

NV RNO RNAV (RNP) Y RWY 17L AMDT 2

9-20-22 PRB RESULTS: Approved Pending Flight Inspection/Validation

REQUESTED BY: AJV-A

PRB RESULTS: RECOMMEND APPROVAL PENDING FLIGHT INSPECTION/VALIDATION

NV RNO RNAV (RNP) Y RWY 17L AMDT 2

8-25-22 PRB RESULTS: Returned Pre-PRB

V1 IS BEING RETURNED AT THE REQUEST OF SERVICE PROVIDER TO UPLOAD V2 WITH UPDATES.

Approval Letter updated adding the .19 portion to be verbiage under consideration

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 11/03/2022	APWS Task ID: 66F6BD4F8F304766AFC7E083BC349DB0	APWS Project ID: B34926EFF8A84CB8943BC40AA45F9F3D
Procedure: RNAV (RNP) Y RWY 17L AMDT 2		Enroute: NO	Specialist: Mitchell, Tyler		Agreement Number:
Airport ID: KRNO			Airport City: RENO		State: NV
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: MAGVAR updated from E16/1985 to E13/2020.</div> <div>Approval Letters for Mandatory altitudes at CANYA and KLOCK.</div> <div>Contact Casimir Tabaka: 405-954-7931</div> <div><div>QUALITY 10 CHECKED</div><div>QUALITY 38 CHECKED</div></div>					

FIPC BASIC FORM						
PROCEDURE: RNAV (RNP) Y RWY 17L AMDT 2			AIRPORT NAME: RENO/TAHOE INTL		AIRPORT ID: KRNO	SPECIAL CONTROL NO: SG-08-265-22
FAC ID: KRNO17L.02Y		CITY: RENO			ST: NV	ORIG CHART DATE: 11/03/2022
DFL TYPE: PROC/P	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 66F6BD4F8F304766AFC7E083BC349DB0		
PREFLIGHT NOTES						
REVIEWER: dustin d hanson					DATE: 10/17/2022	
COMMENTS:					CHECK ONE:	
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 10/17/2022	CREW #: VN471	N #: N86	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: dustin d hanson @ 10/17/2022 20:39			PRINTED NAME: HANSON, DUSTIN DREW			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: SAT						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:	



Federal Aviation Administration

Memorandum

Date: 07/07/2022

To: Wade Terrell, Manager, Flight Technologies and Procedures Division THRU:
Wayne Radicke, Manager, Flight Procedures and Airspace Group

From: Julie Morgan, Manager, Team 1, AJV-A41

Subject: Approval Request: RENO/TAHOE INTL (KRNO), RNAV (RNP) Y RWY 17L

RNAV (RNP) Y RWY 17L
RENO/TAHOE INTL RENO NV (KRNO)

- RNO is a high-altitude airport and is situated in a valley surrounded by rising terrain in all directions. This results in a high concentration of complex traffic flows in a confined geographic area which limit operational options for ATC to constrain and control the arrivals.
- The mandatory altitude restrictions are necessary to provide aircrews sufficient planning as to expected altitudes that are manageable for ATC, especially during summer months with higher density altitudes. Lack of energy management can result in unexpected go-arounds which can be problematic in a confined geographical area.
- 8260.19, para 8-6-10 n(1) Maximum or mandatory altitudes should be avoided where possible, especially in the final approach segment. Maximum, mandatory, or block altitudes in the intermediate, final and/or missed approach segment requires Flight Standards approval from the Flight Technologies and Procedures Division, prior to forwarding for publication.
- The mandatory altitudes are required for separation from overflight traffic on V200, V392, T274, V105, V564, V6, V494 which all converge over or near the RNO airport.
- Required for separation from eastbound departure traffic restricted to 9000' on the SPLTM RNAV SID.
- Required as procedural separation for arrivals from the NE descending to 11000' on the MYBAD RNAV STAR.
- Mandatory altitudes are required on the SCOLA RNAV STAR, and criteria requires matching restrictions on the associated RNP.

RENO, NEVADA

AL-346 (FAA)

