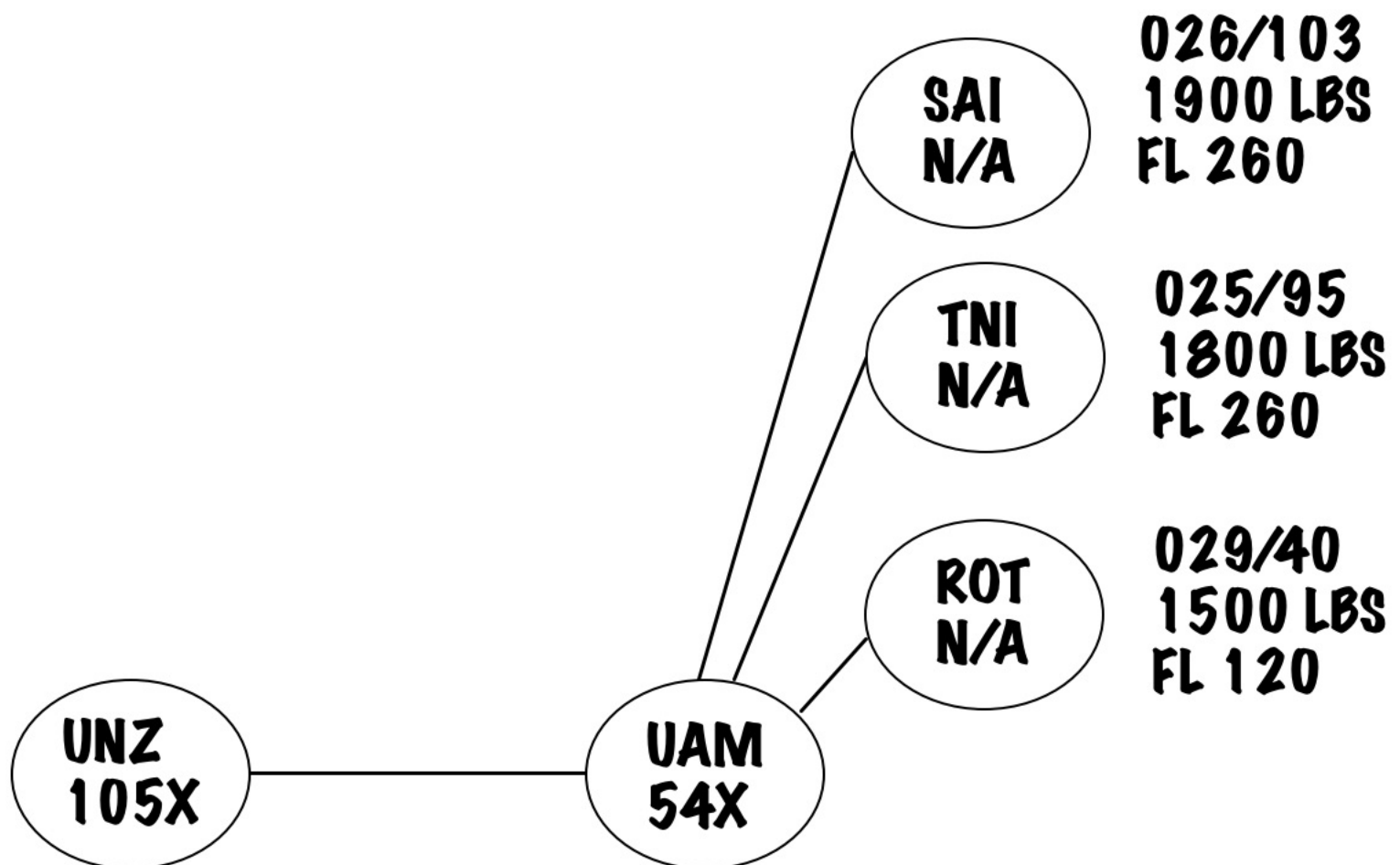
RED: UHF button #2

TEST MSN# DD-0947

R-7201



F-16C SNAP DIVERT FROM ANDERSEN IAP



Alternate	Coords	Heading Distance	Altitude Cruise Mach	Fuel Req
GUM IAP	N13-29 E144-47	232° 10 NM	FL 050 0.56	1300
ROT IAP	N14-10 E145-14	029° 40 NM	FL 120 0.64	1500
TNI IAP	N14-59 E145-37	025° 95 NM	FL 260 0.71	1800
SAI IAP	N15-07 E145-44	026° 103 NM	FL 260 0.71	1900

NOTES:

1. Climb at MIL power at 400 kTS to .85 Mach
2. Descend at idle power 220 KCAS, speedbrakes closed
3. Fuel required from missed at UAM to idle descent & land at alternate with 1000 lbs remaining
4. Add 200 lbs for Air to Ground, 100 lbs for ECM or pod

AIRPORT DIAGRAM

FRANCISCO C ADA/SAIPAN INTL (GSN)(PGSN)
AL-6293 (FAA) SAIPAN ISLAND, CQ

ATIS
134.6
SAIPAN TOWER
135.7

D

VAR 0.4° E
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

Venom Ops
267.0 UHF9

FIRE
STATION

TWR
311

TERMINAL

ELEV
207

247.4°
ELEV
209

TACAN 103 Y

ELEV
210

8699 X 200

FIELD
ELEV
214

RWY 07-25
S-87, D-175, 2D-350, 2D/2D2-690
RWY 06-24
PCN 67 R/A/X/T

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

145°43'E

145°44'E

AIRPORT DIAGRAM

FRANCISCO C ADA/SAIPAN INTL (GSN)(PGSN)
SAIPAN ISLAND, CQ

PAC, 26 DEC 2024 to 20 FEB 2025

AIRPORT DIAGRAM

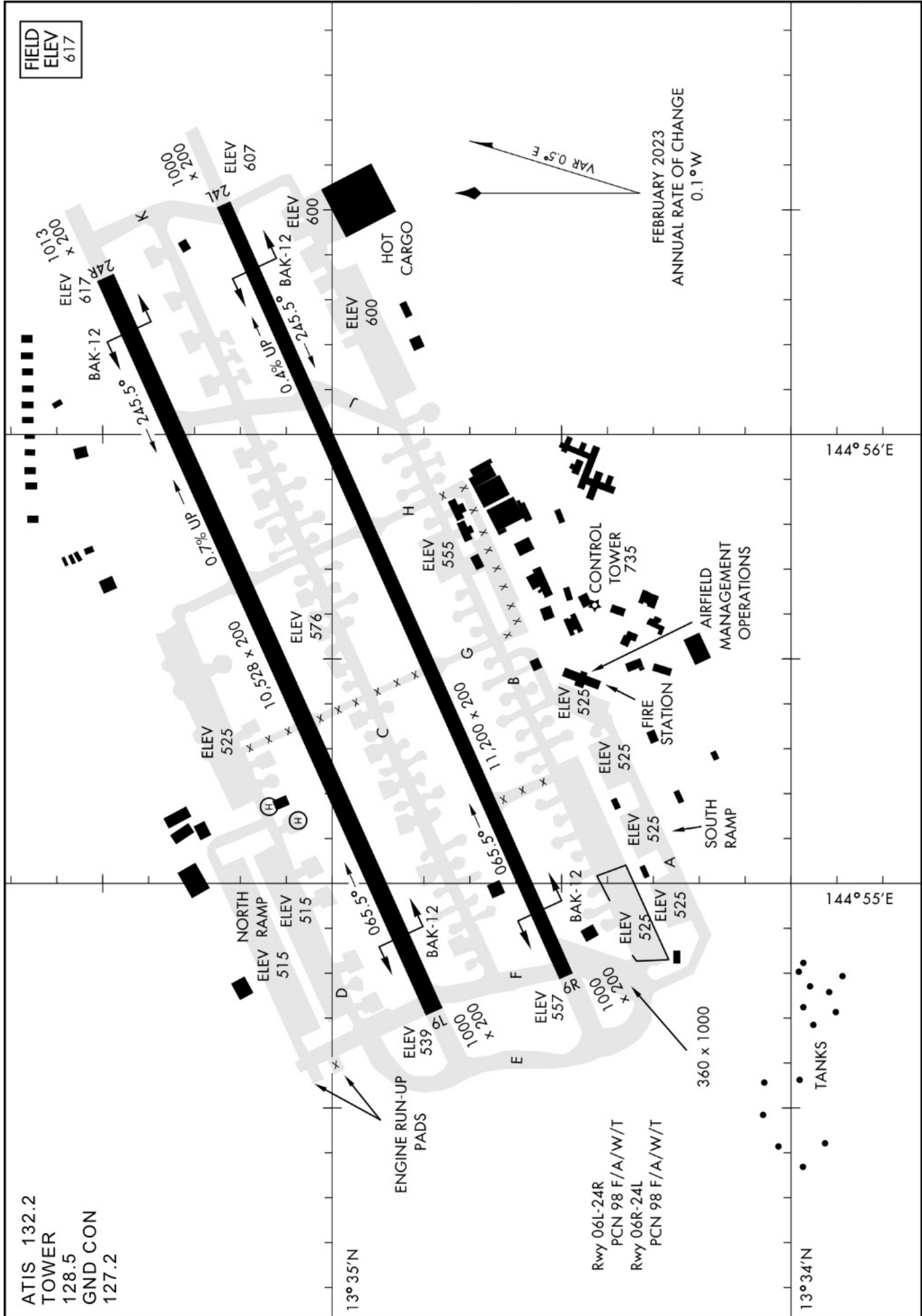
AL-2147 [USAF]

