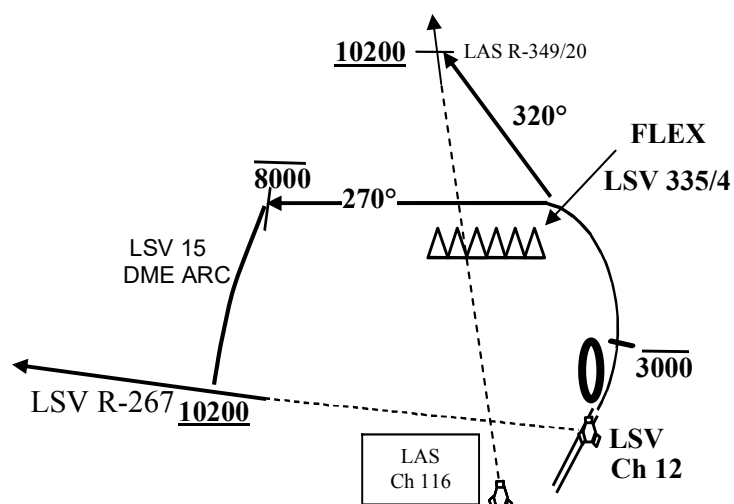


**CONTENT OF THIS PUBLICATION HAS BEEN APPROVED  
BY  
99 ABW/CC**

**FIGURE 4.2. FLEX TURNOUT (NOT FOR USE IN IMC).**  
FOR USE UNDER VMC ONLY  
PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE

**Aircrew must request from Ground prior to taxi and be  
approved by Tower prior to take off**



- Used for RWY 3 departures regardless of active runway (i.e. opposite direction takeoffs, quick turnouts to deconflict with opposite direction landings, live, heavyweight, inert or rocket ordnance).
- May also be used for FYTTR ONE departures when RWY 3 is active
- Procedure is VFR to IFR. During VFR portion aircrews are responsible for terrain clearance. Class B VFR separation services will be provided as appropriate.
- **Request from Ground prior to taxi and approved by Tower prior to takeoff.**

**FYTTR ONE:**

- Remain below 3,000 feet MSL until north of Race Track.
- Turn left within 4 NM of Nellis direct FLEX.
- Fly north of FLEX and then heading 270°
- Intercept the LSV 15 DME arc at or below 8,000 feet MSL and arc south.
- Intercept the LSV R-267/15 at or above 10,200 feet MSL and track outbound. Aircrews are VFR until intercepting the LSV R-267 at or above 10,200' MSL.
- If unable to comply with restrictions, maintain VFR and advise approach.

**DREAM TWO:**

- Remain below 3,000 feet MSL until north of Race Track, then left to heading 320°.
- Intercept the LAS R-349 (Ch 116) and comply with DREAM TWO restrictions. Aircrews are VFR until crossing the LAS R-349/20 at or above 10,200 feet MSL.
- If unable to comply with restrictions, maintain VFR and advise approach.
- ***All FLEX Turnouts to the DREAM will comply with RWY 21 DREAM TWO procedures (intercept LAS R-349 outbound) regardless of active runway.***