MEMORANDUM

DEPARTMENT OF AVIATION

ROSEMARY A. VASSILIADIS
Director

Digitally signed by George C. Sims

TO: DISTRIBUTION

FROM: GEORGE C. SIMS, PLANNER AND ANTHONY PERKINS, AIRPORT PROGRAM

ADMINISTRATOR

SUBJECT: NOISE COMPLAINT AND LAND USE REVIEW - 2023 FIRST QUARTER REPORT

DATE: MAY 12, 2023

Attached for your review are the Clark County Department of Aviation's (CCDOA) Monthly Noise Complaint and Land Use Review Reports for January through March 2023. Please note the following airport abbreviations: Harry Reid 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.
- **Exhibit 6** Arrival and departure corridor use for helicopters are summarized in.
- **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

January 2023: 100 total complaints - a 79% increase from 2022 and a 426% increase from 2021. On average, each caller (or household) issued 3.4 calls. The most calls received from one household totaled 22.

- Exhibits 1 & 3 Calls by Community
 - Majority (more than 50%): The Enterprise community issued 54 calls (54%). This community is typically impacted by aircraft departing to the south (from Runway 19L and Runway 19R) as well as aircraft departing to the south that turn right (to the west) immediately after departure.
 - Minority (between 10% and 50%): The Spring Valley community issued 25 calls (25%). This community is typically impacted by aircraft departing to the west (from Runway 26R and Runway 26L) and by aircraft departing to the north (from Runway 01R and Runway 01L) that turn left (to the west and south).
 - The Paradise and Winchester communities issued 11 calls (11%). 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).
 - Repeat Caller Impact: One household issued 22% (22 calls) of all the calls received in January 2023.

• Exhibit 2 - Calls by Operation

- LAS: 93% of the total calls were due to LAS fixed-wing operations. 53% were due to departures to the south from Runways 19L and 19R (70% from two households). 38% were due to departures to the north from Runways 01L and 01R (53% from one household).
- VGT: 4% of the total calls were due to VGT fixed-wing operations.
- HND: 2% of the total calls were due to HND fixed-wing operations.
- Helos: 1% of the total calls were due to helicopter operations.
- LAS Operations & Runway Use by Large Air Carriers (Exhibit 4)

Overall:

- 537 daily departures a 27% increase from 2022 and 102% increase from 2021.
- 59% of departures were to the north, 36% west, 3% south, and 2% east.
- 528 daily *arrivals* a 28% increase from 2022 and 101% increase from 2021.
- 71% of arrivals were from the east, 26% south, and 3% north.

Daytime:

- 434 daily *departures* a 28% increase from 2022 and 88% increase from 2021.
- 64% of departures were to the north, 31% west, 4% south, and 2% east.
- 446 daily *arrivals* a 25% increase from 2022 and 83% increase from 2021.
- 69% of arrivals were from the east, 28% south, and 3% north.

o Nighttime:

- 103 daily *departures* a 24% increase from 2022 and 201% increase from 2021.
- 58% of departures were to the west, 41% north, and 1% south.
- 82 daily *arrivals* a 48% increase from 2022 and 334% increase from 2021.
- 79% of arrivals were from the east, 15% south, and 5% north.

Daytime vs. Nighttime: Approximately 81% of all *departures* and 85% of all *arrivals* occurred during the daytime hours.

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

Overall:

- 124 daily departures a 12% increase from 2022 and 104% increase from 2021.
- 66% of departures were to the north, 29% south, 3% west, and 2% east.
- 123 daily *arrivals* a 14% increase from 2022 and 109% increase from 2021.
- 42% of arrivals were from the south, 36% east, and 21% north.

O Daytime:

- 116 daily departures a 12% increase from 2022 and 108% increase from 2021.
- 67% of departures were to the north, 27% south, 3% west, and 2% east.
- 117 daily arrivals a 12% increase from 2022 and 110% increase from 2021.
- 43% of arrivals were from the south, 37% east, and 20% north.

O Nighttime:

- 8 daily *departures* an 11% increase from 2022 and 58% increase from 2021.
- 51% of departures were to the north, 47% south, and 2% west.
- 6 daily *arrivals* a 47% increase from 2022 and 93% increase from 2021.
- 51% of arrivals were from the north, 35% south, 13% east, and 2% west.

Daytime vs. Nighttime: Approximately 93% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

Operations by Corridor for Helicopter Tours - (Exhibit 6)

- o **Tropicana:** 47 daily *departures* a 27% increase from 2022 and a 284% increase from 2021.
- o Charleston: 46 daily arrivals a 29% increase from 2022 and a 282% increase from 2021.
- o **Strip:** 55 daily *touch and go's* a 20% decrease from 2022 and a 4% decrease from 2021.

Daytime vs. Nighttime: Approximately 99% 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 2% 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 69% of the daily traffic.
- o **Medium:** *Medium* turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% 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 3% of the daily traffic.
- Helos: Touring helicopters accounted for 13% 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)

- o **Primary:** In 2023, 36% departed to the **west** (from LAS's primary departure runways). This figure was 20% in 2022 and 71% in 2021.
- Secondary: In 2023, 3% departed to the south (from LAS's secondary departure runways).
 This figure was 1% in 2022 and 10% in 2021.

- Alternate 1: In 2023, 59% departed to the *north* (from LAS's alternate departure runways).
 This figure was 75% in 2022 and 15% in 2021.
- o **Alternate 2:** In 2023, 2% departed to the *east* (from LAS's alternate departure runways). This figure was 4% in 2022 and 4% in 2021.
- Gate Compliance for Large Aircraft and Helicopters (Exhibit 9)
 - SVHS: In 2023, 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 left-hand turn were within 0.3 NM of Sierra Vista High School (SVHS). This figure was 98% in 2022 and 99% in 2021. 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 2023, 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 99% in 2022, and 99% in 2021. 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 2023 99% 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 94% in 2022 and 98% in 2021. 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).
 - O UNLV: In 2023, 90% 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 89% in 2022 and 90% in 2021. 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.

- OBL or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 97% in 2022 and 99% in 2021. 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.).
- Eastern: In 2023, 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 96% in 2022 and 99% in 2021. The Eastern Ave. "compliance gate" is located at Tropicana Ave. and Eastern Ave, approximately 2 miles due west of 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.
- O Hollywood: In 2023, 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 2022 and 99% in 2021. 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 2023, 96% 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 100% in 2022 and 99% in 2021. 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: 57 applications were reviewed (a 41% decrease from 2022), with 4 applications (7%) issued at least one comment.
 - Henderson: 71 applications were reviewed (a 115% increase from 2022), with 6 applications (8%) issued at least one comment.
 - Las Vegas: 28 applications were reviewed (a 46% decrease from 2022), with 0 applications (0%) issued at least one comment.

North Las Vegas: 6 applications were reviewed (a 70% decrease from 2022), with 0 applications (0%) issued at least one comment.

- Land Use Application Comments by Airport Concern (Exhibit 11)
 - *Noise comments mapped in Exhibits 15, 16, 17
 - Clark County: 4 comments were issued, with all 4 comments issued for "noise" concerns.
 - Henderson: 6 comments were issued, with 3 comments issued for "noise" concerns.
 - Las Vegas: 0 comments were issued.
 - North Las Vegas: 0 comments were issued.
- <u>Dwelling Units per "Noise," Commented Application (Exhibit 12)</u>
 - Clark County: 1,123 dwelling units proposed in the commented applications, just outside the AEOD.
 - Henderson: 151 dwelling units proposed in the commented applications, just outside the AEOD.
 - Las Vegas: 0 comments were issued.
 - North Las Vegas: 0 comments were issued.
- <u>Land Use Applications Denied and/or Opposed (Exhibit 13)</u>

None

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

February 2023: 68 total complaints - a 43% decrease from 2022 and a 300% increase from 2021. On average, each caller (or household) issued 2.7 calls. The most calls received from one household totaled 16.

- Calls by Community (Exhibits 1 and 3)
 - Majority (more than 50%): The Enterprise community issued 44 calls (65%). (See January 2023 synopsis of typical aircraft overflight impacts on this community.)
 - Minority (between 10% and 50%): The Paradise and Winchester communities issued 12 calls (18%). (See January 2023 synopsis of typical aircraft overflight impacts on this community.)
 - Repeat Caller Impact: One household issued 24% (16 calls) of all the calls received in February 2023.

• Calls by Operation - (Exhibit 2)

- o LAS:
 - 79% of the total calls received were due to LAS fixed-wing operations.
 - 63% were due to departures to the south from Runways 19L and 19R (56% from two households).
- O VGT:
 - 2% of the total calls received were due to VGT fixed-wing operations.
- o HND:
 - 1% of the total calls received were due to HND fixed-wing operations.
- Helis:
 - 18% of the total calls received were due to *helicopter* operations (67% from one household).
- LAS Operations & Runway Use by Large Air Carriers (Exhibit 4)
 - Overall:
 - 532 daily *departures* a 20% increase from 2022 and 105% increase from 2021.
 - 54% of departures were to the west, 37% north, 5% east, and 4% south.
 - 521 daily *arrivals* a 20% increase from 2022 and 103% increase from 2021.
 - 76% of arrivals were from the east, 20% from the south, and 4% north.
 - Daytime:
 - 427 daily departures a 22% increase from 2022 and 92% increase from 2021.
 - 51% of departures were to the west, 38% north, 6% east, and 5% south.
 - 436 daily arrivals a 17% increase from 2022 and 86% increase from 2021.
 - 75% of arrivals were from the east, 21% south, and 4% north.
 - Nighttime:
 - 105 daily *departures* a 13% increase from 2022 and 179% increase from 2021.
 - 67% of departures were to the west, 32% north, and 1% south.
 - 85 daily *arrivals* a 38% increase from 2022 and 285% increase from 2021.
 - 82% of arrivals were from the east, 12% south, and 6% north.

