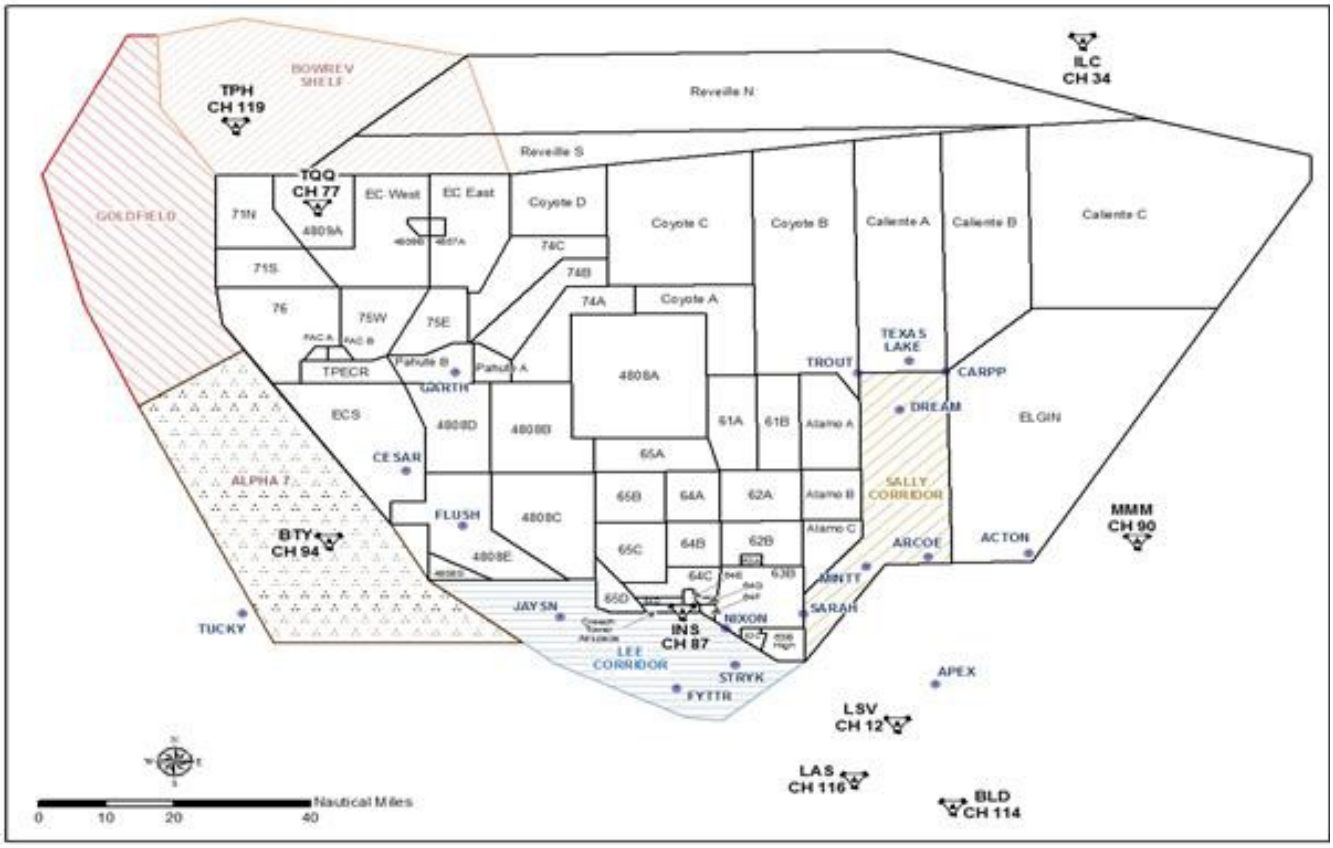
Nellis Air Traffic Control Procedures

v1.02 02/24/2018



Flight Planning

- All flight plans will be filled to Nellis Clearance Delivery before taxi.
- Must submit flight plans using the DD-Form 175 to controller. (Example at End)
  - Can be attached to training mission view-able by controller.
  - At minimum when ATC is online put your flight plan on the F10 map over Lake Mead using the Mark function.

Clearance Procedures

- Unless otherwise approved or instructed by ATC, a local ATC clearance will be obtained from Nellis Clearance Delivery prior to taxi. An A-10 VFR Departure clearance may be obtained from Nellis Ground Control on taxi only after initial clearance from Clearance Delivery has been received. ATC clearance for any A-10 VFR Departure constitutes clearance to operate within Class B airspace. Upon departing Class B airspace, aircraft shall not re-enter without ATC approval.

Taxi Procedures

- All aircrews must obtain ATIS information prior to taxi. Include the following information in all calls requesting taxi from Ground Control (GC): Call sign, number of aircraft, ATIS letter designation, status of clearance, and parking row location.
  - ex. *"NELLIS GROUND, LUSTY 1 TAXI 2, ROW 15, WITH ALPHA"*
  - *ex. "NELLIS GROUND, LUSTY 1 TAXI 2, ROW 15, WITH ALPHA, FLEX TURNOUT"*

- **Advise GC when:**
  - The number in the flight differs from the flight plan (i.e. one aircraft ground aborts)**.**
  - A FLEX turnout or A-10 VFR Departure is requested.
  - Two or more flights join-up/depart together. All communications will be directed to the flight lead call sign only, but instructions are applicable to all flight elements.
  - Unrestricted climbs. If an unrestricted climb is requested, include highest altitude climbing to on departure.
  - Any deviation from standard departure procedures is requested.

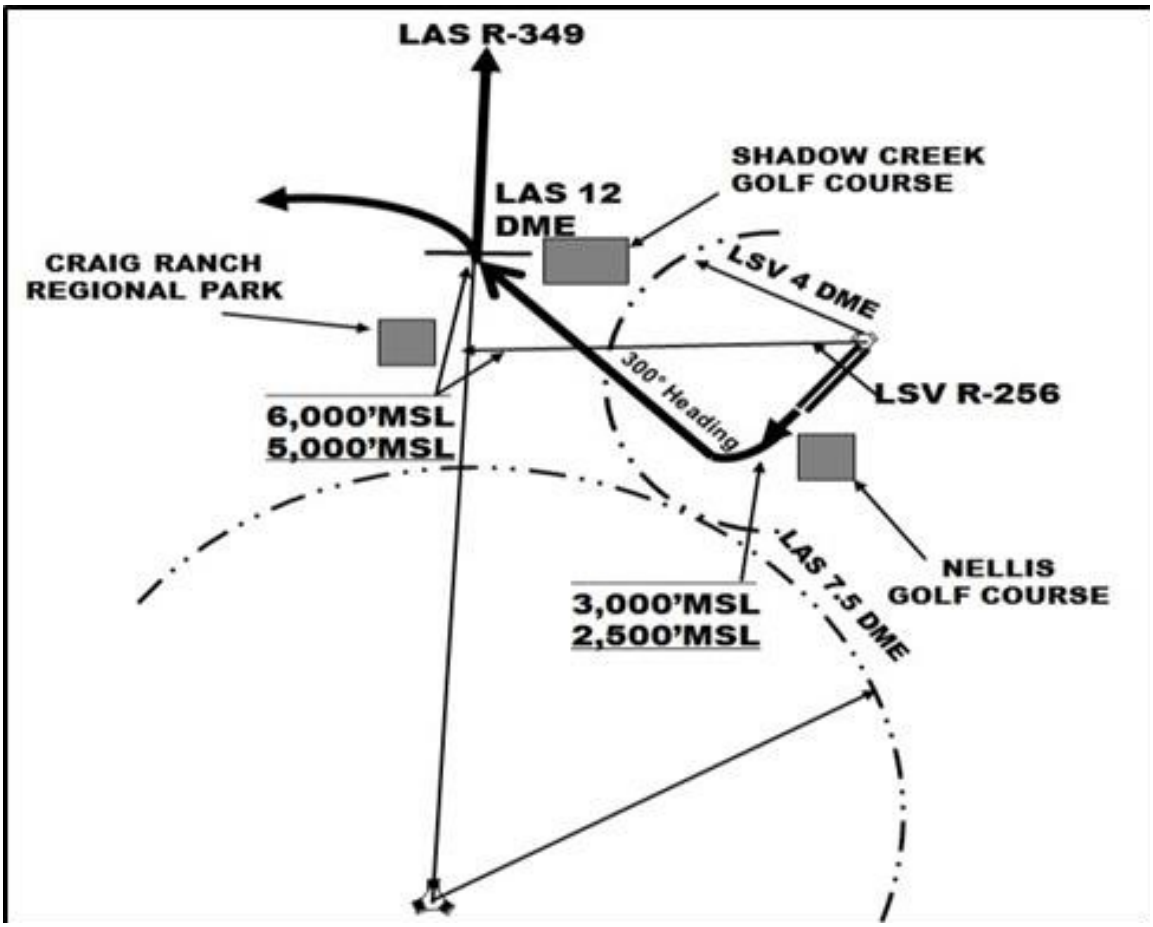
Taking the Active Runway.

- Do not block access to the runway unless runway clearance has been received and all ground checks are completed for all flight members.
- Flight leads will not call Nellis Tower until all flight members are ready for takeoff. The flight should be airborne within three minutes after takeoff clearance is received.
- **Rolling Takeoffs.** Rolling takeoff solicitation by tower can be used when deemed necessary to expedite traffic flow (heavy jet rolling takeoffs are not authorized). The aircrew is the final authority to accept or reject the rolling takeoff option. Tower will use the following phraseology to solicit a rolling takeoff: *"STRIKE 1, WILL YOU ACCEPT ROLLING?"* If it is accepted, Tower expects a rolling takeoff when takeoff clearance is issued.

Noise Abatement Procedures (Figure 4 1).

- Noise Abatement Procedures are mandatory for all aircraft during Visual Meteorological Conditions (VMC) and using RWY 21L/R for takeoff, climb out, closed patterns, pattern reentry, go-around, etc. When executing noise abatement procedures in conjunction with any instrument departure, aircrews are responsible for terrain avoidance (VFR climb) until established on a segment of the instrument procedure at which point the aircraft is considered Instrument Flight Rules (IFR) and further instrument departure restrictions are mandatory. **NOTE:** Noise abatement is not applicable to helicopter operations when departing from other portions of the airport.

Figure 4.1. Noise Abatement RWY 21L/R Departure.



Protection of the 360° Overhead Pattern.

- During daytime VMC, all departing aircraft will remain at or below 3,000 feet MSL prior to turning out of traffic at the departure end of the runway.

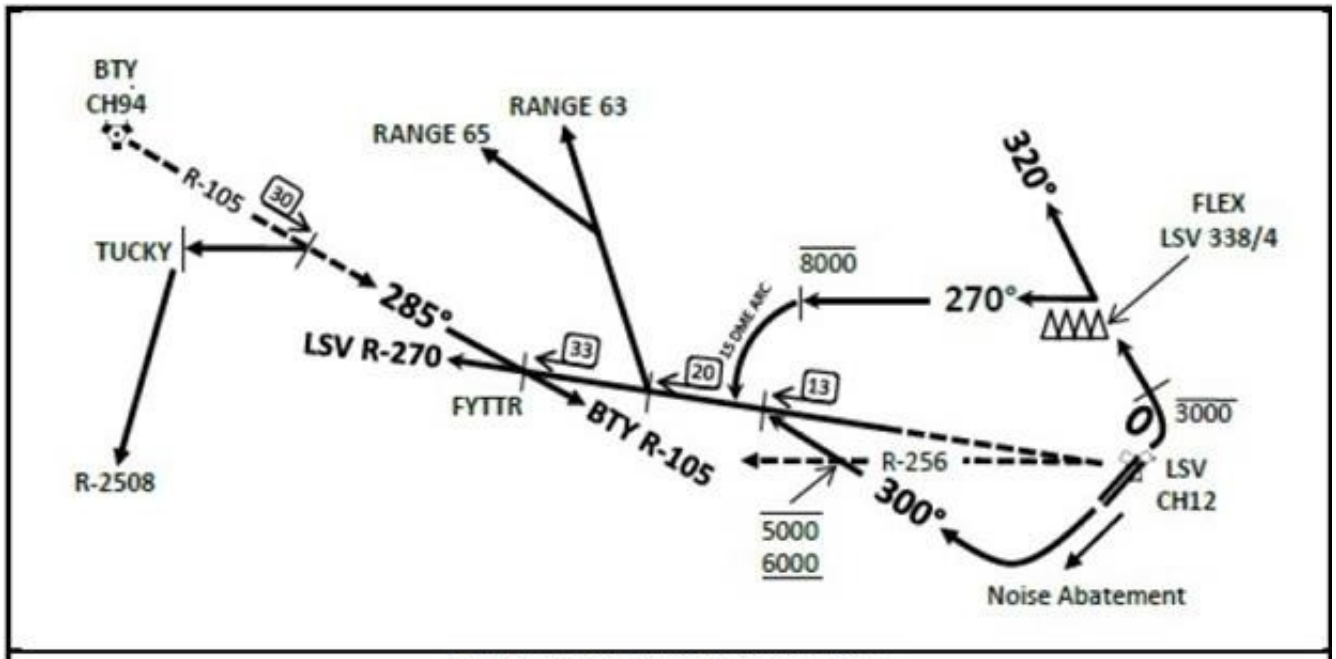
Departure Procedures.

