

MEMORANDUM

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Director

DEPARTMENT OF AVIATION

Digitally signed by George C. Sims

TO: DISTRIBUTION

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

SUBJECT: OCTOBER, NOVEMBER, DECEMBER AND ANNUAL 2022
NOISE COMPLAINT AND LAND USE REVIEW REPORTS

DATE: FEBRUARY 9, 2023

Attached for your review are the Clark County Department of Aviation's (CCDOA) Monthly Noise Complaint Reports for October, November, and December 2022. Also included is the 2022 Annual Noise Complaint Report, covering the period of January through December 2022. Please note the following Clark County 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 through either the CCDOA's Noise Hotline (702-261-3694), the Noise Office (702-261-5600), or calls forwarded from LAS's toll free number (1-800-261-5704). Nellis Air Force Base noise complaints are forwarded to the Nellis Public Affairs Office (702-652-2750), and noise complaints regarding aircraft operations from the Boulder City Airport are forwarded to the Boulder City Airport Coordinator (702-293-9405). Individuals who express concerns regarding aircraft operations originating from private facilities (i.e., Valley Hospital or the private helipad located near Las Vegas Blvd. and Larson Lane) are asked to contact the individual property owner directly.

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

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

Exhibit 10 provides the total number of land use applications reviewed and the percentage of applications receiving a CCDOA comment. **Exhibit 11** breaks down the number of commented applications by airport concern. **Exhibit 12** provides the number of residential dwelling units per commented application. **Exhibit 13** gives the number of applications in which CCDOA recommends denial, as well as applications opposed in person.

at Commission and/or Council hearings. **Exhibit 14** displays the extent of the Airport Environs Overlay District (AEOD) for LAS, VGT, and HND. **Exhibit 15** depicts where noise-related comments were issued for applications around LAS. **Exhibit 16** depicts where noise-related comments were issued for applications around HND. Finally, **Exhibit 17** depicts where noise-related comments were issued for applications around VGT.

The Annual Noise Complaint Report includes additional information not provided in each monthly report. These additional illustrations (Exhibits 18 through 22) are helpful in assessing seasonal trends, comparisons of noise issues between various CCDOA facilities, noise complaint patterns between communities, long-term runway use trends, and long-term compliance determinations with the preferred departure corridors. **Exhibit 18** of the annual report illustrates the number of calls and callers by month, between 2020 and 2022. **Exhibit 19** illustrates the general time when the complaint was received by the CCDOA. Monthly calls by airport or helicopter operation are depicted on **Exhibit 20**. **Exhibit 21** depicts monthly calls by community. The final annual report, **Exhibit 22**, summarizes monthly calls by specific LAS operation.

The following provides a synopsis of each monthly noise complaint report 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

October 2022: 132 total complaints - a 6% decrease from 2021 and a 633% increase from 2020. On average, each caller (or household) issued 3.1 calls. The most calls received from one household totaled 32.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Enterprise** community issued 101 calls (76%). This community is typically impacted by aircraft departing to the south (from Runway 19L and Runway 19R).

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

Repeat Caller Impact: One household issued 24% (32 calls) of all the calls received in October 2022.

Calls by Operation - (Exhibit 2)

LAS: 96% of the total calls were due to **LAS** fixed-wing operations.

- 71% were due to departures to the south from Runways 19L and 19R (67% from two households).

VGT: 1% of the total calls were due to **VGT** fixed-wing operations.

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

Helis: 1% of the total calls were due to **helicopter** operations.

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

Overall: 564 daily *departures* – a 20% increase from 2021 and 87% increase from 2020.

- 66% of departures were to the west, 29% north, 4% south, and 1% east.

558 daily *arrivals* – a 20% increase from 2021 and 86% increase from 2020.

- 83% of arrivals were from the east, 12% south, and 5% north.

Daytime: 446 daily *departures* – a 19% increase from 2021 and 66% increase from 2020.

- 63% of departures were to the west, 31% north, 5% south, and 1% east.

471 daily *arrivals* – a 19% increase from 2021 and 68% increase from 2020.

- 83% of arrivals were from the east, 12% south, and 5% north.

Nighttime: 118 daily *departures* – a 24% increase from 2021 and 272% increase from 2020.

- 77% of departures were to the west, 21% north, and 2% south.

87 daily *arrivals* – a 28% increase from 2021 and a 331% increase from 2020.

- 86% of arrivals were from the east, 8% south, and 5% north.

Daytime vs. Nighttime: Approximately 79% 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: 145 daily *departures* – an 11% decrease from 2021 and a 74% increase from 2020.

- 58% of departures were to the south, 34% north, 7% west, and 1% east.

140 daily *arrivals* – a 12% decrease from 2021 and a 69% increase from 2020.

- 46% of arrivals were from the north, 34% east, 19% south, and 1% west.

Daytime: 136 daily *departures* – a 10% decrease from 2021 and 85% increase from 2020.

- 57% of departures were to the south, 35% north, 6% west, and 1% east.

133 daily *arrivals* – an 11% decrease from 2021 and a 74% increase from 2020.

- 45% of arrivals were from the north, 35% east, 19% south, and 1% west.

Nighttime: 10 daily *departures* – a 27% decrease from 2021 and 4% decrease from 2020.

- 74% of departures were to the south, 18% north, and 7% west.

6 daily *arrivals* – a 25% decrease from 2021 and a 2% increase from 2020.

- 64% of arrivals were from the north, 21% east, and 15% south.

Daytime vs. Nighttime: Approximately 94% of all *departures* and 96% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 67 daily *departures* – a 73% increase from 2021 and a 342% increase from 2020.

Charleston: 66 daily *arrivals* – a 79% increase from 2021 and a 357% increase from 2020.

Strip: 85 daily *touch and go's* - a 22% decrease from 2021 and a 69% increase from 2020.

Daytime vs. Nighttime: Approximately 93% 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 64% 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 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 2022, 66% departed to the *west* (from LAS's primary departure runways). This figure was 48% in 2021 and 64% in 2020.

Secondary: In 2022, 4% departed to the *south* (from LAS's secondary departure runways). This figure was 3% in 2021 and 6% in 2020.

Alternate 1: In 2022, 29% departed to the *north* (from LAS's alternate departure runways). This figure was 45% in 2021 and 28% in 2020.

Alternate 2: In 2022, 1% departed to the *east* (from LAS's alternate departure runways). This figure was 4% in 2021 and 2% in 2020.

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

SVHS: In 2022, 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 97% in 2021 and 98% in 2020.

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 2022, 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 2021 and 99% in 2020.

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 2022, 100% 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 2021 and 96% in 2020.

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 Springs Estates community) and aircraft turning late along this corridor (like the Southern Highlands community).

UNLV: In 2022, 95% 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 96% in 2021 and 93% in 2020.

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 2022, 100% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 99% in 2021 and 99% in 2020.

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 2022, 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 2021 and 99% in 2020.

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.

Hollywood: In 2022, 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 2021 and 99% in 2020.

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 2022, 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 100% in 2021 and 99% in 2020.

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: 89 applications were reviewed (a 36% decrease from 2021), with 7 applications (8%) issued at least one comment.

Henderson: 9 applications were reviewed (an 81% decrease from 2021), with 0 applications (0%) issued at least one comment.

Las Vegas: 45 applications were reviewed (a 29% increase from 2021), with 0 applications (0%) issued at least one comment.

North Las Vegas: 8 applications were reviewed (a 0% change from 2021), with 1 application (13%) issued at least one comment.

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

*Noise comments mapped in Exhibits 15, 16, 17

Clark County: 10 comments were issued, with 4 comments issued for “noise” concerns.

Henderson: 0 comments issued.

Las Vegas: 0 comments issued.

North Las Vegas: 1 comment was issued, with the 1 comment 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. 250 dwelling units proposed in the commented applications, just outside the AEOD.

Henderson: 0 comments were issued.

Las Vegas: 0 comments were issued.

North Las Vegas: 78 dwelling units were proposed in the commented applications, just outside the AEOD.

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

None

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

November 2022: 49 total complaints - a 21% decrease from 2021 and an 88% increase from 2020. On average, each caller (or household) issued 3.3 calls. The most calls received from one household totaled 20.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Enterprise** community issued 33 calls (67%). (See October 2022 synopsis of typical aircraft overflight impacts on this community.)

Minority (between 10% and 50%):

The **City of Henderson** community issued 9 calls (19%). This community is typically impacted by aircraft departing to the east (from Runway 08L and Runway 08R).

Repeat Caller Impact: One household issued 41% (20 calls) of all the calls received in November 2022.

Calls by Operation - (Exhibit 2)

LAS: 88% 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. (65% from one household).

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

HND: 0% 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: 520 daily *departures* – a 16% increase from 2021 and a 62% increase from 2020.
▪ 70% of departures were to the west, 18% north, 6% east, and 5% south.
509 daily *arrivals* – a 16% increase from 2021 and 60% increase from 2020.
▪ 82% of arrivals were from the east, 13% south, and 4% north.

Daytime: 404 daily *departures* – a 13% increase from 2021 and a 47% increase from 2020.
▪ 65% of departures were to the west, 20% north, 8% east, and 6% south.
424 daily *arrivals* – a 12% increase from 2021 and a 44% increase from 2020.
▪ 81% of arrivals were from the east, 15% south, and 4% north.

Nighttime: 116 daily *departures* – a 27% increase from 2021 and a 146% increase from 2020.
▪ 88% of departures were to the west, 11% north, and 1% south.
86 daily *arrivals* – a 39% increase from 2021 and a 235% increase from 2020.
▪ 91% of arrivals were from the east, 6% north, and 4% south.

Daytime vs. Nighttime: Approximately 78% of all *departures* and 83% of all *arrivals* occurred during the daytime hours.

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

Overall: 130 daily *departures* – a 12% decrease from 2021 and a 58% increase from 2020.
▪ 62% of departures were to the south, 22% north, 8% east, and 7% west.
126 daily *arrivals* – a 13% decrease from 2021 and 64% increase from 2020.
▪ 53% of arrivals were from the north, 25% east, and 22% south.

Daytime: 122 daily *departures* – an 11% decrease from 2021 and a 67% increase from 2020.
▪ 61% of departures were to the south, 23% north, 9% east, and 7% west.
121 daily *arrivals* – a 12% decrease from 2021 and a 68% increase from 2020.
▪ 52% of arrivals were from the north, 25% east, and 22% south.

Nighttime: 9 daily *departures* – a 24% decrease from 2021 and a 12% decrease from 2020.
▪ 81% of departures were to the south, 13% north, and 5% west.
5 daily *arrivals* – a 27% decrease from 2021 and an 8% increase from 2020.
▪ 69% of arrivals were from the north, 16% south, 14% east, and 1% west.

Daytime vs. Nighttime: Approximately 93% of all *departures* and 96% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 57 daily *departures* - a 13% increase from 2021 and 207% increase from 2020.

Charleston: 55 daily *arrivals* – a 14% increase from 2021 and 198% increase from 2020.

Strip: 74 daily *touch and go's* – a 22% decrease from 2021 and a 20% increase from 2020.

Daytime vs. Nighttime: Approximately 98% 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 65% 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 0% of the daily traffic.

Non-Jet: **Piston-driven** aircraft and unassigned aircraft types accounted for 4% of the daily traffic.

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

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

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

Primary: In 2022, 70% departed to the **west** (from LAS's primary departure runways). This figure was 37% in 2021 and 63% in 2020.

Secondary: In 2022, 5% departed to the **south** (from LAS's secondary departure runways). This figure was 2% in 2021 and 7% in 2020.

Alternate 1: In 2022, 18% departed to the **north** (from LAS's alternate departure runways). This figure was 60% in 2021 and 30% in 2020.

Alternate 2: In 2022, 6% departed to the **east** (from LAS's alternate departure runways). This figure was 2% in 2021 and <1% in 2020.

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

SVHS: In 2022, 97% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 97% in 2021 and 98% in 2020. (See October 2022 synopsis for specific location of the SVHS gate.)

Peace: In 2022, 99% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 2021 and 100% in 2020. (See October 2022 synopsis for specific location of the Peace gate.)

Pebble: In 2022, 100% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 2021 and 97% in 2020. (See October 2022 synopsis for specific location of the Pebble gate.)

UNLV: In 2022, 87% 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 96% in 2021 and 92% in 2020. (See October 2022 synopsis for specific location of the UNLV gate.)

Boulder: In 2022, 99% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 100% in 2021 and 92% in 2020. (See October 2022 synopsis for specific location of the Boulder Hwy. gate.)

Eastern: In 2022, 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 2021 and 100% in 2020. (See October 2022 synopsis for specific location of the Eastern gate.)

Hollywood: In 2022, 94% 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 2021 and 100% in 2020. (See October 2022 synopsis for specific location of the Hollywood gate.)

Stratosphere: In 2022, 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 100% in 2021 and 99% in 2020. (See October 2022 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 74 applications were reviewed (a 31% decrease from 2021), with 8 applications (11%) issued at least one comment.

Henderson: 69 applications were reviewed (an 30% increase from 2021), with 8 applications (12%) issued at least one comment.

Las Vegas: 40 applications were reviewed (a 30% decrease from 2021), with 1 application (3%) issued at least one comment.

North Las Vegas: 16 applications were reviewed (a 78% increase from 2021), with 5 applications (31%) issued at least one comment.

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

*Noise comments mapped in Exhibits 15, 16, 17

Clark County: 8 comments were issued, with 4 comments issued for “noise” concerns.

Henderson: 9 comments were issued, with 4 comments issued for “noise” concerns.

Las Vegas: 1 comment was issued, with 0 comments issued for “noise” concerns.

North Las Vegas: 5 comments were issued, with all 5 comments issued for “noise” concerns.

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

Clark County: 2 dwelling units proposed in the commented applications, just outside the AEOD.

Henderson: 72 dwelling units proposed in the commented applications, within the AEOD. 717 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 0 “noise” comments issued.

North Las Vegas: 159 dwelling units were proposed in the commented applications, just outside the AEOD.

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

None

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

December 2022: 88 total complaints – a 32% decrease from 2021 and a 214% increase from 2020. On average, each caller (or household) issued 4.0 calls. The most calls received from one household totaled 28.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Enterprise** community issued 53 calls (60%). (See October 2022 synopsis of typical aircraft overflight impacts on this community.)

Minority (between 10% and 50%): The **Spring Valley** community issued 21 calls (24%). This community is typically impacted by aircraft departing to the west (from Runway 26R and Runway 26L). This community is also impacted by aircraft departing to the north (from Runway 01R and Runway 01L) that turn left (to the west and south).

Repeat Caller Impact: One household issued 32% (28 calls) of all the calls received in December 2022.

Calls by Operation - (Exhibit 2)

LAS: 96% of the total calls received were due to **LAS** fixed-wing operations.

- 60% were due to departures to the south from Runways 19L and 19R (53% from one household).
- 32% were due to departures to the north from Runways 01L and 01R (68% from one household).

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

HND: 0% of the total calls received were due to **HND** fixed-wing operations (86% from one household).

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

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

Overall: 491 daily *departures* – a 14% increase from 2021 and 70% increase from 2020.

- 59% of departures were to the west, 36% north, 4% south, and 1% east.

479 daily *arrivals* – a 15% increase from 2021 and 67% increase from 2020.

- 81% of arrivals were from the east, 15% south, and 4% north.

Daytime: 386 daily *departures* – a 12% increase from 2021 and a 57% increase from 2020.

- 52% of departures were to the west, 42% north, 5% south, and 1% east.

392 daily *arrivals* – a 10% increase from 2021 and a 48% increase from 2020.

- 79% of arrivals were from the east, 17% south, and 3% north.

Nighttime: 105 daily *departures* – a 21% increase from 2021 and a 140% increase from 2020.

- 86% of departures were to the west, 13% north, and 1% south.

88 daily *arrivals* – a 41% increase from 2021 and a 284% increase from 2020.

- 88% of arrivals were from the east, 7% north, and 5% north.

Daytime vs. Nighttime: Approximately 79% of all *departures* and 82% of all *arrivals* occurred during the daytime hours.

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

Overall: 133 daily *departures* – a 1% increase from 2021 and a 97% increase from 2020.

- 52% of departures were to the south, 40% north, 7% west, and 2% east.

129 daily *arrivals* – no change from 2021 and 101% increase from 2020.

- 37% of arrivals were from the north, 36% east, and 26% south.

Daytime: 125 daily *departures* – a 3% increase from 2021 and a 109% increase from 2020.

- 50% of departures were to the south, 42% north, 7% west, and 2% east.

123 daily *arrivals* – no change from 2021 and 104% increase from 2020.

- 37% of arrivals were from the east, 35% north, and 27% south.

Nighttime: 8 daily *departures* – a 23% decrease from 2021 and a 6% increase from 2020.

- 82% of departures were to the south, 13% north, 4% west, and 1% east.

6 daily *arrivals* – a 13% decrease from 2021 and a 57% increase from 2020.

- 81% of arrivals were from the north, 12% east, 7% south, and 1% west.

Daytime vs. Nighttime: Approximately 94% of all *departures* and 96% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 49 daily *departures* - a 9% increase from 2021 and a 222% increase from 2020.

Charleston: 49 daily *arrivals* – a 15% increase from 2021 and a 235% increase from 2020.

Strip: 60 daily *touch and go's* - a 30% decrease from 2021 and a 19% increase from 2020.

Daytime vs. Nighttime: Approximately 98% 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 64% 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 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 5% 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 zero operations per day.

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

Primary: In 2022, 59% departed to the **west** (from LAS's primary departure runways). This figure was 49% in 2021 and 54% in 2020.

Secondary: In 2022, 4% departed to the **south** (from LAS's secondary departure runways). This figure was 4% in 2021 and 6% in 2020.

Alternate 1: In 2022, 36% departed to the **north** (from LAS's alternate departure runways). This figure was 45% in 2021 and 35% in 2020.

Alternate 2: In 2022, 1% departed to the **east** (from LAS's alternate departure runways). This figure was 2% in 2021 and 5% in 2020.

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

SVHS: In 2022, 98% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 2021 and 99% in 2020. (See October 2022 synopsis for specific location of the SVHS gate.)

Peace: In 2022, 99% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 2021 and 99% in 2020. (See October 2022 synopsis for specific location of the Peace gate.)

Pebble: In 2022, 99% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 2021 and 99% in 2020. (See October 2022 synopsis for specific location of the Pebble gate.)

UNLV: In 2022, 94% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the **UNLV sports complex**. This figure was 95% in 2021 and 87% in 2020. (See October 2022 synopsis for specific location of the UNLV gate.)

Boulder: In 2022, 100% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 99% in 2021 and 100% in 2020. (See October 2022 synopsis for specific location of the Boulder Hwy. gate.)

Eastern: In 2022, 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 2021 and 100% in 2020. (See October 2022 synopsis for specific location of the Eastern gate.)

Hollywood: In 2022, 98% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 99% in 2021 and 100% in 2020. (See October 2022 synopsis for specific location of the Hollywood gate.)

Stratosphere: In 2022, 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 2021 and 100% in 2020. (See October 2022 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 79 applications were reviewed (a 17% decrease from 2021), with 12 applications (15%) issued at least one comment.

Henderson: 10 applications were reviewed (an 77% decrease from 2021), with 1 application (10%) issued at least one comment.

Las Vegas: 36 applications were reviewed (a 5% decrease from 2021), with 1 application (3%) issued at least one comment.

North Las Vegas: 24 applications were reviewed (a 200% increase from 2021), with 1 application (4%) issued at least one comment.

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

*Noise comments mapped in Exhibits 15, 16, 17

Clark County: 12 comments were issued, with 9 comments issued for “noise” concerns.

Henderson: 1 comment was issued, with 0 comments 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: 4 dwelling units proposed in the commented applications, within the AEOD. 463 dwelling units proposed in the commented applications, just outside the AEOD.

Henderson: 0 “noise” comments issued.

Las Vegas: 0 “noise” comments issued.

North Las Vegas: 27 dwelling units were proposed in the commented applications, just outside the AEOD.

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

None

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

Annual Noise Complaint Summaries

2022: 1,266 total complaints – a 26% increase from 2021 and a 92% increase from 2020. On average, each caller (or household) issued 7.1 calls. The most calls received from one household totaled 377.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Enterprise** community issued 1,062 calls (84%). (See October 2022 synopsis of typical aircraft overflight impacts on this community.)

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

Repeat Caller Impact: One household issued 30% (377 calls) of all the calls received in 2022.

Calls by Operation - (Exhibit 2)

LAS: 94% of the total calls received were due to **LAS** fixed-wing operations.

- 80% were due to departures to the south from Runways 19L and 19R (77% from three households).

VGT: 1% of the total calls received were due to **VGT** fixed-wing operations.

HND: 4% 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 - (Exhibit 4)

Overall: 498 daily *departures* – a 26% increase from 2021 and a 62% increase from 2020.

- 53% of departures were to the west, 33% north, 10% east, and 4% south.

489 daily *arrivals* – a 27% increase from 2021 and 60% increase from 2020.

- 73% of arrivals were from the east, 16% south, 8% north, and 3% west.

Daytime: 389 daily *departures* – a 23% increase from 2021 and a 48% increase from 2020.

- 49% of departures were to the west, 34% north, 12% east, and 5% south.

405 daily *arrivals* – a 23% increase from 2021 and a 47% increase from 2020.

- 71% of arrivals were from the east, 17% south, 8% north, and 4% west.

Nighttime: 109 daily *departures* – a 41% increase from 2021 and a 150% increase from 2020.

- 68% of departures were to the west, 29% north, 2% east, and 1% south.

85 daily *arrivals* – a 50% increase from 2021 and a 188% increase from 2020.

- 81% of arrivals were from the east, 11% south, 7% north, and 1% west.

Daytime vs. Nighttime: Approximately 78% of all *departures* and 83% of all *arrivals* occurred during the daytime hours.

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

Overall: 131 daily *departures* – an 8% increase from 2021 and a 75% increase from 2020.

- 46% of departures were to the south, 37% north, 11% east, and 6% west.

127 daily *arrivals* – a 9% increase from 2021 and 79% increase from 2020.

- 42% of arrivals were from the north, 27% south, 26% east, and 5% west.

Daytime: 122 daily *departures* – a 10% increase from 2021 and an 84% increase from 2020.

- 45% of departures were to the south, 38% north, 12% east, and 6% west.

121 daily *arrivals* – a 9% increase from 2021 and 83% increase from 2020.

- 41% of arrivals were from the north, 27% south, 26% east, and 5% west.

Nighttime: 9 daily *departures* – an 11% decrease from 2021 and 6% increase from 2020.

- 59% of departures were to the south, 33% north, 7% west, and 1% east.

6 daily *arrivals* – a 7% increase from 2021 and a 24% increase from 2020.

- 55% of arrivals were from the north, 24% south, 20% 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)

Tropicana: 57 daily *departures* – a 57% increase from 2021 and 218% increase from 2020.

Charleston: 56 daily *arrivals* - a 60% increase from 2021 and 219% increase from 2020.

Strip: 83 daily *touch and go's* - a 15% decrease from 2021 and 95% increase from 2020.

Daytime vs. Nighttime: Approximately 88% 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 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 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 4% 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 2022, 53% departed to the **west** (from LAS's primary departure runways). This figure was 55% in 2021 and 57% in 2020.

Secondary: In 2022, 4% departed to the **south** (from LAS's secondary departure runways). This figure was 5% in 2021 and 6% in 2020.

Alternate 1: In 2022, 33% departed to the **north** (from LAS's alternate departure runways). This figure was 27% in 2021 and 33% in 2020.

