

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KLAS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 26R	<u>ORIGINAL/AMENDMENT</u> 20	<u>CITY</u> LAS VEGAS	<u>STATE</u> NV		
<u>AIRPORT ELEVATION</u> 2181	<u>TDZE</u> 26R 2067 26L 2069	<u>SUPERSEDED</u> ILS OR LOC RWY 26R	<u>ORIGINAL/AMENDMENT</u> 19	<u>DATED</u> 08/17/2017	<u>MAG VAR</u> 11E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-LAS	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 25 FEBRUARY 2021	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
DICSA		BLD VORTAC					032.99	11.42	8000
CROWE INT/I-LAS 40.82 DME		FLYES/I-LAS 21.54 DME					258.96	19.28 (I-LAS)	8000
BLD VORTAC	IAF	FLICR INT/I-LAS 16.26 DME					359.65	4.98 (LAS LR-084)	6500
FLYES/I-LAS 21.54 DME	IAF	FLICR INT/I-LAS 16.26 DME					258.96	5.28 (I-LAS)	6500
FLICR INT/I-LAS 16.26 DME	IAF	HAWKO INT/I-LAS 12.29 DME					258.96	3.97 (I-LAS)	5200
BERBN	IF	LUISA		TF	FB	1.00	079.35	2.98	7000
LUISA		SETKE		TF	FB	1.00	079.42	1.58	6600
SETKE		ZEPAM		TF	FB	1.00	019.35	2.69	5900
ZEPAM		HAWKO INT/I-LAS 12.29 DME		TF	FB	1.00	319.65	2.67	5200
HAWKO INT/I-LAS 12.29 DME	IF	BJORG INT/I-LAS 10.67 DME					258.96	1.61 (I-LAS)	4700
BJORG INT/I-LAS 10.67 DME		CONDY INT/I-LAS 7.57 DME					258.96	3.10 (I-LAS)	3800

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.33 NM AFTER CONDY INT/I-LAS 7.57 DME OR AT I-LAS 2.25 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3200 THEN CLIMBING RIGHT TURN TO 6000 ON HEADING 080 AND BLD R-286 TO BLD VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 3200 THEN CLIMBING RIGHT TURN TO 7000 ON HEADING 083 AND LAS R-066 TO LAPIN INT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7000.



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ILS: STANDARD; LOC: CAT A, B 900-2, CAT C 1000-2 3/4, CAT D, E 1400-3

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA												
S-ILS 26R	2334	3/4	267	2334	3/4	267	2334	3/4	267	2334	3/4	267	2334	3/4	267
S-LOC 26R	2560	3/4	493	2560	3/4	493	2560	1 1/8	493	2560	1 1/8	493	2560	1 1/8	493
SIDESTEP 26L	2560	1	491	2560	1	491	2560	1 1/2	491	2560	2	491	2560	2	491
CIRCLING	3020	1 1/4	839	3060	1 1/4	879	3100	2 3/4	919	3540	3	1359	3540	3	1359

