

# KHND 35R/35L Visual Approach GPWS Hazard



## Executive Summary

### Key Findings

To avoid conflict with KLAS traffic to the west, KHND may require straight-in approaches. Based on analysis of industry safety data, a significant fraction of operators are receiving a Ground Proximity Warning System (GPWS) Terrain Awareness alert due to increasing terrain 4-5 nm from the runway when instructed to join an extended final straight-in to runway 35R/35L during a visual approach at KHND. The Precision Approach Path Indicator (PAPI) is not usable beyond 3.3 nm and 3.5nm runway thresholds of 35L and 35R respectively.

Flight crews should be aware of their energy management, primarily airspeed and descent rate, as they clear the terrain. While maintaining a higher altitude to avoid the terrain or executing a recovery action in response to a Terrain Awareness alert, flights may also experience a GPWS Terrain or Sink Rate caution on descent into the airport.

#### Primary Hazard<sup>†</sup>:

CONTROLLED FLIGHT INTO OR TOWARD TERRAIN (CFIT)

#### Secondary Hazard<sup>†</sup>:

ABNORMAL RUNWAY CONTACT (ARC), RUNWAY EXCURSION (RE), WIND SHEAR OR THUNDERSTORM (WSTRW)

**Phases of Flight:** Approach, Go Around

**Likelihood<sup>‡</sup>:** Frequent

**Last Updated:** 2024 FEB 02

For more information, please contact [asias@mitre.org](mailto:asias@mitre.org) and <https://www.faa.gov/superbowl>

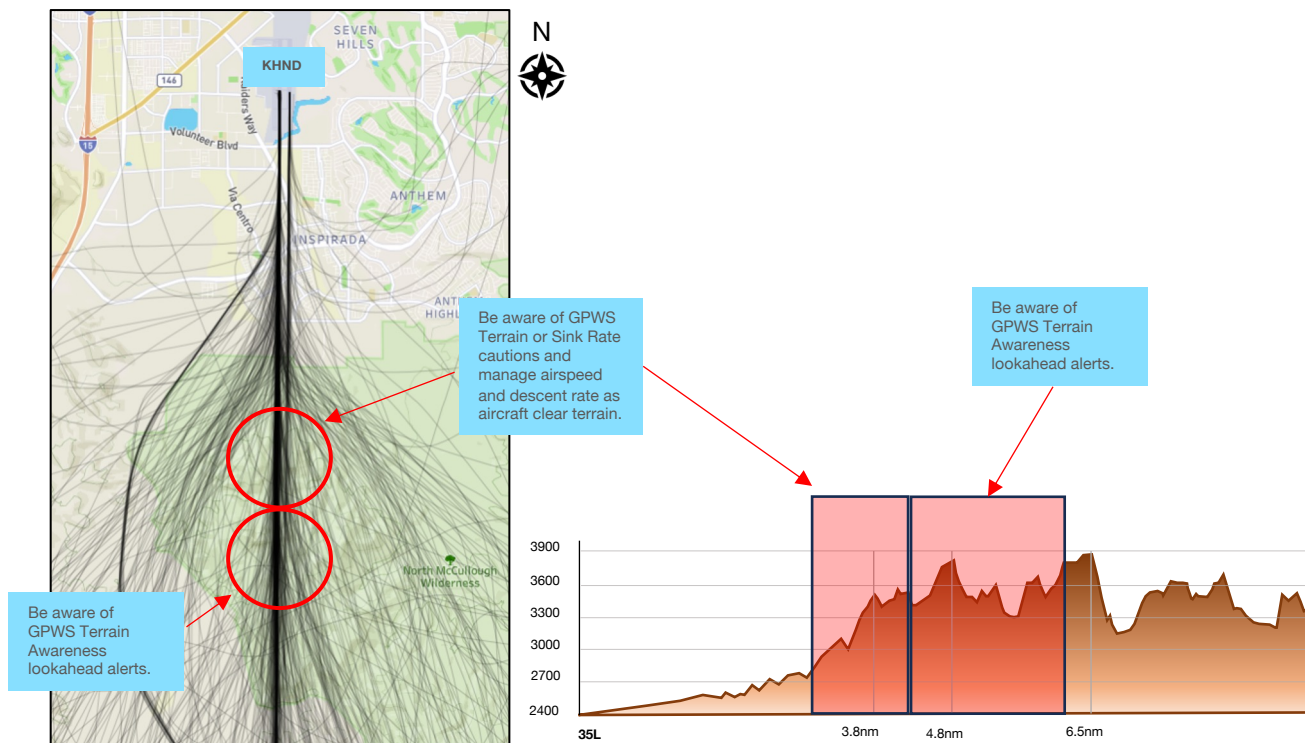


Fig 1. Approaches to KHND 35R/L

Source: MITRE Threaded Track, Google

Fig 2. Vertical Approach Profile to KHND 35R/L

Source: MITRE, Google Earth

<sup>†</sup>: See Commercial Aviation Safety Team/ICAO Common Taxonomy Team (CICTT) Aviation Occurrence Categories, May 2021 (4.8)

<sup>‡</sup>: See FAA Order 8040.4C, September 2023