

MEMORANDUM

ROSEMARY A. VASSILIADIS
Director

DEPARTMENT OF AVIATION

Digitally Signed by George C. Sims

TO: DISTRIBUTION

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

SUBJECT: JANUARY THROUGH MARCH 2021 NOISE COMPLAINT AND LAND USE REVIEW REPORTS

DATE: APRIL 23, 2021

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 2021. 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**. **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 2021: 19 total complaints - a 94% decrease from 2020 and a 74% decrease from 2019. On average, each caller (or household) issued 2.4 calls. The most calls received from one household totaled 7.

Calls by Community - (Exhibits 1 and 3)

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

Minority (between 10% and 50%): The **City of Henderson** community issued 7 calls (37%). This community is typically impacted by aircraft departing to the east (from Runway 08R and Runway 08L), and helicopter tour operations.

The **Enterprise** community issued 6 calls (32%). 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.

The **Spring Valley** community issued 4 calls (21%). 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 2 calls (10%). 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 37% (7 calls) of all the calls received in January 2021.

Calls by Operation - (Exhibit 2)

LAS: 37% of the total calls were due to **LAS** fixed-wing operations.

- 16% were due to departures to the north from Runways 01L and 01R (100% from one household).

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

HND: 53% of the total calls were due to **HND** fixed-wing operations (70% from one household).

Helos: 10% of the total calls were due to **helicopter** operations (100% from one household).

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

- Overall:** 265 daily *departures* – a 49% decrease from 2020 and 46% decrease from 2019.
▪ 71% of departures were to the west, 15% north, 10% south, and 4% east.
262 daily *arrivals* – a 49% decrease from 2020 and 46% decrease from 2019.
▪ 88% of arrivals were from the east, 8% south, 4% north, and 1% west.
- Daytime:** 231 daily *departures* – a 46% decrease from 2020 and 43% decrease from 2019.
▪ 68% of departures were to the west, 15% north, 11% south, and 5% east.
243 daily *arrivals* – a 46% decrease from 2020 and 44% decrease from 2019.
▪ 87% of arrivals were from the east, 8% south, 4% north, and 1% west.
- Nighttime:** 34 daily *departures* – a 61% decrease from 2020 and 59% decrease from 2019.
▪ 88% of departures were to the west, 10% north, 1% east, and 1% south.
19 daily *arrivals* – a 70% decrease from 2020 and 63% decrease from 2019.
▪ 95% of arrivals were from the east, 4% south, and 1% north.

Daytime vs. Nighttime: Approximately 88% 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:** 61 daily *departures* – a 49% decrease from 2020 and 46% decrease from 2019.
▪ 76% of departures were to the south, 16% north, 4% west, and 4% east.
59 daily *arrivals* – a 50% decrease from 2020 and 47% decrease from 2019.
▪ 73% of arrivals were from the north, 14% south, 11% east, and 2% west.
- Daytime:** 56 daily *departures* – a 49% decrease from 2020 and 46% decrease from 2019.
▪ 76% of departures were to the south, 17% north, 4% east, and 3% west.
56 daily *arrivals* – a 49% decrease from 2020 and 47% decrease from 2019.
▪ 73% of arrivals were from the north, 14% south, 11% east, and 2% west.
- Nighttime:** 5 daily *departures* – a 43% decrease from 2020 and 45% decrease from 2019.
▪ 79% of departures were to the south, 10% north, 10% west, and 1% east.
3 daily *arrivals* – 55% decrease from 2020 and 55% decrease from 2019.
▪ 78% of arrivals were from the north, 16% south, 6% east, and 1% west.

Daytime vs. Nighttime: Approximately 92% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

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

- Tropicana:** 12 daily *departures* - a 73% decrease from 2020 and a 78% decrease from 2019.
- Charleston:** 12 daily *arrivals* - a 73% decrease from 2020 and a 77% decrease from 2019.
- Strip:** 57 daily *touch and go's* - an 8% decrease from 2020 and a 6% decrease from 2019.

Daytime vs. Nighttime: Approximately 96% 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 3% of the daily traffic.

Small: *Small* turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 10% 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 18% 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 2021, 71% departed to the *west* (from LAS's primary departure runways). This figure was 16% in 2020 and 70% in 2019.

Secondary: In 2021, 10% departed to the *south* (from LAS's secondary departure runways). This figure was 2% in 2020 and 4% in 2019.

Alternate 1: In 2021, 15% departed to the *north* (from LAS's alternate departure runways). This figure was 79% in 2020 and 25% in 2019.

Alternate 2: In 2021, 4% departed to the *east* (from LAS's alternate departure runways). This figure was 4% in 2020 and 1% in 2019.

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

SVHS: In 2021, 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 98% in 2020 and 98% in 2019.

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 2021, 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 2020, and 98% in 2019.

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 2021 98% 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 2020 and 98% in 2019.

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 2021, 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 92% in 2020 and 92% in 2019.

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 2021, 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 2020 and 99% in 2019.

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: As of December 17, 2020 flight data categorized as “sensitive” or “sensitive unclassified information (SUI)” by the FAA, DoD and DHS has been removed, resulting in this figure being no longer available for reporting.

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 2021, 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 2020 and 99% in 2019.

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 2021, 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 100% in 2020 and 99% in 2019.

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 2021, 99% 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 2020 and 99% in 2019.

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: 102 applications were reviewed (a 14% decrease from 2020), with 9 applications (9%) issued at least one comment.

Henderson: 37 applications were reviewed (a 54% decrease from 2020), with 2 applications (5%) issued at least one comment.

Las Vegas: 29 applications were reviewed (a 9% decrease from 2020), with 0 applications issued at least one comment.

North Las Vegas: 18 applications were reviewed (a 29% increase from 2020), with 2 applications issued at least one comment.

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

Clark County: 11 comments were issued, with 5 comments issued for “noise” concerns.

Henderson: 3 comments were issued, with 1 comment issued for “noise” concerns.

Las Vegas: 0 comments were issued.

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

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

Clark County: 4 dwelling units were proposed in the commented applications, within the AEOD. 356 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 245 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 0 applications commented.

North Las Vegas: An unspecified number of dwelling units were proposed in the commented applications, just outside the AEOD.

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

North Las Vegas: 1 residential development (parcels 139-07-417-015, 016), with 3 applications (AMP 000014-2020, T-MAP-000016-2020, ZN-000023-2020) was **opposed** in person (virtually) at the 1/13/21 Planning Commission due to its location in the AE65/AE60 noise contours and a portion being located in the RPZ. The project would increase the number of residential units (144 units) exposed to a significant level of aircraft noise. The PC approved the development unanimously.

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

February 2021: 17 total complaints - a 74% decrease from 2020 and a 72% decrease from 2019. On average, each caller (or household) issued 1.7 calls. The most calls received from one household totaled 8.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Spring Valley** community issued 9 calls (53%). (See January 2021 synopsis of typical aircraft overflight impacts on this community.)

Minority (between 10% and 50%): The **Paradise and Winchester** communities issued 2 calls (12%). (See January 2021 synopsis of typical aircraft overflight impacts on this community.)

The **City of Las Vegas** community issued 2 calls (12%). This community is typically impacted by aircraft departing to the west (from Runway 26R and Runway 26L).

The **City of Henderson** community issued 2 calls (11%). (See January 2021 synopsis of typical aircraft overflight impacts on this community.)

Repeat Caller Impact: One household issued 47% (8 calls) of all the calls received in February 2021.

Calls by Operation - (Exhibit 2)

LAS: 88% of the total calls received were due to **LAS** fixed-wing operations.
▪ 65% were due to departures to the north from Runways 01L and 01R (73% from one household).

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

HND: 6% of the total calls received were due to **HND** fixed-wing operations.

Helis: 6% of the total calls received were due to **helicopter** operations.

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

Overall: 260 daily *departures* – a 49% decrease from 2020 and 46% decrease from 2019.
▪ 53% of departures were to the north, 38% west, 6% south, and 3% south.
257 daily *arrivals* – a 49% decrease from 2020 and 46% decrease from 2019.
▪ 75% of arrivals were from the east, 23% from the south, and 2% from the north.

Daytime: 222 daily *departures* – a 47% decrease from 2020 and 44 decrease from 2019.
▪ 53% of departures were to the north, 36% west, 7% south, and 4% east.
235 daily *arrivals* – a 47% decrease from 2020 and 43% decrease from 2019.
▪ 74% of arrivals were from the east, 24% from the south, and 2% from the north.

Nighttime: 38 daily *departures* – a 57% decrease from 2020 and 56% decrease from 2019.
▪ 50% of departures were to the north, 49% west, and 1% south.
22 daily *arrivals* – a 67% decrease from 2020 and 63% decrease from 2019.
▪ 84% of arrivals were from the east, 15% south, and 1% north.

Daytime vs. Nighttime: Approximately 86% of all *departures* and 91% of all *arrivals* occurred during the daytime hours.

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

- Overall:** 70 daily *departures* – a 39% decrease from 2020 and 37% decrease from 2019.
▪ 53% of departures were to the north, 41% south, 4% east, and 2% west.
69 daily *arrivals* – a 37% decrease from 2020 and 37% decrease from 2019.
▪ 43% of arrivals were from the south, 39% north, and 18% east.
- Daytime:** 64 daily *departures* – a 39% decrease from 2020 and 37% decrease from 2019.
▪ 55% of departures were to the north, 39% south, 4% east, and 2% west.
65 daily *arrivals* – a 37% decrease from 2020 and 37% decrease from 2019.
▪ 43% of arrivals were from the south, 38% north, and 19% east.
- Nighttime:** 6 daily *departures* – a 33% decrease from 2020 and 35% decrease from 2019.
▪ 58% of departures were to the south, 38% north, and 4% west.
4 daily *arrivals* – a 41% decrease from 2020 and 43% decrease from 2019.
▪ 49% of arrivals were from the north, 42% south, and 9% east.

Daytime vs. Nighttime: Approximately 91% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 18 daily *departures* – a 57% decrease from 2020 and a 62% decrease from 2019.

Charleston: 17 daily *arrivals* - a 56% decrease from 2020 and a 61% decrease from 2019.

Strip: 86 daily *touch and go's* - a 60% increase from 2020 and a 47% increase from 2019.

Daytime vs. Nighttime: Approximately 92% 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 56% 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 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 24% 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 2021, 38% departed to the **west** (from LAS's primary departure runways). This figure was 16% in 2020 and 68% in 2019.

Secondary: In 2021, 6% departed to the **south** (from LAS's secondary departure runways). This figure was 2% in 2020 and 7% in 2019.

Alternate 1: In 2021, 53% departed to the **north** (from LAS's alternate departure runways). This figure was 79% in 2020 and 24% in 2019.

Alternate 2: In 2021, 3% departed to the **east** (from LAS's alternate departure runways). This figure was 4% in 2020 and 0% in 2019.

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

SVHS: In 2021, 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 98% in 2020 and 99% in 2019. (See January 2021 synopsis for specific location of the SVHS gate.)

Peace: In 2021, 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 2020 and 97% in 2019. (See January 2021 synopsis for specific location of the Peace gate.)

Pebble: In 2021, 98% 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 2020 and 97% in 2019. (See January 2021 synopsis for specific location of the Pebble gate.)

UNLV: In 2021, 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 91% in 2020 and 91% in 2019. (See January 2021 synopsis for specific location of the UNLV gate.)

Boulder: In 2021, 95% 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 2020 and due to a low number of aircraft operations departing toward the east, this figure was not available in 2019. (See January 2021 synopsis for specific location of the Boulder Hwy. gate.)

Hualapai: As of December 17, 2020 flight data categorized as "sensitive" or "sensitive unclassified information (SUI)" by the FAA, DoD and DHS has been removed, resulting in this figure being no longer available for reporting.

Eastern: In 2021, 98% 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 2020 and 98% in 2019. (See January 2021 synopsis for specific location of the Eastern gate.)

Hollywood: In 2021, 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 2020 and 99% in 2019. (See January 2021 synopsis for specific location of the Hollywood gate.)

Stratosphere: In 2021, 83% 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 2020 and 99% in 2019. (See January 2021 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 83 applications were reviewed (a 45% decrease from 2020), with 4 applications (5%) issued at least one comment.

Henderson: 46 applications were reviewed (a 156% increase from 2020), with 2 applications (4%) issued at least one comment.

Las Vegas: 34 applications were reviewed (a 21% decrease from 2020), with 1 application (3%) issued at least one comment.

North Las Vegas: 13 applications were reviewed (a 63% increase from 2020), with 2 applications (15%) 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: 2 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: 2 comments were issued, with both comments issued for “noise” concerns.

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

Clark County: 192 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 94 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 0 “noise” comments issued.

North Las Vegas: 140 dwelling units were proposed in the commented applications, just outside the AEOD.

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

North Las Vegas: 1 residential development (parcels 139-07-417-015, 016), with 2 applications (AMP-000014-2020, ZN-000023-2020) was **opposed** in person (virtually) at the 2/17/21 City Council (CC) meeting due to its location in the AE65/AE60 noise contours and a portion being located in the RPZ. The project would increase the number of residential units (144 units) exposed to a significant level of aircraft noise. The CC approved the development unanimously.

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

March 2021: 131 total complaints - a 191% increase from 2020 and a 22% increase from 2019. On average, each caller (or household) issued 2.9 calls. The most calls received from one household totaled 25.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Enterprise** community issued 112 calls (60%). (See February 2020 synopsis of typical aircraft overflight impacts on this community.)

Minority (between 10% and 50%): (Not applicable.)

Repeat Caller Impact: One household issued 19% (25 calls) of all the calls received in March 2021.

Calls by Operation - (Exhibit 2)

LAS: 94% of the total calls received were due to **LAS** fixed-wing operations.
▪ 81% were due to departures to the south from Runways 19L and 19R (45% from three households).

VGT: 2% of the total calls received were due to **VGT** fixed-wing operations.

HND: 2% of the total calls received were due to **HND** fixed-wing operations.

Helis: 2% of the total calls received were due to **helicopter** operations.

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

Overall: 341 daily *departures* – a 10% decrease from 2020 and 33% decrease from 2019.
▪ 60% of departures were to the west, 23% north, 9% south, and 8% east.
336 daily *arrivals* – a 10% decrease from 2020 and 34% decrease from 2019.
▪ 81% of arrivals were from the east, 12% south, 5% north, and 1% west.

Daytime: 279 daily *departures* – a 7% decrease from 2020 and 32% decrease from 2019.
▪ 57% of departures were to the west, 23% north, 11% south, and 9% east.
294 daily *arrivals* – a 6% decrease from 2020 and 32% decrease from 2019.
▪ 80% of arrivals were from the east, 13% south, 5% north, and 1% west.

Nighttime: 62 daily *departures* – a 23% decrease from 2020 and 39% decrease from 2019.
▪ 72% of departures were to the west, 24% north, 2% south, and 2% east.
43 daily *arrivals* – a 32% decrease from 2020 and 45% decrease from 2019.
▪ 88% of arrivals were from the east, 7% south, and 5% north.

Daytime vs. Nighttime: Approximately 82% of all *departures* and 87% of all *arrivals* occurred during the daytime hours.

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

Overall: 80 daily *departures* – a 20% increase from 2020 and 29% decrease from 2019.
▪ 65% of departures were to the south, 25% north, 7% east, and 3% west.
78 daily *arrivals* – a 23% increase from 2020 and 28% decrease from 2019.
▪ 63% of arrivals were from the north, 21% south, 15% east, and 2% west.

Daytime: 74 daily *departures* – a 20% increase from 2020 and 27% decrease from 2019.
▪ 65% of departures were to the south, 25% north, 7% east, and 3% west.
74 daily *arrivals* – a 23% increase from 2020 and 27% decrease from 2019.
▪ 63% of arrivals were from the north, 21% south, 15% east, and 2% west.

Nighttime: 6 daily *departures* – a 12% increase from 2020 and 42% decrease from 2019.
▪ 68% of departures were to the south, 26% north, 4% west, and 2% east.
5 daily *arrivals* – an 18% increase from 2020 and 41% decrease from 2019.
▪ 67% of arrivals were from the north, 19% south, and 14% east.

Daytime vs. Nighttime: Approximately 93% of all *departures* and 94% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 28 daily *departures* – a 31% increase from 2020 and 56% decrease from 2019.

Charleston: 25 daily *arrivals* - a 21% increase from 2020 and a 59% decrease from 2019.

