

**BY ORDER OF THE COMMANDER
99TH AIR BASE WING (ACC)**

**NELLIS AIR FORCE BASE
INSTRUCTION**



11-250

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Flying Operations

LOCAL FLYING PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction outlines Nellis AFB local procedures common to all aircraft and personnel under the operational control of the 53d Wing, 57th Wing, 99th Air Base Wing, Nevada Test and Training Range (NTTR) Direct Reporting Unit and 23d Wing. Failure to comply with mandatory provisions of this instruction are a violation of Article 92, Uniform Code of Military Justice (UCMJ); instruction is compliant with departmental and higher headquarters guidance. This instruction applies to all aircraft under the jurisdiction of the 57th Wing (57 WG) when operating from Nellis AFB or within the confines of the airspace delegated to the Nellis Air Traffic Control Facility (NATCF). This instruction is applicable to the Air National Guard when flying scheduled missions from Nellis AFB or within the confines of the airspace delegated to the NATCF. This jurisdiction applies to all assigned and deployed units and personnel flying scheduled missions at Nellis AFB. Unit commanders must ensure aircrews under their operational control comply with this publication. Deviation or waiver requests to this instruction need to be approved by the 57th Operations Group Commander (57 OG/CC), or a designated representative, before flight operations begin. Submit requests for waivers through the chain of command to the 57 OG/CC or alternatively, to the publication OPR. NATCF delegated airspace contains Class A, B, E, G, and Special Use Airspace (SUA). Subsequently, all applicable AFIs, Federal Aviation Administration Joint Orders (FAA JO) and Federal Aviation Regulations (FAR) apply. Refer to Air Force 11-series instructions, major command (MAJCOM), or service specific directives for procedures unique to individual type aircraft. Recommendations for change should be referred to 57 OSS/OSA, 3770 Duffer Dr, Nellis AFB NV, using the AF Form 847, Recommendation for Change of Publication. Ensure that all records created as a result of processes prescribed in this publication

Chapter 2

LOCAL FLYING AREA

2.1. General. The Nellis AFB local flying area includes southern Nevada, western Utah, western Arizona, and east-central California. The primary training areas are immediately north of Nellis AFB. Secondary training areas are in the range complexes assigned to Hill AFB, Utah, Edwards AFB, California, China Lake NAS, California, Fort Irwin, California, and Luke AFB, Arizona.

2.2. Nellis AFB Description. Nellis AFB is located northeast of Las Vegas, Nevada; field elevation is 1,869 feet MSL. The airfield lies within Las Vegas Class B airspace. Two parallel RWYs are oriented 030°/210° with 1,000 feet between the centerlines. The east RWY (21L/03R) is 10,051 feet by 150 feet and is concrete with asphalt overruns. The west RWY (21R/03L) is 10,120 feet by 200 feet and the first 1,320 feet of 21R and first 920 feet of 03L are grooved concrete, the mid 7,879 feet and center 80 feet are concrete and the remaining is asphalt with asphalt overruns. Runway 21L is the primary instrument runway. Primary helicopter landing pads are the Jolly and Transient Helipads, and both are concrete. Taxiways/Taxi lanes Alpha through Juliet are concrete except for Charlie and Kilo. Taxiway Charlie has a 25-foot concrete center, the remaining is asphalt. Tow-ways to the fuel barn, north trim pad and south trim pad are asphalt. The Nellis AFB Parking Plan is IAW [Attachment 2](#).

2.2.1. Aircraft Arresting Systems (AAS). See [Table 2.1](#) and [Figure 2.1](#) for basic arresting system layout. BAK-12s are modified with an 8-point tie-down system (except in overruns). See [Attachment 16](#) for barrier certification procedures.

Table 2.1. NAFB Aircraft Arresting Systems (AAS).

RUNWAY LENGTHS	
RWY 21R/03L	10,120' x 200'
RWY 21L/03R	10,051' x 150'
BARRIERS	
RWY21R	BAK-12 1,451' from approach end, BAK-12 41' into overrun
RWY21L	BAK-12 1,200' from approach end, BAK-12 46' into overrun
RWY03L	BAK-12 1,211' from approach end, BAK-12 41' into overrun
RWY 03R	BAK-12 1,226' from approach end, BAK-12 41' into overrun