- Departure procedures will be used by fixed wing aircraft operating out of Nellis AFB (KLSV).
- Do not request straight ahead or left turn departure when utilizing Runway 21L/R for departure.
- Flight leads will not call number one until all flight members are ready for takeoff. The flight should be airborne within three minutes after takeoff clearance is received.
- FYTTR FOUR Departure. The FYTTR FOUR departure is a westbound departure that can be used under VFR (FYTTR LOW) or IFR.
- FYTTR LOW Departure. The FYTTR LOW departure is a westbound departure for daytime/VMC use only (Figure 4.2)
- DREAM FIVE Departure. The DREAM FIVE departure is a northbound departure for high-performance aircraft that can be used under VFR (FLEX Turnout to DREAM FIVE) or IFR. If executing noise abatement or a FLEX turnout in conjunction with the DREAM FIVE, aircrews are responsible for terrain avoidance until established on the departure.
    - The DREAM LOW departure is a northbound departure for daytime/VMC use only (Figure 4.17). It is used for NTTR departures unable to meet published IFR climb gradients or for aircrews requesting a VFR northbound departure when utilizing the NTTR.
    - Aircrews must request and ATC must approve prior to departure.

- DREAM LOW departure clearance authorizes Class Bravo departure transition. Class Bravo VFR separation service will be provided by ATC as appropriate.

- FLEX TURNOUT.
  - The RWY 03 FLEX turnout is for daytime/VMC use only (Figure 4.3) and used to expedite the movement of departures.
  - ATC or aircrew may initiate to provide a quick turn out to the FYTTR TWO departure when departing RWY 03.
  - When pilot requested, a RWY 03 FLEX turnout must be requested with Nellis Ground prior to taxi and approved by Nellis Tower prior to takeoff.

Figure 4.2. FYTTR Low Departure.



FOR DAY/VMC USE ONLY
PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE

TAKE-OFF RWY 3L/R:

1. Remain below 3,000 feet MSL until north of Race Track and turned westbound.
2. Turn left within 4 NM of Nellis direct FLEX.
3. Fly north of FLEX and then turn to heading 270°, intercept the LSV 15 DME arc at or below 8,000 feet MSL.
4. Arc south, intercept the LSV R-270 outbound. Maintain VFR.

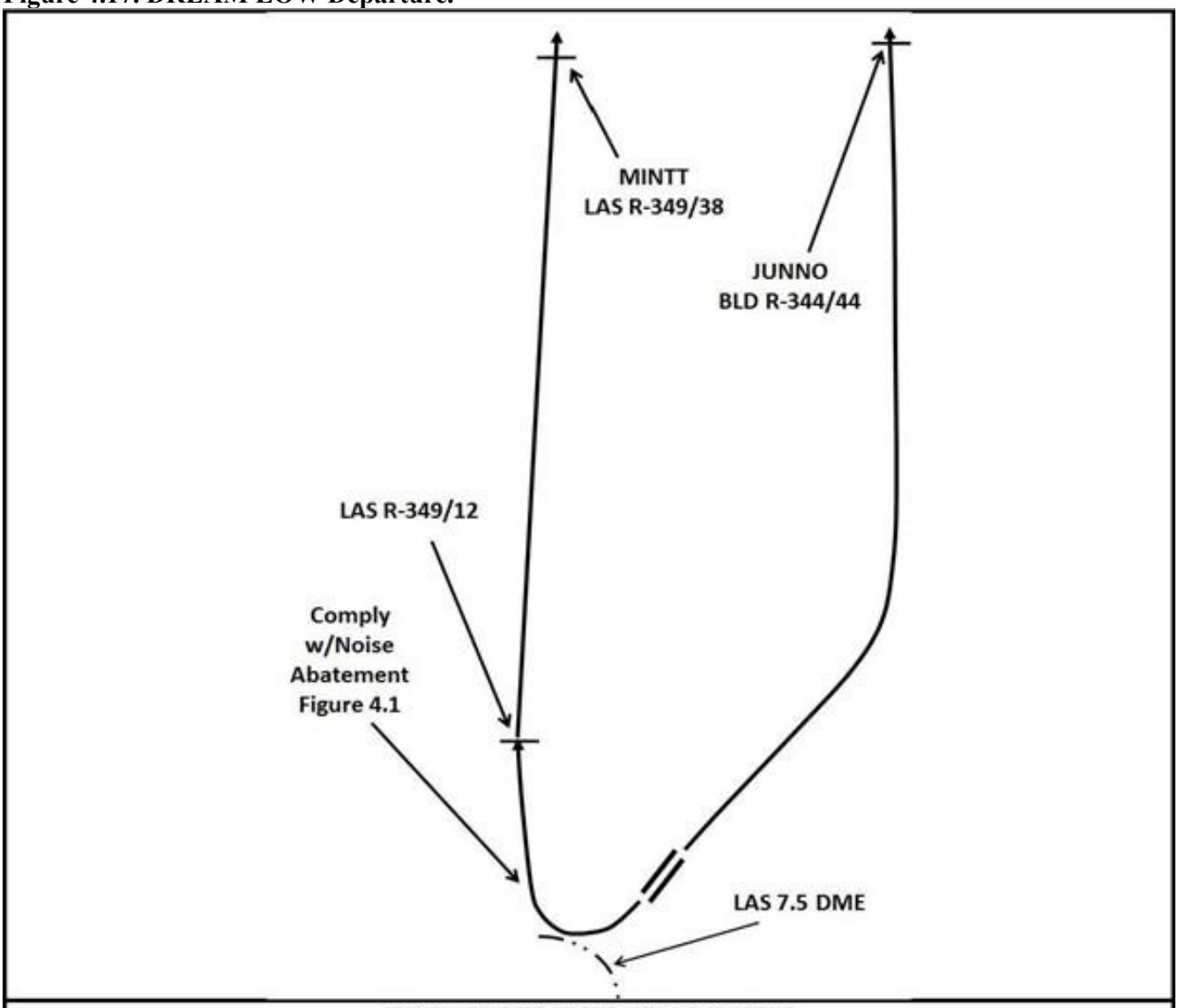
TAKE-OFF RWY 21L/21R:

1. Follow Noise Abatement procedures.
2. Fly runway heading until past Golf Course, then right to 300°.
3. Cross LSV R-256 between 5,000-6,000 feet MSL, intercept and proceed outbound on the LSV R-270.
4. Recommend climb to 8,500 feet MSL or appropriate VFR for overflight of the North Las Vegas Training Area.
5. Fly routing for appropriate mission/transition.

TRANSITIONS:

1. R-4806: Turn right at the LSV 270/20 direct to assigned ranges.
2. BEATTY: Turn right at FYTTR direct BTY via the BTY R-105.
3. R-2508: Turn right at FYTTR, intercept the BTY 105/30, direct TUCKY, then direct R-2508.

Figure 4.17. DREAM LOW Departure.



FOR USE UNDER VMC ONLY
PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE
AIRCREW MUST REQUEST/ATC MUST APPROVE PRIOR TO DEPARTURE

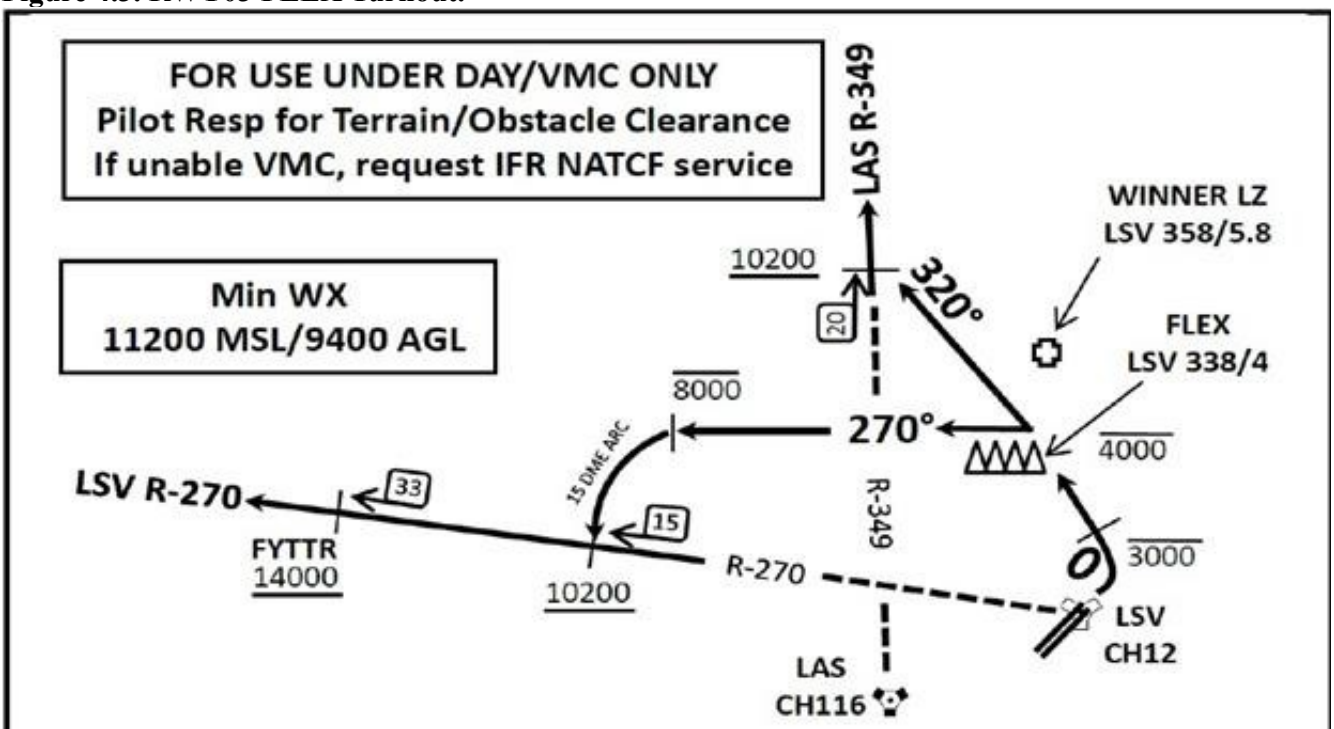
TAKE-OFF RWY 3 L/R:

1. Remain below 3,000' MSL until departure end of runway.
2. Request VFR cruising altitude on departure, maintain VFR during climb.
3. Fly DREAM THREE ground track to DREAM, proceed VFR to scheduled NTTR airspace.

TAKE-OFF RWY 21 L/R:

1. Follow Noise Abatement procedures (Figure 4.1/paragraph 4.6).
2. Request VFR cruising altitude on departure, maintain VFR during climb.
3. Fly DREAM THREE ground track to DREAM, proceed VFR to scheduled NTTR airspace.

Figure 4.3. RWY03 FLEX Turnout.



REQUEST FROM GROUND PRIOR TO TAXI AND APVD BY TOWER PRIOR TO TAKEOFF

1. Used for RWY 3 departures regardless of active runway to expedite the departure movement.
2. ATC may initiate to apply Simultaneous Opposite Direction Operations (SODO) when filed on FYTTR TWO or DREAM THREE and arrivals are landing RWY 21.
3. ATC/aircrew may initiate to provide quick turn out to FYTTR TWO when departing RWY 03.
4. Procedure is VFR to IFR. During VFR portion aircrews are responsible for terrain clearance. Class B VFR separation services will be provided as appropriate.

FYTTR TWO:

1. Remain below 3,000 feet MSL until north of the Race Track and turned westbound.
2. Turn left within 4 NM of Nellis direct FLEX.
3. Fly north of FLEX at or below 4,000 feet MSL and then heading 270°.
4. Intercept the LSV 15 DME arc at or below 8,000 feet MSL and arc south.
5. Intercept the LSV R-270/15 at or above 10,200 feet MSL and track outbound. Aircrews are VFR until intercepting the LSV R-270 or at or above 10,200' MSL.
6. If unable to comply with restrictions, maintain VFR and advise ATC.

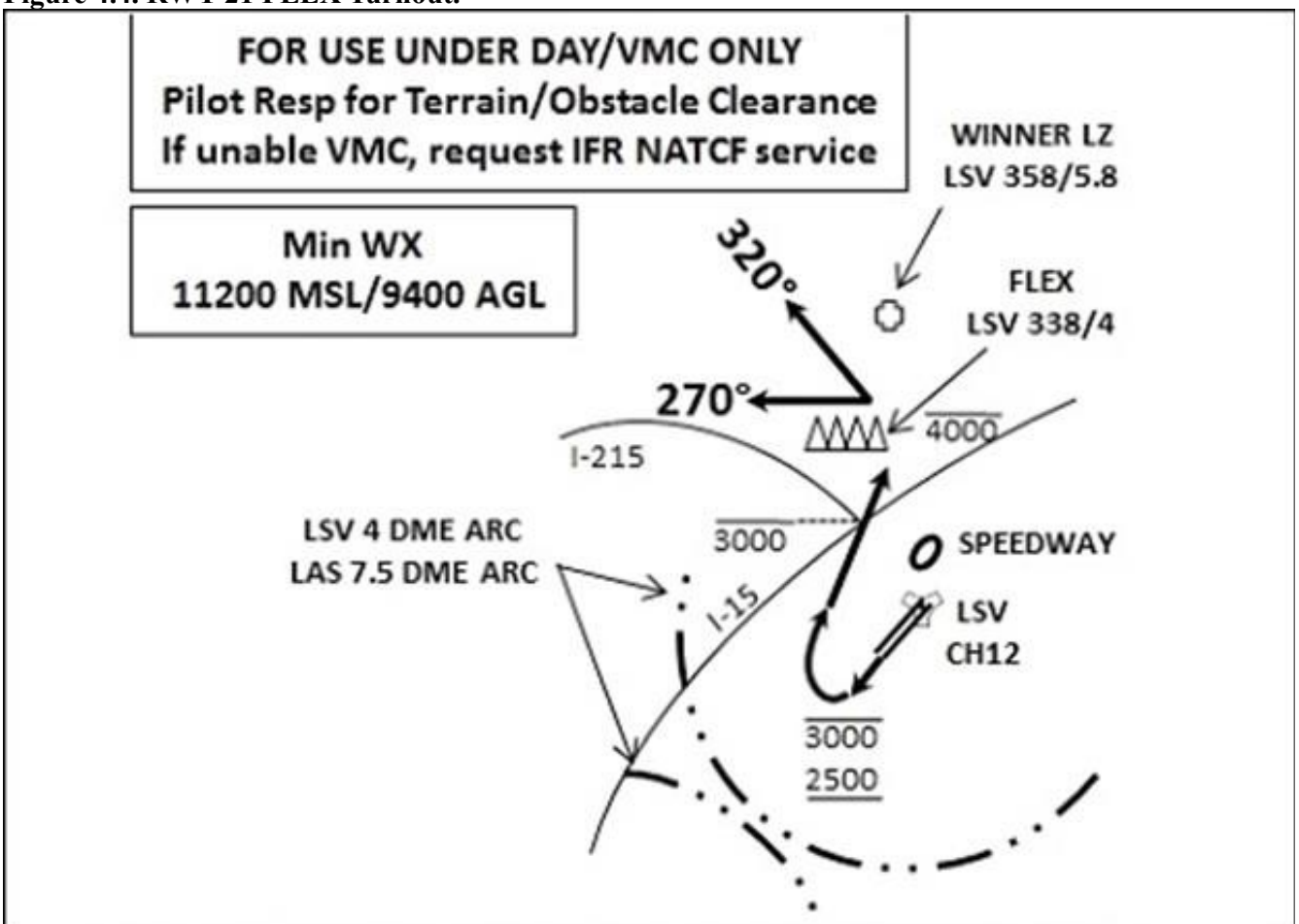
DREAM THREE:

