

ATIS <b>270.1</b>	Apt Elev <b>1846</b>	Trans level: FL180 <b>1. RADAR REQUIRED.</b> 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.		
<b>JAYSN RECOVERY</b>				
<b>ROUTING</b>				
<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.				
CHANGES: JAYSN, STRYK locations and courses.				
REVISION 3				

ATIS  
270.1

Apt Elev  
1846

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

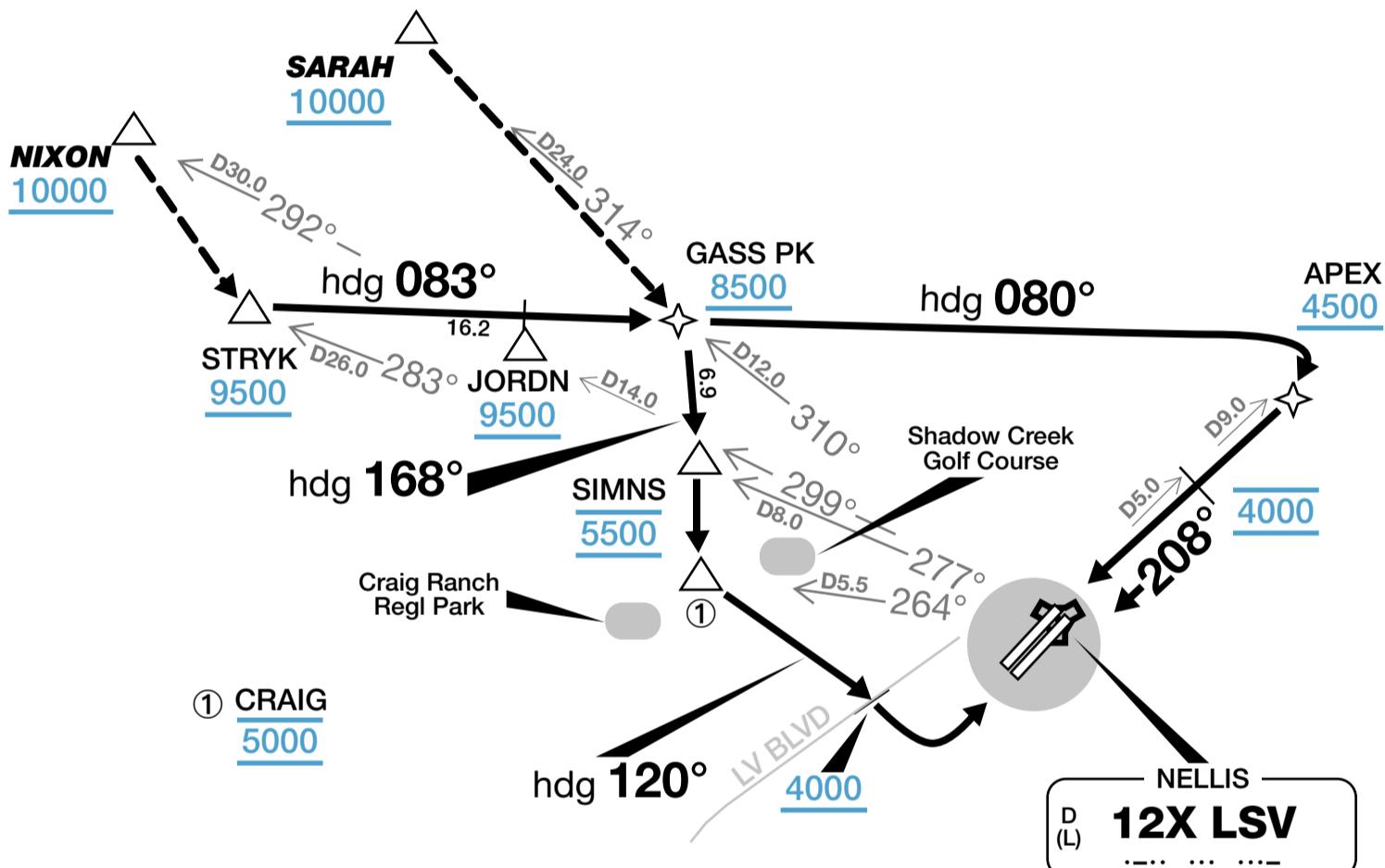
## STRYK RECOVERY



### 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.

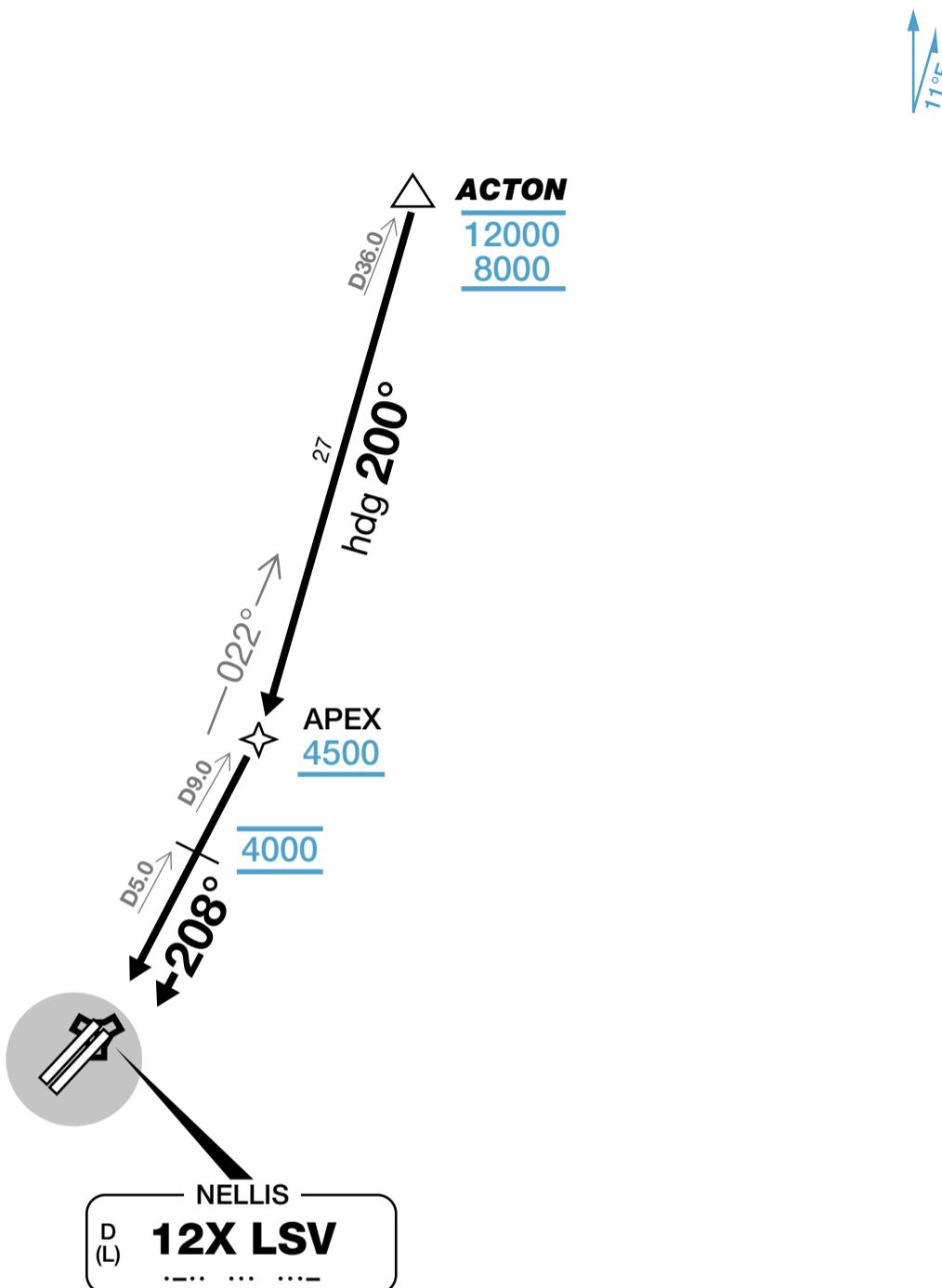
<b>RWY03</b>	Fly heading 168 to SIMNS and cross at 5500. Fly direct CRAIG and cross at 5000. Cross LAS VEGAS BLVD at or above 4000 and fly to the initial. Join the initial at 3500. Remain within D4.0 LSV on turn to final. <b>STRAIGHT-IN RWY03:</b> Depart CRAIG and cross LAS VEGAS BLVD at 3000. Do not 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. <b>STRAIGHT-IN RWY21:</b> 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.

## ACTON RECOVERY



### ROUTING RWY21

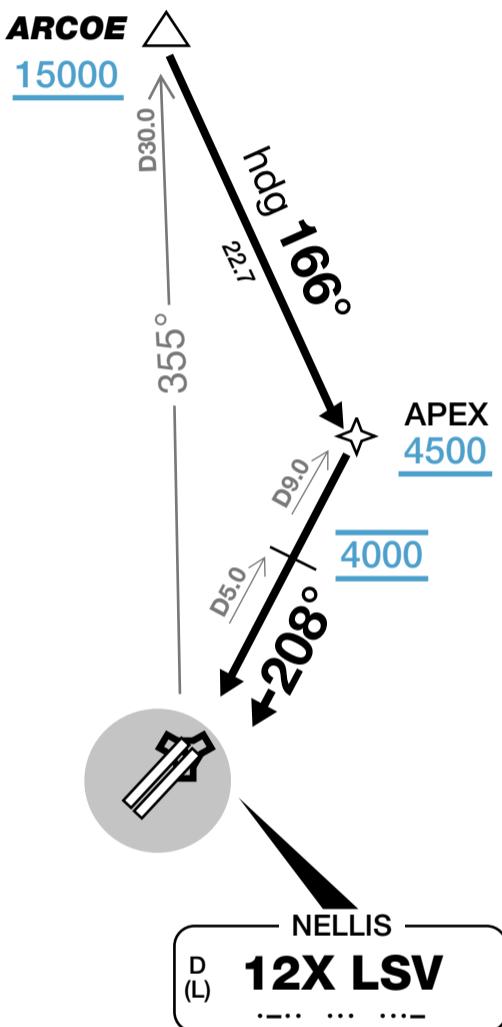
Cross ACTON between 8000 and 12000, then fly heading 196 to APEX. Cross APEX at or above 4500, then join the initial. Cross D5.0 LSV at 4000, then descend to 3500.

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

ATIS  
270.1Apt Elev  
1846

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

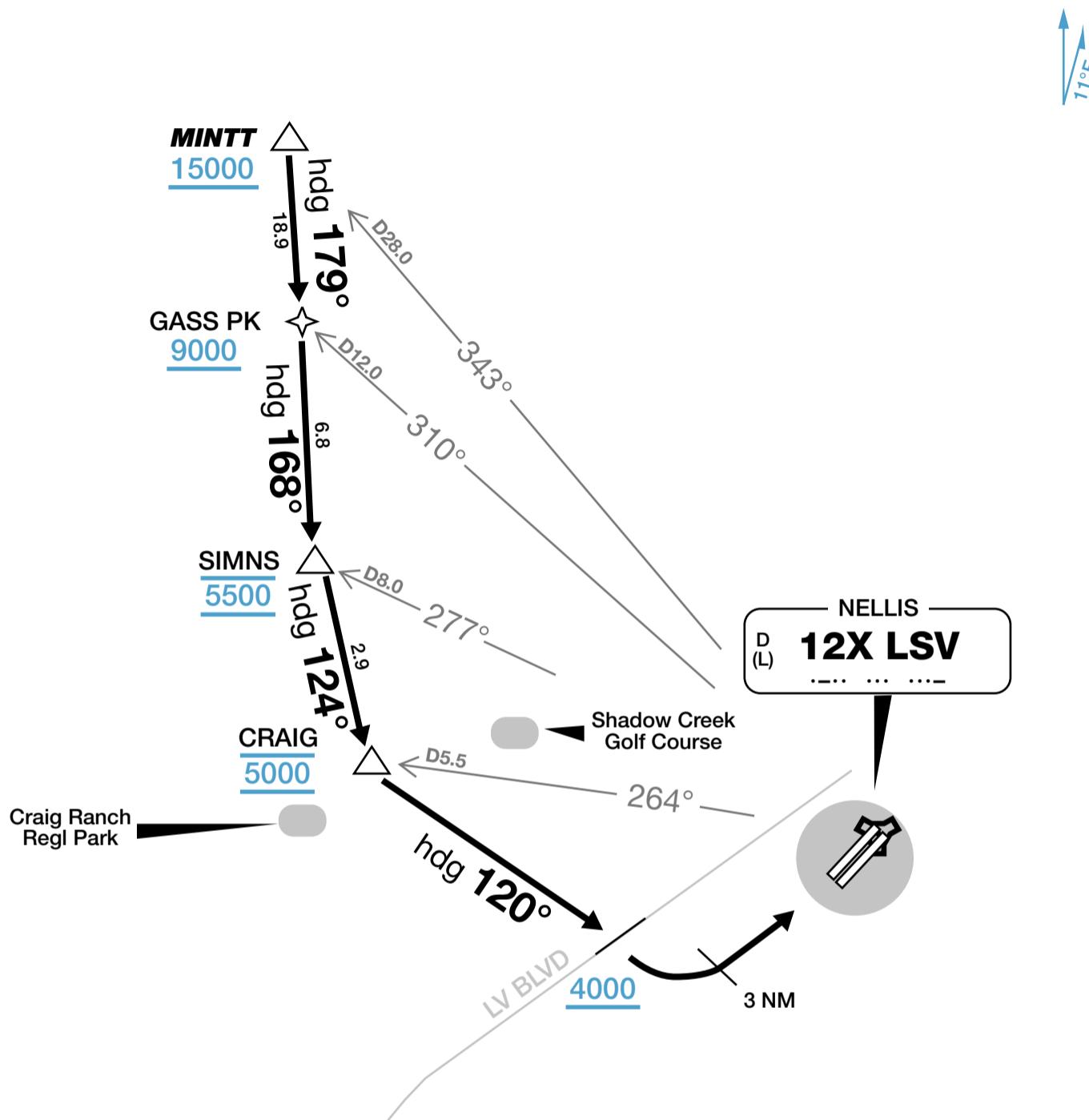
Cross ARCOE at or above 15000, then fly heading 166 to APEX. Report crossing APEX. Cross APEX at or above 4500, then join the initial. Cross D5.0 LSV at 4000, then descend to 3500.

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

ATIS  
270.1Apt Elev  
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.

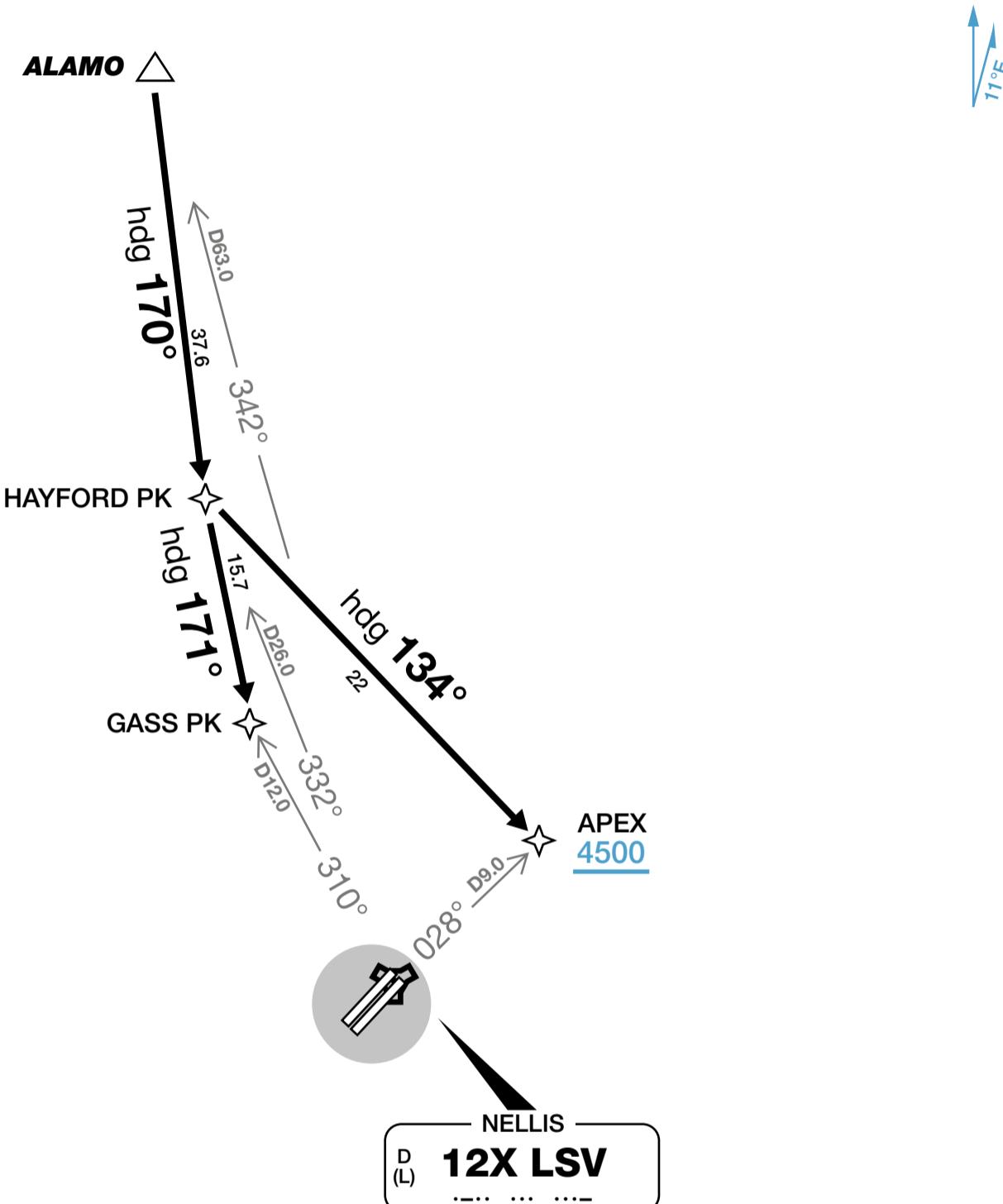
**VFR STRAIGHT-IN RWY03:** Depart CRAIG and descend to 3000 by LAS VEGAS BLVD. Remain at 3000 until within D5.0 LSV or 4 NM final. Remain within D4.0 LSV on turn to final.

