

MEMORANDUM

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Director

DEPARTMENT OF AVIATION

TO: DISTRIBUTION Digitally signed by George C. Sims

FROM: GEORGE C. SIMS, PLANNER AND ANTHONY PERKINS, MANAGEMENT ANALYST

SUBJECT: JULY THROUGH SEPTEMBER 2020 NOISE COMPLAINT AND LAND USE REVIEW REPORTS

DATE: OCTOBER 28, 2020

Attached for your review are the Clark County Department of Aviation's (CCDOA) Monthly Noise Complaint and Land Use Review Reports for July through September 2020. Please note the following airport abbreviations: **McCarran International Airport (LAS)**, **North Las Vegas Airport (VGT)**, and **Henderson Executive Airport (HND)**.

The following reports describe noise complaints and operational data regarding helicopter and fixed-wing aircraft operations at LAS, VGT, and HND. Aircraft noise complaints are received either through the CCDOA's Noise Hotline (702-261-3694), the Noise Office (702-261-5600), or calls forwarded from LAS's toll free number (1-800-261-5704). Nellis Air Force Base noise complaints are forwarded to the Nellis Public Affairs Office (702-652-2750), and noise complaints regarding aircraft operations from the Boulder City Airport are forwarded to the Boulder City Airport Coordinator (702-293-9405). Individuals who express concerns regarding aircraft operations originating from private facilities (i.e., Valley Hospital or the private helipad located near Las Vegas Blvd. and Larson Lane are asked to contact the individual property owner directly.

Exhibit 1 of each Monthly Noise Complaint Report illustrates the number of calls received by community as well as the number of individual callers or households. **Exhibit 2** illustrates the primary nature of the disturbance as identified by the caller. The second page of each monthly report (**Exhibit 3**) graphically illustrates all known origins of the calls received that month. **Exhibits 4 and 5** summarize arrival and departure runway use for large and non-large air carrier aircraft. Arrival and departure corridor use for helicopters are summarized in **Exhibit 6**. Totals for helicopter operations along the Strip include tour operations originating from other airport facilities. **Exhibit 7** provides a complete arrival fleet mix of all aircraft landing at LAS and highlights the two noisier aircraft types, the Boeing 727 series and Boeing 737-100 and 737-200 series. **Exhibit 8** illustrates the general departure direction for large aircraft.

Exhibit 9 summarizes how well large aircraft and helicopters adhered to the preferred, non-regulated departure corridors. Adherence to preferred departure corridors is voluntary, and neither Clark County nor the State of Nevada regulates aircraft in flight. The FAA, through the discretion of Congress, has sole authority over the safe and efficient utilization of the nation's navigable airspace. Therefore, local and state authorities cannot legally enforce the use of these corridors, or impose penalties to pilots who opt not to comply with preferred procedures. "Compliance gates" are located along historical/fly-quietly routes. If all aircraft flew with advanced navigational technologies and operated under Required Navigational Precision (RNP) procedures, then it could be expected that up to 95% of all aircraft would be within 0.3 nautical miles (NM) of a fly-over point. Therefore, 0.3 NM is the threshold for compliance for large air carrier aircraft. The compliance threshold for helicopters is 500 feet.

Exhibit 10 provides the total number of land use applications reviewed and the percentage of applications receiving a CCDOA comment. **Exhibit 11** breaks down the number of commented applications by airport concern. **Exhibit 12** provides the number of residential dwelling units per commented application. **Exhibit 13** gives the number of applications in which CCDOA recommends denial, as well as applications opposed in person at Commission and/or Council hearings. **Exhibit 14** displays the extent of the Airport Environs Overlay District

(AEOD) for LAS, VGT, and HND. **Exhibit 15** depicts where noise-related comments were issued for applications around LAS. **Exhibit 16** depicts where noise-related comments were issued for applications around HND. Finally, **Exhibit 17** depicts where noise-related comments were issued for applications around VGT.

The following provides a synopsis of each monthly noise complaint report, land use reviews, and additional noise-related issues addressed during the reporting period. Please refer to each noise complaint report for more detailed information.

Monthly Noise Complaint Summaries

July 2020: 7 total complaints - an 89% decrease from 2019 and a 91% decrease from 2018. On average, each caller (or household) issued 1.0 calls. The most calls received from one household totaled 1.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): (Not applicable.)

Minority (between 10% and 50%): The **Enterprise** community issued 2 calls (29%). This community is typically impacted by aircraft departing to the south (from Runway 19L and Runway 19R).

The **Paradise and Winchester** communities issued 2 calls (29%). These communities are typically impacted by aircraft departing to the north (from Runway 01R and Runway 01L) and aircraft arriving from the north (into Runways 19R and 19L).

The **City of Henderson** community issued 2 calls (28%). This community is typically impacted by aircraft departing to the east (from Runway 08R and Runway 08L), and helicopter tour operations operating from HND.

The **City of Las Vegas** community issued 1 call (14%). This community is typically impacted by aircraft departing to the west (from Runway 26R and Runway 26L).

Repeat Caller Impact: (Not applicable.)

Calls by Operation - (Exhibit 2)

LAS: 71% of the total calls were due to **LAS** fixed-wing operations.
▪ 29% were due to departures to the west from Runways 26L and 26R.

VGT: 0% of the total calls were due to **VGT** fixed-wing operations.

HND: 14% of the total calls were due to **HND** fixed-wing operations.

Helos: 14% of the total calls were due to **helicopter** operations.

LAS Operations & Runway Use by **Large Air Carriers** - (Exhibit 4)

Overall: 291 daily *departures* – a 44% decrease from 2019 and 44% decrease from 2018.

- 75% of departures were to the west, 17% east, and 7% south.

292 daily *arrivals* – a 44% decrease from 2019 and 43% decrease from 2018.

- 75% of arrivals were from the east, 19% north, and 7% west.

Daytime: 254 daily *departures* – a 37% decrease from 2019 and 37 decrease from 2018.

- 73% of departures were to the west, 19% east, and 8% south.

271 daily *arrivals* – a 37% decrease from 2019 and a 35% decrease from 2018.

- 73% of arrivals were from the east, 20% north, and 7% west.

Nighttime: 37 daily *departures* – a 67% decrease from 2019 and 67% decrease from 2018.

- 95% of departures were to the west, 2% north, 2% south, and 1% east.

21 daily *arrivals* – a 76% decrease from 2019 and a 77% decrease from 2018.

- 95% of arrivals were from the east, 4% north, and 1% west.

Daytime vs. Nighttime: Approximately 87% of all *departures* and 93% of all *arrivals* occurred during the daytime hours.

LAS Operations & Runway Use by **Non-Large Air Carriers** - (Exhibit 5)

Overall: 77 daily *departures* – a 17% decrease from 2019 and 12% decrease from 2018.

- 75% of departures were to the south, 16% east, 6% west, and 3% north.

71 daily *arrivals* – a 22% decrease from 2019 and 17% decrease from 2018.

- 84% of arrivals were from the north, 10% west, and 5% east.

Daytime: 65 daily *departures* – a 21% decrease from 2019 and 17% decrease from 2018.

- 74% of departures were to the south, 18% east, 6% west, and 2% north.

64 daily *arrivals* – a 23% decrease from 2019 and an 18% decrease from 2018.

- 85% of arrivals were from the north, 11% west, and 4% east.

Nighttime: 12 daily *departures* – a 16% increase from 2019 and 32% increase from 2018.

- 77% of departures were to the south, 13% north, 10% west, and 1% east.

7 daily *arrivals* – a 12% decrease from 2018 and a 2% decrease from 2018.

- 82% of arrivals were from the north, 13% east, 4% south, and 2% west.

Daytime vs. Nighttime: Approximately 84% of all *departures* and 91% of all *arrivals* occurred during the daytime hours.

Operations by Corridor for **Helicopter Tours** - (Exhibit 6)

Tropicana: 13 daily *departures* - an 84% decrease from 2019 and 87% decrease from 2018.

Charleston: 13 daily *arrivals* - an 84% decrease from 2019 and 85% decrease from 2018.

Strip: 44 daily *touch and go's* - a 51% decrease from 2019 and 37% decrease from 2018.

Daytime vs. Nighttime: Approximately 71% of all helicopter tour operations occurred during the daytime hours.

LAS Fleet Mix for All Aircraft Types - (Exhibit 7)

- Heavies:** *Very large* air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 4% of the daily traffic.
- Large:** *Large* air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 66% of the daily traffic.
- Medium:** *Medium* turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 3% of the daily traffic.
- Small:** *Small* turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 8% of the daily traffic.
- Military:** *Military* turbine-driven aircraft accounted for 0% of the daily traffic.
- Non-Jet:** *Piston-driven* aircraft and unassigned aircraft types accounted for 6% of the daily traffic.
- Helos:** *Touring helicopters* accounted for 14% of the daily traffic.
- Noisier Aircraft Types:** The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft accounted for 0% of the daily traffic.

LAS General Departure Direction for Large Aircraft - (Exhibit 8)

- Primary:** In 2020, 76% departed to the *west* (from LAS's primary departure runways). This figure was 69% in 2019 and 51% in 2018.
- Secondary:** In 2020, 7% departed to the *south* (from LAS's secondary departure runways). This figure was 4% in 2019 and 3% in 2018.
- Alternate 1:** In 2020, <1% departed to the *north* (from LAS's alternate departure runways). This figure was 1% in 2019 and 2% in 2018.
- Alternate 2:** In 2020, 17% departed to the *east* (from LAS's alternate departure runways). This figure was 26% in 2019 and 44% in 2018.

Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)

- SVHS:** In 2020, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 99% in 2019 and 98% in 2018.

The SVHS "compliance gate" is located southwest of Warm Springs Rd. and Buffalo Dr., approximately 5 miles due west and 1.5 miles due south of the extended runway centerline of Runways 26L and 26R. This gate was established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas very-high frequency omnidirectional range tactical air navigation (VORTAC) facility before turning left (or towards the south) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities

impacted by aircraft turning early along this corridor (like the Nevada Trails community) and aircraft turning late along this corridor (like the Rhodes Ranch community).

Peace: In 2020, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of **Peace Way & Summers Shade Street**. This figure was 97% in 2019 and 97% in 2018.

The Peace “compliance gate” is located northeast of Tropicana Ave. and I-215, approximately 6 miles due west and 2 miles due north of the extended runway centerline of Runways 26L and 26R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 4 nautical miles from the Las Vegas VORTAC before turning right (or towards the north) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Spanish Trail community) and aircraft turning late along this corridor (like the Summerlin South community).

Pebble: In 2020, 97% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of **Pebble Road & Arville Street**. This figure was 99% in 2019 and 99% in 2018.

The Pebble “compliance gate” is located southeast of Blue Diamond Rd. and Decatur Blvd., approximately 4 miles due south by southwest of the extended runway centerline of Runways 19L and 19R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Warm Spring Estates community) and aircraft turning late along this corridor (like the Southern Highlands community).

UNLV: In 2020, 100% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the **UNLV sports complex**. This figure was 95% in 2019 and 92% in 2018.

The UNLV “compliance gate” is located southeast of Flamingo Rd. and Paradise Rd., approximately 1 mile due north by northeast of the extended runway centerline of Runways 01L and 01R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 2 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor, located due east and due west of UNLV.

Boulder: In 2020, 99% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 99% in 2019 and 98% in 2018.

The Boulder Hwy. “compliance gate” is located southeast of Russell Rd. and I-93/95, approximately 7 miles due east of the extended runway centerline of Runways 08L and 08R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 7 nautical miles from the Las Vegas VORTAC before

turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Green Valley community, located in the City of Henderson, and older neighborhoods located north of Patrick Ln.).

Hualapai: In 2020, 100% of the large air carrier aircraft destined to the Nevada National Security Site that departed to the west were within 0.3 NM of the extended runway centerline, near *Hualapai Way*. This figure was 91% in 2019 and 72% in 2018.

The Hualapai Way “compliance gate” is located northeast of Sunset Rd. and Hualapai Way, approximately 7 miles due west of the extended runway centerline of Runways 26L and 26R. This gate was established in May 2011 along a new noise abatement flight track which requests pilots of aircraft destined to the Nevada National Security Site to proceed runway heading to 7 nautical miles from the Las Vegas VORTAC before turning. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Spanish Trail community and the Summerlin South community).

Eastern: In 2020, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. This figure was 99% in 2019 and 98% in 2018.

The Eastern Ave. “compliance gate” is located at Tropicana Ave. and Eastern Ave, approximately 2 miles due west of the their initial departure route. This gate was also established along an existing noise abatement flight track which requests helicopter pilots to proceed along the centerline of Tropicana Ave. until 10 nautical miles from the Las Vegas VORTAC before turning. This noise abatement flight track avoids communities impacted by helicopters located north and south of the corridor.

Hollywood: In 2020, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 99% in 2019 and 98% in 2018.

The Hollywood Blvd. “compliance gate” is located at Charleston Blvd. and Los Feliz St., where their initial arrival route begins over the urbanized area of the Las Vegas Valley. This gate was also established along an existing noise abatement flight track which requests helicopter pilots to proceed along the centerline of Charleston Blvd. This noise abatement flight track avoids communities impacted by helicopters located north and south of the corridor.

Stratosphere: In 2020, 98% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast of the Stratosphere Tower*. This figure was 99% in 2019 and 89% in 2018.

The Stratosphere Tower “compliance gate” is located northeast of Sahara Avenue and Las Vegas Blvd., where an important turn in their fly-quietly routing structure begins near a historic portion of the urbanized area of the Las Vegas Valley.

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 96 applications were reviewed (a 38% decrease from 2019), with 8 applications (8%) issued at least one comment.

Henderson: 46 applications were reviewed (a 4% decrease from 2019), with 2 applications (4%) issued at least one comment.

Las Vegas: 37 applications were reviewed (a 65% decrease from 2019), with 0 applications issued at least one comment.

North Las Vegas: 16 applications were reviewed (a 7% increase from 2019), with 3 applications (19%) issued at least one comment.

Land Use Application Comments by Airport Concern – (Exhibit 11)

Clark County: 9 comments were issued, with 5 comments issued for “noise” concerns.

Henderson: 2 comments were issued, with both comments issued for “noise” concerns.

Las Vegas: 0 comments were issued.

North Las Vegas: 3 comments were issued, with 1 comment issued for “noise” concerns.

Dwelling Units per “Noise,” Commented Application – (Exhibit 12)

Clark County: 92 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 157 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 0 comments were issued.

North Las Vegas: 380 dwelling units were proposed in the commented applications, just outside the AEOD.

Land Use Applications Denied and/or Opposed – (Exhibit 13)

0 applications were denied and/or opposed in person.

The information denoted in this monthly summary represents **typical** residential complaints, flight activity, (with the exception of decreased departures and arrivals), fleet mix, and gate compliance.

August 2020: 8 total complaints - a 77% decrease from 2019 and a 99% decrease from 2018. On average, each caller (or household) issued 1.1 calls. The most calls received from one household totaled 2.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): (Not applicable.)

Minority (between 10% and 50%): The **Spring Valley** community issued 3 calls (38%). This community is typically impacted by aircraft departing to the west (from Runway 26R and Runway 26L). This community is also impacted by aircraft departing to the north (from Runway 01R and Runway 01L) that turn left (to the west and south).

The **City of Henderson** community issued 2 calls (25%). (See July 2020 synopsis of typical aircraft overflight impacts on this community.)

The **Summerlin South** community issued 1 call (13%). This community is typically impacted by aircraft departing to the west (from Runway 26R and Runway 26L).

The **Enterprise** community issued 1 call (12%). (See July 2020 synopsis of typical aircraft overflight impacts on this community.)

The **City of Las Vegas** community issued 1 call (12%). (See July 2020 synopsis of typical aircraft overflight impacts on this community.)

Repeat Caller Impact: One household issued 25% of the total calls.

Calls by Operation - (Exhibit 2)

LAS: 63% of the total calls were due to **LAS** fixed-wing operations.

- 25% were due to departures to the west from Runways 26L and 26R (50% from one household).
- 25% were due to departures to the north from Runways 01L and 01R (50% from one household, which is the same household that issued 50% of the calls from LAS Runways 26L and 26R).

VGT: 13% of the total calls received were due to **VGT** fixed-wing operations (92% from one household).

HND: 12% of the total calls received were due to **HND** fixed-wing operations.

Helis: 12% of the total calls received were due to **helicopter** operations.

LAS Operations & Runway Use by **Large Air Carriers** - (Exhibit 4)

Overall: 317 daily *departures* – a 40% decrease from 2019 and 39% decrease from 2018.

- 85% of departures were to the west, 9% east, and 6% south.

318 daily *arrivals* – a 39% decrease from 2019 and 38% decrease from 2018.

- 85% of arrivals were from the east, 11% north, 4% west, and 1% south.

Daytime: 278 daily *departures* – a 34% decrease from 2019 and 33% decrease from 2018.
▪ 83% of departures were to the west, 10% east, and 7% south.
292 daily *arrivals* – a 34% decrease from 2019 and a 33% decrease from 2018.
▪ 84% of arrivals were from the east, 11% north, 4% west, and 1% south.

Nighttime: 38 daily *departures* – a 65% decrease from 2019 and 61% decrease from 2018.
▪ 98% of departures were to the west, and 1% south.
26 daily *arrivals* – a 68% decrease from 2019 and a 67% decrease from 2018.
▪ 97% of arrivals were from the east, and 3% north.

Daytime vs. Nighttime: Approximately 88% of all *departures* and 92% of all *arrivals* occurred during the daytime hours.

LAS Operations & Runway Use by **Non-Large Air Carriers** - (Exhibit 5)

Overall: 77 daily *departures* – a 15% decrease from 2019 and 11% decrease from 2018.
▪ 84% of departures were to the south, 9% east, 6% west, and 1% north.
72 daily *arrivals* – a 20% decrease from 2019 and 15% decrease from 2018.
▪ 88% of arrivals were from the north, 6% west, 5% east, and 2% south.

Daytime: 67 daily *departures* – a 19% decrease from 2019 and 14% decrease from 2018.
▪ 84% of departures were to the south, 10% east, 5% west, and 1% north.
66 daily *arrivals* – a 19% decrease from 2019 and 15% decrease from 2018.
▪ 88% of arrivals were from the north, 6% west, 5% east, and 2% south.

Nighttime: 11 daily *departures* – a 15% increase from 2019 and 15% increase from 2018.
▪ 87% of departures were to the south, 10% west, and 2% north.
6 daily *arrivals* – a 25% decrease from 2019 and a 9% decrease from 2018.
▪ 89% of arrivals were from the north, 7% east, 2% south, and 2% west.

Daytime vs. Nighttime: Approximately 86% of all *departures* and 92% of all *arrivals* occurred during the daytime hours.

Operations by Corridor for **Helicopter Tours** - (Exhibit 6)

Tropicana: 17 daily *departures* – a 79% decrease from 2019 and an 82% decrease from 2018.

Charleston: 16 daily *arrivals* - a 79% decrease from 2019 and an 81% decrease from 2018.

Strip: 63 daily *touch and go's* - a 31% decrease from 2019 and a 19% decrease from 2018.

Daytime vs. Nighttime: Approximately 72% of all helicopter tour operations occurred during the daytime hours.

LAS Fleet Mix for All Aircraft Types - (Exhibit 7)

Heavies: **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 5% of the daily traffic.

Large: **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 63% of the daily traffic.

Medium: *Medium* turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 2% of the daily traffic.

Small: *Small* turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 8% of the daily traffic.