1. Remain below 3,000 feet MSL until north of the Race Track.
2. Fly north of FLEX at or below 4,000 feet MSL and then heading 320°.
3. Intercept the LAS R-349 (Ch 116) and comply with DREAM THREE restrictions. Aircrews are VFR until crossing the LAS R-349/20 or at or above 10,200 feet MSL.
4. If unable to comply with restrictions, maintain VFR and advise approach.
5. All FLEX turnouts to the DREAM THREE will comply with RWY 21 DREAM THREE (intercept LAS R-349 outbound) regardless of active runway.

NAVAID OUT FLEX TURNOUT

Aircrews/ATC may request/issue a NAVAID Out FLEX Turnout. If approved, comply with above until FLEX except depart FLEX heading 270° (FYTTR Departure) or **350°** (DREAM Departure) and expect radar vectors to DREAM. Aircrews are VFR until at or above 10,200' MSL.

Figure 4.4. RWY 21 FLEX Turnout.



USED ONLY WHEN INITIATED BY ATC TO EXPEDITE DEPARTURE

RWY 21 FLEX Departure

1. Aircraft filed on FYTTR TWO or DREAM THREE departure and RWY 21 is active
2. ATC requests RWY 21 FLEX Departure and pilot concurs
3. Remain at or below 3,000 MSL until North of the intersection of I-15 and I-215
4. Comply with initial portion of Noise Abatement Procedure of expediting climb to 2,500 – 3,000 MSL then climbing right turn direct FLEX (eastern most triangle – LSV 338/4)
5. Cross FLEX at or below 4,000 MSL then comply with remaining FYTTR/DREAM FLEX Turnout (Figure 4.3).

NAVAID OUT FLEX TURNOUT

Aircrews/ATC may request/issue a NAVAID Out FLEX Turnout. If approved, comply with above except depart FLEX heading 270° (FYTTR Departure) or **350°** (DREAM Departure) and expect radar vectors to DREAM. Aircrews are VFR until at or above 10,200' MSL. Not available when both Nellis TACAN and Las Vegas VORTAC are OTS.

Range Entry and Exit.

- All aircrews must receive ATC clearance from Nellis Control prior to entering or exiting the NTTR.
  - Range Entry. While in the NTTR, all aircraft are considered to operate within the provisions of MARSA. ATC will not provide IFR services to participating mission aircraft operating under the provisions of MARSA in the NTTR. Mission flight leads will check-in with Blackjack prior to range entry with their working frequency for any mission changes/restrictions. NATCF will *transfer communications* to Blackjack by voicing "*CLEARED SCHEDULED, CONTACT BLACKJACK (U377.8/V123.55).*" Blackjack will then clear the aircraft to their working area by voicing *"CLEARED TACTICAL."* Aircraft may not depart assigned altitude until within the confines of their scheduled airspace.
    - If holding in the Sally Corridor is approved by Nellis Control, aircraft will hold south of DREAM.
  - Range Exit. Though aircraft are on an IFR clearance into and out of the NTTR, pilots MAY NOT exit the SCHEDULED AIRSPACE without approval from Nellis Control. An instruction to proceed to a point outside SCHEDULED AIRSPACE constitutes approval. If approval is not obtained or is questionable, pilots MUST remain in holding within SCHEDULED AIRSPACE until approval is granted. Flights that wish to depart in non-standard formation will advise Nellis Control of their request. Flights that wish to depart in ATC standard formation will ensure they are joined up prior to exiting assigned airspace.
    - Aircraft unable to contact Nellis Control and unable to climb VMC above 10,000 feet will relay range exit plan through Blackjack. Aircraft will then maintain VFR exiting the range and obtain Nellis Approach (Channel 5 or 6) clearance prior to entering Class B airspace.

Training Area Operations.

- Aircrews must remain in their scheduled or assigned airspace.
- Blackjack will transmit advisories when aircraft exceed the perimeter boundaries of the NTTR.
- Ground Control Intercept (GCI) and Blackjack will assist aircrews in remaining in assigned airspace.

Altimeter Setting Procedures.

- Entering and exiting the NTTR through the Sally corridor use the Nellis AFB altimeter setting. **NOTE:** Controllers will clear aircrew to *"FLIGHT LEVELS"* when given altitudes at or above FL 180; however, all aircrew will set the Nellis AFB altimeter. This ensures deconfliction with flights entering and exiting the ranges.
- In R-4808S and the Lee Corridor (Western departures), use the Nellis AFB altimeter up to but not including FL 180; at FL 180 and above use 29.92.
- Within the confines of NTTR use the Nellis AFB altimeter at all altitudes.

Recovery Procedures.

- When recovering from SCHEDULED AIRSPACE, flights will contact Blackjack 15 miles prior to the IFR/VFR pick-up point.
- Flights operating within 15 miles of the IFR/VFR pick-up point can expect at least one turn in holding prior to exiting SCHEDULED AIRSPACE.
- Only an instruction to proceed to a point outside the SCHEDULED AIRSPACE constitutes approval to exit the range.
- When ready to RTB, aircrews will use the call sign used with Nellis Control prior to range entry.

- Northern Ranges Recovery.
  - When recovering through the Sally Corridor from the northern ranges, Desert MOA or Reveille North/South MOA, the IFR/VFR fix point is abeam TEXAS LAKE (LSV 352/64).
- Elgin Recovery.
  - When recovering from Elgin, the VFR pick-up point is ACTON.

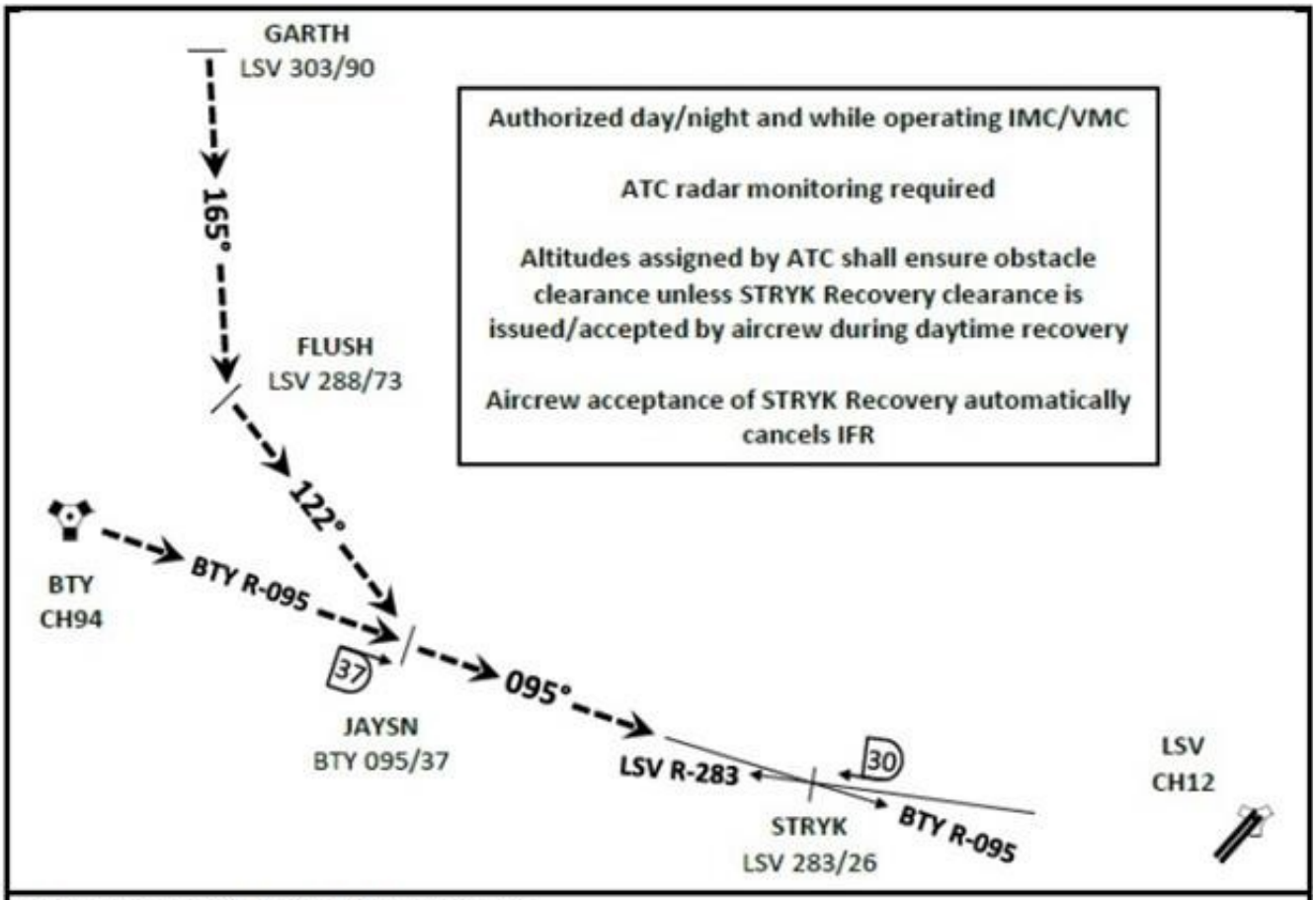
- Western/R2508 Ranges Recovery.
  - When recovering from the western ranges request frequency change from Blackjack to Lee Control when north of GARTH and expect to fly the JAYSN Recovery (Figure 4.8).
  - FLUSH (LSV 288/73) is the IFR/VFR fix point for western ranges recoveries.
  - When recovering from R2508, BTY is the IFR/VFR fix point.

- Split-ups and Join-ups.
  - Flight split-ups and join-ups will be conducted under MARSA and completed prior to departing the range.
  - Be prepared to hold as required by ATC to establish appropriate IFR spacing.
  - Upon establishing contact with Nellis Control, flight leads will state the type of recovery desired.
  - All aircraft within the flight will fly the same approach procedure.
  - Emergencies may dictate exceptions.

VFR Recoveries.

- VFR recoveries will be used to expedite the flow of traffic into Nellis AFB.
- There are four VFR recoveries: STRYK, ACTON, ARCOE and MINTT. See Figures 4.9 through 4.12.
- VFR Recoveries will be flown at 300 KIAS. If unable to maintain VMC on these recoveries, notify Nellis Approach.
- Clearance for VFR recovery constitutes clearance into the Class B airspace.
- NATCF will clear the flight for a VFR recovery prior to STRYK, ACTON, ARCOE, or MINTT. When the pilot acknowledges receipt of the clearance, the IFR clearance is automatically canceled and VFR applies.
- While on a VFR recovery or if vectored off the VFR recovery, flights must maintain their own terrain clearance.
- All fixed wing fighter aircraft will recover to the overhead unless otherwise requested and approved.

Figure 4.8. JAYSN Recovery.



