

# MEMORANDUM

DEPARTMENT OF AVIATION

ROSEMARY A. VASSILIADIS  
Director

Digitally signed by George C. Sims

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TO: DISTRIBUTION

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

SUBJECT: NOISE COMPLAINT AND LAND USE REVIEW – 2023 SECOND QUARTER REPORT

DATE: AUGUST 8, 2023

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Attached for your review are the Clark County Department of Aviation's (CCDOA) Monthly Noise Complaint and Land Use Review Reports for April through June 2023. Please note the following airport abbreviations: **Harry Reid International Airport (LAS)**, **North Las Vegas Airport (VGT)**, and **Henderson Executive Airport (HND)**.

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

- **Exhibit 1** of each Monthly Noise Complaint Report illustrates the number of calls received by community as well as the number of individual callers or households.
- **Exhibit 2** illustrates the primary nature of the disturbance as identified by the caller. The second page of each monthly report.
- **Exhibit 3** graphically illustrates all known origins of the calls received that month.
- **Exhibits 4 and 5** summarize arrival and departure runway use for large and non-large air carrier aircraft.
- **Exhibit 6** summarizes arrival and departure corridor use for helicopters.
- **Exhibit 7** provides a complete arrival fleet mix of all aircraft landing at LAS and highlights the two noisier aircraft types, the Boeing 727 series and Boeing 737-100 and 737-200 series.
- **Exhibit 8** illustrates the general departure direction for large aircraft.
- **Exhibit 9** summarizes how well large aircraft and helicopters adhered to the preferred, non-regulated departure corridors. Adherence to preferred departure corridors is voluntary, and neither Clark County nor the State of Nevada regulates aircraft in flight. The FAA, through the discretion of Congress, has sole authority over the safe and efficient utilization of the nation's navigable airspace. Therefore, local and state authorities cannot legally enforce the use of these corridors or impose penalties to pilots who opt not to comply with preferred procedures. "Compliance gates" are located along historical/fly-quietly routes. If all aircraft flew with advanced navigational technologies and operated under Required Navigational Precision (RNP) procedures, then it could be expected that up to 95% of all aircraft would

be within 0.3 nautical miles (NM) of a fly-over point. Therefore, 0.3 NM is the threshold for compliance for large air carrier aircraft. The compliance threshold for helicopters is 500 feet.

- **Exhibit 10** provides the total number of land use applications reviewed and the percentage of applications receiving a CCDOA comment.
- **Exhibit 11** breaks down the number of commented applications by airport concern.
- **Exhibit 12** provides the number of residential dwelling units per commented application.
- **Exhibit 13** gives the number of applications in which CCDOA recommends denial, as well as applications opposed in person at Commission and/or Council hearings.
- **Exhibit 14** displays the extent of the Airport Environs Overlay District (AEOD) for LAS, VGT, and HND.
- **Exhibit 15** depicts where noise-related comments were issued for applications around LAS.
- **Exhibit 16** depicts where noise-related comments were issued for applications around HND. Finally,
- **Exhibit 17** depicts where noise-related comments were issued for applications around VGT.

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

### **Monthly Noise Complaint Summaries**

**April 2023:** 53 total complaints - a 70% decrease from 2022 and a 58% decrease from 2021. On average, each caller (or household) issued 3.1 calls. The most calls received from one household totaled 20.

- Exhibits 1 & 3 - Calls by Community
  - **Majority (more than 50%):** (Not applicable.)
  - **Minority (between 10% and 50%):** The **Lower Kyle Canyon** community issued 21 calls (40%). This community is typically impacted by general aviation aircraft departing the North Las Vegas airport to the northwest, conducting student pilot training.
    - The **Enterprise** community issued 16 calls (30%). This community is typically impacted by aircraft departing to the south (from Runway 19L and Runway 19R) as well as aircraft departing to the south that turn right (to the west) immediately after departure.
    - The **Spring Valley** community issued 7 calls (13%). This community is typically impacted by aircraft departing to the west (from Runway 26R and Runway 26L) and by aircraft departing to the north (from Runway 01R and Runway 01L) that turn left (to the west and south).
    - The **City of Henderson** community issued 6 calls (11%). This community is typically impacted by aircraft departing to the east (from Runway 08R and Runway 08L) and helicopter tour operations.

- **Repeat Caller Impact:** One household issued 38% (20 calls) of all the calls received in April 2023.

- Exhibit 2 - Calls by Operation

- **LAS:** 51% of the total calls were due to **LAS** fixed-wing operations. 30% were due to departures to the south from Runways 19L and 19R). 15% were due to departures to the north from Runways 01L and 01R (88% from one household).
- **VGT:** 43% of the total calls were due to **VGT** fixed-wing operations (87% from one household).
- **HND:** 4% of the total calls were due to **HND** fixed-wing operations.
- **Helos:** 2% of the total calls were due to **helicopter** operations.

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

- **Overall:**
  - 555 daily *departures* – an 18% increase from 2022 and 62% increase from 2021.
  - 64% of departures were to the west, 23% north, 10% east, and 3% south.
  - 556 daily *arrivals* – a 20% increase from 2022 and 64% increase from 2021.
  - 76% of arrivals were from the east, 16% south, 7% north, and 1% west.
- **Daytime:**
  - 428 daily *departures* – a 21% increase from 2022 and 53% increase from 2021.
  - 58% of departures were to the west, 26% north, 13% east, and 3% south.
  - 454 daily *arrivals* – a 20% increase from 2022 and 53% increase from 2021.
  - 74% of arrivals were from the east, 18% south, 6% north, and 2% west.
- **Nighttime:**
  - 126 daily *departures* – a 10% increase from 2022 and 99% increase from 2021.
  - 84% of departures were to the west, 14% north, 1% south, and 1% east.
  - 103 daily *arrivals* – a 22% increase from 2022 and 135% increase from 2021.
  - 87% of arrivals were from the east, 8% north, and 5% south.

**Daytime vs. Nighttime:** Approximately 77% 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:**
  - 114 daily *departures* – a 13% decrease from 2022 and 9% increase from 2021.
  - 45% of departures were to the south, 24% north, 18% west, and 13% east.
  - 111 daily *arrivals* – a 13% decrease from 2022 and 7% increase from 2021.
  - 47% of arrivals were from the north, 28% east, 22% south, and 3% west.
- **Daytime:**
  - 107 daily *departures* – a 13% decrease from 2022 and 11% increase from 2021.
  - 43% of departures were to the south, 25% north, 19% west, and 13% east.
  - 105 daily *arrivals* – a 14% decrease from 2022 and 7% increase from 2021.
  - 45% of arrivals were from the north, 29% east, 23% south, and 3% west.

- **Nighttime:**
  - 8 daily *departures* – an 11% decrease from 2022 and 16% decrease from 2021.
  - 75% of departures were to the south, 15% west, 9% north, and 1% east.
  - 6 daily *arrivals* – a 3% increase from 2022 and 3% increase from 2021.
  - 74% of arrivals were from the north, 19% east, and 7% south.

**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:** 65 daily *departures* - an 8% increase from 2022 and an 8% increase from 2021.
- **Charleston:** 64 daily *arrivals* - an 8% increase from 2022 and a 7% decrease from 2021.
- **Strip:** 80 daily *touch and go's* - a 7% decrease from 2022 and a 1% increase from 2021.

**Daytime vs. Nighttime:** Approximately 90% of all helicopter tour operations occurred during the daytime hours.

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

- **Heavies:** **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 1% of the daily traffic.
- **Large:** **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 67% of the daily traffic.
- **Medium:** **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.
- **Small:** **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 7% 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 2023, 64% departed to the **west** (from LAS's primary departure runways). This figure was 44% in 2022 and 56% in 2021.



- **Secondary:** In 2023, 2% departed to the **south** (from LAS's secondary departure runways). This figure was 6% in 2022 and 9% in 2021.
- **Alternate 1:** In 2023, 24% departed to the **north** (from LAS's alternate departure runways). This figure was 42% in 2022 and 28% in 2021.
- **Alternate 2:** In 2023, 2% departed to the **east** (from LAS's alternate departure runways). This figure was 4% in 2022 and 4% in 2021.
- Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)
  - **SVHS:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of **Sierra Vista High School** (SVHS). This figure was 97% in 2022 and 98% in 2021. The SVHS "compliance gate" is located southwest of Warm Springs Rd. and Buffalo Dr., approximately 5 miles due west and 1.5 miles due south of the extended runway centerline of Runways 26L and 26R. This gate was established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas very-high frequency omnidirectional range tactical air navigation (VORTAC) facility before turning left (or towards the south) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Nevada Trails community) and aircraft turning late along this corridor (like the Rhodes Ranch community).
  - **Peace:** In 2023, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of **Peace Way & Summers Shade Street**. This figure was 99% in 2022, and 99% in 2021. The Peace "compliance gate" is located northeast of Tropicana Ave. and I-215, approximately 6 miles due west and 2 miles due north of the extended runway centerline of Runways 26L and 26R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 4 nautical miles from the Las Vegas VORTAC before turning right (or towards the north) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Spanish Trail community) and aircraft turning late along this corridor (like the Summerlin South community).
  - **Pebble:** In 2023 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 100% in 2022 and 86% in 2021. The Pebble "compliance gate" is located southeast of Blue Diamond Rd. and Decatur Blvd., approximately 4 miles due south by southwest of the extended runway centerline of Runways 19L and 19R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Warm Spring Estates community) and aircraft turning late along this corridor (like the Southern Highlands community).
  - **UNLV:** In 2023, 92% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the **UNLV sports complex**. This figure was 94% in 2022 and 95% in 2021. The UNLV "compliance gate" is located southeast of Flamingo Rd. and Paradise Rd.,

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

- **Boulder:** In 2023, 99% of the large air carrier aircraft that departed to the east from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 99% in 2022 and 99% in 2021. The Boulder Hwy. “compliance gate” is located southeast of Russell Rd. and I-93/95, approximately 7 miles due east of the extended runway centerline of Runways 08L and 08R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 7 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Green Valley community, located in the City of Henderson, and older neighborhoods located north of Patrick Ln.).
- **Eastern:** In 2023, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of **Tropicana Avenue & Eastern Avenue**. This figure was 99% in 2022 and 98% in 2021. The Eastern Ave. “compliance gate” is located at Tropicana Ave. and Eastern Ave, approximately 2 miles due west of their initial departure route. This gate was also established along an existing noise abatement flight track which requests helicopter pilots to proceed along the centerline of Tropicana Ave. until 10 nautical miles from the Las Vegas VORTAC before turning. This noise abatement flight track avoids communities impacted by helicopters located north and south of the corridor.
- **Hollywood:** In 2023, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of **Charleston Boulevard & Hollywood Boulevard**. This figure was 99% in 2022 and 99% in 2021. The Hollywood Blvd. “compliance gate” is located at Charleston Blvd. and Los Feliz St., where their initial arrival route begins over the urbanized area of the Las Vegas Valley. This gate was also established along an existing noise abatement flight track which requests helicopter pilots to proceed along the centerline of Charleston Blvd. This noise abatement flight track avoids communities impacted by helicopters located north and south of the corridor.
- **Stratosphere:** In 2023, 98% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, **northeast of the Stratosphere Tower**. This figure was 99% in 2022 and 99% in 2021. The Stratosphere Tower “compliance gate” is located northeast of Sahara Avenue and Las Vegas Blvd., where an important turn in their fly-quietly routing structure begins near a historic portion of the urbanized area of the Las Vegas Valley.

