

2. PRINCIPIOS DE NAVEGACION

Briefing

Utilización del TACAN como principal herramienta de navegación, formación, defensa y conciencia situacional, practica TOT, Repostaje, Formaciones abiertas y cerradas, VFR and IFR procedures.

2. Principios de navegacion	Seguir checklist completa verbalmente	Completado	GOLFO PERSICO (Dia) 500H	Al Dhafra NOLSO departure	Al Dhafra X- JUNCTION VFR arrival
	Test de superficies y motor	Libres y limpio			
	Practica de patron DME salida en NOLSO	Referencia a documento adjunto			
	Switching de formacion cerrada al Rejoin point	Referencia a documento adjunto			
	Formaciones abiertas sobre tanquero	Referencia a documento adjunto			
	Repostaje individual Full	3 Tanques lleno			
	Regreso VRF sobre X-juction/LAKE con offset	Referencia a documento adjunto			
	Overheadbreak En formacion	Completado			

Detalles de vuelo

Frecuencias

INTERNA UNICOM: UHF CHANNEL 2
 MAIN ATC AL DAHFRA (96X): V/UHF 251.1- 126.5
 DIVERT ATC ALMINHAB (99X): V/UHF 250.1- 118.55

 SHELL KC-135 (55X): UHF 235.50 615h
 TEXACO KC-135 MPRS (57X): UHF 236.50 615h

 IFF MODE 1: 12
 IFF MODE 3: 1142
 YARSTICK: 10Y LIDER -73Y VUELO

Equipo requerido

3 tanques externos vacíos

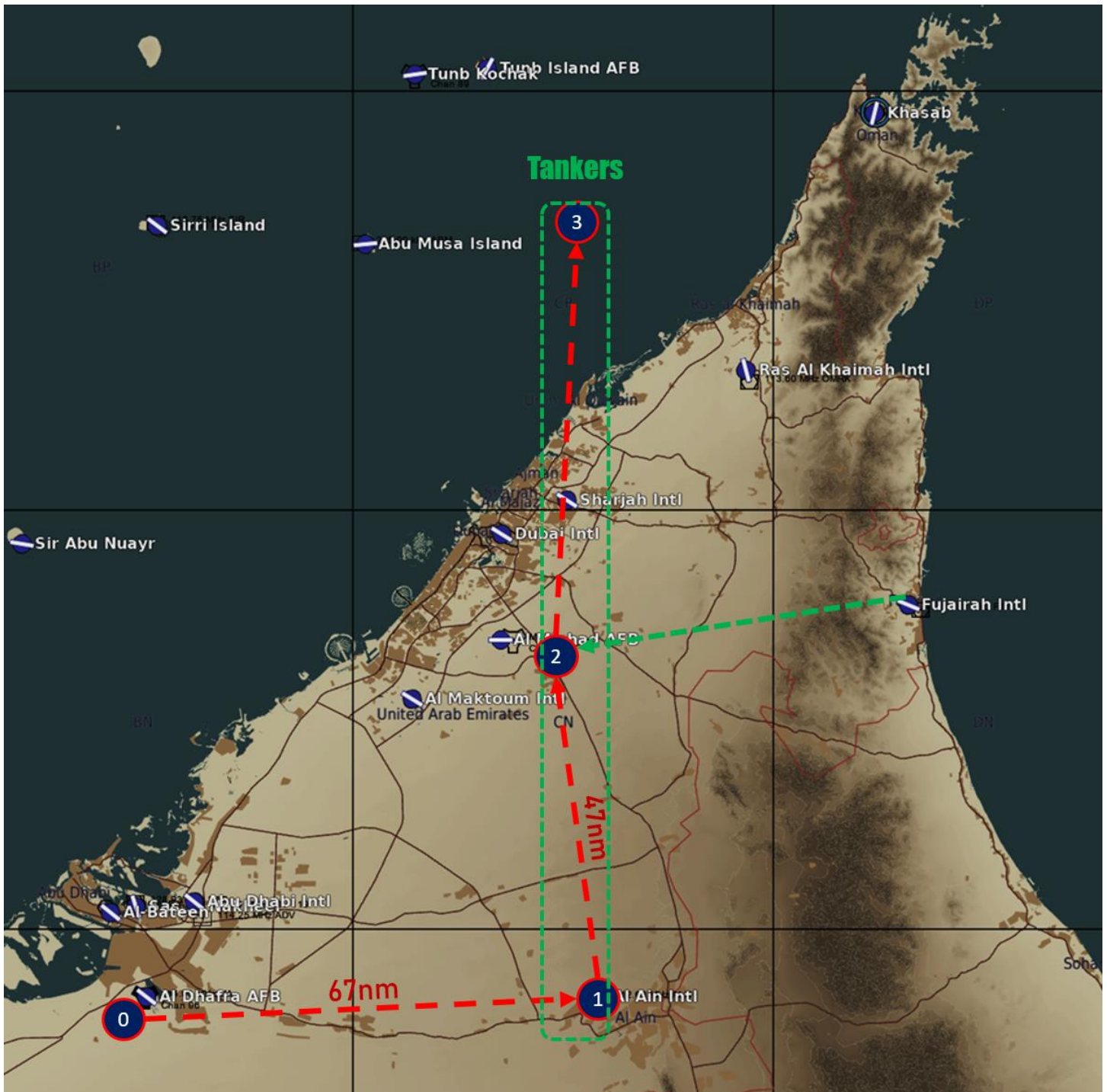
Plan de vuelo (secuencia de espegue 5.30am)

