

PAR	RWY	CAT	MINIMA	ARP	ELEV	Scale 1:35'500
	21L	A B D E	2057 - 0.8 200 (200-0.8/1.6) GS 3°			
SRA	3R	A B D E	2057 - 0.8 200 (200-0.8/1.6) GS 3°	36° 14.060' N 115° 01.058' W	1857 [ft] 566 [m]	<div><div></div><div>030060090012001500 [m]</div></div> <div><div></div><div>010002000300040005000 [ft]</div></div>
	21R	A C D E	2257 - 1.2 350 (350-1.2/1.6)			
	3L	A C D E	2257 - 1.2 350 (350-1.2/1.6)			

RWY	TORA	TODA	ASDA	LDA	PSN THR	ALS
21L	10051 [ft] 3063 [m]	11051 [ft] 3368 [m]	11051 [ft] 3368 [m]	10051 [ft] 3063 [m]	36°14.043' N 115°01.018' W	
3R	10120 [ft] 3084 [m]	11120 [ft] 3398 [m]	11120 [ft] 3398 [m]	10120 [ft] 3084 [m]	36°13.029' N 115°02.038' W	

ATIS	NELLIS GROUND	NELLIS TOWER	NELLIS CONTROL	TACAN	ILS RWY 21L	NELLIS EAST	NELLIS WEST
270.100 MHz	275.800 121.800	327.000 132.55	317.525	LSV 12X	109.10 Mhz	384.400	385.000



RE-ENTRIES
REMAIN WITHIN 5 DME

4000'

FLEX EAST

LSV 337/5



ENTERING INITIAL 5NM

3500' OVERHEAD

3000' VFR STRAIGHT-IN

INTERSTATE 15

DUCK ✕

LSV 52/7.5

Craig Ranch



RECTANGULAR

3000'

MSA

STRT @ 4NM

3000'

SUNRISE MT

4400'

4000'

LAS VEGAS BLVD →

3NM
INITIAL

GAP

LAKE MEAD BLVD

FRENCHMAN MT

NELLIS BLVD →

LAS VEGAS / NELLIS
APPROACH BOUNDARY

▼ NOTE: FIND NELLIS TRAFFIC PATTERNS DESCRIPTION ON CHART 2/2



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.

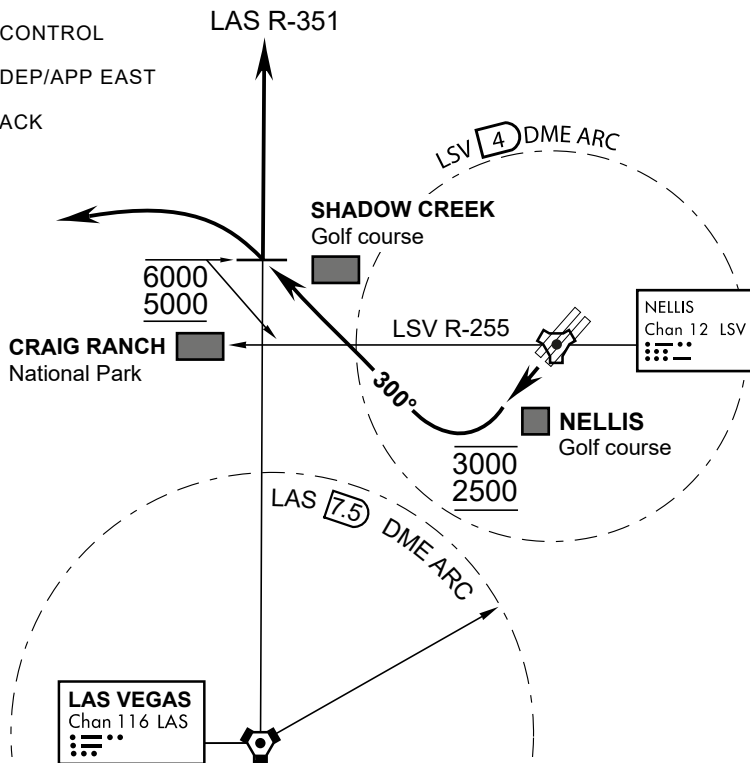


NOISE ABATEMENT RWY 21L/R DEPARTURE

NELLIS AFB (KLSV)