ANDERSEN AFB (PGUA)

YIGO, GUAM I, GUAM

PAC, 25 JAN 2024 to 21 MAR 2024

PAC, 25 JAN 2024 to 21 MAR 2024



AIRPORT DIAGRAM

YIGO, GUAM I, GUAM

ANDERSEN AFB (PGUA)

ATIS 132.2
TOWER
128.5
GND CON
127.2

SOUTHWEST RAMP VIPER PARKING SPOTS



NORTH

**ELEV
557'**

06R

F

F

B

76

75

74

73

PAC, 25 JAN 2024 to 21 MAR 2024

PAC, 25 JAN 2024 to 21 MAR 2024

SOUTHEAST RAMP VIPER PARKING SPOTS

NORTH

**ELEV
607'**

24L

K

J

49

48

47

B

**Venom Ops
267.0 UHF9**

YIGO, GUAM I, GUAM

TACAN Z RWY 06R

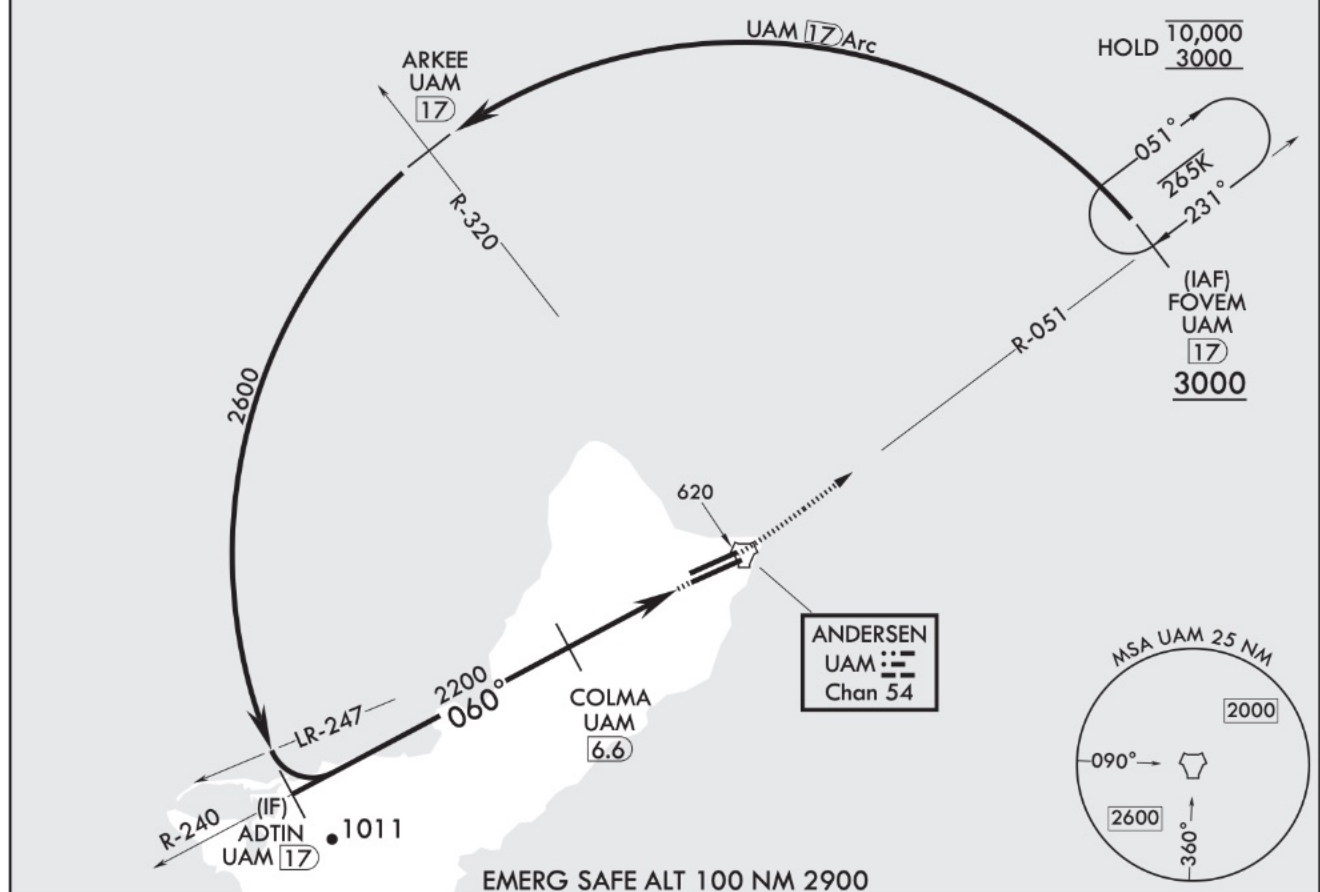
TACAN UAM Chan 54	APCH CRS 060°	Rwy ldg 11,200 TDZE 557 Arpt Elev 617	- (USAF)	ANDERSEN AFB (PGUA)
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RADAR or DME required.	ALSF-1 (A1)	MISSED APPROACH: Climb to 3000, intercept UAM R-051 to FOVEM and hold.
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles. ** Circling not authorized NW of Rwy 06L-24R.		

ATIS 132.2	GUAM APP CON/DEP CON 129.0	TOWER 128.5	GND CON 127.2	CLNC DEL 126.725 256.7
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CAUTION: Environmentally sensitive area flights along Andersen cliff line restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.