Daytime vs. Nighttime: Approximately 80% of all *departures* and 84% of all *arrivals* occurred during the daytime hours.

- LAS Operations & Runway Use by Non-Large Air Carriers (Exhibit 5)
 - Overall:
 - 131 daily departures a 3% increase from 2022 and 88% increase from 2021.
 - 52% of departures were to the south, 38% north, 6% east, and 4% west.
 - 123 daily *arrivals* no change from 2022 and 78% increase from 2021.
 - 38% of arrivals were from the north, 33% east, and 28% south.

Daytime:

- 122 daily *departures* a 4% increase from 2022 and 92% increase from 2021.
- 52% of departures were to the south, 38% north, 6% east, and 5% west.
- 117 daily *arrivals* no change from 2022 and 79% increase from 2021.
- 38% of arrivals were from the north, 34% east, and 28% south.

Nighttime:

- 9 daily departures an 8% decrease from 2022 and 45% increase from 2021.
- 61% of departures were to the south, 37% north, and 2% west.
- 6 daily *arrivals* a 2% decrease from 2022 and 63% increase from 2021.
- 45% of arrivals were from the north, 35% south, and 21% east.

Daytime vs. Nighttime: Approximately 93% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

Operations by Corridor for Helicopter Tours - (Exhibit 6)

- o **Tropicana:** 50 daily *departures* an 8% increase from 2022 and a 180% increase from 2021.
- o Charleston: 49 daily arrivals a 10% increase from 2022 and a 181% increase from 2021.
- o **Strip:** 67 daily *touch and go's* a 22% decrease from 2022 and a 22% decrease from 2021.

Daytime vs. Nighttime: Approximately 97% 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 2% 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 67% of the daily traffic.
- Medium: Medium turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% 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 less than 0% of the daily traffic.
- Non-Jet: Piston-driven aircraft and unassigned aircraft types accounted for 3% of the daily traffic.
- Helos: Touring helicopters accounted for 15% 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)

- o **Primary:** In 2023, 54% departed to the **west** (from LAS's primary departure runways). This figure was 24% in 2022 and 38% in 2021.
- Secondary: In 2023, 4% departed to the south (from LAS's secondary departure runways).
 This figure was 3% in 2022 and 6% in 2021.
- Alternate 1: In 2023, 37% departed to the *north* (from LAS's alternate departure runways). This figure was 67% in 2022 and 53% in 2021.
- Alternate 2: In 2023, 5% departed to the east (from LAS's alternate departure runways). This figure was 5% in 2022 and 3% in 2021.

• <u>Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)</u>

- SVHS: In 2023, 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 left-hand turn were within 0.3 NM of Sierra Vista High School (SVHS). This figure was 98% in 2022 and 99% in 2021. (See January 2023 synopsis for specific location of the SVHS gate.)
- Peace: In 2023, 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 99% in 2022 and 98% in 2021. (See January 2023 synopsis for specific location of the Peace gate.)
- Pebble: In 2023, 99% 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 2022 and 98% in 2021. (See January 2023 synopsis for specific location of the Pebble gate.)
- UNLV: In 2023, 89% 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 88% in 2022 and 91% in 2021. (See January 2023 synopsis for specific location of the UNLV gate.)
- Boulder: In 2023, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the east from Runway 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 99% in 2022 and 95% in 2021. (See January 2023 synopsis for specific location of the Boulder Hwy. gate.)
- Eastern: In 2023, 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 97% in 2022 and 98% in 2021. (See January 2023 synopsis for specific location of the Eastern gate.)
- Hollywood: In 2023, 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 2022 and 99% in 2021. (See January 2023 synopsis for specific location of the Hollywood gate.)

- Stratosphere: In 2023, 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 2022 and 83% in 2021. (See January 2023 synopsis for specific location of the Stratosphere gate.)
- Land Use Application Reviews & Comments (Exhibit 10)
 - Clark County: 120 applications were reviewed (a 15% increase from 2022), with 17 applications (14%) issued at least one comment.
 - Henderson: 13 applications were reviewed (a 75% decrease from 2022), with 1 application (8%) issued at least one comment.
 - Las Vegas: 27 applications were reviewed (a 23% decrease from 2022), with 1 application (4%) issued at least one comment.
 - North Las Vegas: 0 applications were reviewed (0% change from 2022).
- Land Use Application Comments by Airport Concern (Exhibit 11)

*Noise comments mapped in Exhibits 15, 16, 17.

- o Clark County: 20 comments were issued, with 10 comments issued for "noise" concerns.
- Henderson: 1 comment was issued, with 0 comments issued for "noise" concerns.
- Las Vegas: 1 comment was issued, with that comment issued for "noise" concerns.
- North Las Vegas: 0 applications were reviewed.
- Dwelling Units per "Noise," Commented Application (Exhibit 12)
 - Clark County: 131 dwelling units proposed in the commented applications, within the AEOD.
 897 dwelling units proposed in the commented applications, just outside the AEOD.
 - Henderson: 0 comments issued for "noise" concerns.
 - Las Vegas: 112 dwelling units proposed in the commented application, just outside the AEOD.
 - North Las Vegas: 0 applications were reviewed.
- Land Use Applications Denied and/or Opposed (Exhibit 13)
 - Clark County: PA-23-700004, ZC-23-0042, parcel 176-03-511-003, recommend denial due to increase in residential zoning density, within the AE-60 noise contour. Will oppose in person at the scheduled Planning Commission and BCC Zoning meetings.

The information denoted in this monthly summary represents **typical** residential complaints, flight activity, fleet mix, and gate compliance.

March 2023: 104 total complaints - a 51% decrease from 2022 and a 21% decrease from 2021. On average, each caller (or household) issued 5.2 calls. The most calls received from one household totaled 46.

• Calls by Community - (Exhibits 1 and 3)

- o **Majority (more than 50%):** The *Enterprise* community issued 86 calls (83%). (See January 2023 synopsis of typical aircraft overflight impacts on this community.)
- Minority (between 10% and 50%): (Not applicable.)
- Repeat Caller Impact: One household issued 44% (46 calls) of all the calls received in March 2023.

Calls by Operation - (Exhibit 2)

- o LAS:
 - 92% of the total calls received were due to LAS fixed-wing operations.
 - 82% were due to departures to the south from Runways 19L and 19R (66% from two households.)
- O VGT:
 - 6% of the total calls received were due to VGT fixed-wing operations.
- O HND:
 - 1% of the total calls received were due to HND fixed-wing operations.
- Helis:
 - 1% of the total calls received were due to helicopter operations.
- LAS Operations & Runway Use by Large Air Carriers (Exhibits 4)
 - Overall:
 - 546 daily departures an 18% increase from 2022 and 60% increase from 2021.
 - 59% of departures were to the west, 32% north, 6% south, and 4% east.
 - 540 daily arrivals a 20% increase from 2022 and 61% increase from 2021.
 - 78% of arrivals were from the east, 17% south, and 5% north.
 - Daytime:
 - 424 daily *departures* a 17% increase from 2022 and 52% increase from 2021.
 - 55% of departures were to the west, 33% north, 7% south, and 4% east.
 - 439 daily *arrivals* a 16% increase from 2022 and 49% increase from 2021.
 - 77% of arrivals were from the east, 18% south, and 5% north.
 - o Nighttime:
 - 123 daily departures a 23% increase from 2022 and 96% increase from 2021.
 - 70% of departures were to the west, 28% north, 2% south, and 1% east.
 - 101 daily *arrivals* a 42% increase from 2022 and 137% increase from 2021.
 - 82% of arrivals were from the east, 11% south, and 6% north.

Daytime vs. Nighttime: Approximately 78% of all *departures* and 81% of all *arrivals* occurred during the daytime hours.

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

Overall:

- 153 daily *departures* a 9% increase from 2022 and 92% increase from 2021.
- 52% of departures were to the south, 39% north, 5% west, and 4% east.
- 150 daily *arrivals* an 8% increase from 2022 and 91% increase from 2021.
- 40% of arrivals were from the north, 34% east, and 26% south.

o Daytime:

- 144 daily *departures* a 10% increase from 2022 and 95% increase from 2021.
- 51% of departures were to the south, 40% north, 5% west, and 4% east.
- 145 daily *arrivals* a 9% increase from 2022 and 96% increase from 2021.
- 39% of arrivals were from the north, 34% east, and 26% south.

o Nighttime:

- 9 daily departures a 9% decrease from 2022 and 59% increase from 2021.
- 67% of departures were to the south, 27% north, 5% west, and 1% east.
- 5 daily *arrivals* a 24% decrease from 2022 and 11% increase from 2021.
- 64% of arrivals were from the north, 23% south, and 14% east.

