



## RED FLAG NELLIS 2014 IN-FLIGHT GUIDE

This Guide is published under authority of AFI 11-2MDS Specific Vol 3 guidance. Submit change recommendations to 57 WG/WGV.

### RECORD OF CHANGES

| FCIF / CHANGE # | DATE |
|-----------------|------|
|                 |      |
|                 |      |
|                 |      |
|                 |      |
|                 |      |
|                 |      |
|                 |      |
|                 |      |
|                 |      |

OPR: 57 WG/WGV  
DSN: 384-2477/682-4302  
Approved by: 57 WG/CC

### **LIST OF EFFECTIVE PAGES**

| Page No.   | #CHG No. | Page No. | #CHG No. | Page No. | #CHG No. | Page No. | #CHG No. |
|------------|----------|----------|----------|----------|----------|----------|----------|
| Title Page | 0        | 1-20     | 0        | 3-6      | 0        | 4-14     | 0        |
| ii         | 0        | 1-21     | 0        | 3-7      | 0        | 5-1      | 0        |
| iii        | 0        | 1-22     | 0        | 3-8      | 0        | 5-2      | 0        |
| iv         | 0        | 1-23     | 0        | 3-9      | 0        | 5-3      | 0        |
| 1-1        | 0        | 1-24     | 0        | 3-10     | 0        | 5-4      | 0        |
| 1-2        | 0        | 1-25     | 0        | 3-11     | 0        |          |          |
| 1-3        | 0        | 1-26     | 0        | 3-12     | 0        |          |          |
| 1-4        | 0        | 2-1      | 0        | 3-13     | 0        |          |          |
| 1-5        | 0        | 2-2      | 0        | 3-14     | 0        |          |          |
| 1-6        | 0        | 2-3      | 0        | 3-15     | 0        |          |          |
| 1-7        | 0        | 2-4      | 0        | 3-16     | 0        |          |          |
| 1-8        | 0        | 2-5      | 0        | 4-1      | 0        |          |          |
| 1-9        | 0        | 2-6      | 0        | 4-2      | 0        |          |          |
| 1-10       | 0        | 2-7      | 0        | 4-3      | 0        |          |          |
| 1-11       | 0        | 2-8      | 0        | 4-4      | 0        |          |          |
| 1-12       | 0        | 2-9      | 0        | 4-5      | 0        |          |          |
| 1-13       | 0        | 2-10     | 0        | 4-6      | 0        |          |          |
| 1-14       | 0        | 2-11     | 0        | 4-7      | 0        |          |          |
| 1-15       | 0        | 2-12     | 0        | 4-8      | 0        |          |          |
| 1-16       | 0        | 3-1      | 0        | 4-9      | 0        |          |          |
| 1-17       | 0        | 3-2      | 0        | 4-10     | 0        |          |          |
| 1-18       | 0        | 3-3      | 0        | 4-11     | 0        |          |          |
| 1-19       | 0        | 3-4      | 0        | 4-12     | 0        |          |          |
|            |          | 3-5      | 0        | 4-13     | 0        |          |          |

This Guide is published under authority of AFI 11-2MDS Specific Vol 3 guidance. Submit change recommendations to 57 WG/WGV.

### RECORD OF CHANGES

| FCIF / CHANGE # | DATE |
|-----------------|------|
|                 |      |
|                 |      |
|                 |      |
|                 |      |
|                 |      |
|                 |      |
|                 |      |
|                 |      |
|                 |      |

OPR: 57 WG/WGV  
DSN: 384-2477/682-4302  
Approved by: 57 WG/CC

### **LIST OF EFFECTIVE PAGES**

| Page No.   | #CHG No. | Page No. | #CHG No. | Page No. | #CHG No. | Page No. | #CHG No. |
|------------|----------|----------|----------|----------|----------|----------|----------|
| Title Page | 0        | 1-20     | 0        | 3-6      | 0        | 4-14     | 0        |
| ii         | 0        | 1-21     | 0        | 3-7      | 0        | 5-1      | 0        |
| iii        | 0        | 1-22     | 0        | 3-8      | 0        | 5-2      | 0        |
| iv         | 0        | 1-23     | 0        | 3-9      | 0        | 5-3      | 0        |
| 1-1        | 0        | 1-24     | 0        | 3-10     | 0        | 5-4      | 0        |
| 1-2        | 0        | 1-25     | 0        | 3-11     | 0        |          |          |
| 1-3        | 0        | 1-26     | 0        | 3-12     | 0        |          |          |
| 1-4        | 0        | 2-1      | 0        | 3-13     | 0        |          |          |
| 1-5        | 0        | 2-2      | 0        | 3-14     | 0        |          |          |
| 1-6        | 0        | 2-3      | 0        | 3-15     | 0        |          |          |
| 1-7        | 0        | 2-4      | 0        | 3-16     | 0        |          |          |
| 1-8        | 0        | 2-5      | 0        | 4-1      | 0        |          |          |
| 1-9        | 0        | 2-6      | 0        | 4-2      | 0        |          |          |
| 1-10       | 0        | 2-7      | 0        | 4-3      | 0        |          |          |
| 1-11       | 0        | 2-8      | 0        | 4-4      | 0        |          |          |
| 1-12       | 0        | 2-9      | 0        | 4-5      | 0        |          |          |
| 1-13       | 0        | 2-10     | 0        | 4-6      | 0        |          |          |
| 1-14       | 0        | 2-11     | 0        | 4-7      | 0        |          |          |
| 1-15       | 0        | 2-12     | 0        | 4-8      | 0        |          |          |
| 1-16       | 0        | 3-1      | 0        | 4-9      | 0        |          |          |
| 1-17       | 0        | 3-2      | 0        | 4-10     | 0        |          |          |
| 1-18       | 0        | 3-3      | 0        | 4-11     | 0        |          |          |
| 1-19       | 0        | 3-4      | 0        | 4-12     | 0        |          |          |
|            |          | 3-5      | 0        | 4-13     | 0        |          |          |

## TABLE OF CONTENTS

|                         |        |
|-------------------------|--------|
| Cover.....              | i      |
| Preface.....            | ii     |
| Table of Contents ..... | iii-iv |

### Section I - Local Procedures (Blue)

|   |      |
|---|------|
| Nellis AFB Airfield Diagram.....                | 1-1  |
| Nellis Airfield Coordinates (West).....         | 1-2  |
| Nellis Airfield Coordinates (East).....         | 1-3  |
| Golf Revetment Coordinates.....                 | 1-4  |
| Transient East Parking.....                     | 1-5  |
| Radio Channelization and Local Frequencies..... | 1-6  |
| Nellis Local Squadron Frequencies.....          | 1-7  |
| Nellis Have Quick Deconfliction .....           | 1-8  |
| Local TACANS and Navigation Points.....         | 1-9  |
| Las Vegas Class B Airspace .....                | 1-10 |
| Noise Abatement Procedures.....                 | 1-11 |
| FYTTR ONE Departure .....                       | 1-12 |
| FYTTR LOW Departure .....                       | 1-13 |
| FLEX Turnout .....                              | 1-14 |
| DREAM TWO Departure.....                        | 1-15 |
| A-10 Tactical Departure .....                   | 1-16 |
| Northern Recoveries.....                        | 1-17 |
| ACTON Recovery.....                             | 1-18 |
| FLUSH Recovery.....                             | 1-19 |
| STRYK Recovery.....                             | 1-20 |
| IMC/Night Recovery Procedures .....             | 1-21 |
| Nellis Traffic Pattern (Page 1) .....           | 1-22 |
| Nellis Traffic Pattern (Page 2) .....           | 1-23 |
| Nellis Climb out Procedures .....               | 1-24 |
| Nellis SFO Procedures .....                     | 1-25 |
| Cross-Country and Divert Procedures .....       | 1-26 |

### Section II - Nellis Range Complex (Yellow)

|                                       |      |
|---------------------------------------|------|
| Nellis Range Diagram .....            | 2-1  |
| Nellis Range Frequencies .....        | 2-2  |
| Nellis Range Coordinates .....        | 2-3  |
| Nellis Western Ranges .....           | 2-4  |
| Nellis Eastern Ranges.....            | 2-5  |
| Airspace Recall Corridors.....        | 2-6  |
| Nellis Air Refueling Tracks .....     | 2-7  |
| North/South War (AIRSPACE) .....      | 2-8  |
| North/South War (ELGIN CORRIDOR)..... | 2-9  |
| North/South War (PROCEDURES).....     | 2-10 |
| R-2508 Complex .....                  | 2-11 |
| R-2508 Entry/Exit Points.....         | 2-12 |

## TABLE OF CONTENTS

|                         |        |
|-------------------------|--------|
| Cover .....             | i      |
| Preface .....           | ii     |
| Table of Contents ..... | iii-iv |

### Section I - Local Procedures (Blue)

|  |      |
|--|------|
| Nellis AFB Airfield Diagram.....                 | 1-1  |
| Nellis Airfield Coordinates (West).....          | 1-2  |
| Nellis Airfield Coordinates (East) .....         | 1-3  |
| Golf Revetment Coordinates .....                 | 1-4  |
| Transient East Parking .....                     | 1-5  |
| Radio Channelization and Local Frequencies ..... | 1-6  |
| Nellis Local Squadron Frequencies .....          | 1-7  |
| Nellis Have Quick Deconfliction .....            | 1-8  |
| Local TACANS and Navigation Points .....         | 1-9  |
| Las Vegas Class B Airspace .....                 | 1-10 |
| Noise Abatement Procedures .....                 | 1-11 |
| FYTTR ONE Departure .....                        | 1-12 |
| FYTTR LOW Departure .....                        | 1-13 |
| FLEX Turnout .....                               | 1-14 |
| DREAM TWO Departure .....                        | 1-15 |
| A-10 Tactical Departure .....                    | 1-16 |
| Northern Recoveries .....                        | 1-17 |
| ACTON Recovery .....                             | 1-18 |
| FLUSH Recovery .....                             | 1-19 |
| STRYK Recovery .....                             | 1-20 |
| IMC/Night Recovery Procedures .....              | 1-21 |
| Nellis Traffic Pattern (Page 1) .....            | 1-22 |
| Nellis Traffic Pattern (Page 2) .....            | 1-23 |
| Nellis Climb out Procedures .....                | 1-24 |
| Nellis SFO Procedures .....                      | 1-25 |
| Cross-Country and Divert Procedures .....        | 1-26 |

### Section II - Nellis Range Complex (Yellow)

|  |      |
|--|------|
| Nellis Range Diagram .....             | 2-1  |
| Nellis Range Frequencies .....         | 2-2  |
| Nellis Range Coordinates .....         | 2-3  |
| Nellis Western Ranges .....            | 2-4  |
| Nellis Eastern Ranges .....            | 2-5  |
| Airspace Recall Corridors .....        | 2-6  |
| Nellis Air Refueling Tracks .....      | 2-7  |
| North/South War (AIRSPACE) .....       | 2-8  |
| North/South War (ELGIN CORRIDOR) ..... | 2-9  |
| North/South War (PROCEDURES) .....     | 2-10 |
| R-2508 Complex .....                   | 2-11 |
| R-2508 Entry/Exit Points .....         | 2-12 |

### **Section III - Divert & Abnormal Procedures (Red)**

|   |      |
|---|------|
| Nellis Divert Bases and TACANS .....                  | 3-1  |
| Divert Base Information .....                         | 3-2  |
| Emergency Divert Base Information .....               | 3-2  |
| McCarran International Airport Notes.....             | 3-3  |
| R4808A / Tonopah Test (Emergency Only) .....          | 3-4  |
| Ordnance Procedures.....                              | 3-5  |
| Ordnance Recovery Matrix.....                         | 3-6  |
| Jettison Procedures.....                              | 3-7  |
| Night or IMC Jettison.....                            | 3-8  |
| Cable Procedures .....                                | 3-8  |
| SARCAP Procedures.....                                | 3-9  |
| NORDO Procedures .....                                | 3-10 |
| Dropped Object.....                                   | 3-11 |
| Controlled Bailout.....                               | 3-12 |
| Aircraft Impoundment Procedures .....                 | 3-12 |
| Fighter Index of Thermal Stress (FITS) .....          | 3-13 |
| Lightning Within 5NM.....                             | 3-14 |
| High Wind Procedures .....                            | 3-14 |
| BASH.....   | 3-15 |
| Barrier Cable Engagement Certification Checklist..... | 3-16 |

### **Creech AFB / Tonopah Test Range Procedures (Green)**

|  |      |
|--|------|
| Creech AFB General Information (PAGE 1).....     | 4-1  |
| Creech AFB General Information (PAGE 2).....     | 4-2  |
| Creech AFB Pattern Procedures.....               | 4-3  |
| Creech AFB SFO Procedures .....                  | 4-4  |
| Creech AFB HI TACAN RWY 8 .....                  | 4-5  |
| Creech AFB HI TACAN RWY 26.....                  | 4-6  |
| Tonopah Test Range (KTNX) Airfield.....          | 4-7  |
| Tonopah Test Range (notes) .....                 | 4-8  |
| KTNX VOR/DME or TACAN RWY 14.....                | 4-9  |
| KTNX ILS or LOC/DME RWY 14 .....                 | 4-10 |
| KTNX VOR/DME or TACAN RWY 32.....                | 4-11 |
| KTNX ILS or LOC/DME RWY 32 .....                 | 4-12 |
| KTNX IFR Minimums and Departure Procedures ..... | 4-13 |
| KTNX SFO Procedures .....                        | 4-14 |

### **Section VI Nellis Stereo Flight Plans (White)**

|                                   |     |
|-----------------------------------|-----|
| Nellis Stereo Flight Plans .....  | 5-1 |
| 57 WG Quick Reference Guide ..... | 5-4 |

### **MDS SUPPLEMENTS**

|                               |     |
|-------------------------------|-----|
| MDS-Specific Supplement ..... | A-1 |
|-------------------------------|-----|

### **Section III - Divert & Abnormal Procedures (Red)**

|   |      |
|---|------|
| Nellis Divert Bases and TACANS .....                  | 3-1  |
| Divert Base Information .....                         | 3-2  |
| Emergency Divert Base Information .....               | 3-2  |
| McCarran International Airport Notes.....             | 3-3  |
| R4808A / Tonopah Test (Emergency Only) .....          | 3-4  |
| Ordnance Procedures.....                              | 3-5  |
| Ordnance Recovery Matrix.....                         | 3-6  |
| Jettison Procedures .....                             | 3-7  |
| Night or IMC Jettison .....                           | 3-8  |
| Cable Procedures .....                                | 3-8  |
| SARCAP Procedures .....                               | 3-9  |
| NORDO Procedures .....                                | 3-10 |
| Dropped Object .....                                  | 3-11 |
| Controlled Bailout .....                              | 3-12 |
| Aircraft Impoundment Procedures .....                 | 3-12 |
| Fighter Index of Thermal Stress (FITS) .....          | 3-13 |
| Lightning Within 5NM .....                            | 3-14 |
| High Wind Procedures .....                            | 3-14 |
| BASH .....  | 3-15 |
| Barrier Cable Engagement Certification Checklist..... | 3-16 |

### **Creech AFB Procedures / Tonopah Test Range (Green)**

|  |      |
|--|------|
| Creech AFB General Information (PAGE 1) .....    | 4-1  |
| Creech AFB General Information (PAGE 2) .....    | 4-2  |
| Creech AFB Pattern Procedures .....              | 4-3  |
| Creech AFB SFO Procedures .....                  | 4-4  |
| Creech AFB HI TACAN RWY 8 .....                  | 4-5  |
| Creech AFB HI TACAN RWY 26 .....                 | 4-6  |
| Tonopah Test Range (KTNX) Airfield Notes .....   | 4-7  |
| Tonopah Test Range (notes) .....                 | 4-8  |
| KTNX VOR/DME or TACAN RWY 14 .....               | 4-8  |
| KTNX ILS or LOC/DME RWY 14 .....                 | 4-9  |
| KTNX VOR/DME or TACAN RWY 32 .....               | 4-10 |
| KTNX ILS or LOC/DME RWY 32 .....                 | 4-11 |
| KTNX IFR Minimums and Departure Procedures ..... | 4-12 |
| KTNX SFO Procedures .....                        | 4-14 |

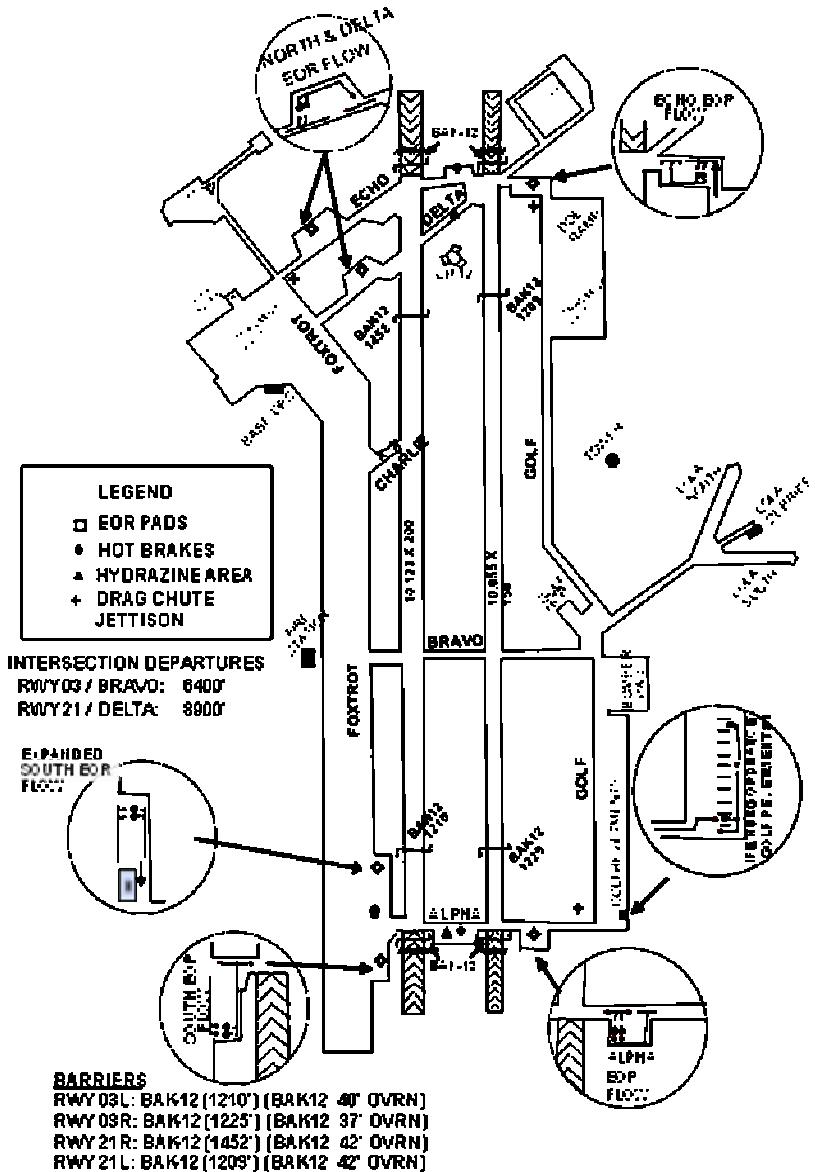
### **Section VI Nellis Stereo Flight Plans (White)**

|                                   |     |
|-----------------------------------|-----|
| Nellis Stereo Flight Plans .....  | 5-1 |
| 57 WG Quick Reference Guide ..... | 5-4 |

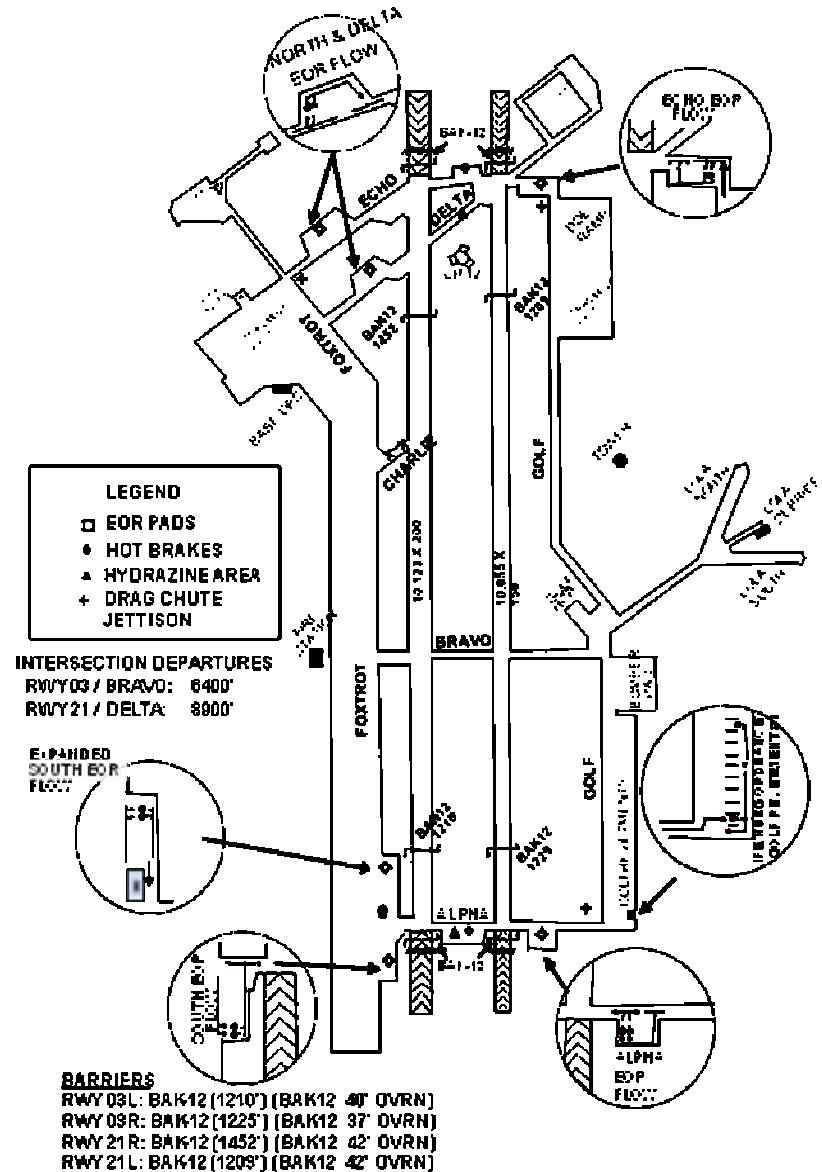
### **MDS SUPPLEMENTS**

|                               |     |
|-------------------------------|-----|
| MDS-Specific Supplement ..... | A-1 |
|-------------------------------|-----|

NELLIS AFB  
ELEV: 1870'



NELLIS AFB  
ELEV: 1870'



**NELLIS AIRFIELD COORDINATES  
(WEST SIDE)**

**NELLIS RAMP COORDINATES**

| RAMP       | ELEV  | LAT (N) | LONG (W) |
|------------|-------|---------|----------|
| T-BIRDS    | 1860' | 3614.4  | 11502.1  |
| WS         | 1850' | 3614.2  | 11502.3  |
| 422 TES    | 1850' | 3614.6  | 11502.0  |
| RED FLAG   | 1835' | 3613.7  | 11502.9  |
| GREEN FLAG | 1834' | 3613.9  | 11502.8  |

**ARMING AREAS AND RUNWAYS**

| LOCATION                       | COORDINATES |           | ELEV  |
|--------------------------------|-------------|-----------|-------|
| <b>RWY 21R Arming Area</b>     |             |           |       |
| West Arming Spot               | N3614.86    | W11501.76 | 1824' |
| East Arming Spot               | N3614.86    | W11501.69 | 1824' |
| <b>RWY 21L Arming Area</b>     |             |           |       |
| West Arming Spot               | N3614.68    | W11501.27 | 1811' |
| East Arming Spot               | N3614.65    | W11501.22 | 1811' |
| <b>RWY 21 Center Hold Area</b> |             |           |       |
| West Spot                      | N3614.79    | W11501.41 | 1818' |
| East Spot                      | N3614.76    | W11501.35 | 1821' |
| <b>Delta Arming Area</b>       |             |           |       |
| Center Spot                    | N3614.75    | W11501.69 | 1818' |
| <b>RWY 3L Arming Area</b>      |             |           |       |
| South Arming Spot              | N3613.56    | W11502.96 | 1808' |
| Center Arming Spot             | N3613.60    | W11502.91 | 1808' |
| North Arming Spot              | N3613.65    | W11502.85 | 1808' |
| Ctr Expanded SW EOR            | N 3613.76   | W11502.74 | 1811' |
| <b>RWY 3R Arming Area</b>      |             |           |       |
| West Arming Spot               | N3613.44    | W11502.59 | 1811' |
| Center Arming Spot             | N3613.41    | W11502.55 | 1811' |
| East Arming Spot               | N3613.38    | W11502.51 | 1811' |
| <b>RWY 3 Center Hold Area</b>  |             |           |       |
| West Spot                      | N3613.56    | W11502.77 | 1800' |
| East Spot                      | N3613.52    | W11502.71 | 1800' |

**NELLIS AIRFIELD COORDINATES  
(WEST SIDE)**

**NELLIS RAMP COORDINATES**

| RAMP       | ELEV  | LAT (N) | LONG (W) |
|------------|-------|---------|----------|
| T-BIRDS    | 1860' | 3614.4  | 11502.1  |
| WS         | 1850' | 3614.2  | 11502.3  |
| 422 TES    | 1850' | 3614.6  | 11502.0  |
| RED FLAG   | 1835' | 3613.7  | 11502.9  |
| GREEN FLAG | 1834' | 3613.9  | 11502.8  |

**ARMING AREAS AND RUNWAYS**

| LOCATION                       | COORDINATES |           | ELEV  |
|--------------------------------|-------------|-----------|-------|
| <b>RWY 21R Arming Area</b>     |             |           |       |
| West Arming Spot               | N3614.86    | W11501.76 | 1824' |
| East Arming Spot               | N3614.86    | W11501.69 | 1824' |
| <b>RWY 21L Arming Area</b>     |             |           |       |
| West Arming Spot               | N3614.68    | W11501.27 | 1811' |
| East Arming Spot               | N3614.65    | W11501.22 | 1811' |
| <b>RWY 21 Center Hold Area</b> |             |           |       |
| West Spot                      | N3614.79    | W11501.41 | 1818' |
| East Spot                      | N3614.76    | W11501.35 | 1821' |
| <b>Delta Arming Area</b>       |             |           |       |
| Center Spot                    | N3614.75    | W11501.69 | 1818' |
| <b>RWY 3L Arming Area</b>      |             |           |       |
| South Arming Spot              | N3613.56    | W11502.96 | 1808' |
| Center Arming Spot             | N3613.60    | W11502.91 | 1808' |
| North Arming Spot              | N3613.65    | W11502.85 | 1808' |
| Ctr Expanded SW EOR            | N 3613.76   | W11502.74 | 1811' |
| <b>RWY 3R Arming Area</b>      |             |           |       |
| West Arming Spot               | N3613.44    | W11502.59 | 1811' |
| Center Arming Spot             | N3613.41    | W11502.55 | 1811' |
| East Arming Spot               | N3613.38    | W11502.51 | 1811' |
| <b>RWY 3 Center Hold Area</b>  |             |           |       |
| West Spot                      | N3613.56    | W11502.77 | 1800' |
| East Spot                      | N3613.52    | W11502.71 | 1800' |

**NELLIS AIRFIELD COORDINATES  
(EAST SIDE)**

**LOLA SOUTH** (West to East) Elev: 1870'

|   |              |          |           |
|---|--------------|----------|-----------|
| 1 | PL 7739 1108 | N3613.82 | W11501.57 |
| 2 | PL 7742 1106 | N3613.74 | W11501.56 |
| 3 | PL 7745 1105 | N3613.79 | W11501.52 |
| 4 | PL 7750 1103 | N3613.78 | W11501.49 |
| 5 | PL 7753 1101 | N3613.76 | W11501.46 |
| 6 | PL 7759 1100 | N3613.75 | W11501.44 |
| 7 | PL 7762 1098 | N3613.79 | W11501.41 |
| 8 | PL 7767 1096 | N3613.74 | W11501.39 |

**LOLA NORTH** (South to North) Elev: 1870'

|   |              |          |           |
|---|--------------|----------|-----------|
| 1 | PL 7742 1114 | N3613.84 | W11501.55 |
| 2 | PL 7745 1118 | N3613.86 | W11501.54 |
| 3 | PL 7750 1121 | N3613.90 | W11501.51 |
| 4 | PL 7754 1125 | N3613.91 | W11501.48 |
| 5 | PL 7758 1129 | N3613.90 | W11501.45 |
| 6 | PL 7763 1133 | N3613.95 | W11501.42 |
| 7 | PL 7767 1135 | N3613.94 | W11501.38 |

**34 SOUTH** Elev: 1860'

|  |              |          |           |
|--|--------------|----------|-----------|
|  | PL 7690 1124 | N3613.90 | W11501.90 |
|--|--------------|----------|-----------|

Note: UTM 11S, CL66

**NELLIS AIRFIELD COORDINATES  
(EAST SIDE)**

**LOLA SOUTH** (West to East) Elev: 1870'

|   |              |          |           |
|---|--------------|----------|-----------|
| 1 | PL 7739 1108 | N3613.82 | W11501.57 |
| 2 | PL 7742 1106 | N3613.74 | W11501.56 |
| 3 | PL 7745 1105 | N3613.79 | W11501.52 |
| 4 | PL 7750 1103 | N3613.78 | W11501.49 |
| 5 | PL 7753 1101 | N3613.76 | W11501.46 |
| 6 | PL 7759 1100 | N3613.75 | W11501.44 |
| 7 | PL 7762 1098 | N3613.79 | W11501.41 |
| 8 | PL 7767 1096 | N3613.74 | W11501.39 |

**LOLA NORTH** (South to North) Elev: 1870'

|   |              |          |           |
|---|--------------|----------|-----------|
| 1 | PL 7742 1114 | N3613.84 | W11501.55 |
| 2 | PL 7745 1118 | N3613.86 | W11501.54 |
| 3 | PL 7750 1121 | N3613.90 | W11501.51 |
| 4 | PL 7754 1125 | N3613.91 | W11501.48 |
| 5 | PL 7758 1129 | N3613.90 | W11501.45 |
| 6 | PL 7763 1133 | N3613.95 | W11501.42 |
| 7 | PL 7767 1135 | N3613.94 | W11501.38 |

**34 SOUTH** Elev: 1860'

|  |              |          |           |
|--|--------------|----------|-----------|
|  | PL 7690 1124 | N3613.90 | W11501.90 |
|--|--------------|----------|-----------|

Note: UTM 11S, CL66

**GOLF REVETMENTS**

(South to North) Elev: 1840'

|    |              |          |           |
|----|--------------|----------|-----------|
| 1  | PL 7624 1014 | N3613.31 | W11502.36 |
| 2  | PL 7626 1015 | N3613.33 | W11502.36 |
| 3  | PL 7627 1017 | N3613.34 | W11502.35 |
| 4  | PL 7629 1021 | N3613.35 | W11502.33 |
| 5  | PL 7630 1023 | N3613.37 | W11502.31 |
| 6  | PL 7632 1025 | N3613.34 | W11502.30 |
| 7  | PL 7633 1027 | N3613.40 | W11502.28 |
| 8  | PL 7635 1028 | N3613.39 | W11502.26 |
| 9  | PL 7636 1030 | N3613.39 | W11502.25 |
| 10 | PL 7637 1034 | N3613.42 | W11502.24 |
| 11 | PL 7639 1036 | N3613.43 | W11502.24 |
| 12 | PL 7640 1038 | N3613.45 | W11502.24 |
| 13 | PL 7649 1047 | N3613.49 | W11502.23 |
| 14 | PL 7652 1049 | N3613.50 | W11502.21 |
| 15 | PL 7653 1055 | N3613.53 | W11502.20 |
| 16 | PL 7658 1062 | N3613.57 | W11502.17 |
| 17 | PL 7662 1066 | N3613.59 | W11502.14 |
| 18 | PL 7659 1057 | N3613.54 | W11502.16 |
| 19 | PL 7667 1070 | N3613.61 | W11502.11 |
| 20 | PL 7665 1070 | N3613.61 | W11502.12 |
| 21 | PL 7665 1072 | N3613.62 | W11502.12 |
| 22 | PL 7680 1085 | N3613.69 | W11502.02 |
| 23 | PL 7671 1074 | N3613.63 | W11502.08 |
| 24 | PL 7673 1075 | N3613.64 | W11502.07 |
| 25 | PL 7683 1087 | N3613.70 | W11502.00 |

Note: UTM 11S, CL66

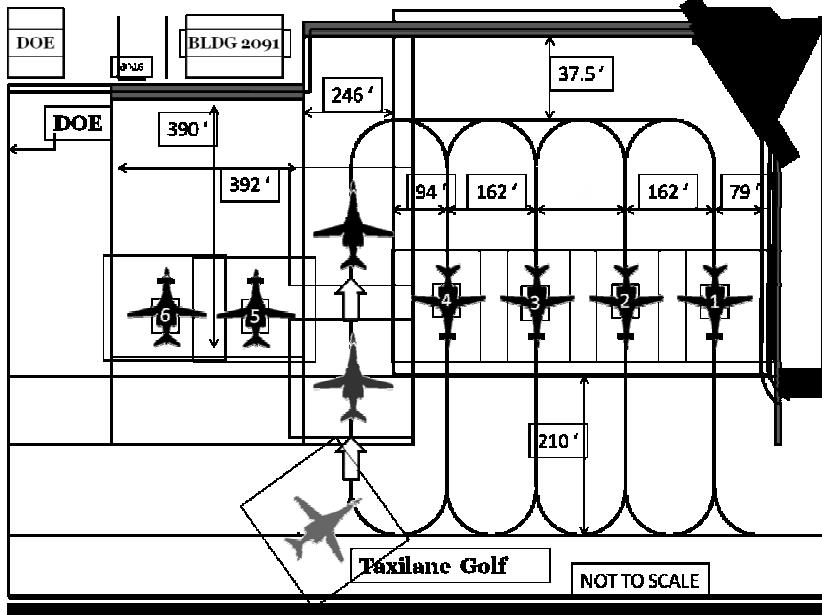
**GOLF REVETMENTS**

(South to North) Elev: 1840'

|    |              |          |           |
|----|--------------|----------|-----------|
| 1  | PL 7624 1014 | N3613.31 | W11502.36 |
| 2  | PL 7626 1015 | N3613.33 | W11502.36 |
| 3  | PL 7627 1017 | N3613.34 | W11502.35 |
| 4  | PL 7629 1021 | N3613.35 | W11502.33 |
| 5  | PL 7630 1023 | N3613.37 | W11502.31 |
| 6  | PL 7632 1025 | N3613.34 | W11502.30 |
| 7  | PL 7633 1027 | N3613.40 | W11502.28 |
| 8  | PL 7635 1028 | N3613.39 | W11502.26 |
| 9  | PL 7636 1030 | N3613.39 | W11502.25 |
| 10 | PL 7637 1034 | N3613.42 | W11502.24 |
| 11 | PL 7639 1036 | N3613.43 | W11502.24 |
| 12 | PL 7640 1038 | N3613.45 | W11502.24 |
| 13 | PL 7649 1047 | N3613.49 | W11502.23 |
| 14 | PL 7652 1049 | N3613.50 | W11502.21 |
| 15 | PL 7653 1055 | N3613.53 | W11502.20 |
| 16 | PL 7658 1062 | N3613.57 | W11502.17 |
| 17 | PL 7662 1066 | N3613.59 | W11502.14 |
| 18 | PL 7659 1057 | N3613.54 | W11502.16 |
| 19 | PL 7667 1070 | N3613.61 | W11502.11 |
| 20 | PL 7665 1070 | N3613.61 | W11502.12 |
| 21 | PL 7665 1072 | N3613.62 | W11502.12 |
| 22 | PL 7680 1085 | N3613.69 | W11502.02 |
| 23 | PL 7671 1074 | N3613.63 | W11502.08 |
| 24 | PL 7673 1075 | N3613.64 | W11502.07 |
| 25 | PL 7683 1087 | N3613.70 | W11502.00 |

Note: UTM 11S, CL66

## TRANSIENT EAST PARKING

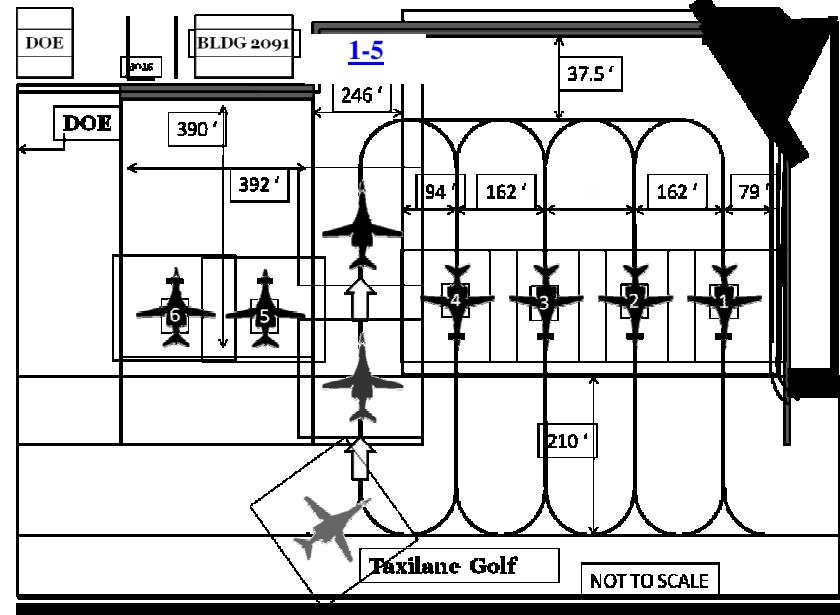


- Spots 1-4 & the taxi lane into the ramp are marked for B-1 wingtip clearance. Any aircraft larger than a B-1 must ensure they have wing walkers because wingtip clearance cannot be guaranteed. Aircraft must use the taxi lane between the parking areas to access spots 1-4. AGE equipment will be stored in the AGE area, not on the shoulders.
- Spots 5 & 6 are not properly marked. Aircraft must follow marshaller directions. Aircraft and equipment must be kept inside the red lines and east of the white line to protect wingtip clearance for Golf taxi lane.

| LOCATION              | COORDINATES        | ELEV  |
|-----------------------|--------------------|-------|
| <b>TRANSIENT EAST</b> |                    |       |
| Spot 1                | N3614.28 W11501.44 | 1818' |
| Spot 2                | N3614.30 W11501.44 | 1818' |
| Spot 3                | N3614.32 W11501.44 | 1824' |
| Spot 4                | N3614.34 W11501.44 | 1824' |
| <b>DOE RAMP</b>       |                    |       |
| South End             | N3614.40 W11501.38 | 1814' |
| Middle                | N3614.44 W11501.32 | 1814' |
| North End             | N3614.53 W11501.20 | 1814' |
| <b>BOMBER PAD</b>     |                    |       |
| Spot 1 (S End)        | N3613.71 W11501.95 | 1814' |
| Spot 2 (Mid)          | N3613.73 W11501.92 | 1814' |
| Spot 3 (N End)        | N3613.77 W11501.89 | 1814' |

1-5

## TRANSIENT EAST PARKING



- Spots 1-4 & the taxi lane into the ramp are marked for B-1 wingtip clearance. Any aircraft larger than a B-1 must ensure they have wing walkers because wingtip clearance cannot be guaranteed. Aircraft must use the taxi lane between the parking areas to access spots 1-4. AGE equipment will be stored in the AGE area, not on the shoulders.
- Spots 5 & 6 are not properly marked. Aircraft must follow marshaller directions. Aircraft and equipment must be kept inside the red lines and east of the white line to protect wingtip clearance for Golf taxi lane.

| LOCATION              | COORDINATES        | ELEV  |
|-----------------------|--------------------|-------|
| <b>TRANSIENT EAST</b> |                    |       |
| Spot 1                | N3614.28 W11501.44 | 1818' |
| Spot 2                | N3614.30 W11501.44 | 1818' |
| Spot 3                | N3614.32 W11501.44 | 1824' |
| Spot 4                | N3614.34 W11501.44 | 1824' |
| <b>DOE RAMP</b>       |                    |       |
| South End             | N3614.40 W11501.38 | 1814' |
| Middle                | N3614.44 W11501.32 | 1814' |
| North End             | N3614.53 W11501.20 | 1814' |
| <b>BOMBER PAD</b>     |                    |       |
| Spot 1 (S End)        | N3613.71 W11501.95 | 1814' |
| Spot 2 (Mid)          | N3613.73 W11501.92 | 1814' |
| Spot 3 (N End)        | N3613.77 W11501.89 | 1814' |

1-5

## RADIO CHANNELIZATION

| CH    | UHF     | VHF                      | AGENCY                                      |
|-------|---------|--------------------------|---|
| 1     | A/R     | A/R                      | Squadron Common                             |
| 2     | 289.400 | 120.9                    | Nellis Clearance Delivery                   |
| 3     | 275.800 | 121.8                    | Nellis Ground                               |
| 4     | 327.000 | 132.55                   | Nellis Tower                                |
| 5     | 385.400 | 135.1                    | Nellis Departure (RWY 21) / Arrival (RWY 3) |
| 6     | 273.550 | 124.95                   | Nellis Arrival (RWY 21) / Departure (RWY 3) |
| 7     | 317.525 | 126.65                   | Nellis Control—Sally                        |
| 8     | 254.400 | 119.35                   | Nellis Control—Leeee                        |
| 9     | 305.600 | 142.75                   | Bullseye SOF                                |
| 10    | 343.725 |                          | Single Frequency Approach (SFA)             |
| 11    | 270.100 |                          | ATIS  |
| 12    | 360.625 | 118.3                    | Creech AFB Tower                            |
| 13    | 317.450 |                          |   |
| 14    |         | Unit Option              |   |
| 15-19 |         | HAVE QUICK / Unit Option |   |
| 20    | 300.050 | HAVE QUICK               |   |

## LOCAL RADIO FREQUENCIES

|   |         |         |         |
|---|---------|---------|---------|
| Blackjack (NTTR Range Ops Center)             | 377.8   | 139.9   |         |
| Creech AFB Single Freq Approach (SFA)         | 285.525 | 118.3   |         |
| Creech AFB SOF                                | 226.100 | 235.750 | 134.100 |
| Desert Radio (Bike Lake Advisory)             | 302.3   | 126.2   | 41.00   |
| Desert Rock Airport--Mercury Radio            | 122.8   | 118.7   | 261.1   |
| Dreamland Approach                            | 261.1   | 126.15  |         |
| FSS Radio                                     | 255.4   | 122.4   |         |
| GREEN FLAG – West Ops                         | 251.2   | 138.1   |         |
| HAVE QUICK TOD Generator                      | 369.0   |         |         |
| Joshua Approach (addtl freqs in 2508 section) | 291.6   | 120.25  |         |
| Las Vegas Approach                            | 353.7   | 307.25  | 282.2   |
| Leach Lake Tactical Range                     | 381.1   | 268.0   |         |
| Los Angeles Center (West)                     | 377.1   | 124.625 |         |
| Los Angeles Center (East)                     | 343.6   | 124.2   |         |
| McCarran Tower                                | 257.8   | 119.9   |         |
| Nellis Approach                               | 273.55  | 124.95  | 380.3   |
| Nellis Command Post--“Raymond 22”             | 381.3   |         |         |
| Nellis Pilot-to-Metro (PMSV)                  | 323.9   |         |         |
| Nellis SFA                                    | 343.725 | 377.175 | 326.2   |
| RED FLAG – Nellis Ops                         | 234.9   |         |         |
| Silverbow Tower (Tonopah Test)                | 257.95  | 124.75  |         |
| Superior Valley Range (R-2509)                | 379.4   |         |         |

## RADIO CHANNELIZATION

| CH    | UHF     | VHF                      | AGENCY                                      |
|-------|---------|--------------------------|---|
| 1     | A/R     | A/R                      | Squadron Common                             |
| 2     | 289.400 | 120.9                    | Nellis Clearance Delivery                   |
| 3     | 275.800 | 121.8                    | Nellis Ground                               |
| 4     | 327.000 | 132.55                   | Nellis Tower                                |
| 5     | 385.400 | 135.1                    | Nellis Departure (RWY 21) / Arrival (RWY 3) |
| 6     | 273.550 | 124.95                   | Nellis Arrival (RWY 21) / Departure (RWY 3) |
| 7     | 317.525 | 126.65                   | Nellis Control—Sally                        |
| 8     | 254.400 | 119.35                   | Nellis Control—Leeee                        |
| 9     | 305.600 | 142.75                   | Bullseye SOF                                |
| 10    | 343.725 |                          | Single Frequency Approach (SFA)             |
| 11    | 270.100 |                          | ATIS  |
| 12    | 360.625 | 118.3                    | Creech AFB Tower                            |
| 13    | 317.450 |                          |   |
| 14    |         | Unit Option              |   |
| 15-19 |         | HAVE QUICK / Unit Option |   |
| 20    | 300.050 | HAVE QUICK               |   |

## LOCAL RADIO FREQUENCIES

|   |         |         |         |
|---|---------|---------|---------|
| Blackjack (NTTR Range Ops Center)             | 377.8   | 139.9   |         |
| Creech AFB Single Freq Approach (SFA)         | 285.525 | 118.3   |         |
| Creech AFB SOF                                | 226.100 | 235.750 | 134.100 |
| Desert Radio (Bike Lake Advisory)             | 302.3   | 126.2   | 41.00   |
| Desert Rock Airport--Mercury Radio            | 122.8   | 118.7   | 261.1   |
| Dreamland Approach                            | 261.1   | 126.15  |         |
| FSS Radio                                     | 255.4   | 122.4   |         |
| GREEN FLAG – West Ops                         | 251.2   | 138.1   |         |
| HAVE QUICK TOD Generator                      | 369.0   |         |         |
| Joshua Approach (addtl freqs in 2508 section) | 291.6   | 120.25  |         |
| Las Vegas Approach                            | 353.7   | 307.25  | 282.2   |
| Leach Lake Tactical Range                     | 381.1   | 268.0   |         |
| Los Angeles Center (West)                     | 377.1   | 124.625 |         |
| Los Angeles Center (East)                     | 343.6   | 124.2   |         |
| McCarran Tower                                | 257.8   | 119.9   |         |
| Nellis Approach                               | 273.55  | 124.95  | 380.3   |
| Nellis Command Post--“Raymond 22”             | 381.3   |         |         |
| Nellis Pilot-to-Metro (PMSV)                  | 323.9   |         |         |
| Nellis SFA                                    | 343.725 | 377.175 | 326.2   |
| RED FLAG – Nellis Ops                         | 234.9   |         |         |
| Silverbow Tower (Tonopah Test)                | 257.95  | 124.75  |         |
| Superior Valley Range (R-2509)                | 379.4   |         |         |

## NELLIS LOCAL SQUADRON FREQUENCIES

| UNIT                           | COMMON / MX / SUPPORT UNIT FREQs  |
|--------------------------------|---|
| WS Duty Desk                   | 361.500   |
| Adversary Support              | 328.500   |
| 66 WPS<br>(A-10)               | <b>VHF-AM:</b> 138.375, 140.275, 139.400, 141.550, 148.250<br><b>VHF-FM:</b> 32.45, 32.65, 32.85<br><b>UHF:</b> 225.500<br><b>Support Units:</b> 323.350, 255.300, 140.975, 148.850   |
| 16 WPS<br>(F-16)               | <b>VHF-AM:</b> 138.250, 138.675, 141.625, 138.775, 139.550, 140.150<br><b>OPS/MX Freq:</b> 264.600<br><b>Support Units:</b> 318.000, 326.150, 381.325   |
| 433 WPS<br>(F-15C, F-22)       | <b>UHF:</b> 260.100, 322.250<br><b>OPS/MX Freq:</b> 323.850<br><b>Support Units:</b> 140.175, 140.400, 140.700  |
| 17 WPS<br>(F-15E)              | <b>UHF:</b> 257.100, 326.775<br><b>Support Units:</b> 140.325   |
| 34 WPS<br>(HH-60)              | <b>VHF-AM:</b> 141.800<br><b>VHF-FM:</b> 41.50<br><b>UHF:</b> 233.600, 239.700  |
| 26 WPS<br>(MQ-1/MQ-9)          | <b>VHF-AM:</b> 126.200<br><b>UHF:</b> 243.275, 253.950<br><b>Support Units:</b> 355.100, 143.925  |
| 422 Ops Desk                   | 379.600   |
| 422 A-10                       | <b>VHF-AM:</b> 138.200, 143.600, 140.475 // <b>VHF-FM:</b> 40.15, 41.45, 41.95<br><b>UHF:</b> 324.850<br><b>Support Units:</b> 342.200  |
| 422 F-16                       | <b>VHF-AM:</b> 139.725, 140.950<br><b>OPS/MX Freq:</b> 297.500<br><b>Support Units:</b> 268.600, 253.950  |
| 422 F-15C                      | <b>UHF:</b> 315.800<br><b>OPS/MX Freq:</b> 323.850<br><b>Support Units:</b> 141.650   |
| 422 F-15E                      | <b>UHF:</b> 278.400, 326.15<br><b>Support Units:</b> 140.450, 141.925   |
| 422 F-22                       | <b>VHF-AM:</b> 139.875<br><b>UHF:</b> 305.650, 266.600<br><b>MX Freq:</b> 142.300, 138.550, 143.550<br><b>Support Units:</b> 262.650  |
| 64 AGRS<br>(F-16)              | <b>VHF-AM:</b> 139.750, 139.850, 141.675, 143.825, 149.525<br><b>OPS/MX Freq:</b> 252.100   |
| 65 AGRS<br>(F-15)              | <b>UHF:</b> 283.8, 262.75, 284.55<br><b>OPS/MX Freq:</b> 252.100  |
| Green Flag – West<br>(549 CTS) | <b>VHF-AM:</b> 138.100, 139.575, 139.925, 139.975 // <b>VHF-FM:</b> 46.85<br><b>UHF:</b> 251.200<br><b>OPS Freq:</b> 251.200, 138.100<br><b>Support Units:</b> 316.950 // <b>Ft Irwin Freqs:</b> 140.275 (See exercise guide) |
| Red Flag                       | <b>OPS Freq:</b> 234.9 (Contact RF Freq Spectrum Mgr for all frequencies)   |
| 66 RQS<br>(HH-60)              | <b>VHF-AM:</b> 139.400, 141.625, 148.25 // <b>VHF-FM:</b> 40.80, 46.90<br><b>UHF:</b> 252.800, 314.400<br><b>OPS/MX Freq:</b> 259.000   |
| USAFAADS<br>(Thunderbirds)     | <b>VHF-AM:</b> 150.15<br><b>UHF:</b> 322.95<br><b>OPS Freq:</b> 235.250, 143.70   |

