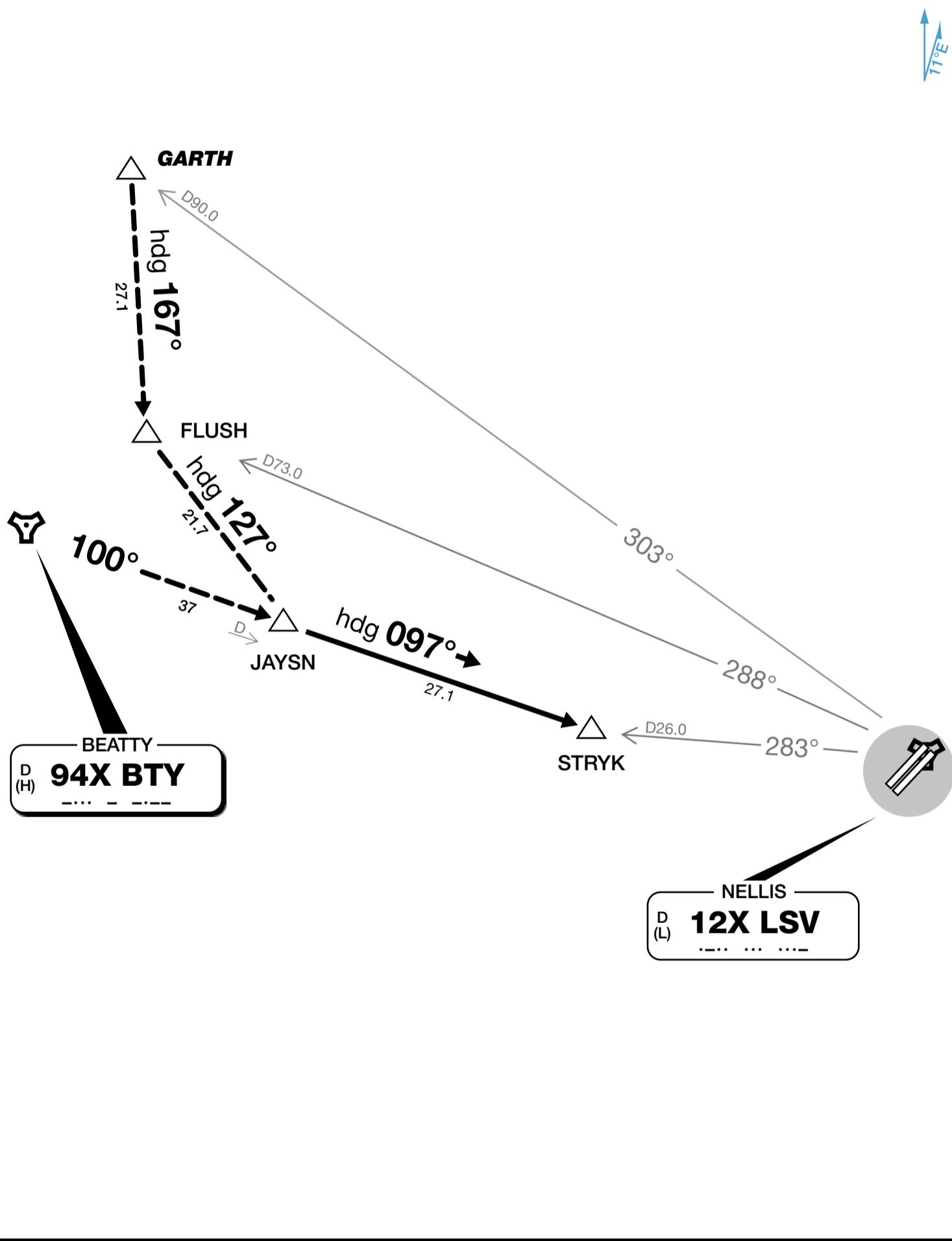


ATIS
270.1Apt Elev
1869

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**

GARTH	Cross GARTH at assigned altitude. Fly heading 167 to FLUSH, then turn LEFT heading 127 to JAYSN.
BEATTY	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

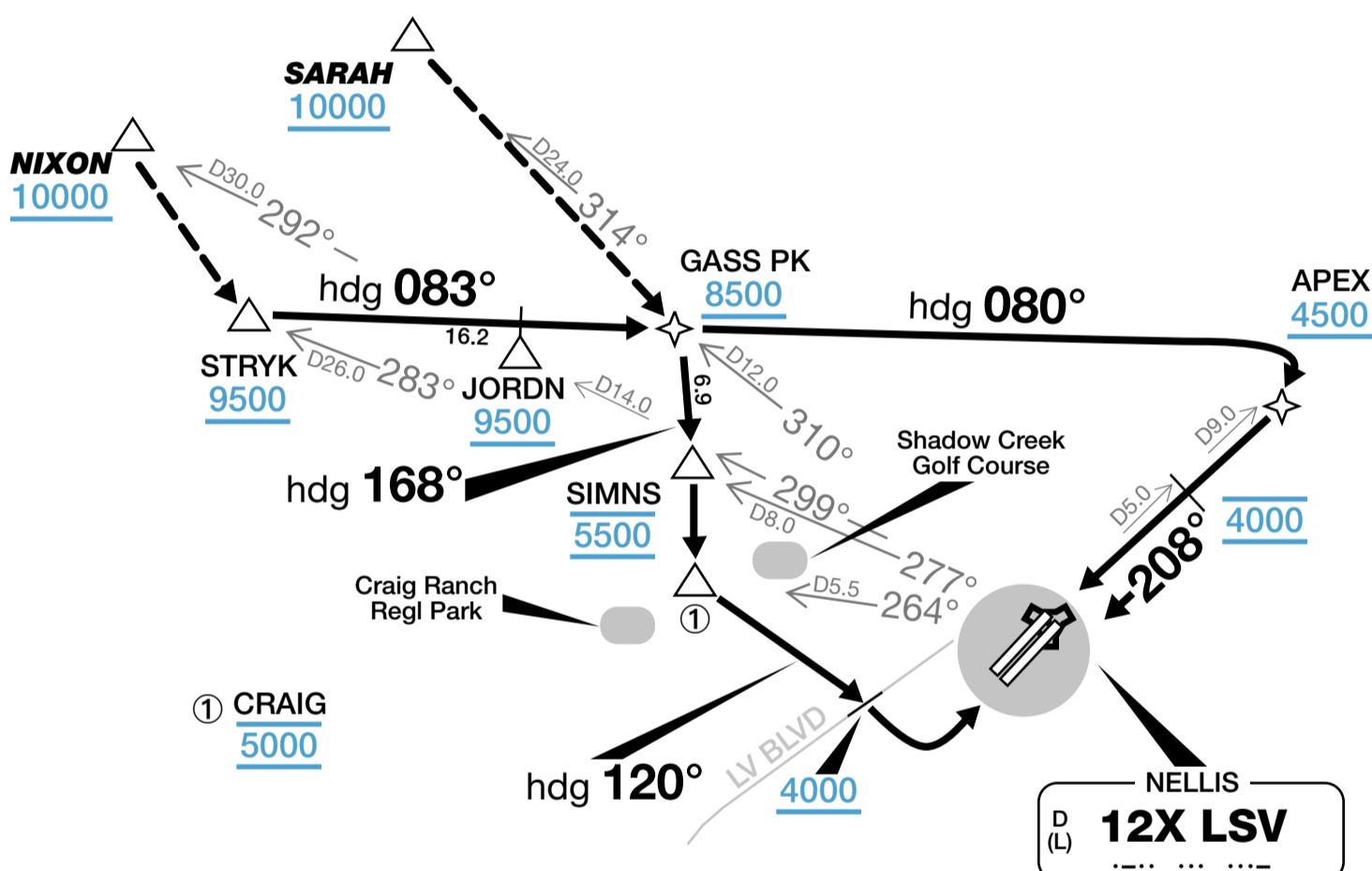
1. DAY VMC ONLY. If unable VMC, request IFR service from NATCF.

STRYK RECOVERY

71°E

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.

RWY03	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. STRAIGHT-IN RWY03: Depart CRAIG and cross LAS VEGAS BLVD at 3000. Do not descend below 3000 until within D5.0 LSV or on 4 NM final.
RWY21	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. STRAIGHT-IN RWY21: Cross APEX at 4000. Cross D5.0 LSV at 3000.

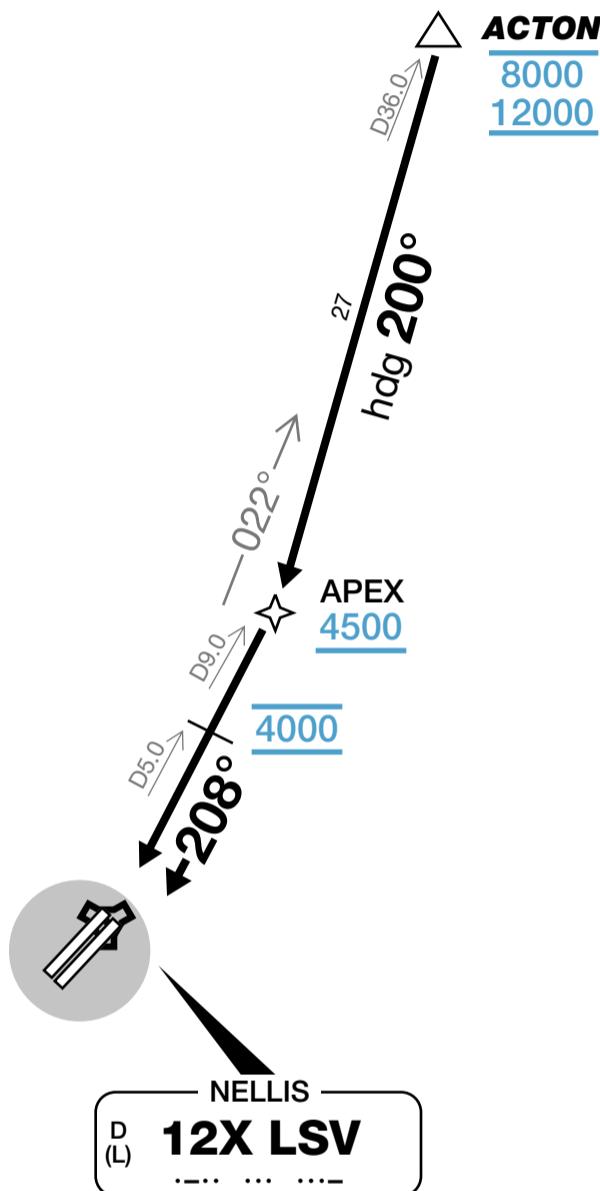
30-2B

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



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.

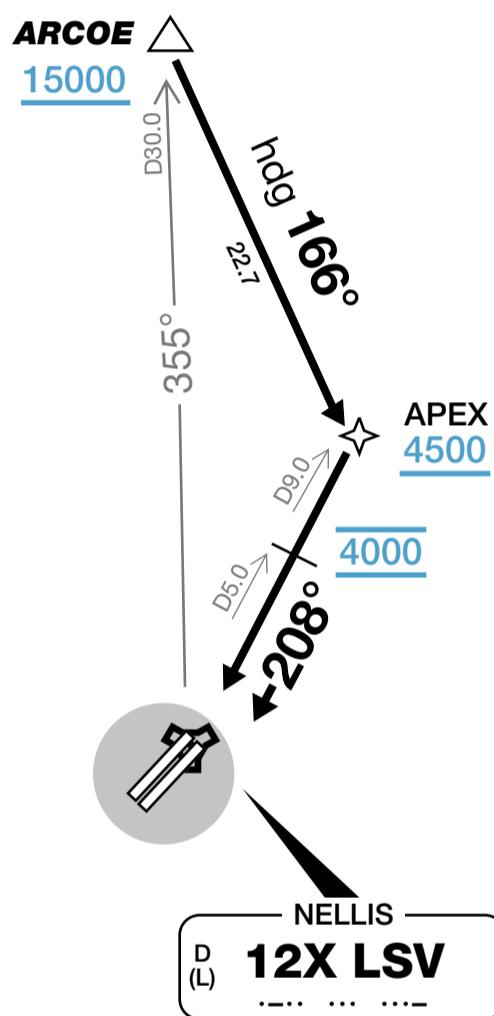
VFR STRAIGHT-IN RWY21: Cross APEX at 4000. Cross D5.0 LSV at 3000.

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



ROUTING RWY21

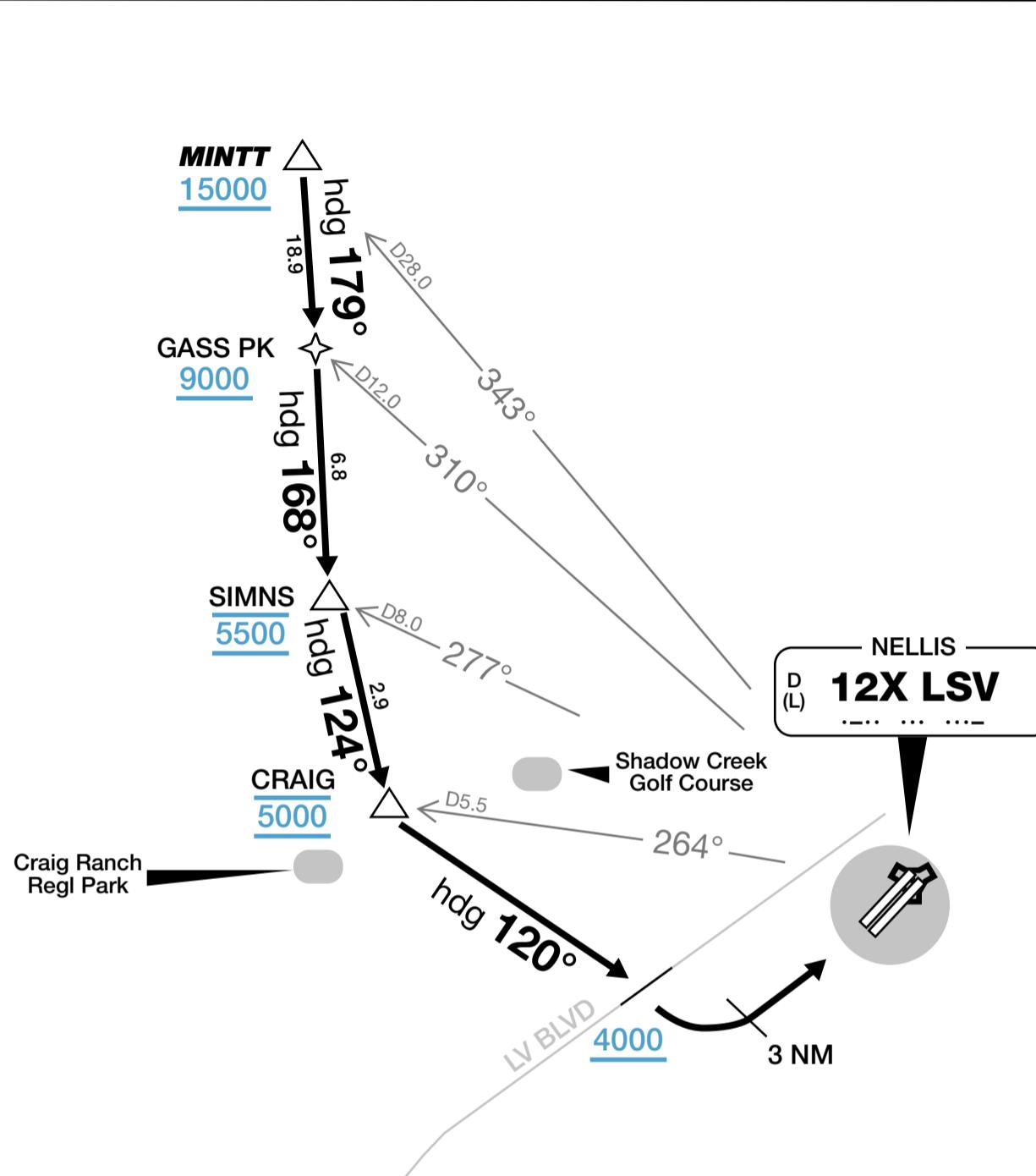
Cross ARCOE at or above 15000, then fly heading 166 to APEX. Report crossing APEX. Cross APEX at or above 4500, then join the initial. Cross D5.0 LSV at 4000, then descend to 3500.