ATIS  
**270.1**

Apt Elev  
**1846**

- 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.

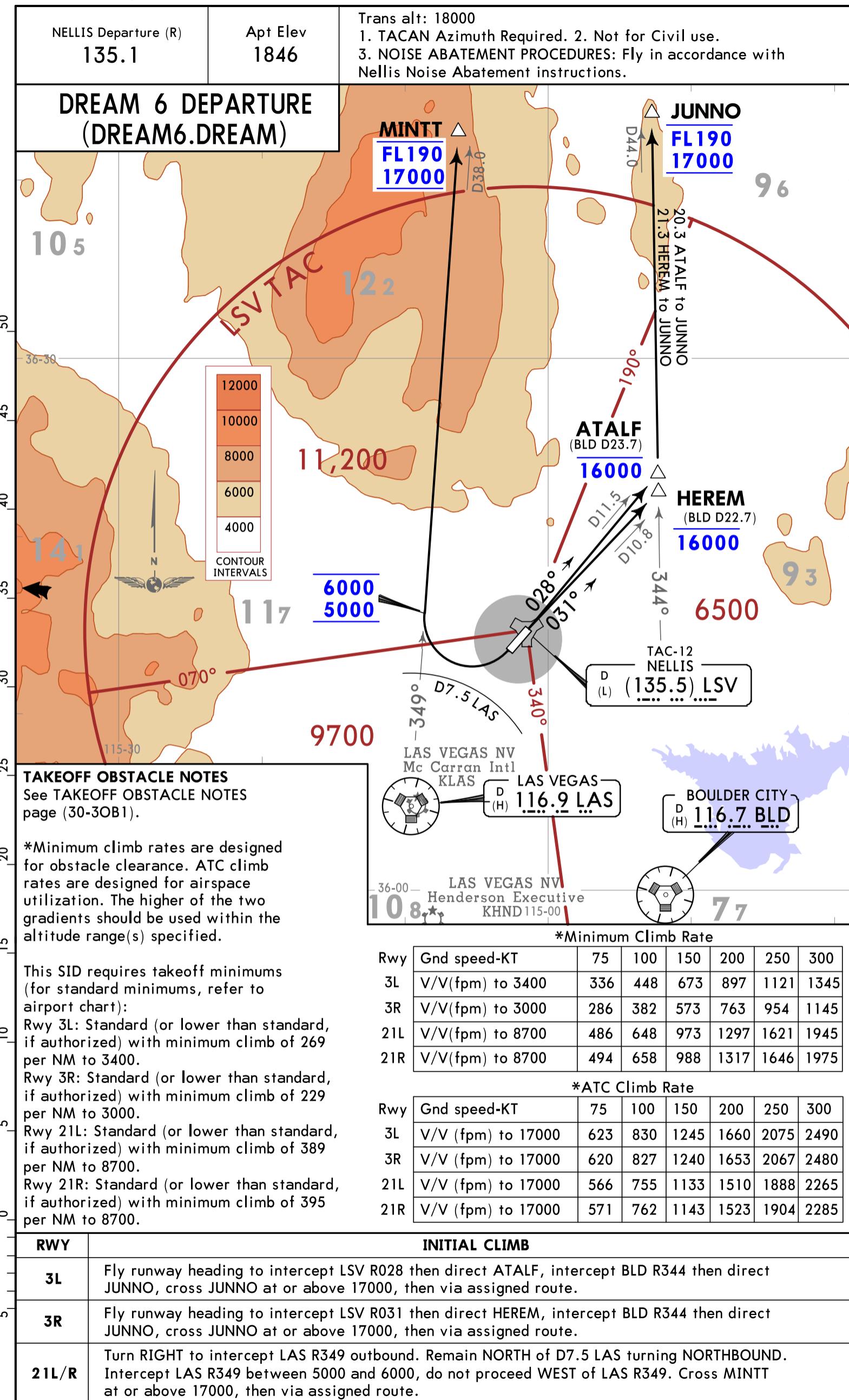
## ALAMO RECOVERY



### 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.

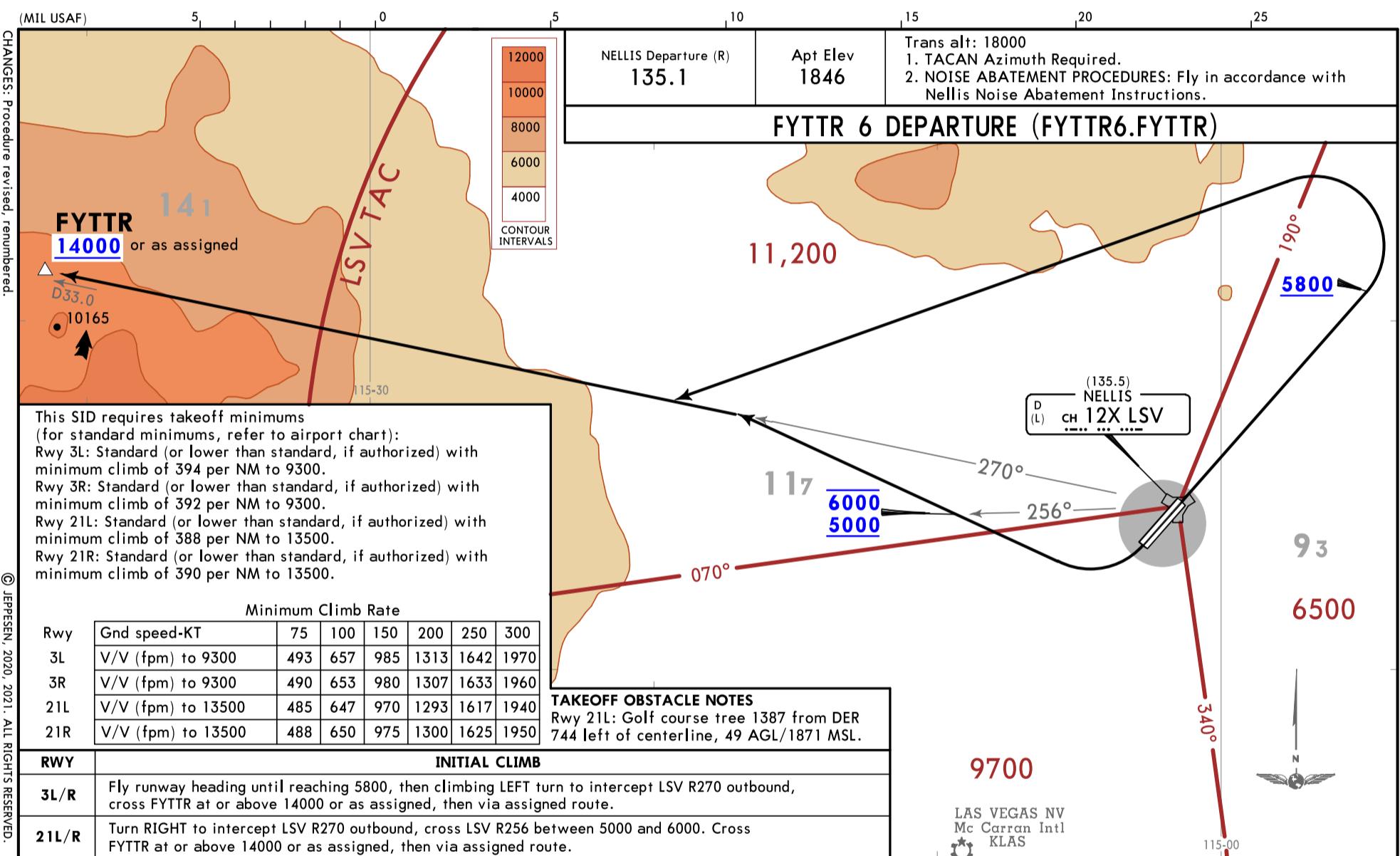


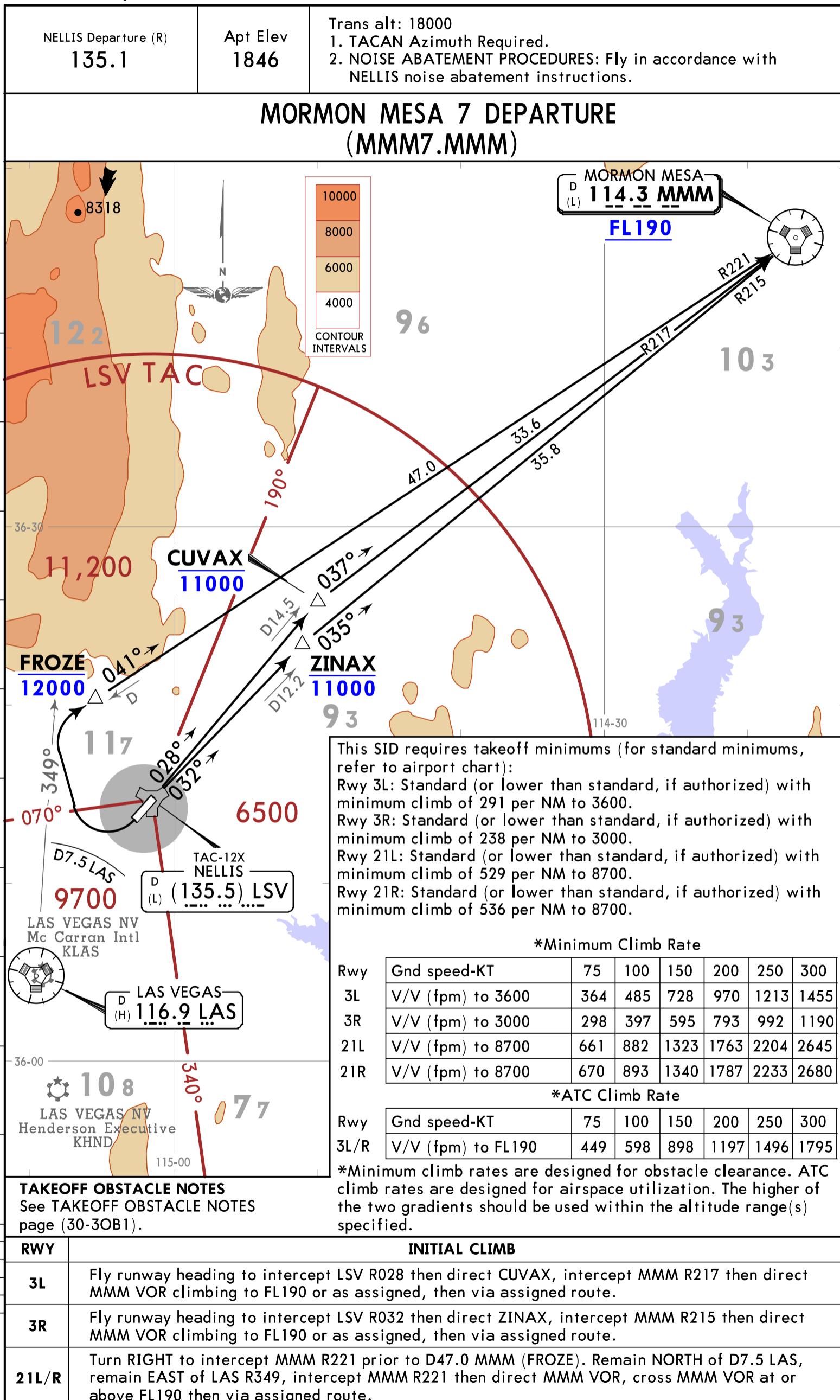
KLSV/LSV  
LAS VEGAS, NEV

16 APR 21 (10-3A)

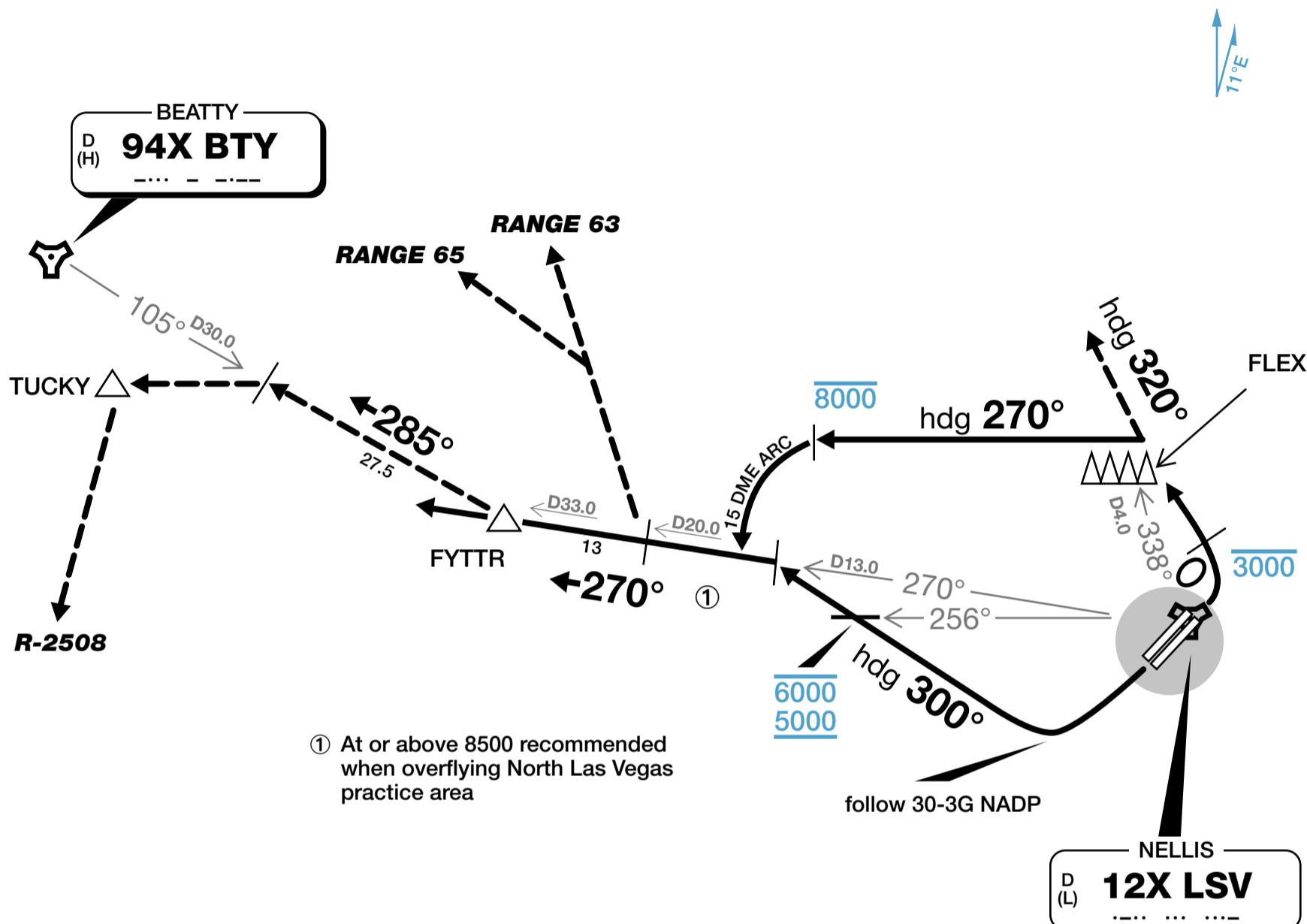
JEPPESEN  
Eff 22 Apr

NELLIS AFB  
SID





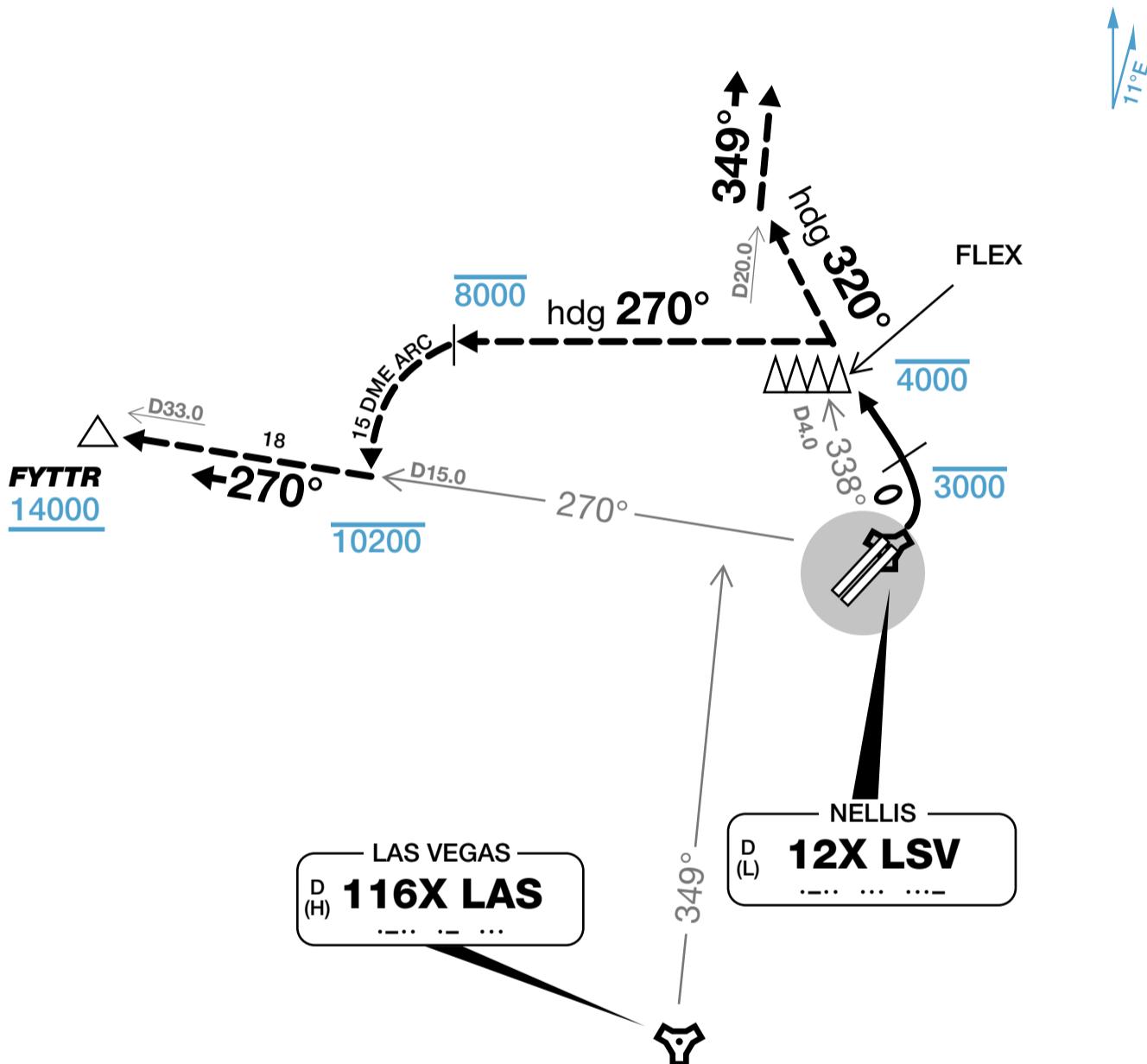
NELLIS Departure (R) <b>135.1 385.4</b>	Apt Elev <b>1846</b>	Trans alt: 18000 1. DAY VMC ONLY. 2. Pilot is responsible for terrain avoidance. 3. TACAN azimuth required. 4. Not for civil use. 5. Fly in accordance with Nellis Noise Abatement Procedures.
<b>FYTTR LOW DEPARTURE</b>		



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  
**1846**

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.

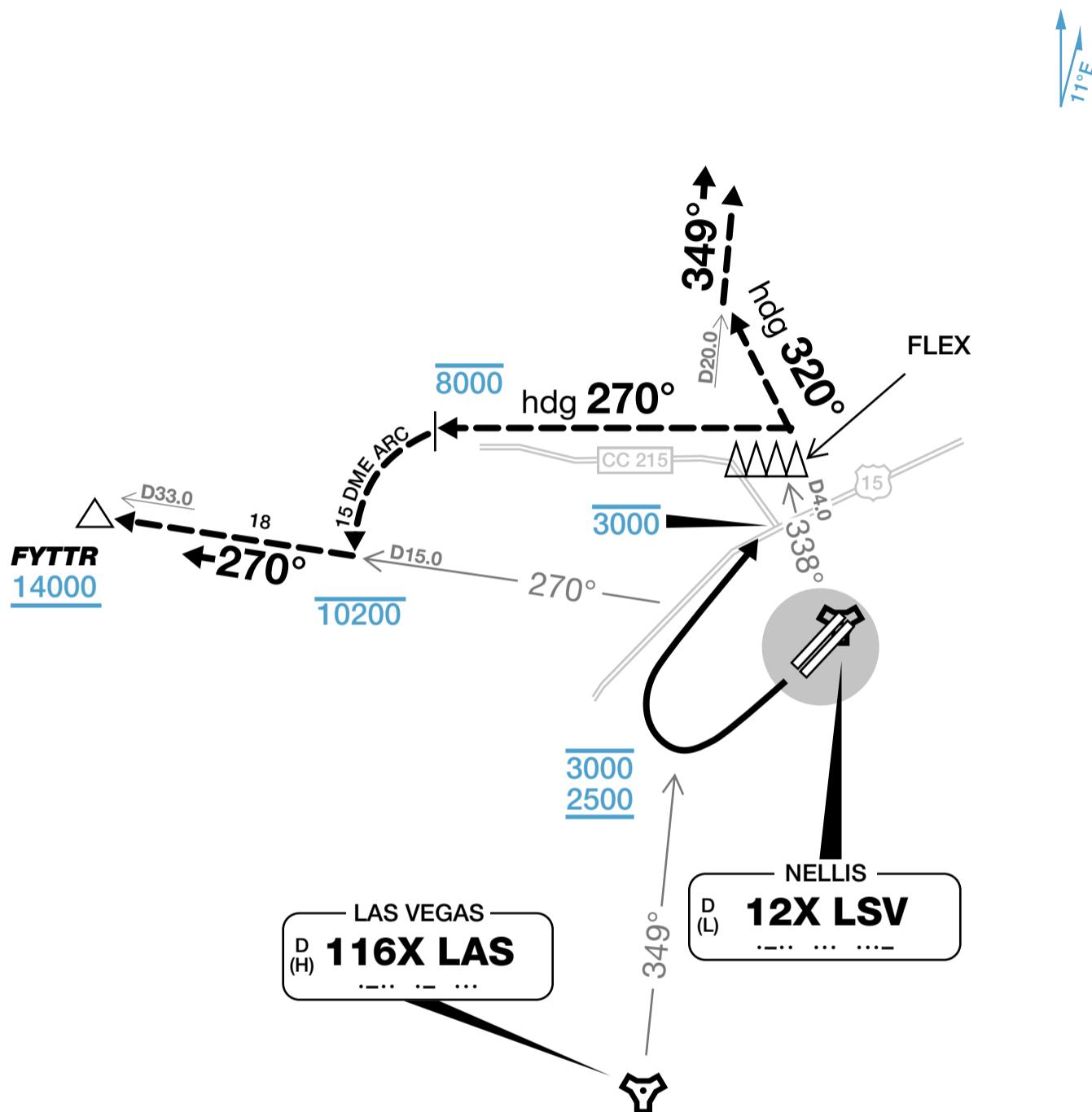
NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1846**

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. Aircrafts are VFR until intercepting LSV R270 or at or above 10200. If unable to comply with restrictions, maintain VFR and advise ATC.
	Fly heading 320. Intercept LAS R349 and comply with DREAM SIX DP for RWY 21. Aircrafts are VFR until crossing LAS R349/D20.0 or at or above 10200. If unable to comply with restrictions, maintain VFR and advise ATC.
<b>DREAM SIX</b>	

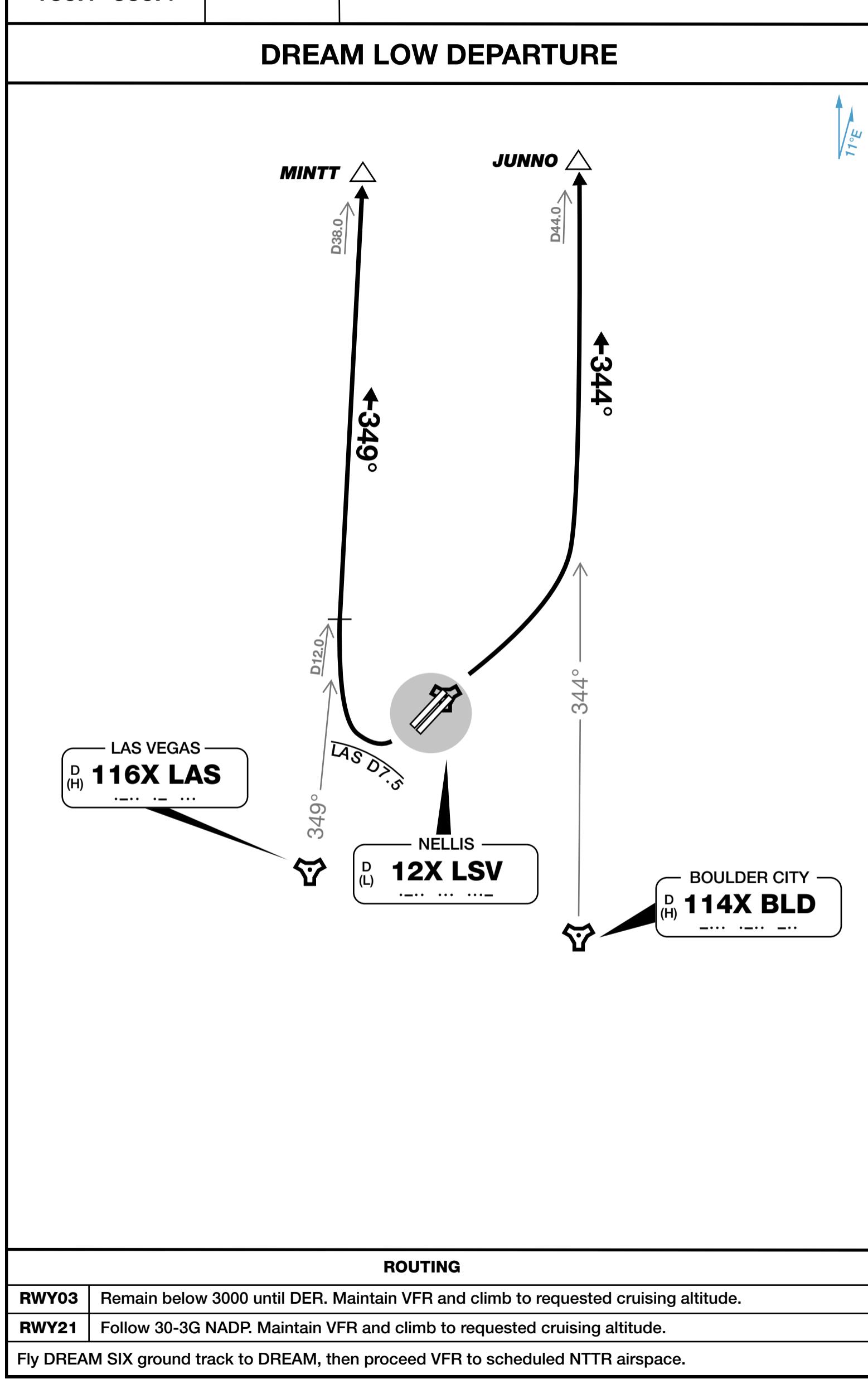
### NAVAID OUT FLEX TURNOUT

Aircrafts 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). Aircrafts are VFR until at or above 10200.

NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1846**

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



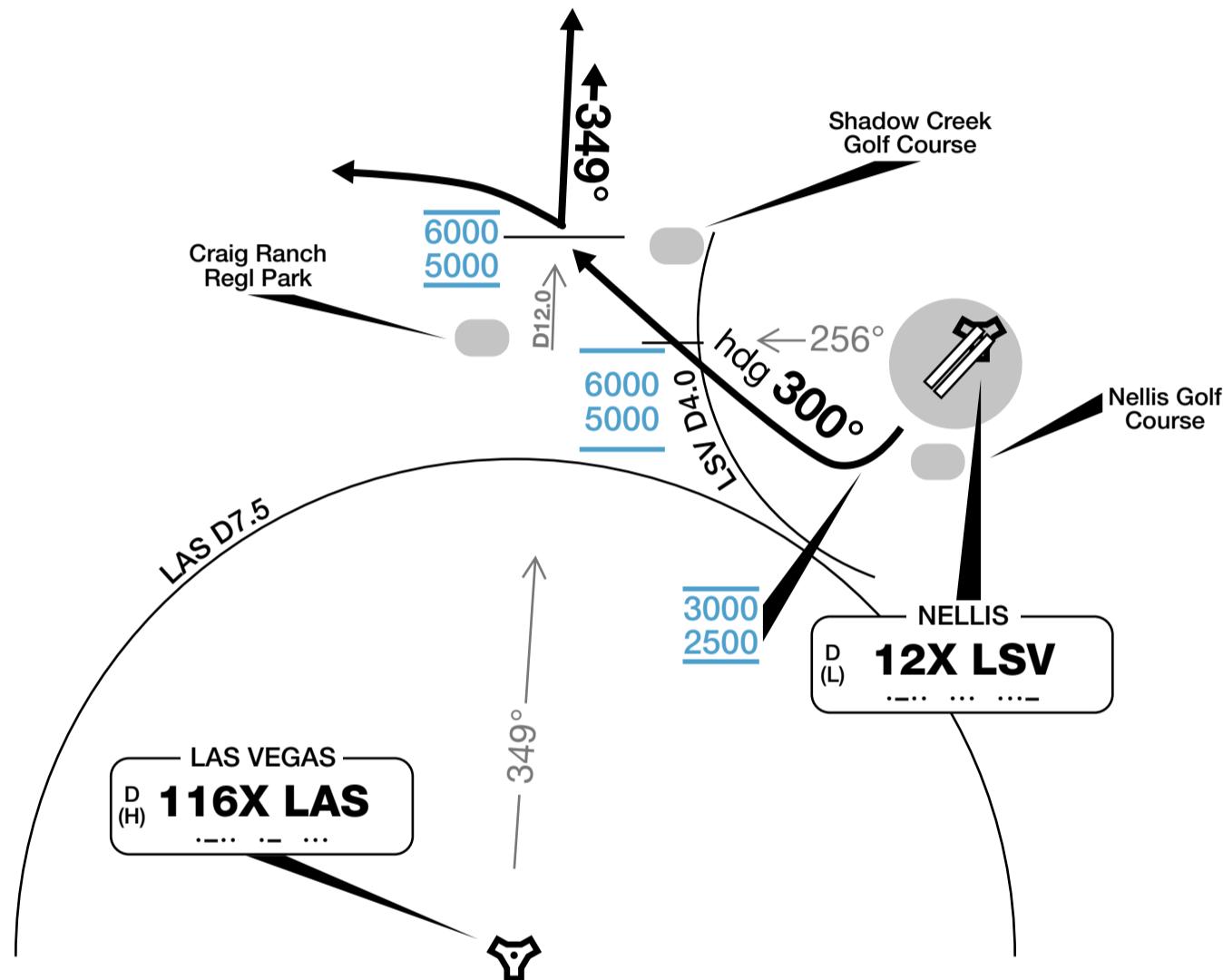
NELLIS Departure (R)  
**135.1 385.4**

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.