ADTIN 17	VGSI and descent angles not coincident (VGSI angle 3.00/TCH 44).	3000 UAM R-051	FOVEM UAM 17	ELEV 617	TDZE 557
2600	060°	COLMA 6.6	2200	3.4	FAXEL 2.5
3.28° ≥ TCH 43					
4.1 NM					
CATEGORY	A	B	C	D	E
S-6R*	1040/24 483 (500-1/2)	1040/50 483 (500-1)	1040/50 483 (500-1)	1040/50 483 (500-1)	1040/50 483 (500-1)
CIRCLING**	1060-1 443 (500-1)	1080-1 463 (500-1)	1240-1 623 (700-1 3/4)	1240-2 623 (700-2)	1240-2 1/4 623 (700-2 1/4)

YIGO, GUAM I, GUAM

13°35'N - 144°56'E

ANDERSEN AFB (PGUA)

Amdt 2 17JUN21
TERPS

TACAN Z RWY 06R

PAC, 20 FEB 2025 to 17 APR 2025

PAC, 20 FEB 2025 to 17 APR 2025

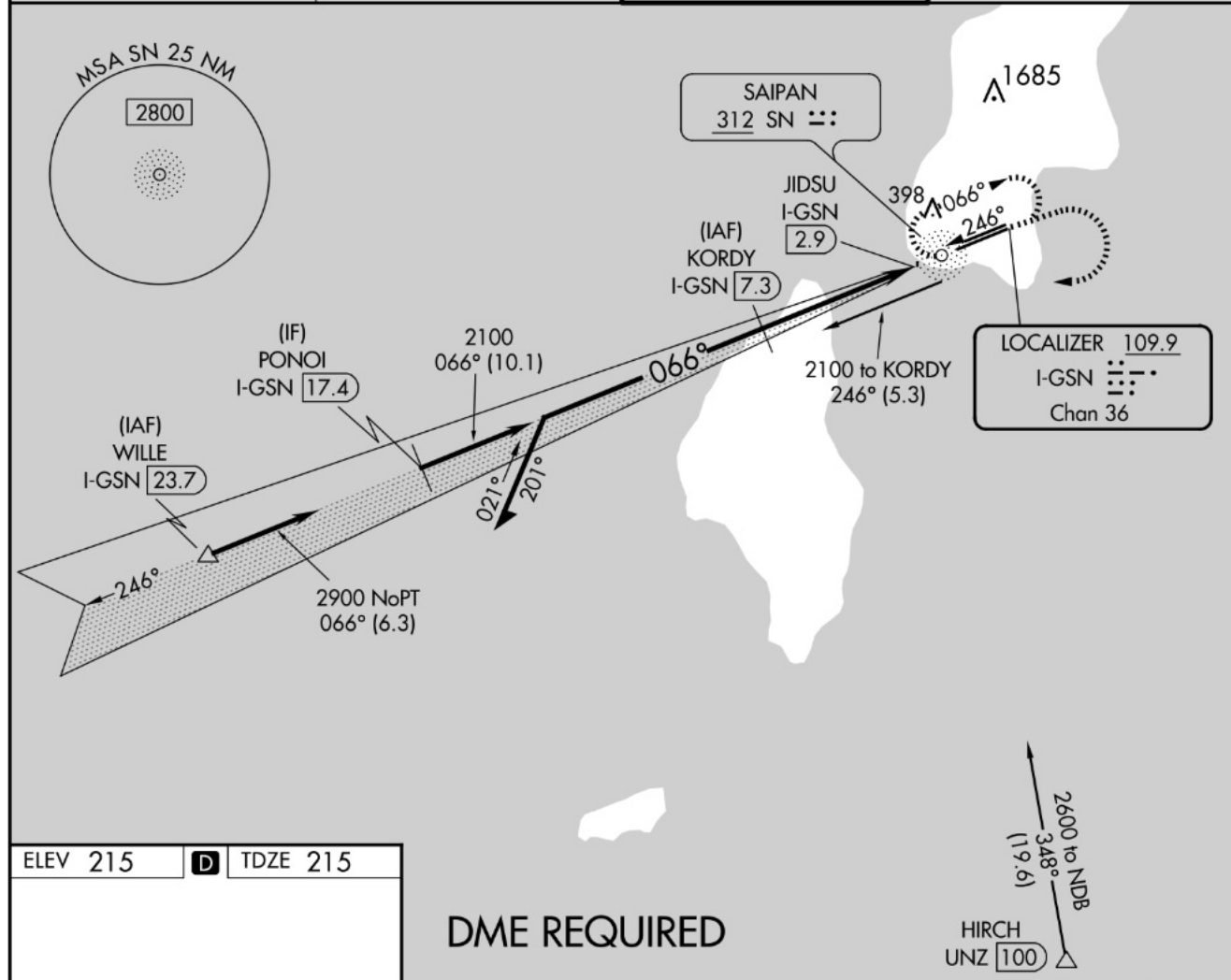
LOC/DME I-GSN 109.9 Chan 36	APP CRS 066°	Rwy Idg TDZE Apt Elev	8010 215 215
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ILS or LOC RWY 7

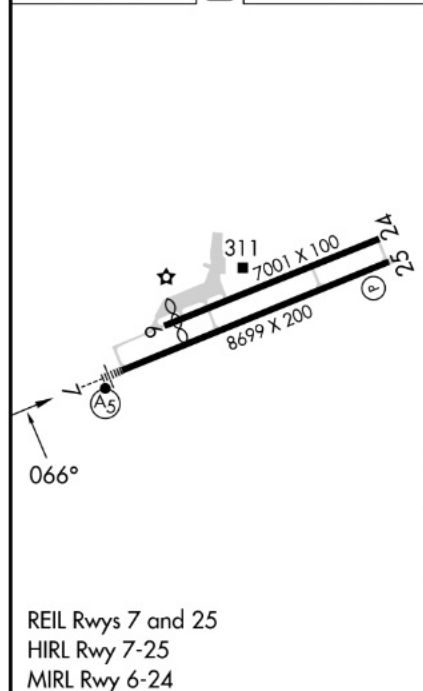
FRANCISCO C ADA/SAIPAN INTL (GSN)(PGSN)

NA Circling NA north of Rwy 6-24. ADF and DME required.	MALSR 	MISSED APPROACH: Climb to 1600 then climbing right turn to 2800 direct SN NDB and hold.
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ATIS 134.6	GUAM CERAP 129.0	SAIPAN TOWER 135.7	GND CON 135.7
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ELEV 215	D	TDZE 215
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Remain within 10 NM		KORDY I-GSN 7.3		1600 ↑	2800 ↷	SN 
2100		2100		* LOC only.		
GS 3.00° TCH 55		2100		JIDSU I-GSN 2.9	* I-GSN 2.3	
		*660		I-GSN 1.6		
		4.5 NM		0.6 NM	0.7 NM	
CATEGORY	A	B	C	D		
S-ILS 7	415-½ 200 (200-½)					
S-LOC 7	480-½ 265 (300-½)					
C CIRCLING	720-1 505 (600-1)			720-1½ 505 (600-1½)	780-2 565 (600-2)	

