

12/6/2023

FOR YOUR INFORMATION

2023-203/11-42

To: Airport Manager, Harry Reid Int'l Airport (LAS), NV, FAA (AAS-1, ATM
LAS Tower)

2039629

Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, AWP-600, AFS-260, AJI -144),
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 FBO Ramp Safety Concerns

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 2039629

DATE / TIME

| | |
|--------------------|-----------------------------|
| Date of Occurrence | 202309 |
| Local Time Of Day | No Local Time Of Day Stated |

PLACE

| | |
|----------------|-------------|
| Locale | LAS.Airport |
| State | NV |
| Altitude - AGL | 0 |

AIRCRAFT / EQUIPMENT X

| | |
|--------------------------|-----------------------|
| Make Model Name | Commercial Fixed Wing |
| Operating Under FAR Part | 121 |

PERSON 1

| | |
|-----------------------------|---------|
| Function - Ground Personnel | Ramp |
| ASRS Report Number | 2039629 |

EVENTS

| | |
|-------------------|--|
| Anomaly | Conflict - Ground Conflict, Critical |
| Anomaly | Conflict - Ground Conflict, Less Severe |
| Anomaly | Deviation / Discrepancy - Procedural - Published Material / Policy |
| Anomaly | Ground Event / Encounter - Ground Equipment Issue |
| Detector - Person | Ground Personnel |
| Result - General | None Reported / Taken |

NARRATIVE 1

Per Las Vegas airport authority, all charters are to operate out of the FBO (fixed based operator). The area is extremely congested with private jet aircraft as well as helicopter touring aircraft. Safety concerns have been repeatedly expressed but no one at the airport is willing to make changes. The charter aircraft was Aircraft X. Concerns were once again expressed because this aircraft needs significantly more operating space. FBO is where the aircraft parks, the ramp team at the FBO doesn't measure, they eyeball what they think will work. There is no specified parking spot, no taxi lines or clearance zone markings on the ramp. There is no lighting at night, which has made night operations dangerous. Yesterday's operation required the crew to have the aircraft turn on the ramp and then shut and be pushed backward into its spot. There were private jet aircraft on both sides of the area where the aircraft would be positioned. Ramp connected and pushed backwards, due to aircraft surrounding the tractor, driver snapped the tow bar. Knowing that the company only had one aircraft specific tow bar, he continued with the push. Despite preaching safety, our employees are feeling the pressure to complete the task because we are not giving them the tools or support needed.

SYNOPSIS

Ramp worker reported a safety concern of a charter aircraft required to park at a LAS FBO congested ramp, in an area that has no markings, lighting, clearance zones, or load bearing chart information.