

12/19/2025

**FOR YOUR INFORMATION**

2025-329/11-43

To: Airport Manager, Harry Reid Int'l Airport (LAS), NV, FAA (ATM LAS Tower) 2305055  
Jeppesen Sanderson Inc.

Info: FAA (AAS-1, 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 Runway 26L/R Engine Out Missed Approach Procedure Confusion

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 2305055

### DATE / TIME

Date of Occurrence	202511
Local Time Of Day	No Local Time Of Day Stated

### PLACE

Locale	LAS.Airport
State	NV
Altitude - MSL	3000

### ENVIRONMENT

Flight Conditions	VMC
-------------------	-----

### AIRCRAFT / EQUIPMENT X

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

### PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2305055

### EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew

### NARRATIVE 1

This engine out procedure is confusing as [expletive]. The top bar reads "takeoff/missed approach" with subsequent sections omitting this verbiage. This led to a discussion with my Captain stating 26L/R have no (engine out) missed approach procedures, and that the chart only applies for initial takeoff, I mentioned that worst case scenario, you would be halfway down the runway -> slow -> go-around -> go missed, and lose an engine, putting you in the same energy state as an initial takeoff. The ACARS landing data for 26L states "see 10-7," but according to the Captain's understanding, none of the Runway 26 procedures apply during missed approach. I'm left confused about what already complicated procedure (there are multiple decision points for a Runway 26 missed) I'm supposed to follow... if any.

### SYNOPSIS

Air carrier First Officer reported the engine out procedures for Runway 26L/R at LAS are confusing.