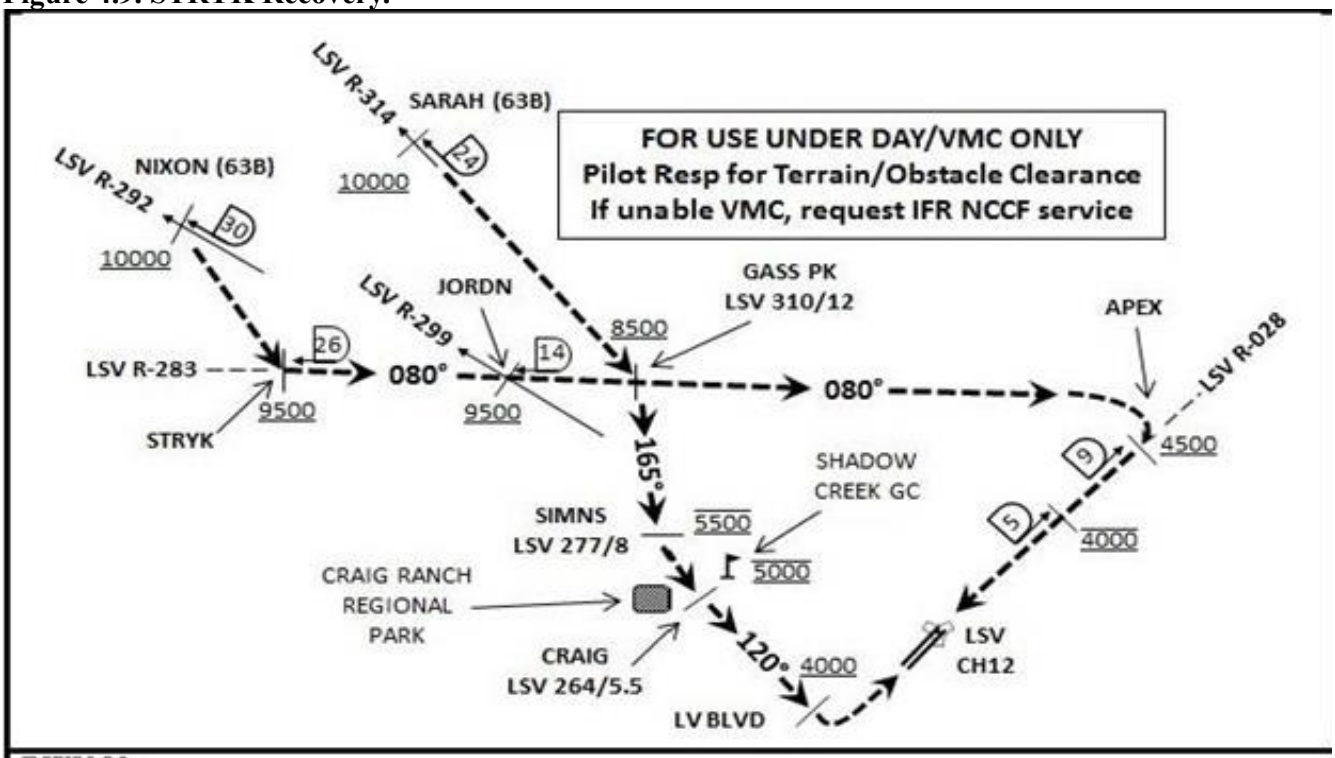
JAYSN RECOVERY VIA GARTH:

1. Contact Nellis Control on local Channel 8
2. Cross GARTH at assigned ATC altitude heading 165° direct FLUSH
3. Cross FLUSH and turn left heading 122° direct JAYSN
4. Cross JAYSN and proceed outbound on the BTY R-095 to STRYK
5. Expect clearance for STRYK Recovery during daytime/when VMC and traffic permits
6. STRYK Recovery clearance authorizes descent to cross STRYK at or above 9,500 feet MSL

JAYSN RECOVERY FROM BEATTY:

1. Contact Nellis Control on local Channel 8
2. Proceed outbound on the BTY R-095 direct to JAYSN
3. Cross JAYSN and continue outbound on the BTY R-095 to STRYK
4. Expect clearance for STRYK Recovery during daytime/when VMC and traffic permits
5. STRYK Recovery clearance authorizes descent to cross STRYK at or above 9,500 feet MSL

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:

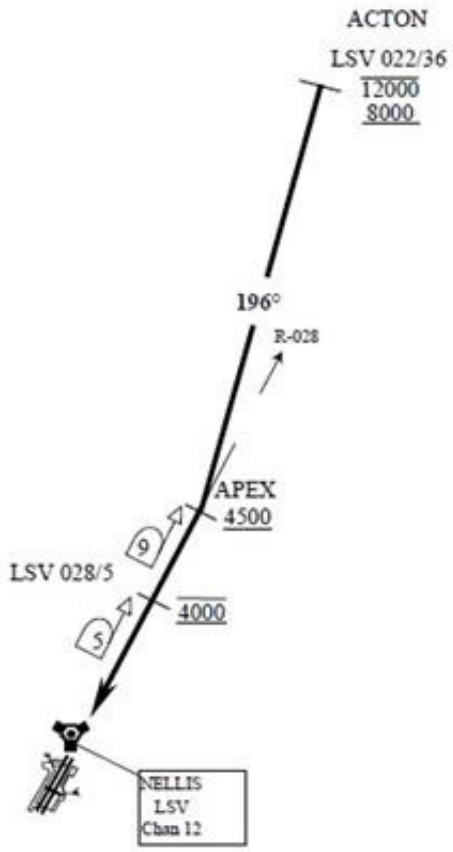
Cross APEX at 4,000 feet MSL. Descend to be at 3,000 feet MSL at LSV 028/5.

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.

Figure 4.10. ACTON Recovery.



FOR USE UNDER DAY/VMC ONLY
PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE

RWY 21:

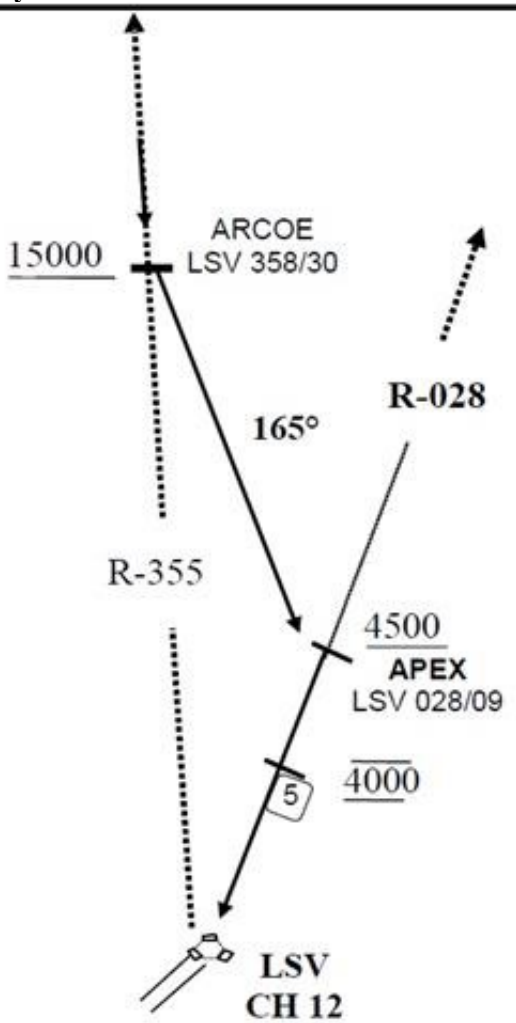
1. Depart ACTON between 8,000 feet and 12,000 feet MSL heading 196° direct APEX.
2. Cross APEX at or above 4,500 feet MSL, then direct initial.
3. Cross LSV 028/5 at 4,000 feet MSL.
4. Descend to 3,500 feet MSL for initial.

VFR STRAIGHT-IN RWY 21:

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

NOTE: If unable to maintain VMC, request IFR clearance for radar vectors to an instrument approach.

Figure 4.11. ARCOE Recovery.



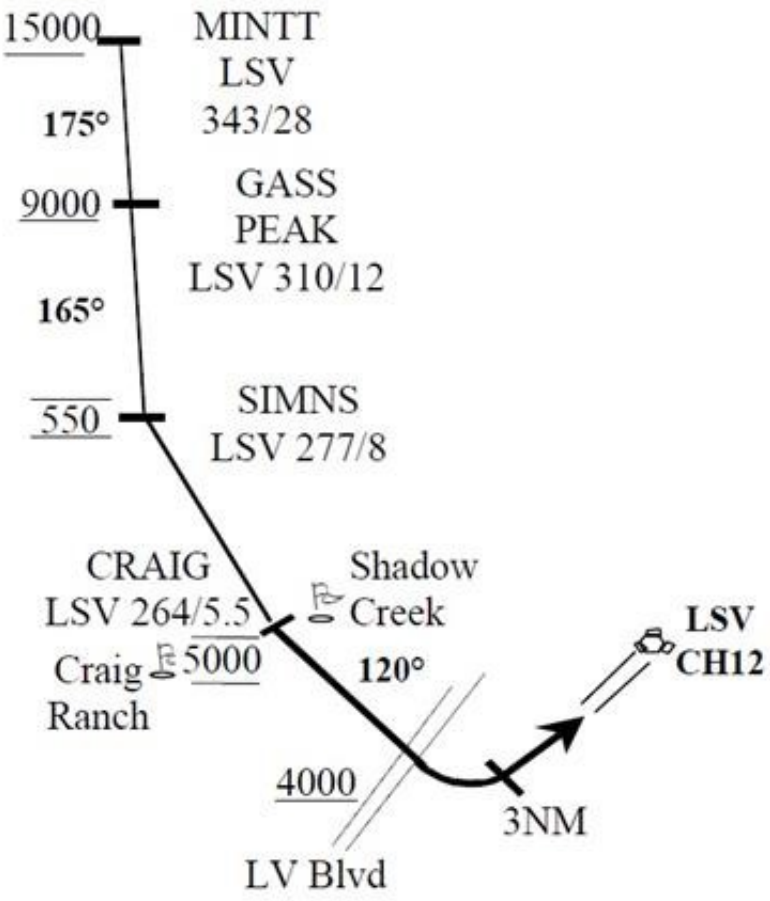
FOR USE UNDER DAY/VMC ONLY
PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE

RWY 21:
1. Cross ARCOE at or above 15,000 MSL.
2. Then heading 165° to APEX.
3. Cross APEX at or above 4,500 MSL, report to tower.
4. Cross LSV 028/5 at 4,000 MSL then descend to 3,500 MSL for initial.

VFR STRAIGHT-IN RWY 21:
1. Cross APEX at 4,000 feet MSL.
2. Descend to be at 3,000 feet MSL at LSV 028/5.

NOTE: If unable to maintain VMC, request IFR clearance for radar vectors to an instrument approach.

Figure 4.12. MINTT Recovery.



FOR USE UNDER DAY/VMC ONLY
PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE

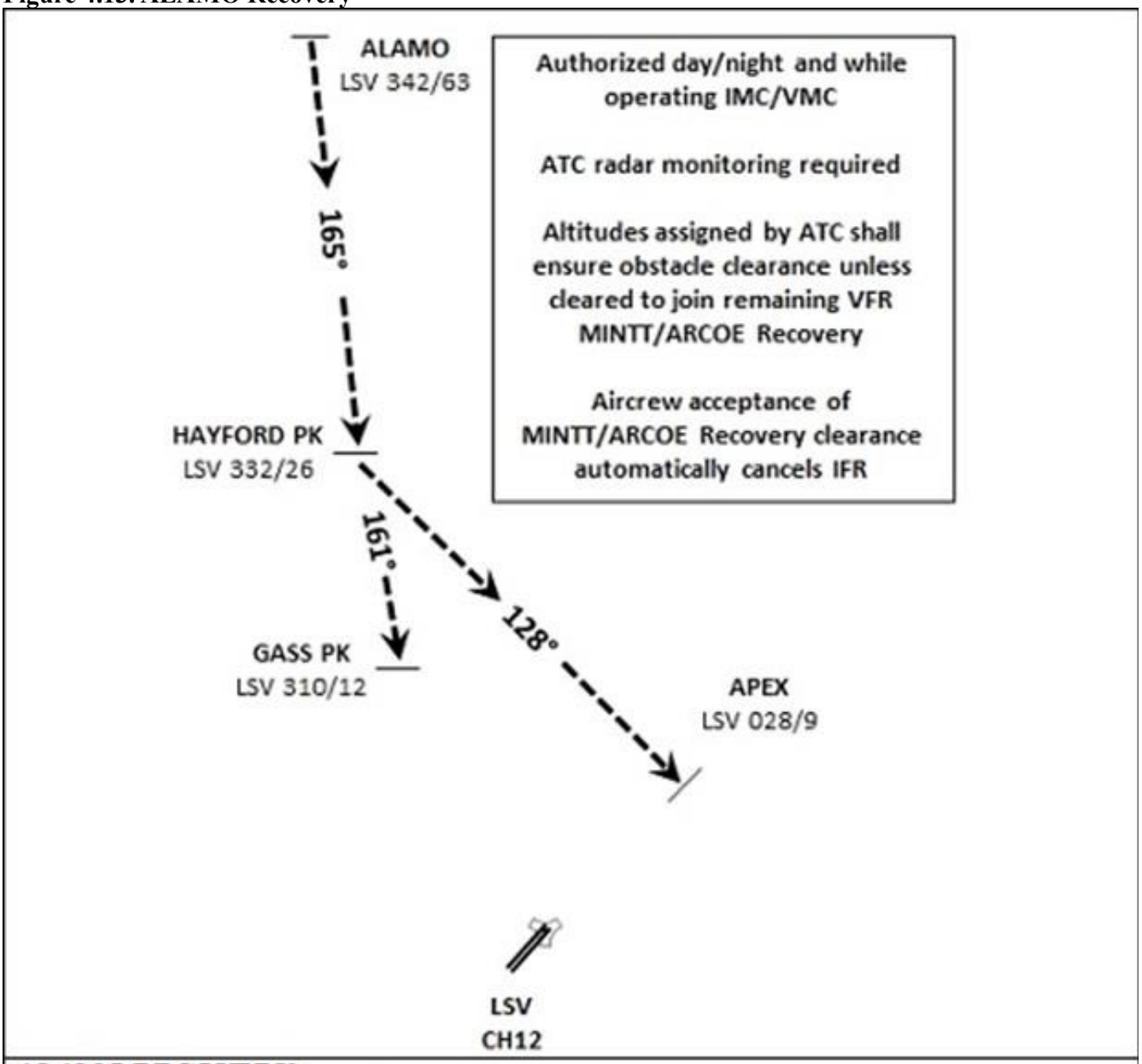
RWY 03:

1. Cross MINTT at or above 15,000 feet MSL, direct GASS PEAK.
2. Cross GASS PEAK at or above 9,000 feet MSL.
3. Cross SIMNS at 5,500 feet MSL.
4. Cross CRAIG at 5,000 feet MSL; report CRAIG to Tower.
5. Cross Las Vegas Blvd at or above 4,000 feet MSL, then to 3,500 feet MSL for initial.
6. Remain within 4 DME of LSV on turn to initial.

