LAS PILOT BRIEFING

MCCARRAN INTERNATIONAL AIRPORT

COAST, LAKE, DESERT FNO

FRIDAY, AUGUST 17, 2018

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GENERAL BRIEFING

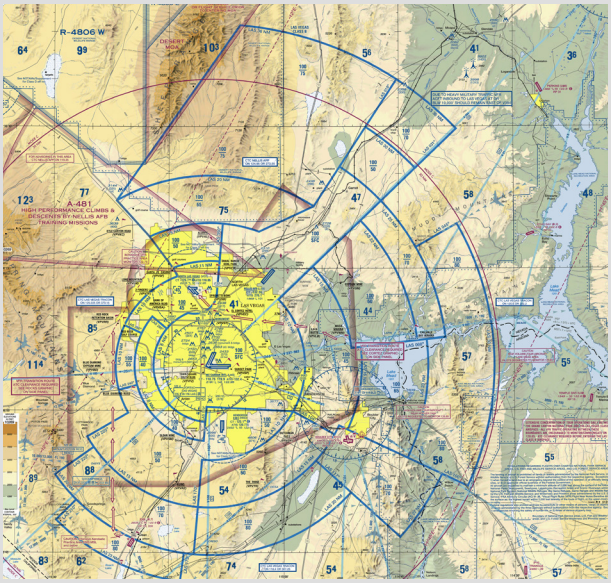
AIRPORT INFORMATION

ICAO: KLAS
FIELD ELEVATION: 2,181 feet MSL
AIRSPACE: Class B

RUNWAYS

1L/19R:	8,988 ft
1R/19L:	9,771 ft
8L/26R:	14,512 ft
8R/26L:	10,525 ft

Note: LAS has recently updated runways 7L/25R and 7R/25L to runways 8L/26R and 8R/26L. Please be aware if flying into LAS with older scenery that your runway names may be the old ones.



FOR DETAILED CHARTS, VISIT:
WWW.SKYVECTOR.COM

IMPORTANT NOTE: RUNWAY 26L LOCALIZER FREQUENCY

The localizer frequency for runway 26L has changed. The published (new) localizer frequency may not work if you have old scenery. If the new localizer frequency is not working with your aircraft, try the old localizer frequency.

If you have FSX or P3D this will likely be an issue for you.

RWY 26L OLD LOC FREQUENCY:	111.75
RWY 26L NEW (PUBLISHED) LOC FREQUENCY:	111.50

AIRSPACE NOTES

Use caution for high terrain in all quadrants. Nellis AFB is in close proximity to the north of LAS, pilots should remain south of Nellis AFB when on visual approaches to 19L/19R.

ADD-ON SCENERY

FSX/P3D (Payware): https://www.fsdreamteam.com/products_klas.html
X-Plane (Payware): http://store.x-plane.org/KLAS--GLITTER-GULCH_p_242.html
X-Plane (Freeware): Gateway scenery for KLAS included with X-Plane 11 (includes Vegas strip)

