▽   NELLIS TRAFFIC PATTERN DESCRIPTION

OVERHEAD

1. RWY 03: Traffic entering from STRYK has priority over traffic entering from MINTT
2. RWY 21: Traffic entering from APEX has priority over traffic entering from FLEX or GASS PEAK
3. Fly initial to the inside runway (21R / 03L)
4. Initial is 300 KIAS or less, 3500' MSL, 3 resp. 5 NM. Overhead RWY break to the west.
   If given east break initial to 21L/03R

VFR STRAIGHT IN

1. RWY 03: Depart CRAIG and decent to be at 3000' MSL by Las Vegas Blvd.
   Do not descend below 3000' MSL until within 5 DME of LSV or 4NM of runway.
2. RWY 21: Depart APEX and descend to be at 3000' MSL by LSV 027/05 or 5NM final.
   If departing FLEX descend to be at 3000' MSL by i-15 and intercept 5 NM final.

FLEX REENTRY

1. Remain at or below 3000' MSL until turned out of traffic.
2. RWY 21: Comply with the initial part of Noise Abatement Procedures of expediting
   climb to 2,500 - 3,000 MSL then climbing right turn direct FLEX at 4,000 MSL.
   Turn to reenter initial and descend to 3,500 MSL. For straight-in, descend to be at
   3,000 MSL by I-15
3. RWY 03: Perform climbing left turn direct FLEX at 4,000 MSL.
   At FLEX turn Southwest to fly parallel with the runways.
   Passing Shadow Greek Golf Course, turn left to reenter initial.
   Remain east of Craig Ranch to deconflict with VGT Airport traffic.
   Maintain 4,000 MSL until Las Vegas Blvd. For a straight-in approach, do not descend
   below 3,000 MSL until 4 NM (5 DME of LSV) of the runway.

DUCK REENTRY

1. Perform a climbing left turn to between 4,000 and 4,400 MSL remaining North
   of Lake Mead Blvd.
2. Point towards the gap (between Frenchman Mountain and Sunrise Mountain).
3. Fly no further East than 3.5 DME of LSV TACAN to avoid conflict with
   McCarran Class B airspace.
4. Turn northbound to fly directly over the eastern part of the MSA then direct DUCK.
   Proceed west from DUCK to reenter initial, descending to 3,500 MSL.
   For a straight-in, descend to 3,000 MSL prior to turning final.

Note: Portions of DUCK re-entry leave/exit Class Bravo, aircraft authorized to re-enter on
published DUCK re-entry.

vJaBoG32**NTTR NAV CHART**

NELLIS TRAFFIC PATTERNS AND GO AROUND PROCEDURES