

## List of pages in this Trip Kit

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Change Notices  
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## General Information

Location: LAS VEGAS NV USA  
ICAO/IATA: KLAS / LAS  
Lat/Long: N36° 04.80', W115° 09.13'  
Elevation: 2181 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +8:00 = UTC  
Magnetic Variation: 11.0° E  
Sectional Chart: Las Vegas

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A-1  
Oxygen Types: High Pressure, Low Pressure, HP Bottle  
Repair Types: Major Airframe, Major Engine  
Customs: Upon Prior Request  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1234 Z  
Sunset: 0240 Z

## Runway Information

Runway: 01L  
Length x Width: 8988 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 2176 ft  
Lighting: Edge, ALS  
Displaced Threshold: 587 ft

Runway: 01R  
Length x Width: 9771 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 2170 ft  
Lighting: Edge, REIL  
Displaced Threshold: 491 ft

Runway: 08L  
Length x Width: 14515 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 2155 ft  
Lighting: Edge  
Displaced Threshold: 2139 ft

Runway: 08R  
Length x Width: 10526 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 2157 ft  
Lighting: Edge, REIL

Runway: 19L  
Length x Width: 9771 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 2112 ft  
Lighting: Edge, REIL  
Displaced Threshold: 878 ft

Runway: 19R  
Length x Width: 8988 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 2117 ft  
Lighting: Edge, REIL

Runway: 26L  
Length x Width: 10526 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 2069 ft  
Lighting: Edge, ALS

Runway: 26R  
Length x Width: 14515 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 2067 ft  
Lighting: Edge, ALS  
Displaced Threshold: 1399 ft

## Communication Information

ATIS: 132.400  
Las Vegas Tower: 119.900  
Las Vegas Tower: 118.750  
Las Vegas Ground: 121.900  
Las Vegas Ground: 121.100  
Las Vegas Ramp/Taxi: 130.000 Secondary  
Las Vegas Ramp/Taxi: 124.400  
Las Vegas Ramp/Taxi: 127.900  
Las Vegas Clearance Delivery: 118.000  
Las Vegas Approach: 119.775  
Las Vegas Approach: 125.025  
Las Vegas Terminal Control Area: 119.775 (30°-110°)  
Las Vegas Terminal Control Area: 125.475 (110°-200°)  
Las Vegas Terminal Control Area: 125.025 (200°-300°)  
Las Vegas Arrival: 120.450 Arrival Service  
Las Vegas Departure: 133.950  
Las Vegas Departure: 125.900  
Las Vegas UNICOM: 122.950  
Reno FSS: 122.400 RCO





D-ATIS  
**132.4**  
 Apt Elev  
**2181**  
 RNAV 1 - DME/DME/IRU or GPS

**CHOWW 3 RNAV ARRIVAL**  
 (CHOWW.CHOWW3)  
 (RWYS 1L/R, 19L/R, 26L/R)

FOR ENROUTE TRANSITIONS REFER TO INSET  
**CHOWW**  
 At 250 KT  
 16000

1. RADAR required.  
 2. Jet aircraft only.

**WOLPH**  
 RWYS 26L/R TRANSITIONS  
 NOT TO SCALE  
**FLYES**  
 At 210 KT  
 8000  
 LANDING RWY 26R  
 EXPECT ILS or LOC  
 Rwy 26R approach

**TATUU**  
 10500  
 9500  
**PRINO**  
 At 210 KT  
 8000  
 LANDING RWY 26L  
 EXPECT ILS or LOC  
 Rwy 26L approach

**ROUTING**  
 From CHOWW on track 221° to WOLPH.  
**LANDING**  
 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.  
 From WOLPH on track 241° to cross **SACHL** at 10000 and at 250 KT, then on track 240° to cross **FELAA** at 9200, then on track 240° to cross **BOOOO** at 7000, 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.  
 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.  
 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.

D-ATIS  
**132.4**  
 Apt Elev  
**2181**  
 RNAV 1 - DME/DME/IRU or GPS

**CHOWW 3 RNAV ARRIVAL**  
 (CHOWW.CHOWW3)  
 (RWYS 1L/R, 19L/R, 26L/R)

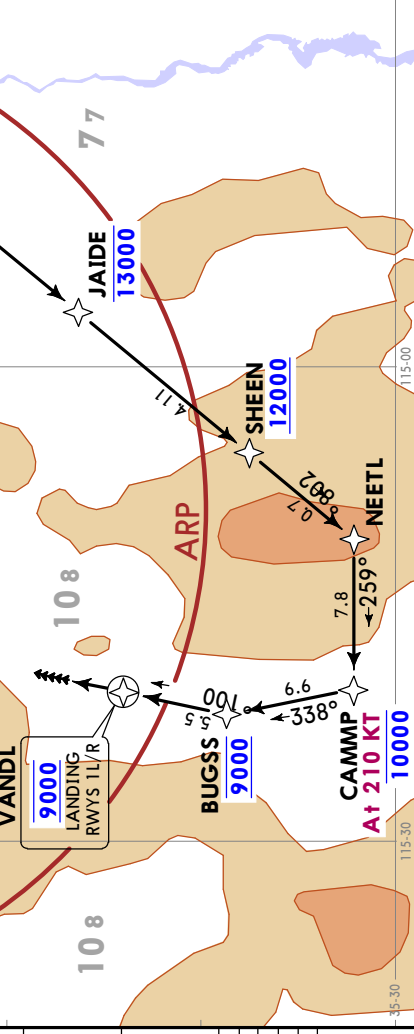
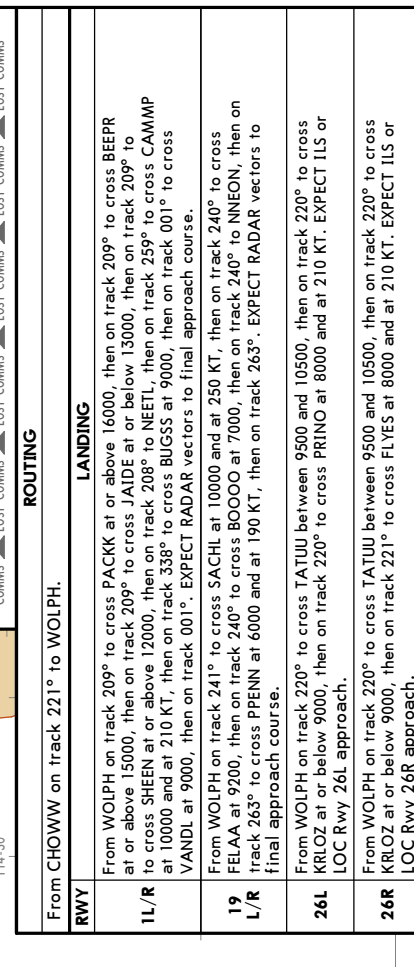
FOR ENROUTE TRANSITIONS REFER TO INSET  
**CHOWW**  
 At 250 KT  
 16000

1. RADAR required.  
 2. Jet aircraft only.

**WOLPH**  
 RWYS 26L/R TRANSITIONS  
 NOT TO SCALE  
**FLYES**  
 At 210 KT  
 8000  
 LANDING RWY 26R  
 EXPECT ILS or LOC  
 Rwy 26R approach

**TATUU**  
 10500  
 9500  
**PRINO**  
 At 210 KT  
 8000  
 LANDING RWY 26L  
 EXPECT ILS or LOC  
 Rwy 26L approach

**ROUTING**  
 From CHOWW on track 221° to WOLPH.  
**LANDING**  
 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.  
 From WOLPH on track 241° to cross **SACHL** at 10000 and at 250 KT, then on track 240° to cross **FELAA** at 9200, then on track 240° to cross **BOOOO** at 7000, 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.  
 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.  
 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.

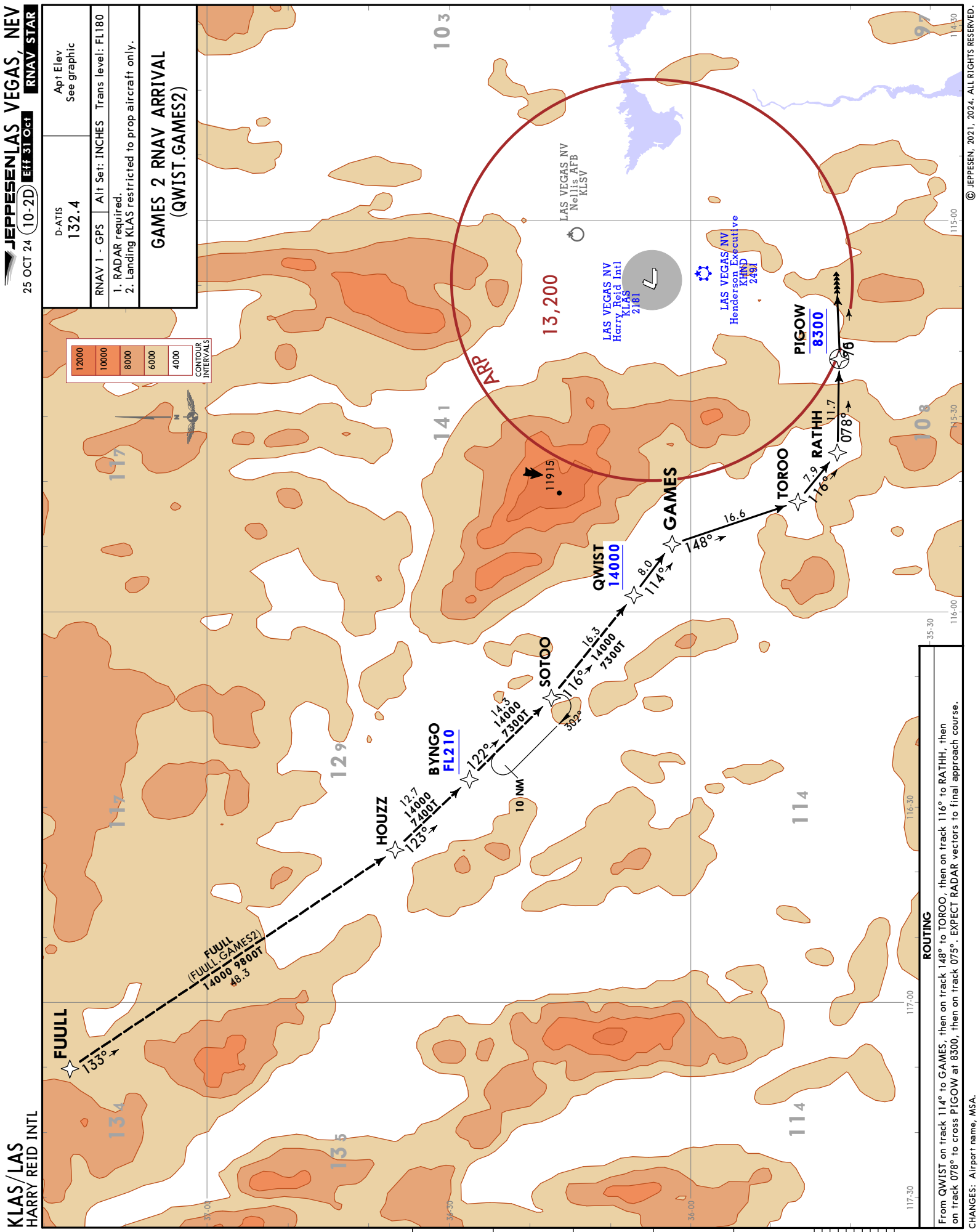
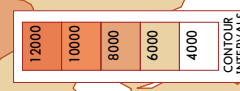






**JEPPESEN LAS VEGAS, NEV**  
 25 OCT 24 (10-2D) Eff 31 Oct  
**RNAV STAR**

D-ATIS <b>132.4</b>	Apt Elev See graphic
RNAV 1 - GPS Alt Set: INCHES	Trans level: FL180
1. RADAR required. 2. Landing KLAS restricted to prop aircraft only.	
<b>GAMES 2 RNAV ARRIVAL (QWIST.GAMES2)</b>	



**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. EXPECT RADAR vectors to final approach course.  
 CHANGES: Airport name, MSA.

**KLAS/LAS HARRY REID INTL**





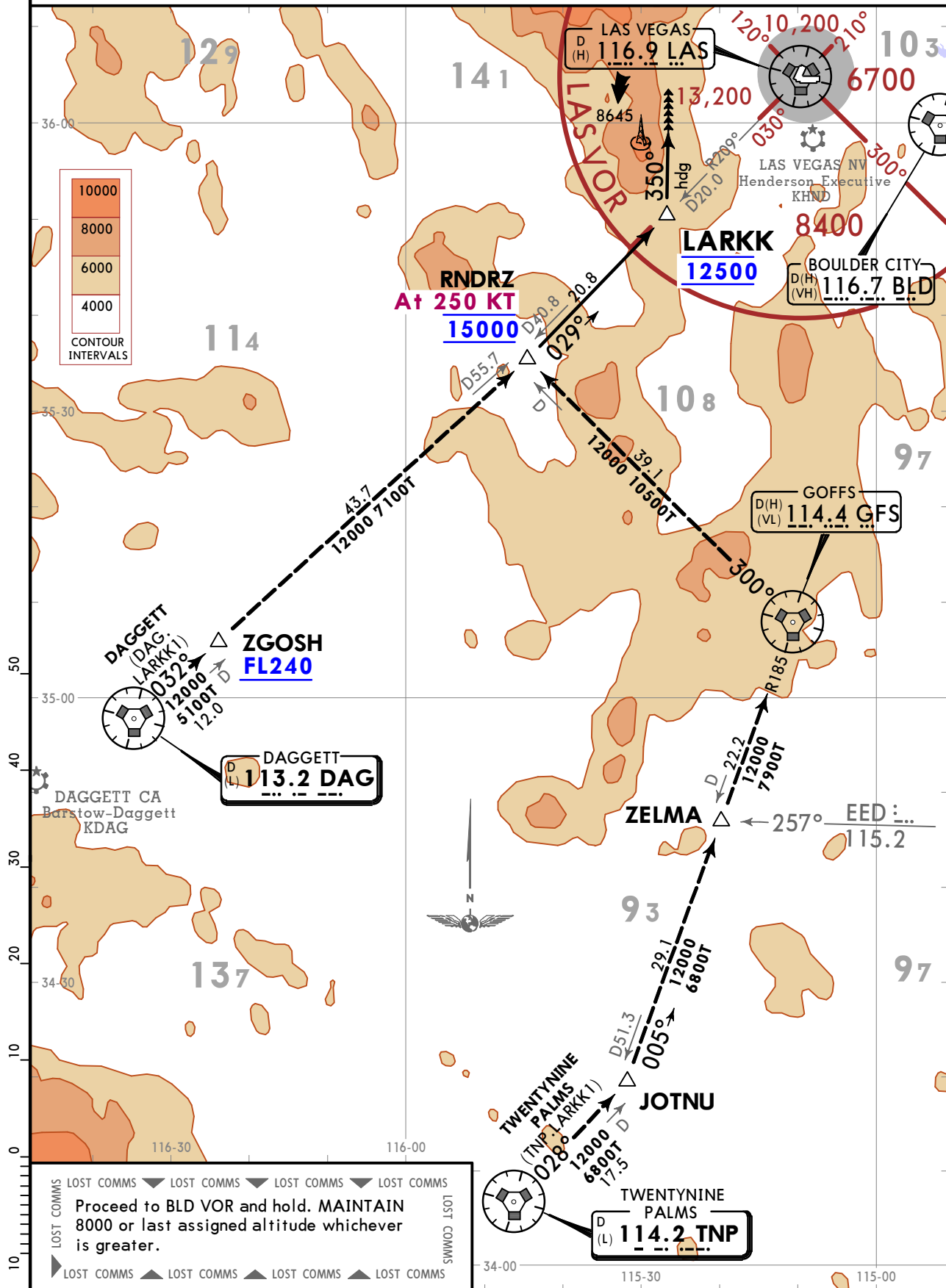
**KLAS/LAS**  
HARRY REID INTL

**JEPPESSEN**  
23 JUN 23 (10-2G)

**LAS VEGAS, NEV**  
**STAR**

D-ATIS <b>132.4</b>	Apt Elev <b>2181</b>	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME required. 3. Turbojet aircraft only.
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**LARKK 1 ARRIVAL**  
(RNDRZ.LARKK1)



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



**KLAS/LAS**  
**HARRY REID INTL**  
 25 OCT 24 (10-2J) Eff 31 Oct  
**JEPPESEN LAS VEGAS, NEV**  
**RNAV STAR**

D-ATIS  
 132.4  
 Alt Set: INCHES Trans level: FL 180  
 RNAV 1 - DME/DME/IRU or GPS

Apt Elev  
 2181  
 1. RADAR required.  
 2. Jet aircraft only.

**RKSTR 4 RNAV ARRIVAL**  
**(PEPTY.RKSTR4)**  
**(ALL RWYS)**

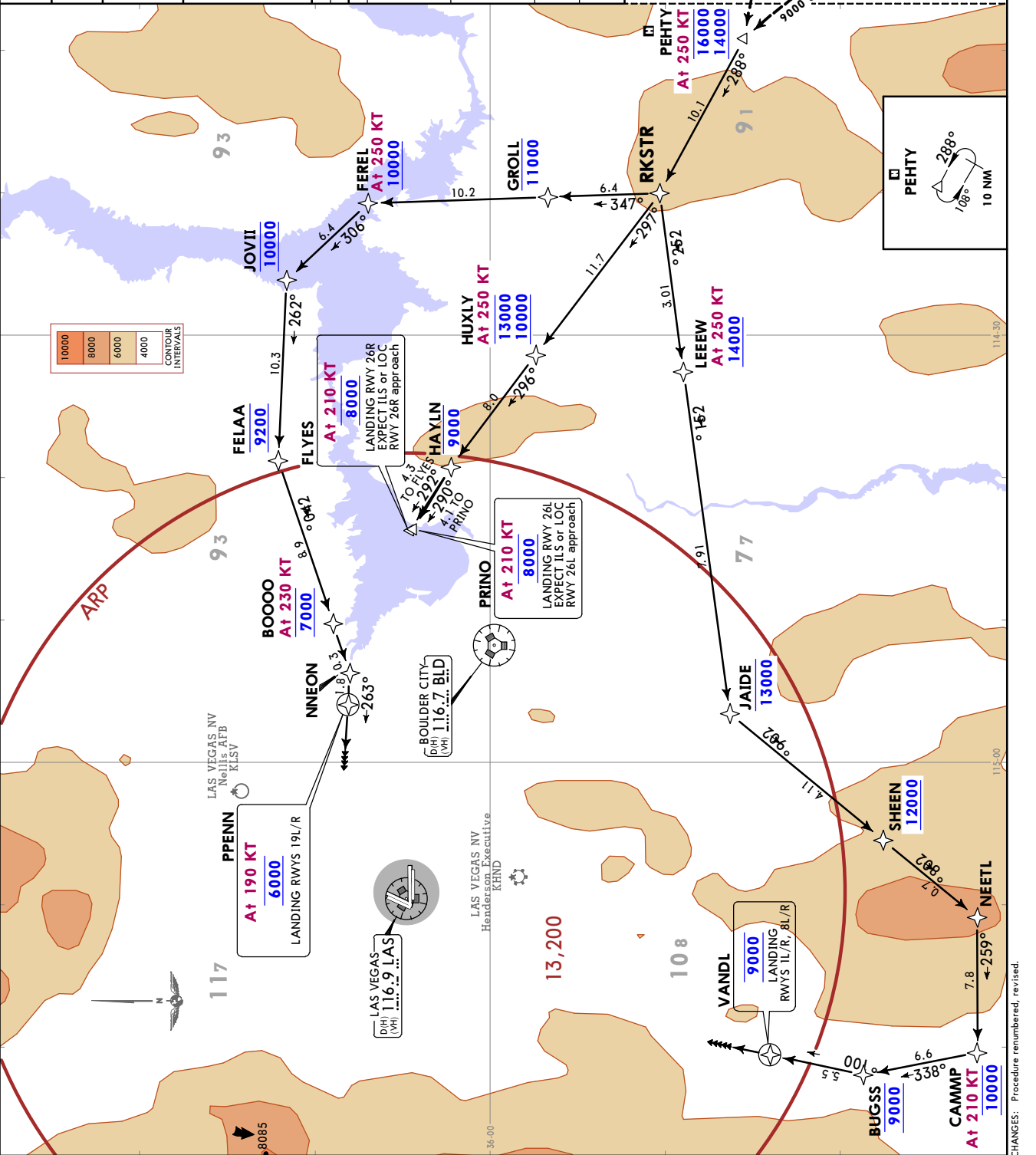
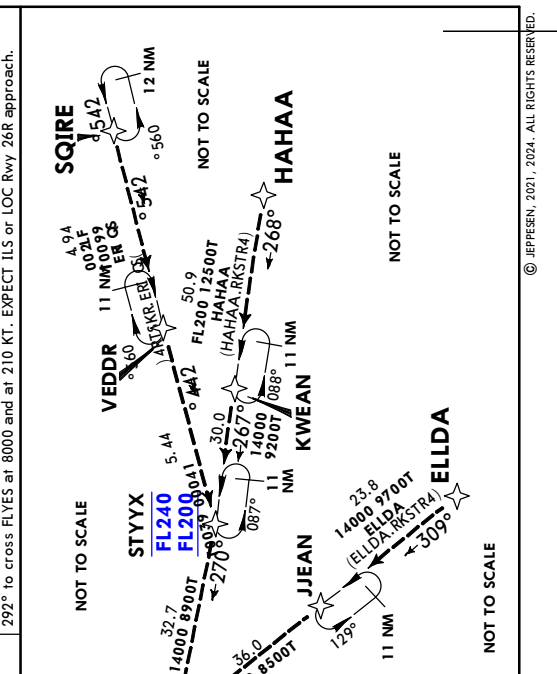
From PEPTY on track 288° to RKSTR.  
**ROUTING**

**LANDING**  
 From RKSTR on track 252° to cross LEEWV 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 1L/R 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.