Military: *Military* turbine-driven aircraft accounted for less than 0% of the daily traffic.

Non-Jet: *Piston-driven* aircraft and unassigned aircraft types accounted for 5% of the daily traffic.

Helos: *Touring helicopters* accounted for 17% of the daily traffic.

Noisier Aircraft Types: The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft accounted for less than one operation per day.

LAS General Departure Direction for Large Aircraft - (Exhibit 8)

Primary: In 2020, 85% departed to the *west* (from LAS's primary departure runways). This figure was 66% in 2019 and 76% in 2018.

Secondary: In 2020, 6% departed to the *south* (from LAS's secondary departure runways). This figure was 3% in 2019 and 3% in 2018.

Alternate 1: In 2020, <1% departed to the *north* (from LAS's alternate departure runways). This figure was 1% in 2019 and <1% in 2018.

Alternate 2: In 2020, 9% departed to the *east* (from LAS's alternate departure runways). This figure was 31% in 2019 and 21% in 2018.

Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)

SVHS: In 2020, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 99% in 2019 and 98% in 2018. (See July 2020 synopsis for specific location of the SVHS gate.)

Peace: In 2020, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of *Peace Way & Summers Shade Street*. This figure was 98% in 2019 and 97% in 2018. (See July 2020 synopsis for specific location of the Peace gate.)

Pebble: In 2020, 95% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of *Pebble Road & Arville Street*. This figure was 98% in 2019 and 98% in 2018. (See July 2020 synopsis for specific location of the Pebble gate.)

UNLV: In 2020, 91% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the *UNLV sports complex*. This figure was 95% in 2019 and 89% in 2018. (See July 2020 synopsis for specific location of the UNLV gate.)

- Boulder:** In 2020, 99% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 99% in 2019 and 98% in 2018. (See July 2020 synopsis for specific location of the Boulder Hwy. gate.)
- Hualapai:** In 2020, 100% of the large air carrier aircraft destined to the Nevada National Security Site that departed to the west were within 0.3 NM of the extended runway centerline, near **Hualapai Way**. This figure was 94% in 2019 and 91% in 2018. (See July 2020 synopsis for specific location of the Hualapai gate.)
- Eastern:** In 2020, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of **Tropicana Avenue & Eastern Avenue**. This figure was 99% in 2019 and 97% in 2018. (See July 2020 synopsis for specific location of the Eastern gate.)
- Hollywood:** In 2020, 98% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of **Charleston Boulevard & Hollywood Boulevard**. This figure was 99% in 2019 and 98% in 2018. (See July 2020 synopsis for specific location of the Hollywood gate.)
- Stratosphere:** In 2020, 97% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, **northeast of the Stratosphere Tower**. This figure was 99% in 2019 and 99% in 2018. (See July 2020 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 61 applications were reviewed (a 60% decrease from 2019), with 2 applications (3%) issued at least one comment.

Henderson: 39 applications were reviewed (a 33% decrease from 2019), with 3 applications (8%) issued at least one comment.

Las Vegas: 31 applications were reviewed (a 58% decrease from 2019), with 1 application (3%) issued at least one comment.

North Las Vegas: 22 applications were reviewed (a 16% increase from 2019), with 1 application (5%) issued at least one comment.

Land Use Application Comments by Airport Concern – (Exhibit 11)

Clark County: 2 comments were issued, with both comments issued for “noise” concerns.

Henderson: 3 comments were issued, with 2 comments issued for “noise” concerns.

Las Vegas: 1 comment was issued, not for “noise” concerns.

North Las Vegas: 1 comment was issued, with 1 comment issued for “noise” concerns.

Dwelling Units per “Noise,” Commented Application – (Exhibit 12)

Clark County: 428 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 251 dwelling units were proposed in the commented applications, within the AEOD.

Las Vegas: 0 comments were issued for “noise” concerns.

North Las Vegas: 243 dwelling units were proposed in the commented applications, just outside the AEOD.

Land Use Applications Denied and/or Opposed – (Exhibit 13)

0 applications were denied and/or opposed in person.

The information denoted in this monthly summary represents **typical** residential complaints, flight activity, (with the exception of decreased departures and arrivals), fleet mix, and gate compliance.

September 2020: 39 total complaints – an 8% increase from 2019 and an 81% decrease from 2018. On average, each caller (or household) issued 2.8 calls. The most calls received from one household totaled 12.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): (Not applicable.)

Minority (between 10% and 50%): The **Spring Valley** community issued 15 calls (38%). (See August 2020 synopsis of typical aircraft overflight impacts on this community.)

The **Enterprise** community issued 15 calls (38%). (See July 2020 synopsis of typical aircraft overflight impacts on this community.).

The **City of Henderson** community issued 8 calls (21%). (See July 2020 synopsis of typical aircraft overflight impacts on this community.).

Repeat Caller Impact: One household issued 31% of the total calls.

Calls by Operation - (Exhibit 2)

LAS: 44% of the total calls were due to **LAS** fixed-wing operations.
▪ 33% were due to departures to the north from Runways 01L and 01R (92% from one household).

VGT: 0% of the total calls received were due to **VGT** fixed-wing operations.

HND: 54% of the total calls received were due to **HND** fixed-wing operations (57% from one household). The increase in calls were due to increased operations following several months of a decline in total operations associated with the COVID-19 pandemic.

Helis: 3% of the total calls received were due to **helicopter** operations.

LAS Operations & Runway Use by **Large Air Carriers** - (Exhibits 4)

- Overall:** 280 daily *departures* – a 48% decrease from 2019 and 45% decrease from 2018.
▪ 74% of departures were to the west, 13% north, 9% east, and 4% south.
279 daily *arrivals* – a 47% decrease from 2019 and 45% decrease from 2018.
▪ 81% of arrivals were from the east, 12% south, 6% north, and 2% west.
- Daytime:** 252 daily *departures* – a 43% decrease from 2019 and 41% decrease from 2018.
▪ 73% of departures were to the west, 13% north, 10% east, and 4% south.
264 daily *arrivals* – a 43% decrease from 2019 and 40% decrease from 2018.
▪ 80% of arrivals were from the east, 12% south, 6% north, and 2% west.
- Nighttime:** 28 daily *departures* – a 71% decrease from 2019 and 66% decrease from 2018.
▪ 84% of departures were to the west, 13% north, 2% south, and 1% east.
15 daily *arrivals* – a 79% decrease from 2019 and 77% decrease from 2018.
▪ 92% of arrivals were from the east, 5% south, and 3% north.

Daytime vs. Nighttime: Approximately 90% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

LAS Operations & Runway Use by **Non-Large Air Carriers** - (Exhibit 5)

- Overall:** 83 daily *departures* – a 28% decrease from 2019 and a 20% decrease from 2018.
▪ 72% of departures were to the south, 16% north, 6% east, and 6% west.
79 daily *arrivals* – a 30% decrease from 2019 and a 22% decrease from 2018.
▪ 76% of arrivals were from the north, 15% south, 7% east, and 3% west.
- Daytime:** 72 daily *departures* – a 33% decrease from 2019 and 23% decrease from 2018.
▪ 71% of departures were to the south, 16% north, 7% east, and 6% west.
73 daily *arrivals* – a 31% decrease from 2019 and a 24% decrease from 2018.
▪ 76% of arrivals were from the north, 15% south, 6% east, and 3% west.
- Nighttime:** 12 daily *departures* – an 18% increase from 2019 and 8% increase from 2018.
▪ 75% of departures were to the south, 17% north, and 8% west.
7 daily *arrivals* – a 3% decrease from 2019 and 4% decrease from 2018.
▪ 74% of arrivals were from the north, 14% south, 12% east, and 2% west.

Daytime vs. Nighttime: Approximately 86% of all *departures* and 92% of all *arrivals* occurred during the daytime hours.

Operations by Corridor for **Helicopter Tours** - (Exhibit 6)

Tropicana: 18 daily *departures* – a 77% decrease from 2019 and a 79% decrease from 2018.

Charleston: 17 daily *arrivals* - a 77% decrease from 2019 and a 79% decrease from 2018.

Strip: 65 daily *touch and go's* - a 25% decrease from 2019 and a 16% decrease from 2018.

Daytime vs. Nighttime: Approximately 83% of all helicopter tour operations occurred during the daytime hours.

LAS Fleet Mix for All Aircraft Types - (Exhibit 7)

- Heavies:** *Very large* air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 4% of the daily traffic.
- Large:** *Large* air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 59% of the daily traffic.
- Medium:** *Medium* turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 3% of the daily traffic.
- Small:** *Small* turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 9% of the daily traffic.
- Military:** *Military* turbine-driven aircraft accounted for 0% of the daily traffic.
- Non-Jet:** *Piston-driven* aircraft and unassigned aircraft types accounted for 6% of the daily traffic.
- Helos:** *Touring helicopters* accounted for 19% of the daily traffic.
- Noisier Aircraft Types:** The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft accounted for zero operations per day.

LAS General Departure Direction for Large Aircraft - (Exhibit 8)

- Primary:** In 2020, 76% departed to the *west* (from LAS's primary departure runways). This figure was 69% in 2019 and 51% in 2018.
- Secondary:** In 2020, 7% departed to the *south* (from LAS's secondary departure runways). This figure was 4% in 2019 and 3% in 2018.
- Alternate 1:** In 2020, <1% departed to the *north* (from LAS's alternate departure runways). This figure was 1% in 2019 and 2% in 2018.
- Alternate 2:** In 2020, 17% departed to the *east* (from LAS's alternate departure runways). This figure was 26% in 2019 and 44% in 2018.

Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)

- SVHS:** In 2020, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 99% in 2019 and 98% in 2018. (See July 2020 synopsis for specific location of the SVHS gate.)
- Peace:** In 2020, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of *Peace Way & Summers Shade Street*. This figure was 97% in 2019 and 97% in 2018. (See July 2020 synopsis for specific location of the Peace gate.)

- Pebble:** In 2020, 97% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of **Pebble Road & Arville Street**. This figure was 99% in 2019 and 99% in 2018. (See July 2020 synopsis for specific location of the Pebble gate.)
- UNLV:** In 2020, 100% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the **UNLV sports complex**. This figure was 95% in 2019 and 92% in 2018. (See July 2020 synopsis for specific location of the UNLV gate.)
- Boulder:** In 2020, 99% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 99% in 2019 and 98% in 2018. (See July 2020 synopsis for specific location of the Boulder Hwy. gate.)
- Hualapai:** In 2020, 75% of the large air carrier aircraft destined to the Nevada National Security Site that departed to the west were within 0.3 NM of the extended runway centerline, near **Hualapai Way**. This figure was 90% in 2019 and 90% in 2018. (See July 2020 synopsis for specific location of the Hualapai gate.) The decreased percentage was due to a decreased total number of aircraft operations.
- Eastern:** In 2020, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of **Tropicana Avenue & Eastern Avenue**. This figure was 99% in 2019 and 98% in 2018. (See July 2020 synopsis for specific location of the Eastern gate.)
- Hollywood:** In 2020, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of **Charleston Boulevard & Hollywood Boulevard**. This figure was 99% in 2019 and 98% in 2018. (See July 2020 synopsis for specific location of the Hollywood gate.)
- Stratosphere:** In 2020, 98% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, **northeast of the Stratosphere Tower**. This figure was 99% in 2019 and 89% in 2018. (See July 2020 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 87 applications were reviewed (a 39% decrease from 2019), with 4 applications (5%) issued at least one comment.

Henderson: 31 applications were reviewed (a 23% decrease from 2019), with 1 application (3%) issued at least one comment.

Las Vegas: 39 applications were reviewed (a 17% decrease from 2019), with 1 application (3%) issued at least one comment.

North Las Vegas: 7 applications were reviewed (a 63% decrease from 2019), with 2 applications (29%) issued at least one comment.

Land Use Application Comments by Airport Concern – (Exhibit 11)

Clark County: 4 comments were issued, with 2 comments issued for “noise” concerns.

Henderson: 1 comment was issued, with 1 comment issued for “noise” concerns.

Las Vegas: 1 comment was issued, with 1 comment issued “noise” concerns.

North Las Vegas: 2 comments were issued, with both comments issued for “noise” concerns.

Dwelling Units per “Noise,” Commented Application – (Exhibit 12)

Clark County: 0 dwelling units were proposed in the commented applications.

Henderson: 200 dwelling units were proposed in the commented applications, within the AEOD.

Las Vegas: 235 dwelling units were proposed in the commented applications, just outside the AEOD.

North Las Vegas: 156 dwelling units were proposed in the commented applications, within the AEOD.

Land Use Applications Denied and/or Opposed – (Exhibit 13)

Clark County: 2 applications were opposed in person - NZC-20-0289 and related application TM-20-500096. (Parcels 163-34-501-011, 017, 023, 024. Reason for denial recommendation - within the AE-60, and a zone change from RE and C2 to R2 which would significantly increase the number of residences impacted by aircraft overflight.) Opposed in person at the Planning Commission (PC) on September 15, 2020. (The PC approved NZC-20-0289 and denied TM-20-500096.) Both applications were forwarded to the Zoning Commission, which are scheduled to be heard in November.

North Las Vegas: 1 application was recommended for denial - SPR-000004-2020. (Parcels 139-20-202-009, 010. Reason for denial recommendation - within the AE-65 / AE-60, and the project would increase the number of residential units exposed to a significant level of aircraft noise.) Written opposition only as in-person opposition already occurred with prior related applications.

The information denoted in this monthly summary represents **typical** residential complaints, (with the exception of the number of complaints from one household), flight activity, (with the exception of increased departures to the north), fleet mix, and gate compliance.

Other Notable Issues

Metroplex Project: The Federal Aviation Administration (FAA) has issued a Finding of No Significant Impact-Record of Decision for the Las Vegas Metroplex project. The document, as well as the Final Environmental Assessment, are available at: http://www.metroplexenvironmental.com/las_metroplex/las_docs.html. The decision enables the FAA to move forward with the project, which will use cutting-edge satellite navigation to move air traffic more safely and efficiently through the area. While the airspace around Las Vegas is already safe, it's not as efficient as it could be. The FAA addressed the current inefficiencies by implementing new routes that are more direct, automatically separated from each other, and have efficient climb and descent profiles. The project includes McCarran International Airport, North Las Vegas Airport and Henderson Executive Airport. It is one of 11 Metroplex projects nationwide. Prior to making the decision, the FAA conducted a thorough environmental review and extensive public engagement, including 11 public workshops in 2017 and 2019. The agency also held four public comment periods totaling more than 120 days and evaluated and responded to more than 140 comments. Due to the COVID-19 crisis and related restrictions on training, the FAA currently plans to implement the procedures in February 25, 2021. The Las Vegas Metroplex environmental website includes Google Earth features that enable people to view current and projected flight paths associated with the project, as well as the noise analysis the FAA conducted at more than 172,000 grid points throughout the project General Study Area. For questions, contact the FAA's Air Traffic Organization, Western Service Center at: 206-231-2420.

Safety and Security Threats: Any threats to DOA staff or an aircraft in flight are taken seriously, and such threats will be forwarded to the appropriate law enforcement agencies.

GCS:jj

Attachments

Airport Noise Report

October 28, 2020

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Distribution:

Commissioner Kirkpatrick, Chair	Sean Roebuck
Commissioner Weekly, Vice-Chair	Bruce Daugherty
Commissioner Naft	Chris Jones
Commissioner Brown	Christine Crews
Commissioner Segerblom	Tina Frias
Commissioner Jones	Jeff Jacquart
Commissioner Gibson	Charlie Hall
Yolanda King	Roben Armstrong
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James Chrisley	Anthony Perkins
Joseph Piurkowski	Susan Gersh
Ralph Lepore	Stephanie Garcia-Vause (COH)
Jennifer Lopez	Andrew Powell (COH)
Sandra Cikity	William Ruggiero (FAA TRACON)
Judy Villalta	James Borget (FAA ATCT/TRACON)
Ben Czyzewski	Thomas Miller (Nellis AFB)
Karina Tarnowska	James Erbeck (CLV)
Donna Bergstrom	Paul Alukonis (FAA FSDO)
Curtis Hedgepeth	Sydney Lowe (University Libraries)
Blanca Vazquez	Lisa Butterfield (Reno-Tahoe Airport)
Jon Holman (FAA ATC)	Andrea Christensen (Denver Airport)
Charlie Halterman (HND Tower)	Jennifer Lewis (Scottsdale Airport)
Richard Falcon (FAA FSDO)	Frank Iacovino (Mass Port Authority)
Bristol Ellington (COH)	Robert Butler (Papillon Helicopters)
Elizabeth Fretwell (CLV)	Christine Gerencher (American Airlines)
Mayor Carolyn Goodman (CLV)	Bert Ganoung (SFO)
Mayor Pro Tem Lois Tarkanian (CLV)	San Diego Airport Noise Management
Councilman S. Anthony (CLV)	Jeannie Denham (Citizen)
Councilman Bob Coffin (CLV)	Judge Bob Johnston (Citizen)
Councilman Steven S. Seroka (CLV)	Roy Fuhrmann (Metro Airports Commission)
Councilwoman Michele Fiore (CLV)	Tom Schaus (Sundance Helicopters)
Councilman Cedric Crear (CLV)	Brooke Satern (Port of Portland)
Brok Armantrout (CBC)	Gary Brodt (Citizen)
David Parks (Nevada State Assembly)	James P. Callahan (Nellis AFB)
J. Gordon Arkin (Foley & Lardner)	Stan Shepherd (SEATAC)
John Williams (Ricondo)	Eric Sheng (Long Beach Airport)
Douglas Pomeroy (FAA ADO)	Jason Schwartz (Portland Airport)
La Nea M. Conner (Boeing)	Todd Lobato (Nellis AFB)
Mike Jeck (Metro Wash. Air Auth.)	Steven Peacock (Dallas City Hall)
Karen Everitt (Dallas City Hall)	William Olivieri (Citizen)
Samuel Carter (Harris)	

Exhibit 1: Noise Complaint Calls by Community* - July 2020

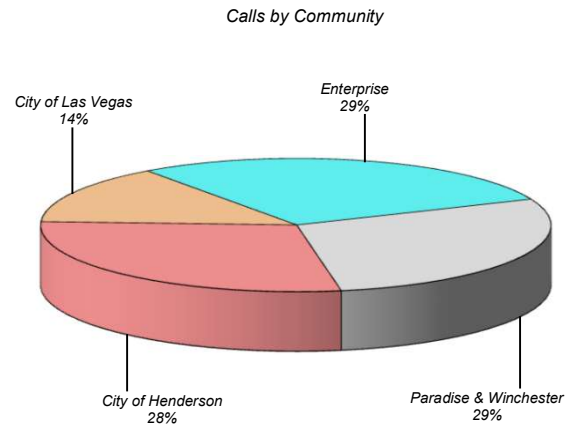
Community	No. of Calls in 2020	No. of Callers in 2020	No. of Calls in 2019	No. of Calls in 2018
City of Boulder City				
City of Henderson	2	2	5	3
City of Las Vegas	1	1		1
City of North Las Vegas			1	1
Enterprise	2	2		3
Lone Mountain				
Paradise & Winchester	2	2	1	4
Spring Valley			58	56
Summerlin South				9
Sunrise Manor				
Whitney				
Location unknown				
Overall Total	7	7	65	77

Difference between 2020 and 2019 Total Calls: -89%

Difference between 2020 and 2018 Total Calls: -91%

Average Number of Calls per Caller: 1.0

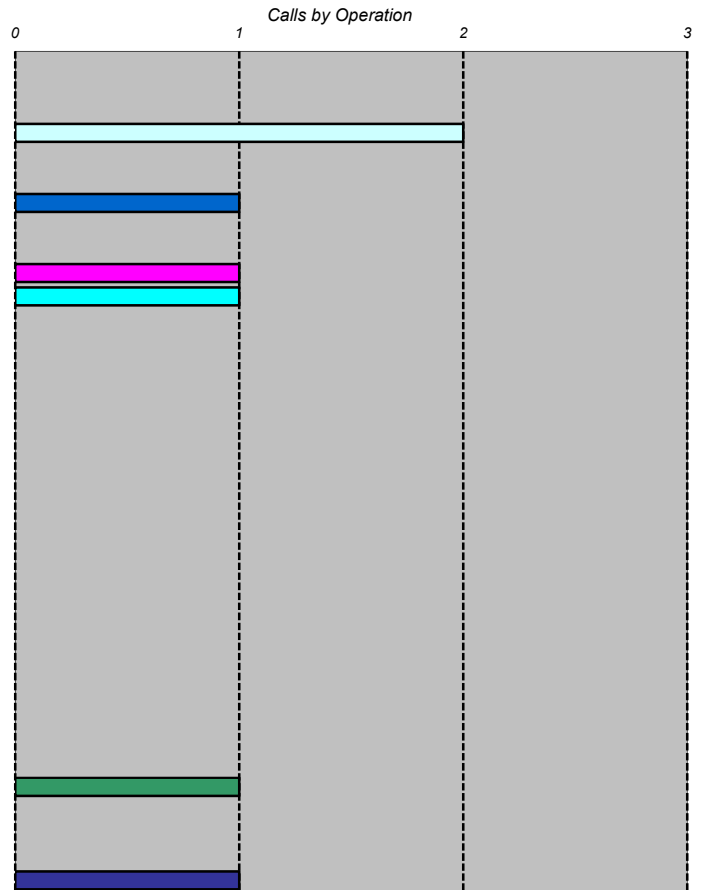
Most calls received from one household: 1



* See map on reverse side for community boundaries and location of known noise complaints.

