TVM20A & TVM20B
KNYL - 14:02
KNJK - 14:33
KNJK - 14:55
KNYL - 15:22
C17A GLOBEMASTER (NHC17P)

These 2 flights are both the same, just reversed. This is a Cargo flight only. Not a PAX flight. Any substitution of airframes of course in this division are not allowed. This is in the Phase 1 Operations Manual.

You will usually see on another note, flights like this one with the # 20A and 20B, if the number 20 has a preceeding letter to it, then the same exact airports are being used for this mission. for example; TVM20A & TVM20B 2 of the same routes, same airframe, but 20B is just reversed. So if we are using the following, TVM20C & TVM20D, Same airport with a reversed return trip, but, the same airframe.

This is done for many reasons as we get down the line things are going to get busy and complicated especially when we engage our Training missions such as Air to Air combat, Air to Ground, and Escort and/or Search and rescue. Bottom line, pay attention to the route numbers here.

TVM20 *.* (pertaining letters) through TVM25 *.* (pertaining letters), are the training packets only as a rule. There are and if not, will be a mixed variety of different Airframes here, some of which you will need to be Qualified on. No Exceptions. We will be forwarding the List of Qualifications List shortly to all Enlisted personal. At this moment, there are only 2 Airframes that require qualifications on, the F14 Tomcat and the F18-C/D/E models. At the moment the E2 Hawkeye does not require Qualifications, but this will soon change obviously when our Carrier OPS are Activated.

Mission Statement::

The Base Commander, and all involved Administration Officers will be watching and documenting your Landing Rates first and foremost. Your Airspeed on landing, where you placed your Aircraft on the threshold on landing, and the distance it took you to come to a complete stop. All of which are the start of training for Carrier OPS. As previously mentioned, any routes/missions with the Numbers 20-25 are a free flight training mission packet/s. This gives you the oppurtunity to hone in your Pilot Skills and/or just keep you and your airframes up to date at a consistent level of course.

On the following pages are your Airport Charts for this mission. As previously mentioned in your Operations Manual, and per examples there, all airport charts will be included in all packets. Along with any information required per mission packet. Our recommendation is you use these Mission Packet Series for keeping you and your airframe in constant Check at all times, this is what they are designed for and are used for.

(next page)

