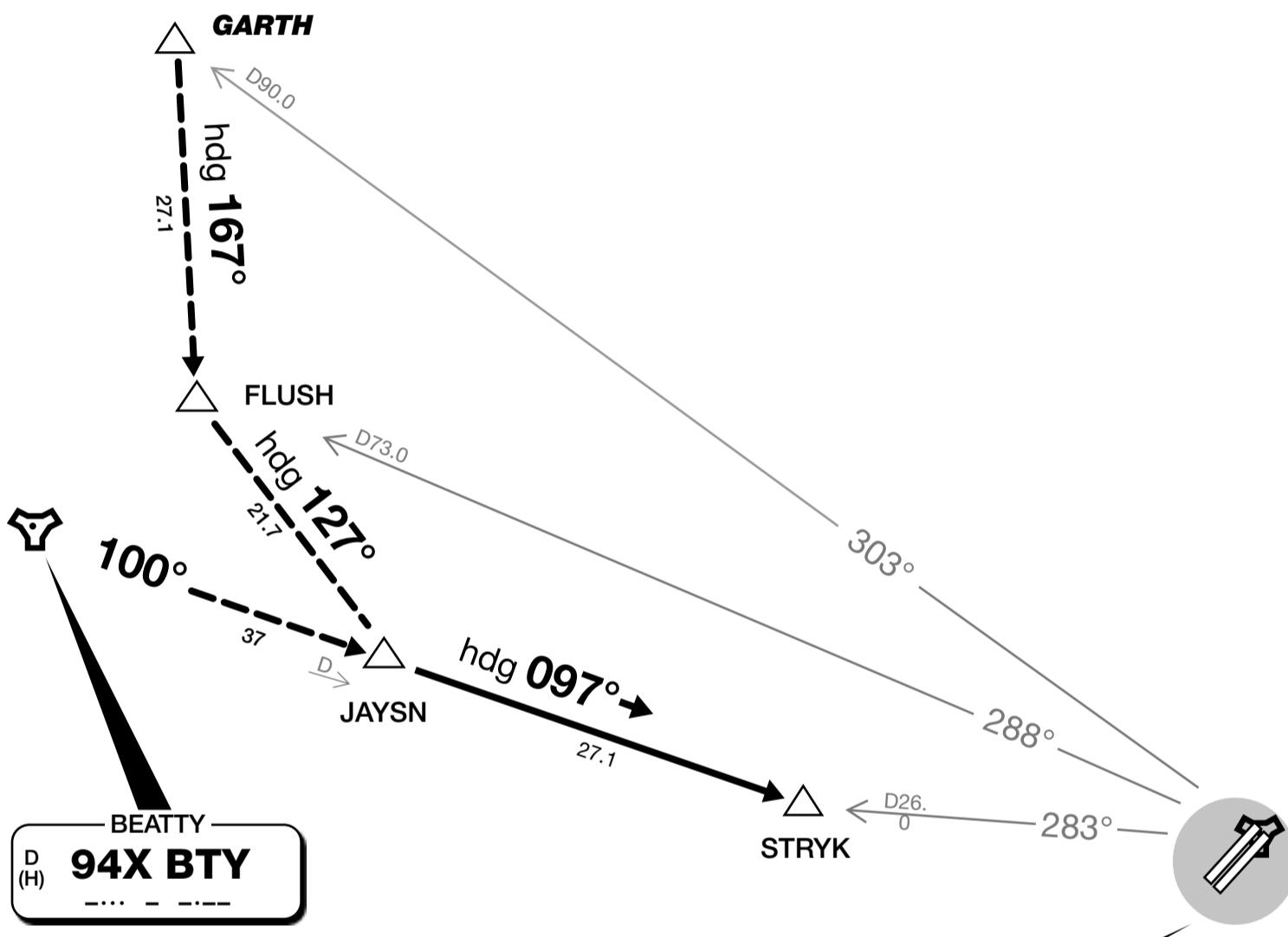


ATIS  
**270.1**Apt Elev  
**1869**

Trans level: FL180

- 1. RADAR REQUIRED.**
2. Altitudes assigned by ATC shall ensure terrain and obstacle clearance unless STRYK recovery is accepted by aircrew during daytime recovery.
3. Aircrew acceptance of STRYK recovery cancels IFR.

**JAYSN RECOVERY****ROUTING**

<b>GARTH</b>	Cross GARTH at assigned altitude. Fly heading 167 to FLUSH, then turn LEFT heading 127 to JAYSN.
--------------	--------------------------------------------------------------------------------------------------

<b>BEATTY</b>	Proceed OUTBOUND on BTY R095 to JAYSN.
---------------	----------------------------------------

Proceed OUTBOUND on BTY R095 to STRYK. VMC day arrivals EXPECT STRYK recovery when traffic permits. STRYK recovery clearance authorizes descent to cross STRYK at or above 9500.

ATIS  
270.1

Apt Elev  
1869

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

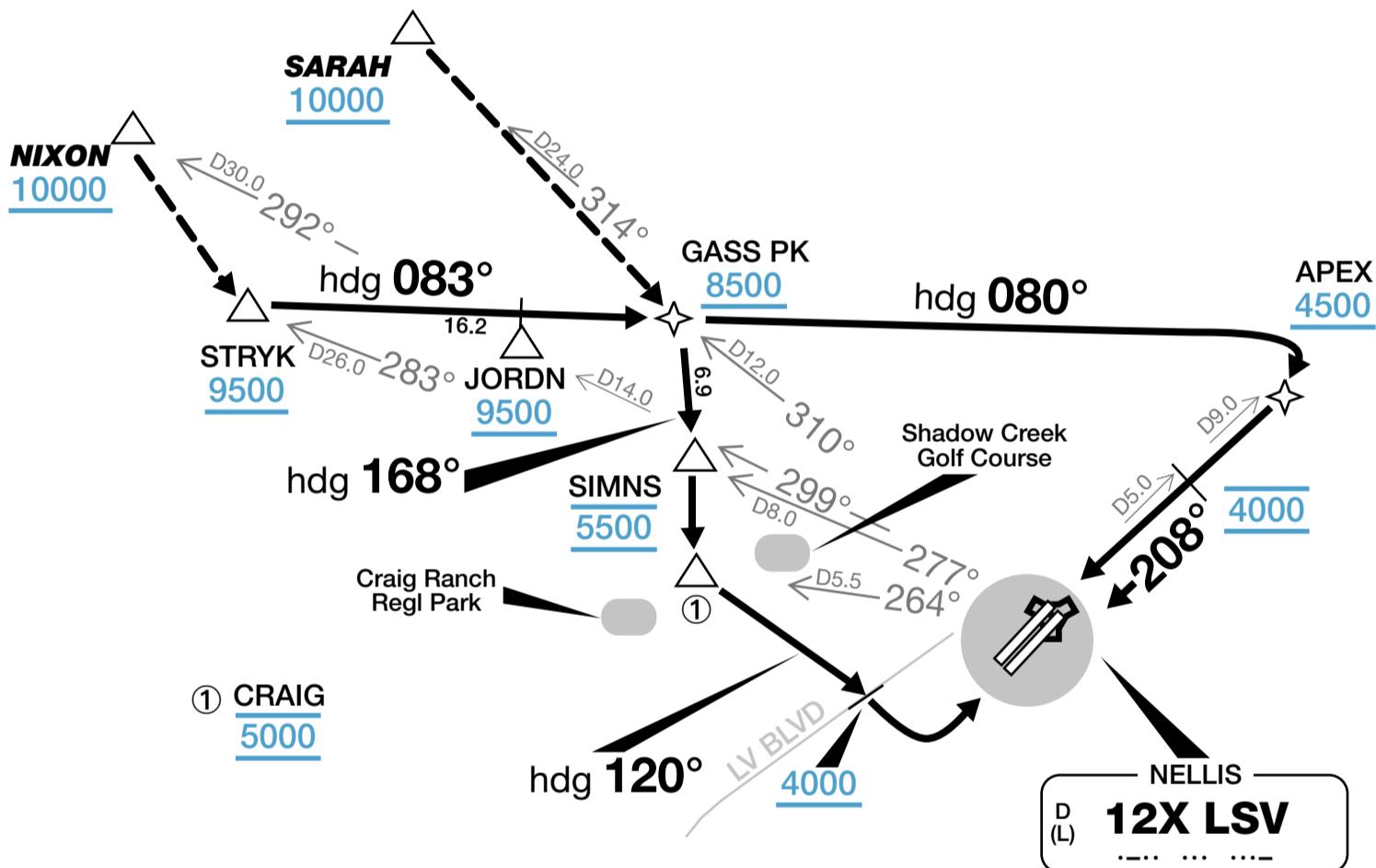
## STRYK RECOVERY



### RANGE 63B EXITS (MUST REQ ON INITIAL CONTACT)

**SOUTH EXIT:** Via NIXON at or above 10000, then direct STRYK.

**EAST EXIT:** Via SARAH, then direct GASS PEAK.



### ROUTING

Cross STRYK at or above 9500, then fly heading 083 to GASS PEAK. Cross abeam JORDN (LSV R299) at or above 9500, and cross GASS PEAK at or above 8500.

<b>RWY03</b>	Fly heading 168 to SIMNS and cross at 5500. Fly direct CRAIG and cross at 5000. Cross LAS VEGAS BLVD at or above 4000 and fly to the initial. Join the initial at 3500. Remain within D4.0 LSV on turn to final. <b>STRAIGHT-IN RWY03:</b> Depart CRAIG and cross LAS VEGAS BLVD at 3000. Do not descend below 3000 until within D5.0 LSV or on 4 NM final.
	Fly heading 080 to APEX, cross APEX at or above 4500, then join 5 NM initial. Cross D5.0 LSV at 4000. Descend to 3500 when inside of 5 NM final. <b>STRAIGHT-IN RWY21:</b> Cross APEX at 4000. Cross D5.0 LSV at 3000.
<b>RWY21</b>	

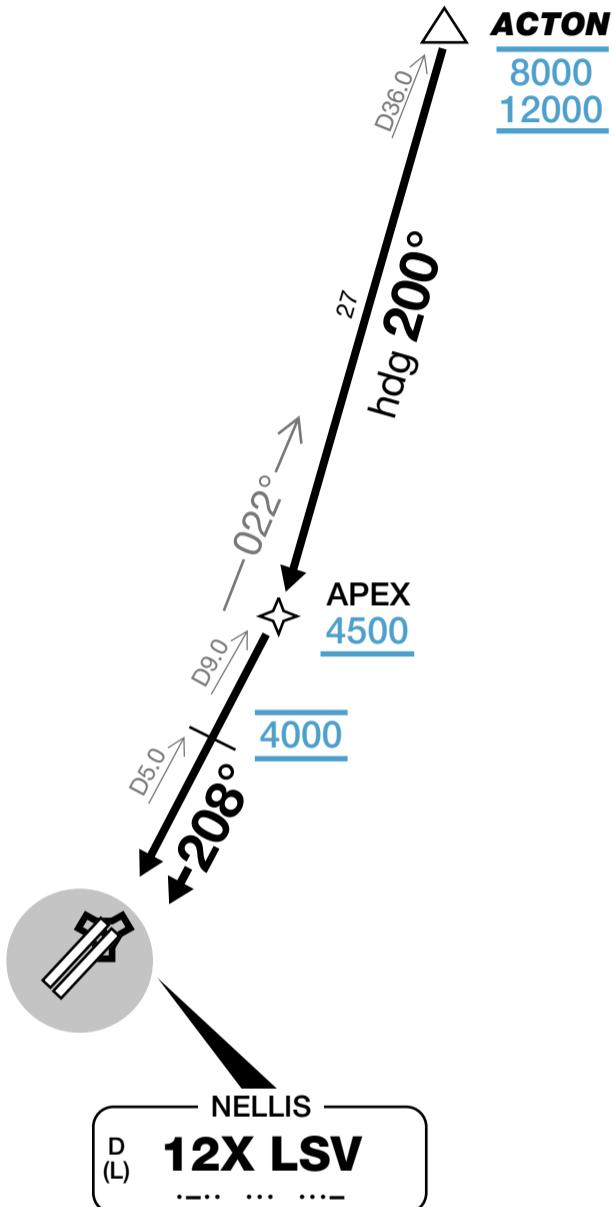
ATIS  
**270.1**

Apt Elev  
**1869**

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

## ACTON RECOVERY

↑  
71°E



## ROUTING RWY21

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

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

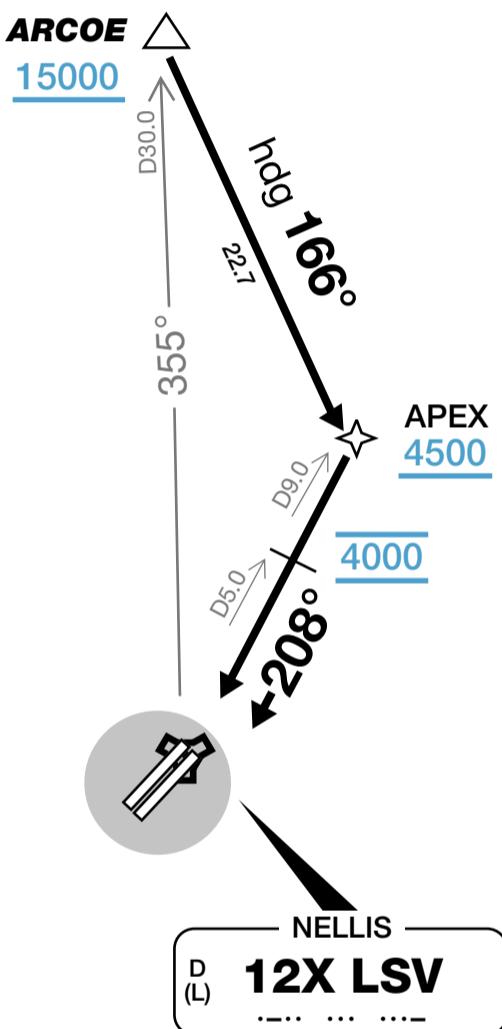
ATIS  
270.1

Apt Elev  
1869

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

## ARCOE RECOVERY

11°E



### ROUTING RWY21

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

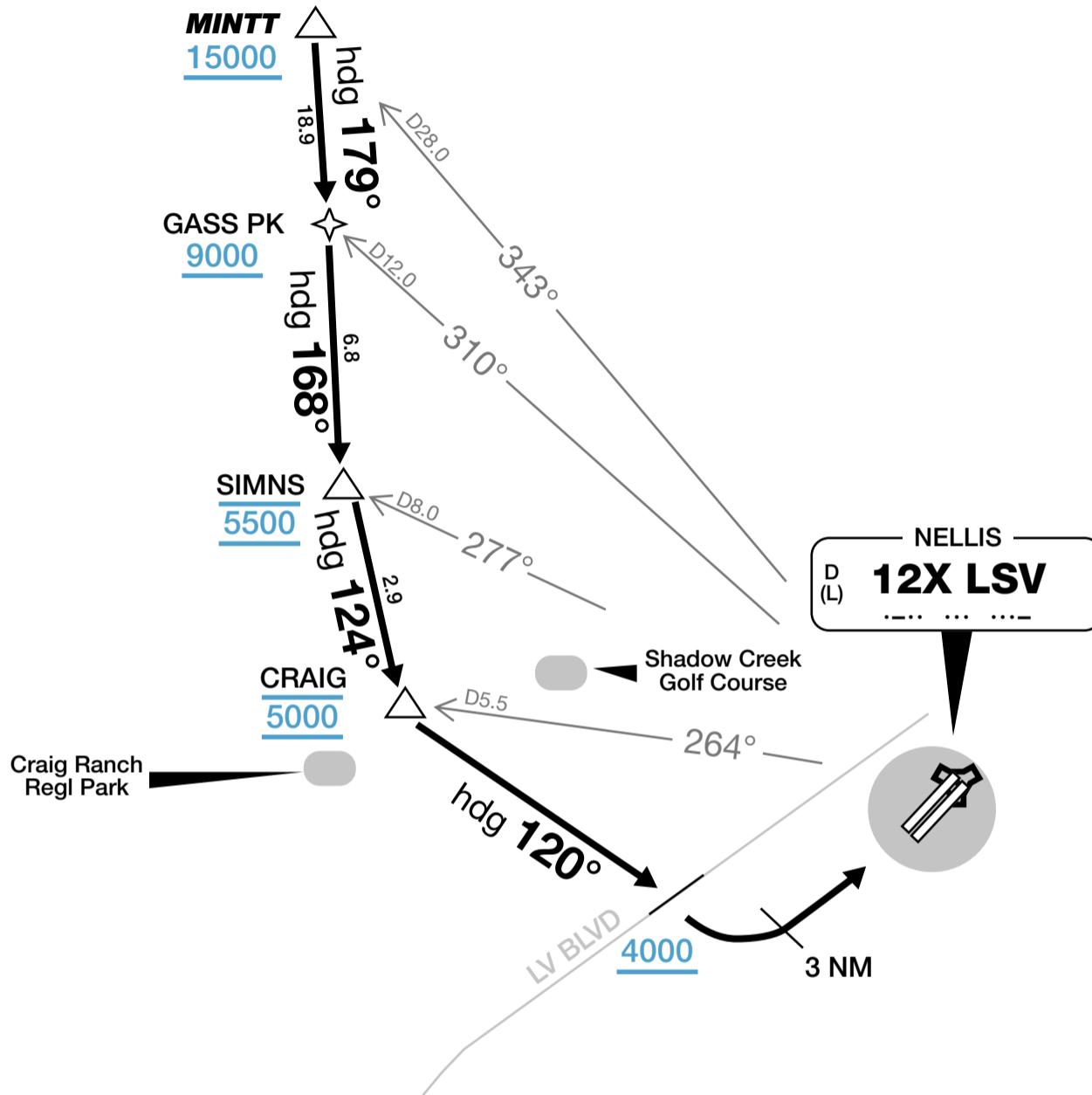
**VFR STRAIGHT-IN RWY21:** Cross APEX at 4000. Cross D5.0 LSV at 3000.

