

FLIGHT INFORMATION PUBLICATION



NEVADA

EFFECTIVE DCS MISSIONDATE
FROM 2016-08-01 TO 2016-08-31

**PUBLIC RELEASE
APPROVED**



Revision 5
Letzte Änderung 11.06.2020

Änderungsübersicht

Rev 1	16.08.2017	- Initiale Version
Rev 2	04.10.2017	- FLUSH Rec. durch JAYSN ersetzt - Reihenfolge VFR, IFR verändert - Doppelte Airportcharts entfernt - DCS Slopes eingefügt - VFR-DEPARTURE - DREAM angepasst - Appendix eingefügt - FYTTR FOUR Radial im Text angepasst - NAP überarbeitet - HELI DEPARTURES AND APPROACHES eingefügt - LL and NS Areas eingefügt - NTTR Range Map eingefügt - KXTA eingefügt - Neue Airportdiagramms für Kleinflugplätze (bilden DCS-Inhalte ab)
Rev 3	12.01.2018	- Entfernt: LL/NA Map, NTTR Map - Public-Version
Rev 4	01.02.2020	- Korrigiert: KLSV - TRAFFIC PATTERN, KLSV - VFR-DEPARTURE - FLEX TURNOUT RWY 21, KLSV - VFR-DEPARTURE - FYTTR LOW, KLSV - VFR DEPARTURE - DREAM, KLSV - SID - DREAM FOUR, KLSV - VFR-RECOVERY - NORTHERN VFR-RECOVERIES, KLSV - LOC DME Y 21L, Nav Aids, Nellis Coordinates - Hinzugefügt: Lizenzbeschreibung
Rev 5	11.06.2020	- Korrigiert: KLSV - SID - DREAM FOUR, CREECH Airport Diagram, KINS Hi TCN 08/26

Gültigkeitsbereich

Dieses Dokument ist für alle Bereiche des Geschwaders gültig.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





LIZENZ

Das „vJaBoG 66“-Logo ist urheberrechtlich geschützt und von allen folgenden Lizenzbestimmungen ausgenommen. Alle Rechte vorbehalten.
Die Nutzung des „vJaBoG 66“-Logos ist in allen Derivaten dieses Dokuments untersagt.



Die Dokumentinhalte sind unter der CC-BY-NC-SA 3.0 DE Lizenz verfügbar.

Die (kurze) Zusammenfassung der Lizenz (insbesondere der Freiheiten) ist einsehbar unter: <https://creativecommons.org/licenses/by-nc-sa/3.0/de/#>

Der vollständige Lizenztext ist einsehbar unter: <https://creativecommons.org/licenses/by-nc-sa/3.0/legalcode.de>

Bei Derivaten ist bitte die folgende Urheberkennzeichnung zu verwenden:

Dieses Werk basiert auf der FLIGHT INFORMATION PUBLICATION (FLIP) NEVADA des virtuellen Jagdbombergeschwaders 66 (Revision 4).

Das Original wurde von <https://www.vjabog66.de/downloads> als 66-FLIP-NV-005.pdf heruntergeladen.

Alle An- und Abflugkarten (mit Ausnahme der „KLSV RW VFR-DEPARTURE AND APPROACH“) basieren auf gemeinfreien Werken der FAA oder USAF und wurden von uns für die Zwecke in DCS verändert und/oder die Qualität der Darstellung wurde erhöht. Die Derivate unterliegen ebenfalls der oben genannten Lizenz.

Alle Flughafendiagramme („AIRPORT DIAGRAM“) und „KLSV RW-VFR DEPARTURE AND APPROACH“ sind eigene Werke und unterliegen der oben genannten Lizenz.

Das 66-FLIP-NV des virtuellen Jagdbombergeschwaders 66 wurde nach bestem Wissen und Gewissen erstellt. Die einzelnen Teilbereiche wurden, soweit möglich, anhand von realen Vorbildern und Dokumenten erstellt und niedergeschrieben. Wenn keine realen Dokumente zur Verfügung standen oder wenn der Geschwaderstab entschieden hat, Abstriche für die Praktikabilität oder das Gameplay zu machen, dann sind die hier dargestellten Prozeduren nach unserem besten Wissen über die militärische und zivile Luftfahrt ausgearbeitet worden.

Sollten Rechtschreibfehler oder Fehler inhaltlicher Natur gefunden werden, meldet diese bitte dem Geschwaderstab.

vJaBoG 66, Geschwaderstab
Raku, Borin, Yurgon

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





Nellis Air Force Base - KLSV - AIRPORT DIAGRAM 9

KLSV - TRAFFIC PATTERN 10

KLSV - ROTARY WING VFR DEPARTURES/APPROACHES 11

KLSV - VFR DEPARTURE - A10 TACTICAL 12

KLSV - VFR DEPARTURE - FLEX TURNOUT 13

KLSV - VFR DEPARTURE - FLEX TURNOUT RWY 21 14

KLSV - VFR DEPARTURE - TIMBR/RAMMM ENTRY 15

KLSV - VFR DEPARTURE - FYTTR LOW 16

KLSV - VFR DEPARTURE - NOISE ABATEMENT PROCEDURE 17

KLSV - VFR DEPARTURE - DREAM 18

KLSV - SID - DREAM FOUR 19

KLSV - SID - FYTTR THREE 20

KLSV - SID - MORMON MESA FOUR 21

KLSV - SID - HOKUM ONE 22

KLSV - VFR RECOVERY - NORTHERN VFR RECOVERIES 23

KLSV - VFR RECOVERY - BIGHORN RWY 03/21 24

KLSV - VFR RECOVERY - TIMBR 25

KLSV - VFR RECOVERY - RAMMM 26

KLSV - VFR RECOVERY - ACTON RWY21 27

KLSV - VFR RECOVERY - ALAMO 28

KLSV - VFR RECOVERY - JAYSN 29

KLSV - VFR RECOVERY - STRYK 30

KLSV - VFR RECOVERY - SIN CITY VISUAL RWY 03L-R 31

KLSV - NIGHT VFR RECOVERY - VETERANS 03 32

KLSV - NIGHT VFR - PARK 03 33

KLSV - IAP - HI-ILS OR LOC/DME Z RWY 21L 34

KLSV - IAP - HI-TACAN RWY 03R 35

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





KLSV - IAP - HI-TACAN Y RWY 21L 36

KLSV - IAP - HI-TACAN Z RWY 21L 37

KLSV - IAP - ILS OR LOC/DME X RWY 21L 38

KLSV - IAP - LOC/DME Y RWY 21L 39

Tonopah Test Range Airport - KTNX - AIRPORT DIAGRAM 40

KTNX - SID - STOFF TWO 41

KTNX - SID - TONOPAH TWO 42

KTNX - IAP - ILS OR LOC/DME RWY 32 43

KTNX - IAP - ILS OR LOC/DME RWY 14 44

KTNX - IAP - VOR/DME OR TACAN RWY 32 45

KTNX - IAP - VOR/DME Z RWY 14 46

KTNX - IAP - VOR/DME Z RWY 32 47

INDIAN SPRINGS AF AUX - KINS - AIRPORT DIAGRAM 48

KINS - IAP - HI TACAN RWY 26 49

KINS - IAP - HI TACAN RWY 8 (DAY ONLY) 50

Henderson Executive Airport - KHND - AIRPORT DIAGRAM 51

KHND - STAR - LUXOR TWO 52

KHND - STAR - LUXOR TWO, CONT..... 53

KHND - STAR - KADDY TWO 54

KHND - STAR - CLARR TWO 55

KHND - STAR - FUZZY SEVEN..... 56

KHND - IAP - VOR-C 57

Boulder City Municipal AP - KBVU - AIRPORT DIAGRAM 58

KBVU - STAR - LUXOR TWO 59

KBVU - STAR - LUXOR TWO, CONT..... 60

KBVU - STAR - KADDY TWO 61

KBVU - STAR - CLARR TWO 62

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





KBVU - STAR - FUZZY SEVEN 63

North Las Vegas Airport - KVGZ - AIRPORT DIAGRAM 64

KVGZ - SID - BOULDER CITY ONE 65

KVGZ - SID - NORTHTOWN FOUR..... 66

KVGZ - SID - RIGHTTURN TWO..... 67

KVGZ - STAR - LUXOR TWO 68

KVGZ - STAR - LUXOR TWO, CONT..... 69

KVGZ - STAR - KADDY TWO 70

KVGZ - STAR - CLARR TWO..... 71

KVGZ - STAR - FUZZY SEVEN 72

KVGZ - IAP - ILS OR LOC RWY 12L..... 73

Tonopah Airport - KTPH - AIRPORT DIAGRAM 74

KTPH - IAP - VOR OR GPS-A 75

Laughlin/Bullhead Int. Airport - KIFP - AIRPORT DIAGRAM 76

KIFP - IAP - VOR DME RWY 34 77

McCarran Int. Airport - KLAS - AIRPORT DIAGRAM 78

KLAS - SID - HOOVER FIVE 79

KLAS - SID - HOOVER FIVE, CONT..... 80

KLAS - SID - LAS VEGAS FOUR..... 81

KLAS - SID - LAS VEGAS FOUR, CONT..... 82

KLAS - SID - MCCARRAN FOUR 83

KLAS - SID - MCCARRAN FOUR, CONT..... 84

KLAS - SID - LUXOR TWO 85

KLAS - SID - LUXOR TWO, CONT..... 86

KLAS - SID - KADDY TWO 87

KLAS - SID - CLARR TWO 88

KLAS - SID - FUZZY SEVEN 89

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





KLAS - SID - CRESO THREE	90
KLAS - IAP - ILS OR LOC RWY25L.....	91
KLAS - IAP - ILS OR LOC RWY 25R	92
KLAS - IAP - ILS OR LOC/DME RWY 01L.....	93
KLAS - IAP - VOR DME A.....	94
KLAS - IAP - VOR RWY25L/R	95
Beatty Airport - KBTY - AIRPORT DIAGRAM	96
Echo Bay Airport - 0L9 - AIRPORT DIAGRAM	97
Jean Aiport - 0L7 - AIRPORT DIAGRAM	98
Lincoln County Airport - 1L1 - AIRPORT DIAGRAM	99
Mesquite Airport - 67L - AIRPORT DIAGRAM	100
Mina Airport - 3Q0 - AIRPORT DIAGRAM	101
Homey Airport - KXTA - AIRPORT DIAGRAM	102
NTTR - RANGE COORDINATES.....	103
NTTR - NAVPOINTS	104
NTTR - NAVAIDS	105
NTTR - RESTRICTED AREAS.....	107
NTTR - ALTERNATE MINIMUMS.....	108
NTTR - HOT SPOTS	109
NTTR - TAKEOFF MINIMUMS.....	110
NTTR - TAKEOFF MINIMUMS, CONT.	111





This page intentionally left blank

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

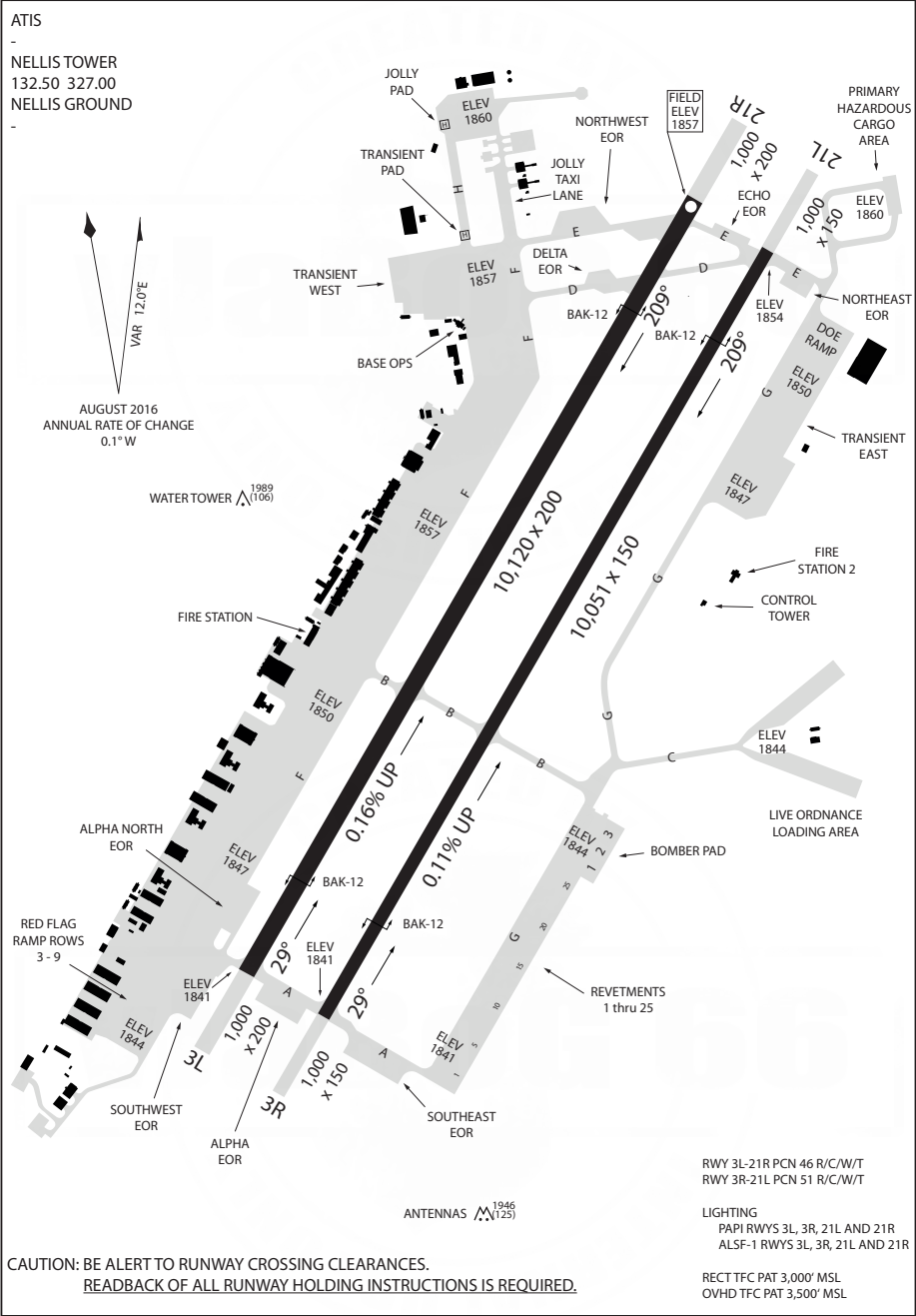




AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

LAS VEGAS, NEVADA



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

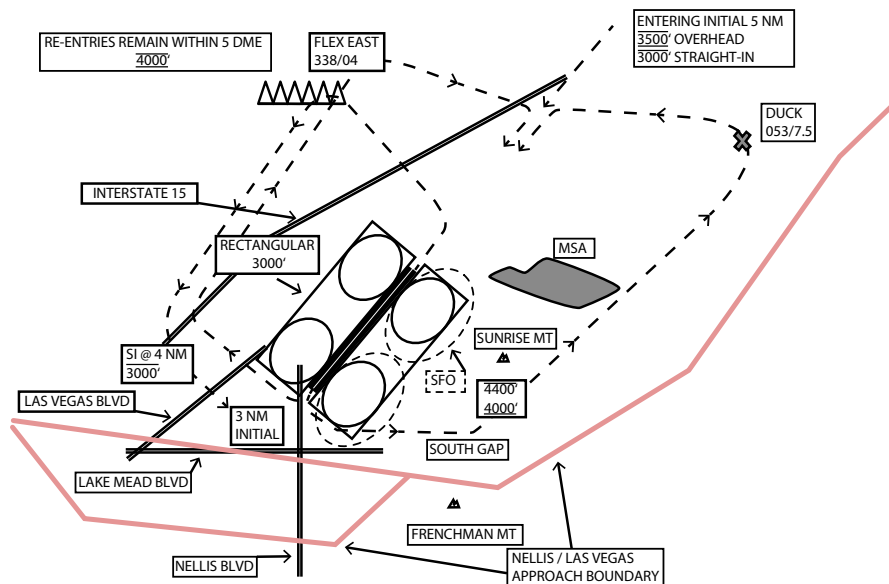
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

LAS VEGAS, NEVADA



**OVERHEAD:**

1. RWY 03: Traffic entering from STRYK has priority over traffic entering from MINTT.
2. RWY 21: Traffic entering from APEX has priority over traffic entering from FLEX or GASS PEAK.
3. Fly initial to the inside runway (21R/03L).
4. Initial is 300 KIAS or less, 3,500 MSL, 3.5 NM, break to the west. If given east break initial to RWY 21L/03R.

VFR STRAIGHT IN:

1. RWY 03: Depart CRAIG and decent 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 runway.
2. RWY 21: Depart APEX and descend to be at 3,000 MSL by LSV 028/05 or 5 NM final. If departing FLEX, descend to be at 3,000 MSL by I-15 and intercept 5 NM final.

FLEX REENTRY:

1. Remain at or below 3,000 MSL until turned out of traffic.
2. RWY 21: Comply with the initial part of Noise Abatement Procedures of expeditious climb to 2,500 - 3,000 feet MSL then climbing right turn direct FLEX at 4,000 feet (eastern most triangles (LSV 358/4)). Turn to reenter initial and descend to 3,500 feet. For a straight-in, descend to be at 3,000 feet by I-15.
3. RWY 03: Perform climbing left turn direct to direct FLEX at 4,000 feet MSL. At FLEX, turn Southwest to fly parallel with the runways. Passing Shadow Creek Golf Course, turn left to reenter initial. Remain east of Craig Ranch to deconflict with VGT Airport traffic. Maintain 4,000 feet until Las Vegas Blvd. For a straight-in approach, do not descend below 3,000 feet until 4 NM (5 DME of LSV) of the runway.

DUCK REENTRY:

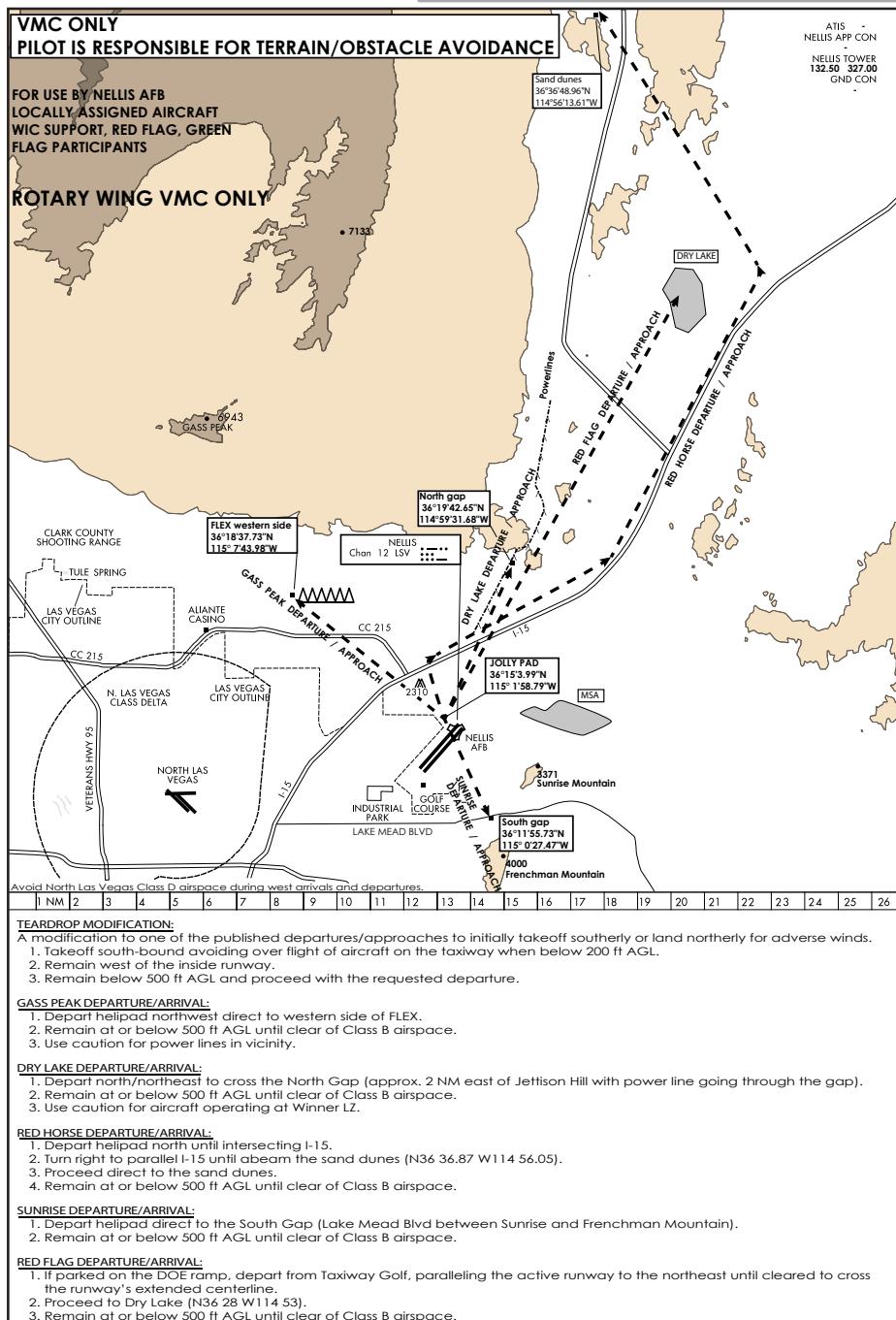
1. Perform a climbing left turn to between 4,000 and 4,400 feet MSL remaining North of Lake Mead Blvd.
2. Point towards the gap (between Frenchman Mountain and Sunrise Mountain).
3. Fly no further East than 3.5 DME of LSV TACAN to avoid conflict with McCarran Class B airspace.
4. Turn northbound to fly directly over the eastern part of the MSA then direct DUCK. Proceed west from DUCK to reenter initial, descending to 3,000 feet MSL. For a straight-in, descend to 3,000 feet MSL prior to turning final.

NOTE: Portions of DUCK reentry leave/exit Class B; aircraft authorized to reenter on published DUCK reentry.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





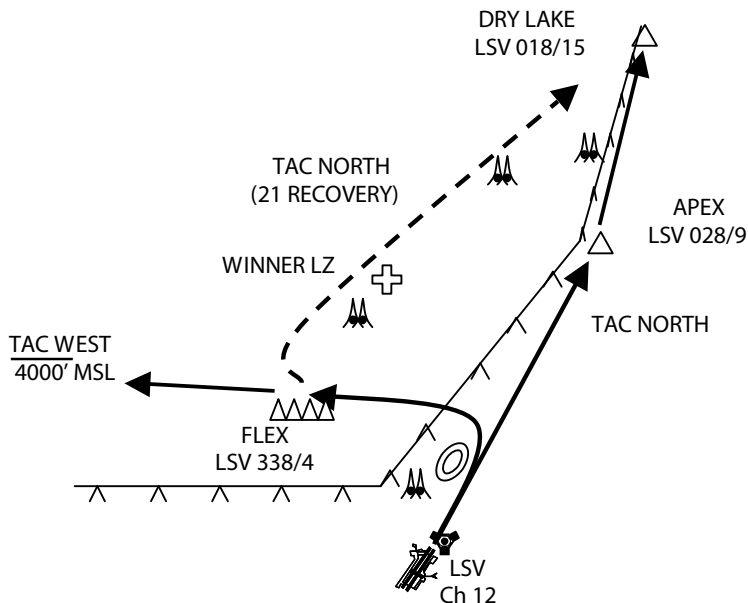
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





- 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 (Winners LZ).
- Flights will remain at 500' AGL until deconflicted with helicopters traffic.
- Upon reaching FLEX or DRY LAKE maintain VFR, remain clear of Class B airspace, an 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 3 NM 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:

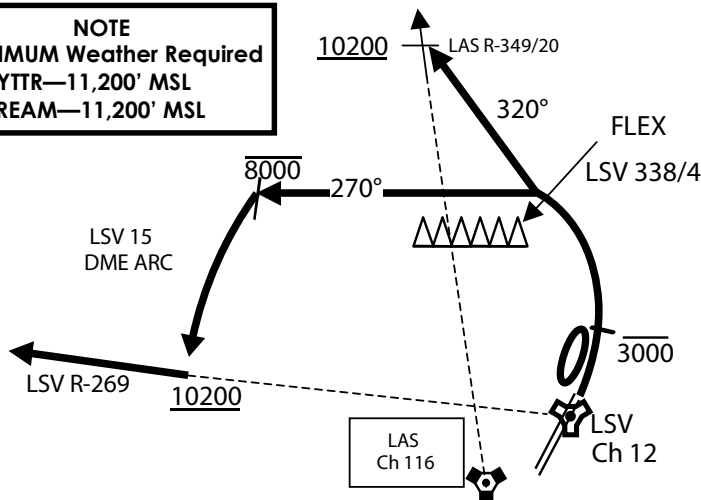
- Proceed to FLEX. Report „FLEX“ to inform ATC flight is clear of Class B airspace. Remain below 4000' MSL until north of GASS PEAK. Low flying aircraft should remain south of the Clark County Shooting Park.





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

NOTE
MINIMUM Weather Required
FYTTR—11,200' MSL
DREAM—11,200' MSL



- 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 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:

- 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-269/15 at or above 10,200' MSL and track outbound.
Aircrews are VFR until intercepting the LSV R-269 at or above 10,200' MSL.
- If unable to comply with restrictions, maintain VFR and advise approach.

DREAM:

- Remain below 3,000' MSL until north of Race Track, then turn right to heading 320°
- Intercept the LAS R-349 (Ch 116) and comply with DREAM 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 advise approach.
- All FLEX Turnouts to the DREAM will comply with RWY 21 DREAM DP.





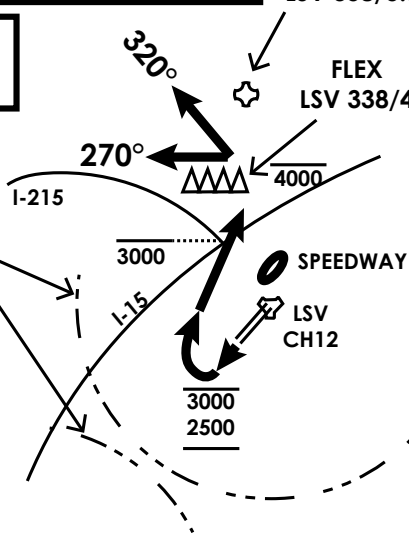
FOR USE UNDER DAY/VMC ONLY
Pilot Resp for Terrain/Obstacle Clearance
If unable VMC, request IFR NATCF service

Min WX
11200 MSL/9400 AGL

WINNER LZ
LSV 358/5.8

FLEX
LSV 338/4

LSV 4 DME ARC
LAS 7.5 DME ARC



USED ONLY WHEN INITIATED BY ATC TO EXPEDITE DEPARTURE **RWY 21 FLEX Departure**

1. Aircraft filed on FYTR DP or DREAM DP departure and RWY 21 is active
2. ATC requests RWY 21 FLEX Departure and pilot concurs
3. Remain at or below 3,000 MSL until North of the intersection of I-15 and I-215
4. Comply with initial portion of Noise Abatement Procedure of expediting climb to 2,500 - 3,000 MSL then climbing right turn direct FLEX (eastern most triangle — LSV 338/4)
5. Cross FLEX at or below 4,000 MSL then comply with remaining FYTRR/DREAM FLEX Turnout.

NAVAID OUT FLEX TURNOUT

Aircrews/ATC may request/issue a NAVAID Out FLEX Turnout. If approved, comply with above except depart FLEX heading 270° (FYTR Departure) or 320° (DREAM Departure) and expert radar vectors to DREAM. Aircrews are VFR until at or above 10,200' MSL. Not available when both Nellis TACAN and Las Vegas VORTAC are OTS.

Modified by vJaBoG 66 use with DCS
 Licensed under CC-BY-NC-SA 3.0 DE
 NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
 Licensed under CC-BY-NC-SA 3.0 DE
 NOT FOR REAL LIFE NAVIGATION



BIGHORN
LSV 348/97ELKXX
LSV 002/100MOOSE
LSV 017/94
FL190TIMBR
LSV 012/33
FL190RAMMM
LSV 024/38
16,000DREAM DP THEN
RADAR VECTORS TO
TIMBRDREAM DP THEN
RADAR VECTORS TO
RAMMM**FOR USE UNDER VMC ONLY****PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE****RWY 21 TIMBR ENTRY:**

1. Depart via DREAM5 DP, expect radar vectors to TIMBR.
2. Cross TIMBR at or above FL 190, or as assigned by ATC.
3. Proceed direct MOOSE, direct ELKXX, then direct BIGHORN.

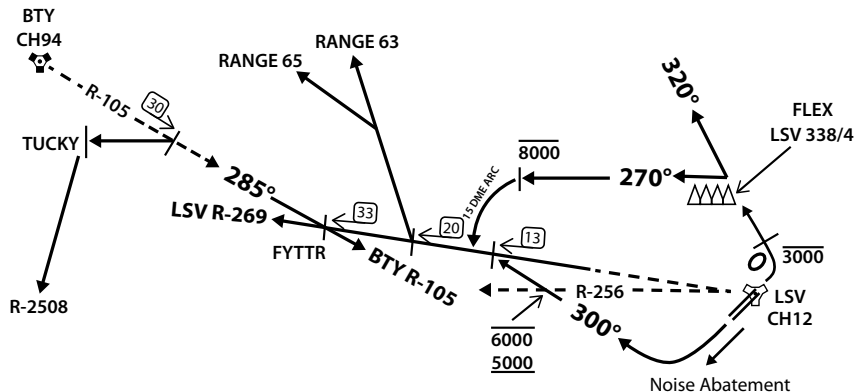
RWY 03 RAMMM ENTRY:

1. Depart via DREAM5 DP, expect radar vectors to RAMMM.
2. Cross RAMMM at or above 16,000 feet MSL.
3. Proceed direct MOOSE, cross at or above FL190.
4. Proceed direct ELKXX the direct BIGHORN.

HOLDING: If holding is required, expect to hold southeast of ELKXX, remain within the confines of Elgin Corridor, at ATC assigned altitude.

NOTE: If unable to maintain VMC, request IFR service from NATCF (separation services only provided within ATC assigned airspace.





**FOR DAY/VMC USE ONLY
PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE**

TAKE-OFF RWY 3L/R:

1. Remain below 3,000 feet MSL until north of Race Track and turned westbound.
2. Turn left within 4 NM of Nellis direct FLEX.
3. Fly north of FLEX and then turn to heading 270°, intercept the LSV 15 DME arc at or below 8,000 feet MSL.
4. Arc south, intercept the LSV R-269 outbound. Maintain VFR.

TAKE-OFF RWY 21L/21R:

1. Follow Noise Abatement procedures.
2. Fly runway heading until past Golf Course, then right to 300°.
3. Cross LSV R-256 between 5,000-6,000 feet MSL, intercept and proceed outbound on the LSV R-269.
4. Recommend climb to 8,500 feet MSL or appropriate VFR for overflight of the North Las Vegas Training Area.
5. Fly routing for appropriate mission/transition.

TRANSITIONS:

1. R-4806: Turn right at the LSV 269/20 direct to assigned ranges.
2. BEATTY: Turn right at FYTTR direct BTY via the BTY R-105.
3. R-2508: Turn right at FYTTR, intercept the BTY 105/30, direct TUCKY, then direct R-2508.

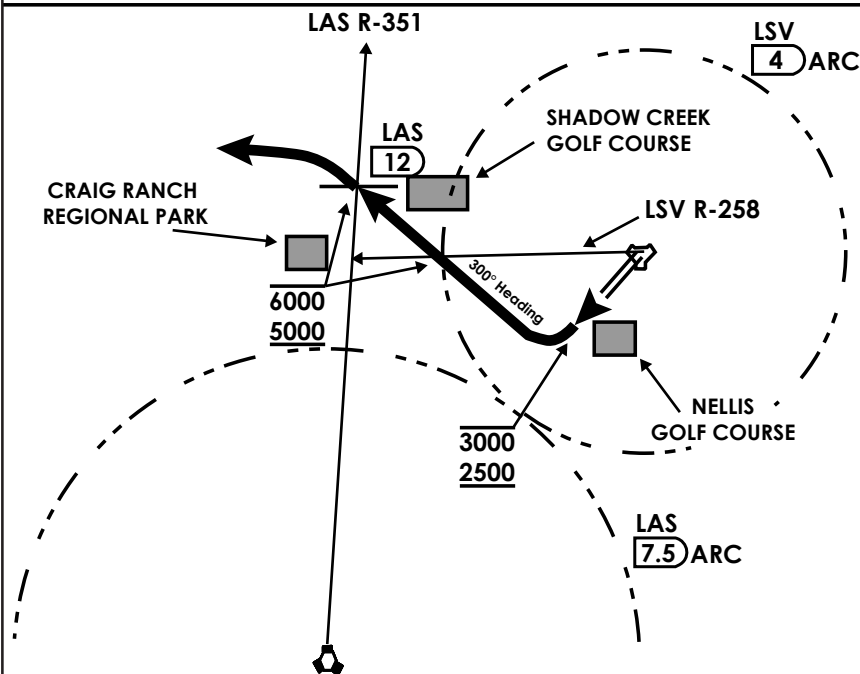
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





MANDATORY FOR 21L/R DEPARTURES, PATTERNS, GO AROUNDS IN VMC PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE



IF UNABLE TO COMPLY, ADVISE ATC PRIOR TO DEPARTURE.

Expect climb to 2,500ft to 3,000 ft MSL. Maintain a minimum of 250 KIAS, use power as required. Maintain ground track through least populated areas. Northwest of Interstate 15 use power as required to achieve the planned climb schedule and altitude restrictions

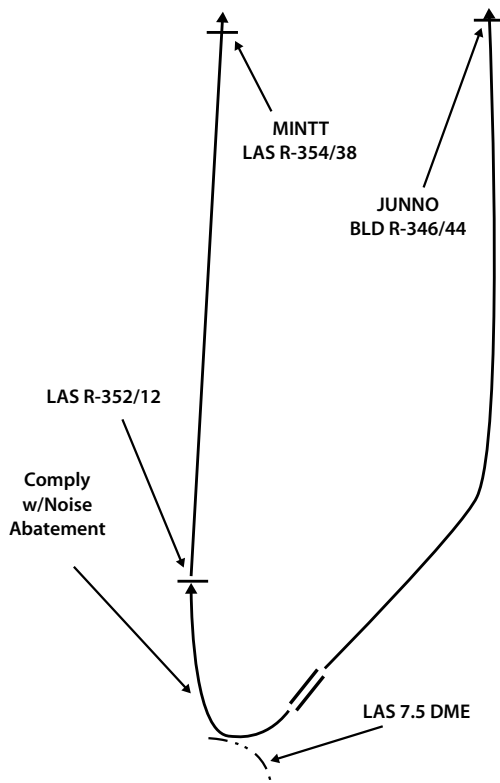
NOISE ABATEMENT PROCEDURE:

1. Expedite climb to 2,500 ft to 3,000 ft MSL.
2. Turn out of traffic abeam the south end of the Nellis AFB golf course.
3. Terminate AB NLT 300 KIAS (360 KIAS for B-1B) or abeam the south end of the Nellis AFB golf course, whichever occurs last.
4. Immediately start 60 degree banked right turn abeam the south end of the Nellis AFB golf course to 300° (avoid populated areas; fly between Shadow Creek and Craig Ranch Park). Flight leads must not delay the turn nor will wingmen drop low or turn out early to expedite join-up.
5. Remain within LSV 4.0 DME westbound and don't penetrate LAS 7.5 DME arc.
6. Cross LSV R-256 or LAS R-349 (depending on the departure NAVAID) westbound between 5,000 ft to 6,000 ft MSL.
7. Intercept LAS R-349 outbound NLT 12 DME.
8. Resume departure procedure north of Craig road (AB may be re-selected once clear of populated areas).

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





FOR USE UNDER VMC ONLY

**PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE
AIRCREW MUST REQUEST/ATC MUST APPROVE PRIOR TO DEPARTURE**

TAKE-OFF RWY 3L/R:

1. Remain below 3,000' MSL until departure end of runway.
2. Request VFR cruising altitude on departure, maintain VFR during climb.
3. Fly DREAM ground track to DREAM, proceed VFR to scheduled NTTR airspace.

TAKE-OFF RWY 21L/R:

1. Follow Noise Abatement procedures.
2. Request VFR cruising altitude on departure, maintain VFR during climb.
3. Fly DREAM ground track to DREAM, proceed VFR to scheduled NTTR airspace.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ATIS -
CLNC DEL
GND CON
NELLIS TOWER
132.5 327.00
NELLIS DEP CON

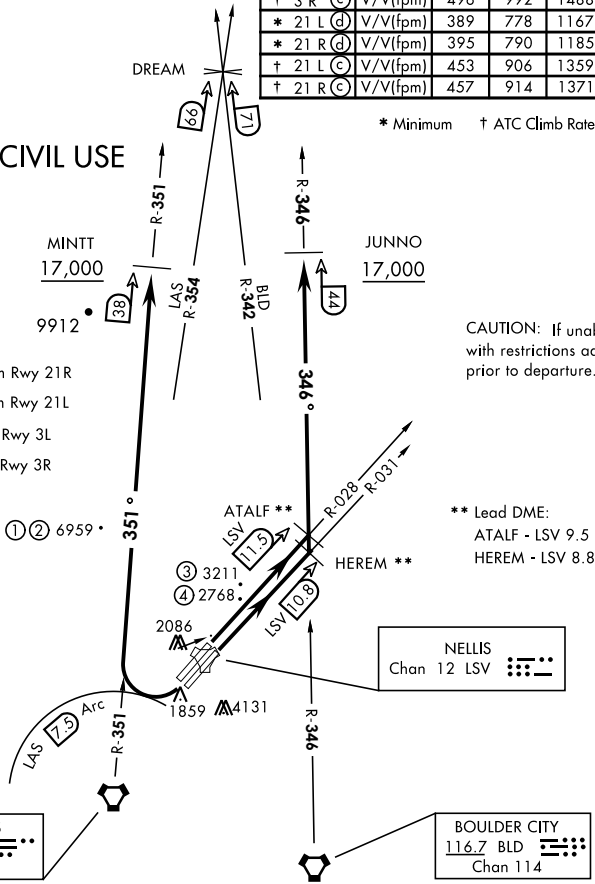
Rwy	Knots	60	120	180	240	300	360
* 3 L (a)	V/V(fpm)	269	538	807	1076	1345	1614
* 3 R (b)	V/V(fpm)	245	490	735	980	1225	1470
† 3 L (c)	V/V(fpm)	498	996	1494	1992	2490	2988
† 3 R (c)	V/V(fpm)	496	992	1488	1984	2480	2976
* 21 L (d)	V/V(fpm)	389	778	1167	1556	1945	2334
* 21 R (d)	V/V(fpm)	395	790	1185	1580	1975	2370
† 21 L (c)	V/V(fpm)	453	906	1359	1812	2265	2718
† 21 R (c)	V/V(fpm)	457	914	1371	1828	2285	2742

* Minimum † ATC Climb Rate
(a) to 3400
(b) to 3100
(c) to 17,000
(d) to 8500

NOT FOR CIVIL USE

- ① 12.24 NM from Rwy 21R
- ② 12.40 NM from Rwy 21L
- ③ 5.70 NM from Rwy 3L
- ④ 4.81 NM from Rwy 3R

CAUTION: If unable to comply with restrictions advise ATC prior to departure.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L: Fly runway heading to intercept the LSV TACAN R-028 then direct ATALF, intercept the BLD VORTAC R-346 then direct JUNNO, cross JUNNO at or above 17,000, then via assigned route.

TAKE-OFF RWY 3R: Fly runway heading to intercept the LSV TACAN R-031 then direct HEREM, intercept the BLD VORTAC R-346 then direct JUNNO, cross JUNNO at or above 17,000, then via assigned route.

TAKE-OFF RWY 21L/R: Turn right to intercept LAS VORTAC R-351 outbound. Remain North of LAS 7.5 DME turning Northbound. Intercept LAS R-351 between 5000 and 6000, do not proceed West of LAS R-351. Cross MINTT at above 17,000, then via assigned route.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ATIS
-
CLNC DEL
-
GND CON
-
NELLIS TOWER
132.5 327.00
NELLIS CONTROL
-
NELLIS DEP CON
-

- ① 29.84 NM from Rwy 21L
- ② 29.71 NM from Rwy 21R
- ③ 15.55 NM from Rwy 3L
- ④ 15.69 NM from Rwy 3R

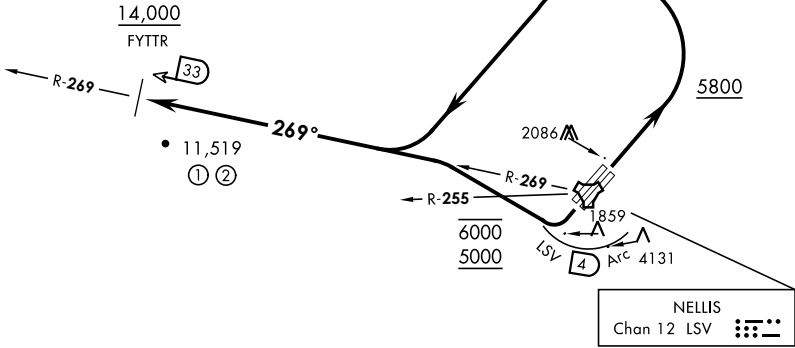
Rwy	Knots	60	120	180	240	300	360
3L ③	V/V(fpm)	394	788	1182	1576	1970	2364
3R ③	V/V(fpm)	392	784	1176	1568	1960	2352
21L ④	V/V(fpm)	388	776	1164	1552	1940	2328
21R ④	V/V(fpm)	390	780	1170	1560	1950	2340

Minimum Climb Rate
③ to 9300
④ to 13,500

RADAR REQUIRED ABOVE FL190
RADAR REQUIRED FOR
RWY 3L/R DEPARTURES

CAUTION: If unable to comply
with restrictions advise ATC
prior to departure.

