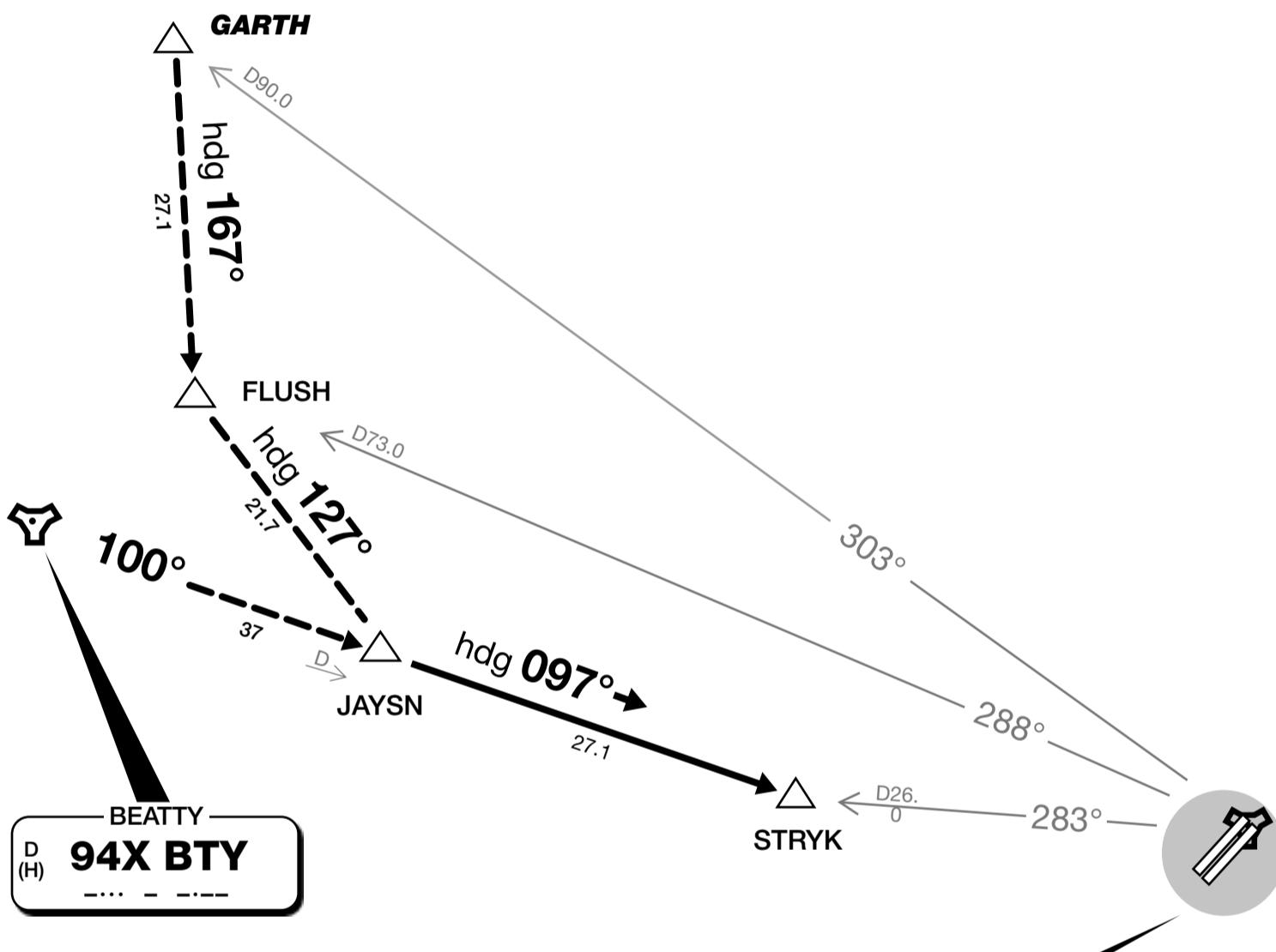


ATIS  
**270.1**Apt Elev  
**1869**

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 167 to FLUSH, then turn LEFT heading 127 to JAYSN. |
| <b>BEATTY</b> | Proceed OUTBOUND on BTY R095 to JAYSN.   |

Proceed OUTBOUND on BTY R095 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  
**1869**

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

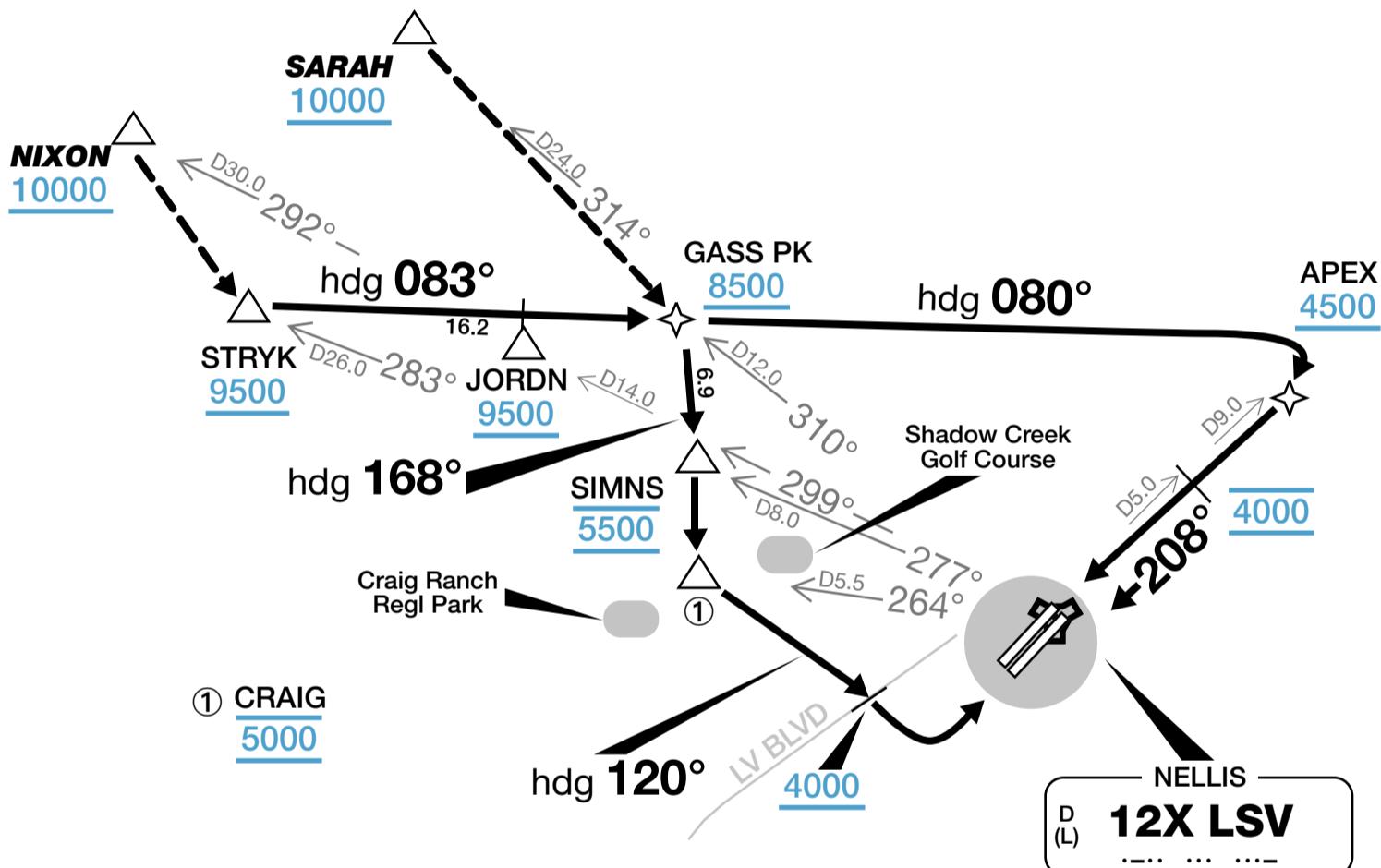
## STRYK RECOVERY



### 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 direct CRAIG and cross at 5000. Cross LAS VEGAS BLVD at or above 4000 and fly to the initial. 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 D5.0 LSV at 4000. Descend to 3500 when inside of 5 NM final.<br><b>STRAIGHT-IN RWY21:</b> Cross APEX at 4000. Cross D5.0 LSV at 3000.  |

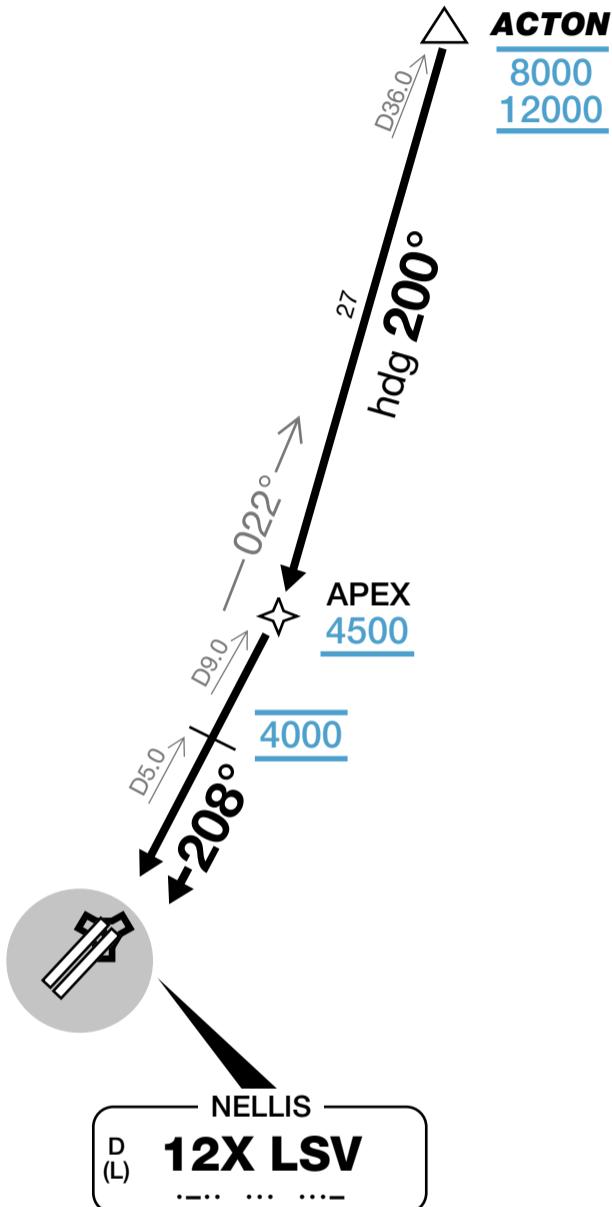
ATIS  
**270.1**

Apt Elev  
**1869**

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

## ACTON RECOVERY

↑  
71°E



### 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.

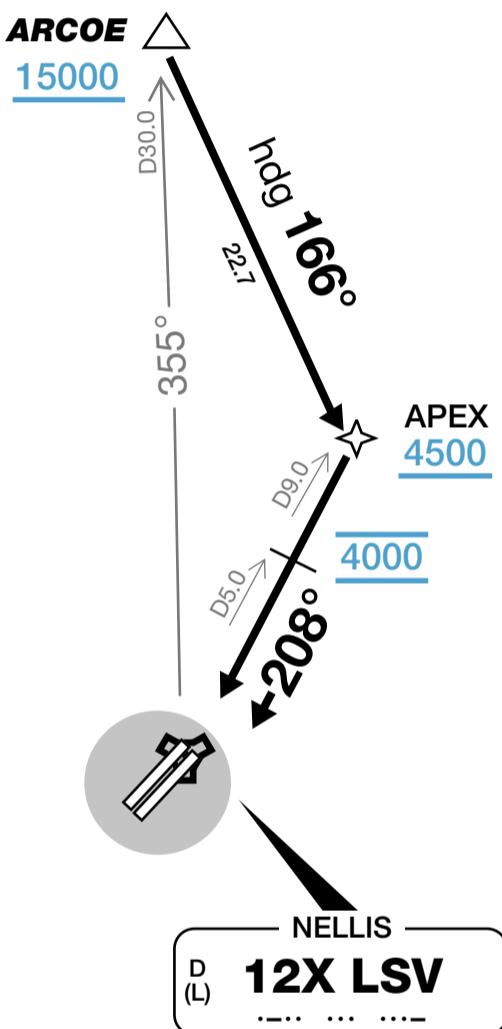
ATIS  
270.1

Apt Elev  
1869

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

## ARCOE RECOVERY

11°E



### 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.

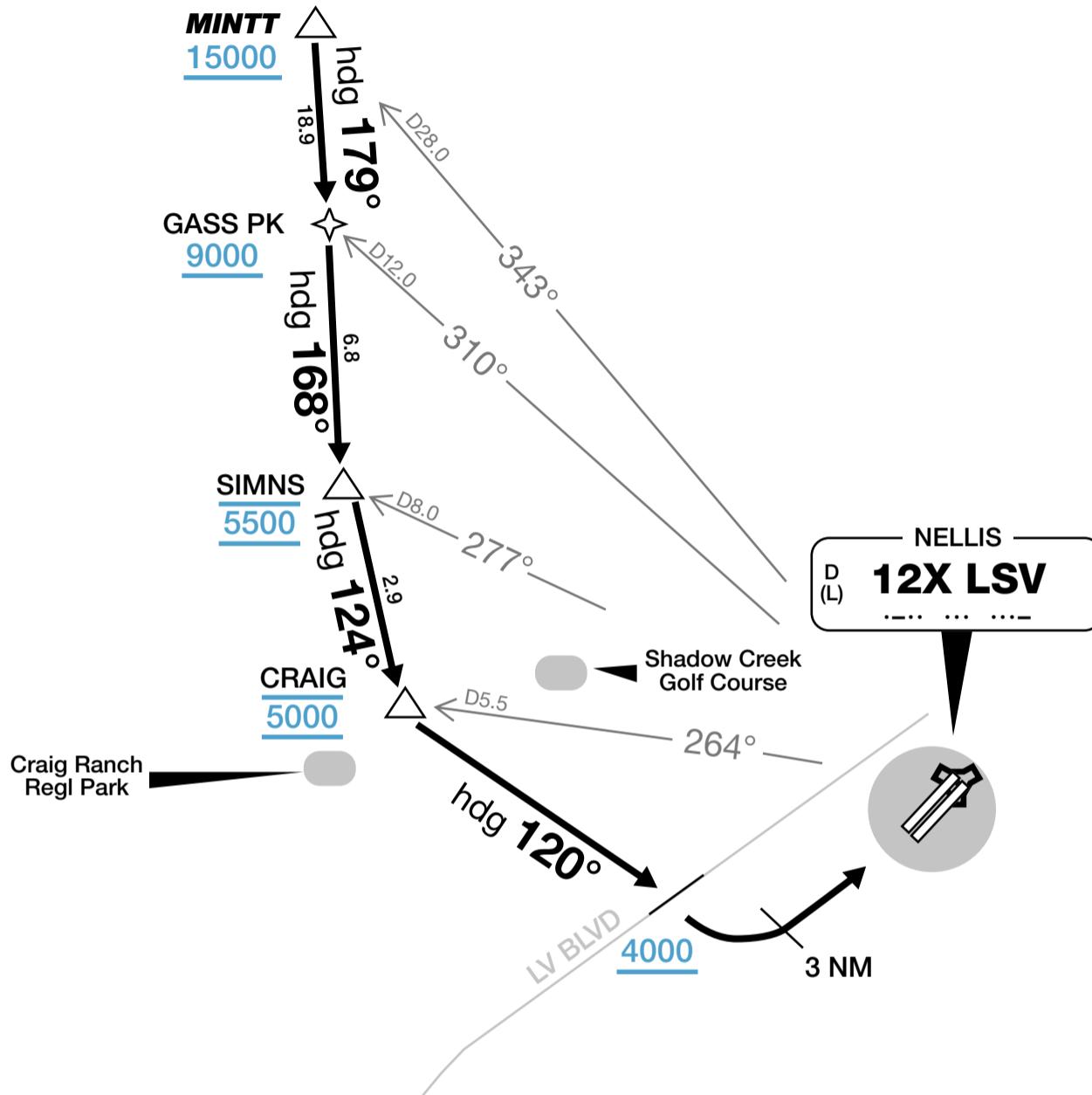
**VFR STRAIGHT-IN RWY21:** Cross APEX at 4000. Cross D5.0 LSV at 3000.

