VFR TERMINAL AREA CHART
LAS VEGAS

VFR FLYWAY — LAS VEGAS

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

Fuel - available Mon thru Fri 10:00 A.M. to 4:00 P.M. depicted by use of ticks around basic airport symbol. Consult Supplement for details and for availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. Runways with Right Traffic Patterns (public use) — FSS — NO SVFR — FAR 91 — Location Identifier — NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S. — CT - 118.3 ★ Ⓒ ATIS 123.8 — 285 L 72 122.95 — RP 23, 34 — UNICOM — RP ★ Special conditions exist - see Supplement. — VFR Advsy 125.0 — AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215/AIM.)
- Class D Airspace
- Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.) [40]
- Class E (sfc) Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace. (CLASS G)
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
- 2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line.

Intersection - Arrows are directed towards facilities which establish intersection.

132° — V 69 — 169 — Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV 2 Routes are indicated by center line.

T 319 — TK 313 (Helicopter Only) — RNAV Waypoint

- Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
- Alert Area and MOA - Military Operations Area
- Special Airport Traffic Area (See FAR 93 for details.)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215/AIM.)
- National Security Area
- Terminal Radar Service Area (TRSA)
- IR211 — MTR - Military Training Route
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 362★ 116.8 OAK — 122.1R — CHICAGO CHI

Underline indicates no voice on frequency.

- Crosshatch indicates Shutdown status.
★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS

Ⓗ - HIWAS

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

FSS radio providing voice communication — 122.1R — MIAMI

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — VORTAC — VOR-DME — DME — Other facilities, i.e., FSS Outlet, RCO, etc. — Non-Directional Radio Beacon (NDB) — NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL — Wind Turbine — Wind Turbine Farm — 2894' UC

Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area) — Group Obstruction

Elevation of the top above mean sea level — 2049 — Height above ground — (1149) — Under construction or reported; position and elevation unverified — UC

Obstruction with high-intensity lights; may operate part-time

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

UA - Unmanned Aircraft Activity

Parachute Jumping Area (See Supplement.)

STADIUM — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)

Space Launch Activity Area (See Supplement.)

Marine Light

−1°E− Isogonic Line (2015 VALUE)

VPXYZ — VFR Waypoints — NAME (VPXYZ) — (See chart tabulation for latitude/longitude.)

TOPOGRAPHIC INFORMATION

Power Transmission Line — Aerial Cable — Lookout Tower — 618 (Elevation Base of Tower)

Mountain Pass — 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

LAS VEGAS TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

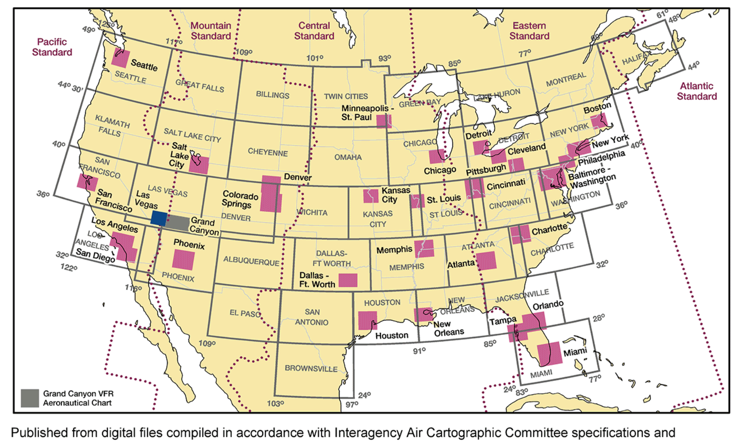
85TH EDITION EFFECTIVE 0901Z **18 AUG 2016**

TO 0901Z **2 MAR 2017**

Includes airspace amendments effective **21 JUL 2016**

and all other aeronautical data received by **23 JUN 2016**

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes. Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TLV