LAS VEGAS, NEVADA

ATIS
 270.100
 NELLIS GROUND
 275.800
 NELLIS TOWER
 327.000
 NELLIS CONTROL
 317.525
 NELLIS DEP/APP EAST
 384.400
 BLACKJACK
 377.800



NOISE ABATEMENT PROCEDURES (RWY 21)

- Maintain runway heading; expedite climb to 2,500-3,000' MSL.
- Unless flight manual directs otherwise fighter aircraft will terminate afterburner NLT 300 KTS (360 KTS for B-1B aircraft) or abeam the southwest end of the golf course, whichever occurs last.
- Abeam the southwest end of the golf course, initiate 60° banked right turn (safety of flight permitting) to 300° to avoid populated areas and fly between Shadow Creek and Craig Ranch Golf courses.
- Depending on the NAVAID for the departure to be flown, cross the LSV R-255 or LAS R-351 westbound between 5,000-6,000' MSL.
- Aircraft will intercept the LAS R-351 outbound NLT 12 DME.
- Aircraft shall remain within 4.0 DME of LSV until westbound and will not penetrate the LAS 7.5 DME

NOTE: Flight leads must not delay their turn nor will wingmen drop low or turn out early to expedite join-up.

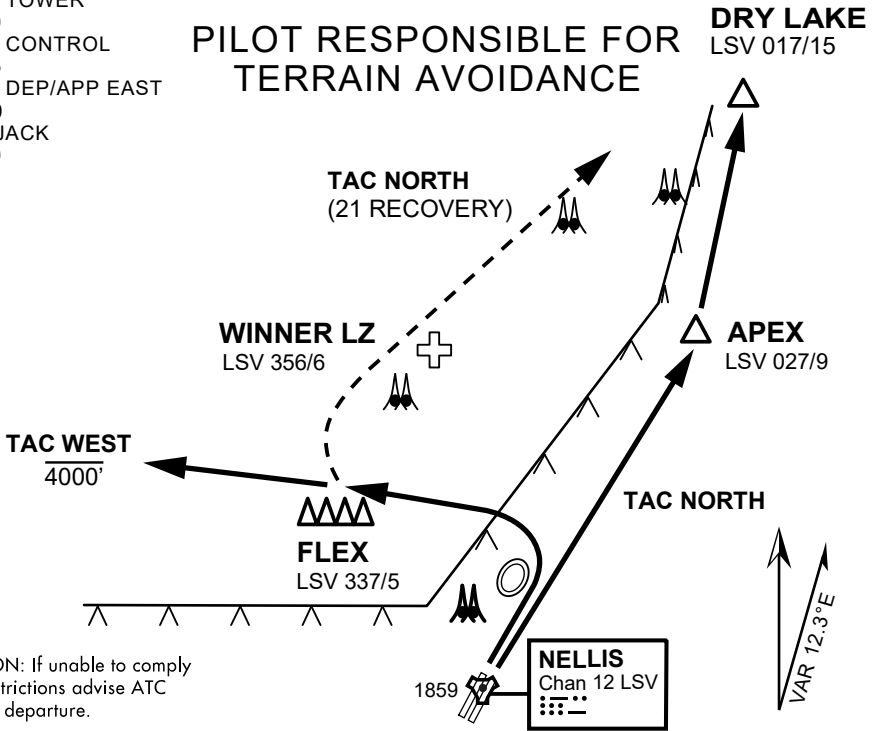
- Aircraft unable to comply with Noise Abatement procedures will advise ATC prior to departure.
- If clearance is in conflict with Noise Abatement procedures, query Ground control.

NELLISAFBI11-250 Noise Abatement RWY 21L/R Departure.

ATIS
 270.100
 NELLIS GROUND
 275.800
 NELLIS TOWER
 327.000
 NELLIS CONTROL
 317.525
 NELLIS DEP/APP EAST
 384.400
 BLACKJACK
 377.800

VMC ONLY

PILOT RESPONSIBLE FOR TERRAIN AVOIDANCE



DEPARTURE ROUTE DESCRIPTION

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

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.