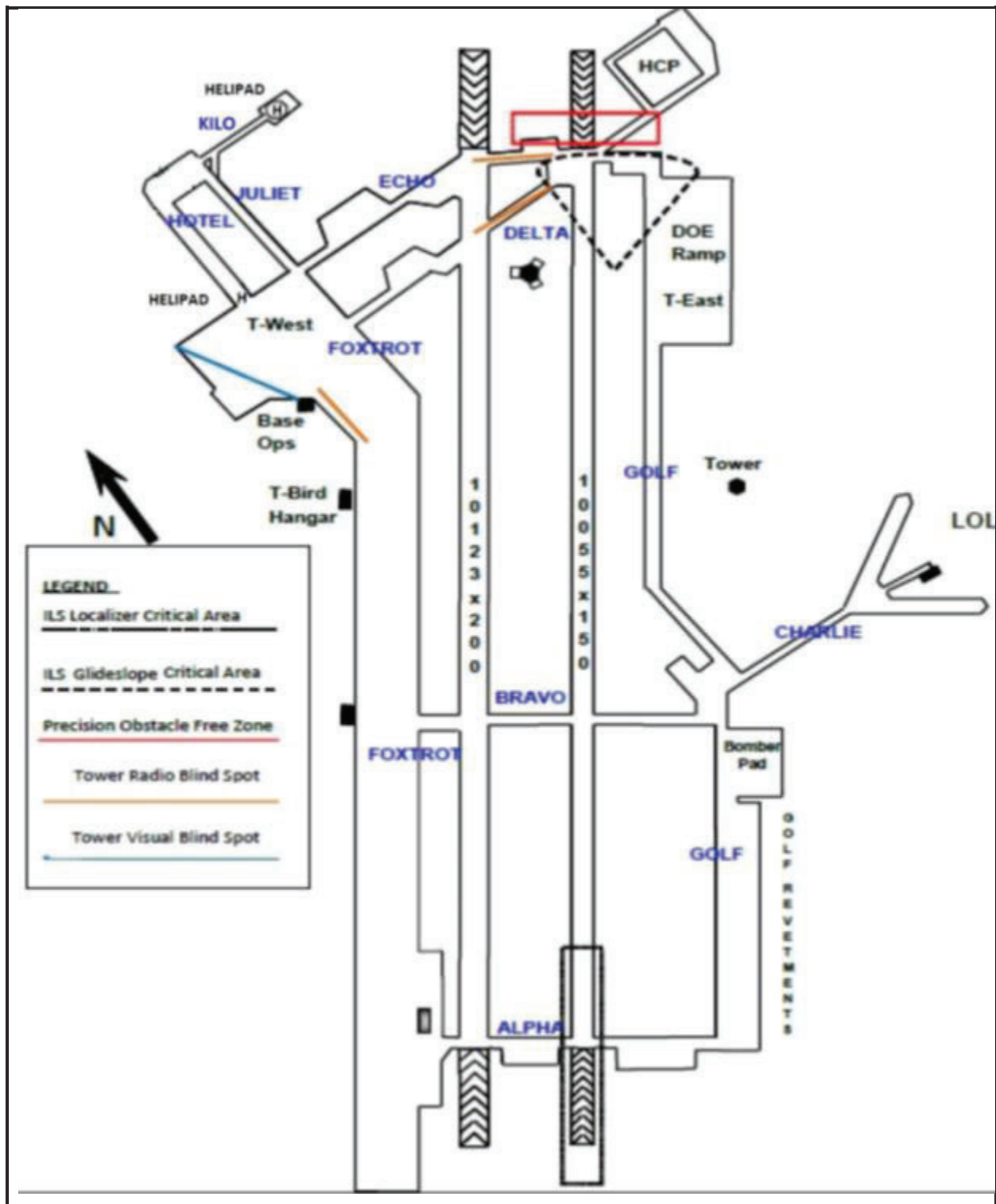
2.2.1.1. RWY 21L/03R.

2.2.1.1.1. BAK-14 (Retractable Hook-Cable AAS) Normal Configuration. Both BAK-14(s) approach and departure end will be in lowered position and are available upon request for emergency use only.

2.2.1.1.2. BAK-12 AAS Configuration. During normal configuration, both overrun BAK-12s are connected at all times and in a raised position. Thirty minute notification is required for removal of any BAK-12 arresting system. In an emergency situation, the BAK-12 (overrun RWY 03R) can be removed with a 20 minute notification (see [paragraph 6.9](#)).

