

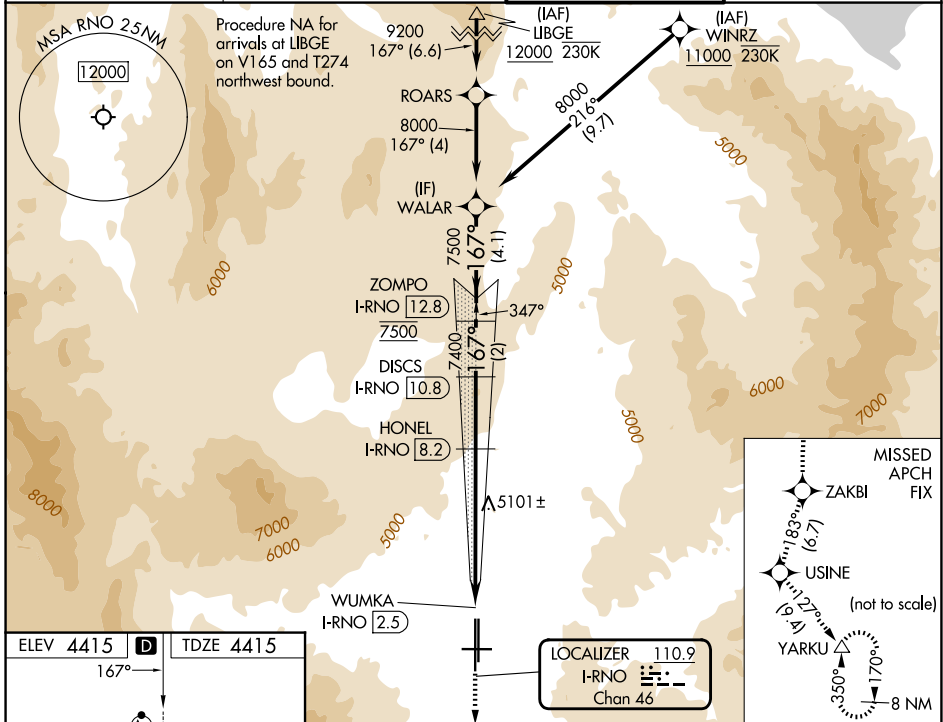
LOC/DME I-RNO <b>110.9</b> Chan <b>46</b>	APP CRS <b>167°</b>	Rwy Ldg <b>10001</b> TDZE <b>4415</b> Apt Elev <b>4415</b>
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# ILS X or LOC X RWY 17R

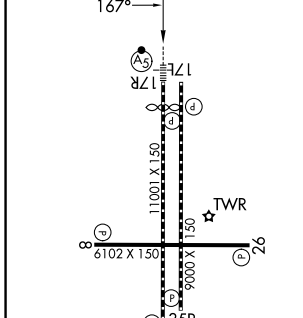
RENO/TAHOE INTL (RNO)

DME required. RNP APCH - GPS.	MALS R	MISSED APPROACH: Climb to 13000 on the RNAV missed approach route to YARKU and hold, continue climb-in-hold to 13000. *Missed approach requires minimum climb of 390 feet per NM to 8000.
<p>⚠ Circling Rwy 8 NA at night.</p> <p>⚠ *RVR 1800 authorized with use of FD or AP or HUD to DA.</p> <p>⚠ -13°C # For inop ALS, increase S-ILS 17R all Cats visibility to 2 SM.</p>		

D-ATIS <b>135.8 363.0</b>	NORCAL APP CON <b>119.2 279.55 126.3 353.9</b>	RENO TOWER <b>118.7 257.8</b>	GND CON <b>121.9 348.6</b>
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ELEV <b>4415</b>	<b>D</b>	TDZE <b>4415</b>
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13000	ZAKBI	USINE	YARKU	VGSi and ILS glidepath not coincident (VGSi Angle 3.06/TCH 77).		WALAR
↑	tr 183°	tr 127°	△	DISCS I-RNO 10.8	ZOMPO I-RNO 12.8	
	WUMKA I-RNO 2.5	HONEL I-RNO 8.2		7400	7500	8000
				6540	7400	
						GS 3.10° TCH 59

CATEGORY	A	B	C	D
S-ILS 17R*		4615/24	200 (200-1/2)	
S-ILS 17R#		5138-1 5/8	723 (800-1 5/8)	
S-LOC 17R	5420/40 1005 (1100-3/4)	5420/55 1005 (1100-1)	5420-2 1/2	1005 (1100-2 1/2)
CIRCLING	5420-1 1/4 1005 (1100-1 1/4)	5420-1 1/2 1005 (1100-1 1/2)	6480-3	2065 (2100-3)

MIRL Rwy 8-26  
REIL Rws 8, 17L, 26, and 35R  
HIRL Rws 17R-35L and 17L-35R