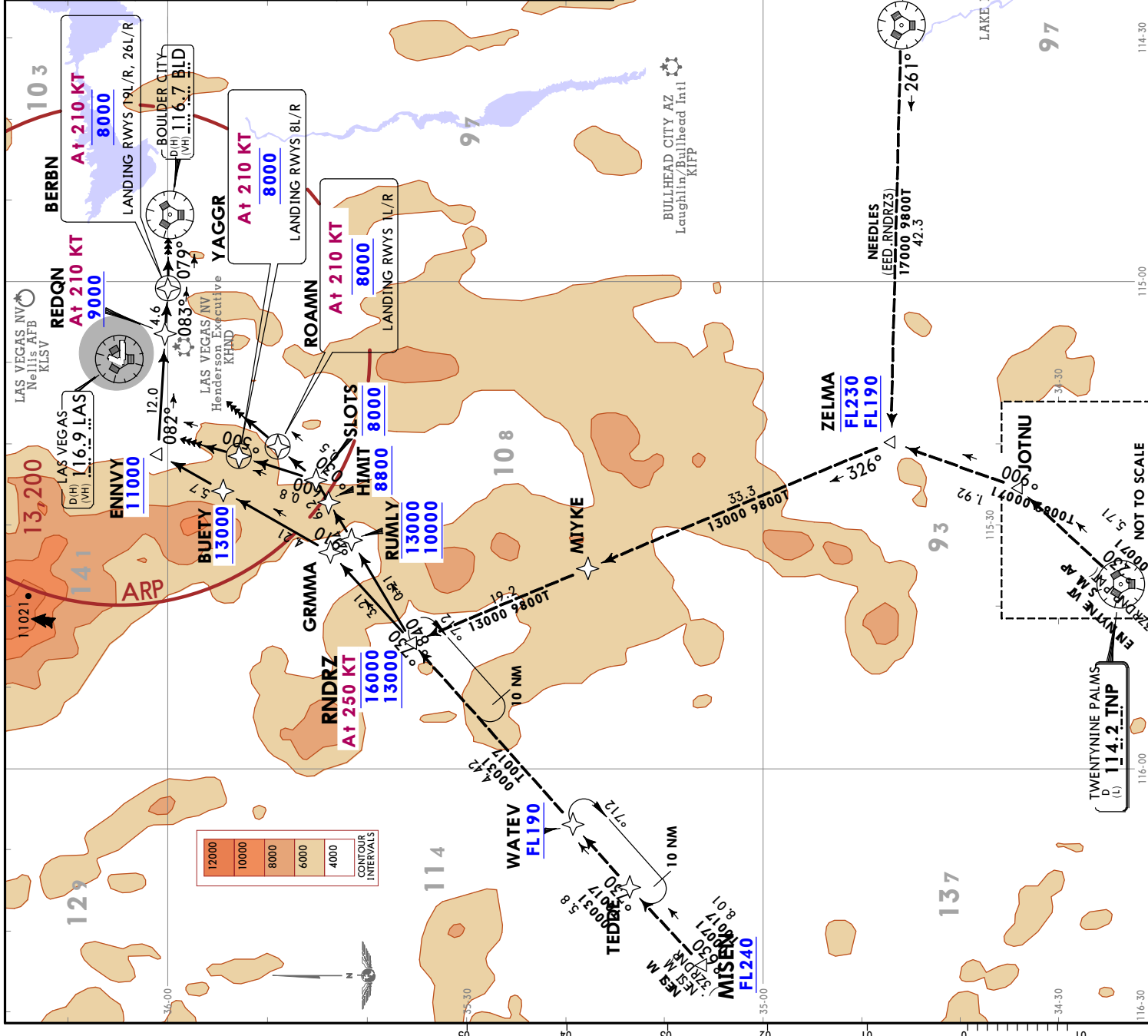
**261**  
 From RKSTR on track 297° to cross HUXLY between 10000 and 13000 and at 250 KT, then on track 296° to cross HAYLN at or below 9000, then on track 290° to cross PRINO at 8000 and at 210 KT. EXPECT ILS or LOC Rwy 26L approach.

**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.



**JEPPESEN**  
 25 OCT 24 (10-2K) Eff 31 Oct  
**LAS VEGAS, NEV**  
**RNAV STAR**

D-ATIS <b>132.4</b>	Apt Elev <b>2181</b>
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.	
<b>RNDRZ 3 RNAV ARRIVAL</b> <b>(RNDRZ.RNDRZ3)</b> <b>(ALL RWYS)</b>	
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. Rwy 8L: At YAGGR proceed on the RNAV (RNP) Rwy 8L 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. 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. Rwy 8L: At YAGGR proceed on the RNAV (RNP) Rwy 8L 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.	
<b>LANDING</b>	
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. 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. From RNDRZ on track 037° to cross 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.	



**KLAS/LAS HARRY REID INTL**  
 25 OCT 24 (10-3) Eff 31 Oct  
**RNAV SID**

LAS VEGAS Departure (R)  
**133.95**

Apt Elev  
**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 (10-30B1).

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

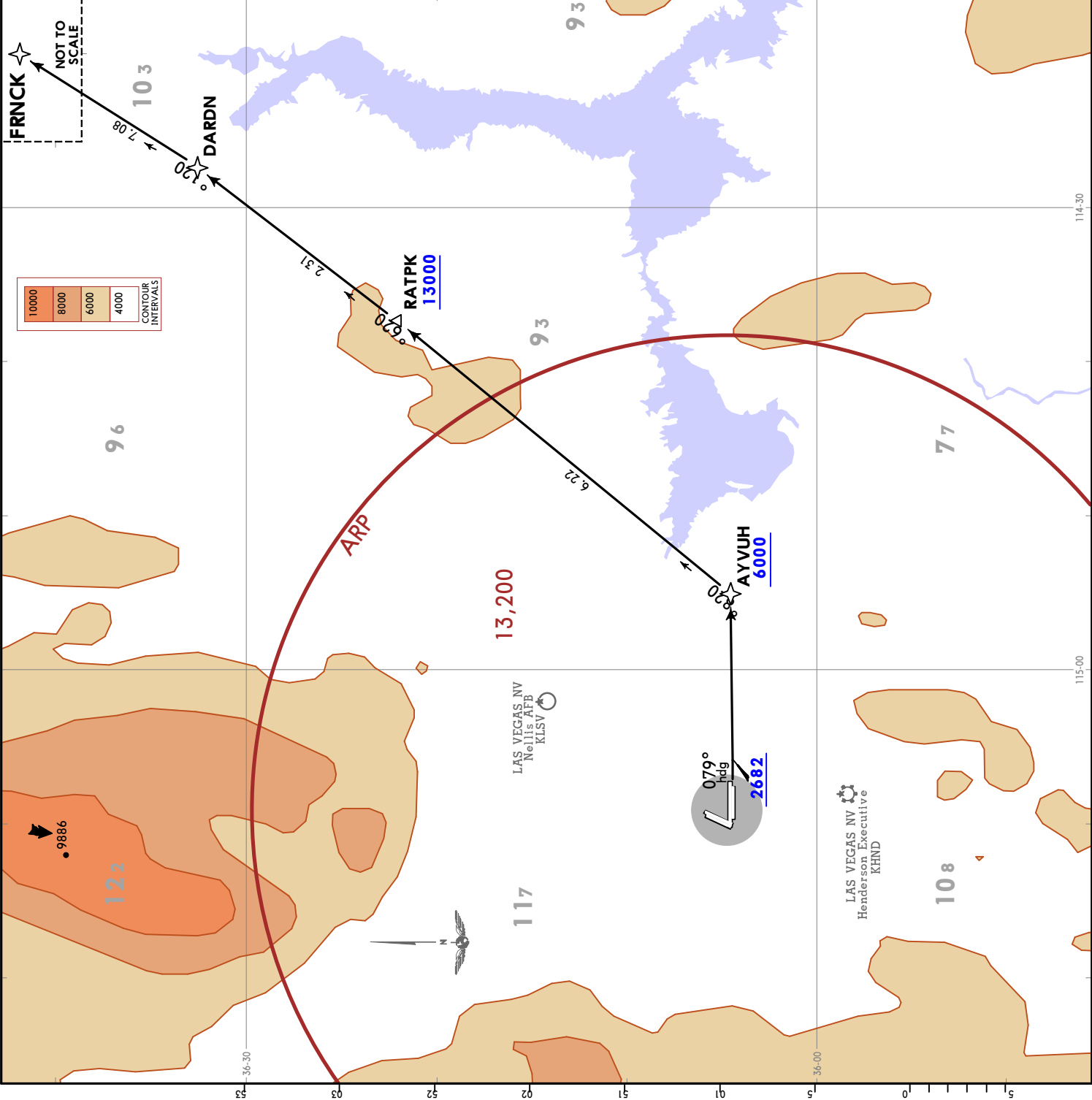
Grnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

**INITIAL CLIMB**

Climb on heading 079° to 2682, then direct to cross AYVUH at or above 6000.	<b>TOP ALTITUDE</b>
	FL190

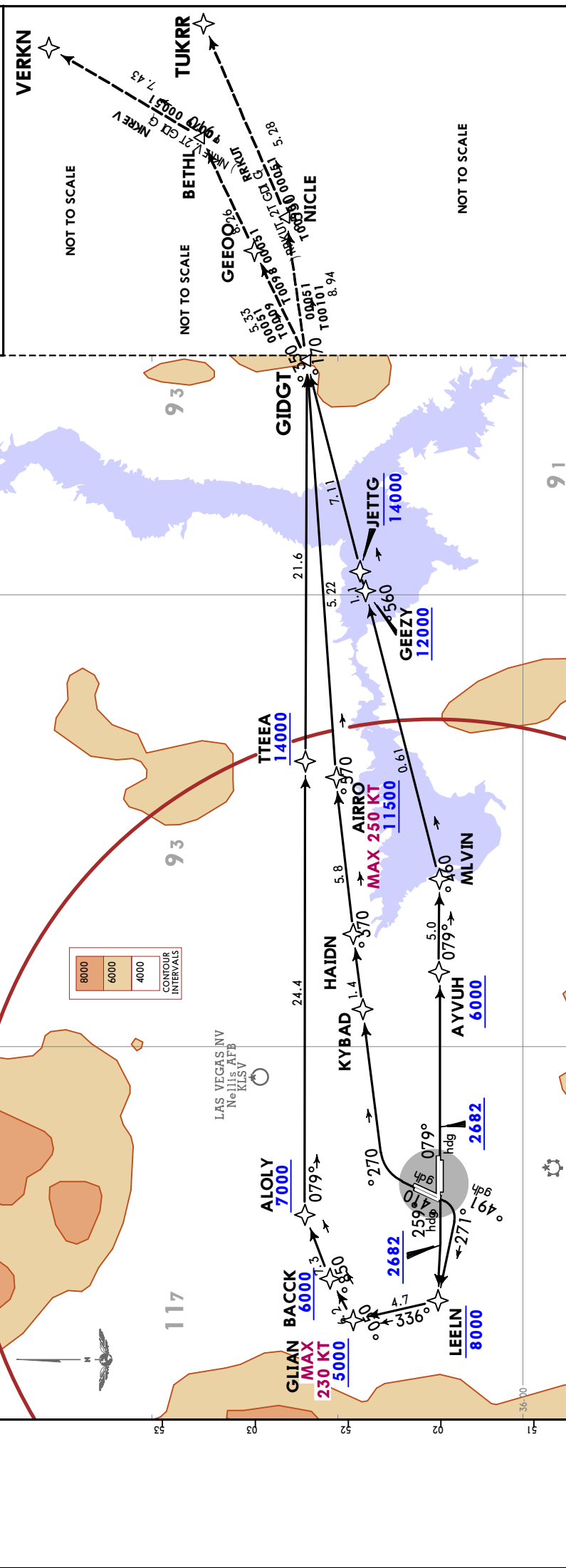
**ROUTING**

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.



**KLAS/LAS HARRY REID INTL**

LAS VEGAS Departure (R) 133.95  
 Apt Elev 2181  
 Trans alt: 18000  
 RNAV 1 DME/DME/IRU or GPS required  
 1. RADAR required. 2. Turbojet only.



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 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 2682, then direct AYUJH, cross AYUJH 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/R	Climb on heading 194° to intercept course 271° to cross LEEIN 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 cross TTEEA at or above 14000, then on track 079° to GIDGT.	FL190
26L/R	Climb on heading 259° to 2682, then direct LEEIN to cross LEEIN 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 cross TTEEA at or above 14000, then on track 079° to GIDGT.	

**TAKE-OFF OBSTACLE NOTES**  
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

**TAKE-OFF MINIMUMS:**  
 Rwy 1L: Standard with minimum climb of 500 FT/NM to 2682. Then 286 FT/NM to 4900.  
 Rwy 1R: Standard with minimum climb of 500 FT/NM to 2682. Then 295 FT/NM to 4900.  
 Rwys 8L/R, 19L/R: Standard with minimum climb of 500 FT/NM to 2682.  
 Rwy 26L: Standard with minimum climb of 500 FT/NM to 2682. Then 204 FT/NM to 4100.  
 Rwy 26R: Standard with minimum climb of 500 FT/NM to 2682. Then 271 FT/NM to 4100.

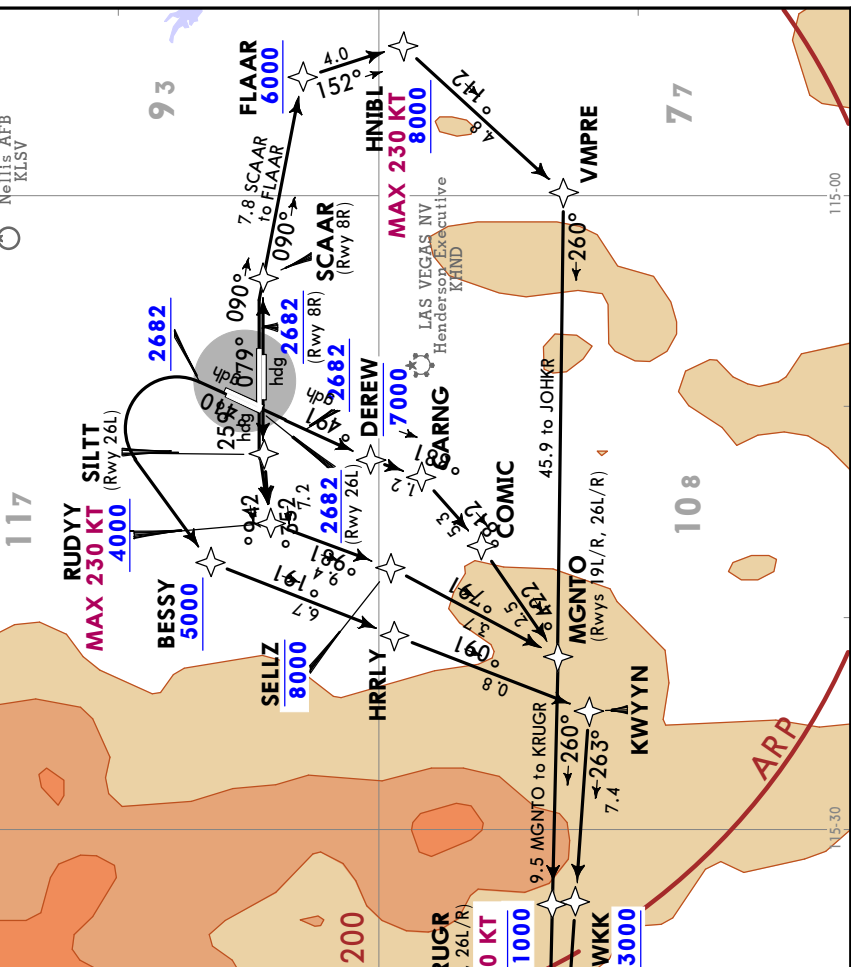
Gnd speed-KT	75	100	150	200	250	300
204 FT/NM	255	340	510	680	850	1020
271 FT/NM	339	452	678	903	1129	1355
286 FT/NM	358	477	715	953	1192	1430
295 FT/NM	369	492	738	983	1229	1475
500 FT/NM	625	833	1250	1667	2083	2500

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



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

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.	
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.	FL190
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 SELTZ 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 SELTZ 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.	



RWY	100	150	200	250	300
250 FT/NM	313	417	625	833	1042
350 FT/NM	438	583	875	1167	1458
360 FT/NM	450	600	900	1200	1500
500 FT/NM	625	833	1250	1667	2083
514 FT/NM	643	857	1285	1713	2142
526 FT/NM	658	877	1315	1753	2192

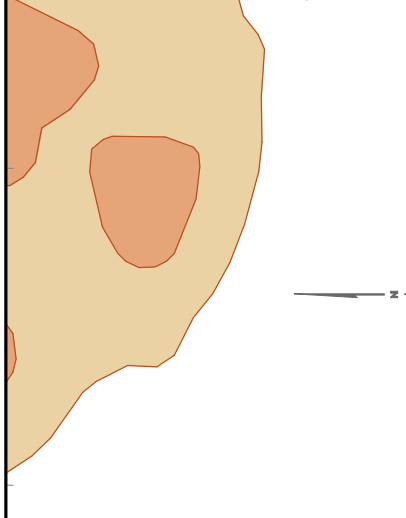
**Rwy 26L:** Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 360 FT/NM to 9300.  
**Rwy 26R:** Standard with minimum climb of 500 FT/NM to 2682, then minimum climb of 360 FT/NM to 9000.

**TAKE-OFF OBSTACLE NOTES**  
See TAKE-OFF OBSTACLE NOTES page (10-30B1).

**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.

**JEPPESEN**  
 20 DEC 24 (10-3C) Eff 24 Dec  
**LAS VEGAS, NEV**  
**RNAV SID**

LAS VEGAS Departure (R) Rwys 19L/R, 26L/R	125.9	133.95
Trans alt: 18000		
RNAV 1 - DME/DME/IRU or GPS		
1. RADAR required for non-GPS equipped aircraft. 2. Turboplet only. 3. Do not file - to be assigned by ATC. 4. If unable to accept climb gradients, advise ATC on initial contact.		
<b>LOHLA 3 RNAV DEPARTURE</b> (LOHLA3.LOHLA) (ALL RWYS)		
<b>TAKEOFF OBSTACLE NOTES</b> See TAKEOFF OBSTACLE NOTES page (10-30B1).		



RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 014° to intercept course 283° to PENS, then on track 282° to cross LOHLA at or above 13400.	
8L	Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HINIBL 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 HINIBL 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.	14000
19L/R	Climb on heading 194° to intercept course 271° to LEELN at or below 8000, then on track 336° to PENS, 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 PENS, then on track 282° to cross LOHLA at or above 13400.	

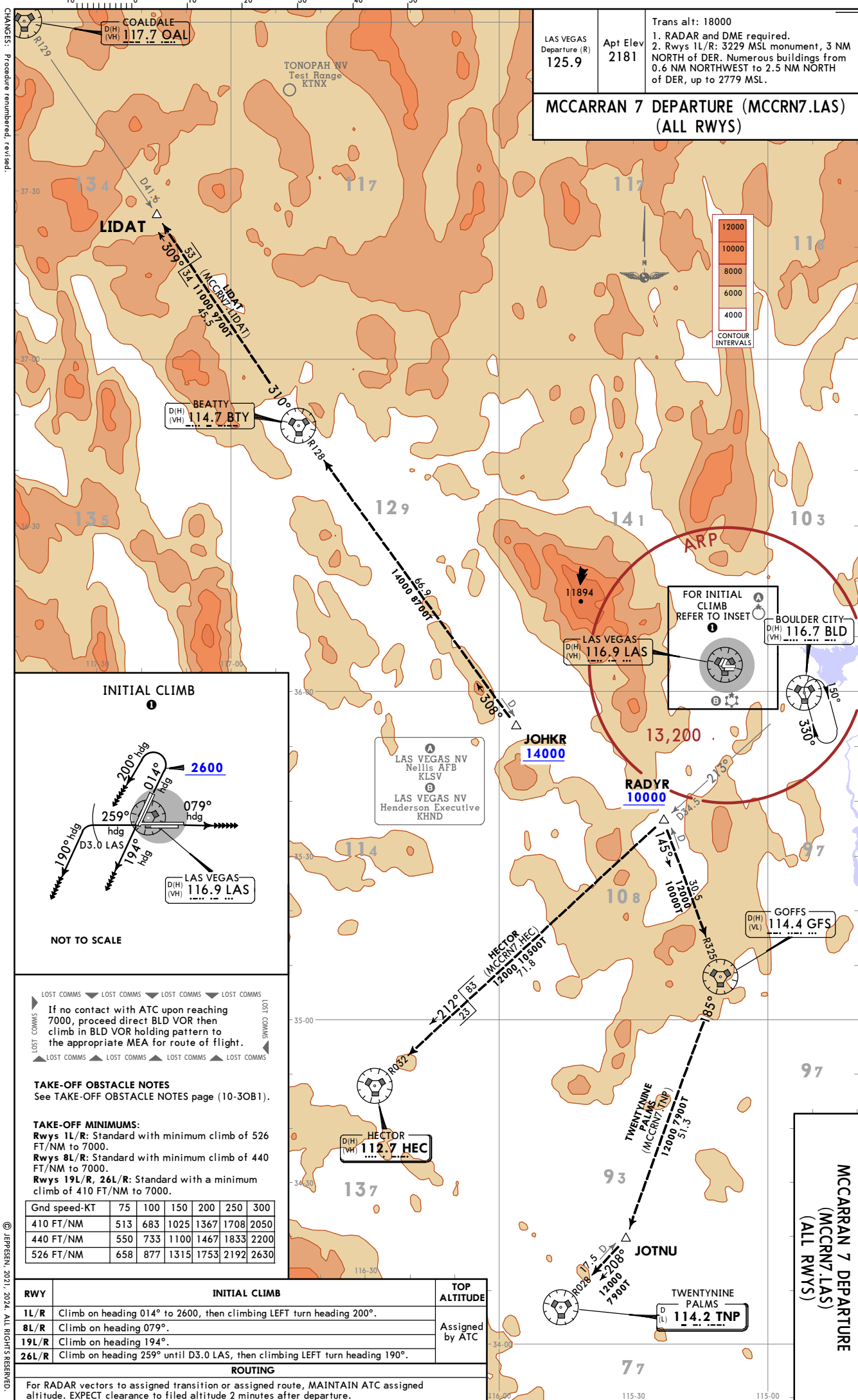
**JAYSN**  
 NOT TO SCALE  
 (LOHLA3.JAYSN)  
 14000  
 30.3

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

**ROUTING**  
 From LOHLA on transition, MAINTAIN 14000. EXPECT filed altitude 10 minutes after departure.  
 CHANGES: None.

