

GENERAL**Operational Hours****ATS Hours / AD OPS Hours:** H24**Airport Information**

RFF: FAA Index C / CAT 7
PCN: RWY 07/25: 72/R/B/W/T
 RWY 16L/34R, 16R/34L: 88/R/B/W/T

Operation**RWY Restriction**

Contact ATC for activation of RWY lighting:

- RWY 07/25: 0600-1330±.
- RWY 16L/34R: 0800-1330±.

TWY Restriction

TWY A between north TWY B and TWY D MAX wingspan 45m / 149ft.

TWY C between TWY L and TWY D CLSD to air carrier ACFT.

TWY C between TWY L and TWY D restricted to ACFT 27t / 60000lbs or below.

TWY M and TWY J east of RWY 16L/34R CLSD to air carrier.

Noise Abatement Procedure

Turbojet ACFT use recommended noise abatement PROC, AVBL O/R.

Avoid flying over populated areas.

Warnings**ILS RWY 16R LOC** backcourse unusable beyond 20° left of course.

Birds in vicinity of AD, concentrated NW of RWY 16R and E of RWY 16L.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR United States and in addition;**EELZA**

At HHOPE, climbing left turn to 12000ft direct VIKES and hold.

HARTT

At LIBGE, proceed inbound via RWY 16R ILS APCH. If unable, climbing left turn to 12000ft direct FMG and hold.

ARRIVAL**KENNO**

| At KLOCK, turn right direct to WINRZ and hold, maintain 10000ft.

MYBAD

At WINRZ, proceed inbound via RWY 16R ILS APCH. If unable, climbing left turn to 12000ft direct FMG and hold.

RUSME

At SPOON, intercept and execute RWY 34L ILS APCH. If unable, turn right direct FMG and hold, maintain 12000ft.

WADOL

At HHOPE, climbing left turn to 12000ft direct to VIKES and hold.

Arrival Procedure**Non-standard GP intercept position on RWY 16R**

GP intercepts RWY 16R at *332m / 1089ft* after landing threshold.

| Remaining LDG DIST beyond GP is *3021m / 9912ft*.

Warnings

RWY 25: PAPI not to be used beyond 2NM due to rapidly rising mountainous terrain.

RWY 34R: PAPI unusable beyond 6° right of CL.

DEPARTURE

Take-off Minima

RWY		16R	
	ft - ft/SM	SID WAGGE	
1+2 ENG		0 - 5000R/1.0V	MNM climb gradient 6.1% up to 9200
3+4 ENG		0 - 2400R/0.5V	
		SID ZEFFR	
1+2 ENG		0 - 5000R/1.0V	MNM climb gradient 7.3% up to 9400 and 6.6% up to 13000
3+4 ENG		0 - 2400R/0.5V	
All ACFT		c500 - 2.1V	-
		SID RENO	
1+2 ENG		0 - 5000R/1.0V	MNM climb gradient 7.6% up to 10900
3+4 ENG		0 - 2400R/0.5V	
All ACFT		c300 - 1.0V	MNM climb gradient 6.5% up to 10900
		SID MUSTANG	
1+2 ENG		0 - 5000R/1.0V	MNM climb gradient 12.2% up to 8000
3+4 ENG		0 - 2400R/0.5V	
All ACFT		c600 - 1.25V	MNM climb gradient 8.7% up to 8000
		All other departures	
1+2 ENG	0 - 5000R/1.0V	MAX 210KT, MNM climb gradient 6.4% up to 8000.	
3+4 ENG	0 - 2400R/0.5V	More than 210KT, MNM climb gradient 7.0% up to 8900.	
All ACFT	c2700 - 3.0V	.Climb in visual conditions.	
	Not authorized	SID HUNGRY, SID PVINE, SID SPLTM, SID VISTA	

DEPARTURE			
RWY		34L	
	ft - ft/SM	SID HUNGRY	
1+2 ENG		0 - 1.0v	MNM climb gradient 5.2% up to 8400
3+4 ENG		0 - 0.5v	
		SID PVINE	
1+2 ENG		0 - 1.0v	MNM climb gradient 6.3% up to 12000
3+4 ENG		0 - 0.5v	
		SID RENO	
1+2 ENG		0 - 1.0v	MNM climb gradient 7.9% up to 8700
3+4 ENG		0 - 0.5v	
All ACFT		c500 - 1.5v	MNM climb gradient 7.1% up to 8700
		SID SPLTM	
1+2 ENG		0 - 1.0v	MNM climb gradient 9.8% up to 6700 and 5.1% up to 15000
3+4 ENG		0 - 0.5v	
		All other departures	
1+2 ENG		0 - 1.0v	MNM climb gradient 5.3% up to 7000
3+4 ENG		0 - 0.5v	
All ACFT		c2700 - 3.0v	Climb in visual conditions
	Not authorized	SID MUSTANG, SID VISTA, SID WAGGE, SID ZEFFR.	

DEPARTURE			
RWY		16L	
	ft - ft/SM	SID ZEFFR	
All ACFT		c700 - 1.1V	MNM climb gradient 7.3% up to 9400 and 6.6% up to 13000
		SID RENO	
1+2 ENG		0 - 1.0V	MNM climb gradient 12.1% up to 10900
3+4 ENG		0 - 0.5V	
All ACFT		c600 - 1.25V	MNM climb gradient 5.8% up to 10900
		SID WAGGE	
1+2 ENG		0 - 1.0V	MNM climb gradient 12.2% up to 8000
3+4 ENG		0 - 0.5V	
		SID MUSTANG	
1+2 ENG		0 - 1.0V	MNM climb gradient 12.2% up to 8000
3+4 ENG		0 - 0.5V	
All ACFT		c600 - 1.25V	MNM climb gradient 8.7% up to 8000
		All other departures	
1+2 ENG		0 - 1.0V	MNM climb gradient 12.1% up to 8000
3+4 ENG		0 - 0.5V	
All ACFT	c600 - 1.25V	MNM climb gradient below 7.9% up to 8000	
	c2700 - 3.0V	Climb in visual conditions	
	Not authorized	SID HUNGRY, SID PVINE, SID SPLTM, SID VISTA	

DEPARTURE			
RWY		34R	
	ft - ft/SM	SID PVINE	
1+2 ENG		0 - 1.0V	MNM climb gradient 6.8% up to 4900 and 6.3% up to 12000
3+4 ENG		0 - 0.5V	
All ACFT		c400 - 1.5V	MNM climb gradient 6.3% up to 12000
		SID HUNGRY	
1+2 ENG		0 - 1.0V	MNM climb gradient 7.9% up to 8400
3+4 ENG		0 - 0.5V	
All ACFT		c500 - 1.5V	MNM climb gradient 5.2% up to 8400
		SID RENO	
1+2 ENG		0 - 1.0V	MNM climb gradient 7.9% up to 8700
3+4 ENG		0 - 0.5V	
All ACFT		c500 - 1.5V	MNM climb gradient 7.1% up to 8700
		SID SPLTM	
All ACFT		c400 - 1.5V	MNM climb gradient 10.1% up to 6700 and 5.1% up to 15000
		All other departures	
1+2 ENG		0 - 1.0V	MNM climb gradient 7.9% up to 7000
3+4 ENG		0 - 0.5V	
All ACFT		c500 - 1.5V	MNM climb gradient below 5.3% up to 7000
		c2700 - 3.0V	Climb in visual conditions
		Not authorized	SID MUSTANG, SID VISTA, SID WAGGE, SID ZEFR.
RWY		25	
	ft - ft/SM	SID VISTA	
1+2 ENG A, B		0 - 1.0V	Do not exceed 180 KIAS until VOR/DME FMG. MNM climb gradient 6.3% up to 8400.
3+4 ENG A, B		0 - 0.5V	
C, D		Not authorized	-
	ft - ft/SM	SID RENO	
1+2 ENG		0 - 1.0V	MNM climb gradient 8.3% up to 9700
3+4 ENG		0 - 0.5V	
		All other departures	
1+2 ENG		0 - 1.0V	MNM climb gradient 7.8% up to 7800
3+4 ENG		0 - 0.5V	
All ACFT		c2700 - 3.0V	Climb in visual conditions.
	Not authorized	SID HUNGRY, SID MUSTANG, SID PVINE, SID SPLTM, SID WAGGE, SID ZEFR.	

RNO-KRNO

1-70

A01

DEPARTURE

RWY		07	
All ACFT	ft - ft/SM	Not authorized	-

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR United States and in addition;**RENO**

If not in contact with DEP control within one minute after TKOF, maintain assigned HDG until passing 10000ft. Thence...

...RWY 16L/R: Turn left direct FMG VOR/DME, then via assigned route.

...RWY 25 and 34L/R: Turn right direct FMG VOR/DME, then via assigned route.

Departure Procedure

Start-up/Push-back

ACFT on Terminal Ramp: Contact GND for advisories before push-back.

Cross RWY end at or above 35ft AGL.

RNO-KRNO

2-10

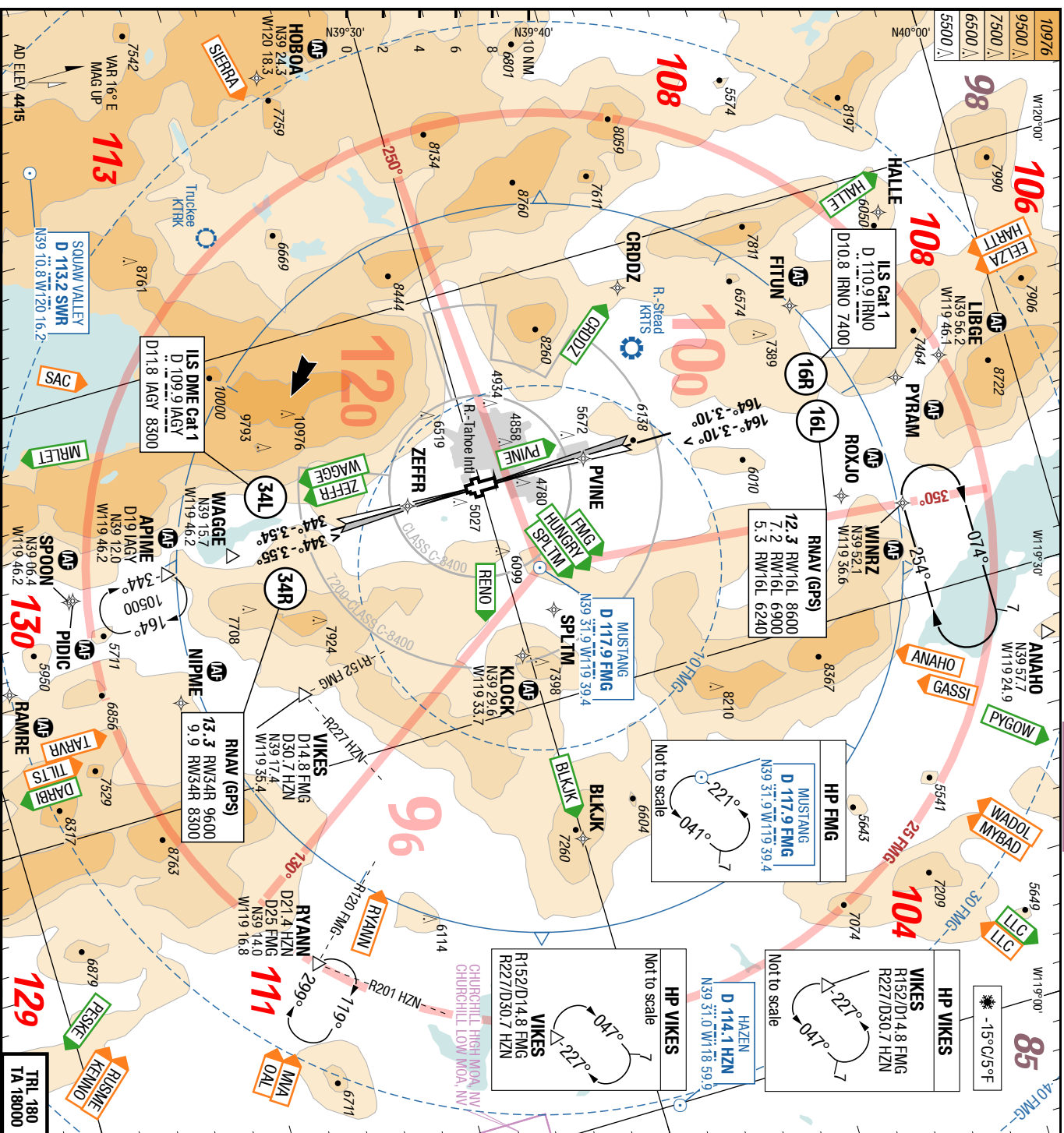
AGC
AFC

AFC

AFC



AGC
AFC



D-ATIS	135,800	ASOS
NORMAL APP/DEP	119,200 (036°-219°)	
	126,300 (220°-035°)	
	120,800 APP RWY 34L/R	
TWR	118,700	
UNICOM	122,950	
GND	121,900	
RCO (Reno RDO)	122,200	
	122,500	
DLV	124,900	
CPDLC	DCL	
PDC		

Landing RWY system:

07

THR 4409 (149hPa) / TDZ 4409 (---%) -0.1%

1784 G 46

3.2°

60 ML

60 ML
46 G 1860
3.0°
+0.1% IDZ 4402 (---%) / THR 4400 (149Hpa)
25

60 HL
15 HL
46 G 2743
3.0°
+0.1% IDZ 4408 (---%) / THH 4408 (149hPa)
34R

ML-P1R THF 4415 (149nPa) / TDZ 4415 (---%) 0.0%

16R

505

3048 G 46

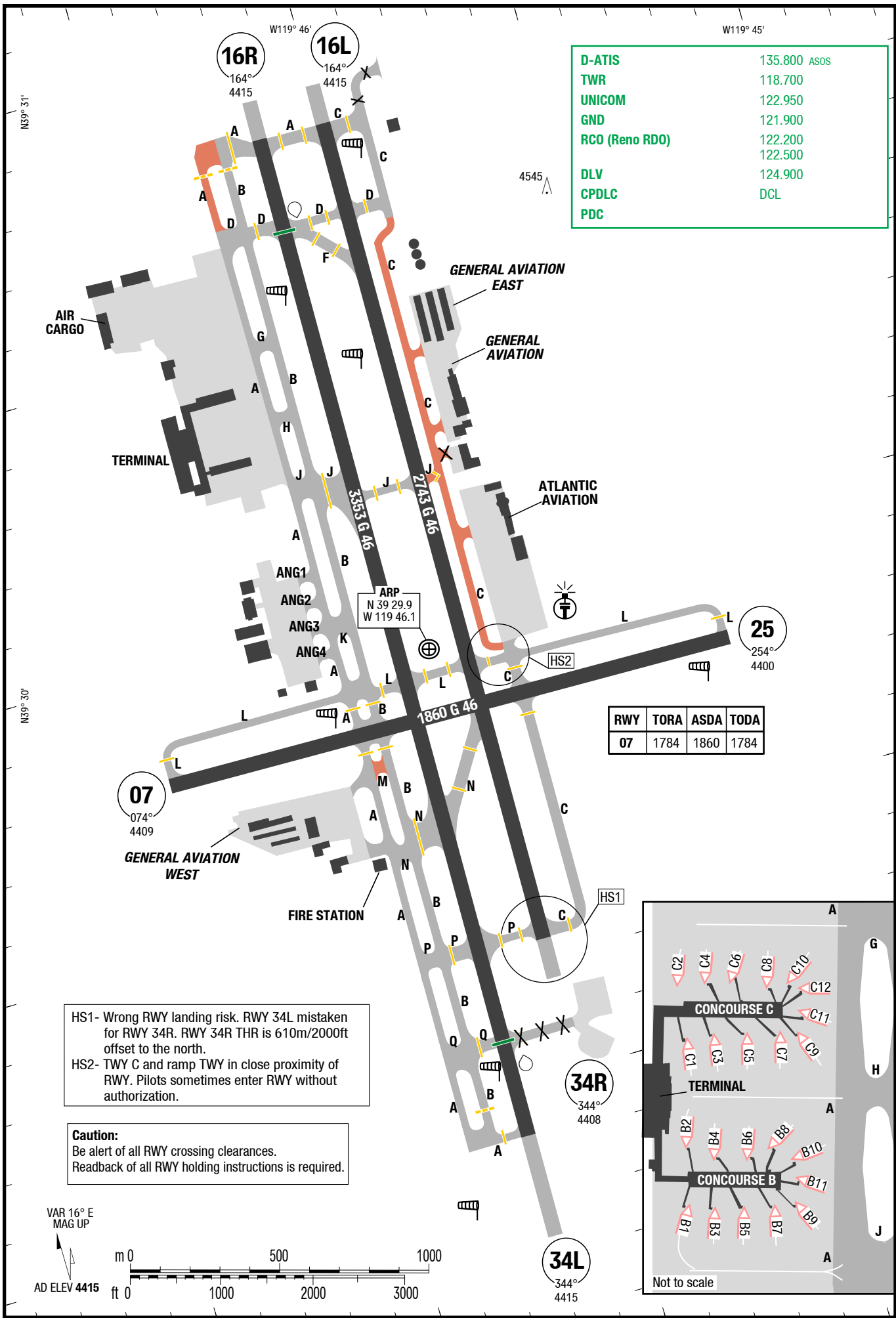
3.1°

60 Ht

15 Ht

TDZ 4415 (---%)