## 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.

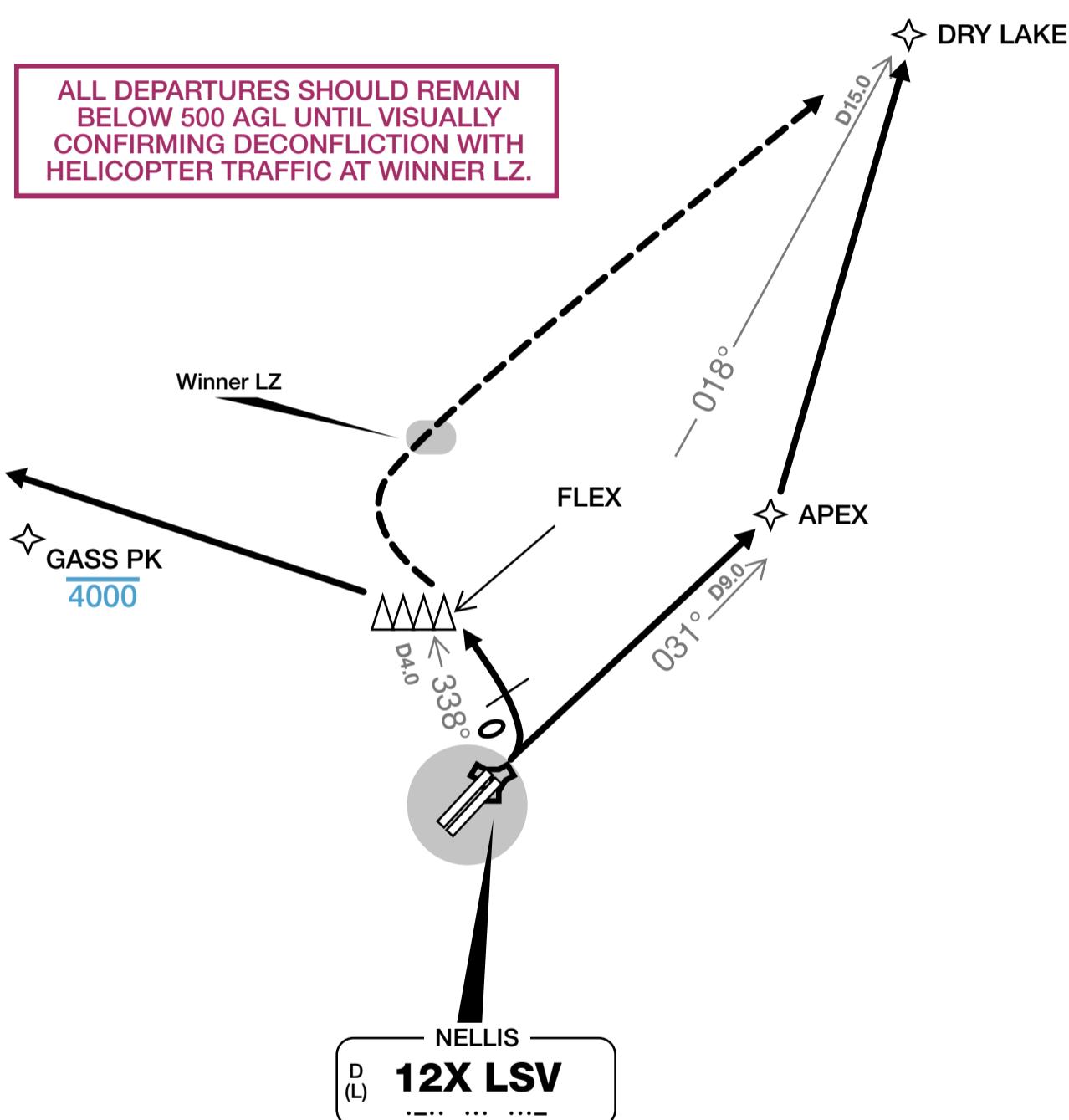
10-3H

NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1869**

- 1. DAY VFR ONLY.**
2. Use caution for helicopters operating 3 NM NE of FLEX (Winner LZ).
3. Remain below 500 AGL until deconflicted with helicopter traffic.
4. Upon reaching FLEX or Dry Lake, maintain VFR, remain clear of class-B airspace, and contact Blackjack to coordinate range entry.

## A-10 VFR DEPARTURE



### ROUTING

<b>NORTH</b>	Proceed direct APEX, then direct DRY LAKE. Report "APEX" to Nellis Tower, informing ATC that flight will clear class-B in 3 NM en route to DRY LAKE. <b>OPPOSITE TRAFFIC</b> (RWY03 takeoff when RWY21 is active): Proceed to FLEX then direct DRY LAKE. Report "FLEX" to Nellis Tower. Use caution for helicopter training at WINNER LZ.
<b>WEST</b>	Proceed to FLEX. Report "FLEX" to Nellis Tower. Remain below 4000 MSL until north of GASS PEAK. Low-flying aircraft should remain south of the CLARK COUNTY SHOOTING PARK.

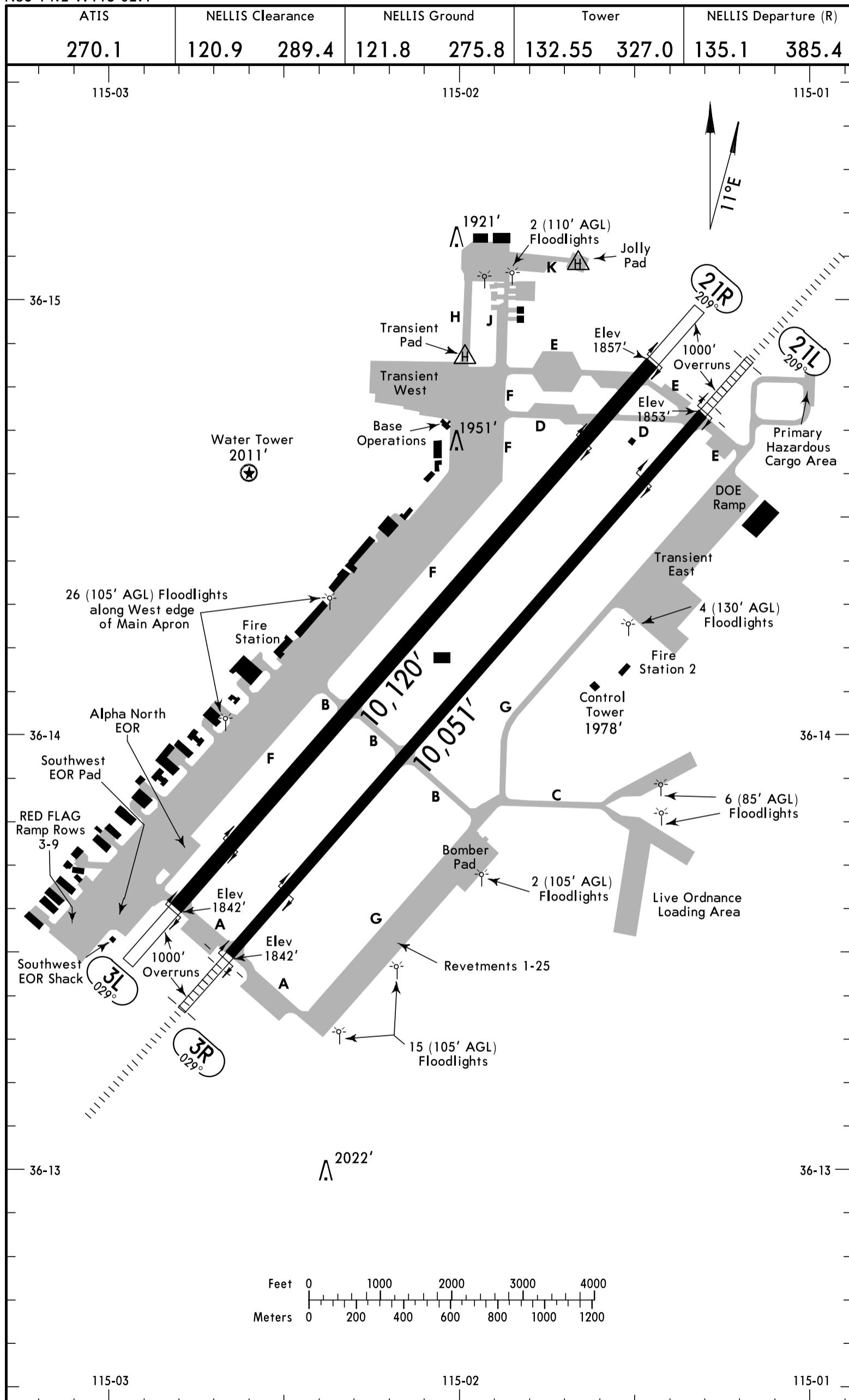
KLSV/LSV

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 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 270'/NM to 3700'	STD	① Other	With Mim climb of 245'/NM to 4700'	① Other	With Mim climb of ② 373'/NM to 13300'
			STD		STD
1 & 2 Eng	1	2500-3	1	2700-3	1
3 & 4 Eng	1/2		1/2		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

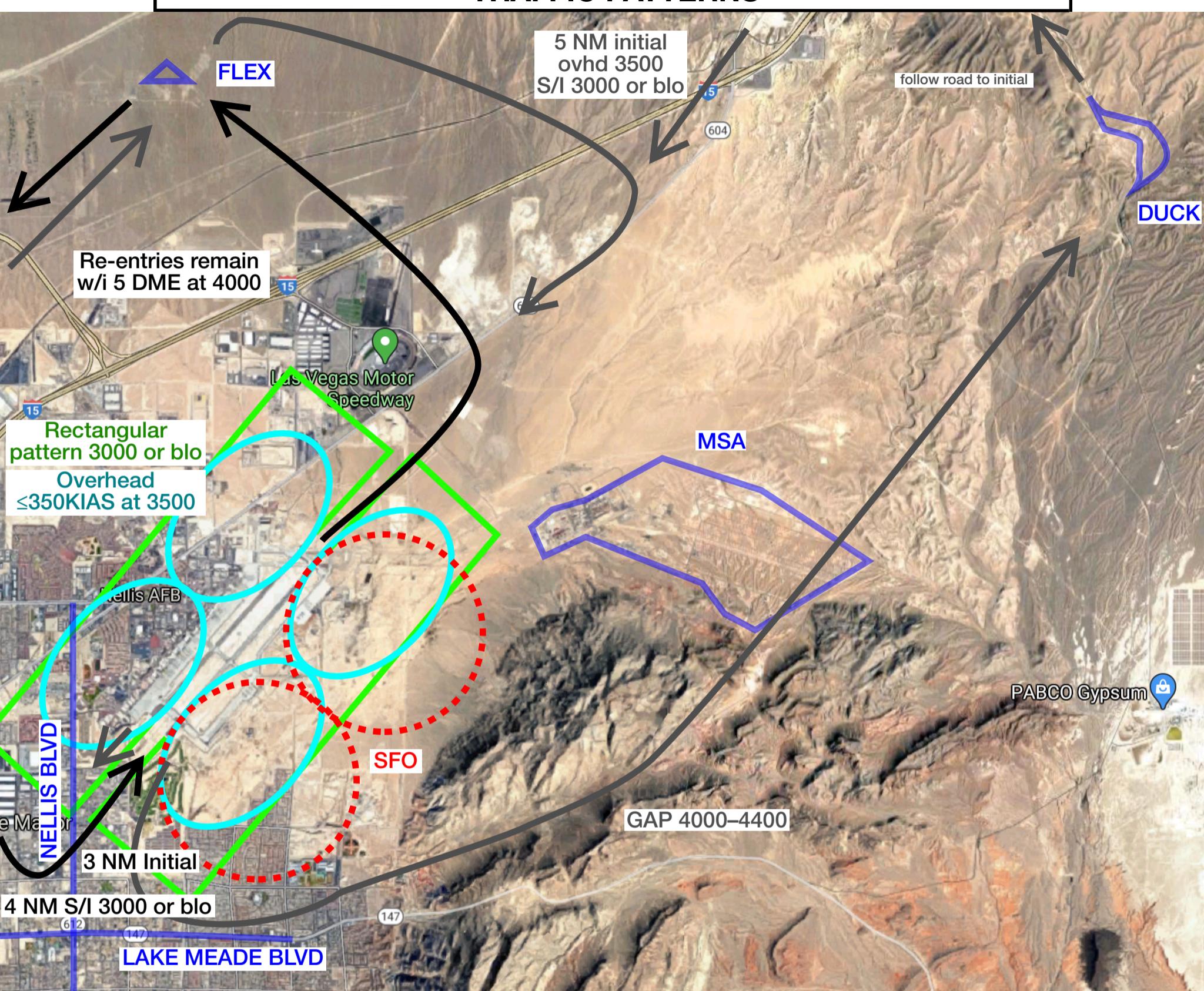
121.8 275.8

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. <b>RWY21:</b> APEX traffic has priority over FLEX or GASS PK traffic. 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. <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. <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. <b>STRAIGHT-IN:</b> Cross I-15 at 3000. <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