Daytime vs. Nighttime: Approximately 94% of all *departures* and 97% of all *arrivals* occurred during the daytime hours.

Operations by Corridor for Helicopter Tours - (Exhibit 6)

- o **Tropicana:** 59 daily *departures* a 4% increase from 2022 and 112% increase from 2021.
- Charleston: 58 daily arrivals a 7% increase from 2022 and a 128% increase from 2021.
- o **Strip:** 72 daily *touch and go's* a 16% decrease from 2022 and a 31% decrease from 2021.

Daytime vs. Nighttime: Approximately 94% 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 1% 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 65% of the daily traffic.
- o **Medium:** *Medium* turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.
- Small: Small turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 11% 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 3% of the daily traffic.
- Helos: Touring helicopters accounted for 16% 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)
 - o **Primary:** In 2023, 59% departed to the **west** (from LAS's primary departure runways). This figure was 42% in 2022 and 60% in 2021.
 - Secondary: In 2023, 6% departed to the south (from LAS's secondary departure runways).
 This figure was 4% in 2022 and 9% in 2021.
 - o **Alternate 1:** In 2023, 32% departed to the *north* (from LAS's alternate departure runways). This figure was 44% in 2022 and 23% in 2021.
 - o **Alternate 2:** In 2023, 4% departed to the *east* (from LAS's alternate departure runways). This figure was 9% in 2022 and 8% in 2021.
- Gate Compliance for Large Aircraft and Helicopters (Exhibit 9)
 - SVHS: In 2023, 98% of the larger 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 98% in 2022 and 98% in 2021. (See January 2023 synopsis for specific location of the SVHS gate.)
 - Peace: In 2023, 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 2022 and 99% in 2021. (See January 2023 synopsis for specific location of the Peace gate.)
 - Pebble: In 2023, 99% 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 100% in 2022 and 84% in 2021. (See January 2023 synopsis for specific location of the Pebble gate.)
 - UNLV: In 2023, 92% 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 92% in 2022 and 93% in 2021. (See January 2023 synopsis for specific location of the UNLV gate.)
 - Boulder: In 2023, 99% of the large air carrier aircraft that departed to the east from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 99% in 2022 and 100% in 2021. (See January 2023 synopsis for specific location of the Boulder Hwy, gate.)

- Eastern: In 2023, 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 2022 and 99% in 2021. (See January 2023 synopsis for specific location of the Eastern gate.)
- Hollywood: In 2023, 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 2022 and 99% in 2021. (See January 2023 synopsis for specific location of the Hollywood gate.)
- Stratosphere: In 2023, 96% 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 2022 and 97% in 2021. (See January 2023 synopsis for specific location of the Stratosphere gate.)
- Land Use Application Reviews & Comments (Exhibit 10)
 - Clark County: 106 applications were reviewed (a 12% decrease from 2022), with 10 applications (9%) issued at least one comment.
 - Henderson: 65 applications were reviewed (a 3% decrease from 2022), with 3 applications (5%) issued at least one comment.
 - Las Vegas: 39 applications were reviewed (a 9% decrease from 2022), with 1 application (3%) issued at least one comment.
 - North Las Vegas: 18 applications were reviewed (a 20% increase from 2022), with 1 application (6%) issued at least one comment.
- Land Use Application Comments by Airport Concern (Exhibit 11)

*Noise comments mapped in Exhibits 15, 16, 17.

- Clark County: 13 comments were issued, with 7 comments issued for "noise" concerns.
- Henderson: 4 comments were issued, with 1 comment issued for "noise" concerns.
- Las Vegas: 1 comment was issued, with 0 comments issued 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: 111 dwelling units proposed in the commented applications, just outside the AEOD.
 - **Henderson:** 0 dwelling units were proposed in the commented applications. "Noise" comment issued for a commercial development.
 - Las Vegas: 0 "noise" comments issued.

- North Las Vegas: 18 dwelling units were proposed in the commented application, just outside the AEOD.
- Land Use Applications Denied and/or Opposed (Exhibit 13)
 - Clark County: PA-23-700004, ZC-23-0042, parcel 176-03-511-003, recommend denial due to increase in residential zoning density, within the AE-60 noise contour. Opposed in person at the Planning Commission. Commissioners unanimously approved the applications. Will oppose in person next at the Board of County Commissioners Zoning meeting.

The information denoted in this monthly summary represents **typical** residential complaints, flight activity, fleet mix, and gate compliance.

Other Notable Issues:

Harry Reid International Airport Recognized for Sustainability Efforts: Harry Reid International Airport (LAS) achieved Level 1 certification from the Airport Carbon Accreditation (ACA) program. This level, referred to as 'Mapping', required LAS to calculate and submit its 2021 carbon footprint for an independent review and verification. The results confirmed 85,412 tons of carbon dioxide equivalent (CO2e) or 4.74 pounds of CO2e per passenger per year. In order to calculate its carbon footprint, LAS evaluated scope 1 and 2 emissions, such as the purchased electricity, natural gas, diesel and gasoline utilized by airport-controlled operations. Airline fuel emissions, which are considered scope 3 emissions, are not included in this calculation. "As we continue to see record growth in air travel, we are dedicated to making sustainability a core consideration in all areas of our operations," said Rosemary Vassiliadis, Clark County Director of Aviation. "By taking this crucial step of calculating our carbon footprint, we have a baseline metric to measure future successes." The ACA program is an internationally recognized carbon management certification program for airports. LAS is among more than 400 airports around the world tracking carbon reduction efforts through this program. This is the latest in the airport's commitment to sustainability. Other efforts include:

- Installing electric charging infrastructure to better support airport partners' electric ground servicing equipment (eGSE)
- · Making electric vehicle charging stations available to customers in valet parking
- Purchasing electric buses
- Xeriscaping the airport and its surrounding roadways to be more compatible with the desert climate
- Retrofitting interior and exterior lighting to LED
- Upgrading technology in the airport's HVAC systems to ensure energy efficiency

These initiatives support Clark County's goal of creating a more sustainable future.

<u>Safety and Security Threats:</u> 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:sk

Attachments

Airport Noise Report May 12, 2023 Page 17 of 38

Distribution: Commissioner Gibson, Chair

Commissioner Jones, Vice-Chair Commissioner Kirkpatrick Commissioner McCurdy II Commissioner Miller Commissioner Naft Commissioner Segerblom

Kevin Schiller

Rosemary Vassiliadis
James Chrisley
Joseph Piurkowski
Ralph LePore
Sandra Cikity
Simona Nitcheva
Gina Wilborn
Ben Czyzewski
Curtis Hedgepeth
Sean Roebuck
Blanca Vazquez

Charlie Halterman (HND Tower) Richard Falcon (FAA FSDO) Richard Derrick (COH)

Jorge Cervantes (CLV)

Mayor Carolyn Goodman (CLV) Mayor Pro Tem Brian Knudsen (CLV) Councilwoman Olivia Diaz (CLV) Councilwoman Victoria Seaman (CLV) Councilwoman F. Allen-Palenske (CLV) Councilwoman Nancy E. Brune (CLV)

Councilman Cedric Crear (CLV)

Brok Armantrout (CBC)
John Williams (Ricondo)
Jared Raymond (FAA ADO)
Mike Jeck (Metro Wash. Air Auth.)
Karen Everitt (Dallas City Hall)

Tina Frias
Scott Kichline
Phillip Detmer
SundayLee Cabrera
Anthony Perkins
Susan Gersh
Bruce Daugherty
Monika Bertaki
Jim McIntosh (COH)
Andrew Powell (COH)

Darryl Dembski (FAA ATCT) Matthew Smith (FAA TRACON)

James Erbeck (CLV)
Paul Alukonis (FAA FSDO)
Sydney Lowe (University Libraries)

Lisa Butterfield (Reno-Tahoe Airport)
Andrea Christensen (Denver Airport)
Jennifer Lewis (Scottsdale Airport)
Frank Iacovino (Mass Port Authority)
Robert Butler (Papillon Helicopters)
Christine Gerencher (American Airlines)

Bert Ganoung (SFO)

San Diego Airport Noise Management

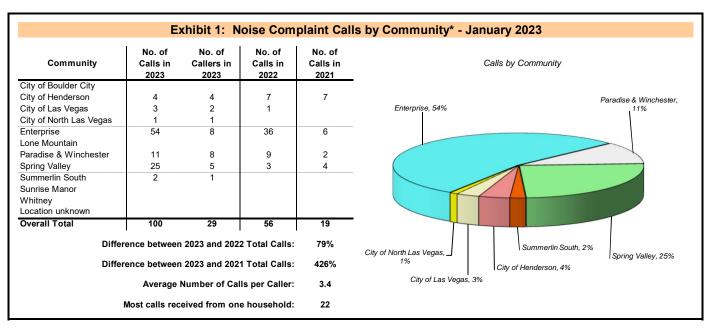
Jeannie Denham (Citizen) Judge Bob Johnston (Citizen)

Roy Fuhrmann (Metro Airports Commission)

