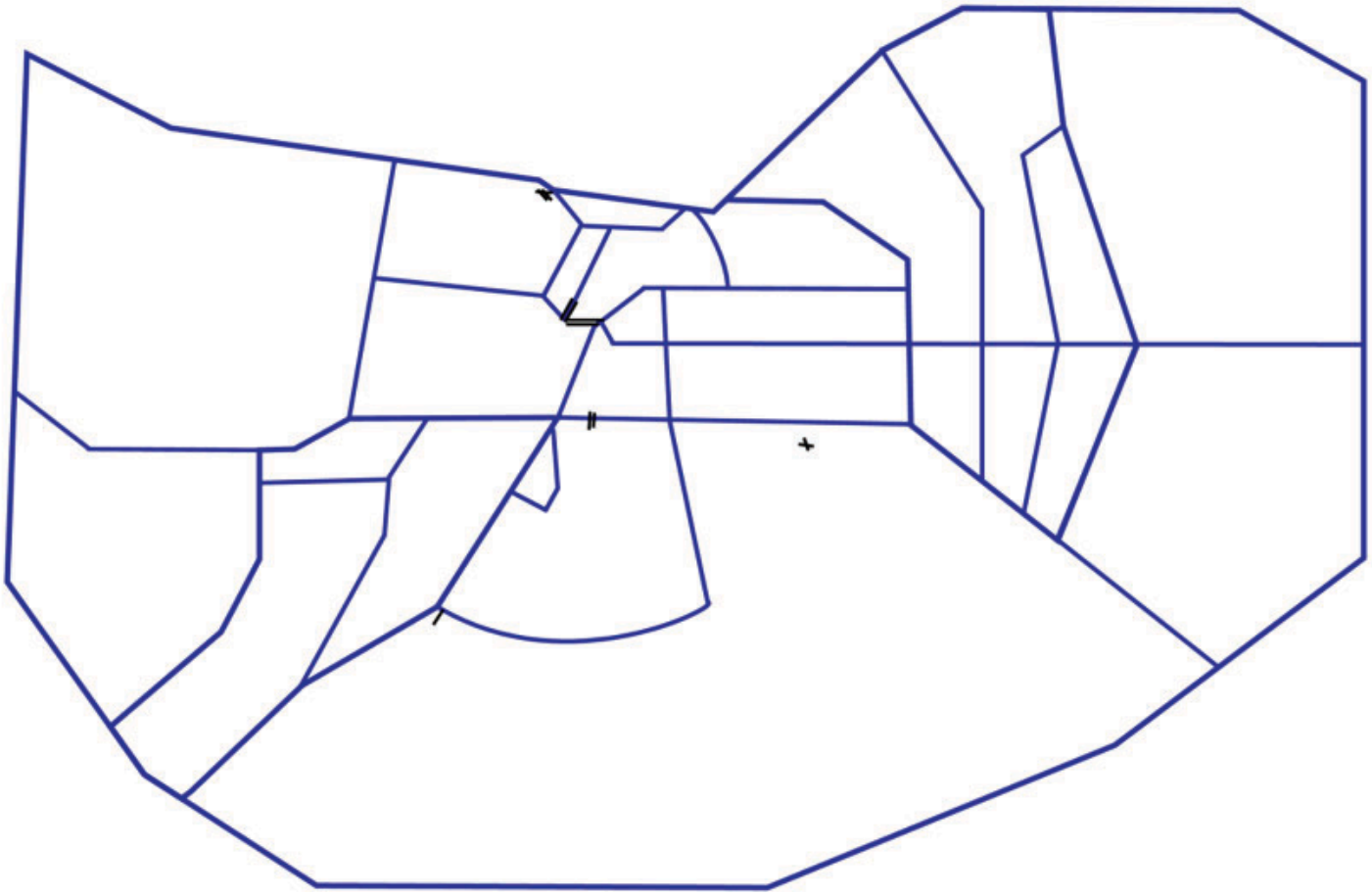
LAS VEGAS TRACON
STANDARD OPERATING PROCEDURES



VIRTUAL AIR TRAFFIC SIMULATION NETWORK
LOS ANGELES ARTCC

TABLE OF CONTENTS

Chapter 1. General Information 5
Section 1. Introduction 5
1-1-1. PURPOSE OF THIS ORDER 5
1-1-2. ROLES AND RESPONSIBILITIES 5
1-1-3. DISTRIBUTION 5
1-1-4. BACKGROUND 5
1-1-5. EXPLINATION OF CHANGES 5
Section 2. Terms of Reference 6
1-2-1. AIRSPACE 6
1-2-2. POSITION DESCRIPTIONS 6
1-2-3. CONFIGURATION CODES 6
Chapter 2. General Control 7
Section 1. Duty Familiarization 7
2-1-1. RESPONSIBILITIES 7
2-1-2. Reserved 7
2-1-3. INFORMATION DISPLAY SYSTEM AND 1A-C 7
2-1-4. TRANSFER OF POSITION RESPONSIBILITY 7
2-1-5. CONSOLIDATED OPERATIONS 7
Section 2. General 8
2-2-1. POSITION IDENTIFICATION 8
2-2-2. RDVS DIRECTORY (RESERVED) 8
2-2-3. FREQUENCY UTILIZATION/COMBINED POSITIONS 8
2-2-4. FREQUENCY INFORMATION 8
2-2-5. POSITION CONTROL SYMBOLS 9
2-2-6. ABBREVIATIONS AND IDENTIFIERS 9
Chapter 3. Procedures 10
Section 1. General 10
3-1-1. CONTROL TRANSFER 10
3-1-2. SPEED AND FLOW CONTROL RESTRICTIONS 10
3-1-3. RUNWAY ASSIGNMENT 10
3-1-4. SPECIFIC APPROACH COORDINATION 10
3-1-5. ARRIVAL STANDARD PROCEDURES 10
3-1-6. SATELLITE AIRPORT OPERATIONS 10
3-1-7. LAS LOCAL SERVICE 11
3-1-8. HND AND VGT CLASS D AIRSPACE 11
Section 2. Opposite Direction Operations 11
3-2-1. GENERAL 11
3-2-2. OPPOSITE DIRECTION DEPARTURES 11
3-2-3. OPPOSITE DIRECTION ARRIVALS 11
Section 3. Radar Point-Out Procedures 12
3-3-1. GENERAL 12
3-3-2. PROCEDURES 12
Section 4. Pre-Arranged Coordination Procedures (P-ACP) 13
3-4-1. GENERAL 13
3-4-2. REQUIREMENTS 13

3-4-3. PROCEDURES 13
3-4-4. SECTOR AIRSPACE INTEGRITY 13
Chapter 4. Position Duties and Responsibilities 14
Section 1. Configuration 1 14
4-1-1. GENERAL 14
4-1-2. DAGGETT DEPARTURE (DAG) 15
4-1-3. MEAD DEPARTURE (MED) 17
4-1-4. CANYON (CYN) 19
4-1-5. GRANITE ARRIVAL (GNT) 21
4-1-6. LAKE ARRIVAL (LAK) 22
4-1-7. FINAL (FNL) 23
4-1-8. SATELLITE (SAT) 25
4-1-9. KENO (KNO) 26
Section 2: Configuration 2 27
4-2-1. GENERAL 27
4-2-2. DAGGETT DEPARTURE (DAG) 28
4-2-3. MEAD DEPARTURE (MED) 30
4-2-4. CANYON (CYN) 32
4-2-5. GRANITE ARRIVAL (GNT) 34
4-2-6. LAKE ARRIVAL (LAK) 35
4-2-7. FINAL (FNL) 37
4-2-8. SATELLITE (SAT) 38
4-2-9. KENO (KNO) 39
Section 3: Configuration 3 40
4-3-1. GENERAL 40
4-3-2. DAGGETT DEPARTURE (DAG) 41
4-3-3. MEAD DEPARTURE (MED) 43
4-3-4. CANYON (CYN) 44
4-3-5. GRANITE ARRIVAL (GNT) 46
4-3-6. LAKE ARRIVAL (LAK) 48
4-3-7. FINAL (FNL) 49
4-3-8. SATELLITE (SAT) 50
4-3-9. KENO (KNO) 51
Section 4: Configuration 4 52
4-4-1. GENERAL 53
4-4-2. DAGGETT DEPARTURE (DAG) 54
4-4-3. MEAD DEPARTURE (MED) 56
4-4-4. CANYON (CYN) 58
4-4-5. GRANITE ARRIVAL (GNT) 59
4-4-6. LAKE ARRIVAL (LAK) 60
4-4-7. FINAL (FNL) 61
4-4-8. SATELLITE (SAT) 62
4-4-9. KENO (KNO) 63
Appendix A - Airports, Waypoints, and Reporting Points 64
Appendix B - STARS Video Map List 65
Appendix C - Nellis East Gate 66

VIRTUAL AIR TRAFFIC SIMULATION NETWORK
LOS ANGELES ARTCC
LAS VEGAS TRACON

SUBJ: Standard Operating Procedures

This Order establishes Standard Operating Procedures (SOP) for Las Vegas Terminal Radar Approach Control (L30). These standards provide reference data for positions of operation at L30 and are supplemental to other ZLA SOPs and Letters of Agreement.

All L30 CPCs are required to familiarize themselves with all sections of this SOP. Specific procedures within each sector should be adhered to during position splits within the facility.

The information contained within this SOP is intended for use on the VATSIM network and is not intended for or authorized for use in a real world setting. Nickolas Christopher Air Traffic Manager Los Angeles ARTCC

List of Changes

Version	Date	Explanation of Changes
7.00	25FEB21	Metroplex Overhaul. New SID, STAR, Approaches all airports. Formatting changes, SOP rewrite. Version Control added.
7.10	6OCT22	Maps updated. Small changes to various configurations for coordination, handoffs, and P-ACP. Lake, Canyon, and Granite frequencies updated.
7.20	17SEP23	Position table change updates. Video map updates.
7.30	23JUN24	Updated ZLA Sectors. Adjusted formatting. Fixed typos.
7.31	7OCT24	Updated CFG3 DAG Map
8.00	28NOV25	Updated all configs for procedure and sectorization changes. New formatting.

Chapter 1. General Information

Section 1. Introduction

1-1-1. PURPOSE OF THIS ORDER

This Standard Operating Procedure (SOP) outlines the procedures to be used by controllers working the Las Vegas TRACON (L30) to ensure that flows are handled in as efficient and timely a manner as possible.

1-1-2. ROLES AND RESPONSIBILITIES

The Office of Primary Responsibility (OPR) for this SOP is the ZLA Senior Staff. This SOP was originally signed by David Hendleman on 9/29/2001. This SOP shall be maintained, revised, updated or canceled by the Senior Staff. Any suggestions for modification/amendment to this SOP should be sent to the Staff for review**.** This document was last updated by Matthew Kramer on 11/28/2025.

1-1-3. DISTRIBUTION

This SOP is intended for use by controllers staffing the Las Vegas TRACON (L30)

1-1-4. BACKGROUND

This SOP will be the primary outline of Las Vegas TRACON procedures

1-1-5. EXPLINATION OF CHANGES

The update dated November 28th, 2025 adjusts the overall formatting of this document, and updates the sector maps and configurations to align with revised SID and STAR procedures. Adjustments have been made to internal sector boundaries, shelves, and airspace. Some procedures adjustments have been made throughout to reflect new internal sector boundaries. In most cases the procedure itself has not changed, but the sector(s) for which the procedure is applicable has. Small adjustments have been made to P-ACP to accommodate. All maps have been updated.

Section 2. Terms of Reference

1-2-1. AIRSPACE

- **a.** L30 TRACON airspace is depicted in Appendix A of this SOP with a green dashed line along the outer boundary, and further defined in the L30-ZLA Letter of Agreement. Airspace is subdivided into specific sectors for which positions of operation within L30 have jurisdiction as described in Chapter 4 of this document.
- **b.** NATCF (Nellis Air Traffic Control Facility) Areas A4 and A8 Jurisdiction:
  - **1.** When Area A4 is released by NATCF, jurisdiction is retained by:
    - **(a)** Configuration 1, 2 and 4: L30 (SAT)/LAS-ATCT
    - **(b)** Configuration 3: L30 (DAG)/LAS-ATCT
  - **2.** When Area A8 is released by NATCF, jurisdiction is retained by:
    - **(a)** Configuration 1: L30 (MED)
    - **(b)** Configuration 2, 3 and 4: L30 (DAG)
  - **3.** When NATCF is offline, jurisdiction is retained wholly by L30.
  - **4.** During times when NATCF is not staffed, the VGT controlling authority shall be responsible for NATCF airspace.

1-2-2. POSITION DESCRIPTIONS

- **a.** Radar Arrival Positions: Granite (GNT); Lake (LAK)
- **b.** Radar Departure Positions: Daggett (DAG); Mead (MED)
- **c.** Radar Final Positions: Final (FNL); Satellite (SAT)
- **d.** Ad Hoc Positions: Canyon (CYN); Keno (KNO)
- **e.** Reserved: Radar Arrival Assist (RAA); Radar Departure Assist (RDA); Radar Associate - Canyon (RAY); Radar Associate - Final (RAF); Radar Associate - Satellite (RAT); High Radar (RAH); Radar Associate - High (RAH); Valley Departure Radar (VLY); Radar Associate - Valley (RAV); Flight Data (FD3)

1-2-3. CONFIGURATION CODES

The Configuration of LAS dictates the configuration of L30. Runway configurations are as follows:

- **a.** Configuration #1 - RWY 19/26/Straight 19
- **b.** Configuration #2 - RWY 01/08
- **c.** Configuration #3 - RWY 01/26
- **d.** Configuration #4 - RWY 08/19/Straight 8

Chapter 2. General Control

Section 1. Duty Familiarization

2-1-1. RESPONSIBILITIES

a. All operational positions require duty familiarization for each shift. All operational employees are responsible for accomplishing duty familiarization prerequisites.

b. All personnel will actively work to mitigate distractions in the TRACON and focus on the operation.

2-1-2. Reserved

2-1-3. INFORMATION DISPLAY SYSTEM AND 1A-C

Operational personnel will review applicable weather and traffic information and can use ids.laartcc.org as an additional tool prior to assuming each operational position in accordance with the ZLA position relief briefing document.

a. All controllers are responsible for timely and updated coordination information

b. Use of vATIS will automatically update the IDS.

c. During events, TMU personnel are responsible for posting and updating pertinent information regarding the shift plan and TMIs (i.e. CFR, MIT restrictions, tagging, etc.).

2-1-4. TRANSFER OF POSITION RESPONSIBILITY

a. Position Relief Briefings

1. During the position relief briefing, it is required that controllers remain plugged into the operational position for which they are responsible.
2. The relieving CPC must plug into the same position as the CPC being relieved.
3. All persons will abide by the position relief briefing document and advise “1 A-C” when ready to conduct a position relief briefing.

b. Briefing Procedures

1. The receiving controller assumes jurisdiction for descent, except in instances that are prohibited in this SOP, and/or vector within 30 degrees either side of the observed track.
2. The receiving controller shall ensure aircraft remain within the transferring controller’s airspace until established within the area of jurisdiction of the receiving controller.

c. Assignment of critically dependent positions. When practical the following positions shall not be relieved simultaneously.

1. Radar Arrival Positions (LAK/GNT) and associated Radar Final Position (FNL/SAT).
2. Radar Departure Positions (DAG/MED).
3. Radar Final Positions (FNL/SAT) on Configuration 1.

2-1-5. CONSOLIDATED OPERATIONS

a. The primary sector and position staffed when L30 is consolidated, aka “top-down,” shall be **Final (FNL)**.

b. The primary sector split shall be **Dagget** for Departure and **Final** for Approach (DAG/FNL).

Section 2. General

2-2-1. POSITION IDENTIFICATION

The following identifiers are used for inter/intra-facility coordination:

a. TRACON Position Identifiers and RDVS Indirect Access Codes (RDVS not simulated)

ID	POSITION	CODE
MED	MEAD Departure Radar	102
DAG	DAGGETT Departure Radar	104
CYN	CANYON Radar	106
SAT	SATELLITE Final Radar	108
FNL	FINAL Radar	110
LAK	LAKE Arrival Radar	112
GNT	GRANITE Arrival Radar	114
KNO	KENO Radar	116
VLY	VALLEY Departure Radar	118
HIGH	HIGH Radar	120

b. LAS-ATCT Position Identifiers and Indirect Access Codes (RDVS not simulated)

ID	POSITION	CODE
LC1	Local Control-1	200
LC2	Local Control-2	204
GCE	Ground Control East	205
CD	Clearance Delivery	207
GCW	Ground Control West	210
LC3	Local Control-3	211

2-2-2. RDVS DIRECTORY (RESERVED)

2-2-3. FREQUENCY UTILIZATION/COMBINED POSITIONS

The following actions will ensure that the correct frequency will be provided for aircraft being worked at the position. When operational positions are combined:

a. All traffic will be assigned the primary frequency of the position assuming control.

b. Handle all traffic at the combined position on the primary frequency for that position.

c. Frequencies of the closed position(s) must be monitored by the controller at the combined position after relief.

2-2-4. FREQUENCY INFORMATION

The below table contains a radar sector, its associated VHF frequency, the associated STARS position symbol, and the interphone call sign.

SECTOR	FREQUENCY	SYMBOL	INTERPHONE
Canyon (CYN)	125.475	Y	Canyon
Daggett (DAG)	125.900	D	Dagget
Final (FNL)	**135.000**	**F**	**Final**
Granite (GNT)	125.025	G	Granite
Keno (KNO)	120.450	K	Keno
Lake (LAK)	119.775	L	Lake
Mead (MED)	133.950	M	Mead
Satellite (SAT)	119.400	T	Satellite

Bold indicates normal "combined" position.

2-2-5. POSITION CONTROL SYMBOLS

The following table contains the position symbol associated with each radar and local position in L30. All positions in L30 are contained in Subset 1.

Y	CANYON	Q	LAS LC-1
D	DAGGETT DEPARTURE	Z	LAS LC-2
F	FINAL	P	LAS LC-3
G	GRANITE ARRIVAL	H	HND TOWER
I	HIGH	O	VGT TOWER
K	KENO	V	VGT TOWER
L	LAKE ARRIVAL		
M	MEAD DEPARTURE		
T	SATELLITE		
U	TMU		
B	VALLEY		

2-2-6. ABBREVIATIONS AND IDENTIFIERS

The following abbreviations and identifiers, in addition to those in national orders, are available for use:

a. Local Use Identifiers and Call Signs

AG	**Angel Flight**	**MT**	**Metro Police**
MA	**Mercy Air**	**MV**	**Maverick (Helos)**

Chapter 3. Procedures

Section 1. General

3-1-1. CONTROL TRANSFER

Control must be transferred upon completion of a radar handoff and communications transfer as specified below.

a. After control transfer, the receiving controller is responsible for coordination(s) affecting their aircraft.

b. The receiving controller assumes control for descent, except in instances that are prohibited by this order, and/or vector within 30 degrees either side of the observed track. The receiving controller shall ensure the aircraft remain within the transferring controller's airspace until established within the area of jurisdiction of the receiving controller.

3-1-2. SPEED AND FLOW CONTROL RESTRICTIONS

Unless specified elsewhere, all arrival traffic must enter the receiving controller's airspace at 210 KIAS or less.

3-1-3. RUNWAY ASSIGNMENT

The scratch pad area will be used to transfer to the tower runway and/or instrument approach assignments as described in the Coordination and Scratchpad Information SOP. If an instrument approach has not been assigned, the runway must be entered.

3-1-4. SPECIFIC APPROACH COORDINATION

When initiating clearances for the following approaches, coordinate each approach verbally with LAS-ATCT and all affected radar sectors. Coordinate with radar sectors prior to clearing aircraft for:

a. Circling approaches that affect other sectors.

b. Nellis RWY 3 approaches that will conflict with LAS operations and/or VGT IFR arrivals/departures.

c. Approaches to runways other than those designated as an active arrival runway.

3-1-5. ARRIVAL STANDARD PROCEDURES

a. Visual approaches to Runways 26L/R and 1L/R should join final at an altitude compatible with the corresponding instrument approach to that runway.

b. Non RNAV aircraft should, to the extent practical, mirror RNAV/Published procedures.

c. Prior to transferring communication to LAS-ATCT, final controllers must ensure that aircraft on approach are, in the controller's judgment, at an altitude and speed that allow for a stabilized approach. Aircraft that do not meet those criteria must be re-sequenced.

3-1-6. SATELLITE AIRPORT OPERATIONS

a. Unless specified elsewhere the controlling authority is responsible for operations in and out of the airport. These responsibilities include:

1. Coordination with adjacent facilities/sectors

2. Sequencing of arrivals

3. Releasing of departures

b. The sector providing initial services to aircraft landing at satellite airports is responsible for coordination with the controlling authority.

c. Nellis East Gate will be used to the maximum extent possible.

3-1-7. LAS LOCAL SERVICE

If L30 is split and LAS-T is not staffed, LAS-T Local positions shall be consolidated into Daggett Departure.

3-1-8. HND AND VGT CLASS D AIRSPACE

Class Delta airspace is in effect during HND-T/VGT-T operating hours from the surface, up to, but not including 4,500 feet MSL (VGT) or 4,000 feet MSL (HND). The controlling authority at the airport is responsible for tower operations when the tower position is not staffed. Tower services must be provided, at a minimum, during the published operating hours of the ATCT. Outside of the normal operating hours, it is the discretion of the controlling authority whether or not to simulate the closure of the ATCT.

Section 2. Opposite Direction Operations

3-2-1. GENERAL

a. The provisions of FAA Order JO 7110.65, Paragraph 7-2-1, Visual Separation, cannot be applied when conducting Opposite Direction Operations.

b. Traffic advisories will be issued to both arriving and departing aircraft participating in this operation, including the direction that the departure will turn, or the location of opposing traffic on final, as appropriate.

c. As a Memory Aid, TRACON controllers must append special condition code “OD” on the radar data tag of all involved aircraft during Opposite Direction Operations.

3-2-2. OPPOSITE DIRECTION DEPARTURES

a. TRACON controllers must suspend all arrivals prior to reaching a point 25 flying miles from the landing threshold until the departure is airborne and issued a turn to avoid conflict, unless an emergency exists.

b. Opposite direction departure release is void after 4 minutes.

c. If the above conditions are not met, action must be taken to ensure control instructions are issued to protect the integrity of the cut off points.

3-2-3. OPPOSITE DIRECTION ARRIVALS

a. TRACON must verbally request all opposite direction arrivals from the tower, stating the aircraft call sign, type, and arrival runway. Tower must stop all departures from the affected runway until the opposite direction arrival has landed.

b. Arrivals to the specified runway must have landed prior to the opposite direction arrival reaching a point 25 flying miles from the respective landing threshold.

c. If the above conditions are not met, action must be taken to ensure control instructions are issued to protect the integrity of the cut off points.

Section 3. Radar Point-Out Procedures

3-3-1. GENERAL

Automated information transfer may be used accomplish a radar point-out provided the following:

- **a.** The initiating controller must place the full data block on the receiving controller's display prior to beginning verbal coordination.
- **b.** The receiving controller must display the full data block of all point-out targets until the aircraft leaves their delegated airspace.
- **c.** Automated Point-Outs may be made in lieu of verbal coordination provided that aircraft intentions or destination are in the Full Data Block (FDB) or the intentions are clear and no further information is necessary. Destination, en-route fix, or heading must be entered into the "Y" (scratch pad 1) area.
- **d.** The receiving controller must verbally coordinate any restrictions prior to accepting an automated point-out.

3-3-2. PROCEDURES

Fixes, assigned headings and altitudes may be entered into the scratch pad in accordance with the ZLA Scratch Pad SOP and as follows:

- **a.** By the first three letters of the fix name, e.g. PRI indicates direct or requesting direct PRINO.
- **b.** "H" followed by the first two digits of assigned heading, e.g. H02 indicates assigned heading 020º.
- **c.** Assigned altitude of the aircraft, if other than defined in this document or the L30/LAS LOA. Use STARS altitude fields. If an aircraft is not at the assigned altitude; use the following scratch pad entries:
    1. Climbing: "C" followed by assigned altitude in hundreds of feet, e.g. C75 indicates climbing to 7,500 feet.
    2. Descending: "D" followed by assigned altitude in hundreds of feet, e.g. D75 indicates descending to 7,500 feet.
- **d.** All procedures in reference to P-ACP airspace shall apply. All operations that are other than standard shall be verbally coordinated with the appropriate sector(s).

Section 4. Pre-Arranged Coordination Procedures (P-ACP)

3-4-1. GENERAL

Airspace boundaries should not be permitted to become barriers to the efficient movement of traffic. In addition, complete coordination, awareness of traffic flow, and understanding of each position's responsibility concerning penetration of another controller's area of jurisdiction cannot be overemphasized. FAAO 7110.65 and FAAO 7210.3, utilization of P-ACP allows aircraft under one controller's jurisdiction to penetrate or transit another controller's airspace in a manner that assures standard separation without individual coordination for each aircraft.

3-4-2. REQUIREMENTS

a. STARS must be utilized.

b. Data blocks, at a minimum, include position symbol, and altitude readout.

3-4-3. PROCEDURES

a. Controllers who penetrate another controller's airspace using P-ACP shall determine whether the lead aircraft is a heavy or B757 when separating aircraft operating directly behind or directly behind and less than 1,000 feet.

b. Mode C altitude information may be used for vertical separation in P-ACP airspace without verbal coordination.

c. Two positions of operation cannot be authorized to penetrate each other's airspace simultaneously.

d. In the event that P-ACP becomes impractical, all sectors will operate within airspace as defined in Chapter 4 of this order.

e. Sectors are authorized to utilize P-ACP as depicted in Chapter 4 of this order.

3-4-4. SECTOR AIRSPACE INTEGRITY

a. The sector overlying another sector, separated by 1,000 feet, will be responsible for controlling VFR traffic 500 feet or less below the floor of the delegated airspace.

b. The sector overlying another sector, separated by less than 1,000 feet will ensure that B757 and heavy jet aircraft maintain a minimum of 1,000 feet vertical separation above underlying airspace.

c. When a descent or climb into another sector's airspace is specified by this SOP, the clearance to climb/descend will not be issued until the hand-off has been accepted by the receiving controller.

d. Airspace delegation is defined throughout this SOP. Airspace delegated to LAS-T, HND-T, and VGT-T supersedes airspace delegated to L30.

Chapter 4. Position Duties and Responsibilities

Section 1. Configuration 1

4-1-1. GENERAL

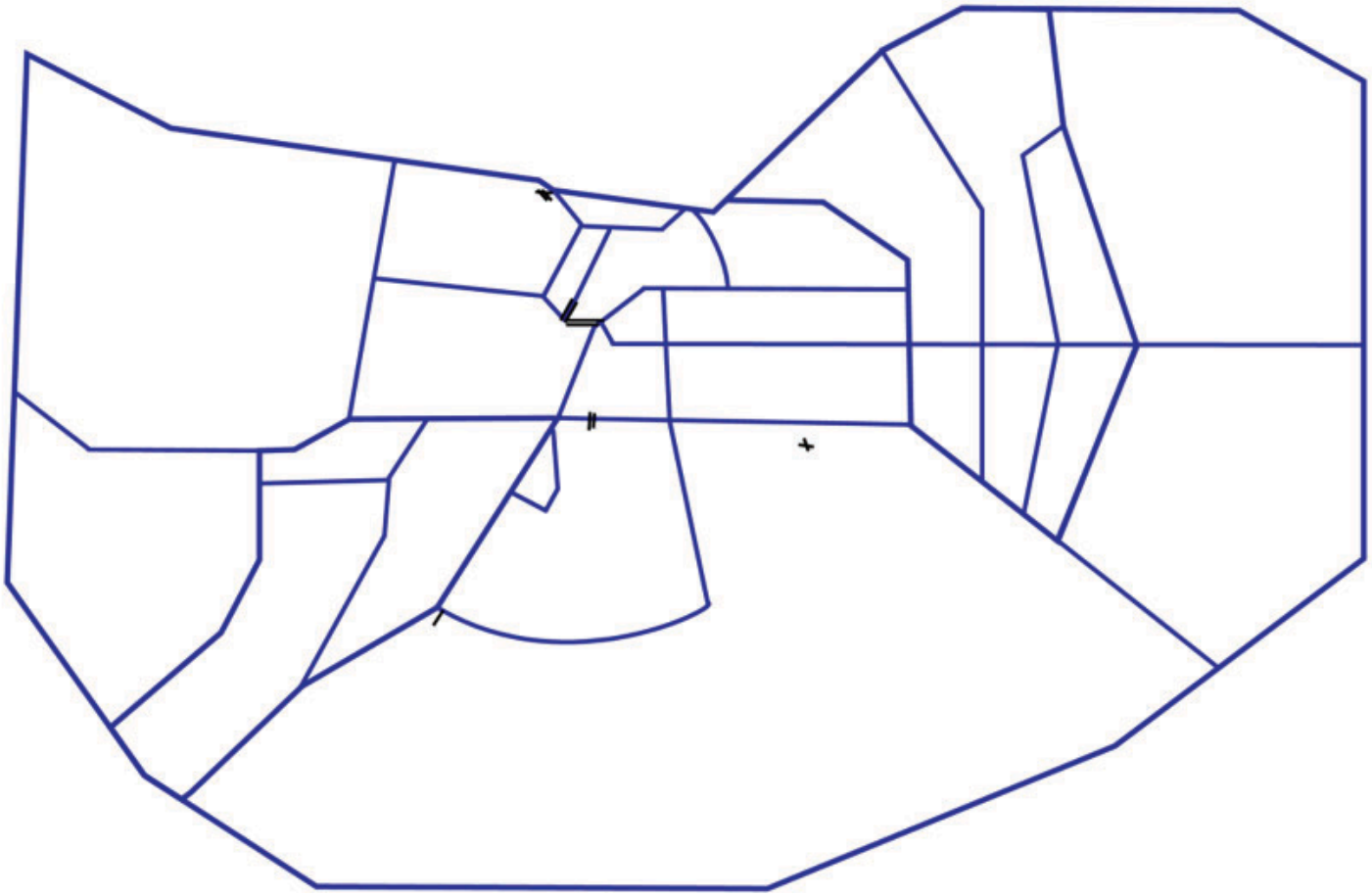
a. General airspace for Configuration 1 as depicted below.

b. Runways in use at LAS:

1. Landing Runways 26L and 19R. Runways 19L and 26R may be used after coordination.

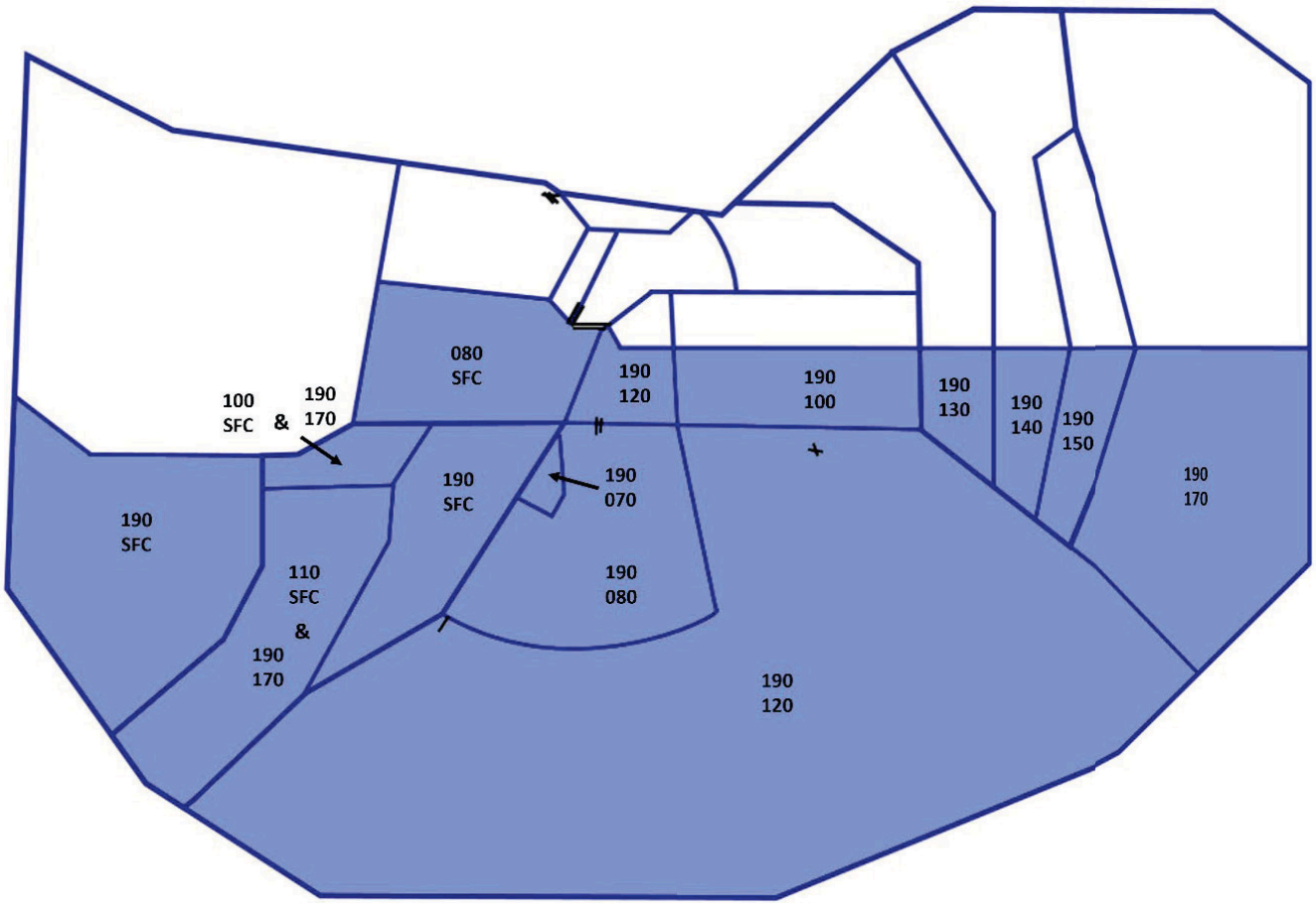
2. Departing Runways 26R and 19L/R..

