LAS VEGAS (LAS/KLAS)
Elevation 2181ft

CATEGORY B

AV brief not required

GENERAL

- Harry Reid International airport (formerly McCarran) is an international airport serving the Las Vegas Valley. It is located 8km south of downtown Las Vegas.
- Normal Operations: using runways 26L for large and heavy commercial traffic and 19L/R for general and light jet. All RNAV arrivals are routed to 26L. Expect all arrival routing to 26L or 19L/R.
- Other runway configurations include runways 1L and 26L for arrivals and runway 1R for departures, runway 1L for arrivals and runway 8L at intersection A8 for departure, and runways 19L/19R and 8R for arrivals, and runway 8L at intersection A8 for departure.

Threats

CFIT
- Airfield is surrounded by mountains, the highest 12000ft AMSL 30 nm WNW.
- 17 nm N there is high ground to 7000ft AMSL, beyond this there are peaks to 10000ft AMSL 30 nm N
- W of the airfield the terrain is flat at first by rises rapidly to over 4000ft AMSL beyond 10 nm.
- 8 nm NE there is a peak to 4000ft AMSL and by 10 nm SE the terrain reaches 5000 ft AMSL.

Runway Incursion
- Possibility of runway incursion if departing from the apron via taxiway C3 and continuing along taxiway A3.

Loss of Control
- Bird and Bat hazard

Mid Air Collision
- Local Airspace – Nellis AFB, 10nm NE, generates intensive military jet training activity to the N and there is considerable light aircraft traffic from local airfields
- Glider activity to the SW

Special Considerations
- Airport is Hot and High

ARRIVAL

Diversion Airports

SAN DIEGO	SAN/KSAN	225 nm/207°T	CAT B
LOS ANGELES	LAX/KLAX	205 nm/231°T	CAT B
PHOENIX	PHX/KPHX	222 nm/136°T	CAT B
DENVER	DEN/KDEN	359 nm/285°T	CAT B

APPROACH

- Expect runway assignment and approach from Las Vegas Approach on initial contact. Expect a "descend via" clearance.
- It is vital that you follow the altitude restrictions in the STAR to stay clear of departing traffic.
- In all runway configurations at LAS, simultaneous approaches to crossing and/or parallel runways will be un use. Aircraft on instrument approaches should expect to maintain visual separation from aircraft on the other runway parallel to theirs.
- Visual approaches might be in use at LAS, unless weather necessitates instrument approaches. Visual approaches to 8R and 19L/R are not straight-in. Request an instrument approach from ATC if unfamiliar with these visual approaches.

GROUND

- British Airways use Terminal 3, Concourse E, stands E1 and E2. The apron is generally accessed from Twy B via C3 and spot 2.

DEPARTURE

- PDC via pilot client text can be expected. Expect an RNAV SID and "climb via SID".
- If departing 8L, ATC will expect you to use intersection A8.
- No engine start until pushback complete.
- Once clear of arriving traffic, you may be given an unrestricted climb to FL190. The controller does not need to state "unrestricted" in instructions when doing this. "CLIMB AND MAINTAIN FL190" (without "VIA SID") cancels the SID altitude restrictions.

WEATHER

- Summers are typically "desert" with max temps in the 40C region. Proximity to mountains contributes to relatively cool summer nights with minimums between 21C-24C.
- Winters are on the whole mild. Daytime temperatures average nearly 15C, with clear skies and sunshine. Winter min temps average just below 0C.
- Spring and autumn weather are generally fine but with sharp temperature transients.
- Rainy days average from less than one in June to three per month in winter.
- Strong winds associated with major storms, usually reach this valley from the SW or through the pass from the NW. Winds over 50 mph are infrequent but can bring blowing dust and sand.

OPERATIONAL INFORMATION

Handling Agent	SWISSPORT
Handling Agent VHF	129.775
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
IF BOTH electrical power and air conditioning is required:	Airport (PCA) – Use both ground services at all times GHA (ACU) – DO NOT USE EITHER SERVICE – use APU instead