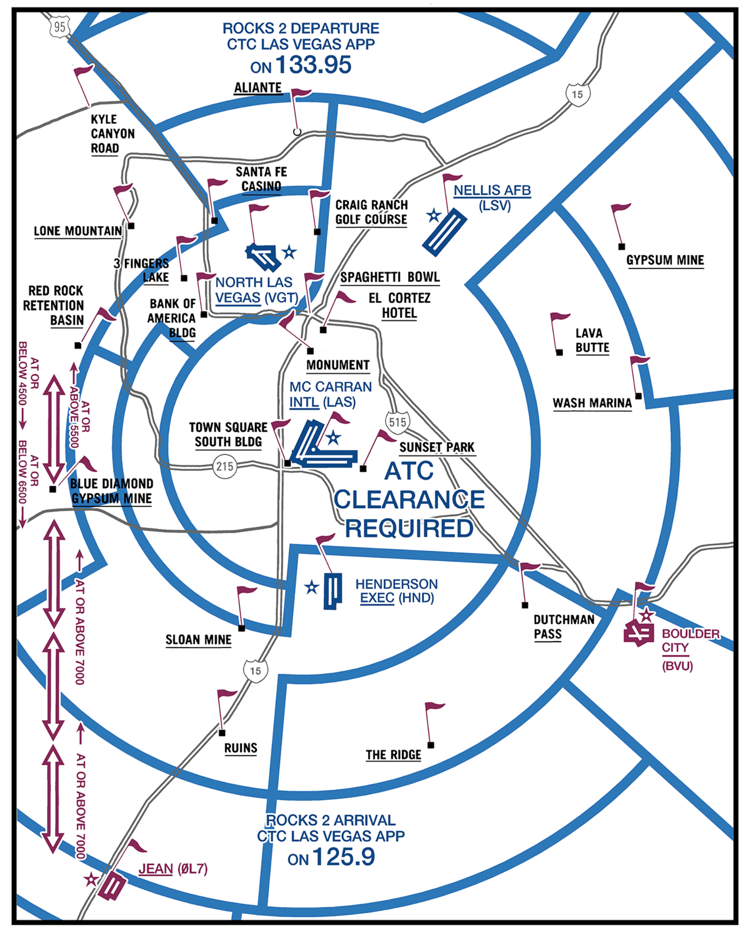
NSN 7641014100122

NGA REF. NO. VFRTALASVEGAS

EFF. DATE 16231

ROCKS ROUTE

NORTH LAS VEGAS
VFR ONLY



PILOTS SHALL BE RESPONSIBLE FOR MAINTAINING THEIR OWN TERRAIN SEPARATION WHILE OPERATING ON THESE ROUTES

ROCKS 2 DEPARTURE: After receiving clearance, proceed direct the Red Rock Retention Basin at or below 4500', remaining north of the Bank of America Bldg (heading 220°). Remain outside Class Bravo Airspace (10 miles from the Las Vegas VORTAC). Proceed direct to the Blue Diamond Gypsum Mine climbing at or below 6500'. Passing Blue Diamond Gypsum Mine proceed south to abeam Jean Airport, radar service is automatically terminated, squawk 1200, resume appropriate VFR altitudes remaining clear of the Class Bravo Airspace, frequency change approved.