3. When weather or other circumstances warrant, a straight Runway 19 operation will be conducted utilizing Configuration 1 airspace and procedures.



L30 Airspace Configuration 1

4-1-2. DAGGETT DEPARTURE (DAG)



DAG Airspace Configuration 1

a. DAG has jurisdiction over airspace depicted in the figure above.

b. Route aircraft via the NIITZ, HOOVR, RASLR, JOHKR, RADYR, MCCRN procedures within the airspace depicted above.

c. LAS:

1. Route go-arounds to a left downwind for RWY 26L, 170 KIAS and handoff to FNL.

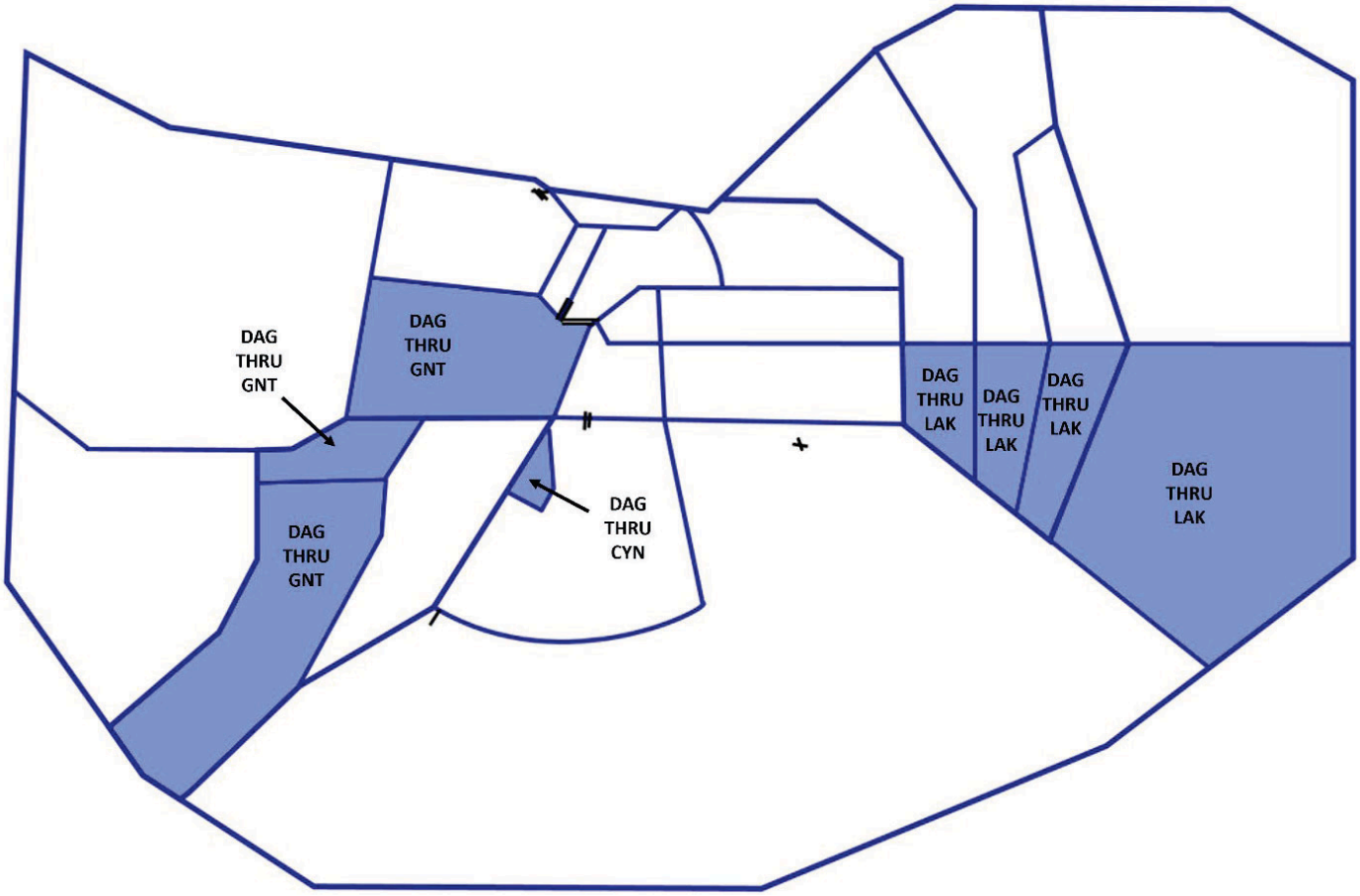
2. Vector aircraft on the HOOVR.GIDGT or HOOVR.RATPK towards BLD, climbing to FL190, 250 KIAS, handoff to MED.

d. HND: Route arrivals on the GAMES STAR or on a vector in the vicinity of PIGOW, descending to 9,000 feet. Handoff to CYN.

e. VGT: VFR aircraft landing VGT may be routed west of LAS, handoff to MED, T359.DICSA.T337 or on a vector towards Jean, handoff to CYN

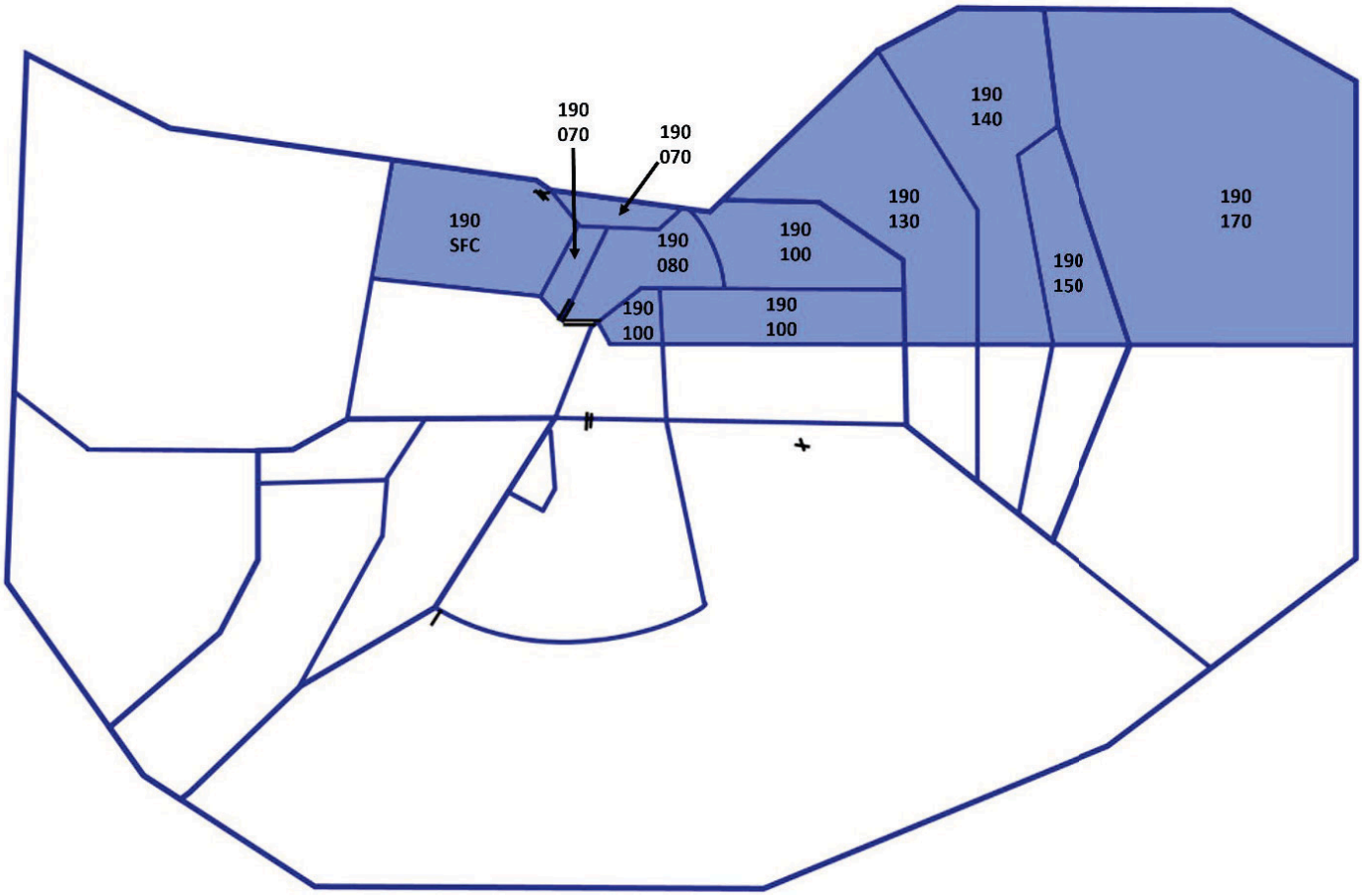
f. LSV: IFR aircraft landing LSV will be cleared to the LSV TACAN descending to 13,000 feet, handoff to MED.

g. P-ACP: DAG is authorized to utilize P-ACP through GNT, CYN and LAK airspace as depicted below:



P-ACP Map for DAG Configuration 1

4-1-3. MEAD DEPARTURE (MED)



MED Airspace Configuration 1

a. MED has jurisdiction over airspace as depicted above.

b. Route aircraft via the GIDGT, RATPK, NOTWN, BLD, V394, LOHLA and 290° prop departure procedures within the airspace depicted above.

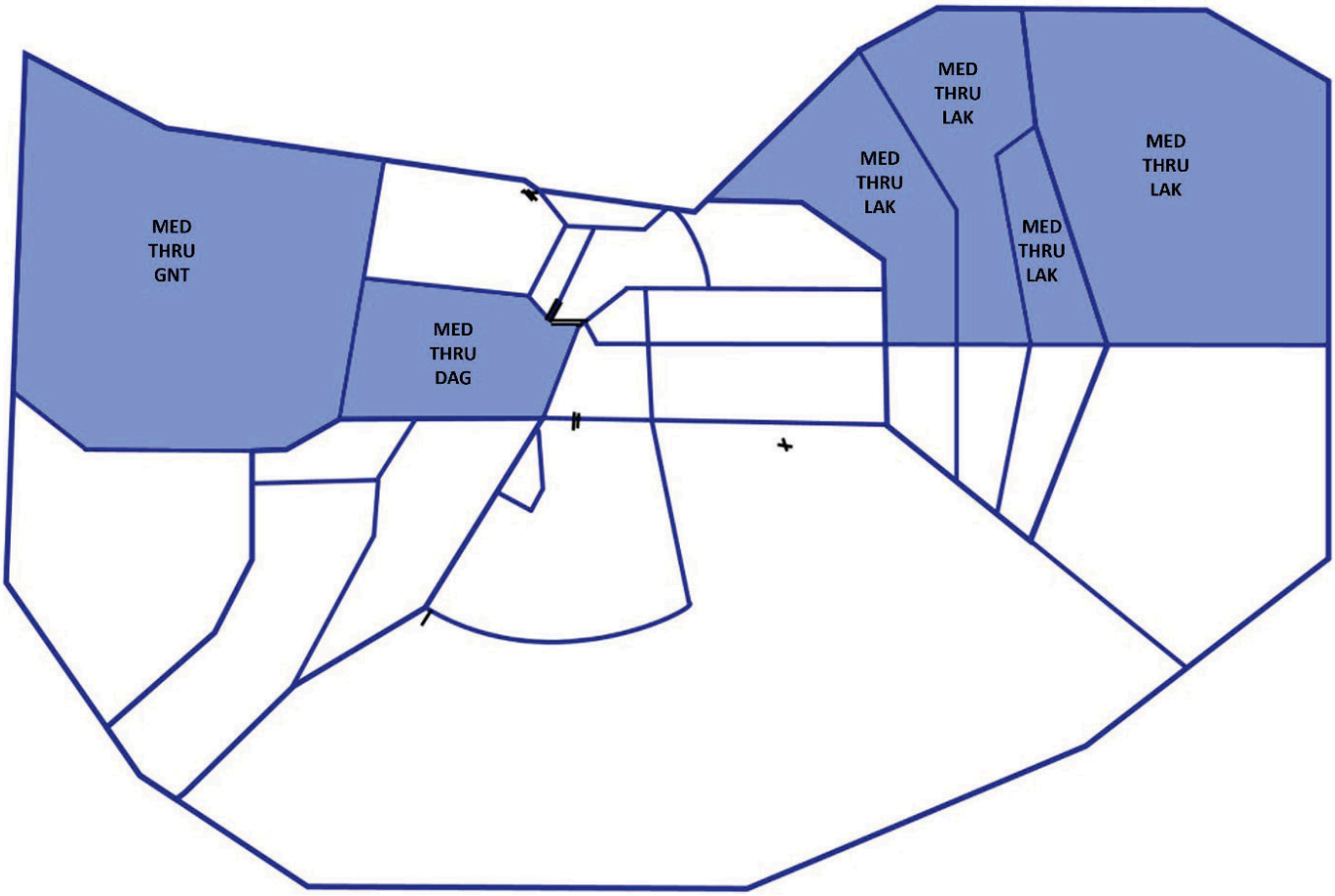
c. VGT:

1. MED is the controlling authority.

2. IFR Q-type aircraft routed via V538 will be vectored over the numbers of RWY 26R at or climbing to 7,000 feet. Handoff to CYN

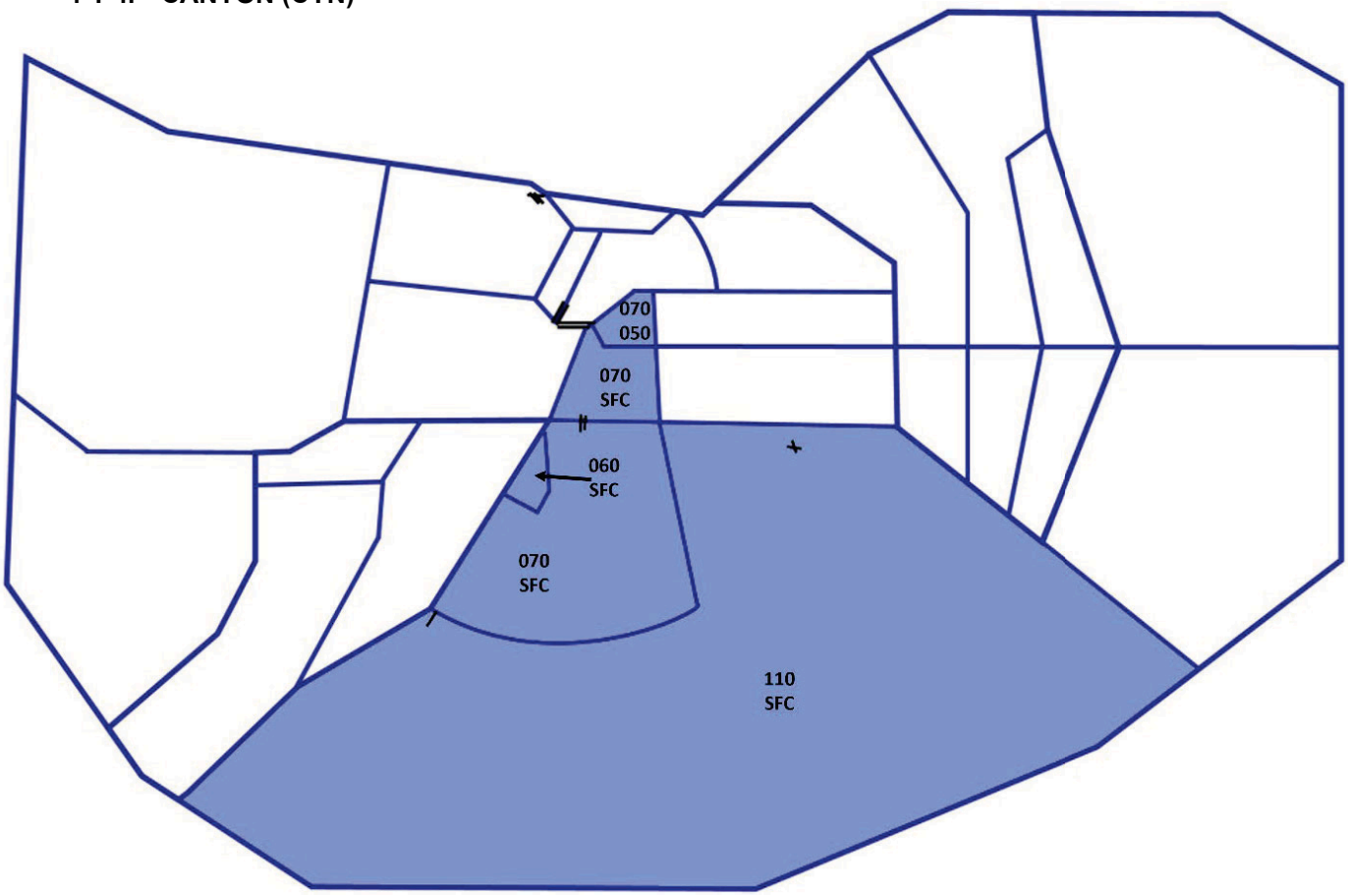
d. LSV: IFR aircraft landing LSV will be cleared to the LSV TACAN descending to 11,000 feet. Handoff to NATCF

e. P-ACP: MED is authorized to utilize P-ACP through DAG, GNT and LAK airspace as depicted below:



P-ACP Map for MED Configuration 1

4-1-4. CANYON (CYN)



CYN Airspace in Configuration 1

a. CYN has jurisdiction over airspace depicted as depicted above.

b. Route aircraft via the V538, V237, CRESO, V21, V514, T359, T357, NTNDO, OYODA, SCAMR, BLD 080R and BLD 125R procedures and prop departures heading 175° within airspace depicted above.

c. LAS: Sequence aircraft to a left downwind for RWY 19R/L on T357 or east of the approach end of RWY 26R. Assign IFR aircraft at or above 5,500 feet and VFR aircraft at or above 5,000 feet, 170 KIAS or less. Handoff to SAT.

d. VGT: Sequence aircraft on T357 or east of the approach end of RWY 26R. Assign IFR aircraft at or above 5,500 feet and VFR aircraft at or above 5,000 feet, 170 KIAS or less. Handoff to SAT.

e. HND

1. CYN is the controlling authority.

2. Point out all arriving IFR aircraft to LAS-ATCT and FNL, except for visual approaches to RWY 35R/L. Point out aircraft conducting the RNAV (GPS)-B approach to FNL prior to the final approach fix (FAF).

3. APREQ RWY 35L/R departures with LAS-ATCT and FNL and provides SID, aircraft ID, and type.

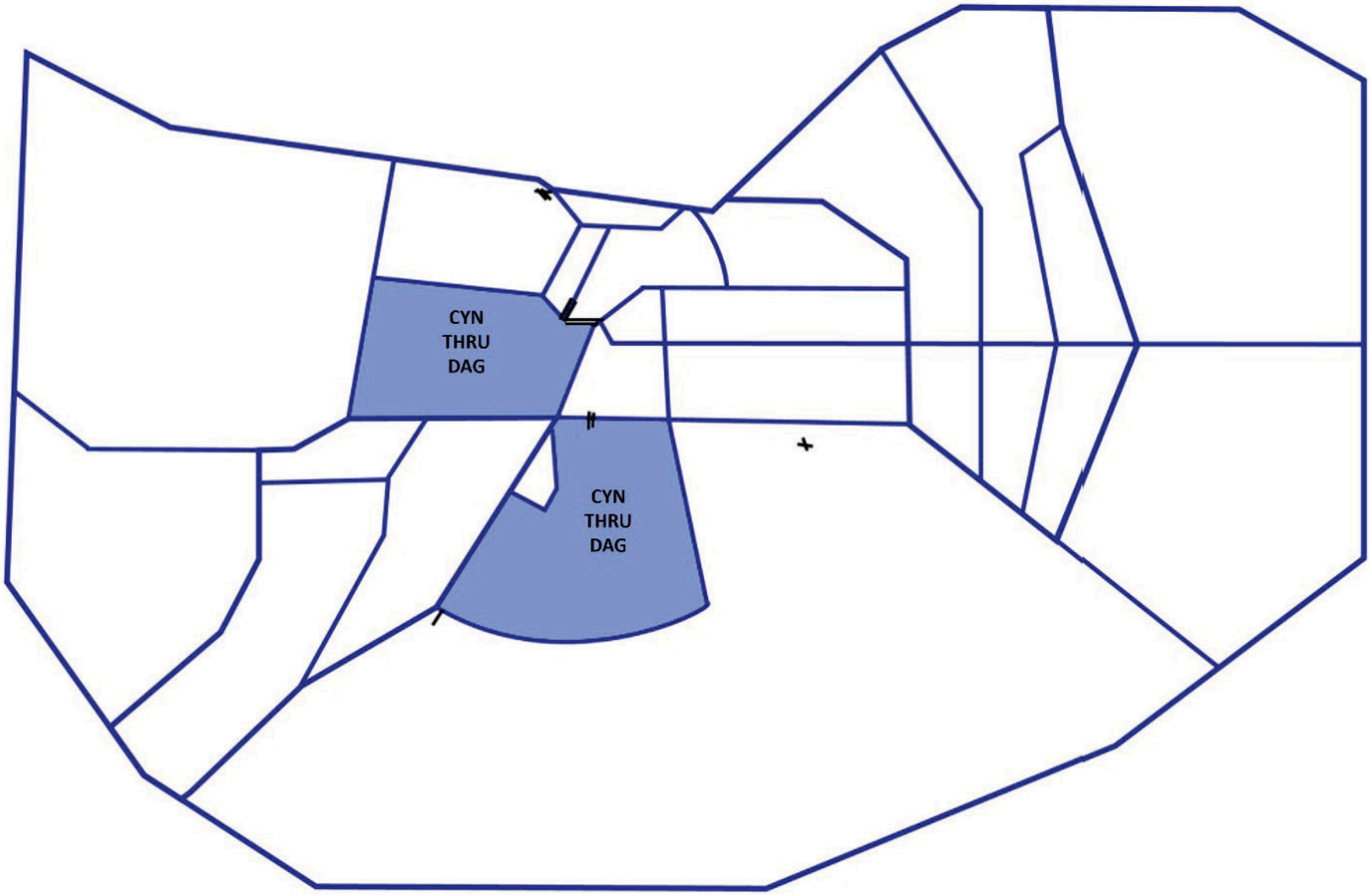
4. When conducting VOR-C approaches to HND, initiate a Call-for-Release with LAS-ATCT prior to aircraft reaching BLD and point out to FNL.

5. When clearing an aircraft for a visual approach to RWY 17L/R issue a speed restriction of 170 KIAS or less and an instruction to turn base leg within 2 miles of HND airport
6. CYN Airspace Split: DAG assumes CYN airspace when it is not staffed.
7. P-ACP: CYN is authorized P-ACP through DAG airspace as depicted below:

f. Provide initial services and Class B clearance for Skydive operations.

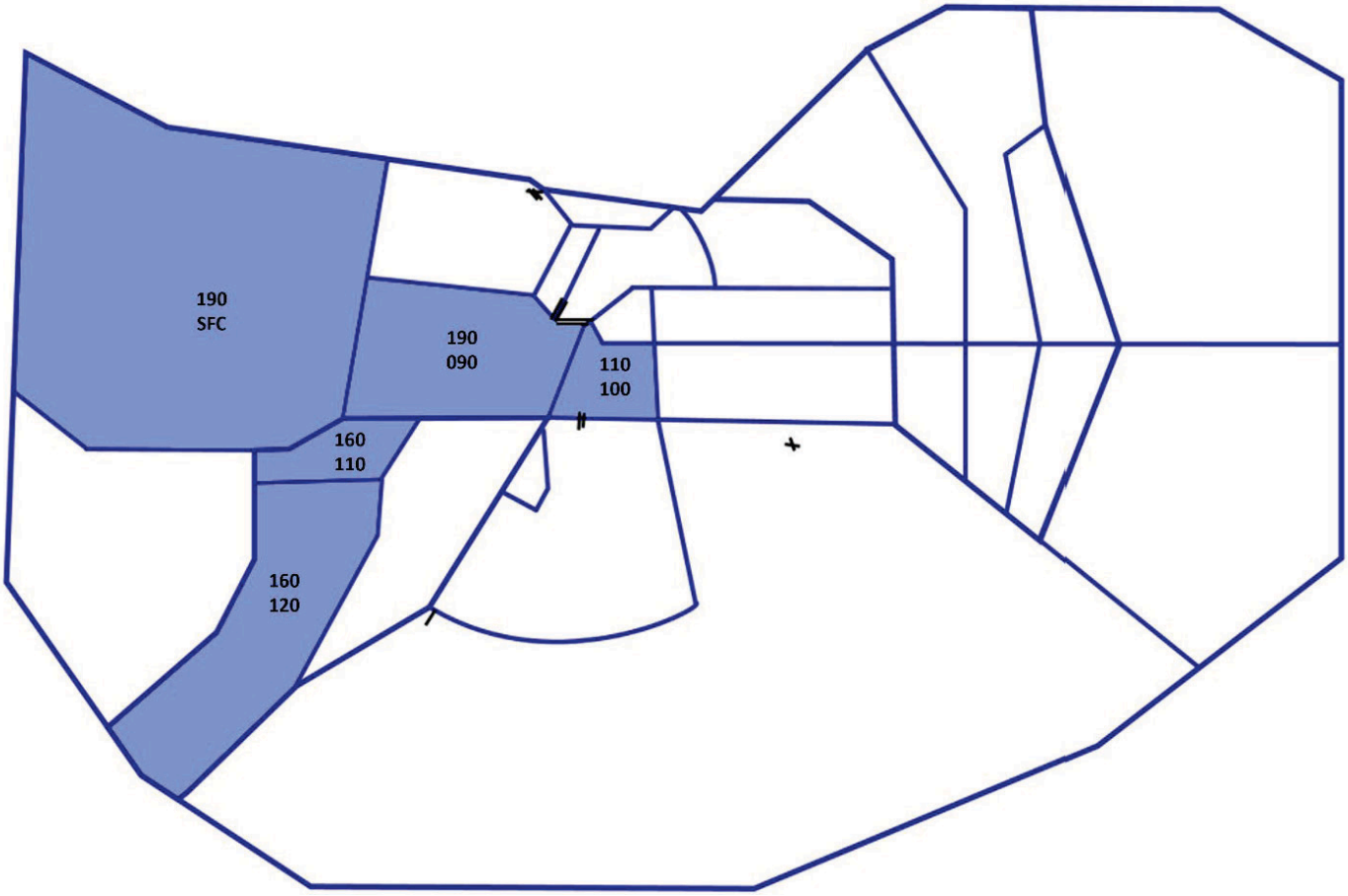
g. DAG assumes CYN airspace when the position is not staffed.

h. P-ACP: CYN is authorized to utilize P-ACP through DAG airspace as depicted below:



P-ACP Map for CYN Configuration 1

4-1-5. GRANITE ARRIVAL (GNT)



GNT Airspace Configuration 1

a. GNT has jurisdiction over airspace as depicted above.

b. Route aircraft via the PUMLE, GRNMA, RNDRZ, COKTL, GAMES, JAYSN and BLD256R procedures within airspace depicted above.

c. LAS:

1. Sequence arrivals to a left downwind for RWY 26L/R descending to 8000. Handoff to FNL.

2. Right Base 19L/R Operations:

(a) If traffic permits right base operations, APREQ with LAS-ATCT and adjacent sectors.

