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—

a. 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 at initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. 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.

c. 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.
CHANGES: Procedure revised, renumbered. 

**KEPEC TWO RNAV ARRIVAL (KEPEC.KEPECZ)**

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

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **DAGGETT and TWENTYNINE PALMS transitions:** For non-GPS equipped aircraft BTY, BLD, LAS and LSV DME's must be operational.

**Arrival 132.4**

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

- **KEPEC TWO RNAV ARRIVAL (KEPEC.KEPEC2)**

**KEPEC TWO RNAV ARRIVAL (KEPEC.KEPEC2)**

- **Arrival 132.4**
- **Alt Set:** INCHES
- **Trans level:** FL180
- **Trans alt:** 18000'

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **DAGGETT and TWENTYNINE PALMS transitions:** For non-GPS equipped aircraft BTY, BLD, LAS and LSV DME's must be operational.

**Arrival 132.4**

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

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **DAGGETT and TWENTYNINE PALMS transitions:** For non-GPS equipped aircraft BTY, BLD, LAS and LSV DME's must be operational.

**Arrival 132.4**

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

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **DAGGETT and TWENTYNINE PALMS transitions:** For non-GPS equipped aircraft BTY, BLD, LAS and LSV DME's must be operational.

**Arrival 132.4**

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

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **DAGGETT and TWENTYNINE PALMS transitions:** For non-GPS equipped aircraft BTY, BLD, LAS and LSV DME's must be operational.

**Arrival 132.4**

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

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **DAGGETT and TWENTYNINE PALMS transitions:** For non-GPS equipped aircraft BTY, BLD, LAS and LSV DME's must be operational.

**Arrival 132.4**

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

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **DAGGETT and TWENTYNINE PALMS transitions:** For non-GPS equipped aircraft BTY, BLD, LAS and LSV DME's must be operational.

**Arrival 132.4**

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

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **DAGGETT and TWENTYNINE PALMS transitions:** For non-GPS equipped aircraft BTY, BLD, LAS and LSV DME's must be operational.

**Arrival 132.4**

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

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **DAGGETT and TWENTYNINE PALMS transitions:** For non-GPS equipped aircraft BTY, BLD, LAS and LSV DME's must be operational.

**Arrival 132.4**

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

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **DAGGETT and TWENTYNINE PALMS transitions:** For non-GPS equipped aircraft BTY, BLD, LAS and LSV DME's must be operational.

**Arrival 132.4**

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

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **DAGGETT and TWENTYNINE PALMS transitions:** For non-GPS equipped aircraft BTY, BLD, LAS and LSV DME's must be operational.
**SUNST TWO RNAV ARRIVAL (SUNST2)**

- **KLAS/LAS**: Arrival
- ** McCarthy INTL**: Departure

**Apt Elev**: 2181' 2181' 2181' 2181' 2181'

**Arrival**: 132.4

1. **D-ATIS**: Arrival

**1. RADAR required. 2. DME/DME/IRU or GPS required.**

**3. RNAV 1.**

**5. LRAIN transition: For non-GPS equipped aircraft DME's must be operational.**

**At PRINO**: Execute the ILS Rwy 25L approach, if unable proceed direct to LAS, then direct BLD, hold and

At PRINO execute the Rwy 25L ILS approach, if unable proceed...
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 1L: 1100-3 with minimum climb gradient of 480' per NM to 7000'.
Rwy 1R: 1100-3 with minimum climb gradient of 500' per NM to 7000'.
Rwys 7L/R: Standard (or lower than standard, if authorized) with minimum climb gradient of 400' per NM to 8000'.
Rwys 19L/R, 25L: Standard (or lower than standard, if authorized) with minimum obstacle climb gradient of 220' per NM to 2400' and ATC climb gradient of 400' per NM to 13000'.