- Land Use Application Reviews & Comments – (Exhibit 10)

- **Clark County:** 124 applications were reviewed (a 14% decrease from 2022), with 7 applications (6%) issued at least one comment.
- **Henderson:** 7 applications were reviewed (a 59% decrease from 2022), with 0 applications (0%) issued at least one comment.

- **Las Vegas:** 29 applications were reviewed (a 19% decrease from 2022), with 1 application (3%) issued at least one comment.
- **North Las Vegas:** 0 applications were reviewed (a 100% decrease from 2022).
- Land Use Application Comments by Airport Concern – (Exhibit 11)  
\*Noise comments mapped in Exhibits 15, 16, 17
  - **Clark County:** 8 comments were issued, with 5 comments issued for “noise” concerns.
  - **Henderson:** 0 comments were issued.
  - **Las Vegas:** 1 comment was issued, with 1 comment issued for “noise” concerns.
  - **North Las Vegas:** 0 applications were reviewed.
- Dwelling Units per “Noise,” Commented Application – (Exhibit 12)
  - **Clark County:** 824 dwelling units proposed in the commented applications, just outside the AEOD.
  - **Henderson:** 0 comments were issued.
  - **Las Vegas:** 12 dwelling units were proposed in the commented application, just outside the AEOD.
  - **North Las Vegas:** 0 applications were reviewed.
- Land Use Applications Denied and/or Opposed – (Exhibit 13)
  - **Clark County:** PA-23-700004, ZC-23-0042, parcel 176-03-511-003, recommend denial due to increase in residential zoning density, within the AE-60 noise contour. Opposed in person at the Zoning Commission. Commissioners unanimously approved the applications.

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

**May 2023:** 34 total complaints - a 77% decrease from 2022 and a 68% decrease from 2021. On average, each caller (or household) issued 2.1 calls. The most calls received from one household totaled 13.

- Calls by Community - (Exhibits 1 and 3)
  - **Majority (more than 50%):** The **Enterprise** community issued 21 calls (62%). (See April 2023 synopsis of typical aircraft overflight impacts on this community.)
  - **Minority (between 10% and 50%):** The **Spring Valley** community issued 5 calls (14%). (See April 2023 synopsis of typical aircraft overflight impacts on this community.)
  - **Repeat Caller Impact:** One household issued 38% (13 calls) of all the calls received in May 2023.

- Calls by Operation - (Exhibit 2)
  - **LAS:**
    - 85% of the total calls received were due to **LAS** fixed-wing operations.
    - 50% were due to departures to the south from Runways 19L and 19R (76% from one household).
  - **VGT:**
    - 3% of the total calls received were due to **VGT** fixed-wing operations.
  - **HND:**
    - 3% of the total calls received were due to **HND** fixed-wing operations.
  - **Helis:**
    - 9% of the total calls received were due to **helicopter** operations.
- LAS Operations & Runway Use by **Large Air Carriers** - (Exhibit 4)
  - **Overall:**
    - 558 daily *departures* – a 14% increase from 2022 and 42% increase from 2021.
    - 78% of departures were to the west, 15% east, 5% north, and 1% south.
    - 553 daily *arrivals* – a 15% increase from 2022 and 44% increase from 2021.
    - 78% of arrivals were from the east, 12% from the north, 6% west, and 4% south.
  - **Daytime:**
    - 434 daily *departures* – a 16% increase from 2022 and 35% increase from 2021.
    - 76% of departures were to the west, 19% east, 5% north, and 1% south.
    - 454 daily *arrivals* – a 16% increase from 2022 and 38% increase from 2021.
    - 76% of arrivals were from the east, 13% north, 7% west, and 4% south.
  - **Nighttime:**
    - 125 daily *departures* – a 10% increase from 2022 and 68% increase from 2021.
    - 88% of departures were to the west, 8% north, 3% east, and 1% south.
    - 99 daily *arrivals* – a 9% increase from 2022 and 82% increase from 2021.
    - 83% of arrivals were from the east, 8% north, 7% south, and 2% west.

**Daytime vs. Nighttime:** Approximately 78% 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:**
    - 121 daily *departures* – a 17% decrease from 2022 and 2% decrease from 2021.
    - 47% of departures were to the west, 29% south, 19% east, and 5% north.
    - 119 daily *arrivals* – a 16% decrease from 2022 and 4% decrease from 2021.
    - 47% of arrivals were from the north, 40% east, 8% west, and 5% south.

- **Daytime:**
  - 113 daily *departures* – a 17% decrease from 2022 and 1% decrease from 2021.
  - 50% of departures were to the west, 25% south, 20% east, and 4% north.
  - 111 daily *arrivals* – an 18% decrease from 2022 and 7% decrease from 2021.
  - 47% of arrivals were from the north, 41% east, 9% west, and 4% south.
- **Nighttime:**
  - 8 daily *departures* – a 27% decrease from 2022 and 13% decrease from 2021.
  - 79% of departures were to the south, 10% north, 9% west, and 2% east.
  - 8 daily *arrivals* – an 11% increase from 2022 and 49% increase from 2021.
  - 59% of arrivals were from the north, 24% east, 16% south, and 1% west.

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

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

- **Tropicana:** 63 daily *departures* – a 3% increase from 2022 and a 3% increase from 2021.
- **Charleston:** 62 daily *arrivals* - a 3% increase from 2022 and a 6% decrease from 2021.
- **Strip:** 107 daily *touch and go's* – a 6% decrease from 2022 and a 1% decrease from 2021.

**Daytime vs. Nighttime:** Approximately 80% of all helicopter tour operations occurred during the daytime hours.

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

- **Heavies:** **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 1% of the daily traffic.
- **Large:** **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 65% of the daily traffic.
- **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 7% of the daily traffic.
- **Military:** **Military** turbine-driven aircraft accounted for less than 0% of the daily traffic.
- **Non-Jet:** **Piston-driven** aircraft and unassigned aircraft types accounted for 3% of the daily traffic.
- **Helos:** **Touring helicopters** accounted for 20% 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 2023, 79% departed to the **west** (from LAS's primary departure runways). This figure was 44% in 2022 and 58% in 2021.
  - **Secondary:** In 2023, 1% departed to the **south** (from LAS's secondary departure runways). This figure was 4% in 2022 and 8% in 2021.
  - **Alternate 1:** In 2023, 5% departed to the **north** (from LAS's alternate departure runways). This figure was 47% in 2022 and 26% in 2021.
  - **Alternate 2:** In 2023, 15% departed to the **east** (from LAS's alternate departure runways). This figure was 5% in 2022 and 7% in 2021.
- Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)
  - **SVHS:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of **Sierra Vista High School (SVHS)**. This figure was 98% in 2022 and 98% in 2021. (See April 2023 synopsis for specific location of the SVHS gate.)
  - **Peace:** In 2023, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of **Peace Way & Summers Shade Street**. This figure was 98% in 2022 and 98% in 2021. (See April 2023 synopsis for specific location of the Peace gate.)
  - **Pebble:** In 2023, 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 100% in 2022 and 85% in 2021. (See April 2023 synopsis for specific location of the Pebble gate.)
  - **UNLV:** In 2023, 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 95% in 2022 and 97% in 2021. (See April 2023 synopsis for specific location of the UNLV gate.)
  - **Boulder:** In 2023, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the east from Runway 08L or 08R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 99% in 2022 and 99% in 2021. (See April 2023 synopsis for specific location of the Boulder Hwy. gate.)
  - **Eastern:** In 2023, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of **Tropicana Avenue & Eastern Avenue**. This figure was 99% in 2022 and 99% in 2021. (See April 2023 synopsis for specific location of the Eastern gate.)
  - **Hollywood:** In 2023, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of **Charleston Boulevard & Hollywood Boulevard**. This figure was 99% in 2022 and 99% in 2021. (See April 2023 synopsis for specific location of the Hollywood gate.)



- **Stratosphere:** In 2023, 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 94% in 2022 and 100% in 2021. (See April 2023 synopsis for specific location of the Stratosphere gate.)
- Land Use Application Reviews & Comments – (Exhibit 10)
  - **Clark County:** 75 applications were reviewed (a 32% increase from 2022), with 7 applications (9%) issued at least one comment.
  - **Henderson:** 59 applications were reviewed (a 32% decrease from 2022), with 4 applications (7%) issued at least one comment.
  - **Las Vegas:** 38 applications were reviewed (a 17% decrease from 2022), with 0 applications (0%) issued at least one comment.
  - **North Las Vegas:** 17 applications were reviewed (6% decrease from 2022), with 1 application (6%) issued at least one comment.
- Land Use Application Comments by Airport Concern – (Exhibit 11)

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

  - **Clark County:** 9 comments were issued, with 6 comments issued for “noise” concerns.
  - **Henderson:** 4 comments were issued, with 3 comments issued for “noise” concerns.
  - **Las Vegas:** 0 comments were issued.
  - **North Las Vegas:** 1 comment was issued, with that one comment issued for “noise” concerns.
- Dwelling Units per “Noise,” Commented Application – (Exhibit 12)
  - **Clark County:** 376 dwelling units proposed in the commented applications, within the AEOD. 81 dwelling units proposed in the commented applications, just outside the AEOD.
  - **Henderson:** 91 dwelling units were proposed in the commented applications, just outside the AEOD.
  - **Las Vegas:** 0 comments were issued.
  - **North Las Vegas:** 102 dwelling units were proposed in the commented applications, just outside the AEOD.
- Land Use Applications Denied and/or Opposed – (Exhibit 13)
  - **Henderson:** CUP-2021007971-A1, parcel 161-32-810-022, recommend denial due to federal guidelines declaring schools incompatible within the AE-65 noise contour. Written opposition, which included visuals showing the placement of the proposal within the noise contour, and the associated flight tracks directly over the proposal, deemed sufficient.



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

**June 2023:** 55 total complaints - a 38% decrease from 2022 and a 27% decrease from 2021. On average, each caller (or household) issued 2.9 calls. The most calls received from one household totaled 13.