ATIS
270.100
NELLIS GROUND
275.800
NELLIS TOWER
327.000
NELLIS CONTROL
317.525
NELLIS DEP/APP EAST
384.400
BLACKJACK
377.800

DREAM
N3710.34
W11459.53

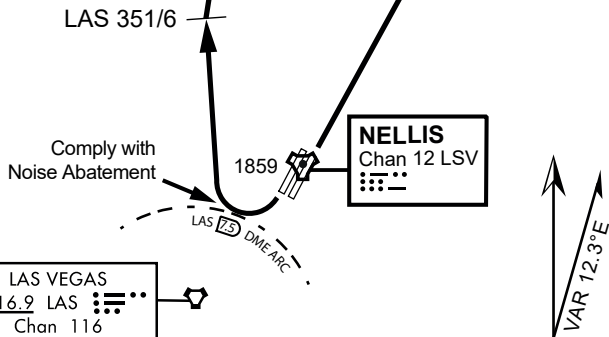
MINTT
LAS 351/38

JUNNO
BLD 346/44
Chan 114

VMC ONLY

PILOT RESPONSIBLE FOR TERRAIN AVOIDANCE

CAUTION: If unable to comply
with restrictions advise ATC
prior to departure.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R

- Remain below 3000' MSI until departure end of runway.
- Request VFR cruising altitude on departure, maintain VFR during climb.
- Fly DREAM FOUR ground track to DREAM, proceed VFR to scheduled airspace.

TAKE-OFF RWY 21 L/R

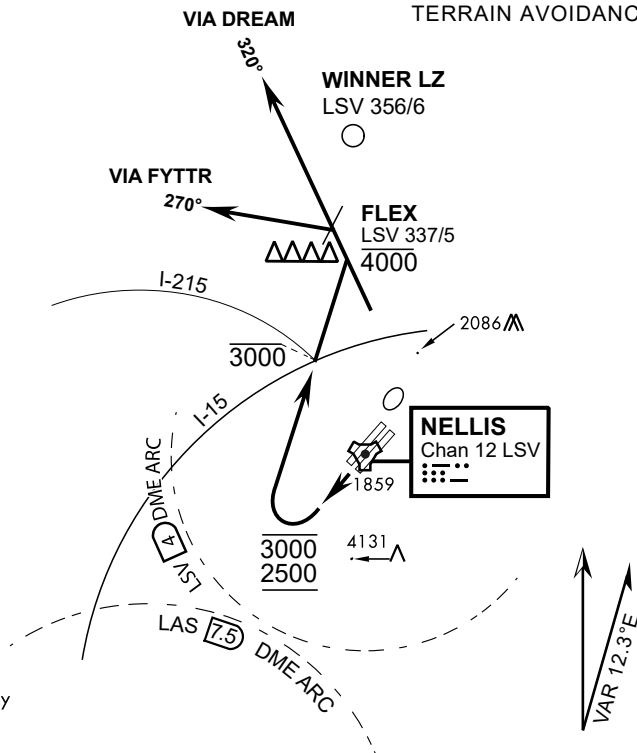
- Follow Noise Abatement procedures
- Request VFR cruising altitude on departure, maintain VFR during climb.
- Fly DREAM FOUR ground track to DREAM, proceed VFR to scheduled airspace.

DREAM LOW DEPARTURE (AFBI)

ATIS
 270.100
 NELLIS GROUND
 275.800
 NELLIS TOWER
 327.000
 NELLIS CONTROL
 317.525
 NELLIS DEP/APP EAST
 384.400
 BLACKJACK
 377.800

VMC ONLY

PILOT RESPONSIBLE FOR
TERRAIN AVOIDANCE



▼ USED ONLY WHEN INITIATED BY ATC TO EXPEDITE DEPARTURE

TAKEOFF RWY 21L/R

- Aircraft filed on FYTTR DP or DREAM DP and RWY 21 is active
- ATC requests RWY 21 FLEX Departure and pilot concurs
- Remain at or below 3000' MSL until North of the intersection of I-15 and I-215
- Comply with initial portion of Noise Abatement Procedure of expediting climb to 2500' - 3000' MSL then climbing right turn direct FLEX (eastern most triangle — LSV 337/5)
- Cross FLEX at or below 4000' MSL then comply with remaining FYTTR/DREAM FLEX Turnout.

NAVAID OUT FLEX TURNOUT

- Aircrews/ATC may request/issue a NAVAID Out FLEX Turnout. If approved, comply with above except depart FLEX heading 270° (FYTTR Departure) or 351° (DREAM Departure) and expect radar vectors to DREAM.
- Aircrews are VFR until at or above 10,200' MSL.
- Not available when both Nellis TACAN and Las Vegas VORTAC are OTS.

