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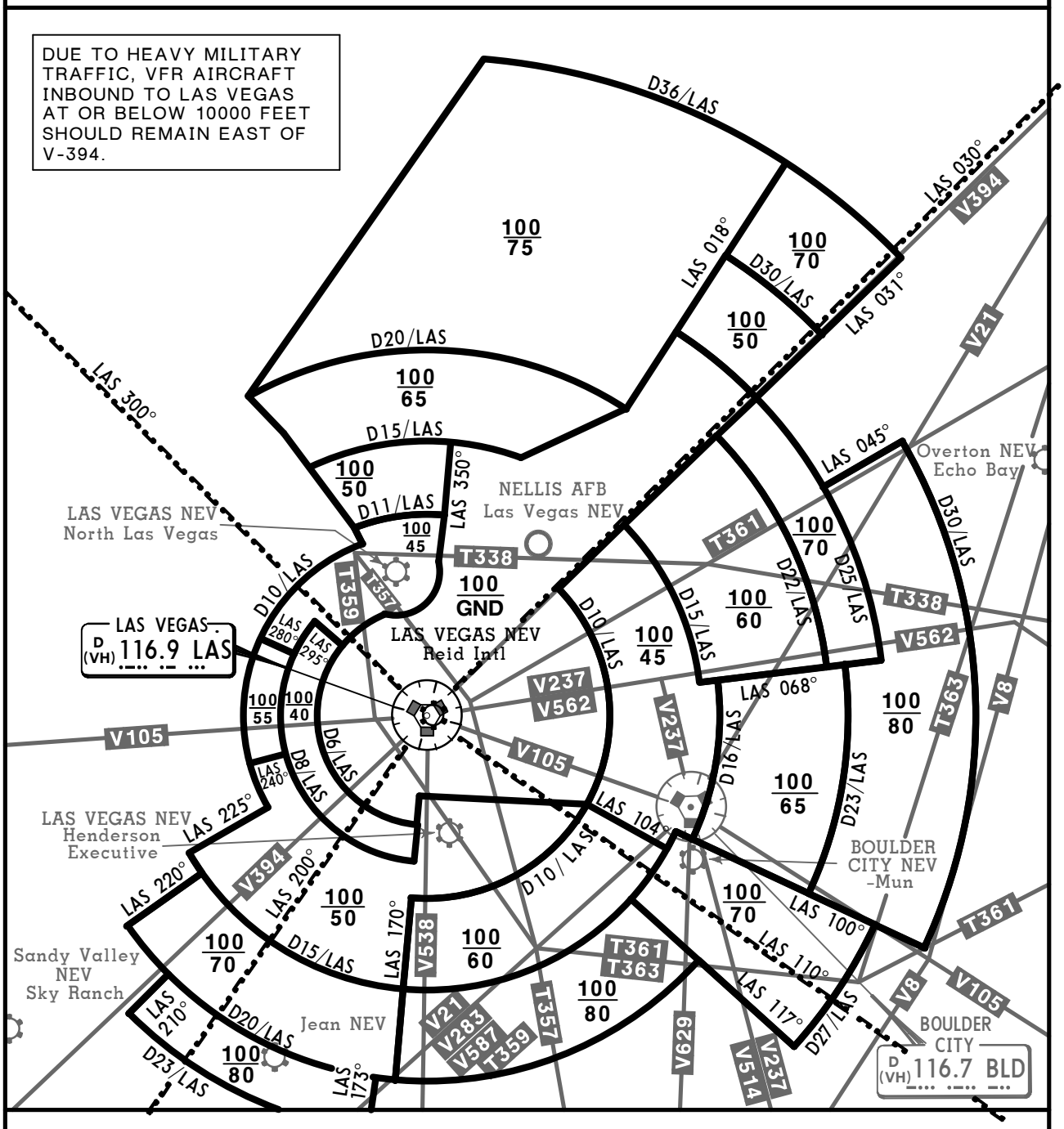
LAS VEGAS CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

(110°-200°) **Las Vegas App** 125.475
(200°-300°) **Las Vegas App** 125.025
N **Nellis App** 124.95
(030°-110°) **Las Vegas App** 119.775



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215.

FLIGHT PROCEDURES

IFR Flights-Aircraft operating within the Las Vegas Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

a. Arriving aircraft should contact Las Vegas or Nellis Approach Control on specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B Airspace on initial contact, communications should be established with approach control for sequencing and spacing purposes.

b. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

CHANGES: New format.

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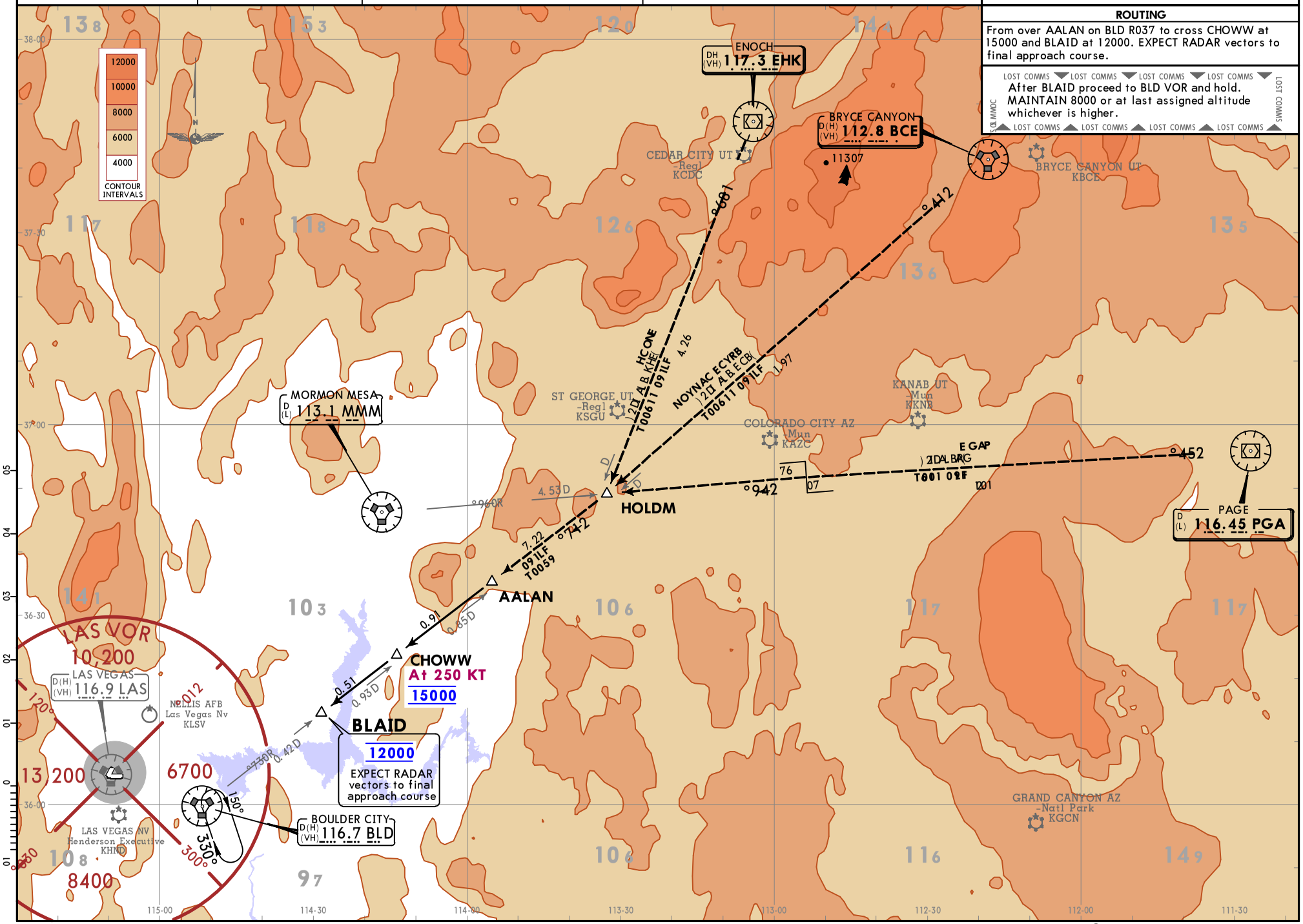
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180	1. RADAR required. 2. DME required. 3. Jet aircraft only.
132.4	2181		

BLAID 2 ARRIVAL (AALAN.BLAID2)

ROUTING

From over AALAN on BLD R037 to cross CHOWW at 15000 and BLAID at 12000. EXPECT RADAR vectors to final approach course.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
After BLAID proceed to BLD VOR and hold. MAINTAIN 8000 or at last assigned altitude whichever is higher.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



CHANGES: None.

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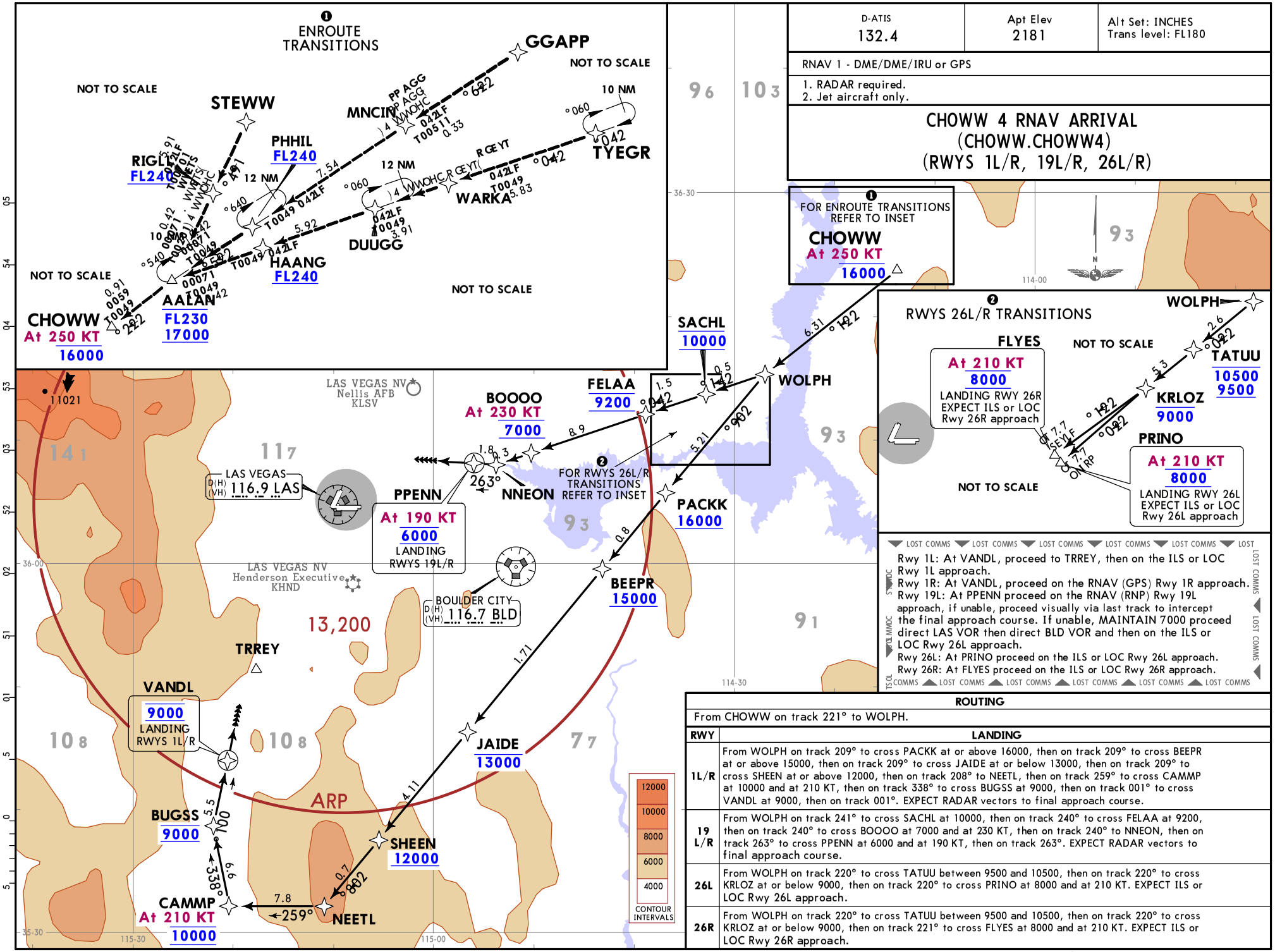
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
132.4	2181	

RNAV 1 - DME/DME/IRU or GPS

1. RADAR required.
2. Jet aircraft only.

CHOWW 4 RNAV ARRIVAL
(CHOWW.CHOWW4)
(RWYS 1L/R, 19L/R, 26L/R)



Rwy 1L: At VANDL, proceed to TRREY, then on the ILS or LOC Rwy 1L approach.
Rwy 1R: At VANDL, proceed on the RNAV (GPS) Rwy 1R approach.
Rwy 19L: At PPENN proceed on the RNAV (RNP) Rwy 19L approach, if unable, proceed visually via last track to intercept the final approach course. If unable, MAINTAIN 7000 proceed direct LAS VOR then direct BLD VOR and then on the ILS or LOC Rwy 26L approach.
Rwy 26L: At PRINO proceed on the ILS or LOC Rwy 26L approach.
Rwy 26R: At FLYES proceed on the ILS or LOC Rwy 26R approach.

LOST COMMS

ROUTING

From CHOWW on track 221° to WOLPH.

RWY	LANDING
1L/R	From WOLPH on track 209° to cross PACKK at or above 16000, then on track 209° to cross BEEPR at or above 15000, then on track 209° to cross JAIDE at or below 13000, then on track 209° to cross SHEEN at or above 12000, then on track 208° to NEETL, then on track 259° to cross CAMMP at 10000 and at 210 KT, then on track 338° to cross BUGSS at 9000, then on track 001° to cross VANDL at 9000, then on track 001°. EXPECT RADAR vectors to final approach course.
19 L/R	From WOLPH on track 241° to cross SACHL at 10000, then on track 240° to cross FELAA at 9200, then on track 240° to cross BOOOO at 7000 and at 230 KT, then on track 240° to NNEON, then on track 263° to cross PPENN at 6000 and at 190 KT, then on track 263°. EXPECT RADAR vectors to final approach course.
26L	From WOLPH on track 220° to cross TATUU between 9500 and 10500, then on track 220° to cross KRLOZ at or below 9000, then on track 220° to cross PRINO at 8000 and at 210 KT. EXPECT ILS or LOC Rwy 26L approach.
26R	From WOLPH on track 220° to cross TATUU between 9500 and 10500, then on track 220° to cross KRLOZ at or below 9000, then on track 221° to cross FLYES at 8000 and at 210 KT. EXPECT ILS or LOC Rwy 26R approach.

CHANGES: Procedure renumbered, revised.

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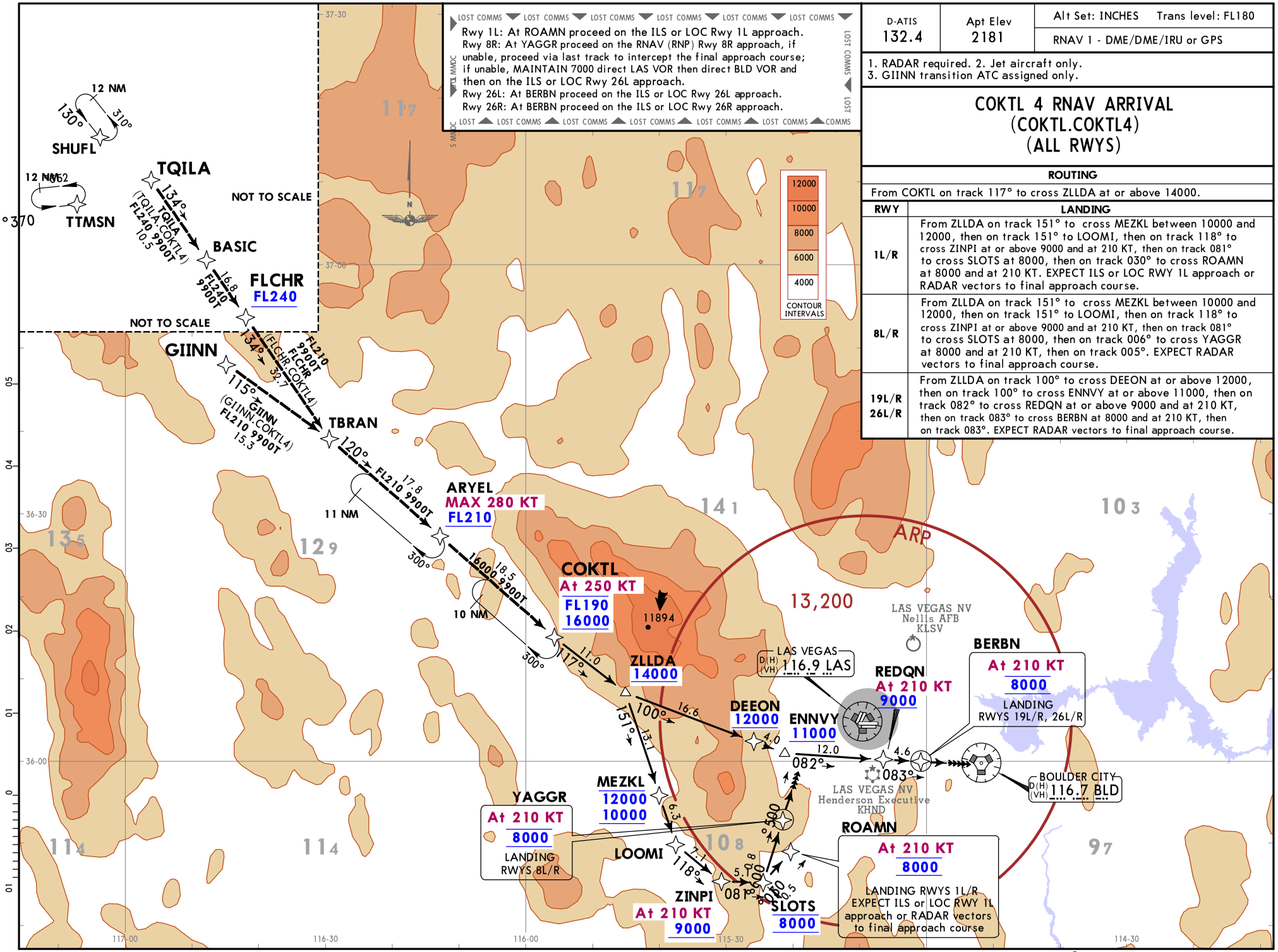

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
132.4	2181	RNAV 1 - DME/DME/IRU or GPS

1. RADAR required. 2. Jet aircraft only.
3. GIINN transition ATC assigned only.

COKTL 4 RNAV ARRIVAL
(COKTL.COKTL4)
(ALL RWYS)

ROUTING

From COKTL on track 117° to cross ZLLDA at or above 14000.

RWY	LANDING
1L/R	From ZLLDA on track 151° to cross MEZKL between 10000 and 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI at or above 9000 and at 210 KT, then on track 081° to cross SLOTS at 8000, then on track 030° to cross ROAMN at 8000 and at 210 KT. EXPECT ILS or LOC RWY 1L approach or RADAR vectors to final approach course.
8L/R	From ZLLDA on track 151° to cross MEZKL between 10000 and 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI at or above 9000 and at 210 KT, then on track 081° to cross SLOTS at 8000, then on track 006° to cross YAGGR at 8000 and at 210 KT, then on track 005°. EXPECT RADAR vectors to final approach course.
19L/R 26L/R	From ZLLDA on track 100° to cross DEEON at or above 12000, then on track 100° to cross ENNVY at or above 11000, then on track 082° to cross REDQN at or above 9000 and at 210 KT, then on track 083° to cross BERBN at 8000 and at 210 KT, then on track 083°. EXPECT RADAR vectors to final approach course.

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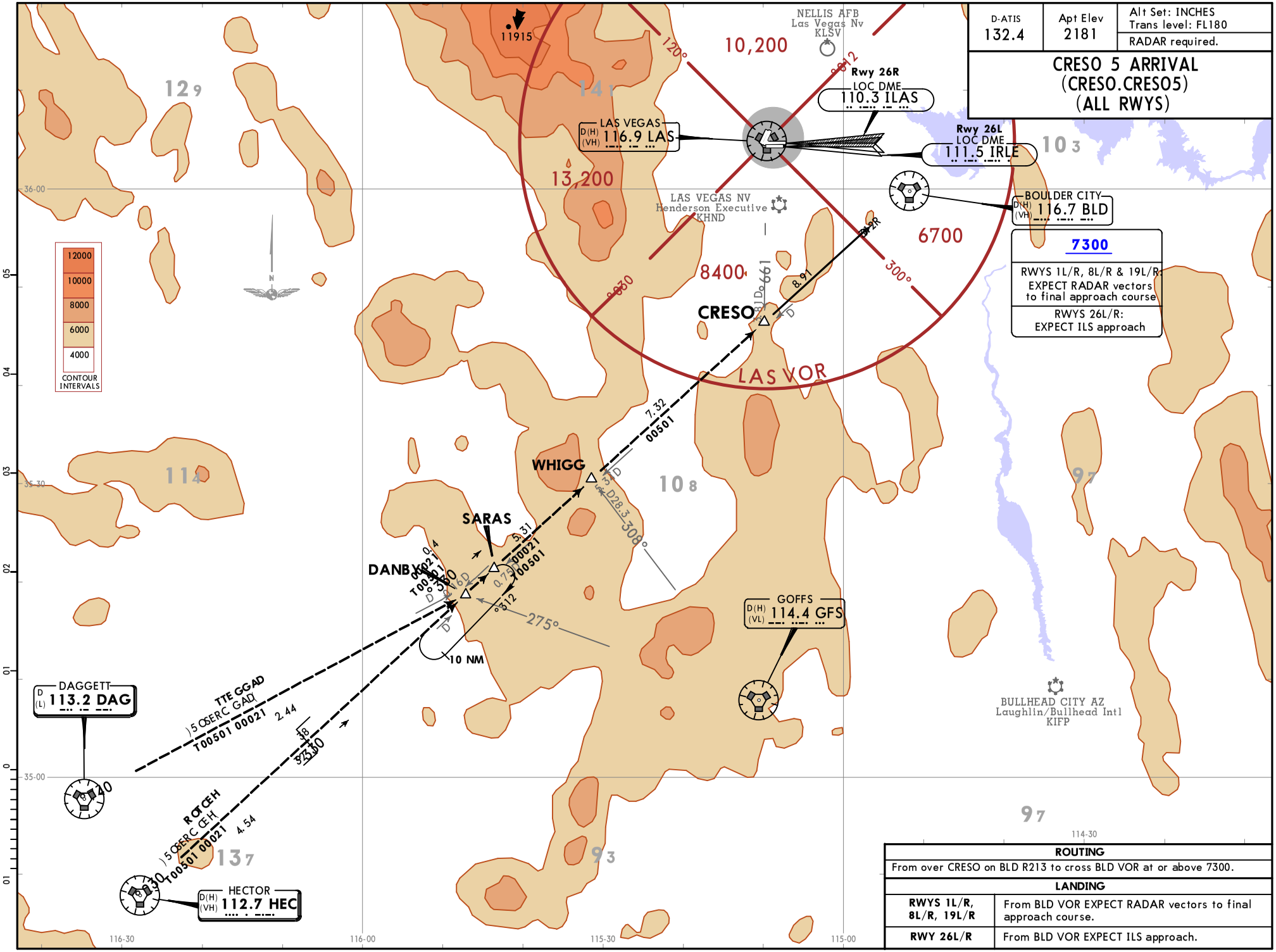
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
132.4	2181	RADAR required.

CRESO 5 ARRIVAL
(CRESO.CRESO5)
(ALL RWYS)



ROUTING	
From over CRESO on BLD R213 to cross BLD VOR at or above 7300.	
LANDING	
RWYS 1L/R, 8L/R, 19L/R	From BLD VOR EXPECT RADAR vectors to final approach course.
RWY 26L/R	From BLD VOR EXPECT ILS approach.

CHANGES: HEC and LAS VORs service volume.

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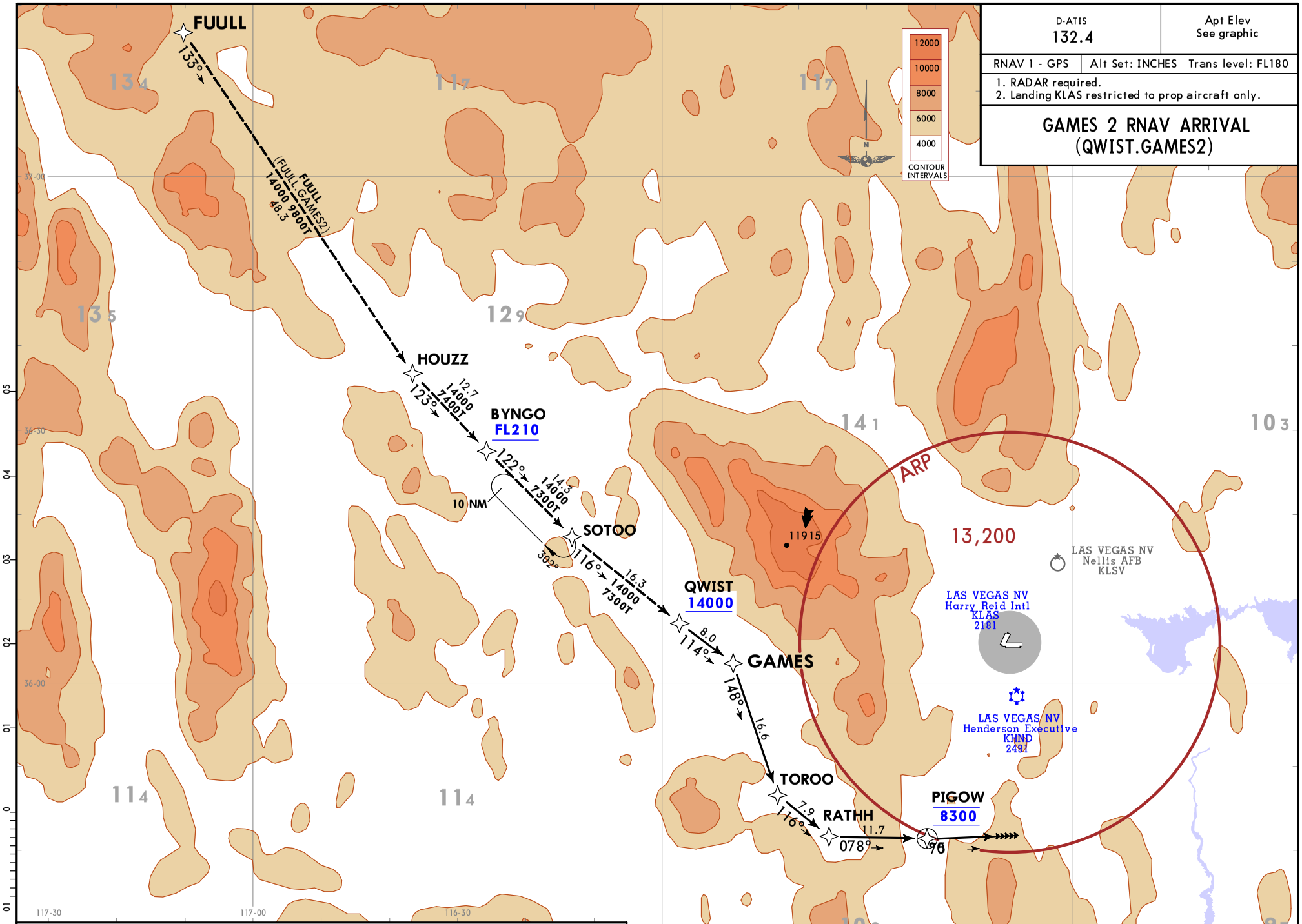
D-ATIS	Apt Elev
132.4	See graphic

RNAV 1 - GPS	Alt Set: INCHES	Trans level: FL180

1. RADAR required.
2. Landing KLAS restricted to prop aircraft only.

GAMES 2 RNAV ARRIVAL (QWIST.GAMES2)



ROUTING

From QWIST on track 114° to GAMES, then on track 148° to TOROO, then on track 116° to RATHH, then on track 078° to cross PIGOW at 8300, then on track 075°. EXPECT RADAR vectors to final approach course.

CHANGES: Airport name, MSA.

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KLAS/LAS
HARRY REID INTL

JEPPESEN

25 OCT 24 (10-2E) Eff 31 Oct

LAS VEGAS, NEV
STAR

D-ATIS 132.4

Apt Elev 2181

Alt Set: INCHES Trans level: FL180
1. RADAR required.
2. DME required.
3. Turbojet aircraft only.

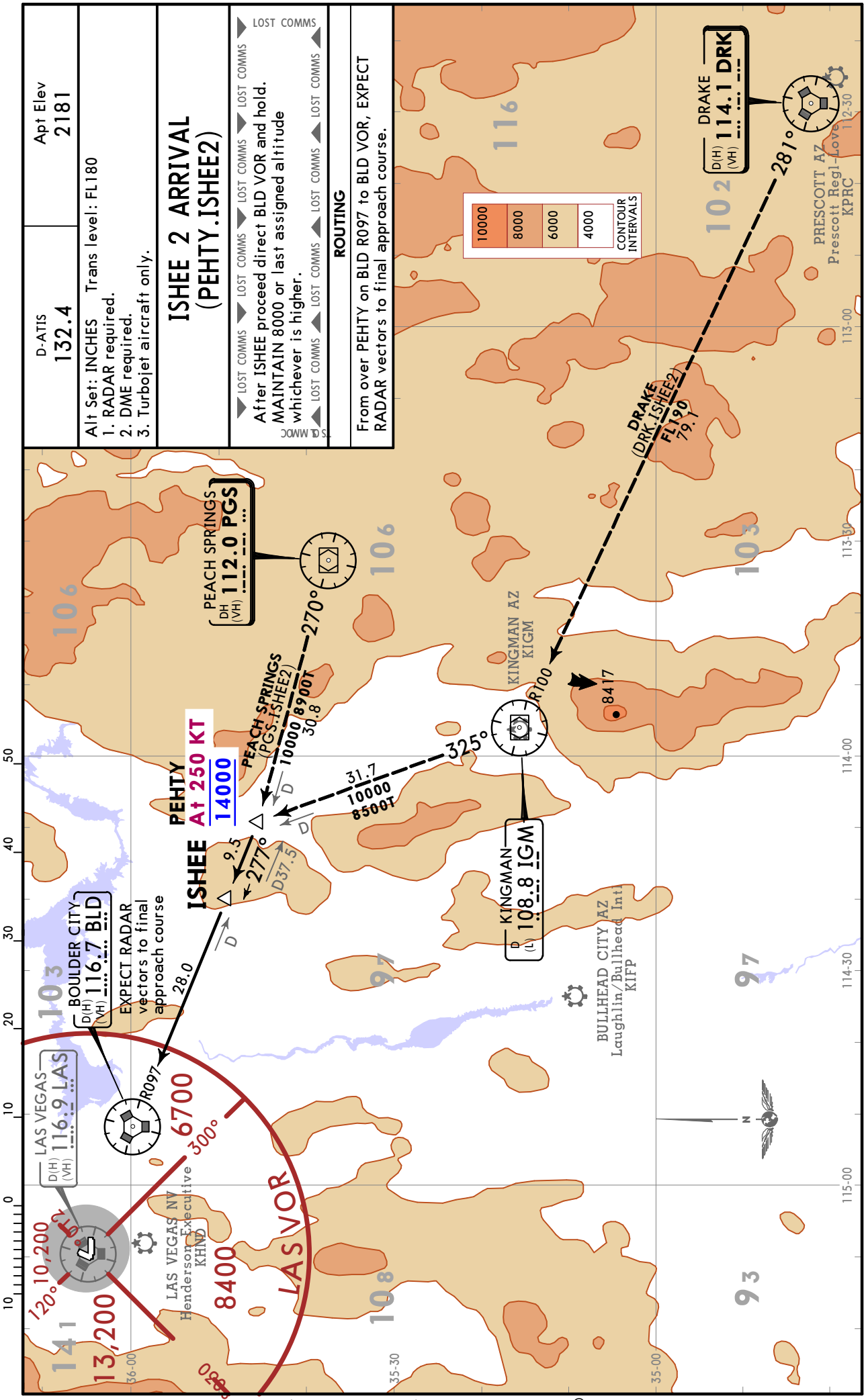
ISHEE 2 ARRIVAL (PEHTY.ISHEE2)

LOST COMMS

After ISHEE proceed direct BLD VOR and hold. MAINTAIN 8000 or last assigned altitude whichever is higher.

ROUTING

From over PEHTY on BLD R097 to BLD VOR, EXPECT RADAR vectors to final approach course.



CHANGES: Airport name, BLD, DRK, LAS, and PGS VOR service volumes.

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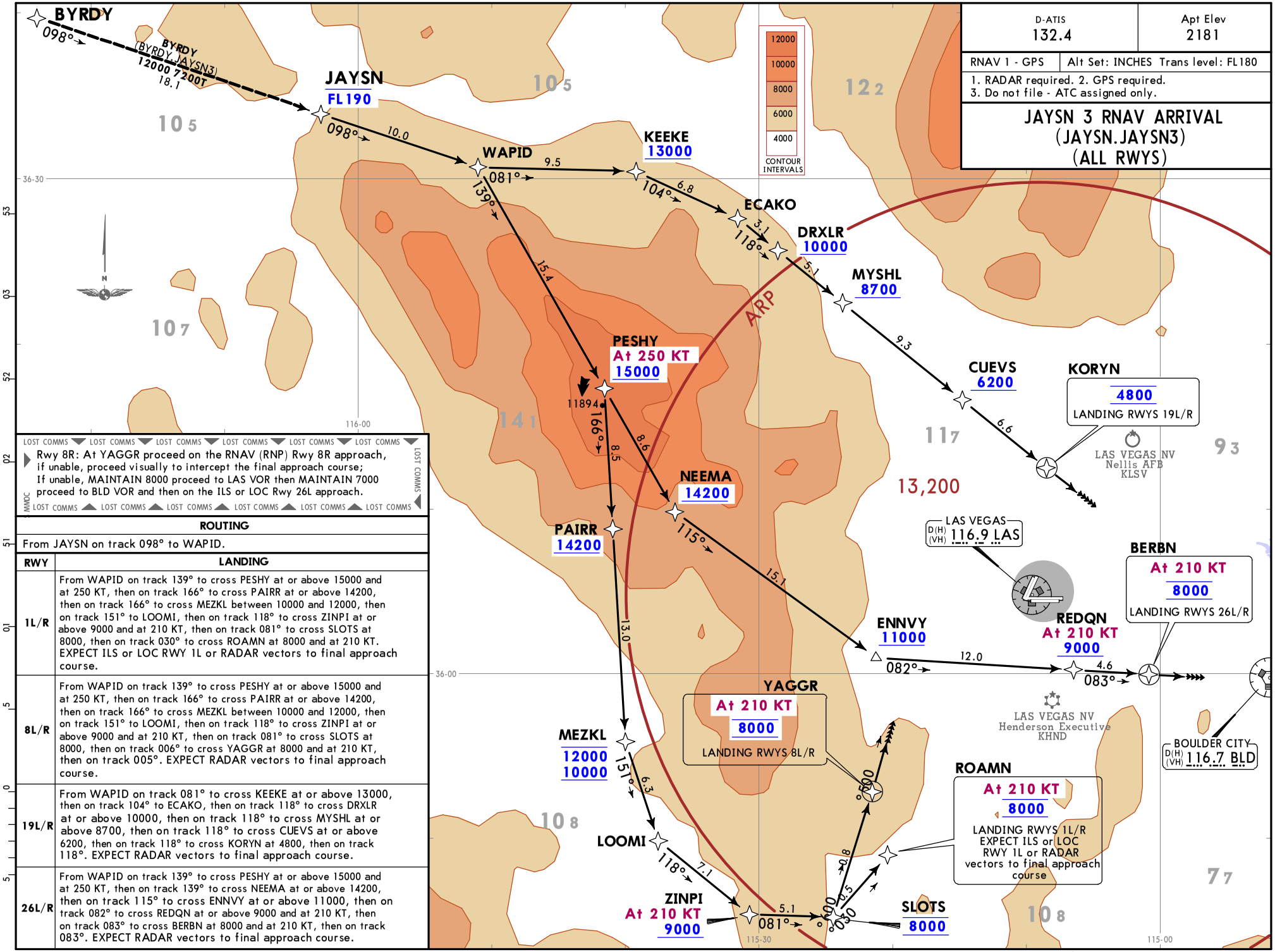
D-ATIS	Apt Elev
132.4	2181

RNAV 1 - GPS	Alt Set: INCHES Trans level: FL180

1. RADAR required. 2. GPS required.
3. Do not file - ATC assigned only.

JAYSN 3 RNAV ARRIVAL (JAYSN.JAYSN3) (ALL RWYS)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

MMDC Rwy 8R: At YAGGR proceed on the RNAV (RNP) Rwy 8R approach, if unable, proceed visually to intercept the final approach course; If unable, MAINTAIN 8000 proceed to LAS VOR then MAINTAIN 7000 proceed to BLD VOR and then on the ILS or LOC Rwy 26L approach. LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

ROUTING

From JAYSN on track 098° to WAPID.

