

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KLAS

Terminal Charts For KLAS

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Las Vegas NV USA
IATA Code: LAS
Lat/Long: N36° 04.8' W115° 09.1'
Elevation: 2181 ft

Airport Use: Public
Magnetic Variation: 11.9°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: 1452 Z
Sunset: 0041 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: 07L
Length x Width: 14512 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2155 ft
Lighting: Edge
Displaced Threshold: 2138 ft

Runway: 07R
Length x Width: 10525 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: 25L
Length x Width: 10525 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 2069 ft
Lighting: Edge, ALS

Runway: 25R
Length x Width: 14512 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2067 ft
Lighting: Edge, ALS
Displaced Threshold: 1397 ft

Communication Information

ATIS 132.4
Las Vegas Tower 119.9
Las Vegas Tower 118.75
Las Vegas Tower 120.45
Las Vegas Ground Control 121.9
Las Vegas Ground Control 121.1
MC Carran Intl Ramp/Taxi Control 124.4
MC Carran Intl Ramp/Taxi Control 127.9
MC Carran Intl Ramp/Taxi Control 129.175
Las Vegas Clearance Delivery 118.0
Las Vegas Approach Control 125.6
Las Vegas Approach Control 125.025
Las Vegas App TCA 125.9
Las Vegas App TCA 118.4
Las Vegas App TCA 125.025
Las Vegas Departure Control 133.95
Las Vegas Departure Control 125.9
Las Vegas Departure Control 125.025
MC Carran Intl Unicom 122.95

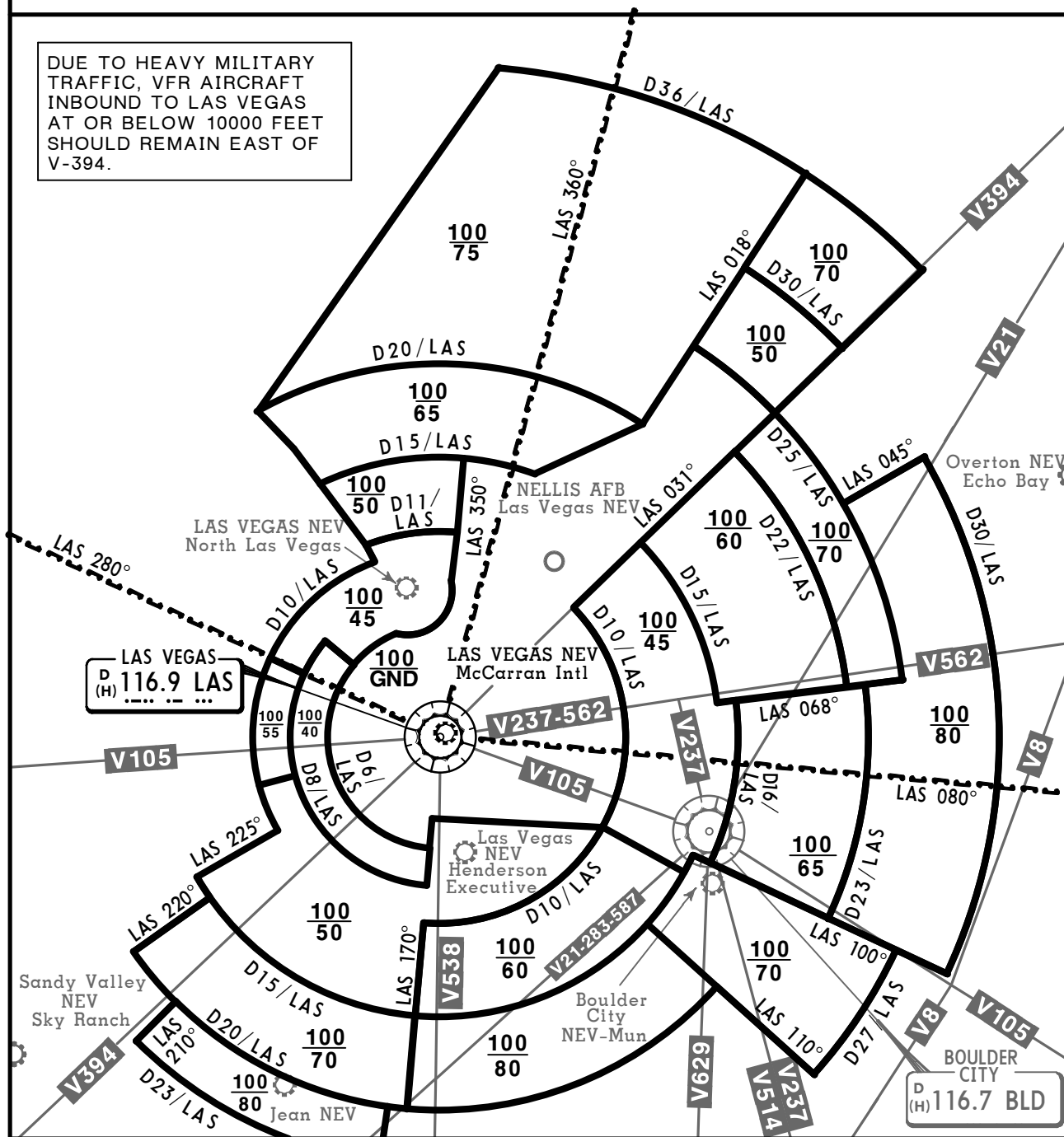
LAS VEGAS CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

(280°-360°) Las Vegas App 125.02
(360°-080°) Las Vegas App 125.02

(E of I-15 & S of 080°) Las Vegas App 118.4
(W of I-15 & S of 280°) Las Vegas App 125.9

DUE TO HEAVY MILITARY TRAFFIC, VFR AIRCRAFT INBOUND TO LAS VEGAS AT OR BELOW 10000 FEET SHOULD REMAIN EAST OF V-394.



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

FLIGHT PROCEDURES

IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

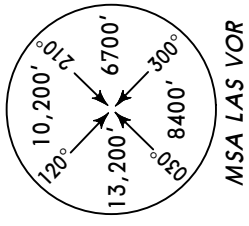
- Arriving aircraft should contact Las Vegas Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
- Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart Class B airspace. Aircraft departing from other than McCarran International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.
- Aircraft desiring to transit Class B airspace may obtain an ATC clearance and will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.

D-ATIS
Arrival
132.4

Apt Elev
2181'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

CRESO THREE ARRIVAL (CRESO.CRESO3)



Rwy 25R
LOC DME
110.3 ILAS
.. .. .

Rwy 25L
LOC
111.75 IRL
.. .. .

RWYS 1L/R, 7L/R & 19L/R:
EXPECT RADAR vectors
to final approach course

RWY 25L:
EXPECT ILS approach

BOULDER CITY
D 116.7 BLD
N35 59.7 W114 51.8

LAS VEGAS
D 116.9 LAS
N36 04.8 W115 09.6

CRESO

WHIGG
TURBOJETS
N35 30.5 W115 31.4
EXPECT at 12000'

SARAS
N35 21.4 W115 43.6

GOFFS
D 114.4 GFS
N35 07.9 W115 10.6

DANBY
N35 18.7
W115 47.2

JOKUR
TURBOJETS
N35 02.5 W116 24.0
EXPECT at FL240

DAGGETT
D 113.2 DAG
N34 57.7 W116 34.7

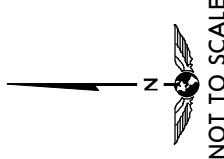
DAGGETT
D 113.2 DAG
N34 57.7 W116 34.7

HECTOR
D 112.7 HEC
N34 47.8 W116 27.8

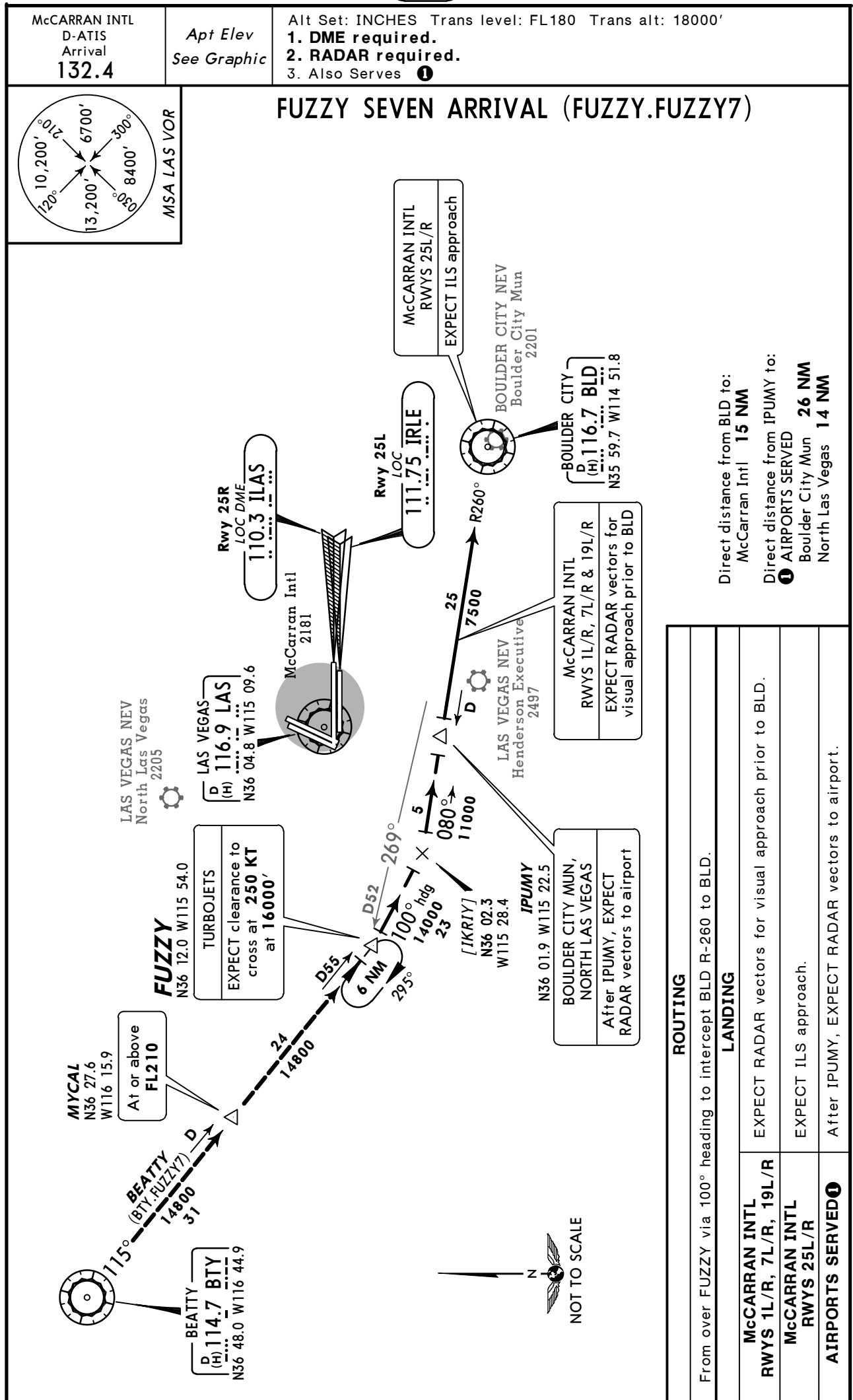
ROUTING
From over CRESO via BLD R-213 to BLD.

LANDING
RWYS 1L/R, 7L/R, 19L/R
EXPECT RADAR vectors to final approach course.

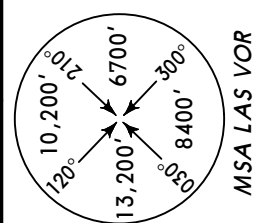
RWY 25L
EXPECT ILS approach.



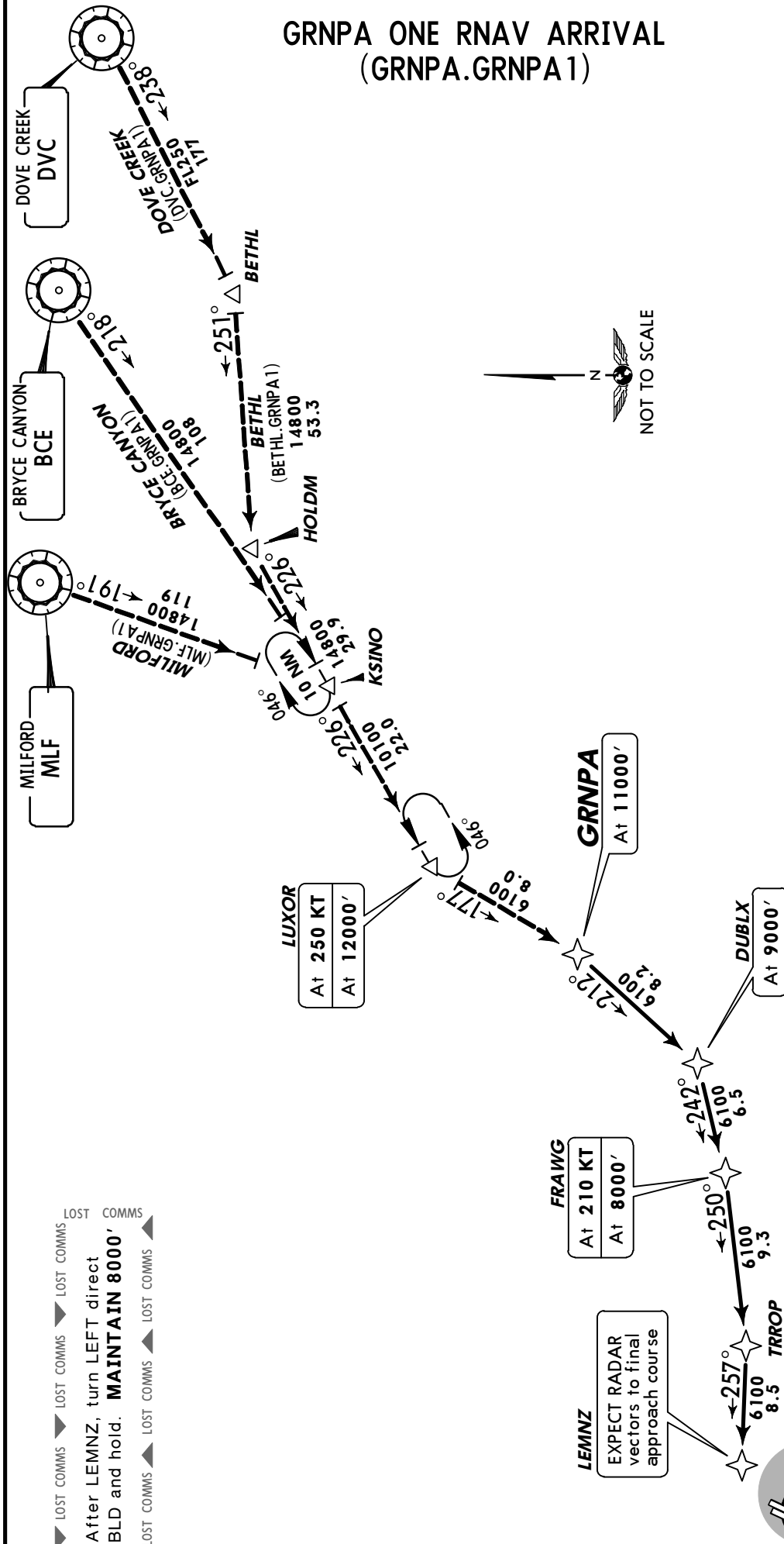
Direct distance from BLD to:
McCarran Intl 15 NM



D-ATIS Arrival 132.4 Apt Elev 2181' Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required.
3. RNAV 1.



