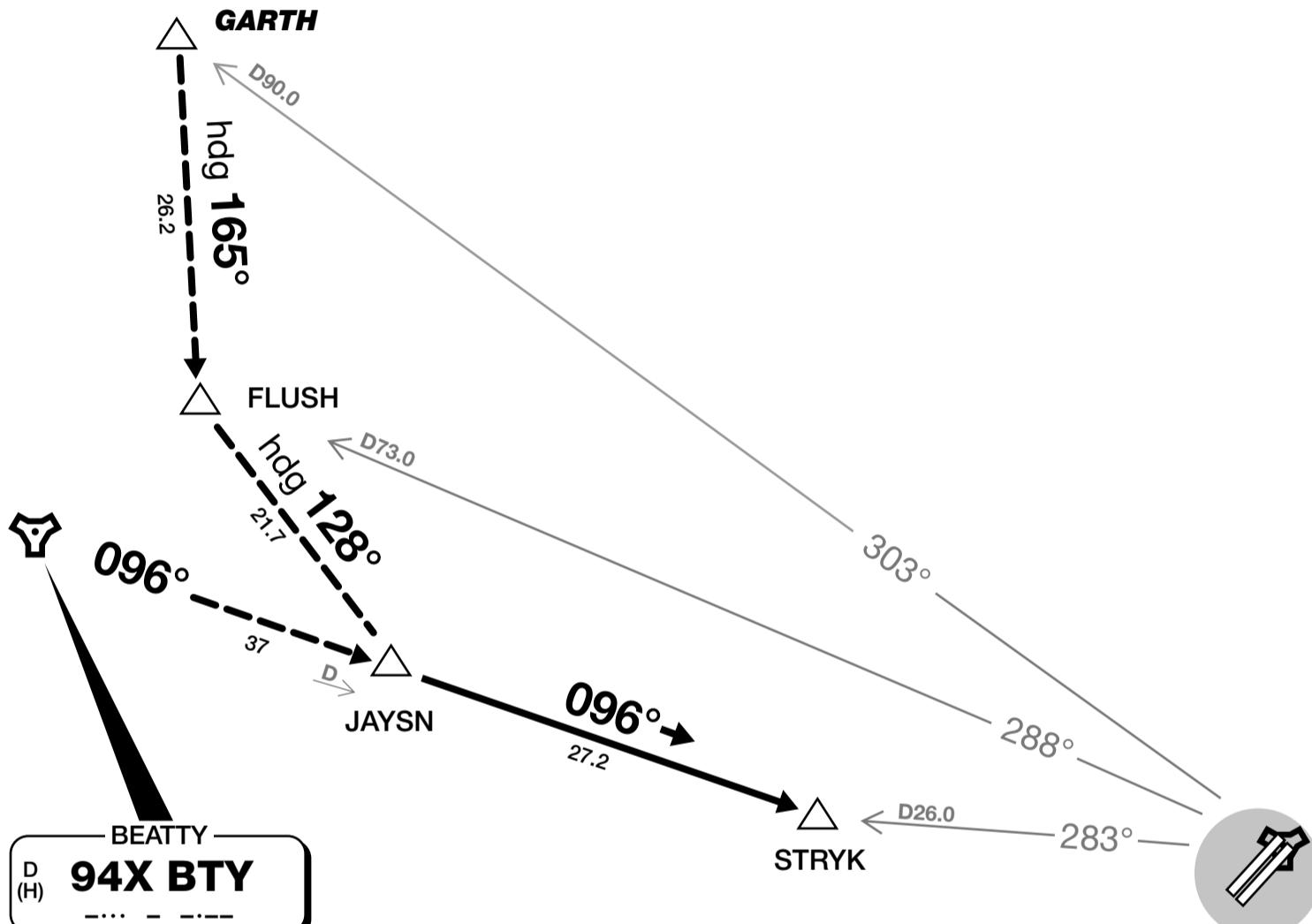


ATIS  
**1846**

Trans level: FL180

1. RADAR REQUIRED.
2. Altitudes assigned by ATC shall ensure terrain and obstacle clearance unless STRYK recovery is accepted by aircrew during daytime recovery.
3. Aircrew acceptance of STRYK recovery cancels IFR.

**JAYSN RECOVERY****ROUTING**

|               |  |
|---------------|--|
| <b>GARTH</b>  | Cross GARTH at assigned altitude. Fly heading 165 to FLUSH, then turn LEFT heading 128 to JAYSN. |
| <b>BEATTY</b> | Proceed OUTBOUND on BTY R096 to JAYSN.   |

Proceed OUTBOUND on BTY R096 to STRYK. VMC day arrivals EXPECT STRYK recovery when traffic permits. STRYK recovery clearance authorizes descent to cross STRYK at or above 9500.

ATIS  
**270.1**

Apt Elev  
**1846**

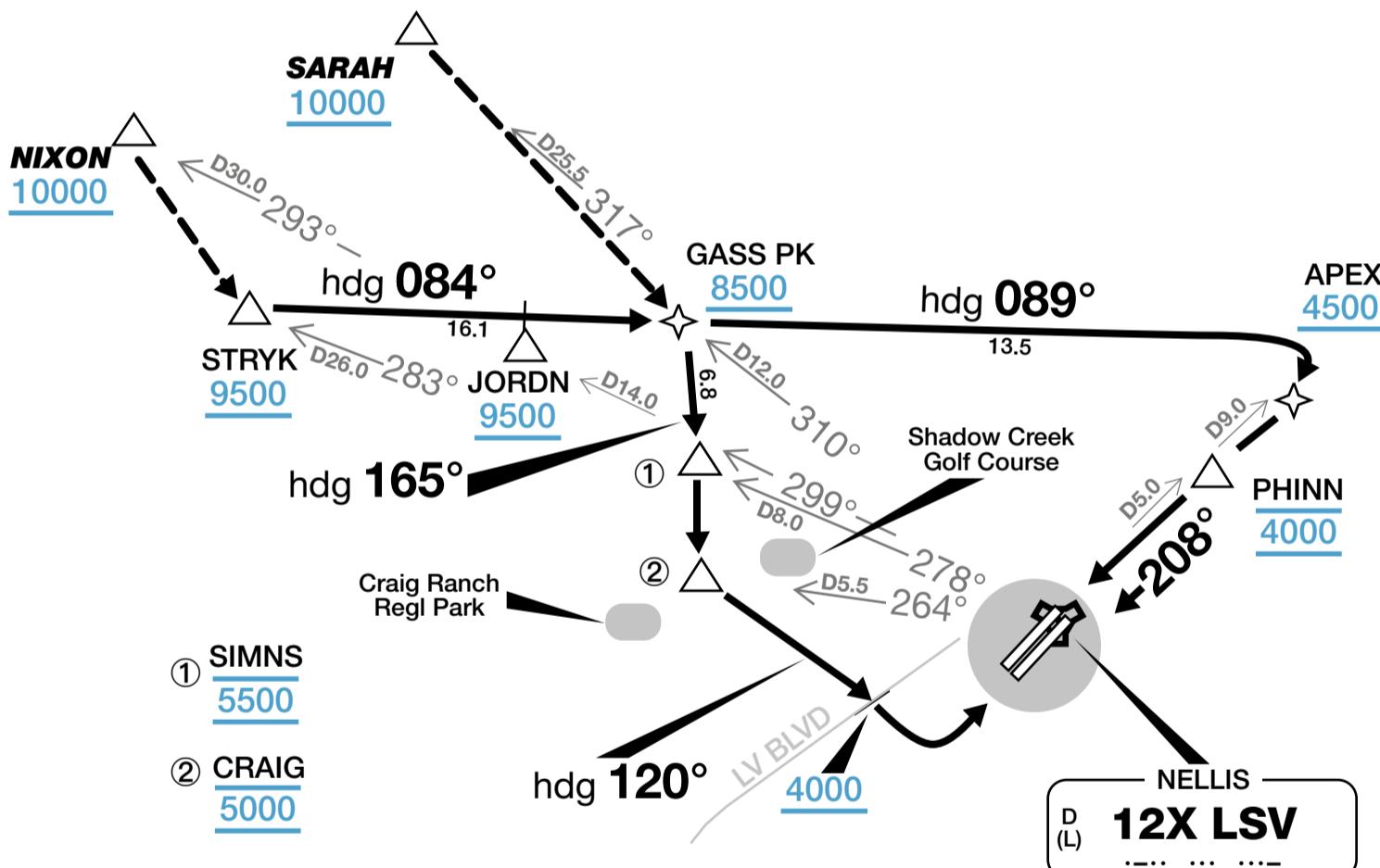
1. VMC ONLY. If unable VMC, request IFR service from NATCF.

## STRYK RECOVERY

### RANGE 63B EXITS (MUST REQ ON INITIAL CONTACT)

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

**EAST EXIT:** Via SARAH, then direct GASS PEAK.



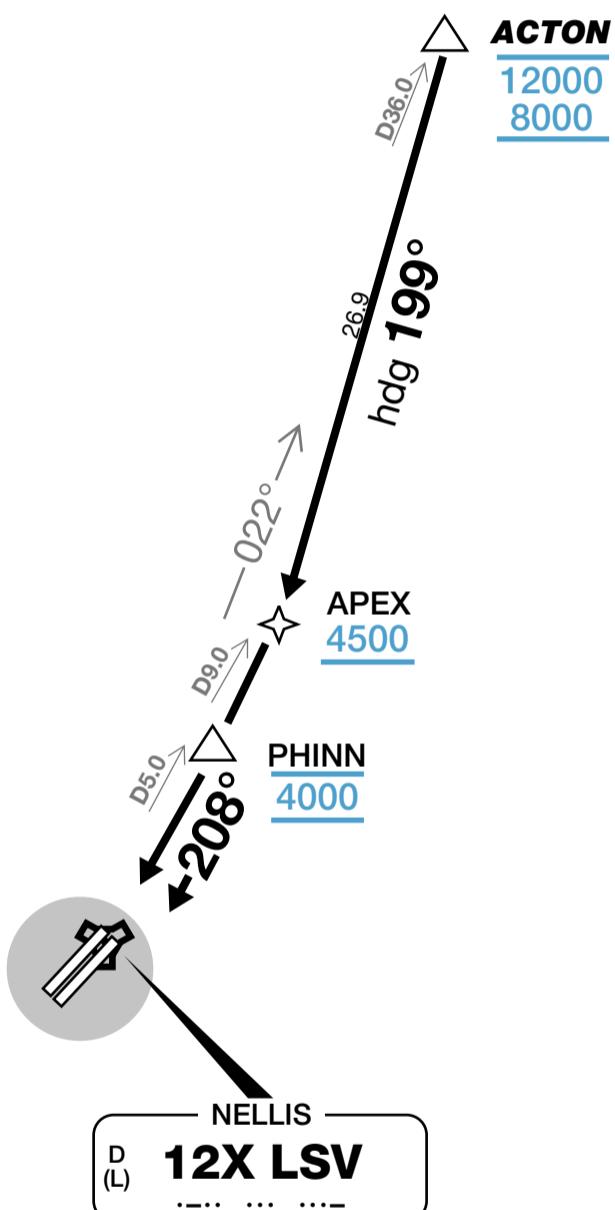
### ROUTING

Cross STRYK at or above 9500, then fly heading 083 to GASS PEAK. Cross abeam JORDN (LSV R299) at or above 9500, and cross GASS PEAK at or above 8500.

|              |  |
|--------------|--|
| <b>RWY03</b> | Fly heading 168 to SIMNS and cross at 5500. Fly heading 123 to CRAIG and cross at 5000. Fly to the initial RWY21, crossing LAS VEGAS BLVD above 4000. Join the initial at 3500. Remain within D4.0 LSV on turn to final.<br><b>STRAIGHT-IN RWY03:</b> Depart CRAIG and cross LAS VEGAS BLVD at 3000. Do not descend below 3000 until within D5.0 LSV or on 4 NM final. |
| <b>RWY21</b> | Fly heading 080 to APEX, cross APEX at or above 4500, then join 5 NM initial. Cross PHINN at 4000. Descend to 3500 when inside of 5 NM final.<br><b>STRAIGHT-IN RWY21:</b> Cross APEX at 4000. Cross PHINN at 3000.  |

ATIS  
**270.1**Apt Elev  
**1846**

1. DAY VMC ONLY. If unable VMC, request IFR service from NATCF. Pilot is responsible for terrain and obstacle clearance.

**ACTON RECOVERY****ROUTING RWY21**

Cross ACTON between 8000 and 12000, then fly heading 196 to APEX. Cross APEX at or above 4500, then join the initial. Cross D5.0 LSV at 4000, then descend to 3500.

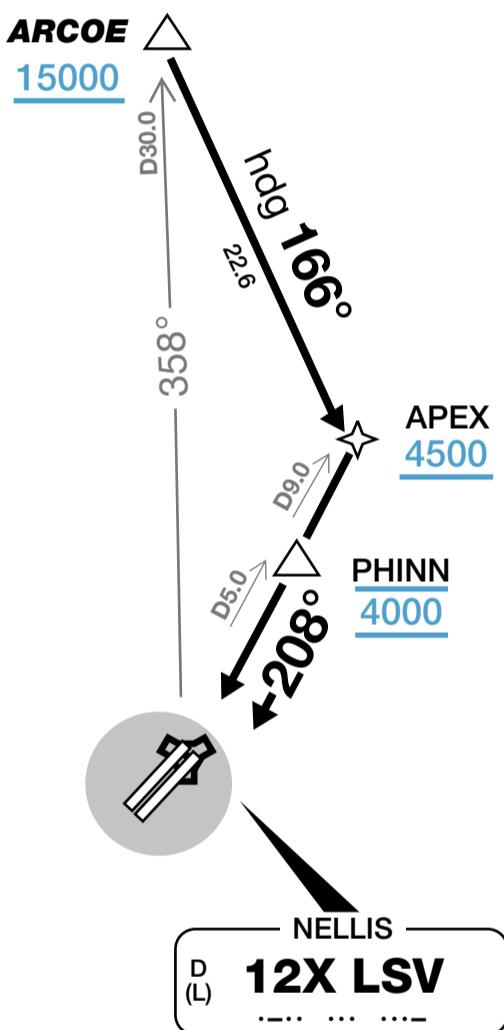
**VFR STRAIGHT-IN RWY21:** Cross APEX at 4000. Cross D5.0 LSV at 3000.

ATIS  
**270.1**

Apt Elev  
**1846**

1. DAY VMC ONLY. If unable VMC, request IFR service from NATCF. Pilot is responsible for terrain and obstacle clearance.

## ARCOE RECOVERY



### ROUTING RWY21

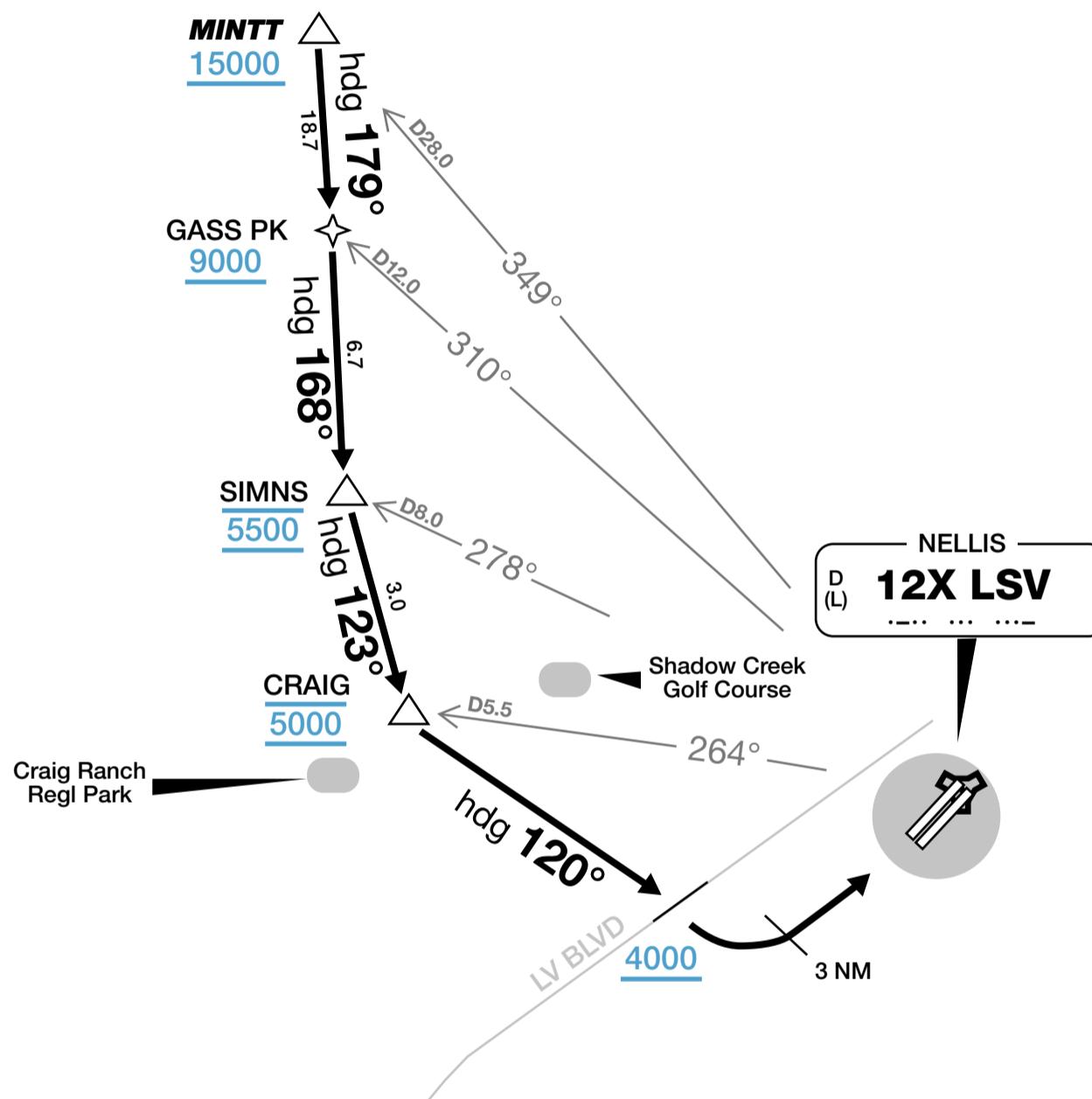
Cross ARCOE at or above 15000, then fly heading 166 to APEX. Report crossing APEX. Cross APEX at or above 4500, then join the initial. Cross D5.0 LSV at 4000, then descend to 3500.