CHARTS

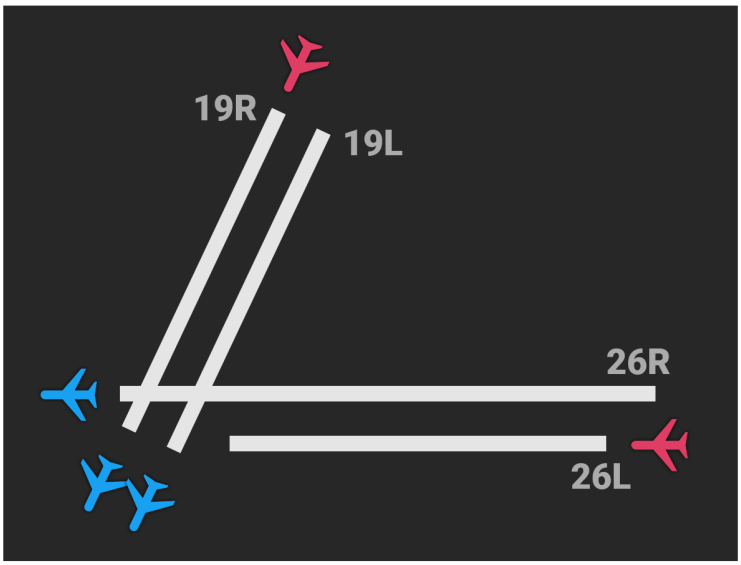
www.skyvector.com
www.airnav.com

AIRPORT/RUNWAY CONFIGURATIONS

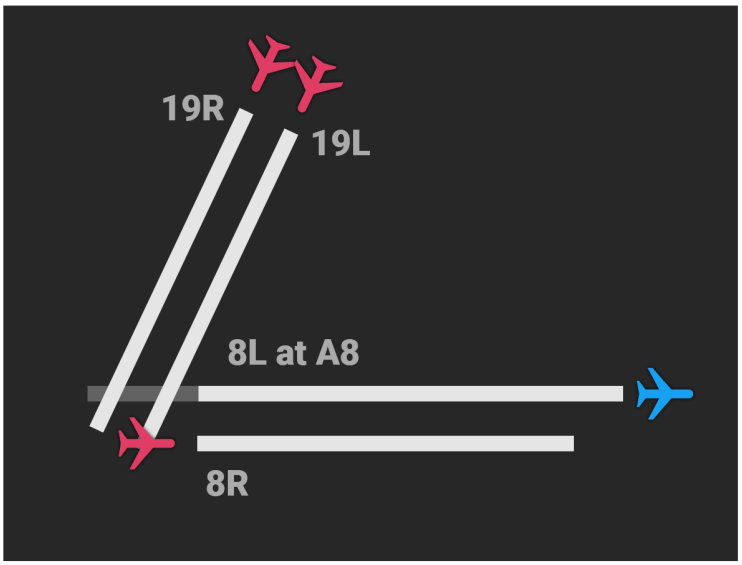
Depending on the winds at LAS, the runways will be utilized in one of the following four configurations.

NOTE: intersection A8 is used for departures off of runway 8L. This taxiway is east of runway 1R/19L. Aircraft should be careful to not taxi past A8 when taxiing out for departure.

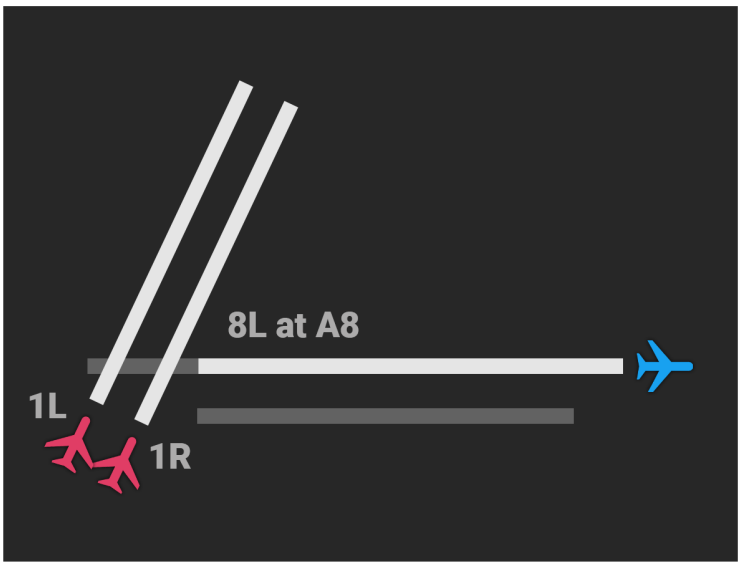
Landing: 19R, 26L
Departing: 26R, 19R, 19L