Strip: 104 daily *touch and go's* - a 365% increase from 2020 and a 31% increase from 2019.

Daytime vs. Nighttime: Approximately 82% 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 58% 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 less than 0% of the daily traffic.

Non-Jet: **Piston-driven** aircraft and unassigned aircraft types accounted for 2% of the daily traffic.

Helos: *Touring helicopters* accounted for 24% 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 2021, 60% departed to the *west* (from LAS's primary departure runways). This figure was 76% in 2020 and 61% in 2019.

Secondary: In 2021, 9% departed to the *south* (from LAS's secondary departure runways). This figure was 8% in 2020 and 4% in 2019.

Alternate 1: In 2021, 23% departed to the *north* (from LAS's alternate departure runways). This figure was 12% in 2020 and 29% in 2019.

Alternate 2: In 2021, 8% departed to the *east* (from LAS's alternate departure runways). This figure was 4% in 2020 and 6% in 2019.

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

SVHS: In 2021, 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 2020 and 98% in 2019. (See January 2021 synopsis for specific location of the SVHS gate.)

Peace: In 2021, 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 2020 and 97% in 2019. (See January 2021 synopsis for specific location of the Peace gate.)

Pebble: In 2021, 84% 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 2020 and 96% in 2019. (See January 2021 synopsis for specific location of the Pebble gate.)

UNLV: In 2021, 93% 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 87% in 2020 and 92% in 2019. (See January 2021 synopsis for specific location of the UNLV gate.)

Boulder: In 2021, 100% 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 98% in 2020 and 99% in 2019. (See January 2021 synopsis for specific location of the Boulder Hwy. gate.)

Hualapai: As of December 17, 2020 flight data categorized as "sensitive" or "sensitive unclassified information (SUI)" by the FAA, DoD and DHS has been removed, resulting in this figure being no longer available for reporting.

Eastern: In 2021, 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 2020 and 99% in 2019. (See January 2021 synopsis for specific location of the Eastern gate.)

Hollywood: In 2021, 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 2020 and 99% in 2019. (See January 2021 synopsis for specific location of the Hollywood gate.)

Stratosphere: In 2021, 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 2020 and 99% in 2019. (See January 2021 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 138 applications were reviewed (a 59% increase from 2020), with 17 applications (12%) issued at least one comment.

Henderson: 67 applications were reviewed (an 8% decrease from 2020), with 7 applications (10%) issued at least one comment.

Las Vegas: 45 applications were reviewed (a 33% decrease from 2020), with 3 applications (7%) issued at least one comment.

North Las Vegas: 22 applications were reviewed (an 83% increase from 2020), with 0 applications (0%) issued at least one comment.

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

Clark County: 22 comments were issued, with 16 comments issued for “noise” concerns.

Henderson: 8 comments were issued, with 7 comments issued for “noise” concerns.

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

North Las Vegas: 0 comments were issued.

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

Clark County: 24 dwelling units were proposed in the commented applications, within the AEOD. 735 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 108 dwelling units were proposed in the commented applications, within the AEOD. 997 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 2 dwelling units were proposed in the commented application, just outside the AEOD.

North Las Vegas: 0 comments were issued.

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

None

The information denoted in this monthly summary represents **typical** residential complaints, (with the exception of increased complaint calls tied to implementation of the Metroplex Project and the number of complaints tied to Runway 19L and 19R), flight activity, fleet mix, and gate compliance.

Other Notable Issues

Las Vegas Metroplex Project: The Federal Aviation Administration (FAA) implemented the Las Vegas Metroplex project on February 25, 2021. The comprehensive project utilizes satellite navigation to move air traffic more safely and efficiently through the area. New routes for McCarran International Airport, Henderson Executive Airport, and North Las Vegas Airport are more direct, automatically separated from each other and have efficient climb and descent profiles. It is one of 11 Metroplex projects nationwide. Community involvement was a critical part of the project's environmental process. The FAA conducted a thorough environmental review and extensive public engagement for the project, 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. After implementation, some flight track dispersion continues to occur. Additionally, air traffic controllers will continue to sometimes direct aircraft off published routes for safety or efficiency or to reroute them around weather systems.

Helicopter Operator Users Meeting: On March 18, 2021, DOA staff members met virtually via video conferencing with FAA, and local helicopter tour operators to discuss noise complaints tied to helicopter operations, route compliance, operational growth, and a land use development project close to McCarran International Airport. Attendees also received information on the successful helicopter flights to and from the Las Vegas Motor Speedway for the annual NASCAR racing event that took place March 5, 6, and 7, 2021. All helicopters maintained a high rate of route compliance resulting in zero noise complaints tied to this route for the event.

Restricted Flight Data: As of December 17, 2020 all flight information data categorized as "Sensitive" or "Sensitive Unclassified Information (SUI)" by the FAA, DoD and DHS has been removed and is no longer available for reporting and analysis, resulting in significantly less and smaller aircraft operation counts.

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

April 23, 2021

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Distribution:

Commissioner Kirkpatrick, Chair	Sean Roebuck
Commissioner Gibson, Vice-Chair	Bruce Daugherty
Commissioner Naft	Chris Jones
Commissioner Miller	Christine Crews
Commissioner McCurdy II	Tina Frias
Commissioner Segerblom	Jeff Jacquart
Commissioner Jones	Roben Armstrong
Yolanda King	Scott Kichline
Rosemary Vassiliadis	Anthony Perkins
James Chrisley	Susan Gersh
Joseph Piurkowski	Stephanie Garcia-Vause (COH)
Ralph Lepore	Andrew Powell (COH)
Jennifer Lopez	William Ruggiero (FAA TRACON)
Sandra Cikity	James Borget (FAA ATCT/TRACON)
Judy Villalta	Thomas Miller (Nellis AFB)
Ben Czyzewski	James Erbeck (CLV)
Karina Tarnowska	Paul Alukonis (FAA FSDO)
Donna Bergstrom	Sydney Lowe (University Libraries)
Curtis Hedgepeth	Lisa Butterfield (Reno-Tahoe Airport)
Blanca Vazquez	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* - January 2021

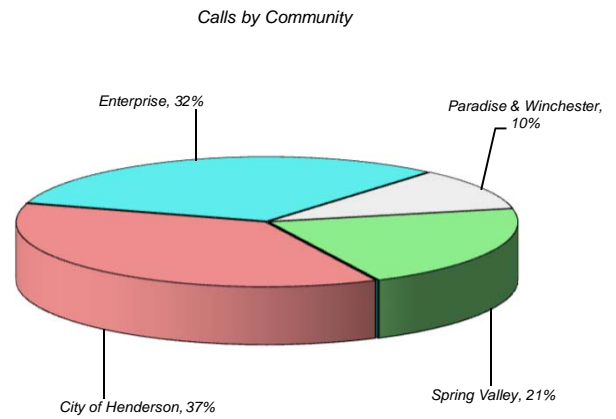
Community	No. of Calls in 2021	No. of Callers in 2021	No. of Calls in 2020	No. of Calls in 2019
City of Boulder City	7	1	5	4
City of Henderson			7	
City of Las Vegas			1	
City of North Las Vegas				
Enterprise	6	3	11	
Lone Mountain				
Paradise & Winchester	2	2	31	6
Spring Valley	4	2	277	62
Summerlin South				2
Sunrise Manor			2	
Whitney			3	
Location unknown				
Overall Total	19	8	337	74

Difference between 2021 and 2020 Total Calls: -94%

Difference between 2021 and 2019 Total Calls: -74%

Average Number of Calls per Caller: 2.4

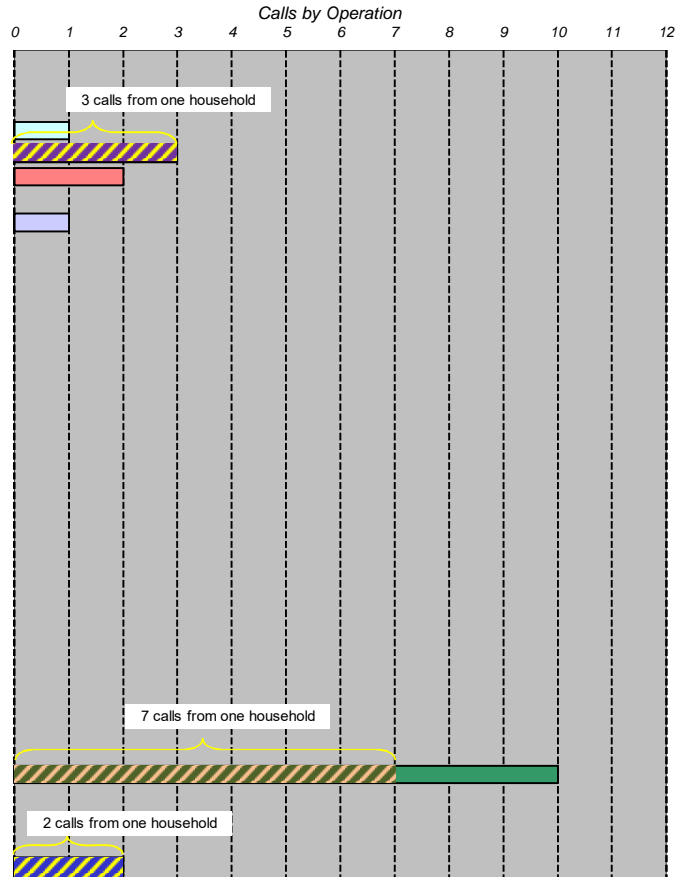
Most calls received from one household: 7



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

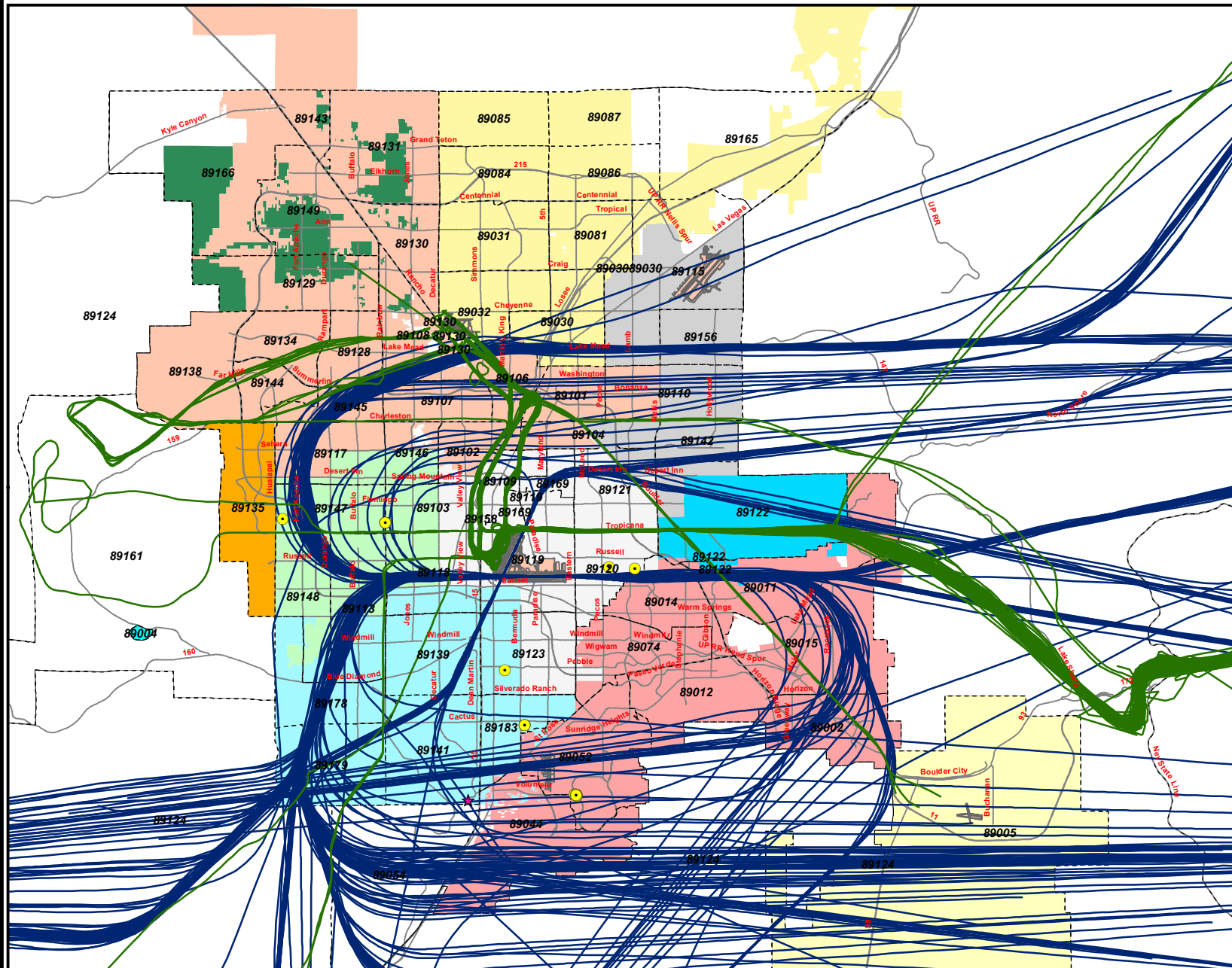
Exhibit 2: Noise Complaint Calls by Type of Operation - January 2021

Operation	No. of Calls in 2021	Percent of Overall Total	No. of Calls in 2020	No. of Calls in 2019
LAS 01R/L Arrivals			9	1
LAS 08R/L Arrivals				1
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	1	5.3%		
LAS 01R/L Departures	3	15.8%	311	19
LAS 08R/L Departures	2	10.5%		
LAS 19R/L Departures			3	1
LAS 26R/L Departures	1	5.3%	4	47
LAS Run-ups				
LAS GA				
LAS Other				2
LAS Total	7	36.8%	327	71
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	10	52.6%	3	1
HND Other				
HND Total	10	52.6%	3	1
Helicopters**	2	10.5%	6	2
Overall Total	19	100%	337	74



** 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 - January 2021



Legend

January 2021
Total Complaints: 19

- Aircraft Complaints Received 17 Mapped 17
- ★ Helicopter Complaints Received 2 Mapped 2
- 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

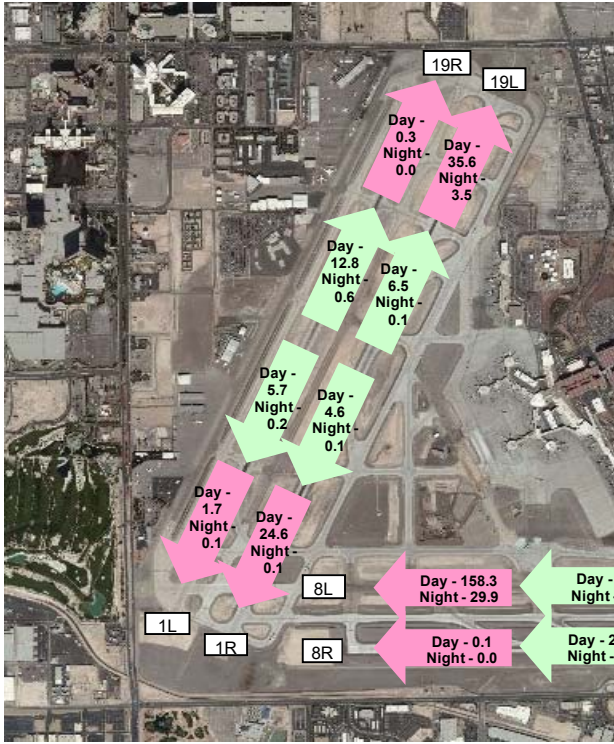
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4/15/2021

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

H:\GIS\Standard Projects\Noise\2021\0101_NOISE21.mxd

Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - January 2021



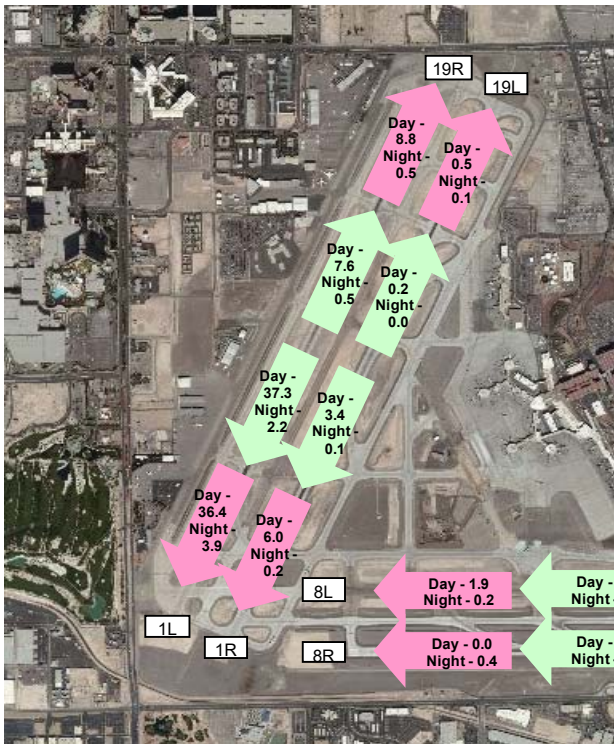
Year	2021		2020		2019	
Daytime Departures	231	87%	432	83%	409	83%
Nighttime Departures	34	13%	88	17%	83	17%
Total Departures	265	100%	520	100%	492	100%

Daytime Arrivals	243	93%	450	88%	433	90%
Nighttime Arrivals	19	7%	62	12%	51	10%
Total Arrivals	262	100%	512	100%	483	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	-49%	-46%	-61%
Depts. 2021 vs 2019	-46%	-43%	-59%
Arrivals 2021 vs 2020	-49%	-46%	-70%
Arrivals 2021 vs 2019	-46%	-44%	-63%

* 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.