ATIS  
270.1Apt Elev  
1869

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

## MINTT RECOVERY

71°E



## ROUTING RWY03

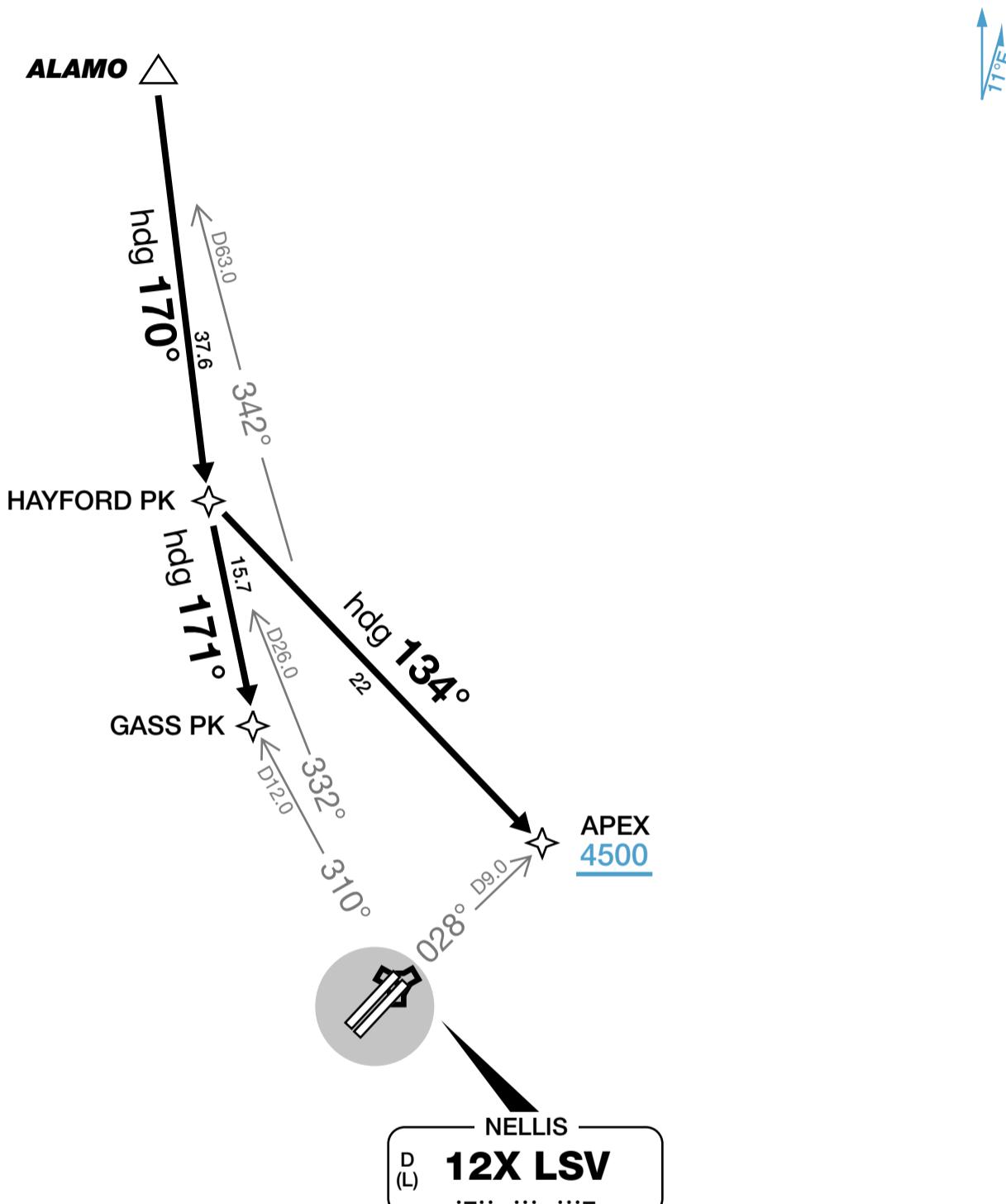
Cross MINTT at or above 15000, then direct GASS PEAK. Cross GASS PEAK at or above 9000, then direct SIMNS. Cross SIMNS at 5500, then direct CRAIG. Report crossing CRAIG. Cross CRAIG at 5000. Cross LAS VEGAS BLVD at or above 4000, then join the initial at 3500. Remain within D4.0 LSV on turn to initial.

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

30-2E

ATIS <b>270.1</b>	Apt Elev <b>1869</b>	<b>1. RADAR REQUIRED.</b> 2. ATC provides terrain and obstacle clearance unless cleared to join MINTT or ARCOE recovery. 3. Acceptance of MINTT or ARCOE recovery cancels IFR.
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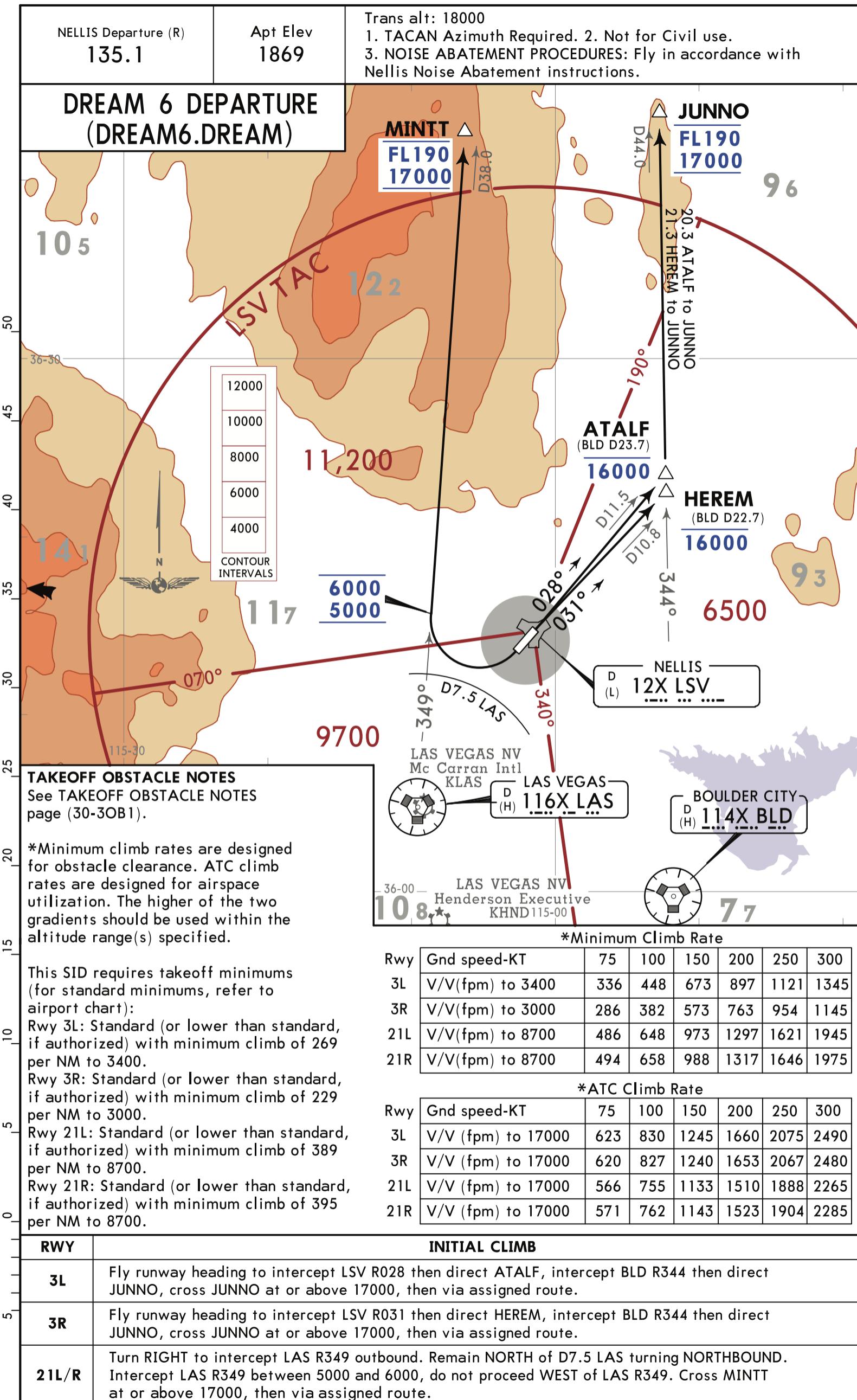
# ALAMO RECOVERY