RWY	LANDING
1L/R	From WAPID on track 139° to cross PESHY at or above 15000 and at 250 KT, then on track 166° to cross PAIRR at or above 14200, then on track 166° to cross MEZKL between 10000 and 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI at or above 9000 and at 210 KT, then on track 081° to cross SLOTS at 8000, then on track 030° to cross ROAMN at 8000 and at 210 KT. EXPECT ILS or LOC RWY 1L or RADAR vectors to final approach course.
8L/R	From WAPID on track 139° to cross PESHY at or above 15000 and at 250 KT, then on track 166° to cross PAIRR at or above 14200, then on track 166° to cross MEZKL between 10000 and 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI at or above 9000 and at 210 KT, then on track 081° to cross SLOTS at 8000, then on track 006° to cross YAGGR at 8000 and at 210 KT, then on track 005°. EXPECT RADAR vectors to final approach course.
19L/R	From WAPID on track 081° to cross KEEKE at or above 13000, then on track 104° to ECAKO, then on track 118° to cross DRXLR at or above 10000, then on track 118° to cross MYSHL at or above 8700, then on track 118° to cross CUEVS at or above 6200, then on track 118° to cross KORYN at 4800, then on track 118°. EXPECT RADAR vectors to final approach course.
26L/R	From WAPID on track 139° to cross PESHY at or above 15000 and at 250 KT, then on track 139° to cross NEEMA at or above 14200, then on track 115° to cross ENNVY at or above 11000, then on track 082° to cross REDQN at or above 9000 and at 210 KT, then on track 083° to cross BERBN at 8000 and at 210 KT, then on track 083°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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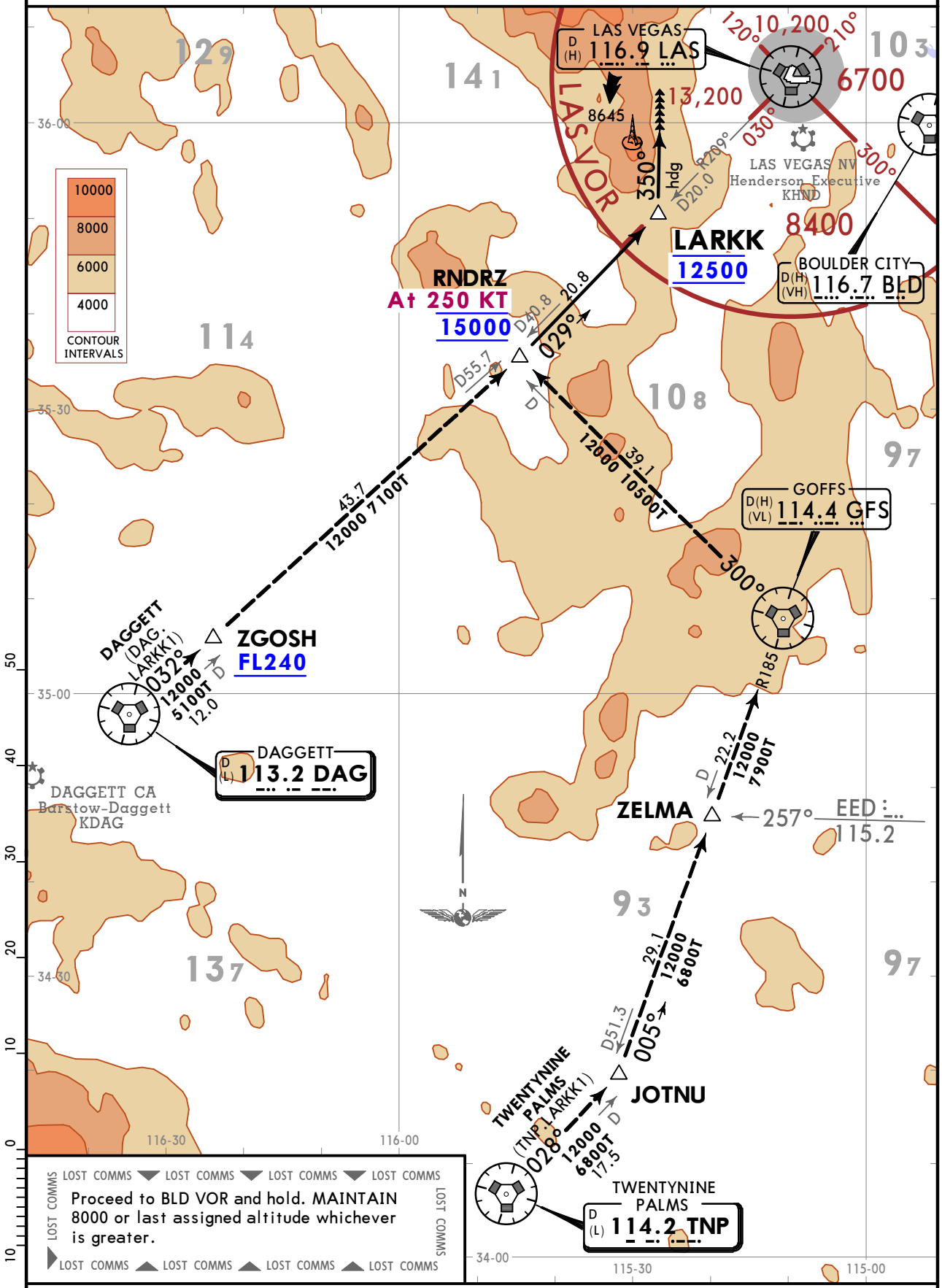
KLAS/LAS
HARRY REID INTL

JEPPESEN
23 JUN 23 (10-2G)

LAS VEGAS, NEV
STAR

D-ATIS	Apt Elev	
132.4	2181	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME required. 3. Turbojet aircraft only.

LARKK 1 ARRIVAL
(RNDRZ.LARKK1)



ROUTING

From over RNDRZ on LAS R209 to LARKK, then depart LARKK heading 350° for vectors to final approach.

CHANGES: KLAS airport name, BLD VOR added, GFS VOR service volume.

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KLAS/LAS
REID INTL

JEPPESEN
25 JUN 21 (10-2H)

LAS VEGAS, NEV
STAR

D-ATIS
132.4

Apt Elev
See graphic

Alt Set: INCHES Trans level: FLI80
1. RADAR required.
2. DME required.
3. Turbojet aircraft only.

PUMLE 1 ARRIVAL
(PUMLE.PUMLE1)

ROUTING

From PUMLE on BTY R113 to FABLE then on BLD R258 to ENNVY, then to BLD VOR. EXPECT RADAR vectors for all runways.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

D-ATIS 132.4	Alt Set: INCHES Trans level: FL180
	RNAV 1 - DME/DME/IRU or GPS
Apt Elev 2181	1. RADAR required. 2. Jet aircraft only.

RKSTR 4 RNAV ARRIVAL (PEHTY.RKSTR4) (ALL RWYS)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Rwys 1L/R, 8L/R: At VANDL proceed on the RNAV (GPS) Rwy 1R approach, if unable, MAINTAIN 8100 direct BLD VOR then on the ILS or LOC Rwy 26L approach.

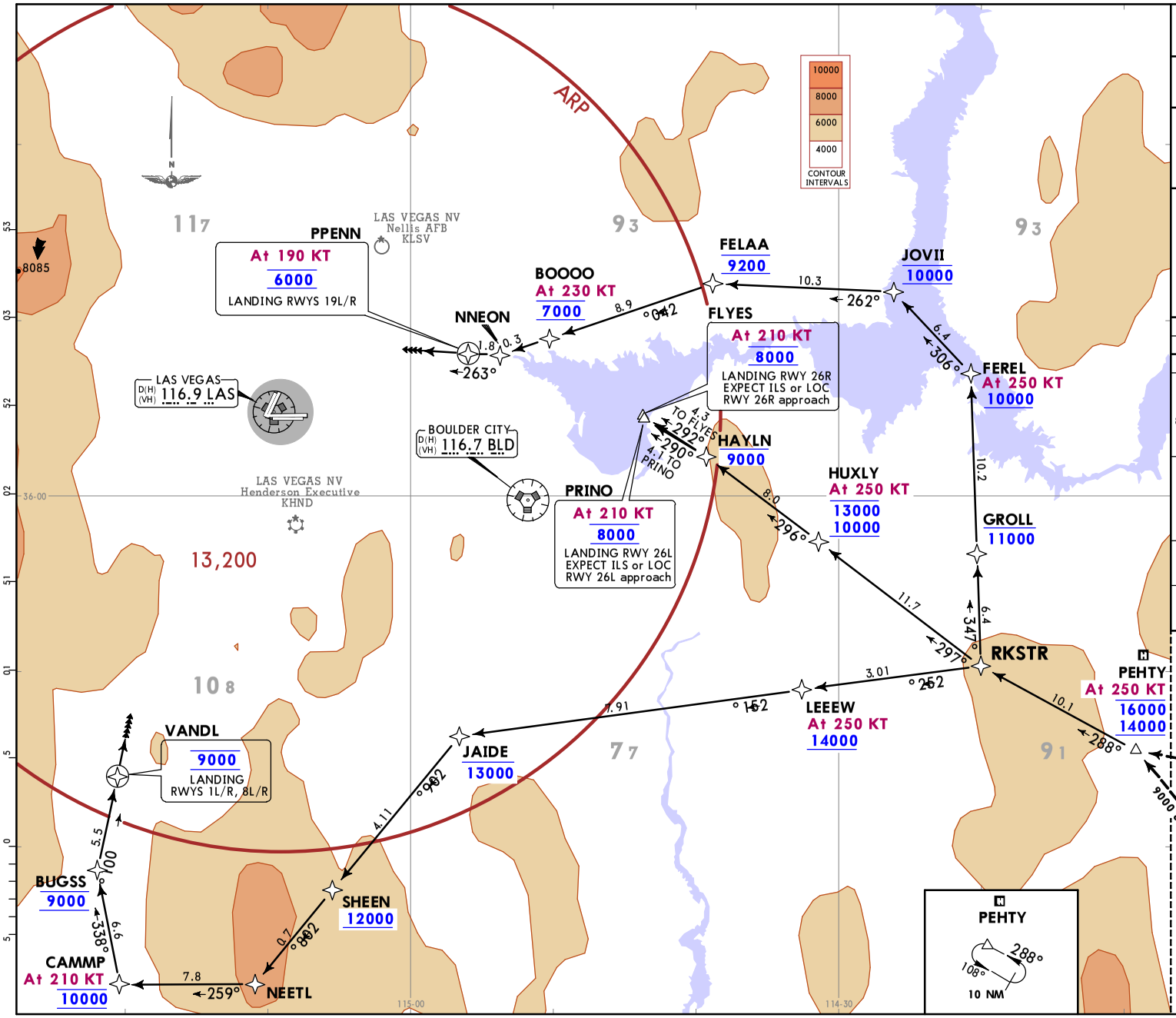
Rwy 19L: At PPENN proceed on the RNAV (RNP) Rwy 19L approach, if unable, proceed via last track to intercept the final approach course; if unable, MAINTAIN 7000 proceed direct LAS VOR then direct BLD VOR and then on the ILS or LOC Rwy 26L approach.

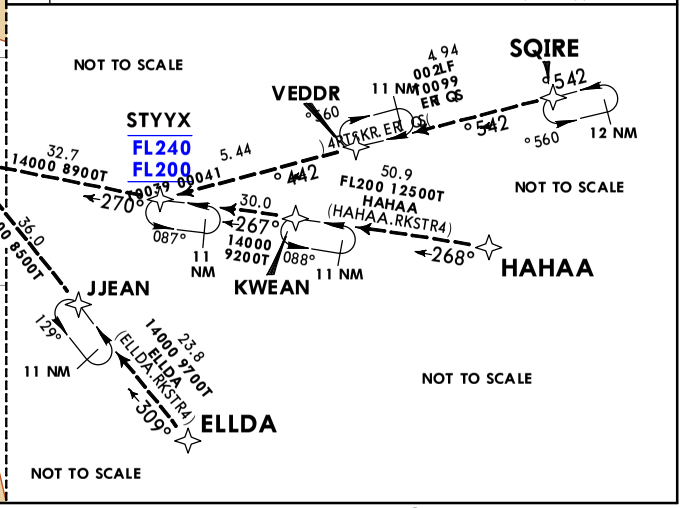
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ROUTING

From PEHTY on track 288° to RKSTR.

RWY	LANDING
1L/R 8L/R	From RKSTR on track 252° to cross LEEEW at or above 14000 and at 250 KT, then on track 251° to cross JAIDE at or below 13000, then on track 209° to cross SHEEN at or above 12000, then on track 208° to NEETL, then on track 259° to cross CAMMP at 10000 and at 210 KT, then on track 338° to cross BUGSS at 9000, then on track 001° to cross VANDL at 9000, then on track 001°. EXPECT RADAR vectors to final approach course.
19 L/R	From RKSTR on track 347° to cross GROLL at or below 11000, then on track 347° to cross FEREL at or above 10000 and at 250 KT, then on track 306° to cross JOVII at 10000, then on track 262° to cross FELAA at 9200, then on track 240° to cross BOOOO at 7000 and at 230 KT, then on track 240° to NNEON, then on track 263° to cross PPENN at 6000 and at 190 KT, then on track 263°. EXPECT RADAR vectors to final approach course.
26L	From RKSTR on track 297° to cross HUXLY between 10000 and 13000 and at 250 KT, then on track 296° to cross HAYLN at or below 9000, then on track 290° to cross PRINO at 8000 and at 210 KT. EXPECT ILS or LOC Rwy 26L approach.
26R	From RKSTR on track 297° to cross HUXLY between 10000 and 13000 and at 250 KT, then on track 296° to cross HAYLN at or below 9000, then on track 292° to cross FLYES at 8000 and at 210 KT. EXPECT ILS or LOC Rwy 26R approach.





CHANGES: None.

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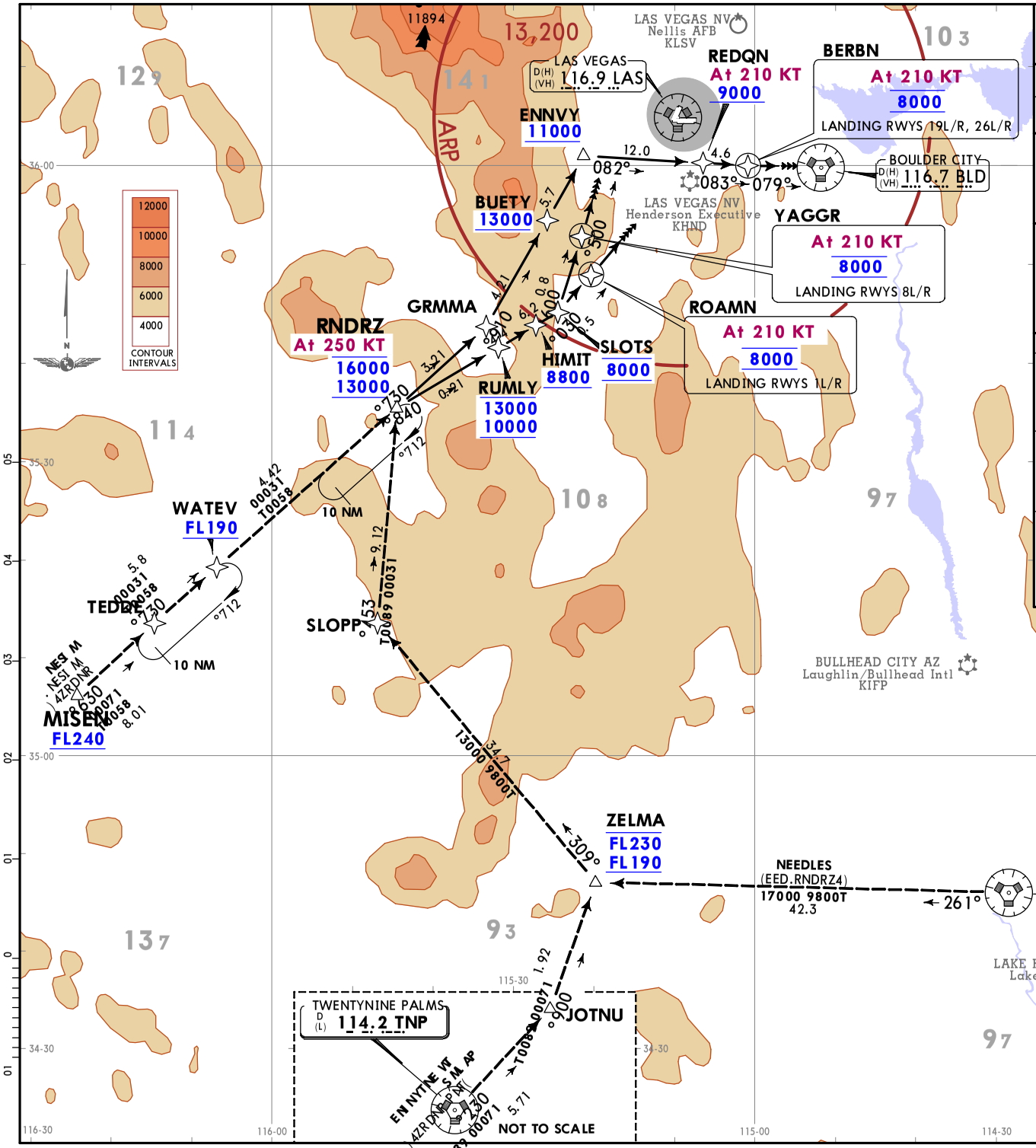

D-ATIS	Apt Elev
132.4	2181

RNAV 1 - DME/DME/IRU or GPS	Alt Set: INCHES	Trans level: FL180

1. RADAR required. 2. Jet aircraft only.
3. NEEDLES transition, ATC assigned only.

RNDRZ 4 RNAV ARRIVAL
(RNDRZ.RNDRZ4)
(ALL RWYS)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Rwy 8R: At YAGGR proceed on the RNAV (RNP) Rwy 8R approach, if unable, proceed visually to intercept the final approach course; if unable, MAINTAIN 8000 proceed direct LAS VOR then MAINTAIN 7000 proceed to BLD VOR and then on the ILS or LOC Rwy 26L approach.

TS DL MMDC ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS ▲ LOST COMMS

RWY	LANDING
1L/R	From RNDRZ on track 048° to cross RUMLY between 10000 and 13000, then on track 048° to cross HIMIT at or above 8800, then on track 048° to cross SLOTS at 8000, then on track 030° to cross ROAMN at 8000 and at 210 KT, then on track 030°. EXPECT RADAR vectors to final approach course.
8L/R	From RNDRZ on track 048° to cross RUMLY between 10000 and 13000, then on track 048° to cross HIMIT at or above 8800, then on track 048° to cross SLOTS at 8000, then on track 006° to cross YAGGR at 8000 and at 210 KT, then on track 005°. EXPECT RADAR vectors to final approach course.
19L/R 26L/R	From RNDRZ on track 037° to GRMMA, then on track 019° to cross BUETY at or above 13000, then on track 019° to cross ENNVY at or above 11000, then on track 082° to cross REDQN at or above 9000 and at 210 KT, then on track 083° to cross BERBN at 8000 and at 210 KT, then on track 079°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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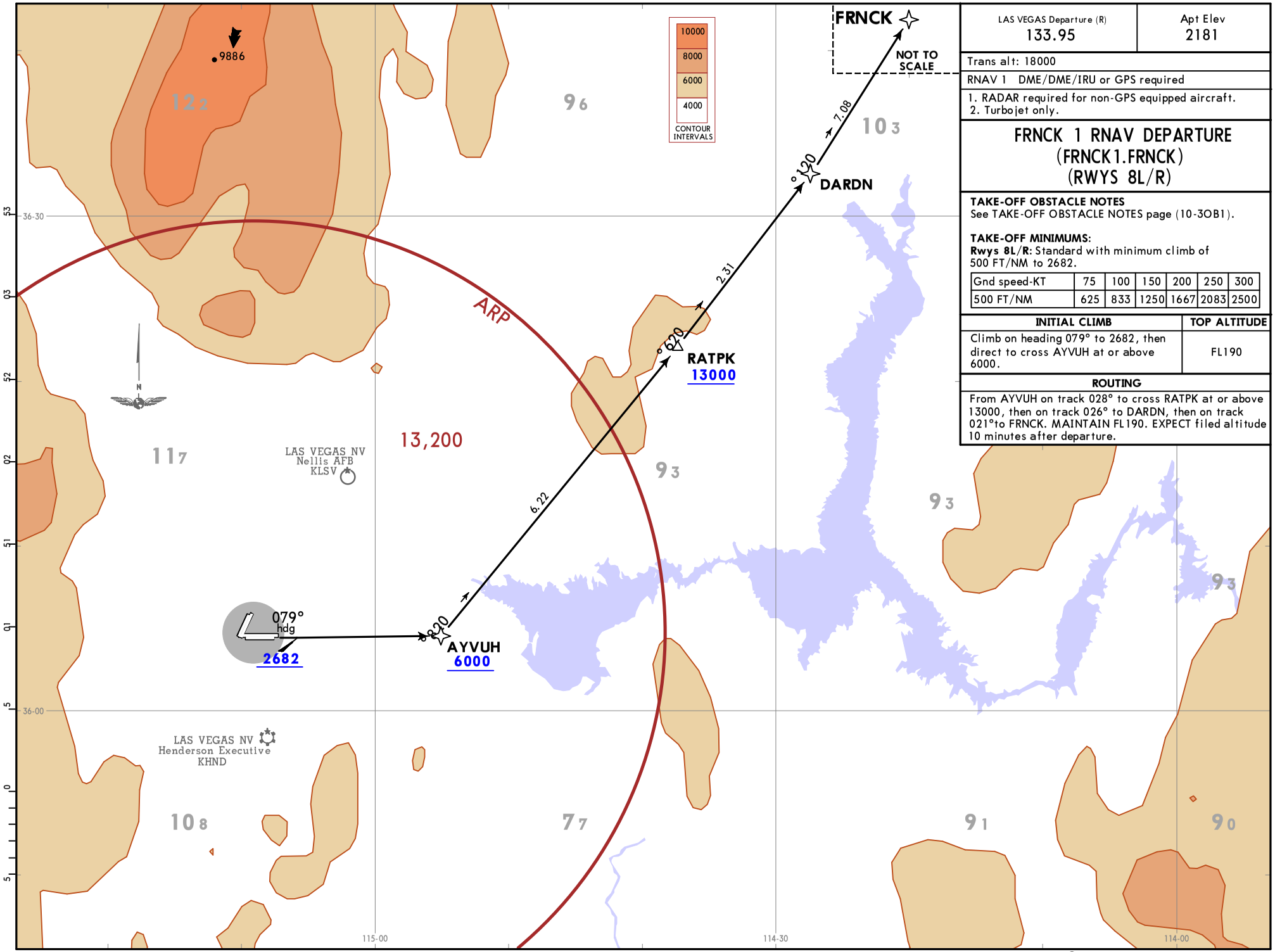

LAS VEGAS Departure (R)	Apt Elev
133.95	2181

Trans alt: 18000

RNAV 1 DME/DME/IRU or GPS required

1. RADAR required for non-GPS equipped aircraft.
2. Turbojet only.

FRNCK 1 RNAV DEPARTURE
(FRNCK1.FRNCK)
(RWYS 8L/R)

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:
Rwys 8L/R: Standard with minimum climb of 500 FT/NM to 2682.

Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

INITIAL CLIMB	TOP ALTITUDE
Climb on heading 079° to 2682, then direct to cross AYVUH at or above 6000.	FL190

ROUTING

From AYVUH on track 028° to cross RATPK at or above 13000, then on track 026° to DARDN, then on track 021°to FRNCK. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

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CHANGES: None.

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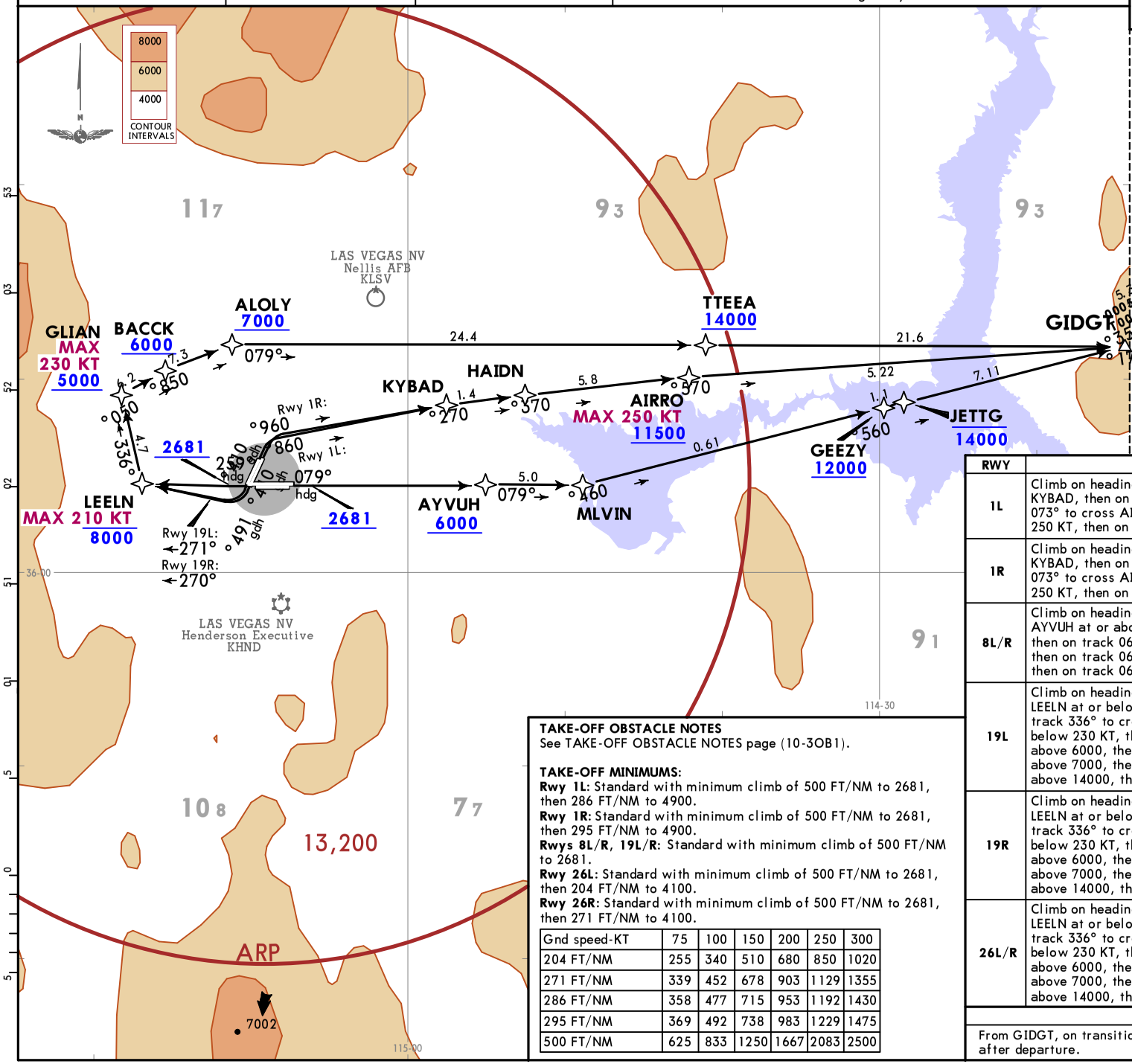
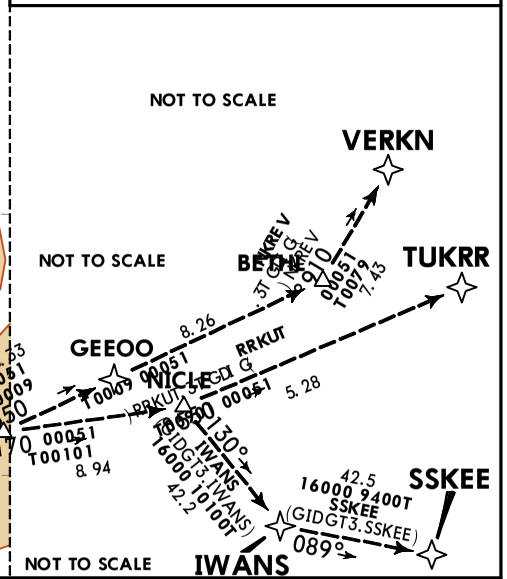
GIDGT 3 RNAV DEPARTURE (GIDGT3.GIDGT) (ALL RWYS)

LAS VEGAS Departure (R)	Apt Elev	Trans alt: 18000	RNAV 1 - DME/DME/IRU or GPS
133.95	2181		1. RADAR required for non-GPS equipped aircraft. 2. Turbojet only. 3. SSKEE and IWANS transition assigned by ATC - do not file.





RWY	INITIAL CLIMB	TOP ALTITUDE
1L	Climb on heading 014° to intercept course 068° to KYBAD, then on track 072° to HAIDN, then on track 073° to cross AIRRO at or above 11500 and at or below 250 KT, then on track 075° to GIDGT.	FL190
1R	Climb on heading 014° to intercept course 069° to KYBAD, then on track 072° to HAIDN, then on track 073° to cross AIRRO at or above 11500 and at or below 250 KT, then on track 075° to GIDGT.	
8L/R	Climb on heading 079° to 2681, then direct to cross AYVUH at or above 6000, then on track 079° to MLVIN, then on track 064° to cross GEEZY at or above 12000, then on track 065° to cross JETTG at or below 14000, then on track 065° to GIDGT.	
19L	Climb on heading 194° to intercept course 271° to cross LEELN at or below 8000 and at or below 210 KT, then on track 336° to cross GLIAN at or above 5000 and at or below 230 KT, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to cross TTEEA at or above 14000, then on track 079° to GIDGT.	
19R	Climb on heading 194° to intercept course 270° to cross LEELN at or below 8000 and at or below 210 KT, then on track 336° to cross GLIAN at or above 5000 and at or below 230 KT, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to cross TTEEA at or above 14000, then on track 079° to GIDGT.	
26L/R	Climb on heading 259° to 2681, then direct to cross LEELN at or below 8000 and at or below 210 KT, then on track 336° to cross GLIAN at or above 5000 and at or below 230 KT, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to cross TTEEA at or above 14000, then on track 079° to GIDGT.	

ROUTING

From GIDGT, on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES

See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:

Rwy 1L: Standard with minimum climb of 500 FT/NM to 2681, then 286 FT/NM to 4900.
Rwy 1R: Standard with minimum climb of 500 FT/NM to 2681, then 295 FT/NM to 4900.
Rwys 8L/R, 19L/R: Standard with minimum climb of 500 FT/NM to 2681.
Rwy 26L: Standard with minimum climb of 500 FT/NM to 2681, then 204 FT/NM to 4100.
Rwy 26R: Standard with minimum climb of 500 FT/NM to 2681, then 271 FT/NM to 4100.

Gnd speed-KT	75	100	150	200	250	300
204 FT/NM	255	340	510	680	850	1020
271 FT/NM	339	452	678	903	1129	1355
286 FT/NM	358	477	715	953	1192	1430
295 FT/NM	369	492	738	983	1229	1475
500 FT/NM	625	833	1250	1667	2083	2500

CHANGES: Procedure revised, renumbered.

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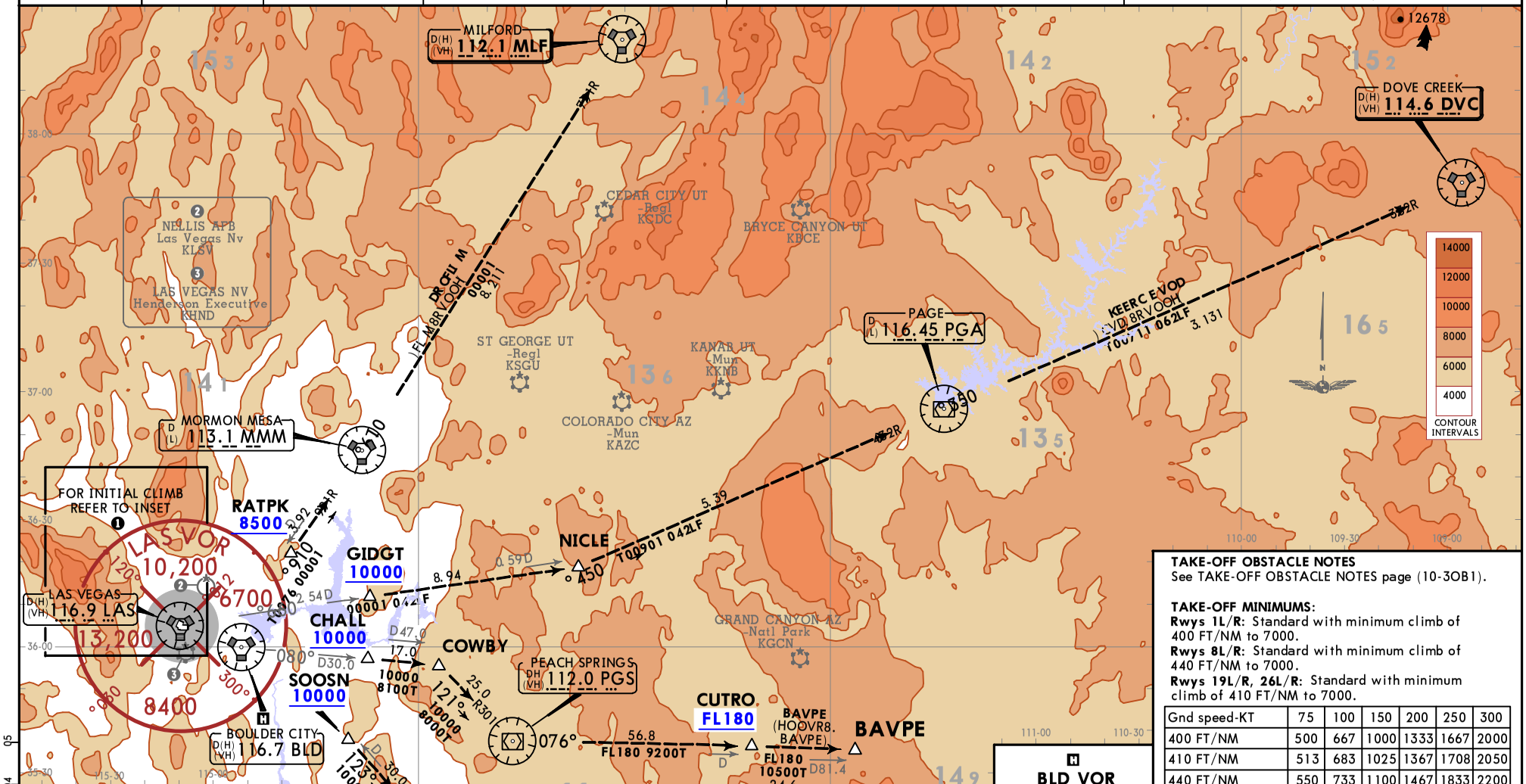
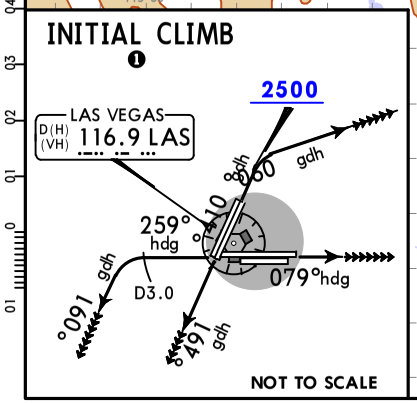
LAS VEGAS Departure (R) Rwys 1L/R, 8L/R	Rwys 19L/R, 26L/R	Apt Elev	Trans alt: 18000		
133.95	125.9	2181		1. RADAR and DME required. 2. Turbojets only.	

HOOVER 8 DEPARTURE (HOOVR8.LAS) (ALL RWYS)



INITIAL CLIMB



BLD VOR

TAKE-OFF OBSTACLE NOTES

See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:

Rwys 1L/R: Standard with minimum climb of 400 FT/NM to 7000.
Rwys 8L/R: Standard with minimum climb of 440 FT/NM to 7000.
Rwys 19L/R, 26L/R: Standard with minimum climb of 410 FT/NM to 7000.