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



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.

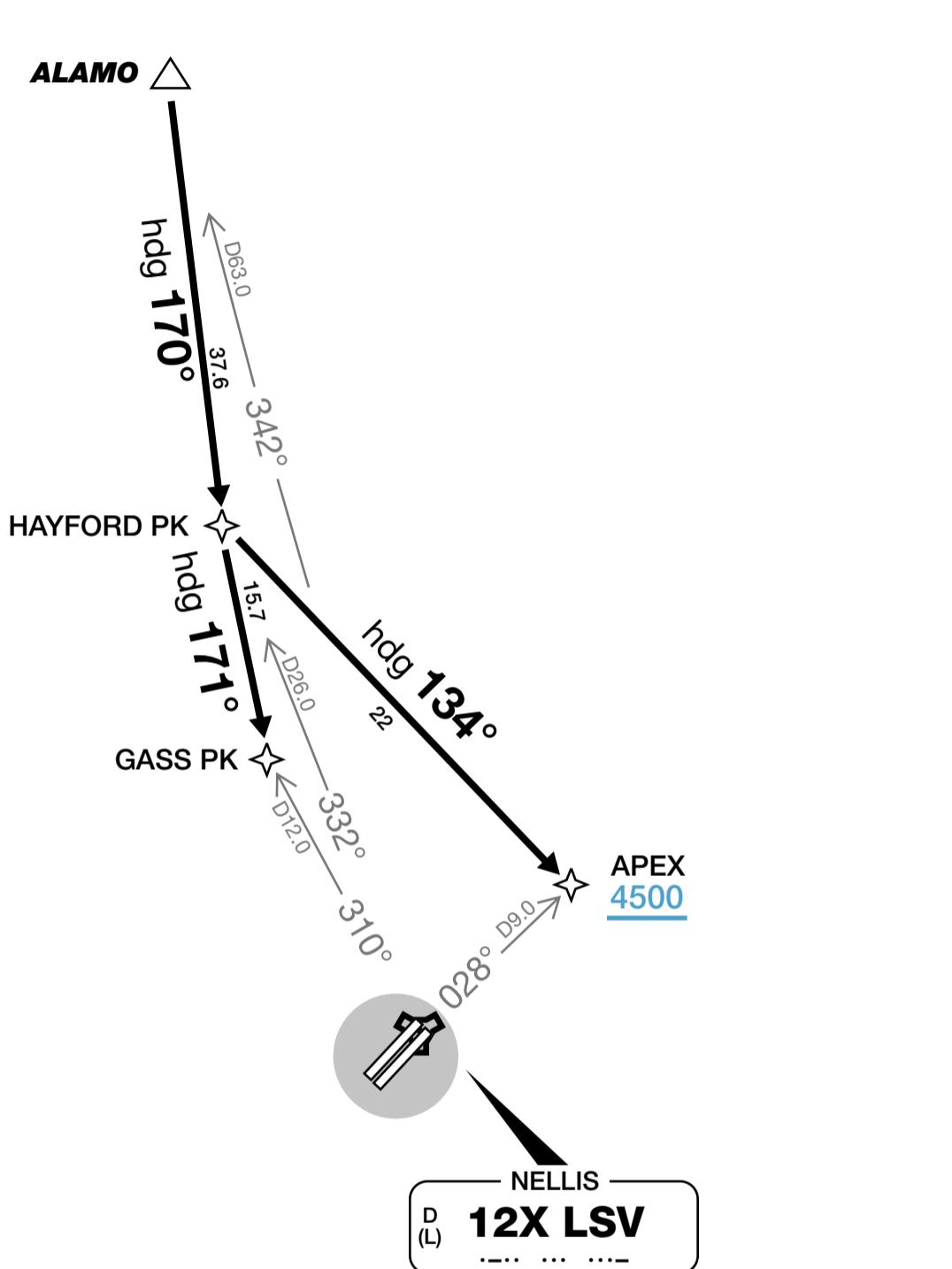
VFR STRAIGHT-IN RWY03: Depart CRAIG and descend to 3000 by LAS VEGAS BLVD. Remain at 3000 until within D5.0 LSV or 4 NM final. Remain within D4.0 LSV on turn to final.

30-2E

ATIS
270.1Apt Elev
1869

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

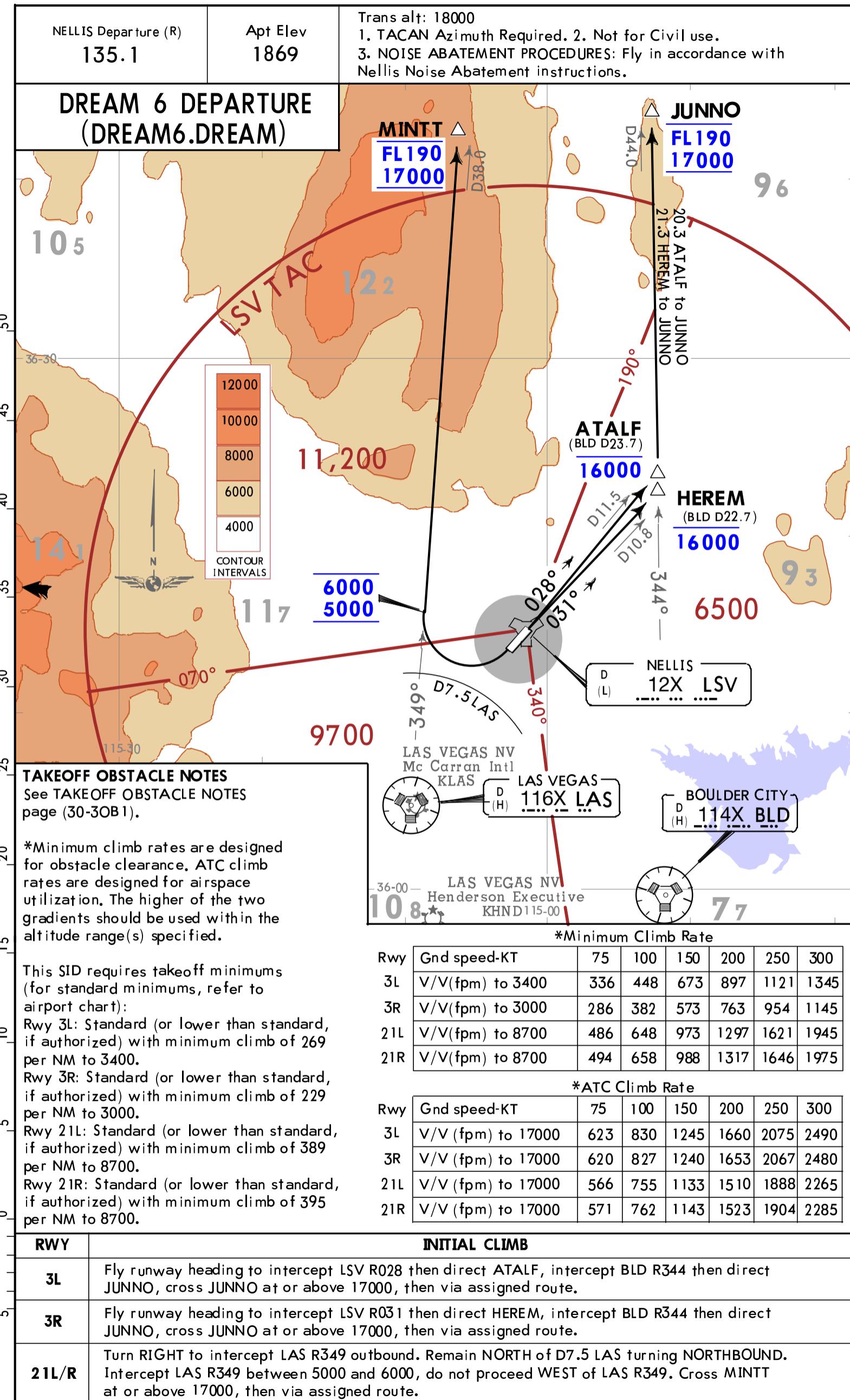
ALAMO RECOVERY

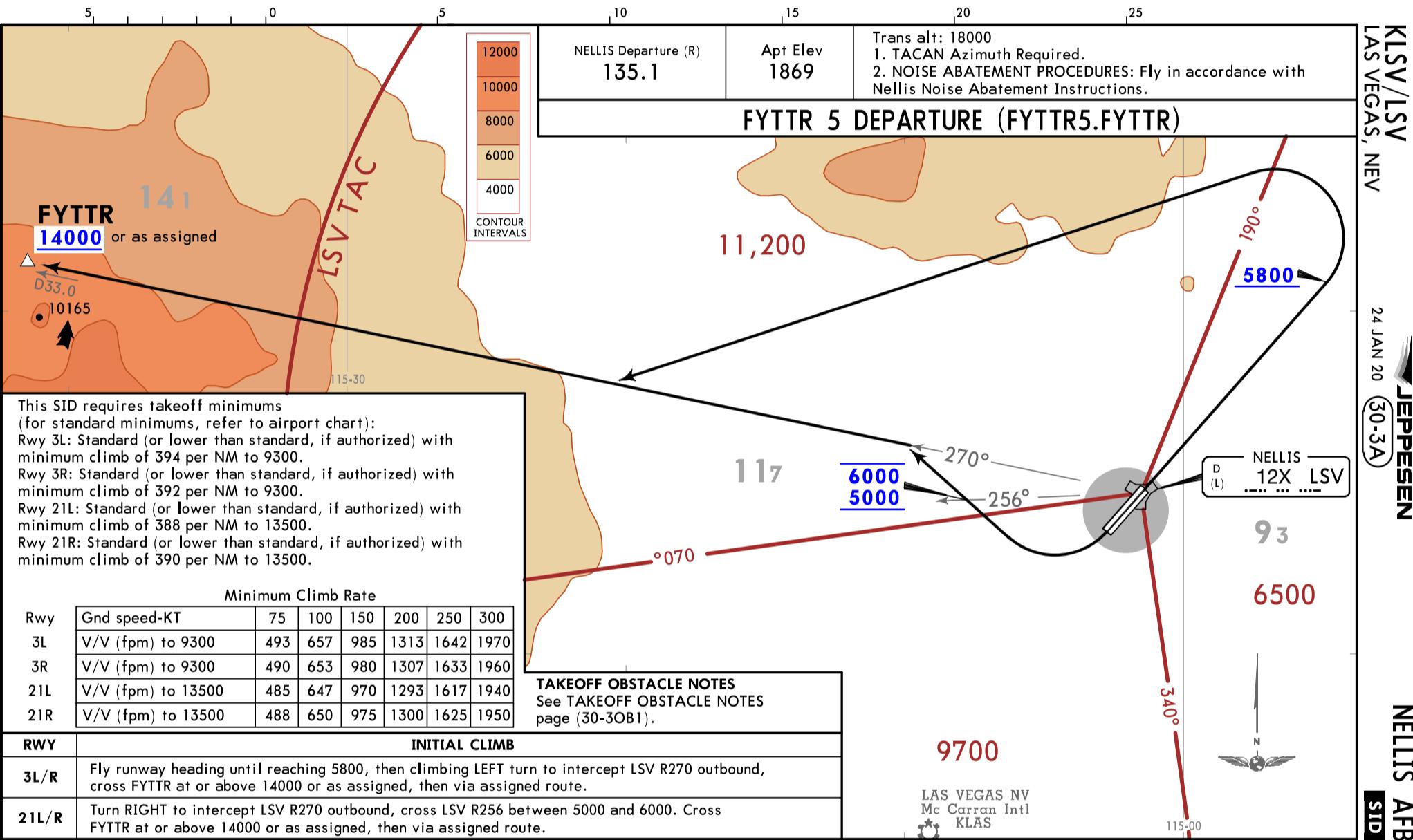


ROUTING

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

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





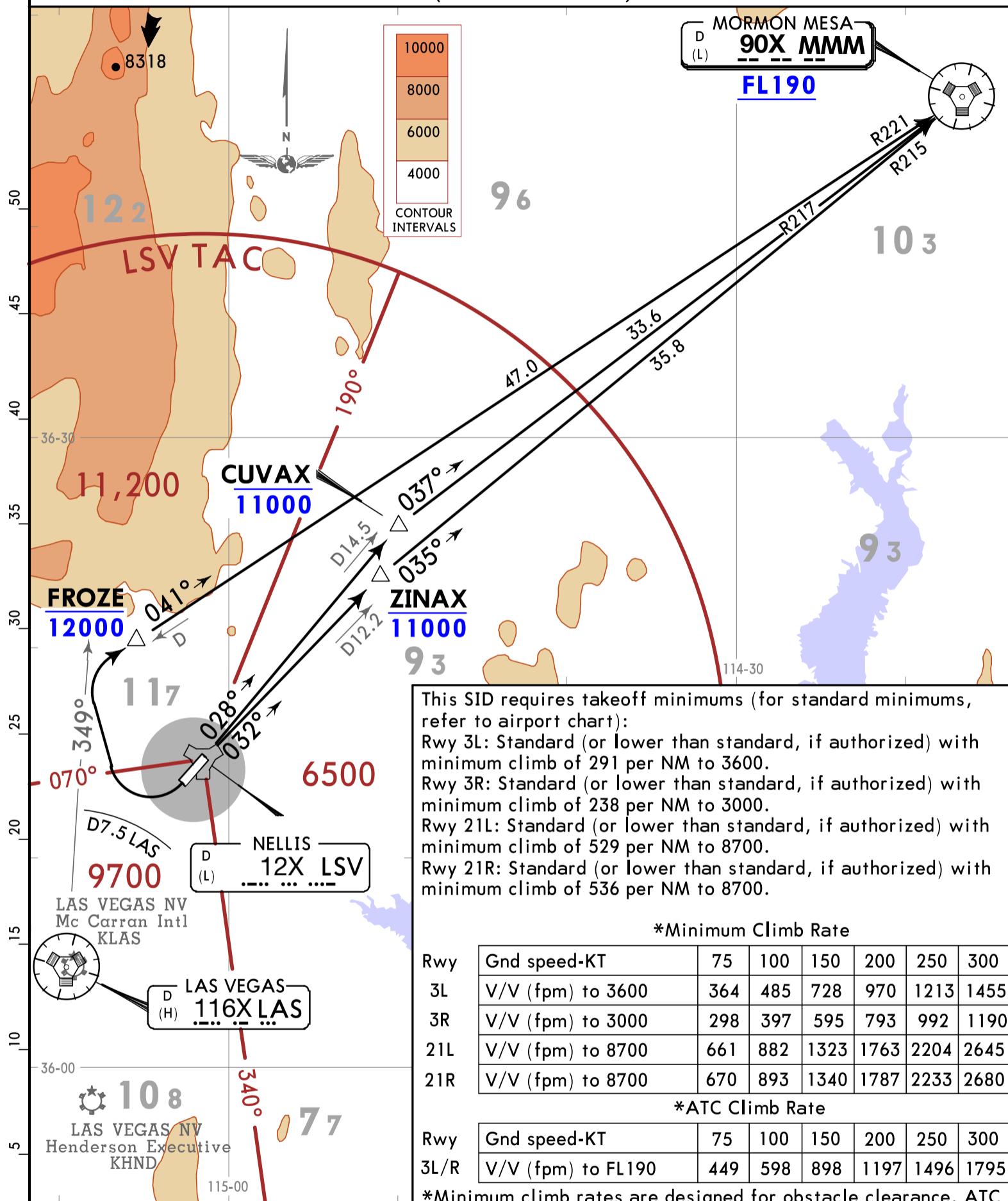
NELLIS Departure (R)
135.1

Apt Elev
1869

Trans alt: 18000

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

MORMON MESA 7 DEPARTURE (MMM7.MMM)



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES
page (30-3OB1).

