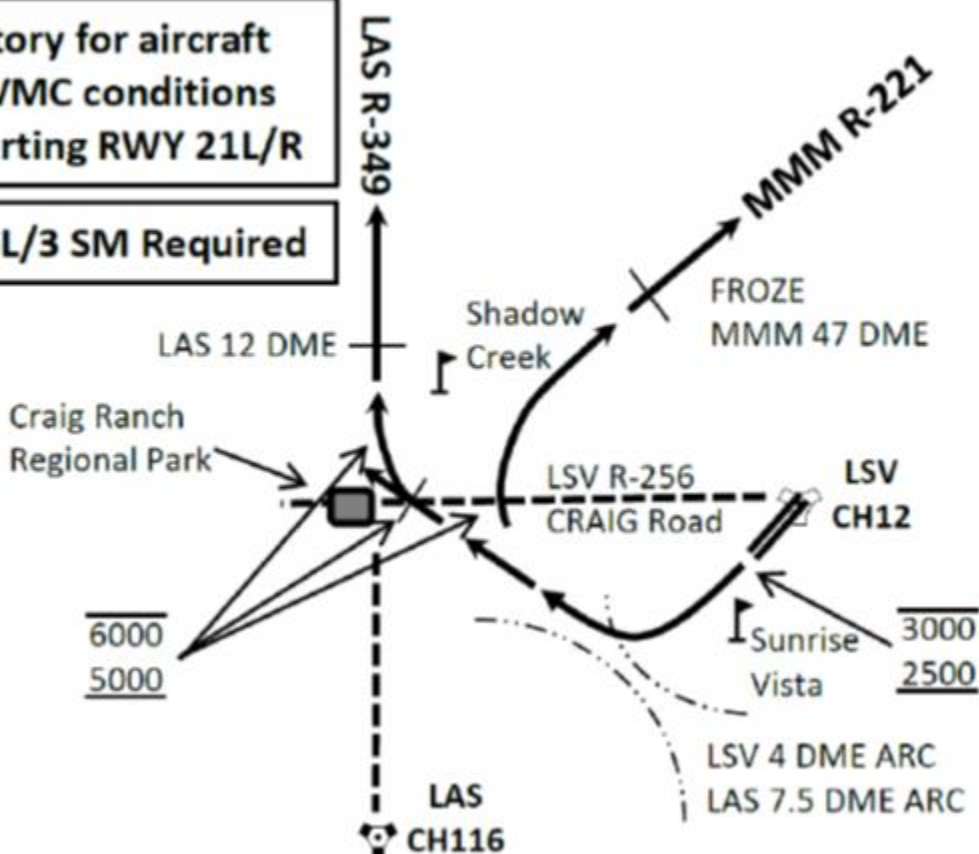


**Mandatory for aircraft  
during VMC conditions  
and departing RWY 21L/R**

**4,700' AGL/3 SM Required**



- VFR climb until established on a radial segment of FYTTR/DREAM Departure or when north of Craig Road when departing on MORMON MESA, radar vector or obstacle departure procedure
- If WX not available, comply w/ instrument departure procedure as published except noise abatement
- Climb at published climb gradient rates contained in FLIPS or as issued by ATC
- Remain within 4 DME of LSV TACAN/do not penetrate LAS VORTAC 7.5 DME ARC westbound
- Flight leads must not delay turn/wingman will not drop low/turn out early to expedite join up
- Aircraft unable to comply will advise ATC prior to departure and comply with AP/1A guidance

**TAKE-OFF RWY 21L/R:** Climb LAW flight manual to an altitude window of 2,500' and 3,000' MSL until turning out traffic abeam south end of Nellis golf course (portion of golf course on the southwest side of runways), unless flight manual directs otherwise, fighter aircraft will terminate afterburner NLT 300 KIAS (360 KIAS for B-1B aircraft) or abeam the south end of the Nellis golf course (southwest side) whichever occurs last, immediately start a 60° banked right turn (safety of flight permitting) abeam south end of Nellis golf course (southwest side) to 300° in order to avoid populated areas and fly between Shadow Creek and Craig Ranch Regional Park. Once north of Craig Road, resume departure procedure (AB may be re-selected as required once clear of populated areas)

**FYTTR Departure:** Cross LSV R-256 westbound between 5,000' and 6,000' MSL

**DREAM Departure:** Intercept LAS R-349 outbound between 5,000' and 6,000' MSL NLT 12 DME

**MORMON MESA Departure:** Cross Craig Road northbound between 5,000' and 6,000' MSL

**Radar Vector or Obstacle Departure Procedure:** Cross LSV R-256 (TACAN equipped) or LAS R-349 (civilian) westbound between 5,000' and 6,000' MSL