60 HL
15 HL
46 G 3051 3021
3.5°
TDZ 4410 (---%) / THH 4410 (149hPa) ML-P1R
341



07-JUN-2018

RNO-KRNO

United States **Reno** Reno/Tahoe Intl

SPLTM 4 RNAV

PVINE 3 RNAV

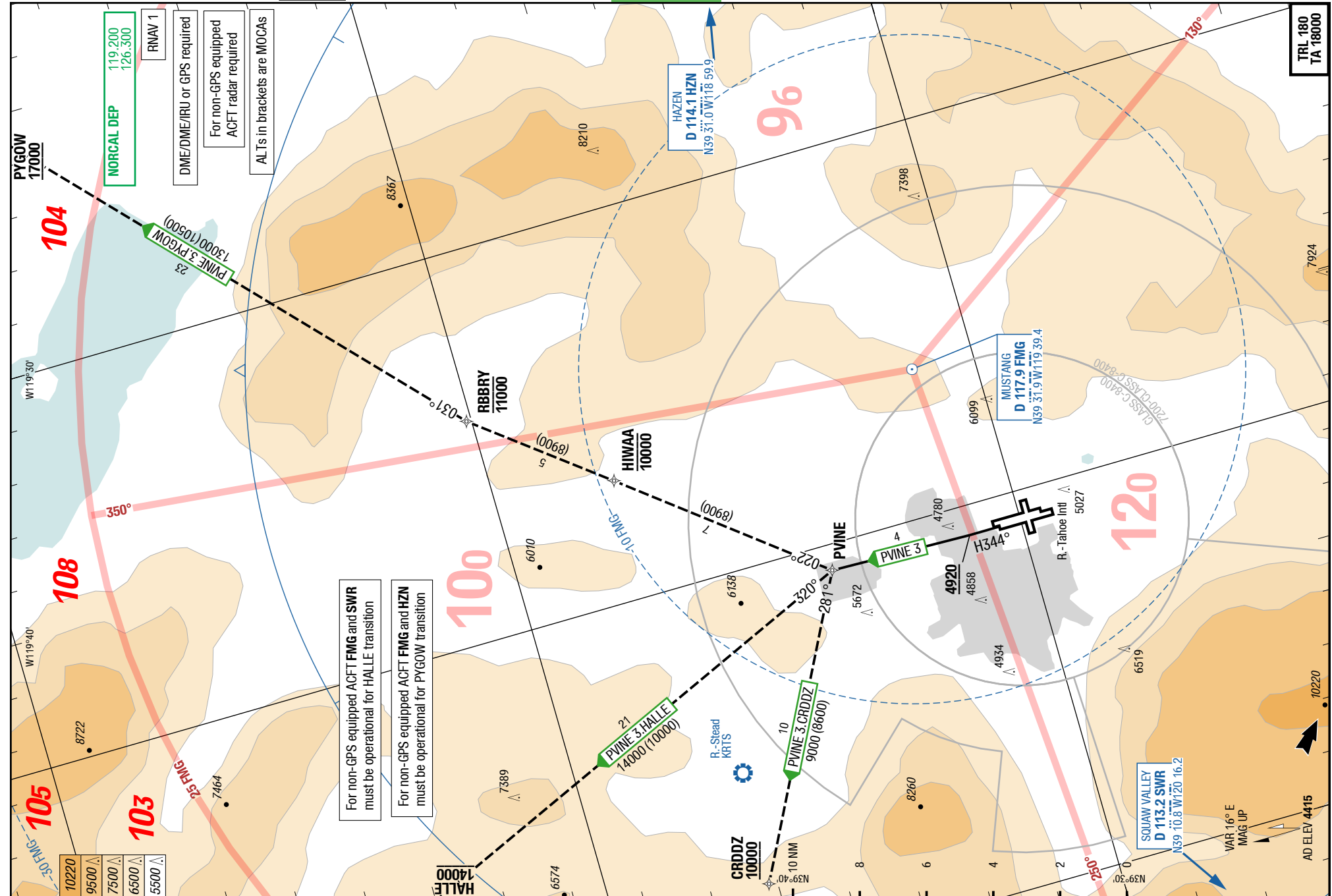
SID

SID

Reno/Tahoe Intl **Reno** United States

SPLTM 4 RNAV

PVINE 3 RNAV



Changes: Note, OBST

07-JUN-2018
RNO-KRNO

United States **Reno** Reno/Tahoe Intl

4-20

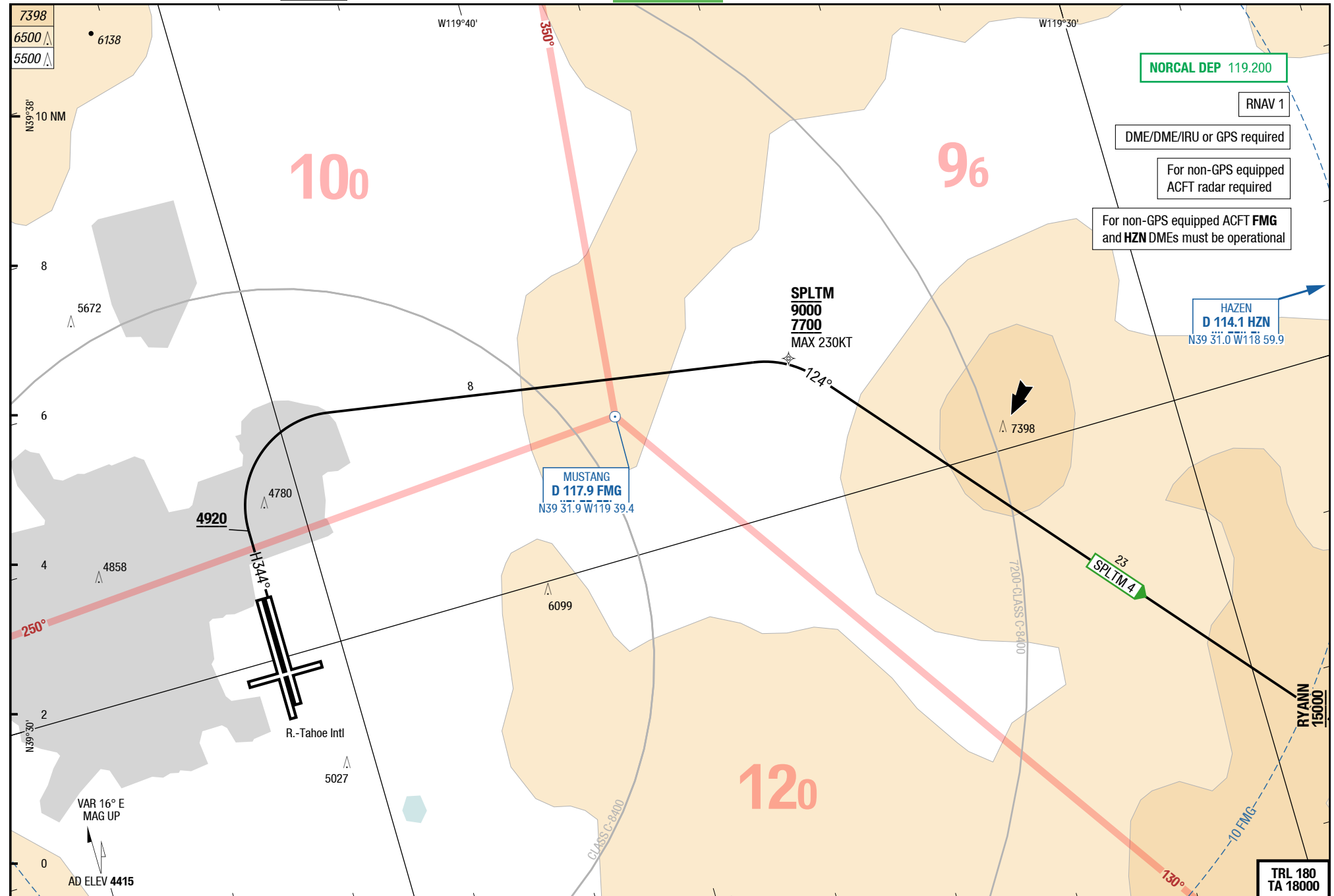
SPLTM 4 RNAV

SID

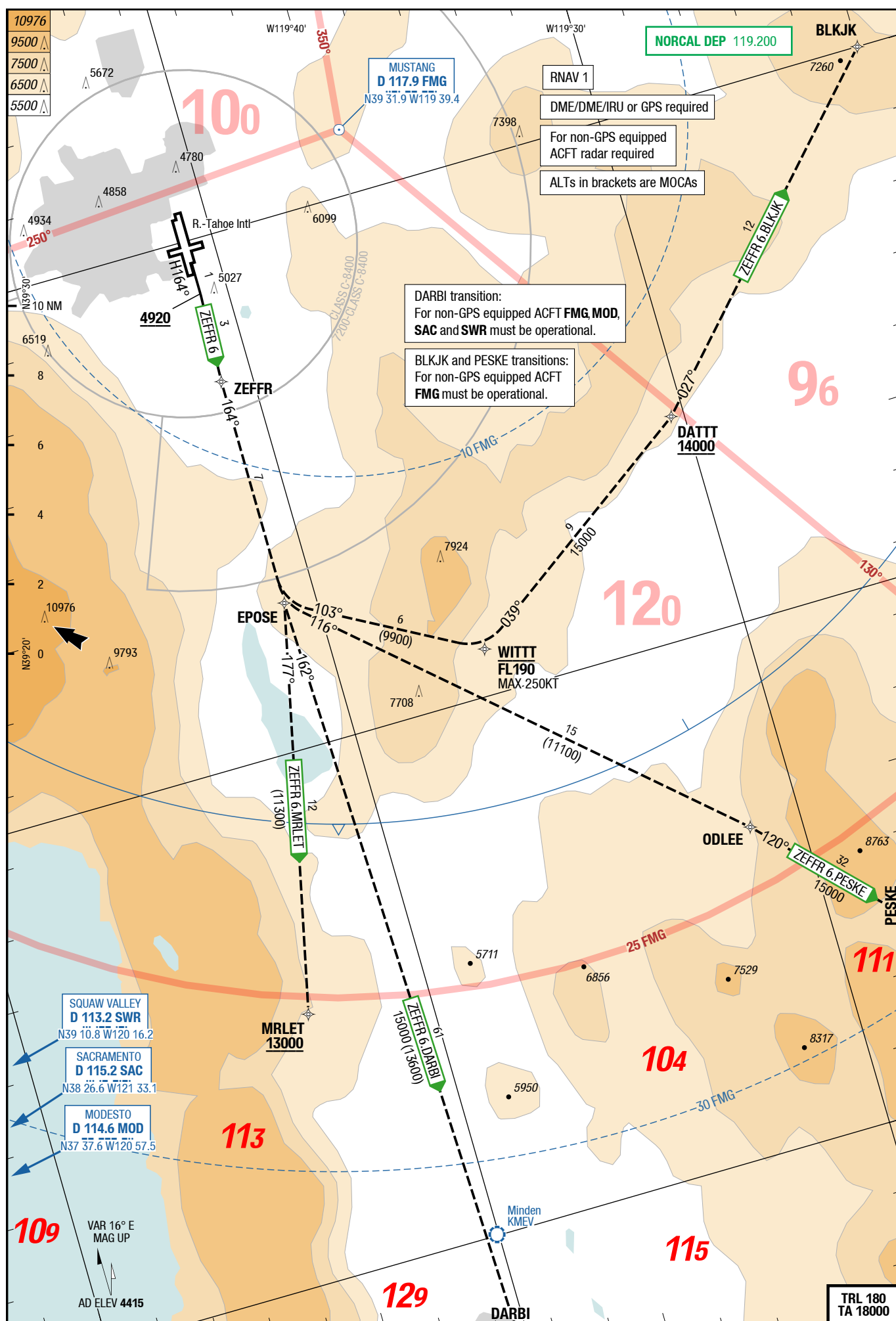
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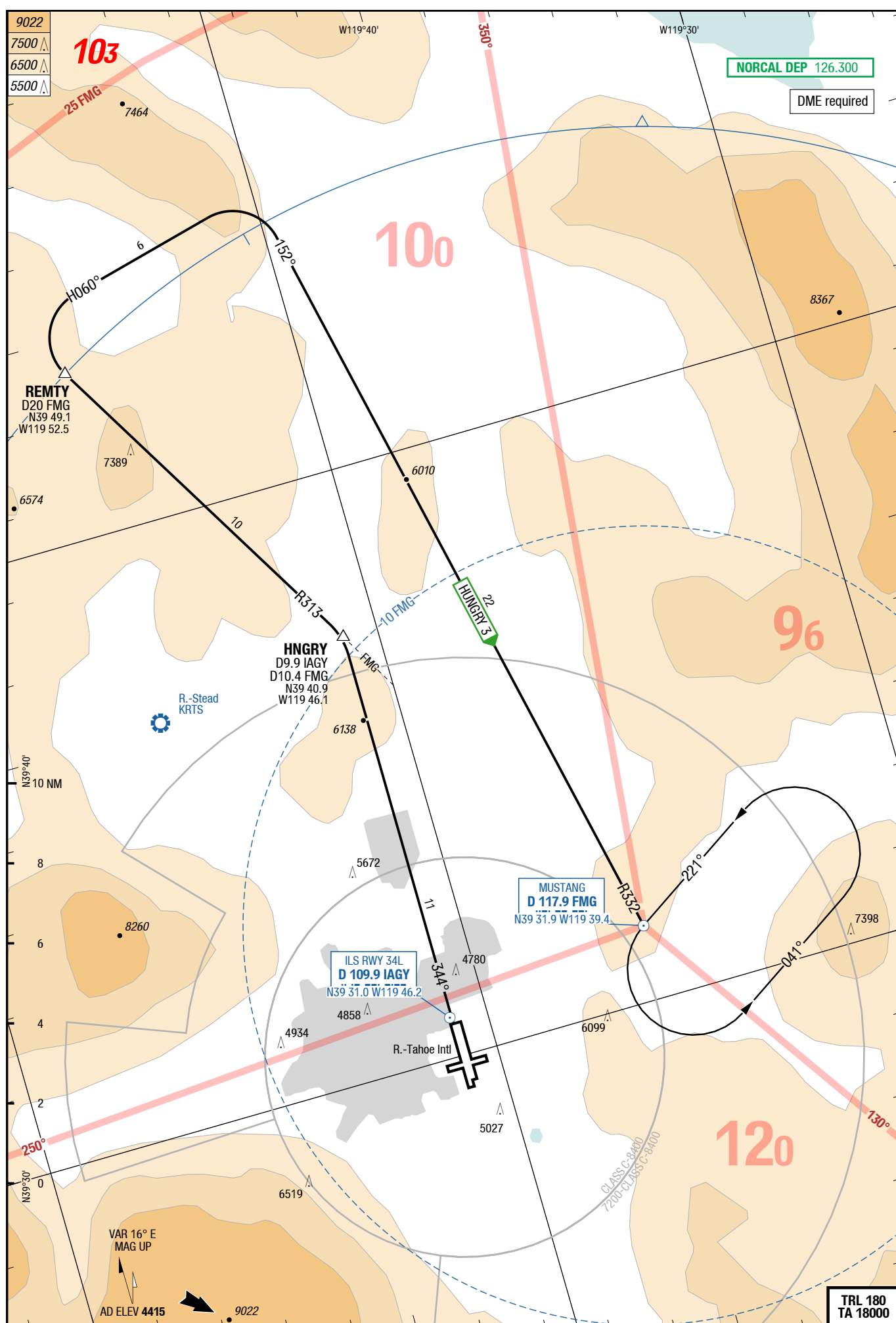
Reno/Tahoe Intl **Reno** United States

SPLTM 4 RNAV



Changes: OBST, Note





07-JUN-2018

RNO-KRNO

United States Reno Reno/Tahoe Intl

4-50

MUSTANG 8 (FMG 8)

RENO 9

SID

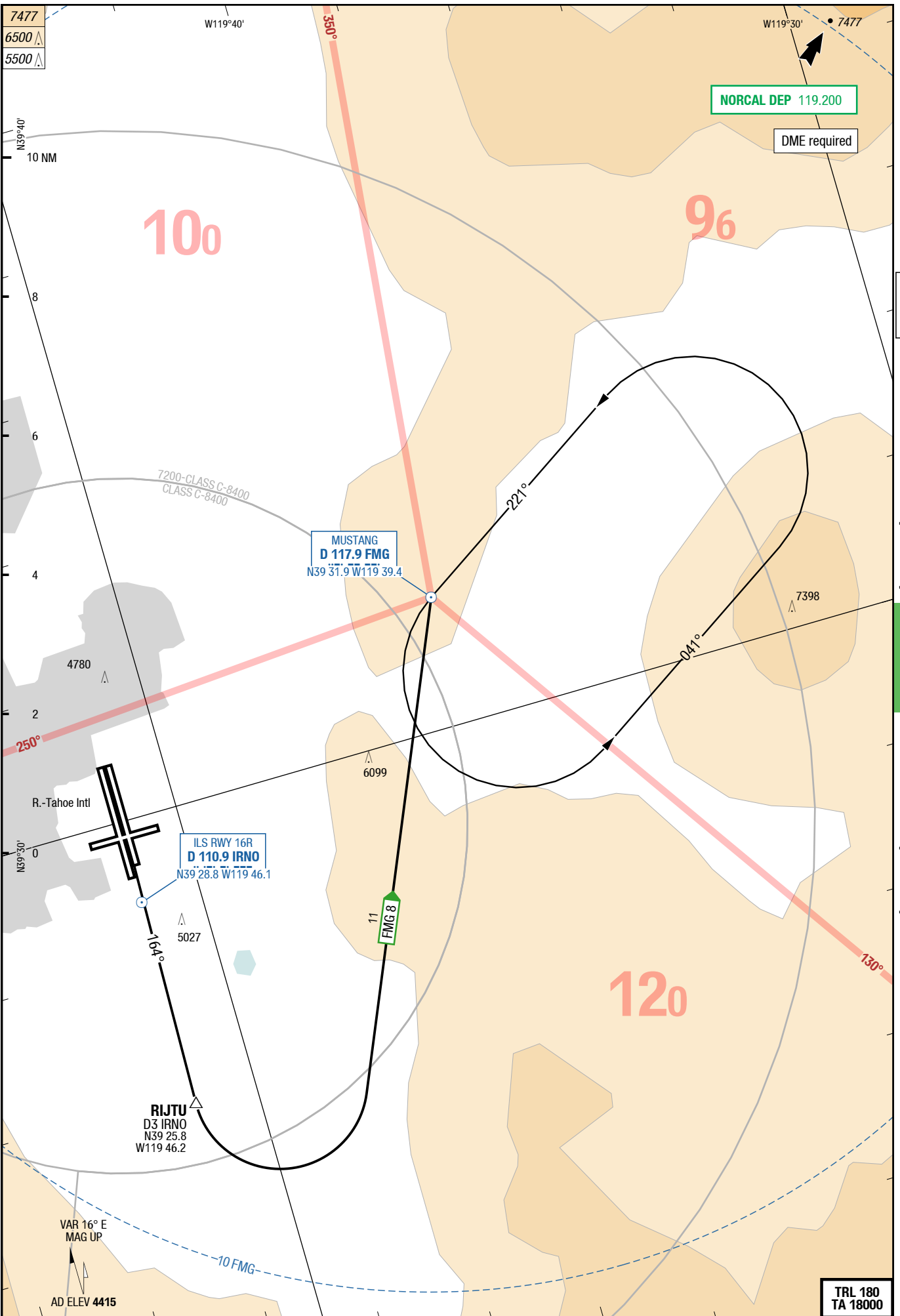
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Reno/Tahoe Intl Reno United States

MUSTANG 8 (FMG 8)

