

ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29							Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.												
TERMINAL ROUTES										MISSED APPROACH									
FROM		TO			COURSE AND DISTANCE			ALTITUDE		ILS: DA LOC: 5.33 NM AFTER CONDY INT/I-LAS 7.57 DME OR AT I-LAS 2.25 DME CLIMB TO 3200 THEN CLIMBING RIGHT TURN TO 6000 DIRECT BLD VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000. ALTERNATE MA (DO NOT CHART): CLIMB TO 3200 THEN CLIMBING RIGHT TURN TO 7000 ON HEADING 083 AND LAS R-066 TO LAPIN INT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7000. ADDITIONAL FLIGHT DATA: HOLD SE, RT, 330.00 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE LAPIN INT/LAS VORTAC 19.54 DME, LT, 246.00 INBOUND. CHART FAS OBST: 2074 TREE 360427N/1150706W CHART FAS OBST: 2097 TOWER 360417N/1150715W CHART VDP AT 3.59 DME* DISTANCE VDP TO THLD 1.35 NM. *LOC ONLY. CHART IN PLANVIEW: LAPIN INT/LAS VORTAC 19.54 DME. CHART CIRCLING ICON. CHART IN PLANVIEW: LAPIN INT.									
CRESO INT/BLD 19.82 DME		BLD VORTAC			032.99 / 19.82			7600											
CROWE INT/I-LAS 40.82 DME		FLYES INT/I-LAS 19.90 DME			258.96 / 20.92 (I-LAS)			8000											
BLD VORTAC (IAF)		HAWKO INT/I-LAS 12.68 DME			319.32 / 5.36			5400											
FLYES INT/I-LAS 19.90 DME (IAF)		FLICR INT/I-LAS 15.59 DME			258.96 / 4.31 (I-LAS)			6500											
FLICR INT/I-LAS 15.59 DME		HAWKO INT/I-LAS 12.68 DME			258.96 / 2.91 (I-LAS)			5400											
HAWKO INT/I-LAS 12.68 DME (IF)		CONDY INT/I-LAS 7.57 DME			258.96 / 5.11 (I-LAS)			3800											
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT FLYES 3. FAC: <u>258.96</u> FAF: <u>CONDY INT/I-LAS 7.57 DME</u> DIST FAF TO MAP: <u>5.33</u> THLD: <u>5.33</u> 4. MIN. ALT: <u>FLYES 8000, FLICR 6500, HAWKO 5400, CONDY 3800</u> 5. DIST TO THLD FROM OM: _____ - _____ MM: _____ - _____ IM: _____ - 150 HAT: _____ - 100 HAT: _____ - GS ANT: <u>1128</u> 6. MIN GS INCPT: <u>3800</u> GS ALT AT: <u>CONDY 3800</u> OM: _____ - _____ MM: _____ - _____ IM: _____ - 7. GS ANGLE: <u>3.00</u> TCH: <u>60.0</u> 8. MSA FROM: <u>LAS VORTAC 030-120 6700, 120-210 8400, 210-300 13200, 300-030 10200</u>																MAG VAR: 11E		EPOCH YEAR: 2020	
MINIMUMS																			
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		ILS: #		LOC: @								
CATEGORY >>>>>	A			B			C			D			E						
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA				
S-ILS 26R	2359	3/4	292	2359	3/4	292	2359	3/4	292	2359	3/4	292	2359	3/4	292				
S-LOC 26R	2560	3/4	493	2560	3/4	493	2560	1 1/8	493	2560	1 1/8	493	2560	1 1/8	493				
SIDESTEP 26L	2560	1	491	2560	1	491	2560	1 1/2	491	2560	2	491	2560	2	491				
CIRCLING	3020	1 1/4	839	3040	1 1/4	859	3100	2 3/4	919	3540	3	1359	3540	3	1359				
NOTES: CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON BLD VORTAC AIRWAY RADIALS 274 CW 016. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO SIDESTEP RWY 26L. CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 26R ALL CATS VISIBILITY TO 1 SM, AND S-LOC 26R CAT D AND E VISIBILITY TO 1 3/8 SM.																			