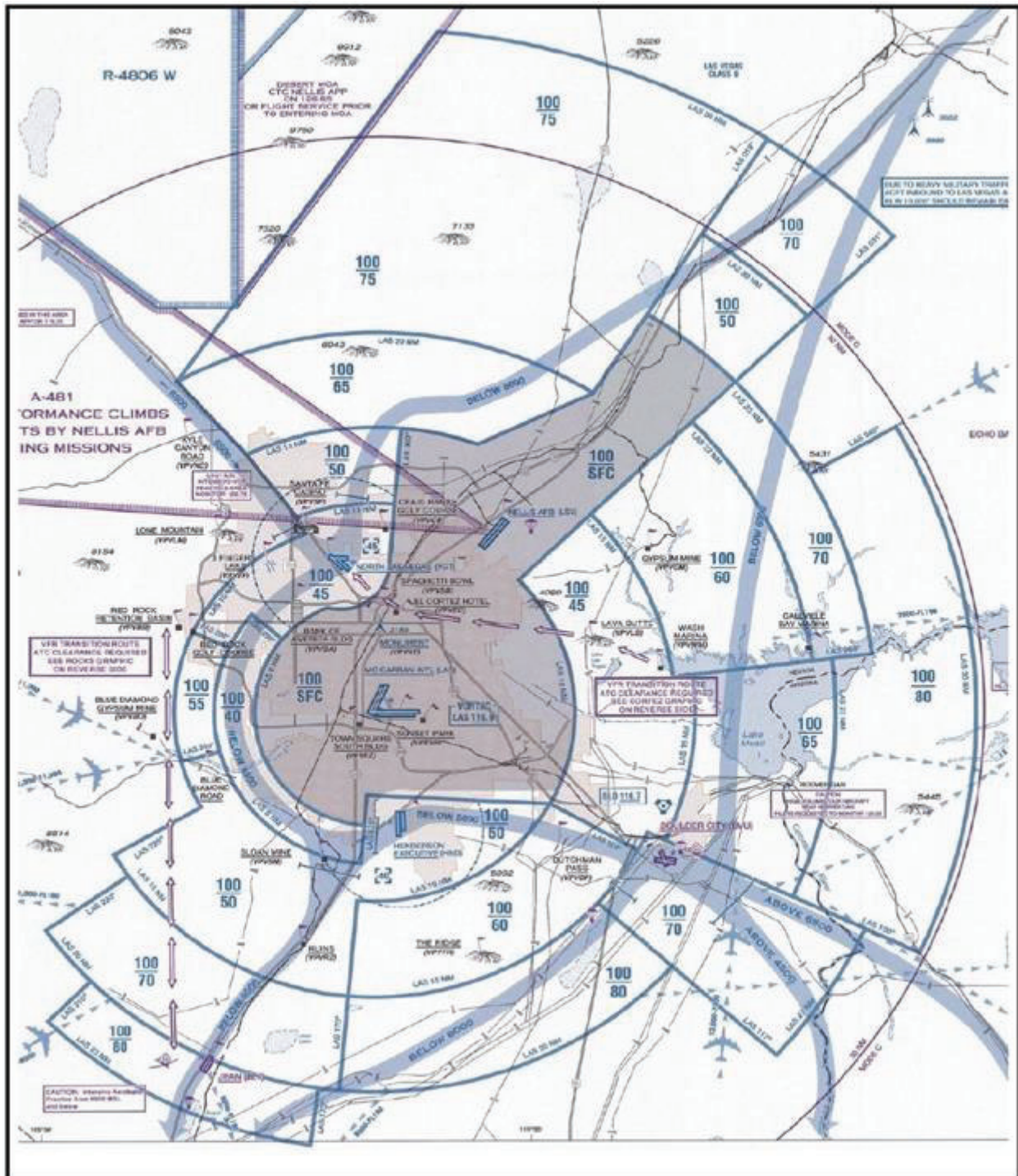
2.2.1.2. RWY 21R/03L BAK-12 AAS Configuration. During normal configuration, approach, departure end and overrun BAK-12s are connected at all times and in a raised position. Thirty minute notification is required for removal of any arresting system.

Figure 2.2. Critical Protection Areas.



2.3. Las Vegas Class B Airspace. Las Vegas Class B Airspace is an area of positive radar control, for all IFR and VFR aircraft, surrounding Harry Reid Airport that includes Nellis AFB. ATC clearance is required before entering or operating in Class B airspace. See [Figure 2.3](#).

Figure 2.3. Las Vegas Class B Airspace.



2.4. Las Vegas Speedway. The Las Vegas Speedway is located two miles north of the runways at Nellis. The following procedures shall be in effect during scheduled events at the speedway from the time spectator gates open until at least one hour after the conclusion of the last event. All aircraft departing and arriving will avoid overflight of the speedway. An advisory shall be placed

4.6.5. Additional Noise Considerations:

4.6.5.1. Turbo Jet Practice Approaches: Approaches are authorized only after 0900L daily.

4.6.5.2. ACC Quiet Hours: Scheduled flying from 2230L–0600L may follow normal procedures (practice approaches or low approaches) if required for the mission.

4.6.5.3. Unrestricted (Maximum Performance AB) Climbs: See [paragraph 3.6.1.6](#).

4.7. Protection of the 360° Overhead Pattern. During daytime VMC, all departing aircraft will remain at or below 3,000 feet MSL prior to turning out of traffic at the departure end of the runway.

4.8. Departure Procedures.

4.8.1. Departure procedures will be used by fixed wing aircraft operating out of Nellis AFB (KLSV). Rotary departure procedures are contained within **Attachment 7**.