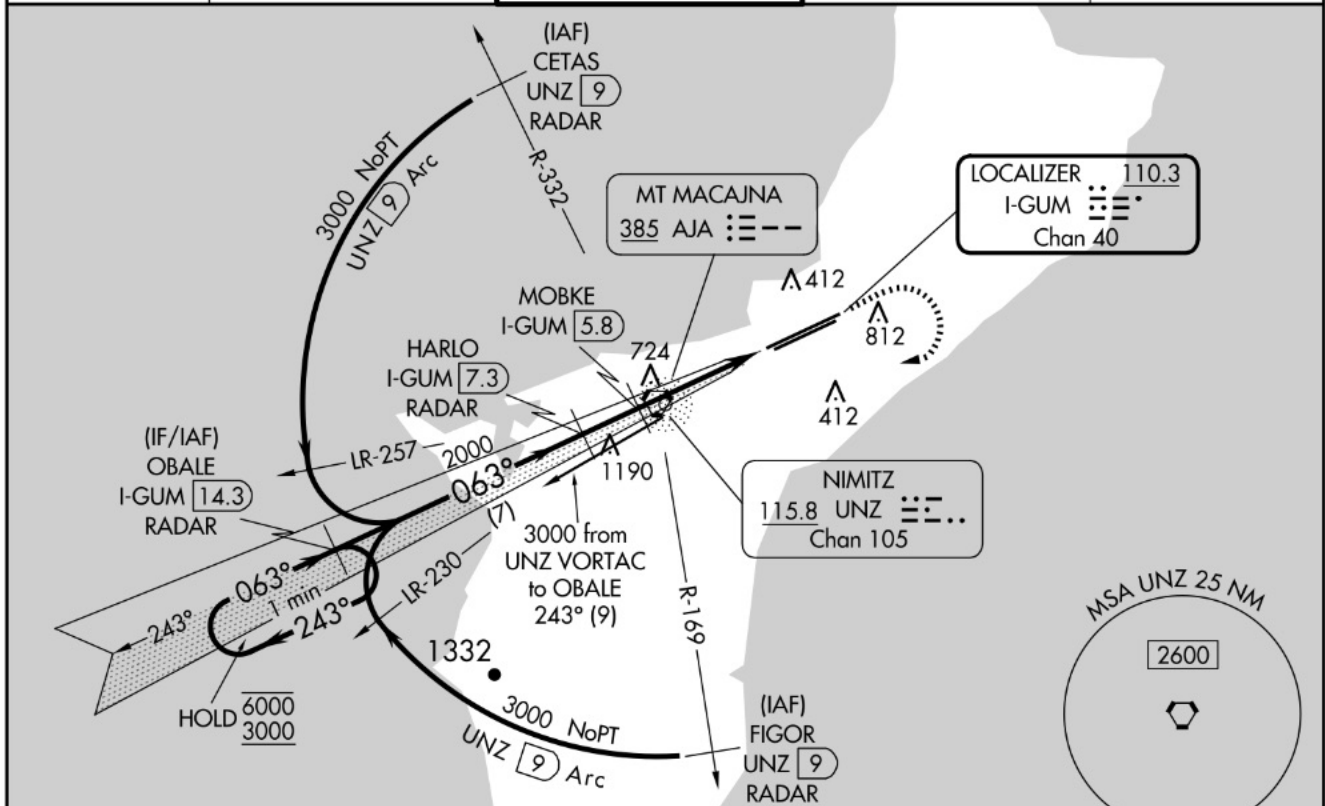
LOC/DME I-GUM 110.3 Chan 40	APP CRS 063°	Rwy Idg 11014 TDZE 256 Apt Elev 305
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ILS or LOC RWY 6L

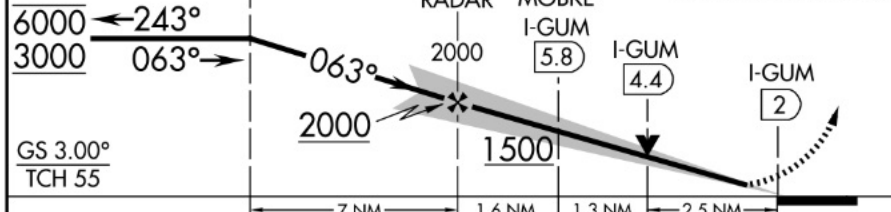
GUAM INTL (GUM)(PGUM)

DME or RADAR required.	MALSR 	MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct UNZ VORTAC then on I-GUM localizer SW course to OBALE/I-GUM 14.3 DME/RADAR and hold.
▼ Circling NA southeast of Rwy 6R-24L. For inop ALS, increase S-ILS 6L all Cats visibility to 1 SM; MOBKE fix minimums (DME required): For inop ALS, increase S-LOC 6L Cats C and D visibility to 2½ SM. Inop table does not apply to S-LOC 6L Cats C and D.		

ATIS 119.0	GUAM CERAP 119.8 269.0	AGANA TOWER 118.1 340.2	GND CON 121.9 336.4	CLNC DEL 121.9
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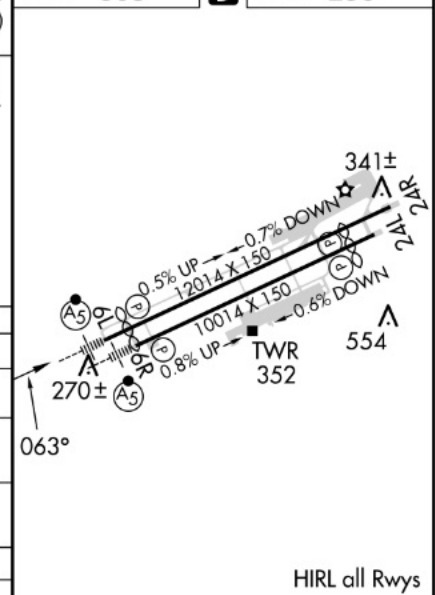


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).	2100	3000	UNZ	I-GUM SW crs	OBALE I-GUM 14.3
One Minute Holding Pattern					
6000 ← 243°					
3000 → 063°					
GS 3.00°					
TCH 55					
	7 NM	1.6 NM	1.3 NM	2.5 NM	



CATEGORY	A	B	C	D
S-ILS 6L	590-½ 334 (300-½)			
S-LOC 6L	1500-¾ 1244 (1200-¾)	1500-1 1244 (1200-1)	1500-3 1244 (1200-3)	
C CIRCLING	1500-1¼ 1195 (1200-1¼)	1500-1½ 1195 (1200-1½)	1500-3 1195 (1200-3)	NA
MOBKE FIX MINIMUMS (DME REQUIRED)				
S-LOC 6L	1100-¾ 844 (800-¾)	1100-2 844 (800-2)		
C CIRCLING	1100-1 795 (800-1)	1100-1¼ 795 (800-1¼)	1100-2½ 795 (800-2½)	NA

ELEV 305	D	TDZE 256
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FAF to MAP 5.4 NM				
Knots	60	90	120	150
Min:Sec	5:24	3:36	2:42	2:10