Alternate 2: In 2022, 10% departed to the **east** (from LAS's alternate departure runways). This figure was 13% in 2021 and 5% in 2020.

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

SVHS: In 2022, 98% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 2021 and 98% in 2020. (See October 2022 synopsis for specific location of the SVHS gate.)

Peace: In 2022, 98% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 2021 and 98% in 2020. (See October 2022 synopsis for specific location of the Peace gate.)

Pebble: In 2022, 99% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 92% in 2021 and 96% in 2020. (See October 2022 synopsis for specific location of the Pebble gate.)

UNLV: In 2022, 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 95% in 2021 and 91% in 2020. (See October 2022 synopsis for specific location of the UNLV gate.)

Boulder: In 2022, 99% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 93% in 2021 and 99% in 2020. (See October 2022 synopsis for specific location of the Boulder Hwy. gate.)

Eastern: In 2022, 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 2021 and 99% in 2020. (See October 2022 synopsis for specific location of the Eastern gate.)

Hollywood: In 2022, 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 2021 and 99% in 2020. (See October 2022 synopsis for specific location of the Hollywood gate.)

Stratosphere: In 2022, 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 2021 and 99% in 2020. (See October 2022 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 1,164 applications were reviewed (an 18% decrease from 2021), with 129 applications (11%) issued at least one comment.

Henderson: 526 applications were reviewed (an 8% decrease from 2021), with 55 applications (10%) issued at least one comment.

Las Vegas: 464 applications were reviewed (a 2% decrease from 2021), with 13 applications (3%) issued at least one comment.

North Las Vegas: 187 applications were reviewed (an 11% increase from 2021), with 23 applications (12%) issued at least one comment.

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

*Noise comments mapped in Exhibits 15, 16, 17

Clark County: 140 comments were issued, with 89 comments issued for “noise” concerns. 3 misc. comments were issued, with detailed information available in the monthly reports.

Henderson: 63 comments were issued, with 31 comments issued for “noise” concerns.

Las Vegas: 14 comments were issued, with 4 comments issued for “noise” concerns.

North Las Vegas: 23 comments were issued, with all 21 comments issued for “noise” concerns.

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

Clark County: 794 dwelling units were proposed in the commented applications, within the AEOD. 4,719 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 248 dwelling units were proposed in the commented applications, within the AEOD. 4,021 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 837 dwelling units were proposed in the commented applications, just outside the AEOD.

North Las Vegas: 74 dwelling units were proposed in the commented applications, within the AEOD. 925 dwelling units were proposed in the commented applications, just outside the AEOD.

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

Clark County: 0 applications CCDOA recommended denial and/or opposed.

Henderson: 0 applications CCDOA recommended denial and/or opposed.

Las Vegas: 0 applications CCDOA recommended denial and/or opposed.

North Las Vegas: 1 application CCDOA recommended denial.

Calls by Month - (Exhibit 18)

Seasonal Trends: The majority of the calls received for 2022 occurred in March, April, May, and October (53% of the total number of complaint calls received). The vast majority of calls received were associated with departures to the south, with 77% of the calls originating from three households. The exhibit reflects the impact of the FAA's implementation of their Metroplex project, which includes the GIDGT/RATPK departure procedure. Historically, weather conditions for the Las Vegas Valley reflect the majority of departures from LAS continue to utilize Runway 26L and Runway 26R. However, whenever wind and weather conditions dictate, the FAA will utilize a variety of runway configurations to better manage traffic levels in a safe and efficient manner. Additionally, when weather conditions are temperate and residents opt to leave their windows and doors open during the spring and fall months, the number of noise complaints tends to increase.

Calls by Time of Day - (Exhibit 19)

Daytime versus Nighttime: Approximately 93% of the total calls received by the CCDOA were issued between the hours of 7 AM and 10 PM while the remaining 7% were received between the hours of 10 PM and 7 AM.

Calls by Airport/Operation - (Exhibit 20)

Airport Trends: A majority (94%) of the total calls received in 2022 were attributed to LAS operations.

Calls by Community - (Exhibit 21)

Community Trends: A majority of the total calls (84%) originated from the *Enterprise* community. Calls received from *Enterprise* were attributed to southbound departures from Runway 19L turning westbound, utilizing the GIDGT/RATPK departure procedure.

Calls by LAS Operations - (Exhibit 22)

LAS Trends: The majority (85%) of the total calls received were associated with increased departures to the south from Runways 19R and 19L turning westbound, as part of the FAA's GIDGT/RATPK departure procedure (77% from three households).

Other Notable Issues

Harry Reid International Airport in Las Vegas to add more parking to Terminal 1: The airport announced it is beginning a project to increase the capacity and convenience of customer parking for Terminal 1. According to airport officials, this is another effort to enhance the customer experience as record volumes of passengers continue to travel through the airport and certain parking options reach capacity more frequently. Once the project is complete, more than 1,500 additional customer parking spaces will be just steps away from Terminal 1.

More records expected at Harry Reid International in 2023 with passenger increase: More passenger records are on the horizon for Harry Reid International Airport, a feat that would likely propel officials to build a reliever airport south of Las Vegas. The Las Vegas Convention and Visitors Authority's aviation consultant, Ailevon Pacific Aviation Consulting, told board members that the airport can anticipate higher traffic in 2023, after record capacity in 2022. Joel Van Over, senior director at Ailevon, said capacity in March could be close to the record capacity, around 97,000 inbound seats recorded in October 2022. The high level of capacity resulted in record passenger arrivals that month with 5.2 million passengers. It marked the first time the airport welcomed more than 5 million people in one month. Clark County Aviation Department Director Rosemary Vassiliadis, who also attended the meeting, said the challenge now is balancing the scheduling of arrivals and departures. She said the airport is working with its growing list of airlines serving the airport to "smooth out the peaks" of arrivals. "The success of all of these events that have been coming back to Las Vegas or coming to Las Vegas for the first time yielded some remarkable highs for us and for the industry," Vassiliadis said. "It's an absolutely phenomenal story. It's wonderful that the team is getting seats in, but, no offense, it's better that they're filled, and they're filled with people flying in and out of the destination." She noted a focus on customer experience is critical because the first and last impression people have of Las Vegas is the airport. December passenger volume is expected to be reported later this month, but for the first 11 months of 2022, 48.3 million people, 3.2 million shy of 2019's all-time annual record of 52.5 million passengers arrived and departed from Harry Reid International. Vassiliadis said the full capacity of the airport is somewhere around 63 million to 65 million passengers.

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:sk

Attachments

Airport Noise Report

February 9, 2023

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Distribution:

Commissioner Gibson, Chair	Tina Frias
Commissioner Jones, Vice-Chair	Scott Kichline
Commissioner Kirkpatrick	Phillip Detmer
Commissioner McCurdy II	SundayLee Cabrera
Commissioner Miller	Anthony Perkins
Commissioner Naft	Susan Gersh
Commissioner Segerblom	Bruce Daugherty
Kevin Schiller	Christine Crews
Rosemary Vassiliadis	Jim McIntosh (COH)
James Chrisley	Andrew Powell (COH)
Joseph Piurkowski	Darryl Dembski (FAA ATCT)
Ralph LePore	Matthew Smith (FAA TRACON)
Sandra Cikity	James Erbeck (CLV)
Simona Nitcheva	Paul Alukonis (FAA FSDO)
Gina Wilborn	Sydney Lowe (University Libraries)
Ben Czyzewski	Lisa Butterfield (Reno-Tahoe Airport)
Curtis Hedgepeth	Andrea Christensen (Denver Airport)
Sean Roebuck	Jennifer Lewis (Scottsdale Airport)
Blanca Vazquez	Frank Iacovino (Mass Port Authority)
Charlie Halterman (HND Tower)	Robert Butler (Papillon Helicopters)
Richard Falcon (FAA FSDO)	Christine Gerencher (American Airlines)
Richard Derrick (COH)	Bert Ganoung (SFO)
Jorge Cervantes (CLV)	San Diego Airport Noise Management
Mayor Carolyn Goodman (CLV)	Jeannie Denham (Citizen)
Mayor Pro Tem Brian Knudsen (CLV)	Judge Bob Johnston (Citizen)
Councilwoman Olivia Diaz (CLV)	Roy Fuhrmann (Metro Airports Commission)
Councilwoman Victoria Seaman (CLV)	Tom Schaus (Sundance Helicopters)
Councilwoman F. Allen-Palenske (CLV)	Brooke Satern (Port of Portland)
Councilwoman Nancy E. Brune (CLV)	Gary Brodt (Citizen)
Councilman Cedric Crear (CLV)	Stan Shepherd (SEATAC)
Brok Armantrout (CBC)	Eric Sheng (Long Beach Airport)
John Williams (Ricondo)	Jason Schwartz (Portland Airport)
Jared Raymond (FAA ADO)	Steven Peacock (Dallas City Hall)
Mike Jeck (Metro Wash. Air Auth.)	William Olivieri (Citizen)
Karen Everitt (Dallas City Hall)	Samuel Carter (Harris)

Exhibit 1: Noise Complaint Calls by Community* - October 2022

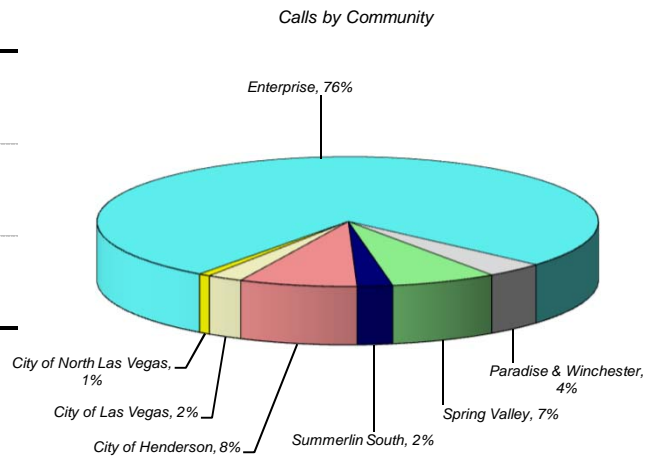
Community	No. of Calls in 2022	No. of Callers in 2022	No. of Calls in 2021	No. of Calls in 2020
City of Boulder City	10	7	4	4
City of Henderson	3	3	8	
City of Las Vegas	1	1		
City of North Las Vegas				
Enterprise	101	15	86	2
Lone Mountain				1
Paradise & Winchester	5	5	11	2
Spring Valley	9	8	28	9
Summerlin South	3	3	3	
Sunrise Manor				
Whitney				
Location unknown				
Overall Total	132	42	140	18

Difference between 2022 and 2021 Total Calls: -6%

Difference between 2022 and 2020 Total Calls: 633%

Average Number of Calls per Caller: 3.1

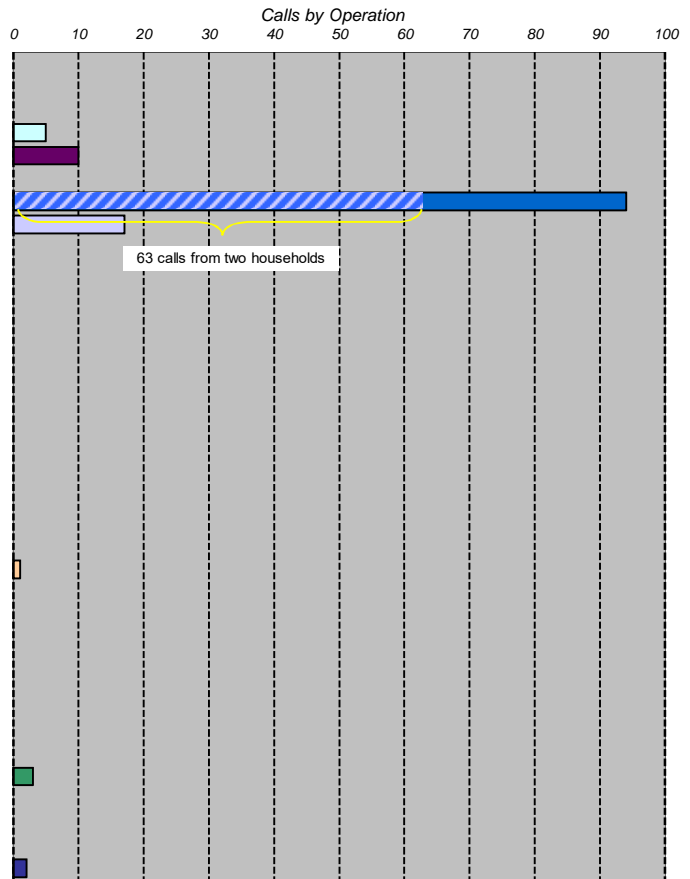
Most calls received from one household: 32



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

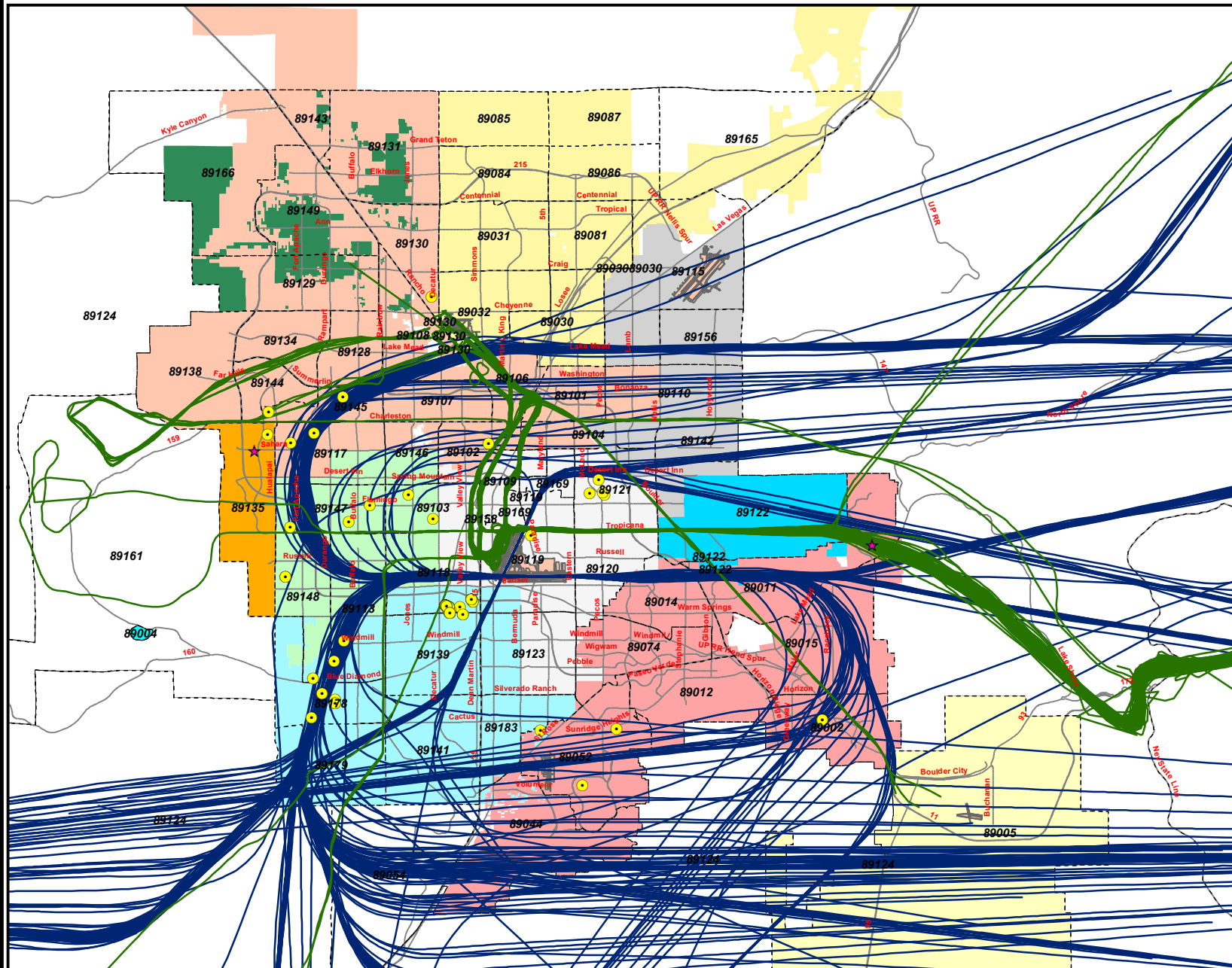
Exhibit 2: Noise Complaint Calls by Type of Operation - October 2022

Operation	No. of Calls in 2022	Percent of Overall Total	No. of Calls in 2021	No. of Calls in 2020
LAS 01R/L Arrivals				
LAS 08R/L Arrivals			1	1
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	5	3.8%	8	1
LAS 01R/L Departures	10	7.6%	41	9
LAS 08R/L Departures				
LAS 19R/L Departures	94	71.2%	78	
LAS 26R/L Departures	17	12.9%	3	1
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	126	95.5%	131	12
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	0.8%	1	1
VGT Other				
VGT Total	1	0.8%	1	1
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	3	2.3%	3	5
HND Other				
HND Total	3	2.3%	3	5
Helicopters**	2	1.5%	5	1
Overall Total	132	100%	140	19



** 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 - October 2022



Legend

Oct 2022
Total Complaints: 132

- Aircraft Complaints Received 130 Mapped 129
- 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

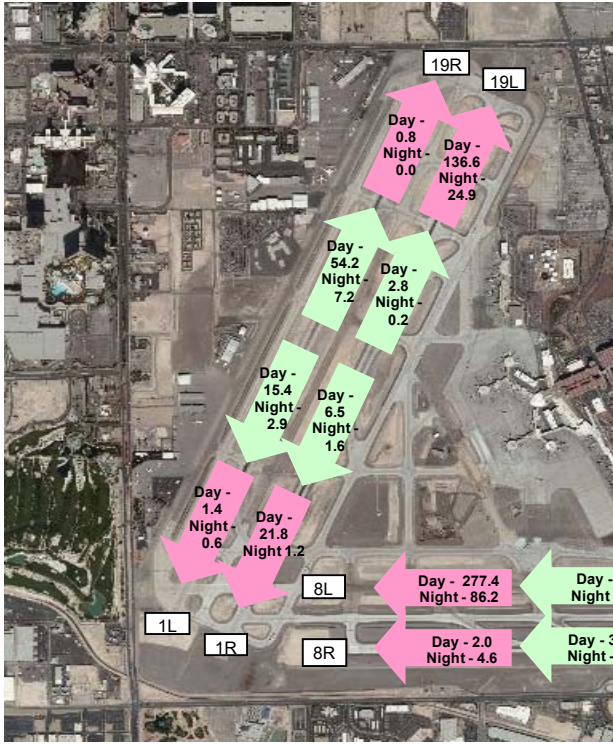
Department of Aviation
Geographic Information Systems

2/1/2023

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\2022\04_NOISE22.mxd

Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - October 2022



Year	2022		2021		2020	
Daytime Departures	446	79%	375	80%	269	89%
Nighttime Departures	118	21%	95	20%	32	11%
Total Departures	564	100%	470	100%	301	100%

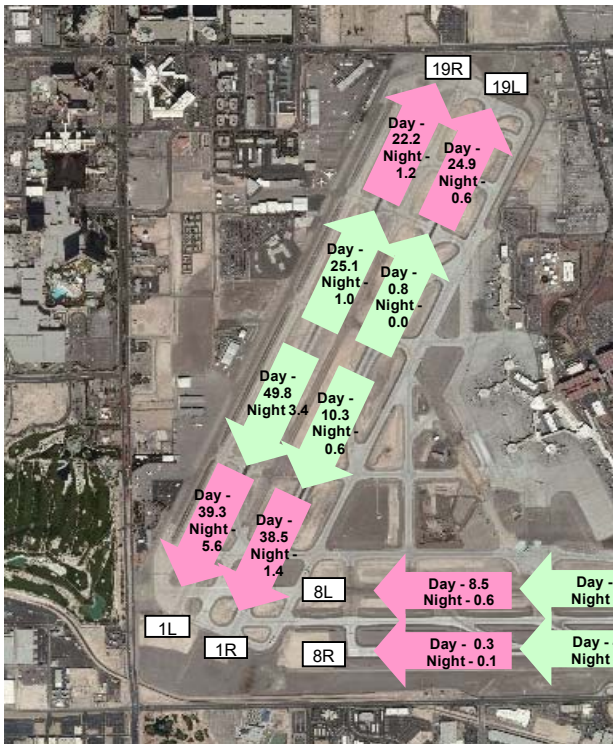
Daytime Arrivals	471	84%	395	85%	281	93%
Nighttime Arrivals	87	16%	68	15%	20	7%
Total Arrivals	558	100%	463	100%	301	100%

Growth	Overall	Daytime	Nighttime
Depts. 2022 vs 2021	20%	19%	24%
Depts. 2022 vs 2020	87%	66%	272%

Arrivals 2022 vs 2021	20%	19%	28%
Arrivals 2022 vs 2020	86%	68%	331%

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

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - October 2022



Year	2022		2021		2020	
Daytime Departures	136	93%	151	92%	74	88%
Nighttime Departures	10	7%	13	8%	10	12%
Total Departures	145	100%	164	100%	83	100%

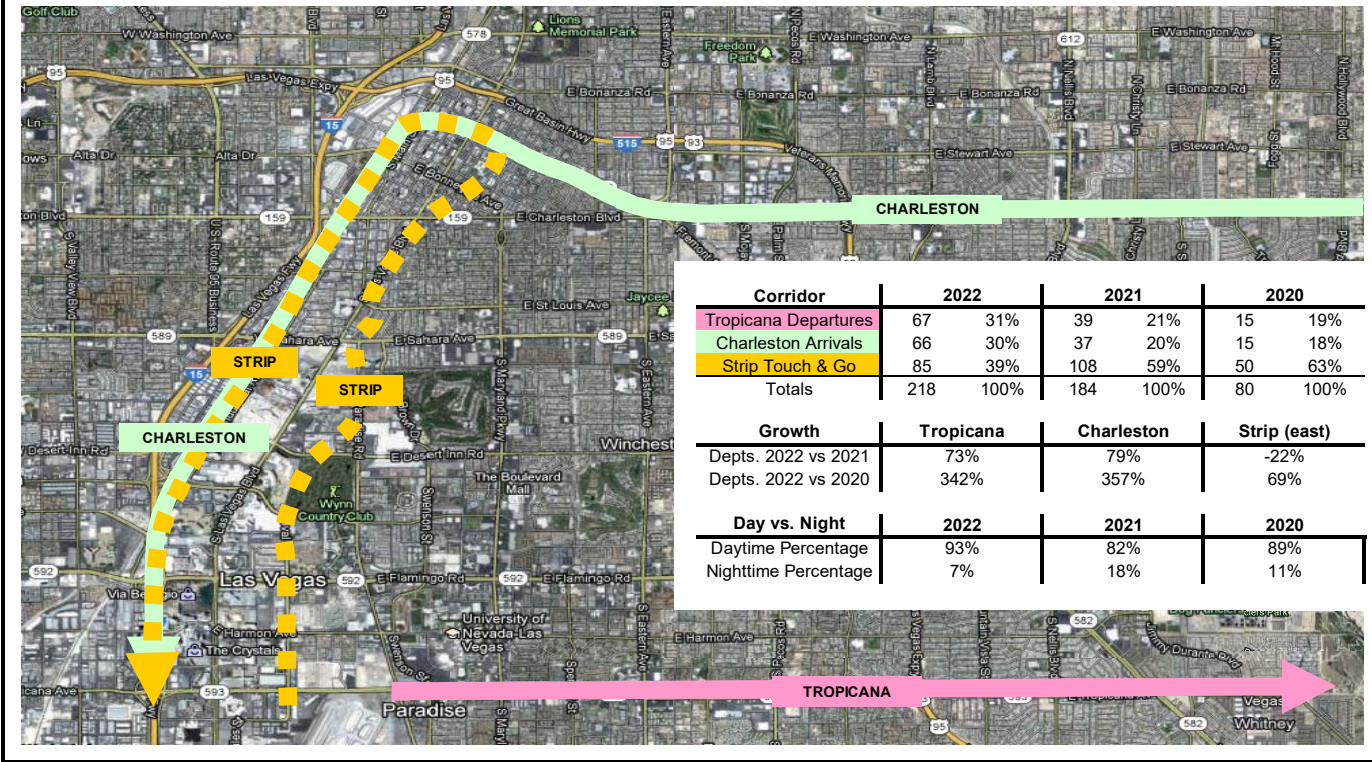
Daytime Arrivals	133	95%	150	95%	77	93%
Nighttime Arrivals	6	5%	8	5%	6	7%
Total Arrivals	140	100%	159	100%	83	100%