Exhibit 2: Noise Complaint Calls by Type of Operation - July 2020

Operation	No. of Calls in 2020	Percent of Overall Total	No. of Calls in 2019	No. of Calls in 2018
LAS 01R/L Arrivals				2
LAS 08R/L Arrivals				1
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	2	28.6%	1	
LAS 01R/L Departures			4	2
LAS 08R/L Departures				7
LAS 19R/L Departures	1	14.3%		
LAS 26R/L Departures			54	65
LAS Run-ups				
LAS GA	1	14.3%		
LAS Other	1	14.3%		
LAS Total	5	71.4%	59	77
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA			1	
VGT Other				
VGT Total	0	0.0%	1	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	1	14.3%	2	
HND Other				
HND Total	1	14.3%	2	0
Helicopters**	1	14.3%	3	
Overall Total	7	100%	65	77



** Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do not include those associated with operations conducted by the Metropolitan Police Department or those associated with operations conducted at non-DOA facilities.

2020 Noise Complaint Report

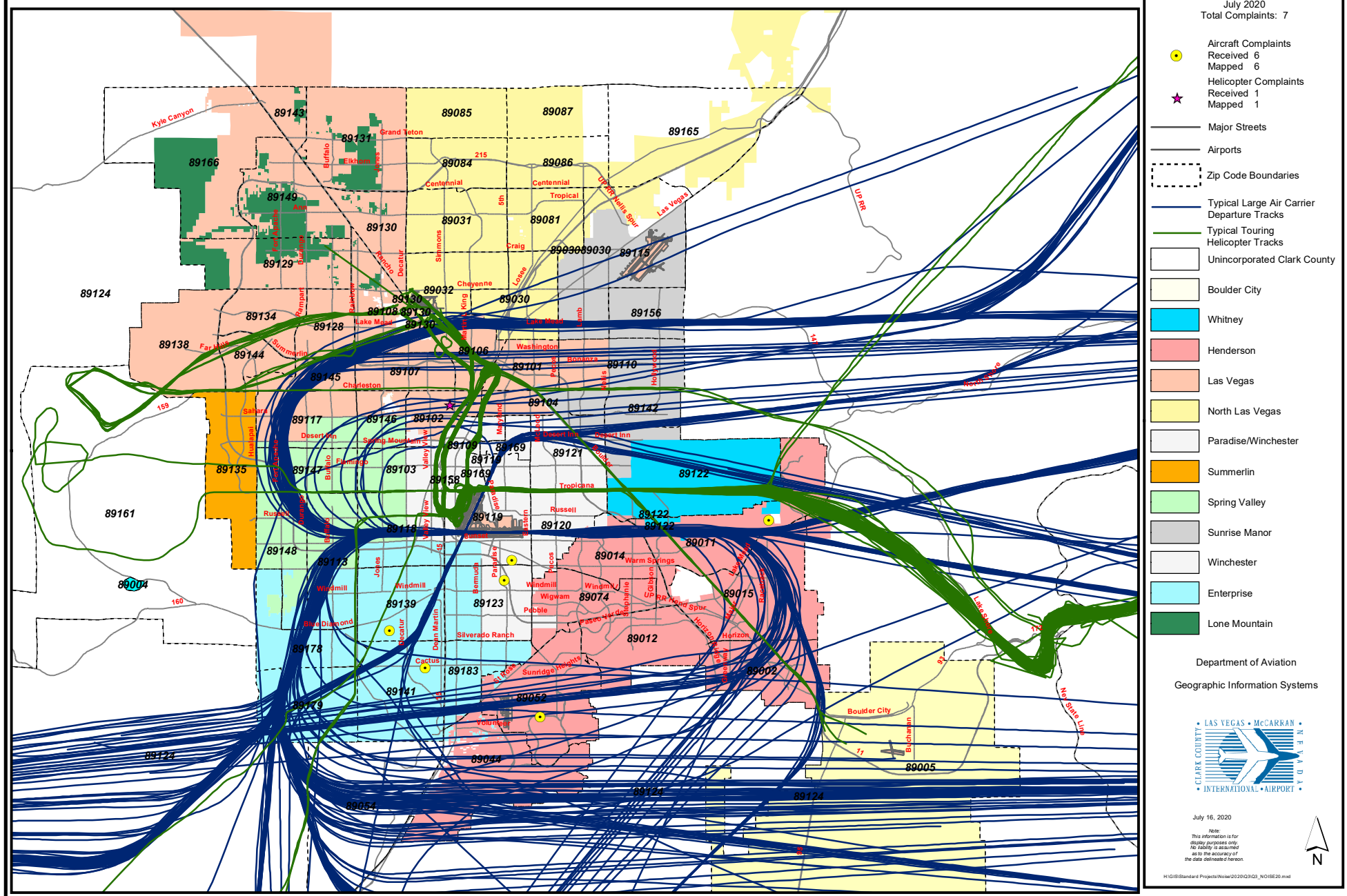
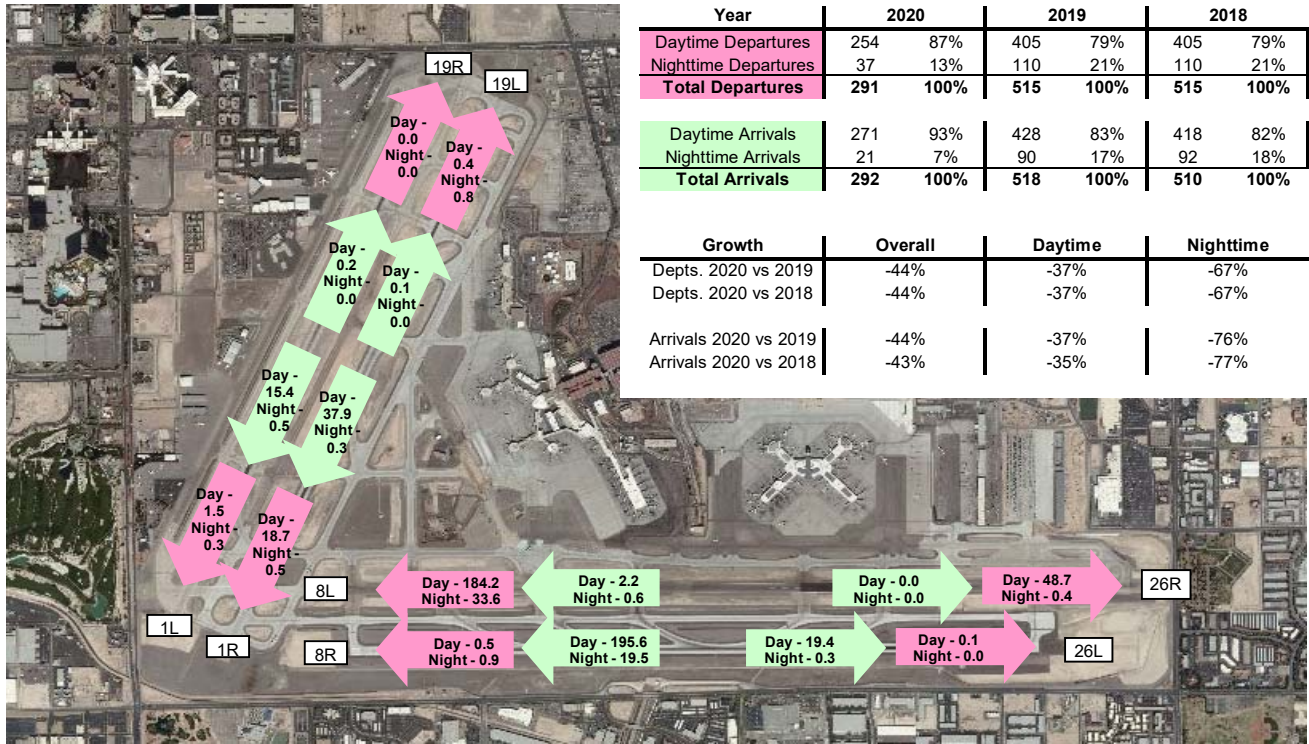
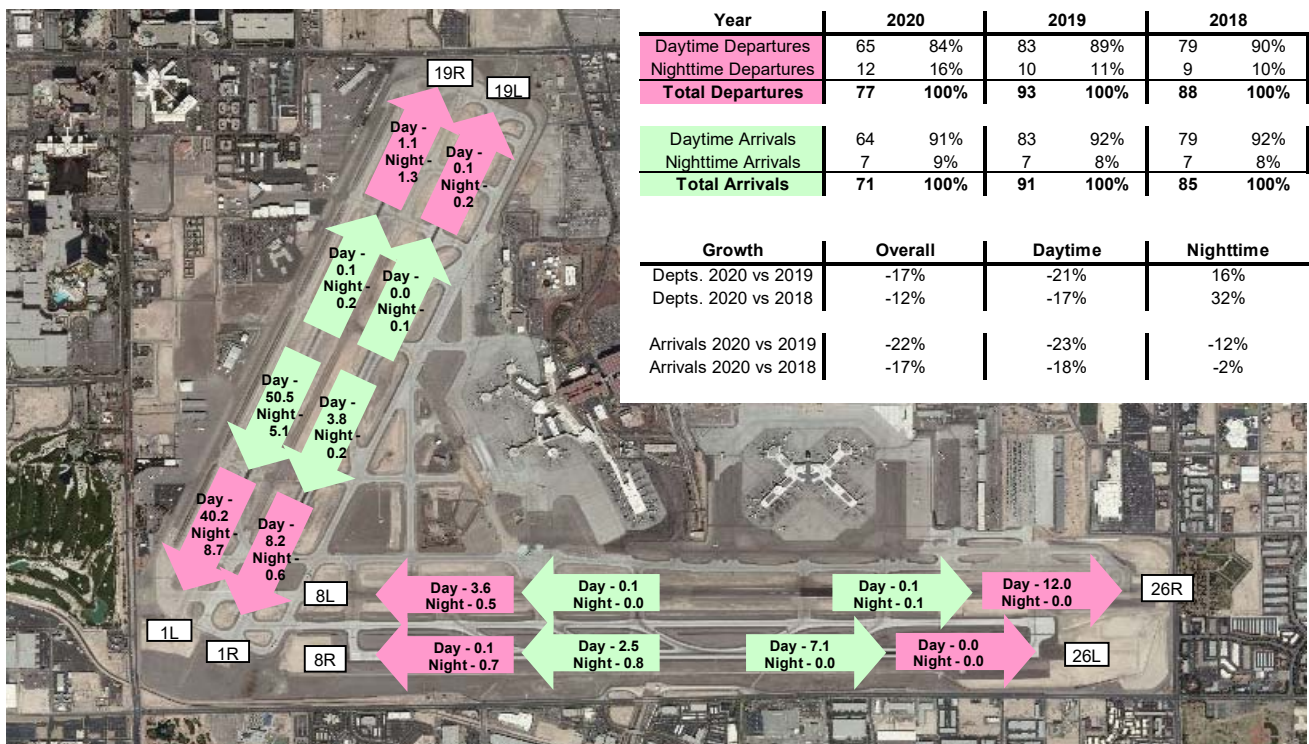


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - July 2020



* Aircraft types: All aircraft with a maximum gross take off weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A340, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - July 2020



** Aircraft types: All aircraft with a maximum gross take off weight less than 75,000 pounds, excluding helicopters.

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - July 2020

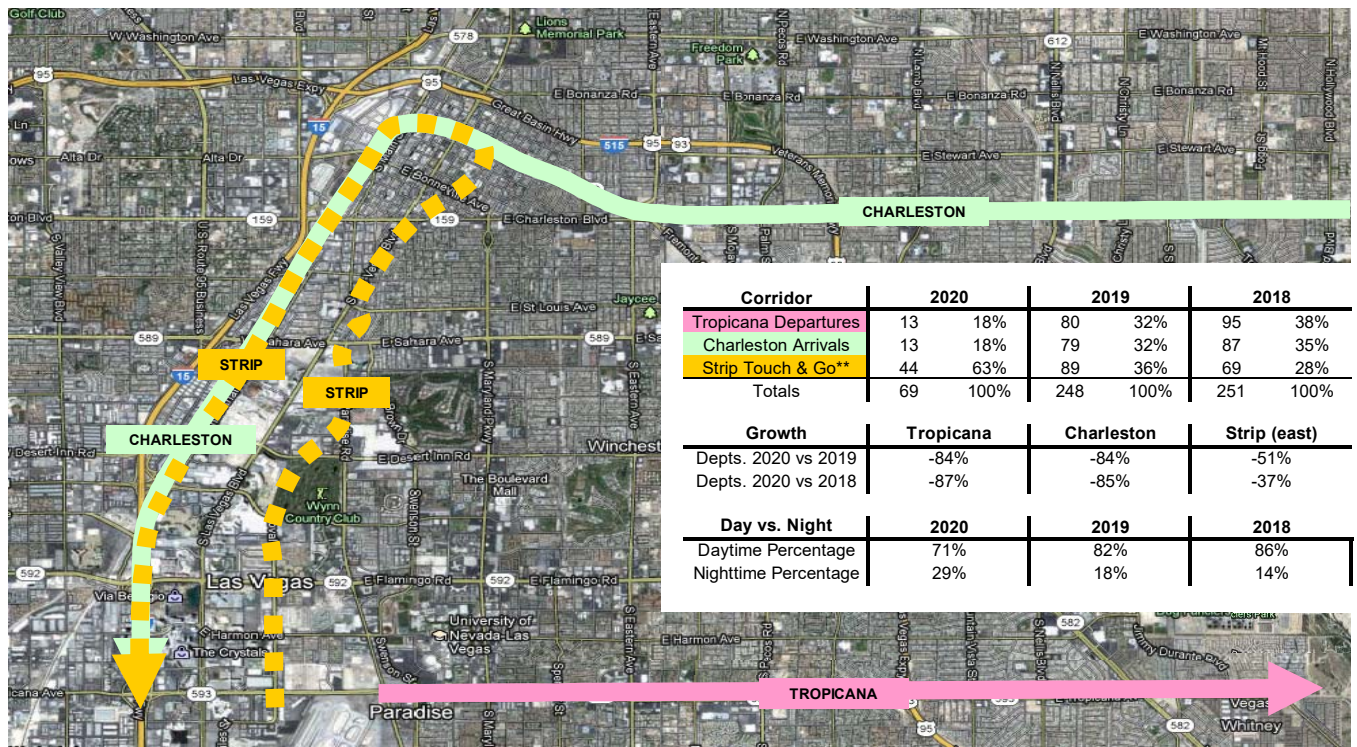
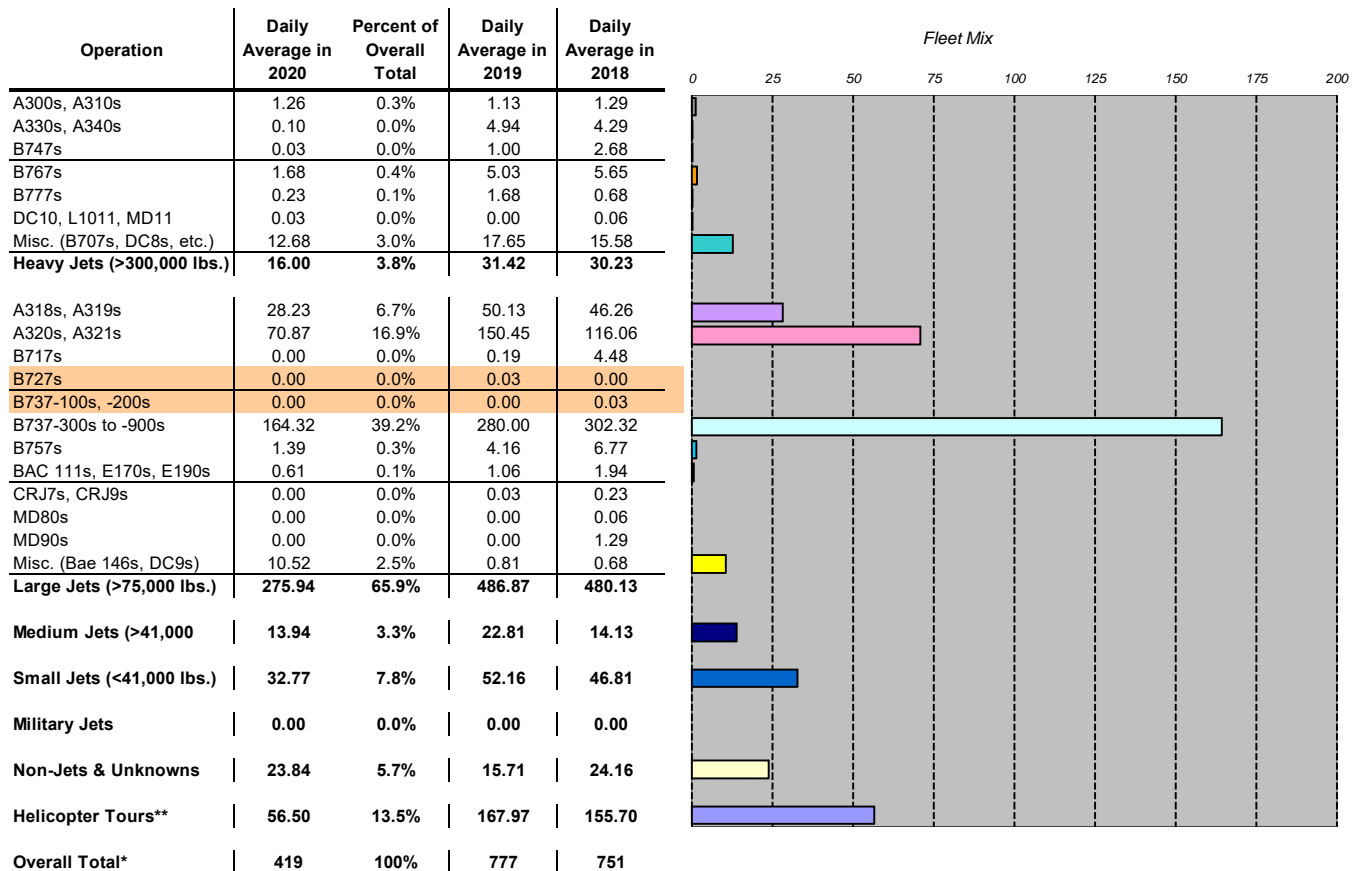