GW speed-KT: 75 100 150 200 250 300
220' per NM 275 367 550 733 917 1100
400' per NM 500 667 1000 1333 1667 2000
490' per NM 613 817 1225 1633 2042 2450
500' per NM 625 833 1250 1667 2083 2500

OBSSTACLES
Rwy 1L: Multiple poles and trees 450' from DER, 283' LEFT of centerline, up to 174' AGL/2132' MSL. Obstacle lighting on windsock 248' from DER, 224' RIGHT of centerline, 15' AGL/2051' MSL.
Rwy 7L: Multiple sign and building 1331' from DER, 448' RIGHT of centerline, up to 100' AGL/2120' MSL.
Rwy 1R: Multiple poles and trees 450' from DER, 283' LEFT of centerline, up to 174' AGL/2132' MSL. Obstacle lighting on windsock 248' from DER, 224' RIGHT of centerline, 15' AGL/2051' MSL.
Rwy 19L: Multiple poles, sign and building 1331' from DER, 448' RIGHT of centerline, up to 100' AGL/2120' MSL.
Rwy 25L: Multiple poles, sign and building 1331' from DER, 448' RIGHT of centerline, up to 100' AGL/2120' MSL.
COWBY TWO RNAV DEPARTURE (COWBY2.COWBY)

This SID requires take-off minimums (for standard minimums, refer to airport chart):

- Rwys 11/1R: Standard (or lower than standard, if authorized) with minimum climb gradient of 258' per NM to 7000'.
- Rwys 7L/7R: Standard (or lower than standard, if authorized).
- Rwys 19L/19R: Standard (or lower than standard, if authorized) with minimum obstacle climb gradient of 363' per NM to 11000'.
- Rwy 25L: Standard (or lower than standard, if authorized) with minimum obstacle climb gradient of 332' per NM to 11000'.
- Rwy 25R: Standard (or lower than standard, if authorized) with minimum obstacle climb gradient of 220' per NM to 2400' and ATC climb gradient of 332' per NM to 11000'.

Ground speed-KT: 75 100 150 200 250 300
220' per NM: 275 347 550 733 917 1100
258' per NM: 323 430 645 860 1075 1290
332' per NM: 415 553 830 1107 1383 1660
363' per NM: 454 605 908 1210 1513 1815

CHANGES: None.

NOT TO SCALE

MAINTAIN FL190
This SID requires take-off minimums (for standard minimums, refer to airport chart): RWYS 1L/R: 1100-3 with minimum climb of 529' per NM to 7000'. RWYS 13L/R: 7000'. RWYS 19L/R: Standard (or lower than standard, if authorized) with a minimum climb of 324' per NM to 7100'. RWYS 25L/R: Standard (or lower than standard, if authorized) with a minimum obstacle climb of 324' per NM to 7100', ATC climb of 360' per NM to 7900'.

**INITIAL CLIMB**

<table>
<thead>
<tr>
<th>RWY</th>
<th>Climb via heading 010° to 2500', then climbing LEFT turn heading 315° to 4500', then climbing LEFT turn heading 180°.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1L/R</td>
<td></td>
</tr>
<tr>
<td>7L/R</td>
<td></td>
</tr>
<tr>
<td>13L/R</td>
<td>Climb via heading 180° until LAS 3 DME, then RIGHT turn heading 250°.</td>
</tr>
<tr>
<td>25L/R</td>
<td>Climb via heading 255° until LAS 3 DME, then LEFT turn heading 190°.</td>
</tr>
</tbody>
</table>

**ROUTING**

<table>
<thead>
<tr>
<th>ALTITUDE</th>
<th>MAINTAIN 7000'</th>
</tr>
</thead>
</table>

**CHANGES:** Communications.
This SID requires take-off minimums (for standard minimums, refer to airport chart):

- Rwys 1L/R: Standard (or lower than standard), if authorized, with minimum climb gradient of 335' per NM to 1500'.
- Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb gradient of 307' per NM to 1650'.
- Rwys 25L/R: Standard (or lower than standard, if authorized) with minimum obstacle climb gradient of 220' per NM to 275' and ATC climb gradient of 307' per NM to 1650'.

\[
\begin{align*}
\text{Gnd speed-KT} & : 75 & 100 & 150 & 200 & 250 & 300 \\
220' \text{ per NM} & : 275 & 367 & 550 & 733 & 917 & 1100 \\
307' \text{ per NM} & : 384 & 512 & 768 & 1023 & 1279 & 1535 \\
335' \text{ per NM} & : 419 & 528 & 835 & 1171 & 1390 & 1675 \\
\end{align*}
\]

**INITIAL CLIMB**

- **19L**: Climb via 190° course to FIXIX, then via 227° track to ROPPR, then via 148° track to CEASR.
- **25L**: Climb via 255° course to PIRMD, then via 186° track to ROPPR, then via 148° track to CEASR.
- **25R**: Climb via 255° course to RBELL, then via 186° track to ROPPR, then via 146° track to CEASR.