Growth	Overall	Daytime	Nighttime
Depts. 2022 vs 2021	-11%	-10%	-27%
Depts. 2022 vs 2020	74%	85%	-4%

Arrivals 2022 vs 2021	-12%	-11%	-25%
Arrivals 2022 vs 2020	69%	74%	2%

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

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - October 2022



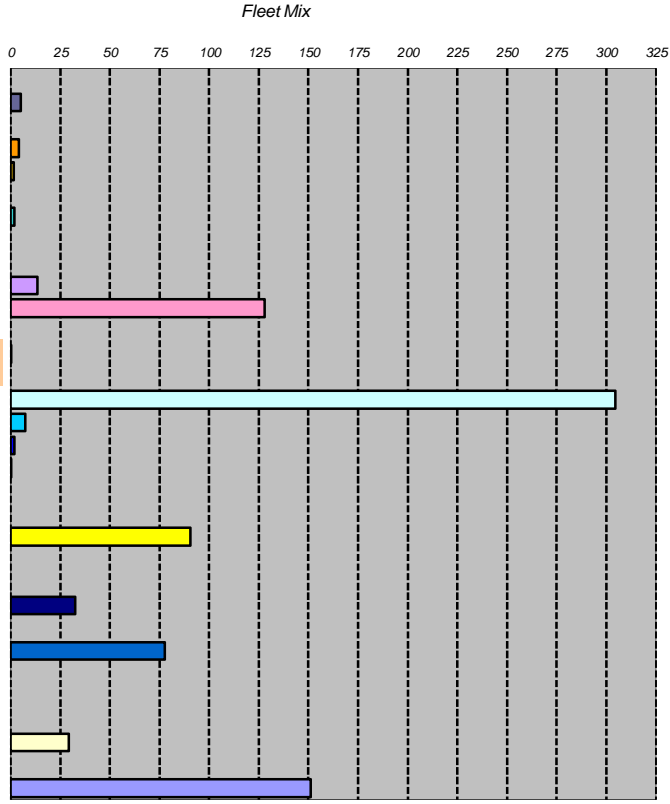
Corridor	2022	2021	2020
Tropicana Departures	67 31%	39 21%	15 19%
Charleston Arrivals	66 30%	37 20%	15 18%
Strip Touch & Go	85 39%	108 59%	50 63%
Totals	218 100%	184 100%	80 100%

Growth	Tropicana	Charleston	Strip (east)
Depts. 2022 vs 2021	73%	79%	-22%
Depts. 2022 vs 2020	342%	357%	69%

Day vs. Night	2022	2021	2020
Daytime Percentage	93%	82%	89%
Nighttime Percentage	7%	18%	11%

Exhibit 7: LAS Aircraft Arrival Fleet Mix - October 2022**

Operation	Daily Average in 2022	Percent of Overall Total	Daily Average in 2021	Daily Average in 2020
A300s, A310s	0.00	0.0%	0.03	1.26
A330s, A340s	4.97	0.6%	2.87	0.13
B747s	0.00	0.0%	0.03	0.06
B767s	4.10	0.5%	11.10	4.68
B777s	1.55	0.2%	0.84	0.23
DC10, L1011, MD11	0.00	0.0%	0.13	0.00
Misc. (B707s, DC8s, etc.)	1.77	0.2%	0.03	13.26
Heavy Jets (>300,000 lbs.)	12.39	1.5%	15.03	19.61
A318s, A319s	13.42	1.6%	29.26	17.77
A320s, A321s	127.81	15.1%	96.71	68.10
B717s	0.00	0.0%	0.00	0.00
B727s	0.06	0.0%	0.00	0.00
B737-100s, -200s	0.00	0.0%	0.00	0.00
B737-300s to -900s	304.48	35.9%	252.81	168.87
B757s	7.39	0.9%	7.16	6.42
BAC 111s, E170s, E190s	1.81	0.2%	1.32	0.58
CRJ7s, CRJ9s	0.16	0.0%	0.00	0.00
MD80s	0.00	0.0%	0.10	0.03
MD90s	0.00	0.0%	0.00	0.00
Misc. (Bae 146s, DC9s)	90.52	10.7%	60.90	19.35
Large Jets (>75,000 lbs.)	545.65	64.3%	448.26	281.13
Medium Jets (>41,000)	32.61	3.8%	31.58	12.90
Small Jets (<41,000 lbs.)	77.77	9.2%	97.45	41.90
Military Jets	0.00	0.0%	0.03	0.00
Non-Jets & Unknowns	29.23	3.4%	31.10	27.94
Helicopter Tours	151.13	17.8%	145.35	64.61
Overall Total*	849	100%	769	448



** 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.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - October 2022 to 2020

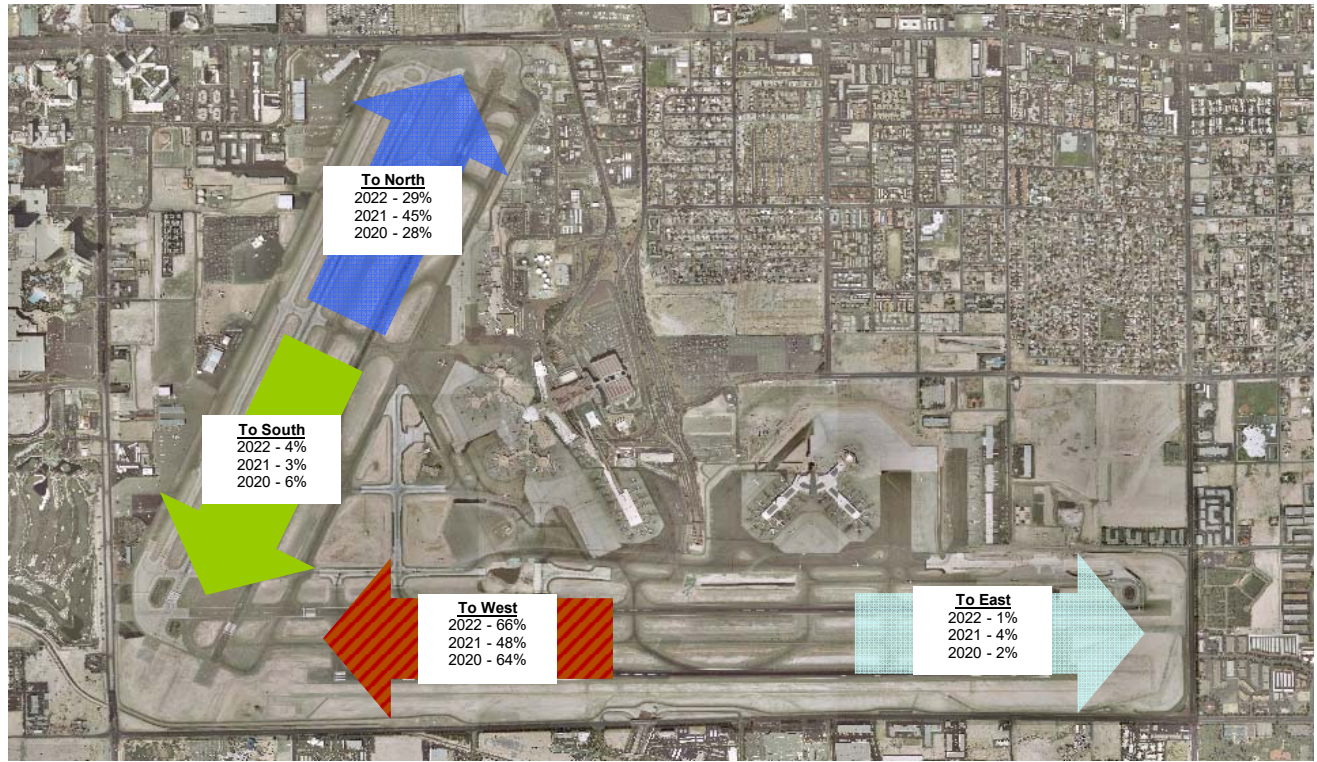
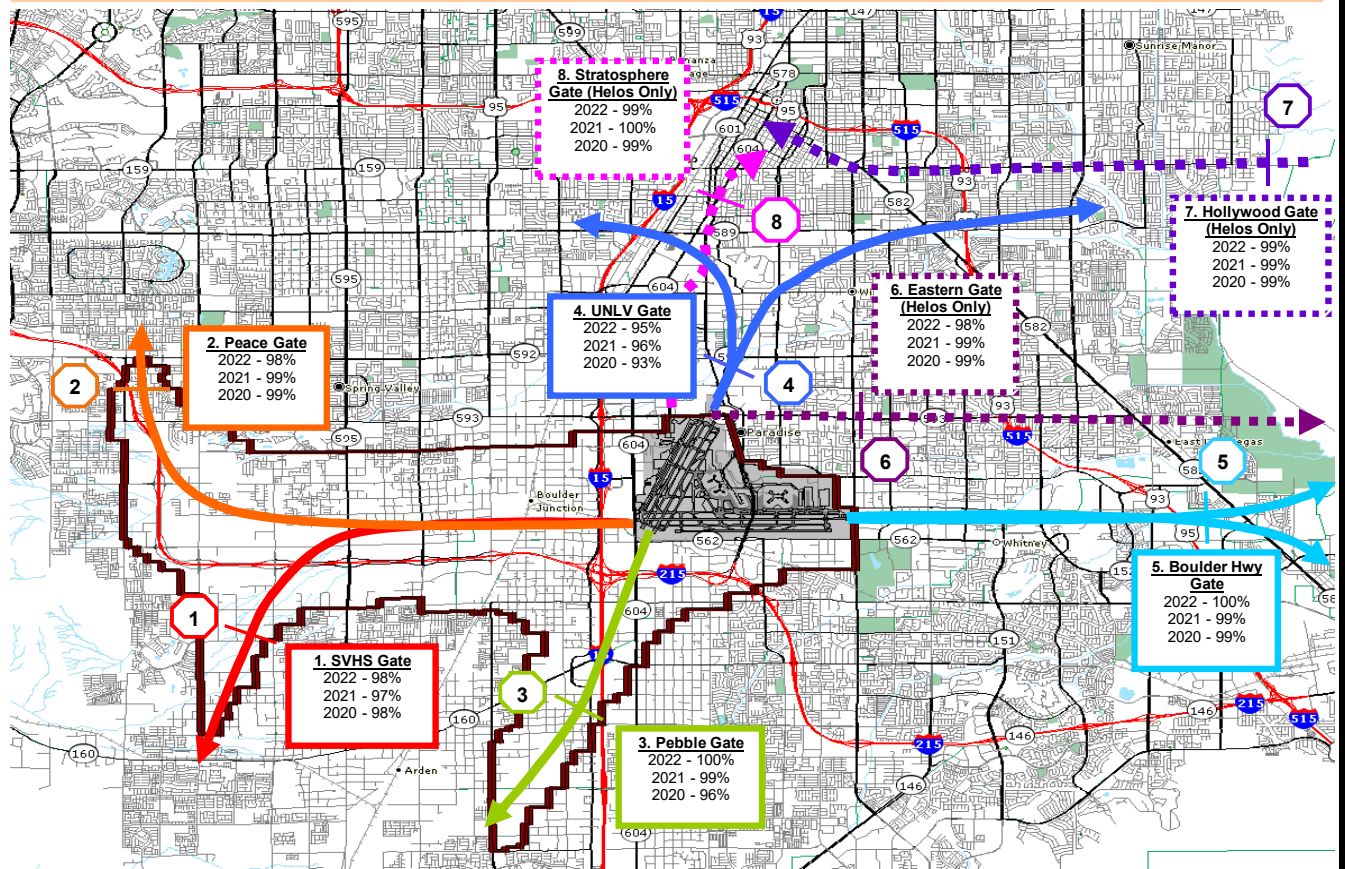


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - October 2022



* 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 10: Land Use Application Reviews & Comments - October 2022

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
No. of Land Use Applications Reviewed	89	9	45	8	151	229	177
No. of Applications where CCDOA Issued a Comment	7	0	0	1	8	20	7
Percent of Applications where Comment Issued	8%	0%	0%	13%	5%	9%	4%

Exhibit 11: Land Use Application Comments by Airport Concern - October 2022

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Deed Restrictions	0	0	0	0	0	0	0
Height-Penetrates Part 77 100:1 Surfaces >200'	5	0	0	0	5	10	4
Height-Penetrates Part 77 PATH-C Surfaces*	1	0	0	0	1	0	0
Heliport/Helipad	0	0	0	0	0	1	0
Noise-Commercial within AEOD**	2	0	0	0	2	2	2
Noise-Residential within the AEOD**	1	0	0	0	1	0	0
Noise-Residential Just Outside the AEOD**	1	0	0	1	2	11	1
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
Total***	10	0	0	1	11	24	7

* 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* - October 2022

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Within the AEOD	4	0	0	0	4	0	0
Just Outside the AEOD	250	0	0	78	328	1,109	380

*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* - October 2022

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Recommend Denial	0	0	0	0	0	0	0
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 & Noise Comments - Valley Wide - October 2022

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 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.

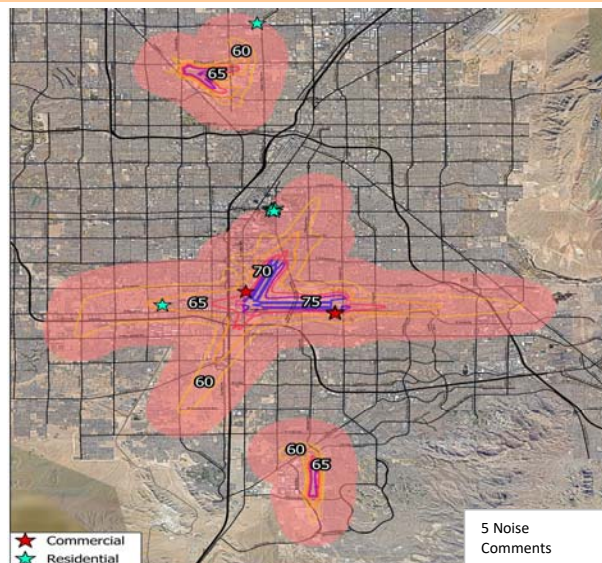


Exhibit 15: Noise Comments - LAS Detail - October 2022

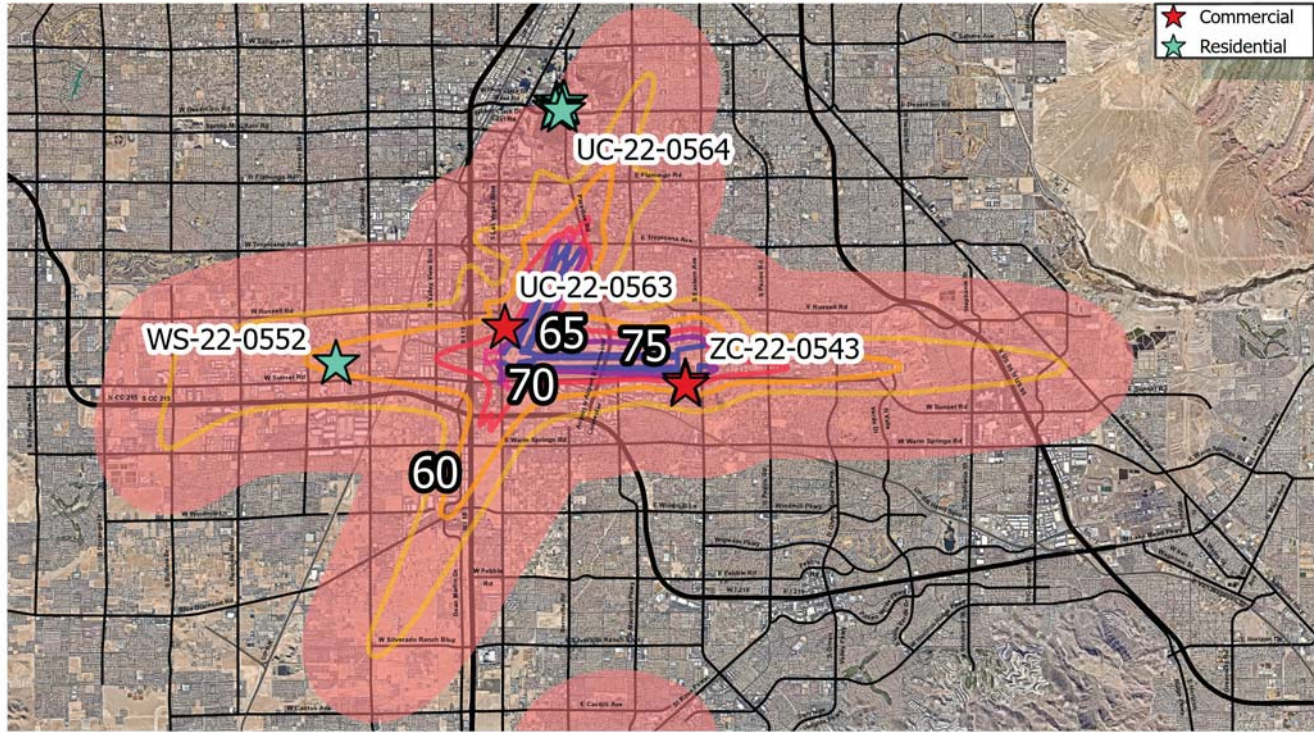


Exhibit 16: Noise Comments - HND Detail - October 2022

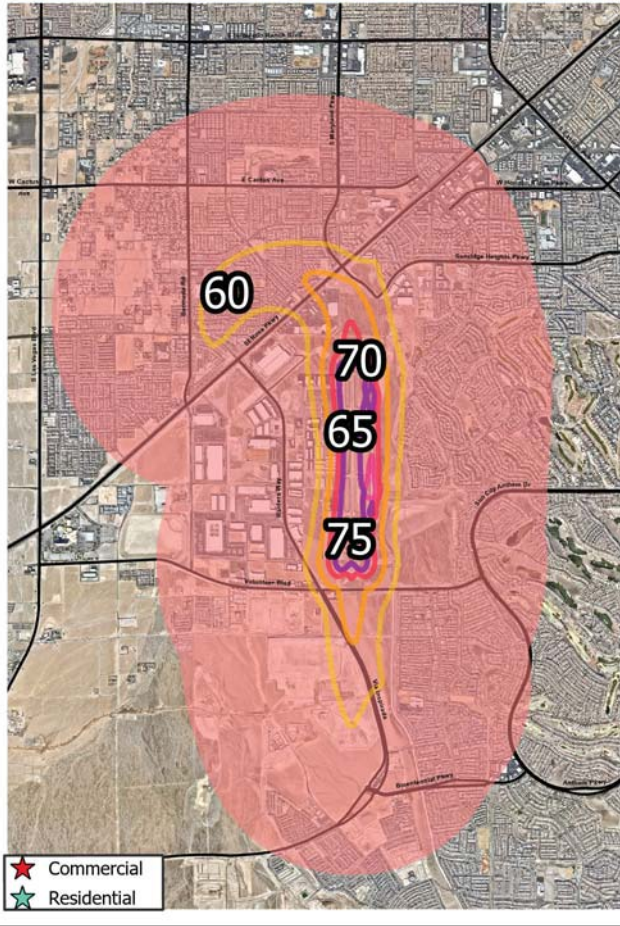


Exhibit 17: Noise Comments - VGT Detail - October 2022

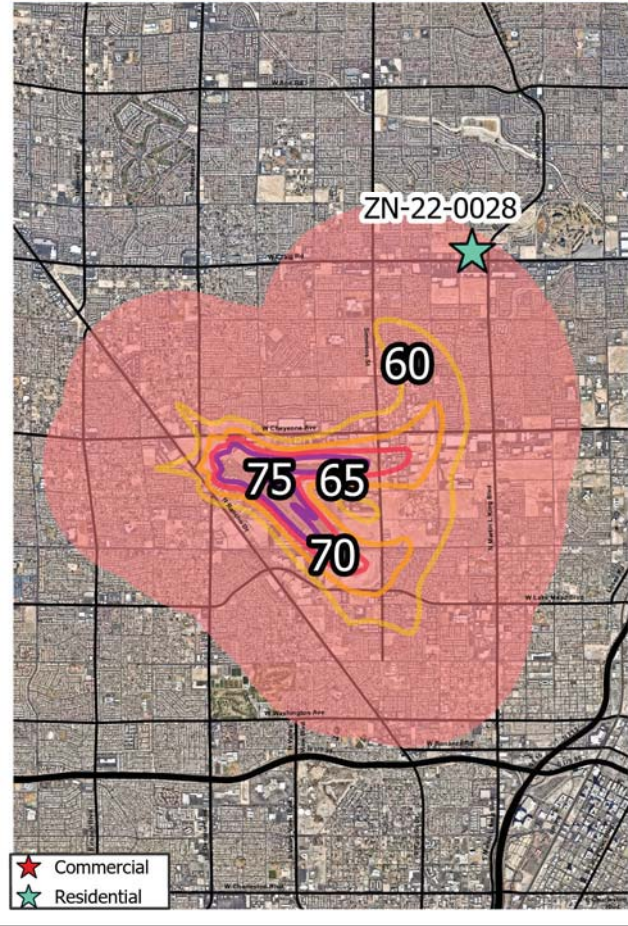
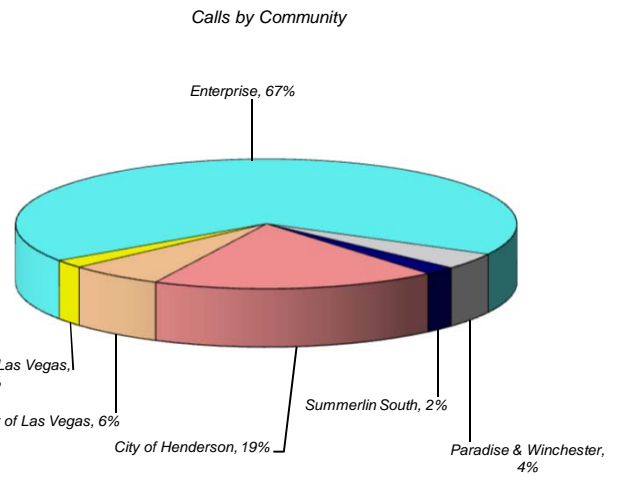