RENO 9

TRL 180
TA 18000



Changes: Reprint

07-JUN-2018

RNO-KRNO

United States **Reno** Reno/Tahoe Intl

4-60

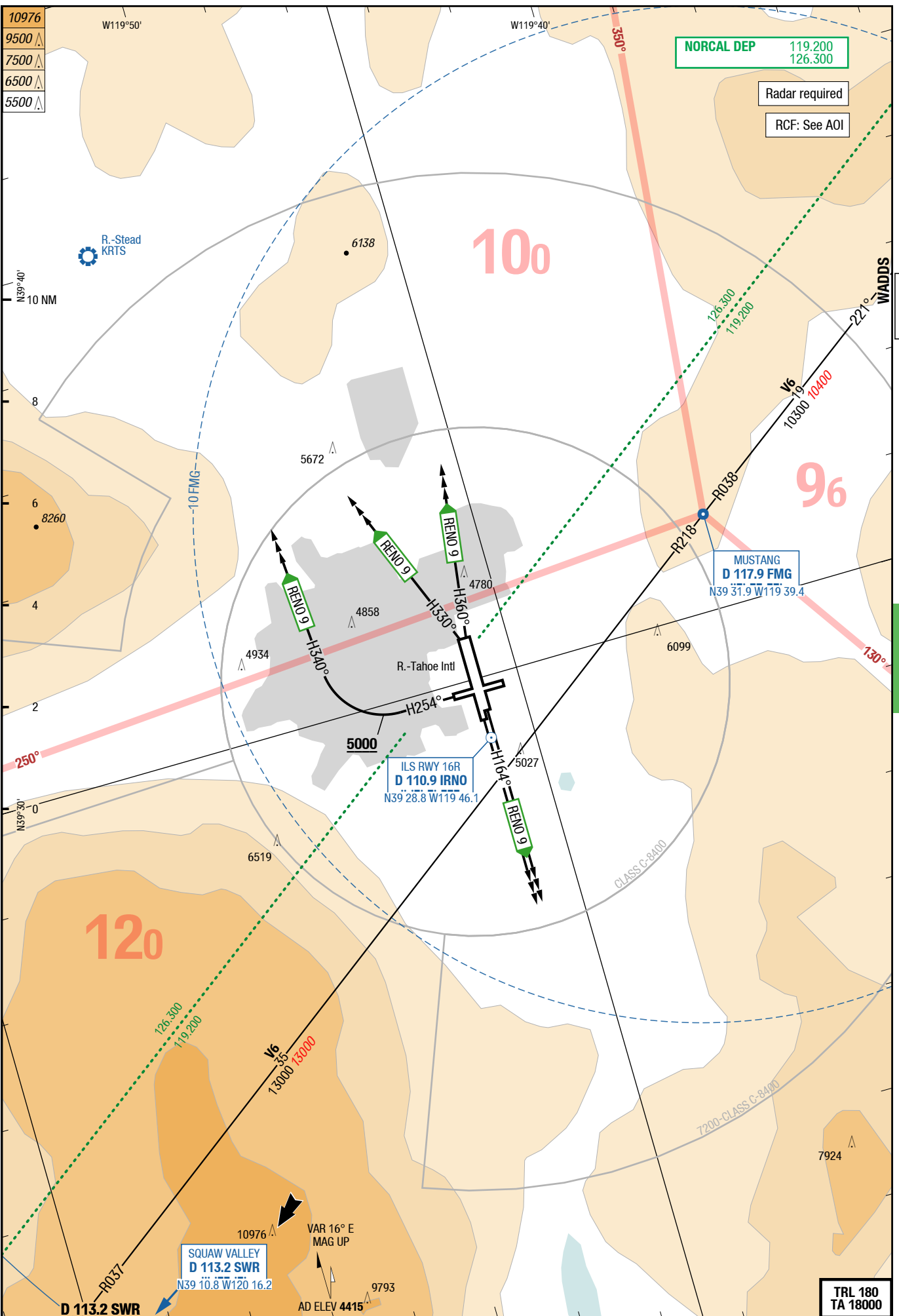
RENO 9

SID

SID

Reno/Tahoe Intl **Reno** United States

RENO 9



Changes: OBST

RNO-KRNO

United States **Reno** Reno/Tahoe Intl

WAGGE 6

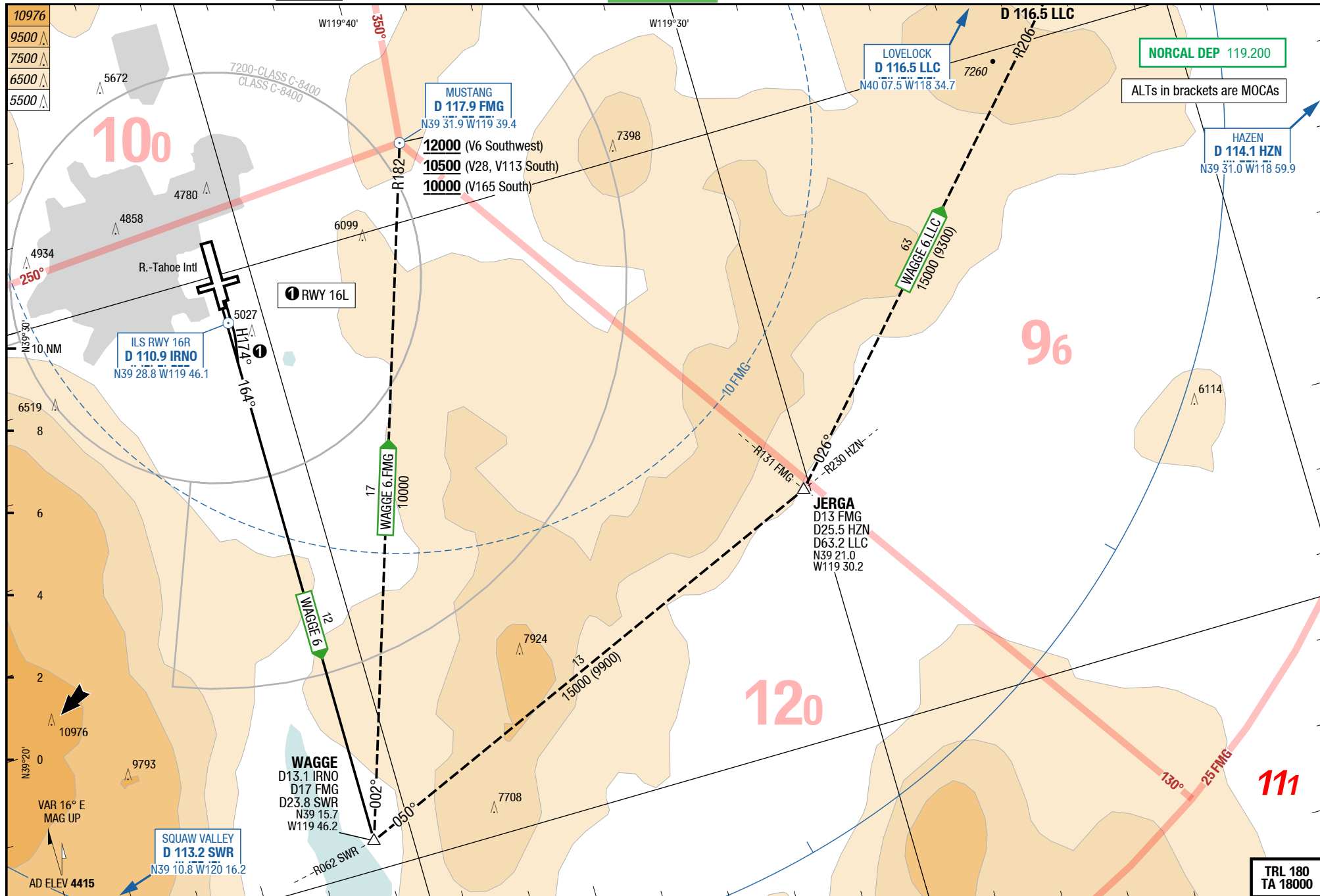
SID

SID

Reno/Tahoe Intl **Reno** United States

NIL

WAGGE 6



Changes: OBST

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14-SEP-2017

United States **Reno** Reno/Tahoe Intl**RNO-KRNO**

5-10

PVINE 3 RNAV

SIDPT

PVINE 3

RWYs 34L/R (344°)

DESIGNATOR	ROUTING	ALTITUDES
PVINE 3 ①		initial climb FL190
RWY 34L	HDG 344° to MNM 4920 - direct PVINE	
RWY 34R	HDG 344° to MNM 4920 - direct PVINE	
	TRANSITION	
	CRDDZ PVINE - CRDDZ	CRDDZ MNM 10000
	HALLE PVINE - HALLE	HALLE MNM 14000
	PYGOW PVINE - HIWAA - RBBRY - PYGOW	HIWAA MAX 10000 RBBRY MAX 11000 PYGOW MNM 17000

① Expect filed ALT 5 MIN after DEP.

Changes: Completely revised

14-SEP-2017

RNO-KRNO

5-20

SPLTM 4 RNAV

SIDPT

SPLTM 4

RWYs 34L/R (344°)

DESIGNATOR	ROUTING	ALTITUDES
SPLTM 4 119.200 ①		SPLTM between 7700 and 9000 RYANN MNM 15000 initial climb FL190
RWY 34L	HDG 344° to MNM 4920 - RT direct SPLTM (MAX 230KT) - RYANN	
RWY 34R	HDG 344° to MNM 4920 - RT direct SPLTM (MAX 230KT) - RYANN	

① Expect filed ALT 5 MIN after DEP.

ZEFFR 6

RWYs 16L/R (164°)

DESIGNATOR	ROUTING	ALTITUDES
ZEFFR 6 119.200 ①		initial climb FL190
RWY 16L	HDG 164° to 4920 - direct ZEFFR	
RWY 16R	HDG 164° to 4920 - direct ZEFFR	
	TRANSITION	
	BLKJK ZEFFR - EPOSE - WITTT (MAX 250KT) - DATTT - BLKJK	WITTT MAX FL190 DATTT MNM 14000
	DARBI ZEFFR - EPOSE - DARBI	
	MRLET ZEFFR - EPOSE - MRLET	MRLET MNM 13000
	PESKE ZEFFR - EPOSE - ODLEE - PESKE	

① Expect filed ALT 5 MIN after DEP.

14-SEP-2017

United States **Reno** Reno/Tahoe Intl**RNO-KRNO**

5-40

HUNGRY 3

SIDPT

HUNGRY 3

RWYs 34L/R (344°)

DESIGNATOR	ROUTING	ALTITUDES
HUNGRY 3 126.300 ①		initial climb 10000
RWY 34L	IAGY LOC BC (344°) to HNGRY (D9.9 IAGY) - LT intercept R313 FMG - at REMTY (D20 FMG) RT HDG 060° intercept R332 FMG to FMG climb in FMG holding to depart FMG at or above MEA for direction of flight	
RWY 34R	IAGY LOC BC (344°) to HNGRY (D9.9 IAGY) - LT intercept R313 FMG - at REMTY (D20 FMG) RT HDG 060° intercept R332 FMG to FMG climb in FMG holding to depart FMG at or above MEA for direction of flight	

① Expect clearance to filed ALT 5 MIN after departure

Changes: New

14-SEP-2017

United States **Reno** Reno/Tahoe Intl**RNO-KRNO**

5-50

MUSTANG 8 (FMG 8)

SIDPT

MUSTANG 8

RWYs 16L/R (164°)

DESIGNATOR	ROUTING	ALTITUDES
MUSTANG 8 FMG 8 119.200 ①		initial climb 10000
RWY 16L	Intercept IRNO LOC BC (164°) - at RIJTU (D3 IRNO) LT direct FMG climb in FMG holding to depart FMG at or above MEA for direction of flight	
RWY 16R	Intercept IRNO LOC BC (164°) - at RIJTU (D3 IRNO) LT direct FMG climb in FMG holding to depart FMG at or above MEA for direction of flight	

① Expect clearance to filed ALT 5 MIN after departure

Changes: New

14-SEP-2017

United States **Reno** Reno/Tahoe Intl

RNO-KRNO

5-60

RENO 9

SIDPT

RENO 9

RWYs 16L/R (164°) / 25 (254°) / 34L/R (344°)

DESIGNATOR	ROUTING	ALTITUDES
RENO 9 ①		
		initial climb FL190
RWYs 16L/16R 119.200	IRNO LOC BC (164°) - expect vectors to assigned route	
RWY 25 126.300	HDG 254° - at MNM 5000 RT HDG 340° - expect vectors to assigned route	
RWYs 34L/34R 126.300	HDG 330° CW HDG 360° as assigned - expect vectors to assigned route	

① Expect clearance to filed ALT 5 MIN after departure

Changes: New

14-SEP-2017

United States **Reno** Reno/Tahoe Intl**RNO-KRNO**

5-70

WAGGE 6

SIDPT

WAGGE 6

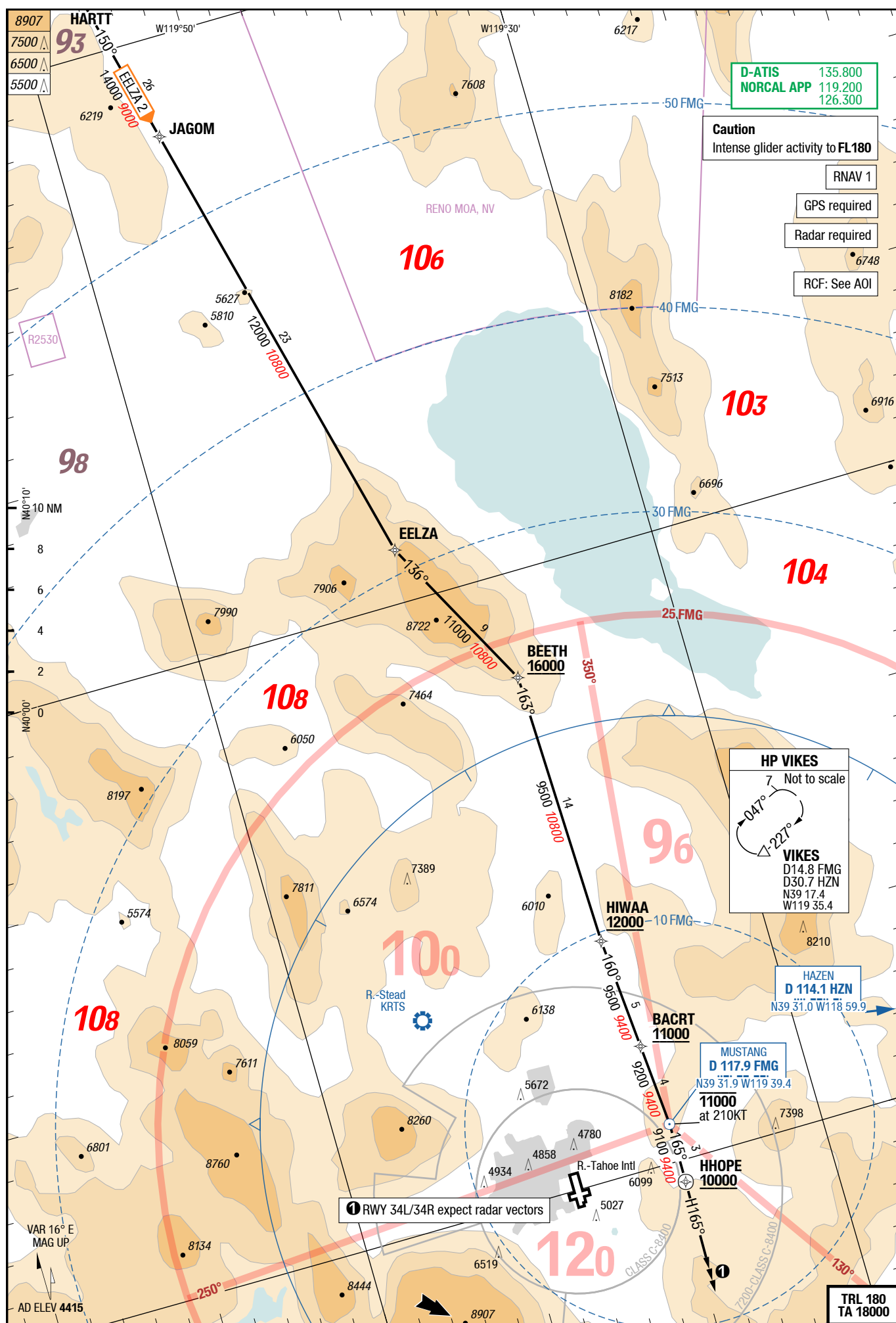
RWYs 16L/R (164°)

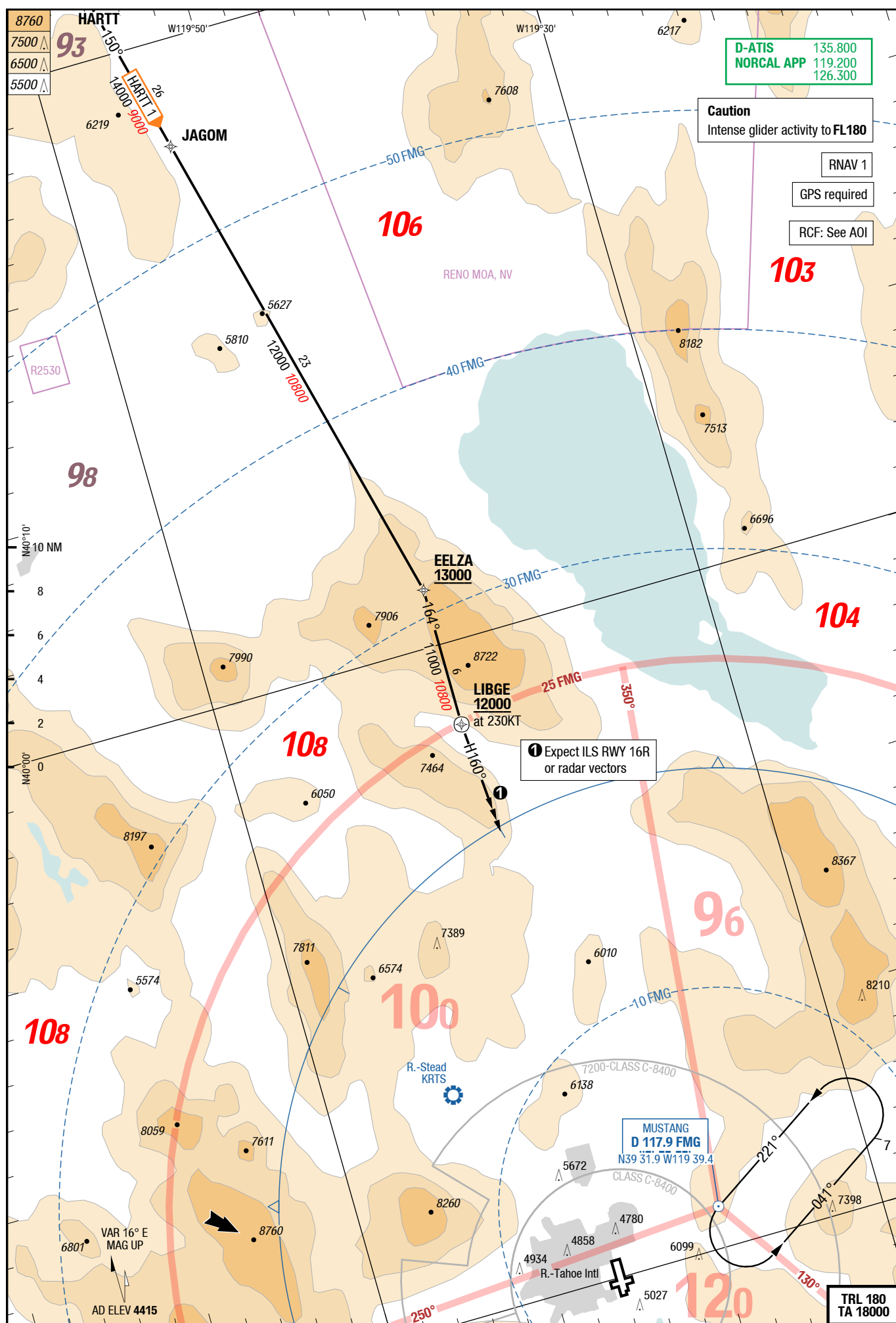
DESIGNATOR	ROUTING	ALTITUDES
WAGGE 6 119.200 ①		initial climb FL190
RWY 16L	RT HDG 174° - intercept IRNO LOC BC (164°) to WAGGE	
RWY 16R	IRNO LOC BC (164°) to WAGGE	
	TRANSITION	
	LOVELOCK (LLC) at WAGGE intercept R230 HZN inbound - at JERGA LT intercept R206 LLC to LLC	
	MUSTANG (FMG) WAGGE 002° to FMG	FMG MNM 12000 (V6 Southwest) FMG MNM 10500 (V28, V113 South) FMG MNM 10000 (V165 South)

① Expect clearance to filed ALT 5 MIN after departure

Changes: New

Obstacle Departure	
RWY	Routing
16L/R	Climb RWY HDG to 6600 then climbing LT direct FMG , or for climb in visual conditions: cross KRNO at MNM 7000 via HDG 054° and R234 FMG to FMG , thence continue climbing in FMG holding pattern (NE, LT , 221° inbound) to cross FMG at MNM MEA/MCA for route of flight.
25	Climb RWY HDG to 5000 then climbing RT direct FMG , or for climb in visual conditions: cross KRNO at MNM 7000 via HDG 054° and R234 FMG to FMG , thence continue climbing in FMG holding pattern (NE, LT , 221° inbound) to cross FMG at MNM MEA/MCA for route of flight.
34L/R	Climb via RWY HDG to 7000 then climbing RT direct FMG , or for climb in visual conditions: cross KRNO at MNM 7000 via HDG 054° and R234 FMG to FMG , thence continue climbing in FMG holding pattern (NE, LT , 221° inbound) to cross FMG at MNM MEA/MCA for route of flight.
RWY	Notes
16L	Multiple poles, trees, bushes, and terrain beginning 618ft from DER, 133ft left of centerline, up to 20ft AGL/4961ft MSL.
16R	Multiple trees 2784ft from DER, 171ft right of centerline, up to 20ft AGL/4510ft MSL. Multiple trees and terrain beginning 746ft from DER, 380ft left of centerline, up to 20ft AGL/4703ft MSL.
25	Multiple trees and poles beginning 829ft from DER, 201ft right of centerline, up to 103ft AGL/4523ft MSL. Building 6023ft from DER, 456ft right of centerline, 152ft AGL/4608ft MSL. Fence 222ft from DER, 270ft right of centerline, up to 5ft AGL/4415ft MSL. Multiple trees and poles beginning 500ft from DER, 31ft left of centerline, up to 20ft AGL/4506ft MSL.
34L	Multiple trees and poles beginning 1229ft from DER, 180ft right of centerline, up to 20ft AGL/4498ft MSL. Multiple trees beginning 1193ft from DER, 331ft left of centerline, up to 20ft AGL/4489 MSL.
34R	Multiple trees and poles beginning 1067ft from DER, 172ft right of centerline, up to 20ft AGL/4497ft MSL. Multiple trees and poles beginning 1230ft from DER, 350ft left of centerline, up to 20ft AGL/4498ft MSL. Building 1.2NM from DER, 1730ft right of centerline, 363ft AGL/4780ft MSL.