③ ④
7233 .



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Fly runway heading until reaching 5800, then climbing left turn to intercept LSV TACAN R-269 outbound. Cross FYTTR at or above 14,000 or as assigned, then via assigned route.

TAKE-OFF RWY 21L/R: Turn right to intercept LSV TACAN R-269 outbound, remain within LSV 4 DME until joining LSV R-269, cross LSV R-255 between 5000 and 6000. Cross FYTTR at or above 14,000 or as assigned, then via assigned route.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ATIS
-
CLNC DEL
-
GND CON
-
NELLIS TOWER
132.5 327.00
NELLIS DEP CON
-
LOS ANGELES CENTER
-

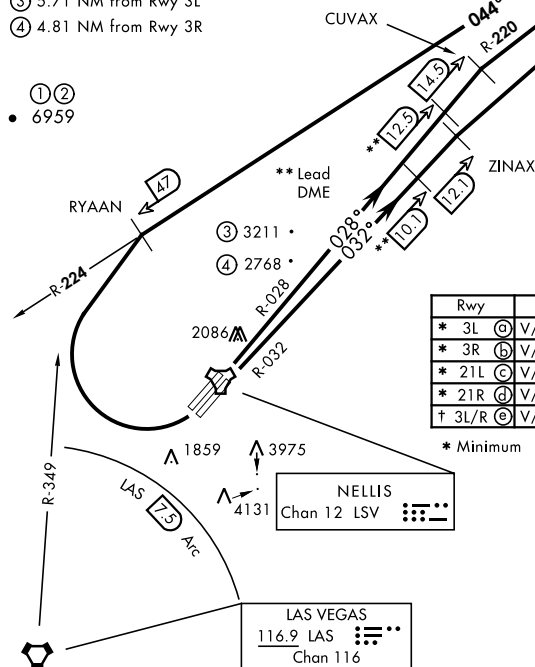
RADAR REQUIRED ABOVE FL190

MORMON MESA
114.3 MMM
Chan 90
L-9, H-3

FL190

- ① 12.24 NM from Rwy 21R
- ② 12.40 NM from Rwy 21L
- ③ 5.71 NM from Rwy 3L
- ④ 4.81 NM from Rwy 3R

① ②
• 6959



CAUTION: If unable to comply with restrictions advise ATC prior to departure

Rwy	Knots	60	120	180	240	300	360
* 3L ①	V/V(fpm)	291	582	873	1164	1455	1746
* 3R ②	V/V(fpm)	258	516	774	1032	1290	1548
* 21L ③	V/V(fpm)	529	1058	1587	2116	2645	3174
* 21R ④	V/V(fpm)	536	1072	1680	2144	2680	3216
† 3L/R ⑤	V/V(fpm)	359	718	1077	1436	1795	2154

* Minimum

† ATC Climb Rate

- ① To 3600
- ② To 3200
- ③ To 17,000
- ④ To 13,500
- ⑤ To 19,000

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L: Fly runway heading to intercept LSV TACAN R-028 then direct CUVAX, intercept the MMM VORTAC R-220 then direct MMM climbing to FL190 or as assigned, then via assigned route.

TAKE-OFF RWY 3R: Fly runway heading to intercept LSV TACAN R-032 then direct ZINAX, intercept the MMM VORTAC R-218 then direct MMM climbing to FL190 or as assigned, then via assigned route.

TAKE-OFF RWY 21L/R: Turn right to intercept MMM VORTAC R-224 prior to MMM 47 DME, remain North of the LAS VORTAC 7.5 DME, remain East of LAS R-349, intercept MMM R-224 then direct MMM, cross MMM at or above FL190 then via assigned route.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

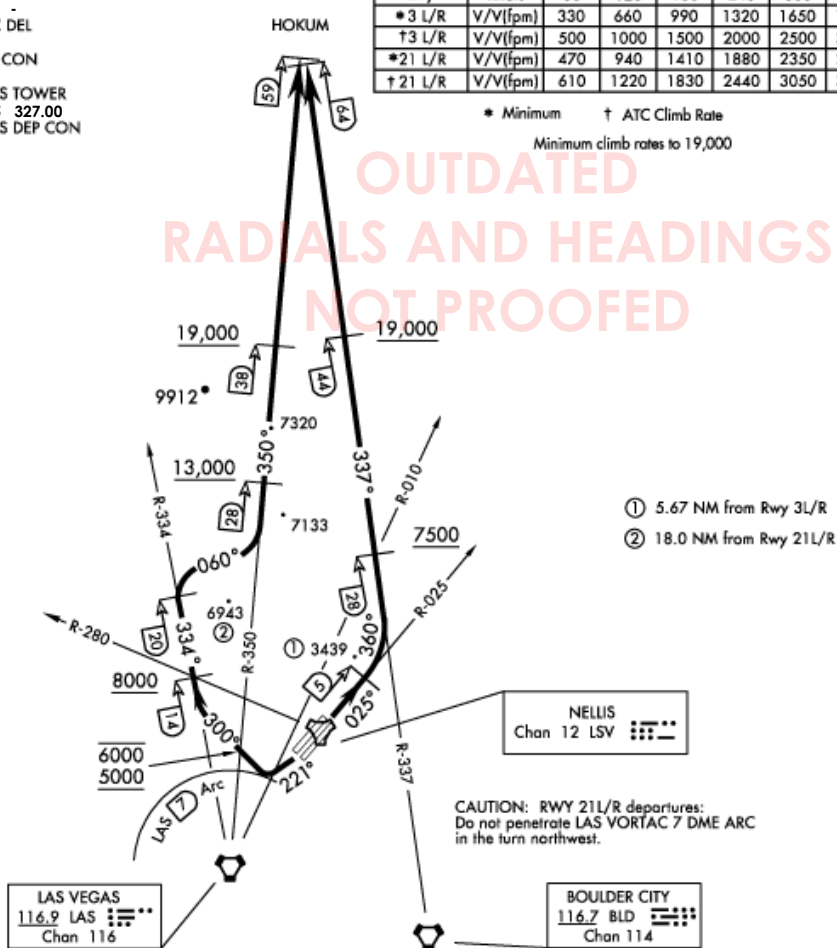




ATIS -
CLNC DEL
GND CON
NELLS TOWER
132.5 327.00
NELLS DEP CON

Rwy	Knots	60	120	180	240	300	360
* 3 L/R	V/V(fpm)	330	660	990	1320	1650	1980
† 3 L/R	V/V(fpm)	500	1000	1500	2000	2500	3000
* 21 L/R	V/V(fpm)	470	940	1410	1880	2350	2820
† 21 L/R	V/V(fpm)	610	1220	1830	2440	3050	3660

* Minimum † ATC Climb Rate
Minimum climb rates to 19,000



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Track outbound on the LSV R-025 to 5 DME. Then turn left heading 360° to intercept BLD R-337, cross BLD R-337/28 DME at or above 7500, cross BLD R-337/44 DME at or above 19,000 outbound to HOKUM. Then proceed as cleared.

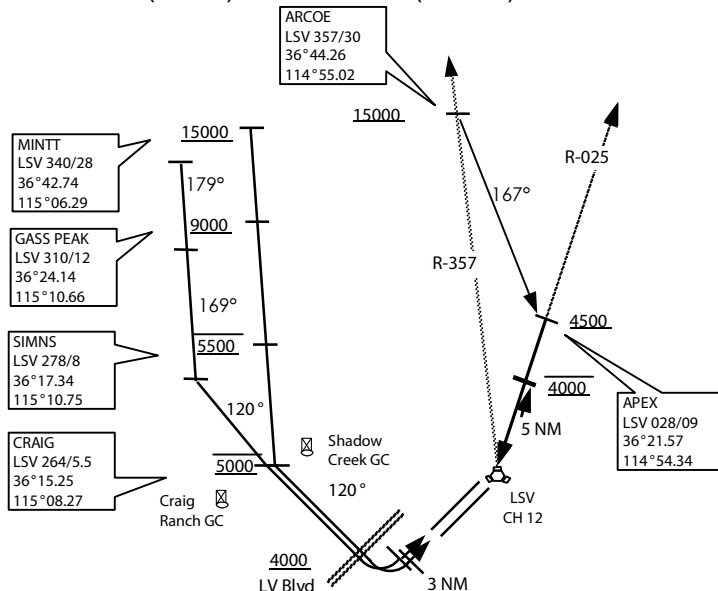
TAKE-OFF RWY 21L/R: Track 221° to LAS R-010, make a climbing right turn heading 300°, cross LAS R-350 between 5000 and 6000. Intercept LAS R-334, cross LAS R-334/14 DME at or above 8000 to 20 DME. Turn right heading 060° to intercept LAS R-350, cross LAS R-350/28 DME at or above 13,000, cross LAS R-350/38 DME at or above 19,000 to HOKUM. Then proceed as cleared.





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 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 final

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 167° to APEX.
- Cross APEX at or above 4,500' MSL. Report APEX to Tower.
- Cross LSV 028/5 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 028/5.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





BIGHORN
LSV 348/97

ELKXX
LSV 002/100

MOOSE
LSV 017/94

TIMBR
LSV 012/33
13,000

RAMMM
LSV 024/38
13,000

FOR USE UNDER VMC ONLY
PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE

RWY 21:

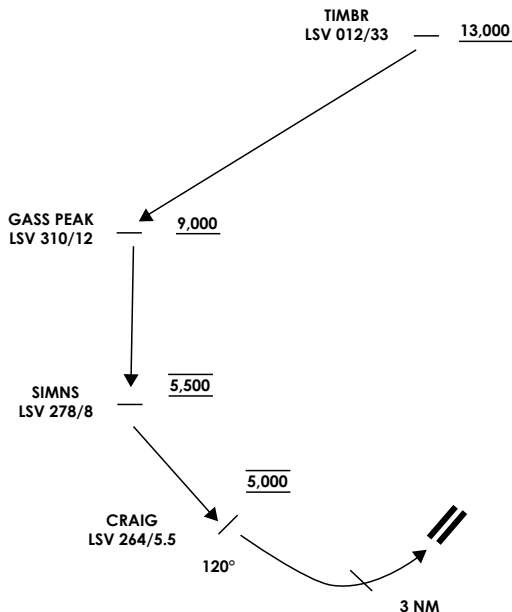
1. Contact Nellis Control on CH7 at least 10 NM west of BIGHORN.
2. Cross BIGHORN at NATCF assigned altitude direct ELKXX.
3. Depart ELKXX direct MOOSE then direct RAMMM.
4. If VMC, expect RAMMM RECOVERY.
5. If IMC, expect radar vectors for IFR approach.

RWY 03:

1. Contact Nellis Control on CH7 at least 10 NM west of BIGHORN.
2. Cross BIGHORN at NATCF assigned altitude direct ELKXX.
3. Depart ELKXX direct MOOSE then direct TIMBR.
4. If VMC, expect TIMBR RECOVERY.

NOTE: If unable to maintain VMC, request IFR clearance for radar vectors to an instrument approach.



**FOR USE UNDER VMC ONLY****PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE****RWY 03:**

1. Cross TIMBR at or above 13,000 feet MSL, then proceed direct GASS PEAK.
2. Cross GASS PEAK at or above 9,000 feet MSL.
3. Cross SIMNS at 5,500 MSL.
4. Proceed direct CRAIG at 5,000 feet MSL.
5. Cross Las Vegas Blvd at or above 4,000 feet MSL, then to 3,500 feet MSL for initial.
6. Remain within 4 DME of LSV on turn to initial.

VFR STRAIGHT-IN RWY 03:

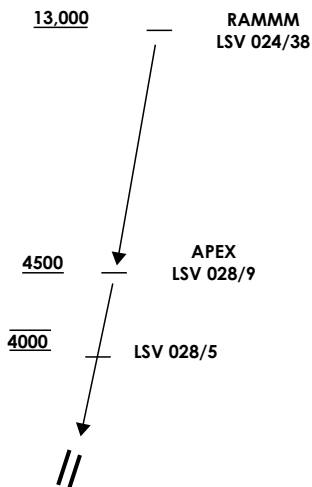
1. Depart CRAIG and descend to be at 3,000 feet MSL by Las Vegas Blvd.
2. Do not descend below 3,000 feet MSL until within 5 DME of LSV or 4 NM of the runway, remain within 4 DME of LSV on turn to final

NOTE: If unable to maintain VMC, request IFR clearance for radar vectors to an instrument approach.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





**FOR USE UNDER VMC ONLY
PILOT IS RESPONSIBLE FOR TERRAIN/OBSTACLE AVOIDANCE**

RWY 21:

1. Cross RAMMM at or above 13,000 feet MSL.
2. Proceed direct APEX, cross APEX at or above 4,500 feet MSL.
3. Cross LSV 028/5 at 4,000 feet MSL then descend to 3,5000 feet MSL for initial.

VFR STRAIGHT-IN RWY 21:

1. Cross APEX at 4,000 feet MSL.
2. Descend to be at 3,000 feet MSL at LSV 028/5.

NOTE: If unable to maintain VMC, request IFR clearance for radar vectors to an instrument approach.

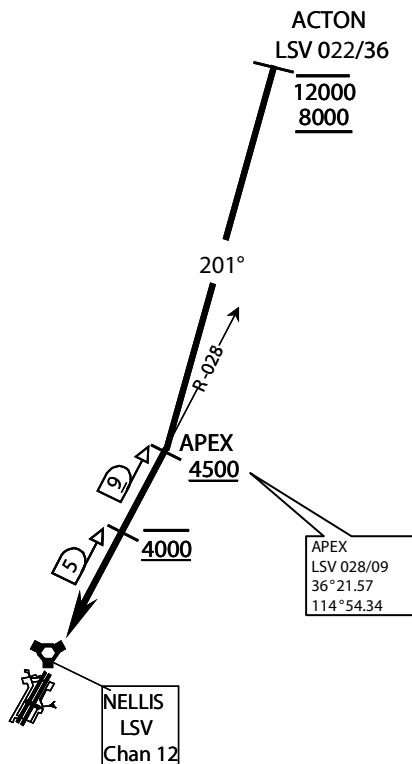
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



**VMC ONLY**

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

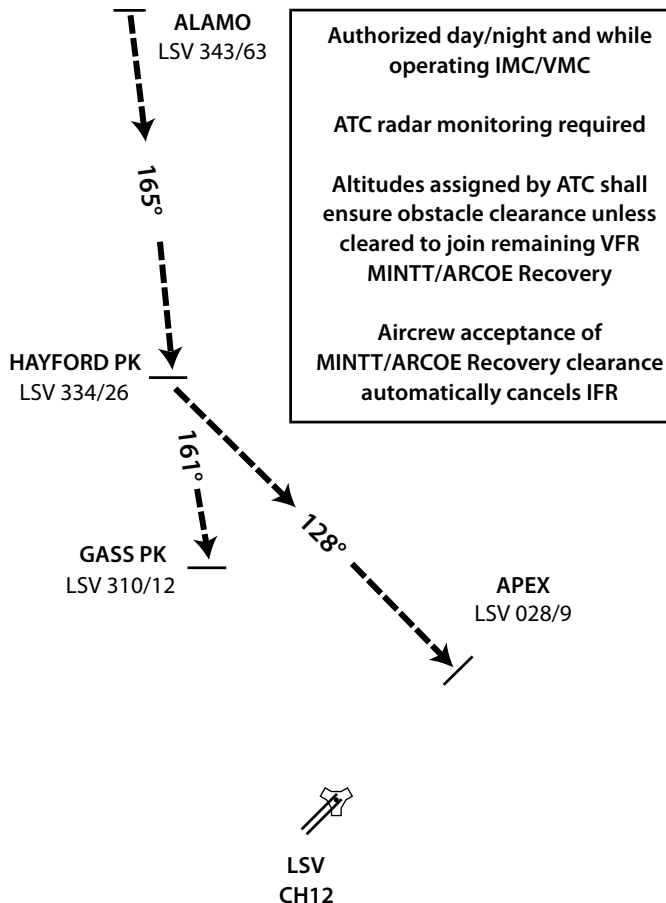
**OVERHEAD (RWY 21):**

- Depart ACTON between 8,000-12,000' MSL, heading 196° direct APEX.
- Cross APEX at or above 4,500' 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.



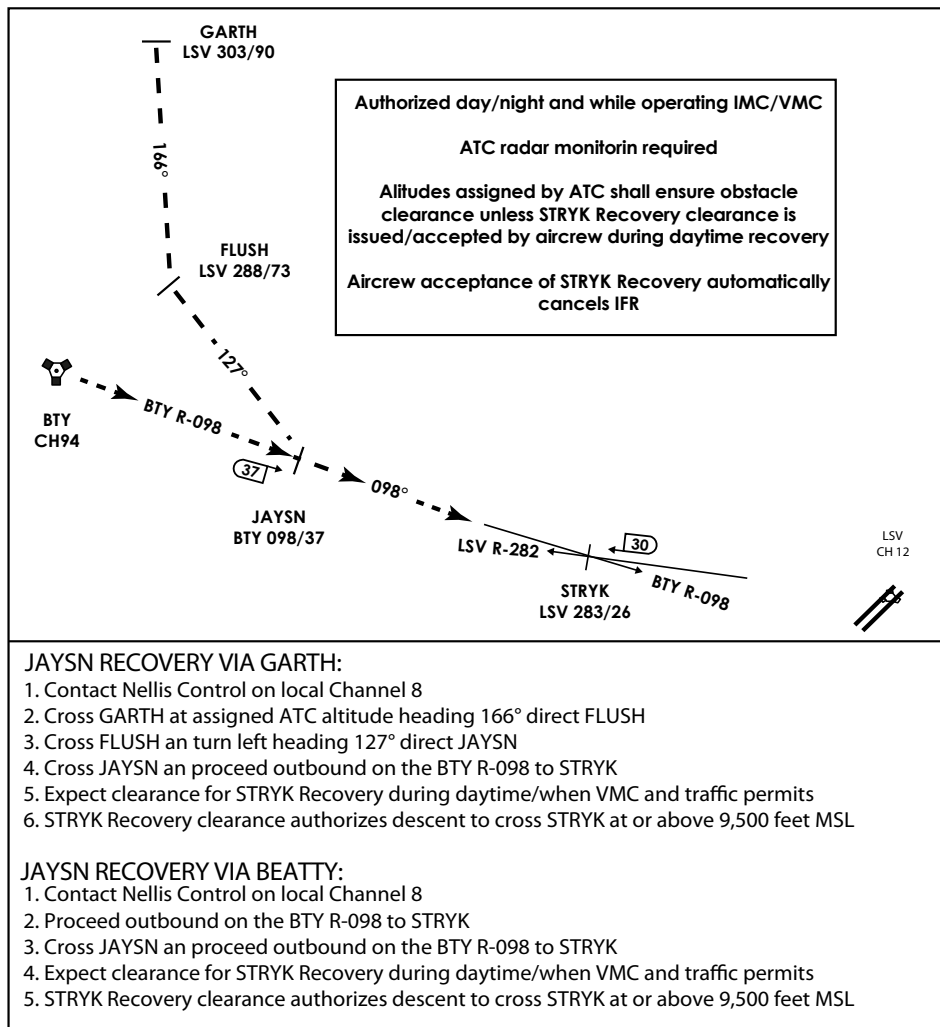
**ALAMO RECOVERY:**

1. Contact Nellis Control on local Channel 7
2. Cross ALAMO at assigned ATC altitude (FL190/FL210) heading 165° direct HAYFORD
3. Proceed direct GASS PK (RWY 03)/APEX (RWY 21)
4. Expect descent as assigned by ATC and clearance to join MINTT/ARCOE Recovery
5. Comply with remaining altitude restriction for MINTT/ARCOE VFR recoveries

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





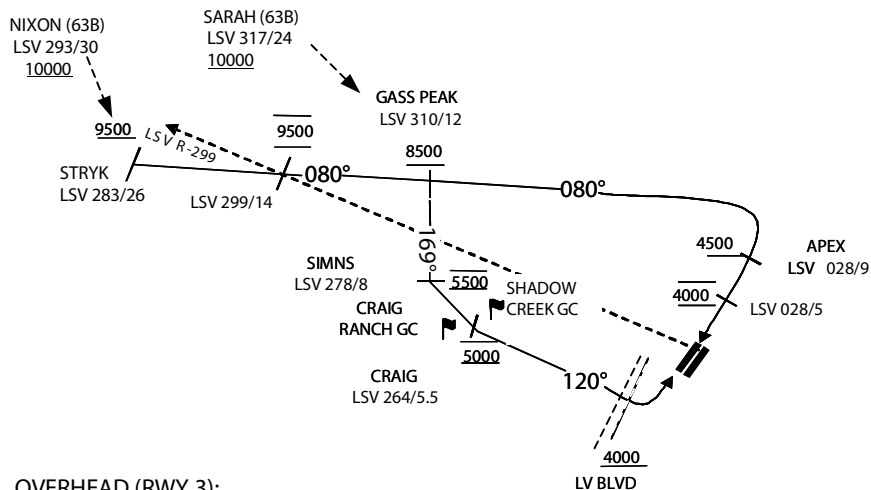
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





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-299/14 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-299/14 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 028/5 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 028/5.

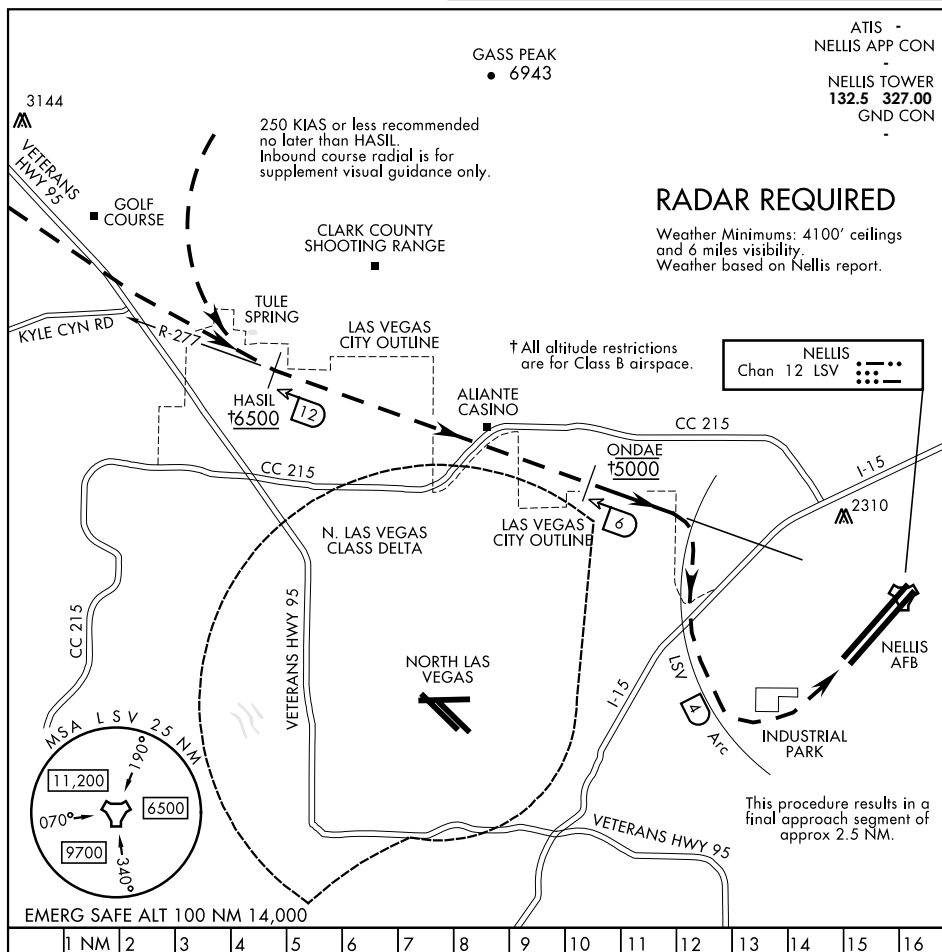
RANGE 63B EXIT

- 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.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





SIN CITY VISUAL RWY 03L/R

Expect RADAR vectors to HASIL (LSV TACAN R-277/12 DME) and report Northwest Las Vegas city outline in sight (ATC Clearance - "Cleared Sin City Visual Rwy 03 Approach")
 Cross HASIL at or above 6500, proceed visually via LSV R-277 and descend to cross ONDAE at 5000.

Based on traffic conditions, ATC may assign a different DME and/or an altitude to maintain until established visually on LSV R-277; pilots shall advise ATC if unable to comply with the revised clearance and any remaining published altitude restrictions. - example: "Cleared Sin City Visual Rwy 03 Approach via 10 DME, maintain (altitude) until established inbound on LSV R-277".

Continue visual descent in right turn to join LSV TACAN 4 DME Arc until extended final Rwy 03. Make base turn to remain within 4 DME to protect against Las Vegas Approach airspace/traffic. Tower will assign either RWY 03 L/R.

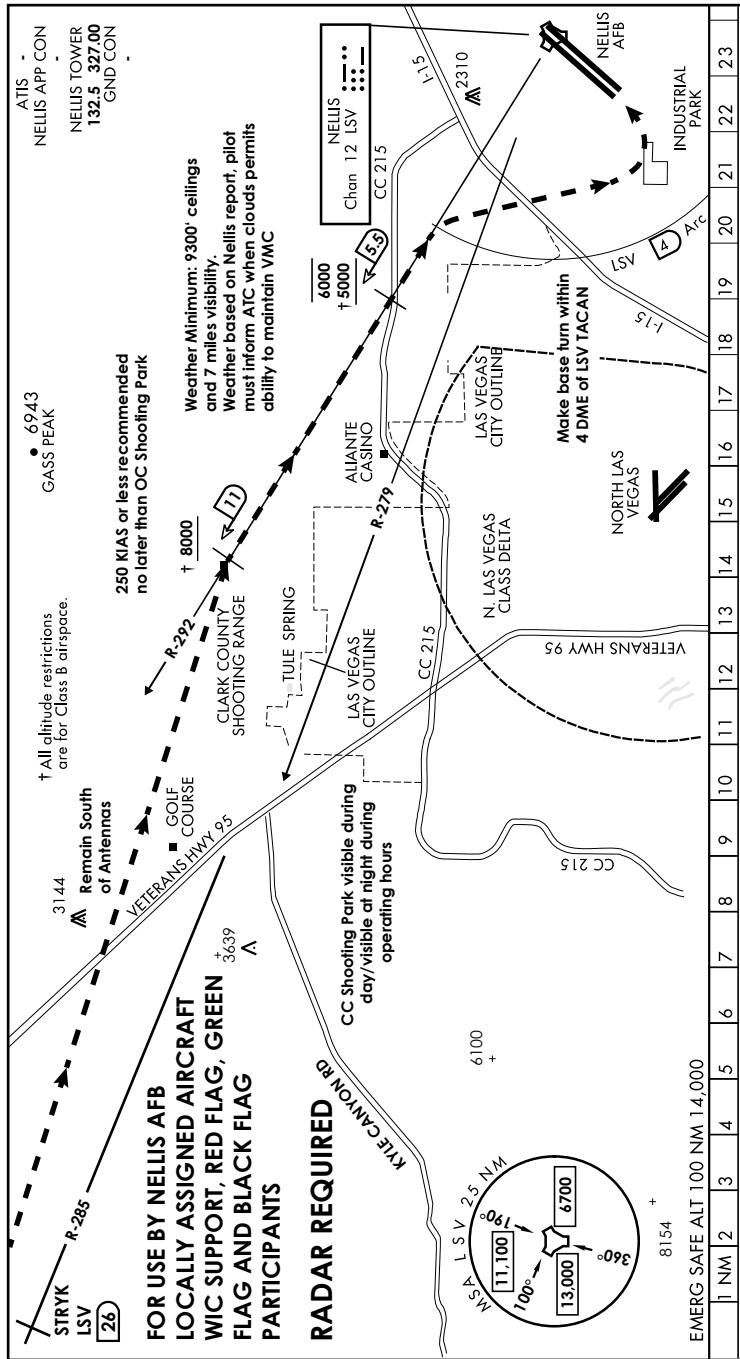
Modified by vJaBoG 66 use with DCS
 Licensed under CC-BY-NC-SA 3.0 DE
 NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
 Licensed under CC-BY-NC-SA 3.0 DE
 NOT FOR REAL LIFE NAVIGATION





Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



VETERANS VISUAL RWY 03L/R

Expect RADAR vectors to Veteran's Hwy 95 and report Hwy 95 in sight (ATC clearance - "Cleared Veteran's Visual Rwy 03 Approach")
Cross Hwy 95 at or above 9000, proceed to and cross LSV TACAN R-292/11 DME at or above 8000 while remaining N of Las Vegas
City Outline. When maneuvering to LSV R-292/11 DME, remain N of LSV R-280. Descend to cross LW R-292/5.5 DME between 5000
and 6000. Nellis Tower will assign either Rwy 03 L/R. Once inside 4 DME of LSV TACAN, make base turn to remain within 4 DME to
protect against Las Vegas Approach airspace/traffic.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

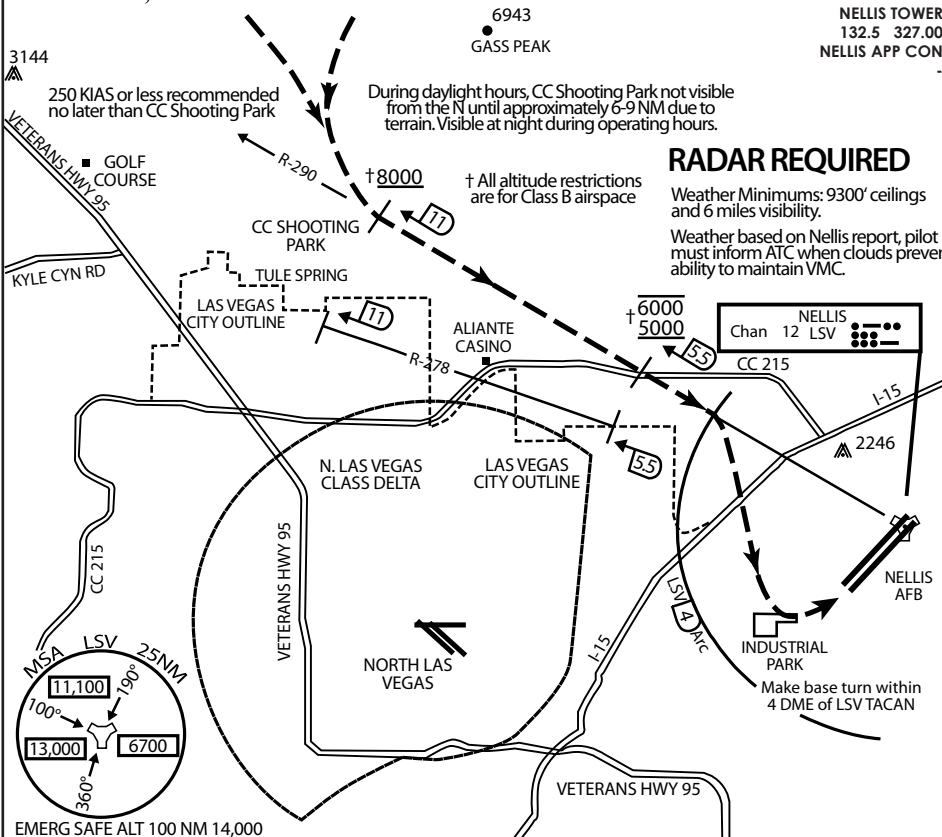




FOR USE BY NELLIS AFB LOCALLY ASSIGNED AIRCRAFT, WIC SUPPORT, RED FLAG AND GREEN FLAG PARTICIPANTS

ATIS -
GND CON -

NELLIS TOWER
132.5 327.00
NELLIS APP CON -



RADAR REQUIRED

Weather Minimums: 9300' ceilings and 6 miles visibility.

Weather based on Nellis report, pilot must inform ATC when clouds prevent ability to maintain VMC.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

PARK VISUAL RWY 03L/R

Expect RADAR vectors to Shooting Park (SP) (LSV TACAN R-290/11 DME).

Report SP in sight (ATC clearance - „Cleared Park Visual Rwy 03 Approach“)

Cross SP at or above 8000, proceed inbound via LSV R-290 remaining N of Las Vegas City Outline.

When maneuvering to LSV R-290/11 DME, remain N of LSV R-278 between 11 and 5.5 DME to protect against N Las Vegas Class Delta airspace/traffic.

Descend to cross LSV R-290/5.5 DME between 5000 and 6000.

Nellis Twoer will assign either Rwy 03 L/R.

Once inside 4 DME of LSV TACAN, make base turn to remain within 4 DME to protect against Las Vegas Approach airspace/traffic.



LAS VEGAS, NEVADA

NELLIS AFB (KLSV)

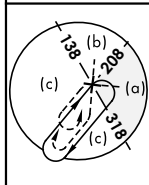
TACAN LSV Chan 12	APCH CRS 029°	Rwy Idg 10,051 TDZE 1833 Arpt Elev 1869
-----------------------------	-------------------------	--

66-FLIP-NV-005
[vJaBoG 66]



† MISSED APPROACH: Climb to 9000 on LSV TACAN R-030 to VETTT and hold, continue climb in hold to 9000.

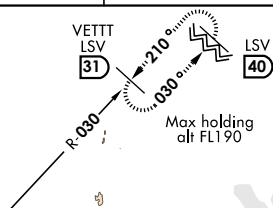
ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
-	-	132.5 327.00	-	-



† CAUTION: Minimum Climb Rate to 4400'

Knots	60	120	180	240	300	360
V/V(fpm)	275	550	825	1100	1375	1650

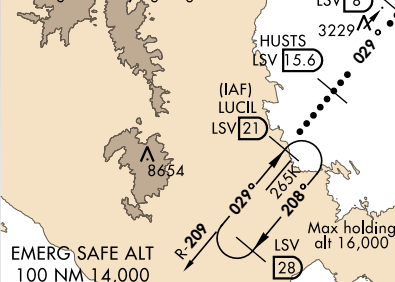
Controlling Obstacle 3953'
MISSED APPROACH requires use of
RNAV or ATC Radar monitoring.



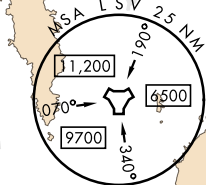
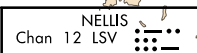
RADAR REQUIRED
NOT FOR CIVIL USE

Modified by vlab0666 use with DCS
licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

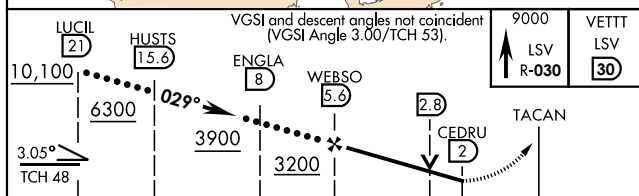
CAUTION: Large tower (1193') left of course at 8.6 DME. Numerous buildings with high intensity lighting.



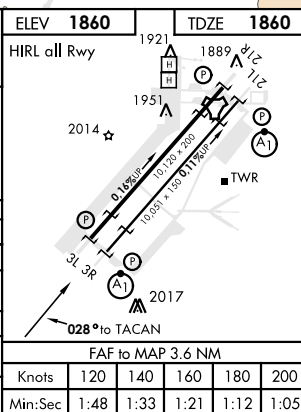
EMERG SAFE ALT
100 NM 14 000



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



CATEGORY	C	D	E
S-3R*	2740-2	907 (900-2)	
CIRCLING***	2740-2½ 871 (900-2½)	2840-3 971 (1000-3)	3120-3 1251 (1300-3)
BELOW MINIMA REQUIRES MISSED APPROACH CLIMB GRADIENT			
† S-3R**	2300/50	467 (500-1)	
† CIRCLING***	2620-2¼ 751 (800-2¼)	2840-3 971 (1000-3)	3120-3 1251 (1300-3)



LAS VEGAS, NEVADA

36°14'N-115°02'W

NELLIS AFB (KLSV)

Amdt 7 02MAR17

KLSV - HI-TACAN RWY 03R

LAS VEGAS, NEVADA

TACAN LSV Chan 12	APCH CRS 209°	Rwy Idg 10,051 TDZE 1865 Arpt Elev 1869
-----------------------------	-------------------------	--

66-FLIP-NV-002
[vJaBoG 66]

NELLIS AFB (KLSV)

T * When ALS inop, increase CAT CDE vis to 1¾ miles.
 ** Circling not authorized E of Rwy 3R-21L.

ALSF-1

† MISSED APPROACH: Climb to 15,000, intercept LSV TACAN R-209 to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV R-357 to ARCOE and hold, continue climb in hold to 15,000.

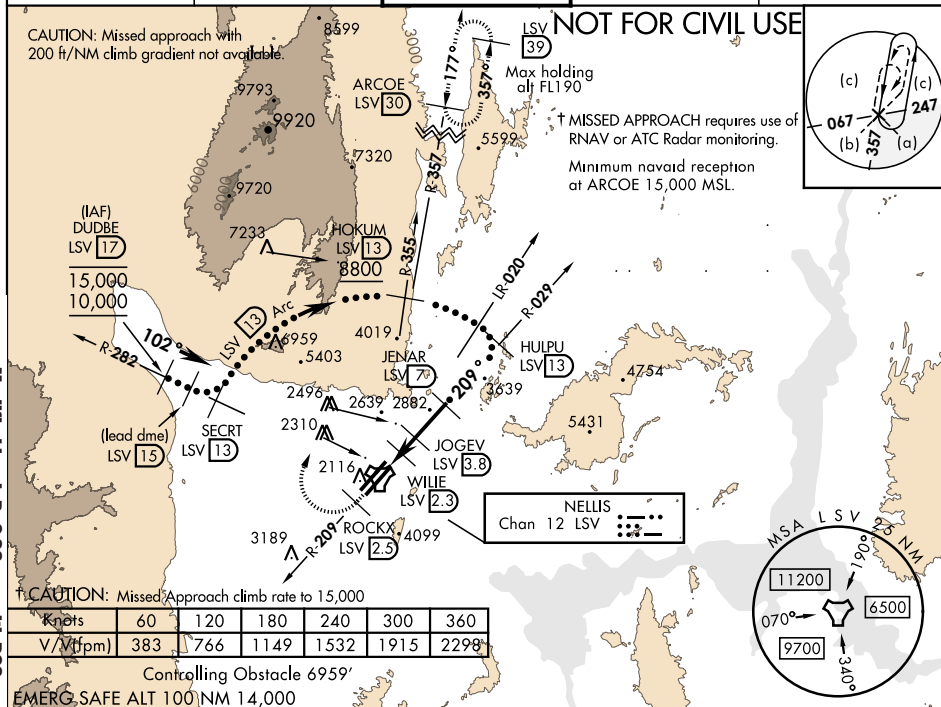
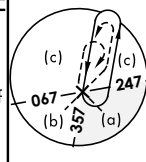
ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
-	-	132.5 327.00	-	-

CAUTION: Missed approach with 200 ft/NM climb gradient not available

NOT FOR CIVIL USE

† MISSED APPROACH requires use of RNAV or ATC Radar monitoring.

Minimum navaid reception
at ARCOE 15.000 MSL.



† CAUTION: Missed Approach climb rate to 15,000

Knots	60	120	180	240	300	360
V/V(fpm)	383	766	1149	1532	1915	2298

Controlling Obstacle 6959

EMERG SAFE ALT 100 NM 14.000

VGSI and descent angle not coincident.
(VGSI Angle 3.00/TCH 54)

15,000
ISV

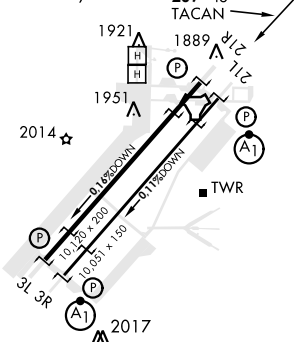
ARCOE
R-357

ELEV 1860

TDZF	1860
------	------

| HIRL all Rwy

209° to



CATEGORY	0.5 NM	1.0 NM	1.5 NM	3.2 NM						
	C		D		E					
S-21L *	2460-1¼		595	(600-1¼)						
C CIRCLING **	2620-2¼		2840-3	3120-3	FAF to MAP 6.3 NM					
	751	(800-2¼)	971	(1000-3)	1251	(1300-3)				
					Knots	120	140	160	180	200
					Min:Sec	3:09	2:42	2:22	2:06	1:53

LAS VEGAS, NEVADA

36°14'N-115°02'W

NELLIS AFB (KLSV)

Amdt 7 02MAR17

KLSV - HI-TACAN Y RWY 21L

LAS VEGAS, NEVADA

TACAN LSV Chan 12	APCH CRS 209°	Rwy Idg 10,051 TDZE 1865 Arpt Elev 1869
-----------------------------	-------------------------	--

66-FLIP-NV-002
[vJaBoG 66]

NELLIS AFB (KLSV)

T* When ALS inop, increase CAT CDE vis to 1¾ miles.
 ** Circling not authorized E of Rwy 3R-21L.