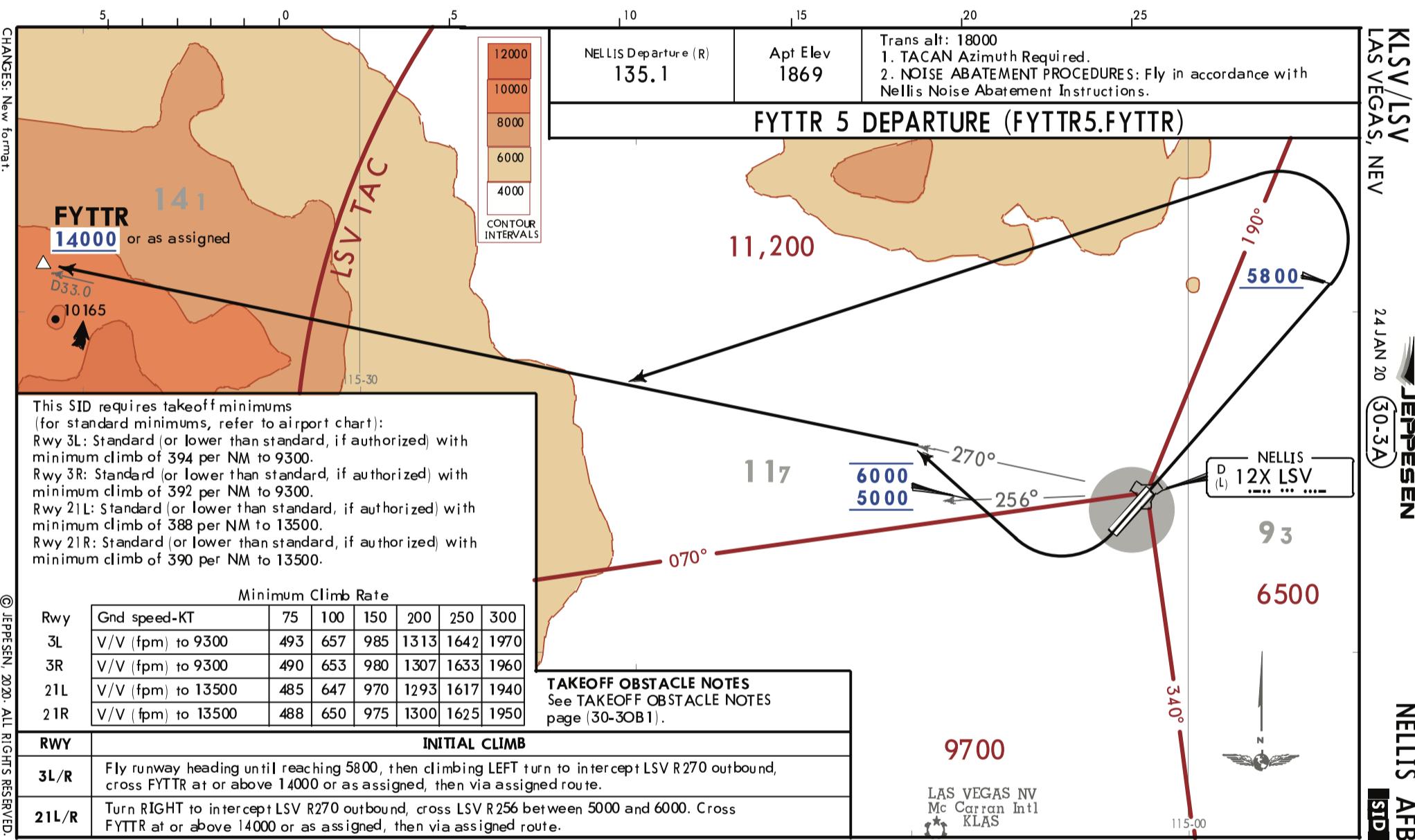


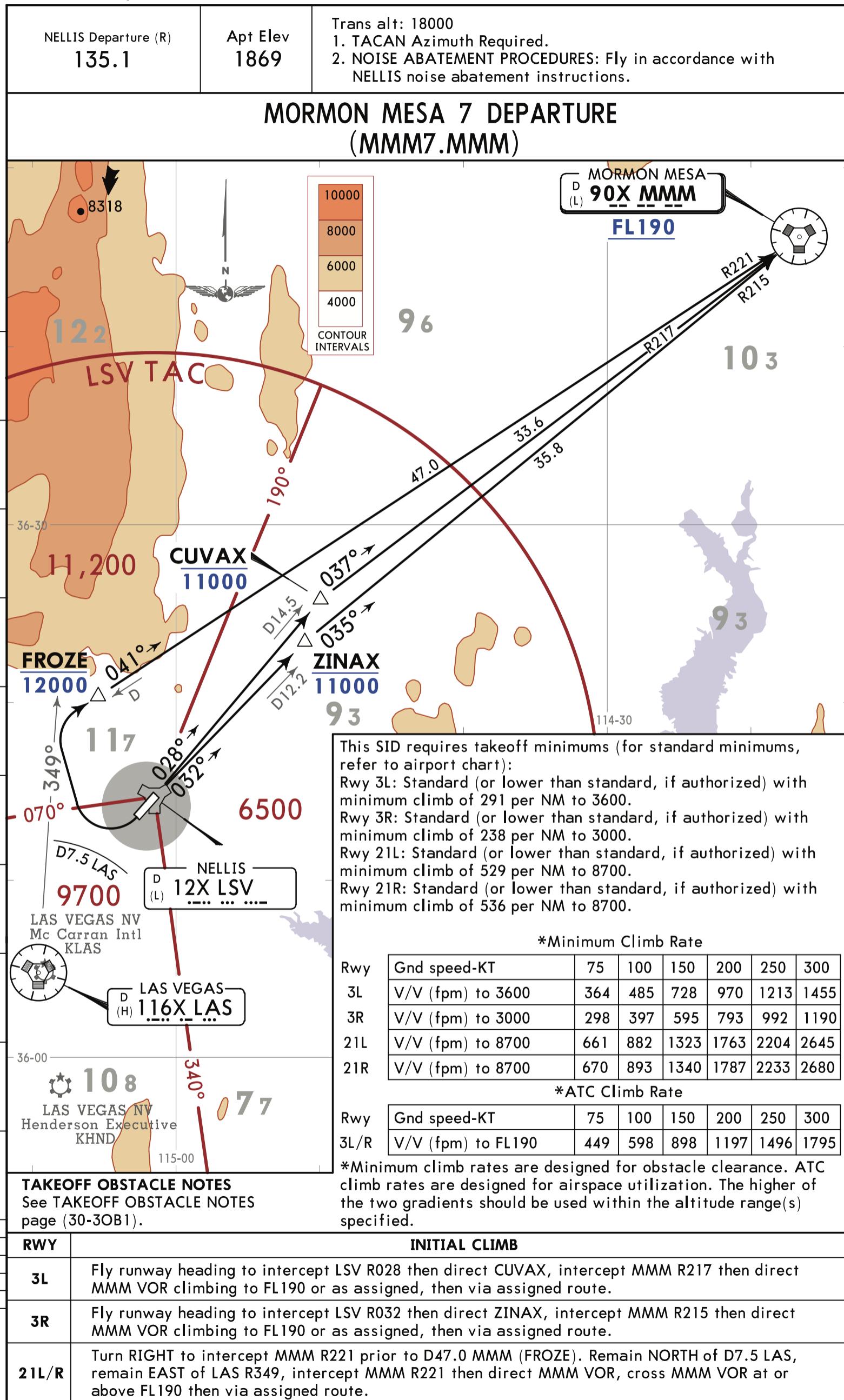
## ROUTING

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

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





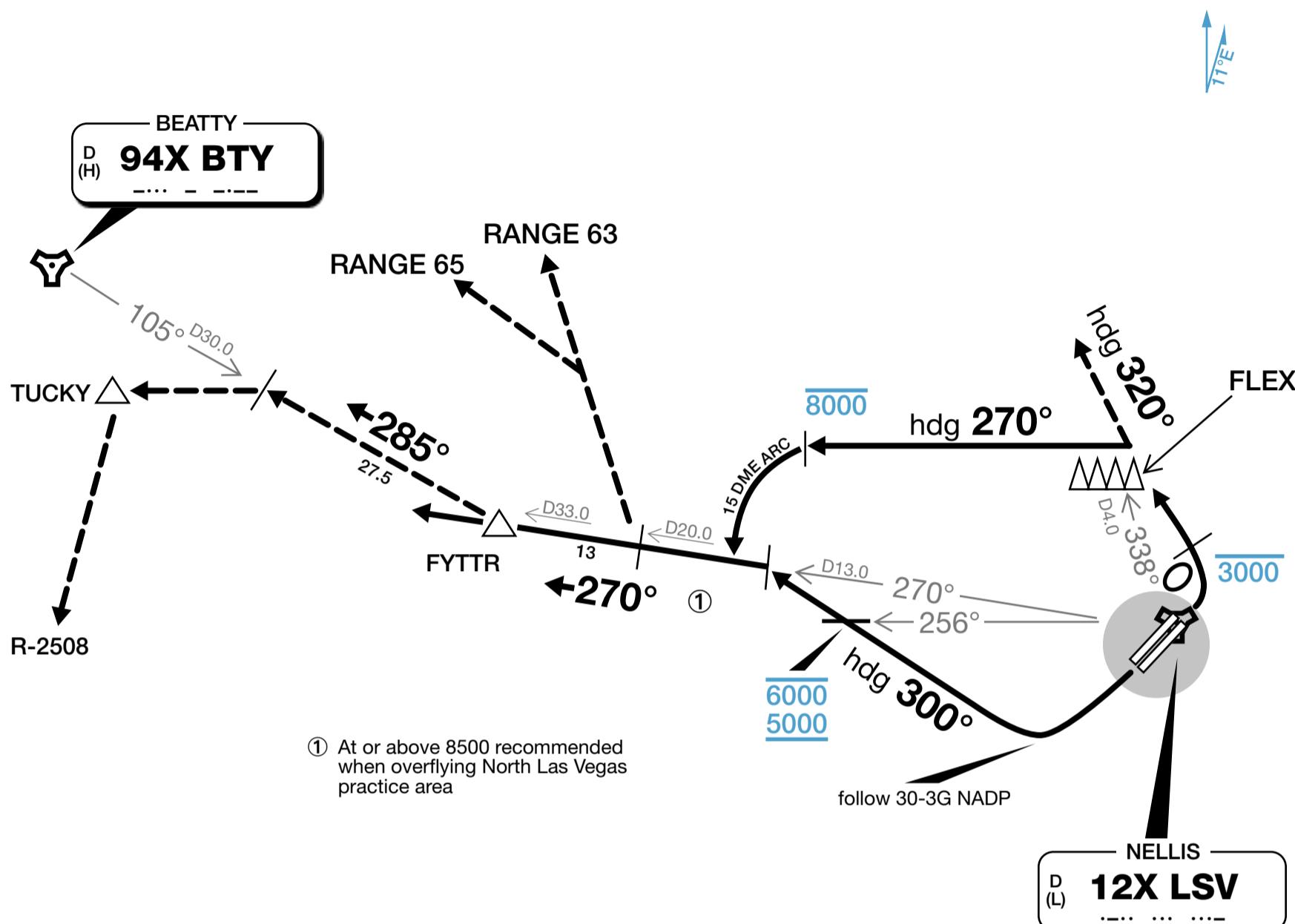


NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1869**

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

## FYTTR LOW DEPARTURE



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

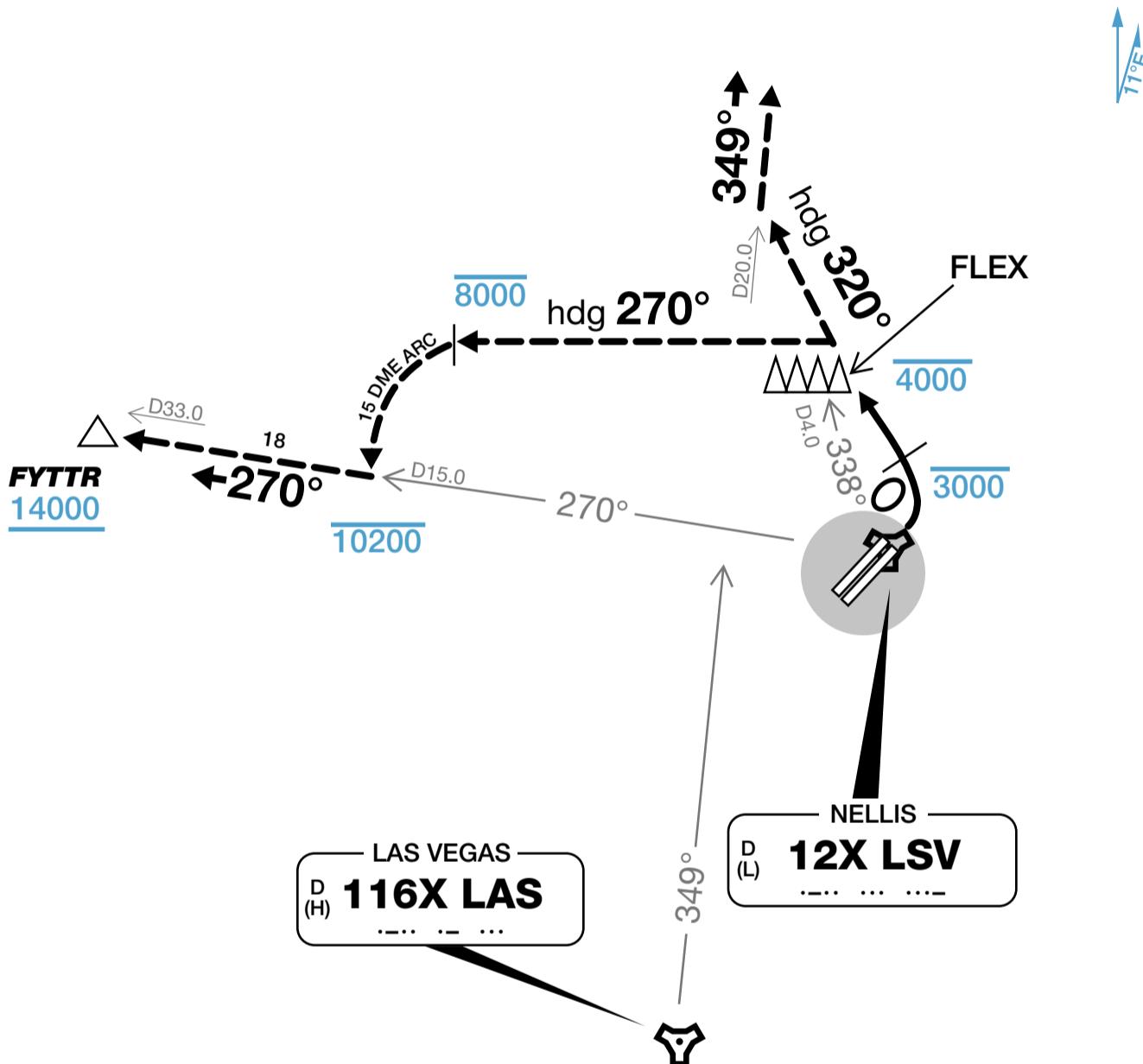
NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1869**

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

## RWY03 FLEX TURNOUT

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



## ROUTING

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

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

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

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

## NAVAID OUT FLEX TURNOUT

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

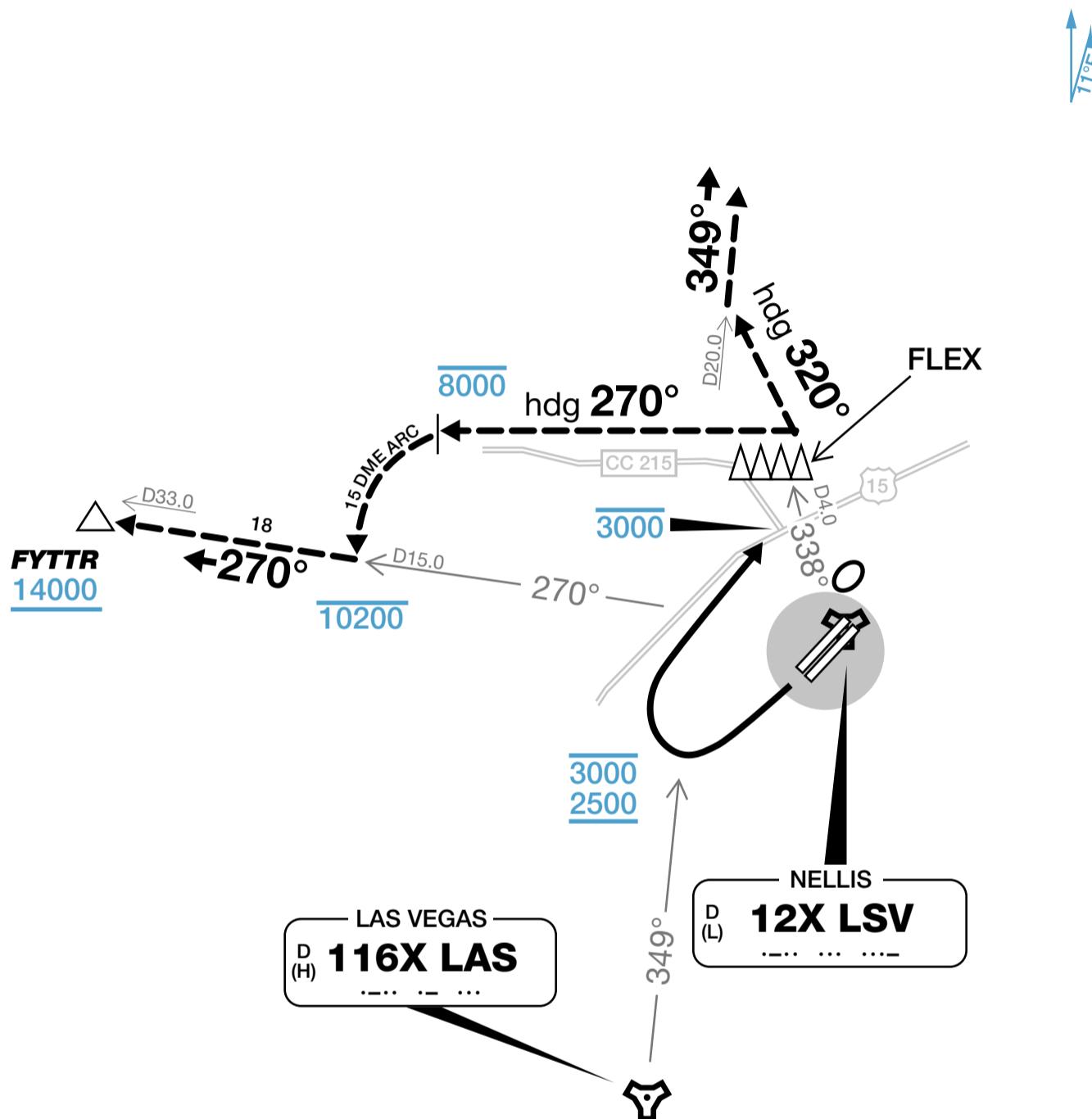
NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1869**

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

## RWY21 FLEX TURNOUT

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



### ROUTING

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

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

### NAVAID OUT FLEX TURNOUT

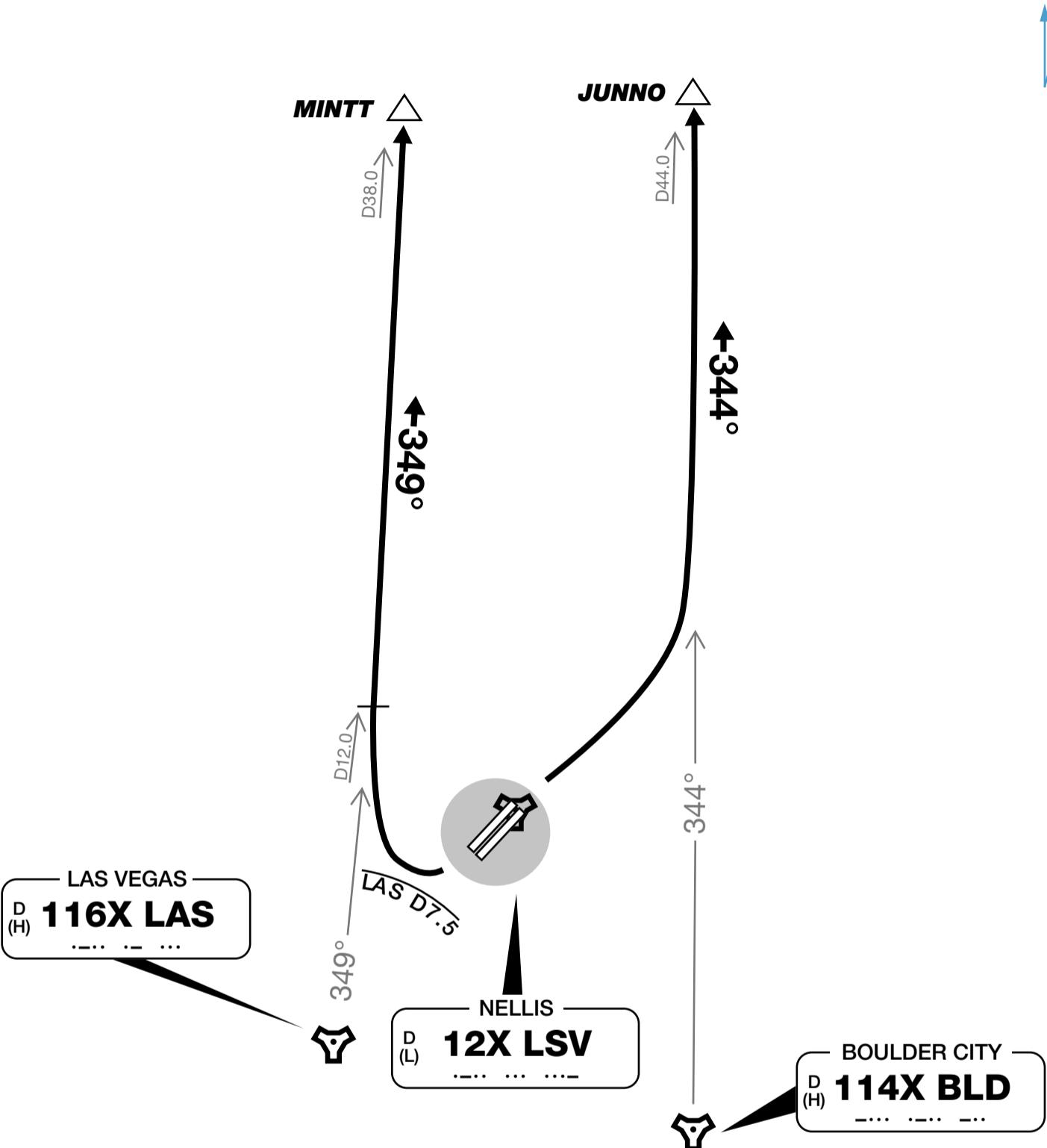
Acrews may request, or ATC may issue, a NAVAID OUT FLEX TURNOUT. If approved, comply with normal routing until FLEX, except depart FLEX heading 270 (FYTTR FIVE) or 350 (DREAM SIX). EXPECT radar vectors to DREAM (LAS R352/D66.0). Acrews are VFR until at or above 10200.

NELLIS Departure (R)  
**135.1 385.4**

Apt Elev  
**1869**

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

## DREAM LOW DEPARTURE



### ROUTING

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

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

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

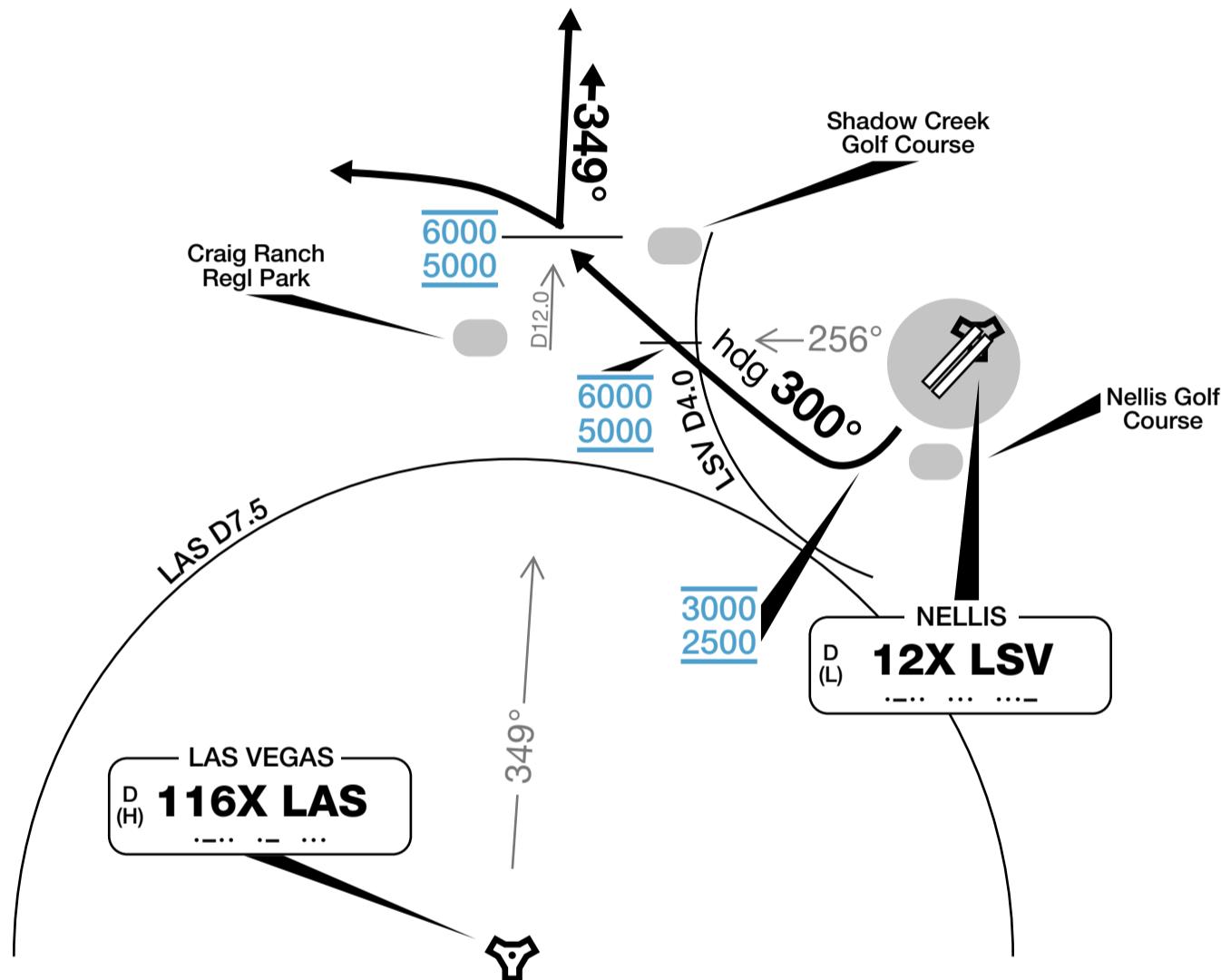
NELLIS Departure (R)  
135.1 385.4

Apt Elev  
1869

1. Flight leads may not delay turns.
2. Wingmen may not turn early to expedite join-up.
3. Wingmen may not drop low in turns.