RNO-KRNO

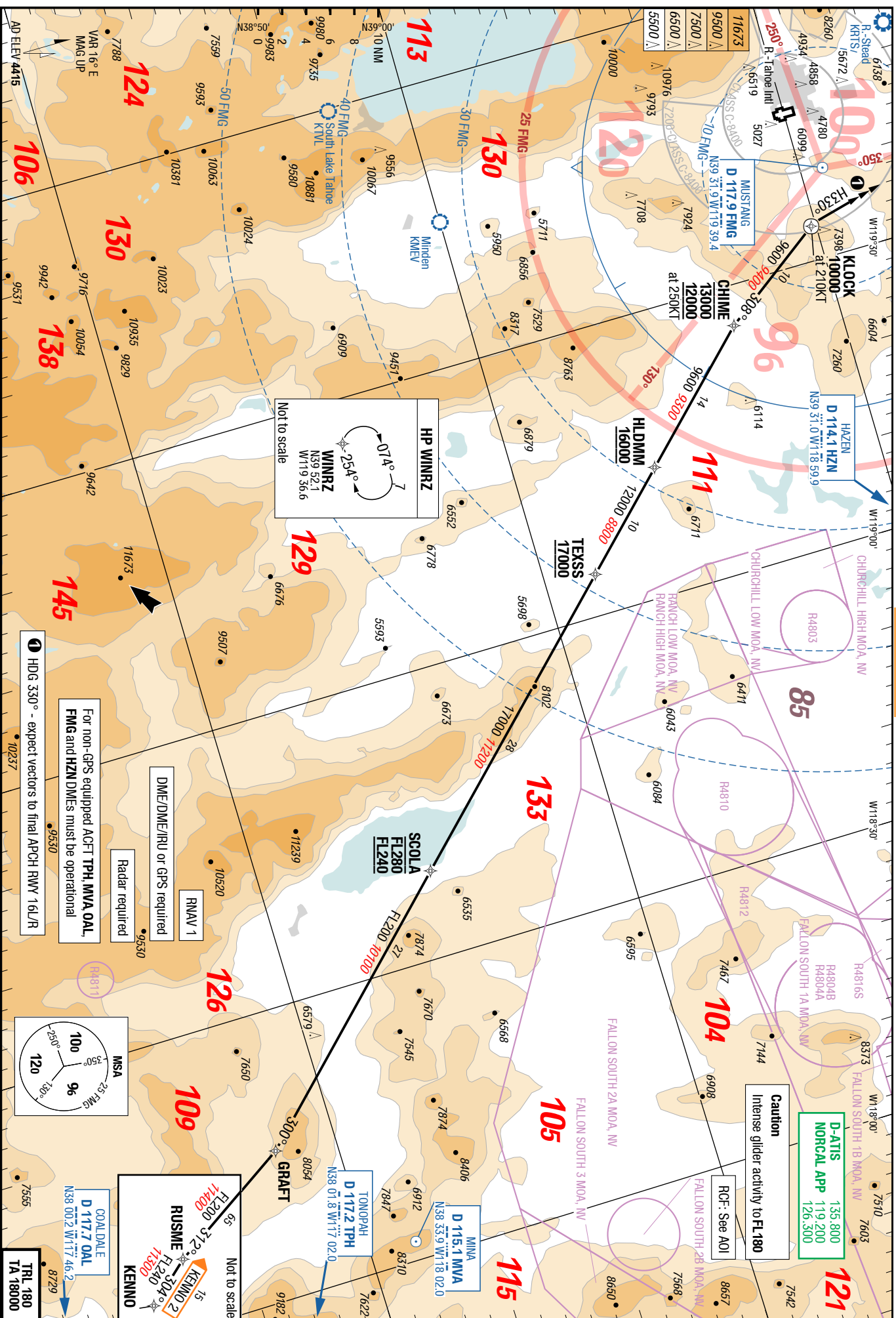
MYBAD 2 RNAV

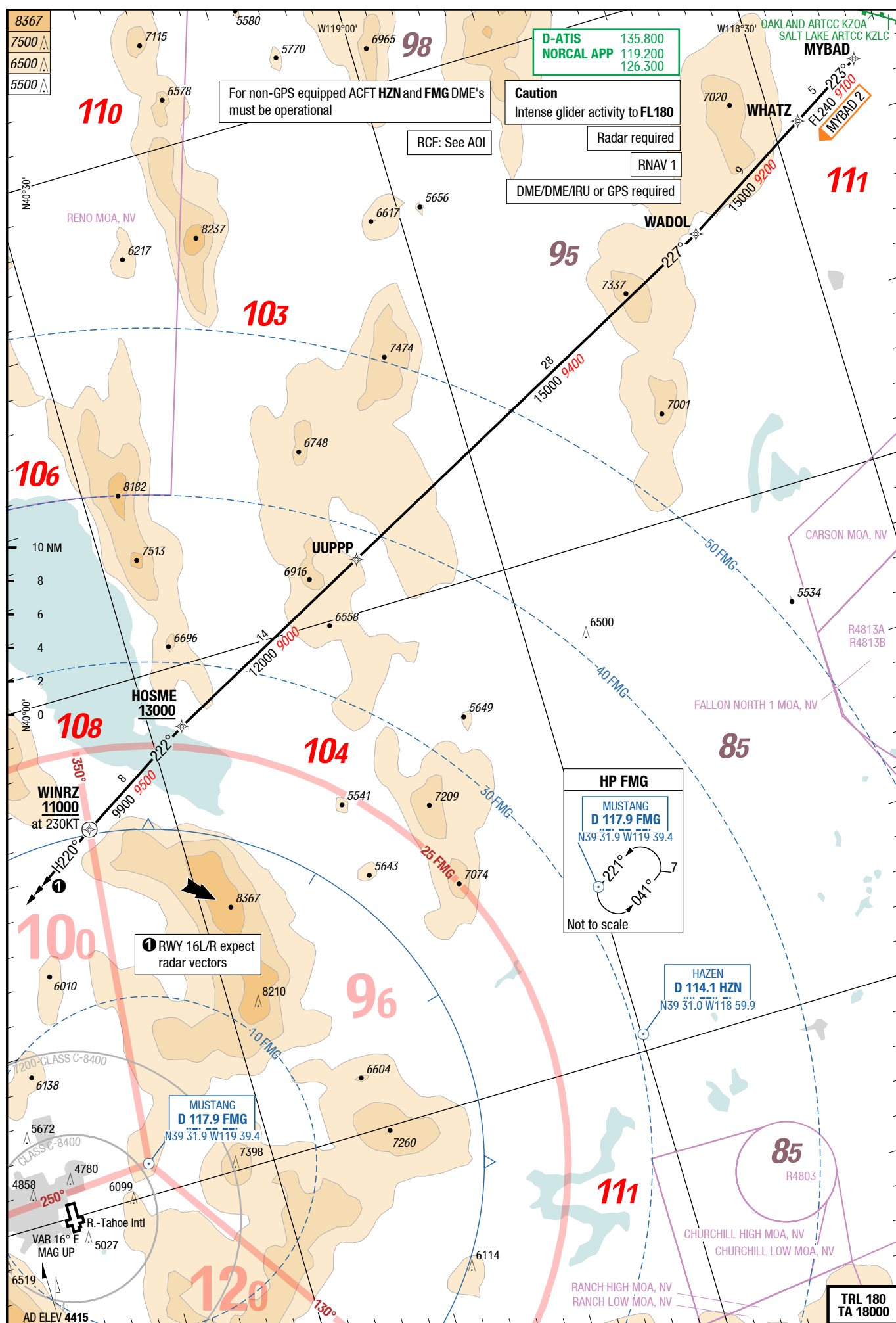
KENNO 2 RNAV

STAR

MYBAD 2 RNAV

KENNO 2 RNAV





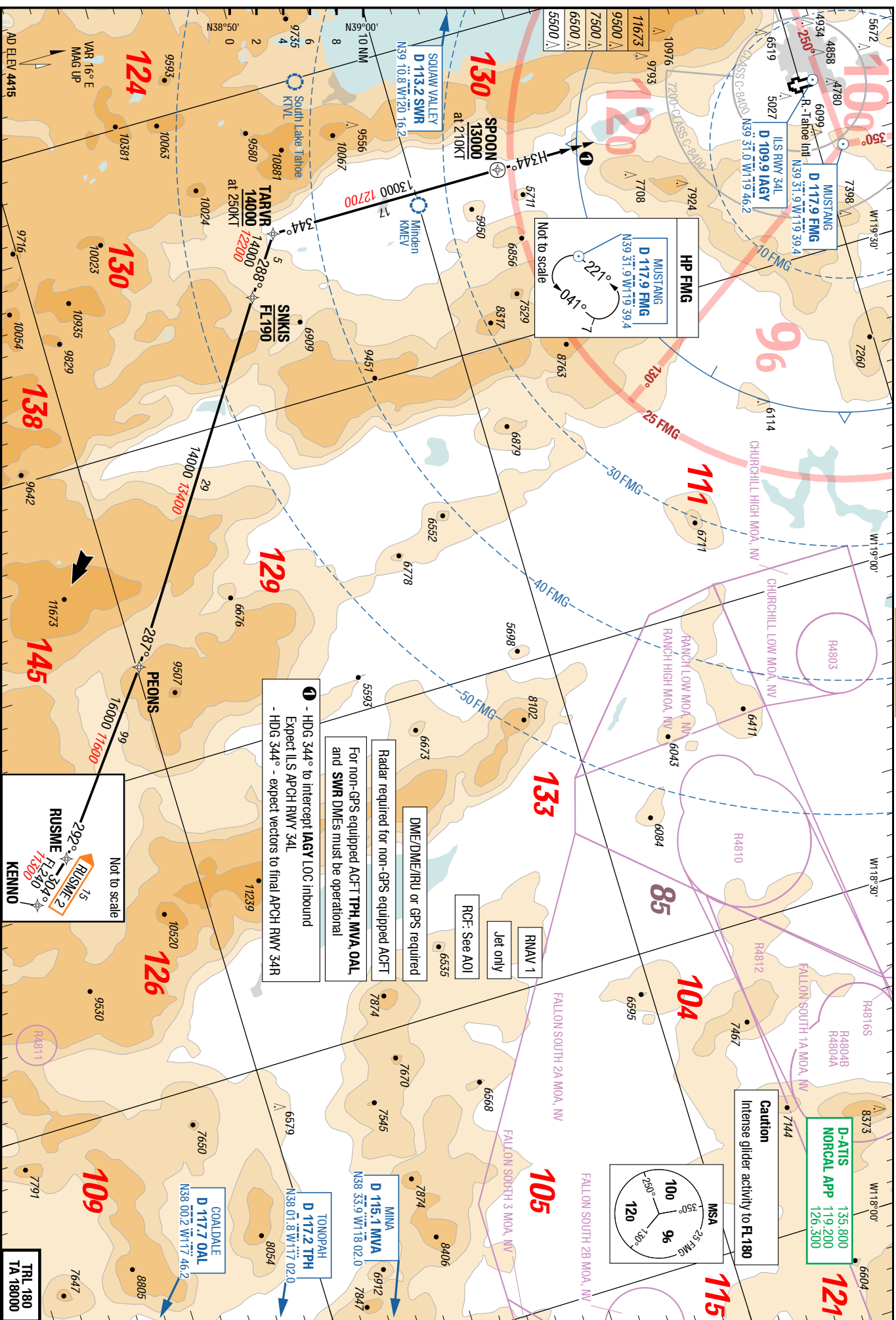
RNO-KRNO

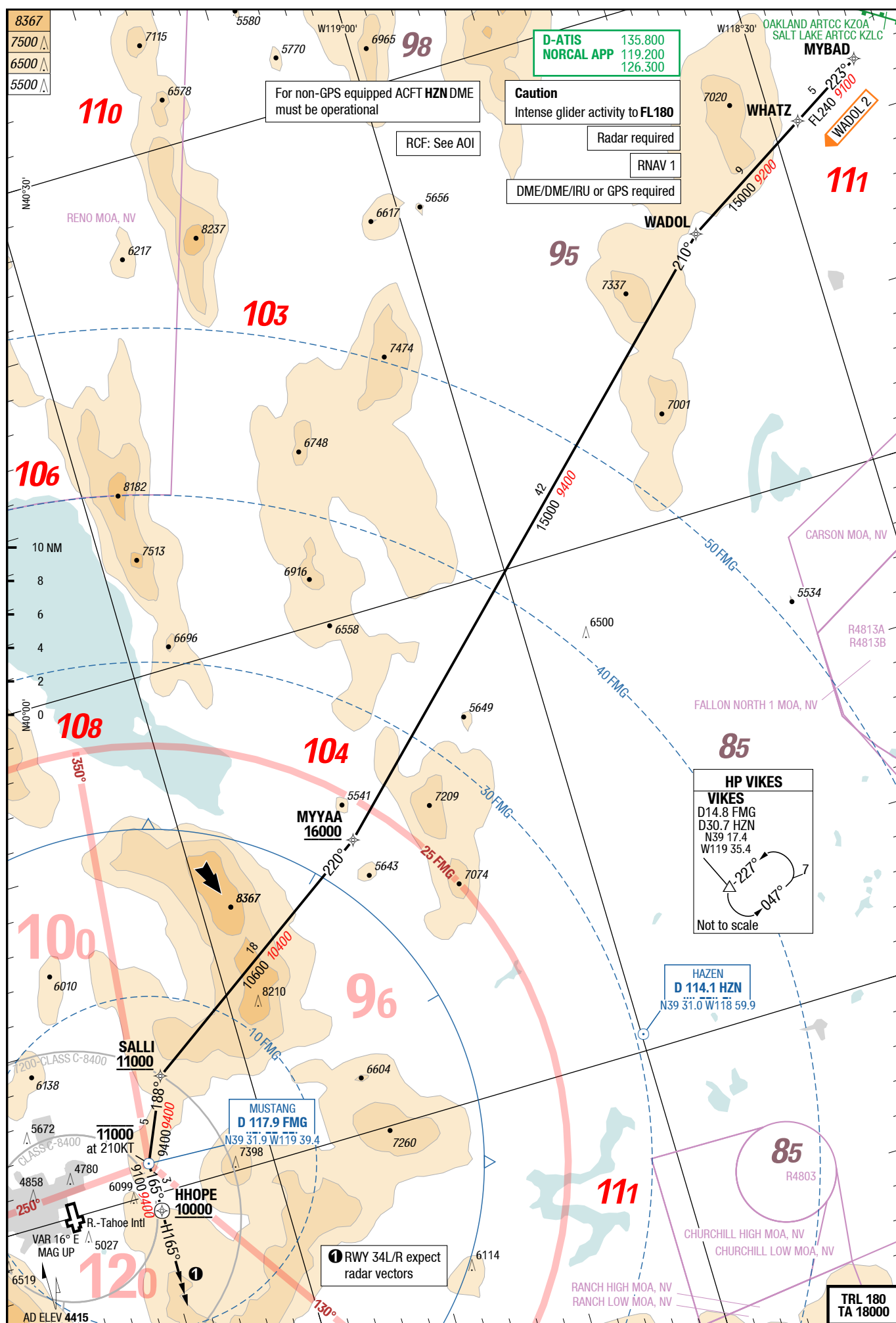
WADOL 2 RNAV

STAR

STAR

RUSME 2 RNAV





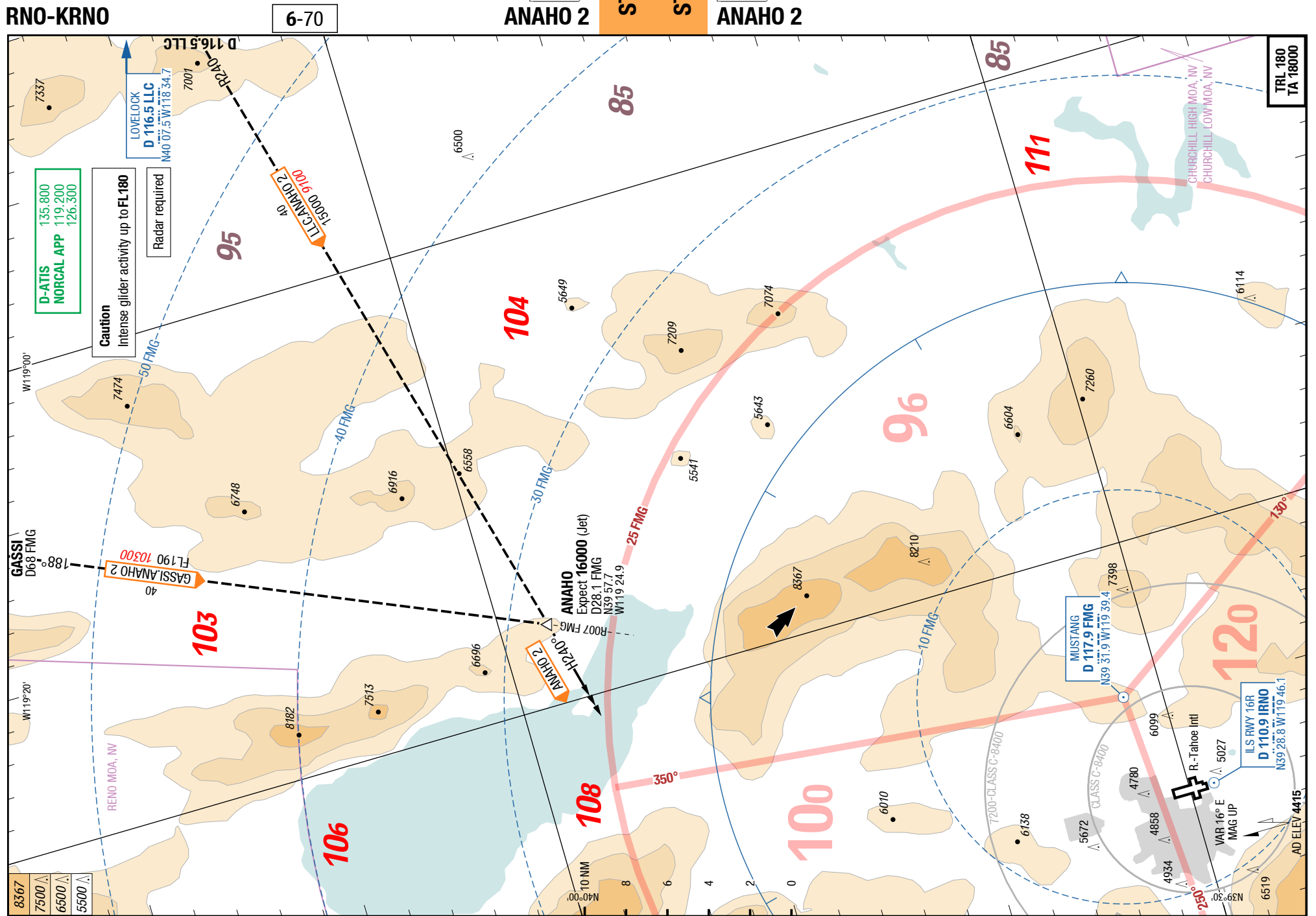
RNO-KRNO

RYANN 1
ANAHO 2

STAR

STAR

RYANN 1
ANAHO 2



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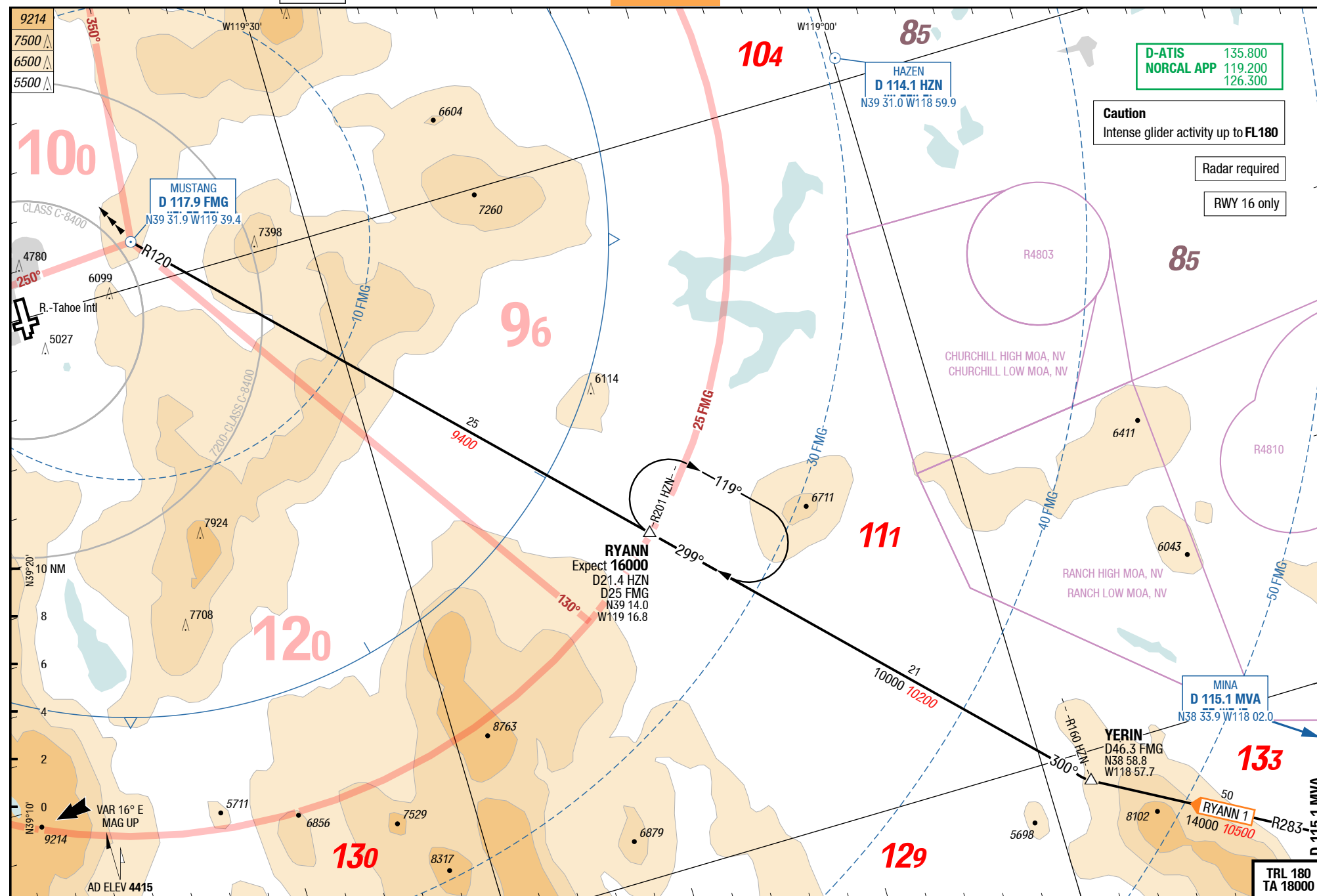
RNO-KRNO

RYANN 1

STAR

STAR

RYANN 1



Changes: OBST

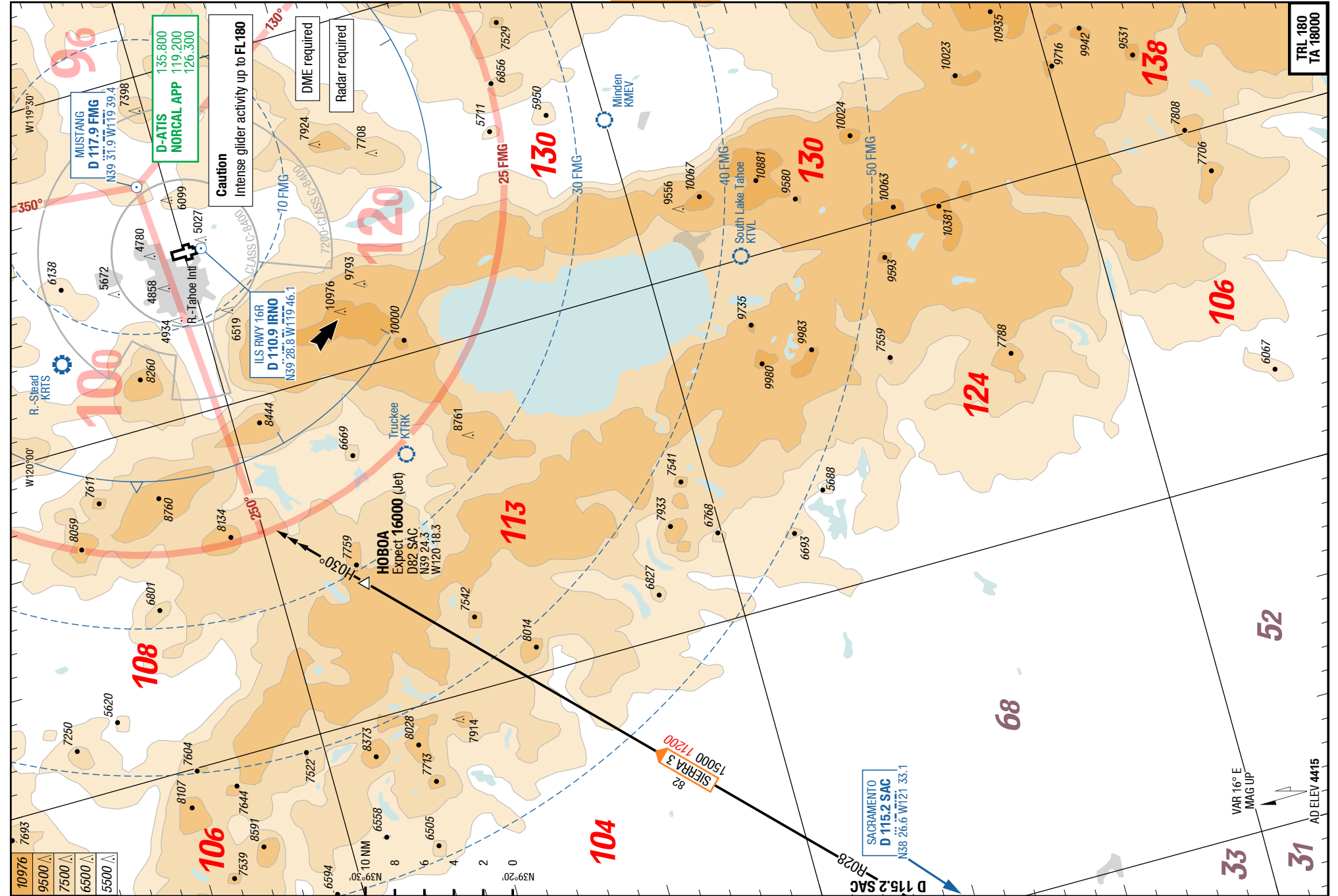
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RNO-KRNO

United States **Reno** Reno/Tahoe Intl
TARVR 1
SIERRA 3

STAR
STAR

Reno/Tahoe Intl **Reno** United States
TARVR 1
SIERRA 3



Changes: OBST

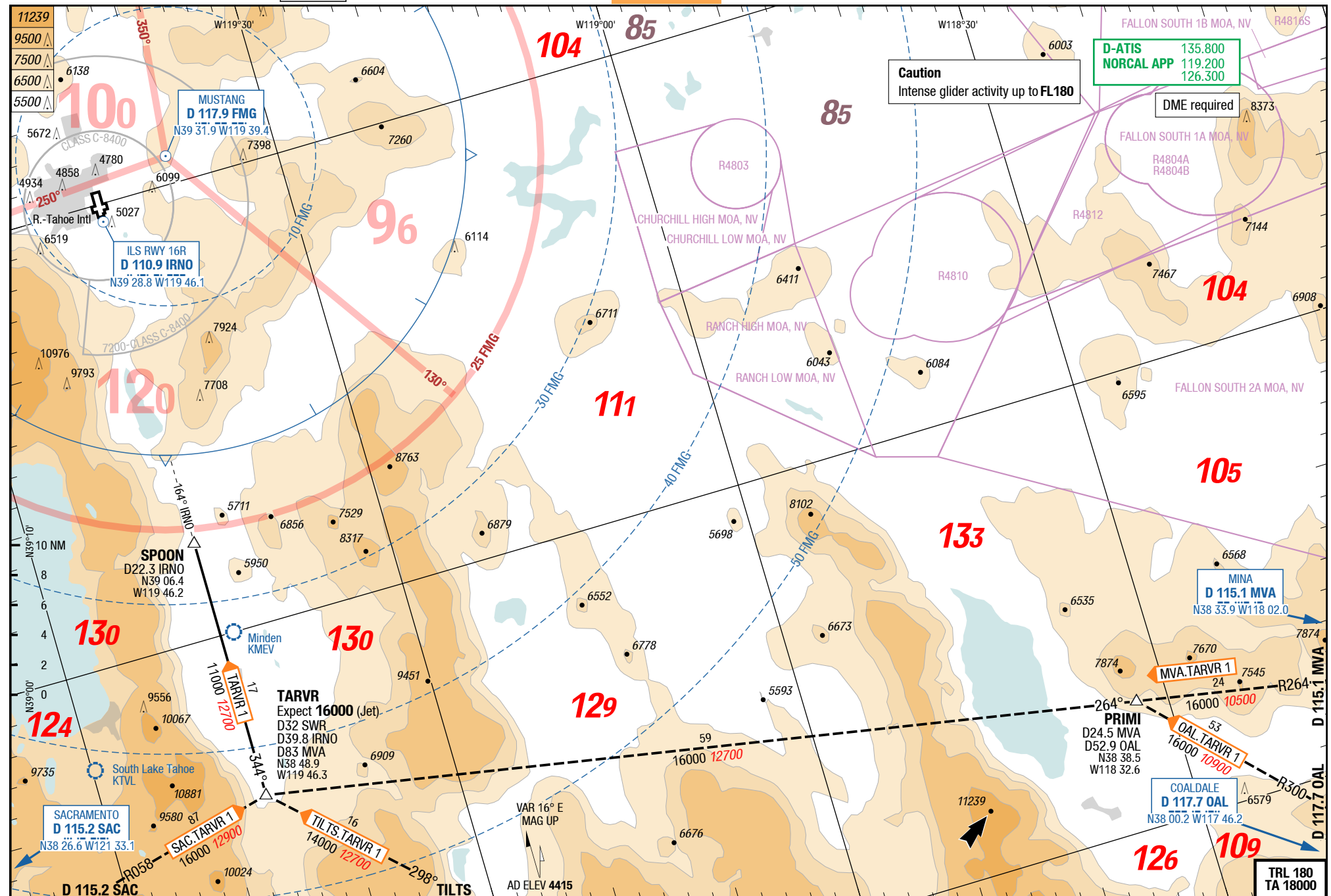
RNO-KRNO

TARVR 1

STAR

STAR

TARVR 1



Changes: OBST

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RNO-KRNO

United States Reno Reno/Tahoe Intl

ILS Z or LOC Z 16R

ILS Y 16R

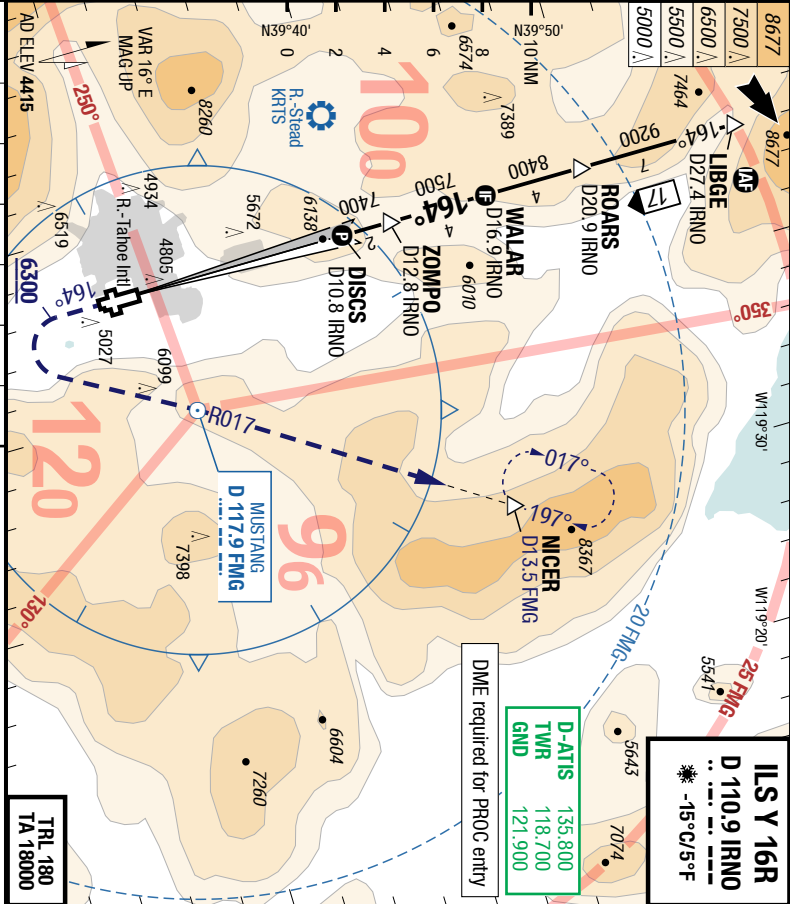
IAC

IAC

Reno/Tahoe Intl Reno United States

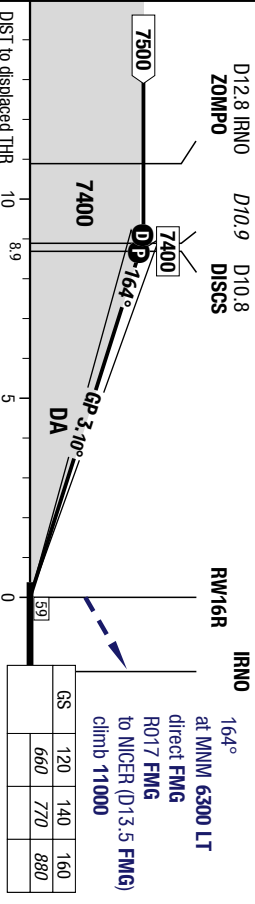
ILS Z or LOC Z 16R

ILS Y 16R



D IRNO	10.9	9	7	6	5	4
7500	6870	6190	5850	5520	5180	

ML-P1R1 THR 4415 (149hPa) / TDZ 4415 (---%) 0.0%



TERPS	16R	Cat 1	Cat 1	Cat 1	Cat 1	Cat 1
		GA 5.8%	APL (U/S 1)	GA 4.6%	GA 3.3%	
C	ft - ft/SM	500 - 6000R/1.25V	500 - 1.75V	1000 - 4.0V	1500 - 6.0V	Not published
D	ft - ft/SM	500 - 6000R/1.25V	500 - 1.75V	1000 - 4.0V	1500 - 6.0V	Not published