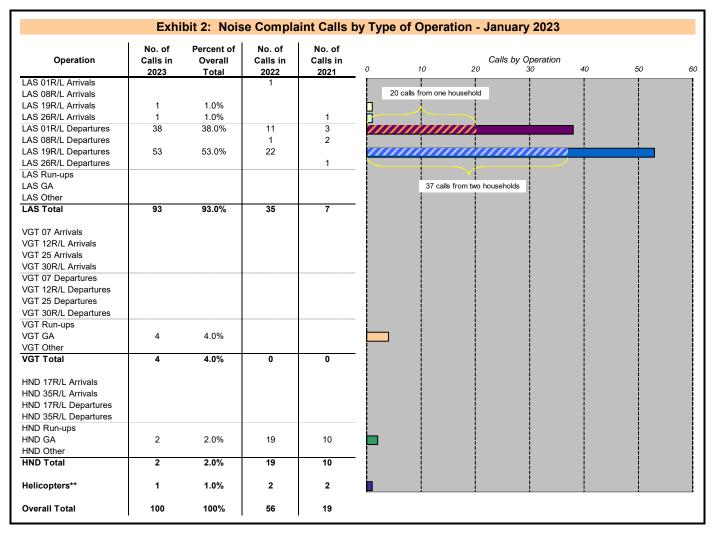
Tom Schaus (Sundance Helicopters)
Brooke Satern (Port of Portland)

Gary Brodt (Citizen)
Stan Shepherd (SEATAC)
Eric Sheng (Long Beach Airport)
Jason Schwartz (Portland Airport)
Steven Peacock (Dallas City Hall)

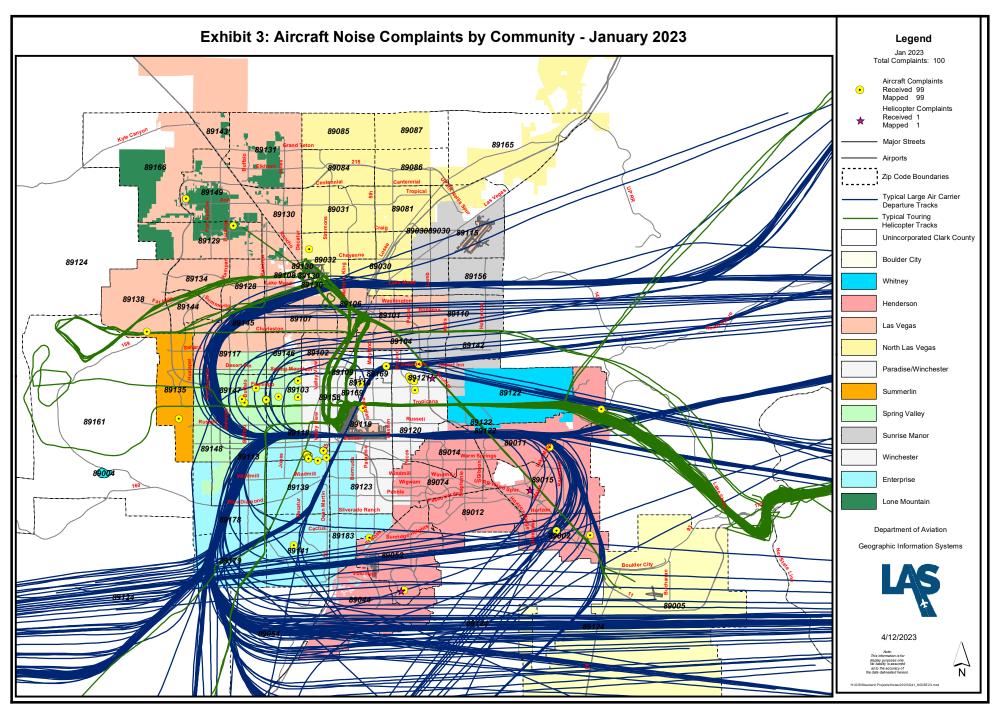
William Olivieri (Citizen) Samuel Carter (Passur)

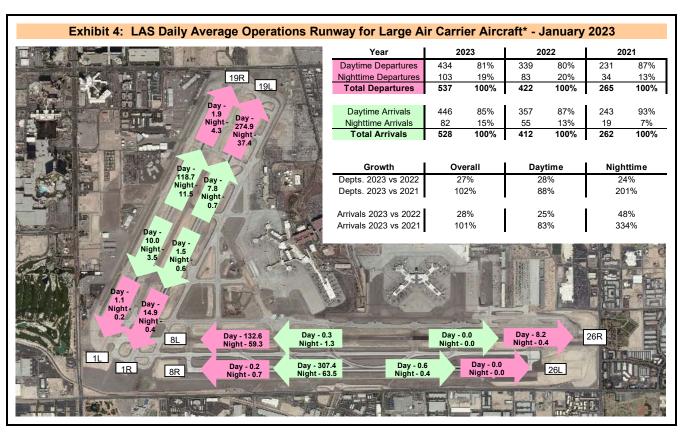


^{*} See map on reverse side for community boundaries and location of known noise complaints.

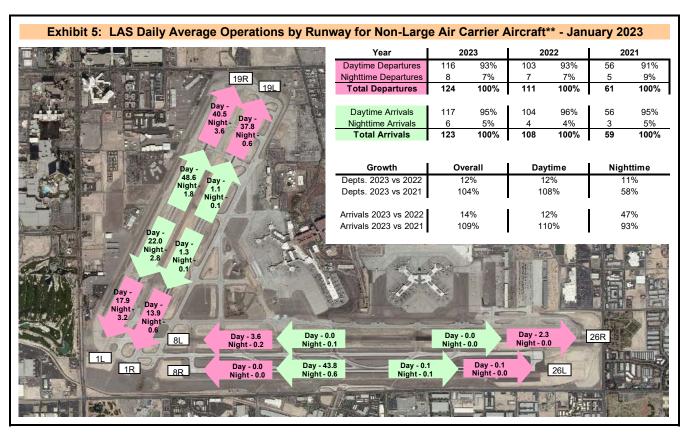


^{**} Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do no include those associated with operations conducted by the Metropolitan Police Department or those associated with operations conducted at non-DOA facilities.



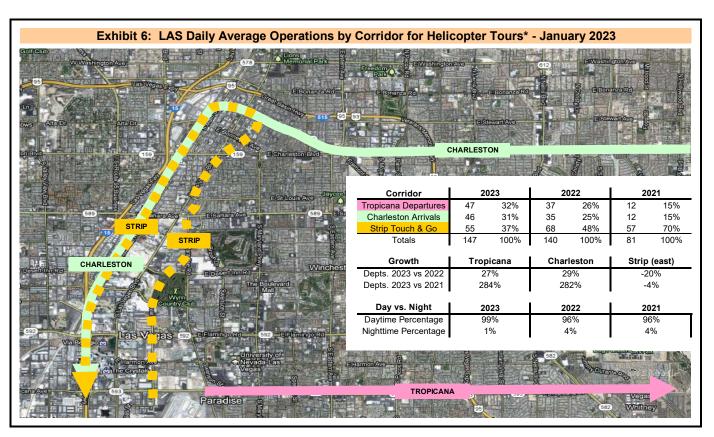


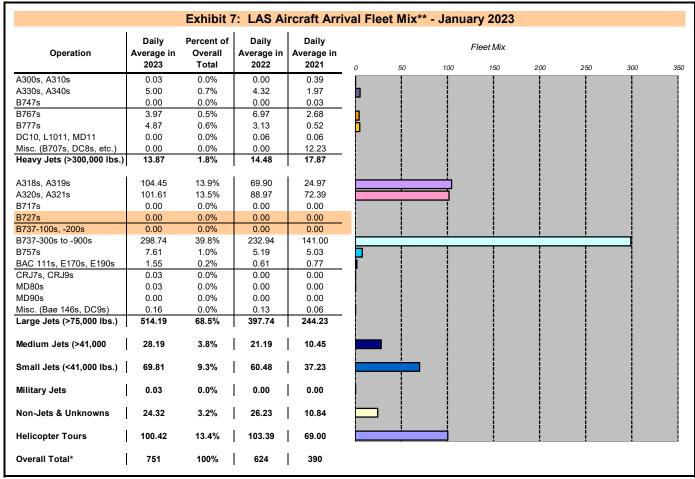
^{*} Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A340 B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.



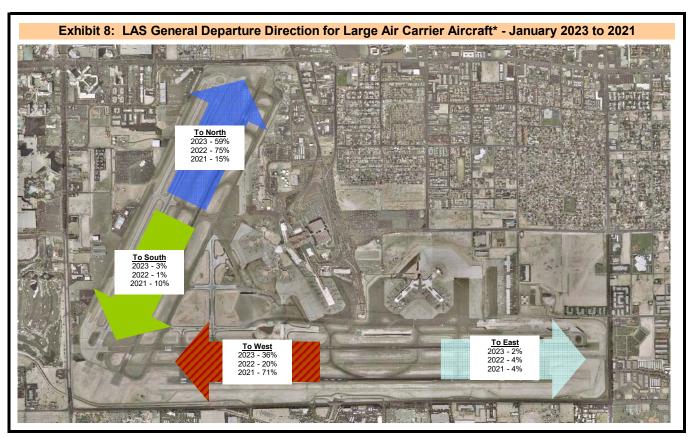
^{**} Aircraft types: All aircraft with a maximum gross take of weight less than 75,000 pounds, excluding helicopters.