Minimum Climb Rate							
Rwy	Gnd speed-KT	75	100	150	200	250	300
3L	V/V (fpm) to 3600	364	485	728	970	1213	1455
3R	V/V (fpm) to 3000	298	397	595	793	992	1190
21L	V/V (fpm) to 8700	661	882	1323	1763	2204	2645
21R	V/V (fpm) to 8700	670	893	1340	1787	2233	2680

*ATC Climb Rate							
Rwy	Gnd speed-KT	75	100	150	200	250	300
3L/R	V/V (fpm) to FL190	449	598	898	1197	1496	1795

*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.

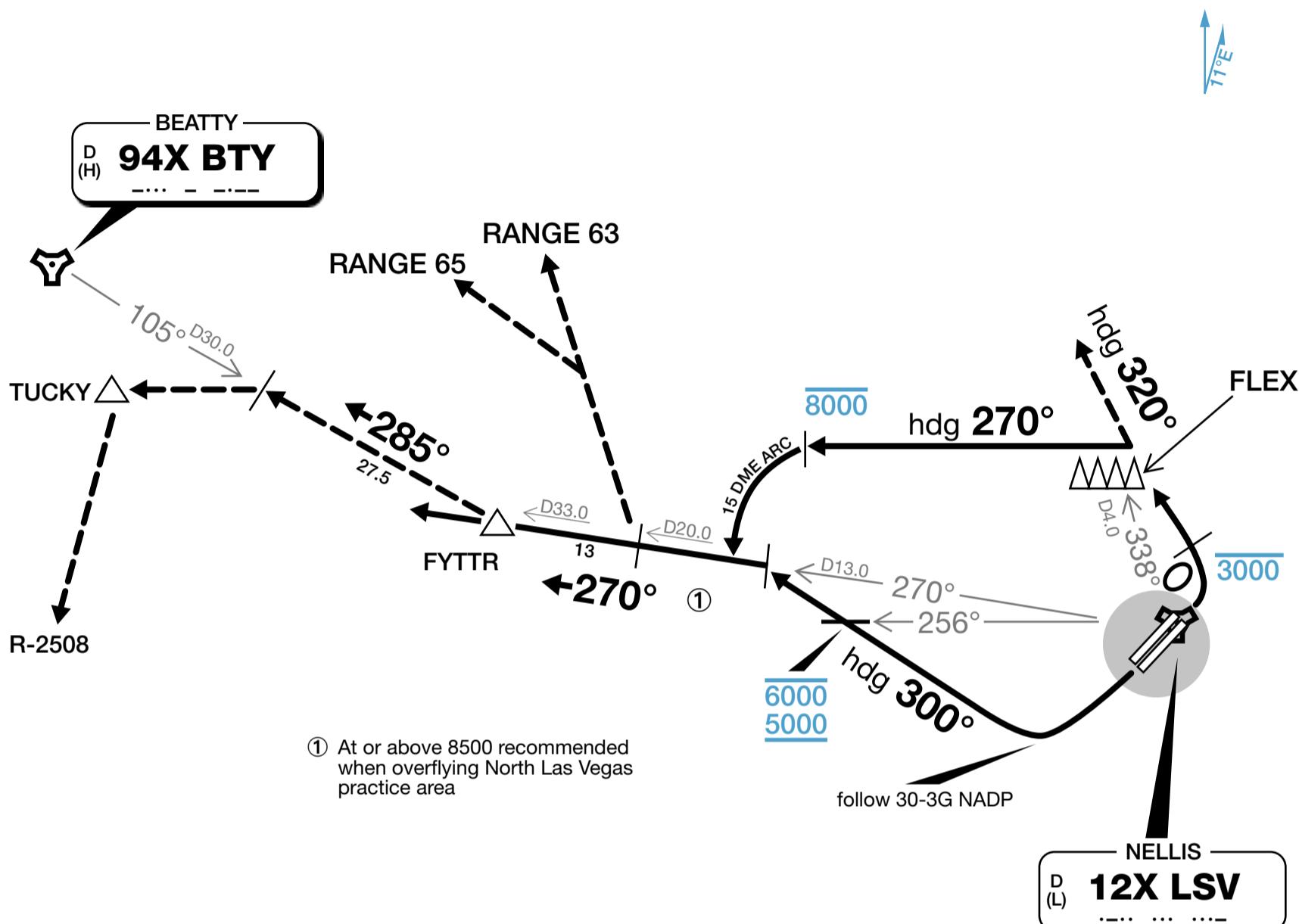
RWY	INITIAL CLIMB
3L	Fly runway heading to intercept LSV R028 then direct CUVAX, intercept MMM R217 then direct MMM VOR climbing to FL190 or as assigned, then via assigned route.
3R	Fly runway heading to intercept LSV R032 then direct ZINAX, intercept MMM R215 then direct MMM VOR climbing to FL190 or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

NELLIS Departure (R)
135.1 385.4

Apt Elev
1869

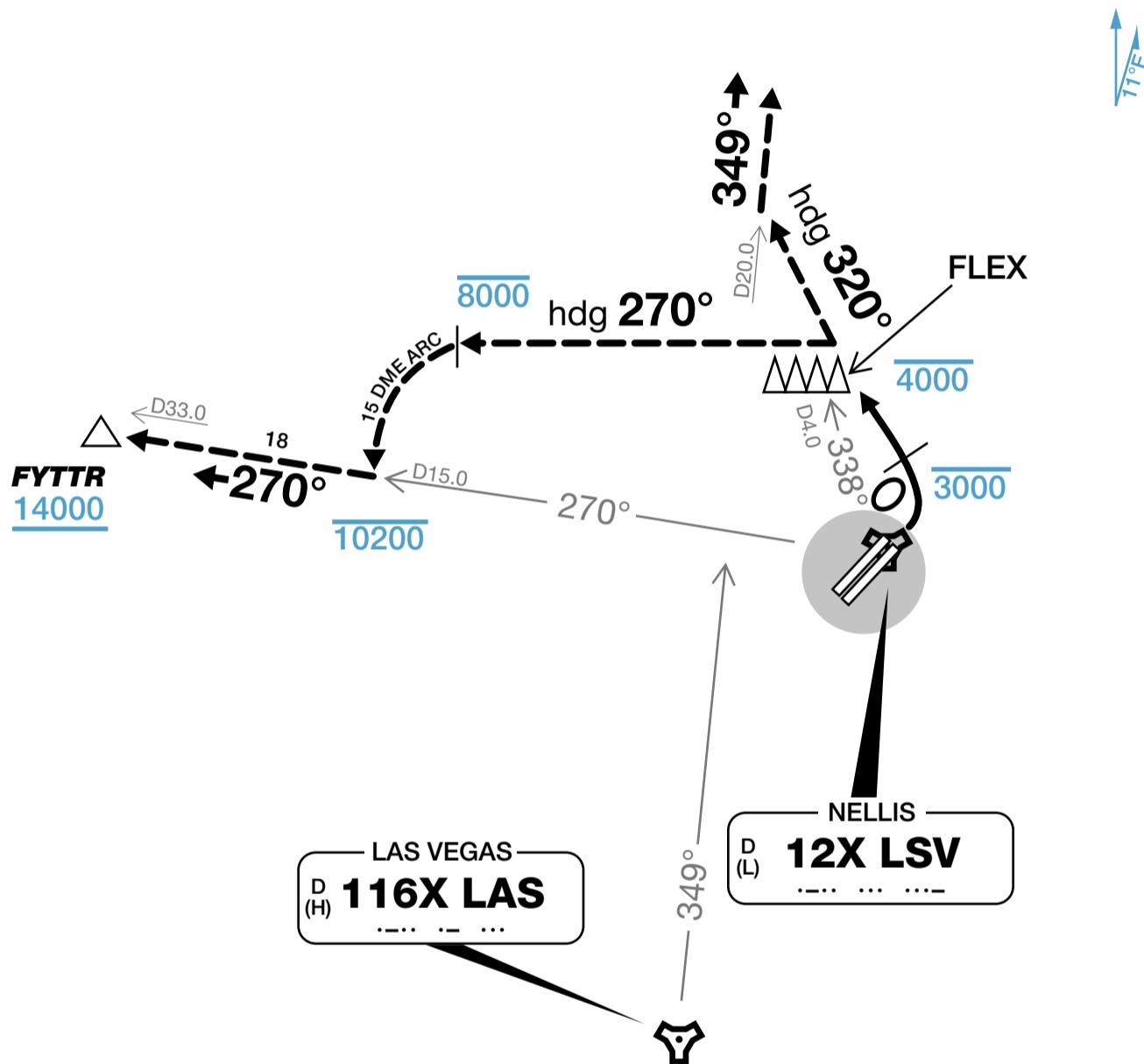
Trans alt: 18000
1. DAY VMC ONLY. 2. Pilot is responsible for terrain avoidance.
3. TACAN azimuth required. 4. Not for civil use.
5. Fly in accordance with Nellis Noise Abatement Procedures.

FYTTR LOW DEPARTURE



RWY	INITIAL CLIMB
3L/R	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.
21L/R	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	
R-4806	Via LSV R270 to D20.0, then direct to assigned range.
BEATTY	From FYTTR via BTY R105 to BTY.
R-2508	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.
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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. Acrews 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. 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.

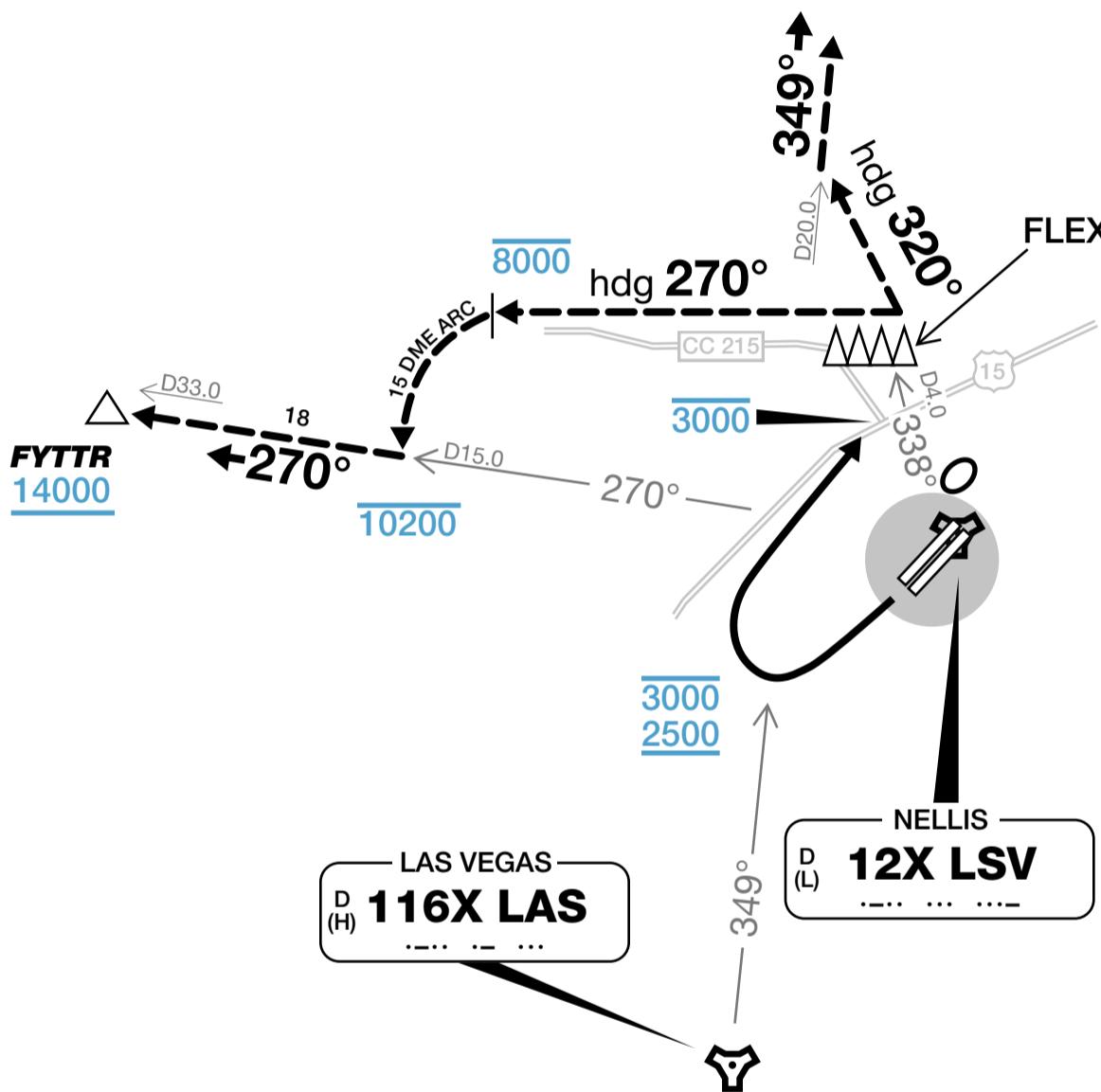
NELLIS Departure (R)
135.1 385.4

Apt Elev
1869

1. 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.

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. Acrews 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. Interept 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.