**VFR STRAIGHT-IN RWY21:** Cross APEX at 4000. Cross D5.0 LSV at 3000.

ATIS  
270.1Apt Elev  
1846

1. DAY VMC ONLY. If unable VMC, request IFR service from NATCF. Pilot is responsible for terrain and obstacle clearance.

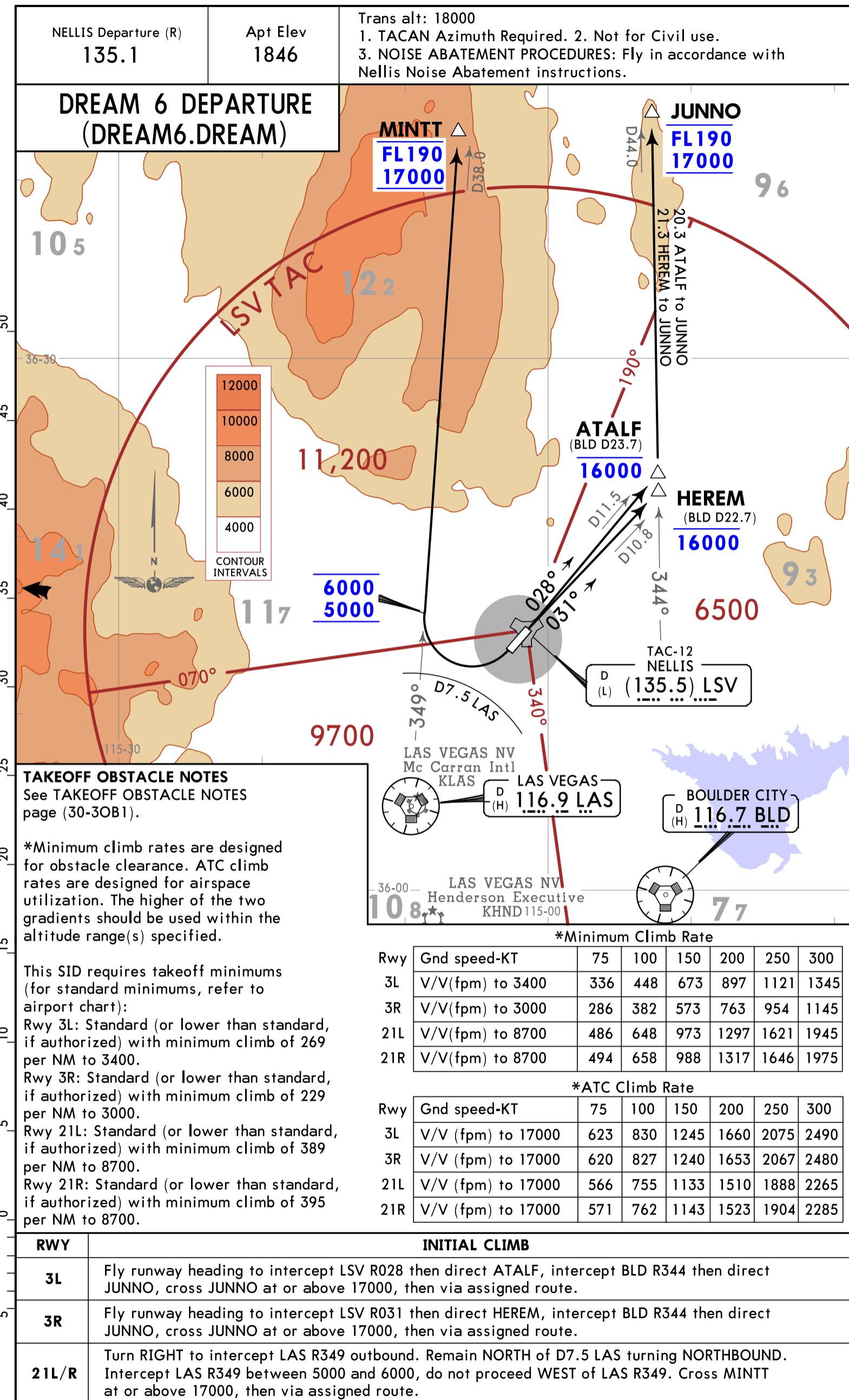
## MINTT RECOVERY



## ROUTING RWY03

Cross MINTT at or above 15000, then direct GASS PEAK. Cross GASS PEAK at or above 9000, then direct SIMNS. Cross SIMNS at 5500, then direct CRAIG. Report crossing CRAIG. Cross CRAIG at 5000. Cross LAS VEGAS BLVD at or above 4000, then join the initial at 3500. Remain within D4.0 LSV on turn to initial.

**VFR STRAIGHT-IN RWY03:** Depart CRAIG and descend to 3000 by LAS VEGAS BLVD. Remain at 3000 until within D5.0 LSV or 4 NM final. Remain within D4.0 LSV on turn to final.

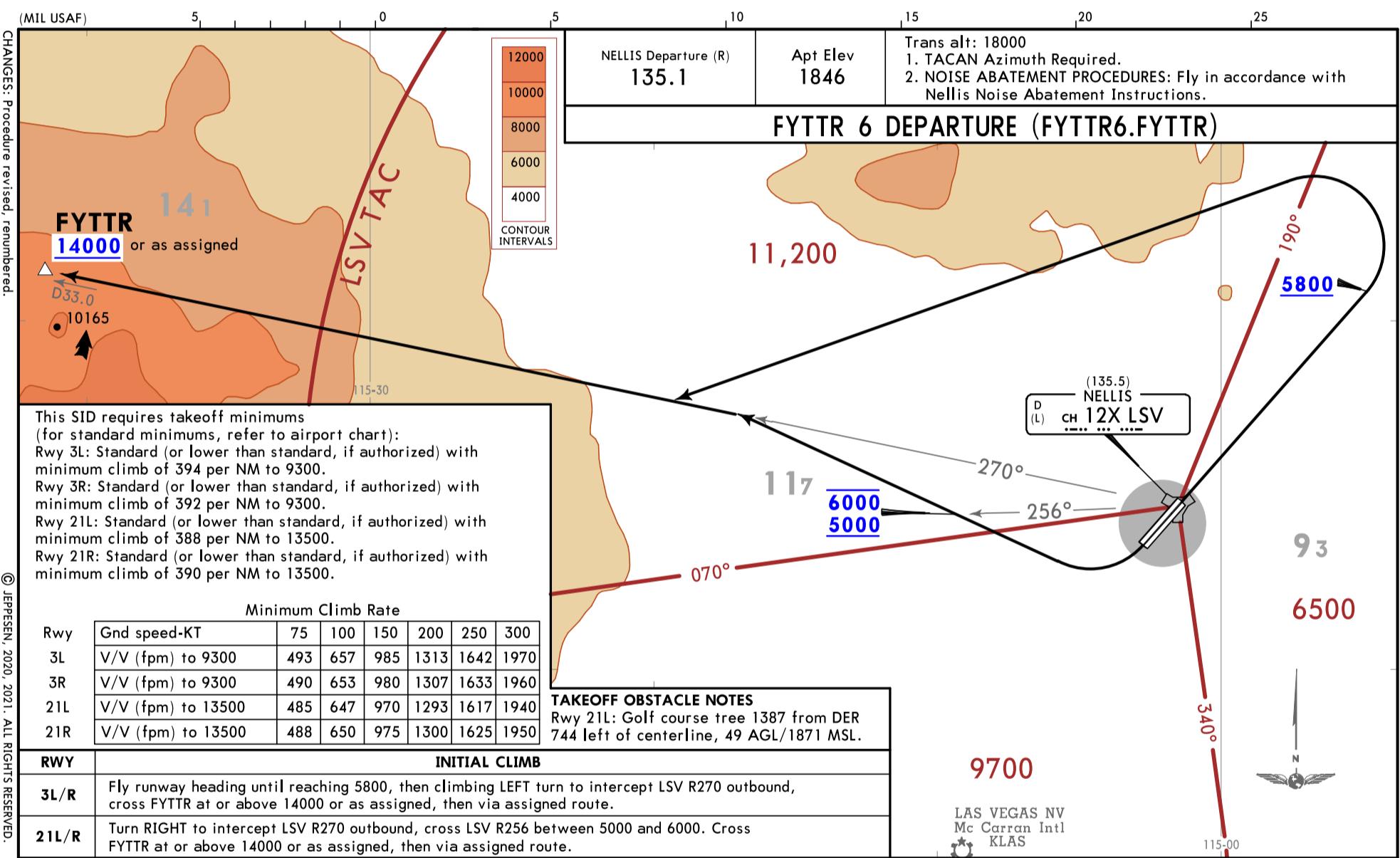


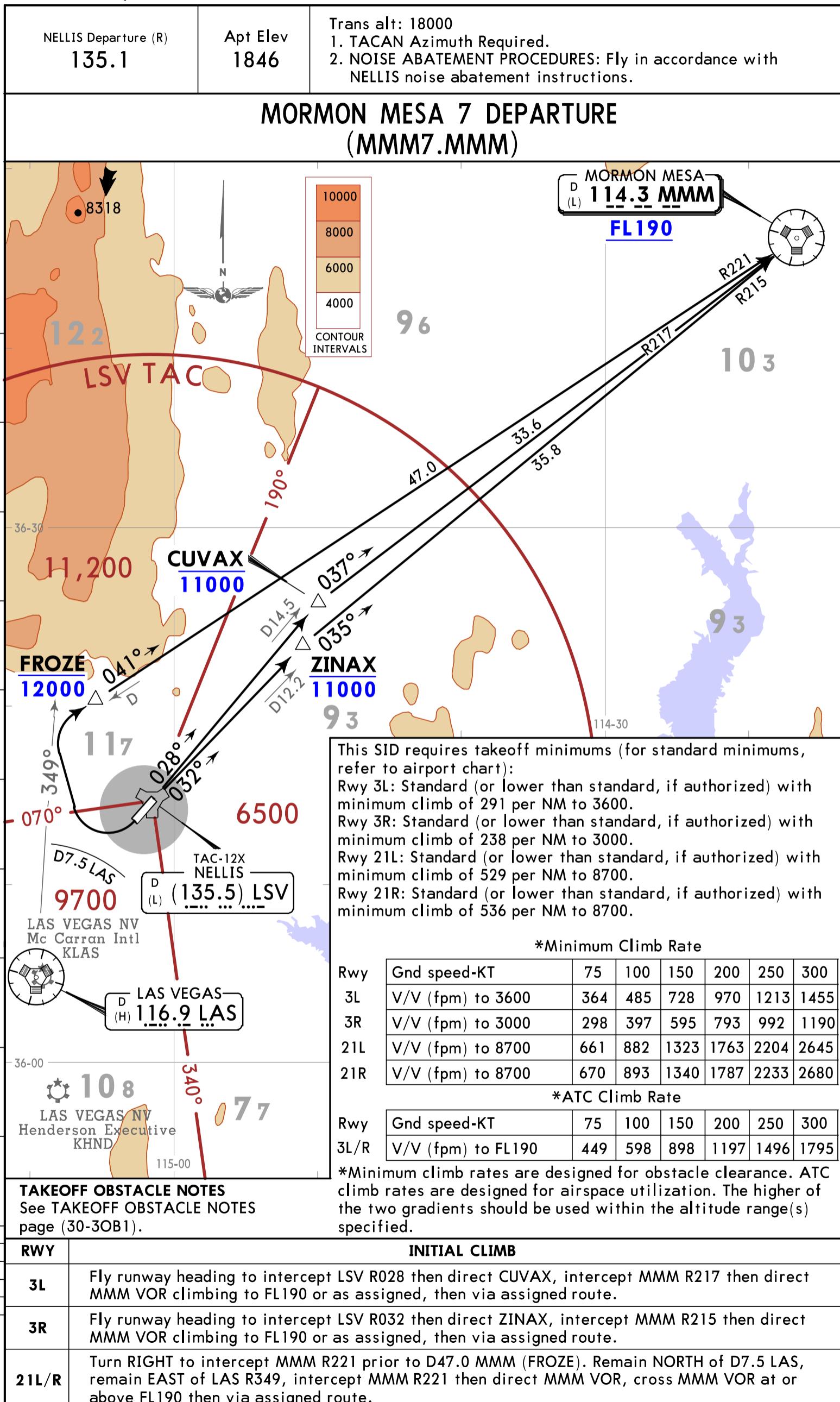
KLSV/LSV  
LAS VEGAS, NEV

16 APR 21 (10-3A)

JEPPESEN  
Eff 22 Apr

NELLIS AFB  
SID



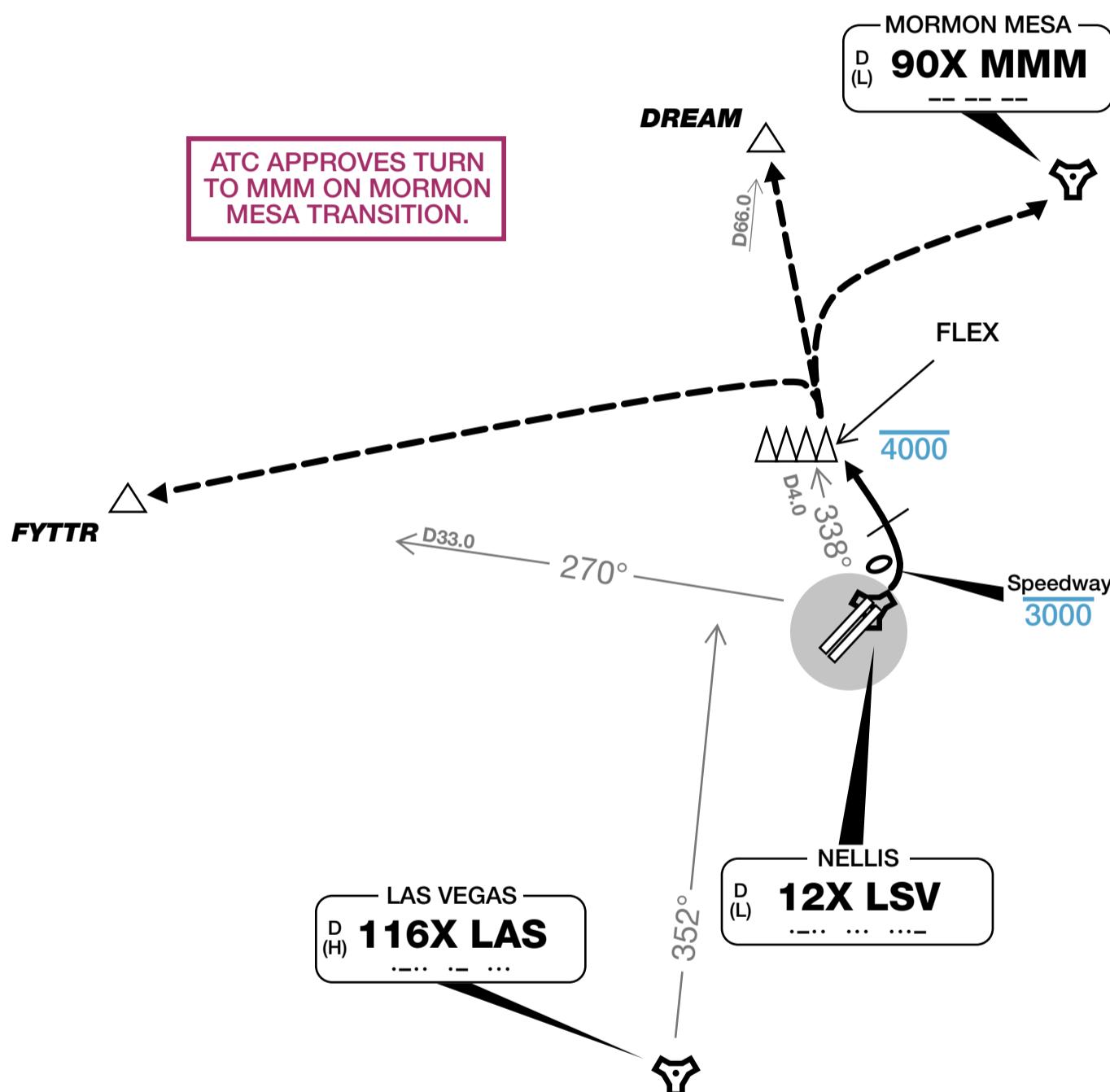


NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1846**

1. Notify NATCF after departure if an IFR pickup is required.
2. Notify Ground if flying the MMM departure.
3. Aircrew acceptance cancels any previous IFR clearance.
4. Use caution for helicopters operating west of FLEX and 3 NM northeast of FLEX (WINNER LZ).

## RWY03 FLEX TURNOUT



## ROUTING

Remain below 3000 until NORTH of SPEEDWAY. Turn WEST direct FLEX at or below 4000.