KLAS/LAS HARRY REID INTL  
 LAS VEGAS, NEV  
 HENDERSON EXECUTIVE  
 KMGND  
 108  
 117  
 93  
 115-00



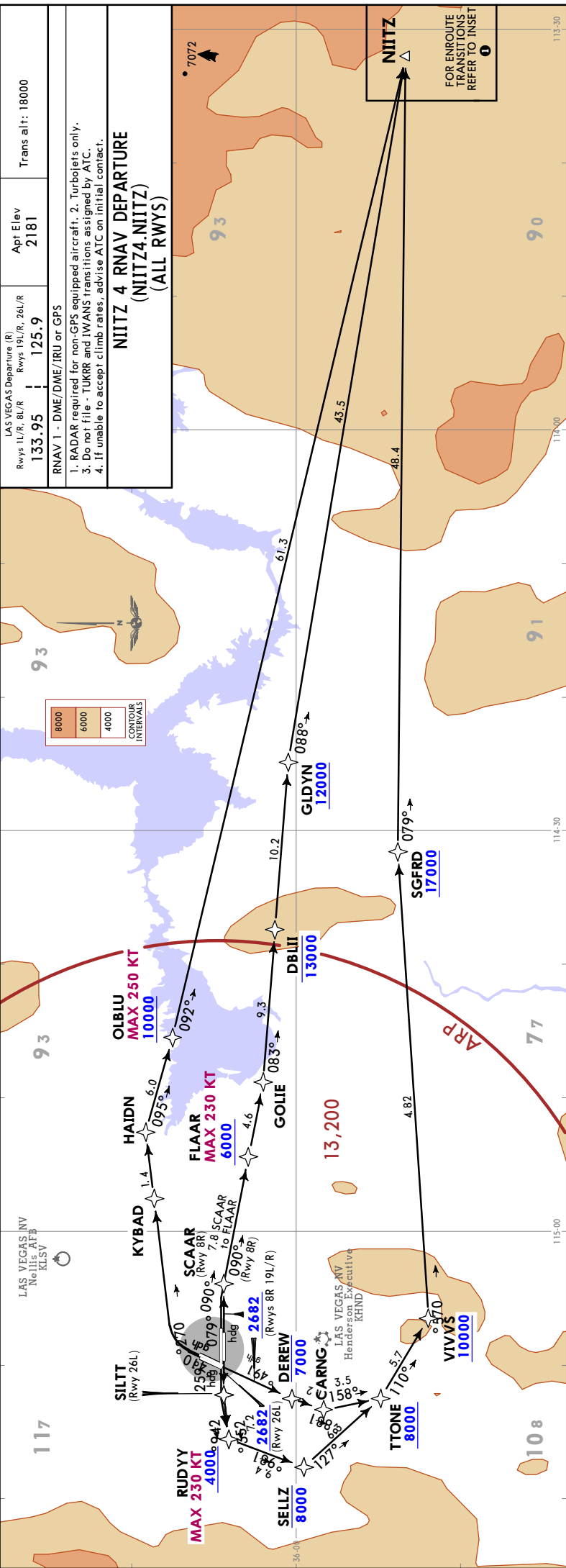
CHANGES: Procedure renumbered, revised.

KLAS/LAS  
HARRY REID INTL  
JEPPesen LAS VEGAS, NEW  
25 OCT 24 (10-3D) EFF 31 OCT  
MCCARRAN 7 DEPARTURE (MCCRN7.LAS) (ALL RWYS)  
SID

**KLAS/LAS**  
HARRY REID INTL

**JEPPESEN**  
25 OCT 24 (10-3E) Eff 31 Oct

**LAS VEGAS, NEV**  
RNAV SID



RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on heading 014° to intercept course 072° to KYBAD, then on track 072° to HAJDN, then on track 095° to cross OBLIU at or above 10000 and at or below 250 KT, then on track 092° to NIITZ.	
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 GIDYN at or above 12000, then on track 088° to NIITZ.	
8R	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 GIDYN at or above 12000, then on track 088° to NIITZ.	
19L/R	Climb on heading 194° to intercept course 194° to cross TONE at or below 7000, then on track 188° to CARNG, then on track 158° to cross TONE 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.	FL190
26L	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 SELTZ at or below 8000, then on track 127° to cross TONE 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 SELTZ at or below 8000, then on track 127° to cross TONE 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.  
CHANGES: Procedure renumbered, revised.



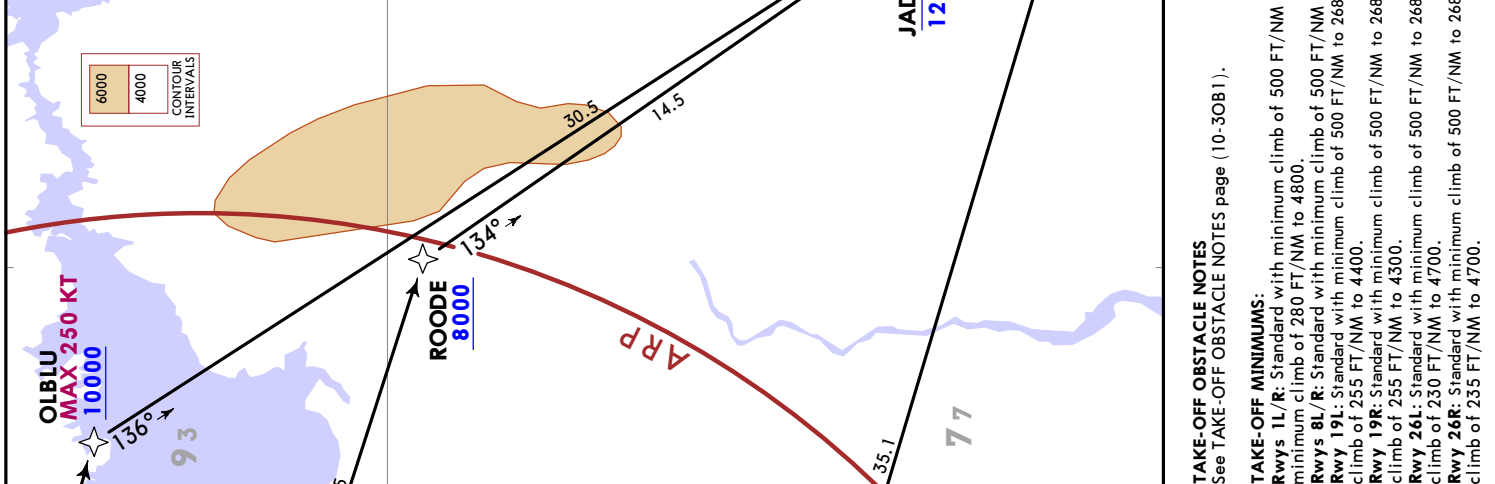
**JEPPESEN**  
25 OCT 24 (10-3G) Eff. 31 Oct

**LAS VEGAS, NEV**  
RNVA SID

**KLAS/LAS**  
HARRY REID INTL

LAS VEGAS Departure (R) Rwys 19L/R, 26L/R	125.9
Rwys 1L/R, 8L/R	133.95
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 TSTONE 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 SELTZ at or below 8000, then on track 127° to cross TSTONE 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 SELTZ at or below 8000, then on track 127° to cross TSTONE 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.	
CHANGES: Airport name, MSA.	

**TAKE-OFF OBSTACLE NOTES**  
See TAKE-OFF OBSTACLE NOTES page (10-30B1).

**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, then minimum climb of 255 FT/NM to 4400.  
Rwy 19L: 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.

LAS VEGAS DEPARTURE (R)	
Rwys 19L/R, 26L/R	125.9
Rwys 1L/R, 8L/R	133.95
Trans alt: 18000	
RNAV 1 DME/DME/IRU or GPS required	
1. RADAR required for non-GPS equipped aircraft. 2. Turbojet only.	

**KLAS/LAS HARRY REID INTL**  
 25 OCT 24 (10-3H) Eff 31 Oct  
**JEPPESEN LAS VEGAS, NEV**  
**RNAV SID**

LAS VEGAS Departure (R)  
 Rwy 1L/R, 19L/R, 26L/R Rwy 8L/R  
**133.95**  
 125.9  
 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 - 1LC and BLD DMEs must be operational.  
 3. Turbojet only.

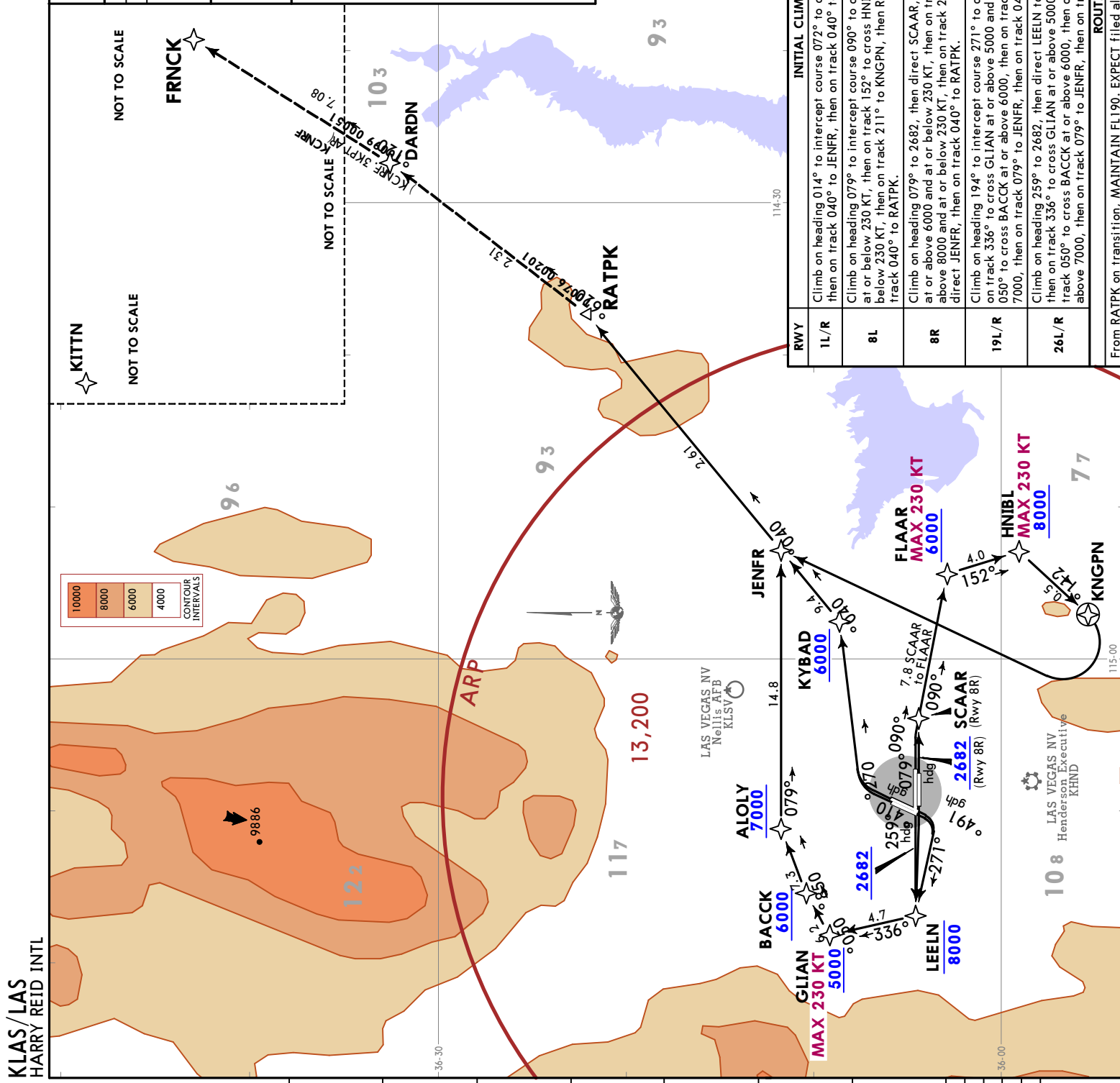
**RATPK 3 RNAV DEPARTURE (RATPK3.RATPK) (ALL RWYS)**

**TAKE-OFF OBSTACLE NOTES**  
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

**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 235 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.	
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.	FL190
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.	



From RATPK on transition, MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.  
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 CHANGES: Airport name, MSA.

KLAS/LAS


  
 25 JUN 21 (10-30B1)

LAS VEGAS, NEV

REID INTL

<b>TAKEOFF OBSTACLE NOTES</b>
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- 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.

KLAS/LAS


**JEPPESEN**  
 25 JUN 21 (10-30B2)

LAS VEGAS, NEV

REID INTL

<b>TAKEOFF OBSTACLE NOTES (CONTD)</b>
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## ◦ 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.

KLAS/LAS


**JEPPESEN**  
 25 JUN 21 (10-30B3)

LAS VEGAS, NEV

REID INTL

<b>TAKEOFF OBSTACLE NOTES (CONTD)</b>
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- 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.

KLAS/LAS

JEPPESEN  
25 JUN 21 (10-30B4)

LAS VEGAS, NEV

REID INTL

## 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.

# HARRY REID INTL CONSTRUCTION NOTICE

## RIM Construction Project

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

### RIM 3038

#### Phase 8B; Taxiway H2



Nov 27, 2023 until Feb 2, 2024.  
Close Twy H between JSX ramp and temporary taxilane H2.

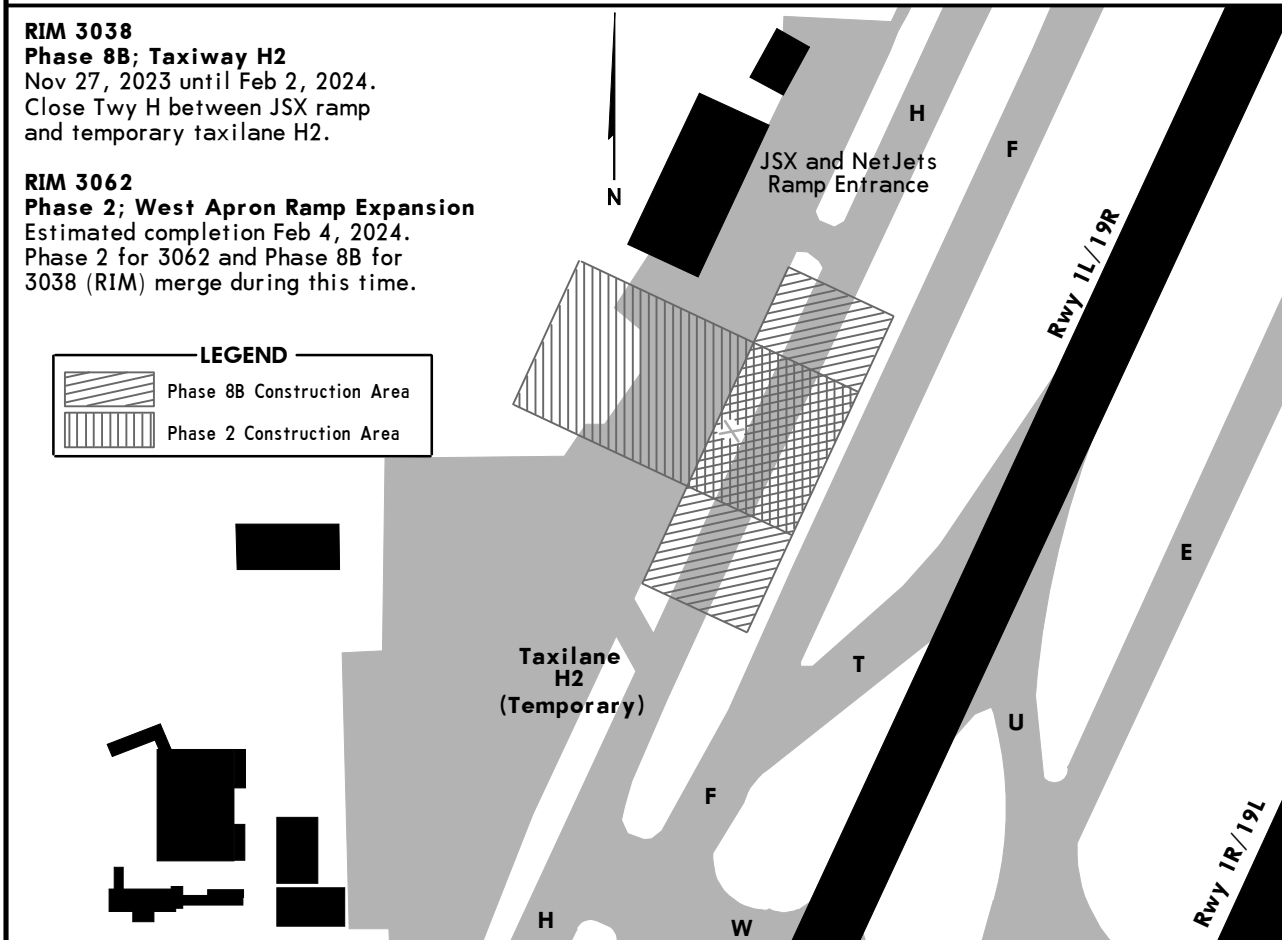
### RIM 3062

#### Phase 2; West Apron Ramp Expansion

Estimated completion Feb 4, 2024.  
Phase 2 for 3062 and Phase 8B for 3038 (RIM) merge during this time.

### LEGEND

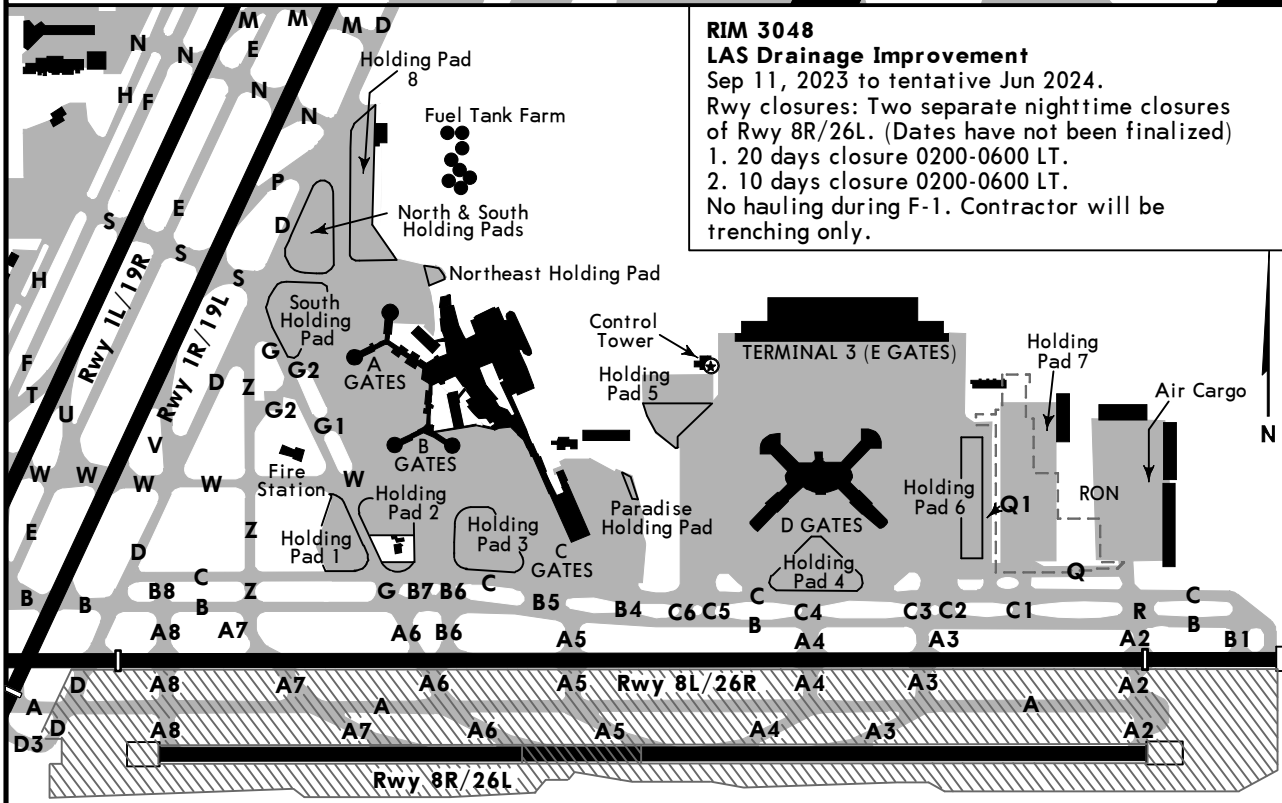
	Phase 8B Construction Area
	Phase 2 Construction Area





### RIM 3048

#### LAS Drainage Improvement

Sep 11, 2023 to tentative Jun 2024.  
Rwy closures: Two separate nighttime closures of Rwy 8R/26L. (Dates have not been finalized)  
1. 20 days closure 0200-0600 LT.  
2. 10 days closure 0200-0600 LT.  
No hauling during F-1. Contractor will be trenching only.