**ROUTING**

Continue via 091° track to HITME, then via 070° track to WINDS, then via 108° track to KADY, then via 108° track to PRFUM, then via transition. **MAINTAIN FL190**

**ALTITUDE**

**OBSTACLES**

- Rwys 19L: Multiple poles, sign and building 1394' from DER, 320° RIGHT of centerline, up to 81' AGL/2256' MSL.
- Rwys 19R: Multiple poles and buildings 533' from DER, 1° LEFT of centerline, up to 150' AGL/2469' MSL.
- Rwys 25L: Multiple poles, sign and building 197' from DER, 125° RIGHT of centerline, up to 51' AGL/2256' MSL.
- Rwys 25R: Multiple poles and building 1396' from DER, 356° LEFT of centerline, up to 47' AGL/2262' MSL.

**NOTES**

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. LAS and BLD must be operational.
4. RADAR required.

**CHANGES**

Communications.

**Disc 18-2009**

**Communications**
### KLAS/LAS
#### McCARRAN INTL

**LAS VEGAS Departure (R)**

- **Apt Elev:** 133.95
- **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 DME's must be operational.**

---

**STAAV FOUR RNAV DEPARTURE (STAAV4.STAAV)**

**SPEED:**

**DO NOT EXCEED 220 KT UNTIL BATIS**

---

**OBSERVATIONS**

- **Rwy 25L:** Pole 2681' from DER, 813' LEFT of centerline, 36' AGL/2236' MSL. Signal 3672' from DER, 1303' LEFT of centerline, 25' AGL/2231' MSL.
- **Rwy 25R:** 300-2 or standard (or lower than standard, if authorized) with minimum climb of 330' per NM to 13000'.

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**NOT TO SCALE**

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**CHANGES:** Procedure revised, renumbered.

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**NOT TO SCALE**

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**CHANGES:** Procedure revised, renumbered.
TRALR TWO RNAV DEPARTURE
(TRALR2.TRALR)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
- RWY 1L/R: Standard (or lower than standard, if authorized) with minimum climb gradient of 258' per NM to 7000'.
- RWY 7L/R: Standard (or lower than standard, if authorized) with minimum climb gradient of 332' per NM to 13200'.
- RWY 25L: Standard (or lower than standard, if authorized) with minimum obstacle climb gradient of 220' per NM to 2400' and ATC climb gradient of 332' per NM to 13200'.

Gnd speed KT: 75 105 150 200 250 300
220' per NM: 275 367 550 733 917 1100
258' per NM: 323 430 645 860 1075 1290
332' per NM: 415 555 830 1107 1383 1660
363' per NM: 454 605 908 1210 1513 1815

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. BLD and LAS must be operational.
4. RADAR required.

Rwys 7L/R: Standard (or lower than standard, if authorized).
Rwys 19L/R: Standard (or lower than standard, if authorized) and ATC climb gradient of 332' per NM to

Then via transition. EXPECT filed altitude 10 minutes after departure.