CITY AND STATE LAS VEGAS, NV		ELEVATION: 2181 AIRPORT NAME: MC CARRAN INTL		TDZE: 26R 2067 TDZE: 26L 2069		FACILITY IDENTIFIER: I-LAS		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 26R, AMDT 19				SUP: ILS OR LOC RWY 25R							
												AMDT: 18							
												DATED 04/28/2016							



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
				CONCURRENT	
COORDINATED WITH:					
ATA <div><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input checked="" type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify)		<div><input checked="" type="checkbox"/> ZLA, LAS APP CON, LAS ATCT, NV AERO, AMGR</div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY <i>Digitally signed by</i>					
NAME:				FIFO	DATE:
LUCAS MCCLOUD				AJV-5422	05/12/2017
LUCAS MCCLOUD				May 12, 2017	
APPROVED BY					
NAME:				FIFO	DATE:
JULIE A. MORGAN				AJV-5420	
MANAGER					
CHANGES:					
<div>1. AIRPORT AND LAS LOC/DME MAGVAR UPDATED FROM 15E TO 11E, ALL COURSES AND HEADINGS UPDATED ACCORDINGLY (RWY 25 IS NOW 26)</div> <div>2. ADDED ', CONTINUE CLIMB-IN-HOLD TO 6000' TO PRIMARY MISSED</div> <div>3. PRIM MISSED APPROACH: REMOVED 'OR AS DIRECTED BY ATC'</div> <div>4. ALT MA: ADDED 'DO NOT CHART' AND CHANGED INSTRUCTIONS FROM 'CLIMB TO 3200 THEN CLIMBING RIGHT TURN TO 7500 ON HEADING 130 AND ON LAS VORTAC R-076 TO FLYES/LAS 19.31 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7500 (DME REQUIRED)' TO 'CLIMB TO 3200 THEN CLIMBING RIGHT TURN TO 7000 ON HEADING 083 AND LAS R-066 TO LAPIN INT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7000.'</div> <div>5. CHART IN PLANVIEW NOTE CHANGED FROM FLYES HOLDING TO LAPIN HOLDING PER ALT MA CHANGE</div> <div>6. REMOVED 'CHART 2665 BLDG 360511N/1151041W'</div> <div>7. VDP DME/DIST UPDATED FROM 3.58/1.34 TO 3.59/1.35</div> <div>8. ADDNL FLT DATA: ADDED 'CHART IN PLANVIEW: LAPIN INT/LAS VORTAC 19.54 DME' AND 'CHART IN PLANVIEW: LAPIN INT.'</div> <div>9. LINE 5, GS ANT CHANGED FROM 1127 TO 1128</div> <div>10. UPDATED CIRCLING MDAS FOR CAT A/B FROM 3080/3080 TO 3020/3040</div> <div>11. INOP NOTE CHANGED FROM 'FOR INOPERATIVE MALS INCREASE S-ILS 25R VISIBILITY ALL CATS TO 1 MILE, AND S-LOC 25R CAT D AND E VISIBILITY TO 1 3/8 MILE' TO 'INCREASE S-ILS 26R ALL CATS VISIBILITY TO 1 SM, AND S-LOC 26R CAT D AND E VISIBILITY TO 1 3/8 SM.'</div>					
REASONS:					
<div>1. EPOCH YEAR UPDATE FROM 1980 TO 2020</div> <div>2. 8260.3C, PARA 10-3-3B (2): 3200(CTA)-2175=1025 X .75=769. 769+2175+1959=4903 (CIH REQ'D)</div> <div>3. NO LONGER CRITERIA</div> <div>4,5,8. TO MIRROR 26L ALT MISSED PER FPT/ATC APPROVAL</div> <div>6. PREVIOUS MA ADJ OBS DATA UPDATED (WAS PREVIOUSLY INACCURATE)</div> <div>7. CALCULATED IN 8260.3B PARA 253 VDP DIST CALC</div> <div>9. AIRNAV DATA PULL</div> <div>10. CAT A OBS AC WAS IMPROVED</div> <div>11. NEW INOP TABLE</div>					
EFFECTIVE CONCURRENT WITH: ILS OR LOC RWY 26L, AMDT 6					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL		ROC		ALT. ADJUSTMENTS		MIN. ALT.			