ALSF-1

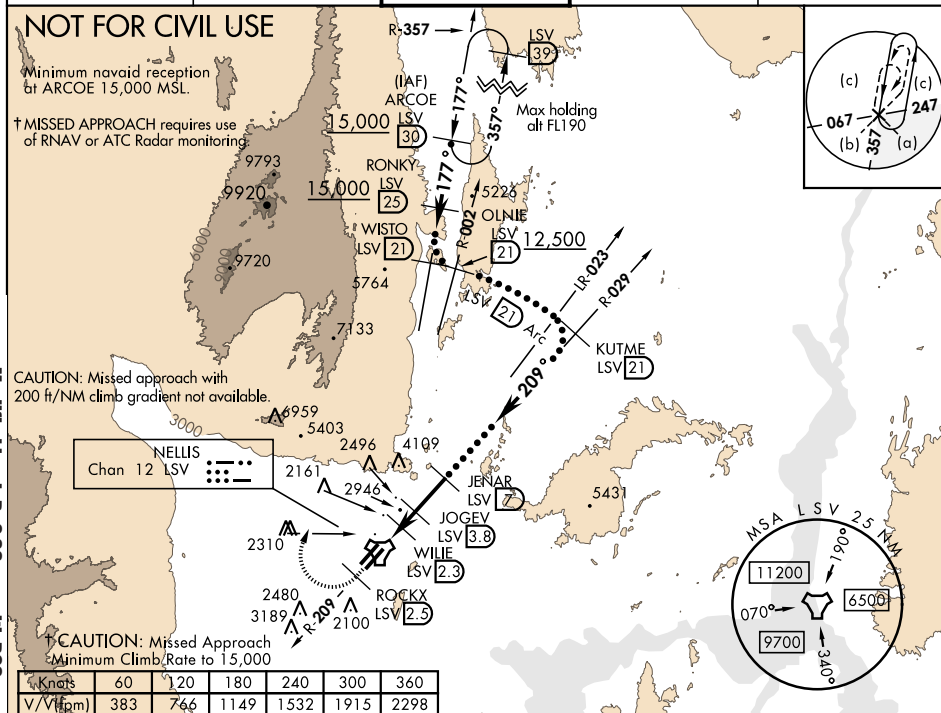
† MISSED APPROACH: Climb to 15,000, intercept LSV TACAN R-209 to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV R-357 to ARCOE and hold, continue climb in hold to 15,000.

ATIS -	NELLIS APP CON -	NELLIS TOWER 132.5 327.00	GND CON -	CLNC DEL -
-----------	---------------------	------------------------------	--------------	---------------

NOT FOR CIVIL USE

Minimum navaid reception
at ARCOE 15,000 MSL.

† MISSED APPROACH requires use of RNAV or ATC Radar monitoring.



Knots	60	120	180	240
V/V _{ref} (rpm)	383	766	1149	1532

Controlling Obstacle 6959

Knots	60	120	180	240	300	360
V/V _{lim} (m)	383	766	1149	1532	1915	2298

EMERG SAFE ALT 100 NM 14,000

 15,000 LSV R-209	ROCKX LSV 2.5	 hdg 020°	ARCOE R-357 30
--	---------------------	---	----------------------

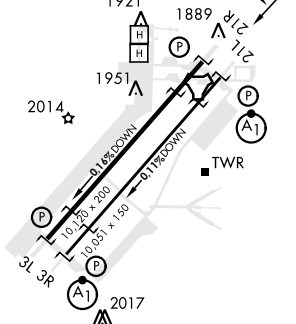
VGSI and descent angle not coincident.
(VGSI Angle 3.00°/TCH 54)

KUTME

ELEV	1860		TDZE	1860
------	------	--	------	------

HIRL all Rwy

1921 TACAN



CATEGORY	C	D	E
S-21L*	2460-1 1/4	595 (600-1 1/4)	
C CIRCLING**	2620-2 1/4 751 (800-2 1/4)	2840-3 971 (1000-3)	3120-3 1251 (1300-3)

LAS VEGAS, NEVADA

36°14'N-115°02'W

NELLS AFB (KLSV)

Amdt 7 02MAR17

KLSV - HI-TACAN Z RWY 21L



LAS VEGAS, NEVADA

LOC I-DIQ 109.1	APCH CRS 209°	Rwy Idg TDZE 10,051 Arpt Elev 1865 1869
---------------------------	-------------------------	---

66-FLIP-NV-002
[vJaBoG 66]

NELLIS AFB (KLSV)

▲ * When ALS inop, increase all CAT RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.



† MISSED APPROACH: Climb to 15,000, intercept LSV TACAN R-209 to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV R-357 to ARCOE and hold, continue climb in hold to 15,000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
-	-	132.5 327.00	-	-

*** Circling not authorized E of Rwy 3R-21L.

† CAUTION: Missed Approach climb rate to 15,000

Knots	60	120	180	240	300	360
V/V(fpm)	398	796	1194	1592	1990	2388

Controlling obstacle 6959

† MISSED APPROACH requires use of RNAV or ATC Radar monitoring.

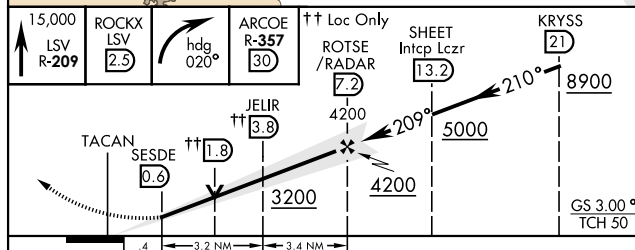
CAUTION: Missed approach with 200 ft/NM climb gradient not available.

NOT FOR CIVIL USE

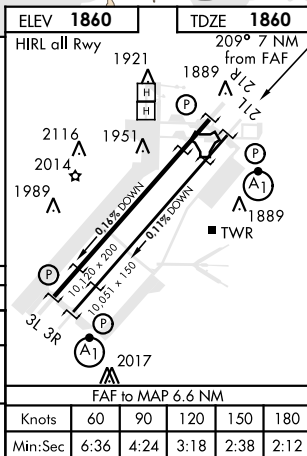
RADAR OR
DME REQUIRED

EMERG SAFE ALT 3000 NM 14,000

VGSI TCH and ILS glidepath not coincident (VGSI Angle 3.00/TCH 54).



CATEGORY	A	B	C	D	E
S-ILS 21L *	2065/24		200	(200-½)	
S-LOC 21L **	2440/24 575 (600-½)		2440-1¼ 575 (600-1¼)		
C CIRCLING ***	2440-1 571 (600-1)	2620-1 751 (800-1)	2620-2¼ 751 (800-2¼)	2840-3 971 (1000-3)	3120-3 1251 (1300-3)



LAS VEGAS, NEVADA

36°14'N-115°02'W

NELLIS AFB (KLSV)

Amtd 7 02MAR17



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

LAS VEGAS, NEVADA

LOC I-DIQ <u>109.1</u>	APCH CRS 209°	Rwy Idg 10,051 TDZE 1865 Arpt Elev 1869
----------------------------------	-------------------------	--

66-FLIP-NV-002
[vJaBoG 66]

NELLIS AFB (KLSV)

T * When ALS inop, increase CAT CDE vis to 1½ miles.
 ** Circling not authorized E of Rwy 3R-21L.

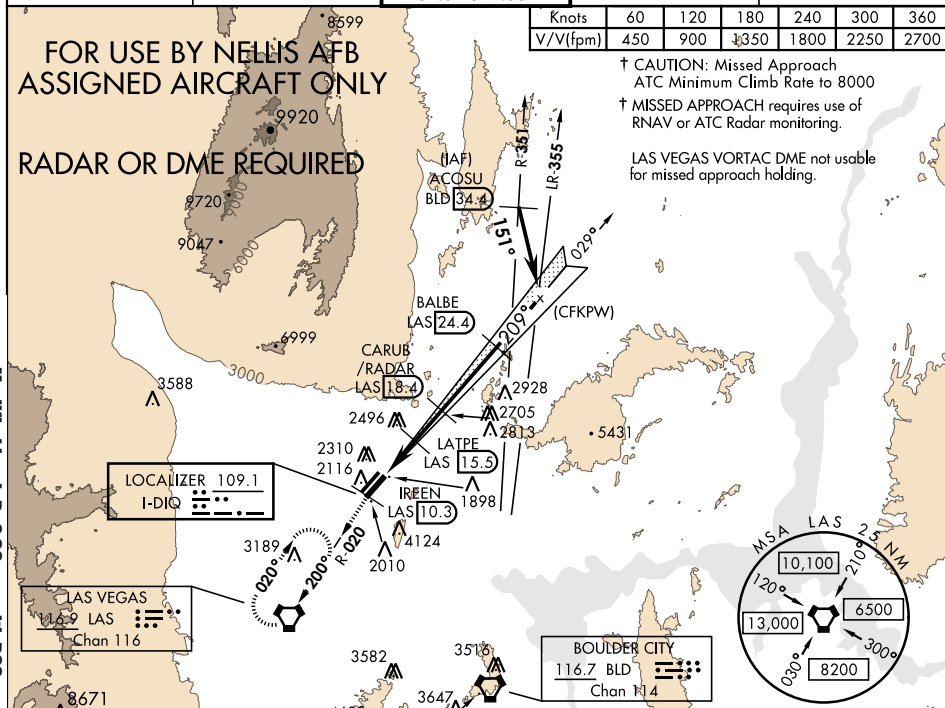
ALSF-1

† MISSED APPROACH: Climb to 8000, intercept the LAS VORTAC R-020 to 10.3 DME (IREEN), then to LAS and hold, continue climb in hold to 8000.

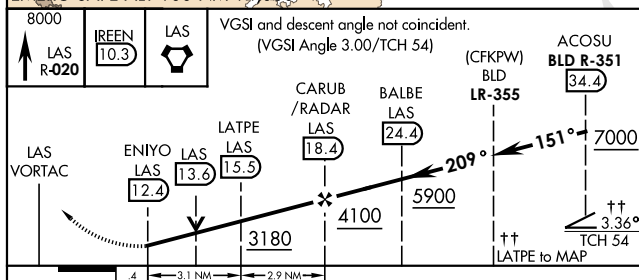
ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
-	-	132.5 327.00	-	-

FOR USE BY NELLIS AFB
ASSIGNED AIRCRAFT ONLY

RADAR OR DME REQUIRED



EMERG SAFE ALT 100 NM 14.000



CATEGORY	C	D	E
S-LOC 21L *	2440-1¼ 575 (600-1¼)		
C CIRCLING **	2620-2 ¼ 751 (800-2 ¼)	2840-3 971 (1000-3)	3120-3 1251 (1300-3)

LAS VEGAS, NEVADA

36°14'N-115°02'W

NELLIS AFB (KLSV)

Amdt 5 02MAR17

FAF to MAP 6.0 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

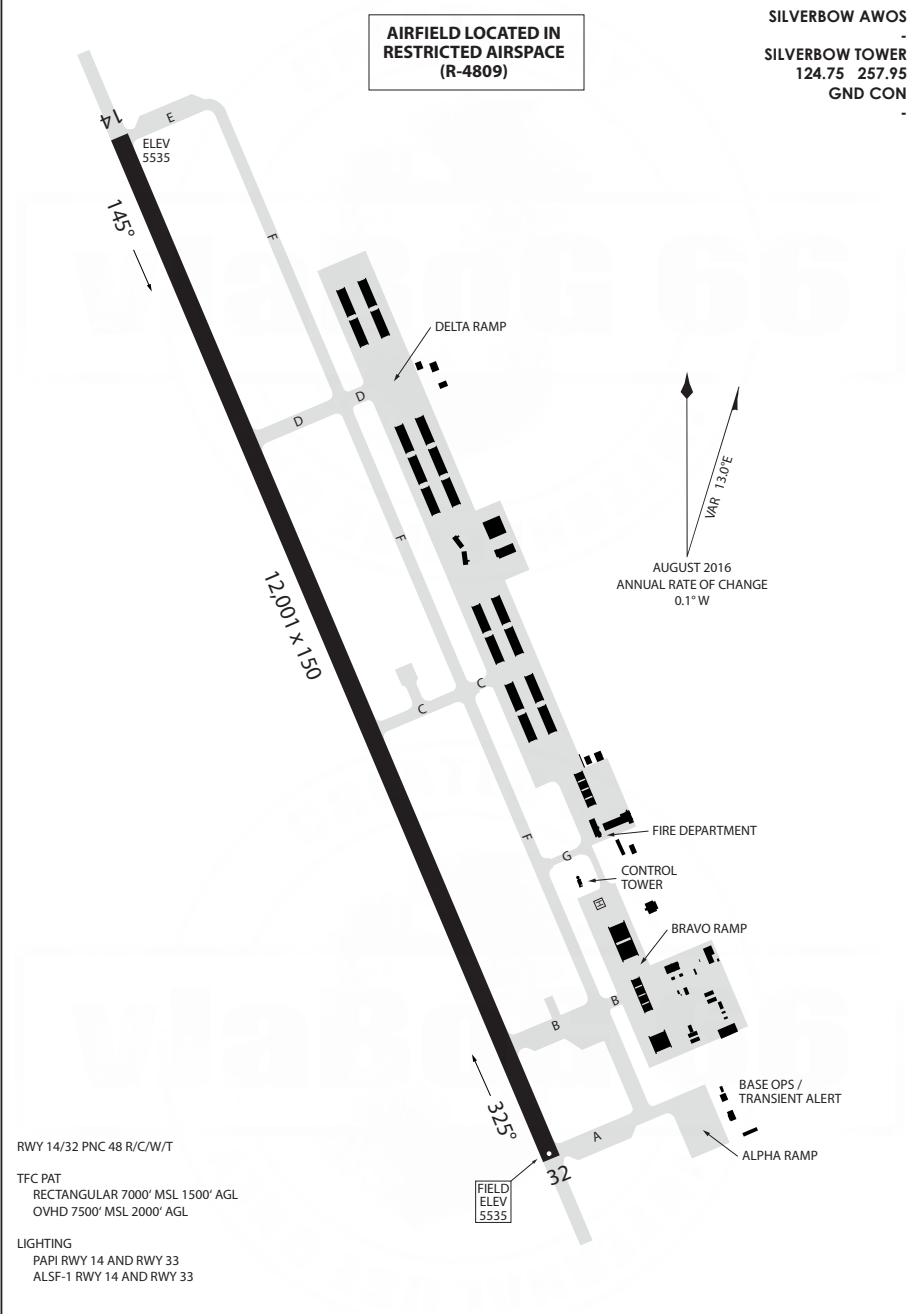
Modified by vJBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

TONOPAH, NEVADA



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

TONOPAH, NEVADA



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



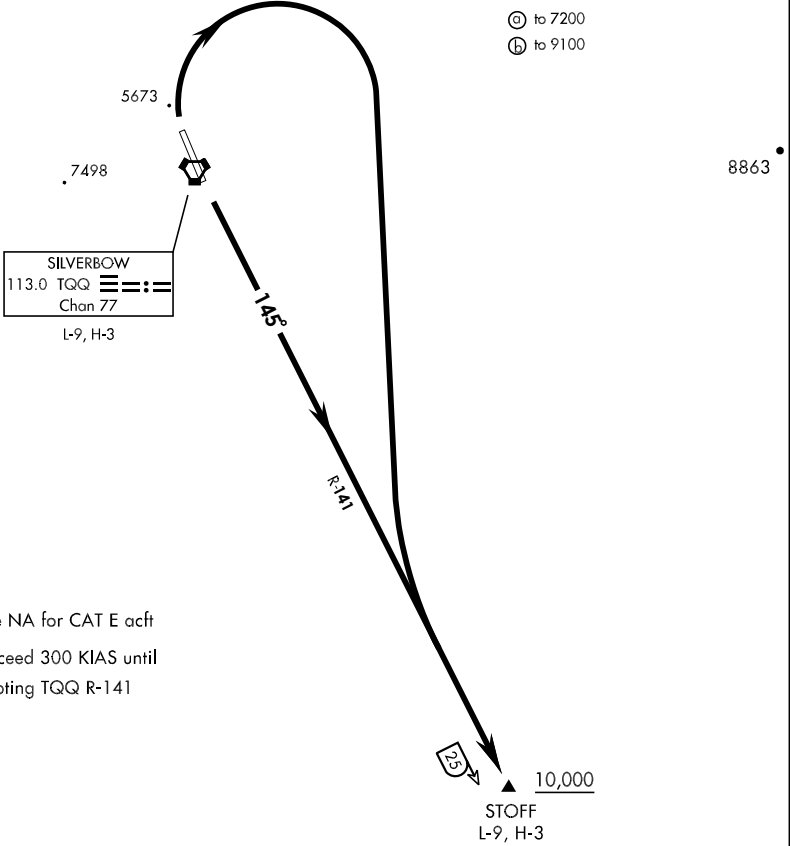
GND CON

SILVERBOW TOWER ★
124.75 257.95
NELLIS CONTROL

Rwy	Knots	60	120	180	240	300	360
14 (a)	V/V(fpm)	205	410	615	820	1025	1230
32 (b)	V/V(fpm)	260	520	780	1040	1300	1560

MINIMUM CLIMB RATE

- (a) to 7200
- (b) to 9100



DEPARTURE ROUTE DESCRIPTION

- TAKE-OFF RWY 14: Climb heading **145°** to intercept TQQ VORTAC **R-141** to STOFF, cross STOFF at or above 10,000.
- TAKE-OFF RWY 32: Climbing right turn to intercept TQQ VORTAC **R-141** to STOFF, cross STOFF at or above 10,000.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



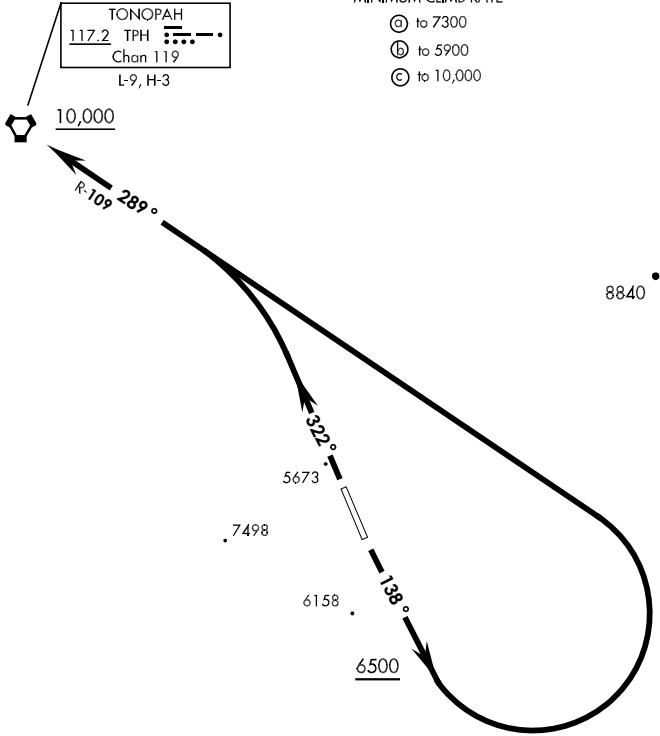


GND CON
-
SILVERBOW TOWER ★
124.75 257.95
NELLIS CONTROL
-

Rwy	Knots	60	120	180	240	300	360
14 (A)	V/V(fpm)	220	440	660	880	1100	1320
32 (B)	V/V(fpm)	260	520	780	1040	1300	1560
32 (C)	V/V(fpm)	261	522	783	1044	1305	1566

MINIMUM CLIMB RATE

- (A) to 7300
- (B) to 5900
- (C) to 10,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb heading **138°**, when leaving 6500 turn left direct TPH VORTAC. Cross TPH at or above 10,000.

TAKE-OFF RWY 32: Climb heading **322°** to intercept TPH VORTAC R-109 direct TPH. Cross TPH at or above 10,000.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



TONOPAH TEST RANGE (KTNX)

Modified by vJBoG 66 use with DCS
licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

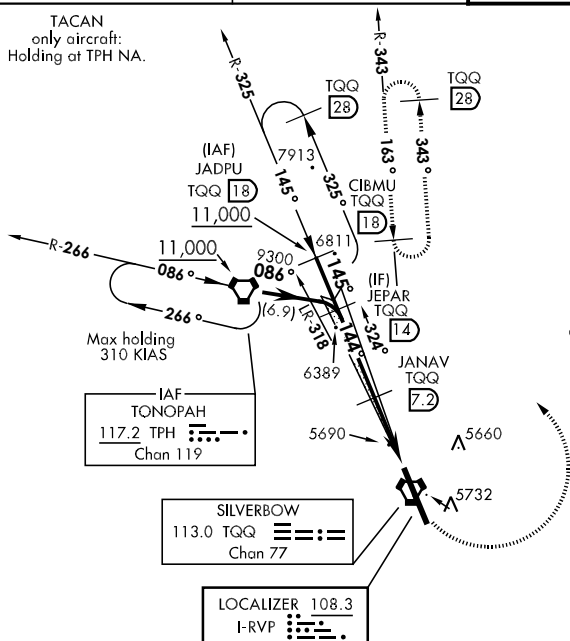
**Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION**

MISSED APPROACH: Turn left climbing to 11,000 via TQQ R-343 to CIBMU and hold, continue climb-in-hold to 11,000.

TACAN
only aircraft:
Holding at TPH NA.

SILVERBOW TOWER ★
124.75 257.95 L

GND CON

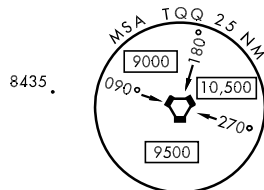
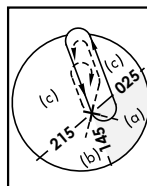
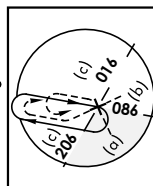


CAUTION: High terrain 3 NM W of Rwy.
Unlit terrain 5558' MSL, 200' prior to Rwy
32 threshold, 200' left of centerline.

When VGSI inop, procedure NA at night.
 USAF ONLY: When Rwy 14 VGSI inop,
 straight-in Rwy 14 authorized at night with
 MAJCOM A3 approval.

CAUTION: When Rwy 32 VGSI inop, circling to Rwy 32 NA at night.

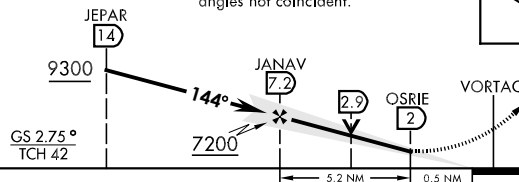
ILS Rwy 14; ILS procedure NA for Height
Group 4 aircraft due to low TCH.



7138

EMERG SAFE ALT 100 NM 16,600

VGSI and descent angles not coincident.

[illegible]HIRL Rwy 14/32 **L**

TONOPAH TEST RANGE (KTNX)

KTNX - VOR/DME OR TACAN RWY 32



VORTAC TQQ 113.0 Chan 77	APCH CRS 318°	Rwy Idg 12,001 THRE 5550 Arpt Elev 5550
--	-------------------------	--

66-FLIP-NV-002
[vJaBoG 66]

TONOPAH TEST RANGE (KTNX)

- ▼** * When ALS inop, increase CAT CDE vis to 1½ miles.
** Circling NA W of Rwy 14/32



MISSED APPROACH: Climb to 11,000 via TQQ VORTAC R-328 to ROCEN and hold, continue climb in hold to 11,000.

AWOS

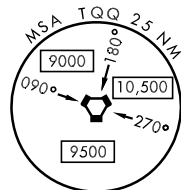
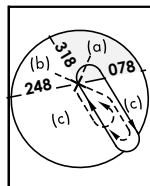
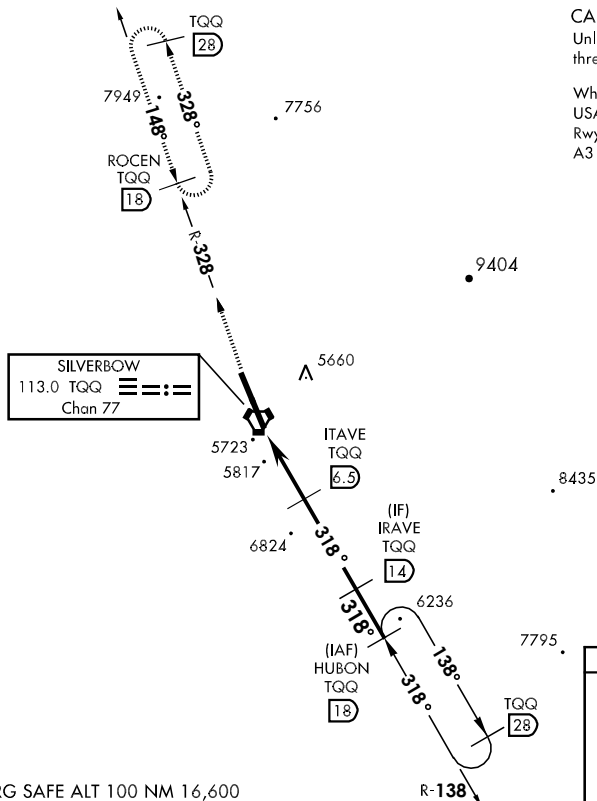
NELLIS CONTROL

SILVERBOW TOWER
124.75 257.95

GND CON

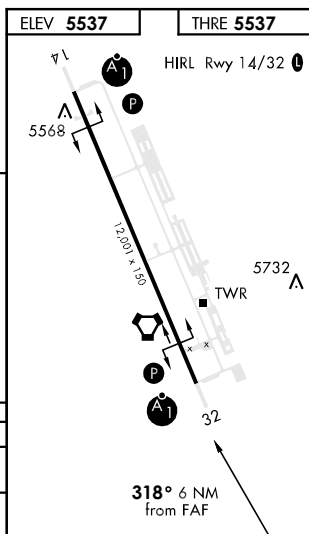
CAUTION: High terrain 3 NM W of Rwy. Unlit terrain 5561' MSL, 200' prior to threshold, 385' left of course.

When VGSI inop, procedure NA at night.
USAF ONLY: When VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval.



EMERG SAFE ALT 100 NM 16,600

11,000 ↑ TQQ R-328	ROCEN TQQ 18				
VORTAC	ITAVE TQQ 6.5	IRAVE TQQ 14	HUBON TQQ 18		
	7400	8700	10,400		
	0.5 NM	5.5 NM			
CATEGORY	A	B	C	D	E
S-32 *	6080-1 530 (600-1)				
CIRCLING **	6080-1 530 (600-1)	6080-1½ 530 (600-1½)	6100-2 550 (600-2)		



TONOPAH, NEVADA
Amdt 2 09JAN14

37°47'N - 116°47'W

TONOPAH TEST RANGE (KTNX)

KTNX - VOR/DME OR TACAN RWY 32



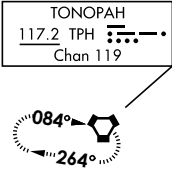


VORTAC TQQ 113.0 Chan 77	APCH CRS 148°	Rwy Idg 12,001 THRE 5473 Arpt Elev 5550
--	-------------------------	--

66-FLIP-NV-002
[vJaBoG 66]

TONOPAH TEST RANGE (KTNX)

*Circling not authorized W of Rwy 14/32.		ALSF-1 	MISSED APPROACH: Turn left, climb to 11,000 direct to TPH VORTAC and hold. Continue climb in holding to 11,000.
AWOS -	NELLIS CONTROL -	SILVERBOW TOWER 124.75 257.95 0	GND CON -

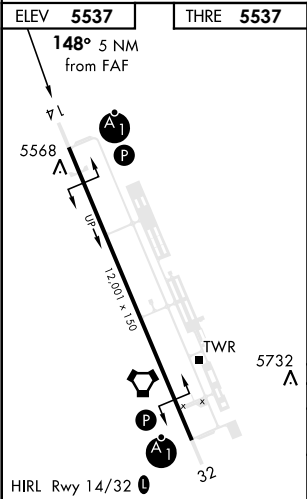
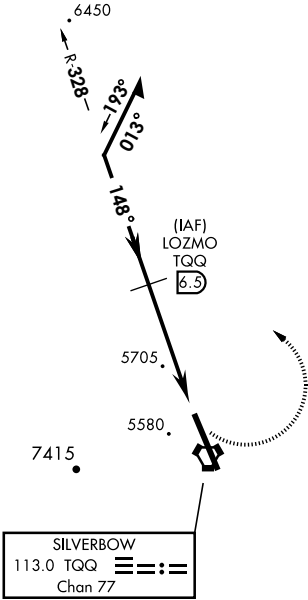


When VGSI inop, procedure NA at night.

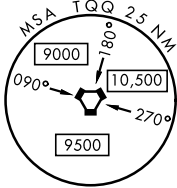
USAF ONLY: When Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval.

CAUTION: When Rwy 32 VGSI inop, circling to Rwy 32 NA at night.

CAUTION: High terrain 3 NM W of Rwy. Unlit terrain 5558' MSL, 200' prior to Rwy 32 threshold, 200' left of centerline.



SILVERBOW
113.0 TQW
Chan 77



EMERG SAFE ALT 100 NM 16,600 FROM TQW

VGSI and descent angle not coincident.		LOZMO 6.5	8800	11,000	TPH
8800		328°	8800		
Remain within 10 NM.		148°	7300		
3.33° TCH 51		HUGER 2		VORTAC	
		4.5 NM		.5	
CATEGORY	A	B	C	D	E
S-14	5960/24 487 (500-1/2)		5960/50 487 (500-1)	NOT AUTHORIZED	
CIRCLING*	6040-1 490 (500-1)		6040-1 1/2 490 (500-1 1/2)	NOT AUTHORIZED	

TONOPAH, NEVADA
Amdt 2 29MAY14

37°47'N-116°47'W

TONOPAH TEST RANGE (KTNX)

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





VORTAC TQQ 113.0 Chan 77	APCH CRS 318°	Rwy Idg 12,001 THRE 5550 Arpt Elev 5550
--	-------------------------	--

66-FLIP-NV-002
[vJaBoG 66]

TONOPAH TEST RANGE (KTNX)

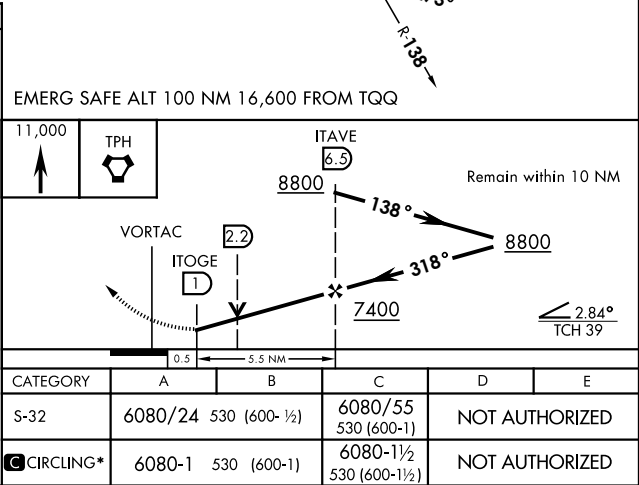
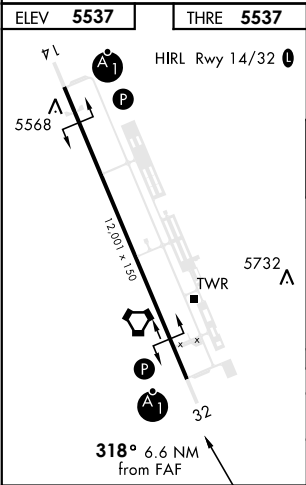
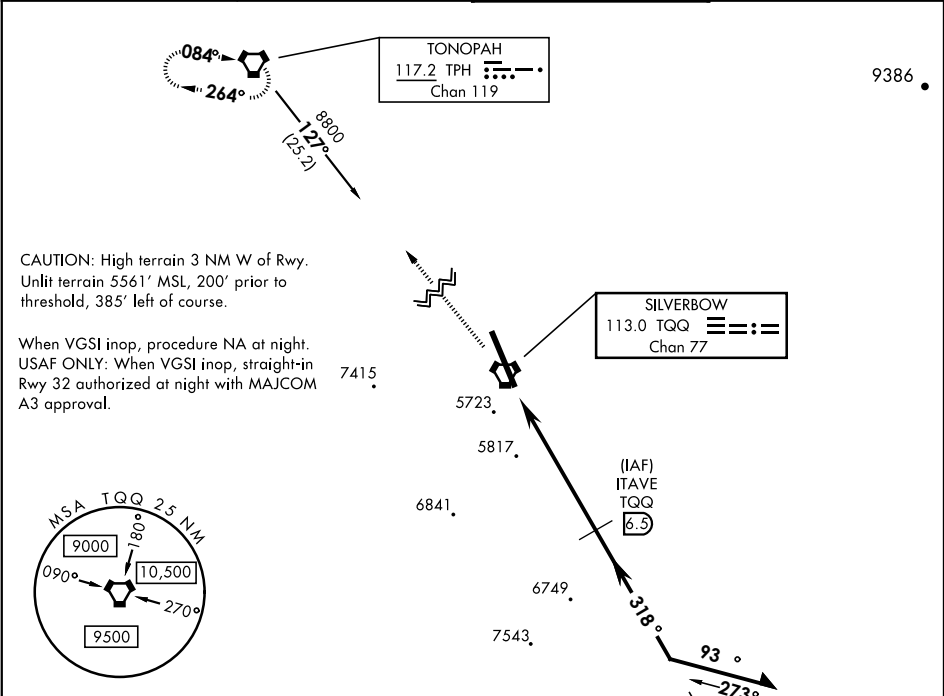
▼

* Circling not authorized W of Rwy 14/32

ALSF-1

MISSED APPROACH: Climb to 11,000 direct to TPH VORTAC and hold. Continue climb in holding to 11,000.

AWOS -	NELLIS CONTROL -	SILVERBOW TOWER 124.75 257.95 ★ 0	GND CON -
-----------	---------------------	---	--------------



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

INDIAN SPRINGS, NEVADA

ATIS

RWY 08-26 PNC 43 R/B/W/T
RWY 13-31 PNC 22 R/B/W/T

LIGHTING

PAPI RWY 08 AND RWY 26

RWY 08 PAPI DOES NOT
PRVD OBST CLNC BYD 2.5 NM
FR THLDHOT CARGO PAD
AND
TURNAROUNDFIELD
ELEV
3129

80

990 x 150

A

79°

BAK-12

AUGUST 2016
ANNUAL RATE OF CHANGE
0.1°W

VAR 13.0°E

WEST EOR

9,002 x 150

TWY C NORTH OF TWY G
AND TWY E TO W SIDE OF
RWY 13-31 ARE 50' WIDE

ALL OTHER TWYS ARE 75'

TWY C NORTH OF TWY G
AND TWY E AND TWY B
BETWEEN RWY 26 AND TWY G
RSTD TO REMOTELY PILOTTED
ACFT USE ONLY DUR HRS OF
REDUCED VISCONTROL
TOWERLIVE ORDNANCE
LOADING AREA

BAK-12

ELEV
3029

31

259°

313°

ELEV
3129

1,045 x 150

26

5,476 x 90

133°

ELEV
3029

200 x 90

RWY 13-31 DAY VFR ONLY
AND UNMANNED ACFT
SYS OR EMERG USE ONLYCAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATIONModified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

INDIAN SPRINGS, NEVADA





INDIAN SPRINGS, NEVADA

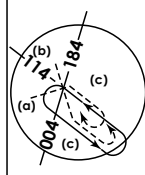
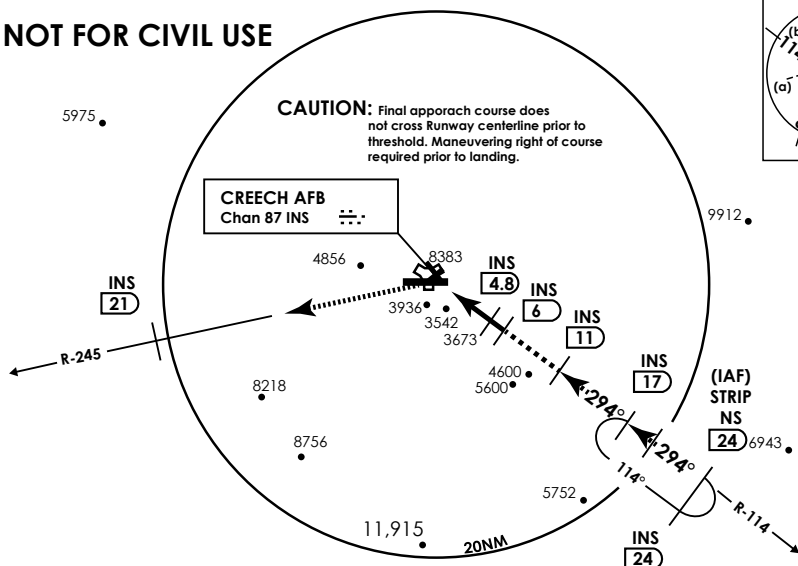
TACAN INS Chan 87	APCH CRS 294°	Rwy Idg TDZE Arpt Elev	9002 3133 3113
----------------------	------------------	------------------------------	----------------------

INDIAN SPRINGS AF AUX (KINS)

	* MISSED APPROACH: Direct INS then outbound INS R-245 to 21 DME climbing to 10,000.
--	---

NELLIS CON	INDIAN SPRINGS TOWER 118.30 0 360.60	GND CON
------------	---	---------

NOT FOR CIVIL USE

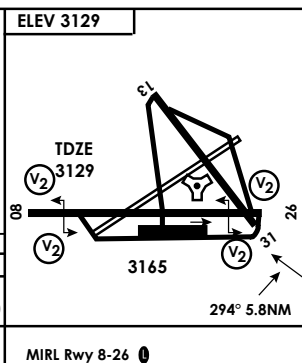
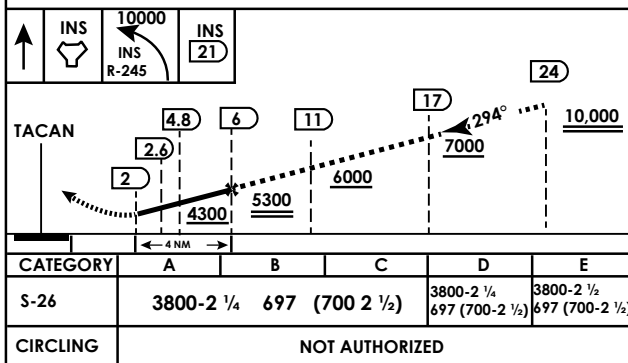
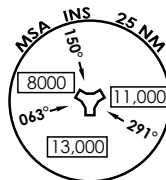


* CAUTION: Missed Approach Climb Rate to 4,700

Knots	60	120	180	240	300	360
V/V (fpm)	450	900	1350	1800	2250	2700

Controlling Obstacle 3936

EMERG SAFE ALT 100 NM 14,000



CITY OF INDIAN, NEVADA

INDIAN SPRINGS AF AUX (KINS)

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





INDIAN SPRINGS, NEVADA

TACAN INS Chan 87	APCH CRS 065°	Rwy Idg TDZE 3133 Arpt Elev 3113	9002 3133 3113
----------------------	------------------	--	----------------------

INDIAN SPRINGS AF AUX (KINS)



* MISSED APPROACH: Straight ahead to INS TACAN, intercept INS R-114
outbound, cross 17 DME at or above 9500, then direct KSV TACAN