1) Up to 8000ft
2) NOP table does not apply

Changes: Nil

Orig

07-JUN-2018

RNO-KRNO

United States Reno Reno/Tahoe Intl

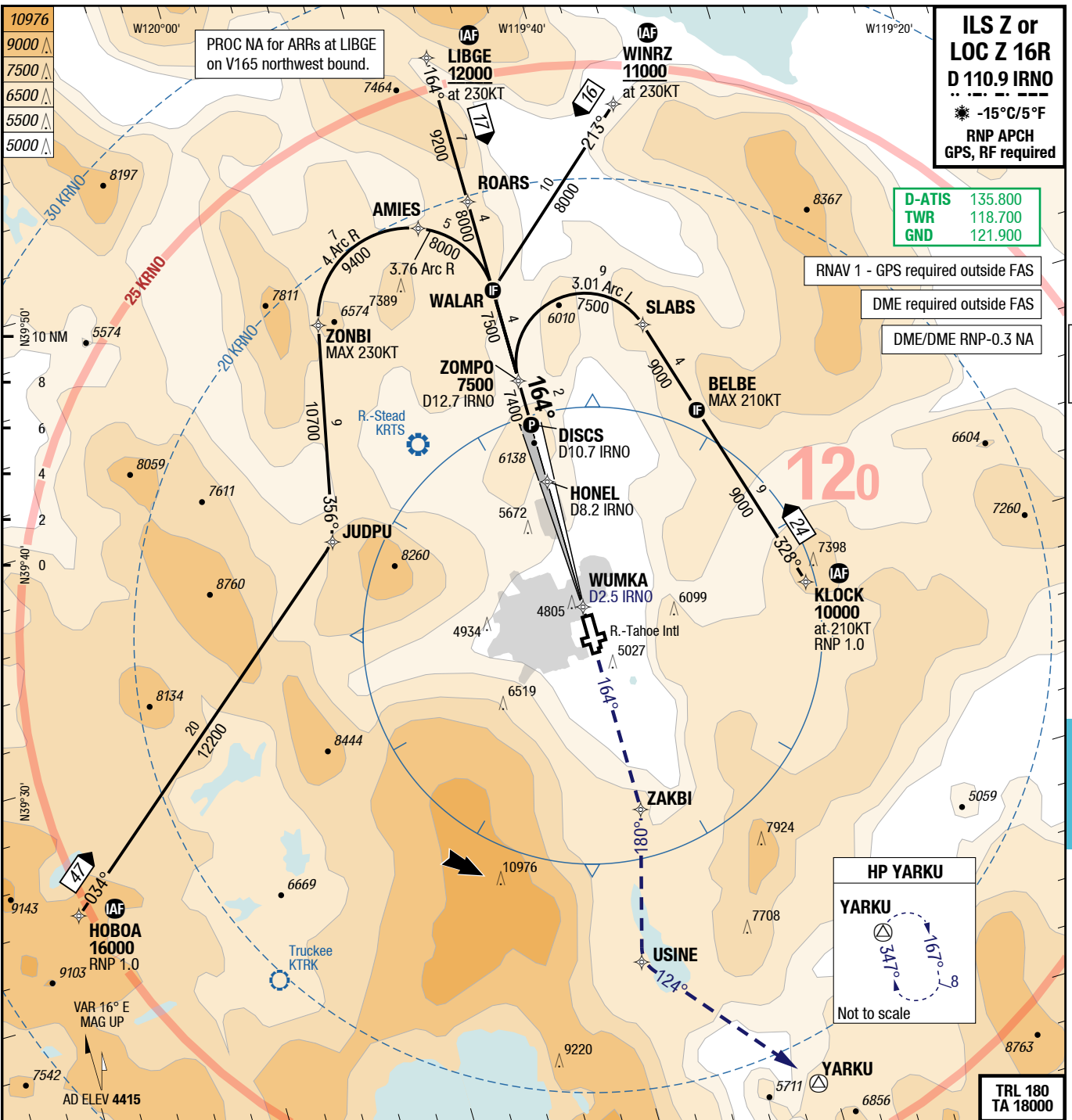
ILS Z or LOC Z 16R


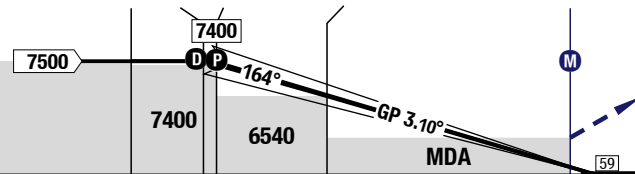
IAC

IAC

ILS Z or LOC Z 16R

Reno/Tahoe Intl Reno United States



LOC 3.10° D IRNO	11.1	9	8	7	6	5	16R															
	7500	6830	6500	6170	5840	5510																
D12.8 IRNO ZOMPO	D11.1 DISCS	D10.8 HONEL	D8.2 WUMKA	D2.5 IRNO	ML-P1R THR 4415 (149hPa) / TDZ 4415 (---%) 0.0%																	
					164° to ZAKBI RT to USINE LT to YARKU Climb 13000																	
DIST to displaced THR 10					8.9	6.3	5	0.6	0	<table border="1"><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D10.8 IRNO</td><td>660</td><td>770</td><td>880</td></tr><tr><td>-MAPt</td><td>NA</td><td>NA</td><td>NA</td></tr></table>	GS	120	140	160	D10.8 IRNO	660	770	880	-MAPt	NA	NA	NA
GS	120	140	160																			
D10.8 IRNO	660	770	880																			
-MAPt	NA	NA	NA																			
TERPS 16R	Cat 1 DME GA 6.5% 1)		Cat 1 DME GA 3.3% 1)		Cat 1 DME GA 3.3% APL U/S		LOC DME 2)		Circling 3)													
	C	ft - ft/SM ft	200 - 1800R/0.5V 4620	730 - 2.0V 5140	730 - 2.5V 5140	1010 - 2.5V 5420		2070 - 3.0V 6480														
D	ft - ft/SM ft	200 - 1800R/0.5V 4620	730 - 2.0V 5140	730 - 2.5V 5140	1010 - 2.5V 5420		2070 - 3.0V 6480															
1) Up to 8000ft					3) to RWY 25 HJ only																	
2) Timing to determine MAPt NA																						