GRNPA ONE RNAV ARRIVAL (GRNPA.GRNPA1)



Direct distance from LEMNZ to:
McCarran Intl 4 NM

ROUTING

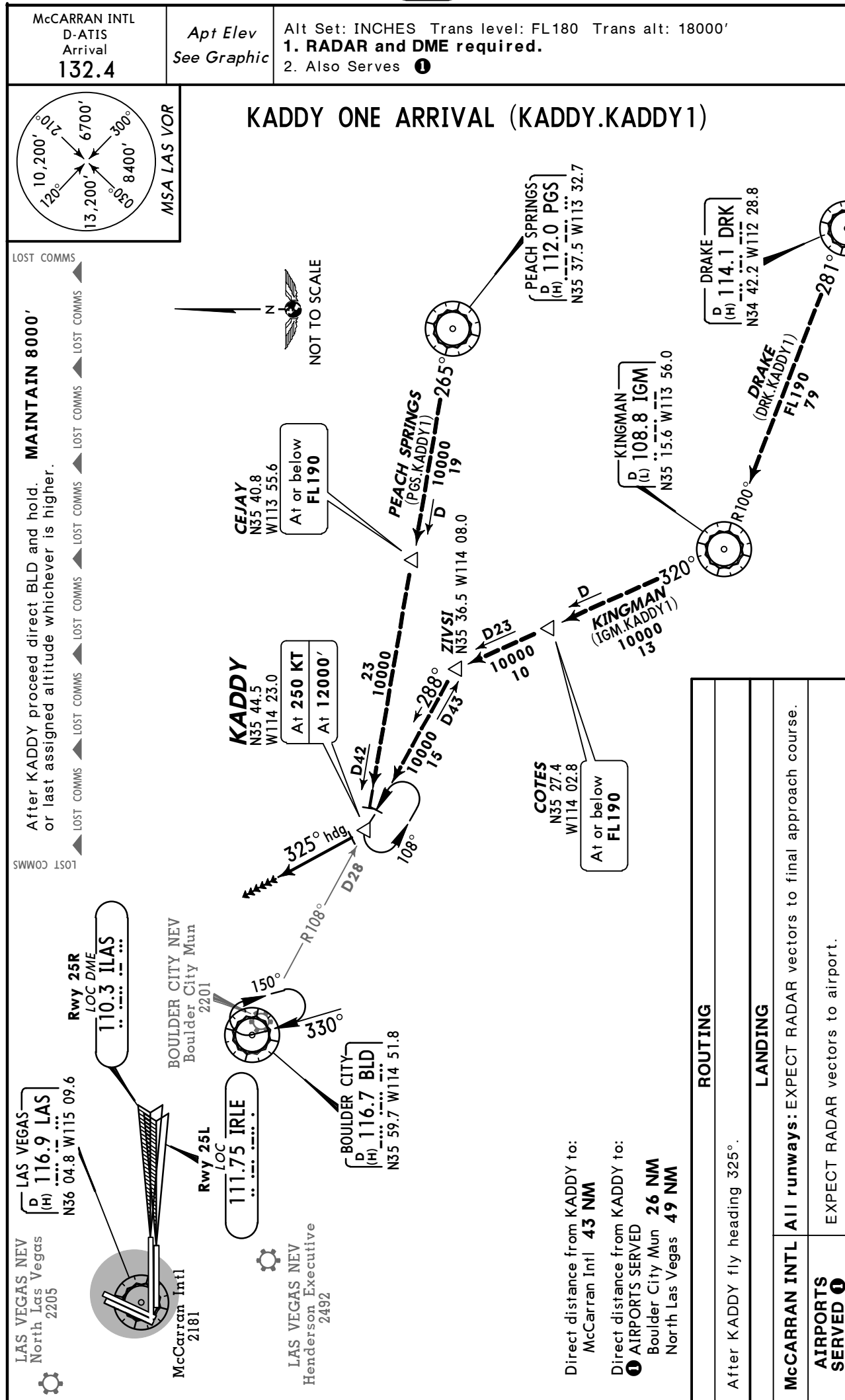
From GRNPA via 212° track to DUBLX, thence as depicted to LEMNZ.

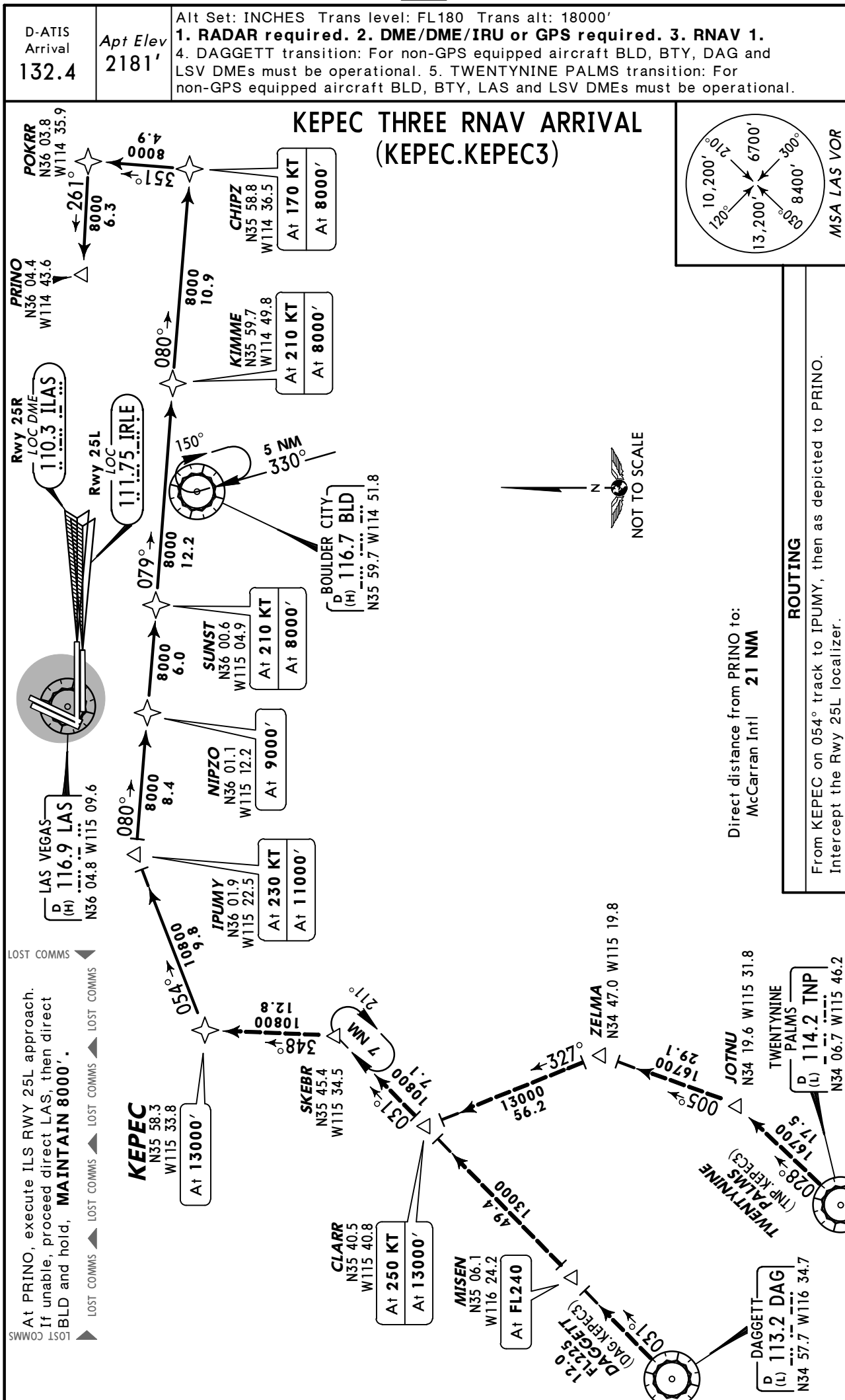
LANDING

EXPECT RADAR vectors to final approach course.

ALL RWYS

LOST COMMS
After LEMNZ, turn LEFT direct BLD and hold. **MAINTAIN 8000'**
LOST COMMS





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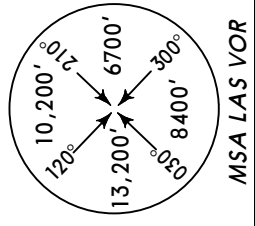
1. **RADAR required.** 2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.**
4. For non-GPS equipped aircraft BTY, PMD and LSV DMEs must be operational.



D-ATIS
Arrival
132.4

Apt Elev
2181'

- Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. **DME/DME/IRU or GPS required.**
 3. **RNAV 1.**
 4. DRAKE and KINGMAN transitions: For non-GPS equipped aircraft MMM DME must be operational.
 5. LRAIN transition: For non-GPS equipped aircraft MMM, DRK, IGM and PGS DMEs must be operational.
 6. PEACH SPRINGS transition: For non-GPS equipped aircraft IGM and MMM DMEs must be operational.



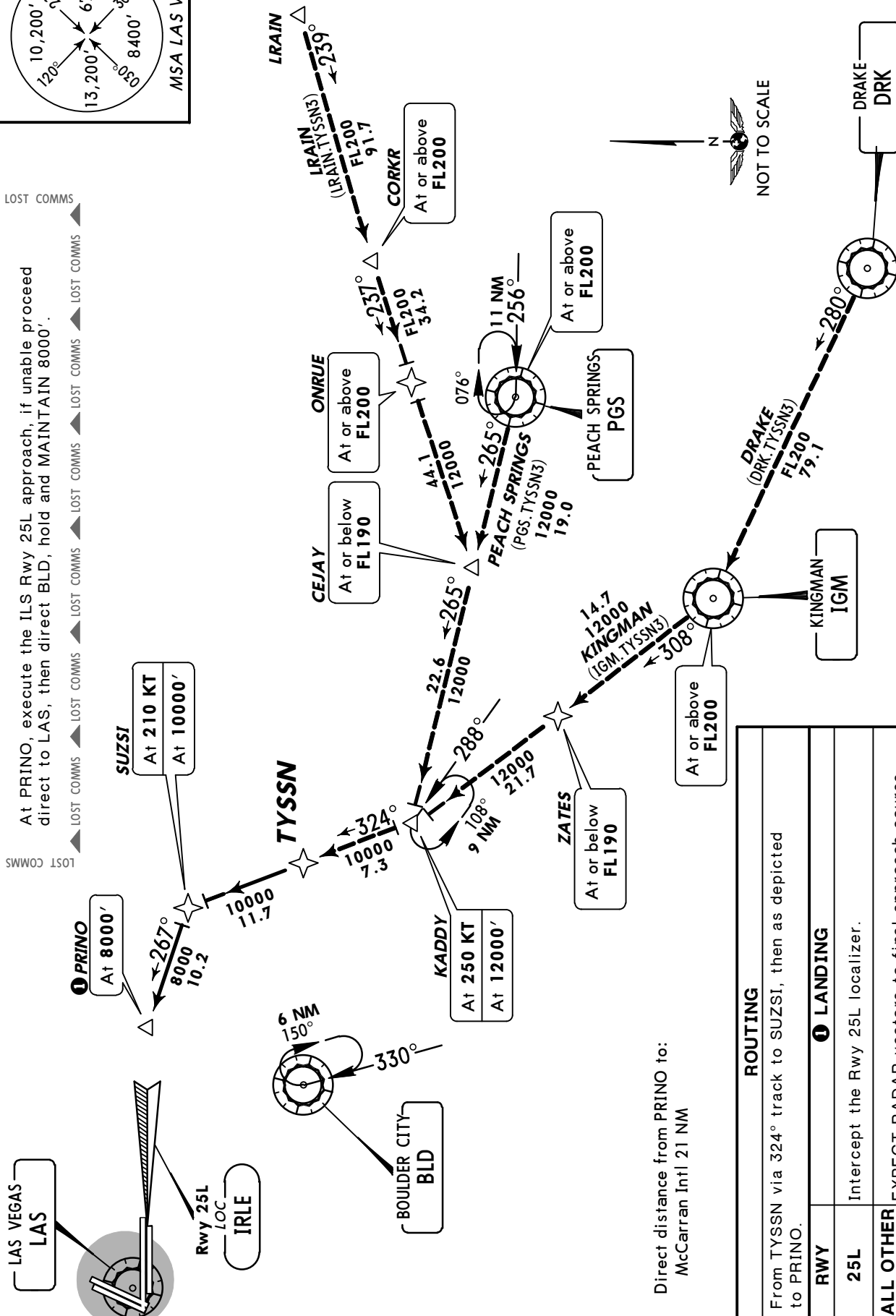
TYSSN THREE RNAV ARRIVAL (TYSSN.TYSSN3)

LOST COMMS

At PRINO, execute the ILS Rwy 25L approach, if unable proceed direct to LAS, then direct BLD, hold and MAINTAIN 8000'.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

LOST COMMS



Direct distance from PRINO to:
McCarran Intl 21 NM

ROUTING

From TYSSN via 324° track to SUZSI, then as depicted to PRINO.

LANDING

Intercept the Rwy 25L localizer.

EXPECT RADAR vectors to final approach course.

LAS VEGAS Departure (R)

Rwys
1L/R, 7L/R

133.95

Rwys
19L/R, 25L/R

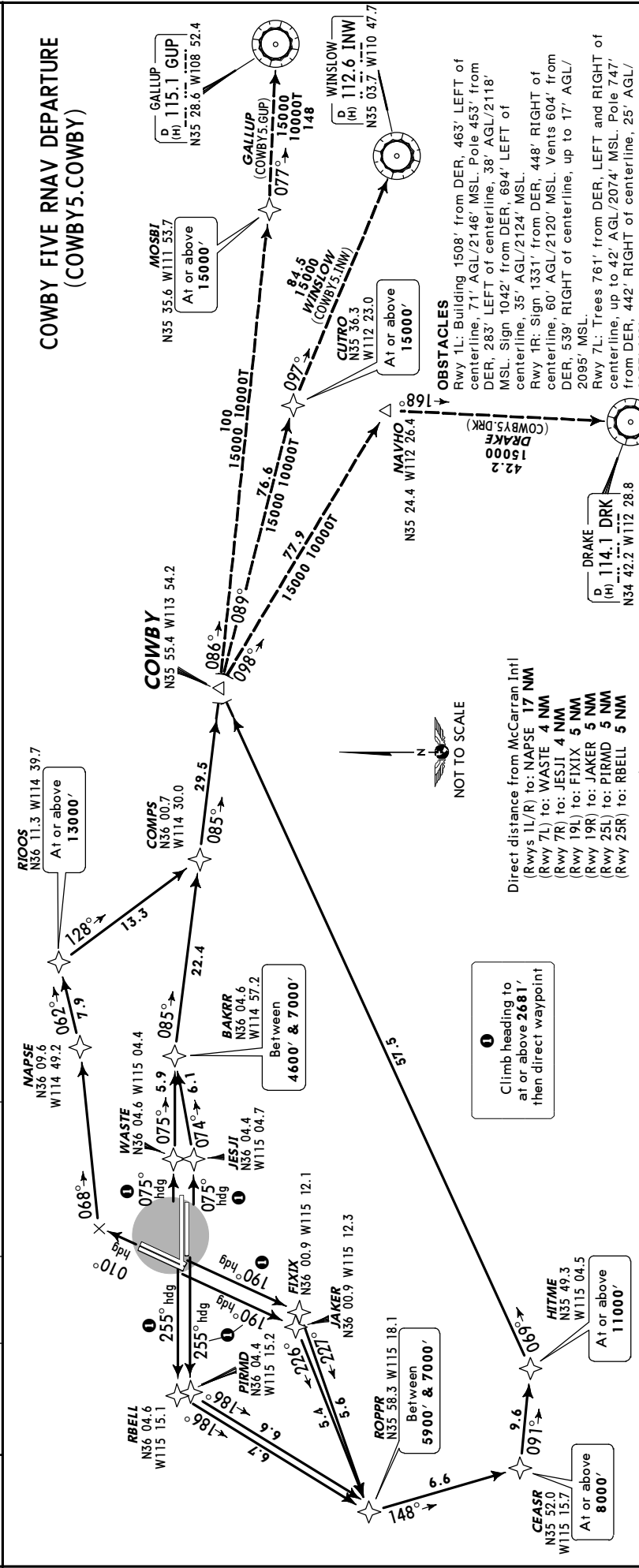
125.9

Apr Elev
2181'