### LEGEND

	LAS Drainage Improvement Construction Area
	See 10-8A for Holding Pad 7 Construction Details

# 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

Phase 1 - March 15, 2023 to August 12, 2024 (1A and 1C Completed)

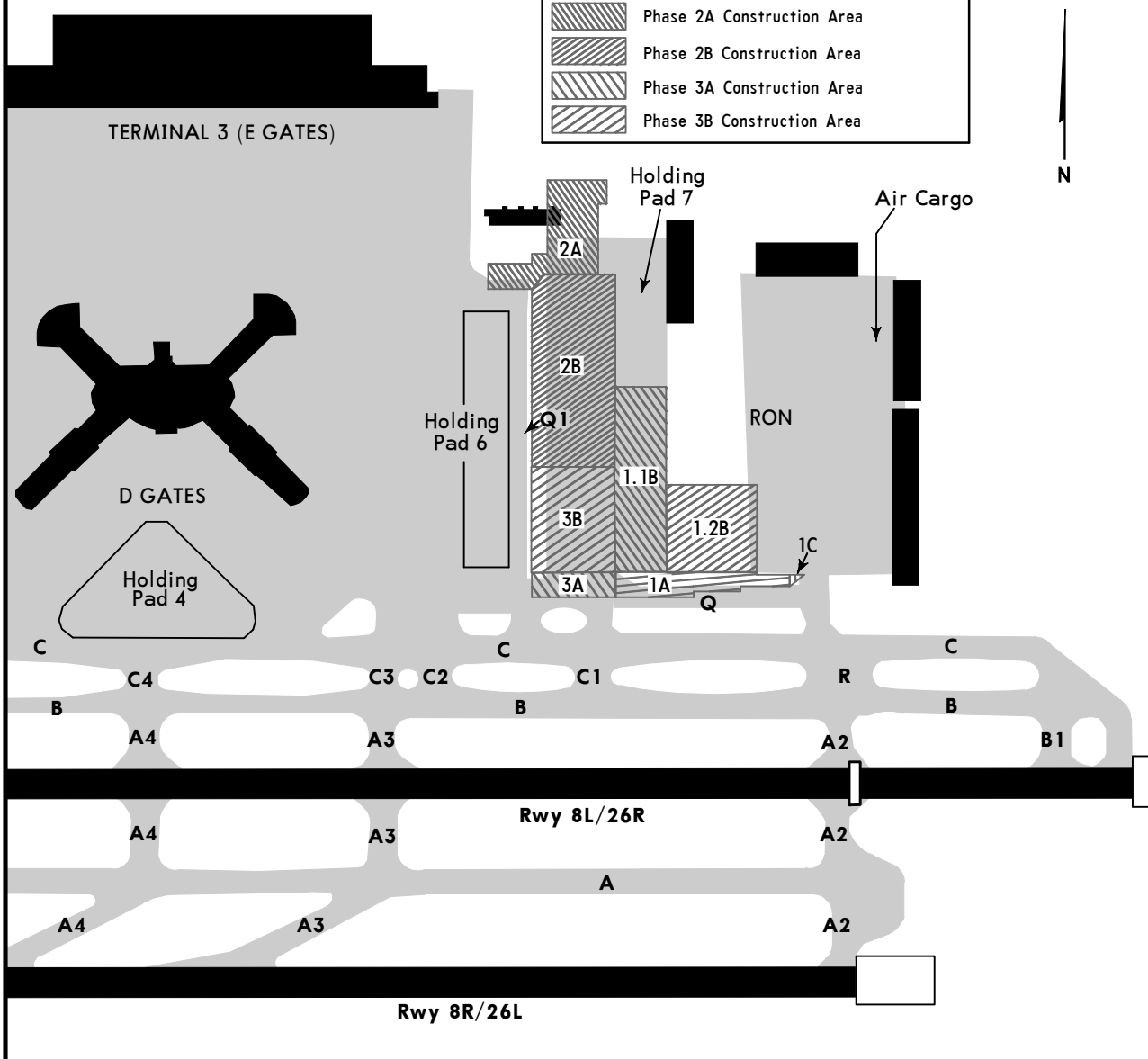
Phase 2 - August 12, 2024 to February 8, 2025 (Portions of 2A completed and ongoing)

Phase 3 - February 8, 2025 to June 8, 2025

Phase 4 - October 7, 2023 to November 6, 2023 (Completed)

### LEGEND

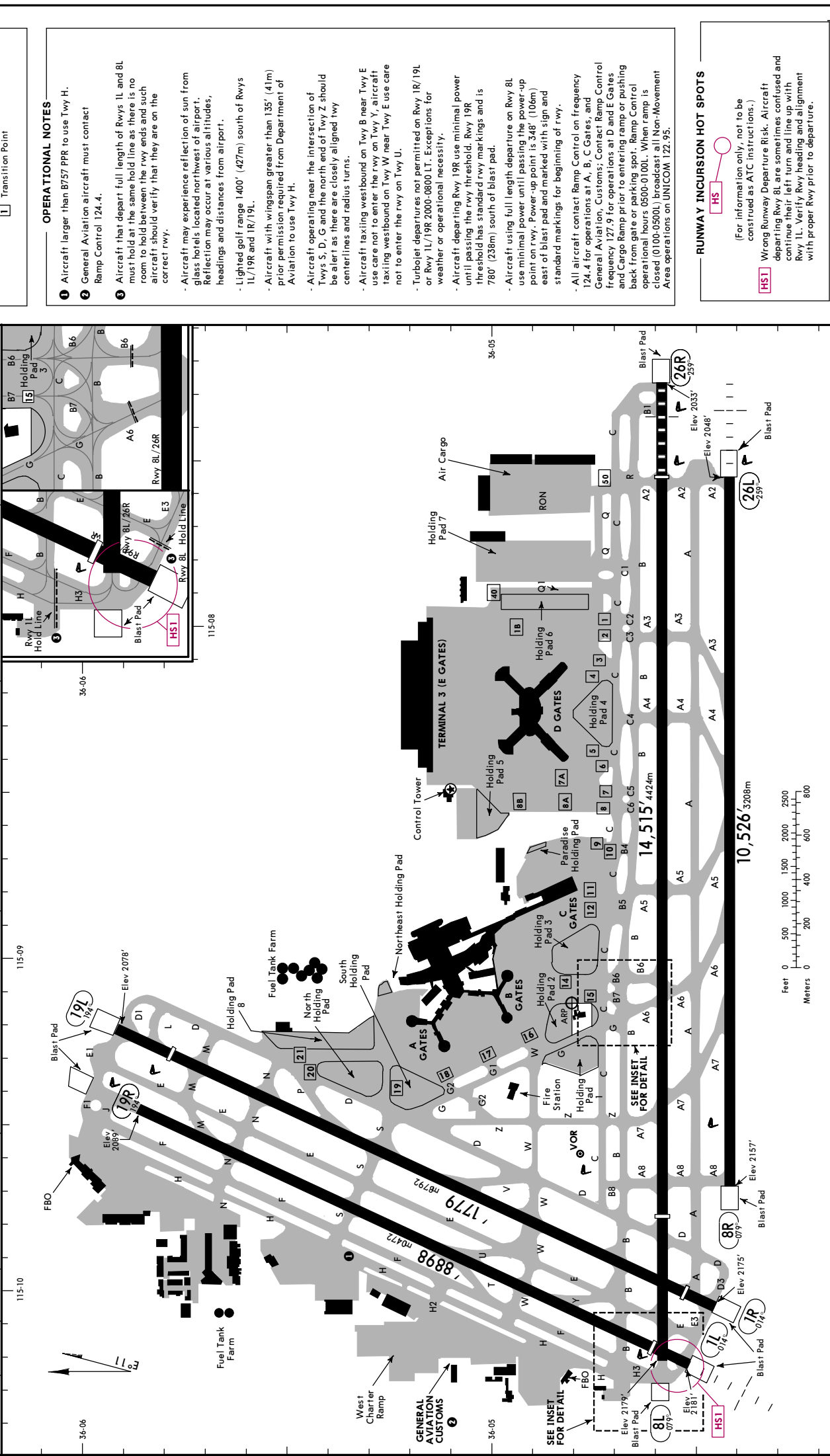
	Phase 1A Construction Area (Completed)
	Phase 1.1B Construction Area
	Phase 1.2B Construction Area
	Phase 1C Construction Area (Completed)
	Phase 2A Construction Area
	Phase 2B Construction Area
	Phase 3A Construction Area
	Phase 3B Construction Area



**KLAS/LAS**  
 Apt Elev 2181'  
 NSG 04.8 W115 09.1

**JEPPESEN LAS VEGAS, NEV**  
 HARRY REID INTL  
 14 FEB 25  
**EIF 20 FCB** (10-9)

D-ATIS 132.4	Data Comm ACARS: CPDLC: D-ATIS PDC: TWIP	LAS VEGAS Clearance 118.0	West of Rwy 1L/19R 121.9	Ground 115-10	East of Rwy 1R/19L 121.1	Tower Rwys 1L/R, 19L/R 118.75	Rwys 8L/R, 26L/R 119.9	LAS VEGAS Departure (R) 125.9	133.95	West 124.4	*Ramp Control East 127.9
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**LEGEND**

- Transition Point

**OPERATIONAL NOTES**

- Aircraft larger than B757 PPR to use Twy H.
  - General Aviation aircraft must contact Ramp Control 124.4.
  - Aircraft that depart full length of Rwy 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.
  - Turboprop 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** Wrong Runway Departure Risk. Aircraft departing Rwy 8L are sometimes confused and continue their left turn and line up with Rwy 1L. Verify Rwy heading and alignment with proper Rwy prior to departure.

115-08 115-09 115-10

CHANGES: West charter ramp added, taxiway H2 revised, intersection of taxiways B/E/Y revised.

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Rwy 19R		Rwy 19L		Rwy 26L		Rwy 1L		Rwy 26R	
With Mim climb of 242' /NM to 3400'		With Mim climb of 256' /NM to 3400'		With Mim climb of 214' /NM to 2400'		With Mim climb of 269' /NM to 2300'		With Mim climb of 270' /NM to 2400'	
LOWER THAN STANDARD OpSpec Authorization Required RCLM or HIRL or Adequate Vis Ref	STANDARD	LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	LOWER THAN STANDARD OpSpec Authorization Required	STANDARD
3 & 4 Eng	1 & 2 Eng	3 & 4 Eng	1 & 2 Eng	3 & 4 Eng	1 & 2 Eng	3 & 4 Eng	1 & 2 Eng	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1/4	1/2	1/4	1	1/4	1	1/4	1
Other		Other		Other		Other		Other	
300-2 1/4		300-2 1/4		300-2 1/4		300-2 1/4		400-2 1/2	

**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)

RWY	IR	MIRL REIL PAPI-L (angle 3.0°)	grooved	USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
19L				9280' 2829m	8893' 2711m		150' 46m
1L		HIRL 5 MALS PAPI-L (angle 3.4°)	grooved	8401' 2561m	7105' 2166m		150' 46m
19R		HIRL REIL PAPI-L (angle 3.04°)	grooved	4			
5		LED lights.					
8R		HIRL REIL PAPI-L (angle 3.0°)	grooved		9401' 2865m		150' 46m
26L		HIRL 5 MALS PAPI-L (angle 3.0°)	grooved				
5		LED lights.					
8L		HIRL PAPI-L (angle 3.0°)	grooved	12,376' 3772m			150' 46m
26R		HIRL 6 MALS PAPI-L (angle 3.0°)	grooved	13,116' 3998m	11,988' 3654m		150' 46m
5		LED lights.					
7		LDA 11,960' 3645m.					
8		LDA 12,638' 3852m.					

Rwy 1R		Rwys 8L/R	
LOWER THAN STANDARD OpSpec Authorization Required RCLM or Adequate Vis Ref	STANDARD	LOWER THAN STANDARD OpSpec Authorization Required	STANDARD
3 & 4 Eng	1 & 2 Eng	3 & 4 Eng	1 & 2 Eng
1/4	1	1/2	1
600-2	800-2	900-2	1000-2 3/4
1400-3	1100-3	1400-3	1400-3

## 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)

## 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 beginning 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)

## 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.

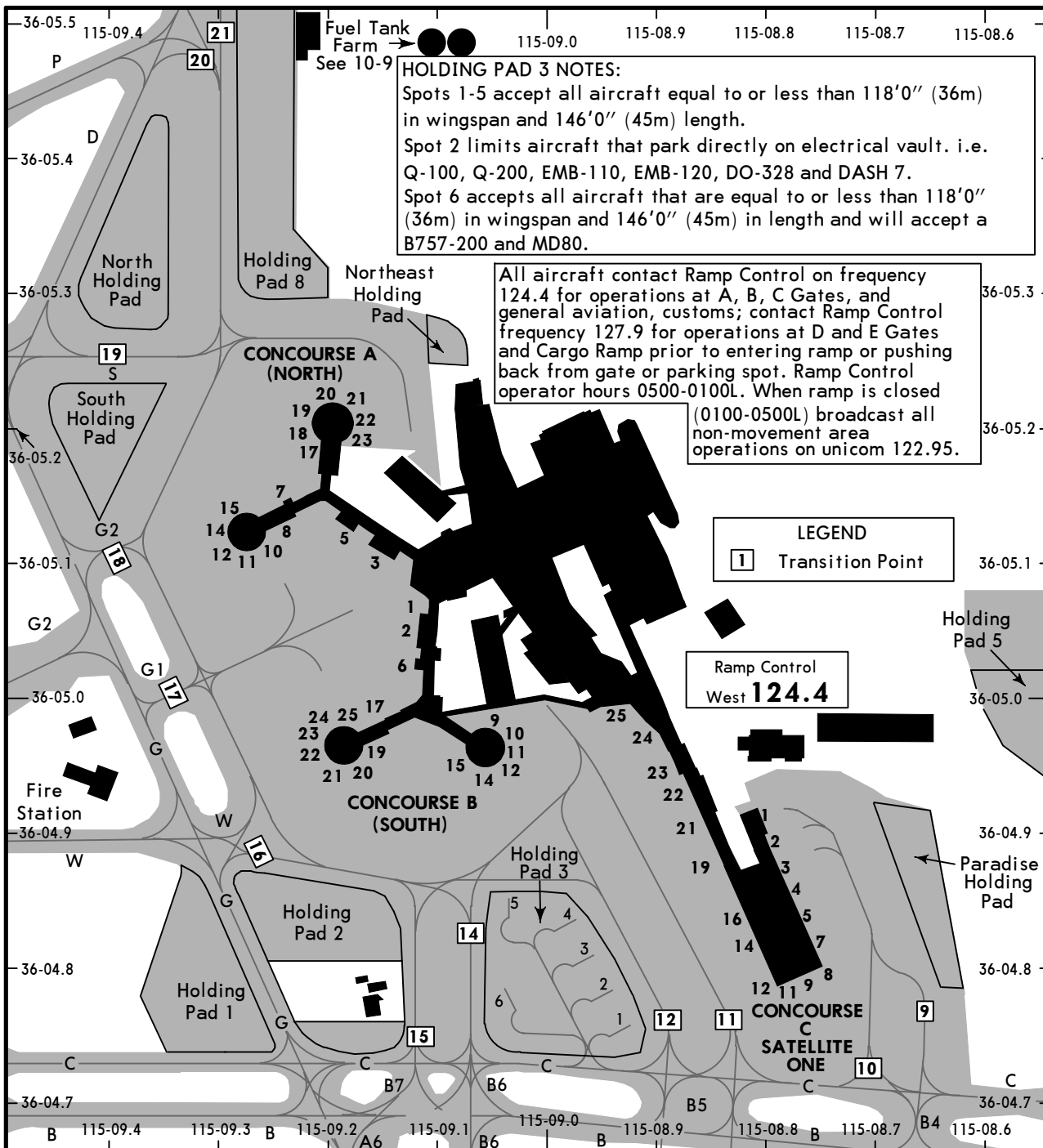
◦ RWY 26R:

Nav aids, building beginning 533' from DER, 367' left of centerline, up to 14' AGL/2206' MSL. Nav aids 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.

KLAS/LAS

**JEPPesen**  
14 FEB 25 **10-9B**

**LAS VEGAS, NEV**  
HARRY REID INTL



**PARKING GATE COORDINATES**

GATE No.	COORDINATES	GATE No.	COORDINATES
<b>CONCOURSE A (NORTH)</b>		<b>CONCOURSE C-SATELLITE ONE</b>	
3, 5	N36 05.1 W115 09.1	1 thru 4	N36 04.9 W115 08.7
7	N36 05.2 W115 09.1	5, 7, 8, 9, 11	N36 04.8 W115 08.7
8	N36 05.1 W115 09.1	12, 14, 16	N36 04.8 W115 08.7
10 thru 12	N36 05.1 W115 09.2	19	N36 04.9 W115 08.8
14, 15	N36 05.1 W115 09.2	21 thru 23	N36 04.9 W115 08.8
17 thru 23	N36 05.2 W115 09.1	24, 25	N36 05.0 W115 08.8
<b>CONCOURSE B (SOUTH)</b>		<b>HOLD PAD 3</b>	
1, 2	N36 05.1 W115 09.0	1, 2	N36 04.8 W115 08.8
6, 9	N36 05.0 W115 09.0	3 thru 6	N36 04.8 W115 08.9
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		

KLAS/LAS

**JEPPesen**  
14 FEB 25 **10-9C**

**LAS VEGAS, NEV**  
HARRY REID INTL

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**

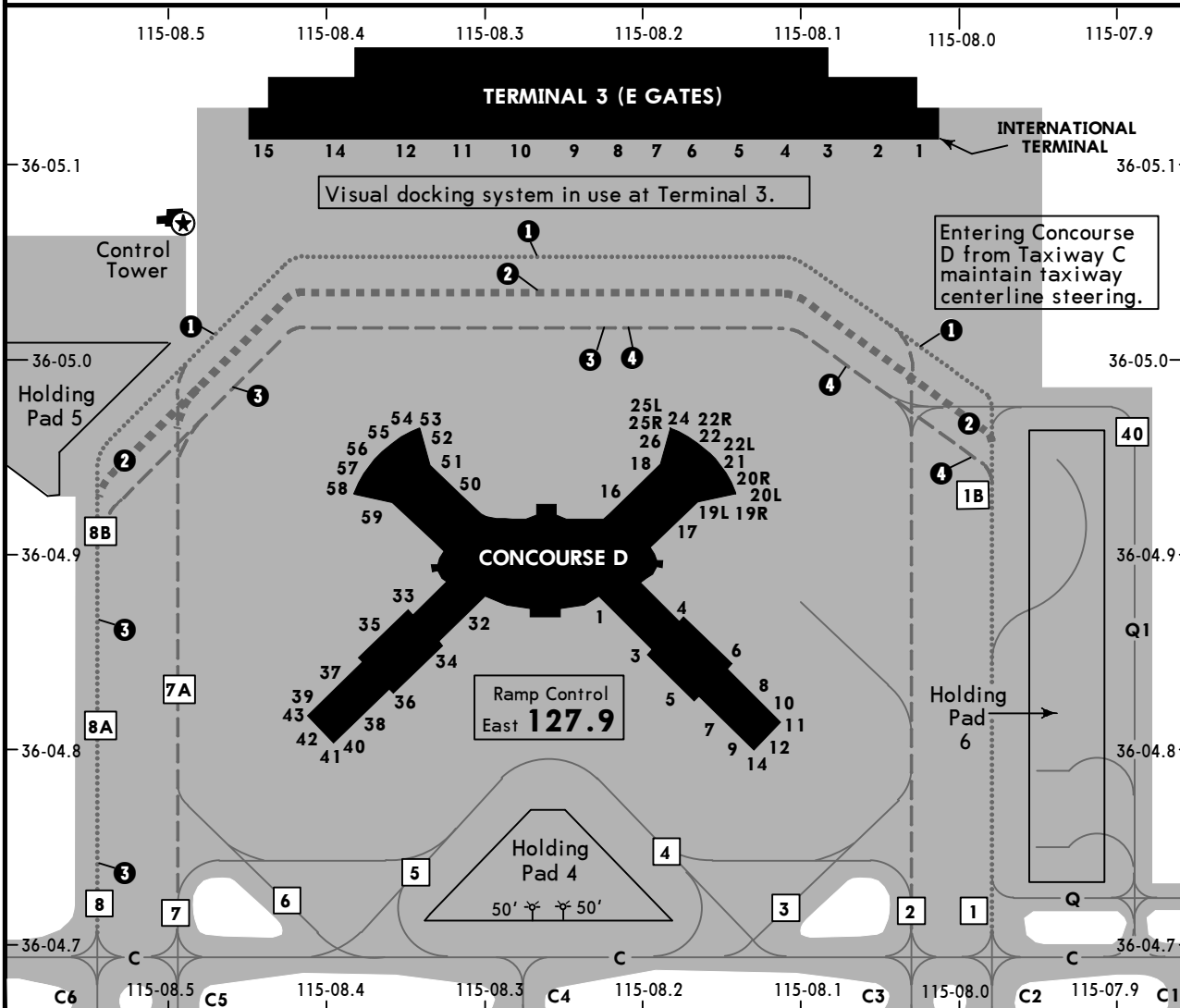
- ① Transition Point
- ..... Yellow (North) Taxilane
- Alt Yellow/Green Dashes (Center) Taxilane
- Green (South) Taxilane

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.



