LAS PILOT BRIEFING

MCCARRAN INTERNATIONAL AIRPORT

"Las Vegas (View from the Cosmopolitan Hotel)" (CC BY-NC-SA 2.0) by @CarShowShooter

ESCAPE TO THE DESERT

SATURDAY, JANURARY 19

2359Z - 0400Z (16:00 - 20:00 PST)

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THIS LOOKS LIKE A LOT... WHAT SECTIONS DO I *NEED* TO READ?

» **All pilots** should read the General Briefing and Airport/Runway Configurations sections (also, please quickly glance over the Preferred Routings)
» **Arrivals** should also read the Arrival Briefing, including the visual approach diagrams on the last 2 pages
» **Departures** should also read the Departure Briefing

EXPERIENCED PILOTS SHOULD STILL REVIEW THE VISUAL APPROACH DIAGRAMS ON THE LAST 2 PAGES AS THEY ARE SPECIFIC TO EACH RUNWAY

ANY SECTIONS OR TEXT HIGHLIGHTED IN ORANGE ARE ESPECIALLY IMPORTANT AND SHOULD BE READ CAREFULLY

THANKS FOR FLYING ZLA AND WE HOPE YOU ENJOY THE EVENT!

PREFERRED ROUTING

WHERE CAN I FIND ROUTINGS?

You can find real world preferred routings at https://flightaware.com/statistics/ifr-route/

After getting a route from the link, please check that you are filing RNAV procedures (if your aircraft is capabale) by referencing the list below.

RNAV DEPARTURE AND ARRIVAL PROCEDURES

RNAV SIDs and STARs are preferred over the non-RNAV procedures.

RNAV DEPARTURES

- **BOACH8**
- **COWBY8**
- **PRFUM4**
- **SHEAD1**
- **TRALR9** (when departing 26, STAAV8 preferred)
- **STAAV8** (only when departing 26, otherwise file TRALR9)

NON-RNAV DEPARTURES (DO NOT FILE IF RNAV CAPABLE)

- **HOOVR6** (departures to the SE)
- **LAS5** (departures to the NE)
- **MCCRN5** (departures to the NW and SW)

RNAV ARRIVALS

- **KEPEC6**
- **SITEE3**
- **SUNST4**
- **TYSSN5**
- **GRNPA2** (only file if unable the SITEE3 arrival)

NON-RNAV ARRIVALS (DO NOT FILE IF RNAV CAPABLE)

- **CLARR3**
- **CRESO4**
- **FUZZY8**
- **KADDY3**
- **LUXOR2**

GENERAL BRIEFING

NOTE TO VFR AIRCRAFT DURING EVENT:
VFR services may be limited due to the high volume of IFR traffic during the time of the event. Additionally, closed traffic at KLAS is unlikely to be approved during the event.

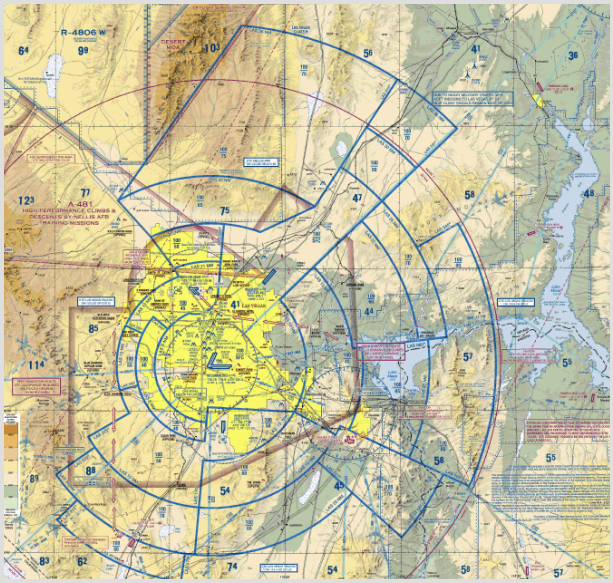
AIRPORT INFORMATION

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: RUNWAY NUMBERING CHANGE
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 CHANGE

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

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

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

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

Although the FMC is great, it is not always accurate. Pilots should reference applicable charts and check them against the procedures in their FMC to ensure compliance with the procedures.

