

12/16/2021

FOR YOUR INFORMATION

2021-183/8-12

1846352

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

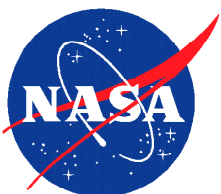
Info: FAA (AVP-1, AVP-200, AAS-1, AAS-300, AWP-600, ANG-1, AFS-280, AFS-200, AJI-144, Director of Air Traffic Operations WSA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSG, EAA, ICAO, ICASS, IFALPA, IPA, NAFI, NBAA, NTSB, RAA, SWAPA

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

Re: L30 Metroplex Procedures

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 Hooley at (408) 541-2854 or email at becky.l.hooley@nasa.gov.



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



ACN 1846352

DATE / TIME

Date of Occurrence	202110
Local Time Of Day	1201 to 1800

PLACE

Locale	L30.TRACON
State	NV
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	L30
Make Model Name	No Aircraft
Operating Under FAR Part	Other: all

PERSON 1

Function - Air Traffic Control	Approach
ASRS Report Number	1846352

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Air Traffic Control
Result - General	None Reported / Taken

NARRATIVE 1

We were operating our new metroplex for configuration number 2 which involves using 2 parallel runway[s] separated by less than 2,500 ft. There are virtually no "outs" for our Final Controller and the same applies to the arrival feeders (LAK and GNT). In my opinion, this entire Metroplex procedure is unsafe as we use the same altitudes for arrivals dangerous. Literally every configuration needs altitude tweaking as well as the routes. This needs to be observed by the Event Review Committee.

SYNOPSIS

A Las Vegas TRACON Controller reported one of the new Metroplex procedures is unsafe.