- | | | | |
|--------------------------------------|--|--------------------|------------------------------|
| 0. SALIDA Al Dahfra NOLSO 31R | Standard: N 24°14'54" E 54°32'51" | Alt: 52 ft | Dist/TOT:10nm/15m/545h |
| 1. ORBIT Al Ain Intl | Standard: N 24°15'13" E 55°36'33" | Alt: 15.000 ft | Dist/TOT:67nm/12m/600h/335kt |
| 2. REJOIN (99X=086/11NM) | Standard: N 25°02'15" E 55°35'17" | Alt: 25.000 ft | Dist/TOT:47nm/9m/610h/313kt |
| 3. CAP LIMIT | Standard: N 25°57'19" E 55°35'04" | Alt: 25.000 ft | Dist/TOT:55nm |
| 4. X JUNCTION VFR 31R | Standard: N 24°25'11" E 55°01'40" | Alt: 6.000 ft | |
| 5. DIVERT Al Minháb | Lat Long Standard: N 25°01'41" E 55°21'54" | Altitude: 157 feet | |

Formulas

TOT to 1. orbit point	67nm/(0.20h=12mins)	=	335nm/h (knots)
TOT to 2. rejoin point	47nm/(0.15h=9mins)	=	313nm/h (knots)

FLIGHT PLAN CHART

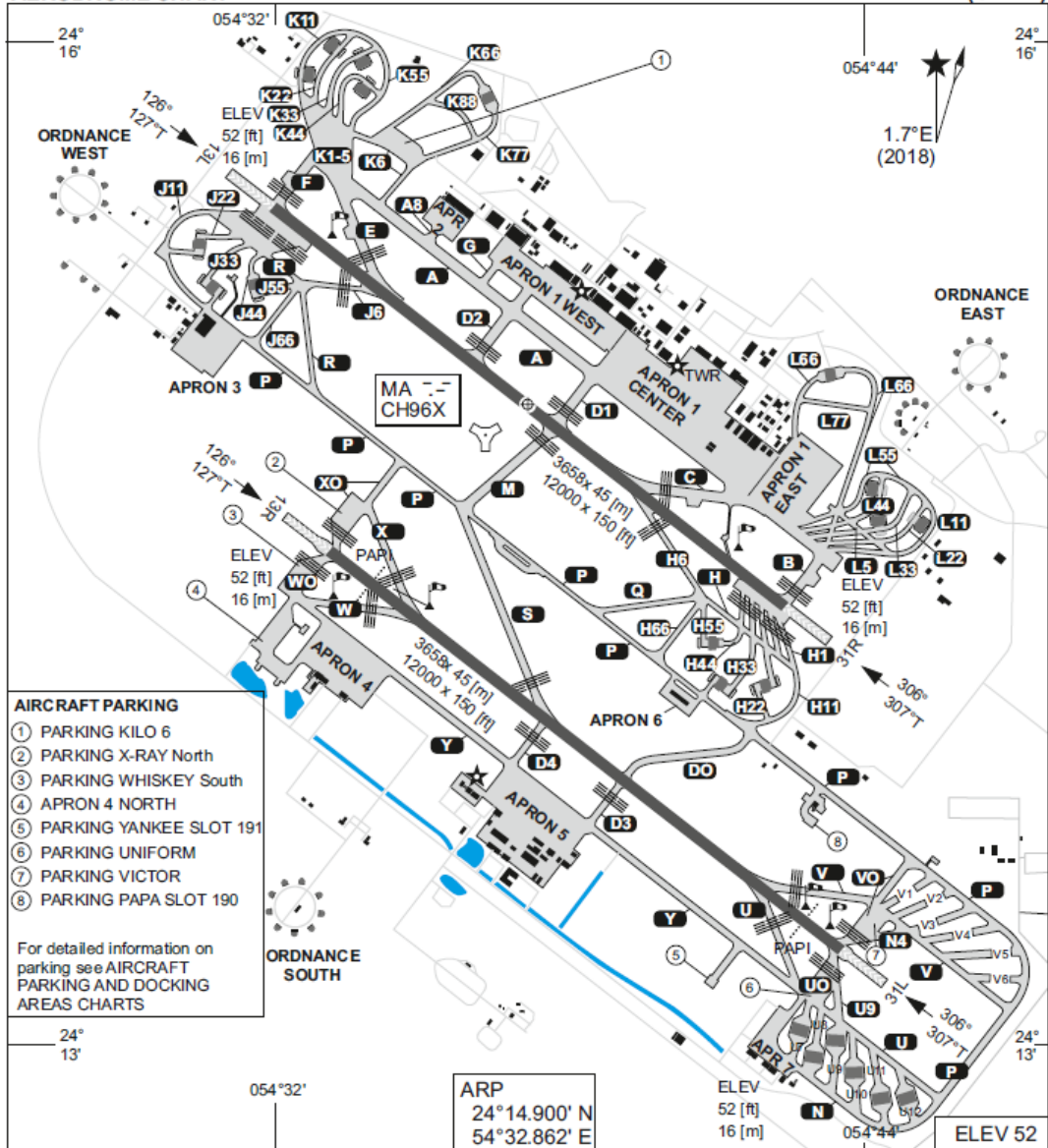


AL DAHFRA AFB

05

PANS-OPS AERODROME CHART