ATIS  
270.1Apt Elev  
1869

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

## MINTT RECOVERY

71°E



## 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.

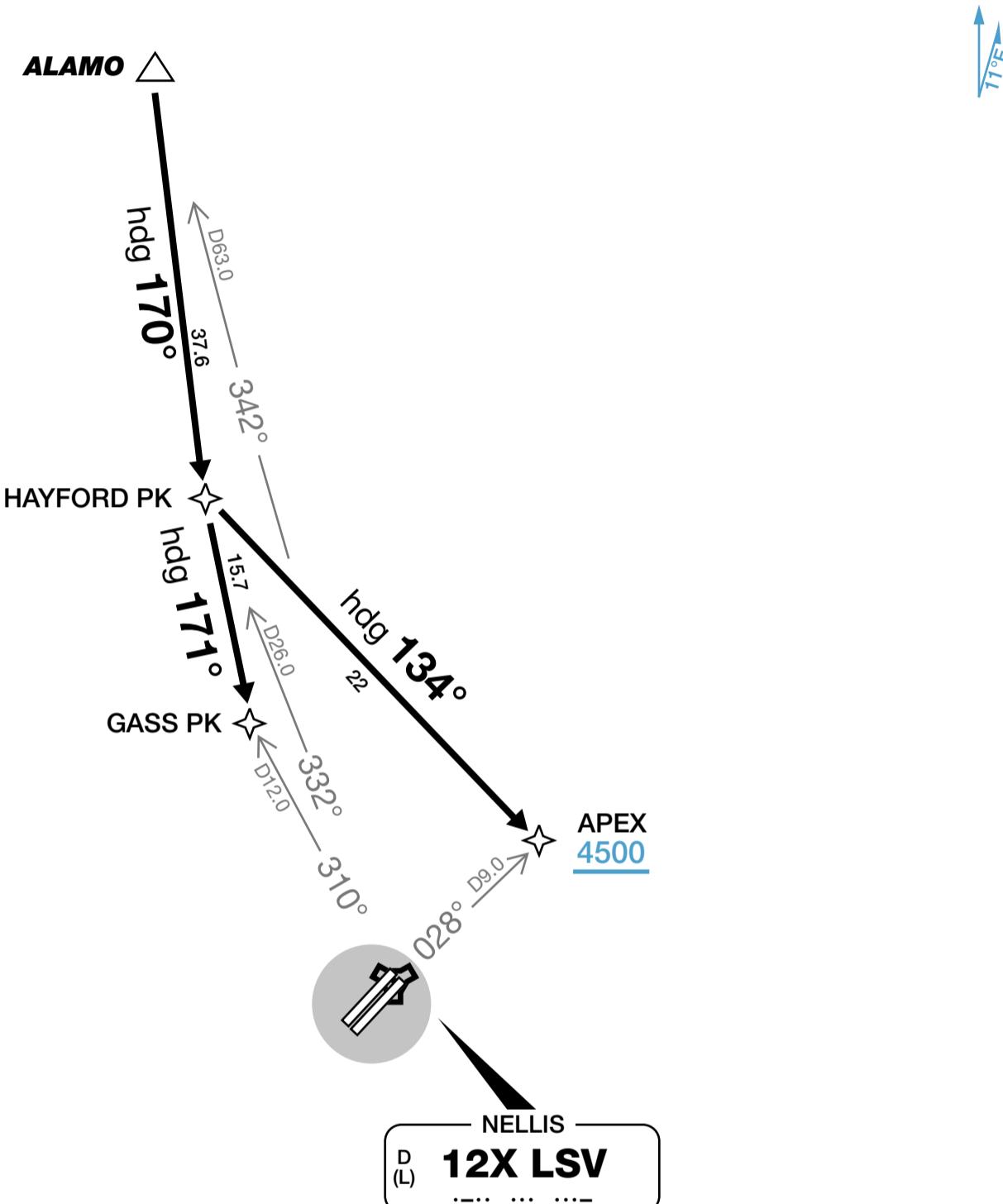
**VFR STRAIGHT-IN RWY03:** Depart CRAIG and descend to 3000 by LAS VEGAS BLVD. Remain at 3000 until within D5.0 LSV or 4 NM final. Remain within D4.0 LSV on turn to final.

ATIS  
**270.1**

Apt Elev  
**1869**

- 1. RADAR REQUIRED.**
2. ATC provides terrain and obstacle clearance unless cleared to join MINTT or ARCOE recovery.
3. Acceptance of MINTT or ARCOE recovery cancels IFR.

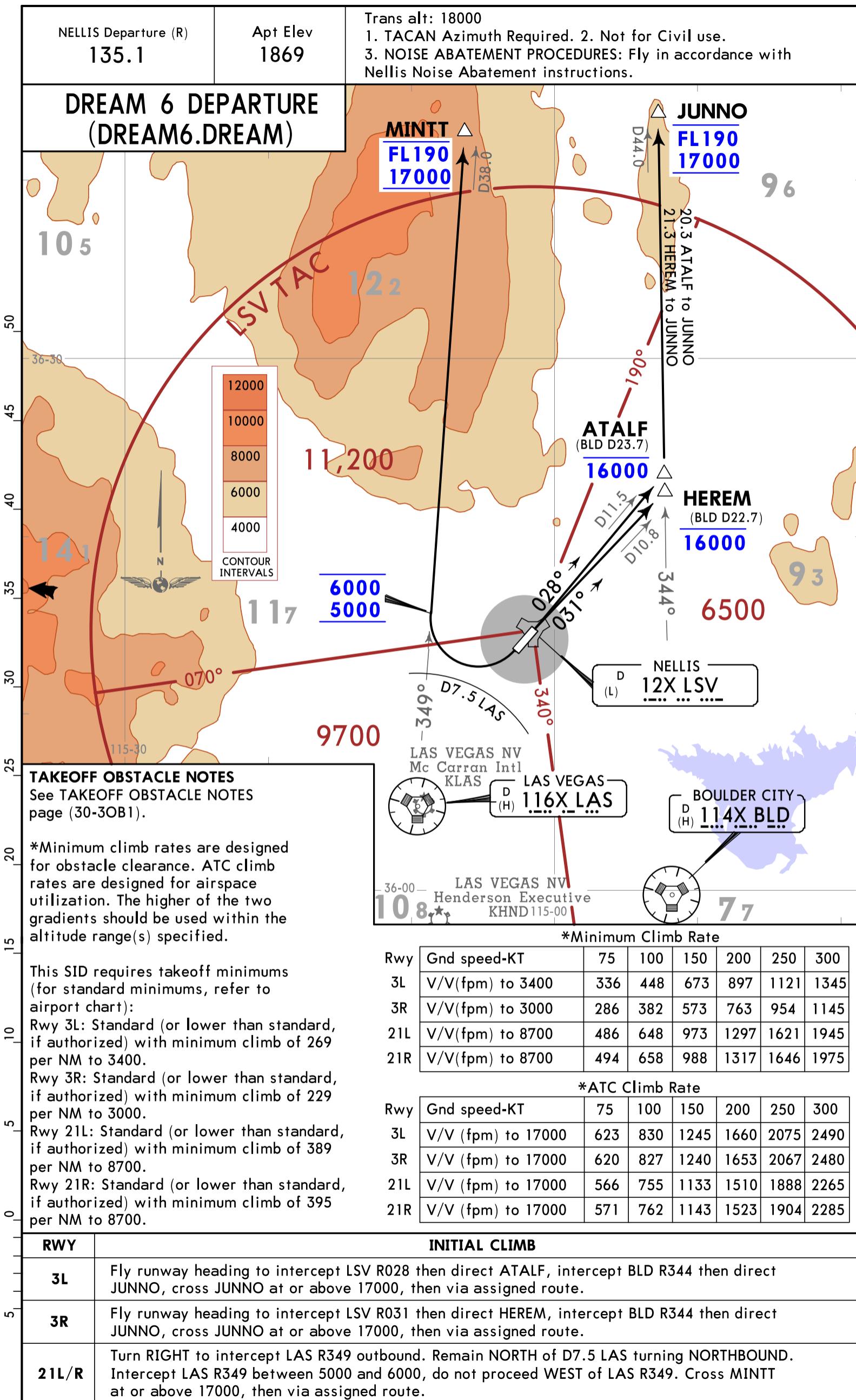
## ALAMO RECOVERY



### ROUTING

Cross ALAMO at assigned ATC altitude (FL190 or FL210), then fly heading 165 direct HAYFORD PK.

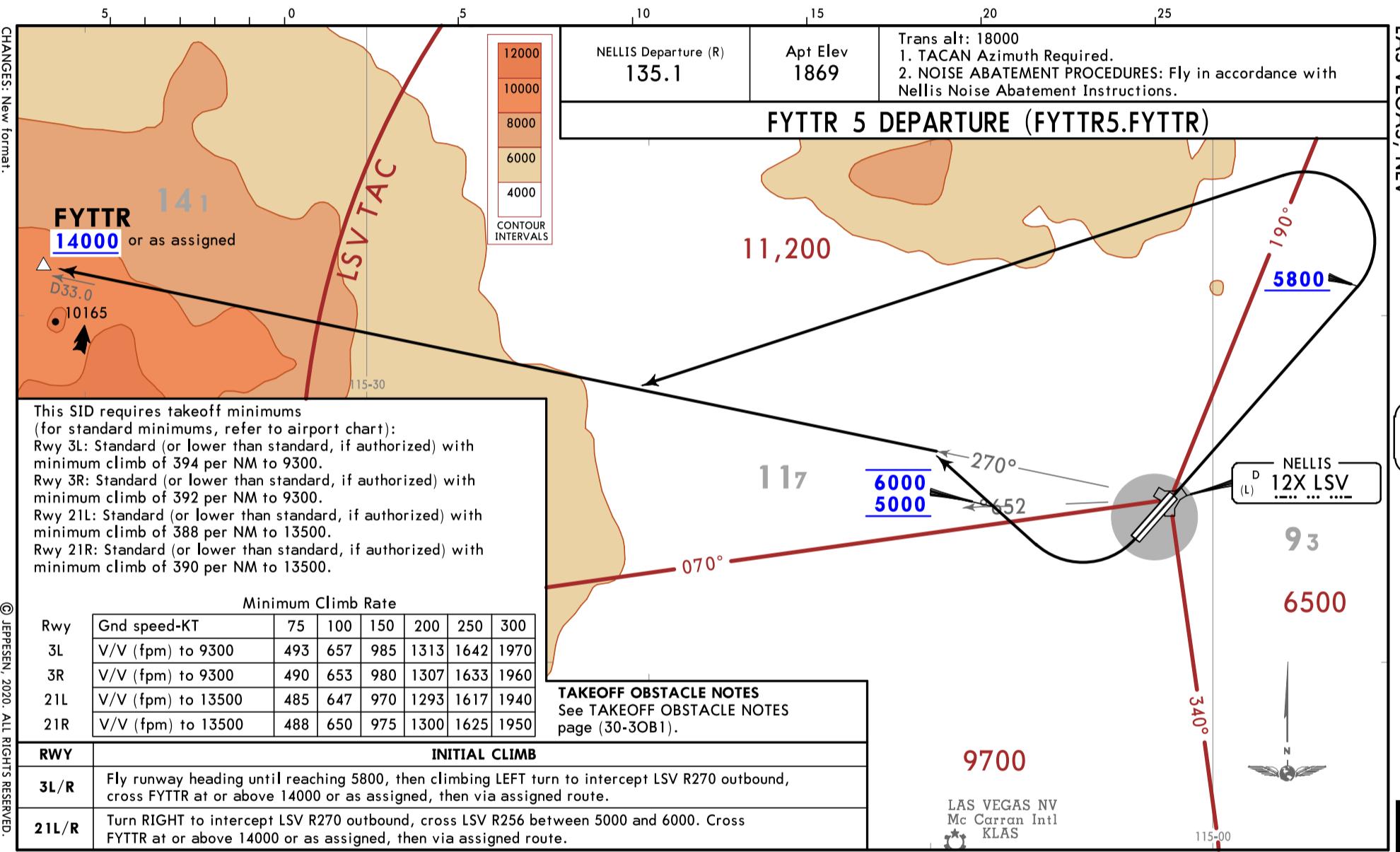
|              |   |
|--------------|---|
| <b>RWY03</b> | Proceed direct GASS PK. Expect ATC assigned descent and clearance to join MINTT recovery. Comply with remaining altitude restrictions for MINTT recovery. |
| <b>RWY21</b> | Proceed direct APEX. Expect ATC assigned descent and clearance to join ARCOE recovery. Comply with remaining altitude restrictions for ARCOE recovery.    |