Exhibit 7: LAS Aircraft Arrival Fleet Mix - July 2020**



* Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact. **Totals include four operations from other airport facilities.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - July 2020 to 2018

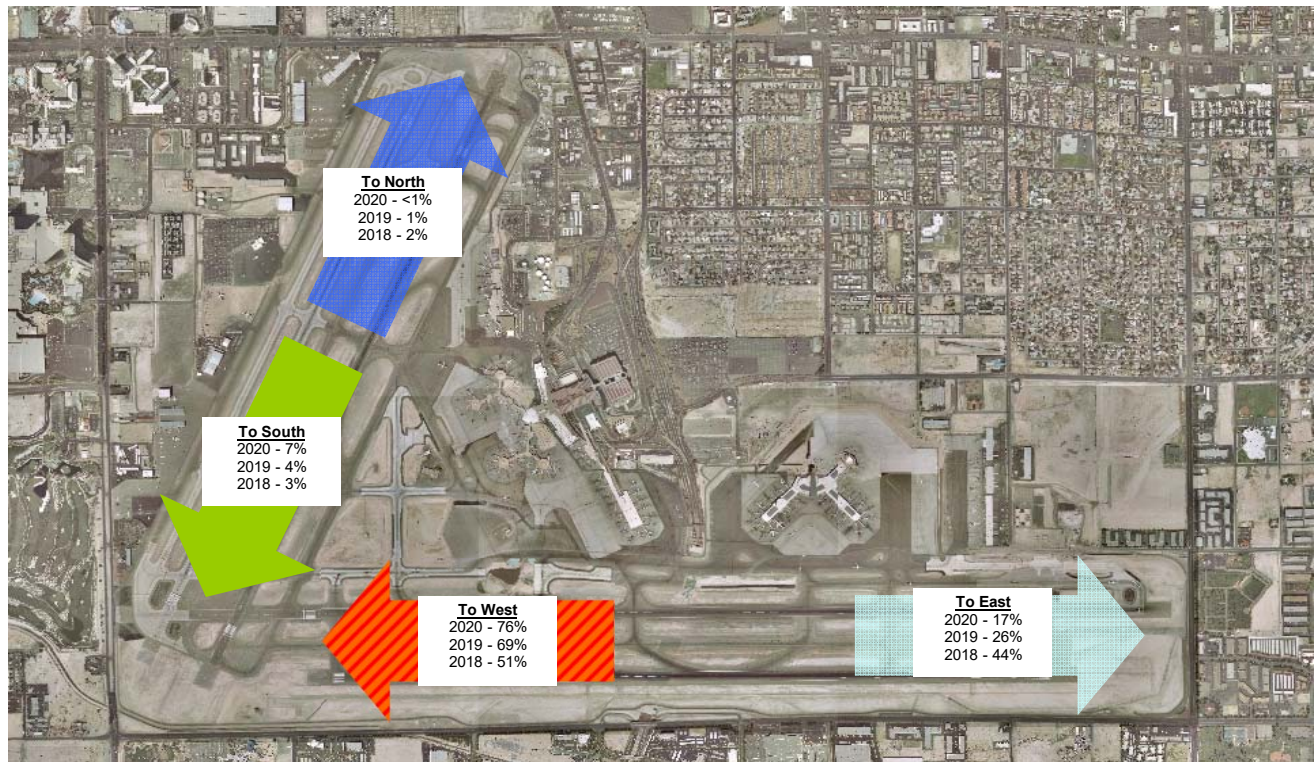
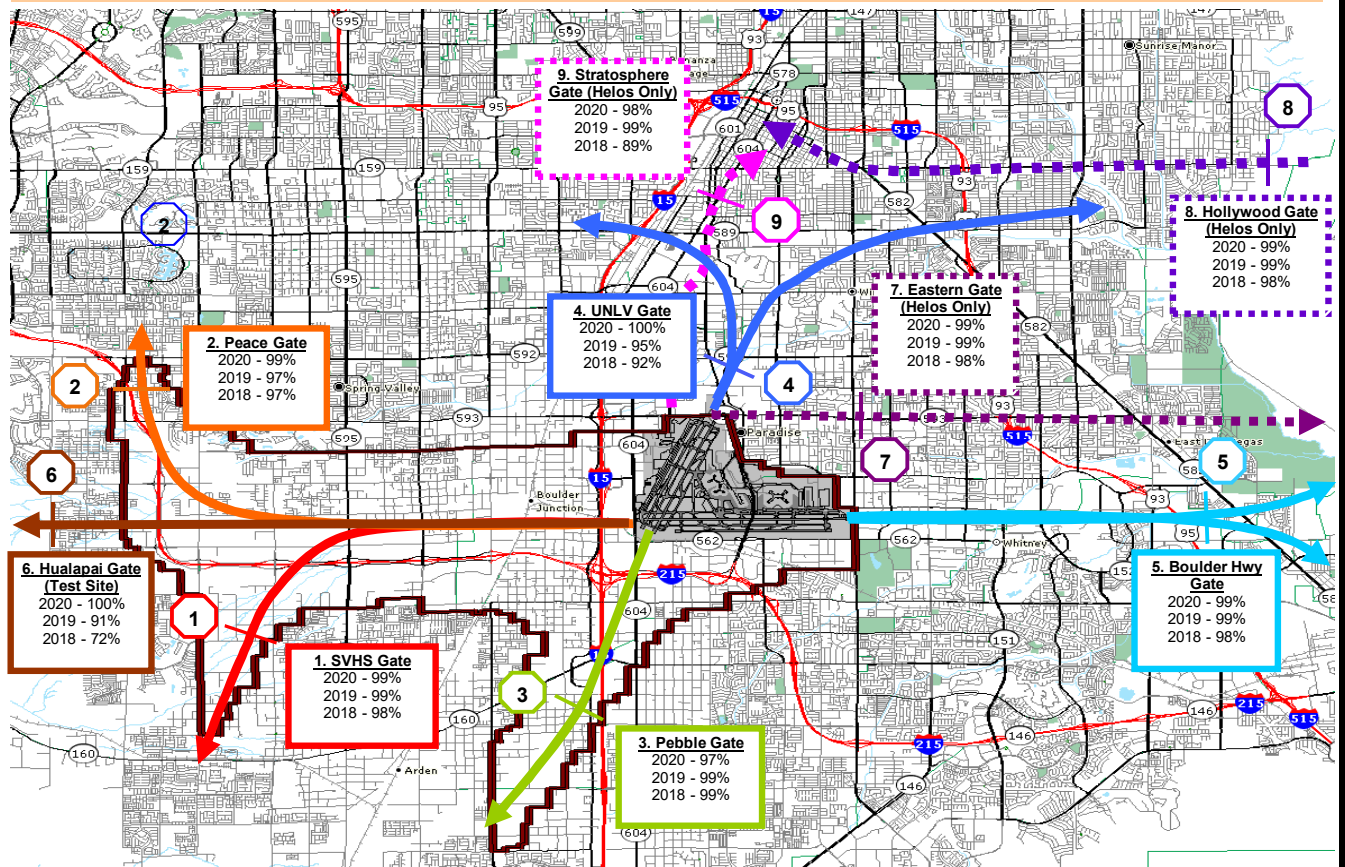


Exhibit 9: "Gate" Compliance for Large Aircraft* & Helicopter Tours - July 2020



* Aircraft types: All aircraft with a maximum gross take off weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A350, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 10: Land Use Application Reviews & Comments - July 2020

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2020 Total	2019 Total	2018 Total
No. of Land Use Applications Reviewed	96	46	37	16	195	324	N/A
No. of Applications where CCDOA Issued a Comment	8	2	0	3	13	17	N/A
Percent of Applications where Comment Issued	8%	4%	0%	19%	7%	5%	N/A

Exhibit 11: Land Use Application Comments by Airport Concern - July 2020

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2020 Total	2019 Total	2018 Total
Deed Restrictions	0	0	0	0	0	0	N/A
Height-Penetrates Part 77 100:1 Surfaces >200'	4	0	0	2	6	10	N/A
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	0	N/A
Heliport/Helipad	0	0	0	0	0	0	N/A
Noisy-Commercial within AEOD**	2	0	0	0	2	2	N/A
Noisy-Residential within the AEOD**	0	0	0	0	0	1	N/A
Noisy-Residential Just Outside the AEOD**	3	2	0	1	6	8	N/A
Total***	9	2	0	3	14	21	N/A

* Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.

**AEOD-Airport Environs Overlay District (defined below).

***Comment Concern totals will not always match Comment Applications total. Some applications are issued more than one type of CCDOA comment.

Exhibit 12: Dwelling Units per Commented Application* - July 2020

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2020 Total	2019 Total	2018 Total
Within the AEOD	0	0	0	0	0	524	N/A
Just Outside the AEOD	92	157	0	380	629	1,162	N/A

*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, resulting in the project total counted more than once.

Exhibit 13: Land Use Applications Denied and/or Opposed* - July 2020

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2020 Total	2019 Total	2018 Total
Recommend Denial	0	0	0	0	0	1	N/A
Opposed at Hearings	0	0	0	0	0	1	N/A

*If denied or opposed at a hearing, detailed information provided within the written summary portion.

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - July 2020

AEOD - Airport Environs Overlay Districts - Noise Contours

Clark County Code (CCC) 30.48.010. The AEOD is established to:

1. Provide for a range of uses compatible with airport hazard and noise exposure areas.
2. Prohibit the development of incompatible uses that are detrimental to the general health, safety, and welfare.
3. Require noise attenuated construction, as indicated by Table 30.48-AE, in accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.
4. Comply with the Federal Aviation Administration regulations.

2008-Most recent update to the AEOD in CCC, updated the AEOD for McCarran (LAS), and added an AEOD to the North Las Vegas Airport (VGT) and the Henderson Executive Airport (HND).

2011-AEOD adopted by the cities of North Las Vegas and Henderson.

The AEOD has not been formally adopted by the City of Las Vegas. Only a small, already developed portion of the VGT AEOD lies within the incorporated City of Las Vegas boundaries.

Salmon color indicates a 1 mile zone outside the AEOD.

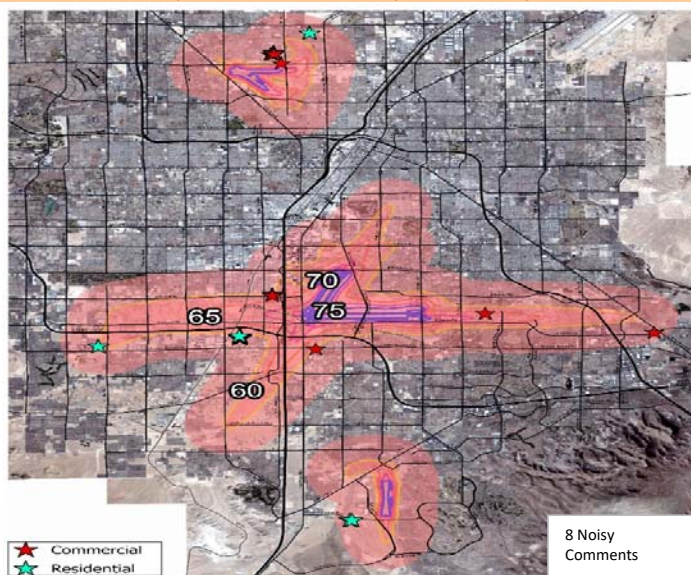


Exhibit 15: Noisy Comments - LAS Detail - July 2020

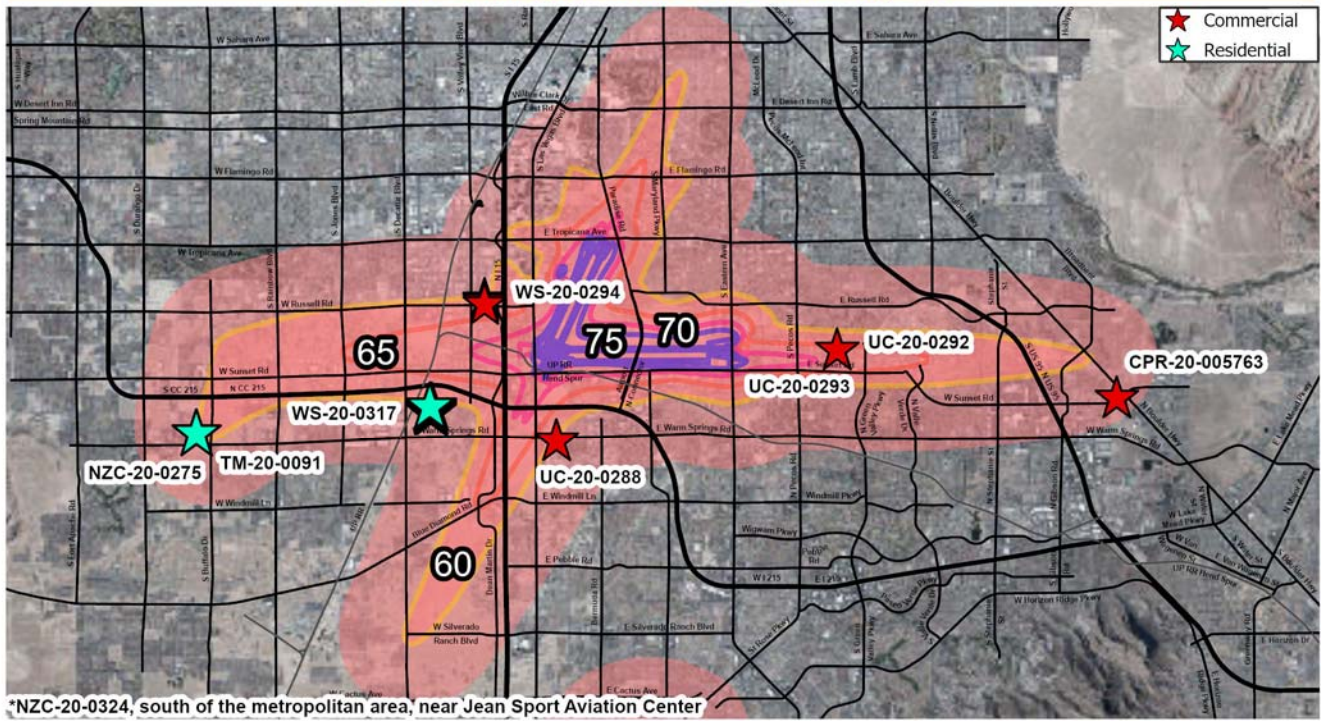


Exhibit 16: Noisy Comments - HND Detail - July 2020

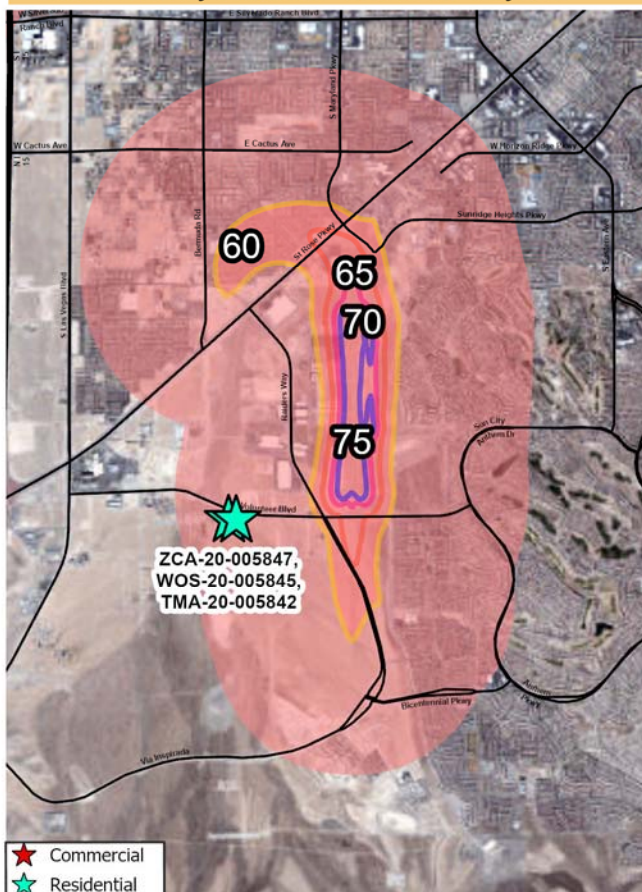


Exhibit 17: Noisy Comments - VGT Detail - July 2020

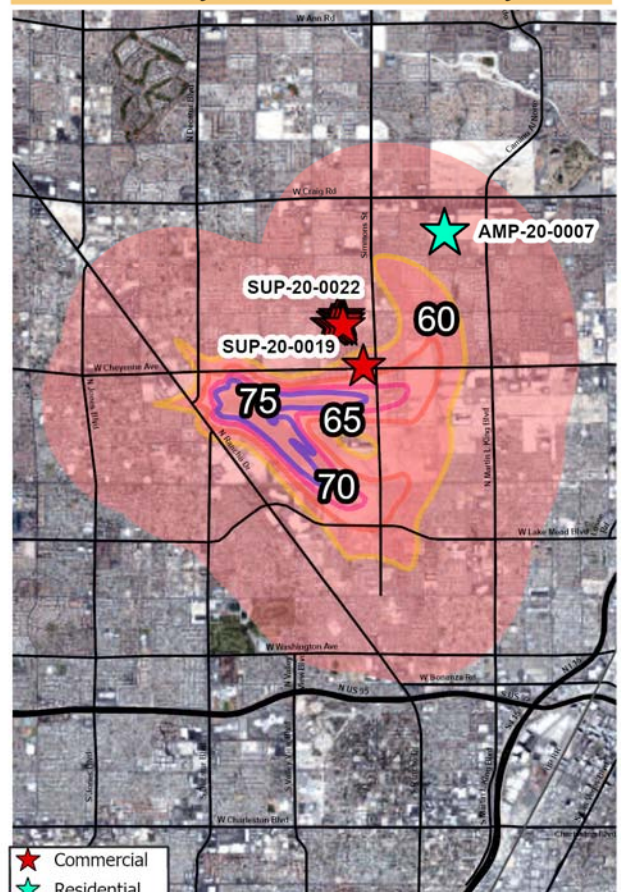


Exhibit 1: Noise Complaint Calls by Community* - August 2020

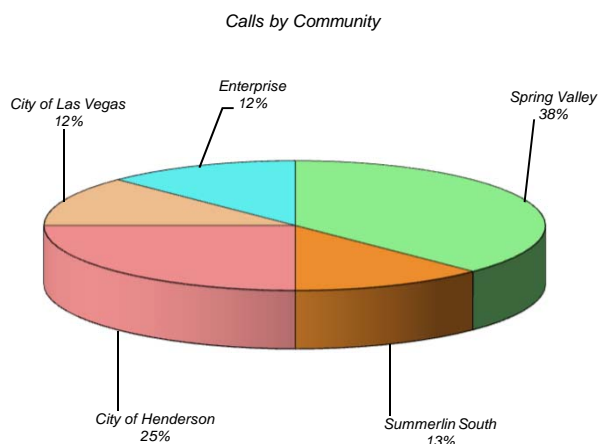
Community	No. of Calls in 2020	No. of Callers in 2020	No. of Calls in 2019	No. of Calls in 2018
City of Boulder City	2	2	1	2
City of Henderson	1	1		1
City of Las Vegas				
City of North Las Vegas				
Enterprise	1	1	3	1
Lone Mountain				
Paradise & Winchester				2
Spring Valley	3	2	30	62
Summerlin South	1	1		722
Sunrise Manor			1	
Whitney				
Location unknown				
Overall Total	8	7	35	790