(b) Coordinate with all affected sectors and facilities.

(c) When traffic permits, issue the approach clearance to the aircraft.

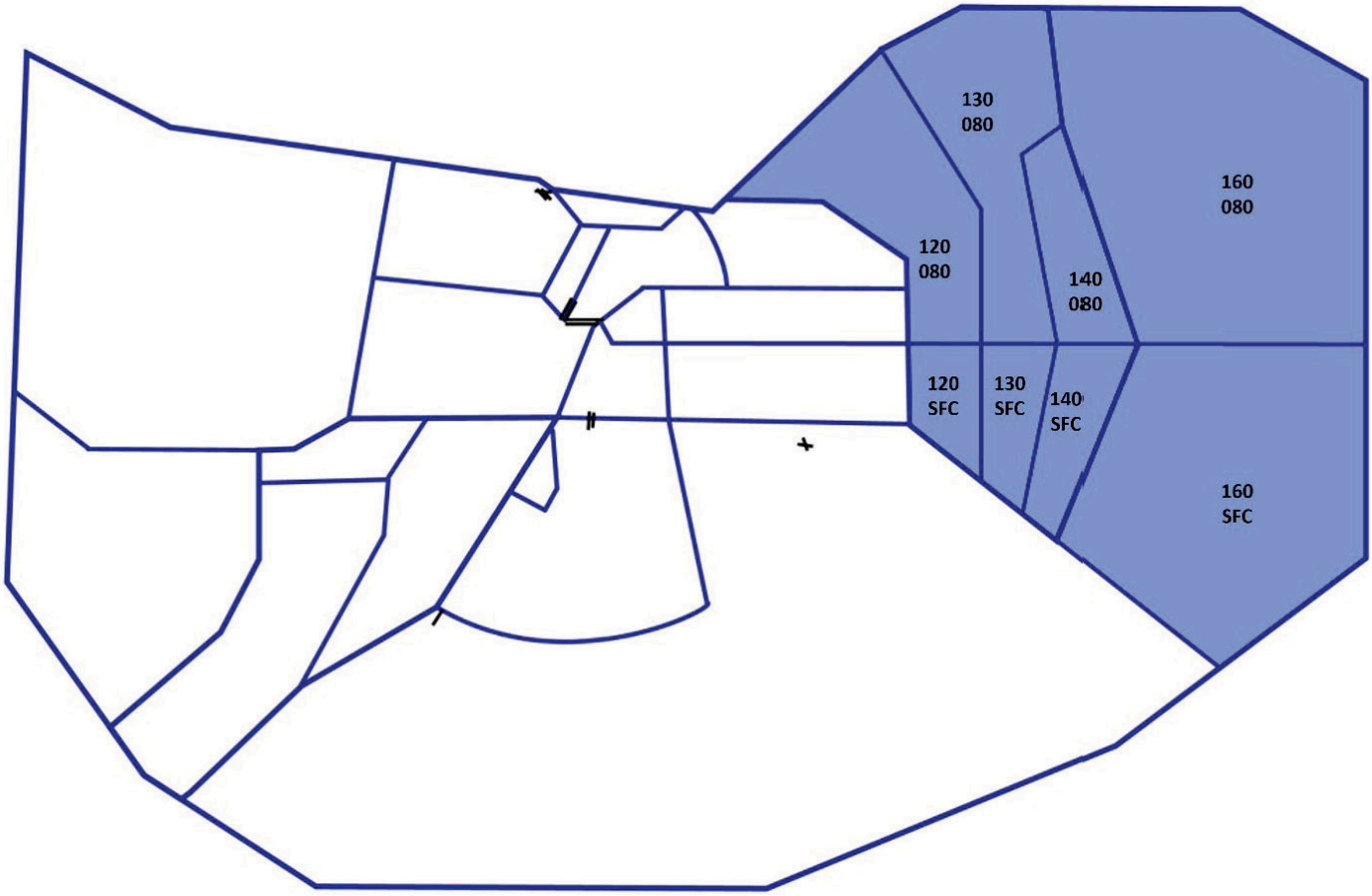
(d) Handoff to SAT.

3. Route prop arrivals via the GAMES STAR or on a vector towards TOROO handoff to DAG, or on a vector to a left downwind for RWY 26L/R descending to 8000 handoff to FNL

d. HND: Route arrivals via the GAMES STAR or a vector towards TOROO, handoff to DAG

e. LSV: IFR aircraft landing LSV will be cleared to the LSV TACAN descending to 13,000 feet, handoff to MED

4-1-6. LAKE ARRIVAL (LAK)



LAK Airspace Configuration 1

a. LAK has jurisdiction over airspace as depicted above.

b. Route aircraft via the CHOWW, BLAID, RKSTR, ISSHE, BOEGY, WYLND, V21, V562, T338, T361, and T363 procedures within airspace depicted above.

c. LAS:

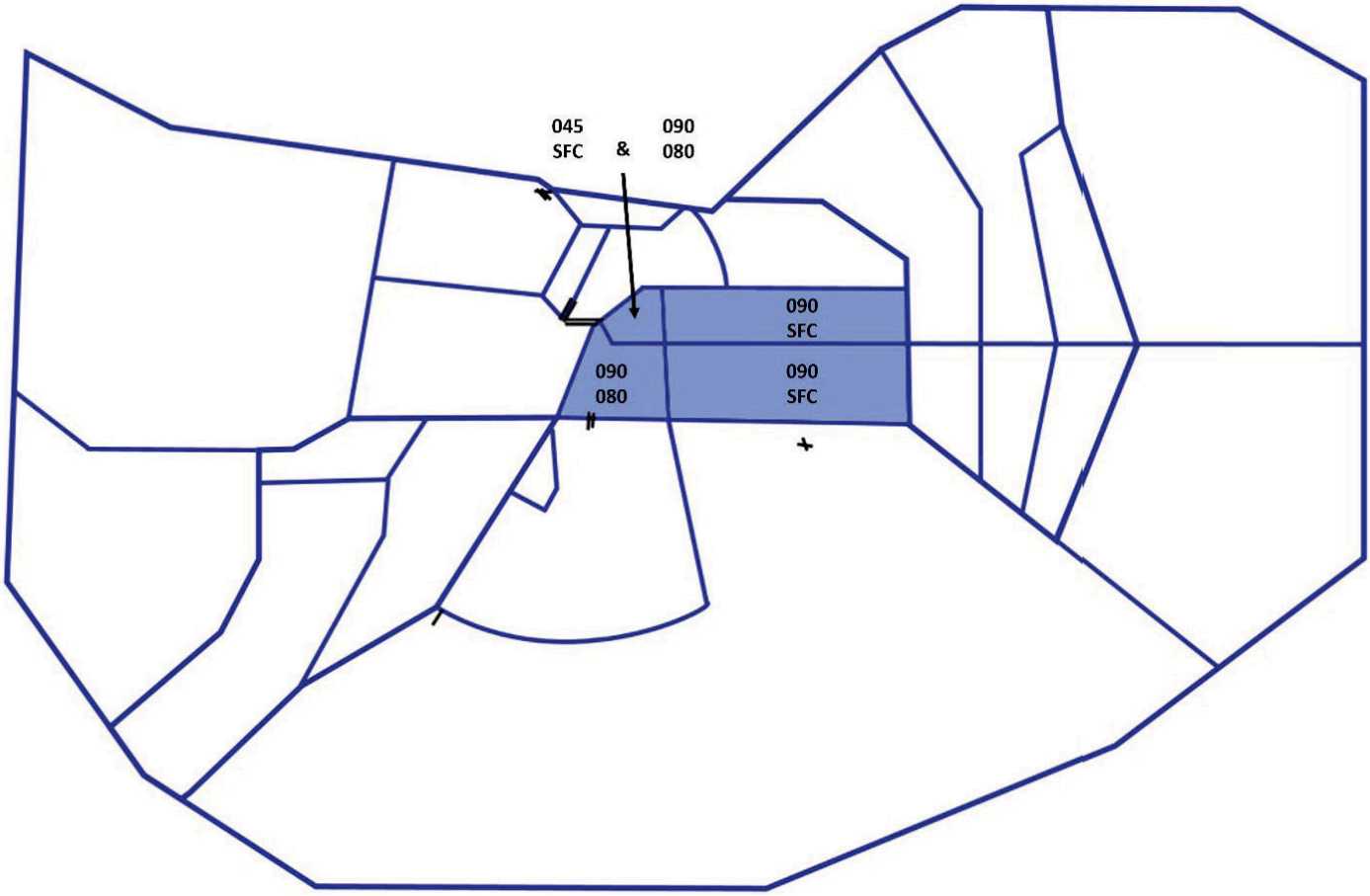
1. Sequence RWY 26L/R arrivals to intercept the localizer at or east of PRINO, descending to 8000 feet. Hand off to FNL.

2. Sequence arrivals to RWY 19R/L descending via the RKSTR or CHOWW STARS, or on a heading towards PPENN descending to 8,000 feet, 190 KIAS or less; handoff to SAT. Enter “+NAV” in the scratch pad for aircraft expecting the RNAV Visual Approach. Enter “+RNP” in the scratch pad for aircraft expecting the RNP Approach..

d. HND: Route arrivals via the BOEGY STAR, T361, or a vector in the vicinity PUTTT descending to 8,000 feet. Handoff to CYN.

e. VGT: Route arrivals via the WYLND STAR, T338 or on a vector through the Nellis East Gate at 9,000 feet handoff to NATCF

4-1-7. FINAL (FNL)



FNL Airspace Configuration 1

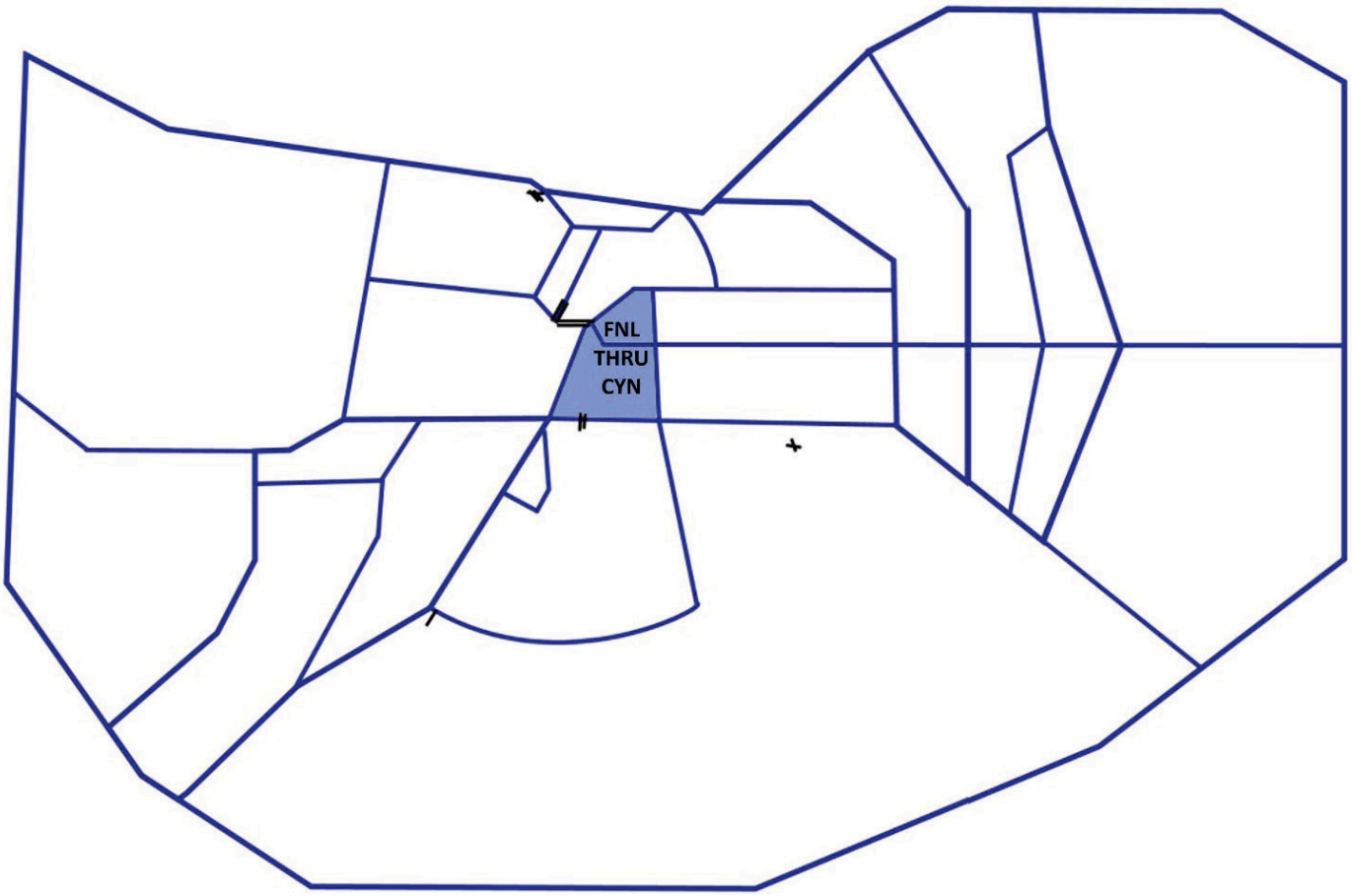
a. FNL has jurisdiction over airspace as depicted above.

b. Sequence arrivals to RWY 26L/R within the depicted airspace.

c. Based on SAT traffic, sequence RWY 19 R/L or VGT arrivals at or above 6,000 feet at 170 KIAS. Handoff to SAT.
NOTE: CYN will APREQ all HND IFR RWY 35R/L departures w/ SID, ACID, type.

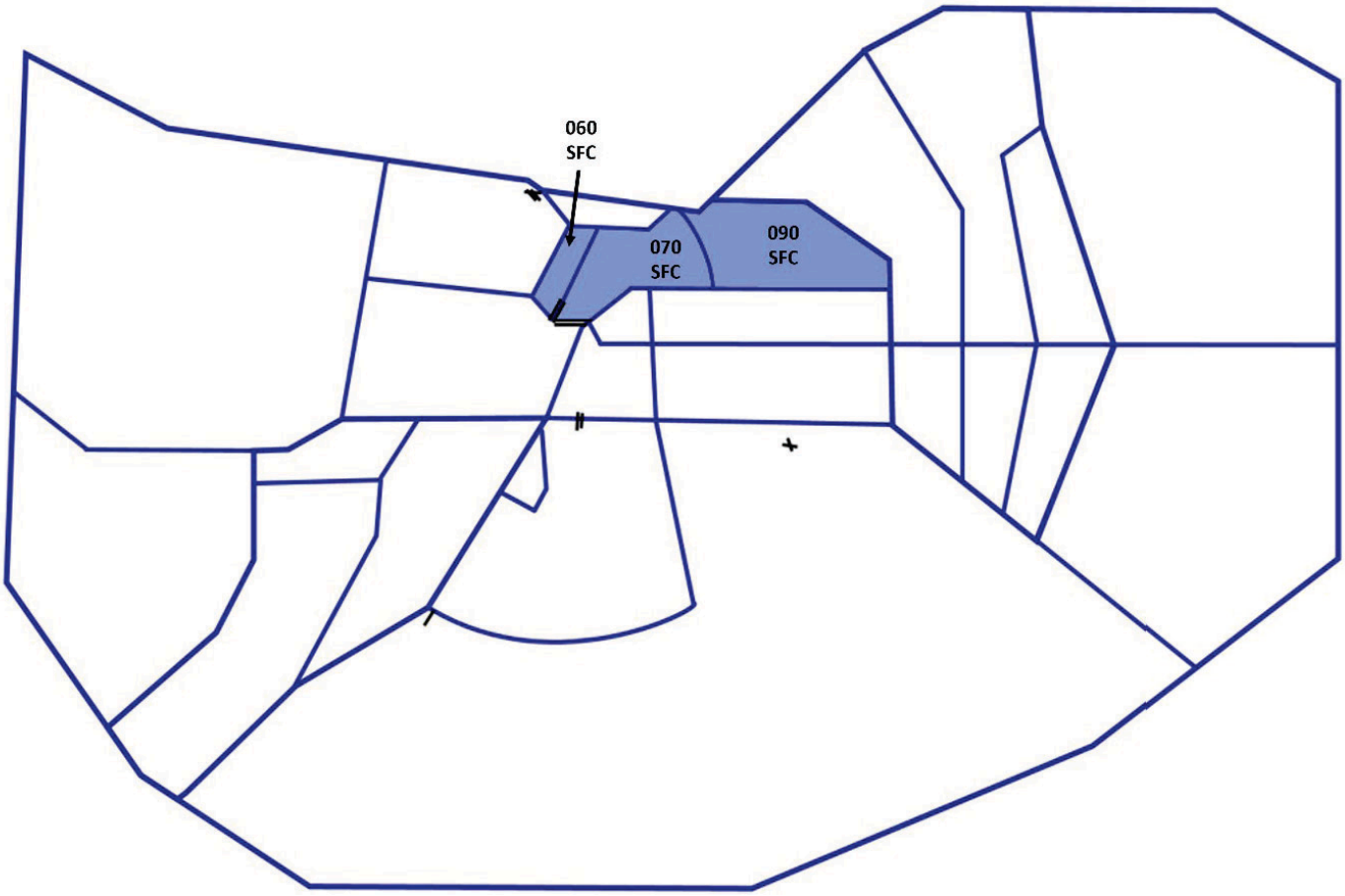
d. The Final Controller is responsible to issue a heading prior to BISHP to ensure that the aircraft does not initiate a northbound turn independently. Traffic permitting, Final may clear downwind aircraft for the instrument approach (ILS or RNP) from BERBN.

e. P-ACP: FNL is authorized to utilize P-ACP through CYN airspace as depicted below:



P-ACP Map for CYN Configuration 1

4-1-8. SATELLITE (SAT)



SAT Airspace Configuration 1

a. SAT has jurisdiction over airspace as depicted above.

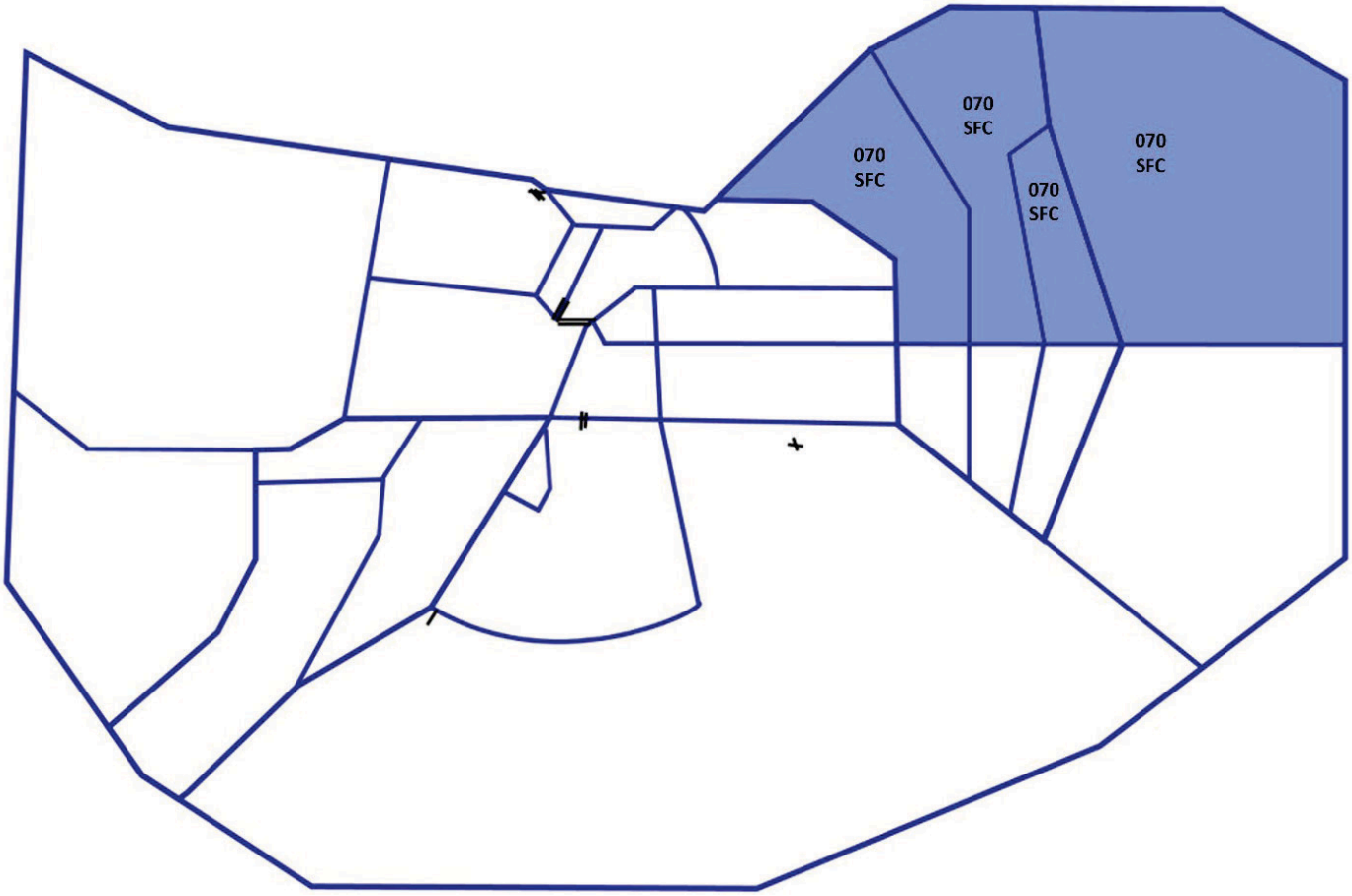
b. LAS: Sequence RWY 19R/L arrivals within airspace depicted above.

c. VGT:

1. Sequence arrivals within depicted airspace above.

2. Point out IFR arrivals to NATCF.

4-1-9. KENO (KNO)



KNO Airspace Configuration 1

a. KNOhas jurisdiction over airspace as depicted above.
b. Route aircraft via T338 and CORTEZ procedures within airspace depicted above.
c. LAS: Sequence RWY 19R/L arrivals to a left base at or below 7,000 feet. Handoff to SAT
d. VGT:
  1. Route arrivals via T338 or on a vector through the Nellis East Gate, handoff to NATCF
  2. Arrivals may be routed towards the Stratosphere, handoff to SAT.

Section 2: Configuration 2

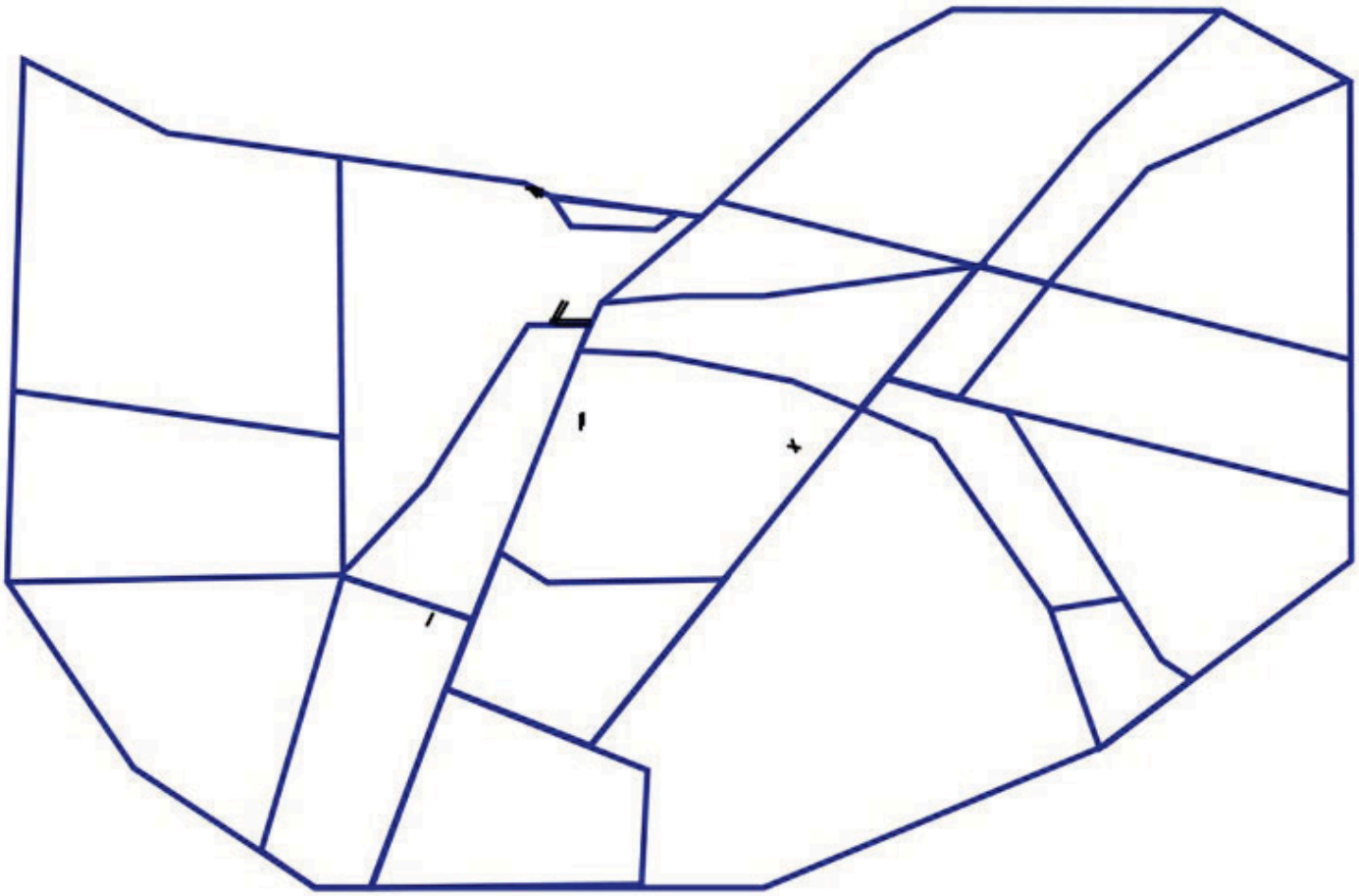
4-2-1. GENERAL

a. General airspace for Configuration 2 as depicted below.

b. Runways in use at LAS:

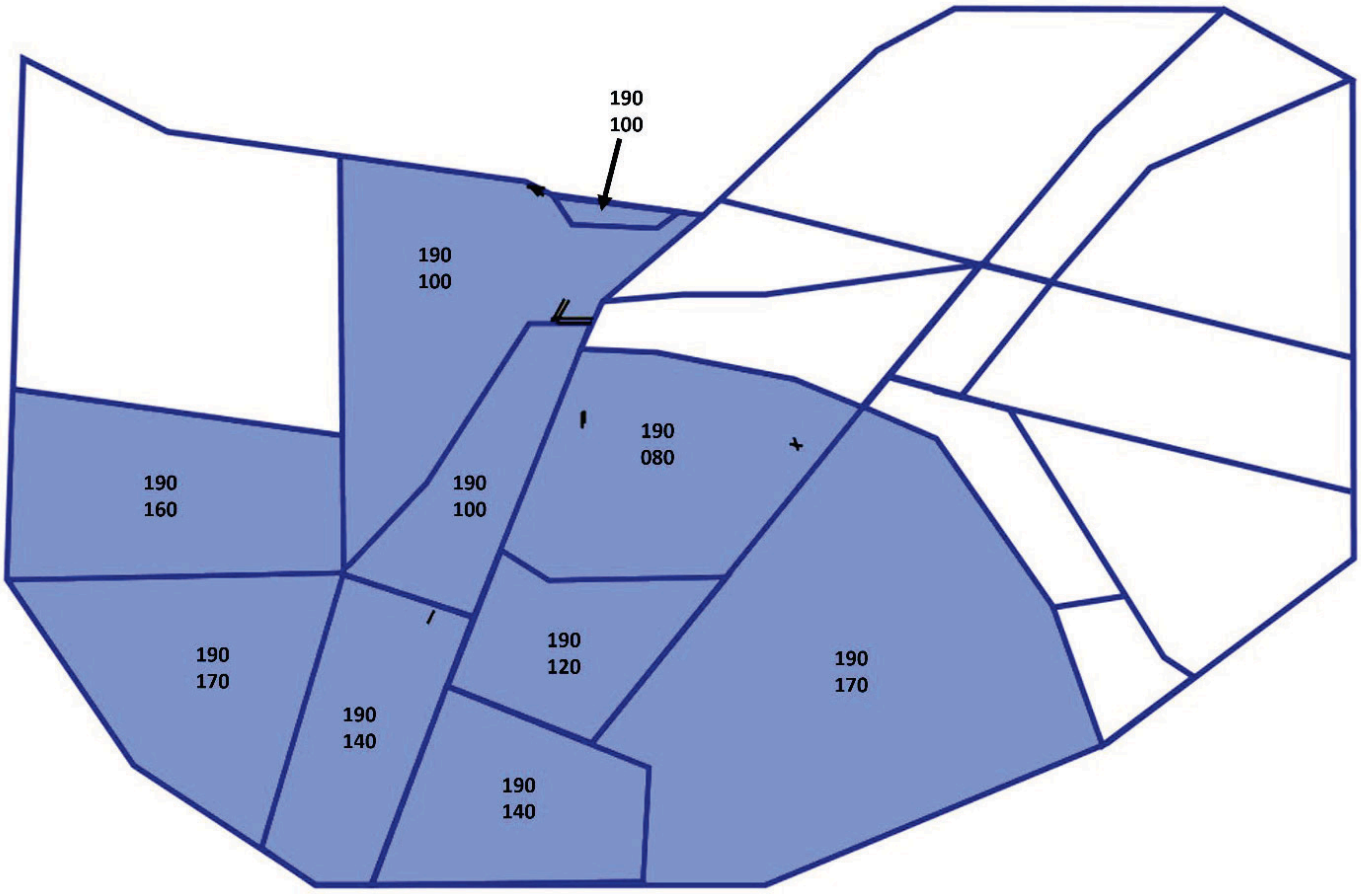
1. Landing Runways 1L and R

2. Departing Runways 8L an R, and 1L and R.



L30 Airspace Configuration 2

4-2-2. DAGGETT DEPARTURE (DAG)



DAG Airspace Configuration 2

a. DAG has jurisdiction over airspace depicted in the figure above.

b. Route aircraft via the RADYR, JOHKR, LOHLA and MCCRN procedures within airspace depicted above.

c. HND: Route arrivals on a heading toward HND at 10,000 feet handoff to CYN.

