

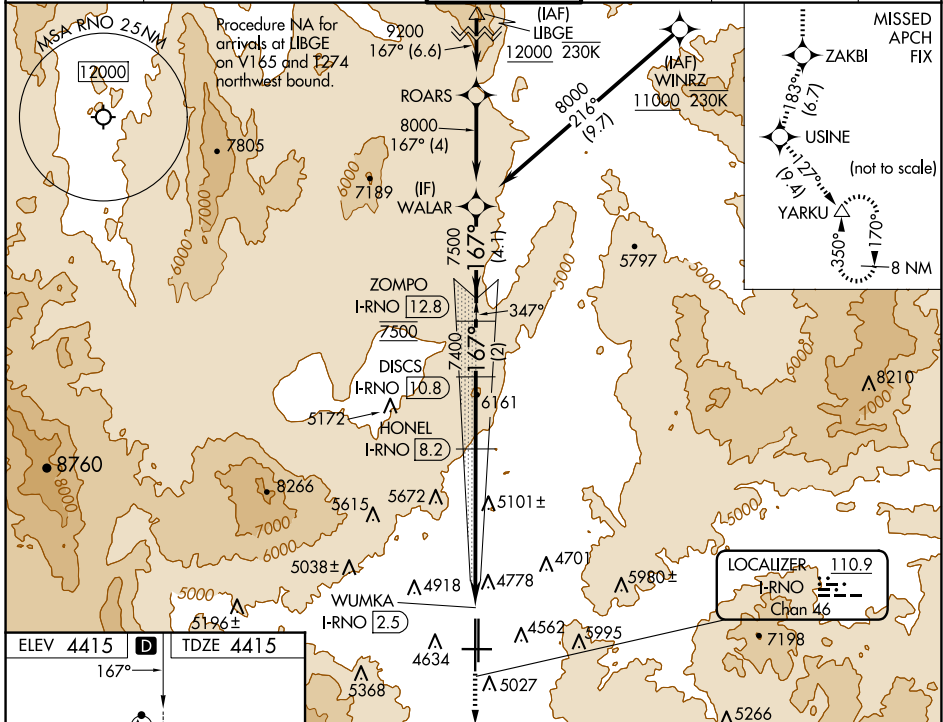
LOC/DME I-RNO <b>110.9</b> Chan <b>46</b>	APP CRS <b>167°</b>	Rwy Idg TDZE Apt Elev	<b>1001</b> <b>4415</b> <b>4415</b>
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# ILS X or LOC X RWY 17R

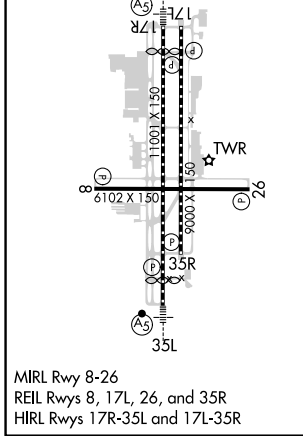
RENO/TAHOE INTL (RNO)

DME required. RNP APCH - GPS.		MALSR	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>	CLNC DEL <b>124.9 370.85</b>	CPDLC
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ELEV <b>4415</b>	<b>D</b>	TDZE <b>4415</b>
167°		



13000	ZAKBI	USINE	YARKU	VGSi and ILS glidepath not coincident (VGSi Angle 3.06/TCH 77).	
↑	tr 183°	tr 127°	△	DISCS	ZOMPO
	WUMKA	HONEL		I-RNO [10.8]	I-RNO [12.8]
	I-RNO [2.5]	I-RNO [8.2]		7400	8000
				6540	7500
				0.6	2.2 NM
				3.5 NM	2.6 NM
				2 NM	4.1 NM
					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)
<b>C</b> CIRCLING	5420-1 1/4 1005 (1100-1 1/4)	5420-1 1/2 1005 (1100-1 1/2)	6480-3	2065 (2100-3)

SW-4, 20 MAR 2025 to 17 APR 2025

SW-4, 20 MAR 2025 to 17 APR 2025