KLSV/LSV  
LAS VEGAS, NEV

24 JAN 20  
30-3A

NELLIS AFB  
SID

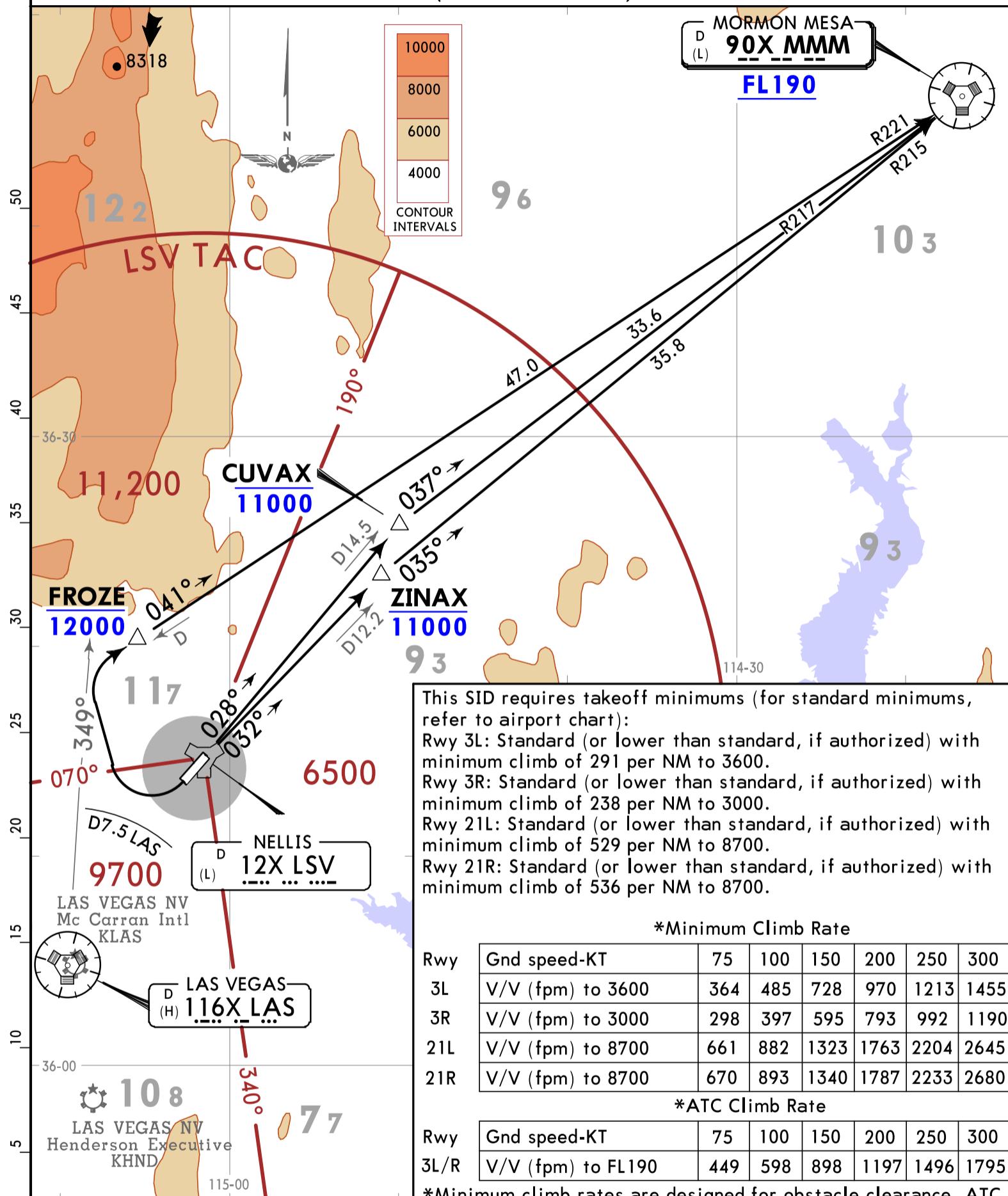


NELLIS Departure (R)  
**135.1**Apt Elev  
**1869**

Trans alt: 18000

1. TACAN Azimuth Required.
2. NOISE ABATEMENT PROCEDURES: Fly in accordance with NELLIS noise abatement instructions.

## MORMON MESA 7 DEPARTURE (MMM7.MMM)



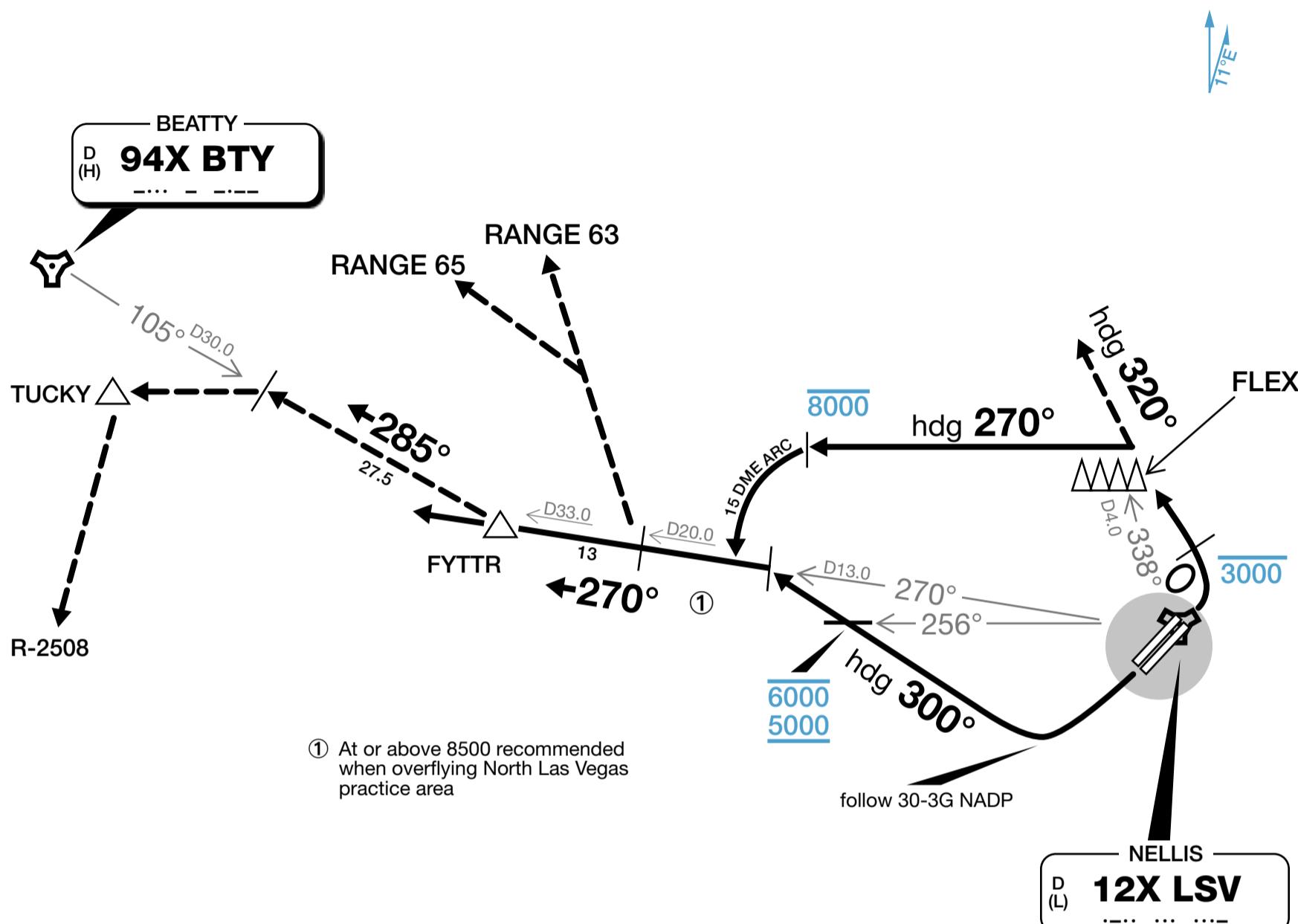
| RWY   | INITIAL CLIMB  |
|-------|--|
| 3L    | Fly runway heading to intercept LSV R028 then direct CUVAX, intercept MMM R217 then direct MMM VOR climbing to FL190 or as assigned, then via assigned route.  |
| 3R    | Fly runway heading to intercept LSV R032 then direct ZINAX, intercept MMM R215 then direct MMM VOR climbing to FL190 or as assigned, then via assigned route.  |
| 21L/R | Turn RIGHT to intercept MMM R221 prior to D47.0 MMM (FROZE). Remain NORTH of D7.5 LAS, remain EAST of LAS R349, intercept MMM R221 then direct MMM VOR, cross MMM VOR at or above FL190 then via assigned route. |

NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1869**

Trans alt: 18000  
1. DAY VMC ONLY. 2. Pilot is responsible for terrain avoidance.  
3. TACAN azimuth required. 4. Not for civil use.  
5. Fly in accordance with Nellis Noise Abatement Procedures.

## FYTTR LOW DEPARTURE



| RWY           | INITIAL CLIMB   |
|---------------|---|
| <b>3L/R</b>   | Remain below 3000 until north of Race Track and turned WESTBOUND. Turn LEFT within D4.0 LSV direct FLEX. Turn to heading 270 north of FLEX. Intercept LSV D15.0 ARC at or below 8000. Arc SOUTH to intercept LSV R270 OUTBOUND. Maintain VFR. |
| <b>21L/R</b>  | Follow 30-3G NADP. Fly runway heading until past Golf Course, then turn RIGHT to heading 300. Cross LSV R256 between 5000 and 6000. Intercept LSV R270 OUTBOUND.  |
| ROUTING       |   |
| <b>R-4806</b> | Via LSV R270 to D20.0, then direct to assigned range.   |
| <b>BEATTY</b> | From FYTTR via BTY R105 to BTY.   |
| <b>R-2508</b> | From FYTTR via BTY R105 INBOUND to D30.0, then direct TUCKY, then direct R-2508.  |

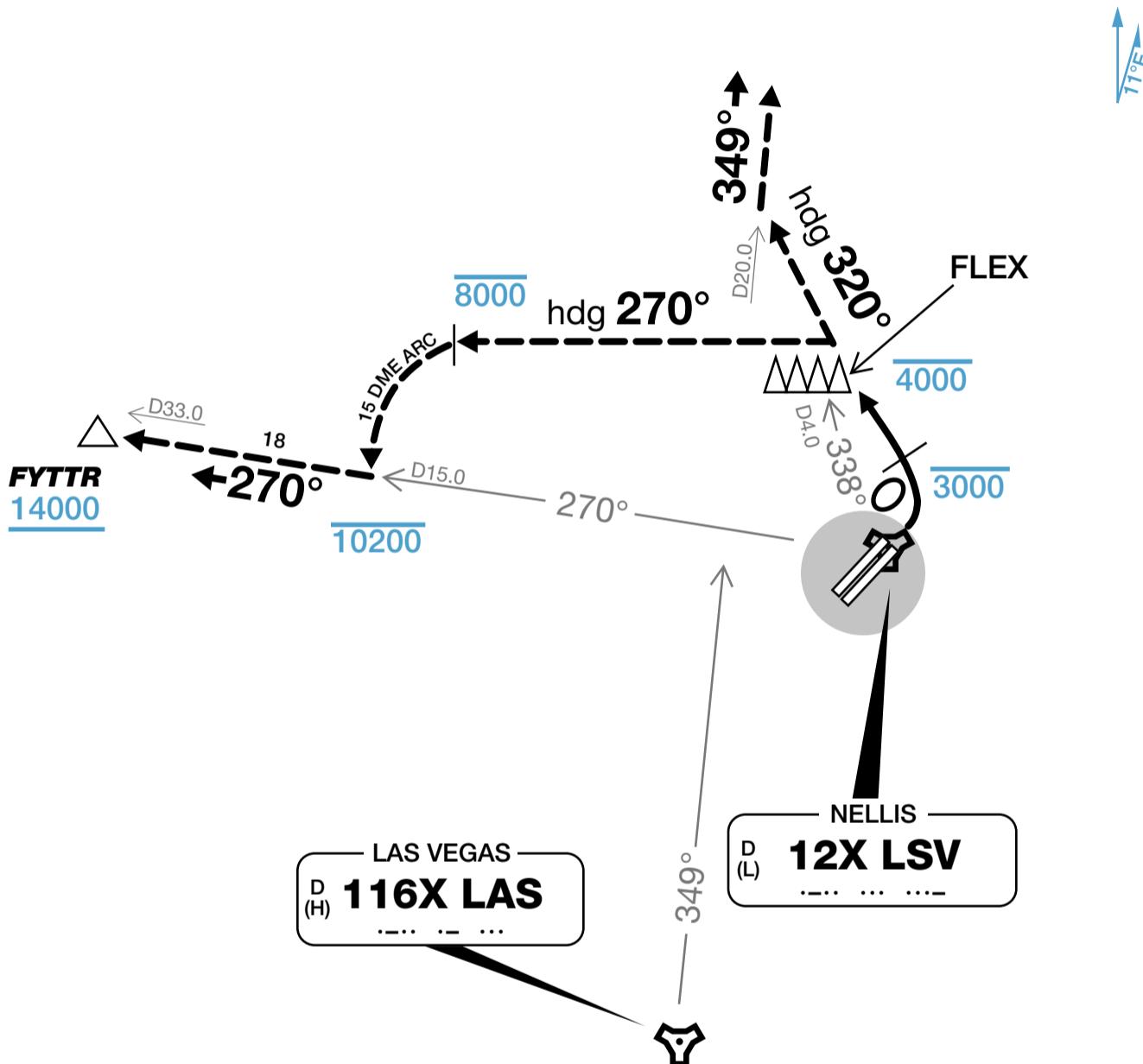
NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1869**

1. Request from GROUND prior to taxi. Approved by TOWER prior to takeoff.
2. ATC may apply SODO when filed on FYTTR FIVE or DREAM SIX and arrivals are landing RWY 21.
3. ATC or aircrew may initiate quick turn-out to FYTTR FIVE when departing RWY 03.
4. VFR TO IFR. Aircrew is responsible for terrain clearance during VFR segment.

## RWY03 FLEX TURNOUT

**MIN CEILING 11200 MSL (9400 AGL)**



## ROUTING

Remain below 3000 until NORTH of the Race Track. Turn WEST direct FLEX within D4.0 LSV. Pass NORTH of FLEX at or below 4000.

**FYTTR FIVE** Fly heading 270. Intercept the LSV D15.0 ARC at or below 8000. Arc SOUTH to intercept LSV R270 at or above 10200, then track OUTBOUND.

Aircrews are VFR until intercepting LSV R270 or at or above 10200. If unable to comply with restrictions, maintain VFR and advise ATC.

**DREAM SIX** Fly heading 320. Intercept LAS R349 and comply with DREAM SIX DP for RWY 21. Aircrews are VFR until crossing LAS R349/D20.0 or at or above 10200. If unable to comply with restrictions, maintain VFR and advise ATC.

## NAVAID OUT FLEX TURNOUT

Aircrews may request, or ATC may issue, a NAVAID OUT FLEX TURNOUT. If approved, comply with normal routing until FLEX, except depart FLEX heading 270 (FYTTR FIVE) or 350 (DREAM SIX). EXPECT radar vectors to DREAM (LAS R352/D66.0). Aircrews are VFR until at or above 10200.

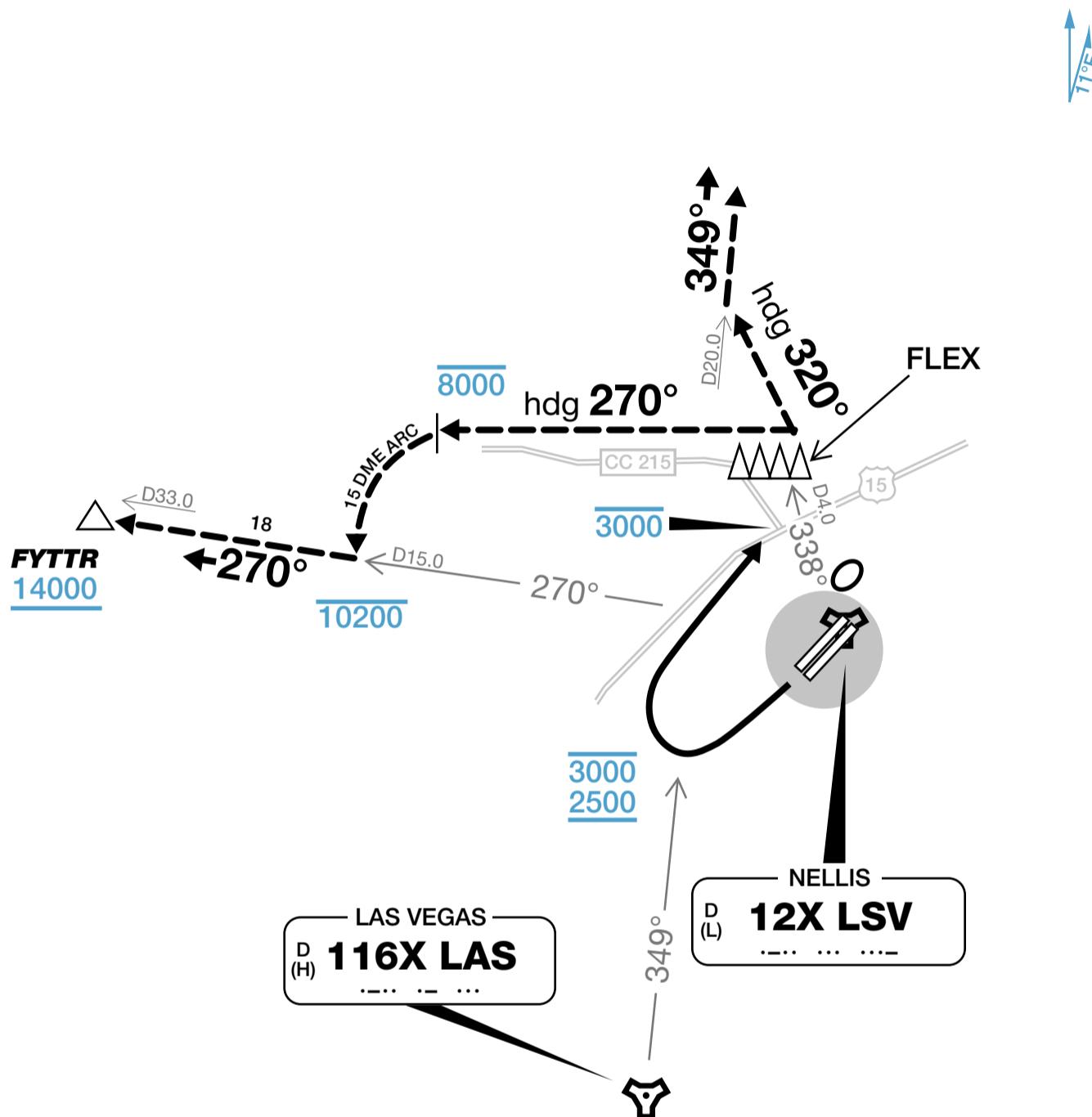
NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1869**

1. DAY VMC ONLY. Pilot responsible for terrain and obstacle clearance. If unable VMC, request IFR service from NATCF.
2. Assigned by ATC only, for aircraft filed on FYTTR FIVE or DREAM SIX departure, when RWY21 is in use.