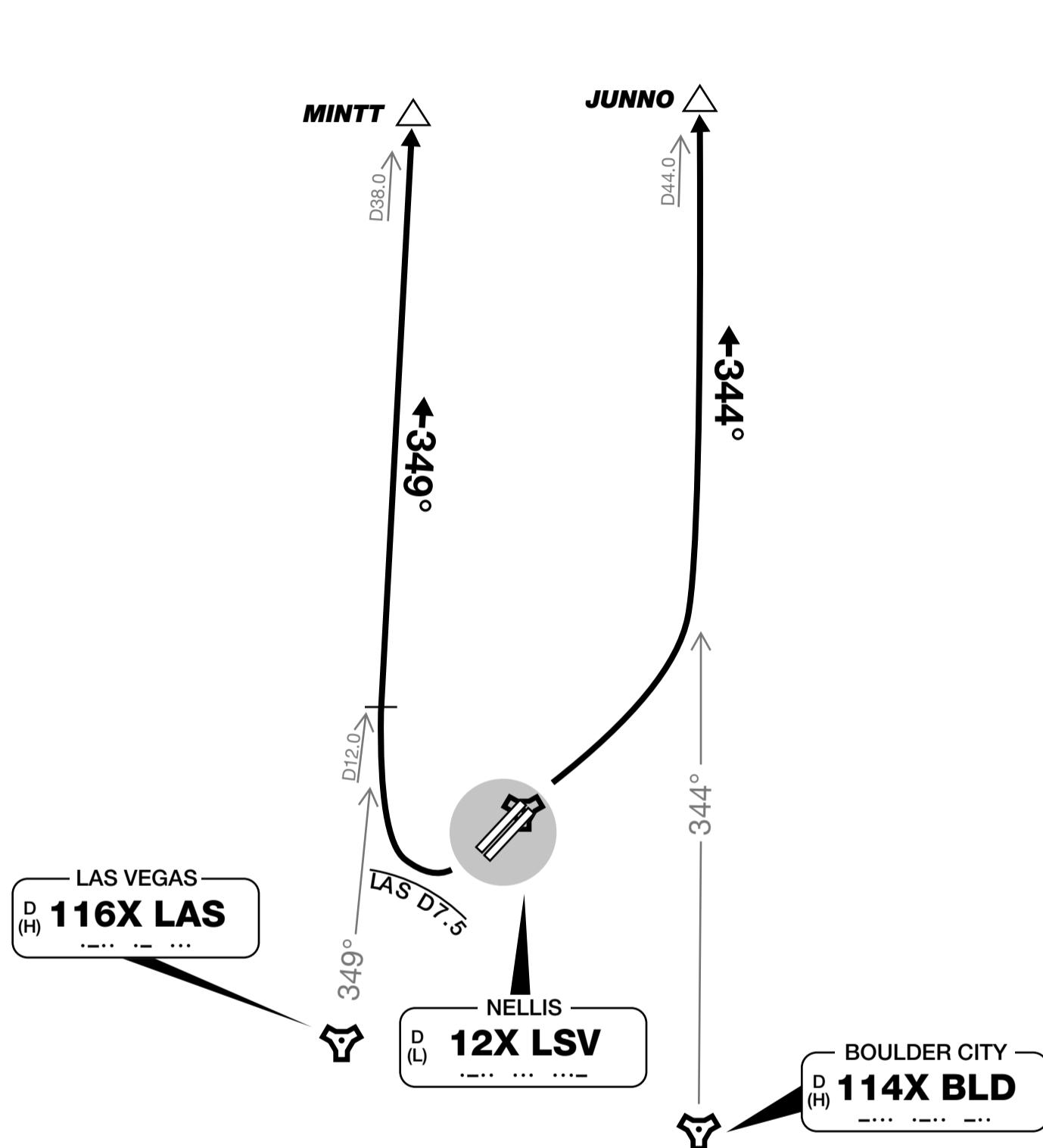
30-3F

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.

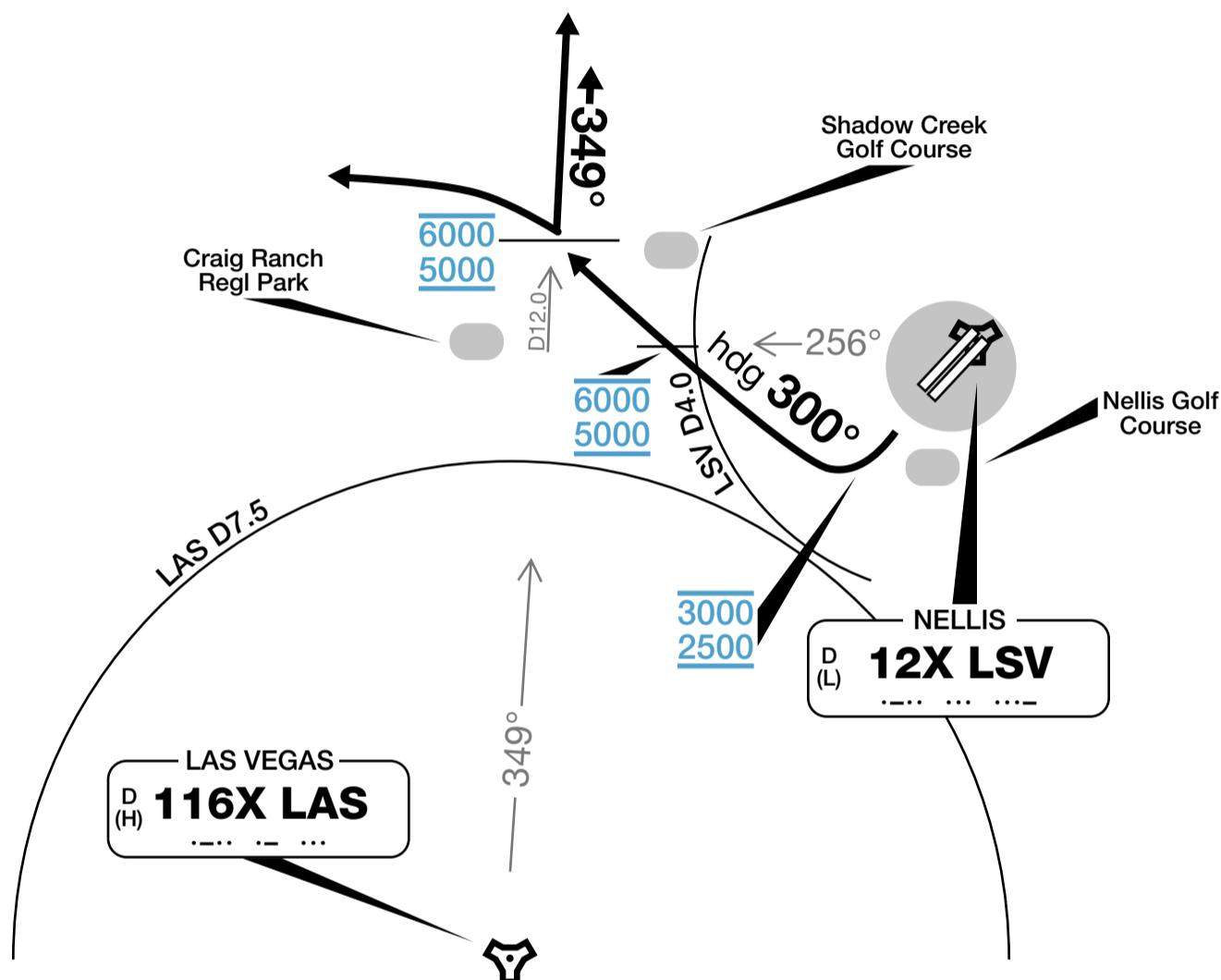
RWY21 Follow 30-3G NADP. Maintain VFR and climb to requested cruising altitude.

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

NELLIS Departure (R)
135.1 385.4Apt 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



ROUTING

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

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

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

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

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

KLSV/LSV

Apt Elev 1869'
N36 14.2 W115 02.1

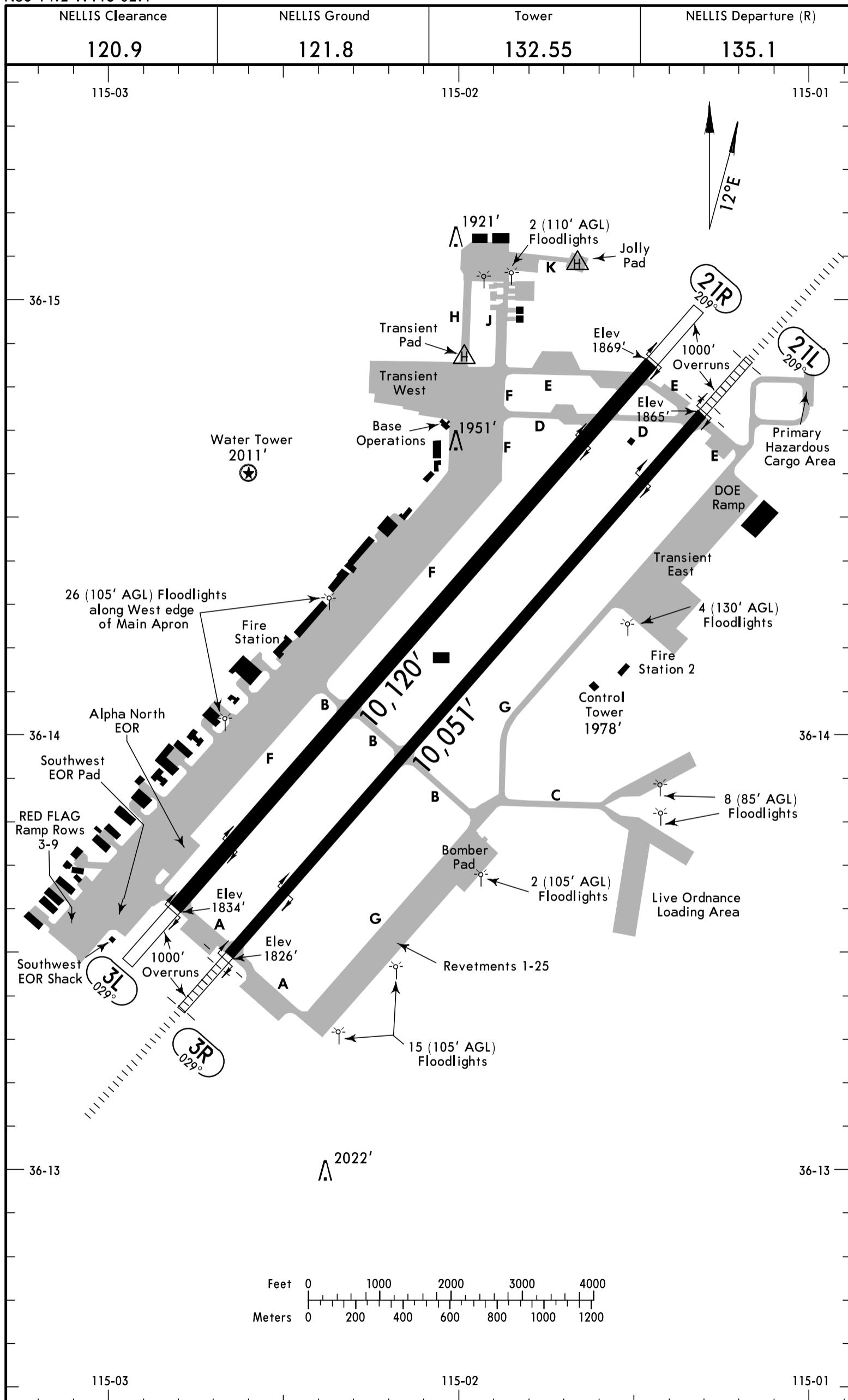
JEPPESEN

29 NOV 19

30-9 Eff 5 Dec

NELLIS AFB

LAS VEGAS, NEV



KLSV / LSV

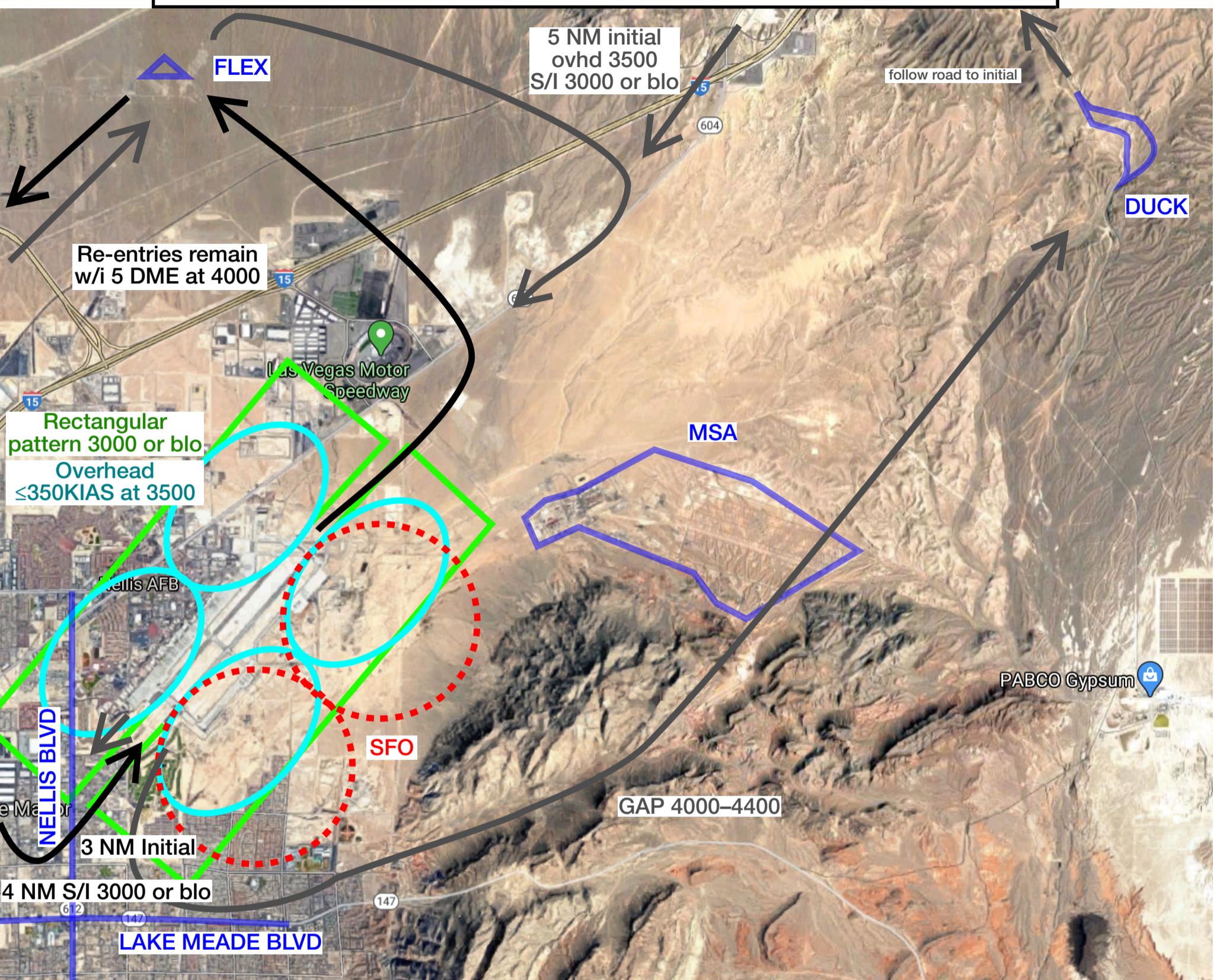
Apt Elev 1869'
N36 14.2 W115 02.1

NELLIS AFB

LAS VEGAS, NEV

30-9A

NELLIS Clearance	NELLIS Ground	Tower	NELLIS Departure (R)
120.9 289.4	121.8 275.8	132.55 327.0	135.1 385.4
TRAFFIC PATTERNS			



OVERHEAD	RWY03: STRYK traffic has priority over MINTT traffic. RWY21: 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.
STRAIGHT IN	RWY03: Depart CRAIG. Cross LAS VEGAS BLVD at 3000. Remain at 3000 until D5.0 LSV or 4 NM final. RWY21: FROM APEX: Cross D5.0 LSV or 5 NM final at 3000. FROM FLEX: Cross I-15 at 3000. Intercept 5 NM final.
FLEX REENTRY	Remain at or below 3000 until turned out of traffic. RWY21: 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. STRAIGHT-IN: Cross I-15 at 3000. RWY03: 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. STRAIGHT-IN: At or above 3000 until D5.0 LSV or 4 NM final.
DUCK REENTRY	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. STRAIGHT-IN: Descend to 3000 before turning final.