CHANGES - REASONS

1. REMOVED CRESO TO BLD VORTAC FEEDER - REMOVED THIS FEEDER TO ADD THE FEEDER FROM DICSA. THE DICSA FEEDER IS TO DESCEND AIRCRAFT FROM V21-283-587 MEA OF 10000 TO 8000. THIS WILL KEEP THE DESCENT GRADIENT FOR THE INITIAL TO REMAIN IN TOLERANCE.
2. REMOVED LEG FROM BLD VORTAC TO HAWKO - REPLACED WITH AN INITIAL LEG FROM BLD VORTAC TO FLICR. THIS INITIAL TO FLICR IS FOR CONVENTIONAL AIRCRAFT ONLY. THE TURN ONTO FLICR EXCEEDS 90 DEGREES SO THIS INITIAL CANNOT BE USED BY AIRCRAFT USING RNAV.
3. ADDED FEEDER FROM DICSA TO BLD VORTAC COURSE/DISTANCE 032.99/11.42 - THIS FEEDER IS TO DESCEND AIRCRAFT FROM V21-283-587 MEA OF 10000 TO 8000. THIS WILL KEEP THE DESCENT GRADIENT FOR THE INITIAL TO REMAIN IN TOLERANCE.
4. ADDED INITIAL SEGMENT FROM BLD VORTAC TO FLICR COURSE/DISTANCE 359.65/4.98 - THIS INITIAL TO FLICR IS FOR CONVENTIONAL AIRCRAFT ONLY. THE TURN ONTO FLICR EXCEEDS 90 DEGREES SO THIS INITIAL CANNOT BE USED BY AIRCRAFT USING RNAV.
5. ADDED NEW INTERMEDIATE STEPDOWN LEG, HAWKO TO BJORG - BJORG IS TO MIRROR BOTH THE ILS OR LOC AS WELL AS THE RNP PROCEDURE BEING DEVELOPED. FOR THIS CONVENTIONAL PROCEDURE, BJORG WILL NOT BE AN INTERSECTION FIX.
6. ADDED NEW INTERMEDIATE LEG FROM BERBN TO HAWKO WITH MULTIPLE STEPDOWN FIXES IN BETWEEN (LUISA, SETKE, ZEPAM) - THIS TF-TF INTERMEDIATE IS TO CLOSELY FOLLOW THE RF TURN FOR THE RNP 26L. THE TF-TF TURN SEGMENT COULD NOT BE DONE AS AN INITIAL SO THIS PROCEDURE WILL HAVE TWO INTERMEDIATE SEGMENTS. SEE ATTACHED WAIVER FOR THE TWO INTERMEDIATES.
7. ADDED CHART NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS - TO PROVIDE AN EQUIVALENT LEVEL OF SAFETY PER THE ATTACHED WAIVER.
8. ADDED PLANVIEW NOTE AT BERBN: CAT E AIRCRAFT NOT AUTHORIZED - TO PROVIDE AN EQUIVALENT LEVEL OF SAFETY PER THE ATTACHED WAIVER.
9. CHANGED CHART NOTE FROM FOR INOPERATIVE ALS, INCREASE S-ILS 26R ALL CATS VISIBILITY TO 1 SM, AND S-LOC 26R CAT D AND E VISIBILITY TO 1 3/8 SM TO FOR INOPERATIVE ALS, INCREASE S-ILS-26R ALL CATS VISIBILITY TO 7/8 SM, S-LOC-26R CAT E VISIBILITY TO 1 3/8 SM - CHANGED TO MEET CURRENT CRITERIA IAW FAA ORDER 8260.19H PARA 8-6-11.
10. ADDED SPEED ICON AT BERBN: MAX 210 KIAS - FAAO 8260.19H PARAGRAPH 4-6-10 G.
11. CHANGED ALTERNATE MINIMUMS FROM ILS CAT A, B 900-2, CAT C 1000-2 3/4, CAT D, E 1400-3, LOC CAT A, B 900-2, CAT C 1000-2 3/4, CAT D, E 1400-3 TO ILS: STANDARD LOC CAT A, B 900-2, CAT C 1000-2 3/4, CAT D, E 1400-3 - CHANGED TO MEET CURRENT CRITERIA IAW FAA ORDER 8260.19H PARA 8-6-11.
12. CHANGED FAS OBST FROM TREE 2074 TO POLE 2098 - UPDATED OBSTACLE DATA
13. CHANGED S-ILS 26R CAT A-E DA/HAT FROM 2359/292 TO 2334/267 - NEW FAS OBST
14. TERMINAL ROUTES: CHANGED FROM FLYES INT/I-LAS 19.90 DME TO FLYES/I-LAS 21.54 DME - FIX MOVED PER ATC REQUEST
15. TERMINAL ROUTES: CHANGED FROM FLICR INT/I-LAS 15.59 DME TO FLICR/I-LAS 16.26 DME - FIX MOVED PER ATC REQUEST
16. TERMINAL ROUTES: CHANGED FROM HAWKO INT/I-LAS 12.68 DME TO HAWKO/I-LAS 12.29 DME - FIX MOVED PER ATC REQUEST
17. TERMINAL ROUTES: CHANGED DISTANCE FROM CROWE TO FLYES FROM 20.92 TO 19.29 - FIX MOVED PER ATC REQUEST
18. TERMINAL ROUTES: CHANGED DISTANCE FROM FLYES TO FLICR FROM 4.31 TO 5.28 - FIX MOVED PER ATC REQUEST
19. TERMINAL ROUTES: CHANGED DISTANCE FROM FLICR TO HAWKO FROM 2.91 TO 3.97 AND ALTITUDE FROM 5400 TO 5200 - FIX MOVED PER ATC REQUEST



03/09/20: THIS IS A UPDATED COPY OF THE FORM DEVELOPED ON 12/19/19

1. CHANGED CROSSING ALTITUDE AT BJORG FROM 4800 TO 4700 - CHANGED TO CORRECT DESCENT GRADIENT ERROR AS WELL AS MATCH THE RNP FOR KLAS RWY 26R.
2. CHANGED ALTERNATE MISSED APPROACH INITIAL CLIMB FROM "CLIMB TO 3100, THEN CLIMBING RIGHT TURN" TO CLIMB TO 3200, THEN CLIMBING RIGHT TURN" - CHANGED TO AVOID CG OF 202 FT/NM.
3. REMOVED DME REQUIRED FROM EQUIPMENT REQUIREMENTS - ILS OR LOC RWY 26R IS A MON APPROACH AND THEREFORE CANNOT HAVE AN EQUIPMENT REQUIREMENT OF "DME REQUIRED"
4. ADDED INT TO FIXES BJORG, FLICR, FLYES AND HAWKO IN TERMINAL ROUTES - ILS OR LOC RWY 26R IS A MON APPROACH AND THEREFORE CANNOT HAVE AN EQUIPMENT REQUIREMENT OF