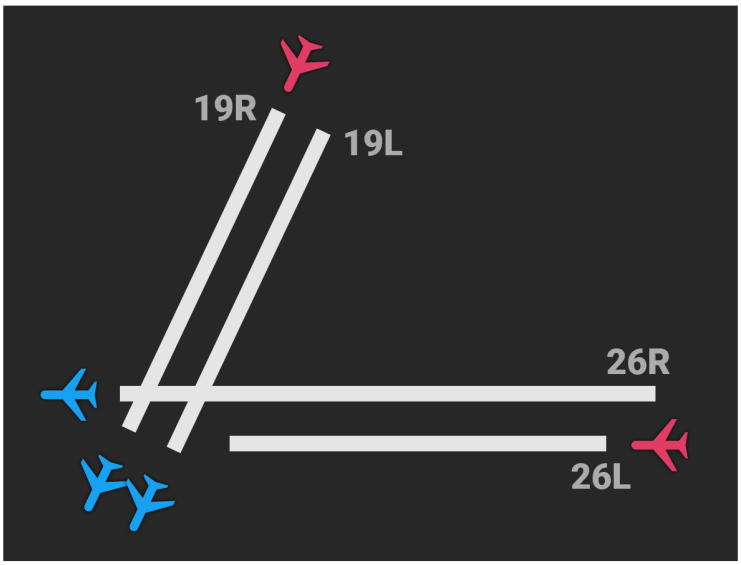
- www.skyvector.com
- www.airnav.com

AIRPORT/RUNWAY CONFIGURATIONS

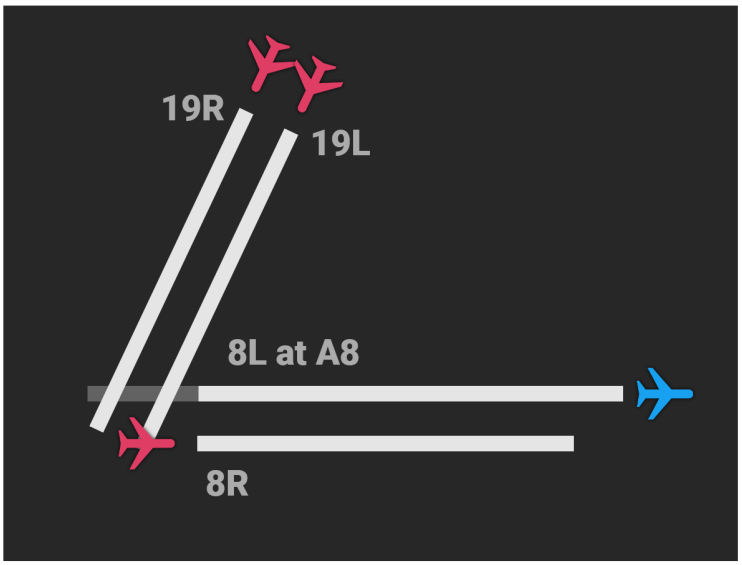
Depending on the winds at LAS, the runways will be utilized in one of the following four configurations.

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.**

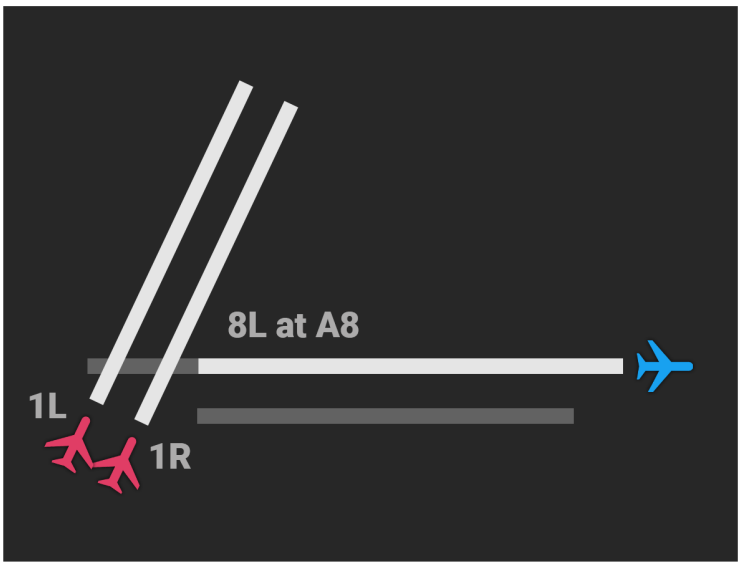
Landing: 19R, 26L
Departing: 26R, 19R, 19L