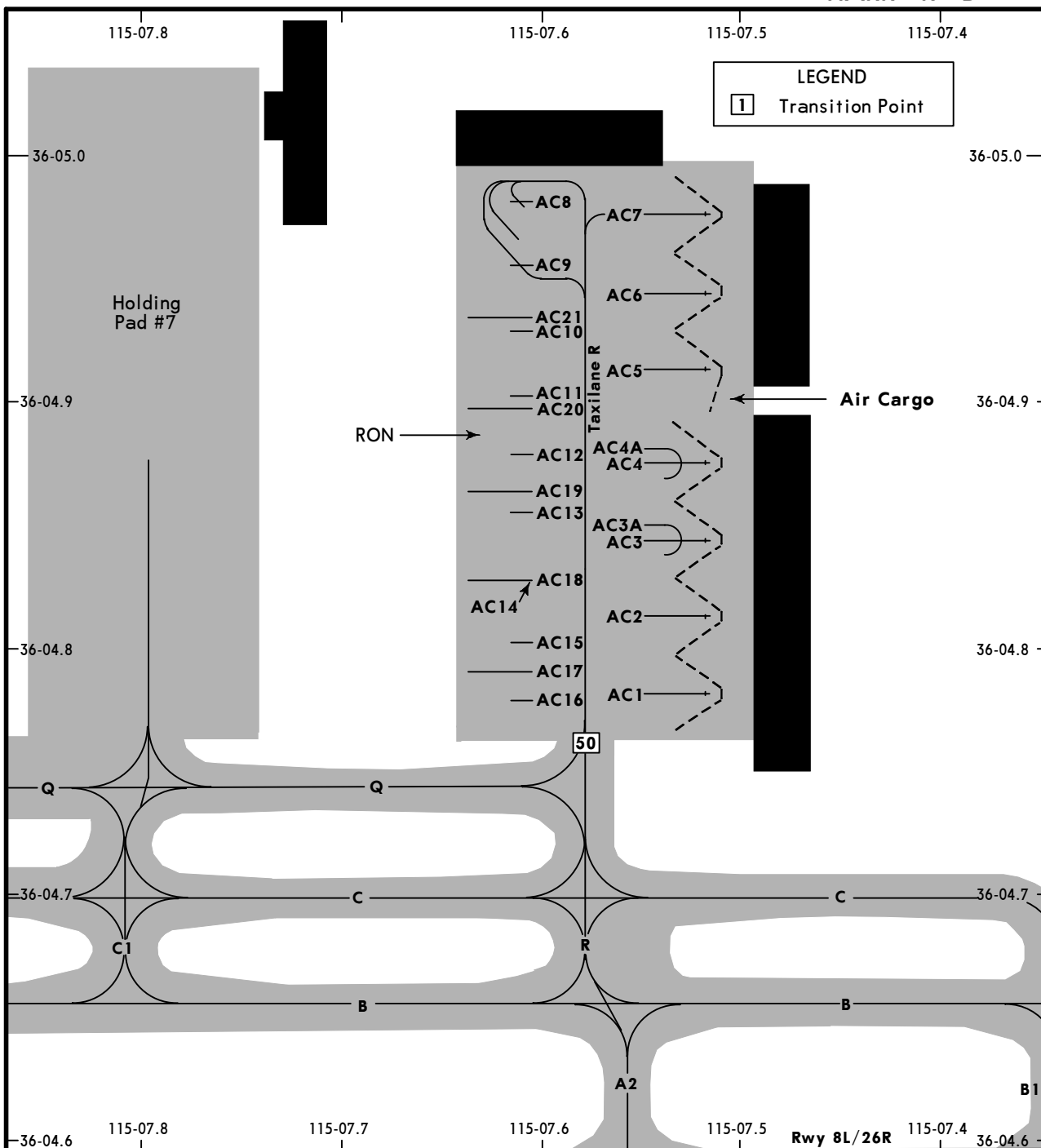
**PARKING GATE COORDINATES**

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

KLAS/LAS

**JEPPESEN**  
14 APR 23 **10-9D** Eff 20 Apr

**LAS VEGAS, NEV**  
HARRY REID INTL



**PARKING GATE COORDINATES**

GATE No.	COORDINATES	GATE No.	COORDINATES
<b>AIR CARGO</b>			
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		
AC19 thru AC21	N36 04.9 W115 07.6		

# KLAS/LAS

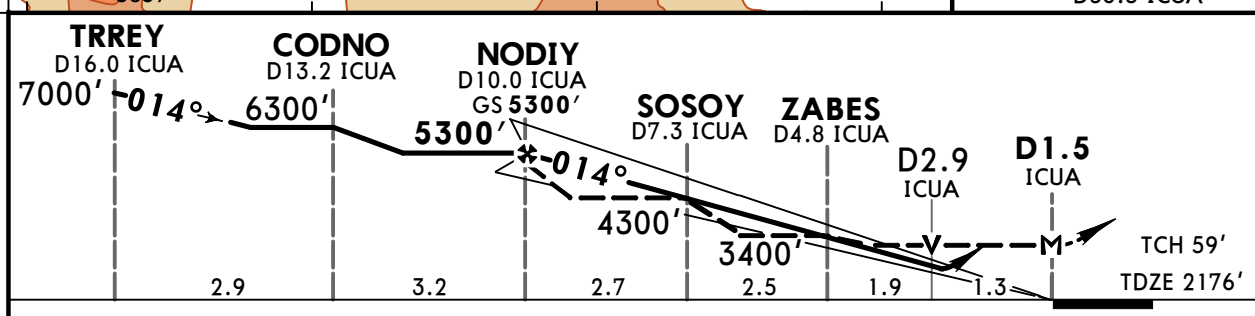
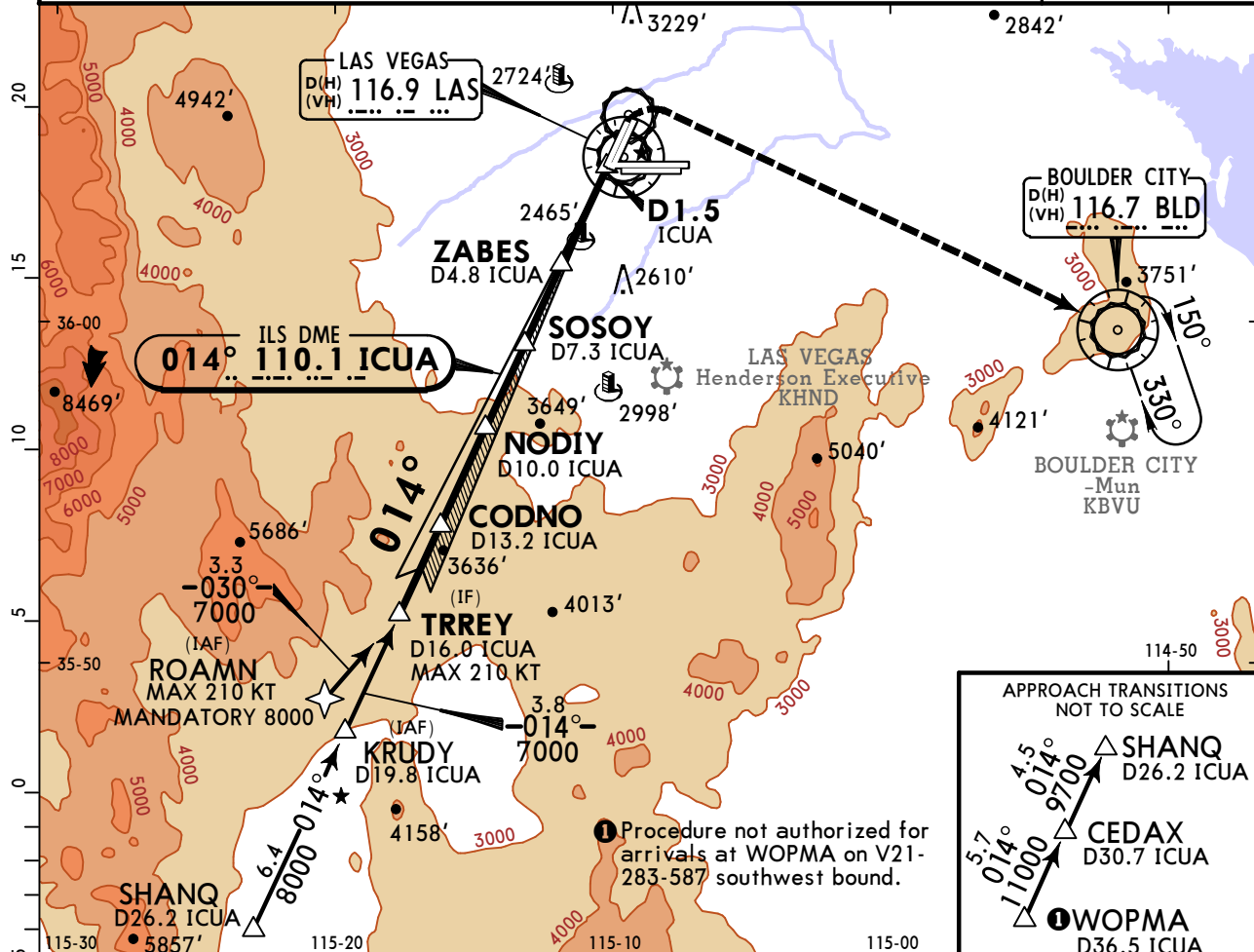
## HARRY REID INTL

**JEPPESSEN**  
30 AUG 24 **(11-1) Eff 5 Sep**

# LAS VEGAS, NEV

## ILS or LOC Rwy 1L

BRIEFING STRIP™	D-ATIS	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
	132.4	West 125.025	East 119.775	Rwys 1 L/R, 19 L/R 118.75	Rwys 8 L/R, 26 L/R 119.9	West of Rwy 1L/19R 121.9	East of Rwy 1R/19L 121.1
	LOC ICUA <b>110.1</b>	Final Apch Crs <b>014°</b>	<b>NODIY</b> 5300' (3124')	ILS DA(H) <b>2460'</b> (284')	Apt Elev 2181' TDZE 2176'		
<b>MISSED APCH: Climb to 3000' then climbing RIGHT turn to 7000' direct BLD VOR and hold, continue climb-in-hold to 7000'.</b>							
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').							



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	3000'	7000'	D	BLD 116.7
GS	3.40°	421	541	602	722	842					
MAP at D1.5 ICAU											

TERPS AMEND 4 19 MAY 2022	STRAIGHT-IN LANDING RWY 1L				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts	MDA(H)
	DA(H) <b>2460'</b> (284')	ALS out	MDA(H) <b>2720'</b> (544')	ALS out		
	A		3/4	1	90	3020' (839') - 1 1/4
	B	3/4	7/8		120	3060' (879') - 1 1/4
C			1 3/8	1 5/8	140	3100' (919') - 2 3/4
D					165	3540' (1359') - 3

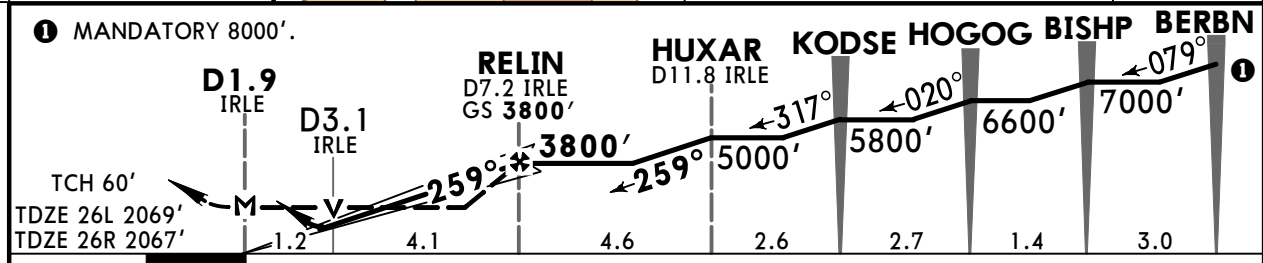
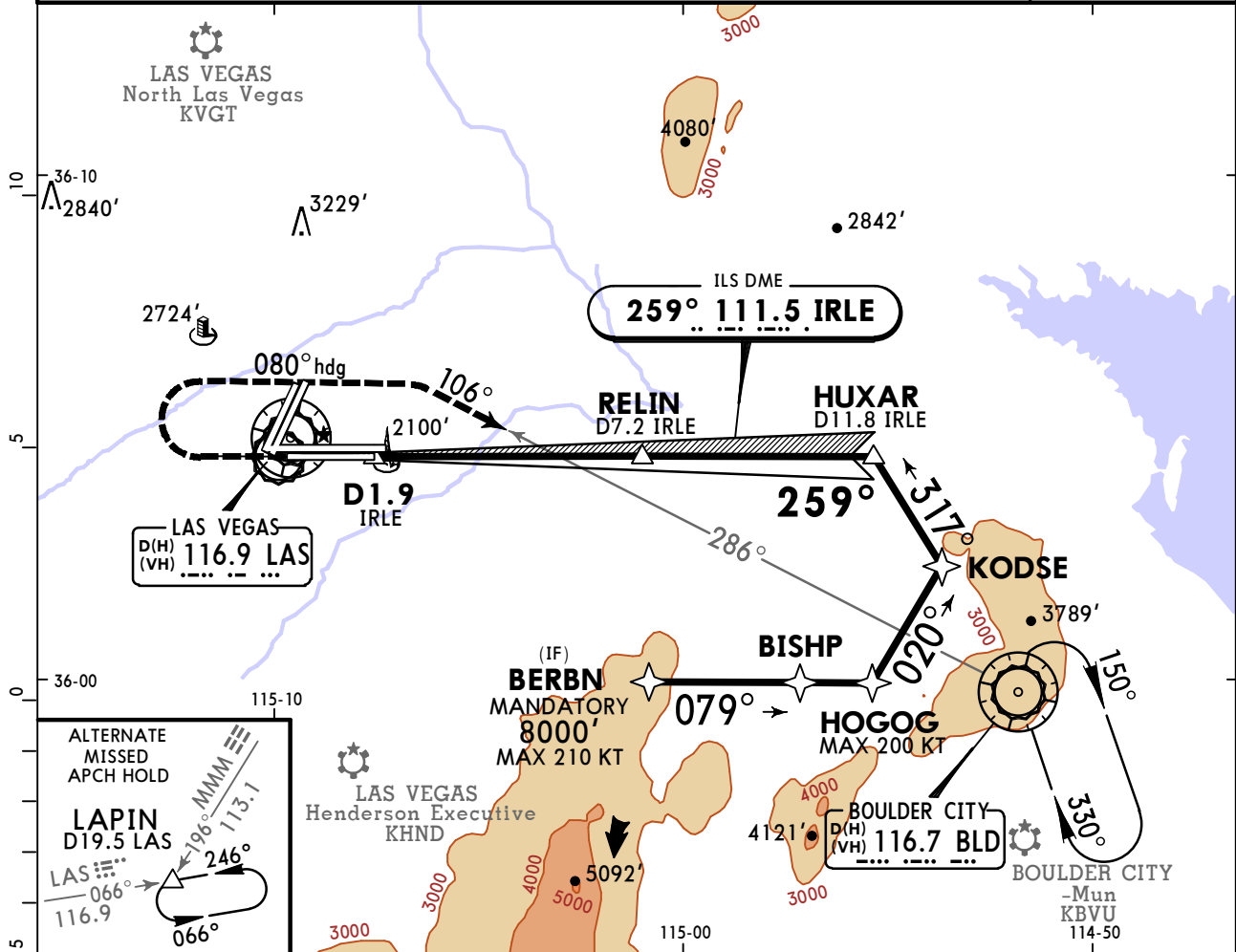


**KLAS/LAS**  
HARRY REID INTL

**JEPPESEN**  
30 AUG 24  
Eff 5 Sep **(11-3)**

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

D-ATIS <b>132.4</b>	LAS VEGAS Approach (R) West <b>125.025</b> East <b>119.775</b>		LAS VEGAS Tower Rwys 8 L/R, 26 L/R <b>119.9</b>	Rwys 1 L/R, 19 L/R <b>118.75</b>	West of Rwy 1L/19R <b>121.9</b>	Ground East of Rwy 1R/19L <b>121.1</b>
LOC IRLE <b>111.5</b>	Final Apch Crs <b>259°</b>	RELIN <b>3800'</b> (1731')	ILS DA(H) <b>2269'</b> (200')	Apt Elev 2181' TDZE 26L 2069'		<p>MSA LAS VOR</p>
<p><b>MISSED APCH:</b> 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'.</p>						
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'		
<p>1. DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 84'). 3. MALS and PAPI-L on Rwy 26R.</p>						



Gnd speed-Kts	70	90	100	120	140	160	MALSF	<b>3200'</b>	<b>6000'</b>	BLD 080° and 116.7 R-286
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	↗	
MAP at D1.9 IRLE										

	STRAIGHT-IN LANDING RWY 26L		SIDESTEP LANDING RWY26R		CIRCLE-TO-LAND
	ILS	LOC (GS out)	ILS	LOC (GS out)	
	DA(H) <b>2269'</b> (200')	MDA(H) <b>2520'</b> (451')	MDA(H) <b>2560'</b> (493')		
	ALS out	ALS out	ALS out	ALS out	Max Kts
A		3/4	1	1	90
B		3/4	1	1	120
C	3/4		1 1/2	1 1/2	140
D		1	1 3/8	2	165
					MDA(H)
					<b>3020'</b> (839') - 1 1/4
					<b>3060'</b> (879') - 1 1/4
					<b>3100'</b> (919') - 2 3/4
					<b>3540'</b> (1359') - 3

# KLAS/LAS

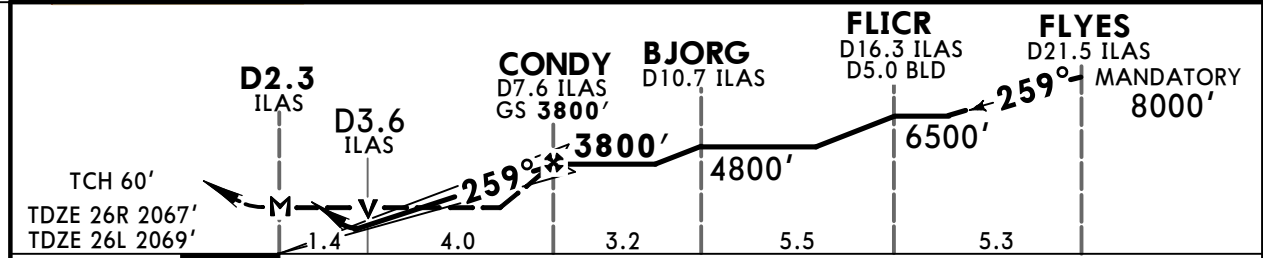
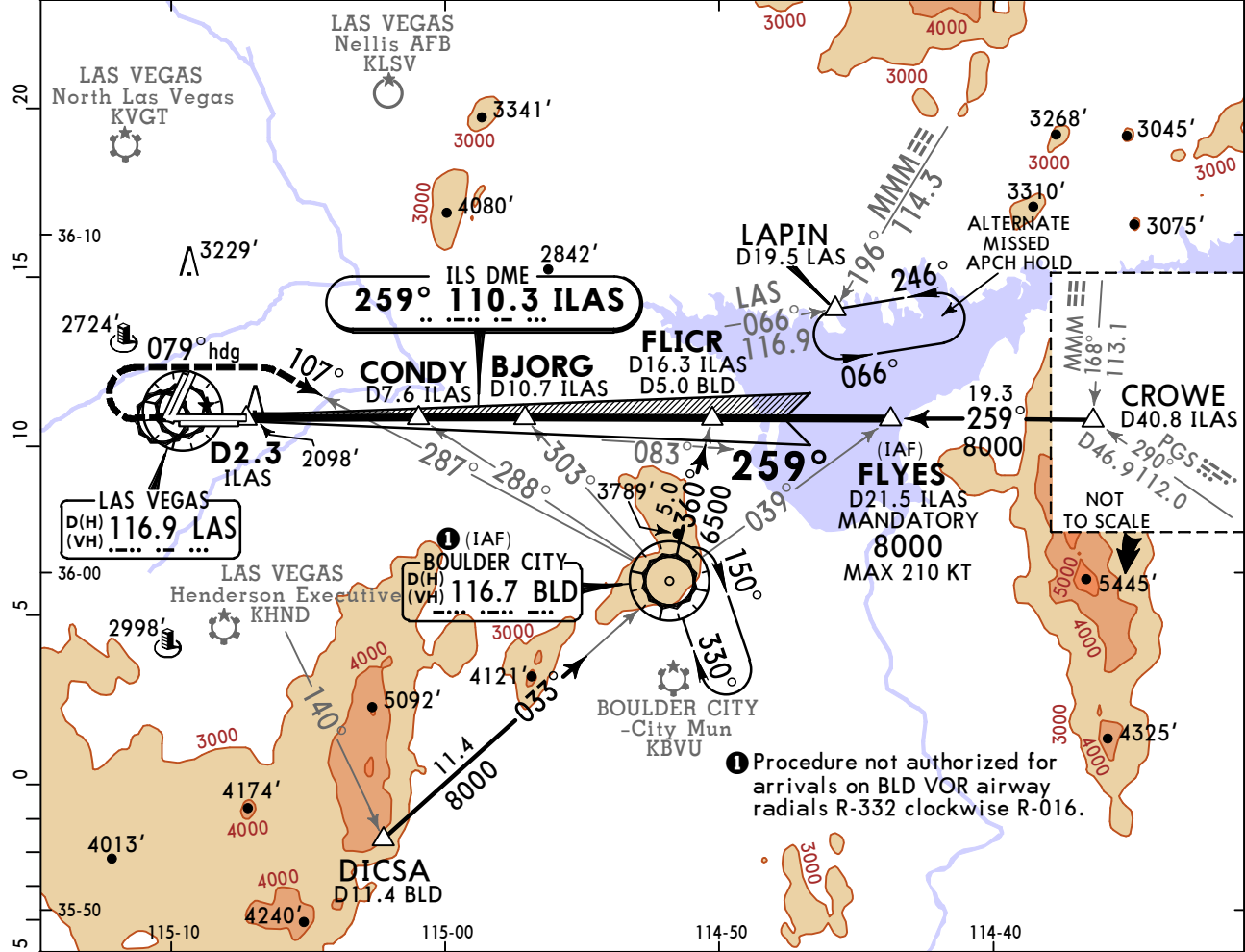
## HARRY REID INTL

**JEPPESEN**  
 30 AUG 24  
**Eff 5 Sep** (11-4)

# LAS VEGAS, NEV

## ILS Z or LOC Z Rwy 26R

D-ATIS <b>132.4</b>	LAS VEGAS Approach (R) West: <b>125.025</b> East: <b>119.775</b>		LAS VEGAS Tower Rwys 8 L/R, 26 L/R: <b>119.9</b> Rwys 1 L/R, 19 L/R: <b>118.75</b>		Ground West of Rwy 1L/19R: <b>121.9</b>	Ground East of Rwy 1R/19L: <b>121.1</b>
LOC ILAS <b>110.3</b>	Final Apch Crs <b>259°</b>	CONDY <b>3800'</b> (1733')	ILS DA(H) <b>2334'</b> (267')	Apt Elev 2181' TDZE 26R 2067'		<p>MSA LAS VOR</p>
<b>MISSED APCH:</b> 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.						



Gnd speed-Kts	70	90	100	120	140	160	PAPI	MALS	<b>3200'</b>	<b>6000'</b>	BLD 079° hdg and 116.7 R-287
GS	3.00°	372	478	531	637	849			↑	RT	
MAP at D2.3 ILAS or CONDY to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59				

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

CHANGES: Comms, LAS VOR service volume.