FEEDER		CRESO INT/BLD		BLD VORTAC		1. AAO		355415.00N/1150251.00W		5561 (4E)		2000				7600			
		19.82 DME				2. TERRAIN		355415.00N/1150251.00W		5361 (5400)				AS1500		6900			
FEEDER		CROWE INT/I-LAS		FLYES INT/I-LAS		3. AAO		360124.00N/1143709.00W		5506 (4E)		2000		AT494		8000			
		40.82 DME		19.90 DME		4. TERRAIN		360124.00N/1143709.00W		5306 (5300)				AS1500		6800			
INITIAL		BLD VORTAC		HAWKO INT/I-LAS		5. AAO		360106.00N/1145133.00W		3908 (4E)		1000		PR118 AT374		5400			
				12.68 DME		6. TERRAIN		360106.00N/1145133.00W		3708 (3700)				AS1500		5200			
INITIAL		FLYES INT/I-LAS		FLICR INT/I-LAS		7. AAO		360036.00N/1145103.00W		3550 (4E)		1000		AT1950		6500			
		19.90 DME		15.59 DME		8. TERRAIN		360036.00N/1145103.00W		3350 (3400)				AS1500		4900			
INITIAL: STEPDOWN		FLICR INT/I-LAS		HAWKO INT/I-LAS		5. AAO		360106.00N/1145133.00W		3908 (4E)		1000		AT492		5400			
		15.59 DME		12.68 DME		6. TERRAIN		360106.00N/1145133.00W		3708 (3700)				AS1500		5200			
INTERMEDIATE		HAWKO INT/I-LAS		CONDY INT/I-LAS		9. AAO		360242.00N/1145418.00W		3065 (4E)		500		AC98 AT137		3800			
		12.68 DME		7.57 DME		10. TERRAIN		360215.00N/1145445.00W		2563 (2600)				AS1000		3600			
FINAL: ILS		CONDY INT/I-LAS		RW26R								ASC		MA92		2359/292			
		7.57 DME																	
2. PROCEDURE TURN																			
3. MISSED APPROACH	MAP:		DA / 5.33 NM		BLD VORTAC		13. MON (32-023467)		360535.17N/1151019.15W		2636 (1A)		ASC				6000		
			AFTER CONDY				14. AAO		355652.00N/1145650.00W		4320 (2C)		1000				5400		
	ELEV:		2125/2310				15. TERRAIN		355652.00N/1145650.00W		4120 (4100)				AS1500		5600		
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL	839	18. BLDG (32-000333)		360623.32N/1151038.17W		2720 (1B)		300		3020			
CATEGORY B		1.5 NM			450		859	19. BLDG (32-000320)		360726.05N/1151003.94W		2732 (1B)		300		3040			
CATEGORY C		1.7 NM			450		919	20. BLDG (32-022332)		360816.22N/1150934.01W		2789 (1B)		300		3100			
CATEGORY D		2.3 NM			550		1359	21. MON (32-000188)		360850.71N/1150919.85W		3229 (1B)		300		3540			
CATEGORY E		4.5 NM			550		1359	21. MON (32-000188)		360850.71N/1150919.85W		3229 (1B)		300		3540			
5. MINIMUM SAFE ALTITUDES																			
PRIMARY NAVAID: LAS VORTAC																			
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
030-120		AAO		085/27.3		5645 (6C)		6700		210-300		AAO		279/28.4		12116 (2C)		13200	
120-210		AAO		167/27.2		7376 (4E)		8400		300-030		AAO		335/29.0		9138 (4E)		10200	
CITY AND STATE				ELEVATION: 2181				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
LAS VEGAS, NV				AIRPORT NAME: MC CARRAN INTL				I-LAS				ILS OR LOC RWY 26R, AMDT 19				AWP			

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: THRESHOLD DISPLACED 1396 FT. PRECIPITOUS TERRAIN EVALUATION COMPLETED. KLAS ASOS IS ON WMSCR/SERVICE A. NO BACKUP ALTIMETER SOURCE DUE TO REDUNDANCY AT FACILITY. VGSI DATA: 3.00/84.2 TCH. VEGETATION 45' PER IFP CHECKLIST ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.33NM CAT B: 1.88NM CAT C: 2.97NM CAT D: 3.91NM CAT E: 4.90NM NO ADDITIONAL AIRSPACE REQUIRED. THE 60 FT TCH VALUE WAS USED TO COMPUTE THE PFAF LOCATION. OBS # 1,3,5,7,9,MSA AAOS IAPA DERIVED ACCURACY. WAIVER DUE TO LAS ILS ACTUAL TCH OF 60.2. OBSTACLE # 13 (32-023467) CURRENTLY HAS A 0/0 ACCURACY CODE IN AIRNAV. THIS FERRIS WHEEL IS UNDER CONSTRUCTION AS 2011-AWP-1788-OE. PER OEAAA, A 1A AC CODE HAS BEEN ASSIGNED BY THE SURVEY. 