VFR STRAIGHT-IN RWY 03:

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

Figure 4.13. ALAMO Recovery



ALAMO RECOVERY:

1. Contact Nellis Control on local Channel 7
2. Cross ALAMO at assigned ATC altitude (FL190/FL210) heading 165° direct HAYFORD PK
3. Proceed direct GASS PK (RWY 03)/APEX (RWY 21)
4. Expect descent as assigned by ATC and clearance to join MINTT/ARCOE Recovery
5. Comply with remaining altitude restriction for MINTT/ARCOE VFR recoveries

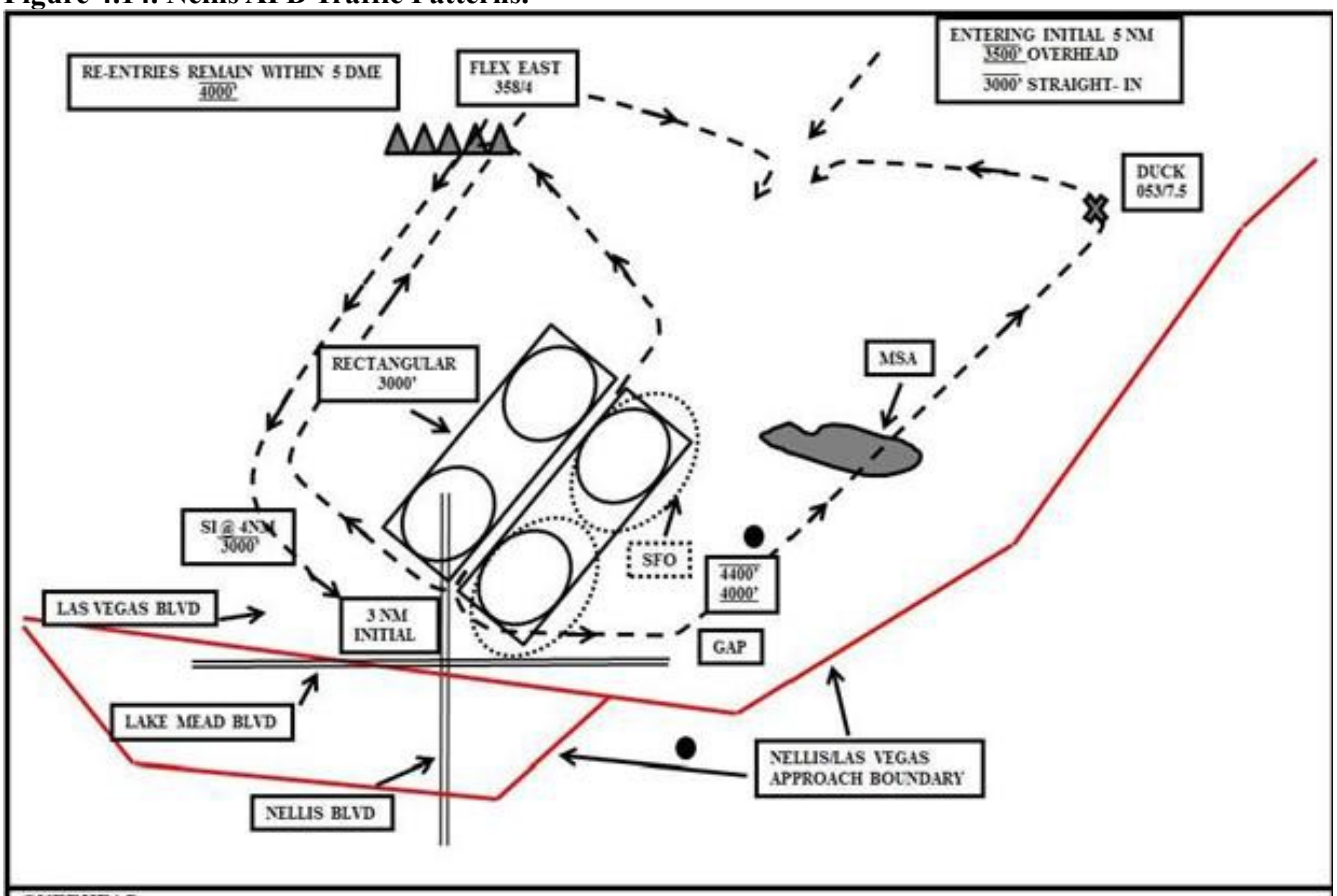
Night Recoveries.

- Night Recoveries. For night recoveries from the NTTR, proceed to the IFR pickup points outlined above and contact Nellis Control on the appropriate frequency.
- Expect vectors from Nellis Control/Approach for recovery to a precision, non-precision or visual approach to the field.
- RWY 21 is the preferred landing runway at night unless winds dictate RWY 03. Slow to 250 KIAS, or as directed by NATCF, when on vectors for the ILS or TACAN approach.
- Night Recovery RWY 21. Expect vectors for the ILS or TACAN approach in both VMC and Instrument Meteorological Conditions (IMC).
- Night Recovery RWY 03. Aircraft will recover in flights of two or single-ship. Aircraft should expect a visual approach (weather permitting). When flying a visual approach, frequency change to the tower will be no earlier than 10 NM from the field. Additionally, expect to be given either a charted visual approach clearance (Figures 4.19 and 4.20) or *"CLEARED VISUAL APPROACH RWY 03, CROSS LSV R-256 BETWEEN 5,400 AND 6,000, TURN BASE LEG WITHIN 4 DME."* These instructions ensure appropriate airspace and aircraft separation from North Las Vegas and McCarran patterns.

VFR Traffic Pattern Procedures.

- Minimum VFR traffic pattern weather is 500 feet above pattern altitude and 3 SM visibility.
- Expect frequency change to Nellis Tower approximately 15 NM from Nellis. Nellis Tower will consider all aircraft a full stop from initial unless advised otherwise on initial contact.
- Nellis Tower will not issue landing clearance to each aircraft that are part of a single flight.
- When Nellis Tower issues the flight landing clearance to the flight lead, it is clearance for all aircraft in the flight to land. Flight lead will acknowledge landing clearance for flight. Subsequent flight members will make a "gear and intended landing runway" call only and do not need to state intentions (i.e. "*HOSS 2, GEAR, LEFT/RIGHT*"). Flight members who do not wish to land will make their request with Nellis Tower and receive a separate clearance (i.e. *"HOSS 3, GEAR DOWN, LOW APPROACH, LEFT/RIGHT"*).
- Overhead patterns:
  - Initial will be flown to RWY 03L/21R, unless otherwise instructed, at 300 KIAS or less and 3,500 feet MSL within 3 NM of the field.
  - Initial to the East (RWY 03R/21L) will be flown at 300 KIAS or less and 3,500 feet MSL within 2 NM of the field. See Figure 4.14 for tower traffic patterns.
  - Night overhead patterns will not be flown.
  - Standard Break. Standard break is to the west for aircraft arriving RWY 03L/21R and to the east for aircraft arriving RWY 03R/21L (Figure 4.14.).
    - The break will be initiated over the numbers unless directed otherwise. Aircraft will overfly the runway to which the direction of break is assigned (i.e. fly over RWY 03R/21L if issued a left break).
    - Fly a downwind ground track and adjust the final turn for the assigned landing runway.
    - Nellis Tower may change the landing runway after the break.
- Reentry Patterns.
  - The FLEX reentry pattern is available for both runways and the DUCK reentry pattern is available for RWY 21 only. See Figure 4.14.

Figure 4.14. Nellis AFB Traffic Patterns.



OVERHEAD

1. RWY 03: Traffic entering from STRYK has priority over traffic entering from MINTT.
2. RWY 21: Traffic entering from APEX has priority over traffic entering from FLEX or GASS PEAK.
3. Fly initial to the inside runway (21R/03L).
4. Initial is 300 KIAS or less, 3500 MSL, 3-5 NM, break to the west. If given east break, fly initial to RWY 21L/03R.

VFR STRAIGHT IN

1. RWY 03: Depart CRAIG and descent to be at 3,000 MSL by Las Vegas Blvd. Do not descend below 3,000 MSL until within 5 DME of LSV or 4NM of runway.
2. RWY 21: Depart APEX and descend to be at 3,000 MSL by LSV 028/05 or 5NM final. If departing FLEX, descend to be at 3,000 MSL by I-15 and intercept 5NM final.

FLEX REENTRY

1. Remain at or below 3000 MSL until turned out of traffic.
2. RWY 21: Comply with the initial part of Noise Abatement Procedures of expediting climb to 2,500 – 3,000 feet MSL then climbing right turn direct FLEX at 4,000 feet (eastern most triangles (LSV 358/4). Turn to reenter initial and descend to 3,500 feet. For a straight-in, descend to be at 3,000 feet by I-15.
3. RWY 03: : Perform climbing left turn direct to direct FLEX at 4,000 feet MSL. At FLEX, turn Southwest to fly parallel with the runways. Passing Shadow Creek Golf Course, turn Left to reenter initial. Remain east of Craig Ranch to deconflict with VGT Airport traffic. Maintain 4,000 feet until Las Vegas Blvd. For a straight-in approach, do not descend below 3,000 feet until 4 NM (5 DME of LSV) of the runway.

DUCK REENTRY

1. Perform a climbing left turn to between 4,000 and 4,400 feet MSL remaining North of Lake Mead Blvd.
2. Point towards the gap (between Frenchman Mountain and Sunrise Mountain).
3. Fly no further East than 3.5 DME of LSV TACAN to avoid conflict with McCarran Class B airspace.
4. Turn northbound to fly directly over the eastern part of the MSA then direct DUCK. Proceed west from DUCK to re-enter initial, descending to 3,500 feet MSL. For a straight-in, descend to 3,000 feet MSL prior to turning final.

NOTE: Portions of DUCK re-entry leave/exit Class Bravo, aircraft authorized to re-enter on published DUCK re-entry.

Table A20.1. Local Standard Channelization.

CHANNEL	UHF	VHF	AGENCY
1			Squadron common
2	289.4	120.9	Nellis Clearance Delivery
3	275.8	121.8	Nellis Ground
4	327.0	132.55	Nellis Tower
5	385.4	135.1	Nellis Approach/Departure West
6	273.55	124.95	Nellis Approach/Departure East
7	317.525	126.65	Nellis Control--Sally
8	254.4	119.35	Nellis Control--Lee
9	305.6	142.75	SOF (Bullseye SOF)
10	343.725		Emergency Single Frequency Approach
11	270.1		ATIS
12	360.625	118.3	Creech AFB Tower
13			Not Used
14			Unit Option
15-19			HAVE QUICK or Unit Option
20	300.050		HAVE QUICK

Table A20.3. Controlling Agency Frequencies.

AGENCY	UHF	VHF
Blackjack	377.8	123.55
LA Center West	377.1	124.625
LA Center East	343.6	124.2
Las Vegas Approach	353.7 307.25 282.2	133.95 118.4 125.9
Las Vegas Tower	257.8	119.9
FSS Radio	255.4	122.4
Dreamland Approach Control	261.1	126.15
Tonopah Test Site Tower	257.95	124.75
Creech AFB SOF		148.175
Creech AFB Single Freq Approach (SFA)	285.525	
Nellis Pilot to Metro	323.9	
Nellis Pilot to Dispatch	372.2	139.3
Nellis AFB CP (Raymond 22)	381.3	
REFUELING TRACKS	**UHF**	**VHF**
AR-624 (LA Center)	306.2 323.2	
AR-625 (Nellis Control)	324.05	126.95
AR-625 (Oakland) HI	319.8	
AR-625 (Oakland) LO	319.8	
AR-635 (Salt Lake)	360.8	
AR-230 (LA Center) V	343.6	124.2
AR-231 (LA Center) V	343.6	124.2

DD FORM 175

AUTHORITY: 10 USC 8012 and EO 9397. PRINCIPAL PURPOSE: To aid in accurate identification of personnel participating in the filed flight.	PRIVACY ACT STATEMENT ROUTINE USES: To provide data required to process flight plans with appropriate air traffic service authorities. A file is retained by the agency processing the flight plan. DISCLOSURE: Voluntary; however, failure to provide the SSN could result in denial of flight plan processing.	DATE (1) 1 AUG 86	AIRCRAFT CALL SIGN (2) R39213	AIRCRAFT DESG AND TD CODE (3) UH-1/U

BASE OPERATIONS USE

	TYPE FLT PLAN (4)	TRUE AIRSPEED (5)	POINT OF DEPARTURE (6)	PROPOSED DEPARTURE TIME (Z) (7)	ALTITUDE (8)	ROUTE OF FLIGHT (9)d (9)f	TO (10)	ETE (11)
	I	96	OZR	1015	50	RRS V241 EUF V323 MGM	MGM	1+00

REMARKS
(12)c MGM-S
(9)b RRS-REQUEST RADAR DEPARTURE

RANK AND HONOR CODE (13)
R50 REAL OZR TO MGM

FUEL ON BD (14)	ALTN AIRFIELD (15)	ETE TO ALTN (16)	NOTAMS (17)	WEATHER (18)	WT AND BALANCE (19)	AIRCRAFT SERIAL NUMBER, UNIT, AND HOME STATION (20)
2+20	LSF	0+50	✓	LS	OZR2JUNE86	73-39213/ 170TH AVN CO/OZR

SIGNATURE OF APPROVAL AUTHORITY (21)	CREW/PASSENGER LIST (22)	ACTUAL DEP TIME (Z) (23)	*BASE OPERATIONS USE*
	✓ ATTACHED / SEE PSGR MANIFEST		