FLEX TURNOUT DEPARTURE AND TRANSITIONS (FLEX KLSV)

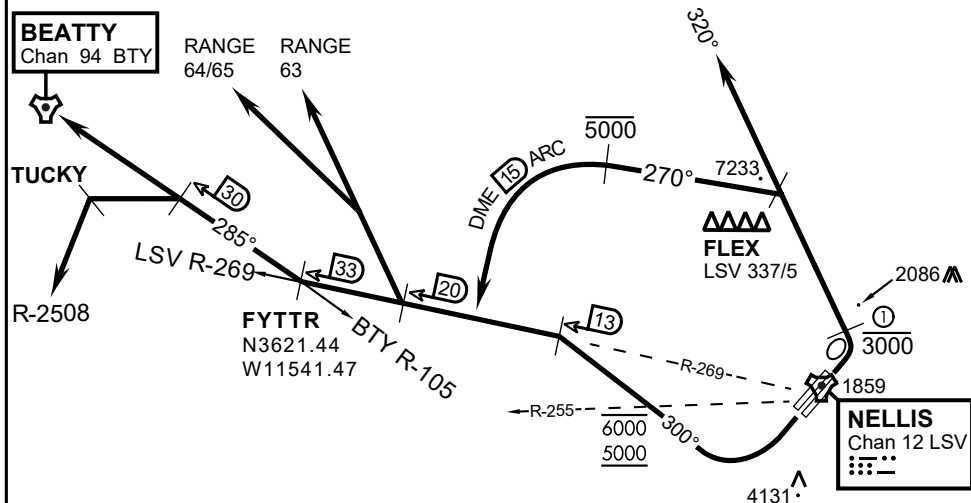
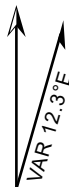
ATIS
 270.100
 NELLIS GROUND
 275.800
 NELLIS TOWER
 327.000
 NELLIS CONTROL
 317.525
 NELLIS DEP/APP EAST
 384.400
 BLACKJACK
 377.800

CAUTION: If unable to comply
with restrictions advise ATC
prior to departure.

VMC ONLY

PILOT RESPONSIBLE FOR TERRAIN AVOIDANCE

① 4 NM from RWY 3L/R



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L/R:

- Remain below 3,000' MSL until north of Race Track and turned westbound.
- Turn left within 4NM of Nellis direct FLEX. Fly north of FLEX and turn left heading 270°.
- Intercept LSV 15 DME ARC at or below 5,000' MSL.
- ARC south, intercept LSV R-269 outbound. Maintain VFR.

TAKEOFF RWY 21L/21R:

- Follow Noise Abatement Procedures.
- Fly runway heading until past Golf Course, turn right heading 300°.
- Cross LSV R-255 between 5,000' and 6,000' , intercept and proceed outbound on the LSV R-269. Recommend climb to 8,500' MSL or appropriate VFR altitude for overflight of North Las Vegas Training Area. Fly routing for appr. mission/transition.

TRANSITIONS:

R-4806: Turn right at the LSV 269/20 direct to assigned ranges.

BEATTY: Turn right at FYTTR direct BTY via the BTY R-105

R-2508: Turn right at the FYTTR, intercept the BTY 105/30, direct TUCKY, then direct R-2508

FYTTR DEPARTURE AND TRANSITIONS (FYTTR LOW)

ATIS
270.100
NELLIS GROUND
275.800
NELLIS TOWER
327.000
NELLIS CONTROL
317.525
NELLIS DEP/APP EAST
384.400
BLACKJACK
377.800

DREAM
N3710.34
W11459.53

MINTT
LAS 351/38
17,000

Rwy	Knots	60	120	180	240	300	360
* 3 L (G)	V/Vl(fpm)	269	538	807	1076	1345	1614
* 3 R (G)	V/Vl(fpm)	245	490	735	980	1225	1470
† 3 L (C)	V/Vl(fpm)	498	996	1494	1992	2490	2988
† 3 R (C)	V/Vl(fpm)	496	992	1488	1984	2480	2976
* 21 L (G)	V/Vl(fpm)	389	778	1167	1556	1945	2334
* 21 R (G)	V/Vl(fpm)	395	790	1185	1580	1975	2370
† 21 L (C)	V/Vl(fpm)	453	906	1359	1812	2265	2718
† 21 R (C)	V/Vl(fpm)	457	914	1371	1828	2285	2742