Gnd speed-KT	75	100	150	200	250	300
400 FT/NM	500	667	1000	1333	1667	2000
410 FT/NM	513	683	1025	1367	1708	2050
440 FT/NM	550	733	1100	1467	1833	2200

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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

TSO MMOC

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 014° to 2500, then climbing RIGHT turn heading 060°.	Assigned by ATC
8L/R	Climb on heading 079°.	
19L/R	Climb on heading 194°.	
26L/R	Climb on heading 259° until D3.0 LAS, then climbing LEFT turn heading 190°.	

ROUTING

Via RADAR vectors to transition or assigned route. MAINTAIN ATC assigned altitude, EXPECT clearance to filed altitude 2 minutes after departure.

CHANGES: PGA VOR frequency, LAS VOR service volume.

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LAS VEGAS Departure (R)	Apt Elev	Trans alt: 18000	RNAV 1 - DME/DME/IRU or GPS
125.9	2181		RADAR required for non-GPS equipped aircraft.

JOHKR 5 RNAV DEPARTURE (JOHKR5.JOHKR) (ALL RWYS)

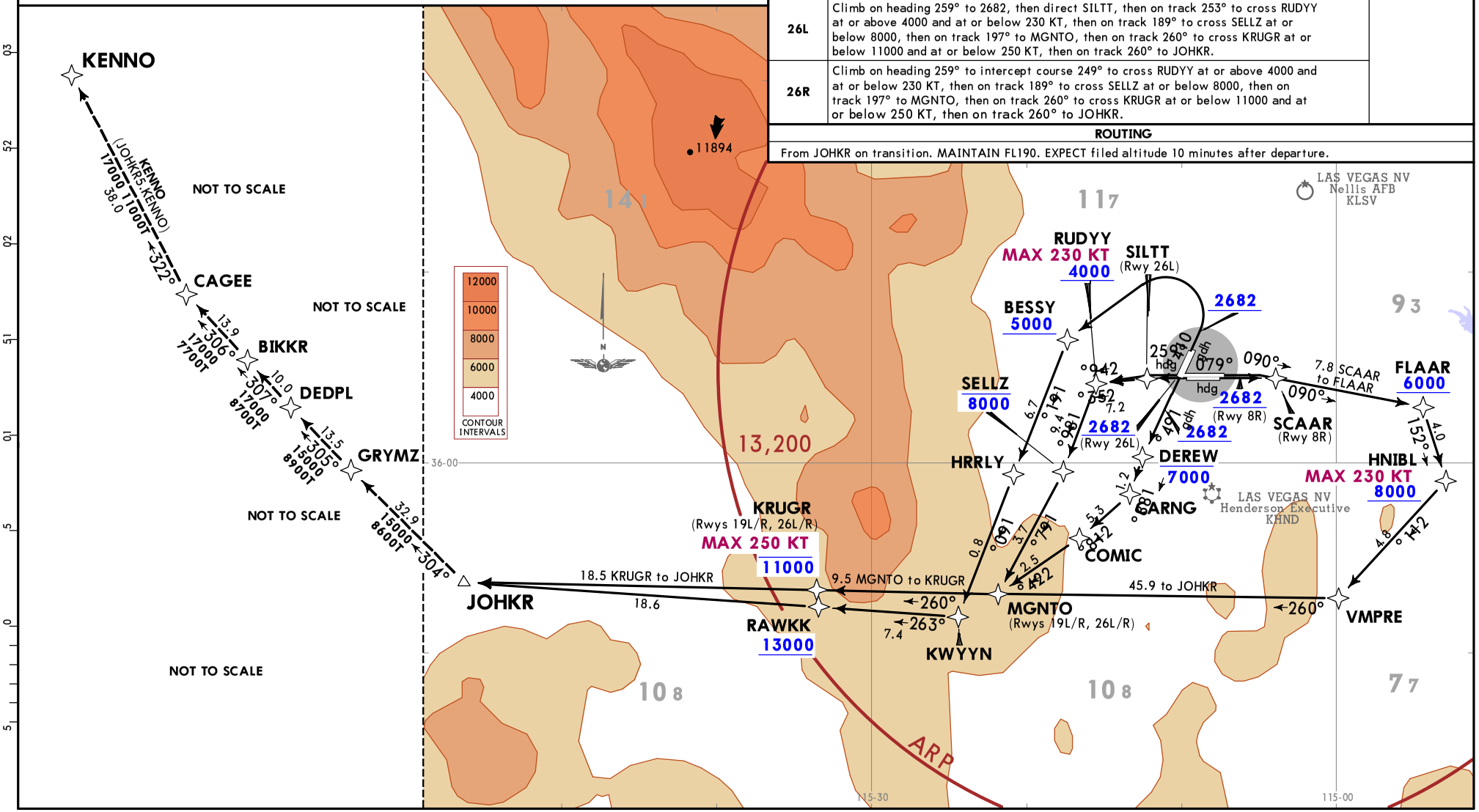
TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:
Rwy 1L: Standard with minimum climb of 514 FT/NM to 8700.
Rwy 1R: Standard with minimum climb of 526 FT/NM to 8700.
Rwy 8L: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 360 FT/NM to 10500.
Rwy 8R: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 250 FT/NM to 6500.
Rwys 19L/R: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 350 FT/NM to 9200.
Rwy 26L: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 360 FT/NM to 9300.
Rwy 26R: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 360 FT/NM to 9000.

Gnd speed-KT	75	100	150	200	250	300
250 FT/NM	313	417	625	833	1042	1250
350 FT/NM	438	583	875	1167	1458	1750
360 FT/NM	450	600	900	1200	1500	1800
500 FT/NM	625	833	1250	1667	2083	2500
514 FT/NM	643	857	1285	1713	2142	2570
526 FT/NM	658	877	1315	1753	2192	2630

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 014° to 2682, then LEFT turn direct BESSY at or above 5000, then on track 191° to HRRLY, then on track 190° to KWYYN, then on track 263° to cross RAWKK at or above 13000, then on track 263° to JOHKR.	FL190
8L	Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230 KT, then on track 211° to VMPRE, then on track 260° to JOHKR.	
8R	Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230 KT, then on track 211° to VMPRE, then on track 260° to JOHKR.	
19L/R	Climb on heading 194° to 2682, then direct DEREW at or below 7000, then on track 188° to CARNG, then on track 218° to COMIC, then on track 224° to MGNTO, then on track 260° to cross KRUGR at or below 11000 and at or below 250 KT, then on track 260° to JOHKR.	
26L	Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230 KT, then on track 189° to cross SELLZ at or below 8000, then on track 197° to MGNTO, then on track 260° to cross KRUGR at or below 11000 and at or below 250 KT, then on track 260° to JOHKR.	
26R	Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230 KT, then on track 189° to cross SELLZ at or below 8000, then on track 197° to MGNTO, then on track 260° to cross KRUGR at or below 11000 and at or below 250 KT, then on track 260° to JOHKR.	

ROUTING
From JOHKR on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.



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LAS VEGAS Departure (R) Rwys 1L/R, 8L/R	Rwys 19L/R, 26L/R	Apt Elev
125.9	133.95	2181

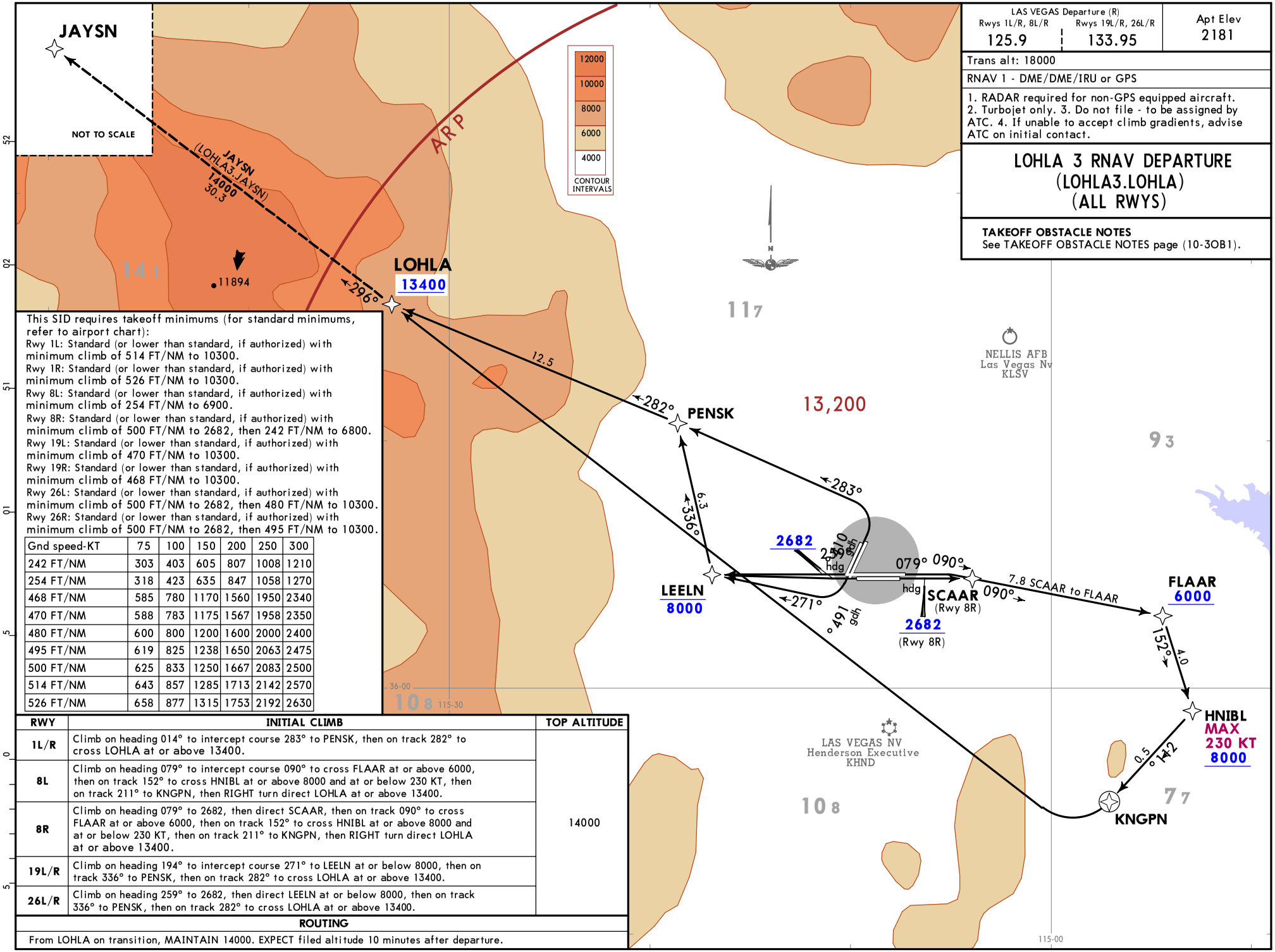
Trans alt: 18000

RNAV 1 - DME/DME/IRU or GPS

1. RADAR required for non-GPS equipped aircraft. 2. Turbojet only. 3. Do not file - to be assigned by ATC. 4. If unable to accept climb gradients, advise ATC on initial contact.

LOHLA 3 RNAV DEPARTURE (LOHLA3.LOHLA) (ALL RWYS)

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).



This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwy 1L: Standard (or lower than standard, if authorized) with minimum climb of 514 FT/NM to 10300.
Rwy 1R: Standard (or lower than standard, if authorized) with minimum climb of 526 FT/NM to 10300.
Rwy 8L: Standard (or lower than standard, if authorized) with minimum climb of 254 FT/NM to 6900.
Rwy 8R: Standard (or lower than standard, if authorized) with minimum climb of 500 FT/NM to 2682, then 242 FT/NM to 6800.
Rwy 19L: Standard (or lower than standard, if authorized) with minimum climb of 470 FT/NM to 10300.
Rwy 19R: Standard (or lower than standard, if authorized) with minimum climb of 468 FT/NM to 10300.
Rwy 26L: Standard (or lower than standard, if authorized) with minimum climb of 500 FT/NM to 2682, then 480 FT/NM to 10300.
Rwy 26R: Standard (or lower than standard, if authorized) with minimum climb of 500 FT/NM to 2682, then 495 FT/NM to 10300.

Gnd speed-KT	75	100	150	200	250	300
242 FT/NM	303	403	605	807	1008	1210
254 FT/NM	318	423	635	847	1058	1270
468 FT/NM	585	780	1170	1560	1950	2340
470 FT/NM	588	783	1175	1567	1958	2350
480 FT/NM	600	800	1200	1600	2000	2400
495 FT/NM	619	825	1238	1650	2063	2475
500 FT/NM	625	833	1250	1667	2083	2500
514 FT/NM	643	857	1285	1713	2142	2570
526 FT/NM	658	877	1315	1753	2192	2630

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 014° to intercept course 283° to PENSK, then on track 282° to cross LOHLA at or above 13400.	14000
8L	Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230 KT, then on track 211° to KNGPN, then RIGHT turn direct LOHLA at or above 13400.	
8R	Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230 KT, then on track 211° to KNGPN, then RIGHT turn direct LOHLA at or above 13400.	
19L/R	Climb on heading 194° to intercept course 271° to LEELN at or below 8000, then on track 336° to PENSK, then on track 282° to cross LOHLA at or above 13400.	
26L/R	Climb on heading 259° to 2682, then direct LEELN at or below 8000, then on track 336° to PENSK, then on track 282° to cross LOHLA at or above 13400.	

ROUTING

From LOHLA on transition, MAINTAIN 14000. EXPECT filed altitude 10 minutes after departure.

CHANGES: None.

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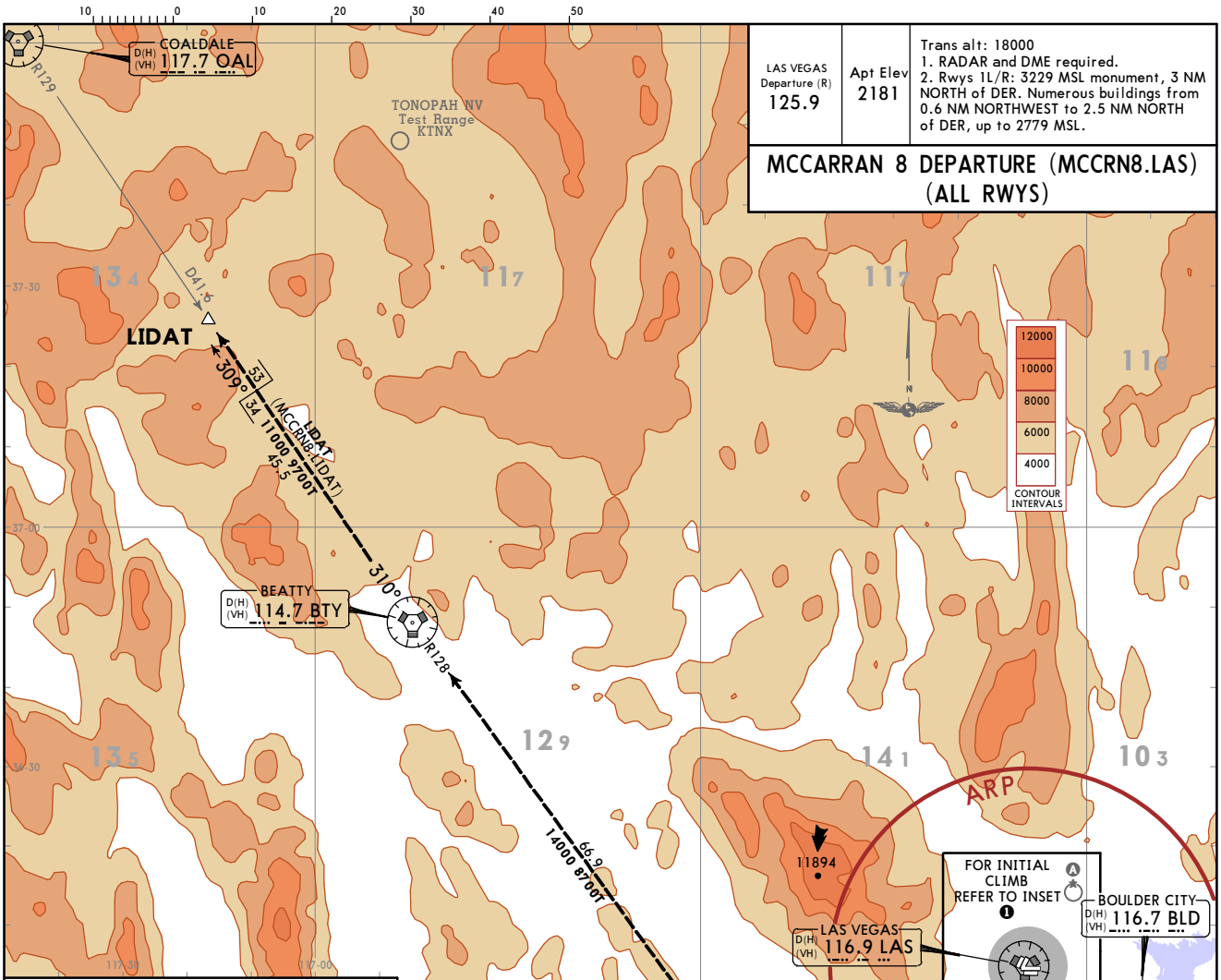
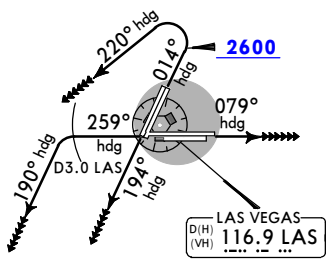
CHANGES: Procedure renumbered, revised.

LAS VEGAS Departure (R) 125.9	Apt Elev 2181	Trans alt: 18000 1. RADAR and DME required. 2. Rwys 1L/R: 3229 MSL monument, 3 NM NORTH of DER. Numerous buildings from 0.6 NM NORTHWEST to 2.5 NM NORTH of DER, up to 2779 MSL.

MCCARRAN 8 DEPARTURE (MCCRN8.LAS) (ALL RWYS)



INITIAL CLIMB



NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:
Rwys 1L/R: Standard with minimum climb of 526 FT/NM to 7000.
Rwys 8L/R: Standard with minimum climb of 440 FT/NM to 7000.
Rwys 19L/R, 26L/R: Standard with minimum climb of 410 FT/NM to 7000.

Gnd speed-KT	75	100	150	200	250	300
410 FT/NM	513	683	1025	1367	1708	2050
440 FT/NM	550	733	1100	1467	1833	2200
526 FT/NM	658	877	1315	1753	2192	2630

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 014° to 2600, then climbing LEFT turn heading 220°.	Assigned by ATC
8L/R	Climb on heading 079°.	
19L/R	Climb on heading 194°.	
26L/R	Climb on heading 259° until D3.0 LAS, then climbing LEFT turn heading 190°.	

ROUTING
For RADAR vectors to assigned transition or assigned route. MAINTAIN ATC assigned altitude. EXPECT clearance to filed altitude 2 minutes after departure.

KLAS/LAS
HARRY REID INTL

JEPPESEN LAS VEGAS, NEV
11 APR 25 (10-3D) Eff 17 Apr
STD

MCCARRAN 8 DEPARTURE (MCCRN8.LAS) (ALL RWYS)

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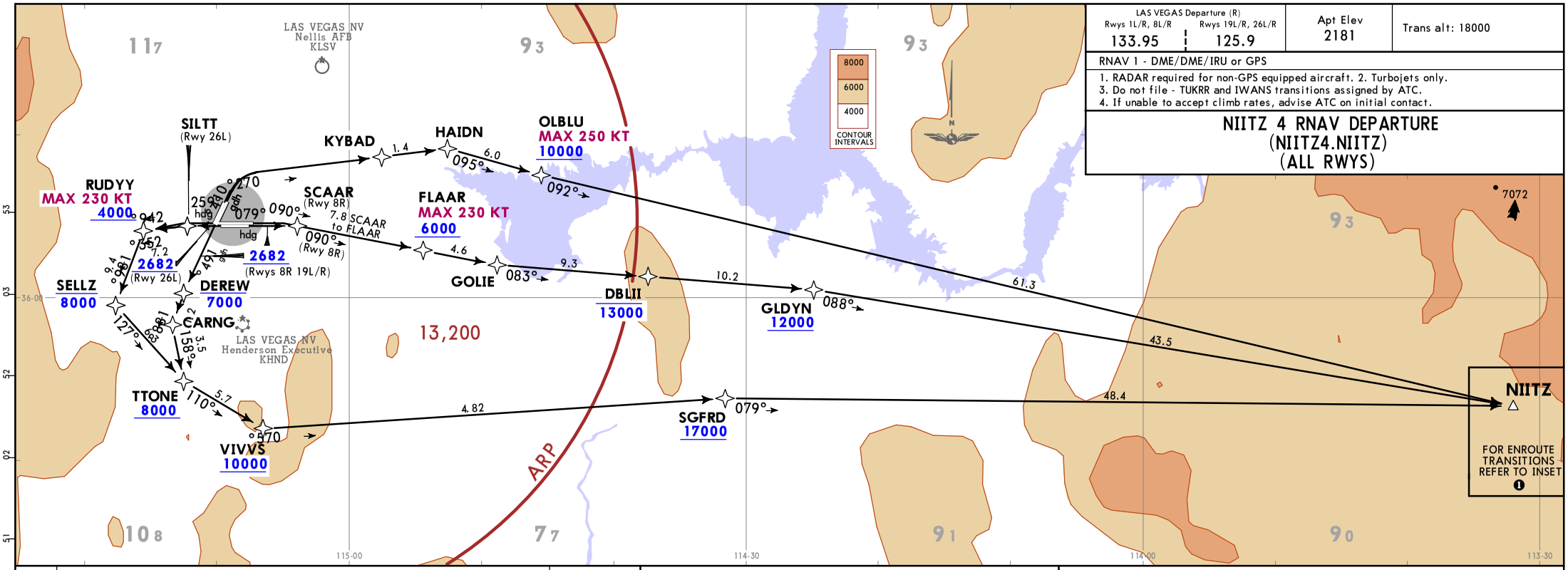
LAS VEGAS Departure (R) Rwys 1L/R, 8L/R	Rwys 19L/R, 26L/R	Apt Elev	Trans alt: 18000
133.95	125.9	2181	

RNAV 1 - DME/DME/IRU or GPS

1. RADAR required for non-GPS equipped aircraft. 2. Turbojets only.
3. Do not file - TUKRR and IWANS transitions assigned by ATC.
4. If unable to accept climb rates, advise ATC on initial contact.

NIITZ 4 RNAV DEPARTURE (NIITZ4.NIITZ) (ALL RWYS)



RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 014° to intercept course 072° to KYBAD, then on track 072° to HAIDN, then on track 095° to cross OLBLU at or above 10000 and at or below 250 KT, then on track 092° to NIITZ.	FL190
8L	Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000 and at or below 230 KT, then on track 090° to GOLIE, then on track 083° to cross DBLII at or below 13000, then on track 083° to cross GLDYN at or above 12000, then on track 088° to NIITZ.	
8R	Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000 and at or below 230 KT, then on track 090° to GOLIE, then on track 083° to cross DBLII at or below 13000, then on track 083° to cross GLDYN at or above 12000, then on track 088° to NIITZ.	
19L/R	Climb on heading 194° to 2682, then direct DEREW to cross at or below 7000, then on track 188° to CARNG, then on track 158° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 075° to cross SGFRD at or above 17000, then on track 079° to NIITZ.	
26L	Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230 KT, then on track 189° to cross SELLZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 075° to cross SGFRD at or above 17000, then on track 079° to NIITZ.	
26R	Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230 KT, then on track 189° to cross SELLZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 075° to cross SGFRD at or above 17000, then on track 079° to NIITZ.	

ROUTING

From NIITZ on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

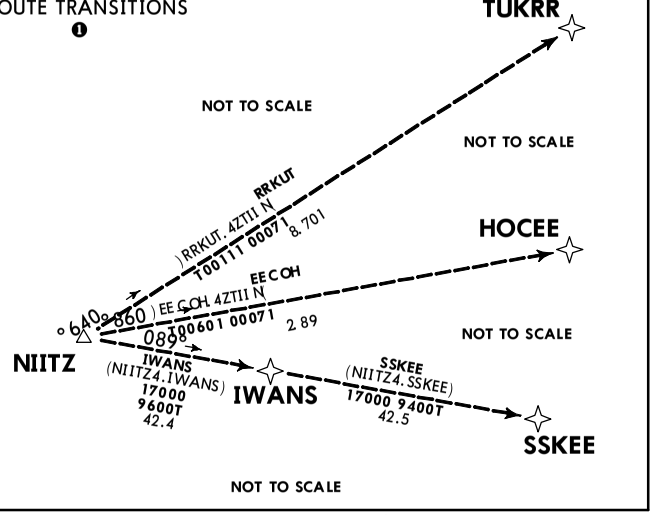
TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:

Rwys 1L/R: Standard with minimum climb of 500 FT/NM to 2682 then 280 FT/NM to 4800.
Rwys 8L/R: Standard with minimum climb of 500 FT/NM to 2682.
Rwys 19L/R: Standard with minimum climb of 571 FT/NM to 8000.
Rwys 26L/R: Standard with minimum climb of 500 FT/NM to 2682 then 240 FT/NM to 5000.

Gnd speed-KT	75	100	150	200	250	300
240 FT/NM	300	400	600	800	1000	1200
280 FT/NM	350	467	700	933	1167	1400
500 FT/NM	625	833	1250	1667	2083	2500
571 FT/NM	714	952	1428	1903	2379	2855

ENROUTE TRANSITIONS



CHANGES: None.

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RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 014° to 2682, then LEFT turn direct BESSY at or above 5000, then on track 191° to HRRLY, then on track 190° to cross GRUDN at or above 10000, then on track 171° to cross RADYR at or above 13000.	FL190
8L	Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then then on track 152° to cross HNIBL at or above 8000 and at or below 230 KT, then on track 211° to VMPRE, then on track 249° to cross FLABB at or above 13000, then on track 190° to cross RADYR at or above 13000.	
8R	Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230 KT, then on track 211° to VMPRE, then on track 249° to cross FLABB at or above 13000, then on track 190° to cross RADYR at or above 13000.	
19L/R	Climb on heading 194° to 2682, then direct DEREW at or below 7000, then on track 189° to cross RADYR at or above 13000.	
26L	Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230 KT, then on track 189° to cross SELLZ at or below 8000, then on track 180° to cross RADYR at or above 13000.	
26R	Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230 KT, then on track 189° to cross SELLZ at or below 8000, then on track 180° to cross RADYR at or above 13000.	

ROUTING

From RADYR on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

LAS VEGAS Departure (R)	Apt Elev
125.9	2181

Trans alt: 18000

RNAV 1 DME/DME/IRU or GPS required

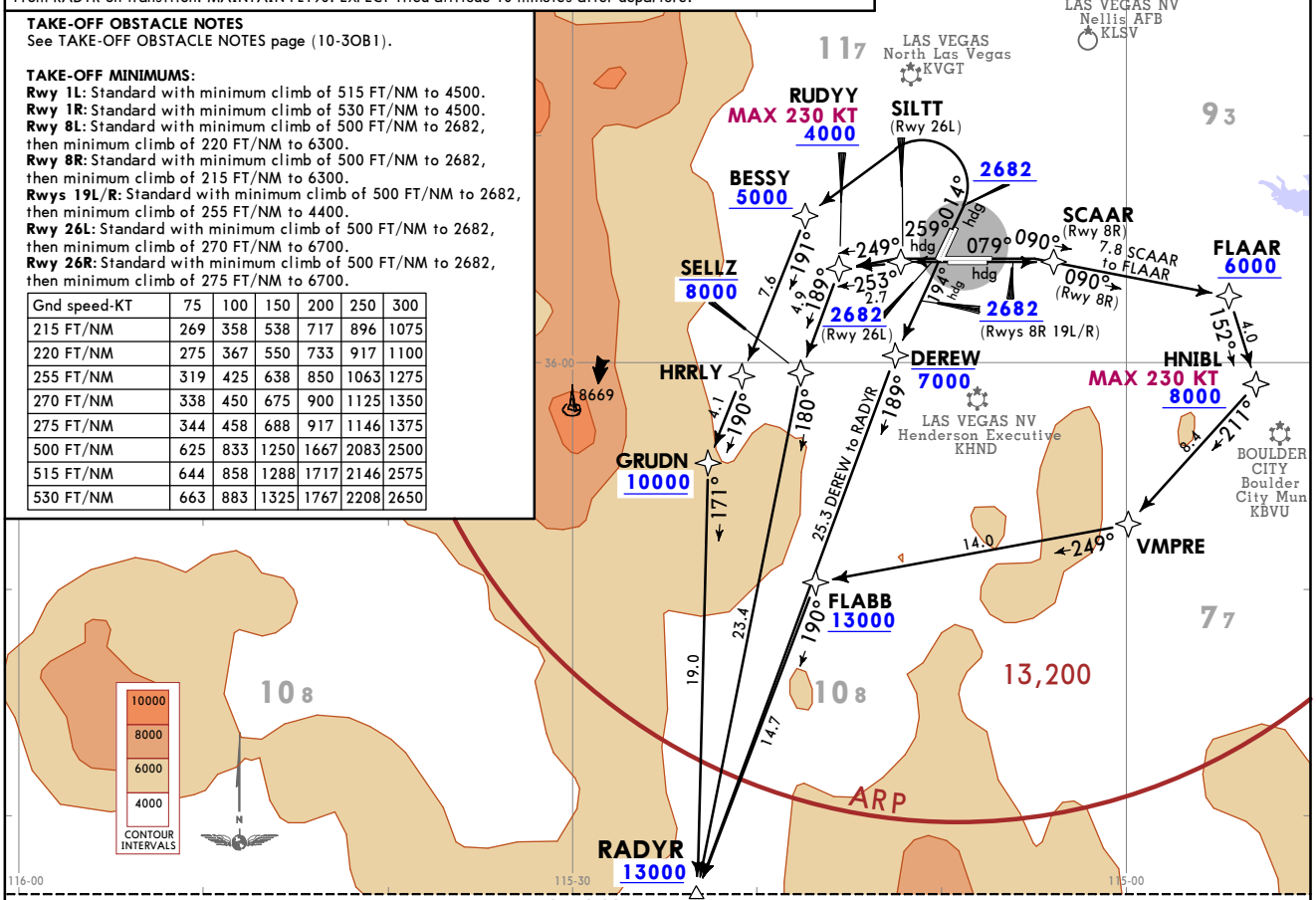
1. RADAR required for non-GPS aircraft.
2. Turbojet only.
3. BLYTHE and BOJAC transitions: Do not file - assigned by ATC.

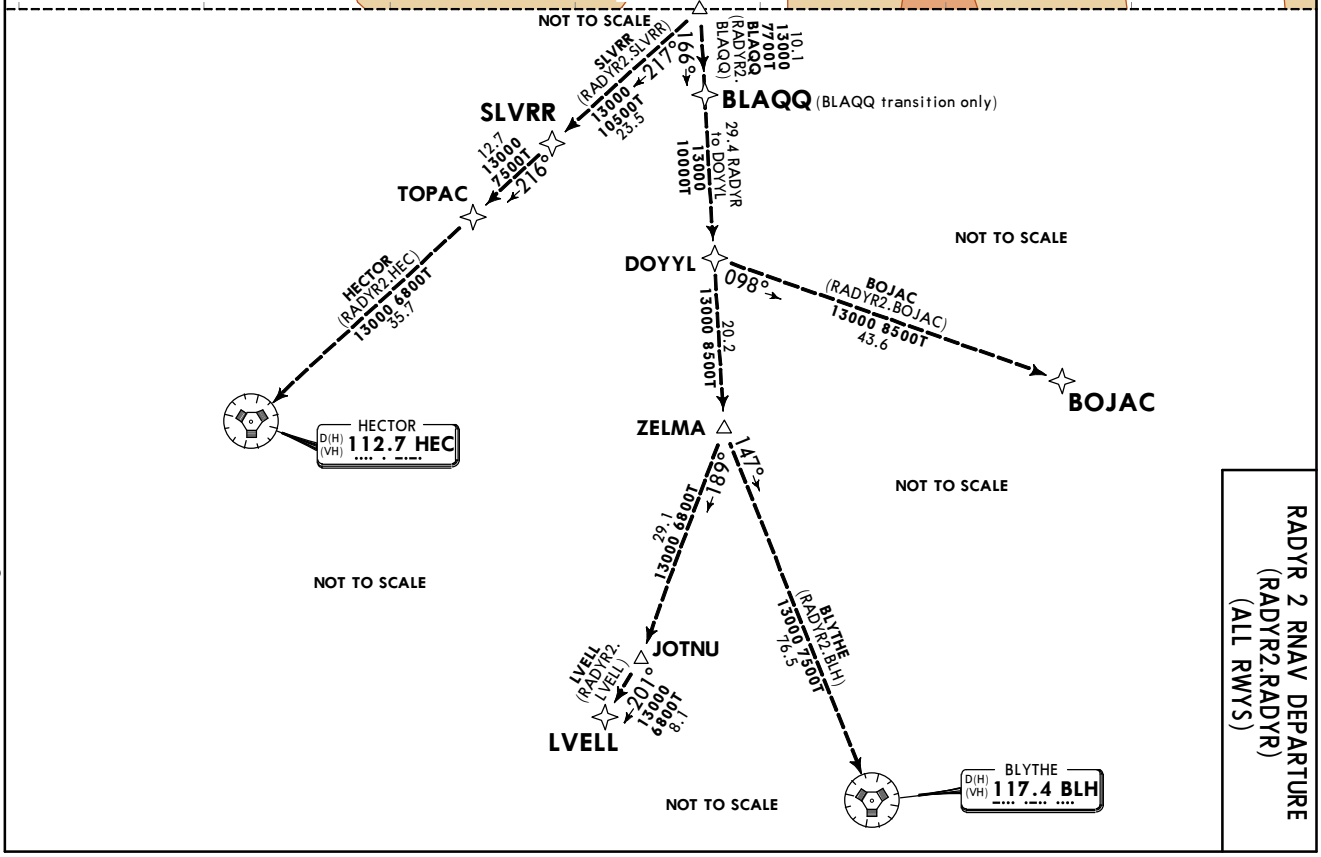
RADYR 2 RNAV DEPARTURE (RADYR2.RADYR) (ALL RWYS)

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:
Rwy 1L: Standard with minimum climb of 515 FT/NM to 4500.
Rwy 1R: Standard with minimum climb of 530 FT/NM to 4500.
Rwy 8L: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 220 FT/NM to 6300.
Rwy 8R: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 215 FT/NM to 6300.
Rwys 19L/R: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 255 FT/NM to 4400.
Rwy 26L: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 270 FT/NM to 6700.
Rwy 26R: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 275 FT/NM to 6700.

Gnd speed-KT	75	100	150	200	250	300
215 FT/NM	269	358	538	717	896	1075
220 FT/NM	275	367	550	733	917	1100
255 FT/NM	319	425	638	850	1063	1275
270 FT/NM	338	450	675	900	1125	1350
275 FT/NM	344	458	688	917	1146	1375
500 FT/NM	625	833	1250	1667	2083	2500
515 FT/NM	644	858	1288	1717	2146	2575
530 FT/NM	663	883	1325	1767	2208	2650





KLAS/LAS
HARRY REID INTL

JEPPESEN LAS VEGAS, NEV
25 OCT 24
10-3F
Eff 31 Oct
RNAV SID

RADYR 2 RNAV DEPARTURE
(RADYR2.RADYR)
(ALL RWYS)

CHANGES: Airport name, MSA, BLH and HEC VOR service volumes.