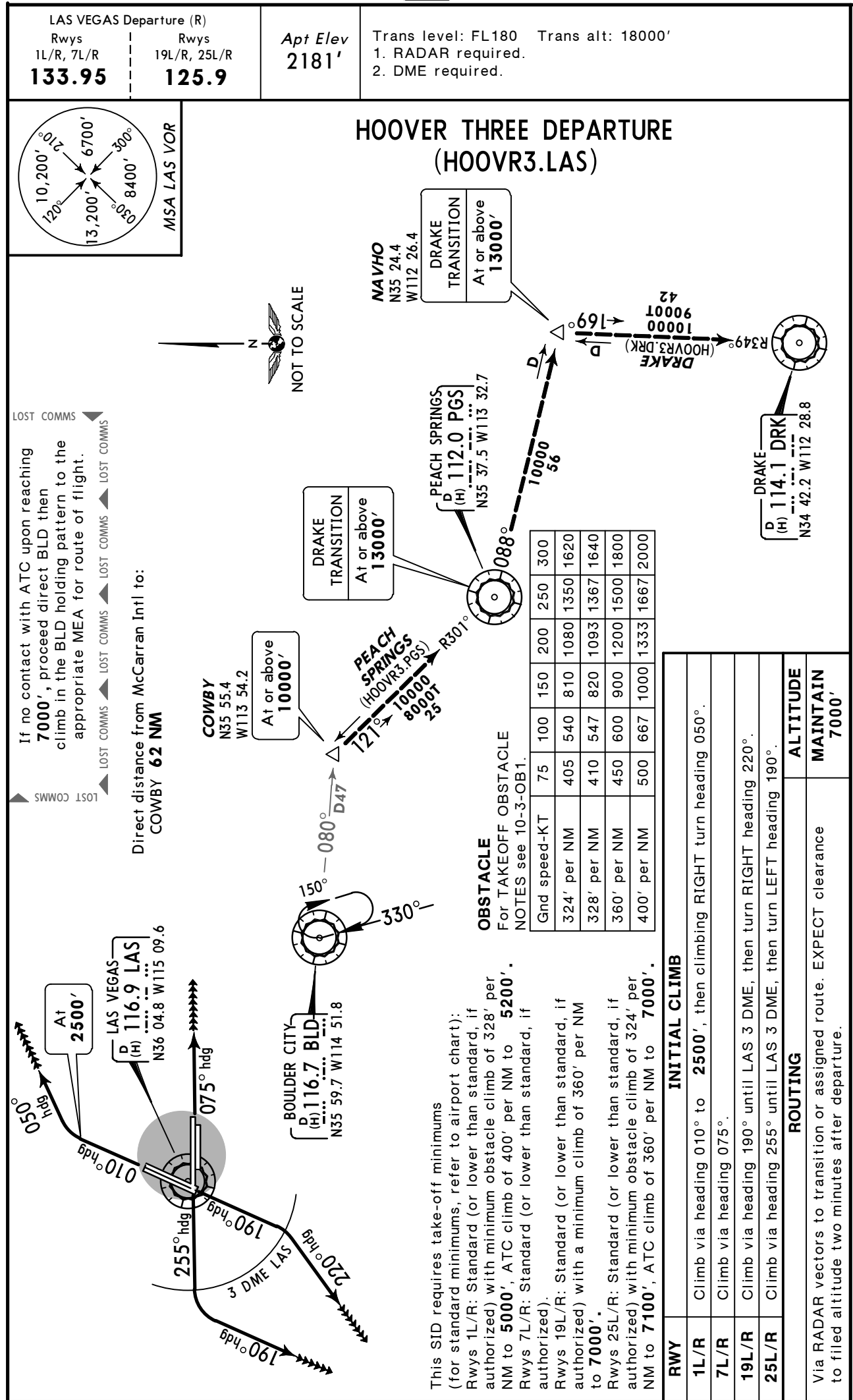
Trans level: FL180
Trans alt: 18000'

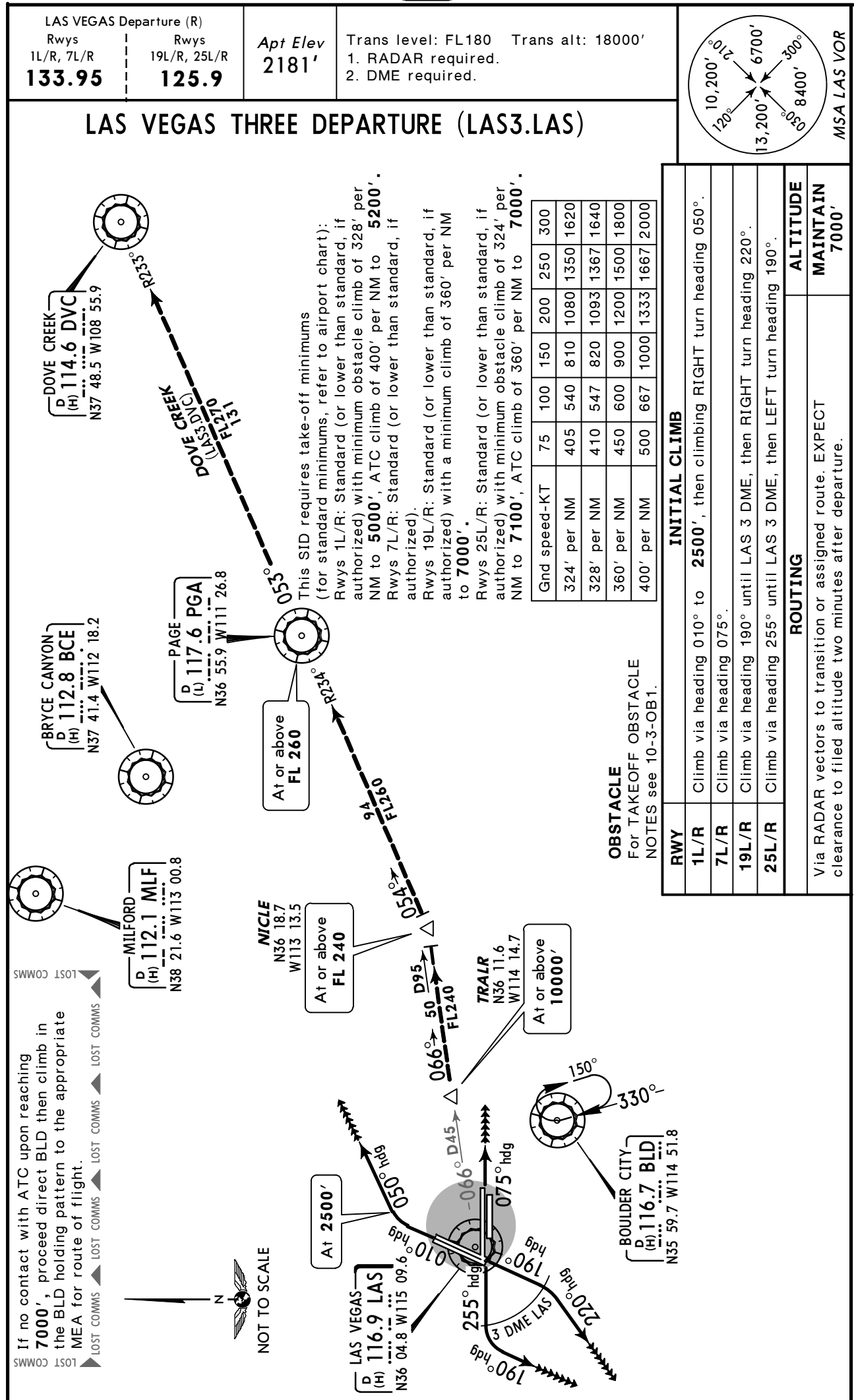
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.

4. For non-GPS equipped aircraft, departing:
Rwys 1L/R, 19L/R, 25L/R: BLD, DRK, GCN, GUP, INW, LAS, LMM, PGS, TBC and ZUN DMEs must be operational for GALLUP Transition.
Rwys 7L/R: BLD, DRK, GCN, GUP, INW, LAS, LSV, MMM, PGS and ZUN DMEs must be operational for GALLUP Transition.
Rwy 1L/R: BLD, DRK, GCN, GUP, INW, LAS, LSV, MMM and PGS DMEs must be operational for WINSLOW Transition.
Rwy 7L: BLD, DRK, FLG, INW, LAS, LSV and MMM DMEs must be operational for WINSLOW Transition.
Rwy 7R: DRK, FLG, INW, LAS, LSV, MMM and PGS DMEs must be operational for WINSLOW Transition.
Rwys 1L/R, 19L/R, 25L/R: BLD, DRK, GCN, LAS, LSV, MMM and PGS DMEs must be operational for DRAKE Transition.
Rwys 7L/R: DRK, GCN, LAS, LSV, MMM and PGS DMEs must be operational for DRAKE Transition.



RWY	INITIAL CLIMB
1L/R	Climb heading 010° to intercept course 088° to NAPSE, then on track 082° to cross RIOOS at or above 13000', then on track 128° to COMPS, then on track 085° to COWBY.
7L	Climb heading 075° to 2681', then direct WASTE, then on track 075° to cross BAKRR between 4600' & 7000', then on track 085° to COMPS, then on track 085° to COWBY.
7R	Climb heading 075° to 2681', then direct JESJI, then on track 074° to cross BAKRR between 4600' & 7000', then on track 085° to COMPS, then on track 085° to COWBY.
19L	Climb heading 190° to 2681', then direct FIXIX, then on track 227° to cross ROPPR between 5900' & 7000', then on track 148° to cross CEASR at or above 8000', then on track 091° to cross HITME at or above 11000', then on track 069° to COWBY.
19R	Climb heading 190° to 2681', then direct JAKER, then on track 228° to cross ROPPR between 5900' & 7000', then on track 148° to cross CEASR at or above 8000', then on track 091° to cross HITME at or above 11000', then on track 069° to COWBY.
25L	Climb heading 255° to 2681', then direct PIRMD, then on track 186° to cross ROPPR between 5900' & 7000', then on track 148° to cross CEASR at or above 8000', then on track 091° to cross HITME at or above 11000', then on track 069° to COWBY.
25R	Climb heading 255° to 2681', then direct RBELL, then on track 186° to cross ROPPR between 5900' & 7000', then on track 148° to cross CEASR at or above 8000', then on track 091° to cross HITME at or above 11000', then on track 069° to COWBY.
ROUTING	
From COWBY via transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.	





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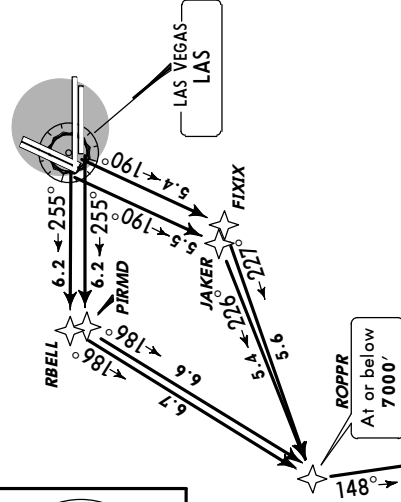
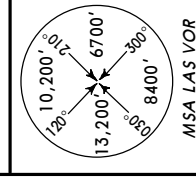
LAS VEGAS Departure (R)
125.9

Trans level: FL180 Trans alt: 18000'

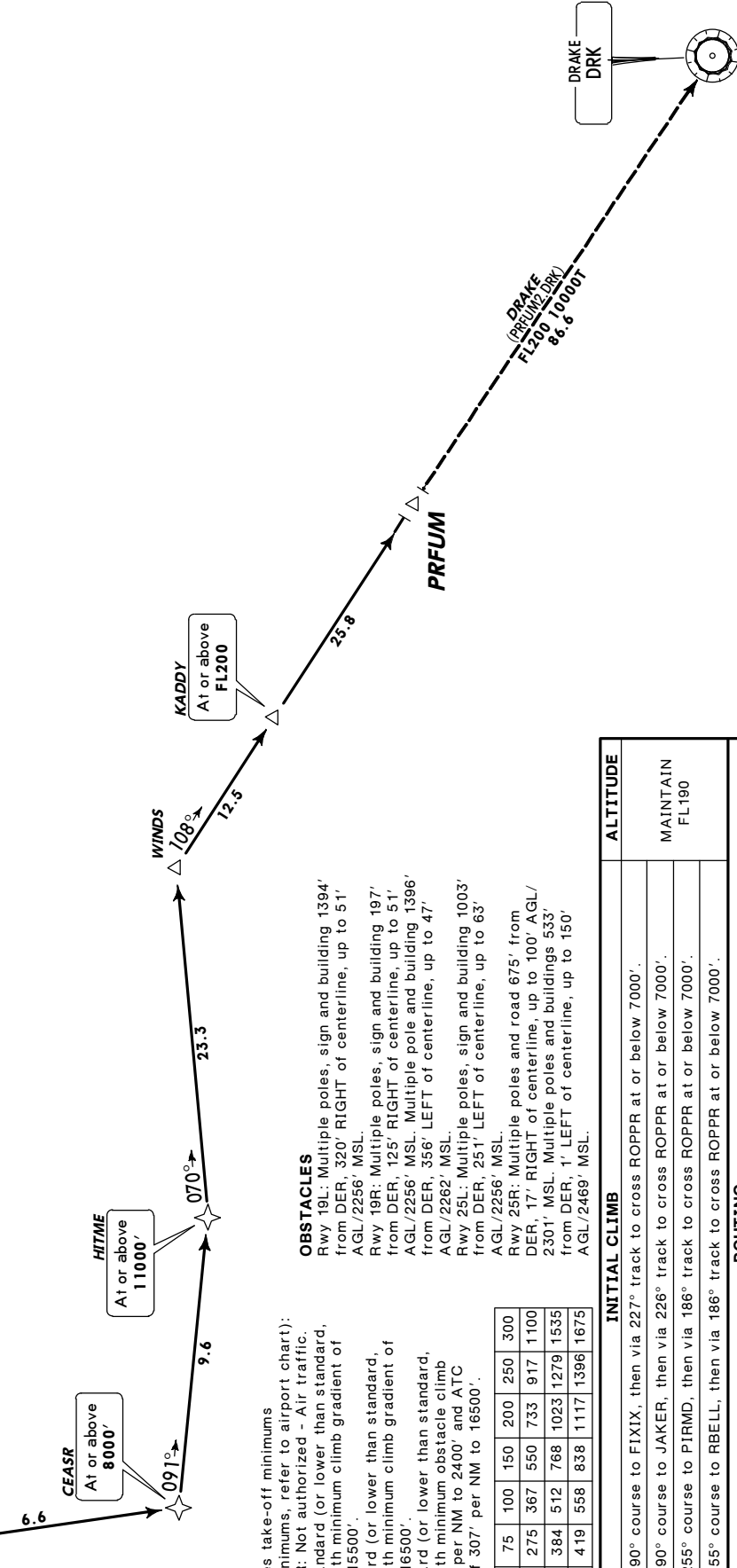
Trans alt: 18000'

Trans alt: 18000'

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.
4. For non-GPS equipped aircraft, LA



PRFUM TWO RNAV DEPARTURE
(PRFUM2.PRFUM)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 1 L/R, 7L/R: Not authorized - Air traffic.
 Rwy 19L/R: Standard (or lower than standard, if authorized) with minimum climb gradient of 335' per NM to 15500'.

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
307' per NM	384	512	768	1023	1279	1535
335' per NM	419	558	838	1117	1396	1675

OBSTACLES

Rwy 19L: Multiple poles, sign and building 1394' from DER, 320' RIGHT of centerline, up to 51' AGL/2256' MSL.

Rwy 19R: Multiple poles, sign and building 197' from DER, 125' RIGHT of centerline, up to 51' AGL/2256' MSL. Multiple pole and building 1396' from DER, 356' LEFT of centerline, up to 47' AGL/2262' MSL.

Rwy 25L: Multiple poles, sign and building 1003' from DER, 251' LEFT of centerline, up to 63' AGL/2256' MSL.

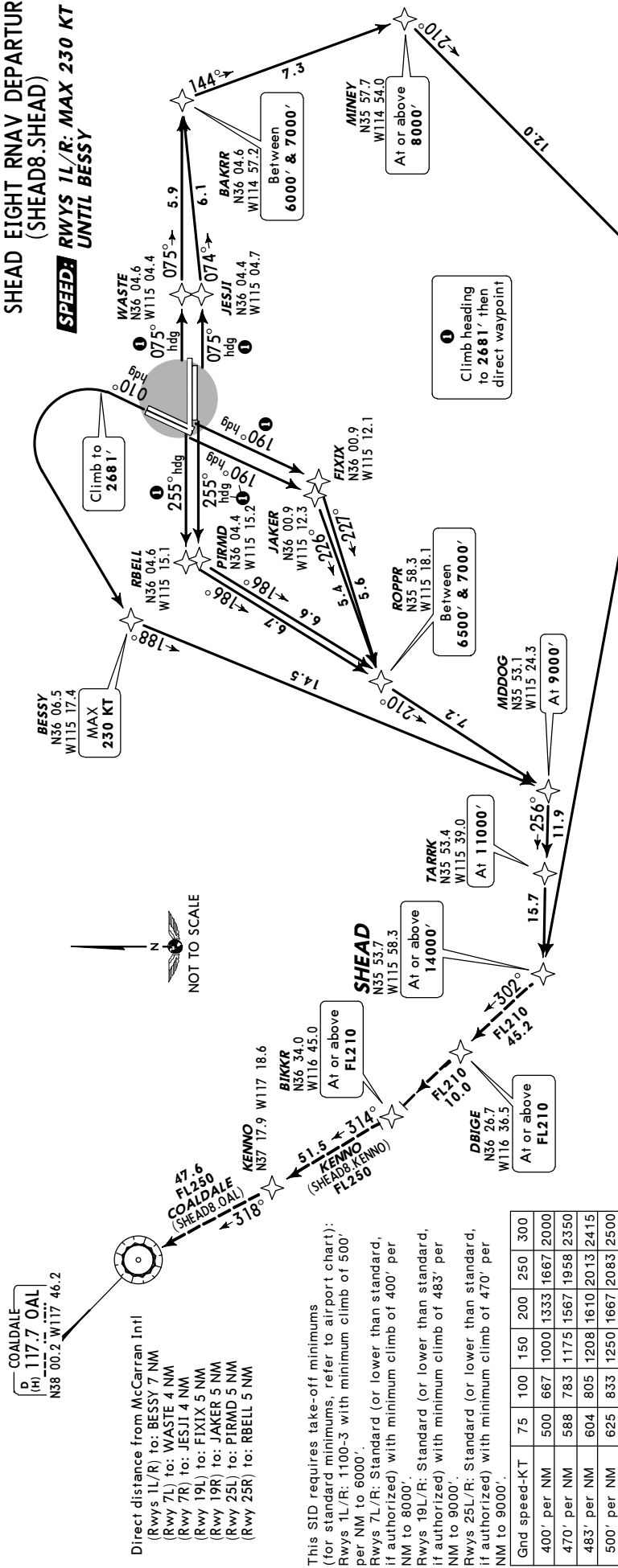
Rwy 25R: Multiple poles and road 675' from DER, 17' RIGHT of centerline, up to 100' AGL/2301' MSL. Multiple poles and buildings 533' from DER, 1' LEFT of centerline, up to 150' AGL/2469' MSL.