Difference between 2020 and 2019 Total Calls: -77%

Difference between 2020 and 2018 Total Calls: -99%

Average Number of Calls per Caller: 1.1

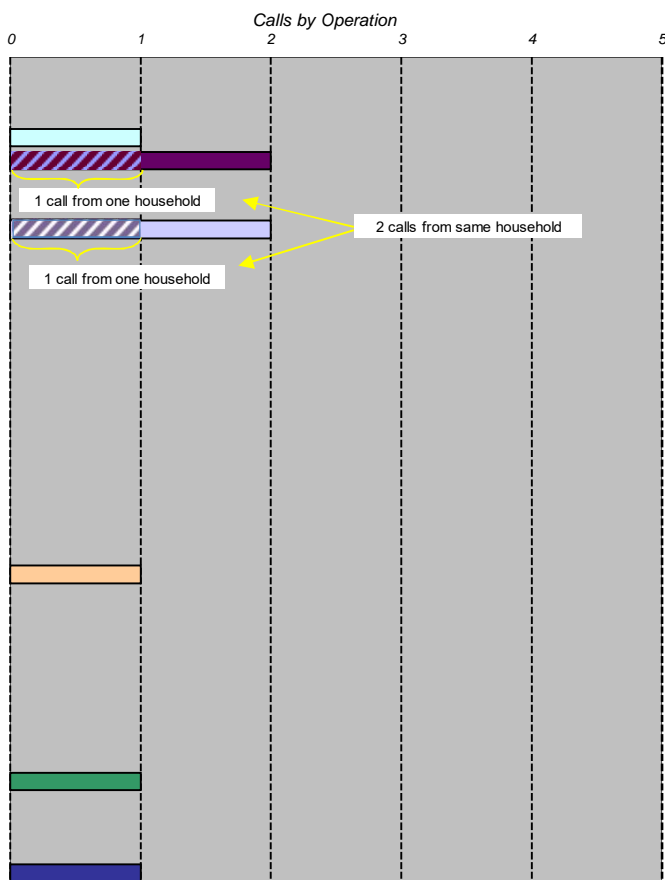
Most calls received from one household: 2



* See map on reverse side for community boundaries and location of known noise complaints.

Exhibit 2: Noise Complaint Calls by Type of Operation - August 2020

Operation	No. of Calls in 2020	Percent of Overall Total	No. of Calls in 2019	No. of Calls in 2018
LAS 01R/L Arrivals			3	1
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	1	12.5%		
LAS 01R/L Departures	2	25.0%		1
LAS 08R/L Departures				
LAS 19R/L Departures			30	786
LAS 26R/L Departures	2	25.0%		
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	5	62.5%	33	788
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA	1	12.5%		
VGT Other				
VGT Total	1	12.5%	0	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	1	12.5%	1	
HND Other				
HND Total	1	12.5%	1	0
Helicopters**	1	12.5%	1	2
Overall Total	8	100%	35	790



** Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do not include those associated with operations conducted by the Metropolitan Police Department or those associated with operations conducted at non-DOA facilities.

2020 Noise Complaint Report

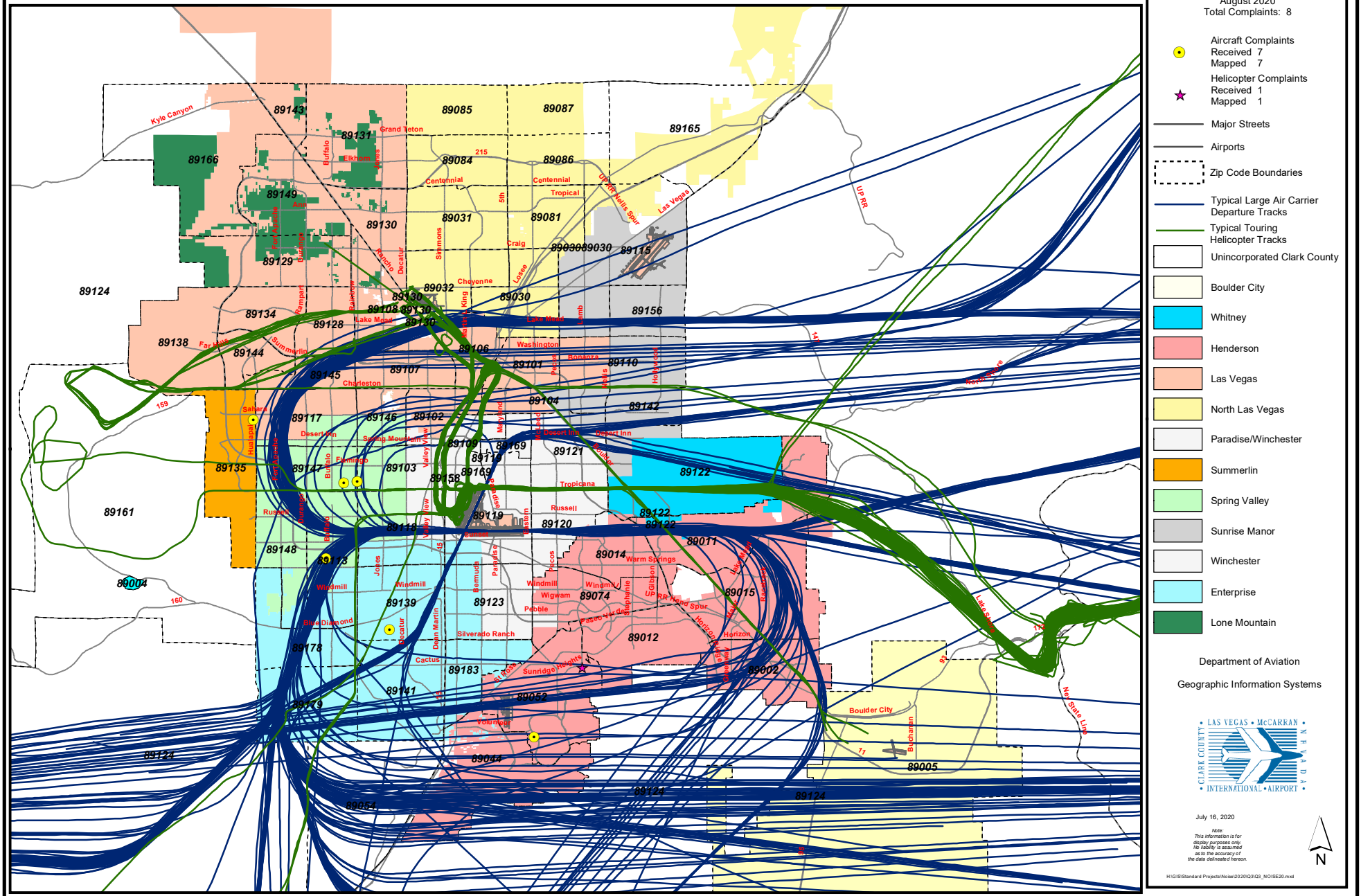
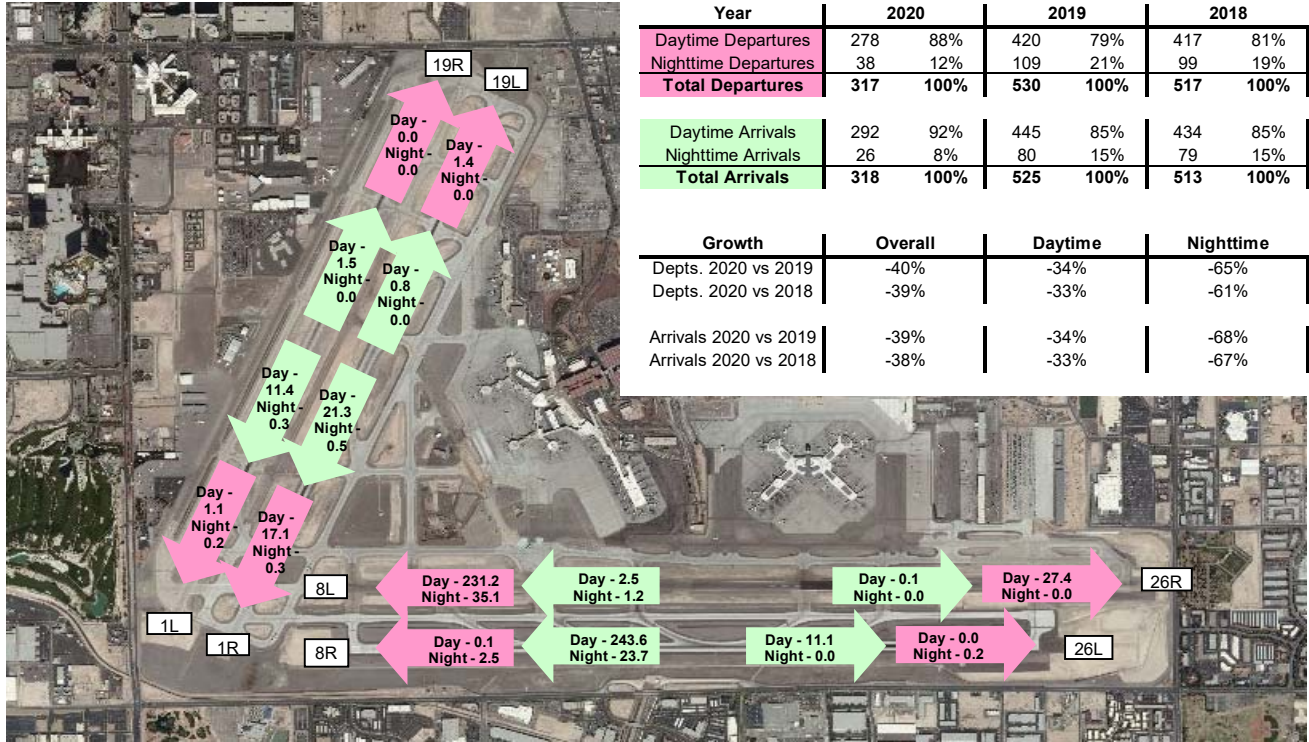
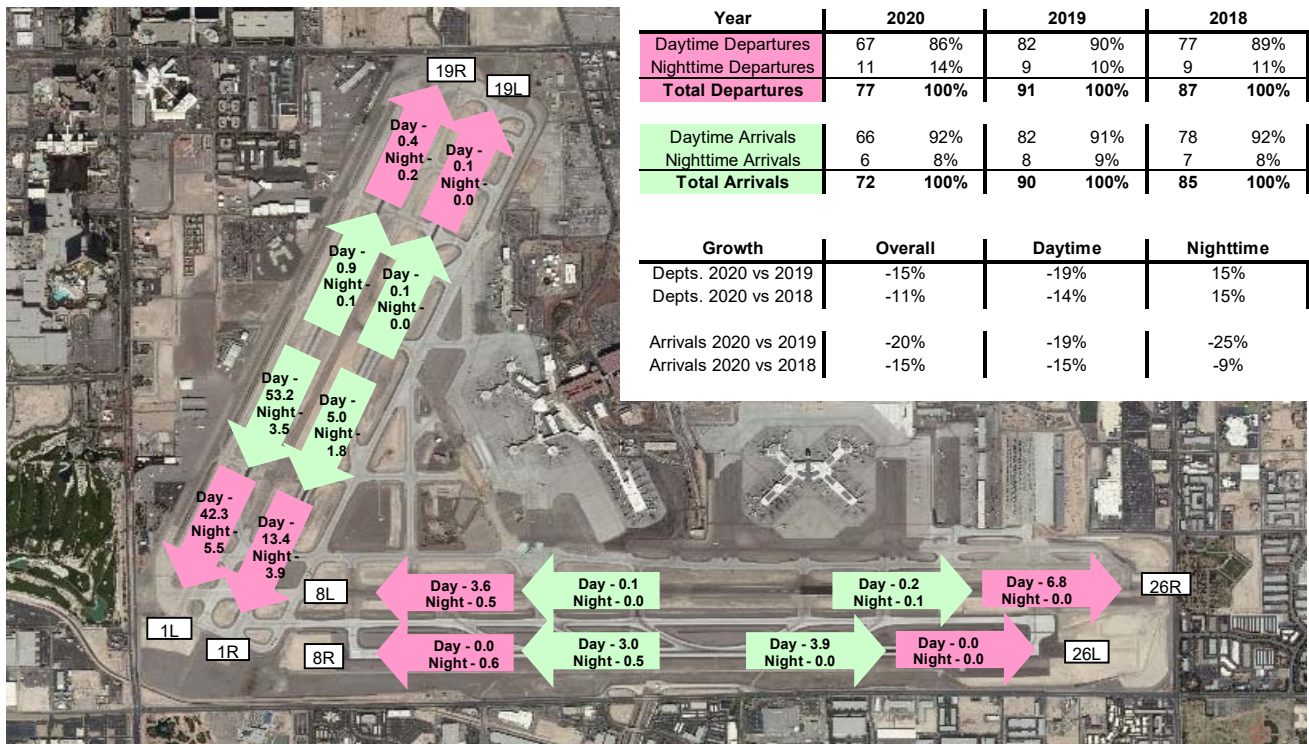


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - August 2020



* Aircraft types: All aircraft with a maximum gross take off weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A340, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - August 2020



** Aircraft types: All aircraft with a maximum gross take off weight less than 75,000 pounds, excluding helicopters.

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - August 2020

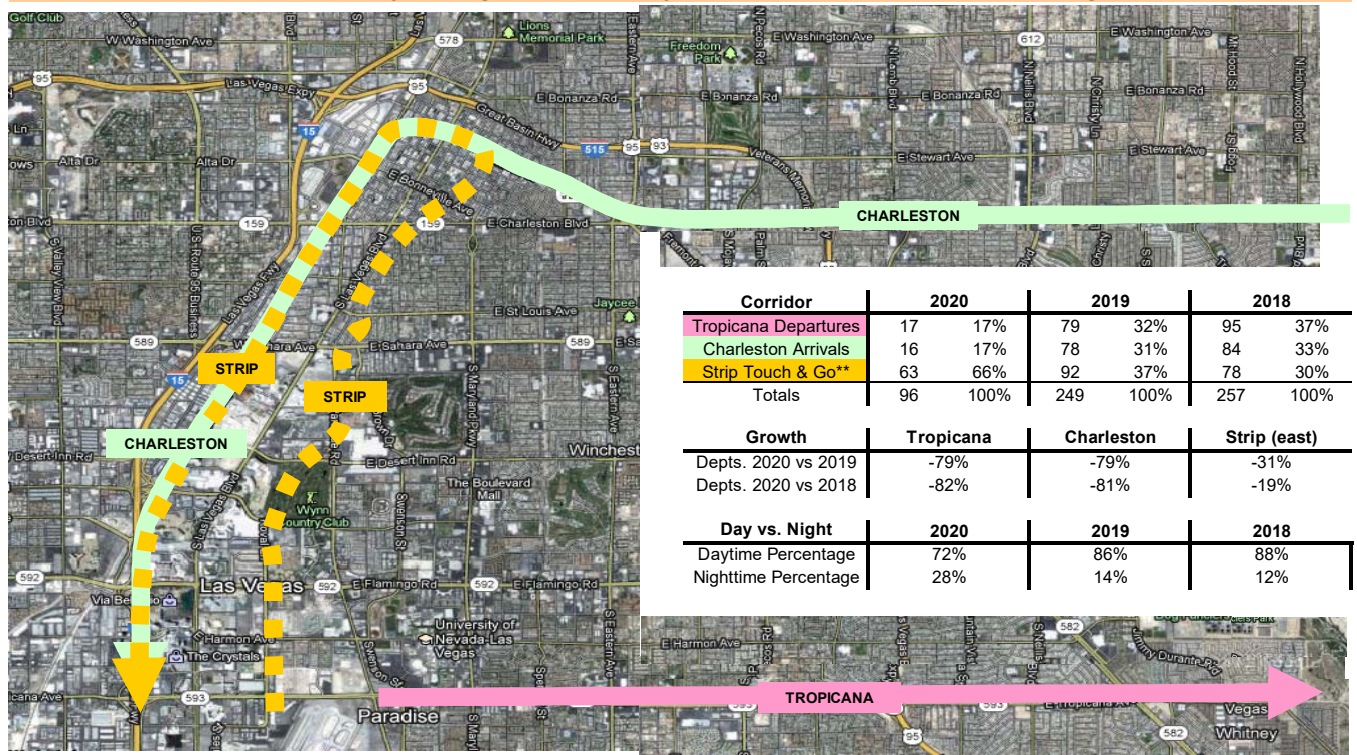
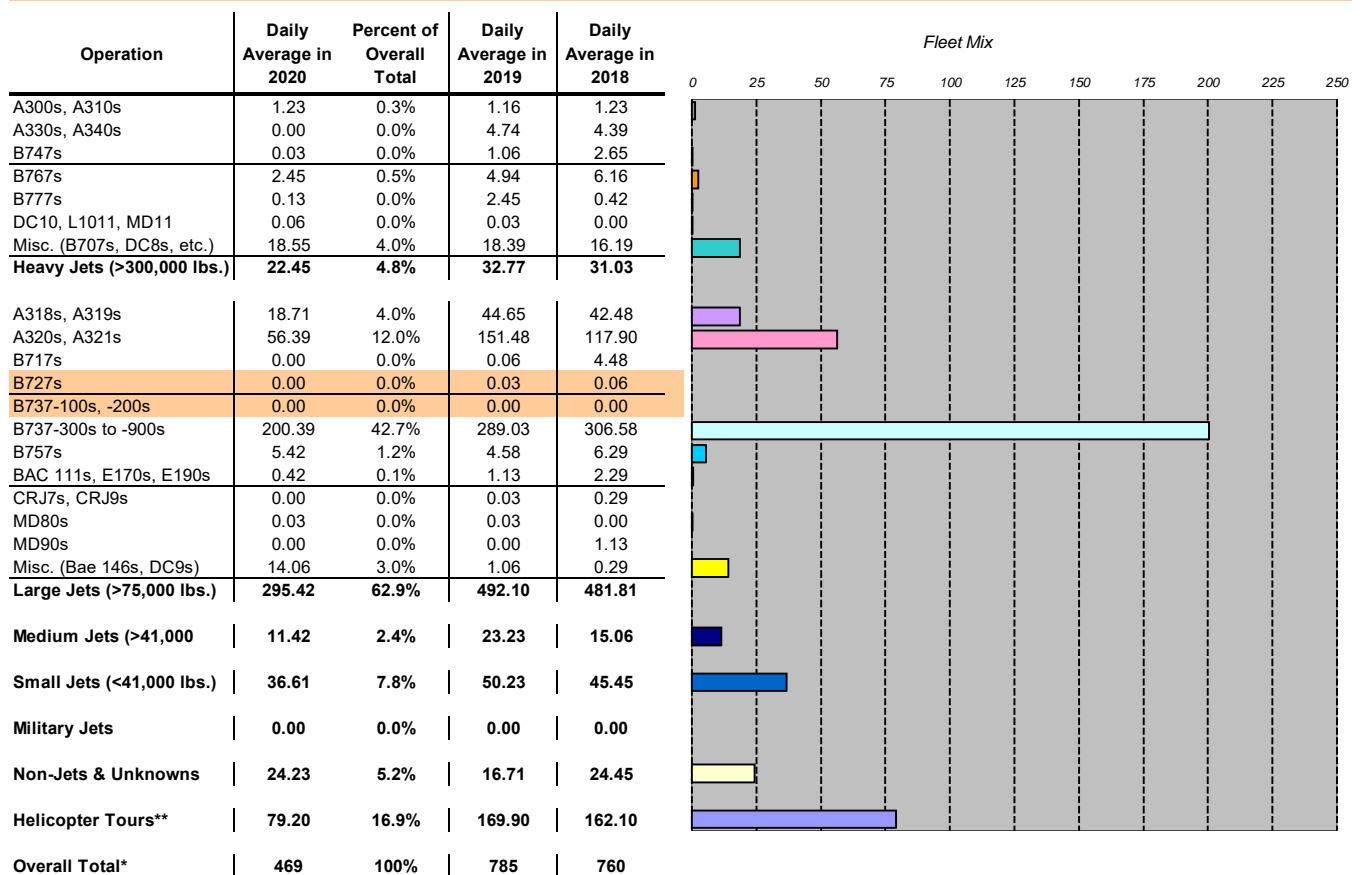