Exhibit 1: Noise Complaint Calls by Community* - November 2022

Community	No. of Calls in 2022	No. of Callers in 2022	No. of Calls in 2021	No. of Calls in 2020
City of Boulder City	9	2	2	8
City of Henderson	3	2	3	2
City of Las Vegas	1	1	1	1
City of North Las Vegas	1	1	1	1
Enterprise	33	7	21	1
Lone Mountain				1
Paradise & Winchester	2	2	15	1
Spring Valley			16	13
Summerlin South	1	1	1	
Sunrise Manor			2	
Whitney			1	
Location unknown				
Overall Total	49	15	62	26



Difference between 2022 and 2021 Total Calls: -21%

Difference between 2022 and 2020 Total Calls: 88%

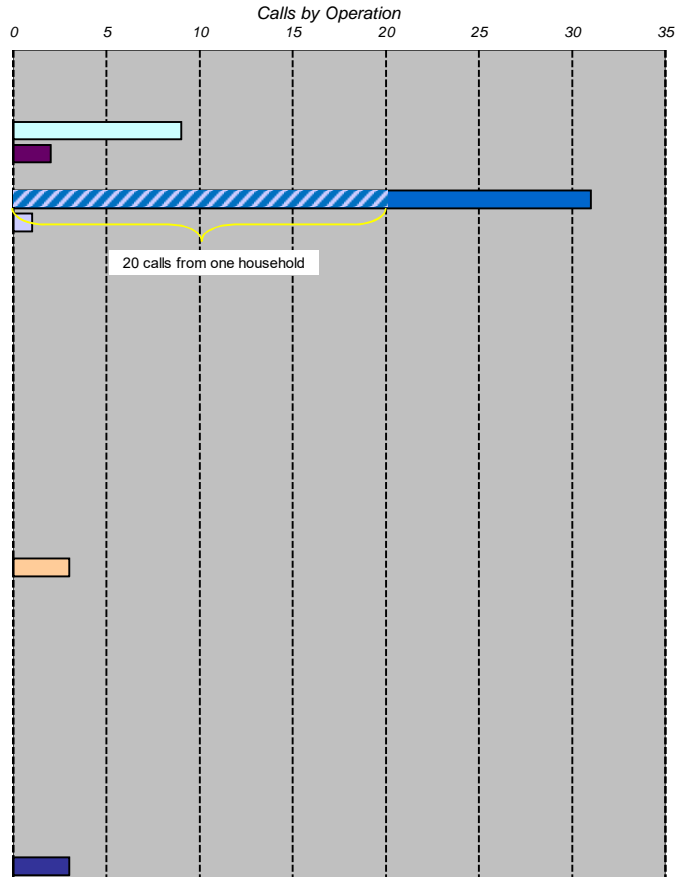
Average Number of Calls per Caller: 3.3

Most calls received from one household: 20

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

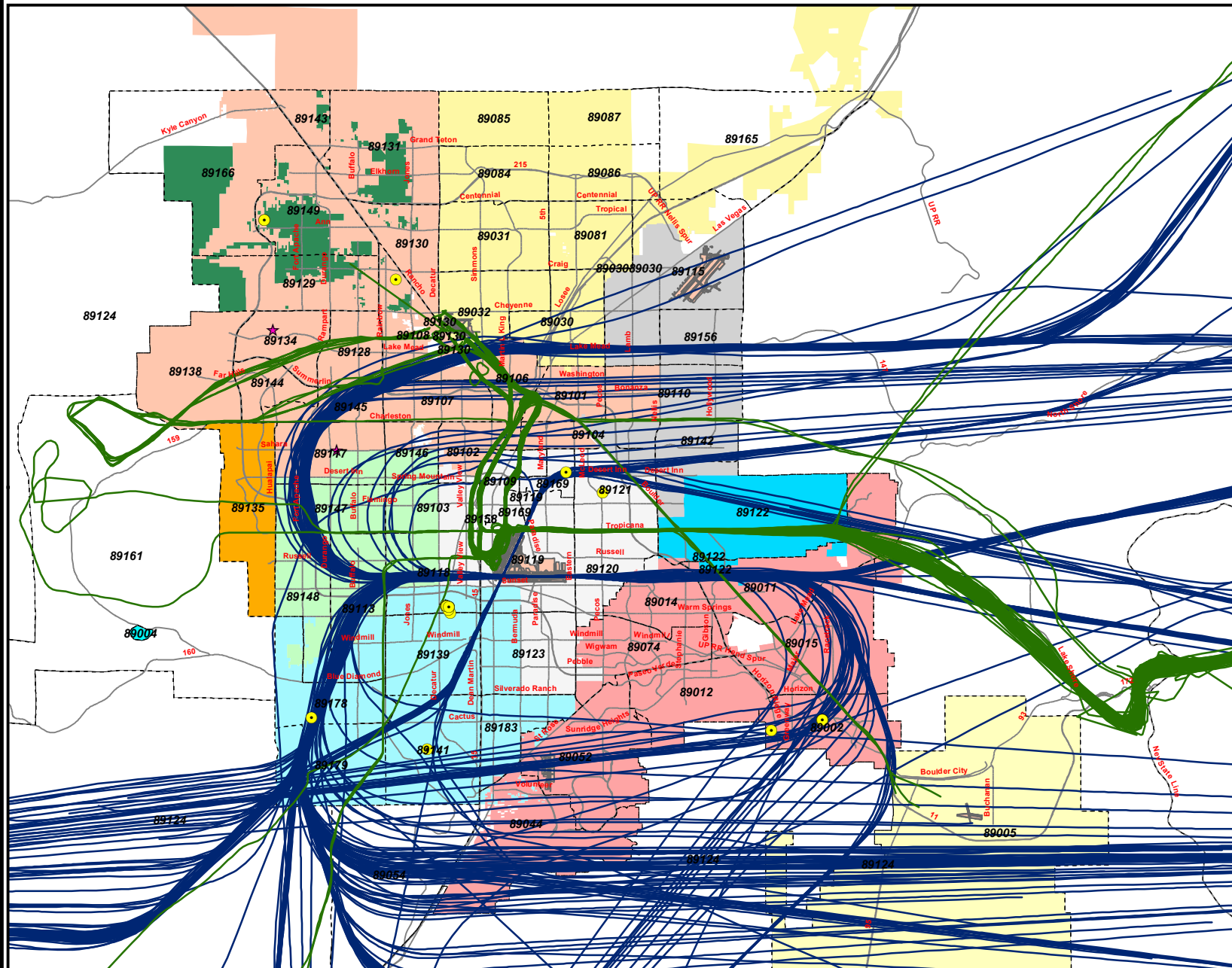
Exhibit 2: Noise Complaint Calls by Type of Operation - November 2022

Operation	No. of Calls in 2022	Percent of Overall Total	No. of Calls in 2021	No. of Calls in 2020
LAS 01R/L Arrivals				1
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	9	18.4%	5	
LAS 01R/L Departures	2	4.1%	35	15
LAS 08R/L Departures				
LAS 19R/L Departures	31	63.3%	14	
LAS 26R/L Departures	1	2.0%		2
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	43	87.8%	54	18
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	6.1%	1	3
VGT Other				
VGT Total	3	6.1%	1	3
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA		0.0%	4	4
HND Other				
HND Total	0	0.0%	4	4
Helicopters**	3	6.1%	3	1
Overall Total	49	100%	62	26



** 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 - November 2022




Legend

Nov 2022
Total Complaints: 49


- Aircraft Complaints Received 46 Mapped 46
- ★ 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



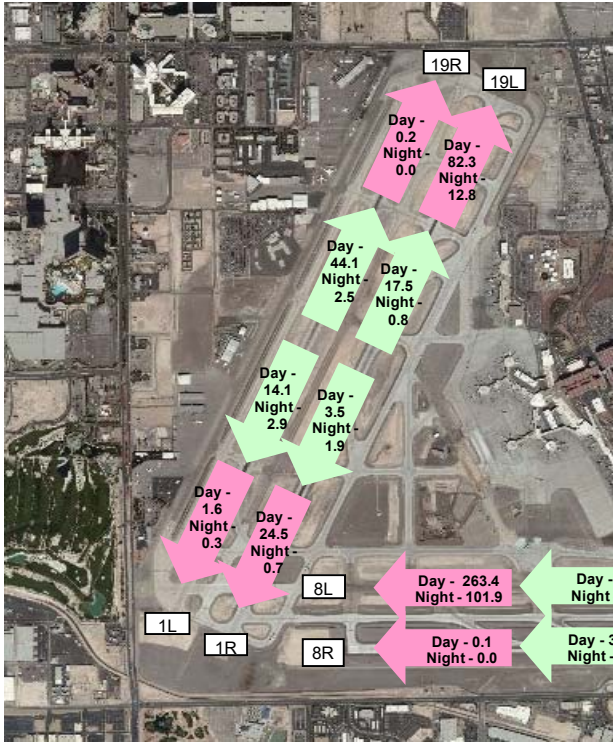
2/1/2023

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\2022\04_NOISE22.mxd

Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - November 2022



Year	2022		2021		2020	
Daytime Departures	404	78%	357	80%	274	85%
Nighttime Departures	116	22%	91	20%	47	15%
Total Departures	520	100%	448	100%	321	100%

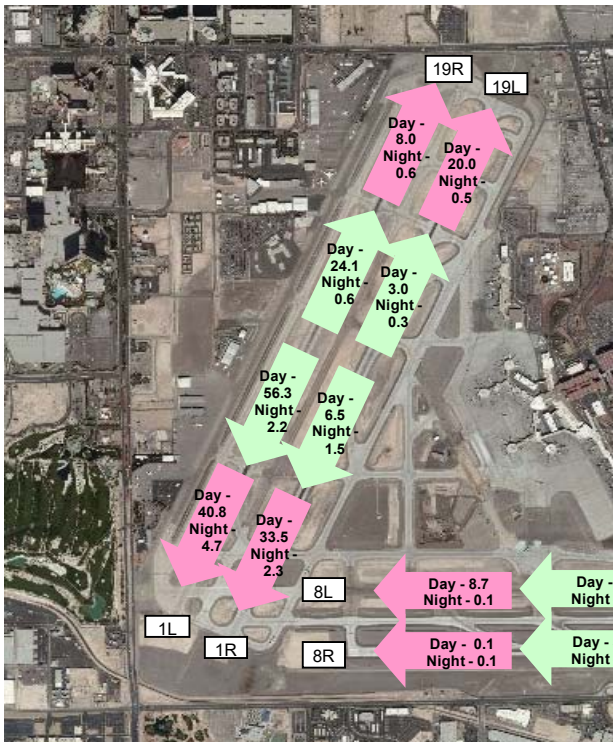
Daytime Arrivals	424	83%	378	86%	293	92%
Nighttime Arrivals	86	17%	61	14%	26	8%
Total Arrivals	509	100%	440	100%	319	100%

Growth	Overall	Daytime	Nighttime
Depts. 2022 vs 2021	16%	13%	27%
Depts. 2022 vs 2020	62%	47%	146%

Arrivals 2022 vs 2021	16%	12%	39%
Arrivals 2022 vs 2020	60%	44%	235%

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

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - November 2022



Year	2022		2021		2020	
Daytime Departures	122	93%	136	92%	73	88%
Nighttime Departures	9	7%	11	8%	10	12%
Total Departures	130	100%	147	100%	83	100%

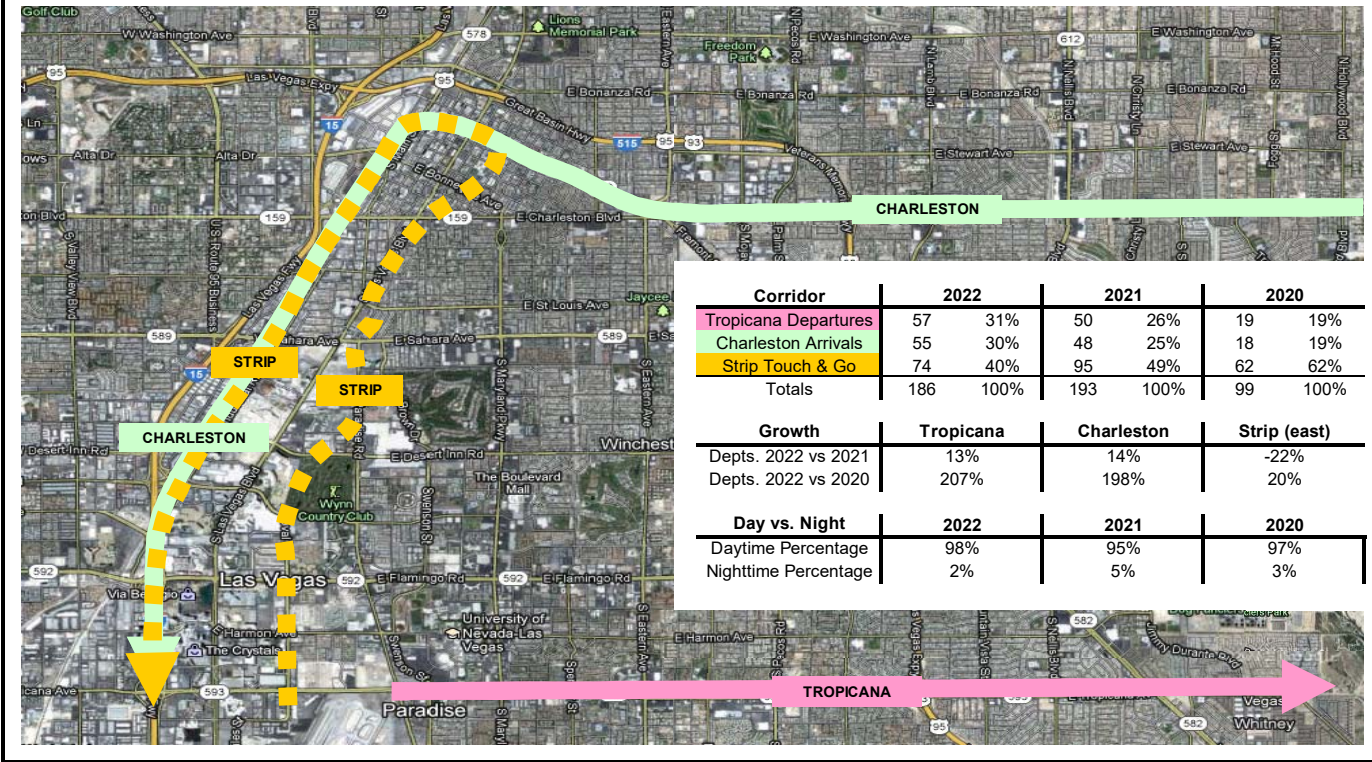
Daytime Arrivals	121	96%	137	95%	72	94%
Nighttime Arrivals	5	4%	7	5%	5	6%
Total Arrivals	126	100%	144	100%	77	100%

Growth	Overall	Daytime	Nighttime
Depts. 2022 vs 2021	-12%	-11%	-24%
Depts. 2022 vs 2020	58%	67%	-12%

Arrivals 2022 vs 2021	-13%	-12%	-27%
Arrivals 2022 vs 2020	64%	68%	8%

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

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - November 2022



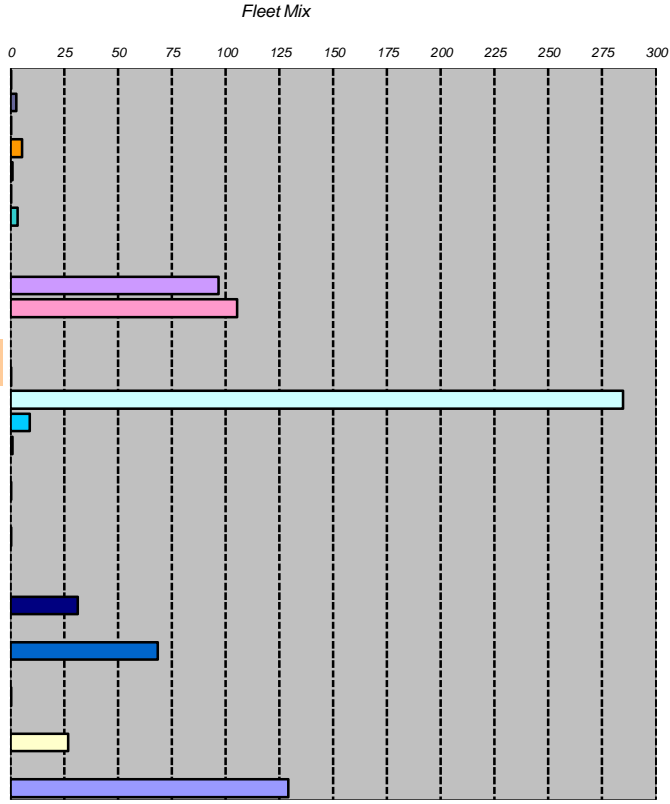
Corridor	2022	2021	2020
Tropicana Departures	57 31%	50 26%	19 19%
Charleston Arrivals	55 30%	48 25%	18 19%
Strip Touch & Go	74 40%	95 49%	62 62%
Totals	186 100%	193 100%	99 100%

Growth	Tropicana	Charleston	Strip (east)
Depts. 2022 vs 2021	13%	14%	-22%
Depts. 2022 vs 2020	207%	198%	20%

Day vs. Night	2022	2021	2020
Daytime Percentage	98%	95%	97%
Nighttime Percentage	2%	5%	3%

Exhibit 7: LAS Aircraft Arrival Fleet Mix** - November 2022

Operation	Daily Average in 2022	Percent of Overall	Daily Average in 2021	Daily Average in 2020
A300s, A310s	0.07	0.0%	0.17	1.10
A330s, A340s	2.77	0.4%	6.10	0.97
B747s	0.07	0.0%	0.00	0.07
B767s	5.17	0.7%	8.03	5.77
B777s	0.80	0.1%	0.63	0.10
DC10, L1011, MD11	0.17	0.0%	0.07	0.10
Misc. (B707s, DC8s, etc.)	3.23	0.4%	1.73	12.87
Heavy Jets (>300,000 lbs.)	12.27	1.6%	16.73	20.97
A318s, A319s	96.63	12.6%	78.30	34.93
A320s, A321s	105.23	13.8%	86.50	78.73
B717s	0.00	0.0%	0.00	0.00
B727s	0.00	0.0%	0.13	0.00
B737-100s, -200s	0.03	0.0%	0.00	0.00
B737-300s to -900s	284.77	37.3%	249.00	177.17
B757s	8.93	1.2%	8.17	5.70
BAC 111s, E170s, E190s	0.93	0.1%	0.80	1.00
CRJ7s, CRJ9s	0.00	0.0%	0.00	0.03
MD80s	0.07	0.0%	0.00	0.00
MD90s	0.00	0.0%	0.00	0.00
Misc. (Bae 146s, DC9s)	0.07	0.0%	0.07	0.17
Large Jets (>75,000 lbs.)	496.67	65.0%	422.97	297.73
Medium Jets (>41,000)	31.13	4.1%	25.40	13.93
Small Jets (<41,000 lbs.)	68.43	9.0%	86.70	40.03
Military Jets	0.03	0.0%	0.00	0.00
Non-Jets & Unknowns	26.73	3.5%	32.27	22.83
Helicopter Tours	129.13	16.9%	142.97	80.00
Overall Total*	764	100%	727	476



** 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.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - November 2022 to 2020

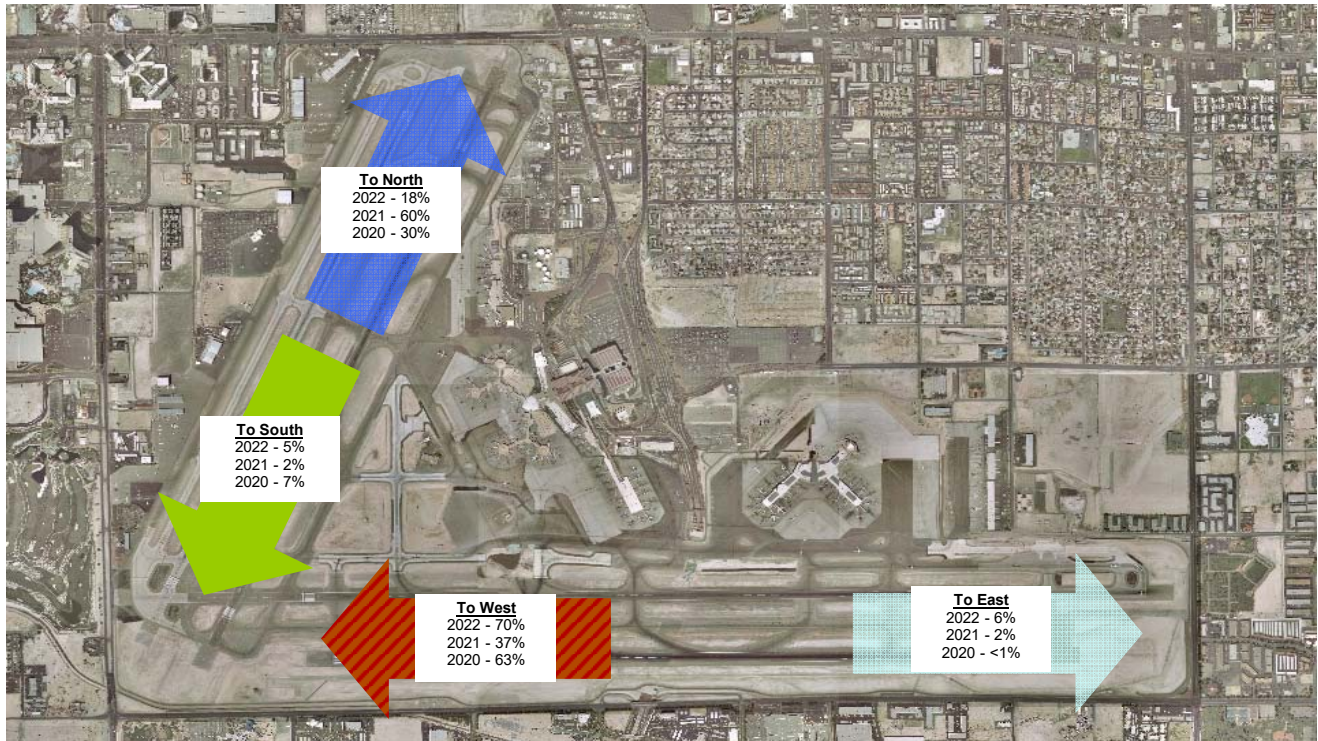
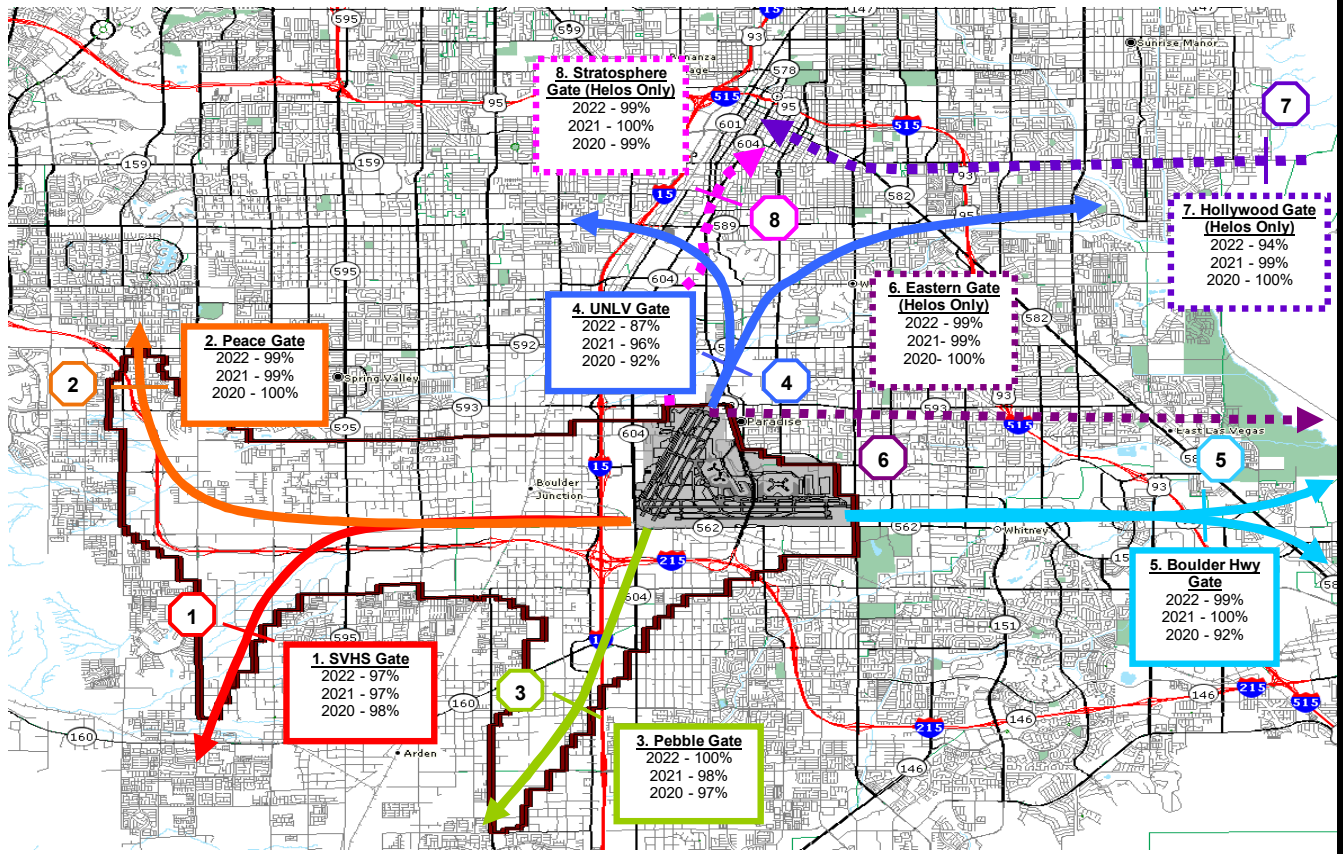