**KLSV/LSV
LAS VEGAS, NEV**

JEPPESEN

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

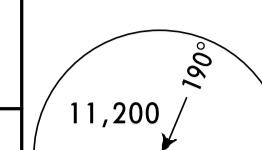
NELLIS AFB
X Rwy 21L

6 SEP 19 (31-1)

6 SEP 19 (31-1)

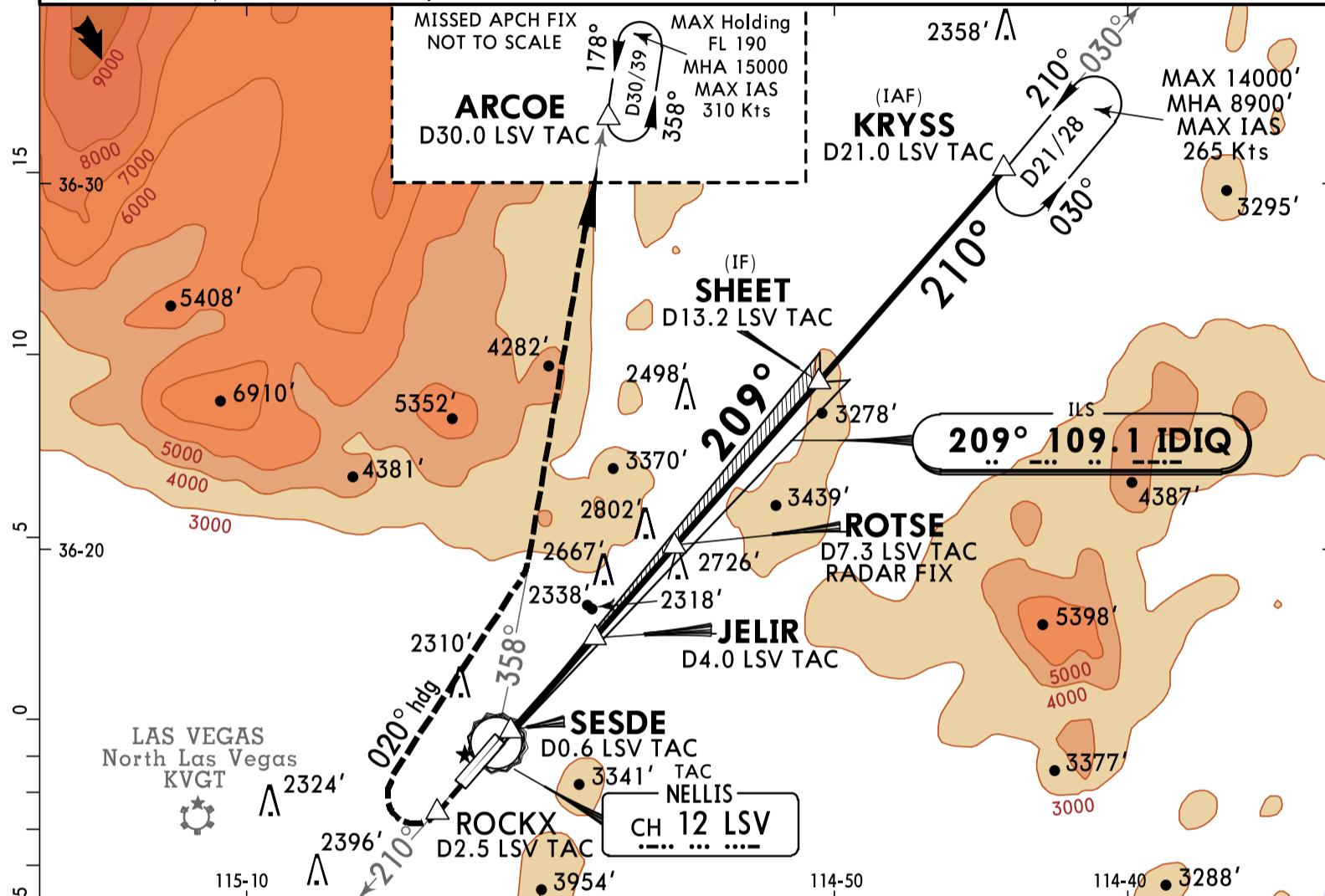
BRIEFING STRIP™

NELLIS Approach (R) 124.95		NELLIS Tower 132.55			Ground 121.8			
LOC IDIQ 109.1	Final Apch Crs 209°	GS ROTSE 4200' (2335')	ILS DA(H) 2065' (200')	Apt Elev TDZE 21L 1869' 1865'				
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 398' per NM	60 398	120 796	180 1194	240 1592	300 1990	360 2388

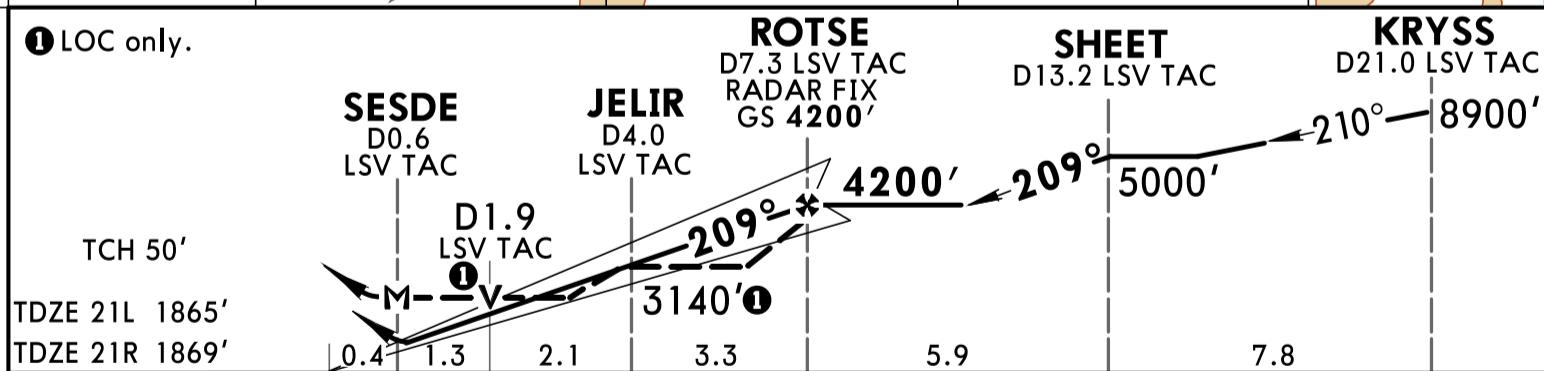


MSA LSV TAC

Alt Set: INCRES 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	15000'	LSV CH 12 R-210	ROCKX
GS	3.00°	372	478	531	637	743	849				
MAP at SESDE or ROTSE to MAP											
	6.7	5:45	4:28	4:01	3:21	2:52	2:31				

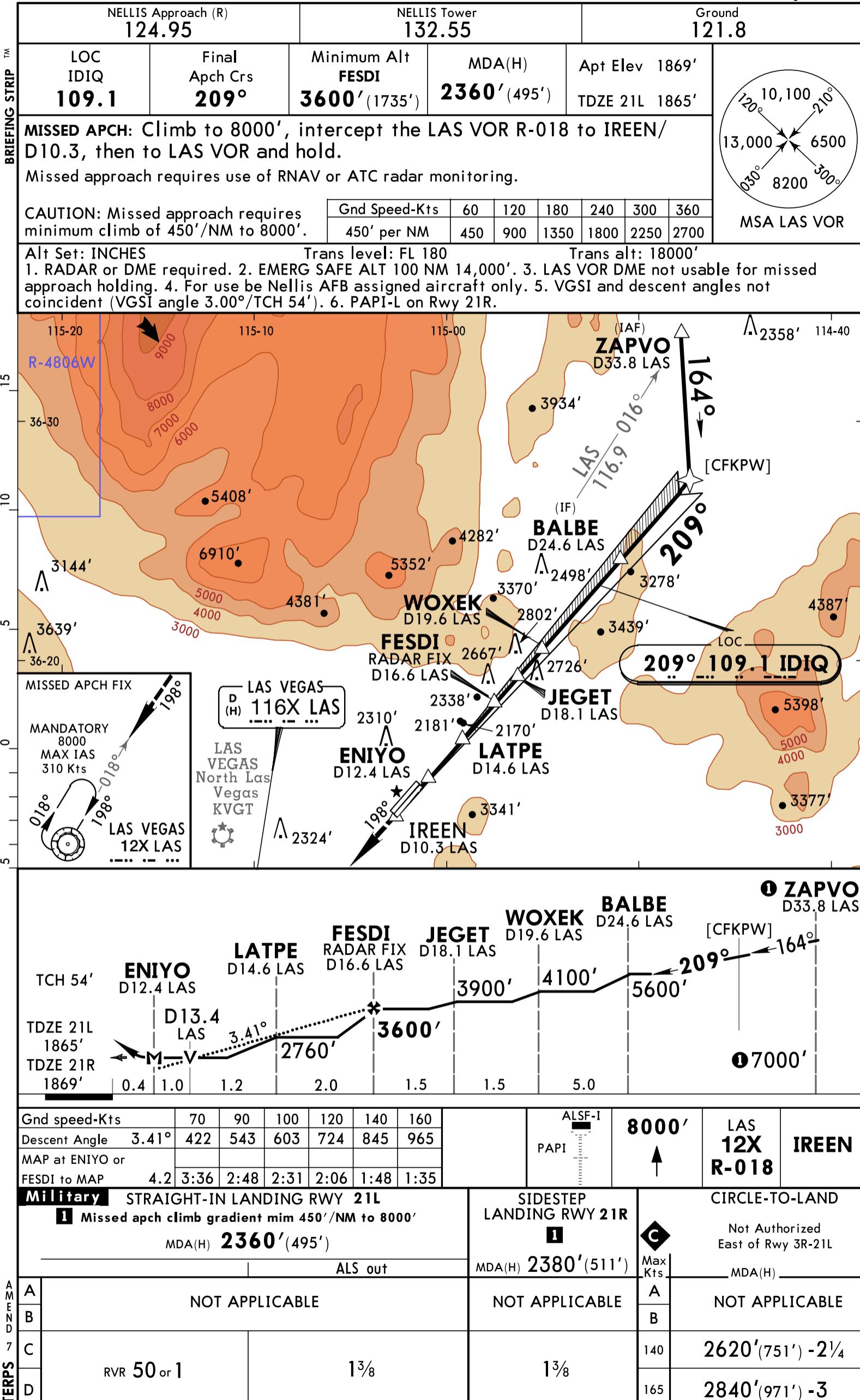
Military STRAIGHT-IN LANDING RWY 21L
1 Missed apch climb gradient min 398'/NM to 15000'

ILS DA(H) 2065'(200')		LOC (GS out) MDA(H) 2480'(615')		1	C	Not Authorized East of Rwy 3R-21L
FULL	ALS out		ALS out	MDA(H) 2500'(631')	Max Kts	MDA(H)
A	RVR 24 or $\frac{1}{2}$	RVR 40 or $\frac{3}{4}$	RVR 24	RVR 55 or 1	1	90 2480'(611') - 1
B						120 2620'(751') - 1
C						140 2620'(751') - 2 $\frac{1}{4}$
D			$1\frac{3}{8}$	$1\frac{3}{4}$	$1\frac{3}{4}$	165 2840'(971') - 3

KLSV/LSV
LAS VEGAS, NEV

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

NELLIS AFB
LOC Y Rwy 21L



KINS / INS

Apt Elev 3134'
N36 35.2 W115 40.6

40-9

CREECH AFB
INDIAN SPRINGS, NEV

NELLIS Ground

282.525

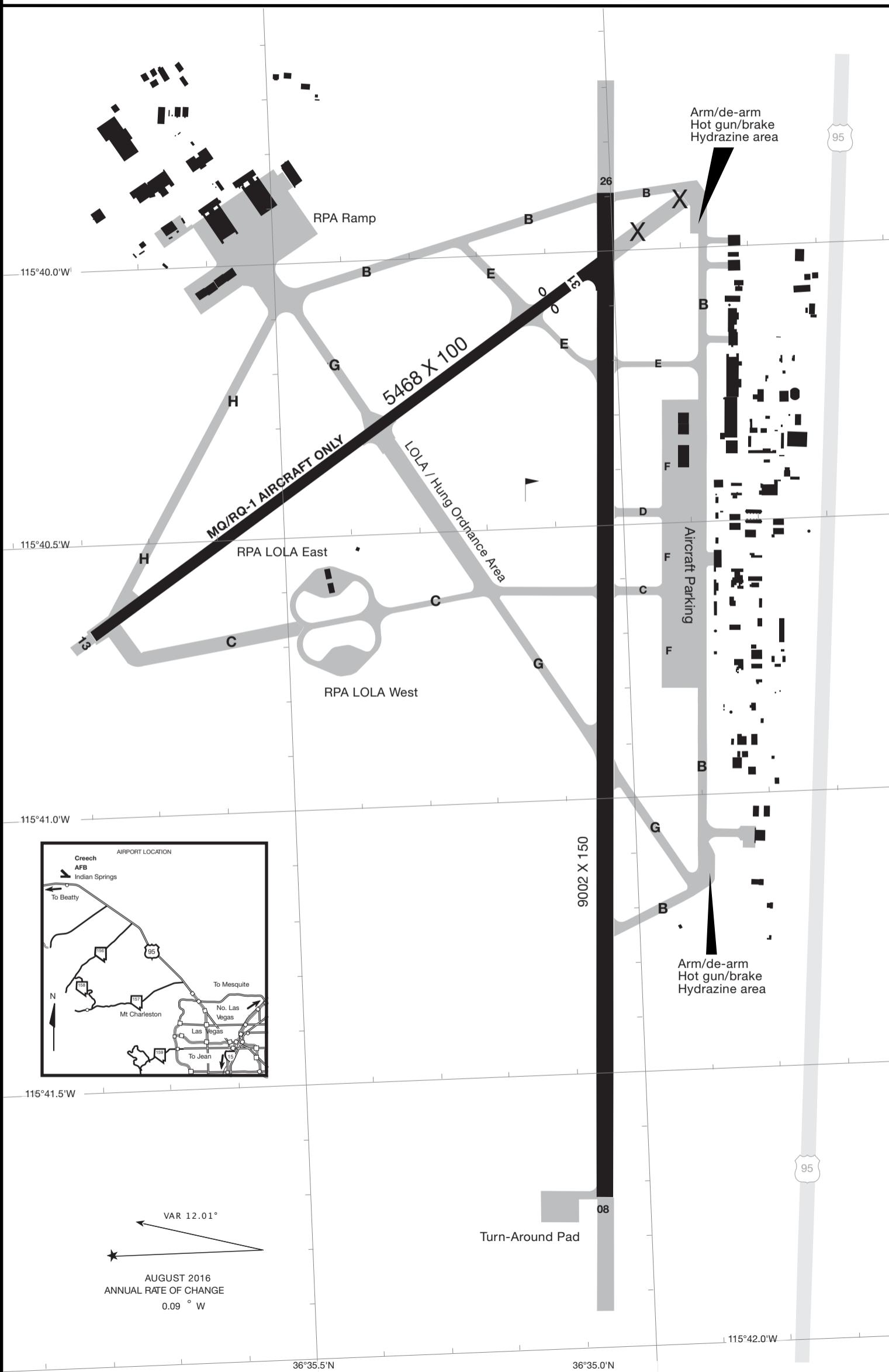
Tower

360.625 118.3

NELLIS Control (R)

254.4 119.35

AIRPORT DIAGRAM



CHANGES: Taxiway names.