## NELLIS LOCAL SQUADRON FREQUENCIES

| UNIT                           | COMMON / MX / SUPPORT UNIT FREQs  |
|--------------------------------|---|
| WS Duty Desk                   | 361.500   |
| Adversary Support              | 328.500   |
| 66 WPS<br>(A-10)               | <b>VHF-AM:</b> 138.375, 140.275, 139.400, 141.550, 148.250<br><b>VHF-FM:</b> 32.45, 32.65, 32.85<br><b>UHF:</b> 225.500<br><b>Support Units:</b> 323.350, 255.300, 140.975, 148.850   |
| 16 WPS<br>(F-16)               | <b>VHF-AM:</b> 138.250, 138.675, 141.625, 138.775, 139.550, 140.150<br><b>OPS/MX Freq:</b> 264.600<br><b>Support Units:</b> 318.000, 326.150, 381.325   |
| 433 WPS<br>(F-15C, F-22)       | <b>UHF:</b> 260.100, 322.250<br><b>OPS/MX Freq:</b> 323.850<br><b>Support Units:</b> 140.175, 140.400, 140.700  |
| 17 WPS<br>(F-15E)              | <b>UHF:</b> 257.100, 326.775<br><b>Support Units:</b> 140.325   |
| 34 WPS<br>(HH-60)              | <b>VHF-AM:</b> 141.800<br><b>VHF-FM:</b> 41.50<br><b>UHF:</b> 233.600, 239.700  |
| 26 WPS<br>(MQ-1/MQ-9)          | <b>VHF-AM:</b> 126.200<br><b>UHF:</b> 243.275, 253.950<br><b>Support Units:</b> 355.100, 143.925  |
| 422 Ops Desk                   | 379.600   |
| 422 A-10                       | <b>VHF-AM:</b> 138.200, 143.600, 140.475 // <b>VHF-FM:</b> 40.15, 41.45, 41.95<br><b>UHF:</b> 324.850<br><b>Support Units:</b> 342.200  |
| 422 F-16                       | <b>VHF-AM:</b> 139.725, 140.950<br><b>OPS/MX Freq:</b> 297.500<br><b>Support Units:</b> 268.600, 253.950  |
| 422 F-15C                      | <b>UHF:</b> 315.800<br><b>OPS/MX Freq:</b> 323.850<br><b>Support Units:</b> 141.650   |
| 422 F-15E                      | <b>UHF:</b> 278.400, 326.15<br><b>Support Units:</b> 140.450, 141.925   |
| 422 F-22                       | <b>VHF-AM:</b> 139.875<br><b>UHF:</b> 305.650, 266.600<br><b>MX Freq:</b> 142.300, 138.550, 143.550<br><b>Support Units:</b> 262.650  |
| 64 AGRS<br>(F-16)              | <b>VHF-AM:</b> 139.750, 139.850, 141.675, 143.825, 149.525<br><b>OPS/MX Freq:</b> 252.100   |
| 65 AGRS<br>(F-15)              | <b>UHF:</b> 283.8, 262.75, 284.55<br><b>OPS/MX Freq:</b> 252.100  |
| Green Flag – West<br>(549 CTS) | <b>VHF-AM:</b> 138.100, 139.575, 139.925, 139.975 // <b>VHF-FM:</b> 46.85<br><b>UHF:</b> 251.200<br><b>OPS Freq:</b> 251.200, 138.100<br><b>Support Units:</b> 316.950 // <b>Ft Irwin Freqs:</b> 140.275 (See exercise guide) |
| Red Flag                       | <b>OPS Freq:</b> 234.9 (Contact RF Freq Spectrum Mgr for all frequencies)   |
| 66 RQS<br>(HH-60)              | <b>VHF-AM:</b> 139.400, 141.625, 148.25 // <b>VHF-FM:</b> 40.80, 46.90<br><b>UHF:</b> 252.800, 314.400<br><b>OPS/MX Freq:</b> 259.000   |
| USAFAADS<br>(Thunderbirds)     | <b>VHF-AM:</b> 150.15<br><b>UHF:</b> 322.95<br><b>OPS Freq:</b> 235.250, 143.70   |



## LOCAL TACANS

| TACAN         | ID  | CH  | LAT      | LONG      | ELEV  | MAG/VAR(E) |
|---------------|-----|-----|----------|-----------|-------|------------|
| Beatty        | BTY | 94  | N3648.54 | W11644.86 | 2925' | 16.0       |
| Boulder       | BLD | 114 | N3559.75 | W11451.82 | 3650' | 15.0       |
| China Lake    | NID | 53  | N3541.28 | W11741.93 | 2272' | 16.0       |
| Creech AFB    | INS | 87  | N3635.20 | W11540.12 | 3101' | 15.0       |
| Daggett       | DAG | 79  | N3457.75 | W11634.69 | 1760' | 15.0       |
| Edwards       | EDW | 111 | N3458.94 | W11743.96 | 2354' | 15.0       |
| Luke          | LUF | 77  | N3332.26 | W11222.81 | 1076' | 13.0       |
| McCarran Intl | LAS | 116 | N3604.78 | W11509.59 | 2142' | 15.0       |
| Mormon Mesa   | MMM | 90  | N3646.16 | W11416.65 | 2120  | 15.0       |
| Nellis        | LSV | 12  | N3614.68 | W11501.50 | 1864' | 15.0       |
| Tonopah Muni  | TPH | 119 | N3801.84 | W11702.01 | 5330' | 17.0       |
| Tonopah Test  | TOO | 77  | N3748.00 | W11647.00 | 5500' | 15.0       |
| Wilson Creek  | ILC | 110 | N3815.02 | W11423.65 | 9318' | 16.0       |

## LOCAL AREA NAVIGATION POINTS

| ATC POINT      | RAD/DME     | LAT        | LONG        |
|----------------|-------------|------------|-------------|
| ACTON          | LSV 019/36  | N 3644.52  | W 11436.45  |
| APEX           | LSV 025/09  | N 3621.58  | W 11454.34  |
| ARCOE          | LSV 355/30  | N 3644.26  | W 11455.02  |
| BIGHORN        | LSV 345/97  | N 3752.00  | W 11502.00  |
| CESAR          | LSV 288/85  | N 3700.49  | W 11630.51  |
| CARPP          | LSV 356/63  | N 3717.00  | W 11450.72  |
| Dry Lake       | LSV 015/15  | N 3627.68  | W 11452.21  |
| CRAIG          | LSV 261/5.5 | N 3615.25  | W 11508.27  |
| DREAM          | LAS 352/66  | N 3710.34  | W 11459.53  |
| DUCK           | LSV 050/7.5 | N 3617.84  | W 11453.09  |
| ELKXX          | LSV 359/100 | N 3752.00  | W 11430.00  |
| FLEX           | LSV 335/04  | N 3618.62  | W 11502.36  |
| FLUSH          | LSV 285/73  | N 3650.80  | W 11620.27  |
| FYTTR          | LSV 267/33  | N 3621.44  | W 11541.47  |
| GARTH          | LSV 300/90  | N 3717.96  | W 11621.26  |
| GASS PEAK      | LSV 307/12  | N 3624.14  | W 11510.66  |
| Jettison Hill  | LSV 348/5.2 | N 3619.88  | W 11501.17  |
| JUNNO          | BLD 344/44  | N 3643.80  | W 11452.77  |
| Leach Lake     | DAG 338/40  | N 3537.51  | W 11640.67  |
| MINTT          | LSV 340/28  | N 3642.74  | W 11506.29  |
| MOOSE          | LSV 014/94  | N 3736.77  | W 11404.42  |
| MOPAR          | BTY 344/29  | N 3717.00  | W 11645.00  |
| NIXON          | LSV 289/30  | N 3632.01  | W 11532.25  |
| NUGGE          | BLD 344/68  | N 37-07.83 | W 114-53.29 |
| PIUTE          | INS 243/21  | N 3630.68  | W 11605.69  |
| RAMMM          | LSV 021/38  | N 3645.00  | W 11433.33  |
| SARAH          | LSV 311/24  | N 3636.45  | W 11518.03  |
| SHOWW          | BTY 095/37  | N 3634.25  | W 11602.27  |
| SIMNS          | LSV 274/8   | N 3617.34  | W 11510.75  |
| STRIP          | INS 112/24  | N 3620.60  | W 11516.48  |
| STRYK          | LSV 280/26  | N 3625.62  | W 11530.70  |
| Stuckey's Peak | LSV 002/52  | N 3704.10  | W 11444.30  |
| Texas Lake     | LSV 349/64  | N 3719.00  | W 11457.50  |
| TIMBR          | LSV 009/33  | N 3645.00  | W 11444.58  |
| TROUTT         | LSV 344/63  | N 3717.00  | W 11507.05  |
| TUCKY          | BTY 210/18  | N 3635.50  | W 11700.10  |
| VETTT          | LSV 028/31  | N 3637.34  | W 11435.19  |
| Winner LZ      | LSV 355/5.8 | N 3620.33  | W 11500.25  |

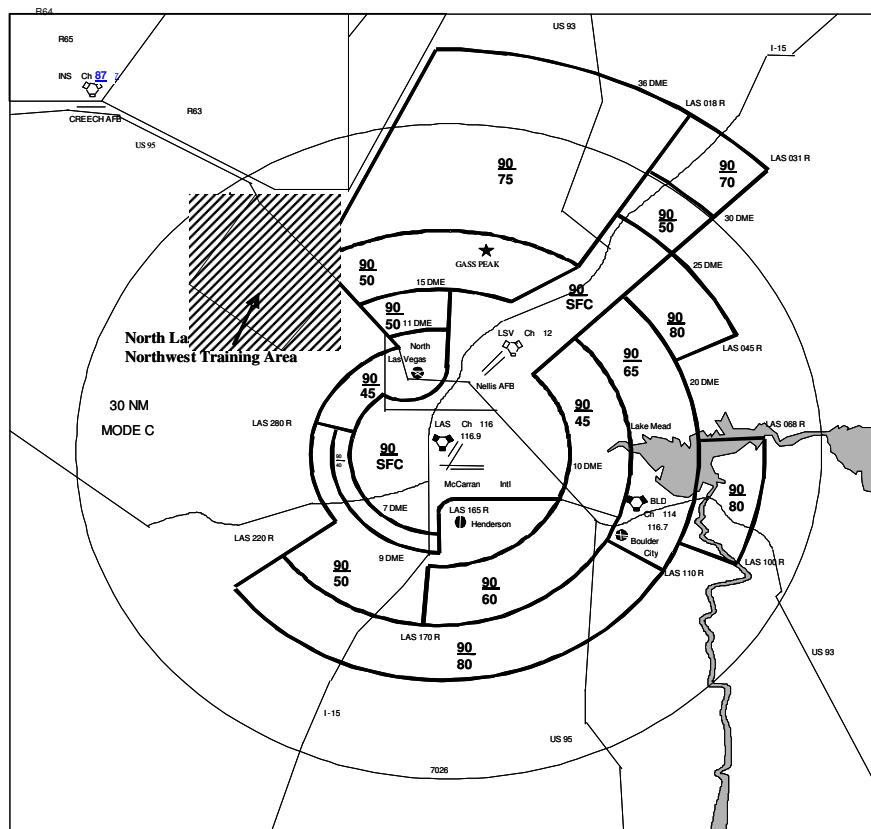
## LOCAL TACANS

| TACAN         | ID  | CH  | LAT      | LONG      | ELEV  | MAG/VAR(E) |
|---------------|-----|-----|----------|-----------|-------|------------|
| Beatty        | BTY | 94  | N3648.54 | W11644.86 | 2925' | 16.0       |
| Boulder       | BLD | 114 | N3559.75 | W11451.82 | 3650' | 15.0       |
| China Lake    | NID | 53  | N3541.28 | W11741.93 | 2272' | 16.0       |
| Creech AFB    | INS | 87  | N3635.20 | W11540.12 | 3101' | 15.0       |
| Daggett       | DAG | 79  | N3457.75 | W11634.69 | 1760' | 15.0       |
| Edwards       | EDW | 111 | N3458.94 | W11743.96 | 2354' | 15.0       |
| Luke          | LUF | 77  | N3332.26 | W11222.81 | 1076' | 13.0       |
| McCarran Intl | LAS | 116 | N3604.78 | W11509.59 | 2142' | 15.0       |
| Mormon Mesa   | MMM | 90  | N3646.16 | W11416.65 | 2120  | 15.0       |
| Nellis        | LSV | 12  | N3614.68 | W11501.50 | 1864' | 15.0       |
| Tonopah Muni  | TPH | 119 | N3801.84 | W11702.01 | 5330' | 17.0       |
| Tonopah Test  | TOO | 77  | N3748.00 | W11647.00 | 5500' | 15.0       |
| Wilson Creek  | ILC | 110 | N3815.02 | W11423.65 | 9318' | 16.0       |

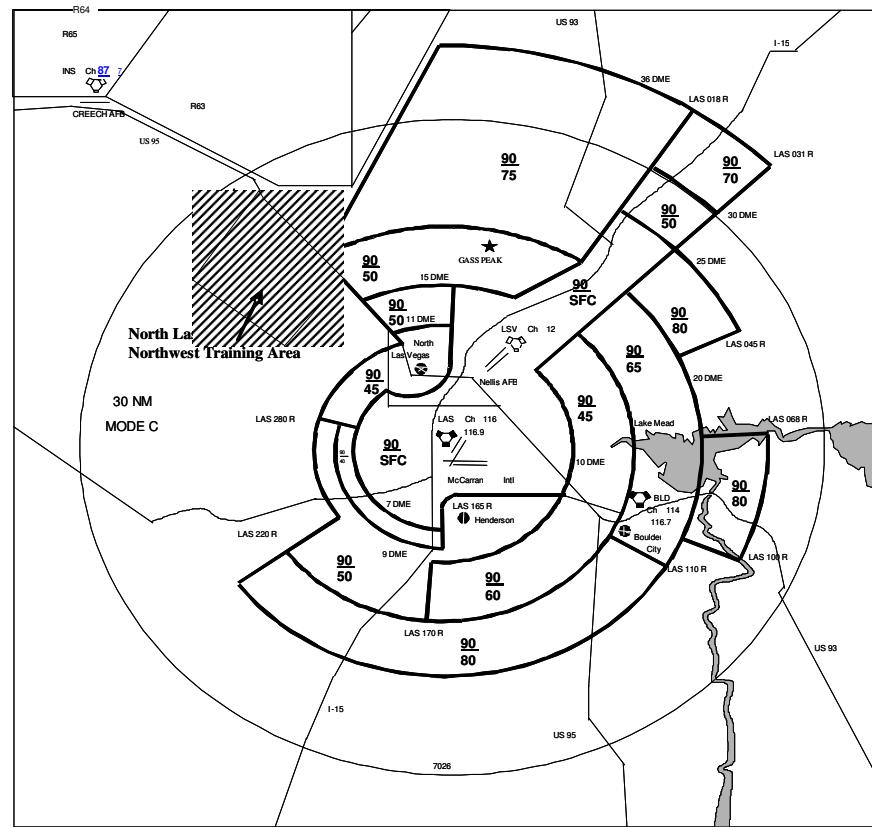
## LOCAL AREA NAVIGATION POINTS

| ATC POINT      | RAD/DME     | LAT        | LONG        |
|----------------|-------------|------------|-------------|
| ACTON          | LSV 019/36  | N 3644.52  | W 11436.45  |
| APEX           | LSV 025/09  | N 3621.58  | W 11454.34  |
| ARCOE          | LSV 355/30  | N 3644.26  | W 11455.02  |
| BIGHORN        | LSV 345/97  | N 3752.00  | W 11502.00  |
| CESAR          | LSV 288/85  | N 3700.49  | W 11630.51  |
| CARPP          | LSV 356/63  | N 3717.00  | W 11450.72  |
| Dry Lake       | LSV 015/15  | N 3627.68  | W 11452.21  |
| CRAIG          | LSV 261/5.5 | N 3615.25  | W 11508.27  |
| DREAM          | LAS 352/66  | N 3710.34  | W 11459.53  |
| DUCK           | LSV 050/7.5 | N 3617.84  | W 11453.09  |
| ELKXX          | LSV 359/100 | N 3752.00  | W 11430.00  |
| FLEX           | LSV 335/04  | N 3618.62  | W 11502.36  |
| FLUSH          | LSV 285/73  | N 3650.80  | W 11620.27  |
| FYTTR          | LSV 267/33  | N 3621.44  | W 11541.47  |
| GARTH          | LSV 300/90  | N 3717.96  | W 11621.26  |
| GASS PEAK      | LSV 307/12  | N 3624.14  | W 11510.66  |
| Jettison Hill  | LSV 348/5.2 | N 3619.88  | W 11501.17  |
| JUNNO          | BLD 344/44  | N 3643.80  | W 11452.77  |
| Leach Lake     | DAG 338/40  | N 3537.51  | W 11640.67  |
| MINTT          | LSV 340/28  | N 3642.74  | W 11506.29  |
| MOOSE          | LSV 014/94  | N 3736.77  | W 11404.42  |
| MOPAR          | BTY 344/29  | N 3717.00  | W 11645.00  |
| NIXON          | LSV 289/30  | N 3632.01  | W 11532.25  |
| NUGGE          | BLD 344/68  | N 37-07.83 | W 114-53.29 |
| PIUTE          | INS 243/21  | N 3630.68  | W 11605.69  |
| RAMMM          | LSV 021/38  | N 3645.00  | W 11433.33  |
| SARAH          | LSV 311/24  | N 3636.45  | W 11518.03  |
| SHOWW          | BTY 095/37  | N 3634.25  | W 11602.27  |
| SIMNS          | LSV 274/8   | N 3617.34  | W 11510.75  |
| STRIP          | INS 112/24  | N 3620.60  | W 11516.48  |
| STRYK          | LSV 280/26  | N 3625.62  | W 11530.70  |
| Stuckey's Peak | LSV 002/52  | N 3704.10  | W 11444.30  |
| Texas Lake     | LSV 349/64  | N 3719.00  | W 11457.50  |
| TIMBR          | LSV 009/33  | N 3645.00  | W 11444.58  |
| TROUTT         | LSV 344/63  | N 3717.00  | W 11507.05  |
| TUCKY          | BTY 210/18  | N 3635.50  | W 11700.10  |
| VETTT          | LSV 028/31  | N 3637.34  | W 11435.19  |
| Winner LZ      | LSV 355/5.8 | N 3620.33  | W 11500.25  |

## LAS VEGAS CLASS-B AIRSPACE



## LAS VEGAS CLASS-B AIRSPACE



## **NOISE ABATEMENT PROCEDURES (RWY 21)**

- Maintain runway heading; expedite climb to 2,500-3,000' MSL.
- Unless flight manual directs otherwise fighter aircraft will terminate afterburner NLT 300 KTS (360 KTS for B-1B aircraft) or abeam the southwest end of the golf course, whichever occurs last.
- Abeam the southwest end of the golf course, initiate 60° banked right turn (safety of flight permitting) to 300° to avoid populated areas and fly between Shadow Creek and Craig Ranch Golf courses.
- Depending on the NAVAID for the departure to be flown, cross the LSV R-253 or LAS R-349 westbound between 5,000-6,000' MSL.
- Aircraft will intercept the LAS R-349 outbound NLT 12 DME.
- Aircraft shall remain within 4.0 DME of LSV until westbound and will not penetrate the LAS 7.5 DME arc.

### **NOTE**

Flight leads must not delay their turn nor will wingmen drop low or turn out early to expedite join-up.

## **NOISE ABATEMENT PROCEDURES (RWY 21)**

- Maintain runway heading; expedite climb to 2,500-3,000' MSL.
- Unless flight manual directs otherwise fighter aircraft will terminate afterburner NLT 300 KTS (360 KTS for B-1B aircraft) or abeam the southwest end of the golf course, whichever occurs last.
- Abeam the southwest end of the golf course, initiate 60° banked right turn (safety of flight permitting) to 300° to avoid populated areas and fly between Shadow Creek and Craig Ranch Golf courses.
- Depending on the NAVAID for the departure to be flown, cross the LSV R-253 or LAS R-349 westbound between 5,000-6,000' MSL.
- Aircraft will intercept the LAS R-349 outbound NLT 12 DME.
- Aircraft shall remain within 4.0 DME of LSV until westbound and will not penetrate the LAS 7.5 DME arc.

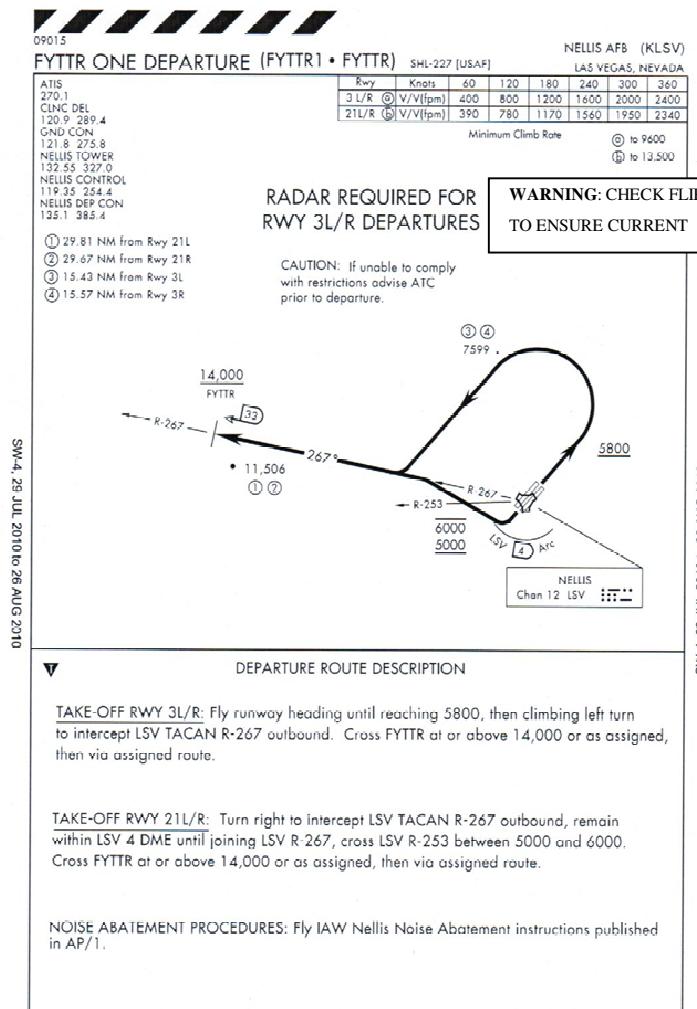
### **NOTE**

Flight leads must not delay their turn nor will wingmen drop low or turn out early to expedite join-up.

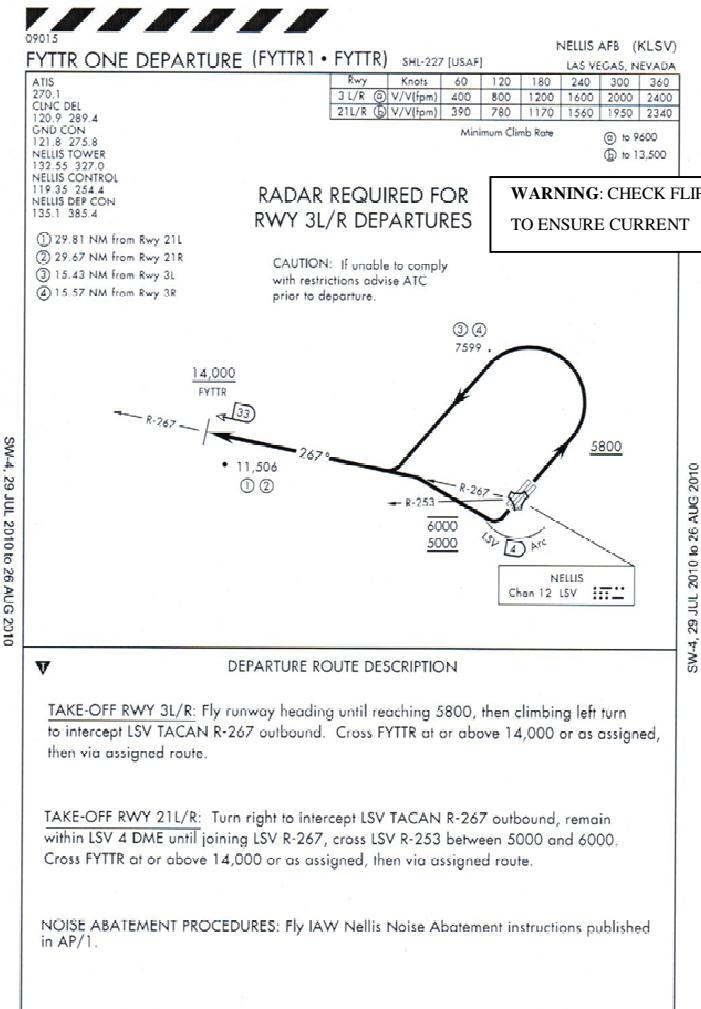
- Aircraft unable to comply with Noise Abatement procedures will advise ATC prior to departure.
- If clearance is in conflict with Noise Abatement procedures, query Ground control.

- Aircraft unable to comply with Noise Abatement procedures will advise ATC prior to departure.
- If clearance is in conflict with Noise Abatement procedures, query Ground control.

## FYTTR ONE DEPARTURE



## FYTTR ONE DEPARTURE

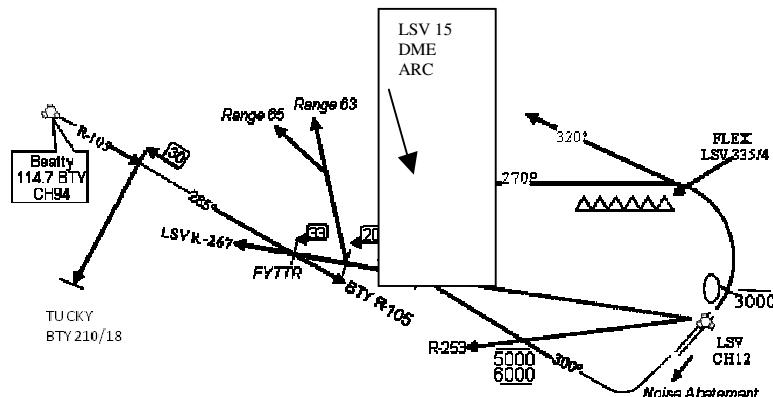


- If VMC exists, aircrew will follow the Noise Abatement procedures found on page 1-10 of this IFG.
- If executing Noise Abatement or FLEX Turnout, aircrews are responsible for terrain avoidance until established on the departure.

- If VMC exists, aircrew will follow the Noise Abatement procedures found on page 1-10 of this IFG.
- If executing Noise Abatement procedures or FLEX Turnout, aircrews are responsible for terrain avoidance until established on the departure.

## FYTTR LOW DEPARTURE

**VFR ONLY**  
**Pilot Responsible for Terrain/Obstacle Avoidance.**  
**If unable to maintain VMC, request IFR service from NATCF**



### TAKE-OFF RWY 3L/R:

- Remain below 3,000' MSL until north of Race Track, then turn left within 4 NM of Nellis direct FLEX.
- Fly north of FLEX and then turn to heading 270°, intercept the LSV 15 DME arc at or below 8,000' MSL
- Arc south, intercept the LSV R-267 outbound. Maintain VFR.

TUKCY  
BTY 210/18

### TAKE-OFF RWY 21L/21R:

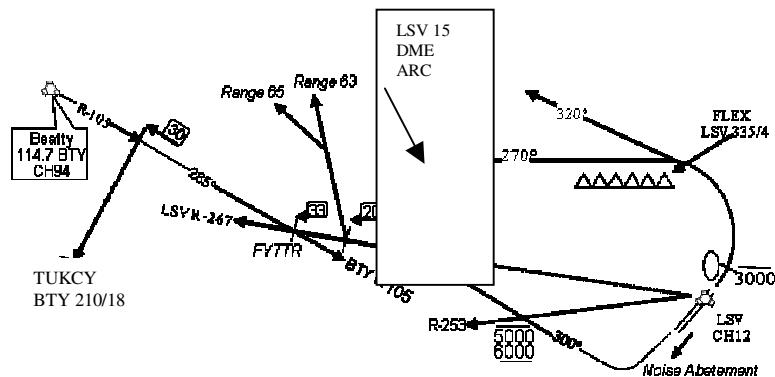
- Follow Noise Abatement procedures.
- Fly runway heading until past Golf Course, then right to 300°.
- Cross LSV R-253 between 5,000-6,000' MSL, intercept and proceed outbound on the LSV R-267.
- Recommend climb to 8,500' MSL or appropriate VFR altitude for overflight of the North Las Vegas Training Area.
- Fly routing for appropriate mission/transition.

### TRANSITIONS:

- **R-4806:** Turn right at the LSV 267/20 direct to assigned ranges.
- **BEATTY:** Turn right at FYTTR direct BTY via the BTY R-105.
- **R-2508:** Turn right at FYTTR, intercept the BTY 100/30, direct TUCKY, then direct R2508.

## FYTTR LOW DEPARTURE

**VFR ONLY**  
**Pilot Responsible for Terrain/Obstacle Avoidance.**  
**If unable to maintain VMC, request IFR service from NATCF**



### T

- 100' MSL until north of Race Track, then turn left within 4 ct FLEX.
- Fly north of FLEX and then turn to heading 270°, intercept the LSV 15 DME arc at or below 8,000' MSL
- Arc south, intercept the LSV R-267 outbound. Maintain VFR.

### TAKE-OFF RWY 21L/21R:

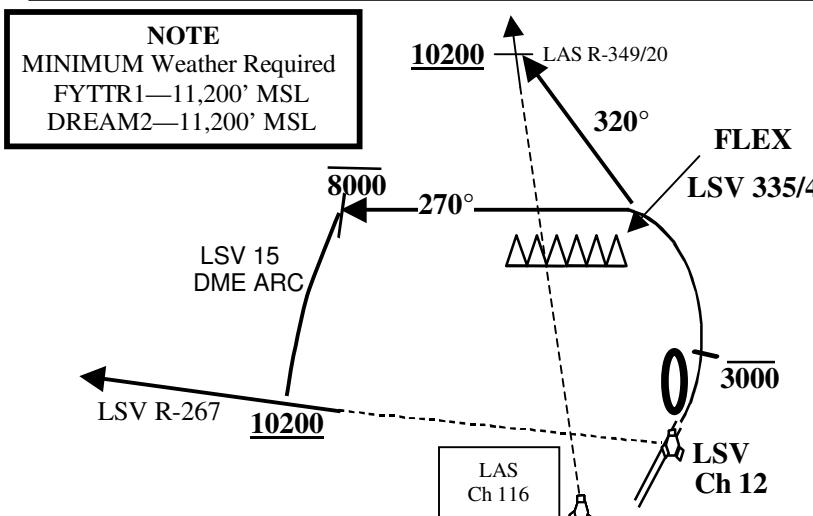
- Follow Noise Abatement procedures.
- Fly runway heading until past Golf Course, then right to 300°.
- Cross LSV R-253 between 5,000-6,000' MSL, intercept and proceed outbound on the LSV R-267.
- Recommend climb to 8,500' MSL or appropriate VFR altitude for overflight of the North Las Vegas Training Area.
- Fly routing for appropriate mission/transition.

### TRANSITIONS:

- **R-4806:** Turn right at the LSV 267/20 direct to assigned ranges.
- **BEATTY:** Turn right at FYTTR direct BTY via the BTY R-105.
- **R-2508:** Turn right at FYTTR, intercept the BTY 100/30, direct TUCKY, then direct R2508.

## FLEX TURNOUT

**VFR ONLY – Pilot Responsible for Terrain/Obstacle Avoidance.**  
If unable to maintain VMC, request IFR service from NATCF.



- Used for RWY 3 departures regardless of active runway (i.e. opposite direction takeoffs, quick turnouts to deconflict with opposite direction landings, live, heavyweight, inert or rocket ordnance).
- May also be used for FYTRR ONE departures when RWY 3 is active
- Procedure is VFR to IFR. During VFR portion aircrews are responsible for terrain clearance. Class B VFR separation services will be provided as appropriate.
- Request from Ground prior to taxi and approved by Tower prior to takeoff.**

### FYTTR ONE:

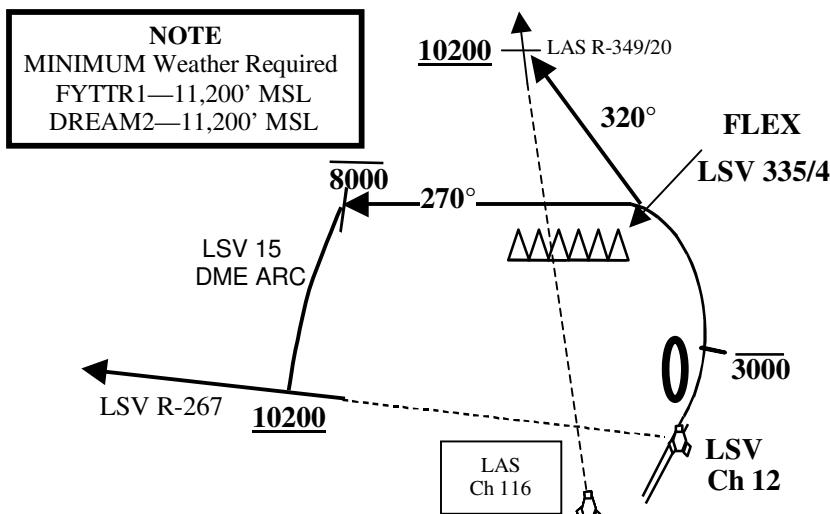
- Remain below 3,000' MSL until north of Race Track [and turned westbound.](#)
- Turn left within 4 NM of Nellis direct FLEX.
- Fly north of FLEX and then heading 270°
- Intercept the LSV 15 DME arc at or below 8,000' MSL and arc south.
- Intercept the LSV R-267/15 at or above 10,200' MSL and track outbound.  
Aircrues are VFR until intercepting the LSV R-267 at or above 10,200' MSL.
- If unable to comply with restrictions, maintain VFR and advise approach.

### DREAM TWO:

- Remain below 3,000' MSL until north of Race Track; [then left and to](#) heading 320°.
- Intercept the LAS R-349 (Ch 116) and comply with DREAM TWO restrictions.  
Aircrues are VFR until crossing the LAS R-349/20 at or above 10,200' MSL.
- If unable to comply with restrictions, maintain VFR and advise approach.
- All FLEX Turnouts to the DREAM will comply with RWY 21 DREAM TWO**

## FLEX TURNOUT

**VFR ONLY – Pilot Responsible for Terrain/Obstacle Avoidance.**  
**If unable to maintain VMC, request IFR service from NATCF.**



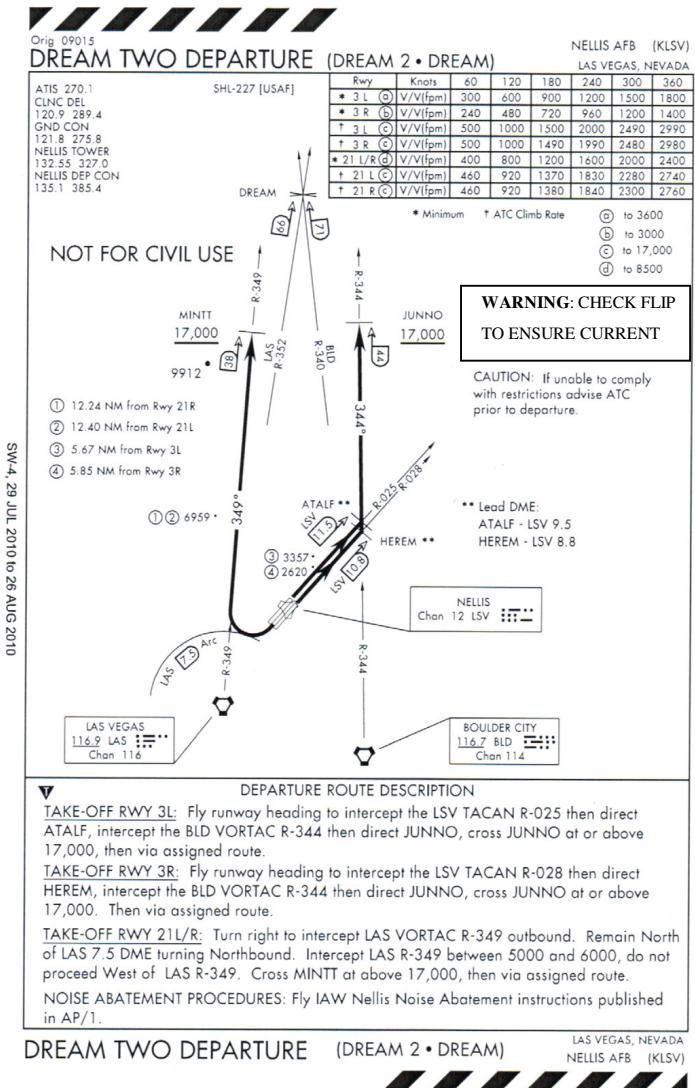
- Used for RWY 3 departures regardless of active runway (i.e. opposite direction takeoffs, quick turnouts to deconflict with opposite direction landings, live, heavyweight, inert or rocket ordnance).
- May also be used for FYTTR ONE departures when RWY 3 is active
- Procedure is VFR to IFR. During VFR portion aircrews are responsible for terrain clearance. Class B VFR separation services will be provided as appropriate.
- Request from Ground prior to taxi and approved by Tower prior to takeoff.**

### FYTTR ONE:

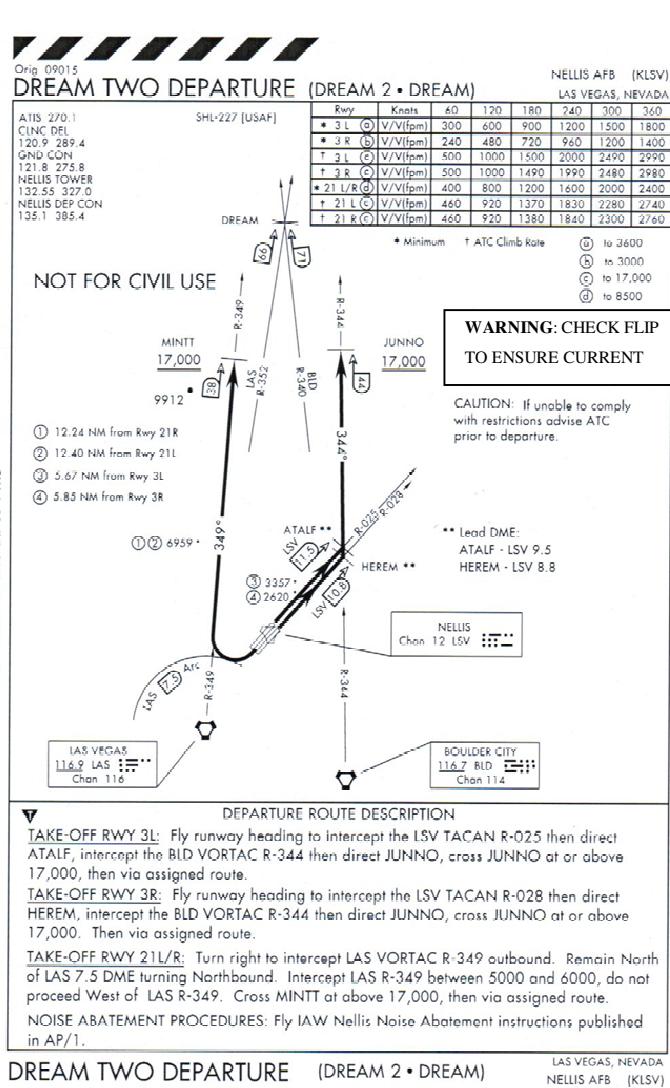
- Remain below 3,000' MSL until north of Race Track and turned westbound.
- Turn left within 4 NM of Nellis direct FLEX.
- Fly north of FLEX and then heading 270°
- Intercept the LSV 15 DME arc at or below 8,000' MSL and arc south.
- Intercept the LSV R-267/15 at or above 10,200' MSL and track outbound.  
 Aircrews are VFR until intercepting the LSV R-267 at or above 10,200' MSL.
- If unable to comply with restrictions, maintain VFR and advise approach.

### DREAM TWO:

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



SW4-29 JUL 2010 to 26 AUG 2010



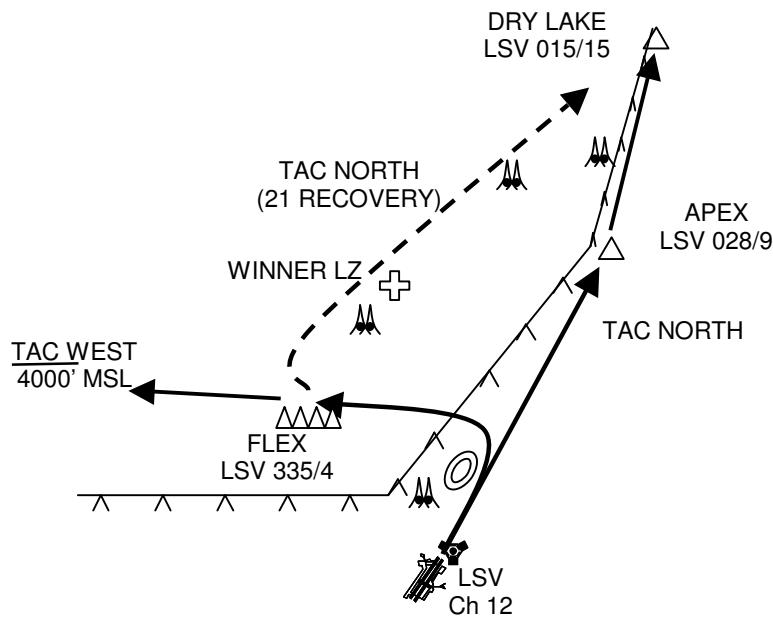
SW4-29 JUL 2010 to 26 AUG 2010

- If VMC exists, aircrew will follow the Noise Abatement procedures found on page 1-10 of this IFG.
- For High Performance Aircraft Only. If unable to meet climb gradient, file a departure procedure and request “radar vectors” (min 300’/nm required).
- If executing Noise Abatement or FLEX Turnout, aircrews are responsible for terrain avoidance until established on the departure.

- If VMC exists, aircrew will follow the Noise Abatement procedures found on page 1-10 of this IFG.
- For High Performance Aircraft Only. If unable to meet climb gradient, file a departure procedure and request “radar vectors” (min 300’/nm required).
- If executing Noise Abatement or FLEX Turnout, aircrews are responsible for terrain avoidance until established on the departure.

## A-10 TACTICAL DEPARTURE

- Tac North / Tac West departures only flown during daylight from RWY 03
- Maintain local channel 4 until clear of Class B airspace
- Use caution for helicopters operating 3 Nm NE of FLEX (Winner LZ).
- Flights will remain at 500' AGL until deconflicted with helicopter traffic.
- Upon reaching FLEX or Dry Lake maintain VFR, remain clear of Class B airspace, and switch frequency to coordinate for range entry.



### TAC NORTH:

- Proceed direct APEX then direct Dry Lake. Report "APEX" informing ATC flight will clear Class B in 3Nm enroute to Dry Lake.
- For opposite direction takeoffs when RWY 21 is the active runway, proceed to FLEX then direct to Dry Lake. Report "FLEX" to inform ATC flight is clear of Class B airspace. Use caution for helicopter training NE of FLEX

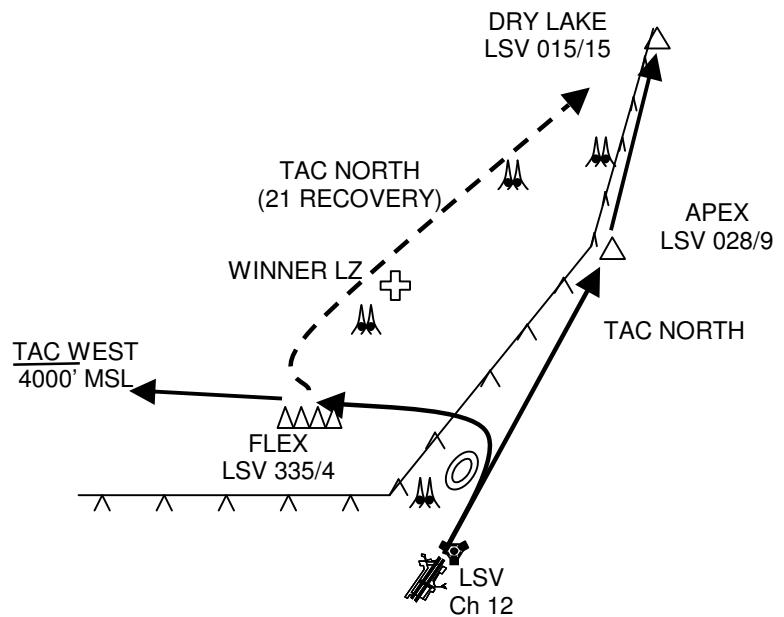
### TAC WEST:

- Proceed to FLEX. Report "FLEX" to inform ATC flight is clear of Class B airspace. Remain below 4000' MSL until north of Gass Peak. Low flying aircraft should remain south of the Clark County Shooting Park.

1-164a/1-14b  
(blank) — Chg 1

## A-10 TACTICAL DEPATURE

- Tac North / Tac West departures only flown during daylight from RWY 03
- Maintain local channel 4 until clear of Class B airspace
- Use caution for helicopters operating 3 Nm NE of FLEX (Winner LZ).
- Flights will remain at 500' AGL until deconflicted with helicopter traffic.
- Upon reaching FLEX or Dry Lake maintain VFR, remain clear of Class B airspace, and switch frequency to coordinate for range entry.



### TAC NORTH:

- Proceed direct APEX then direct Dry Lake. Report "APEX" informing ATC flight will clear Class B in 3Nm enroute to Dry Lake.
- For opposite direction takeoffs when RWY 21 is the active runway, proceed to FLEX then direct to Dry Lake. Report "FLEX" to inform ATC flight is clear of Class B airspace. Use caution for helicopter training NE of FLEX

### TAC WEST:

- Proceed to FLEX. Report "FLEX" to inform ATC flight is clear of Class B airspace. Remain below 4000' MSL until north of Gass Peak. Low flying aircraft should remain south of the Clark County Shooting Park.