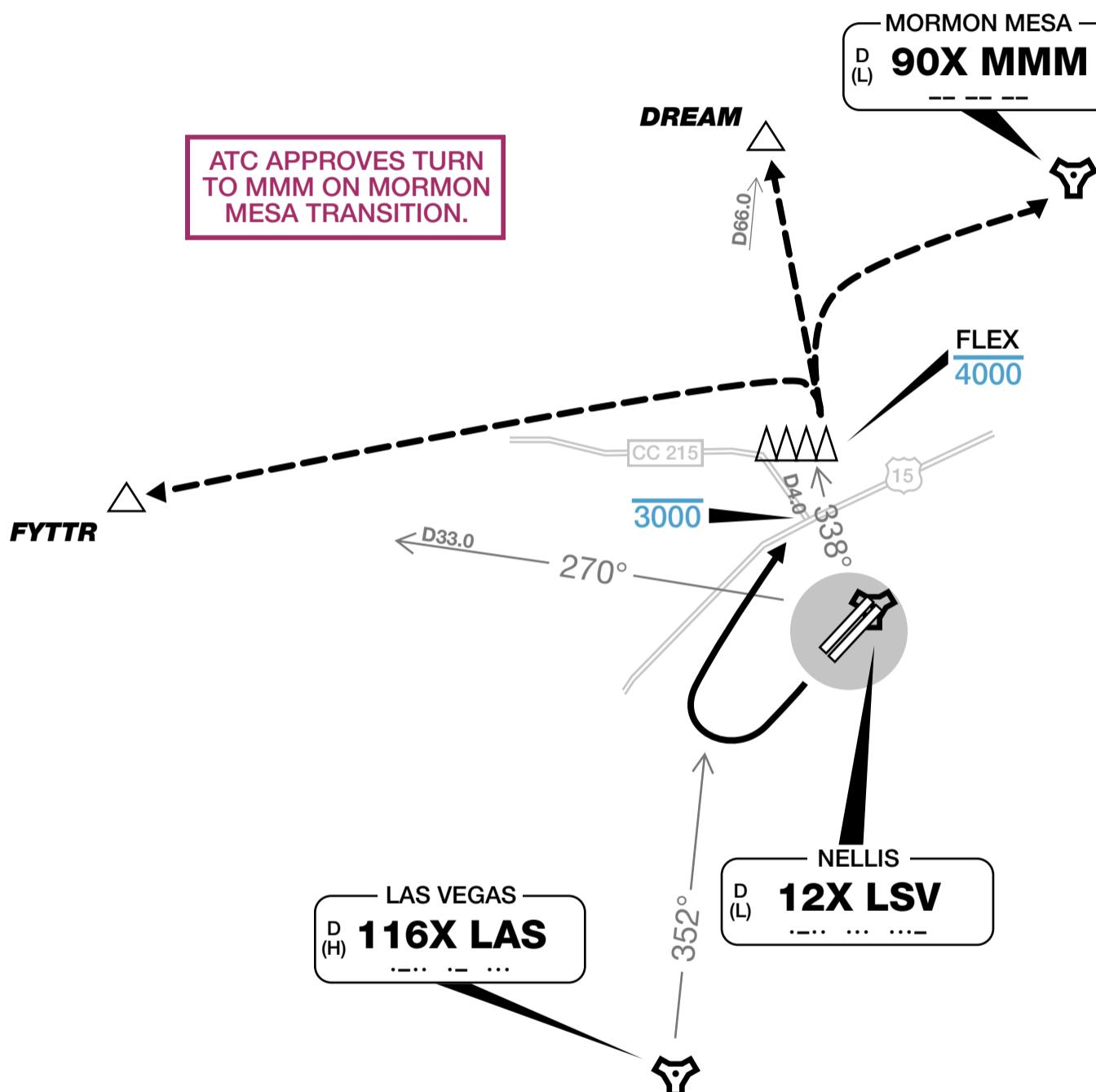
|                    |   |
|--------------------|---|
| <b>FYTTR</b>       | Depart FLEX direct FYTTR or as assigned.  |
| <b>DREAM</b>       | Depart FLEX direct DREAM or as assigned.  |
| <b>MORMON MESA</b> | Depart FLEX direct DREAM. When ATC approves, turn right direct MMM. Expect radar service termination and handoff to Nellis Control upon leaving class-B airspace. Hold outside NTTR until clearance to enter is received. |

NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1846**

1. Notify NATCF after departure if an IFR pickup is required.
2. Notify Ground if flying the MMM departure.
3. Aircrew acceptance cancels any previous IFR clearance.
4. Use caution for helicopters operating west of FLEX and 3 NM northeast of FLEX (WINNER LZ).

## RWY21 CRAIG TURNOUT



### ROUTING

Comply with initial portion of 10-3E, then turn left direct FLEX. Remain below 3000 until north of I-15/CC-215 INTERCHANGE. Cross FLEX at or below 4000. Do not overfly base housing.

|                    |   |
|--------------------|---|
| <b>FYTTR</b>       | Depart FLEX direct FYTTR or as assigned.  |
| <b>DREAM</b>       | Depart FLEX direct DREAM or as assigned.  |
| <b>MORMON MESA</b> | Depart FLEX direct DREAM. When ATC approves, turn right direct MMM. Expect radar service termination and handoff to Nellis Control upon leaving class-B airspace. Hold outside NTTR until clearance to enter is received. |

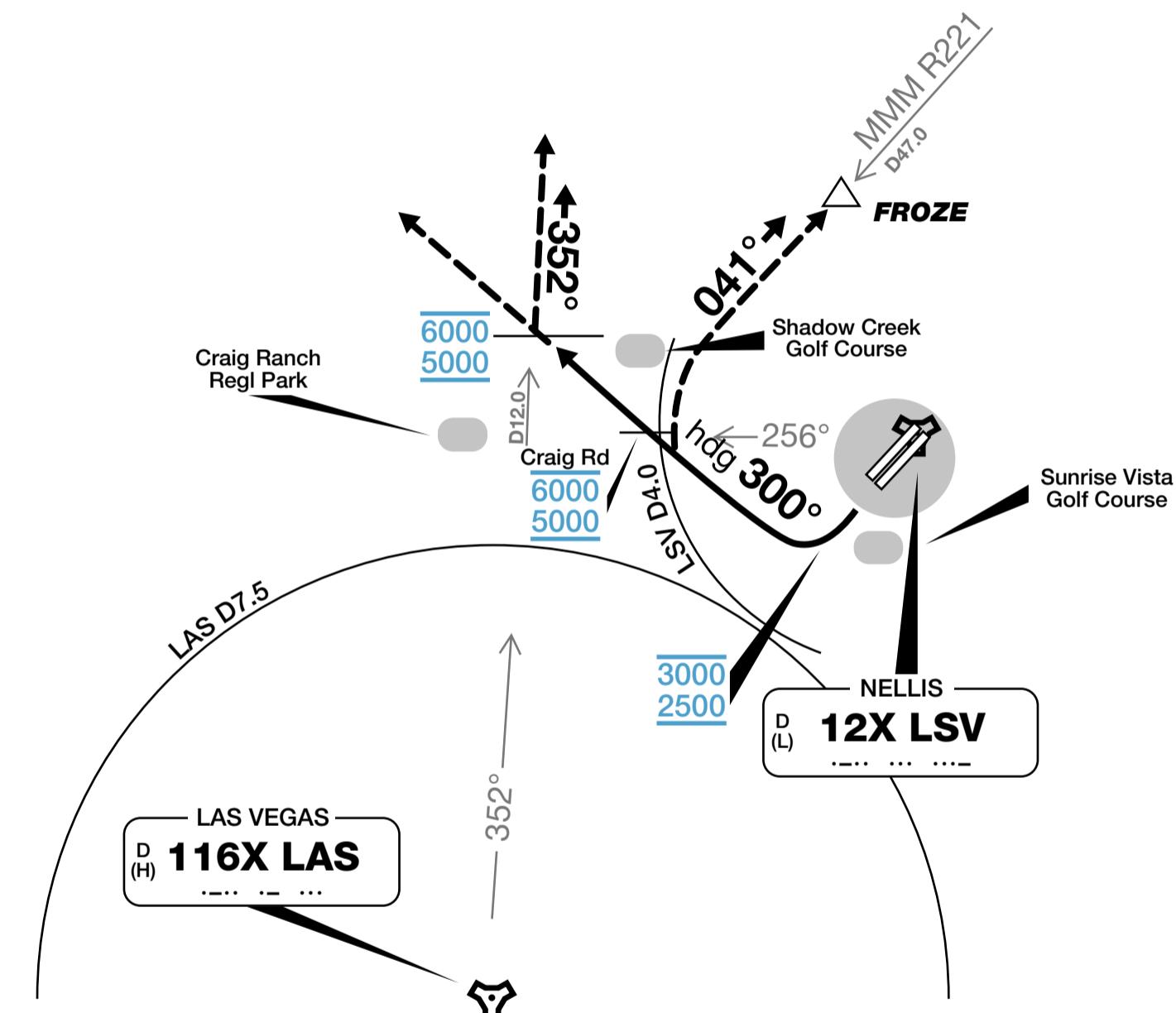
NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1846**

1. Flight leads may not delay turns.
2. Wingmen may not turn early to expedite join-up.
3. Wingmen may not drop low in turns.
4. VFR climb until established on a radial of a departure procedure.

## RWY21 NOISE ABATEMENT PROCEDURE

**MIN CEILING 4700 AGL MIN VIS 3 SM**



### ROUTING

Expedite climb to between 2500 and 3000 until turned out of traffic abeam SOUTH end of SUNRISE VISTA GOLF COURSE. Terminate A/B no later than 300 KIAS, or abeam SOUTH end of SUNRISE VISTA GOLF COURSE, whichever occurs last. Abeam SOUTH end of SUNRISE VISTA GOLF COURSE, start RIGHT turn (60° bank) to heading 300 within D4.0 LSV. Do not fly inside of D7.5 LAS. Once north of CRAIG ROAD, resume departure as directed. A/B may be re-selected once clear of populated areas.

**FYTR DP:** Cross LSV R256 OUTBOUND between 5000 and 6000.

**DREAM DP:** Intercept LAS R349 OUTBOUND between 5000 and 6000, NLT D12.0.

**MORMON MESA DP:** Cross CRAIG ROAD northbound between 5000 and 6000. Intercept MMM R221 INBOUND.

**UNABLE TO COMPLY WITH RESTRICTIONS:** Advise ATC prior to departure. Climb to between 2500 and 3000. Maintain 250 KIAS minimum. Use up to 60° of bank to maintain ground track through least populated areas. NORTHWEST of I-15, resume normal power setting to achieve altitude restrictions.

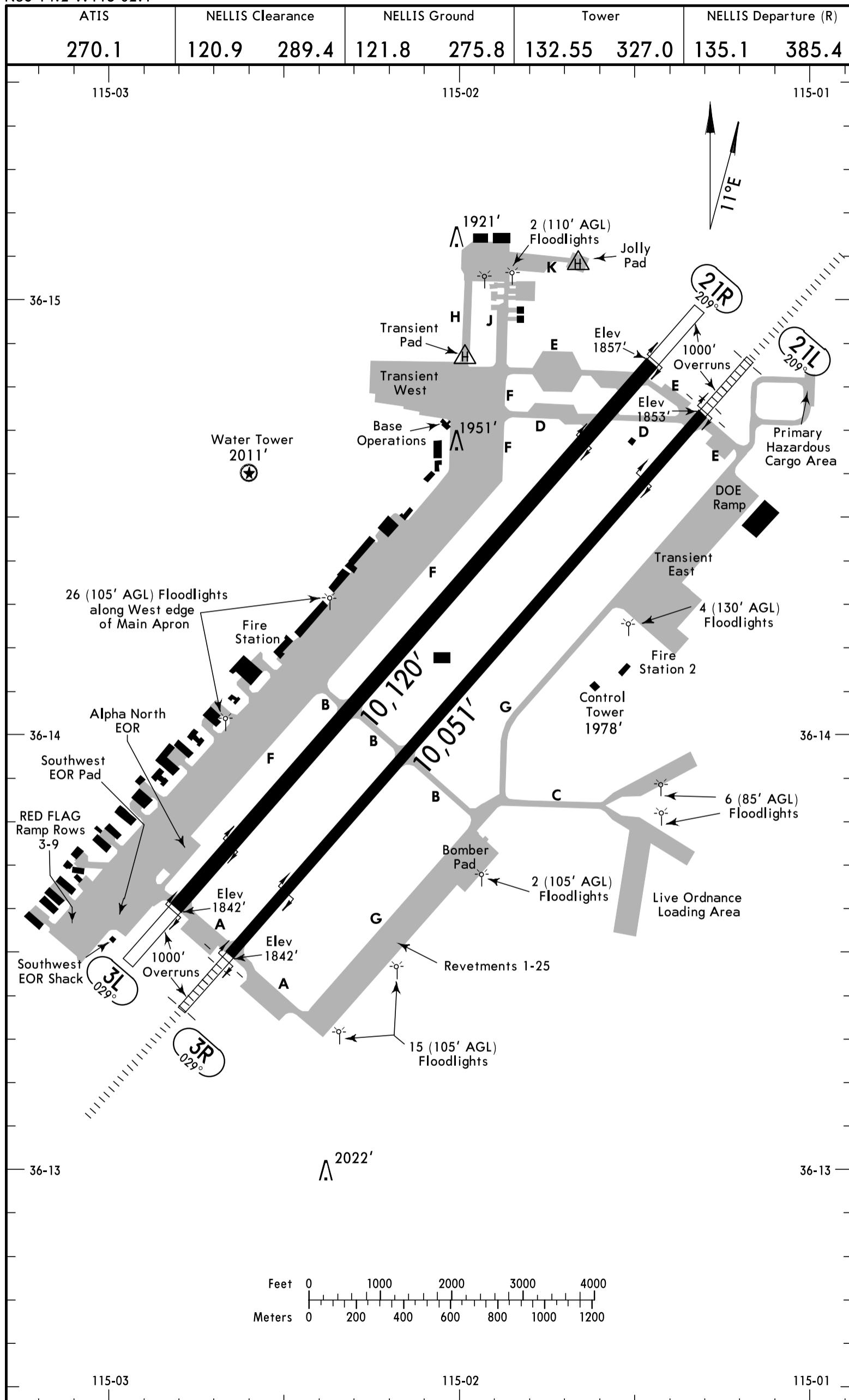
KLSV/LSV

Apt Elev 1846'  
N36 14.2 W115 02.1

JEPPESEN

27 MAY 22

10-9

NELLIS AFB  
LAS VEGAS, NEV

Refer to DoD/NGA supplementary publications for additional information.

## ADDITIONAL RUNWAY INFORMATION

| RWY | HIRL ALSF-I PAPI-L (angle 3.0°)     | USABLE LENGTHS              |             | TAKE-OFF | WIDTH |
|-----|-------------------------------------|-----------------------------|-------------|----------|-------|
|     |                                     | LANDING BEYOND<br>Threshold | Glide Slope |          |       |
| 3R  | HIRL ALSF-I PAPI-L (angle 3.0°)     |                             |             |          | 150'  |
| 21L | HIRL ALSF-I PAPI-L (angle 3.0°) RVR |                             | 8930'       |          |       |

|       |                          |  |  |  |      |
|-------|--------------------------|--|--|--|------|
| 3L ①  | HIRL PAPI-L (angle 3.0°) |  |  |  | 200' |
| ② 21R | HIRL PAPI-L (angle 3.0°) |  |  |  |      |

① First 920' grooved.

② First 1320' grooved.

## TAKE-OFF &amp; DEPARTURE PROCEDURE (Amend 5)

|                                       | Rwy 3L |            | Rwy 3R                                |            | Rwys 21L/R                               |
|---------------------------------------|--------|------------|---------------------------------------|------------|--|
| With Mim climb of<br>270'/NM to 3700' | STD    | ①<br>Other | With Mim climb of<br>245'/NM to 4700' | ①<br>Other | With Mim climb of<br>② 373'/NM to 13300' |
|                                       |        |            | STD                                   |            | STD                                      |
| 1 & 2<br>Eng                          | 1      |            | 1                                     |            | 1  |
| 3 & 4<br>Eng                          | 1/2    | 2500-3     | 1/2                                   | 2700-3     | 10100-3                                  |

① Sunrise to sunset.

② Civilian requires minimum climb of 402'/NM until 13300'.

DEPARTURE PROCEDURE: Rwy 3L/R, climb heading 040°, expect RADAR vectors passing 5400' MSL from RAPCON. Rwy 21L/R, climb on heading between 210° clockwise to 285° from DER.

TAKE-OFF OBSTACLES: Rwy 21L, golf course tree 1387' from DER, 744' left of centerline, 49' AGL/1871' MSL.

## DIVERSE VECTOR AREA (Radar Vectors) (Amend 2)

Rwy 21L/R, heading as assigned by ATC; Civilian requires minimum climb of 297'/NM until 12000'.  
Military requires minimum climb of 285'/NM until 12000'.

Rwy 3L/R, not authorized - terrain.

