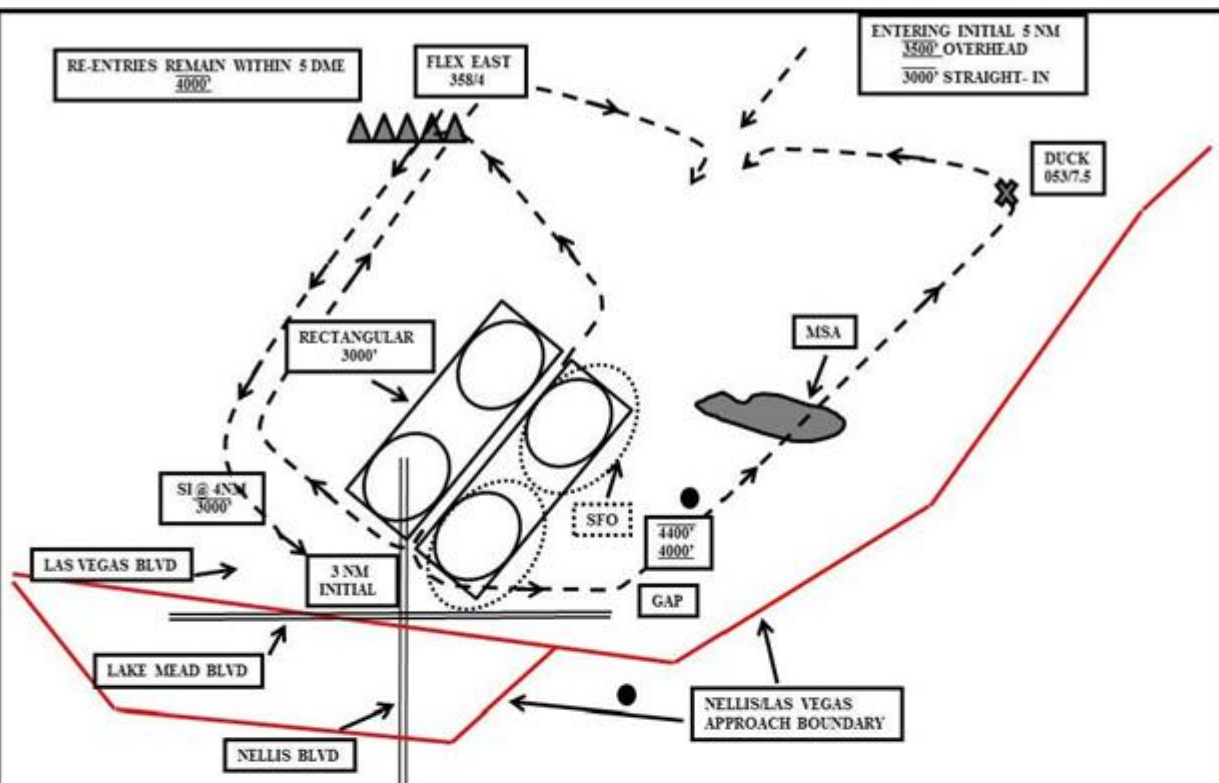


Figure 4.14. Nellis AFB Traffic Patterns.



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, 3-5 NM, break to the west. If given east break, fly initial to RWY 21L/03R.

VFR STRAIGHT IN

1. RWY 03: Depart CRAIG and descent to be at 3,000 MSL by Las Vegas Blvd. Do not descend below 3,000 MSL until within 5 DME of LSV or 4NM of runway.
2. RWY 21: Depart APEX and descend to be at 3,000 MSL by LSV 028/05 or 5NM final. If departing FLEX, descend to be at 3,000 MSL by I-15 and intercept 5NM 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 feet MSL then climbing right turn direct FLEX at 4,000 feet (eastern most triangles (LSV 358/4). Turn to reenter initial and descend to 3,500 feet. For a straight-in, descend to be at 3,000 feet by I-15.
3. RWY 03: Perform climbing left turn direct to FLEX at 4,000 feet MSL. At FLEX, turn Southwest to fly parallel with the runways. Passing Shadow Creek Golf Course, turn Left to reenter initial. Remain east of Craig Ranch to deconflict with VGT Airport traffic. Maintain 4,000 feet until Las Vegas Blvd. For a straight-in approach, do not descend below 3,000 feet 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 feet 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 re-enter initial, descending to 3,500 feet MSL. For a straight-in, descend to 3,000 feet 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.