## RWY21 NOISE ABATEMENT PROCEDURE

↑  
71°E



### ROUTING

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

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

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

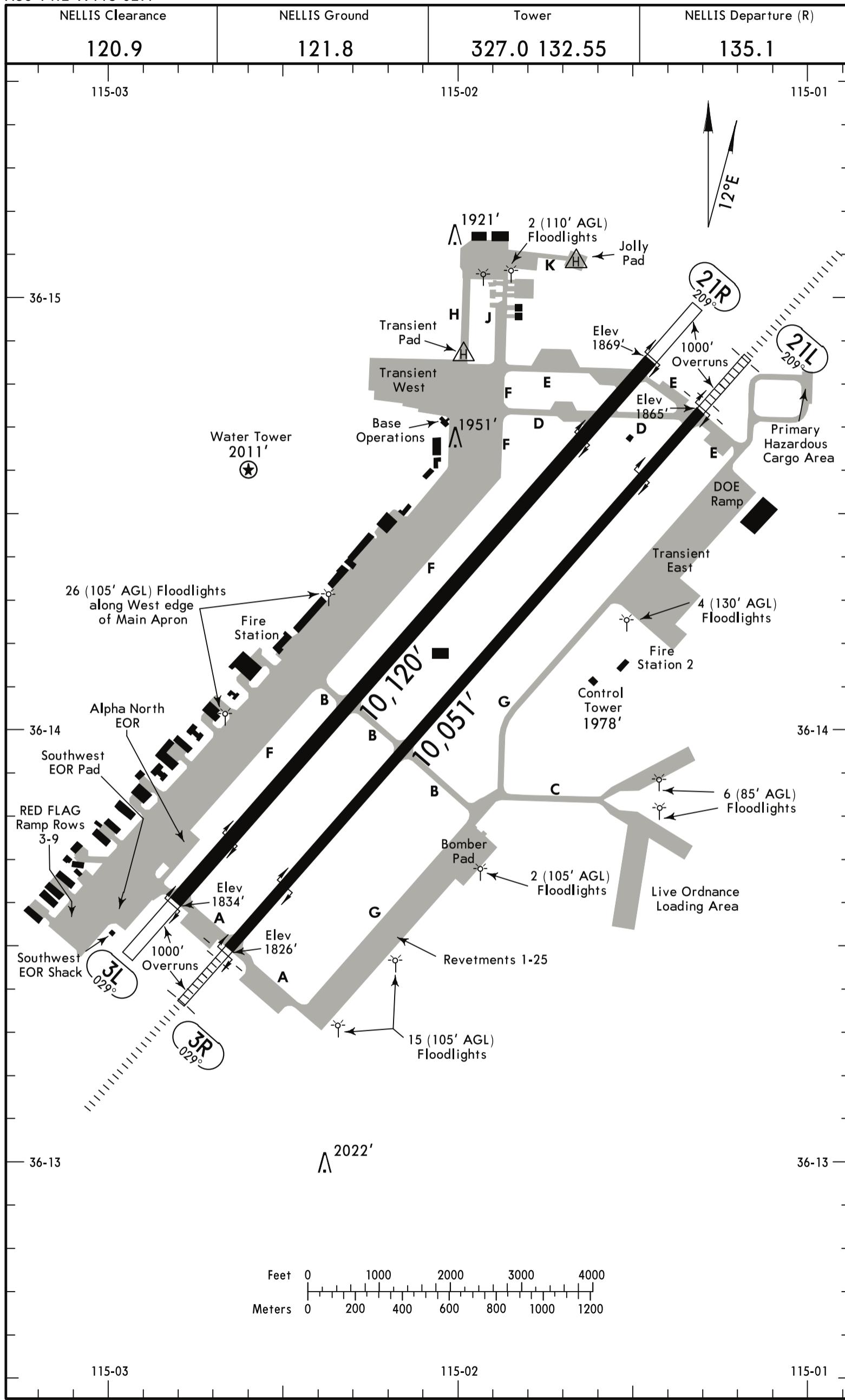
Do not fly inside of D7.5 LAS. Once north of CRAIG ROAD, resume departure as directed. A/B may be re-selected once clear of populated areas.

**UNABLE TO COMPLY WITH RESTRICTIONS:** Advise ATC prior to departure. Climb to between 2500 and 3000. Maintain 250 KIAS minimum. Use up to 60° of bank to maintain ground track through least populated areas. NORTHWEST of I-15, resume normal power setting to achieve altitude restrictions.

**KLSV/LSV**  
Apt Elev **1869'**  
N36 14.2 W115 02.1

**JEPPESSEN**  
2 OCT 20 **30-9**

**NELLIS AFB**  
**LAS VEGAS, NEV**



Refer to DoD/NGA supplementary publications for additional information.

## ADDITIONAL RUNWAY INFORMATION

RWY	HIRL ALSF-I PAPI-L (angle 3.0°)	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
3R	HIRL ALSF-I PAPI-L (angle 3.0°)				150'
21L	HIRL ALSF-I PAPI-L (angle 3.0°)	RVR		8930'	

3L ①	HIRL PAPI-L (angle 3.0°)				200'
② 21R	HIRL PAPI-L (angle 3.0°)				

① First 920' grooved.

② First 1320' grooved.

## TAKE-OFF &amp; OBSTACLE DEPARTURE PROCEDURE (Amend 3)

Rwy 3L		Rwy 3R		Rwys 21L/R	
With Mim climb of 270'/NM to 3700'	① Other	With Mim climb of 245'/NM to 4700'	① Other	① Other	
Adequate Vis Ref	STD	Adequate Vis Ref	STD		
1 & 2 Eng	1	2500-3	1	2700-3	9100-3
3 & 4 Eng	1/4		1/2		

① Sunrise to sunset.

OBSTACLE DP: Rwy 3L/R, climb heading 040°, expect RADAR vectors passing 5400' MSL from RAPCON. Rwy 21L/R, diverse departure not authorized.

TAKE-OFF OBSTACLES: Rwy 3L, potential C-5 on taxiway 215' inward of DER, 390' right of centerline, 65' AGL/1934' MSL. Rwy 3R, potential C-5 on taxiway 147' inward of DER, 610' left of centerline, 65' AGL/1934' MSL. Rwy 21L, potential C-5 on taxiway 38' inward of DER, 580' left of centerline, 65' AGL/1890' MSL. Potential C-5 on taxiway 89' inward of DER, 521' right of centerline, 65' AGL/1895' MSL. Trees 1387' from DER, 744' left of centerline, 49' AGL/1871' MSL. Trees 2138' from DER, 478' left of centerline, 44' AGL/1866' MSL. Trees 1022' from DER, 800' left of centerline, 46' AGL/1868' MSL. Rwy 21R, tower 1465' from DER, 1137' right of centerline, 101' AGL/1938' MSL. Potential C-5 on taxiway 89' inward of DER, 454' left of centerline, 65' AGL/1896' MSL. Potential C-130 on taxiway 39' inward of DER, 384' right of centerline, 39' AGL/1877' MSL.

## DIVERSE VECTOR AREA (Radar Vectors) (Amend 1)

Rwy 21L/R, heading as assigned by ATC; Civilian requires minimum climb of 296'/NM until 12000'. Military requires minimum climb of 281'/NM until 12000'.

Rwy 3L/R, not authorized - terrain.

**KLSV / LSV**Apt Elev 1869'  
N36 14.2 W115 02.1**NELLIS AFB**

LAS VEGAS, NEV

30-9B

NELLIS Clearance

120.9 289.4

NELLIS Ground

121.8 275.8

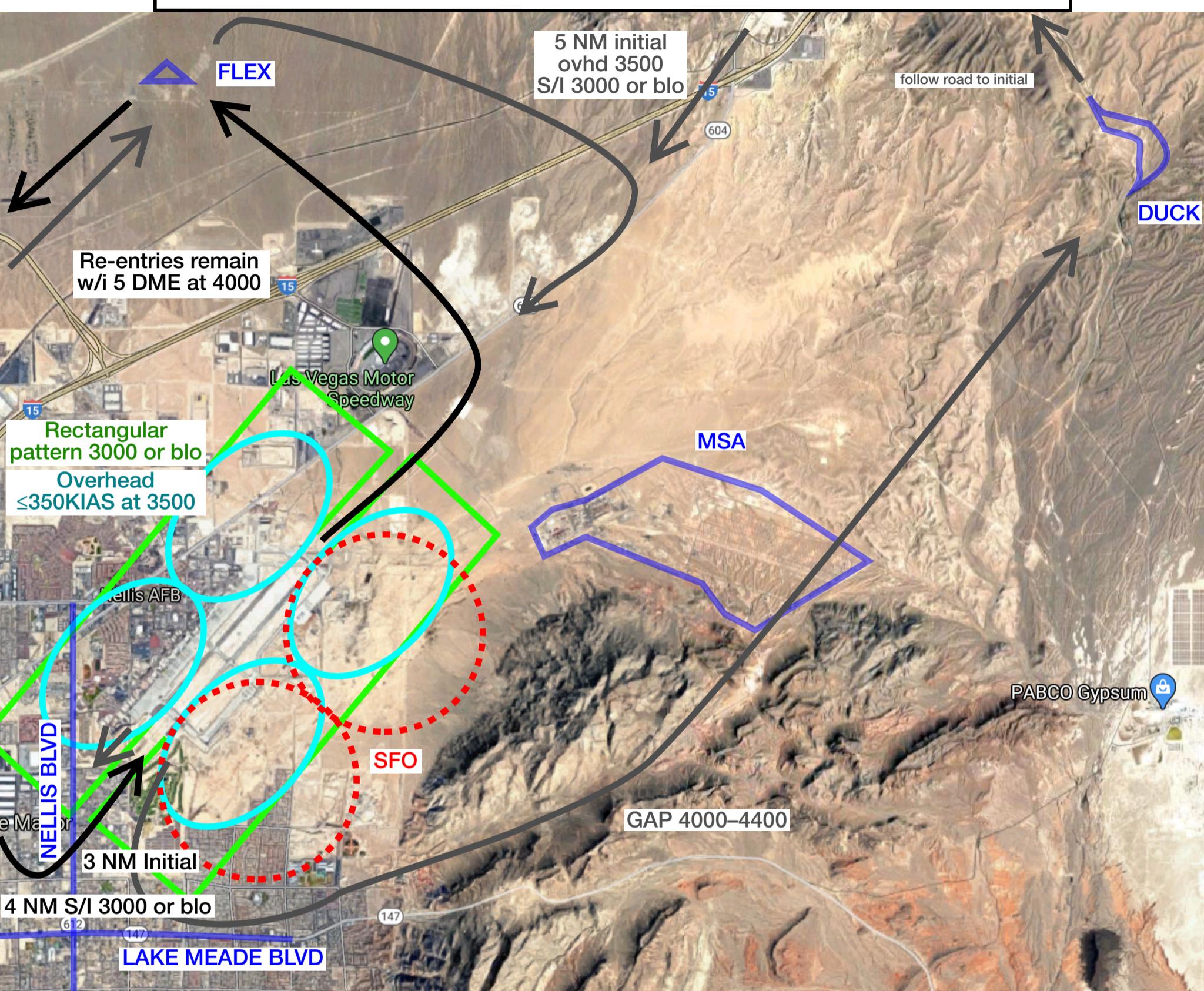
Tower

132.55 327.0

NELLIS Departure (R)

135.1 385.4

## TRAFFIC PATTERNS



<b>OVERHEAD</b>	<b>RWY03:</b> STRYK traffic has priority over MINTT traffic. <b>RWY21:</b> APEX traffic has priority over FLEX or GASS PK traffic. Fly initial inside runway. Fly initial at 350 KIAS or less, 3500. Break WEST. If given east break, fly initial for RWY21L/RWY03R.
<b>STRAIGHT IN</b>	<b>RWY03:</b> Depart CRAIG. Cross LAS VEGAS BLVD at 3000. Remain at 3000 until D5.0 LSV or 4 NM final. <b>RWY21:</b> FROM APEX: Cross D5.0 LSV or 5 NM final at 3000. FROM FLEX: Cross I-15 at 3000. Intercept 5 NM final.
<b>FLEX REENTRY</b>	Remain at or below 3000 until turned out of traffic. <b>RWY21:</b> Comply with initial part of Noise Abatement Procedure, expediting climb to 2500–3000, then climbing RIGHT turn direct FLEX at 4000. Turn to reenter initial and descend to 3500. <b>STRAIGHT-IN:</b> Cross I-15 at 3000. <b>RWY03:</b> Climbing LEFT turn direct FLEX at 4000. At FLEX, turn SOUTHWEST to fly parallel to runway. Passing SHADOW CREEK GOLF COURSE, turn LEFT to enter initial. Remain EAST of CRAIG RANCH. Maintain 4000 until LAS VEGAS BLVD. <b>STRAIGHT-IN:</b> At or above 3000 until D5.0 LSV or 4 NM final.
<b>DUCK REENTRY</b>	Climbing LEFT turn to 4000–4400 NORTH of LAKE MEADE BLVD. Fly through GAP. Remain WEST of D3.5 LSV. Turn NORTHBOUND over MSA direct DUCK. Follow PABCO RD WEST to reenter initial at 3500. <b>STRAIGHT-IN:</b> Descend to 3000 before turning final.

**KLSV/LSV  
LAS VEGAS, NEV**

 JEPPESEN

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

NELLIS AFB

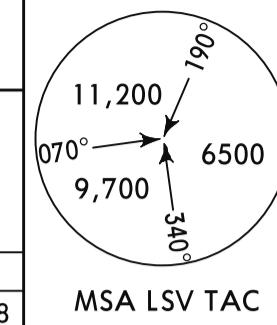
6 SEP 19 (31-1)

(31-1)

NELLIS Approach (R) <b>124.95</b>		NELLIS Tower <b>327.0 132.55</b>			Ground <b>121.8</b>		
LOC IDIQ <b>109.1</b>	Final Apch Crs <b>209°</b>	GS <b>ROTSE</b> <b>4200' (2335')</b>	ILS DA(H) <b>2065' (200')</b>	Apt Elev TDZE 21L <b>1869'</b> <b>1865'</b>			
<b>MISSED APCH:</b> Climb to 15000', intercept LSV TAC R-210 to ROCKX/D2.5 LSV TAC, then climbing RIGHT turn heading 020° to join LSV TAC R-358 to ARCOE and hold, continue climb-in-hold to 15000'. CAUTION: Missed approach requires minimum climb of 398'/NM to 15000'. Missed approach requires use of RNAV or ATC radar monitoring.							
Gnd Speed-Kts	60	120	180	240	300	360	

**MISSED APCH:** Climb to 15000', intercept LSV TAC R-210 to ROCKX/D2.5 LSV TAC, then climbing RIGHT turn heading 020° to join LSV TAC R-358 to ARCOE and hold, continue climb-in-hold to 15000'. CAUTION: Missed approach requires minimum climb of 398'/NM to 15000'. Missed approach requires use of RNAV or ATC radar monitoring.