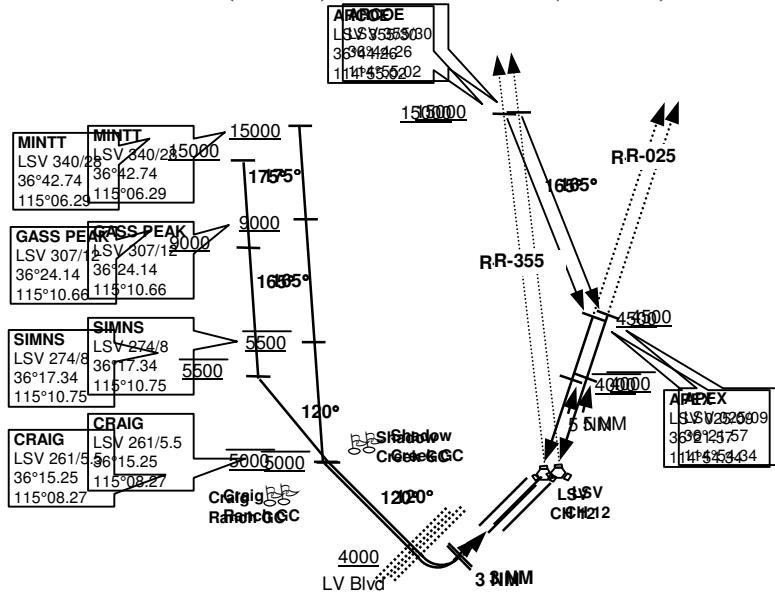
1-14a/1-14b  
(blank) 6 — Chg

## NORTHERN RECOVERIES

VMC ONLY

Pilot Responsible for Terrain/Obstacle Avoidance

MINTT (RWY 3) & ARCOE-APEX (RWY 21)



### OVERHEAD (RWY 3):

- Cross MINTT at or above 15,000' MSL, direct GASS PEAK.
- Cross GASS PEAK at or above 9,000' MSL.
- Cross SIMNS at 5,500' MSL.
- Cross CRAIG at 5,000' MSL. Report CRAIG to Tower.
- Cross Las Vegas Blvd at or above 4,000' MSL, then to 3,500' MSL for initial.
- Remain within 4 DME of LSV on turn to initial.

### STRAIGHT-IN RWY 3:

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

### OVERHEAD (RWY 21)

- Cross ARCOE at or above 15,000' MSL.
- Then fly heading 165° to APEX.
- Cross APEX at or above 4,500' MSL. Report APEX to Tower.
- Cross LSV 025/5 at 4,000' MSL, then descend to 3,500' MSL for initial.

### STRAIGHT-IN RWY 21:

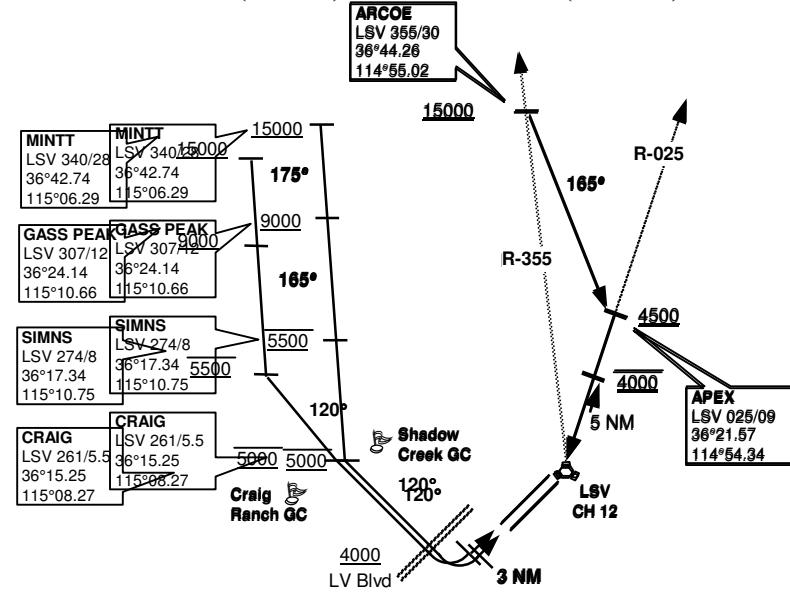
- Cross APEX at 4,000' MSL.
- Descend to be at 3,000' MSL at LSV 025/5.

## NORTHERN RECOVERIES

VMC ONLY

Pilot Responsible for Terrain/Obstacle Avoidance

MINTT (RWY 3) & ARCOE-APEX (RWY 21)



### OVERHEAD (RWY 3):

- Cross MINTT at or above 15,000' MSL, direct GASS PEAK.
- Cross GASS PEAK at or above 9,000' MSL.
- Cross SIMNS at 5,500' MSL.
- Cross CRAIG at 5,000' MSL. Report CRAIG to Tower.
- Cross Las Vegas Blvd at or above 4,000' MSL, then to 3,500' MSL for initial.
- Remain within 4 DME of LSV on turn to initial.

### STRAIGHT-IN RWY 3:

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

### OVERHEAD (RWY 21)

- Cross ARCOE at or above 15,000' MSL.
- Then fly heading 165° to APEX.
- Cross APEX at or above 4,500' MSL. Report APEX to Tower.
- Cross LSV 025/5 at 4,000' MSL, then descend to 3,500' MSL for initial.

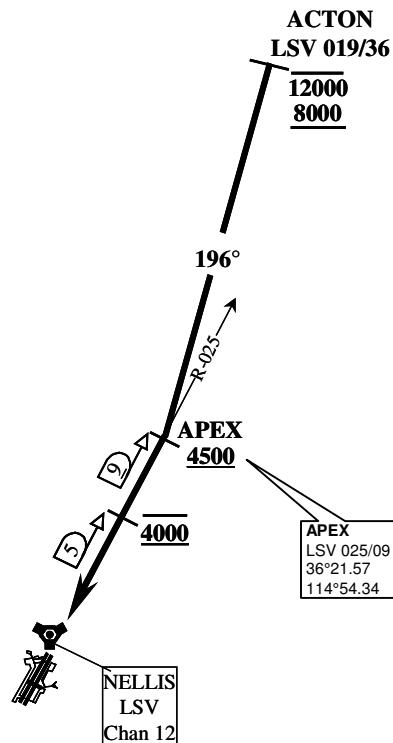
### STRAIGHT-IN RWY 21:

- Cross APEX at 4,000' MSL.
- Descend to be at 3,000' MSL at LSV 025/5.

## ACTON RECOVERY (RWY 21)

VMC ONLY

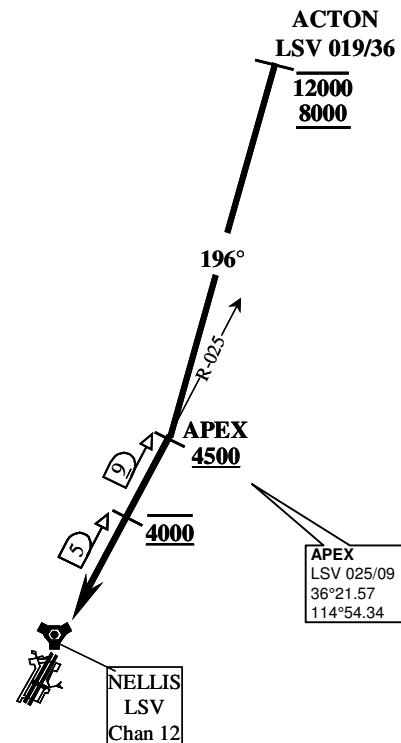
Pilot Responsible for Terrain/Obstacle Avoidance.  
If unable to maintain VMC, request IFR clearance for radar vectors to an instrument approach.



## ACTON RECOVERY (RWY 21)

VMC ONLY

Pilot Responsible for Terrain/Obstacle Avoidance.  
If unable to maintain VMC, request IFR clearance for radar vectors to an instrument approach.



### OVERHEAD (RWY 21):

- Depart ACTON between 8,000-12,000' MSL, heading 196° direct APEX.
- Cross APEX at or above 4,000' MSL, then direct initial. Report APEX to Tower.
- Cross LSV 025/5 DME at 4,000' MSL.
- Descend to be at 3,500' MSL for initial.

### STRAIGHT-IN RWY 21:

- Cross APEX at 4,000' MSL.
- Descend to be at 3,000' MSL at LSV 025/5.

### OVERHEAD (RWY 21):

- Depart ACTON between 8,000-12,000' MSL, heading 196° direct APEX.
- Cross APEX at or above 4,000' MSL, then direct initial. Report APEX to Tower.
- Cross LSV 025/5 DME at 4,000' MSL.
- Descend to be at 3,500' MSL for initial.

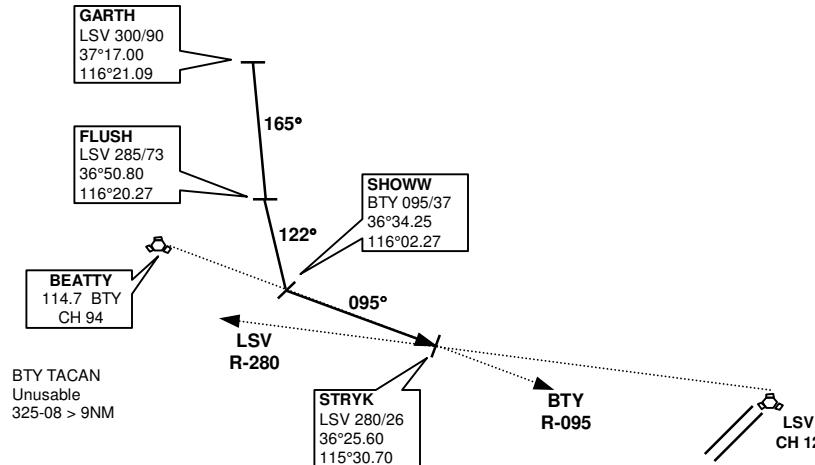
### STRAIGHT-IN RWY 21:

- Cross APEX at 4,000' MSL.
- Descend to be at 3,000' MSL at LSV 025/5.

## FLUSH RECOVERY

VMC ONLY

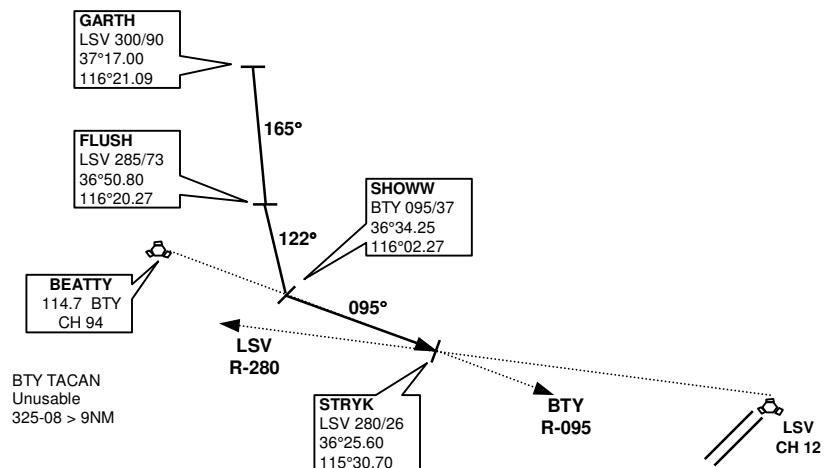
Pilot Responsible for Terrain/Obstacle Avoidance.  
If unable to maintain VMC, request IFR clearance for radar vectors to an instrument approach.



## FLUSH RECOVERY

VMC ONLY

Pilot Responsible for Terrain/Obstacle Avoidance.  
If unable to maintain VMC, request IFR clearance for radar vectors to an instrument approach.



### FLUSH RECOVERY FROM GARTH

- Contact Nellis Control on local Ch 8.
  - Cross GARTH at assigned altitude heading 165° direct FLUSH.
  - Cross FLUSH and turn left heading 122° direct SHOWW.
  - Cross SHOWW and proceed outbound on the BTY R-095 to STRYK.
  - If VMC, proceed with the STRYK recovery.
  - Clearance for the STRYK recovery is clearance to descend to 9,500' MSL.
- NOTE:** Acceptance of STRYK recovery automatically cancels IFR.

### FLUSH RECOVERY FROM BEATTY

- Contact Nellis Control on local Ch 8.
  - Proceed outbound on the BTY R-095 direct to SHOWW.
  - Cross SHOWW and proceed outbound on the BTY R-095 to STRYK.
  - If VMC, proceed with the STRYK recovery.
  - Clearance for the STRYK recovery is clearance to descend to 9,500' MSL.
- NOTE:** Acceptance of STRYK recovery automatically cancels IFR.

### FLUSH RECOVERY FROM GARTH

- Contact Nellis Control on local Ch 8.
  - Cross GARTH at assigned altitude heading 165° direct FLUSH.
  - Cross FLUSH and turn left heading 122° direct SHOWW.
  - Cross SHOWW and proceed outbound on the BTY R-095 to STRYK.
  - If VMC, proceed with the STRYK recovery.
  - Clearance for the STRYK recovery is clearance to descend to 9,500' MSL.
- NOTE:** Acceptance of STRYK recovery automatically cancels IFR.

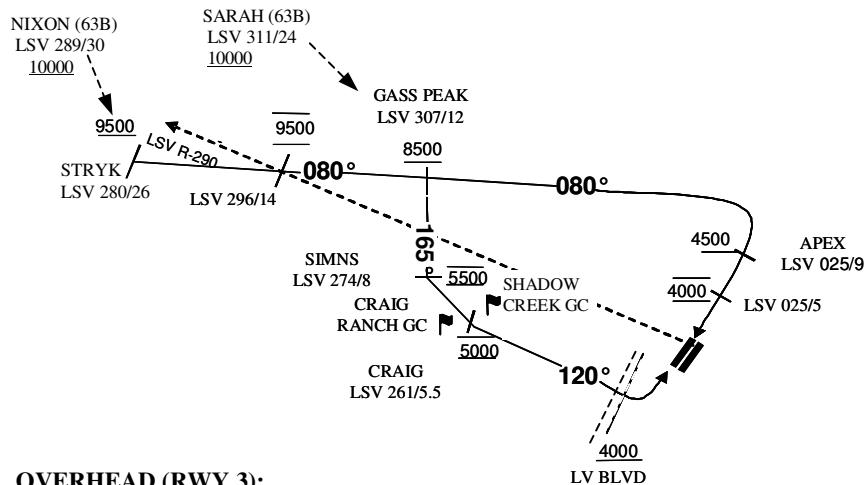
### FLUSH RECOVERY FROM BEATTY

- Contact Nellis Control on local Ch 8.
  - Proceed outbound on the BTY R-095 direct to SHOWW.
  - Cross SHOWW and proceed outbound on the BTY R-095 to STRYK.
  - If VMC, proceed with the STRYK recovery.
  - Clearance for the STRYK recovery is clearance to descend to 9,500' MSL.
- NOTE:** Acceptance of STRYK recovery automatically cancels IFR.

## STRYK RECOVERY

**VMC ONLY**

**Pilot Responsible for Terrain/Obstacle Avoidance**



### **OVERHEAD (RWY 3):**

- Cross STRYK at or above 9,500' MSL, proceed direct GASS PEAK, cross LSV R-296/14 at 9,500' MSL.
- Cross GASS PEAK at or above 8,500' MSL.
- Proceed direct SIMNS and cross at 5,500' MSL.
- Proceed direct CRAIG at 5,000' MSL.
- Cross Las Vegas Blvd at or above 4,000' MSL then to 3,500' MSL for initial.
- Remain within 4 DME of LSV on turn to initial.

### **STRAIGHT-IN RWY 3:**

- Depart CRAIG and descend to be at 3,000' MSL by Las Vegas Blvd. Do not descend below 3,000' MSL until within 5 DME of LSV or 4 NM of the runway.

### **OVERHEAD (RWY 21):**

- Cross STRYK at or above 9,500' MSL, proceed direct GASS PEAK, cross LSV R-296/14 at 9,500' MSL.
- Cross GASS PEAK at or above 8,500' MSL.
- Cross APEX at or above 4,500' MSL then direct 5 NM initial. Contact Tower.
- Descend to cross LSV 025/5 at 4,000' MSL.
- Inside 5 NM, descend to 3,500' MSL.

### **STRAIGHT-IN RWY 21:**

- Cross APEX at 4,000' MSL. Descend to be at 3,000' MSL by LSV 025/5.

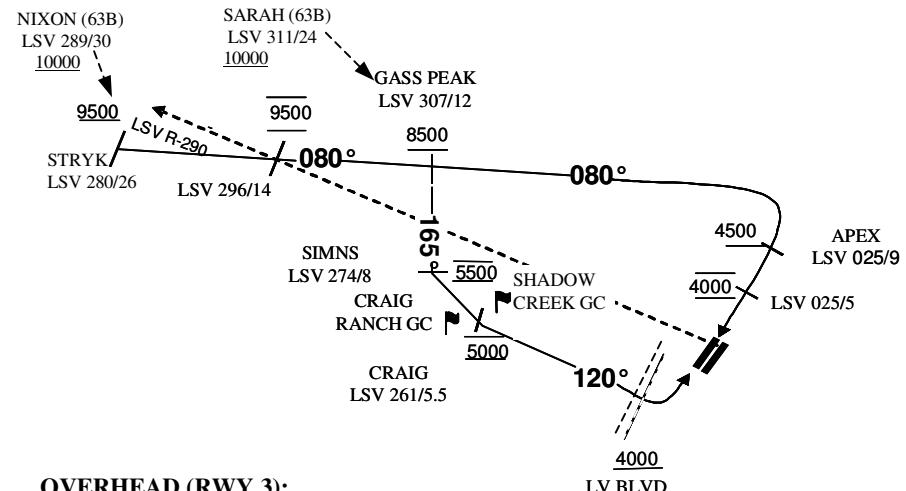
### **RANGE 63B EXIT**

- South Exit: Via NIXON at or above 10,000' MSL, then direct STRYK.
- East Exit: Via SARAH, then direct GASS Peak; comply with STRYK restrictions.

## STRYK RECOVERY

**VMC ONLY**

**Pilot Responsible for Terrain/Obstacle Avoidance**



### **OVERHEAD (RWY 3):**

- Cross STRYK at or above 9,500' MSL, proceed direct GASS PEAK, cross LSV R-296/14 at 9,500' MSL.
- Cross GASS PEAK at or above 8,500' MSL.
- Proceed direct SIMNS and cross at 5,500' MSL.
- Proceed direct CRAIG at 5,000' MSL.
- Cross Las Vegas Blvd at or above 4,000' MSL then to 3,500' MSL for initial.
- Remain within 4 DME of LSV on turn to initial.

### **STRAIGHT-IN RWY 3:**

- Depart CRAIG and descend to be at 3,000' MSL by Las Vegas Blvd. Do not descend below 3,000' MSL until within 5 DME of LSV or 4 NM of the runway.

### **OVERHEAD (RWY 21):**

- Cross STRYK at or above 9,500' MSL, proceed direct GASS PEAK, cross LSV R-296/14 at 9,500' MSL.
- Cross GASS PEAK at or above 8,500' MSL.
- Cross APEX at or above 4,500' MSL then direct 5 NM initial. Contact Tower.
- Descend to cross LSV 025/5 at 4,000' MSL.
- Inside 5 NM, descend to 3,500' MSL.

### **STRAIGHT-IN RWY 21:**

- Cross APEX at 4,000' MSL. Descend to be at 3,000' MSL by LSV 025/5.

### **RANGE 63B EXIT**

- South Exit: Via NIXON at or above 10,000' MSL, then direct STRYK.
- East Exit: Via SARAH, then direct GASS Peak; comply with STRYK restrictions.

## **IMC/NIGHT RECOVERY PROCEDURES**

RWY 21 is the preferred landing runway for IMC/Night recoveries. Night recoveries from the Nellis Ranges should proceed to the IFR pickup point for the appropriate recovery and contact Nellis Control. North/Eastern recoveries will be via TEXAS LAKE. South/Western recoveries will be via FLUSH.

### **RWY 21:**

- During IMC or Night (VMC or IMC), aircrews should expect vectors for the ILS or TACAN approach.

### **RWY 3:**

- Aircraft will recover in flights of two or single-ship.
- If VMC, aircraft should expect a Visual approach with at least 5 miles between elements.
- When flying a Visual approach, frequency change to Tower will be no earlier than 10 NM from the field.
- Expect to be given "*Cleared Visual approach RWY 03, cross LSV R-253 between 5,000' and 6,000' MSL, turn base leg within 4 DME.*" These instructions ensure appropriate airspace and aircraft separation from North Las Vegas and McCarran patterns.

### **RADAR-TRAIL RECOVERY PROCEDURES:**

- Applies only to aircraft with suitable on-board systems and approved operational procedures.
- Limited to maximum 4 aircraft. Notify ATC of nonstandard formations.
- Weather must be at or above appr mins and highest Weather Cat in flight.

### **SIDE-STEP (“CIRCLE”) PROCEDURES:**

- Aircraft flying an instrument approach to RWY 21L may cancel IFR and request to land RWY 21R.
- Aircraft will use the following verbiage: “*Tower, Viper 1 cancel IFR, request **CIRCLE TO LAND** RWY 21R.*” This terminology is used because TERPS criteria does not allow the term “Side-Step” to be used although the **maneuver** is actually a side-step.

### **SPLIT TO LAND PROCEDURES (Min Weather 3800' MSL/3 SM):**

- Formations flying an IFR approach to RWY 21L requesting a split-to-land must be on a Visual approach.
- Nellis Approach will provide clearance for Visual approach with either the previous aircraft or Nellis AFB in sight.
- Request Visual approach when able to maintain VMC throughout the approach and NLT 10 mile final.
- Use the following verbiage: “*Approach, Hoss 1 request Visual approach, split-to-land RWY 21L/21R*”.

## **IMC/NIGHT RECOVERY PROCEDURES**

RWY 21 is the preferred landing runway for IMC/Night recoveries. Night recoveries from the Nellis Ranges should proceed to the IFR pickup point for the appropriate recovery and contact Nellis Control. North/Eastern recoveries will be via TEXAS LAKE. South/Western recoveries will be via FLUSH.

### **RWY 21:**

- During IMC or Night (VMC or IMC), aircrews should expect vectors for the ILS or TACAN approach.

### **RWY 3:**

- Aircraft will recover in flights of two or single-ship.
- If VMC, aircraft should expect a Visual approach with at least 5 miles between elements.
- When flying a Visual approach, frequency change to Tower will be no earlier than 10 NM from the field.
- Expect to be given "*Cleared Visual approach RWY 03, cross LSV R-253 between 5,000' and 6,000' MSL, turn base leg within 4 DME.*" These instructions ensure appropriate airspace and aircraft separation from North Las Vegas and McCarran patterns.

### **RADAR-TRAIL RECOVERY PROCEDURES:**

- Applies only to aircraft with suitable on-board systems and approved operational procedures.
- Limited to maximum 4 aircraft. Notify ATC of nonstandard formations.
- Weather must be at or above appr mins and highest Weather Cat in flight.

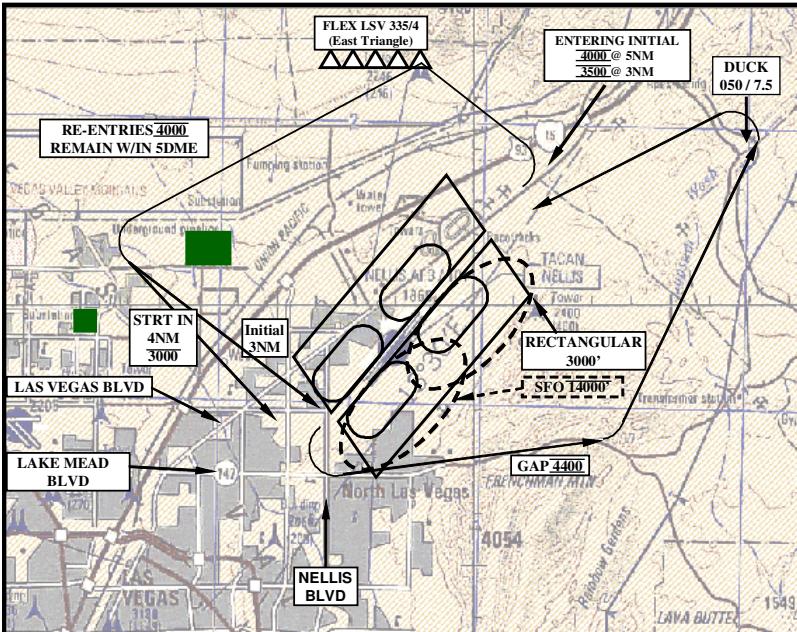
### **SIDE-STEP (“CIRCLE”) PROCEDURES:**

- Aircraft flying an instrument approach to RWY 21L may cancel IFR and request to land RWY 21R.
- Aircraft will use the following verbiage: “*Tower, Viper 1 cancel IFR, request **CIRCLE TO LAND** RWY 21R.*” This terminology is used because TERPS criteria does not allow the term “Side-Step” to be used although the **maneuver** is actually a side-step.

### **SPLIT TO LAND PROCEDURES (Min Weather 3800' MSL/3 SM):**

- Formations flying an IFR approach to RWY 21L requesting a split-to-land must be on a Visual approach.
- Nellis Approach will provide clearance for Visual approach with either the previous aircraft or Nellis AFB in sight.
- Request Visual approach when able to maintain VMC throughout the approach and NLT 10 mile final.
- Use the following verbiage: “*Approach, Hoss 1 request Visual approach, split-to-land RWY 21L/21R*”.

## NELLIS TRAFFIC PATTERN (PAGE 1)



### OVERHEAD TRAFFIC PATTERN – DAY ONLY (based on civil twilight):

- RWY 3: Traffic entering from STRYK has priority over traffic entering from MINTT.
- RWY 21: Traffic entering from APEX has priority over traffic entering from FLEX or GASS PEAK.
- Fly initial to the inside runway (3L/21R).
- Initial is 3,500' MSL and 300 KIAS. Break to the west.
- If directed to execute a Sunrise Break, fly initial to the outside runway (3R/21L) and break to the east. For RWY 21, do not overfly the Weapons Storage Area. For RWY 3, stay north of Lake Mead Blvd.

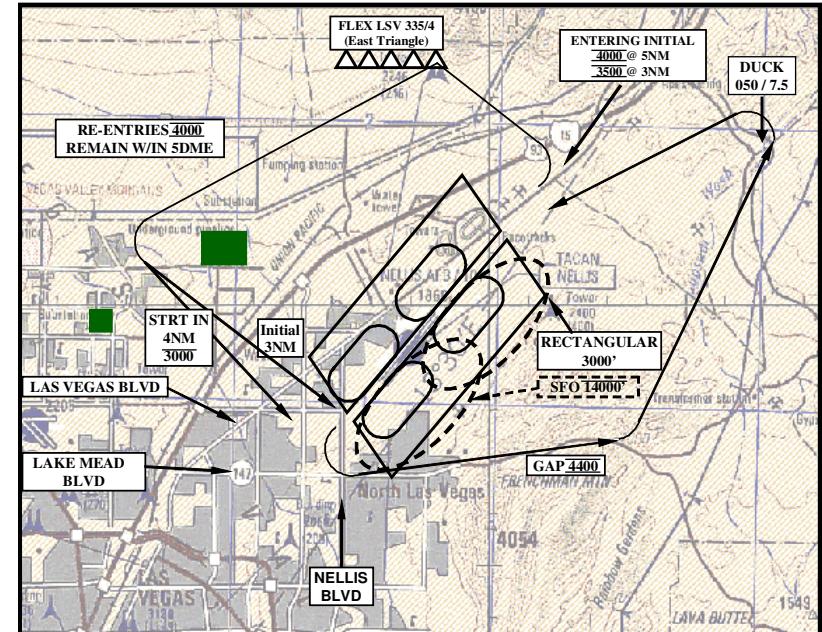
### STRAIGHT-IN PROCEDURES (Min Weather 3,500' MSL/3 SM):

- Request straight-in upon initial contact with Nellis Control/Approach, then with Tower.
- **RWY 3:** Depart CRAIG and descend to be at 3,000' MSL by Las Vegas Blvd. Do not descend below 3,000' MSL until within 5 DME of LSV or 4 NM of the runway.
- **RWY 21:** Depart APEX and descend to be at 3,000' MSL by LSV 025/5 or 5 NM on final. Departing FLEX, descend to be at 3,000' MSL by I-15 and intercept a 5 NM final.

### NON-FIGHTER AIRCRAFT TRAFFIC PATTERN PROCEDURES:

- The overhead pattern is primarily for fighter-type aircraft.
- Large/heavy aircraft allowed in the overhead when specifically approved by the Tower Watch Supervisor. Plan recovery via VFR straight-in or Instrument approach should the overhead recovery be denied by ATC.
- Non-fighter aircraft are not allowed East/Sunrise breaks or a Duck re-entry.

## NELLIS TRAFFIC PATTERN (PAGE 1)



### OVERHEAD TRAFFIC PATTERN – DAY ONLY (based on civil twilight):

- RWY 3: Traffic entering from STRYK has priority over traffic entering from MINTT.
- RWY 21: Traffic entering from APEX has priority over traffic entering from FLEX or GASS PEAK.
- Fly initial to the inside runway (3L/21R).
- Initial is 3,500' MSL and 300 KIAS. Break to the west.
- If directed to execute a Sunrise Break, fly initial to the outside runway (3R/21L) and break to the east. For RWY 21, do not overfly the Weapons Storage Area. For RWY 3, stay north of Lake Mead Blvd.

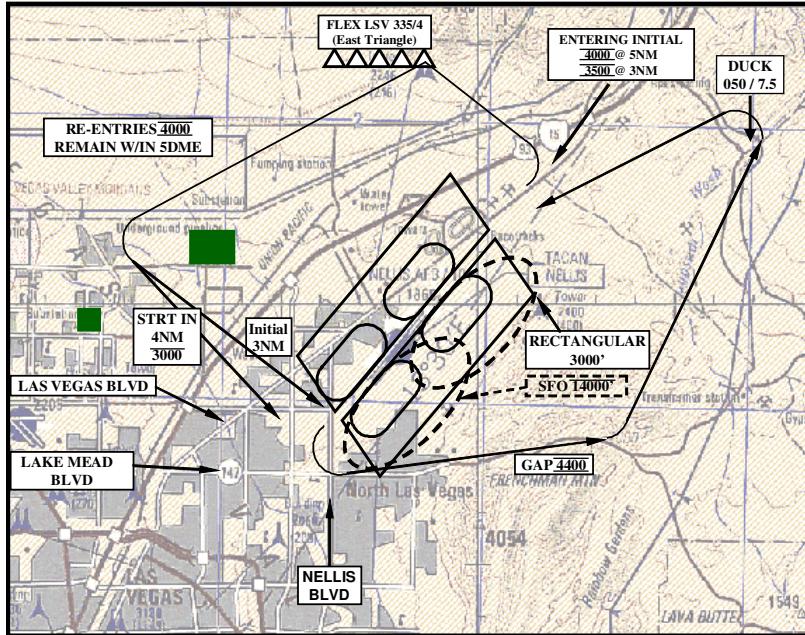
### STRAIGHT-IN PROCEDURES (Min Weather 3,500' MSL/3 SM):

- Request straight-in upon initial contact with Nellis Control/Approach, then with Tower.
- **RWY 3:** Depart CRAIG and descend to be at 3,000' MSL by Las Vegas Blvd. Do not descend below 3,000' MSL until within 5 DME of LSV or 4 NM of the runway.
- **RWY 21:** Depart APEX and descend to be at 3,000' MSL by LSV 025/5 or 5 NM on final. Departing FLEX, descend to be at 3,000' MSL by I-15 and intercept a 5 NM final.

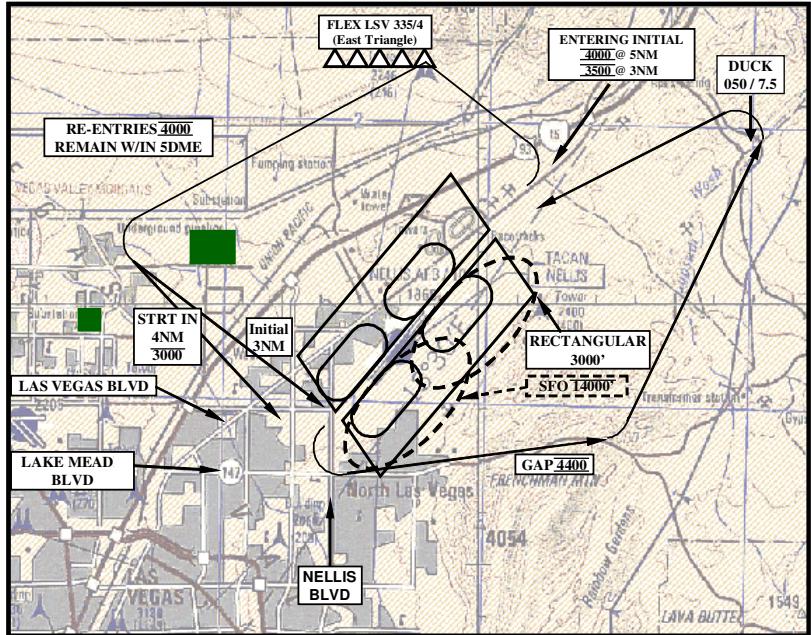
### NON-FIGHTER AIRCRAFT TRAFFIC PATTERN PROCEDURES:

- The overhead pattern is primarily for fighter-type aircraft.
- Large/heavy aircraft allowed in the overhead when specifically approved by the Tower Watch Supervisor. Plan recovery via VFR straight-in or Instrument approach should the overhead recovery be denied by ATC.
- Non-fighter aircraft are not allowed East/Sunrise breaks or a Duck re-entry.

## NELLIS TRAFFIC PATTERN (PAGE 2)



## NELLIS TRAFFIC PATTERN (PAGE 2)



### FLEX RE-ENTRY PROCEDURES:

- Remain below 3,000' MSL until turned out of traffic (if RWY 21, comply with Noise Abatement procedures).
- Climb to 4,000' MSL and remain within 5 NM of Nellis AFB heading to FLEX.
- Report FLEX.
- **RWY 3:** Depart FLEX and CRAIG. Maintain 4,000' MSL until crossing Las Vegas Blvd, then descend to 3,500' MSL and report initial. Remain east of Craig Ranch.
- **RWY 21:** Departing FLEX, descend to 3,500' MSL and report initial.

### FLEX STRAIGHT-IN PROCEDURES:

- **RWY 3:** Departing FLEX, descend to 3,000' MSL by Las Vegas Blvd and maintain 3,000' MSL until within 5 DME of LSV or 4 NM of the runway.
- **RWY 21:** Departing FLEX, descend to be at 3,000' MSL by I-15.

### DUCK RE-ENTRY PROCEDURES (RWY 21 ONLY):

- Perform a climbing left turn to 4,400' MSL.
- Remain north of Lake Mead Blvd, proceed through the Gap (between Frenchman and Sunrise Mountain) and then direct DUCK.
- Do not overfly the Weapons Storage Area (Area 2).
- Proceed west from DUCK to re-enter initial and descend to 3,500' MSL.
- For a straight-in, descend to 3,000' MSL prior to turning final.

### FLEX RE-ENTRY PROCEDURES:

- Remain below 3,000' MSL until turned out of traffic (if RWY 21, comply with Noise Abatement procedures).
- Climb to 4,000' MSL and remain within 5 NM of Nellis AFB heading to FLEX.
- Report FLEX.
- **RWY 3:** Depart FLEX and CRAIG. Maintain 4,000' MSL until crossing Las Vegas Blvd, then descend to 3,500' MSL and report initial. Remain east of Craig Ranch.
- **RWY 21:** Departing FLEX, descend to 3,500' MSL and report initial.

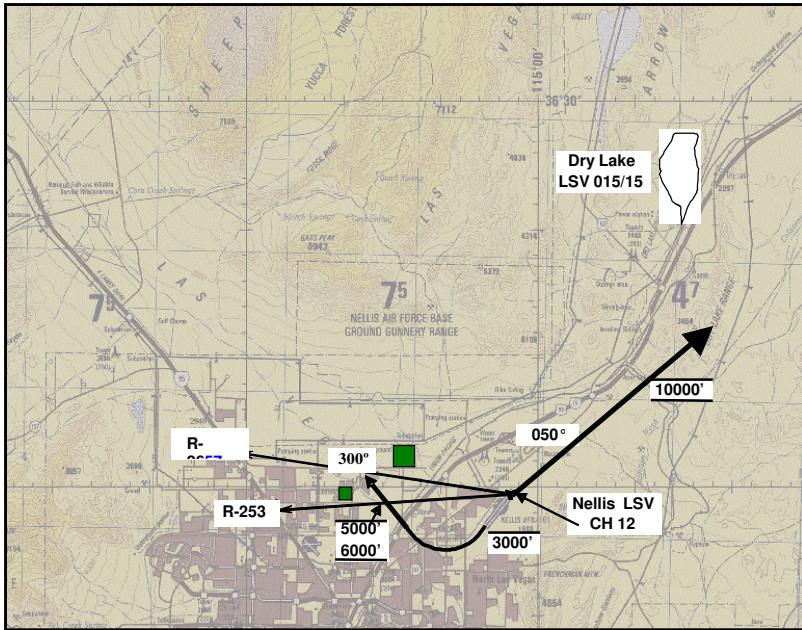
### FLEX STRAIGHT-IN PROCEDURES:

- **RWY 3:** Departing FLEX, descend to 3,000' MSL by Las Vegas Blvd and maintain 3,000' MSL until within 5 DME of LSV or 4 NM of the runway.
- **RWY 21:** Departing FLEX, descend to be at 3,000' MSL by I-15.

### DUCK RE-ENTRY PROCEDURES (RWY 21 ONLY):

- Perform a climbing left turn to 4,400' MSL.
- Remain north of Lake Mead Blvd, proceed through the Gap (between Frenchman and Sunrise Mountain) and then direct DUCK.
- Do not overfly the Weapons Storage Area (Area 2).
- Proceed west from DUCK to re-enter initial and descend to 3,500' MSL.
- For a straight-in, descend to 3,000' MSL prior to turning final.

## NELLIS CLIMB OUT PROCEDURES



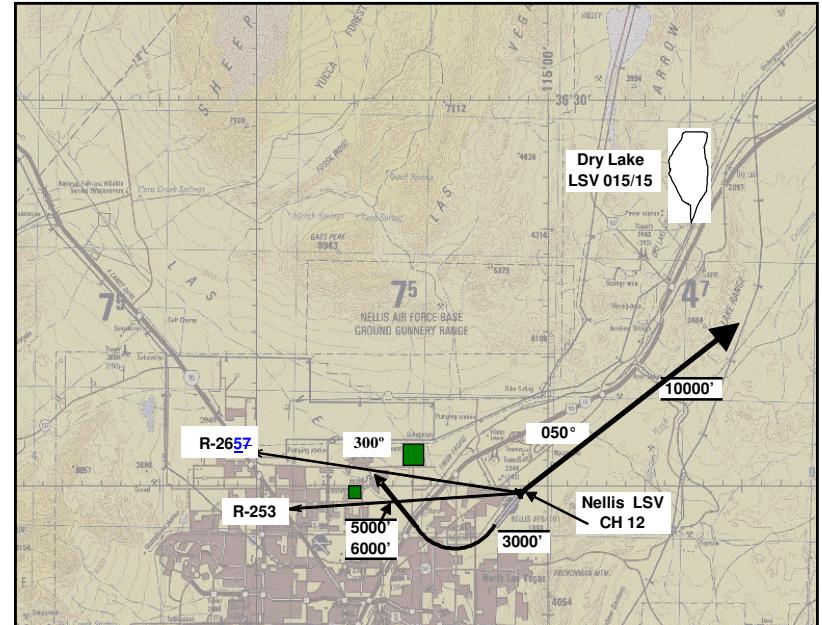
### RWY 3:

- Cross departure end at or below 3,000' MSL.
- Fly heading 050°, then expect radar vectors from ATC.
- Climb and maintain 10,000' MSL or as assigned by ATC.
- Minimum 300' per nautical mile climb gradient required.
- Advise ATC if unable to comply with climb out restrictions.

### RWY 21:

- Cross departure end at or below 3,000' MSL.
- Turn right heading 300° to stay inside 4 DME, intercept LSV R-265 outbound.
- Comply with Noise Abatement procedures (if applicable).
- Cross LSV R-253 between 5,000-6,000' MSL.
- Climb and maintain 10,000' MSL or as assigned by ATC.
- Minimum 300' per nautical mile climb gradient required.
- Advise ATC if unable to comply with climb out restrictions.

## NELLIS CLIMB OUT PROCEDURES



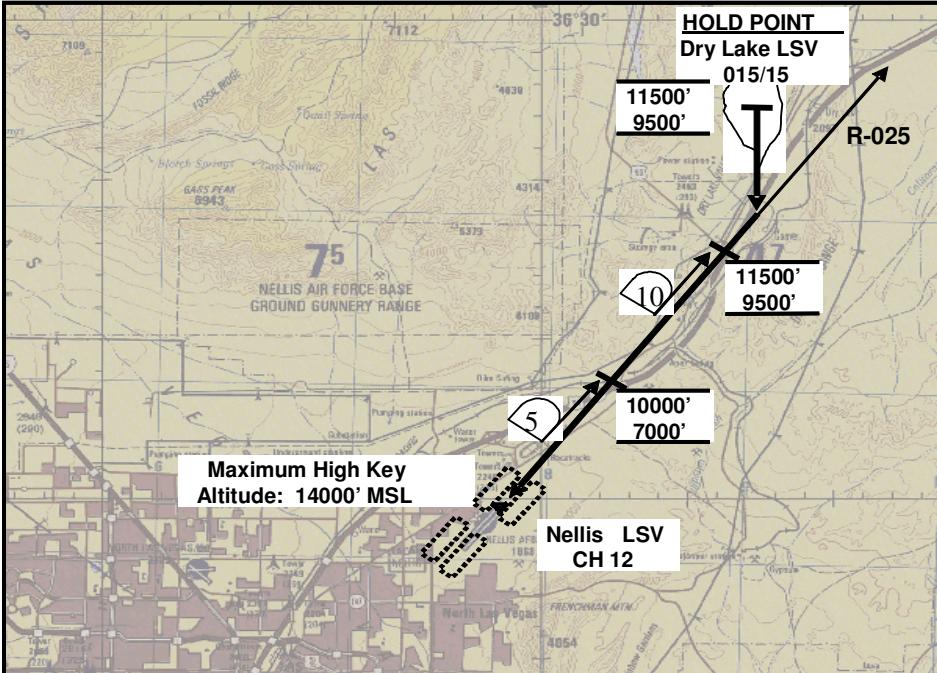
### RWY 3:

- Cross departure end at or below 3,000' MSL.
- Fly heading 050°, then expect radar vectors from ATC.
- Climb and maintain 10,000' MSL or as assigned by ATC.
- Minimum 300' per nautical mile climb gradient required.
- Advise ATC if unable to comply with climb out restrictions.

### RWY 21:

- Cross departure end at or below 3,000' MSL.
- Turn right heading 300° to stay inside 4 DME, intercept LSV R-265 outbound.
- Comply with Noise Abatement procedures (if applicable).
- Cross LSV R-253 between 5,000-6,000' MSL.
- Climb and maintain 10,000' MSL or as assigned by ATC.
- Minimum 300' per nautical mile climb gradient required.
- Advise ATC if unable to comply with climb out restrictions.

## NELLIS SFO PROCEDURES



### SIMULATED FLAME - OUT OPERATIONS

#### GENERAL

Day only (sunrise to sunset)

WX Req'd: Ceiling = 1000' above highest altitude to be flown  
Visibility = 5 NM

Request SFO with Approach or Tower

Holding: Hold VFR at DRY LAKE 9500' to 11,500' MSL, left turns

Breakout: Follow controller's instructions

#### OVERHEAD SFO

Add desired altitude with high key request

Maximum high key altitude 14000' MSL

Report "high-key", "low-key" and "base-key, gear down, low approach"

**NOTE:** When [LAS right turn out Las Vegas Area Alpha 8](#) operations are in effect, pilots will make right turns to RWY 21 using a western pattern and remain north of Taxiway Alpha until below 6,000'

#### STRAIGHT-IN SFO

If cleared by Approach, proceed to 10 DME final

Report position and altitude to Tower upon contact

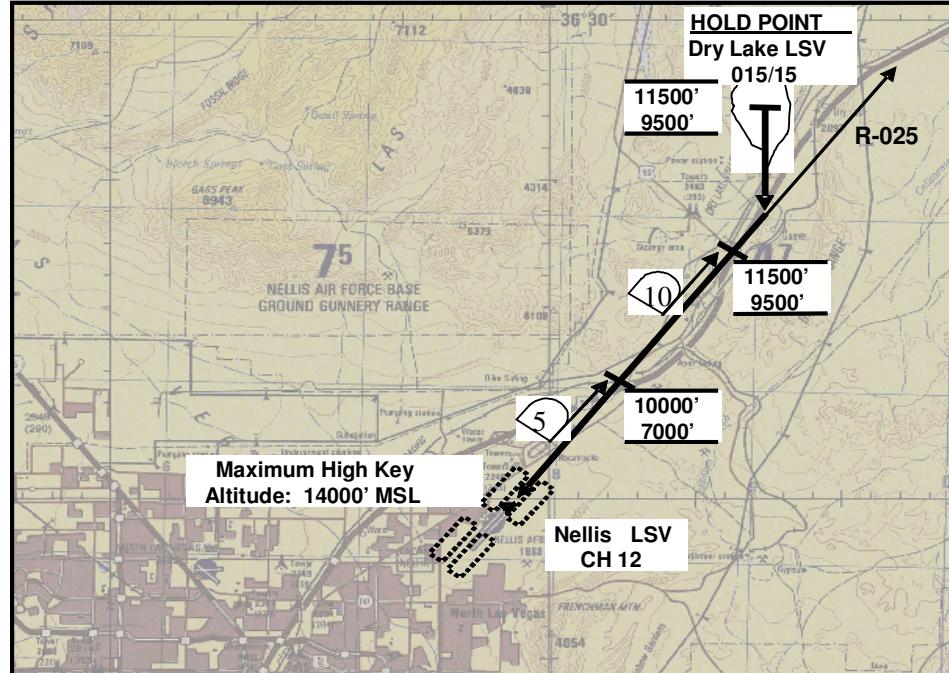
Cross 10 DME between 9500' and 11,500' MSL

Report: "Snake 1, 10 mile simulated flame-out final"

Cross 5 DME between 7000 and 10000

Report: "Snake 1, 5 mile simulated flame- out final, gear down, low approach"

## NELLIS SFO PROCEDURES



### SIMULATED FLAME - OUT OPERATIONS

#### GENERAL

Day only (sunrise to sunset)

WX Req'd: Ceiling = 1000' above highest altitude to be flown  
Visibility = 5 NM

Request SFO with Approach or Tower

Holding: Hold VFR at DRY LAKE 9500' to 11,500' MSL, left turns

Breakout: Follow controller's instructions

#### OVERHEAD SFO

Add desired altitude with high key request

Maximum high key altitude 14000' MSL

Report "high-key", "low-key" and "base-key, gear down, low approach"

**NOTE:** When [LAS right turn out Las Vegas Area Alpha 8](#) operations are in effect, pilots will make right turns to RWY 21 using a western pattern and remain north of Taxiway Alpha until below 6,000'

#### STRAIGHT-IN SFO

If cleared by Approach, proceed to 10 DME final

Report position and altitude to Tower upon contact

Cross 10 DME between 9500' and 11,500' MSL

Report: "Snake 1, 10 mile simulated flame-out final"

Cross 5 DME between 7000 and 10000

Report: "Snake 1, 5 mile simulated flame- out final, gear down, low approach"

## Cross-Country and Divert Procedures

### MISSION PREPARATION:

- Flight orders (unit)
- Call sign (Command Post)
- Form 70 Flight Plan or equivalent

DD Form 175 flight plan (Base Ops)  
PPR numbers, billeting reservations

### ITEMS TO BRING:

- Fuel credit card Safety pins, grounding wires
- Aircraft forms (781) JOAP sample kits (1/engine/stop)
- Covers (intake, exhaust, AOA, pitot tube, HUD, seat)
- Maintenance cross-country kit (if applicable)

### RESTRICTIONS: (fighter/attack aircraft only)

- Storage of baggage/equipment in unoccupied rear cockpit is IAW applicable 11-2F series regulation. Aircrew MUST ensure unoccupied rear cockpit is secure IAW applicable MDS Dash-1 checklist and/or MDS IFG supplement.
- Maximum of three sorties per day (third sortie cannot be at night).
- Must acquire JOAP within 30 minutes of engine shutdown for:
  - A10: 1st and 3rd flight; results of 1st must be analyzed before 3rd flight.
  - F15C/E: 1st flight of the day; results must be analyzed before 3rd flight.
  - F16: every flight; results must be analyzed after every flight if facilities are available. If facilities are not available after 1st flight, sample will be taken to next base where 1st and 2nd flight samples will be analyzed before 3rd flight.
- Destinations require 8,000 ft and compatible arresting gear for tail hook equipped aircraft (deviations require GP/CC approval).
- Minimum runway width is 150 ft.
- Tail hook aircraft will take off towards compatible arresting system.
- Except in an emergency, aircraft will not land when computed landing roll exceed 80% of available runway.
- No takeoffs or landings over an approach-end cable that has been reported as slack or loose.