NELLIS CON

CREECH AFB TOWER
118.30 0 360.60

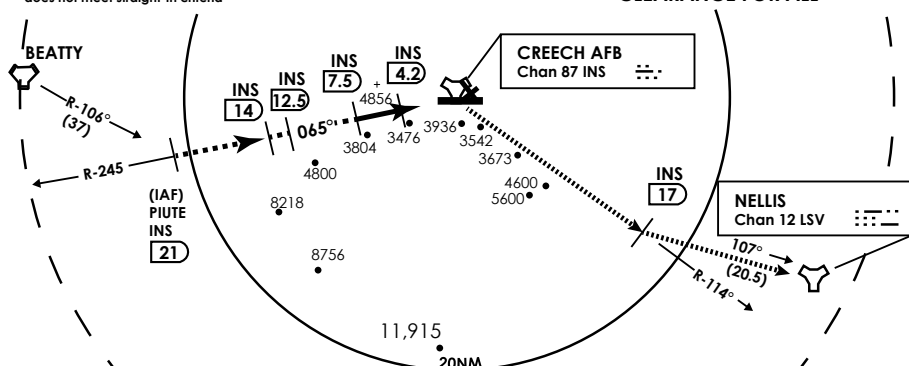
GND CON
- 0

NOT FOR CIVIL USE
**FOR USE UNDER BASIC VFR
WEATHER MINIMUMS ONLY**

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

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-258

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



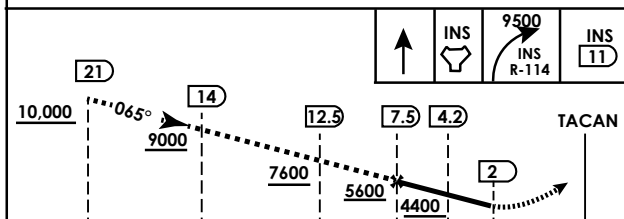
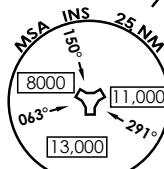
* CAUTION: Missed Approach Climb Rate to 4,700

Knots	60	120	180	240	300
V/V (fpm)	230	460	690	920	1150

Controlling Obstacle

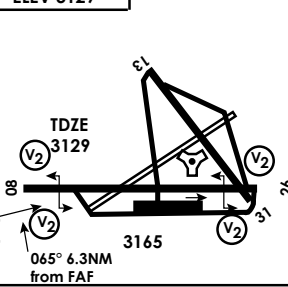
HIGH ALTITUDE FACILITIES

EMERG SAFE ALT 100 NM 14,000



CATEGORY	A	B	C	D	E
S-8	3760-1 1/2 627 (700-1 1/2)	3760-1 1/4 627 (700-1 1/4)	3760-2 627 (700-2)	3760-2 1/4 627 (700-2 1/4)	3760-2 1/2 627 (700-2 1/2)
CIRCLING	NOT AUTHORIZED				

ELEV 3129



MIRL Rwy 8-26

CITY OF INDIAN, NEVADA

INDIAN SPRINGS AF AUX (KINS)

(FOR DAY VFR USE ONLY)

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





AIRPORT DIAGRAM

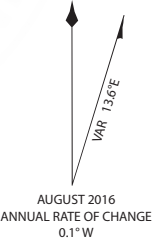
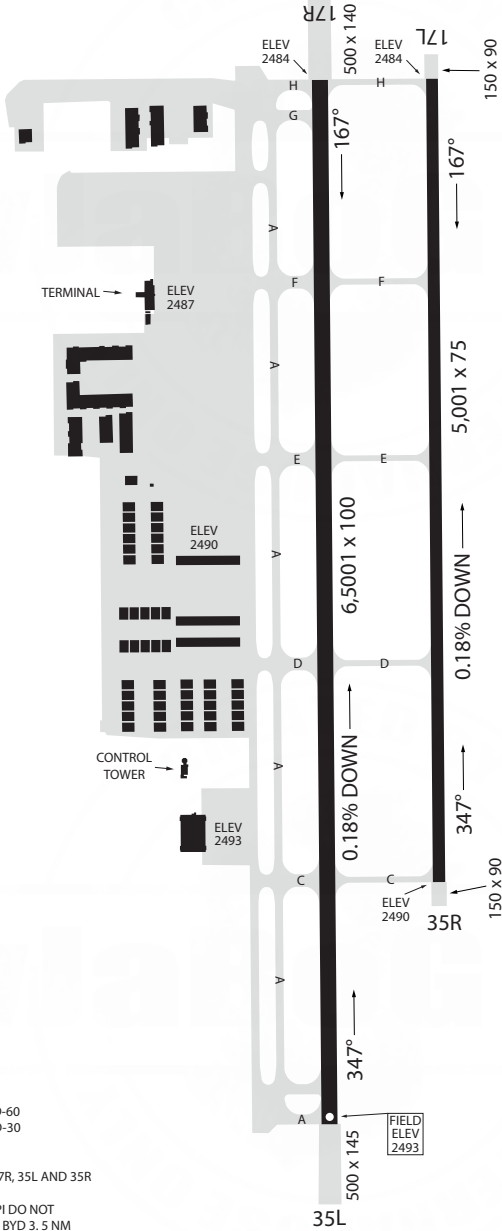
66-FLIP-NV-002 [vJaBoG 66]

LAS VEGAS, NEVADA

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS

HENDERSON TOWER
125.1 250.1 38.75
HENDERSON GROUND



RWY 35L-17R S-30, D-60
RWY 35R-17L S-30, D-30

LIGHTING
PAPI RWYS 17L, 17R, 35L AND 35R

RWY 35L, 35R PAPI DO NOT
PRVD OBST CLNC BYD 3.5 NM
FR THLD

FIELD
ELEV
2493

AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

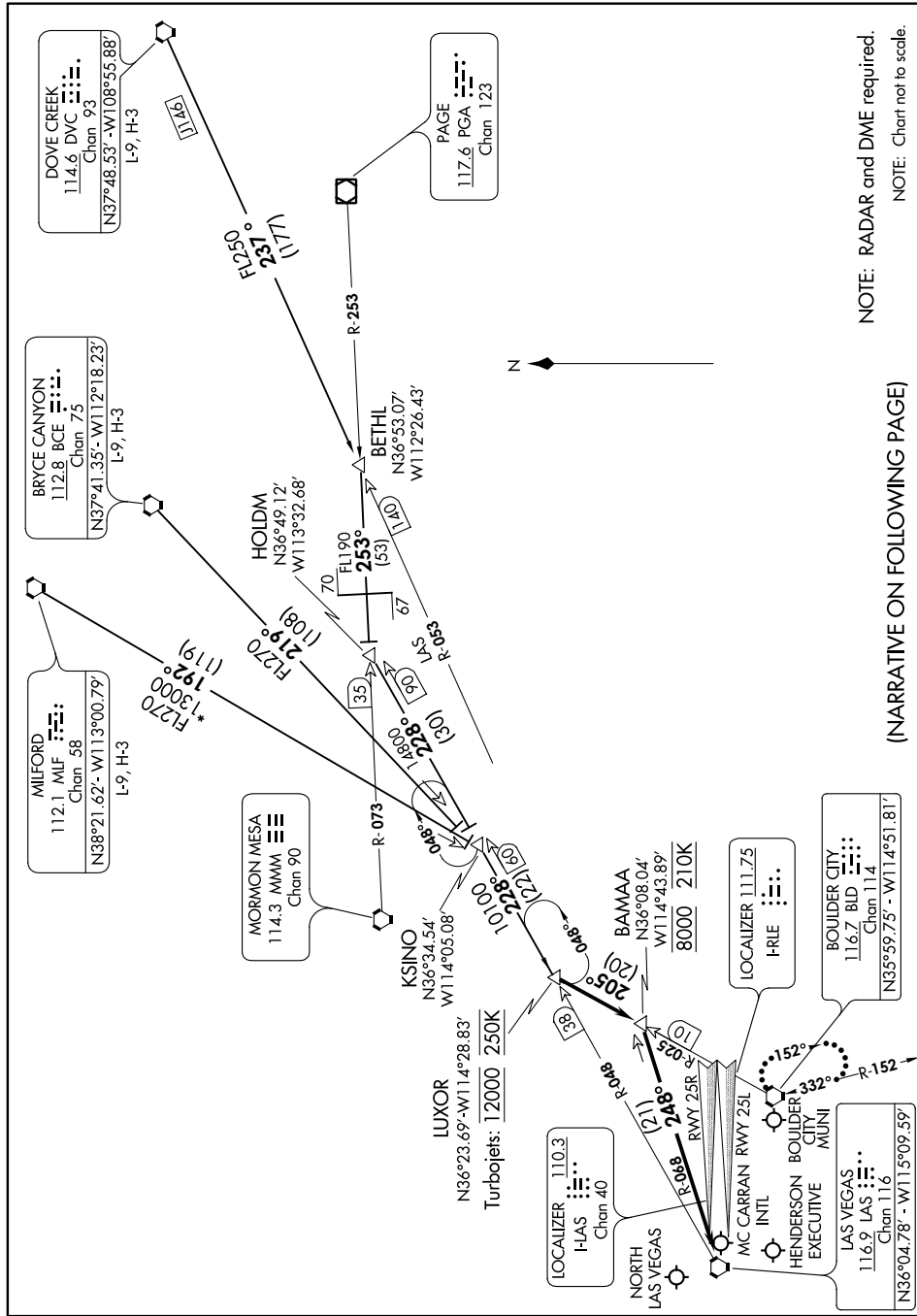
LAS VEGAS, NEVADA



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



NOTE: RADAR and DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ARRIVAL ROUTE DESCRIPTION

BETHL TRANSITION (BETHL.LUXOR2): From over BETHL INT on PGA R-**253** and MMM R-**073** to HOLDM INT, then on LAS R-**048** to LUXOR INT. Thence. . . .

BRyce CANYON TRANSITION (BCE.LUXOR2): From over BCE VORTAC on BCE R-**219** and LAS R-**048** to LUXOR INT. Thence. . . .

DOVE CREEK TRANSITION (DVC.LUXOR2): From over DVC VORTAC on DVC R-**237** and LAS R-**053** to BETHL INT, then on PGA R-**253** and MMM R-**073** to HOLDM INT, then on LAS R-**048** to LUXOR INT. Thence. . . .

MILFORD TRANSITION (MLF.LUXOR2): From over MLF VORTAC on MLF R-**192** and LAS R-**048** to LUXOR INT. Thence. . . .

. . . .From over LUXOR INT on BLD R-**025** to BAMAA INT, thence on LAS R-**068** to LAS VORTAC. Thence. . . .

LANDING MC CARRAN INTL: All runways expect RADAR vectors to final approach course.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect RADAR vectors to airport.

LOST COMMUNICATIONS: After LAS VORTAC proceed direct BLD VORTAC and hold. Maintain 8000' or last assigned altitude whichever is higher.

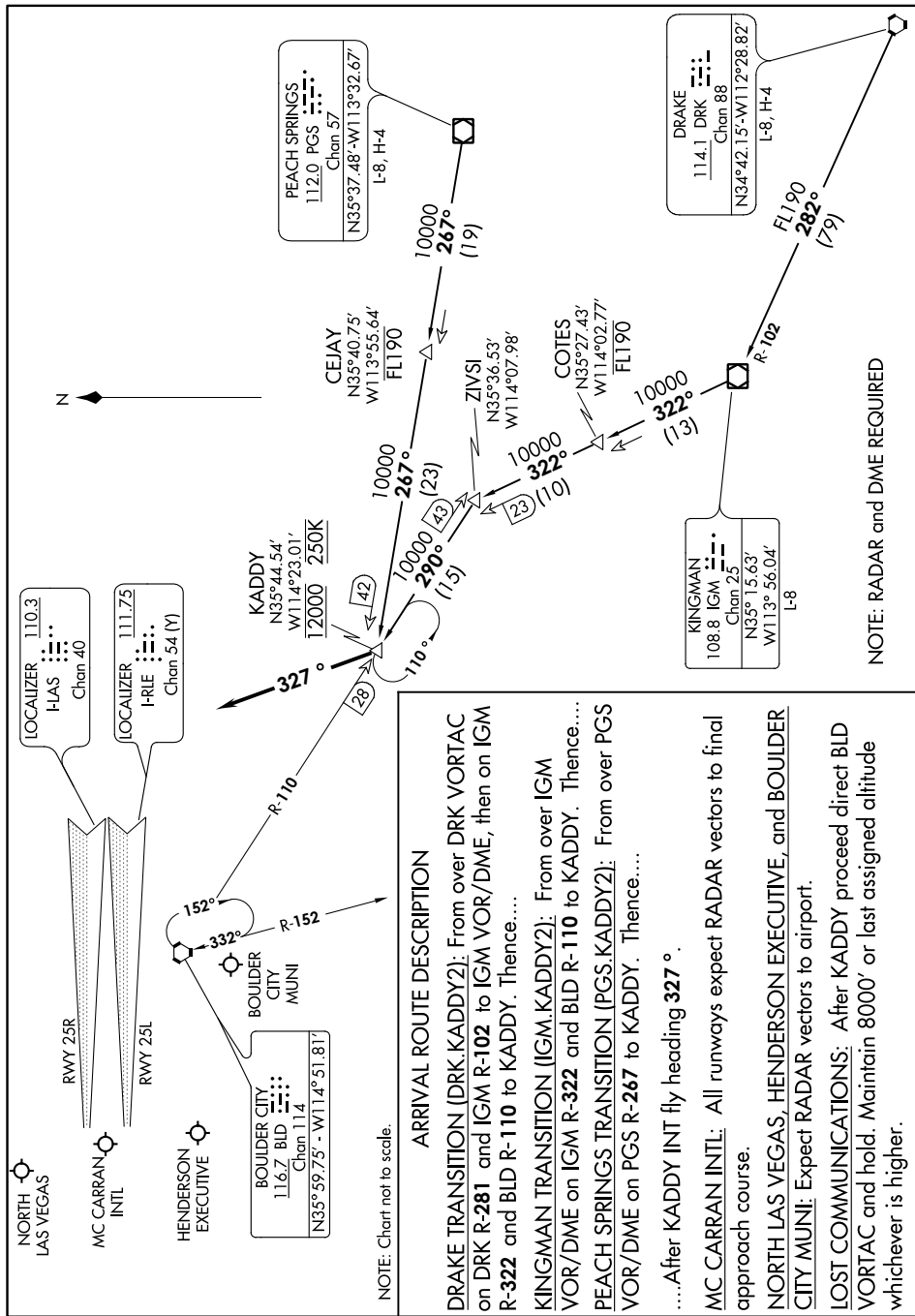
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



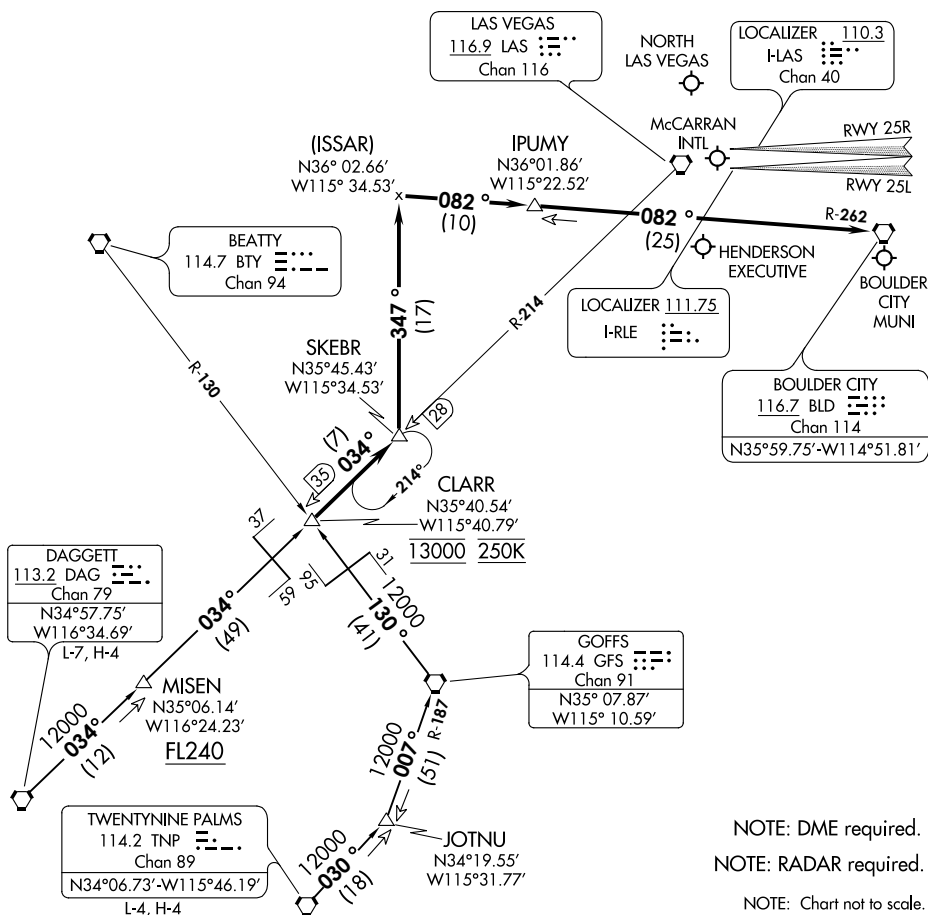


Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.CLARR2): From over DAG VORTAC via DAG R-034 and LAS R-214 to CLARR INT. Thence. . .

TWENTYNINE PALMS TRANSITION (TNP.CLARR2): From over TNP VORTAC via TNP R-030 to JOTNU INT, then via GFS R-187 to GFS VORTAC, then via GFS R-310 and BTY R-130 to CLARR INT. Thence. . .

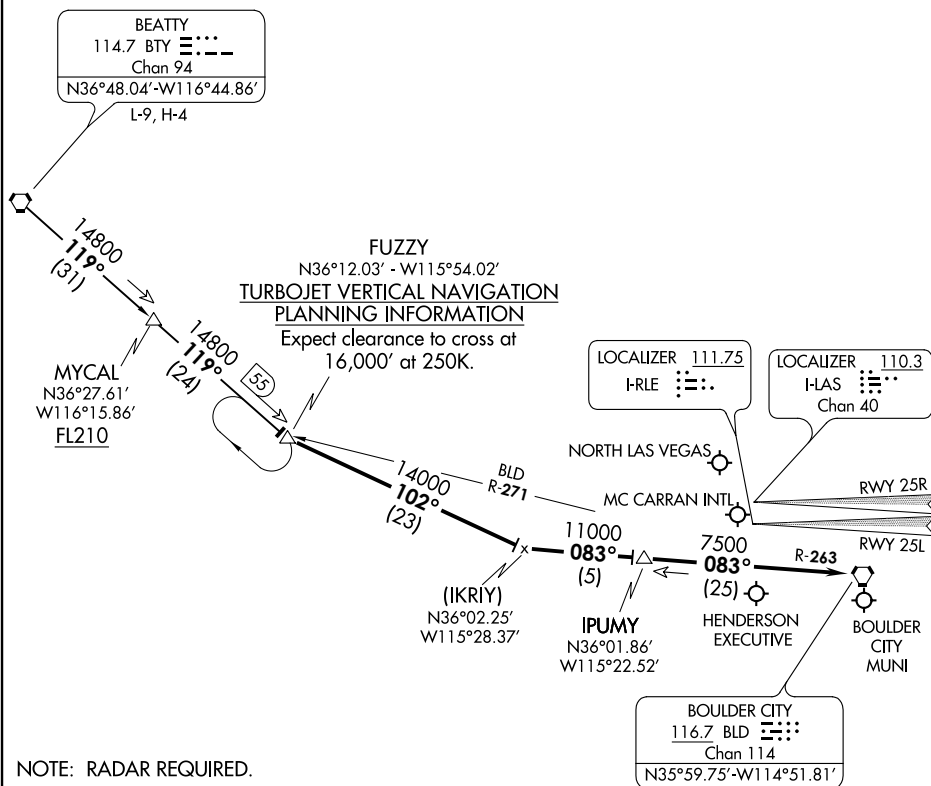
. . . From over CLARR INT via LAS R-214 to SKEBR INT. Thence. . .

LANDING MC CARRAN INTL: Via heading 347° to intercept the BLD R-262 to BLD VORTAC. Rwy 11L/R, 7L/R, and 19L/R expect RADAR vectors for visual approach prior to BLD VORTAC. Rwy 25L/R expect ILS approach procedure.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: After SKEBR INT expect RADAR vectors to airport.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BEATTY TRANSITION (BTY.FUZZY7): From over BTY VORTAC on BTY R-119 to FUZZY INT. Thence . . .

... From over FUZZY via heading **102°** to intercept BLD R-**263** to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 1L/R, 7L/R, and 19L/R: Expect vectors for visual approach prior to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 25L/R: Expect ILS approach.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI :
After IPUMY, expect RADAR vectors to airport.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





LAS VEGAS, NEVADA

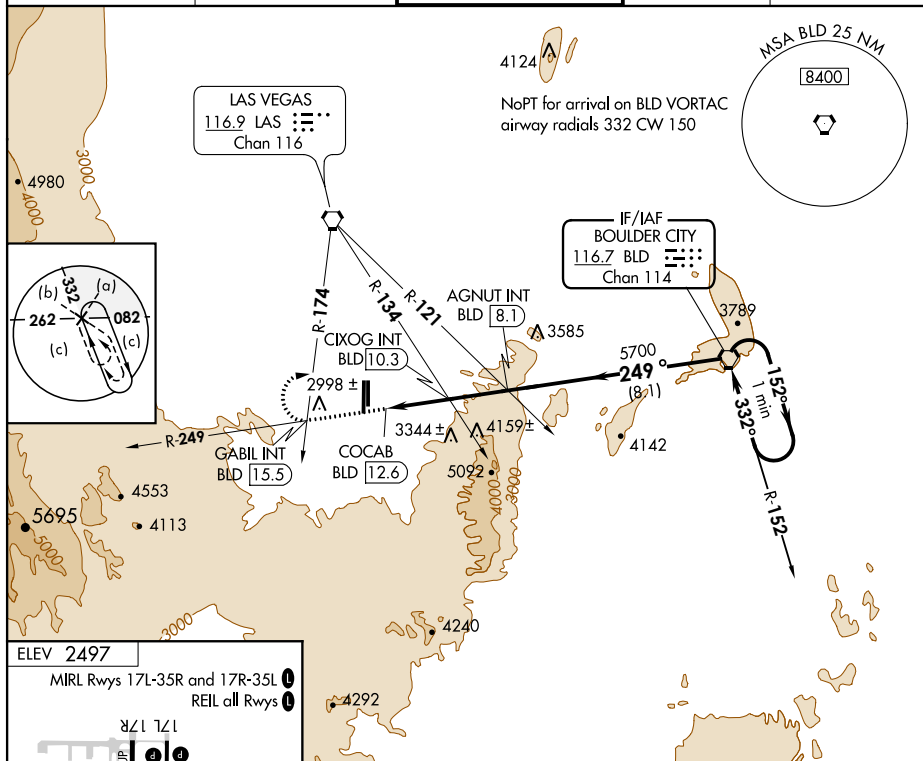
VORTAC BLD 116.7 Chan 114	APP CRS 249°	Rwy Idg TDZE Apt Elev	N/A N/A 2497
---	------------------------	-----------------------------	---

HENDERSON EXECUTIVE (HND)

- T** Circling to Rwy 35L NA at night.
A If local altimeter setting not received, use McCarran Intl altimeter setting and increase all MDAs 60 feet.

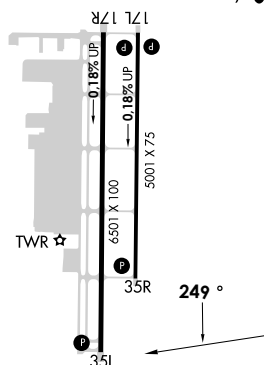
MISSED APPROACH: Climb to 7000 on BLD VORTAC R-249 to GABIL INT/BLD 15.5 DME and right turn direct BLD VORTAC and hold.

ATIS -	LAS VEGAS APP CON -	HENDERSON TOWER ★ 125.10 (CTAF) 0	GND CON -	UNICOM -
-----------	------------------------	--	--------------	-------------



ELEV 2497

MIRL Rwy 17L-35R and 17R-35L **L**
REIL all Rwy **L**



FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

LAS VEGAS, NEVADA

Amdt 1 10FEB11

7000 ↑ BLD R-249	GABIL INT BLD 15.5	AGNUT INT BLD 8.1	*4960 when using McCarran Intl altimeter setting.		BLD VORTAC	One Minute Holding Pattern
CATEGORY	A	B	C	D		
CIRCLING	4840-1¼ 2343 (2400-1¼)	4840-1½ 2343 (2400-1½)	4840-3 2343 (2400-3)	NA		
CIXOG FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)						
CIRCLING	3620-1¼ 1123 (1200-1¼)	3620-1½ 1123 (1200-1½)	3620-3 1123 (1200-3)	NA		

35°58'N-115°08'W

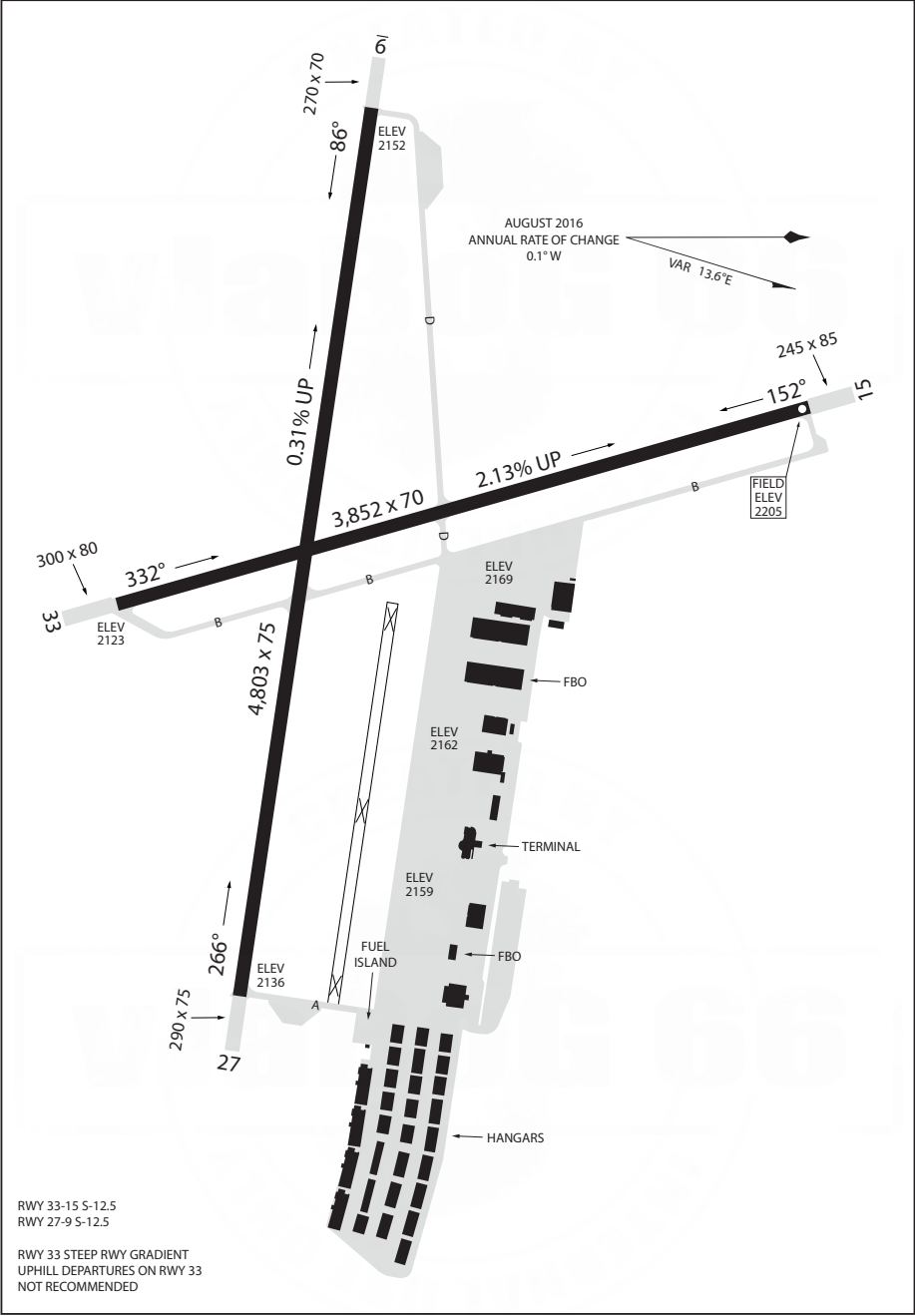
HENDERSON EXECUTIVE (HND)



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

BOULDER CITY, NEVADA



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

BOULDER CITY, NEVADA

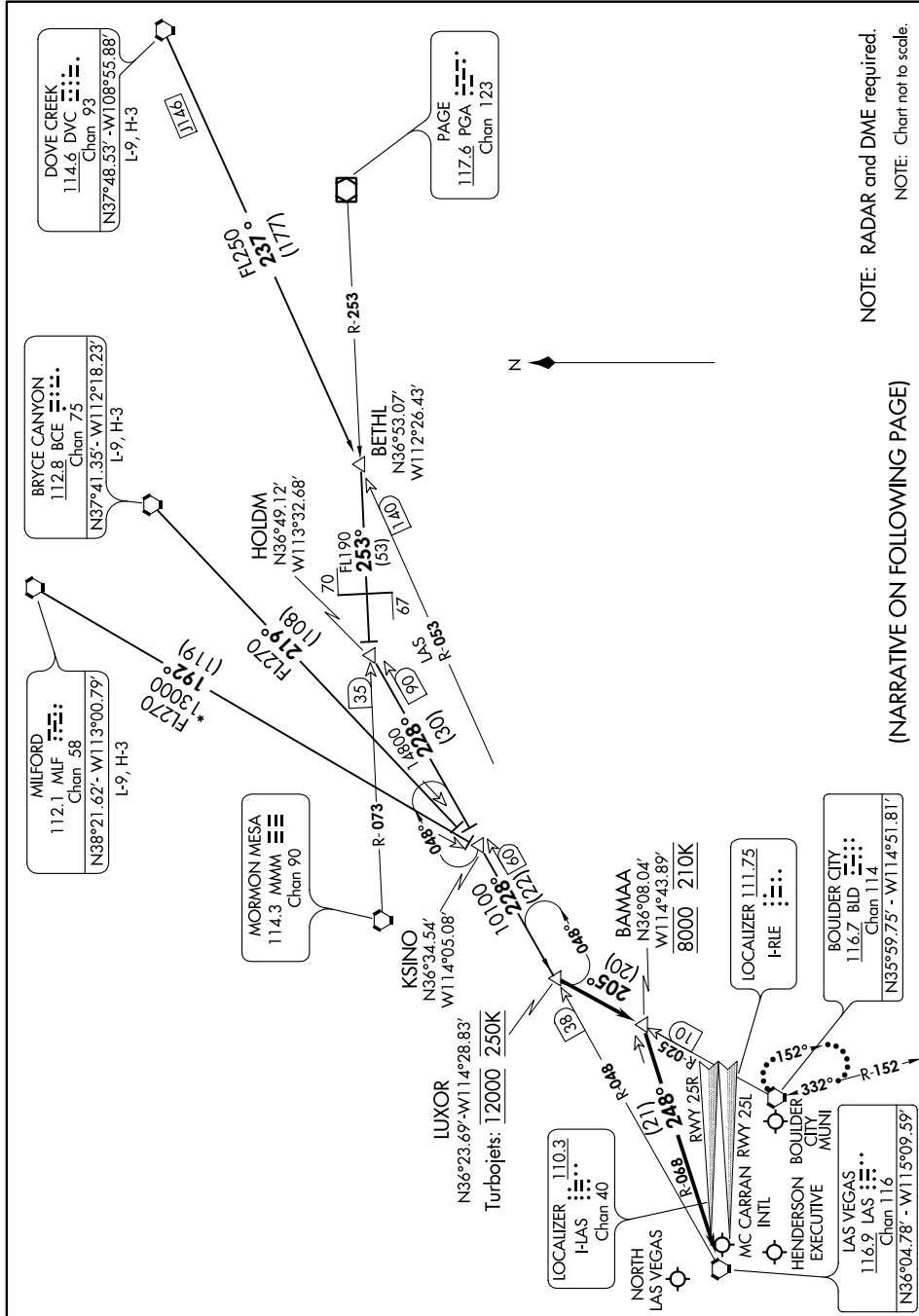


Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR and DME required.
NOTE: Chart not to scale.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ARRIVAL ROUTE DESCRIPTION

BETHL TRANSITION (BETHL.LUXOR2): From over BETHL INT on PGA R-**253** and MMM R-**073** to HOLDM INT, then on LAS R-**048** to LUXOR INT. Thence. . . .

BRyce CANYON TRANSITION (BCE.LUXOR2): From over BCE VORTAC on BCE R-**219** and LAS R-**048** to LUXOR INT. Thence. . . .

DOVE CREEK TRANSITION (DVC.LUXOR2): From over DVC VORTAC on DVC R-**237** and LAS R-**053** to BETHL INT, then on PGA R-**253** and MMM R-**073** to HOLDM INT, then on LAS R-**048** to LUXOR INT. Thence. . . .

MILFORD TRANSITION (MLF.LUXOR2): From over MLF VORTAC on MLF R-**192** and LAS R-**048** to LUXOR INT. Thence. . . .

. . . .From over LUXOR INT on BLD R-**025** to BAMAA INT, thence on LAS R-**068** to LAS VORTAC. Thence. . . .

LANDING MC CARRAN INTL: All runways expect RADAR vectors to final approach course.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect RADAR vectors to airport.

LOST COMMUNICATIONS: After LAS VORTAC proceed direct BLD VORTAC and hold. Maintain 8000' or last assigned altitude whichever is higher.

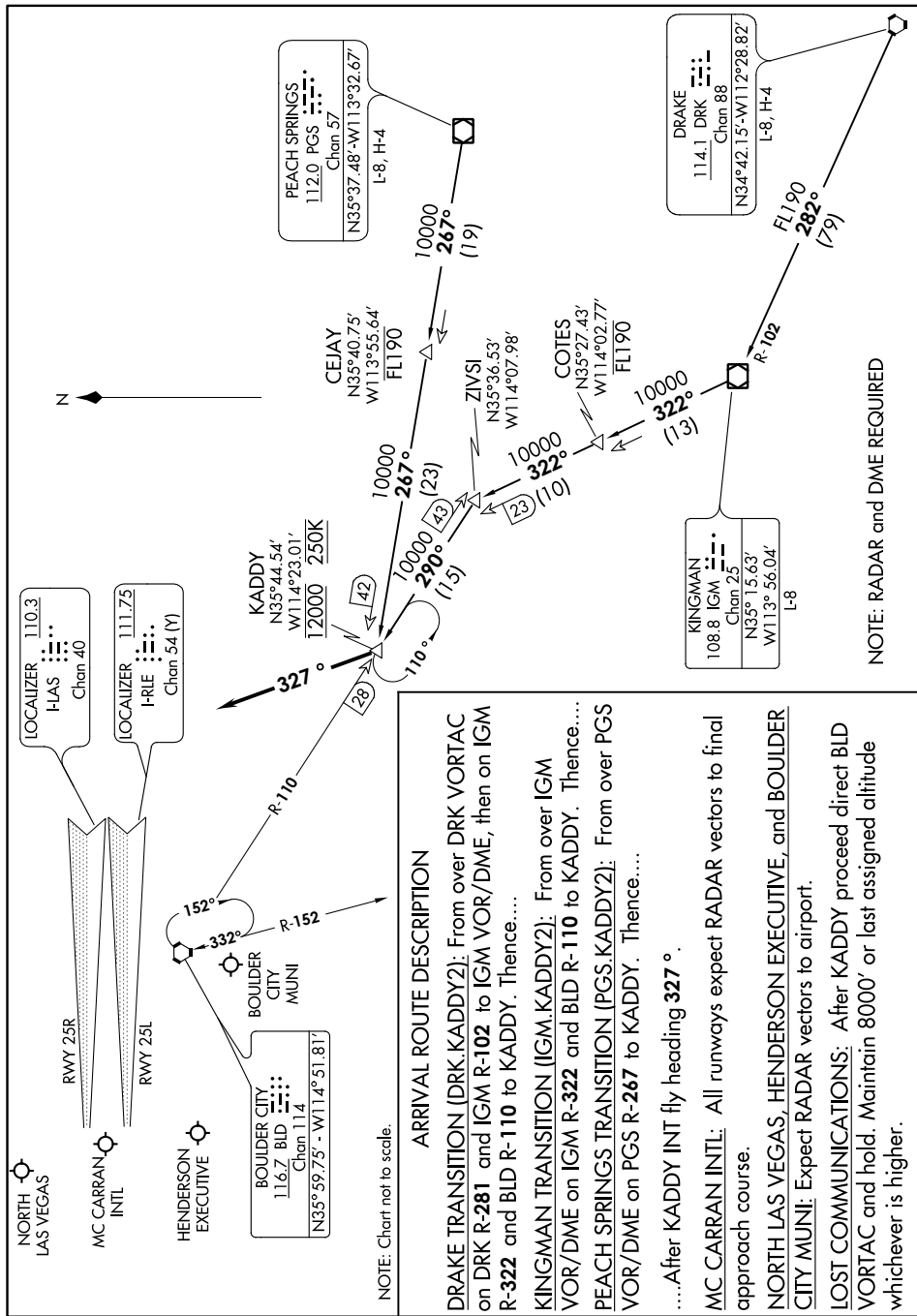
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



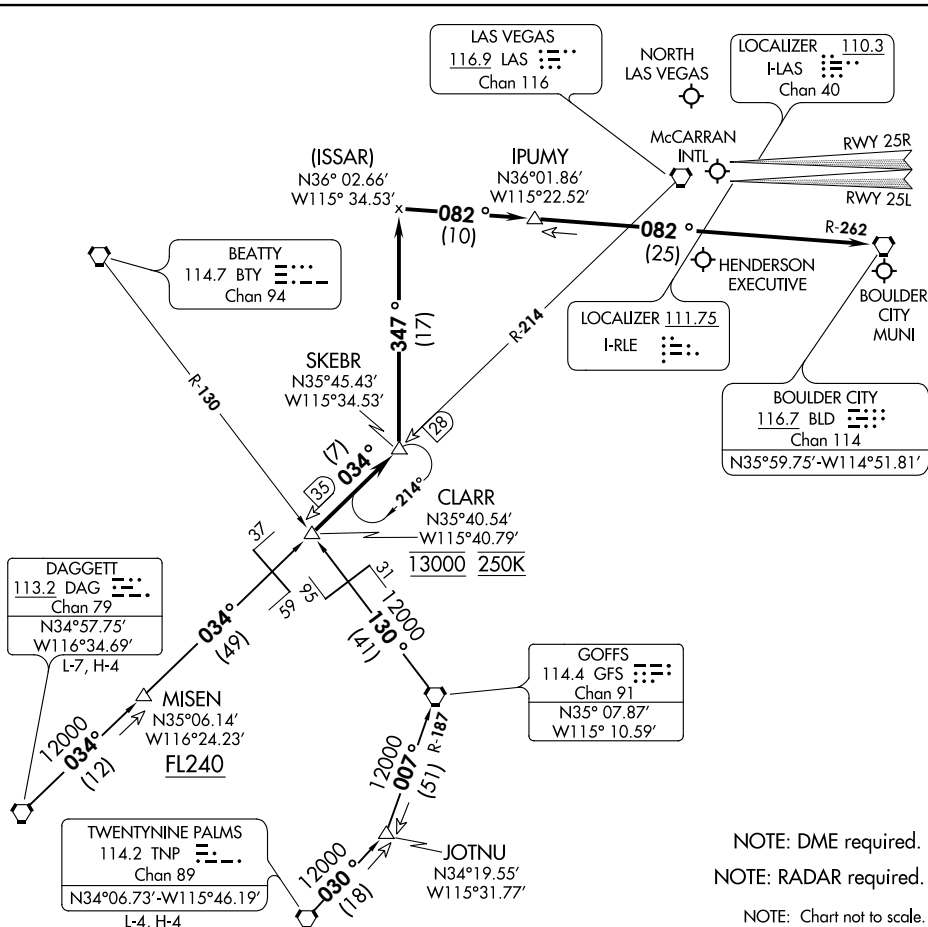


Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.CLARR2): From over DAG VORTAC via DAG R-034 and LAS R-214 to CLARR INT. Thence. . .

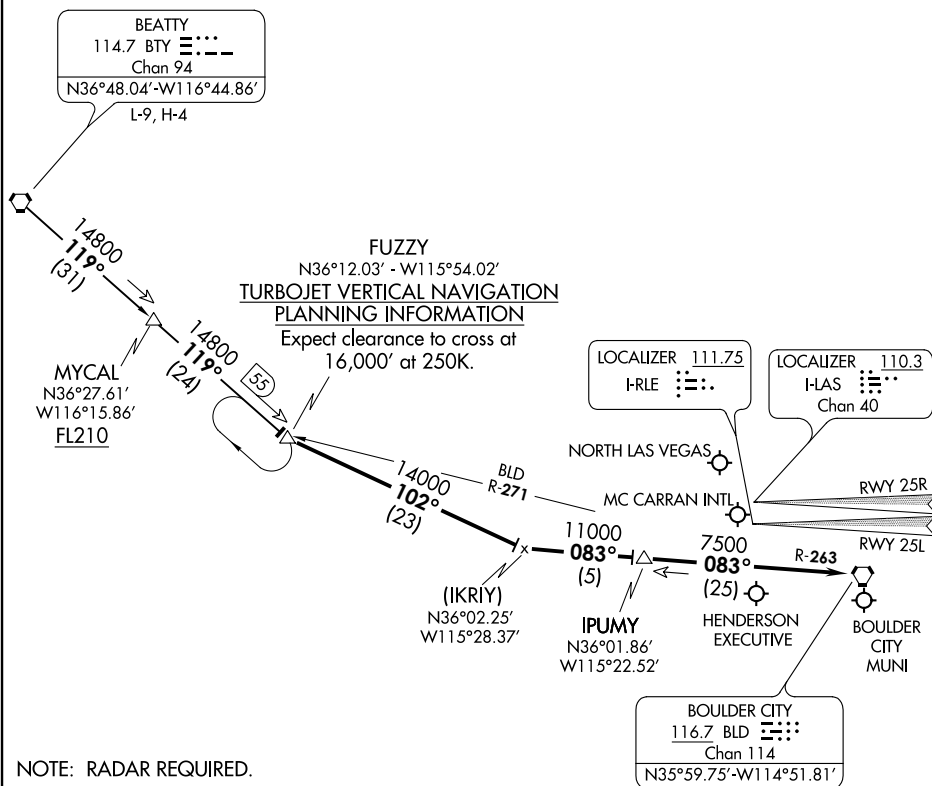
TWENTYNINE PALMS TRANSITION (TNP.CLARR2): From over TNP VORTAC via TNP R-030 to JOTNU INT, then via GFS R-187 to GFS VORTAC, then via GFS R-310 and BTY R-130 to CLARR INT. Thence. . .