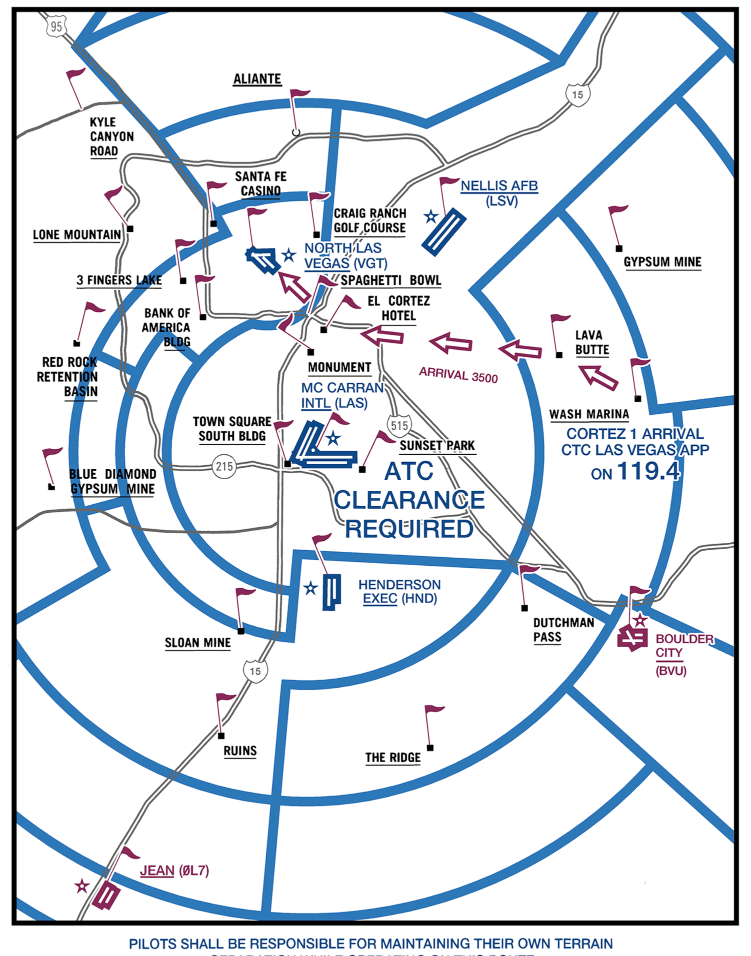
ROCKS 2 ARRIVAL: After receiving clearance, pass abeam Jean Airport at or above 7000'. Proceed northwest bound towards the Blue Diamond Gypsum Mine, remaining 10 miles west of Las Vegas VORTAC, and clear of Class Bravo Airspace. Cross the Blue Diamond Gypsum Mine at or above 7000'. Proceed direct the Red Rock Retention Basin and cross it at or above 5500'. Proceed towards Lone Mountain remaining clear of Class Bravo Airspace and contact North Las Vegas Tower on 125.7.

NOTE: Rocks 2 arrival and departure procedures are designed to keep aircraft out of Class Bravo Airspace. It is recommended that pilots contact ATC for traffic advisories due to high density air carrier traffic in the local area.

ALIANTE	36°17.56N 115°10.80W	EL CORTEZ HOTEL	36°10.13'N 115°08.35'W	MONUMENT	36°08.87'N 115°09.35'W	SLOAN MINE	35°57.00'N 115°13.00'W
BANK OF AMERICA BLDG	36°10.50'N 115°14.80'W	GYPSUM MINE	36°13.56'N 114°52.74'W	RED ROCK RETENTION BASIN	36°09.38'N 115°21.65'W	SPAGHETTI BOWL	36°10.50'N 115°09.30'W
BLUE DIAMOND GYPSUM MINE	36°03.27'N 115°23.15'W	KYLE CANYON ROAD	36°19.35'N 115°21.10'W	THE RIDGE	35°52.00'N 115°03.00'W	SUNSET PARK	36°04.29'N 115°06.84'W
CRAIG RANCH GOLF COURSE	36°14.60'N 115°09.03'W	LAVA BUTTE	36°08.89'N 114°56.18'W	RUINS	35°52.50'N 115°14.03'W	3 FINGERS LAKE	36°12.60'N 115°16.10'W
DUTCHMAN PASS	35°58.00'N 114°58.01'W	LONE MOUNTAIN	36°14.29'N 115°18.92'W	SANTA FE CASINO	36°14.95'N 115°14.60'W	TOWN SQUARE SOUTH BLDG	36°03.90'N 115°10.49'W
						WASH MARINA	36°07.00'N 114°52.00'W

CORTEZ ROUTE

NORTH LAS VEGAS
VFR ONLY



PILOTS SHALL BE RESPONSIBLE FOR MAINTAINING THEIR OWN TERRAIN SEPARATION WHILE OPERATING ON THIS ROUTE

CORTEZ 1 ARRIVAL: After receiving clearance, proceed from the Wash Marina direct to Lava Butte, thence direct the El Cortez Hotel, direct the Spaghetti Bowl, and thence direct the North Las Vegas Airport. Cross Lava Butte at and maintain 3500' MSL until crossing the Spaghetti Bowl or advised by ATC. Contact North Las Vegas Tower passing the El Cortez Hotel on 125.7.

