

8/19/2021

FOR YOUR INFORMATION

2021-103/11-21

1816819

To: FAA (ATM L30 TRACON, ATM ZLA ARTCC)

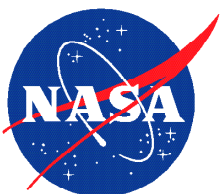
Info: FAA (AVP-1, AVP-200, AAS-1, AAS-300, AWP-600, ANG-1, AFS-280, AFS-200, AJI-144, Director of Air Traffic Operations WSA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSG, EAA, ICAO, ICASS, IFALPA, IPA, NAFI, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc, Airport Manager, McCarren Intl. Airport (LAS), NV

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

Re: LAS Runway 8L RATPK SID Procedure

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 1816819

DATE / TIME

Date of Occurrence	202106
Local Time Of Day	0601 to 1200

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 - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	1816819

EVENTS

Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Result - General	None Reported / Taken

NARRATIVE 1

The chart for the complex special procedure for an engine failure departing [Runway] 8L on the RATPK Departure from LAS airport shows a turn at 12.7 DME LAS to the heading of 050 degrees or continuing on the SID depending on altitude. The issue here is 12.7 DME aligns with FLAAR which is a much further point on the departure. The turn point seems to be more closely aligned with SCAAR, which is different point on the SID for departing [Runway] 8R. I note that point to show the location difference, not to say what the point should be. I believe the 12.7 DME is the error on the chart and should be closer to 4.9 DME. Additionally, the BLD 325 degree radial shown is incorrect as that also aligns with FLAAR and not the turn point.

As charted there is no way to identify the correct Engine Out Decision point as shown. The chart appears to be way off in terms of where FLAAR, BLD VORTAC and the Engine Out turn point are located. This procedure should be removed until corrected. Unless we are supposed to fly to 12.7 DME, then in that case, everything beyond the turn is shown incorrectly. So that makes me suspect of all terrain shown on this chart as well.

SYNOPSIS

Pilot reported the chart for the complex special procedure for an engine failure departing Runway 8L on the RATPK Departure from LAS airport to be confusing and possibly incorrect.