

# NELLIS AFB (KLSV)

## V IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

### Military Airports and Selected Civilian 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 IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in feet MSL.

DPs specifically designed for obstacle avoidance are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (military), or the Civil Departure Procedures volume (civil), as appropriate. Users will recognize (Obstacle) graphic DPs referenced below by the following note printed on the charted procedure: "If not assigned a Departure Procedure by ATC, this procedure may be flown to provide obstacle clearance". The term "(OBSTACLE)" will also be printed on the charted procedure.

(Note: Graphic Departure Procedures that have been designed primarily to assist Air Traffic Control in providing air traffic separation (as well as providing obstacle clearance) are usually assigned by name in an ATC clearance and are not listed by name in this section.)

MILITARY USERS: IFR departure procedures not published as graphic Departure Procedures and take-off minima are included below and are established to assist pilots in obstacle avoidance. Refer to appropriate service directives for take-off minimums.

CIVIL USERS: FAR 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less-one statute mile. (2) Aircraft having more than two engines-one-half statute mile. These standard minima apply in the absence of any different minima listed below.

AIRPORT NAME	TAKE-OFF MINIMUMS
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### NELLIS AFB (KLSV), LAS VEGAS, NV 04330

Diverse departure not authorized.

Rwy 3L/R, Rwy 21L/R, 10,200-3\* SR-SS

MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM required for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.

\* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM required for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or departure VFR.

#### TAKE-OFF OBSTACLES:

RWY 3L: 1914' MSL (15' AGL) road/vehicle 1639' past DER, 186' left of centerline. 1914' MSL (15' AGL) road/vehicle 1599' past DER, 271' left of centerline. 1914' MSL (15' AGL) road/vehicle 1321' past DER, 807' left of centerline. 1950' MSL (81' AGL) possible aircraft on taxiway, 100' left or right of runway edge at dept end.

RWY 3R: 1950' MSL (81' AGL) possible aircraft on taxiway 1344' past DER, 816' left or right of centerline. 1950' MSL (81' AGL) possible aircraft on taxiway 1344' past DER, 100' left or right of centerline.

RWY 21L: 1879' MSL (60' AGL) trees 933' past DER, 719' left of centerline. 1879' MSL (60' AGL) trees 949' past DER, 621' left of centerline. 2017' MSL (198' AGL) antennas 940' past DER, 2696' left of centerline. 1900' MSL (81' AGL) possible aircraft on taxiway, 100' left or right of runway edge at dept end.

RWY 21R: 1920' MSL(81' AGL) possible aircraft on taxiway, 100' left or right of runway edge at dept end.