MAINTAIN FL190

Changes: None.
**TAKEOFF OBSTACLE NOTES**

- **RWY 1L/R:**
  - 3189’ MSL MONUMENT, 2.7 NM NORTH OF DER, 2660’ MSL BUILDING, 1.0 NM NORTH-WEST OF DER.
- **RWY 1L:**
  - MULTIPLE BUILDINGS 3954’ FROM DER, 1.0 NM LEFT OF CENTERLINE, UP TO 283’ AGL/2409’ MSL. POLE 450’ FROM DER, 263’ LEFT OF CENTERLINE, 38’ AGL/2118’ MSL, OBSTACLE LIGHT ON WIND SOCK 248’ FROM DER, 224’ RIGHT OF CENTERLINE, 50’ AGL/2104’ MSL, TREE 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, BLDG 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, 553’ RIGHT OF CENTERLINE, 36’ AGL/2236’ MSL, SIGN 2181’ FROM DER, 1062’ RIGHT OF CENTERLINE, 50’ AGL/2256’ MSL, ROD ON BLDG 2931’ 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, 126’ RIGHT OF CENTERLINE, 50’ AGL/2256’ MSL, POLE 1396’ FROM DER, 403’ LEFT OF CENTERLINE, 55’ AGL/2236’ MSL, ROD ON BLDG 197’ FROM DER, 441’ RIGHT OF CENTERLINE, 30’ AGL/2202’ MSL, ROD ON BLDG 2922’ FROM DER, 356’ LEFT 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, ANT ON BLDG 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/2391’ 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, BLDG 1822’ FROM DER, 652’ LEFT OF CENTERLINE, 46’ AGL/2238’ MSL, BLDG 2202’ FROM DER, 596’ LEFT OF CENTERLINE, 44’ AGL/2246’ MSL, ROD ON BLDG 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.
JeppView 3.6.3.1

KLAS/LAS

LAS VEGAS, NEV
McCarran INTL

4 SEP 09

JEPPESEN

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 well.

ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>INFORMATION</th>
<th>TAKE-OFF WIDTH</th>
<th>LANDING BEYOND Threshold Glide Slope</th>
</tr>
</thead>
<tbody>
<tr>
<td>1R</td>
<td>MIRL REIL PAPI-L (angle 3.0°) grooved</td>
<td>150’ 46m</td>
<td>8681’ 2646m</td>
</tr>
<tr>
<td>1L</td>
<td>HIRL REIL MALSF PAPI-L (angle 3.4°) grooved</td>
<td>150’ 46m</td>
<td>8397’ 2359m</td>
</tr>
</tbody>
</table>

Last 405’ 125m of Rwy 7L is unavailable for landing distance computations.

Last 358’ 109m of Rwy 25R is unavailable for landing distance computations.

A Gates, B Gates, C Gates, and Charter Int'l Gates:

All aircraft contact Ramp Control on 129.17 prior to pushback.

LOW LEVEL WIND SHEAR ALERT SYSTEM

Aircraft should confirm wind shear by using the transition point system.

BIRDS AND BATS IN VICINITY OF AIRPORT

Extensive glider ops weekends and holidays. Sunrise to sunset.

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BIRDS AND BATS IN VICINITY OF AIRPORT

Extensive glider ops weekends and holidays. Sunrise to sunset.
**LAS VEGAS, NEV**

**KLAS/LAS**
McCarran Intl

**VOR DME-A**

**JEPPESEN JeppView 3.6.3.1**

**Henderson**

3000 4000 5000

4000 3000 3000

4000 3000 3000

3000 6000

**VOR DME**

**Final Apch Crs 360°**

**Minimum Alt**

**NICZU 5400' (3219')**

**MDA(H) 116.9**

**Apt Elev 2181'**

**MSA LAS VOR**

**LAS**

116.9

**LAS VOR DME-A**

**LAS Approach (R)**

125.02 118.75 119.9

**LAS Tower**

121.1 121.9

**Climb to 5000' then climbing RIGHT turn to 6000'**

**MISSED ACP:**

Climb to 5000' then climbing RIGHT turn to 6000'

direct BLD VOR and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'**

**MISSED ACP:**

Climb to 5000' then climbing RIGHT turn to 6000'

direct BLD VOR and hold.

**Alt Set: INCHES**

Trans level: FL 180

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**LAS VOR DME-A**

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**LAS Approach (R)**

125.02 118.75 119.9

**LAS Tower**

121.1 121.9

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Climb to 5000' then climbing RIGHT turn to 6000'

direct BLD VOR and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'**

**MISSED ACP:**

Climb to 5000' then climbing RIGHT turn to 6000'

direct BLD VOR and hold.