- Calls by Community - (Exhibits 1 and 3)
  - **Majority (more than 50%):** The **Enterprise** community issued 43 calls (78%). (See April 2023 synopsis of typical aircraft overflight impacts on this community.)
  - **Minority (between 10% and 50%):** (Not applicable.)
  - **Repeat Caller Impact:** One household issued 24% (13 calls) of all the calls received in June 2023.
- Calls by Operation - (Exhibit 2)
  - **LAS:**
    - 98% of the total calls received were due to **LAS** fixed-wing operations.
    - 75% were due to departures to the south from Runways 19L and 19R (32% from one household.)
  - **VGT:**
    - 0% of the total calls received were due to **VGT** fixed-wing operations.
  - **HND:**
    - 2% of the total calls received were due to **HND** fixed-wing operations.
  - **Helis:**
    - 0% of the total calls received were due to **helicopter** operations.
- LAS Operations & Runway Use by **Large Air Carriers** - (Exhibits 4)
  - **Overall:**
    - 551 daily *departures* – a 7% increase from 2022 and 29% increase from 2021.
    - 83% of departures were to the west, 10% east, 5% north, and 2% south.
    - 552 daily *arrivals* – a 9% increase from 2022 and 34% increase from 2021.
    - 82% of arrivals were from the east, 10% north, 4% west, and 3% south.
  - **Daytime:**
    - 426 daily *departures* – a 7% increase from 2022 and 29% increase from 2021.
    - 81% of departures were to the west, 12% east, 5% north, and 2% south.
    - 450 daily *arrivals* – a 11% increase from 2022 and 34% increase from 2021.
    - 81% of arrivals were from the east, 10% north, 5% west, and 3% south.
  - **Nighttime:**
    - 124 daily *departures* – a 9% increase from 2022 and 32% increase from 2021.
    - 90% of departures were to the west, 5% north, 4% east, and 1% south.
    - 103 daily *arrivals* – a 2% increase from 2022 and 36% increase from 2021.
    - 84% of arrivals were from the east, 9% north, 5% south, and 1% west.

**Daytime vs. Nighttime:** Approximately 77% of all *departures* and 81% of all *arrivals* occurred during the daytime hours.

- LAS Operations & Runway Use by **Non-Large Air Carriers** - (Exhibit 5)
  - **Overall:**
    - 118 daily *departures* – a 1% decrease from 2022 and 11% decrease from 2021.
    - 43% of departures were to the west, 42% south, 10% east, and 5% north.
    - 114 daily *arrivals* – a 4% decrease from 2022 and 11% decrease from 2021.
    - 56% of arrivals were from the north, 34% east, 6% west, and 4% south.
  - **Daytime:**
    - 109 daily *departures* – a 2% decrease from 2022 and 9% decrease from 2021.
    - 45% of departures were to the west, 39% south, 11% east, and 5% north.
    - 107 daily *arrivals* – a 4% decrease from 2022 and 12% decrease from 2021.
    - 55% of arrivals were from the north, 34% east, 6% west, and 4% south.
  - **Nighttime:**
    - 9 daily *departures* – a 9% increase from 2022 and 22% decrease from 2021.
    - 77% of departures were to the south, 19% west, and 4% north.
    - 7 daily *arrivals* – no change from 2022 and no change from 2021.
    - 69% of arrivals were from the north, 23% east, 6% south, and 1% west.

**Daytime vs. Nighttime:** Approximately 92% of all *departures* and 94% of all *arrivals* occurred during the daytime hours.

- Operations by Corridor for **Helicopter Tours** - (Exhibit 6)
  - **Tropicana:** 60 daily *departures* – no change from 2022 and 48% increase from 2021.
  - **Charleston:** 59 daily *arrivals* - a 1% decrease from 2022 and a 50% increase from 2021.
  - **Strip:** 72 daily *touch and go's* - a 10% decrease from 2022 and a 38% decrease from 2021.

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

- LAS Fleet Mix for All Aircraft Types - (Exhibit 7)
  - **Heavies:** **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 1% of the daily traffic.
  - **Large:** **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 68% 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 7% of the daily traffic.

- **Military:** *Military* turbine-driven aircraft accounted for less than 0% of the daily traffic.
- **Non-Jet:** *Piston-driven* aircraft and unassigned aircraft types accounted for 3% of the daily traffic.
- **Helos:** *Touring helicopters* accounted for 16% of the daily traffic.

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

- LAS General Departure Direction for Large Aircraft - (Exhibit 8)
  - **Primary:** In 2023, 83% departed to the *west* (from LAS's primary departure runways). This figure was 62% in 2022 and 65% in 2021.
  - **Secondary:** In 2023, 2% departed to the *south* (from LAS's secondary departure runways). This figure was 5% in 2022 and 5% in 2021.
  - **Alternate 1:** In 2023, 5% departed to the *north* (from LAS's alternate departure runways). This figure was 20% in 2022 and 4% in 2021.
  - **Alternate 2:** In 2023, 10% departed to the *east* (from LAS's alternate departure runways). This figure was 14% in 2022 and 26% in 2021.
- Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)
  - **SVHS:** In 2023, 97% of the larger air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 98% in 2022 and 98% in 2021. (See April 2023 synopsis for specific location of the SVHS gate.)
  - **Peace:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of *Peace Way & Summers Shade Street*. This figure was 98% in 2022 and 98% in 2021. (See April 2023 synopsis for specific location of the Peace gate.)
  - **Pebble:** In 2023, 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 100% in 2022 and 93% in 2021. (See April 2023 synopsis for specific location of the Pebble gate.)
  - **UNLV:** In 2023, 97% 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 2022 and 96% in 2021. (See April 2023 synopsis for specific location of the UNLV gate.)
  - **Boulder:** In 2023, 99% of the large air carrier aircraft that departed to the east from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 99% in 2022 and 99% in 2021. (See April 2023 synopsis for specific location of the Boulder Hwy. gate.)

- **Eastern:** In 2023, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. This figure was 99% in 2022 and 99% in 2021. (See April 2023 synopsis for specific location of the Eastern gate.)
- **Hollywood:** In 2023, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 99% in 2022 and 99% in 2021. (See April 2023 synopsis for specific location of the Hollywood gate.)
- **Stratosphere:** In 2023, 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 2022 and 99% in 2021. (See April 2023 synopsis for specific location of the Stratosphere gate.)
- Land Use Application Reviews & Comments – (Exhibit 10)
  - **Clark County:** 191 applications were reviewed (a 44% increase from 2022), with 10 applications (5%) issued at least one comment.
  - **Henderson:** 6 applications were reviewed (a 70% decrease from 2022), with 0 applications (0%) issued at least one comment.
  - **Las Vegas:** 38 applications were reviewed (a 3% increase from 2022), with 1 application (3%) issued at least one comment.
  - **North Las Vegas:** 6 applications were reviewed (a 50% decrease from 2022), with 5 applications (83%) issued at least one comment.
- Land Use Application Comments by Airport Concern – (Exhibit 11)

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

  - **Clark County:** 11 comments were issued, with 8 comments issued for “noise” concerns.
  - **Henderson:** 0 comments were issued.
  - **Las Vegas:** 1 comment was issued, with 0 comments issued for “noise” concerns.
  - **North Las Vegas:** 8 comments were issued, with 5 comments issued for “noise” concerns.
- Dwelling Units per “Noise,” Commented Application – (Exhibit 12)
  - **Clark County:** 52 dwelling units were proposed in the commented applications, within the AEOD. 1,267 dwelling units were proposed in the commented applications, just outside the AEOD.
  - **Henderson:** 0 comments issued.
  - **Las Vegas:** 0 noise comments issued.
  - **North Las Vegas:** 727 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.

**Other Notable Issues:**

**Electric Daisy Carnival:** On May 19 through 21, 2023, this concert event was held at the Las Vegas Motor Speedway, with a total record-breaking attendance in excess of 520,000 people over the three days. Helicopter tour operators provided more than 1,100 total passenger flights, ferrying approximately 6,800 total passengers to and from the event over the three day period.

**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

August 8, 2023

Page 17 of 38

Distribution:

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

### Exhibit 1: Noise Complaint Calls by Community\* - April 2023

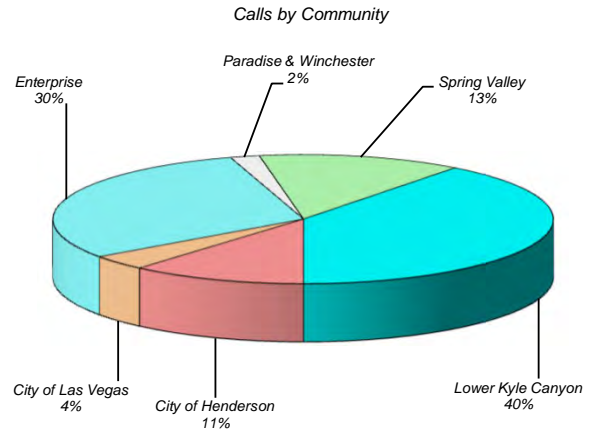
Community	No. of Calls in 2023	No. of Callers in 2023	No. of Calls in 2022	No. of Calls in 2021
City of Boulder City	6	4	4	3
City of Henderson	2	2	3	2
City of Las Vegas				
City of North Las Vegas				
Enterprise	16	8	163	109
Lone Mountain				
Paradise & Winchester	1	1	3	6
Spring Valley	7	1	2	6
Summerlin South				
Sunrise Manor				
Whitney				
Lower Kyle Canyon	21	1		
<b>Overall Total</b>	<b>53</b>	<b>17</b>	<b>175</b>	<b>126</b>

Difference between 2023 and 2022 Total Calls: -70%

Difference between 2023 and 2021 Total Calls: -58%

Average Number of Calls per Caller: 3.1

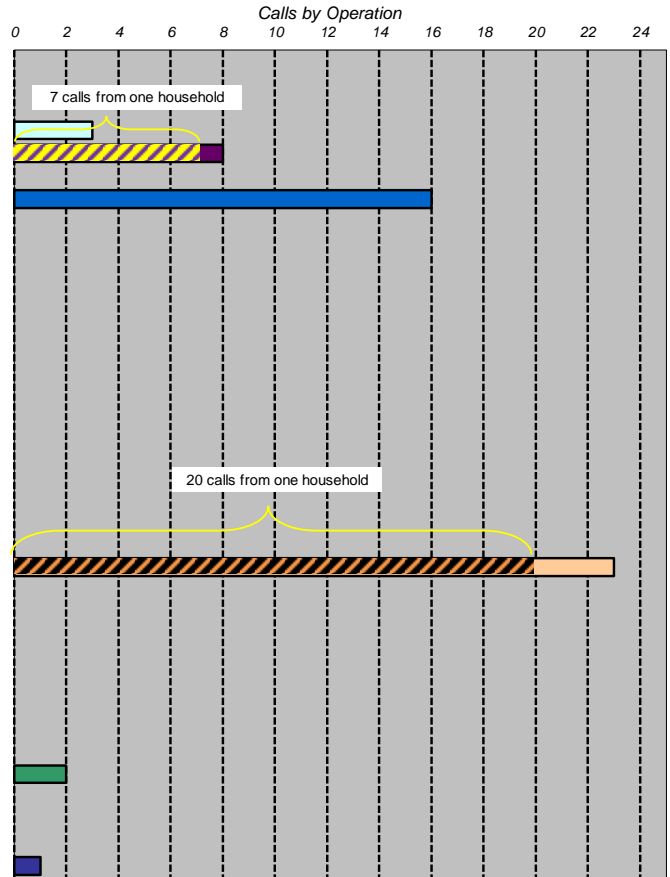
Most calls received from one household: 20