1A AC HAS BEEN ASSIGNED ON -9, SAME AS PREVIOUS AMDT, SO AS TO NOT DRIVE MINIMA HIGHER. THE ILS AND LOC HAVE THE SAME MA ADJ OBS MISSED APPROACH OBSTACLES CONT. SIDESTEP 26L: 22. BLDG (32-000261) 360528.84N/1151025.74W 2622 (2C) ASC 6000 XP-25L SIDESTEP ADJUSTED TO MATCH 25R MDA XP-LOC IAPA MDA CALCULATION MISSED APPROACH OBSTACLES CONT. ALTERNATE: 13. MON (32-023467) 360535.17N/1151019.15W 2636 (1A) ASC 7000 16. AAO 361045.00N/1145952.00W 4200 (2C) 1000 5200 17. TERRAIN 361045.00N/1145952.00W 4000 (4000) AS1500 5500	
1. COMMUNICATIONS WITH: ZLA ARTCC LAS APP CON LAS TOWER			2. WEATHER SERVICE			3. ALTIMETER SETTING					
SATISFACTORY ON:				N W S	OTHER: ASOS		SOURCE: KLAS				
				F A A			DISTANCE:				
				A / C			HOURS REMOTE OPERATION: 0				
X	V H F	X	U H F		H F	LOCATION: KLAS			ADJUSTMENT: 0		
4. MONITOR STATUS	PRIMARY NAVAID: I-LAS										
	MONITOR POINT: LAS ATCT										
	HRS OPTN:	CAT 1	24								
		CAT 3									
5. APPROACH & RUNWAY LIGHTING		ALS									
		(S) SALS									
	X	MALSF 01L, 26L MALS 26R									
	X	HIRL 01L, 08L, 08R, 19R, 26L, 26R									
	X	MIRL 01R, 19L									
	X	REIL 01R, 08R, 19L, 19R									
		TDZ									
		C/LINE									
	X	OTHER (SPECIFY) PAPI-4L 01L, 01R, 08L, 08R, 19L, 19R, 26L, 26R									
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER		PIR-G 26L, 26R							
		INSTRUMENT		NPI-G 01L, 01R, 08L, 08R, 19L, 19R							
7. RUNWAY VISUAL RANGE		APPROACH									
		MIDFIELD									
		ROLL OUT									
8. GLIDE PATH		GP ANGLE: 3.00				ELEV RWY THRESHOLD: 2043.9					
		DISTANCE FROM RWY: 1128				ELEV GP ANTENNA: 2047.1					
						THRESHOLD CROSSING HEIGHT: 60.0					
9. FINAL APPROACH COURSE AIMING			X	RUNWAY THRESHOLD					FT. FROM THRESHOLD		
			X	ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS: 1 ORDER 8260.3B, VOLUME 3, PARAGRAPH 2.6.1; TABLE 2-3 I-LAS ILS THRESHOLD CROSSING HEIGHT (TCH) EXCEEDS THE MAXIMUM 60'.											
PART D - PREPARED BY: LUCAS MCCLOUD						DATE: 05/12/2017					
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-5422					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

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PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
					F A A			DISTANCE:			
					A / C			HOURS REMOTE OPERATION:			
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
		OPTN:	CAT 3								
5. APPROACH & RUNWAY LIGHTING			ALS								
			(S) SALS								
			MALS								
			HIRL								
			MIRL								
			REIL								
			TDZ								
			C/LINE								
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT									
7. RUNWAY VISUAL RANGE		APPROACH									
		MIDFIELD									
		ROLL OUT									
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
						THRESHOLD CROSSING HEIGHT:					
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD					FT. FROM THRESHOLD		
				ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS:											
PART D - PREPARED BY:										DATE:	
TITLE:										OFFICE:	