FOR USE UNDER DAY/VMC ONLY
Pilot Resp for Terrain/Obstacle Clearance

ATC may assign a different
initial departure heading;
notify ATC if headings
conflict with mission
requirements to overfly FLEX

DREAM
LAS 352/66

MMM
CH90

MMM Transition
ATC approves turn to MMM

MMM Transition; expect
radar service termination
leaving Class Bravo/Nellis
ATC is not delegated
airspace east of the NTTR

WINNER LZ
LSV 358/5.8

FLEX
LSV 338/4

FYTTR
LSV 270/33

4000

Use caution for helicopters
operating west of FLEX and 3 NM
northeast of FLEX (Winner LZ)

I-215
3000

SPEEDWAY

I-15

LSV
CH12

LSV 4 DME ARC
LAS 7.5 DME ARC

3000
2500

- Used by ATC/aircrew to expedite departure movement regardless of the active runway
- ATC may initiate to expedite movement when filed on FYTTR/DREAM Departures
- Aircrew may request a non-standard VFR departure routing after the noise abatement segment (i.e., request FLEX NORTH, direct Elgin after FLEX, etc.)
- Aircrews shall request MMM Transition w/Nellis Ground when filed on DREAM Departure; *"NELLIS GROUND, MIG01 REQUEST FLEX NORTH, MMM TRANSITION"*
- ATC may initiate to expedite departures during periods of NAVAID outages in lieu of a RWY 21 radar vector departure
- Aircrew acceptance cancels any previously issued IFR clearance
- Notify NATCF after departure of requested altitude if an IFR pickup is required on initial contact (does not include MMM Transition); *NELLIS DEPARTURE, MIG01 LEAVING (altitude), REQUEST IFR PICK-UP (altitude).* NATCF will confirm that the pilot is responsible for maintaining terrain/obstruction clearance until the minimum vectoring altitude and time permitting, issue a short-range IFR clearance; use caution for rapidly rising terrain north and west of FLEX

TAKE-OFF RWY 21L/R: Comply with initial portion of Noise Abatement expediting climb to 2.5K – 3K MSL, then climbing right turn direct FLEX. Do not overfly base housing. Remain below 3,000 MSL until North of I-15 and I-215. Proceed direct FLEX (eastern most triangle). Cross FLEX at or below 4,000 MSL. Depart FLEX direct DREAM/FYTTR or as ATC assigned.

MMM TRANSITION (VFR use only when filed on DREAM Departure and entering ELG/CAL east of the NTTR and weather allows VMC until w/in NTTR): From FLEX, direct DREAM and only when approved by ATC, direct MMM. Expect VFR radar service cancellation leaving Class Bravo, squawk VFR (1200) and contact Nellis Control (CH 7) north of MMM VORTAC and east of ELG/CAL for range entry. Do not expect radar identification; if needed, continue to hold VFR outside the NTTR and use caution for other holding aircraft. **When requesting on-time range entry with Nellis Control, provide location only and do not squawk range tactical Mode-3/A until w/in the confines of the NTTR.**