## RWY21 FLEX TURNOUT

**MIN CEILING 11200 MSL (9400 AGL)**



### ROUTING

Comply with the initial portion of the 30-3G NADP, expediting climb to between 2500 and 3000, then climbing right turn direct FLEX. Cross the CC 215 / I-15 interchange at or below 3000. Cross FLEX at or below 4000.

|                   |  |
|-------------------|--|
| <b>FYTTR FIVE</b> | Fly heading 270. Intercept the LSV D15.0 ARC at or below 8000. Arc SOUTH to intercept LSV R270 at or above 10200, then track OUTBOUND.<br><br>Acrews are VFR until intercepting LSV R270 or at or above 10200. If unable to comply with restrictions, maintain VFR and advise ATC. |
| <b>DREAM SIX</b>  | Fly heading 320. Interete LAS R349 and comply with DREAM SIX DP for RWY 21.<br><br>Acrews are VFR until crossing LAS R349/D20.0 or at or above 10200. If unable to comply with restrictions, maintain VFR and advise ATC.  |

### NAVAID OUT FLEX TURNOUT

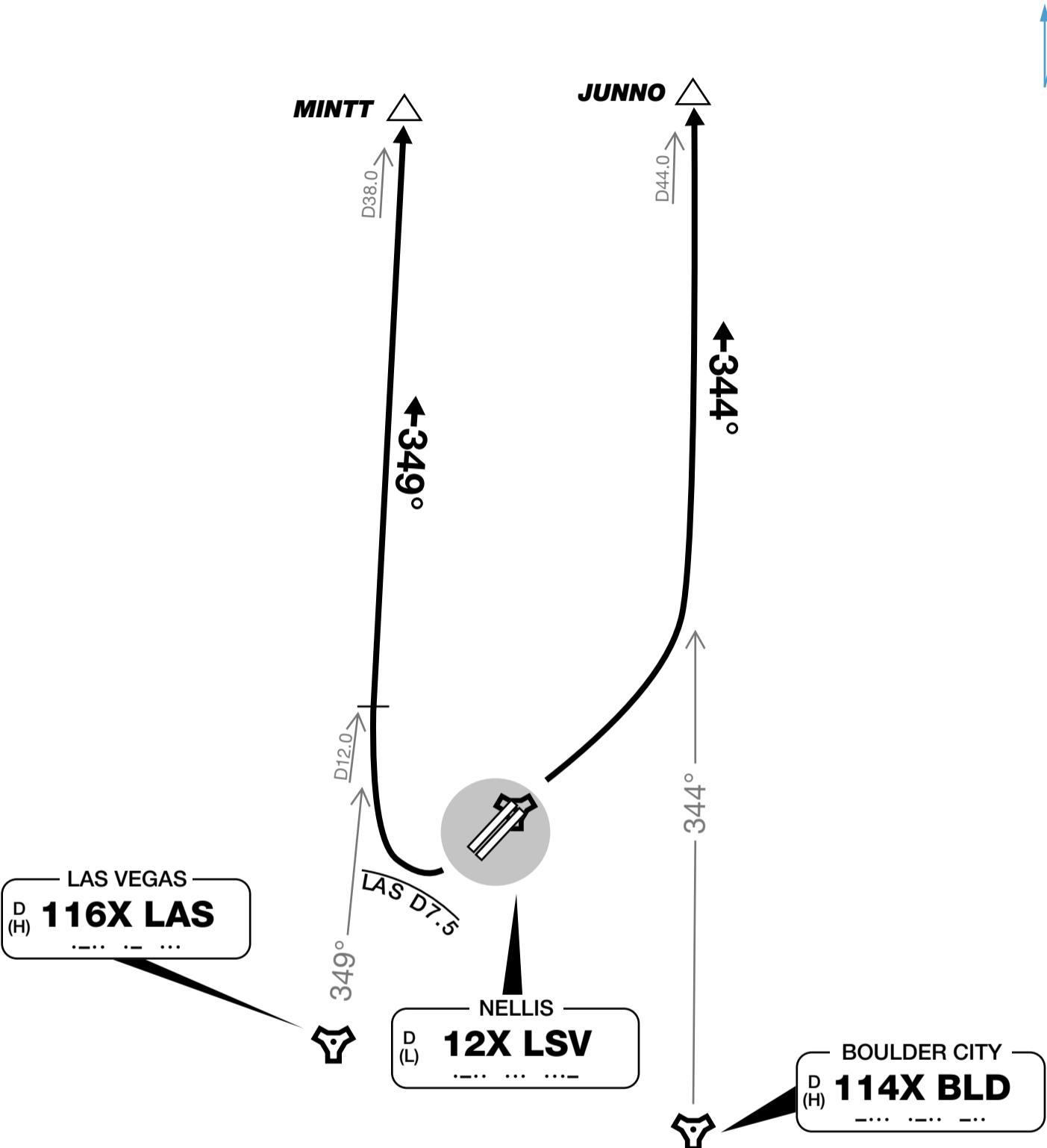
Acrews may request, or ATC may issue, a NAVAID OUT FLEX TURNOUT. If approved, comply with normal routing until FLEX, except depart FLEX heading 270 (FYTTR FIVE) or 350 (DREAM SIX). EXPECT radar vectors to DREAM (LAS R352/D66.0). Acrews are VFR until at or above 10200.

NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1869**

1. VMC ONLY. Pilot is responsible for terrain and obstacle avoidance.  
2. ATC must approve request for DREAM LOW departure.

## DREAM LOW DEPARTURE



### ROUTING

**RWY03** Remain below 3000 until DER. Maintain VFR and climb to requested cruising altitude.

**RWY21** Follow 30-3G NADP. Maintain VFR and climb to requested cruising altitude.

Fly DREAM SIX ground track to DREAM, then proceed VFR to scheduled NTTR airspace.

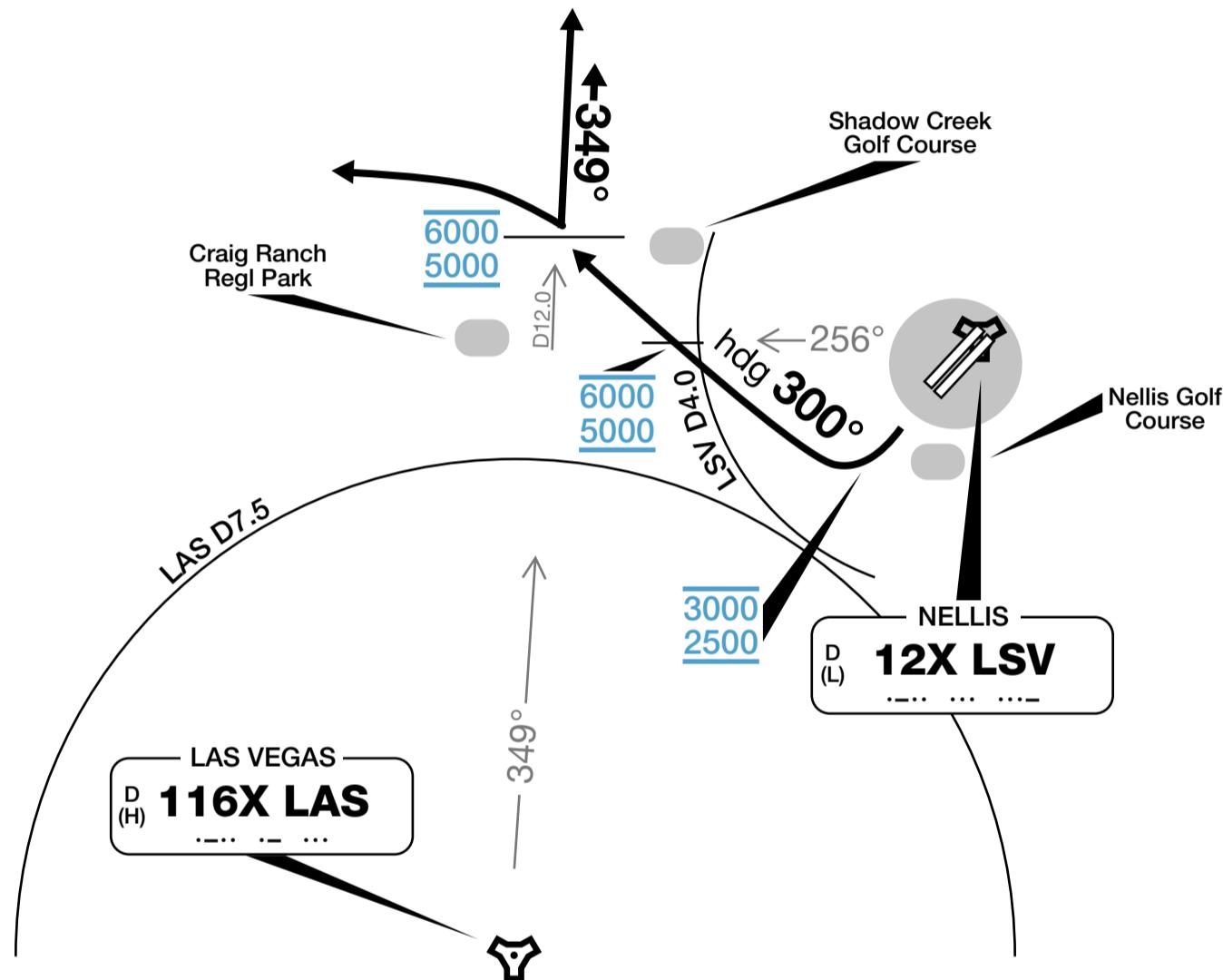
NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1869**

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.

## RWY21 NOISE ABATEMENT PROCEDURE

↑  
71°E



### ROUTING

Expedite climb to between 2500 and 3000 until turned out of traffic abeam SOUTH end of NELLIS GOLF COURSE. Terminate A/B no later than 300 KIAS, or abeam SOUTH end of NELLIS GOLF COURSE, whichever occurs last. Abeam SOUTH end of NELLIS GOLF COURSE, start RIGHT turn (60° bank) to heading 300 within D4.0 LSV. Fly between CRAIG RANCH PARK and SHADOW CREEK GOLF COURSE.

**WESTBOUND DEPARTURES:** Cross LSV R256 OUTBOUND between 5000 and 6000.

**NORTHBOUND DEPARTURES:** Intercept LAS R349 OUTBOUND between 5000 and 6000, NLT D12.0.

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.