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TERPS AMEND 21 5 OCT 2023

# KLAS/LAS

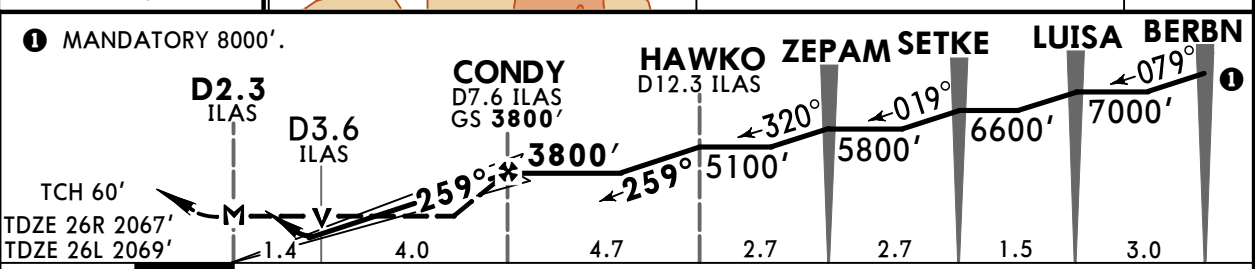
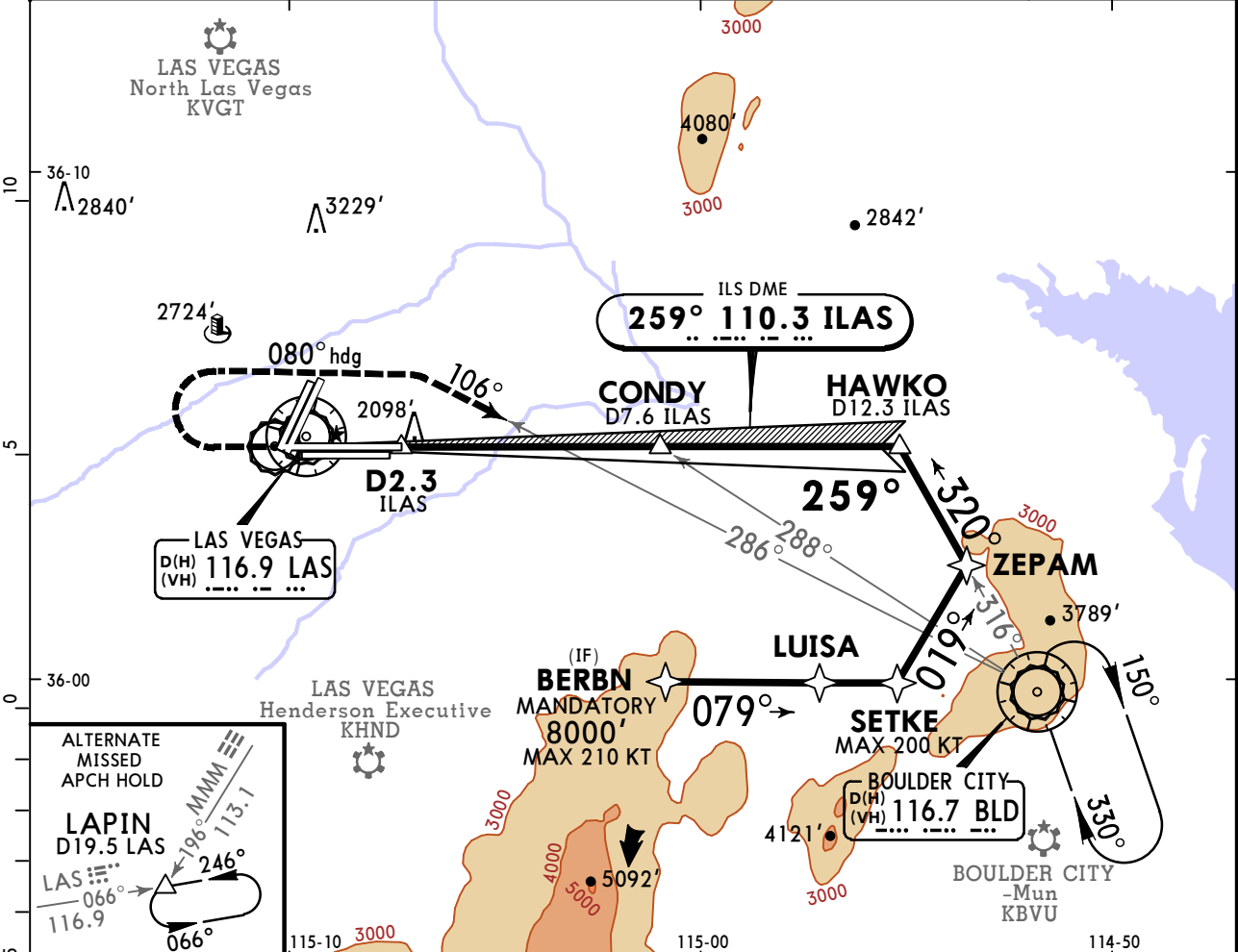
## HARRY REID INTL

**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 <b>110.3</b>	Final Apch Crs <b>259°</b>	CONDY <b>3800'</b> (1733')	ILS DA(H) <b>2334'</b> (267')	Apt Elev 2181' TDZE 26R 2067'		
<b>MISSED APCH:</b> 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.							



Gnd speed-Kts	70	90	100	120	140	160	MALS PAPI 3200'    6000' ↑            ↗ RT	BLD 080° and 116.7 hdg            R-286
GS	3.00°	372	478	531	637	849		
MAP at D2.3 ILAS or CONDY to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59	

TERPS	STRAIGHT-IN LANDING RWY 26R		SIDESTEP LANDING RWY26L		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	ILS	LOC (GS out)	Max Kts	MDA(H)
	DA(H) <b>2334'</b> (267')	MDA(H) <b>2560'</b> (493')	DA(H) <b>2334'</b> (267')	MDA(H) <b>2560'</b> (491')		
	ALS out	ALS out	ALS out	ALS out		
A		3/4	1	1	90	3020' (839') - 1 1/4
B	3/4	7/8			120	3060' (879') - 1 1/4
C			1 1/8	1 3/8	140	3100' (919') - 2 3/4
D					165	3540' (1359') - 3

# KLAS/LAS

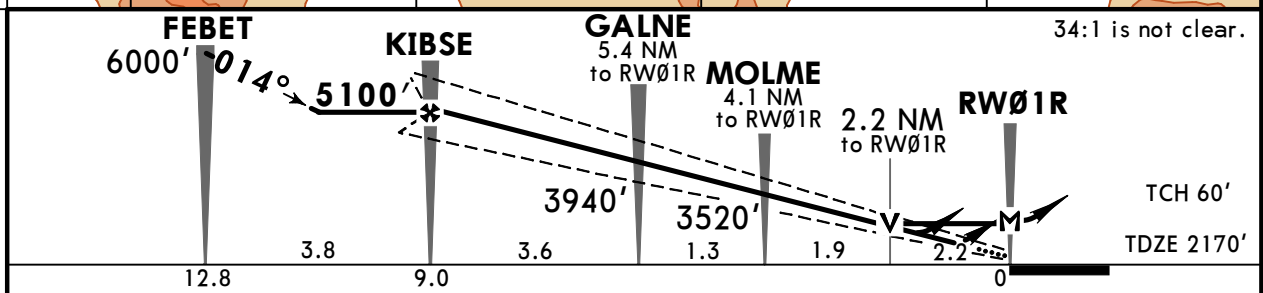
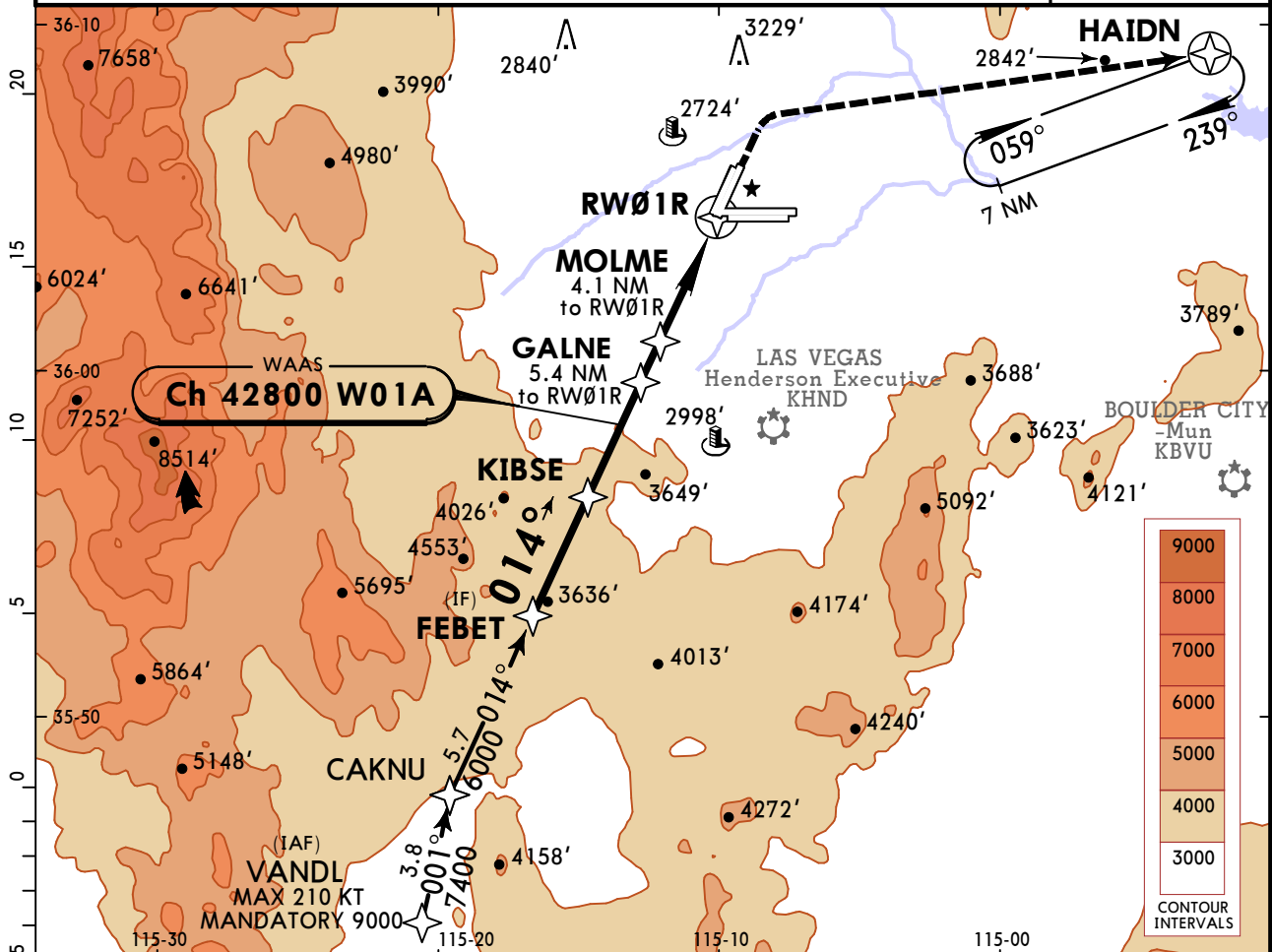
## HARRY REID INTL

**JEPPESEN**  
25 OCT 24 **(12-1)** **Eff 31 Oct**

# LAS VEGAS, NEV

## RNAV (GPS) Rwy 1R

D-ATIS <b>132.4</b>	LAS VEGAS Approach (R) West: <b>125.025</b> East: <b>119.775</b>	LAS VEGAS Tower Rwys 1L/R, 19L/R: <b>118.75</b> Rwys 8L/R, 26L/R: <b>119.9</b>	Ground West of Rwy 1L/19R: <b>121.9</b> East of Rwy 1R/19L: <b>121.1</b>
WAAS <b>Ch 42800</b> W01A	Final Apch Crs <b>014°</b>	<b>KIBSE</b> <b>5100'</b> (2930')	LPV DA(H) <b>2458'</b> (288')
Apt Elev 2181' TDZE 2170'			13,200  MSA RW01R
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').			



Gnd speed-Kts	70	90	100	120	140	160	REIL	<b>2700'</b>	<b>7000'</b>	HAIDN
Glide Path Angle	3.00°	372	478	531	637	849	PAPI-L	↑	RT	
MAP at RW01R										

TERPS AMEND 5 31 OCT 2024	STRAIGHT-IN LANDING RWY 1R			CIRCLE-TO-LAND	
	LPV DA(H) <b>2458'</b> (288')	LNAV/VNAV DA(H) <b>2641'</b> (471')	LNAV MDA(H) <b>2960'</b> (790')	Max Kts	MDA(H)
	A		1	90	<b>3020'</b> (839') - 1¼
	B		1¼	120	<b>3060'</b> (879') - 1¼
	C	7/8	1¾	140	<b>3100'</b> (919') - 2¾
D			2½	165	<b>3540'</b> (1359') - 3

CHANGES: Procedure.

# KLAS/LAS

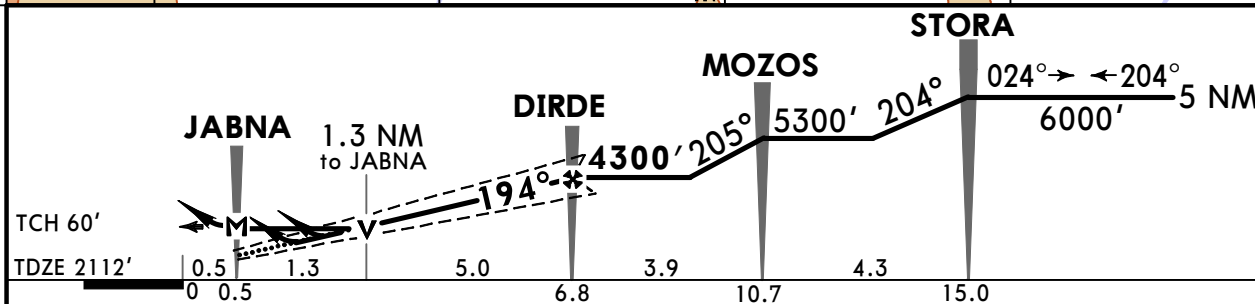
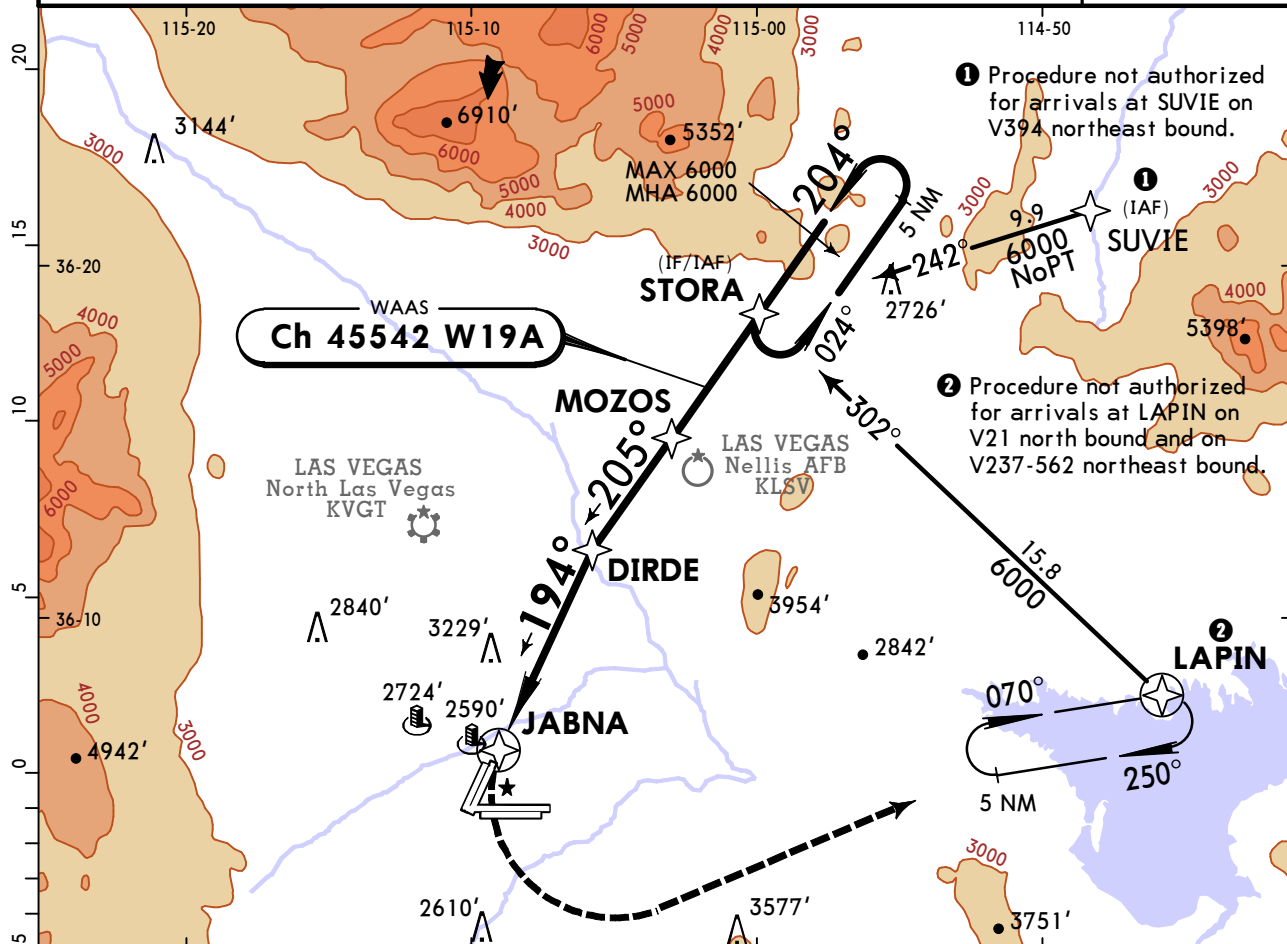
## HARRY REID INTL

**JEPPESSEN**  
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 <b>Ch 45542</b> W19A	Final Apch Crs <b>194°</b>	<b>DIRDE</b> 4300' (2188')	LPV DA(H) <b>2312' (200')</b>	Apt Elev 2181'	TDZE 2112'		12,900
	<b>MISSED APCH: Climb to 2600' then climbing LEFT turn to 6000' direct LAPIN and hold.</b>							
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'			MSA JABNA	
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').								



Gnd speed-Kts	70	90	100	120	140	160	REIL	2600'	6000'	D → LAPIN
Glide Path Angle	3.00°	372	478	531	637	743	PAPI-L	↑	LT ↓	

TERPS AMEND 3A 25 FEB 2021	<b>TERPS</b>			STRAIGHT-IN LANDING RWY 19L			CIRCLE-TO-LAND		
	LPV		LNAV/VNAV		LNAV		<b>G</b> Max Kts 90 120 140 165	MDA(H)	
	DA(H) <b>2312' (200')</b>		DA(H) <b>2677' (565')</b>		MDA(H) <b>2740' (628')</b>			3020' (839') - 1 1/4	
	1		1 5/8		1			3060' (879') - 1 1/4	
	1		1 3/4		1 3/4			3100' (919') - 2 3/4	
1		1 3/4		1 3/4		3540' (1359') - 3			

# KLAS/LAS

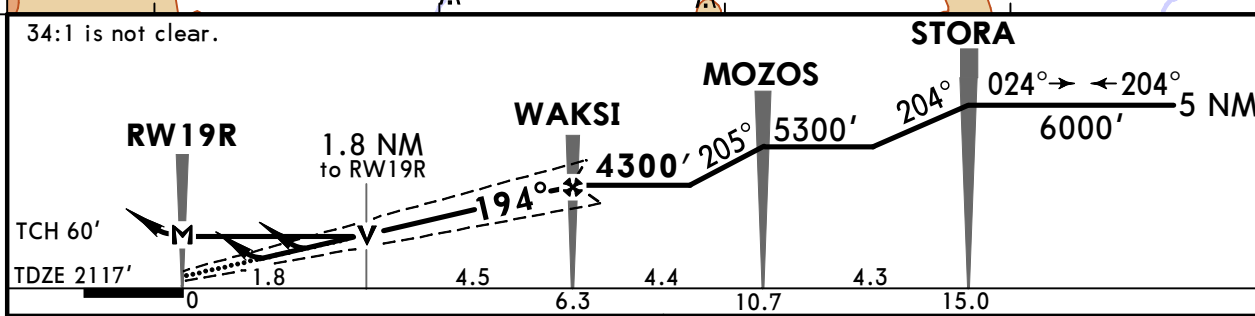
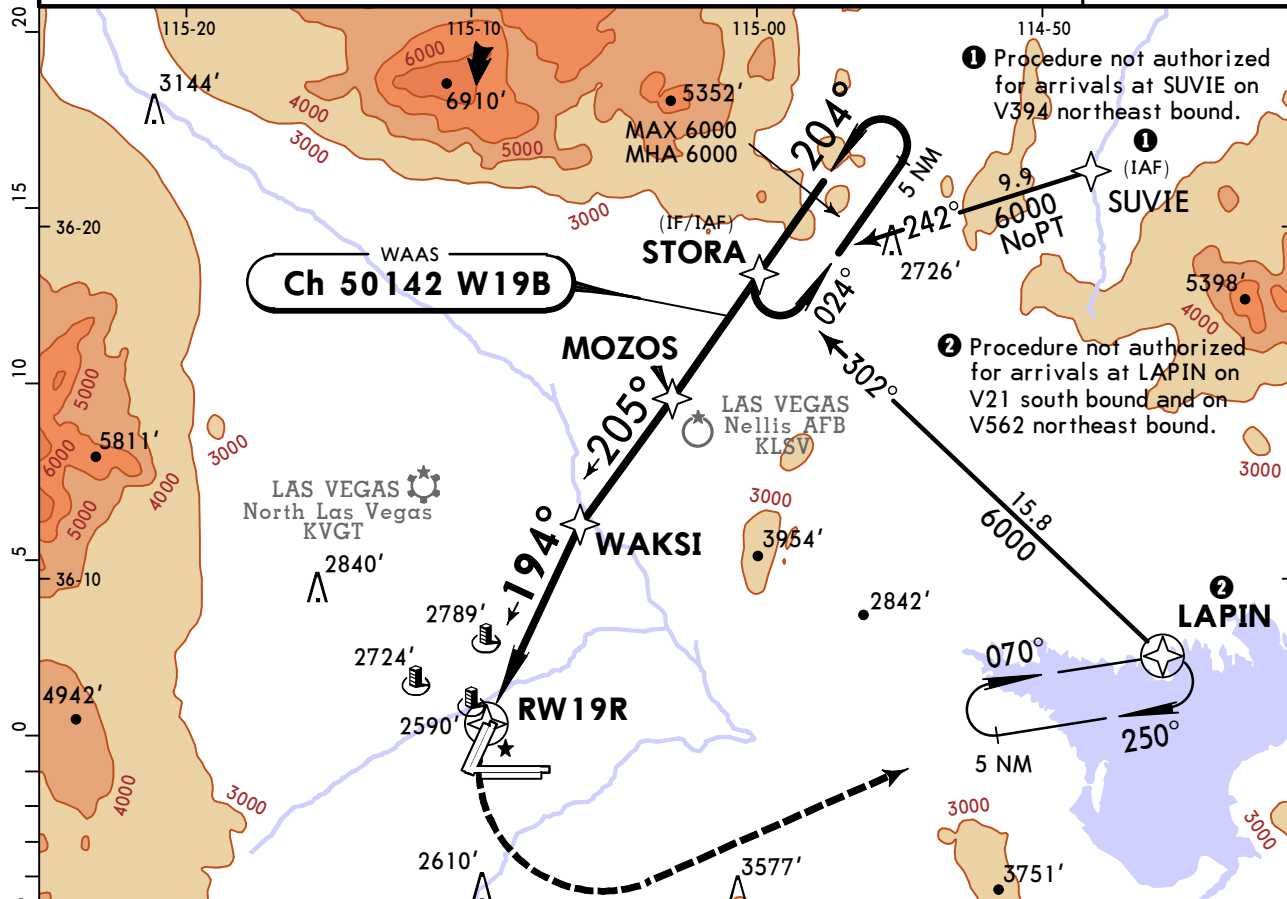
## HARRY REID INTL