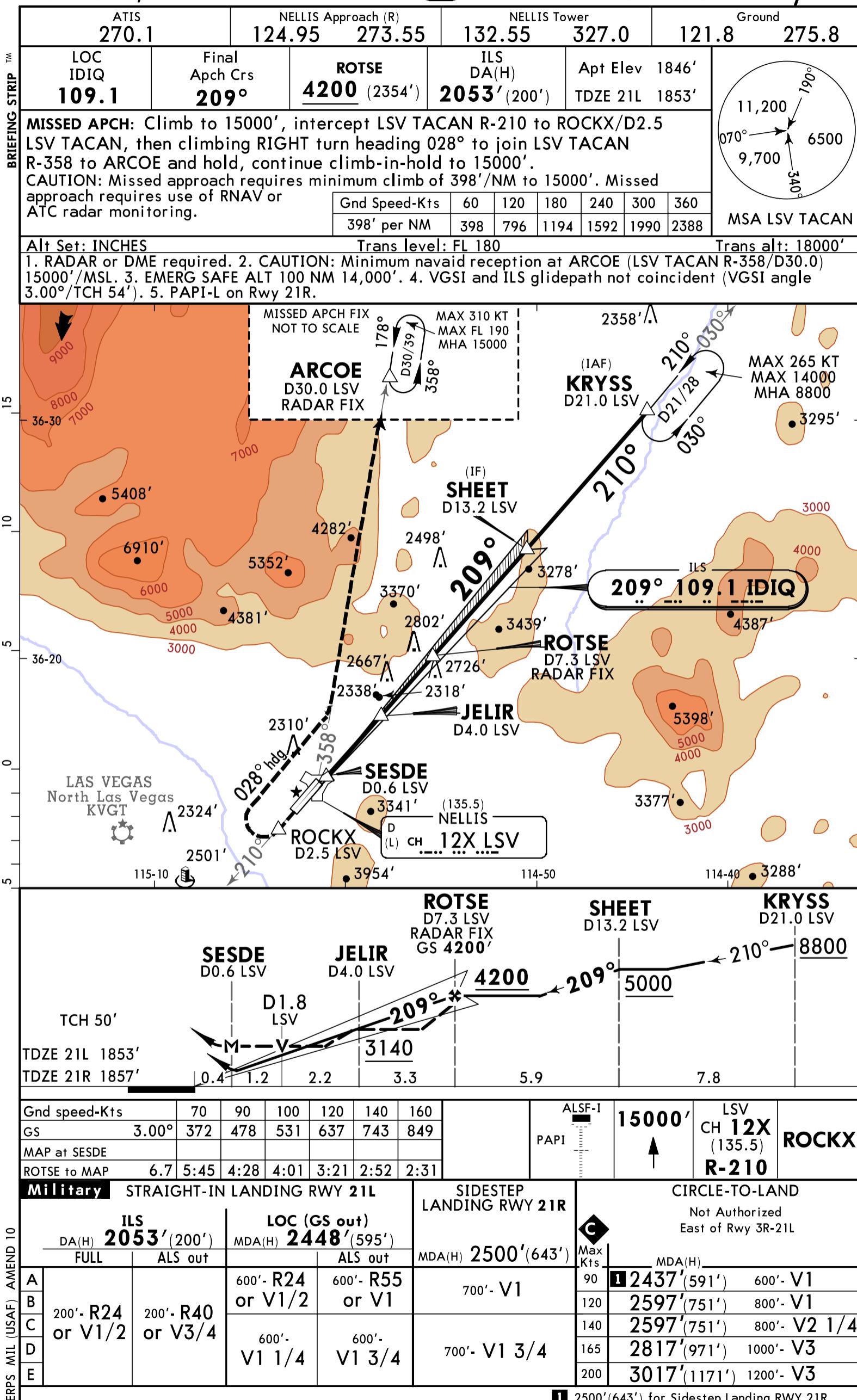
JEPPESEN

29 APR 22

11-1

Missed apch climb  
gradient min 398'/NM

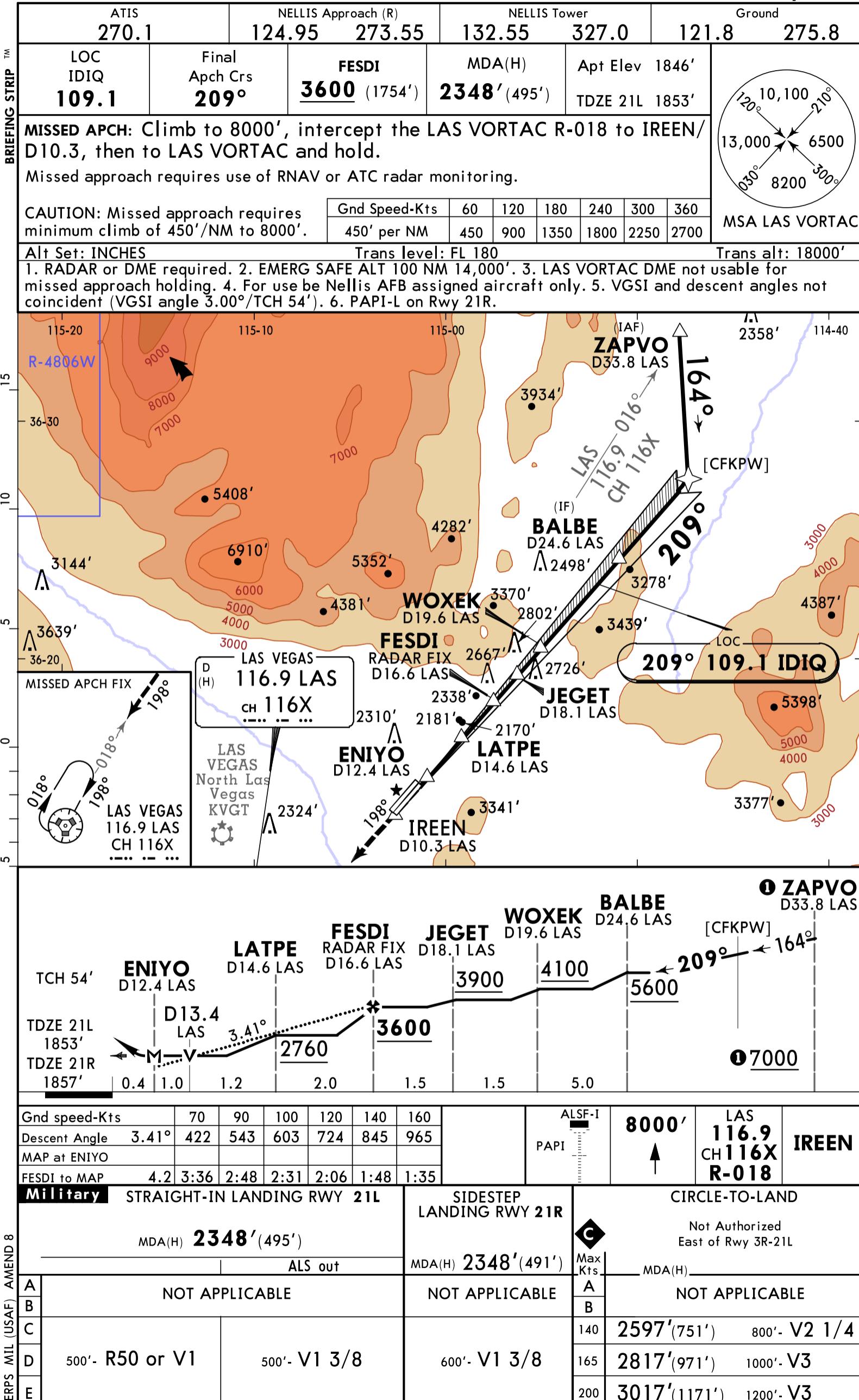
NELLIS AFB  
ILS or LOC X Rwy 21L

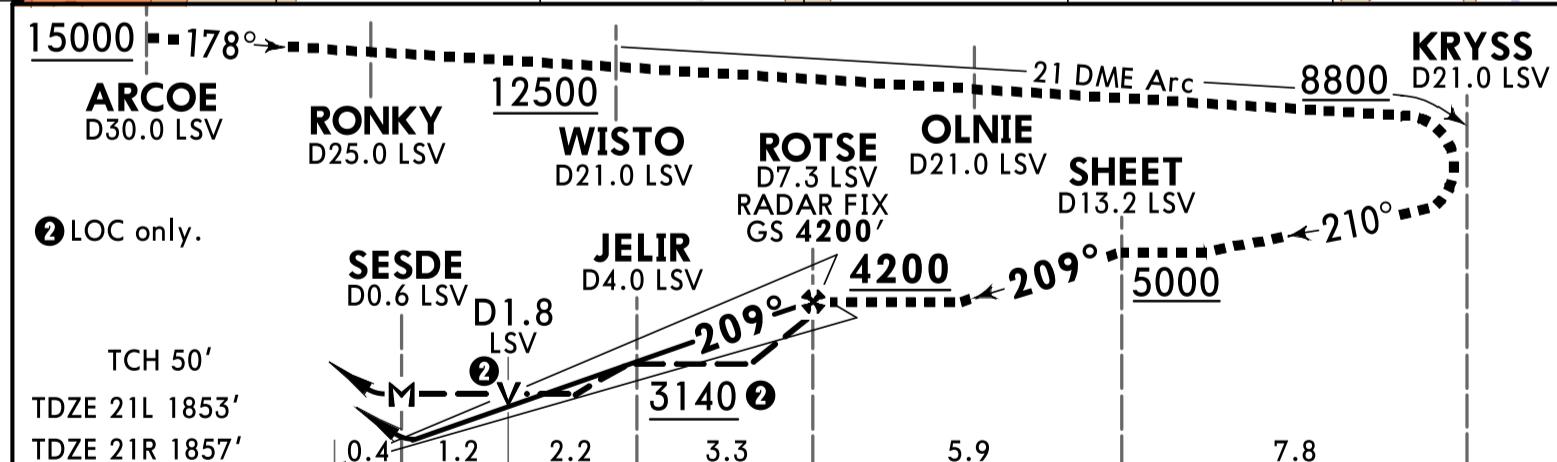
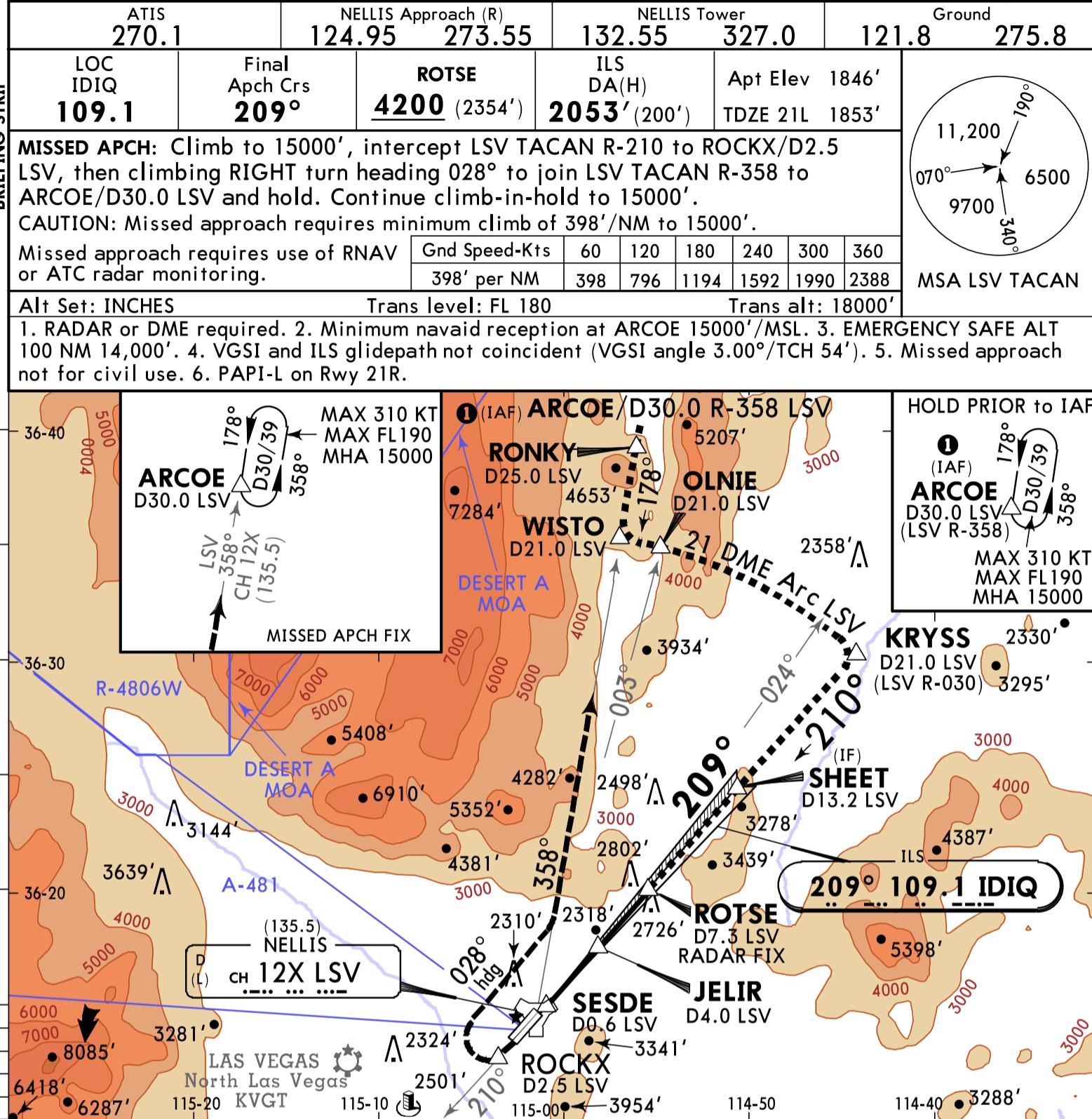


KLSV/LSV  
LAS VEGAS, NEV

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

NELLIS AFB  
LOC Y Rwy 21L





Gnd speed-Kts	70 90 100 120 140 160		ALSF-I	15000'	LSV CH 12X (135.5)	ROCKX
GS 3.00°	372 478 531 637 743 849		PAPI			
MAP at SESDE or ROTSE to MAP	6.7 5:45 4:28 4:01 3:21 2:52 2:31					
<b>Military</b>	<b>STRAIGHT-IN LANDING RWY 21L</b>			<b>SIDESTEP LANDING RWY 21R</b>	<b>CIRCLE-TO-LAND</b> Not Authorized East of Rwy 3R-21L	
	ILS DA(H) <b>2053'</b> (200')	LOC (GS out) MDA(H) <b>2448'</b> (595')	MDA(H) <b>2500'</b> (643')			
	FULL ALS out	ALS out				
<b>A/B</b>	NOT APPLICABLE		NOT APPLICABLE	NOT APPLICABLE	<b>C</b>	NOT APPLICABLE
<b>C</b>	200'-R24 or V1/2	200'- R40 or V3/4	600'- V1 1/4	600'- V1 3/4	Max Kts	
<b>D</b>				700'- V1 3/4	A/B	140 2597'(751') 800'-V2 1/4
<b>E</b>						165 2817'(971') 1000'-V3
						200 3017'(1171') 1200'-V3

CHANGES: Missed approach instructions, profile, minimums, amdt number.

© JEPPESEN, 2020, 2021. ALL RIGHTS RESERVED.

KLSV/LSV  
LAS VEGAS, NEV

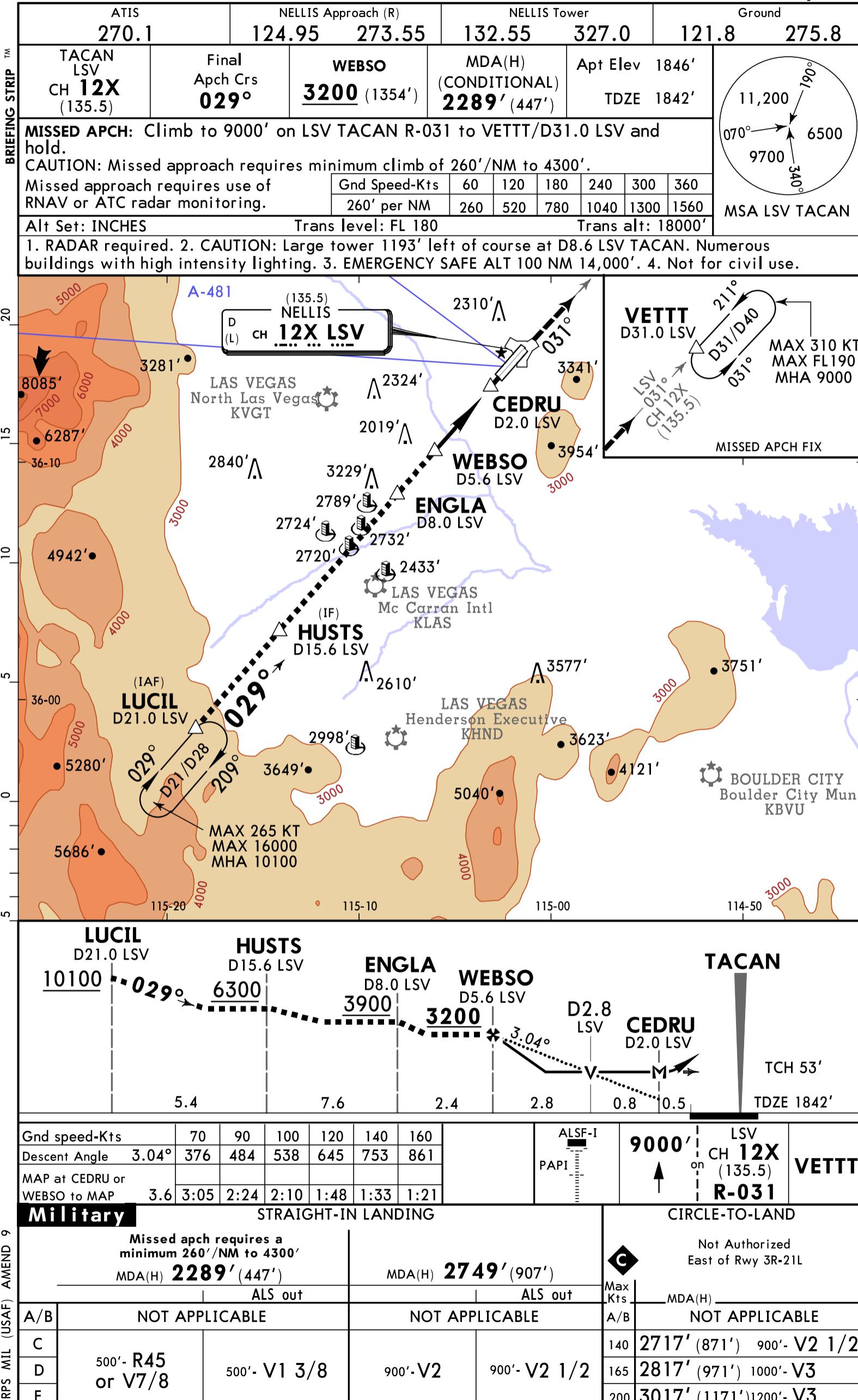
JEPPESSEN

16 APR 21  
Eff 22 Apr

14-1

CAT C, D & E

NELLIS AFB  
HI-TACAN Rwy 3R



KLSV/LSV  
LAS VEGAS, NEV

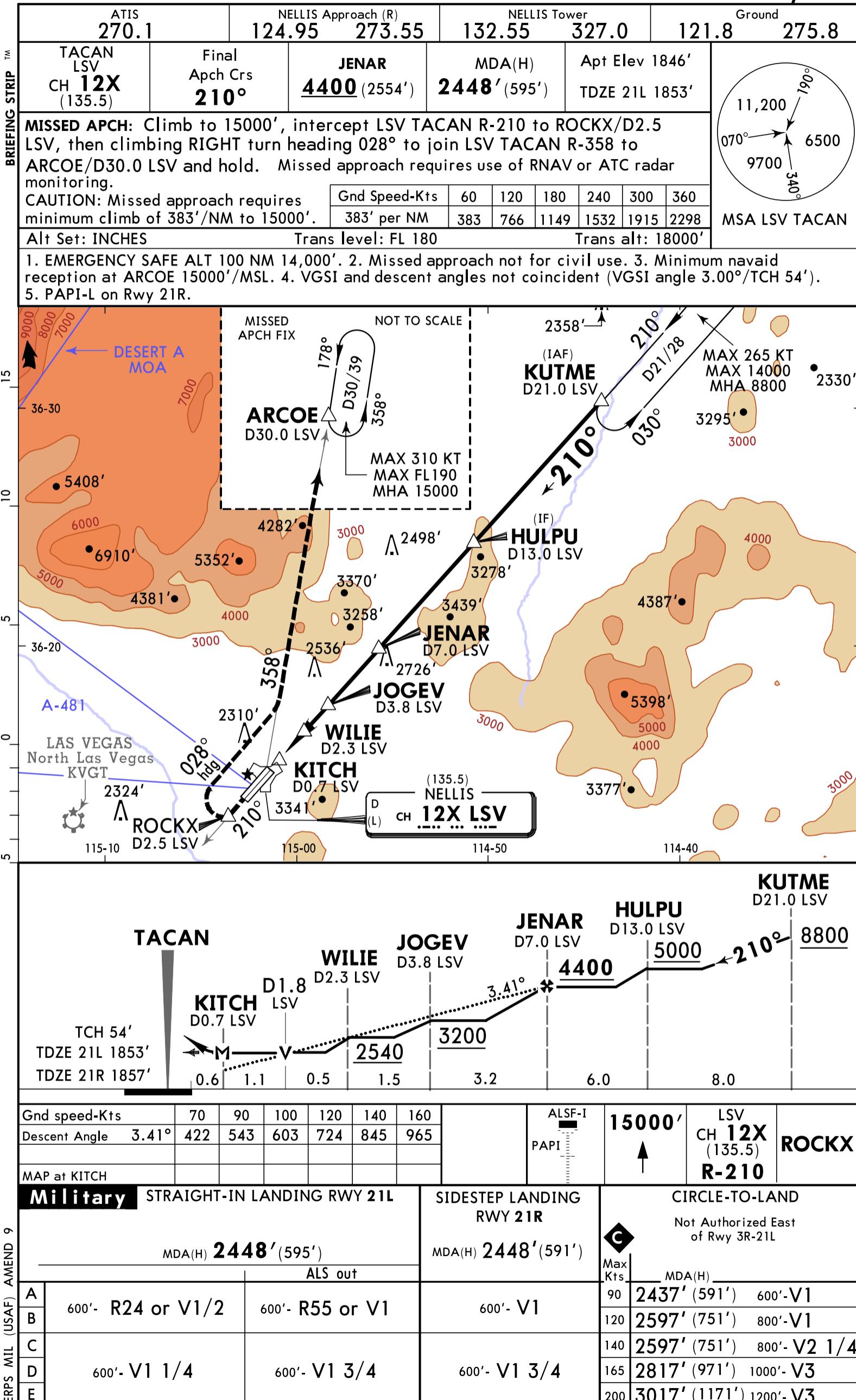
JEPPESSEN

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 270.1**      **NELLIS Approach (R)**      **NELLIS Tower**      **Ground**