**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 1869'  
N36 14.2 W115 02.1

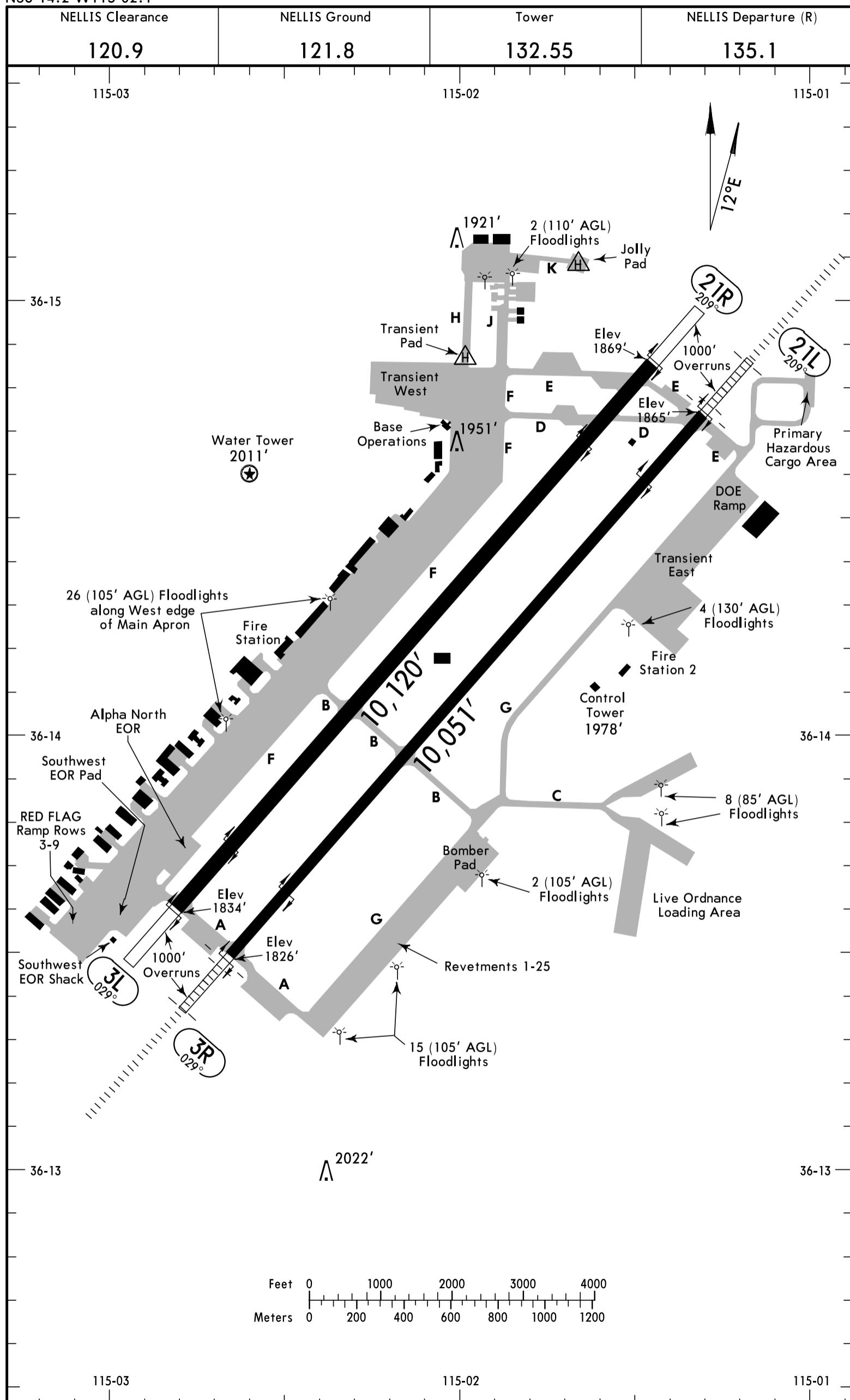
JEPPESEN

29 NOV 19

30-9 Eff 5 Dec

NELLIS AFB

LAS VEGAS, NEV



**KLSV / LSV**

Apt Elev 1869'  
N36 14.2 W115 02.1

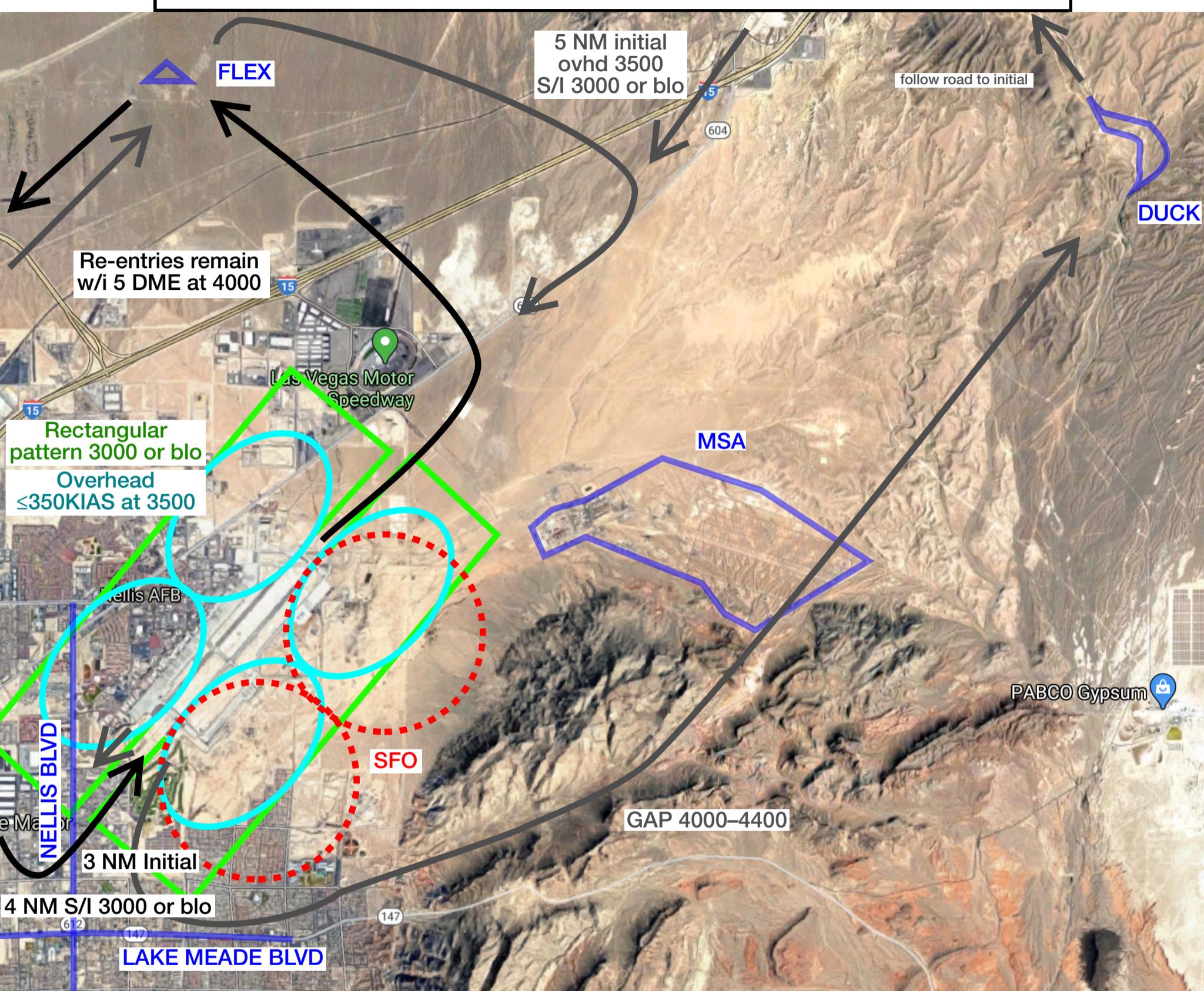
**NELLIS AFB**

LAS VEGAS, NEV

30-9A

| NELLIS Clearance | NELLIS Ground | Tower        | NELLIS Departure (R) |
|------------------|---------------|--------------|----------------------|
| 120.9 289.4      | 121.8 275.8   | 132.55 327.0 | 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 RWY21L/RWY03R.   |
| <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.   |

**KLSV/LSV**  
**LAS VEGAS, NEV**

**JEPPESEN**

**Missed apch climb  
gradient mim 398'/NM**

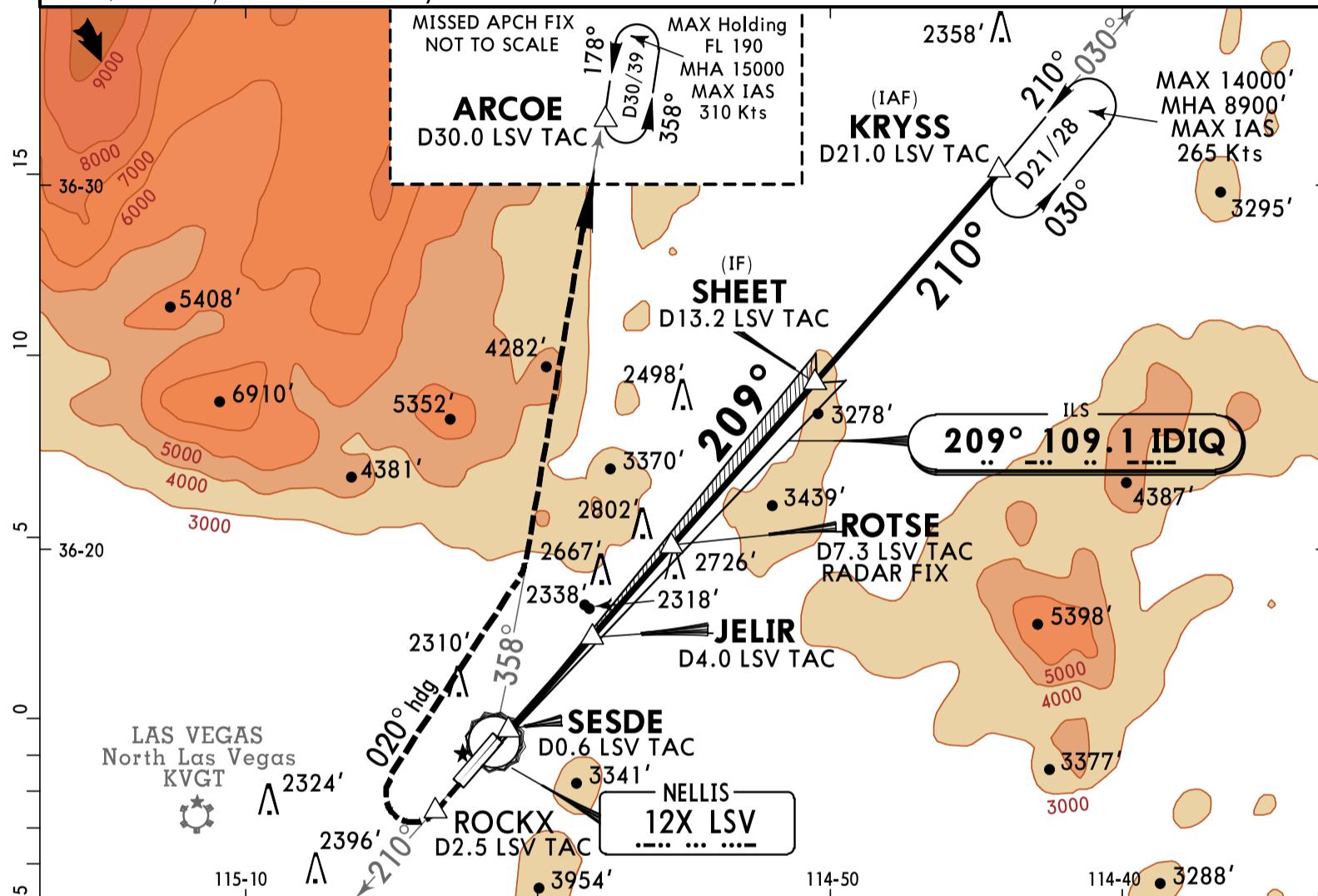
**NELLIS AFB  
X Rwy 21L**

6 SEP 19 (31-1)

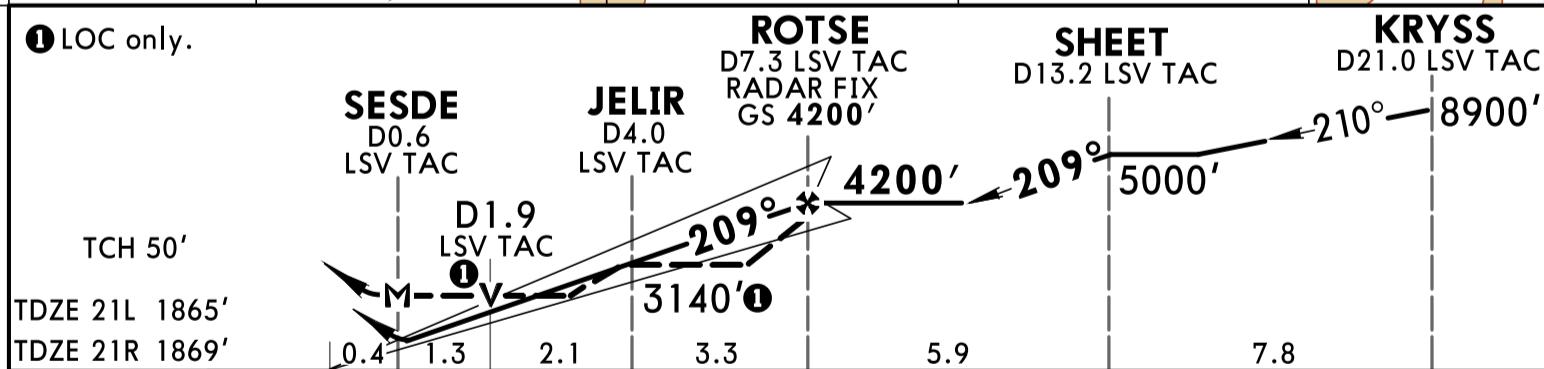
6 SEP 19 (31-1)

BRIEFING STRIP™

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
1. RADAR or DME required. 2. CAUTION: Minimum navaid reception at ARCOE (LSV TAC R-358/D30.0)  
15000'/MSL. 3. EMERG SAFE ALT 100 NM 14,000'. 4. VGSI and ILS glidepath not coincident (VGSI angle  
3.00°/TCH 54'). 5. PAPI-L on Rwy 21R.



① LOC only.



|                 |     |      |      |      |      |      |      |                |        |                     |       |
|-----------------|-----|------|------|------|------|------|------|----------------|--------|---------------------|-------|
| Gnd speed-Kts   | 70  | 90   | 100  | 120  | 140  | 160  |      | ALSF-I<br>PAPI | 15000' | LSV<br>12X<br>R-210 | ROCKX |
| GS 3.00°        | 372 | 478  | 531  | 637  | 743  | 849  |      |                |        |                     |       |
| MAP at SESDE or |     |      |      |      |      |      |      |                |        |                     |       |
| ROTSE to MAP    | 6.7 | 5:45 | 4:28 | 4:01 | 3:21 | 2:52 | 2:31 |                |        |                     |       |

**Military** STRAIGHT-IN LANDING RWY 21L  
1 Missed apch climb gradient mim 398'/NM to 15000

**SIDESTEP  
LANDING RWY 21R**

## CIRCLE-TO-LAND

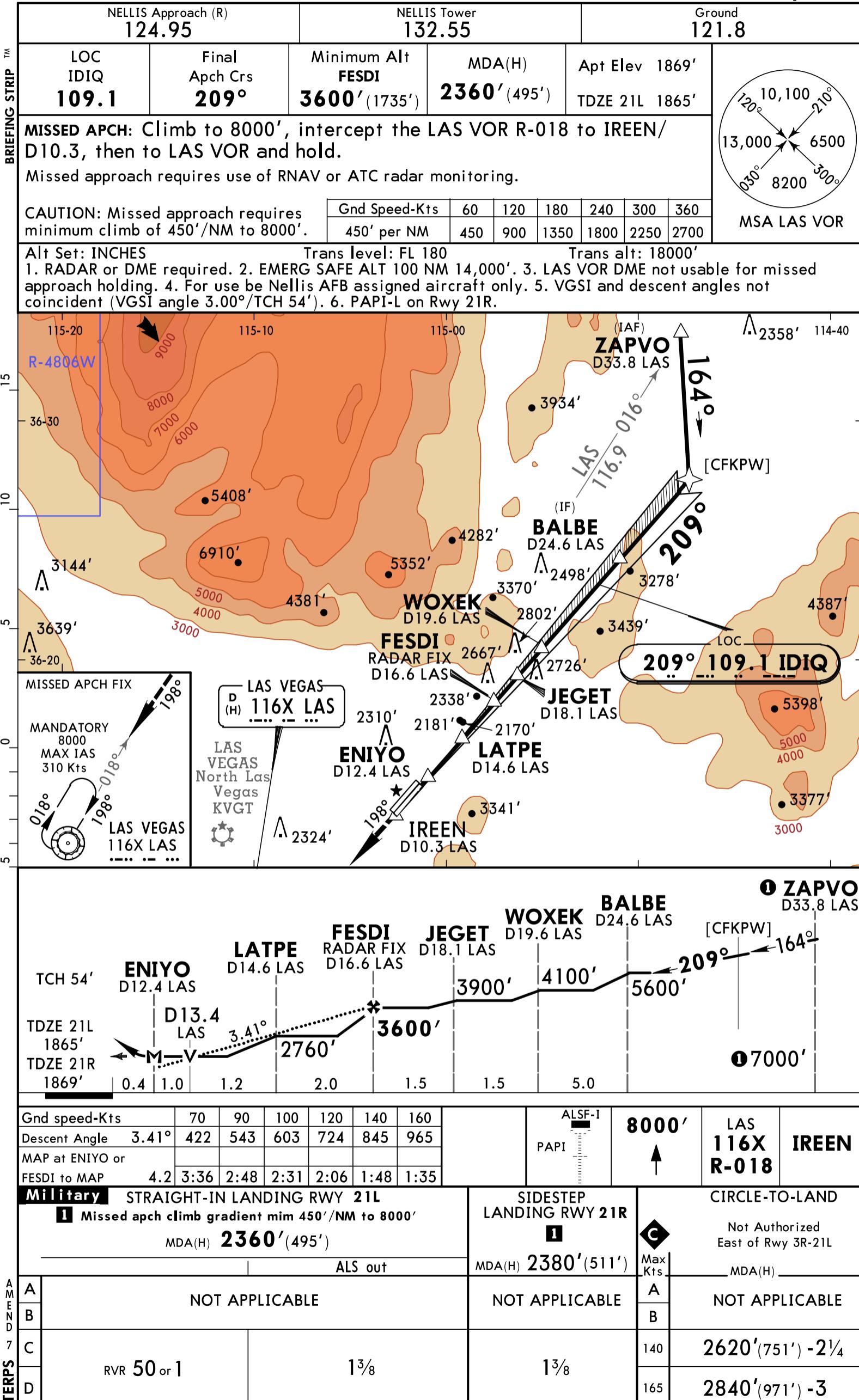
**CHANGES:** Climb gradient.