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LAS VEGAS Departure (R) Rwys 1L/R, 8L/R	Rwys 19L/R, 26L/R	Apt Elev
133.95	125.9	2181

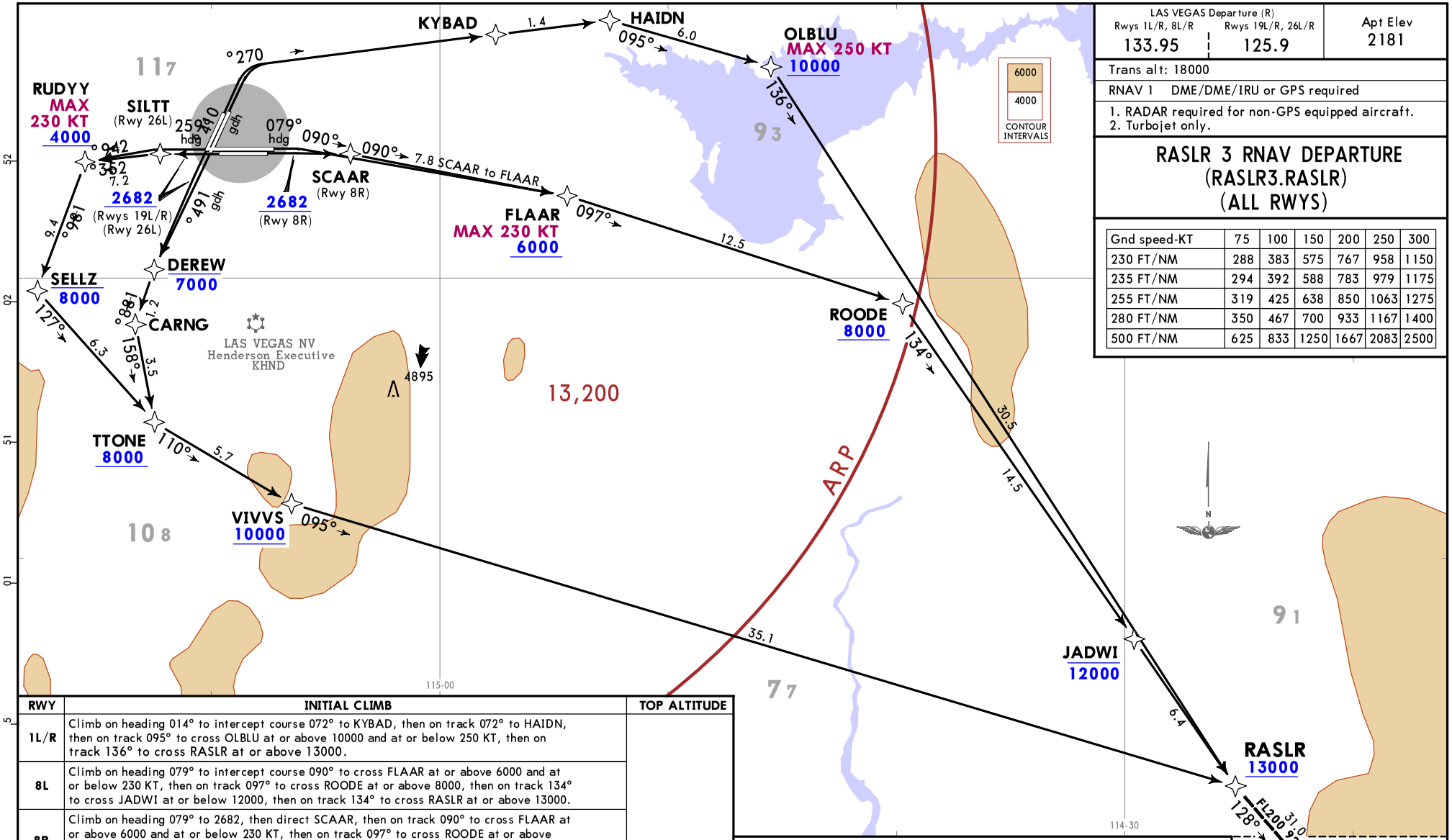
Trans alt: 18000

RNAV 1 DME/DME/IRU or GPS required

1. RADAR required for non-GPS equipped aircraft.
2. Turbojet only.

RASLR 3 RNAV DEPARTURE (RASLR3.RASLR) (ALL RWYS)

Gnd speed-KT	75	100	150	200	250	300
230 FT/NM	288	383	575	767	958	1150
235 FT/NM	294	392	588	783	979	1175
255 FT/NM	319	425	638	850	1063	1275
280 FT/NM	350	467	700	933	1167	1400
500 FT/NM	625	833	1250	1667	2083	2500



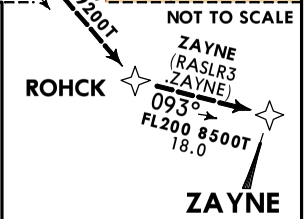
RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 014° to intercept course 072° to KYBAD, then on track 072° to HAIDN, then on track 095° to cross OLBLU at or above 10000 and at or below 250 KT, then on track 136° to cross RASLR at or above 13000.	FL190
8L	Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000 and at or below 230 KT, then on track 097° to cross ROODE at or above 8000, then on track 134° to cross JADWI at or below 12000, then on track 134° to cross RASLR at or above 13000.	
8R	Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000 and at or below 230 KT, then on track 097° to cross ROODE at or above 8000, then on track 134° to cross JADWI at or below 12000, then on track 134° to cross RASLR at or above 13000.	
19L/R	Climb on heading 194° to 2682, then direct DEREW at or below 7000, then on track 188° to CARNG, then on track 158° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 095° to cross RASLR at or above 13000.	
26L	Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230 KT, then on track 189° to cross SELLZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 095° to cross RASLR at or above 13000.	
26R	Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230 KT, then on track 189° to cross SELLZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 095° to cross RASLR at or above 13000.	

ROUTING

From RASLR on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:
Rwys 1L/R: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 280 FT/NM to 4800.
Rwys 8L/R: Standard with minimum climb of 500 FT/NM to 2682.
Rwy 19L: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 255 FT/NM to 4400.
Rwy 19R: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 255 FT/NM to 4300.
Rwy 26L: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 230 FT/NM to 4700.
Rwy 26R: Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 235 FT/NM to 4700.



CHANGES: Airport name, MSA.

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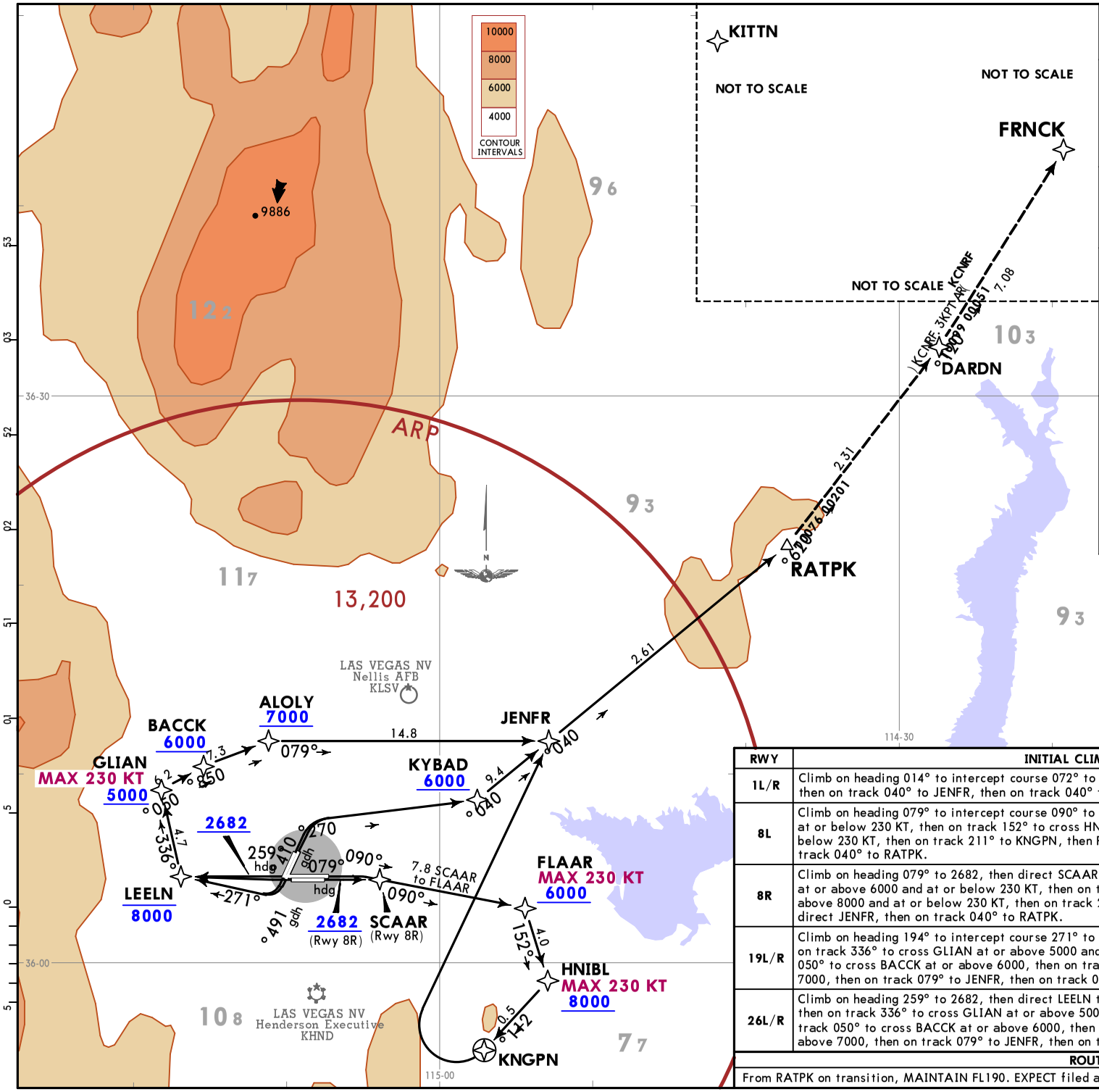

LAS VEGAS Departure (R)		Apt Elev
Rwys 1L/R, 19L/R, 26L/R	Rwys 8L/R	
133.95	125.9	2181

Trans alt: 18000

RNAV 1 DME/DME/IRU or GPS required

1. RADAR required for non-GPS equipped aircraft.
2. For non-GPS equipped aircraft - ILC and BLD DMEs must be operational.
3. Turbojet only.

RATPK 3 RNAV DEPARTURE (RATPK3.RATPK) (ALL RWYS)

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF OBSTACLE NOTES
Rwys 1L/R: Standard with minimum climb of 500 FT/NM to 2682, then 280 FT/NM to 4800.
Rwys 8L/R: Standard with minimum climb of 500 FT/NM to 2682, then 233 FT/NM to 6400.
Rwys 19L/R: Standard with minimum climb of 500 FT/NM to 2682, then 230 FT/NM to 4200.
Rwys 26L/R: Standard with minimum climb of 500 FT/NM to 2682, then 240 FT/NM to 4200.

Gnd speed-KT	75	100	150	200	250	300
230 FT/NM	288	383	575	767	958	1150
233 FT/NM	291	388	583	777	971	1165
240 FT/NM	300	400	600	800	1000	1200
280 FT/NM	350	467	700	933	1167	1400
500 FT/NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 014° to intercept course 072° to cross KYBAD at or above 6000, then on track 040° to JENFR, then on track 040° to RATPK.	FL190
8L	Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000 and at or below 230 KT, then on track 152° to cross HNIBL at or above 8000 and at or below 230 KT, then on track 211° to KNGPN, then RIGHT turn direct JENFR, then on track 040° to RATPK.	
8R	Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000 and at or below 230 KT, then on track 152° to cross HNIBL at or above 8000 and at or below 230 KT, then on track 211° to KNGPN, then RIGHT turn direct JENFR, then on track 040° to RATPK.	
19L/R	Climb on heading 194° to intercept course 271° to cross LEELN at or below 8000, then on track 336° to cross GLIAN at or above 5000 and at or below 230 KT, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to JENFR, then on track 040° to RATPK.	
26L/R	Climb on heading 259° to 2682, then direct LEELN to cross LEELN at or below 8000, then on track 336° to cross GLIAN at or above 5000 and at or below 230 KT, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to JENFR, then on track 040° to RATPK.	

ROUTING

From RATPK on transition, MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

CHANGES: Airport name, MSA.

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TAKEOFF OBSTACLE NOTES

- RWY 1L:
  REIL 23 FT FROM DER, 153 FT LEFT OF CENTERLINE, 3 FT AGL/2090 FT MSL. SIGN 1037 FT FROM DER, 695 FT LEFT OF CENTERLINE, 41 FT AGL/2125 FT MSL. BLDG 1556 FT FROM DER, 552 FT LEFT OF CENTERLINE, 2129 FT MSL. BLDG 1779 FT FROM DER, 649 FT LEFT OF CENTERLINE, 2147 FT MSL. BLDGS BEGINNING 1907 FT FROM DER, 186 FT LEFT OF CENTERLINE, UP TO 2150 FT MSL. BLDGS BEGINNING 1977 FT FROM DER, 214 FT LEFT OF CENTERLINE, UP TO 2150 FT MSL. BLDGS BEGINNING 2095 FT FROM DER, 275 FT LEFT OF CENTERLINE, UP TO 83 FT AGL/2153 FT MSL. BLDGS BEGINNING 3953 FT FROM DER, 1397 FT LEFT OF CENTERLINE, UP TO 162 FT AGL/2226 FT MSL. BLDG 4126 FT FROM DER, 1090 FT LEFT OF CENTERLINE, 2229 FT MSL. BLDG 4542 FT FROM DER, 1400 FT LEFT OF CENTERLINE, 183 FT AGL/2240 FT MSL. BLDG 4604 FT FROM DER, 1367 FT LEFT OF CENTERLINE, 186 FT AGL/2243 FT MSL.

- RWY 1R:
  BLDG 609 FT FROM DER, 538 FT RIGHT OF CENTERLINE, 28 FT AGL/2095 FT MSL. SIGN 1336 FROM DER, 447 FT RIGHT OF CENTERLINE, 60 FT AGL/2122 FT MSL.

- RWY 8L:
  POLE 744 FT FROM DER, 442 FT RIGHT OF CENTERLINE, 30 FT AGL/2057 FT MSL. TREE 758 FT FROM DER, 168 FT RIGHT OF CENTERLINE, 2068 FT MSL. TREE 767 FT FROM DER, 589 FT LEFT OF CENTERLINE, 2060 FT MSL. TREE 850 FT FROM DER, 184 FT LEFT OF CENTERLINE, 2067 FT MSL. TREES BEGINNING 886 FT FROM DER, 371 FT RIGHT OF CENTERLINE, UP TO 2074 FT MSL.

- RWY 8R:
  TOWER 1457 FT FROM DER, 848 FT RIGHT OF CENTERLINE, 64 FT AGL/2097 FT MSL.

- RWY 19L:
  RAILROAD, POLE BEGINNING 952 FT FROM DER, 322 FT LEFT OF CENTERLINE, UP TO 2215 FT MSL. RR 1043 FT FROM DER, 178 FT LEFT OF CENTERLINE, 2218 FT MSL. RR, POLE BEGINNING 1122 FT FROM DER, 19 FT LEFT OF CENTERLINE, UP TO 2219 FT MSL. RR 1166 FT FROM DER, 75 FT RIGHT OF CENTERLINE, 2220 FT MSL. RR 1219 FT FROM DER, 235 FT RIGHT OF CENTERLINE, 2222 FT MSL. RR 1230 FT FROM DER, 281 FT RIGHT OF CENTERLINE, 2223 FT MSL. POLE 1234 FT FROM DER, 178 FT LEFT OF CENTERLINE, 2221 FT MSL. RR 1241 FT FROM DER, 351 FT RIGHT OF CENTERLINE, 2224 FT MSL. RR 1246 FT FROM DER, 489 FT RIGHT OF CENTERLINE, 2225 FT MSL. RR, POLE BEGINNING 1247 FT FROM DER, 11 FT RIGHT OF CENTERLINE, UP TO 2226 FT MSL. POLES, TREE, VEHICLES ON ROAD, SIGN, PARKING LOT BEGINNING 1392 FT FROM DER, 115 FT RIGHT OF CENTERLINE, UP TO 36 FT AGL/2238 FT MSL. TREE, POLE BEGINNING 1410 FT FROM DER, 9 FT LEFT OF CENTERLINE, UP TO 2232 FT MSL. TREE 1819 FT FROM DER, 124 FT LEFT OF CENTERLINE, 2236 FT MSL. POLE, TREE, VEHICLES ON ROAD BEGINNING 1824 FT FROM DER, 9 FT RIGHT OF CENTERLINE, UP TO 34 FT AGL/2242 FT MSL. POLE 1933 FT FROM DER, 623 FT RIGHT OF CENTERLINE, 34 FT AGL/2243 FT MSL. POLE, TREE BEGINNING 1936 FT FROM DER, 55 FT RIGHT OF CENTERLINE, UP TO 36 FT AGL/2245 FT MSL. POLE, TREE, PARKING LOT BEGINNING 2036 FT FROM DER, 386 FT RIGHT OF CENTERLINE, UP TO 35 FT AGL/2246 FT MSL. POLE, PARKING LOT, TREE, VEHICLES ON ROAD BEGINNING 2133 FT FROM DER, 183 FT RIGHT OF CENTERLINE, UP TO 36 FT AGL/2247 FT MSL. SIGN, TREE, PARKING LOT, VEHICLES ON ROAD, POLE, BLDG BEGINNING 2179 FT FROM DER, 27 FT RIGHT OF CENTERLINE, UP TO 2256 FT MSL. POLE 2229 FT FROM DER, 578 FT LEFT OF CENTERLINE, 2238 FT MSL. POLES BEGINNING 2332 FT FROM DER, 583 FT LEFT OF CENTERLINE, UP TO 2240 FT MSL. SIGN, TREE, POLE, PARKING LOT, BLDG BEGINNING 2381 FT FROM DER, 53 FT RIGHT OF CENTERLINE, UP TO 41 FT AGL/2257 FT MSL.

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TAKEOFF OBSTACLE NOTES (CONTD)

- RWY 19L (CONTD):
  BLDG, TREE, POLE BEGINNING 2466 FT FROM DER, 591 FT RIGHT OF CENTERLINE, UP TO 38 FT AGL/2258 FT MSL. BLDG, TREE, POLES, UTILITY BOX BEGINNING 2505 FT FROM DER, 157 FT RIGHT OF CENTERLINE, UP TO 38 FT AGL/2259 FT MSL. POLE, BLDG BEGINNING 2738 FT FROM DER, 20 FT LEFT OF CENTERLINE, UP TO 2251 FT MSL. BLDG, TREE BEGINNING 2739 FT FROM DER, 1134 FT RIGHT OF CENTERLINE, UP TO 57 FT AGL/2279 FT MSL. BLDG, TREE BEGINNING 2766 FT FROM DER, 869 FT RIGHT OF CENTERLINE, UP TO 57 FT AGL/2280 FT MSL. BLDG, TREE BEGINNING 2822 FT FROM DER, 1006 FT RIGHT OF CENTERLINE, UP TO 58 FT AGL/2281 FT MSL. BLDGS, TREE, POLES BEGINNING 2861 FT FROM DER, 665 FT RIGHT OF CENTERLINE, UP TO 59 FT AGL/2282 FT MSL. BLDGS, POLE BEGINNING 3418 FT FROM DER, 884 FT RIGHT OF CENTERLINE, UP TO 61 FT AGL/2284 FT MSL. BLDG, POLE BEGINNING 3515 FT FROM DER, 424 FT RIGHT OF CENTERLINE, UP TO 59 FT AGL/2287 FT MSL. SIGN 5292 FT FROM DER, 1688 FT RIGHT OF CENTERLINE, 55 FT AGL/2309 FT MSL. BLDG, POLE BEGINNING 5596 FT FROM DER, 1758 FT LEFT OF CENTERLINE, UP TO 110 FT AGL/2334 FT MSL. COMMUNICATION TWR 5717 FT FROM DER, 781 FT RIGHT OF CENTERLINE, 80 FT AGL/2327 FT MSL. BLDG 2 NM FROM DER, 2897 FT LEFT OF CENTERLINE, 236 FT AGL/2491 FT MSL. BLDGS BEGINNING 2 NM FROM DER, 2936 FT LEFT OF CENTERLINE, UP TO 241 FT AGL/2494 FT MSL.

- RWY 19R:
  GRD 60 FT FROM DER, 475 FT RIGHT OF CENTERLINE, 2186 FT MSL. GRD 151 FT FROM DER, 529 FT RIGHT OF CENTERLINE, 2190 FT MSL. BLDG 194 FT FROM DER, 444 FT RIGHT OF CENTERLINE, 9 FT AGL/2199 FT MSL. NAVAID 262 FT FROM DER, 408 FT RIGHT OF CENTERLINE, 14 FT AGL/2206 FT MSL. VEHICLES ON ROAD, GRD, CONTROL BOX BEGINNING 348 FT FROM DER, 42 FT RIGHT OF CENTERLINE, UP TO 2208 FT MSL. POLE, VEHICLES ON ROAD BEGINNING 503 FT FROM DER, 434 FT RIGHT OF CENTERLINE, UP TO 2218 FT MSL. POLE, SIGN, VEHICLES ON ROAD, FLAG POLE, FENCE BEGINNING 592 FT FROM DER, 277 FT RIGHT OF CENTERLINE, UP TO 37 FT AGL/2234 FT MSL. SIGNS, PARKING LOT, VEHICLES ON ROAD, BLDG, POLE, TREE BEGINNING 844 FT FROM DER, 266 FT RIGHT OF CENTERLINE, UP TO 41 FT AGL/2240 FT MSL. TOWER, FENCE, VEHICLES ON ROAD, SIGN BEGINNING 961 FT FROM DER, 175 FT RIGHT OF CENTERLINE, UP TO 41 FT AGL/2243 FT MSL. T-L TWR, VEHICLES ON ROAD, RAILROAD, POLE, RR CROSSING SIGNAL CONTROL BOX, PARKING LOT BEGINNING 1132 FT FROM DER, 8 FT RIGHT OF CENTERLINE, UP TO 47 FT AGL/2249 FT MSL. RAILROAD 1219 FT FROM DER, 701 FT LEFT OF CENTERLINE, 2222 FT MSL. RAILROAD 1230 FT FROM DER, 656 FT LEFT OF CENTERLINE, 2223 FT MSL. RAILROAD 1240 FT FROM DER, 585 FT LEFT OF CENTERLINE, 2224 FT MSL. RAILROAD 1246 FT FROM DER, 448 FT LEFT OF CENTERLINE, 2225 FT MSL. RAILROAD, POLE BEGINNING 1247 FT FROM DER, 76 FT LEFT OF CENTERLINE, UP TO 2226 FT MSL. POLES, TREE, VEHICLES ON ROAD, SIGN BEGINNING 1392 FT FROM DER, 15 FT LEFT OF CENTERLINE, UP TO 36 FT AGL/2238 FT MSL. POLES, TREE, PARKING LOT, BLDG BEGINNING 1726 FT FROM DER, 11 FT RIGHT OF CENTERLINE, UP TO 2254 FT MSL. POLE, TREE BEGINNING 1823 FT FROM DER, 78 FT LEFT OF CENTERLINE, UP TO 34 FT AGL/2242 FT MSL. POLE 1933 FT FROM DER, 313 FT LEFT OF CENTERLINE, 34 FT AGL/2243 FT MSL. POLE, TREE BEGINNING 1935 FT FROM DER, 12 FT LEFT OF CENTERLINE, UP TO 36 FT AGL/2245 FT MSL. POLE, TREE BEGINNING 2036 FT FROM DER, 5 FT LEFT OF CENTERLINE, UP TO 35 FT AGL/2246 FT MSL. POLES, BLDG, TREE BEGINNING 2043 FT FROM DER, 221 FT RIGHT OF CENTERLINE, UP TO 2255 FT MSL. POLE, TREE BEGINNING 2133 FT FROM DER, 19 FT LEFT OF CENTERLINE, UP TO 36 FT AGL/2247 FT MSL. TREE, POLES, SIGN, BLDG BEGINNING 2146 FT FROM DER, 14 FT RIGHT OF CENTERLINE, UP TO 2259 FT MSL. POLE, BLDG, TREE BEGINNING 2234 FT FROM DER, 12 FT LEFT OF CENTERLINE, UP TO 35 FT AGL/2249 FT MSL. POLE, TREE BEGINNING 2335 FT FROM DER, 88 FT LEFT OF CENTERLINE, UP TO 36 FT AGL/2250 FT MSL. SIGN, TREE, POLES, BLDG BEGINNING 2381 FT FROM DER, 37 FT LEFT OF CENTERLINE, UP TO 41 FT AGL/2257 FT MSL.

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TAKEOFF OBSTACLE NOTES (CONTD)

- RWY 19R (CONTD):
  POLE, BLDGS, TREE BEGINNING 2496 FT FROM DER, 5 FT RIGHT OF CENTERLINE, UP TO 2274 FT MSL. BLDG BEGINNING 2739 FT FROM DER, 196 FT RIGHT OF CENTERLINE, UP TO 57 FT AGL/2279 FT MSL. BLDG, TREE BEGINNING 2766 FT FROM DER, 73 FT RIGHT OF CENTERLINE, UP TO 57 FT AGL/2280 FT MSL. BLDG BEGINNING 2767 FT FROM DER, 44 FT LEFT OF CENTERLINE, UP TO 36 FT AGL/2258 FT MSL. BLDG, TREE BEGINNING 2822 FT FROM DER, 68 FT RIGHT OF CENTERLINE, UP TO 58 FT AGL/2281 FT MSL. BLDG, TREE BEGINNING 2861 FT FROM DER, 126 FT RIGHT OF CENTERLINE, UP TO 59 FT AGL/2282 FT MSL. BLDGS, TREE BEGINNING 2893 FT FROM DER, 6 FT RIGHT OF CENTERLINE, UP TO 2288 FT MSL. BLDG BEGINNING 2895 FT FROM DER, 2 FT LEFT OF CENTERLINE, UP TO 39 FT AGL/2262 FT MSL. BLDGS, TREE BLDG BEGINNING 3032 FT FROM DER, 301 FT RIGHT OF CENTERLINE, UP TO 61 FT AGL/2290 FT MSL. BLDGS, TREE, POLE BEGINNING 3076 FT FROM DER, 58 FT RIGHT OF CENTERLINE, UP TO 61 FT AGL/2291 FT MSL. BLDGS, SIGN, POLES BEGINNING 3459 FT FROM DER, 287 FT RIGHT OF CENTERLINE, UP TO 74 FT AGL/2302 FT MSL. BLDG 3495 FT FROM DER, 53 FT LEFT OF CENTERLINE, 52 FT AGL/2278 FT MSL. COMMUNICATION TWR 5717 FT FROM DER, 156 FT LEFT OF CENTERLINE, 80 FT AGL/2327 FT MSL.

- RWY 26L:
  BLDG 1002 FT FROM DER, 250 FT LEFT OF CENTERLINE, 6 FT AGL/2183 FT MSL. RAILROAD, POLE BEGINNING 1857 FT FROM DER, 793 FT LEFT OF CENTERLINE, UP TO 2215 FT MSL. RAILROAD 2068 FT FROM DER, 796 FT LEFT OF CENTERLINE, 2218 FT MSL. POLE, RAILROAD BEGINNING 2148 FT FROM DER, 800 FT LEFT OF CENTERLINE, UP TO 2221 FT MSL. TREE, RAILROAD BEGINNING 2376 FT FROM DER, 780 FT LEFT OF CENTERLINE, UP TO 2232 FT MSL. TREE, RAILROAD BEGINNING 2528 FT FROM DER, 751 FT LEFT OF CENTERLINE, UP TO 2233 FT MSL. POLE 2861 FT FROM DER, 811 FT LEFT OF CENTERLINE, 36 FT AGL/2238 FT MSL. POLE 3167 FT FROM DER, 1144 FT LEFT OF CENTERLINE, 34 FT AGL/2242 FT MSL. POLE 3171 FT FROM DER, 1091 FT LEFT OF CENTERLINE, 34 FT AGL/2243 FT MSL. POLE 3313 FT FROM DER, 1200 FT LEFT OF CENTERLINE, 35 FT AGL/2246 FT MSL. SIGN, T-L TWR BEGINNING 3672 FT FROM DER, 145 FT LEFT OF CENTERLINE, UP TO 2256 FT MSL. POLE, BLDG BEGINNING 4223 FT FROM DER, 1389 FT LEFT OF CENTERLINE, UP TO 2274 FT MSL. BLDG 4554 FT FROM DER, 1593 FT LEFT OF CENTERLINE, 2277 FT MSL. BLDG 4687 FT FROM DER, 1685 FT LEFT OF CENTERLINE, 53 FT AGL/2279 FT MSL. BLDG 4719 FT FROM DER, 1754 FT LEFT OF CENTERLINE, 61 FT AGL/2290 FT MSL. BLDG 4954 FT FROM DER, 1694 FT LEFT OF CENTERLINE, 61 FT AGL/2291 FT MSL. TRMSN TWR 5469 FT FROM DER, 1056 FT LEFT OF CENTERLINE, 2297 FT MSL. POLE 5879 FT FROM DER, 1519 FT LEFT OF CENTERLINE, 2309 FT MSL. POLE 6019 FT FROM DER, 2022 FT RIGHT OF CENTERLINE, 101 FT AGL/2309 FT MSL. POLE 1 NM FROM DER, 1720 FT LEFT OF CENTERLINE, 46 FT AGL/2311 FT MSL. POLE 1 NM FROM DER, 1922 FT LEFT OF CENTERLINE, 45 FT AGL/2311 FT MSL. TOWER 1.1 NM FROM DER, 1843 FT LEFT OF CENTERLINE, 80 FT AGL/2332 FT MSL. POLE 1.8 NM FROM DER, 1817 FT LEFT OF CENTERLINE, 131 FT AGL/2435 FT MSL.

- RWY 26R:
  NAVAIDS, BLDG BEGINNING 533 FT FROM DER, 367 FT LEFT OF CENTERLINE, UP TO 14 FT AGL/2206 FT MSL. NAVAIDS BEGINNING 533 FT FROM DER, ON CENTERLINE, UP TO 5 FT AGL/2195 FT MSL. VEHICLES ON ROAD BEGINNING 666 FT FROM DER, CROSSING LEFT AND RIGHT OF CENTERLINE, UP TO 2208 FT MSL. POLE 785 FT FROM DER, 592 FT LEFT OF CENTERLINE, 2218 FT MSL. POLE, TREE BEGINNING 786 FT FROM DER, 8 FT LEFT OF CENTERLINE, UP TO 2220 FT MSL. TREES BEGINNING 821 FT FROM DER, 49 FT RIGHT OF CENTERLINE, UP TO 25 FT AGL/2214 FT MSL. POLE, SIGN, TREE, BLDG BEGINNING 873 FT FROM DER, 347 FT LEFT OF CENTERLINE, UP TO 37 FT AGL/2234 FT MSL. TREES BEGINNING 952 FT FROM DER, 48 FT RIGHT OF CENTERLINE, UP TO 2233 FT MSL. POLE, TREE, RAILROAD BEGINNING 1093 FT FROM DER, 531 FT LEFT OF CENTERLINE, UP TO 38 FT AGL/2237 FT MSL. TREES BEGINNING 1559 FT FROM DER, 555 FT RIGHT OF CENTERLINE, UP TO 2259 FT MSL.

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TAKEOFF OBSTACLE NOTES (CONTD)

- RWY 26R (CONTD):
  TREE, BLDG, RAILROAD BEGINNING 1812 FT FROM DER, 191 FT LEFT OF CENTERLINE, UP TO 2246 FT MSL. BLDG 2501 FT FROM DER, 881 FT LEFT OF CENTERLINE, 2254 FT MSL. POLES BEGINNING 3002 FT FROM DER, 543 FT LEFT OF CENTERLINE, UP TO 44 FT AGL/2271 FT MSL. POLES BEGINNING 3005 FT FROM DER, 743 FT LEFT OF CENTERLINE, UP TO 48 FT AGL/2277 FT MSL. POLE 3116 FT FROM DER, 1022 FT RIGHT OF CENTERLINE, 101 FT AGL/2309 FT MSL. SIGN 3339 FT FROM DER, 278 FT LEFT OF CENTERLINE, UP TO 2286 FT MSL. COMMUNICATION TWR 4521 FT FROM DER, 704 FT RIGHT OF CENTERLINE, 2332 FT MSL. SIGN 1.3 NM FROM DER, 2649 FT LEFT OF CENTERLINE, 80 FT AGL/2384 FT MSL. POLE 1.5 NM FROM DER, 2801 FT LEFT OF CENTERLINE, 100 FT AGL/2444 FT MSL. POLE 1.6 NM FROM DER, 2832 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/2455 FT MSL. POLE, COMMUNICATION TWR BEGINNING 1.7 NM FROM DER, 2068 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/2463 FT MSL. POLE 1.7 NM FROM DER, 2845 FT LEFT OF CENTERLINE, 135 FT AGL/2469 FT MSL. TRANSMISSION TWR 2.1 NM FROM DER, 3453 FT LEFT OF CENTERLINE, 134 FT AGL/2490 FT MSL.

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HARRY REID INTL CONSTRUCTION NOTICE

RIM Construction Project

All Dates are Approximate, Implementation Should be Verified Through NOTAMS. See Current NOTAMS for Additional Information.

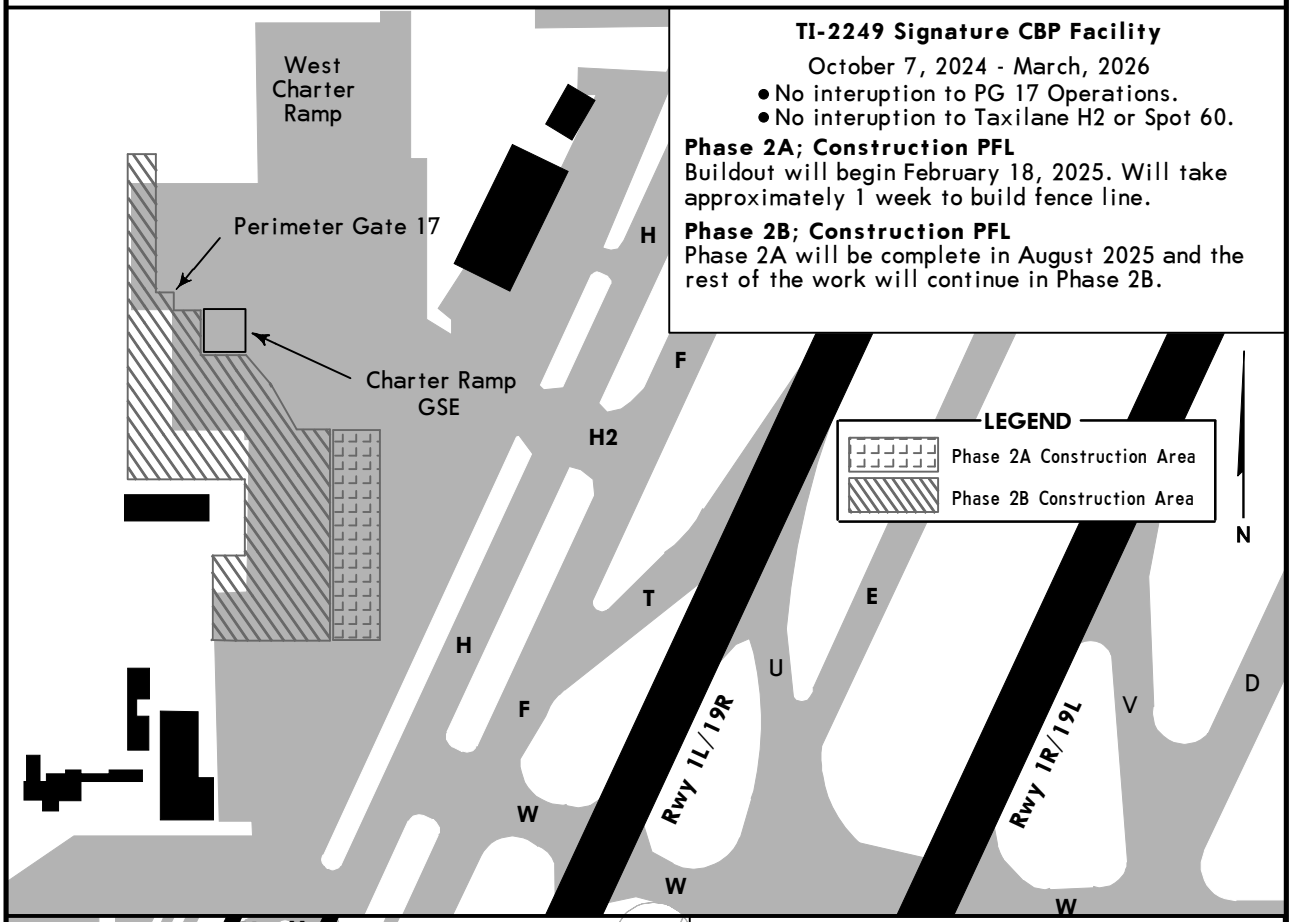
TI-2249 Signature CBP Facility

October 7, 2024 - March, 2026

- No interuption to PG 17 Operations.
- No interuption to Taxilane H2 or Spot 60.

