

**1. PURPOSE.**

This Standard Operating Procedure (SOP) outlines the procedures to be used by controllers working LAS Tower to ensure that arrival and departure flows are handled in as efficient and timely a manner as possible.

**2. ROLES AND RESPONSIBILITIES.**

The Office of Primary Responsibility (OPR) for this SOP is the ZLA Senior Staff. This SOP was originally written by Daniel Everman, ZLA Training Administrator, on 01/13/18. This SOP shall be maintained, revised, updated or canceled by the ZLA Senior Staff or any organization that supersedes, replaces or assumes its responsibilities. Any suggestions for modification/amendment to this SOP should be sent to the Staff for review.

**3. DISTRIBUTION.**

This SOP is intended for use by controllers staffing Las Vegas local positions.

**4. BACKGROUND.**

This SOP will be the primary outline of Las Vegas Tower procedures.

**5. VERSION CONTROL**

Version	Date	Explanation of Changes
2.00	25FEB21	Metroplex Overhaul. New SID, STARs. Formatting changes, SOP rewrite. Version Control added.
2.01	19SEP22	Added initial altitudes.
2.02	10APR23	Adjusted Missed Approach Instructions to mirror real procedures.
2.10	17MAR25	Adjusted section 6 for consistency with other tower SOPs. Adjusted interphone identifiers.

## 6. PROCEDURES

### 6-1. FACILITY IDENTIFICATION

Controllers shall use “Las Vegas” for radiotelephony/facility identification.

Examples:

“Las Vegas Ground...”

“Las Vegas Clearance Delivery...”

“Las Vegas Tower...”

Controllers shall identify per the table in 6-2 for interphone communications.

Examples:

“Local One...”

“Ground Control East...”

“East...”

Interphone communication may be abbreviated to the identifier in parentheses between all cab positions.

*Example: Ground Control East to Local One may be abbreviated, “One, East....”*

### 6-2. RADIO FREQUENCY ASSIGNMENTS

The following frequencies are assigned for use at the Tower unless otherwise noted. Bold indicates the frequency to be used when a position is combined.

POSITION	POSITION ID	FREQUENCY	INTERPHONE
LC1	1Q	<b>119.90</b>	<b>Local (One)</b>
LC2	1Z	118.75	Local (Two)
LC3	1P	123.82	Local (Three)
GCE	1U	<b>121.10</b>	<b>Ground Control (East)</b>
GCW	1U	121.90	Ground Control (West)
CD		<b>118.00</b>	<b>Delivery</b>
ATIS		<b>132.40</b>	

### 6-3. GENERAL CONTROL

1. LAS Runway Configurations
  - a. Configuration 1 - Arriving Runways 26L and 19R, Departing Runways 26R and 19L/R
  - b. Configuration 2 - Arriving Runways 1L/R, Departing Runway 8L at Intersection A8
  - c. Configuration 3 - Arriving Runways 1L/26L, Departing Runways 1L/R
  - d. Configuration 4 - Arriving Runways 19L/R and 8R, Departing Runway 8L at Intersection A8
  - e. When wind velocity is less than 5 knots, Configuration 1 shall be used unless another configuration is operationally advantageous
2. Runway Crossing

- a. Multiple runway crossings are permitted across Runways 01/19 at Taxiways N, S, W, and B.

**6-4. CLEARANCE DELIVERY**

1. Routing

- a. South and southwest-bound departures should be issued the RAYDR departure. Non-RNAV aircraft should be issued the MCCRN departure.
- b. Northwest-bound departures should be issued the JOHKR departure. Non-RNAV aircraft should be issued the MCCRN departure.
- c. Northbound departures should be issued the RATPK departure. Non-RNAV aircraft should be issued the HOOVR Departure..
- d. Northeast-bound aircraft should be issued the GIDGT departure. Non-RNAV aircraft should be issued the HOOVR departure.
- e. Eastbound aircraft should be issued the NIITZ departure. Non-RNAV departures should be issued the HOOVR departure.
- f. Southeast-bound aircraft should be issued the RASLR departure. Non-RNAV departures should be issued the HOOVR departure.
- g. JANET/NTTR Departures shall be routed via the LOHLA Departure.
- h. In Configuration 2, RATPK departures shall be rerouted to the HOOVR departure.
- i. Aircraft unable to accept a departure procedure should be issued radar vectors to an appropriate departure gate then via their routing. Non-RNAV aircraft should be issued radar vectors to their assigned routing.
- j. All flights must have their scratchpad filled according to the ZLA Scratchpad and Temporary Altitudes SOP, and their voice capability indicated properly.