**KLSV / LSV**Apt Elev 1846'  
N36 14.2 W115 02.1**NELLIS AFB**

LAS VEGAS, NEV

10-9B

NELLIS Clearance

120.9 289.4

NELLIS Ground

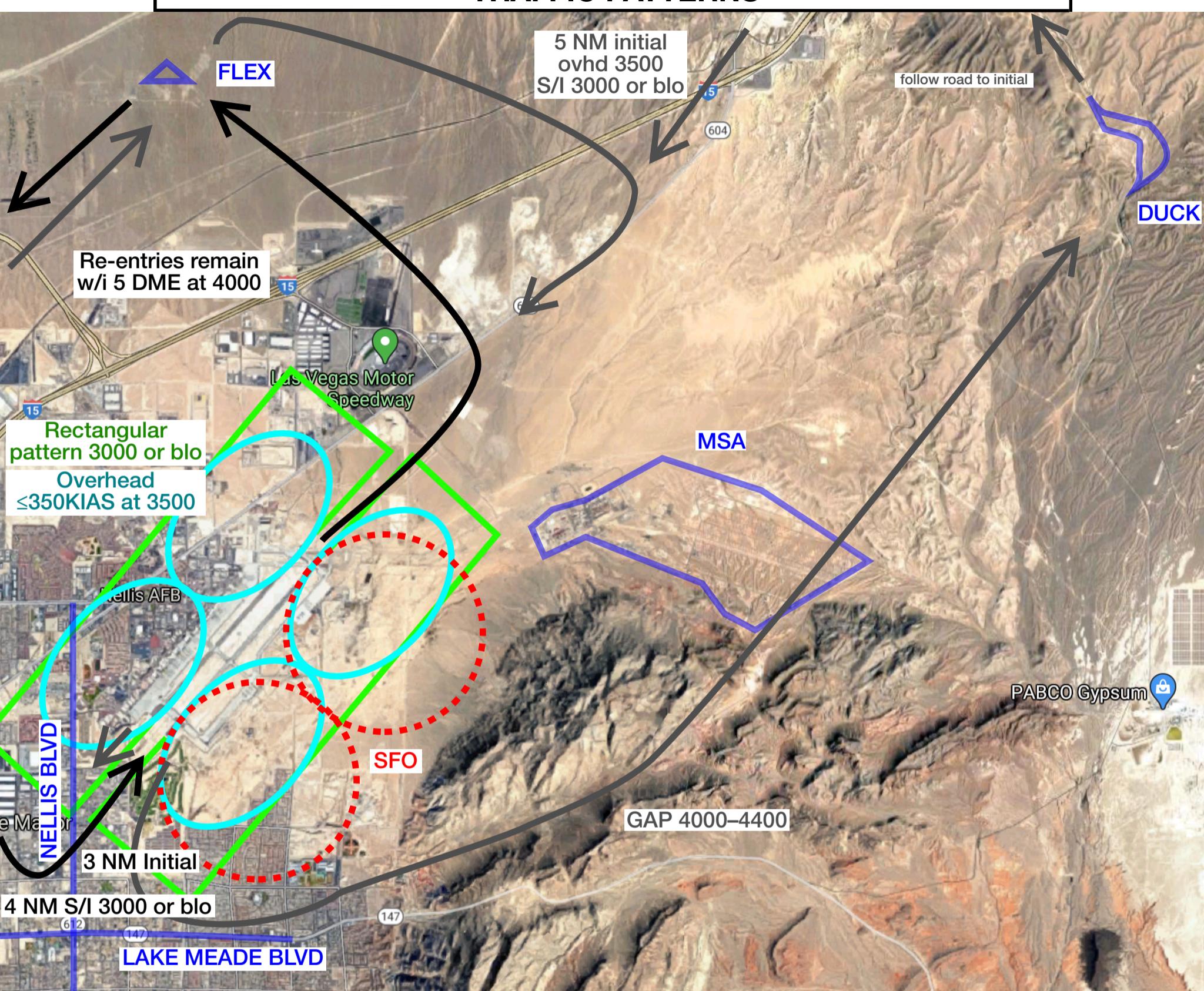
121.8 275.8

Tower

132.55 327.0

NELLIS Departure (R)

135.1 385.4

**TRAFFIC PATTERNS**

|                     |  |
|---------------------|--|
| <b>OVERHEAD</b>     | <b>RWY03:</b> STRYK traffic has priority over MINTT traffic.<br><b>RWY21:</b> APEX traffic has priority over FLEX or GASS PK traffic.<br>Fly initial inside runway. Fly initial at 350 KIAS or less, 3500. Break WEST. If given east break, fly initial for RWY 21L/03R.   |
| <b>STRAIGHT IN</b>  | <b>RWY03:</b> Depart CRAIG. Cross LAS VEGAS BLVD at 3000. Remain at 3000 until D5.0 LSV or 4 NM final.<br><b>RWY21:</b> FROM APEX: Cross D5.0 LSV or 5 NM final at 3000. FROM FLEX: Cross I-15 at 3000. Intercept 5 NM final.  |
| <b>FLEX REENTRY</b> | Remain at or below 3000 until turned out of traffic.<br><b>RWY21:</b> Comply with initial part of Noise Abatement Procedure, expediting climb to 2500–3000, then climbing RIGHT turn direct FLEX at 4000. Turn to reenter initial and descend to 3500.<br><b>STRAIGHT-IN:</b> Cross I-15 at 3000.<br><b>RWY03:</b> Climbing LEFT turn direct FLEX at 4000. At FLEX, turn SOUTHWEST to fly parallel to runway. Passing SHADOW CREEK GOLF COURSE, turn LEFT to enter initial. Remain EAST of CRAIG RANCH. Maintain 4000 until LAS VEGAS BLVD. <b>STRAIGHT-IN:</b> At or above 3000 until D5.0 LSV or 4 NM final. |
| <b>DUCK REENTRY</b> | Climbing LEFT turn to 4000–4400 NORTH of LAKE MEADE BLVD. Fly through GAP. Remain WEST of D3.5 LSV. Turn NORTHBOUND over MSA direct DUCK. Follow PABCO RD WEST to reenter initial at 3500. <b>STRAIGHT-IN:</b> Descend to 3000 before turning final.   |

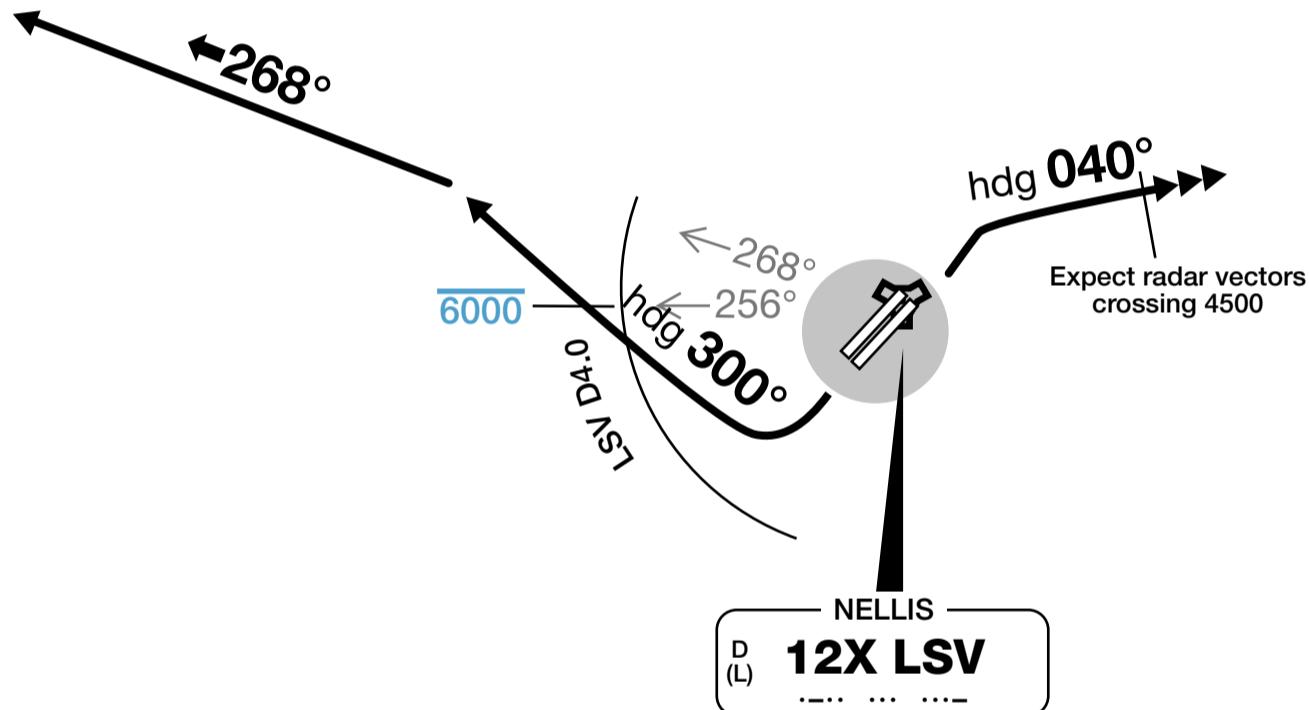
NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1846**

1. ATC will issue instruction "Execute local climbout."
2. Advise ATC if unable to comply.
3. If weather is below minimums, expect to fly published missed approach.

## MISSED APPROACH LOCAL CLIMBOUT

**MIN CEILING 4700 AGL MIN VIS 3 SM**



## ROUTING

**RWY21:** Cross DER at or below 3000. Turn RIGHT heading 300°, remaining within 4 DME LSV. Cross LSV R256 WESTBOUND below 6000. Intercept LSV R268 OUTBOUND. Climb and maintain 10,000 or as assigned.

**RWY03:** Cross DER at or below 3000. Fly heading 040. Expect radar vectors passing 5400. Climb and maintain 10,000 or as assigned.

KLSV/LSV  
LAS VEGAS, NEV

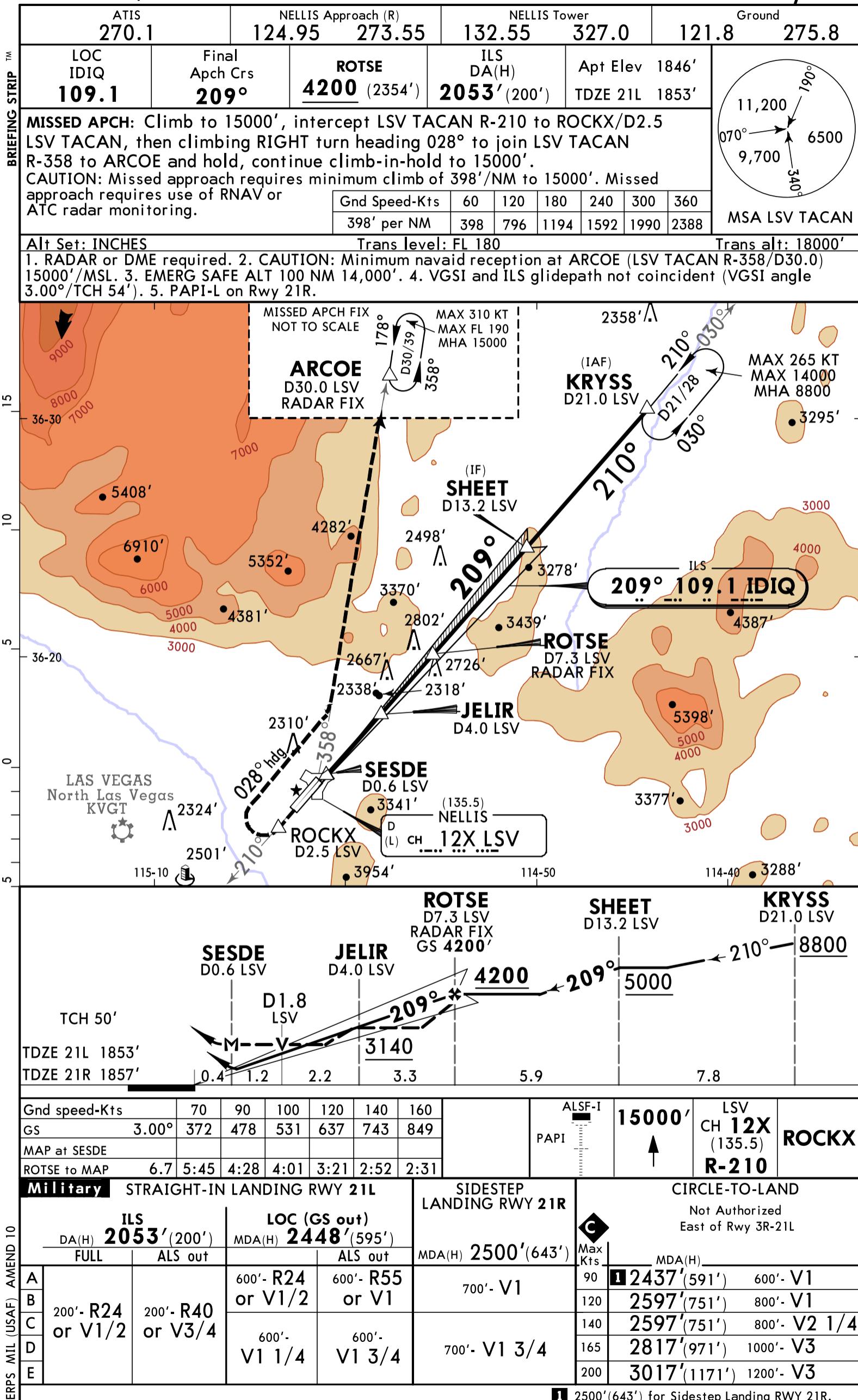
JEPPESEN

29 APR 22

11-1

Missed apch climb  
gradient min 398'/NM

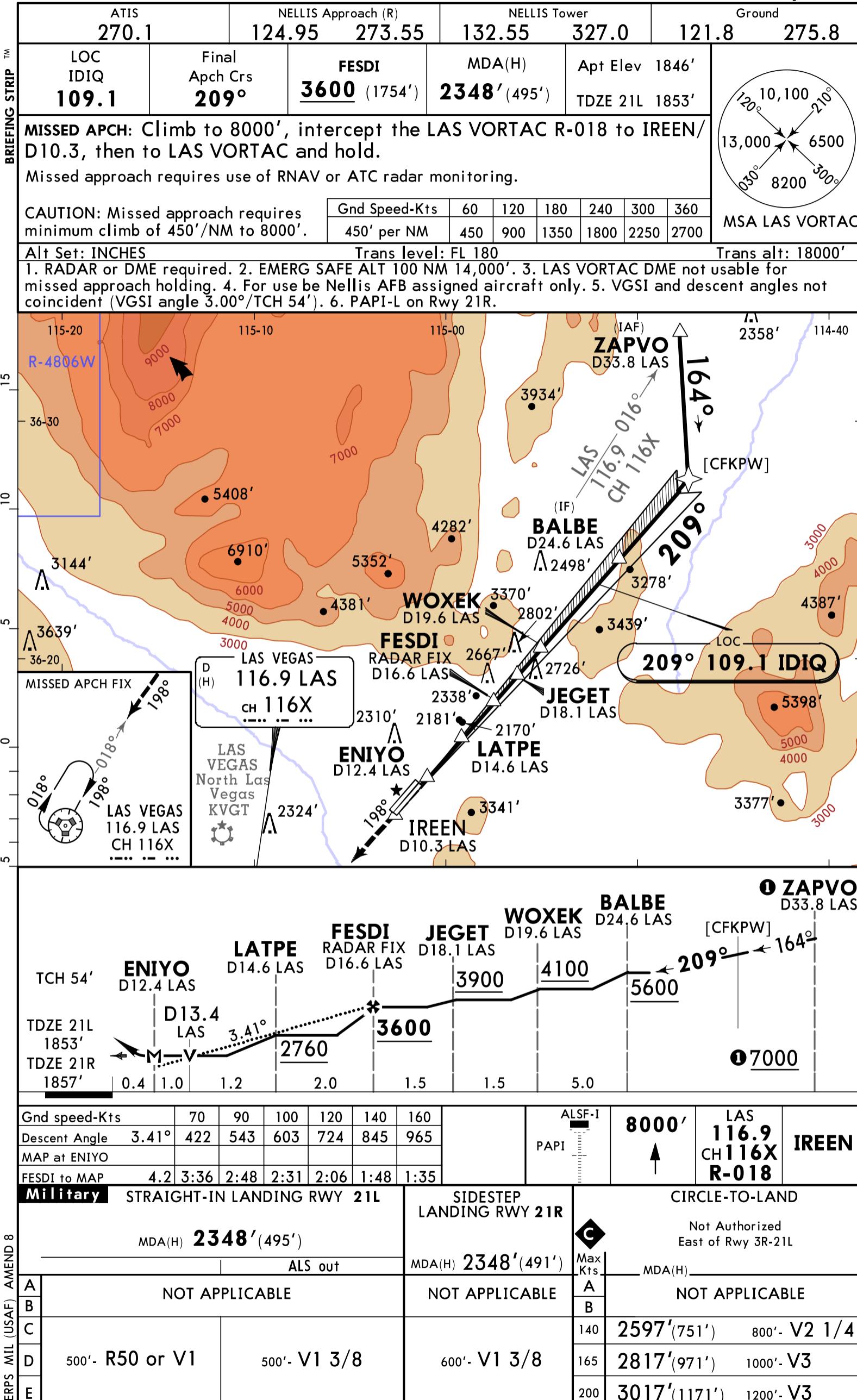
NELLIS AFB  
ILS or LOC X Rwy 21L



KLSV/LSV  
LAS VEGAS, NEV

JEPPESEN  
29 APR 22 11-2 CAT C, D & E  
Missed apch climb  
gradient min 450'/NM