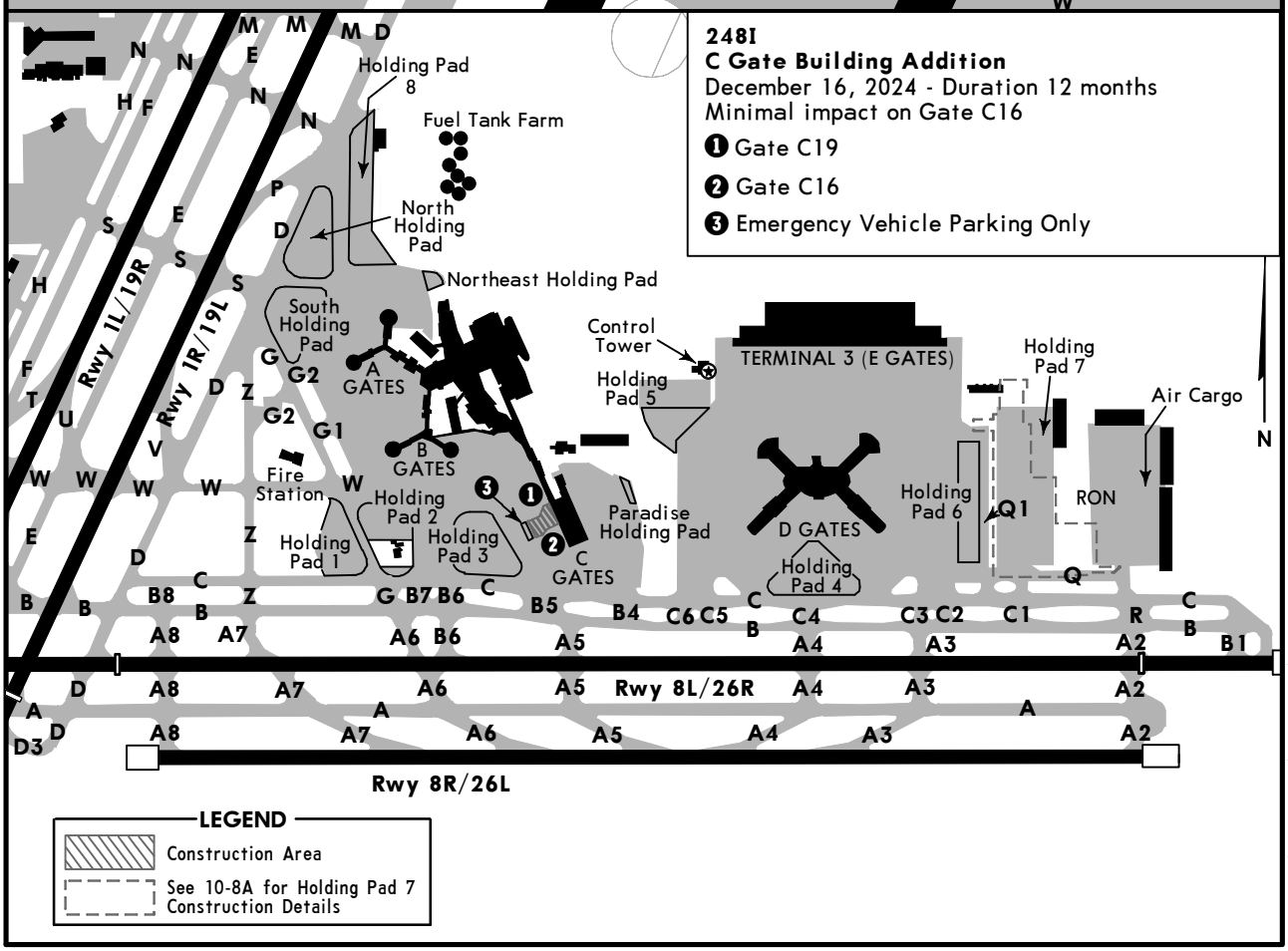
Phase 2A; Construction PFL
Buildout will begin February 18, 2025. Will take approximately 1 week to build fence line.

Phase 2B; Construction PFL
Phase 2A will be complete in August 2025 and the rest of the work will continue in Phase 2B.



248I
C Gate Building Addition
December 16, 2024 - Duration 12 months
Minimal impact on Gate C16

1. Gate C19
2. Gate C16
3. Emergency Vehicle Parking Only



CHANGES: Construction area updates.

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HARRY REID INTL CONSTRUCTION NOTICE (CONTD)

RIM Construction Project

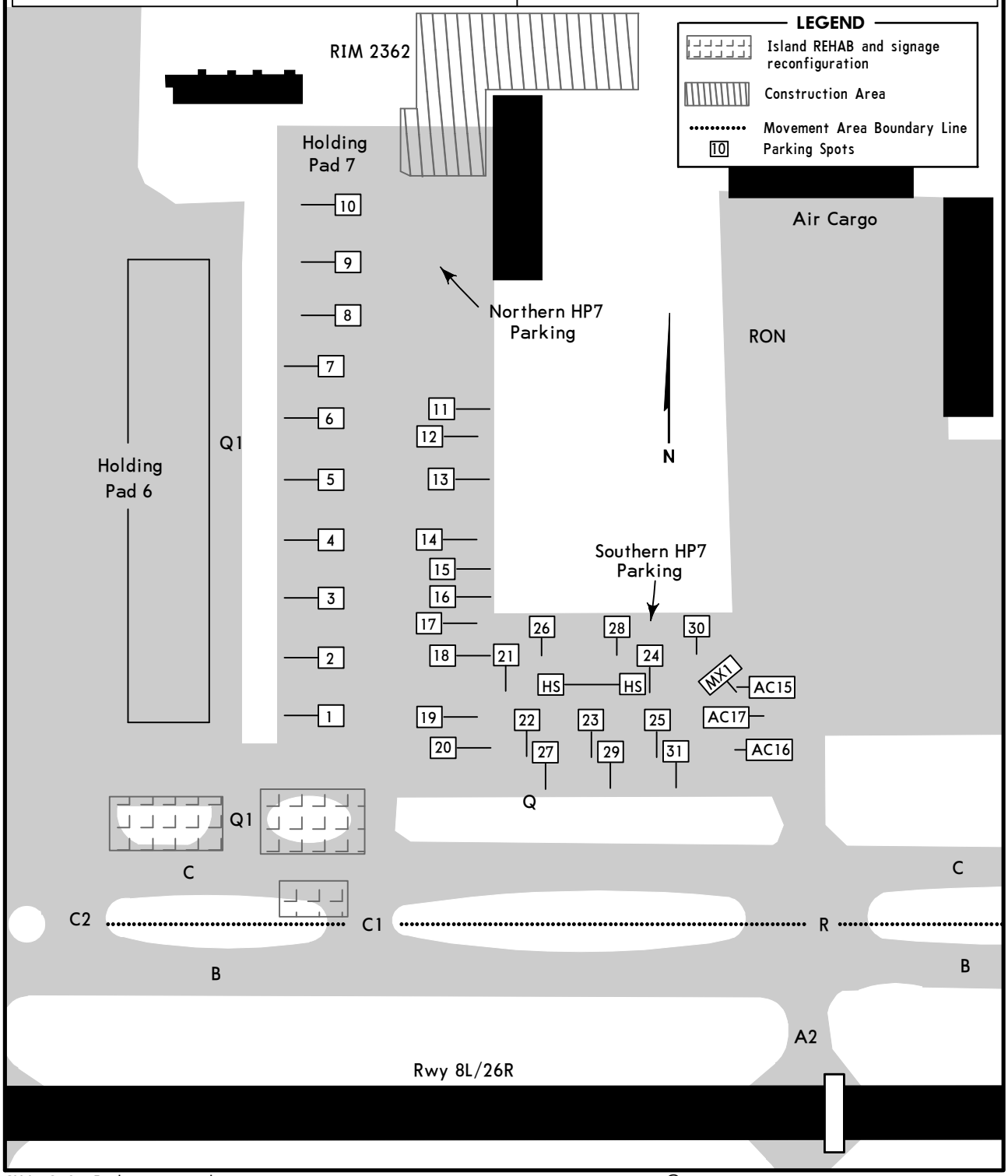
All Dates are Approximate, Implementation Should be Verified Through NOTAMS. See Current NOTAMS for Additional Information.

RIM 3032
Holding Pad 7 Expansion and REHAB
All parking at Holding Pad 7 will be coordinated Department of Aviation (DOA) Ramp Control.
Aircraft relocations from D Gates to HP7 and Air Cargo: Twy C - Twy R - Taxilane Q.
All aircraft relocations in the movement area require DOA escort

RIM 2362
DOA Building Construction
August 26, 2024 - October 2025
Phase 2: October 2025 - June 2027
Phase 3: June 2027 - July 2027

RIM 3032
REHAB island between Twy C2 and Taxilane Q1 and reconfigure signage between Twy C1 and Twy C2
Dates: TBD

Surface Closures:
Twy C closed between Twys C1 and C3
Twy C1 closed between Twy B and Ramp
Twy C2 closed between Twy B and Ramp
Taxilane Q closed between Twy C1 and C3
Taxilane Q1 closed between Twy C and Ramp
Transition Spot 1 closed



CHANGES: Parking spots, diagram.

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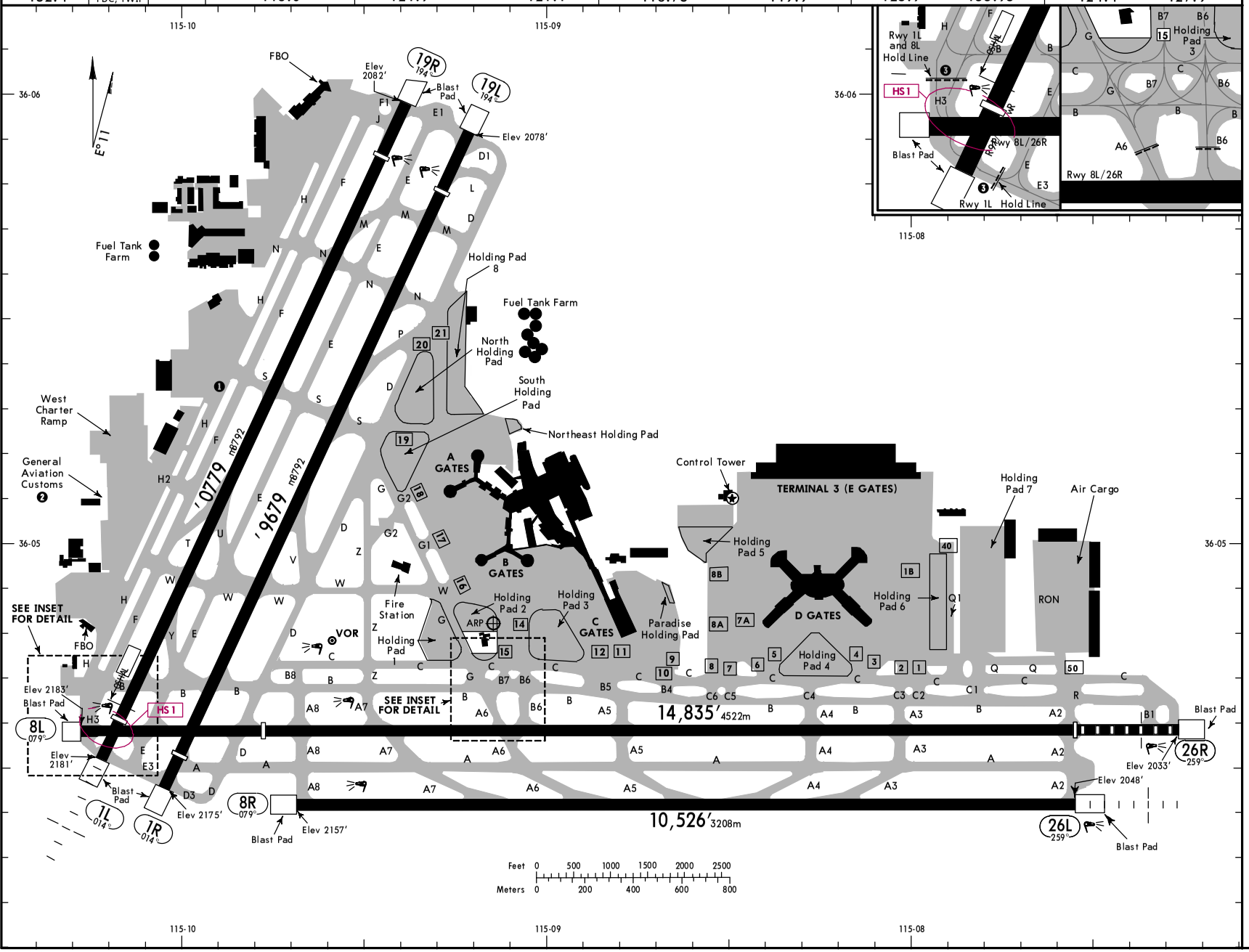
D-ATIS	Data Comm ACARS: D-ATIS PDC, TWIP / CPDLC: DCL	LAS VEGAS Clearance	Ground West of Rwy 1L/19R	Ground East of Rwy 1R/19L	Tower Rwys 1L/R, 19L/R	Tower Rwys 8L/R, 26L/R	LAS VEGAS Departure (R)		*Ramp Control West	*Ramp Control East
132.4		118.0	121.9	121.1	118.75	119.9	125.9	133.95	124.4	127.9



LEGEND

1 Transition Point

OPERATIONAL NOTES

1. Aircraft larger than B757 PPR to use Twy H.
2. General Aviation aircraft must contact Ramp Control 124.4.
3. Aircraft that depart full length of Rwys 1L and 8L must hold at the same hold line as there is no room to hold between the rwy ends and such aircraft should verify that they are on the correct rwy.

- Aircraft may experience reflection of sun from glass hotels located northwest of airport. Reflection may occur at various altitudes, headings and distances from airport.
- Lighted golf range 1400′ (427m) south of Rwys 1L/19R and 1R/19L.
- Aircraft with wingspan greater than 135′ (41m) prior permission required from Department of Aviation to use Twy H.
- Aircraft operating near the intersection of Twys S, D, G and the north end of Twy Z should be alert as there are closely aligned twy centerlines and radius turns.
- Aircraft taxiing westbound on Twy B near Twy E use care not to enter the rwy on Twy Y, aircraft taxiing westbound on Twy W near Twy E use care not to enter the rwy on Twy U.
- Turbojet departures not permitted on Rwy 1R/19L or Rwy 1L/19R 2000-0800 LT. Exceptions for weather or operational necessity.
- Aircraft departing Rwy 19R use minimal power until passing the rwy threshold. Rwy 19R threshold has standard rwy markings and is 780′ (238m) south of blast pad.
- Aircraft using full length departure on Rwy 8L use minimal power until passing the power-up point on rwy. Power-up point is 348′ (106m) east of blast pad and marked with sign and standard markings for beginning of rwy.
- All aircraft contact Ramp Control on frequency 124.4 for operations at A, B, C Gates, and General Aviation, Customs; Contact Ramp Control frequency 127.9 for operations at D and E Gates and Cargo Ramp prior to entering ramp or pushing back from gate or parking spot. Ramp Control operational hours 0500-0100L. When ramp is closed (0100-0500L) broadcast all Non-Movement Area operations on UNICOM 122.95.

RUNWAY INCURSION HOT SPOTS

HS

(For information only, not to be construed as ATC instructions.)

HS1 Departure runway misalignment risk. Rwy 1L at Rwy 8L, intersecting runways in close proximity to connecting taxiway. Aircraft cleared onto Rwy 8L from Twy H3 turn too far left, incorrectly lining up for Rwy 1L. Check heading indicator for correct runway alignment.

CHANGES: None.

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GENERAL

CAUTION: Parachute jumping activities in vicinity of airport.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (If equipped) enabled on all airport surfaces.

Low-level wind shear alert system.

Large number of birds and bats in vicinity of airport between sunset and sunrise.

Extensive glider/soaring operations weekends and holidays; sunrise to sunset; LAS VOR R-187/020°; altitudes up to but not including FL180. Gliders remain clear of the terminal control area but otherwise operate within the entire southwest quadrant of the terminal control area veil.

Runway Status Lights are in operation.

Terminal Doppler Weather RADAR.

Practice low approach authorized between 0200-0600 LT.

When special event parking PPR program NOTAM is active, transient aircraft operations not permanently based need to obtain a PPR number from an FBO for each landing. PPR approval & confirmation numbers can be obtained from the selected FBO. PPR confirmation numbers should be entered in the remarks section of each flight plan.

Numerous helicopter operations on west side of airport.

Pilots conducting Enhanced Flight Vision Systems operations; be aware LED ALS in use Rwy 26L.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
1R ❶	MIRL REIL PAPI-L (angle 3.0°, TCH 76')	❷ 9279' 2828m				150' 46m
19L	MIRL REIL PAPI-L (angle 3.0°, TCH 75')	❸ 8892' 2710m				
❶ Grooved. ❷ LDA 8784' (2677m). ❸ LDA 8807' (2684m).						
1L ❹	HIRL MALSF PAPI-L (angle 3.4°, TCH 63')	❺ 9184' 2799m	7888' 2404m		8988' 2740m	150' 46m
19R	HIRL REIL PAPI-L (angle 3.04°, TCH 80')	❻ 8987' 2739m		8L/26R 8215' 2504m		
❹ Grooved. ❺ LDA 8402' (2561m). ❻ LDA 8416' (2565m).						
8R ❼	HIRL REIL PAPI-L (angle 3.0°, TCH 61')					150' 46m
26L	HIRL ❽ MALSF ❾ PAPI-L (angle 3.0°, TCH 84')		9401' 2865m			
❼ Grooved. ❽ LED lights. ❾ PAPI unusable beyond 8° left and 9° right of centerline.						
8L ❿	HIRL PAPI-L (angle 3.0°, TCH 76')	⓫ 12376' 3772m				150' 46m
26R	HIRL MALS PAPI-L (angle 3.0°, TCH 84')	⓬ 13436' 4095m	12308' 3751m		14515' 4424m	
❿ Grooved. ⓫ LDA 11960' (3645m). ⓬ LDA 12638' (3852m).						

TERPS TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 1R

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

Rwys 8L/R

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

Rwy 19R

With Mim climb of 242'/NM to 3400'

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

Rwy 19L

With Mim climb of 256'/NM to 3400'

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

Rwy 26L

With Mim climb of 214'/NM to 2400'

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		Other
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	300-2¼

Rwy 1L

With Mim climb of 269'/NM to 2300'

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		Other
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	300-1

Rwy 26R

With Mim climb of 270'/NM to 2400'

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		Other
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	400-2½

OBSTACLE DP

Rwys 1L/R, climbing right turn direct BLD VOR before proceeding on course.

Rwys 8L/R, climb heading 079° to 3700', then climbing right turn direct BLD VOR before proceeding on course.

Rwys 19L/R, climb heading 194° to 2800', then climbing left turn heading 120° and BLD R-257 to BLD VOR before proceeding on course.

Rwys 26L/R, climb heading 259° to 2800' then climbing right turn direct BLD VOR before proceeding on course.

(For TAKE-OFF OBSTACLE NOTES see 10-9A1, 10-9A2, and 10-9A3)

FOR FILING AS ALTERNATE

	ILS Rwy 1L ILS Y Rwy 26L ILS Y Rwy 26R ILS Z Rwy 26L ILS Z Rwy 26R	RNAV (RNP) Rwy 8R RNAV (RNP) Rwy 26L RNAV (RNP) Rwy 26R RNAV (RNP) Z Rwy 19L RNAV (RNP) Z Rwy 19R	VOR DME-A	LOC Rwy 1L LOC Y Rwy 26L LOC Y Rwy 26R LOC Z Rwy 26L LOC Z Rwy 26R	VOR Rwy 26L/R RNAV (GPS) Rwy 1R RNAV (GPS) Y Rwy 19L RNAV (GPS) Y Rwy 19R
A	600-2	800-2	900-2	900-2	
B					
C			1100-3	1000-2¾	
D				1400-3	

AMEND 8

CHANGES: Rwy 26L VGSI note.

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ODP TAKEOFF OBSTACLE NOTES

- RWY 1L:
  REIL 23′ from DER, 153′ left of centerline, 3′ AGL/2090′ MSL. Sign 1037′ from DER, 695′ left of centerline, 41′ AGL/2125′ MSL. Building 1556′ from DER, 552′ left of centerline, 2129′ MSL. Building 1779′ from DER, 649′ left of centerline, 2147′ MSL. Buildings beginning 1907′ from DER, 186′ left of centerline, up to 2150′ MSL. Buildings beginning 1977′ from DER, 214′ left of centerline, up to 2150′ MSL. Buildings beginning 2095′ from DER, 275′ left of centerline, up to 83′ AGL/2153′ MSL. Buildings beginning 3953′ from DER, 1397′ left of centerline, up to 162′ AGL/2226′ MSL. Building 4126′ from DER, 1090′ left of centerline, 2229′ MSL. Building 4542′ from DER, 1400′ left of centerline, 183′ AGL/2240′ MSL. Building 4604′ from DER, 1367′ left of centerline, 186′ AGL/2243′ MSL.

- RWY 1R:
  Building 609′ from DER, 538′ right of centerline, 28′ AGL/2095′ MSL. Sign 1336′ from DER, 447′ right of centerline, 60′ AGL/2122′ MSL.

- RWY 8L:
  Pole 744′ from DER, 442′ right of centerline, 30′ AGL/2057′ MSL. Tree 758′ from DER, 168′ right of centerline, 2068′ MSL. Tree 767′ from DER, 589′ left of centerline, 2060′ MSL. Tree 850′ from DER, 184′ left of centerline, 2067′ MSL. Trees beginning 886′ from DER, 371′ right of centerline, up to 2074′ MSL.

- RWY 8R:
  Tower 1457′ from DER, 848′ right of centerline, 64′ AGL/2097′ MSL.

- RWY 19L:
  Railroad, pole beginning 952′ from DER, 322′ left of centerline, up to 2215′ MSL. Railroad 1043′ from DER, 178′ left of centerline, 2218′ MSL. Railroad, pole beginning 1122′ from DER, 19′ left of centerline, up to 2219′ MSL. Railroad 1166′ from DER, 75′ right of centerline, 2220′ MSL. Railroad 1219′ from DER, 235′ right of centerline, 2222′ MSL. Railroad 1230′ from DER, 281′ right of centerline, 2223′ MSL. Pole 1234′ from DER, 178′ left of centerline, 2221′ MSL. Railroad 1241′ from DER, 351′ right of centerline, 2224′ MSL. Railroad 1246′ from DER, 489′ right of centerline, 2225′ MSL. Railroad, pole beginning 1247′ from DER, 11′ right of centerline, up to 2226′ MSL. Poles, tree, vehicles on road, sign, parking lot beginning 1392′ from DER, 115′ right of centerline, up to 36′ AGL/2238′ MSL. Tree, pole beginning 1410′ from DER, 9′ left of centerline, up to 2232′ MSL. Tree 1819′ from DER, 124′ left of centerline, 2236′ MSL. Pole, tree, vehicles on road beginning 1824′ from DER, 9′ right of centerline, up to 34′ AGL/2242′ MSL. Pole 1933′ from DER, 623′ right of centerline, 34′ AGL/2243′ MSL. Pole, tree beginning 1936′ from DER, 55′ right of centerline, up to 36′ AGL/2245′ MSL. Pole, tree, parking lot beginning 2036′ from DER, 386′ right of centerline, up to 35′ AGL/2246′ MSL. Pole, parking lot, tree, vehicles on road beginning 2133′ from DER, 183′ right of centerline, up to 36′ AGL/2247′ MSL. Sign, tree, parking lot, vehicles on road, pole, building beginning 2179′ from DER, 27′ right of centerline, up to 2256′ MSL. Pole 2229′ from DER, 578′ left of centerline, 2238′ MSL. Poles beginning 2332′ from DER, 583′ left of centerline, up to 2240′ MSL. Sign, tree, pole, parking lot, building beginning 2381′ from DER, 53′ right of centerline, up to 41′ AGL/2257′ MSL. Building, tree, pole beginning 2466′ from DER, 591′ right of centerline, up to 38′ AGL/2258′ MSL. Building, tree, poles, utility box beginning 2505′ from DER, 157′ right of centerline, up to 38′ AGL/2259′ MSL. Pole, building beginning 2738′ from DER, 20′ left of centerline, up to 2251′ MSL. Building, tree beginning 2739′ from DER, 1134′ right of centerline, up to 57′ AGL/2279′ MSL. Building, tree beginning 2766′ from DER, 869′ right of centerline, up to 57′ AGL/2280′ MSL. Building, tree beginning 2822′ from DER, 1006′ right of centerline, up to 58′ AGL/2281′ MSL.

(CONTINUED ON 10-9A2)

AMEND 8

CHANGES: Obstacles.

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ODP TAKEOFF OBSTACLE NOTES

- RWY 19L (CONTD):
  Bldgs, tree, poles beginning 2861' from DER, 665' right of centerline, up to 59' AGL/2282' MSL. Bldgs, pole beginning 3418' from DER, 884' right of centerline, up to 61' AGL/2284' MSL. Building, pole beginning 3515' from DER, 424' right of centerline, up to 59' AGL/2287' MSL. Sign 5292' from DER, 1688' right of centerline, 55' AGL/2309' MSL. Building, pole beginning 5596' from DER, 1758' left of centerline, up to 110' AGL/2334' MSL. Communication twr 5717' from DER, 781' right of centerline, 80' AGL/2327' MSL. Building 2 NM from DER, 2897' left of centerline, 236' AGL/2491' MSL. Bldgs beginning 2 NM from DER, 2936' left of centerline, up to 241' AGL/2494' MSL.

- RWY 19R:
  Ground 60' from DER, 475' right of centerline, 2186' MSL. Ground 151' from DER, 529' right of centerline, 2190' MSL. Building 194' from DER, 444' right of centerline, 9' AGL/2199' MSL. Navigational aid 262' from DER, 408' right of centerline, 14' AGL/2206' MSL. Vehicles on road, ground, control box beginning 348' from DER, 42' right of centerline, up to 2208' MSL. Pole, vehicles on road beginning 503' from DER, 434' right of centerline, up to 2218' MSL. Pole, sign, vehicles on road, flag pole, fence beginning 592' from DER, 277' right of centerline, up to 37' AGL/2234' MSL. Signs, parking lot, vehicles on road, building, pole, tree beginning 844' from DER, 266' right of centerline, up to 41' AGL/2240' MSL. Tower, fence, vehicles on road, sign beginning 961' from DER, 175' right of centerline, up to 41' AGL/2243' MSL. Transmission line twr, vehicles on road, railroad, pole, railroad crossing signal control box, parking lot beginning 1132' from DER, 8' right of centerline, up to 47' AGL/2249' MSL. Railroad 1219' from DER, 701' left of centerline, 2222' MSL. Railroad 1230' from DER, 656' left of centerline, 2223' MSL. Railroad 1240' from DER, 585' left of centerline, 2224' MSL. Railroad 1246' from DER, 448' left of centerline, 2225' MSL. Railroad, pole beginning 1247' from DER, 76' left of centerline, up to 2226' MSL. Poles, tree, vehicles on road, sign beginning 1392' from DER, 15' left of centerline, up to 36' AGL/2238' MSL. Poles, tree, parking lot, building beginning 1726' from DER, 11' right of centerline, up to 2254' MSL. Pole, tree beginning 1823' from DER, 78' left of centerline, up to 34' AGL/2242' MSL. Pole 1933' from DER, 313' left of centerline, 34' AGL 2243' MSL. Pole, tree beginning 1935' from DER, 12' left of centerline, up to 36' AGL/2245' MSL. Pole, tree begining 2036' from DER, 5' left of centerline, up to 35' AGL/2246' MSL. Poles, building, tree beginning 2043' from DER, 221' right of centerline, up to 2255' MSL. Pole, tree beginning 2133' from DER, 19' left of centerline, up to 36' AGL/2247' MSL. Tree, poles, sign, building beginning 2146' from DER, 14' right of centerline, up to 2259' MSL. Pole, building, tree beginning 2234' from DER, 12' 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, poles, building beginning 2381' from DER, 37' left of centerline, up to 41' AGL/2257' MSL. Pole, bldgs, tree beginning 2496' from DER, 5' right of centerline, up to 2274' MSL. Building beginning 2739' from DER, 196' right of centerline, up to 57' AGL/2279' MSL. Building, tree beginning 2766' from DER, 73' right of centerline, up to 57' AGL/2280' MSL. Building beginning 2767' from DER, 44' left of centerline, up to 36' AGL/2258' MSL. Building, tree beginning 2822' from DER, 68' right of centerline, up to 58' AGL/2281' MSL. Building, tree beginning 2861' from DER, 126' right of centerline, up to 59' AGL/2282' MSL. Bldgs, tree beginning 2893' from DER, 6' right of centerline, up to 2288' MSL. Building beginning 2895' from DER, 2' left of centerline, up to 39' AGL/2262' MSL. Bldgs, tree building beginning 3032' from DER, 301' right of centerline, up to 61' AGL/2290' MSL. Bldgs, tree, pole beginning 3076' from DER, 58' right of centerline, up to 61' AGL/2291' MSL. Bldgs, sign, poles beginning 3459' from DER, 287' right of centerline, up to 74' AGL/2302' MSL. Building 3495' from DER, 53' left of centerline, 52' AGL/2278' MSL. Communication twr 5717' from DER, 156' left of centerline, 80' AGL/2327' MSL.

(CONTINUED ON 10-9A3)

AMEND 8

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ODP TAKEOFF OBSTACLE NOTES

- RWY 26L:
  Building 1002' from DER, 250' left of centerline, 6' AGL/2183' MSL.
  Railroad, pole beginning 1857' from DER, 793' left of centerline, up to 2215' MSL. Railroad 2068' 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 2376' from DER, 780' left of centerline, up to 2232' MSL. Tree, railroad beginning 2528' from DER, 751' left of centerline, up to 2233' MSL. Pole 2861' from DER, 811' left of centerline, 36' AGL/2238' MSL. Pole 3167' from DER, 1144' left of centerline, 34' AGL/2242' MSL. Pole 3171' from DER, 1091' left of centerline, 34' AGL/2243' MSL. Pole 3313' from DER, 1200' left of centerline, 35' AGL/2246' MSL. Sign, transmission line twr beginning 3672' from DER, 145' left of centerline, up to 2256' MSL. Pole, building beginning 4223' from DER, 1389' left of centerline, up to 2274' MSL. Building 4554' from DER, 1593' left of centerline, 2277' MSL. Building 4687' from DER, 1685' left of centerline, 53' AGL/2279' MSL. Building 4719' from DER, 1754' left of centerline, 61' AGL/2290' MSL. Building 4954' from DER, 1694' left of centerline, 61' AGL/2291' MSL. Transmission tower 5469' from DER, 1056' left of centerline, 2297' MSL. Pole 5879' from DER, 1519' left of centerline, 2309' MSL. Pole 6019' from DER, 2022' right of centerline, 101' AGL/2309' MSL. Pole 1 NM from DER, 1720' left of centerline, 46' AGL/2311' MSL. Pole 1 NM from DER, 1922' left of centerline, 45' AGL/2311' MSL. Tower 1.1 NM from DER, 1843' left of centerline, 80' AGL/2332' MSL. Pole 1.8 NM from DER, 1817' left of centerline, 131' AGL/2435' MSL.

- RWY 26R:
  Navaids, building beginning 533' from DER, 367' left of centerline, up to 14' AGL/2206' MSL. Navaids beginning 533' from DER, on centerline, up to 5' AGL/2195' MSL. Vehicles on road beginning 666' from DER, crossing left and right of centerline, up to 2208' MSL. Pole 785' from DER, 592' left of centerline, 2218' MSL. Pole, tree beginning 786' from DER, 8' left of centerline, up to 2220' MSL. Trees beginning 821' from DER, 49' right of centerline, up to 25' AGL/2214' MSL. Pole, sign, tree, building beginning 873' from DER, 347' left of centerline, up to 37' AGL/2234' MSL. Trees beginning 952' from DER, 48' right of centerline, up to 2233' MSL. Pole, tree, railroad beginning 1093' from DER, 531' left of centerline, up to 38' AGL/2237' MSL. Trees beginning 1559' from DER, 555' right of centerline, up to 2259' MSL. Tree, building, railroad beginning 1812' from DER, 191' left of centerline, up to 2246' MSL. Building 2501' from DER, 881' left of centerline, 2254' MSL. Poles beginning 3002' from DER, 543' left of centerline, up to 44' AGL/2271' MSL. Poles beginning 3005' from DER, 743' left of centerline, up to 48' AGL/2277' MSL. Pole 3116' from DER, 1022' right of centerline, 101' AGL/2309' MSL. Sign 3339' from DER, 278' left of centerline, up to 2286' MSL. Communication twr 4521' from DER, 704' right of centerline, 2332' MSL. Sign 1.3 NM from DER, 2649' left of centerline, 80' AGL/2384' MSL. Pole 1.5 NM from DER, 2801' left of centerline, 100' AGL/2444' MSL. Pole 1.6 NM from DER, 2832' left of centerline, up to 100' AGL/2455' MSL. Pole, communication twr beginning 1.7 NM from DER, 2068' left of centerline, up to 100' AGL/2463' MSL. Pole 1.7 NM from DER, 2845' left of centerline, 135' AGL/2469' MSL. Transmission twr 2.1 NM from DER, 3453' left of centerline, 134' AGL/2490' MSL.

AMEND 8

CHANGES: Obstacles.

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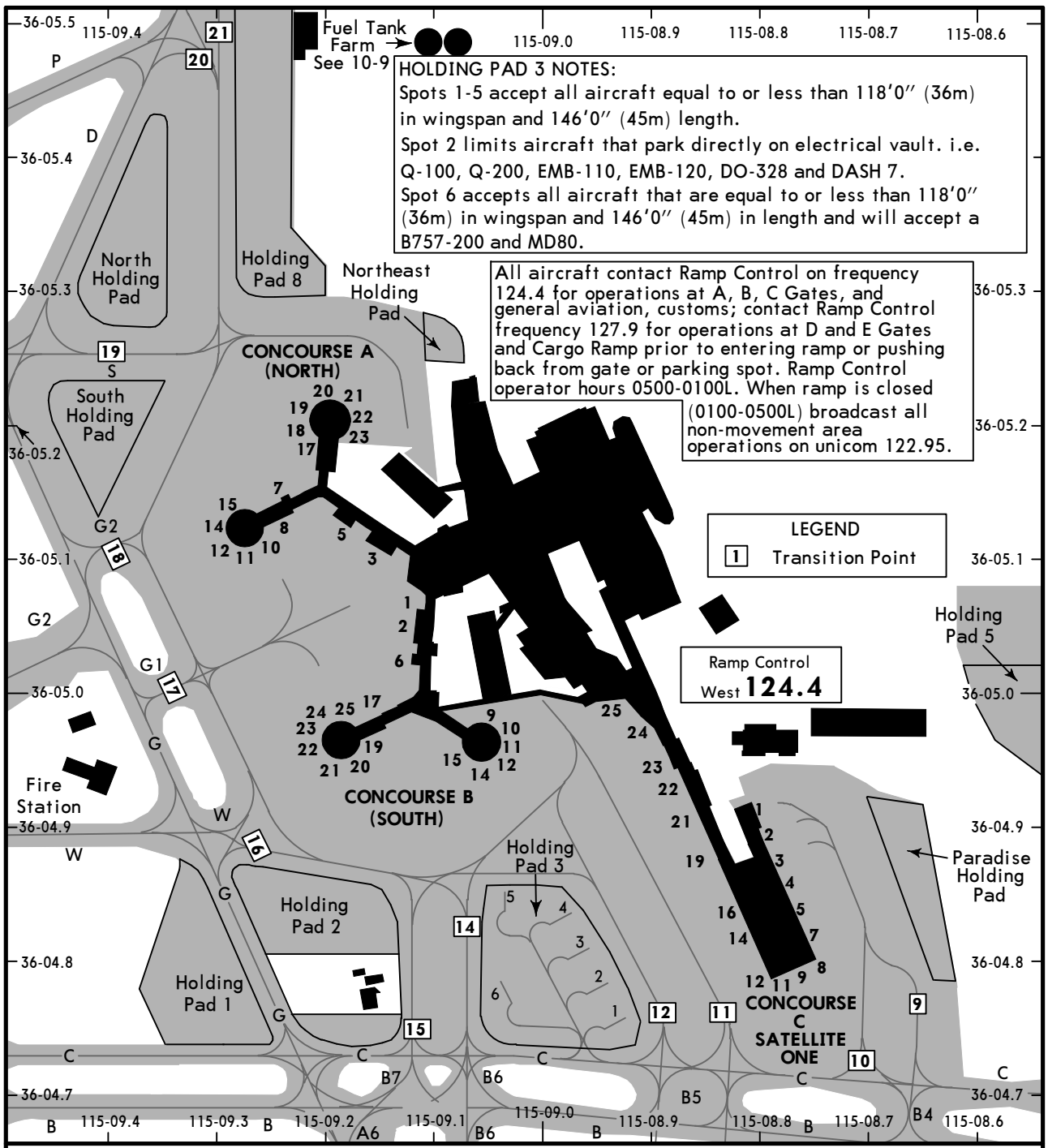

PARKING GATE COORDINATES

GATE No.	COORDINATES
CONCOURSE A (NORTH)	
3, 5	N36 05.1 W115 09.1
7	N36 05.2 W115 09.1
8	N36 05.1 W115 09.1
10 thru 12	N36 05.1 W115 09.2
14, 15	N36 05.1 W115 09.2
17 thru 23	N36 05.2 W115 09.1
CONCOURSE B (SOUTH)	
1,2	N36 05.1 W115 09.0
6, 9	N36 05.0 W115 09.0
10 thru 12	N36 05.0 W115 08.9
14, 15	N36 05.0 W115 09.0
17	N36 05.0 W115 09.1
19 thru 25	N36 05.0 W115 09.1

GATE No.	COORDINATES
CONCOURSE C-SATELLITE ONE	
1 thru 4	N36 04.9 W115 08.7
5, 7, 8, 9, 11	N36 04.8 W115 08.7
12,14,16	N36 04.8 W115 08.7
19	N36 04.9 W115 08.8
21 thru 23	N36 04.9 W115 08.8
24, 25	N36 05.0 W115 08.8
HOLD PAD 3	
1, 2	N36 04.8 W115 08.8
3 thru 6	N36 04.8 W115 08.9

CHANGES: None.

