

8/26/2026

FOR YOUR INFORMATION

2026-306/8-28

To: FAA (ATM LAS Tower)

2384288

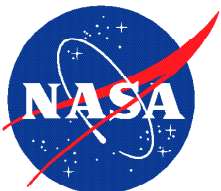
Info: FAA (AAS-1, AFS-200, AVP-1, AVP-200, AAS-300, AWP-600, AFS-260, Runway Safety Team), ATSG, ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, NTSB, RAA, SWAPA, Airport Manager, Harry Reid Int'l Airport (LAS), NV

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

Re: LAS Ramp Control Issues

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.



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



ACN 2384288**DATE / TIME**

Date of Occurrence	202607
Local Time Of Day	1201 to 1800

PLACE

Locale	LAS.Airport
State	NV
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Ground Personnel	Ramp
ASRS Report Number	2384288

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Ramp
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Ground Personnel
Result - General	None Reported / Taken

NARRATIVE 1

Aircraft X on Taxiway W for Gate XX called ramp control as aircraft was entering non-movement area. I tried to issue Taxiway G then G1 to gate but it was too late for aircraft to make turn. When asked by ramp control what clearance they were issued by LAS ground control, they replied "Whiskey to the ramp." This clearance is a violation of the Letter of Agreement (LOA) between LAS ATCT and Department of Aviation (DOA) ramp control.

This violation is a common occurrence at LAS airport and if continued to be ignored will cause an accident between the movement and non-movement areas. FAA ATCT ground control refuse to abide by FAA order 7110.65, 2-1-17 and the LOA between the facilities where they are required to say "contact ramp" when issuing a frequency change between facilities.

In addition, pilots at LAS have been advised multiple times about not adhering to the requirement to obtain approval from ramp control before entering the non-movement area. This occurs despite several pilot information sources that state the following: All aircraft contact ramp control on frequency 124.4 for operations at A, B, C gates, and GA, customs; contact ramp control frequency 127.9 for operations at D and E gates and cargo ramp prior to entering ramp or pushing back from gate or parking spot. When ramp is closed broadcast all non-movement area operations on UNICOM 122.95.

SYNOPSIS

LAS Ramp Controller reported Tower gave clearances to aircraft that are a violation of the LOA and leads to aircraft entering the non-movement area.