* Minimum † ATC Climb Rate

- (G) to 3600
(B) to 3100
(C) to 17,000
(G) to 8500
- ** Lead DME:
ATALF - LSV 9.5
HEREM - LSV 8.8

- ① 12.24 NM from Rwy 21R
② 12.40 NM from Rwy 21L
③ 5.67 NM from Rwy 3L
④ 5.85 NM from Rwy 3R

NOT FOR CIVIL USE

CAUTION: If unable to comply with restrictions advise ATC prior to departure.

LAS VEGAS
116.9 LAS
Chan 116

NELLIS
Chan 12 LSV

BOULDER CITY
116.7 BLD
Chan 114

VAR 12.3°E

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L

- Fly runway heading to intercept the LSV TACAN R-028 then direct ATALF, intercept the BLD VORTAC R-346 then direct JUNNO, cross JUNNO at or above 17,000, then via assigned route.

TAKE-OFF RWY 3R

- Fly runway heading to intercept the LSV TACAN R-031 then direct HEREM, intercept the BLD VORTAC R-346 then direct JUNNO, cross JUNNO at or above 17,000, then via assigned route.

TAKE-OFF RWY 21L/R

- Turn right to intercept LAS VORTAC R-351 outbound. Remain North of LAS 7.5 DME turning Northbound. Intercept LAS R-351 between 5000 and 6000, do not proceed West of LAS R-351. Cross MINTT at or above 17,000, then via assigned route.

NOISE ABATMENT PROCEDURES: Fly acc. Nellis Noise Abatement instructions

FYTTR THREE DEPARTURE

NELLIS AFB (KLSV)

IFR CHART | VALID 2014 LAS VEGAS, NEVADA

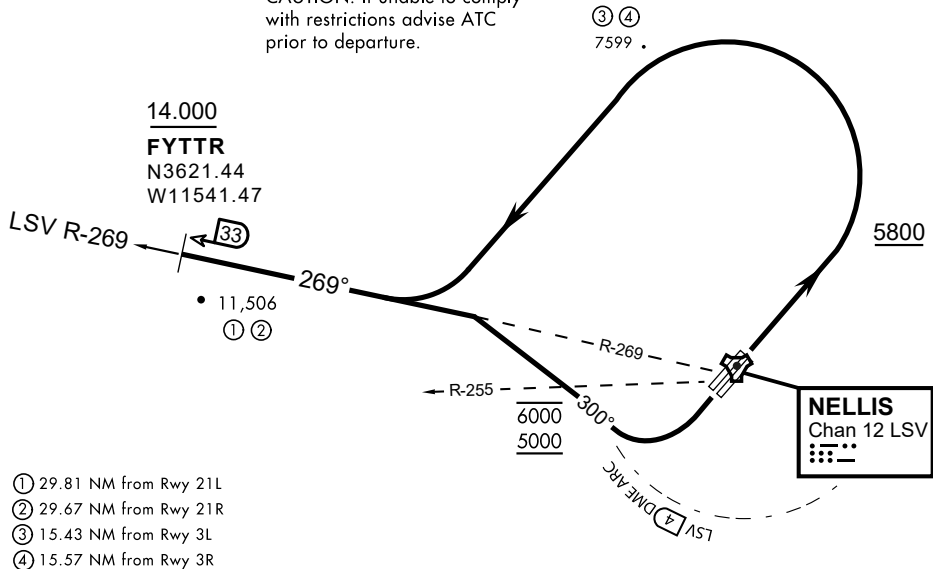
ATIS
270.100
NELLIS GROUND
275.800
NELLIS TOWER
327.000
NELLIS CONTROL
317.525
NELLIS DEP/APP EAST
384.400
BLACKJACK
377.800



Rwy	Knots	60	120	180	240	300	360
3L ①	V/V(fpm)	394	788	1182	1576	1970	2364
3R ②	V/V(fpm)	392	784	1176	1568	1960	2352
21L ③	V/V(fpm)	388	776	1164	1552	1940	2328
21R ④	V/V(fpm)	390	780	1170	1560	1950	2340

Minimum Climb Rate
① to 9300
② to 13 500

CAUTION: If unable to comply with restrictions advise ATC prior to departure.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L/R

- Fly runway heading until reaching 5,800'.
- Then climbing left turn to intercept LSV TACAN R-269 outbound.
- Cross FYTTR at or above 14,000' or as assigned, then via assigned route.