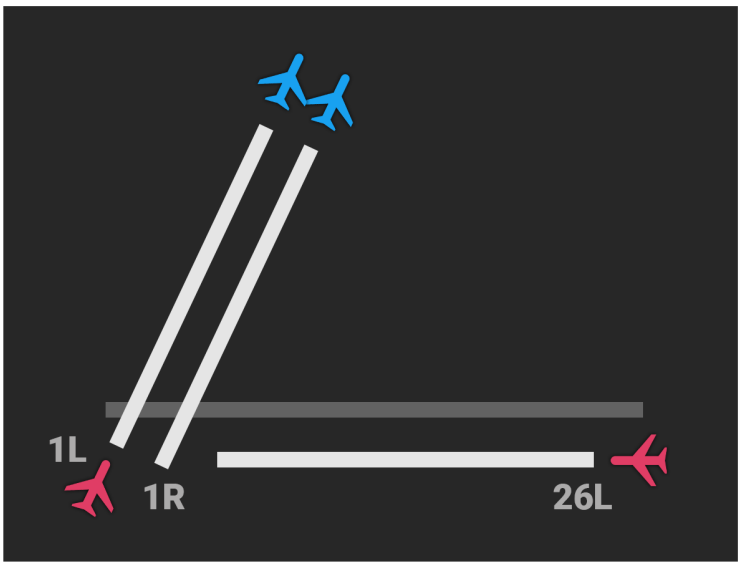
Landing: 19R, 19L, 8R
Departing: 8L at intersection A8



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



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



DEPARTURE BRIEFING

PRE-DEPARTURE CLEARANCE (PDC)

IFR aircraft that have filed correct flight plans can expect to receive a PDC from clearance delivery. **NO READ BACK OF THIS CLEARANCE IS REQUIRED (aircraft should contact delivery if they have a question about their clearance).** Instead, tell ground control your assigned squawk code included in the clearance when you call for taxi. **Amended clearances and routings may be sent via PDC as well, if unable to accept the amended clearance/routing, call clearance delivery on frequency and advise them of the issue.**

RNAV DEPARTURES (SIDs)

All turbojet and turboprop departures will be assigned an RNAV SID if they are capable. Departures are runway-dependent.

Pilots should confirm their assigned departure runway matches the runway and SID loaded in their FMC/GPS prior to holding short.

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

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 for RNAV departures) *while complying* with all speed and altitude restrictions on the SID. **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 SID charts and pay close attention to altitude and speed constraints.

IT IS HIGHLY RECOMMENDED TO SET YOUR MCP (AUTOPILOT) ALTITUDE TO THE UPPER RESTRICITON AT ROPRR/BAKRR/MDDOG/WITLA (depending on SID & runway) TO ENSURE COMPLIANCE WITH THESE 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.

PHRASEOLOGY: *CLIMB AND MAINTAIN FLIGHT LEVEL 190*

This "climb and maintain" instruction (without "climb via SID" being restated) cancels the altitude constraints on the SID.

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 and reference charts 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 instrument approaches to parallel runways should expect to maintain visual separation from aircraft on the other 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 approach aircraft 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, including aircraft on approaches to crossing/converging runways.**

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

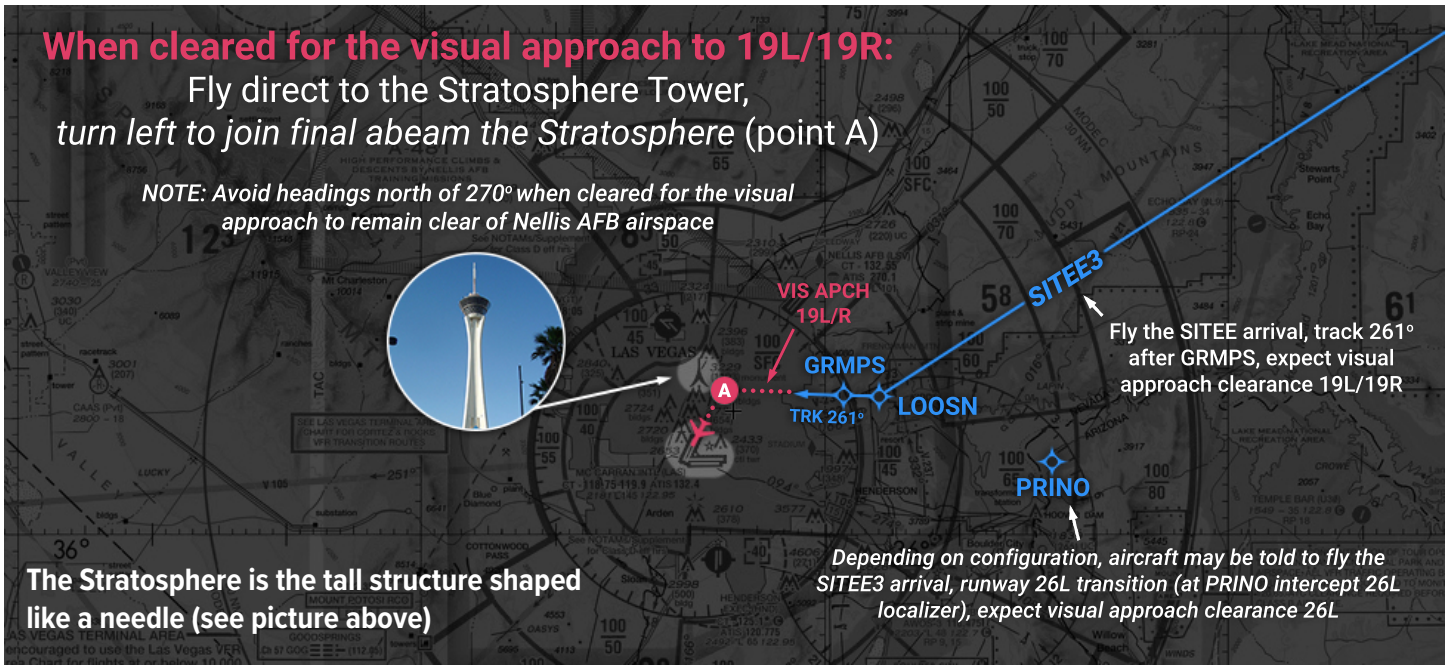
Aircraft flying visual approaches on 26L and 1L are encouraged to **utilize the ILS/localizer to back up their visual approach** (even when told to expect a visual approach, ATC may request pilots to intercept the localizer for their assigned runway, so pilots should have the ILS set up for their assigned runway)