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - January 2021



Year	2021		2020		2019	
Daytime Departures	56	91%	110	92%	104	92%
Nighttime Departures	5	9%	9	8%	10	8%
Total Departures	61	100%	119	100%	114	100%

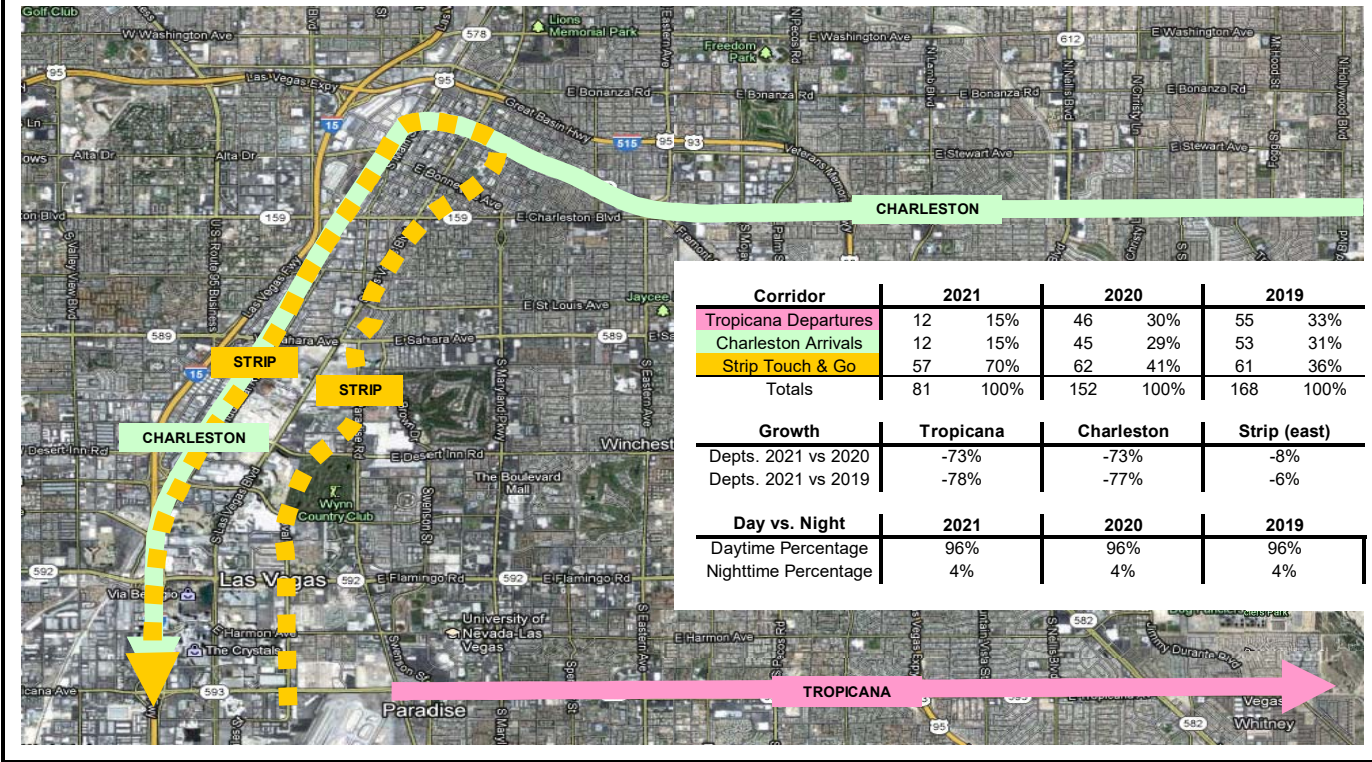
Daytime Arrivals	56	95%	110	94%	105	94%
Nighttime Arrivals	3	5%	7	6%	7	6%
Total Arrivals	59	100%	116	100%	111	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	-49%	-49%	-43%
Depts. 2021 vs 2019	-46%	-46%	-45%
Arrivals 2021 vs 2020	-50%	-49%	-55%
Arrivals 2021 vs 2019	-47%	-47%	-55%

** 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.

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - January 2021

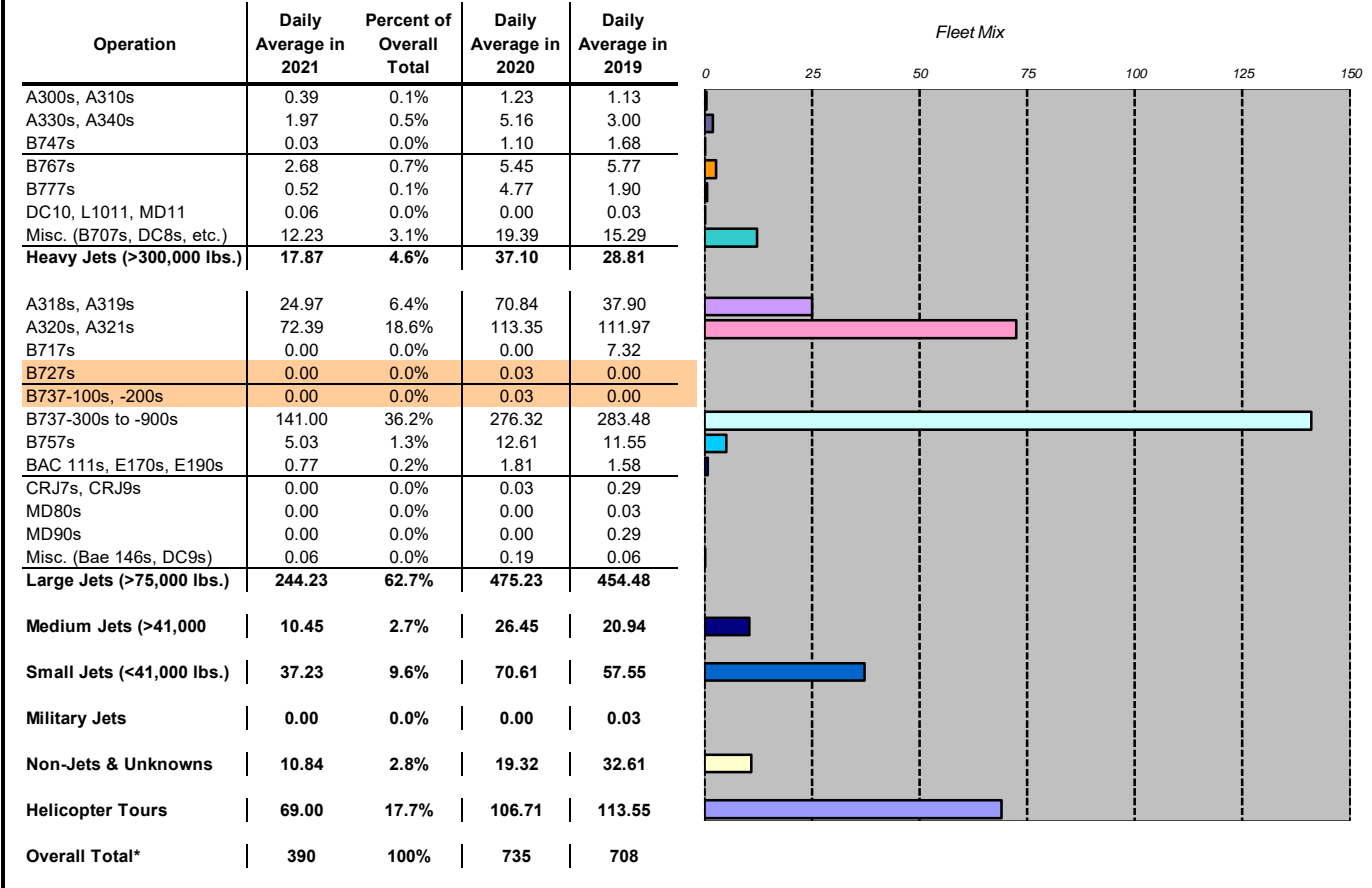


Corridor	2021	2020	2019
Tropicana Departures	12 15%	46 30%	55 33%
Charleston Arrivals	12 15%	45 29%	53 31%
Strip Touch & Go	57 70%	62 41%	61 36%
Totals	81 100%	152 100%	168 100%

Growth	Tropicana	Charleston	Strip (east)
Depts. 2021 vs 2020	-73%	-73%	-8%
Depts. 2021 vs 2019	-78%	-77%	-6%

Day vs. Night	2021	2020	2019
Daytime Percentage	96%	96%	96%
Nighttime Percentage	4%	4%	4%

Exhibit 7: LAS Aircraft Arrival Fleet Mix** - January 2021



** 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.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - January 2021 to 2019

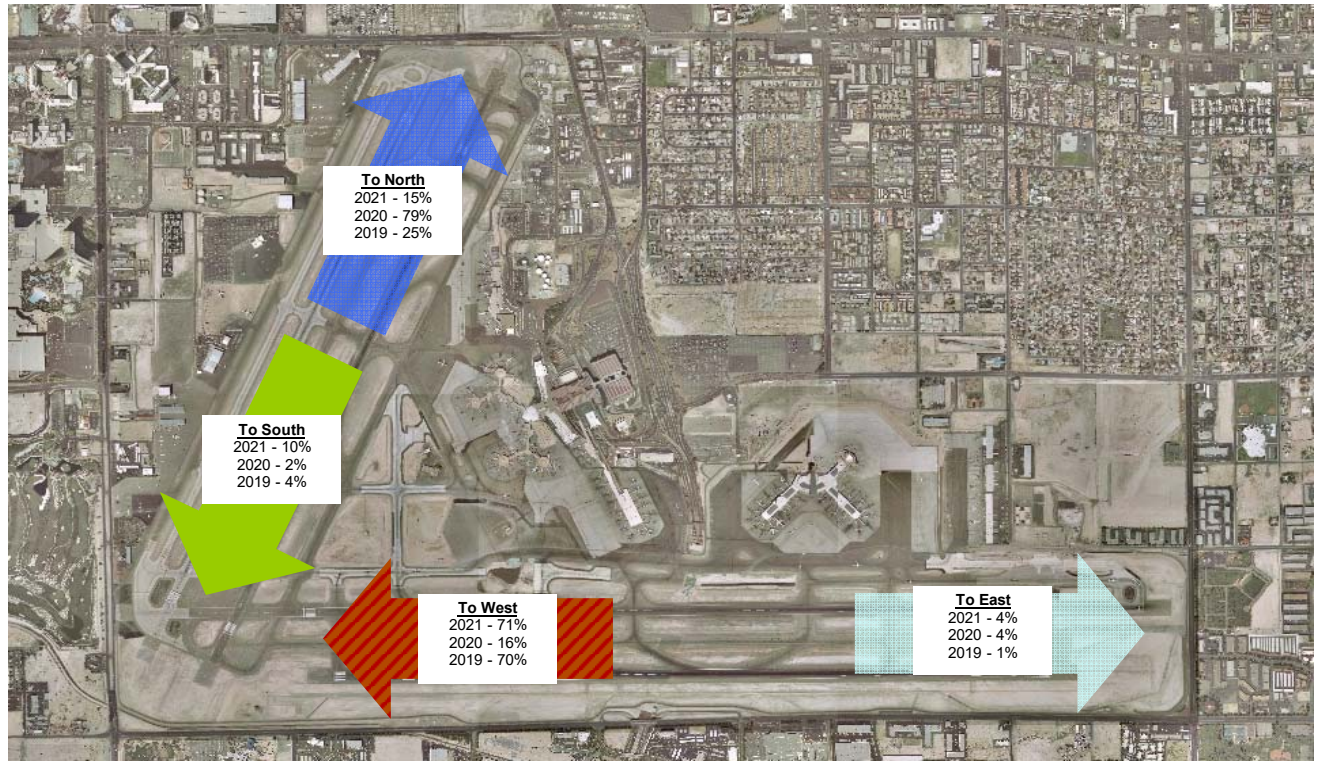
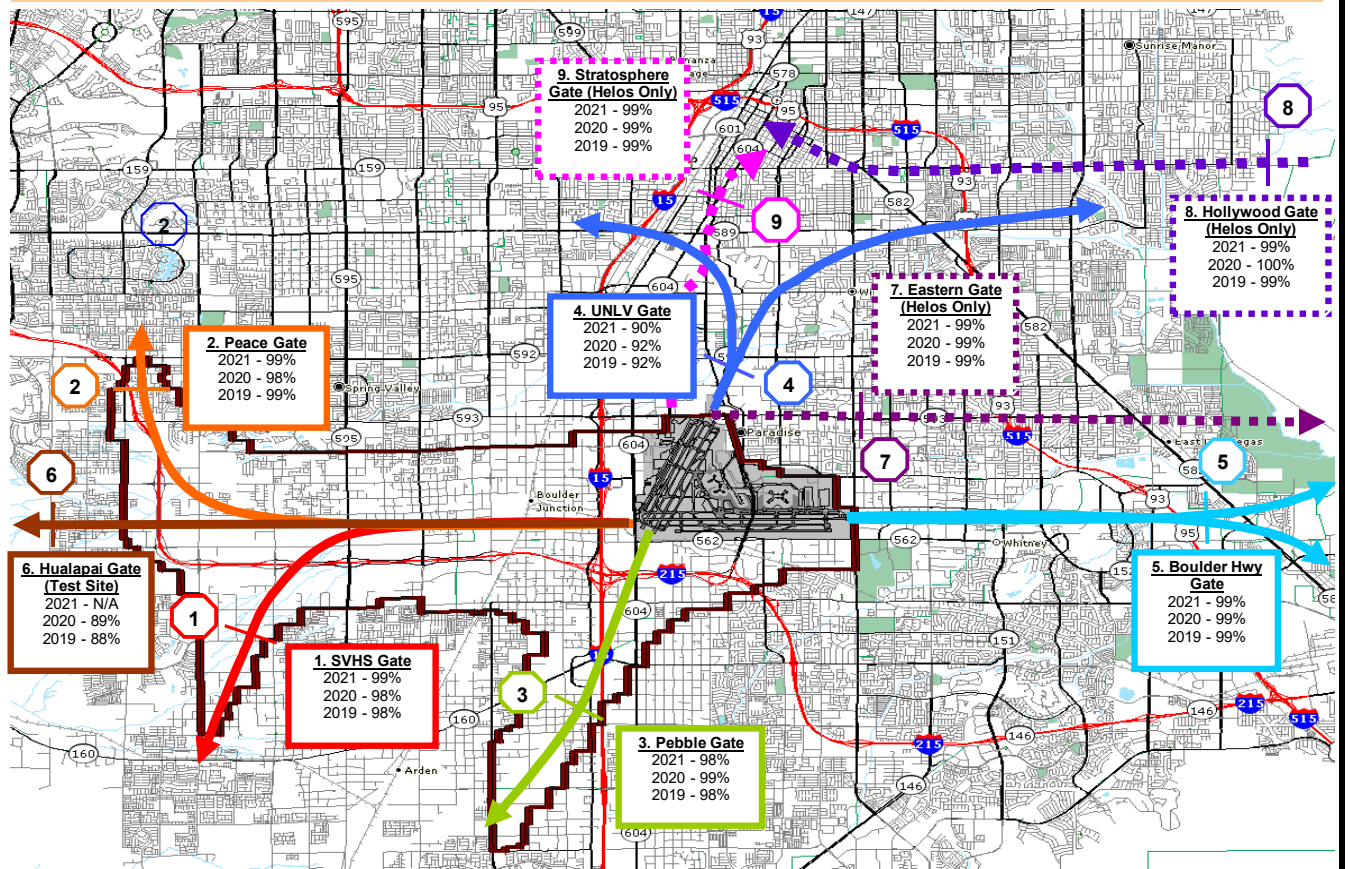


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - January 2021



* 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, A370, 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 2021

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
No. of Land Use Applications Reviewed	102	37	29	18	186	244	455
No. of Applications where CCDOA Issued a Comment	9	2	0	2	13	26	22
Percent of Applications where Comment Issued	9%	5%	0%	11%	7%	11%	5%

Exhibit 11: Land Use Application Comments by Airport Concern - January 2021

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Deed Restrictions	0	0	0	0	0	0	2
Height-Penetrates Part 77 100:1 Surfaces/>200'	5	2	0	0	7	10	11
Height-Penetrates Part 77 PATH-C Surfaces*	1	0	0	0	1	3	0
Helipad/Helipad	0	0	0	0	0	0	0
Noisy-Commercial within AEOD**	1	0	0	0	1	4	3
Noisy-Residential within the AEOD**	1	0	0	0	1	3	2
Noisy-Residential Just Outside the AEOD**	3	1	0	2	6	13	9
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
Total***	11	3	0	2	16	33	27

* 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* - January 2021

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Within the AEOD	4	0	0	0	4	2	1
Just Outside the AEOD	356	245	0	unknown	601	2,090	1,020

*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* - January 2021

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Recommend Denial	0	0	0	0	0	0	1
Opposed at Hearings	0	0	0	1	1	0	0

*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 - January 2021

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.