2. Initial Altitude Assignments

- a. Aircraft on RNAV SIDs shall be assigned “*Climb via SID*”.
- b. Aircraft on conventional SIDs and aircraft without a SID shall be assigned “*Maintain 7000*”.

3. VFR Departures

- a. During their clearance, VFR P/Q/M class departures should be instructed to maintain VFR at or below 5,000’. J class departures should be instructed to maintain VFR at or below 7,000’.
- b. Additional VFR instructions are required as part of the takeoff clearance. Refer to section 5(b).

*Ex: “Skyhawk N96575, cleared out of the Las Vegas Class Bravo to the North. Maintain VFR at or below 5,000. Squawk 4011.”*

4. Departure Frequency Assignment

- a. If Departure Control is split, assign aircraft departure frequencies as follows:

- i. Configuration 1
  - 1. NIITZ, RASLR, RADYR, JOHKR, MCCRN, HOOVR 125.90 DAG
  - 2. RATPK, GIDGT, LOHLA 133.95 MED
- ii. Configuration 2
  - 1. RAPTPK, RADYR, JOHKR, MCCRN 125.90 DAG
  - 2. GIDGT, NIITZ, RASLR, HOOVR 133.95 MED
- iii. Configuration 3
  - 1. RAYDR, JOHKR, MCCRN, LOHLA 125.90 DAG
  - 2. RATPK, GIDGT, NIITZ, RASLR, HOOVR 133.95 MED
- iv. Configuration 4
  - 1. RATPK, RADYR, JOHKR, LOHLA,

- |    |                               |            |
|----|-------------------------------|------------|
|    | MCCRN                         | 125.90 DAG |
|    | 2. GIDGT, NIITZ, RASLR, HOOVR | 133.95 MED |
| v. | All Configurations            |            |
|    | 1. VFR Prop Departures        | 118.40 CYN |
5. Due to changes in the 2102 AIRAC cycle, some pilots may not have up-to-date procedures. Route these aircraft per the most applicable departure and corresponding transition:
    - a. RAYDR#.BLAQQ may be substituted with BOACH#.RIKII
    - b. RAYDR#.SLVRR may be substituted with BOACH#.WHIGG
    - c. RAYDR#.LVELL may be substituted with BOACH#.LVELL
    - d. JOHKR#.KENNO may be substituted with SHEAD#.KENNO
    - e. RATPK and NIITZ may be substituted with STAAV or TRALR.
  6. The entire tower cab is responsible for ensuring route continuity. The old and new procedures do not all contain the same departure gates or exit waypoints. Refer to Letters of Agreement for additional guidance.