REVISION 2

KINS / INS
Apt Elev 3134'
N36 35.2 W115 40.6

CREECH AFB
INDIAN SPRINGS, NEV

40-9

NELLIS Ground

Tower

NELLIS Control (R)

282.525

360.625 118.3

254.4 119.35

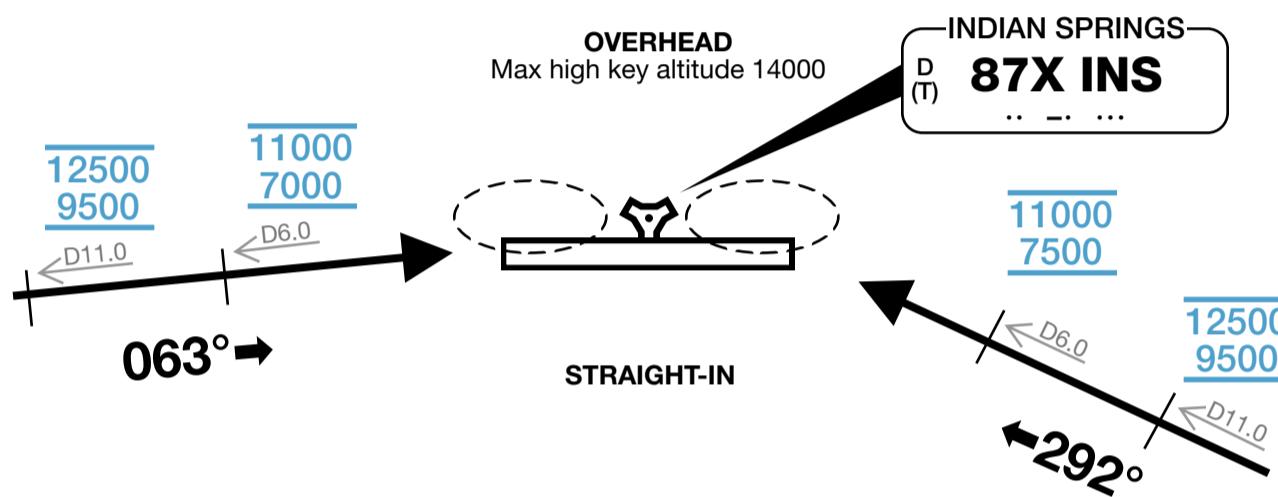
TRAFFIC PATTERNS

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

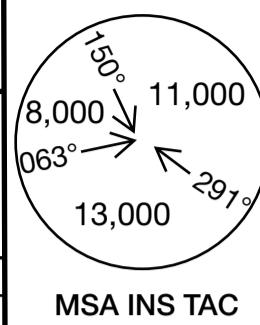


KINS/INS
INDIAN SPRINGS, NEV

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 87X	Final Apch Crs 066°	Minimum Alt INS D7.5 5600'	MDA(H) 4400'	Apt Elev TDZE 8 3133'		
MISSED APCH: 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			

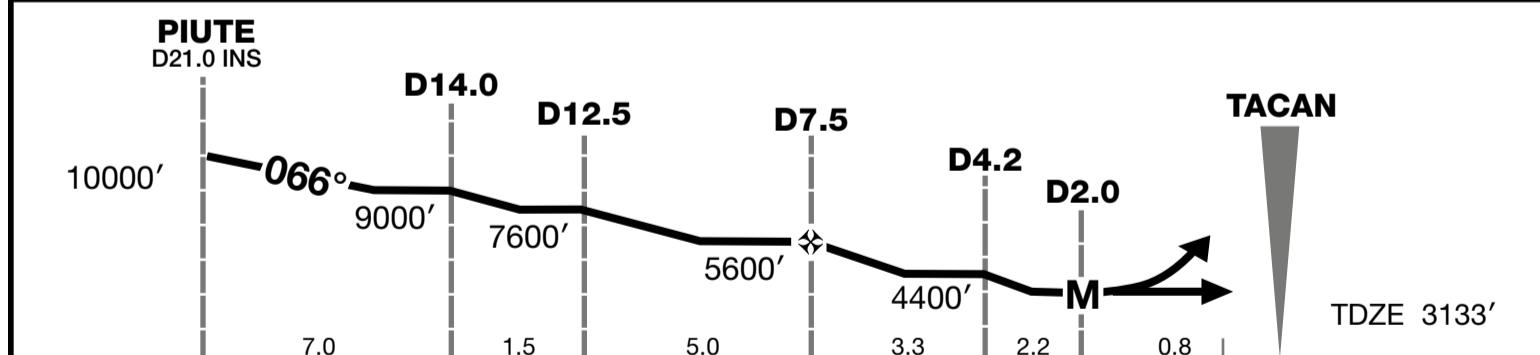
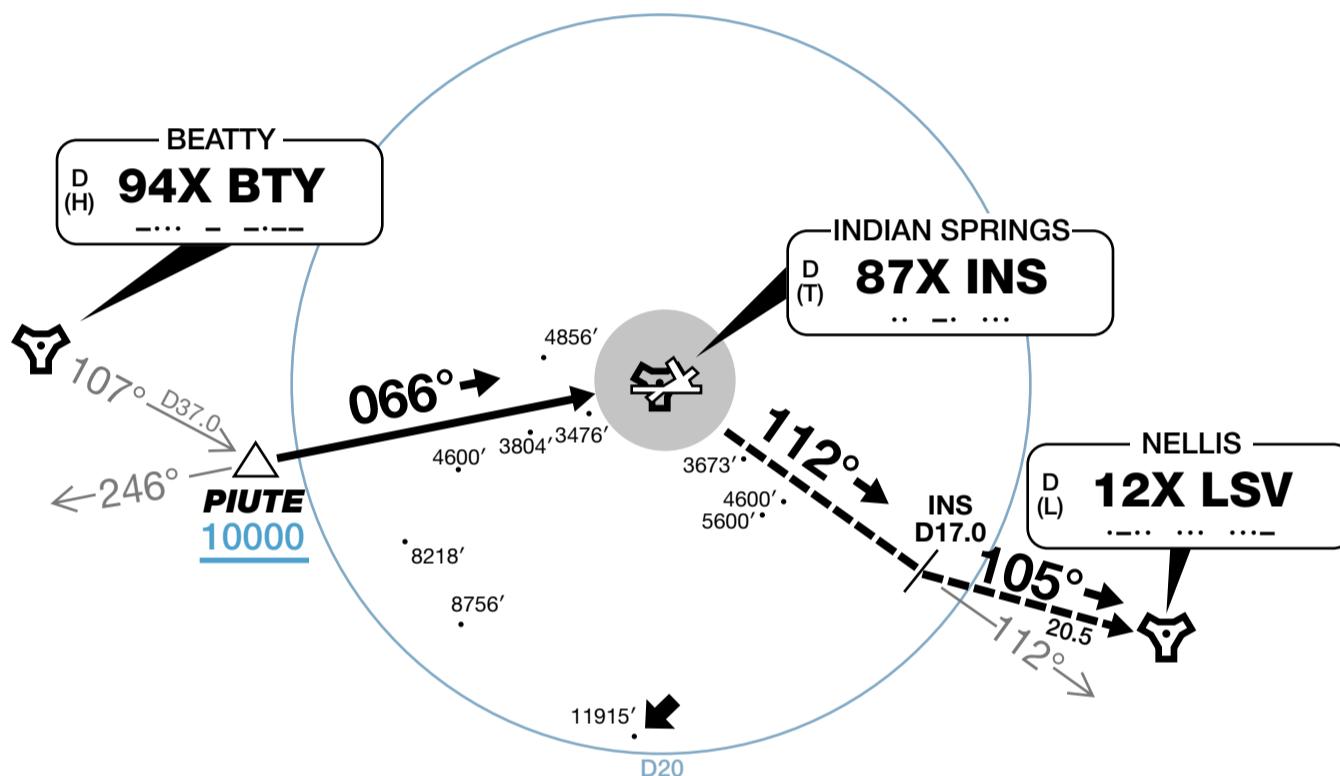


Alt Set: INCHES

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

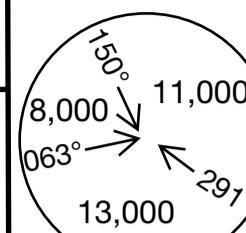
STRAIGHT-IN LANDING RWY 8

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
87XFinal
Apch Crs
292°Minimum Alt
INS D6.0
5300'MDA(H)
4160'Apt Elev 3133'
TDZE 26 3033'

MSA INS TAC

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

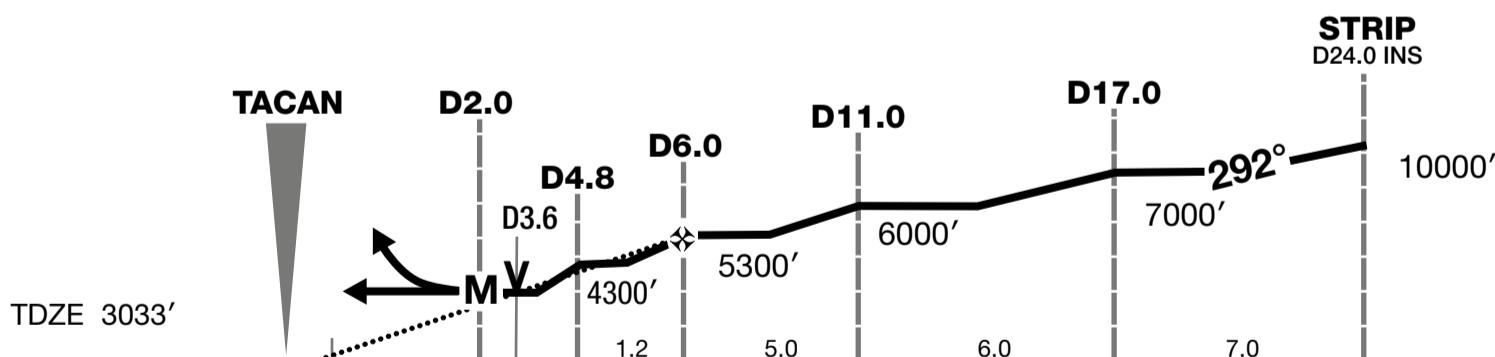
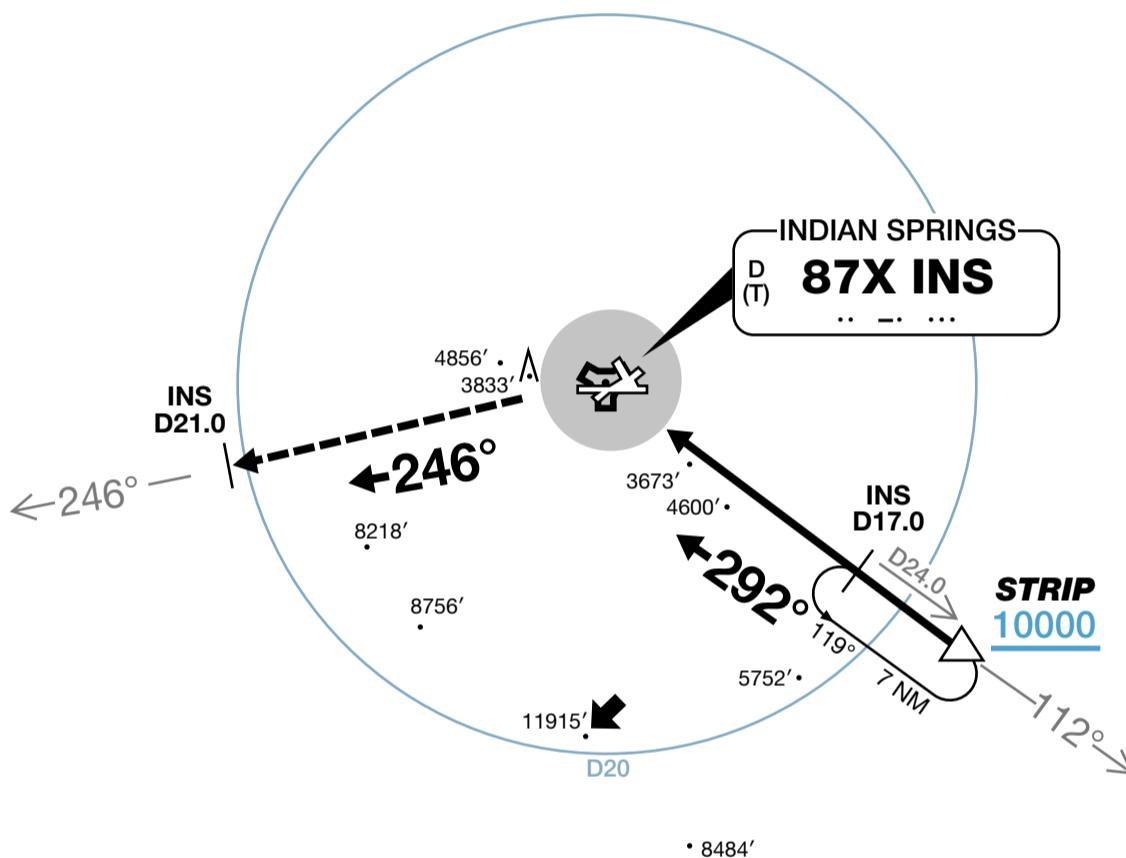
Gnd Speed-Kts	60	120	180	240	300	360
450' per NM	450	900	1350	1800	2250	2700

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

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

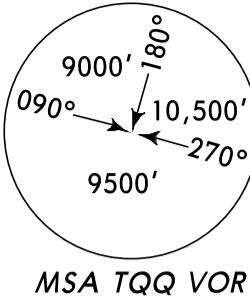
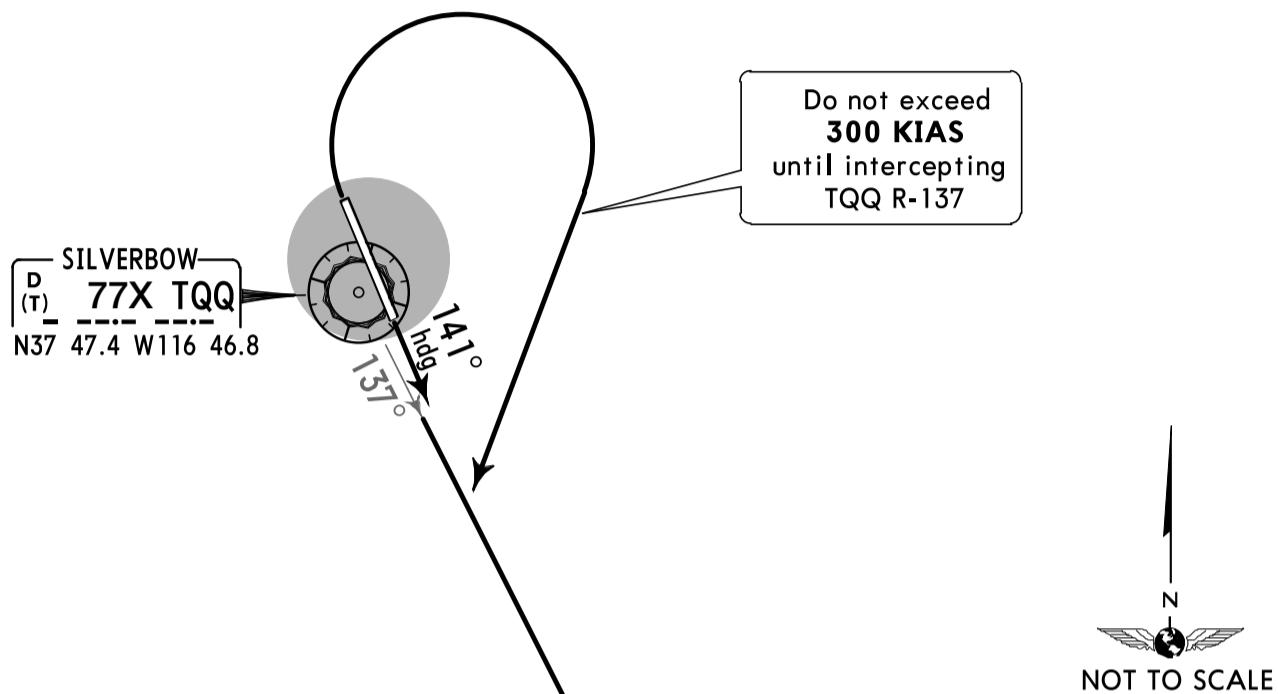


Gnd speed-Kts	120	150	170	190	200	210		P-VASI	INS 87X	10000 INS R-246	INS D21.0
Descent angle	2.0°	425	532	603	673	709	744				
D6.0 to MAP	4.0	2:00	1:31	1:16	1:07	1:12	1:09				

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.