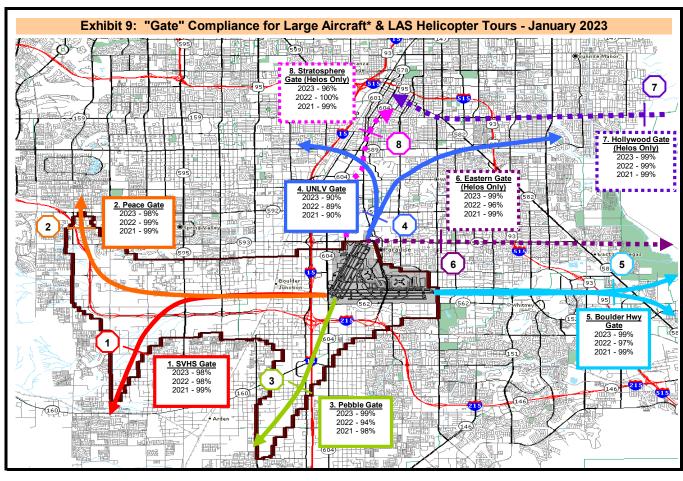
NOTE: As of December 17, 2020 some flight data deemed "sensitive" by the FAA, DoD, and DHS has been removed, reducing total aircraft counts.





^{**} 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. Please see footnote for Exhibit 5.





^{*} Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A 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 - January 2023										
Land Use Application Review Summary Clark City of City of Las City of North 2023 2022 County Henderson Vegas Las Vegas Total Total										
No. of Land Use Applications Reviewed	57	71	28	6	162	201	186			
No. of Applications where CCDOA Issued a Comment	4	6	0	0	10	17	13			
Percent of Applications where Comment Issued	7%	8%	0%	0%	6%	8%	7%			

Exhibit 11: Land Use Application Comments by Airport Concern - January 2023										
Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total			
Deed Restrictions	0	0	0	0	0	0	0			
Height-Penetrates Part 77 100:1 Surfaces/>200'	0	3	0	0	3	0	7			
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	0	1			
Heliport/Helipad	0	0	0	0	0	0	0			
Noise-Commercial within AEOD**	0	2	0	0	2	2	1			
Noise-Residential within the AEOD**	0	0	0	0	0	0	1			
Noise-Residential Just Outside the AEOD**	4	1	0	0	5	15	6			
MiscIf applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0			
Total***	4	6	0	0	10	17	16			

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

^{***}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* - January 2023											
Dwelling Units Proposed in Commented Applications Clark City of City of Las City of North 2023 2022 County Henderson Vegas Las Vegas Total Total							2021 Total				
Within the AEOD	0	0	0	0	0	0	4				
Just Outside the AEOD	1,123	151	0	0	1,274	1,118	601				

^{*}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, presented at various times, which, in some cases, can result in a project total counted more than once.

Exhibit 13: Land Use Applications Denied and/or Opposed* - January 2023											
Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total				
Recommend Denial	0	0	0	0	0	0	0				
Opposed at Hearings	0	0	0	0	0	0	1				

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

Exhibit 14: Airport Environs Overlay Districts & Noise Comments - Valley Wide - January 2023

AEOD - Airport Environs Overlay Districts - Noise Contours Clark County Code (CCC) 30.48.010. The AEOD is established to:

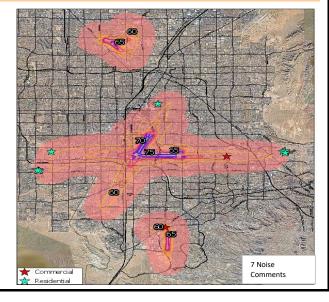
- Provide for a range of uses compatible with airport hazard and noise exposure areas.
- Prohibit the development of incompatible uses that are detrimental to the general health, safety, and welfare.
- 3. Require noise attenuated construction, as indicated by Table 30.48-AE, in accordance with the noise 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 Reid (LAS), and added an AEOD to the North Las Vegas Airport (VGT) and the Henderson Executive Airport (HND).

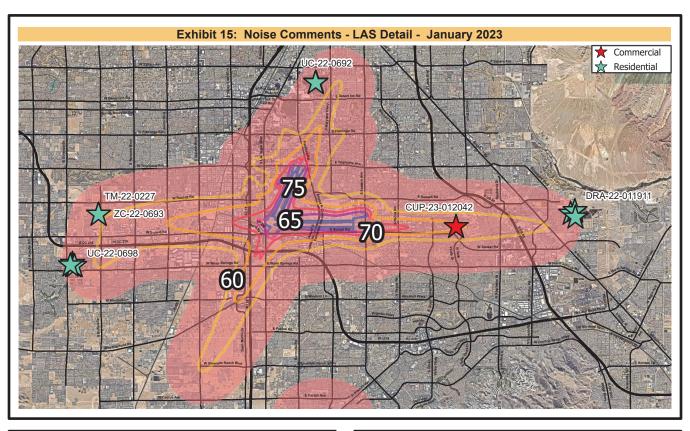
2011-AEOD adopted by the cities of North Las Vegas and Henderson.

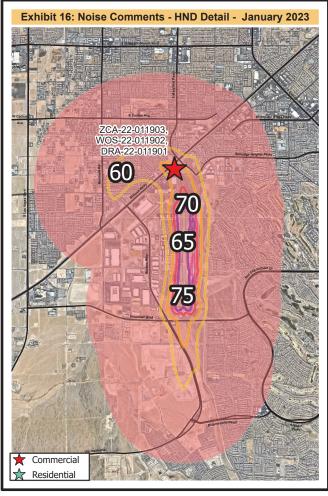
The AEOD has not been formally adopted by the City of Las Vegas. Only a small, already developed portion of the VGT AEOD lies within the incorporated City of Las Vegas boundaries.

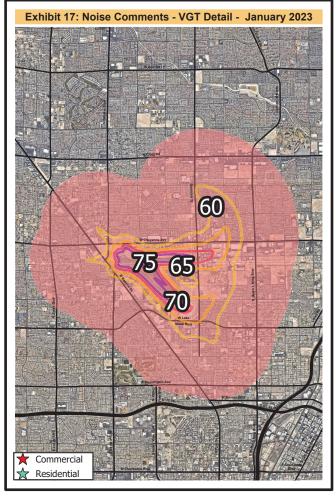
Salmon color indicates a 1 mile zone outside the AEOD.