<b>TACAN LSV CH 12X (135.5)</b>	<b>Final Apch Crs 210°</b>	<b>JENAR 4400 (2554')</b>	<b>MDA(H) 2448' (595')</b>	<b>Apt Elev 1846'</b>	<b>TDZE 21L 1853'</b>																																	
<b>MISSSED APCH:</b> 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.																																						
<b>CAUTION:</b> Missed approach requires minimum climb of 383'/NM to 15000'. Missed approach requires use of RNAV or ATC radar monitoring.					<b>Gnd Speed-Kts</b>	60 120 180 240 300 360																																
					<b>383' per NM</b>	383 766 1149 1532 1915 2298																																
					<b>Trans level:</b> FL 180	<b>Trans alt:</b> 18000'																																
1. EMERGENCY SAFE ALTITUDE 100 NM 14,000'. 2. Missed approach not for civil use. 3. Minimum navaid 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.																																						
<table border="1"> <tr> <td><b>Gnd speed-Kts</b></td> <td>70</td> <td>90</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> <td><b>ALSF-I</b></td> <td><b>15000'</b></td> <td><b>LSV CH 12X (135.5)</b></td> <td><b>ROCKX</b></td> </tr> <tr> <td><b>Descent Angle</b></td> <td>3.41°</td> <td>422</td> <td>543</td> <td>603</td> <td>724</td> <td>845</td> <td><b>PAPI</b></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="10"><b>MAP at KITCH</b></td> </tr> </table>							<b>Gnd speed-Kts</b>	70	90	100	120	140	160	<b>ALSF-I</b>	<b>15000'</b>	<b>LSV CH 12X (135.5)</b>	<b>ROCKX</b>	<b>Descent Angle</b>	3.41°	422	543	603	724	845	<b>PAPI</b>				<b>MAP at KITCH</b>									
<b>Gnd speed-Kts</b>	70	90	100	120	140	160	<b>ALSF-I</b>	<b>15000'</b>	<b>LSV CH 12X (135.5)</b>	<b>ROCKX</b>																												
<b>Descent Angle</b>	3.41°	422	543	603	724	845	<b>PAPI</b>																															
<b>MAP at KITCH</b>																																						
<b>Military</b> <b>STRAIGHT-IN LANDING RWY 21L</b> <b>SIDESTEP LANDING RWY 21R</b> <b>CIRCLE-TO-LAND</b>																																						
<b>MDA(H) 2448' (595')</b> <b>MDA(H) 2448' (591')</b>																																						
<b>ALS out</b>																																						
<b>A/B</b>	<b>NOT APPLICABLE</b>					<b>NOT APPLICABLE</b>		<b>A/B</b>	<b>NOT APPLICABLE</b>																													
<b>C</b>								<b>140</b>	<b>2597' (751')</b> <b>800'- V2 1/4</b>																													
<b>D</b>	600'- V1 1/4					600'- V1 3/4		<b>165</b>	<b>2817' (971')</b> <b>1000'- V3</b>																													
<b>E</b>								<b>200</b>	<b>3017' (1171')</b> <b>1200'- V3</b>																													

**KLSV/LSV  
LAS VEGAS, NEV**

JEPPESEN

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

**NELLIS AFB**  
**Z RWY 21L**

16 APR 21  
Eff 22 Apr

14-4

CAT C, D & E

HI-TACA

INTERPS MII (ISAE) AMEND 9

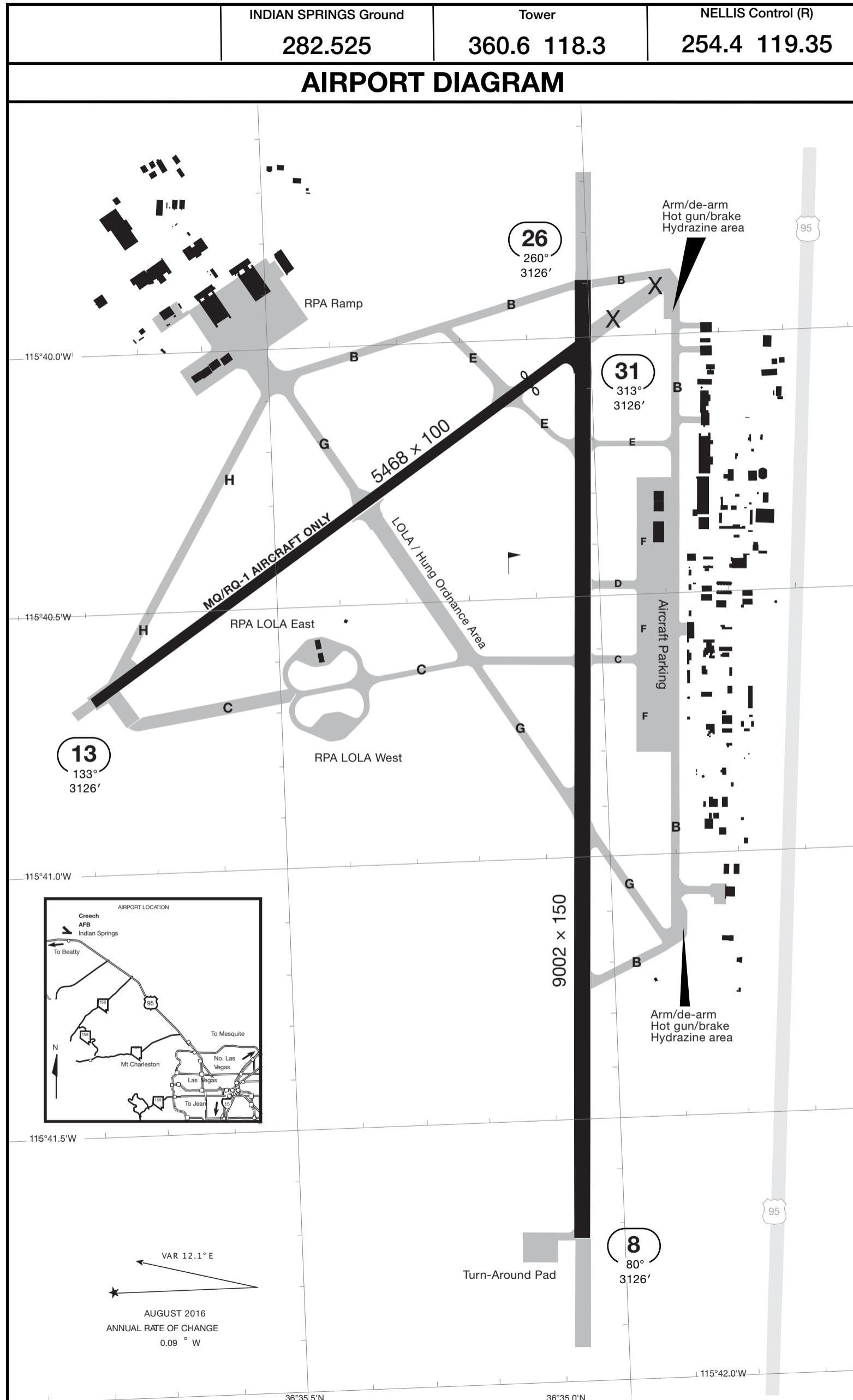
**CHANGES:** Missed approach instructions, amdt number.

© JEPPESEN, 2020, 2021. ALL RIGHTS RESERVED.

**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

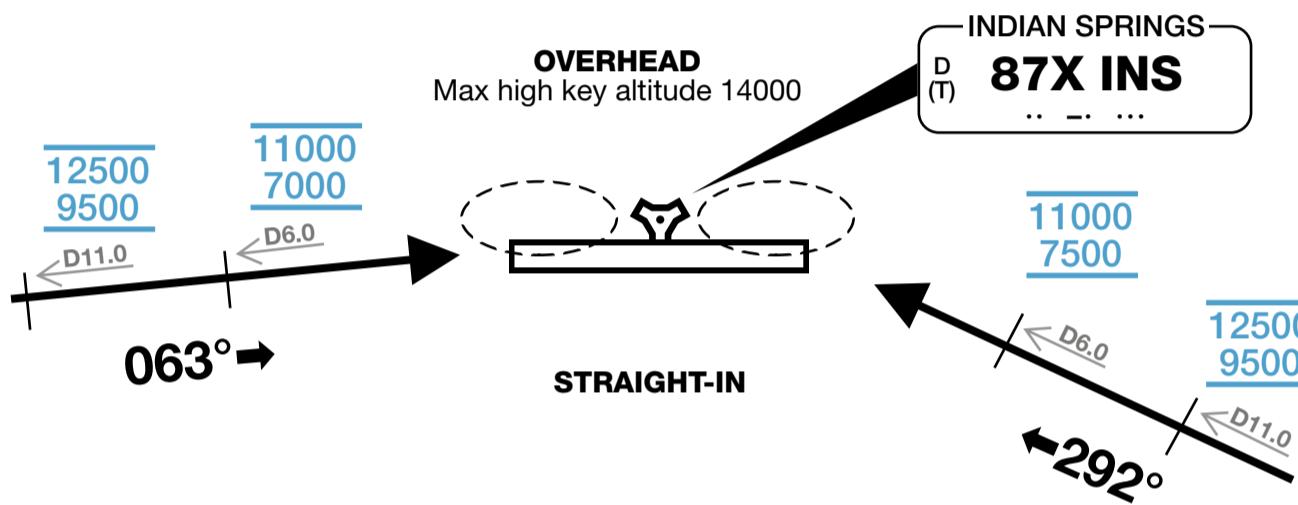
## TRAFFIC PATTERNS

### 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**

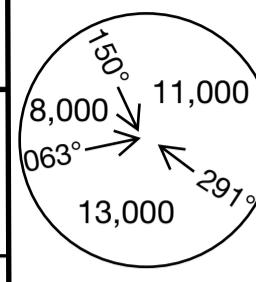


KINS/INS  
INDIAN SPRINGS, NEV

24-1

CREECH AFB  
HI-TACAN RWY 8

NELLIS Control (R) 254.4 119.35		*CREECH Tower 360.6 CTAF 118.3			*Ground 275.8 118.3	
TACAN INS <b>87X</b>	Final Apch Crs <b>066°</b>	Minimum Alt <b>INS D7.5</b> <b>5600'</b>	MDA(H) <b>3710'</b>	Apt Elev TDZE 8	3126' 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 230' per NM	60 120 180 240 300 360 230 460 690 920 1150 1380			MSA INS TAC

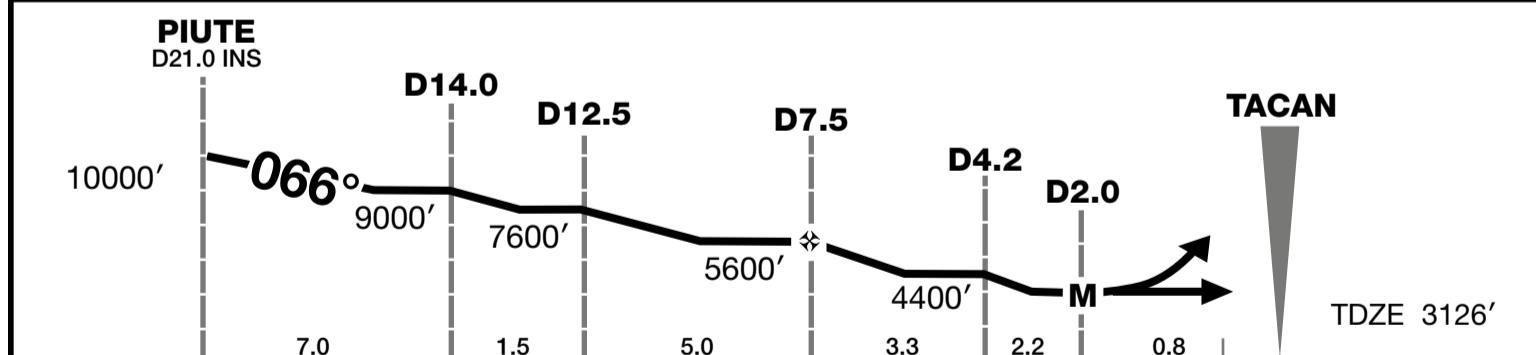
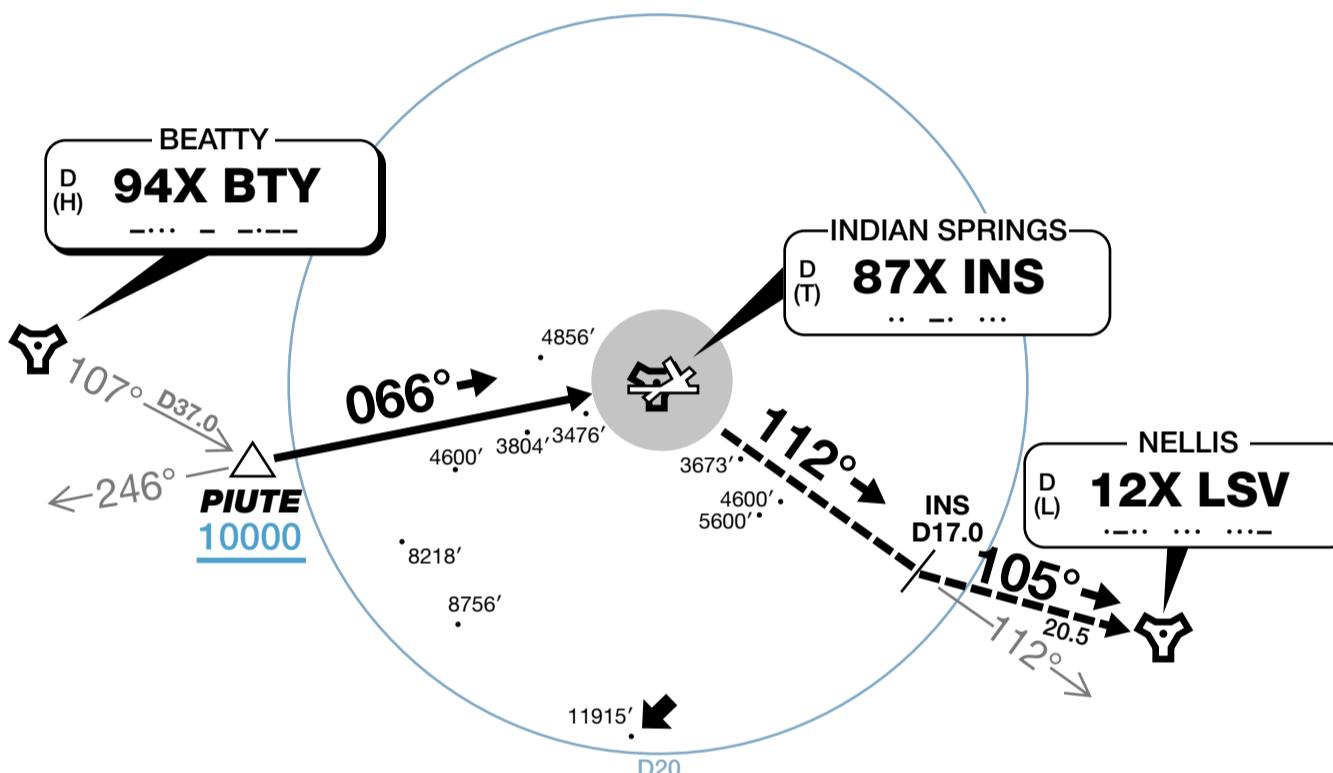


Alt Set: INCLES

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 INS R-112	INS D7.0
Descent angle	3.5°	729	911	1033	1154	1215					
D7.5 to MAP	6.7	3:21	2:41	2:22	2:07	2:06					

