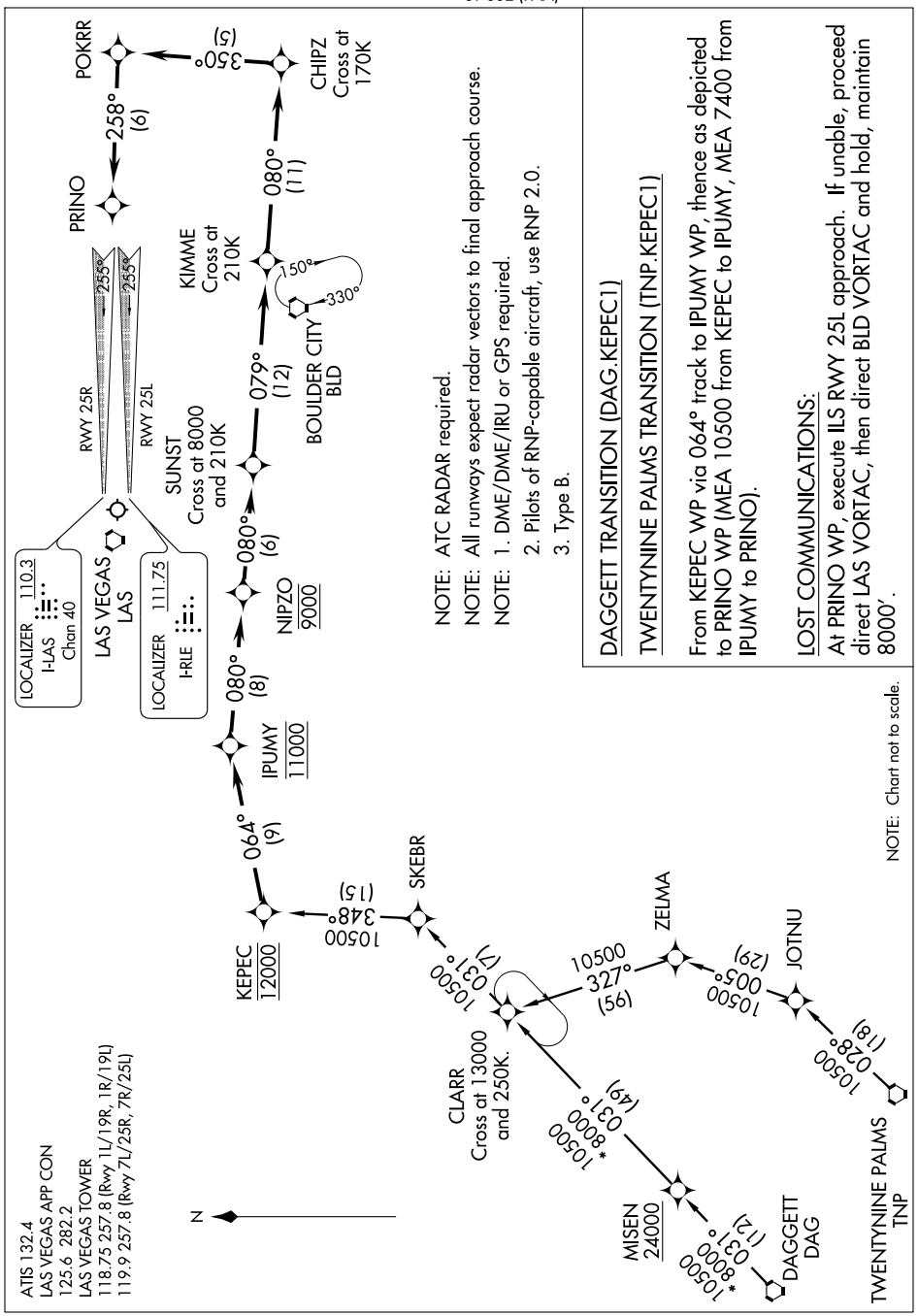
ST-662 (FAA)


ATIS 132.4
LAS VEGAS APP CON
125.6 282.2
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
N
LOCALIZER 110.3
I-LAS
Chan 40
LAS VEGAS
LAS
LOCALIZER 111.75
I-RLE
RWY 25R
RWY 25L
255°
255°
PRINO
POKRR
258°
(6)
350°
(5)
CHIPZ
Cross at
170K
KIMME
Cross at
210K
080°
(11)
150°
330°
BOULDER CITY
BLD
079°
(12)
SUNST
Cross at 8000
and 210K
080°
(6)
NIPZO
9000
080°
(8)
IPUMY
11000
090°
(9)
KEPEC
12000
10500
348°
(15)
SKEBR
10500
031°
(7)
CLARR
Cross at 13000
and 250K.
10500
*8000
031°
(49)
10500
327°
(95)
ZELMA
10500
005°
(29)
JOTNU
10500
028°
(18)
TWENTYNINE PALMS
TNP
MISEN
24000
10500
*8000
031°
(12)
DAGGETT
DAG
NOTE: ATC RADAR required.
NOTE: All runways expect radar vectors to final approach course.
NOTE: 1. DME/DME/IRU or GPS required.
2. Pilots of RNP-capable aircraft, use RNP 2.0.
3. Type B.
DAGGETT TRANSITION (DAG.KEPEC1)
TWENTYNINE PALMS TRANSITION (TNP.KEPEC1)
From KEPEC WP via 064° track to IPUMY WP, thence as depicted to PRINO WP (MEA 10500 from KEPEC to IPUMY, MEA 7400 from IPUMY to PRINO).
LOST COMMUNICATIONS:
At PRINO WP, execute ILS RWY 25L approach. If unable, proceed direct LAS VORTAC, then direct BLD VORTAC and hold, maintain 8000'.
NOTE: Chart not to scale.