Exhibit 7: LAS Aircraft Arrival Fleet Mix** - August 2020



* Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact. ** Totals include tour operations from other airport facilities.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - August 2020 to 2018

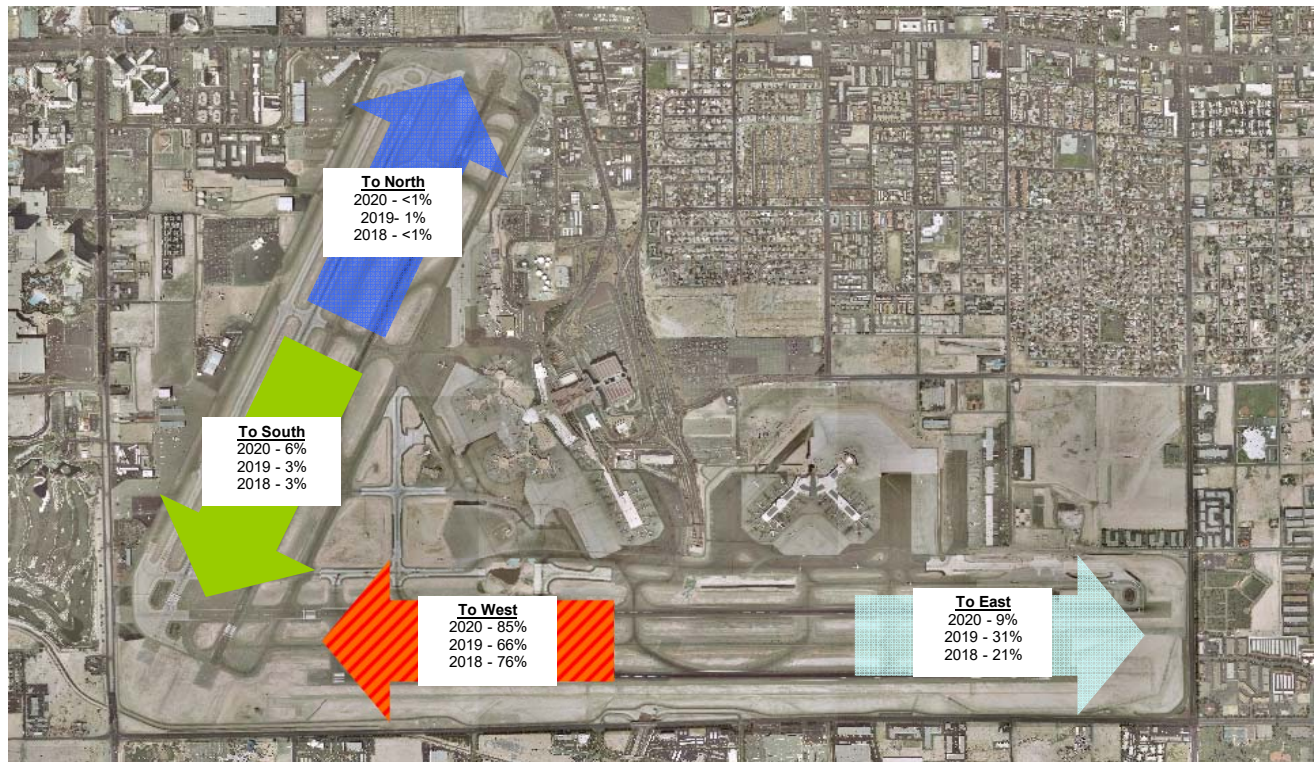
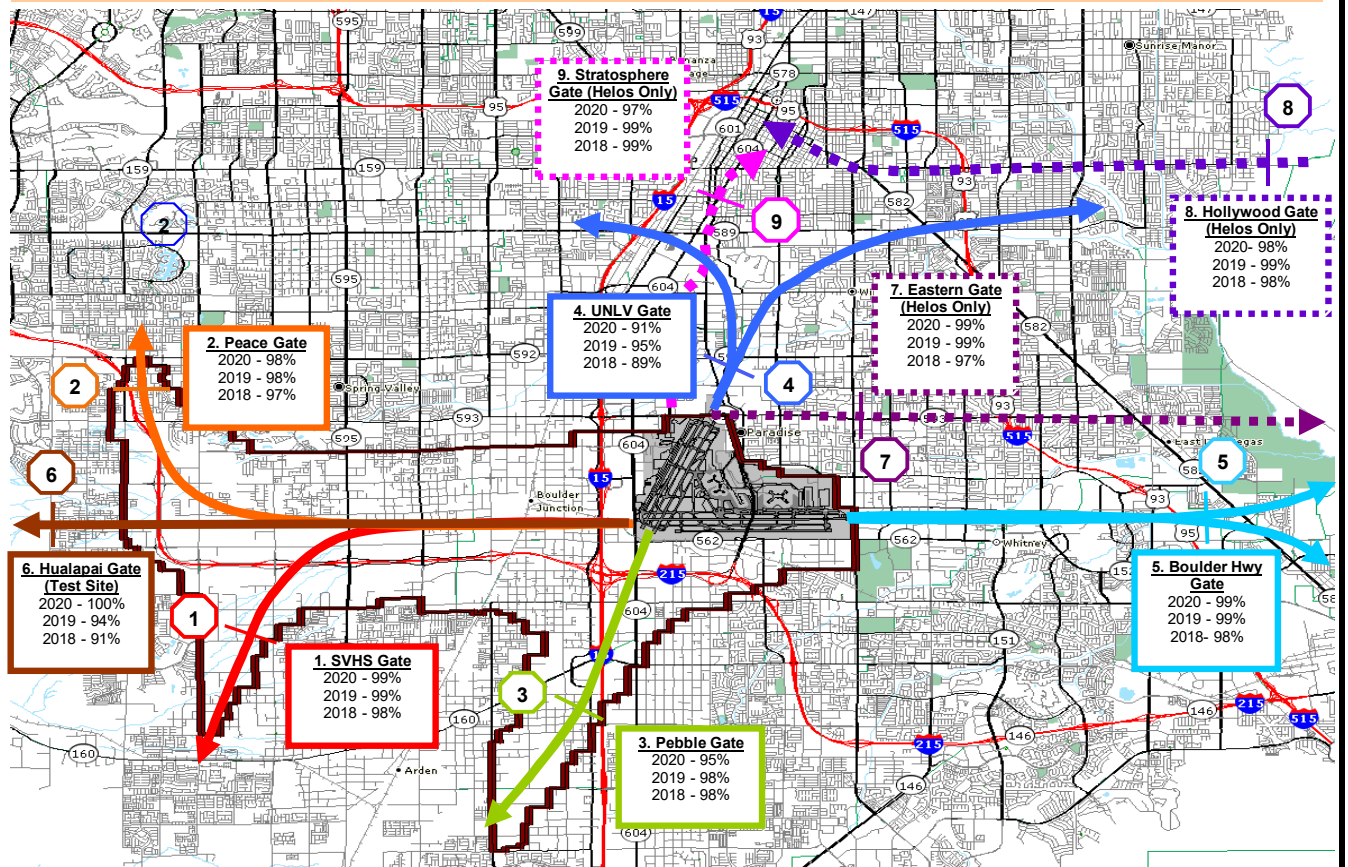


Exhibit 9: "Gate" Compliance for Large Aircraft* & Helicopter Tours - August 2020



* Aircraft types: All aircraft with a maximum gross take off weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A350, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 10: Land Use Application Reviews & Comments - August 2020

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2020 Total	2019 Total	2018 Total
No. of Land Use Applications Reviewed	61	39	31	22	153	301	N/A
No. of Applications where CCDOA Issued a Comment	2	3	1	1	7	19	N/A
Percent of Applications where Comment Issued	3%	8%	3%	5%	5%	6%	N/A

Exhibit 11: Land Use Application Comments by Airport Concern - August 2020

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2020 Total	2019 Total	2018 Total
Deed Restrictions	0	0	0	0	0	0	N/A
Height-Penetrates Part 77 100:1 Surfaces >200'	0	1	1	0	2	9	N/A
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	2	N/A
Heliport/Helipad	0	0	0	0	0	0	N/A
Noisy-Commercial within AEOD**	0	0	0	0	0	4	N/A
Noisy-Residential within the AEOD**	0	2	0	0	2	1	N/A
Noisy-Residential Just Outside the AEOD**	2	0	0	1	3	6	N/A
Total***	2	3	1	1	7	22	N/A

* Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.

**AEOD-Airport Environs Overlay District (defined below).

***Comment Concern totals will not always match Comment Applications total. Some applications are issued more than one type of CCDOA comment.

Exhibit 12: Dwelling Units per Commented Application* - August 2020

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2020 Total	2019 Total	2018 Total
Within the AEOD	0	251	0	0	251	1	N/A
Just Outside the AEOD	428	0	0	243	671	743	N/A

*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, resulting in the project total counted more than once.

Exhibit 13: Land Use Applications Denied and/or Opposed* - August 2020

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2020 Total	2019 Total	2018 Total
Recommend Denial	0	0	0	0	0	0	N/A
Opposed at Hearings	0	0	0	0	0	1	N/A

*If denied or opposed at a hearing, detailed information provided within the written summary portion.

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - August 2020

AEOD - Airport Environs Overlay Districts - Noise Contours

Clark County Code (CCC) 30.48.010. The AEOD is established to:

1. Provide for a range of uses compatible with airport hazard and noise exposure areas.
2. Prohibit the development of incompatible uses that are detrimental to the general health, safety, and welfare.
3. Require noise attenuated construction, as indicated by Table 30.48-AE, in accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.
4. Comply with the Federal Aviation Administration regulations.

2008-Most recent update to the AEOD in CCC, updated the AEOD for McCarran (LAS), and added an AEOD to the North Las Vegas Airport (VGT) and the Henderson Executive Airport (HND).

2011-AEOD adopted by the cities of North Las Vegas and Henderson.

The AEOD has not been formally adopted by the City of Las Vegas. Only a small, already developed portion of the VGT AEOD lies within the incorporated City of Las Vegas boundaries.

Salmon color indicates a 1 mile zone outside the AEOD.

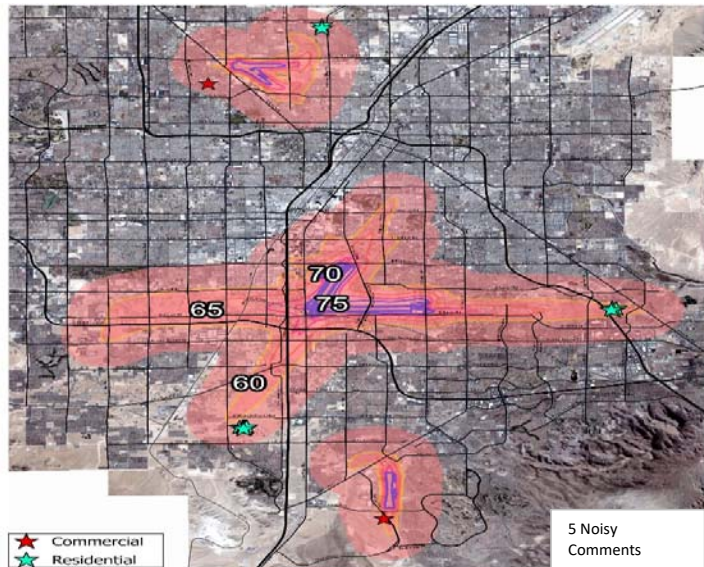


Exhibit 15: Noisy Comments - LAS Detail - August 2020

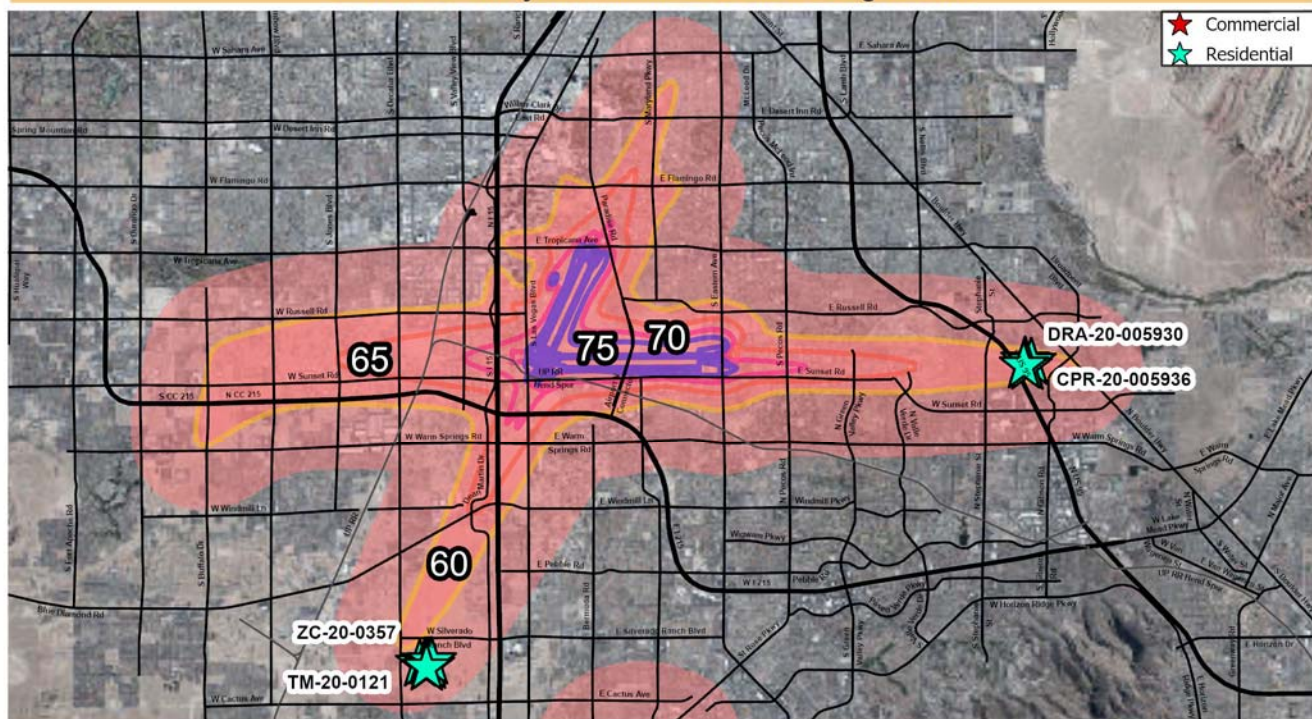


Exhibit 16: Noisy Comments - HND Detail - August 2020

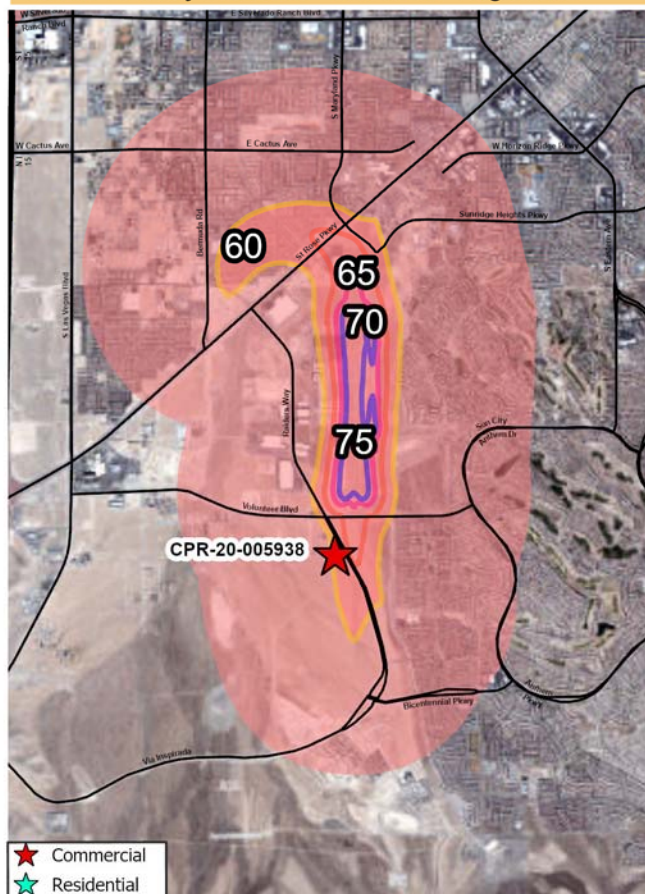


Exhibit 17: Noisy Comments - VGT Detail - August 2020

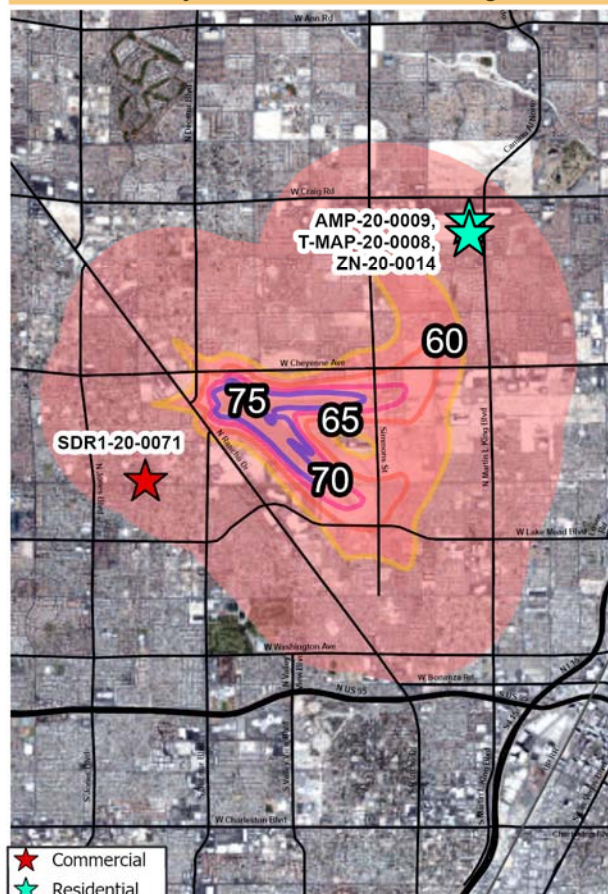


Exhibit 1: Noise Complaint Calls by Community* - September 2020

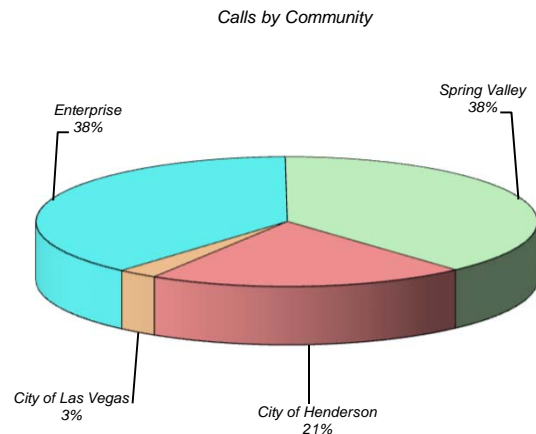
Community	No. of Calls in 2020	No. of Callers in 2020	No. of Calls in 2019	No. of Calls in 2018
City of Boulder City	8	7	5	4
City of Henderson	1	1	1	
City of Las Vegas				
City of North Las Vegas				
Enterprise	15	3	11	4
Lone Mountain				
Paradise & Winchester			5	7
Spring Valley	15	3	13	53
Summerlin South				134
Sunrise Manor			1	
Whitney				
Location unknown				
Overall Total	39	14	36	202