RWY	INITIAL CLIMB	ALTITUDE
19L	Climb via 190° course to FAKER, then via 227° track to cross ROPPR at or below 7000'.	
19R	Climb via 190° course to JAKER, then via 226° track to cross ROPPR at or below 7000'.	
25L	Climb via 255° course to P1RMD, then via 186° track to cross ROPPR at or below 7000'.	MAINTAIN FL190
25R	Climb via 255° course to RBELL, then via 186° track to cross ROPPR at or below 7000'.	

ROUTING

From ROPRR via 148° track to cross CEASR at or above 8000', then via 091° track to cross HITME at or above 11000', then via 070° track to WINDS, then via 108° track to cross KADDY at or above FL200, then via 108° track to PRFUM, then via transition, EXPECT filed altitude 10 minutes after departure.

125.9 EGAS Depart

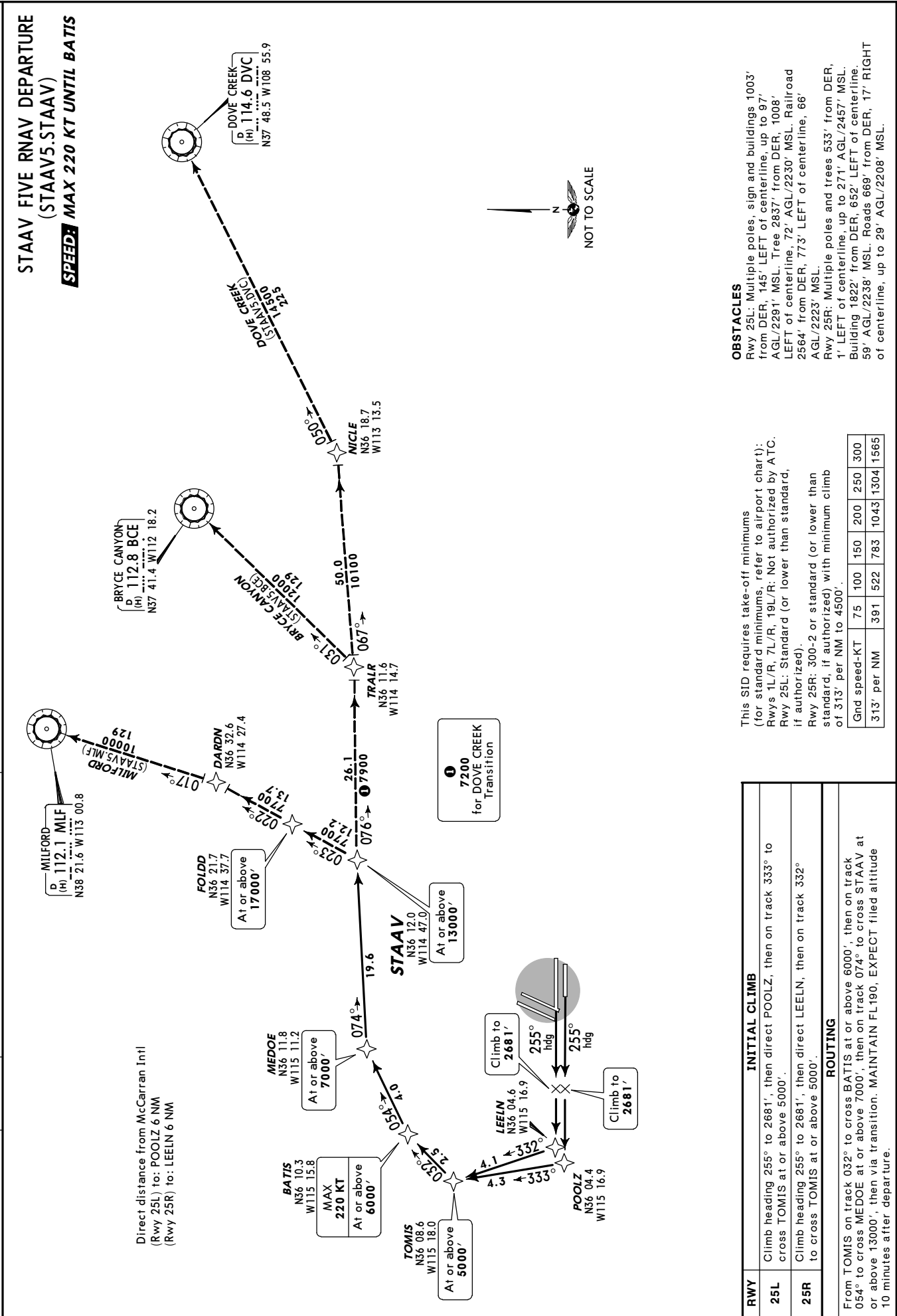


INITIAL CLIMB	
1L/R	Climb heading 010° to 2881', then LEFT turn direct BESSY, then on track 188° to cross MDDOG at 9000', then on track 256° to cross TARRK at 11000', then on track 256° to cross SHEAD at or above 14000'.
7L	Climb heading 075° to 2681', then direct WASTE, then on track 075° to cross BAKRR between 6000' and 7000', then on track 144° to cross MINEY at or above 8000', then on track 210° to HITME, then on track 261° to cross SHEAD at or above 14000'.
7R	Climb heading 075° to 2681', then direct JESUJ, then on track 074° to cross BAKRR between 6000' and 7000', then on track 144° to cross MINEY at or above 8000', then on track 210° to HITME, then on track 261° to cross SHEAD at or above 14000'.
19L	Climb heading 190° to 2881', then direct FIXIX, then on track 227° to cross ROPPR between 6500' and 7000', then on track 210° to cross MDDOG at 9000', then on track 256° to cross TARRK at 11000', then on track 256° to cross SHEAD at or above 14000'.
19R	Climb heading 190° to 2881', then direct JAKER, then on track 226° to cross ROPPR between 6500' and 7000', then on track 210° to cross MDDOG at 9000', then on track 256° to cross TARRK at 11000', then on track 256° to cross SHEAD at or above 14000'.
25L	Climb heading 255° to 2681', then direct P'IRMD, then on track 186° to cross ROPPR between 6500' and 7000', then on track 210° to cross MDDOG at 9000', then on track 256° to cross TARRK at 11000', then on track 256° to cross SHEAD at or above 14000'.
25R	Climb heading 255° to 2681', then direct RBELL, then on track 186° to cross ROPPR between 6500' and 7000', then on track 210° to cross MDDOG at 9000', then on track 256° to cross TARRK at 11000', then on track 256° to cross SHEAD at or above 14000'.
ROUTING	
From SHEAD via transition. MAINTAIN FL190, EXPECT filed altitude 10 minutes after departure.	

Rwy 25L: Multiple poles, sign and buildings 1003' from DER, 145' LEFT of centerline, up to 97' AGL/2291' MSL. Tree 2837' from DER, 1008' LEFT of centerline, 72' AGL/2230' MSL. Railroad 2664' from DER, 773' LEFT of centerline, 66' AGL/2223' MSL.

Rwy 25R: Multiple poles and trees 533' from DER, 1' LEFT of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' LEFT of centerline, 59' AGL/2238' MSL. Roofs 669' from DER, 17' RIGHT of centerline, up to 29' AGL/2208' MSL.

LAS VEGAS Departure (R) 133.95	Apt Elev 2181'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. For non-GPS equipped aircraft BLD and LAS DMEs must be operational.
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TAKEOFF OBSTACLE NOTES**HOOVER AND LAS VEGAS DEPARTURES:**

◦ RWY 1L:

MULTIPLE BUILDINGS 3954' FROM DER, 1.0 NM LEFT OF CENTERLINE, UP TO 283' AGL/2409' MSL. POLE 450' FROM DER, 283' LEFT OF CENTERLINE, 38' AGL/2118' MSL, OBSTACLE LIGHT ON WIND SOCK 248' FROM DER, 224' RIGHT OF CENTERLINE, 50' AGL/2104' MSL, POLE 1029' FROM DER, 715' LEFT OF CENTERLINE, 85' AGL/2124' MSL, TREE 1536' FROM DER, 502' LEFT OF CENTERLINE, 100' AGL/2132' MSL.

◦ RWY 1R:

SIGN 1331' FROM DER, 448' RIGHT OF CENTERLINE, 60' AGL/2120' MSL, BUILDING 599' FROM DER, 541' RIGHT OF CENTERLINE, 70' AGL/2096' MSL, MULTIPLE BUILDINGS 4878' FROM DER, 1.2 NM LEFT OF CENTERLINE, 283' AGL/2409' MSL.

◦ RWY 7L:

TREE 1257' FROM DER, 789' LEFT OF CENTERLINE, 85' AGL/2077' MSL, LIGHT POLE 747' FROM DER, 441' RIGHT OF CENTERLINE, 62' AGL/2057' MSL, TREE 1007' FROM DER, 557' RIGHT OF CENTERLINE, 70' AGL/2062' MSL.

◦ RWY 7R:

LIGHT ON WIND SOCK 102' FROM DER, 300' RIGHT OF CENTERLINE, 30' AGL/2051' MSL.

◦ RWY 19L:

POLE 1394' FROM DER, 533' RIGHT OF CENTERLINE, 36' AGL/2236' MSL, SIGN 2181' FROM DER, 1062' RIGHT OF CENTERLINE, 50' AGL/2256' MSL, ROD ON BUILDING 2921' FROM DER, 581' RIGHT OF CENTERLINE, 50' AGL/2262' MSL, POLE 2633' FROM DER, 319' RIGHT OF CENTERLINE, 40' AGL/2246' MSL.

◦ RWY 19R:

POLE 1135' FROM DER, 619' RIGHT OF CENTERLINE, 65' AGL/2249' MSL, POLE 756' FROM DER, 618' RIGHT OF CENTERLINE, 50' AGL/2231' MSL, SIGN 2182' FROM DER, 125' RIGHT OF CENTERLINE, 50' AGL/2256' MSL, POLE 1396' FROM DER, 403' LEFT OF CENTERLINE, 55' AGL/2236' MSL, ROD ON BUILDING 197' FROM DER, 441' RIGHT OF CENTERLINE, 30' AGL/2202' MSL, ROD ON BUILDING 2922' FROM DER, 356' LEFT OF CENTERLINE, 50' AGL/2262' MSL.

◦ RWY 25L:

POLE 2860' FROM DER, 813' LEFT OF CENTERLINE, 57' AGL/2236' MSL, SIGN 3672' FROM DER, 1302' LEFT OF CENTERLINE, 57' AGL/2256' MSL, ANTENNA ON BUILDING 1002' FROM DER, 251' LEFT OF CENTERLINE, 34' AGL/2183' MSL, POLE 3677' FROM DER, 145' LEFT OF CENTERLINE, 67' AGL/2249' MSL.

◦ RWY 25R:

LIGHT POLE 3115' FROM DER, 1033' RIGHT OF CENTERLINE, 109' AGL/2301' MSL, LIGHT ON POLE 1.5 NM FROM DER, 2836' LEFT OF CENTERLINE, 124' AGL/2457' MSL, ROAD 1.7 NM FROM DER, 2965' LEFT OF CENTERLINE, 139' AGL/2469' MSL, LIGHT ON POLE 1100' FROM DER, 508' LEFT OF CENTERLINE, 47' AGL/2226' MSL, BUILDING 1822' FROM DER, 652' LEFT OF CENTERLINE, 46' AGL/2238' MSL, BUILDING 2202' FROM DER, 596' LEFT OF CENTERLINE, 44' AGL/2246' MSL, ROD ON BUILDING 534' FROM DER, 369' LEFT OF CENTERLINE, 33' AGL/2202' MSL, ROAD 678' FROM DER, 16' RIGHT OF CENTERLINE, 35' AGL/2201' MSL, LIGHT ON LOCALIZER ANTENNA 533' FROM DER, 32' AGL/2195' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**Mc CARRAN DEPARTURE:**

◦ RWY 1L:

POLE 450' FROM DER, 283' LEFT OF CENTERLINE, 38' AGL/2118' MSL, OBSTACLE LIGHT ON WIND SOCK 248' FROM DER, 224' RIGHT OF CENTERLINE, 50' AGL/2104' MSL, POLE 1029' FROM DER, 715' LEFT OF CENTERLINE, 85' AGL/2124' MSL, TREE 1536' FROM DER, 502' LEFT OF CENTERLINE, 100' AGL/2132' MSL.

◦ RWY 1R:

SIGN 1331' FROM DER, 448' RIGHT OF CENTERLINE, 60' AGL/2120' MSL, BUILDING 599' FROM DER, 541' RIGHT OF CENTERLINE, 70' AGL/2096' MSL.

◦ RWY 7L:

TREE 1257' FROM DER, 789' LEFT OF CENTERLINE, 85' AGL/2077' MSL, LIGHT POLE 747' FROM DER, 441' RIGHT OF CENTERLINE, 62' AGL/2057' MSL, TREE 1007' FROM DER, 557' RIGHT OF CENTERLINE, 70' AGL/2062' MSL.

◦ RWY 7R:

LIGHT ON WIND SOCK 102' FROM DER, 300' RIGHT OF CENTERLINE, 30' AGL/2051' MSL.

◦ RWY 19L:

POLE 1394' FROM DER, 533' RIGHT OF CENTERLINE, 36' AGL/2236' MSL, SIGN 2181' FROM DER, 1062' RIGHT OF CENTERLINE, 50' AGL/2256' MSL, ROD ON BUILDING 2921' FROM DER, 581' RIGHT OF CENTERLINE, 50' AGL/2262' MSL, POLE 2633' FROM DER, 319' RIGHT OF CENTERLINE, 40' AGL/2246' MSL.

◦ RWY 19R:

POLE 1135' FROM DER, 619' RIGHT OF CENTERLINE, 65' AGL/2249' MSL, POLE 756' FROM DER, 618' RIGHT OF CENTERLINE, 50' AGL/2231' MSL, SIGN 2182' FROM DER, 125' RIGHT OF CENTERLINE, 50' AGL/2256' MSL, POLE 1396' FROM DER, 403' LEFT OF CENTERLINE, 55' AGL/2236' MSL, ROD ON BUILDING 197' FROM DER, 441' RIGHT OF CENTERLINE, 30' AGL/2202' MSL, ROD ON BUILDING 2922' FROM DER, 356' LEFT OF CENTERLINE, 50' AGL/2262' MSL.

◦ RWY 25L:

POLE 2860' FROM DER, 813' LEFT OF CENTERLINE, 57' AGL/2236' MSL, SIGN 3672' FROM DER, 1302' LEFT OF CENTERLINE, 57' AGL/2256' MSL, ANTENNA ON BUILDING 1002' FROM DER, 251' LEFT OF CENTERLINE, 34' AGL/2183' MSL, POLE 3677' FROM DER, 145' LEFT OF CENTERLINE, 67' AGL/2249' MSL.

◦ RWY 25R:

LIGHT POLE 3115' FROM DER, 1033' RIGHT OF CENTERLINE, 109' AGL/2301' MSL, LIGHT ON POLE 1.5 NM FROM DER, 2836' LEFT OF CENTERLINE, 124' AGL/2457' MSL, LIGHT POLE 1.7 NM FROM DER, 2965' LEFT OF CENTERLINE, 139' AGL/2469' MSL, LIGHT ON POLE 1100' FROM DER, 508' LEFT OF CENTERLINE, 47' AGL/2226' MSL, BUILDING 1822' FROM DER, 652' LEFT OF CENTERLINE, 46' AGL/2238' MSL, BUILDING 2202' FROM DER, 596' LEFT OF CENTERLINE, 44' AGL/2246' MSL, ROD ON BUILDING 534' FROM DER, 369' LEFT OF CENTERLINE, 33' AGL/2202' MSL, ROAD 678' FROM DER, 16' RIGHT OF CENTERLINE, 35' AGL/2201' MSL, LIGHT ON LOCALIZER ANTENNA 533' FROM DER, ON CENTERLINE, 32' AGL/2195' MSL.