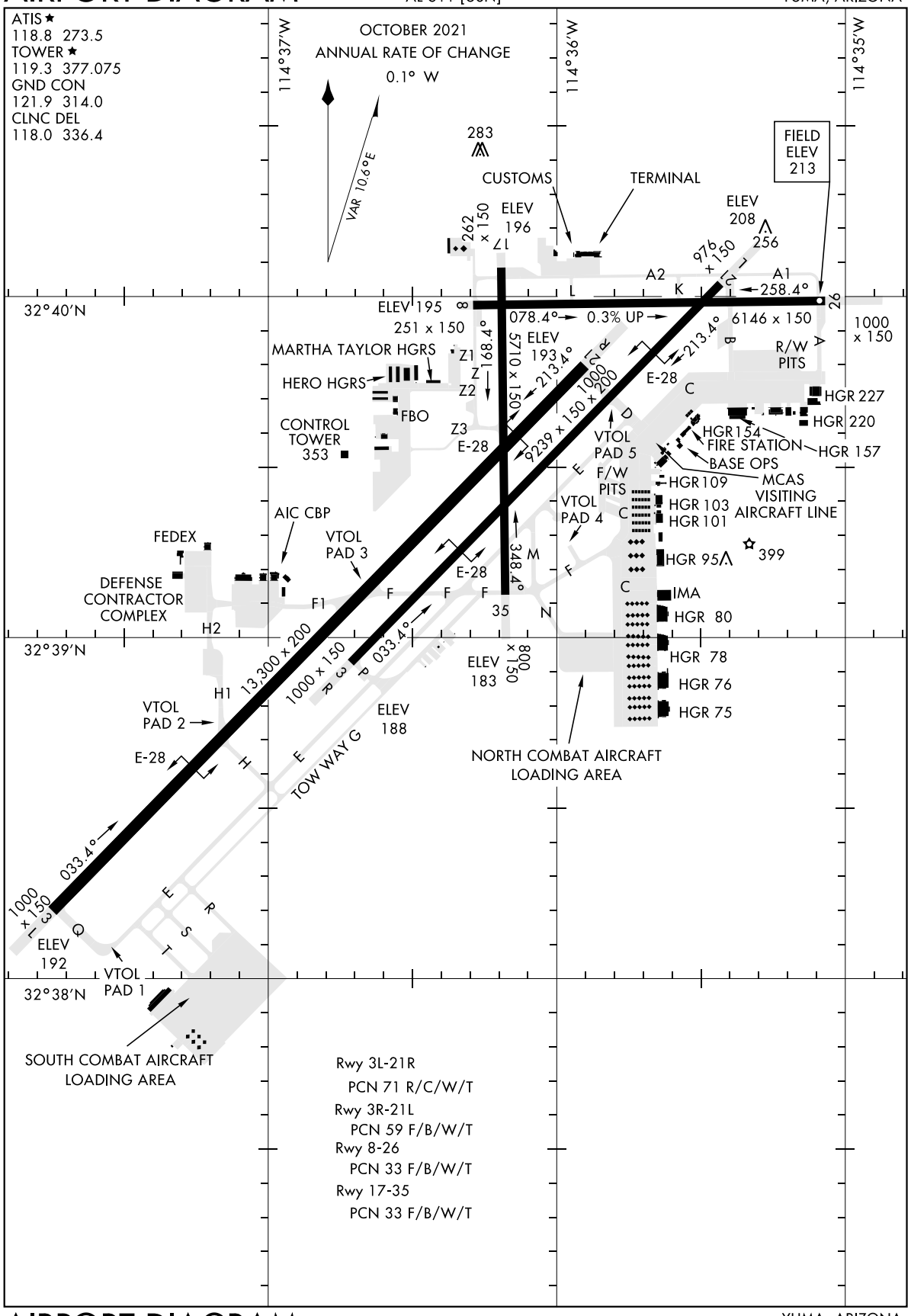
KYNL

AIRPORT DIAGRAM

YUMA MCAS/YUMA INTL (KNYL)

AL-511 [USN]

YUMA, ARIZONA



SW-4, 25 JAN 2024 to 22 FEB 2024

SW-4, 25 JAN 2024 to 22 FEB 2024

AIRPORT DIAGRAM

YUMA, ARIZONA

YUMA MCAS/YUMA INTL (KNYL)

CARGO ONE DEPARTURE (CARGO1•CARGO)

YUMA MCAS/YUMA INTL (KNYL)

YUMA, ARIZONA

ATIS★
118.8 273.5
CLNC DEL
118.0 336.4
GND CON
121.9 314.0
YUMA TOWER★
119.3 377.075
YUMA DEP CON
125.55 282.325

AL-511 [USN]

Rwy	Knots	60	120	180	240	300	360
3L/R	V/V(fpm)	225	450	675	900	1125	1350
26	V/V(fpm)	210	420	630	840	1050	1260
35	V/V(fpm)	241	482	723	964	1205	1446

ATC Climb Rate to 3600

BLYTHE
117.4 BLH
Chan 121
L-4-5, H-4

This departure will be filed/assigned for aircraft not carrying external ordnance when RADAR services are not available.

Rwy 8: Do not exceed 270 KIAS until 1000
Rwy 35: Cross BZA VORTAC at or below 14,000
Max 300 KIAS until SALUD

PALVO
15
QURTT
24
355° (11)
CARGO
2217
20
R-175
304°
CANAT
11
9
R-304
BARD
116.8 BZA
Chan 115
L-5, H-4
26
PABST
IMPERIAL
115.9 IPL
Chan 106
L-4, H-4
230°
R-050
OGILL
17
105°
SALUD
3600
R-285
Do not overfly Rolle School BZA R-175/5.4 DME
UNITED STATES
MEXICO
800
1000
800
1000
R-2301W

NOTE: Chart not to scale

(Continued on next page)

CARGO ONE DEPARTURE (CARGO1•CARGO)

YUMA, ARIZONA

YUMA MCAS/YUMA INTL (KNYL)