AL DAHFRA (OMAM)



AIRCRAFT PARKING

- ① PARKING KILO 6
- ② PARKING X-RAY North
- ③ PARKING WHISKEY South
- ④ APRON 4 NORTH
- ⑤ PARKING YANKEE SLOT 191
- ⑥ PARKING UNIFORM
- ⑦ PARKING VICTOR
- ⑧ PARKING PAPA SLOT 190

For detailed information on parking see AIRCRAFT PARKING AND DOCKING AREAS CHARTS

24°
13'

054°32'

ARP
24°14.900' N
54°32.862' E

ELEV
52 [ft]
16 [m]

ELEV 52

RWY	PCN	TORA	ASDA	TODA	LDA	ALS	PAPI	TDZE		THR PSN
13L	35 R/B/W/T	12000				ALSF1		52	24°15.483'N 054°32.000'E	
13R						ALSF1	2.75°	52	24°14.450'N 054°32.200'E	
31L						ALSF1	2.75°	52	24°13.266'N 054°33.916'E	
31R						ALSF1		52	24°14.300'N 054°33.716'E	
TOWER		RADAR	PAR	GROUND		ATIS	TACAN	ILS RWY31R		ILS RWY13R
126.20 (126.50 AI)		127.10	126.30	126.10		126.40	MA 96X	109.10		111.10
		RWY	CAT	MINIMA						
				MINIMA ACCORDING TO PANS OPS						

CHANGE: TWR AT FREQ

MIL-AIS-ATC Newenbrook 15 MAY 2021

AERODROME CHART

AL DHAFRA (OMAM)

AL DAHFA SALIDA IFR NOLSO.