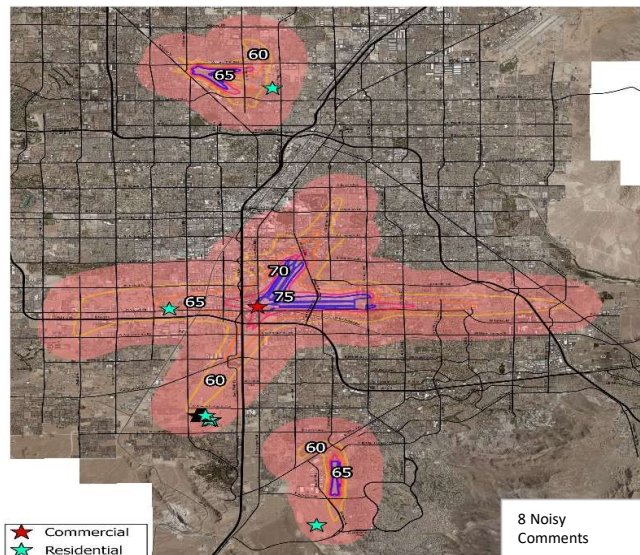


Exhibit 15: Noisy Comments - LAS Detail - January 2021

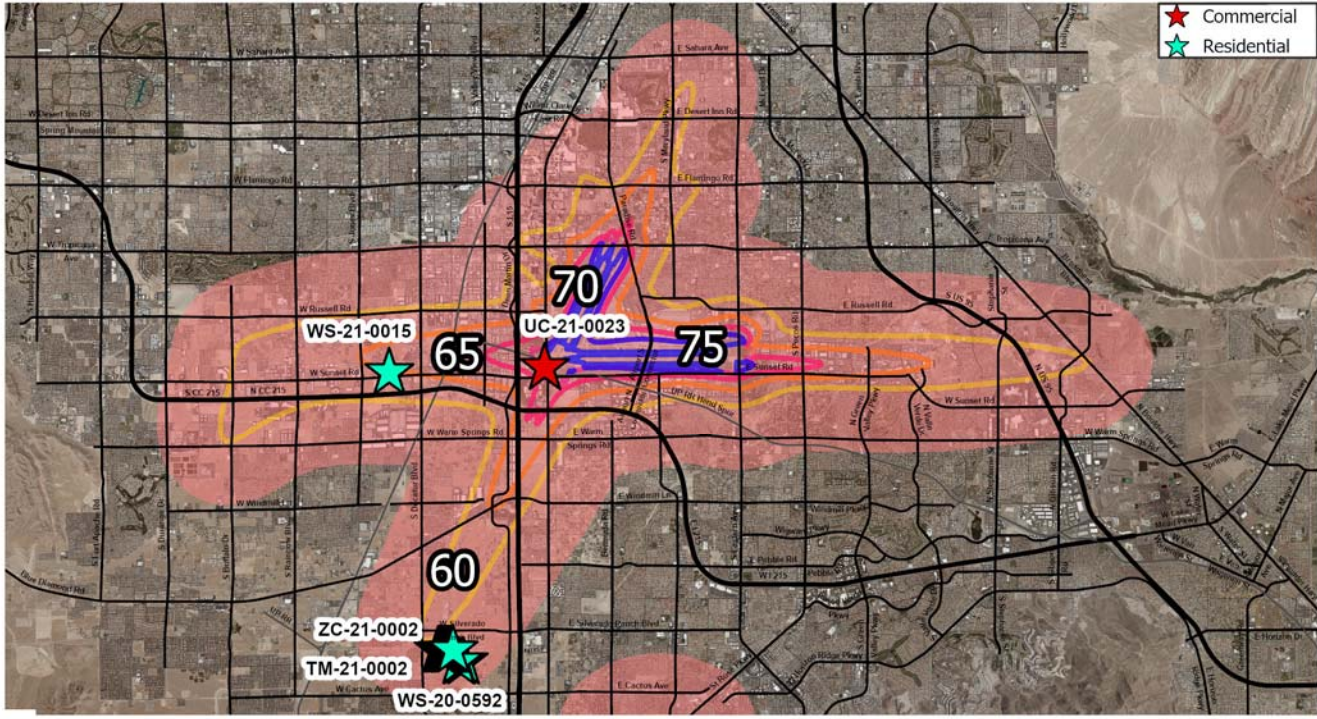


Exhibit 16: Noisy Comments - HND Detail - January 2021

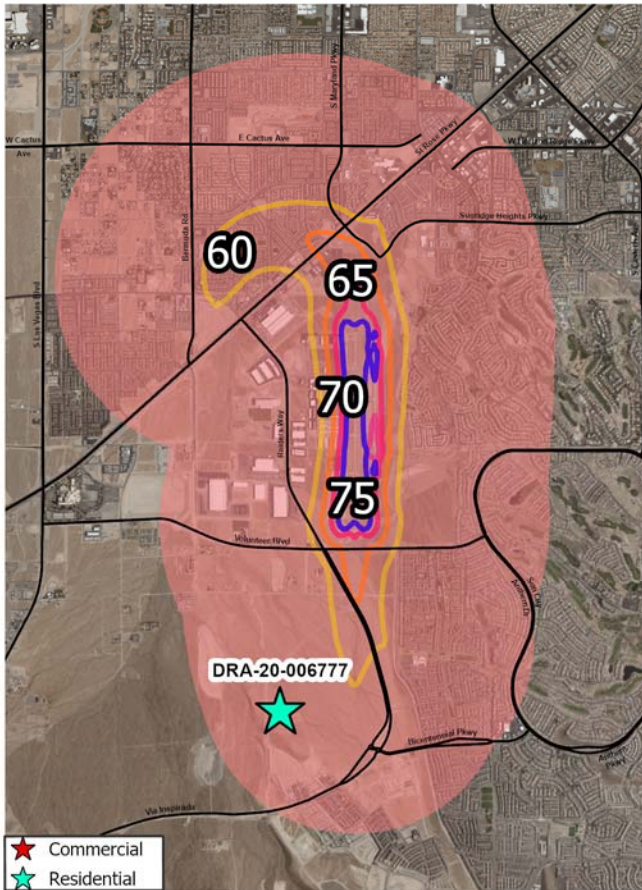


Exhibit 17: Noisy Comments - VGT Detail - January 2021

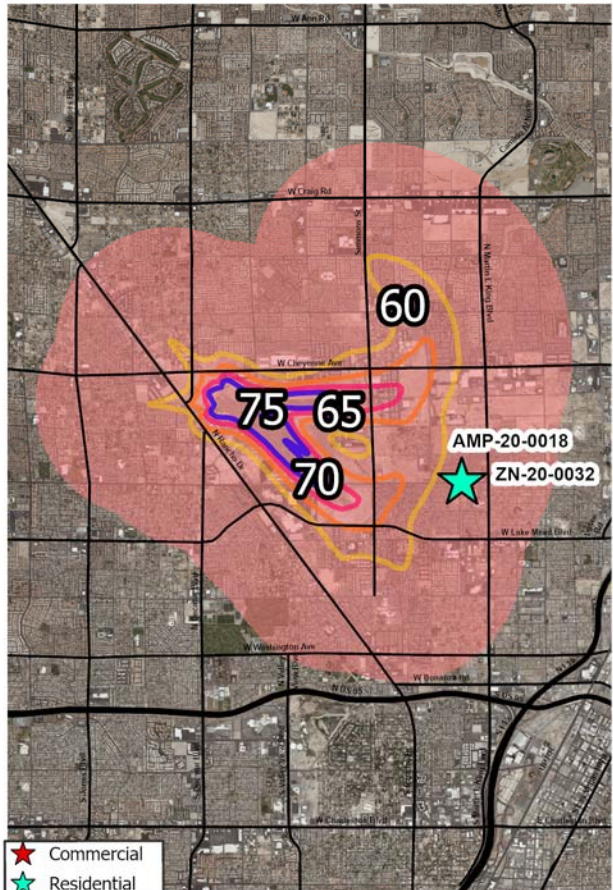
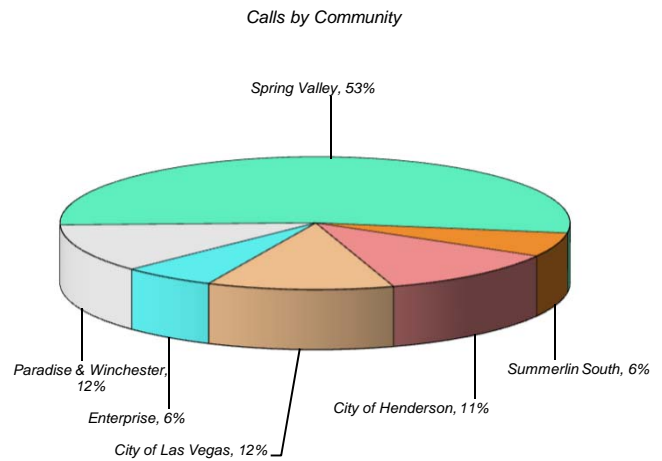


Exhibit 1: Noise Complaint Calls by Community* - February 2021

Community	No. of Calls in 2021	No. of Callers in 2021	No. of Calls in 2019	No. of Calls in 2018
City of Boulder City	2	2	5	3
City of Henderson	2	2	1	2
City of Las Vegas	2	2	1	2
City of North Las Vegas	1	1	9	10
Enterprise	1	1	23	46
Lone Mountain	2	2	19	19
Paradise & Winchester	2	2	2	5
Spring Valley	9	2	2	
Summerlin South	1	1	5	
Sunrise Manor				
Whitney				
Location unknown				
Overall Total	17	10	65	61



Difference between 2021 and 2020 Total Calls: -74%

Difference between 2021 and 2019 Total Calls: -72%

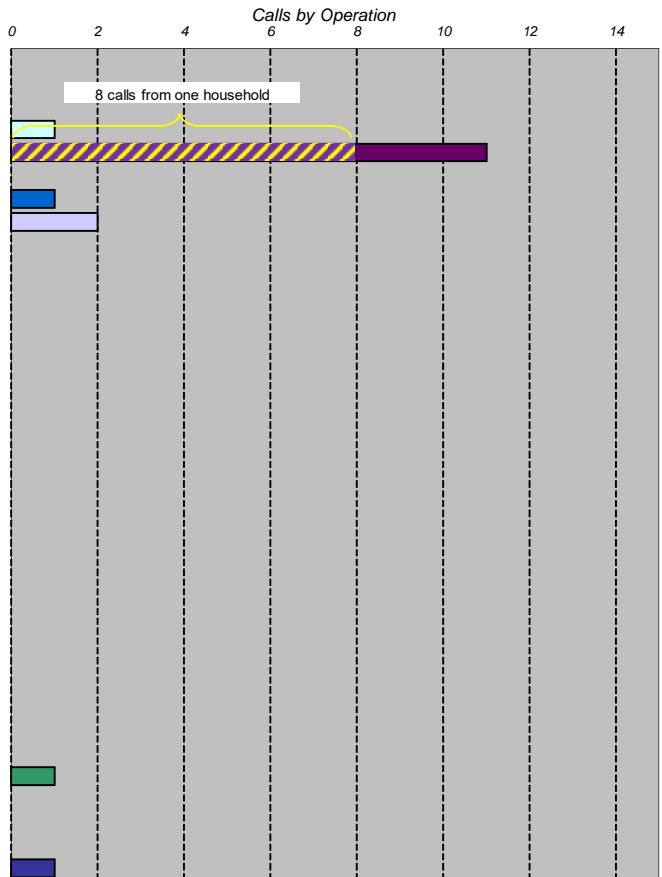
Average Number of Calls per Caller: 1.7

Most calls received from one household: 8

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

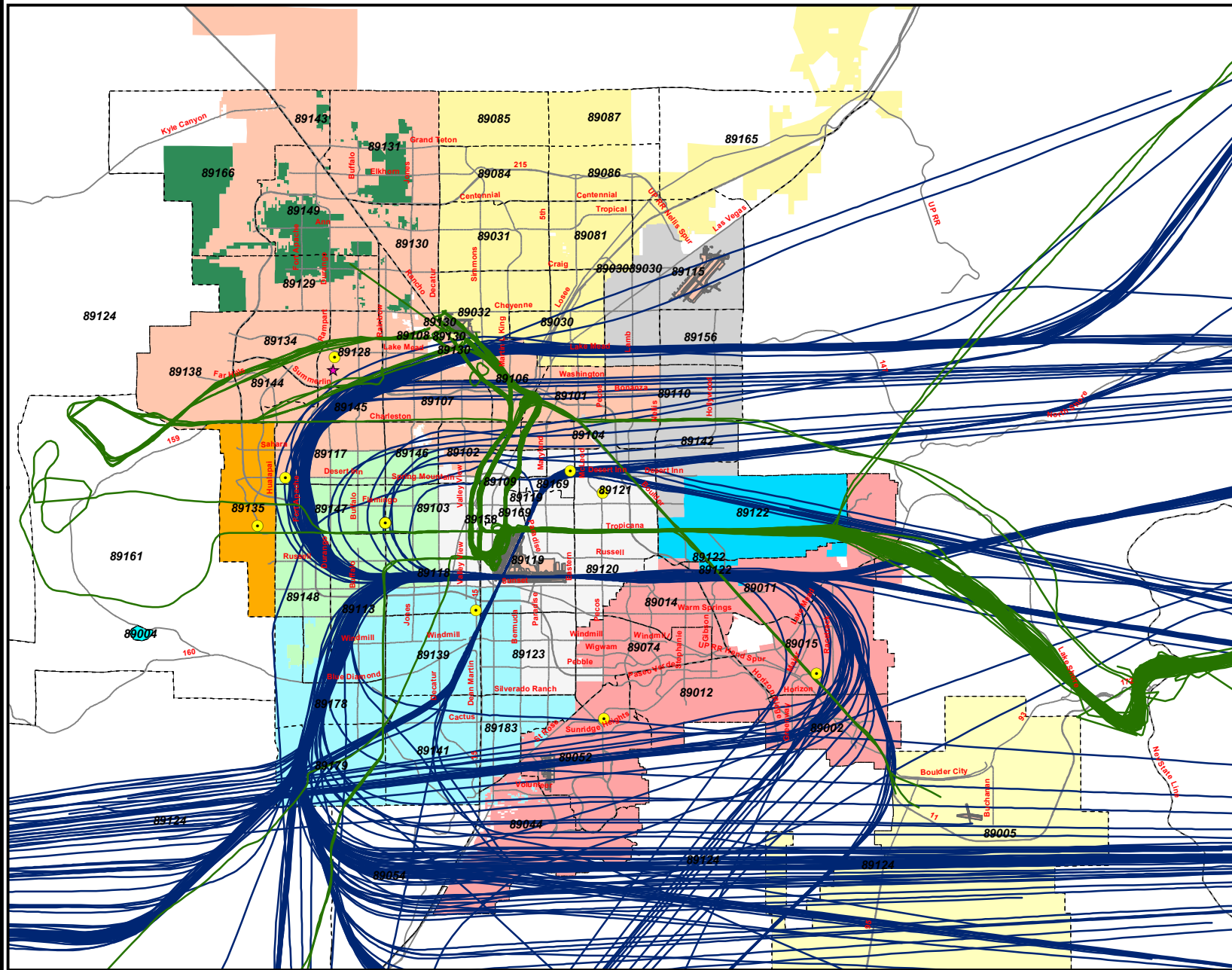
Exhibit 2: Noise Complaint Calls by Type of Operation - February 2021