VORTAC UNZ	APP CRS	Rwy Idg	12014
115.8	242°	TDZE	305
Chan 105		Apt Elev	305

VOR or TACAN RWY 24R

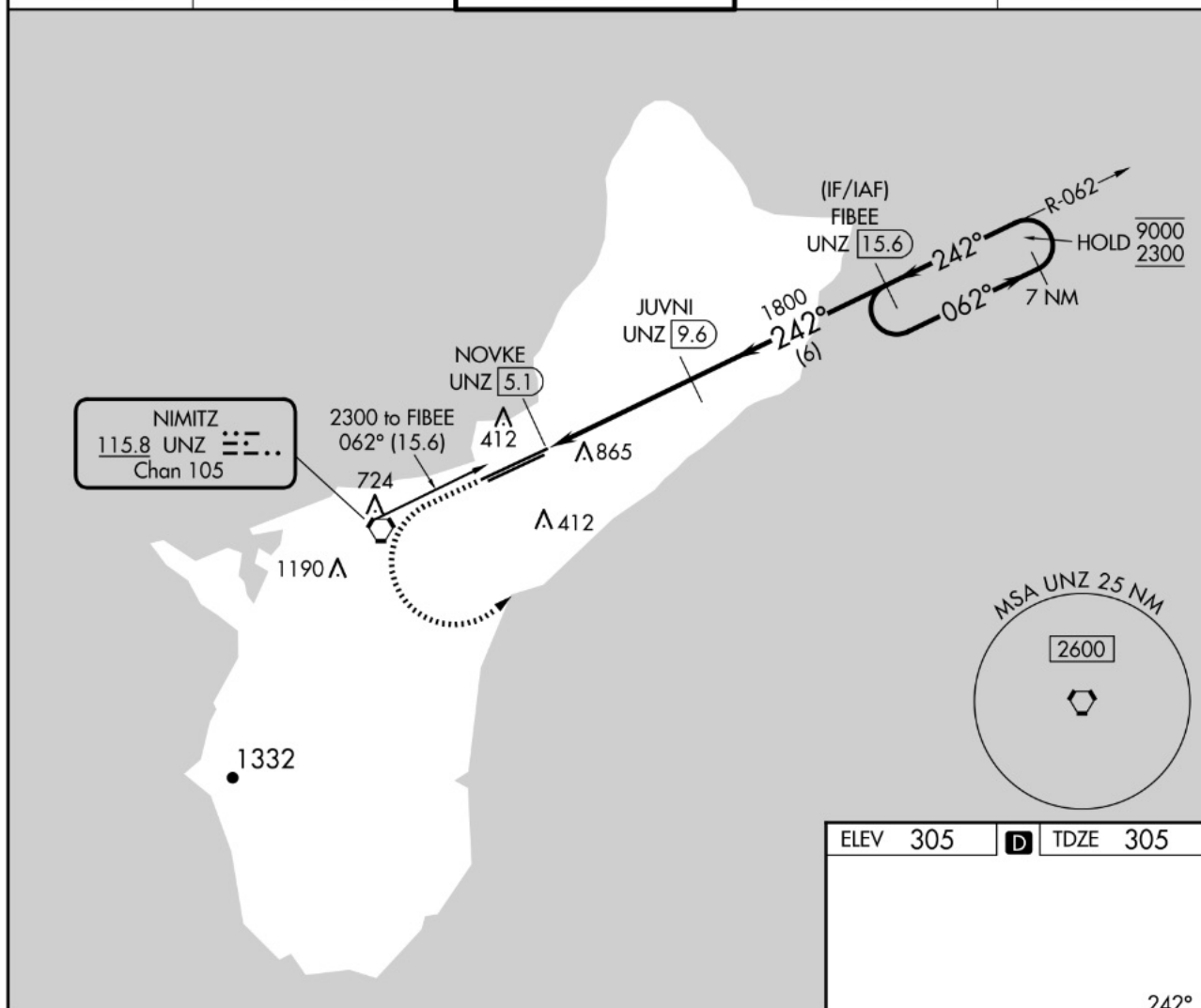
GUAM INTL (GUM)(PGUM)

DME required.

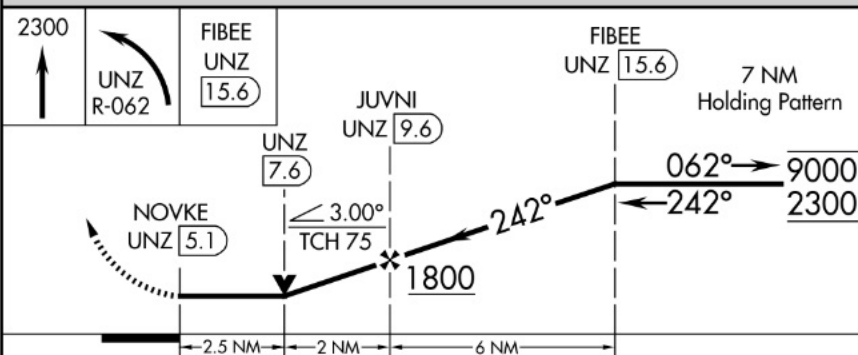
- ▼ Circling NA southeast of Rwy 6R-24L.
 ▲ Rwy 24R helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2300 then left turn on UNZ VORTAC R-062 to FIBEE/UNZ 15.6 DME and hold.

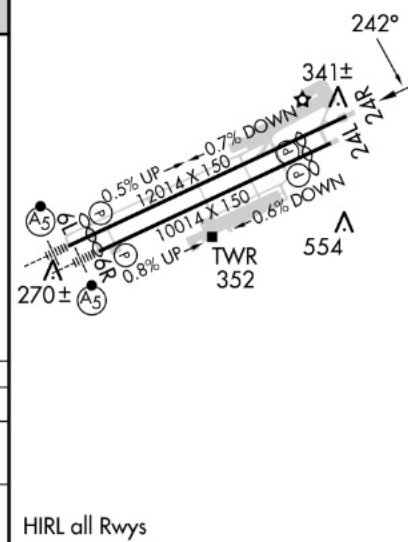
ATIS	GUAM CERAP	AGANA TOWER	GND CON	CLNC DEL
119.0	119.8 269.0	118.1 340.2	121.9 336.4	121.9



ELEV 305	D	TDZE 305
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CATEGORY	A	B	C	D
S-24R	1180-1 875 (900-1)	1180-1¼ 875 (900-1¼)	1180-2½ 875 (900-2½)	875 (900-2½)
☐ CIRCLING	1180-1¼ 875 (900-1¼)		1180-2½ 875 (900-2½)	NA



YIGO, GUAM I, GUAM

TACAN Y RWY 24R

VORTAC UNZ 115.8 Chan 105	APCH CRS 234°	Rwy Idg TDZE Arpt Elev	10,528 617 617
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- (USAF)

ANDERSEN AFB (PGUA)

RNAV or RADAR required for missed approach

▼ * When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 50, vis to 1 mile.
 ** Circling not authorized NW of Rwy 06L-24R.

 ALSF-1

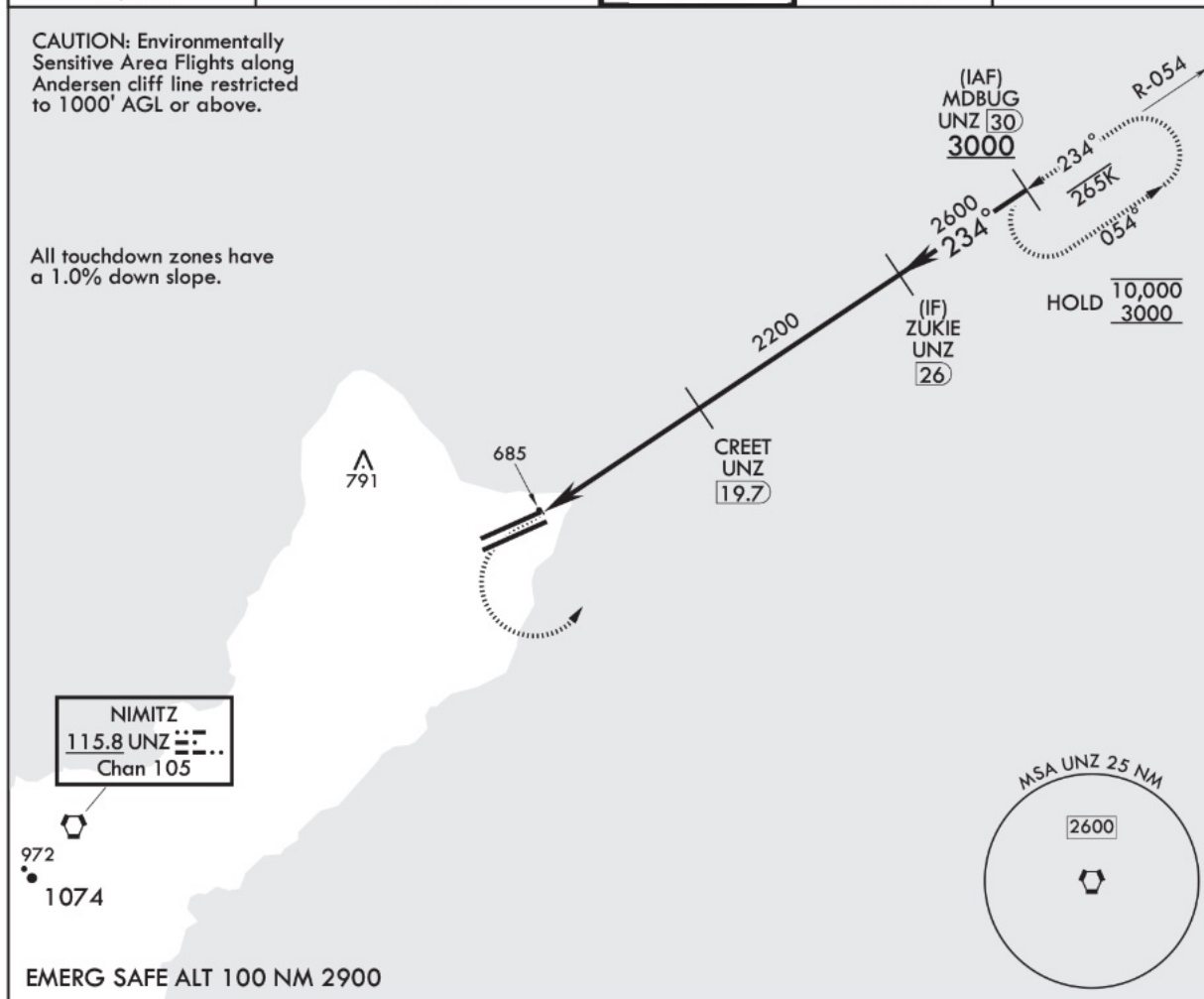
MISSED APPROACH: Climb to 1100, then climbing left turn to intercept UNZ R-054 to MDBUG and hold.

