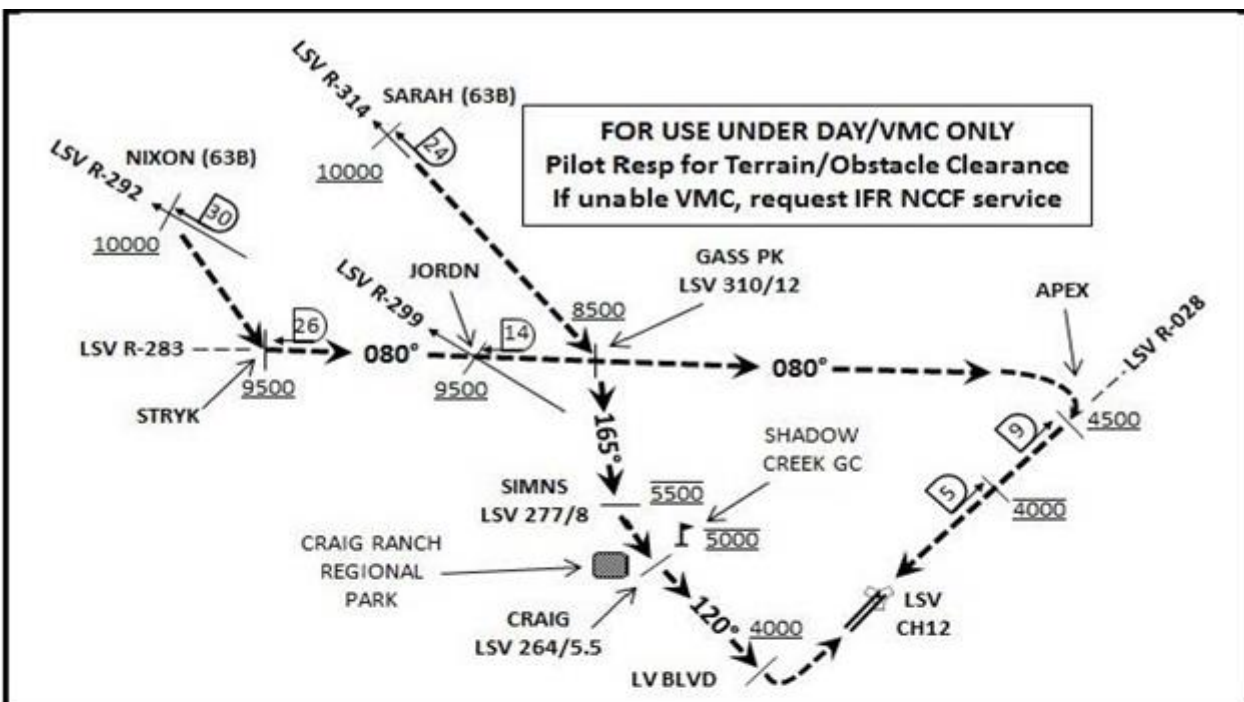


Figure 4.9. STRYK Recovery.



#### RWY 03:

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

#### VFR STRAIGHT-IN RWY 03:

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

#### RWY 21:

1. Cross STRYK at or above 9,500 feet MSL, proceed direct GASS PEAK, cross JORDN at 9,500 MSL.
2. Cross GASS PEAK at or above 8,500 feet MSL.
3. Cross APEX at or above 4,500 feet MSL then direct 5 NM initial. Contact tower.
4. Descend to cross LSV 028/5 at 4,000 feet MSL.
5. Inside 5 NM, descend to 3,500 feet MSL.

#### VFR STRAIGHT-IN RWY 21:

Cross APEX at 4,000 feet MSL. Descend to be at 3,000 feet MSL at LSV 028/5.

#### RANGE 63B EXIT (MUST REQ ON INITIAL CONTACT & APVD BY NELLIS ATC)

SOUTH EXIT: Via NIXON at or above 10000 MSL, then direct STRYK.

EAST EXIT: Via SARAH, then direct GASS Peak, comply with remaining restrictions

**NOTE:** A-10 aircrews may request on initial contact to recover below published altitudes via NIXON when WX prevents compliance with higher restrictions. If approved by ATC, aircrew is responsible for any NTTR airspace restrictions. Ground track remains mandatory to include CRAIG/APEX altitude crossing restrictions.