Operation	No. of Calls in 2021	Percent of Overall Total	No. of Calls in 2020	No. of Calls in 2019
LAS 01R/L Arrivals			8	
LAS 08R/L Arrivals				1
LAS 19R/L Arrivals			3	5
LAS 26R/L Arrivals	1	5.9%	3	5
LAS 01R/L Departures	11	64.7%	50	15
LAS 08R/L Departures				
LAS 19R/L Departures	1	5.9%	1	5
LAS 26R/L Departures	2	11.8%		31
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	15	88.2%	62	57
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				2
VGT Other				
VGT Total	0	0.0%	0	2
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	1	5.9%		1
HND Other				
HND Total	1	5.9%	0	1
Helicopters**	1	5.9%	3	1
Overall Total	17	100%	65	61



** 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 - February 2021



Legend

February 2021
Total Complaints: 17

- Aircraft Complaints Received 16 Mapped 16
- ★ 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

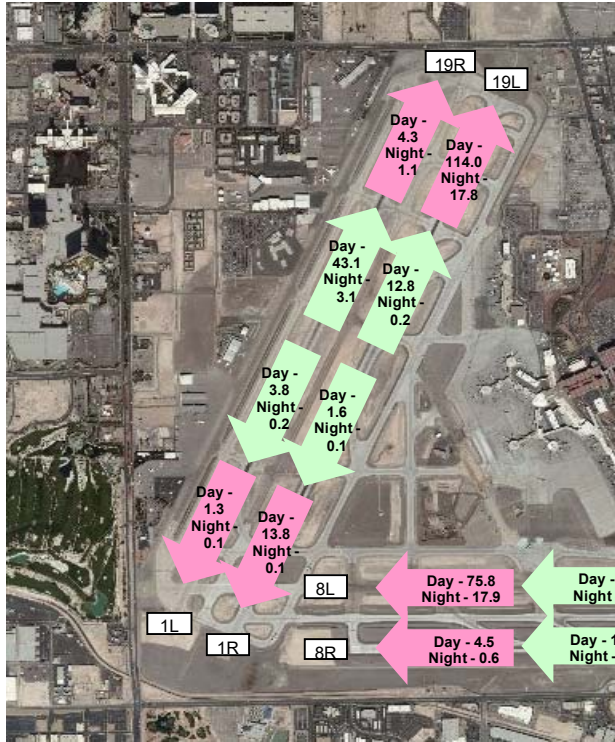
Department of Aviation
Geographic Information Systems

4/15/2021

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

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Exhibit 4: LAS Daily Average Operations by Runway for Large Air Carrier Aircraft* - February 2021



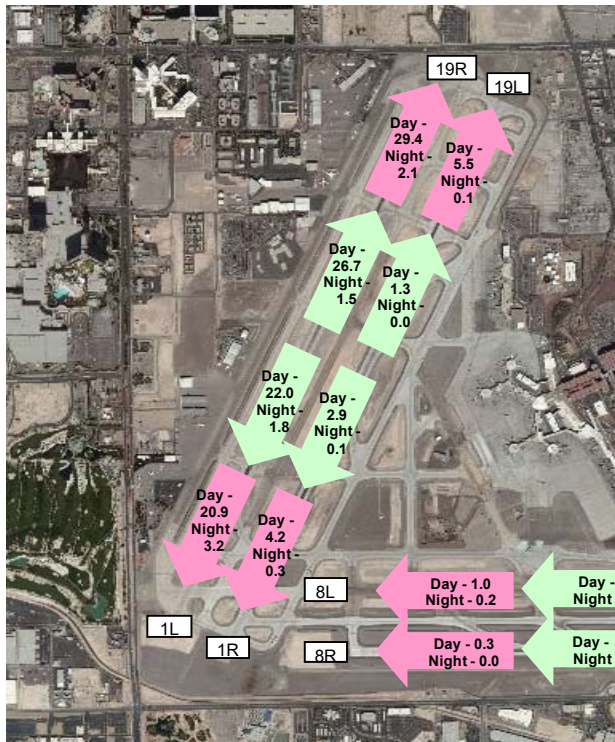
Year	2021		2020		2019	
Daytime Departures	222	86%	423	83%	397	82%
Nighttime Departures	38	14%	88	17%	85	18%
Total Departures	260	100%	511	100%	482	100%

Daytime Arrivals	235	91%	440	87%	415	88%
Nighttime Arrivals	22	9%	66	13%	59	12%
Total Arrivals	257	100%	506	100%	474	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	-49%	-47%	-57%
Depts. 2021 vs 2019	-46%	-44%	-56%
Arrivals 2021 vs 2020	-49%	-47%	-67%
Arrivals 2021 vs 2019	-46%	-43%	-63%

* 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.

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - February 2021



Year	2021		2020		2019	
Daytime Departures	64	91%	105	92%	102	92%
Nighttime Departures	6	9%	9	8%	9	8%
Total Departures	70	100%	114	100%	111	100%

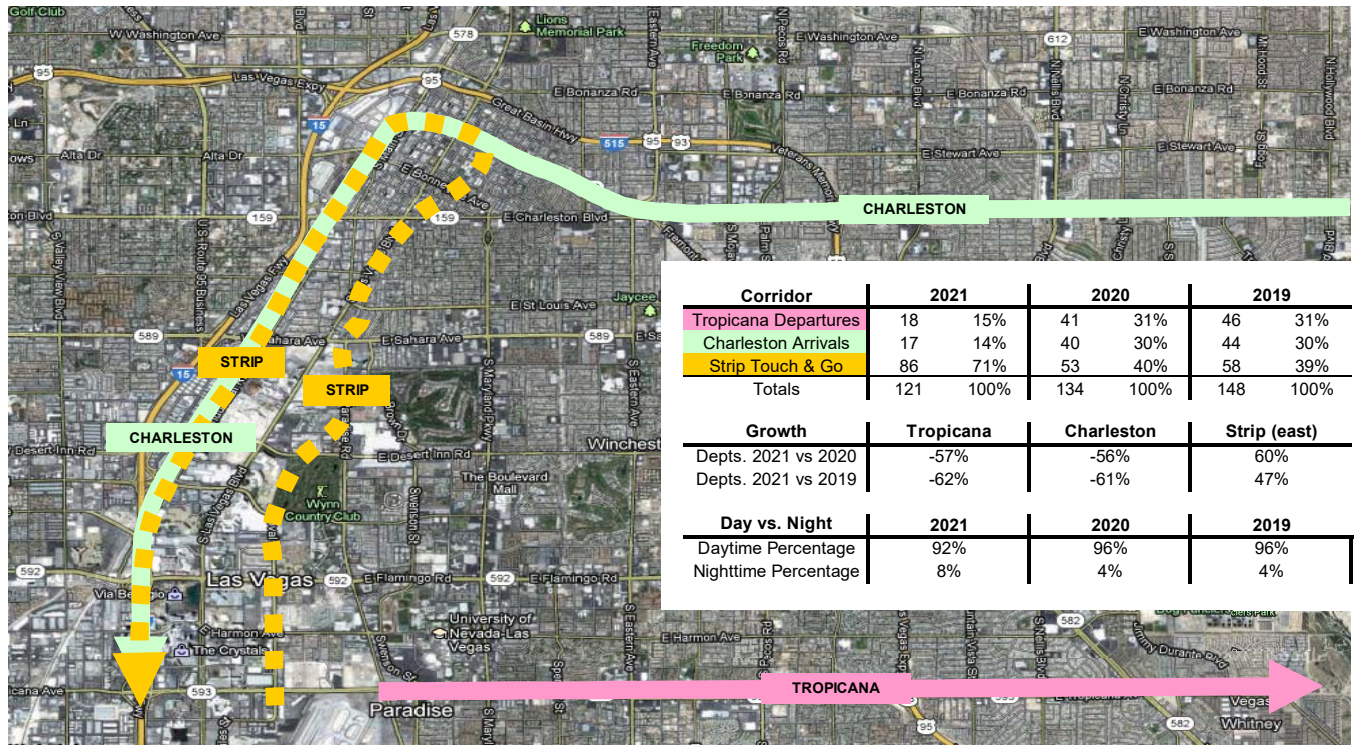
Daytime Arrivals	65	95%	103	94%	103	94%
Nighttime Arrivals	4	5%	6	6%	7	6%
Total Arrivals	69	100%	109	100%	110	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	-39%	-39%	-33%
Depts. 2021 vs 2019	-37%	-37%	-35%
Arrivals 2021 vs 2020	-37%	-37%	-41%
Arrivals 2021 vs 2019	-37%	-37%	-43%

** 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.

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - February 2021

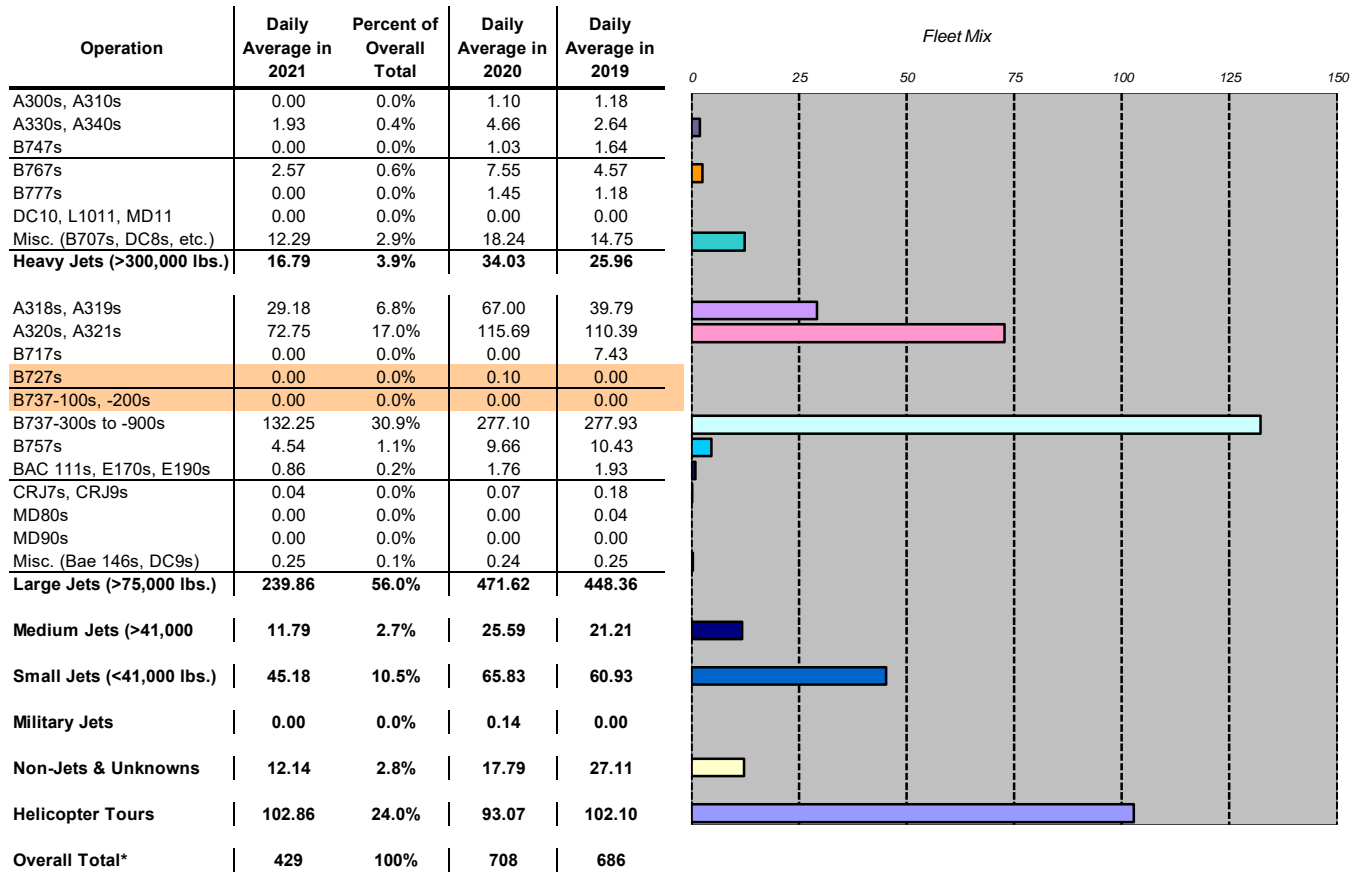


Corridor	2021	2020	2019
Tropicana Departures	18 15%	41 31%	46 31%
Charleston Arrivals	17 14%	40 30%	44 30%
Strip Touch & Go	86 71%	53 40%	58 39%
Totals	121 100%	134 100%	148 100%

Growth	Tropicana	Charleston	Strip (east)
Depts. 2021 vs 2020	-57%	-56%	60%
Depts. 2021 vs 2019	-62%	-61%	47%

Day vs. Night	2021	2020	2019
Daytime Percentage	92%	96%	96%
Nighttime Percentage	8%	4%	4%

Exhibit 7: LAS Aircraft Arrival Fleet Mix** - February 2021



** 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.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - February 2021 to 2019