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

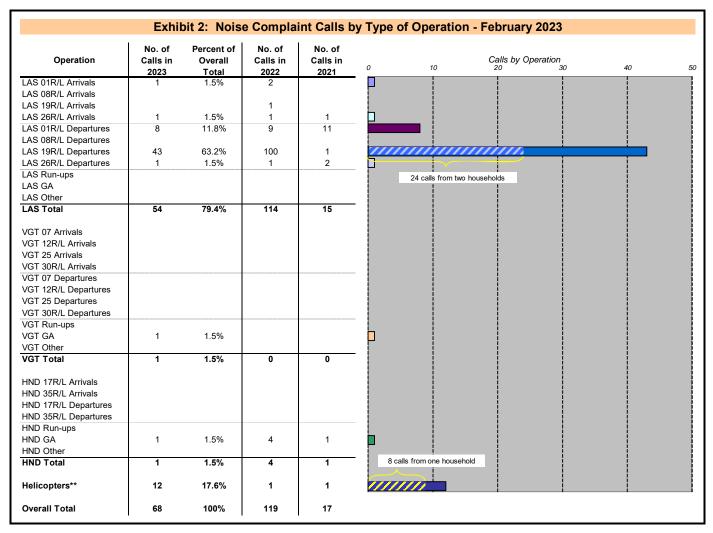




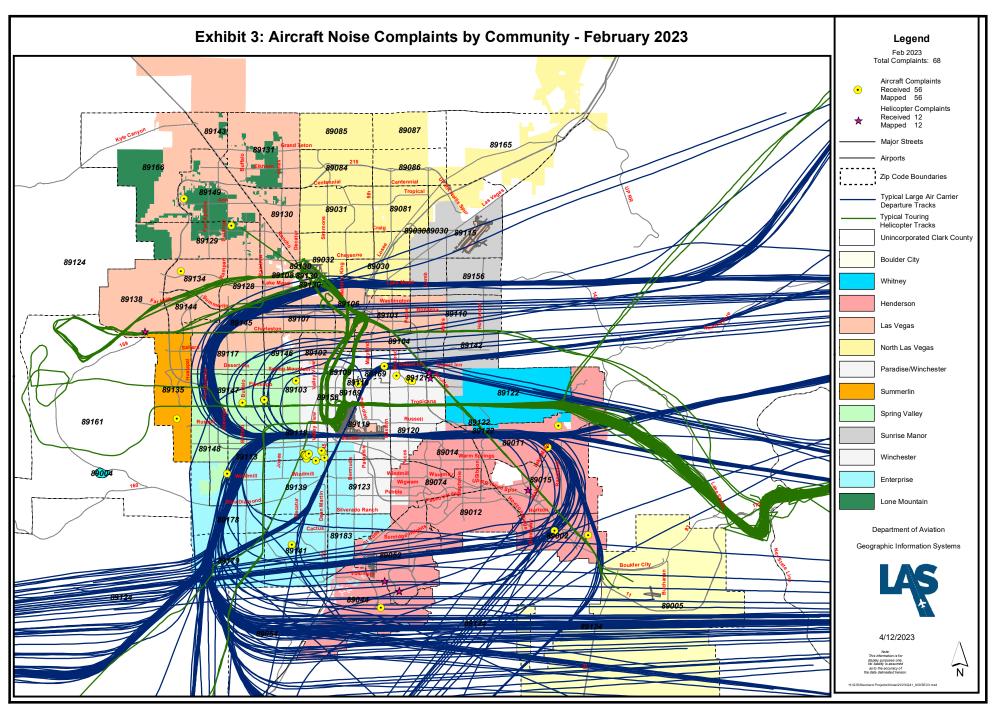


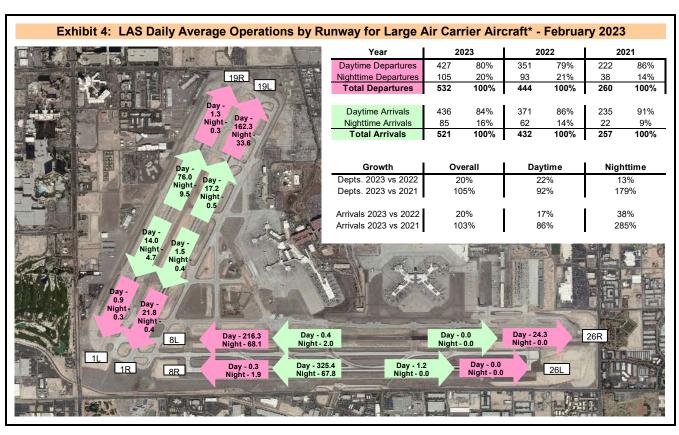
	No. of	No. of	No. of	No. of	
Community	Calls in 2023	Callers in 2023	Calls in 2022	Calls in 2021	Calls by Community
City of Boulder City					
City of Henderson	5	4	4	2	
City of Las Vegas	2	2	2	2	Enterprise, 65%
City of North Las Vegas					
Enterprise	44	12	104	1	
Lone Mountain					
Paradise & Winchester	12	4	5	2	
Spring Valley	4	2	4	9	
Summerlin South	1	1		1	
Sunrise Manor					
Whitney					
Location unknown					
Overall Total	68	25	119	17	
Differ	ence betweer	1 2023 and 202	2 Total Calls:	-43%	City of Las Vegas, 3%
Differ	ence betweer	1 2023 and 202	1 Total Calls:	300%	City of Henderson, 7% Spring Valley, 6%
	Average Number of Calls per Calle			2.7	Summerlin South, 1%
	Most calls red			16	

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

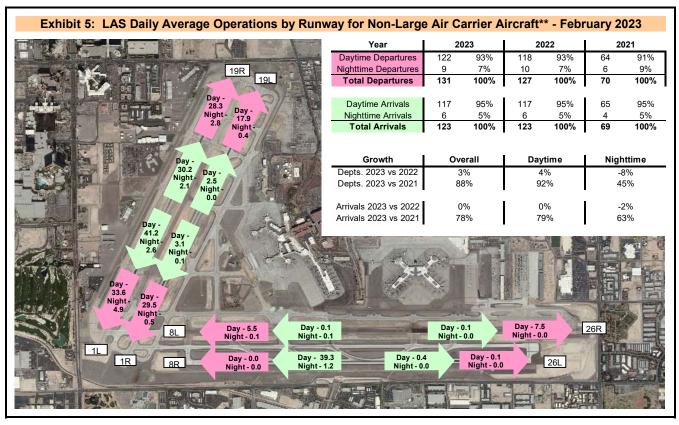


^{**} Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do no include those associated with operations conducted by the Metropolitan Police Department or those associated with operations conducted at non-DOA facilities.



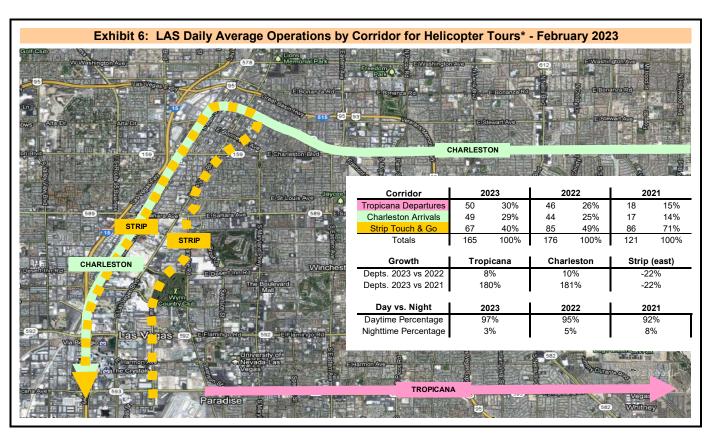


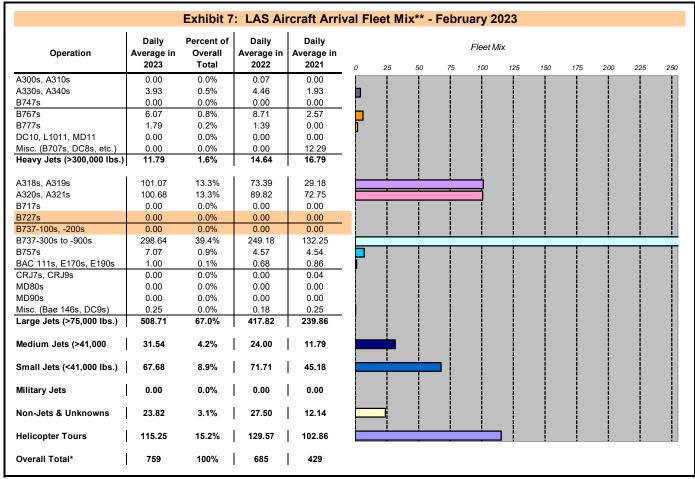
^{*} Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A340 B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.



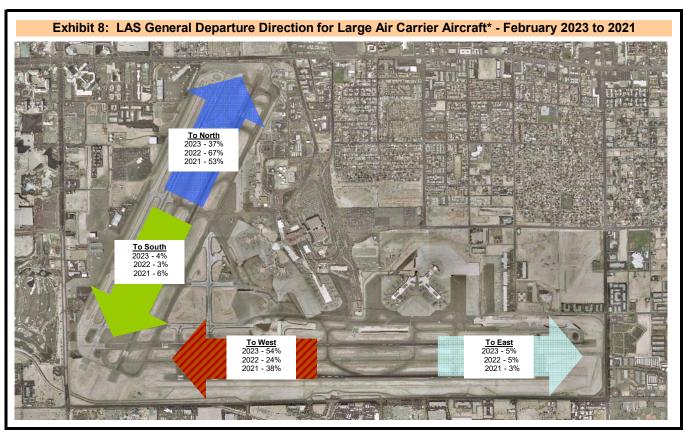
^{**} Aircraft types: All aircraft with a maximum gross take of weight less than 75,000 pounds, excluding helicopters.

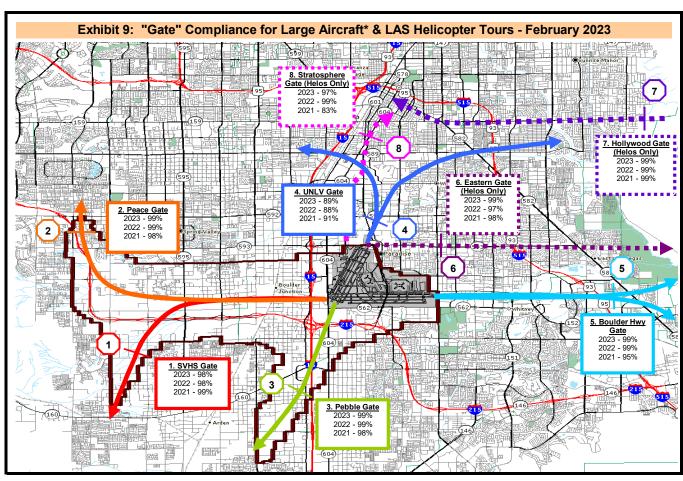
NOTE: As of December 17, 2020 some flight data deemed "sensitive" by the FAA, DoD, and DHS has been removed, reducing total aircraft counts.





^{**} 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. Please see footnote for Exhibit 5.