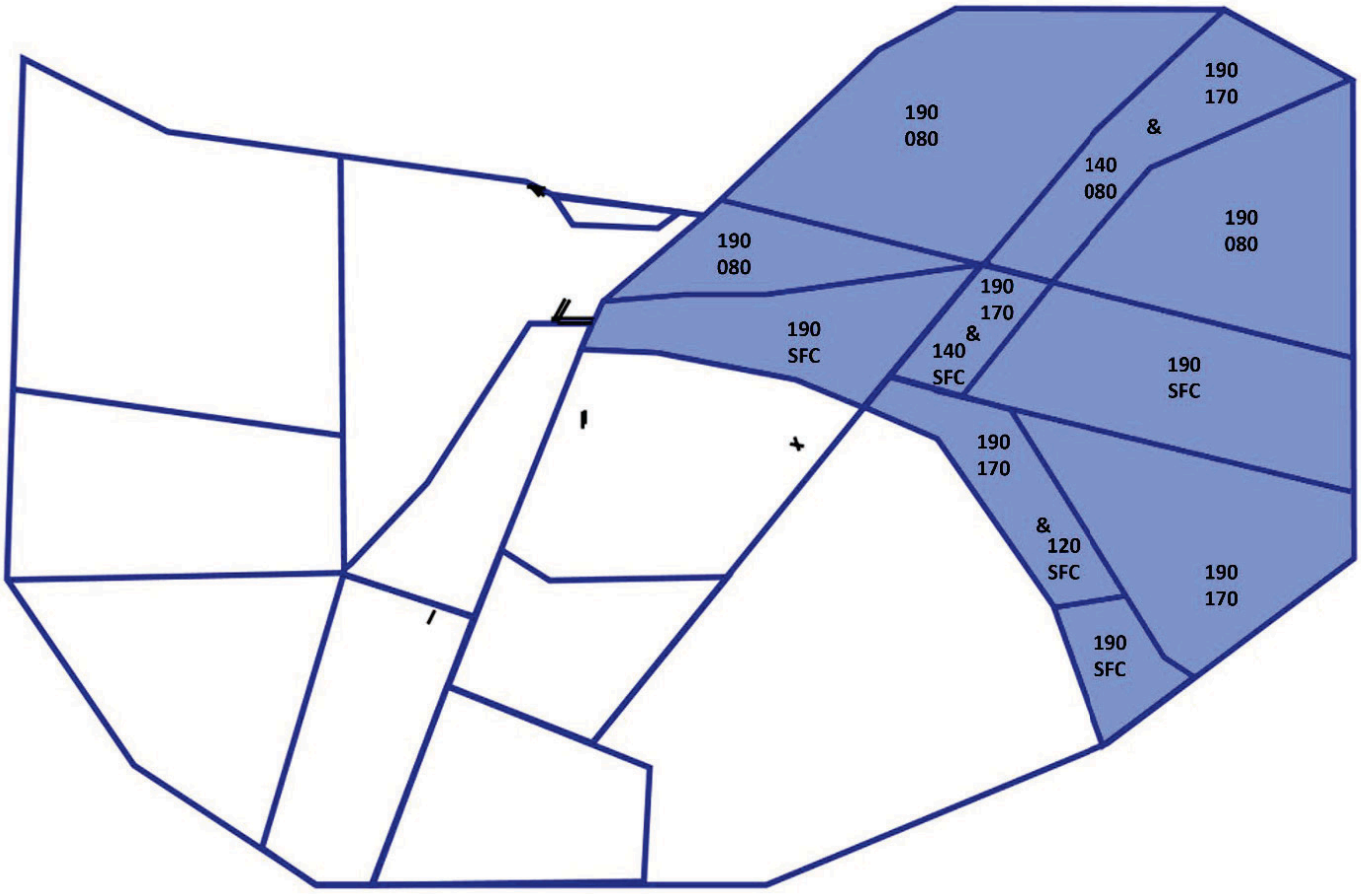
d. LSV: IFR aircraft landing LSV will be cleared to the LSV TACAN descending to 11,000 feet, handoff to NATCF.

e. P-ACP: DAG is authorized to utilize P-ACP through MED, GNT, CYN and LAK airspace as depicted below:



P-ACP Map for DAG Configuration 2

4-2-3. MEAD DEPARTURE (MED)



MED Airspace Configuration 2

a. MED has jurisdiction over airspace as depicted above.

b. Route aircraft via the GIDGT, RATPK, NIITZ, RASLR, HOOVR, WYLND, BOGEY, T361, T338, T363, V21 and V562 procedures within the airspace depicted.

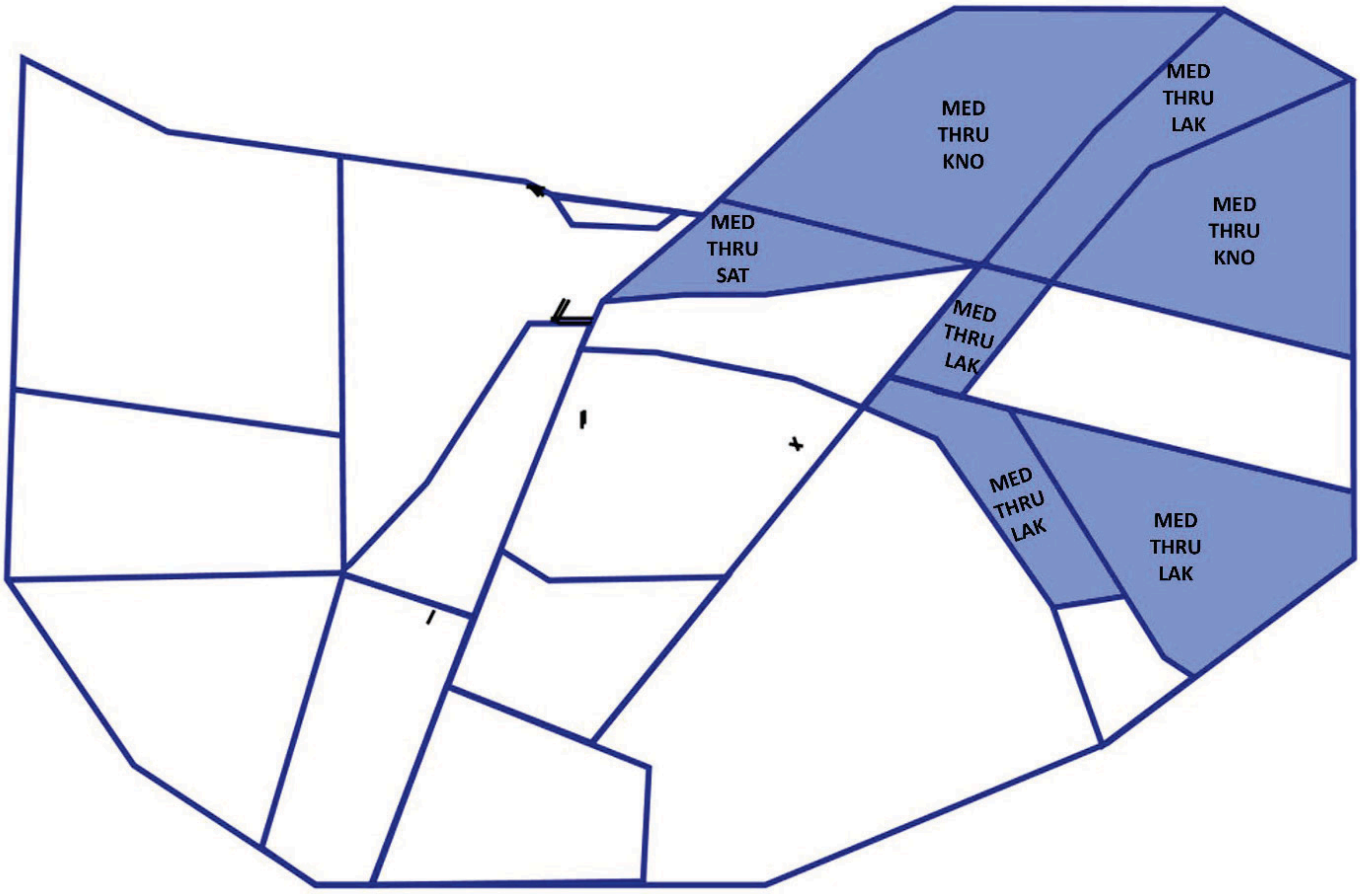
c. LAS: Route V21 and V562 arrivals toward the Stratosphere descending to 8,000 feet, handoff to SAT.

d. HND: Route arrivals via the BOEGY STAR, T361, V21 or a vector towards PUTTT descending to 7,000 feet, point out to LAK, handoff to CYN.

e. VGT: Route arrivals via the WYLND STAR, T338 or a vector through the Nellis East Gate at 9,000ft. handoff to NATCF.

f. LSV: IFR aircraft landing LSV will be cleared to the LSV TACAN descending to 11,000 feet, handoff to NATCF.

g. P-ACP: MED is authorized to utilize P-ACP through LAK, SAT and KNO airspace as depicted below:



P-ACP Map for MED Configuration 2

4-2-4. CANYON (CYN)



CYN Airspace Configuration 2

a. CYN has jurisdiction over airspace as depicted above.

b. Route aircraft via the V538, V237, V514, T337, NTNDO, OYODA, SCAMR, BLD 080R and BLD 125R procedures; and prop departures heading 120° procedures within the airspace depicted.

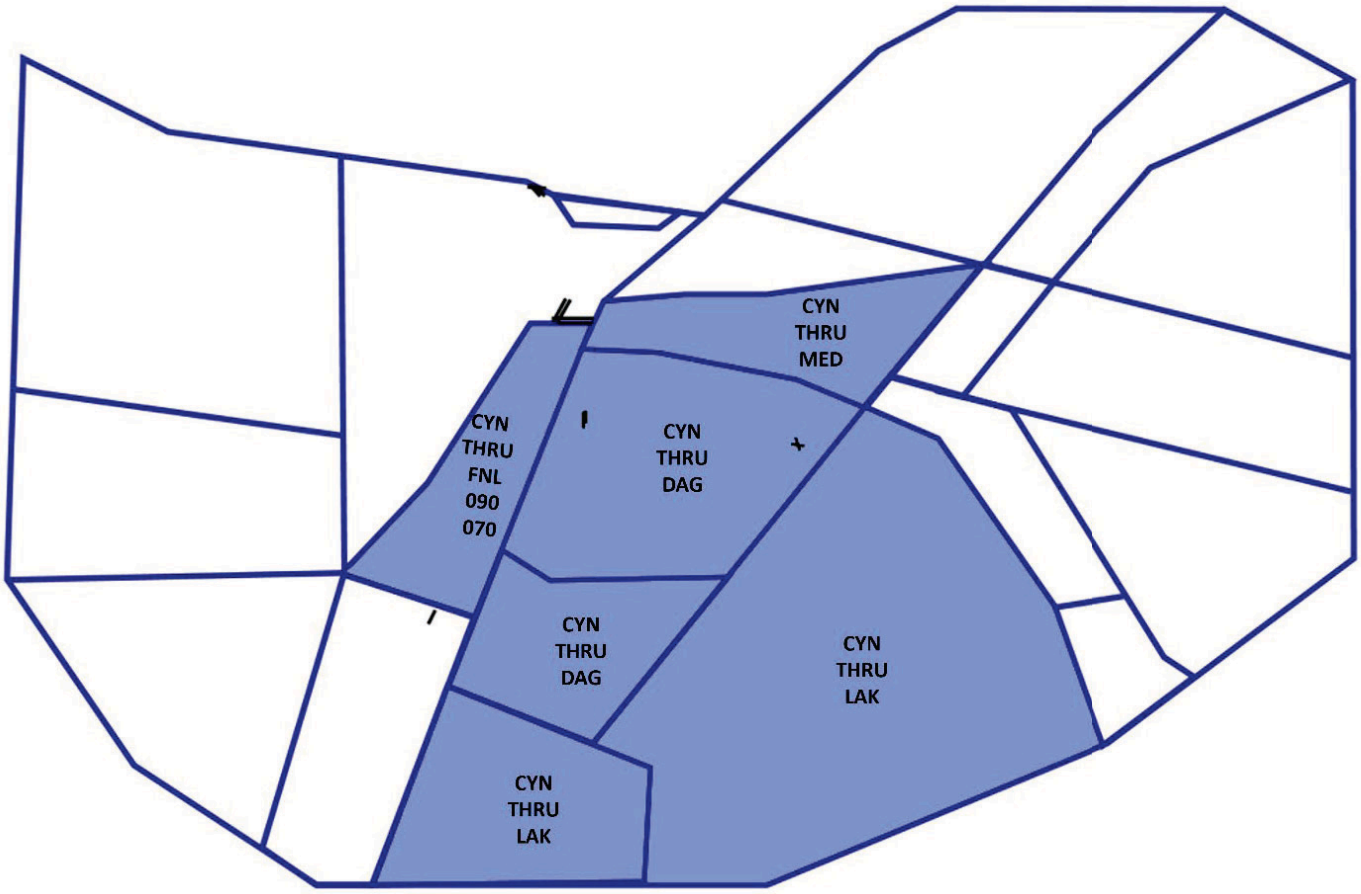
c. LAS: Route prop aircraft from the east to a right base RWY 1L/R at or below 7,000 feet. Handoff to FNL.

d. HND:

1. CYN is the controlling authority.
2. Point out all arriving IFR aircraft to LAS-ATCT, except for visual approaches to RWY 35L/R. Point out aircraft conducting the GPS (B) approach to DAG prior to the FAF.
3. APREQ RWY 35L/R departures with LAS-ATCT and DAG and provide SID, aircraft ID, and type.
4. When conducting VOR-C approaches to HND, initiate a CFR with LAS-ATCT prior to aircraft reaching BLD and point out to DAG and MED.
5. When clearing an aircraft for a visual approach to RWY 17L/R issue a speed restriction of 170 KIAS or less and an instruction to turn base leg within 2 miles of the airport.

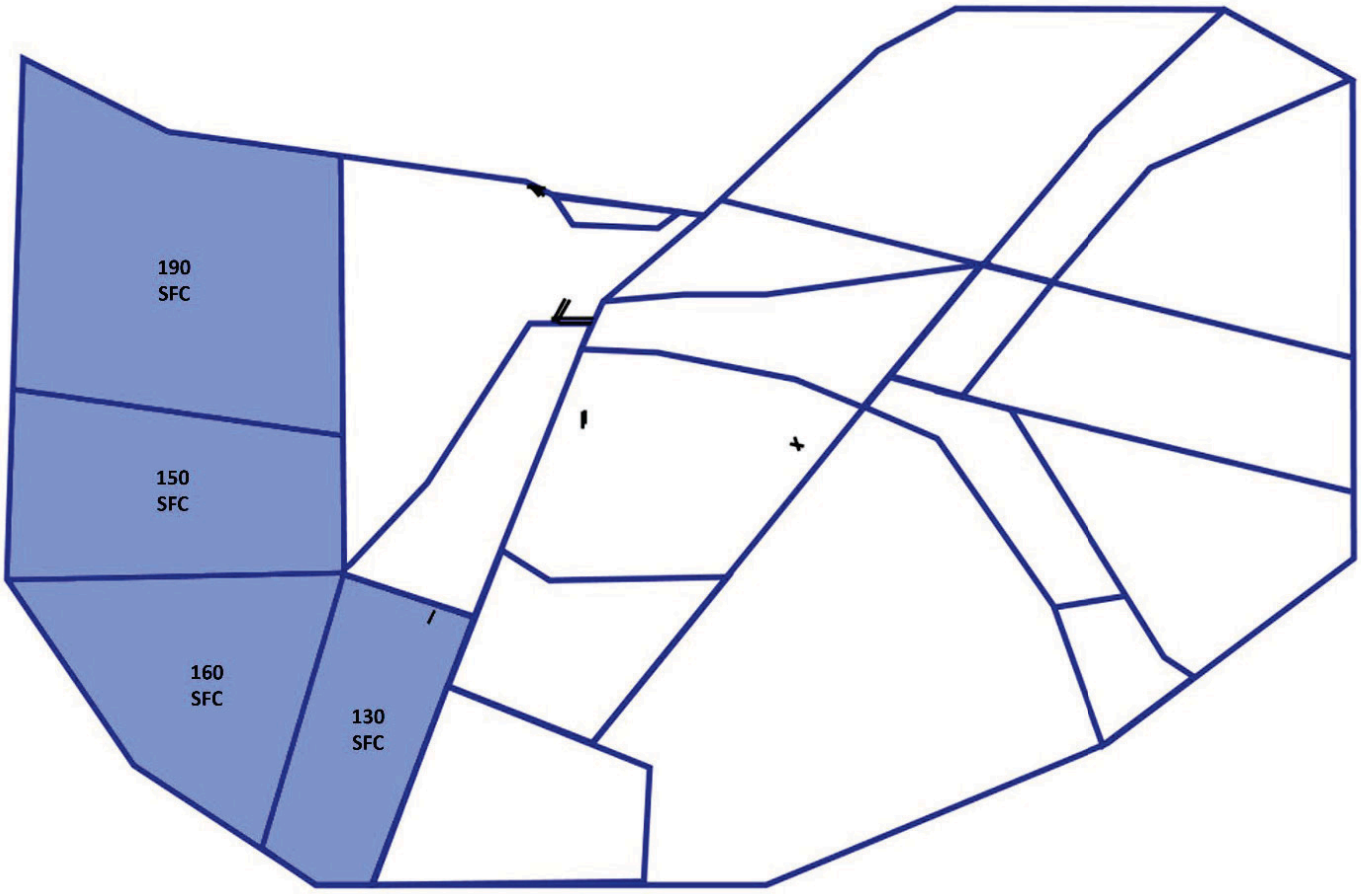
e. VGT: Route arrival aircraft over HND on a heading west of LAS, IFR at or above 7,000 feet, VFR at or above 6500 feet, 170 KIAS or less. Point out to FNL, handoff to SAT.

f. P-ACP: CYN is authorized to use P-ACP through MED airspace for LAS departures heading 120:



P-ACP Map for CYN Configuration 2

4-2-5. GRANITE ARRIVAL (GNT)



GNT Airspace Configuration 2

a. GNT has jurisdiction over airspace as depicted above.

b. Route aircraft via the COKTL, RNDRZ, GAMES, LARKK, JAYSN, PUMLE, CRESO, V21, T359 and BLD256R procedures within the airspace depicted above.

c. LAS:

1. Sequence arrivals descending via the STARs to join the final approach course at or south of TRREY, descending to 8,000 feet, handoff to FNL.

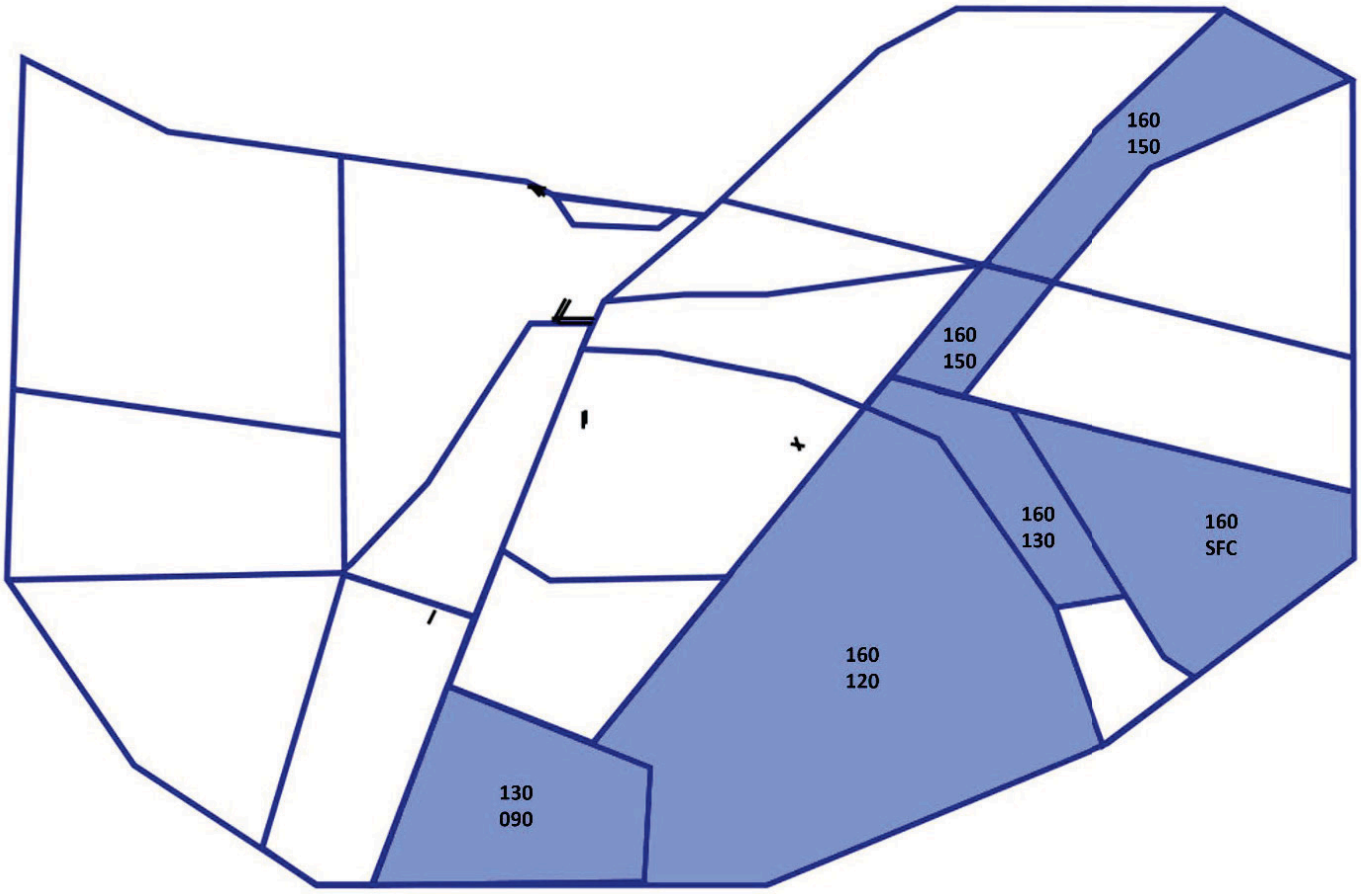
2. Sequence Non-RNAV arrivals to join the RWY01L final approach course at or south of TRREY 8,000 feet at 210 KIAS or less, handoff to FNL

d. HND: Route arrivals from the West on a heading toward HND descending to 10,000 feet

e. VGT: Route arrivals over WHIGG toward HND at 11,000 feet handoff to CYN hand off to DAG. Route arrivals over WHIGG toward HND at 11,000 feet handoff to CYN.

f. Provide initial service to Jean airport skydive aircraft.

4-2-6. LAKE ARRIVAL (LAK)



LAK Airspace Configuration 2

a. LAK has jurisdiction over airspace as depicted above.

b. Route aircraft via the RKSTR, CHOWW, PEHTY, BLAID and V237 procedures within the airspace depicted above.

c. LAS:

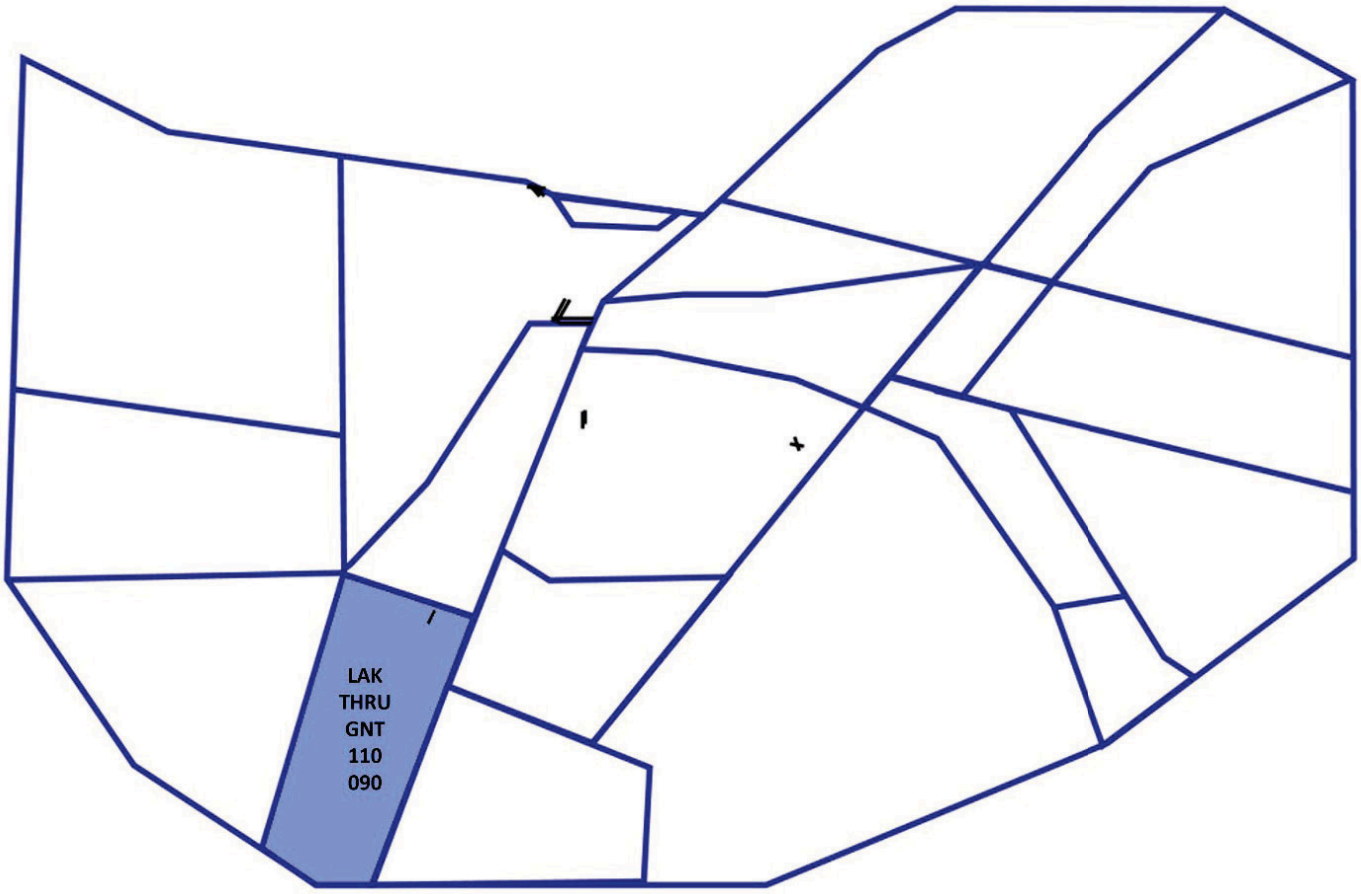
1. Sequence arrivals descending via the RKSTR and CHOWW STARs to join the RWY01R final approach course at or south of VANDL, descending to 9,000 feet at 210 KIAS or less, handoff to FNL.

2. Sequence Non-RNAV arrivals to join the RWY01R final approach course at or south of VANDL, descending to 9,000 feet at 210 KIAS or less, handoff to FNL.

d. HND: Route arrivals on a vector towards HND, descending to 8,000 feet, handoff to CYN.