NELLIS AFB  
LOC Y Rwy 21L



**KLSV/LSV**  
**LAS VEGAS, M**

16 APR 21  
Eff 22 Apr

**IEPPESSEN**

Missed apch climb  
gradient mim 398'/NM  
-ILS or LOC Z Rwy 21L

KLSV/LSV  
LAS VEGAS, NEV

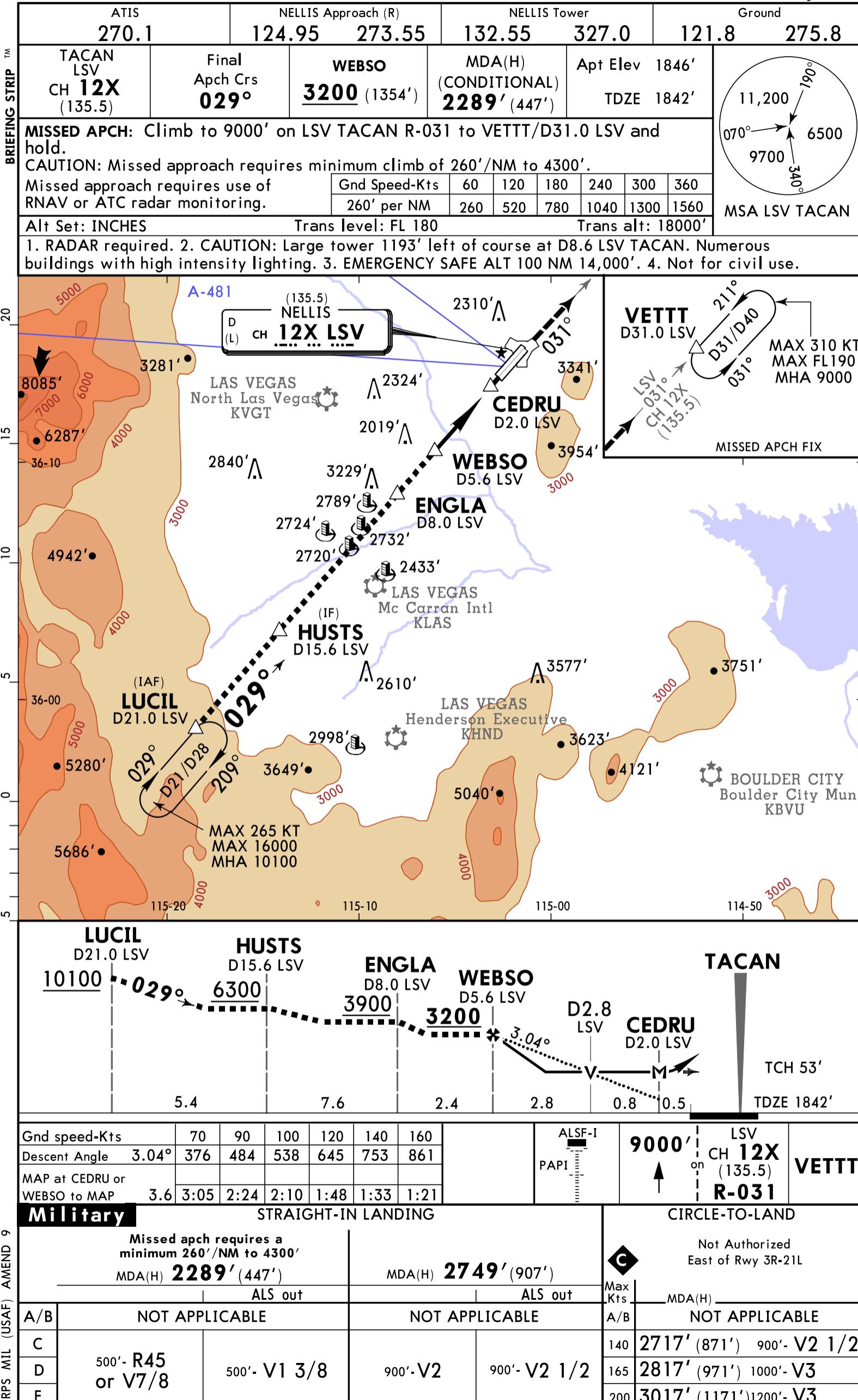
JEPPESSEN

16 APR 21  
Eff 22 Apr

14-1

CAT C, D & E

NELLIS AFB  
HI-TACAN Rwy 3R



KLSV/LSV  
LAS VEGAS, NEV

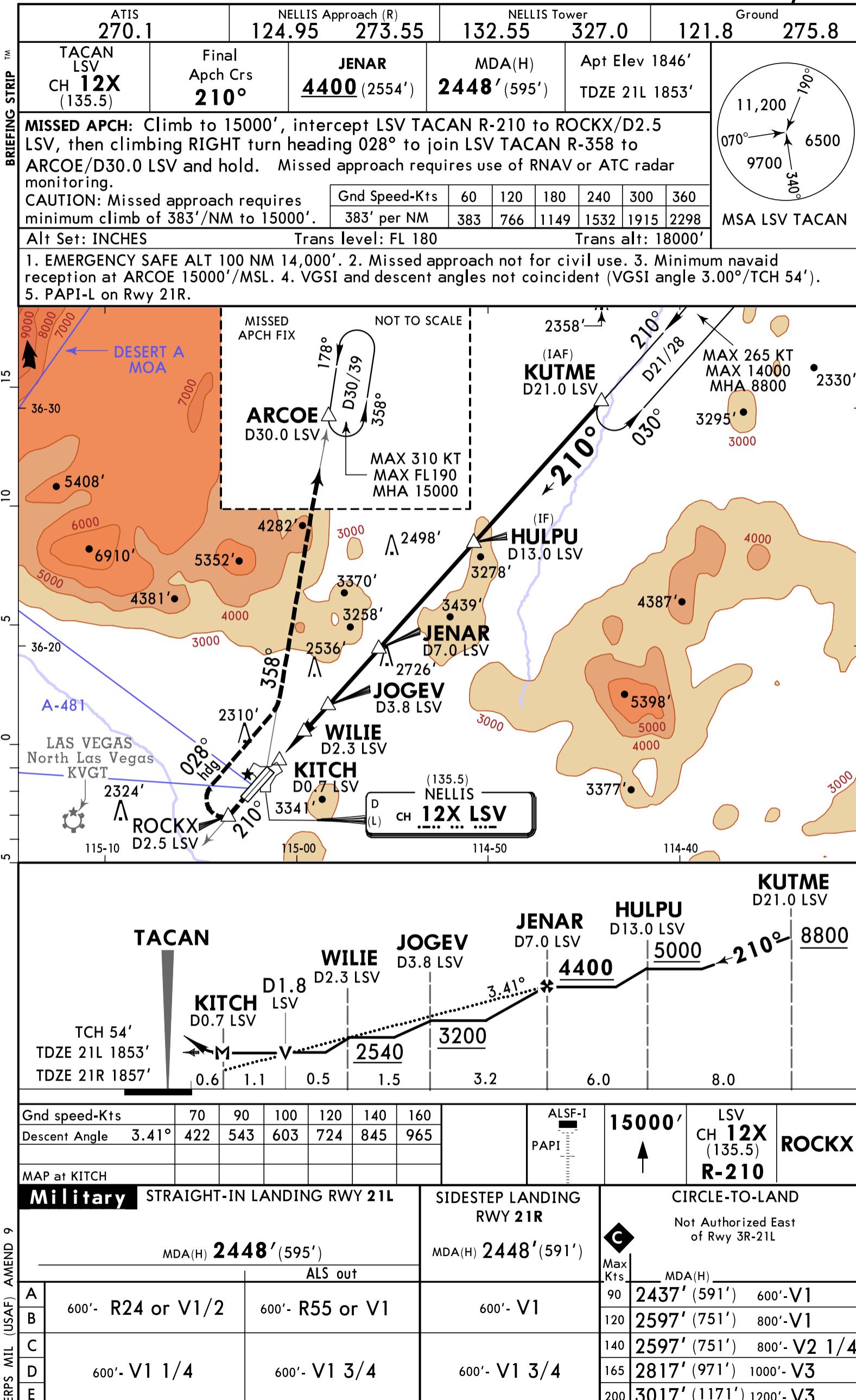
JEPPESSEN

16 APR 21

14-2 Eff 22 Apr

Missed apch climb  
gradient min 383'/NM

NELLIS AFB  
TACAN X Rwy 21L



**KLSV/LSV  
LAS VEGAS, NEV**

**JEPPESEN**

16 APR 21  
Eff 22 Apr

14-3

**CAT C, D & E**

**Missed apch climb  
gradient mim 383'/NM**

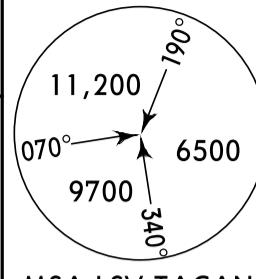
**NELLIS AFB  
Y Rwy 21L**

|  |   |                                 |   |
|--|---|---------------------------------|---|
| ATIS<br>270.1                            | NELLIS Approach (R)<br>124.95    273.55 | NELLIS Tower<br>132.55    327.0 | Ground<br>121.8    275.8  |
| TACAN<br>LSV<br>CH <b>12X</b><br>(135.5) | Final<br>Apch Crs<br><b>210°</b>        | JENAR<br><b>4400</b> (2554')    | MDA(H)<br><b>2448'</b> (595')<br>Apt Elev 1846'<br>TDZE 21L 1853' |

**MISSED APCH:** Climb to 15000', intercept LSV TACAN R-210 to ROCKX/D2.5 LSV, then climbing RIGHT turn heading 028° to join LSV TACAN R-358 to ARCOE/D30.0 LSV and hold.

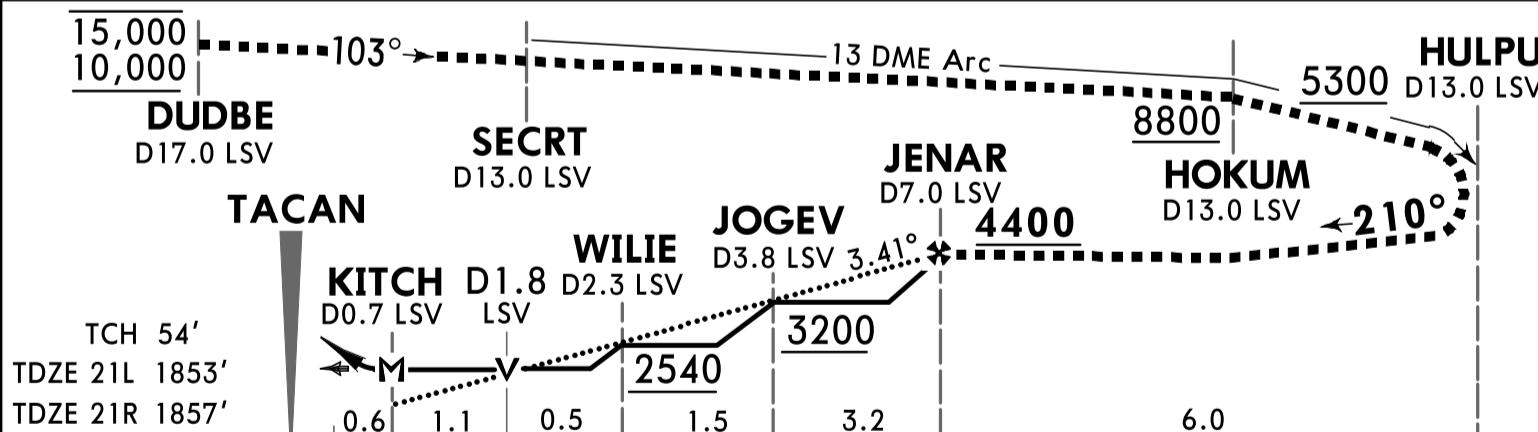
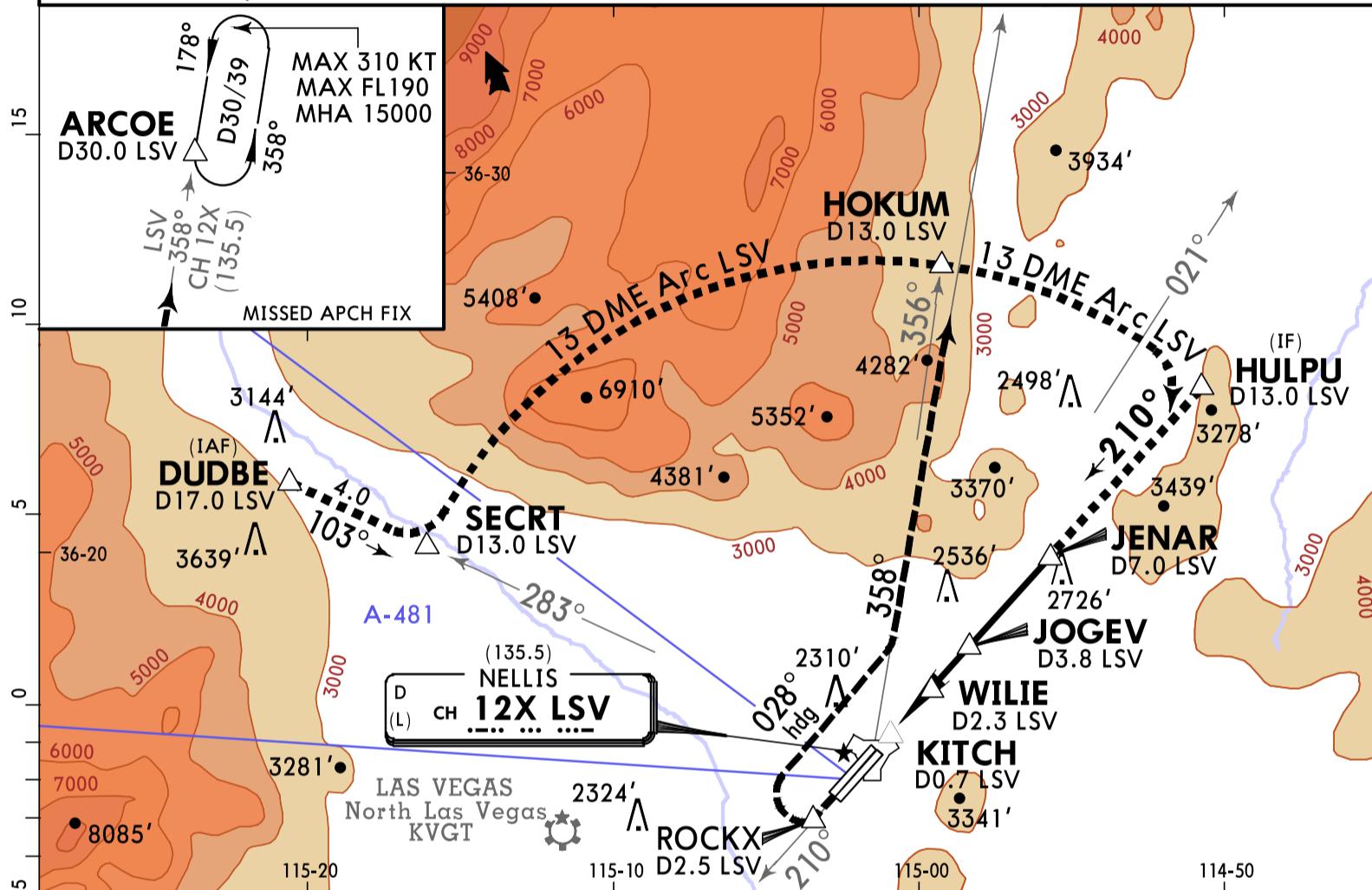
**CAUTION:** Missed approach requires minimum climb of 383'/NM to 15000'.

| Missed approach requires use of RNAV or ATC radar monitoring. | Gnd Speed-Kts | 60  | 120 | 180  | 240  | 300  | 360  |
|---|---------------|-----|-----|------|------|------|------|
|   | 383' per NM   | 383 | 766 | 1149 | 1532 | 1915 | 2298 |



Alt Set: INCHES Trans level: FL 180 Trans alt: 18000

1. EMERGENCY SAFE ALTITUDE 100 NM 14,000'. 2. Missed approach not for civil use. 3. Minimum navigation reception at ARCOE 15,000' MSL. 4. VGSI and descent angle not coincident (VGSI angle 3.00°/TCH 54').  
5. PAPI-L on Rwy 21R.