**JEPPesen**  
14 FEB 25 (12-3)

# LAS VEGAS, NEV

## RNAV (GPS) Y Rwy 19R

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 <b>Ch 50142</b> W19B	Final ApcH Crs <b>194°</b>	<b>WAKSI</b> 4300' (2183')	<b>LPV</b> DA(H) 2367' (250')	Apt Elev 2181'	TDZE 2117'	
<b>MISSED APCH:</b> Climb to 2600' then climbing LEFT turn to 6000' direct LAPIN and hold.						12,900
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').						
MSA RW19R						



Gnd speed-Kts	70	90	100	120	140	160	REIL	2600'	6000'	D → LAPIN
Glide Path Angle	3.24°	401	516	573	688	803	PAPI-L	↑	LT	

TERPS			STRAIGHT-IN LANDING RWY 19R			CIRCLE-TO-LAND		
	LPV	LNAV/VNAV	LNAV					
	DA(H) 2367' (250')	DA(H) 2743' (626')	MDA(H) 2840' (723')					
A				1		90	3020' (839') - 1 1/4	
B						120	3060' (879') - 1 1/4	
C	1	1 3/4				140	3100' (919') - 2 3/4	
D				2		165	3540' (1359') - 3	

TERPS AMEND 3B 22 APR 2021

# KLAS/LAS

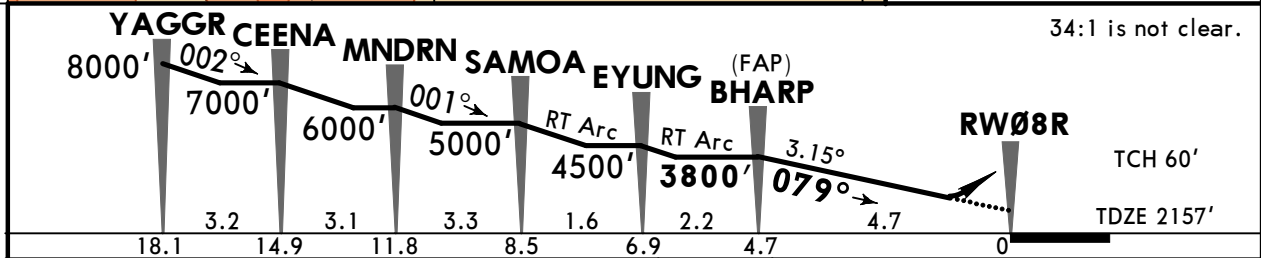
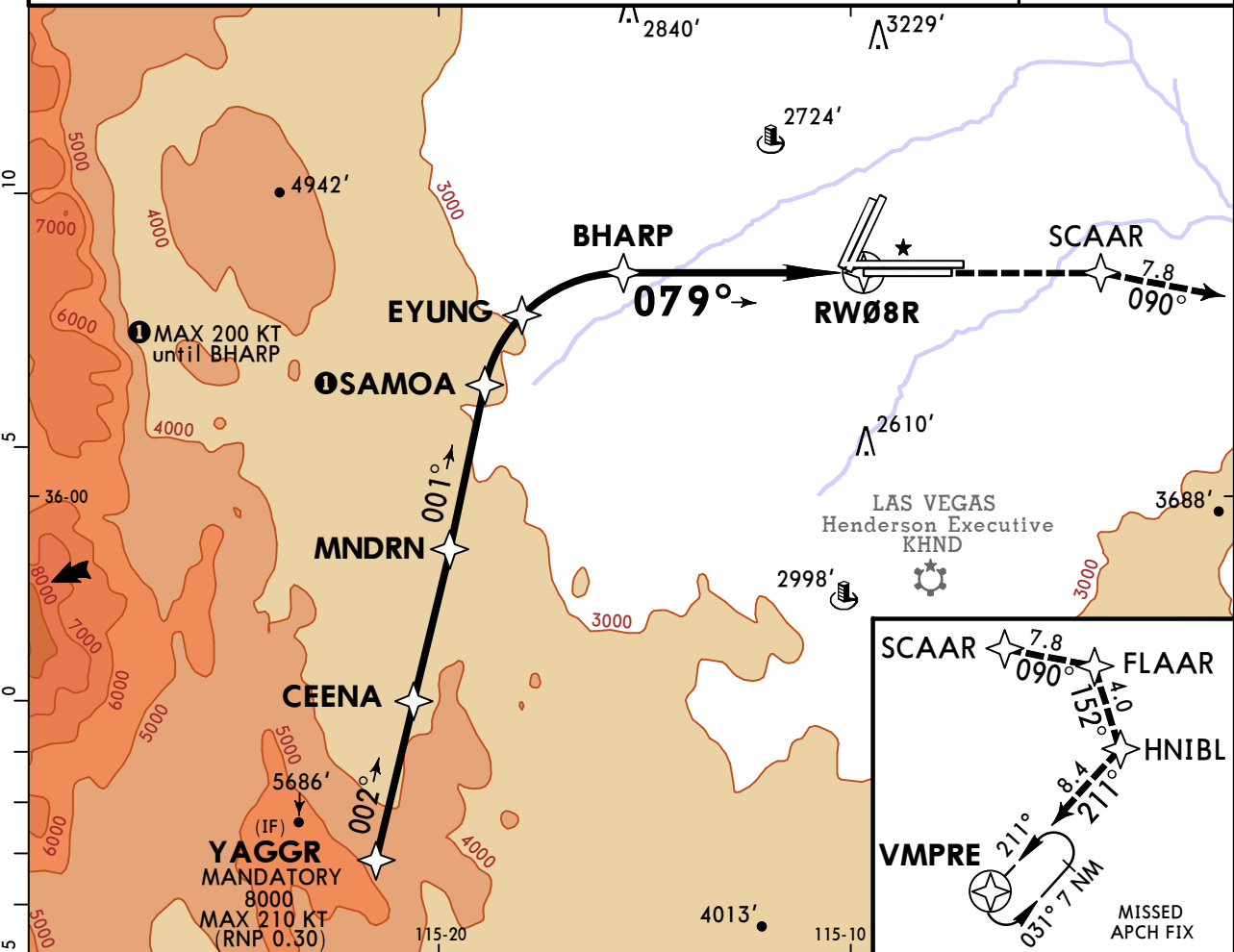
## HARRY REID INTL

**JEPPESSEN**  
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	
	132.4	West 125.025	East 119.775	Rwys 8 L/R, 26 L/R	Rwys 1 L/R, 19 L/R	West of Rwy 1L/19R	East of Rwy 1R/19L
	RNAV	Final Apch Crs <b>079°</b>	<b>BHARP</b> 3800' (1643')	RNP 0.10 DA(H) <b>2544' (387')</b>	Apt Elev 2181' TDZE 2157'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>12,900</p> <p>MSA RW08R</p>	
	<b>MISSED APCH: Climb to 7000' on the RNAV missed approach route to VMPRE and hold. Continue climb-in-hold to 7000'.</b>						
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.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	7000' ↑ on Missed Apch route	RNAV VMPRE
Glide Path Angle	3.15°	390	502	557	669	780			

<b>TERPS</b>		STRAIGHT-IN LANDING RWY 8R	
RNP 0.10		RNP 0.30	
DA(H) <b>2544' (387')</b>		DA(H) <b>2613' (456')</b>	
A			
B	1 1/8		
C			
D			

TERPS ORIG 25 FEB 2021

# KLAS/LAS

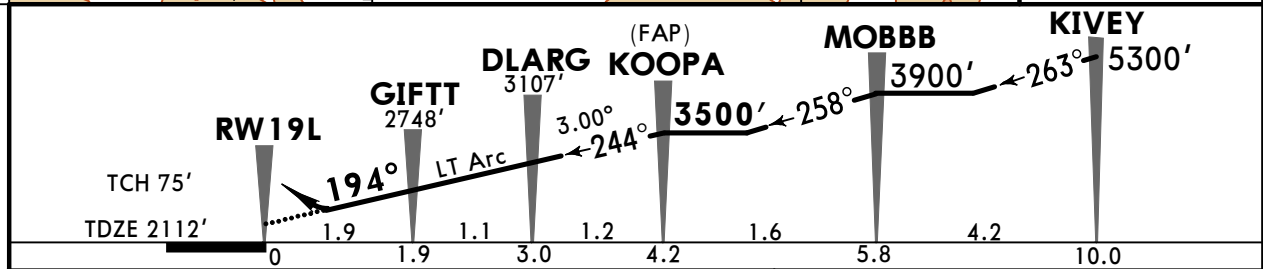
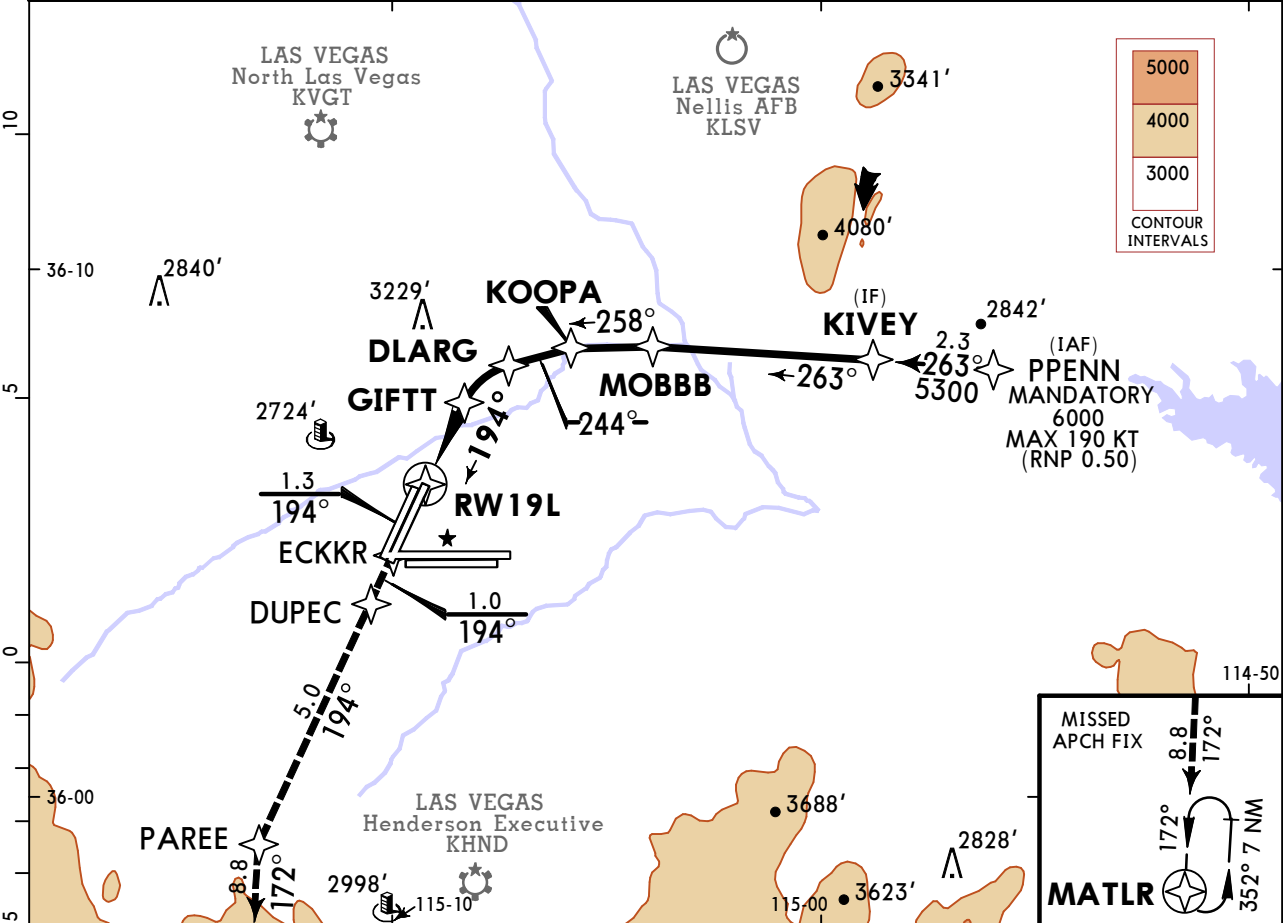
## HARRY REID INTL

**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	
	132.4	West 125.025	East 119.775	Rwys 1 L/R, 19 L/R 118.75	Rwys 8 L/R, 26 L/R 119.9	West of Rwy 1L/19R 121.9	East of Rwy 1R/19L 121.1
RNAV	Final Apch Crs <b>194°</b>	<b>KOOPA</b> 3500' (1388')	RNP 0.10 DA(H) <b>2471'</b> (359')	Apt Elev 2181' TDZE 2112'	13,200 MSA RW19L		
<b>MISSED APCH:</b> Climb to 7000' on the RNAV missed approach route to MATLR and hold, continue climb-in-hold to 7000'.							
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	REIL PAPI-L	7000' ↑ on Missed Apch route	RNAV MATLR
Glide Path Angle 3.00°	372	478	531	637	743	849			

<b>TERPS</b>		STRAIGHT-IN LANDING RWY 19L	
RNP 0.10 DA(H) <b>2471'</b> (359')		RNP 0.30 DA(H) <b>2559'</b> (447')	
A	1		1 3/8
B			
C			
D			

1 Missed approach requires minimum climb of 208'/NM to 4880'.  
CHANGES: Procedure. © JEPPESEN, 2021, 2024. ALL RIGHTS RESERVED.

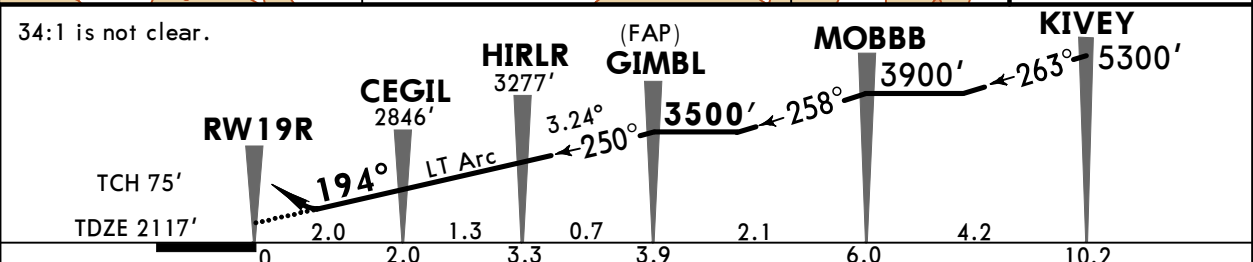
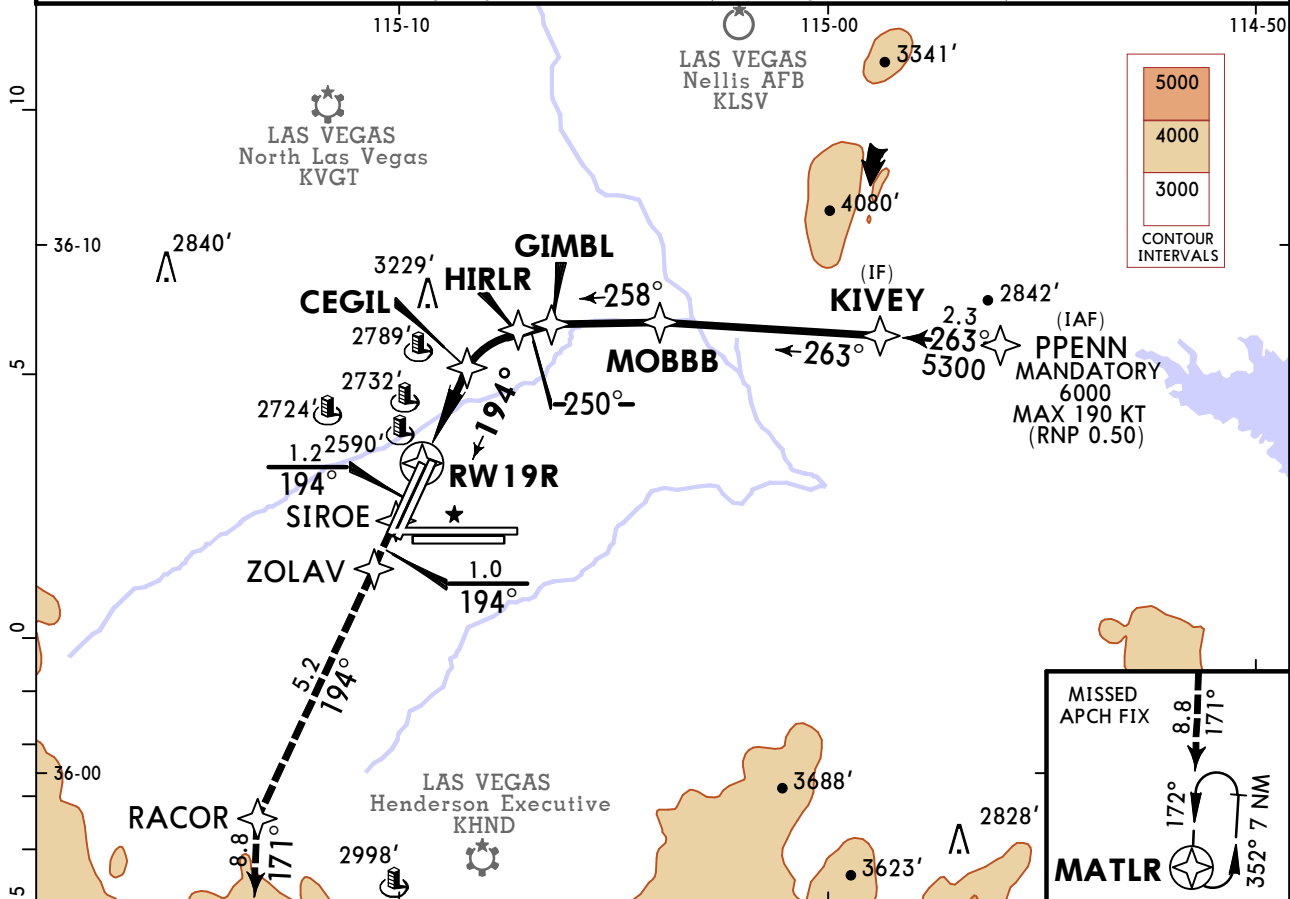
TERPS AMEND 1 31 OCT 2024

**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		
	132.4	West 125.025	East 119.775	Rwys 1 L/R, 19 L/R 118.75	Rwys 8 L/R, 26 L/R 119.9	West of Rwy 1L/19R 121.9	East of Rwy 1R/19L 121.1	
RNAV	Final Apch Crs <b>194°</b>	<b>GIMBL</b> 3500' (1383')	RNP 0.10 DA(H) (CONDITIONAL) <b>2558' (441')</b>	Apt Elev 2181'	TDZE 2117'	13,200		
MISSED APCH: Climb to 7000' on the RNAV missed approach route to MATLR and hold, continue climb-in-hold to 7000'.							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').								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	7000'	RNAV on Missed Apch route	MATLR
Glide Path Angle	3.24°	401	516	573	688	803				

TERPS			STRAIGHT-IN LANDING RWY 19R		
<b>1</b> RNP 0.10		<b>2</b> RNP 0.20		RNP 0.30	
DA(H) <b>2558' (441')</b>		DA(H) <b>2608' (491')</b>		DA(H) <b>2669' (552')</b>	
A					
B					
C	1 3/8	1 3/8	1 3/8	1 5/8	1 5/8
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

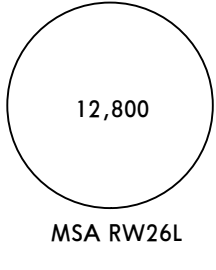
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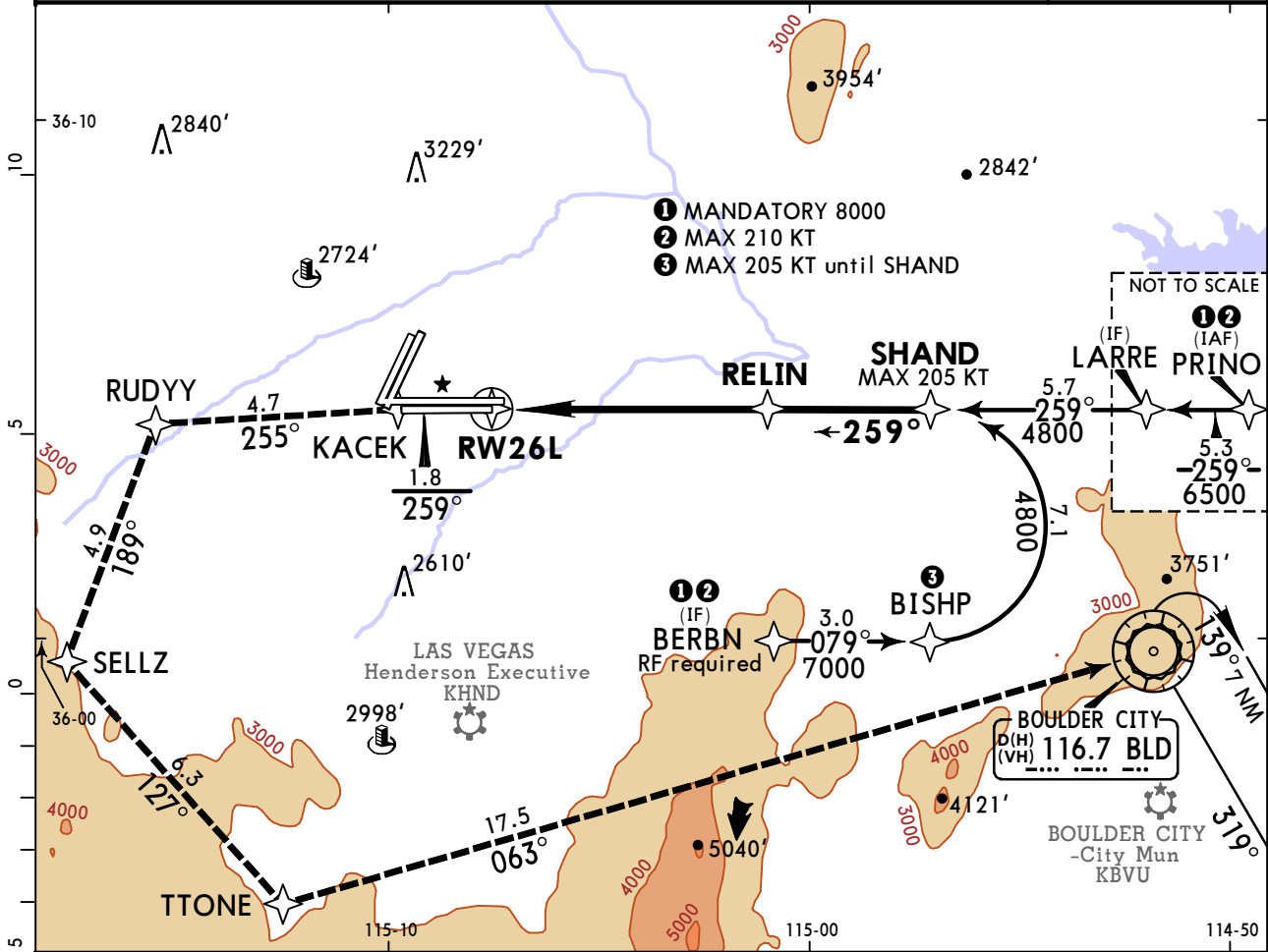
## HARRY REID INTL

