

6/2/2021

FOR YOUR INFORMATION

2021-68/11-14

1798556

To: Airport Manager, McCarren Int'l Airport (LAS), NV, FAA (ATM LAS ATCT),
Jeppesen Sanderson Inc

Info: FAA (AVP-1, AVP-200, AAS-1, AAS-300, AWP-600, AFS-280, AFS-200, AJI-144,
Director of Air Traffic Operations WSA South), A4A, AAAE, ALPA, AOPA, APA, ASAP,
ATSG, EAA, ICAO, ICASS, IFALPA, IPA, NAFI, NBAA, NTSB, RAA, SWAPA

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

Re: LAS NITZ1 RNAV 8L Engine Out Procedure Confusion

We recently received an ASRS report 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 1798556

DATE / TIME

Date of Occurrence	202103
Local Time Of Day	1201 to 1800

PLACE

Locale	LAS.Airport
State	NV
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	L30
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	1798556

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

The NIITZ 1 RNAV Departure from Runway 8L depicts FLAAR as prior to the lake. The E/O (Engine Out) Page for 8L shows it as past the lake. I realize that DP1 is an altitude (3,500 feet – 6,000 feet) but the diagram does not match up. I expressed my concerns to a Check Airman friend and he did a better job of analyzing the problem. He noted the brown arc on the E/O (MSA circle we assume) shows FLAAR to be at 25 NM. I used the FIX Page of the FMC and put the LAS/12.7 arc and it lands on top of FLAAR. So, I see two problems. The "terrain" and the omission of "Not to Scale" could create confusion when you are trying to build a visual model of the E/O. Also, I'm not sure we recognize the hold at FLAAR is really only 12.7 NM from LAS, not 25 where it may seem less threatening to following traffic.

My friends words: I agree that if you were trying to create a mental image of what you were doing in case you lost an engine, then the engine out diagram (picture) would lead you astray. The dilemma arises from the 12.7 ring and FLAAR being almost coincident. It gets worse, because 12.7 and FLAAR have nothing to do with one another. 12.7 only matters if you are below 3,500 feet. And FLAAR only matters if you are above 3,500 feet. So we are mixing altitudes with rings with fixes with terrain features with no warning that the drawing is not to scale! The disturbing part to me is that the E/O has the standard 25 NM MSA ring (at least that's what I think it is, and it is at 25 NM), which lends credence to FLAAR being 25 NM out (not about 13). So you are totally right! The written text is fine, but the diagram is very misleading. I think we need to put "NOT TO SCALE". Or get rid of the terrain features. But the mixing and matching just leads to confusion (at the worst time).

SYNOPSIS

Air carrier Captain reported the LAS NITZ1 RNAV Engine Out for Runway 8L page diagram depiction of FLAAR and the 12.7 ring is confusing.