CONSTRUCTION IN PROGRESS

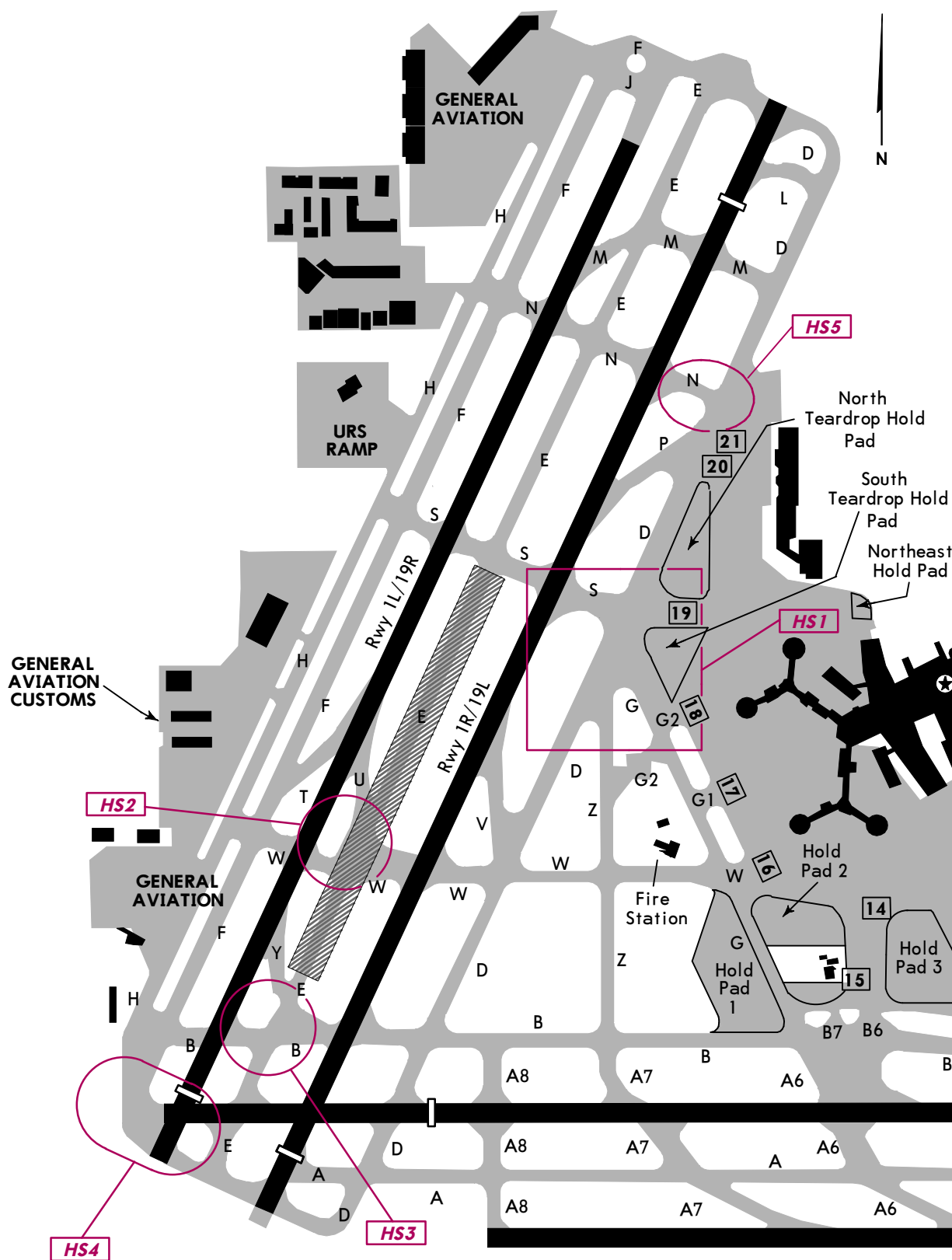
Check NOTAMs for current taxiway closures and availability.



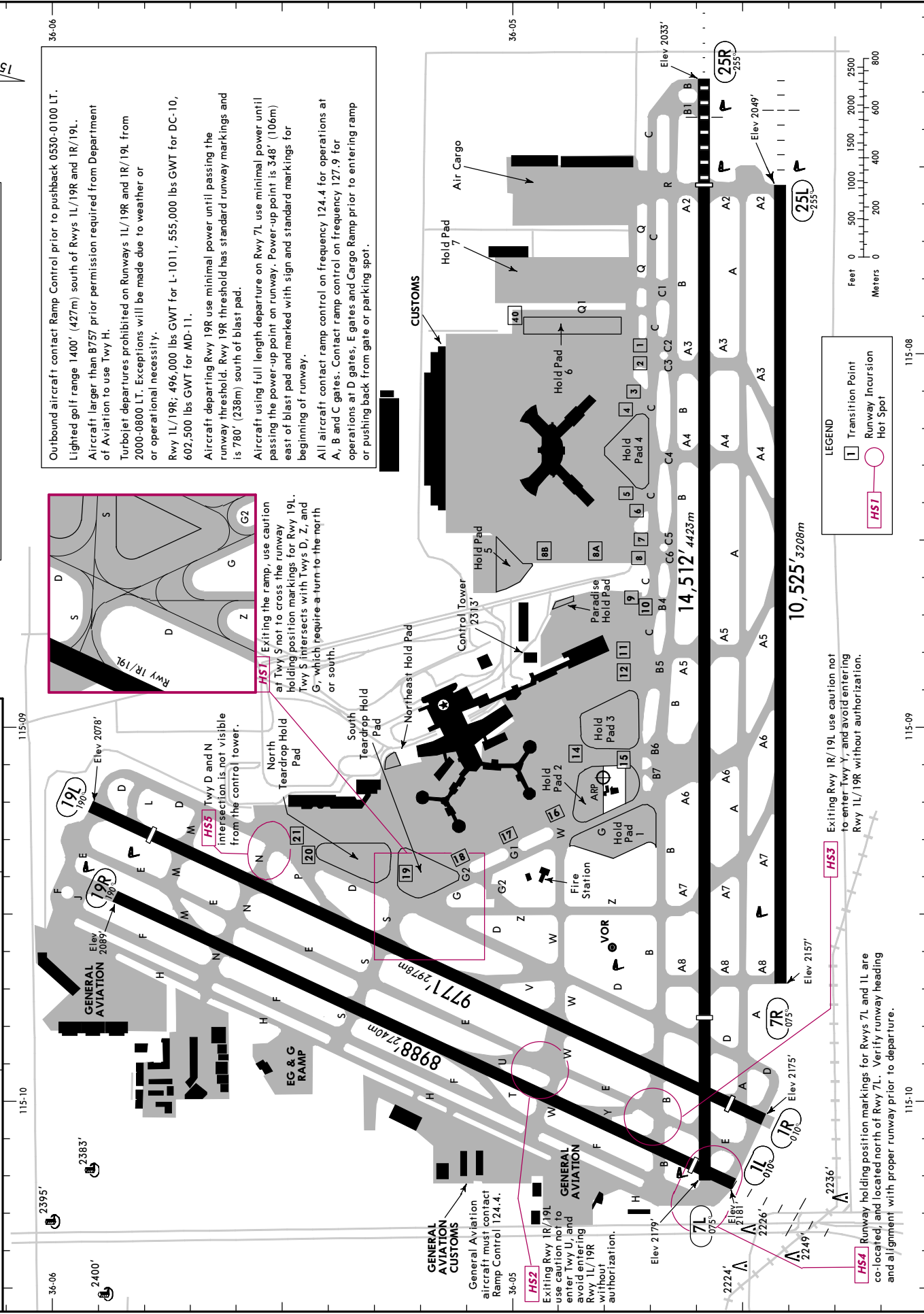
Construction Area - Closed



RUNWAY INCURSION HOT SPOTS
See 10-9 for description of Hot Spots



D-ATIS	ACARS: D-ATIS PDC	LAS VEGAS Clearance	West of Rwy 1R-19L	East of Rwy 1R-19L
132.4		118.0	121.9	121.1
Tower				
Rwys 1L/R, 19L/R	Rwys 7L/R, 25L/R	LAS VEGAS Departure (R)	South	West
118.75	119.9	133.95	125.9	127.9



Outbound aircraft contact Ramp Control prior to pushback 0530-0100 LT.
Lighted golf range 1400' (427m) south of Rwys 1L/19R and 1R/19L.
Aircraft larger than B757 prior permission required from Department of Aviation to use Twy H.
Turbojet departures prohibited on Runways 1L/19R and 1R/19L from 2000-0800 LT. Exceptions will be made due to weather or operational necessity.
Rwy 1L/19R; 496,000 lbs GWT for L-1011, 555,000 lbs GWT for DC-10, 602,500 lbs GWT for MD-11.
Aircraft departing Rwy 19R use minimal power until passing the runway threshold. Rwy 19R threshold has standard runway markings and is 780' (238m) south of blast pad.
Aircraft using full length departure on Rwy 7L use minimal power until passing the power-up point on runway. Power-up point is 348' (106m) east of blast pad and marked with sign and standard markings for beginning of runway.
All aircraft contact ramp control on frequency 124.4 for operations at A, B and C gates. Contact ramp control on frequency 127.9 for operations at D gates, E gates and Cargo Ramp prior to entering ramp or pushing back from gate or parking spot.

Aircraft may experience reflection of the sun from glass hotels located northwest of the airport. Reflection may occur at various altitudes, headings and distances from the airport.

GENERAL

ASDE-X surveillance system in use. Operate transponder with Mode C when operating on taxiways and runways.
 Low-level wind shear alert system.
 Birds and bats in vicinity of airport.
 Extensive glider ops weekends and holidays; sunrise to sunset; LAS VOR R-187/020°; altitudes up to but not including FL180. Gliders remain clear of the Class B airspace but otherwise operate within the entire southwest quadrant of the Class B airspace veil.
 Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND Threshold	Glide Slope		
1R	MIRL REIL PAPI-L (angle 3.0°) grooved	① 8681' 2646m			150' 46m
19L		② 8745' 2665m			
① Last 600' 183m of Rwy 1R is unavailable for landing distance computations.					
② Last 148' 45m of Rwy 19L is unavailable for landing distance computations.					
1L	HIRL MALSF PAPI-L (angle 3.4°) grooved	8401' 2561m	7105' 2166m		150' 46m
19R	HIRL REIL PAPI-L (angle 3.0°) grooved	③ 8397' 2559m			
③ Last 591' 182m of Rwy 19R is unavailable for landing distance computations.					
7R	HIRL REIL PAPI-L (angle 3.0°) grooved				150' 46m
25L	HIRL MALSF PAPI-L (angle 3.0°) grooved		9401' 2865m		
7L	HIRL PAPI-L (angle 3.0°)	porous friction course overlay	④ 11,966' 3647m		150' 46m
25R	HIRL MALSR PAPI-L (angle 3.0°)		⑤ 12,755' 3888m		
④ Last 408' 124m of Rwy 7L is unavailable for landing distance computations.					
⑤ Last 360' 110m of Rwy 25R is unavailable for landing distance computations.					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

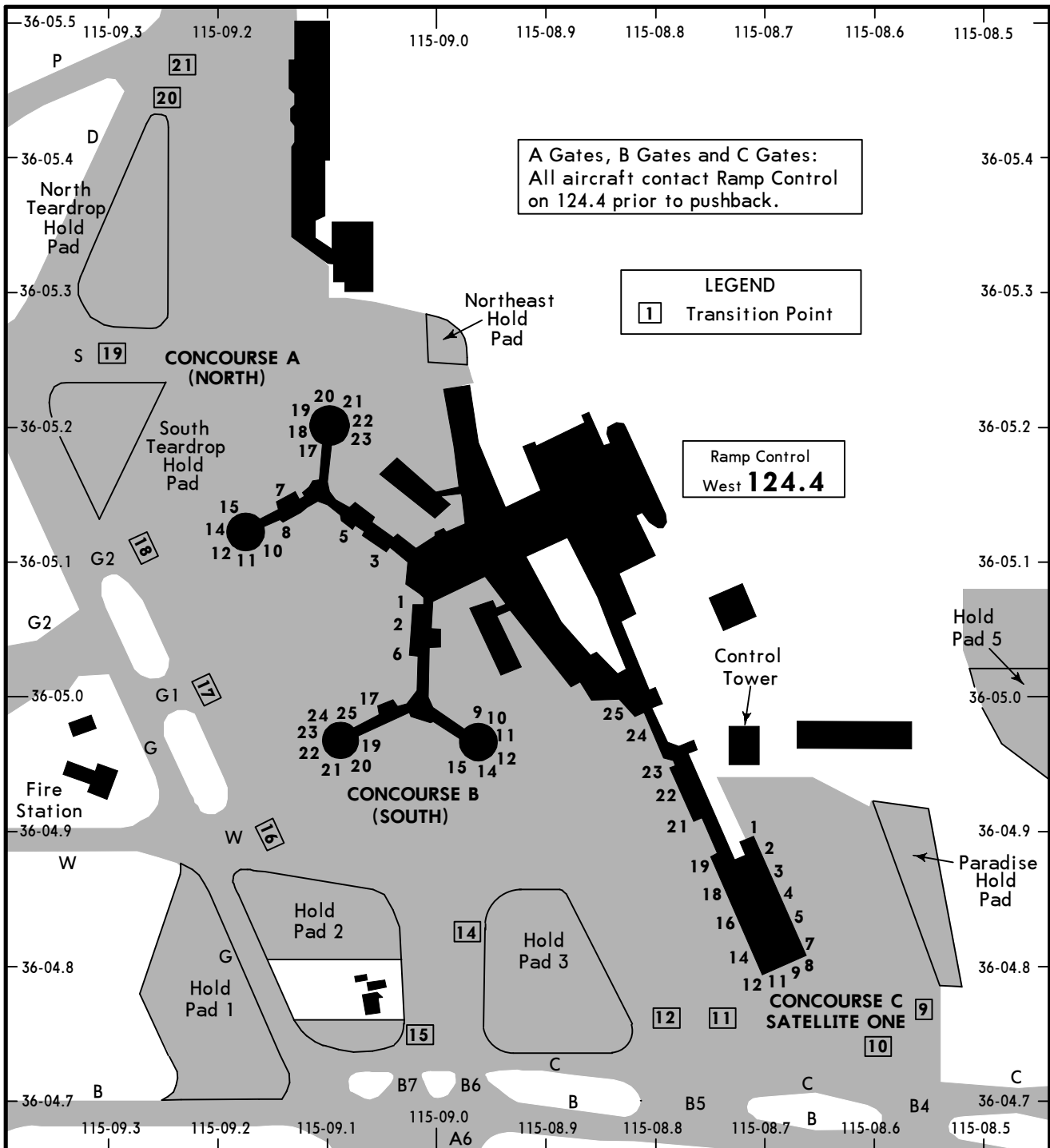
	Rwys 1L/R, 7L/R, 25L		Rwys 19L/R		Rwy 25R		
	Adequate Vis Ref	STD	With Mim climb of 210' /NM to 2600'		With Mim climb of 230' /NM to 2600'		Other
			Adequate Vis Ref	STD	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	1/4	1	300-2
3 & 4 Eng		1/2		1/2		1/2	

OBSTACLE DP

Runways 1L/R; Climbing right turn direct BLD VOR before proceeding on course. Runways 7L/R; Climb heading 075° to 3700' then climbing right turn direct BLD VOR before proceeding on course.
 Runways 19L/R; Climbing left turn via heading 120° and BLD VOR R-257 direct BLD VOR before proceeding on course. Runways 25L/R; Climb via heading 255° to 2800' then climbing right turn direct BLD VOR before proceeding on course.