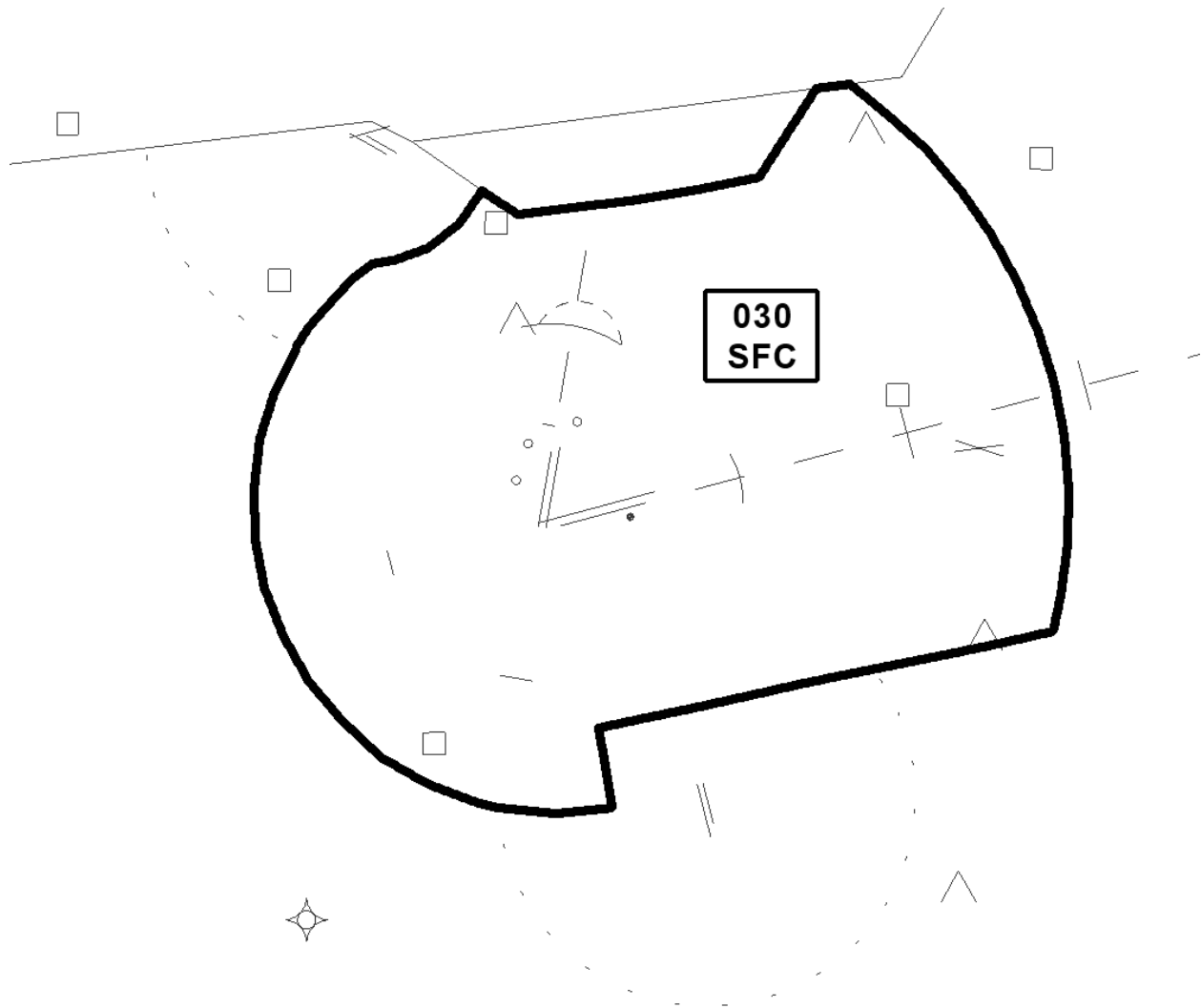
## 6-5. GROUND CONTROL

1. Jurisdiction
  - a. Ground Control East is the primary position, and its callsign and frequency should be utilized when ground control is combined.
  - b. Ground Control East is responsible for all taxiways east of Runway 01R/19L.
  - c. Ground Control West is responsible for all taxiways west of Runway 01L/19R.
  - d. During Configuration 3, Ground Control East is delegated Runway 26R and Taxiway A east of Taxiway D.
2. Operations
  - a. During periods of high traffic, sequence departure aircraft by alternating departure gates to assist Local Control in the efficient flow of traffic. Aircraft performance characteristics (speed, wake turbulence category, etc) should also be taken into account.
  - b. Ensure all aircraft have the current ATIS.
  - c. LAS is equipped with ASDE-X ground radar. Ensure all aircraft are squawking mode C and the proper beacon code prior to issuing taxi instructions.
  - d. Taxi all departure aircraft to the appropriate departure runway for the runway configuration in use.
    - i. Configuration 1 - 26R, 19L, 19R full length.
    - ii. Configuration 2 - Runway 08L at Intersection A8. Runways 01L/R VFR departures should be APREQ'd with Local Control Two.
    - iii. Configuration 3 - Runway 01R full length, Runway 01L at intersection Bravo.
    - iv. Configuration 4 - Runway 08L at Intersection A8.

