

LOC/DME I-CUA 110.1 Chan 38	APP CRS 014°	Rwy Ldg 8402 TDZE 2176 Apt Elev 2181
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ILS or LOC RWY 1L
HARRY REID INTL (LAS)

DME required. RNP APCH-GPS. From ROAMN.		MALSF		MISSED APPROACH: Climb to 3000 then climbing right turn to 7000 direct BLD VORTAC and hold, continue climb-in hold to 7000.	
 Rwy 1L helicopter visibility reduction below $\frac{3}{4}$ SM NA. For enp ALS, increase S-TLS 1L all Cats visibility to $\frac{3}{8}$ SM.					
D-ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER		GND CON	CLNC DEL
132.4	125.025 379.15 (West)	118.75 257.8 (Rwy 1L/19R, 1R/19L)		121.1 270.8 E of 1R/19L	
	119.775 282.2 (East)	119.9 257.8 (Rwy 8L/26R, 8R/26L)		121.9 254.3 W of 1L/19R	CPDLC 118.0

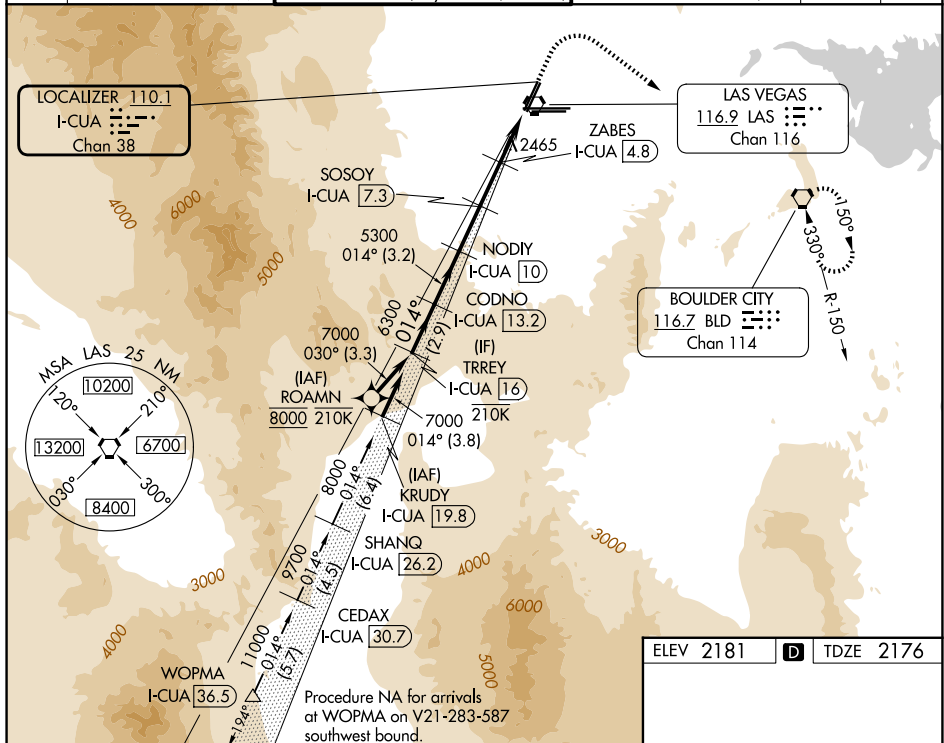


Diagram illustrating the ILS glidepath for Runway 19L, showing a 3.40° glide angle. The diagram includes various altitude markers (7000, 6300, 5300, 4300, 3400) and distance markers (2.9 NM, 3.2 NM, 2.7 NM, 2.6 NM, 1.9 NM, 1.3 NM). The diagram also shows the TWR (Tower) and various communication frequencies (16, 13.2, 10, 7.3, 4.8, 2.9, 1.5) and altitudes (3000, 7000, BLD).

CATEGORY	A	B	C	D
S-ILS 1L	2460- $\frac{3}{4}$ 284 (300- $\frac{3}{4}$)			
S-LOC 1L	2720- $\frac{3}{4}$ 544 (600- $\frac{3}{4}$)		2720-1 $\frac{3}{8}$ 544 (600-1 $\frac{3}{8}$)	
CIRCLING	3020-1 $\frac{1}{4}$ 839 (900-1 $\frac{1}{4}$)	3060-1 $\frac{1}{4}$ 879 (900-1 $\frac{1}{4}$)	3100-2 $\frac{3}{4}$ 919 (1000-2 $\frac{3}{4}$)	3540-3 1359 (1400-3)

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