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - November 2022



* 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 10: Land Use Application Reviews & Comments - November 2022

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
No. of Land Use Applications Reviewed	74	69	40	16	199	226	157
No. of Applications where CCDOA Issued a Comment	8	8	1	5	22	21	21
Percent of Applications where Comment Issued	11%	12%	3%	31%	11%	9%	13%

Exhibit 11: Land Use Application Comments by Airport Concern - November 2022

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Deed Restrictions	0	0	0	0	0	1	0
Height-Penetrates Part 77 100:1 Surfaces >200'	4	5	1	0	10	2	7
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	2	1
Heliport/Helipad	0	0	0	0	0	2	0
Noise-Commercial within AEOD**	3	1	0	0	4	1	4
Noise-Residential within the AEOD**	0	1	0	0	1	3	1
Noise-Residential Just Outside the AEOD**	1	2	0	5	8	10	12
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	1
Total***	8	9	1	5	23	21	26

* 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* - November 2022

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Within the AEOD	0	72	0	0	72	388	179
Just Outside the AEOD	2	717	0	159	878	823	1,407

*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* - November 2022

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Recommend Denial	0	0	0	0	0	0	0
Opposed at Hearings	0	0	0	0	0	0	2

*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 - November 2022

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 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.

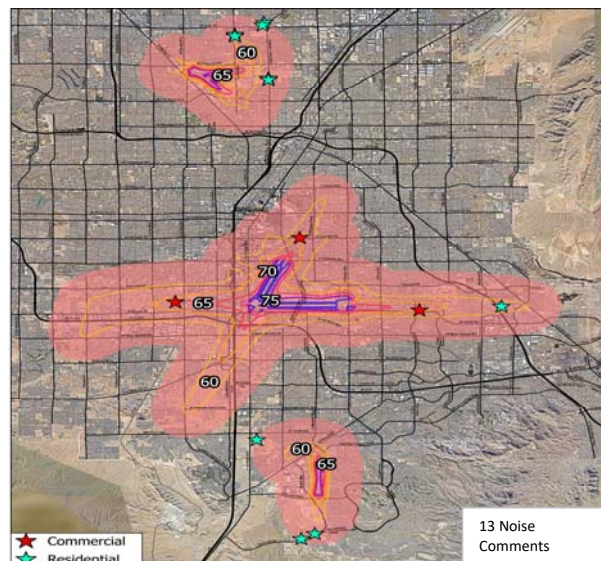


Exhibit 15: Noise Comments - LAS Detail - November 2022

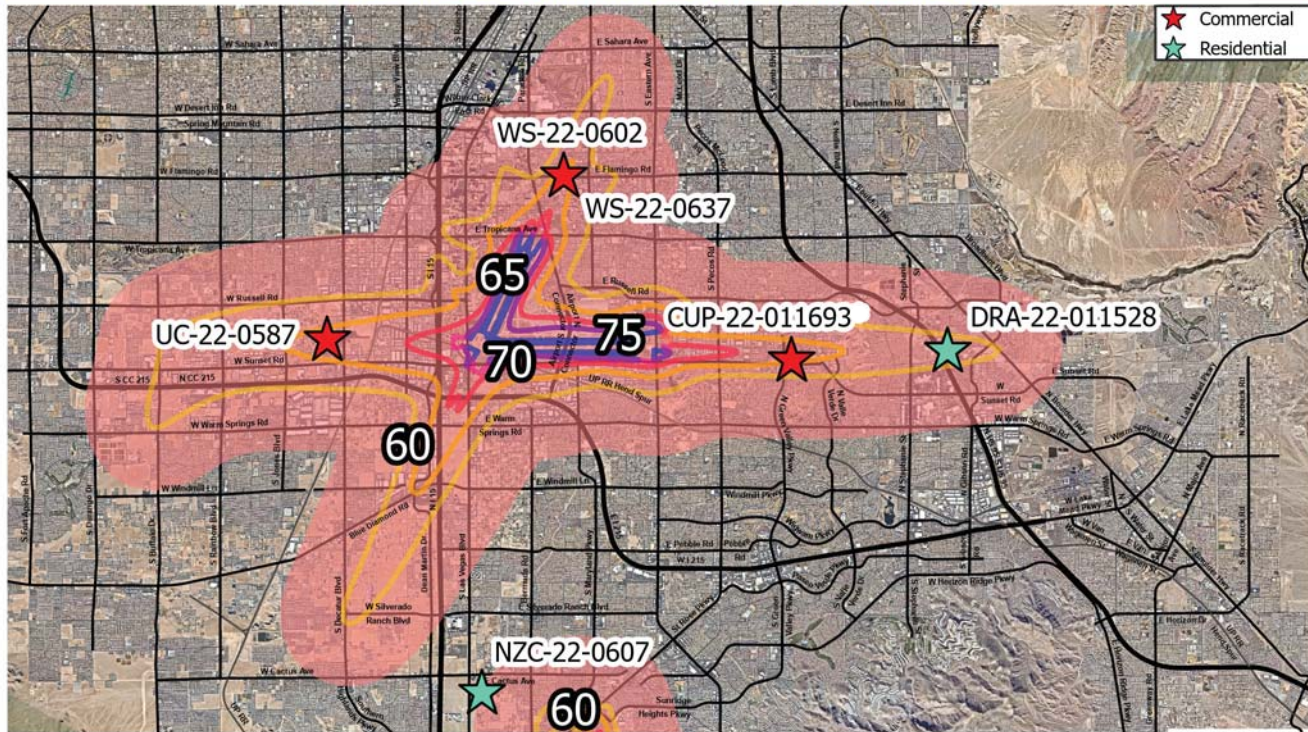


Exhibit 16: Noise Comments - HND Detail - November 2022

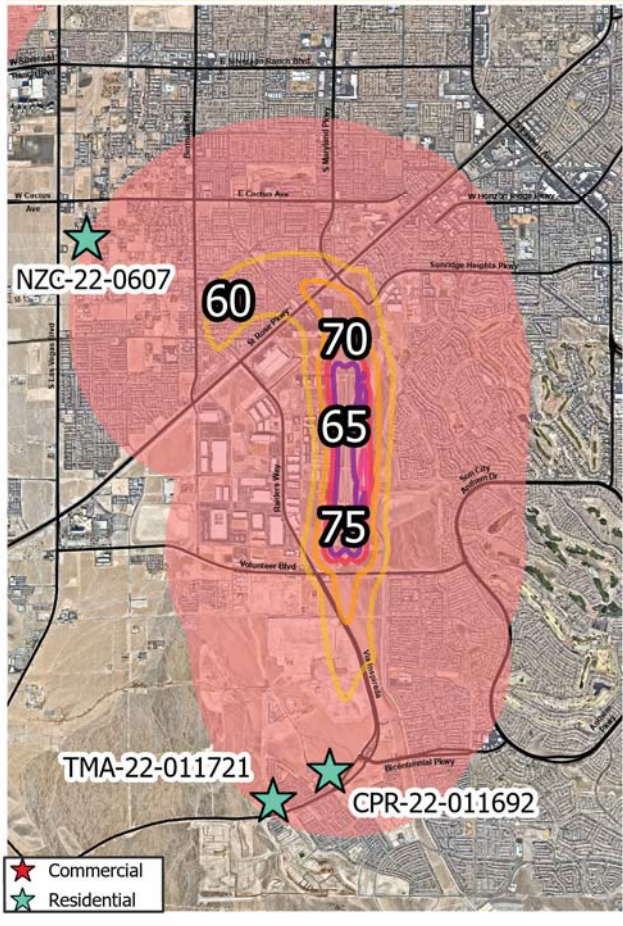


Exhibit 17: Noise Comments - VGT Detail - November 2022

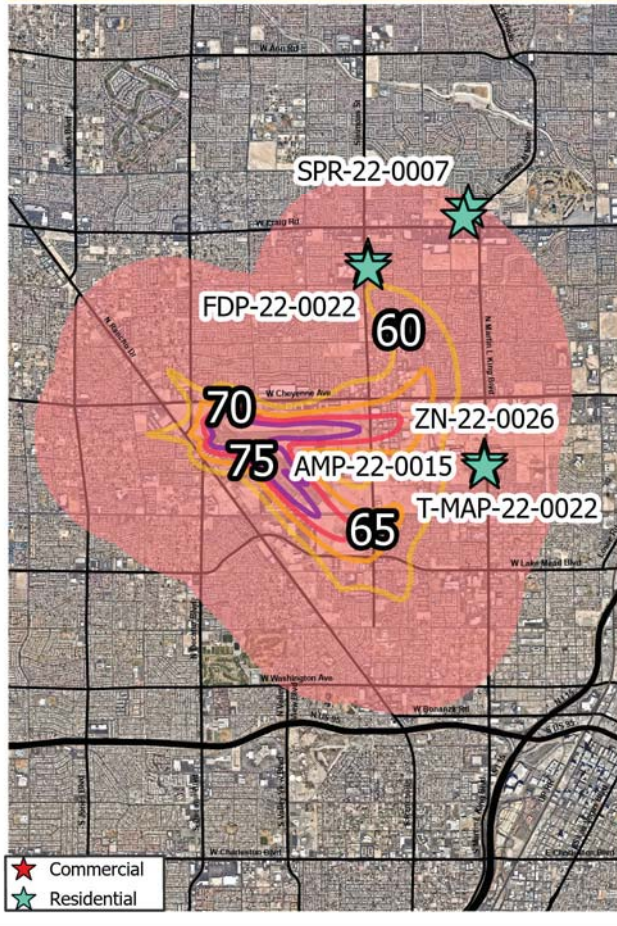
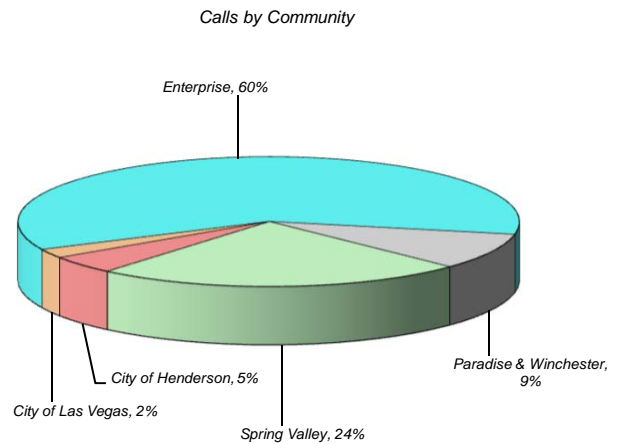


Exhibit 1: Noise Complaint Calls by Community* - December 2022

Community	No. of Calls in 2022	No. of Callers in 2022	No. of Calls in 2021	No. of Calls in 2020
City of Boulder City	4	4	4	3
City of Henderson	2	2	1	1
City of Las Vegas				
City of North Las Vegas				
Enterprise	53	9	112	1
Lone Mountain				
Paradise & Winchester	8	4	7	2
Spring Valley	21	3	5	18
Summerlin South				
Sunrise Manor				2
Whitney				1
Location unknown				
Overall Total	88	22	129	28



Difference between 2022 and 2021 Total Calls: -32%

Difference between 2022 and 2020 Total Calls: 214%

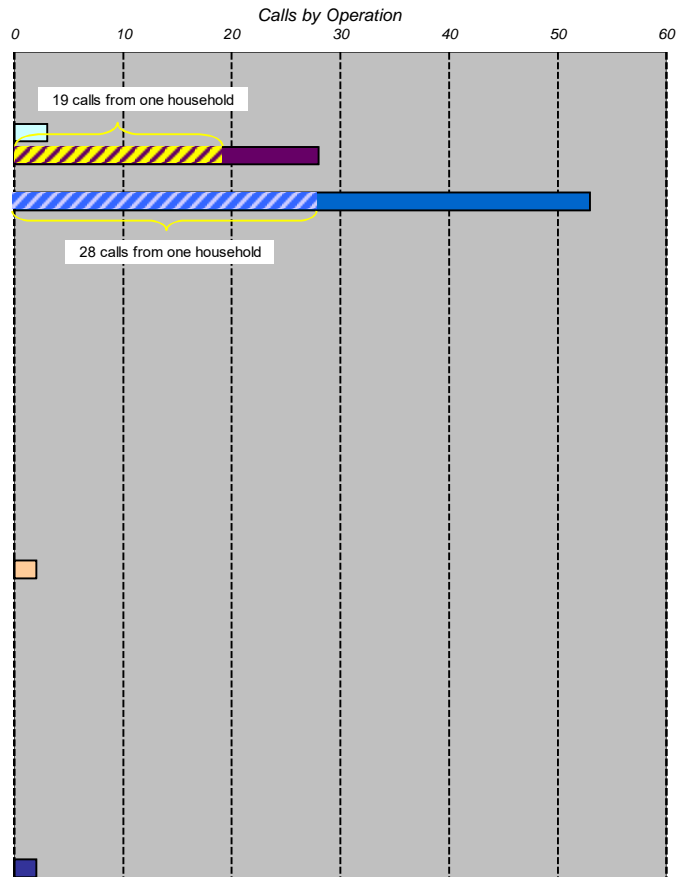
Average Number of Calls per Caller: 4.0

Most calls received from one household: 28

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

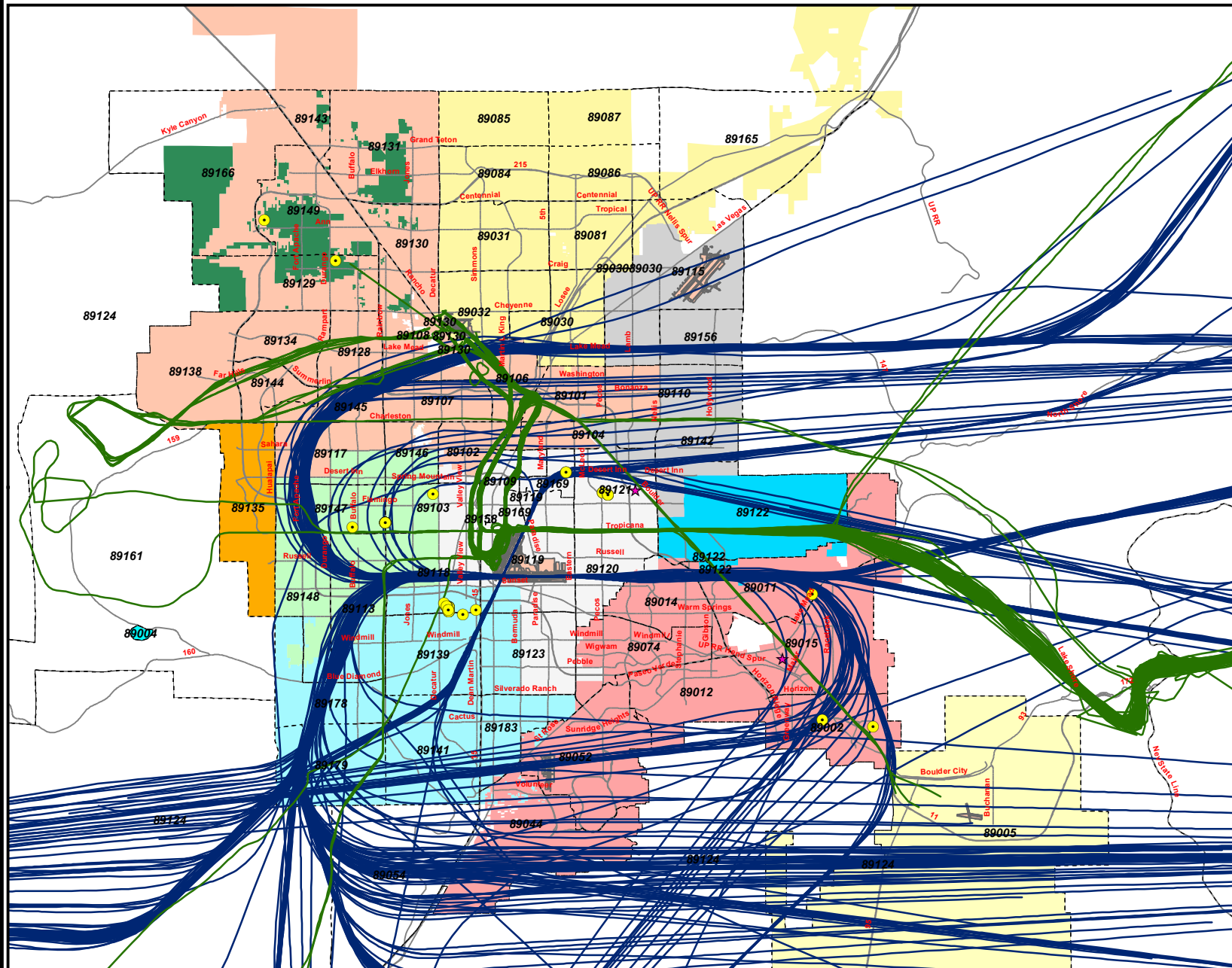
Exhibit 2: Noise Complaint Calls by Type of Operation - December 2022

Operation	No. of Calls in 2022	Percent of Overall Total	No. of Calls in 2021	No. of Calls in 2020
LAS 01R/L Arrivals			1	
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	3	3.4%	1	1
LAS 01R/L Departures	28	31.8%	11	22
LAS 08R/L Departures			1	
LAS 19R/L Departures	53	60.2%	92	
LAS 26R/L Departures				
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	84	95.5%	106	23
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	2.3%		
VGT Other				
VGT Total	2	2.3%	0	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA		0.0%	22	4
HND Other				
HND Total	0	0.0%	22	4
Helicopters**	2	2.3%	1	1
Overall Total	88	100%	129	28



** 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 - December 2022




Legend

Dec 2022
Total Complaints: 88


- Aircraft Complaints Received 86 Mapped 86
- ★ 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

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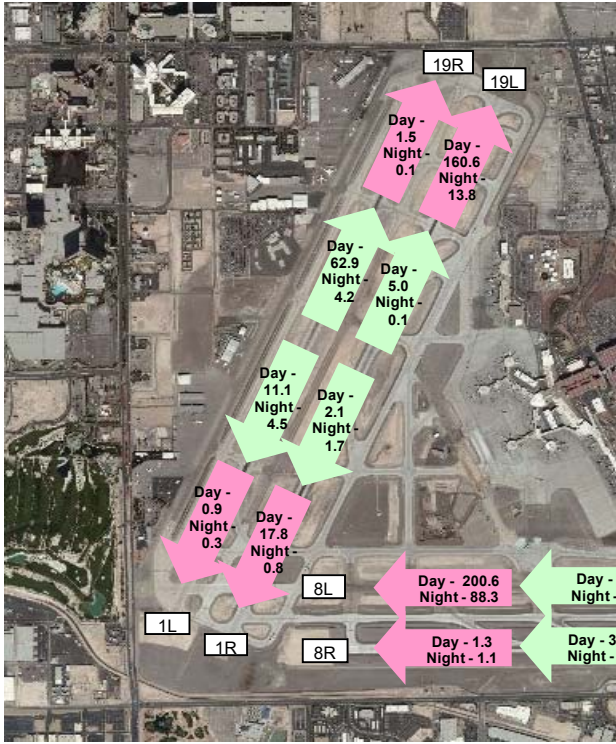
2/1/2023

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 Runway for Large Air Carrier Aircraft* - December 2022



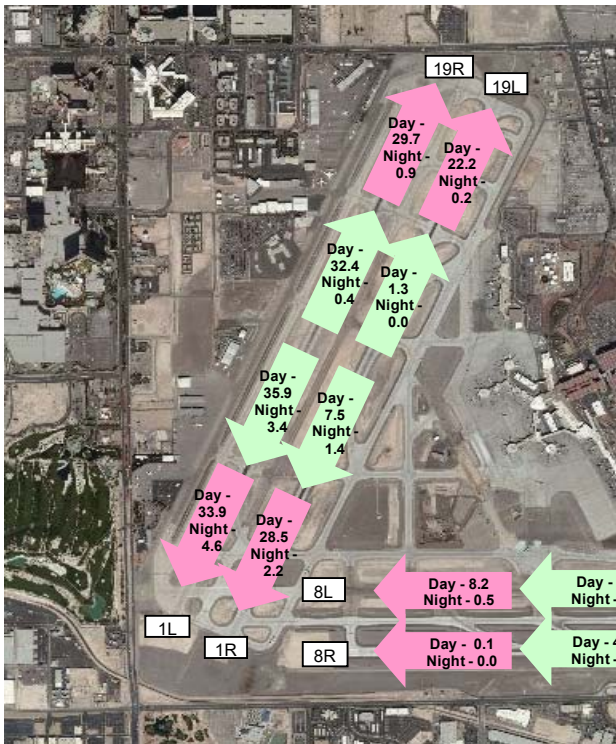
Year	2022		2021		2020	
Daytime Departures	386	79%	344	80%	245	85%
Nighttime Departures	105	21%	87	20%	44	15%
Total Departures	491	100%	430	100%	289	100%

Daytime Arrivals	392	82%	356	85%	265	92%
Nighttime Arrivals	88	18%	62	15%	23	8%
Total Arrivals	479	100%	418	100%	287	100%