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

### Exhibit 2: Noise Complaint Calls by Type of Operation - April 2023

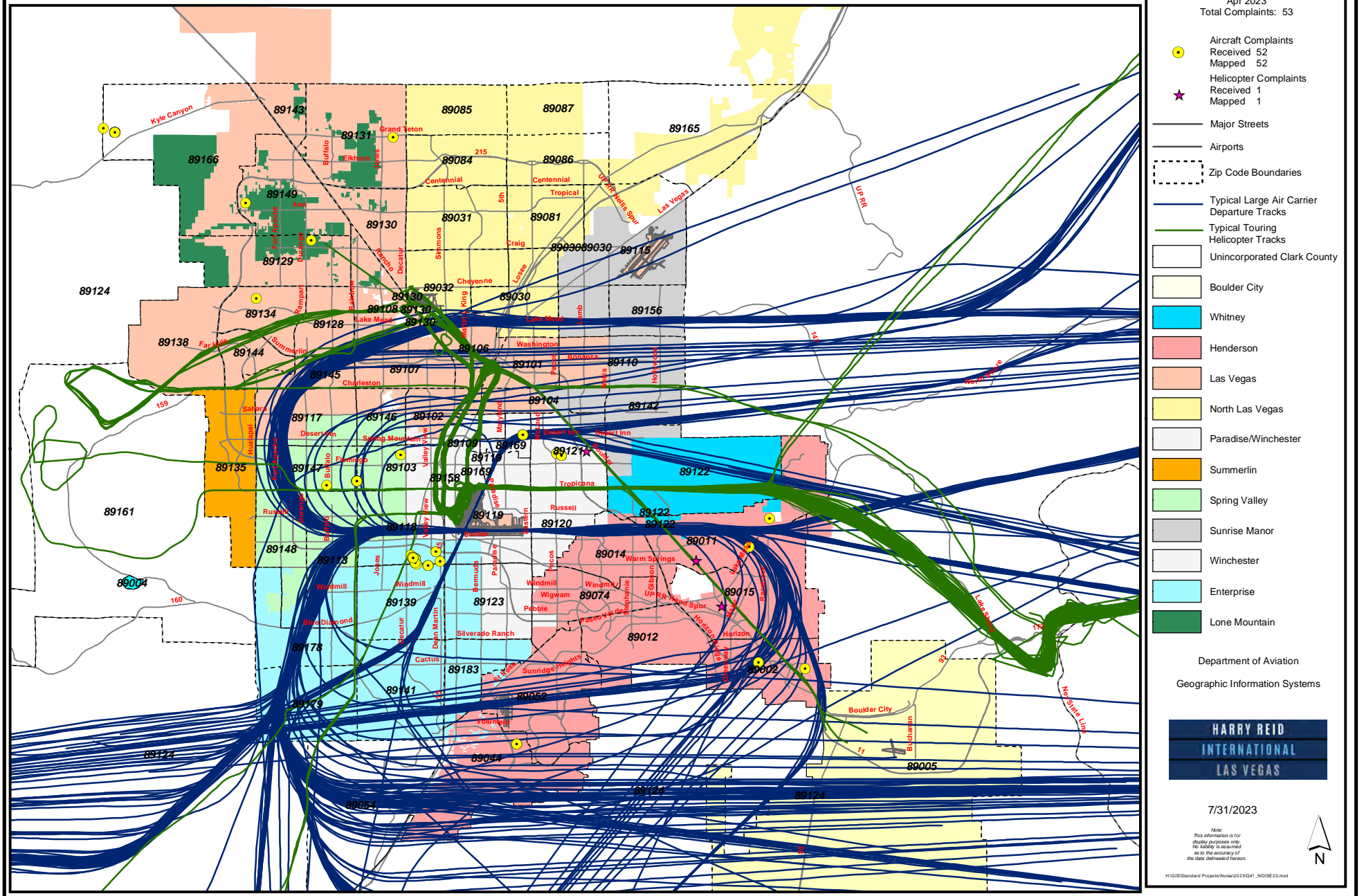
Operation	No. of Calls in 2023	Percent of Overall Total	No. of Calls in 2022	No. of Calls in 2021
LAS 01R/L Arrivals			2	1
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	3	5.7%	2	1
LAS 01R/L Departures	8	15.1%	4	11
LAS 08R/L Departures			1	2
LAS 19R/L Departures	16	30.2%	160	107
LAS 26R/L Departures			2	3
LAS Run-ups				
LAS GA				
LAS Other				
<b>LAS Total</b>	<b>27</b>	<b>50.9%</b>	<b>171</b>	<b>125</b>
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	23	43.4%	2	
VGT Other				
<b>VGT Total</b>	<b>23</b>	<b>43.4%</b>	<b>2</b>	<b>0</b>
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	2	3.8%	1	
HND Other				
<b>HND Total</b>	<b>2</b>	<b>3.8%</b>	<b>1</b>	<b>0</b>
<b>Helicopters**</b>	<b>1</b>	<b>1.9%</b>	<b>1</b>	<b>1</b>
<b>Overall Total</b>	<b>53</b>	<b>100%</b>	<b>175</b>	<b>126</b>



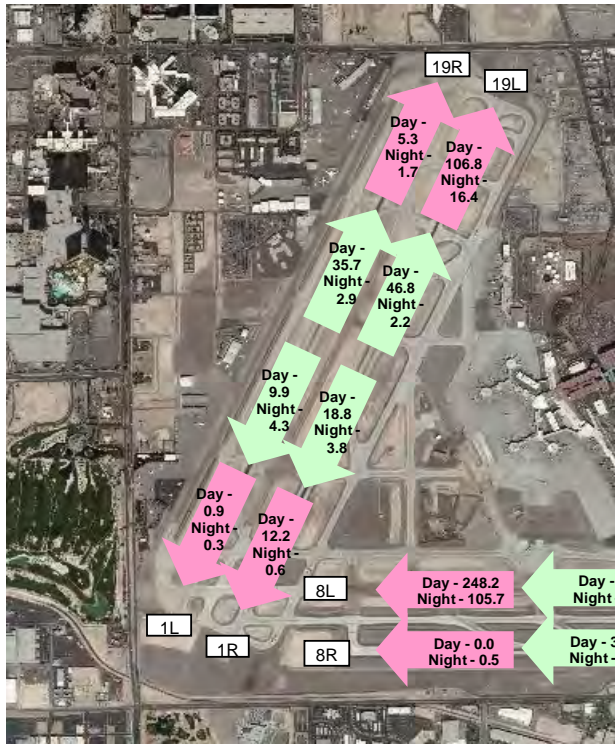
\*\* Note helicopter noise complaints not tied to a specific facility since operation cannot always be associated to a specific airport. Helicopter calls do not include those associated with operations conducted by Metropolitan Police Department or those associated with operations conducted at non-DOA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



# Exhibit 3: Aircraft Noise Complaints by Community - April 2023



#### Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft\* - April 2023



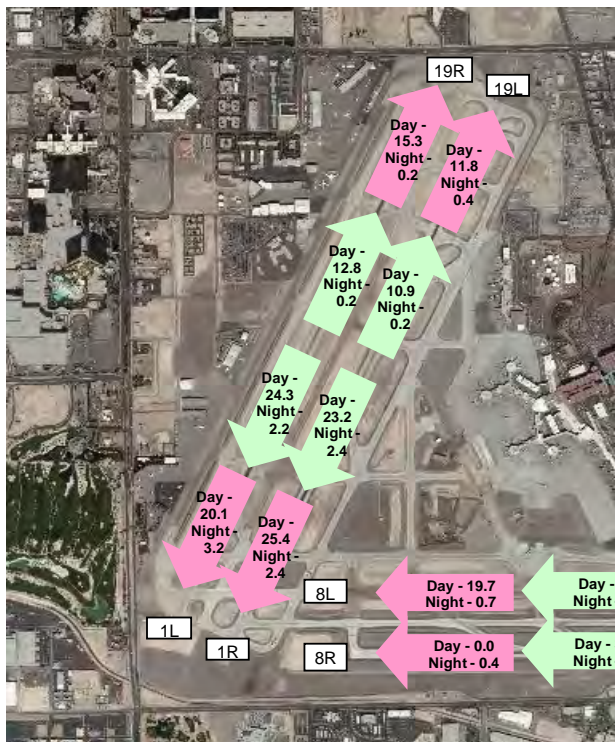
Year	2023		2022		2021	
Daytime Departures	428	77%	355	76%	279	81%
Nighttime Departures	126	23%	115	24%	64	19%
Total Departures	555	100%	470	100%	343	100%

Daytime Arrivals	454	82%	379	82%	296	87%
Nighttime Arrivals	103	18%	84	18%	44	13%
Total Arrivals	556	100%	464	100%	340	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	18%	21%	10%
Depts. 2023 vs 2021	62%	53%	99%
Arrivals 2023 vs 2022	20%	20%	22%
Arrivals 2023 vs 2021	64%	53%	135%

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

#### Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft\*\* - April 2023



Year	2023		2022		2021	
Daytime Departures	107	93%	123	94%	96	92%
Nighttime Departures	8	7%	8	6%	9	8%
Total Departures	114	100%	131	100%	105	100%

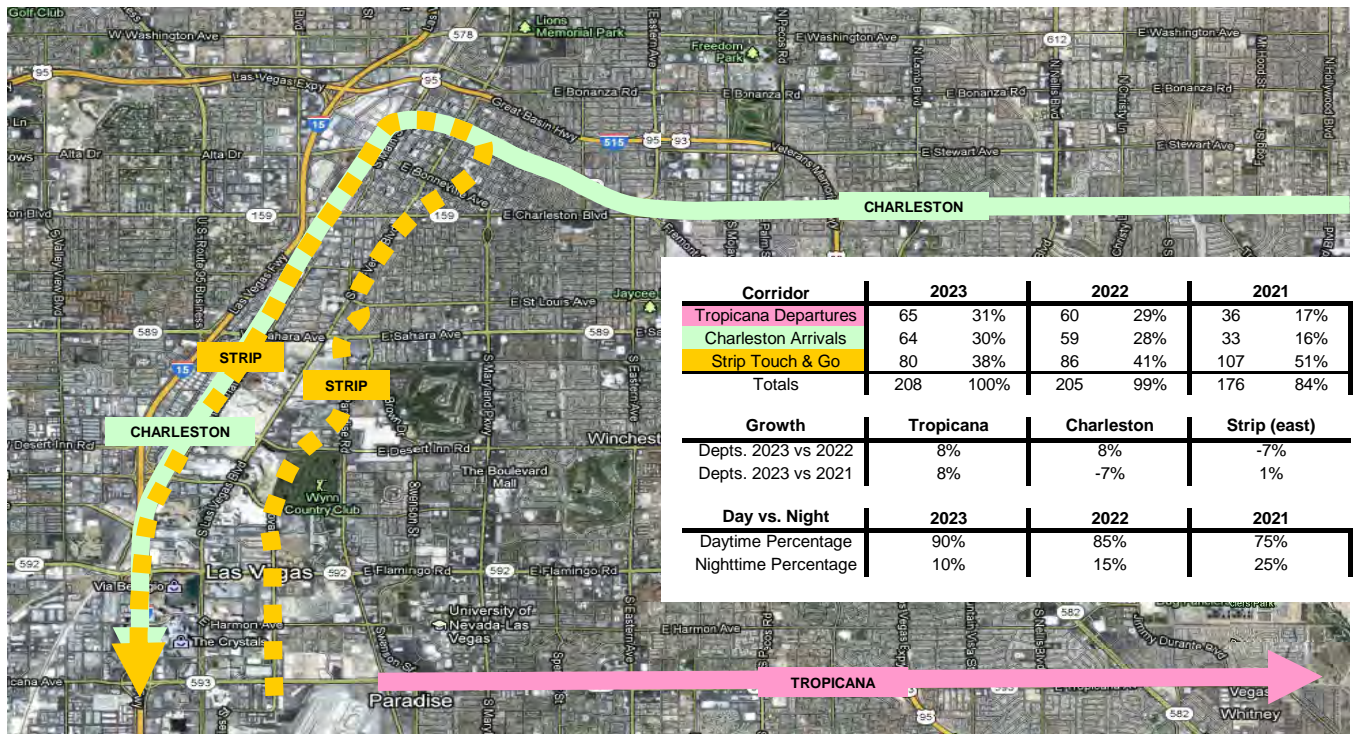
Daytime Arrivals	105	95%	122	95%	98	94%
Nighttime Arrivals	6	5%	6	5%	6	6%
Total Arrivals	111	100%	128	100%	104	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	-13%	-13%	-11%
Depts. 2023 vs 2021	9%	11%	-16%
Arrivals 2023 vs 2022	-13%	-14%	3%
Arrivals 2023 vs 2021	7%	7%	3%