MAP at KITCH

| Military |                | Straight-in Landing RWY 21L | Sidestep Landing RWY 21R   | Circle-to-Land                    |                          |
|----------|----------------|-----------------------------|----------------------------|-----------------------------------|--------------------------|
|          |                | MDA(H) <b>2448'</b> (595')  | MDA(H) <b>2448'</b> (591') | Not Authorized East of Rwy 3R-21L |                          |
|          |                | ALS out                     |                            | Max Kts                           | MDA(H)                   |
| A/B      | NOT APPLICABLE |                             | NOT APPLICABLE             | A/B                               | NOT APPLICABLE           |
| C        | 600'- V1 1/4   | 600'- V1 3/4                | 600'- V1                   | 140                               | 2597'(751') 800'- V2 1/4 |
| D        |                |                             |                            | 165                               | 2817'(971') 1000'- V3    |
| E        |                |                             |                            | 200                               | 3017'(1171') 1200'- V3   |

16 APR 21

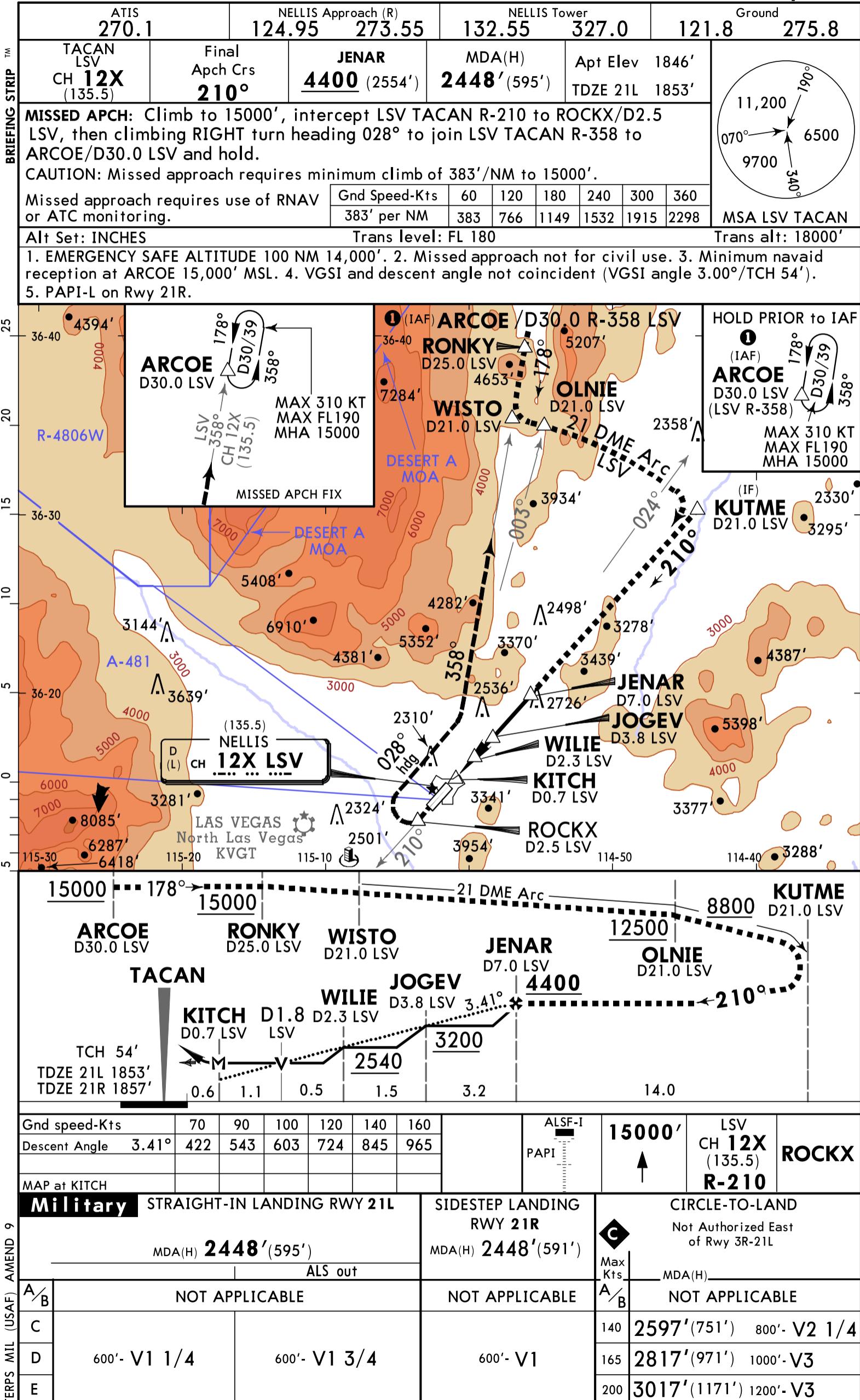
Eff 22 Apr

14-4

CAT C, D & E

gradient min 383'/NM

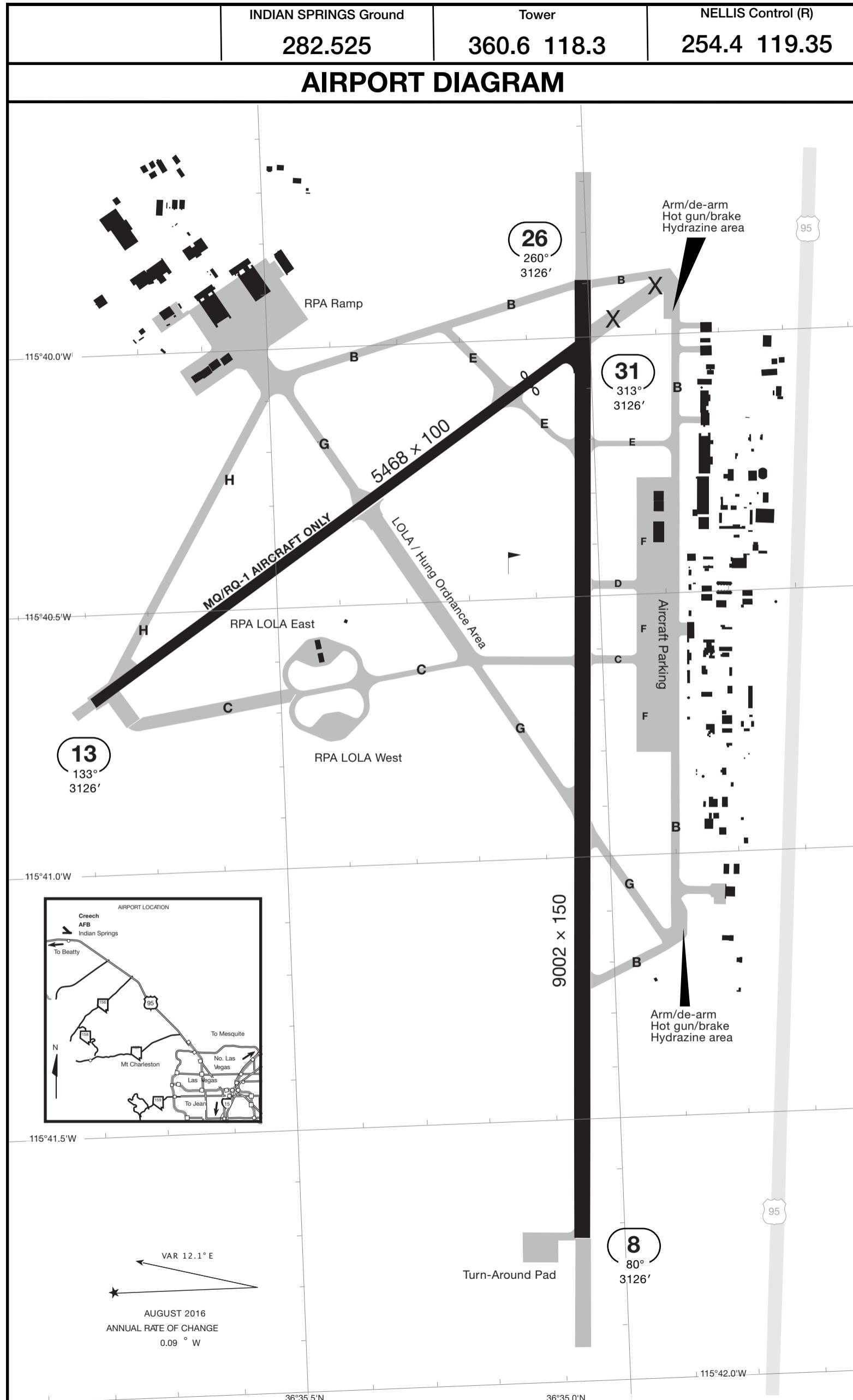
HI-TACAN Z Rwy 21L



**KINS / INS**  
Apt Elev 3126'  
N36 35.2 W115 40.6

20-9

**CREECH AFB**  
**INDIAN SPRINGS, NEV**



**KINS / INS**  
Apt Elev 3126'  
N36 35.2 W115 40.6

20-9A

**CREECH AFB**  
**INDIAN SPRINGS, NEV**

|  | INDIAN SPRINGS Ground | Tower       | NELLIS Control (R) |
|--|-----------------------|-------------|--------------------|
|  | 282.525               | 360.6 118.3 | 254.4 119.35       |

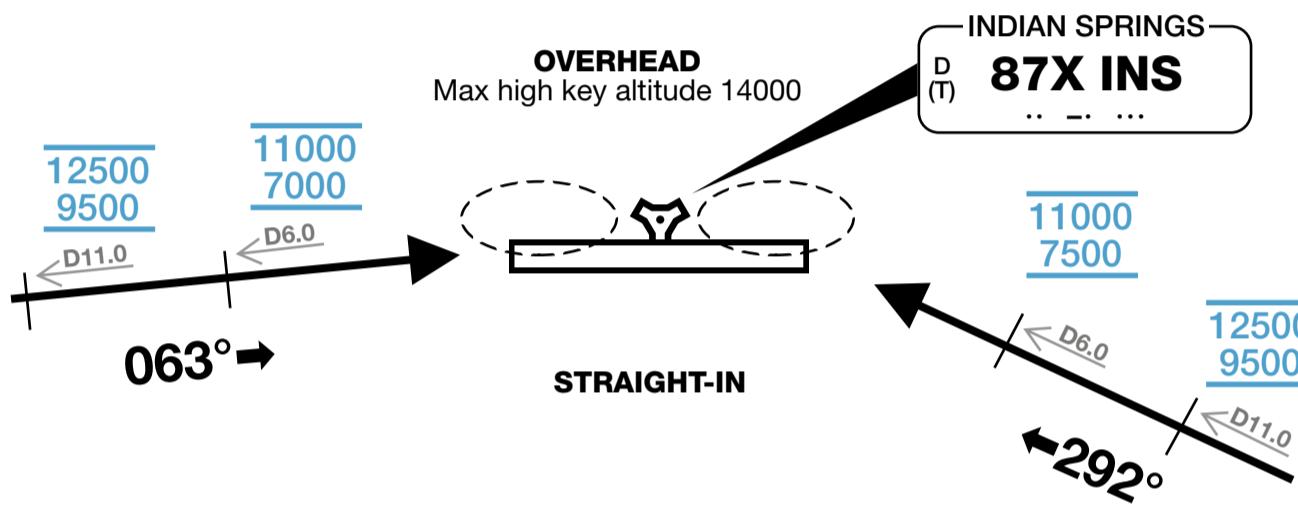
## TRAFFIC PATTERNS

### NOT AVAILABLE FOR NIGHT OR IMC OPERATIONS.

**NOISE ABATEMENT:** Avoid overflight south of Highway 95 within a 1 mile radius of the town of Indian Springs below 10,000' MSL. Fly all patterns to the north of the field. This includes climb outs to any part of the SFO pattern. Do not initiate afterburner in the pattern area unless for safety of flight. When departing Creech AFB, fly runway heading for one mile past the departure end then turn right out of traffic to the south.

**HUNG ORDNANCE PATTERN:** (RWY 26) Enter the Creech AFB airport traffic area via a right downwind at 4,600' MSL or a straight-in. (RWY 8) Fly a left downwind at 4,600' MSL or straight-in approach. Avoid the populated area to the south.

**SFO**

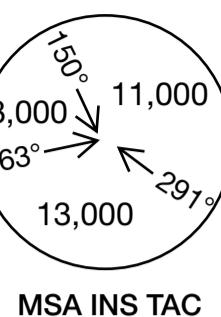


KINS/INS  
INDIAN SPRINGS, NEV

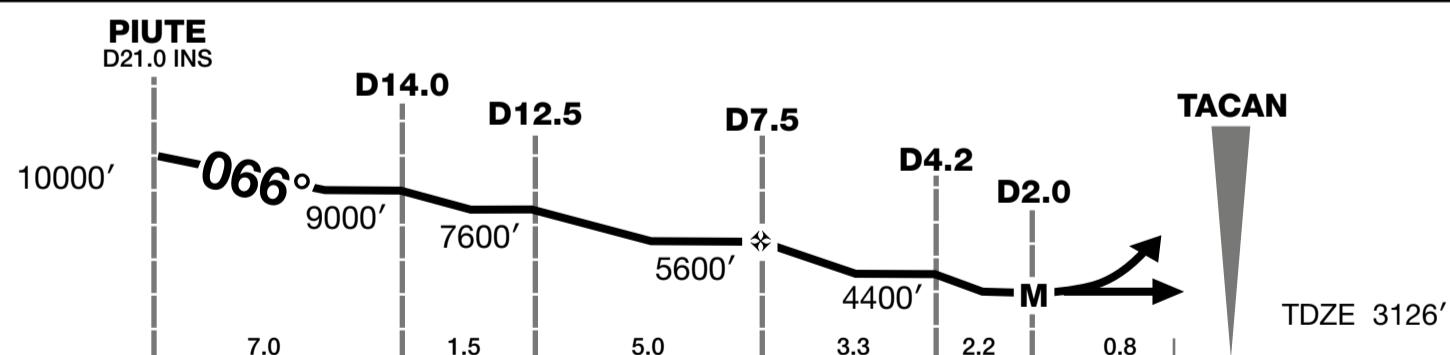
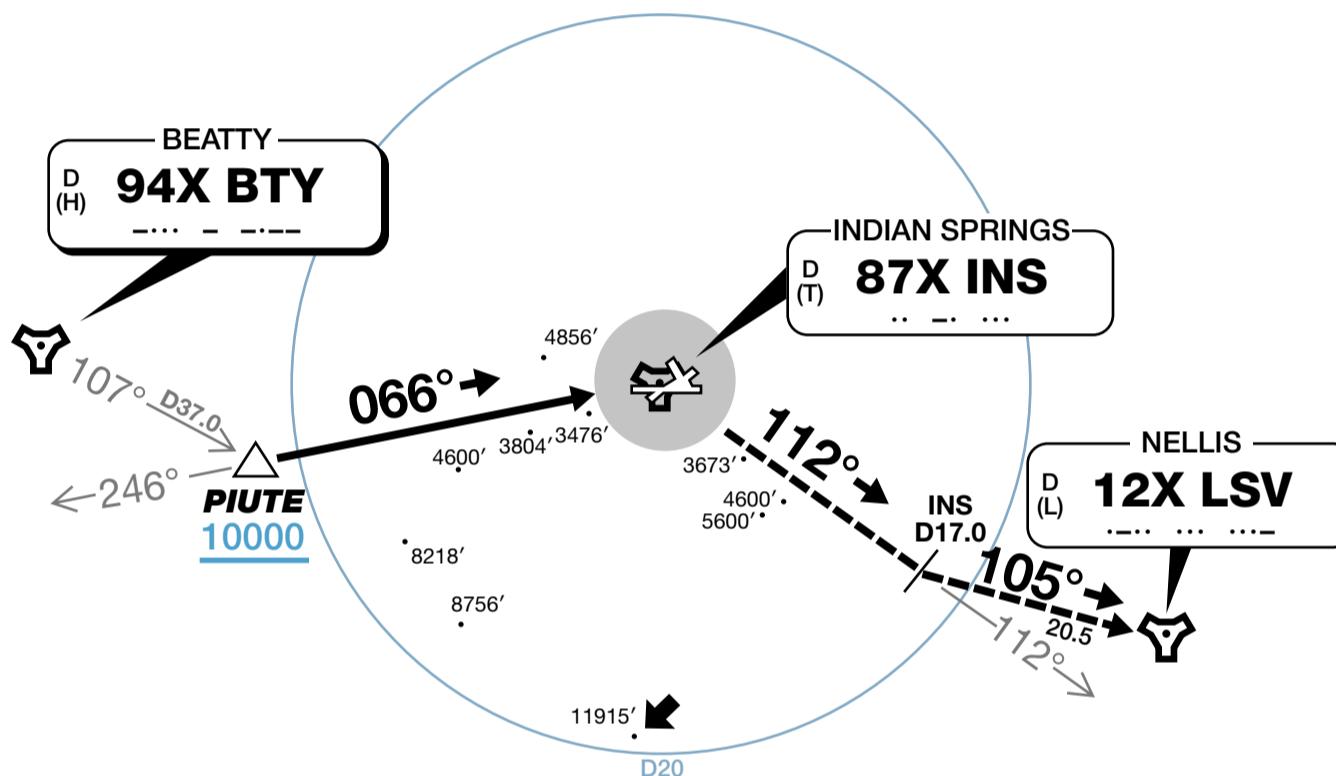
24-1

CREECH AFB  
HI-TACAN RWY 8

|   |                                  |  |   |                    |                        |  |
|---|----------------------------------|--|---|--------------------|------------------------|--|
| NELLIS Control (R)<br>254.4 119.35  |                                  | *CREECH Tower<br>360.6 CTAF 118.3              |   |                    | *Ground<br>275.8 118.3 |  |
| TACAN<br>INS<br><b>87X</b>  | Final<br>Apch Crs<br><b>066°</b> | Minimum Alt<br><b>INS D7.5</b><br><b>5600'</b> | MDA(H)<br><b>3710'</b>                              | Apt Elev<br>TDZE 8 | 3126'<br>3126'         |  |
| <b>MISSED APCH:</b> Straight ahead to INS TACAN, intercept INS R-112 outbound, cross 17 DME at or above 9500, then direct LSV TACAN. CAUTION: Missed approach requires minimum climb of 230'/NM to 4700'. |                                  |  |   |                    |                        |  |
|   |                                  | Gnd Speed-Kts<br>230' per NM                   | 60 120 180 240 300 360<br>230 460 690 920 1150 1380 |                    |                        |  |



Alt Set: INCLES Trans level: FL 180 Trans alt: 18000'  
1. FOR DAY VFR USE ONLY. Pilot is responsible for terrain/obstacle avoidance and appropriate VFR cloud clearance for all procedure segments. 2. CAUTION: Descent gradients are greater than allowed under standard TERPS criteria and inbound course does not meet straight-in criteria. 3. CAUTION: Final approach course crosses runway centerline at MIDFIELD. Maneuvering left of course required prior to landing. Do not maneuver farther north than INS R256.



|               |      |      |      |      |      |      |      |        |         |                   |             |
|---------------|------|------|------|------|------|------|------|--------|---------|-------------------|-------------|
| Gnd speed-Kts | 120  | 150  | 170  | 190  | 200  | 210  |      | P-VASI | INS 87X | 9500<br>INS R-112 | INS<br>D7.0 |
| Descent angle | 3.5° | 729  | 911  | 1033 | 1154 | 1215 | 1276 |        |         |                   |             |
| D7.5 to MAP   | 6.7  | 3:21 | 2:41 | 2:22 | 2:07 | 2:06 | 1:55 |        |         |                   |             |

Military

STRAIGHT-IN LANDING RWY 8

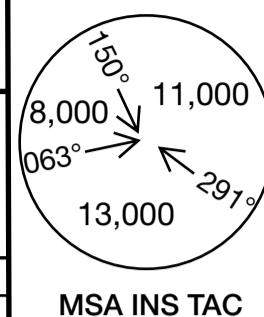
MDA (H) **3710'** (584')