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KLSV/LSV  
LAS VEGAS, NEV

JEPPESSEN CAT C & D  
6 SEP 19 31-2 Missed apch climb  
gradient min 450'/NM

NELLIS AFB  
LOC Y Rwy 21L



**KINS / INS**  
Apt Elev 3134'  
N36 35.2 W115 40.6

40-9

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

NELLIS Ground

**282.525**

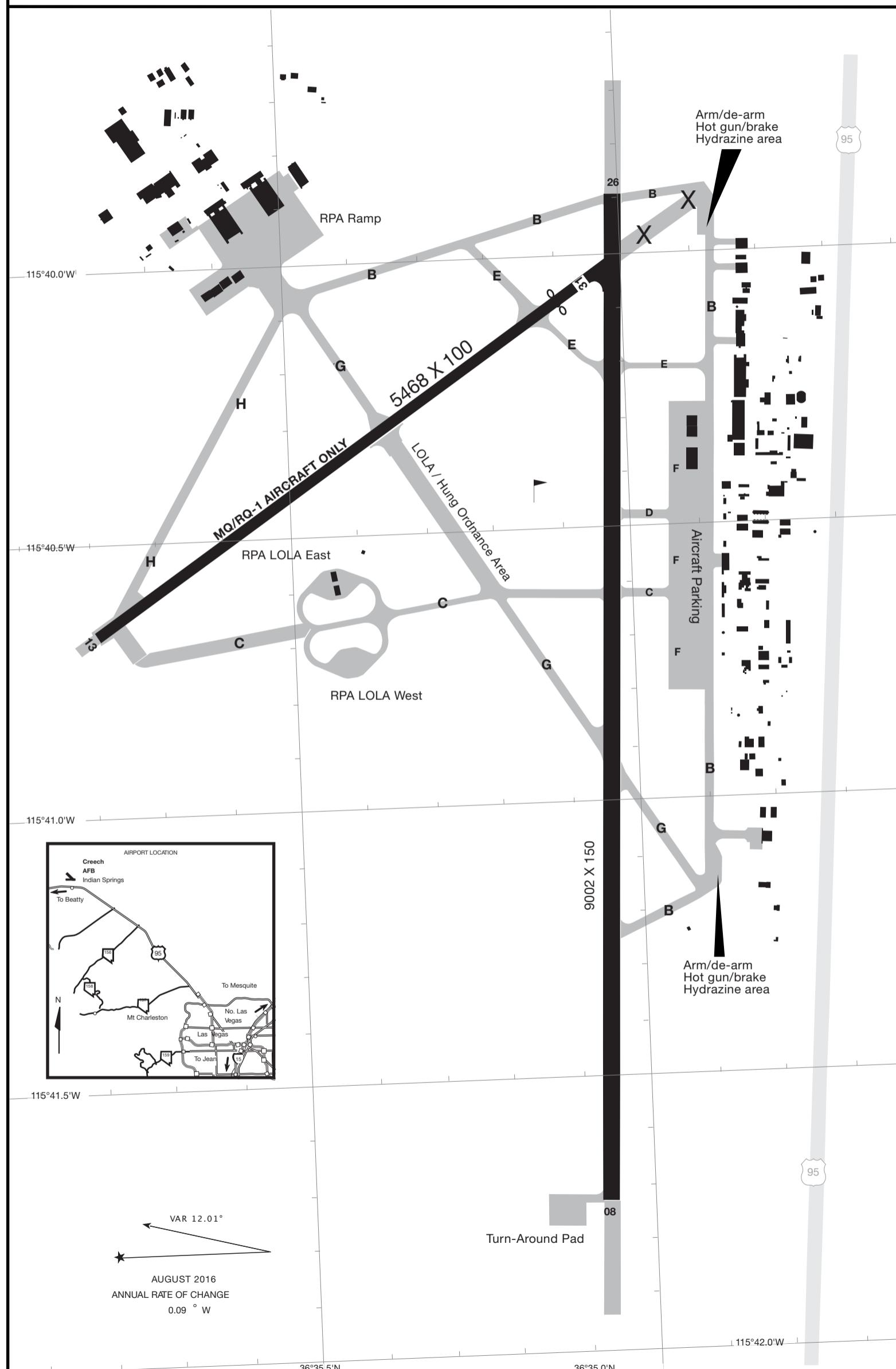
Tower

**360.625 118.3**

NELLIS Control (R)

**254.4 119.35**

**AIRPORT DIAGRAM**



**KINS / INS**  
Apt Elev 3134'  
N36 35.2 W115 40.6

40-9

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

NELLIS Ground

Tower

NELLIS Control (R)

**282.525**

**360.625 118.3**

**254.4 119.35**

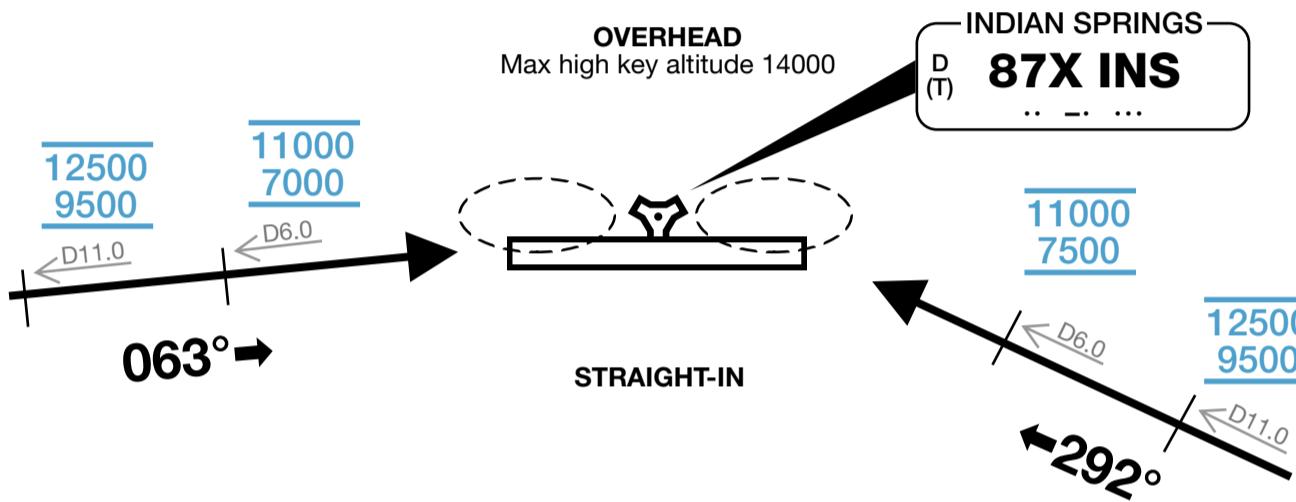
## TRAFFIC PATTERNS

### 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

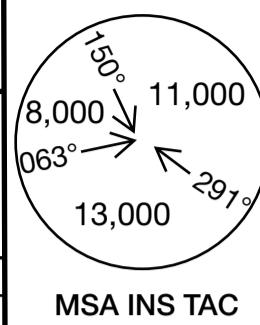


**KINS/INS**  
INDIAN SPRINGS, NEV

44-1

**CREECH AFB**  
**HI-TACAN RWY 8**

|   |                                  |  |   |                             |                        |  |
|---|----------------------------------|--|---|-----------------------------|------------------------|--|
| NELLIS Control (R)<br>254.4 119.35  |                                  | *CREECH Tower<br>360.625 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>4400'</b>                              | Apt Elev<br>TDZE 8<br>3133' |                        |  |
| <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 |                             |                        |  |

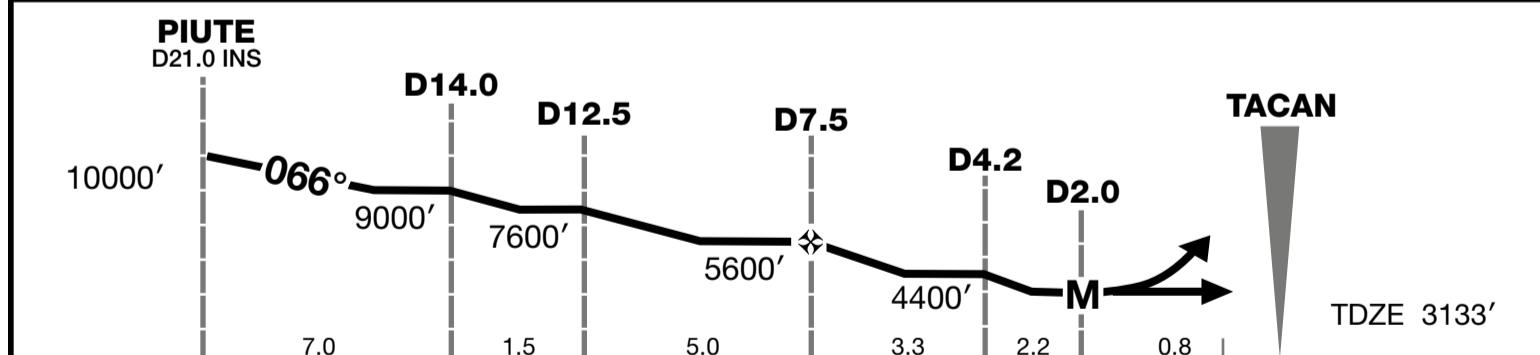
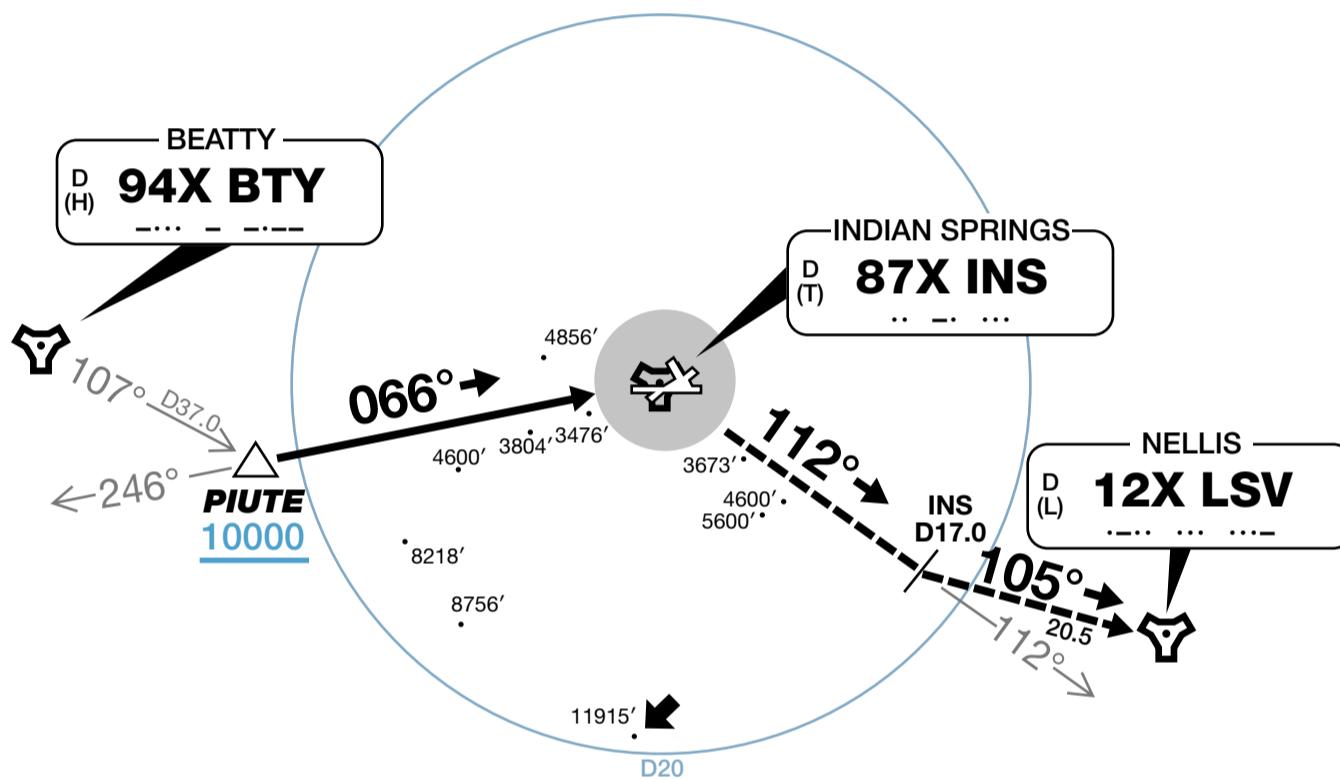


Alt Set: INCHES

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

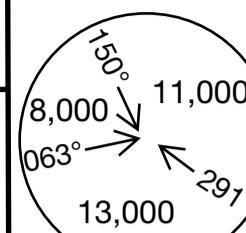
STRAIGHT-IN LANDING RWY 8

MDA (H) **3720'** (584')

KINS/INS

INDIAN SPRINGS, NEV

44-2

CREECH AFB  
HI-TACAN RWY 26NELLIS Control (R)  
254.4 119.35\*CREECH Tower  
360.625 CTAF 118.3\*Ground  
275.8 118.3TACAN  
INS  
**87X**Final  
Apch Crs  
**292°**Minimum Alt  
**INS D6.0**  
**5300'**MDA(H)  
**4160'**Apt Elev 3133'  
TDZE 26 3033'