^{*} Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A 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 - February 2023										
Land Use Application Review Summary Clark City of City of Las City of North 2023 2022 2021 County Henderson Vegas Las Vegas Total Total Total										
No. of Land Use Applications Reviewed	120	13	27	0	160	192	176			
No. of Applications where CCDOA Issued a Comment	17	1	1	0	19	23	9			
Percent of Applications where Comment Issued	14%	8%	4%	#DIV/0!	12%	12%	5%			

Exhibit 11: Land Use Applicatio	Exhibit 11: Land Use Application Comments by Airport Concern - February 2023											
Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total					
Deed Restrictions	0	0	0	0	0	0	1					
Height-Penetrates Part 77 100:1 Surfaces/>200'	8	1	0	0	9	7	3					
Height-Penetrates Part 77 PATH-C Surfaces*	2	0	0	0	2	1	0					
Heliport/Helipad	0	0	0	0	0	1	0					
Noise-Commercial within AEOD**	2	0	0	0	2	3	0					
Noise-Residential within the AEOD**	2	0	0	0	2	1	0					
Noise-Residential Just Outside the AEOD**	6	0	1	0	7	11	5					
MiscIf applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0					
Total***	20	1	1	0	22	24	9					

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

^{***}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* - February 2023											
Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total				
Within the AEOD	131	0	0	0	131	89	0				
Just Outside the AEOD	897	0	112	0	1,009	1,479	426				

^{*}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, presented at various times, which, in some cases, can result in a project total counted more than once.

Exhibit 13: Land Use Applications Denied and/or Opposed* - February 2023											
Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total				
Recommend Denial	2	0	0	0	2	0	0				
Opposed at Hearings	0	0	0	0	0	0	1				

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

Exhibit 14: Airport Environs Overlay Districts & Noise Comments - Valley Wide - February 2023

AEOD - Airport Environs Overlay Districts - Noise Contours Clark County Code (CCC) 30.48.010. The AEOD is established to:

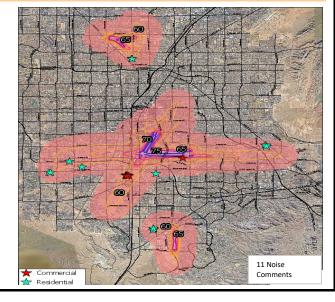
- Provide for a range of uses compatible with airport hazard and noise exposure areas.
- Prohibit the development of incompatible uses that are detrimental to the general health, safety, and welfare.
- 3. Require noise attenuated construction, as indicated by Table 30.48-AE, in accordance with the noise 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 Reid (LAS), and added an AEOD to the North Las Vegas Airport (VGT) and the Henderson Executive Airport (HND).

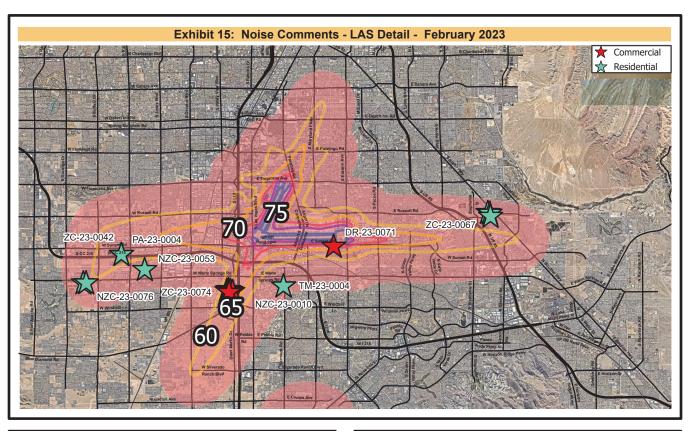
2011-AEOD adopted by the cities of North Las Vegas and Henderson.

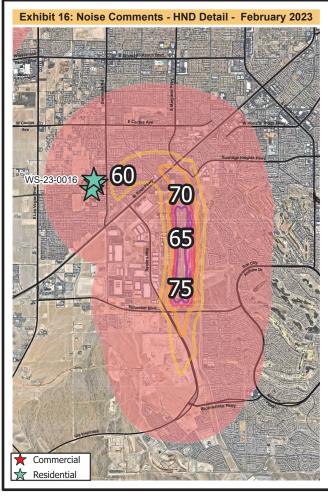
The AEOD has not been formally adopted by the City of Las Vegas. Only a small, already developed portion of the VGT AEOD lies within the incorporated City of Las Vegas boundaries.

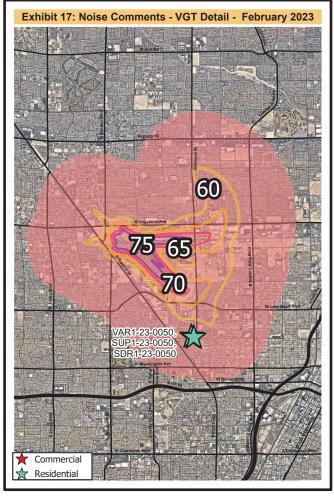
Salmon color indicates a 1 mile zone outside the AEOD.



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

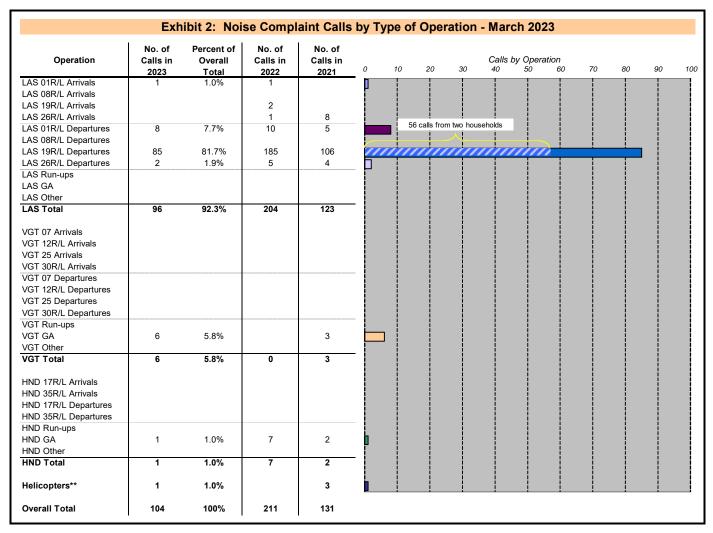




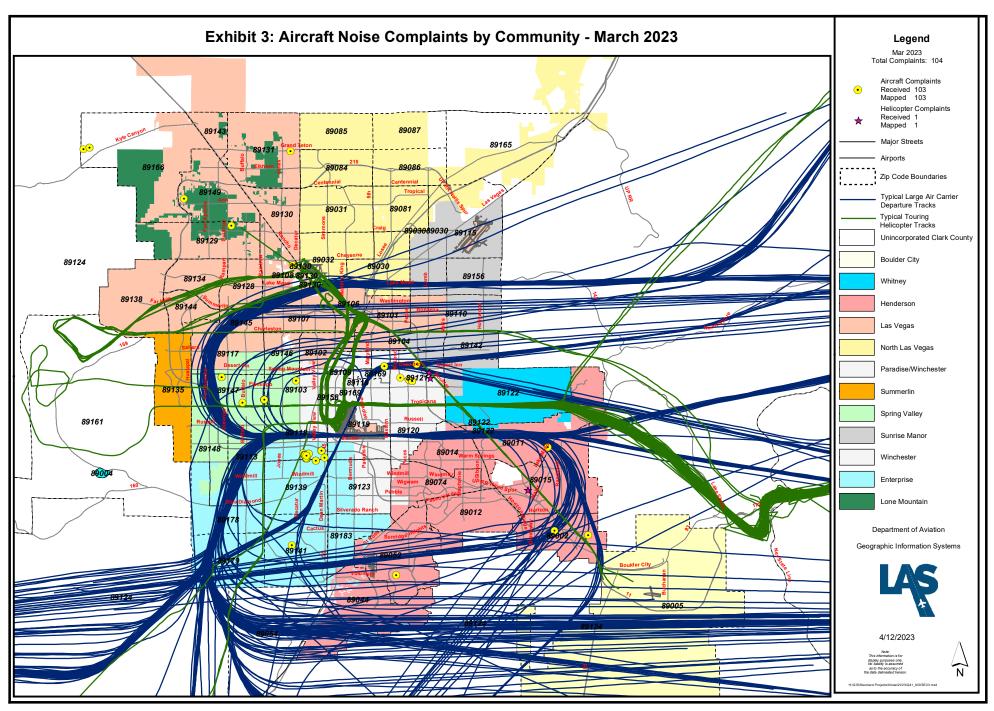


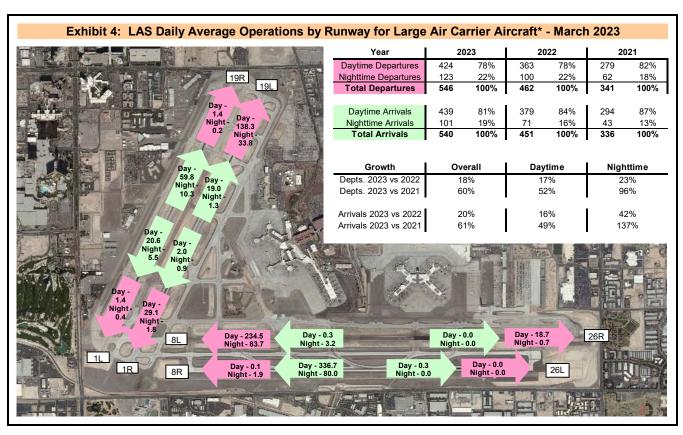
	E	xhibit 1: I	Noise Com	plaint Calls	s by Community* - March 2023
Community	No. of Calls in 2023	No. of Callers in 2023	No. of Calls in 2022	No. of Calls in 2021	Calls by Community
City of Boulder City City of Henderson	1	1	5	4	
City of Nertherson City of Las Vegas City of North Las Vegas	3	2	2	7	Enterprise, 83%
Enterprise Lone Mountain	86 3	10 2	191	112	
Paradise & Winchester	3	3	6	1	
Spring Valley	8	2	7	6	
Summerlin South Sunrise Manor Whitney Location unknown				1	
Overall Total	104	20	211	131	
Differ	ence between	2023 and 202	2 Total Calls:	-51%	City of Les Veges 20/
Differ	ence between	2023 and 202	1 Total Calls:	-21%	City of Las Vegas, 3%
	Average	Number of Cal	ls per Caller:	5.2	City of Henderson, 1% Paradise & Winchester, 3% Spring Valley, 7%
	Most calls rec	eived from on	e household:	46	