KINS/INS  
INDIAN SPRINGS, NEV

24-2

CREECH AFB  
HI-TACAN RWY 26

|  |                                  |  |                             |                     |                        |  |
|--|----------------------------------|--|-----------------------------|---------------------|------------------------|--|
| NELLIS Control (R)<br>254.4 119.35   |                                  | *CREECH Tower<br>360.6 CTAF 118.3              |                             |                     | *Ground<br>275.8 118.3 |  |
| TACAN<br>INS<br><b>87X</b>   | Final<br>Apch Crs<br><b>292°</b> | Minimum Alt<br><b>INS D6.0</b><br><b>5300'</b> | MDA(H)<br><b>4180'</b>      | Apt Elev<br>TDZE 26 | 3126'<br>3126'         |  |
| <b>MISSED APCH:</b> Direct INS then outbound INS R-246 to D21.0, climbing to 10000'. |                                  |  |                             |                     |                        |  |
|  |                                  | Gnd Speed-Kts<br>450' per NM                   | 60 120 180 240 300 360      |                     |                        |  |
|  |                                  |  | 450 900 1350 1800 2250 2700 |                     |                        |  |

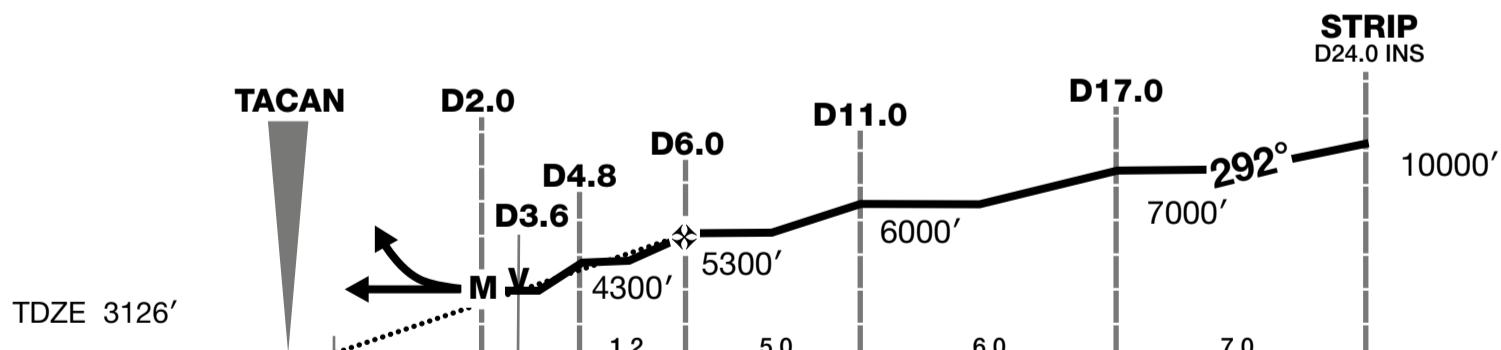
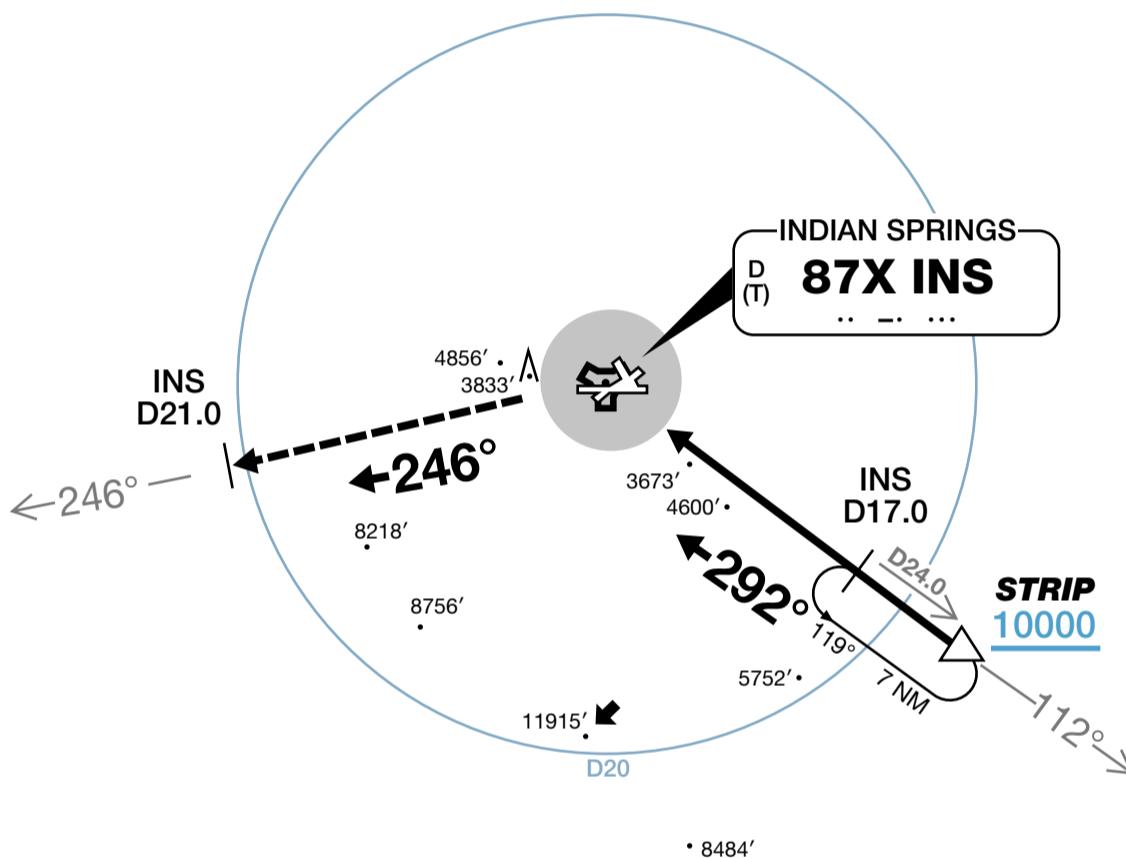


Alt Set: INCLES

Trans level: FL 180

Trans alt: 18000'

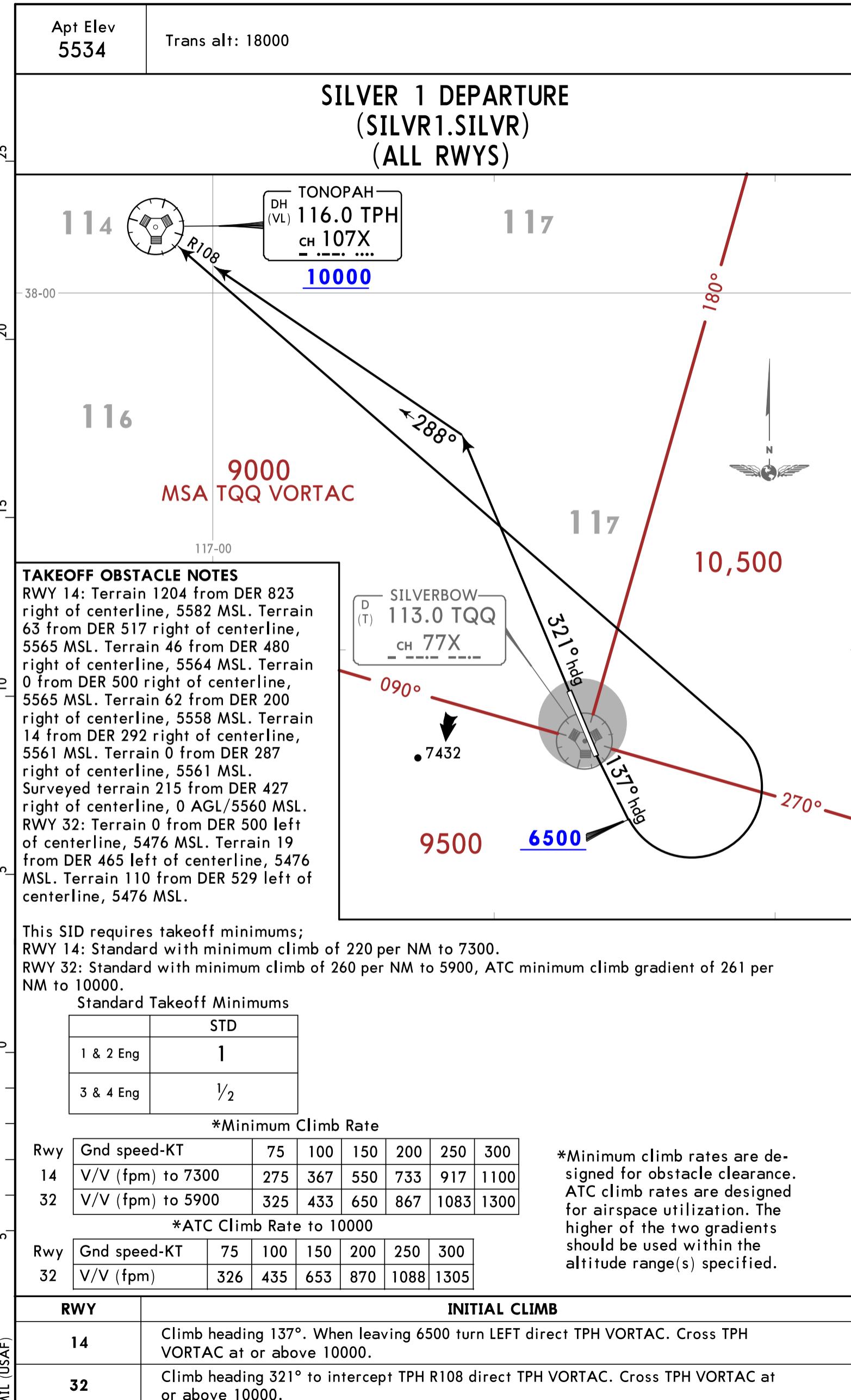
1. **FOR DAY VFR USE ONLY.** Pilot is responsible for terrain/obstacle avoidance and appropriate VFR cloud clearance for all procedure segments. 2. **CAUTION:** Final approach course does not cross Rwy 26 centerline prior to threshold. Final approach course appears to align with Rwy 31. Requires a maneuver right of course then a left turn to align with Rwy 26.

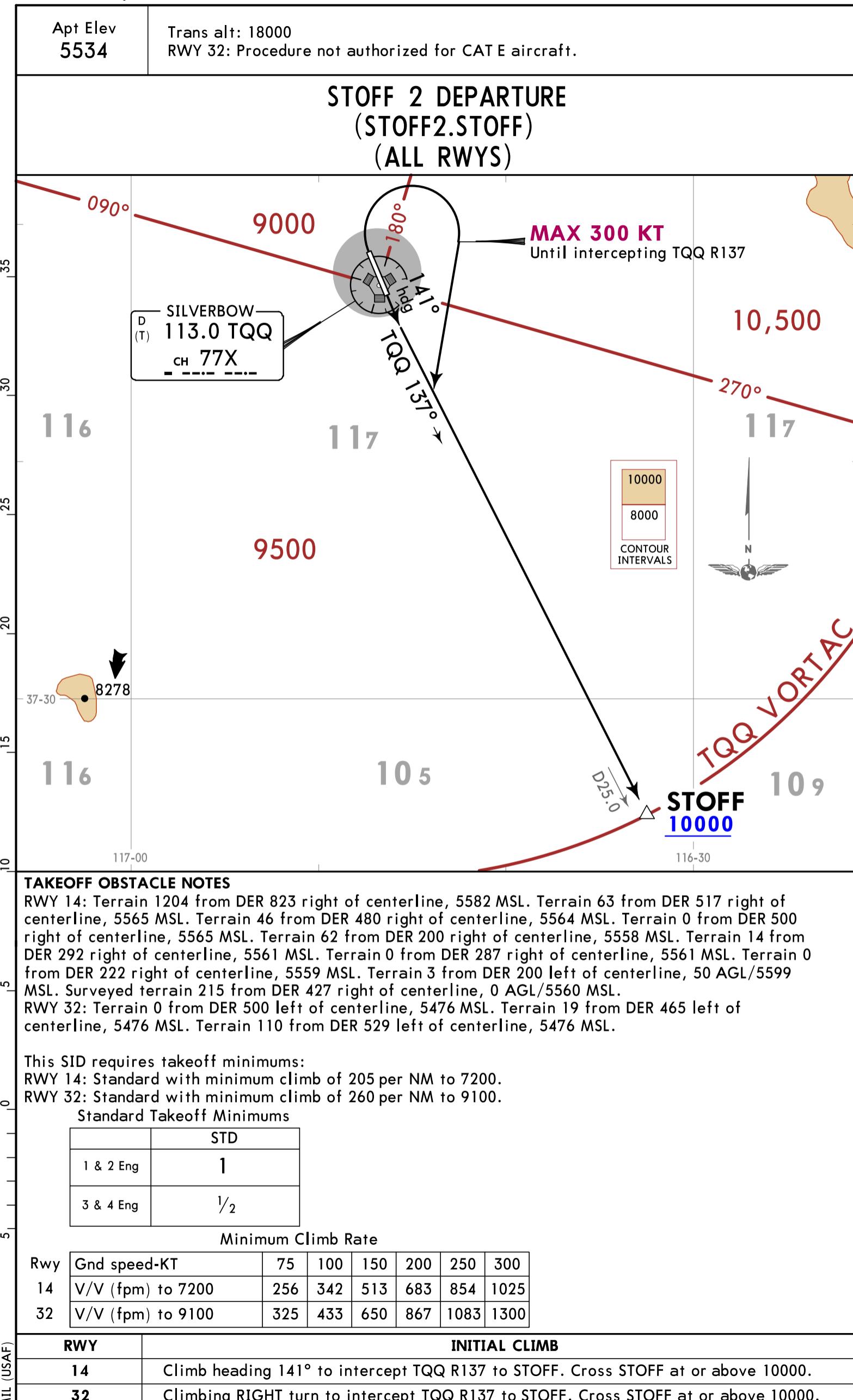


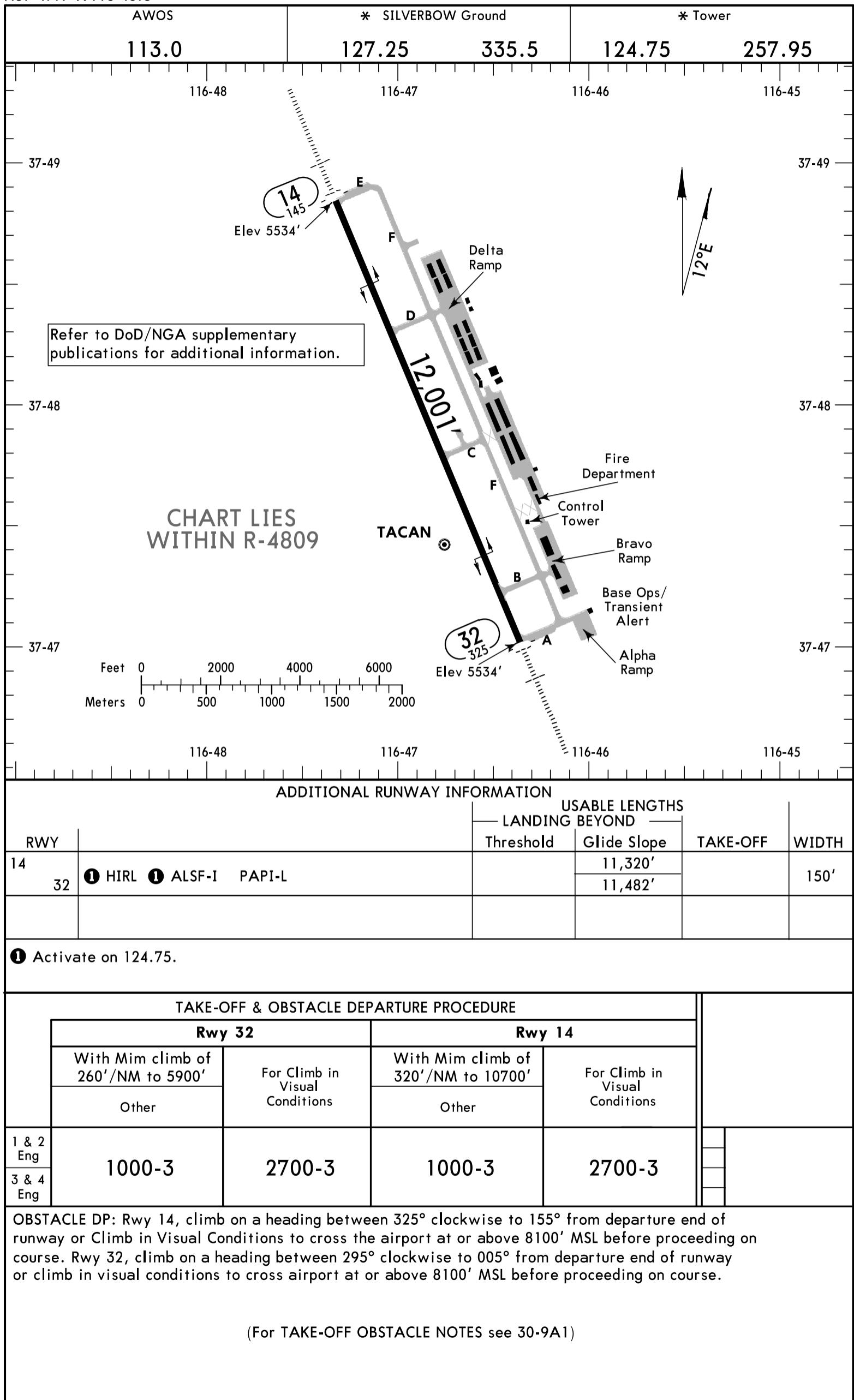
|               |      |      |      |      |      |      |      |        |         |                    |
|---------------|------|------|------|------|------|------|------|--------|---------|--------------------|
| Gnd speed-Kts | 120  | 150  | 170  | 190  | 200  | 210  |      | P-VASI | INS 87X | STRIP D24.0 INS    |
| Descent angle | 2.0° | 425  | 532  | 603  | 673  | 709  |      |        |         |                    |
|               |      |      |      |      |      |      |      |        |         |                    |
| D6.0 to MAP   | 4.0  | 2:00 | 1:31 | 1:16 | 1:07 | 1:12 | 1:09 |        |         | 10000<br>INS R-246 |
| Military      |      |      |      |      |      |      |      |        |         | INS<br>D21.0       |