### PROCEDURES:

- Close flight plan after landing (civil airfields only).
- Aircrew responsible for security of aircraft at destination.
- Safe all ejection seat pins, ensure down locks and covers installed as appropriate.
- Aircrew must stay with aircraft during servicing / refueling if TA personnel are not qualified.
- Ensure fuel receipts and JOAP results are placed in the aircraft forms.
- Brief ground crew on start procedures, hazards, quick check location and requirements.
- Ensure engine FOD check accomplished.

### Cross-Country/Divert Command and Control

- Upon landing, call CP with aircraft status and telephone number.
- For diverts, ensure CP has coordinated for aircraft security if aircraft security is in question, remain with the aircraft until security is confirmed.
- **All planned deviations from originally approved itinerary will be approved in advance by the applicable Group Commander.**
- **All unplanned deviations will be briefed to the applicable Group Commander prior to departing on the next leg.**

### PHONE NUMBERS:

- Command Post DSN: 682-2446/2447; Commercial: 702-652-2446/2447 (call collect)

## Cross-Country and Divert Procedures

### MISSION PREPARATION:

- Flight orders (unit)
- Call sign (Command Post)
- Form 70 Flight Plan or equivalent

DD Form 175 flight plan (Base Ops)  
PPR numbers, billeting reservations

### ITEMS TO BRING:

- Fuel credit card Safety pins, grounding wires
- Aircraft forms (781) JOAP sample kits (1/engine/stop)
- Covers (intake, exhaust, AOA, pitot tube, HUD, seat)
- Maintenance cross-country kit (if applicable)

### RESTRICTIONS: (fighter/attack aircraft only)

- Storage of baggage/equipment in unoccupied rear cockpit is IAW applicable 11-2F series regulation. Aircrew MUST ensure unoccupied rear cockpit is secure IAW applicable MDS Dash-1 checklist and/or MDS IFG supplement.
- Maximum of three sorties per day (third sortie cannot be at night).
- Must acquire JOAP within 30 minutes of engine shutdown for:
  - A10: 1st and 3rd flight; results of 1st must be analyzed before 3rd flight.
  - F15C/E: 1st flight of the day; results must be analyzed before 3rd flight.
  - F16: every flight; results must be analyzed after every flight if facilities are available. If facilities are not available after 1st flight, sample will be taken to next base where 1st and 2nd flight samples will be analyzed before 3rd flight.
- Destinations require 8,000 ft and compatible arresting gear for tail hook equipped aircraft (deviations require GP/CC approval).
- Minimum runway width is 150 ft.
- Tail hook aircraft will take off towards compatible arresting system.
- Except in an emergency, aircraft will not land when computed landing roll exceed 80% of available runway.
- No takeoffs or landings over an approach-end cable that has been reported as slack or loose.

### PROCEDURES:

- Close flight plan after landing (civil airfields only).
- Aircrew responsible for security of aircraft at destination.
- Safe all ejection seat pins, ensure down locks and covers installed as appropriate.
- Aircrew must stay with aircraft during servicing / refueling if TA personnel are not qualified.
- Ensure fuel receipts and JOAP results are placed in the aircraft forms.
- Brief ground crew on start procedures, hazards, quick check location and requirements.
- Ensure engine FOD check accomplished.

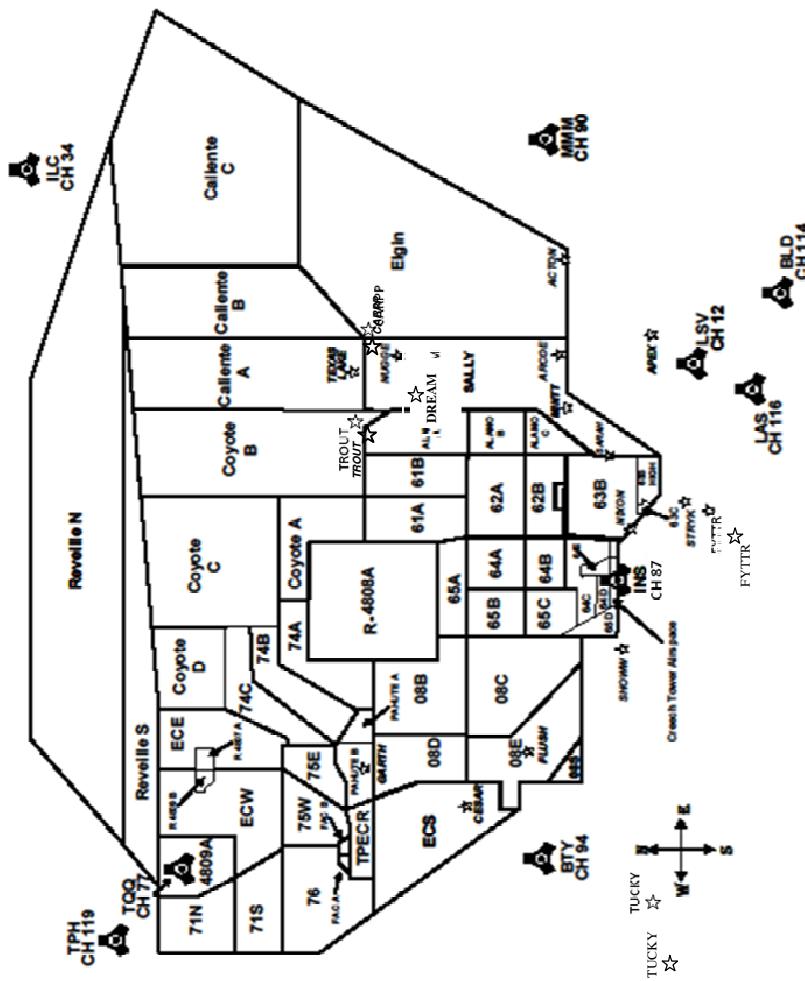
### Cross-Country/Divert Command and Control

- Upon landing, call CP with aircraft status and telephone number.
- For diverts, ensure CP has coordinated for aircraft security if aircraft security is in question, remain with the aircraft until security is confirmed.
- **All planned deviations from originally approved itinerary will be approved in advance by the applicable Group Commander.**
- **All unplanned deviations will be briefed to the applicable Group Commander prior to departing on the next leg.**

### PHONE NUMBERS:

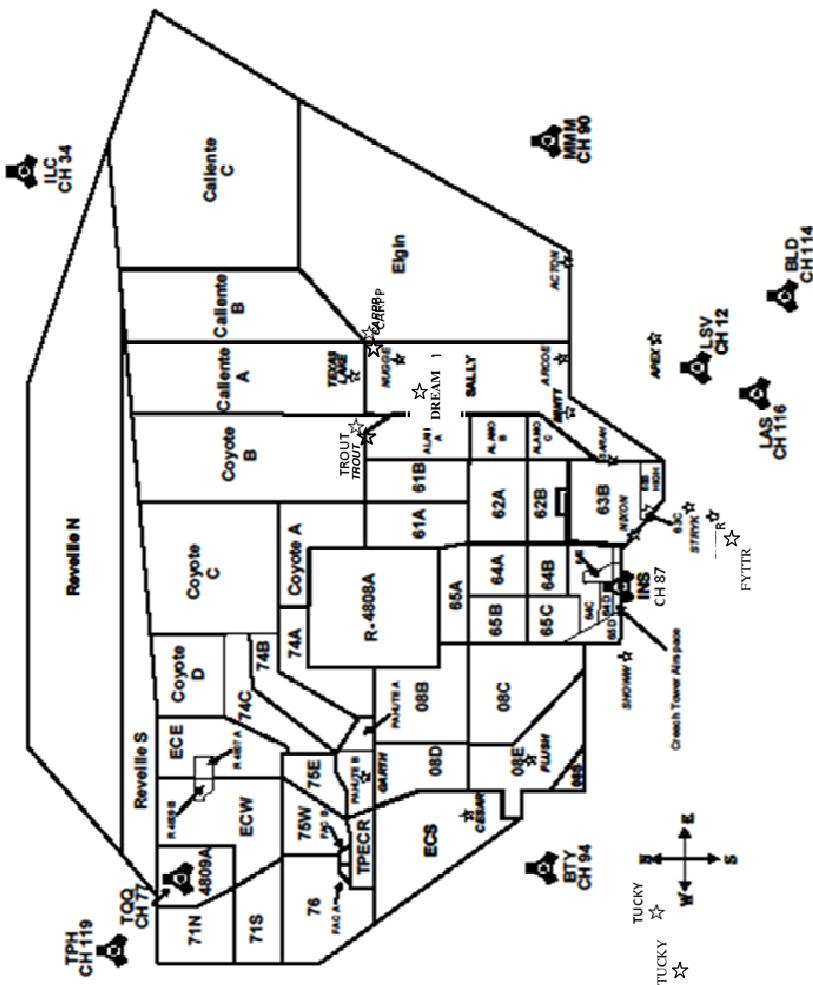
- Command Post DSN: 682-2446/2447; Commercial: 702-652-2446/2447 (call collect)

## NEVADA TEST AND TRAINING RANGE



- Blackjack (NTTR Range Ops Center) provides real-time range scheduling (normally 0500L-0100L M-F, 0700L-1700L S-S), ground party access, safety monitoring, SAR coordination and special test assistance.
- Flight leads (Airboss/POC of LFE) will check-in with Blackjack prior to range entry with GRR Version Code and confirm ordnance, target(s), working frequency and any mission changes or restrictions (i.e. chaff/flares or fire condition if extreme). If MARSA, one flight lead can check in for all flights.
- Upon exit, every flight lead regardless of scheduled mission type must check-out with Blackjack and advise the following: ordnance expended (number and type); the target number(s) ordnance was expended on; airspace utilized and total time on-range.

## NEVADA TEST AND TRAINING RANGE



- Blackjack (NTTR Range Ops Center) provides real-time range scheduling (normally 0500L-0100L M-F, 0700L-1700L S-S), ground party access, safety monitoring, SAR coordination and special test assistance.
- Flight leads (Airboss/POC of LFE) will check-in with Blackjack prior to range entry with GRR Version Code and confirm ordnance, target(s), working frequency and any mission changes or restrictions (i.e. chaff/flares or fire condition if extreme). If MARSA, one flight lead can check in for all flights.
- Upon exit, every flight lead regardless of scheduled mission type must check-out with Blackjack and advise the following: ordnance expended (number and type); the target number(s) ordnance was expended on; airspace utilized and total time on-range.

## NELLIS RANGE FREQUENCIES

### Controlling Agencies:

|                              |         |        |       |
|------------------------------|---------|--------|-------|
| Nellis Control East (Sally)  | 317.525 | 126.65 |       |
| Nellis Control West (Lee)    | 254.4   | 119.35 |       |
| Blackjack (Range Ops Center) | 377.8   | 139.9  |       |
| Creech AFB SOF               | 226.1   | 235.75 | 134.1 |
| Creech AFB SFA               | 285.525 | 118.3  |       |
| Silverbow Tower (KTNX)       | 257.95  | 124.75 |       |
| JICO "Juice"                 | 231.100 |        |       |

### RANGE:

|                                   |         |         |       |
|-----------------------------------|---------|---------|-------|
| 61*                               | 341.925 |         |       |
| 62*                               | 234.25  |         |       |
| 63 (Fatness)                      | 361.6   | 274.875 | 122.9 |
| 64 (Fatness)                      | 288.8   | 268.0   | 122.9 |
| 65*                               | 225.45  |         |       |
| 71*                               | 335.45  | 288.225 |       |
| 74*                               | 228.0   | 288.225 |       |
| 75*                               | 363.9   | 288.225 |       |
| 76*                               | 354.3   | 288.225 |       |
| EC E, W, S and Tolicha (Roulette) | 293.5   | 379.65  |       |
| R-4806E (Alamo)*                  | 238.8   |         |       |
| Caliente*                         | 289.3   | 294.9   |       |
| Coyote*                           | 234.325 | 370.825 |       |
| Elgin*                            | 281.025 | 268.2   |       |
| Northern Ranges (Spare)*          | 357.1   | 255.95  |       |
| HAVE QUICK TOD                    | 369.0   |         |       |

\* Range frequencies are tactical frequencies.

Note: For EC training, contact Roulette on 293.5/379.65.

### NELLIS FM CHANNELIZATION:

See Squadron Frequencies

## NELLIS RANGE FREQUENCIES

### Controlling Agencies:

|                              |         |        |       |
|------------------------------|---------|--------|-------|
| Nellis Control East (Sally)  | 317.525 | 126.65 |       |
| Nellis Control West (Lee)    | 254.4   | 119.35 |       |
| Blackjack (Range Ops Center) | 377.8   | 139.9  |       |
| Creech AFB SOF               | 226.1   | 235.75 | 134.1 |
| Creech AFB SFA               | 285.525 | 118.3  |       |
| Silverbow Tower (KTNX)       | 257.95  | 124.75 |       |
| JICO "Juice"                 | 231.100 |        |       |

### RANGE:

|                                   |         |         |       |
|-----------------------------------|---------|---------|-------|
| 61*                               | 341.925 |         |       |
| 62*                               | 234.25  |         |       |
| 63 (Fatness)                      | 361.6   | 274.875 | 122.9 |
| 64 (Fatness)                      | 288.8   | 268.0   | 122.9 |
| 65*                               | 225.45  |         |       |
| 71*                               | 335.45  | 288.225 |       |
| 74*                               | 228.0   | 288.225 |       |
| 75*                               | 363.9   | 288.225 |       |
| 76*                               | 354.3   | 288.225 |       |
| EC E, W, S and Tolicha (Roulette) | 293.5   | 379.65  |       |
| R-4806E (Alamo)*                  | 238.8   |         |       |
| Caliente*                         | 289.3   | 294.9   |       |
| Coyote*                           | 234.325 | 370.825 |       |
| Elgin*                            | 281.025 | 268.2   |       |
| Northern Ranges (Spare)*          | 357.1   | 255.95  |       |
| HAVE QUICK TOD                    | 369.0   |         |       |

\* Range frequencies are tactical frequencies.

Note: For EC training, contact Roulette on 293.5/379.65.

### NELLIS FM CHANNELIZATION:

See Squadron Frequencies

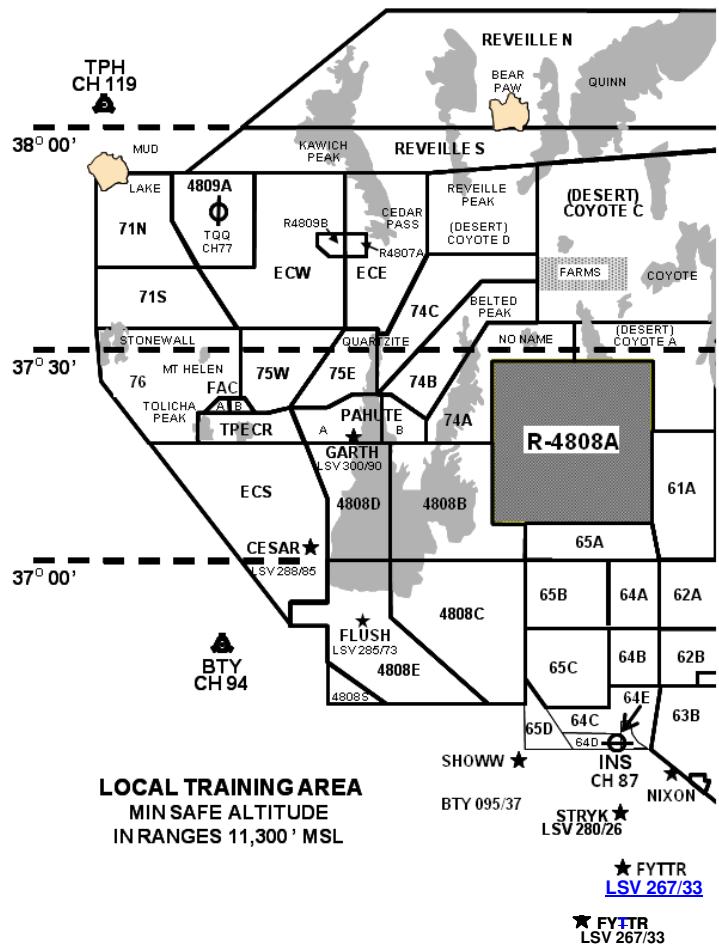
## NELLIS RANGE COORDINATES

| RANGE POINT          | TACAN RAD/DME | UTM 11S, CL66 | LAT LONG         | ELEV  |
|----------------------|---------------|---------------|------------------|-------|
| Alamo N Point        | LSV 331/60    | PM 471 196    | N3712.8 W11520.5 | 6120' |
| Alamo S Point        | LSV 323/38    | PL 483 775    | N3650.0 W11520.2 | 6570' |
| Belted Peak          | TQQ 095/36    | NM 817 579    | N3734.0 W11604.5 | 8200' |
| Black Mt             | TQQ 153/31    | NM 318 262    | N3717.0 W11638.5 | 7240' |
| Caliente A Ctr Point | ILC 206/47    | PB 761 670    | N3739 W11500     | 4970' |
| Caliente B Ctr Point | ILC 191/38    | QB 014 714    | N 3740 W11443    | 5174' |
| Cedar Peak           | TQQ 087/56    | NM 588 725    | N3742.0 W11620.0 | 8430' |
| Coyote Peak          | TQQ 085/56    | PM 206 649    | N3737.5 W11538.0 | 7920' |
| Elgin N Point        | LSV 005/70    | QM 185 364    | N3721.0 W11432.0 | 3350' |
| Elgin S Point        | LSV 010/42    | QL 079 843    | N3653.0 W11440.0 | 1970' |
| Groom Lake           | INS 338/42    | PM 064 259    | N3716.5 W11548.0 | 4580' |
| Mt Helen             | TQQ 159/17    | NM 228 502    | N3730.0 W11644.5 | 7160' |
| Mt Irish             | TQQ 082/67    | PM 412 671    | N3738.5 W11524.0 | 8740' |
| Quartzite Mt         | TQQ 112/27    | NM 597 522    | N3731.0 W11619.5 | 7770' |
| R63 Tower            | INS 066/8     | PL 338 532    | N3637.0 W11530.2 | 3000' |
| R65 W Circle         | INS 353/6     | PL 185 602    | N3640.9 W11540.4 | 3020' |
| Reveille Peak        | TQQ 067/31    | NM 762 902    | N3751.5 W11608.0 | 8910' |
| Stonewall Mt         | TQQ 204/21    | MM 956 501    | N3730.0 W11703.0 | 8300' |
| Stuckey's Peak       | LSV 002/52    | QM 011 046    | N3704.1 W11444.3 | 4800' |
| Student Gap          | LSV 347/82    | PM 765 650    | N3737.0 W11500.0 | 5000' |
| Texas Lake           | LSV 349/64    | PM 817 318    | N3719.0 W11457.5 | 4400' |
| T-Bird Lake          | LSV 332/45    | PL 580 926    | N3658.1 W11513.5 | 3390' |

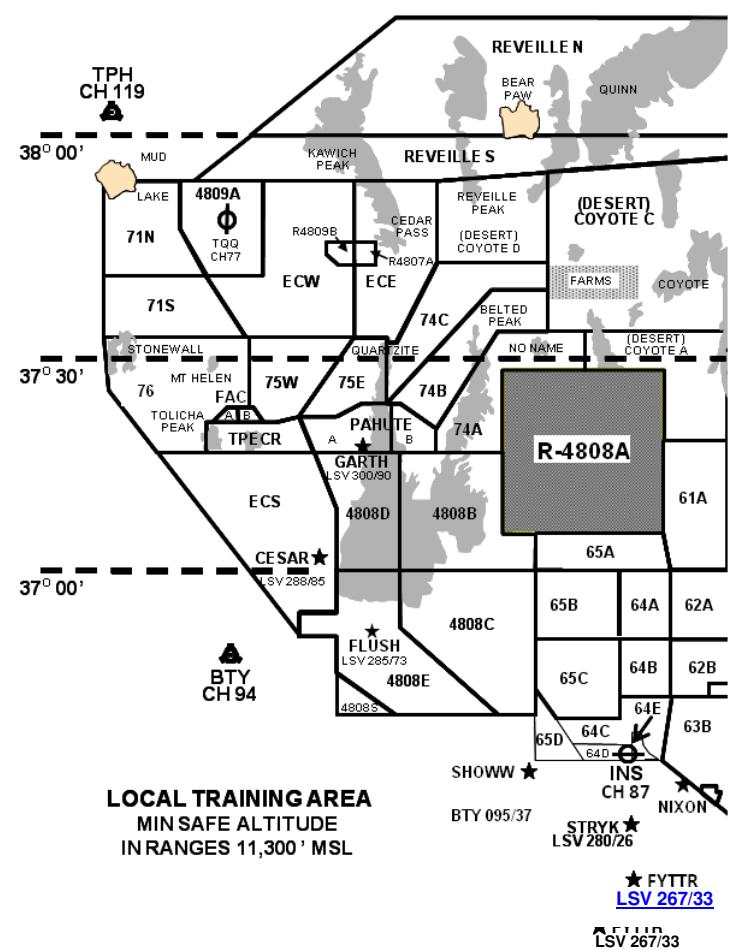
## NELLIS RANGE COORDINATES

| RANGE POINT          | TACAN RAD/DME | UTM 11S, CL66 | LAT LONG         | ELEV  |
|----------------------|---------------|---------------|------------------|-------|
| Alamo N Point        | LSV 331/60    | PM 471 196    | N3712.8 W11520.5 | 6120' |
| Alamo S Point        | LSV 323/38    | PL 483 775    | N3650.0 W11520.2 | 6570' |
| Belted Peak          | TQQ 095/36    | NM 817 579    | N3734.0 W11604.5 | 8200' |
| Black Mt             | TQQ 153/31    | NM 318 262    | N3717.0 W11638.5 | 7240' |
| Caliente A Ctr Point | ILC 206/47    | PB 761 670    | N3739 W11500     | 4970' |
| Caliente B Ctr Point | ILC 191/38    | QB 014 714    | N 3740 W11443    | 5174' |
| Cedar Peak           | TQQ 087/56    | NM 588 725    | N3742.0 W11620.0 | 8430' |
| Coyote Peak          | TQQ 085/56    | PM 206 649    | N3737.5 W11538.0 | 7920' |
| Elgin N Point        | LSV 005/70    | QM 185 364    | N3721.0 W11432.0 | 3350' |
| Elgin S Point        | LSV 010/42    | QL 079 843    | N3653.0 W11440.0 | 1970' |
| Groom Lake           | INS 338/42    | PM 064 259    | N3716.5 W11548.0 | 4580' |
| Mt Helen             | TQQ 159/17    | NM 228 502    | N3730.0 W11644.5 | 7160' |
| Mt Irish             | TQQ 082/67    | PM 412 671    | N3738.5 W11524.0 | 8740' |
| Quartzite Mt         | TQQ 112/27    | NM 597 522    | N3731.0 W11619.5 | 7770' |
| R63 Tower            | INS 066/8     | PL 338 532    | N3637.0 W11530.2 | 3000' |
| R65 W Circle         | INS 353/6     | PL 185 602    | N3640.9 W11540.4 | 3020' |
| Reveille Peak        | TQQ 067/31    | NM 762 902    | N3751.5 W11608.0 | 8910' |
| Stonewall Mt         | TQQ 204/21    | MM 956 501    | N3730.0 W11703.0 | 8300' |
| Stuckey's Peak       | LSV 002/52    | QM 011 046    | N3704.1 W11444.3 | 4800' |
| Student Gap          | LSV 347/82    | PM 765 650    | N3737.0 W11500.0 | 5000' |
| Texas Lake           | LSV 349/64    | PM 817 318    | N3719.0 W11457.5 | 4400' |
| T-Bird Lake          | LSV 332/45    | PL 580 926    | N3658.1 W11513.5 | 3390' |

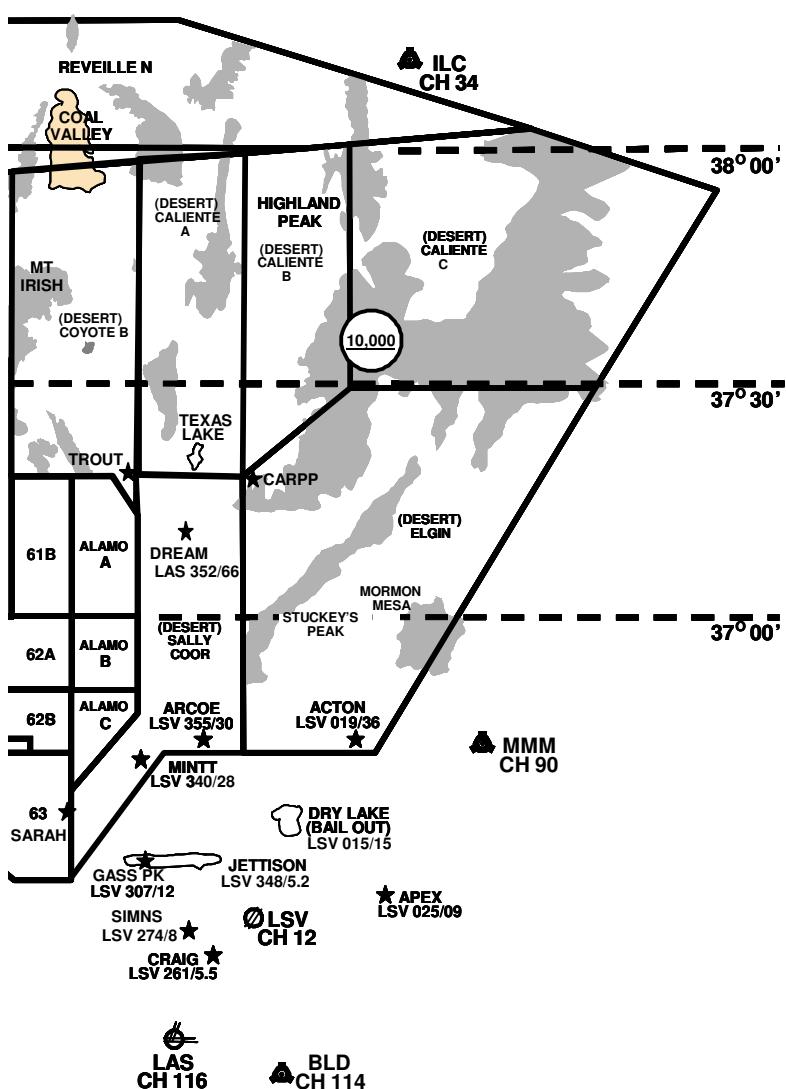
**2-3**  
**NELLIS WESTERL RANGE REFERENCES**



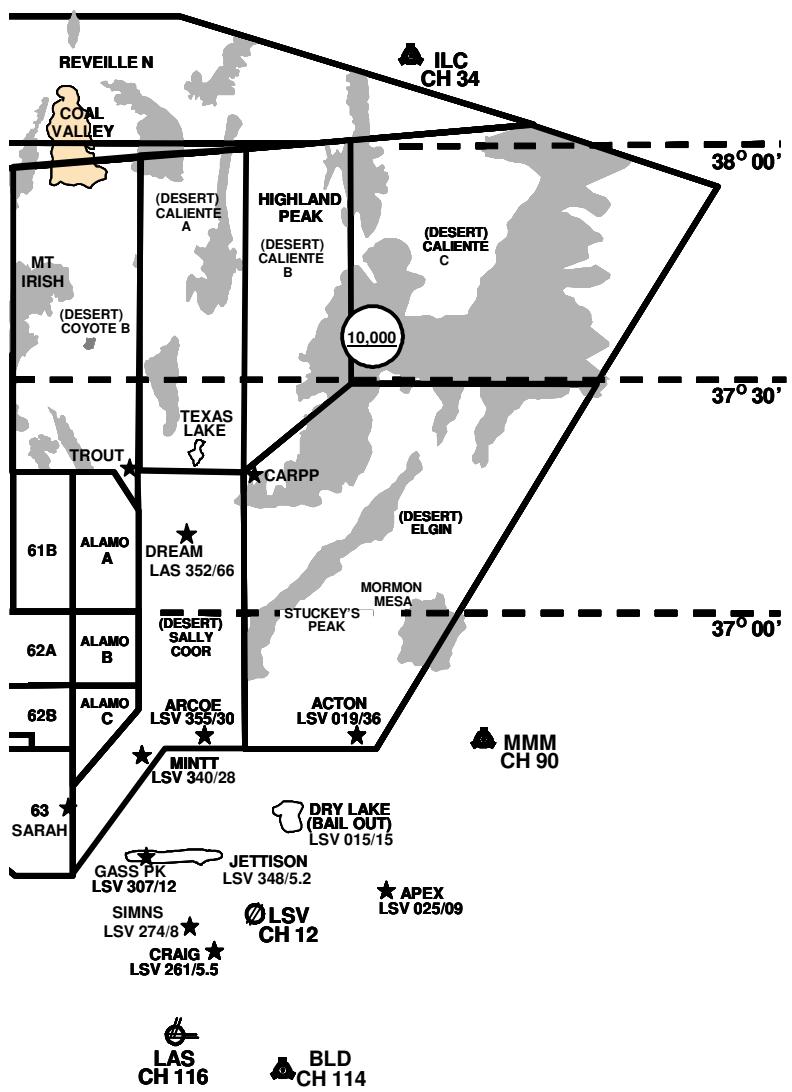
**NELLIS WESTERN RANGE REFERENCES**



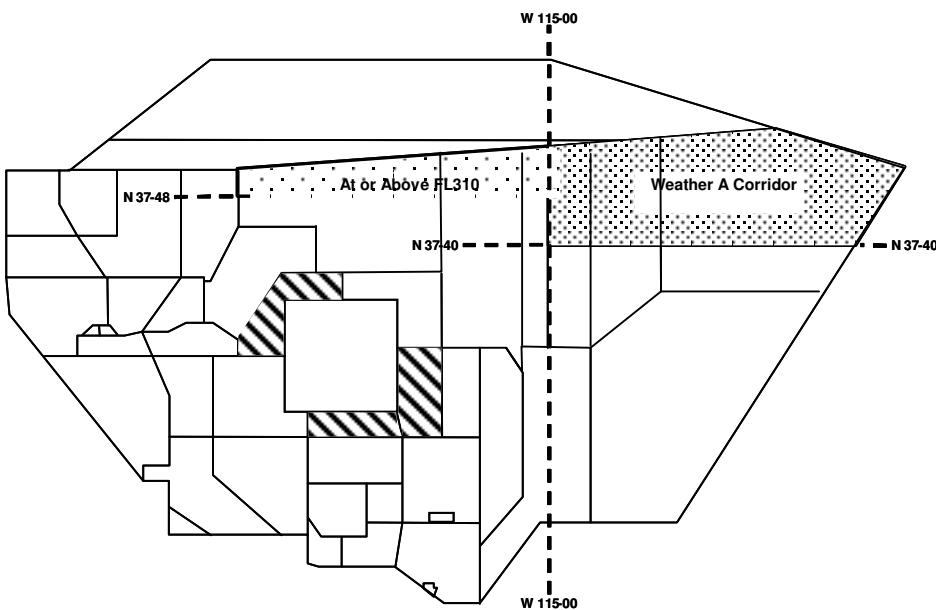
## NELLIS EASTERN RANGE REFERENCES



## NELLIS EASTERN RANGE REFERENCES



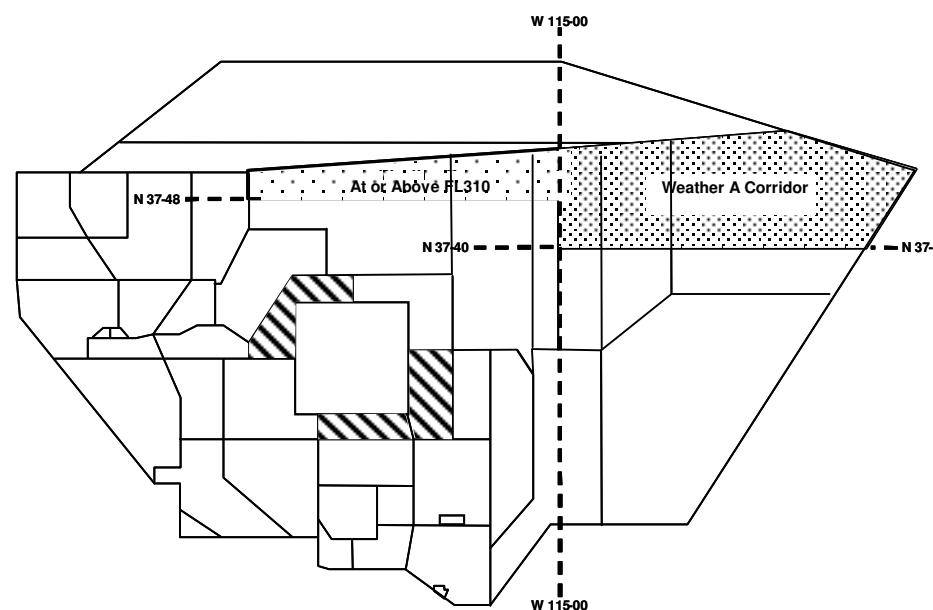
## AIRSPACE RECALL CORRIDORS



**Airspace A Corridor**  
Northern CALIENTE A/B/C Airspace (North of N 37-40)  
Recalled at or Above FL 310

**Airspace B Corridor**  
Northern COYOTE Airspace (North of N 37-48)  
Recalled at or Above FL 310

## AIRSPACE RECALL CORRIDORS



**Airspace A Corridor**  
Northern CALIENTE A/B/C Airspace (North of N 37-40)  
Recalled at or Above FL 310

**Airspace B Corridor**  
Northern COYOTE Airspace (North of N 37-48)  
Recalled at or Above FL 310

### DREAMLAND WEATHER RECALL

Blackjack/NATCF will transmit on range and Guard frequencies:  
“*A DREAMLAND Weather recall is in effect. Aircraft scheduled in Ranges 74A, 61A and 65A must maintain 12,000’ MSL or above in those ranges until further notice.*”

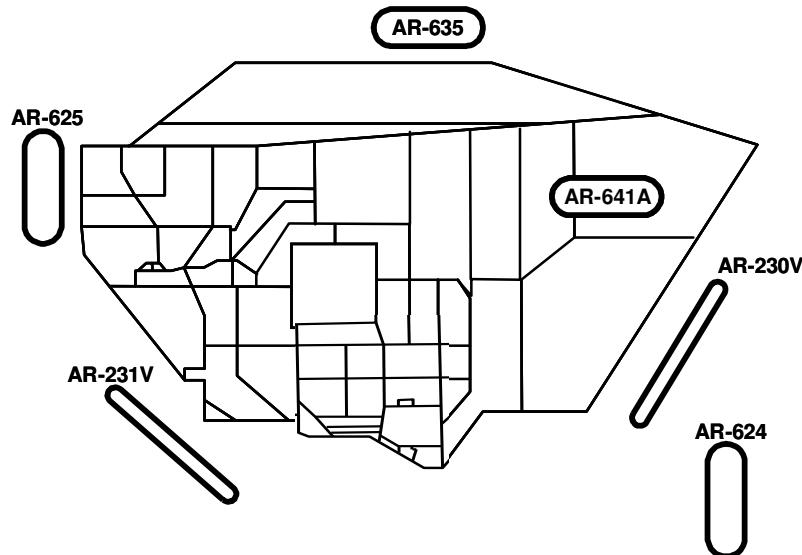
DREAMLAND Approach (261.1) controls the airspace below 11,000’ MSL. Unless cleared by DREAMLAND Approach, aircraft will not descend below 12,000’ MSL in the affected areas (74A, 61A and 65A).

### DREAMLAND WEATHER RECALL

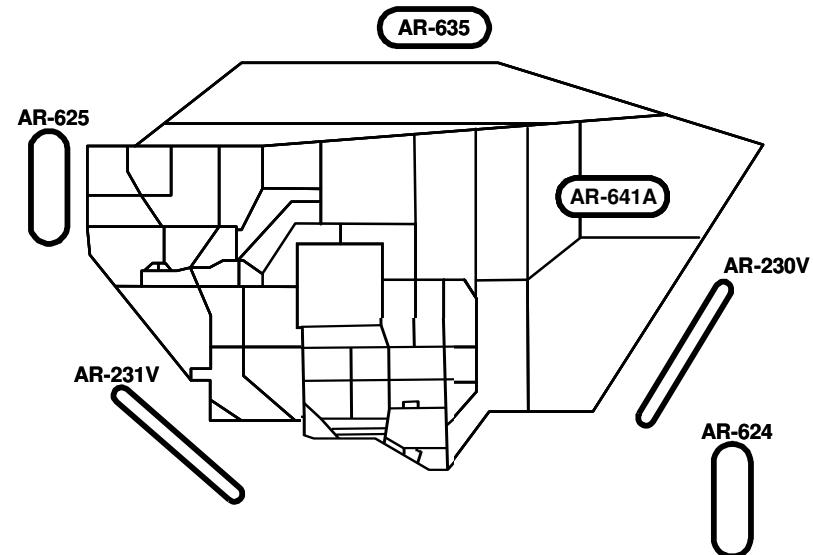
Blackjack/NATCF will transmit on range and Guard frequencies:  
“*A DREAMLAND Weather recall is in effect. Aircraft scheduled in Ranges 74A, 61A and 65A must maintain 12,000’ MSL or above in those ranges until further notice.*”

DREAMLAND Approach (261.1) controls the airspace below 11,000’ MSL. Unless cleared by DREAMLAND Approach, aircraft will not descend below 12,000’ MSL in the affected areas (74A, 61A and 65A).

## LOCAL AAR TRACKS/ANCHORS



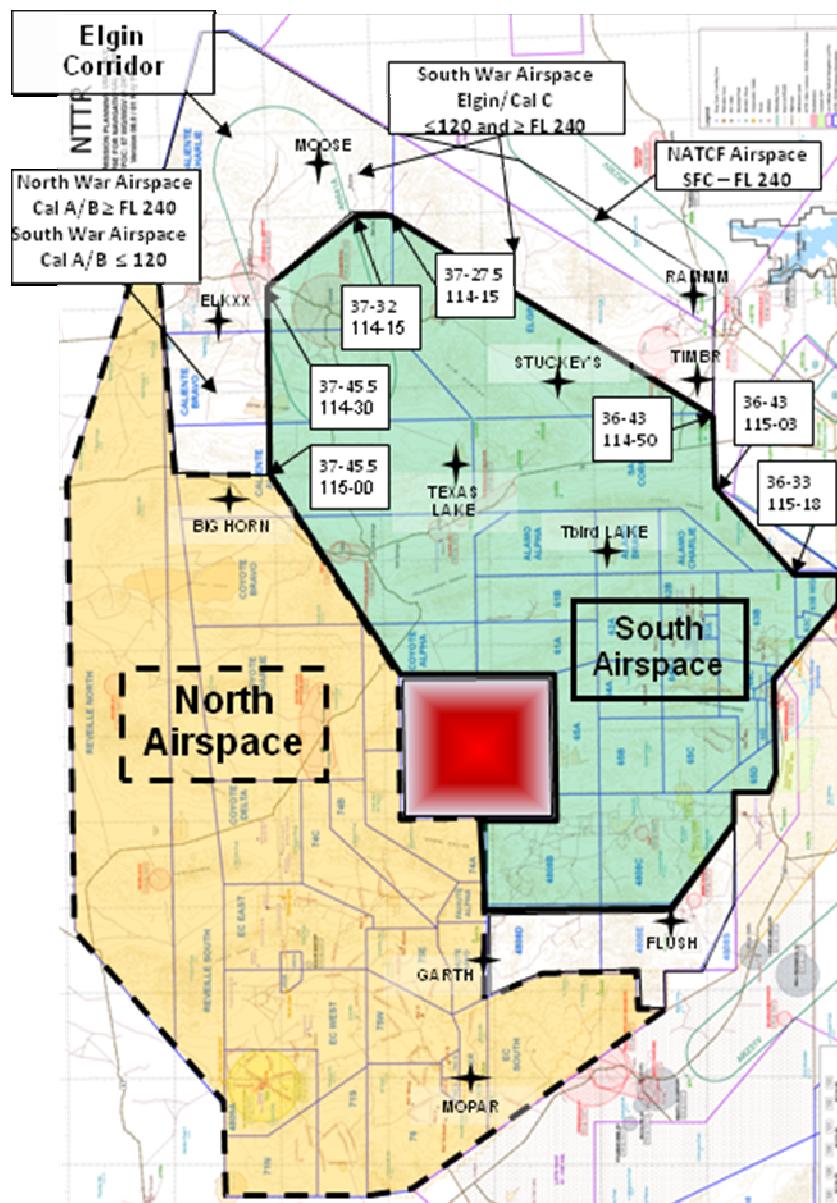
## LOCAL AAR TRACKS/ANCHORS



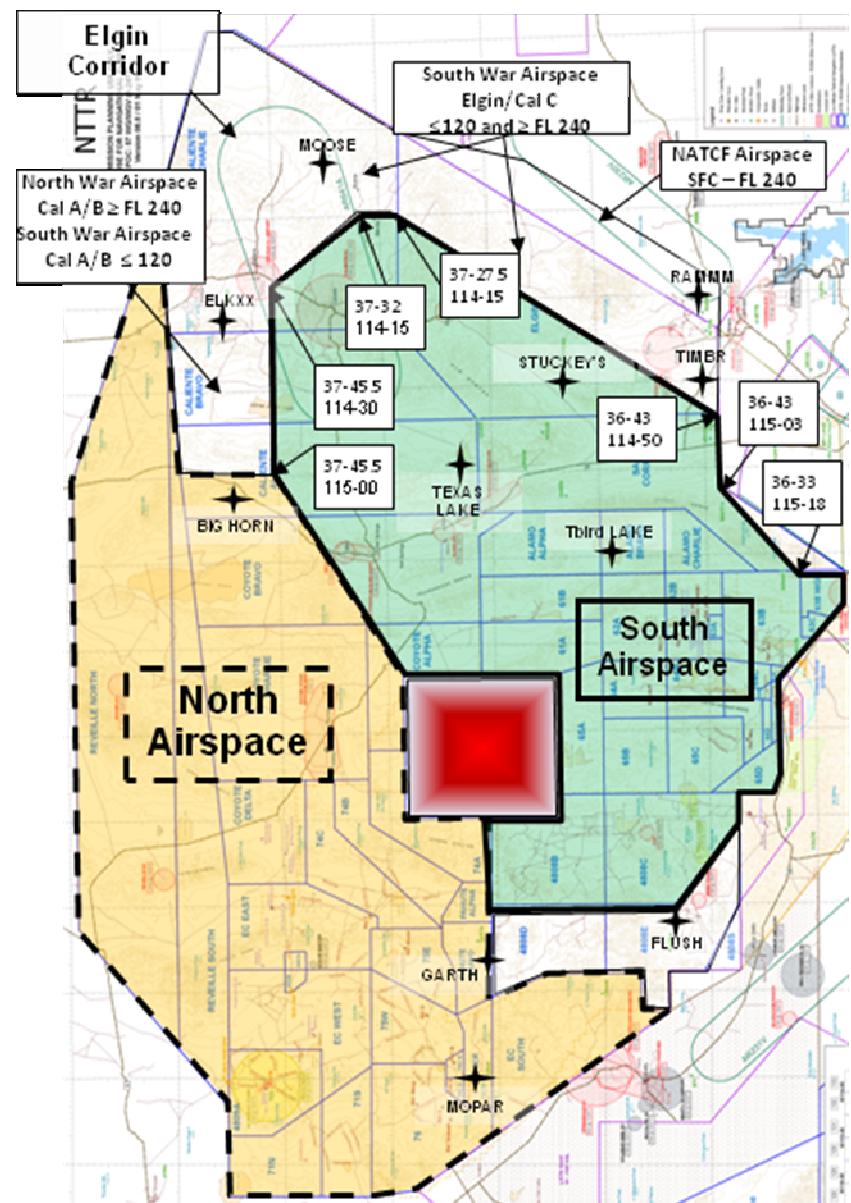
| TRACK     | NAVAID                                      | ARIP  | LEVEL     | FREQ           | A/A TAC | CTR                           |
|-----------|---|---|-----------|----------------|---------|-------------------------------|
| AR-624    | BCE Ch 75/<br>112.8                         | BCE 182/39<br>N3705 W11233                                | 190-220   | 289.7<br>319.5 | 32/95   | LA<br>343.6<br>319.2<br>306.3 |
| AR-625 HI | MVA Ch 98/<br>115.1                         | MVA 164/77<br>N3717 W11802                                | 230-250   | 295.8<br>319.5 | 50/113  | OAK<br>319.8                  |
| AR-625 LO | MVA Ch 98/<br>115.1                         | MVA 164/77<br>N3717 W11802                                | 180-210   | 291.9<br>319.5 | 33/96   | OAK<br>319.8                  |
| AR-635    | MLF Ch 58/<br>112.1<br>ILC Ch 110/<br>116.3 | MLF 260/127<br>N3831 W11543<br>MLF 290/42<br>N3846 W11345 | 190-260   | 352.6<br>319.5 | 52/115  | SLC<br>360.8                  |
| AR-641A   | ILC Ch 110<br>116.3                         | N/A   | 12K - 230 | 295.4<br>319.5 | 31/94   | LA<br>343.6                   |
| AR-230V   | LAS Ch 116<br>116.9                         | LAS 025/46<br>N3640 W11431                                | 6K-8K     | A/R            | A/R     | LA<br>343.6<br>124.2          |
| AR-231V   | BTY Ch 94<br>114.7                          | BTY 124/36<br>N3620 W11614                                | 6K-8K     | A/R            | A/R     | LA<br>343.6<br>124.2          |

| TRACK     | NAVAID                                      | ARIP  | LEVEL     | FREQ           | A/A TAC | CTR                           |
|-----------|---|---|-----------|----------------|---------|-------------------------------|
| AR-624    | BCE Ch 75/<br>112.8                         | BCE 182/39<br>N3705 W11233                                | 190-220   | 289.7<br>319.5 | 32/95   | LA<br>343.6<br>319.2<br>306.3 |
| AR-625 HI | MVA Ch 98/<br>115.1                         | MVA 164/77<br>N3717 W11802                                | 230-250   | 295.8<br>319.5 | 50/113  | OAK<br>319.8                  |
| AR-625 LO | MVA Ch 98/<br>115.1                         | MVA 164/77<br>N3717 W11802                                | 180-210   | 291.9<br>319.5 | 33/96   | OAK<br>319.8                  |
| AR-635    | MLF Ch 58/<br>112.1<br>ILC Ch 110/<br>116.3 | MLF 260/127<br>N3831 W11543<br>MLF 290/42<br>N3846 W11345 | 190-260   | 352.6<br>319.5 | 52/115  | SLC<br>360.8                  |
| AR-641A   | ILC Ch 110<br>116.3                         | N/A   | 12K - 230 | 295.4<br>319.5 | 31/94   | LA<br>343.6                   |
| AR-230V   | LAS Ch 116<br>116.9                         | LAS 025/46<br>N3640 W11431                                | 6K-8K     | A/R            | A/R     | LA<br>343.6<br>124.2          |
| AR-231V   | BTY Ch 94<br>114.7                          | BTY 124/36<br>N3620 W11614                                | 6K-8K     | A/R            | A/R     | LA<br>343.6<br>124.2          |

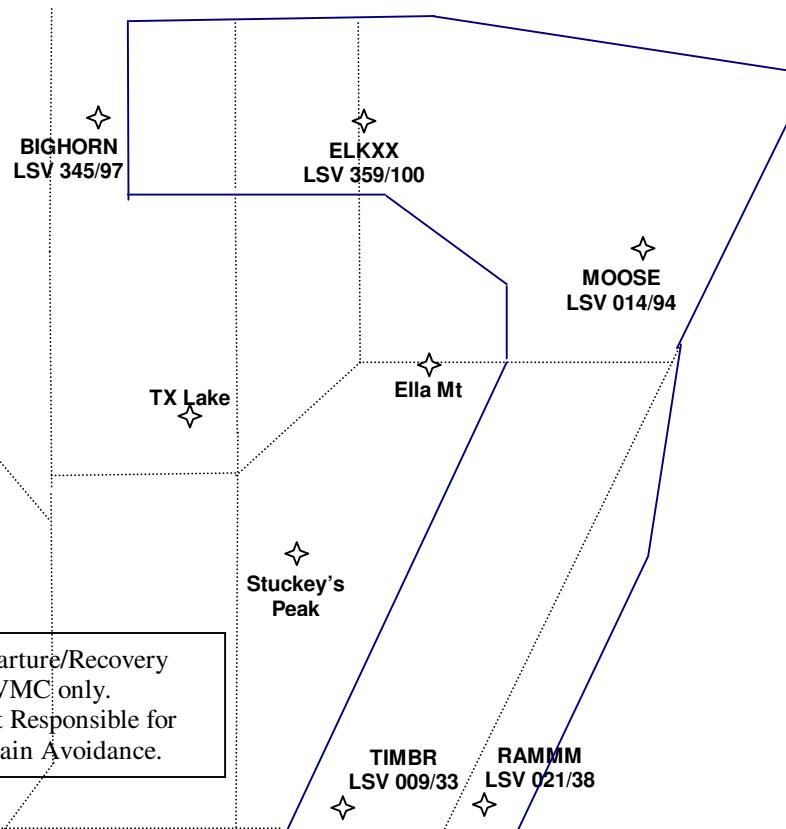
## NORTH/SOUTH WAR AIRSPACE



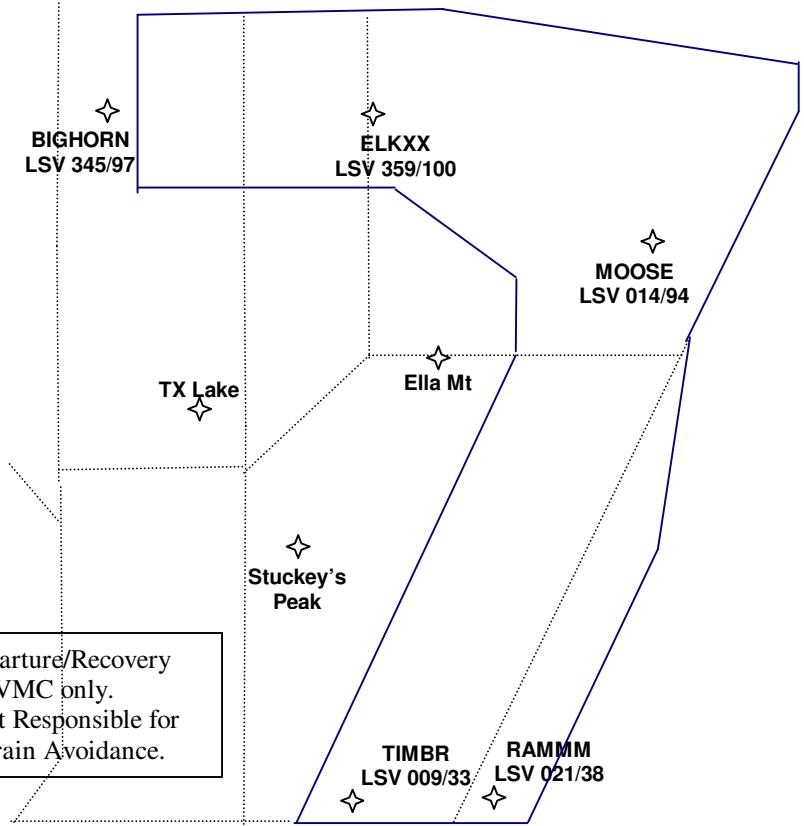
## NORTH/SOUTH WAR AIRSPACE



## ELGIN CORRIDOR



## ELGIN CORRIDOR



### N War Depart (Rwy 3)

Dream 2 – Then expect vectors to RAMMM ( $\geq 16K$ ) – MOOSE ( $\geq 190$ ) – ELKXX – BIGHORN

### N War Depart (Rwy 21)

Dream 2 – Then expect vectors to TIMBR ( $\geq 190$ ) – MOOSE – ELKXX – BIGHORN

### N War Recover (Rwy 3) (Call NATCF NLT 10nm prior to exit)

BIGHORN – ELKXX – MOOSE – TIMBR ( $\geq 13K$ ) – GASS PK...