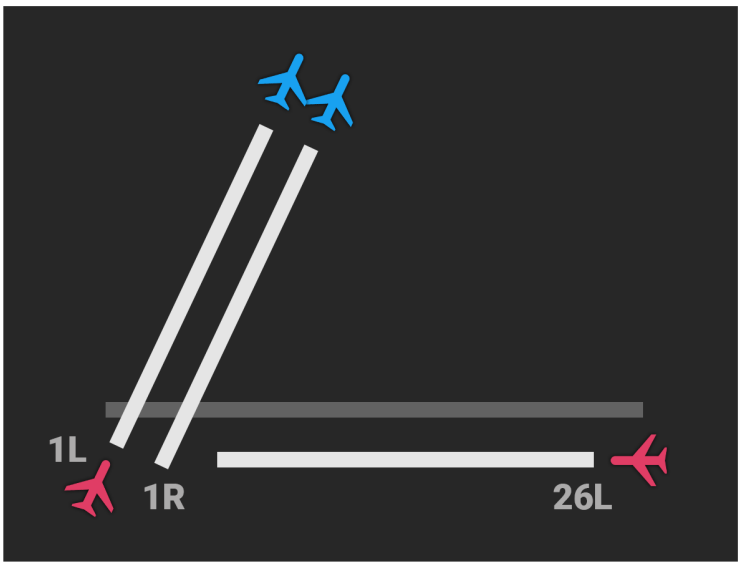
Landing: 19R, 19L, 8R
Departing: 8L at intersection A8



Landing: 1L, 1R
Departing: 8L at intersection A8



Landing: 1L, 26L
Departing: 1L, 1R



DEPARTURE BRIEFING

RNAV DEPARTURES (SIDs)

All turbojet and turboprop departures will be assigned an RNAV SID. Departures are runway-dependent; **pilots should confirm their assigned departure runway matches the runway and SID in their FMC/GPS.**

All pilots should review and reference current procedure charts (see General Briefing for chart links) to ensure all altitude constraints and the routing are followed correctly.

INITIAL ALTITUDE

RNAV departures will be told to "climb via SID" in their IFR clearance. This permits the aircraft to climb to the charted top altitude (FL190) while complying with all speed and altitude restrictions. Climb via clearance does NOT permit a pilot to climb straight to FL190.

Due to arrival routes above the departure corridors, there are published altitude restrictions on the SIDs that MUST be followed to ensure separation from other aircraft. Pilots should reference charts and pay close attention to altitude and speed constraints.
IT IS RECOMMENDED TO SET YOUR MCP (AUTOPILOT) ALTITUDE TO THE UPPER RESTRICITON AT ROPRR/BAKRR/MDDOG/WITLA (depending on SID & runway) TO ENSURE COMPLIANCE WITH RESTRICTIONS.

SUBSEQUENT ALTITUDE ASSIGNMENTS

Once clear of the arrival streams, departures may be given an unrestricted climb to FL190. The controller does not need to state "unrestricted" in instructions when giving this unrestricted climb. **This instruction cancels the altitude constraints on the SID.**

PHRASEOLOGY: *CLIMB AND MAINTAIN FLIGHT LEVEL 190*

ARRIVAL BRIEFING

RNAV ARRIVALS (STARs)

All aircraft can expect runway assignment and an approach to expect from Las Vegas approach on initial contact. **Aircraft on the SITEE arrival should update their FMC/GPS to fly their assigned transition after receiving a runway assignment.** Reference FMC/GPS against charts to ensure the routing is correct for the assigned runway.

Aircraft on RNAV arrivals can expect a "descend via" clearance. **Once an aircraft is told to "descend via" their arrival, they should follow all speed and altitude constraints on the arrival procedure unless ATC provides other instructions. Compliance is crucial to ensure separation from aircraft departing LAS. Pilots should not only rely on the FMC; they should closely monitor the descent to meet all restrictions.**

All pilots should review and reference current procedure charts (see General Briefing for chart links) to ensure all altitude/speed constraints and the routing are followed correctly.

SIMULTANEOUS APPROACHES TO CROSSING/PARALLEL RUNWAYS

In all runway configurations at LAS, simultaneous approaches to crossing and/or parallel runways will be in use. Aircraft on approaches to parallel runways can expect to maintain visual separation from aircraft on the runway parallel to theirs (depending on visibility/clouds).

VISUAL APPROACHES

Visual approaches will most likely be in use at LAS, unless weather necessitates instrument approaches. ***The diagrams showing visual approach paths on the following pages should be reviewed by all pilots.*** Visual approaches to runway 8R and 19L/19R are not straight-in and pilots should be familiar with the paths to the runway.

Visual approaches may be told to follow another aircraft on an approach to the same runway to facilitate the flow of traffic. When cleared for a visual approach, the pilot assumes responsibility for separation from terrain and other aircraft.