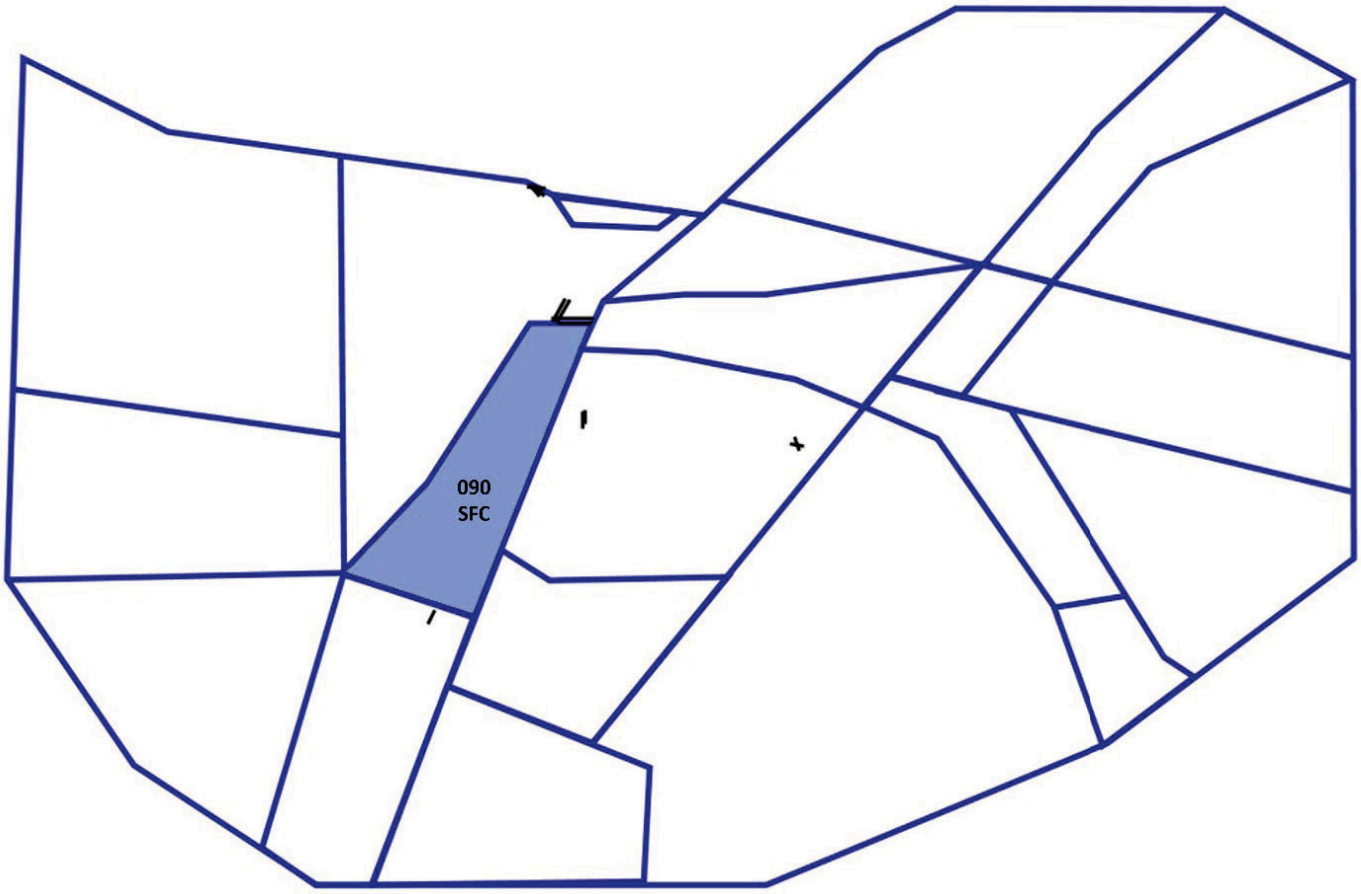
e. VGT: Route arrivals on a vector towards HND, descending to 8,000 feet, handoff to CYN.

f. P-ACP: LAK is authorized to utilize P-ACP through GNT airspace as depicted below:



P-ACP Map for LAK Configuration 2

4-2-7. FINAL (FNL)

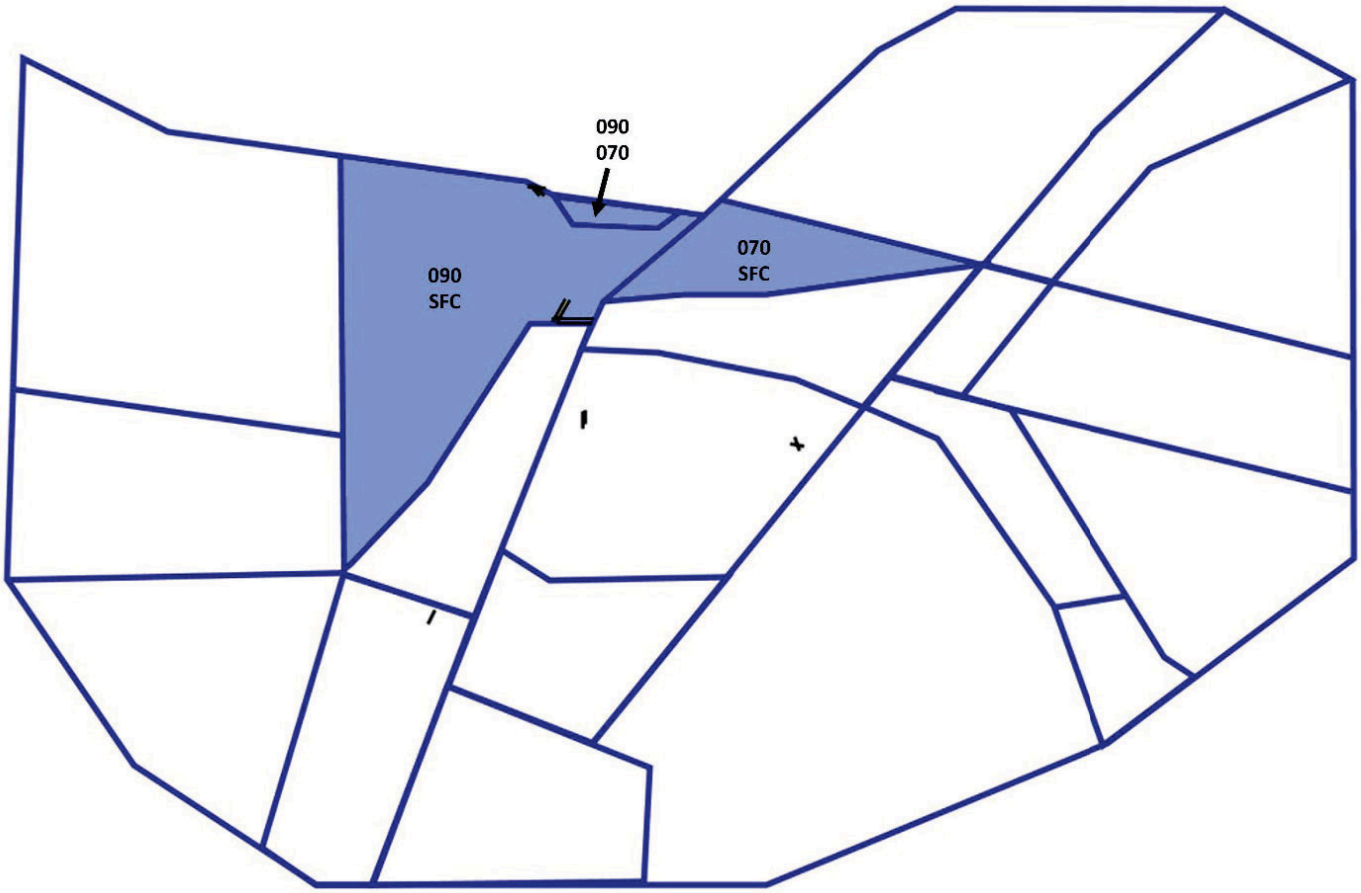


FNL Airspace Configuration 2

a. FNL has jurisdiction over airspace as depicted above.

b. Sequence arrivals to RWY 1L/R in the airspace depicted above.

4-2-8. SATELLITE (SAT)



SAT Airspace Configuration 2

a. SAT has jurisdiction over airspace as depicted above.

b. Route aircraft via NOTWN, BLD1 procedures and departures off of RWY 01 and prop departures off of RWY 08 issued 060° heading, within the airspace depicted above.

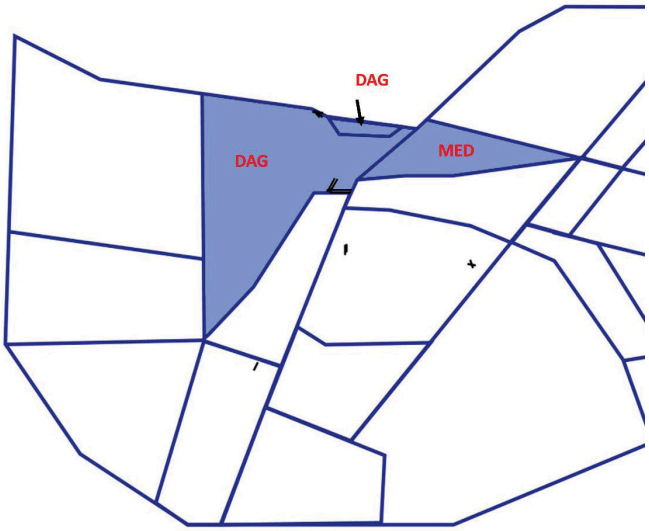
c. LAS:

1. Provide departure control services for all RWY 1L/R departures and go-arounds.

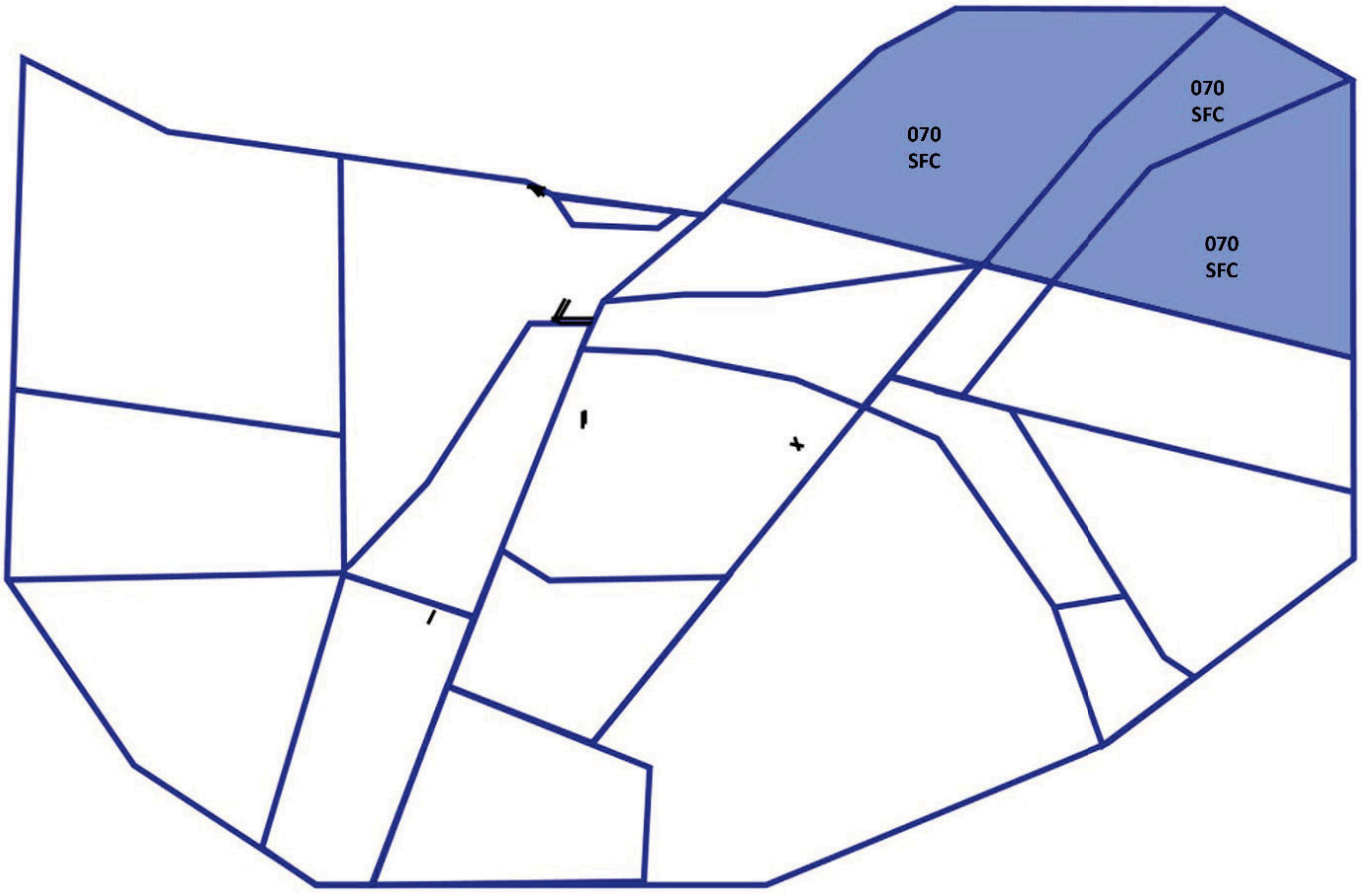
2. Route aircraft for a left downwind RWY 1L at 170 KIAS and handoff to FNL.

d. VGT: SAT is controlling authority.

e. SAT Airspace Split: DAG and MED assume airspace as depicted below:



4-2-9. KENO (KNO)



KNO Airspace Configuration 2

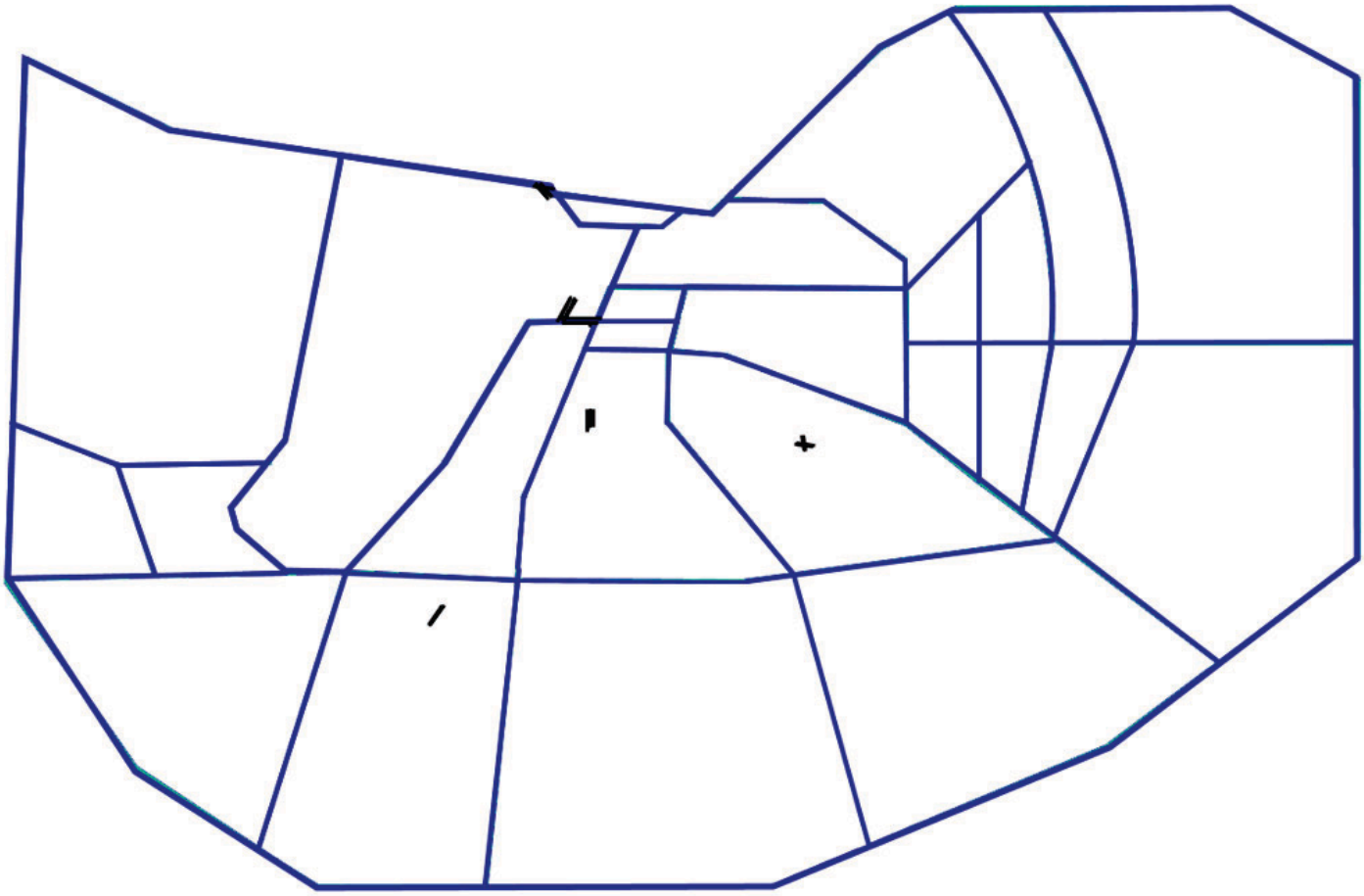
a. KNO has jurisdiction over airspace as depicted above.
b. Route aircraft via the T338 and CORTEZ procedures within the airspace depicted above.
c. LAS:
  1. Route arrivals east of the Hoover Dam and south of BVU in the vicinity of PUTTT, at or below 7,000 feet. Handoff to CYN; or,
  2. Route arrivals towards the Stratosphere at 7,000 feet. Handoff to SAT.
d. VGT: Route arrivals via T338 or on a vector through the Nellis East Gate.
e. KNO Airspace Split: MED assumes KNO airspace.

Section 3: Configuration 3

4-3-1. GENERAL

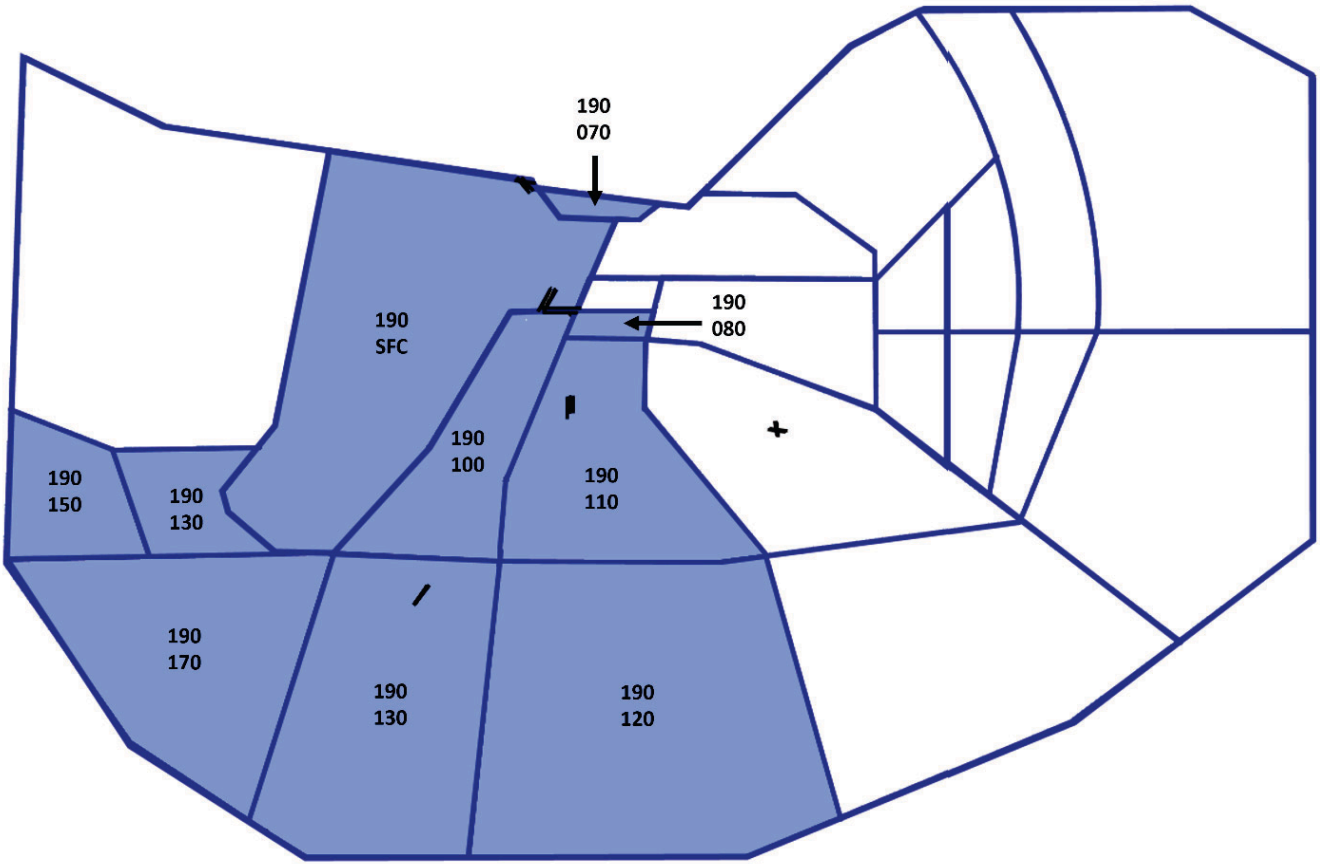
a. Landing Runways 26L and 1L and R. Verbally coordinate with LAS-ATCT prior to offloading aircraft to 1R

b. Departing Runways 1L/R.



L30 Airspace Configuration 3

4-3-2. DAGGETT DEPARTURE (DAG)



DAG Airspace Configuration 3

a. DAG has jurisdiction over airspace depicted in the figure above.

b. Route aircraft via the JOHKR, RADYR, MCCRN, NOTWN, BLD1, LOHLA and prop departures heading 240° procedures within the airspace depicted.

c. LAS:

1. Route go-arounds to a left downwind for RWY 1R/L, 170 KIAS and handoff to SAT.

2. Handoff RWY 26L downwind arrivals to FNL at or descending to 8,000 feet, point out to CYN.

d. VGT:

1. DAG is the controlling authority.

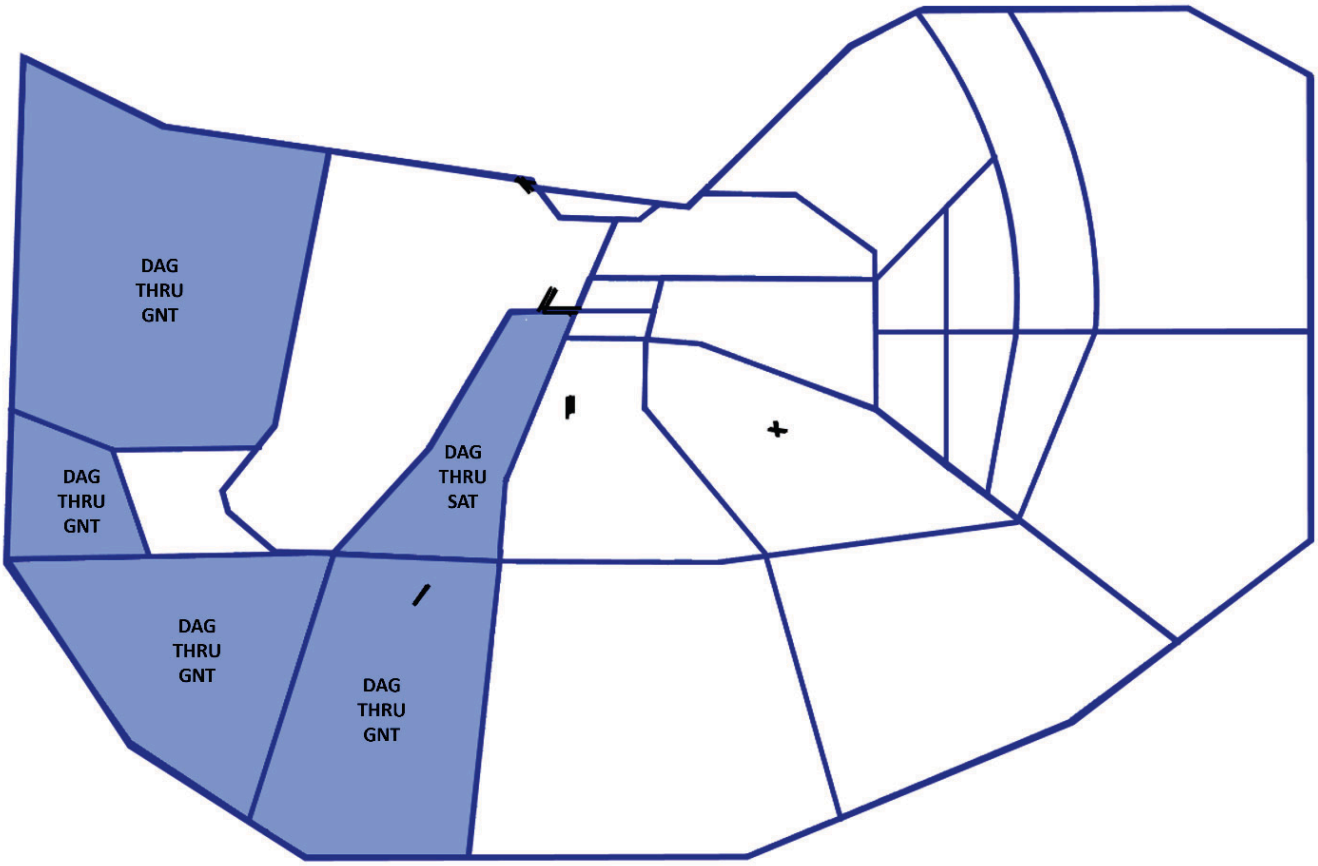
2. Point out IFR arrivals to ATCT no later than 10 miles south of LAS, or East Gate arrivals at or east of the Nellis runways.

3. Issue approach clearance based on traffic landing RWY 26L.

4. Instruct aircraft to remain west of I-15 when executing the approach.

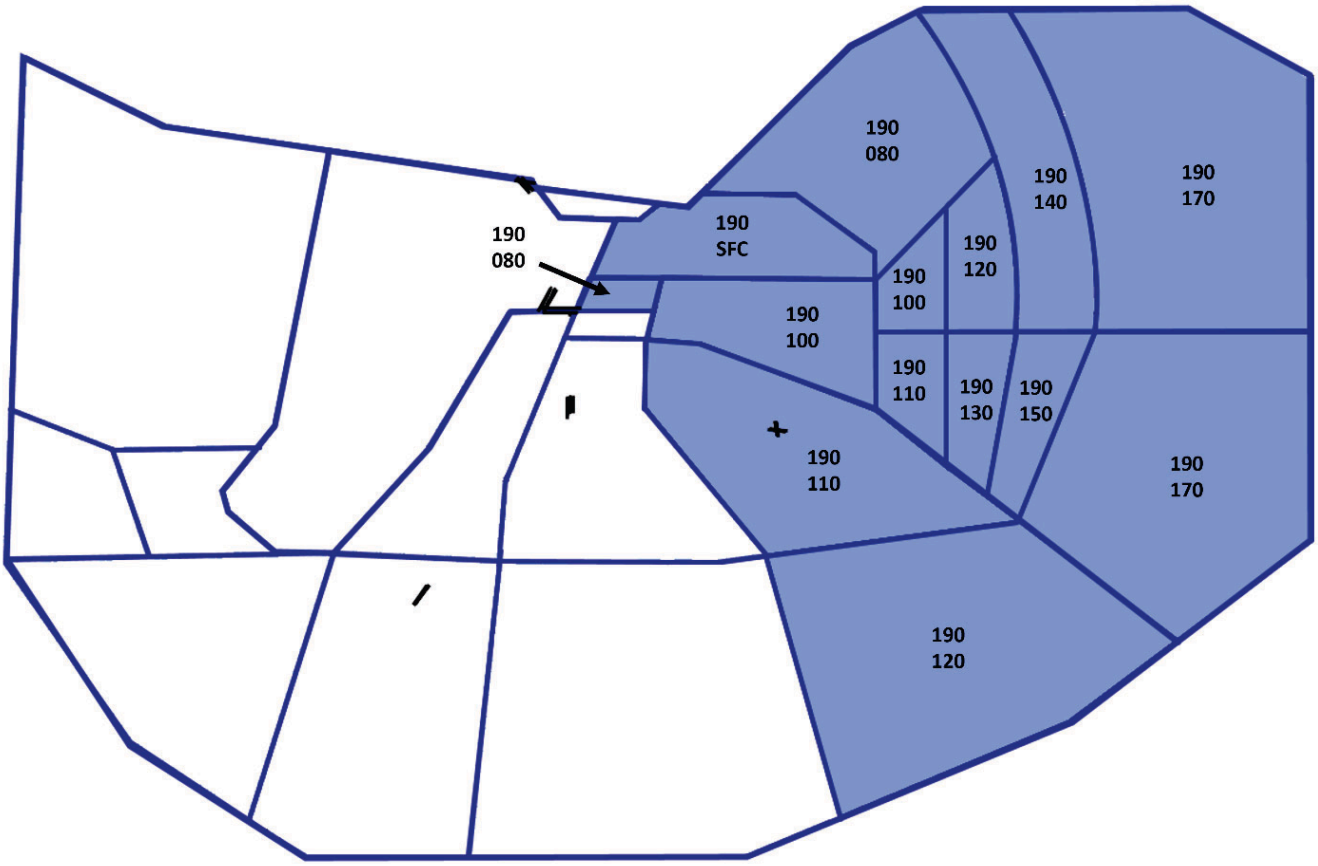
e. LSV: IFR aircraft landing LSV will be cleared to the LSV TACAN descending to 11,000 feet, handoff to NATCF.

f. P-ACP: DAG is authorized to utilize P-ACP through GNT airspace as depicted below:



P-ACP Map for DAG Configuration 3

4-3-3. MEAD DEPARTURE (MED)



MED Airspace Configuration 3

a. MED has jurisdiction over airspace as depicted above.

b. Route aircraft via the RATPK, GIDGT, NIITZ, RASLR, HOOVR, TENZO, BLD080R, V394 and V237 procedures and departures heading 050°, within the airspace depicted above.

c. When providing initial departure control services to RADYR, JOHKR and MCCRN departures, climb to FL190, heading 190 (or lower requested altitude), handoff to DAG.

d. LAS:

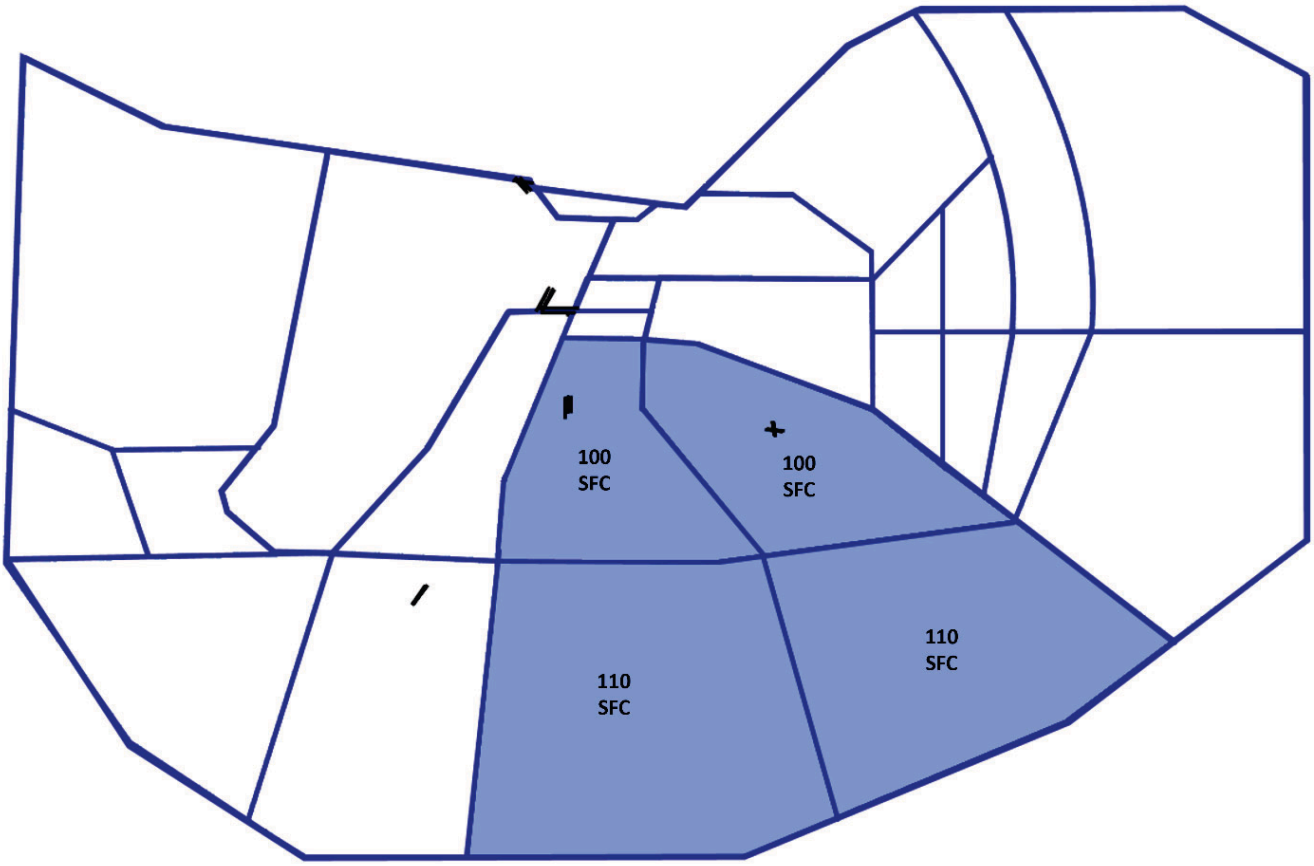
- **1.** Route alternate go-arounds to a right downwind for RWY 26L, 170 KIAS, handoff to FNL.
- **2.** Route LAS arrivals via the RKSTR STAR or on a vector towards CAMMP descending to 12,000 feet handoff to CYN.

e. VGT: Route arrivals via the WYLND STAR, T338 or on a vector through the Nellis East Gate at 9,000 feet handoff to NATCF.

f. LSV: IFR aircraft landing LSV will be cleared to the LSV TACAN descending to 11,000 feet, handoff to NATCF.

g. P-ACP: MED is authorized to utilize P-ACP through DAG, FNL and LAK airspace as depicted below:

4-3-4. CANYON (CYN)



CYN Airspace Configuration 3

a. CYN has jurisdiction over airspace as depicted above.

b. Route aircraft via the OYODA, SCAMR, NTNDO, V514, V237, T357, BLD 080R and BLD080R procedures within airspace depicted above.

c. LAS: Route aircraft from the East via the RKSTR STAR or on a vector toward VANDL descending to 9,000 feet handoff to GNT.

d. HND:

1. CYN is the controlling authority.

2. Point out all arriving IFR aircraft to LAS-ATCT, except for visual approaches to RWY 35L/R. Point out aircraft conducting the RNAV GPS (B) approach to FNL prior to the FAF.