FIG

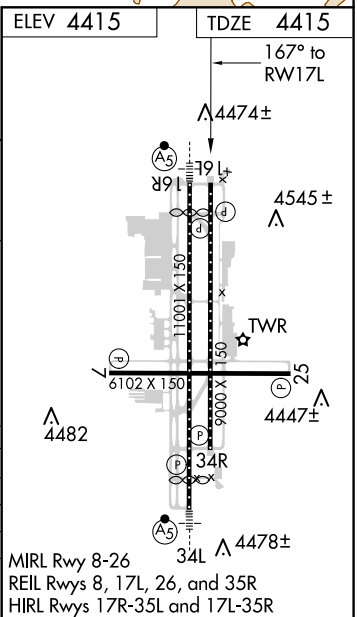
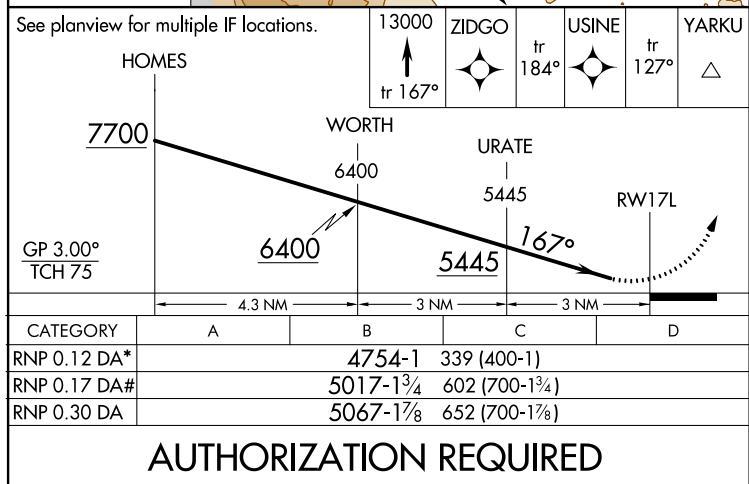
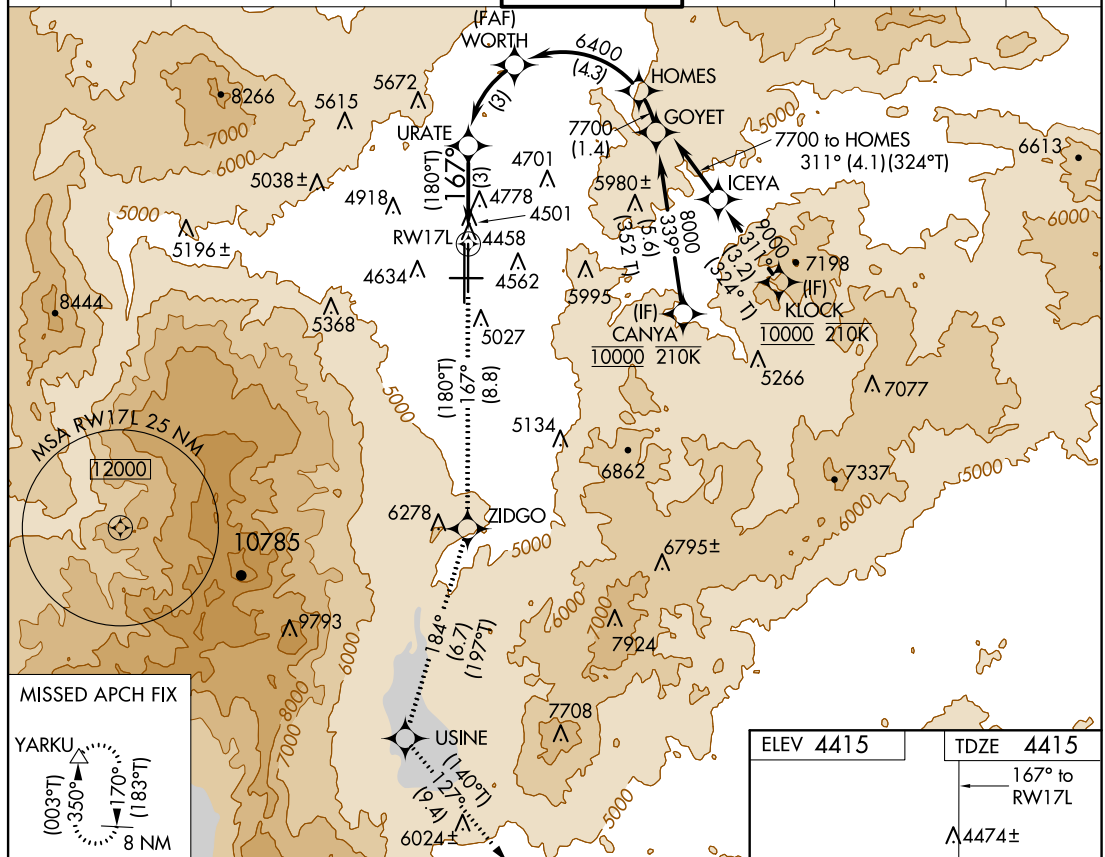
APP CRS	Rwy Idg	9000
167°	TDZE	4415
	Apt Elev	4415

RNAV (RNP) Y RWY 17L

RENO/TAHOE INTL (RNO)

RNP AR APCH - GPS.	MISSED APPROACH: Climb to 13000 on track 167° to ZIDGO and on track 184° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000. * Missed approach requires minimum climb of 252 feet per NM to 7200. # Missed approach requires minimum climb of 203 feet per NM to 5040.
--------------------	---

D-ATIS	NORCAL APP CON	RENO TOWER	GND CON	CLNC DEL	CPDLC
135.8 363.0	119.2 279.55 126.3 353.9	118.7 257.8	121.9 348.6	124.9 370.85	



AUTOMATED AL-346 RNAV (RNP) Y RWY 17L
AUTOMATED AL-346 RNAV (RNP) Y RWY 17L

SW-4
 4 AUG 2022
 COMPILER: CG
 REVIEWER:
 DBL CHKR:
 EFF: EFF: FIG

RENO, NEVADA

Amdt 2 FIG

39°30'N-119°46'W

RENO/TAHOE INTL (RNO)

RNAV (RNP) Y RWY 17L

