

3/26/2025

**FOR YOUR INFORMATION**

2025-71/11-18

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

2214197

Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, AWP-600, AFS-260, Runway  
Safety Team), 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 Taxiway B5 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](mailto:becky.l.hooey@nasa.gov).



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



**ACN 2214197****DATE / TIME**

Date of Occurrence	202502
Local Time Of Day	0601 to 1200

**PLACE**

Locale	LAS.Airport
State	NV

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - Tower	LAS
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

**PERSON 1**

Function - Air Traffic Control	Local
ASRS Report Number	2214197

**EVENTS**

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Provided Assistance

**NARRATIVE 1**

This has nothing to do with any single incident and therefore there is no need to look up the dates and times of anything. It's simply based on my general observations. This also highlights the problems and limitations with this program. Add to that, that this is the third time I'm attempting to submit this after being auto logged out whilst in the middle of typing, perhaps my next report should be about the problems with the report program.

Aircraft that exit Runway 26R at Taxiway A5 are often instructed to enter the Ramp straight in via B5. Outbound aircraft are often simultaneously instructed to exit the Ramp via B5 turning right on B. B5 is sufficiently wide enough for both aircraft to pass and is in fact both painted and lighted at night with passing lines as though it is two separate taxiways, although being labeled as a single taxiway. While it is generally obvious to the pilots to stay to the right and let the other aircraft pass on their left, there is occasionally confusion. And understandably so. How is a single taxiway painted as though it is two? How am I telling two aircraft to use the same taxiway in opposite directions at the same time?

If we want to use B5 as two taxiways, it should be mapped as such, B5 and B4, then renaming B4 to B3. Or, if it is to be kept a single taxiway, B5, then the paint and the lights should reflect that it is a single taxiway. Keeping it the way it is, only leads to confusion.

**SYNOPSIS**

LAS Tower Controller reported Taxiway B5 causes confusion as it is wide enough for two aircraft in opposite directions to pass and is painted with passing lines as though it is two separate taxiways, but is labeled as a single taxiway.