15

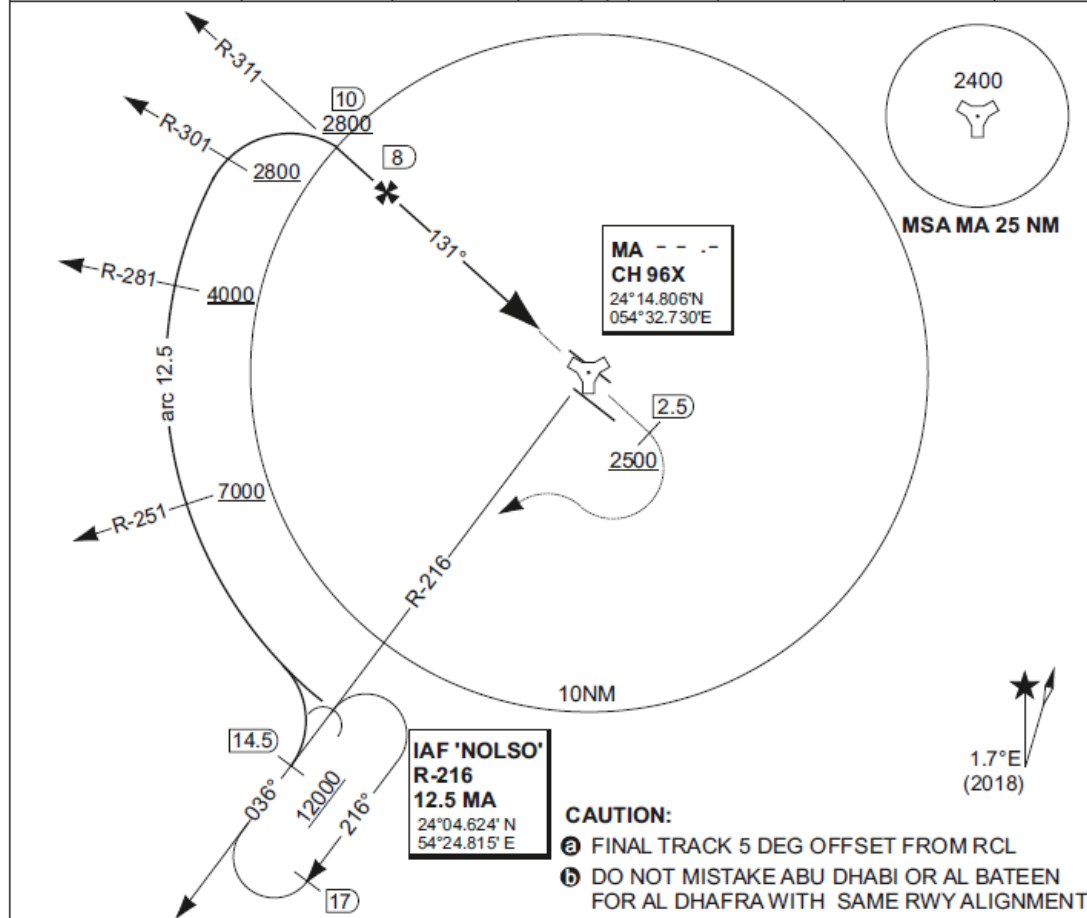
PANS-OPS

INSTRUMENT APPROACH CHART

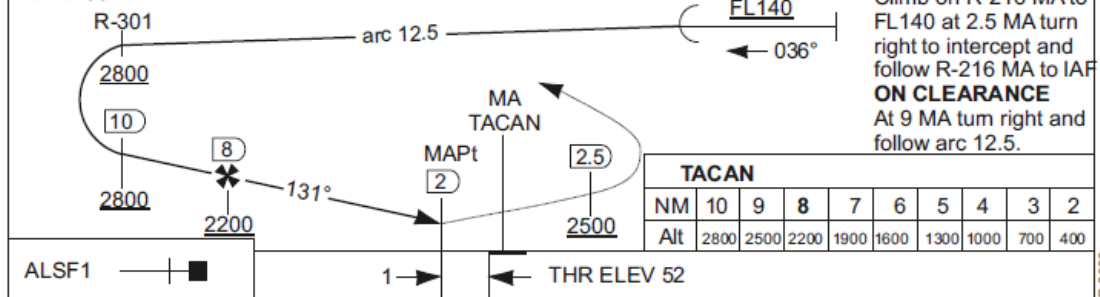
AD ELEV 52

HI-TACAN RWY 13L
AL DHAFRA (OMAM)