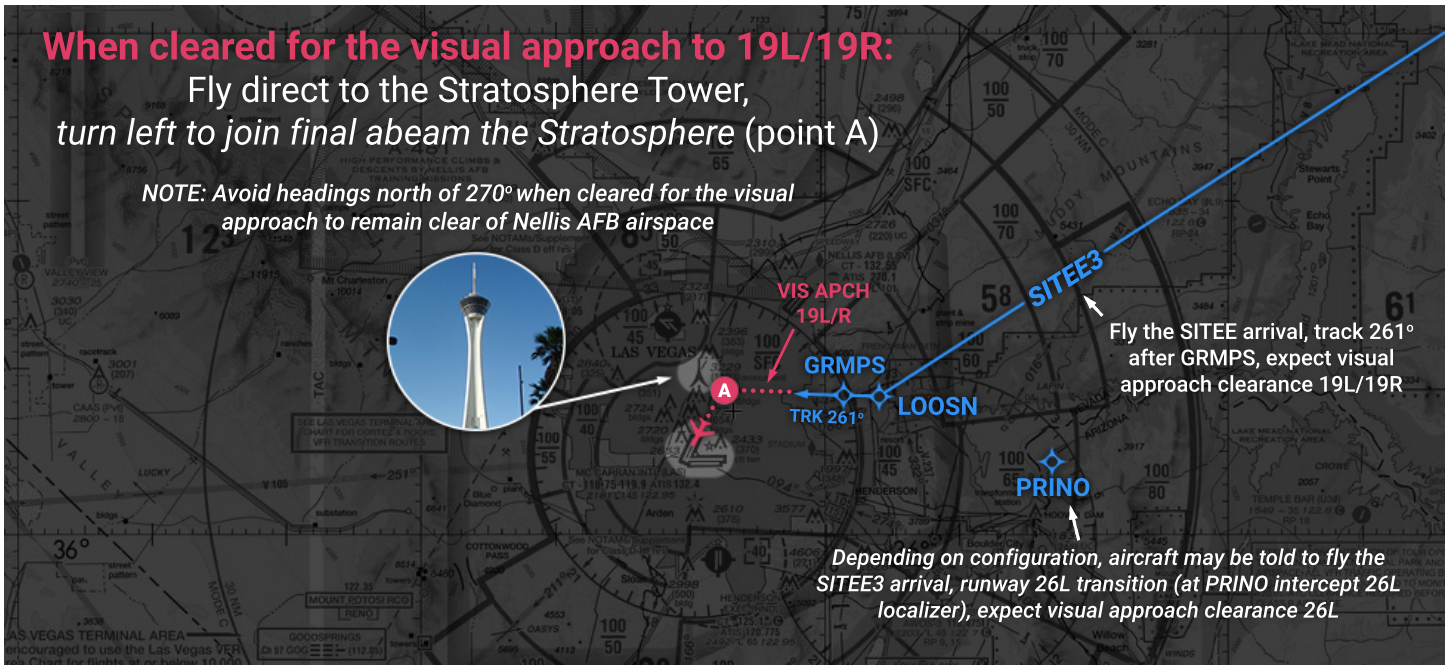
Report the airport or preceeding traffic in sight as soon as possible.

Visual approaches to 26L and 1L are encouraged to utilize the ILS to back up their visual approach.