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.

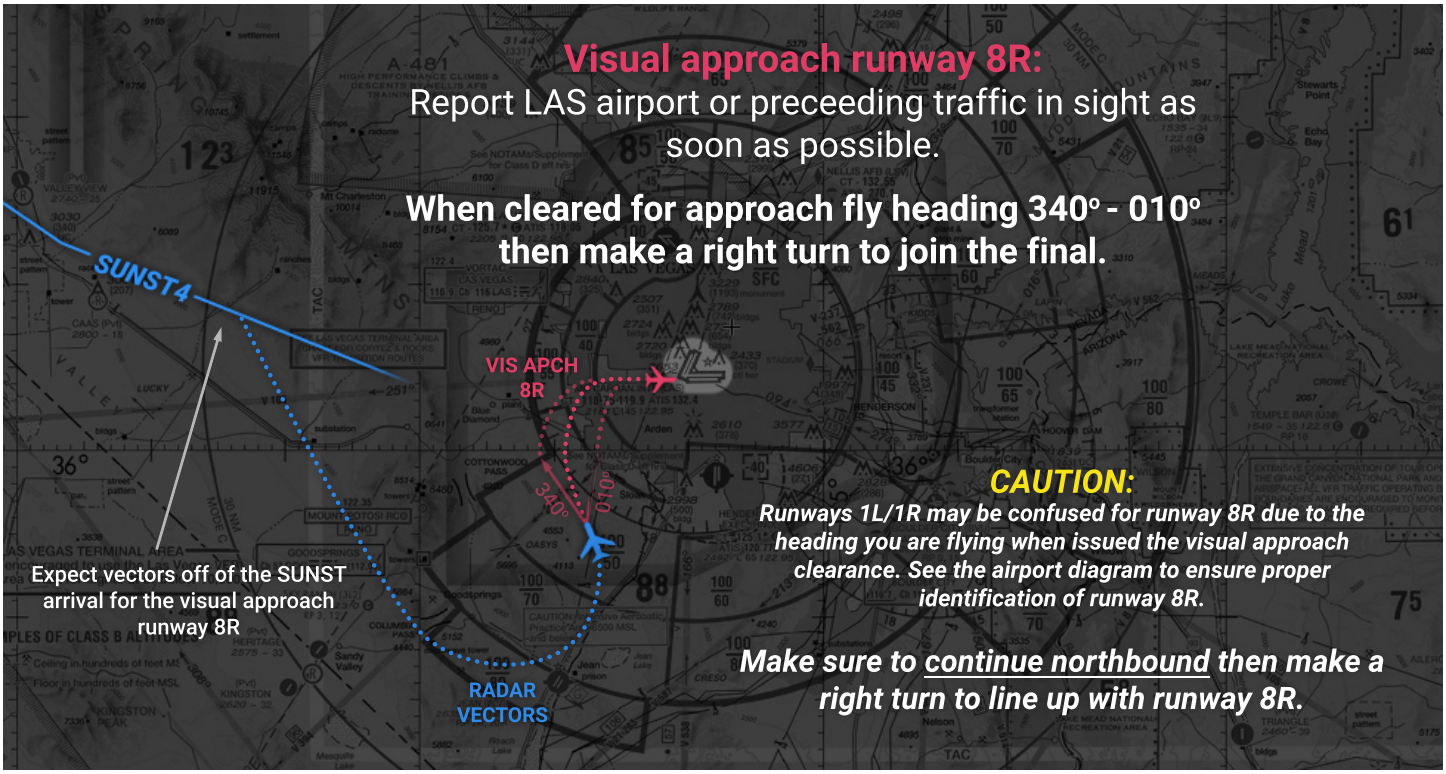
NOTE: When cleared for an approach and ATC does not restate a previously-assigned speed restriction with the clearance, the speed restriction is cancelled