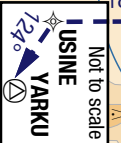
RNO-KRNO

ILS or LOC DME 34L

ILS X or LOC X 16R

IAC

ILS X or LOC X 16R

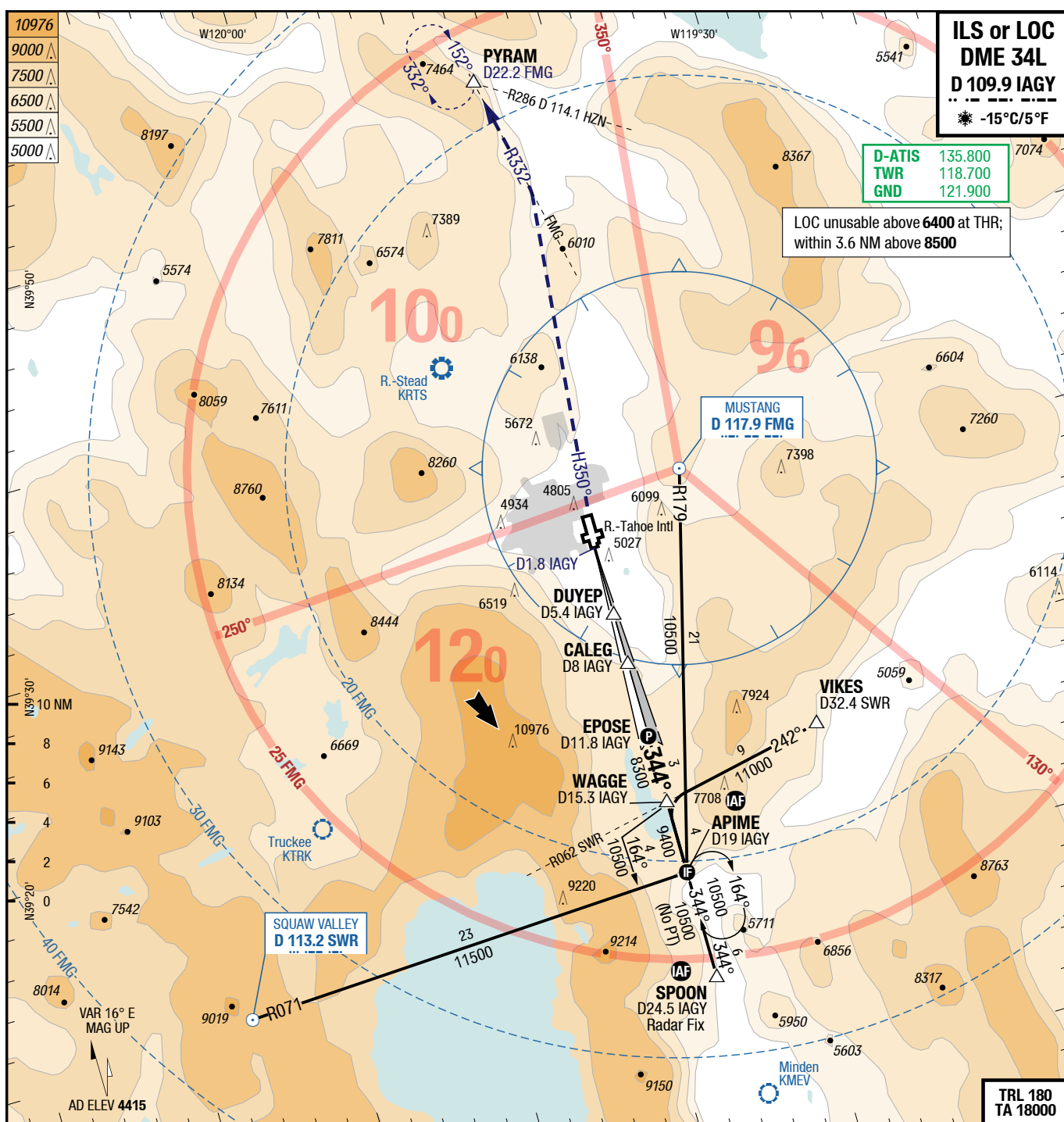


ML-P1R THR 4415 (149hPa) / TDZ 4415 (---%) 0.0%



New TERPS

Orig A



60 HL
15 HL

46 G 3051 | 302

3.5°

0.0% TDZ 4410 (---) / THR 4410 (149hPa) ML-P1R

HDG 350°
LT intercept R332 FMG
to PYRAM (D22.2 FMG)
climb 11000

GS	120	140	160
D11.8 IAGY	770	900	1030
-MAPt	NA	NA	NA

LOC 3.62°
D IAGY

4	6	11	14	17	17.5
5300	6070	7990	9150	10300	10500

IAGY D1.8
RW34L

D5.4
DUYEP

D8
CALEG

D11.8
EPOSE

D15.3
WAGGE

D17.5

D19 IAGY
APIME

MDA

GP 3.54°

8300

8300

9400

10500

DIST to displaced THR

34L

C

ft - ft/SM
ft

D

ft - ft/SM
ft

Cat 1 DME
1) 2)

540 - 1.5V
4950

Not authorized

LOC DME
1) 2)

710 - 2.0V
5120

Not authorized

Circling ³⁾
TERPS

930 - 2.75V
5340

Not authorized

1) Inop table does not apply

2) wo LCL WX RCV PROC NA

3) to RWY 07 HJ only

09-NOV-2017

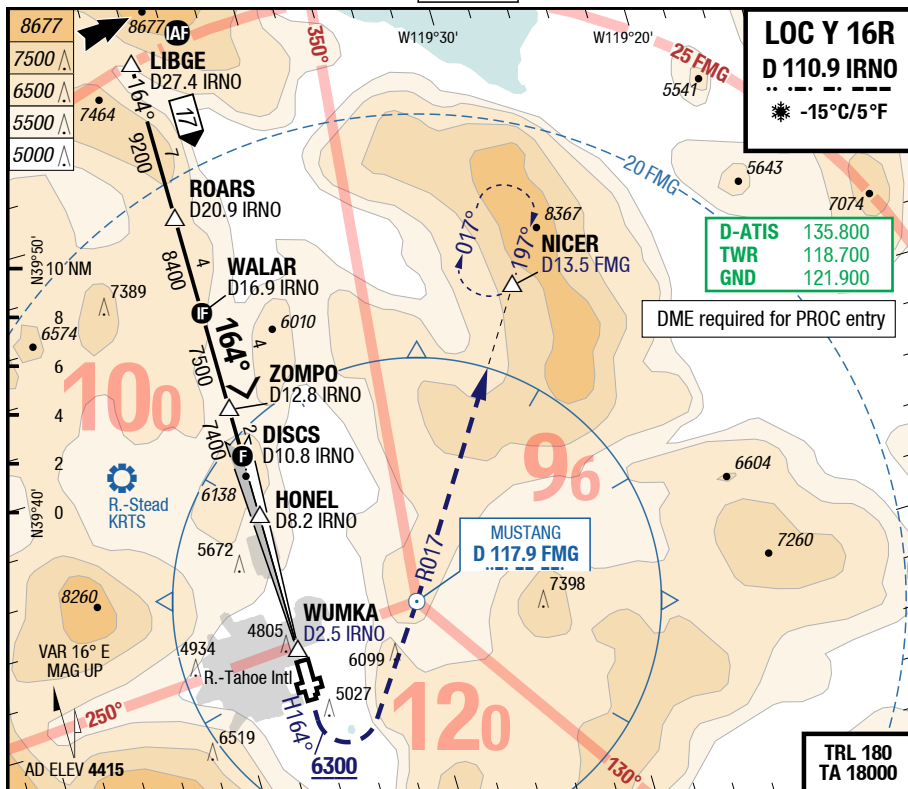
United States Reno Reno/Tahoe Intl

IAC

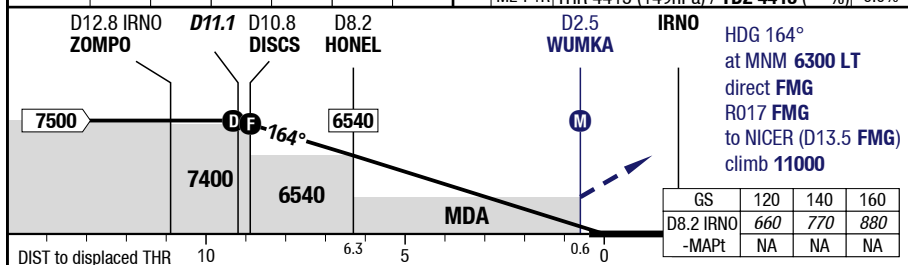
RNO-KRNO

7-50

LOC Y 16R



3.10° D IRNO	11.1	10	9	8	7	6	16R 83.1° 60 HL 15 HL	ML-P1R THR 4415 (149hPa) / TDZ 4415 (---%) 0.0%
	7500	7160	6830	6500	6170	5840		



TERPS	16R	LOC DME GA 5.3% 1) 2)	LOC DME GA 4.3% 2) 3)	LOC DME GA 3.3% 3)	Sidestep 16L GA 5.3% 2) 3)	Circling 4) TERPS
C	ft - ft/SM ft	1010 - 2.5V 5420	1310 - 3.0V 5720	1510 - 3.0V 5920	1010 - 3.0V 5420	2070 - 3.0V 6480
D	ft - ft/SM ft	1010 - 2.5V 5420	1310 - 3.0V 5720	1510 - 3.0V 5920	1010 - 3.0V 5420	2070 - 3.0V 6480

1) Timing to determine MAPt NA

2) Up to 8000ft

3) INOP table does not apply

4) To RWY 07 HJ only

Changes: MIN, APL, OBST, Note, AMDT No

Orig A



AMDT 1B

09-NOV-2017

RNO-KRNO

United States Reno Reno/Tahoe Intl

7-80

RNAV (RNP) Y 16L

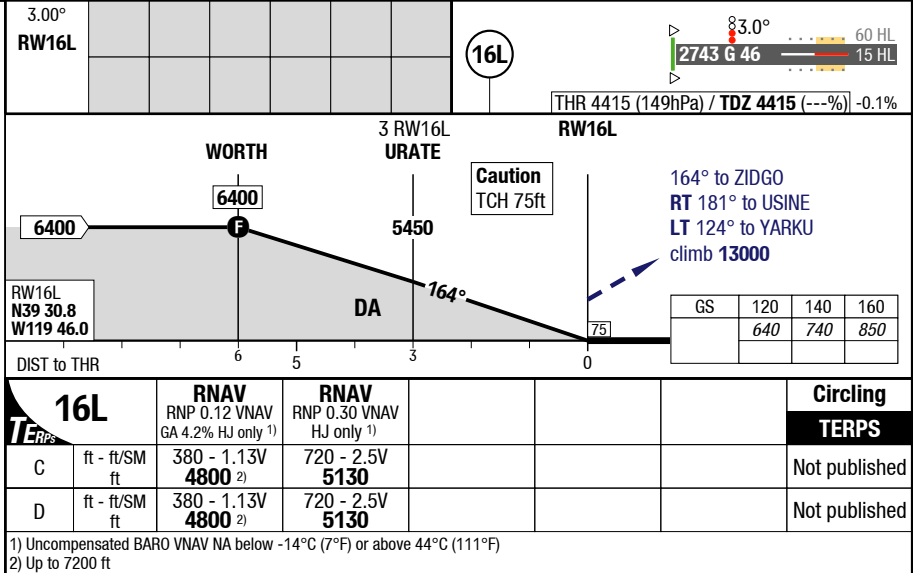
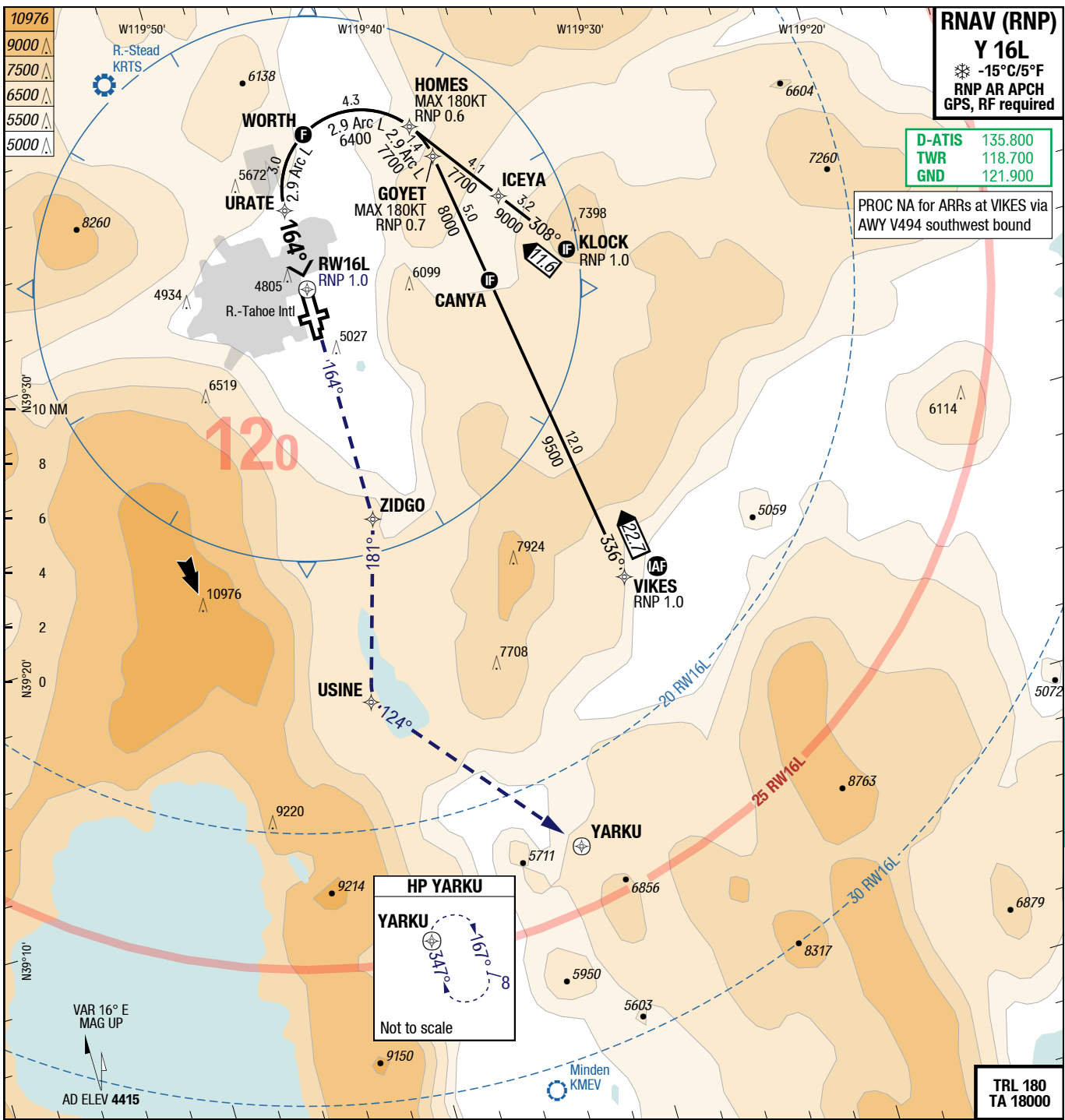
IAC