MSA INS TAC

**MISSED APCH:** Direct INS then outbound INS R-246 to D2.0, climbing to 10000'.

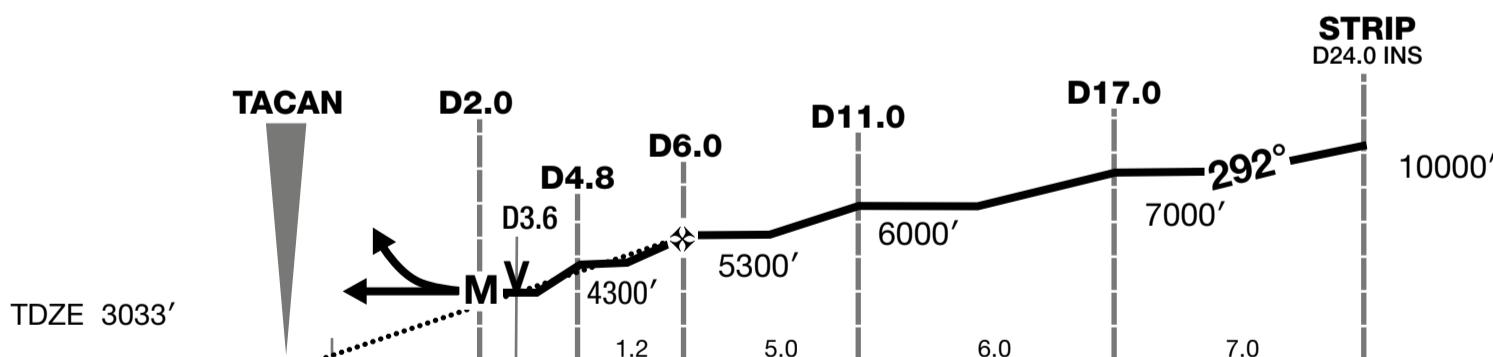
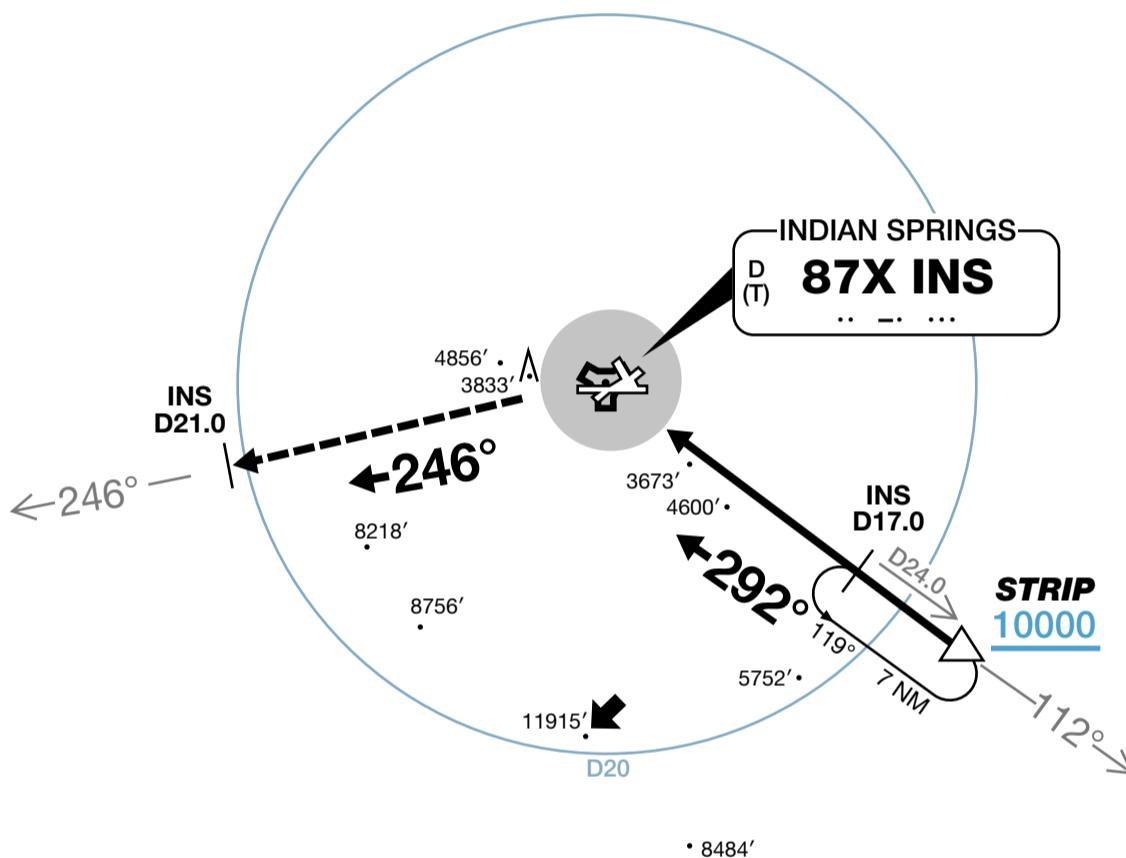
|               |     |     |      |      |      |      |
|---------------|-----|-----|------|------|------|------|
| Gnd Speed-Kts | 60  | 120 | 180  | 240  | 300  | 360  |
| 450' per NM   | 450 | 900 | 1350 | 1800 | 2250 | 2700 |

Alt Set: INCHES

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.

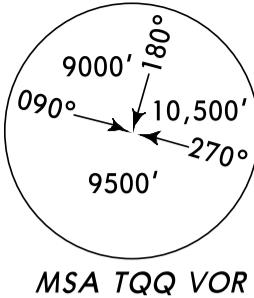
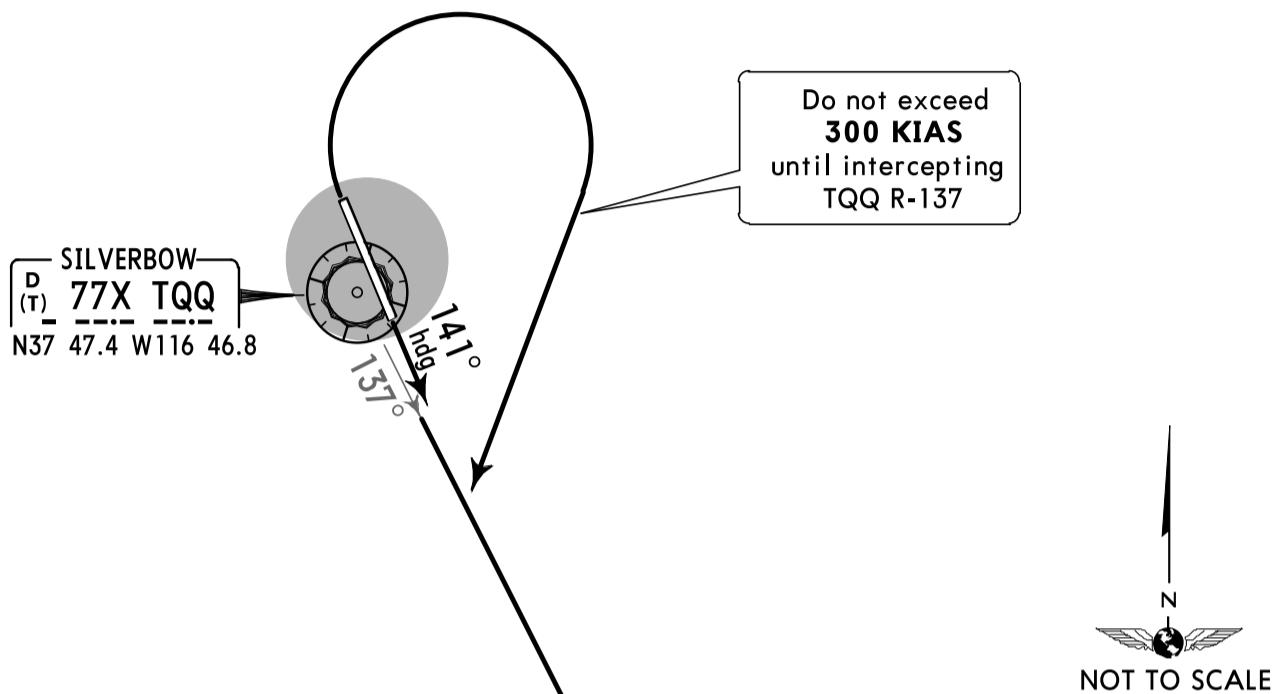


|               |      |      |      |      |      |      |  |        |         |                    |              |
|---------------|------|------|------|------|------|------|--|--------|---------|--------------------|--------------|
| Gnd speed-Kts | 120  | 150  | 170  | 190  | 200  | 210  |  | P-VASI | INS 87X | 10000<br>INS R-246 | INS<br>D21.0 |
| 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 |  |        |         |                    |              |

Military

STRAIGHT-IN LANDING RWY 26

MDA (H) **4160'** (1050')

Apt Elev  
5550'Trans level: FL180 Trans alt: 18000'  
1. EMERG SAFE ALT 100 NM 16600'.  
2. Rwy 32: Procedure not authorized for CAT E aircraft.**STOFF TWO DEPARTURE (STOFF2.STOFF)****SPEED: RWY 32: DO NOT EXCEED 300 KIAS UNTIL  
INTERCEPTING TQQ R-137****OBSTACLES**

Rwy 14: Terrain 1204' from DER, 823' RIGHT of centerline, 5582' MSL. Terrain 63' from DER, 517' RIGHT of centerline, 5565' MSL. Terrain 46' from DER, 480' RIGHT of centerline, 5564' MSL. Terrain 0' from DER, 500' RIGHT of centerline, 5565' MSL. Terrain 62' from DER, 200' RIGHT of centerline, 5558' MSL. Terrain 14' from DER, 292' RIGHT of centerline, 5561' MSL. Terrain 0' from DER, 287' RIGHT of centerline, 5561' MSL. Terrain 0' from DER, 222' RIGHT of centerline, 5559' MSL. Terrain 3' from DER, 200' LEFT of centerline, 50' AGL/5599' MSL. Surveyed terrain 215' from DER, 427' RIGHT of centerline, 0' AGL/5560' MSL.

Rwy 32: Terrain 0' from DER, 500' LEFT of centerline, 5476' MSL. Terrain 19' from DER, 465' LEFT of centerline, 5476' MSL. Terrain 110' from DER, 529' LEFT of centerline, 5476' MSL.

**STOFF**N37 25.1  
W116 32.5At or above  
**10000'**

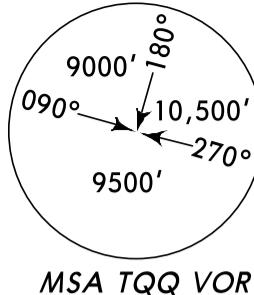
## Minimum Climb Rate

| Rwy | Gnd speed-KT              | 75  | 100 | 150 | 200 | 250  | 300  |
|-----|---------------------------|-----|-----|-----|-----|------|------|
| 14  | V/V (fpm) to <b>7200'</b> | 256 | 342 | 513 | 683 | 854  | 1025 |
| 32  | V/V (fpm) to <b>9100'</b> | 325 | 433 | 650 | 867 | 1083 | 1300 |

**RWY****INITIAL CLIMB**

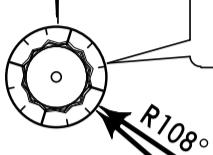
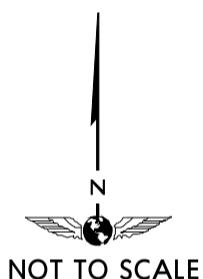
14 Climb heading 141° to intercept TQQ R-137 to STOFF.

32 Climbing RIGHT turn to intercept TQQ R-137 to STOFF.

Apt Elev  
5550'Trans level: FL180 Trans alt: 18000'  
EMERG SAFE ALT 100 NM 16600'.

## TONOPAH TWO DEPARTURE (TPH2.TPH)

TONOPAH  
(L) 119X TPH  
N38 01.8 W117 02.0

At or above  
10000'Direct distance from Tonopah Test Range Apt to:  
TPH 18 NM

SILVERBOW  
(T) 77X TQQ  
N37 47.4 W116 46.8

Leaving  
6500'

## OBSTACLES

Rwy 14: Terrain 1204' from DER, 823' RIGHT of centerline, 5582' MSL. Terrain 63' from DER, 517' RIGHT of centerline, 5565' MSL. Terrain 46' from DER, 480' RIGHT of centerline, 5564' MSL. Terrain 0' from DER, 500' RIGHT of centerline, 5565' MSL. Terrain 62' from DER, 200' RIGHT of centerline, 5558' MSL. Terrain 14' from DER, 292' RIGHT of centerline, 5561' MSL. Terrain 0' from DER, 287' RIGHT of centerline, 5561' MSL. Surveyed terrain 215' from DER, 427' RIGHT of centerline, 0' AGL/5560' MSL.

Rwy 32: Terrain 0' from DER, 500' LEFT of centerline, 5476' MSL. Terrain 19' from DER, 465' LEFT of centerline, 5476' MSL. Terrain 110' from DER, 529' LEFT of centerline, 5476' MSL.

\*Minimum Climb Rate

| Rwy | Gnd speed-KT       | 75  | 100 | 150 | 200 | 250  | 300  |
|-----|--------------------|-----|-----|-----|-----|------|------|
| 14  | V/V (fpm) to 7300' | 275 | 367 | 550 | 733 | 917  | 1100 |
| 32  | V/V (fpm) to 5900' | 325 | 433 | 650 | 867 | 1083 | 1300 |

\*ATC Climb Rate

| Rwy | Gnd speed-KT        | 75  | 100 | 150 | 200 | 250  | 300  |
|-----|---------------------|-----|-----|-----|-----|------|------|
| 32  | V/V (fpm) to 10000' | 326 | 435 | 653 | 870 | 1088 | 1305 |

## RWY

## INITIAL CLIMB

14 Climb heading 137°. When leaving 6500' turn LEFT direct TPH.

32 Climb heading 321° to intercept TPH R-108 to TPH.

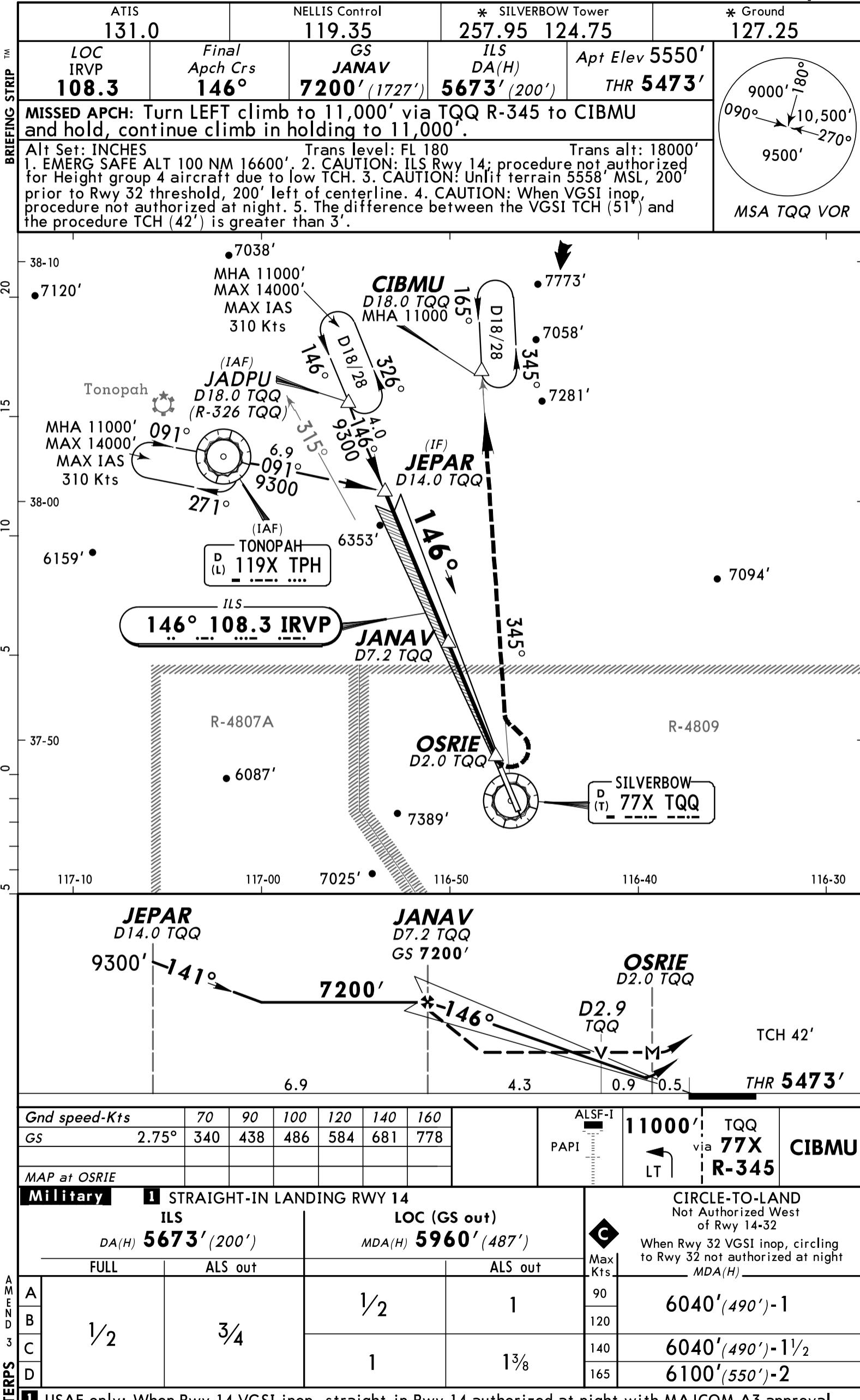
\*Minimum climb rates are designed for obstacle clearance. ATC climb rates are designed for airspace utilization. The higher of the two gradients should be used within the altitude range(s) specified.