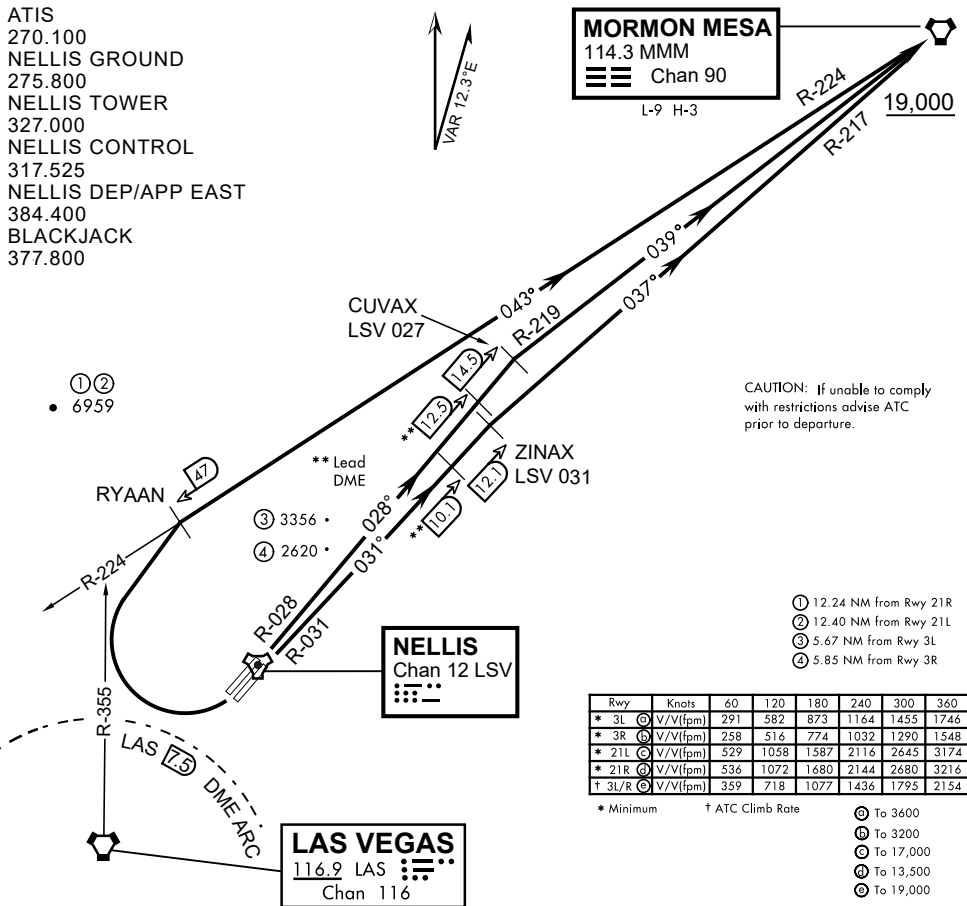
TAKEOFF RWY 21L/21R

- Turn right to intercept LSV TACAN R-269 outbound.
- Remain within LSV 4 DME until joining LSV R-269
- Cross R-255 between 5,000' and 6,000'.
- Cross FYTTR at or above 14,000' or as assigned, then via assigned route.

NOISE ABATEMENT PROCEDURES:

Fly according Nellis Noise Abatement instructions as published

ATIS
270.100
NELLIS GROUND
275.800
NELLIS TOWER
327.000
NELLIS CONTROL
317.525
NELLIS DEP/APP EAST
384.400
BLACKJACK
377.800



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L

- Fly runway heading to intercept the LSV TACAN R-027 then direct CUVAX, intercept the MMM VORTAC R-219 then direct MMM climbing to FL190 or as assigned, then via assigned route.