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Operations at all terminal gates and Cargo Ramp controlled by department of aviation 1300-0900Z. All aircraft contact Control Ramp on frequency 124.4 for operations at A, B, C Gates and general aviation, customs; Contact Ramp Control frequency 127.9 for operations at D and E Gates and Cargo Ramp prior to entering ramp or pushing back from gate or parking spot. Ramp Control operator hours 0500-0100L. When Ramp is closed (0100-0500L) broadcast all Non-Movement Area operations on unicom 122.95.

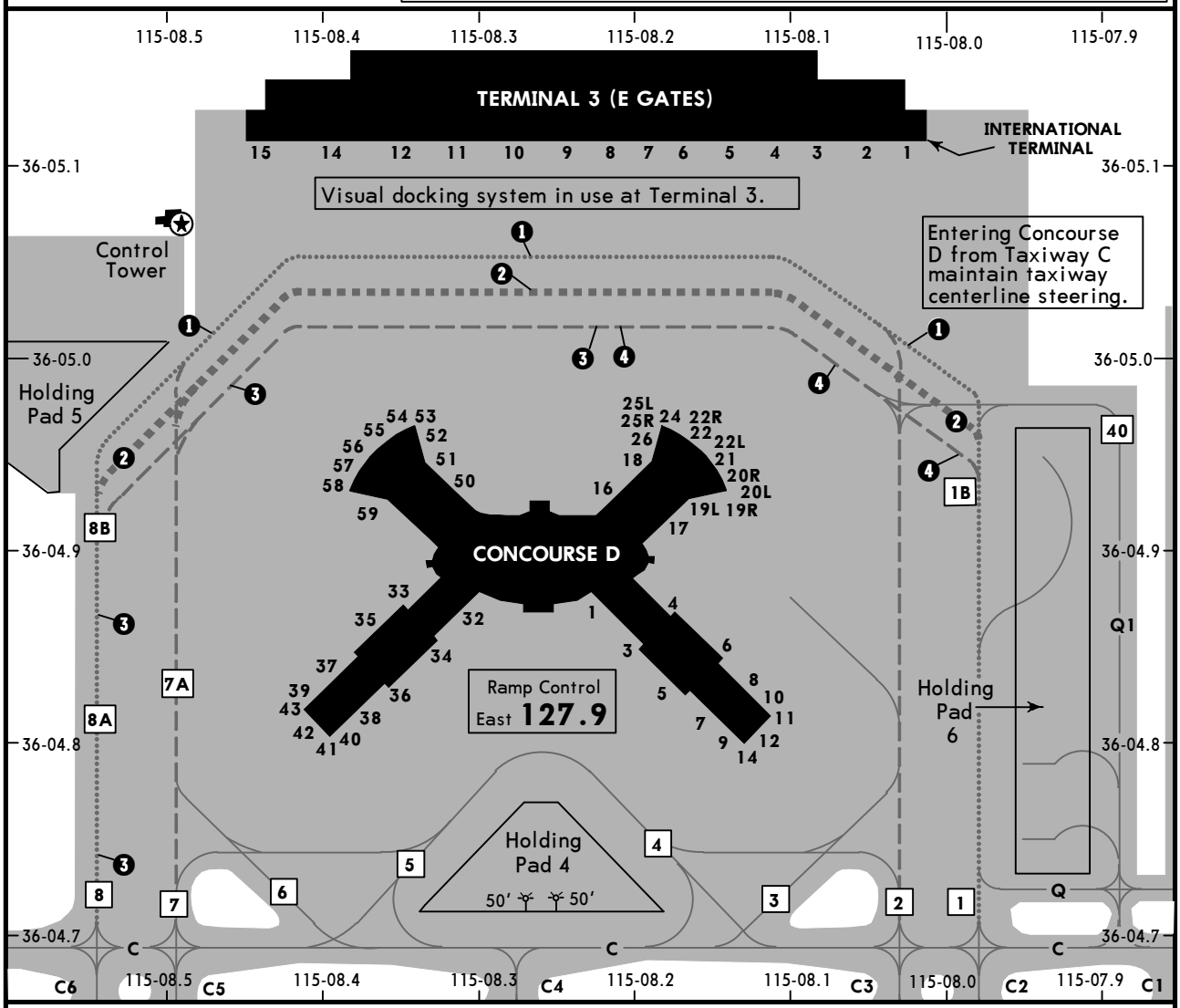
LEGEND

- 1 Transition Point
- Yellow (North) Taxilane
- Alt Yellow/Green Dashes (Center) Taxilane
- Green (South) Taxilane
- SEE TAXILANE NOTES

TAXILANE NOTES

Simultaneous taxi operations authorized between North & South taxilanes.
No simultaneous taxi operations authorized while the Center taxilane is being utilized.

1. Restricted to 134.9′ wingspan or smaller.
2. Yellow/Green Taxilane restricted to 214′ wingspan or smaller.
3. Restricted to wingspan 171′ or smaller west of Gate E8.
4. Wingspan is reduced to 156.1′ between Gate E8 & Gate D19.



PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
CONCOURSE D		**CONCOURSE D (Cont′d)**	
1, 3, 4	N36 04.9 W115 08.2	35	N36 04.9 W115 08.4
5, 7	N36 04.8 W115 08.2	36 thru 43	N36 04.8 W115 08.4
6	N36 04.9 W115 08.1	50, 51	N36 04.9 W115 08.3
8 thru 12, 14	N36 04.8 W115 08.1	52, 53	N36 05.0 W115 08.3
16 thru 18	N36 04.9 W115 08.2	54 thru 56	N36 05.0 W115 08.4
19L, 19R, 20L	N36 04.9 W115 08.1	57 thru 59	N36 04.9 W115 08.4
20R, 21	N36 04.9 W115 08.1	**TERMINAL 3 (E GATES)**	
22L, 22, 22R	N36 05.0 W115 08.2	1, 2	N36 05.1 W115 08.0
24 thru 26	N36 05.0 W115 08.2	3 thru 5	N36 05.1 W115 08.1
32	N36 04.9 W115 08.3	6 thru 9	N36 05.1 W115 08.2
33	N36 04.9 W115 08.4	10 thru 12	N36 05.1 W115 08.3
34	N36 04.8 W115 08.3	14, 15	N36 05.1 W115 08.4

CHANGES: Concourse D gates and coordinates.

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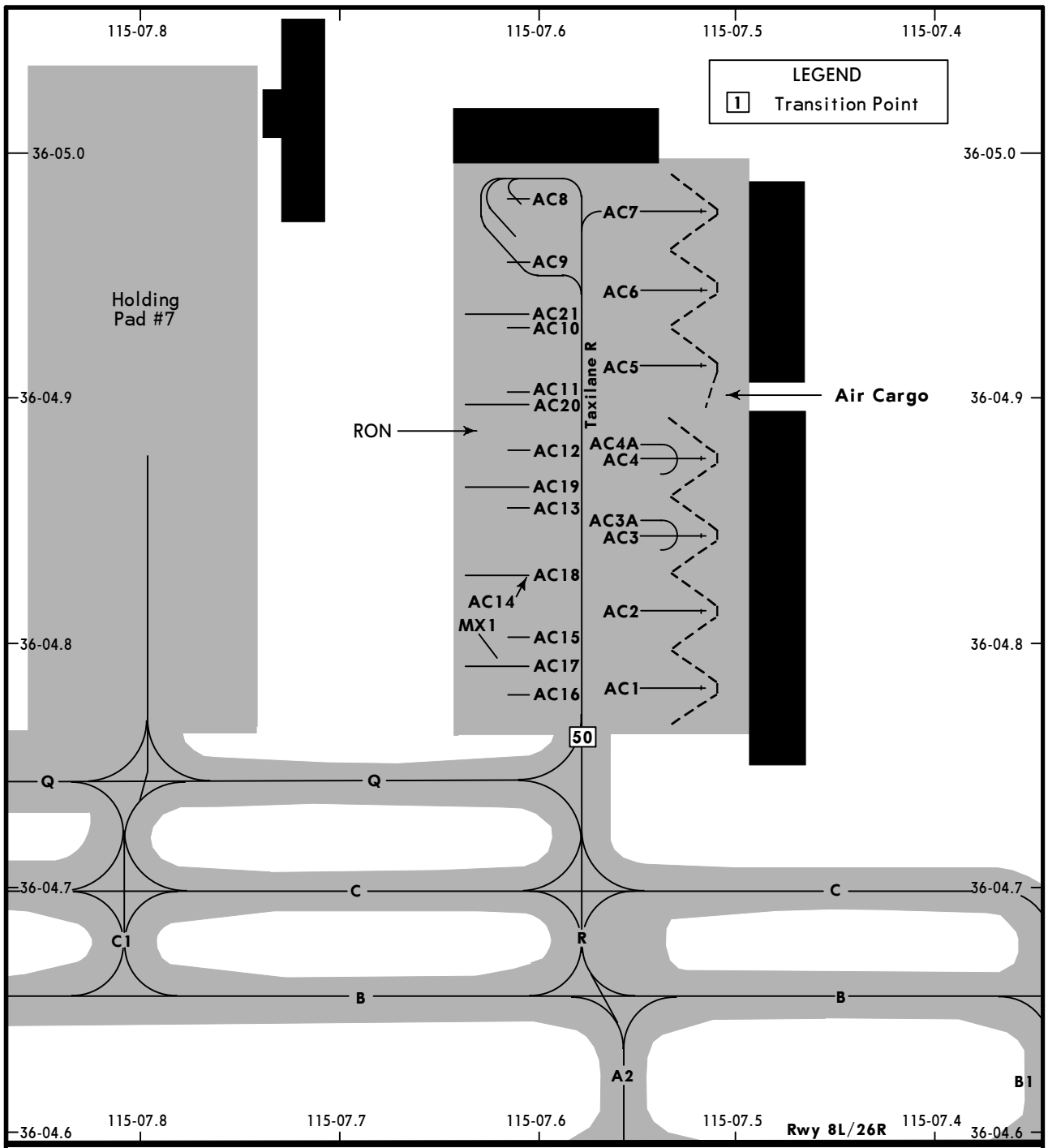

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
AIR CARGO			
AC1 thru AC3A	N36 04.8 W115 07.5		
AC4 thru AC6	N36 04.9 W115 07.5		
AC7	N36 05.0 W115 07.5		
AC8, AC9	N36 05.0 W115 07.6		
AC10 thru AC13	N36 04.9 W115 07.6		
AC14 thru AC18	N36 04.8 W115 07.6		
MX1	N36 04.8 W115 07.6		
AC19 thru AC21	N36 04.9 W115 07.6		

CHANGES: MX1 gate added.

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KLAS/LAS
HARRY REID INTL

JEPPESEN

30 AUG 24 (11-1) Eff 5 Sep

LAS VEGAS, NEV
ILS or LOC Rwy 1L

BRIEFING STRIP ™

D-ATIS	LAS VEGAS Approach (R) West	LAS VEGAS Approach (R) East	LAS VEGAS Tower Rwys 1 L/R, 19 L/R	LAS VEGAS Tower Rwys 8 L/R, 26 L/R	Ground West of Rwy 1L/19R	Ground East of Rwy 1R/19L
132.4	125.025	119.775	118.75	119.9	121.9	121.1

LOC ICUA	Final Apch Crs	NODIY	ILS DA(H)	Apt Elev 2181′
110.1	014°	5300′ (3124′)	2460′ (284′)	TDZE 2176′

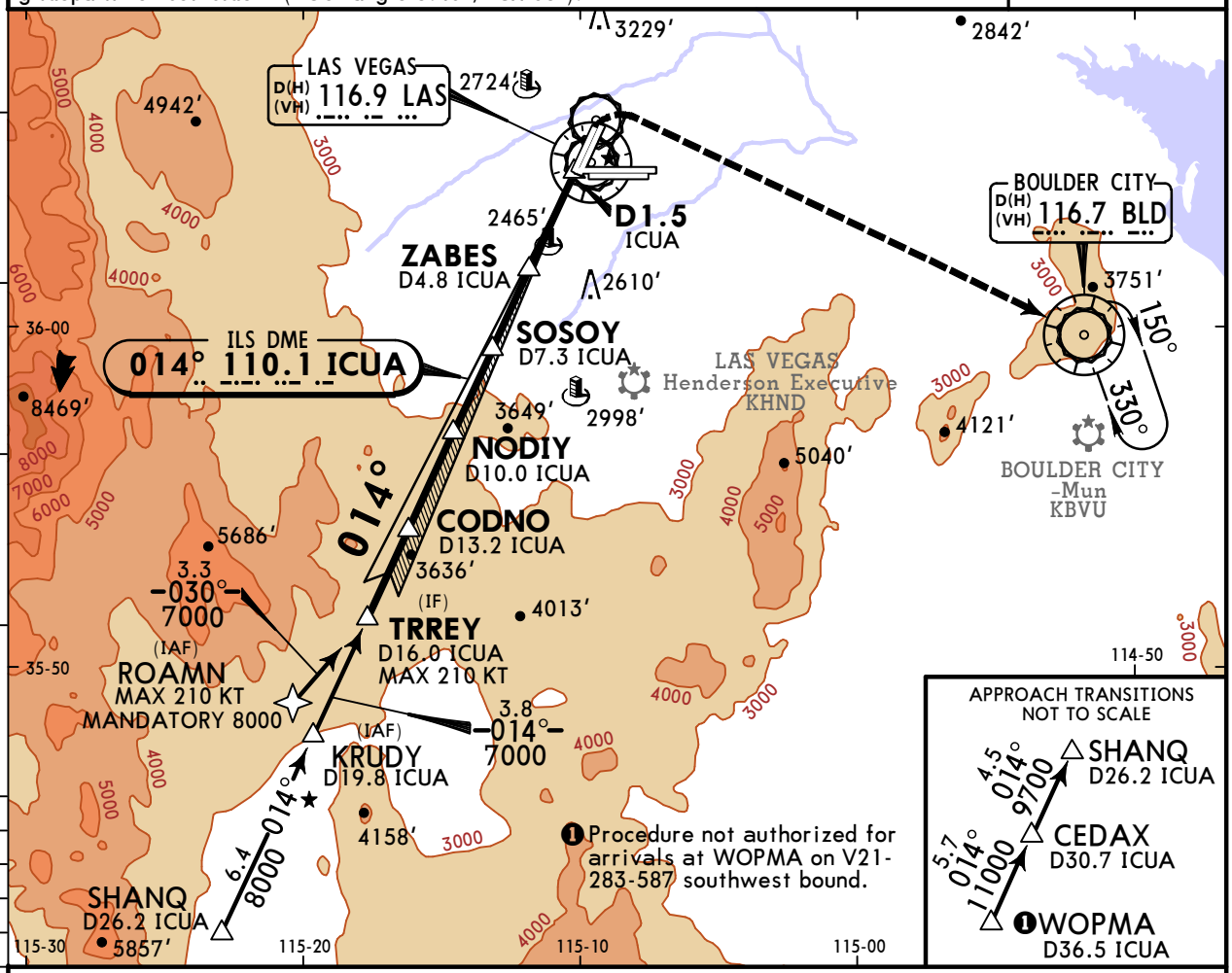
MISSED APCH: Climb to 3000′ then climbing RIGHT turn to 7000′ direct BLD VOR and hold, continue climb-in-hold to 7000′.

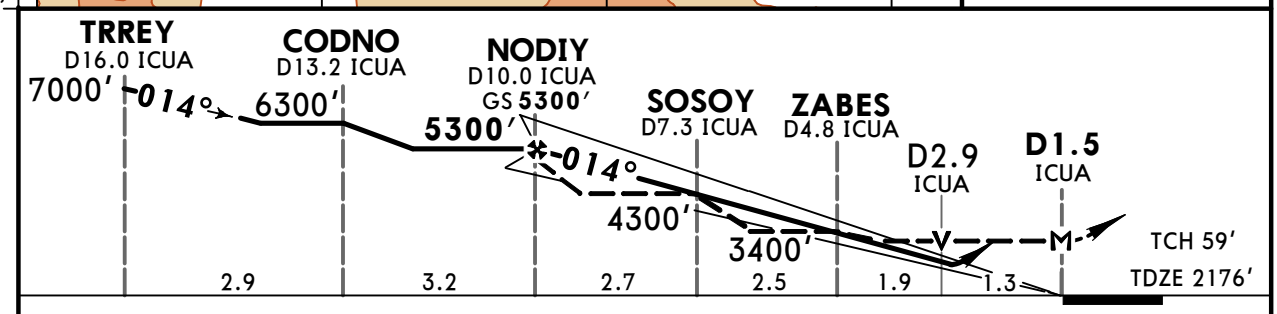
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

DME required. From ROAMN: RNP Apch-GPS.

1. Rwy 1L helicopter visibility reduction below 3/4 SM not authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.40°/TCH 63′).

MSA LAS VOR: 120° 10,200; 210° 6700; 030° 13,200; 300° 8400





Gnd speed-Kts	70	90	100	120	140	160
GS 3.40°	421	541	602	722	842	963
MAP at D1.5 ICUA						

MALSF / PAPI — 3000′ — 7000′ RT — D — BLD 116.7

TERPS — STRAIGHT-IN LANDING RWY 1L

	ILS DA(H) 2460′ (284′)		LOC (GS out) MDA(H) 2720′ (544′)	
		ALS out		ALS out
A	3/4	7/8	3/4	1
B				
C			1 3/8	1 5/8
D				

CIRCLE-TO-LAND (C)

Max Kts	MDA(H)
90	3020′ (839′) - 1 1/4
120	3060′ (879′) - 1 1/4
140	3100′ (919′) - 2 3/4
165	3540′ (1359′) - 3

TERPS AMEND 4 19 MAY 2022

CHANGES: Comms, LAS VOR service volume.

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KLAS/LAS
HARRY REID INTL

JEPPESEN
30 AUG 24
Eff 5 Sep
(11-2)

LAS VEGAS, NEV
ILS Z or LOC Z Rwy 26L

BRIEFING STRIP™

D-ATIS	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
	West	East	Rwys 8 L/R, 26 L/R	Rwys 1 L/R, 19 L/R	West of Rwy 1L/19R	East of Rwy 1R/19L
132.4	125.025	119.775	119.9	118.75	121.9	121.1

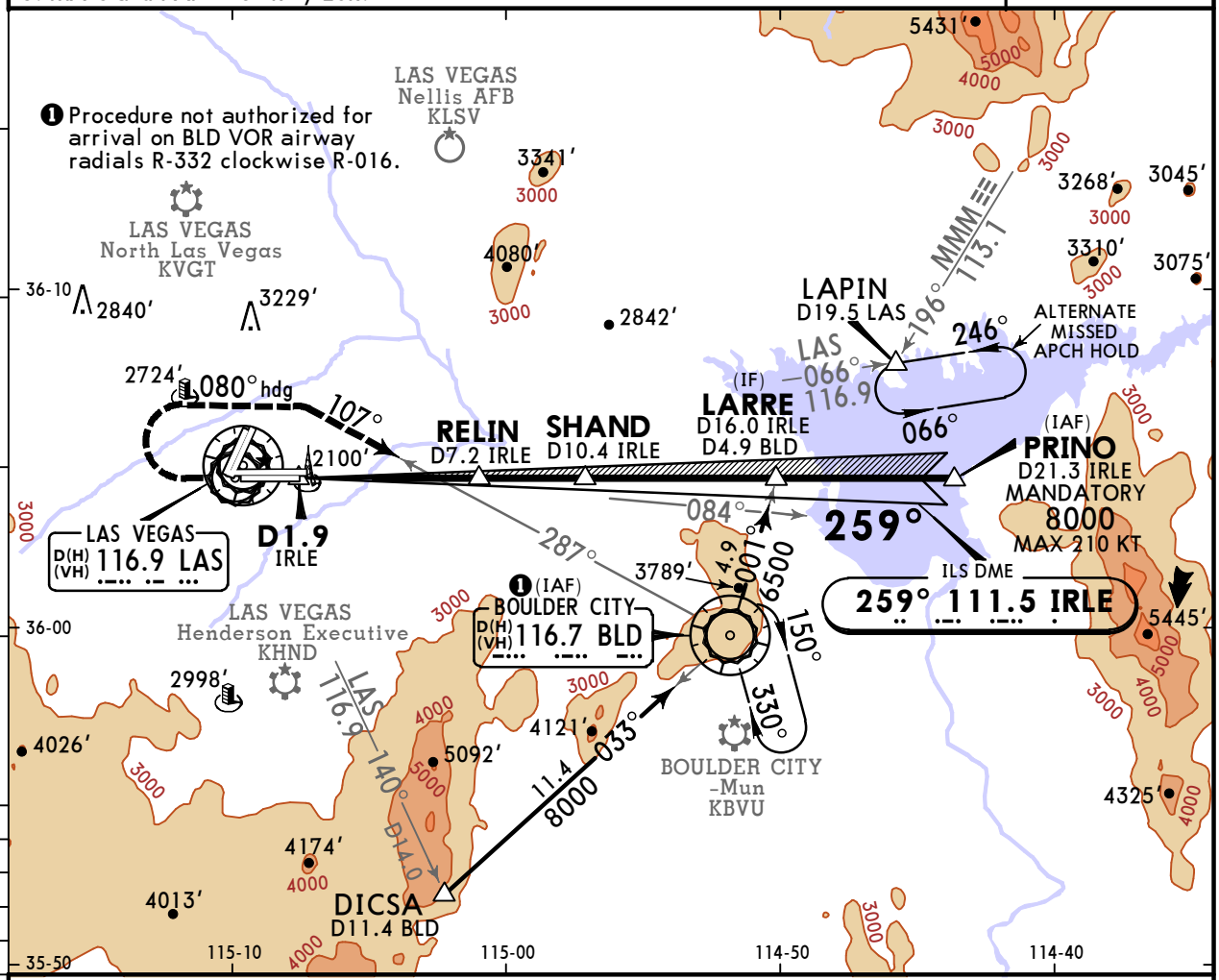
LOC IRLE	Final Apch Crs	RELIN	ILS DA(H)	Apt Elev 2181′
111.5	259°	3800′ (1731′)	2269′ (200′)	TDZE 26L 2069′

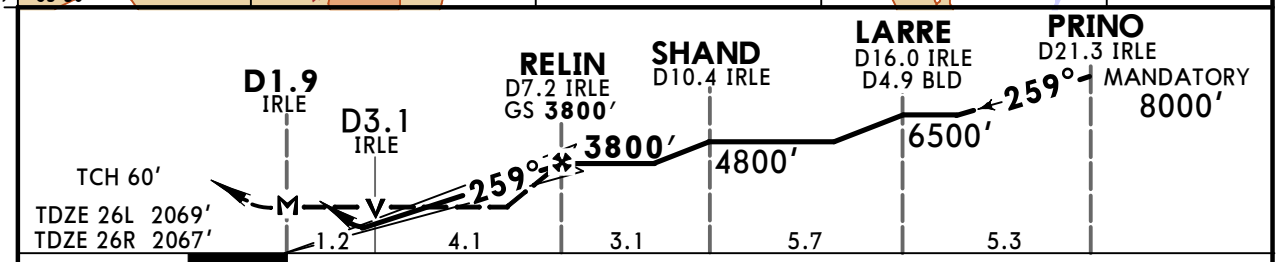
MISSED APCH: Climb to 3200′ then climbing RIGHT turn to 6000′ heading 080° and inbound on BLD VOR R-287 to BLD VOR and hold, continue climb-in-hold to 6000′.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 84′).
3. MALS and PAPI-L on Rwy 26R.

MSA LAS VOR: 120° 10,200; 210° 6600; 300° 8400; 030° 12,900





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.9 IRLE							

MALSF — PAPI — 3200′ — 6000′ RT — 080° hdg and BLD 116.7 R-287

TERPS — STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 2269′ (200′)		LOC (GS out) MDA(H) 2520′ (451′)		SIDESTEP LANDING RWY26R MDA(H) 2560′ (493′)	CIRCLE-TO-LAND Max Kts	MDA(H)
		ALS out		ALS out	ALS out		
A	3/4		3/4	1	1	90	3020′ (839′) - 1¼
B						120	3060′ (879′) - 1¼
C			1	1⅜	1½	140	3100′ (919′) - 2¾
D					2	165	3540′ (1359′) - 3

TERPS AMEND 8 5 OCT 2023

CHANGES: Comms, LAS VOR service volume.

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KLAS/LAS
HARRY REID INTL

JEPPESEN

30 AUG 24
Eff 5 Sep
(11-3)

LAS VEGAS, NEV
ILS Y or LOC Y Rwy 26L

BRIEFING STRIP ™

D-ATIS	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
	West	East	Rwys 8 L/R, 26 L/R	Rwys 1 L/R, 19 L/R	West of Rwy 1L/19R	East of Rwy 1R/19L
132.4	125.025	119.775	119.9	118.75	121.9	121.1

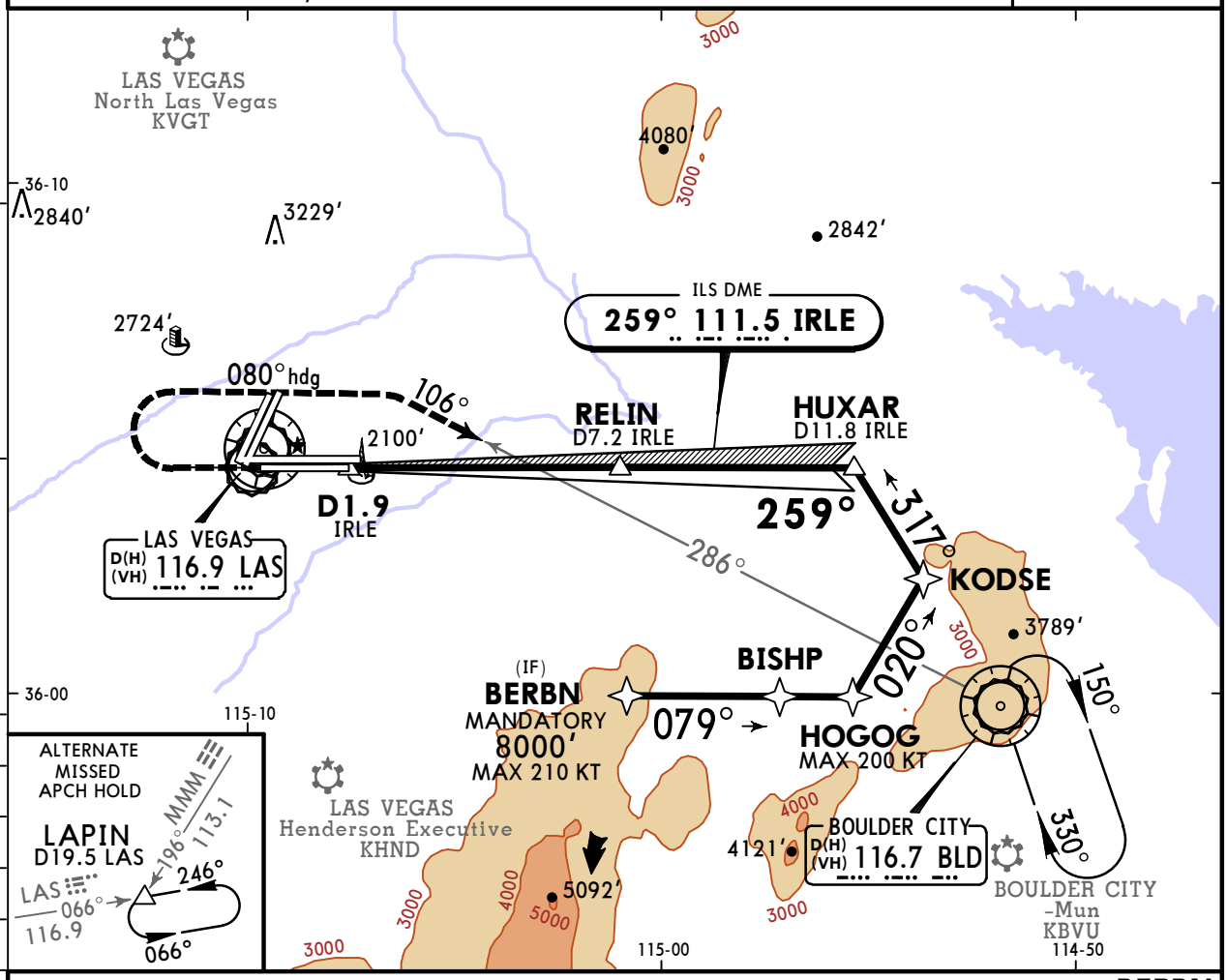
LOC IRLE	Final Apch Crs	RELIN	ILS DA(H)	Apt Elev 2181′
111.5	**259°**	**3800′** (1731′)	**2269′** (200′)	TDZE 26L 2069′

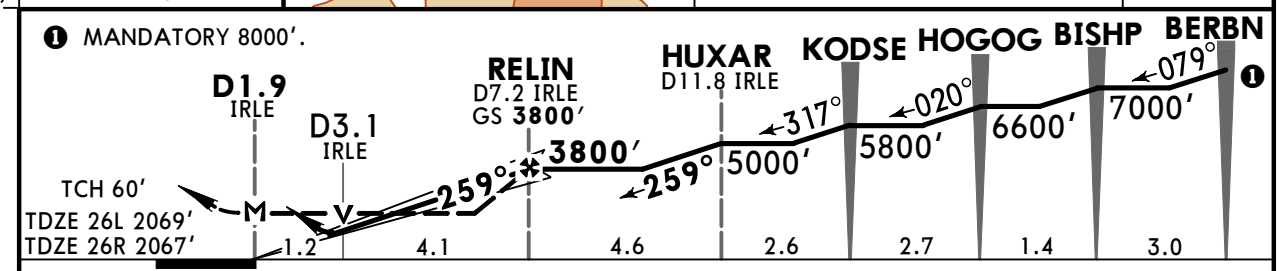
MISSED APCH: Climb to 3200′ then climbing RIGHT turn to 6000′ heading 080° and inbound on BLD VOR R-286 to BLD VOR and hold, continue climb-in-hold to 6000′.

RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 84′).
3. MALS and PAPI-L on Rwy 26R.

MSA LAS VOR: 120° 10,200; 210° 6600; 300° 8400; 030° 12,900





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at D1.9 IRLE							

MALSF / PAPI | 3200′ | 6000′ RT | 080° hdg and BLD 116.7 R-286

TERPS STRAIGHT-IN LANDING RWY **26L**

	ILS DA(H) 2269′ (200′) ALS out	LOC (GS out) MDA(H) 2520′ (451′)		SIDESTEP LANDING RWY26R MDA(H) 2560′ (493′) ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	3/4	3/4	1	1	90	3020′ (839′) - 1¼
B					120	3060′ (879′) - 1¼
C		1	1⅜	1½	140	3100′ (919′) - 2¾
D				2	165	3540′ (1359′) - 3

TERPS ORIG 5 OCT 2023

CHANGES: Comms, LAS VOR service volume.

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KLAS/LAS
HARRY REID INTL

JEPPESEN

30 AUG 24
Eff 5 Sep
(11-4)

LAS VEGAS, NEV
ILS Z or LOC Z Rwy 26R

BRIEFING STRIP ™

D-ATIS	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
	West	East	Rwys 8 L/R, 26 L/R	Rwys 1 L/R, 19 L/R	West of Rwy 1L/19R	East of Rwy 1R/19L
132.4	125.025	119.775	119.9	118.75	121.9	121.1

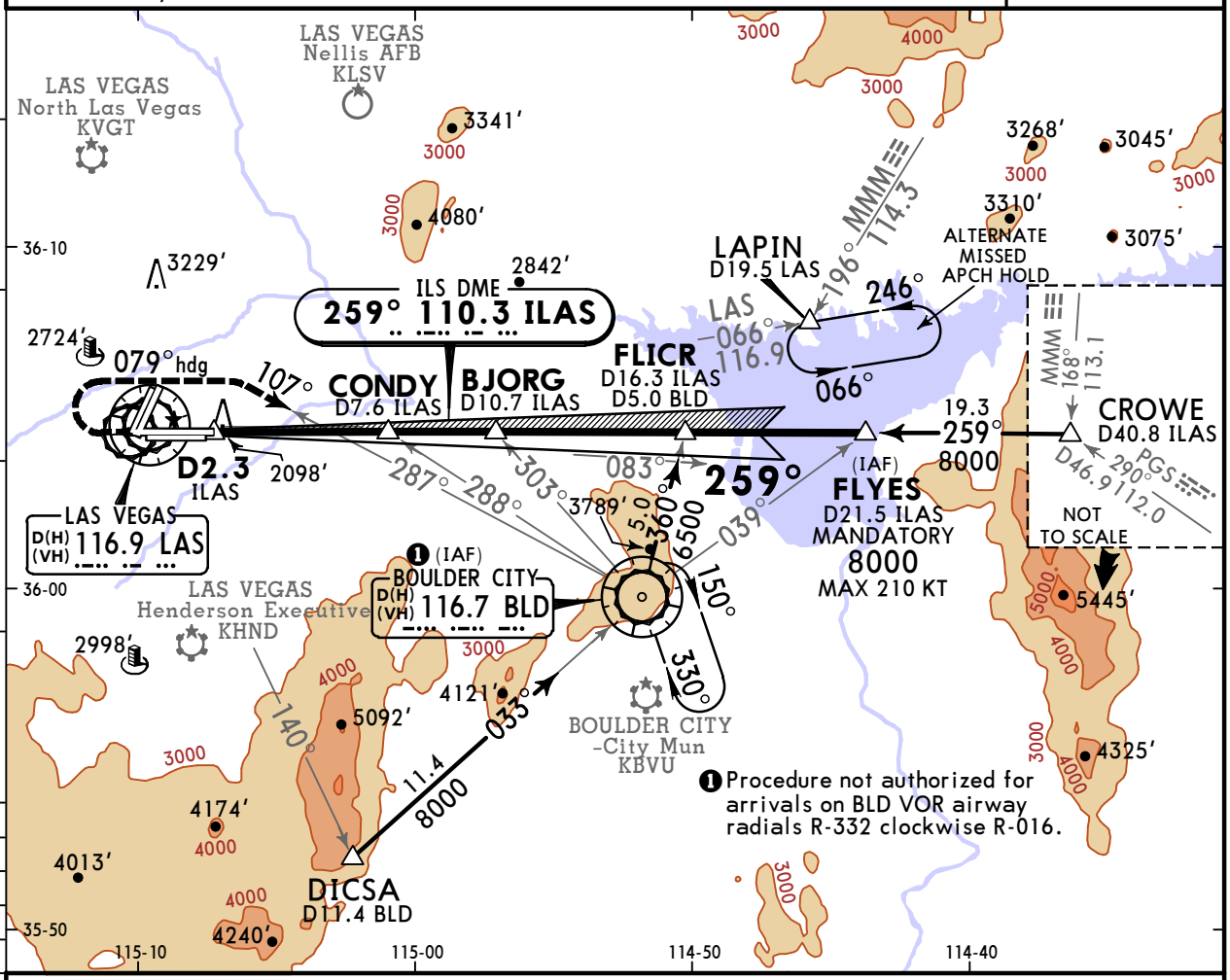
LOC ILAS	Final Apch Crs	CONDY	ILS DA(H)	Apt Elev 2181′
110.3	**259°**	**3800′** (1733′)	**2334′** (267′)	TDZE 26R 2067′

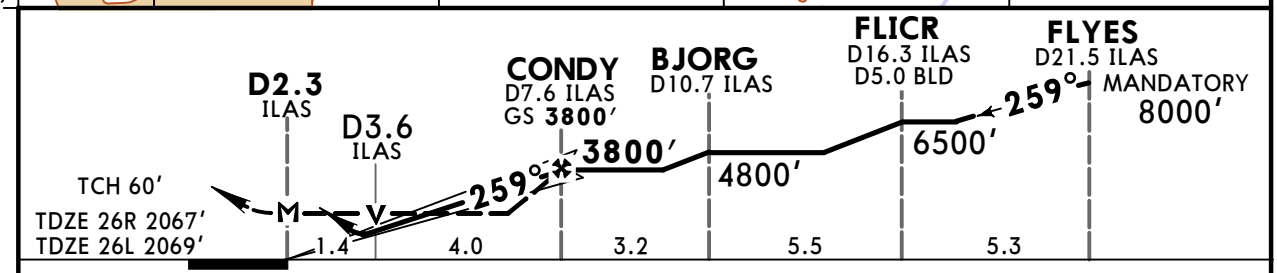
MISSED APCH: Climb to 3200′ then climbing RIGHT turn to 6000′ heading 079° and inbound on BLD VOR R-287 to BLD VOR and hold, continue climb-in-hold to 6000′.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. VGSI and ILS glidepath not coincident (VGSI angle 3.40°/TCH 63′). 2. MALSF and PAPI-L on Rwy 26L.

