

LAS VEGAS, NEVADA

AL-662 (FAA)

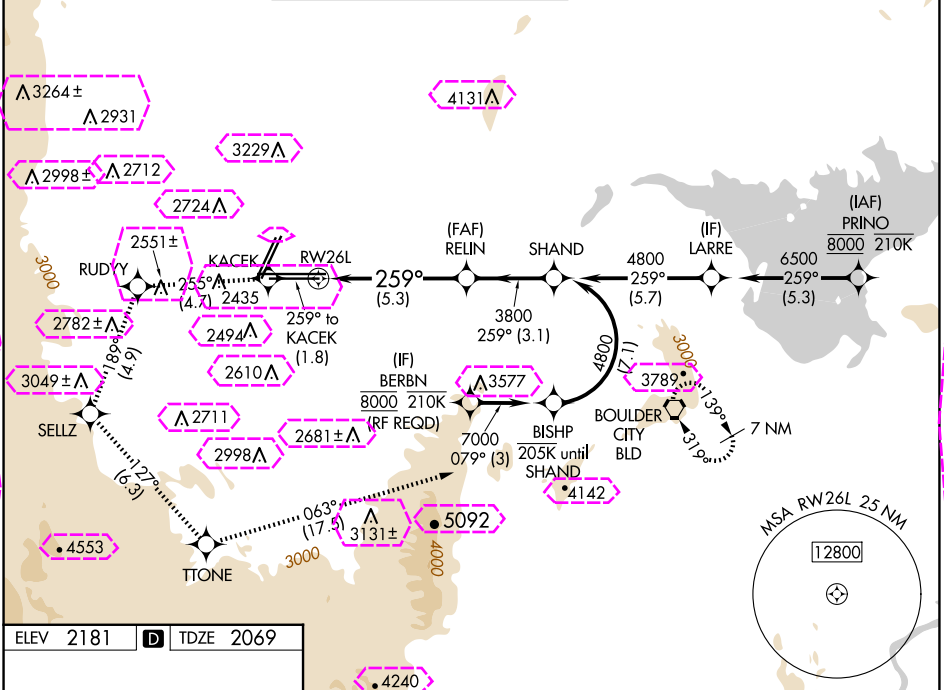
25051

APP CRS	Rwy Idg	10526
259°	TDZE	2069
	Apt Elev	2181

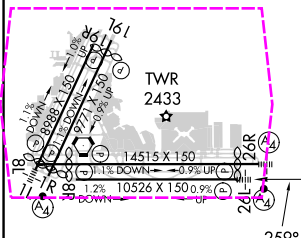
RNAV (RNP) RWY 26L

HARRY REID INTL (LAS)

RNP AR APCH.		MALSF	MISSED APPROACH: Climb to 7000 on the RNAV missed approach route to BLD VORTAC and hold. *Missed approach requires minimum climb of 255 feet per NM to 3200.	
▼ For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C.				
D-ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15 (West) 119.775 282.2 (East)	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 8L/26R, 8R/26L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1L/19R	118.0
				CPDLC



ELEV	2181	D	TDZE	2069
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7000 ↑ tr 259°	KACEK ✧	tr 255°	RUDYY ✧	tr 189°	SELLZ ✧	tr 127°	TTONE ✧	tr 063°	BLD ◻
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 84). See planview for multiple IF locations.									
<p>Diagram details: A planview diagram showing a glidepath from SHAND (4800) to RWY 26L (3800). The glidepath is a straight line at an angle of 259°. The distance from SHAND to the 3800 elevation point is 5.3 NM. The distance from the 3800 elevation point to RWY 26L is 3.1 NM. The glidepath is labeled GP 3.00° TCH 60. The diagram also shows the RWY 26L threshold and the 3800 elevation point.</p>									
CATEGORY	A		B		C		D		
RNP 0.30 DA*	2450-7/8 381 (300-7%)								
RNP 0.30 DA	2502-1 433 (400-1)								
AUTHORIZATION REQUIRED									

MIRL Rwy 1R-19L
REIL Rwy 1R, 8R, 19L and 19R
HIRL Rwy 1L-19R, 8L-26R and 8R-26L

LAS VEGAS, NEVADA
Orig 25FEB21

36°05'N-115°09'W

HARRY REID INTL (LAS)
RNAV (RNP) RWY 26L

LAS VEGAS, NEVADA

AL-662 (FAA)

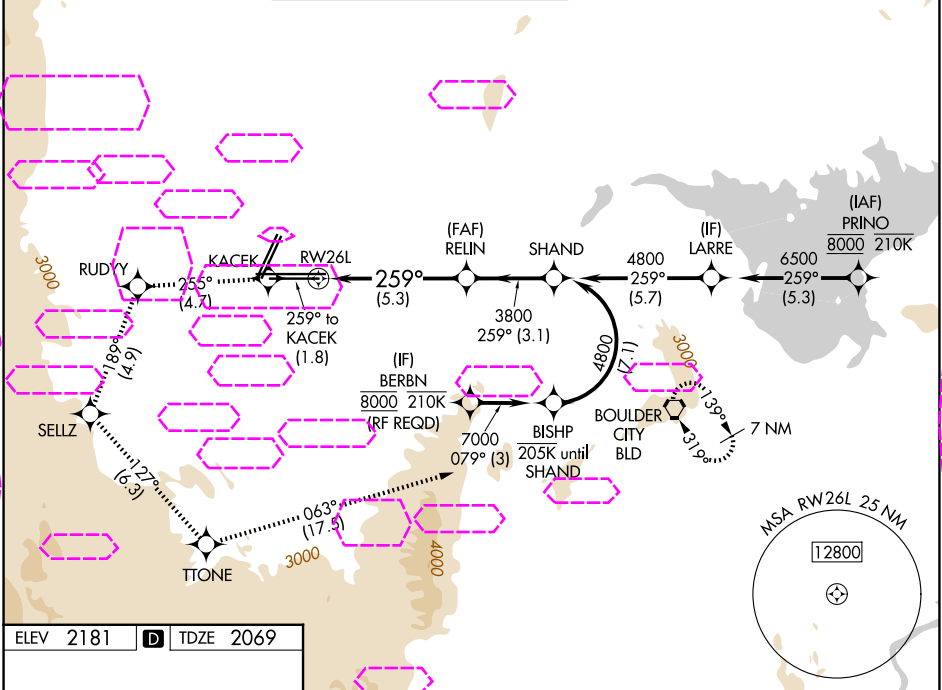
25219

APP CRS	Rwy Ldg	10526
259°	TDZE	2069
	Apt Elev	2181

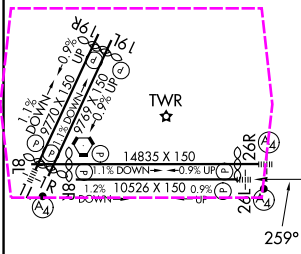
RNAV (RNP) RWY 26L

HARRY REID INTL (LAS)

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RNP 0.30 DA 2502-1 433 (400-1)					
AUTHORIZATION REQUIRED					

MIRL Rwy 1R-19L
REIL Rwy 1R, 8R, 19L and 19R
HIRL Rwy 1L-19R, 8L-26R and 8R-26L

LAS VEGAS, NEVADA
Orig 25FEB21

36°05'N-115°09'W

HARRY REID INTL (LAS)
RNAV (RNP) RWY 26L

SW-4, 07 AUG 2025 to 04 SEP 2025

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