### N War Recover (Rwy 21) (Call NATCF NLT 10nm prior to exit)

BIGHORN – ELKXX – MOOSE – RAMM ( $\geq 13K$ ) – APEX...

### N War Recover from West (Call NATCF NLT 10nm prior to exit)

FLUSH, GARTH standard, or

MOPAR – BTY – STRYK ( $\geq 9.5K$ )...expect STRYK Recovery

### S War Depart (Rwy 3/21) (Call NATCF NLT 10nm prior to exit)

Dream 2 – RAMMM/TIMBR – once in corridor, direct S War, or

Standard (FYTR1, FYTTR LOW; FLEX A/R) to Alamos/60s/08s

### ELGIN CORRIDOR ALT: 13K-FL230

BIGHORN (LSV 345/97)  
N 37-52.00  
W 115-02.00

ELKXX (LSV 359/100)  
N 37-52.00  
W 114-30.00

MOOSE (LSV 014/94)  
N 37-36.77  
W 114-04.42

MOPAR (BTY 344/29)  
N 37-17.00  
W 116-45.00

RAMMM (LSV 021/38)  
N 36-45.00  
W 114-33.33

TIMBR (LSV 009/33)  
N 36-45.00  
W 114-44.58

### N War Depart (Rwy 3)

Dream 2 – Then expect vectors to RAMMM ( $\geq 16K$ ) – MOOSE ( $\geq 190$ ) – ELKXX – BIGHORN

### N War Depart (Rwy 21)

Dream 2 – Then expect vectors to TIMBR ( $\geq 190$ ) – MOOSE – ELKXX – BIGHORN

### N War Recover (Rwy 3) (Call NATCF NLT 10nm prior to exit)

BIGHORN – ELKXX – MOOSE – TIMBR ( $\geq 13K$ ) – GASS PK...

### N War Recover (Rwy 21) (Call NATCF NLT 10nm prior to exit)

BIGHORN – ELKXX – MOOSE – RAMM ( $\geq 13K$ ) – APEX...

### N War Recover from West (Call NATCF NLT 10nm prior to exit)

FLUSH, GARTH standard, or

MOPAR – BTY – STRYK ( $\geq 9.5K$ )...expect STRYK Recovery

### S War Depart (Rwy 3/21) (Call NATCF NLT 10nm prior to exit)

Dream 2 – RAMMM/TIMBR – once in corridor, direct S War, or

Standard (FYTR1, FYTTR LOW; FLEX A/R) to Alamos/60s/08s

### ELGIN CORRIDOR ALT: 13K-FL230

BIGHORN (LSV 345/97)  
N 37-52.00  
W 115-02.00

ELKXX (LSV 359/100)  
N 37-52.00  
W 114-30.00

MOOSE (LSV 014/94)  
N 37-36.77  
W 114-04.42

MOPAR (BTY 344/29)  
N 37-17.00  
W 116-45.00

RAMMM (LSV 021/38)  
N 36-45.00  
W 114-33.33

TIMBR (LSV 009/33)  
N 36-45.00  
W 114-44.58

## NORTH/SOUTH WAR PROCEDURES

### GENERAL

- Upon initial check-in with Departure, flight leads will indicate **which** war they are participating in (N or S): “**NELLIS DEPARTURE, RAMBO I, NORTH WAR**”.
- In general, the Sally Corridor will be **closed** and the Elgin Corridor **open** when simultaneous N/S War procedures are in effect.
- The South War Msn/CC will request closure of Sally Corridor with NATCF NLT 5 minutes prior to VUL start time. Additionally, the South War **VUL start time** must be at least 10 minutes into the **scheduled airspace time**.
- Mission Commanders/Flight leads in the South War airspace will call NATCF when complete, and report “*Callsign, South War complete, cleared to open Sally Corridor.*”

### AIRSPACE

- N War Airspace – 70s, EC E/W/S, PAH, TPECR, 09A, Rev N/S, Coy A/C/D.
- N War players may marshal in Cal A/B above the Elgin Corridor ( $\geq 24K$ ).
- S War Airspace – AL, 60s, Sally, 08B/C, Elgin, Cal C.
- S War may use airspace above the Elgin Corridor ( $\geq 24K$ ) in Cal C and Elgin. MOAs and airspace below the Elgin Corridor ( $\leq 12K$ ) in Cal A/B/C and Elgin MOA.
- MARSA Airspace – Cal A/B, Coy A/B/C.

### DEPARTURE

- West Departure (South War):** File an LSV-205. Expect vectors and clearance into R-4808 or Alamo/60s.
- West Departure (North War):** File an LSV-202C. Expect routing to BTY, through ECS to MOPAR. Do not expect clearance through R-4808. Aircraft should maintain assigned altitude until north of MOPAR.
- North Departure (North or South War):** File an LSV-201. If the Sally Corridor is closed, expect vectors off the SID to TIMBR or RAMMM.

### RECOVERY

- North War Exit points:** GARTH, MOPAR, FLUSH or BIGHORN.
- North War Recovery:** Western recoveries via FLUSH and GARTH remain unchanged. Western recoveries may also commence via MOPAR (i.e. Allied participants). Eastern recoveries will commence via BIGHORN. Follow the routing contained on page 2-9. Aircrews should plan fuel to fly the entire recovery procedure and should not expect vectors across El/Cal to shorten the recovery, even if the South War has concluded.
- South War Exit points:** FLUSH, STRYK, TIMBR or RAMMM.
- South War Recovery:** Aircraft in the western portion of South War airspace may recover via FLUSH or STRYK. These procedures remain unchanged. Aircraft in the eastern portion of South War airspace should report their position in relation to Stuckey’s Peak and expect recovery clearance via TIMBR or RAMMM.

## NORTH/SOUTH WAR PROCEDURES

### GENERAL

- Upon initial check-in with Departure, flight leads will indicate **which** war they are participating in (N or S): “**NELLIS DEPARTURE, RAMBO I, NORTH WAR**”.
- In general, the Sally Corridor will be **closed** and the Elgin Corridor **open** when simultaneous N/S War procedures are in effect.
- The South War Msn/CC will request closure of Sally Corridor with NATCF NLT 5 minutes prior to VUL start time. Additionally, the South War **VUL start time** must be at least 10 minutes into the **scheduled airspace time**.
- Mission Commanders/Flight leads in the South War airspace will call NATCF when complete, and report “*Callsign, South War complete, cleared to open Sally Corridor.*”

### AIRSPACE

- N War Airspace – 70s, EC E/W/S, PAH, TPECR, 09A, Rev N/S, Coy A/C/D.
- N War players may marshal in Cal A/B above the Elgin Corridor ( $\geq 24K$ ).
- S War Airspace – AL, 60s, Sally, 08B/C, Elgin, Cal C.
- S War may use airspace above the Elgin Corridor ( $\geq 24K$ ) in Cal C and Elgin. MOAs and airspace below the Elgin Corridor ( $\leq 12K$ ) in Cal A/B/C and Elgin MOA.
- MARSA Airspace – Cal A/B, Coy A/B/C.

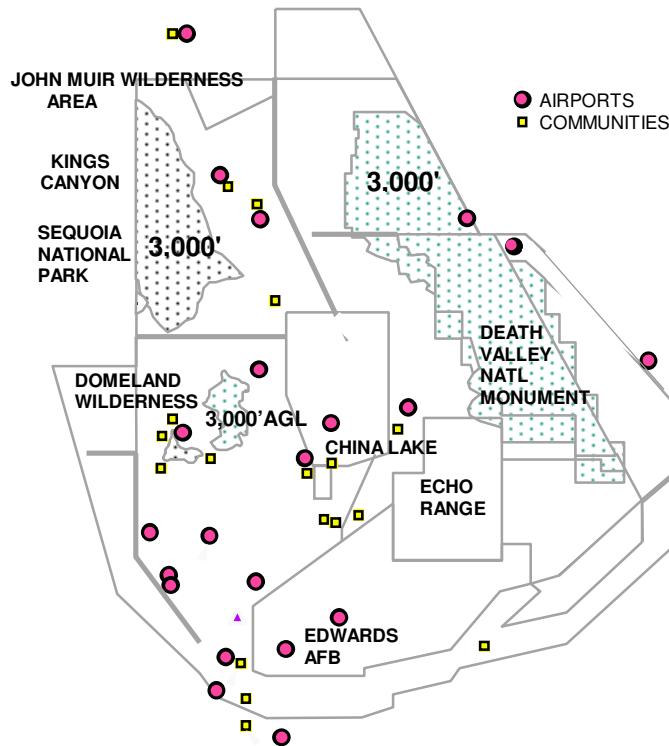
### DEPARTURE

- West Departure (South War):** File an LSV-205. Expect vectors and clearance into R-4808 or Alamo/60s.
- West Departure (North War):** File an LSV-202C. Expect routing to BTY, through ECS to MOPAR. Do not expect clearance through R-4808. Aircraft should maintain assigned altitude until north of MOPAR.
- North Departure (North or South War):** File an LSV-201. If the Sally Corridor is closed, expect vectors off the SID to TIMBR or RAMMM.

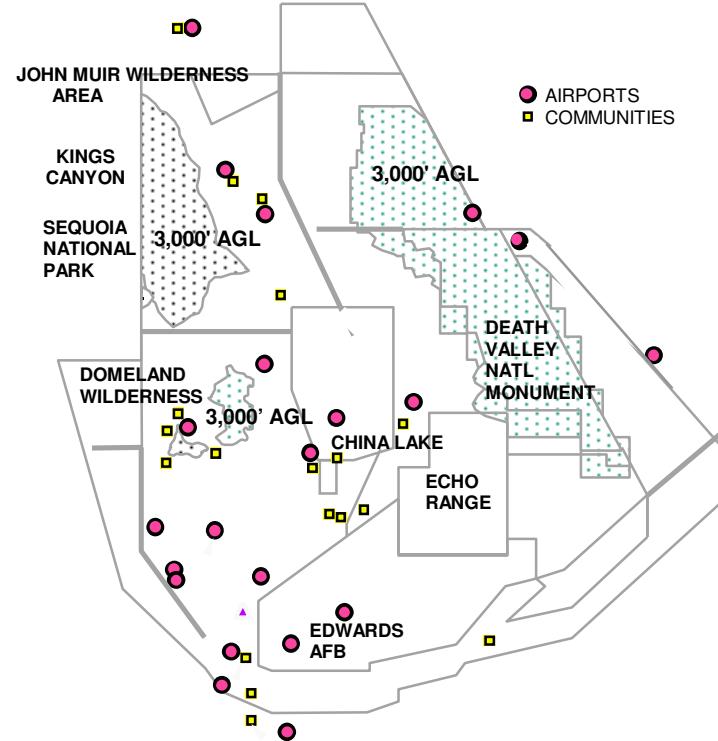
### RECOVERY

- North War Exit points:** GARTH, MOPAR, FLUSH or BIGHORN.
- North War Recovery:** Western recoveries via FLUSH and GARTH remain unchanged. Western recoveries may also commence via MOPAR (i.e. Allied participants). Eastern recoveries will commence via BIGHORN. Follow the routing contained on page 2-9. Aircrews should plan fuel to fly the entire recovery procedure and should not expect vectors across El/Cal to shorten the recovery, even if the South War has concluded.
- South War Exit points:** FLUSH, STRYK, TIMBR or RAMMM.
- South War Recovery:** Aircraft in the western portion of South War airspace may recover via FLUSH or STRYK. These procedures remain unchanged. Aircraft in the eastern portion of South War airspace should report their position in relation to Stuckey’s Peak and expect recovery clearance via TIMBR or RAMMM.

## R-2508 COMPLEX



## R-2508 COMPLEX



### GENERAL INFORMATION:

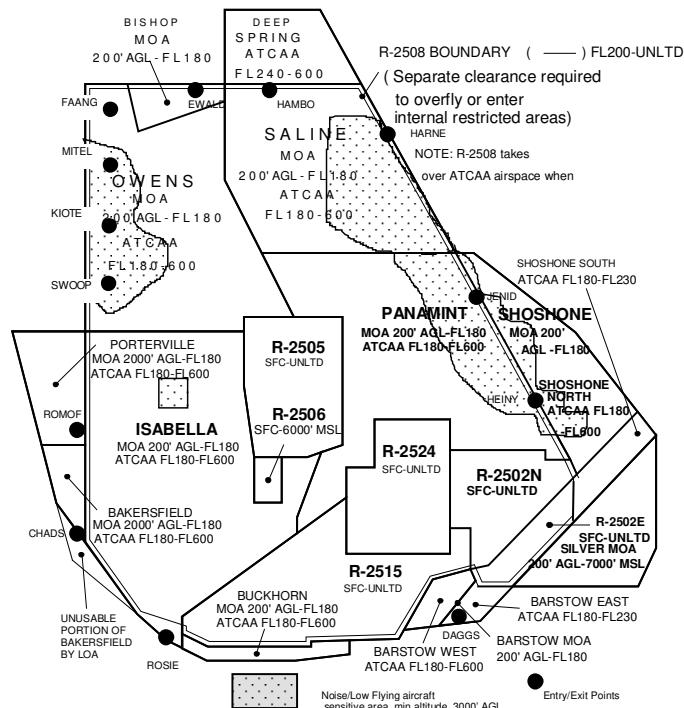
- Face to Face briefing by squadron/host unit required prior to use (LAO Brief).
- For R-2508 scheduling, contact CCF @ DSN 527-2508, fax: 527-4798 or email: [2508CCF@edwards.af.mil](mailto:2508CCF@edwards.af.mil). Do not enter the R-2508 complex without being scheduled and briefed.
- In general R 2508 is no chaff, no flare and subsonic. See R-2508 handbook or <http://www.edwards.af.mil/r-2508.asp> for current information.
- The SAGE 2 clearance into the airspace is: Isabella, Saline, Owens and Panamint; FL 290 and below. SAGE 2 **does not** include Bishop MOA, Inyokern or Shoshone Transition (Note: Shoshone Transition < FL 230).
- At no time will aircraft fly below 3,000' AGL over National Parks and Wilderness Areas (Death Valley, Domeland, John Muir, Kings Canyon and Sequoia).
- Contact JOSHUA Approach (291.6 / 120.25) for entry/exit clearance.
  - For best results, contact JOSHUA Approach just west or southwest of Mt Charleston at 8,500' MSL or above.
- When flying below 1,500' AGL, monitor UHF 315.9 for self-deconfliction.

### GENERAL INFORMATION:

- Face to Face briefing by squadron/host unit required prior to use (LAO Brief).
- For R-2508 scheduling, contact CCF @ DSN 527-2508, fax: 527-4798 or email: [2508CCF@edwards.af.mil](mailto:2508CCF@edwards.af.mil). Do not enter the R-2508 complex without being scheduled and briefed.
- In general R 2508 is no chaff, no flare and subsonic. See R-2508 handbook or <http://www.edwards.af.mil/r-2508.asp> for current information.
- The SAGE 2 clearance into the airspace is: Isabella, Saline, Owens and Panamint; FL 290 and below. SAGE 2 **does not** include Bishop MOA, Inyokern or Shoshone Transition (Note: Shoshone Transition < FL 230).
- At no time will aircraft fly below 3,000' AGL over National Parks and Wilderness Areas (Death Valley, Domeland, John Muir, Kings Canyon and Sequoia).
- Contact JOSHUA Approach (291.6 / 120.25) for entry/exit clearance.
  - For best results, contact JOSHUA Approach just west or southwest of Mt Charleston at 8,500' MSL or above.
- When flying below 1,500' AGL, monitor UHF 315.9 for self-deconfliction.

## R-2508 ENTRY/EXIT POINTS

|       |            |         |          |
|-------|------------|---------|----------|
| FAANG | NLC 043/77 | N3700.0 | W11835.1 |
| EWALD | BTY 274/71 | N3712.0 | W11807.8 |
| HAMBO | BTY 283/50 | N3712.0 | W11738.5 |
| HARNE | BTY 274/22 | N3655.5 | W11711.3 |
| HEINY | BTY 154/58 | N3551.5 | W11632.5 |
| JENID | BTY 175/27 | N3621.3 | W11651.5 |
| DAGGS | EDW 076/38 | N3459.0 | W11657.0 |
| ROSIE | PMD 317/15 | N3451.1 | W11812.4 |
| CHADS | NID 226/51 | N3515.0 | W11835.0 |
| ROMOF | NID 267/44 | N3549.0 | W11835.1 |
| SWOOP | NLC 075/67 | N3619.0 | W11835.1 |
| KIOTE | NLC 062/68 | N3634.3 | W11835.4 |
| MITEL | CZQ 086/61 | N3641.1 | W11835.1 |

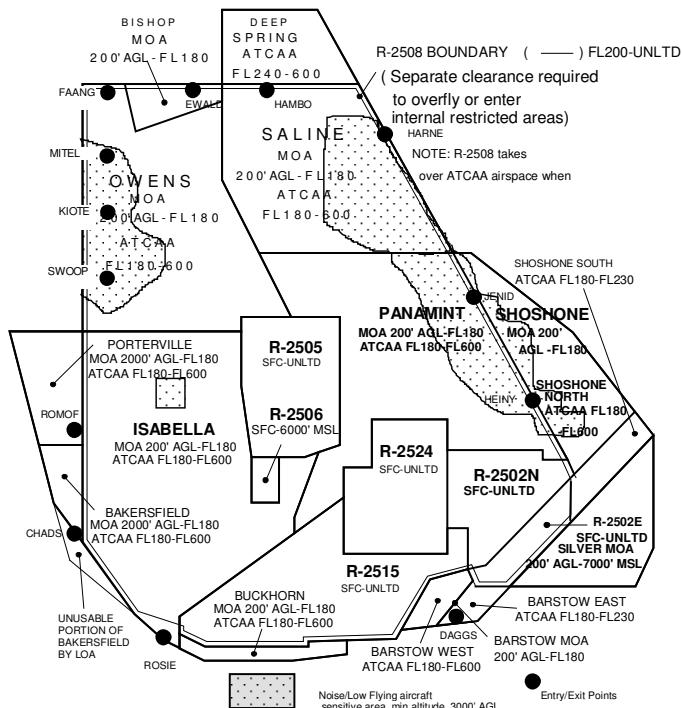


### FREQUENCIES

Saline – 256.8/123.95  
 Panamint – 291.6/120.25  
 Owens – 322.3/126.55  
 Isabella – 335.6/134.05 or 348.7/133.65  
 R2502 – “Desert Radio” 281.45/118.175  
 R2506 – “China Cntrl” 301.0/128.25  
 R2515 – “Sport” 272.0/132.75

## R-2508 ENTRY/EXIT POINTS

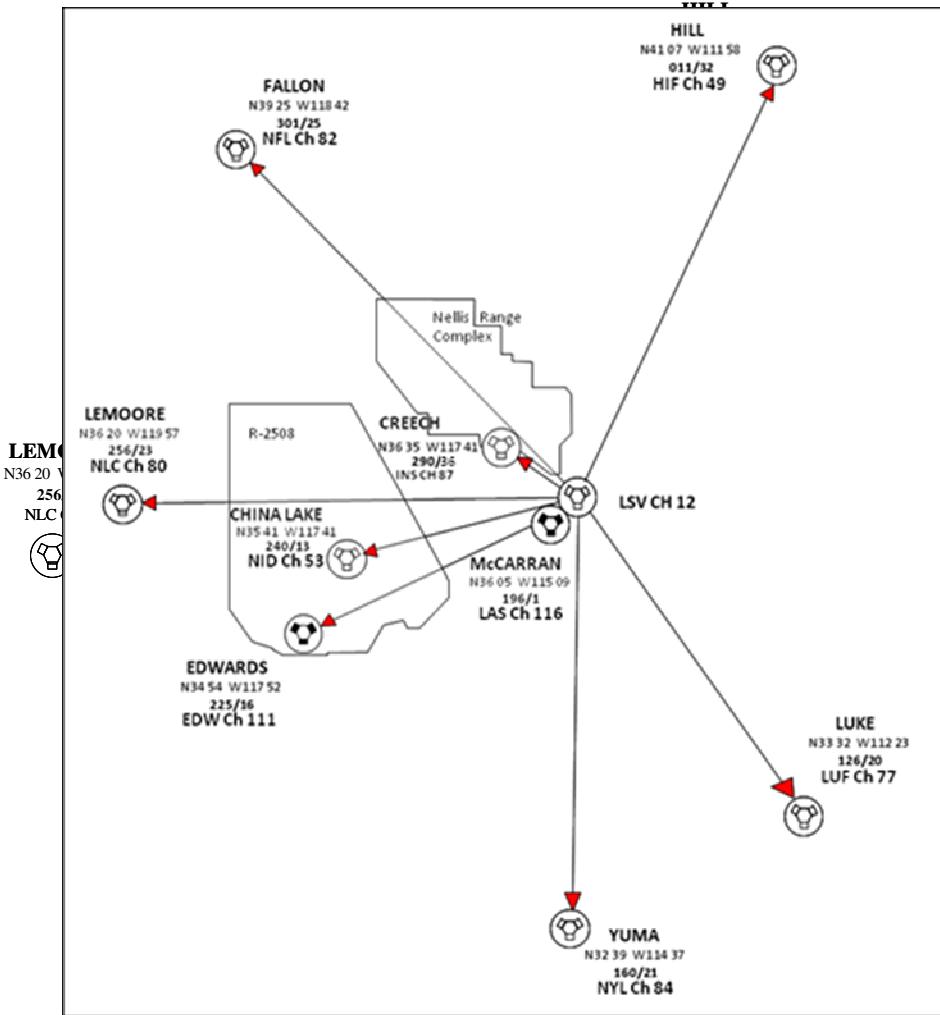
|       |            |         |          |
|-------|------------|---------|----------|
| FAANG | NLC 043/77 | N3700.0 | W11835.1 |
| EWALD | BTY 274/71 | N3712.0 | W11807.8 |
| HAMBO | BTY 283/50 | N3712.0 | W11738.5 |
| HARNE | BTY 274/22 | N3655.5 | W11711.3 |
| HEINY | BTY 154/58 | N3551.5 | W11632.5 |
| JENID | BTY 175/27 | N3621.3 | W11651.5 |
| DAGGS | EDW 076/38 | N3459.0 | W11657.0 |
| ROSIE | PMD 317/15 | N3451.1 | W11812.4 |
| CHADS | NID 226/51 | N3515.0 | W11835.0 |
| ROMOF | NID 267/44 | N3549.0 | W11835.1 |
| SWOOP | NLC 075/67 | N3619.0 | W11835.1 |
| KIOTE | NLC 062/68 | N3634.3 | W11835.4 |
| MITEL | CZQ 086/61 | N3641.1 | W11835.1 |



### FREQUENCIES

Saline – 256.8/123.95  
 Panamint – 291.6/120.25  
 Owens – 322.3/126.55  
 Isabella – 335.6/134.05 or 348.7/133.65  
 R2502 – “Desert Radio” 281.45/118.175  
 R2506 – “China Cntrl” 301.0/128.25  
 R2515 – “Sport” 272.0/132.75

## NELLIS DIVERT BASES & TACANS

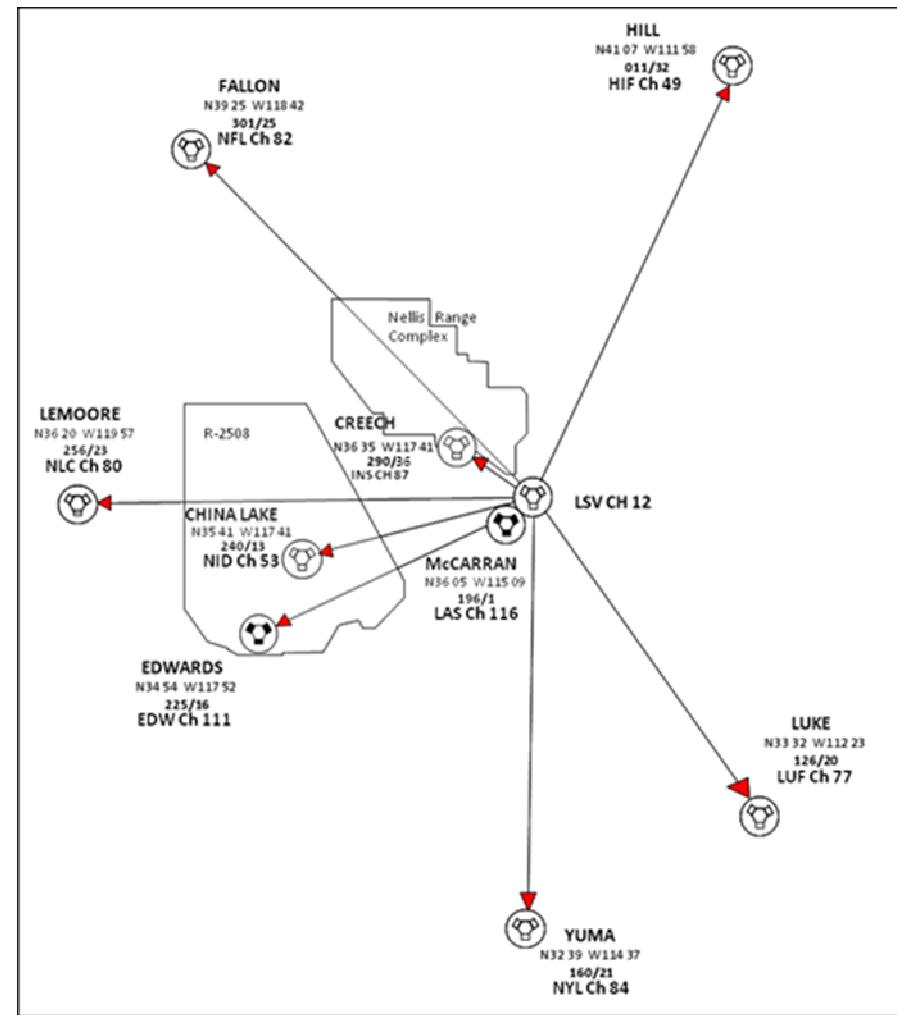


### GENERAL DIVERT INFORMATION:

- Contact BULLSEYE SOF for instructions on local Ch 9, if able.
- Alternate/Divert order of preference: Creech, Edwards or Luke AFB.
- Creech AFB is available only during DAY/VFR conditions. Minimum WX required to name Creech as the alternate is a 10,000' MSL ceiling. Aircraft utilizing Creech AFB for divert must maintain VFR cloud clearances and are responsible for terrain clearance.**
- McCarran may be used if a low fuel state prevents divert to a military base.

3-1

## NELLIS DIVERT BASES & TACANS



### GENERAL DIVERT INFORMATION:

- Contact BULLSEYE SOF for instructions on local Ch 9, if able.
- Alternate/Divert order of preference: Creech, Edwards or Luke AFB.
- Creech AFB is available only during DAY/VFR conditions. Minimum WX required to name Creech as the alternate is a 10,000' MSL ceiling. Aircraft utilizing Creech AFB for divert must maintain VFR cloud clearances and are responsible for terrain clearance.**
- McCarran may be used if a low fuel state prevents divert to a military base.

3-1

**HILL**  
N41 07 W111 58  
011/326  
HIF Ch 49

**FALLON**  
N39 25 W118 42

3-1

## DIVERT BASE INFORMATION

| Airfield       | Hdg/Rng    | TCN           | Coord                      | RWY                           | Remarks                             |
|----------------|------------|---------------|----------------------------|-------------------------------|-------------------------------------|
| Creech AFB     | 290° / 36  | INS<br>CH 87  | N36 35<br>W115 40<br>3133' | 08 / 26<br>9K<br>BAK-12/14    | Tower<br>360.625 /<br>118.3         |
| Edwards AFB    | 225° / 160 | EDW<br>CH 111 | N34 54<br>W117 53<br>2302' | 04 / 22<br>15K<br>BAK-12      | Tower<br>318.1 / 120.7              |
| Luke AFB       | 126° / 209 | LUF<br>CH 77  | N33 32<br>W112 23<br>1085' | 03 / 21<br>10K<br>BAK-9/12    | Tower<br>379.7 / 119.1              |
| China Lake NAS | 240° / 132 | NID<br>CH 53  | N35 41<br>W117 41<br>2283' | 32 / 14<br>9K<br>E28          | Tower<br>340.2 / 120.15             |
| Yuma MCAS      | 160° / 214 | NYL<br>CH 84  | N32 39<br>W114 36<br>216'  | 03 / 21<br>13.3K<br>E28       | Tower<br>382.8 / 361.2<br>119.3     |
| Lemoore NAS    | 256° / 237 | NLC<br>CH 80  | N36 20<br>W119 57<br>234'  | 14 / 32<br>13.5K<br>E28       | Tower<br>340.2 / 360.2<br>128.3     |
| Fallon NAS     | 301° / 259 | NFL<br>CH 82  | N39 25<br>W118 42<br>3934' | 13R / 31L<br>14K<br>E28       | Tower<br>340.2 / 119.25             |
| Hill AFB       | 011° / 326 | HIF<br>CH 49  | N41 07<br>W111 58<br>4789' | 14 / 32<br>13.5K<br>BAK-12/14 | Tower<br>263.15<br>251.05<br>127.15 |

Note: Bases listed in order of divert preference

## EMERGENCY DIVERT BASE INFORMATION

| Airfield             | Hdg/Rng     | TCN                             | Coord                       | RWY                            | Remarks  |
|----------------------|-------------|---------------------------------|-----------------------------|--------------------------------|--|
| McCarran Intl        | 196° / 11   | LAS<br>CH 116                   | N36 05<br>W115 09<br>2141'  | 07L / 25R<br>14.5K<br>No Cable | Tower<br>257.8 / 119.9   |
| Mercury/ Desert Rock | 283° / 53.5 | N/A                             | N3637.65<br>W11601<br>3314' | 02/20<br>7.5K<br>No Cables     | 122.8<br>Mercury<br>Radio                                      |
| Tonopah Test         | 304° / 124  | TQQ<br>CH 77                    | N37 48<br>W116 46<br>5548'  | 14 / 32<br>12K<br>BAK 12       | Tower<br>257.95 /<br>124.75                                    |
| Tonopah Municipal    | 305° / 147  | TPH<br>CH 119                   | N38 03<br>W117 05<br>5426'  | 15 / 33<br>7K<br>No Cables     | SLC Center<br>317.62/133.4<br>5<br>Reno Radio<br>122.6 / 255.4 |
| Bishop               | 281° / 175  | BIH<br>109.6<br>CH 33           | N37 22<br>W118 22<br>4110'  | 12 / 30<br>7.5K<br>No Cables   | Riverside<br>Radio<br>122.6 / 255.4                            |
| Cedar City Rgnl      | 134° / 128  | 117.3<br>CH 120<br>(VOR<br>DME) | N 37 42<br>W113 06<br>5622' | 02 / 20<br>8.6K<br>No Cables   | UNICOM<br>123.0<br>High Terrain                                |

## DIVERT BASE INFORMATION

| Airfield       | Hdg/Rng    | TCN           | Coord                      | RWY                           | Remarks                             |
|----------------|------------|---------------|----------------------------|-------------------------------|-------------------------------------|
| Creech AFB     | 290° / 36  | INS<br>CH 87  | N36 35<br>W115 40<br>3133' | 08 / 26<br>9K<br>BAK-12/14    | Tower<br>360.625 /<br>118.3         |
| Edwards AFB    | 225° / 160 | EDW<br>CH 111 | N34 54<br>W117 53<br>2302' | 04 / 22<br>15K<br>BAK-12      | Tower<br>318.1 / 120.7              |
| Luke AFB       | 126° / 209 | LUF<br>CH 77  | N33 32<br>W112 23<br>1085' | 03 / 21<br>10K<br>BAK-9/12    | Tower<br>379.7 / 119.1              |
| China Lake NAS | 240° / 132 | NID<br>CH 53  | N35 41<br>W117 41<br>2283' | 32 / 14<br>9K<br>E28          | Tower<br>340.2 / 120.15             |
| Yuma MCAS      | 160° / 214 | NYL<br>CH 84  | N32 39<br>W114 36<br>216'  | 03 / 21<br>13.3K<br>E28       | Tower<br>382.8 / 361.2<br>119.3     |
| Lemoore NAS    | 256° / 237 | NLC<br>CH 80  | N36 20<br>W119 57<br>234'  | 14 / 32<br>13.5K<br>E28       | Tower<br>340.2 / 360.2<br>128.3     |
| Fallon NAS     | 301° / 259 | NFL<br>CH 82  | N39 25<br>W118 42<br>3934' | 13R / 31L<br>14K<br>E28       | Tower<br>340.2 / 119.25             |
| Hill AFB       | 011° / 326 | HIF<br>CH 49  | N41 07<br>W111 58<br>4789' | 14 / 32<br>13.5K<br>BAK-12/14 | Tower<br>263.15<br>251.05<br>127.15 |

Note: Bases listed in order of divert preference

## EMERGENCY DIVERT BASE INFORMATION

| Airfield             | Hdg/Rng     | TCN                             | Coord                       | RWY                            | Remarks  |
|----------------------|-------------|---------------------------------|-----------------------------|--------------------------------|--|
| McCarran Intl        | 196° / 11   | LAS<br>CH 116                   | N36 05<br>W115 09<br>2141'  | 07L / 25R<br>14.5K<br>No Cable | Tower<br>257.8 / 119.9   |
| Mercury/ Desert Rock | 283° / 53.5 | N/A                             | N3637.65<br>W11601<br>3314' | 02/20<br>7.5K<br>No Cables     | 122.8<br>Mercury<br>Radio                                      |
| Tonopah Test         | 304° / 124  | TQQ<br>CH 77                    | N37 48<br>W116 46<br>5548'  | 14 / 32<br>12K<br>BAK 12       | Tower<br>257.95 /<br>124.75                                    |
| Tonopah Municipal    | 305° / 147  | TPH<br>CH 119                   | N38 03<br>W117 05<br>5426'  | 15 / 33<br>7K<br>No Cables     | SLC Center<br>317.62/133.4<br>5<br>Reno Radio<br>122.6 / 255.4 |
| Bishop               | 281° / 175  | BIH<br>109.6<br>CH 33           | N37 22<br>W118 22<br>4110'  | 12 / 30<br>7.5K<br>No Cables   | Riverside<br>Radio<br>122.6 / 255.4                            |
| Cedar City Rgnl      | 134° / 128  | 117.3<br>CH 120<br>(VOR<br>DME) | N 37 42<br>W113 06<br>5622' | 02 / 20<br>8.6K<br>No Cables   | UNICOM<br>123.0<br>High Terrain                                |

# McCARRAN INTERNATIONAL AIRPORT

## NOTES

### AIRFIELD INFORMATION

APPROACH 380.05 / 118.4  
 TOWER 257.8 / 119.9  
 TACAN Ch 116 (LAS)  
 ILS 110.30 (RWY 25R) // 117.75 (RWY 25L)  
 COORDINATES N3605 W11509  
 FIELD ELEV 2181'

### **NO BARRIERS**

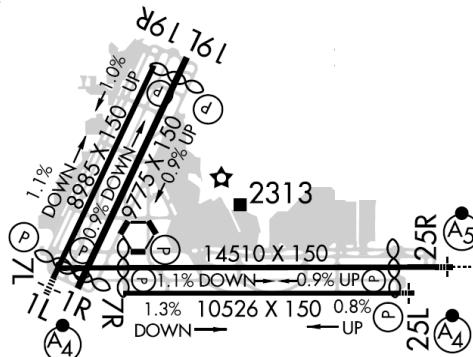
- Early notification of divert to McCarran will assist in sequencing.
- With adequate fuel, expect hand-off to Nellis Approach, then Las Vegas Approach for sequencing with civilian traffic. If overhead Nellis AFB and fuel does not permit a hand-off to Nellis Approach for sequencing, request a Nellis Tower to McCarran Tower transfer to expedite the recovery.
- Flight leads must direct flight split-up for VFR straight-in approaches to the active runway or ILS approaches to RWY 25L/R if in IMC.
- NO OVERHEAD PATTERNS. Request radar vectors to a straight-in full stop to the active runway.

### HOT GUN/ORDNANCE PROCEDURES:

- Notify McCarran Tower if you have hot gun/training/inert/live ordnance. RWY 7L/25R is the primary runway for hot gun/ordnance. If 7L/25R is closed, request a straight-in to RWY 7R/25L or 1R. After landing request progressive taxi instructions to the hot gun/live ordnance parking area, as required. Aircrews will make every effort to make sure that any forward firing ordnance is pointed in the least hazardous direction.

### AFTER LANDING:

- Notify Nellis Command Post ("Raymond 22") on UHF 381.3 ASAP. If unable, call commercial 652-2446. Expect to park on the South ramp. Ground will provide taxi instructions.



# McCARRAN INTERNATIONAL AIRPORT

## NOTES

### AIRFIELD INFORMATION

APPROACH 380.05 / 118.4  
 TOWER 257.8 / 119.9  
 TACAN Ch 116 (LAS)  
 ILS 110.30 (RWY 25R) // 117.75 (RWY 25L)  
 COORDINATES N3605 W11509  
 FIELD ELEV 2181'

### **NO BARRIERS**

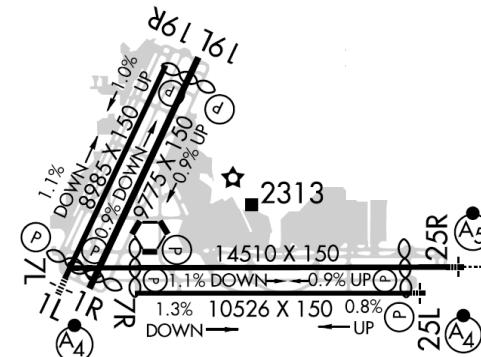
- Early notification of divert to McCarran will assist in sequencing.
- With adequate fuel, expect hand-off to Nellis Approach, then Las Vegas Approach for sequencing with civilian traffic. If overhead Nellis AFB and fuel does not permit a hand-off to Nellis Approach for sequencing, request a Nellis Tower to McCarran Tower transfer to expedite the recovery.
- Flight leads must direct flight split-up for VFR straight-in approaches to the active runway or ILS approaches to RWY 25L/R if in IMC.
- NO OVERHEAD PATTERNS. Request radar vectors to a straight-in full stop to the active runway.

### HOT GUN/ORDNANCE PROCEDURES:

- Notify McCarran Tower if you have hot gun/training/inert/live ordnance. RWY 7L/25R is the primary runway for hot gun/ordnance. If 7L/25R is closed, request a straight-in to RWY 7R/25L or 1R. After landing request progressive taxi instructions to the hot gun/live ordnance parking area, as required. Aircrews will make every effort to make sure that any forward firing ordnance is pointed in the least hazardous direction.

### AFTER LANDING:

- Notify Nellis Command Post ("Raymond 22") on UHF 381.3 ASAP. If unable, call commercial 652-2446. Expect to park on the South ramp. Ground will provide taxi instructions.



## R 4808A

### WARNING

Aircraft should enter R 4808A only when an emergency situation dictates.

- R 4808A is available if the emergency situation dictates.
- For entry into R 4808A, contact Dreamland Approach on 261.1 as soon as the decision is made to enter Dreamland airspace. Inform Approach of intentions.

## TONOPAH TEST RANGE AIRFIELD EMERGENCY USE ONLY FOR NON-NELLIS BASED AIRCRAFT

- Emergency aircraft will contact Nellis Control, if able, on the appropriate sector frequency or Guard and relay all pertinent information.
- For divert to Tonopah Test Range Airfield in R 4809A, contact Nellis Control on 254.4/119.35 or Silverbow Tower on 257.95/124.75 as soon as the decision is made to recover there.

## R 4808A

### WARNING

Aircraft should enter R 4808A only when an emergency situation dictates.

- R 4808A is available if the emergency situation dictates.
- For entry into R 4808A, contact Dreamland Approach on 261.1 as soon as the decision is made to enter Dreamland airspace. Inform Approach of intentions.

## TONOPAH TEST RANGE AIRFIELD EMERGENCY USE ONLY FOR NON-NELLIS BASED AIRCRAFT

- Emergency aircraft will contact Nellis Control, if able, on the appropriate sector frequency or Guard and relay all pertinent information.
- For divert to Tonopah Test Range Airfield in R 4809A, contact Nellis Control on 254.4/119.35 or Silverbow Tower on 257.95/124.75 as soon as the decision is made to recover there.

## ORDNANCE PROCEDURES

### **ORDNANCE DEPARTURES:**

- Aircraft carrying the following ordnance require a RWY 3 takeoff:
  - Any live ordnance (excluding 20/30mm HEI/API) (N/A for Helos).
  - Heavyweight inert ordnance (unless waived by 57 OG/CC).
  - A-10s carrying HE Rockets (unless waived by 57 OG/CC)  
(Excludes WP/Illum).
- Inform Ground on initial contact if an opposite direction takeoff is required and if takeoff interval will exceed 20 seconds between aircraft.
- A FLEX Turnout may be required if an opposite direction (i.e. RWY 21 is the active) takeoff is made (see page 1-13).

### **UNCONFIRMED ORDNANCE EXPENDITURE:**

Aircrew will confirm proper release of any ordnance that was attempted to be released. If aircrew cannot positively confirm weapon expenditures, aircrew will perform a straight-in to RWY 21 to the max extent possible, avoiding over flight of populated areas. If during the flight, ordnance was not attempted to be released, the ordnance will be considered unexpended.

### **UNEXPENDED ORDNANCE RECOVERIES:**

- There are no restrictions for unexpended training munitions, unexpended forward firing ordnance, unexpended gun ammunition, self-protection flares, captive missiles or internal munitions with bomb bay doors closed.
- A Sunrise Break or a straight-in is preferred, but not required for unexpended training ordnance.
- For unexpended external live and heavyweight inert ordnance, fly a straight-in to the appropriate runway IAW the matrix on page 3-6.

### **HUNG ORDNANCE RECOVERIES:**

- Safe armament switches.
- Refer to matrix on page 3-6 for IFE, recovery base, runway and dearml information.
- Contact the Bullseye SOF with intentions and declare an IFE if required.
- Fly a straight-in approach, with chase if available, avoiding populated areas to the maximum extent possible.
- After landing taxi to the appropriate dearml location.
- If ordnance is safed, taxi as required. If ordnance cannot be safed, shut down in dearml.

## ORDNANCE PROCEDURES

### **ORDNANCE DEPARTURES:**

- Aircraft carrying the following ordnance require a RWY 3 takeoff:
  - Any live ordnance (excluding 20/30mm HEI/API) (N/A for Helos).
  - Heavyweight inert ordnance (unless waived by 57 OG/CC).
  - A-10s carrying HE Rockets (unless waived by 57 OG/CC)  
(Excludes WP/Illum).
- Inform Ground on initial contact if an opposite direction takeoff is required and if takeoff interval will exceed 20 seconds between aircraft.
- A FLEX Turnout may be required if an opposite direction (i.e. RWY 21 is the active) takeoff is made (see page 1-13).

### **UNCONFIRMED ORDNANCE EXPENDITURE:**

Aircrew will confirm proper release of any ordnance that was attempted to be released. If aircrew cannot positively confirm weapon expenditures, aircrew will perform a straight-in to RWY 21 to the max extent possible, avoiding over flight of populated areas. If during the flight, ordnance was not attempted to be released, the ordnance will be considered unexpended.

### **UNEXPENDED ORDNANCE RECOVERIES:**

- There are no restrictions for unexpended training munitions, unexpended forward firing ordnance, unexpended gun ammunition, self-protection flares, captive missiles or internal munitions with bomb bay doors closed.
- A Sunrise Break or a straight-in is preferred, but not required for unexpended training ordnance.
- For unexpended external live and heavyweight inert ordnance, fly a straight-in to the appropriate runway IAW the matrix on page 3-6.

### **HUNG ORDNANCE RECOVERIES:**

- Safe armament switches.
- Refer to matrix on page 3-6 for IFE, recovery base, runway and dearml information.
- Contact the Bullseye SOF with intentions and declare an IFE if required.
- Fly a straight-in approach, with chase if available, avoiding populated areas to the maximum extent possible.
- After landing taxi to the appropriate dearml location.
- If ordnance is safed, taxi as required. If ordnance cannot be safed, shut down in dearml.