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

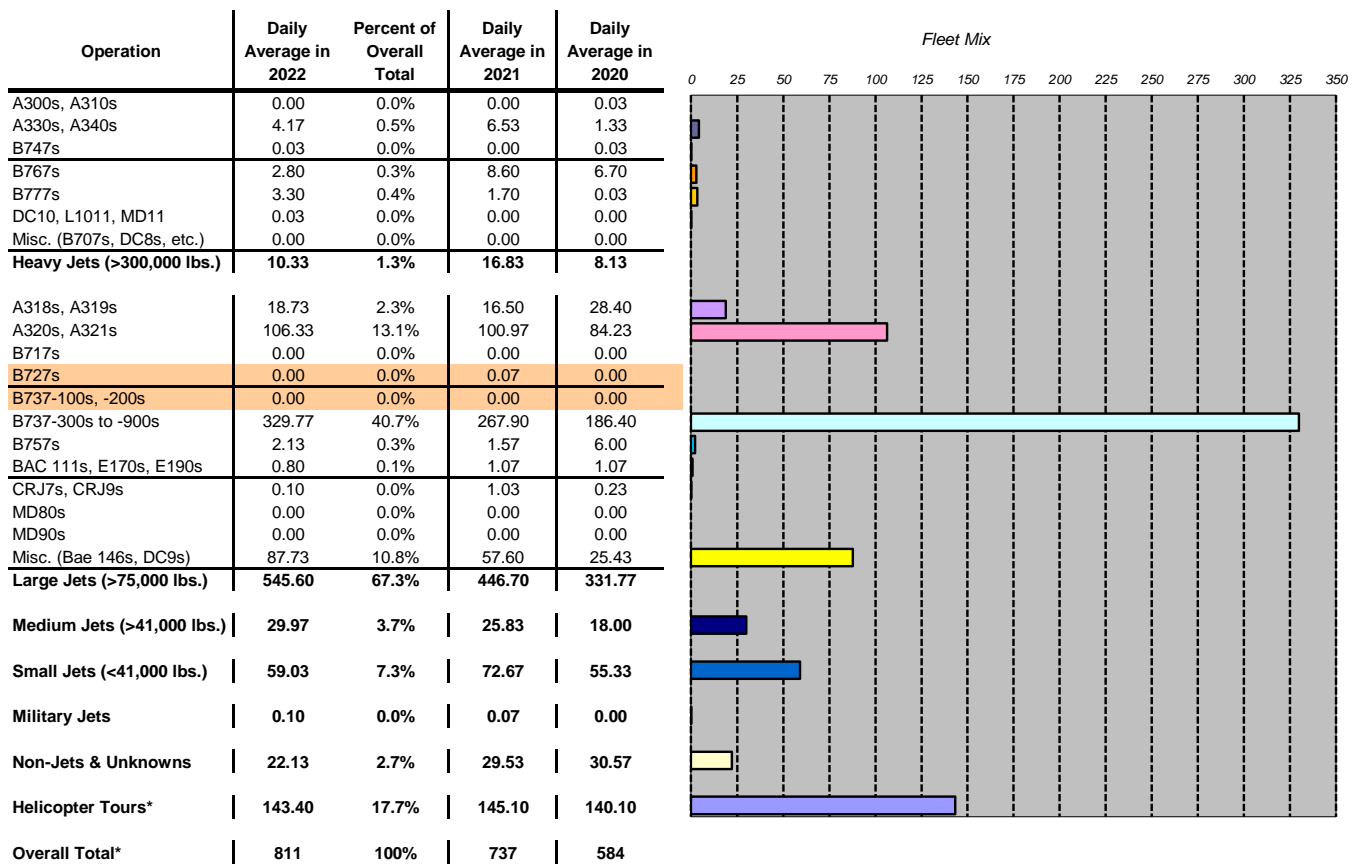


### Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours\* - April 2023



\* Helicopter Tours: Note that some operations may originate from facilities besides LAS.

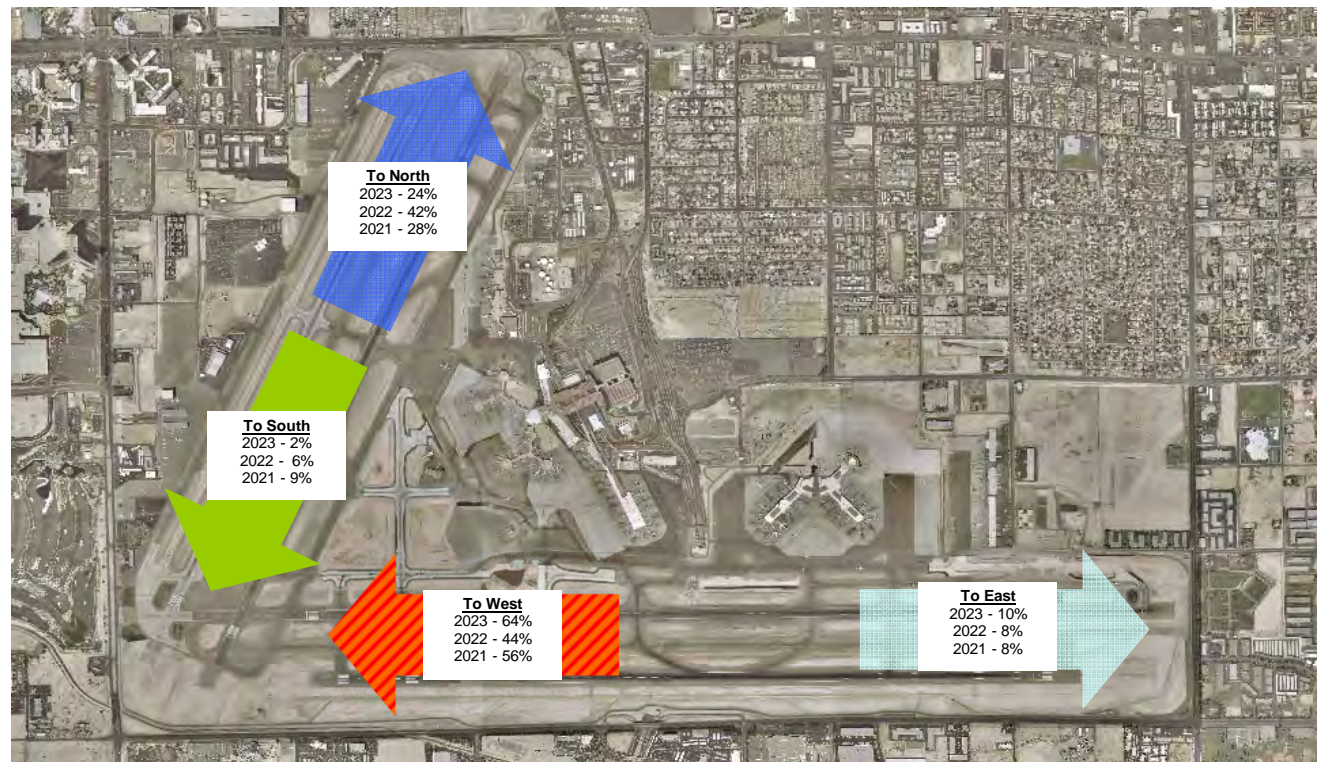
### Exhibit 7: LAS Aircraft Arrival Fleet Mix\*\* - April 2023