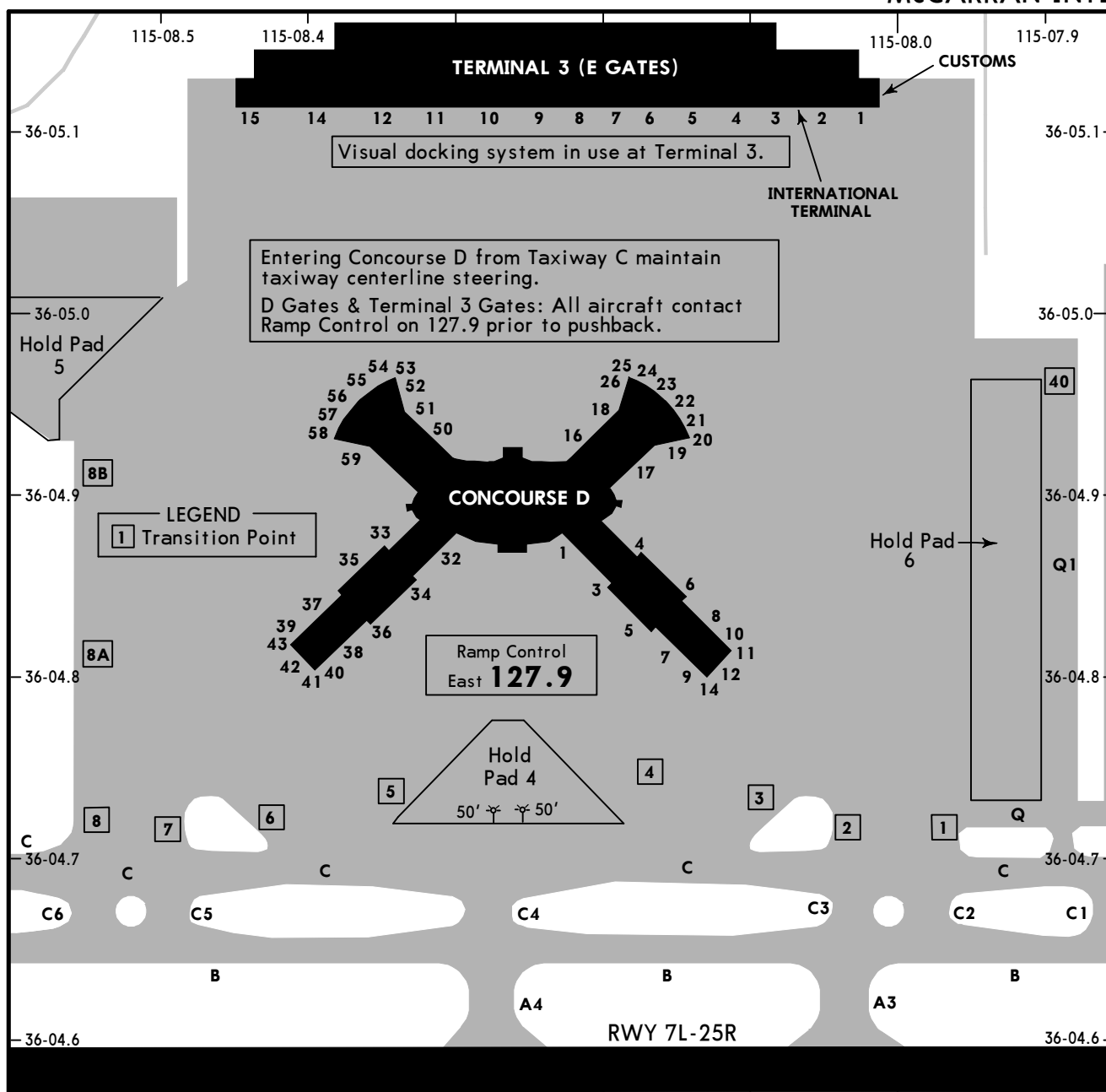
FOR FILING AS ALTERNATE

	ILS Rwy 25R LOC Rwy 25R VOR Rwy 25L/R RNAV (GPS) Rwy 1R VOR DME-A	ILS Rwy 25L LOC Rwy 25L	ILS Rwy 1L LOC DME Rwy 1L	Authorized Only When Local Weather Available RNAV (GPS) Rwy 19L/R
A	900-2	900-2	900-2	900-2
B				
C	1000-3	1100-3	1100-3	1000-3
D			NA	



PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
CONCOURSE A (NORTH)		CONCOURSE C-SATELLITE ONE	
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	18	N36 04.9 W115 08.7
14, 15	N36 05.1 W115 09.2	19	N36 04.9 W115 08.8
17 thru 23	N36 05.2 W115 09.1	21 thru 23	N36 04.9 W115 08.8
CONCOURSE B (SOUTH)		24, 25	N36 05.0 W115 08.8
1,2	N36 05.1 W115 09.0		
6, 9	N36 05.0 W115 09.0		
10 thru 12	N36 05.0 W115 08.9		
14, 15	N36 05.0 W115 09.0		
17	N36 05.0 W115 09.1		
19 thru 25	N36 05.0 W115 09.1		

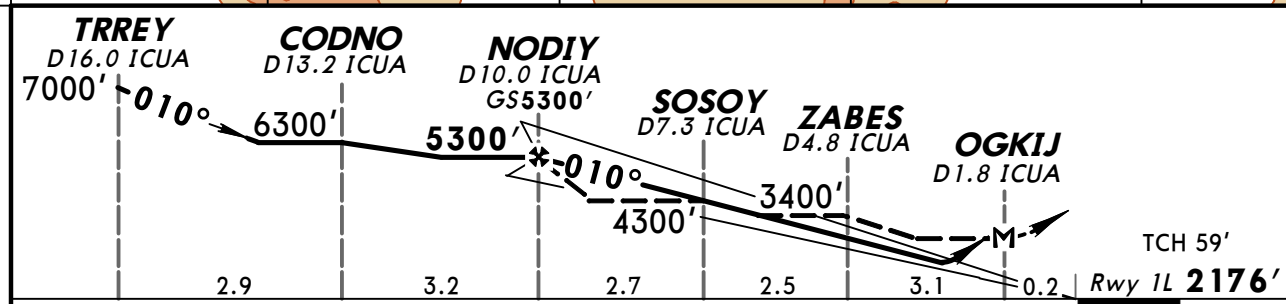
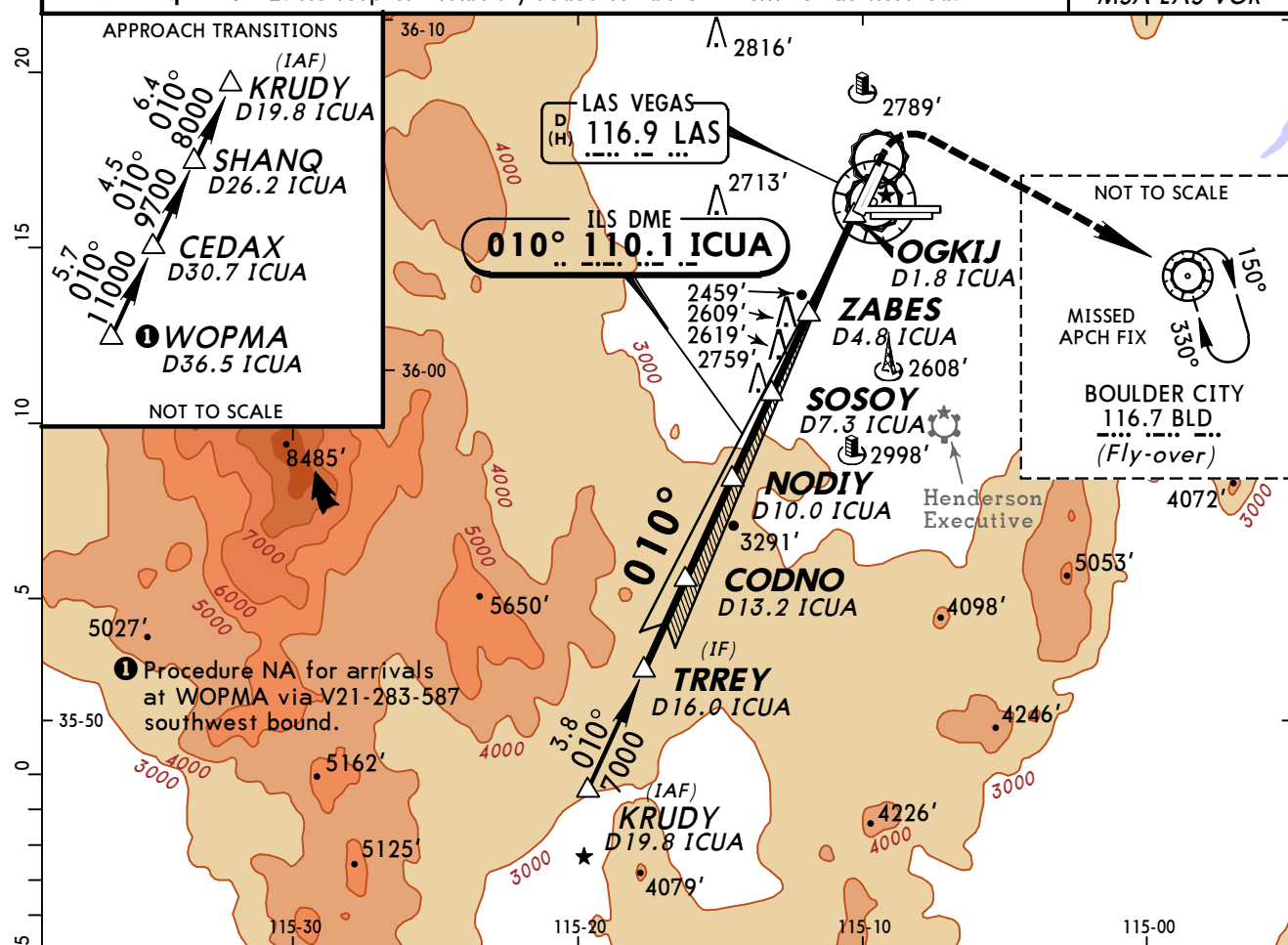
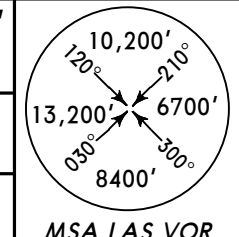
**PARKING GATE COORDINATES**

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

D-ATIS Arrival	LAS VEGAS Approach (R)		LAS VEGAS Tower		Ground	
132.4	125.02	Rwys 25 L/R 125.6	Rwys 1 L/R, 19 L/R 118.75	Rwys 7 L/R, 25 L/R 119.9	West of Rwy 1R/19L 121.9	East of Rwy 1R/19L 121.1
LOC ICUA 110.1	Final Apch Crs 010°	GS NODIY 5300' (3124')	ILS DA(H) 2460' (284')	Apt Elev 2181' Rwy 1L 2176'		

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

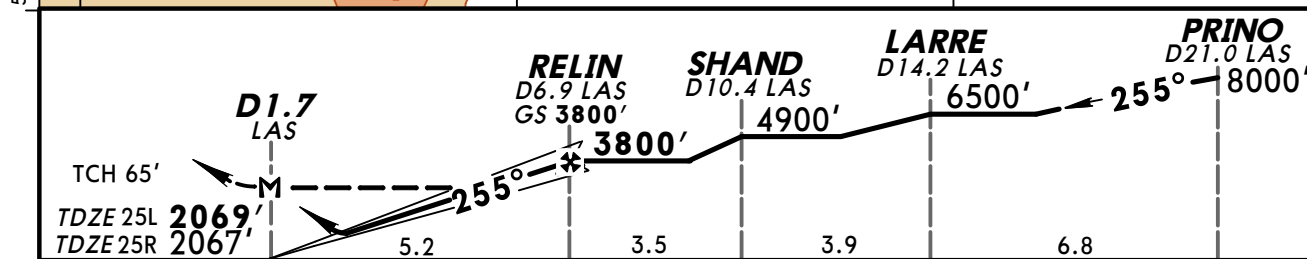
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME required. 2. Helicopter visibility reduction below 1 SM not authorized.



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	3000'	7000'	RT		BLD 116.7
GS 3.40°	421	541	602	722	842	963		↑				
MAP at OGKIJ												

TERPS				STRAIGHT-IN LANDING RWY 1L				CIRCLE-TO-LAND			
				ILS		LOC (GS out)					
				DA(H) 2460' (284')		MDA(H) 2720' (544')					
				FULL		ALS out					
A						1					
B											
C											
D											

LAS VEGAS, NEV
ILS or LOC Rwy 25L



STRAIGHT-IN LANDING RWY 25L				SIDESTEP LANDING RWY 25R		CIRCLE-TO-LAND	
ILS		LOC (GS out)		MDA(H) 2740' (673')		Max Kts.	
DA(H) 2338' (269')		MDA(H) 2740' (671')				MDA(H)	
FULL	ALS out		ALS out	RAIL or ALS out			
A	1	3/4	1	1		90	3080' (899')- 1 1/4
B						120	
C		2		1 1/2	2	140	3280' (1099')-3
D		2 1/4		1 3/4	2 1/4	165	

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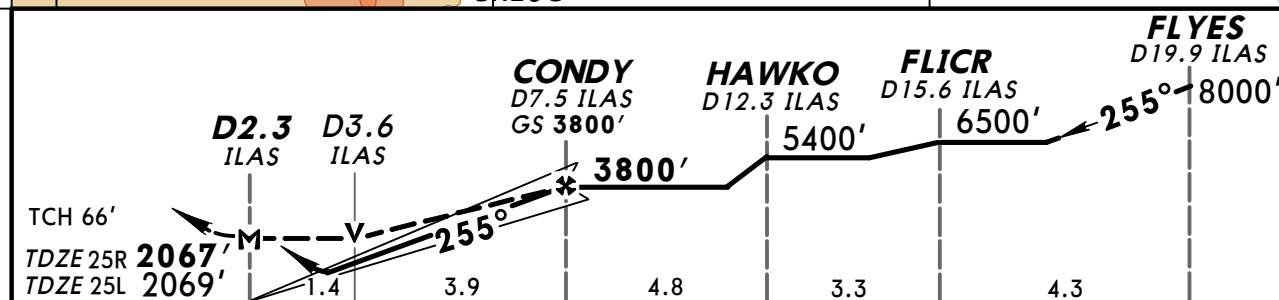
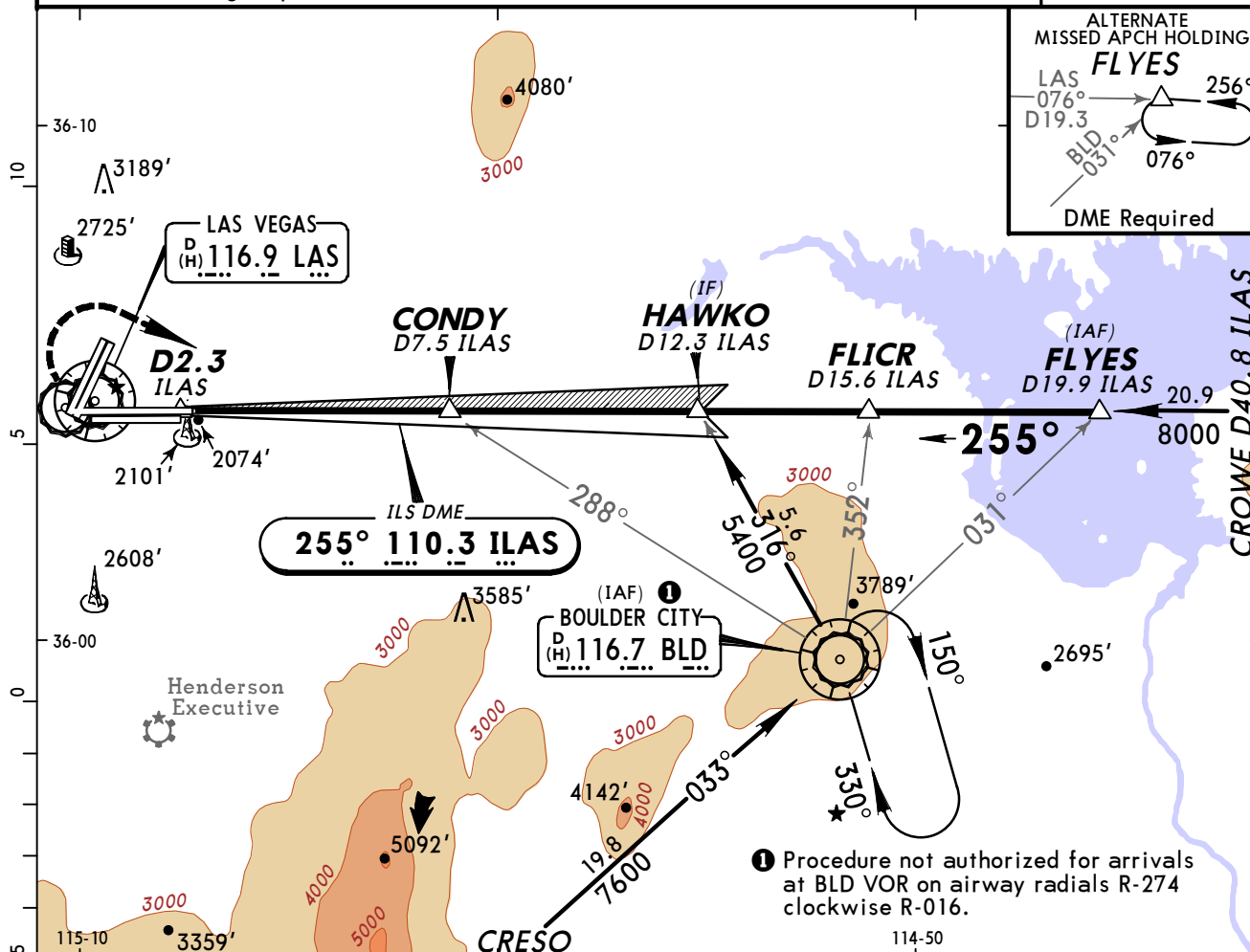
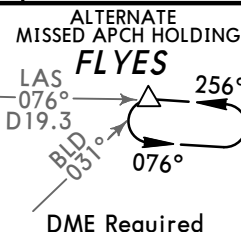
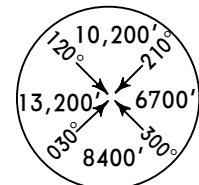
KLAS/LAS McCARRAN INTL

JEPPesen
1 AUG 14 (11-3)

LAS VEGAS, NEV
ILS or LOC Rwy 25R

D-ATIS Arrival	LAS VEGAS Approach (R) Rwys 25 L/R		LAS VEGAS Tower Rwys 7 L/R, 25 L/R Rwys 1 L/R, 19 L/R		Ground West of Rwy 1R/19L East of Rwy 1R/19L	
132.4	125.02	125.6	119.9	118.75	121.9	121.1
LOC ILAS 110.3	Final Apch Crs 255°	GS CONDY 3800' (1733')	ILS DA(H) 2340' (273')	Apt Elev 2181' TDZE 25R 2067'		
MISSED APCH: Climb to 3200' then climbing RIGHT turn to 6000' direct BLD VOR and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. VGSI and ILS glidepath not coincident.						