STRAIGHT-IN LANDING RWY 26

MDA (H) **4180'** (1054')



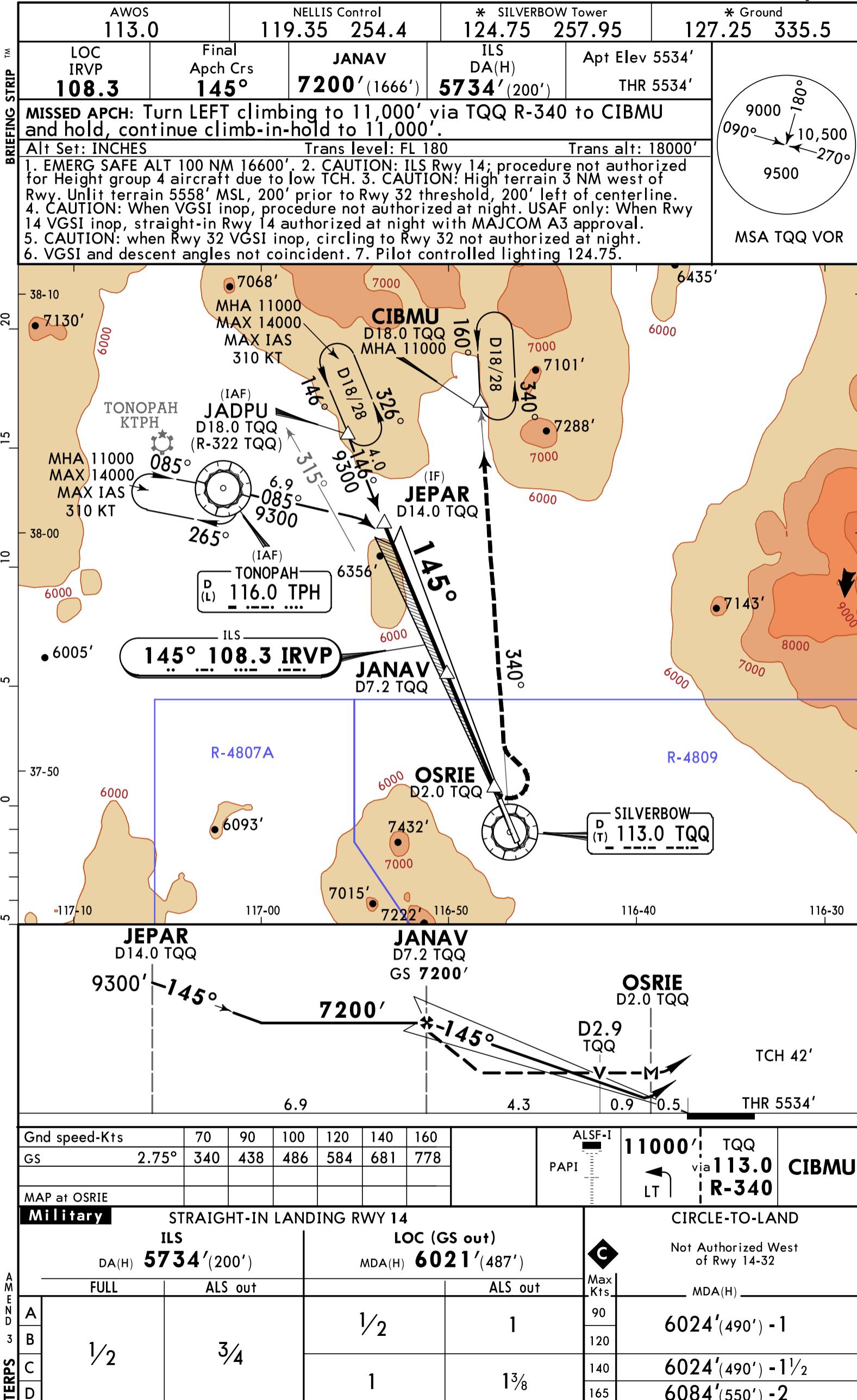




KTNX/XSD  
TONOPAH, NEV

JEPPESSEN  
11 JUN 21  
Eff 17 Jun  
31-1

TONOPAH TEST RANGE  
ILS or LOC DME Rwy 14



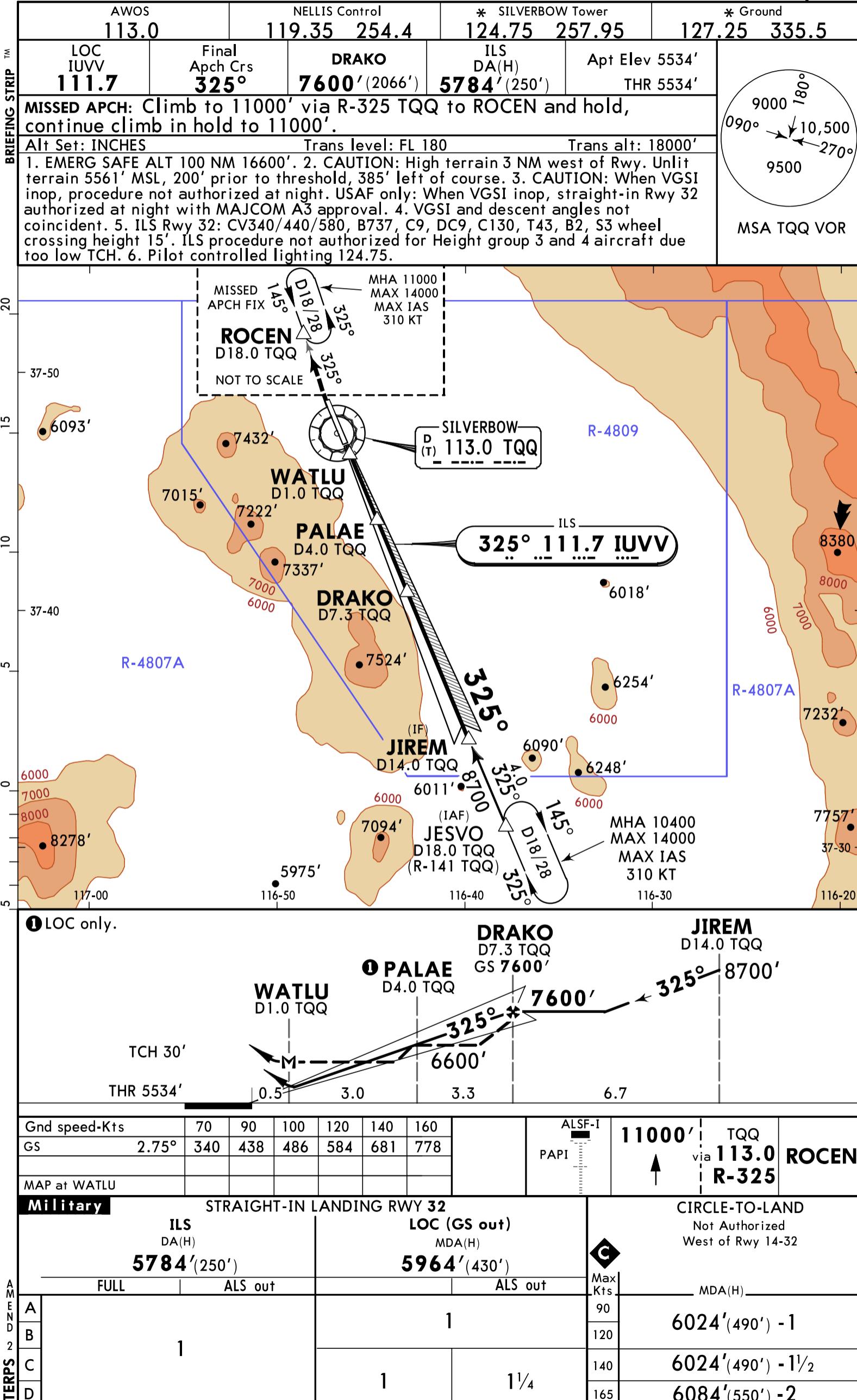
KTNX/XSD  
TONOPAH, NEV

11 JUN 21  
Eff 17 Jun

JEPPESSEN

TONOPAH TEST RANGE  
ILS or LOC DME Rwy 32

31-2

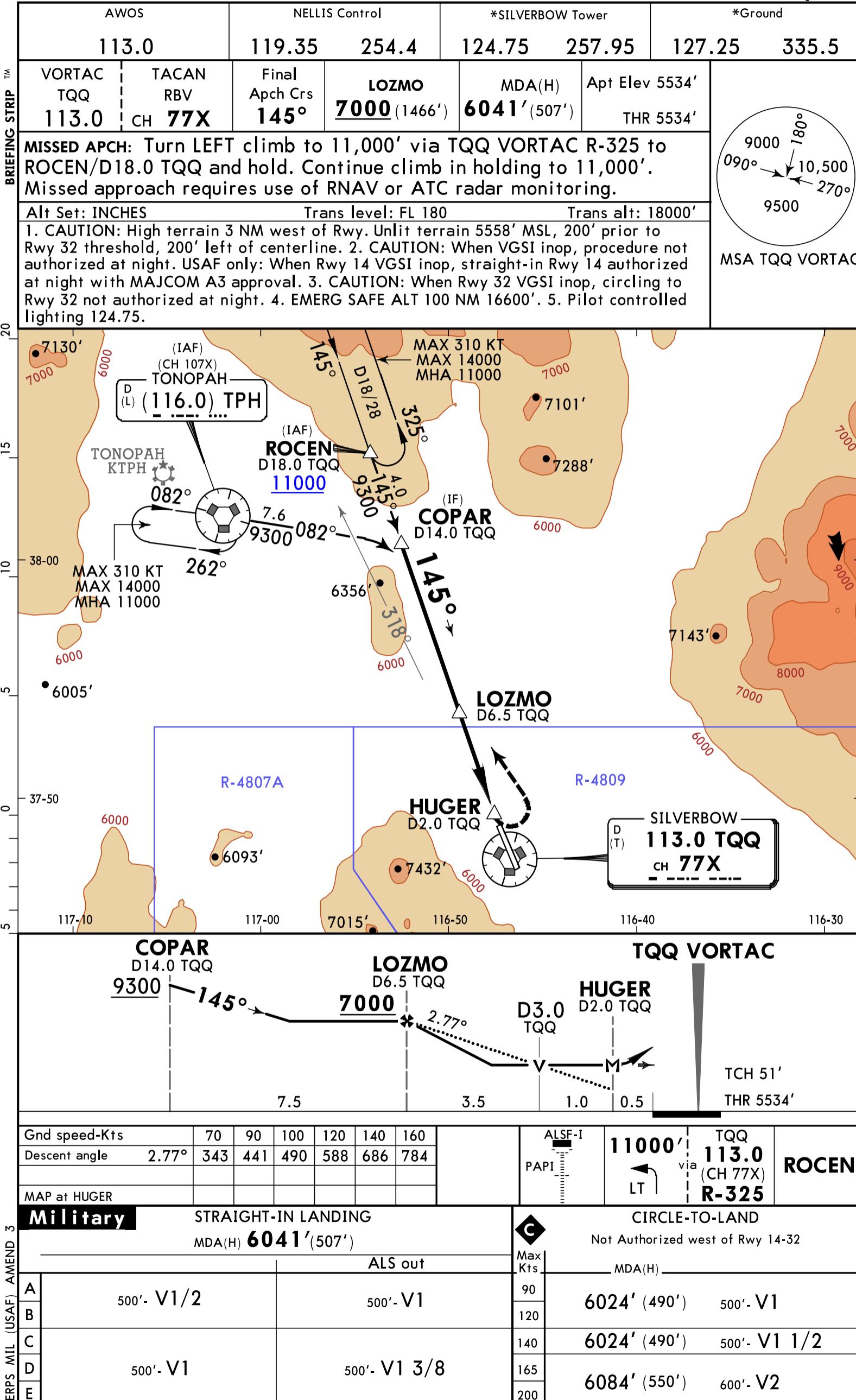


KTNX/XSD  
TONOPAH, NEV

11 JUN 21  
Eff 17 Jun

33-2

TONOPAH TEST RANGE  
VOR DME or TACAN Rwy 14

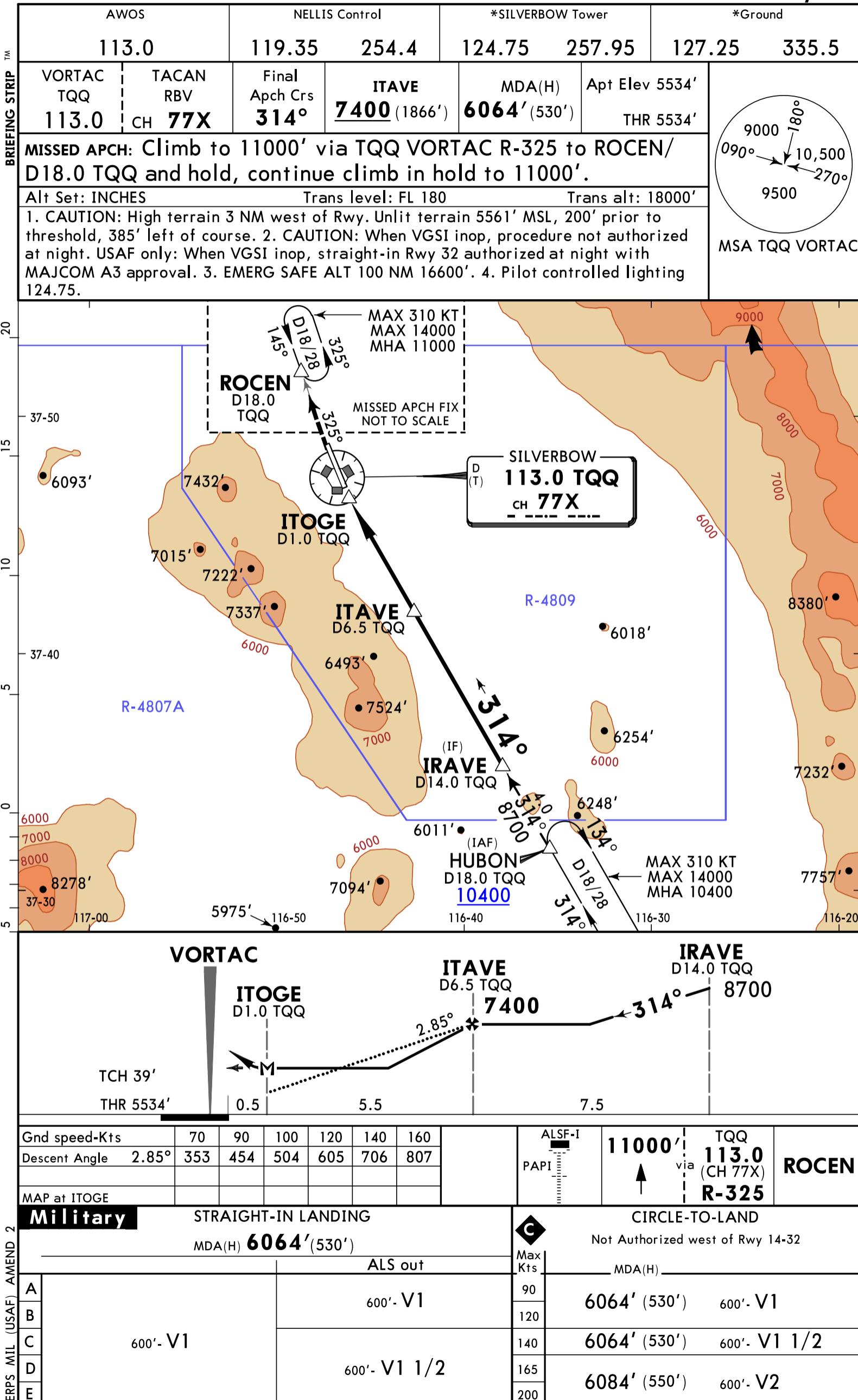


KTNX/XSD  
TONOPAH, NEV

19 MAR 21

33-4

TONOPAH TEST RANGE  
VOR DME or TACAN Rwy 32



# **STEREO ROUTES**

## **FOR RANGE COMPLEXES**

**LSV104** KLSV 190 F16/P 400  
KLSV.DREAM6.DREAM/D0+15..ARCOE.KLSV  
RMKS **RANGES**

**LSV105** KLSV 200 F16/P 400  
KLSV.FYTTR6.FYTTR..BTY100030..FLUSH..R4807/D0+15..STRYK..KLSV  
RMKS **RANGES**

**LSV113** KLSV 160 F16/P 400  
KLSV.FYTTR6.FYTTR.BTY100030.TUCKY.**R2502**  
RMKS D0+15 THEN FILE LSV213A FOR RETURN

**LSV113A** R2508 170 F16/P 400  
**R2508.TUCKY.JAYSN.STRYK.KLSV**

## **FOR REFUELING OPS**

**LSV106** KLSV 200 F16/P 400  
KLSV.FYTTR6.FYTTR.BTY.BTY310033.MVA163077.AR625.MVA142059.R4807.RVELE  
RMKS **AR625 H OR L REVEILLE**

## **FOR LATN AREAS**

**LSV117** KLSV 160 F16/P 400  
KLSV.FYTTR6.FYTTR..INS/D3+00..INS..STRYK..KLSV  
RMKS **LATN WEST**

**LSV133** KLSV VFR F16/P 400  
KLSV.MMM7.MMM  
RMKS VFR TO **LATN EAST**