ATIS 132.2	GUAM APP CON/DEP CON 129.0	TOWER 128.5	GND CON 127.2	CLNC DEL 126.725 256.7
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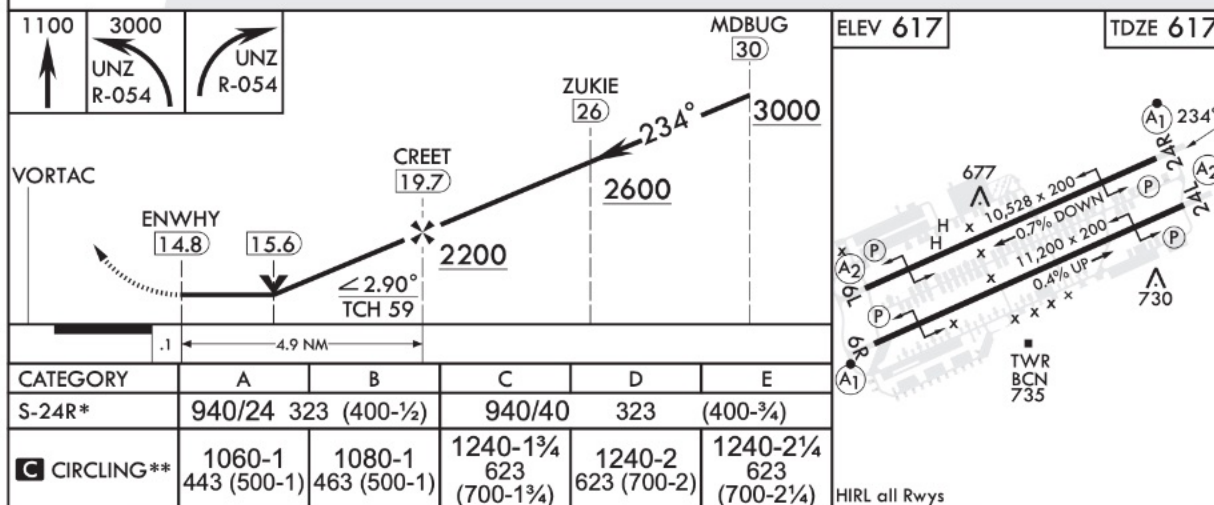
CAUTION: Environmentally Sensitive Area Flights along Andersen cliff line restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.

PAC, 26 DEC 2024 to 20 FEB 2025



PAC, 26 DEC 2024 to 20 FEB 2025



YIGO, GUAM I, GUAM

13°35'N - 144°56'E

ANDERSEN AFB (PGUA)

 Amdt 3 10AUG23
 TERPS

TACAN Y RWY 24R

YIGO, GUAM I, GUAM

ILS Z or LOC/DME Z RWY 24L

LOC I-PMY 110.1	APCH CRS 244°	Rwy ldg 11,200 TDZE 607 Arpt Elev 617	AL-2147 [USAF]	ANDERSEN AFB (PGUA)
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▼ *When ALS inop, increase RVR to 45, vis to 7/8 mile. **When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 50, vis to 1 mile. ***Circling not authorized NW of Rwy 06L-24R.	SALS A2	MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 to intercept UAM R-064 direct PANNNS and hold.
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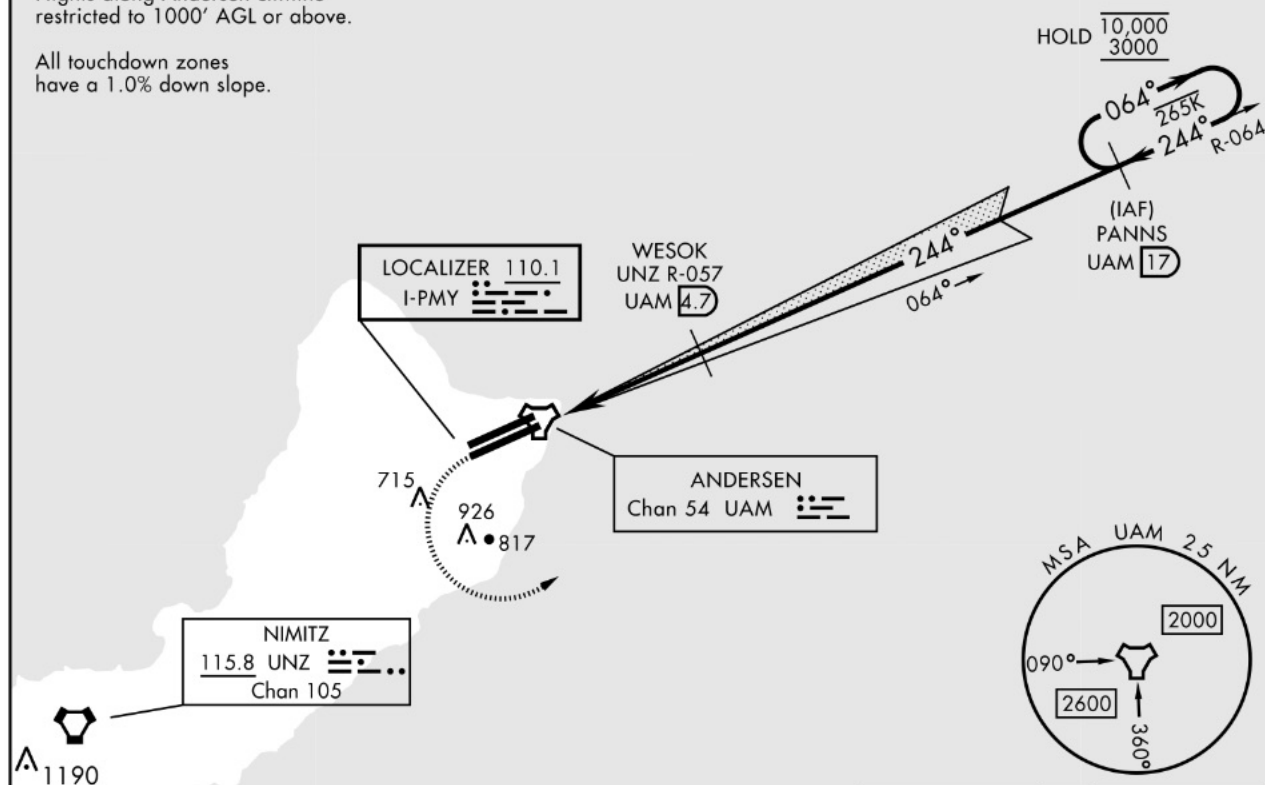
ATIS 132.2	GUAM APP CON 129.0	TOWER 128.5	GND CON 127.2	CLNC DEL 126.725 256.7
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CAUTION: GS unusable below
900' MSL/300' AGL due to runway
supervisory unit.