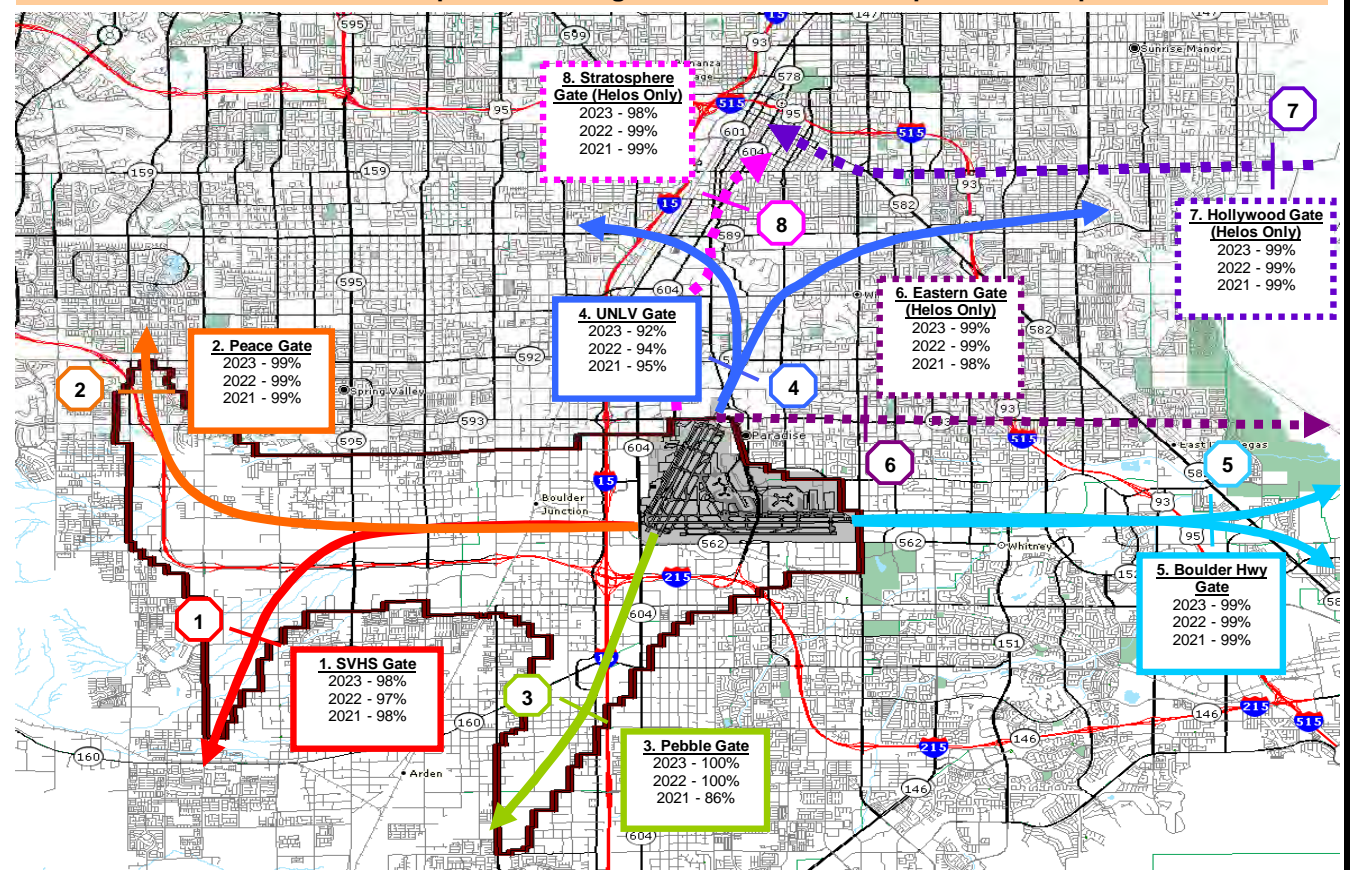
\*\* Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact.



**Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft\* - April 2023 to 2021**



**Exhibit 9: "Gate" Compliance for Large Aircraft\* & LAS Helicopter Tours - April 2023**



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 10: Land Use Application Reviews & Comments - April 2023

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
No. of Land Use Applications Reviewed	124	7	29	0	160	201	197
No. of Applications where CCDOA Issued a Comment	7	0	1	0	8	12	5
Percent of Applications where Comment Issued	6%	0%	3%	0%	5%	6%	3%

### Exhibit 11: Land Use Application Comments by Airport Concern - April 2023

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Deed Restrictions	0	0	0	0	0	0	0
Height-Penetrates Part 77 100:1 Surfaces >200'	3	0	0	0	3	5	4
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	0	0
Helipad/Helipad	0	0	0	0	0	0	0
Noise-Commercial within AEOD**	1	0	0	0	1	3	1
Noise-Residential within the AEOD**	0	0	0	0	0	0	1
Noise-Residential Just Outside the AEOD**	4	0	1	0	5	4	3
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	2	0
<b>Total***</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>14</b>	<b>9</b>

\* 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\* - April 2023

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Within the AEOD	0	0	0	0	0	0	4
Just Outside the AEOD	824	0	12	0	836	254	112

\*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, presented at various times, which, in some cases, can result in a project total counted more than once.

### Exhibit 13: Land Use Applications Denied and/or Opposed\* - April 2023

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Recommend Denial	0	0	0	0	0	0	0
Opposed at Hearings	2	0	0	0	2	0	0

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

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

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.

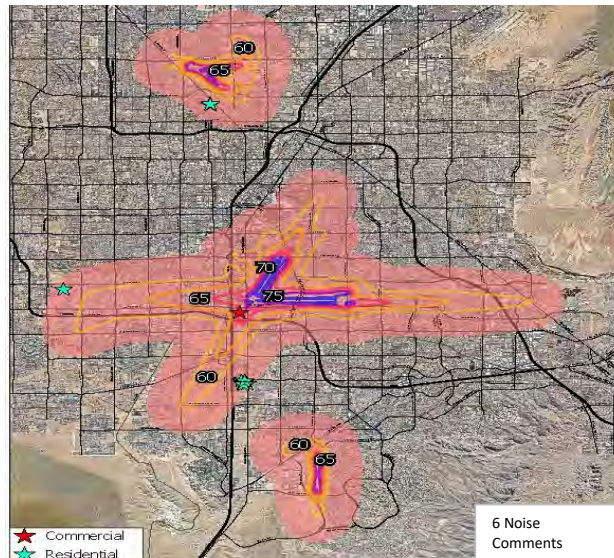




Exhibit 15: Noise Comments - LAS Detail - April 2023

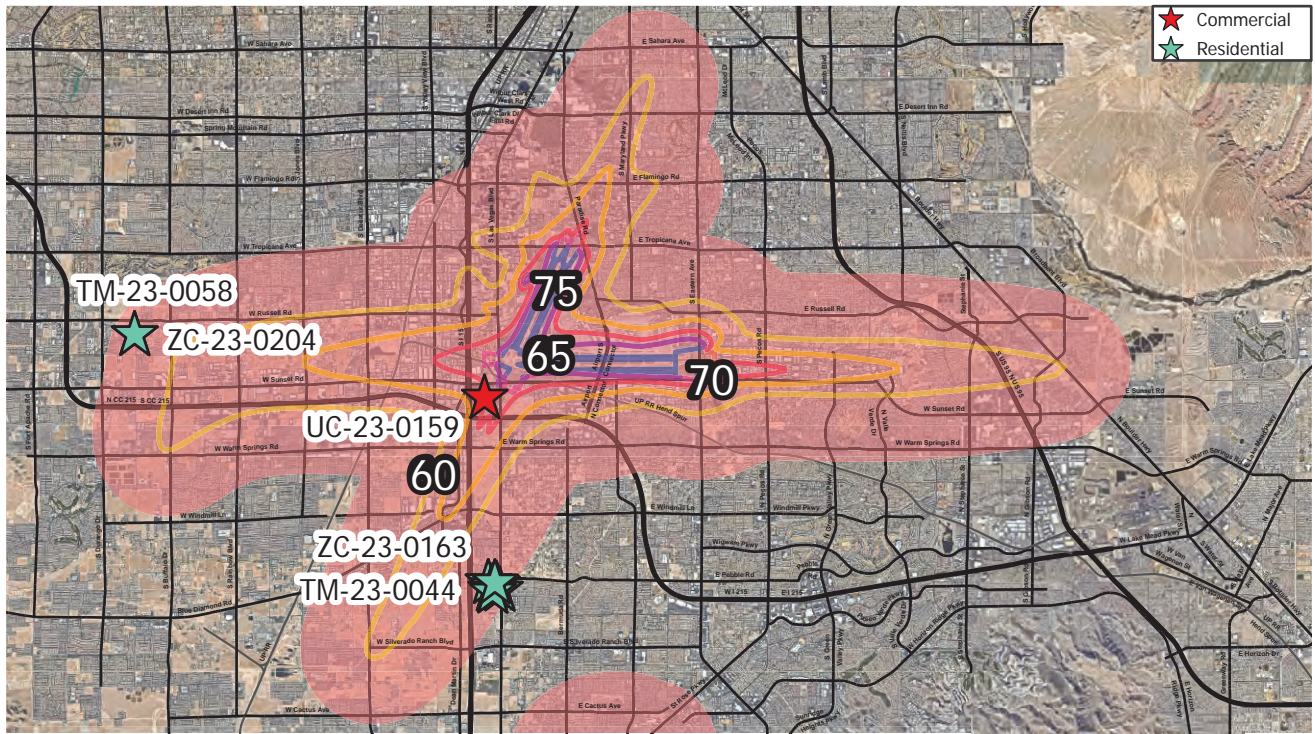


Exhibit 16: Noise Comments - HND Detail - April 2023

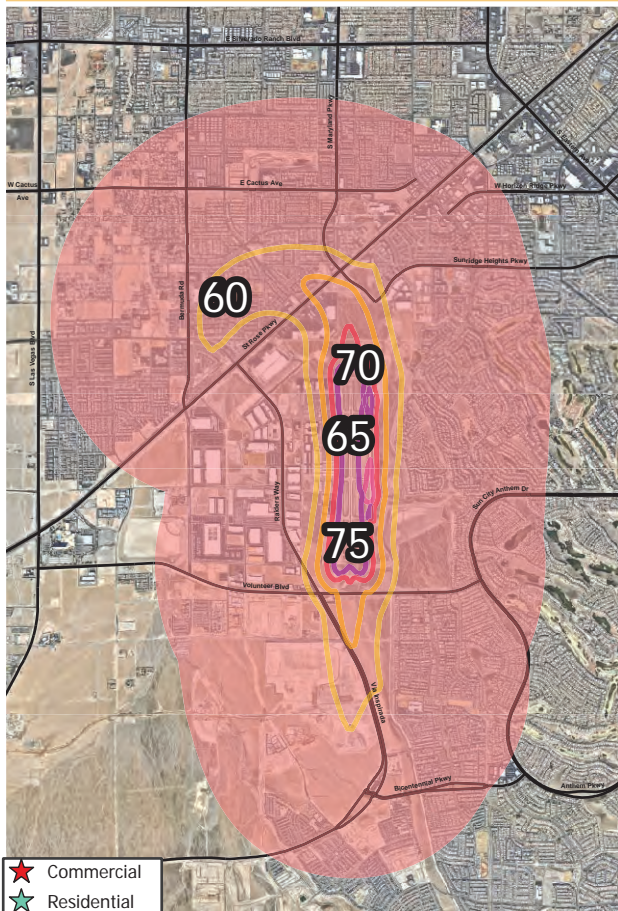
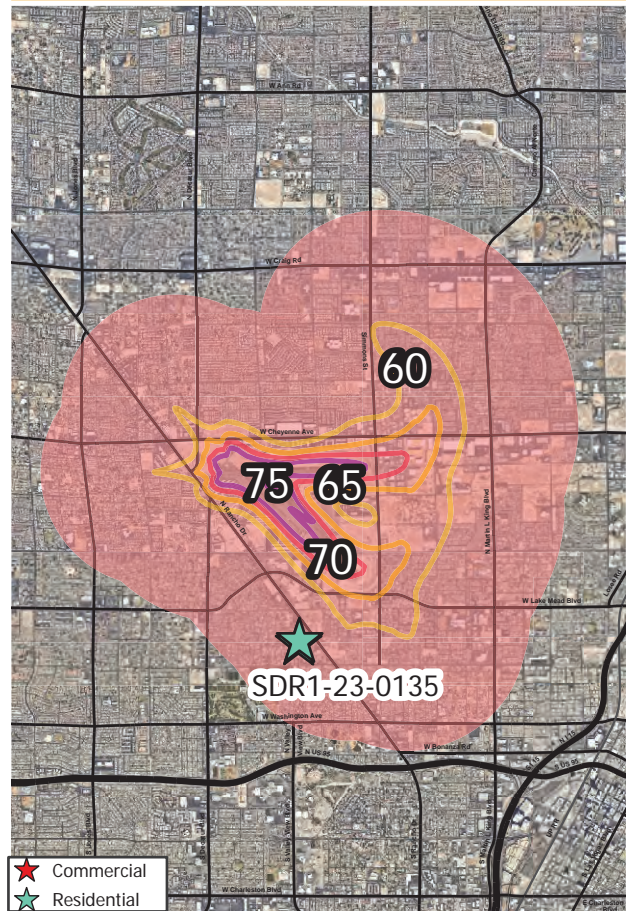