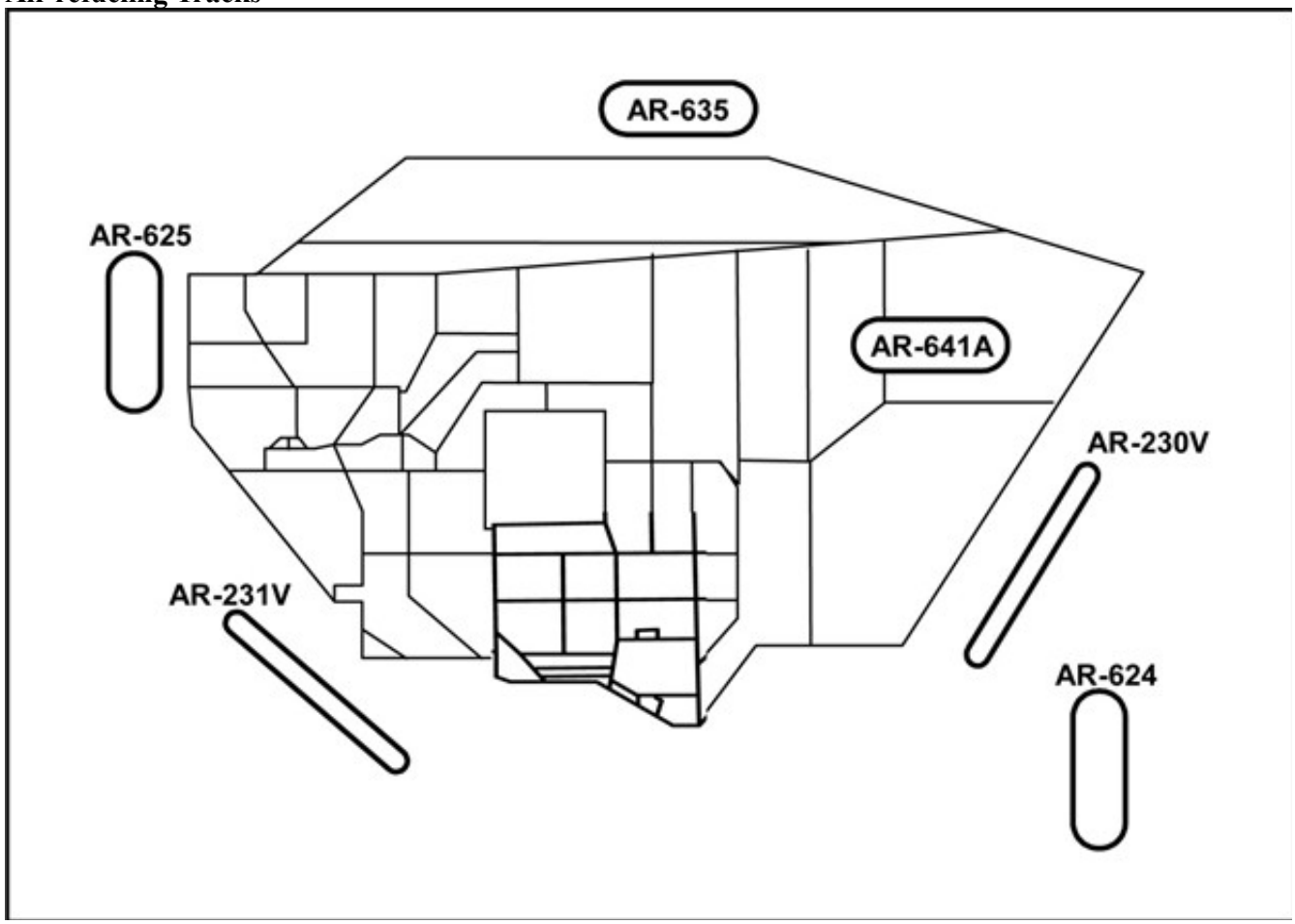
DUTY (24)	(25) NAME AND INITIALS	(26) RANK	(27) SSN	(28) ORGANIZATION AND LOCATION
PILOT IN COMMAND	REDD, J.R.	CW4	281-35-8697	170TH AVN CO/OZR
CP	WHITE, D.J.	CPT	133-84-5060	170TH AVN CO/OZR
CE	BLUE, R.L.	SGT	455-64-6898	214TH AVN CO/OZR
TO	BLACK, S.J.	LTC	346-80-1121	470TH MI BN/DAA

DD Form 175, MAY 86 *Previous editions are obsolete* MILITARY FLIGHT PLAN

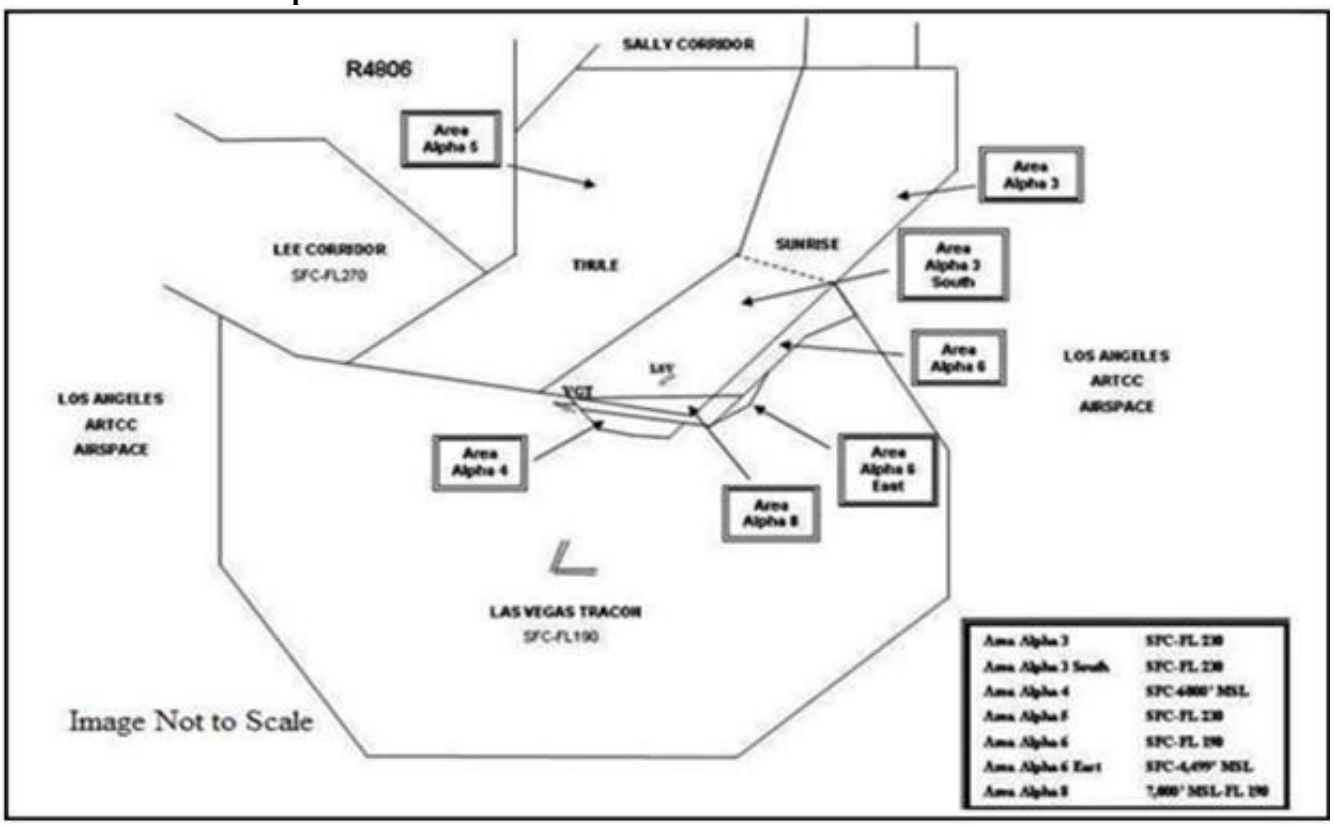
c. UNITED STATES NAVY/UNITED STATES MARINE CORPS Fleet and Training Command aircraft shall have the option of utilizing approved aircraft tactical call signs or a radio call sign consisting of service code from item (2)a, above with assigned letter(s) or number(s) from tail marking and not less than 2 nor more than 3 numbers; i.e., VVAB101 or VV2C40. If a tactical call sign is used, it will be entered as spoken; i.e., "BANDIT 1". Tactical call signs shall not exceed 7 characters/numbers and shall be a pronounceable word.

Other Charts.