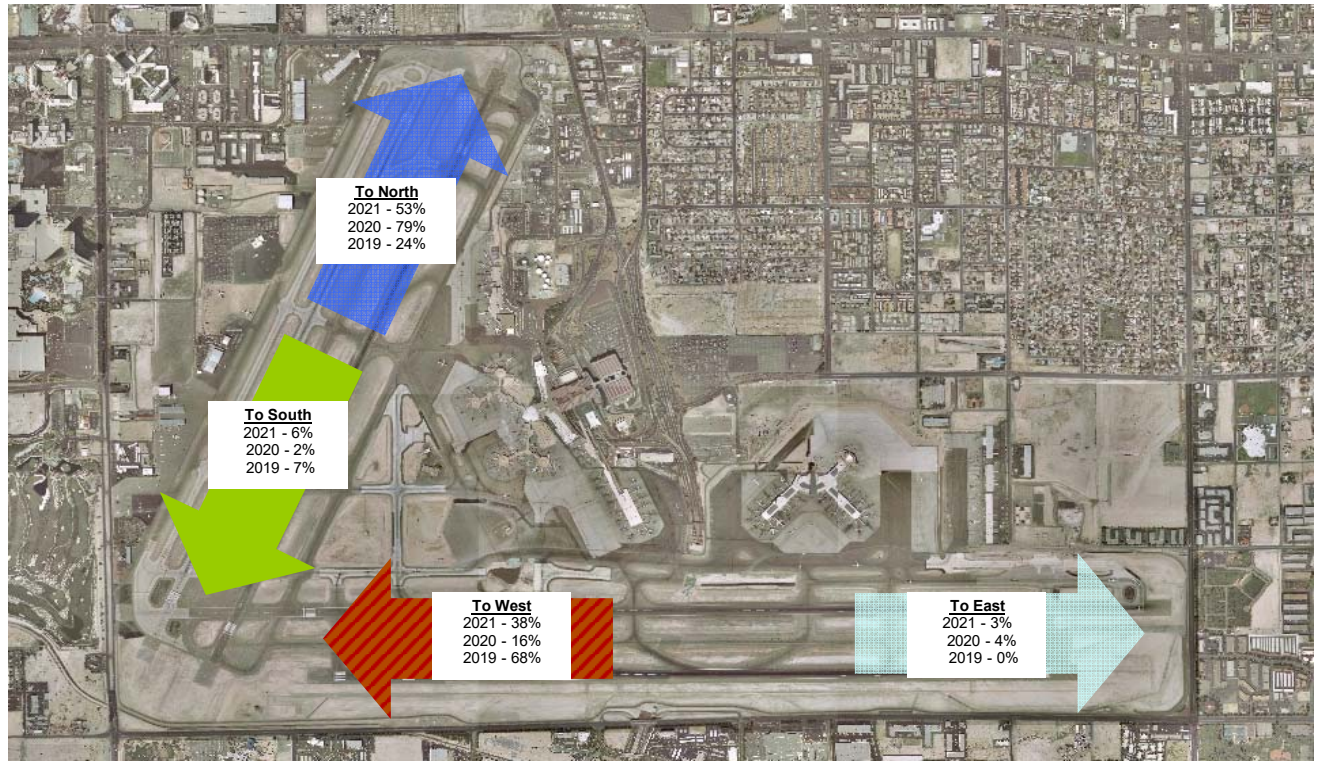
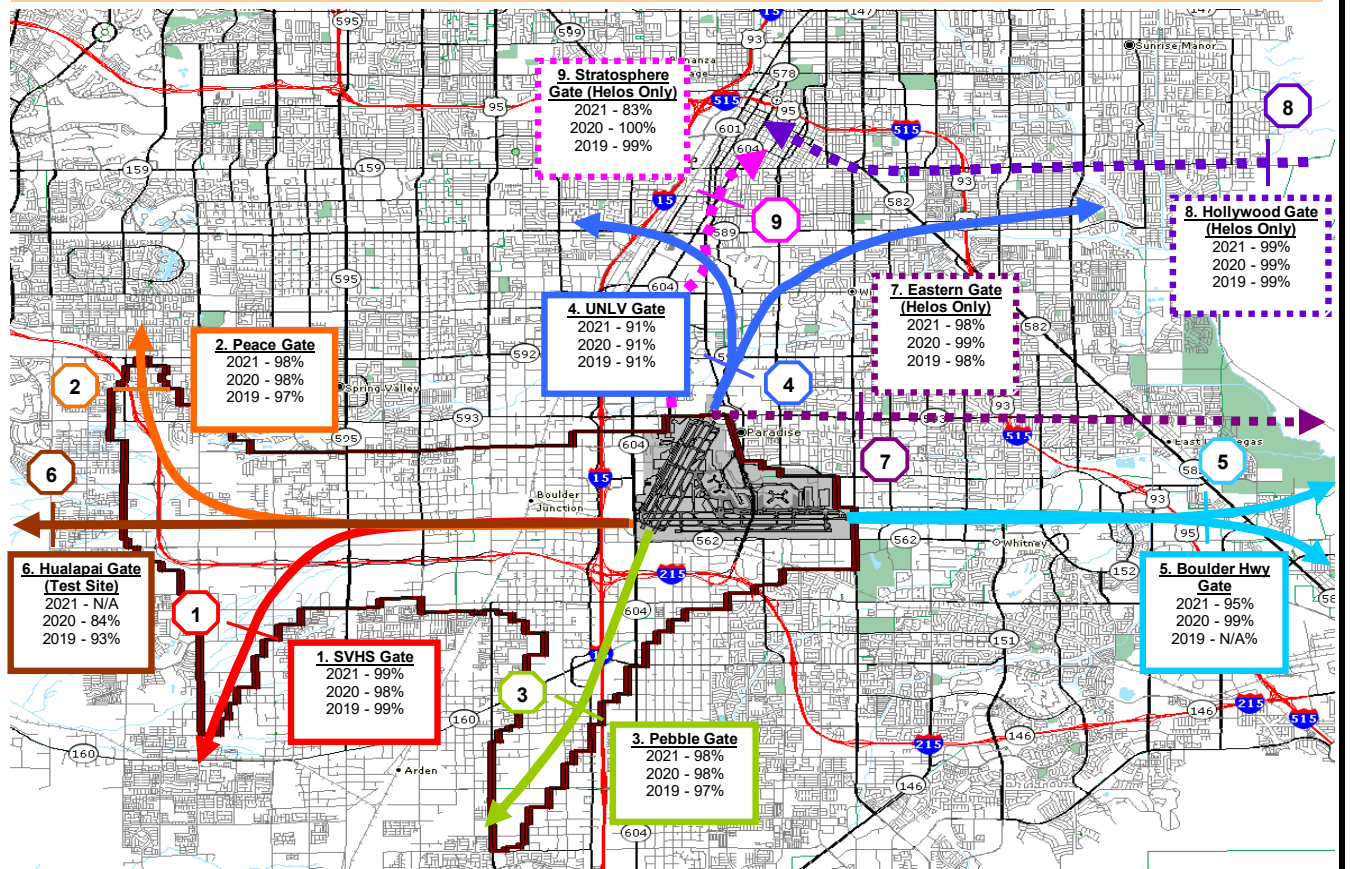


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - February 2021



* 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, A370, 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 2021

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
No. of Land Use Applications Reviewed	83	46	34	13	176	221	273
No. of Applications where CCDOA Issued a Comment	4	2	1	2	9	22	23
Percent of Applications where Comment Issued	5%	4%	3%	15%	5%	10%	8%

Exhibit 11: Land Use Application Comments by Airport Concern - February 2021

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Deed Restrictions	1	0	0	0	1	2	0
Height-Penetrates Part 77 100:1 Surfaces/>200'	1	1	1	0	3	11	8
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	1	0
Helipad/Helipad	0	0	0	0	0	0	0
Noisy-Commercial within AEOD**	0	0	0	0	0	2	7
Noisy-Residential within the AEOD**	0	0	0	0	0	0	3
Noisy-Residential Just Outside the AEOD**	2	1	0	2	5	8	11
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
Total***	4	2	1	2	9	24	29

* 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* - February 2021

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Within the AEOD	0	0	0	0	0	0	48
Just Outside the AEOD	192	94	0	140	426	2,389	1,126

*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* - February 2021

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Recommend Denial	0	0	0	0	0	0	2
Opposed at Hearings	0	0	0	1	1	0	1

*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 - February 2021

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.

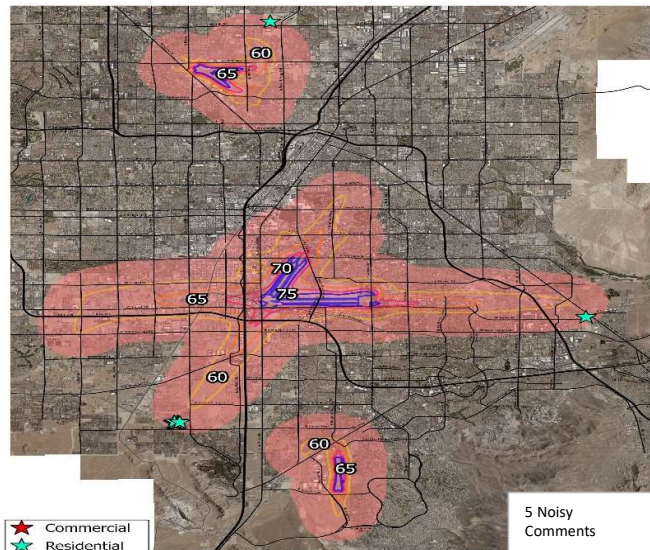


Exhibit 15: Noisy Comments - LAS Detail - February 2021

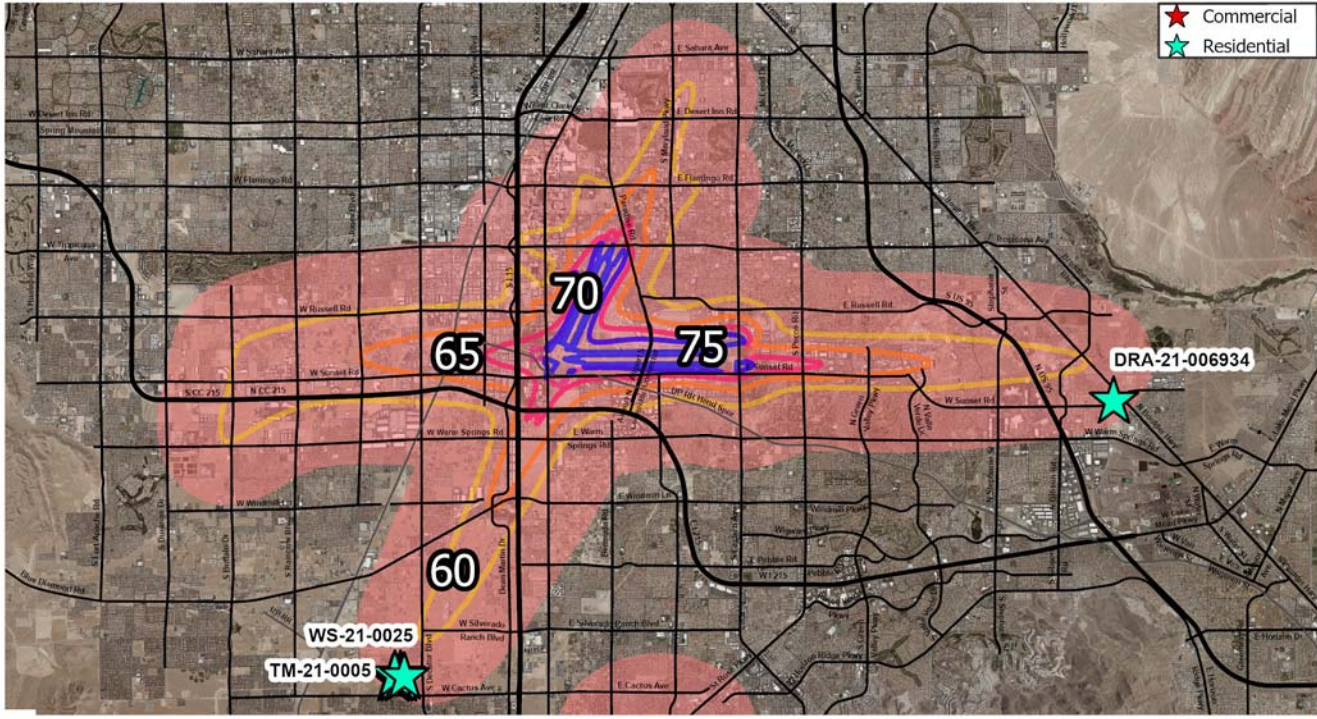


Exhibit 16: Noisy Comments - HND Detail - February 2021

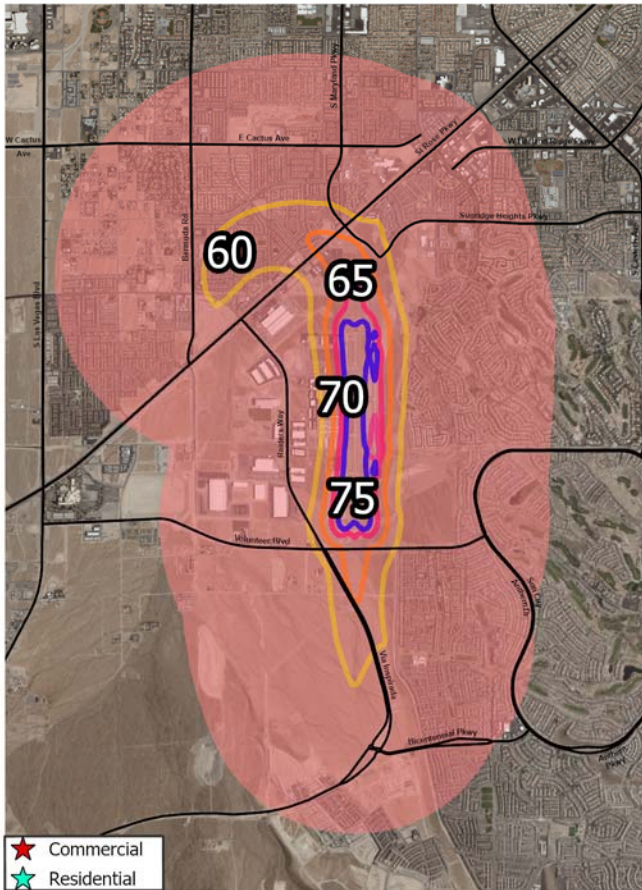


Exhibit 17: Noisy Comments - VGT Detail - February 2021

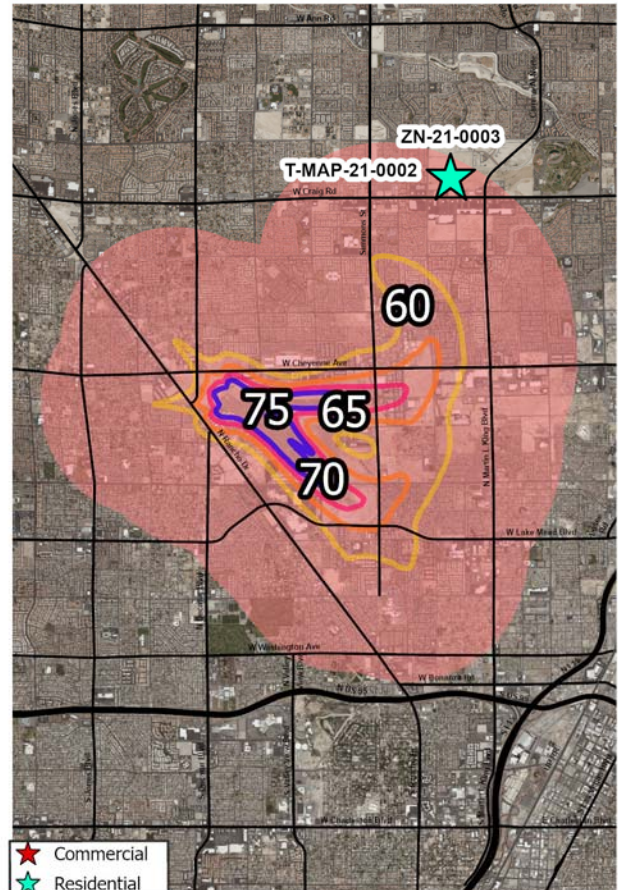
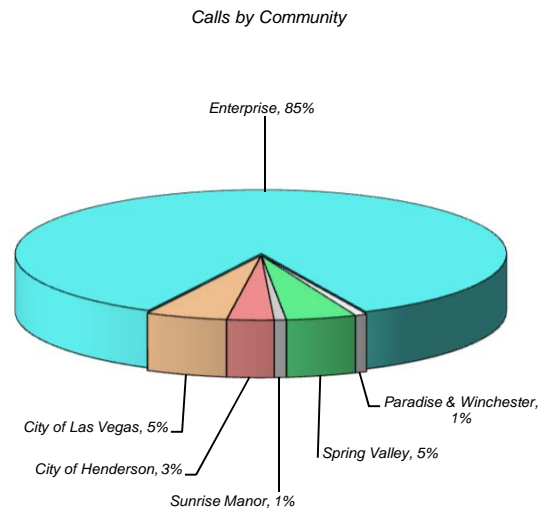


Exhibit 1: Noise Complaint Calls by Community* - March 2021

Community	No. of Calls in 2021	No. of Callers in 2021	No. of Calls in 2020	No. of Calls in 2019
City of Boulder City	4	4	2	3
City of Henderson	7	5	4	1
City of Las Vegas	7	5	4	1
City of North Las Vegas				1
Enterprise	112	30	27	12
Lone Mountain				
Paradise & Winchester	1	1	2	7
Spring Valley	6	4	9	81
Summerlin South				
Sunrise Manor	1	1	1	1
Whitney				1
Location unknown				
Overall Total	131	45	45	107