. . . From over CLARR INT via LAS R-214 to SKEBR INT. Thence. . .

LANDING MC CARRAN INTL: Via heading 347° to intercept the BLD R-262 to BLD VORTAC. Rwy 11L/R, 7L/R, and 19L/R expect RADAR vectors for visual approach prior to BLD VORTAC. Rwy 25L/R expect ILS approach procedure.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: After SKEBR INT expect RADAR vectors to airport.





NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BEATTY TRANSITION (BTY.FUZZY7): From over BTY VORTAC on BTY R-119 to FUZZY INT. Thence . . .

. . . From over FUZZY via heading **102°** to intercept BLD R-263 to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 1L/R, 7L/R, and 19L/R: Expect vectors for visual approach prior to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 25L/R: Expect ILS approach.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI :
After IPUMY, expect RADAR vectors to airport.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

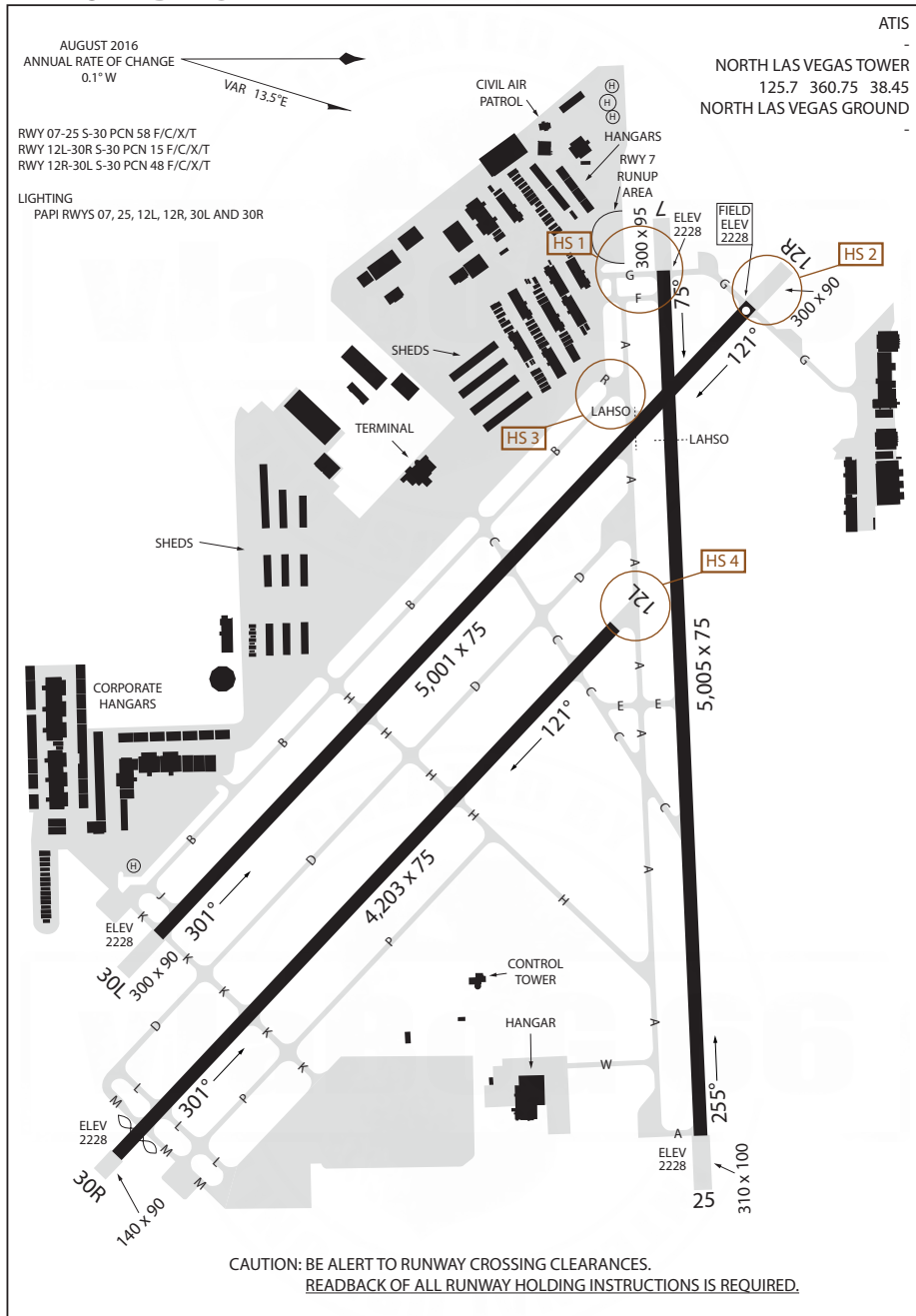




AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

LAS VEGAS, NEVADA



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

LAS VEGAS, NEVADA





ATIS

- GND CON

- UNICOM

- CTAF

125.7 360.75TAKEOFF MINIMUMS:

Rwy 7: Standard with minimum climb of 339' per NM to 3600 or. . .

Rwy 12L: Standard with minimum climb of 393' per NM to 3600 or. . .

Rwy 12R: Standard with minimum climb of 373' per NM to 3600 or. . .

Rwy 25: Standard with minimum climb of 257' per NM to 4500 or. . .

Rwy 30R: Standard with minimum climb of 354' per NM to 4700 or. . .

Rwy 30L: Standard with minimum climb of 367' per NM to 4700 or. . .

. . . 2100-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES:

Rwy 7: Tower 1.1 NM from DER, 1044' right of centerline, 252' AGL/2348' MSL.

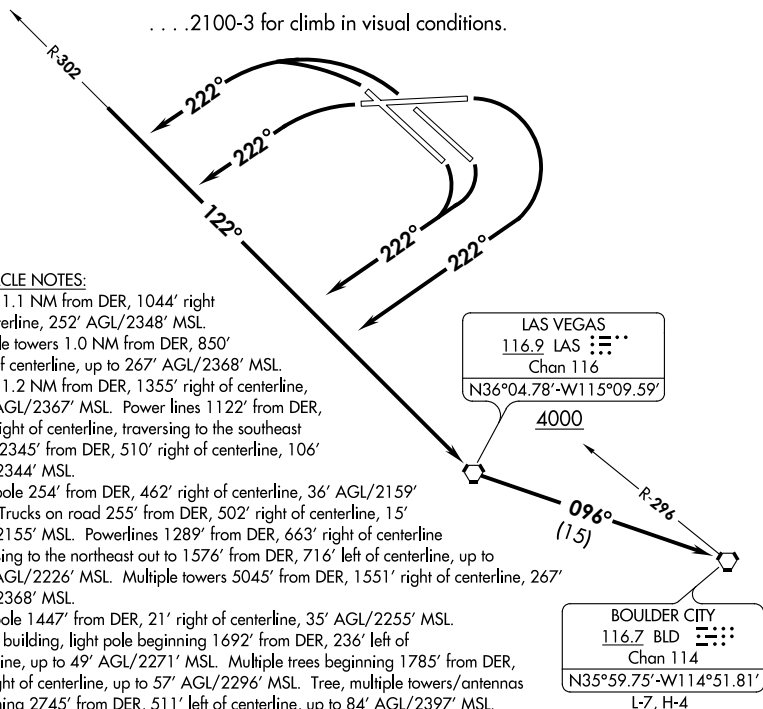
Rwy 12R: Multiple towers 1.0 NM from DER, 850' right of centerline, up to 267' AGL/2368' MSL. Tower 1.2 NM from DER, 1355' right of centerline, 270' AGL/2367' MSL. Power lines 1122' from DER, 764' right of centerline, traversing to the southeast out to 2345' from DER, 510' right of centerline, 106' AGL/2344' MSL.

Rwy 12L: Light pole 254' from DER, 462' right of centerline, 36' AGL/2159' MSL. Trucks on road 255' from DER, 502' right of centerline, 15' AGL/2155' MSL. Powerlines 1289' from DER, 663' right of centerline traversing to the northeast out to 1576' from DER, 716' left of centerline, up to 129' AGL/2226' MSL. Multiple towers 5045' from DER, 1551' right of centerline, 267' AGL/2368' MSL.

Rwy 25: Light pole 1447' from DER, 21' right of centerline, 35' AGL/2255' MSL.

Rwy 30L: Signs, building, light pole beginning 1692' from DER, 236' left of centerline, up to 49' AGL/2271' MSL. Multiple trees beginning 1785' from DER, 78' right of centerline, up to 57' AGL/2296' MSL. Tree, multiple towers/antennas beginning 2745' from DER, 511' left of centerline, up to 84' AGL/2397' MSL.

Rwy 30R: Antenna tower 4639' from DER, 1736' left of centerline, 84' AGL/2327' MSL. Anemometer 552' from DER, 570' left of centerline, 34' AGL/2216' MSL. Vent on building 1632' from DER, 566' right of centerline, 58' AGL/2240' MSL. Antenna on hangar 2012' from DER, 195' right of centerline, 61' AGL/2247' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTIONTAKEOFF RWYS 7, 12 L/R: Turn right.TAKEOFF RWYS 25, 30L/R: Turn left.All aircraft climb to 6000 via heading **222°** and LAS-**302** to LAS VORTAC, cross LAS VORTAC at or above 4000. Continue climb via LAS VORTAC R-**096** to BLD VORTAC.RWYS 7, 12L/R, 25, 30L/R: For climb in visual conditions: cross North Las Vegas Airport at or above 4200 then via BLD VORTAC R-**296** to BLD VORTAC.Modified by viaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATIONModified by viaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



ATIS -
GND CON -
UNICOM -
CTAF **125.7 360.75**

WARNING: Rapidly rising terrain west and north of procedure airport.

A-481

RUZCO
N36°14.54'
W115°17.12'
5000

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:

- Rwy 25: Standard with minimum climb of 425' per NM to 5000.
Rwy 30L: Standard with minimum climb of 415' per NM to 5000.
Rwy 30R: Standard with minimum climb of 390' per NM to 5000.

TAKEOFF OBSTACLE NOTES:

- Rwy 25: Light pole 1447' from DER, 21' right of centerline, up to 35' AGL/2255' MSL.
Rwy 30L: Signs, buildings and light poles beginning 1692' from DER, 236' left of centerline, up to 49' AGL/2271' MSL.
Multiple trees beginning 1785' from DER, 78' right of centerline, up to 57' AGL/2296' MSL.
Trees, multiple towers/antennas beginning 2745' from DER, 511' left of centerline, up to 84' AGL/2397' MSL.
Rwy 30R: Antenna tower 4639' from DER, 1736' left of centerline, up to 84' AGL/2327' MSL.
Anemometer 552' from DER, 570' left of centerline, 34' AGL/2216' MSL.
Vent on building 1632' from DER, 566' right of centerline, 58' AGL/2240' MSL.
Antenna on hanger 2012' from DER, 195' right of centerline, 61' AGL/2247' MSL.

NOTE: Do not exceed 240K until established on LAS R-322 southeast bound.

NOTE: DME required.

LAS VEGAS
116.9 LAS
Chan 116
N36°04.78'-W115°09.59'
L-7, H-4
7000

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climbing right turn heading **272°** to intercept LAS R-315 at or above 3700, thence. . .

TAKEOFF RWYS 30L/R: Climbing left turn heading **272°** and right turn to intercept LAS R-315 at or above 3700, thence. . .

. . . on LAS R-315 outbound to cross RUZCO/LAS 12 DME at or below 5000, then climbing right turn to intercept LAS R-322 to LAS VORTAC. Cross LAS VORTAC at or above 7000.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ATIS -
GND CON -
UNICOM -
CTAF **125.7 360.75**

WARNING: Rapidly rising terrain west and north of procedure.

A-481

RUZCO
N36°14.54'
W115°17.12'
5000
3700

**TOP ALTITUDE:
ASSIGNED BY ATC**

NOTE: Do not exceed 240K until established on LAS R-322 southeast bound.

NOTE: DME required.

TAKEOFF MINIMUMS:

- Rwy 7: Standard with minimum climb of 295' per NM to 3600.
Rwy 12L: Standard with minimum climb of 397' per NM to 3600.
Rwy 12R: Standard with a minimum climb of 379' per NM to 3600.

TAKEOFF OBSTACLE NOTES:

- Rwy 7: Tower 1.1 NM from DER, 1044' right of centerline, 252' AGL/2348' MSL.
Rwy 12R: Multiple towers 1.0 NM from DER, 850' right of centerline, up to 267' AGL/2368' MSL.
Tower 1.2 NM from DER, 1355' right of centerline, 270' AGL/2367' MSL.
Power lines 1122' from DER, 764' right of centerline, traversing to the southeast out to 2345' from DER, 510' right of centerline, up to 106' AGL/2344' MSL.
Rwy 12L: Light pole 254' from DER, 462' right of centerline, 36' AGL/2159' MSL.
Trucks on road 255' from DER, 502' right of centerline, 15' AGL/2155' MSL.
Powerlines 1289' from DER, 663' right of centerline, traversing to the northeast out to 1576' from DER, 716' left of centerline, up to 129' AGL/2226' MSL.
Multiple towers 5045' from DER, 1551' right of centerline, 267' AGL/2368' MSL.

LAS VEGAS
116.9 LAS :
Chan 116
N36°04.78'-W115°09.59'
L-7, H-4
7000

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 7 and 12L/R: Climbing right turn on heading **252°** and right turn to intercept LAS R-315 northwest bound to cross RUZCO at or above 3700, at or below 5000, then climbing right turn to intercept LAS R-322 southeast bound to LAS VORTAC. Cross LAS VORTAC at or above 7000.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



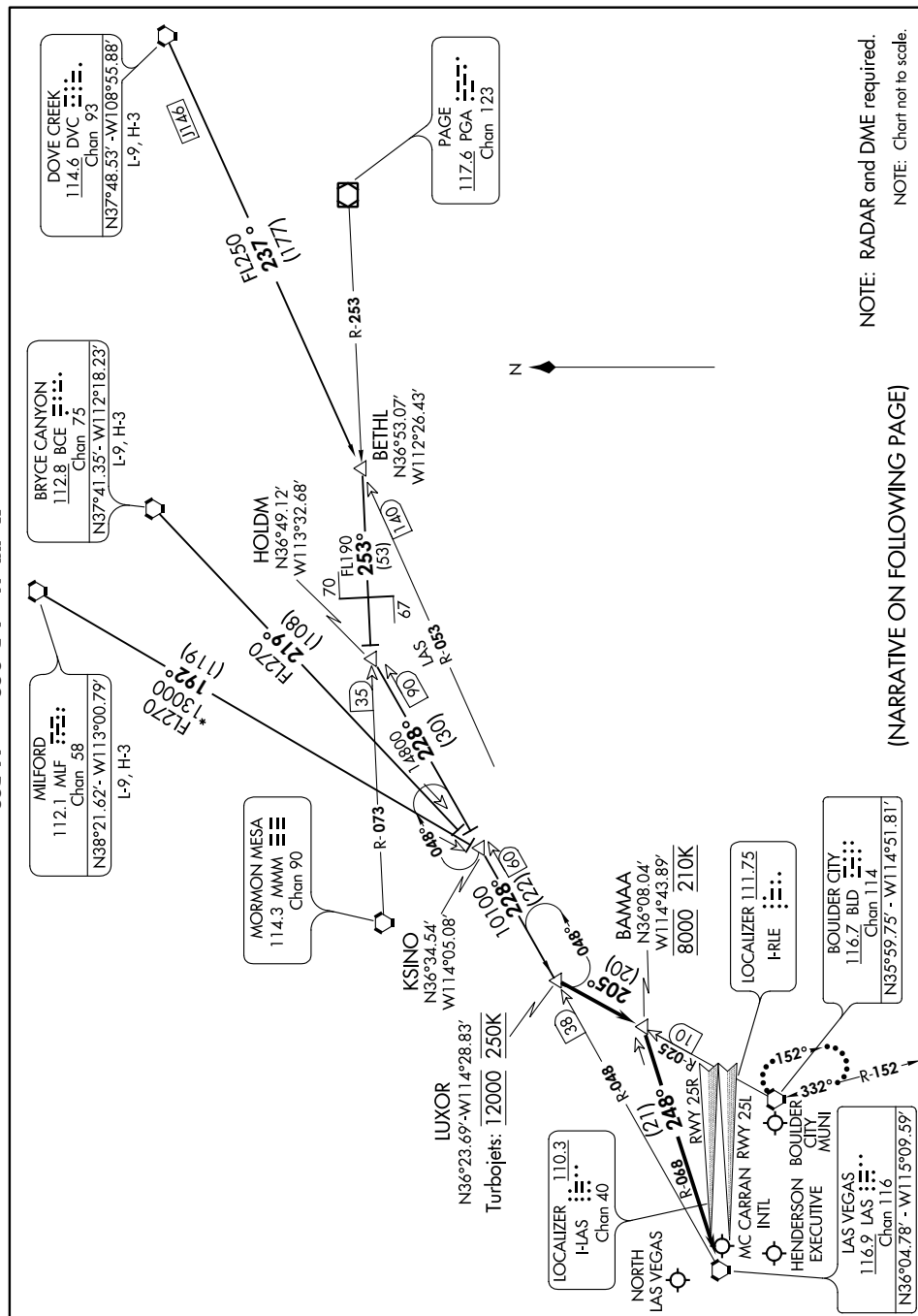


Modified by vJBoG 66 use with DCS
licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

NOTE: RADAR and DME required.

(NARRATIVE ON FOLLOWING PAGE)

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ARRIVAL ROUTE DESCRIPTION

BETHL TRANSITION (BETHL.LUXOR2): From over BETHL INT on PGA R-**253** and MMM R-**073** to HOLDM INT, then on LAS R-**048** to LUXOR INT. Thence. . . .

BRyce CANYON TRANSITION (BCE.LUXOR2): From over BCE VORTAC on BCE R-**219** and LAS R-**048** to LUXOR INT. Thence. . . .

DOVE CREEK TRANSITION (DVC.LUXOR2): From over DVC VORTAC on DVC R-**237** and LAS R-**053** to BETHL INT, then on PGA R-**253** and MMM R-**073** to HOLDM INT, then on LAS R-**048** to LUXOR INT. Thence. . . .

MILFORD TRANSITION (MLF.LUXOR2): From over MLF VORTAC on MLF R-**192** and LAS R-**048** to LUXOR INT. Thence. . . .

. . . .From over LUXOR INT on BLD R-**025** to BAMAA INT, thence on LAS R-**068** to LAS VORTAC. Thence. . . .

LANDING MC CARRAN INTL: All runways expect RADAR vectors to final approach course.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect RADAR vectors to airport.

LOST COMMUNICATIONS: After LAS VORTAC proceed direct BLD VORTAC and hold. Maintain 8000' or last assigned altitude whichever is higher.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

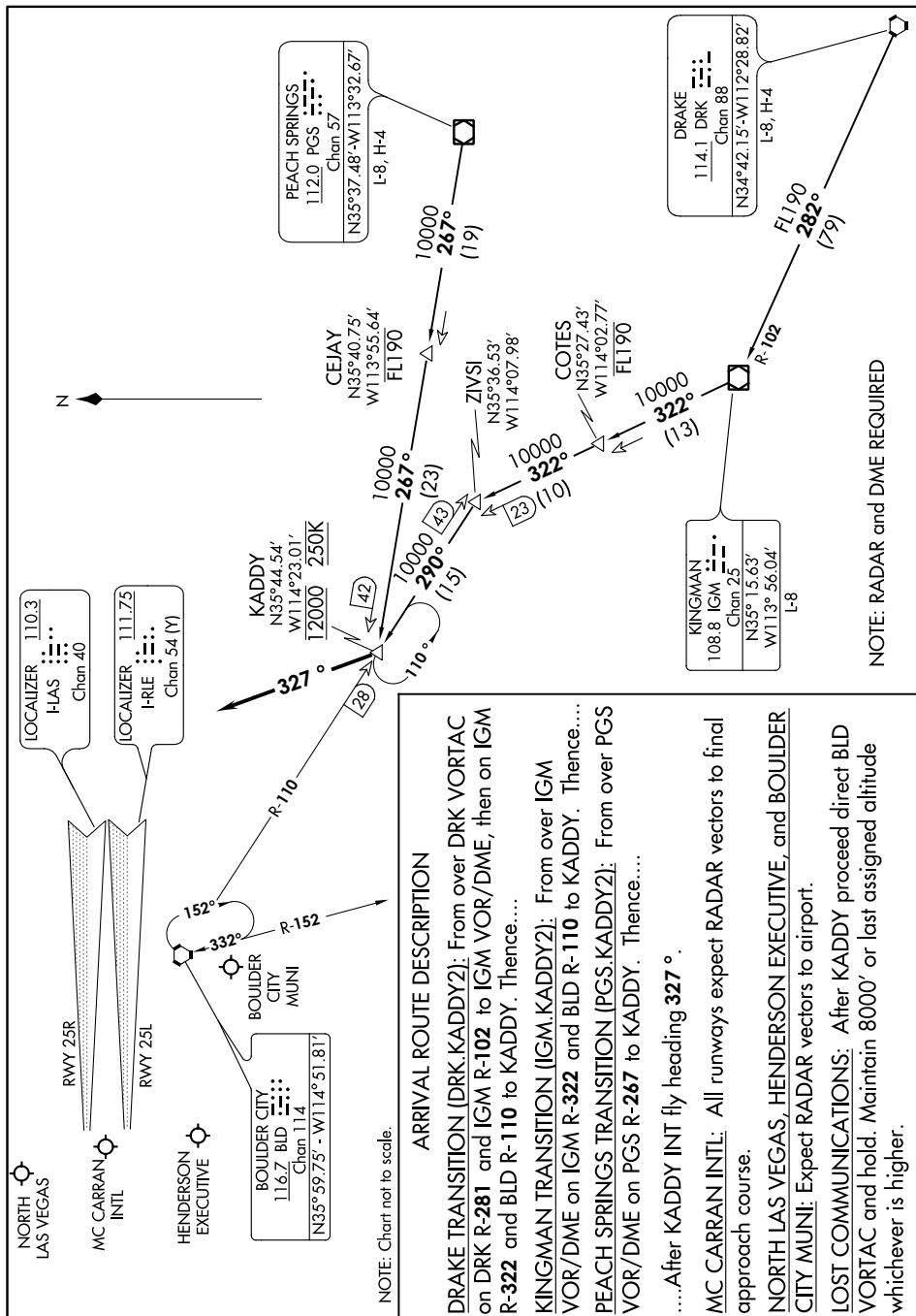
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

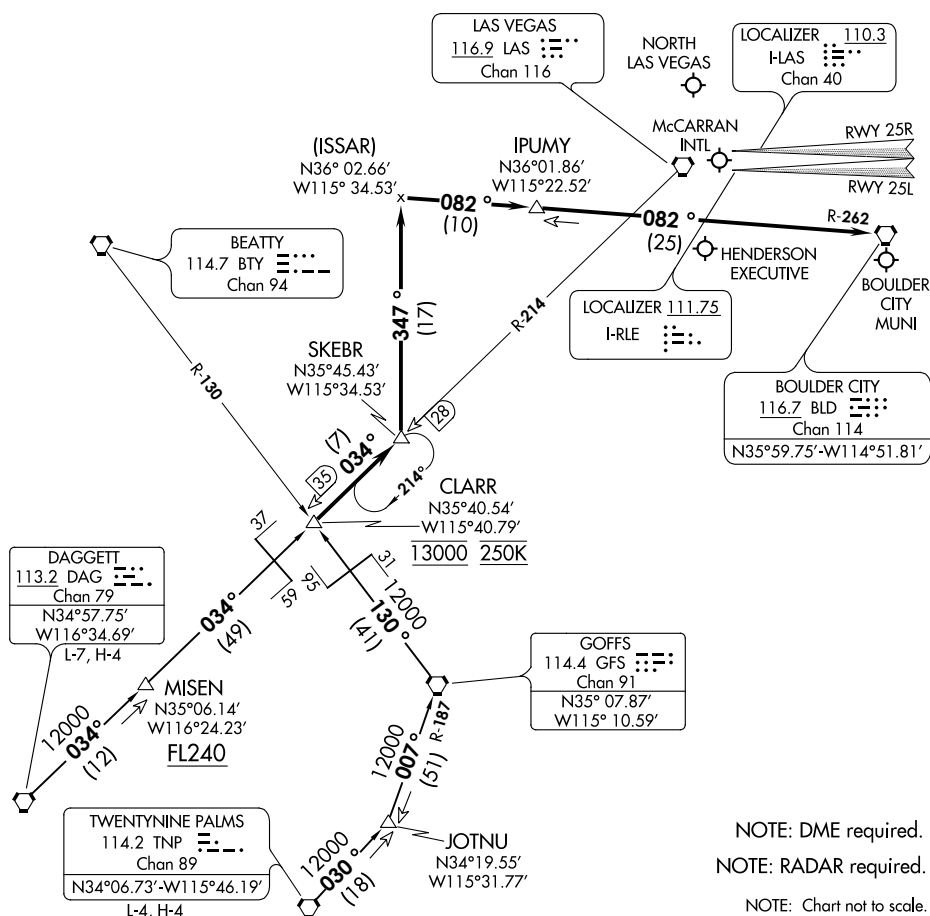




Modified by vJBoG 66 use with DCS
licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.CLARR2): From over DAG VORTAC via DAG R-034 and LAS R-214 to CLARR INT. Thence. . .

TWENTYNINE PALMS TRANSITION (TNP.CLARR2): From over TNP VORTAC via TNP R-**030** to JOTNU INT, then via GFS R-**187** to GFS VORTAC, then via GFS R-**310** and BTY R-**130** to CLARR INT. Thence. . . .

...From over CLARR INT via LAS R-214 to SKEBR INT. Thence. ...

LANDING MC CARRAN INTL: Via heading **347°** to intercept the BLD R-**262** to BLD VORTAC.
Rwys 1L/R, 7L/R, and 19L/R expect RADAR vectors for visual approach prior to BLD VORTAC.
Rwys 25L/R expect ILS approach procedure.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: After SKEBR INT expect RADAR vectors to airport.

NOTE: DME required.

NOTE: RADAR required.

NOTE: Chart not to scale.

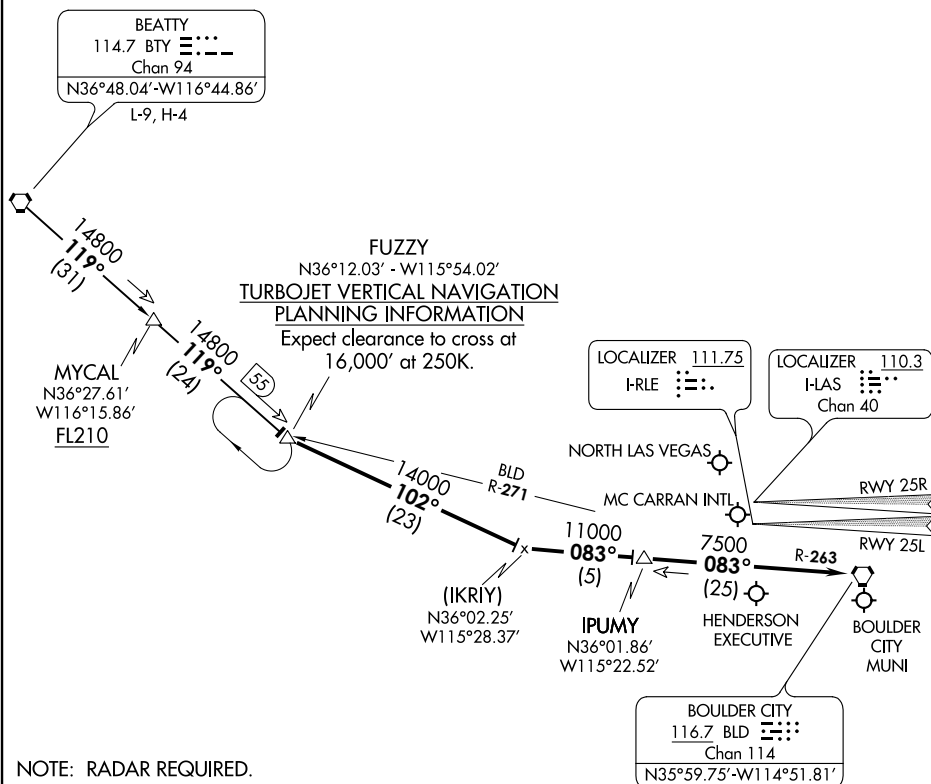
Modified by vJABoG 66 use with DCS
licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BEATTY TRANSITION (BTY.FUZZY7): From over BTY VORTAC on BTY R-119 to FUZZY INT. Thence . . .

. . . From over FUZZY via heading **102°** to intercept BLD R-263 to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 1L/R, 7L/R, and 19L/R: Expect vectors for visual approach prior to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 25L/R: Expect ILS approach.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI :
After IPUMY, expect RADAR vectors to airport.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





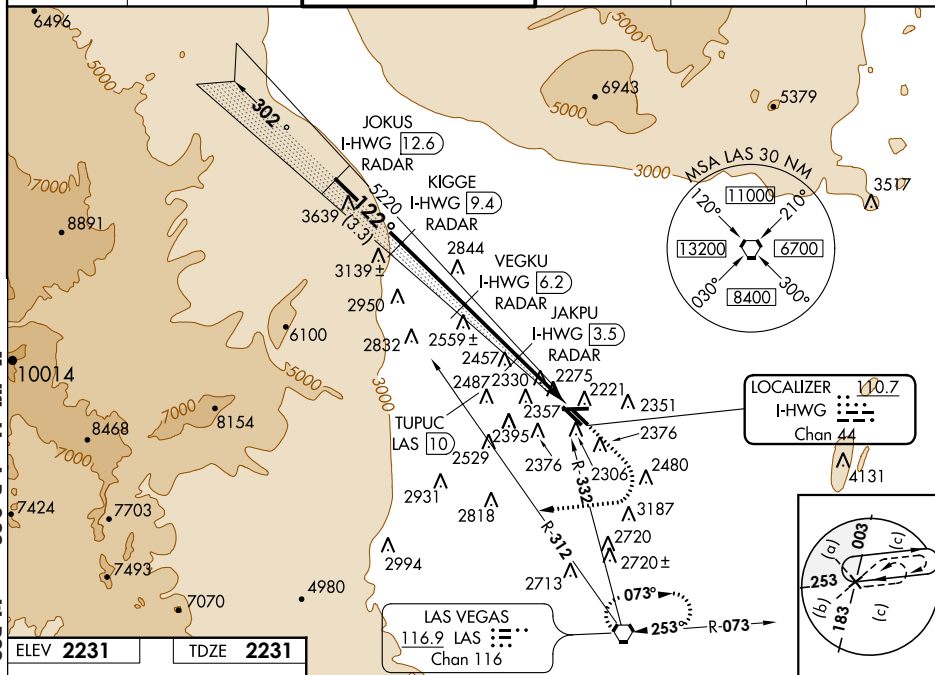
LOC/DME I-HWG <u>110.7</u> Chan 44	APP CRS 122 °	Rwy Idg 4203 TDZE 2189 Apt Elev 2205
--	-------------------------	---

NORTH LAS VEGAS (VGT)

- T** When local altimeter setting not received, use McCarran Intl
A altimeter setting and increase DA to 2478, and visibility
Cats A/B ¼ mile; increase all MDA 40 feet.
DME and RADAR required.

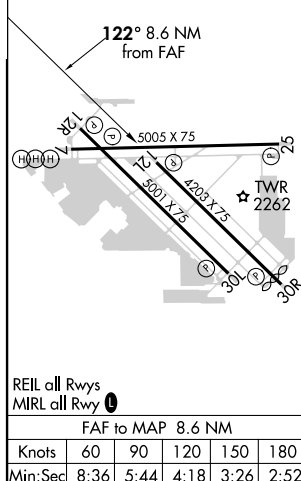
MISSED APPROACH: Climb to 2600, then climbing right turn heading **252°** to 6000, intercept LAS R-**312** outbound to TUPUC/LAS 10 DME then turn right via LAS R-**332** inbound to LAS VORTAC and hold.

ATIS -	LAS VEGAS APP CON -	NORTH LAS VEGAS TOWER ★ 125.70 (CTAF) 0 360.75	GND CON -	CLNC DEL -	UNICOM -
-----------	------------------------	--	--------------	---------------	-------------



Modified by vlab0666 use with DCS
licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



LAS VEGAS, NEVADA
Orig-C 13JAN11

36°13'N-115°12'W

NORTH LAS VEGAS (VGT)

JOKUS
I-HWG 12.6
RADAR

KIGGE
I-HWG 9.4
RADAR

VEGKU
I-HWG 6.2
RADAR

JAKPU
I-HWG 3.5
RADAR

I-HWG 0.8

6200

122°

5220

5220

4160

3260

3.3 NM

3.2 NM

2.7 NM

2.7 NM

GS 3.20°
TCH 48

*LOC only

VGSi and ILS glidepath not coincident
(VGSi Angle 3.20/TCH 45)

2600

6000

hdg. 252°

LAS R-312
outbound

TUPUC LAS 10

LAS R-332
inbound

LAS

CATEGORY	A	B	C	D
S-ILS 12L	2456-1	267 (300-1)		NA
S-LOC 12L	2580-1	391 (400-1)		NA
CIRCLING	2680-1	475 (500-1)		NA

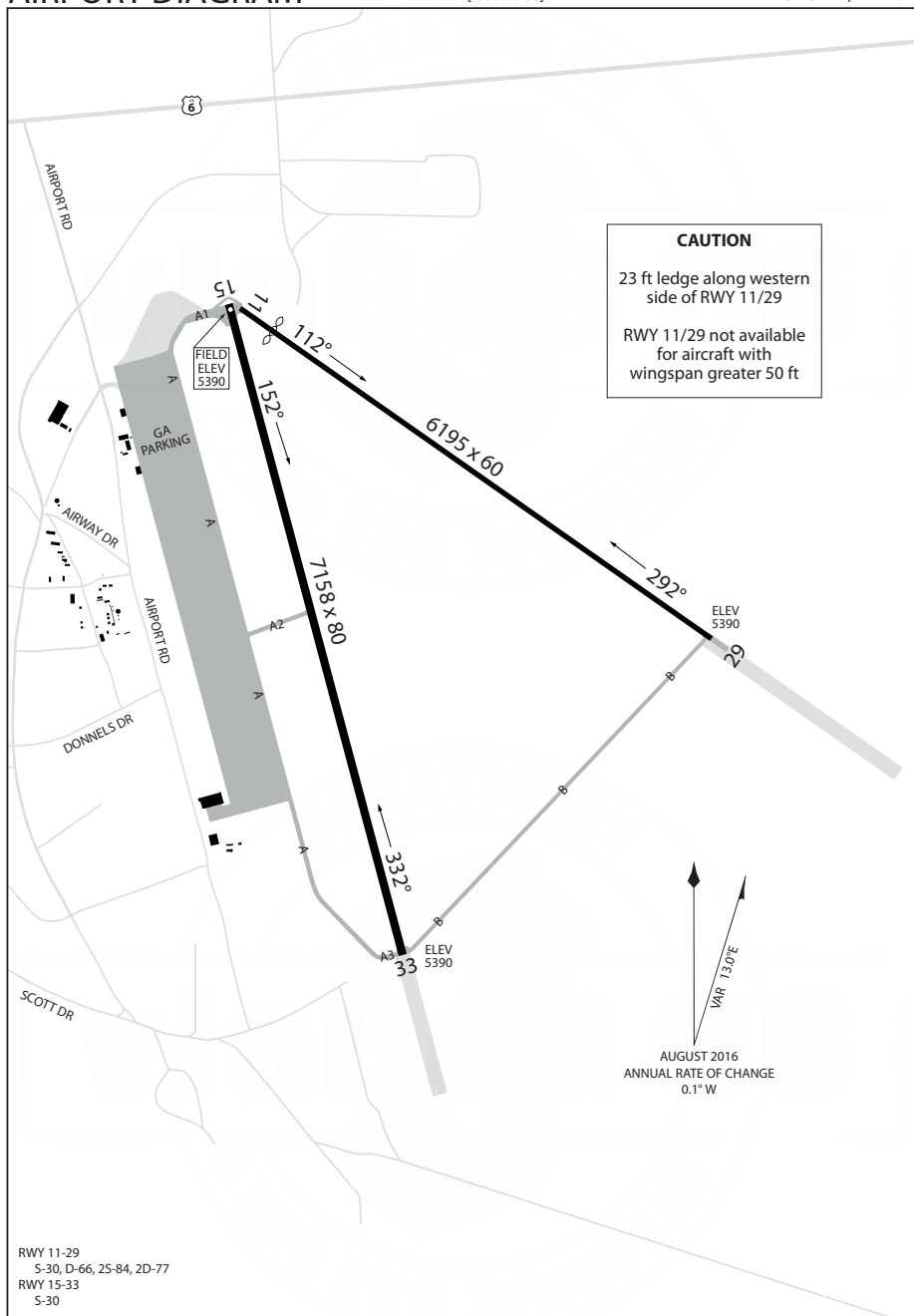




AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

TONOPAH, NEVADA



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

TONOPAH, NEVADA





VORTAC TPH
117.2
Chan **119**

APP CRS
284 °

Rwy Idg
TDZE
Apt Elev
N/A
5430

66-FLIP-NV-002 [vJaBoG 66]

TONOPAH (TPH)

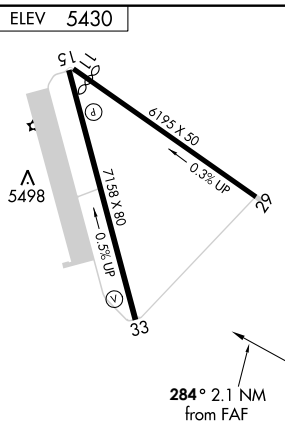
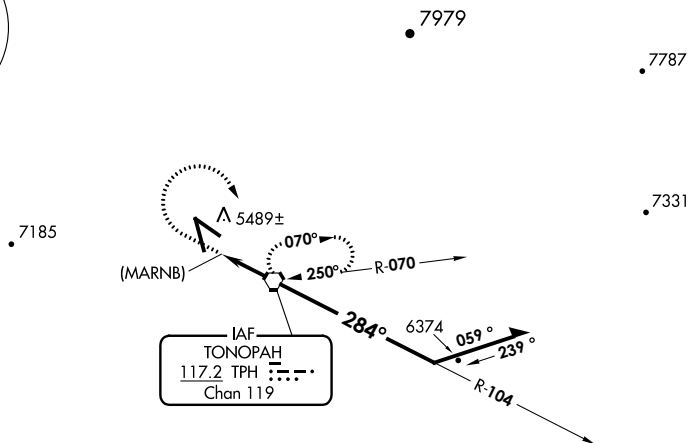
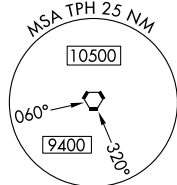
▽
⚠

MISSED APPROACH: Climb to 6400 then climbing right turn to 9000 direct TPH VORTAC and hold.