RADAR 127.10	AL DHAFRA ATIS 126.40	AL DHAFRA TWR (126.50 250.450) 126.20		AL DHAFRA GND 126.10		AL DHAFRA PAR 126.30	
TACAN MA CH96X	APP COURSE 131°	FAF ALT 2200	Descend GR 5.2%(3°)	MDA 400	TDZE 52	ALS-Length 900 M	LDA 12000



TA 13000
TL FL150



CATEGORY	A	B	C	D	E
TACAN 13L	400-1.2 348(348-1.2/1.6)				
CIRCLING	600 (548)				

TACAN RWY 13L

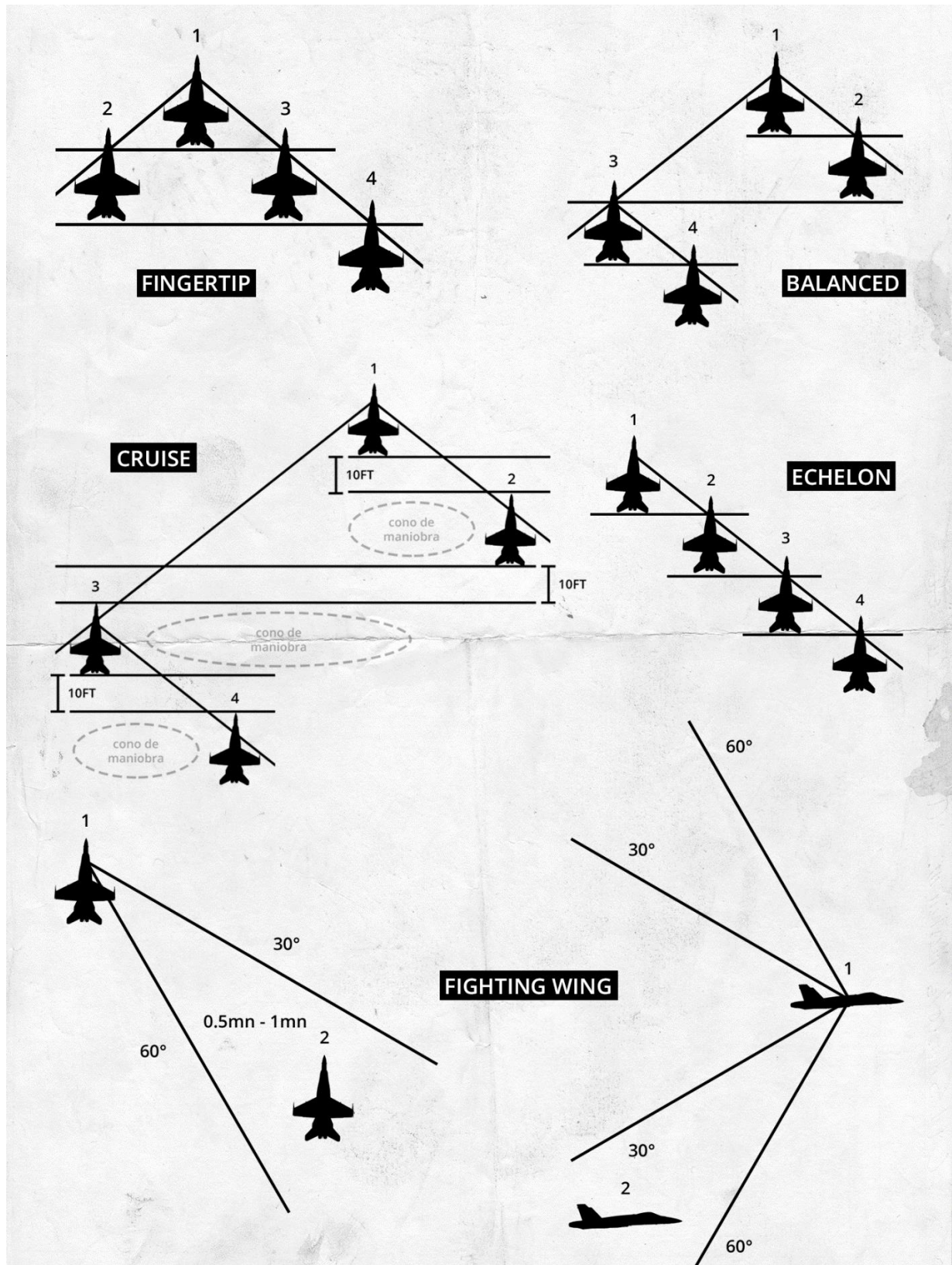
24°14.900' N 54°32.862' E

AL DHAFRA (OMAM)