MSA LAS VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3200'	6000'	BLD
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT
MAP at D2.3 ILAS or CONDY to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57			116.7

STRAIGHT-IN LANDING RWY 25R					SIDESTEP LANDING RWY 25L		CIRCLE-TO-LAND	
ILS		LOC (GS out)			MDA(H) 2560' (491')		MDA(H)	
DA(H)	2340' (273')	MDA(H) 2560' (493')						
FULL	RAIL or ALS out	RAIL out	ALS out	ALS out			Max Kts	
A		1/2	3/4	1	1		90	3080' (899') - 1 1/4
B							120	
C	1/2	3/4	1 1/4	1 1/2	1 1/2		140	3280' (1099') - 3
D		1	1 1/2	2	2		165	

CHANGES: Approach frequency.

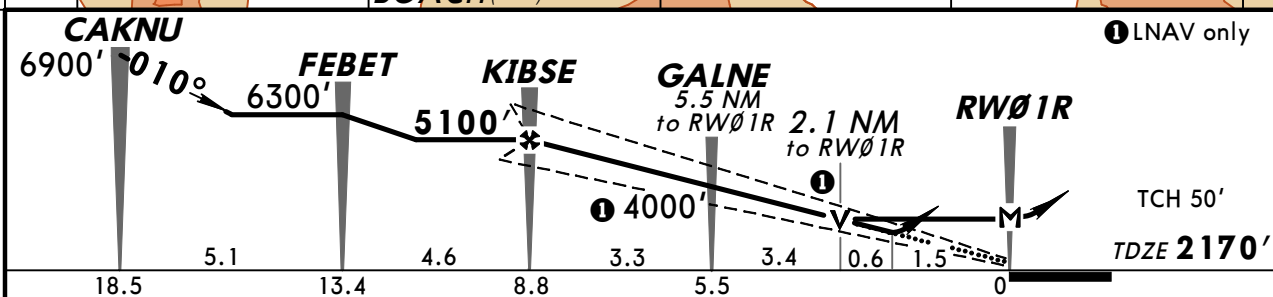
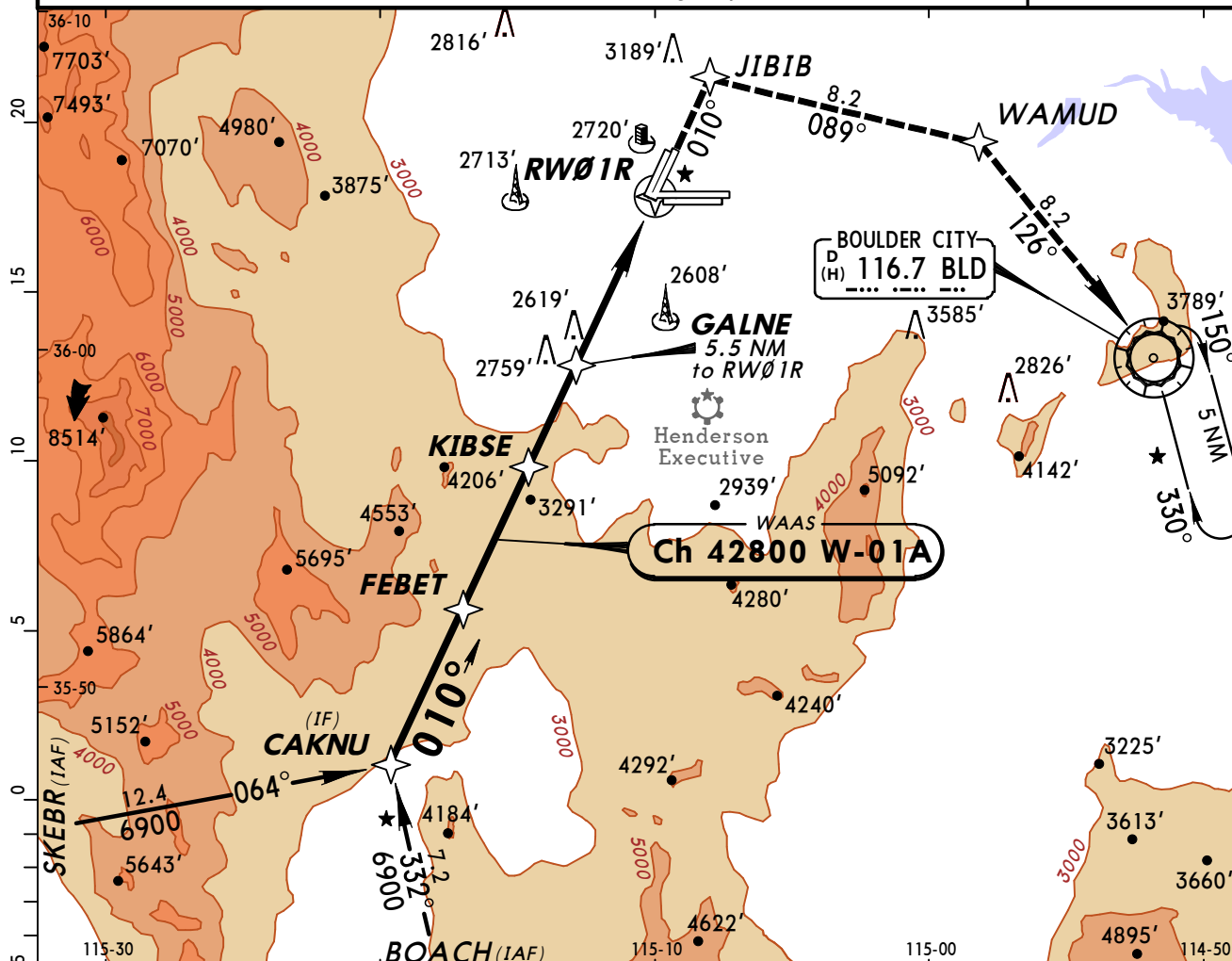
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TERPS AMEND 17A 12 JAN 2012

TD

BRIEFING STRIP

D-ATIS Arrival	LAS VEGAS Approach (R) Rwys 25L/R		LAS VEGAS Tower Rwys 1L/R, 19L/R Rwys 7L/R, 25L/R		Ground West of Rwy 1R/19L East of Rwy 1R/19L	
132.4	125.02	125.6	118.75	119.9	121.9	121.1
WAAS Ch 42800 W-01A	Final Apch Crs 010°	Minimum Alt KIBSE 5100' (2930')	LPV DA(H) 2693' (523')	Apt Elev 2181' TDZE 2170'		13,200' MSA RW01R
MISSED APCH: Climb to 6000' direct JIBIB and via 089° track to WAMUD and via 126° track to BLD VOR and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident.						

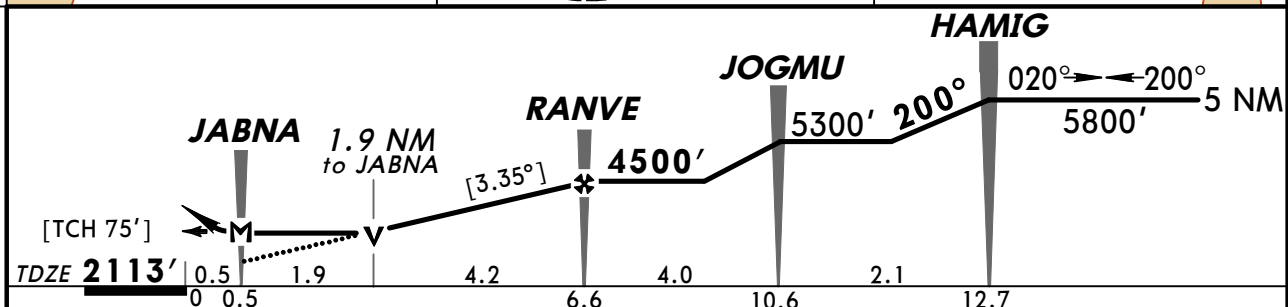
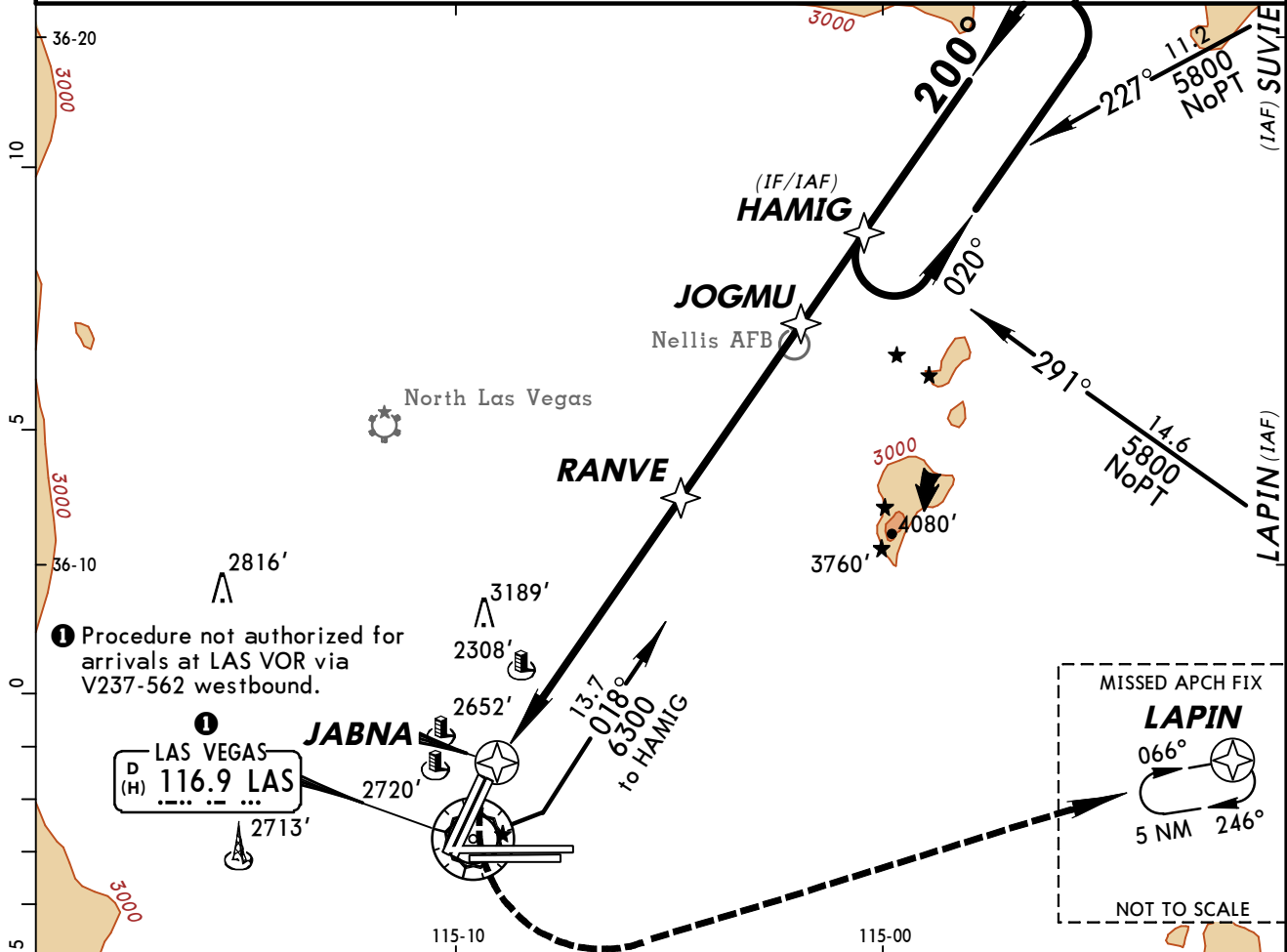


Gnd speed-Kts	70	90	100	120	140	160			REIL	6000'	→	JIBIB
Glide Path Angle	3.00°	372	478	531	637	743	849			PAPI-L	↑	
MAP at RW01R												

STRAIGHT-IN LANDING RWY 1R				CIRCLE-TO-LAND			
LPV DA(H) 2693' (523')		LNAV MDA(H) 2920' (750')		Max Kts	MDA(H)		
1¾		1¾		90	3080' (899')-1¼		
				120			
				140	3280' (1099')-3		
				165			

BRIEFING STRIP

D-ATIS Arrival	LAS VEGAS Approach (R) Rwys 25L/R		LAS VEGAS Tower Rwys 1L/R, 19L/R Rwys 7L/R, 25L/R		Ground West of Rwy 1R/19L East of Rwy 1R/19L	
132.4	125.02	125.6	118.75	119.9	121.9	121.1
RNAV	Final Apch Crs 200°	Minimum Alt RANVE 4500' (2387')	LNAV MDA(H) (CONDITIONAL) 2920' (807')	Apt Elev 2181' TDZE 2113'		13,200' MSA JABNA
MISSED APCH: Climbing LEFT turn to 6000' direct LAPIN and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. If local altimeter setting not received, use North Las Vegas altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident. 4. VDP not authorized when using North Las Vegas altimeter setting.						

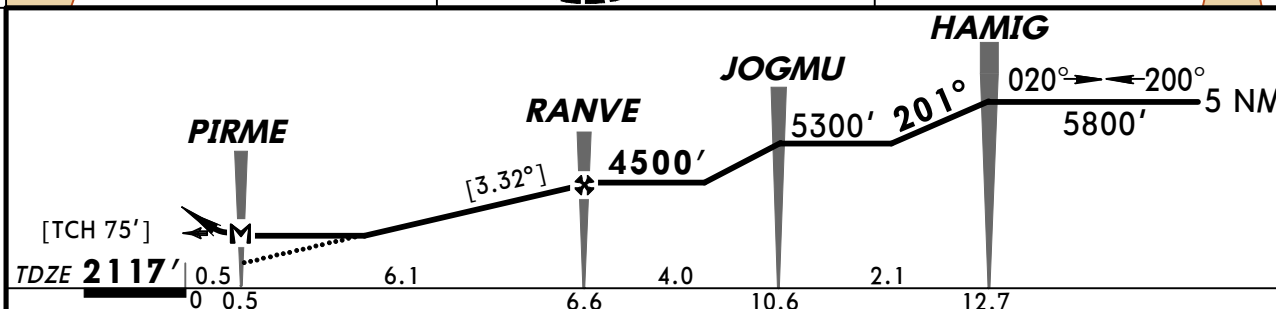
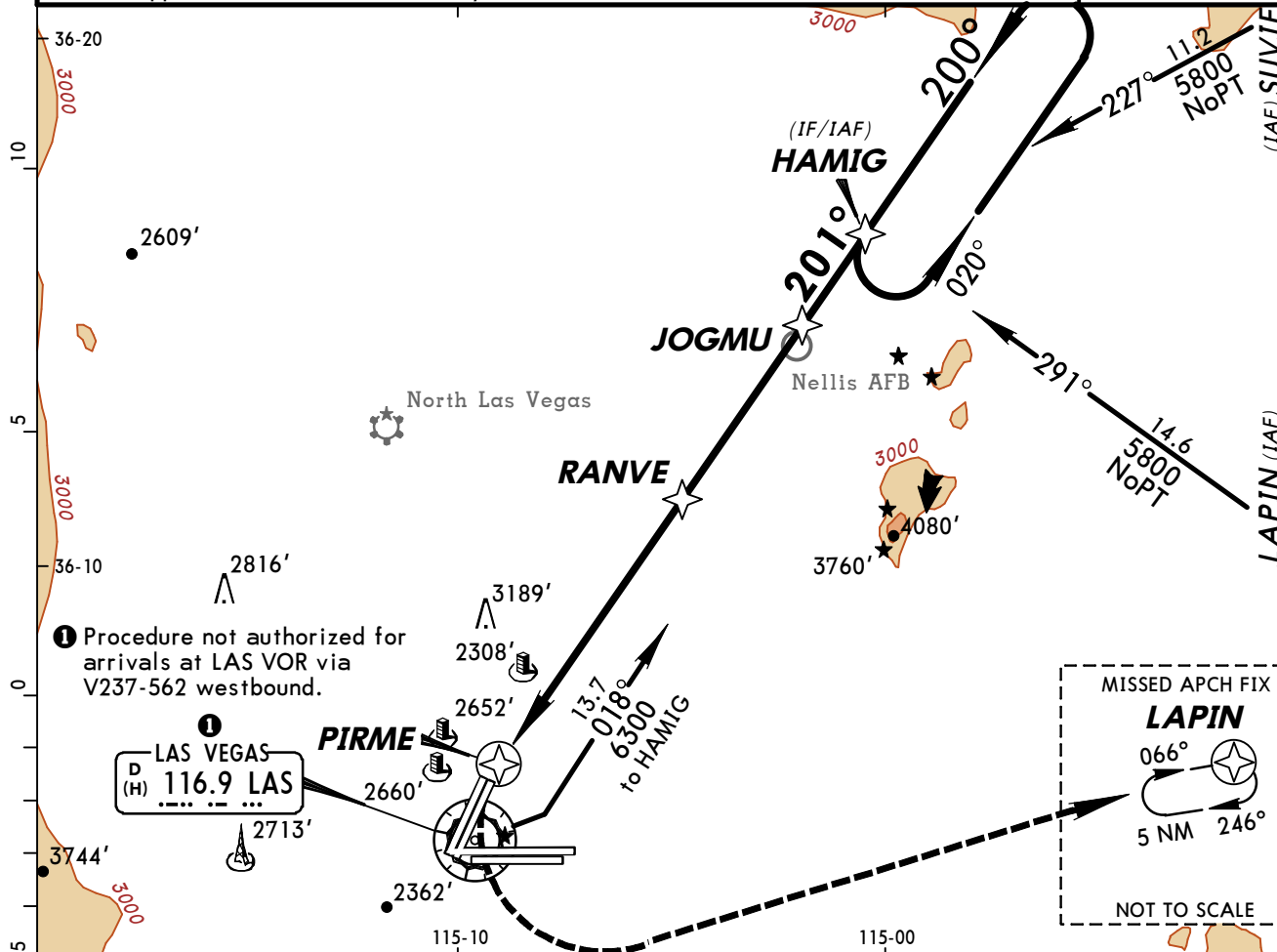