Growth	Overall	Daytime	Nighttime
Depts. 2022 vs 2021	14%	12%	21%
Depts. 2022 vs 2020	70%	57%	140%
Arrivals 2022 vs 2021	15%	10%	41%
Arrivals 2022 vs 2020	67%	48%	284%

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

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - December 2022



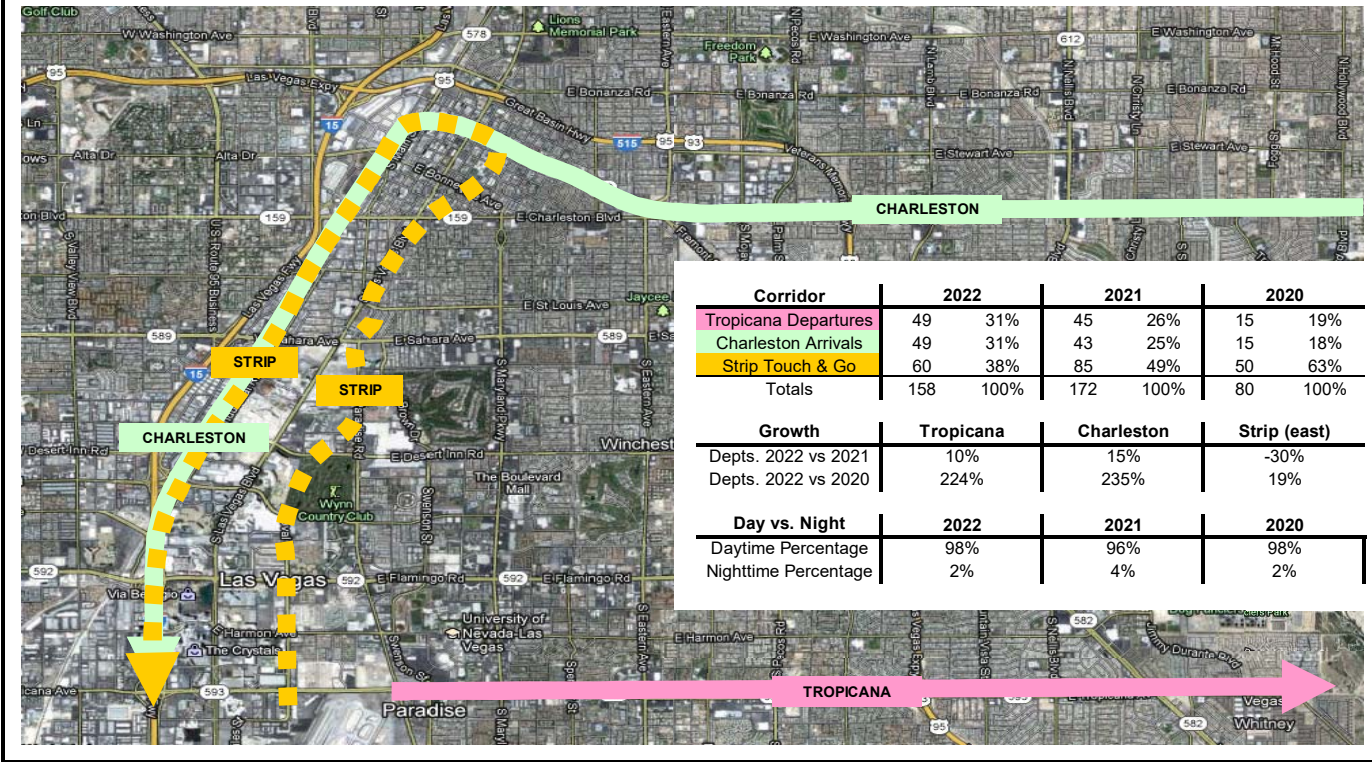
Year	2022		2021		2020	
Daytime Departures	125	94%	121	92%	60	88%
Nighttime Departures	8	6%	11	8%	8	12%
Total Departures	133	100%	131	100%	68	100%

Daytime Arrivals	123	96%	123	95%	61	94%
Nighttime Arrivals	6	4%	7	5%	4	6%
Total Arrivals	129	100%	130	100%	64	100%

Growth	Overall	Daytime	Nighttime
Depts. 2022 vs 2021	1%	3%	-23%
Depts. 2022 vs 2020	97%	109%	6%
Arrivals 2022 vs 2021	0%	0%	-13%
Arrivals 2022 vs 2020	101%	104%	57%

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

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - December 2022



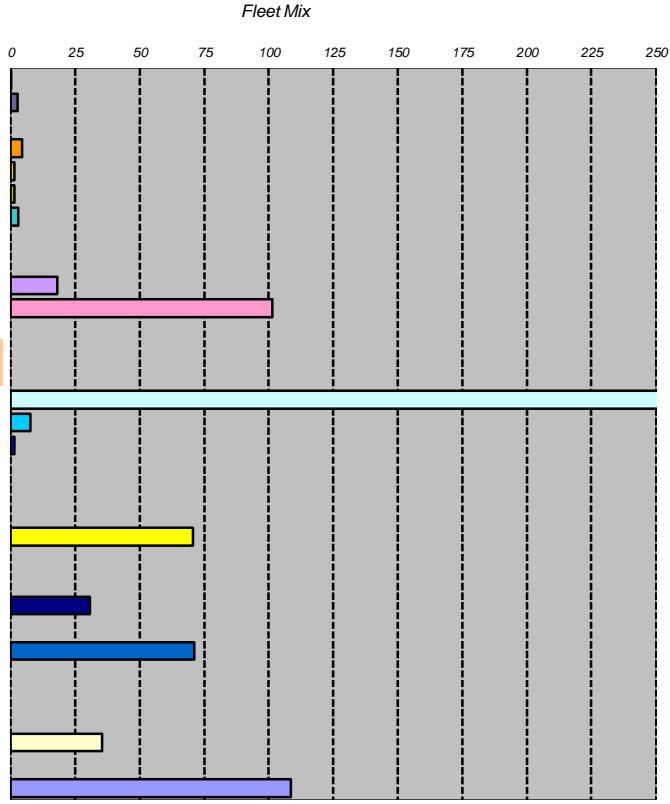
Corridor	2022	2021	2020
Tropicana Departures	49 31%	45 26%	15 19%
Charleston Arrivals	49 31%	43 25%	15 18%
Strip Touch & Go	60 38%	85 49%	50 63%
Totals	158 100%	172 100%	80 100%

Growth	Tropicana	Charleston	Strip (east)
Depts. 2022 vs 2021	10%	15%	-30%
Depts. 2022 vs 2020	224%	235%	19%

Day vs. Night	2022	2021	2020
Daytime Percentage	98%	96%	98%
Nighttime Percentage	2%	4%	2%

Exhibit 7: LAS Aircraft Arrival Fleet Mix** - December 2022

Operation	Daily Average in 2022	Percent of Overall Total	Daily Average in 2021	Daily Average in 2020
A300s, A310s	0.06	0.0%	0.00	0.45
A330s, A340s	2.71	0.4%	4.61	1.35
B747s	0.00	0.0%	0.00	0.16
B767s	4.35	0.6%	9.03	3.26
B777s	1.39	0.2%	1.00	0.97
DC10, L1011, MD11	1.42	0.2%	0.94	1.65
Misc. (B707s, DC8s, etc.)	2.94	0.4%	2.23	14.84
Heavy Jets (>300,000 lbs.)	12.87	1.8%	17.81	22.68
A318s, A319s	18.16	2.5%	22.35	17.32
A320s, A321s	101.48	14.2%	88.71	73.39
B717s	0.00	0.0%	0.00	0.00
B727s	0.00	0.0%	0.03	0.00
B737-100s, -200s	0.00	0.0%	0.03	0.00
B737-300s to -900s	258.58	36.1%	231.23	152.45
B757s	7.71	1.1%	7.71	6.35
BAC 111s, E170s, E190s	1.45	0.2%	1.10	0.42
CRJ7s, CRJ9s	0.00	0.0%	0.03	0.06
MD80s	0.00	0.0%	0.00	0.00
MD90s	0.00	0.0%	0.00	0.00
Misc. (Bae 146s, DC9s)	70.68	9.9%	45.55	13.00
Large Jets (>75,000 lbs.)	458.06	63.9%	396.74	263.00
Medium Jets (>41,000)	30.71	4.3%	26.16	10.71
Small Jets (<41,000 lbs.)	71.23	9.9%	73.90	36.61
Military Jets	0.00	0.0%	0.00	0.00
Non-Jets & Unknowns	35.55	5.0%	33.61	18.52
Helicopter Tours	108.52	15.1%	127.71	64.61
Overall Total*	717	100%	676	416



** 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.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - December 2022 to 2020

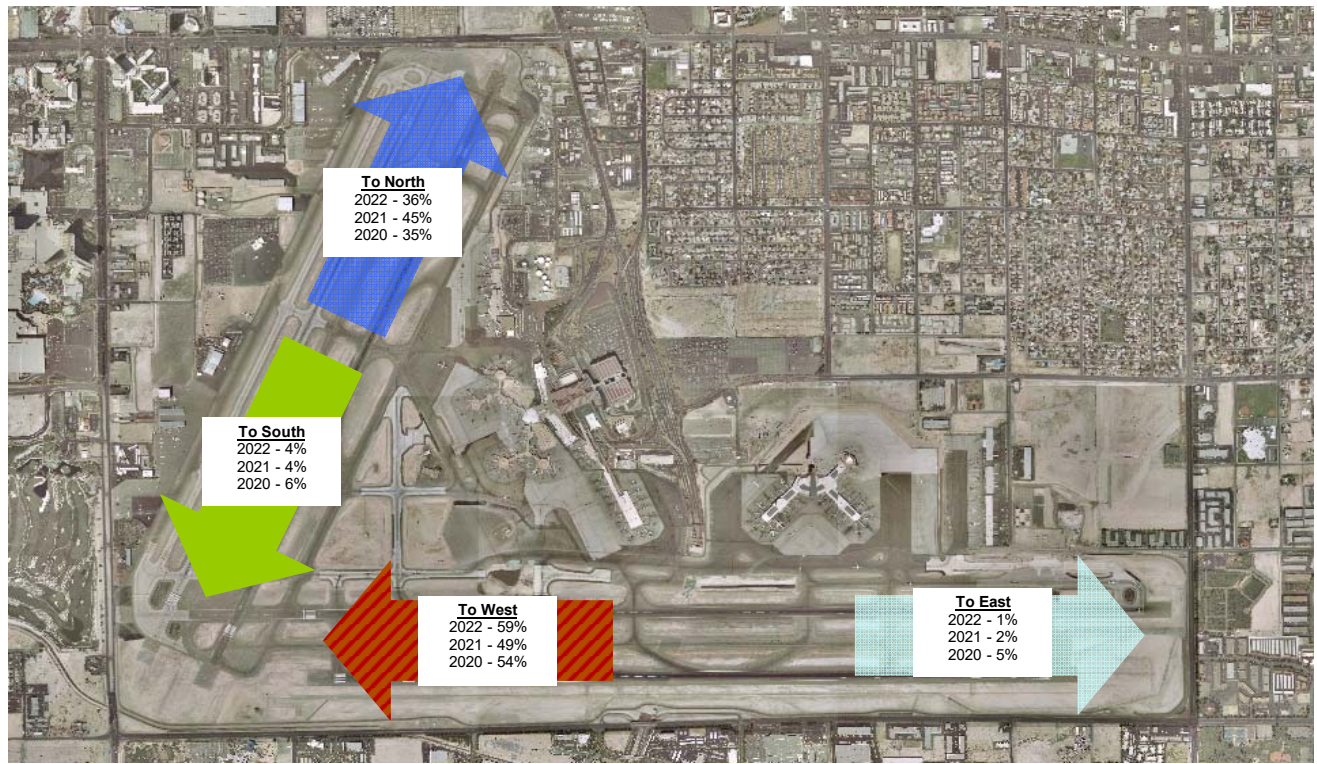
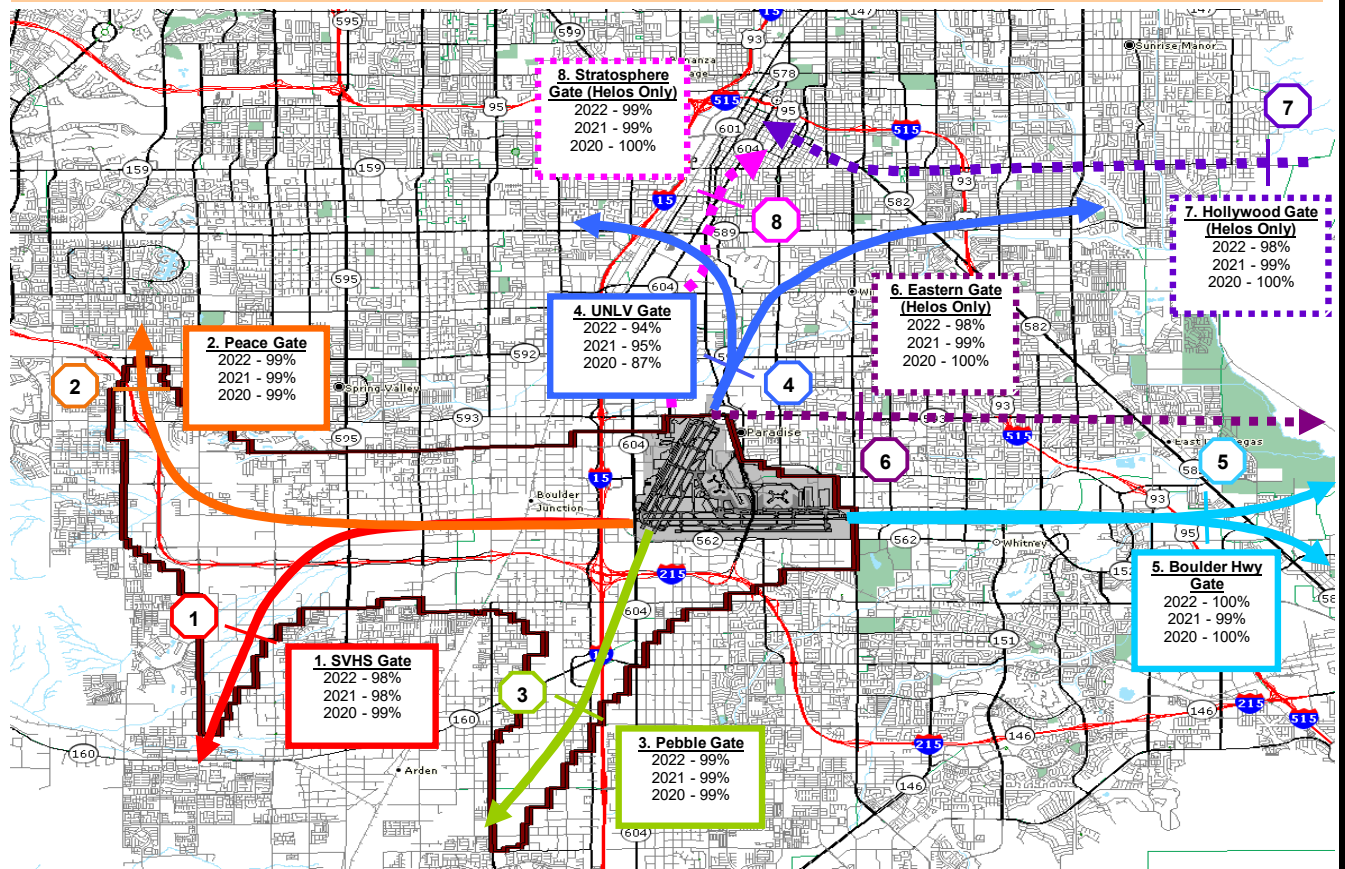


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - December 2022



* 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 10: Land Use Application Reviews & Comments - December 2022

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
No. of Land Use Applications Reviewed	79	10	36	24	149	184	211
No. of Applications where CCDOA Issued a Comment	12	1	1	1	15	15	19
Percent of Applications where Comment Issued	15%	10%	3%	4%	10%	8%	9%

Exhibit 11: Land Use Application Comments by Airport Concern - December 2022

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Deed Restrictions	0	0	0	0	0	2	1
Height-Penetrates Part 77 100:1 Surfaces >200'	3	1	1	0	5	6	11
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	1	0
Heliport/Helipad	0	0	0	0	0	0	0
Noise-Commercial within AEOD**	3	0	0	0	3	4	0
Noise-Residential within the AEOD**	1	0	0	0	1	1	1
Noise-Residential Just Outside the AEOD**	5	0	0	1	6	4	10
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	1	2
Total***	12	1	1	1	15	19	25

* 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* - December 2022

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Within the AEOD	4	0	0	0	4	206	144
Just Outside the AEOD	463	0	0	27	490	94	1,107

*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* - December 2022

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 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 & Noise Comments - Valley Wide - December 2022

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 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.

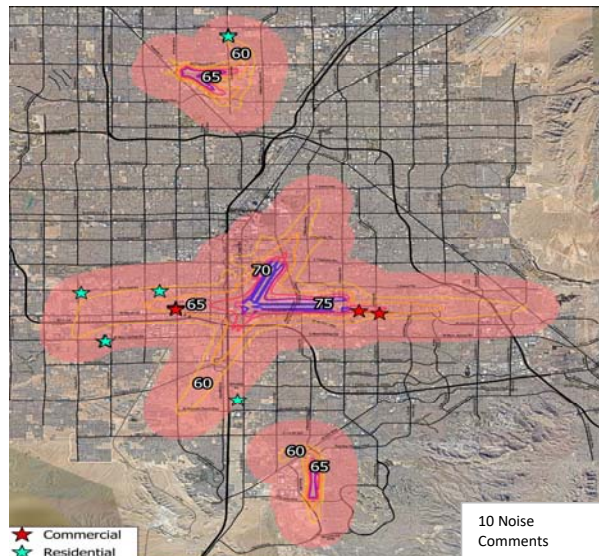


Exhibit 15: Noise Comments - LAS Detail - December 2022

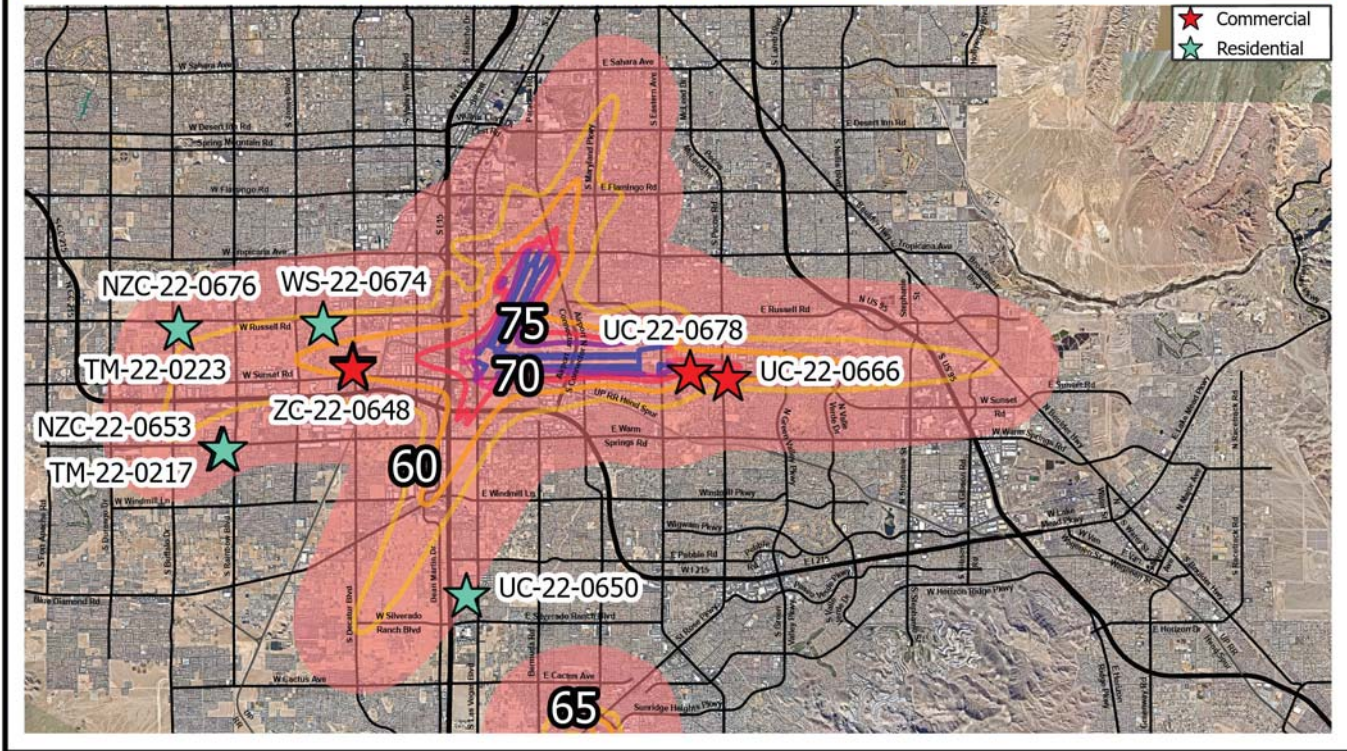


Exhibit 16: Noise Comments - HND Detail - December 2022

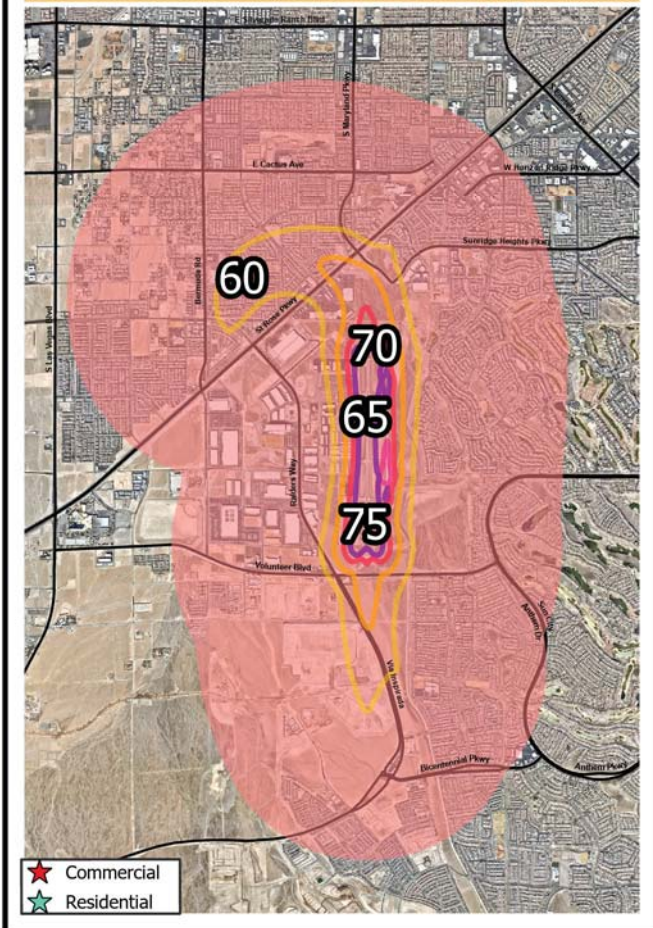


Exhibit 17: Noise Comments - VGT Detail - December 2022

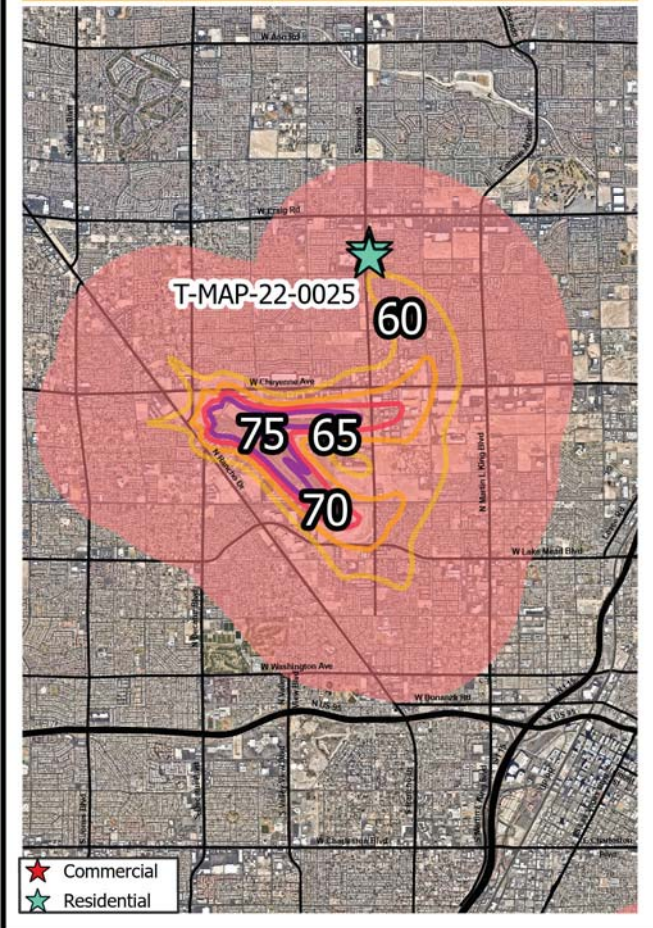
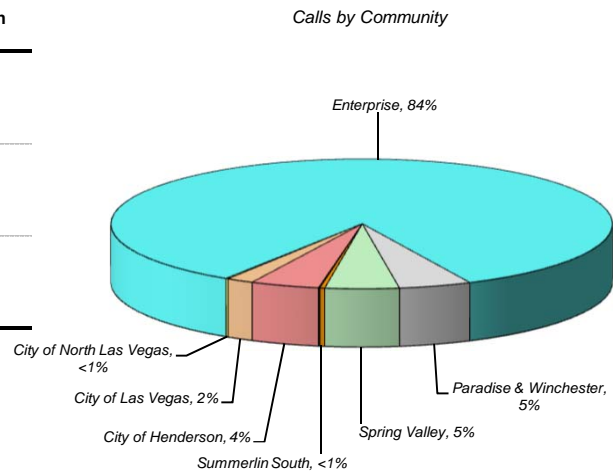