CAUTION: Environmentally Sensitive Area
Flights along Andersen cliffline
restricted to 1000' AGL or above.

All touchdown zones
have a 1.0% down slope.

PAC, 26 DEC 2024 to 20 FEB 2025



PAC, 26 DEC 2024 to 20 FEB 2025

EMERG SAFE ALT 100 NM 2900						ELEV 617	TDZE 607
1200 ↑	3000 UAM R-064	PANNNS UAM 17	VGSI and descent Angle not coincident. VGSI and ILS Glidepath not coincident (VGSI Angle 3.00/TCH 43).				

YIGO, GUAM I, GUAM

13° 35' N-144° 56' E

ANDERSEN AFB (PGUA)

Orig 12AUG21
TERPS

ILS Z or LOC/DME Z RWY 24L

YIGO, GUAM I, GUAM

ILS Z or LOC/DME Z RWY 24R

LOC I-YIG 109.3	APCH CRS 244°	Rwy ldg 10,528 TDZE 617 Arpt Elev 617	AL-2147 [USAF]	ANDERSEN AFB (PGUA)
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▼ * When ALS inop, increase RVR to 40, vis to ¾ mile. ** When ALS inop, increase RVR to 55, vis to 1 mile. *** Circling not authorized NW of Rwy 06L-24R.	ALSF-1 	MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 to intercept UAM R-063 direct FABED and hold.
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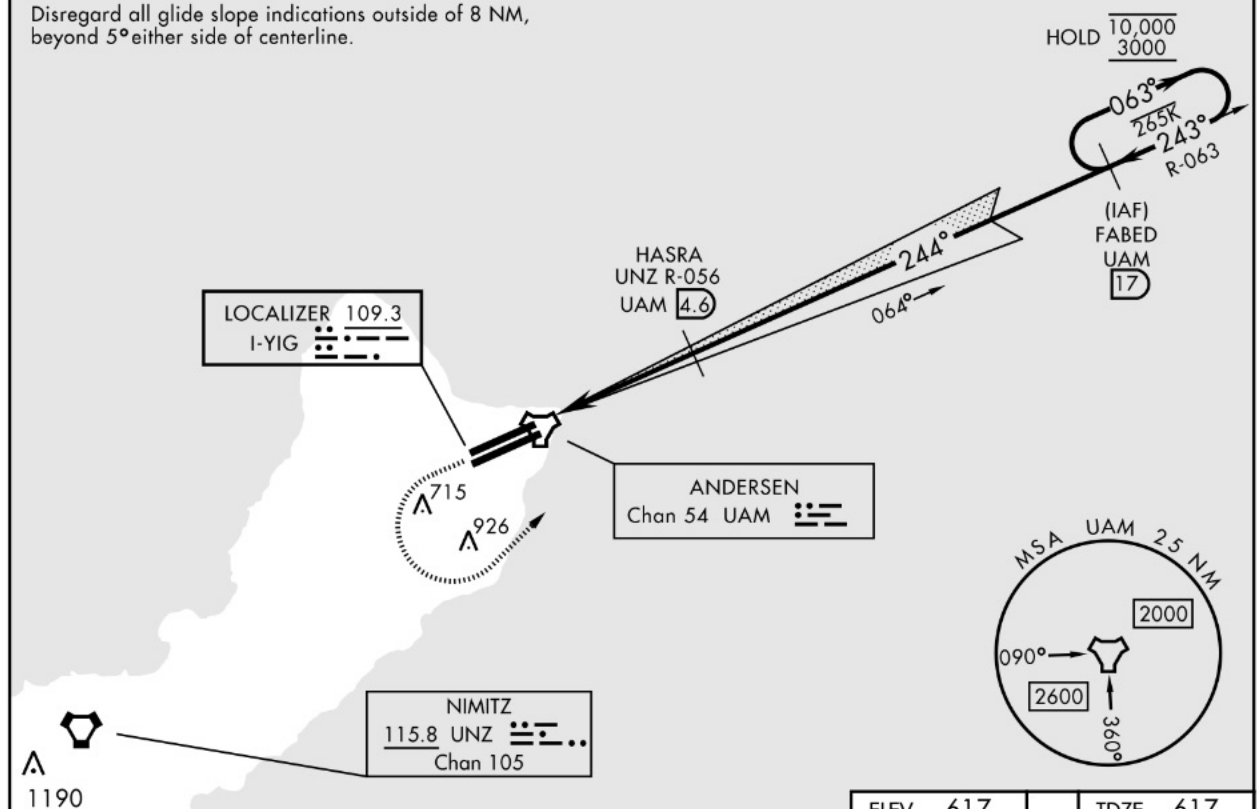
ATIS 132.2	GUAM APP CON 129.0	TOWER 128.5	GND CON 127.2	CLNC DEL 126.725 256.7
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CAUTION: Environmentally Sensitive Area
 Flights along Andersen cliffline
 restricted to 1000' AGL or above.

All touchdown zones
 have a 1.0% down slope.

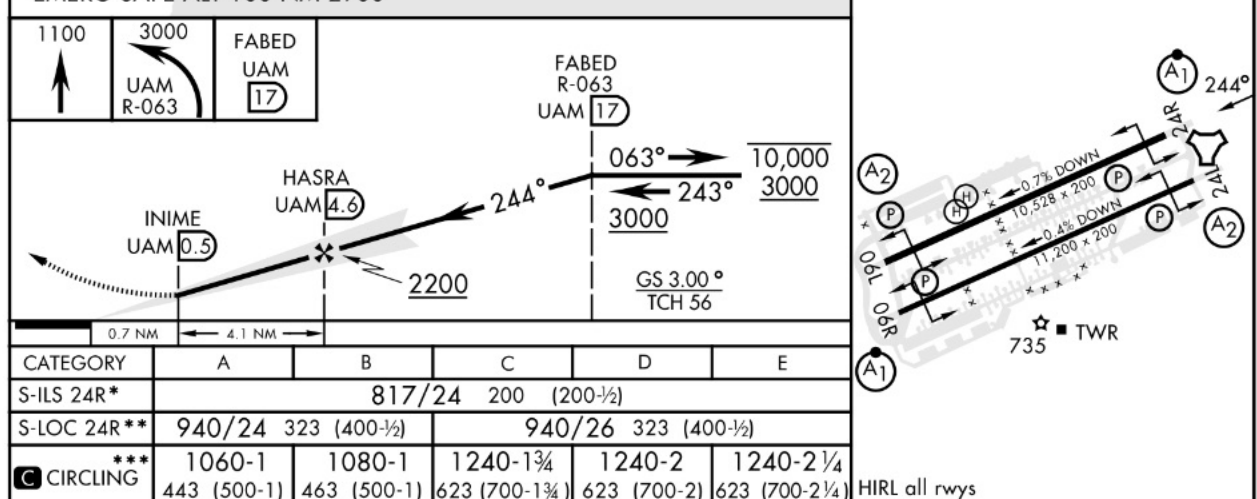
Disregard all glide slope indications outside of 8 NM,
 beyond 5° either side of centerline.