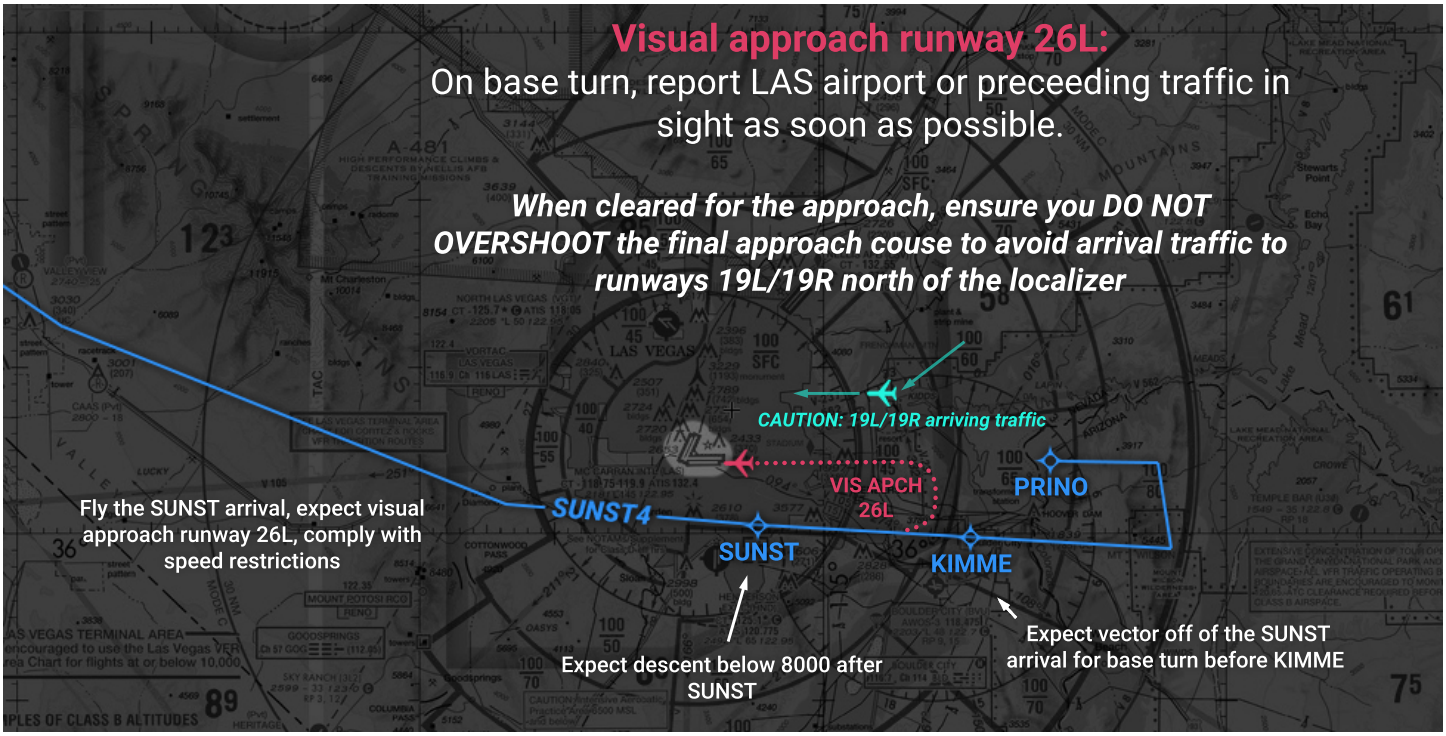
VISUAL APPROACH DIAGRAMS START ON NEXT PAGE

VISUAL APPROACH RUNWAYS 19L/19R



VISUAL APPROACH RUNWAY 8R



VISUAL APPROACH DIAGRAMS CONTINUED ON NEXT PAGE

VISUAL APPROACH RUNWAY 26L