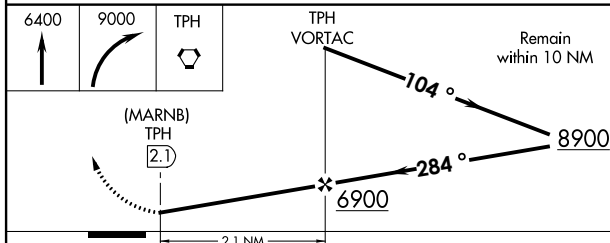
ASOS

NELLIS APP CON

UNICOM
- (CTAF) **1**



MIRL Rwy 11-29 and 15-33 **1**



CATEGORY	A	B	C	D	FAF to MAP 2.1 NM					
CIRCLING	6100-1	670 (700-1)	6100-2 670 (700-2)	6100-2½ 670 (700-2½)	Knots	60	90	120	150	180
					Min:Sec	2:06	1:24	1:03	0:50	0:42

TONOPAH, NEVADA
Amdt 3B 27AUG09

38°04'N - 117°05'W

TONOPAH (TPH)

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

BULLHEAD CITY, ARIZONA

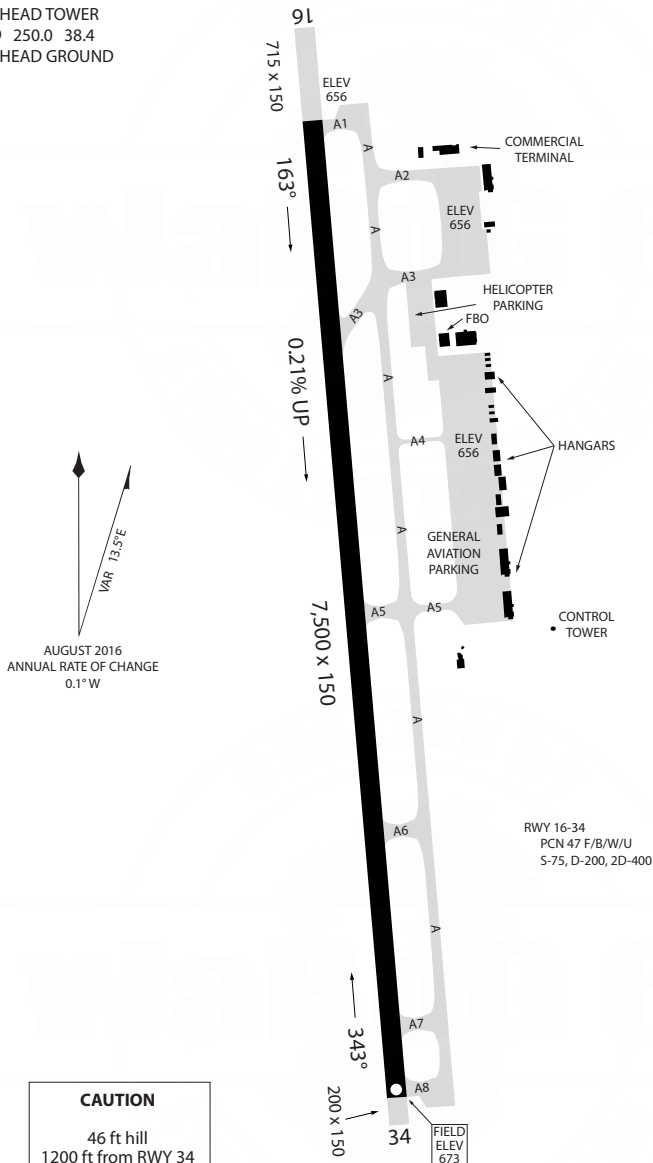
ATIS

BULLHEAD TOWER

123.9 250.0 38.4

BULLHEAD GROUND

—



CAUTION

46 ft hill
1200 ft from RWY 34
26:1 slope clear

RWY 16-34
PCN 47 F/B/W/U
S-75, D-200, 2D-400

Modified by vJabOg 666 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

BULLHEAD CITY, ARIZONA





VORTAC EED 115.2 Chan 99	APP CRS 337°	Rwy Idg 7500 TDZE 699 Apt Elev 701
--	------------------------	---

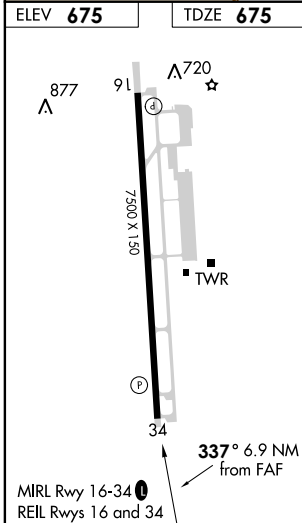
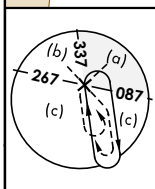
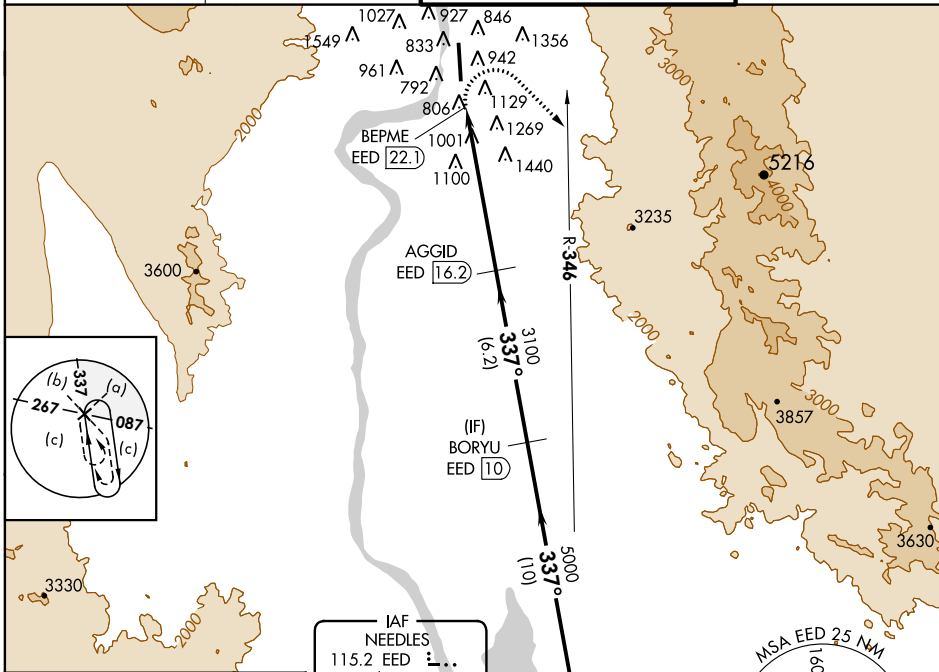
66-FLIP-NV-002 [vJaBoG 66]

LAUGHLIN/BULLHEAD INTL (IFP)

⚠ Circling to Rwy 16 NA at night. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Needles altimeter setting and increase all MDA 100 feet.

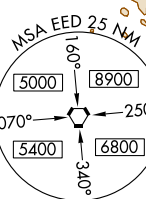
MISSED APPROACH: Climbing right turn to 6000 via heading 120° and EED VORTAC R-346 to EED VORTAC and hold.

ATIS ★ -	LOS ANGELES CENTER -	LAUGHLIN/BULLHEAD TOWER ★ 123.9 250.0 38.4 (CTAF) 0	GND CON -
-------------	-------------------------	---	--------------



IAF
NEEDLES
115.2 EED
Chan 99

NoPT for arrival on
EED VORTAC airway
radials 077 CW 257.



6000 hdg 120°	EED R-346	EED	BORYU EED 10	EED VORTAC One Minute Holding Pattern
BEPME EED 22.1	AGGID EED 16.2	TCH 45	337°	157° → 6000 ← 337°
3.21°	3100	5000	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).	
1 NM	5.9 NM	6.2 NM	10 NM	
CATEGORY	A	B	C	D
S-34	2840-1¼ 2141 (2200-1¼)	2840-1½ 2141 (2200-1½)	2840-3	2141 (2200-3)
CIRCLING	2840-1¼ 2139 (2200-1¼)	2840-1½ 2139 (2200-1½)	2840-3	2139 (2200-3)

BULLHEAD CITY, ARIZONA
Amdt 1 02JUL09

35°09'N-114°34'W

LAUGHLIN/BULLHEAD INTL (IFP)

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

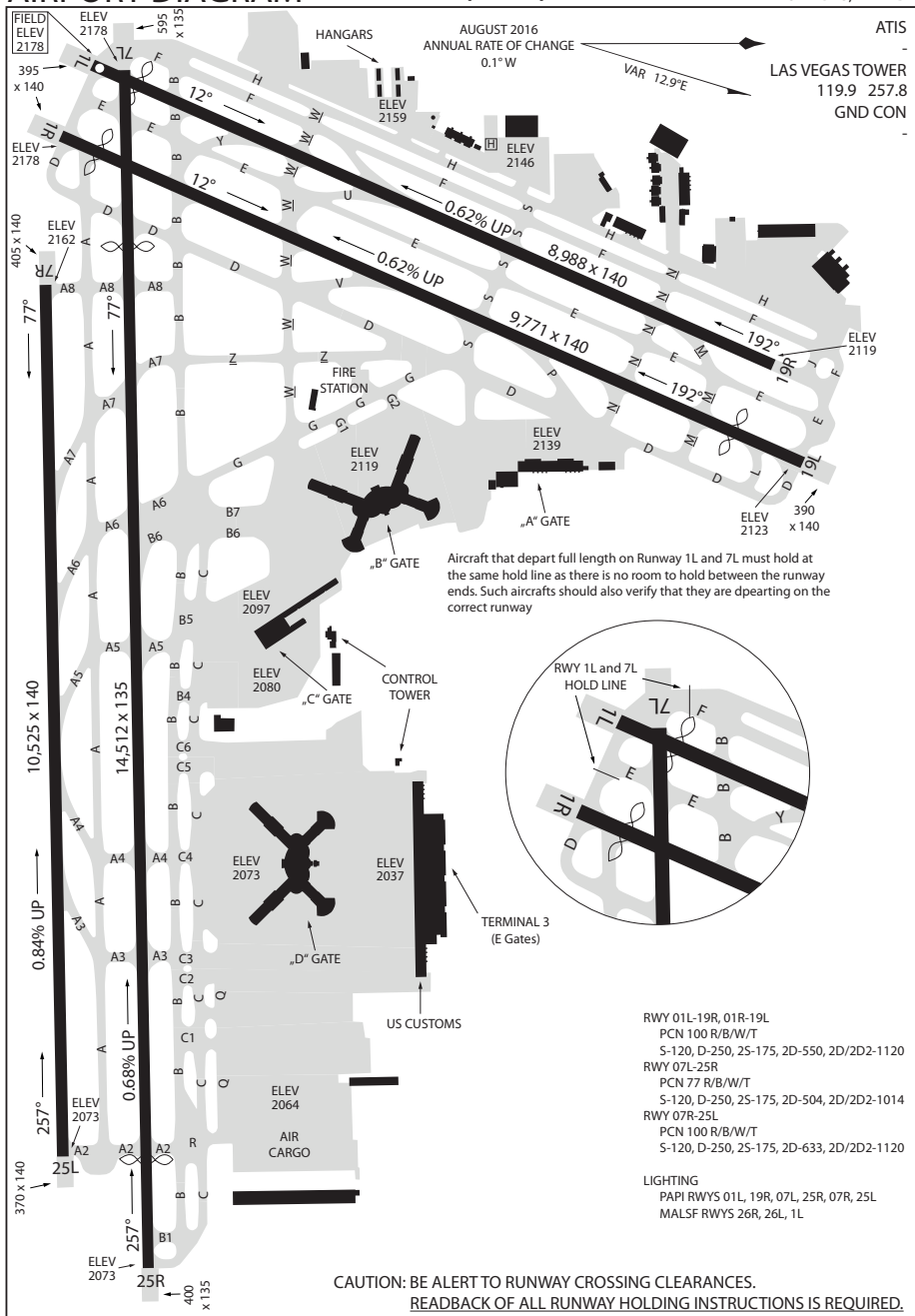




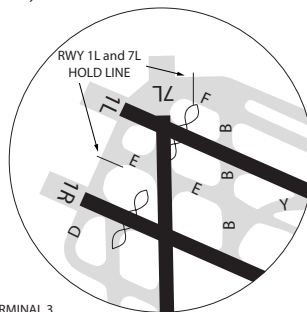
AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

LAS VEGAS, NEVADA



Aircraft that depart full length on Runway 1L and 7L must hold at the same hold line as there is no room to hold between the runway ends. Such aircrafts should also verify that they are departing on the correct runway



RWY 01L-19R, 01R-19L
PCN 100 R/B/W/T
S-120, D-250, 2S-175, 2D-550, 2D/2D2-1120
RWY 07L-25R
PCN 77 R/B/W/T
S-120, D-250, 2S-175, 2D-504, 2D/2D2-1014
RWY 07R-25L
PCN 100 R/B/W/T
S-120, D-250, 2S-175, 2D-633, 2D/2D2-1120

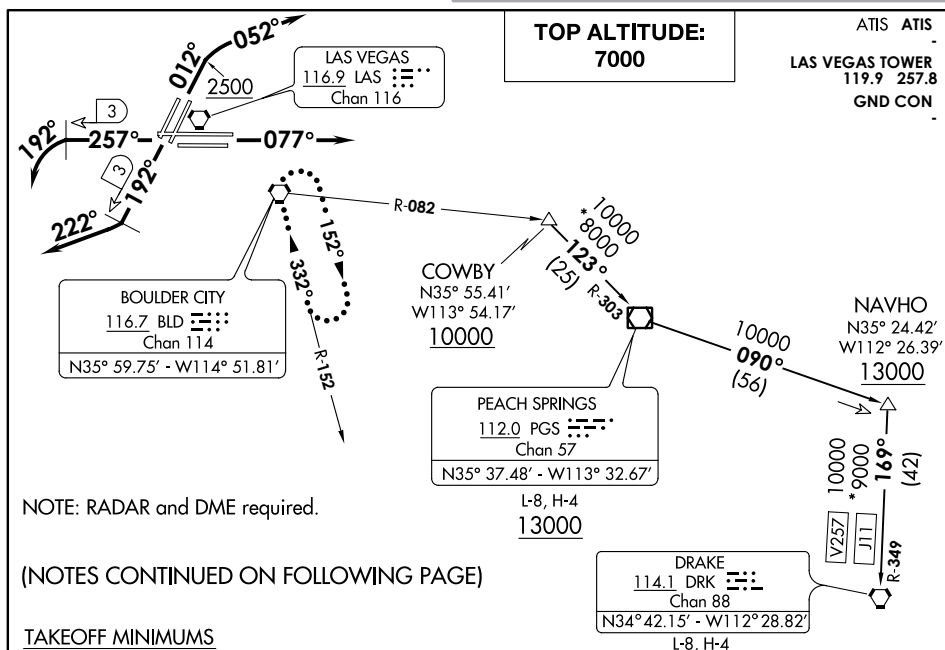
LIGHTING
PAPI RWYS 01L, 19R, 07L, 25R, 07R, 25L
MALSF RWYS 26R, 26L, 1L

AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

LAS VEGAS, NEVADA





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb via heading **012°** to 2500, then climbing right turn via heading **052°**, thence

TAKEOFF RUNWAYS 7L/R: Climb via heading **077°**, thence

TAKEOFF RUNWAYS 19L/R: Climb via heading **192°** until LAS VORTAC 3 DME, then right turn via heading **222°**, thence

TAKEOFF RUNWAYS 25L/R: Climb via heading **257°** until LAS VORTAC 3 DME, then left turn via heading **192°**, thence

.... via RADAR vector to transition or assigned route, maintain 7000, expect clearance to filed altitude two minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000, proceed direct BLD VORTAC, then climb in BLD VORTAC holding pattern to appropriate MEA for route of flight.

DRAKE TRANSITION (HOOVR5.DRK): From over COWBY via PGS R-303 to PGS VOR/DME, then via PGS R-090 to NAVHO, then via DRK R-349 to DRK VORTAC.

PEACH SPRINGS TRANSITION (HOOVR5.PGS): From over COWBY via PGS R-303 to PGS VOR/DME.



TAKEOFF OBSTACLE NOTES

- Rwy 1L: Building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL.
Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL.
Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL.
- Rwy 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL.
Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL.
- Rwy 7L: Trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL.
Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL.
- Rwy 7R: Tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL.
- Rwy 19L: Multiple buildings, trees and poles 1394' from DER, 251' right of centerline,
up to 96' AGL/2284' MSL.
Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL..
- Rwy 19R: Trees 1563' from DER, 329' left centerline, up to 55' AGL/2236' MSL.
Multiple buildings, signs and poles 197' from DER, 59' right of centerline,
up to 75' AGL/2291' MSL.
- Rwy 25L: Multiple poles, sign and buildings 1003' from DER, 145' left of centerline,
up to 97' AGL/2291' MSL.
Tree 2837' from DER, 1008' left centerline, 72' AGL/2230' MSL.
Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL.
- Rwy 25R: Multiple poles and trees 533' from DER, 1' left of centerline, up to
271' AGL/2457' MSL.
Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL.
Roads 669' from DER, 17' right of centerline, up to 29' AGL/2208' MSL.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ATIS

LAS VEGAS TOWER
119.9 257.8
GND CON

MILFORD
112.1 MLF
Chan 58
N38°21.62'-W113°00.79'

TOP ALTITUDE:
7000

BRYCE CANYON
112.8 BCE
Chan 75
N37°41.35'-W112°18.23'

DOVE CREEK
114.6 DVC
Chan 93
N37°48.53'-W108°55.88'
L-9, H-3

LAS VEGAS
116.9 LAS
Chan 116

TRALR
N36°11.62'
W114°14.68'
10000
FL240
069°
(50)

FL260
053°
(94)
NICLE
N36°18.73'
W113°13.48'
FL240

PAGE
117.6 PGA
Chan 123
N36°55.86'-W111°26.85'

BOULDER CITY
116.Z BLD
Chan 114
N35°59.75'-W114°51.81'

NOTE: RADAR and DME required.

(NOTES CONTINUED ON FOLLOWING PAGE)

TAKEOFF MINIMUMS

Rwys 7L/R: Standard.

Rwys 1L/R: Standard with minimum obstacle climb of 328' per NM to 5000, ATC climb of 400' per NM to 5200.

Rwys 25L/R: Standard with minimum obstacle climb of 324' per NM to 7100, ATC climb of 360' per NM to 7000.

Rwys 19L/R: Standard with minimum climb of 360' per NM to 7000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb via heading **012°** to 2500, then climbing right turn via heading **052°**, thence

TAKEOFF RUNWAYS 7L/R: Climb via heading **072°**, thence

TAKEOFF RUNWAYS 19L/R: Climb via heading **192°** until LAS VORTAC 3 DME, then right turn via heading **222°**, thence

TAKEOFF RUNWAYS 25L/R: Climb via heading **257°** until LAS VORTAC 3 DME, then left turn via heading **192°**, thence

.... via RADAR vector to transition or assigned route, maintain 7000, expect clearance to filed altitude two minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000, proceed direct BLD VORTAC then climb in BLD VORTAC holding pattern to appropriate MEA for route of flight.

DOVE CREEK TRANSITION (LAS4.DVC): From over TRALR INT on LAS R-**069** to NICLE INT, then on PGA R-**233** to PGA VOR/DME, then on PGA R-**052** and DVC R-**232** to DVC VORTAC.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



TAKEOFF OBSTACLE NOTES

- RWY 1L: Multiple buildings 3954' from DER, 1 NM left of centerline, up to 283' AGL/2409' MSL.
Pole 450' from DER, 283' left of centerline, 38' AGL/2118' MSL.
Obstacle light on wind sock 248' from DER, 224' right of centerline, 50' AGL/2104' MSL.
Pole 1029' from DER, 715' left of centerline, 85' AGL/2124' MSL.
Tree 1536' from DER, 502' left of centerline, 100' AGL/2132' MSL.
- RWY 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL
Building 599' from DER, 541' right of centerline, 70' AGL/2096' MSL
Multiple buildings 4878' from DER, 1.2 NM left of centerline, up to 283' AGL/2409' MSL.
- RWY 25R: Light pole 3115' from DER, 1033' right of centerline, 109' AGL/2301' MSL.
Light on pole 1.5 NM from DER, 2836' left of centerline, 124' AGL/2457' MSL.
Road 1.7 NM from DER, 2965' left of centerline, 139' AGL/2469' MSL.
Light on pole 1100' from DER, 508' left of centerline, 47' AGL/2226' MSL.
Building 1822' from DER, 652' left of centerline, 46' AGL/2238' MSL.
Building 2202' from DER, 596' left of centerline, 44' AGL/2246' MSL.
Rod on building 534' from DER, 369' left of centerline, 33' AGL/2202' MSL.
Road 678' from DER, 16' right of centerline, 35' AGL/2201' MSL.
Light on localizer antenna 533' from DER, 32' AGL/2195' MSL.
- RWY 25L: Pole 2860' from DER, 813' left of centerline, 57' AGL/2236' MSL.
Sign 3672' from DER, 1302' left of centerline, 57' AGL/2256' MSL.
Antenna on building 1002' from DER, 251' left of centerline, 34' AGL/2183' MSL.
Pole 3677' from DER, 146' left of centerline, 67' AGL/2249' MSL.
- RWY 7L: Tree 1257' from DER, 789' left of centerline, 85' AGL/2077' MSL.
Light pole 747' from DER, 441' right of centerline, 62' AGL/2057' MSL.
Tree 1007' from DER, 557' right of centerline, 70' AGL/2062' MSL.
- RWY 7R: Light on wind sock 102' from DER, 300' right of centerline, 30' AGL/2051' MSL.
- RWY 19L: Pole 1394' from DER, 533' right of centerline, 36' AGL/2236' MSL.
Sign 2181' from DER, 1062' right of centerline, 50' AGL/2256' MSL.
Rod on building 2921' from DER, 581' right of centerline, 50' AGL/2262' MSL.
Pole 2633' from DER, 319' right of centerline, 40' AGL/2246' MSL.
- RWY 19R: Pole 1135' from DER, 619' right of centerline, 65' AGL/2249' MSL.
Pole 756' from DER, 618' right of centerline, 50' AGL/2231' MSL.
Sign 2182' from DER, 126' right of centerline, 50' AGL/2256' MSL.
Pole 1396' from DER, 403' left of centerline, 55' AGL/2236' MSL.
Rod on building 197' from DER, 441' right of centerline, 30' AGL/2202' MSL.
Rod on building 2922' from DER, 356' left of centerline, 50' AGL/2262' MSL.

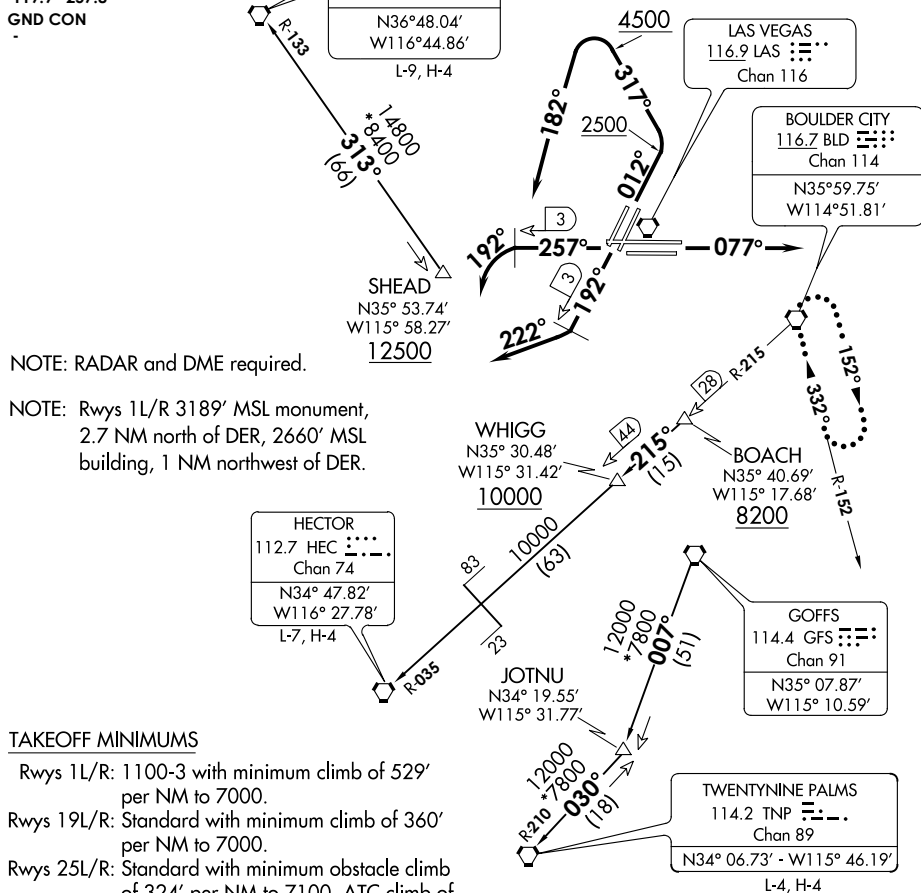
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ATIS

LAS VEGAS TOWER
119.9 257.8
GND CONTOP ALTITUDE:
7000

NOTE: RADAR and DME required.

NOTE: Rwy 1L/R 3189' MSL monument,
2.7 NM north of DER, 2660' MSL
building, 1 NM northwest of DER.**TAKEOFF MINIMUMS**

- Rwys 1L/R: 1100-3 with minimum climb of 529' per NM to 7000.
- Rwys 19L/R: Standard with minimum climb of 360' per NM to 7000.
- Rwys 25L/R: Standard with minimum obstacle climb of 324' per NM to 7100, ATC climb of 360' per NM to 7000.
- Rwys 7L/R: Standard with minimum ATC climb of 440' per NM to 7000.

TAKEOFF OBSTACLE NOTES

- RWY 1L: Pole 450' from DER, 283' left of centerline, 38' AGL/2118' MSL.
Obstacle light on wind sock 248' from DER, 224' right of centerline, 50' AGL/2104' MSL.
Pole 1029' from DER, 715' left of centerline, 85' AGL/2124' MSL.
Tree 1536' from DER, 502' left of centerline, 100' AGL/2132' MSL.
- RWY 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL.
Building 599' from DER, 541' right of centerline, 70' AGL/2096' MSL

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATIONModified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb via heading **012°** to 2500, then climbing left turn via heading **317°** to 4500, then climbing left turn via heading **182°**, thence

TAKEOFF RUNWAYS 7L/R: Climb via heading **077°**, thence

TAKEOFF RUNWAYS 19L/R: Climb via heading **192°** until LAS VORTAC 3 DME, then right turn via heading **222°**, thence

TAKEOFF RUNWAYS 25L/R: Climb via heading **257°** until LAS VORTAC 3 DME, then left turn via heading **192°**, thence

....via RADAR vectors to transition or assigned route, maintain 7000, expect clearance to filed altitude 2 minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000, proceed direct BLD VORTAC, then climb in BLD VORTAC holding pattern to the appropriate MEA for route of flight.

BEATTY TRANSITION (MCCRN4.BTY): From over SHEAD INT on BTY R-**133** to BTY VORTAC.

HECTOR TRANSITION (MCCRN4.HEC): From over BOACH INT on BLD R-**215** and HEC R-**035** to HEC VORTAC.

TWENTY NINE PALMS TRANSITION (MCCRN4.TNP): From over GFS VORTAC on GFS R-**187** to JOTNU INT, then on TNP R-**030** to TNP VORTAC.

TAKEOFF OBSTACLE NOTES (CONTINUED)

RWY 25R: Light pole 3115' from DER, 1033' right of centerline, 109' AGL/2301' MSL.

Light on pole 1.5 NM from DER, 2836' left of centerline, 124' AGL/2457' MSL.

Light pole 1.7 NM from DER, 2965' left of centerline, 139' AGL/2469' MSL.

Light on pole 1100' from DER, 508' left of centerline, 47' AGL/2226' MSL.

Building 1822' from DER, 652' left of centerline, 46' AGL/2238' MSL.

Building 2202' from DER, 596' left of centerline, 44' AGL/2246' MSL.

Rod on building 534' from DER, 369' left of centerline, 33' AGL/2202' MSL.

Road 678' from DER, 16' right of centerline, 35' AGL/2201' MSL.

Light on localizer antenna 533' from DER, on centerline, 32' AGL/2195' MSL.

RWY 25L: Pole 2860' from DER, 813' left of centerline, 57' AGL/2236' MSL.

Sign 3672' from DER, 1302' left of centerline, 57' AGL/2256' MSL.

Antenna on building 1002' from DER, 251' left of centerline, 34' AGL/2183' MSL.

Pole 3677' from DER, 145' left of centerline, 67' AGL/2249' MSL.

RWY 7L: Tree 1257' from DER, 789' left of centerline, 85' AGL/2077' MSL.

Light pole 747' from DER, 441' right of centerline, 62' AGL/2057' MSL.

Tree 1007' from DER, 557' right of centerline, 70' AGL/2062' MSL.

RWY 7R: Light on wind sock 102' from DER, 300' right of centerline, 30' AGL/2051' MSL.

RWY 19L: Pole 1394' from DER, 533' right of centerline, 36' AGL/2236' MSL.

Sign 2181' from DER, 1062' right of centerline, 50' AGL/2256' MSL.

Rod on building 2921' from DER, 581' right of centerline, 50' AGL/2262' MSL.

Pole 2633' from DER, 319' right of centerline, 40' AGL/2246' MSL.

RWY 19R: Pole 1135' from DER, 619' right of centerline, 65' AGL/2249' MSL.

Pole 1756' from DER, 618' right of centerline, 50' AGL/2231' MSL.

Sign 2182' from DER, 125' right of centerline, 50' AGL/2256' MSL.

Pole 1396' from DER, 403' left of centerline, 55' AGL/2236' MSL.

Rod on building 197' from DER, 441' right of centerline, 30' AGL/2202' MSL.

Rod on building 2922' from DER, 356' left of centerline, 50' AGL/2262' MSL.

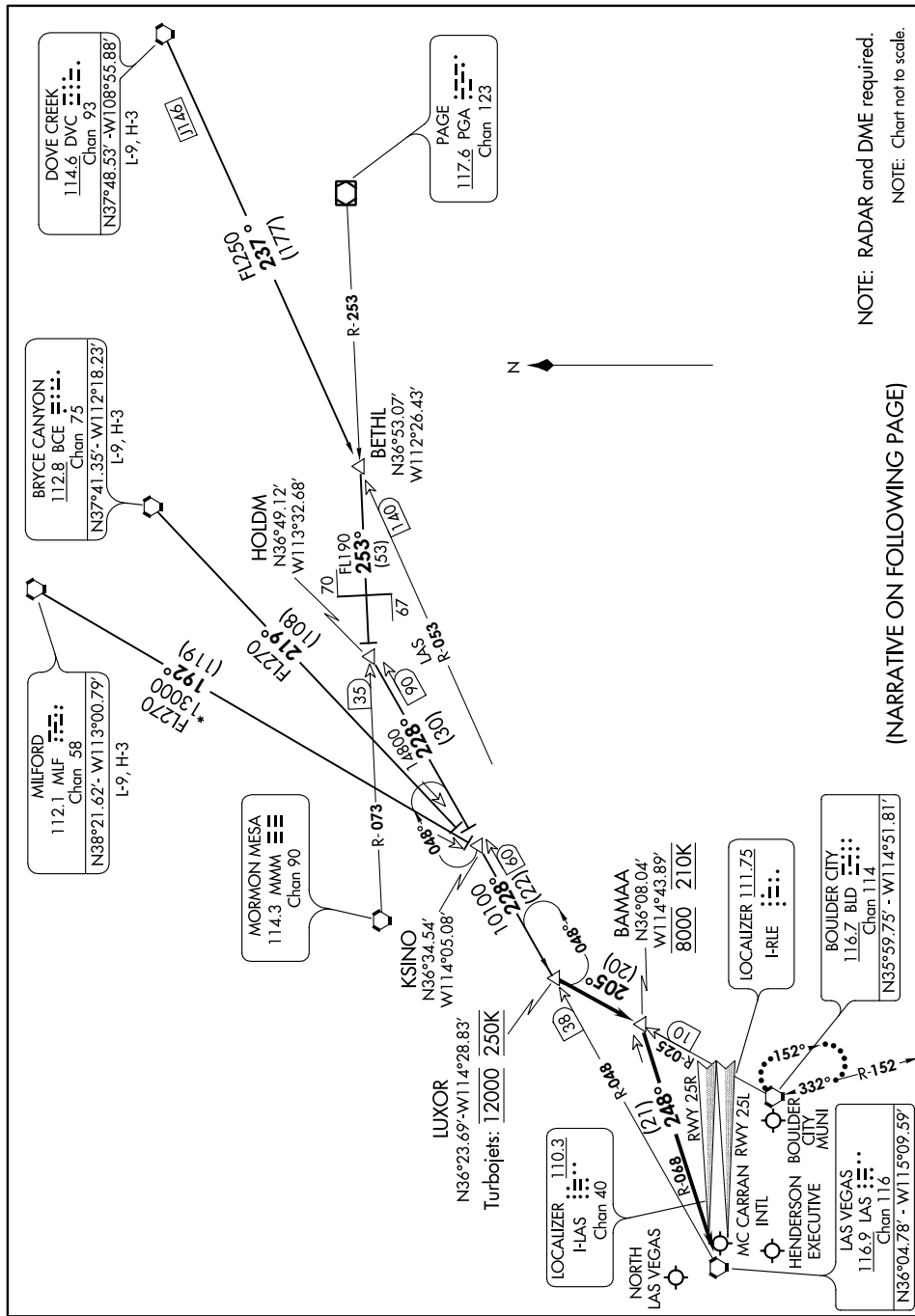
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



NOTE: RADAR and DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ARRIVAL ROUTE DESCRIPTION

BETHL TRANSITION (BETHL.LUXOR2): From over BETHL INT on PGA R-**253** and MMM R-**073** to HOLDM INT, then on LAS R-**048** to LUXOR INT. Thence. . . .

BRYCE CANYON TRANSITION (BCE.LUXOR2): From over BCE VORTAC on BCE R-**219** and LAS R-**048** to LUXOR INT. Thence. . . .

DOVE CREEK TRANSITION (DVC.LUXOR2): From over DVC VORTAC on DVC R-**237** and LAS R-**053** to BETHL INT, then on PGA R-**253** and MMM R-**073** to HOLDM INT, then on LAS R-**048** to LUXOR INT. Thence. . . .

MILFORD TRANSITION (MLF.LUXOR2): From over MLF VORTAC on MLF R-**192** and LAS R-**048** to LUXOR INT. Thence. . . .

. . . .From over LUXOR INT on BLD R-**025** to BAMAA INT, thence on LAS R-**068** to LAS VORTAC. Thence. . . .

LANDING MC CARRAN INTL: All runways expect RADAR vectors to final approach course.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect RADAR vectors to airport.

LOST COMMUNICATIONS: After LAS VORTAC proceed direct BLD VORTAC and hold. Maintain 8000' or last assigned altitude whichever is higher.

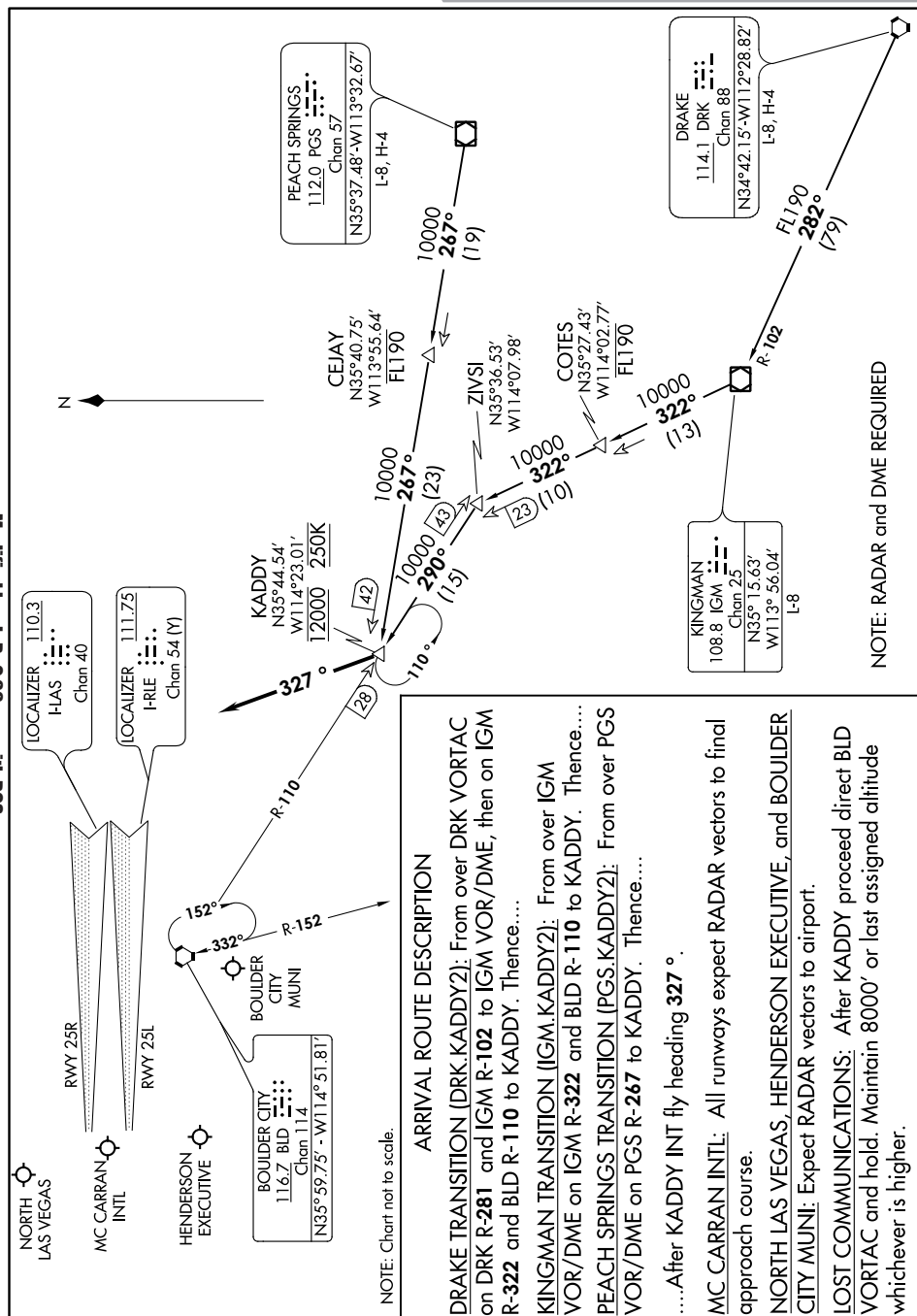
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





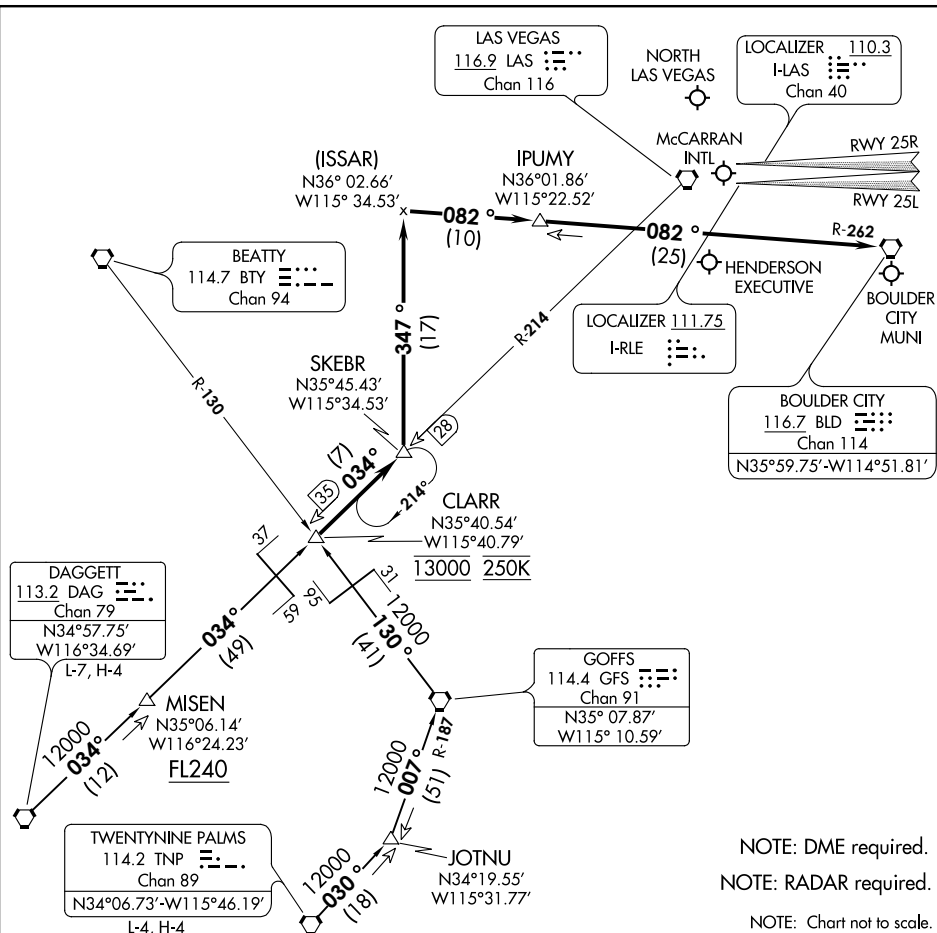
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



NOTE: RADAR and DME REQUIRED

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.CLARR2): From over DAG VORTAC via DAG R-034 and LAS R-214 to CLARR INT. Thence. . .