Military

STRAIGHT-IN LANDING RWY 8

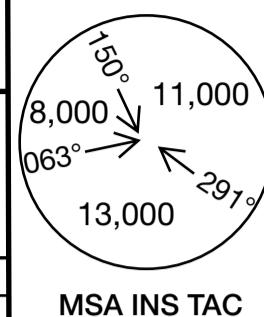
MDA (H) **3710'** (584')

KINS/INS  
INDIAN SPRINGS, NEV

24-2

CREECH AFB  
HI-TACAN RWY 26

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

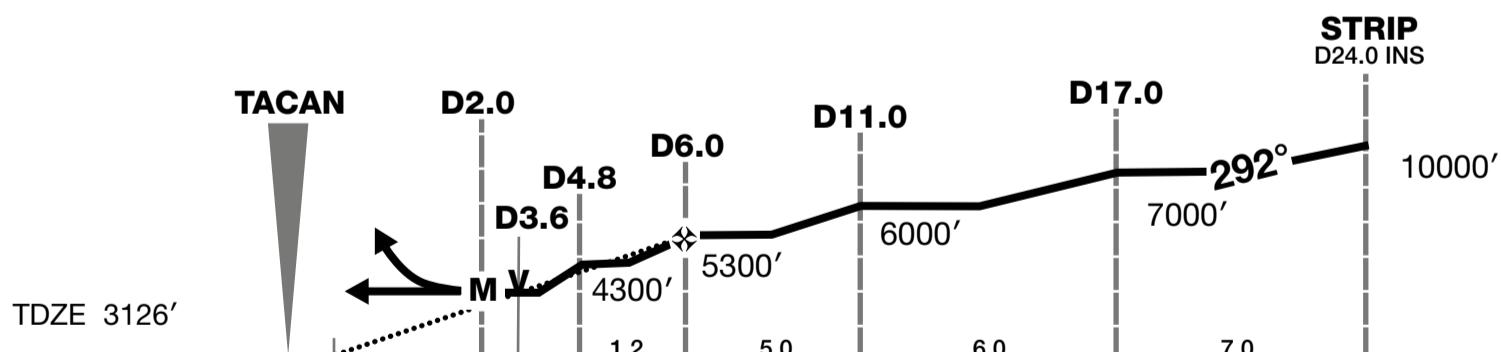
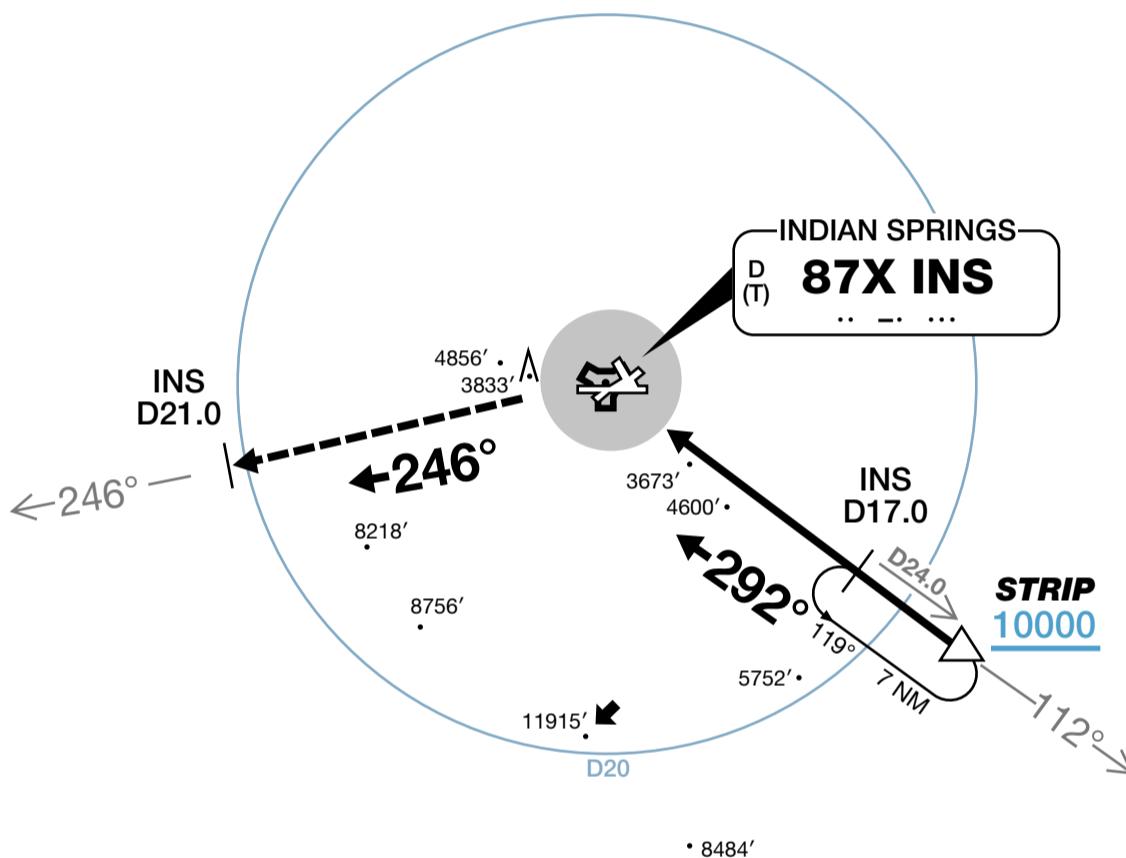


Alt Set: INCLES

Trans level: FL 180

Trans alt: 18000'

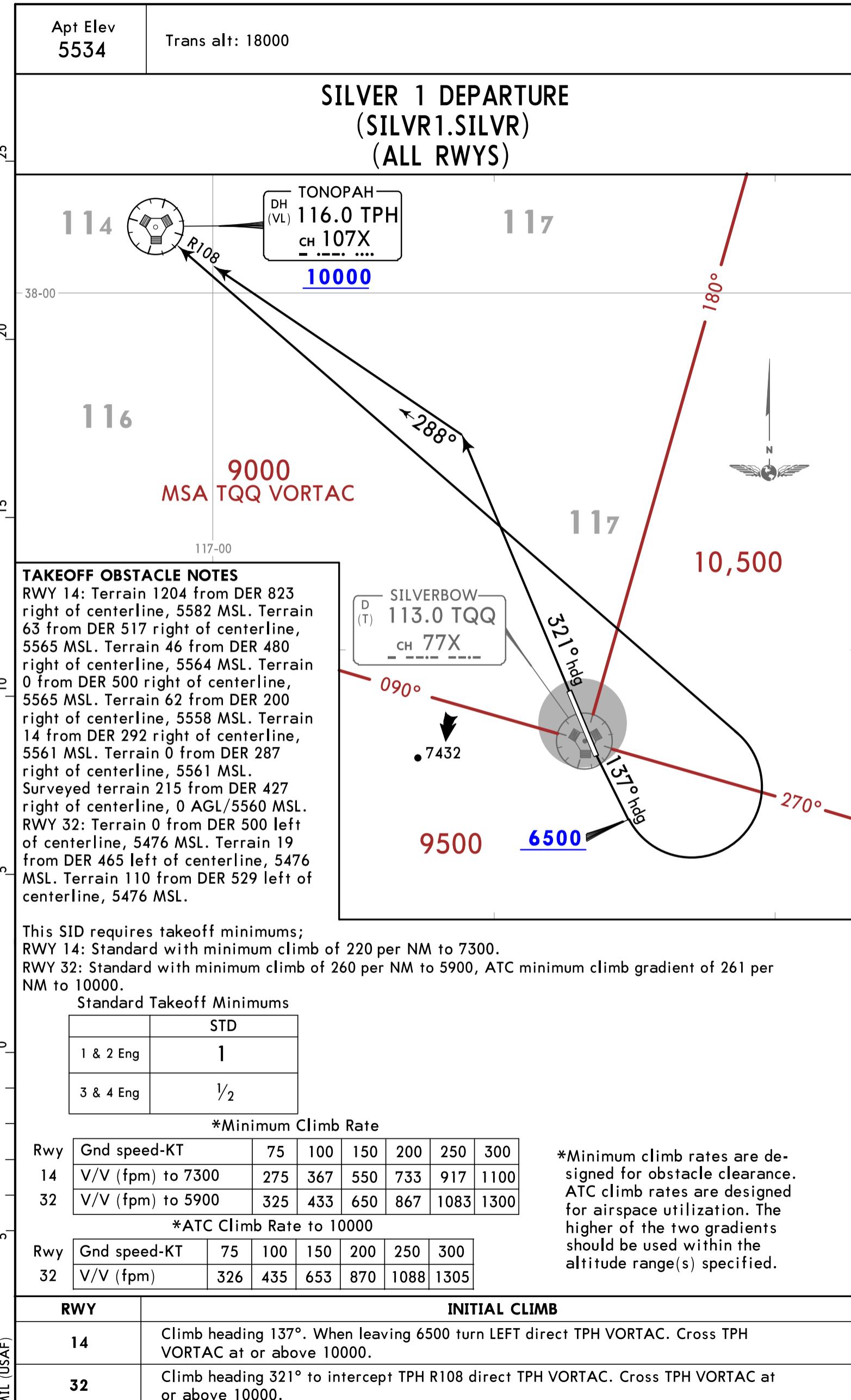
1. **FOR DAY VFR USE ONLY.** Pilot is responsible for terrain/obstacle avoidance and appropriate VFR cloud clearance for all procedure segments. 2. **CAUTION:** Final approach course does not cross Rwy 26 centerline prior to threshold. Final approach course appears to align with Rwy 31. Requires a maneuver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

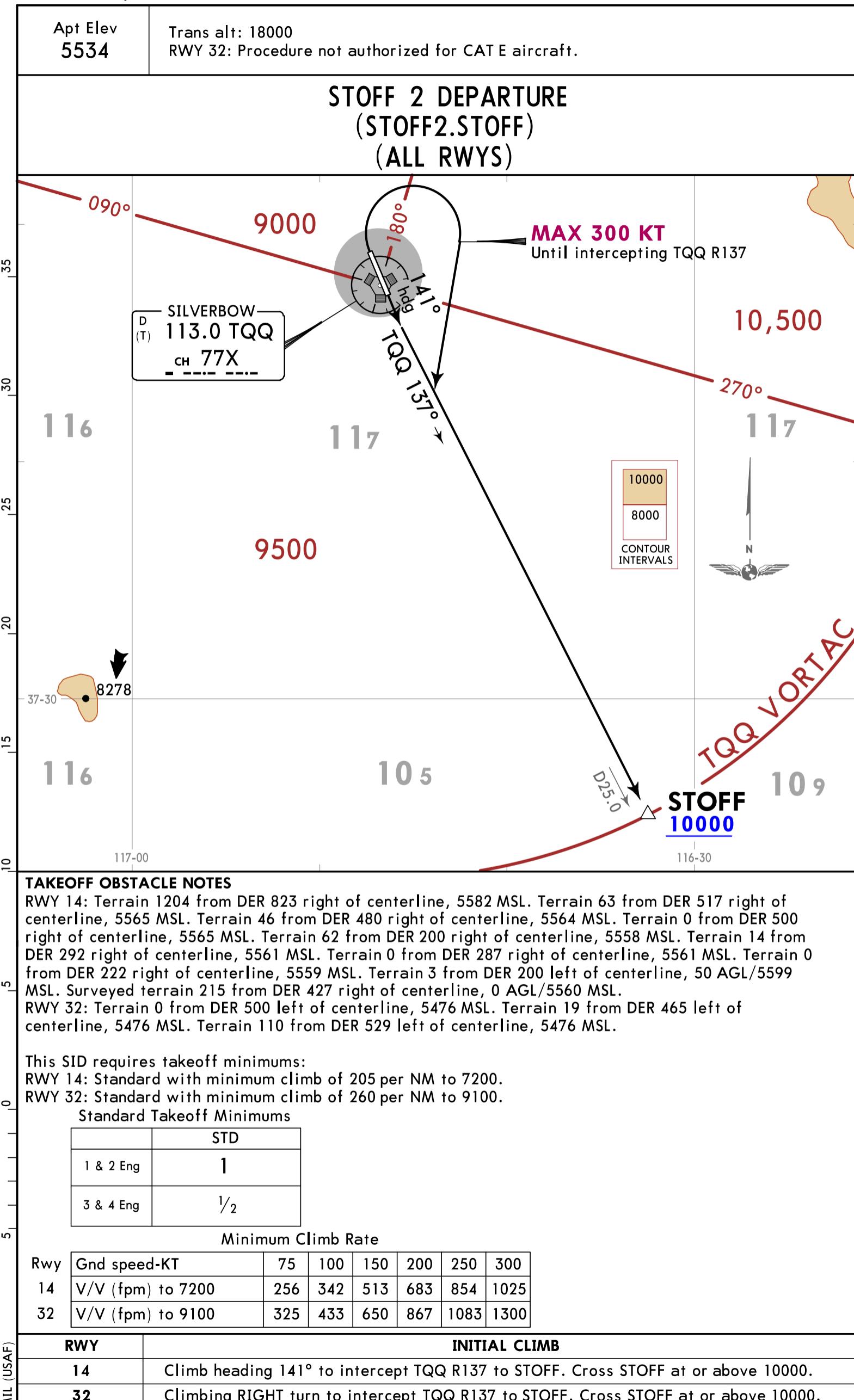


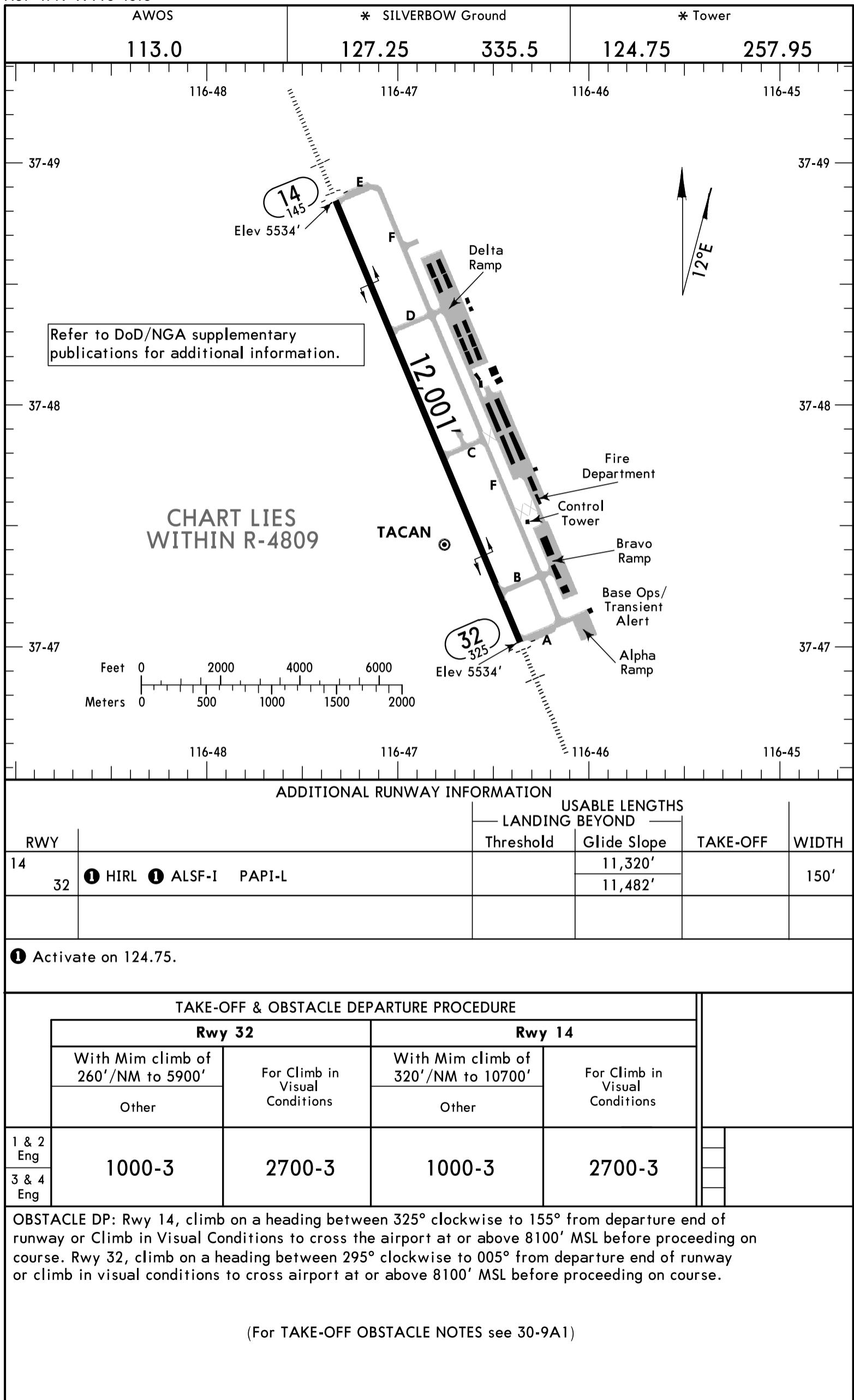
Gnd speed-Kts	120	150	170	190	200	210		P-VASI	INS 87X	STRIP D24.0 INS
Descent angle	2.0°	425	532	603	673	709				
D6.0 to MAP	4.0	2:00	1:31	1:16	1:07	1:12				
Military										