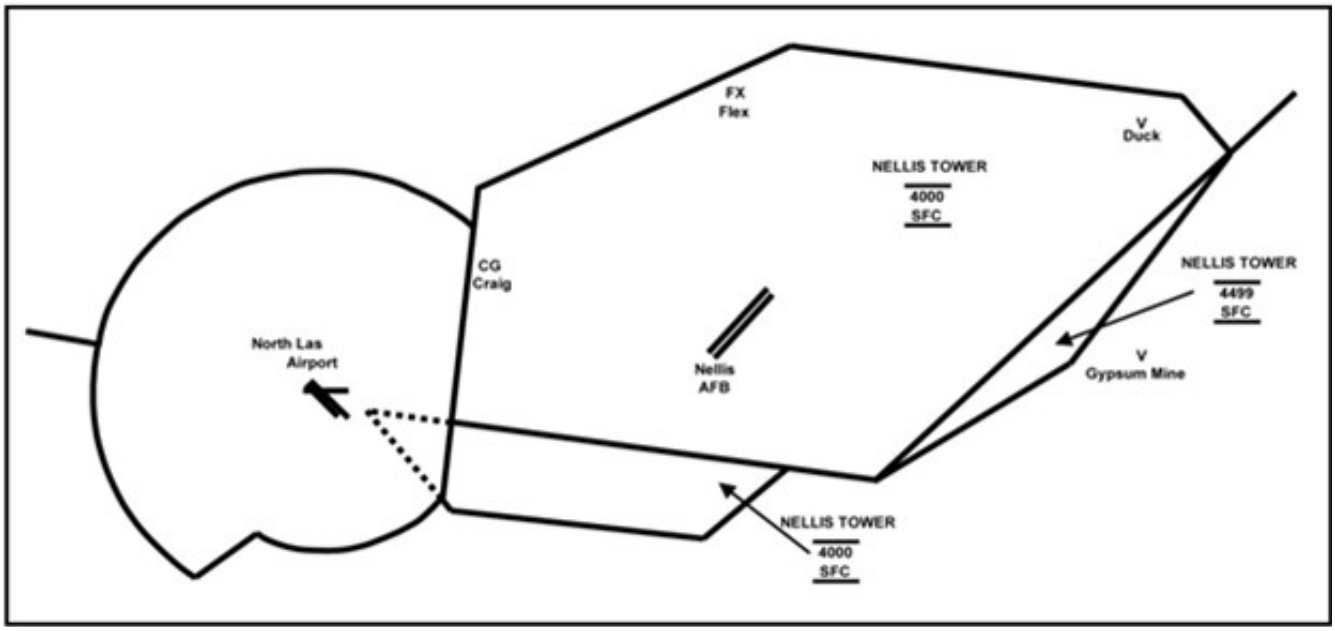
Air refueling Tracks



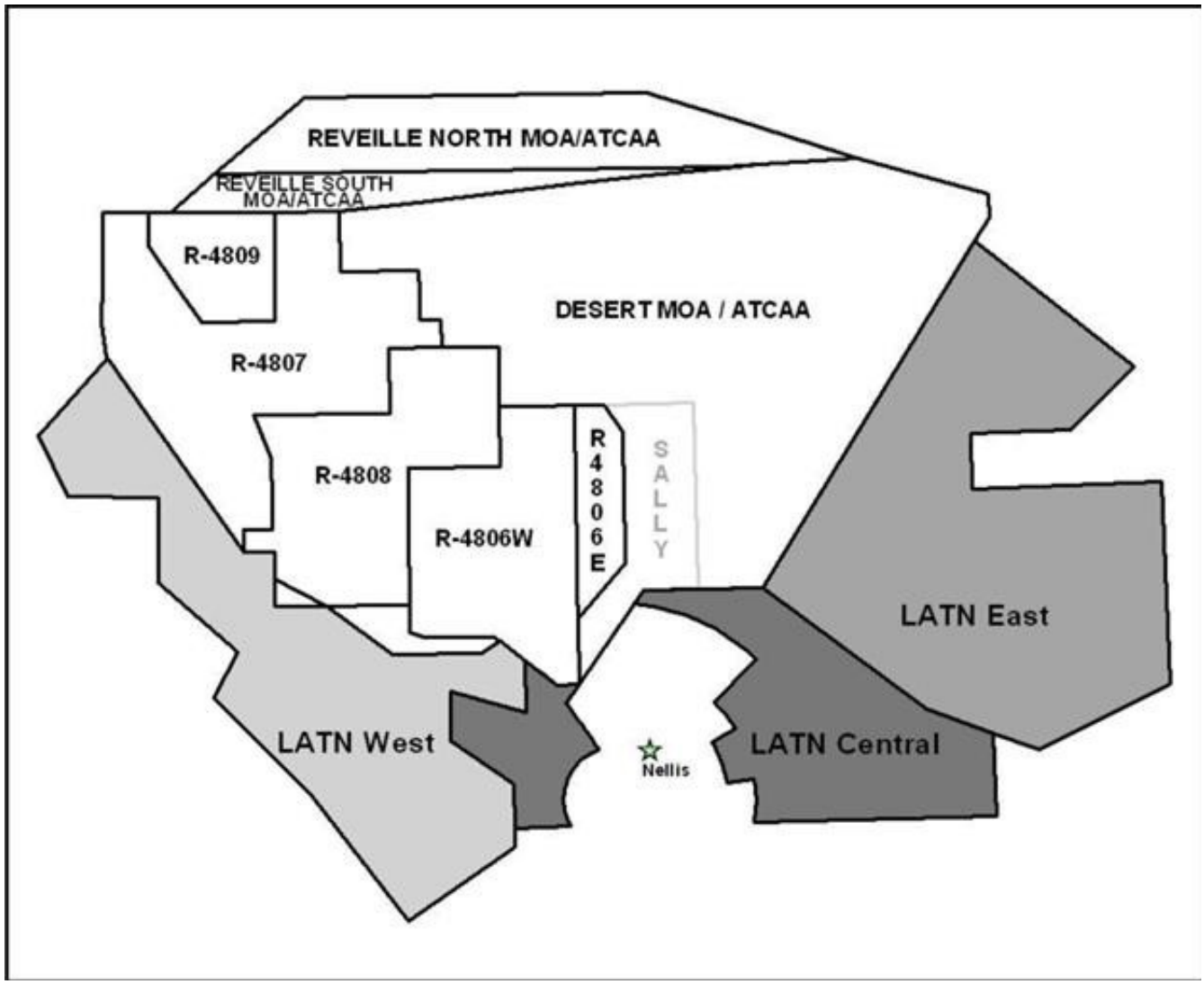
NATCF Terminal Airspace

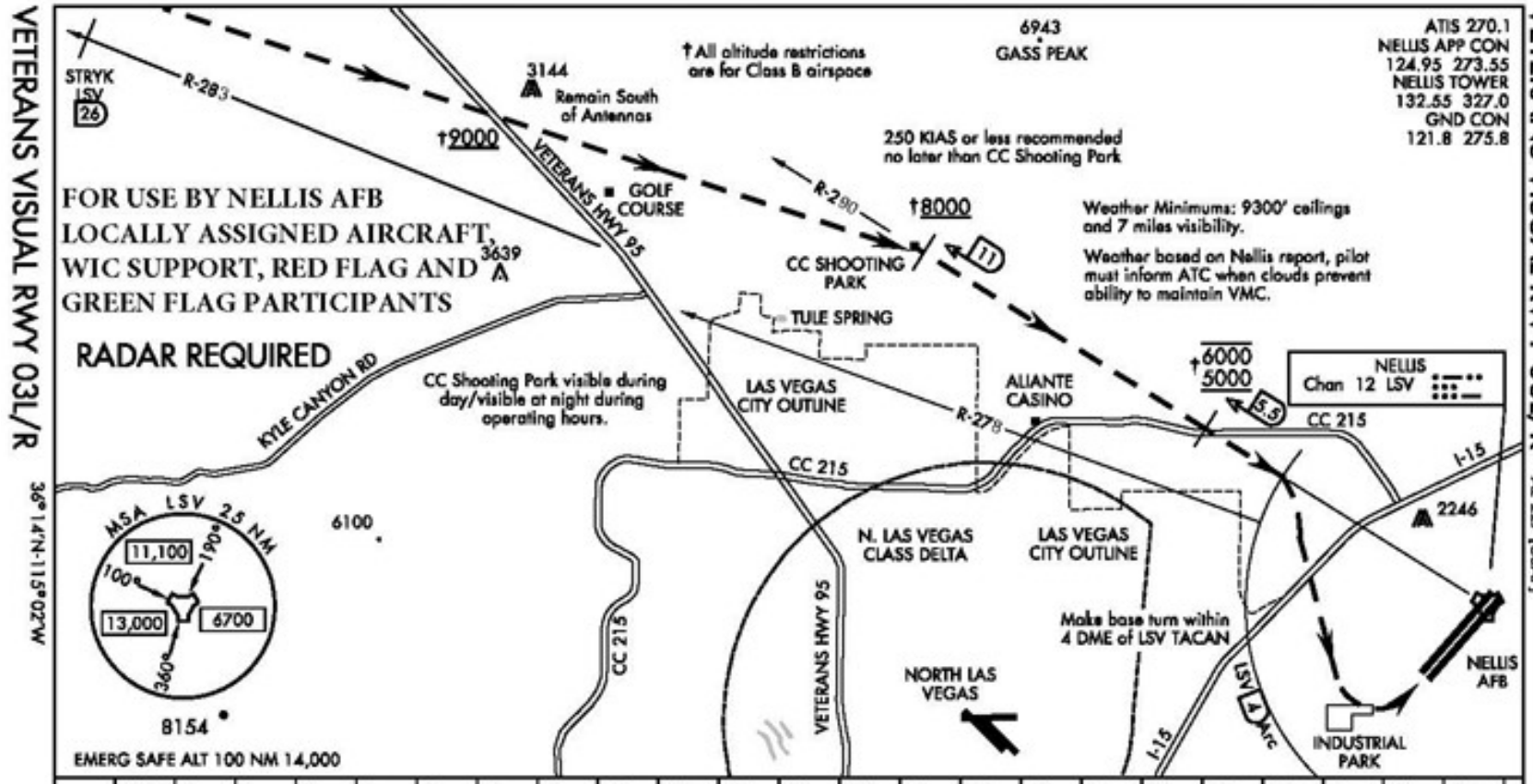


Nellis Tower Area of Responsibility



Local Area/VRF Low Altitude Tactical Navigation (LATN)



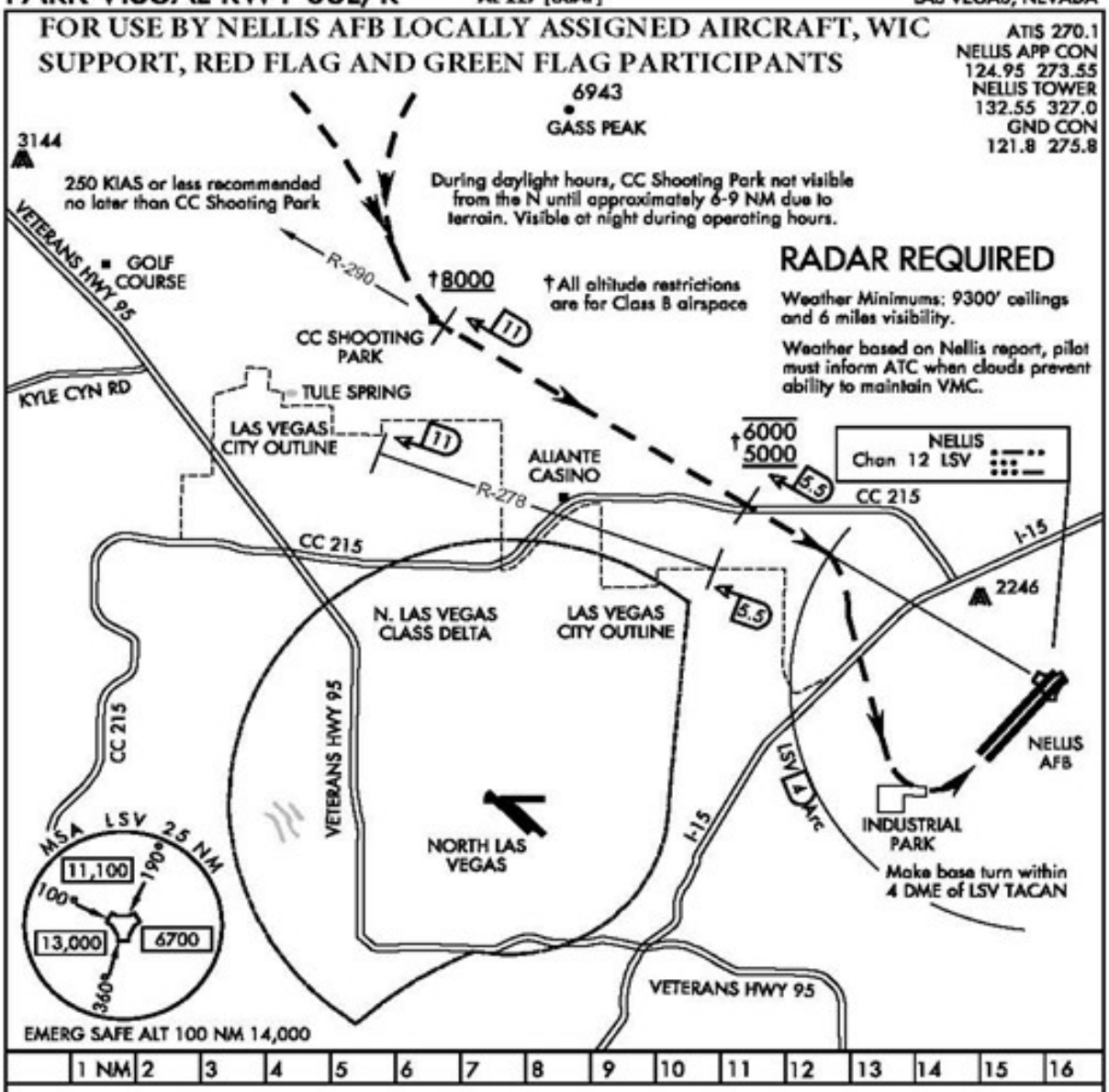


VETERANS VISUAL RWY 03L/R

Expect RADAR vectors to Veteran's Hwy 95 and report Hwy 95 in sight (ATC clearance - "Cleared Veteran's Visual Rwy 03 Approach") Cross Hwy 95 at or above 9000, proceed to and cross LSV TACAN R-290/11 DME at or above 8000 while remaining N of Las Vegas City Outline. When maneuvering to LSV R-290/11 DME, remain N of LSV R-278. Descend to cross LSV R-290/5.5 DME between 5000 and 6000. Nellis Tower will assign either Rwy 03 L/R. Once inside 4 DME of LSV TACAN, make base turn to remain within 4 DME to protect against Las Vegas Approach airspace/traffic.

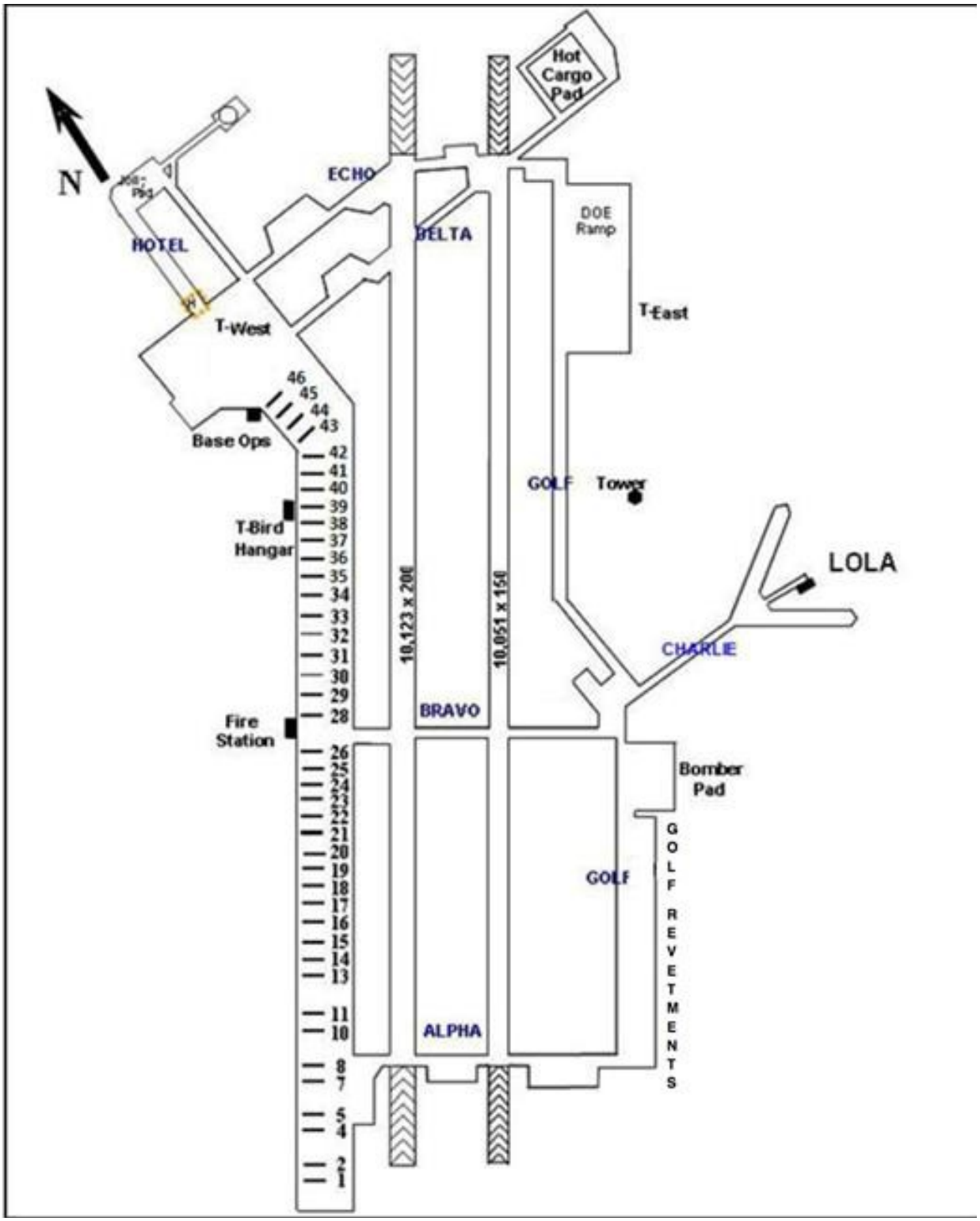
PARK VISUAL RWY 03L/R

AL-227 [USAF]



PARK VISUAL RWY 03L/R

Expect RADAR vectors to Shooting Park (SP) (LSV TACAN R-290/11 DME).
Report SP in sight (ATC clearance - "Cleared Park Visual Rwy 03 Approach")
Cross SP at or above 8000, proceed inbound via LSV R-290 remaining N of Las Vegas City Outline.
When maneuvering to LSV R-290/11 DME, remain N of LSV R-278 between 11 and 5.5 DME to protect against N Las Vegas Class Delta airspace/traffic.
Descend to cross LSV R-290/5.5 DME between 5000 and 6000.
Nellis Tower will assign either Rwy 03 L/R.
Once inside 4 DME of LSV TACAN, make base turn to remain within 4 DME to protect against Las Vegas Approach airspace/traffic.