IAC

Reno/Tahoe Intl Reno United States

RNAV (RNP) Y 16L

Changes: APL, OBST, Note



09-NOV-2017

RNO-KRNO

United States Reno Reno/Tahoe Intl

RNAV (RNP) Z 16R

IAC

IAC

Reno/Tahoe Intl Reno United States

RNAV (RNP) Z 16R

**RNAV (RNP)
Z 16R**

✱ -15°C/5°F
RNP AR APCH
GPS, RF required
from HOB0A and
TRUCK

D-ATIS 135.800
TWR 118.700
GND 121.900

7-90

RNAV (RNP) Z 16R

IAC

IAC

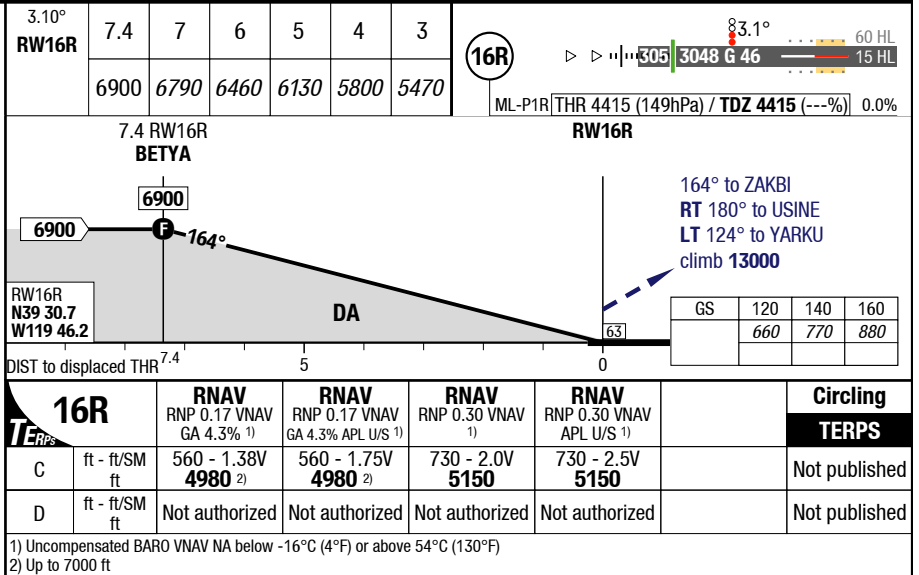
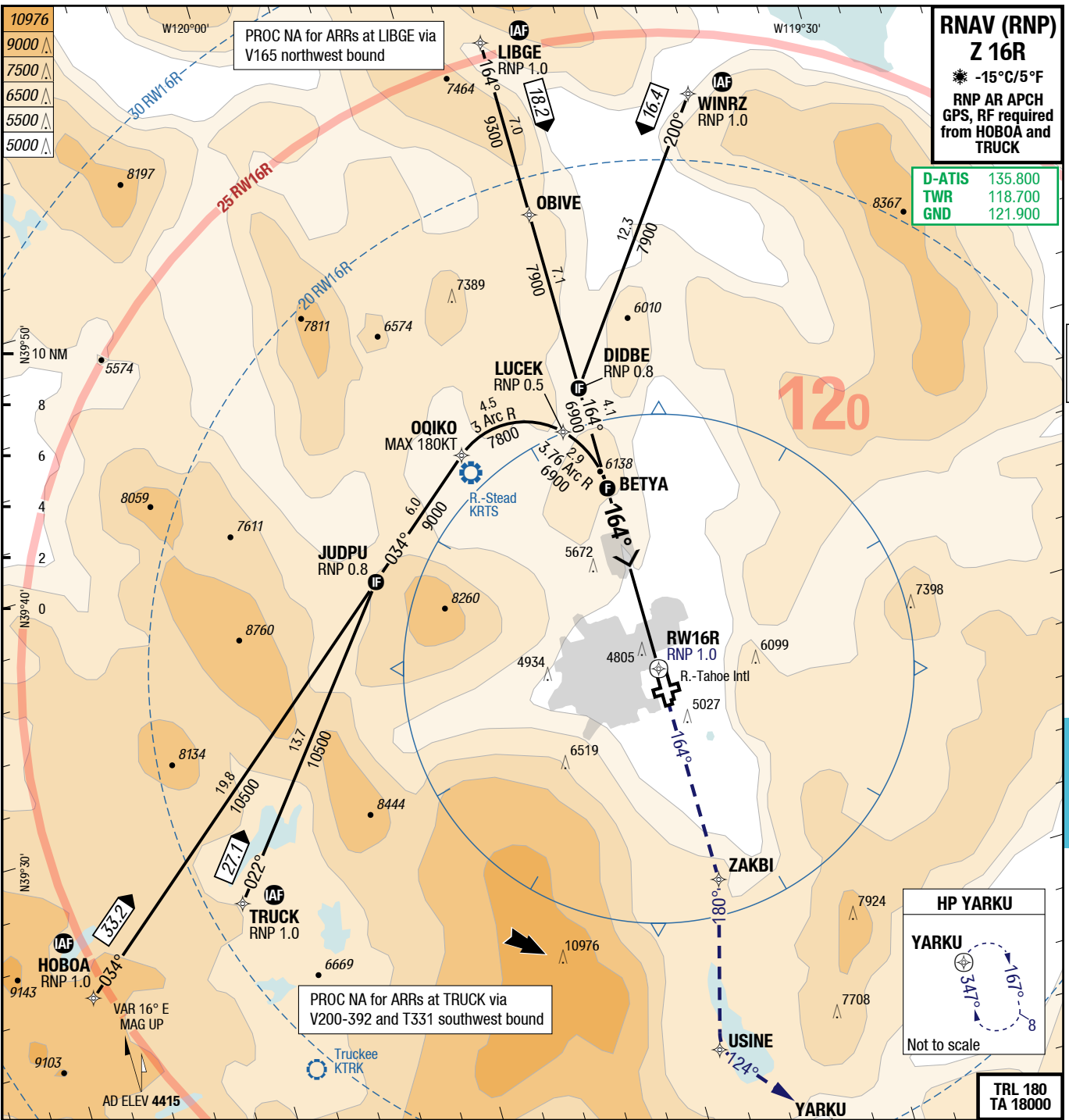
Reno/Tahoe Intl Reno United States

RNAV (RNP) Z 16R

HP YARKU

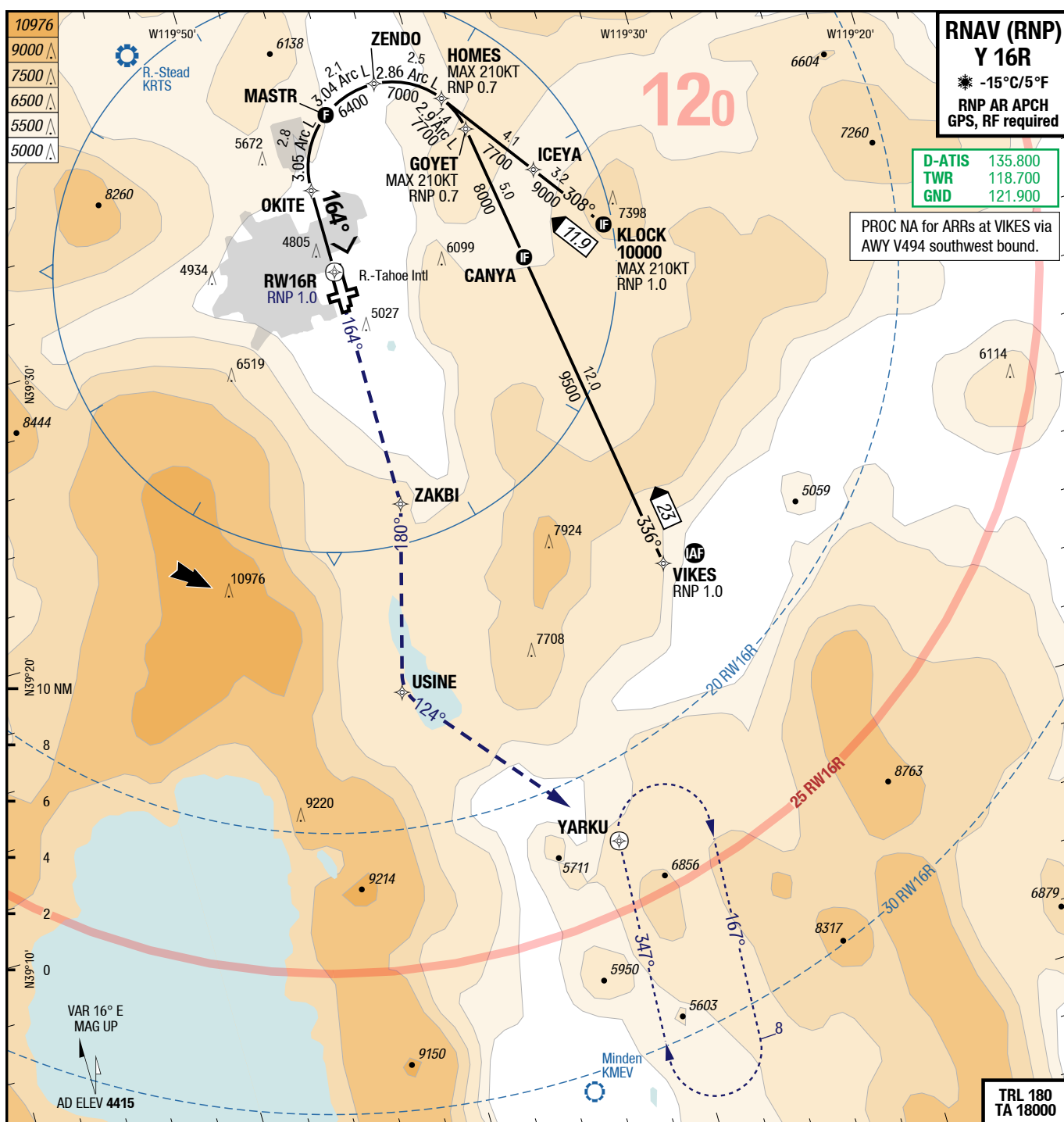
YARKU
Not to scale

**TRL 180
TA 18000**



Changes: APL, OBST, Note

AMDT 1B



Profile View Data:

Distance from THR	Elevation (ft)	Feature
5.8	6400	MASTR
3	5470	OKITE
0	63	DA (Decision Altitude)

Navigation Information:

- 164° to ZAKBI
- RT 180° to USINE
- LT 124° to YARKU climb 13000

GS Values Table:

GS	120	140	160
	660	770	880

RNO-KRNO

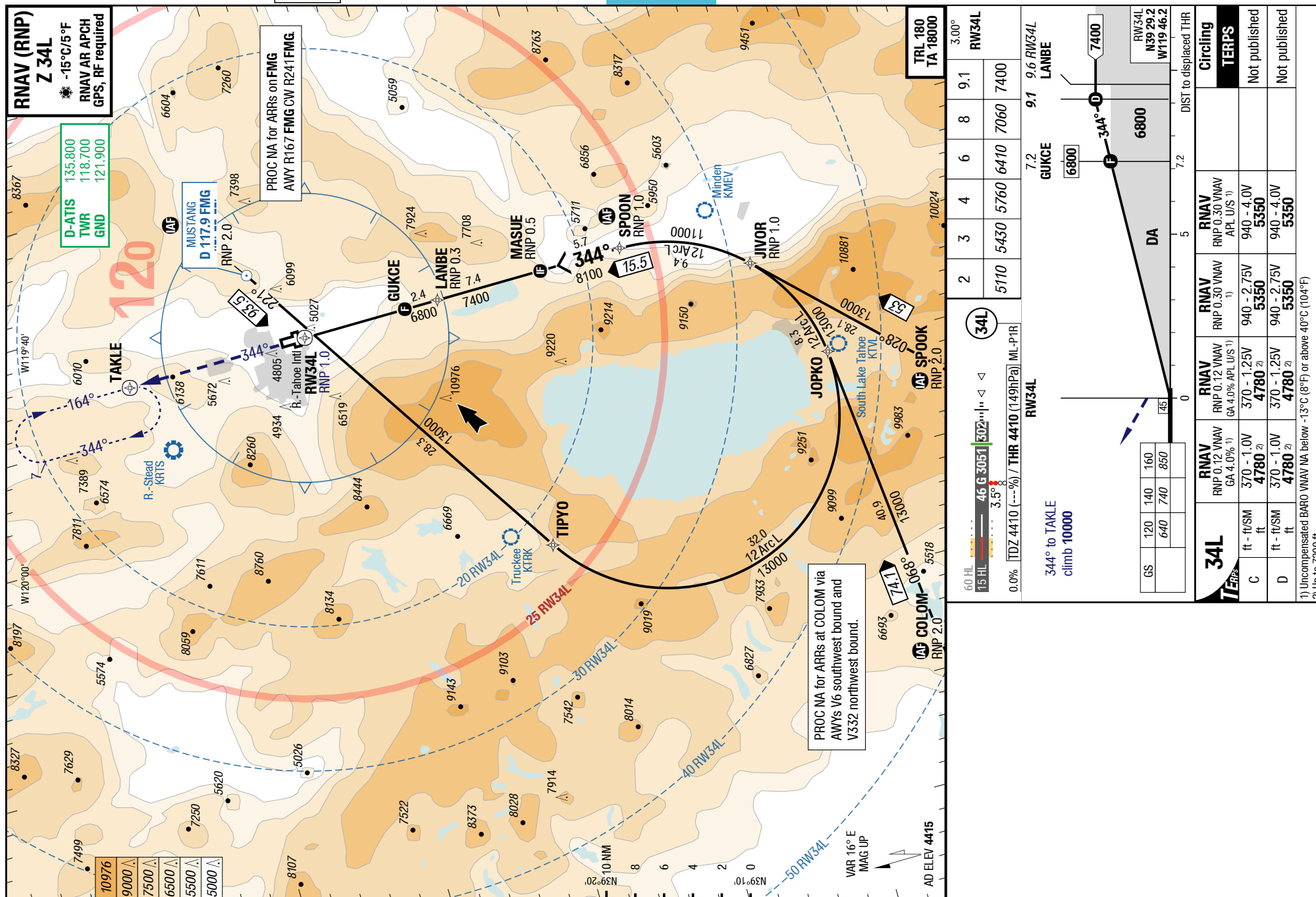
RNAV (RNP) Z 34R

RNAV (RNP) Z 34L

IAC

IAC

RNAV (RNP) Z 34R

RNAV (RNP) Z 34L

Orig A

09-NOV-2017

United States Reno Reno/Tahoe Intl

RNO-KRNO

7-120

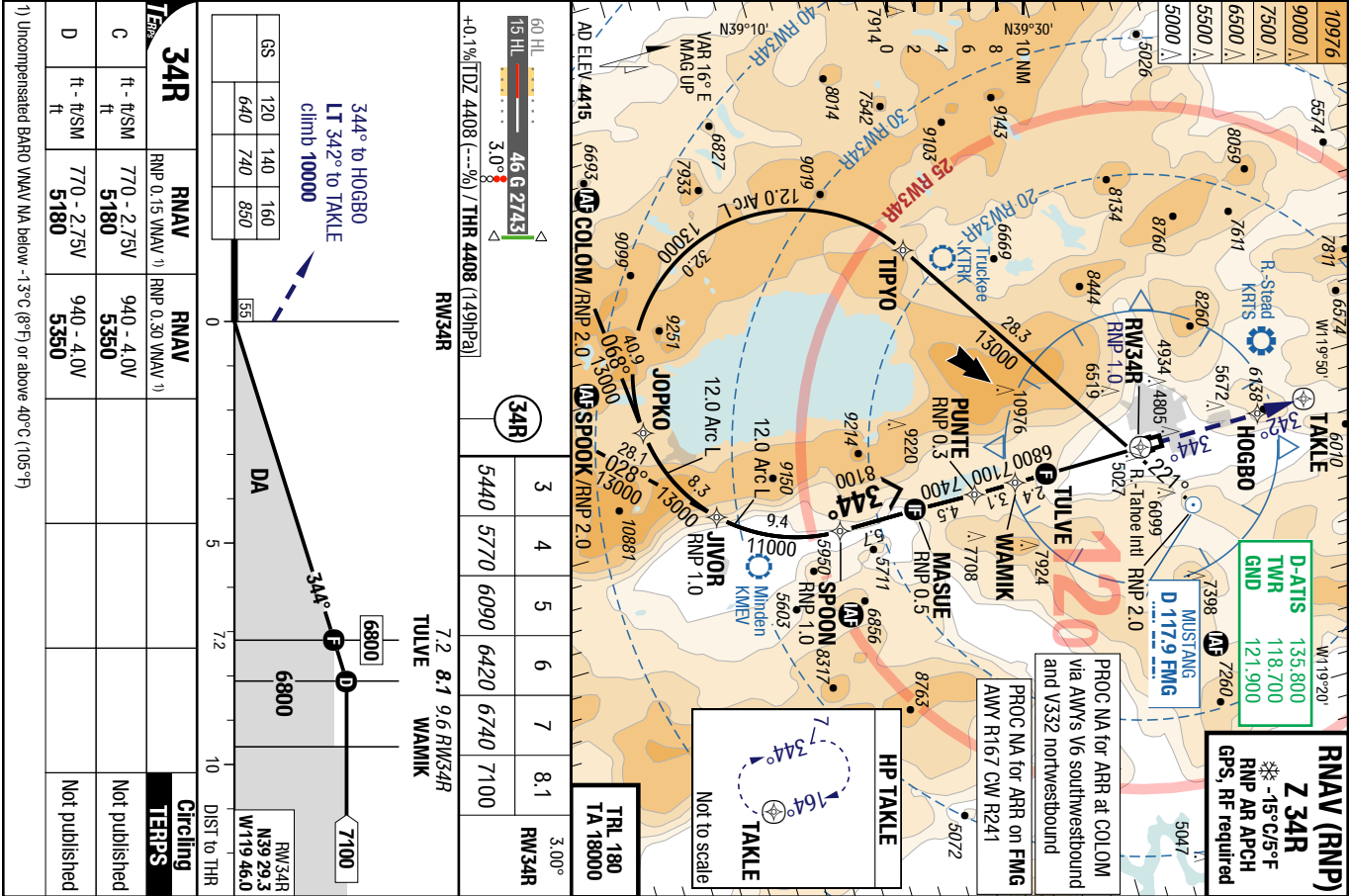
RNAV (RNP) Z 34R

IAC

IAC

Reno/Tahoe Intl Reno United States

RNAV (RNP) Z 34R



RNAV (GPS) X 16L



1) To RWY 07 HJ only

09-NOV-2017

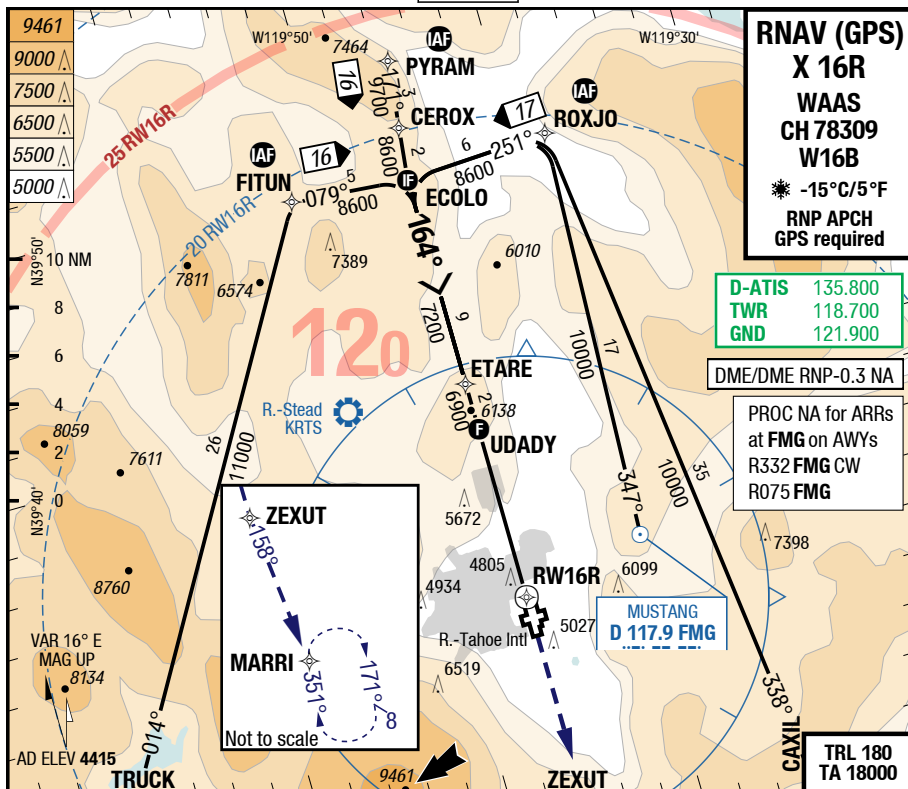
RNO-KRNO

United States Reno Reno/Tahoe Intl

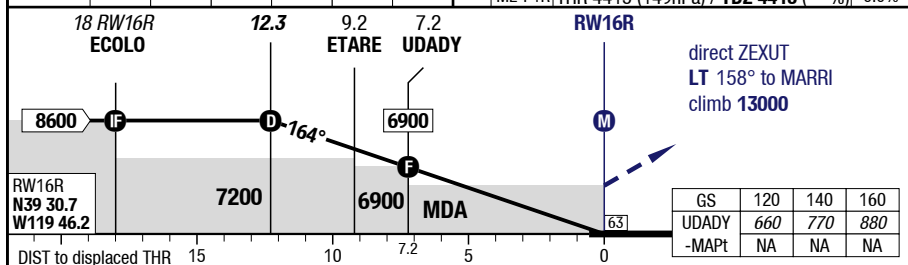
7-140

RNAV (GPS) X 16R

IAC



3.10°	12.3	10	9	8	7	6	83.1°	60 HL	15 HL
RW16R	8600	7840	7500	7170	6830	6490	16R	305	3048 G 46



TERPS	16R	RNAV GPS LPV	RNAV GPS LPV APL U/S	RNAV GPS LNAV 1)		Circling 2)
						TERPS
C	ft - ft/SM ft	830 - 2.25V 5240	830 - 2.75V 5240	1790 - 3.0V 6200		1790 - 3.0V 6200
D	ft - ft/SM ft	830 - 2.25V 5240	830 - 2.75V 5240	1790 - 3.0V 6200		1790 - 3.0V 6200

