11/3/2023 **FOR YOUR INFORMATION** 2023-185/7-9

2031385

To: Airport Manager, Harry Reid Int'l Airport (LAS), NV, FAA (ATM L30 TRACON, ATM LAS Tower)

Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, AWP-600, AFS-260, AFS-400, AJI -144, Runway Safety Team), ATSG, AFA, ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: LAS ATC Procedures

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.

Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189

ACN 2031385	
DATE / TIME	
Date of Occurrence	202309
Local Time Of Day	1201 to 1800
PLACE	
Locale	LAS.Airport
State	NV
Altitude - MSL	3000
ENVIRONMENT	
Flight Conditions	VMC
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Tower	LAS
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
AIRCRAFT / EQUIPMENT Y	
ATC / Advisory - Tower	LAS
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer
PERSON 1	
Function - Air Traffic Control	Approach
ASRS Report Number	2031385
EVENTS	
Anomaly	ATC Issue - All Types
Anomaly	Conflict - NMAC
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Air Traffic Control
Result - Flight Crew	Executed Go Around / Missed Approach
Result - Air Traffic Control	Issued Advisory / Alert
NARRATIVE 1	

Configuration 4 at LAS has been on ongoing issue. There have been many near misses and the NTSB has come out to review them several times. This is a known issue that needs more attention or a mid air collision is inevitable. Recently, our management and NATCA team came out with a revised procedure to try and mitigate these near misses. What they did is commendable but today I found out it doesn't work. L30 [Approach] apparently makes no attempt to try and sequence these aircraft to the intersection, they come over tied all the time. What our leadership team came up with is 1 mile is required in front of [Runway] 8R arrival or we have to send the [Runway] 19L arrival around at a 2 mile final. The other requirement is that you need to be established behind the 8R with your 19L arrival. No mileage is required, you just need to be behind them.

Today while following that procedure I was behind the 8R arrival and Aircraft X went around on his own just prior to the runway threshold. He passed over the top of the 8R arrival by approximately 400 feet. I expedited his climb as soon as he said he was going around. Had he gone around 5-10 seconds later, I believe these aircraft would have collided. They will say I was maintaining visual separation and that it wasn't a loss. I had no control over that situation, no out, no altitude separation and nowhere to turn the aircraft to avoid a collision. I just called a traffic alert and prayed it would work. This is not air traffic control. The arrival rate needs to

reduced to allow L30 to sequence aircraft to the intersection. With that, L30 needs to create its own procedures to ensure mileage can be maintained between the intersection arrivals. Mileage needs to be established behind the aircraft. It's 1 mile in front and 0 miles behind. It doesn't matter which one is in front, we are trying to avoid a collision. I would highly suggest increasing the spacing in front and behind to more than 1 mile. When an aircraft is going around, their speeds can be unpredictable and 1 mile can be lost quickly.

SYNOPSIS

LAS Tower Local Controller reported an NMAC when a Runway 19L arrival unexpectedly initiated a go-around and flew over the top of an aircraft on short final to Runway 8R. The reporter states published procedures in place for this arrival configuration do not adequately protect for this occurrence.