PAC, 26 DEC 2024 to 20 FEB 2025



PAC, 26 DEC 2024 to 20 FEB 2025

EMERG SAFE ALT 100 NM 2900



YIGO, GUAM I, GUAM

13° 35'N-144° 56'E

ANDERSEN AFB (PGUA)

Orig 12AUG21
 TERPS

ILS Z or LOC/DME Z RWY 24R

YIGO, GUAM I, GUAM

TACAN Y RWY 24L

VORTAC UNZ 115.8 Chan 105	APCH CRS 236°	Rwy ldg 11,200 TDZE 607 Arpt Elev 617
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- (USAF)

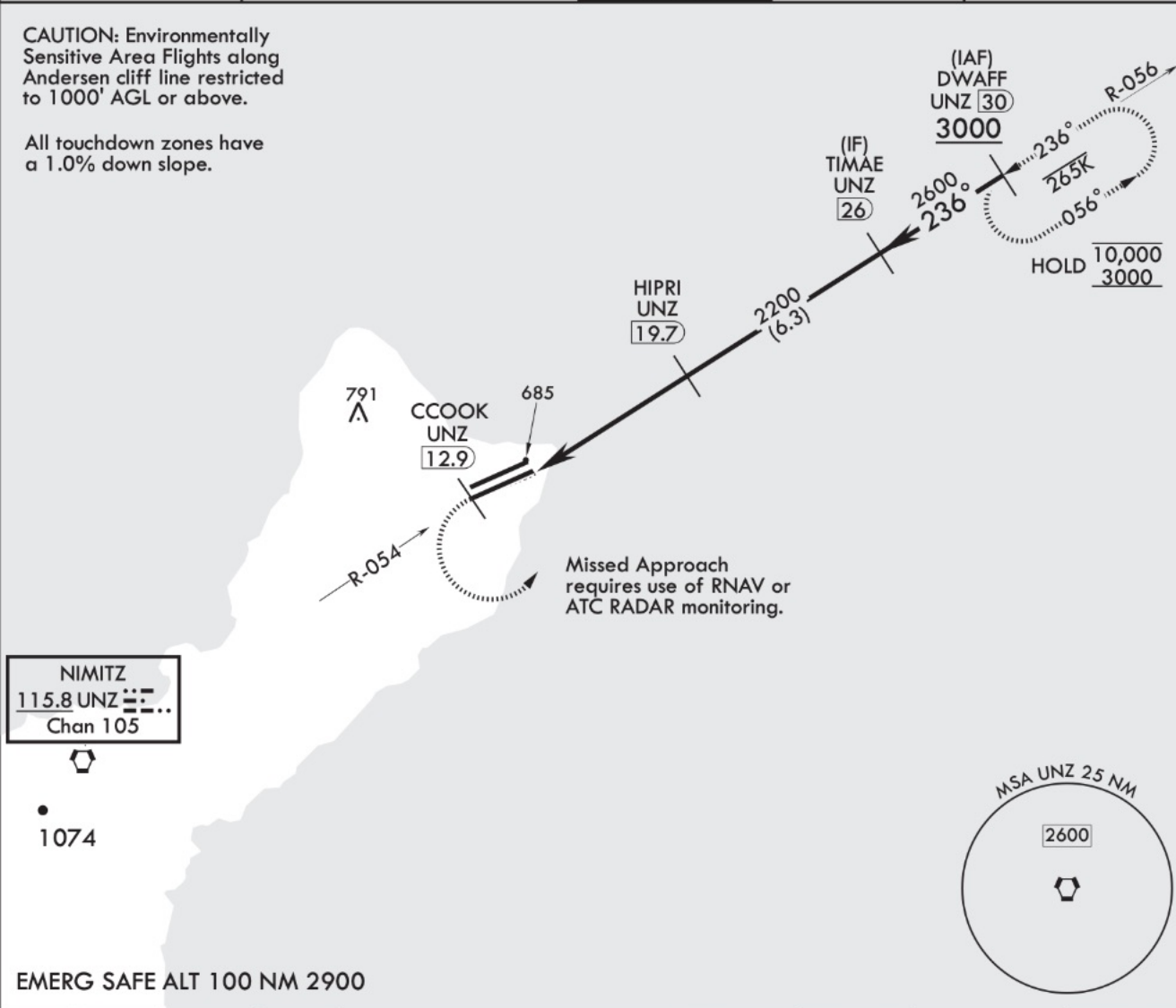
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▼ * When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 50, vis to 1 mile. ** Circling not authorized NW of Rwy 06L-24R.	SALS (A2)	MISSED APPROACH: Climb to 3000 direct CCOOK, then climbing left turn to intercept UNZ R-056 to DWAFF and hold.
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ATIS 132.2	GUAM APP/DEP CON 129.0	TOWER 128.5	GND CON 127.2	CLNC DEL 126.725 256.7
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CAUTION: Environmentally Sensitive Area Flights along Andersen cliff line restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.



3000	CCOOK UNZ 12.9	UNZ R-056	DWAFF UNZ 30	DWAFF 30	ELEV 617	TDZE 607
VORTAC	WEVUS 14.8	15.6	HIPRI 19.7	2200	2600	3000
$\leq 2.94^\circ$ TCH 43						
CATEGORY	A	B	C	D	E	
S-24L*	940/40	333 (400- $\frac{3}{4}$)	940/45	333	(400- $\frac{7}{8}$)	
C CIRCLING**	1060-1 443 (500-1)	1080-1 463 (500-1)	1240-1 $\frac{3}{4}$ 623 (700-1 $\frac{3}{4}$)	1240-2 623 (700-2)	1240-2 $\frac{1}{4}$ 623 (700-2 $\frac{1}{4}$)	

Diagram illustrating the missed approach procedure. The path starts at the runway, proceeds to 2600 ft (236°), then to 2200 ft (236°), and finally to CCOOK UNZ 12.9. The path continues to the runway. Key locations include NIMITZ VORTAC 115.8 UNZ Chan 105, MSA UNZ 25 NM 2600, and various altitude markers (2600, 2200, 2000, 1900, 1800, 1700, 1600, 1500, 1400, 1300, 1200, 1100, 1000). The diagram also shows the missed approach procedure: Climb to 3000 direct CCOOK, then climbing left turn to intercept UNZ R-056 to DWAFF and hold.

YIGO, GUAM I, GUAM

13°35'N - 144°56'E

ANDERSEN AFB (PGUA)

Amdt 2 17JUN21
TERPS

TACAN Y RWY 24L

PAC, 26 DEC 2024 to 20 FEB 2025

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MISSION DESIGNER'S NOTES

Follow the mission timeline on the kneeboard. Check-in, Start, Taxi, and Takeoff times are listed. Stache will lead the mission so keep up with him for radio changes and directives. Mission triggers will require you to be on the correct frequency when prompted. When engine start complete, set your Com 1 (VHF) and Com 2 (VHF) radios to the correct preset on the ICP. See kneeboard card for preset freqs and follow the mission prompts!

Tanking is optional but highly advised. The mission has been tested with and without tanking and it should work either way. If you get on the boom you'll probably only be able to grab about 1500 pounds anyway. Try to adhere to the parameters on the Maverick test card to the best of your ability. As a USAF Test Pilot - precision counts! For best results climb as high as the cloud layer will allow to provide better line of sight to the target tanks. Follow Stache's lead on the return to base. He'll probably have some "currency" training events to work on. Follow along if you like, but it's not required for mission success..

As #2 your job is to be in formation position, unless flight lead gives you fluid trail authorization, so use the time to practice flying close formation with Stache!

Have FUN!