Exhibit 1: Noise Complaint Calls by Community* - Annual 2022

Community	No. of Calls in 2022	No. of Callers in 2022	No. of Calls in 2021	No. of Calls in 2020
City of Boulder City	56	31	51	43
City of Henderson	22	18	26	19
City of Las Vegas	2	2	1	3
City of North Las Vegas	2	2	1	3
Enterprise	1062	43	754	89
Lone Mountain				2
Paradise & Winchester	59	56	67	65
Spring Valley	60	24	95	421
Summerlin South	4	4	6	3
Sunrise Manor	1	1	3	10
Whitney			1	4
Location unknown				
Overall Total	1,266	179	1004	659



Difference between 2022 and 2021 Total Calls: 26%

Difference between 2022 and 2020 Total Calls: 92%

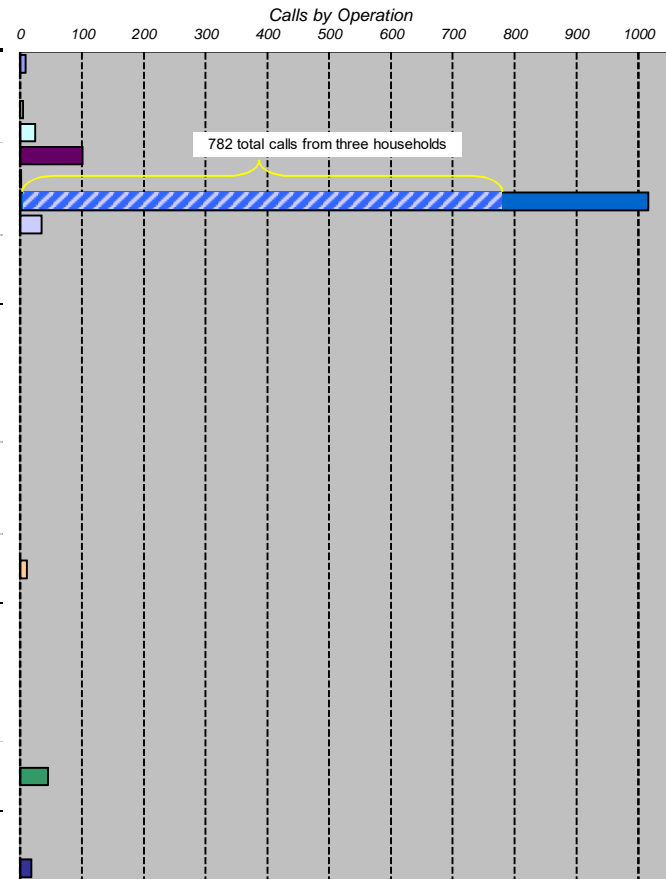
Average Number of Calls per Caller: 7.1

Most calls received from one household: 377

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

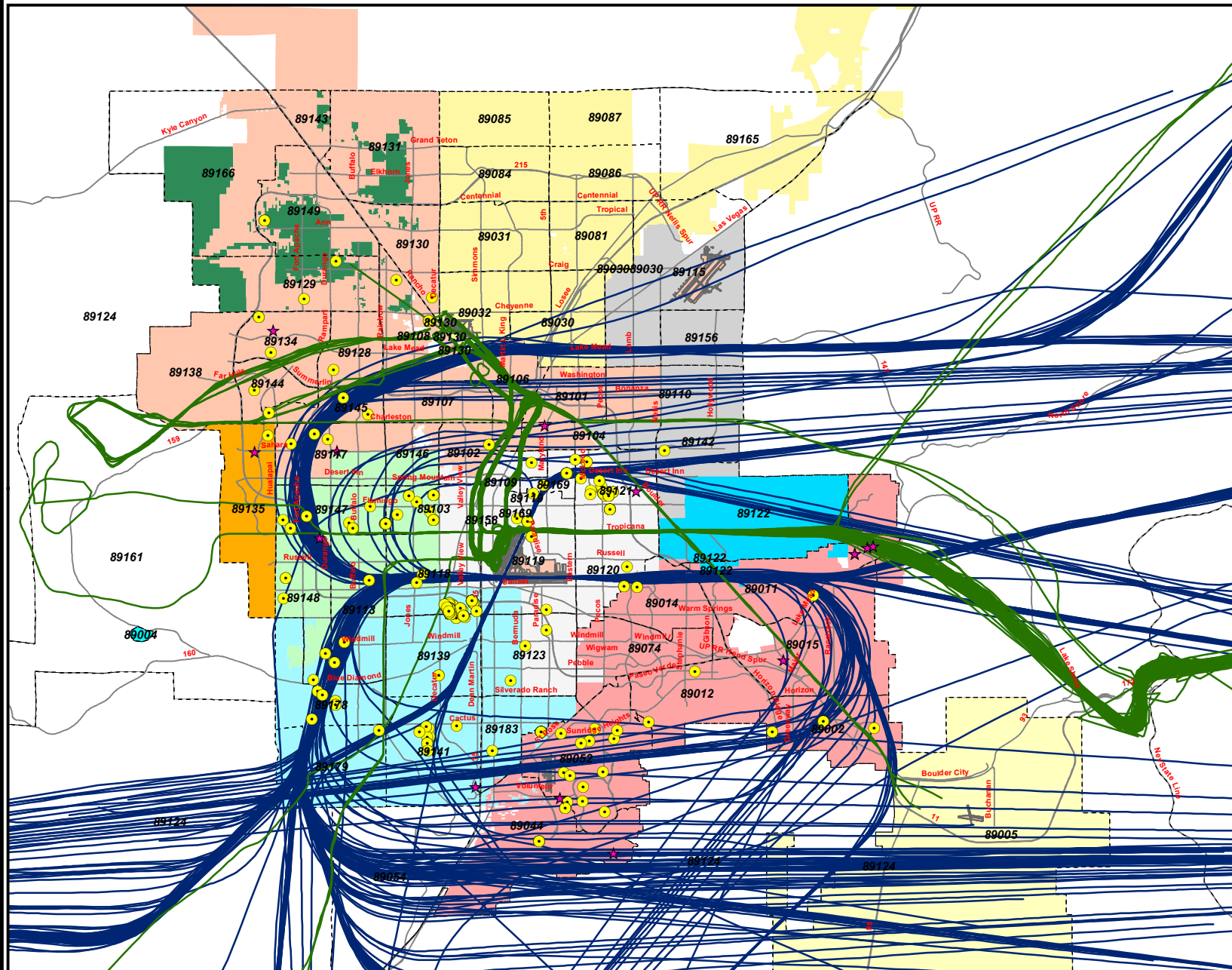
Exhibit 2: Noise Complaint Calls by Type of Operation - Annual 2022

Operation	No. of Calls in 2022	Percent of Overall Total	No. of Calls in 2021	No. of Calls in 2020
LAS 01R/L Arrivals	9	0.7%	7	20
LAS 08R/L Arrivals			1	
LAS 19R/L Arrivals	5	0.4%	1	1
LAS 26R/L Arrivals	24	1.9%	35	27
LAS 01R/L Departures	101	8.0%	143	469
LAS 08R/L Departures	2	0.2%	23	2
LAS 19R/L Departures	1,016	80.3%	691	33
LAS 26R/L Departures	35	2.8%	24	37
LAS Run-ups				
LAS GA				1
LAS Other				1
LAS Total	1,192	94.2%	925	591
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	11	0.9%	5	9
VGT Other				
VGT Total	11	0.9%	5	9
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	45	3.6%	56	44
HND Other				
HND Total	45	3.6%	56	44
Helicopters**	18	1.4%	18	15
Overall Total	1,266	100%	1,004	659



** 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 - JanDec 2022



Legend

JanDec 2022
Total Complaints: 1266

- Aircraft Complaints Received 1266 Mapped 1264
- Helicopter Complaints Received 14 Mapped 13
- 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

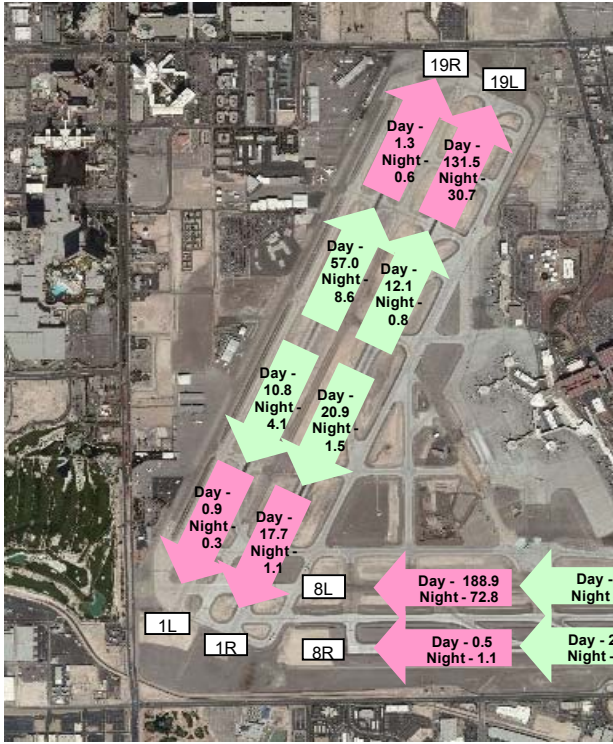
Department of Aviation
Geographic Information Systems

2/1/2023

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 Runway for Large Air Carrier Aircraft* - Annual 2022



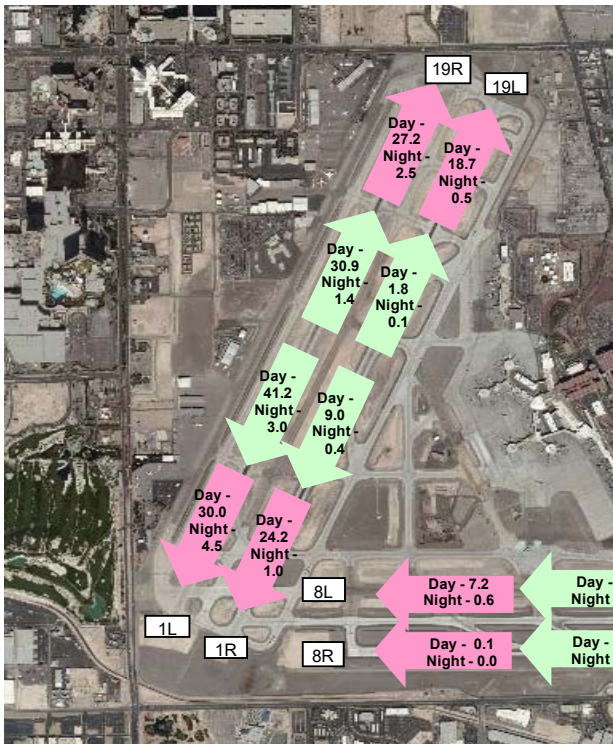
Year	2022		2021		2020	
Daytime Departures	389	78%	317	80%	263	86%
Nighttime Departures	109	22%	77	20%	44	14%
Total Departures	498	100%	394	100%	307	100%

Daytime Arrivals	405	83%	330	85%	276	90%
Nighttime Arrivals	85	17%	56	15%	29	10%
Total Arrivals	489	100%	387	100%	305	100%

Growth	Overall	Daytime	Nighttime
Depts. 2022 vs 2021	26%	23%	41%
Depts. 2022 vs 2020	62%	48%	150%
Arrivals 2022 vs 2021	27%	23%	50%
Arrivals 2022 vs 2020	60%	47%	188%

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

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - Annual 2022



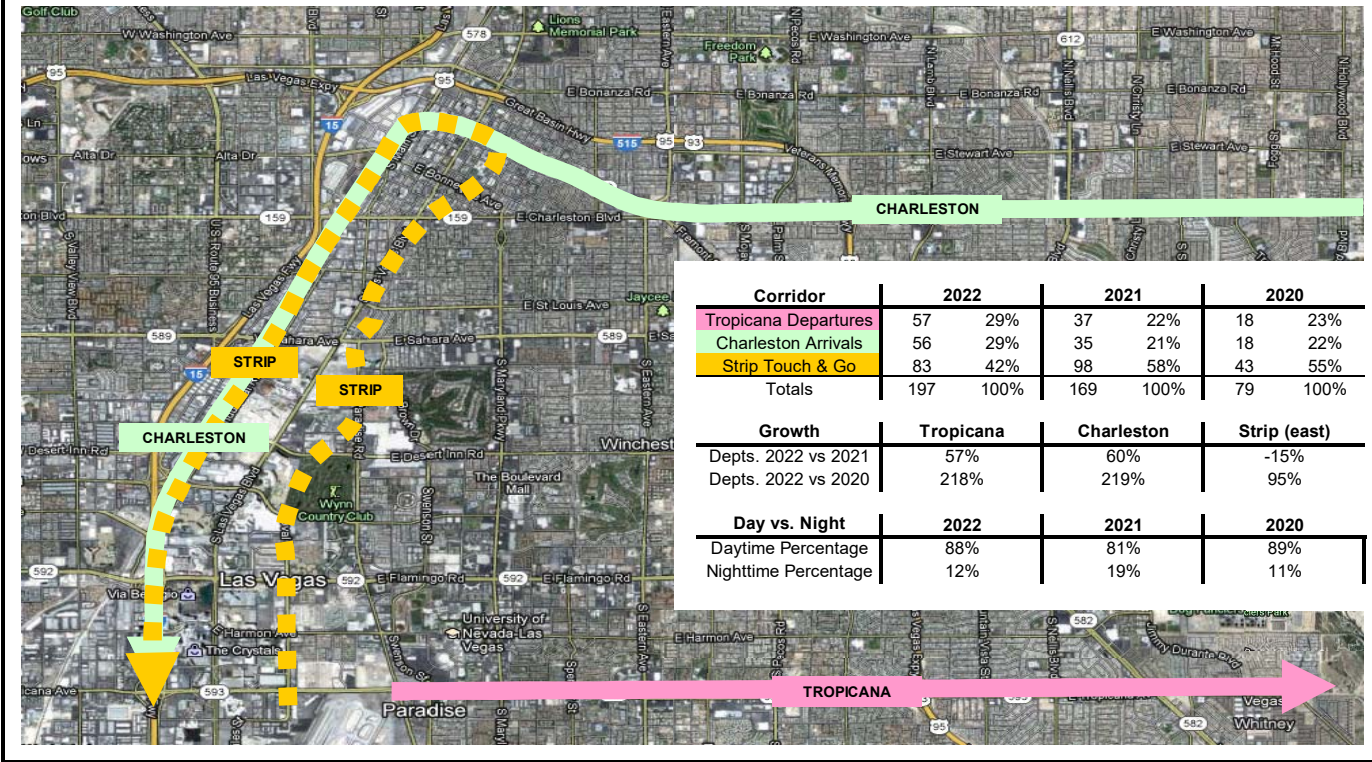
Year	2022		2021		2020	
Daytime Departures	122	93%	111	91%	66	88%
Nighttime Departures	9	7%	10	9%	9	12%
Total Departures	131	100%	121	100%	75	100%

Daytime Arrivals	121	95%	112	95%	66	93%
Nighttime Arrivals	6	5%	6	5%	5	7%
Total Arrivals	127	100%	117	100%	71	100%

Growth	Overall	Daytime	Nighttime
Depts. 2022 vs 2021	8%	10%	-11%
Depts. 2022 vs 2020	75%	84%	6%
Arrivals 2022 vs 2021	9%	9%	7%
Arrivals 2022 vs 2020	79%	83%	24%

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

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - Annual 2022

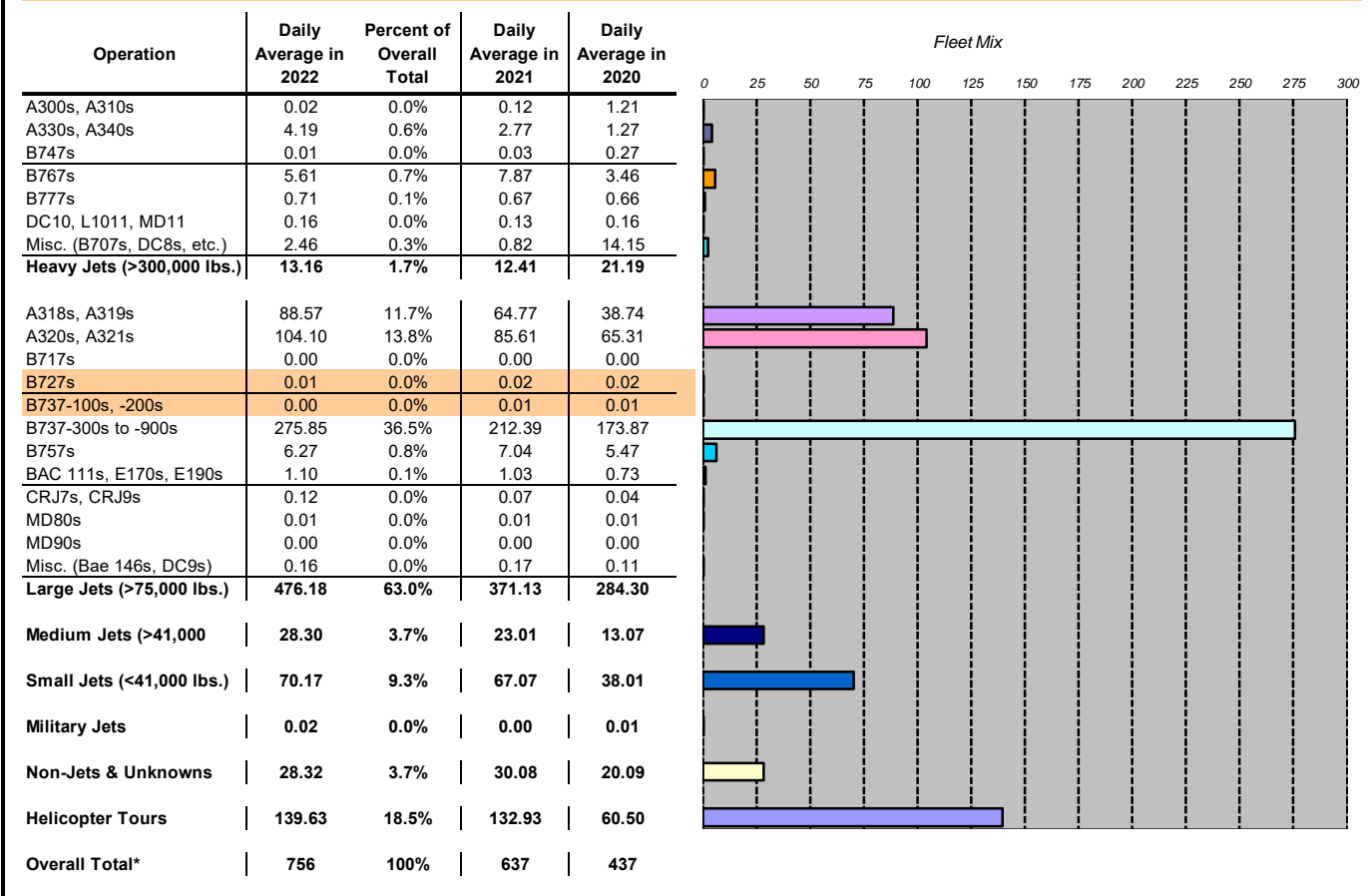


Corridor	2022	2021	2020
Tropicana Departures	57 29%	37 22%	18 23%
Charleston Arrivals	56 29%	35 21%	18 22%
Strip Touch & Go	83 42%	98 58%	43 55%
Totals	197 100%	169 100%	79 100%

Growth	Tropicana	Charleston	Strip (east)
Depts. 2022 vs 2021	57%	60%	-15%
Depts. 2022 vs 2020	218%	219%	95%

Day vs. Night	2022	2021	2020
Daytime Percentage	88%	81%	89%
Nighttime Percentage	12%	19%	11%

Exhibit 7: LAS Aircraft Arrival Fleet Mix** - Annual 2022



** 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.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - Annual 2022 to 2020