TAKE-OFF RWY 3R

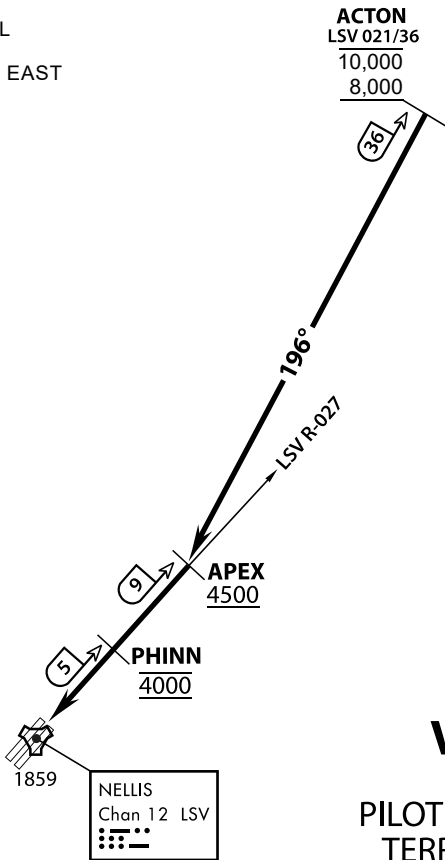
- Fly runway heading to intercept the LSV TACAN R-031 then direct ZINAX, intercept the MMM VORTAC R-217 then direct MMM, climbing to FL190 or as assigned, then via assigned route.

TAKE-OFF RWY 21L/R

- Turn right to intercept MMM VORTAC R-224 prior to MMM 47 DME, remain North of the LAS VORTAC 7.5 DME, remain East of LAS R-355, intercept MMM R-224 then direct MMM cross MMM at or above FL190, then via assigned route.

NOISE ABATMENT PROCEDURES: Fly acc. Nellis Noise Abatement instructions

ATIS
270.100
NELLIS GROUND
275.800
NELLIS TOWER
327.000
NELLIS CONTROL
317.525
NELLIS DEP/APP EAST
384.400
BLACKJACK
377.800



VMC ONLY

**PILOT RESPONSIBLE FOR
TERRAIN AVOIDANCE**

APPROACH ROUTE DESCRIPTION

Depart ACTON between 8,000 and 10,000 MSL heading 196° direct APEX

OVERHEAD

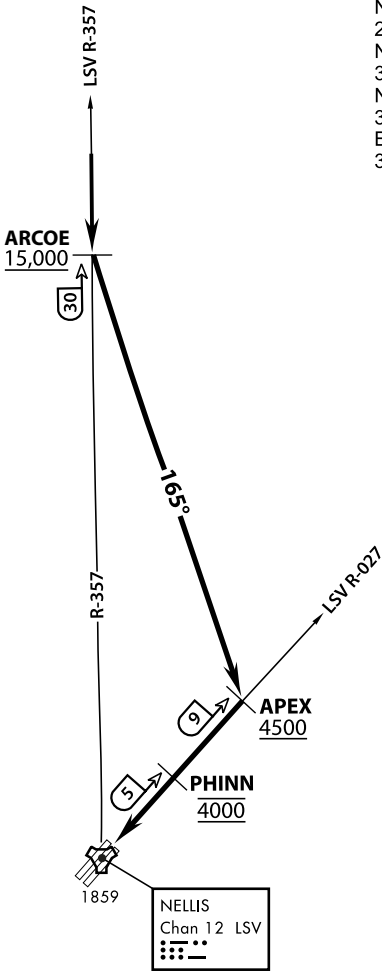
Cross APEX at or above 4,500 feet MSL, then direct Initial. Cross PHINN (LSV 027/5) at 4,000 feet MSL. Descend to 3,500 MSL for Initial.

VFR STRAIGHT IN RWY 21

Cross APEX at 4,000 feet MSL. Descend to be at 3,000 feet MSL at PHINN (LSV 027/5).

NOTE: If unable to maintain VMC, request IFR clearance for radar vectors to an instrument approach.