NELLIS AFB PARKING PLAN

A2.2.1. Rows 1-9: Deployed aircraft. NOTE: Rows 3, 6 and 9 are taxi lanes.
A2.2.2. Rows 10-13: Flanker AMU (F-15C/7 spots per row **NOTE:** Row 12 is a taxi lane.
A2.2.3. Rows 14-16: Eagle AMU (F-15C/7 spots per row).
A2.2.4. Rows 17-18: Strike AMU (F-15E/7 spots per row).

A2.2.5. Rows 19-20: Deployed aircraft (F-15E/7 spots on 19 and 6 spots on 20)
A2.2.6. Rows 21-22: Lightning AMU (F-35/6 spots per row).
A2.2.7. Rows 23-26: Deployed aircraft.
A2.2.8. Rows 19-26: Deployed aircraft (F-15E/7 spots on 19 and 6 spots each on 20-22).
A2.2.9. Row 27: Fire Lane (emergency vehicle access lane).
A2.2.10. Rows 28-31: Deployed aircraft.
A2.2.11. Rows 32-34: Raptor Flight (F-22A/7 spots per row).
A2.2.12. Rows 36-37: Deployed aircraft.
A2.2.13. Rows 38-39: USAFADS (Thunderbirds).
A2.2.14. Rows 40-42: Viper Flight (F-16C/9 spots per row).
A2.2.15. Rows 43-44: Tomahawk Flight (F-16C/12 spots per row).
A2.2.16. Rows 45, 46: Transient West/Transient East: Transient and Deployed aircraft.
A2.2.17. Revetments 1-25: As required for live weapons loading. **NOTE:** Revetments 1 & 2 are reserved for hot gun and hung ordnance.
A2.2.18. LOLA: Thunder Flight (A10/6 spots per leg) **NOTE:** Row 35 no longer exists (engulfed by F-22A parking plan). Deployed/exercise rows parking spots are not marked

NELLIS STEREO ROUTES

Figure A4.1. RANGE COMPLEX ROUTES FOR USE WITH REVEILLE MOA/ATCAA.

```
LSV300                    KLSV          190          F16/P          400
      KLSV.DREAM4.DREAM..LSV352066..ILC200050/D0+15..RVELE..R4807..FLUSH..JA
      YSN.
      .STRYK..KLSV   RMKS: RF MARSA REVEILLE

LSV301                    KLSV          190          F16/P          400
      KLSV.DREAM4.DREAM..ILC200050/D0+15..RVELE..R4807..DREAM..ARCOE..KLS
      V RMKS: RF MARSA REVEILLE

LSV302                    KLSV          200          F16/P          400
      KLSV.FYTTR3.FYTTR..BTY100030..FLUSH..R4807..RVELE..ILC200050/D0+15..FLUS
      H.
      .JJAYSN..STRYK..KLSV   RMKS: RF MARSA REVELLE

LSV302C                   KLSV          200          F16/P          400
      KLSV.FYTTR3.FYTTR..BTY170005..BTY340027..R4807..RVELE..ILC200050/D
      0+15..  BTY340027..BTY170005..STRYK..KLSV   RMKS: RF MARSA
      REVEILLE

LSV303                    KLSV          200          F16/P          400
      KLSV.FYTTR3.FYTTR..BTY100030..FLUSH..R4807..RVELE..ILC200050/D0+15..ARC
      OE.
      .K    LSV   RMKS: RF MARSA REVEILLE

LSV309                    KLSV          160          F16/P          400
      KLSV.FYTTR3.FYTTR.BTY..BTY318044..MVA118055..TPH..TPH063036..ILC200050/
      D0+25..FLUSH..JAYSN..STRYK..KLSV   RMKS: REVEILLE AND NTTR ONLY/NOT
      FOR  AR625H/L USE
```

Figure A4.2. RANGE COMPLEX ROUTES FOR USE WITH REVEILLE MOA/ATCAA AUTHORIZED FOR USE BY FOREIGN NATIONALS-TRANSITION TO/FROM WESTERN RANGES.

```
LSV327                    KLSV          200          F16/P          400
      KLSV.FYTTR3.FYTTR..BTY..BTY345020..R4807..RVELE..ILC200050/D0+15..BTY..
      BTY100020..STRYK..KLSV   RMKS: FOREIGN NATIONAL

LSV328                    KLSV          200          F16/P          400
      KLSV.FYTTR3.FYTTR..BTY..BTY345020..R4807..RVELE..ILC200050/D0+15..
      DREAM..ARCOE..KLSV   RMKS: FOREIGN NATIONAL
```

Figure A4.3. RANGE COMPLEX ROUTES NOT INCLUDING REVEILLE MOA/ATCAA.

```
LSV304                    KLSV          190          F16/P          400
      KLSV.DREAM4.DREAM/D0+15..ARCOE..KLSV RMKS:(RANGES)

LSV305                    KLSV          200          F16/P          400
      KLSV.FYTTR3.FYTTR..BTY100030..FLUSH..R4807/D0+15..STRYK..
      KLSV  RMKS: RANGES)
```

Figure A4.4. RANGE COMPLEX ROUTES FOR USE WITH REFUELING OPERATIONS.

```
LSV306                    KLSV          200          F16/P          400
      KLSV.FYTTR3.FYTTR..BTY..BTY310033..MVA163077.AR625.MVA142059..R4807..
      RVELE..ILC200050/D0+25..FLUSH..JAYSN..STRYK..KLSV
      RMKS:  AR625H OR L REVEILLE.

LSV307                    KLSV          200          F16/P          400
      KLSV.FYTTR3.FYTTR..BTY..BTY310033..MVA163077.AR625.MVA142059..MVA122072
      ..R4807/D0+30..FLUSH..JAYSN..STRYK.KLSV  RMKS: AR625H OR L

LSV308                    KLSV          200          F16/P          400
      KLSV.FYTTR3.FYTTR..BTY..BTY310033..MVA163077.AR625.MVA149084..R-2508
      RMKS:  AR625H OR L THEN FILE LSV313A FOR RETURN.

LSV330                    KLSV          230          F16/P          400
      KLSV.MMM4.MMM..MLF039022..MLF289042.AR635MLF260024.MLF..MMM..KRYSS..K
      LSV

LSV331                    KLSV          190          F16/P          400
      KLSV.MMM4.MMM..MLF..MLF289042.AR635.MLF260023..ILC..RVELE/D0+15.ARCOE
      ..KLSV   RMKS:  REVEILLE
```

Figure A4.5. AWACS FLY ORBIT.

```
LSV332                    KLSV          230          H/E-3/P        400
      KLSV.MMM4.MMM..BERYL..ILC..ILC181025/D2+30..LSV355030..KLSV
      RMKS:  ENTR NAS RTE REQD FOR MSN/ORBIT IN EL-CAL AT FL300
```

Figure A4.6. R-2508 AND GREEN FLAG ROUTES.

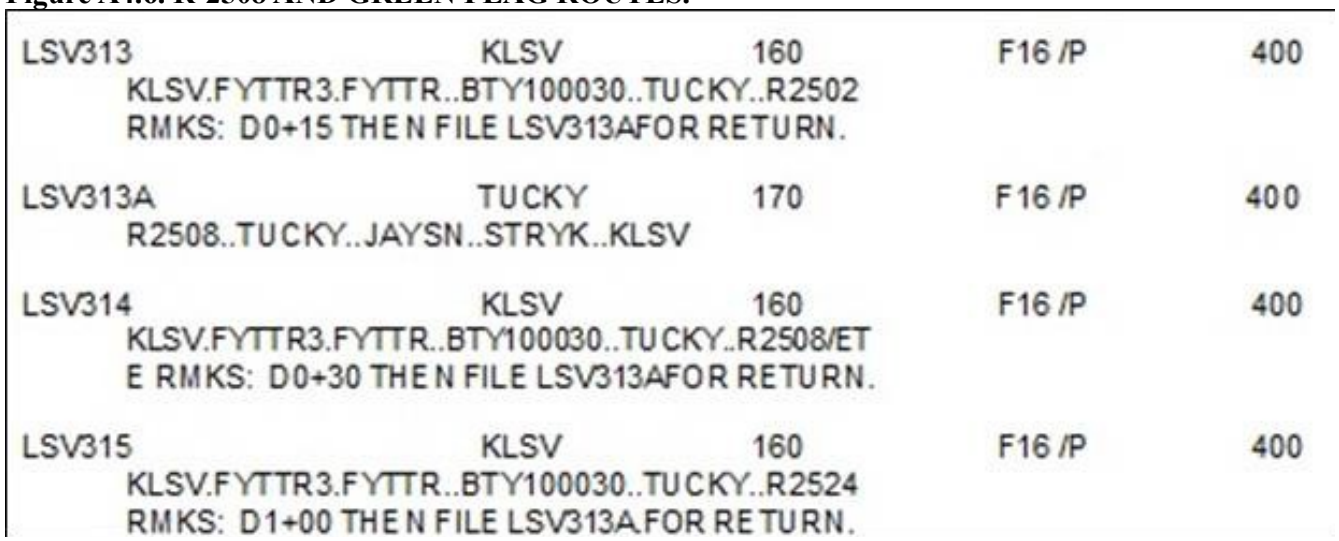


Figure A4.7. LATN AREA ROUTES.

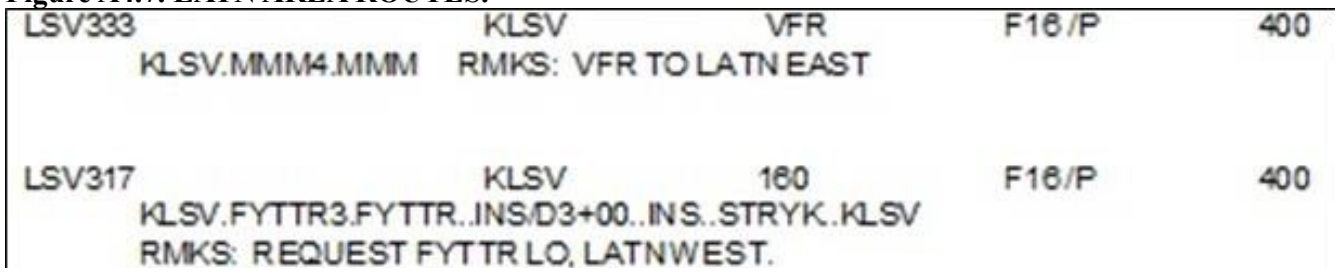


Figure A4.8. AR AND MILITARY TRAINING ROUTES.

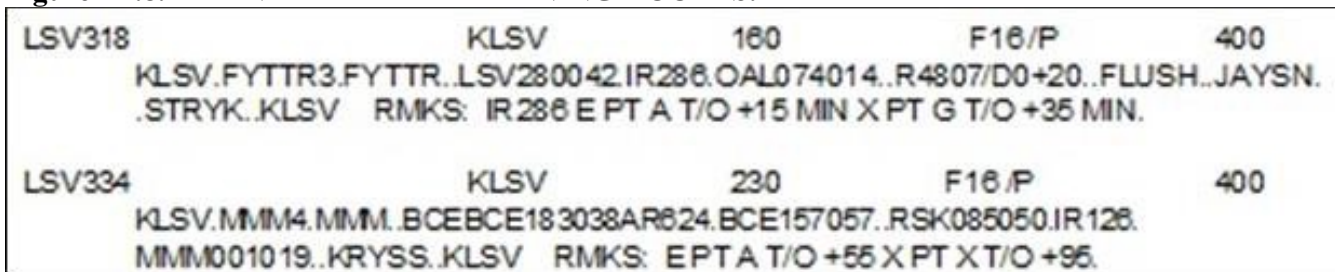
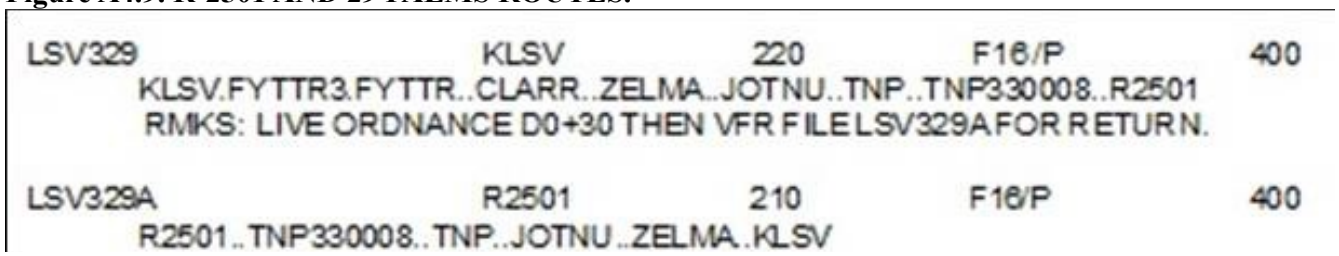


Figure A4.9. R-2501 AND 29 PALMS ROUTES.



North/South War Airspace.