## 6-6. LOCAL CONTROL

1. Jurisdiction
  - a. Local Control One is the primary position, and its callsign and frequency should be utilized when local control is combined.
  - b. Local Control One is responsible for operations on Runways 08L/26R and 08R/26L.
  - c. Local Control Two is responsible for operations on Runways 01L/19R and 01R/19L.
  - d. Local Control is delegated the following airspace by the Las Vegas TRACON:

## Delegated Tower Airspace



- e. Local Control Two is responsible for all airspace west of a line drawn through Runway 01R/19L. Local Control One is responsible for all airspace east of this line.
  - f. During Configuration 3, Ground Control East is delegated Runway 26R and Taxiway A east of Taxiway D.
  - g. Local Control One is delegated control of all taxiways south of Runway 08L/26R and east of Runway 01R/19L except for Configuration 3 operations mentioned above.
  - h. Local Control Two is delegated control of all taxiways between Runway 01L/19R and 01R/19L.
2. The local controller responsible for the primary departure runway in a particular configuration is responsible for the Runway 08L/26R and Runway 01/19 intersection. The other local controller must APREQ (approval request) all departures with the local controller responsible for the intersection.
  3. VFR departure instructions
    - a. Configuration 1
      - i. M/P/Q class aircraft

1. Departing to the north of LAS VOR - heading 290
2. South of LAS VOR - heading 170 (departure frequency 118.4 if requesting advisories)

*Ex: "Skyhawk N96575 on departure fly heading 290, wind calm, runway 26R clear for takeoff."*

- ii. J class aircraft
    1. All directions - Heading 200
  - b. Configuration 2
    - i. M/P/Q class aircraft
      1. Westbound - depart runway 01L/R, heading 240
      2. East/southbound - heading 050
    - ii. J class aircraft
      1. Runway heading (08L)
  - c. Configuration 3
    - i. M/P/Q class aircraft
      1. Westbound - 240
      2. Eastbound - 050
    - ii. J class aircraft
      1. North and eastbound - 050
      2. West and southbound - 240
  - d. Configuration 4
    - i. M/P/Q class aircraft
      1. Heading 170
    - ii. J class aircraft
      1. Runway heading (08L)
4. Intersection Departure Declared Distances

26R		08L		19L		19R		01L		01R	
B1	14100	19R	14350	L	9100	N	6950	25R	8550	A	9450
A2	13050	E	13900	M	9400	S	5050	B	7900	25R	8900
A3	10700	19L	13350	N	7350	W	2250	W	6250	B	8200
A4	9500	D	12650	P	6100			S	3450	W	6750
A5	6950	A8	11850	S	5450			N	1550	S	4250
A6	5350	A7	10700	W	2950					N	2350
A7	3750	A6	9100								
A8	2600										

5. Missed approaches/go arounds
  - a. All IFR missed approaches should be climbed to 7,000 unless otherwise specified. Alternative DVA-approved headings may be used if operationally advantageous.
  - b. Configuration 1
    - i. Runway 26

- 1. Left heading 190
  - ii. Runway 19
    - 1. Runway heading
  - iii. VFR missed approaches should be issued pattern re-entry instructions or heading 290.
- c. Configuration 2
  - i. Runway 01
    - 1. Heading 240
    - 2. VFR props - heading 240
- d. Configuration 3
  - i. Runway 01
    - 1. Heading 240
  - ii. Runway 26
    - 1. Runway heading, at 3 DME turn left heading 200.
- e. Configuration 4
  - i. Runway 19
    - 1. Heading 180, Climb to 6,000
  - ii. Runway 08
    - 1. Runway heading