Gnd Speed-Kts	60	120	180	240	300	360
398' per NM	398	796	1194	1592	1990	2388

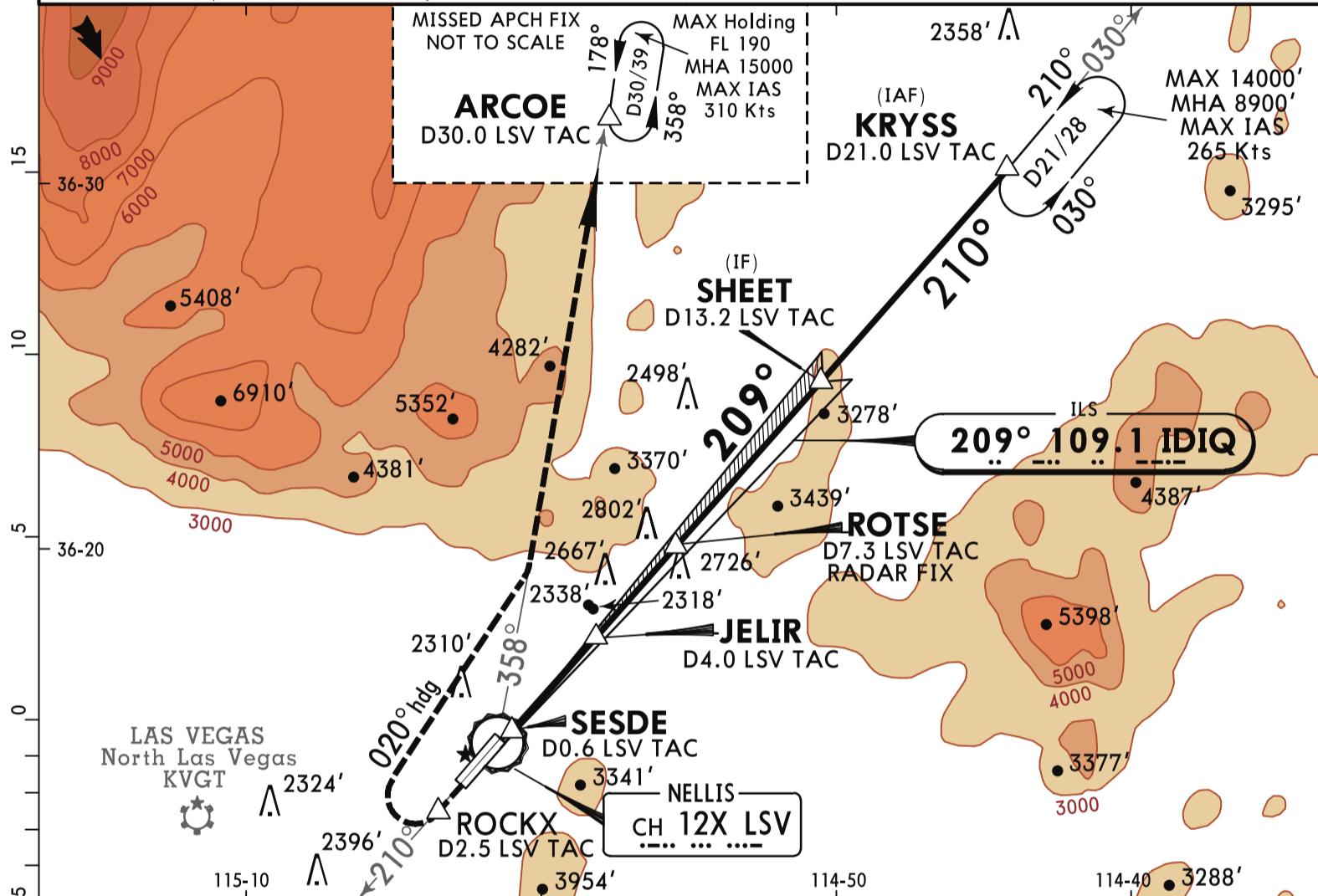


Alt Set: INCHES

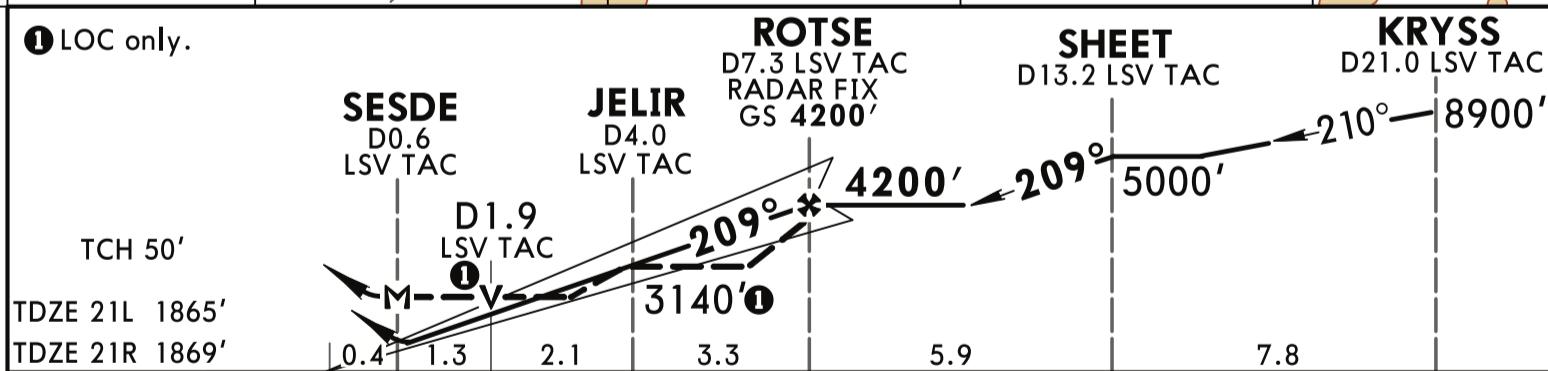
Trans level: FL 180

Trans alt: 18000'

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



① LOC only.



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

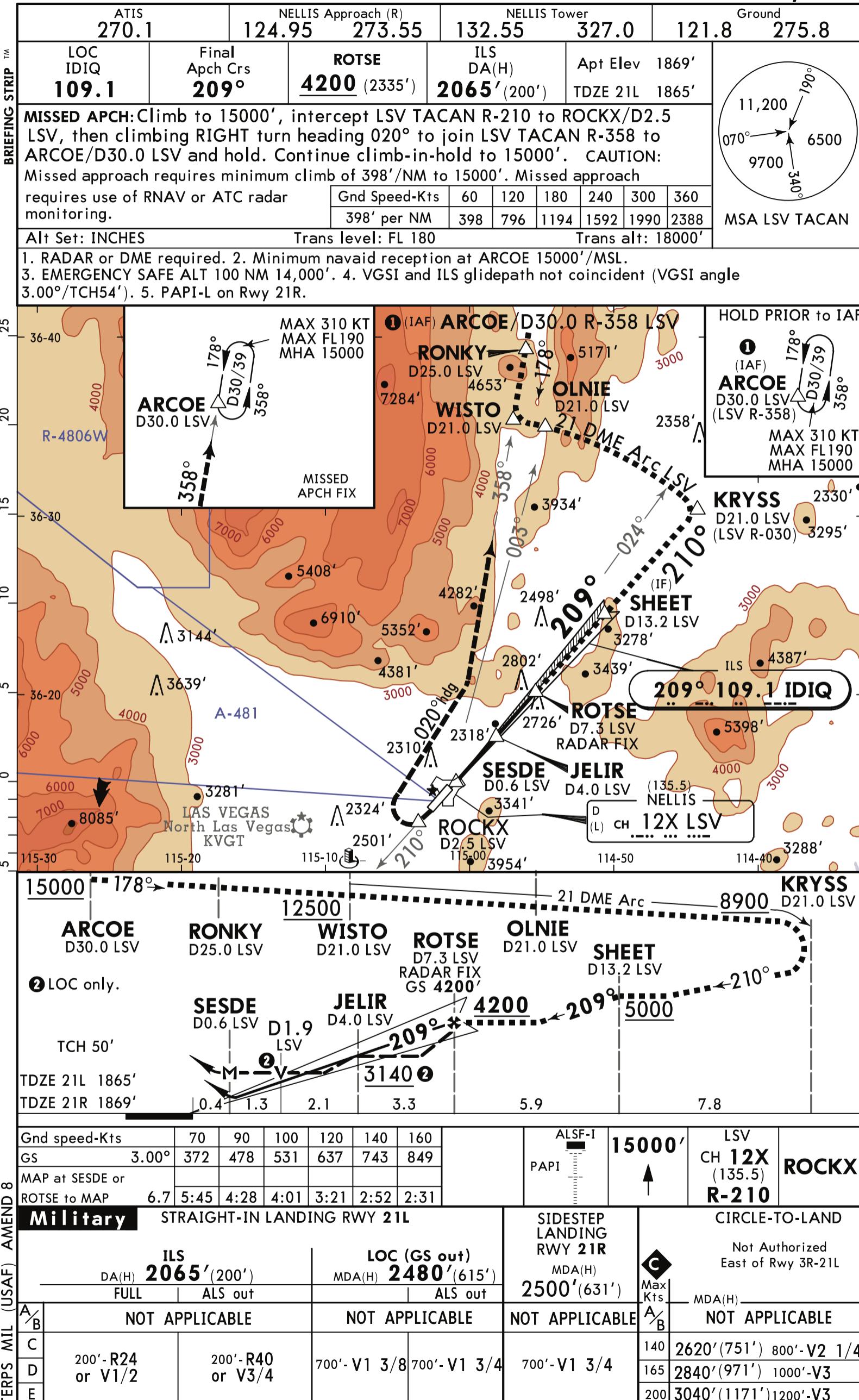
**Military** STRAIGHT-IN LANDING RWY 21L  
**1** Missed apch climb gradient mim 398'/NM to 1500

**SIDESTEP  
LANDING RWY 21R**

CIRCLE-TO-LAND

**CHANGES:** Climb gradient.

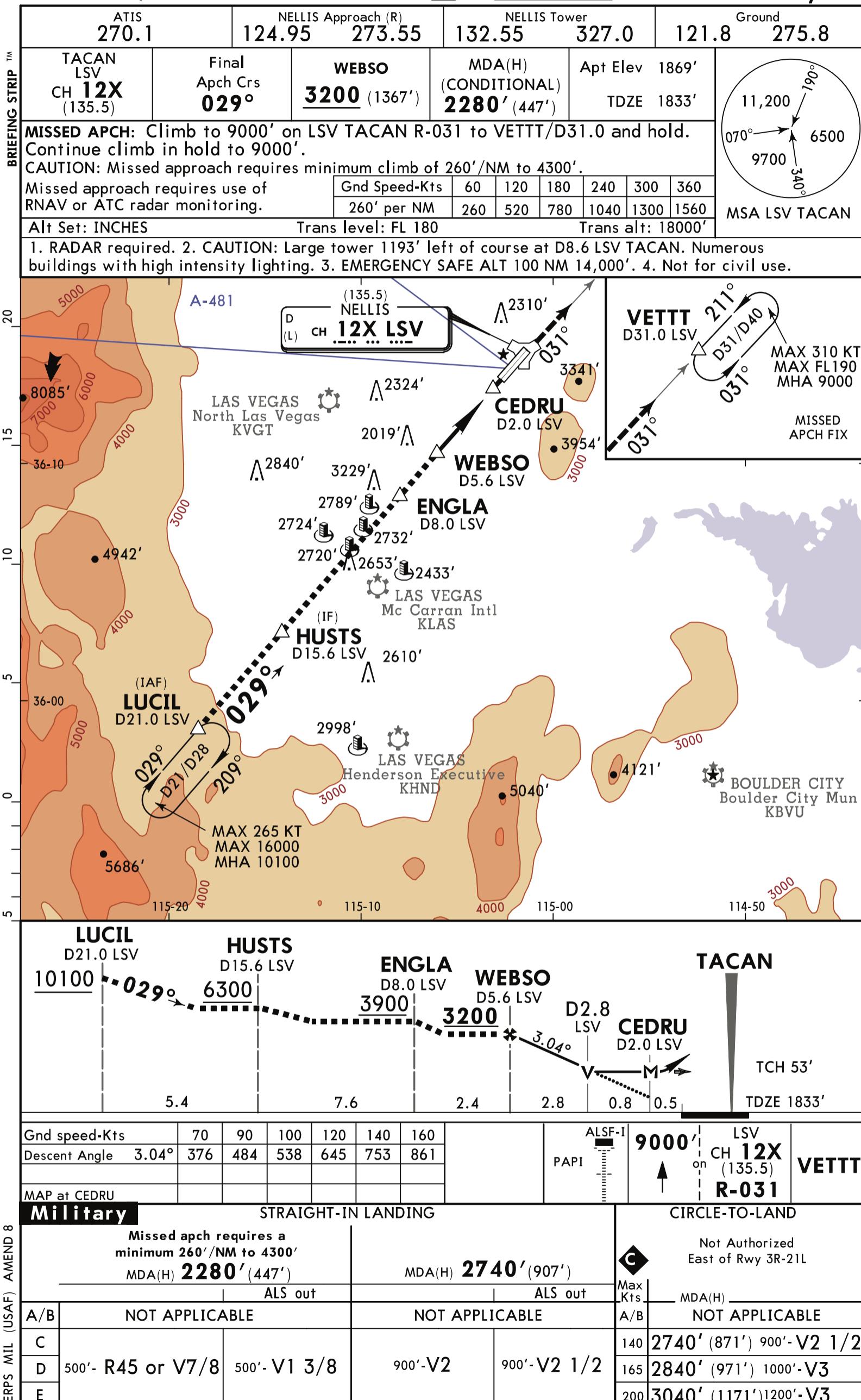
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KLSV/LSV  
LAS VEGAS, NEV

