RNDRZ FOUR ARRIVAL (RNAV) Transition Routes

RNDRZ FOUR ARRIVAL (RNAV) Arrival Routes

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

LAS VEGAS APP CON
125.025 379.15
D-ATIS
132.4
LAS VEGAS TOWER
118.75 257.8 (Rwys 1L/19R, 1R/19L)
119.9 257.8 (Rwys 8L/26R, 8R/26L)

N

RNDRZ
16000 250K
13000

037° 217° 10 NM

037° (12)
048° (12)
048° (4)
RUMLY
13000
10000
048° (3)
HIMIT
8800
030° (5)
SLOTS
8000
030° 006° (8)
ROAMN
8000 210K
Ldg Rwys 1L/R
030°
005° (8)
YAGGR
8000 210K
Ldg Rwys 8L/R
019° (12)
019° (8)
GRMMA
BUETY
13000
ENNVY
11000
082° (12)
LAS VEGAS
LAS
083° (5)
REDQN
9000 210K
079°
BERBN
8000 210K
BOULDER CITY
BLD
Ldg Rwys 19L/R, 26L/R

NOTE: Jet aircraft only.
NOTE: NEEDLES Transition, ATC assigned only.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 1L/R: From RNDRZ on track 048° to cross RUMLY between 10000 and 13000, then on track 048° to cross HIMIT at or above 8800, then on track 048° to cross SLOTS at 8000, then on track 030° to cross ROAMN at 8000 and at 210K, then on track 030°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 8L/R: From RNDRZ on track 048° to cross RUMLY between 10000 and 13000, then on track 048° to cross HIMIT at or above 8800, then on track 048° to cross SLOTS at 8000, then on track 006° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R, 26L/R: From RNDRZ on track 037° to GRMMA, then on track 019° to cross BUETY at or above 13000, then on track 019° to cross ENNVY at or above 11000, then on track 082° to cross REDQN at or above 9000 and at 210K, then on track 083° to cross BERBN at 8000 and at 210K, then on track 079°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 8R: At YAGGR proceed on the RNAV (RNP) RWY 8R approach, if unable, proceed visually to intercept the final approach course; if unable, maintain 8000 proceed direct LAS VORTAC then maintain 7000 proceed to BLD VORTAC and then on the ILS or LOC RWY 26L approach.