Exhibit 17: Noise Comments - VGT Detail - April 2023





### Exhibit 1: Noise Complaint Calls by Community\* - May 2023

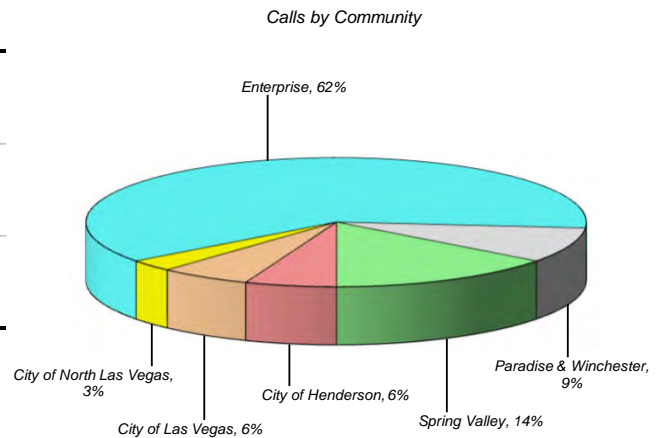
Community	No. of Calls in 2023	No. of Callers in 2023	No. of Calls in 2022	No. of Calls in 2021
City of Boulder City	2	2	1	5
City of Henderson	2	2	3	1
City of Las Vegas	2	2	3	1
City of North Las Vegas	1	1		
Enterprise	21	7	132	93
Lone Mountain				
Paradise & Winchester	3	3	11	1
Spring Valley	5	1	2	6
Summerlin South				
Sunrise Manor				
Whitney				
Location unknown				
<b>Overall Total</b>	<b>34</b>	<b>16</b>	<b>149</b>	<b>106</b>

Difference between 2023 and 2022 Total Calls: -77%

Difference between 2023 and 2021 Total Calls: -68%

Average Number of Calls per Caller: 2.1

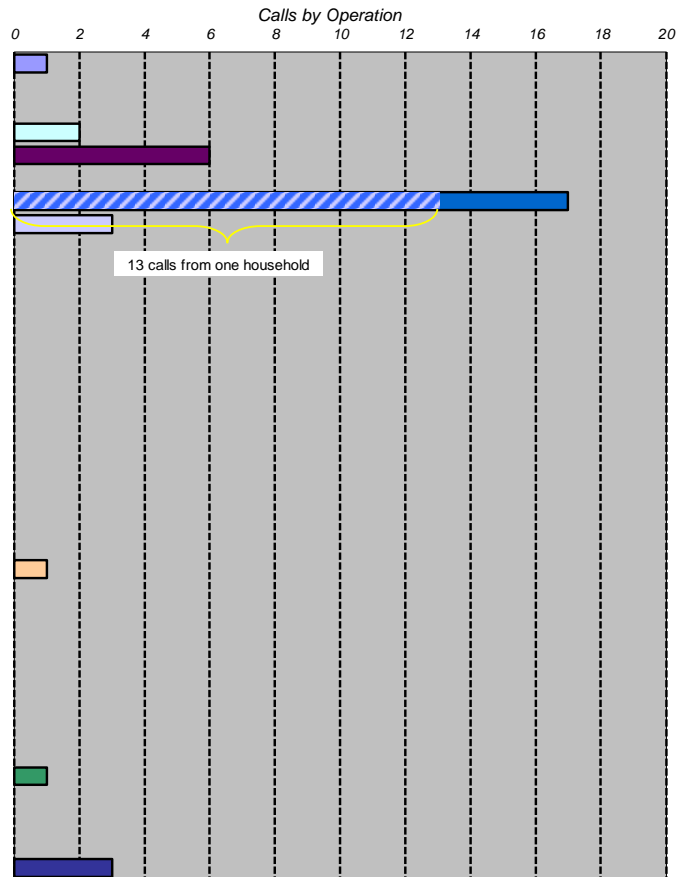
Most calls received from one household: 13



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

### Exhibit 2: Noise Complaint Calls by Type of Operation - May 2023

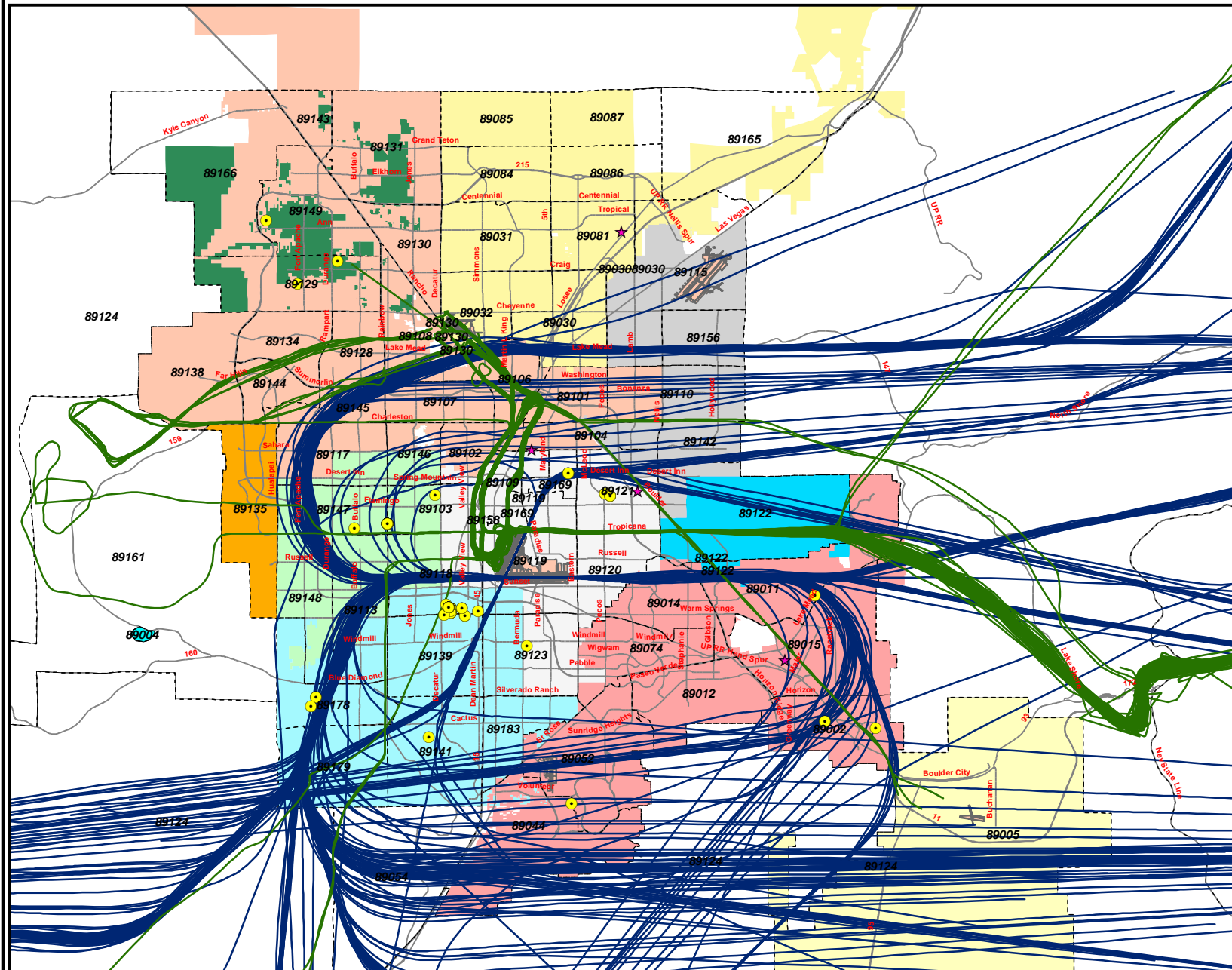
Operation	No. of Calls in 2023	Percent of Overall Total	No. of Calls in 2022	No. of Calls in 2021
LAS 01R/L Arrivals	1	2.9%	1	
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	2	5.9%		
LAS 01R/L Departures	6	17.6%	12	7
LAS 08R/L Departures				
LAS 19R/L Departures	17	50.0%	127	90
LAS 26R/L Departures	3	8.8%		3
LAS Run-ups				
LAS GA				
LAS Other				
<b>LAS Total</b>	<b>29</b>	<b>85.3%</b>	<b>140</b>	<b>100</b>
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	2.9%	3	
VGT Other				
<b>VGT Total</b>	<b>1</b>	<b>2.9%</b>	<b>3</b>	<b>0</b>
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	1	2.9%	5	5
HND Other				
<b>HND Total</b>	<b>1</b>	<b>2.9%</b>	<b>5</b>	<b>5</b>
<b>Helicopters**</b>	<b>3</b>	<b>8.8%</b>	<b>1</b>	<b>1</b>
<b>Overall Total</b>	<b>34</b>	<b>100%</b>	<b>149</b>	<b>106</b>



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



# Exhibit 3: Aircraft Noise Complaints by Community - May 2023



### Legend

May 2023  
Total Complaints: 34

- Aircraft Complaints  
Received 31  
Mapped 30
- Helicopter Complaints  
Received 3  
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

HARRY REID  
INTERNATIONAL  
LAS VEGAS

7/31/2023

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

H:\GIS\Standard Projects\Noise\2023\041\_NOISE23.mxd

**Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft\* - May 2023**

The figure shows an aerial view of the Las Vegas Strip with runways 1L, 1R, 8L, 8R, 19L, 19R, 26L, and 26R. Arrows indicate the direction of traffic and the number of operations per day and night. The arrows are color-coded: pink for departures and green for arrivals. The data is summarized in the following tables:

Year	2023	2022	2021
Daytime Departures	434	375	320
Nighttime Departures	125	113	74
<b>Total Departures</b>	<b>558</b>	<b>488</b>	<b>395</b>
Daytime Arrivals	454	390	329
Nighttime Arrivals	99	91	54
<b>Total Arrivals</b>	<b>553</b>	<b>481</b>	<b>383</b>

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	14%	16%	10%
Depts. 2023 vs 2021	42%	35%	68%
Arrivals 2023 vs 2022	15%	16%	9%
Arrivals 2023 vs 2021	44%	38%	82%