Difference between 2021 and 2020 Total Calls: 191%

Difference between 2021 and 2019 Total Calls: 22%

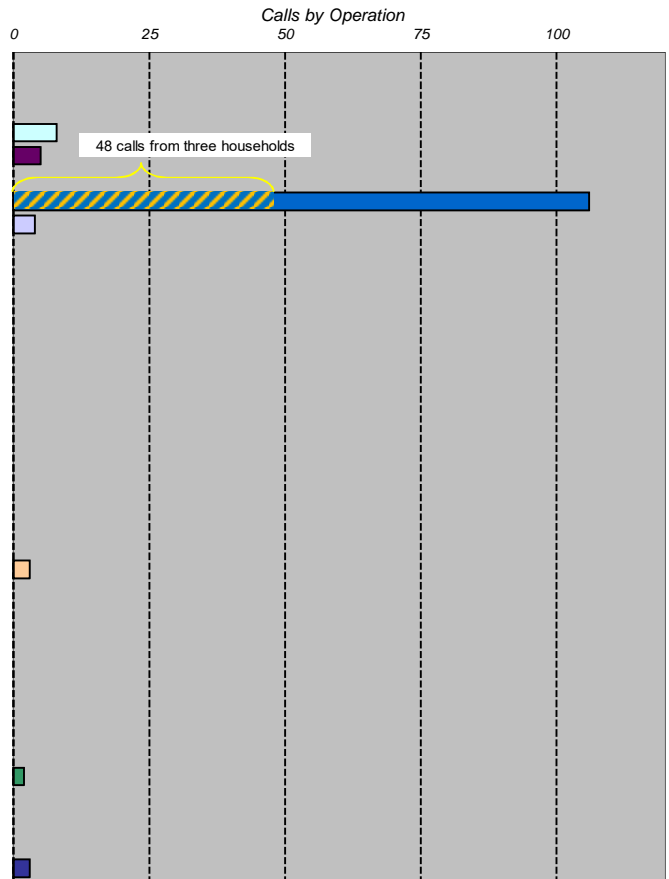
Average Number of Calls per Caller: 2.9

Most calls received from one household: 25

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

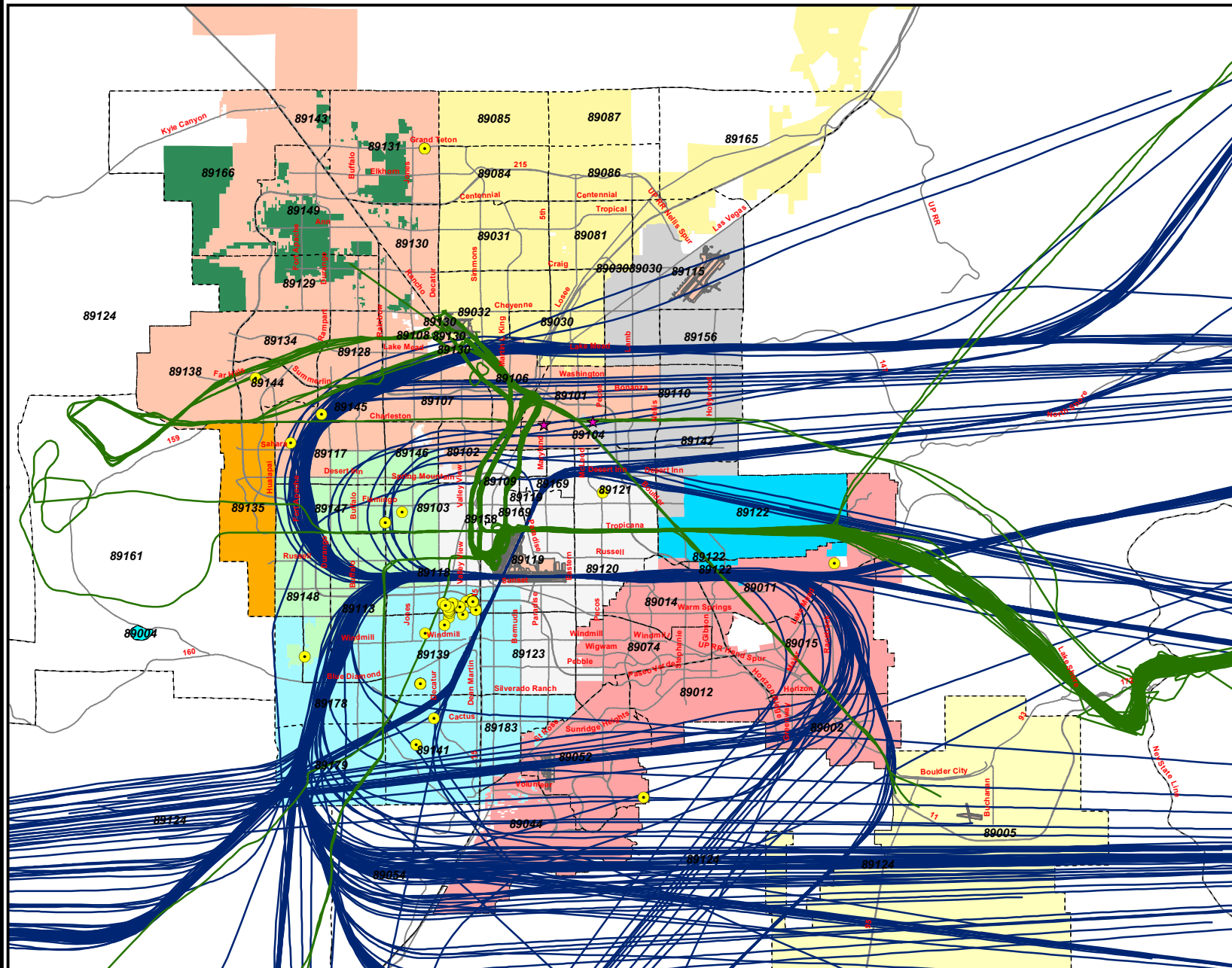
Exhibit 2: Noise Complaint Calls by Type of Operation - March 2021

Operation	No. of Calls in 2021	Percent of Overall Total	No. of Calls in 2020	No. of Calls in 2019
LAS 01R/L Arrivals			2	2
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	8	6.1%	1	2
LAS 01R/L Departures	5	3.8%	8	47
LAS 08R/L Departures			2	1
LAS 19R/L Departures	106	80.9%	25	3
LAS 26R/L Departures	4	3.1%	5	48
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	123	93.9%	43	103
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	3	2.3%	1	
VGT Other				
VGT Total	3	2.3%	1	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	2	1.5%		1
HND Other				
HND Total	2	1.5%	0	1
Helicopters**	3	2.3%	1	3
Overall Total	131	100%	45	107



** 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 - March 2021



Legend

March 2021
Total Complaints: 131

- Aircraft Complaints Received 128 Mapped 126
- Helicopter Complaints Received 3 Mapped 3
- 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

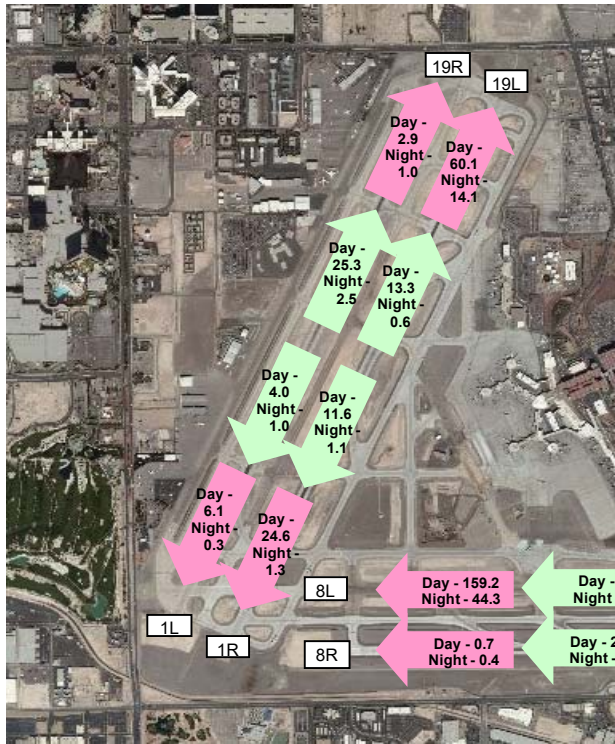
Department of Aviation
Geographic Information Systems

4/15/2021

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

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Exhibit 4: LAS Daily Average Operations by Runway for Large Air Carrier Aircraft* - March 2021



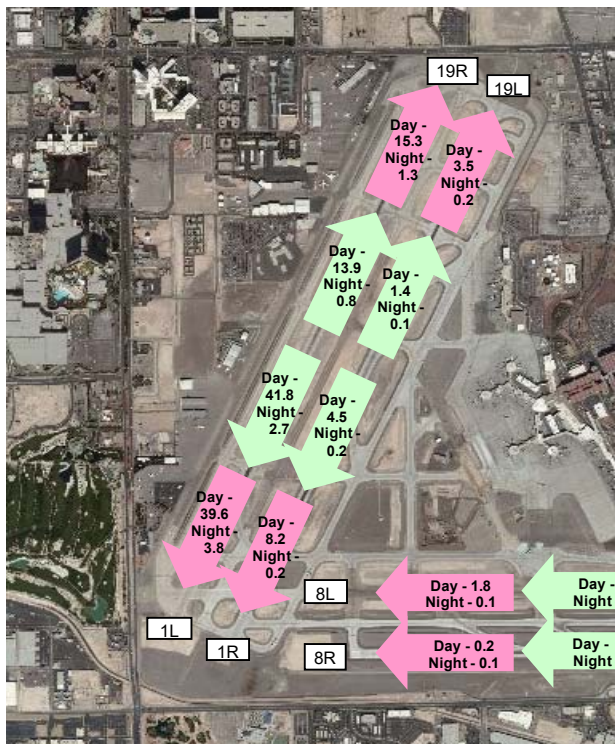
Year	2021		2020		2019	
Daytime Departures	279	82%	300	79%	411	80%
Nighttime Departures	62	18%	81	21%	102	20%
Total Departures	341	100%	381	100%	513	100%

Daytime Arrivals	294	87%	313	83%	429	85%
Nighttime Arrivals	43	13%	63	17%	78	15%
Total Arrivals	336	100%	376	100%	507	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	-10%	-7%	-23%
Depts. 2021 vs 2019	-33%	-32%	-39%
Arrivals 2021 vs 2020	-10%	-6%	-32%
Arrivals 2021 vs 2019	-34%	-32%	-45%

* 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.

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - March 2021



Year	2021		2020		2019	
Daytime Departures	74	93%	62	92%	102	91%
Nighttime Departures	6	7%	5	8%	10	9%
Total Departures	80	100%	67	100%	112	100%

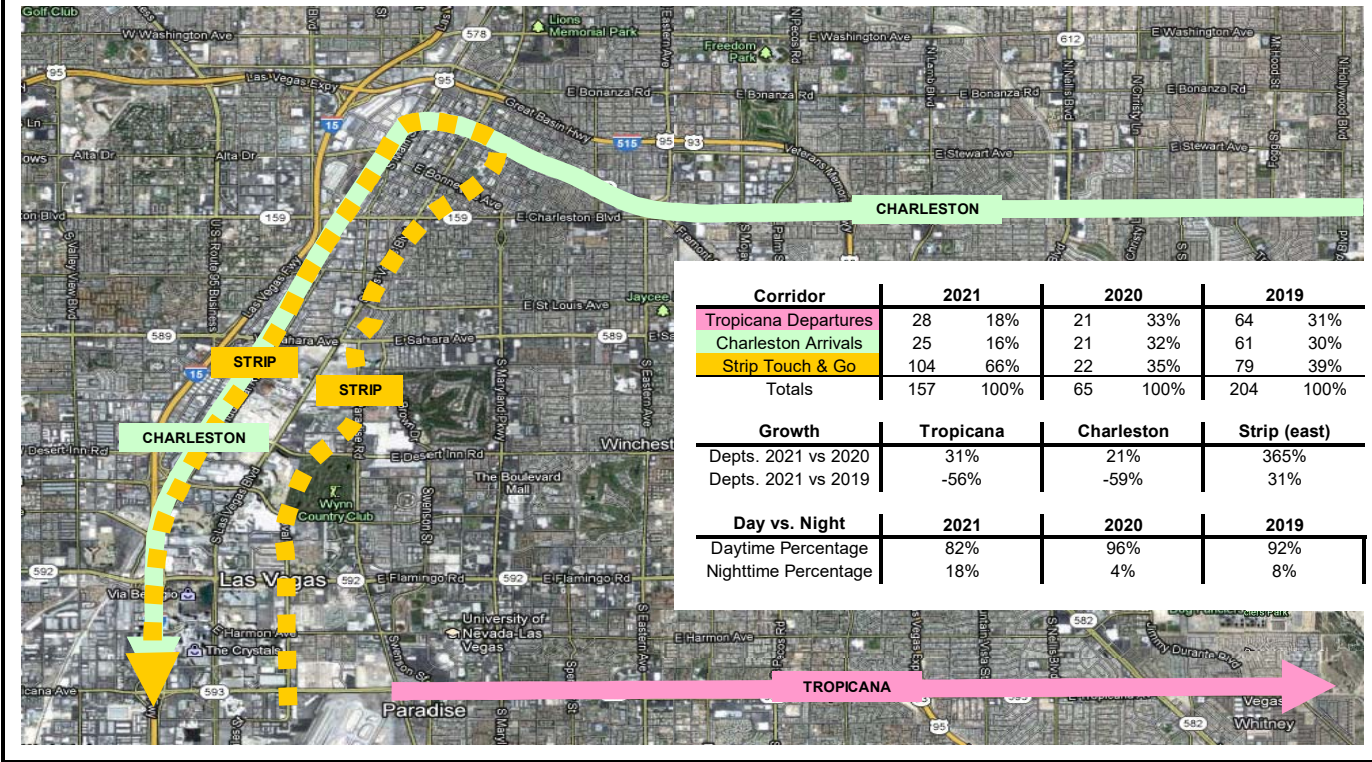
Daytime Arrivals	74	94%	60	94%	101	93%
Nighttime Arrivals	5	6%	4	6%	8	7%
Total Arrivals	78	100%	64	100%	109	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	20%	20%	12%
Depts. 2021 vs 2019	-29%	-27%	-42%
Arrivals 2021 vs 2020	23%	23%	18%
Arrivals 2021 vs 2019	-28%	-27%	-41%

** 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.

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours - March 2021

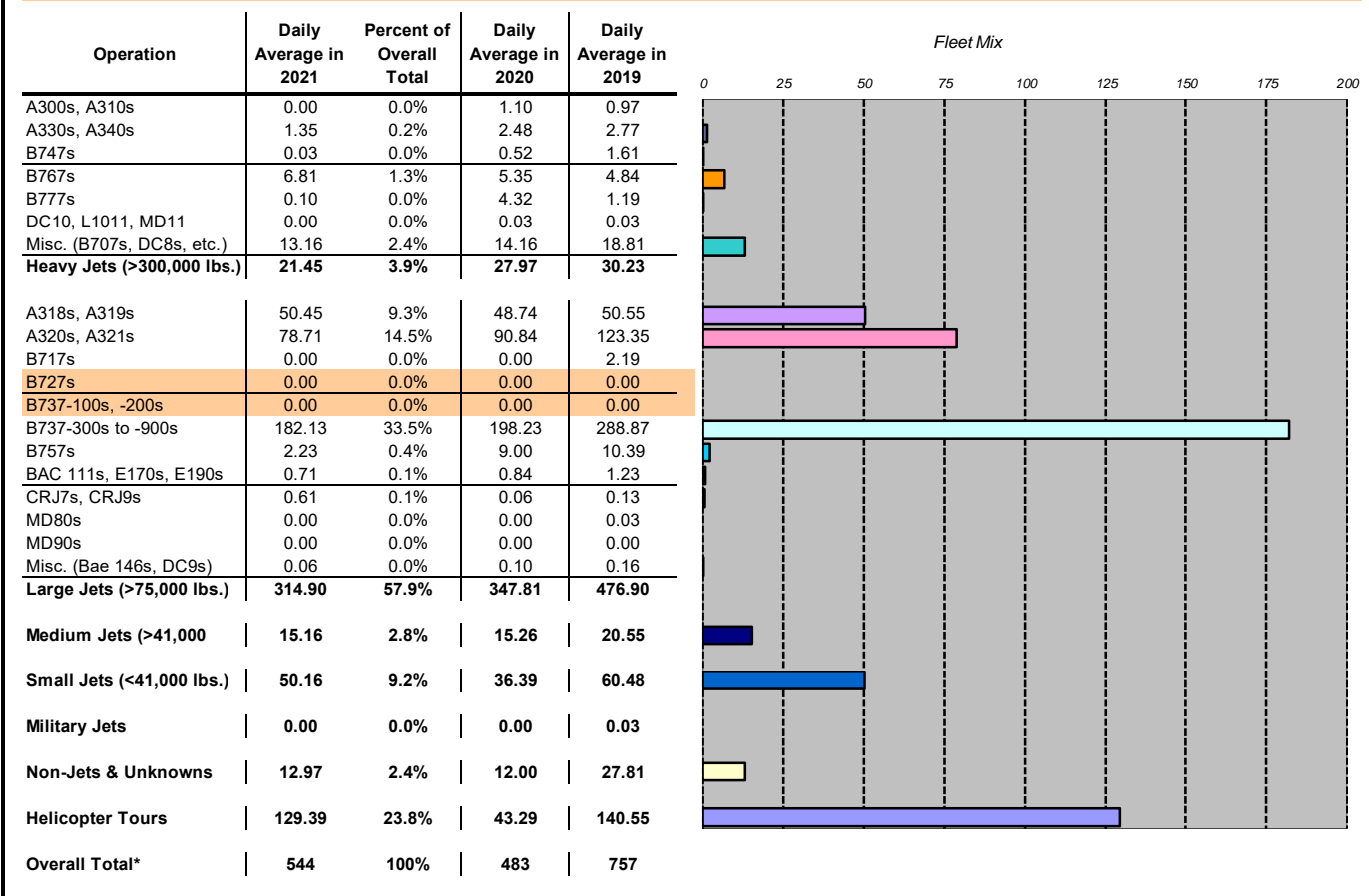


Corridor	2021	2020	2019
Tropicana Departures	28 18%	21 33%	64 31%
Charleston Arrivals	25 16%	21 32%	61 30%
Strip Touch & Go	104 66%	22 35%	79 39%
Totals	157 100%	65 100%	204 100%