30 AUG 24  
**Eff 5 Sep**  
**JEPPESEN**  
**(12-23)**

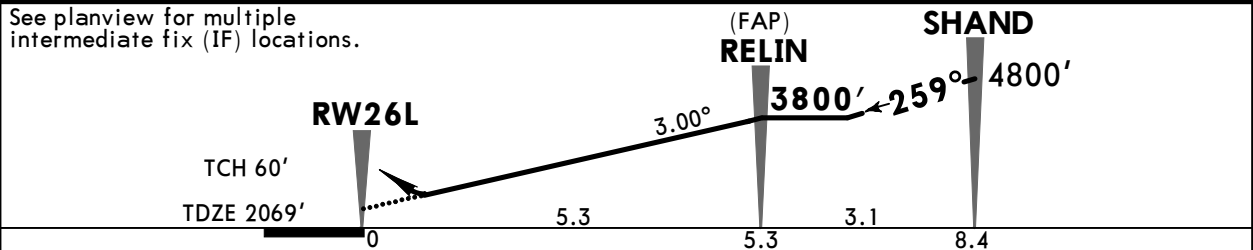
# LAS VEGAS, NEV


## RNAV (RNP) Rwy 26L

D-ATIS	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
132.4	West 125.025	East 119.775	Rwys 8 L/R, 26 L/R 119.9	Rwys 1 L/R, 19 L/R 118.75	West of Rwy 1L/19R 121.9	East of Rwy 1R/19L 121.1
RNAV	Final Apch Crs <b>259°</b>	<b>RELIN</b> 3800' (1731')	RNP 0.30 DA(H) <b>2450'</b> (381')	Apt Elev 2181' TDZE 2069'		
<b>MISSED APCH: Climb to 7000' on the RNAV missed approach route to BLD VOR and hold.</b>						
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').						



See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160		<b>7000'</b> on RNAV Missed Apch route	BLD <b>116.7</b>
Glide Path Angle	3.00°	372	478	531	637	743			

<b>TERPS</b>				STRAIGHT-IN LANDING RWY 26L			
RNP 0.30 DA(H) <b>2450'</b> (381')		ALS out		RNP 0.30 DA(H) <b>2502'</b> (433')		ALS out	
A							
B							
C	7/8			1			
D		1 1/8			1 1/4		

**1** Missed approach requires minimum climb of 255' per NM to 3200'.

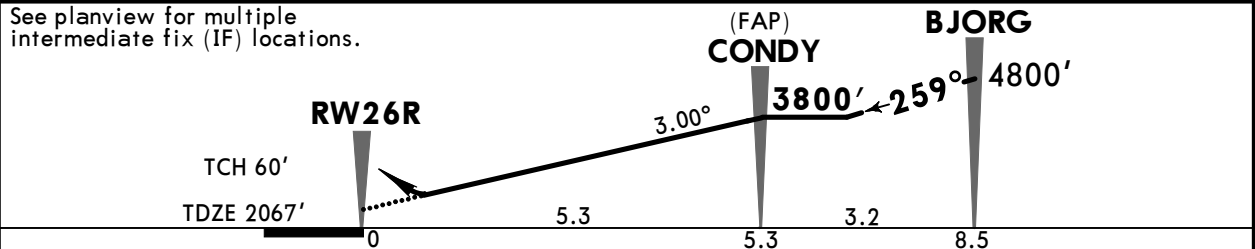
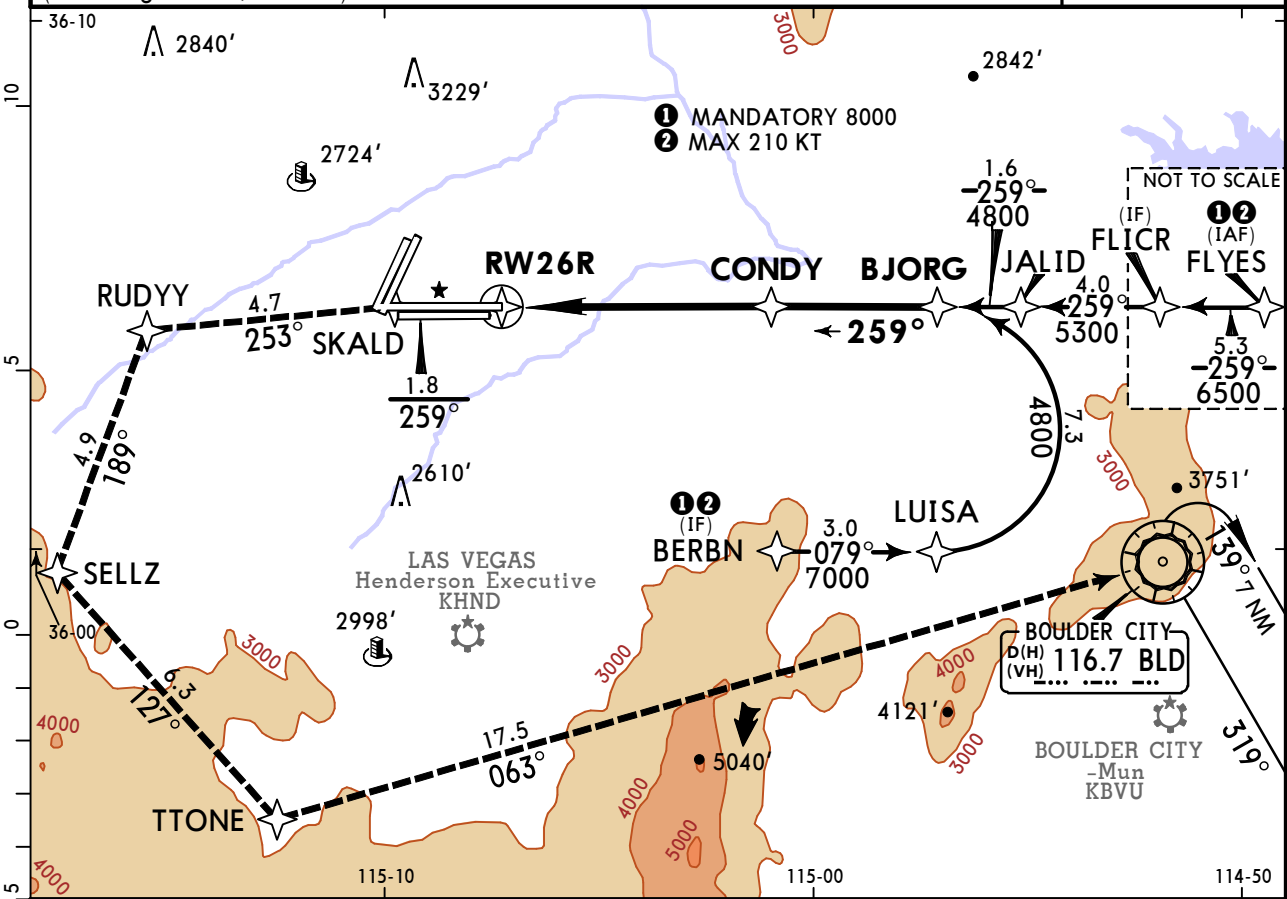
TERPS ORIG 25 FEB 2021

**KLAS/LAS**  
HARRY REID INTL

30 AUG 24  
Eff 5 Sep  
**(12-24)**

**LAS VEGAS, NEV**  
RNAV (RNP) Rwy 26R

BRIEFING STRIP™	D-ATIS	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
	132.4	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
		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'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>12,800</p> <p>MSA RW26R</p>
	<b>259°</b>	<b>3800'</b> (1733')		<b>2457'</b> (390')	TDZE 2067'		
<p><b>MISSED APCH: Climb to 7000' on the RNAV missed approach route to BLD VOR and hold.</b></p> <p>Refer to minimums for missed apch climb gradient.</p>							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
RNP AR Apch-GPS.							
<p>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').</p>							



Gnd speed-Kts	70	90	100	120	140	160	MALS	7000'	RNAV	BLD 116.7
Glide Path Angle 3.00°	372	478	531	637	743	849				

<b>TERPS</b>			
RNP 0.30		RNP 0.30	
MISSED APPROACH CLIMB GRADIENT			
min 230' per NM to 3200'			
DA(H) <b>2457'</b> (390')		DA(H) <b>2508'</b> (441')	
ALS out		ALS out	
A			
B	7/8	1 1/8	1 1/4
C			
D			

TERPS AMEND 1 19 MAY 2022

# KLAS/LAS

## HARRY REID INTL

**JEPPESEN**  
30 AUG 24 **(13-1)** Eff 5 Sep

# LAS VEGAS, NEV

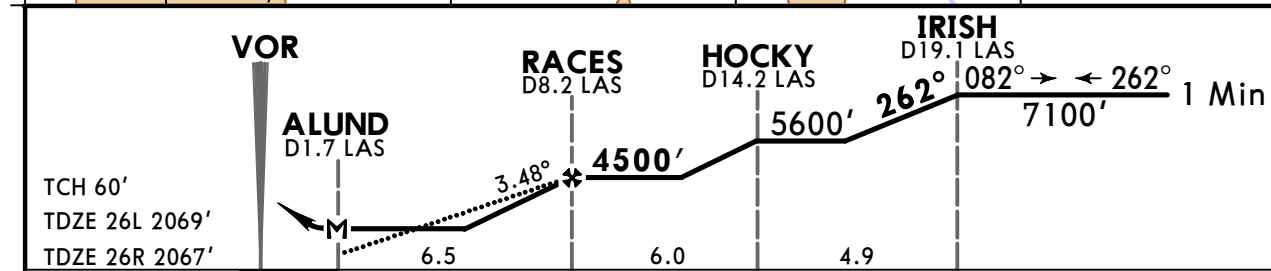
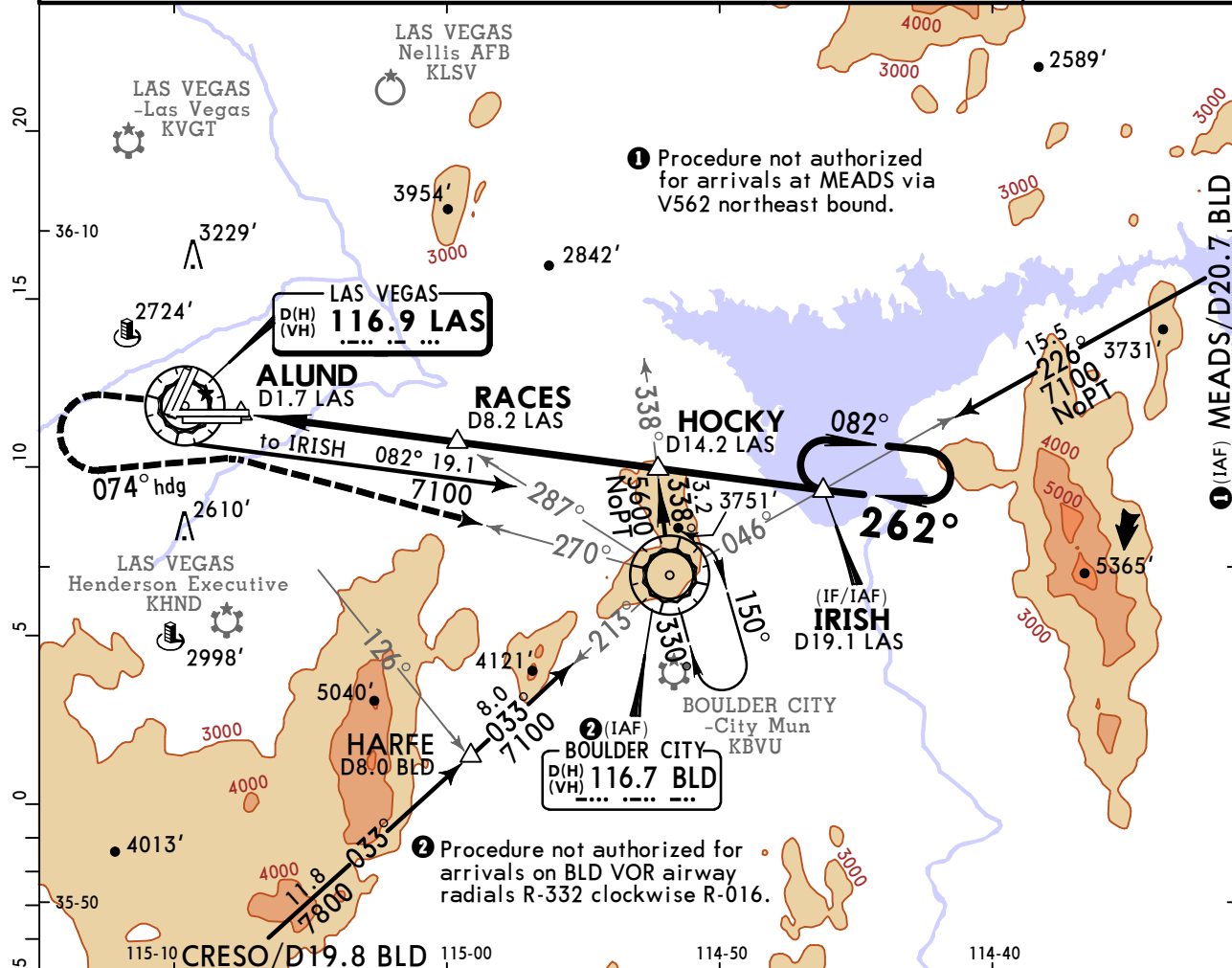
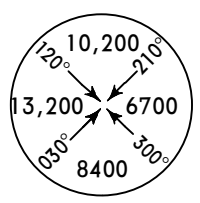
## VOR Rwy 26L/R

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



Gnd speed-Kts	70	90	100	120	140	160	Rwy 26L MALS PAPI	Rwy 26R MALS PAPI	4000'	6000'	hdg
Descent Angle	3.48°	431	554	616	739	862	985				074°
MAP at ALUND or RACES to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26				

TERPS				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
RWY 26L		RWY 26R		RWY 26L		RWY 26R	
MDA(H) 2720' (651')		MDA(H) 2720' (653')		MDA(H) 2720' (651')		MDA(H) 2720' (653')	
ALS out		ALS out		ALS out		ALS out	
A	3/4	1	3/4	1	90	3020' (839')	-1 1/4
B	3/4	1	3/4	1	120	3060' (879')	-1 1/4
C	1 5/8	1 7/8	1 5/8	1 7/8	140	3100' (919')	-2 3/4
D	1 5/8	1 7/8	1 5/8	1 7/8	165	3540' (1359')	-3

# KLAS/LAS

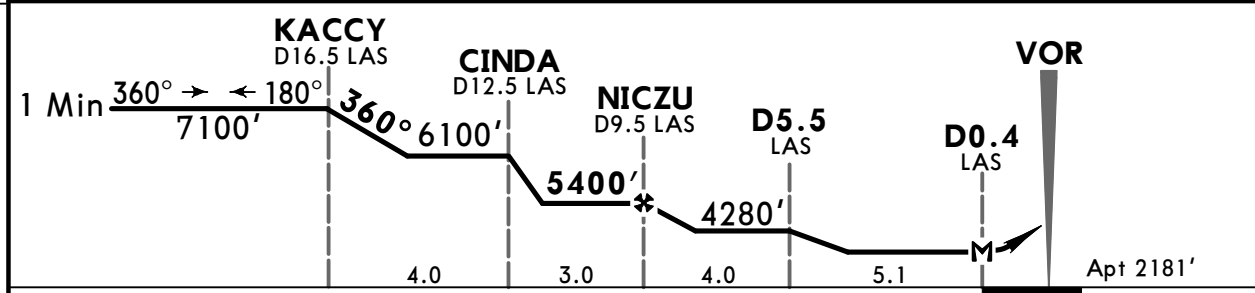
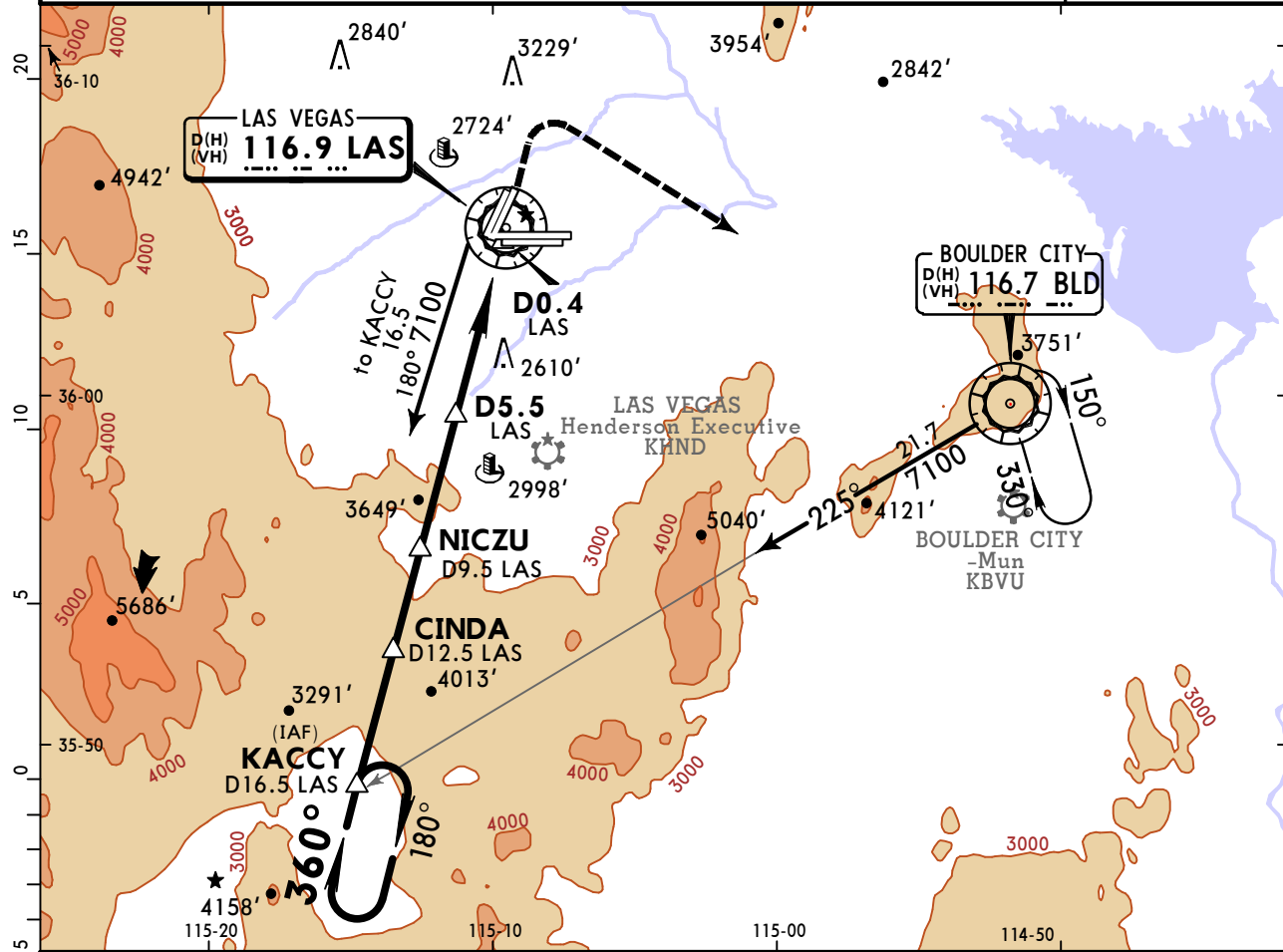
## HARRY REID INTL

**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 East	LAS VEGAS Tower Rwys 1L/R, 19L/R Rwys 8L/R, 26L/R		Ground East of Rwy 1R/19L West of Rwy 1L/19R
	132.4	125.025 119.775	118.75	119.9	121.1 121.9
	VOR LAS <b>116.9</b>	Final Apch Crs <b>360°</b>	NICZU <b>5400'</b> (3219')	MDA(H) Refer to Minimums	Apt Elev 2181'
<b>MISSED APCH: Climb to 5000' then climbing RIGHT turn to 6000' direct BLD VOR and hold.</b>					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	



Lighting - Refer to Airport Chart	5000'	then	6000'	→	BLD 116.7
MAP at D0.4 LAS					

TERPS ORIG-E 12 JAN 2012		Max Kts	MDA(H)
A	90		3080'(899') - 1¼
B	120		3280'(1099') - 3
C	140		3540'(1359') - 3
D	165		

CHANGES: Comms, VOR service volumes.

## Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**LAS VEGAS, NV (REID INTL - KLAS)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport KLAS

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(Series) Airport name change from MC CARRAN INTL to HARRY REID INTL.

### Chart Change Notices for Country USA

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.