JEPPESEN  
16 OCT 20 34-1 CAT C, D & E

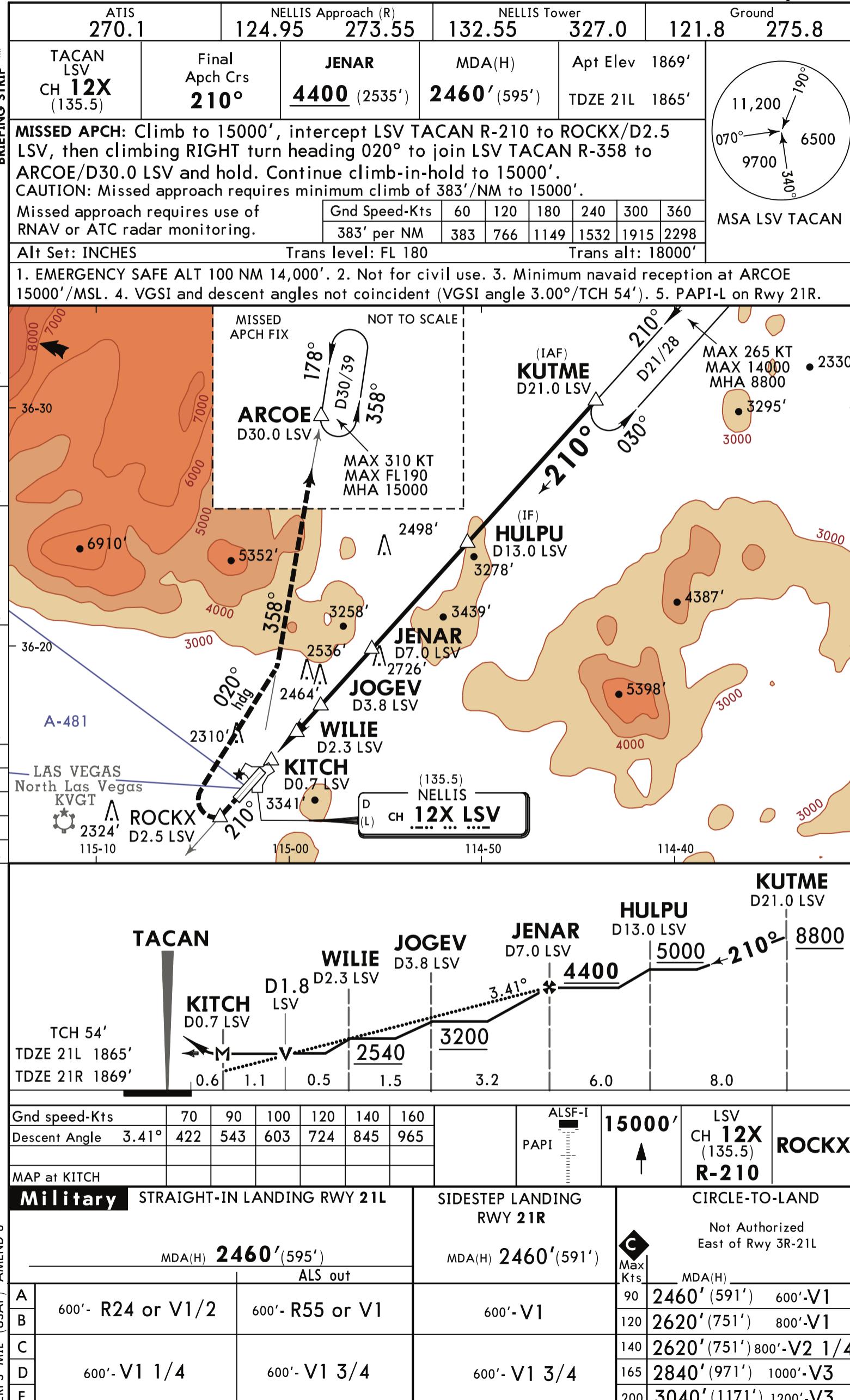
NELLIS AFB  
HI-TACAN Rwy 3R



KLSV/LSV  
LAS VEGAS, NEV

JEPPESEN  
16 OCT 20 34-2

Missed apch climb  
gradient min 383'/NM  
NELLIS AFB  
TACAN X Rwy 21L

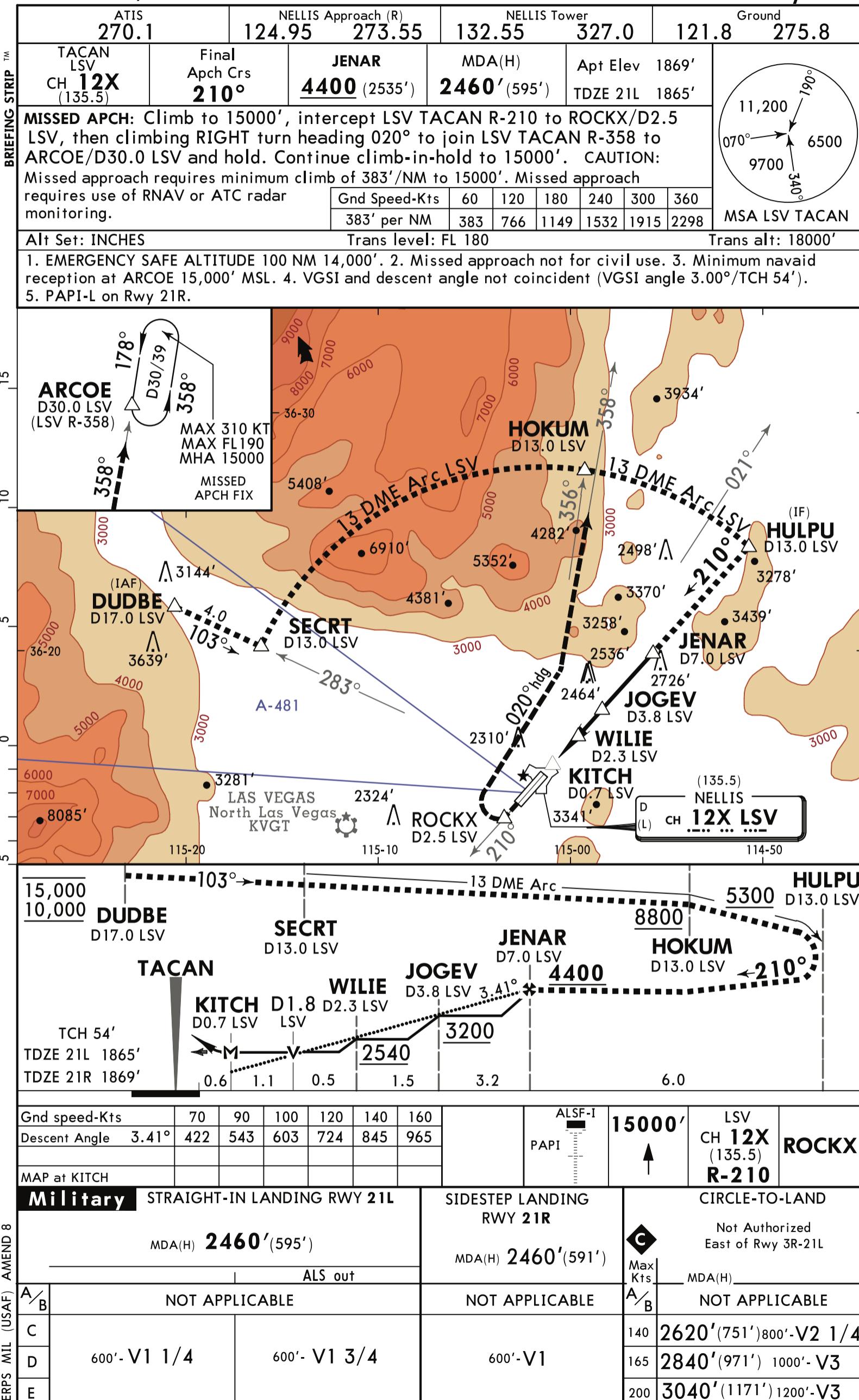


16 OCT 20

34-3

CAT C, D & E

HI-TACAN Y Rwy 21L



**KLSV/LSV  
LAS VEGAS, NEV**

16 OCT 20 34-4

16 OCT 20 (34-4)

CAT C, D & E

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

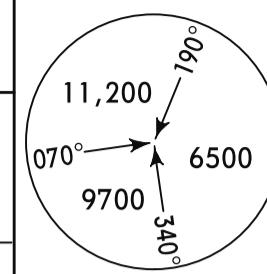
**NELLIS AFB  
I Z Rwy 21L**

ATIS 270.1		NELLIS Approach (R) 124.95      273.55	NELLIS Tower 132.55      327.0	Ground 121.8      275.8
TACAN LSV CH <b>12X</b> (135.5)	Final Apch Crs <b>210°</b>	JENAR <b>4400</b> (2535')	MDA(H) <b>2460'</b> (595')	Apt Elev      1869' TDZE 21L      1865'
SIRIP				11-200      190°

**MISSED APCH:** Climb to 15000', intercept LSV TACAN R-210 to ROCKX/D2.5 LSV, then climbing RIGHT turn heading 020° to join LSV TACAN R-358 to ARCOE/D30.0 LSV and hold. Continue climb-in-hold to 15000'. CAUTION:

Missed approach requires minimum climb of 383'/NM to 15000'. Missed approach requires use of RNAV or ATC radar monitoring.

Gnd Speed-Kts	60	120	180	240	300	360
383' per NM	383	766	1149	1532	1915	2298



Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

Alt 561. inches Trans level. FE 180 Trans alt. 180  
1. EMERGENCY SAFE ALTITUDE 100 NM 14,000' 2. Missed approach not for civil use 3. Minimum payload

1. EMERGENCY SAFE ALTITUDE 100 NM 14,000' . 2. Missed approach not for CIVIL use. 3. Minimum hava recognition at ABCDE 15,000' MSL . 4. VCSL and descent angle not coincident (VCSL angle 3.000°/TCH 5.4')

Reception at ARCOE 15  
5 APRIL on Hwy 21B

Trans level: El 180

Trans alt: 18000

**ARCOE**  
D30.0 LSV

**RONKY**  
D25.0 LSV

**WISTO**  
D21.0 LSV

**JENAR**  
D7.0 LSV

**OLNIE**  
D21.0 LSV

**KUTME**  
D21.0 LSV

**TACAN**

**KITCH**  
D1.8 D2.3 LSV

**WILIE**  
D3.8 LSV

**JOGEV**  
4400

**3.41°**

**3200**

**2540**

**2880**

**210°**

**178°**

**15000**

**15000**

**12500**

**8800**

**14.0**

**10.0**

**0.6**

**1.1**

**0.5**

**1.5**

**3.2**

**2.0**

**1.0**

**0.5**

**0.2**

**0.1**

**0.0**

**TCH 54'**

**ZE 21L 1865'**

**ZE 21R 1869'**

**M**

**V**

**21 DME Arc**

MILITARY

Military

MPA(H) 2460' (595')

---

ALS out

**SIDESTEP LANDING  
RWY 21R**

MDA(H) 2460'(591')

CIRCLE-TO-LAND

Not Authorized  
East of Rwy 3R-21L

MDA(H) 2460'(595')		RWY 21R	C	Not Authorized East of Rwy 3R-21L
	ALS out	MDA(H) 2460'(591')	Max Kts	MDA(H) _____
A/ B	NOT APPLICABLE	NOT APPLICABLE	A/ B	NOT APPLICABLE
C	600'- V1 1/4	600'- V1 3/4	140	2620'(751') 800'-V2 1/4
D			165	2840'(971') 1000'-V3
E			200	3040'(1171') 1200'-V3

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

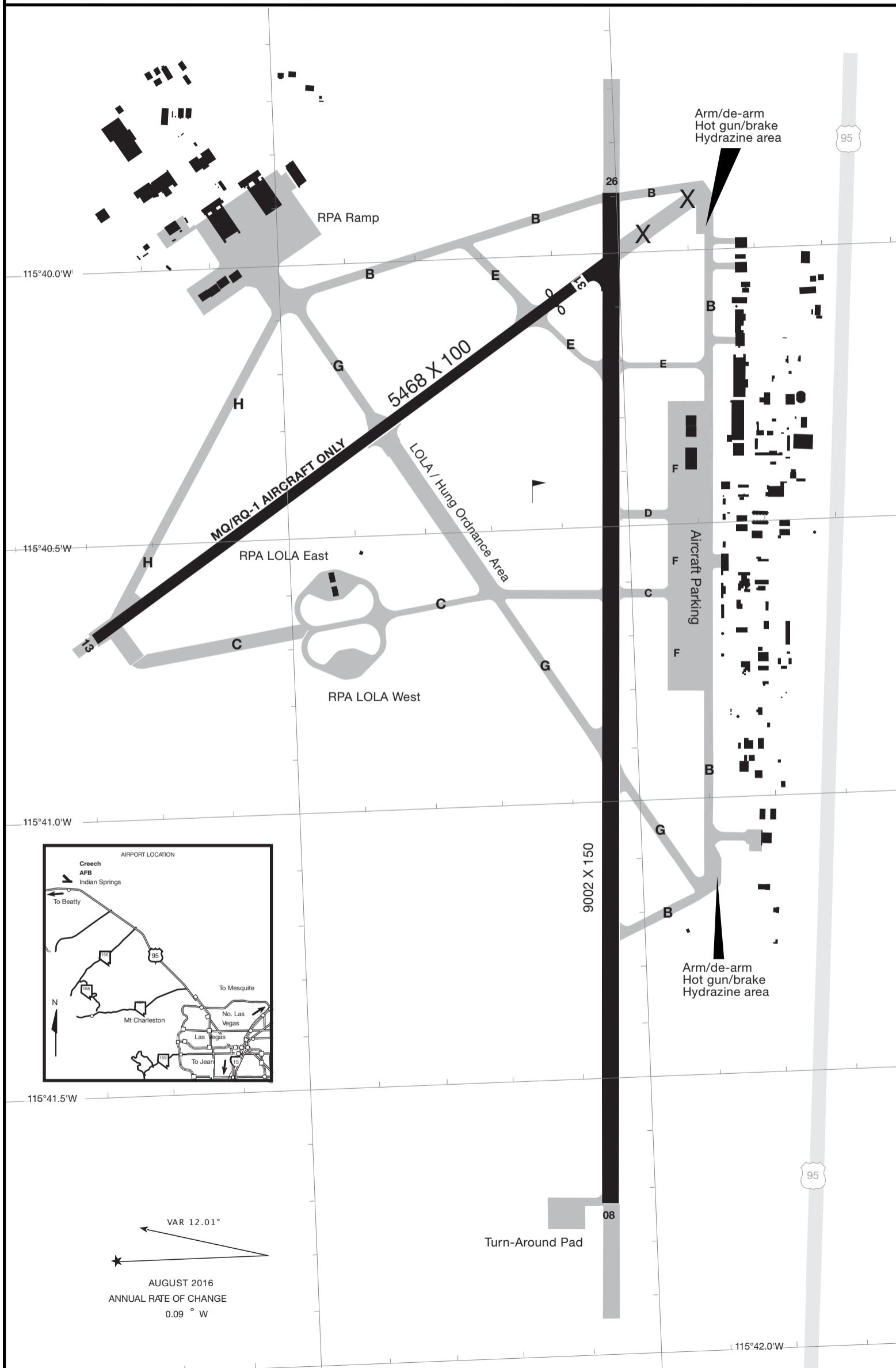
40-9

# CREECH AFB

## INDIAN SPRINGS, NEV

	NELLIS Ground	Tower	NELLIS Control (R)
	<b>282.525</b>	<b>360.625 118.3</b>	<b>254.4 119.35</b>

# AIRPORT DIAGRAM



CHANGES TO

REVISION 6

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

40-9

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

NELLIS Ground

Tower

NELLIS Control (R)

**282.525**

**360.625 118.3**

**254.4 119.35**

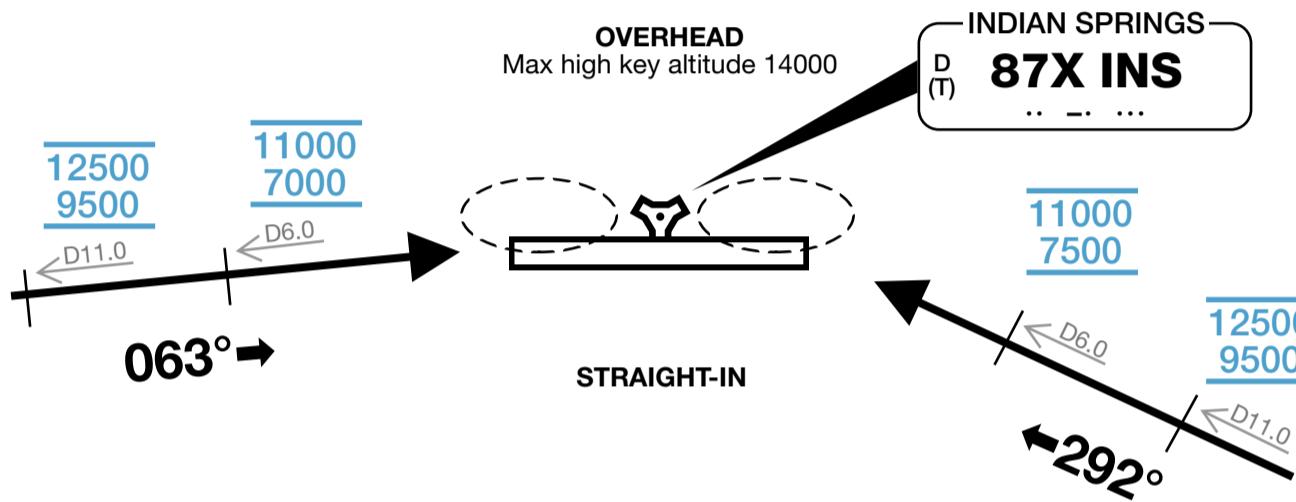
## TRAFFIC PATTERNS

### NOT AVAILABLE FOR NIGHT OR IMC OPERATIONS.

NOISE ABATEMENT: Avoid overflight south of Highway 95 within a 1 mile radius of the town of Indian Springs below 10,000' MSL. Fly all patterns to the north of the field. This includes climb outs to any part of the SFO pattern. Do not initiate afterburner in the pattern area unless for safety of flight. When departing Creech AFB, fly runway heading for one mile past the departure end then turn right out of traffic to the south.

HUNG ORDNANCE PATTERN: (RWY 26) Enter the Creech AFB airport traffic area via a right downwind at 4,600' MSL or a straight-in. (RWY 8) Fly a left downwind at 4,600' MSL or straight-in approach. Avoid the populated area to the south.

## SFO

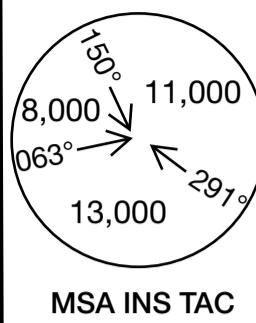


**KINS/INS**  
INDIAN SPRINGS, NEV

44-1

CREECH AFB  
HI-TACAN RWY 8

NELLIS Control (R) 254.4 119.35		*CREECH Tower 360.625 CTAF 118.3			*Ground 275.8 118.3	
TACAN INS <b>87X</b>	Final Apch Crs <b>066°</b>	Minimum Alt <b>INS D7.5</b> <b>5600'</b>	MDA(H) <b>4400'</b>	Apt Elev TDZE 8 3133'		
<b>MISSED APCH:</b> Straight ahead to INS TACAN, intercept INS R-112 outbound, cross 17 DME at or above 9500, then direct LSV TACAN. CAUTION: Missed approach requires minimum climb of 230'/NM to 4700'.						
		Gnd Speed-Kts 230' per NM	60 120 180 240 300 360 230 460 690 920 1150 1380			

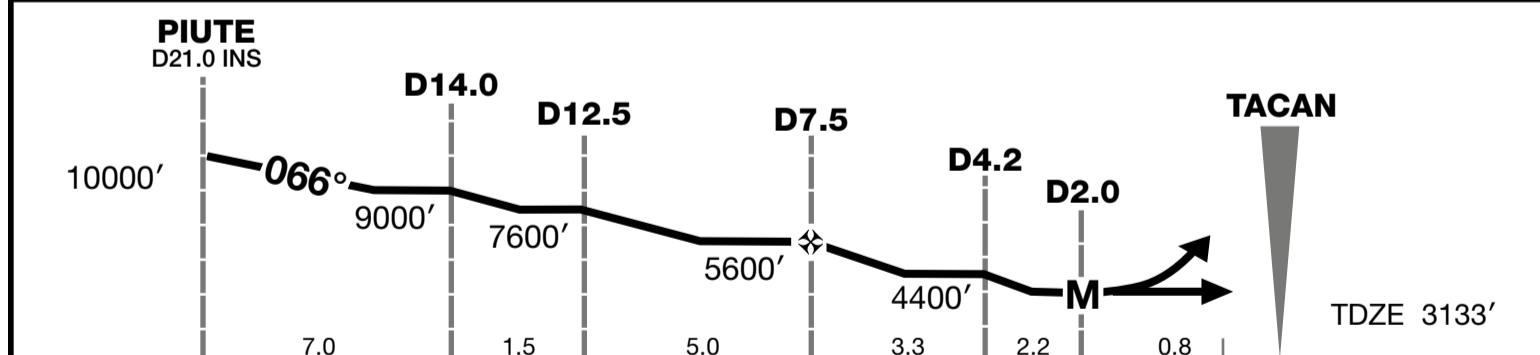
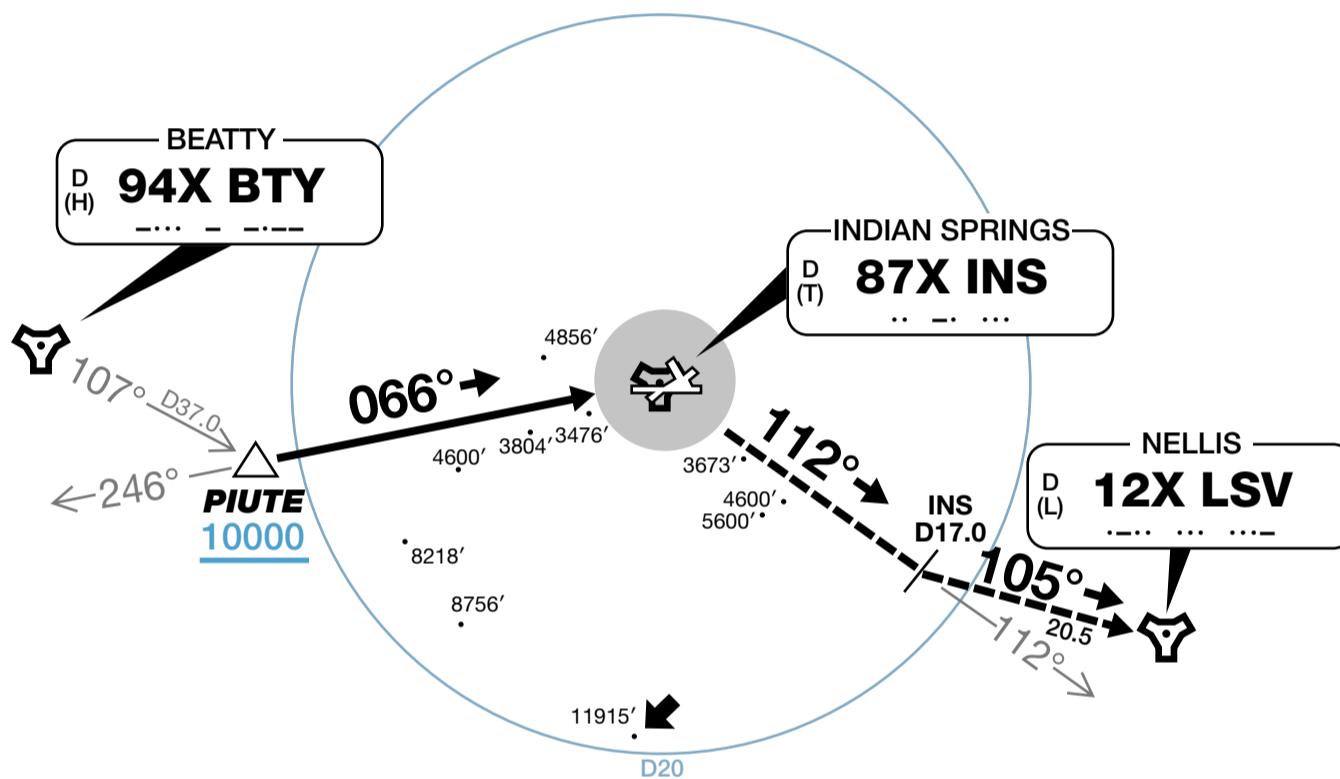


Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. **FOR DAY VFR USE ONLY.** Pilot is responsible for terrain/obstacle avoidance and appropriate VFR cloud clearance for all procedure segments. 2. **CAUTION:** Descent gradients are greater than allowed under standard TERPS criteria and inbound course does not meet straight-in criteria. 3. **CAUTION:** Final approach course crosses runway centerline at MIDFIELD. Maneuvering left of course required prior to landing. Do not maneuver farther north than INS R256.