Growth	Tropicana	Charleston	Strip (east)
Depts. 2021 vs 2020	31%	21%	365%
Depts. 2021 vs 2019	-56%	-59%	31%

Day vs. Night	2021	2020	2019
Daytime Percentage	82%	96%	92%
Nighttime Percentage	18%	4%	8%

Exhibit 7: LAS Aircraft Arrival Fleet Mix* - March 2021



* 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.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - March 2021 to 2019

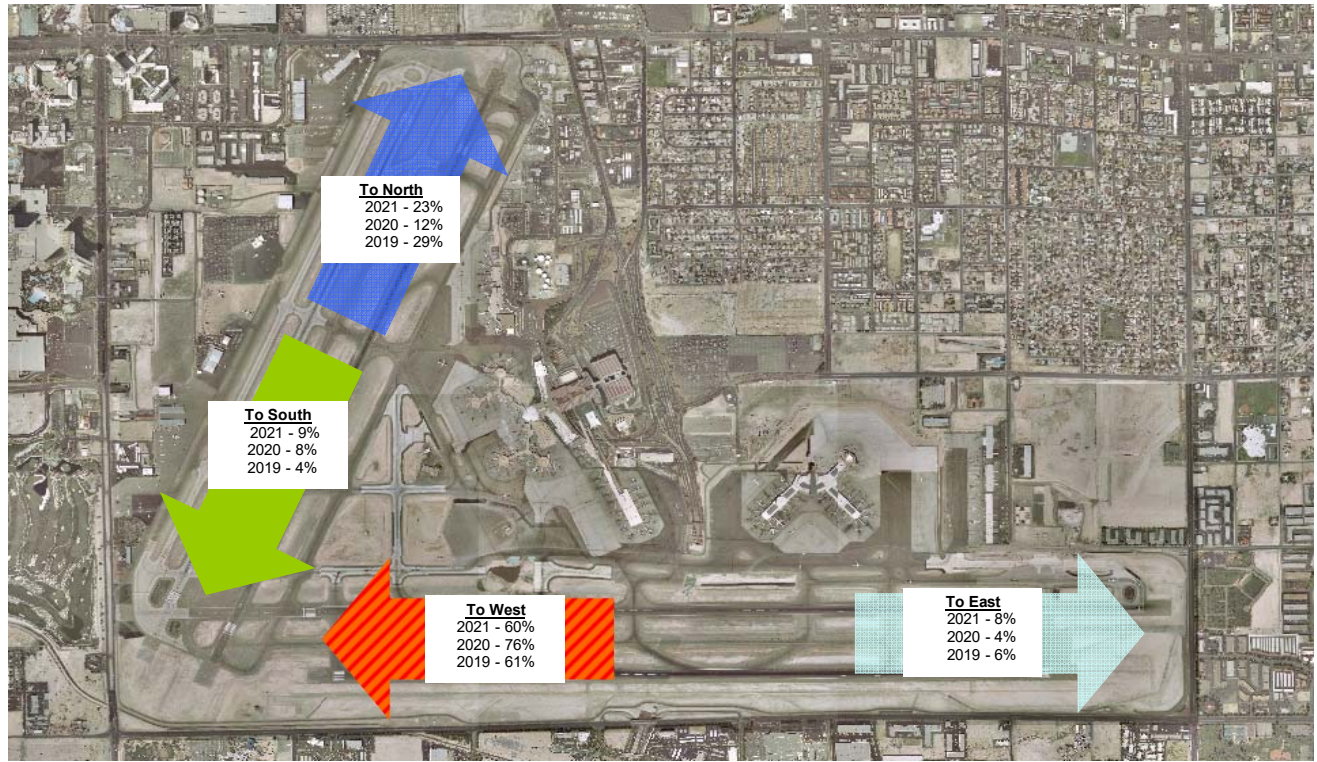
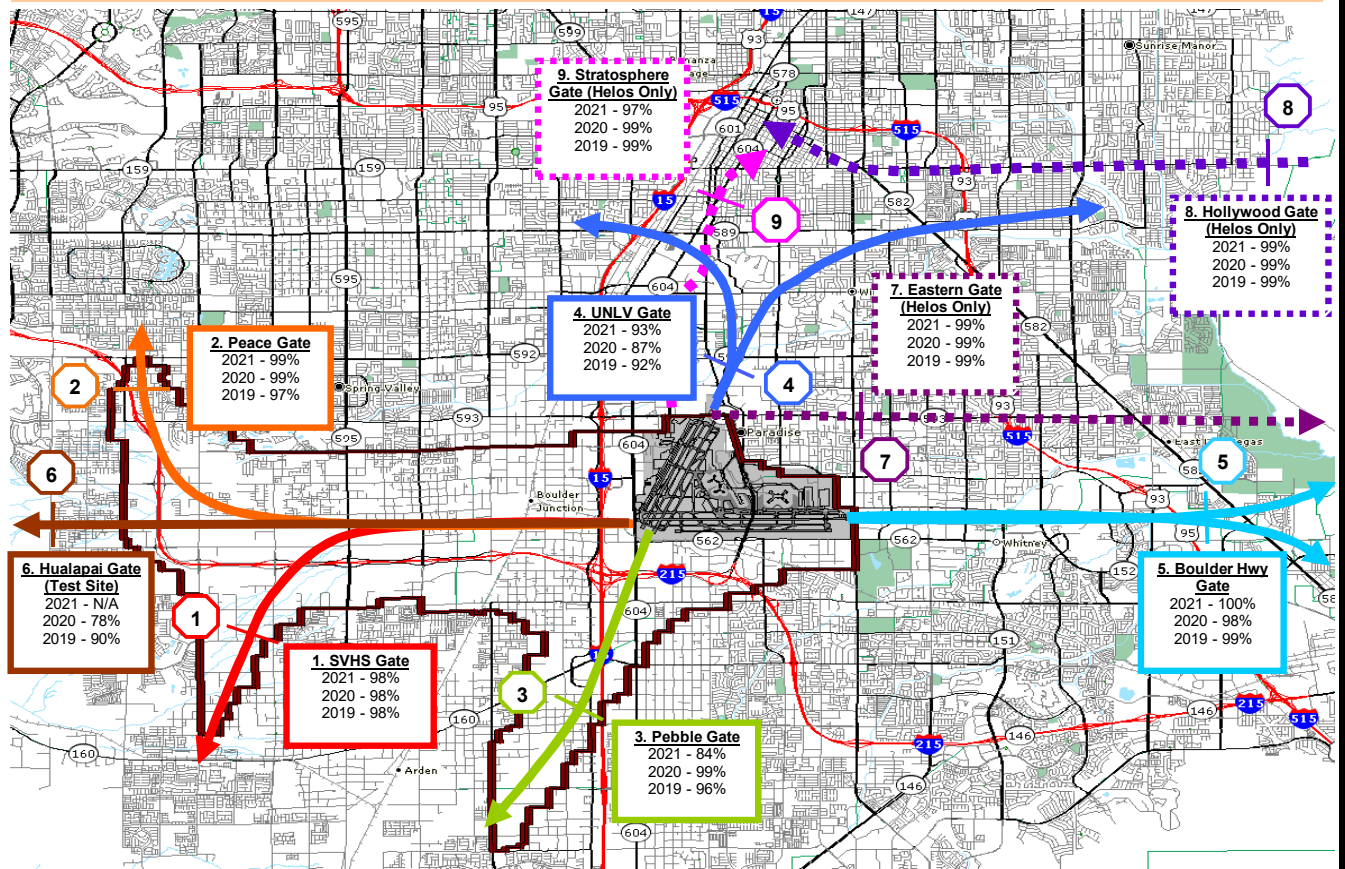


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - March 2021



* 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, A370, 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 2021

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
No. of Land Use Applications Reviewed	138	67	45	22	272	239	373
No. of Applications where CCDOA Issued a Comment	17	7	3	0	27	14	12
Percent of Applications where Comment Issued	12%	10%	7%	0%	10%	6%	3%

Exhibit 11: Land Use Application Comments by Airport Concern - March 2021

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Deed Restrictions	0	0	0	0	0	1	0
Height-Penetrates Part 77 100:1 Surfaces/>200'	4	1	2	0	7	11	9
Height-Penetrates Part 77 PATH-C Surfaces*	2	0	0	0	2	0	0
Helipport/Helipad	0	0	0	0	0	0	0
Noisy-Commercial within AEOD**	4	1	0	0	5	1	3
Noisy-Residential within the AEOD**	2	1	0	0	3	0	0
Noisy-Residential Just Outside the AEOD**	10	5	1	0	16	10	3
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
Total***	22	8	3	0	33	23	15

* 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* - March 2021

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Within the AEOD	24	108	0	0	132	0	0
Just Outside the AEOD	735	997	2	0	1,734	1,369	1,013

*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* - March 2021

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Recommend Denial	0	0	0	0	0	0	1
Opposed at Hearings	0	0	0	0	0	0	0

*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 - March 2021

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.

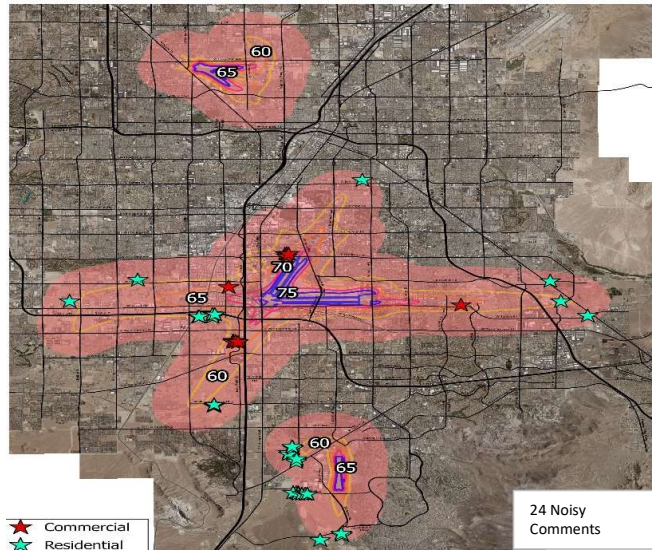


Exhibit 15: Noisy Comments - LAS Detail - March 2021

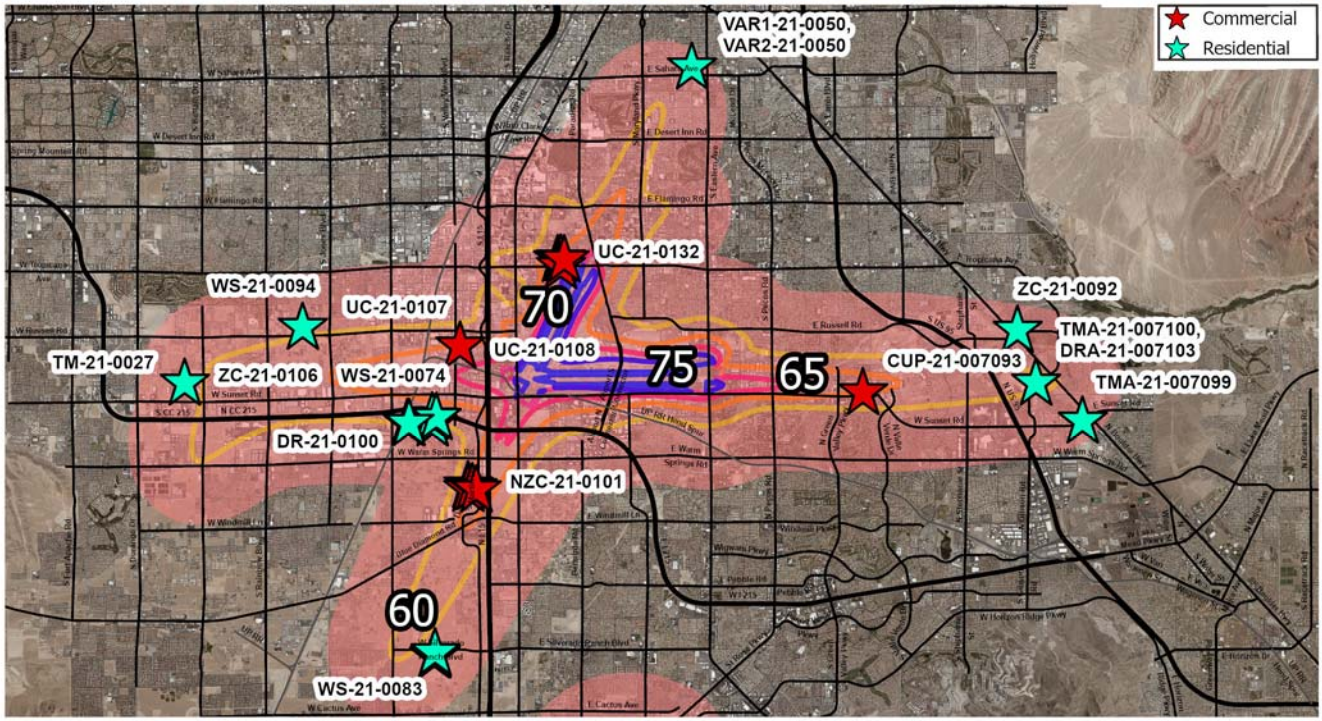


Exhibit 16: Noisy Comments - HND Detail - March 2021

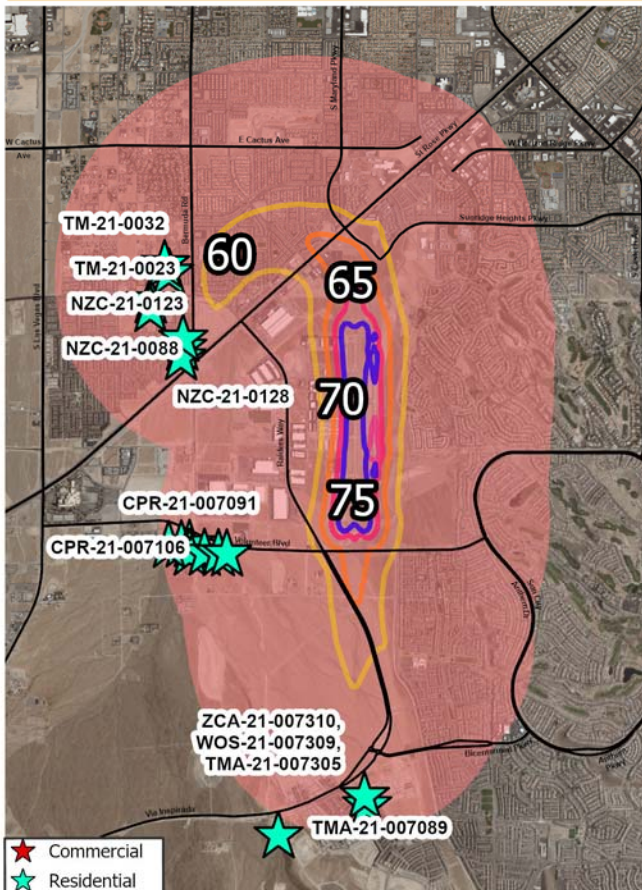


Exhibit 17: Noisy Comments - VGT Detail - March 2021