## ORDNANCE RECOVERY TABLE

| AIRCRAFT WITH EXTERNAL WEAPONS             |     |            |              |                           |
|--|-----|------------|--------------|---------------------------|
| ORDNANCE                                   | IFE | LAND       | TAXI To      | NOTES                     |
| <b>UNEXPENDED</b>                          |     |            |              |                           |
| --Training/FFO                             | No  | Active     | Dearm Pad    | Sunrise Break             |
| --Inert                                    | No  | Active     | Dearm Pad    | <b>1</b>                  |
| --Live                                     | No  | RWY 21     | Dearm Pad    | <b>2</b>                  |
| <b>UNCONFIRMED EXPENDITURE</b>             |     |            |              |                           |
| --Training/Inert, Live                     | No  | RWY 21     | Dearm Pad    | <b>2</b>                  |
| <b>HUNG SECURE</b>                         |     |            |              |                           |
| --Training                                 | No  | RWY 21     | Dearm Pad    | <b>2, 4</b>               |
| --Inert                                    | No  | RWY 21     | Dearm Pad    | <b>2, 4</b>               |
| --2.75" Rockets                            | No  | RWY 21     | Revet 1 or 2 | <b>2, 4, 7</b>            |
| --Other FFO (incl AGM 130)                 | Yes | RWY 21     | Revet 1 or 2 | <b>2, 4, 7</b>            |
| --Live                                     | Yes | RWY 21     | Revet 1 or 2 | <b>3, 4, 7</b>            |
| <b>HUNG UNSECURE</b>                       |     |            |              |                           |
| --Training                                 | Yes | Creech AFB | Dearm Pad    | <b>5</b>                  |
| --Heavy Weight Inert                       | Yes | Creech AFB | Dearm Pad    | <b>6</b>                  |
| --2.75" Rockets & other FFO                | Yes | Creech AFB | Dearm Pad    | <b>6</b>                  |
| --Live                                     | Yes | Creech AFB | Dearm Pad    | <b>6</b>                  |
| <b>UNSAFE GUN</b>                          | Yes | RWY 21     | Revet 1 or 2 | <b>7, 11</b>              |
| <b>HUNG SELF-PROTECT FLARES</b>            | Yes | RWY 21     | Revet 1 or 2 | <b>2, 8, 10</b>           |
| <b>HUNG LUU FLARES</b>                     | Yes | RWY 21     | Revet 1 or 2 | <b>2, 8, 10</b>           |
| AIRCRAFT WITH INTERNAL WEAPONS (BOMB BAYS) |     |            |              |                           |
| ORDNANCE                                   | IFE | LAND       | TAXI TO      | NOTES                     |
| <b>UNEXPENDED WEAPONS</b>                  | No  | Active     | Dearm Pad    | No restrictions, <b>9</b> |
| <b>HUNG WEAPONS</b>                        | Yes | Active     | Dearm Pad    | <b>1, 9</b>               |
| <b>HUNG/MISFIRED FLARES</b>                | Yes | RWY 21     | Revet 1 or 2 | <b>2, 8, 10</b>           |

### NOTES

1. Straight-in to the active runway. Avoid over flying populated areas to the maximum extent possible.
2. Straight-in to RWY 21 (RWY 21L is the preferred landing runway). If RWY 21 is not available, fly straight-in to RWY 03 avoiding populated areas (RWY 03R is the preferred landing runway).
3. Straight-in to RWY 21 (RWY 21L is the preferred landing runway). If RWY 21 is not available divert to Creech AFB. If Creech AFB is not available, attempt to jettison ordnance or suspension equipment if applicable, the fly straight-in to RWY 03.
4. Secure ordnance is defined as: ordnance parallel to the station and/or suspension equipment and clearly positioned against the sway braces. Rockets are considered secure if no portion of the rocket extends from the pod. Ordnance will be assumed unsecure during night, poor visibility conditions, or when a battle damage check cannot be performed.
5. Jettison ordnance. If unable, declare IFE and recover to Creech AFB. Avoid populated areas.
6. Jettison ordnance. If unable, jettison suspension equipment if applicable. If unable, declare IFE and recover to Creech AFB. If able to jettison ordnance with/without suspension equipment, normal recovery applies.
7. Avoid pointing nose at populated areas. If munitions can be properly safed and/or FFO safed/chamber cleared, aircraft can taxi to normal parking area. Otherwise shut the aircraft down in the revetments.
8. An attempt to expend a flare from a SUU-25 not resulting in an ignited flare is a hung flare, unless the pilot sees the flare depart the SUU. If flare remains and no indication of flare expenditure is noted by EOR, taxi back after the SUU is safed. If hung flare confirmed, shut down in revetment 1 or 2.
9. Assumes internally loaded and bomb-bay doors closed. If externally loaded or bombbay doors open, refer to "Aircraft with External Weapons" matrix.
10. EOD will meet aircraft at revetments and attempt to safe the flare after engine shutdown. Fire Chief will determine if further actions are necessary.
11. AC-130/HH-60. Terminate live fire and safe all guns. Contact Blackjack, inform them you have an unsafe gun, and declare an emergency. Contact Bullseye SOF and relay intentions (remind SOF you are a side firing weapon). Return to Nellis (VFR if able) and avoid bringing the guns to bear on populated areas. Request straight-in to RWY 21L and exit at Taxiway Bravo. Make a left turn at Taxiway Bravo and the make a right turn onto Taxiway Golf. Continue to taxi to last revetment (revetment #1) and stop with the gun pointing between the revetment walls towards the berm (east). Shutdown engines and EOD will secure the hot gun.

## ORDNANCE RECOVERY TABLE

| AIRCRAFT WITH EXTERNAL WEAPONS             |     |            |              |                           |
|--|-----|------------|--------------|---------------------------|
| ORDNANCE                                   | IFE | LAND       | TAXI To      | NOTES                     |
| <b>UNEXPENDED</b>                          |     |            |              |                           |
| --Training/FFO                             | No  | Active     | Dearm Pad    | Sunrise Break             |
| --Inert                                    | No  | Active     | Dearm Pad    | <b>1</b>                  |
| --Live                                     | No  | RWY 21     | Dearm Pad    | <b>2</b>                  |
| <b>UNCONFIRMED EXPENDITURE</b>             |     |            |              |                           |
| --Training/Inert, Live                     | No  | RWY 21     | Dearm Pad    | <b>2</b>                  |
| <b>HUNG SECURE</b>                         |     |            |              |                           |
| --Training                                 | No  | RWY 21     | Dearm Pad    | <b>2, 4</b>               |
| --Inert                                    | No  | RWY 21     | Dearm Pad    | <b>2, 4</b>               |
| --2.75" Rockets                            | No  | RWY 21     | Revet 1 or 2 | <b>2, 4, 7</b>            |
| --Other FFO (incl AGM 130)                 | Yes | RWY 21     | Revet 1 or 2 | <b>2, 4, 7</b>            |
| --Live                                     | Yes | RWY 21     | Revet 1 or 2 | <b>3, 4, 7</b>            |
| <b>HUNG UNSECURE</b>                       |     |            |              |                           |
| --Training                                 | Yes | Creech AFB | Dearm Pad    | <b>5</b>                  |
| --Heavy Weight Inert                       | Yes | Creech AFB | Dearm Pad    | <b>6</b>                  |
| --2.75" Rockets & other FFO                | Yes | Creech AFB | Dearm Pad    | <b>6</b>                  |
| --Live                                     | Yes | Creech AFB | Dearm Pad    | <b>6</b>                  |
| <b>UNSAFE GUN</b>                          | Yes | RWY 21     | Revet 1 or 2 | <b>7, 11</b>              |
| <b>HUNG SELF-PROTECT FLARES</b>            | Yes | RWY 21     | Revet 1 or 2 | <b>2, 8, 10</b>           |
| <b>HUNG LUU FLARES</b>                     | Yes | RWY 21     | Revet 1 or 2 | <b>2, 8, 10</b>           |
| AIRCRAFT WITH INTERNAL WEAPONS (BOMB BAYS) |     |            |              |                           |
| ORDNANCE                                   | IFE | LAND       | TAXI TO      | NOTES                     |
| <b>UNEXPENDED WEAPONS</b>                  | No  | Active     | Dearm Pad    | No restrictions, <b>9</b> |
| <b>HUNG WEAPONS</b>                        | Yes | Active     | Dearm Pad    | <b>1, 9</b>               |
| <b>HUNG/MISFIRED FLARES</b>                | Yes | RWY 21     | Revet 1 or 2 | <b>2, 8, 10</b>           |

### NOTES

1. Straight-in to the active runway. Avoid over flying populated areas to the maximum extent possible.
2. Straight-in to RWY 21 (RWY 21L is the preferred landing runway). If RWY 21 is not available, fly straight-in to RWY 03 avoiding populated areas (RWY 03R is the preferred landing runway).
3. Straight-in to RWY 21 (RWY 21L is the preferred landing runway). If RWY 21 is not available divert to Creech AFB. If Creech AFB is not available, attempt to jettison ordnance or suspension equipment if applicable, the fly straight-in to RWY 03.
4. Secure ordnance is defined as: ordnance parallel to the station and/or suspension equipment and clearly positioned against the sway braces. Rockets are considered secure if no portion of the rocket extends from the pod. Ordnance will be assumed unsecure during night, poor visibility conditions, or when a battle damage check cannot be performed.
5. Jettison ordnance. If unable, declare IFE and recover to Creech AFB. Avoid populated areas.
6. Jettison ordnance. If unable, jettison suspension equipment if applicable. If unable, declare IFE and recover to Creech AFB. If able to jettison ordnance with/without suspension equipment, normal recovery applies.
7. Avoid pointing nose at populated areas. If munitions can be properly safed and/or FFO safed/chamber cleared, aircraft can taxi to normal parking area. Otherwise shut the aircraft down in the revetments.
8. An attempt to expend a flare from a SUU-25 not resulting in an ignited flare is a hung flare, unless the pilot sees the flare depart the SUU. If flare remains and no indication of flare expenditure is noted by EOR, taxi back after the SUU is safed. If hung flare confirmed, shut down in revetment 1 or 2.
9. Assumes internally loaded and bomb-bay doors closed. If externally loaded or bombbay doors open, refer to "Aircraft with External Weapons" matrix.
10. EOD will meet aircraft at revetments and attempt to safe the flare after engine shutdown. Fire Chief will determine if further actions are necessary.
11. AC-130/HH-60. Terminate live fire and safe all guns. Contact Blackjack, inform them you have an unsafe gun, and declare an emergency. Contact Bullseye SOF and relay intentions (remind SOF you are a side firing weapon). Return to Nellis (VFR if able) and avoid bringing the guns to bear on populated areas. Request straight-in to RWY 21L and exit at Taxiway Bravo. Make a left turn at Taxiway Bravo and the make a right turn onto Taxiway Golf. Continue to taxi to last revetment (revetment #1) and stop with the gun pointing between the revetment walls towards the berm (east). Shutdown engines and EOD will secure the hot gun.

## JETTISON PROCEDURES

### TACTICAL RANGES:

- Primary jettison is on approved targets in the Nellis Ranges (NTTR) or Leach Lake Tactical Range (R2502N).
- **INERT, TRAINING ORDNANCE AND NON-ORDNANCE STORES:** Jettison on any approved range or target provided clearance from Blackjack or Nellis Control has been received. If ordnance is hung unsecure and cannot be jettisoned, follow hung ordnance procedures on pages 3-5 and 3-6.
- **LIVE ORDNANCE:** Jettison on scheduled targets if possible. Minimum altitude will be 2,000' AGL or the minimum frag clearance, whichever is higher. If jettison cannot be made on scheduled targets, contact Blackjack for a target. Expect a frequency change from Nellis Control to Blackjack who will provide target coordinates, elevation, run-in restrictions (if any) and target description as required. If live ordnance is hung unsecure and cannot be jettisoned, jettison the ordnance and the rack. If still unable to jettison, divert to Creech AFB and use hung ordnance procedures on pages 3-5 and 3-6.
- If the Nellis Ranges are not available, aircrews should plan to use Jettison Hill.

### JETTISON HILL: (VMC ONLY):

- Jettison Hill may be used for emergency jettison (i.e. ordnance could not be jettisoned on either the Nellis Range or Leach Lake).

Location: LSV 348/5.2 DME

PL 772 222

N3620.00 W11501.80

Elevation: 3,000'

- Jettison ordnance SAFE from a minimum of 2,000' AGL (5,000' MSL) or frag altitude (whichever is higher) and a maximum altitude of 8,000' MSL on a heading of 352°. The desired impact is on the southern base of the hill.

**NOTE:** Pilots will query Nellis Tower to confirm no helicopters are operating in Winner LZ (N3620.0 W11500.4) and visually confirm the area is clear prior to jettisoning any ordnance or stores. The pilot is the clearing authority for jettison on Jettison Hill.

**NOTE:** Emergency aircraft in a critical phase of flight may jettison on Jettison Hill regardless of altitude as their situation dictates.

## JETTISON PROCEDURES

### TACTICAL RANGES:

- Primary jettison is on approved targets in the Nellis Ranges (NTTR) or Leach Lake Tactical Range (R2502N).
- **INERT, TRAINING ORDNANCE AND NON-ORDNANCE STORES:** Jettison on any approved range or target provided clearance from Blackjack or Nellis Control has been received. If ordnance is hung unsecure and cannot be jettisoned, follow hung ordnance procedures on pages 3-5 and 3-6.
- **LIVE ORDNANCE:** Jettison on scheduled targets if possible. Minimum altitude will be 2,000' AGL or the minimum frag clearance, whichever is higher. If jettison cannot be made on scheduled targets, contact Blackjack for a target. Expect a frequency change from Nellis Control to Blackjack who will provide target coordinates, elevation, run-in restrictions (if any) and target description as required. If live ordnance is hung unsecure and cannot be jettisoned, jettison the ordnance and the rack. If still unable to jettison, divert to Creech AFB and use hung ordnance procedures on pages 3-5 and 3-6.
- If the Nellis Ranges are not available, aircrews should plan to use Jettison Hill.

### JETTISON HILL: (VMC ONLY):

- Jettison Hill may be used for emergency jettison (i.e. ordnance could not be jettisoned on either Leach Lake or the Nellis range).

Location: LSV 348/5.2 DME

PL 772 222

N3620.00 W11501.80

Elevation: 3,000'

- Jettison ordnance SAFE from a minimum of 2,000' AGL (5,000' MSL) or frag altitude (whichever is higher) and a maximum altitude of 8,000' MSL on a heading of 352°. The desired impact is on the southern base of the hill.

**NOTE:** Pilots will query Nellis Tower to confirm no helicopters are operating in Winner LZ (N3620.0 W11500.4) and visually confirm the area is clear prior to jettisoning any ordnance or stores. The pilot is the clearing authority for jettison on Jettison Hill.

**NOTE:** Emergency aircraft in a critical phase of flight may jettison on Jettison Hill regardless of altitude as their situation dictates.

## NIGHT OR IMC JETTISON

- At night or in IMC conditions, aircrews will use all available means to ensure ordnance/store impacts the desired area. This includes use of GPS, INS, radar, targeting pod, TACAN, etc. If weather precludes jettison of ordnance, Blackjack or Nellis Control will provide radar vectors to either:

### **RANGE 62 (TARGET 62-2 — AIRFIELD):**

Location: PL 3981 8661  
N3655.015 W11525.887  
Elevation: 3,463'

- Minimum vectoring altitude (MVA) for Range 62 is 9,000' MSL.

**OR**

### **JETTISON HILL:**

Location: LSV 348/5.2 DME  
PL 772 222  
N3620.00 W11501.80  
Elevation: 3,000'

- Minimum vectoring altitude (MVA) for Jettison Hill is 6,500' MSL.
- The controlling agency will inform the aircrew when 1 NM short of designated impact point. Heading and altitude restrictions will be followed to the maximum extent possible. In all cases the aircrew is ultimately responsible for proper impact location of jettisoned ordnance/stores.

## CABLE PROCEDURES

- The standard configuration for Nellis AFB is all cables configured. The PREFERRED runway for a planned approach-end arrestment is RWY 21R due to BAK-12 location at 1,452 ft from the approach end. Aircrews should make every attempt to inform the SOF of intentions and determine whether the overrun BAK-12 will be de-strung. Allow at least **20** minutes for barrier maintenance to de-string and remove the overrun cable. If time or conditions do not allow for removal of the overrun cable, Tower will announce to the aircrew the status of the overrun cable (i.e. "BAK-12 up and operational"). Aircrews must be aware that a low/flat approach may result in an inadvertent engagement and result in damage to the aircraft.

## NIGHT OR IMC JETTISON

- At night or in IMC conditions, aircrews will use all available means to ensure ordnance/store impacts the desired area. This includes use of GPS, INS, radar, targeting pod, TACAN, etc. If weather precludes jettison of ordnance, Blackjack or Nellis Control will provide radar vectors to either:

### **RANGE 62 (TARGET 62-2 — AIRFIELD):**

Location: PL 3981 8661  
N3655.015 W11525.887  
Elevation: 3,463'

- Minimum vectoring altitude (MVA) for Range 62 is 9,000' MSL.

**OR**

### **JETTISON HILL:**

Location: LSV 348/5.2 DME  
PL 772 222  
N3620.00 W11501.80  
Elevation: 3,000'

- Minimum vectoring altitude (MVA) for Jettison Hill is 6,500' MSL.
- The controlling agency will inform the aircrew when 1 NM short of designated impact point. Heading and altitude restrictions will be followed to the maximum extent possible. In all cases the aircrew is ultimately responsible for proper impact location of jettisoned ordnance/stores.

## CABLE PROCEDURES

- The standard configuration for Nellis AFB is all cables configured. The PREFERRED runway for a planned approach-end arrestment is RWY 21R due to BAK-12 location at 1,452 ft from the approach end. Aircrews should make every attempt to inform the SOF of intentions and determine whether the overrun BAK-12 will be de-strung. Allow at least **20** minutes for barrier maintenance to de-string and remove the overrun cable. If time or conditions do not allow for removal of the overrun cable, Tower will announce to the aircrew the status of the overrun cable (i.e. "BAK-12 up and operational"). Aircrews must be aware that a low/flat approach may result in an inadvertent engagement and result in damage to the aircraft.

## SARCAP PROCEDURES

- Fly your aircraft – maintain airspeed and altitude.
- Establish On Scene Commander (OSC).
- **SQUAWK:** Set IFF to EMERGENCY to alert ATC/GCI of the situation.
- **TALK:** Broadcast an emergency distress call on Guard.
- **MARK:** Use most accurate means to identify general position.
- **INVENTORY:** Fuel / wingman / assets.
- **SEPARATE:** The OSC will remain in charge of the situation and ensure that all aircraft remain above the last observed parachute altitude until the position of all possible survivors is determined. Deconflict all aircraft assisting in the SARCAP by altitude and have all nonessential aircraft RTB. A high CAP may be necessary to facilitate communications with ATC.
- **CONTACT:** Attempt contact with the survivor on Guard, if able. Once survivor contact is established, coordinate a frequency change (i.e. 282.8).
- **RELAY:** Provide the following information to Nellis Control, Blackjack, Nellis Command Post, Nellis Tower, Bullseye SOF or appropriate control agencies:
  - Location of crash site (Geographic reference, TACAN radial/DME, INS coordinates, etc.)
  - Callsign and type of downed aircraft, if known
  - Other pertinent information, if known (number of survivors, ordnance, survivor condition, signaling devices, etc.)
- **BINGO:** Revise BINGO fuels or recovery bases as required to maintain maximum SARCAP coverage, but do not overfly BINGO.
- Relinquish SARCAP operation to designated rescue forces upon their arrival.

## SARCAP PROCEDURES

- Fly your aircraft – maintain airspeed and altitude.
- Establish On Scene Commander (OSC).
- **SQUAWK:** Set IFF to EMERGENCY to alert ATC/GCI of the situation.
- **TALK:** Broadcast an emergency distress call on Guard.
- **MARK:** Use most accurate means to identify general position.
- **INVENTORY:** Fuel / wingman / assets.
- **SEPARATE:** The OSC will remain in charge of the situation and ensure that all aircraft remain above the last observed parachute altitude until the position of all possible survivors is determined. Deconflict all aircraft assisting in the SARCAP by altitude and have all nonessential aircraft RTB. A high CAP may be necessary to facilitate communications with ATC.
- **CONTACT:** Attempt contact with the survivor on Guard, if able. Once survivor contact is established, coordinate a frequency change (i.e. 282.8).
- **RELAY:** Provide the following information to Nellis Control, Blackjack, Nellis Command Post, Nellis Tower, Bullseye SOF or appropriate control agencies:
  - Location of crash site (Geographic reference, TACAN radial/DME, INS coordinates, etc.)
  - Callsign and type of downed aircraft, if known
  - Other pertinent information, if known (number of survivors, ordnance, survivor condition, signaling devices, etc.)
- **BINGO:** Revise BINGO fuels or recovery bases as required to maintain maximum SARCAP coverage, but do not overfly BINGO.
- Relinquish SARCAP operation to designated rescue forces upon their arrival.

## NORDO PROCEDURES

- **Squawk 7600.**
- **Departure.** Fly the departure as published, transition to the assigned range/area.
- **Recovery.** Fly the recovery to STRYK, ARCOE or MINTT IAW the flight clearance.
- If VMC, execute the appropriate recovery to a visual entry point and enter initial for the inside runway (3L/21R). Rock wings on initial and break midfield. Look for a green light from Tower for landing clearance.
- If IMC, fly the recovery to the appropriate IAF and execute an instrument approach to the outside runway (3R/21L). If at any point prior to initial, the recovery can be flown in VMC, proceed to the overhead pattern as directed above.
- **Tower Light Signals.**
  - STEADY GREEN: Cleared to land.
  - FLASHING GREEN: Return for landing.
  - STEADY RED: Give way to other aircraft and continue circling.
  - FLASHING RED: Airport unsafe, do not land.
- **Compound Emergency.** Squawk 7700 and fly the VMC or IMC recovery to a straight-in landing on the outside runway.

## EMERGENCY SIGNALS (UNESCORTED)

### COMPLETE ELECTRICAL FAILURE:

- Fly 500' AGL over Tower, pitch up to east downwind at far end of runway. Watch for Tower for green light turning final.

### APPROACH END BARRIER ENGAGEMENT:

- Fly parallel to active runway at 1,000' AGL with tail hook extended. Rock wings until reaching departure end and turn to downwind. Check Tower for light signal. If a straight-in must be flown or at night, flash landing light on final.

## NORDO PROCEDURES

- **Squawk 7600.**
- **Departure.** Fly the departure as published, transition to the assigned range/area.
- **Recovery.** Fly the recovery to STRYK, ARCOE or MINTT IAW the flight clearance.
- If VMC, execute the appropriate recovery to a visual entry point and enter initial for the inside runway (3L/21R). Rock wings on initial and break midfield. Look for a green light from Tower for landing clearance.
- If IMC, fly the recovery to the appropriate IAF and execute an instrument approach to the outside runway (3R/21L). If at any point prior to initial, the recovery can be flown in VMC, proceed to the overhead pattern as directed above.
- **Tower Light Signals.**
  - STEADY GREEN: Cleared to land.
  - FLASHING GREEN: Return for landing.
  - STEADY RED: Give way to other aircraft and continue circling.
  - FLASHING RED: Airport unsafe, do not land.
- **Compound Emergency.** Squawk 7700 and fly the VMC or IMC recovery to a straight-in landing on the outside runway.

## EMERGENCY SIGNALS (UNESCORTED)

### COMPLETE ELECTRICAL FAILURE:

- Fly 500' AGL over Tower, pitch up to east downwind at far end of runway. Watch for Tower for green light turning final.

### APPROACH END BARRIER ENGAGEMENT:

- Fly parallel to active runway at 1,000' AGL with tail hook extended. Rock wings until reaching departure end and turn to downwind. Check Tower for light signal. If a straight-in must be flown or at night, flash landing light on final.

## DROPPED OBJECT

### ON RANGE:

- **UNINTENTIONAL:** Aircrew induced accidental release on range is not considered a malfunction. Continue at FAC/flight lead discretion.
- **INADVERTENT:** System induced accidental release on range is considered a malfunction. Use procedures below.

### OFF RANGE: (Unintentional or Inadvertent)

- Safe armament switches.
- RTB immediately. If the dropped object resulted from an inadvertent release, declare an IFE, treat remaining stores as hung ordnance and fly hung ordnance procedures (see pages 3-5 and 3-6). If practical, the incident aircraft will be escorted to the base. No further releases will be attempted.

#### **WARNING**

If stores remaining present a carriage or landing hazard, they should be jettisoned in a suitable area on a single pass, if practical.

- Record switch positions at the time of release.
- Attempt to determine if the dropped object caused any injury or damage.
- Contact Blackjack and Nellis Control, Command Post or Fatness 63/64 and provide the following info :
  - Aircraft callsign, number and type
  - Time and location of incident
  - Description of dropped object
  - All known circumstances
- Contact the Nellis Command Post as soon as possible after landing and give the information above. Contact your unit leadership and flight safety ASAP after landing.

## DROPPED OBJECT

### ON RANGE:

- **UNINTENTIONAL:** Aircrew induced accidental release on range is not considered a malfunction. Continue at FAC/flight lead discretion.
- **INADVERTENT:** System induced accidental release on range is considered a malfunction. Use procedures below.

### OFF RANGE: (Unintentional or Inadvertent)

- Safe armament switches.
- RTB immediately. If the dropped object resulted from an inadvertent release, declare an IFE, treat remaining stores as hung ordnance and fly hung ordnance procedures (see pages 3-11 and 3-12). If practical, the incident aircraft will be escorted to the base. No further releases will be attempted.

#### **WARNING**

If stores remaining present a carriage or landing hazard, they should be jettisoned in a suitable area on a single pass, if practical.

- Record switch positions at the time of release.
- Attempt to determine if the dropped object caused any injury or damage.
- Contact Blackjack and Nellis Control, Command Post or Fatness 63/64 and provide the following info :
  - Aircraft callsign, number and type
  - Time and location of incident
  - Description of dropped object
  - All known circumstances
- Contact the Nellis Command Post as soon as possible after landing and give the information above. Contact your unit leadership and flight safety ASAP after landing.

## **CONTROLLED BAILOUT (NELLIS AFB AND LOCAL AREA)**

- The *primary* controlled bailout area at Nellis AFB is over the Dry Lake.

Location: LSV 015/15

N3628 W11453

Proceed to Dry Lake at 15,000' MSL

Turn to a heading of 345°

Eject.

- The *secondary* controlled bailout area is over Range 65.

Location: LSV 305/45

N3649 W11537

Proceed to Range 65 at 15,000' MSL

Turn to a heading of 345°

Eject.

## **AIRCRAFT IMPOUND ITEMS (IAW AFI 21-101 and NAFB SUP1)**

1. Engine flameout, stall, stagnation or loss of power.
2. Engine Foreign Object Damage (FOD).
3. Uncommanded flight control inputs.
4. Inadvertent weapons release.
5. Any bird/wildlife strike.
6. Aircraft accidents/incidents, structural damage or fires.
7. Known lost objects in aircraft, if not found.
8. Massive fuel leak in engine bay.
9. Hydrazine leak.
10. (Thunderbird only) – nose wheel steering hardover condition.
11. F-16: dual flight control system failure, side-stick controller interference, inadvertent EPU activation or main fuel shut off valve problems.
12. Physiological incidents.
13. Canopy lock or unlock malfunctions.
14. Rapid or unintentional decompression above 25,000' MSL.
15. Loss of all pitot/static instrument or gyro-stabilized attitude indications.

## **CONTROLLED BAILOUT (NELLIS AFB AND LOCAL AREA)**

- The *primary* controlled bailout area at Nellis AFB is over the Dry Lake.

Location: LSV 015/15

N3628 W11453

Proceed to Dry Lake at 15,000' MSL

Turn to a heading of 345°

Eject.

- The *secondary* controlled bailout area is over Range 65.

Location: LSV 305/45

N3649 W11537

Proceed to Range 65 at 15,000' MSL

Turn to a heading of 345°

Eject.

## **AIRCRAFT IMPOUND ITEMS (IAW AFI 21-101 and NAFB SUP1)**

1. Engine flameout, stall, stagnation or loss of power.
2. Engine Foreign Object Damage (FOD).
3. Uncommanded flight control inputs.
4. Inadvertent weapons release.
5. Any bird/wildlife strike.
6. Aircraft accidents/incidents, structural damage or fires.
7. Known lost objects in aircraft, if not found.
8. Massive fuel leak in engine bay.
9. Hydrazine leak.
10. (Thunderbird only) – nose wheel steering hardover condition.
11. F-16: dual flight control system failure, side-stick controller interference, inadvertent EPU activation or main fuel shut off valve problems.
12. Physiological incidents.
13. Canopy lock or unlock malfunctions.
14. Rapid or unintentional decompression above 25,000' MSL.
15. Loss of all pitot/static instrument or gyro-stabilized attitude indications.

## **FIGHTER INDEX OF THERMAL STRESS (FITS)**

(On ATIS and 57 OSS Weather webpage)

### **FITS- CAUTION:**

- Be aware of possible impairment due to heat stress.
- Limit ground period (preflight/ground standby) to 90 minutes or less.
- Minimum of 30 consecutive minutes of inactivity in an air-conditioned environment between flights.

### **FITS- DANGER:**

- Cancel low-level flights (below 3,000' AGL) if air conditioning is inadequate.
- Limit ground period to a maximum of 45 minutes.
- Minimum of 30 consecutive minutes of inactivity in an air-conditioned environment between flights.

### **CANCELLATION ZONE:**

- When FITS is greater than 115, cancel all nonessential flights.
- Cancel all Chemical Defense (CD) training flights.

### **NOTES:**

- Ground period time starts when pilots leave the air-conditioned facility and ends with canopy down and environmental systems functioning correctly. In the aircraft with the environmental system functioning correctly is considered an air-conditioned facility.
- If environmental system is functioning correctly, restrictions to low-level flights/recovery time between flights do not apply to A-10/F-15/F-16 aircrews.

## **FIGHTER INDEX OF THERMAL STRESS (FITS)**

(On ATIS and 57 OSS Weather webpage)

### **FITS- CAUTION:**

- Be aware of possible impairment due to heat stress.
- Limit ground period (preflight/ground standby) to 90 minutes or less.
- Minimum of 30 consecutive minutes of inactivity in an air-conditioned environment between flights.

### **FITS- DANGER:**

- Cancel low-level flights (below 3,000' AGL) if air conditioning is inadequate.
- Limit ground period to a maximum of 45 minutes.
- Minimum of 30 consecutive minutes of inactivity in an air-conditioned environment between flights.

### **CANCELLATION ZONE:**

- When FITS is greater than 115, cancel all nonessential flights.
- Cancel all Chemical Defense (CD) training flights.

### **NOTES:**

- Ground period time starts when pilots leave the air-conditioned facility and ends with canopy down and environmental systems functioning correctly. In the aircraft with the environmental system functioning correctly is considered an air-conditioned facility.
- If environmental system is functioning correctly, restrictions to low-level flights/recovery time between flights do not apply to A-10/ F-15/ F-16 aircrews.

## LIGHTNING WITHIN 5 NM

### AIRCRAFT IN CHOCKS:

- Expeditiously shut down, after which the ground personnel will take shelter. Pilot makes decision to remain in the aircraft or seek shelter.

### AIRCRAFT IN THE AIR:

- Hold until Weather cancels “Lightning within 5NM” and contact SOF for further guidance. Without SOF guidance, divert.

### AIRCRAFT ON THE GROUND:

- Prior to arming or post de-arm, taxi back to the chocks. Armed aircraft on the ground will hold in the appropriate arm/de-arm area. Contact SOF to determine the anticipated length of delay.
- When aircraft reach emergency fuel, the SOF will coordinate with MOC for de-arming (if in de-arm) or shut down (if in parking area) utilizing min personnel. Tail hook equipped aircraft will lower the hook before personnel will de-arm the aircraft. Fuel permitting, aircraft may taxi to parking after de-arm and Lightning within 5 expires.

## HIGH WIND OPERATIONS

- Takeoffs for ejection seat aircraft will be suspended when the observed wind (including gusts) at Nellis AFB exceeds 35 knots. Airborne aircraft can continue their mission and land at Nellis AFB if crosswind is within MDS-specific limits.
- When up-range wind is *forecasted* to exceed 35 knots (steady state *or* gusts) 57 OG/CC approval is required to continue training.
- If *observed* up-range surface winds exceed 35 knots (steady state) flight leads will terminate missions on the range experiencing high winds.

## LIGHTNING WITHIN 5 NM

### AIRCRAFT IN CHOCKS:

- Expeditiously shut down, after which the ground personnel will take shelter. Pilot makes decision to remain in the aircraft or seek shelter.

### AIRCRAFT IN THE AIR:

- Hold until Weather cancels “Lightning within 5NM” and contact SOF for further guidance. Without SOF guidance, divert.

### AIRCRAFT ON THE GROUND:

- Prior to arming or post de-arm, taxi back to the chocks. Armed aircraft on the ground will hold in the appropriate arm/de-arm area. Contact SOF to determine the anticipated length of delay.
- When aircraft reach emergency fuel, the SOF will coordinate with MOC for de-arming (if in de-arm) or shut down (if in parking area) utilizing min personnel. Tail hook equipped aircraft will lower the hook before personnel will de-arm the aircraft. Fuel permitting, aircraft may taxi to parking after de-arm and Lightning within 5 expires.

## HIGH WIND OPERATIONS

- Takeoffs for ejection seat aircraft will be suspended when the observed wind (including gusts) at Nellis AFB exceeds 35 knots. Airborne aircraft can continue their mission and land at Nellis AFB if crosswind is within MDS-specific limits.
- When up-range wind is *forecasted* to exceed 35 knots (steady state *or* gusts) 57 OG/CC approval is required to continue training.
- If *observed* up-range surface winds exceed 35 knots (steady state) flight leads will terminate missions on the range experiencing high winds.

## BASH

- With the exception of helicopter operations, landing lights will be used for all takeoffs and landings when bird condition is reported as other than Low.
- When bird activity is observed or reported to be an immediate or potential hazard to aircraft operations expect the SOF to direct appropriate actions to aircrew.

### **BIRD WATCH CONDITION- SEVERE:**

- Traffic Pattern:** Full-stop landings only. Takeoffs and landings prohibited without the 57 OG/CC or designated representative (SOF) approval. Formation takeoffs are prohibited. The SOF, in coordination with the Tower Watch Supervisor, may consider changing runways, delaying takeoffs and landings, changing pattern altitude, etc.
- Ranges and Training Areas:** Identify a specific altitude and area. All flights must avoid using the range or area.
- Low-Level Routes:** Note and avoid specific routes or segments/altitudes.

### **BIRD WATCH CONDITION- MODERATE:**

- Traffic pattern:** Limit touch-and-go and low approaches to the minimum number required for training. Takeoffs and landings permitted only when departure and arrival routes avoid identified bird activities. No local IFR/VFR traffic pattern activity permitted. Pilots will be particularly cognizant of bird activity when on final approach and will initiate an immediate go-around if a bird strike is imminent.
- Ranges and Training Areas:** Make changes in flight profile or altitudes to avoid bird hazards.
- Low-Level Routes:** Make amendments to flight altitude to minimize bird hazards. Limit formation flying to a minimum for mission and training requirements.

### **BIRD WATCH CONDITION- LOW:**

- Continue with normal operating procedures.

### **BIRD WATCH ALERT:**

- In addition to the above bird watch conditions, the appropriate agency can declare a "Bird Watch Alert". All aircrews should be aware of the increased likelihood of bird hazards to flight safety.

## BASH

- With the exception of helicopter operations, landing lights will be used for all takeoffs and landings when bird condition is reported as other than Low.
- When bird activity is observed or reported to be an immediate or potential hazard to aircraft operations expect the SOF to direct appropriate actions to aircrew.

### **BIRD WATCH CONDITION- SEVERE:**

- Traffic Pattern:** Full-stop landings only. Takeoffs and landings prohibited without the 57 OG/CC or designated representative (SOF) approval. Formation takeoffs are prohibited. The SOF, in coordination with the Tower Watch Supervisor, may consider changing runways, delaying takeoffs and landings, changing pattern altitude, etc.
- Ranges and Training Areas:** Identify a specific altitude and area. All flights must avoid using the range or area.
- Low-Level Routes:** Note and avoid specific routes or segments/altitudes.

### **BIRD WATCH CONDITION- MODERATE:**

- Traffic pattern:** Limit touch-and-go and low approaches to the minimum number required for training. Takeoffs and landings permitted only when departure and arrival routes avoid identified bird activities. No local IFR/VFR traffic pattern activity permitted. Pilots will be particularly cognizant of bird activity when on final approach and will initiate an immediate go-around if a bird strike is imminent.
- Ranges and Training Areas:** Make changes in flight profile or altitudes to avoid bird hazards.
- Low-Level Routes:** Make amendments to flight altitude to minimize bird hazards. Limit formation flying to a minimum for mission and training requirements.

### **BIRD WATCH CONDITION- LOW:**

- Continue with normal operating procedures.

### **BIRD WATCH ALERT:**

- In addition to the above bird watch conditions, the appropriate agency can declare a "Bird Watch Alert". All aircrews should be aware of the increased likelihood of bird hazards to flight safety.

## BARRIER CABLE ENGAGEMENT CERTIFICATION CHECKLIST

### BEFORE TAXI

1. Reference NAFBI 11-250 Attach. 16 "NAFB BARRIER CERTIFICATION PROCEDURES"
2. Reference MDS specific -1CL for barrier engagement cautions and notes
3. Ensure authorized configuration, canopy closed (F-16 – ensure tail hook shear pin installed)
4. Compute gross weight
5. Determine min / max ground speed required for gross weight, target the engagement for min speed in this window
6. Confirm minimum engagement speed with Airfield Manager and Barrier MX

| GROSS WEIGHT | Min Airspeed* | Max Airspeed* |
|--------------|---------------|---------------|
| 20 - 30K lbs | 85            | 100           |
| 30 - 40K lbs | 75            | 95            |

\*Barrier Certification Min/Max Airspeed IAW T.O. 35E8-2-1-101 and AFI32-1043 ACCSUP1

7. Coordinate with SOF to ensure Barrier MX /Fire Chief/Wing Safety are prepared for cable engagement
- Prior to engaging an overrun BAK-12, ensure SOF coordinates for overrun FOD sweep

### WHEN CLEARED BY TOWER

1. Taxi to end of runway to engage closest BAK-12 as if it were an approach-end cable  
- for overrun BAK-12s, taxi to the end of the overrun and engage cable toward the runway
2. Lower tailhook
3. Shoulder harness - lock
4. Normal engine runup
5. Release brakes, Throttle - 80% RPM for runway BAK-12 to attain computed airspeed  
- Mil Power for overrun BAK-12 to attain computed airspeed
6. At appropriate calculated min Airspeed minus 5 knots - Throttle Idle

### CABLE ENGAGEMENT

1. Attempt to engage the cable as close to center as possible (within 5' centerline)
2. Release Brakes prior to reaching the cable

### AFTER ENGAGEMENT

1. Control rollback with throttle DO NOT USE THE BRAKES
2. Shut down if directed by the Fire Chief. They will use a tug to remove you from the cable.
3. If not directed to shut down, coordinate with SOF to have the barrier crew disengage the cable.  
- When directed, add power to roll forward then throttle to idle to allow aircraft to roll back  
- Add power without braking to stop roll back
4. Retract hook on signal from barrier crew, taxi to park
5. Notify Tower of actual airspeed, gross weight, call sign, and tail number after the engagement
6. Post shutdown, ensure thorough aircraft inspection by aircrew and MX

### IF MISSED ENGAGEMENT

1. Continue down the runway
2. Raise tailhook prior to next cable
3. Slow to taxi speed using wheel brakes
4. Taxi to park

**WARNING:** Do not attempt a 2<sup>nd</sup> engagement

## BARRIER CABLE ENGAGEMENT CERTIFICATION CHECKLIST

### BEFORE TAXI

1. Reference NAFBI 11-250 Attach. 16 "NAFB BARRIER CERTIFICATION PROCEDURES"
2. Reference MDS specific -1CL for barrier engagement cautions and notes
3. Ensure authorized configuration, canopy closed (F-16 – ensure tail hook shear pin installed)
4. Compute gross weight
5. Determine min / max ground speed required for gross weight, target the engagement for min speed in this window
6. Confirm minimum engagement speed with Airfield Manager and Barrier MX

| GROSS WEIGHT | Min Airspeed* | Max Airspeed* |
|--------------|---------------|---------------|
| 20 - 30K lbs | 85            | 100           |
| 30 - 40K lbs | 75            | 95            |

\*Barrier Certification Min/Max Airspeed IAW T.O. 35E8-2-1-101 and AFI32-1043 ACCSUP1

7. Coordinate with SOF to ensure Barrier MX /Fire Chief/Wing Safety are prepared for cable engagement
- Prior to engaging an overrun BAK-12, ensure SOF coordinates for overrun FOD sweep

### WHEN CLEARED BY TOWER

1. Taxi to end of runway to engage closest BAK-12 as if it were an approach-end cable  
- for overrun BAK-12s, taxi to the end of the overrun and engage cable toward the runway
2. Lower tailhook
3. Shoulder harness - lock
4. Normal engine runup
5. Release brakes, Throttle - 80% RPM for runway BAK-12 to attain computed airspeed  
- Mil Power for overrun BAK-12 to attain computed airspeed
6. At appropriate calculated min Airspeed minus 5 knots - Throttle Idle

### CABLE ENGAGEMENT

1. Attempt to engage the cable as close to center as possible (within 5' centerline)
2. Release Brakes prior to reaching the cable

### AFTER ENGAGEMENT

1. Control rollback with throttle DO NOT USE THE BRAKES
2. Shut down if directed by the Fire Chief. They will use a tug to remove you from the cable.
3. If not directed to shut down, coordinate with SOF to have the barrier crew disengage the cable.  
- When directed, add power to roll forward then throttle to idle to allow aircraft to roll back  
- Add power without braking to stop roll back
4. Retract hook on signal from barrier crew, taxi to park
5. Notify Tower of actual airspeed, gross weight, call sign, and tail number after the engagement
6. Post shutdown, ensure thorough aircraft inspection by aircrew and MX

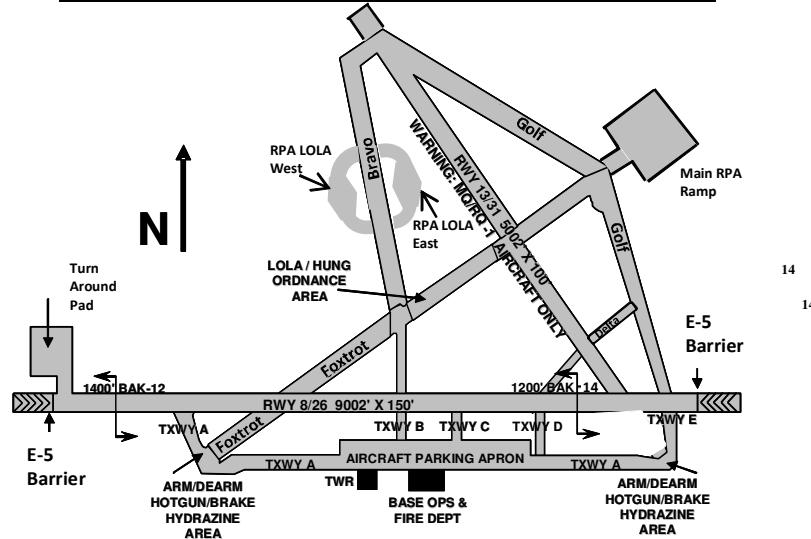
### IF MISSED ENGAGEMENT

1. Continue down the runway
2. Raise tailhook prior to next cable
3. Slow to taxi speed using wheel brakes
4. Taxi to park

**WARNING:** Do not attempt a 2<sup>nd</sup> engagement

## CREECH AFB GENERAL INFORMATION

|                   |                  |
|-------------------|------------------|
| TACAN Channel     | Ch 87 (INS)      |
| Field Coordinates | N3635.2 W11540.4 |
| Field Elevation   | 3,133'           |
| Nellis Control    | 254.4 / 119.35   |
| Creech AFB Tower  | 360.625 / 118.3  |



### CAUTION

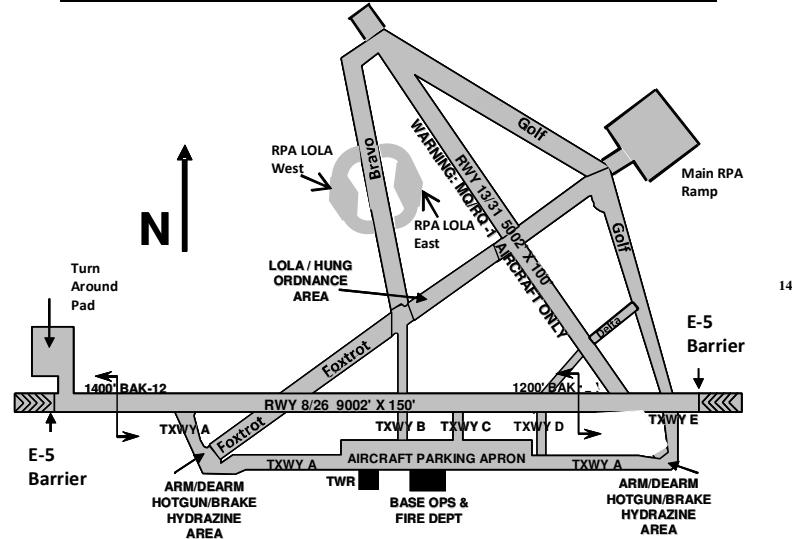
Numerous Remotely Piloted Aircraft ([MQ-1 Predator/MQ-9 Reaper](#)) perform pattern operations in the Creech AFB airspace below 7,000' MSL. Aggressively clear flight path (by all means available) to ensure deconfliction.

### NOTES:

- **Creech AFB Operating Hours:** Monday –Friday (0500L-2200L).
- **Weekend and Holiday Flying:** Creech AFB is available for emergency diverts but the Tower may not be manned. **Contact Nellis SOF or Blackjack** if able to relay your intentions to the Creech AFB Fire Chief. The Creech AFB Fire Chief's UHF radio can then be set to the Tower frequency, 360.625/Ch 12. Contact the Fire Chief directly on UHF Ch 12 and he will assist in your recovery to Creech AFB. Expect a frequency change to 285.525 once on the ground. Airfield lighting can be turned on and adjusted via VHF frequency 118.300 or the Fire Chief.
- **Alternate Procedures:** Since there are no published approaches at Creech AFB, to qualify as Day Only alternate IAW AFI 11-202V3 the weather forecast must allow a VFR descent from the IFR en route altitude to a VFR approach and landing. Nellis SOFs will only use Creech AFB as an alternate if the weather permits aircraft to remain VFR below 10,000' MSL.

## CREECH AFB GENERAL INFORMATION

|                   |                  |
|-------------------|------------------|
| TACAN Channel     | Ch 87 (INS)      |
| Field Coordinates | N3635.2 W11540.4 |
| Field Elevation   | 3,133'           |
| Nellis Control    | 254.4 / 119.35   |
| Creech AFB Tower  | 360.625 / 118.3  |



### CAUTION

Numerous Remotely Piloted Aircraft ([MQ-1 Predator/MQ-9 Reaper](#)) perform pattern operations in the Creech AFB airspace below 7,000' MSL. Aggressively clear flight path (by all means available) to ensure deconfliction.

### NOTES:

- **Creech AFB Operating Hours:** Monday –Friday (0500L-2200L).
- **Weekend and Holiday Flying:** Creech AFB is available for emergency diverts but the Tower may not be manned. **Contact Nellis SOF or Blackjack** if able to relay your intentions to the Creech AFB Fire Chief. The Creech AFB Fire Chief's UHF radio can then be set to the Tower frequency, 360.625/Ch 12. Contact the Fire Chief directly on UHF Ch 12 and he will assist in your recovery to Creech AFB. Expect a frequency change to 285.525 once on the ground. Airfield lighting can be turned on and adjusted via VHF frequency 118.300 or the Fire Chief.
- **Alternate Procedures:** Since there are no published approaches at Creech AFB, to qualify as Day Only alternate IAW AFI 11-202V3 the weather forecast must allow a VFR descent from the IFR en route altitude to a VFR approach and landing. Nellis SOFs will only use Creech AFB as an alternate if the weather permits aircraft to remain VFR below 10,000' MSL.

## CREECH AFB GENERAL INFORMATION (PAGE 2)

### NOTES Cont'd:

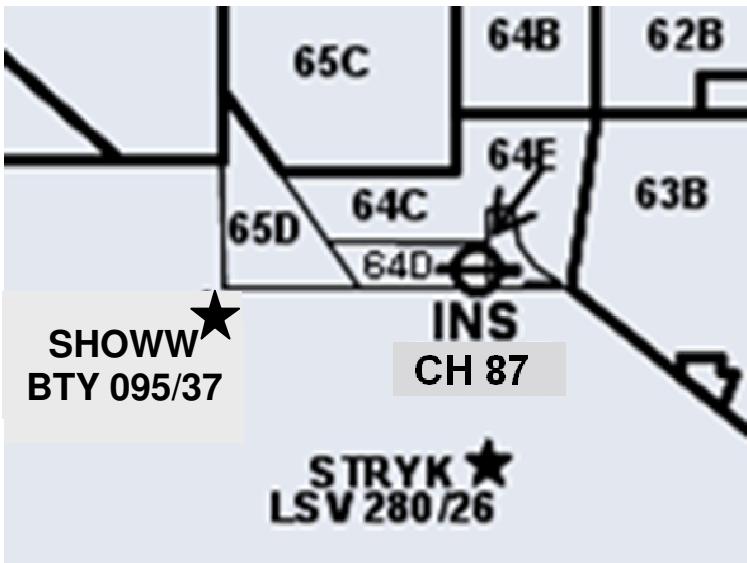
- **Night/IMC Operations:** Creech AFB is NOT AVAILABLE as a NIGHT/IMC Alternate/divert due to lack of a TERPS-approved approach procedure. TACAN approaches provided are DAY/VFR only.
- **Arresting Systems:** E-5 and BAK-12/14 arresting systems are installed at both ends of the runway. The BAK-12 for RWY 8 is 1,400 ft from the approach end; the E-5 is 135 ft into the departure end overrun. The BAK-14 for RWY 26 is 1,200 ft from the approach end; the E-5 is 24 ft into the departure end overrun. Normal arresting system configuration is:
  - Approach end BAK-12 for the active runway is retracted to avoid unintentional engagement by Unmanned aircraft but will be available for emergency operations. Aircraft requiring use of the retracted cable must notify Creech AFB Tower/SOF and allow sufficient time (approximately 20 minutes) to configure the retracted cable. NOTE: The departure end cable for the active runway will always be configured/operational.
  - E-5 webbing is removed in both overruns. Tail hook cable is connected in the departure end overrun and disconnected in the approach end overrun.
- **Airfield Lighting:** The runway lights should be on during night/civil twilight operations but the Tower may not be manned. If the lights are off and your aircraft is VHF equipped, you can turn the lights on by clicking your VHF microphone button 7 times in five seconds on VHF frequency (118.3) for High intensity lighting, 5 times for Medium and 3 times to turn the lights Off.
- **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 Pattern:** See page 4-4.
- **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.