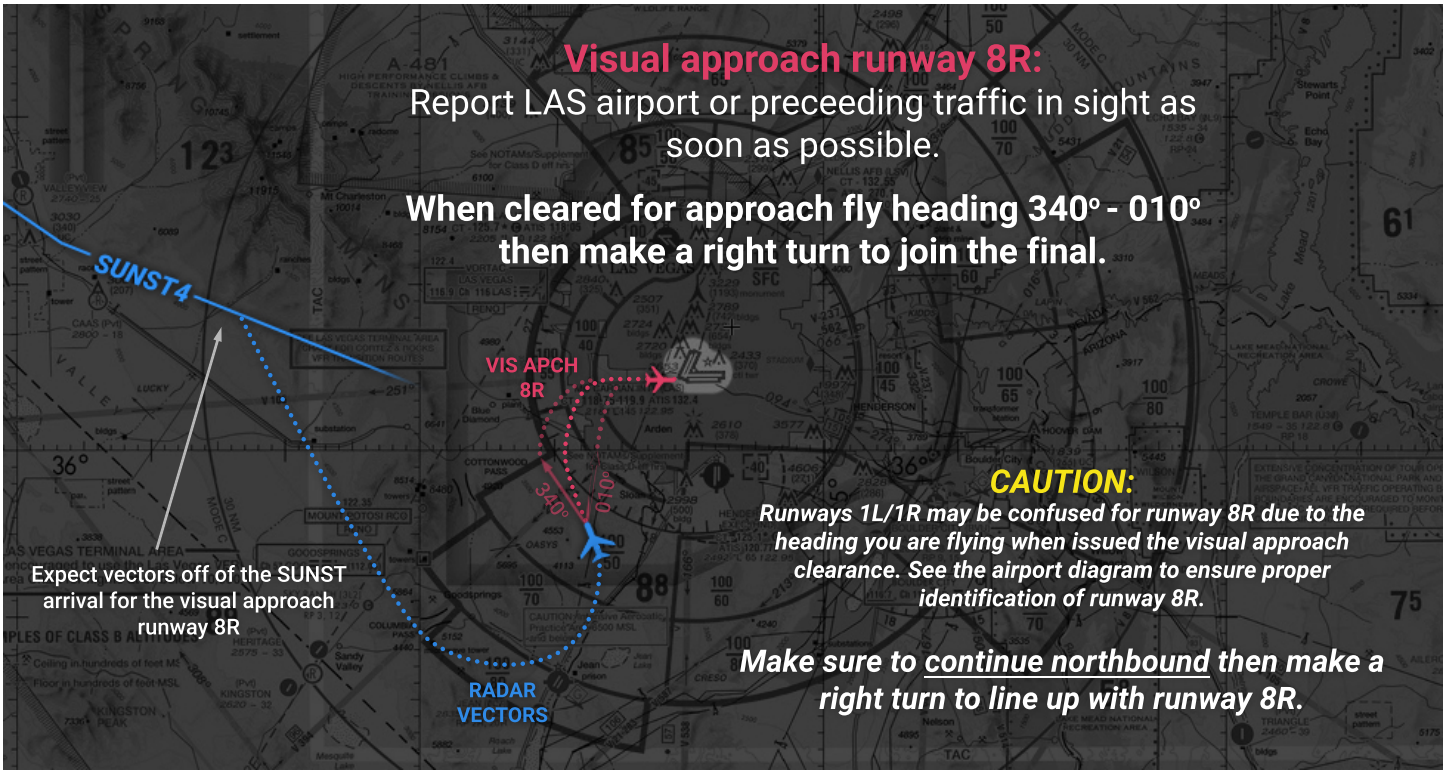
Aircraft may be assigned speed restrictions by ATC on final to help with separation from other aircraft. This does not relieve the pilot of their separation responsibilities when cleared for a visual approach.

NOTE: When cleared for an approach and ATC does not restate a previously-assigned speed restriction with the clearance, the speed restriction is cancelled