STRAIGHT-IN LANDING RWY 26

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



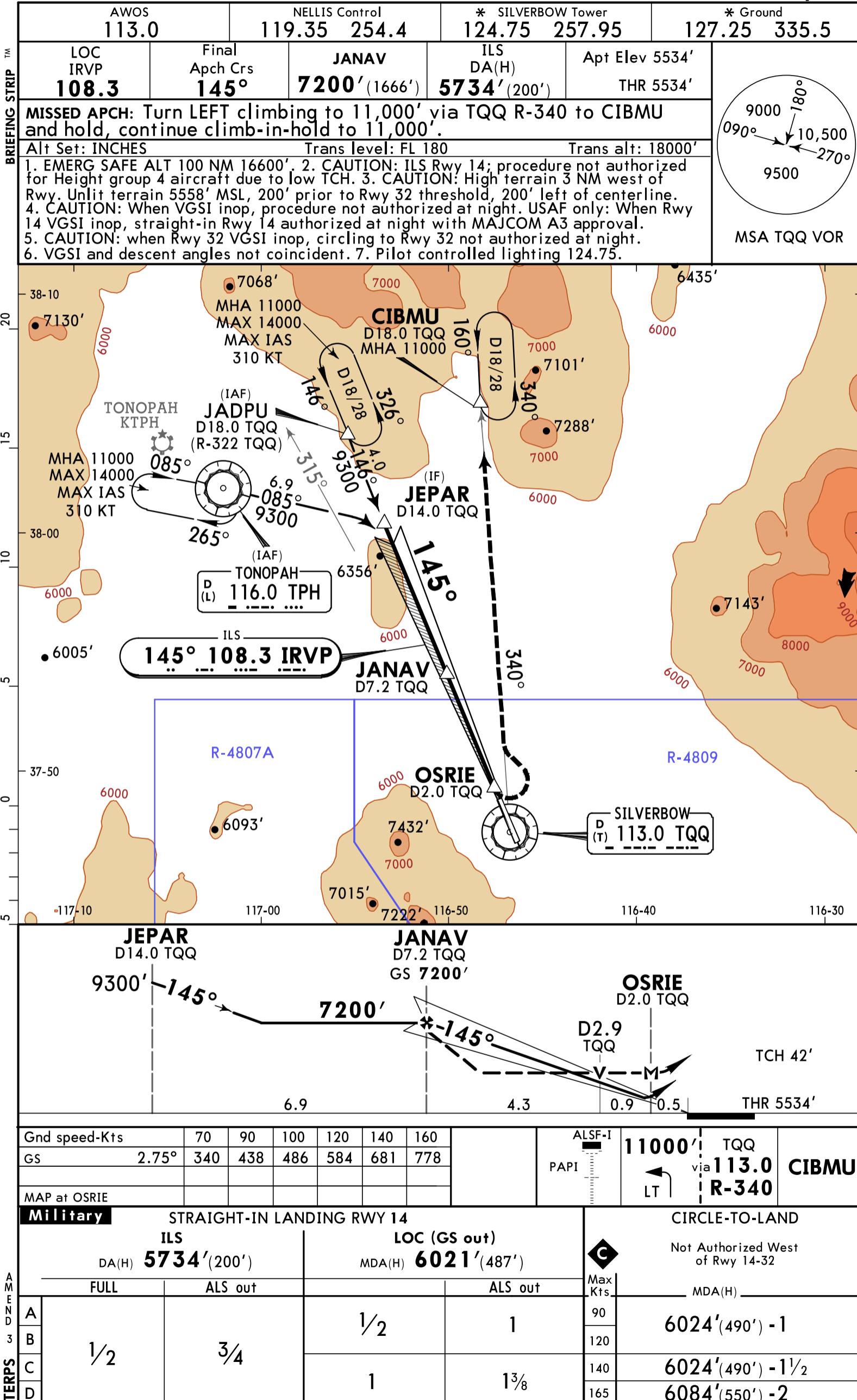




KTNX/XSD  
TONOPAH, NEV

JEPPESSEN  
11 JUN 21  
Eff 17 Jun  
31-1

TONOPAH TEST RANGE  
ILS or LOC DME Rwy 14



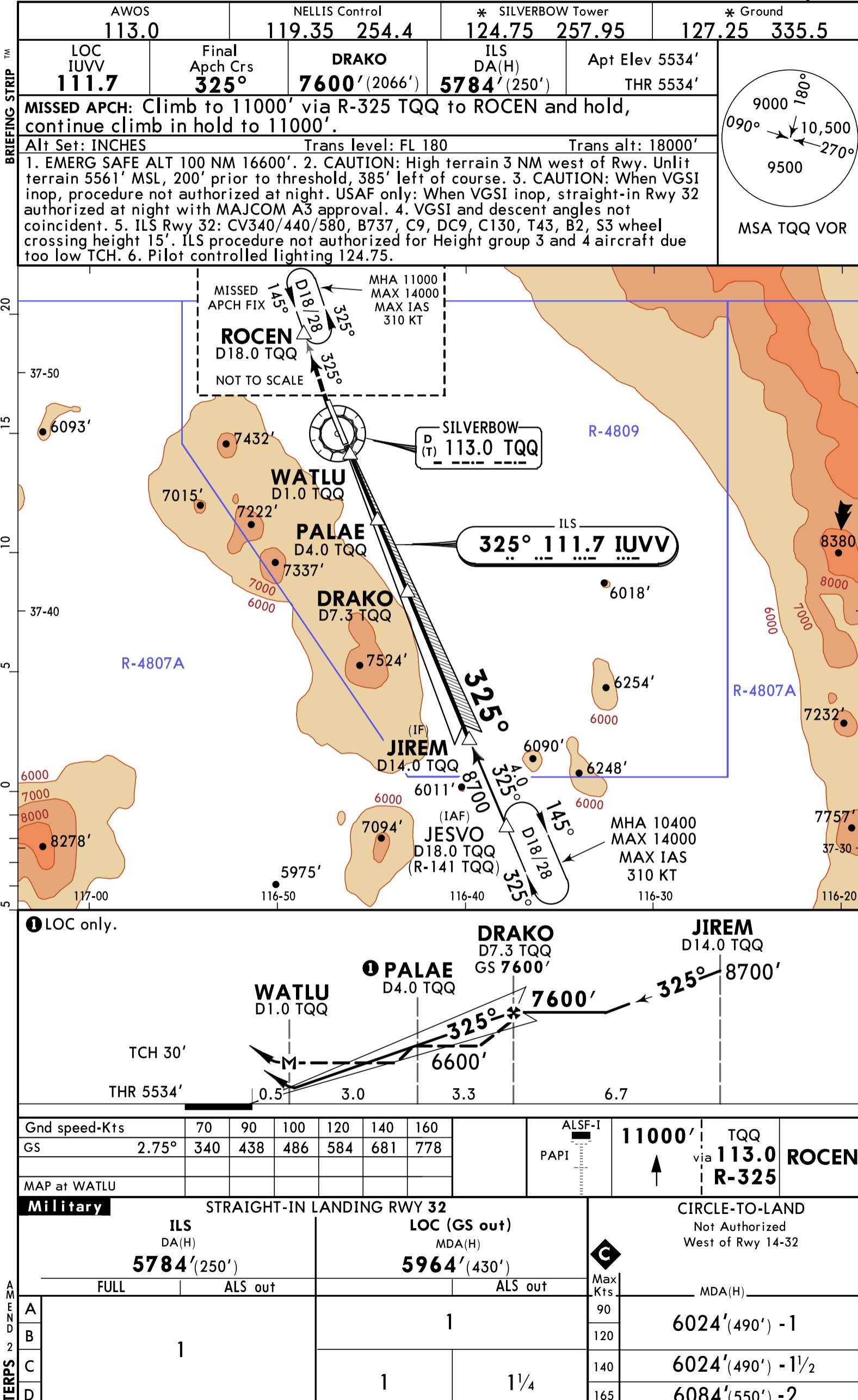
KTNX/XSD  
TONOPAH, NEV

11 JUN 21  
Eff 17 Jun

31-2

JEPPESEN

TONOPAH TEST RANGE  
ILS or LOC DME Rwy 32

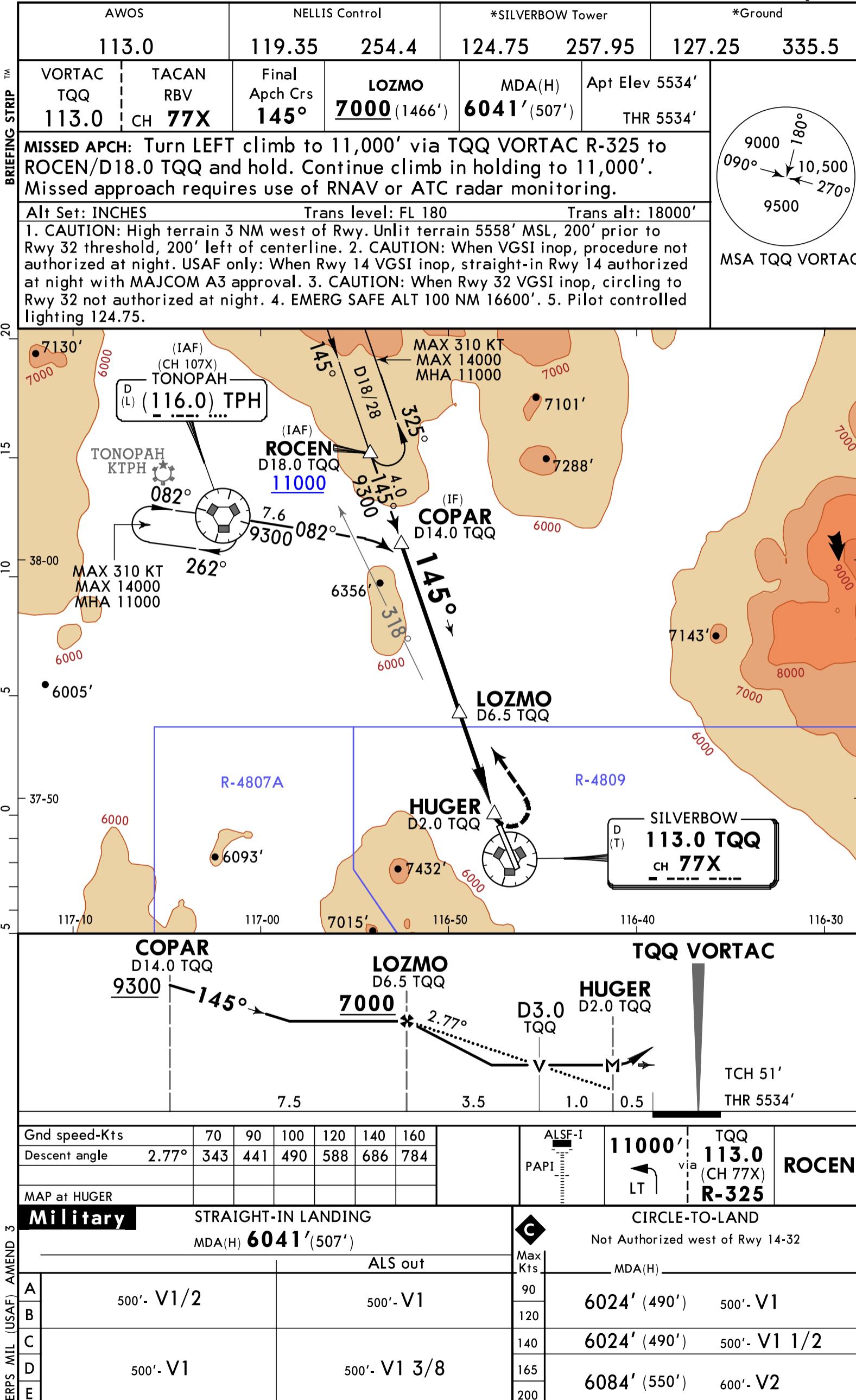


KTNX/XSD  
TONOPAH, NEV

11 JUN 21  
Eff 17 Jun

33-2

TONOPAH TEST RANGE  
VOR DME or TACAN Rwy 14

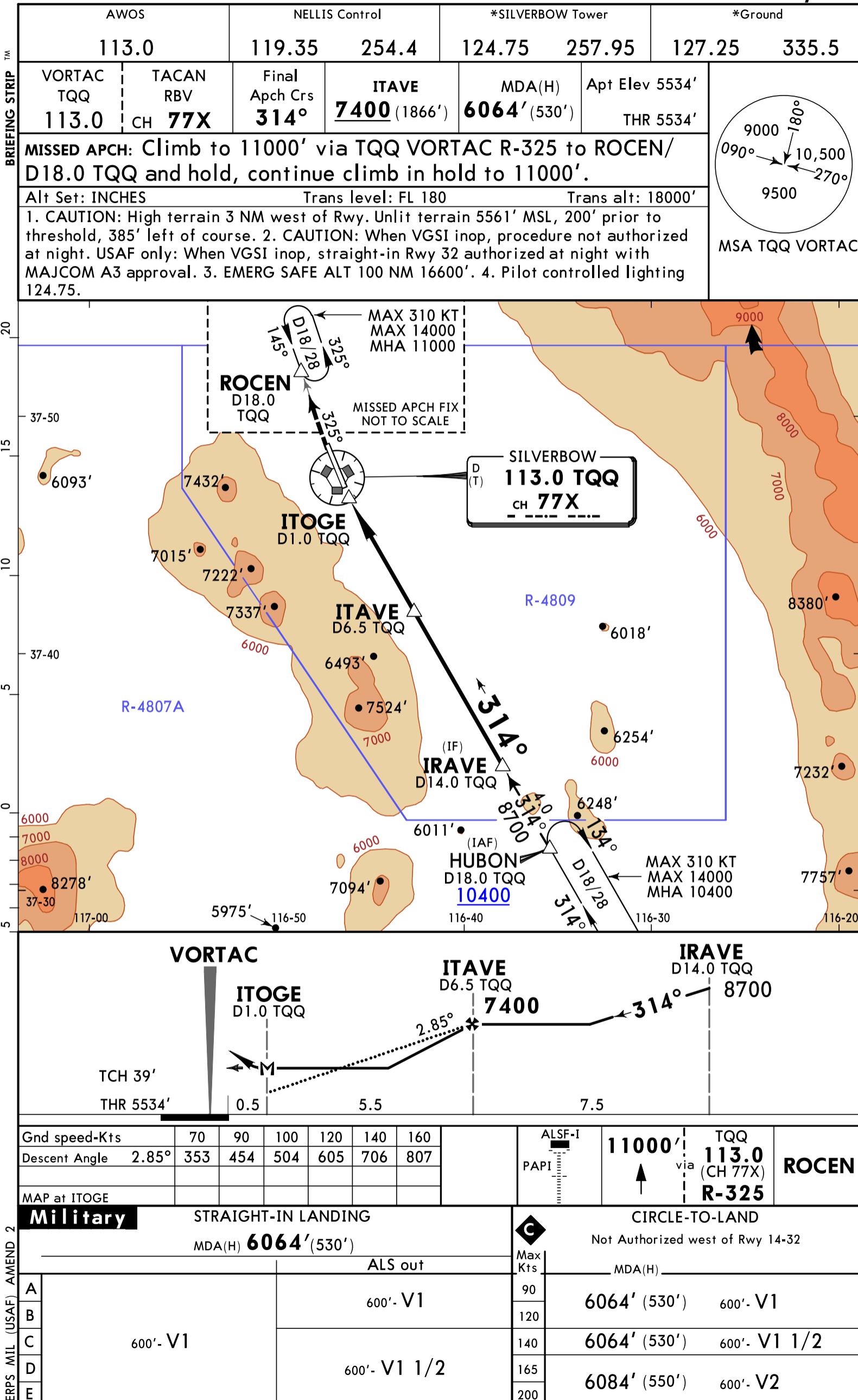


KTNX/XSD  
TONOPAH, NEV

19 MAR 21

33-4

TONOPAH TEST RANGE  
VOR DME or TACAN Rwy 32



# **STEREO ROUTES**

## **FOR RANGE COMPLEXES**

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

**LSV305** KLSV 200 F16/P 400  
KLSV.FYTTR6.FYTTR..BTY100030..FLUSH..R4807/D0+15..STRYK..KLSV  
RMKS RANGES

## **FOR LATN AREAS**

**LSV317** KLSV 160 F16/P 400  
KLSV.FYTTR6.FYTTR..INS/D3+00..INS..STRYK..KLSV  
RMKS REQUEST FYTTR LOW, **LATN WEST**

**LSV333** KLSV VFR F16/P 400  
KLSV.MMM7.MMM  
RMKS VFR TO **LATN EAST**