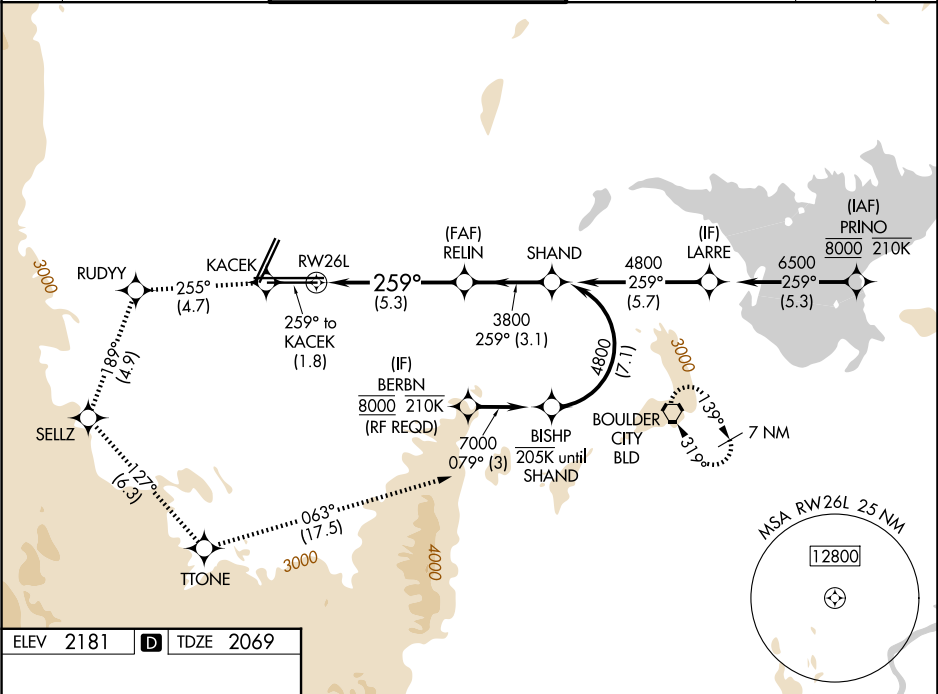


APP CRS	Rwy Ldg	10526
259°	TDZE	2069
	Apt Elev	2181

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	CPDLC
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	



ELEV 2181

D

TDZE 2069

MIRL Rwy 1R-19L

REIL Rwy 1R, 8R, 19L and 19R

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

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.									
Diagram details: A planview diagram showing a runway (RW26L) and a glidepath. The glidepath is a solid line starting from the runway and extending to the right, with a 259° heading. A dashed line represents the VGSI glidepath, which is not coincident with the RNAV glidepath. The diagram includes the following labels: 7000, 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, RELIN, 3800, 259°, 4800, GP 3.00°, TCH 60, 5.3 NM, 3.1 NM, CATEGORY, A, B, C, D, RNP 0.30 DA*, 2450-7/8 381 (300-7/8), RNP 0.30 DA, 2502-1 433 (400-1), and AUTHORIZATION REQUIRED.									
CATEGORY	A		B		C		D		
RNP 0.30 DA*	2450-7/8 381 (300-7/8)								
RNP 0.30 DA	2502-1 433 (400-1)								
AUTHORIZATION REQUIRED									