

ALERT BULLETIN

AB 2024:3/8-1

2/1/2024

2054975

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, 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

SUBJ: LAS Class B Airspace Design

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 following:

ASRS received a report from a flight instructor describing terrain clearance issues and overlying shelf altitude floors within the LAS Class B airspace. The flight instructor stated they were on arrival to HND airport through Visual Descent Point and dealing with a low fuel situation. The reporter stated "As we began to arrest our descent at 4,500 ft. to avoid the overlying Class B and underlying terrain at VPVDP, I interpreted the engine performance to be less than expected...and in anticipation of descending further, I proceeded further west to avoid the terrain." This maneuver put them in Class B airspace. Reporter alleges the Class B surface shelf is too limiting and stated the "...shelf is only 1.4 NM from departure end of Runway 35L/R at HND...most...aircraft with more than 200 HP must turn 'crosswind' below the FAA advised altitude of 700 ft. AGL...it would be beneficial for the FAA to look at this sector of airspace once more to see if further adjustments are worth recommendation."

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 2054975

DATE / TIME

Date of Occurrence 202311
Local Time Of Day 1201 to 1800

PLACE

Locale LAS.Airport
State NV
Altitude - MSL 4500

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON L30
Make Model Name Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Operating Under FAR Part 91

COMPONENT 1

Aircraft Component Indicating and Warning - Fuel System

PERSON 1

Function - Flight Crew Instructor
Function - Flight Crew Pilot Flying
ASRS Report Number 2054975

EVENTS

Anomaly Aircraft Equipment Problem - Less Severe
Anomaly Airspace Violation - All Types
Anomaly Deviation / Discrepancy - Procedural - FAR
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Inflight Event / Encounter - Fuel Issue
Detector - Automation Aircraft Other Automation
Detector - Person Flight Crew
Miss Distance - Vertical 500
Result - Flight Crew Took Evasive Action

NARRATIVE 1

Aircraft X training flight practicing cross-country VFR navigation east of Las Vegas airspace. Enroute to our return destination, HND, we received a yellow CAS for fuel. We stopped at ZZZ to visually confirm fuel, and fuel was above 'tabs.' We did a run-up and then continued west for a traditional arrival over VPVTR [visual point] into HND. Enroute, south of VPVDP, we received a red CAS for minimum fuel and so we began an immediate eastward arrival into Henderson through VPVDP. Although we visually confirmed fuel, I was unsure if the issue could be due to a sensor, onboard W&B (Weight and Balance) programming or very unlikely fuel starvation within the lines. We proceeded and requested our arrival with 'minimum fuel' as to be cautious. As we began to arrest our descent at 4500 ft. to avoid the overlying Class B and underlying terrain at VPVDP, I interpreted the engine performance to be less than expected at our present settings – 2660 RPM, approximately 26.5 in. Hg – and in anticipation of descending further, I proceeded further west to avoid the terrain. This, however, allowed only a small horizontal gap between the terrain and LAS Class B. Once clear of terrain, I immediately entered a 30-degree bank to avoid the Class B airspace, but I went into the controlled

airspace by approximately 0.4 NM. HND ATC was on the phone with LAS TRACON at this time and the situation was resolved.

To avoid future Class B conflicts, I will no longer look at the VPVDP arrival as an entry or exit point from HND airspace during training flights. The terrain clearance of 500 ft. and the airway horizontal / vertical restrictions from the Class B surface shelf are too limiting. Lastly, this same Class B shelf is only 1.4 NM from departure end of Runway 35L/R at HND, meaning most traditional GA aircraft with more than 200 HP must turn 'crosswind' below the FAA advised altitude of 700 ft. AGL, otherwise a Class B incursion is likely. I think it would be beneficial for the FAA to look at this sector of airspace once more to see if further adjustments are worth recommendation.

SYNOPSIS

Small aircraft Flight Instructor expressed concern about terrain clearance issues within the airspace structure in the LAS area.