1) Inop table does not apply
2) To RWY 07 HJ only

09-NOV-2017

RNO-KRNO

United States Reno Reno/Tahoe Intl

[RNAV (GPS) X 34L]

RNAV (GPS) Y 34L

IAC

IAC

Reno/Tahoe Intl Reno United States

[RNAV (GPS) X 34L]

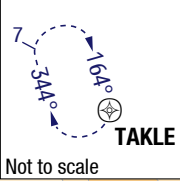
RNAV (GPS) Y 34L

RNAV (GPS)
Y 34L
WAAS
CH 82609
W34A
-15°C/5°F
RNP APCH
GPS required

D-ATIS 135.800
TWR 118.700
GND 121.900

DME/DME RNP-0.3 NA

HP TAKLE



PROC NA for ARRs at SWR via V6 and T331 Southwest bound

SQUAW VALLEY
D 113.2 SWR

VAR 16° E
MAG UP

AD ELEV 4415

PROC NA for ARRs at RICHY via V28-113 Southwest bound

PROC NA for ARRs at RAMRE via V165 Southbound

TRL 180
TA 18000

60 HL 46 G 3051 302
15 HL 3.5°
0.0% TDZ 4410 (---%) / THR 4410 (149hPa) ML-P1R

RW34L

2	4	6	8	12	13.4	3.54° RW34L
5230	6000	6770	7540	9080	9600	

KARME

JUKNU

direct TAKLE
climb 10000

GS	120	140	160
	750	880	1000

DA

8300

344°

D

8300

IF

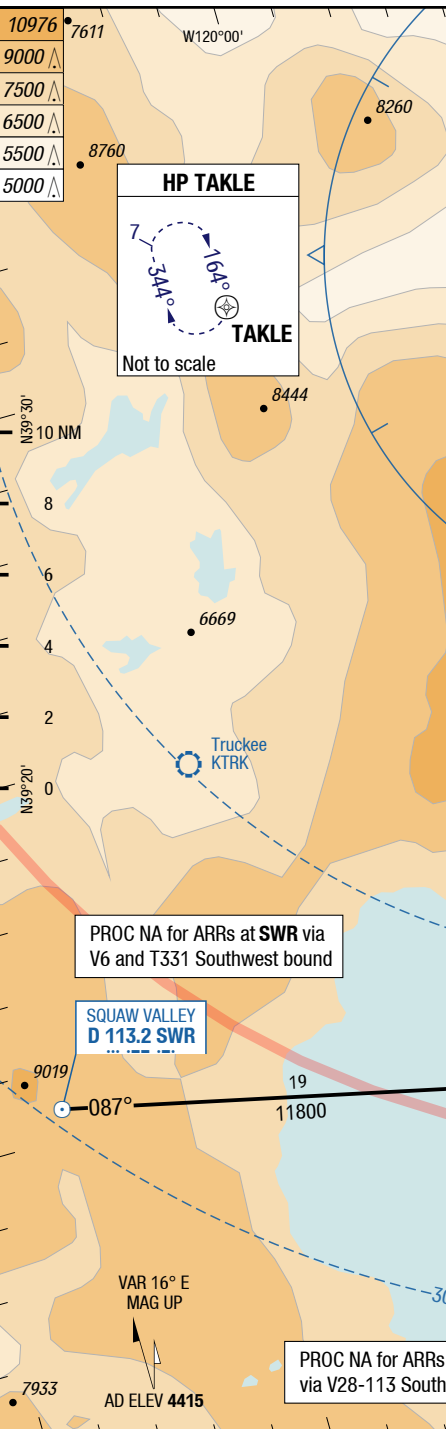
9600

RW34L

N39 29.2

W119 46.2

34L		RNAV GPS LPV	RNAV GPS LPV APL U/S	Circling TERPS	
C	ft - ft/SM ft	610 - 1.38V 5020	610 - 1.75V 5020	Not published	
D	ft - ft/SM ft	Not authorized	Not authorized	Not authorized	



09-NOV-2017

RNO-KRNO

United States Reno/Tahoe Intl

7-160

RNAV (GPS) X 34L

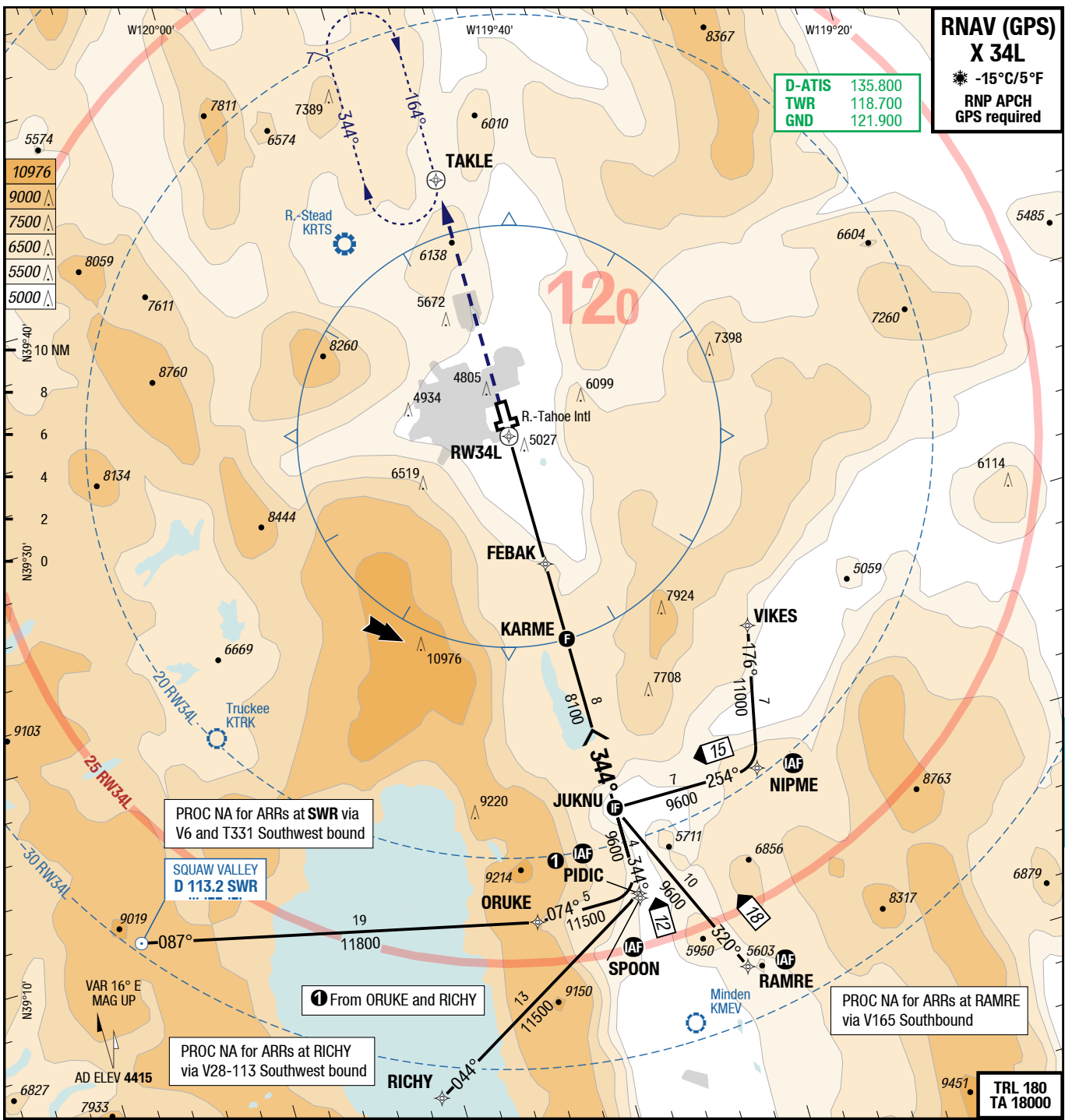
IAC
IAC

Reno/Tahoe Intl Reno United States

RNAV (GPS) X 34L

**RNAV (GPS)
X 34L**
-15°C/5°F
RNP APCH
GPS required

D-ATIS 135.800
TWR 118.700
GND 121.900



PROC NA for ARRs at SWR via V6 and T331 Southwest bound

SQUAW VALLEY
D 113.2 SWR

VAR 16° E
MAG UP

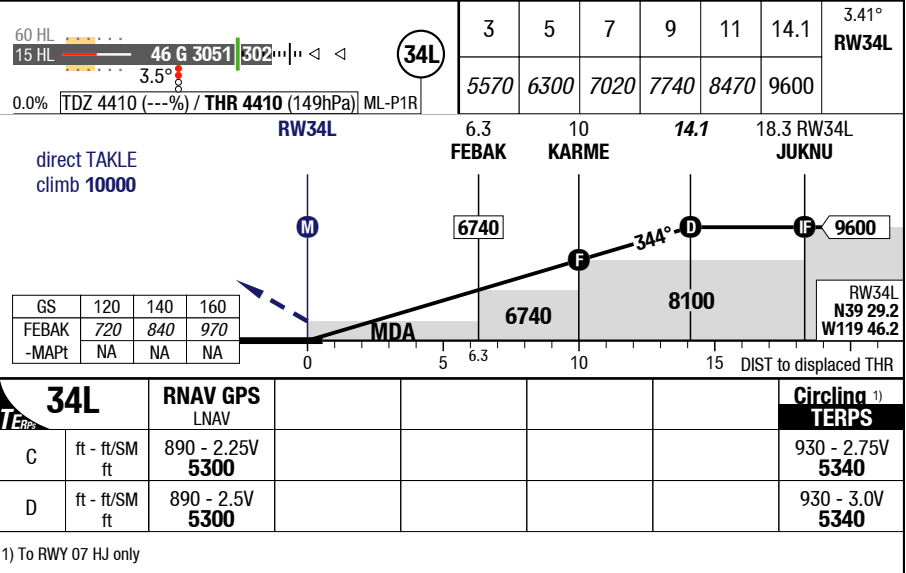
AD ELEV 4415

① From ORUKE and RICHY

PROC NA for ARRs at RICHY via V28-113 Southwest bound

PROC NA for ARRs at RAMRE via V165 Southbound

TRL 180
TA 18000



Changes: APL, MIN, Note, OBST, AMDT No

AMDT 1A

RNO-KRNO

RNAV (GPS) X 34R

RNAV (GPS) Y 34R

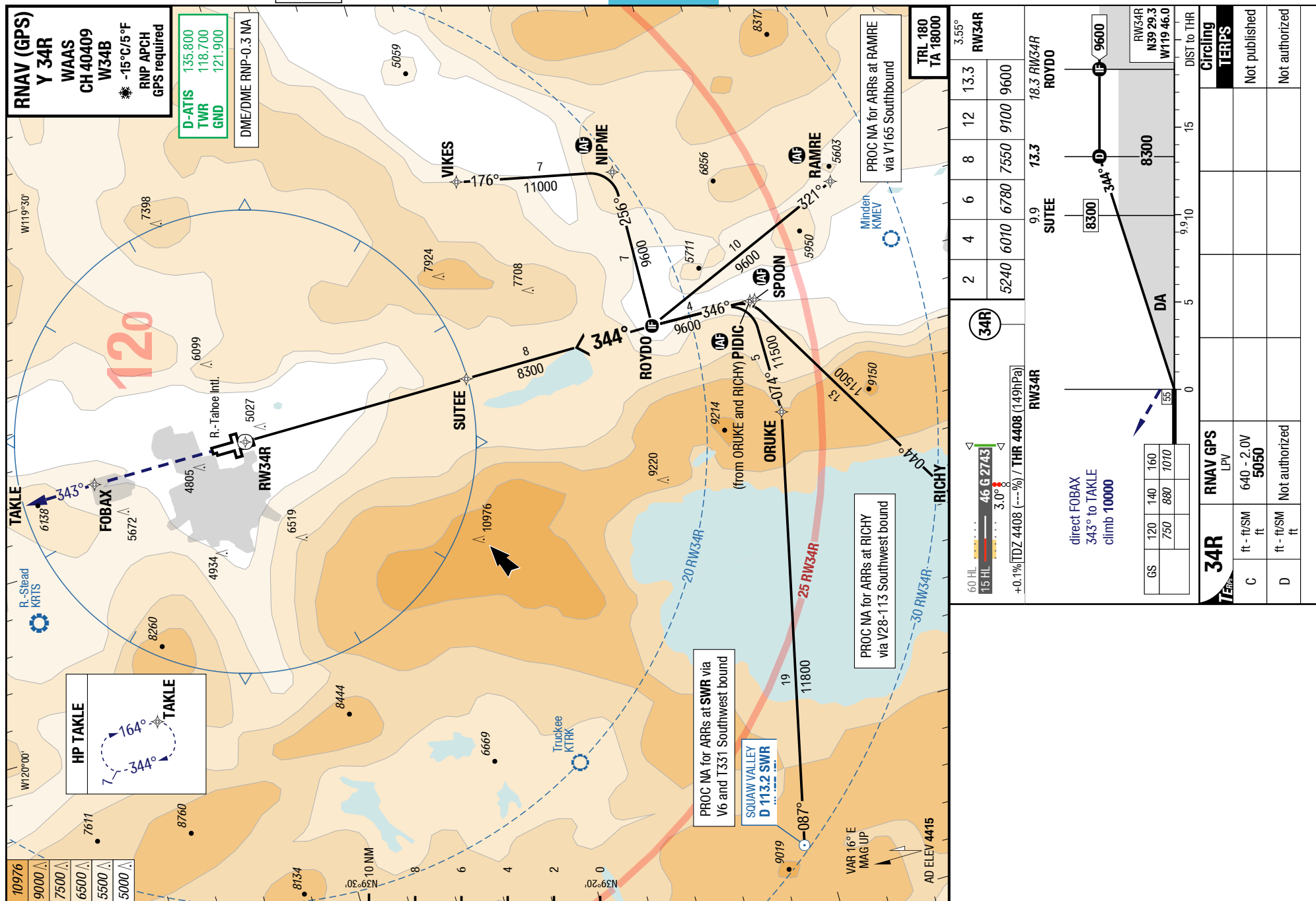
IAC

IAC

RNAV (GPS) X 34R

RNAV (GPS) Y 34R

7-170



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Orig B

09-NOV-2017

United States **Reno** Reno/Tahoe Intl

RNO-KRNO

7-180

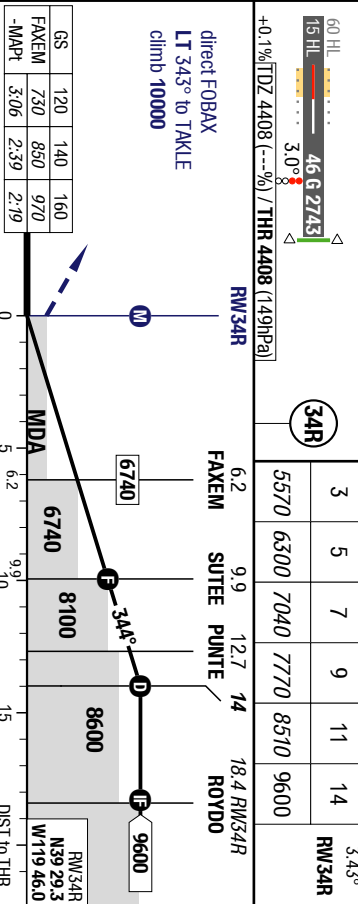
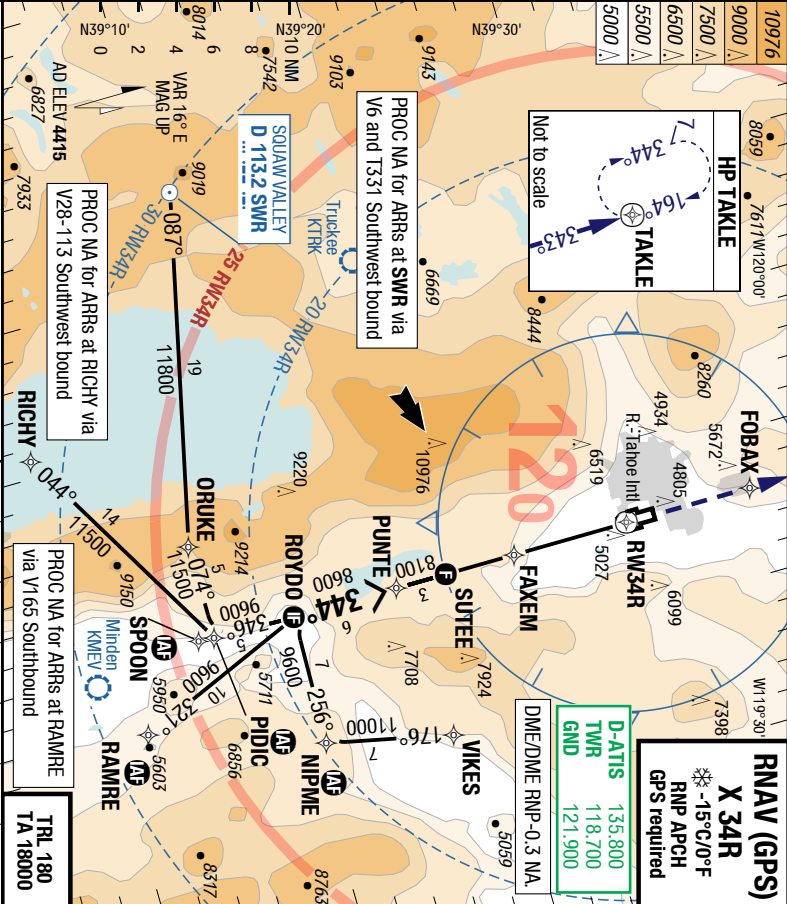
RNAV (GPS) X 34R

IAC

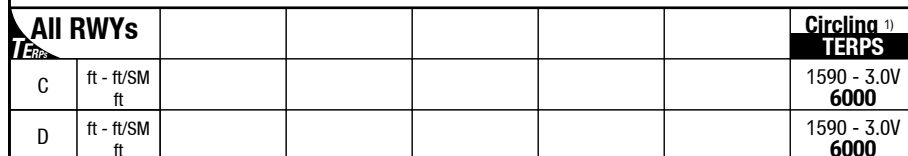
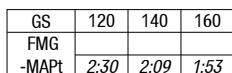
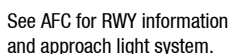
IAC

Reno/Tahoe Intl **Reno** United States

RNAV (GPS) X 34R



34R		RNAV GPS		Circled 1)	
15m		LNAV		TERPS	
C	ft - ft/SM	900 - 2.75V		930 - 2.75V	5340
D	ft - ft/SM	900 - 3.0V		930 - 3.0V	5340



1) to RWY 07 HJ only