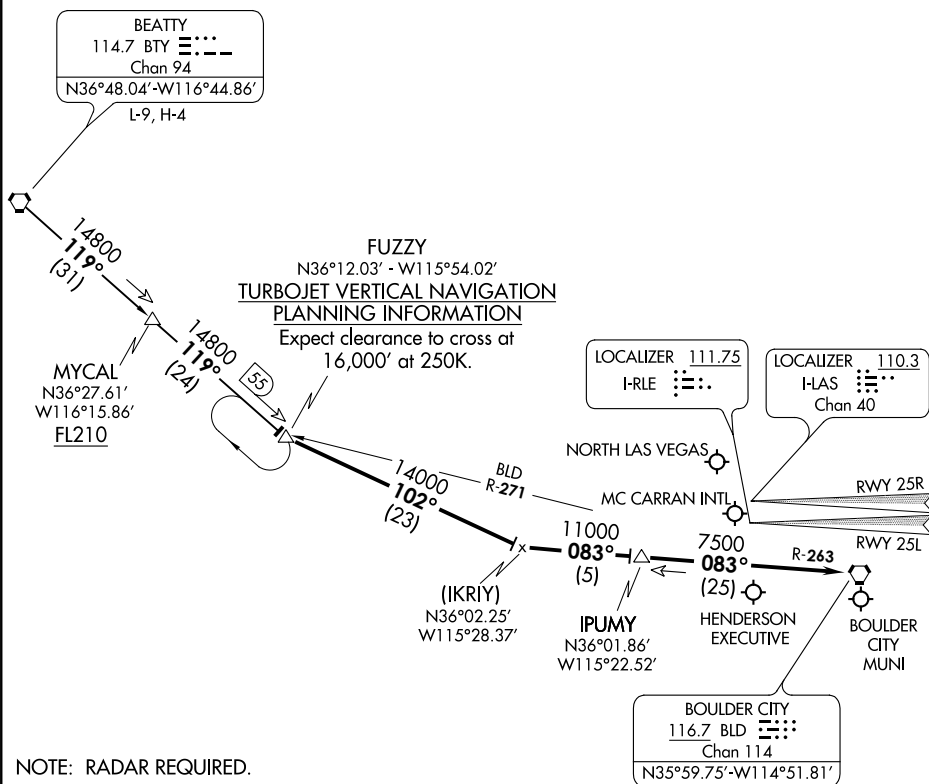
TWENTYNINE PALMS TRANSITION (TNP.CLARR2): From over TNP VORTAC via TNP R-030 to JOTNU INT, then via GFS R-187 to GFS VORTAC, then via GFS R-310 and BTY R-130 to CLARR INT. Thence. . .

. . . From over CLARR INT via LAS R-214 to SKEBR INT. Thence. . .

LANDING MC CARRAN INTL: Via heading 347° to intercept the BLD R-262 to BLD VORTAC. Rws 1L/R, 7L/R, and 19L/R expect RADAR vectors for visual approach prior to BLD VORTAC. Rws 25L/R expect ILS approach procedure.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: After SKEBR INT expect RADAR vectors to airport.





NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BEATTY TRANSITION (BTY.FUZZY7): From over BTY VORTAC on BTY R-119 to FUZZY INT. Thence . . .
 . . . From over FUZZY via heading **102°** to intercept BLD R-263 to BLD VORTAC.

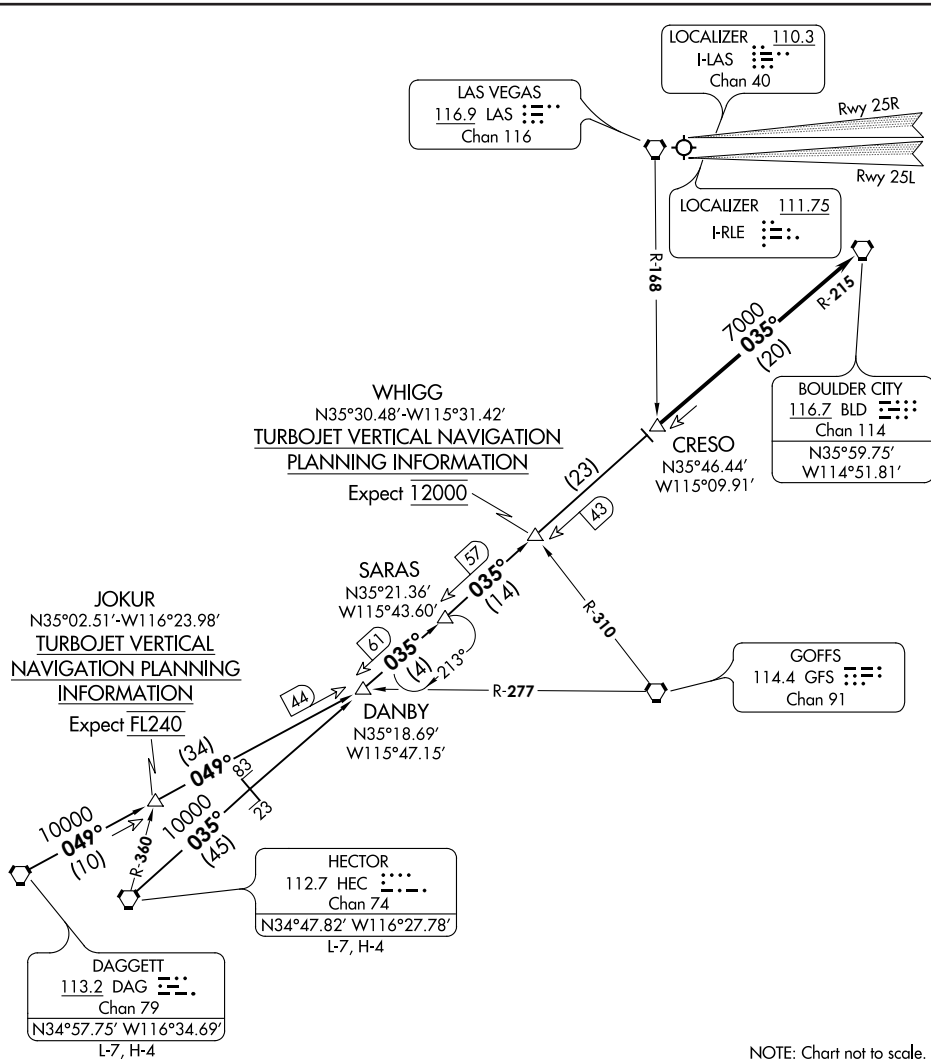
LANDING MC CARRAN INTL RWYS 1L/R, 7L/R, and 19L/R: Expect vectors for visual approach prior to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 25L/R: Expect ILS approach.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI :
 After IPUMY, expect RADAR vectors to airport.

Modified by vJaBoG 66 use with DCS
 Licensed under CC-BY-NC-SA 3.0 DE
 NOT FOR REAL LIFE NAVIGATION





ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.CRESO3): From over DAG VORTAC via DAG R-049 and BLD R-215 to CRESO INT/DME, thence. . .

HECTOR TRANSITION (HEC.CRESO3): From over HEC VORTAC via HEC R-035 and BLD R-215 to CRESO INT/DME, thence. . .

. . . From over CRESO INT/DME via BLD R-215 to BLD VORTAC. Runways 1, 7 and 19 expect vectors to final approach course. From BLD VORTAC, expect ILS approach Runway 25L.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





LOC/DME I-RLE 111.75 Chan 54 (Y)	APP CRS 257°	Rwy Idg 25L 10525 TDZE 2069 Apt Elev 2181	Rwy Idg 25R 12757 TDZE 2067 Apt Elev 2181
--	------------------------	--	--

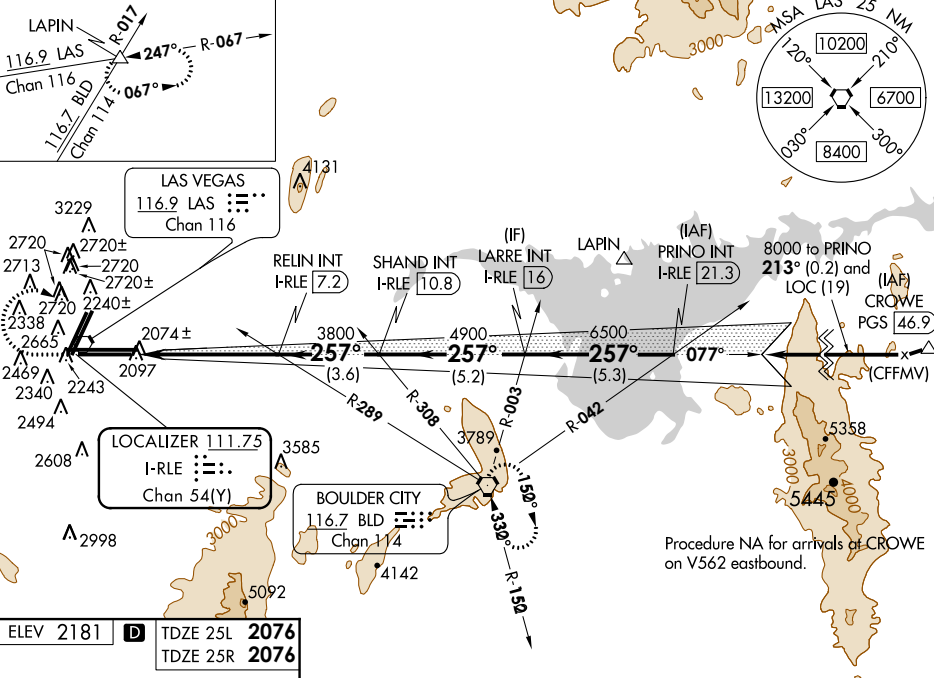
66-FLIP-NV-002
(vJaBoG 66)

MC CARRAN INTL (LAS)

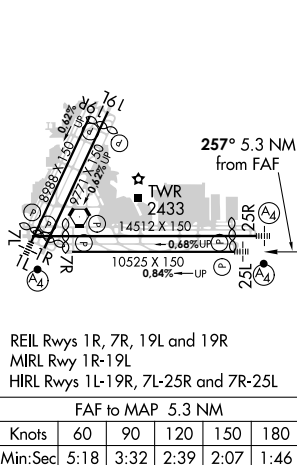
	For inop MALSF, increase S-ILS all Cats visibility 1/8 mile and S-LOC Cat D and E 1/4 mile. Inop table does not apply to Sidestep 25R.	MALSF Rwy 25L	MALS Rwy 25R	MISSED APPROACH: Climb to 3100 then climbing right turn to 7000 direct BLD VORTAC and hold, continue climb-in-hold to 7000.
				

CLNC DEL -	CPDLC
---------------	-------

ALT MISSED APCH FIX



ELEV 2181	TDZE 25L 2076 TDZE 25R 2076
-----------	--



REIL Rwy 1R, 7R, 19L and 19R MIRL Rwy 1R-19L HIRL Rwy 1L-19R, 7L-25R and 7R-25L	FAF to MAP 5.3 NM
Knots Min:Sec	60 90 120 150 180 5:18 3:32 2:39 2:07 1:46

3100 ↑	7000 ↗	BLD 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 84).			PRINO INT I-RLE <u>21.3</u>
*LOC only	*I-RLE <u>1.9</u>	*I-RLE <u>3.4</u>	REIN INT I-RLE <u>7.2</u>	SHAND INT I-RLE <u>10.8</u>	LARRE INT I-RLE <u>16</u>	8000
			258°			GS 3.00° TCH 60
1.5 NM			3.8 NM	3.6 NM	5.2 NM	5.3 NM
CATEGORY	A	B	C	D	E	
S-ILS 25L	2350-3/4 281 (200-3/4)					
S-LOC 25L	2600-3/4 531 (500-3/4)		2600-1 1/4 531 (500-1 1/4)			
SIDESTEP 25R	2600-1 533 (500-1)		2600-1 1/2 533 (500-1 1/2)		2600-2 533 (500-2)	
CIRCLING	3080-1 1/4 899 (900-1 1/4)		3100-2 3/4 919 (1000-2 3/4)		3540-3 1359 (1400-3)	

LAS VEGAS, NEVADA
Amdt 5A 21JUL16

36°05'N-115°09'W

MC CARRAN INTL (T.A.S)



KLAS - ILS OR LOC RWY 25R



LOC/DME I-LAS 110.3 Chan 40	APP CRS 257°	Rwy Idg 25R 12757 TDZE 2067 Apt Elev 2181	Rwy Idg 25L 10525 TDZE 2069 Apt Elev 2181
---	------------------------	--	--

66-FLIP-NV-002
(vJaBoG 66)

MC CARRAN INTL (LAS)

⚠ Inop table does not apply to Sidestep 25L. For inop MALS increase S-ILS 25R visibility all Cats to 1 mile, and S-LOC 25R Cat D and E visibility to 1½ mile.



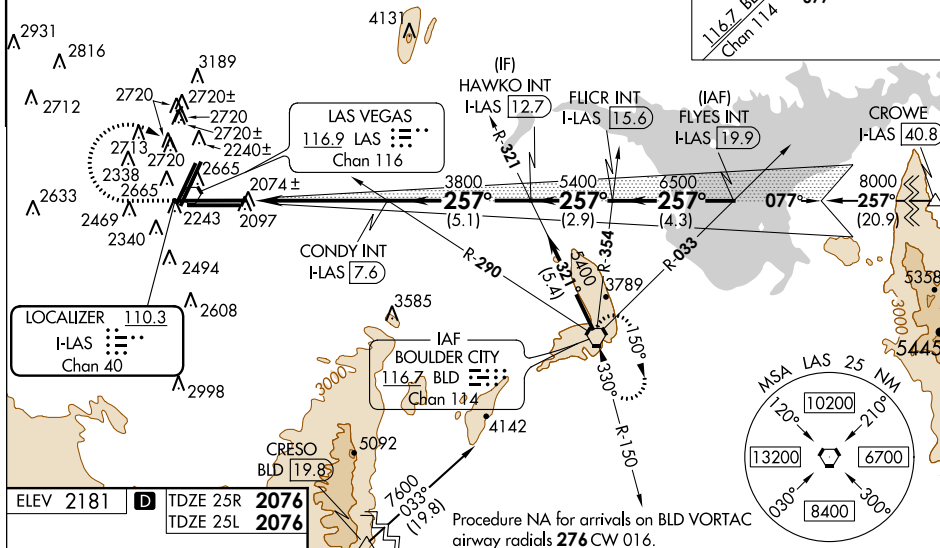
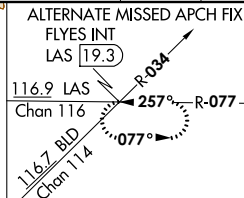
MISSED APPROACH: Climb to 3200 then climbing right turn to 6000 direct BLD VORTAC and hold.

ATIS -	LAS VEGAS APP CON -	LAS VEGAS TOWER (West) 119.90 257.80 (East) 119.90 257.80 (Rwy 1L/19R, 1R/19L) (Rwy 7L/25R, 7R/25L)
-----------	------------------------	---

GND CON -	E of 1R/19L W of 1R/19L
--------------	----------------------------

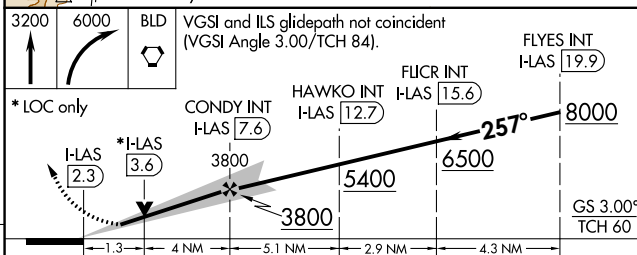
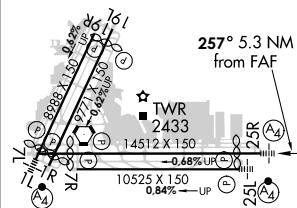
CLNC DEL
-

CPDLC



ELEV 2181	TDZE 25R 2076 TDZE 25L 2076
-----------	--

Procedure NA for arrivals on BLD VORTAC
airway radials **276** CW 016.



CATEGORY	A	B	C	D	E
S-ILS 25R	2359-¾ 292 (200-¾)				
S-LOC 25R	2560-¾ 493 (400-¾)	2560-1½ 493 (400-1½)			
SIDESTEP RWY 25L	2560-1 491 (400-1)	2560-1½ 491 (400-1½)	2560-2 491 (400-2)		
C CIRCLING	3080-1¼ 899 (900-1¼)	3100-2¾ 919 (1000-2¾)	3540-3 1359 (1400-3)		

REIL Rws 1R, 7R, 19L and 19R MIRL Rwy 1R-19L HIRL Rws 1L-19R, 7L-25R and 7R-25L					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

LAS VEGAS, NEVADA
Amdt 18 28APR16

36°05'N-115°09'W

MC CARRAN INTL (T.A.S)

KLAS - ILS OR LOC RWY 25R



Modified by vJaBoG 66 for use with DCS
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 for use with DCS
NOT FOR REAL LIFE NAVIGATION



LOC/DME I-CUA 110.1 Chan 38	APP CRS 012°	Rwy Idg 1L 8404 TDZE 2176 Apt Elev 2181
---	------------------------	--

66-FLIP-NV-002
[y]aBoG 66]

MC CARRAN INTL (LAS)

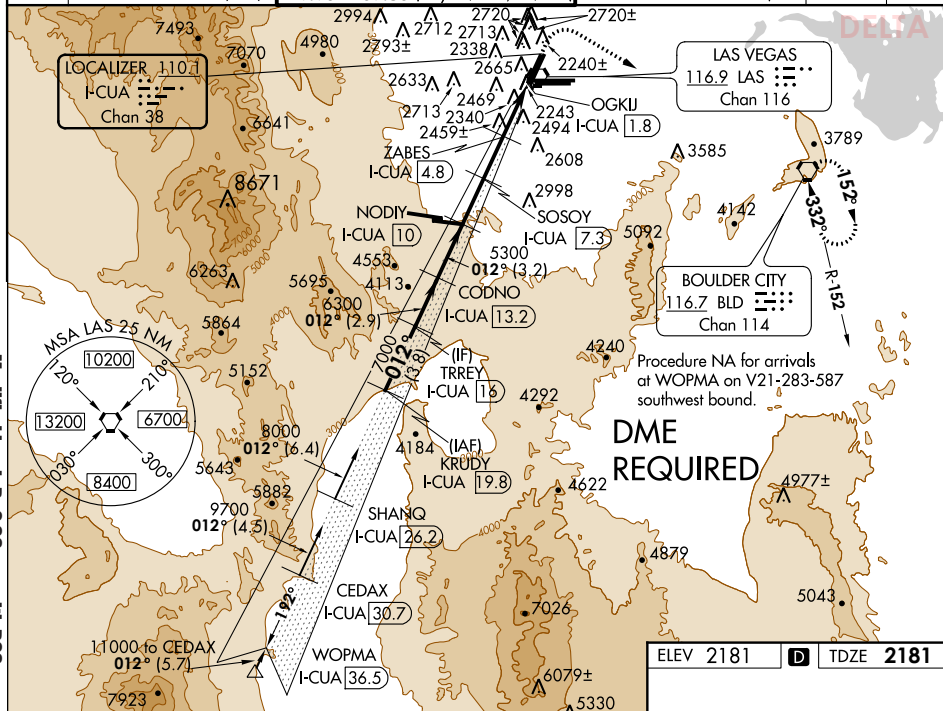
T Inoperative table does not apply to S-ILS 1L all Cats and
A S-LOC 1L Cats A/B.
 Helicopter visibility reduction below 1 SM not authorized.

MALSF



MISSED APPROACH: Climb to 3000, then climbing right turn to 7000 direct BLD VORTAC and hold, continue climb-in-hold to 7000.

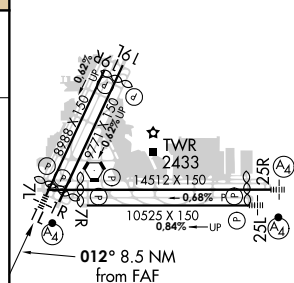
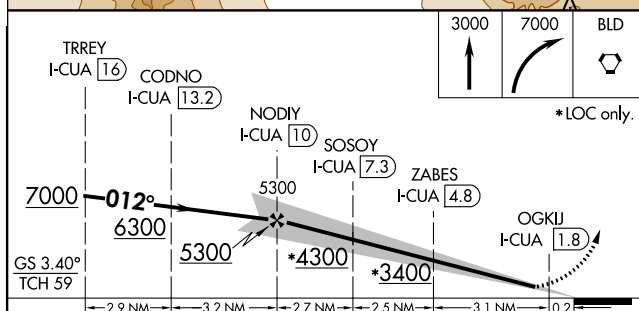
ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER		GND CON	CLNC DEL	
-	(West)	119.90	257.80 (Rwy 1L/19R, 1R/19L)	- E of 1R/19L	-	CPDLC
-	(East)	119.90	257.80 (Rwy 7L/25R, 7R/25L)	- W of 1R/19L	-	



DME
REQUIRED

Procedure NA for arrivals
at WOPMA on V21-283-587
southwest bound.

ELEV 2181	D	TDZE 2181
-----------	----------	-----------



CATEGORY	A	B	C	D
S-ILS 1L	2460-1 284 (300-1)			NA
S-LOC 1L	2720-1	544 (600-1)	2720-1 $\frac{3}{8}$ 544 (600-1 $\frac{3}{8}$)	NA
 CIRCLING	3080-1 $\frac{1}{4}$	899 (900-1 $\frac{1}{4}$)	3200-3 1019 (1100-3)	NA

REIL Rwys 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

LAS VEGAS, NEVADA
Amdt 1A 28APR16

36°05'N-115°09'W

MC CARRAN INTL (LAS)





VORTAC LAS 116.9 Chan 116	APP CRS 002 °	Rwy Idg TDZE Apt Elev	N/A N/A 2181
---	-------------------------	-----------------------------	---

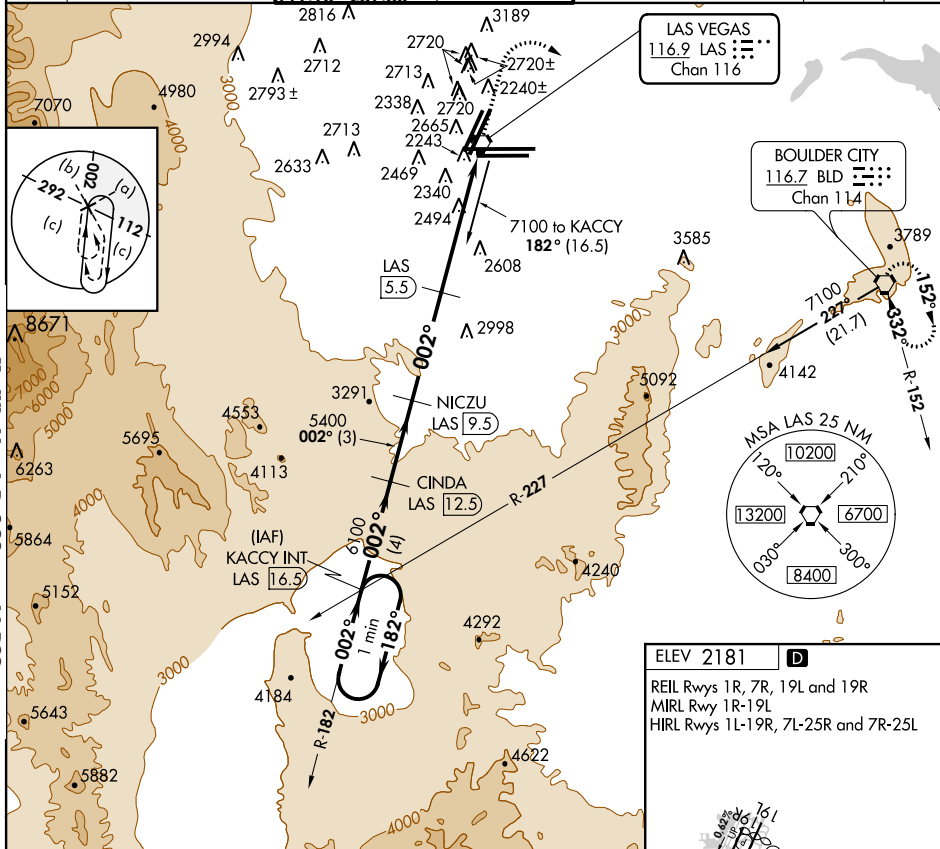
66-FLIP-NV-002
[y]aBoG 66]

MC CARRAN INTL (LAS)



MISSED APPROACH: Climb to 5000 then climbing right turn to 6000 direct BLD VORTAC and hold.

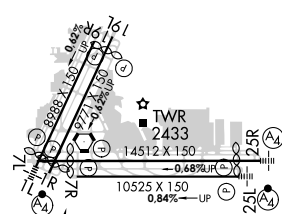
ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER		GND CON	CLNC DEL	CPDLC
-	(West)	119.90	257.80 (Rwy 1L/19R, 1R/19L)	- E of 1R/19L	-	-
-	(East)	119.90	257.80 (Rwy 7L/25R, 7R/25L)	- W of 1R/19L	-	-



ELEV 2181



REIL Rwys 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L



← **002°** 9.1 NM
from FAF

One Minute Holding Pattern				
CATEGORY	A	B	C	D
CIRCLING	3080-1¼ 899 (900-1¼)	3280-3 1099 (1100-3)		

LAS VEGAS, NEVADA
Orig-D 12JAN12

36°05'N-115°09'W

MC CARRAN INTL (LAS)





VORTAC LAS	APP CRS	Rwy 25L Idg	10525	Rwy 25R Idg	12757
Chan 116	265°	TDZE	2069	TDZE	2067
		Apt Elev	2181	Apt Elev	2181

66-FLIP-NV-002
[vJaBoG 66]

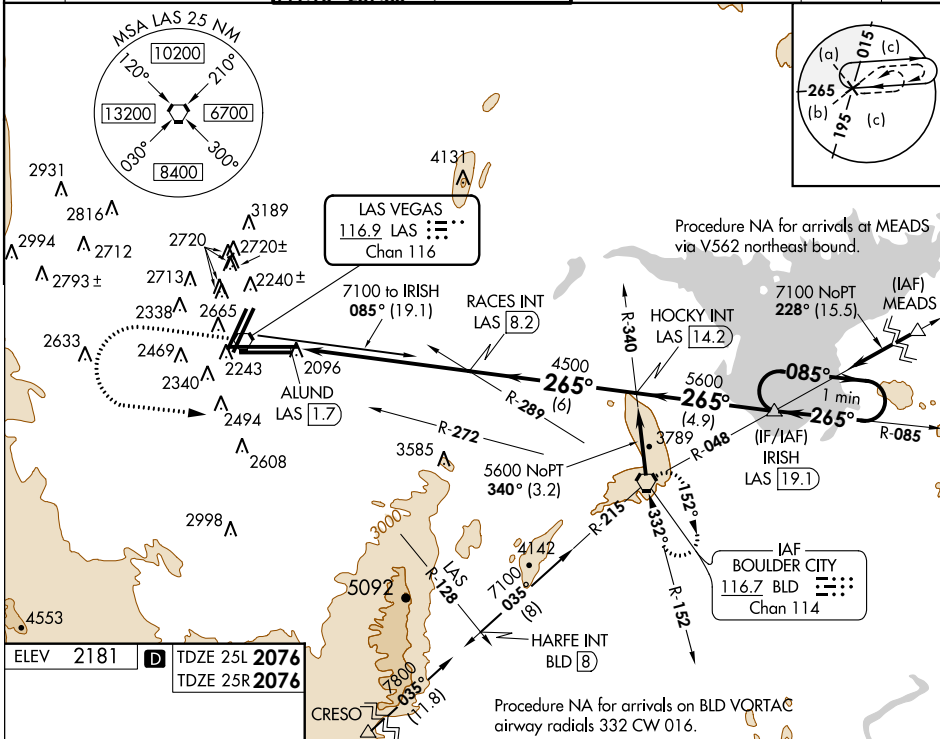
MC CARRAN INTL (LAS)

- ▼** Inoperative table does not apply to MALS Rwy 25R.
▲ Inoperative table does not apply to MALS Rwy 25L
 Cat. C.

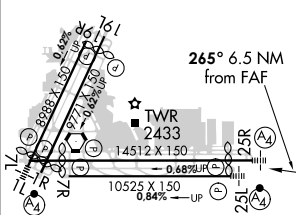
MALS Rwy 25L	MALS Rwy 25R

MISSED APPROACH: Climb to 4000 then climbing left turn to 6000 via heading 070° and BLD R- to BLD VORTAC and hold.

ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL	CPDLC
-	(West) - (East) -	119.90 257.80 (Rwy 1L/19R, 1R/19L) 119.90 257.80 (Rwy 7L/25R, 7R/25L)	- E of 1R/19L W of 1R/19L	-	-



ELEV 2181	TDZE 25L 2076	TDZE 25R 2076
-----------	---------------	---------------



REIL Rws 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rws 1L-19R, 7L-25R and 7R-25L

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

LAS VEGAS, NEVADA
Amdt 3A 12JAN12

36°05'N-115°09'W

MC CARRAN INTL (LAS)

CATEGORY	A	B	C	D
S-25R	2720-1 653 (600-1)		2720-1 653 (600-1)	2720-2 653 (600-2)
S-25L	2720-3 651 (600-3)		2720-1 651 (600-1)	2720-2 651 (600-2)
CIRCLING	3080-1 899 (900-1)		3280-3 1099 (1100-3)	

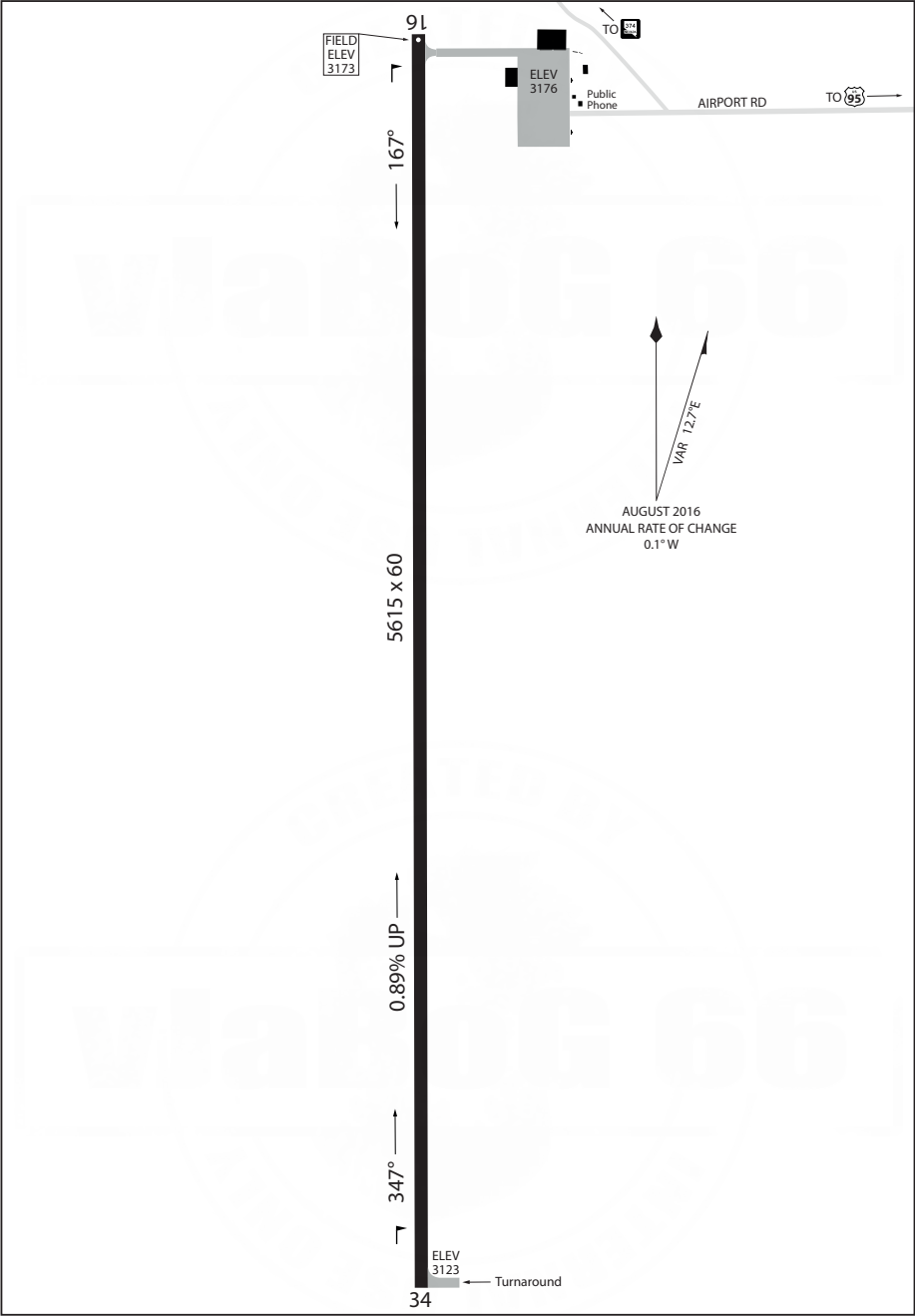




AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

BEATTY, NEVADA



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

BEATTY, NEVADA



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

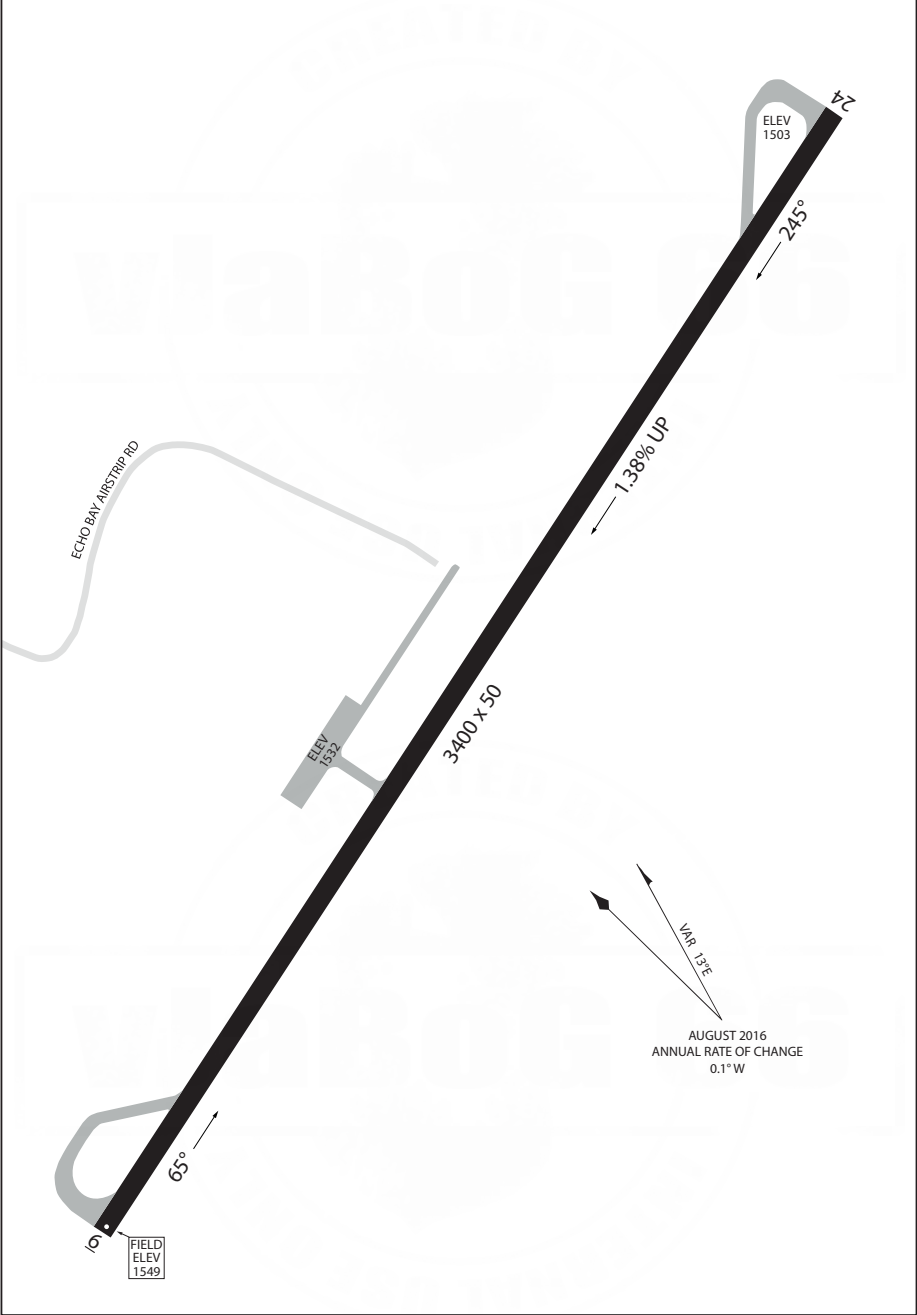
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

OVERTON, NEVADA



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

OVERTON, NEVADA



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

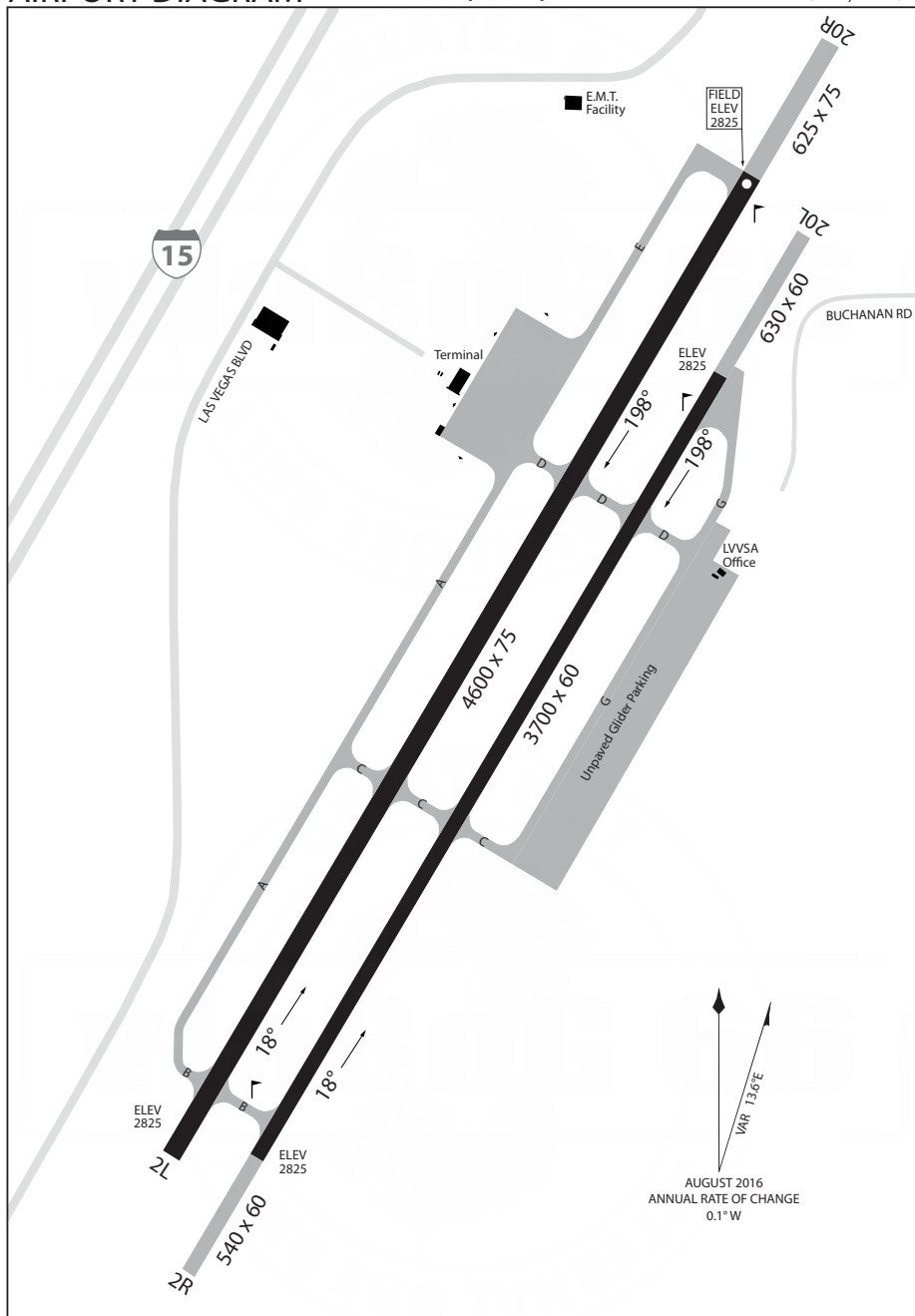
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