Gnd speed-Kts	120	150	170	190	200	210		P-VASI	INS 87X	9500 INS R-112	INS D7.0
Descent angle	3.5°	729	911	1033	1154	1215	1276				
D7.5 to MAP	6.7	3:21	2:41	2:22	2:07	2:06	1:55				

Military

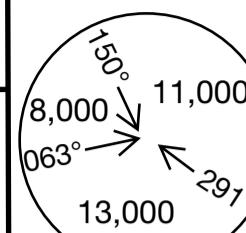
STRAIGHT-IN LANDING RWY 8

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

KINS/INS

INDIAN SPRINGS, NEV

44-2

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

MSA INS TAC

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

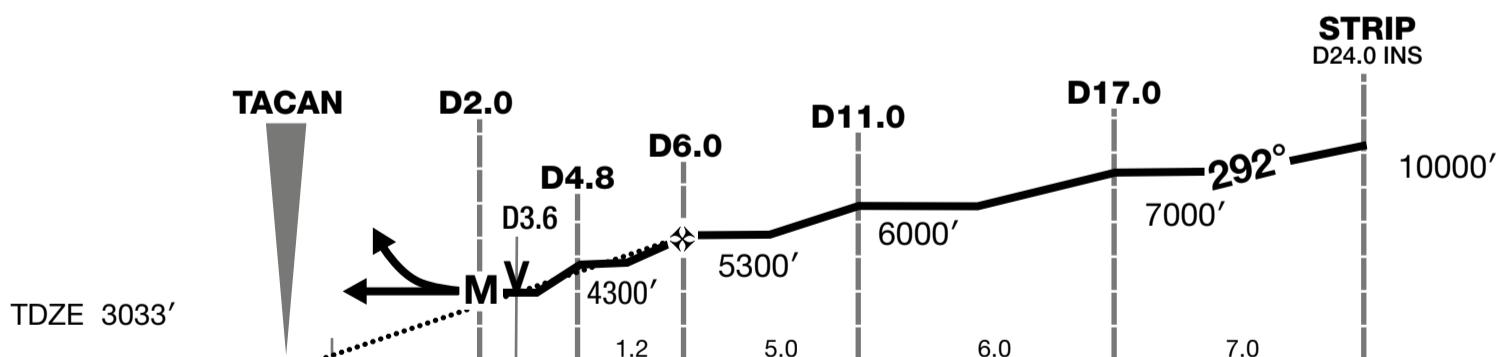
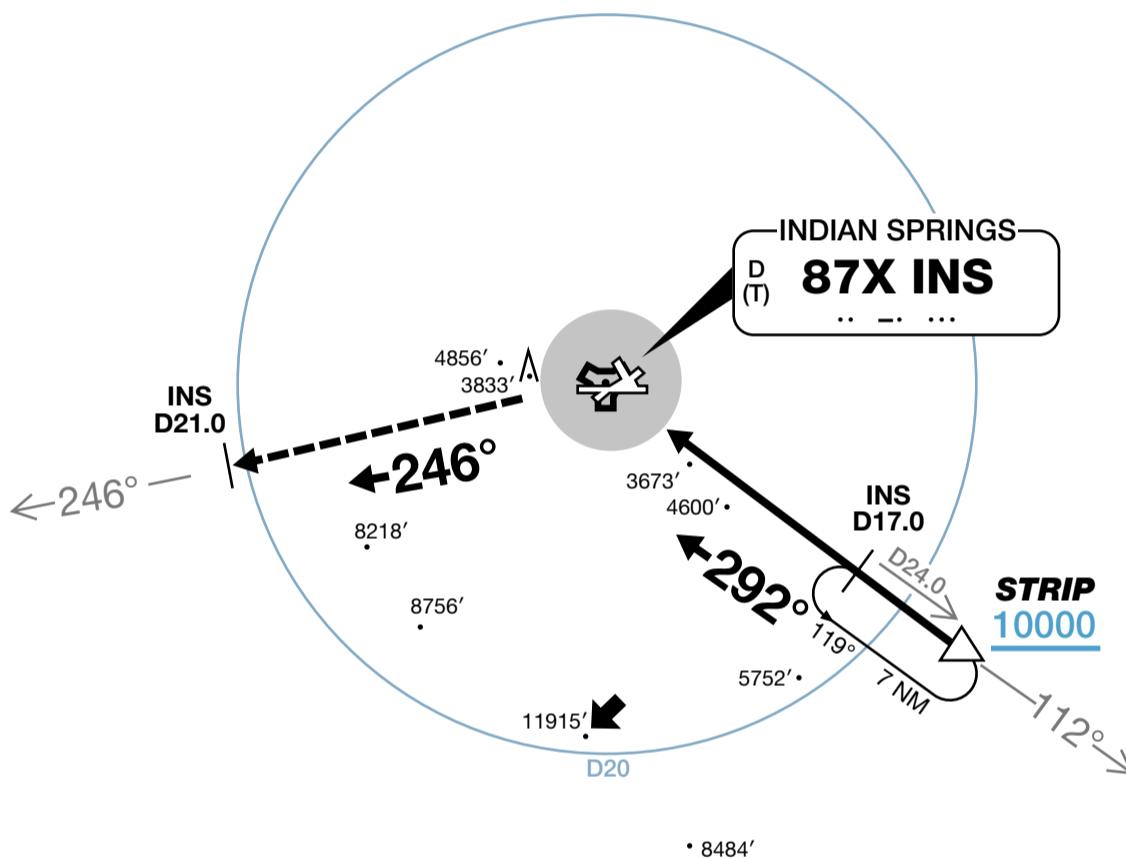
Gnd Speed-Kts	60	120	180	240	300	360
450' per NM	450	900	1350	1800	2250	2700

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

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

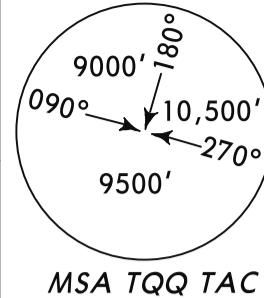
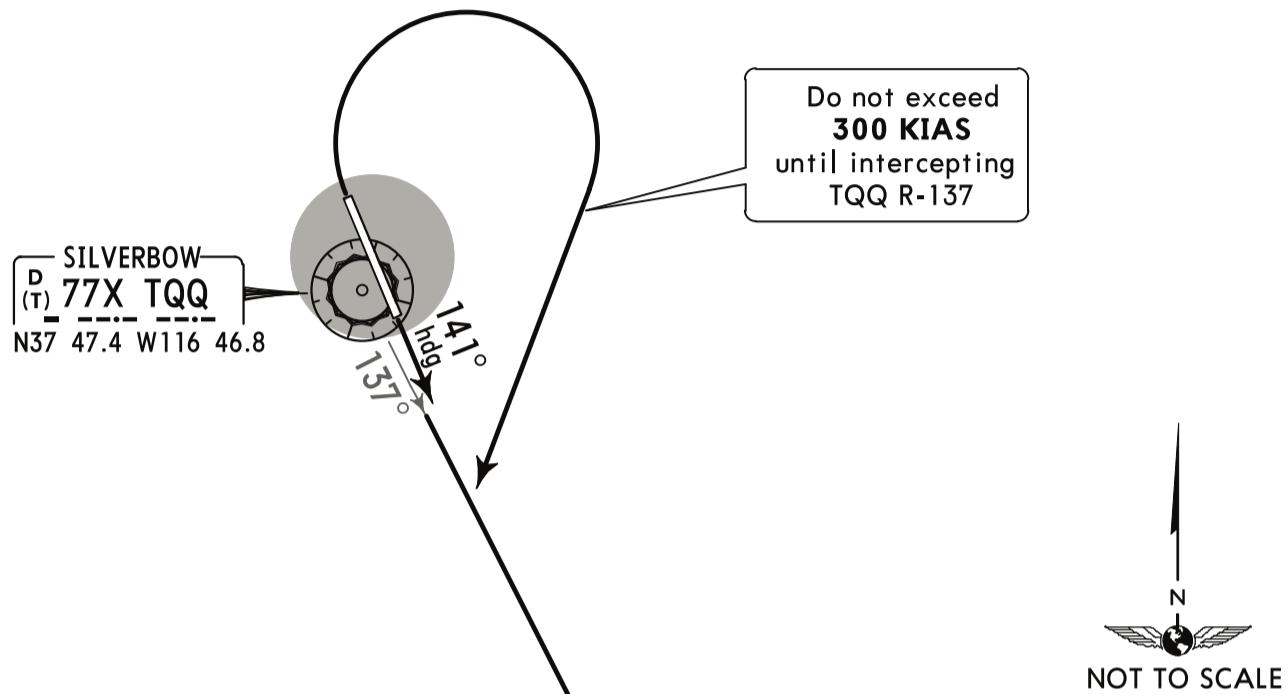


Gnd speed-Kts	120	150	170	190	200	210		P-VASI	INS 87X	STRIP D24.0 INS
Descent angle	2.0°	425	532	603	673	709				
D6.0 to MAP	4.0	2:00	1:31	1:16	1:07	1:12				

Military

STRAIGHT-IN LANDING RWY 26

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

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

Rwy 14: Terrain 1204' from DER, 823' RIGHT of centerline, 5582' MSL. Terrain 63' from DER, 517' RIGHT of centerline, 5565' MSL. Terrain 46' from DER, 480' RIGHT of centerline, 5564' MSL. Terrain 0' from DER, 500' RIGHT of centerline, 5565' MSL. Terrain 62' from DER, 200' RIGHT of centerline, 5558' MSL. Terrain 14' from DER, 292' RIGHT of centerline, 5561' MSL. Terrain 0' from DER, 287' RIGHT of centerline, 5561' MSL. Terrain 0' from DER, 222' RIGHT of centerline, 5559' MSL. Terrain 3' from DER, 200' LEFT of centerline, 50' AGL/5599' MSL. Surveyed terrain 215' from DER, 427' RIGHT of centerline, 0' AGL/5560' MSL.  
Rwy 32: Terrain 0' from DER, 500' LEFT of centerline, 5476' MSL. Terrain 19' from DER, 465' LEFT of centerline, 5476' MSL. Terrain 110' from DER, 529' LEFT of centerline, 5476' MSL.

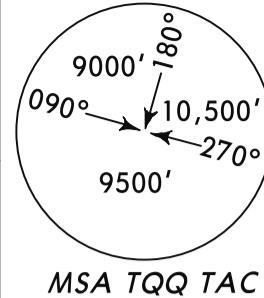
## Minimum Climb Rate

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

**RWY****INITIAL CLIMB**

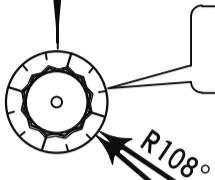
14 Climb heading 141° to intercept TQQ R-137 to STOFF.

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

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

## TONOPAH TWO DEPARTURE (TPH2.TPH)

TONOPAH  
(L) 119X TPH  
N38 01.8 W117 02.0

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

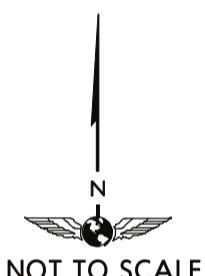
R108°

288°

321°hdg

137°  
hdg

SILVERBOW  
(T) 77X TQQ  
N37 47.4 W116 46.8

Leaving  
6500'

## OBSTACLES

Rwy 14: Terrain 1204' from DER, 823' RIGHT of centerline, 5582' MSL. Terrain 63' from DER, 517' RIGHT of centerline, 5565' MSL. Terrain 46' from DER, 480' RIGHT of centerline, 5564' MSL.

Terrain 0' from DER, 500' RIGHT of centerline, 5565' MSL. Terrain 62' from DER, 200' RIGHT of centerline, 5558' MSL. Terrain 14' from DER, 292' RIGHT of centerline, 5561' MSL. Terrain 0' from DER, 287' RIGHT of centerline, 5561' MSL. Surveyed terrain 215' from DER, 427' RIGHT of centerline, 0' AGL/5560' MSL.

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

\*Minimum Climb Rate

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

\*ATC Climb Rate

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

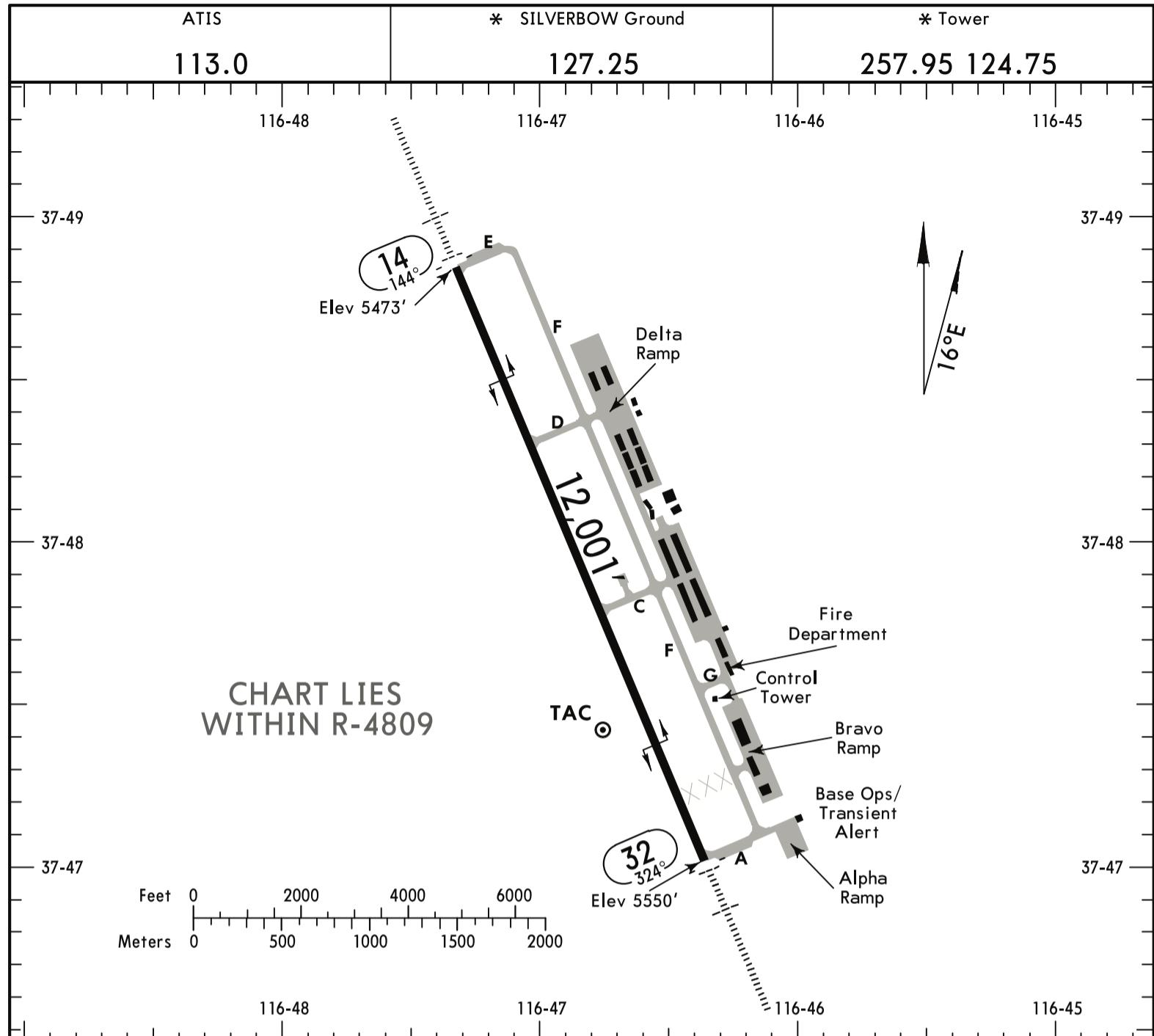
## RWY

## INITIAL CLIMB

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

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

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



#### ADDITIONAL RUNWAY INFORMATION

RWY	① HIRL ① ALSF-I PAPI-L	USABLE LENGTHS			WIDTH	
		LANDING BEYOND		TAKE-OFF		
		Threshold	Glide Slope			
14			11,320'		150'	
32			11,482'			

① Activate on 124.75.

#### TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 32	Rwy 14		
With Mim climb of 260'/NM to 5900'	For Climb in Visual Conditions	With Mim climb of 320'/NM to 10700'	For Climb in Visual Conditions	
		Other		
1 & 2 Eng	1000-3	2700-3	1000-3	
			2700-3	

OBSTACLE DP: Rwy 14, climb on a heading between 325° clockwise to 155° from departure end of runway or Climb in Visual Conditions to cross the airport at or above 8100' MSL before proceeding on course. Rwy 32, climb on a heading between 295° clockwise to 005° from departure end of runway or climb in visual conditions to cross airport at or above 8100' MSL before proceeding on course.

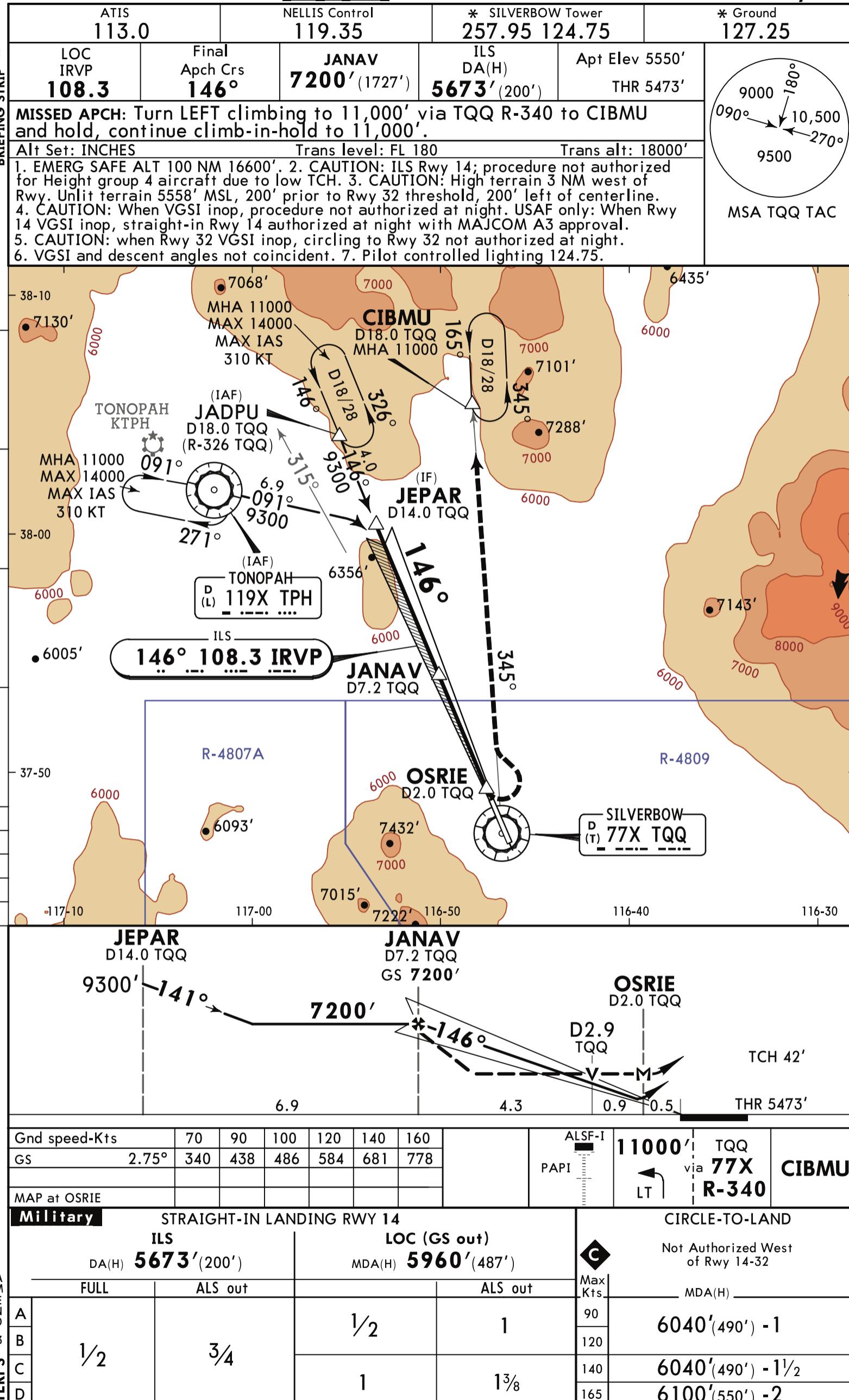
TAKE-OFF OBSTACLES: Rwy 14, terrain 5582' MSL, 1204' from DER, 823' right of centerline. Terrain 5565' MSL, 63' from DER, 517' right of centerline.

Terrain 5564' MSL, 46' from DER, 480' right of centerline. Terrain 5561' MSL, 0' from DER, 353' right of centerline. Terrain 5558' MSL, 62' from DER, 200' right of centerline. Terrain 5561' MSL 14' from DER, 292' right of centerline. Terrain 5561' MSL 0' from DER, 287' right of centerline. Terrain 5559' MSL 0' from DER, 222' right of centerline. Surveyed terrain 5560' MSL, 215' from DER, 427' right of centerline. Rwy 32, terrain 5476' MSL, 0' from DER, 500' left of centerline. Terrain 5476' MSL, 19' from DER, 465' left of centerline. Terrain 5476' MSL, 110' from DER, 529' left of centerline.

KTNX/XSD  
TONOPAH, NEV

25 DEC 20  
Eff 31 Dec  
51-1

TONOPAH TEST RANGE  
ILS or LOC DME Rwy 14

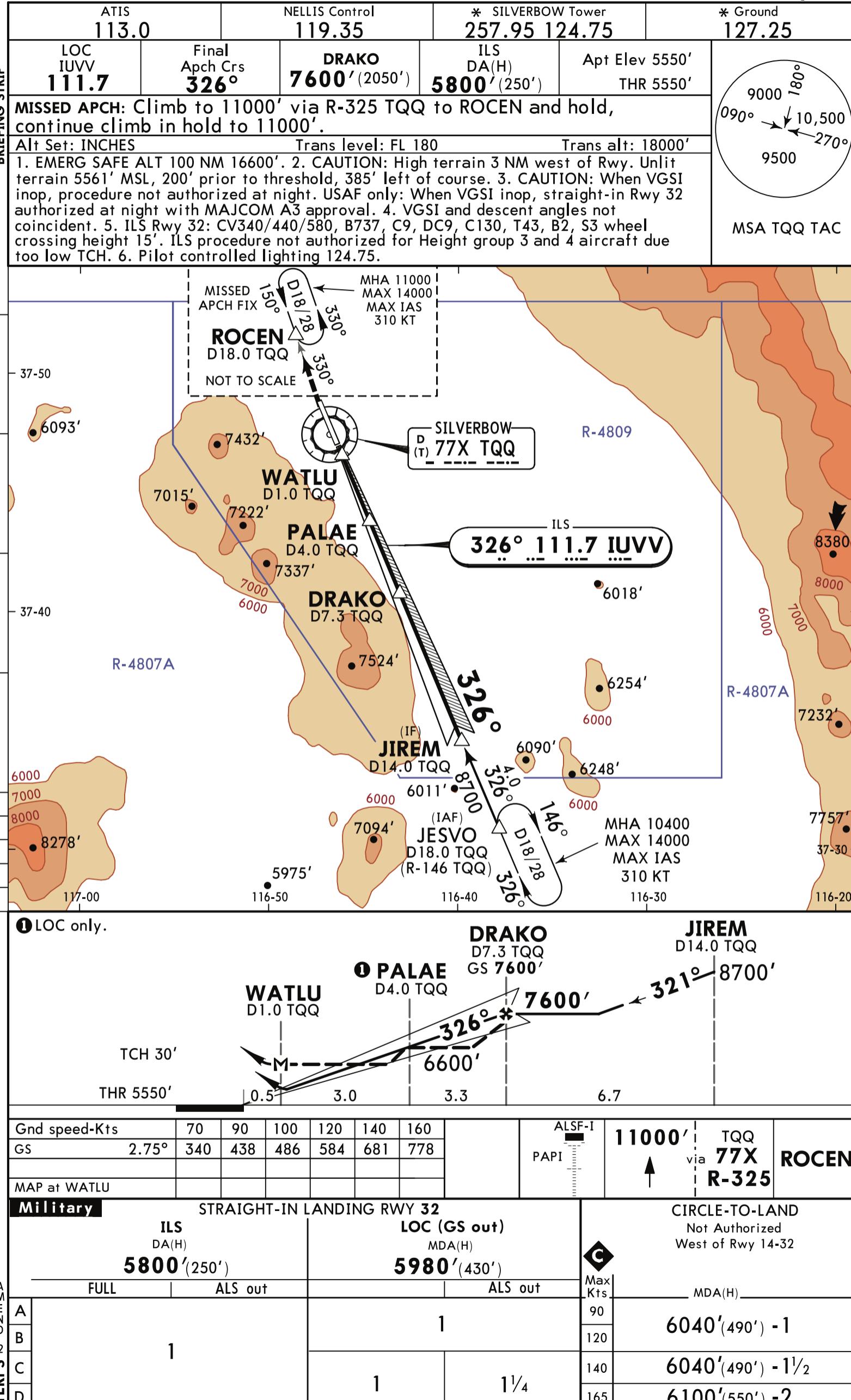


KTNX/XSD  
TONOPAH, NEV

25 DEC 20  
Eff 31 Dec

JEPPESSEN  
51-2

TONOPAH TEST RANGE  
ILS or LOC DME Rwy 32



KTNX/XSD  
TONOPAH, NEV

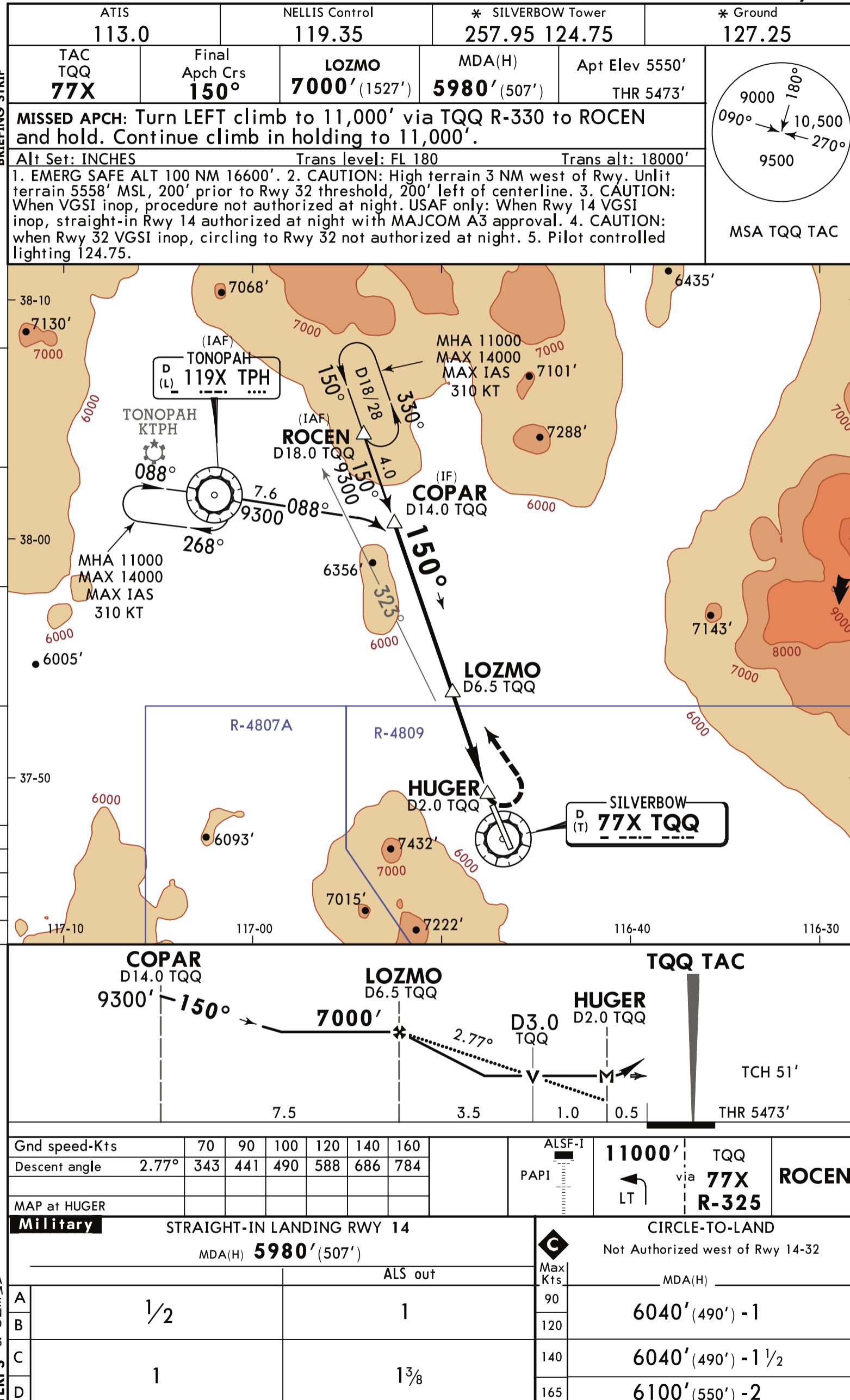
JEPPESEN

25 DEC 20

53-2

Eff 31 Dec

TONOPAH TEST RANGE  
TACAN Rwy 14



KTNX/XSD  
TONOPAH, NEV

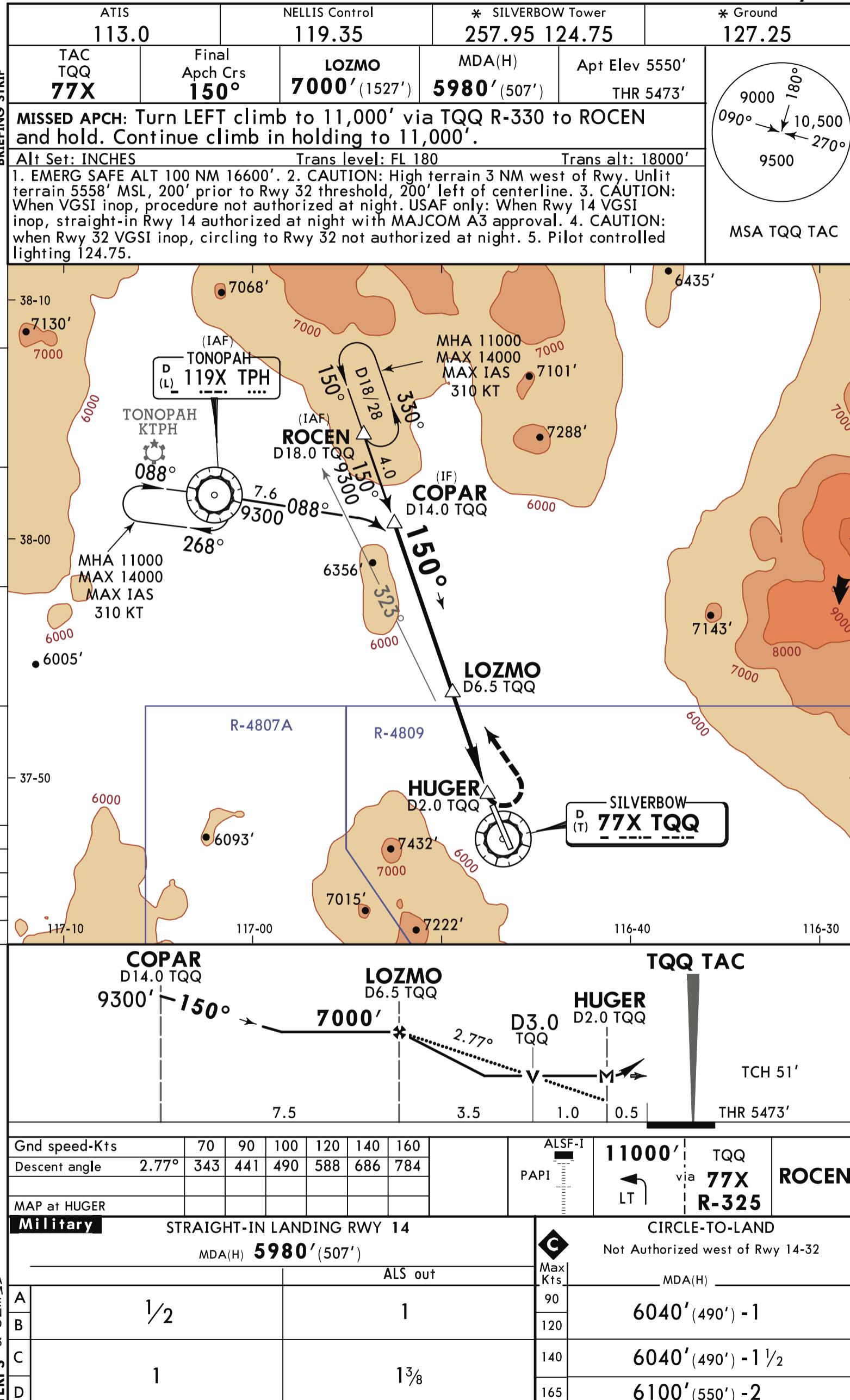
JEPPESEN

25 DEC 20

53-2

Eff 31 Dec

TONOPAH TEST RANGE  
TACAN Rwy 14



# **STEREO ROUTES**

## **FOR RANGE COMPLEXES**

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

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

## **FOR LATN AREAS**

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

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