MSA LAS VOR: 10,200 (120°–210°), 12,900 (030°–300°), 6600, 8400





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.3 ILAS or CONDY to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALS / PAPI | 3200′ | 6000′ RT | 079° hdg and BLD 116.7 R-287

TERPS — STRAIGHT-IN LANDING RWY **26R**

	ILS DA(H) 2334′(267′)		LOC (GS out) MDA(H) 2560′(493′)		SIDESTEP LANDING RWY 26L MDA(H) 2560′(491′)	CIRCLE-TO-LAND Max Kts	MDA(H)
		ALS out		ALS out	ALS out		
A	3/4	7/8	3/4	1	1	90	3020′(839′)-1¼
B						120	3060′(879′)-1¼
C			1⅛	1⅜	1½	140	3100′(919′)-2¾
D					2	165	3540′(1359′)-3

TERPS AMEND 21 5 OCT 2023

CHANGES: Comms, LAS VOR service volume.

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KLAS/LAS
HARRY REID INTL

JEPPESEN

30 AUG 24
Eff 5 Sep
(11-5)

LAS VEGAS, NEV
ILS Y or LOC Y Rwy 26R

BRIEFING STRIP ™

D-ATIS	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
	West	East	Rwys 8 L/R, 26 L/R	Rwys 1 L/R, 19 L/R	West of Rwy 1L/19R	East of Rwy 1R/19L
132.4	125.025	119.775	119.9	118.75	121.9	121.1

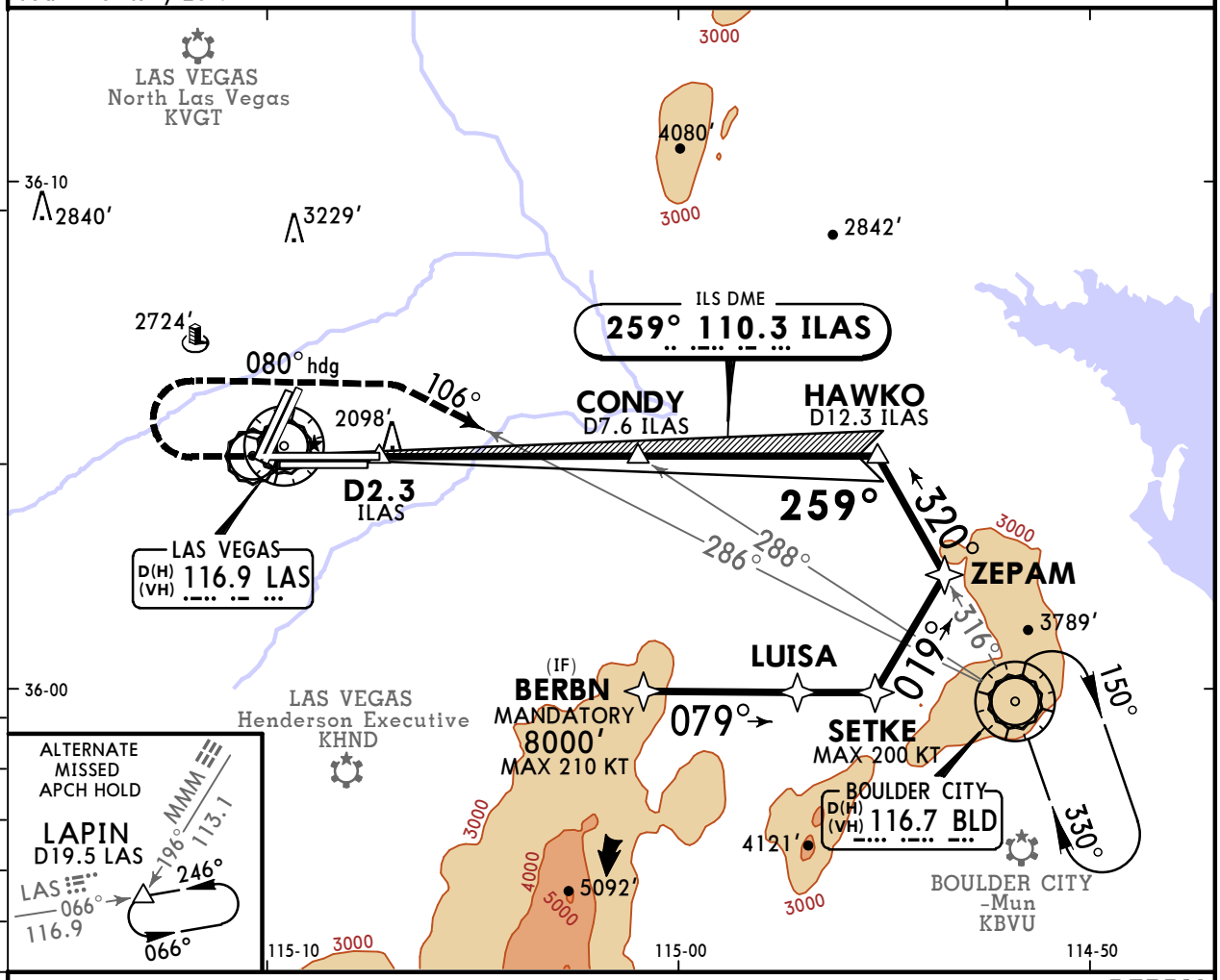
LOC ILAS	Final Apch Crs	CONDY	ILS DA(H)	Apt Elev 2181′
110.3	259°	3800′ (1733′)	2334′ (267′)	TDZE 26R 2067′

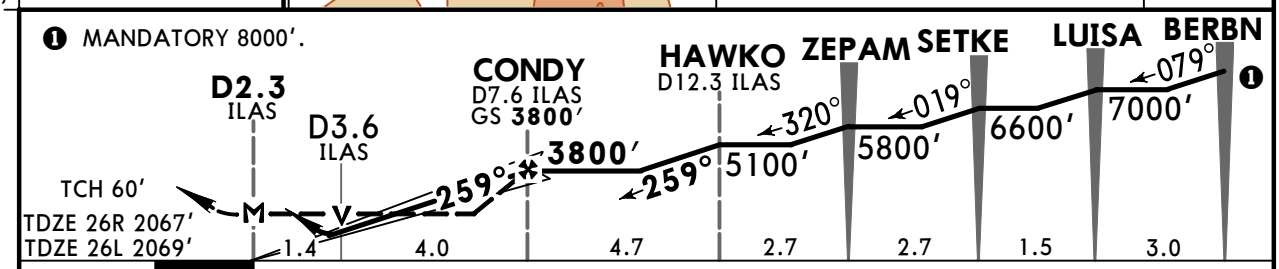
MISSED APCH: Climb to 3200′ then climbing RIGHT turn to 6000′ heading 080° and inbound on BLD VOR R-286 to BLD VOR and hold, continue climb-in-hold to 6000′.

RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 84′). 2. MALSF and PAPI-L on Rwy 26L.

MSA LAS VOR: 120° 10,200 210°; 12,900 6600; 030° 8400 300°





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.3 ILAS or CONDY to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALS / PAPI | 3200′ | 6000′ RT | 080° hdg and BLD 116.7 R-286

TERPS STRAIGHT-IN LANDING RWY **26R**

	ILS DA(H) 2334′ (267′)		LOC (GS out) MDA(H) 2560′ (493′)		SIDESTEP LANDING RWY26L MDA(H) 2560′ (491′)	CIRCLE-TO-LAND
		ALS out		ALS out	ALS out	Max Kts / MDA(H)
A	3/4	7/8	3/4	1	1	90 / 3020′ (839′) - 1¼
B						120 / 3060′ (879′) - 1¼
C			1⅛	1⅜	1½	140 / 3100′ (919′) - 2¾
D					2	165 / 3540′ (1359′) - 3

TERPS ORIG 5 OCT 2023

CHANGES: Comms, LAS VOR service volume.

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KLAS/LAS
HARRY REID INTL

JEPPESEN

25 OCT 24 (12-1) Eff 31 Oct

LAS VEGAS, NEV
RNAV (GPS) Rwy 1R

BRIEFING STRIP™

D-ATIS	LAS VEGAS Approach (R) West	East	LAS VEGAS Tower Rwys 1L/R, 19L/R	Rwys 8L/R, 26L/R	Ground West of Rwy 1L/19R	East of Rwy 1R/19L
132.4	125.025	119.775	118.75	119.9	121.9	121.1

WAAS	Final Apch Crs	KIBSE	LPV DA(H)	Apt Elev 2181′
Ch 42800 W01A	014°	5100′(2930′)	2458′(288′)	TDZE 2170′

MISSED APCH: Climb to 2700′ then climbing RIGHT turn to 7000′ direct HAIDN and hold, continue climb-in-hold to 7000′.

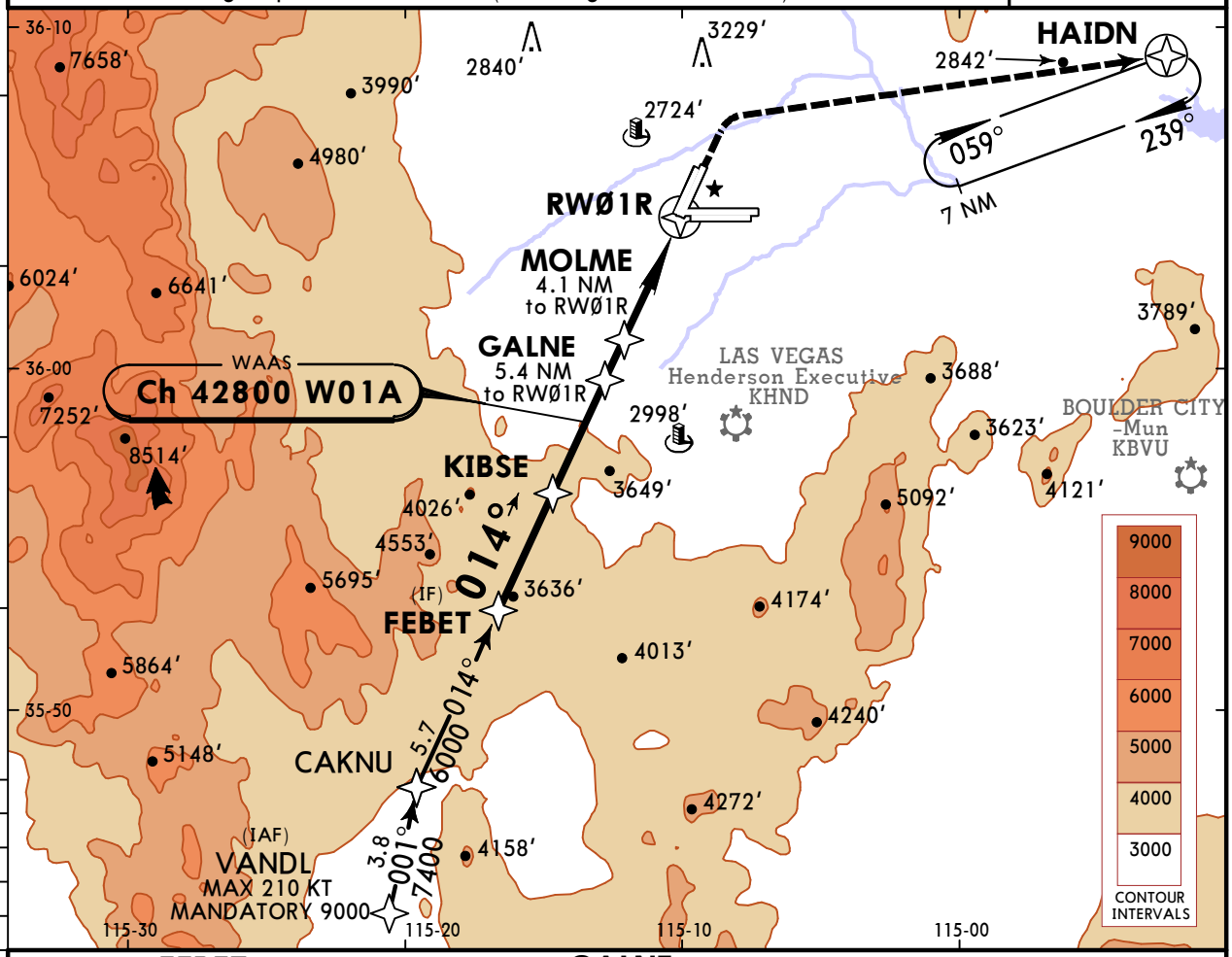
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

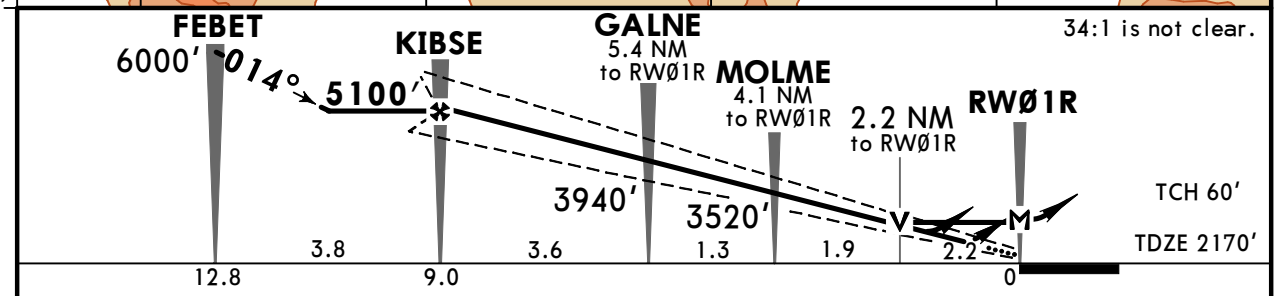
RNP Apch-GPS. RADAR required.

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 0°C or above 54°C. 2. Rwy 1R helicopter visibility reduction below 3/4 SM not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 76′).

13,200

MSA RWØ1R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1R						

REIL
PAPI-L

2700′ ↑ 7000′ ↱ RT HAIDN

TERPS STRAIGHT-IN LANDING RWY **1R**

	LPV DA(H) 2458′(288′)	LNAV/VNAV DA(H) 2641′(471′)	LNAV MDA(H) 2960′(790′)
A	7/8	1⅜	1
B			1¼
C			2½
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3020′(839′) -1¼
120	3060′(879′) -1¼
140	3100′(919′) -2¾
165	3540′(1359′) -3

TERPS AMEND 5 31 OCT 2024

CHANGES: Procedure.

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KLAS/LAS
HARRY REID INTL

JEPPESEN

14 FEB 25 (12-2)

LAS VEGAS, NEV
RNAV (GPS) Y Rwy 19L

BRIEFING STRIP ™

D-ATIS Arrival	LAS VEGAS Approach (R) West	East	LAS VEGAS Tower Rwys 1L/R, 19L/R	Rwys 8L/R, 26L/R	Ground West of Rwy 1L/19R	East of Rwy 1R/19L
132.4	125.025	119.775	118.75	119.9	121.9	121.1

WAAS	Final Apch Crs	DIRDE	LPV DA(H)	Apt Elev 2181′
Ch 45542 W19A	194°	4300′ (2188′)	2312′ (200′)	TDZE 2112′

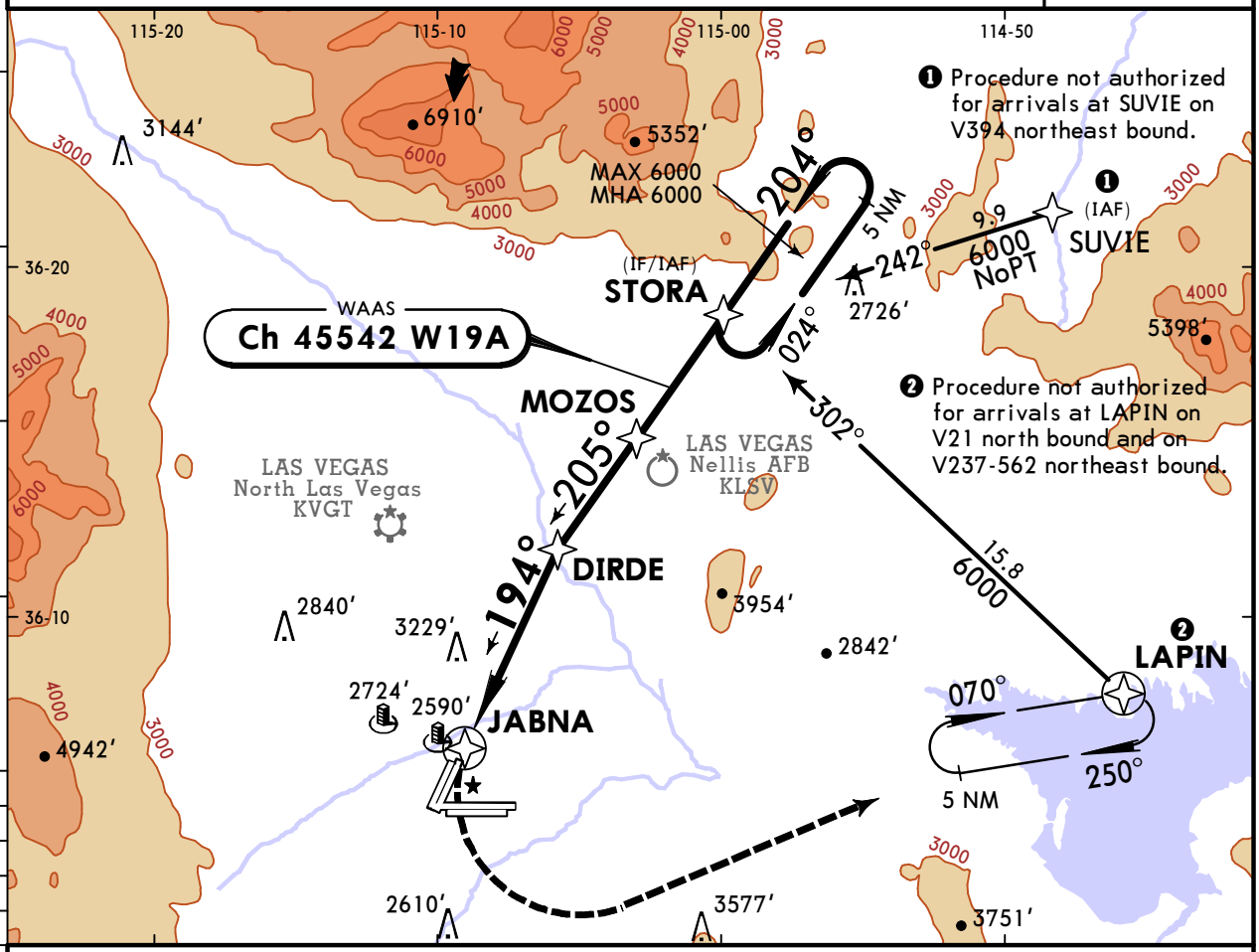
MISSED APCH: Climb to 2600′ then climbing LEFT turn to 6000′ direct LAPIN and hold.

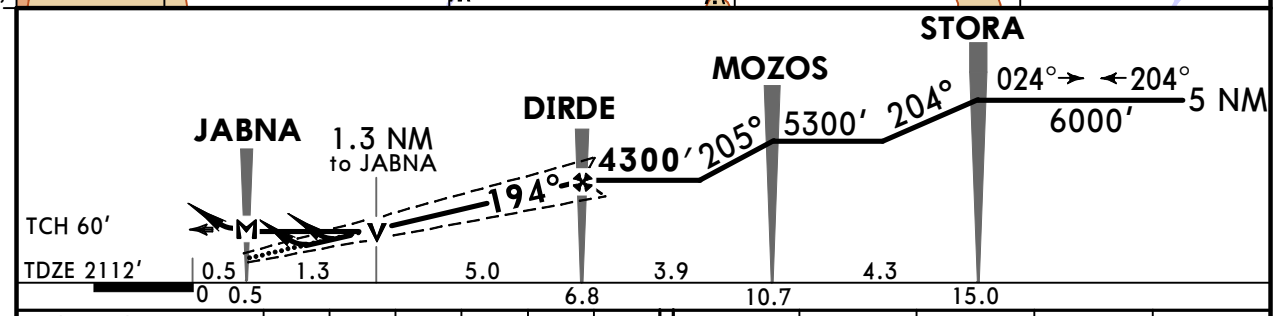
RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 0°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 75′).

12,900

MSA JABNA





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at JABNA							

REIL | PAPI-L | 2600′ | 6000′ LT | LAPIN

TERPS STRAIGHT-IN LANDING RWY 19L

	LPV DA(H) 2312′ (200′)	LNAV/VNAV DA(H) 2677′ (565′)	LNAV MDA(H) 2740′ (628′)
A	1	1⅝	1
B			
C			1¾
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3020′ (839′) -1¼
120	3060′ (879′) -1¼
140	3100′ (919′) -2¾
165	3540′ (1359′) -3

TERPS AMEND 3A 25 FEB 2021

CHANGES: Notes, minimums.

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KLAS/LAS
HARRY REID INTL

JEPPESEN

14 FEB 25 (12-3)

LAS VEGAS, NEV
RNAV (GPS) Y Rwy 19R

BRIEFING STRIP ™

D-ATIS Arrival	LAS VEGAS Approach (R) West	East	LAS VEGAS Tower Rwys 1L/R, 19L/R	Rwys 8L/R, 26L/R	Ground West of Rwy 1L/19R	East of Rwy 1R/19L
132.4	125.025	119.775	118.75	119.9	121.9	121.1

WAAS	Final Apch Crs	WAKSI	LPV DA(H)	Apt Elev 2181′
Ch 50142 W19B	**194°**	**4300′** (2183′)	**2367′** (250′)	TDZE 2117′

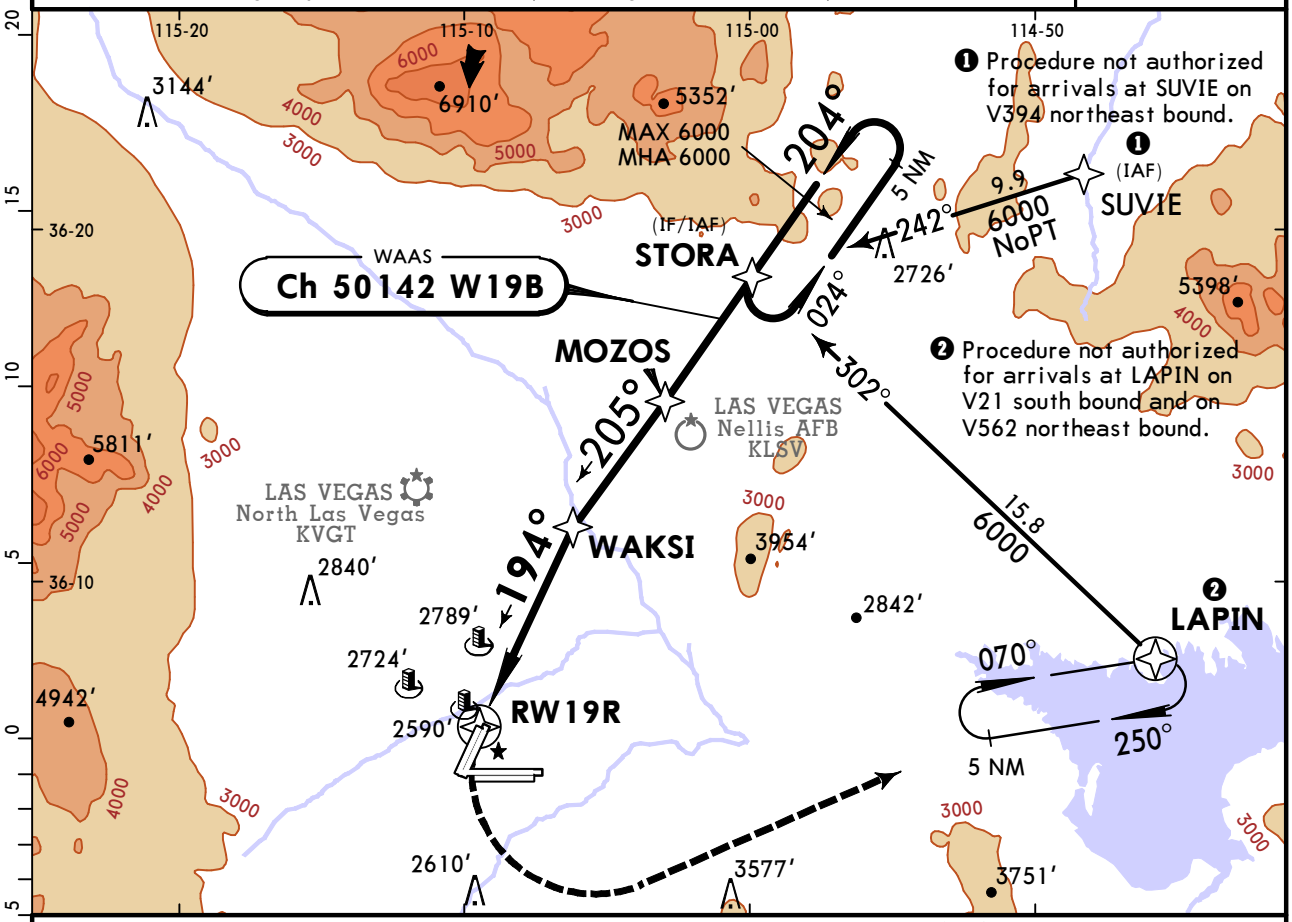
MISSED APCH: Climb to 2600′ then climbing LEFT turn to 6000′ direct LAPIN and hold.

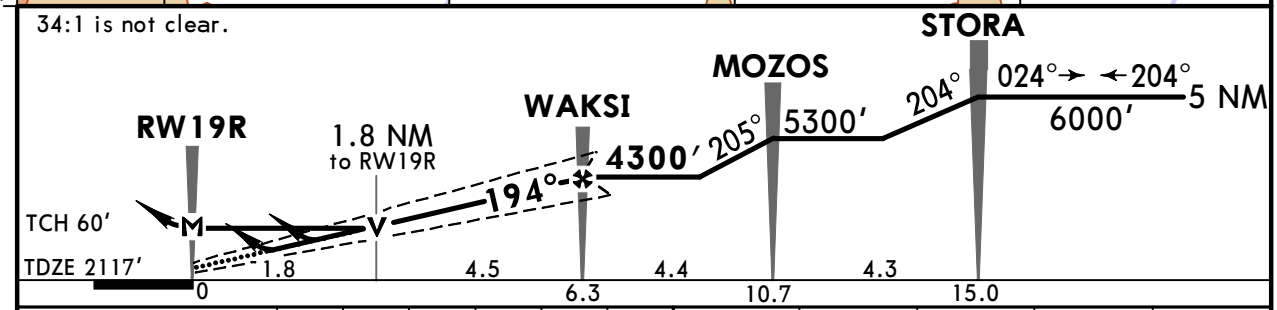
RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 0°C or above 54°C. 2. Rwy 19R helicopter visibility reduction below 3/4 SM not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.04°/TCH 80′).

12,900

MSA RW19R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.24°	401	516	573	688	803	917
MAP at RW19R						

REIL
PAPI-L

2600′ ↑

6000′ LT

D

LAPIN

TERPS STRAIGHT-IN LANDING RWY **19R**

	LPV DA(H) **2367′** (250′)	LNAV/VNAV DA(H) **2743′** (626′)	LNAV MDA(H) **2840′** (723′)
A	1	1¾	1
B			
C			2
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3020′ (839′) -1¼
120	3060′ (879′) -1¼
140	3100′ (919′) -2¾
165	3540′ (1359′) -3

TERPS AMEND 3B 22 APR 2021

CHANGES: Profile note removed, minimums.

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KLAS/LAS
HARRY REID INTL

JEPPESEN

30 AUG 24 (12-20) Eff 5 Sep

LAS VEGAS, NEV
RNAV (RNP) Rwy 8R

BRIEFING STRIP ™

D-ATIS	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
	West	East	Rwys 8 L/R, 26 L/R	Rwys 1 L/R, 19 L/R	West of Rwy 1L/19R	East of Rwy 1R/19L
132.4	125.025	119.775	119.9	118.75	121.9	121.1

RNAV	Final Apch Crs	BHARP	RNP 0.10 DA(H)	Apt Elev 2181′
	079°	3800′(1643′)	2544′(387′)	TDZE 2157′

MISSED APCH: Climb to 7000′ on the RNAV missed approach route to VMPRE and hold. Continue climb-in-hold to 7000′.

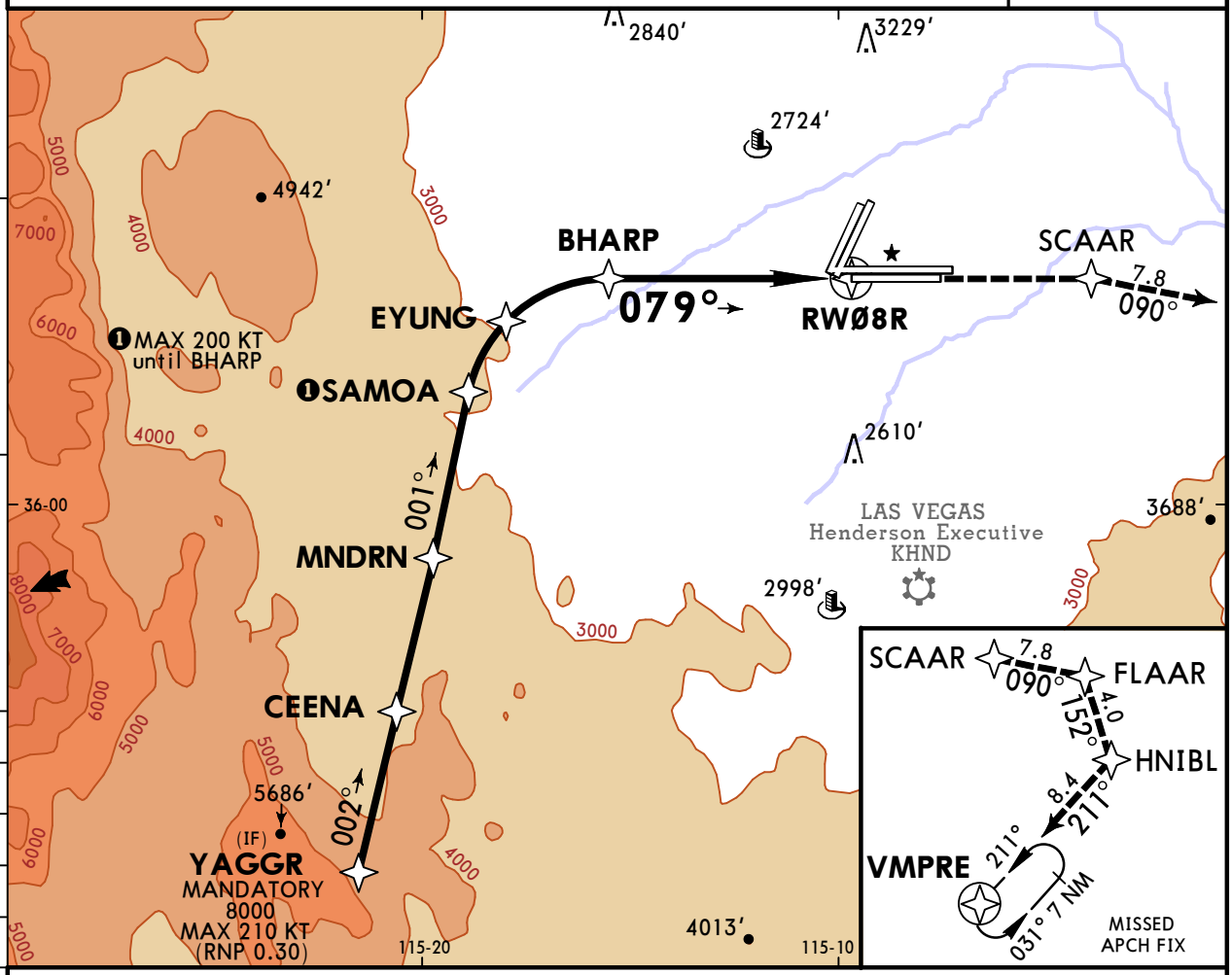
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

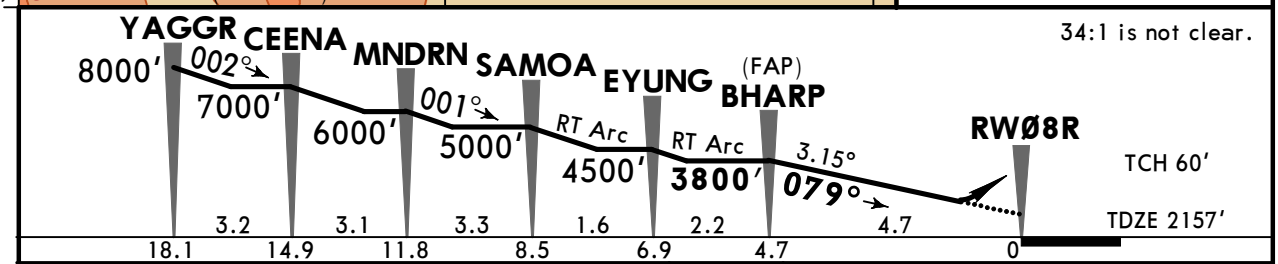
RNP AR Apch. RF required.

1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 54°C.

12,900

MSA RWØ8R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.15°	390	502	557	669	780	892

REIL
PAPI-L

7000′ ↑ on **RNAV** Missed Apch route **VMPRE**

TERPS STRAIGHT-IN LANDING RWY **8R**

	RNP 0.10 DA(H) 2544′(387′)	RNP 0.30 DA(H) 2613′(456′)
A	1⅛	1⅜
B		
C		
D		

TERPS ORIG 25 FEB 2021

CHANGES: Ground frequency sectorization.