STOFFN37 25.1
W116 32.5At or above
10000'

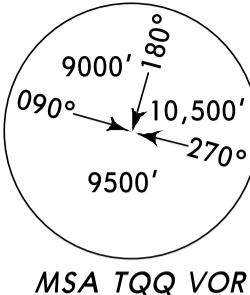
Minimum Climb Rate

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

RWY**INITIAL CLIMB**

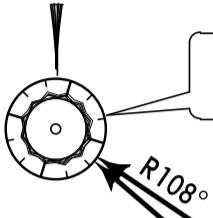
14 Climb heading 141° to intercept TQQ R-137 to STOFF.

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

288°

321°hdg

137°
hdg

SILVERBOW
(T) **77X TQQ**
N37 47.4 W116 46.8

Leaving
6500'

NOT TO SCALE

OBSTACLES

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

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

*Minimum Climb Rate

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

*ATC Climb Rate

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

RWY

INITIAL CLIMB

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

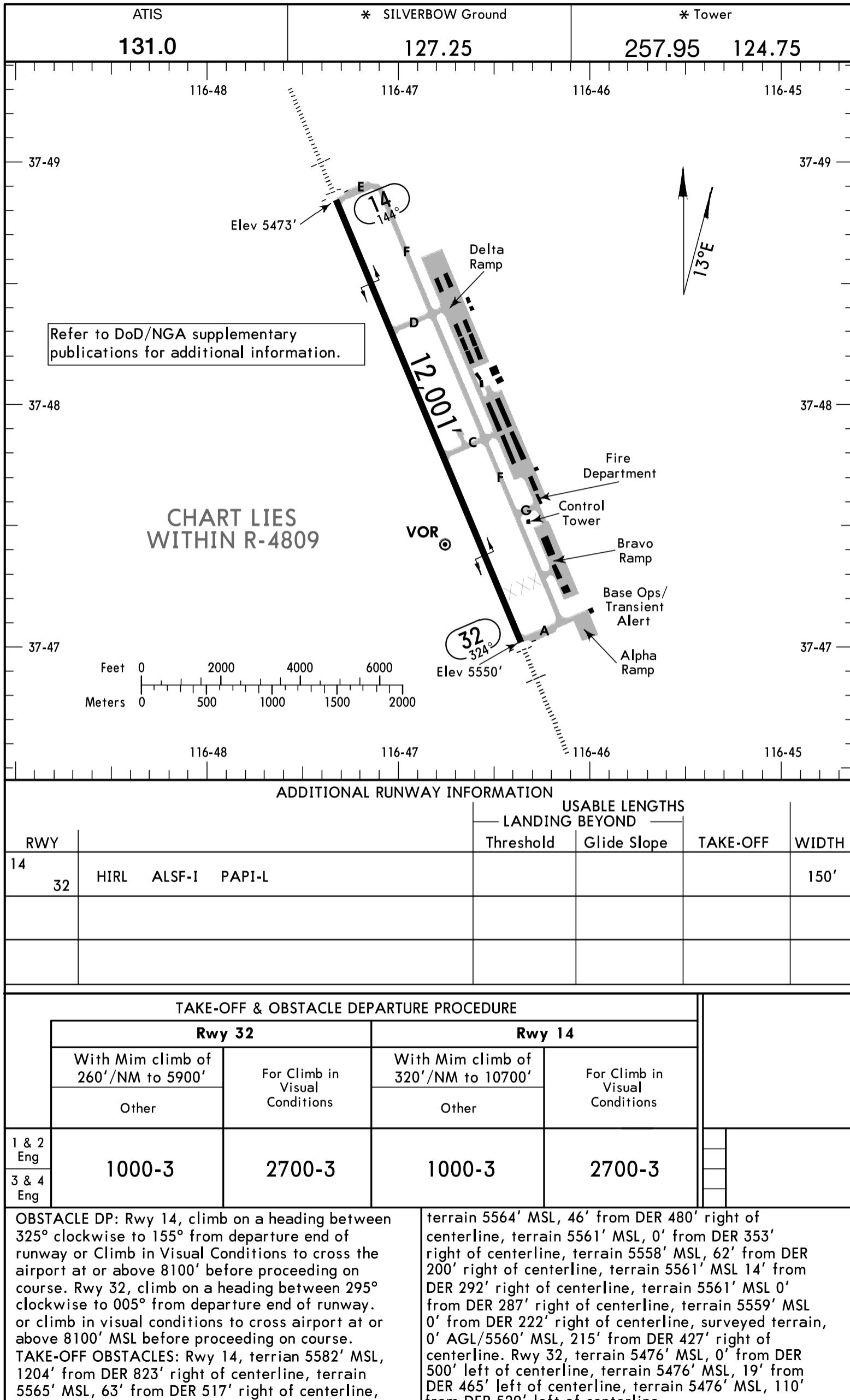
32 Climb heading 321° to intercept TPH R-108 to TPH.

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

KTNX/XSD
Apt Elev 5550'
N37 47.9 W116 46.8

JEPPESEN
18 JUL 14 50-9 Eff 24 Jul

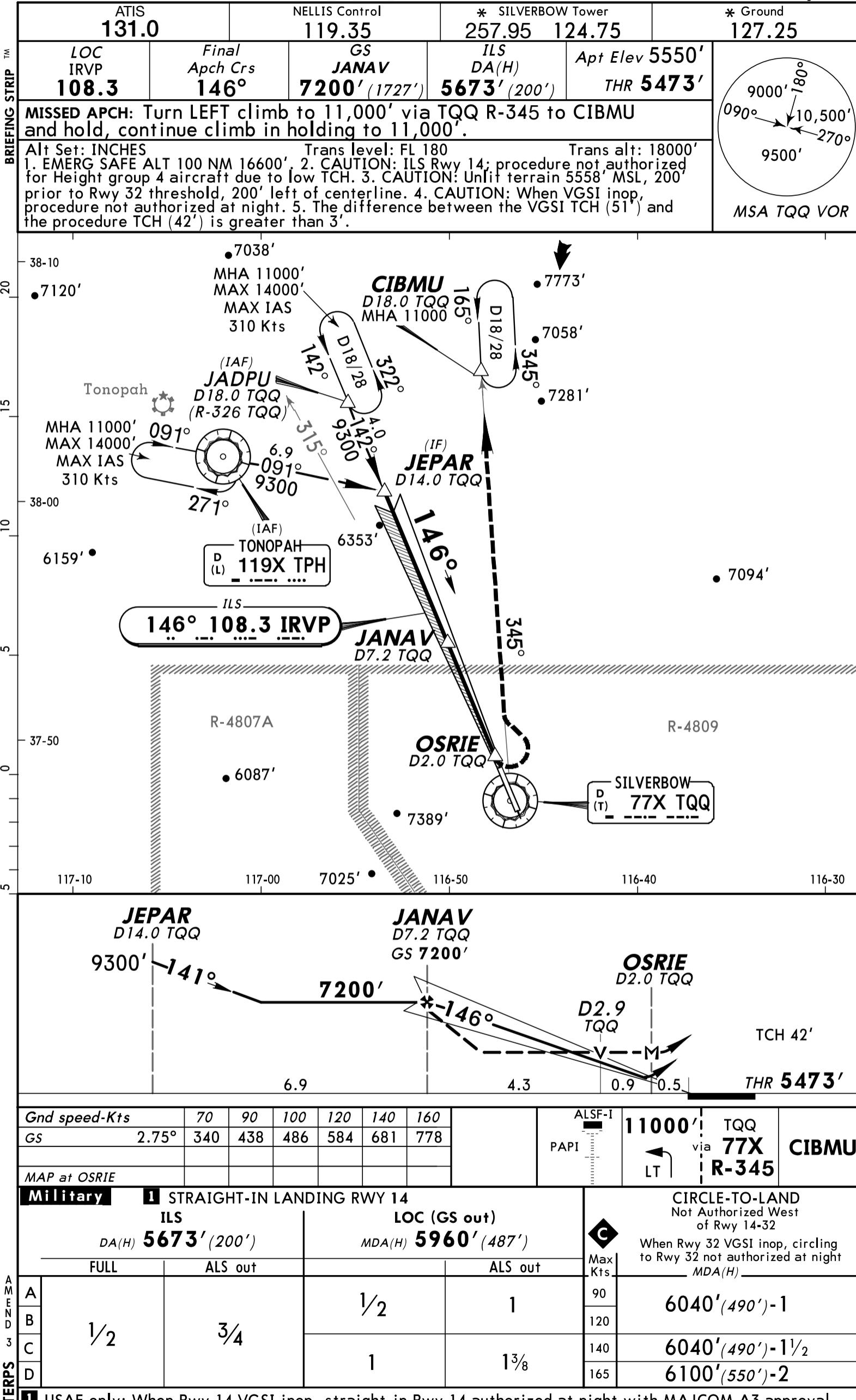
TONOPAH TEST RANGE
TONOPAH, NEV



KTNX/XSD
TONOPAH, NEV

18 JUL 14
Eff 24 Jul
51-1

TONOPAH TEST RANGE
ILS or LOC DME Rwy 14



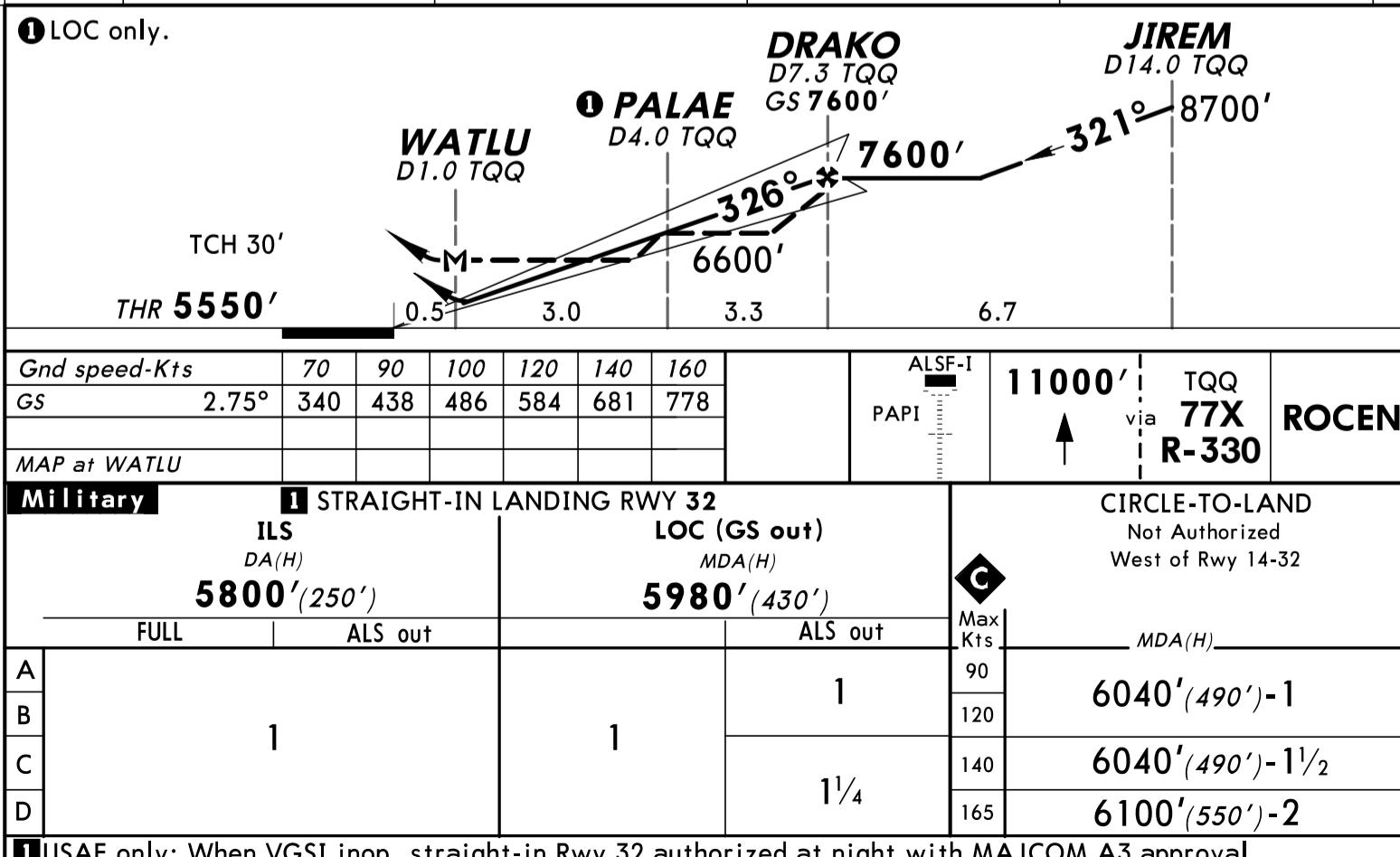
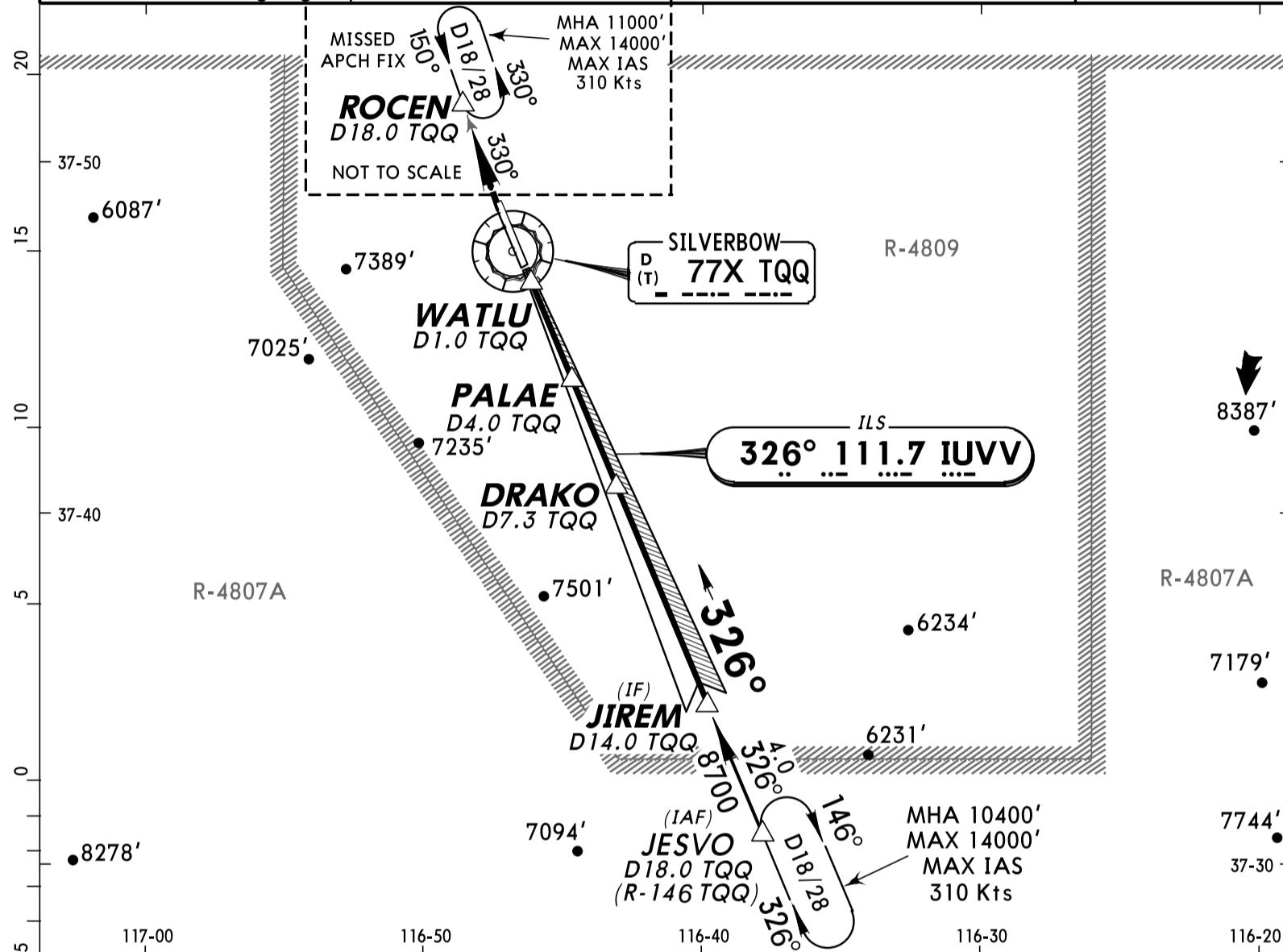
KTNX/XSD
TONOPAH, NEV