JEAN, NEVADA



**Modified by v1aBoG 66 use with DCS
licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION**

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

JEAN, NEVADA

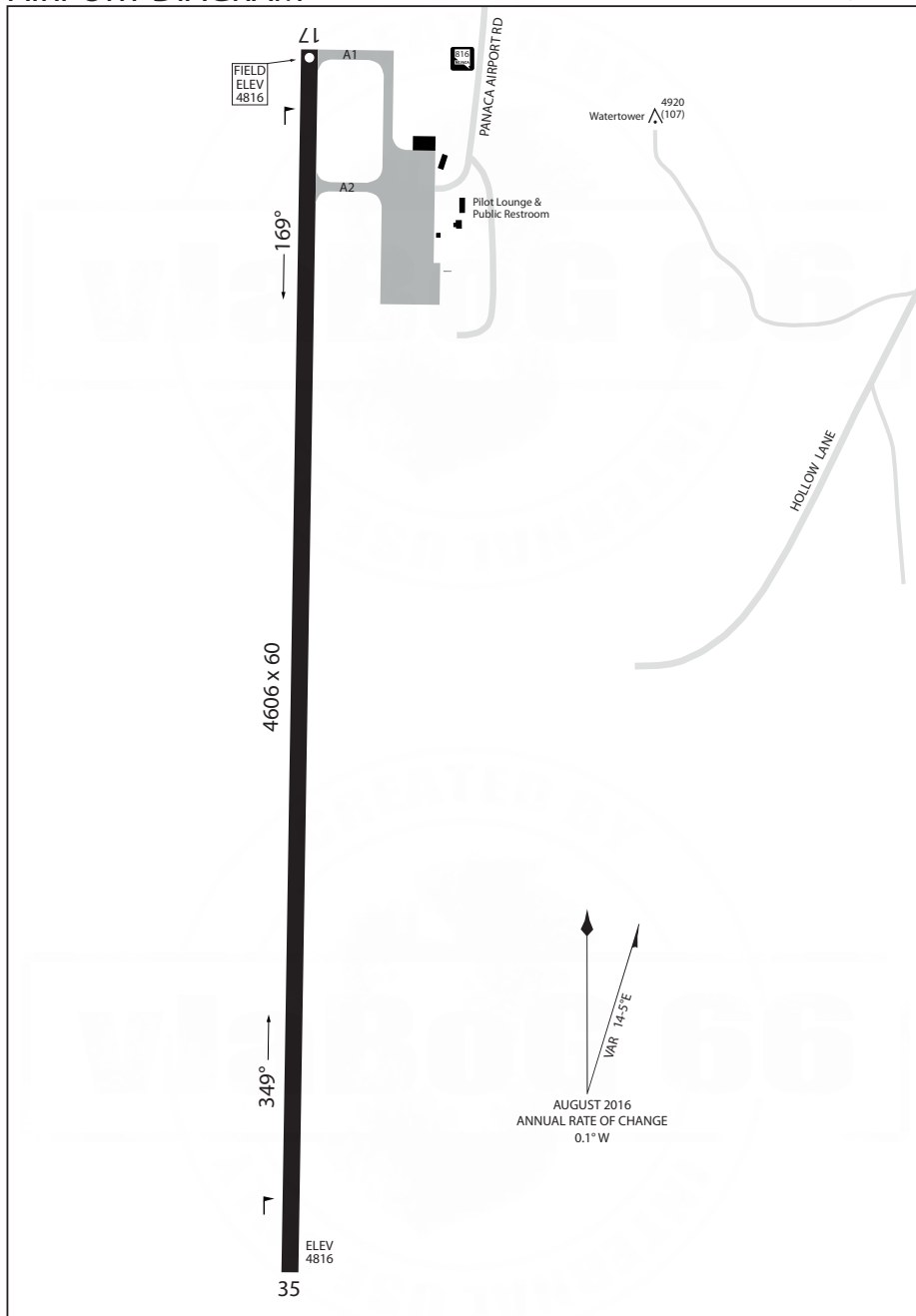




AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

PANACA, NEVADA



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

PANACA, NEVADA

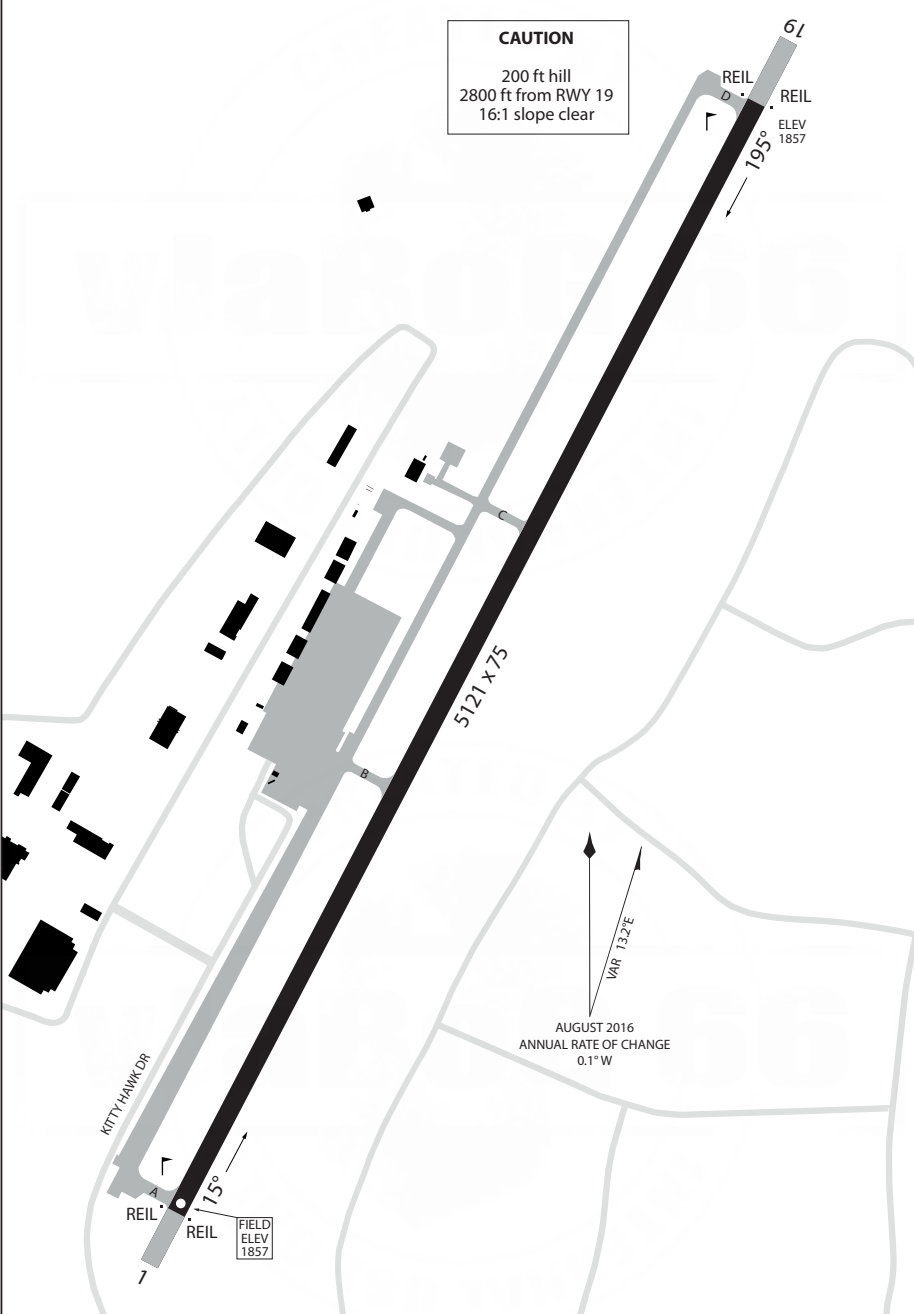




AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

MESQUITE, NEVADA



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

MESQUITE, NEVADA

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

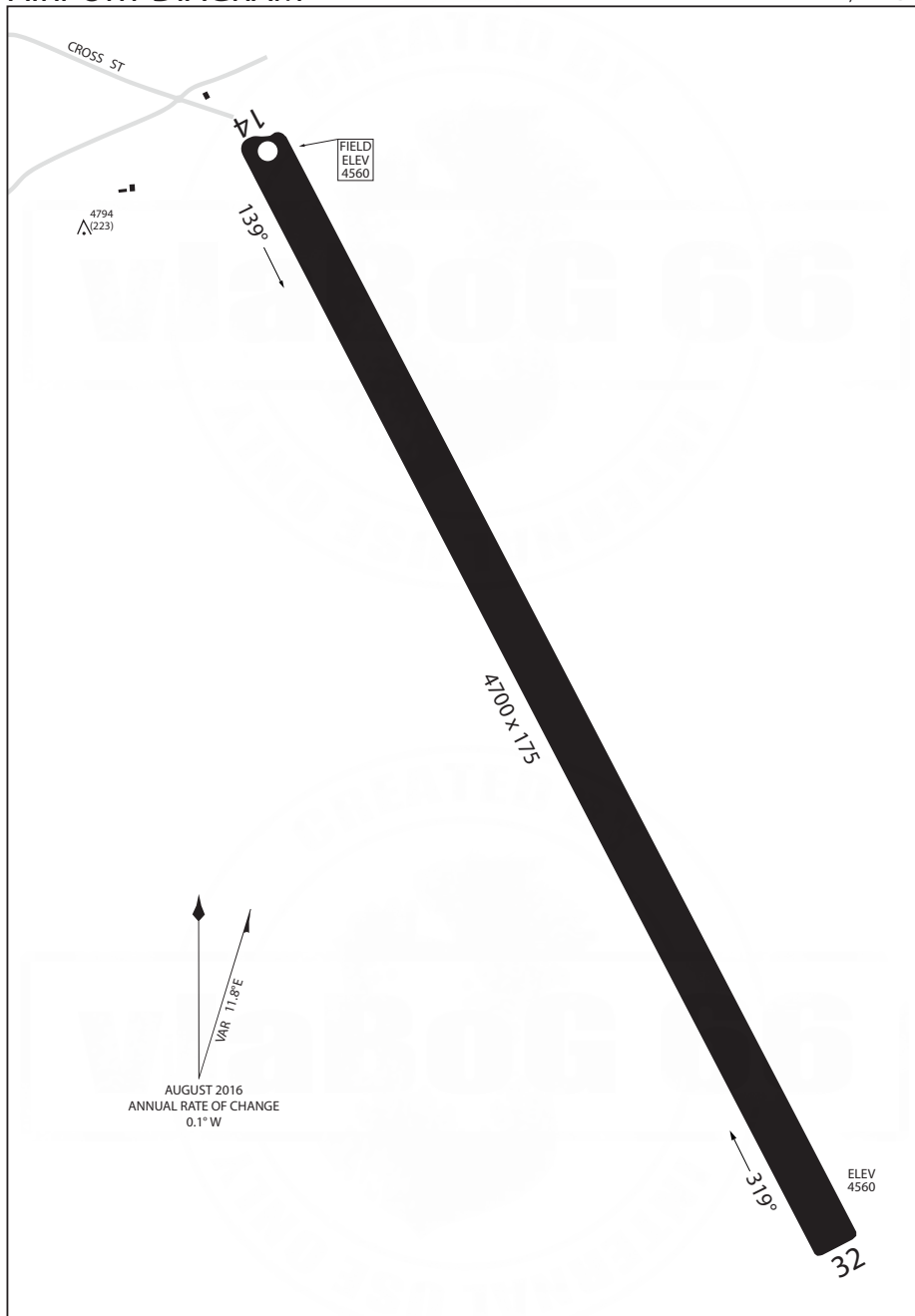




AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

MINA, NEVADA



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

MINA, NEVADA



Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

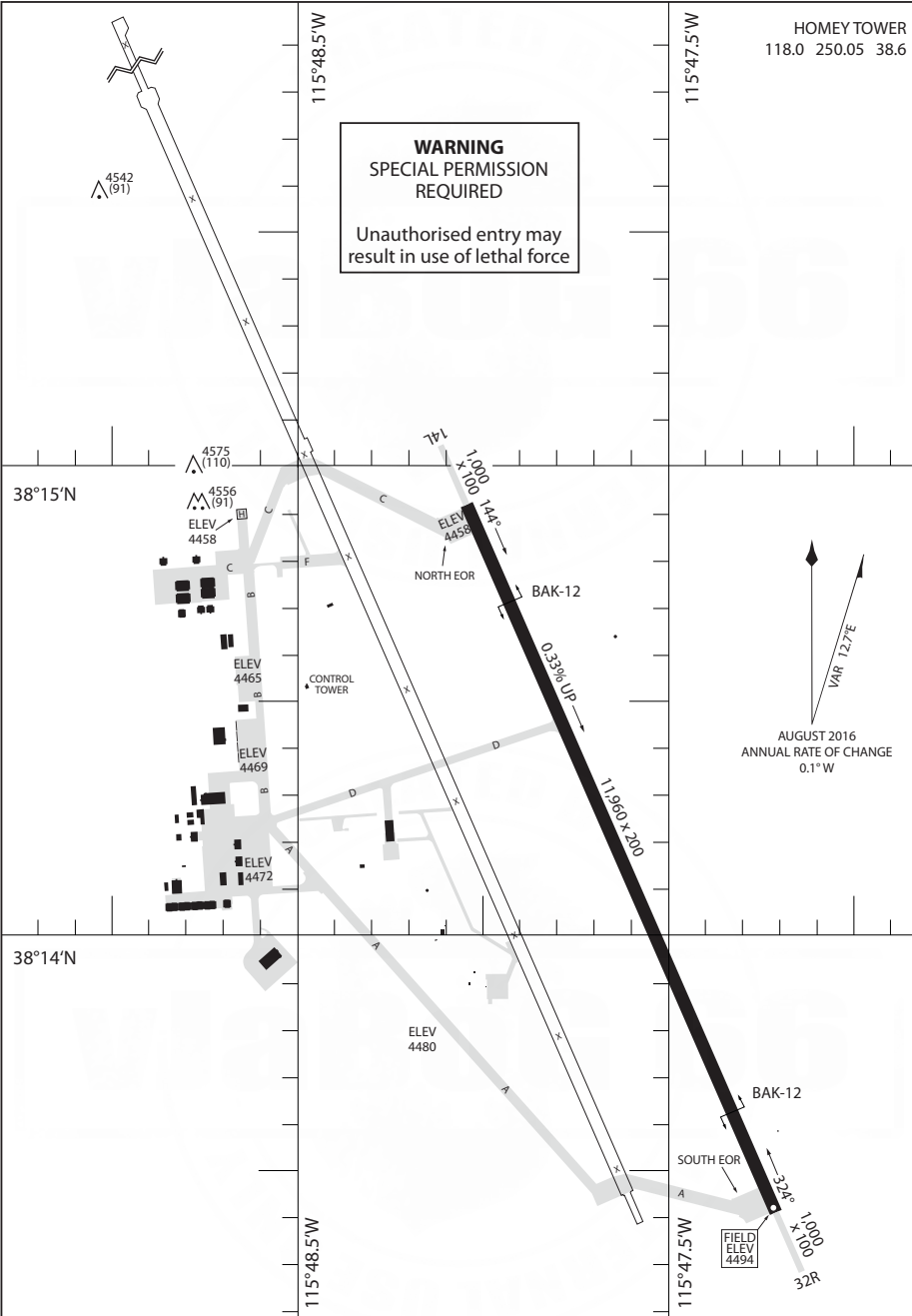
Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

RACHEL, NEVADA



AIRPORT DIAGRAM

66-FLIP-NV-002 [vJaBoG 66]

RACHEL, NEVADA





RANGE POINT	TACAN	LAT	LONG	ELEV
Alamo N Point	LSV 333/60	N37°12.8'	W115°20.5'	6,120
Alamo S Point	LSV 325/38	N36°50'	W115°20.2'	6,570
Belted Peak	TQQ 100/36	N37°34'	W116°4.5'	8,200
Black Mt	TQQ 156/31	N37°17'	W116°38.5'	7,240
Caliente A Ctr Point	ILC 207/47	N37°39'	W114°60'	4,970
Caliente B Ctr Point	ILC 192/38	N37°40'	W114°43'	5,174
Cedar Peak	TQQ 092/56	N37°42'	W116°20'	8,430
Coyote Peak	TQQ 088/56	N37°37.5'	W115°38'	7,920
Elgin N Point	LSV 007/70	N37°21'	W114°32'	3,350
Elgin S Point	LSV 012/42	N36°53'	W114°40'	1,970
Groom Lake	INS 339/42	N37°13.93'	W115°48.136'	4,580
Mt Helen	TQQ 162/17	N37°29.76'	W116°44.57'	7,160
Mt Irish	TQQ 085/67	N37°38.5'	W115°24'	8,740
Quartzite Mt	TQQ 113/27	N37°31'	W116°19.5'	7,770
R63 Tower	INS 067/8	N36°37'	W115°30.2'	3,000
R64 W Circle	INS 354/6	N36°40.9'	W115°40.4'	3,033
Reveille Peak	TQQ 070/31	N37°51.5'	W116°8'	8,910
Stonewall Mt	TQQ 207/21	N37°4.1'	W114°44.3'	8,300
Stuckeys Peak	LSV 004/52	N37°30'	W117°3'	4,800
Student Gap	LSV 349/82	N37°36.733'	W114°57.9'	5,000
Texas Lake	LSV 351/64	N36°58.1'	W115°13.5'	4,400
T-Bird Lake	LSV 334/45	N37°19'	W114°57.5'	3,390

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ATC POINT	RAD/DME	LAT	LONG
ACTON	LSV 022/36	N36°44.517'	W114°36.45'
APEX	LSV 028/09	N36°21.583'	W114°54.333'
ARCOE	LSV 358/30	N36°44.267'	W114°55.017'
BIGHORN	LSV 348/97	N37°52'	W115°2'
CESAR	LSV 291/85	N37°0.483'	W116°30.517'
CARPP	LSV 356/63	N37°17'	W114°50.72'
Dry Lake	LSV 018/15	N36°27.683'	W114°52.217'
CRAIG	LSV 264/5.5	N36°15.25'	W115°8.267'
DREAM	LAS 355/66	N37°10.333'	W114°59.534'
DUCK	LSV 053/7.5	N36°17.833'	W114°53.083'
ELKXX	LSV 002/100	N37°52'	W114°30'
FLEX	LSV 338/04	N36°18.617'	W115°2.367'
FLUSH	LSV 288/73	N36°50.8'	W116°20.267'
FYTTR	LSV 269/33	N36°21.44'	W115°41.47'
GARTH	LSV 303/90	N37°17.967'	W116°21.267'
GASS PEAK	LSV 310/12	N36°24.133'	W115°10.667'
JAYSN	BTY 098/37	N36°34.429'	W116°2.444'
Jettison Hill	LSV 351/5.2	N36°19.883'	W115°1.167'
JUNNO	BLD 344/44	N36°43.8'	W114°52.767'
Leach Lake	DAG 341/40	N35°37.517'	W116°40.667'
MINTT	LSV 340/28	N36°42.733'	W115°6.283'
MOOSE	LSV 017/94	N37°36.767'	W114°4.417'
MOPAR	BTY 348/29	N37°17'	W116°45'
NIXON	LSV 293/30	N36°32.017'	W115°32.25'
NUGGE	BLD 347/68	N37°7.833'	W114°53.283'
PIUTE	INS 246/21	N36°30.683'	W116°5.683'
RAMMM	LSV 024/38	N36°45'	W114°33.333'
SARAH	LSV 317/24	N36°36.45'	W115°18.033'
SIMNS	LSV 278/8	N36°17.333'	W115°10.75'
STRIP	INS 112/24	N36°20.6'	W115°16.483'
STRYK	LSV 283/26	N36°25.617'	W115°30.7'
Stuckey's Peak	LSV 002/52	N37°4.1'	W114°44.3'
Texas Lake	LSV 349/64	N37°19'	W114°57.5'
TIMBR	LSV 012/33	N36°45'	W114°44.583'
TROUTT	LSV 347/63	N37°17'	W115°7.5'
TUCKY	BTY 213/18	N36°35.5'	W117°0.1'
VETTT	LSV 031/31	N36°37.333'	W114°35.183'
Winner LZ	LSV 358/5.8	N36°20.333'	W115°0.25'





TYPE	ACR	NAME	FREQ	CHANNEL	LAT	LONG
NDB	AZC	COLORADO CITY	403		N36°57.604'	W113°0.551'
VORTAC	BIH	BISHOP	109.60	CH 33	N37°22.617'	W118°21.992'
VORTAC	BLD	BOULDER	116.70	CH 114	N35°59.75'	W114°51.82'
VORTAC	BTY	BEATTY	114.70	CH 94	N36°48.035'	W116°44.858'
VORTAC	CDC	CEDAR CITY	117.30	CH 120	N37°47.24'	W113°4.093'
VORTAC	DAG	DAGGETT	113.20	CH 79	N34°57.455'	W116°34.69'
NDB	EC	MEGGI	217		N37°47.625'	W113°1.258'
VORTAC	EED	NEEDLES	115.20	CH 99	N34°53.068'	W115°37.23'
VORTAC	GFS	GOFFS	114.40	CH 91	N35°7.868'	W115°10.587'
TACAN	GRL	GROOM LAKE		CH 18	N37°13.93'	W115°48.136'
VORTAC	HEC	HECTOR	112.70	CH 74	N34°47.516'	W116°27.776'
VOR/DME	IGM	KINGMAN	108.80	CH25	N35°15.631'	W113°56.045'
VORTAC	ILC	WILSON CREEK	116.30	CH 110	N38°15.012'	W114°23.653'
TACAN	INS	CREECH AFB		CH 87	N36°35.2'	W115°40.12'
VORTAC	LAS	LAS VEGAS - MCCARRAN INT.	116.90	CH 116	N36°4.782'	W115°9.588'
TACAN	LSV	NELLIS		CH 12	N36°14.68'	W115°1.5'
NDB	MCY	MERCURY	326		N36°37.65'	W116°1.68'
VORTAC	MLF	MILFORD	112.10	CH 58	N38°21.622'	W113°0.793'
VORTAC	MMM	MORMON MESA	114.30	CH 90	N36°46.157'	W114°16.648'
VORTAC	MVA	MINA	115.10	CH 98	N38°33.918'	W118°1.972'
VORTAC	OAL	COALDALE	117.70	CH 124	N38°0.195'	W117°46.227'
VORTAC	PGS	PEACH SPRINGS	112.00	CH 57	N35°37.483'	W113°32.668'
VORTAC	TPH	TONOPAH MUNI	117.20	CH 119	N38°1.838'	W117°2.01'
VORTAC	TQQ	SILVERBOW	113.00	CH 77	N37°47.424'	W116°46.756'
VOR/DME	UTI	ST GEORGE	108.60	CH23	N37°1.057'	W113°31.074'

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





AIRPORT	RAD/DME	LAT	LONG
Beatty Airport	BTY 321/05	N36°51.682'	W116°47.186'
Boulder City Airport	LAS 106/19	N35°56.889'	W114°51.393'
Echo Bay Airport	LSV 069/27	N36°18.674'	W114°27.788'
Henderson Airport	LAS 158/06	N35°58.359'	W115°8.202'
Jean Airport	LAS 192/23	N35°46.244'	W115°19.668'
Laughlin Airport	GFS 074/30	N35°9.419'	W114°33.514'
Lincoln County Airport	ILC 170/27	N37°47.321'	W114°25.191'
Mesquite Airport	MMM 058/11	N36°49.924'	W114°3.454'
Mina Airport	OAL 314/31	N38°22.964'	W118°5.935'
North Las Vegas Airpo	LAS 335/08	N36°12.617'	W115°11.761'
Tonopah Airport	TPH 293/03	N38°3.545'	W117°5.088'

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





		Lat	Long	LL	NS	Elev [ft]	Radius[nm]	Alt [ft]	Remarks
Corn Creek Station Range 63C	11SPA 44998 31903	N36°25'	W115°22'	X	X	2,736	2.0	8,000	No overflight below 4500ft MSL when Range 63C is cold. No overflight below 18000ft MSL when Range 63C is hot
City of Indian	11SPA 18891 47962	N36°34.183'	W115°40.277'	X	X	3,127	1.0	500	
Goldfield, NV	11SMB 79433 73480	N37°42.5'	W117°14'	X	X	5,699	3.0	2,000	
Tonopah inner, NV	11SMC 79751 13517	N38°4.152'	W117°13.851'	X	X	6,053	1.0	1,000	Not extended into R-4807
Tonopah outer, NV	11SMC 79751 13517	N38°4.152'	W117°13.851'	X	X	6,053	3.0	1,500	
Caliente, NV	11SQB 18695 65864	N37°36.833'	W114°31.333'	X	X	4,384	5.0	10,000	MSL
Lincoln County Airport	11SQB 27193 85350	N37°47.237'	W114°25.198'	X	X	4,820	3.0	1,500	
Pioche, NV	11SQC 23860 01478	N37°56'	W114°27.167'	X	X	5,994	1.0	1,000	
Alamo, NV	11SPB 62344 37126	N37°22'	W115°10'	X	X	4,384	1.5	1,500	
Key Pitman Wildlife Management Area 1	11SPB 56091 55487	N37°32'	W115°14.033'	X	X			2,000	1000ft either side of line between coordinates
Key Pitman Wildlife Management Area 2	11SPB 57373 62959	N37°36'	W115°13'	X	X				
Pahrnanagai Wildlife Area 1	11SPB 73049 18873	N37°19'	W115°8'	X	X			2,000	1000ft either side of line between coordinates
Pahrnanagai Wildlife Area 2	11SPB 65387 31653	N37°12'	W115°3'	X	X				
Hiko, NV	11SPB 56689 62917	N37°36'	W115°13.5'	X	X	3,898	1.5	1,500	
Rachel noise sensitive area	11SPB 02848 73171	N37°42'	W115°50'	X	X	4,813	1.5	1,500	Overflight >1500ft AGL sub-sonic, >5000ft AGL super-sonic, B-1 overflight limited to 0.95nm <5000ft and to 0.99nm between 5000ft and 10000ft AGL
Rachel noise sensitive area Border 1		N37°42'	W115°50'	X	X				
Rachel noise sensitive area Border 2		N37°38'	W115°42.7'	X	X				
Rachel noise sensitive area Border 3		N37°37.1'	W115°50.4'	X	X				
Rachel noise sensitive area Border 4		N37°38.7'	W115°53.2'	X	X				
Rachel noise sensitive area Border 5		N37°40.7'	W115°53.2'	X	X				
Rachel noise sensitive area Border 6		N37°42'	W115°50'	X	X				
Brookshire Farms	11SQA 08963 79242	N36°50.146'	W114°39.4'	X	X	1,788	3.0	1,500	
Thule Springs, NV	11SPA 55544 21269	N36°19.44'	W115°16.029'	X	X	2,464	1.5	1,500	
Vegas Vally Morgans	11SPA 61185 15328	N36°16.167'	W115°12.333'	X	X	2,274	1.0	1,000	
Glendale, NV	11SQA 17352 60343	N36°39.833'	W114°34.083'	X	X	1,522	1.0	1,000	
Logandale, NV	11SQA 25112 53449	N36°36'	W114°29'	X	X	1,378	1.0	1,000	
Mesquite	11SQA 62435 80351	N36°49.96'	W114°3.439'	X	X	1,913	6.0	1,500	Avoid the Approach corridor by 3000ft AGL
Moapa, NV	11SQA 12232 61448	N36°40.5'	W114°37.5'	X	X	1,693	1.0	1,000	
Overton, NV	11SQA 28531 48076	N36°32.5'	W114°27.5'	X	X	1,378	1.0	1,000	
Ash Meadows Wildlife Refuge	11SNA 67296 23031	N36°21'	W116°15'	X		2,333	2.0	2,000	
Beatty Airport, NV	11SNA 19057 79487	N36°51.667'	W116°47.173'	X		3,176	3.0	3,000	
Beatty Ranches Border 1		N36°52'	W116°45.5'	X	X			2,000	
Beatty Ranches Border 2		N36°52'	W116°49.5'	X	X			2,000	
Beatty Ranches Border 3		N37°1'	W116°46.5'	X	X			2,000	
Beatty Ranches Border 4		N37°1'	W116°45'	X	X			2,000	
Beatty Ranches Border 5		N37°5'	W116°45'	X	X			2,000	
Beatty Ranches Border 6		N37°1'	W116°41.5'	X	X			2,000	
Beatty Ranches Border 7		N36°52'	W116°45.5'	X	X			2,000	
Bell Residence, NV	11SNA 48485 43858	N36°32.333'	W116°27.5'	X		2,369	3.0	1,000	
Lathrop Wells, NV	11SNA 53635 55290	N36°38.5'	W116°24'	X		2,661	2.0	1,500	
McCracken Ranch	11SNA 37281 47284	N36°34.217'	W116°35'	X	X	2,375	1.0	1,500	
Mt Potosi, NV	11SPV 35049 81390	N35°57.986'	W115°30.056'	X	X	5,597	2.0	1,500	
Rhyolite	11SNA 15322 84136	N36°54.185'	W116°49.681'	X		3,793	1.0	1,000	
Smith Ranch, NV	11SNA 81823 15760	N36°17'	W116°5.333'	X		2,598	1.0	1,000	
Springdale, NV	11SNA 24165 97465	N37°1.383'	W116°43.7'	X	X	3,724	5.0	1,500	
Reveille, NV	11SNC 72888 09839	N38°2'	W116°10.167'	X	X	6,421	1.5	1,500	
Desert National Wildlife Range	11SPA 68019 74310	N36°48'	W115°7'	X	X	8,333	1.5	1,500	
Desert National Wildlife Range Border 1		N36°38'	W115°18'	X				2,000	
Desert National Wildlife Range Border 2		N36°26'	W115°18'	X				2,000	
Desert National Wildlife Range Border 3		N36°38.5'	W115°7'	X				2,000	
Desert National Wildlife Range Border 4		N36°40'	W115°7'	X				2,000	
Desert National Wildlife Range Border 5		N36°38'	W115°18'	X				2,000	
Grome Lake Border 1		N37°27.96'	W115°60'						
Grome Lake Border 2		N37°6'	W115°60'						
Grome Lake Border 3		N37°6'	W115°35.089'						
Grome Lake Border 4		N37°27.96'	W115°35.089'						
Nellis Weapons Storage	11SPA 84476 13243	N36°14.87'	W114°57.15'	X		2,106	1.5	1,000	

SPECIAL PERMISSION REQUIRED

Unauthorised entry may result in use of lethal force

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





ALTERNATE MINS

17005

M1



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

LAS VEGAS, NV

HENDERSON

EXECUTIVE (HND) RNAV (GPS)-B¹
VOR-C²

NA when local weather not available.

¹Categories A, B, 1500-2; Category C, 1500-3.²Categories A, B, 2400-2; Category C, 2400-3.

MC CARRAN

INTL (LAS) ILS or LOC Rwy 25L⁵ILS or LOC Rwy 25R²ILS or LOC/DME Rwy 1L³RNAV (GPS) Rwy 1R⁴RNAV (GPS) Rwy 19L¹⁴RNAV (GPS) Rwy 19R¹⁴VOR/DME -A⁴VOR Rwy 25L/R⁴¹NA when local weather not available.²ILS, LOC, Categories A, B, 900-2; Category C, 1000-2½, Categories D, E, 1400-3.³ILS, LOC, Categories A, B, 900-2; Category C, 1100-3.⁴Categories A, B, 900-2; Categories C, D, 1100-3.⁵ILS, LOC, Categories A, B, 900-2; Category C, 1000-2½, Categories D, E, 1400-3.

NORTH LAS

VEGAS (VGT) ILS or LOC Rwy 12L

NA when control tower closed.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION



ALTERNATE MINS

17005

SW-4





13290

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV HENDERSON EXECUTIVE (HND)	HS 1	Twy H, Twy G, and Rwy 17R.
	HS 2	Twy E and ramp area. High volume of traffic.
	HS 3	Twy A and run up area. Twy A being confused for Rwy 35L.
LAS VEGAS, NV McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twys D and Twy N int is not visible from the ctl twr.
LAS VEGAS, NV NORTH LAS VEGAS (VGT)	HS 1	Rwy hold lines at Twy G and Twy F in close proximity to edge of large paved area.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

13290

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION





TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



17005



IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or radar vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow radar vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

LAS VEGAS, NV

HENDERSON EXECUTIVE (HND) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 05132 (FAA)

TAKEOFF MINIMUMS: **Rwy 17L/R**, Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R**, Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.

DEPARTURE PROCEDURE: **Rwy 17L/R**, climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R**, climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.

NOTE: **Rwy 17L**, tree 5610' from DER, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from DER, 1495' left of centerline, 100' AGL/2859' MSL.

Rwy 17R, tree 4041' from DER, 859' left of centerline, 100' AGL/2739' MSL.

left of centerline, 2254' MSL. Pole beginning 3001' from DER, 544' left of centerline, up to 44' AGL/2271' MSL. Pole beginning 3004' from DER, 770' left of centerline, up to 48' AGL/2277' MSL. Pole beginning 3116' from DER, 1021' right of centerline, up to 2309' MSL. Sign beginning 3338' from DER, 279' left of centerline, up to 2286' MSL. Communication tower 4521' from DER, 703' right of centerline, 2332' MSL. Pole 1.4 NM from DER, 2804' left of centerline, 100' AGL/2444' MSL. Pole beginning 1.5 NM from DER, 2835' left of centerline, up to 100' AGL/2455' MSL. Pole, communication tower beginning 1.6 NM from DER, 2072' left of centerline, up to 100' AGL/2463' MSL. Pole 1.7 NM from DER, 2964' left of centerline, 135' AGL/2469' MSL.

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

17005



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)





LAS VEGAS, NV (CON'T) MCCARRAN INTL (LAS)

Rwy 25L, bldg 1002' from DER, 250' left of centerline, 6' AGL/2183' MSL. Railroad, pole beginning 1856' from DER, 794' left of centerline, up to 2215' MSL. Railroad 2067' from DER, 796' left of centerline, 2218' MSL. Pole, railroad beginning 2148' from DER, 800' left of centerline, up to 2221' MSL. Tree, railroad beginning 2375' from DER, 781' left of centerline, up to 2232' MSL. Tree, railroad beginning 2527' from DER, 751' left of centerline, up to 2233' MSL. Pole 2860' from DER, 812' left of centerline, 36' AGL/2238' MSL. Pole beginning 3166' from DER, 1092' left of centerline, up to 34' AGL/2243' MSL. Pole beginning 3312' from DER, 1201' left of centerline, up to 35' AGL/2246' MSL. sign, pole, l-r twr beginning 3672' from DER, 146' left of centerline, up to 2256' MSL. Pole beginning 4223' from DER, 1394' left of centerline, up to 2274' MSL. Bldg 4554' from DER, 1594' left of centerline, 2277' MSL. Bldg 4686' from DER, 1686' left of centerline, 53' AGL/2279' MSL. Bldg 4718' from DER, 1756' left of centerline, 61' AGL/2290' MSL. Bldg 4953' from DER, 1696' left of centerline, 61' AGL/2291' MSL. Trmsn twr 5469' from DER, 1057' left of centerline, 2297' MSL. Pole beginning 5703' from DER, 2020' right of centerline, up to 101' AGL/2309' MSL. Pole 5887' from DER, 1923' left of centerline, 45' AGL/2311' MSL. Pole 5889' from DER, 1722' left of centerline, 46' AGL/2311' MSL. Tower 1 NM from DER, 1845' left of centerline, 80' AGL/2332' MSL. Rwy 1L, REIL 23' from DER, 153' left of centerline, 3' AGL/2090' MSL. Sign beginning 1037' from DER, 694' left of centerline, up to 2125' MSL. Bldg 1556' from DER, 551' left of centerline, 2129' MSL. Bldg 1779' from DER, 648' left of centerline, 2147' MSL. Bldgs beginning 1907' from DER, 186' left of centerline, up to 2150' MSL. Bldgs beginning 1977' from DER, 214' left of centerline, up to 2150' MSL. Bldgs beginning 1983' from DER, 251' left of centerline, up to 2150' MSL. Bldg 2093' from DER, 333' left of centerline, 78' AGL/2150' MSL. Bldgs beginning 2095' from DER, 274' left of centerline, up to 83' AGL/2153' MSL. Bldgs beginning 3953' from DER, 1396' left of centerline, up to 162' AGL/2226' MSL. Bldg 4126' from DER, 1089' left of centerline, 2229' MSL. Bldg 4542' from DER, 1399' left of centerline, 183' AGL/2240' MSL. Bldg 4604' from DER, 1365' left of centerline, 186' AGL/2243' MSL.

LAS VEGAS, NV (CON'T) MCCARRAN INTL (LAS)

Rwy 1R, sign 1336 from DER, 447' left of centerline, 60' AGL/2122' MSL. Bldg 609' from DER 539' right of centerline, 28' slg/2095' MSL. **Rwy 19R**, bldg 609' from DER, 538' right of centerline, 28' AGL/2095' MSL. Sign 1336' from DER, 447' right of centerline, 60' AGL/2122' MSL. **Rwy 19L**, grd 60' from DER, 475' right of centerline, 2186' MSL. Grd 151' from DER, 529' right of centerline, 2190' MSL. Bldg beginning 193' from DER, 443' right of centerline, up to 9' AGL/2199' MSL. Ol on DME, NAVAID beginning 261' from DER, 407' right of centerline, up to 2206' MSL. Vehicles on rd, grd, control box beginning 348' from DER, 41' right of centerline, up to 2208' MSL. Pole, vehicles on rd beginning 502' from DER, 434' right of centerline, up to 2218' MSL. Pole, sign, vehicles on rd, figpl, fence beginning 592' from DER, 277' right of centerline, up to 37' AGL/2234' MSL. Sign, bldg, pole, tree beginning 844' from DER, 265' right of centerline, up to 41' AGL/2240' MSL...lower, fence, sign beginning 961' from DER, 175' right of centerline, up to 41' AGL/2243' MSL...l-r twr, pole, rr, rr crossing sign, vehicles on parking lot beginning 1132' from DER, 7' right of centerline, up to 47' AGL/2249' MSL. Railroad beginning 1219' from DER, 448' left of centerline, up to 2225' MSL. Rr, pole beginning 1247' from DER, 76' left of centerline, up to 2226' MSL. Tree, poles, sign beginning 1392' from DER, 14' left of centerline, up to 36' AGL/2238' MSL. Poles, tree, vehicles on parking lot, bldg beginning 1726' from DER, 10' right of centerline, up to 2254' MSL. Pole, tree beginning 1822' from DER, 79' left of centerline, up to 34' AGL/2243' MSL. Ol, tree beginning 1935' from DER, 12' left of centerline, up to 36' AGL/2245' MSL. Pole, tree beginning 2036' from DER, 5' left of centerline, up to 35' AGL/2246' MSL. Poles, bldgs, tree beginning 2043' from DER, 220' right of centerline, up to 2255' MSL. Pole, tree beginning 2133' from DER, 20' left of centerline, up to 36' AGL/2247' MSL. Tree, poles, sign, bldg beginning 2146' from DER, 13' right of centerline, up to 2259' MSL. Pole, bldg, tree beginning 2234' from DER, 13' left of centerline, up to 35' AGL/2249' MSL. Pole, tree beginning 2335' from DER, 88' left of centerline, up to 36' AGL/2250' MSL. Sign, tree, pole, bldg, beginning 2381' from DER, 38' left of centerline, up to 41' AGL/2257' MSL. Pole, bldg, tree, bldg beginning 2496' from DER, 5' right of centerline, up to 2274' MSL. Bldgs beginning 2738' from DER, 196' right of centerline, up to 57' AGL/2279' MSL. Bldg, tree beginning 2766' from DER, 73' right of centerline, up to 57' AGL/2280' MSL. Bldgs beginning 2767' from DER, 45' left of centerline, up to 36' AGL/2258' MSL. Bldgs, tree beginning 2893' from DER, 6' right of centerline, up to 2288' MSL. Bldgs beginning 2895' from DER, 3' left of centerline, up to 39' AGL/2262' MSL. Bldgs, tree beginning 3032' from DER, 300' right of centerline, up to 61' AGL/2290' MSL. Bldgs, tree, pole beginning 3076' from DER, 57' right of centerline, up to 61' AGL/2291' MSL. Bldgs, sign, poles beginning 3459' from DER, 286' right of centerline, up to 74' AGL/2302' MSL. Bldg 3495' from DER, 54' left of centerline, 52' AGL/2278' MSL. Comm twr 5717' from DER, 157' left of centerline, 80' AGL/2327' MSL. Bldg 5358' from DER, 1759' left of centerline, 110' AGL/2334' MSL. **Rwy 7L**, pole 744' from DER, 442' right of centerline, 30' AGL/2057' MSL. Tree 758' from DER, 168' right of centerline, 2068' MSL. Tree 768' from DER, 589' left of centerline, 2060' MSL. Tree 850' from DER, 184' left of centerline, 2067' MSL. Trees, beginning 886' from DER, 372' right of centerline, up to 2074' MSL. **Rwy 7R**, tower 1457' from DER, 849' left of centerline, 64' AGL/2097' MSL.

17005



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



L9

SW-4

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

Modified by vJaBoG 66 use with DCS
Licensed under CC-BY-NC-SA 3.0 DE
NOT FOR REAL LIFE NAVIGATION