VISUAL APPROACH RUNWAYS 19L/19R

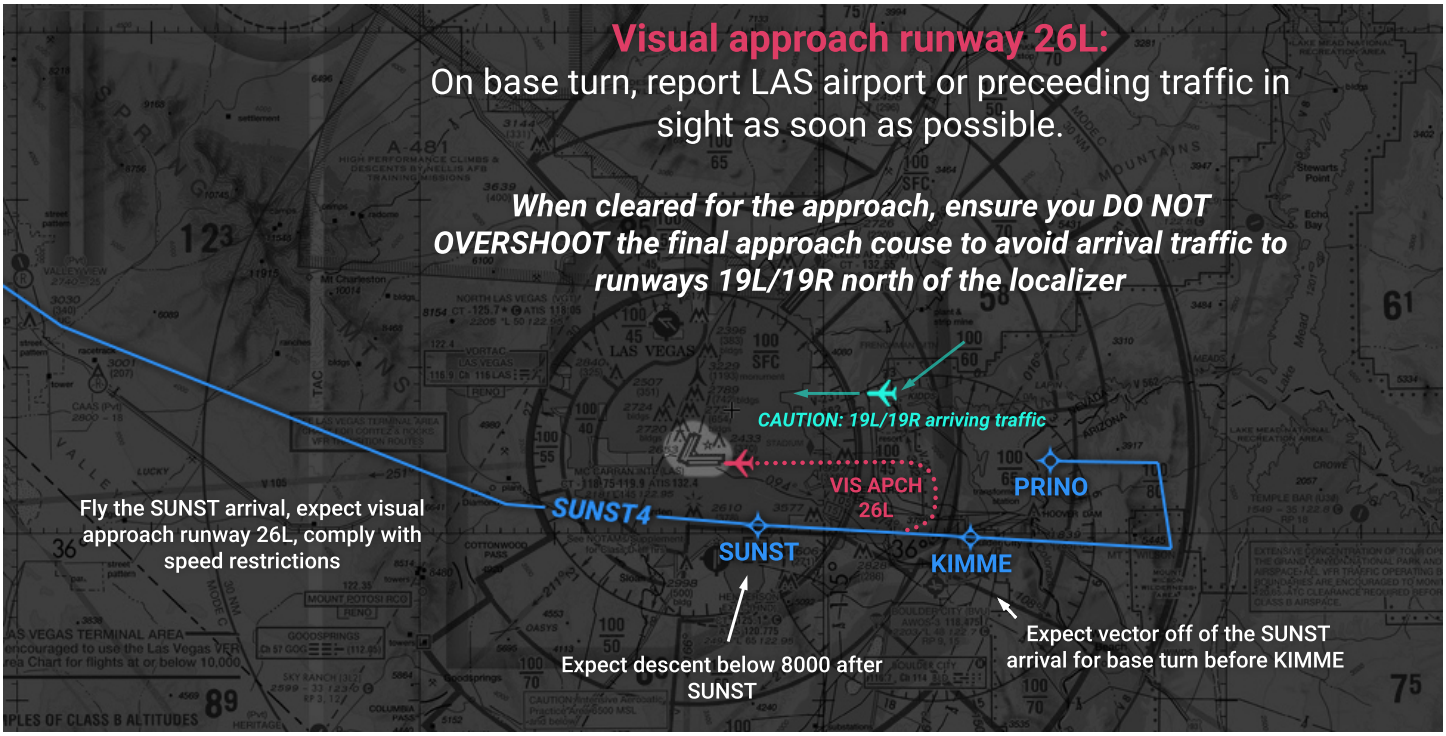


VISUAL APPROACH RUNWAY 8R



VISUAL APPROACH DIAGRAMS CONTINUED ON NEXT PAGE

VISUAL APPROACH RUNWAY 26L



PREFERRED ROUTING

KLAS-KSFO

RNAV ROUTES (PREFERRED)

SFO West: SHEAD1 KENNO RUSME DYAMD3
SFO East: SHEAD1 KENNO RUSME ALWYS1

NON-RNAV ROUTE (ONLY FILE IF NOT RNAV CAPABLE)

MCCRN5 BTY J92 OAL MOD8

KSFO-KLAS

SFO West: SSTIK3 NTELL Q162 ESSAA BTY SUNST4
SFO East: SAHEY3 NTELL Q162 ESSAA BTY SUNST4

NOTE FOR NON-RNAV AIRCRAFT

Please file the BTY.FUZZY8 arrival into KLAS

KLAS-KSLC

RNAV ROUTES (PREFERRED)	SLC North (Landing 34L, 34R, 35)	SLC South (Landing 16L/16R/17)
LAS departing 26L/R	STAAV8 MLF QWENN5	STAAV8 MLF DELTA5
LAS not departing 26L/R	TRALR9 MLF QWENN5	TRALR9 MLF DELTA5

NON-RNAV ROUTES (ONLY FILE IF NOT RNAV CAPABLE)

LAS5 LAS MLF JAMMN5

KSLC-KLAS

RNAV ROUTES (PREFERRED)

SLC North: ARCHZ1 MLF MPIRE SITEE3
SLC South: ZIONZ1 EHK KSINO SITEE3

NON-RNAV ROUTES (ONLY FILE IF NOT RNAV CAPABLE)

SLC North: SEVYR3 MLF LUXOR2
SLC South: FFU9 MLF LUXOR2