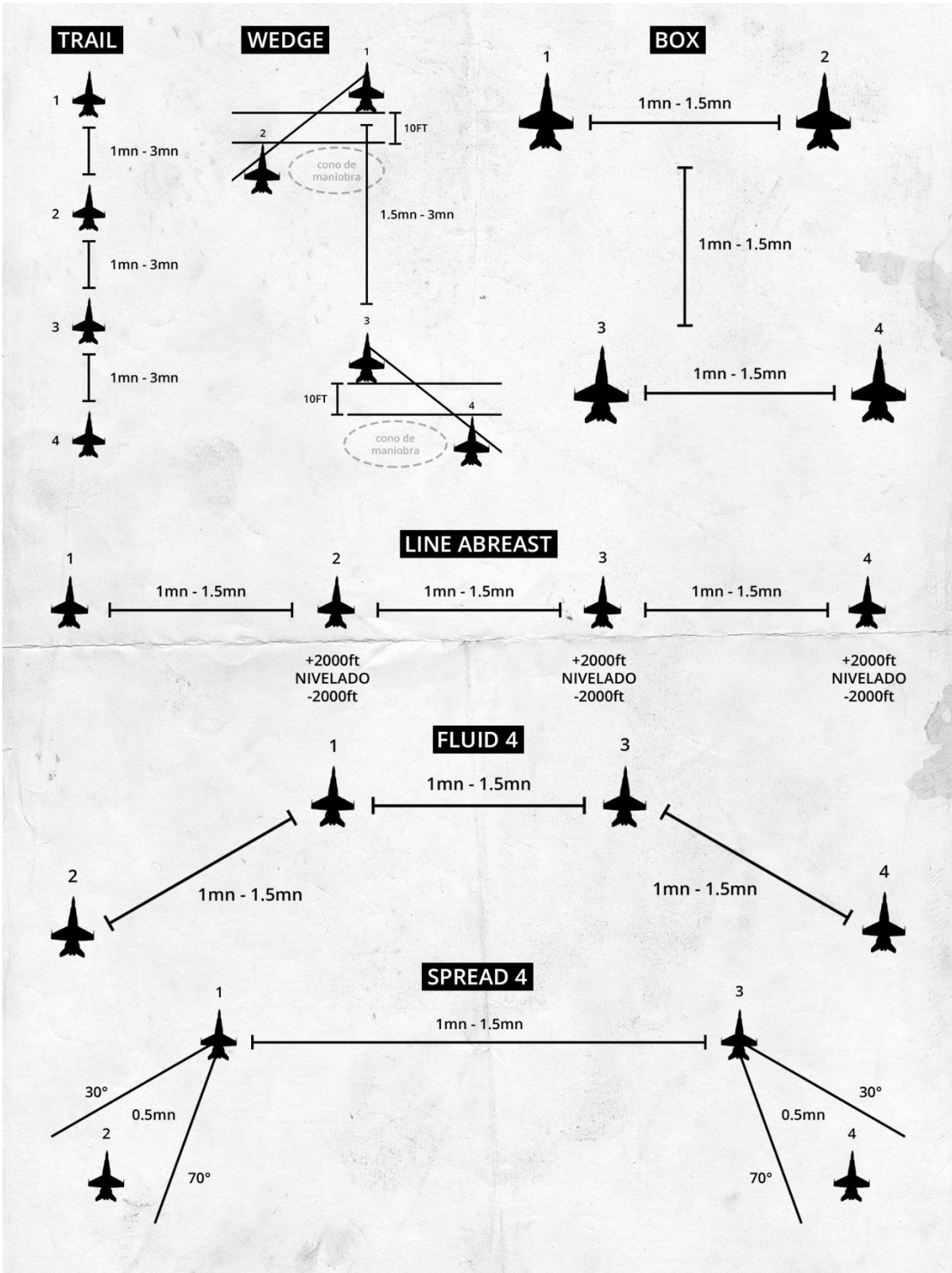
CHANGE: IAF ALTITUDE

MIL AIS ATC Neuenbrook 16 APR 2022

FORMACIONES CERRADAS



FORMACIONES ABIERTAS




VRF APPROACH OVER X-JUNCTION

12

132 VW
VISUAL OPERATION CHART

VAD JET 2 EAST
AL DHAFRA(OMAM)

AD ELEV 52	ARP 24°14.900' N 54°32.862' E	VAR 1.5 E (2020)		 4 NM
AL DHAFRA TOWER 126.20 (126.50 AI 251.10 AI)	AL DHAFRA APPROACH 127.10	AL DHAFRA ATIS 126.40	TACAN MA CH96X	



ALL DEPARTURES

Climb on Runway heading (126°) to reach 2000 ft by RACETRACK then

LUGAL-1 DEPARTURE

L turn to LAKE (hdg 058°).
Cross LAKE at or above 6000ft.

LUGAL-2 DEPARTURE

L turn to X-JUNCTION (hdg 058°).
Cross X-JUNCTION at or above 6000ft.

LUGAL-3 DEPARTURE

L turn to VILLAGE (hdg 094°).
Cross VILLAGE at or above 6000ft.

LUGAL-4 DEPARTURE

R turn to SANDOY (hdg 154°).
Cross SANDOY at or above 6000ft.

LAMANE-1 RECOVERY

Cross LAKE between 5000ft and 3000ft and descend to 1500ft by RACETRACK. Depart RACETRACK to intercept final.

LAMANE-2 RECOVERY

Cross X-JUNCTION between 5000 and 3000FT and descend to 1500 ft by RACETRACK. Depart RACETRACK to intercept final.

LAMANE-3 RECOVERY