Difference between 2020 and 2019 Total Calls: 8%

Difference between 2020 and 2018 Total Calls: -81%

Average Number of Calls per Caller: 2.8

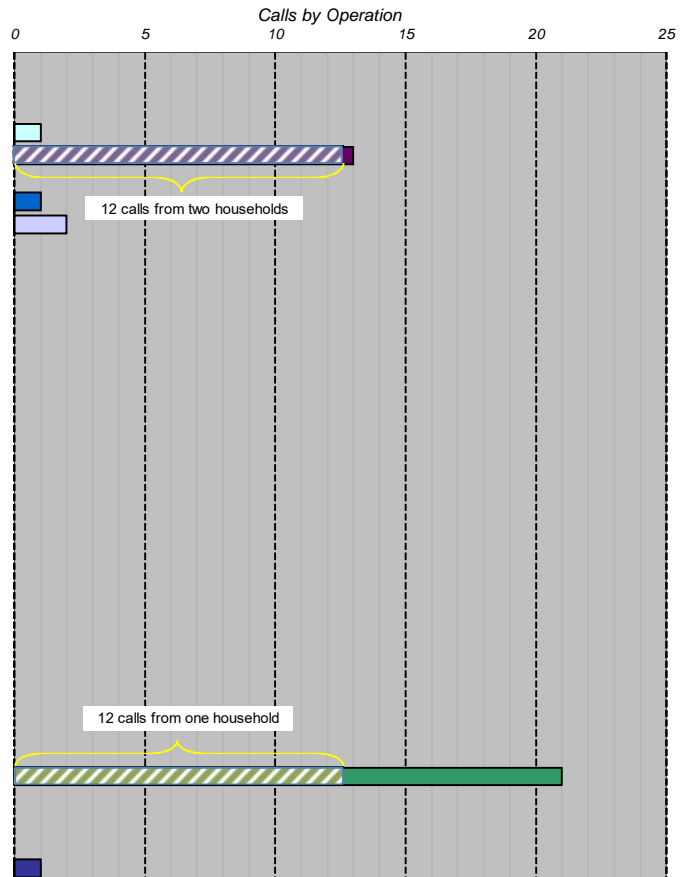
Most calls received from one household: 12



* See map on reverse side for community boundaries and location of known noise complaints.

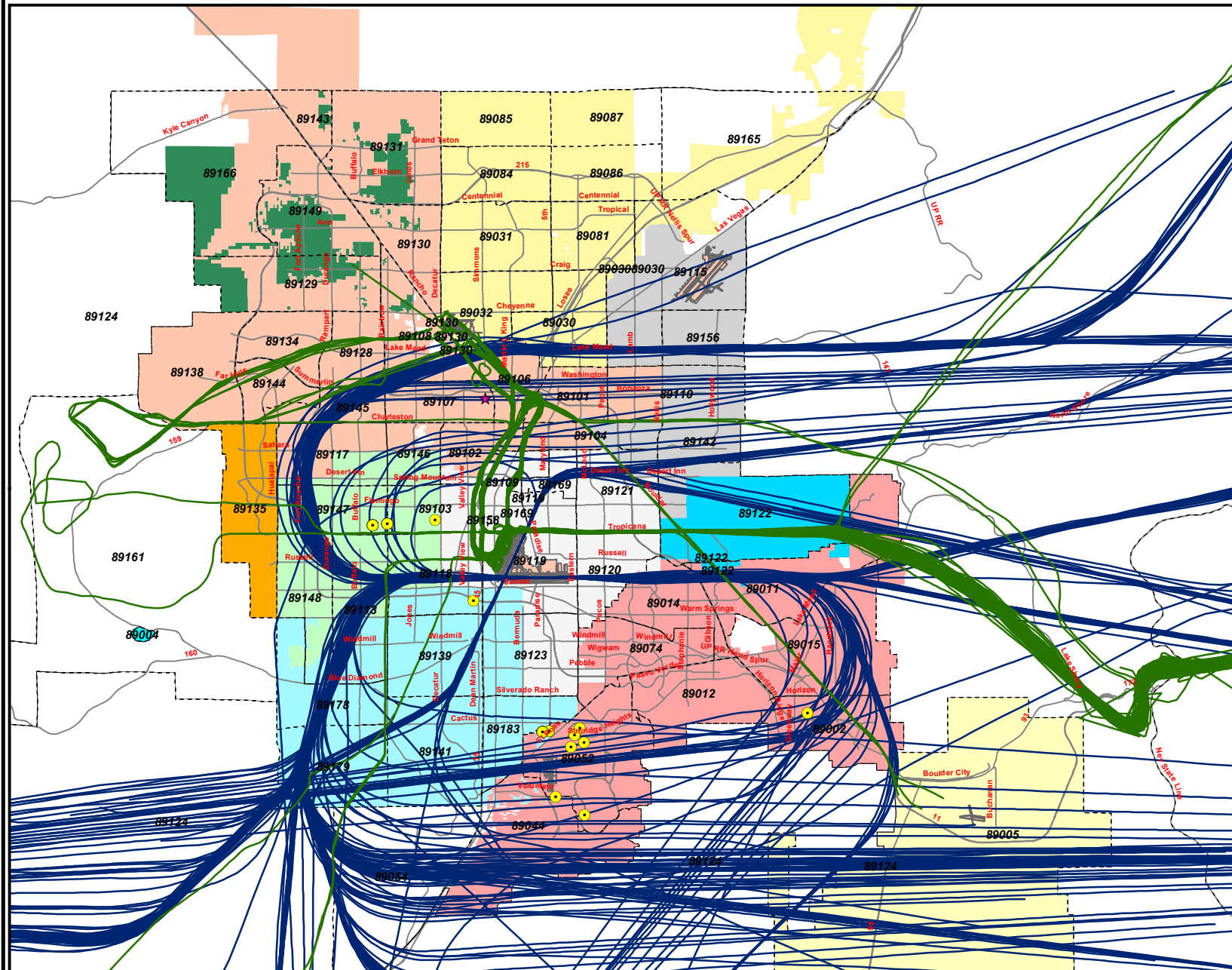
Exhibit 2: Noise Complaint Calls by Type of Operation - September 2020

Operation	No. of Calls in 2020	Percent of Overall Total	No. of Calls in 2019	No. of Calls in 2018
LAS 01R/L Arrivals				
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	1	2.6%	10	5
LAS 01R/L Departures	13	33.3%	17	2
LAS 08R/L Departures			1	2
LAS 19R/L Departures	1	2.6%	2	
LAS 26R/L Departures	2	5.1%		191
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	17	43.6%	30	200
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA				
VGT Other				
VGT Total	0	0.0%	0	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	21	53.8%	2	1
HND Other				
HND Total	21	53.8%	2	1
Helicopters**	1	2.6%	4	1
Overall Total	39	100%	36	202



** Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do not include those associated with operations conducted by the Metropolitan Police Department or those associated with operations conducted at non-DOA facilities.

Exhibit 3: Aircraft Noise Complaints by Community - September 2020



Legend

September 2020
Total Complaints: 39

- Aircraft Complaints Received 38 Mapped 38
- ★ Helicopter Complaints Received 1 Mapped 1
- Major Streets
- Airports
- - - Zip Code Boundaries
- Typical Large Air Carrier Departure Tracks
- Typical Touring Helicopter Tracks
- Unincorporated Clark County
- Boulder City
- Whitney
- Henderson
- Las Vegas
- North Las Vegas
- Paradise/Winchester
- Summerlin
- Spring Valley
- Sunrise Manor
- Winchester
- Enterprise
- Lone Mountain

Department of Aviation
Geographic Information Systems



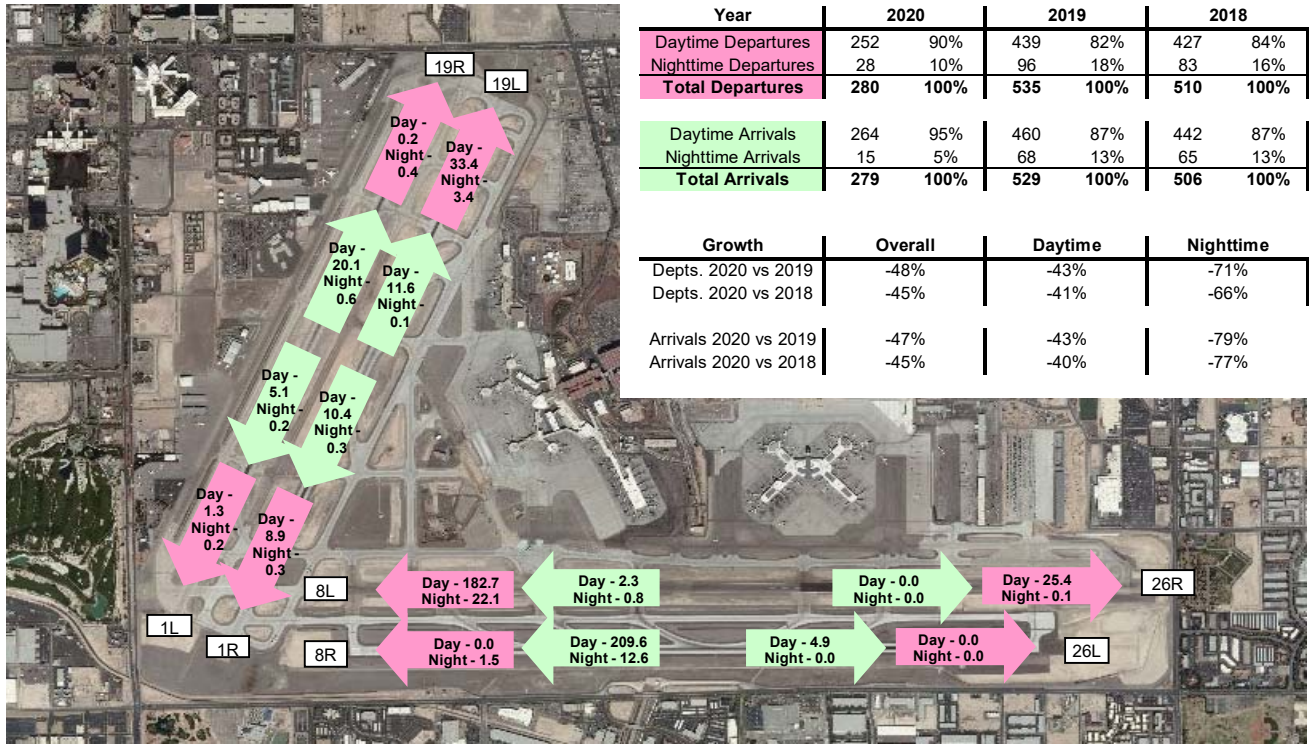
July 16, 2020

Note:
This information is for
display purposes only.
No liability is assumed
with the accuracy of
the data displayed hereon.

H:\GIS\Standard Projects\NCE\2020\2020_09_02_NOISE20.mxd

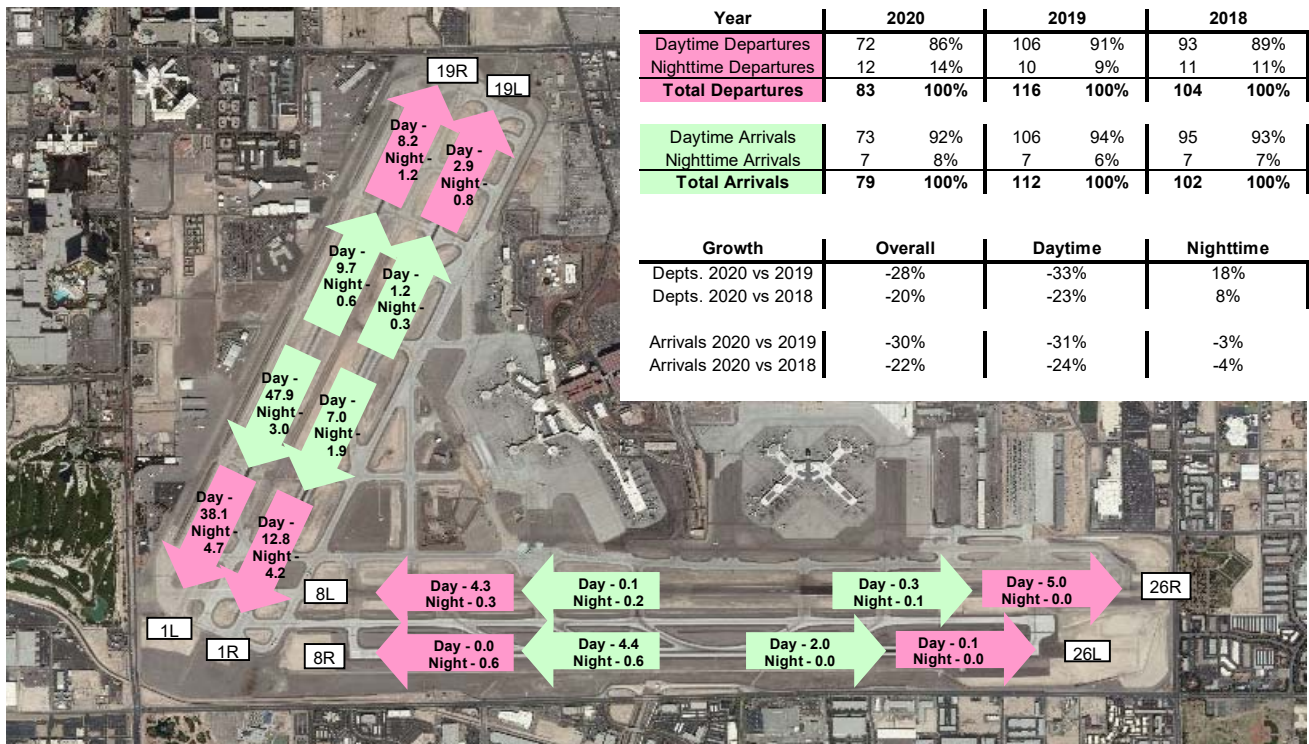


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - September 2020



* Aircraft types: All aircraft with a maximum gross take off weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A340, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - September 2020