18 JUL 14
Eff 24 Jul

JEPPESSEN
51-2

TONOPAH TEST RANGE
ILS or LOC DME Rwy 32

ATIS 131.0		NELLIS Control 119.35	* SILVERBOW Tower 257.95 124.75	* Ground 127.25
LOC IUVV 111.7	Final Apch Crs 326°	GS DRAKO 7600' (2050')	ILS DA(H) 5800' (250')	Apt Elev 5550' THR 5550'
MISSED APCH: Climb to 11000' via R-330 TQQ to ROCEN and hold, continue climb in hold to 11000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. EMERG SAFE ALT 100 NM 16600'. 2. CAUTION: Unlit terrain 5561' MSL, 200' prior to threshold, 385' left of course. 3. CAUTION: When VGSI inop, procedure not authorized at night. 4. The difference between the VGSI TCH (39') and the procedure TCH (30') is greater than 3'. 5. VGSI and descent angles not coincident. 6. ILS Rwy 32 440/580, B737, C9, DC9, C130, T43, B2, S3 wheel crossing height 15'. ILS procedure not authorized for Height group 3 and 4 aircraft due too low TCH.				



KTNX/XSD
TONOPAH, NEV

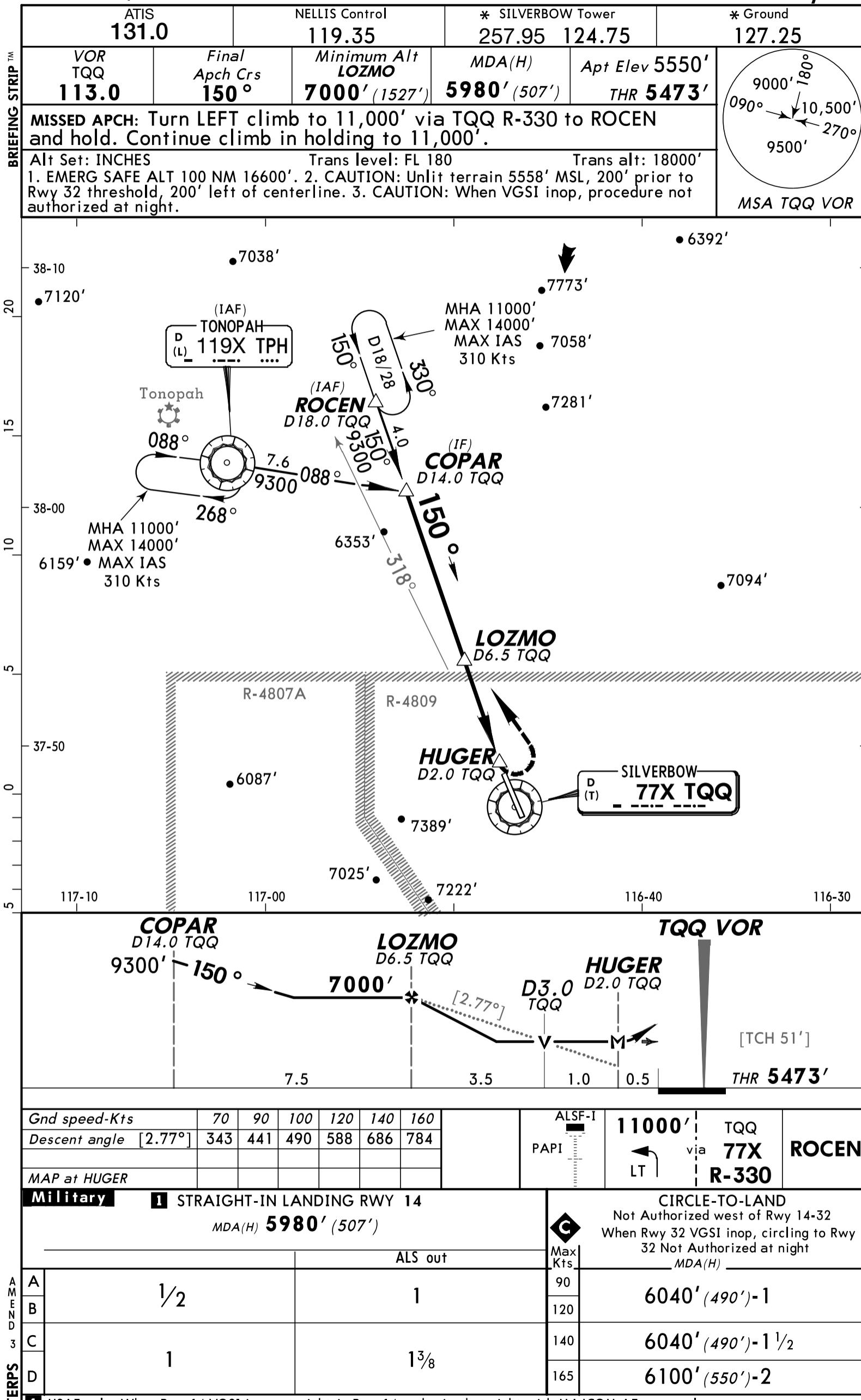
JEPPESEN

18 JUL 14

53-2

Eff 24 Jul

TONOPAH TEST RANGE
VOR DME Rwy 14



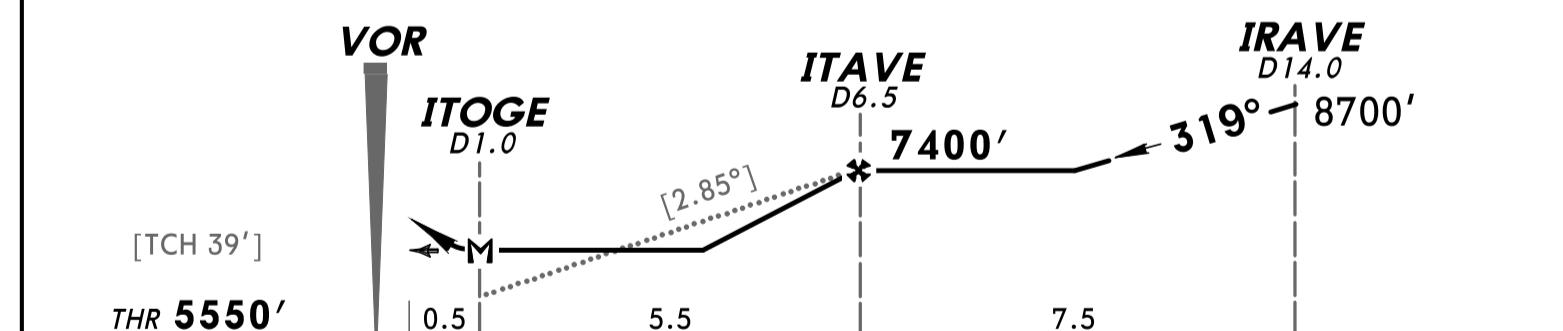
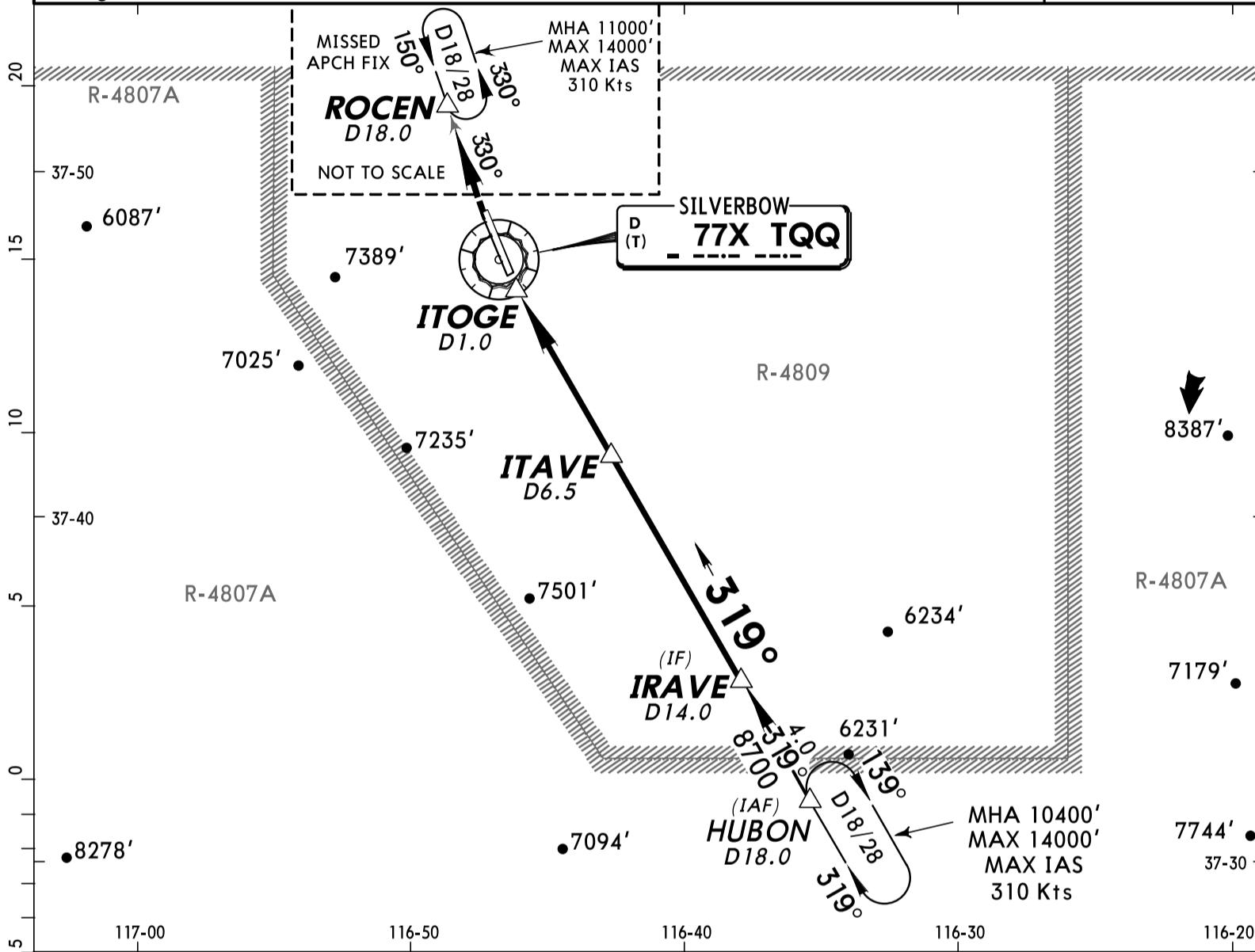
KTNX/XSD
TONOPAH, NEV

JEPPESEN
18 JUL 14 53-4

TONOPAH TEST RANGE
VOR DME Rwy 32

Eff 24 Jul

ATIS 131.0		NELLIS Control 119.35		* SILVERBOW Tower 257.95 124.75	* Ground 127.25
VOR TQQ 113.0	Final Apch Crs 319°	Minimum Alt ITAVE 7400' (1850')	MDA(H) 6080' (530')	Apt Elev 5550' THR 5550'	MSA TQQ VOR
MISSSED APCH: Climb to 11000' via TQQ R-330 to ROCEN and hold, continue climb in hold to 11000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. EMERG SAFE ALT 100 NM 16600'. 2. CAUTION: Unlit terrain 5561' MSL, 200' prior to threshold, 385' left of course. 3. CAUTION: When VGSI inop, procedure not authorized at night.					



Gnd speed-Kts	70	90	100	120	140	160		ALSF-I PAPI	11000'	TQQ via 77X R-330	ROCEN
Descent angle [2.85°]	353	454	504	605	706	807					

MAP at ITOGE

Military 1 STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND Not Authorized West of Rwy 14-32	
MDA(H) 6080' (530')		Max Kts	
ALS out		90	6080' (530')-1
1		120	6080' (530')-1½
1½		140	6100' (550')-2
1		165	

1 USAF only: When VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval.

CHANGES: AWOS added.

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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**