## CREECH AFB GENERAL INFORMATION (PAGE 2)

### NOTES Cont'd:

- **Night/IMC Operations:** Creech AFB is NOT AVAILABLE as a NIGHT/IMC Alternate/divert due to lack of a TERPS-approved approach procedure. TACAN approaches provided are DAY/VFR only.
- **Arresting Systems:** E-5 and BAK-12/14 arresting systems are installed at both ends of the runway. The BAK-12 for RWY 8 is 1,400 ft from the approach end; the E-5 is 135 ft into the departure end overrun. The BAK-14 for RWY 26 is 1,200 ft from the approach end; the E-5 is 24 ft into the departure end overrun. Normal arresting system configuration is:
  - Approach end BAK-12 for the active runway is retracted to avoid unintentional engagement by Unmanned aircraft but will be available for emergency operations. Aircraft requiring use of the retracted cable must notify Creech AFB Tower/SOF and allow sufficient time (approximately 20 minutes) to configure the retracted cable. NOTE: The departure end cable for the active runway will always be configured/operational.
  - E-5 webbing is removed in both overruns. Tail hook cable is connected in the departure end overrun and disconnected in the approach end overrun.
- **Airfield Lighting:** The runway lights should be on during night/civil twilight operations but the Tower may not be manned. If the lights are off and your aircraft is VHF equipped, you can turn the lights on by clicking your VHF microphone button 7 times in five seconds on VHF frequency (118.3) for High intensity lighting, 5 times for Medium and 3 times to turn the lights Off.
- **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 Pattern:** See page 4-4.
- **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.

## CREECH AFB PATTERN PROCEDURES



### CAUTION

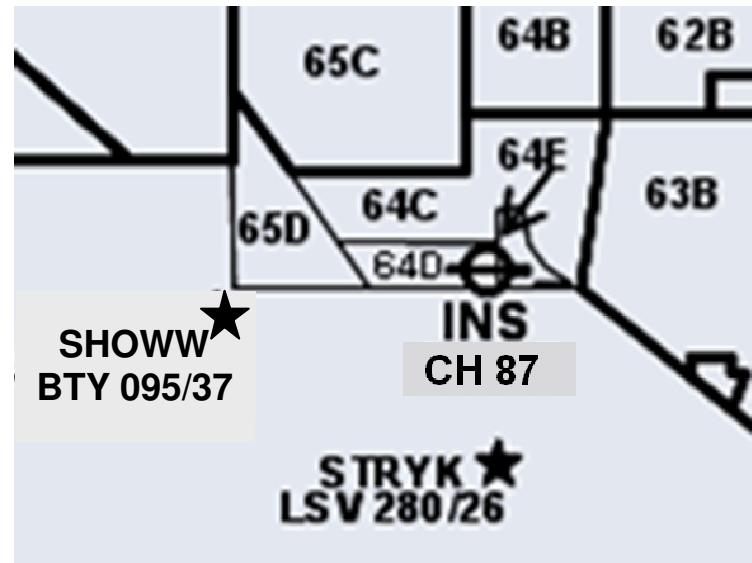
Numerous Remotely Piloted Aircraft perform pattern operations in the CREECH AFB airspace below 7,000' MSL. Aggressively clear flight path (by all means available) to ensure deconfliction.

- Remotely piloted aircraft (RPA) operate in the Creech AFB Tower-controlled airspace. USAF Air Demonstration Squadron (Thunderbirds) frequently practice in R64B/C from surface to FL 200.
- When the scheduled aircraft enter the range, Blackjack will inform Creech Tower that 64D airspace is going "Hot." Flights utilizing 64D airspace will pass a frequency that they can be reached at anytime during their range period. The "get well" frequency is required if winds or an emergency require RPAs to momentarily take back the 64D airspace to recover to Creech AFB.

### WARNING

Aircrew using Range 64 may not penetrate Creech AFB Tower controlled airspace below 7,000' MSL without prior authorization from Creech AFB Tower. Aircrew must check NOTAMS to confirm the status of Thunderbird training area in Range 64B/C.

## CREECH AFB PATTERN PROCEDURES



### CAUTION

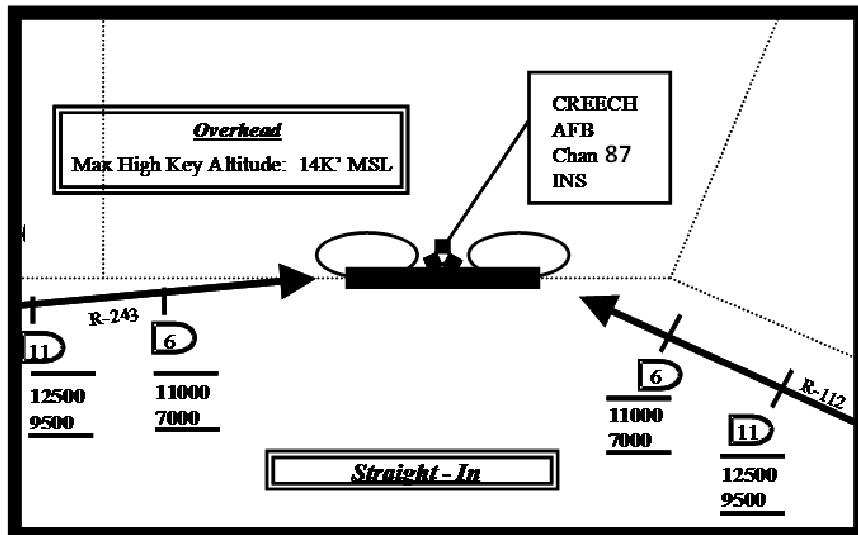
Numerous Remotely Piloted Aircraft perform pattern operations in the CREECH AFB airspace below 7,000' MSL. Aggressively clear flight path (by all means available) to ensure deconfliction.

- Remotely piloted aircraft (RPA) operate in the Creech AFB Tower-controlled airspace. USAF Air Demonstration Squadron (Thunderbirds) frequently practice in R64B/C from surface to FL 200.
- When the scheduled aircraft enter the range, Blackjack will inform Creech Tower that 64D airspace is going "Hot." Flights utilizing 64D airspace will pass a frequency that they can be reached at anytime during their range period. The "get well" frequency is required if winds or an emergency require RPAs to momentarily take back the 64D airspace to recover to Creech AFB.

### WARNING

Aircrew using Range 64 may not penetrate Creech AFB Tower controlled airspace below 7,000' MSL without prior authorization from Creech AFB Tower. Aircrew must check NOTAMS to confirm the status of Thunderbird training area in Range 64B/C.

## CREECH AFB SFO PROCEDURES



### GENERAL:

- During MQ-1/9 operations, Tower controllers will coordinate with Creech SOF before approving SFO. Creech SOF is responsible for confirming that no RPA is operating within 5 NM of Creech AFB prior to SFOs. MQ-1/9 climbs to altitude will be made outside the lateral limits of Creech AFB Tower airspace to the maximum extent possible. MQ-1/9 FTU student training has priority in the pattern over all SFO traffic (IAW CAFB 11-250)
- Weather: ceiling  $\geq 1,000'$  above highest altitude to be flown and  $\geq 5$  NM visibility (Day only).
- Request SFO with Nellis Control or Creech Tower.
- Holding: Hold VFR or follow controller's instructions.
- Breakout: Follow controller's instructions.

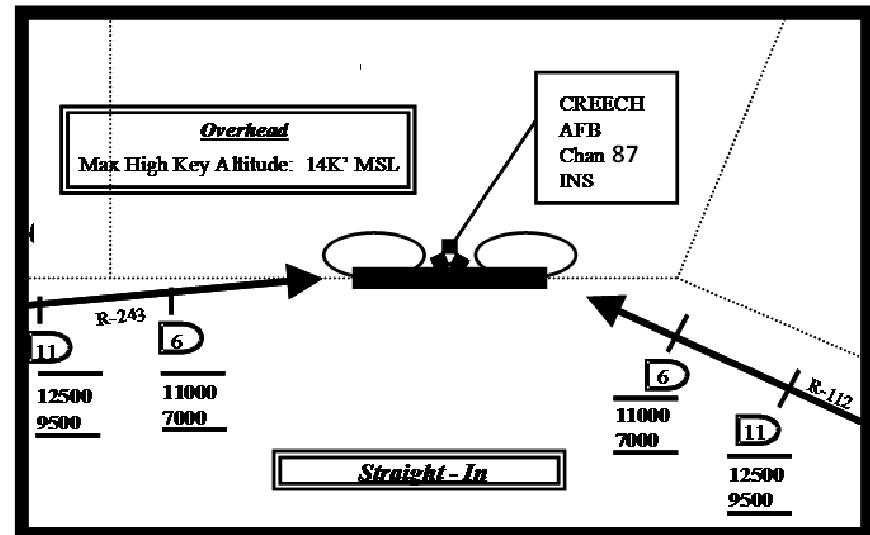
### STRAIGHT-IN SFO:

- If cleared by Nellis Control, proceed to 11 DME final.
- Report position and altitude to Creech Tower upon initial contact.
- Cross 11 DME between 9,500-12,500' MSL.
- Report "C/S, 10 mile simulated flame-out final."
- Cross 6 DME between 7,000-11,000' MSL.
- Report "C/S, 5 mile simulated flame-out final, gear down, low approach."

### OVERHEAD SFO:

- Left traffic for RWY 8, right traffic for RWY 26.
- Add desired altitude with high key request.
- Maximum high key altitude: 14,000' MSL.
- Report "high key," "low key" and "base key, gear down, low approach."

## CREECH AFB SFO PROCEDURES



### GENERAL:

- During MQ-1/9 operations, Tower controllers will coordinate with Creech SOF before approving SFO. Creech SOF is responsible for confirming that no UAV is operating within 5 NM of Creech AFB prior to SFOs. MQ-1/9 climbs to altitude will be made outside the lateral limits of Creech AFB Tower airspace to the maximum extent possible. MQ-1/9 FTU student training has priority in the pattern over all SFO traffic (IAW CAFB 11-250)
- Weather: ceiling  $\geq 1,000'$  above highest altitude to be flown and  $\geq 5$  NM visibility (Day only).
- Request SFO with Nellis Control or Creech Tower.
- Holding: Hold VFR or follow controller's instructions.
- Breakout: Follow controller's instructions.

### STRAIGHT-IN SFO:

- If cleared by Nellis Control, proceed to 11 DME final.
- Report position and altitude to Creech Tower upon initial contact.
- Cross 11 DME between 9,500-12,500' MSL.
- Report "C/S, 10 mile simulated flame-out final."
- Cross 6 DME between 7,000-11,000' MSL.
- Report "C/S, 5 mile simulated flame-out final, gear down, low approach."

### OVERHEAD SFO:

- Left traffic for RWY 8, right traffic for RWY 26.
- Add desired altitude with high key request.
- Maximum high key altitude: 14,000' MSL.
- Report "high key," "low key" and "base key, gear down, low approach."

INDIAN SPRINGS, NEVADA

# HI-TACAN RWY 8 (FOR DAY VFR USE ONLY)

CREECH AFB

|                      |                  |   |
|----------------------|------------------|---|
| TACAN INS<br>Chan 67 | APCH CRS<br>063° | Rwy Idg<br>TDZE 3133<br>Arpt Elev<br>3133 |
|----------------------|------------------|---|

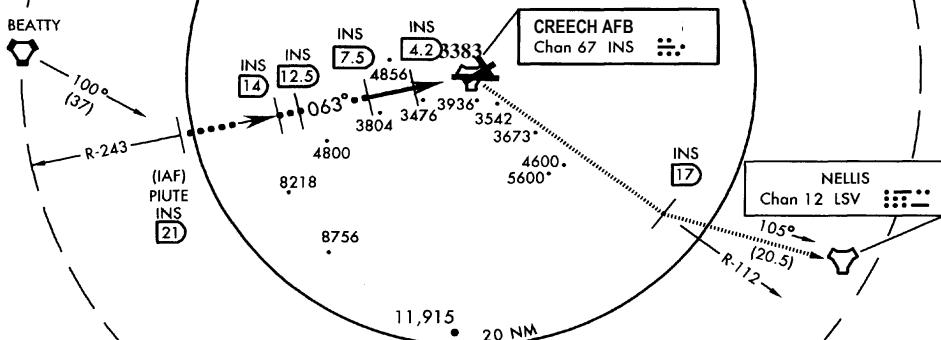
\* MISSED APPROACH: Straight ahead to INS TACAN, intercept INS R-112 outbound, cross 17 DME at or above 9500, then direct LSV TACAN.

NELLIS CON  
119.35 254.4CREECH AFB TOWER ★  
118.3 360.625GND.CON  
118.3 275.8

NOT FOR CIVIL USE

FOR USE UNDER BASIC VFR WEATHER MINIMUMS ONLY

6412 . 6804 .

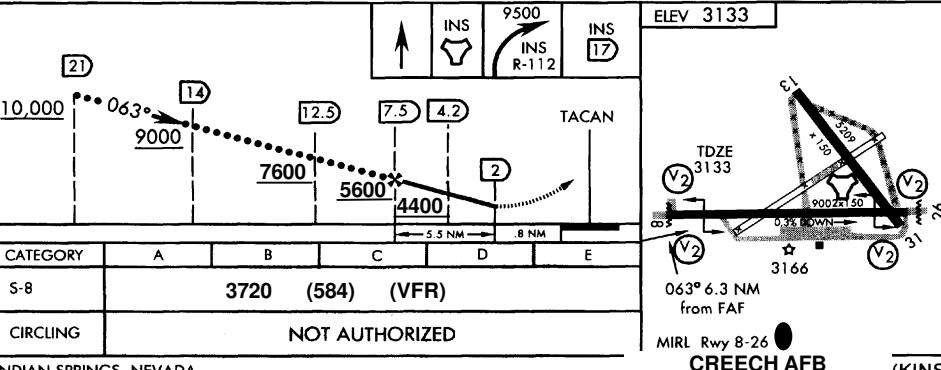
PILOT IS RESPONSIBLE  
FOR TERRAIN/OBSTACLE  
AVOIDANCE AND  
APPROPRIATE VFR CLOUD  
CLEARANCE FOR ALLCAUTION: Descent gradients  
are greater than allowed under standard  
TERPS criteria and inbound course  
does not meet straight-in criteria.

\* CAUTION: Missed Approach Climb Rate to 4,700  
Knots 60 120 180 240 300  
V/V(fpm) 230 460 690 920 1150

Controlling Obstacle

HIGH ALTITUDE FACILITIES

EMERG SAFE ALT 100 NM 14,000



INDIAN SPRINGS, NEVADA

# HI-TACAN RWY 8 (FOR DAY VFR USE ONLY)

INDIAN SPRINGS, NEVADA

# HI-TACAN RWY 8 (FOR DAY VFR USE ONLY)

CREECH AFB

|                      |                  |   |
|----------------------|------------------|---|
| TACAN INS<br>Chan 67 | APCH CRS<br>063° | Rwy Idg<br>TDZE 3133<br>Arpt Elev<br>3133 |
|----------------------|------------------|---|

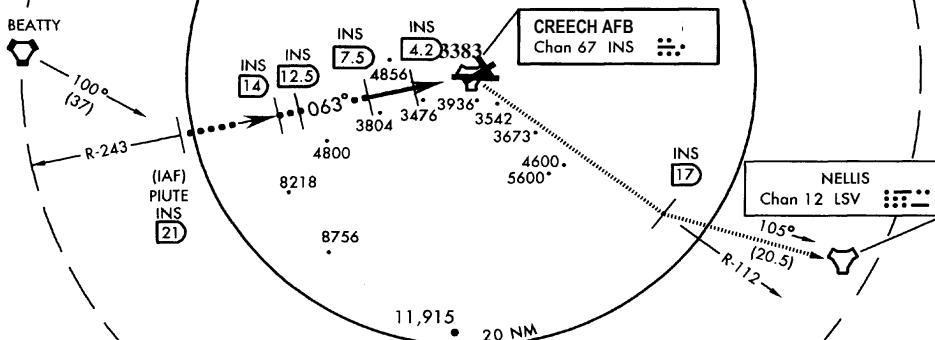
\* MISSED APPROACH: Straight ahead to INS TACAN, intercept INS R-112 outbound, cross 17 DME at or above 9500, then direct LSV TACAN.

NELLIS CON  
119.35 254.4CREECH AFB TOWER ★  
118.3 360.625GND.CON  
118.3 275.8

NOT FOR CIVIL USE

FOR USE UNDER BASIC VFR WEATHER MINIMUMS ONLY

6412 . 6804 .

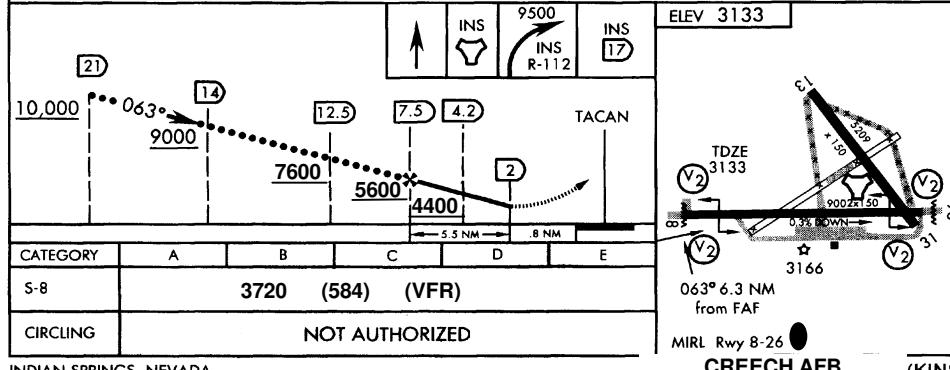
PILOT IS RESPONSIBLE  
FOR TERRAIN/OBSTACLE  
AVOIDANCE AND  
APPROPRIATE VFR CLOUD  
CLEARANCE FOR ALLCAUTION: Descent gradients  
are greater than allowed under standard  
TERPS criteria and inbound course  
does not meet straight-in criteria.

\* CAUTION: Missed Approach Climb Rate to 4,700  
Knots 60 120 180 240 300  
V/V(fpm) 230 460 690 920 1150

Controlling Obstacle

HIGH ALTITUDE FACILITIES

EMERG SAFE ALT 100 NM 14,000



INDIAN SPRINGS, NEVADA

# HI-TACAN RWY 8 (FOR DAY VFR USE ONLY)

INDIAN SPRINGS, NEVADA

|                      |                  |  |
|----------------------|------------------|--|
| TACAN INS<br>Chan 87 | APCH CRS<br>063° | Rwy Idg<br>9002<br>TDZE<br>3133<br>Arpt Elev<br>3133 |
|----------------------|------------------|--|

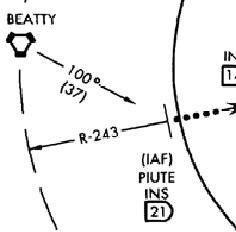
**HI-TACAN RWY 8**  
**(FOR DAY VFR USE ONLY)**  
CREECH AFB

\* MISSED APPROACH: Straight ahead to INS TACAN, intercept INS R-112 outbound, cross 17 DME at or above 9500, then direct LSV TACAN.

NELIS CON  
119.35 254.4CREECHAFB TOWER \*  
118.3 360.625GND CON  
118.3 275.8**NOT FOR CIVIL USE****FOR USE UNDER BASIC VFR WEATHER MINIMUMS ONLY**

6412 - 6804 .

**CAUTION:** Descent gradients are greater than allowed under standard TERPS criteria and inbound course does not meet straight-in criteria.



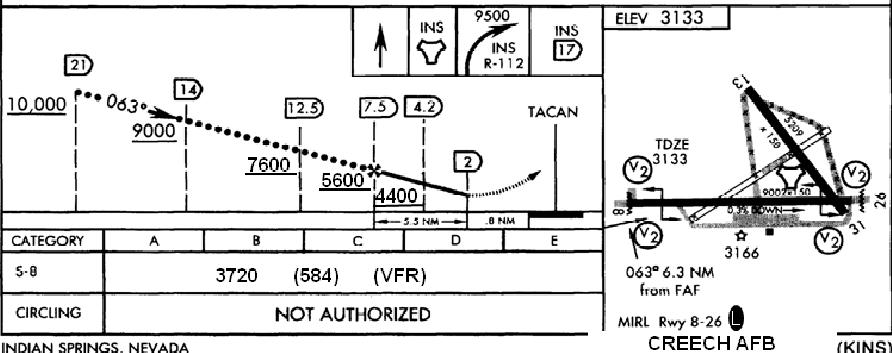
**PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE AND APPROPRIATE VFR CLOUD CLEARANCE FOR ALL PROCEDURE SEGMENTS**

**CAUTION:** Final approach course crosses Runway centerline at MIDFIELD. Maneuvering left of course required prior to landing. Do not maneuver farther north than the INS R-256.

\* CAUTION: Missed Approach Climb Rate to 4,700  
Knots 60 120 180 240 300  
V/V(fpm) 230 460 690 920 1150

Controlling Obstacle 4109

EMERG SAFE ALT 100 NM 14,000



INDIAN SPRINGS, NEVADA

**HI-TACAN RWY 8 (FOR DAY VFR USE ONLY)**

INDIAN SPRINGS, NEVADA

|                      |                  |  |
|----------------------|------------------|--|
| TACAN INS<br>Chan 87 | APCH CRS<br>063° | Rwy Idg<br>9002<br>TDZE<br>3133<br>Arpt Elev<br>3133 |
|----------------------|------------------|--|

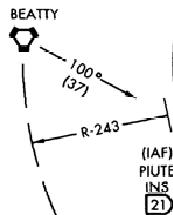
**HI-TACAN RWY 8**  
**(FOR DAY VFR USE ONLY)**  
CREECH AFB

\* MISSED APPROACH: Straight ahead to INS TACAN, intercept INS R-112 outbound, cross 17 DME at or above 9500, then direct LSV TACAN.

NELIS CON  
119.35 254.4CREECHAFB TOWER \*  
118.3 360.625GND CON  
118.3 275.8**NOT FOR CIVIL USE****FOR USE UNDER BASIC VFR WEATHER MINIMUMS ONLY**

6412 - 6804 .

**CAUTION:** Descent gradients are greater than allowed under standard TERPS criteria and inbound course does not meet straight-in criteria.



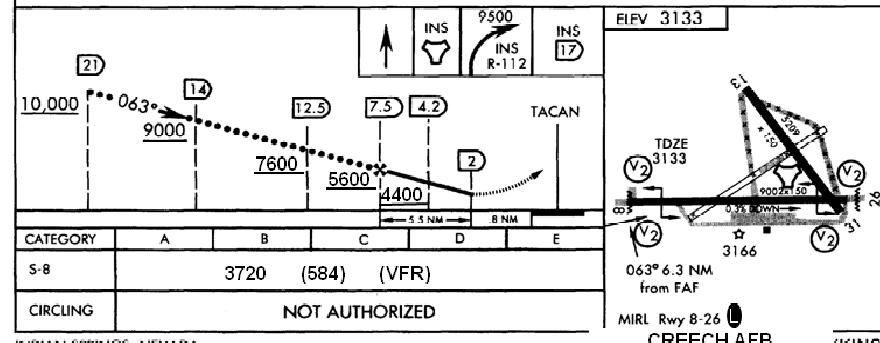
**PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE AND APPROPRIATE VFR CLOUD CLEARANCE FOR ALL PROCEDURE SEGMENTS**

**CAUTION:** Final approach course crosses Runway centerline at MIDFIELD. Maneuvering left of course required prior to landing. Do not maneuver farther north than the INS R-256.

\* CAUTION: Missed Approach Climb Rate to 4,700  
Knots 60 120 180 240 300  
V/V(fpm) 230 460 690 920 1150

Controlling Obstacle 4109

EMERG SAFE ALT 100 NM 14,000



INDIAN SPRINGS, NEVADA

**HI-TACAN RWY 8 (FOR DAY VFR USE ONLY)**

INDIAN SPRINGS, NEVADA

|                     |                  |   |
|---------------------|------------------|---|
| TACAN 87<br>Chan 67 | APCH CRS<br>292° | Rwy Idg 9002<br>TDZE 3103<br>Arpt Elev 3133 |
|---------------------|------------------|---|

## HI-TACAN RWY 26 (FOR DAY VFR USE ONLY)

CREECH AFB

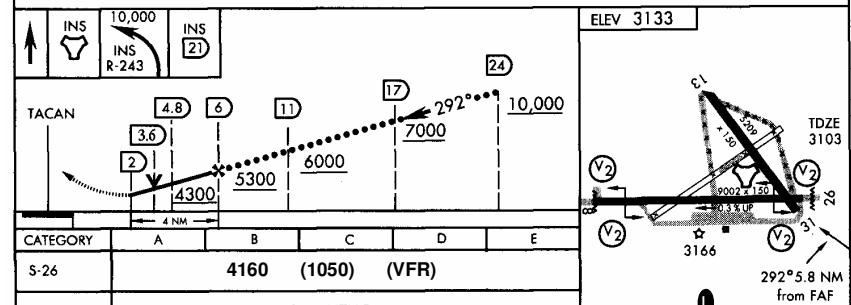
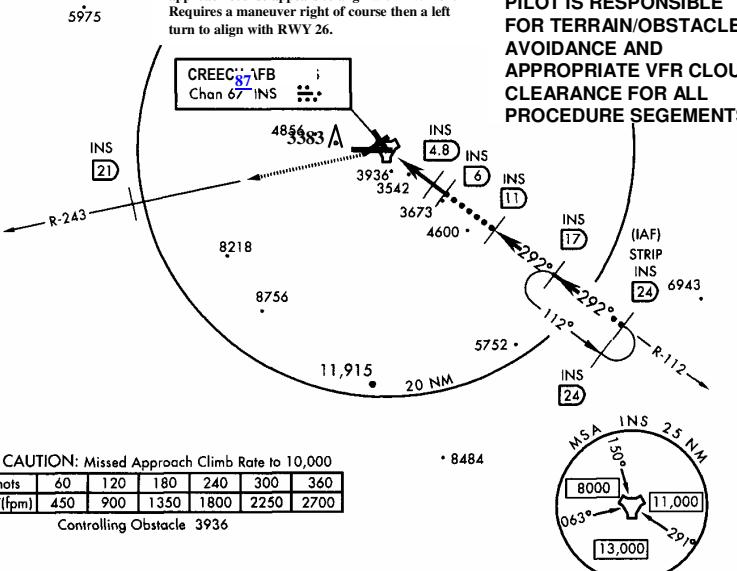
|   |                                 |                        |
|---|---------------------------------|------------------------|
| <span style="font-size: 2em;">▼</span><br>* MISSED APPROACH: Direct INS then outbound INS R-243 to 21 DME climbing to 10,000. |                                 |                        |
| NELLIS CON<br>119.35 254.4  | CREECH AFB TOWER *118.3 360.625 | GND CON<br>118.3 275.8 |

NOT FOR CIVIL USE

FOR USE UNDER BASIC VFR  
WEATHER MINIMUMS ONLY

**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.

PILOT IS RESPONSIBLE  
FOR TERRAIN/OBSTACLE  
AVOIDANCE AND  
APPROPRIATE VFR CLOUD  
CLEARANCE FOR ALL  
PROCEDURE SEGMENTS



INDIAN SPRINGS, NEVADA

## HI-TACAN RWY 26 (FOR DAY VFR USE ONLY)

INDIAN SPRINGS, NEVADA

|          |                  |   |
|----------|------------------|---|
| TACAN 87 | APCH CRS<br>292° | Rwy Idg 9002<br>TDZE 3103<br>Arpt Elev 3133 |
|----------|------------------|---|

## HI-TACAN RWY 26 (FOR DAY VFR USE ONLY)

CREECH AFB

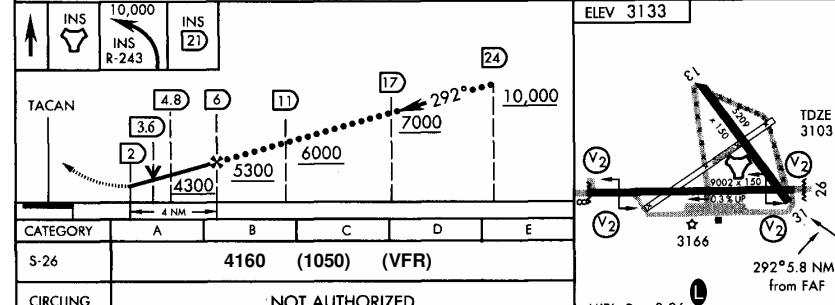
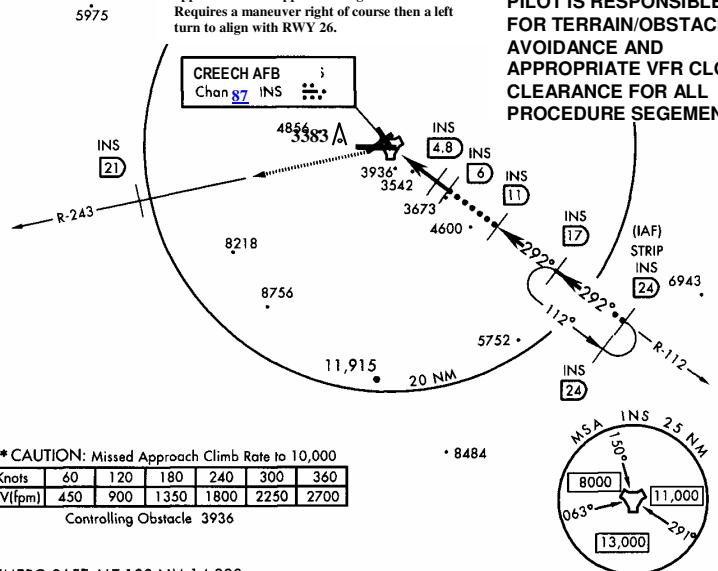
|   |                                 |                        |
|---|---------------------------------|------------------------|
| <span style="font-size: 2em;">▼</span><br>* MISSED APPROACH: Direct INS then outbound INS R-243 to 21 DME climbing to 10,000. |                                 |                        |
| NELLIS CON<br>119.35 254.4  | CREECH AFB TOWER *118.3 360.625 | GND CON<br>118.3 275.8 |

NOT FOR CIVIL USE

FOR USE UNDER BASIC VFR  
WEATHER MINIMUMS ONLY

**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.

PILOT IS RESPONSIBLE  
FOR TERRAIN/OBSTACLE  
AVOIDANCE AND  
APPROPRIATE VFR CLOUD  
CLEARANCE FOR ALL  
PROCEDURE SEGMENTS

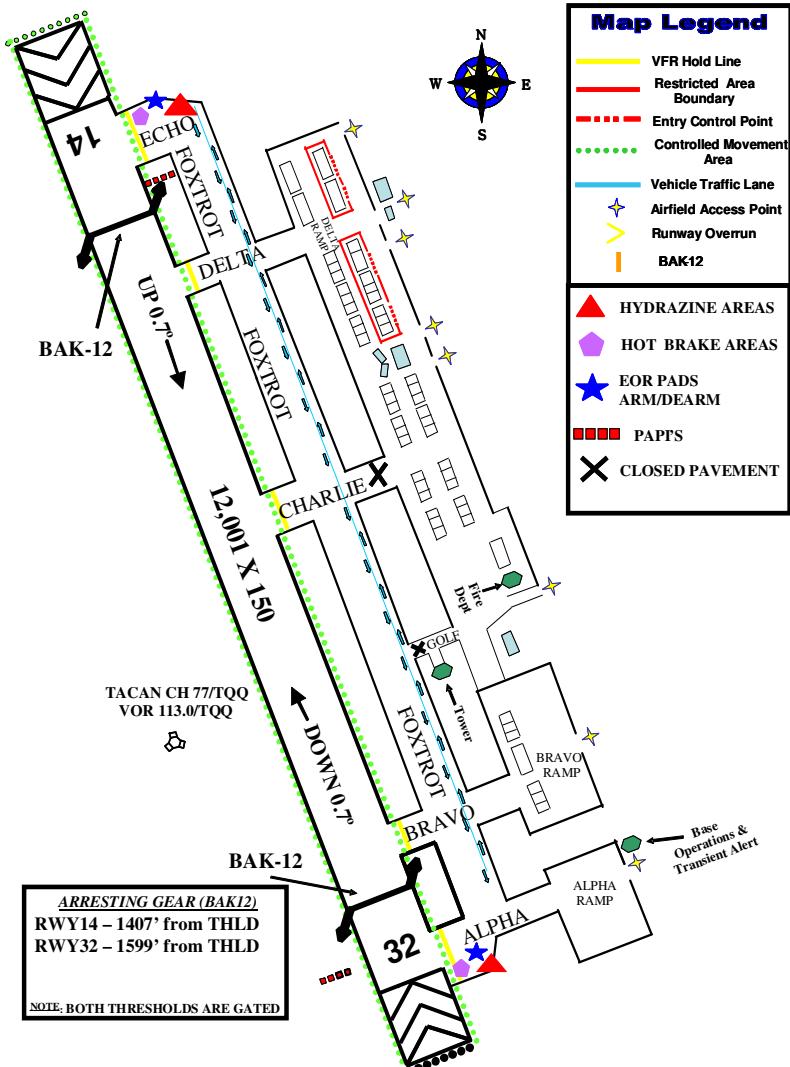


INDIAN SPRINGS, NEVADA

## HI-TACAN RWY 26 (FOR DAY VFR USE ONLY)

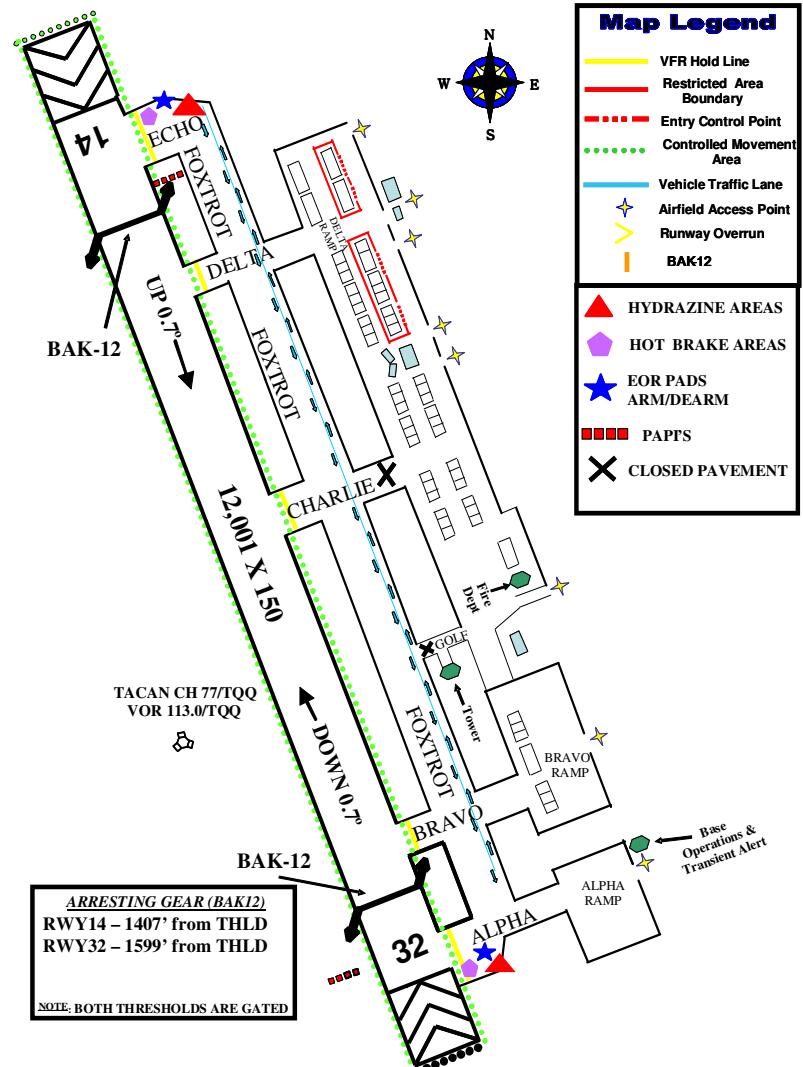
## TONOPAH TEST RANGE (KTNX) AIRFIELD

|                           |                 |
|---------------------------|-----------------|
| TACAN Channel             | Ch 77 (TQQ)     |
| Field Coordinates         | N3747 W11647    |
| Field Elevation           | 5550'           |
| Nellis Control (Approach) | 254.4 / 119.35  |
| Silverbow Tower           | 257.95 / 124.75 |



## TONOPAH TEST RANGE (KTNX) AIRFIELD

|                           |                 |
|---------------------------|-----------------|
| TACAN Channel             | Ch 77 (TQQ)     |
| Field Coordinates         | N3747 W11647    |
| Field Elevation           | 5550'           |
| Nellis Control (Approach) | 254.4 / 119.35  |
| Silverbow Tower           | 257.95 / 124.75 |



## TONOPAH TEST RANGE AIRFIELD

### NOTES

- Emergency aircraft will contact Nellis Control, if able, on the appropriate sector frequency or Guard and relay all pertinent information.
- For divert to Tonopah Test Range Airfield in R 4809A, contact Nellis Control on 254.4/119.35 or Silverbow Tower on 257.95/124.75 as soon as the decision is made to recover there.
- **OVERHEAD PATTERN:** Fly initial at 7,500' MSL and break to the west. Primary runway is RWY 32 unless tailwinds exceed 10 knots.
- The runway is equipped with BAK-12s 1,599 ft from the approach end of RWY 32 and 1,407 ft from the approach end of RWY 14.
- Airfield lighting will remain on during the Nellis AFB fly window. To activate Pilot Controlled Lighting, key the mike on 257.95 (Tower UHF) 3 times for Low, 5 times for Medium and 7 times for High Intensity within 5 seconds.

*NOTE:* The Sequenced Flashing Approach Lights operate on the High Intensity setting only.

- Normal airfield hours of operation are 0500 to 1900L on weekdays.

## TONOPAH TEST RANGE AIRFIELD

### NOTES

- Emergency aircraft will contact Nellis Control, if able, on the appropriate sector frequency or Guard and relay all pertinent information.
- For divert to Tonopah Test Range Airfield in R 4809A, contact Nellis Control on 254.4/119.35 or Silverbow Tower on 257.95/124.75 as soon as the decision is made to recover there.
- **OVERHEAD PATTERN:** Fly initial at 7,500' MSL and break to the west. Primary runway is RWY 32 unless tailwinds exceed 10 knots.
- The runway is equipped with BAK-12s 1,599 ft from the approach end of RWY 32 and 1,407 ft from the approach end of RWY 14.
- Airfield lighting will remain on during the Nellis AFB fly window. To activate Pilot Controlled Lighting, key the mike on 257.95 (Tower UHF) 3 times for Low, 5 times for Medium and 7 times for High Intensity within 5 seconds.

*NOTE:* The Sequenced Flashing Approach Lights operate on the High Intensity setting only.

- Normal airfield hours of operation are 0500 to 1900L on weekdays.

# TONOPAH TEST RANGE (KTNX) AIRFIELD

TONOPAH, NEVADA

|                                |                                       |   |
|--------------------------------|---------------------------------------|---|
| VORTAC TQO<br>113.0<br>Chen 77 | APCH CRS<br>145°<br>Arpt Elev<br>5550 | Rwy Idg 12,002<br>TDZE 5496<br>Arpt Elev 5550 |
|--------------------------------|---------------------------------------|---|

## VOR/DME or TACAN RWY 14

AL-3188 [USAF]

TONOPAH TEST RANGE (KTNX)

▼ \* When ALS inop, increase CAT A8 vis to 1 mile, CAT C vis to 1 1/4 miles, CAT D vis to 1 1/2 miles, CAT E vis to 1 3/4 miles.

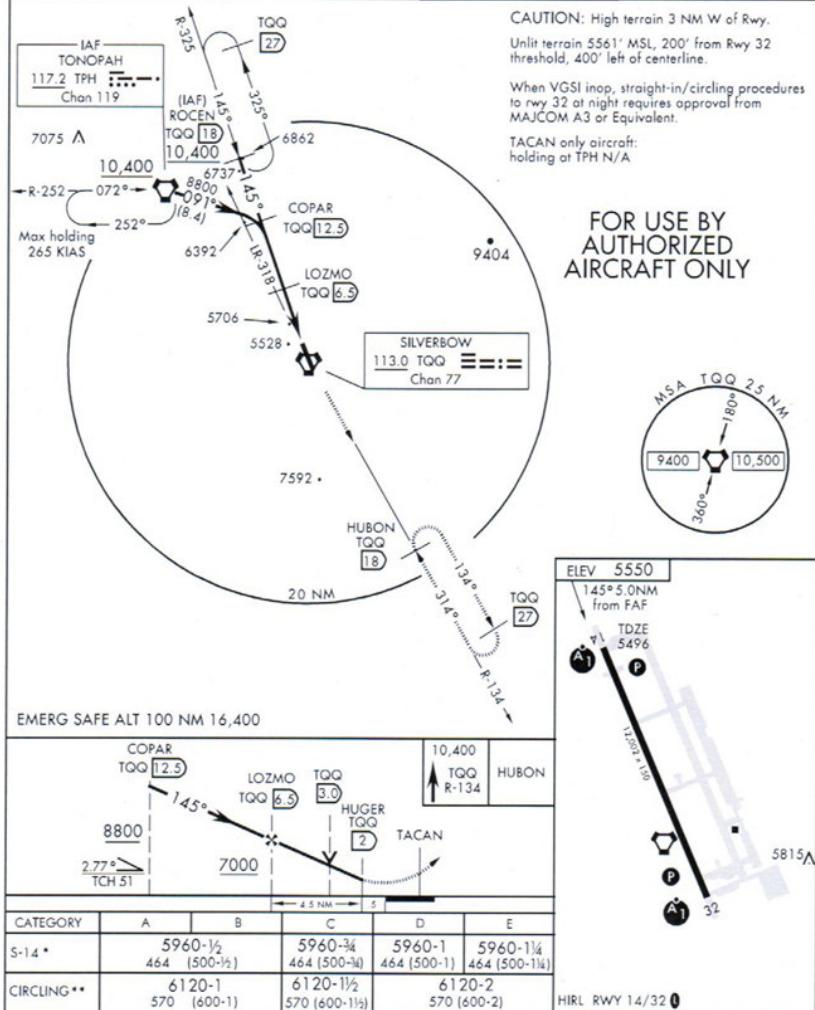
\*\* Circling not authorized W of rwy 32.

SILVERBOW BASE OPS  
119.45 233.95

NELLIS APP CON  
119.35 254.4

SILVERBOW TOWER  
124.75 257.95

GND CON  
127.25 335.5



TONOPAH, NEVADA

37°47'N - 116°47'W

TONOPAH TEST RANGE (KTNX)

## VOR/DME or TACAN RWY 14

27 JULY 2009 to 25 JUNE 2011

# TONOPAH TEST RANGE (KTNX) AIRFIELD

TONOPAH, NEVADA

|                                |                  |   |
|--------------------------------|------------------|---|
| VORTAC TQO<br>113.0<br>Chen 77 | APCH CRS<br>145° | Rwy Idg 12,002<br>TDZE 5496<br>Arpt Elev 5550 |
|--------------------------------|------------------|---|

## VOR/DME or TACAN RWY 14

AL-3188 [USAF]

TONOPAH TEST RANGE (KTNX)

▼ \* When ALS inop, increase CAT A8 vis to 1 mile, CAT C vis to 1 1/4 miles, CAT D vis to 1 1/2 miles, CAT E vis to 1 3/4 miles.

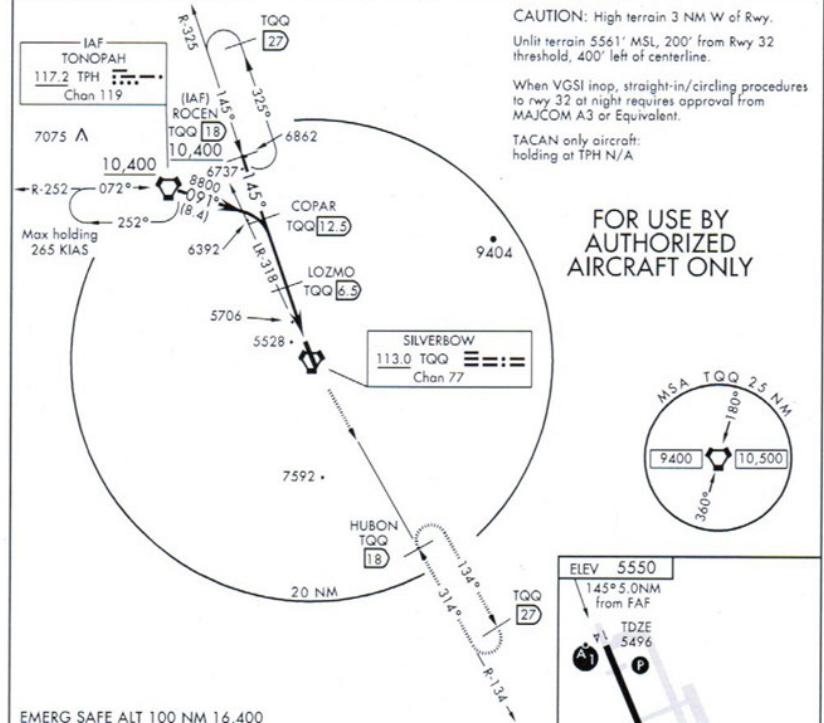
\*\* Circling not authorized W of rwy 32.

SILVERBOW BASE OPS  
119.45 233.95

NELLIS APP CON  
119.35 254.4

SILVERBOW TOWER  
124.75 257.95

GND CON  
127.25 335.5



TONOPAH, NEVADA

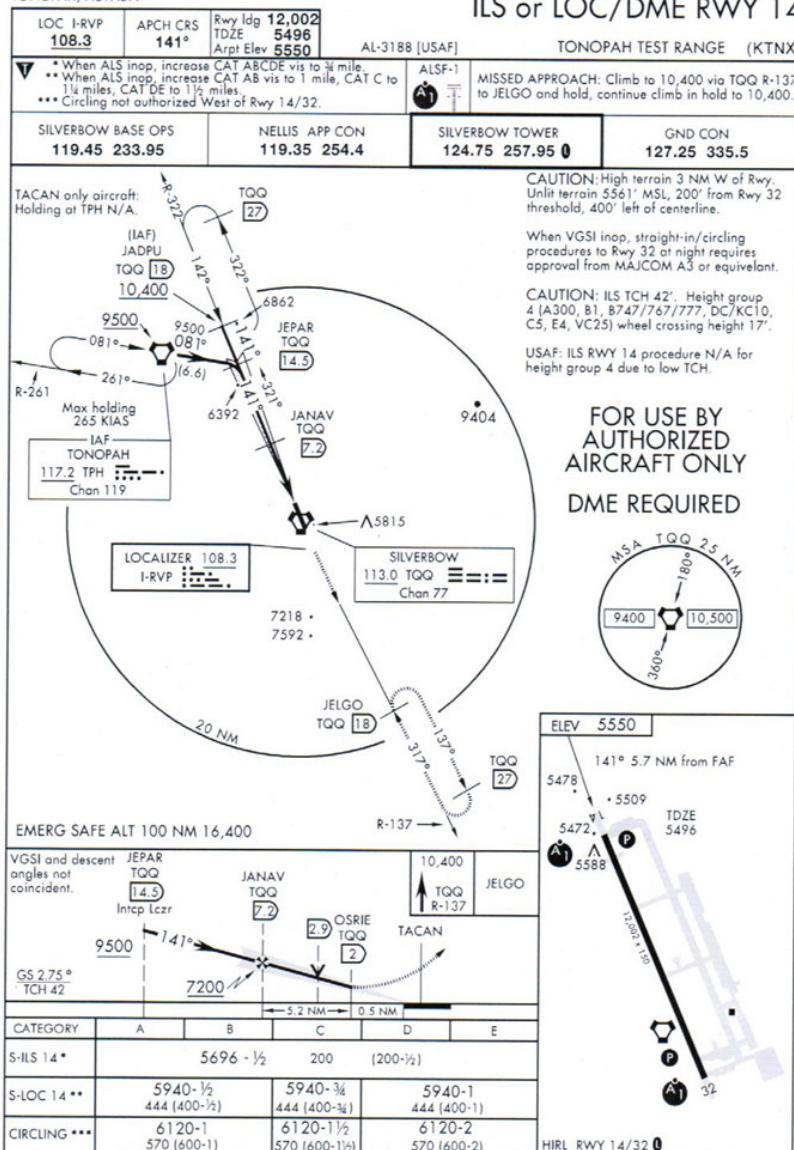
Amdt 2  
PUBLISHED BY NGA TO IACC SPECIFICATIONS

## VOR/DME or TACAN RWY 14

27 JULY 2009 to 25 JUNE 2011

# TONOPAH TEST RANGE (KTNX) AIRFIELD

TONOPAH, NEVADA



## ILS or LOC/DME RWY 14

TONOPAH TEST RANGE (KTNX)

**MISSING APPROACH:** Climb to 10,400 via TQQ R-137 to JELGO and hold, continue climb in hold to 10,400.

**TACAN only aircraft:**  
Holding at TPH N/A.

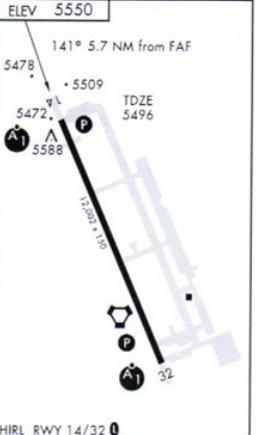
**CAUTION:** High terrain 3 NM W of Rwy. Unlit terrain 5561' MSL, 200' from Rwy 32 threshold, 400' left of centerline.