4.8.2. Diverse departures are authorized, use published instrument departure procedure or request a radar vector departure for obstacle avoidance.

4.8.3. Aircrews unable to comply with departure procedure climb or radar vector departure climb gradient must file the appropriate departure procedure for their intended destination, notify Clearance Delivery that you are unable to make climb gradient and depart VFR. Clearance Delivery will assign a VFR Class B Departure ([Attachment 5](#)). Once airborne, aircraft may request their IFR clearance. Note: Non-mission related VFR transitions over the city of Las Vegas for fixed wing aircraft below 7,500 feet MSL require prior approval from the 57 WG/CC.

4.8.4. Do not request straight ahead or left turn departure when utilizing Runway 21L/R for departure.

4.8.5. Flight leads will not call number one until all flight members are ready for takeoff. The flight should be airborne within three minutes after takeoff clearance is received.

4.8.6. All departures will comply with noise abatement procedures IAW [paragraph 4.6](#).

4.8.7. Initiate coordination for an unrestricted climb with Nellis Ground.

4.8.8. FYTTR Departure. The FYTTR Departure is a westbound IFR departure. This departure requires a climb in excess of maximum climb rates required in DOD obstruction criteria. The FYTTR Departure is located in the FLIP Low Altitude, Vol-5 and High Altitude, Southwest books.

4.8.9. DREAM Departure. The DREAM Departure is a northbound IFR departure for high-performance aircraft. The DREAM Departure is located in the FLIP Low Altitude Vol-5 and High Altitude, Southwest books.

4.8.10. FLEX NORTH/WEST Departures.

4.8.10.1. The FLEX NORTH/WEST Departure are for daytime/VMC use only ([Figure 4.3](#) and [Figure 4.4](#)) and used to expedite the movement of departures. To further expedite departures, ATC may issue initial departure headings contrary to [Figure 4.3](#) and [Figure 4.4](#) or aircrew may request a non-standard VFR departure routing as specified on [Figure 4.3](#) and [Figure 4.4](#). Aircrew will notify ATC if headings conflict with mission

Recovery (**Figure 4.7**). FLUSH (LSV 288/73) is the IFR/VFR fix point for western ranges recoveries. When recovering from R2508, BTY is the IFR/VFR fix point.

4.14.4. Split-ups and Join-ups. Flight split-ups and join-ups will be conducted under MARSA and completed prior to departing the range. Be prepared to hold as required by ATC to establish appropriate IFR spacing. Upon establishing contact with Nellis Control, flight leads will state the type of recovery desired. All aircraft within the flight will fly the same approach procedure. Emergencies may dictate exceptions.

4.14.5. VFR Recoveries. VFR recoveries will be used to expedite the flow of traffic into Nellis AFB. There are four VFR recoveries: STRYK, ACTON, ARCOE and MINTT (**Figures 4.8 through 4.11**). VFR Recoveries will be flown at 300 KIAS. If unable to maintain VMC on these recoveries, notify Nellis Approach.

4.14.5.1. STRYK Recovery. The STRYK recovery is used for aircraft recovering from the west of Nellis (**Figure 4.8**) and is a Day/VMC only procedure. Use caution in the area between STRYK and GASS PEAK due to numerous light civil aircraft practicing in the North Las Vegas Training Area, aircraft conducting practice ILS approaches into VGT and frequent air taxi flights between Beatty and VGT.

4.14.5.2. ACTON Recovery. The ACTON recovery is used for aircraft recovery from the ELGIN MOA when RWY 21 is the active runway (**Figure 4.9**) and is a Day/VMC only procedure.

4.14.5.3. ARCOE Recovery. The ARCOE recovery is primarily used for aircraft recovering from the northern ranges when RWY 21 is the active runway (**Figure 4.10**) and is a Day/VMC only procedure.

4.14.5.4. MINTT Recovery. The MINTT recovery is primarily used for aircraft recovering from the northern ranges when RWY 03 is the active runway (**Figure 4.11**) and is a Day/VMC only procedure.

4.14.5.5. ALAMO Recovery. The ALAMO recovery is primarily used for aircraft recovering when the ALAMO corridor is active IAW the ACP (**Attachment 24**).

4.14.5.6. Clearance for VFR recovery constitutes clearance into the Class B airspace. NATCF will clear the flight for a VFR recovery prior to STRYK, ACTON, ARCOE, or MINTT. When the pilot acknowledges receipt of the clearance, the IFR clearance is automatically canceled and VFR applies. While on a VFR recovery or if vectored off the VFR recovery, flights must maintain their own terrain clearance. All fixed wing fighter aircraft will recover to the overhead unless otherwise requested and approved.

Figure 4.12. Nellis AFB Traffic Patterns.