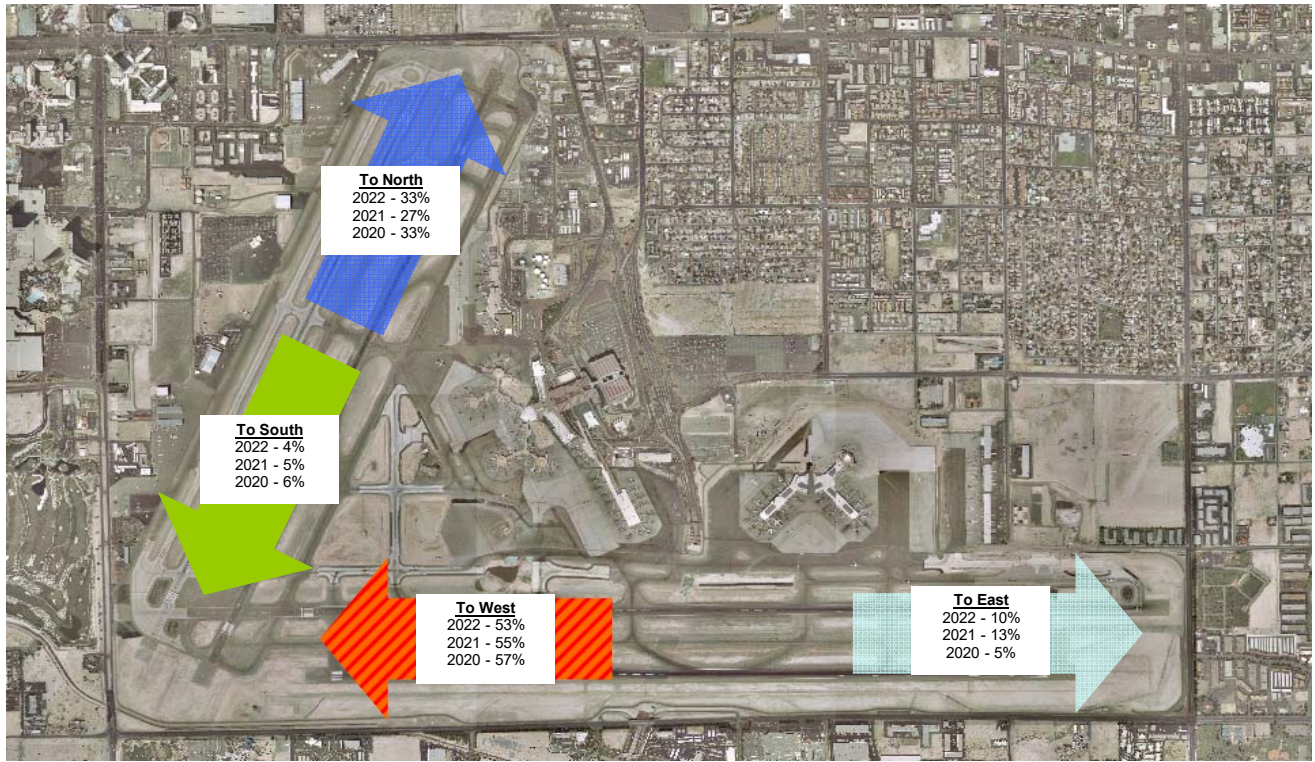
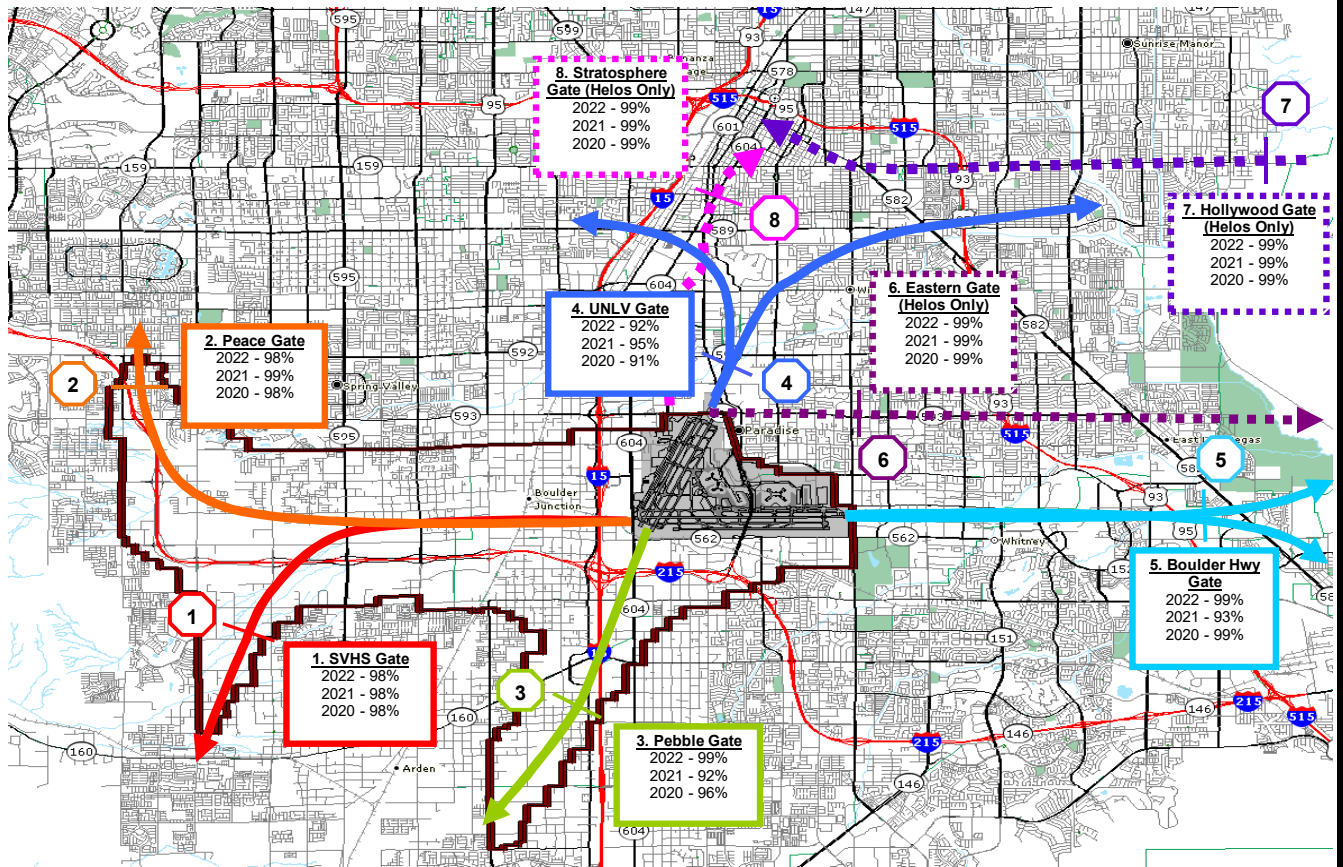


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - Annual 2022



* 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 10: Land Use Application Reviews & Comments - 2022

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
No. of Land Use Applications Reviewed	1,164	526	464	187	2,341	2,634	2240
No. of Applications where CCDOA Issued a Comment	129	55	13	23	220	211	161
Percent of Applications where Comment Issued	11%	10%	3%	12%	9%	8%	7%

Exhibit 11: Land Use Application Comments by Airport Concern - 2022

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Deed Restrictions	1	0	0	0	1	8	8
Height-Penetrates Part 77 100:1 Surfaces >200'	40	31	10	2	83	80	71
Height-Penetrates Part 77 PATH-C Surfaces*	7	0	0	0	7	8	5
Helipad/Helipad	0	1	0	0	1	4	1
Noisy-Commercial within AEOD**	29	3	0	4	36	29	18
Noisy-Residential within the AEOD**	5	3	0	1	9	13	11
Noisy-Residential Just Outside the AEOD**	55	25	4	16	100	104	80
Misc.-If applicable, detailed info. provided within the written summary	3	0	0	0	3	1	3
Total***	140	63	14	23	240	247	197

* 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* - 2022

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Within the AEOD	794	248	0	74	1,116	1,712	1066
Just Outside the AEOD	4,719	4,021	837	925	10,502	11,245	13,668

*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* - 2022

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Recommend Denial	0	0	0	1	1	1	5
Opposed at Hearings	0	0	0	0	0	2	4

*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 - 2022

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 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.

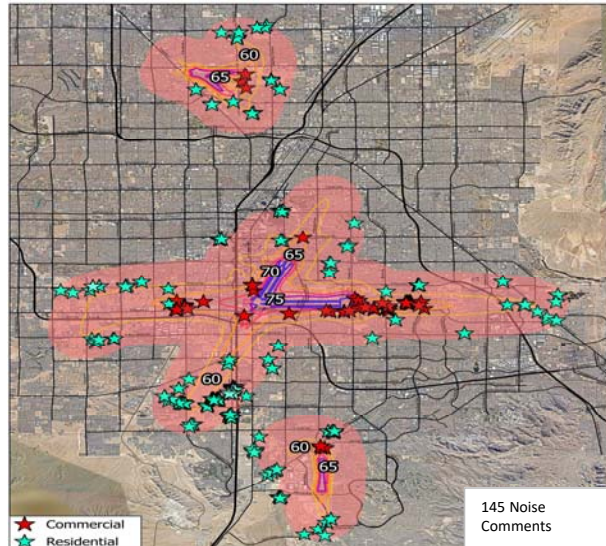


Exhibit 15: Noise Comments - LAS Detail - 2022

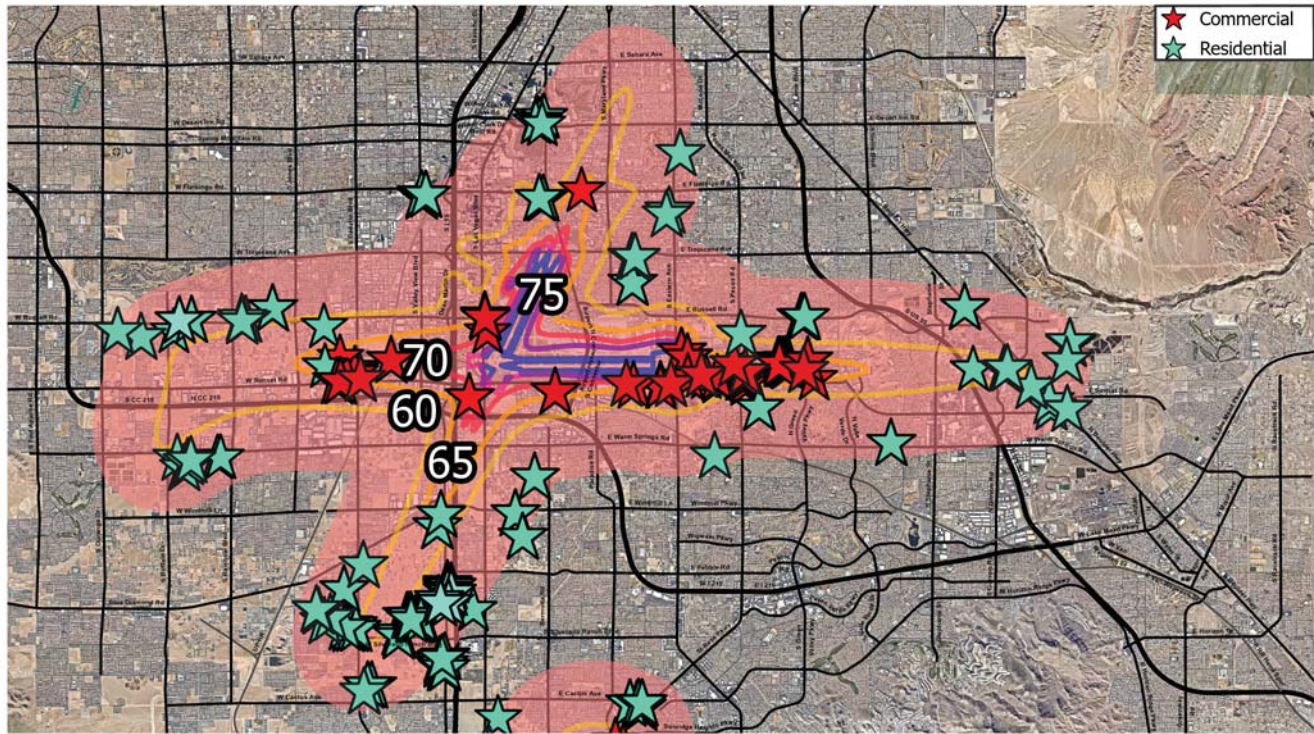


Exhibit 16: Noise Comments - HND Detail - 2022

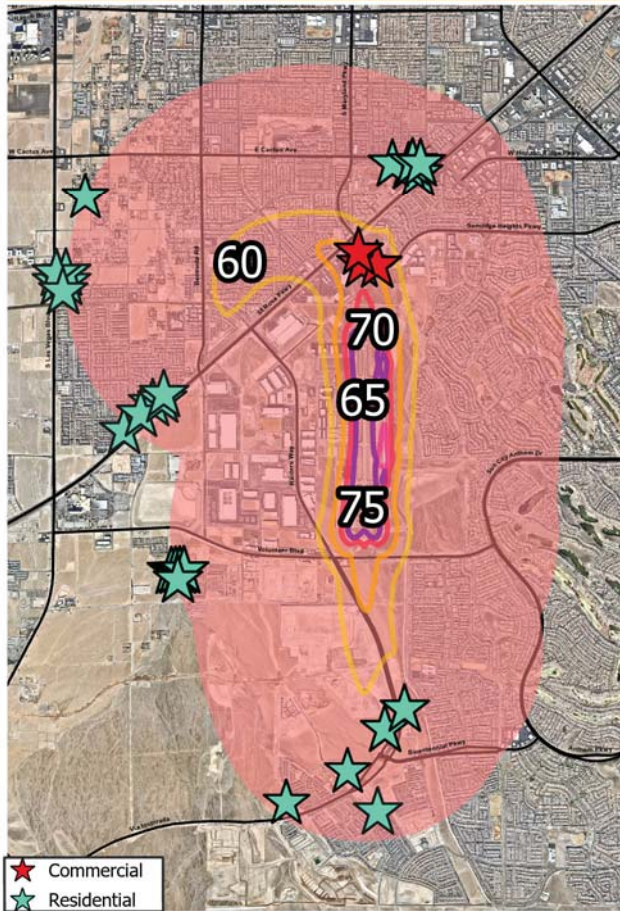


Exhibit 17: Noise Comments - VGT Detail - 2022

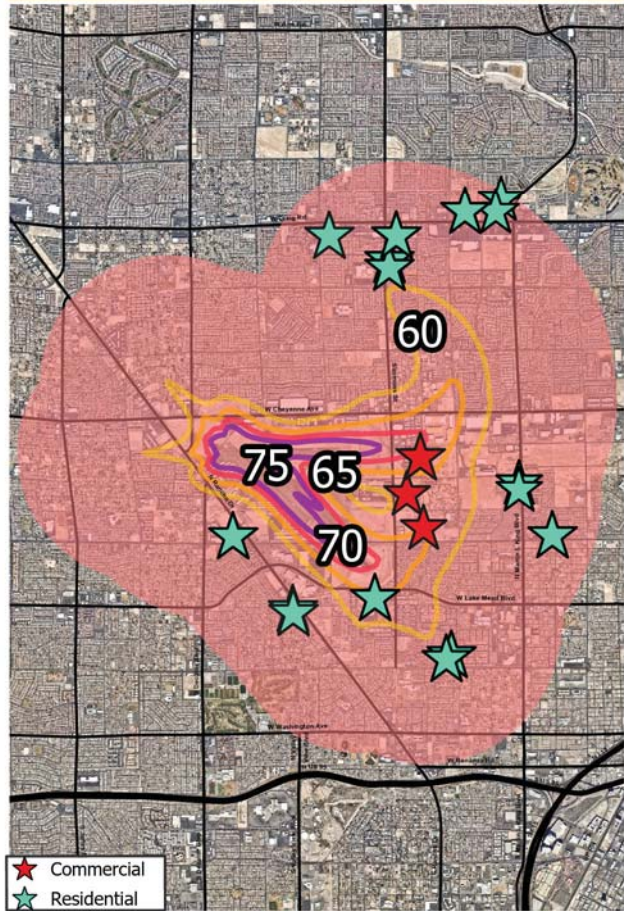


Exhibit 18: Total Calls/Callers by Month - 2020 through 2022

Year	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Average No. of Calls per Caller
2022 Number of Calls	56	119	211	175	149	89	43	45	110	132	49	88	1,266	8.6
2022 Number of Callers	31	27	34	25	19	21	12	20	20	42	15	22	148	
2021 Number of Calls	19	17	131	126	106	75	88	43	68	140	62	129	1,004	7.0
2021 Number of Callers	8	10	45	31	16	19	22	11	21	44	27	22	144	
2020 Number of Calls	337	65	45	39	24	23	7	8	39	18	26	28	659	4.4
2020 Number of Callers	53	42	23	5	7	8	7	7	14	13	12	9	149	

Total Calls by Month

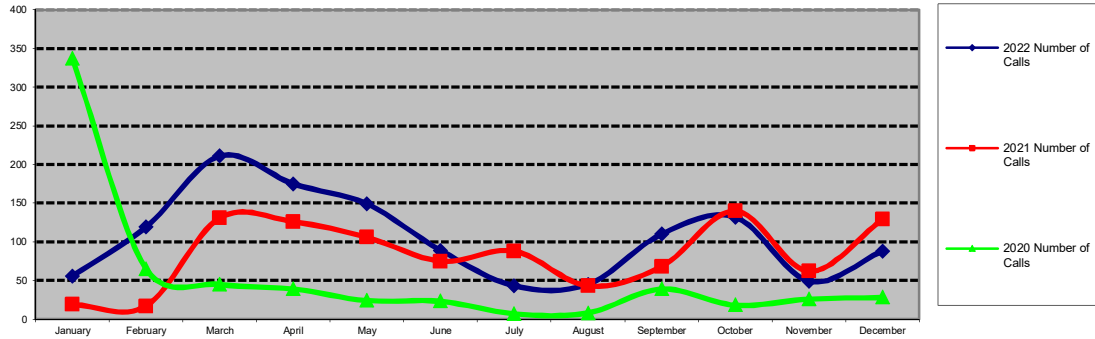


Exhibit 19: Total Monthly Calls by Time of Day - Annual 2022

Time Complaint Received	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percent
Day Hours (7:00 a.m. to 9:59 p.m.)	51	96	198	167	136	83	42	42	107	119	45	85	1,171	92.5%
Night Hours (10:00 p.m. to 6:59 a.m.)	5	23	13	8	13	6	1	3	3	13	4	3	95	7.5%
Total	56	119	211	175	149	89	43	45	110	132	49	88	1,266	100.0%

Exhibit 20: Total Monthly Calls by Airport/Operation - Annual 2022

Airport	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percent
Harry Reid International	35	114	204	171	140	86	40	43	106	126	43	84	1,192	94.2%
North Las Vegas	0	0	0	2	3	0	0	0	0	1	3	2	11	0.9%
Henderson Executive	19	4	7	1	5	2	1	2	1	3	0	0	45	3.6%
Helicopter	2	1	0	1	1	1	2	0	3	2	3	2	18	1.4%
Total	56	119	211	175	149	89	43	45	110	132	49	88	1,266	100.0%

Total Calls by Airport/Operation

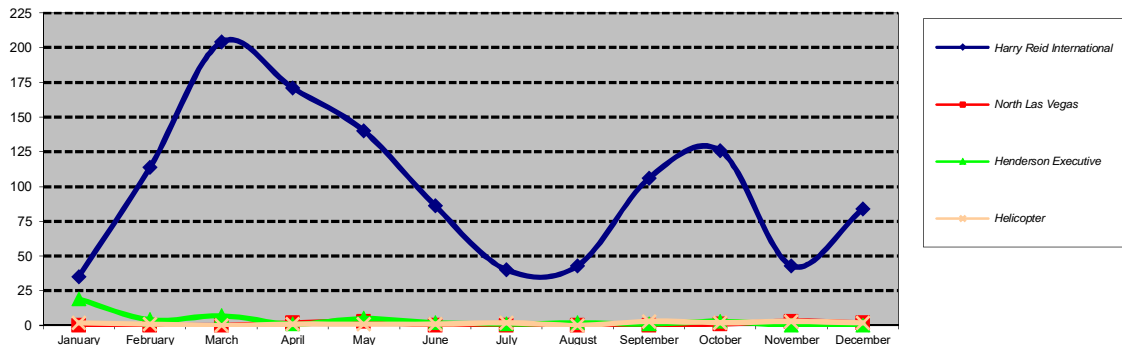


Exhibit 21: Total Monthly Calls by Community - Annual 2022

Community	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percnt
City of Boulder City	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
City of Henderson	7	4	5	4	1	2	1	4	5	10	9	4	56	4.4%
City of Las Vegas	1	2	2	3	3	1	2	0	0	3	3	2	22	1.7%
City of North Las Vegas	0	0	0	0	0	0	0	0	0	1	1	0	2	0.2%
Enterprise	36	104	191	163	132	81	40	30	98	101	33	53	1,062	83.9%
Lone Mountain	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Paradise & Winchester	9	5	6	3	11	4	0	3	3	5	2	8	59	4.7%
Spring Valley	3	4	7	2	2	1	0	7	4	9	0	21	60	4.7%
Summerlin	0	0	0	0	0	0	0	0	0	3	1	0	4	0.3%
Sunrise Manor	0	0	0	0	0	0	0	0	1	0	0	0	1	0.1%
Whitney	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Location unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Overall Total	56	119	211	175	149	89	43	44	111	132	49	88	1,266	100%

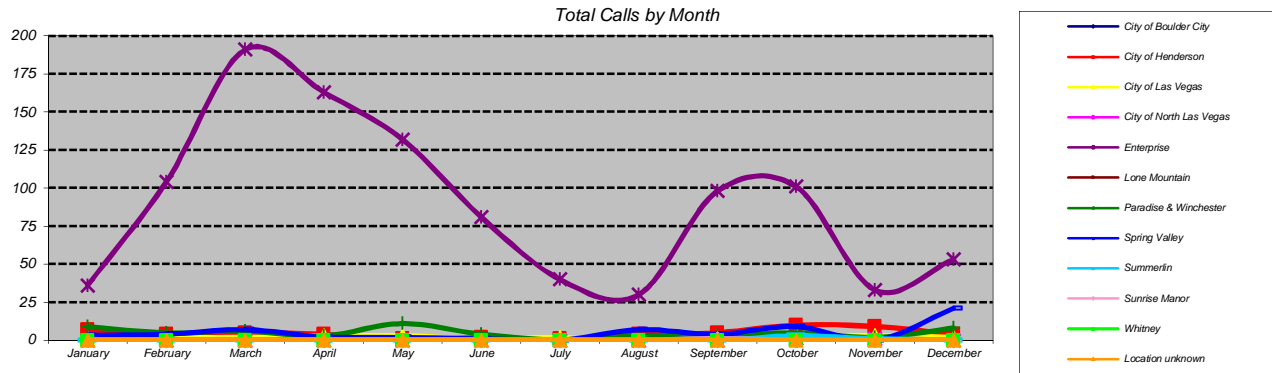


Exhibit 22: Total Monthly Calls by LAS Operation - Annual 2022

LAS Operations	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percnt
LAS 01R/L Arrivals	1	2	1	2	1	2	0	0	0	0	0	0	9	0.8%
LAS 08R/L Arrivals	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
LAS 19R/L Arrivals	0	1	2	0	0	1	0	1	0	0	0	0	5	0.4%
LAS 26R/L Arrivals	0	1	1	2	0	0	0	2	1	5	9	3	24	2.0%
LAS 01R/L Departures	11	9	10	4	12	4	0	8	3	10	2	28	101	8.5%
LAS 08R/L Departures	1	0	0	1	0	0	0	0	0	0	0	0	2	0.2%
LAS 19R/L Departures	22	100	185	160	127	78	39	30	97	94	31	53	1,016	85.2%
LAS 26R/L Departures	0	1	5	2	0	1	1	2	5	17	1	0	35	2.9%
LAS Run-ups	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
LAS GA	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
LAS Canyon	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
LAS Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
LAS Total	35	114	204	171	140	86	40	43	106	126	43	84	1,192	100.0%