ALIANTE	36°17.56N 115°10.80W	EL CORTEZ HOTEL	36°10.13'N 115°08.35'W	MONUMENT	36°08.87'N 115°09.35'W	SLOAN MINE	35°57.00'N 115°13.00'W
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						WASH MARINA	36°07.00'N 114°52.00'W

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

VFR TRANSITION ROUTE
(ATC CLEARANCE REQUIRED)
ALTITUDE ASSIGNED BY ATC

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://faa.gov/go/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°

Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

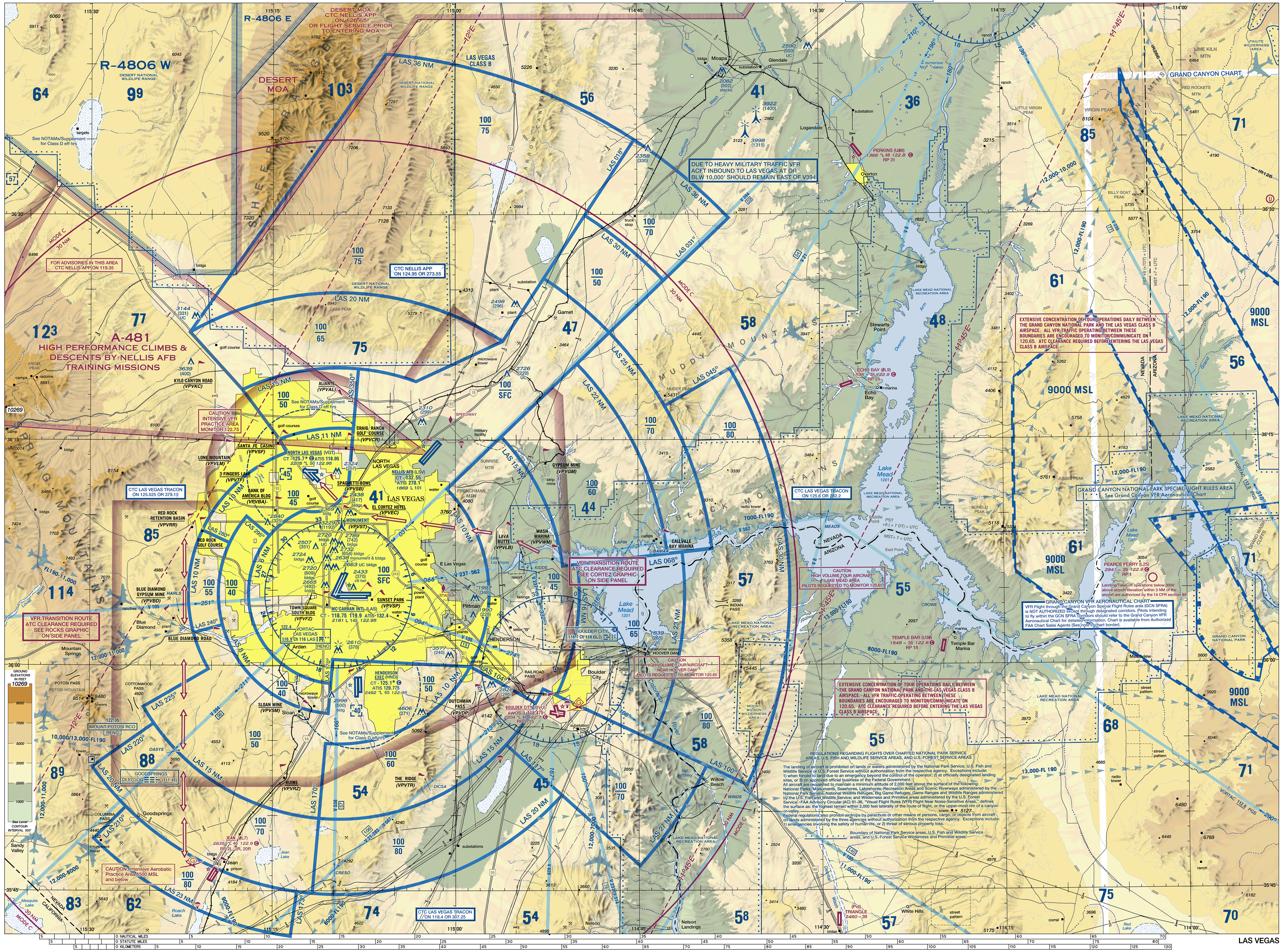
Example: 12,500 feet 12⁵

122.1R — MORMON MESA — 114.3 Ch 90 MMM — RENO

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.



LAS VEGAS