** Aircraft types: All aircraft with a maximum gross take off weight less than 75,000 pounds, excluding helicopters.

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - September 2020

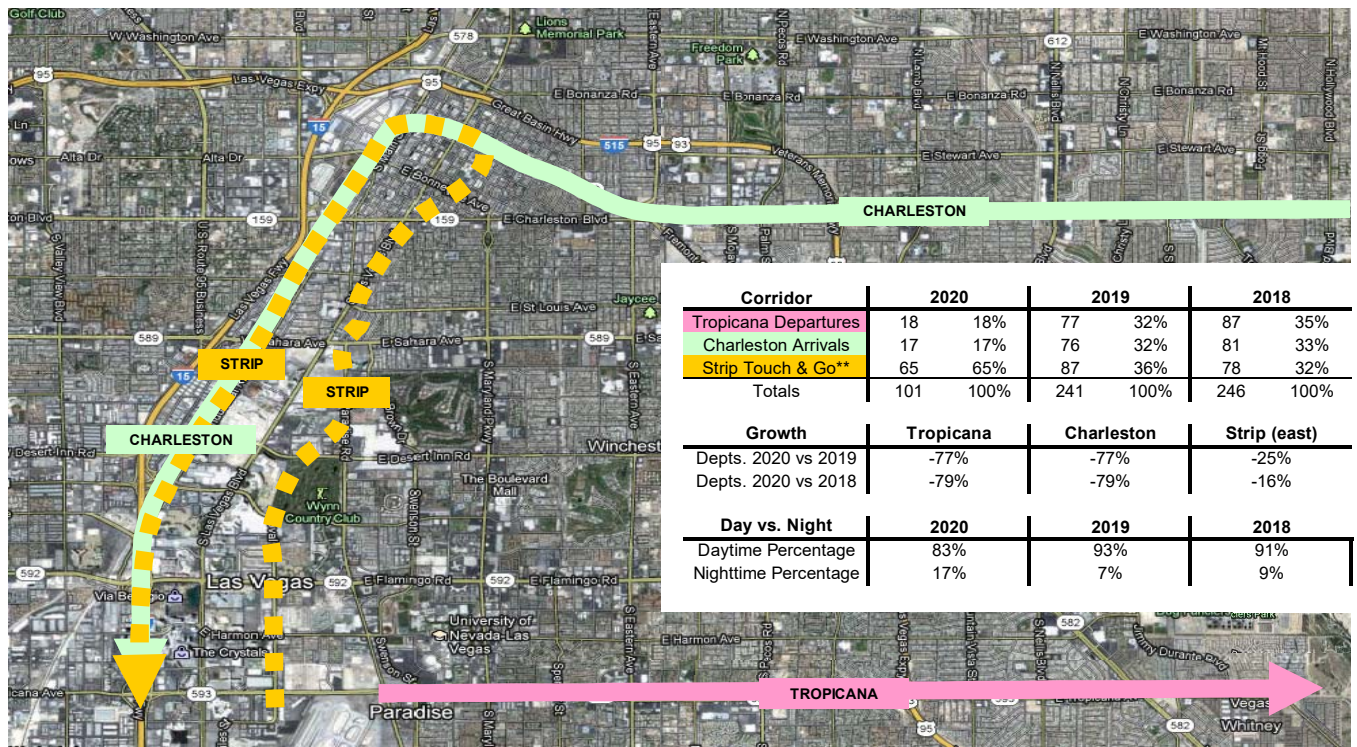
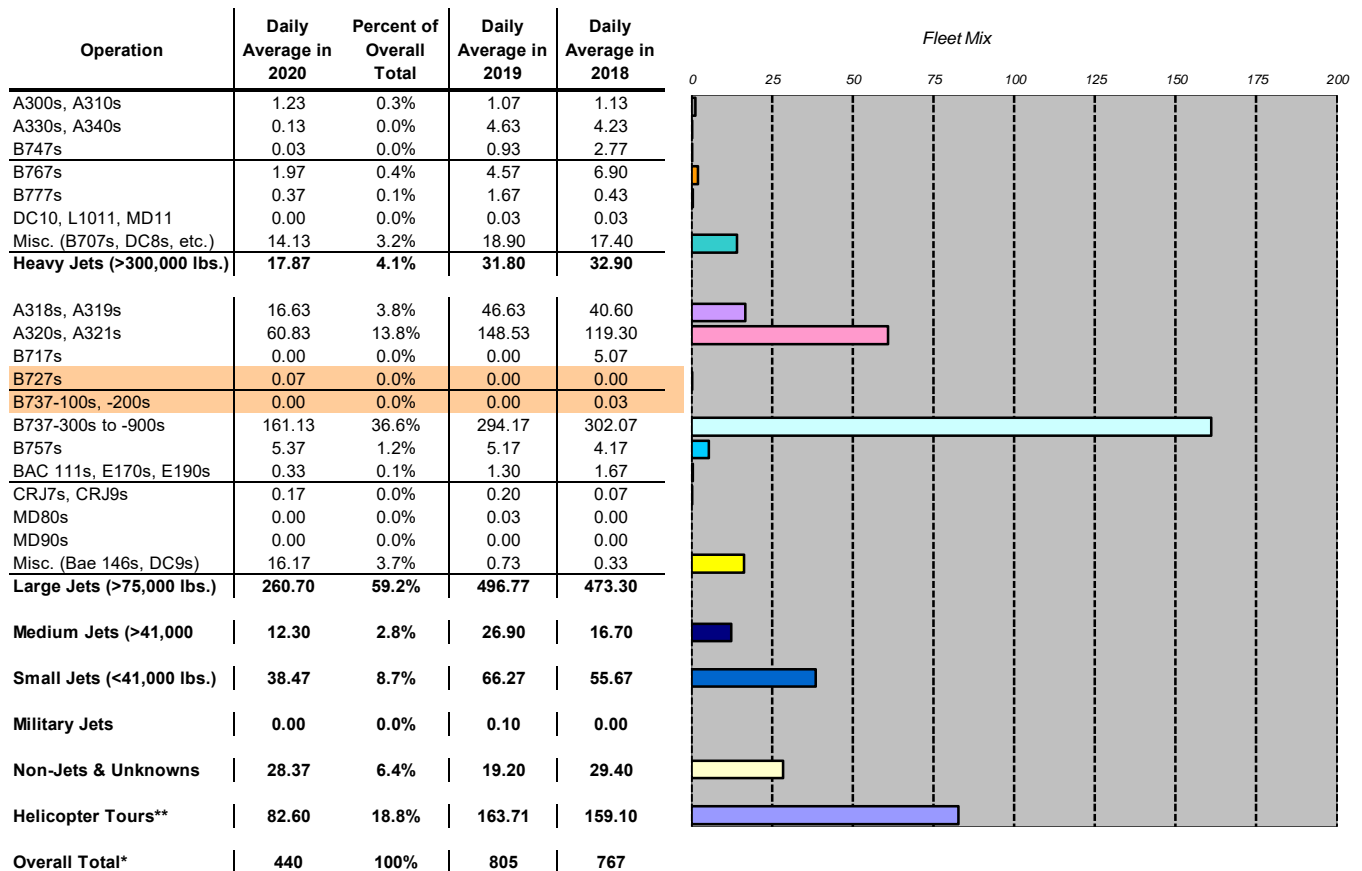


Exhibit 7: LAS Aircraft Arrival Fleet Mix** - September 2020



* Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact. **Totals include tour operations from other airport facilities.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - September 2020 to 2018

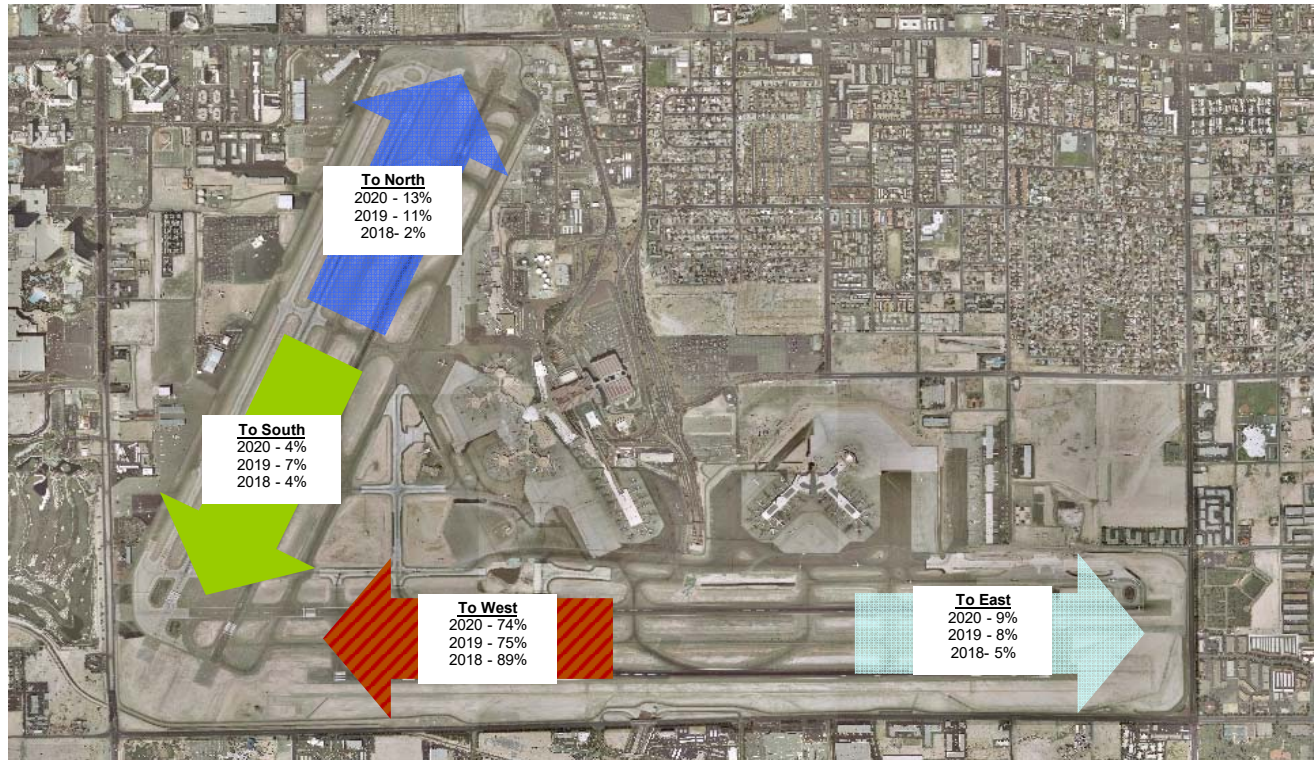
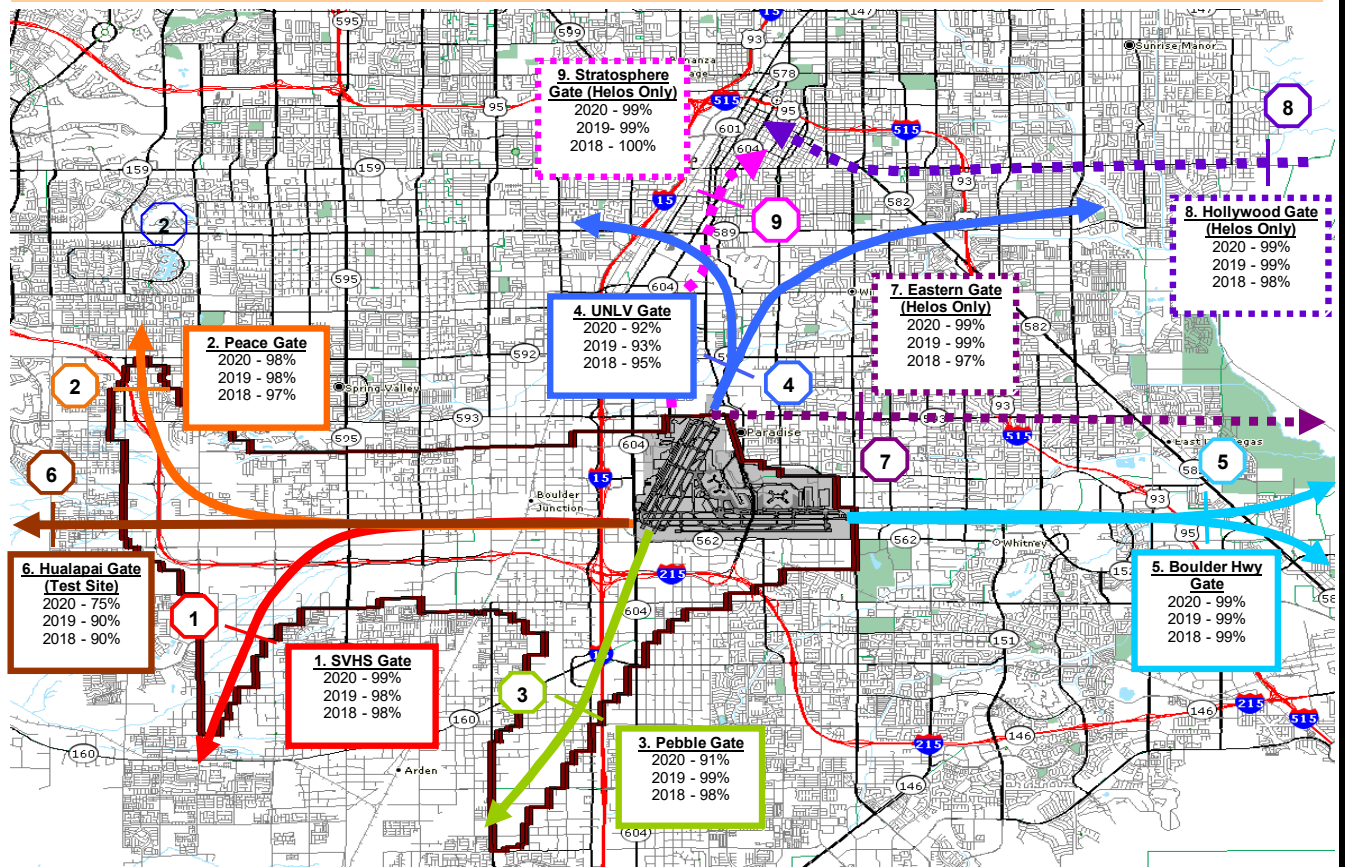


Exhibit 9: "Gate" Compliance for Large Aircraft* & Helicopter Tours - September 2020



* Aircraft types: All aircraft with a maximum gross take off weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A350, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 10: Land Use Application Reviews & Comments - September 2020

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2020 Total	2019 Total	2018 Total
No. of Land Use Applications Reviewed	87	31	39	7	164	249	N/A
No. of Applications where CCDOA Issued a Comment	4	1	1	2	8	23	N/A
Percent of Applications where Comment Issued	5%	3%	3%	29%	5%	9%	N/A

Exhibit 11: Land Use Application Comments by Airport Concern - September 2020

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2020 Total	2019 Total	2018 Total
Deed Restrictions	0	0	0	0	0	0	N/A
Height-Penetrates Part 77 100:1 Surfaces >200'	2	0	0	0	2	6	N/A
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	2	N/A
Heliport/Helipad	0	0	0	0	0	0	N/A
Noisy-Commercial within AEOD**	2	0	0	1	3	4	N/A
Noisy-Residential within the AEOD**	0	1	0	1	2	0	N/A
Noisy-Residential Just Outside the AEOD**	0	0	1	0	1	14	N/A
Total***	4	1	1	2	8	26	N/A

* Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.

**AEOD-Airport Environs Overlay District (defined below).

***Comment Concern totals will not always match Comment Applications total. Some applications are issued more than one type of CCDOA comment.

Exhibit 12: Dwelling Units per Commented Application* - September 2020

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2020 Total	2019 Total	2018 Total
Within the AEOD	0	200	0	156	356	0	N/A
Just Outside the AEOD	0	0	235	0	235	1,802	N/A

*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, resulting in the project total counted more than once.

Exhibit 13: Land Use Applications Denied and/or Opposed* - September 2020

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2020 Total	2019 Total	2018 Total
Recommend Denial	0	0	0	1	1	0	N/A
Opposed at Hearings	2	0	0	0	2	0	N/A

*If denied or opposed at a hearing, detailed information provided within the written summary portion.

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - September 2020

AEOD - Airport Environs Overlay Districts - Noise Contours

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4. Comply with the Federal Aviation Administration regulations.

2008-Most recent update to the AEOD in CCC, updated the AEOD for McCarran (LAS), and added an AEOD to the North Las Vegas Airport (VGT) and the Henderson Executive Airport (HND).

2011-AEOD adopted by the cities of North Las Vegas and Henderson.

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Salmon color indicates a 1 mile zone outside the AEOD.

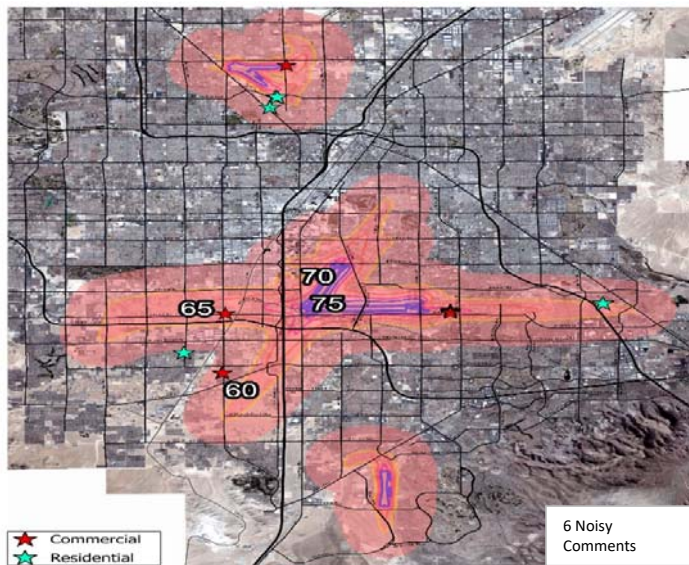


Exhibit 15: Noisy Comments - LAS Detail - September 2020

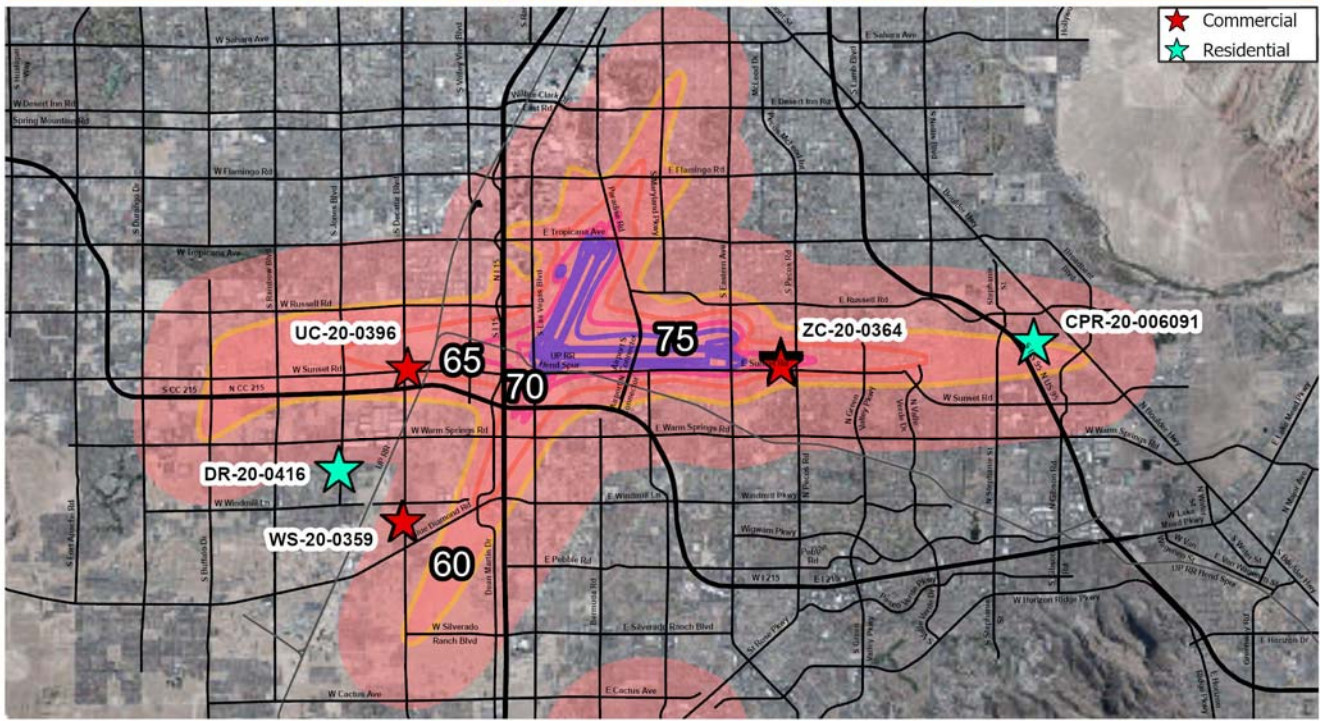


Exhibit 16: Noisy Comments - HND Detail - September 2020

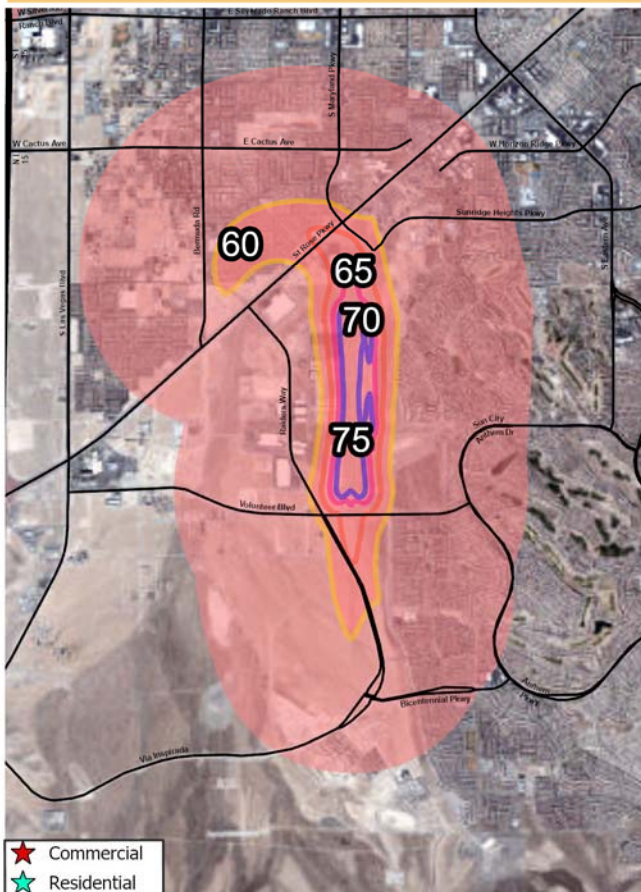


Exhibit 17: Noisy Comments - VGT Detail - September 2020