3. APREQ RWY 35L/R departures with LAS-ATCT and FNL and provide SID, aircraft ID, and type.

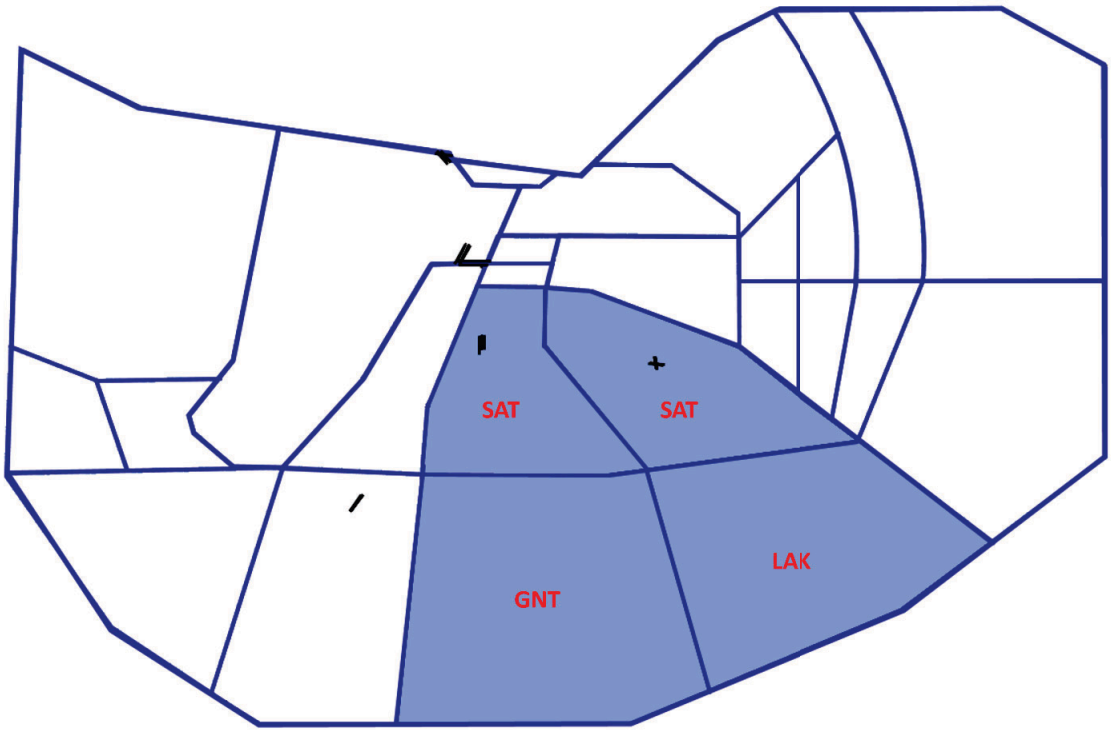
4. When conducting VOR-C approach point out to SAT.

5. When clearing an aircraft for a visual approach to RWY 17L/R issue a speed restriction of 170 KIAS or less and an instruction to turn base leg within 2 miles of the airport.

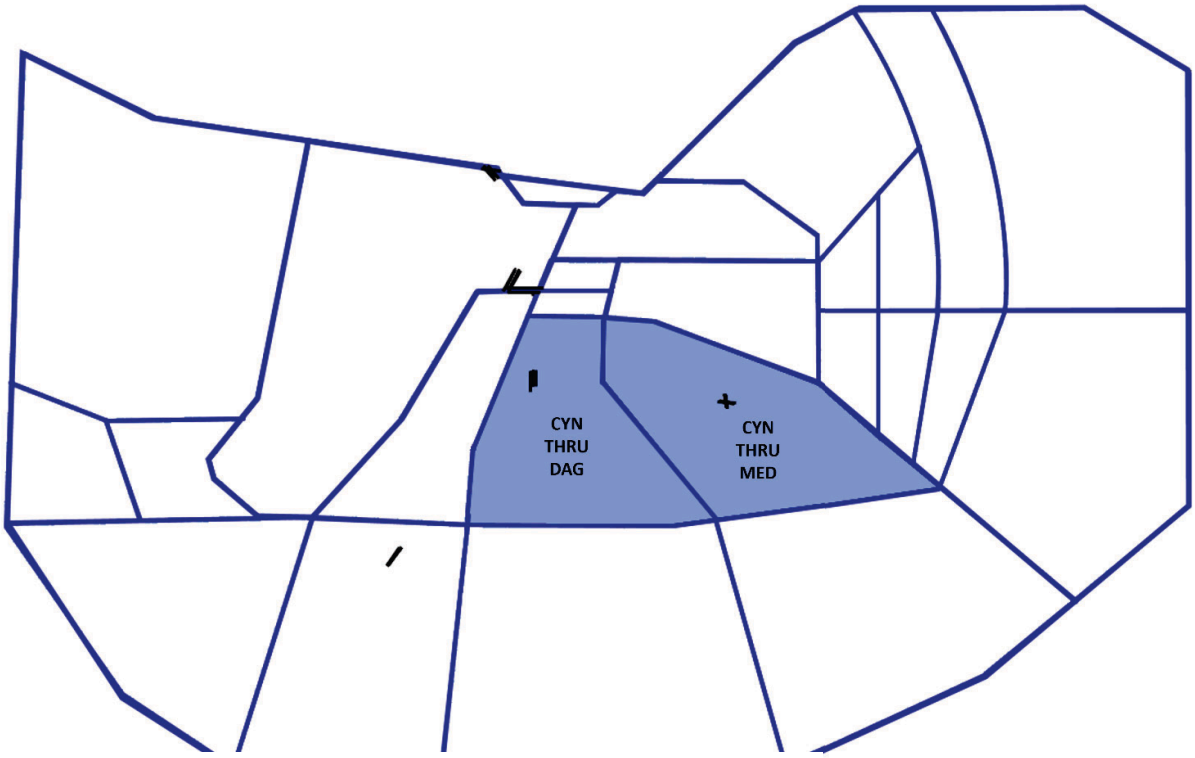
e. VGT: Route IFR arrivals in the vicinity of HNDto a point at or south of the LAS runway intersections, at 7,000 feet and 170 KIAS or less, point out to SAT, handoff to DAG.

f. P-ACP: CYN is authorized to utilize P-ACP through GNT airspace as depicted below.

g. CYN Airspace Split: SAT, GNT, and LAK assume airspace depicted below.

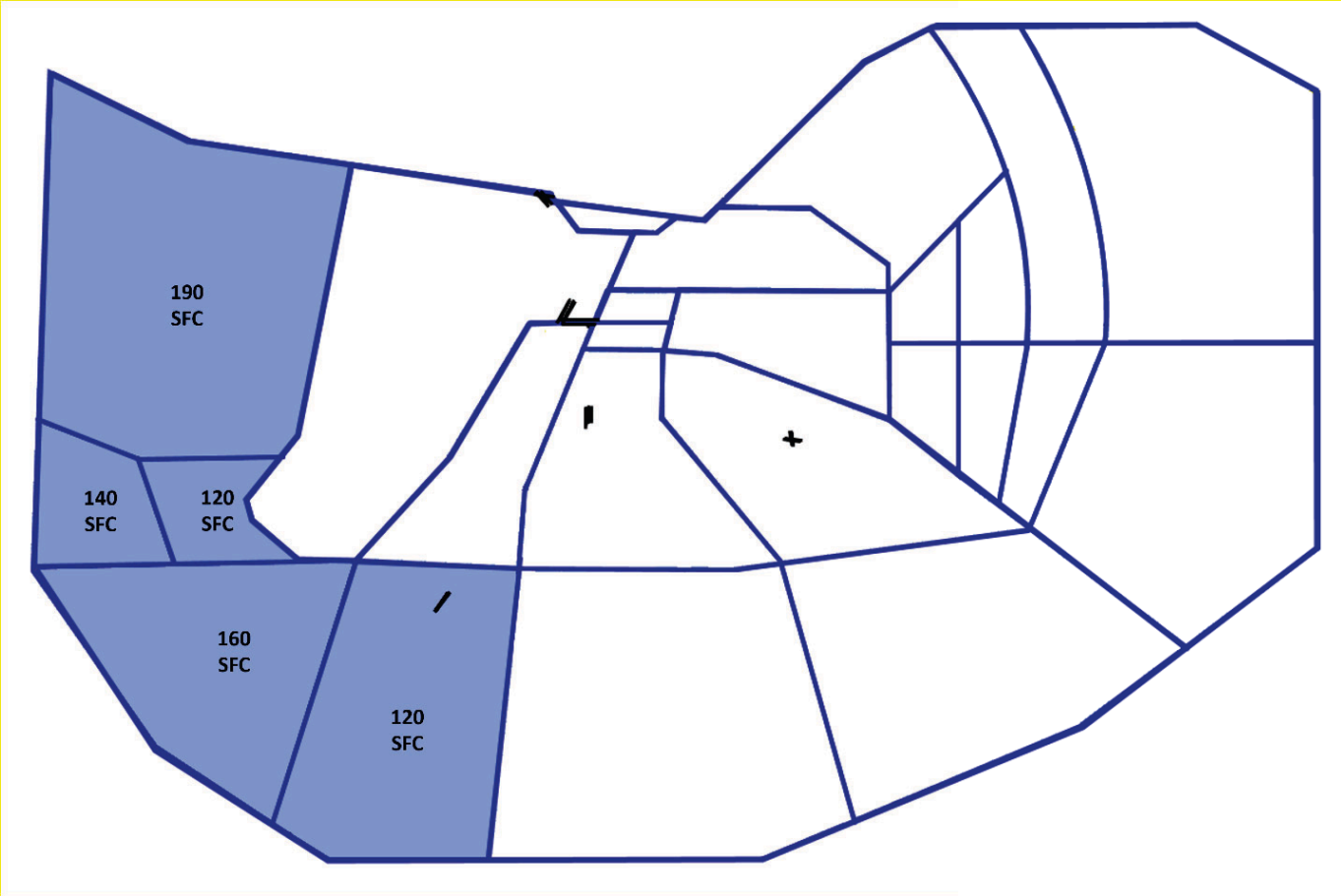


CYN Airspace Split Configuration 3



CYN P-ACP Airspace

4-3-5. GRANITE ARRIVAL (GNT)



a. GNT has jurisdiction over airspace as depicted above.

b. Route aircraft via the COKTL, RNDRZ, JAYSN, GAMES, GRNMA, PUMLE, CRESO, V21, BLD256R and T359 procedures within airspace depicted above.

c. LAS:

1. Sequence arrivals descending via the STARS to join the RWY 01L final approach course at or south of TRREY, descending to 8,000 feet, handoff to SAT.

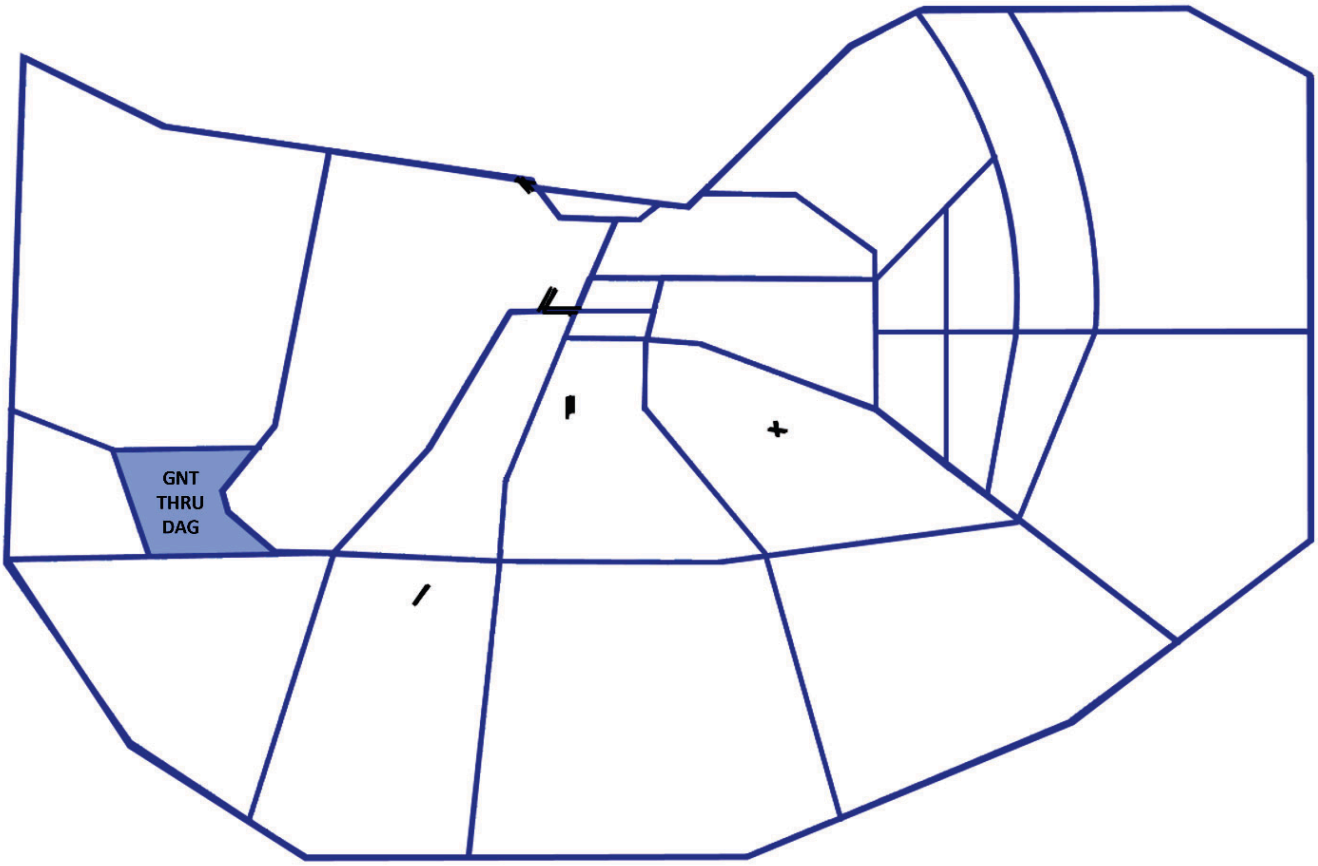
2. Offload COKTL/PUMLE arrivals to a left downwind for RWY 26L, descending to 13,000 feet, handoff to DAG..

d. HND: Route arrivals via the GAMES STAR or on a vector towards NTNDO descending to 9,000 feet, handoff to CYN.

e. VGT: Route arrivals on a vector towards NTNDO descending to 9,000 feet, handoff to CYN.

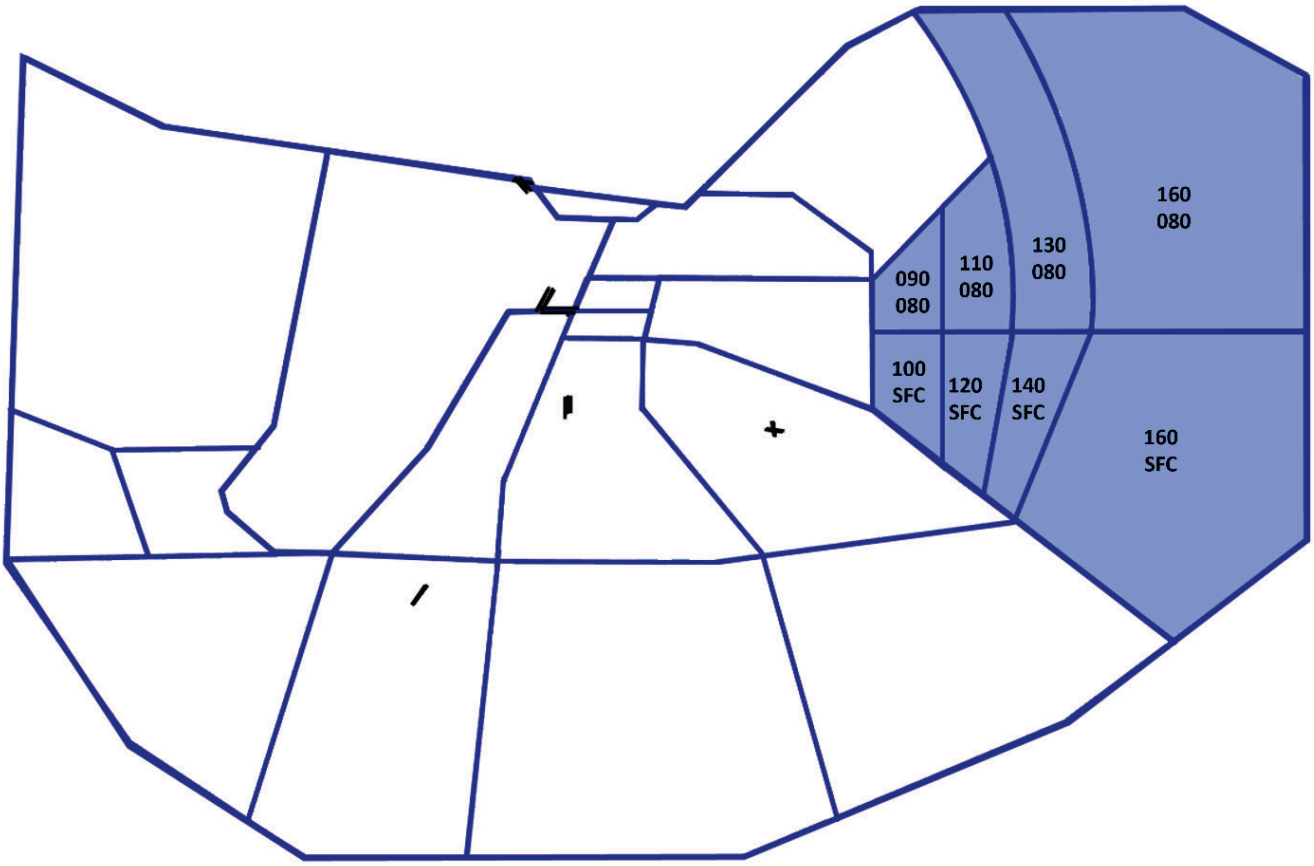
f. Provide initial services to Jean skydive aircraft.

g. P-ACP: GNT is authorized to utilize P-ACP through DAG airspace as depicted below:



P-ACP Map for GNT Configuration 3

4-3-6. LAKE ARRIVAL (LAK)



LAK Airspace Configuration 3

a. LAK has jurisdiction over airspace as depicted above.

b. Route aircraft via the CHOWW, RKSTR, BOEGY, WYLND, BLAID, ISHEE, V21 and V562 procedures within airspace depicted above.

c. LAS:

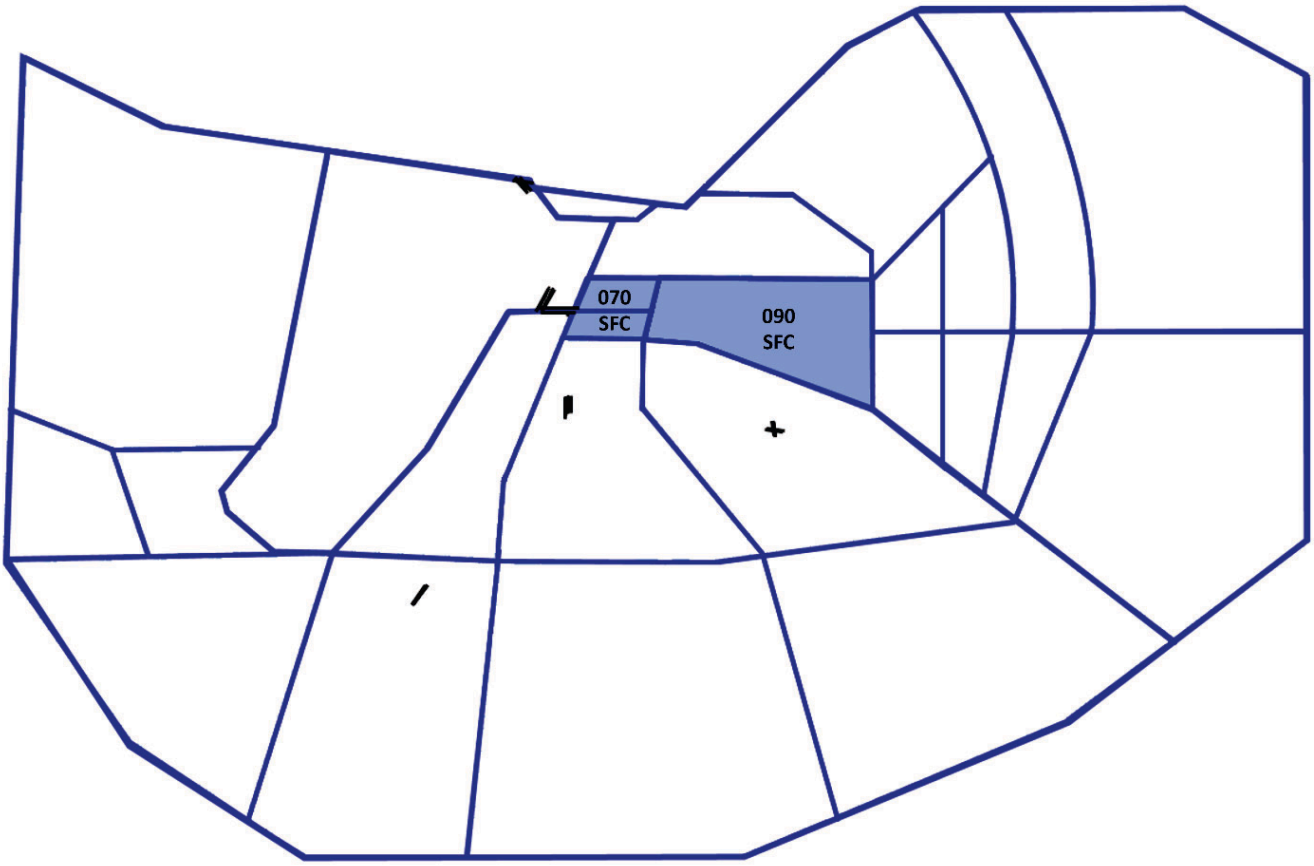
1. Sequence RWY 26L arrivals to join the final approach course at or east of PRINO, descending to 8,000 feet, handoff to FNL.

2. Offload arrivals to RWY 01L/R, via the RKSTR STAR or on a vector towards JAIDE descending to 13,000 feet, 250 KIAS, handoff to MED.

d. HND: Route IFR arrivals on the BOGEY STAR or on a heading towards PUTTT descending to 8,000 feet, handoff to CYN.

e. VGT: Route IFR arrivals on the WYLND STAR or on a vector toward the Nellis East Gate at 9,000 feet, point out to DAG, handoff to MED.

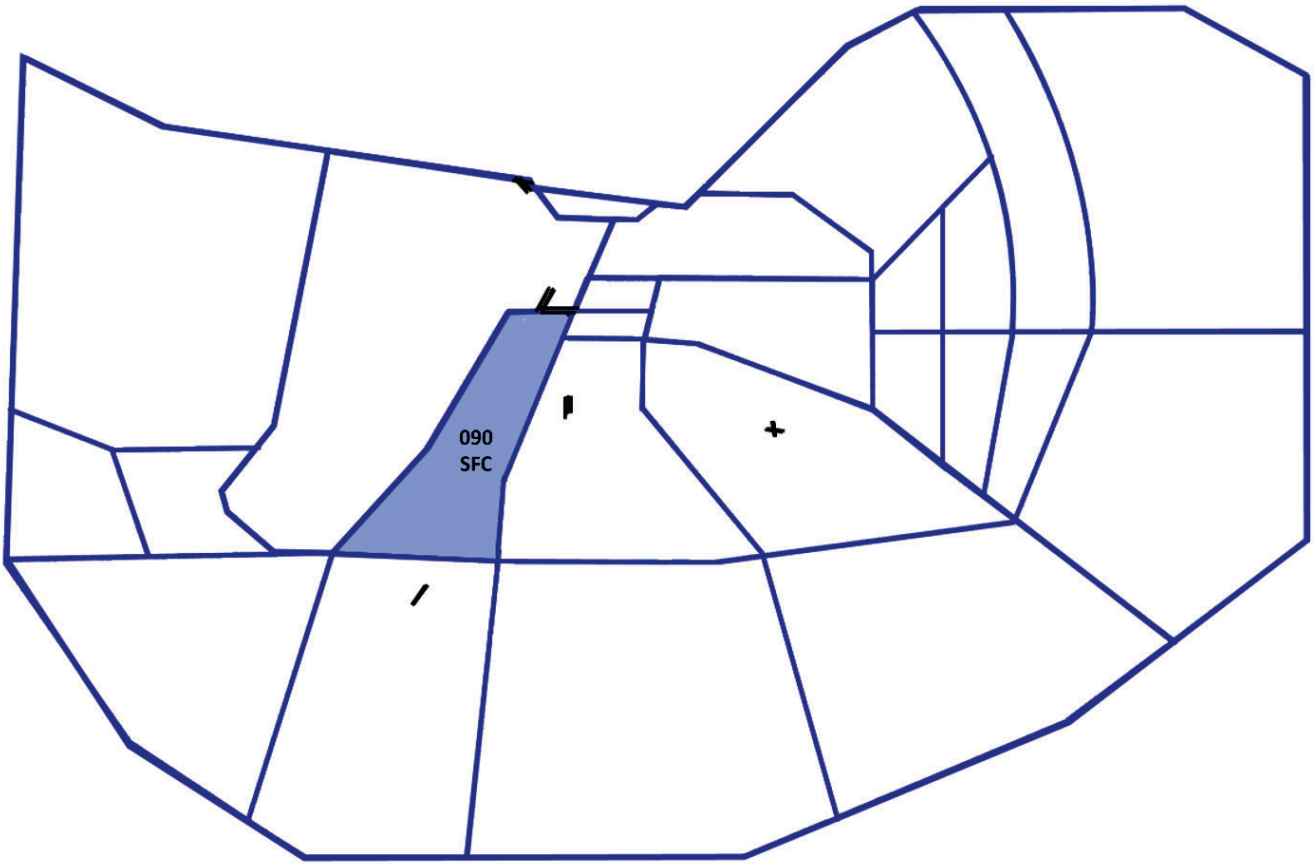
4-3-7. FINAL (FNL)



FNL Airspace Configuration 3

a. FNL has jurisdiction over airspace as depicted above.
b. Sequence arrivals to RWY 26L within the airspace depicted.