Cross VILLAGE between 5000ft and 3000 ft and descend to 1500 ft by RACETRACK. Depart RACETRACK to intercept final.

LAMANE-4 RECOVERY

Cross SANDOY between 5000ft and 3000 ft and descend to 1500 ft by RACETRACK. Depart RACETRACK to intercept final.

Landing pattern procedures:

RWY 13R/31L South pattern 1500 ft AGL for FWA, 500 ft AGL for RWA or by ATC instructions.

RWY 13L/31R North pattern 1500 ft AGL for FWA, 500 ft AGL for RWA or by ATC instructions.

Landing intentions shall be stated latest 2 minutes prior reaching entry CRP

SPEED LIMIT DURING RECOVERY 350 KIAS

CHANGE: NEW

VAD JET 2 EAST

AL DHAFRA(OMAM)

132 Visual Wind 16 APR 2022

13

VISUAL OPERATION CHART

**VAD JET REPORTING POINTS LOCATIONS
AL DHAFRA(OMAM)**

VAD JET REPORTING POINT LOCATIONS:

RWY	PCN	TORA	ASDA	TODA	LDA	ALS	PAPI	TDZE	THR PSN
13L	35 R/B/W/T	12000				ALSf1		52	24°15.483'N 054°32.000'E
13R						ALSf1	2.75°	52	24°14.450'N 054°32.200'E
31L						ALSf1	2.75°	52	24°13.266'N 054°33.916'E
31R						ALSf1		52	24°14.300'N 054°33.716'E

AL DHAFRA(OMAM)

CHANGE: NEW

32 Virtual Wing 16 APR 2022

GUIA DE OVERHEAD BREAK