KTNX/XSD  
TONOPAH, NEV

18 JUL 14  
Eff 24 Jul  
51-1

TONOPAH TEST RANGE  
ILS or LOC DME Rwy 14



**1** USAF only: When Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval.

CHANGES: AWOS added.

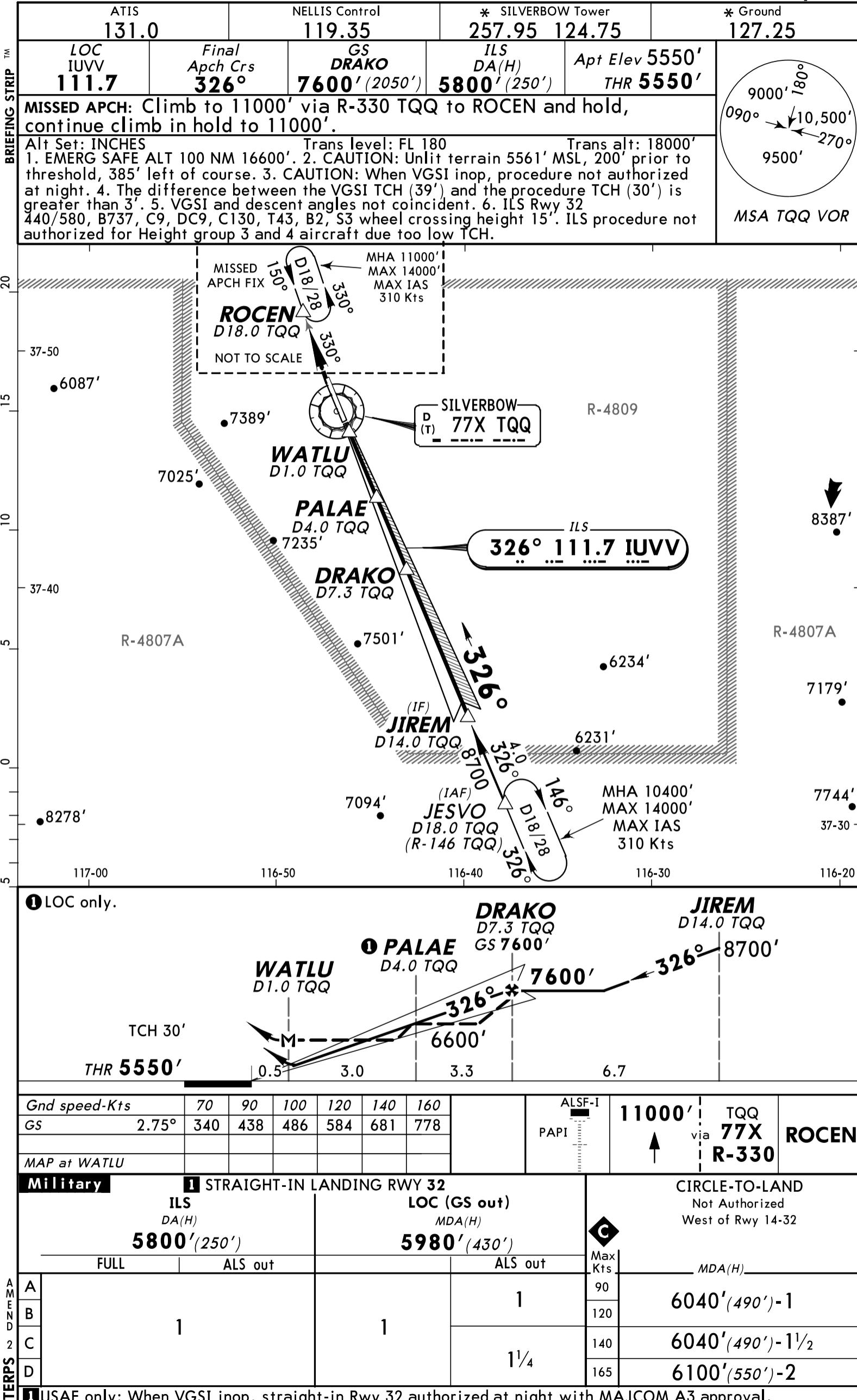
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KTNX/XSD  
TONOPAH, NEV

18 JUL 14  
Eff 24 Jul

51-2

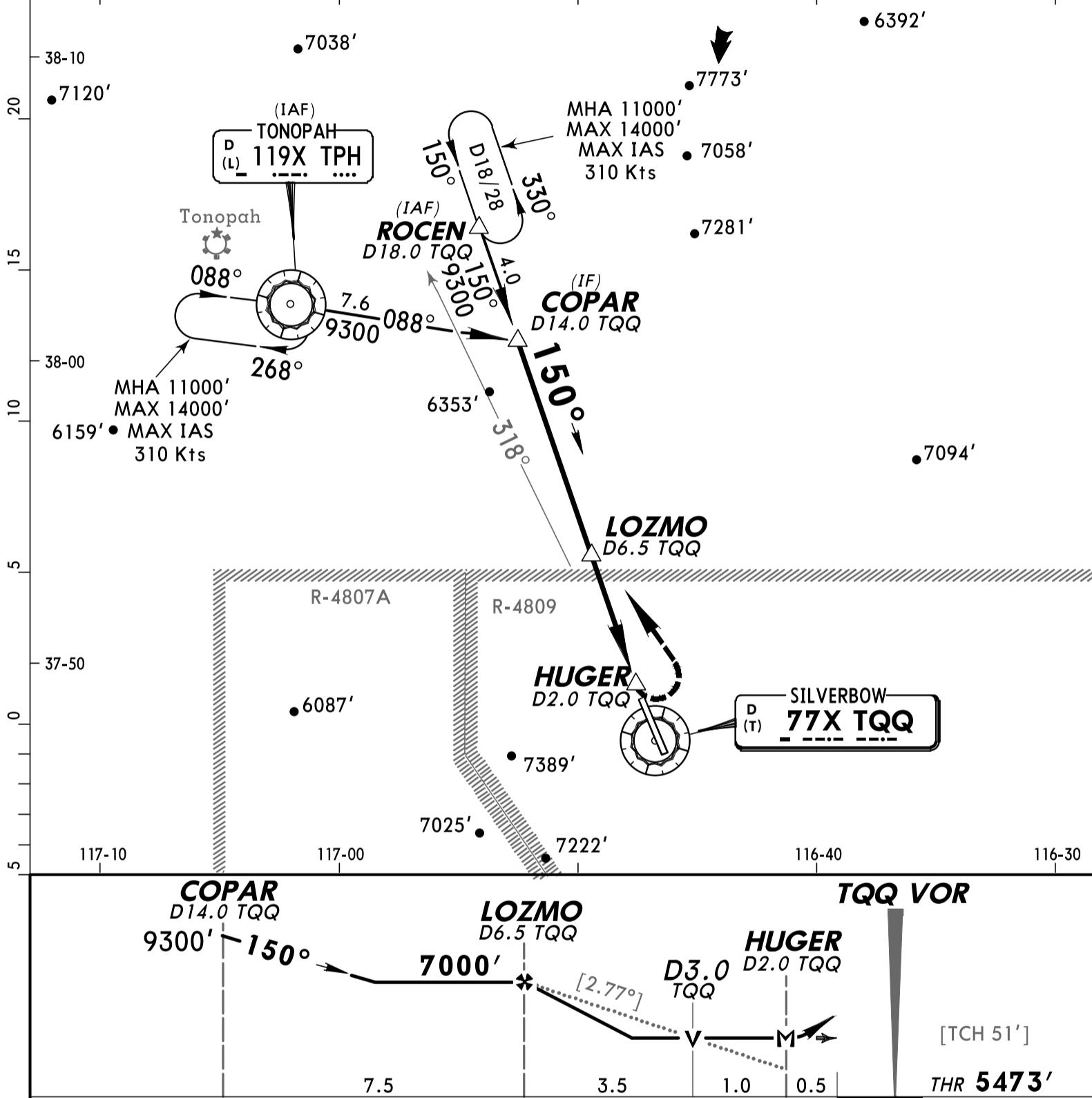
TONOPAH TEST RANGE  
ILS or LOC DME Rwy 32



**KTNX/XSD  
TONOPAH, NEV**

**JEPPESEN** TONOPAH TEST RANGE  
18 JUL 14 53-2 Eff 24 Jul VOR DME Rwy 14

| ATIS<br>131.0   |                                  | NELLIS Control<br>119.35                            | * SILVERBOW Tower<br>257.95 124.75 | * Ground<br>127.25                 |
|---|----------------------------------|---|------------------------------------|------------------------------------|
| VOR<br>TQQ<br><b>77X</b>  | Final<br>Apch Crs<br><b>150°</b> | Minimum Alt<br><b>LOZMO</b><br><b>7000'</b> (1527') | MDA(H)<br><b>5980'</b> (507')      | Apt Elev 5550'<br>THR <b>5473'</b> |
| <b>MISSED APCH:</b> Turn LEFT climb to 11,000' via TQQ R-330 to ROCEN and hold. Continue climb in holding to 11,000'. |                                  |   |                                    |                                    |
| Alt Set: INCHES   |                                  | Trans level: FL 180                                 | Trans alt: 18000'                  |                                    |



**Military** 1 STRAIGHT-IN LANDING RWY 14  
MDA(H) 5980' (507')

**CIRCLE-TO-LAND**  
Not Authorized west of Rwy 14-32  
When Rwy 32 VGSI inop, circling to Rwy  
32 Not Authorized at night  
MRA (W)

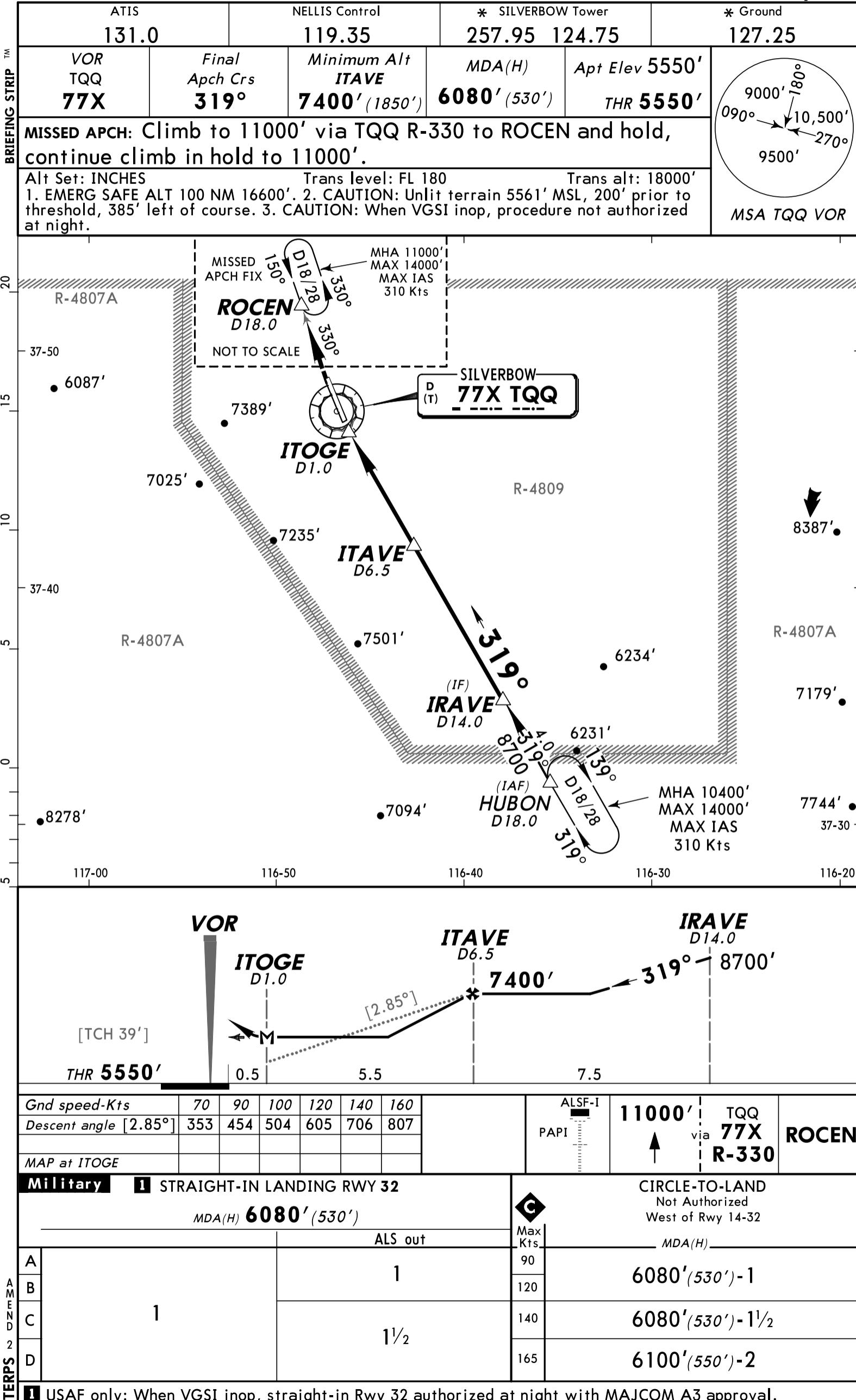
| A<br>M<br>E<br>N<br>D<br>3 | TERPS | AES-331       |                | Kts | MDA(H)                       |
|----------------------------|-------|---------------|----------------|-----|------------------------------|
|                            |       | A             | B              |     |                              |
|                            |       | $\frac{1}{2}$ | 1              | 90  | $6040' (490')-1$             |
|                            |       |               |                | 120 |                              |
|                            | C     |               |                | 140 | $6040' (490')-1 \frac{1}{2}$ |
|                            | D     | 1             | $1\frac{3}{8}$ | 165 | $6100' (550')-2$             |

**1 USAF only: When Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval.**

KTNX/XSD  
TONOPAH, NEV

JEPPESSEN  
18 JUL 14 53-4

TONOPAH TEST RANGE  
VOR DME Rwy 32



# **STEREO ROUTES**

## **FOR RANGE COMPLEXES**

**LSV304** KLSV 190 F16/P 400  
KLSV.DREAM6.DREAM/D0+15..ARCOE.KLSV  
RMKS RANGES

**LSV305** KLSV 200 F16/P 400  
KLSV.FYTTR5.FYTTR..BTY100030..FLUSH..R4807/D0+15..STRYK..KLSV  
RMKS RANGES

## **FOR LATN AREAS**

**LSV233** KLSV VFR MISG/P (180)  
KLSV.MMM7.MMM  
RMKS VFR TO **LATN EAST**

**LSV217** KLSV VFR MISG/P (180)  
KLSV.FYTTR5.FYTTR..INS/D3+00..INS..STRYK..KLSV  
RMKS REQUEST FYTTR LOW, **LATN WEST**