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KLAS/LAS
HARRY REID INTL

JEPPESEN
25 OCT 24
Eff 31 Oct
(12-21)

LAS VEGAS, NEV
RNAV (RNP) Z Rwy 19L

BRIEFING STRIP™

D-ATIS	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
	West	East	Rwys 1 L/R, 19 L/R	Rwys 8 L/R, 26 L/R	West of Rwy 1L/19R	East of Rwy 1R/19L
132.4	125.025	119.775	118.75	119.9	121.9	121.1

RNAV	Final Apch Crs	KOOPA	RNP 0.10 DA(H) (CONDITIONAL)	Apt Elev 2181′
	194°	3500′(1388′)	2471′(359′)	TDZE 2112′

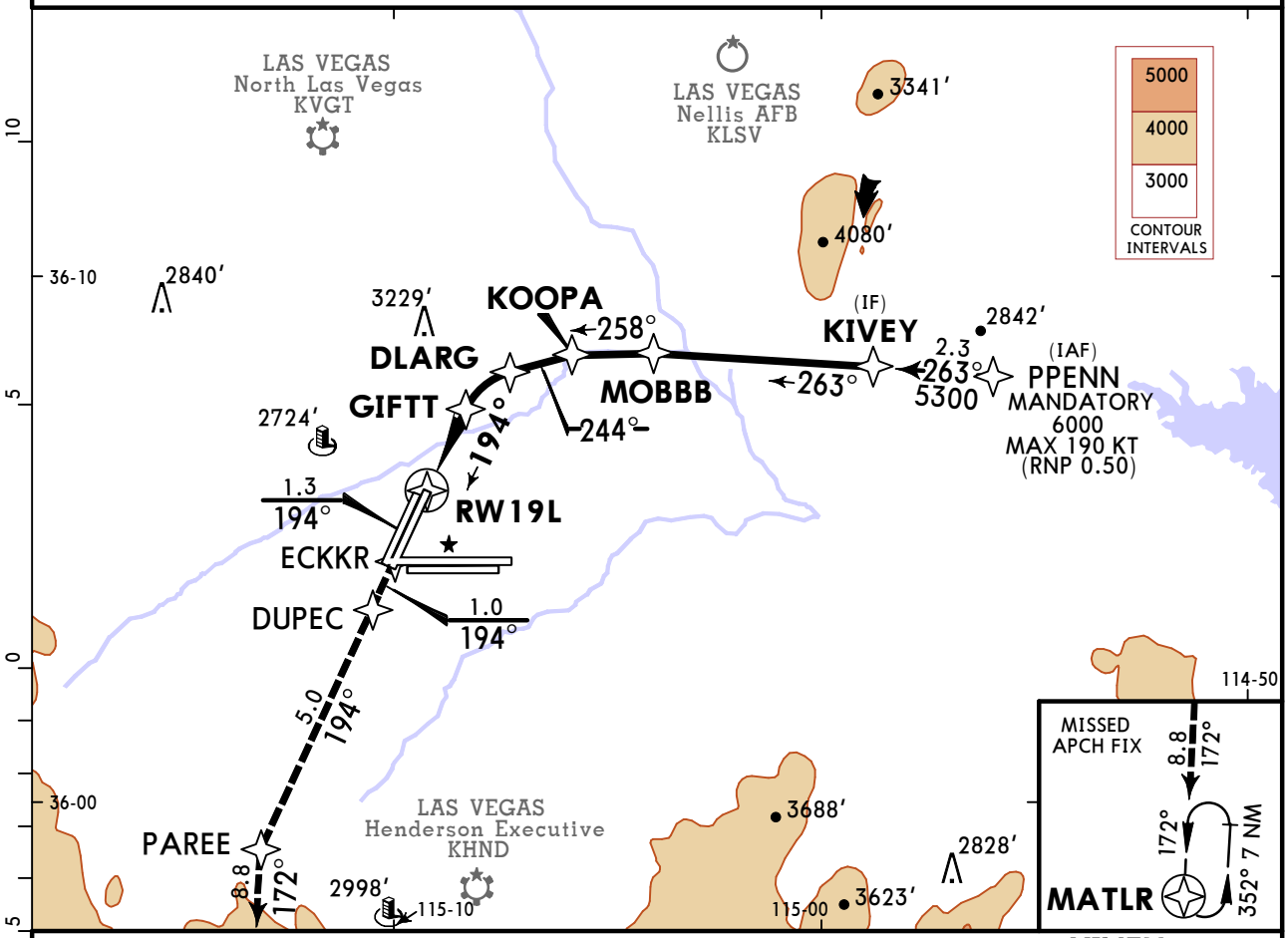
MISSED APCH: Climb to 7000′ on the RNAV missed approach route to MATLR and hold, continue climb-in-hold to 7000′.

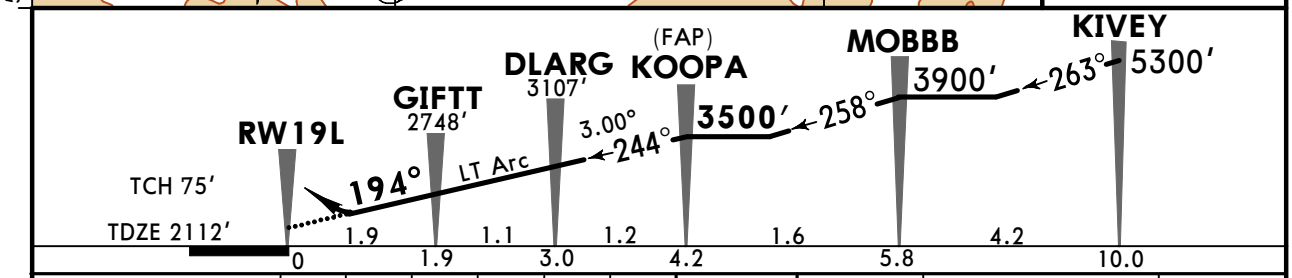
13,200
MSA RW19L

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

RNP AR Apch-GPS, RF, minimum RNP 0.50. Authorization required. Missed approach requires RNP less than 1.0.

1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 54°C.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

REIL
PAPI-L

7000′ on RNAV Missed Apch route

MATLR

TERPS STRAIGHT-IN LANDING RWY **19L**

	1 RNP 0.10	RNP 0.30
	DA(H) 2471′(359′)	DA(H) 2559′(447′)
A	1	1⅜
B		
C		
D		

1 Missed approach requires minimum climb of 208′/NM to 4880′.

TERPS AMEND 1 31 OCT 2024

CHANGES: Procedure.

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KLAS/LAS
HARRY REID INTL

25 OCT 24
Eff 31 Oct

JEPPESEN (12-22)

LAS VEGAS, NEV
RNAV (RNP) Z Rwy 19R

BRIEFING STRIP™

D-ATIS	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
	West	East	Rwys 1 L/R, 19 L/R	Rwys 8 L/R, 26 L/R	West of Rwy 1L/19R	East of Rwy 1R/19L
132.4	125.025	119.775	118.75	119.9	121.9	121.1

RNAV	Final Apch Crs	GIMBL	RNP 0.10 DA(H) (CONDITIONAL)	Apt Elev 2181′
	194°	**3500′**(1383′)	**2558′**(441′)	TDZE 2117′

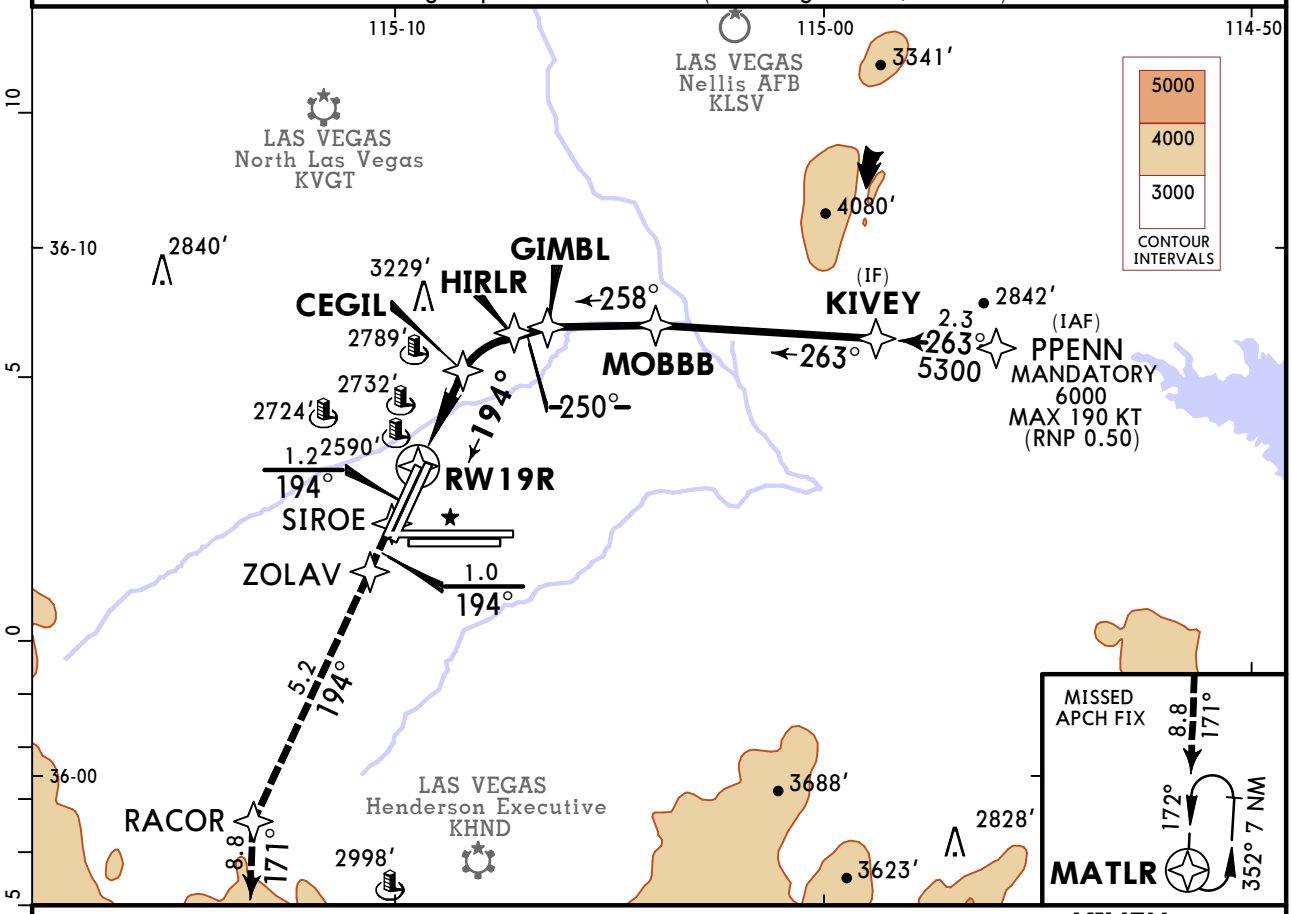
MISSED APCH: Climb to 7000′ on the RNAV missed approach route to MATLR and hold, continue climb-in-hold to 7000′.

13,200
MSA RW19R

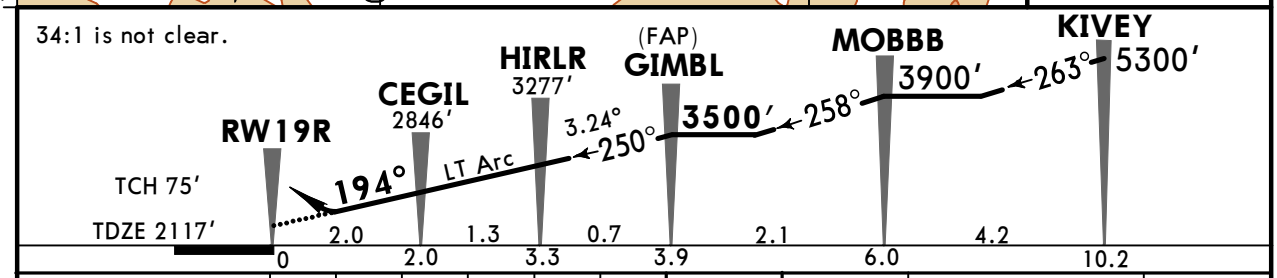
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

RNP AR Apch-GPS, RF, minimum RNP 0.50. Authorization required. Missed approach requires RNP less than 1.0.

1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.04°/TCH 80′).



34:1 is not clear.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.24°	401	516	573	688	803	917

REIL
PAPI-L

7000′ ↑ on **RNAV** Missed Apch route **MATLR**

TERPS STRAIGHT-IN LANDING RWY **19R**

	1 RNP 0.10	**2** RNP 0.20	RNP 0.30
	DA(H) **2558′**(441′)	DA(H) **2608′**(491′)	DA(H) **2669′**(552′)
A	1⅜	1⅜	1⅝
B			
C			
D			

1 Missed approach requires minimum climb of 273′/NM to 2940′.
2 Missed approach requires minimum climb of 235′/NM to 2960′.

TERPS AMEND 1 31 OCT 2024

CHANGES: Procedure.

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KLAS/LAS
HARRY REID INTL

30 AUG 24
Eff 5 Sep

JEPPESEN
(12-23)

LAS VEGAS, NEV
RNAV (RNP) Rwy 26L

BRIEFING STRIP ™

D-ATIS	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
	West	East	Rwys 8 L/R, 26 L/R	Rwys 1 L/R, 19 L/R	West of Rwy 1L/19R	East of Rwy 1R/19L
132.4	125.025	119.775	119.9	118.75	121.9	121.1

RNAV	Final Apch Crs	RELIN	RNP 0.30 DA(H) (CONDITIONAL)	Apt Elev 2181′
	259°	**3800′**(1731′)	**2450′**(381′)	TDZE 2069′

MISSED APCH: Climb to 7000′ on the RNAV missed approach route to BLD VOR and hold.

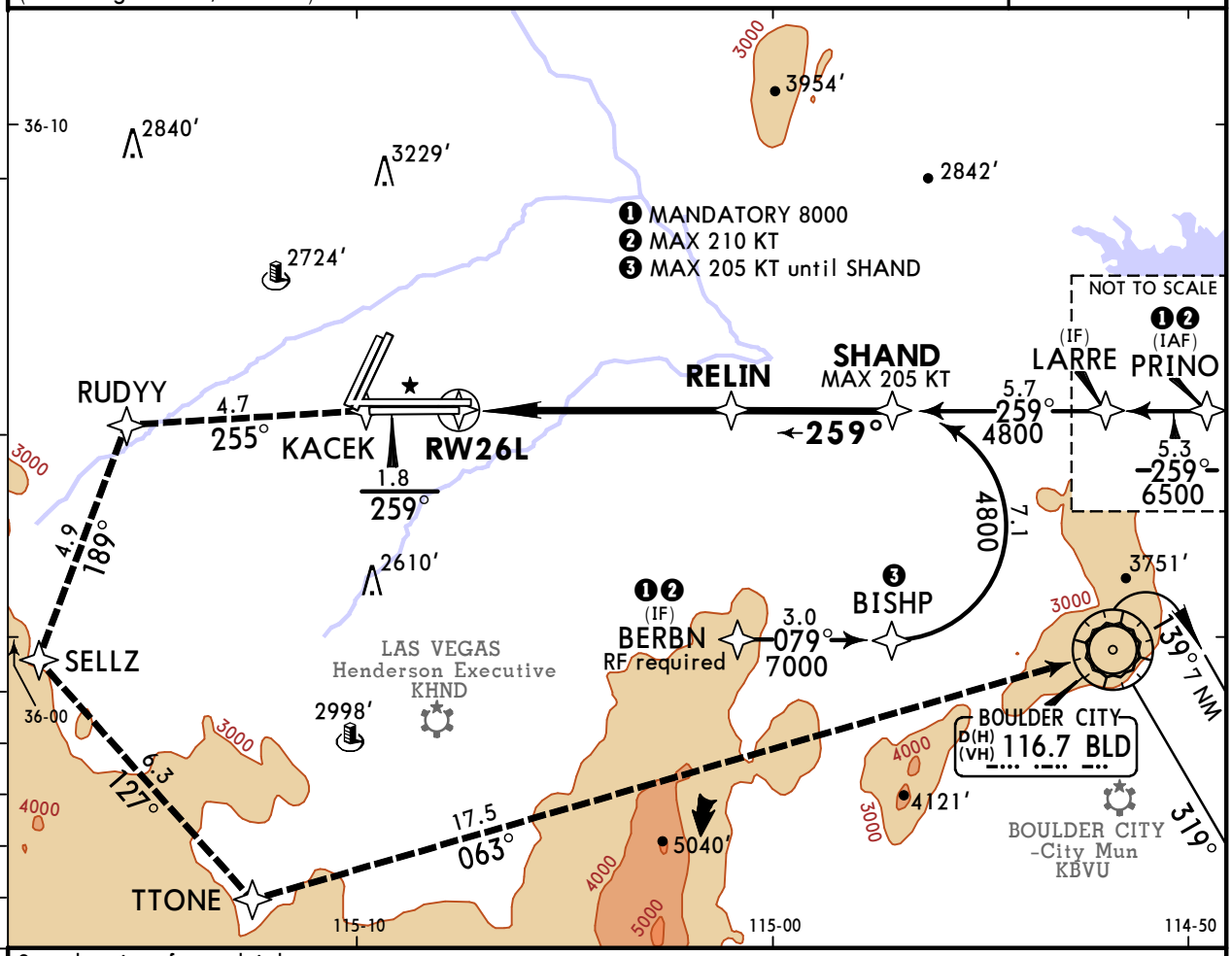
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

RNP AR Apch.

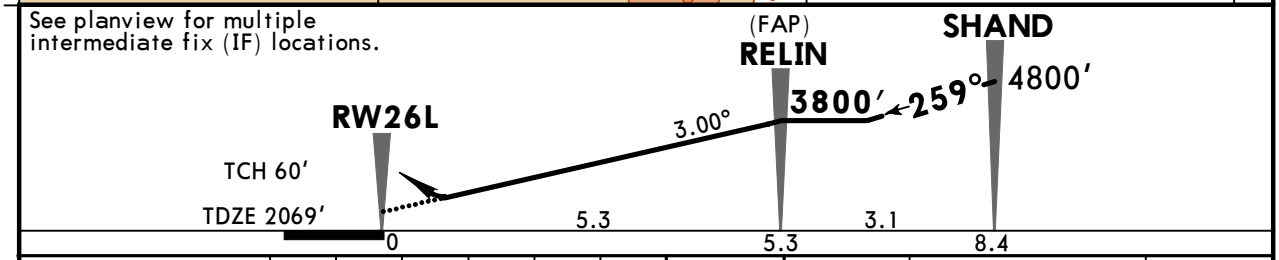
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 84′).

12,800

MSA RW26L



See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

MALSF
PAPI

7000′ on **RNAV** Missed Apch route

BLD **116.7**

TERPS — STRAIGHT-IN LANDING RWY **26L**

	❶ RNP 0.30 DA(H) **2450′**(381′)		RNP 0.30 DA(H) **2502′**(433′)	
		ALS out		ALS out
A	7/8	1 1/8	1	1 1/4
B				
C				
D				

❶ Missed approach requires minimum climb of 255′ per NM to 3200′.

TERPS ORIG 25 FEB 2021

CHANGES: Ground frequency sectorization, BLD VOR service volume.

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KLAS/LAS
HARRY REID INTL

30 AUG 24
Eff 5 Sep

JEPPESEN
12-24

LAS VEGAS, NEV
RNAV (RNP) Rwy 26R

BRIEFING STRIP™

D-ATIS	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
	West	East	Rwys 8 L/R, 26 L/R	Rwys 1 L/R, 19 L/R	West of Rwy 1L/19R	East of Rwy 1R/19L
132.4	125.025	119.775	119.9	118.75	121.9	121.1

RNAV	Final Apch Crs	CONDY	RNP 0.30 DA(H) (CONDITIONAL)	Apt Elev 2181′
	259°	**3800′** (1733′)	**2457′** (390′)	TDZE 2067′

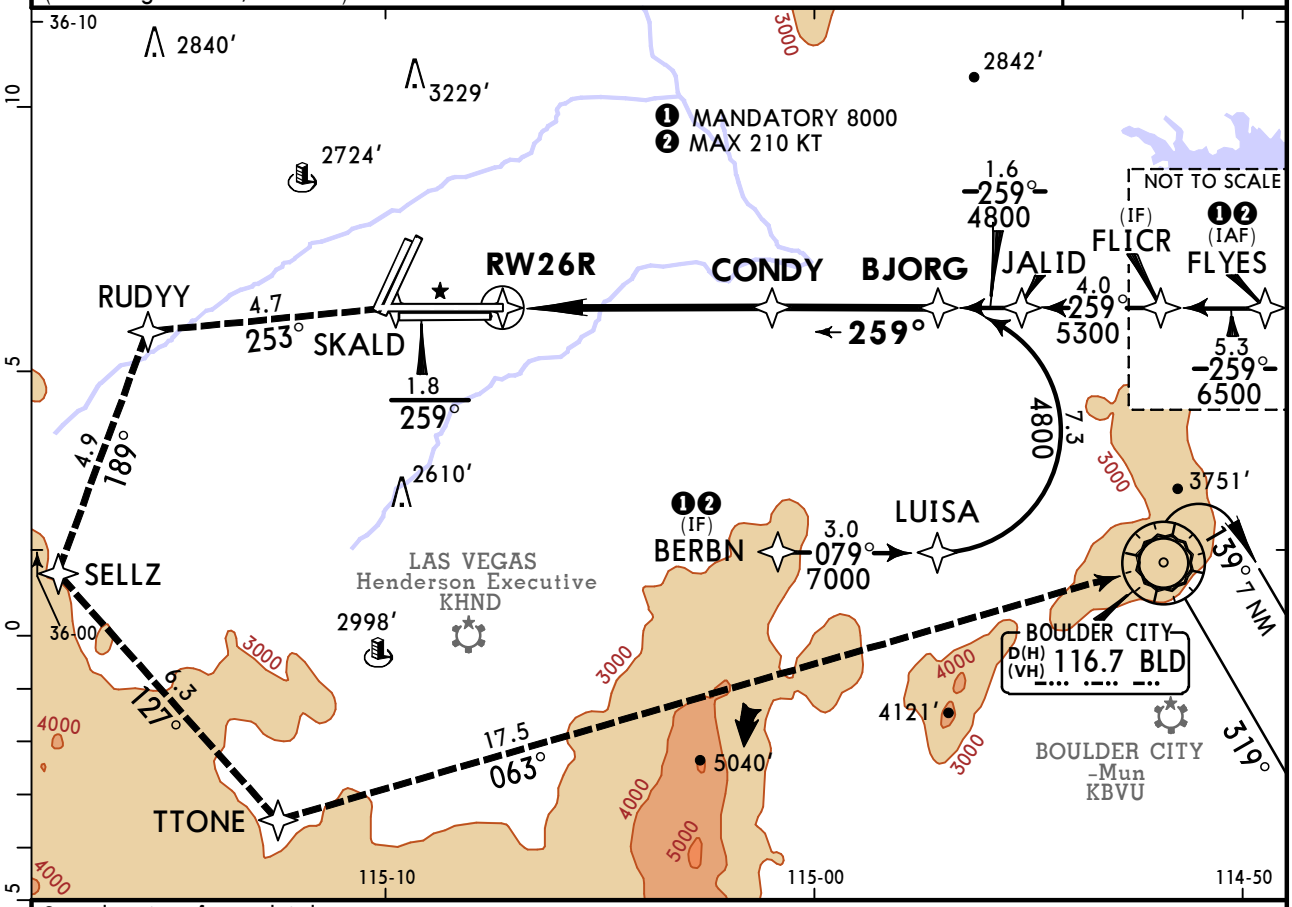
MISSED APCH: Climb to 7000′ on the RNAV missed approach route to BLD VOR and hold.
Refer to minimums for missed apch climb gradient.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

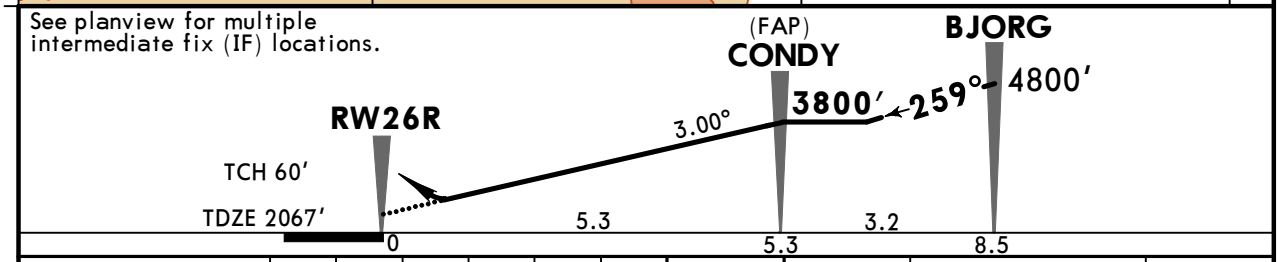
RNP AR Apch-GPS.

1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -1°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 84′).

12,800
MSA RW26R



See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

MALS
PAPI

7000′ on **RNAV** Missed Apch route

BLD **116.7**

TERPS — STRAIGHT-IN LANDING RWY **26R**

	RNP 0.30		RNP 0.30	
	Missed approach climb gradient mim 230′ per NM to 3200′			
	DA(H) **2457′** (390′)		DA(H) **2508′** (441′)	
		ALS out		ALS out
A	7/8	1 1/8	1	1 1/4
B				
C				
D				

TERPS AMEND 1 19 MAY 2022

CHANGES: Ground frequency sectorization, BLD VOR service volume.

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KLAS/LAS
HARRY REID INTL

JEPPESEN

30 AUG 24 (13-1) Eff 5 Sep

LAS VEGAS, NEV
VOR Rwy 26L/R

BRIEFING STRIP ™

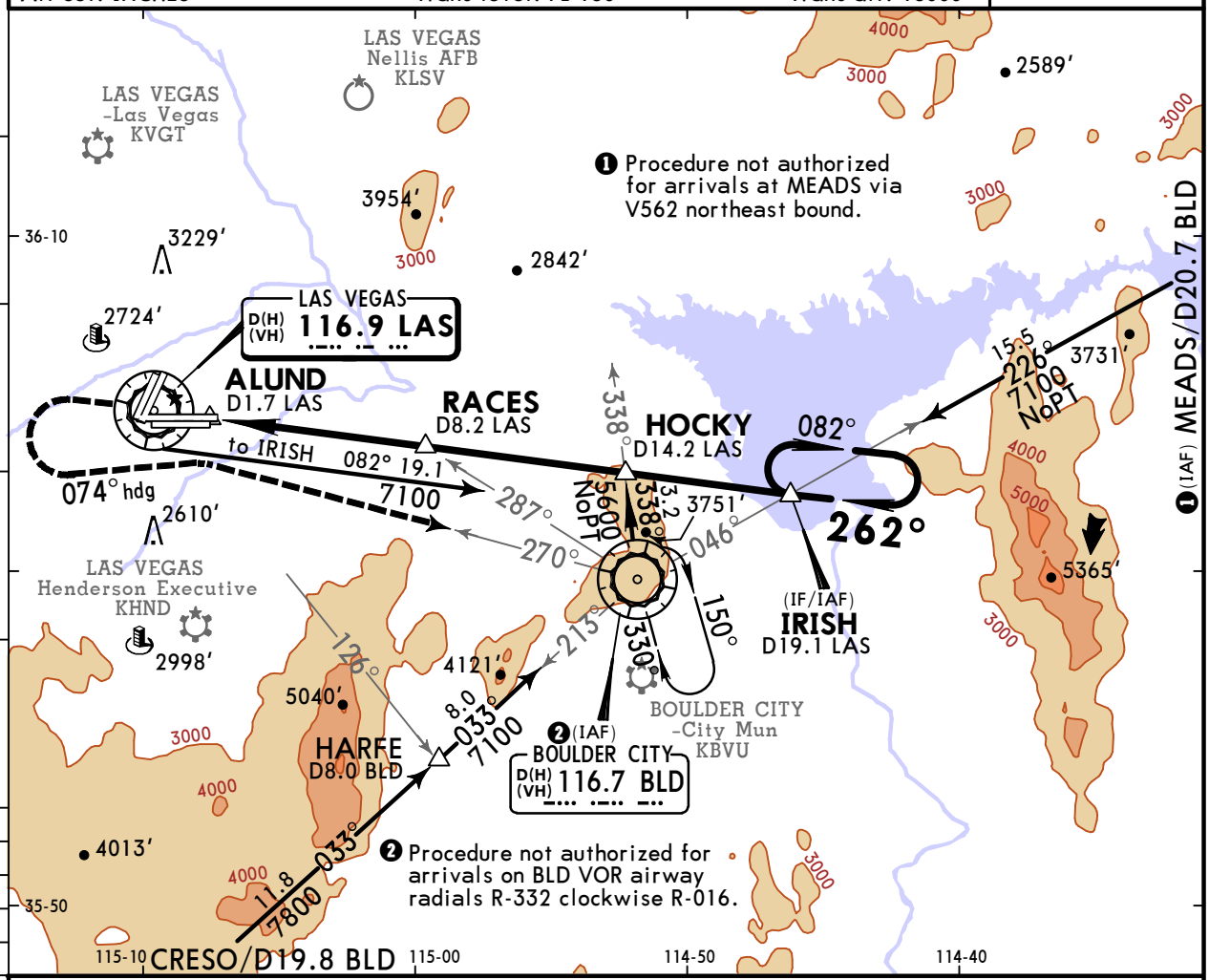
D-ATIS Arrival	LAS VEGAS Approach (R) West	LAS VEGAS Approach (R) East	LAS VEGAS Tower Rwys 8L/R, 26L/R	LAS VEGAS Tower Rwys 1L/R, 19L/R	Ground East of Rwy 1R/19L	Ground West of Rwy 1L/19R
132.4	125.025	119.775	119.9	118.75	121.1	121.9

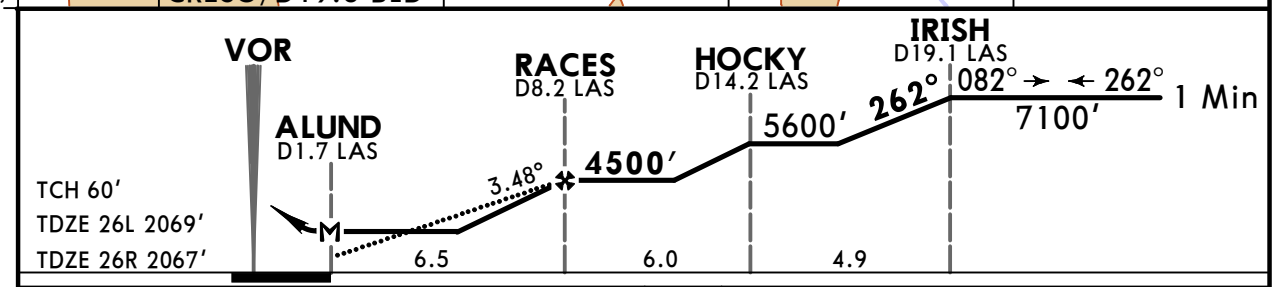
VOR LAS	Final Apch Crs	RACES	MDA(H)	Apt Elev 2181′
116.9	262°	4500′ (2431′)	Refer to Minimums	TDZE 26L 2069′ TDZE 26R 2067′

MISSED APCH: Climb to 4000′ then climbing LEFT turn to 6000′ on heading 074° and inbound on BLD VOR R-270 to BLD VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA LAS VOR: 120° 10,200; 210° 13,200; 030° 6700; 300° 8400





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.48°	431	554	616	739	862	985
MAP at ALUND or RACES to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26

Rwy 26L: MALSF, PAPI
Rwy 26R: MALS, PAPI

4000′ then ↑ | 6000′ on ↰ LT | hdg 074°

TERPS — STRAIGHT-IN LANDING

	RWY 26L MDA(H) 2720′ (651′)	ALS out	RWY 26R MDA(H) 2720′ (653′)	ALS out
A	3/4	1	3/4	1
B				
C	1 5/8	1 7/8	1 5/8	1 7/8
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3020′ (839′) - 1 1/4
120	3060′ (879′) - 1 1/4
140	3100′ (919′) - 2 3/4
165	3540′ (1359′) - 3

TERPS AMEND 4B 12 OCT 2017

CHANGES: Comms, VOR service volumes.

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KLAS/LAS
HARRY REID INTL

JEPPESEN
30 AUG 24 (13-2) Eff 5 Sep

LAS VEGAS, NEV
VOR DME-A

BRIEFING STRIP ™

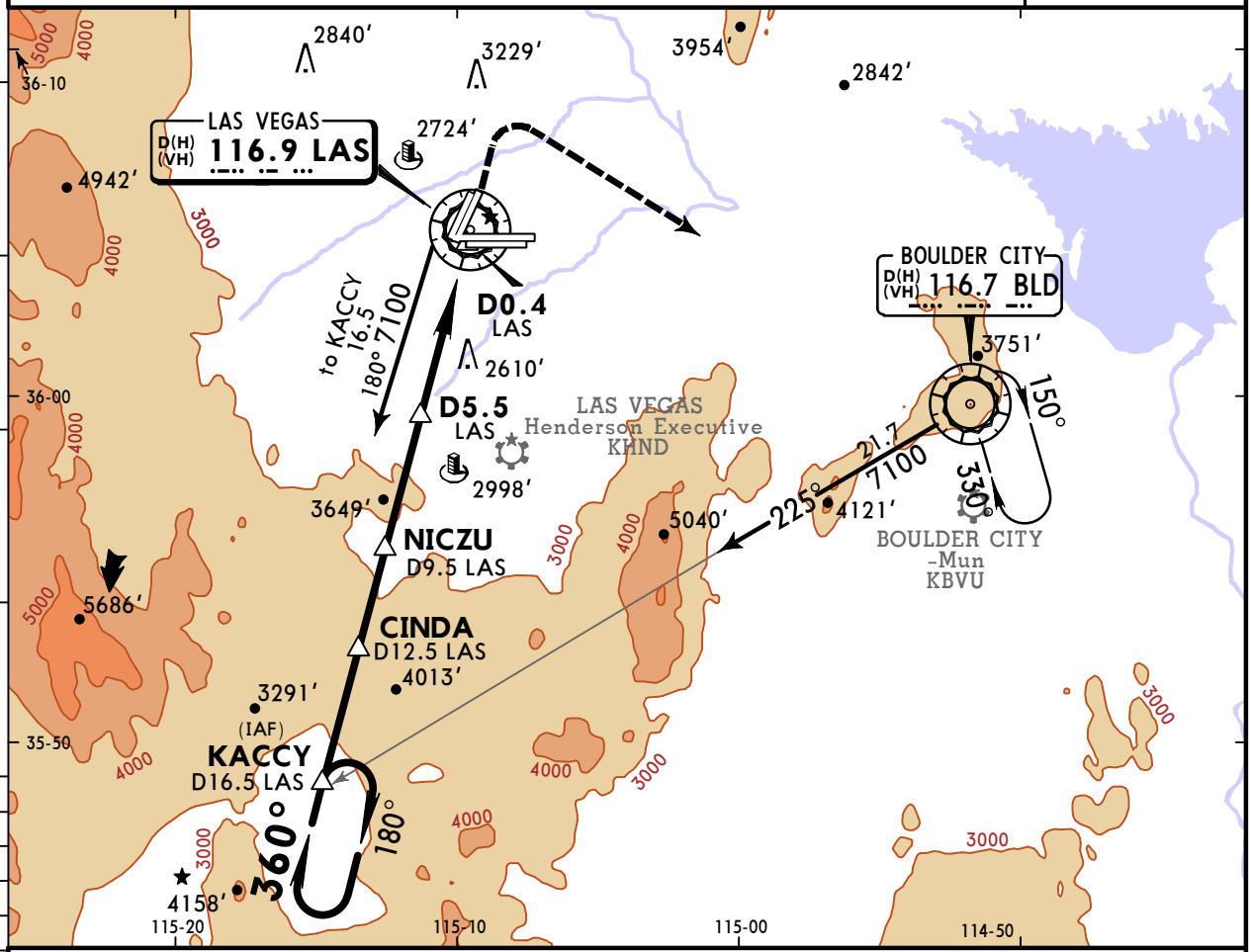
D-ATIS Arrival	LAS VEGAS Approach (R) West	LAS VEGAS Approach (R) East	LAS VEGAS Tower Rwys 1L/R, 19L/R	LAS VEGAS Tower Rwys 8L/R, 26L/R	Ground East of Rwy 1R/19L	Ground West of Rwy 1L/19R
132.4	125.025	119.775	118.75	119.9	121.1	121.9

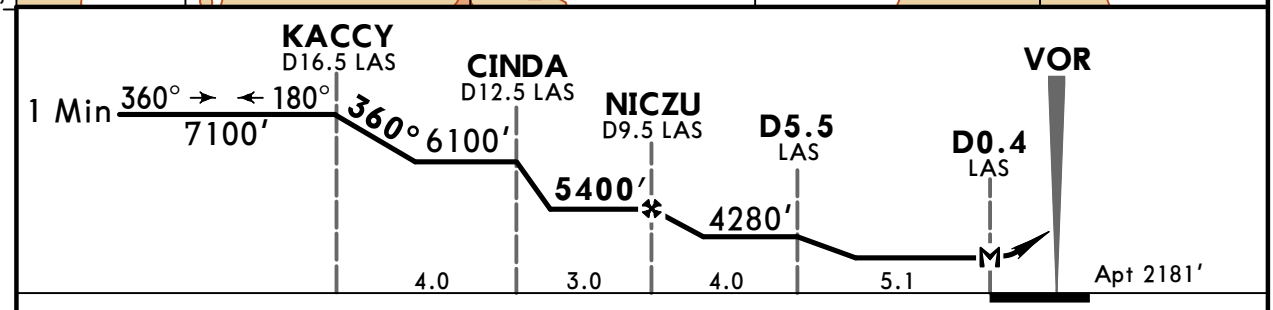
VOR LAS	Final Apch Crs	NICZU	MDA(H)	Apt Elev 2181′
116.9	360°	5400′(3219′)	Refer to Minimums	

MISSED APCH: Climb to 5000′ then climbing RIGHT turn to 6000′ direct BLD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

MSA LAS VOR: 120° 10,200; 210° 6700; 030° 13,200; 300° 8400





MAP at D0.4 LAS	Lighting - Refer to Airport Chart	5000′ then 6000′ RT	D	BLD 116.7

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	3080′(899′) -1¼
B	120	
C	140	3280′(1099′) -3
D	165	3540′(1359′) -3

TERPS ORIG-E 12 JAN 2012

CHANGES: Comms, VOR service volumes.

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