When VGSI inop, straight-in/circling procedures to Rwy 32 or night requires approval from MAJCOM A3 or equivalent.

**CAUTION:** ILS TCH 42'. Height group 4 (A300, B1, B747/767/777, DC/KC10, C5, E4, VC25) wheel crossing height 17'.

USAF: ILS RWY 14 procedure N/A for height group 4 due to low TCH.

**FOR USE BY  
AUTHORIZED  
AIRCRAFT ONLY  
DME REQUIRED**



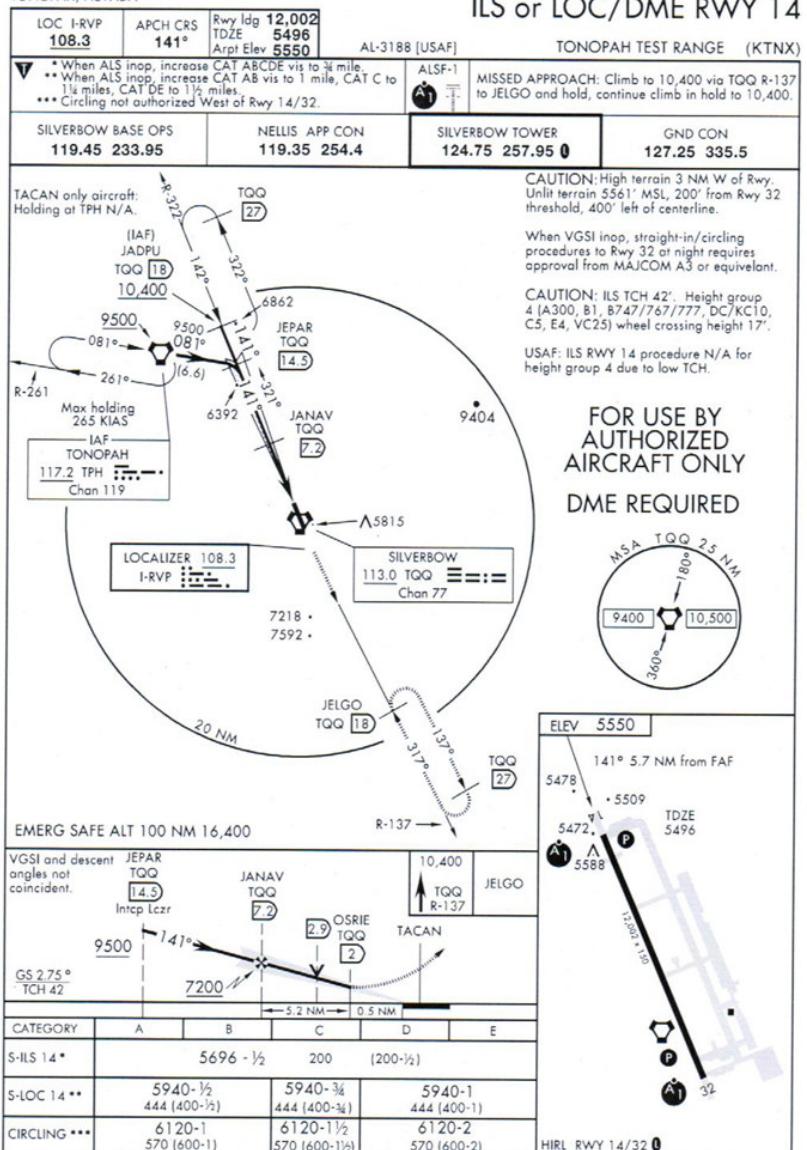
## ILS or LOC/DME RWY 14

TONOPAH TEST RANGE (KTNX)

27 JULY 2009 to 25 JUNE 2011

# TONOPAH TEST RANGE (KTNX) AIRFIELD

TONOPAH, NEVADA



## ILS or LOC/DME RWY 14

TONOPAH TEST RANGE (KTNX)

**MISSING APPROACH:** Climb to 10,400 via TQQ R-137 to JELGO and hold, continue climb in hold to 10,400.

**TACAN only aircraft:**  
Holding at TPH N/A.

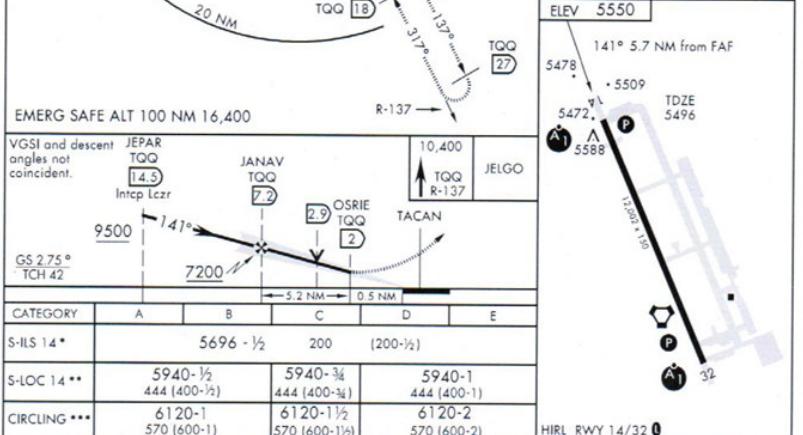
**CAUTION:** High terrain 3 NM W of Rwy. Unlit terrain 5561' MSL, 200' from Rwy 32 threshold, 400' left of centerline.

When VGSI inop, straight-in/circling procedures to Rwy 32 or night requires approval from MAJCOM A3 or equivalent.

**CAUTION:** ILS TCH 42'. Height group 4 (A300, B1, B747/767/777, DC/KC10, C5, E4, VC25) wheel crossing height 17'.

USAF: ILS RWY 14 procedure N/A for height group 4 due to low TCH.

**FOR USE BY  
AUTHORIZED  
AIRCRAFT ONLY  
DME REQUIRED**

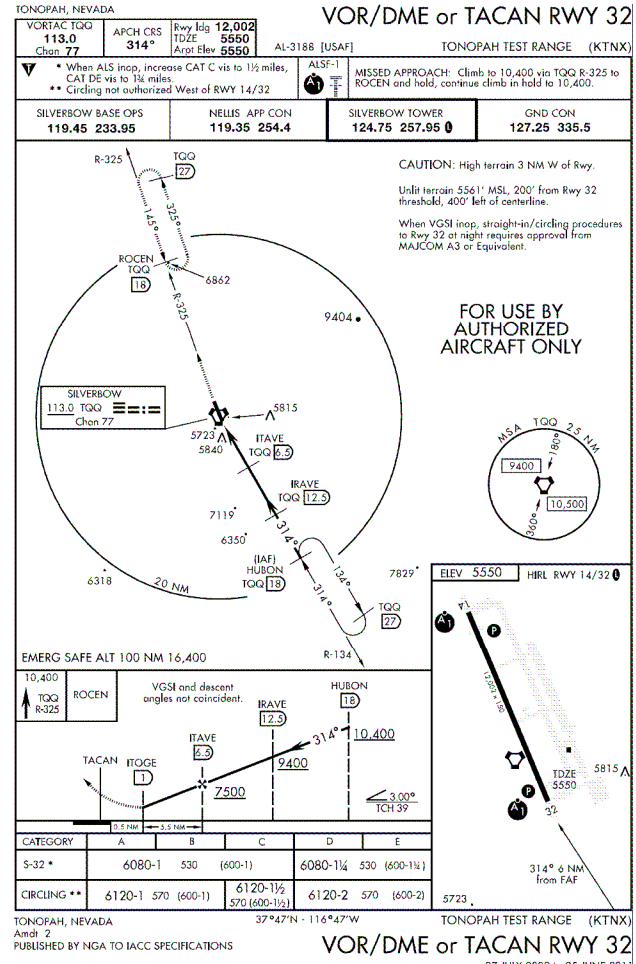
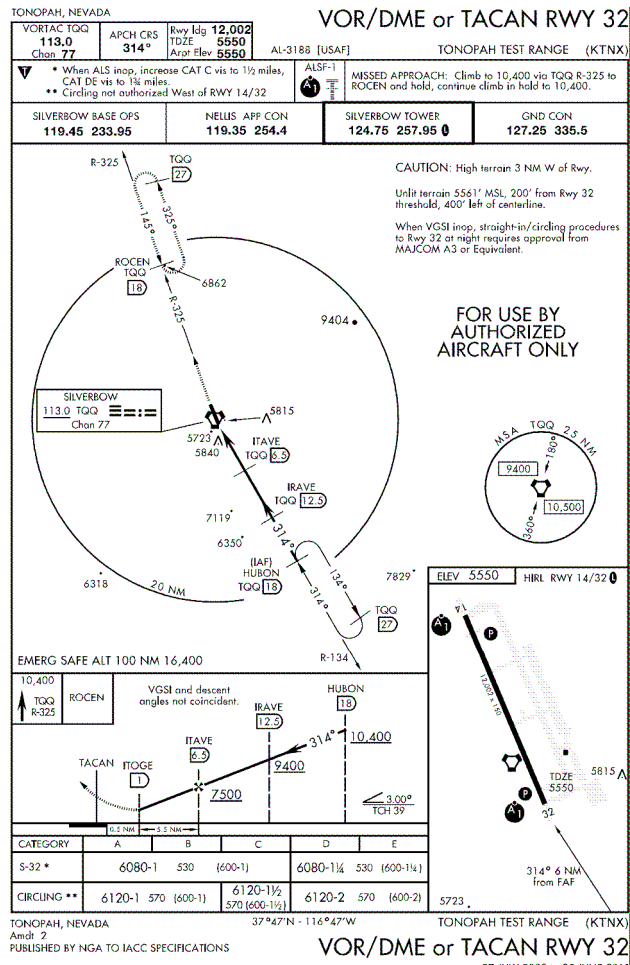


## ILS or LOC/DME RWY 14

TONOPAH TEST RANGE (KTNX)

27 JULY 2009 to 25 JUNE 2011

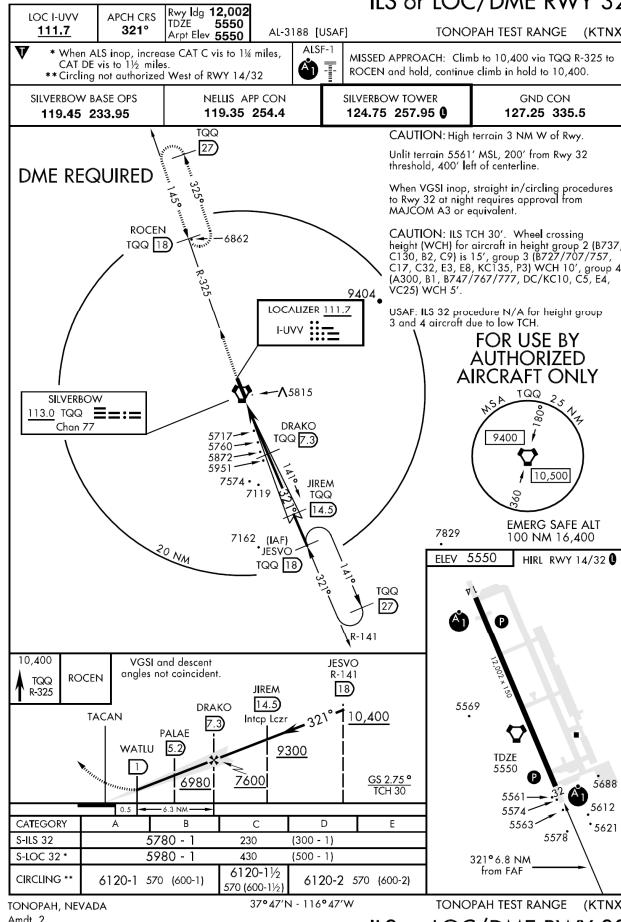
# TONOPAH TEST RANGE (KTNX) AIRFIELD



# TONOPAH TEST RANGE (KTNX) AIRFIELD

# TONOPAH TEST RANGE (KTNX) AIRFIELD

TONOPAH, NEVADA



TONOPAH, NEVADA

Amid 2  
PUBLISHED BY NGA TO IACC SPECIFICATIONS

TONOPAH TEST RANGE (KTNX)

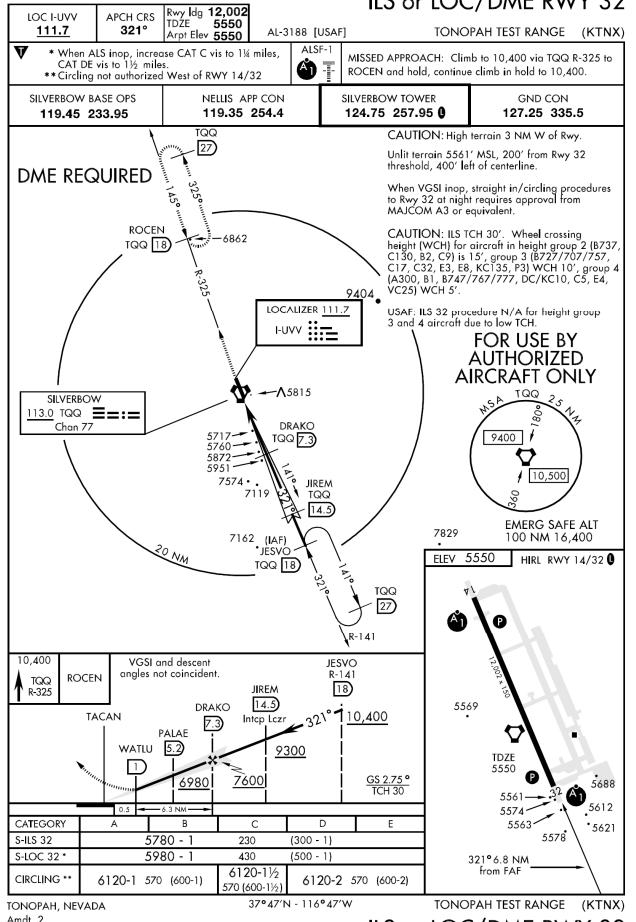
ILS or LOC/DME RWY 32

27 JULY 2009 to 25 JUNE 2011

4-12—Chg 1

# TONOPAH TEST RANGE (KTNX) AIRFIELD

TONOPAH, NEVADA



TONOPAH, NEVADA

Amid 2  
PUBLISHED BY NGA TO IACC SPECIFICATIONS

TONOPAH TEST RANGE (KTNX)

ILS or LOC/DME RWY 32

27 JULY 2009 to 25 JUNE 2011

# TONOPAH TEST RANGE (KTNX) AIRFIELD

4-12—Chg 1

**T** IFR TAKE-OFF MINIMUMS AND  
(OBSTACLE) DEPARTURE PROCEDURES

FOR USE BY AUTHORIZED AIRCRAFT ONLY

TONOPAH TEST RANGE (KTNX), NV

DEPARTURE PROCEDURES:

RWY 14: Diverse departure not authorized. Use published departure procedure for obstacle avoidance.  
MITZI-2 DEPARTURE TO TPH: 1100-3 or standard with minimum climb rate 220/NM to 7000.

RWY 32: Diverse departure not authorized. Use published departure procedure for obstacle avoidance.  
HYNCO ONE DEPARTURE TO STOFL: 2700-3 or standard with minimum climb rate of 250/NM to 9100.  
MITZI-2 DEPARTURE TO TPH: 200-1½ or standard with minimum climb rate of 250/NM to 6000.  
RNAV GPS DEPARTURE: 200-1¼ or standard with minimum climb rate of 250/NM to 6000.

TAKE-OFF OBSTACLES:

Rwy 14: Terrain 5581' MSL, 1141' from DER, 806' right of centerline. Terrain 5559' MSL, 45' from DER, 218' right of centerline. Terrain 5561' MSL, 215' from DER, 427' right of centerline. Terrain 5553' MSL, 126' from DER, 162' right of centerline.

Rwy 32: Terrain 5476' MSL, 0' from DER, 500' left of centerline.

PUBLISHED BY NGA TO IACC SPECIFICATIONS

25 JUNE 2009 to 25 JUNE 2011

# TONOPAH TEST RANGE (KTNX) AIRFIELD

**T** IFR TAKE-OFF MINIMUMS AND  
(OBSTACLE) DEPARTURE PROCEDURES

FOR USE BY AUTHORIZED AIRCRAFT ONLY

TONOPAH TEST RANGE (KTNX), NV

DEPARTURE PROCEDURES:

RWY 14: Diverse departure not authorized. Use published departure procedure for obstacle avoidance.  
MITZI-2 DEPARTURE TO TPH: 1100-3 or standard with minimum climb rate 220/NM to 7000.

RWY 32: Diverse departure not authorized. Use published departure procedure for obstacle avoidance.  
HYNCO ONE DEPARTURE TO STOFL: 2700-3 or standard with minimum climb rate of 250/NM to 9100.  
MITZI-2 DEPARTURE TO TPH: 200-1½ or standard with minimum climb rate of 250/NM to 6000.  
RNAV GPS DEPARTURE: 200-1¼ or standard with minimum climb rate of 250/NM to 6000.

TAKE-OFF OBSTACLES:

Rwy 14: Terrain 5581' MSL, 1141' from DER, 806' right of centerline. Terrain 5559' MSL, 45' from DER, 218' right of centerline. Terrain 5561' MSL, 215' from DER, 427' right of centerline. Terrain 5553' MSL, 126' from DER, 162' right of centerline.

Rwy 32: Terrain 5476' MSL, 0' from DER, 500' left of centerline.

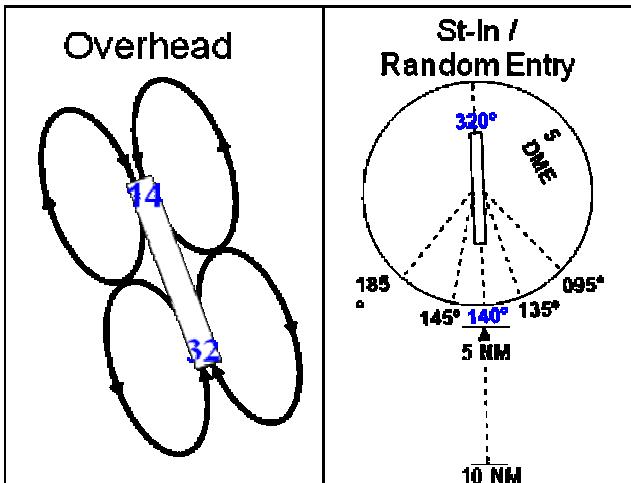
PUBLISHED BY NGA TO IACC SPECIFICATIONS

25 JUNE 2009 to 25 JUNE 2011

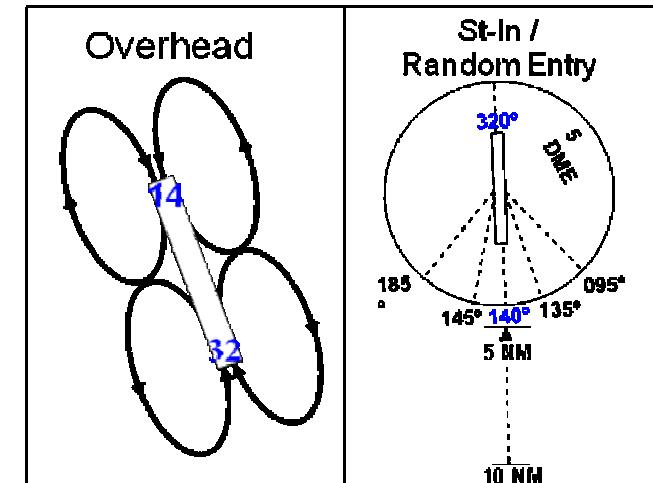
**4-13—Chg 1**

**4-13—Chg 1**

## TONOPAH TEST SFO PROCEDURES



## TONOPAH TEST SFO PROCEDURES



### GENERAL:

- Only Nellis assigned F-16s will conduct practice SFO approaches at KTNX
- Pilots who do not have R4809A scheduled will request entry into R4809A with Blackjack. Pilots who have R4809A scheduled will advise Blackjack they intend to perform SFO approaches at KTNX. Pilots will adhere to GRR restrictions and not conduct SFO until approved by Silverbow Tower.
- Weather: ceiling  $\geq$ 1,000' above highest altitude to be flown and  $\geq$  5 NM visibility (Day only).
- No more than 2 aircraft may perform SFO simultaneously.
- Breakout: Follow controller's instructions

### OVERHEAD SFO/ALT ENTRY OVERHEAD SFO:

- May be conducted to either runway using left or right turns.
- Pilots will request SFO (including direction of turn and high key altitude) with Silverbow Tower NLT 10 NM from KTNX
- Report "high key," "low key" and "base key, gear down, low approach."
- Remain within 2nm of KTNX
- ALT Entry: arrive at 5nm between 11000' MSL and FL200

### STRAIGHT-IN SFO/ALT ENTRY ST-IN SFO:

- Practice SI and ALT ENTRY SI-SFOs will not be conducted to RWY 14
- Report position and altitude to Silverbow Tower upon initial contact.
- St-In SFOs commencing at a point outside of +/-5° of RWY are considered Alt Entry St-In SFOs
- Report "C/S, 10 mile simulated flame-out final." between 13,500'-15,000' MSL
- Report "C/S, 5 mile simulated flame-out final, gear down, low approach." between 11,500' and 14,000' MSL

### GENERAL:

- Only Nellis assigned F-16s will conduct practice SFO approaches at KTNX
- Pilots who do not have R4809A scheduled will request entry into R4809A with Blackjack. Pilots who have R4809A scheduled will advise Blackjack they intend to perform SFO approaches at KTNX. Pilots will adhere to GRR restrictions and not conduct SFO until approved by Silverbow Tower.
- Weather: ceiling  $\geq$ 1,000' above highest altitude to be flown and  $\geq$  5 NM visibility (Day only).
- No more than 2 aircraft may perform SFO simultaneously.
- Breakout: Follow controller's instructions

### OVERHEAD SFO/ALT ENTRY OVERHEAD SFO:

- May be conducted to either runway using left or right turns.
- Pilots will request SFO (including direction of turn and high key altitude) with Silverbow Tower NLT 10 NM from KTNX
- Report "high key," "low key" and "base key, gear down, low approach."
- Remain within 2nm of KTNX
- ALT Entry: arrive at 5nm between 11000' MSL and FL200

### STRAIGHT-IN SFO/ALT ENTRY ST-IN SFO:

- Practice SI and ALT ENTRY SI-SFOs will not be conducted to RWY 14
- Report position and altitude to Silverbow Tower upon initial contact.
- St-In SFOs commencing at a point outside of +/-5° of RWY are considered Alt Entry St-In SFOs
- Report "C/S, 10 mile simulated flame-out final." between 13,500'-15,000' MSL
- Report "C/S, 5 mile simulated flame-out final, gear down, low approach." between 11,500' and 14,000' MSL

## NELLIS STEREO ROUTES

The following list of clearances are printed in NAFBI 11-250 and stored in the FAA computer. To file or change a clearance contact Base Operations by phone (2-4600) or radio dispatch (372.2/139.3). Give the following information:

- Call sign.
- True airspeed.
- Number and type of aircraft.
- Remarks.
- Requested altitude.
- Stereotype route code(s).

| STEREO ROUTE# | DEPT AFLD<br>ROUTE | FL LEVEL | AIRCRAFT | SPEED |
|---------------|--------------------|----------|----------|-------|
|---------------|--------------------|----------|----------|-------|

### Range Complex Routes for use with Reveille MOA/ATCAA

|  |     |     |        |     |
|--|-----|-----|--------|-----|
| LSV200   | LSV | 190 | MISG/P | 400 |
| LSV.DREAM2.DREAM..LSV352006..ILC200050/D0+15..RVELE..R4807..GARTH..SHOWW..STRYK..LSV RMKS RF MARSA REVEILLE                    |     |     |        |     |
| LSV201   | LSV | 190 | MISG/P | 400 |
| LSV.DREAM2.DREAM..ILC200050/D0+15..RVELE..R4807..NUGGE..ARCOE..LSV RMKS RF MARSA REVEILLE                                      |     |     |        |     |
| LSV202   | LSV | 200 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR.BTY066013..CESAR..R4807..RVELE..ILC200050/D0+15..GARTH..SHOWW..STRYK..LSV RMKS RF MARSA REVEILLE              |     |     |        |     |
| LSV202C  | LSV | 200 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..BTY170005..BTY340027..R4807..RVELE..ILC200050/D0+15..BTY340027..BTY170005..STRYK..LSV RMKS RF MARSA REVEILLE |     |     |        |     |
| LSV203   | LSV | 200 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..BTY066013..CESAR..R4807..RVELE..ILC200050/D0+15..ARCOE..LSV RMKS: RF MARSA REVEILLE                          |     |     |        |     |

### Range Complex Routes not including Reveille MOA/ATCAA

|  |     |     |        |     |
|--|-----|-----|--------|-----|
| LSV204   | LSV | 190 | MISG/P | 400 |
| LSV.DREAM2.DREAM /D0+15..ARCOE..LSV/ETE :RMKS (RANGES)   |     |     |        |     |
| LSV205   | LSV | 200 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..CESAR/D0+15..STRYK..LSV/ETE :RMKS (FYTR LO IF REQUIRED) (RANGES) RF MARSA REVEILLE |     |     |        |     |

### Range Complex Routes for use with Refueling Operations

|   |     |     |        |     |
|---|-----|-----|--------|-----|
| LSV206  | LSV | 200 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..BTY..BTY310033..MVA164085. <b>AR625</b> . MVA143058..R4807..RVELE..ILC200050/D0+25..GARTH..SHOWW..STRYK..LSV/ETE :RMKS AR625H OR L REVEILLE |     |     |        |     |
| LSV207  | LSV | 200 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..BTY..BTY310033..MVA164077. <b>AR625</b> . MVA143058..MVA122072..R4807/D0+30..GARTH..SHOWW..STRYK..LSV RMKS AR625H OR L                      |     |     |        |     |
| LSV208  | LSV | 190 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..BTY..BTY310033..MVA164077.. <b>AR625</b> , BTY283050 R2508 RMKS: AR625 H OR L THEN FILE LSV213A FOR RETURN                                  |     |     |        |     |
| LSV230  | LSV | 230 | MISG/P | 400 |
| LSV.MMM2.MMM..MLF039022..MLF290042..AR635..MLF260023..MLF MMM..KRYSS..LSV RMKS: REVEILLE  |     |     |        |     |

## NELLIS STEREO ROUTES

The following list of clearances are printed in NAFBI 11-250 and stored in the FAA computer. To file or change a clearance contact Base Operations by phone (2-4600) or radio dispatch (372.2/139.3). Give the following information:

- Call sign.
- True airspeed.
- Number and type of aircraft.
- Remarks.
- Requested altitude.
- Stereotype route code(s).

| STEREO ROUTE# | DEPT AFLD<br>ROUTE | FL LEVEL | AIRCRAFT | SPEED |
|---------------|--------------------|----------|----------|-------|
|---------------|--------------------|----------|----------|-------|

### Range Complex Routes for use with Reveille MOA/ATCAA

|  |     |     |        |     |
|--|-----|-----|--------|-----|
| LSV200   | LSV | 190 | MISG/P | 400 |
| LSV.DREAM2.DREAM..LSV352006..ILC200050/D0+15..RVELE..R4807..GARTH..SHOWW..STRYK..LSV RMKS RF MARSA REVEILLE                    |     |     |        |     |
| LSV201   | LSV | 190 | MISG/P | 400 |
| LSV.DREAM2.DREAM..ILC200050/D0+15..RVELE..R4807..NUGGE..ARCOE..LSV RMKS RF MARSA REVEILLE                                      |     |     |        |     |
| LSV202   | LSV | 200 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..BTY066013..CESAR..R4807..RVELE..ILC200050/D0+15..GARTH..SHOWW..STRYK..LSV RMKS RF MARSA REVEILLE             |     |     |        |     |
| LSV202C  | LSV | 200 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..BTY170005..BTY340027..R4807..RVELE..ILC200050/D0+15..BTY340027..BTY170005..STRYK..LSV RMKS RF MARSA REVEILLE |     |     |        |     |
| LSV203   | LSV | 200 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..BTY066013..CESAR..R4807..RVELE..ILC200050/D0+15..ARCOE..LSV RMKS: RF MARSA REVEILLE                          |     |     |        |     |

### Range Complex Routes not including Reveille MOA/ATCAA

|  |     |     |        |     |
|--|-----|-----|--------|-----|
| LSV204   | LSV | 190 | MISG/P | 400 |
| LSV.DREAM2.DREAM /D0+15..ARCOE..LSV/ETE :RMKS (RANGES)   |     |     |        |     |
| LSV205   | LSV | 200 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..CESAR/D0+15..STRYK..LSV/ETE :RMKS (FYTR LO IF REQUIRED) (RANGES) RF MARSA REVEILLE |     |     |        |     |

### Range Complex Routes for use with Refueling Operations

|   |     |     |        |     |
|---|-----|-----|--------|-----|
| LSV206  | LSV | 200 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..BTY..BTY310033..MVA164085. <b>AR625</b> . MVA143058..R4807..RVELE..ILC200050/D0+25..GARTH..SHOWW..STRYK..LSV/ETE :RMKS AR625H OR L REVEILLE |     |     |        |     |
| LSV207  | LSV | 200 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..BTY..BTY310033..MVA164077. <b>AR625</b> . MVA143058..MVA122072..R4807/D0+30..GARTH..SHOWW..STRYK..LSV RMKS AR625H OR L                      |     |     |        |     |
| LSV208  | LSV | 190 | MISG/P | 400 |
| LSV.FYTTR1.FYTTR..BTY..BTY310033..MVA164077.. <b>AR625</b> , BTY283050 R2508 RMKS: AR625 H OR L THEN FILE LSV213A FOR RETURN                                  |     |     |        |     |
| LSV230  | LSV | 230 | MISG/P | 400 |
| LSV.MMM2.MMM..MLF039022..MLF290042..AR635..MLF260023..MLF MMM..KRYSS..LSV RMKS: REVEILLE  |     |     |        |     |

| STEREO ROUTE# | DEPT AFLD<br>ROUTE | FL LEVEL | AIRCRAFT | SPEED |
|---------------|--------------------|----------|----------|-------|
|---------------|--------------------|----------|----------|-------|

Routes for use with Refueling Operations, Cont.

|        |  |     |                |     |
|--------|--|-----|----------------|-----|
| LSV231 | LSV  | 190 | MISG/P         | 400 |
|        | LSV..MMM2.MMM..MLF..MLF290042...AR635..MLF260023..ILC..RVELE/<br>D0+15..ARCOE..LSV |     | RMKS: REVEILLE |     |

AWACS Ely Orbit

|        |   |                                   |        |     |
|--------|---|-----------------------------------|--------|-----|
| LSV232 | LSV   | 230                               | MISG/P | 400 |
|        | LSV..MMM2.MMM..MLF..ILC326080/D2+30..BERYL..MMM..<br>KRYSS..LSV | REQ RAD VEC AWACS ORBIT AT FL 310 | RMKS:  |     |

R-2508 and Air Warrior / "Green Flag" Routes

|         |   |     |        |     |
|---------|---|-----|--------|-----|
| LSV213  | LSV   | 160 | MISG/P | 400 |
|         | LSV.FYTR1.FYTR..BTY100030..TUCKY.. <b>R2502</b><br>RMKS: D0+15.THEN FILE LSV 213A FOR RETURN. |     |        |     |
| LSV213A | TUCKY   | 170 | MISG/P | 400 |
|         | R2508..TUCKY..SHOWW..STRYK..LSV   |     |        |     |
| LSV214  | LSV   | 160 | MISG/P | 400 |
|         | LSV.FYTR1.FYTR..BTY100030..TUCKY.. <b>R2508</b> /ETE.<br>RMKS D0+30 (FILE LSV213A FOR RETURN) |     |        |     |
| LSV215  | LSV   | 160 | MISG/P | 400 |
|         | LSV.FYTR1.FYTR..BTY100030.. <b>R2524</b> RMKS: D1+00 THEN FILE<br>LSV 213A FOR RETURN         |     |        |     |

LATN Area Routes

|        |  |                       |        |     |
|--------|--|-----------------------|--------|-----|
| LSV233 | LSV  | VFR                   | MISG/P | 180 |
|        | LSV..MMM2.MMM  | RMKS VFR TO LATN EAST |        |     |
| LSV217 | LSV  | 60                    | MISG/P | 180 |
|        | LSV.FYTR1.FYTR..INS/D3+00..INS..STRYK..LSV<br>RMKS REQUEST FYTTR LO, LATN WEST |                       |        |     |

IR and VR Military Training Routes

|         |  |     |        |     |
|---------|--|-----|--------|-----|
| LSV218  | LSV  | 160 | MISG/P | 400 |
|         | LSV.FYTR1.FYTR..LSV277042. <b>IR286</b> .OAL074014..R4807/D0+20..<br>GARTH..SHOWW..STRYK..LSV RMKS: IR286 E PT A T/O +15<br>MIN X PT G T/O +35 MIN |     |        |     |
| LSV234  | LSV  | 230 | MISG/P | 400 |
|         | LSV..MMM2.MMM..BCE..BCE182039.AR624.BCE157057..FMN085050.<br><b>IR126</b> .MMM001019..KRYSS..LSV RMKS: E PT A T/O +55 X<br>PT X T/O +95            |     |        |     |
| LSV235  | LSV  | 230 | MISG/P | 400 |
|         | LSV..MMM2.MMM..FMN085050. <b>IR126</b> .MMM001019..KRYSS..<br>LSV RMKS: E PT A T/O +35MIN X PT X T/O +75MIN  |     |        |     |
| LSV236  | LSV  | 230 | MISG/P | 400 |
|         | LSV..MMM2.MMM..TBC041052. <b>IR126A</b> .MMM001019..KRYSS..<br>LSV RMKS: E PT A T/O +25MIN X PT X T/O +55MIN                                       |     |        |     |
| LSV237  | LSV  | 190 | MISG/P | 400 |
|         | LSV..MMM2.MM.M..MMM253011 RMKS: VFR TO VR209 E PT D<br>T/O +10MIN X PT G T/O +60 MIN – FILE LSV237A FOR RETURN<br>FLIGHT PLAN                      |     |        |     |
| LSV237A | OAL280011  | 190 | MISG/P | 400 |
|         | OAL280011...BTY..STRYK..LSV RMKS: VR209 RETURN FLT PLAN  |     |        |     |

| STEREO ROUTE# | DEPT AFLD<br>ROUTE | FL LEVEL | AIRCRAFT | SPEED |
|---------------|--------------------|----------|----------|-------|
|---------------|--------------------|----------|----------|-------|

Routes for use with Refueling Operations, Cont.

|        |  |                |        |     |
|--------|--|----------------|--------|-----|
| LSV231 | LSV  | 190            | MISG/P | 400 |
|        | LSV..MMM2.MMM..MLF..MLF290042...AR635..MLF260023..ILC..RVELE/<br>D0+15..ARCOE..LSV | RMKS: REVEILLE |        |     |

AWACS Ely Orbit

|        |   |  |        |     |
|--------|---|--|--------|-----|
| LSV232 | LSV   | 230                                    | MISG/P | 400 |
|        | LSV..MMM2.MMM..MLF..ILC326080/D2+30..BERYL..MMM..<br>KRYSS..LSV | RMKS REQ RAD VEC AWACS ORBIT AT FL 310 |        |     |

R-2508 and Air Warrior / "Green Flag" Routes

|         |   |     |        |     |
|---------|---|-----|--------|-----|
| LSV213  | LSV   | 160 | MISG/P | 400 |
|         | LSV.FYTR1.FYTR..BTY100030..TUCKY.. <b>R2502</b><br>RMKS: D0+15.THEN FILE LSV 213A FOR RETURN. |     |        |     |
| LSV213A | TUCKY   | 170 | MISG/P | 400 |
|         | R2508..TUCKY..SHOWW..STRYK..LSV   |     |        |     |
| LSV214  | LSV   | 160 | MISG/P | 400 |
|         | LSV.FYTR1.FYTR..BTY100030..TUCKY.. <b>R2508</b> /ETE.<br>RMKS D0+30 (FILE LSV213A FOR RETURN) |     |        |     |
| LSV215  | LSV   | 160 | MISG/P | 400 |
|         | LSV.FYTR1.FYTR..BTY100030.. <b>R2524</b> RMKS: D1+00 THEN FILE<br>LSV 213A FOR RETURN         |     |        |     |

LATN Area Routes

|        |  |                       |        |     |
|--------|--|-----------------------|--------|-----|
| LSV233 | LSV  | VFR                   | MISG/P | 180 |
|        | LSV..MMM2.MMM  | RMKS VFR TO LATN EAST |        |     |
| LSV217 | LSV  | 60                    | MISG/P | 180 |
|        | LSV.FYTR1.FYTR..INS/D3+00..INS..STRYK..LSV<br>RMKS REQUEST FYTTR LO, LATN WEST |                       |        |     |

IR and VR Military Training Routes

|         |  |     |        |     |
|---------|--|-----|--------|-----|
| LSV218  | LSV  | 160 | MISG/P | 400 |
|         | LSV.FYTR1.FYTR..LSV277042. <b>IR286</b> .OAL074014..R4807/D0+20..<br>GARTH..SHOWW..STRYK..LSV RMKS: IR286 E PT A T/O +15<br>MIN X PT G T/O +35 MIN |     |        |     |
| LSV234  | LSV  | 230 | MISG/P | 400 |
|         | LSV..MMM2.MMM..BCE..BCE182039.AR624.BCE157057..FMN085050.<br><b>IR126</b> .MMM001019..KRYSS..LSV RMKS: E PT A T/O +55 X<br>PT X T/O +95            |     |        |     |
| LSV235  | LSV  | 230 | MISG/P | 400 |
|         | LSV..MMM2.MMM..FMN085050. <b>IR126</b> .MMM001019..KRYSS..<br>LSV RMKS: E PT A T/O +35MIN X PT X T/O +75MIN  |     |        |     |
| LSV236  | LSV  | 230 | MISG/P | 400 |
|         | LSV..MMM2.MMM..TBC041052. <b>IR126A</b> .MMM001019..KRYSS..<br>LSV RMKS: E PT A T/O +25MIN X PT X T/O +55MIN                                       |     |        |     |
| LSV237  | LSV  | 190 | MISG/P | 400 |
|         | LSV..MMM2.MM.M..MMM253011 RMKS: VFR TO VR209 E PT D<br>T/O +10MIN X PT G T/O +60 MIN – FILE LSV237A FOR RETURN<br>FLIGHT PLAN                      |     |        |     |
| LSV237A | OAL280011  | 190 | MISG/P | 400 |
|         | OAL280011...BTY..STRYK..LSV RMKS: VR209 RETURN FLT PLAN  |     |        |     |

| STEREO ROUTE# | DEPT AFLD<br>ROUTE | FL LEVEL | AIRCRAFT | SPEED |
|---------------|--------------------|----------|----------|-------|
|---------------|--------------------|----------|----------|-------|

IR and VR Military Training Routes (cont).

**LSV226** LSV 160 MISG/P 400  
LSV..FYTR1.FYTR..BTY111030 RMKS: VR1214 E PT G T/O +12MIN X PT K  
T/O + 40MIN

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

**LSV227** LSV 200 MISG/P 400  
LSV.FYTR1.FYTR..BTY...BTY345020..R4807..RVELE..ILC200050 /  
D0+15..BTY..BTY100020..STRYK..LSV RMKS: FOREIGN NATIONAL

**LSV228** LSV 200 MISG/P 400  
LSV.FYTR1.FYTR..BTY..BTY345020..R4807..RVELE..ILC200050/  
D0+15..NUGGE..ARCOE..LSV RMKS: FOREIGN NATIONAL

R2501 And 29 Palms Routes

**LSV229** LSV 220 MISG/P 400  
LSV.FYTR1.FYTR..CLARR..ZELMA..JOTNU..TNP..TNP330008..**R2501**  
RMKS LIVE ORDNANCE D0+30 THEN VFR FILE LSV229A FOR RETURN

**LSV229A** R2501 210 MISG/P 400  
**R2501**.TNP330008..TNP..JOTNU..ZELMA..LSV

Scramble Route

**LSV222** LSV 200 MISG/P 400  
LSV..FYTR1.FYTR..LAS215020/D1+00..STRYK..LSV

| STEREO ROUTE# | DEPT AFLD<br>ROUTE | FL LEVEL | AIRCRAFT | SPEED |
|---------------|--------------------|----------|----------|-------|
|---------------|--------------------|----------|----------|-------|

IR and VR Military Training Routes (cont).

**LSV226** LSV 160 MISG/P 400  
LSV..FYTR1.FYTR..BTY111030 RMKS: VR1214 E PT G T/O +12MIN X PT K  
T/O + 40MIN

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

**LSV227** LSV 200 MISG/P 400  
LSV.FYTR1.FYTR..BTY...BTY345020..R4807..RVELE..ILC200050 /  
D0+15..BTY..BTY100020..STRYK..LSV RMKS: FOREIGN NATIONAL

**LSV228** LSV 200 MISG/P 400  
LSV.FYTR1.FYTR..BTY..BTY345020..R4807..RVELE..ILC200050/  
D0+15..NUGGE..ARCOE..LSV RMKS: FOREIGN NATIONAL

R2501 And 29 Palms Routes

**LSV229** LSV 220 MISG/P 400  
LSV.FYTR1.FYTR..CLARR..ZELMA..JOTNU..TNP..TNP330008..**R2501**  
RMKS LIVE ORDNANCE D0+30 THEN VFR FILE LSV229A FOR RETURN

**LSV229A** R2501 210 MISG/P 400  
**R2501**.TNP330008..TNP..JOTNU..ZELMA..LSV

Scramble Route

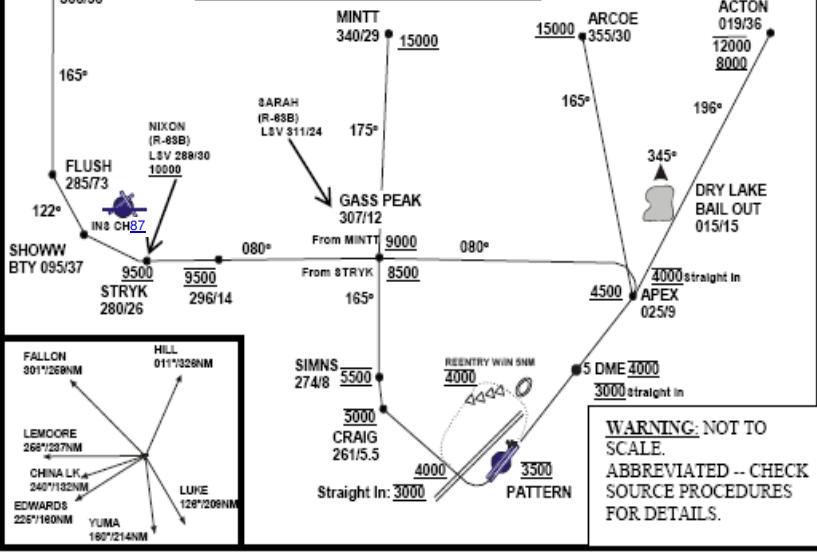
**LSV222** LSV 200 MISG/P 400  
LSV..FYTR1.FYTR..LAS215020/D1+00..STRYK..LSV

**5-3**

**5-3**

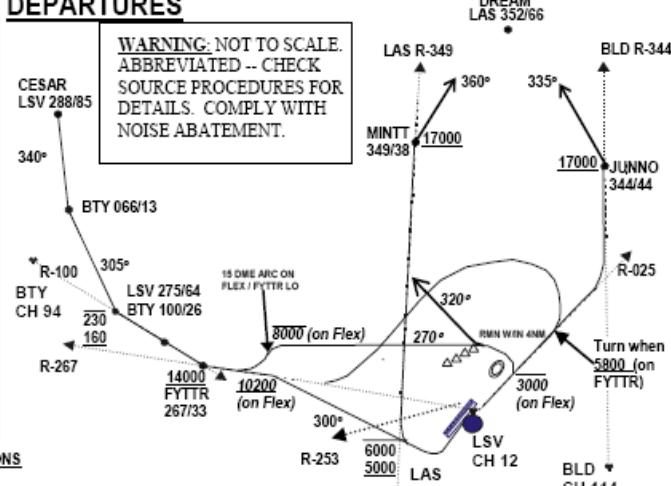
|    |             |         |        |      |            |         |         |               |         |         |
|----|-------------|---------|--------|------|------------|---------|---------|---------------|---------|---------|
| 1  | Sq Cmn      |         | 11     | ATIS | 270.1      | -       | TNX Twr | 257.95        | 124.750 |         |
| 2  | CLNC        | 289.4   | 120.9  | 12   | Creech Twr | 360.625 | 118.3   | LAS Twr       | 257.8   | 119.9   |
| 3  | GND         | 275.8   | 121.8  | 13   |            |         |         | LAS Apr       | 353.7   | 133.95  |
| 4  | TWR         | 327.0   | 132.55 | 14   |            |         |         | Creech SOF    | 226.1   | 134.1   |
| 5  | DEP         | 385.4   | 135.1  | 15   |            |         |         | Dreamland Apr | 261.1   | 126.15  |
| 6  | APP         | 273.55  | 124.95 | 16   |            |         |         | LA Ctr E      | 343.6   | 124.2   |
| 7  | Sally Cntrl | 317.525 | 126.65 | 17   |            |         |         | LA Ctr W      | 377.1   | 124.625 |
| 8  | Lee Cntrl   | 254.4   | 119.35 | 18   |            |         |         | Blackjack     | 377.8   | 139.9   |
| 9  | SOF         | 305.6   | 142.75 | 19   |            |         |         | FSS           | 255.4   | 122.4   |
| 10 | SFA         | 343.725 | -      | 20   | HQ         | 300.050 |         | TOD           | 369.0   | -       |

WIC 361.5

**DEPARTURES****ARRIVALS (LSV TACAN unless listed)**

|    |             |         |        |      |            |         |         |               |         |         |
|----|-------------|---------|--------|------|------------|---------|---------|---------------|---------|---------|
| 1  | Sq Cmn      |         | 11     | ATIS | 270.1      | -       | TNX Twr | 257.95        | 124.750 |         |
| 2  | CLNC        | 289.4   | 120.9  | 12   | Creech Twr | 360.625 | 118.3   | LAS Twr       | 257.8   | 119.9   |
| 3  | GND         | 275.8   | 121.8  | 13   |            |         |         | LAS Apr       | 353.7   | 133.95  |
| 4  | TWR         | 327.0   | 132.55 | 14   |            |         |         | Creech SOF    | 226.1   | 134.1   |
| 5  | DEP         | 385.4   | 135.1  | 15   |            |         |         | Dreamland Apr | 261.1   | 126.15  |
| 6  | APP         | 273.55  | 124.95 | 16   |            |         |         | LA Ctr E      | 343.6   | 124.2   |
| 7  | Sally Cntrl | 317.525 | 126.65 | 17   |            |         |         | LA Ctr W      | 377.1   | 124.625 |
| 8  | Lee Cntrl   | 254.4   | 119.35 | 18   |            |         |         | Blackjack     | 377.8   | 139.9   |
| 9  | SOF         | 305.6   | 142.75 | 19   |            |         |         | FSS           | 255.4   | 122.4   |
| 10 | SFA         | 343.725 | -      | 20   | HQ         | 300.050 |         | TOD           | 369.0   | -       |

WIC 361.5

**DEPARTURES****ARRIVALS (LSV TACAN unless listed)**