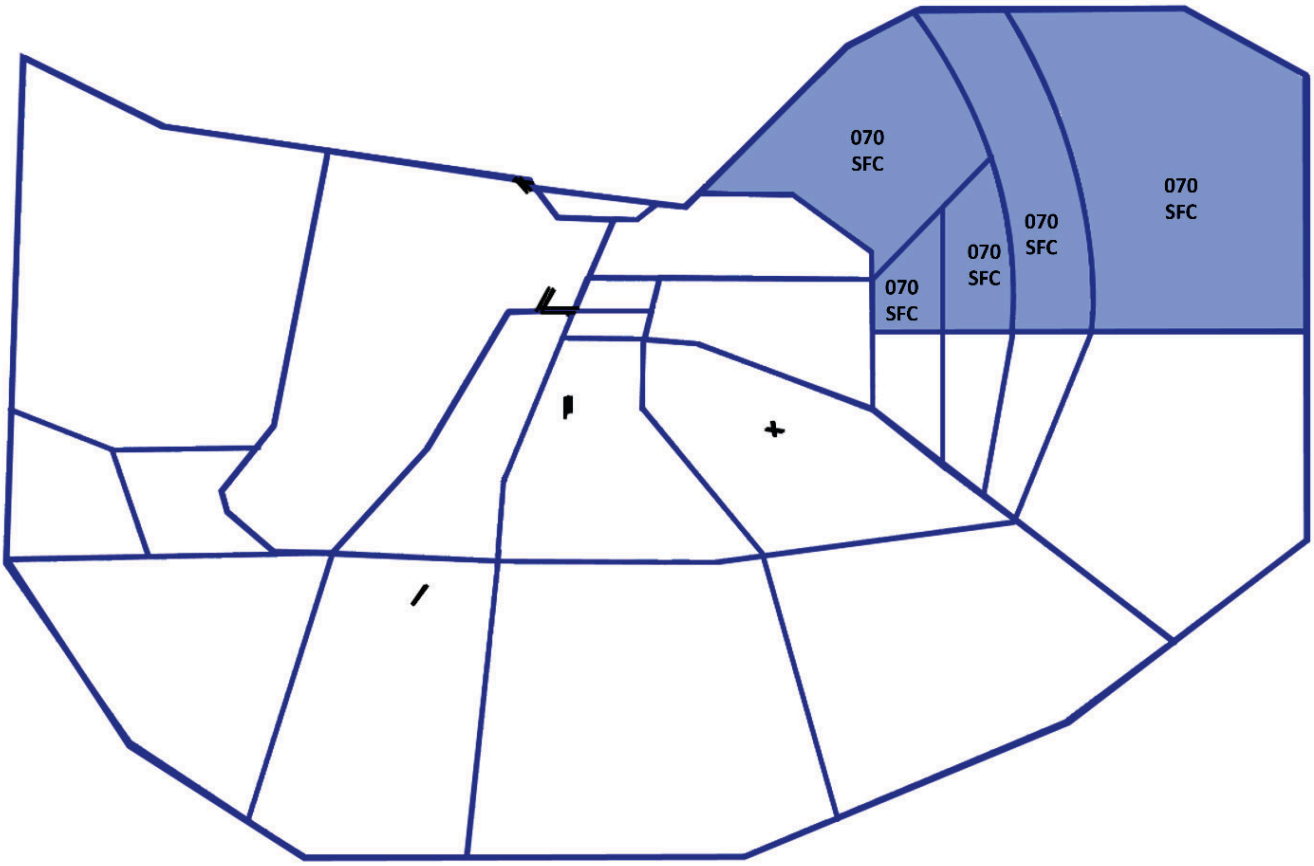
4-3-8. SATELLITE (SAT)



SAT Airspace Configuration 3

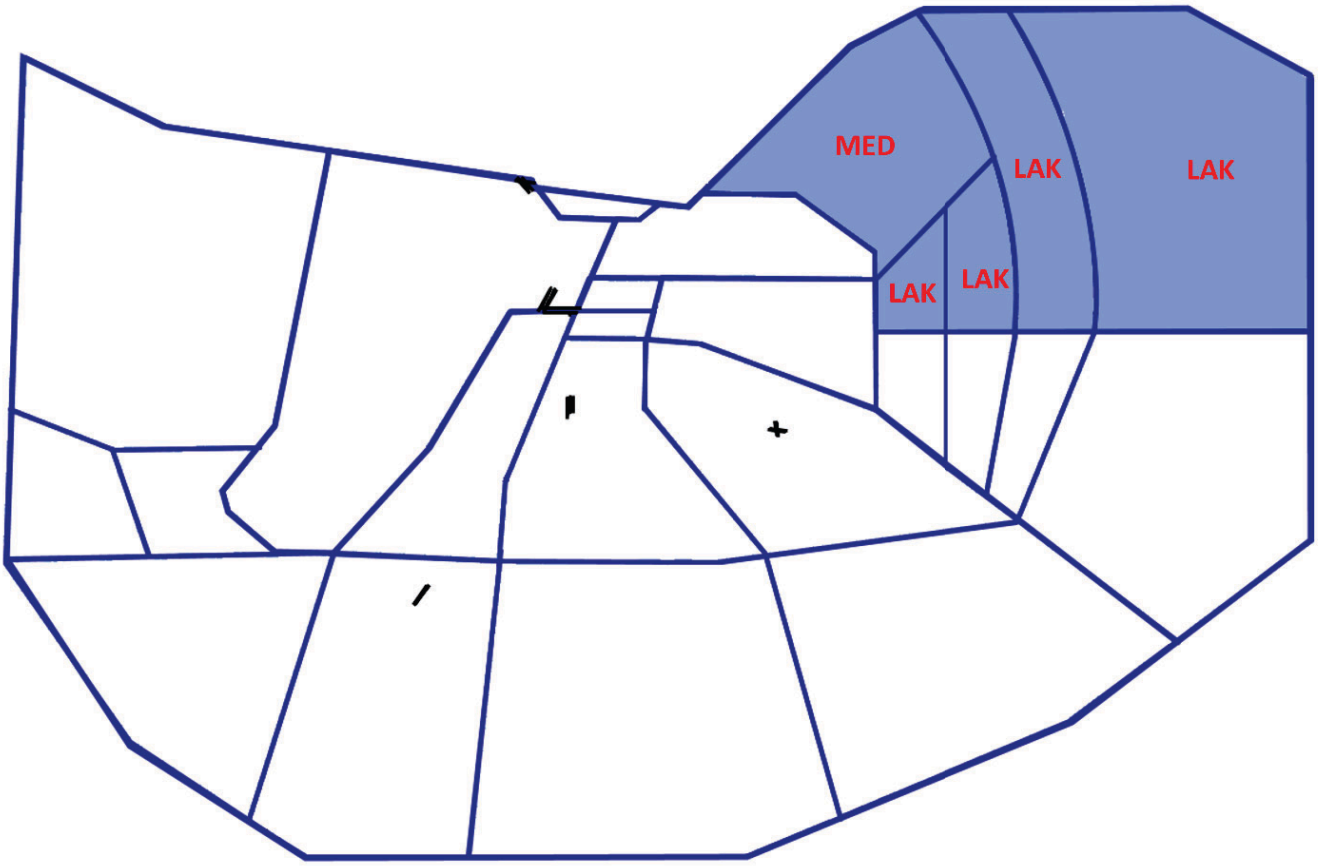
a. SAT has jurisdiction over the airspace depicted above.
b. Sequence arrivals to RWY 01L/R within the airspace depicted.

4-3-9. KENO (KNO)



KNO Airspace Configuration 3

a. KNO has jurisdiction over airspace as depicted above.
b. Route aircraft via the T338 procedure within airspace depicted
c. HND: Route arrivals east of the Hoover Dam and south of BVU in the vicinity of PUTTT, at or below 7,000 feet, handoff to LAK.
d. VGT: Route arrivals via T338 or on a vector through the Nellis East Gate.
e. KNO airspace split: MED and LAK assume KNO airspace as depicted below:



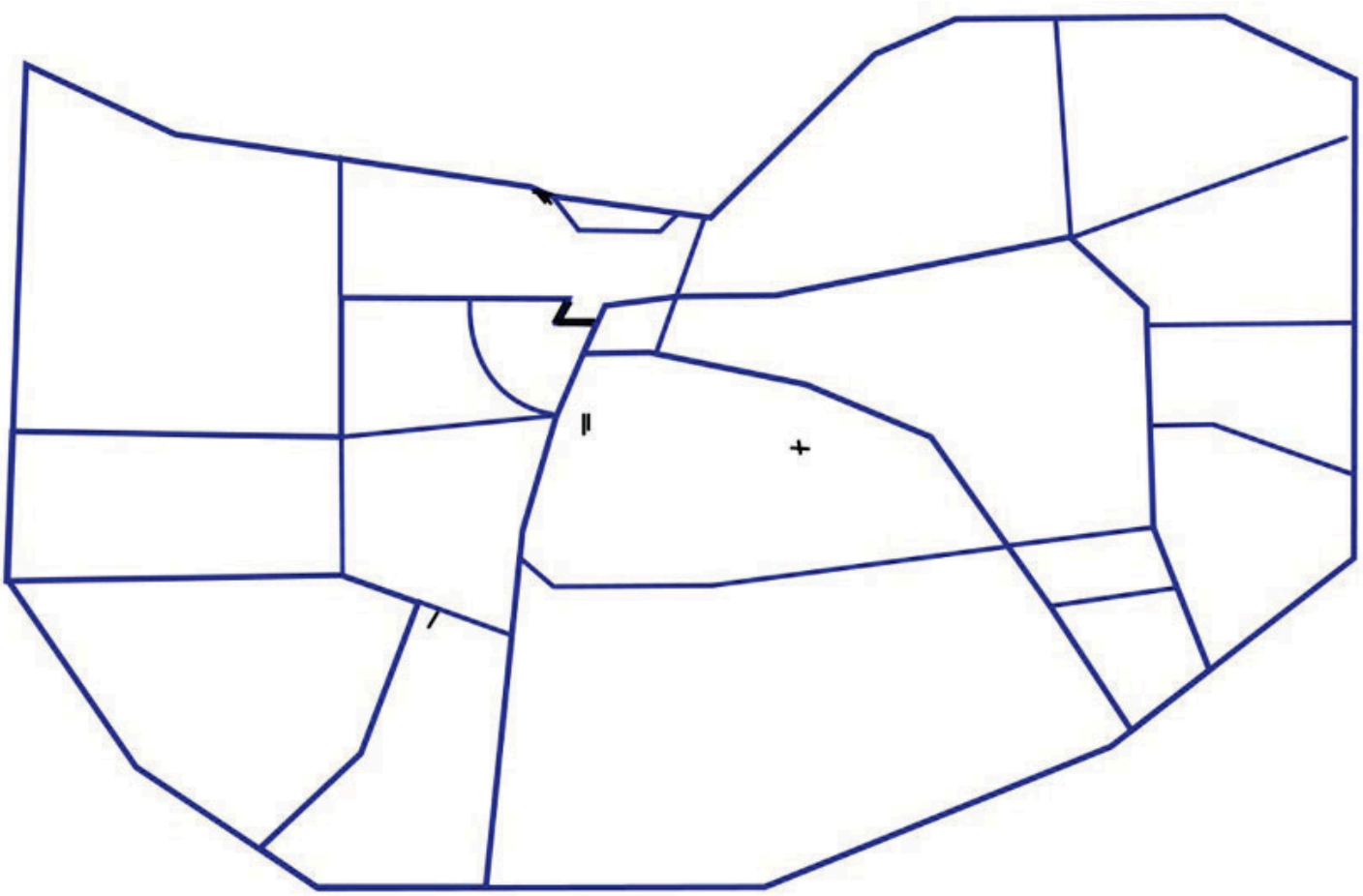
KNO Airspace Split Configuration 3

Section 4: Configuration 4

4-4-1. GENERAL

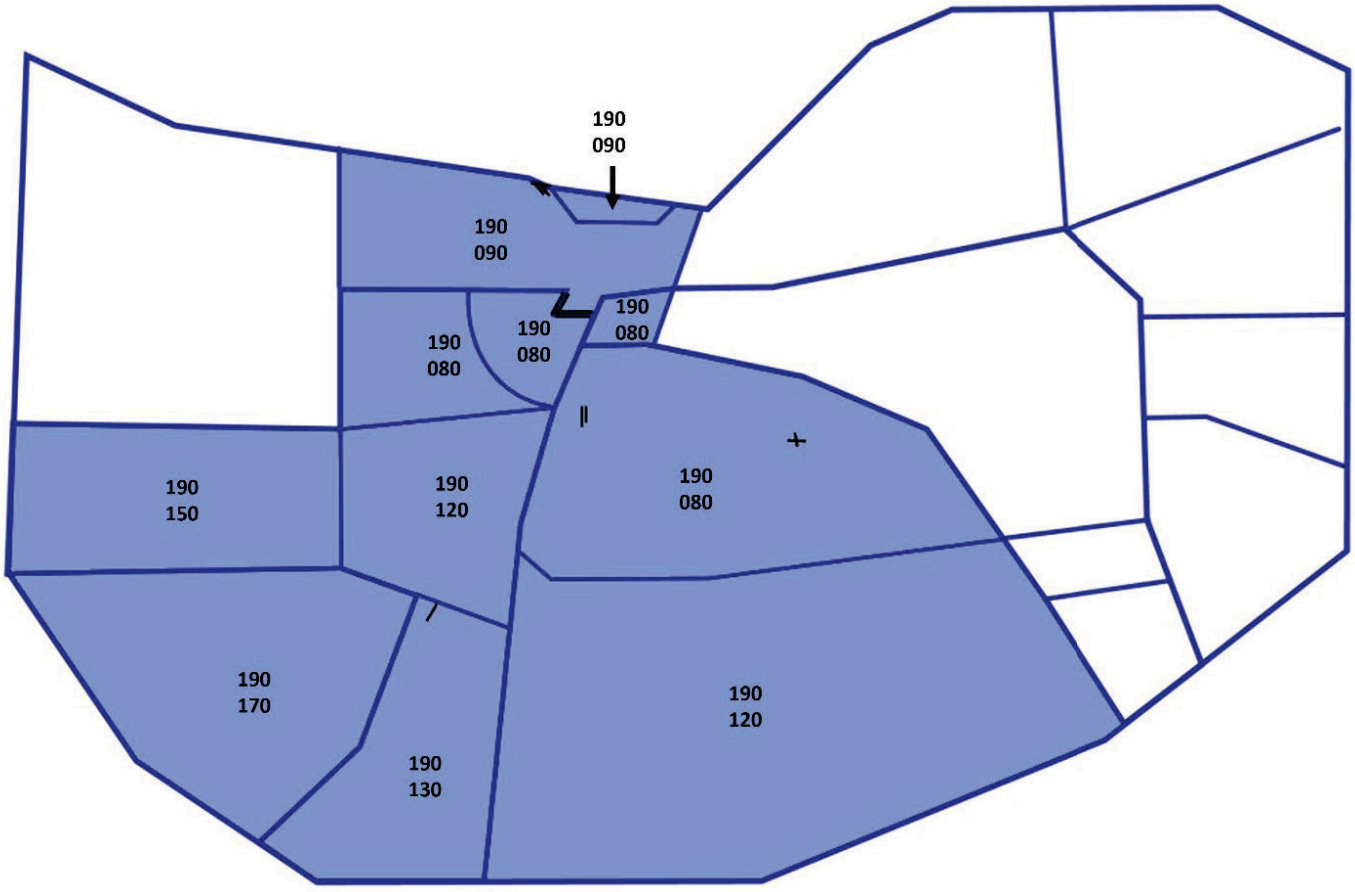
a. Landing Runways 19L/R and 8R.

b. Departing Runway 8L/R.



L30 Airspace Configuration 4

4-4-2. DAGGETT DEPARTURE (DAG)



DAG Airspace Configuration 4

a. DAG has jurisdiction over airspace depicted in the figure above.

b. Route aircraft via the JOHKR, RADYR, RATPK, LOHLA and MCCRN procedures within the airspace depicted above.

c. LAS:

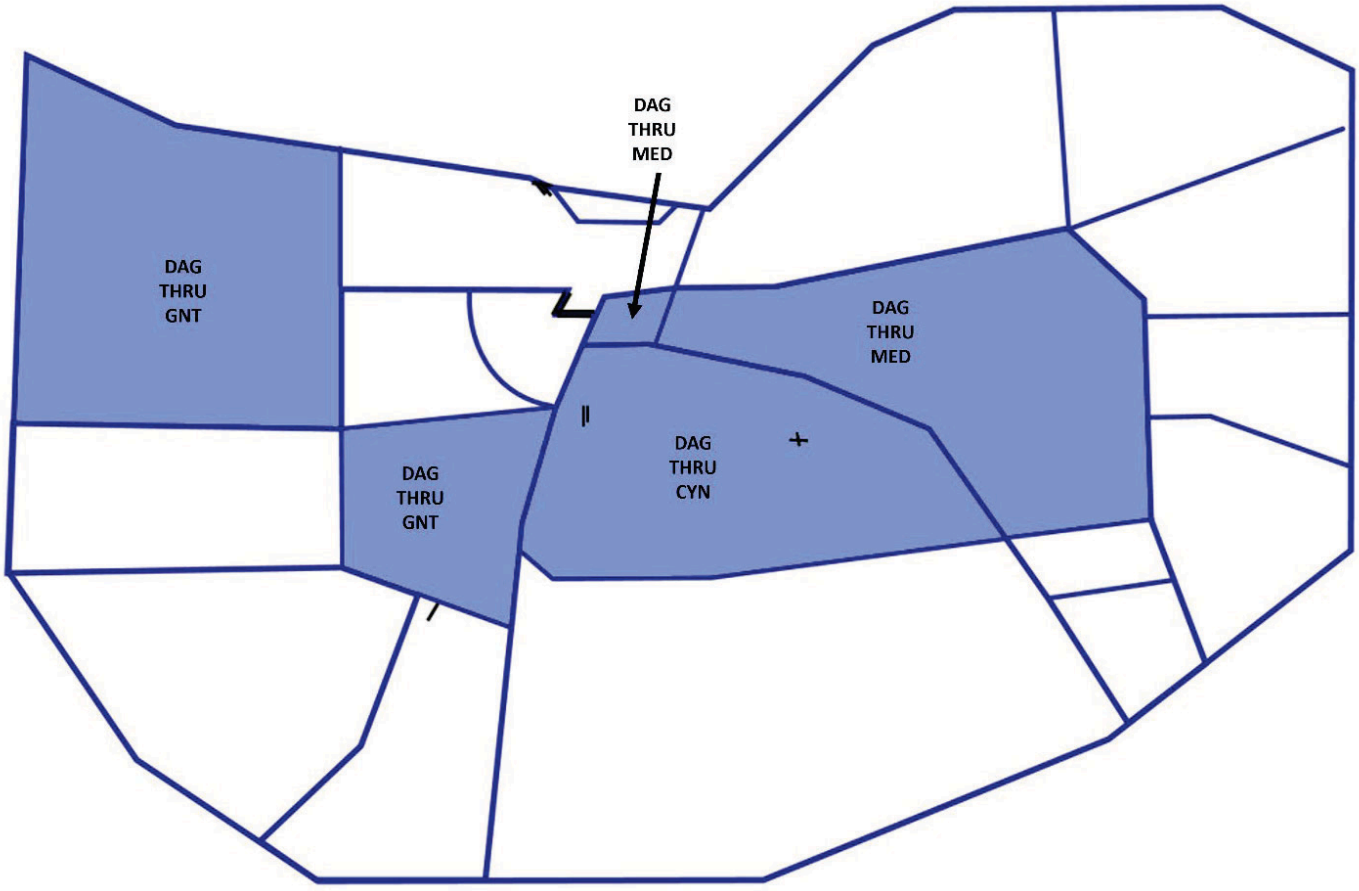
1. Route go-arounds off of RWY 08R to either RWY 19L/R, handoff to SAT; or RWY08R, handoff to CYN.

2. Route Southeast arrivals landing RWY 08R via the RKSTR STAR or on a vector toward CAMMP descending to 12,000 feet handoff to CYN.

3. Handoff RATPK departures climbing via the SID, handoff to MED.

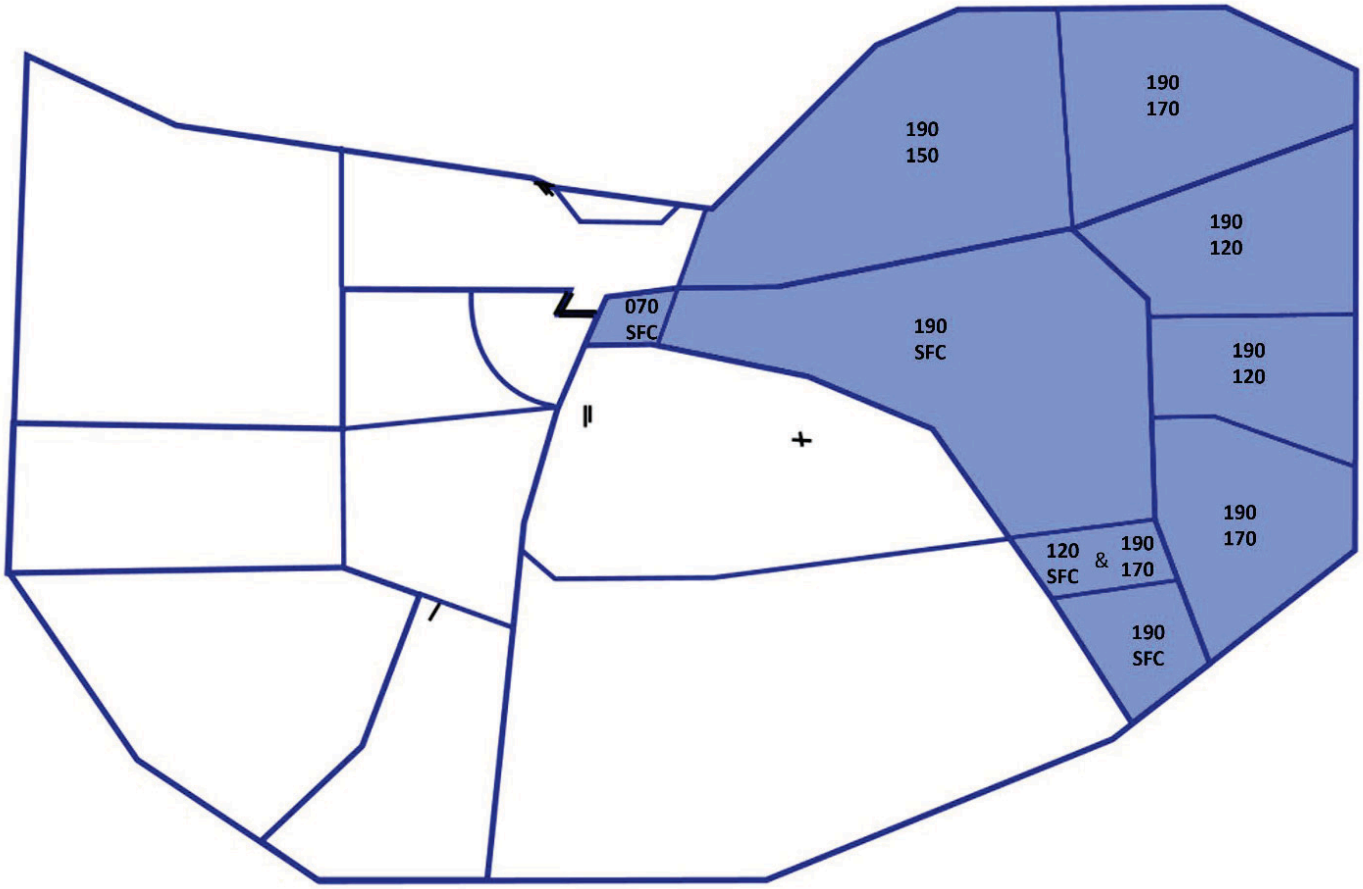
d. LSV: IFR aircraft landing LSV will be cleared to the LSV TACAN descending to 11,000 feet, handoff to NATCF.

e. P-ACP: DAG is authorized to utilize P-ACP through MED, LAK, CYN and GNT airspace as depicted below:



P-ACP Map for DAG Configuration

4-4-3. MEAD DEPARTURE (MED)



MED Airspace Configuration 4

a. MED has jurisdiction over airspace as depicted above.

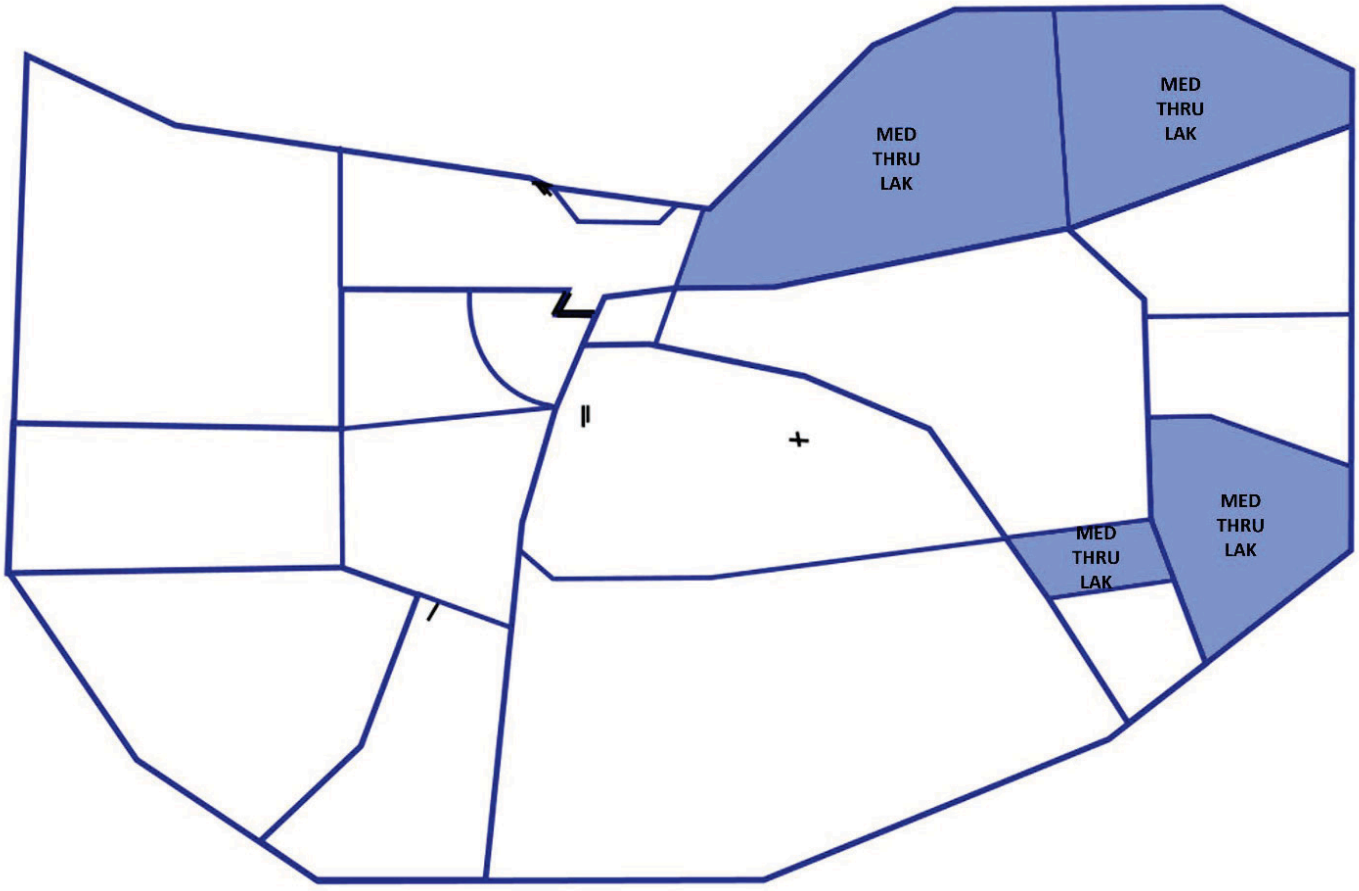
b. Route aircraft via the RASLR, NIITZ, GIDGT, HOOVR, BOEGY, WYLND, T338 and T361 procedures within the airspace depicted above.

c. HND: Route arrivals via the BOEGY STAR, T361 or on a heading towards PUTTT descending to 8,000 feet. Handoff to CYN.

d. VGT: Route arrivals via the WYLND STAR, T338 or on a heading towards the Nellis East Gate descending to 9,000 feet. Handoff to LAK.

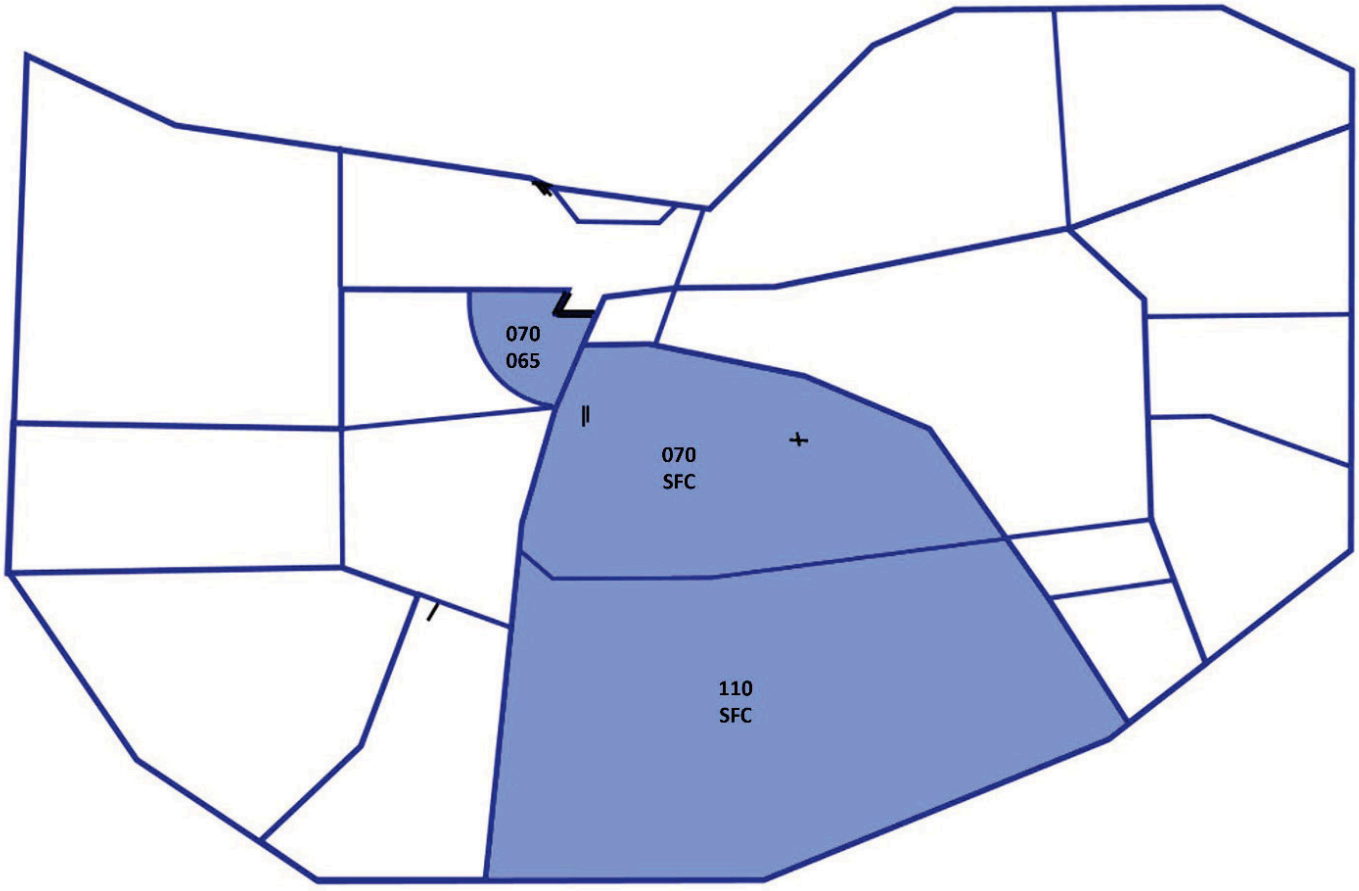
e. LSV: IFR aircraft landing LSV will be cleared to the LSV TACAN descending to 11,000 feet, point out to LAK, handoff to NATCF.

f. P-ACP: MED is authorized to utilize P-ACP through LAK airspace as depicted below:



P-ACP Map for MED Configuration 4

4-4-4. CANYON (CYN)



CYN Airspace Configuration 4

a. CYN has jurisdiction over airspace as depicted above.

b. Route aircraft via the OYODA, SCAMR, NTNDO, V538, V514, V237, T357, BLD 080R, BLD 125R and prop departures assigned 175° heading procedures within the airspace depicted.

c. LAS:

1. Route aircraft to a right base or right downwind for RWY 8R at or below 7,000 feet handoff to FNL.

2. Route Southeast arrivals landing RWY 08R via the RKSTR STAR or on a vector toward VANDL descending to 9,000 feet handoff to GNT.

