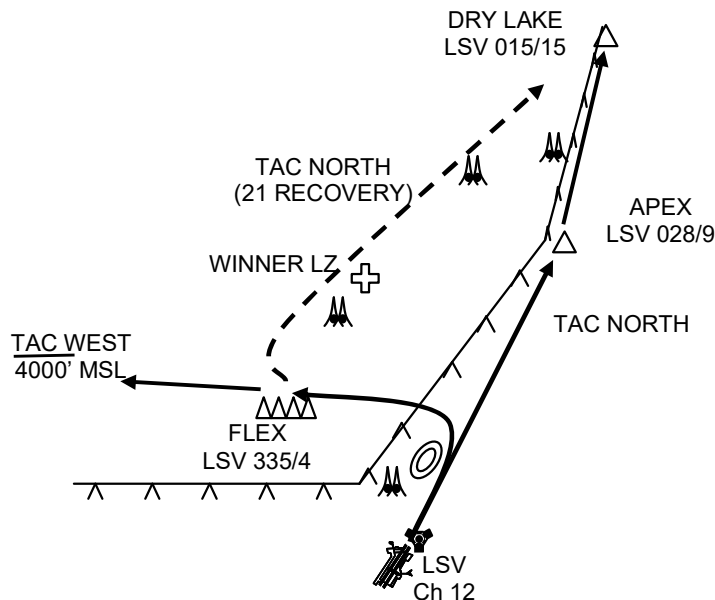


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BY
99 ABW/CC**

FIGURE 4.3. A-10 TACTICAL DEPARTURE (NOT FOR USE IN IMC).
FOR USE UNDER VMC ONLY
PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE



- Tac North / Tac West departures only flown during daylight from RWY 03
- Maintain local channel 4 until clear of Class B airspace
- 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 runway, proceed to FLEX then direct to Dry Lake. Report "FLEX" to inform ATC flight is clear of Class B airspace. Use caution for helicopter training NE of FLEX

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.

4.9. Range Entry and Exit. All aircrews must receive ATC clearance from Nellis Control prior to entering or exiting the NTTR. Graphical Range Restrictions (GRR) is the primary source for aircrew obtaining temporary flight restrictions and range-time information for missions on the Nevada Test and Training Range (<https://wwwmil.nellis.af.mil/units/range/targets/grr/frnReportDiff.aspx>).