Gnd speed-Kts	70	90	100	120	140	160	REIL	6000'	→	LAPIN
Descent angle [3.35°]	415	534	593	711	830	948	PAPI-L	LT		
MAP at JABNA										

STRAIGHT-IN LANDING RWY19L				CIRCLE-TO-LAND			
With Local Altimeter Setting		With North Las Vegas Altimeter Setting		With Local Altimeter Setting		With North Las Vegas Altimeter Setting	
MDA(H) 2920' (807')		MDA(H) 2960' (847')		MDA(H)		MDA(H)	
A	1	1	90	3080' (899')-1¼	3120' (939')-1¼		
B	1¼	1¼	120				
C	2¼	2¼	140	3280' (1099')-3	3320' (1139')-3		
D	2½	2½	165				

TERPS AMEND 1A 12 JAN 2012

D-ATIS Arrival 132.4	LAS VEGAS Approach (R) Rwys 25L/R 125.02	LAS VEGAS Tower Rwys 1L/R, 19L/R 125.6	LAS VEGAS Tower Rwys 7L/R, 25L/R 118.75	Ground West of Rwy 1R/19L 119.9	East of Rwy 1R/19L 121.9
RNAV	Final Apch Crs 201°	Minimum Alt RANVE 4500' (2383')	RNAV MDA(H) (CONDITIONAL) 2980' (863')	Apt Elev 2181' TDZE 2117'	13,200'
MISSED APCH: Climbing LEFT turn to 6000' direct LAPIN and hold.					MSA PIRME
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. If local altimeter setting not received, use North Las Vegas altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident. 4. Visibility reduction by helicopters not authorized. 5. Final approach course crosses runway centerline 3000' from threshold.					

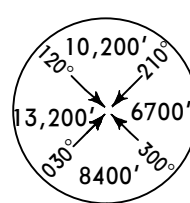


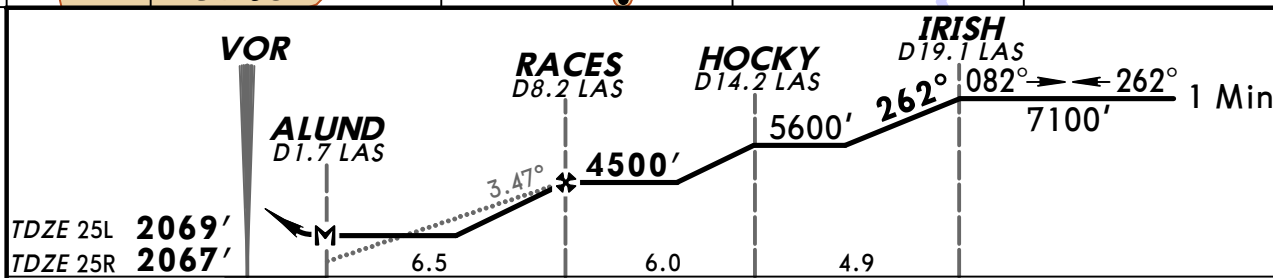
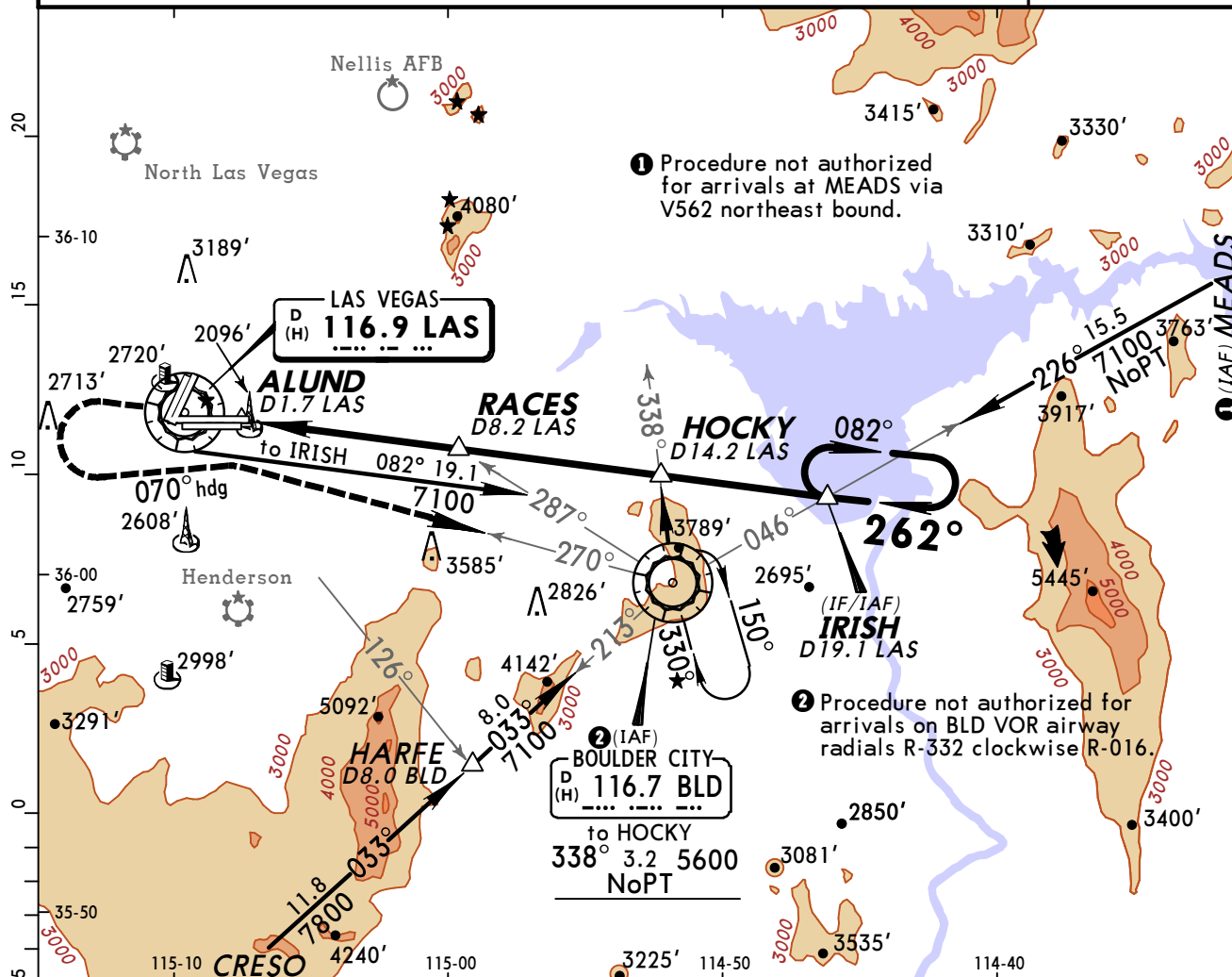
Gnd speed-Kts	70	90	100	120	140	160	REIL	6000'	D	LAPIN
Descent Angle [3.32°]	411	529	587	705	822	940	PAPI-L	LT		
MAP at PIRME										

STRAIGHT-IN LANDING RWY19R				CIRCLE-TO-LAND			
With Local Altimeter Setting		With North Las Vegas Altimeter Setting		With Local Altimeter Setting		With North Las Vegas Altimeter Setting	
MDA(H) 2980' (863')		MDA(H) 3020' (903')		MDA(H)		MDA(H)	
A	1	1	90	3080' (899')-1 1/4	3120' (939')-1 1/4		
B	1 1/4	1 1/4	120				
C	2 1/2	2 1/2	140	3280' (1099')-3	3320' (1139')-3		
D	2 3/4	2 3/4	165				

BRIEFING STRIP

TM

D-ATIS Arrival	LAS VEGAS Approach (R) Rwys 25L/R		LAS VEGAS Tower Rwys 7L/R, 25L/R		LAS VEGAS Tower Rwys 1L/R, 19L/R		Ground East of Rwy 1R/19L		Ground West of Rwy 1R/19L	
132.4	125.02	125.6	119.9	118.75	121.1	121.9				
VOR LAS 116.9	Final Apch Crs 262°		Minimum Alt RACES 4500' (2431')		MDA(H) Refer to Minimums		Apt Elev 2181' TDZE 25L 2069' TDZE 25R 2067'			
MISSED APCH: Climb to 4000' then climbing LEFT turn to 6000' via heading 070° and inbound via BLD VOR R-270 to BLD VOR and hold.										
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'			
MSA LAS VOR										



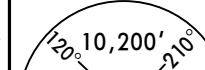
Gnd speed-Kts	70	90	100	120	140	160	Rwy 25L MALSF	Rwy 25R MALSR	4000'	6000'	hdg
Descent Angle 3.47°	430	553	614	737	860	983	PAPI	PAPI	↑	then	LT
MAP at ALUND or RACES to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26				070°

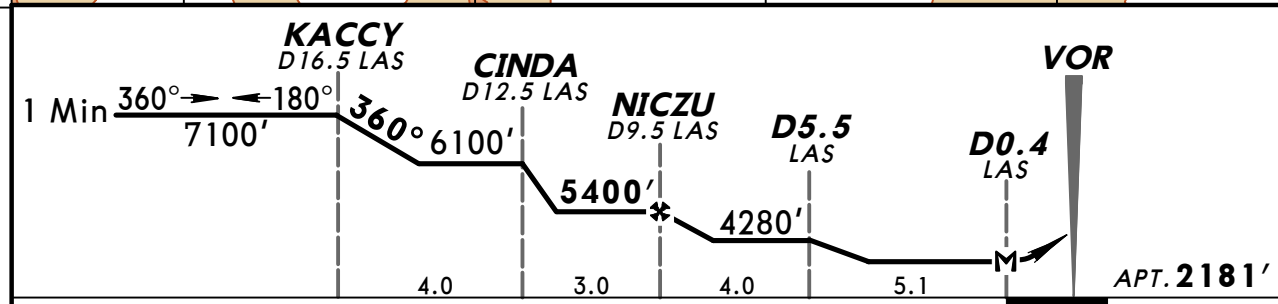
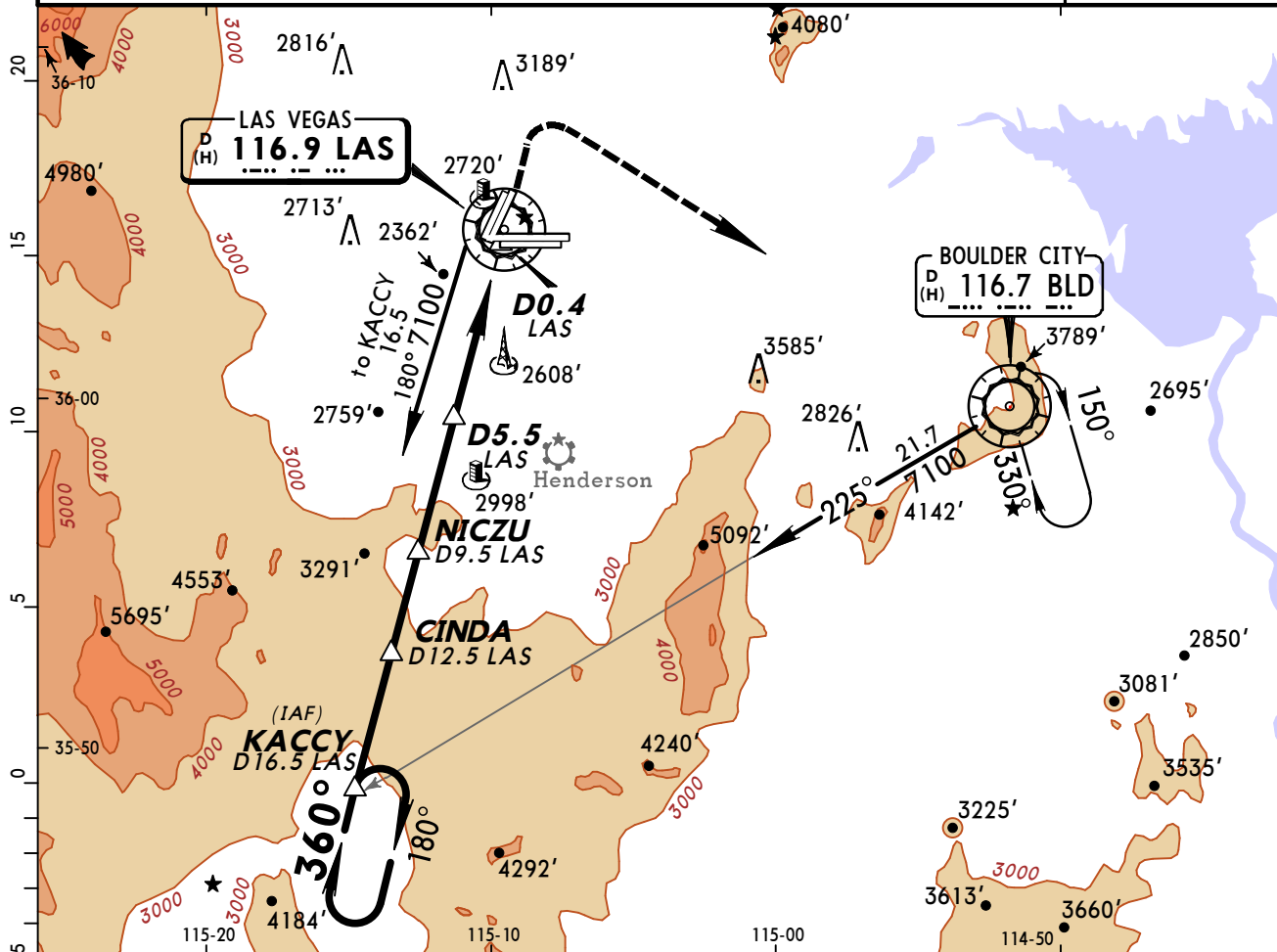
STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
RWY 25L MDA(H) 2720' (651')		RWY 25R MDA(H) 2720' (653')		Max Kts	MDA(H)
ALS out		RAIL out	ALS out	90	3080' (899') - 1¼
A	¾	1	1	120	
B				140	3280' (1099') - 3
C	1¾	1¾	1¾	165	
D	2	2	2		

KLAS/LAS McCARRAN INTL

1 AUG 14 (13-2)

LAS VEGAS, NEV
VOR DME-A

D-ATIS Arrival	LAS VEGAS Approach (R) Rwys 25L/R		LAS VEGAS Tower Rwys 1L/R, 19L/R Rwys 7L/R, 25L/R		Ground East of Rwy 1R/19L West of Rwy 1R/19L	
132.4	125.02	125.6	118.75	119.9	121.1	121.9
VOR LAS 116.9	Final Apch Crs 360°	Minimum Alt NICZU 5400' (3219')	MDA(H) Refer to Minimums	Apt Elev 2181'		
MISSED APCH: Climb to 5000' then climbing RIGHT turn to 6000' direct BLD VOR and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
MSA LAS VOR						



MAP at D0.4 LAS				Lighting - Refer to Airport Chart	5000' then 6000'	RT	BLD 116.7
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			CIRCLE-TO-LAND	
			Max Kts.	MDA(H)
			A 90	3080' (899') - 1 1/4
			B 120	
			C 140	3280' (1099') - 3
			D 165	

TERPS AMEND 0D 12 JAN 2012

CHANGES: Approach frequency.

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LAS VEGAS, NV (MC CARRAN INTL - KLAS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KLAS