- ATIS
270.100
- NELLIS GROUND
275.800
- NELLIS TOWER
327.000
- NELLIS CONTROL
317.525
- BLACKJACK
377.800



VMC ONLY

PILOT RESPONSIBLE FOR
TERRAIN AVOIDANCE

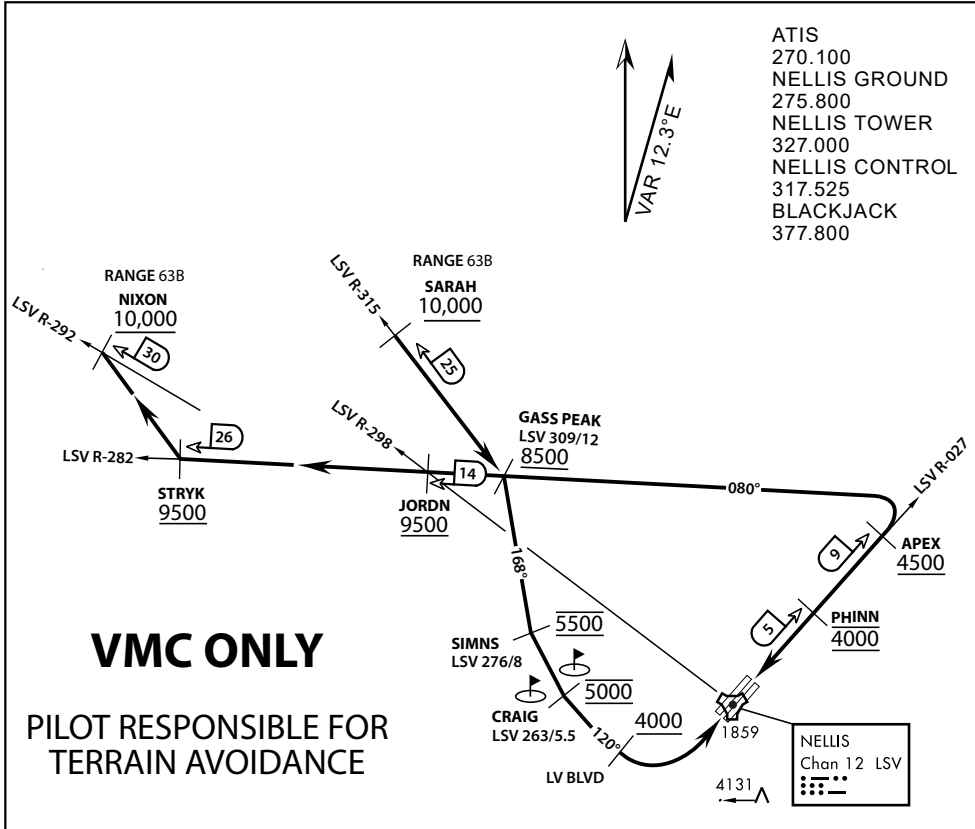
APPROACH ROUTE DESCRIPTION

OVERHEAD

Cross ARCOE at or above 15,000 MSL. Then heading 165° to APEX. Cross APEX at or above 4,500 MSL, report to tower. Cross PHINN (LSV 027/5) at 4,000 MSL then descend to 3,500 MSL for Initial

VFR STRAIGHT IN RWY 21

Cross APEX at 4,000 feet MSL. Descend to be at 3,000 feet MSL at PHINN (LSV 027/5).



APPROACH ROUTE DESCRIPTION

APPROACH RWY 3L/R

Cross STRYK at or above 9,500' MSL, proceed direct GASS PEAK. Cross JORDN at or above 9,500' MSL, cross GASS PEAK at or above 8,500' MSL. Proceed direct SIMNS and cross at 5,500' MSL. Cross Las Vegas Blvd at or above 4,000' MSL then to 3,500' MSL for initial. Remain within 4 DME of LSV on turn to final.

VFR STRAIGHT-IN RWY 3L/R

Depart CRAIG & descend to be at 3,000' MSL by Las Vegas Blvd. Do not descend below 3,000' MSL until within 5 DME of LSV or 4 NM of the runway on turn to final.

APPROACH RWY 21L/R

Cross STRYK at or above 9,500' MSL, proceed direct GASS PEAK. Cross JORDN at or above 9,500' MSL, cross GASS PEAK at or above 8,500' MSL. Cross APEX at or above 4,500' MSL then direct 5NM initial. Descend to cross PHINN at 4,000' MSL. Inside 5 NM, descend to 3,500' MSL.

VFR STRAIGHT-IN RWY 21L/R

Cross APEX at 4,000' MSL. Descend to be at 3,000' MSL at PHINN. Descend to 3,000' MSL at LSV 027/5.

RANGE 63B EXIT

SOUTH: Via NIXON at or above 10,000' MSL, then direct STRYK.

EAST: Via SARAH at or above 10,000' MSL, then direct GASS PEAK, comply with STRYK restrictions.