SW-4, 25 JAN 2024 to 22 FEB 2024

SW-4, 25 JAN 2024 to 22 FEB 2024

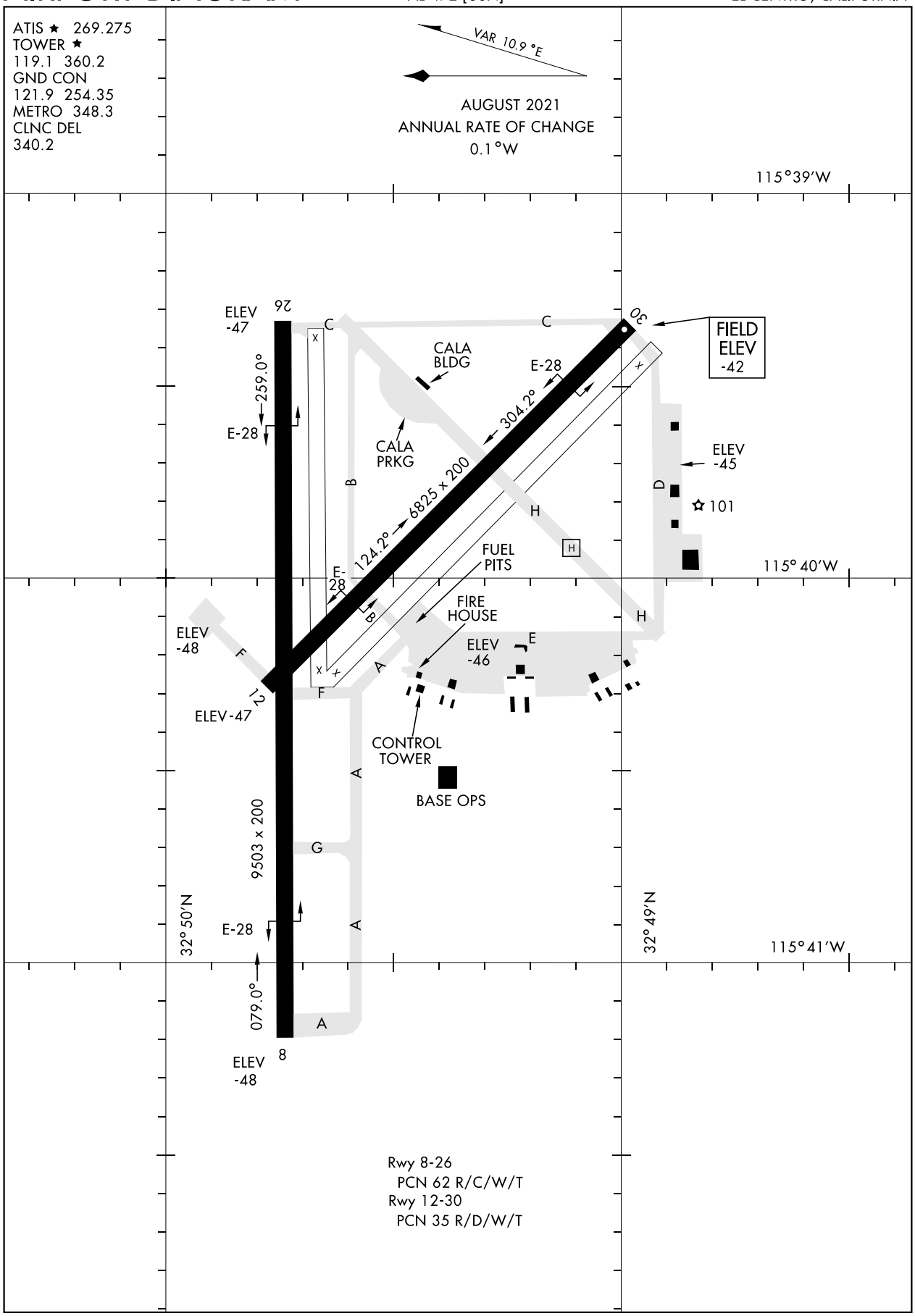
KNJK

AIRPORT DIAGRAM

EL CENTRO NAF (VRACIU FLD) (KNJK)

AL-472 [USN]

EL CENTRO, CALIFORNIA



SW-3, 25 JAN 2024 to 22 FEB 2024

SW-3, 25 JAN 2024 to 22 FEB 2024

AIRPORT DIAGRAM

EL CENTRO, CALIFORNIA

EL CENTRO NAF (VRACIU FLD) (KNJK)

EL CENTRO, CALIFORNIA

RNAV (GPS) RWY 26

EL CENTRO NAF (VRACIU FLD) (KNJK)

WAAS	APCH CRS	Rwy Idg 9503
CH 95990 W26A	259°	TDZE -46
		Arpt Elev -42

AL-472 [USN]

RNP APCH

Circling to Rwy 30 NA at night.
When tower closed, increase visibility to 1 mile.

MISSED APPROACH: Climb to 500, then climbing left turn to 2300 direct BEENY and hold.

ATIS ★	LOS ANGELES CENTER	TOWER ★	GND CON	CLNC DEL
269.275	128.6 291.7	119.1 360.2	121.9 254.35	340.2

Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV system LNAV/VNAV NA below -14° C (7°F) or above 54°C (129°F)

CAUTION: Extensive civil aircraft operations at Imperial County airport.

R-2510

(FAF) CUNSA

BAGSE 1700

RW26

1100

259°

(5)

138

39

IMPERIAL COUNTY

294

1700

296°

(7.6)

4 NM

077°

230K

352

257°

4000

2300

HOLD

(IAF/IF) BEENY

2300

077°

(7)

CAUTION: Missed approach max 250 KIAS until 500.

IMPERIAL
115.9 IPL
Chan 106

UNITED STATES

MEXICO

CAUTION:
Do not overfly the US-Mexican border.

2526

MSA RW26 25 NM

6700

EMERG SAFE ALT 100 NM 17,000

500 2300 BEENY

BEENY 4 NM Holding Pattern

077° 4000 2300

257° 2300

BAGSE

296°

1700

CUNSA

259°

1100

0.9 NM to RW26

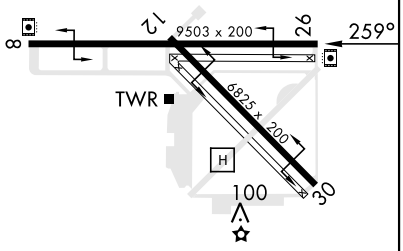
RW26

3.4 NM

GP 3.00°
TCH 55

ELEV -42

TDZE -46



CATEGORY	A	B	C	D
LPV DA	206-¾	252	(300-¾)	
LNAV/VNAV DA	204-¾	250	(300-¾)	214-¾ 260 (300-¾)
LNAV MDA	300-1	346	(400-1)	
C CIRCLING	480-1	522	(600-1)	480-1½ 522 (600-1½) / 520-2 562 (600-2)

HIRL Rwys 8-26, 12-30

SW-3, 25 JAN 2024 to 22 FEB 2024

SW-3, 25 JAN 2024 to 22 FEB 2024