

## Typical Nellis Flight Sequence

ACTION	PILOT RESPONSE	ATC ACTION and RESPONSE
<p>Place clearance using the Mark Label button in the F10 map.  <u>Preferred to place over Lake Mead by Hoover Damn for convenience to controller.</u>            Flight plan placed:            LSV302 LSV 200 HAR/I 400            LSV.FYTTR1.FYTTR.BTY100030..FLUSH..R4807..RVELE..ILC200050/D0+15..FLUSH..JAYSN..STRYK..LSV RMKS            RF MARSA REVEILLE</p> <p>Assume you are flying this VFR</p>		
Request clearance on 289.4	“Nellis Clearance Delivery, LUSTY 1-1 request LSV302C as filed.”	“LUSTY 1-1, Nellis Clearance, you are cleared as filed, climb via the SID (or if VFR via the FYTTR low), Departure frequency 327.0”
	“Cleared as filed, climb via the FYTTR low, Departure frequency 327.0, LUSTY 1-1”	“LUSTY 1-1 read back correct. Contact Nellis Ground when ready to taxi”
Request taxi on 275.8	“Nellis Ground, LUSTY 1-1, Taxi 2, Row 15, Request Rwy 03, Flex Turnout.”	“LUSTY 1-1, Nellis Ground, Flex Turnout approved, Rwy 03 Left, Taxi via Foxtrot”
	“Rwy 03 Left via Foxtrot, LUSTY 1-1”	
When either at the Rwy hold short line or from your arming pad, request takeoff from tower on 327.0	“Nellis Tower LUSTY 1-1 flight of 2 holding short of 03 Left at taxiway Alpha, ready for departure.”	“LUSTY 1-1, Nellis Tower, wind calm, Cleared for takeoff Rwy 03 Left, Contact departure when airborne”
	“Cleared for takeoff, Runway 03 Left, LUSTY 1-1”	
Taxi onto runway and depart		
Once safely airborne with gear up and on course call Nellis Departure on 327.0	“Nellis Departure, LUSTY 1-1, with you passing 1000”	LUSTY 1-1, Departure roger, radar contact north of Nellis at 1200 and climbing, continue on course, maintain VFR”
	“Continue on course, maintain	

	<b>VFR LUSTY 1-1”</b>	
Continue following the FYTR Low procedures and expect a hand off from Departure to Lee Control on 254.4 at around 20 DME on course to FYTTR.		
		<b>“LUSTY 1-1, Nellis Departure, Contact Lee Control on 254.4”</b>
	<b>“Contact Lee Control on 254.4 LUSTY 1-1”</b>	
	<b>“Lee Control, LUSTY 1-1, 10 miles south east of FYTTR, Flight Lvl 140”</b>	<b>“LUSTY 1-1, Lee Control roger, radar contact 10 miles south east of FYTTR, at FL 140”</b>
Expect a Clearance into your assigned and requested MOA or Range as scheduled from Lee Control with a handoff to Blackjack on 377.8		
		<b>“LUSTY 1-1, Control, cleared as scheduled, contact Blackjack on 377.8”</b>
	<b>“Cleared as scheduled, contact Blackjack on 377.8 LUSTY 1-1”</b>	
	<b>“Blackjack, LUSTY 1-1 with you just south of 4808 at Flight Lvl 200”</b>	<b>“LUSTY 1-1, Blackjack roger, radar contact 5 miles south of Restricted area 4808. Once in 4807 cleared Tactical”</b>
	<b>“Once in 4807, Cleared Tactical”</b>	
Do not leave your assigned altitude until cleared tactical		
Once finished with your training, notify Blackjack of your intent to depart the area.	<b>“Blackjack, LUSTY 1-1, we are all finished up here and ready for exit of the area.”</b>	<b>LUSTY 1-1, Blackjack roger, contact Lee Control”</b>
	<b>“Contact Control, LUSTY 1-1</b>	
Once back at your previous assigned altitude and no closer then 15nm from your initial recover fix, contact Lee Control	<b>“Lee Control, LUSTY 1-1 is 15nm north of GARTH at FL 200, on the JAYSN Recovery”</b>	<b>“LUSTY 1-1, Control radar contact north of GARTH at FL 200, continue via the JAYSN recovery, descend at</b>

with recovery intentions.		<b>pilots discretion, cross STRYK at 9500. Nellis Altimeter 29.92”</b>
	<b>“Continue via the JAYSN recover, cross STRYK at 9500, LUSTY 1-1”</b>	
Once passing JAYSN expect STRYK recovery clearance from Lee Control and a hand off to Nellis Approach on 327.0		<b>“LUSTY 1-1, Control, cleared via the STRYK Recovery, contact Nellis Approach at STRYK.”</b>
	<b>“Cleared STRYK Recovery, contact approach at STRYK, LUSTY 1-1”</b>	
At STRYK contact Nellis Approach. Expect Over Head Break unless a different procedure is requested by the pilot.	<b>“Nellis Approach, LUSTY 1-1, passing STRYK at 9500.</b>	
		<b>LUSTY 1-1, Approach, radar contact 3nm east of STRYK, expect OH Break 21 Left</b>
	<b>“expect OH Break 21 Left”</b>	
Once your about 15nm from Nellis expect a hand off to tower. Contact Tower with landing intentions.		<b>“LUSTY 1-1, Approach, contact Nellis Tower”</b>
	<b>“Contact Tower, LUSTY 1-1”</b>	
	<b>“LUSTY 1-1 flight of 2, just west of APEX Overhead Break 21 Left”</b>	<b>LUSTY 1-1, Nellis Tower, Continue, report 3 mile initial.”</b>
Once at 3nm Initial Report	<b>“Tower, LUSTY 1-1, Initial”</b>	<b>LUSTY 1-1, Tower, Cleared OH Break rwy 21L, Report Break”</b>
	<b>“Cleared OHB rwy 21L, will report break, LUSTY 1-1”</b>	
Standard break is at the numbers for lead and appropriate spacing for wings.	<b>“LUSTY 1-1, in the break”</b>	<b>“LUSTY 1-1, wind calm, Rwy 21L, Cleared to Land, Check Gear down”</b>
	<b>“Cleared to land, Rwy 21L, Gear Down 3 green”</b>	
Wing man reports with gear and intended landing Rwy.	<b>“LUSTY 2, Gear, left”</b>	

Once on the ground		<b>LUSTY 1-1, exit left when able, cross rwy 21 Right, Contact Ground once clear of rwy 21R.</b>
	<b>“Left when able, cross 21R, Contact ground when clear of 21R, LUSTY 1-1”</b>	
Once taxied clear of Rwy 21R contact Ground with taxi intentions.	<b>“Nellis Ground, LUSTY 1-1, taxi 2 to row 18”</b>	<b>LUSTY 1-1, Ground, row 18, taxi via Foxtrot”</b>