3. Runway 19L/R Right Base Operations:

(a) If traffic permits right base operations, APREQ with CIC.

(b) Coordinate with all affected sectors and facilities.

(c) Route aircraft over HND, over the approach end of RWY 8L then on a heading towards Lone Mountain, IFR at or above 7000 feet, VFR at or above 6,500 feet, 170 KIAS or less.

(d) Handoff to SAT

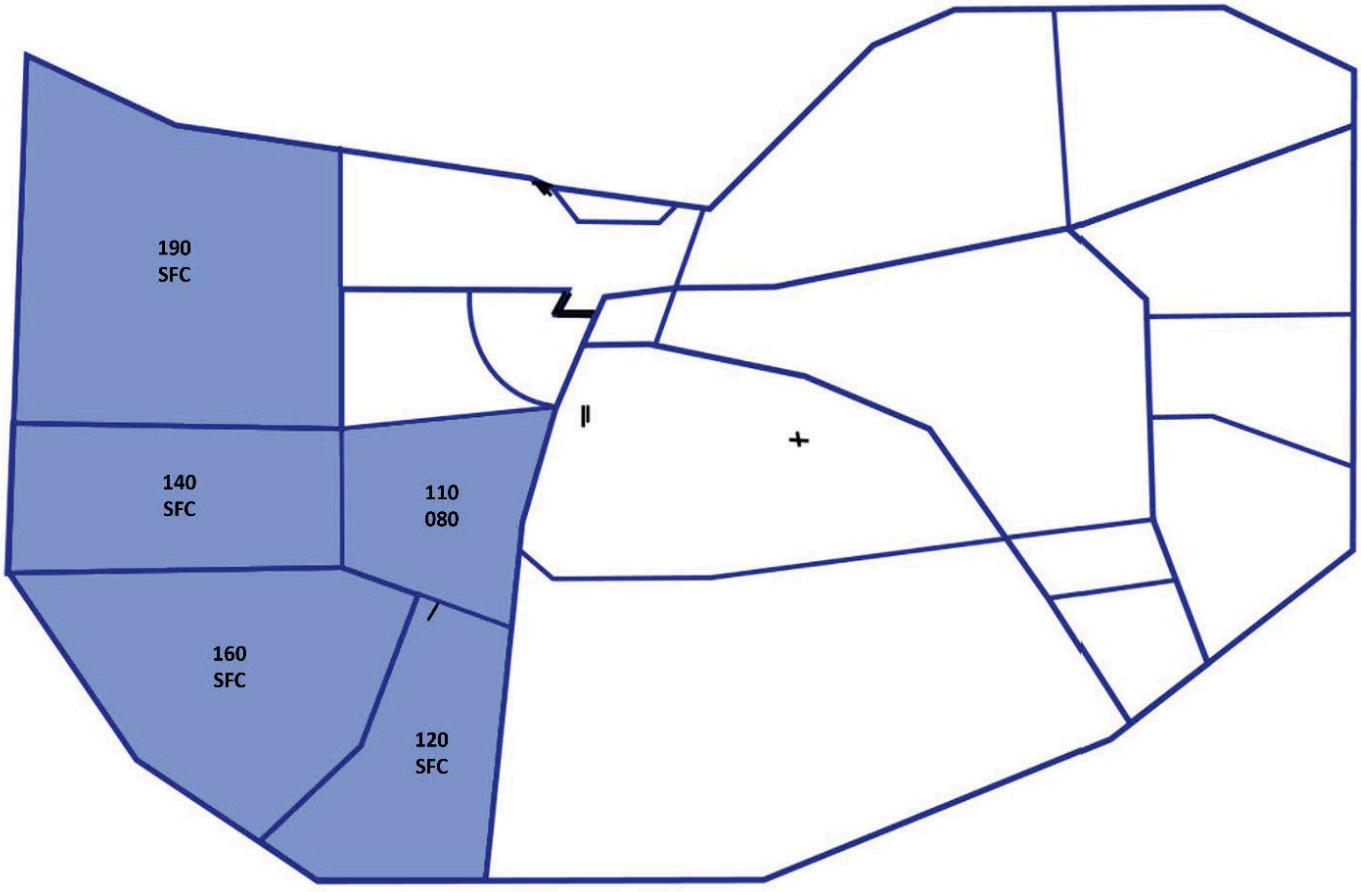
d. HND:

1. CYN is the controlling authority.

2. Point out all arriving IFR aircraft to LAS-ATCT, except for visual approaches to RWY 35L/R. Point out aircraft conducting the RNAV (GPS) B and VOR-C approach to DAG prior to the FAF.
3. APREQ RWY 35L/R departures with LAS-ATCT and DAG and provide SID, aircraft ID, and type.
4. When conducting VOR-C approaches to HND, initiate a CFR with LAS-ATCT prior to aircraft reaching BLD and point out to DAG and MED.
5. When clearing an aircraft for a visual approach to RWY 17L/R issue a speed restriction of 170 KIAS or less and an instruction to turn base leg within 2 miles of the airport.

e. VGT Route arrival aircraft over HND, over the approach end of RWY 8L then on a heading towards Lone Mountain, IFR at or above 7,000 feet, VFR at or above 6,500 feet, 170 KIAS or less. Handoff to SAT.

4-4-5. GRANITE ARRIVAL (GNT)



GNT Airspace Configuration 4

a. GNT has jurisdiction over airspace as depicted above.

b. Route aircraft via COKTL, RNDRZ, GAMES, PUMLE, GRNMA and JAYSN, CRESO, V21, BLD256R and T359 procedures within the airspace depicted.

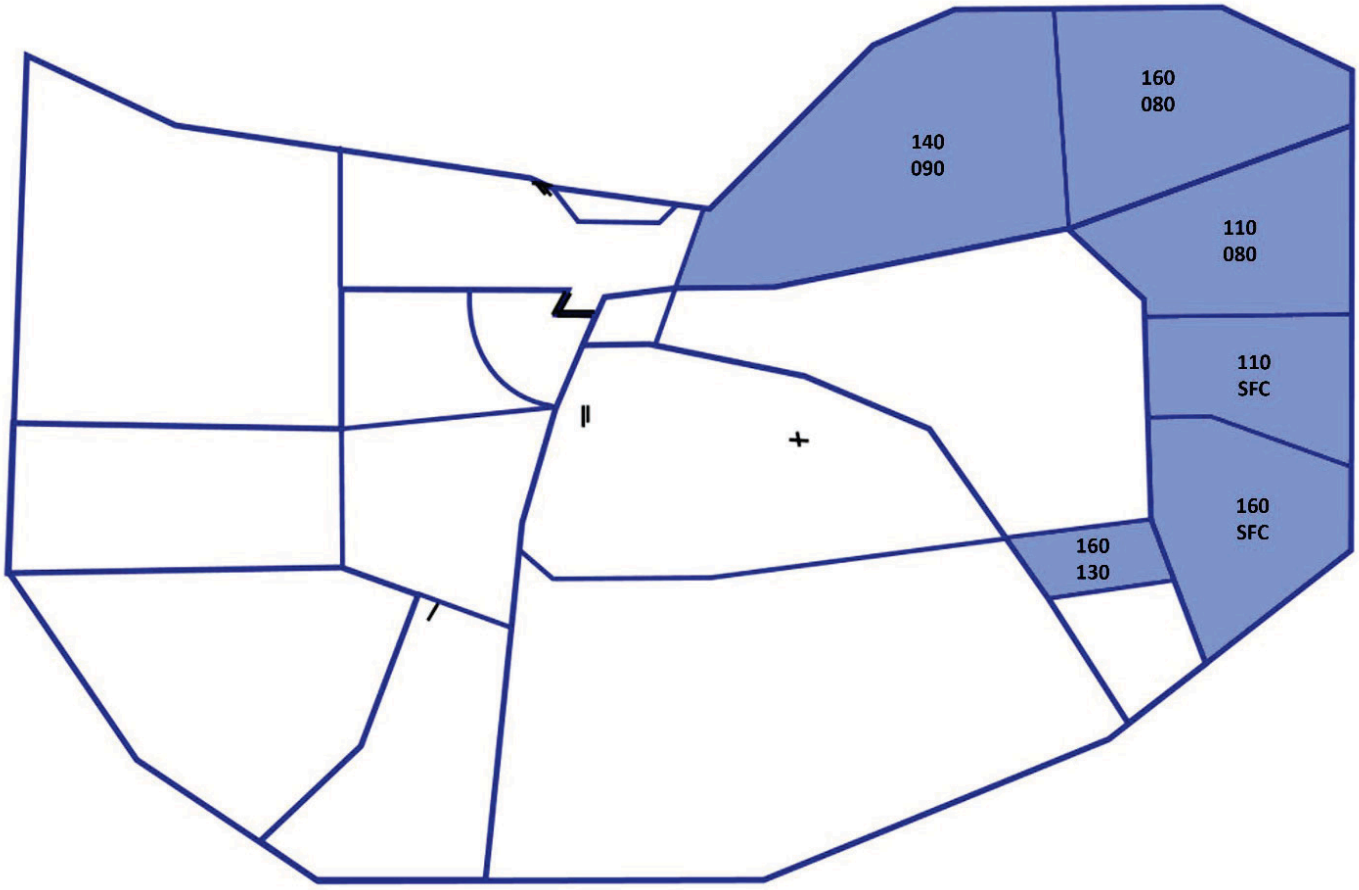
c. LAS:

1. Sequence arrivals descending via the STARs or on a vector towards YAGGR, descending to 8,000 feet, handoff to FNL.
2. RWY 19L/R Right Base Operations:
   (a) If traffic permits right base operations, APREQ with the CIC.
   (b) Coordinate with all affected sectors and facilities.
   (c) When traffic permits, issue the approach clearance to the aircraft.
   (d) Handoff to SAT.

d. HND: Route arrivals via the GAMES STAR or on a vector towards NTNDO, descending to 9,000 feet, handoff to CYN.

e. VGT: Route arrivals on a vector towards NTNDO, descending to 9,000 feet, handoff to CYN.

4-4-6. LAKE ARRIVAL (LAK)



LAK Airspace Configuration 4

a. LAK has jurisdiction over airspace as depicted above.

b. Route aircraft via the CHOWW, RKSTR, BLAIDE, WYLND, ISHEE, T361, T363, V21 and V562 procedures within the airspace depicted.

c. LAS:
1. Sequence arrivals to RWY 19R/L descending via the RKSTR or CHOWW STARS, or on a heading towards PPENN descending to 8,000 feet, 190 KIAS or less; handoff to SAT. Enter “+NAV” in the scratch pad for aircraft expecting the

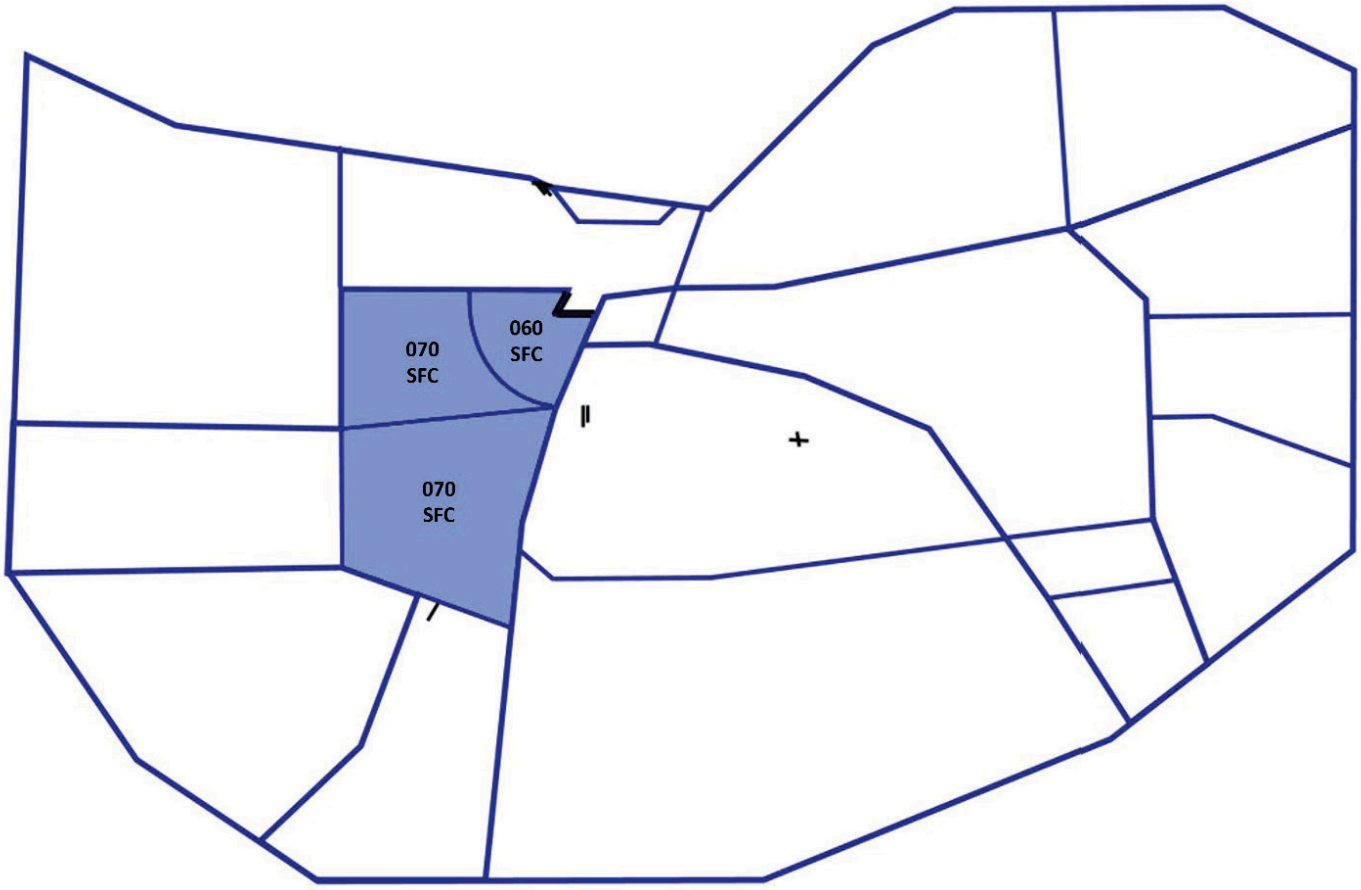
RNAV Visual Approach. Enter “+RNP” in the scratch pad for aircraft expecting the RNP Approach..

2. Offload arrivals from the southeast to RWY 8R, descending via the RKSTR STAR or on a vector toward JAIDE, descending to 13,000 feet, 250 KIAS, handoff to DAG.
3. Prop arrivals may be routed east of the Hoover Dam and south of BVU, at or below 7,000 feet. Handoff to CYN. Point out to MED.
4. Offload CHOWW/BLAID arrivals direct to LAS, descending to 10,000 feet. Handoff to DAG.

d. HND: Route arrivals on a vector in the vicinity PUTTT descending to 8,000 feet. Point out to MED, handoff to CYN.

e. VGT: Route arrivals on the WYLND STAR, T338 or on a heading through the Nellis East Gate at 9,000 feet.

4-4-7. FINAL (FNL)



FNL Airspace Configuration 4

a. FNL has jurisdiction over airspace as depicted above.

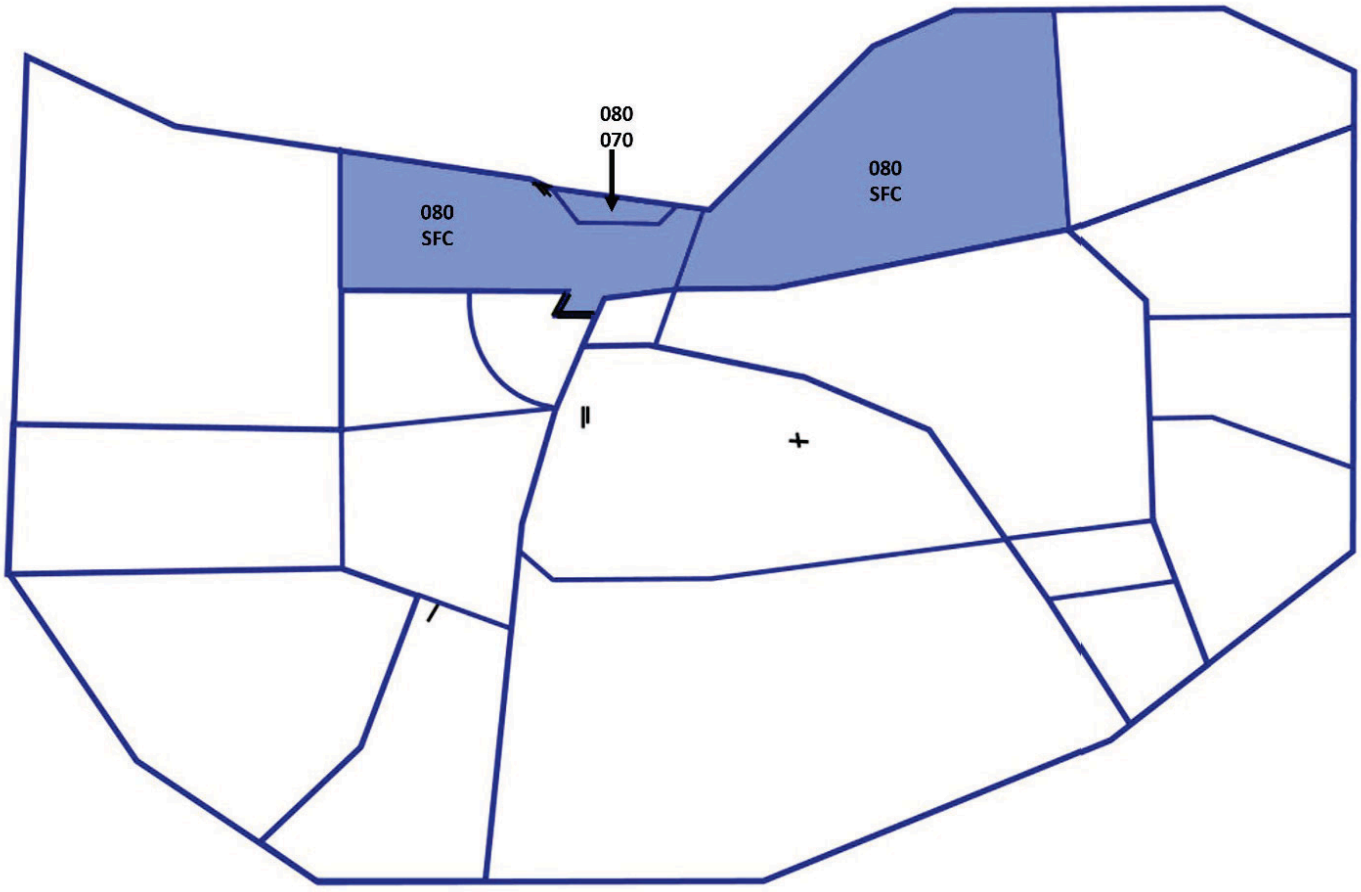
b. Sequence arrivals to RWY 8R in the airspace depicted.

c. Runway 19L/R Right Base Operations:

1. If traffic permits right base operations, APREQ with the CIC.
2. Coordinate with all affected sectors and facilities.

3. When traffic permits, issue the approach clearance to the aircraft.
4. Handoff to SAT

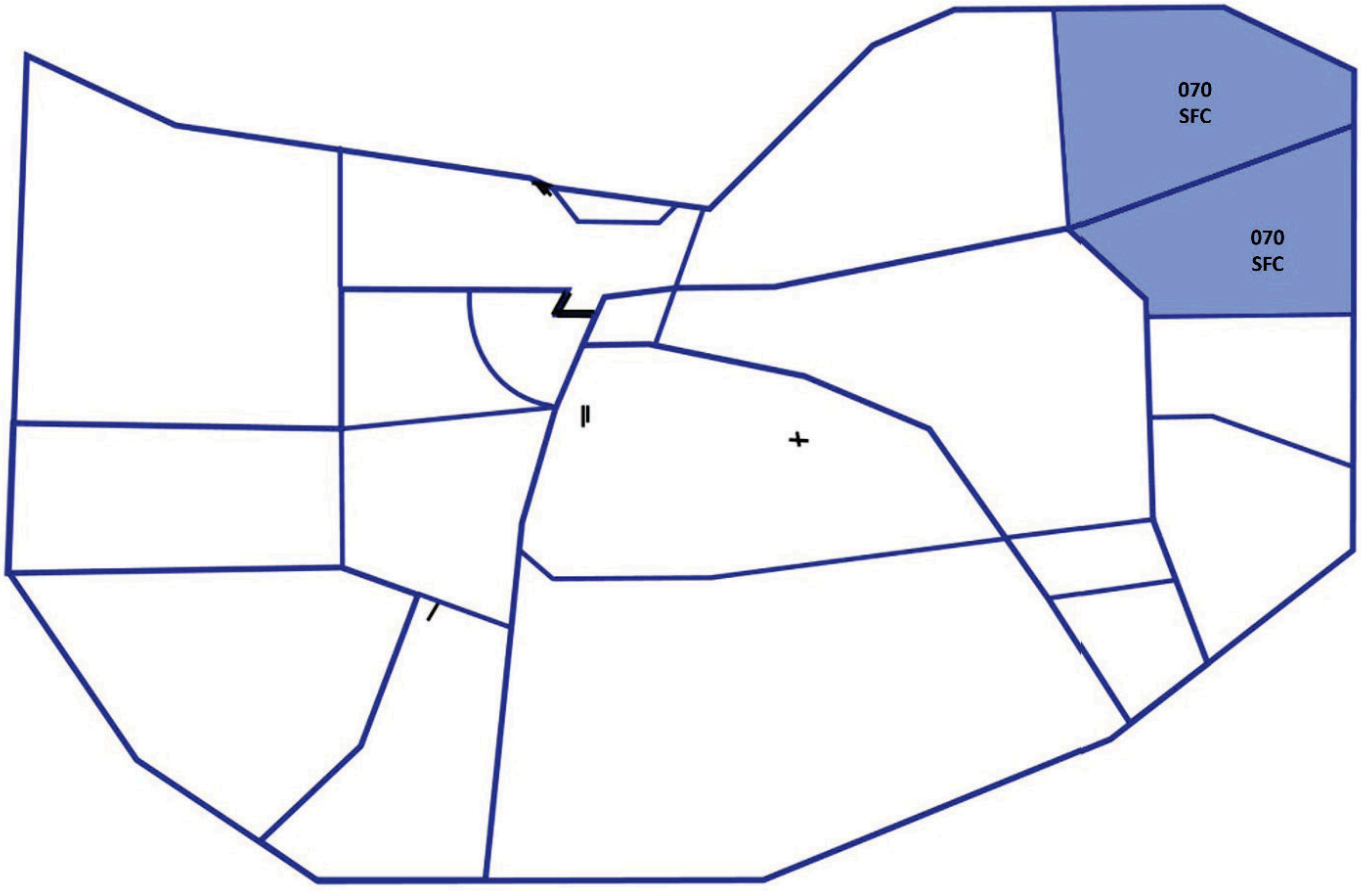
4-4-8. SATELLITE (SAT)



SAT Airspace Configuration 4

a. SAT has jurisdiction over the airspace depicted above.
b. Route aircraft via the NOTWN, BLD1 and CORTEZ procedures within the airspace depicted above.
c. LAS: Sequence arrivals to RWY 19R/L.
d. VGT: SAT is the controlling authority.

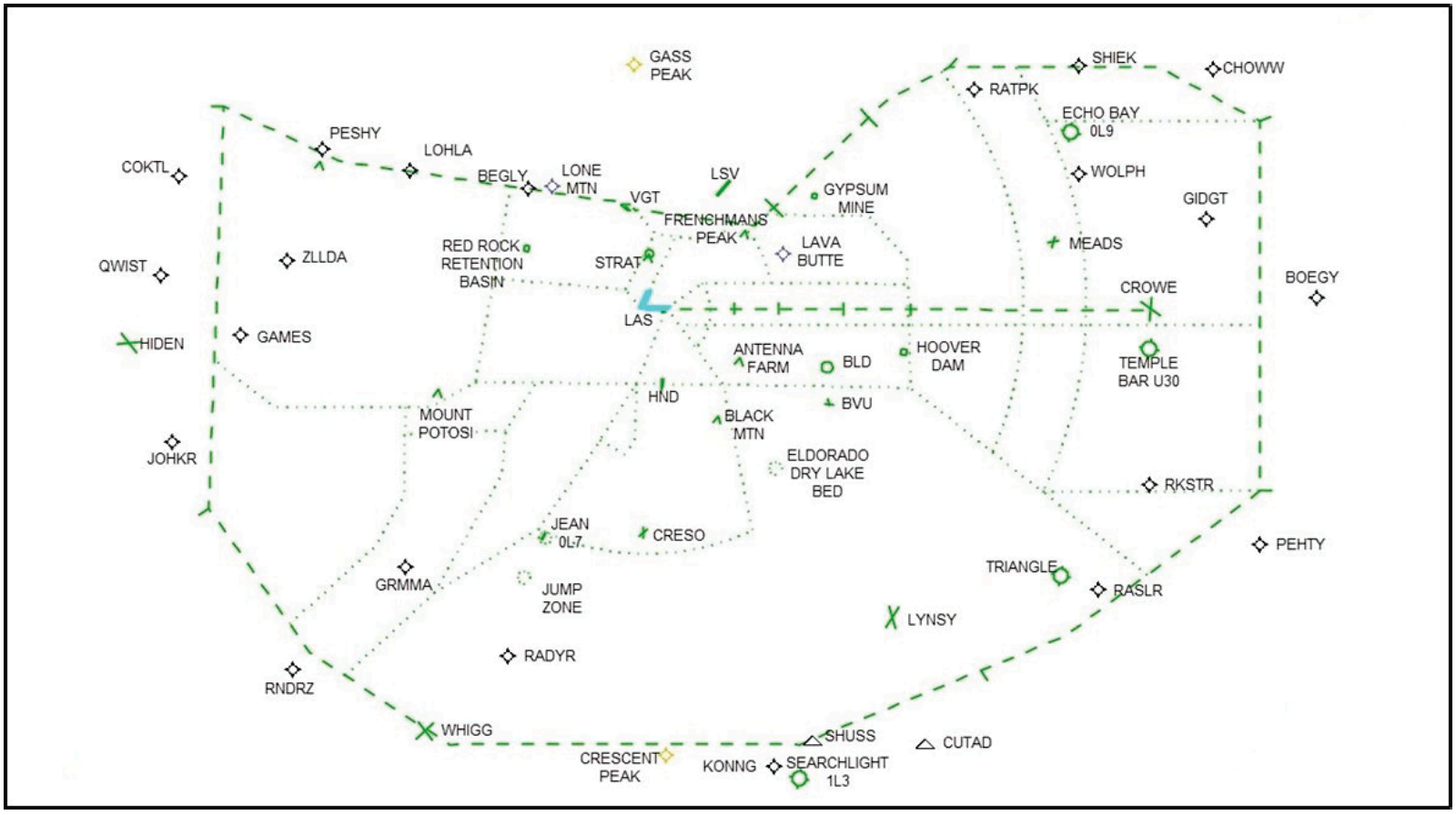
4-4-9. KENO (KNO)



KNO Airspace Configuration 4

a. KNO has jurisdiction over airspace as depicted above.
b. Route aircraft via the T338 procedure within the airspace depicted.
c. LAS: Route arrivals east of the Hoover Dam and south of BVU in the vicinity of PUTTT, at or below 7,000 feet. Handoff to MED.
d. HND: Route arrivals east of the Hoover Dam and south of BVU in the vicinity of PUTTT, at or below 7,000 feet, handoff to MED.
e. VGT: Route VFR arrivals through the Nellis East Gate at 6,500 feet, handoff to SAT.
f. KNO airspace split: Overlying sector assumes KNO airspace.

Appendix A - Airports, Waypoints, and Reporting Points



Appendix B - STARS Video Map List

The below table contains the Map ID, short name, and descriptive name for the primary radar video maps available to TRACON controllers inside the DCB.. Additional maps are available and can be viewed inside of STARS, and a full list is available here.

Use the DCB to access maps, or use the keyboard shortcut “CTRL+F2” and enter the corresponding map number to activate or deactivate a specific map.

#	Map ID	Short Name	Description
1	427	DPWP_B1	Dep Waypoints Config 1
2	426	TROUTSL	SID/STAR
3	402	VAIRWAY	Victor Airways
4	4	CLASSB	Class B Airspace
5	5	FUS_MVA	Fusion MVA
6	6	EOVM	EOVM
7	281	BM1M	L30 Config 1
8	282	BM2M	L30 Config 2
9	283	BM3M	L30 Config 3
10	284	BM4M	L30 Config 4
11	11	TARGET	Target Generation
12	12	HND_D	HND Delta
13	40	HLD_PTN	Holding Patterns
14	353	TOWERC1	LAS Tower Config 1
15	354	TOWERC2	LAS Tower Config 2
16	356	TOWERC4	LAS Tower Config 4
17	18	NOISE_B	Noise Map B
18	19	NOISE_A	Noise Map A
19	26	ZLAC134	ZLA Splits Config1,3,4
20	27	ZLA_C2	ZLA Splits Config 2
23	501	LSV_MVA	Nellis Single MVA
24	500	QAS_MVA	QAS Only MVA
25	33	ANGEL	
27	37	VGT-ILS	VGT ILS APP
28	38	HND-VOR	HND VOR APP

Appendix C - Nellis East Gate