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

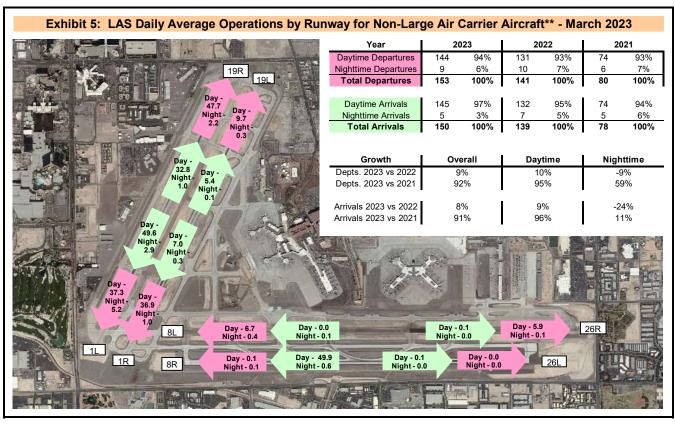


^{**} Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do no include those associated with operations conducted by the Metropolitan Police Department or those associated with operations conducted at non-DOA facilities.



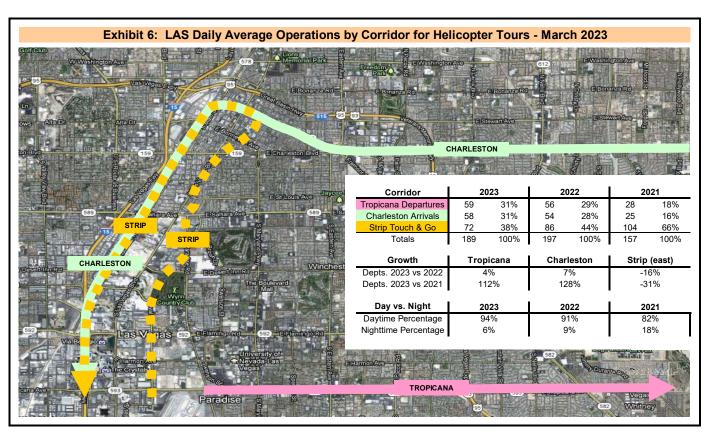


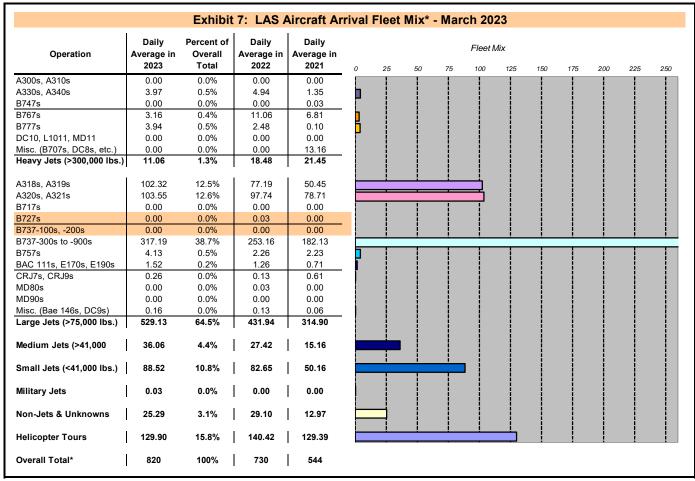
^{*} Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A340 B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.



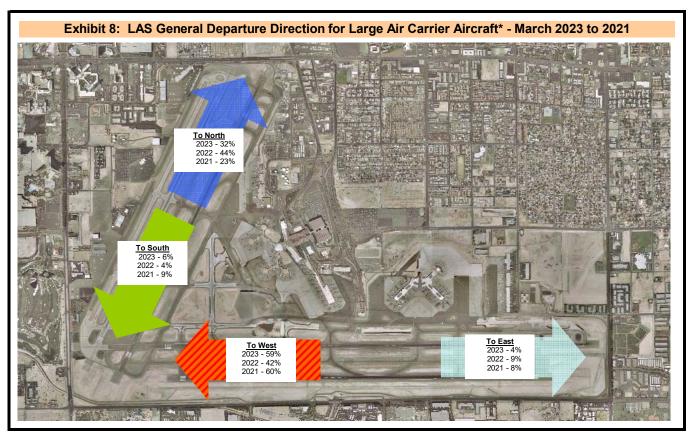
^{**} Aircraft types: All aircraft with a maximum gross take of weight less than 75,000 pounds, excluding helicopters.

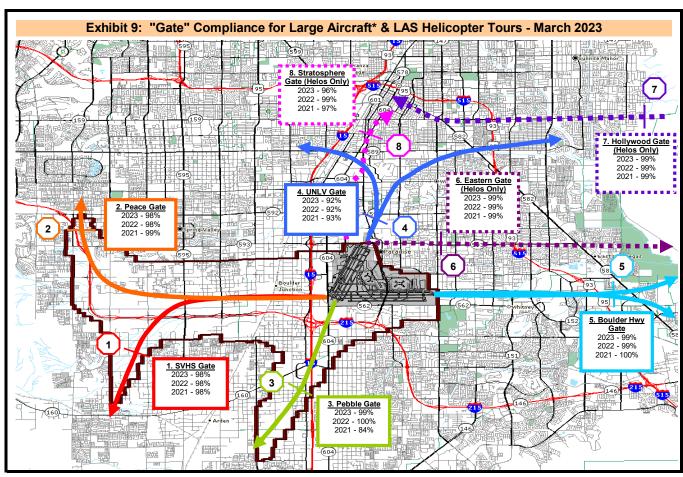
NOTE: As of December 17, 2020 some flight data deemed "sensitive" by the FAA, DoD, and DHS has been removed, reducing total aircraft counts.





^{**} 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. Please see footnote for Exhibit 5.





^{*} Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A 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 - March 2023										
Land Use Application Review Summary Clark City of City of Las City of North 2023 2022 2021 County Henderson Vegas Las Vegas Total Total Total										
No. of Land Use Applications Reviewed	106	65	39	18	228	245	272			
No. of Applications where CCDOA Issued a Comment	10	3	1	1	15	25	27			
Percent of Applications where Comment Issued	9%	5%	3%	6%	7%	10%	10%			

Exhibit 11: Land Use Applicati	Exhibit 11: Land Use Application Comments by Airport Concern - March 2023											
Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total					
Deed Restrictions	0	0	0	0	0	1	0					
Height-Penetrates Part 77 100:1 Surfaces/>200'	6	2	1	0	9	8	7					
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	2	2					
Heliport/Helipad	0	1	0	0	1	0	0					
Noise-Commercial within AEOD**	3	1	0	0	4	6	5					
Noise-Residential within the AEOD**	0	0	0	0	0	0	3					
Noise-Residential Just Outside the AEOD**	4	0	0	1	5	9	16					
MiscIf applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0					
Total***	13	4	1	1	19	26	33					

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

^{***}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* - March 2023											
Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total				
Within the AEOD	0	0	0	0	0	0	132				
Just Outside the AEOD	111	0	0	18	129	1,329	1,734				

^{*}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, presented at various times, which, in some cases, can result in a project total counted more than once.

Exhibit 13: Land Use Applications Denied and/or Opposed* - March 2023											
Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total				
Recommend Denial	0	0	0	0	0	0	0				
Opposed at Hearings	2	0	0	0	2	0	0				

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

Exhibit 14: Airport Environs Overlay Districts & Noise Comments - Valley Wide - March 2023

AEOD - Airport Environs Overlay Districts - Noise Contours Clark County Code (CCC) 30.48.010. The AEOD is established to:

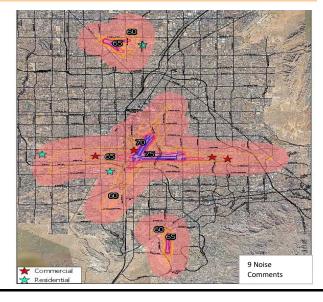
- Provide for a range of uses compatible with airport hazard and noise exposure areas.
- Prohibit the development of incompatible uses that are detrimental to the general health, safety, and welfare.
- 3. Require noise attenuated construction, as indicated by Table 30.48-AE, in accordance with the noise 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 Reid (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.



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