"DME REQUIRED"

5. ADDED INT TO FIXES FLICR, FLYES AND HAWKO AND ON LINE 4 MIN ALT - ILS OR LOC RWY 26R IS A MON APPROACH AND THEREFORE CANNOT HAVE AN EQUIPMENT REQUIREMENT OF "DME REQUIRED"

03/18/20: THIS IS A UPDATED COPY OF THE FORM DEVELOPED ON 12/19/19

- 1. CHANGED FLICR FROM AN INITIAL STEPDOWN TO AN IAF - REQUESTED BY THE FTP
- 2. ADDED NOTE: CHART SPEED ICON IN PLANVIEW AT ZEPAM: MAX 200 KIAS. - AS REQUESTED BY INDUSTRY
- 3. ADDITIONAL FLIGHT DATA: ADDED CHART MANDATORY 8000 AT BERBN - AS REQUESTED BY INDUSTRY
- 4. ADDITIONAL FLIGHT DATA: ADDED CHART MANDATORY 4700 AT BJORG - AS REQUESTED BY INDUSTRY TO ENSURE AIRCRAFT CAN INTERCEPT THE LOCALIZER IN HOT WEATHER CONDITIONS

04/8/20: THIS IS A UPDATED COPY OF THE FORM DEVELOPED ON 12/19/19

- 1. CHANGED NOTE FROM "CHART SPEED ICON IN PLANVIEW AT ZEPAM: MAX 200 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT SETKE: MAX 200 KIAS". - CORRECTED FROM PREVIOUS UPDATED COPY. FPT CONFIRMED THE SPEED RESTRICTION SHOULD BE AT SETKE, NOT ZEPAM.
- 2. REMOVED "FROM BERBN: RNAV1-GPS REQUIRED" AND REPLACED IT WITH "FROM BERBN: RNP APCH-GPS REQUIRED" - PER GUIDANCE IN DRAFT 8260.19I, PARA. 8-6-8C.
- 3. CHANGED MISSED APPROACH FROM "CLIMB TO 3200 THEN CLIMBING RIGHT TURN TO 6000 DIRECT BLD VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000" TO "CLIMB TO 3200 THEN CLIMBING RIGHT TURN TO 6000 ON HEADING 080 AND BLD R-286 TO BLD VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000" - ADDED POSITIVE COURSE GUIDANCE PER RECOMMENDATION OF THE PRB.

12/16/20: THIS IS A UPDATED COPY OF THE FORM DEVELOPED ON 12/19/19

- 1. TERMINAL ROUTES - ALTITUDE AT LUISA CHANGED FROM 8000 TO 7000 - CORRECTED TO MATCH THE FPT ORIGINAL REQUESTED ALTITUDE FOR LUISA
- 2. TERMINAL ROUTES - ALTITUDE AT SETKE CHANGED FROM 7000 TO 6600 - CORRECTED TO MATCH THE FPT ORIGINAL REQUESTED ALTITUDE FOR SETKE
- 3. TERMINAL ROUTES - ADDED RNP 1 TO LEGS BERBN TO LUISA, LUISA TO SETKE, SETKE TO ZEPAM, ZEPAM TO HAWKO - IAW 8260.58A TABLE 1-2-1.

01/15/2021: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 12/21/2020

- 1. PROFILE - ADDED FLYES INT/I-LAS 21.54 DME 8000 AND BJORG INT/I-LAS 10.67 DME 4700 TO LINE 4 - WAS INADVERTENTLY REMOVED DURING PREVIOUS UPDATED COPIES DUE TO SIAP UPDATE.

COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA** **OTHER:** ZLA, LAS APP CON, LAS ATCT, NV AERO, AMGR

FLIGHT CHECKED BY

DANIEL CHARLES FAVORITE

Digitally signed by

ALLAN WILL

Jan 19, 2021

OFFICE

FIOG

DATE

05/20/2020

DEVELOPED BY

ALLAN WILL (JOSEPH BLANCO)

Digitally signed by

JOSEPH A BLANCO

Jan 15, 2021

OFFICE

AJV-A423

DATE

12/19/2019

APPROVED BY

MARLON ROBINSON

Digitally signed by

ALLAN WILL

Jan 19, 2021

OFFICE

AJV-A420

DATE

TITLE
MANAGER