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\*\* - May 2023**

Year	2023		2022		2021	
Daytime Departures	113	93%	136	93%	114	93%
Nighttime Departures	8	7%	11	7%	9	7%
<b>Total Departures</b>	<b>121</b>	<b>100%</b>	<b>146</b>	<b>100%</b>	<b>123</b>	<b>100%</b>
Daytime Arrivals	111	93%	135	95%	119	96%
Nighttime Arrivals	8	7%	7	5%	5	4%
<b>Total Arrivals</b>	<b>119</b>	<b>100%</b>	<b>142</b>	<b>100%</b>	<b>124</b>	<b>100%</b>

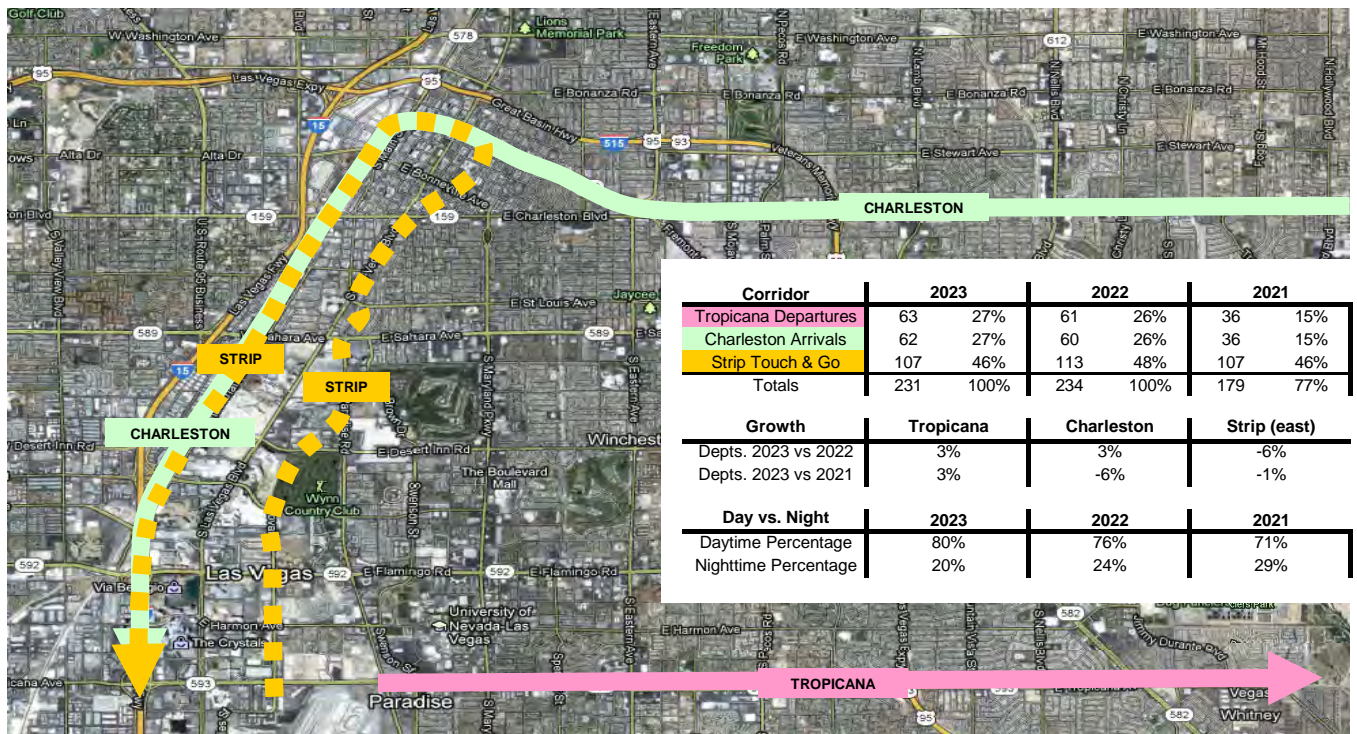
  

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	-17%	-17%	-27%
Depts. 2023 vs 2021	-2%	-1%	-13%
Arrivals 2023 vs 2022	-16%	-18%	11%
Arrivals 2023 vs 2021	-4%	-7%	49%

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

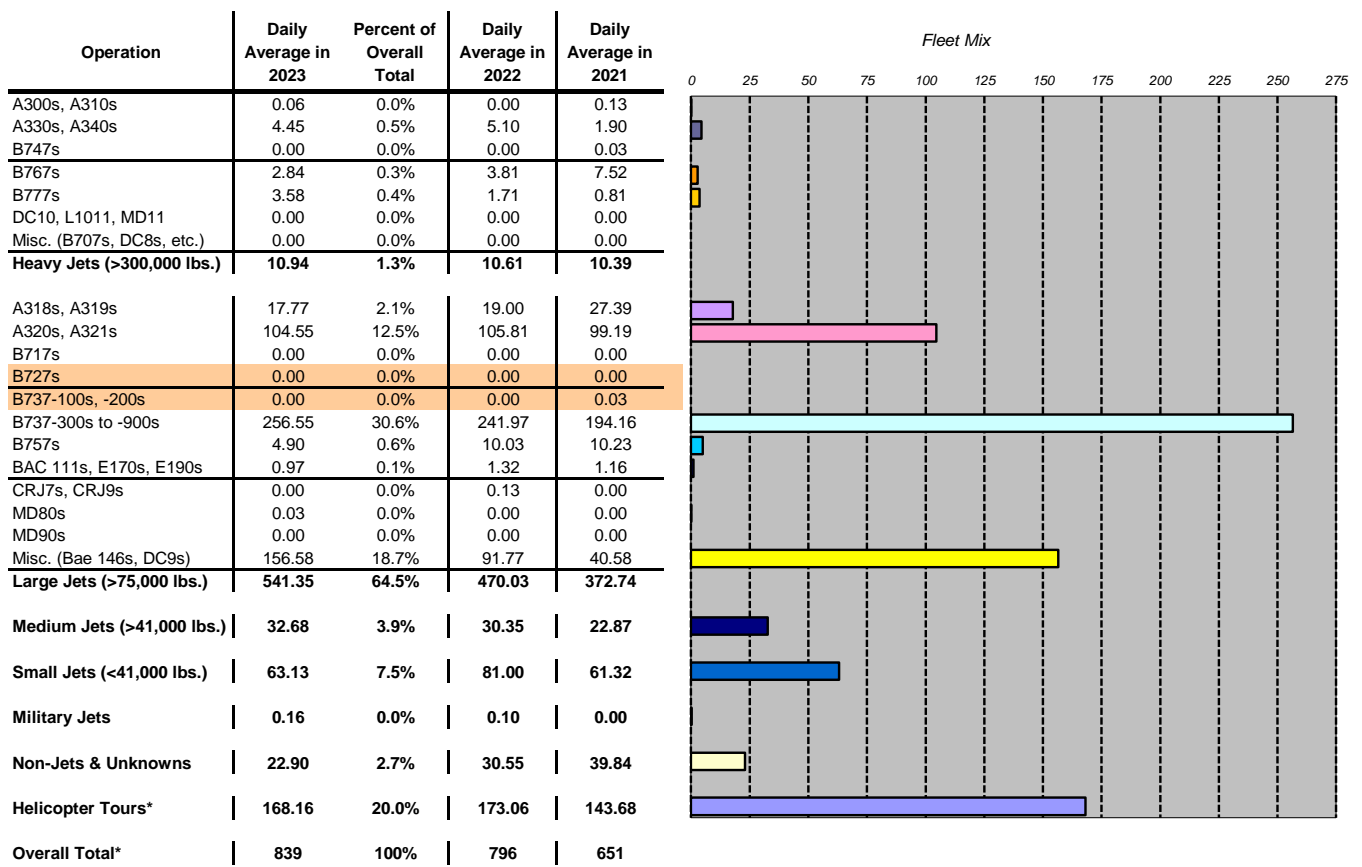


### Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours\* - May 2023



\* Helicopter Tours: Note that some operations may originate from facilities besides LAS.

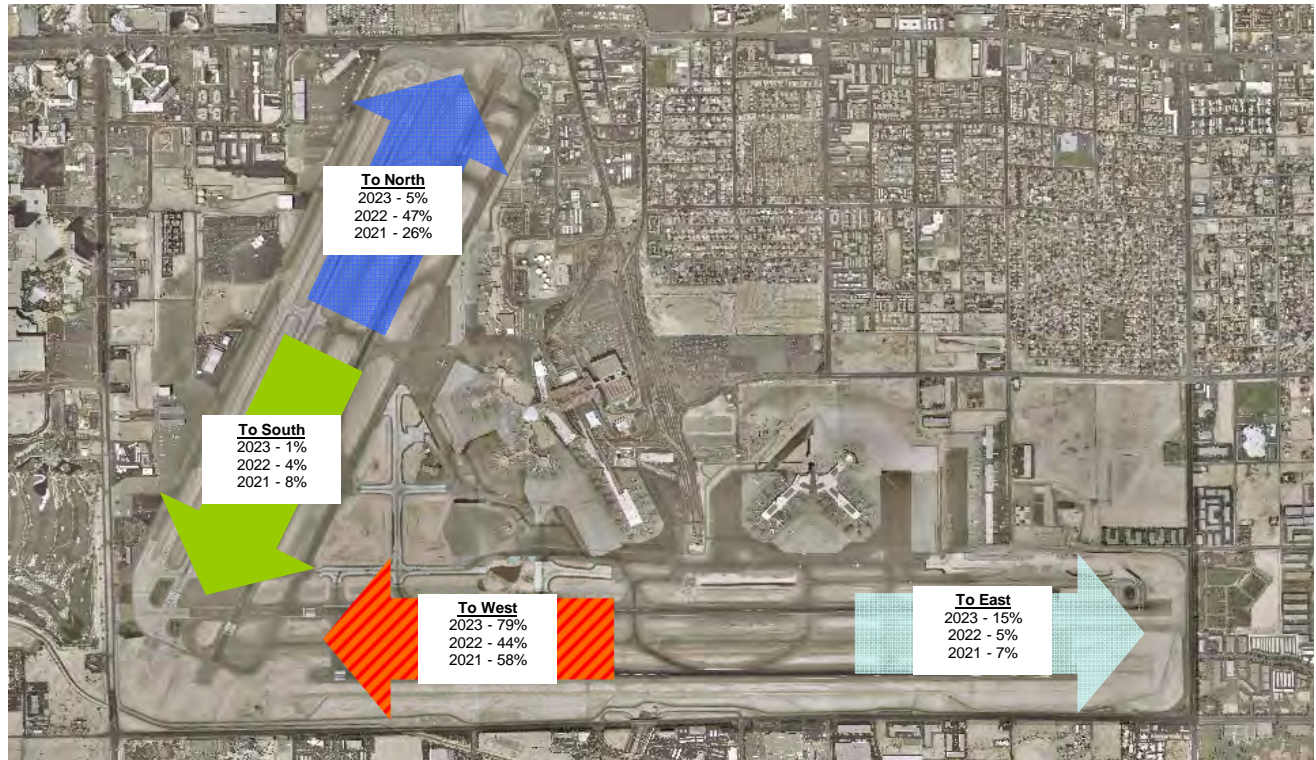
### Exhibit 7: LAS Aircraft Arrival Fleet Mix\*\* - May 2023



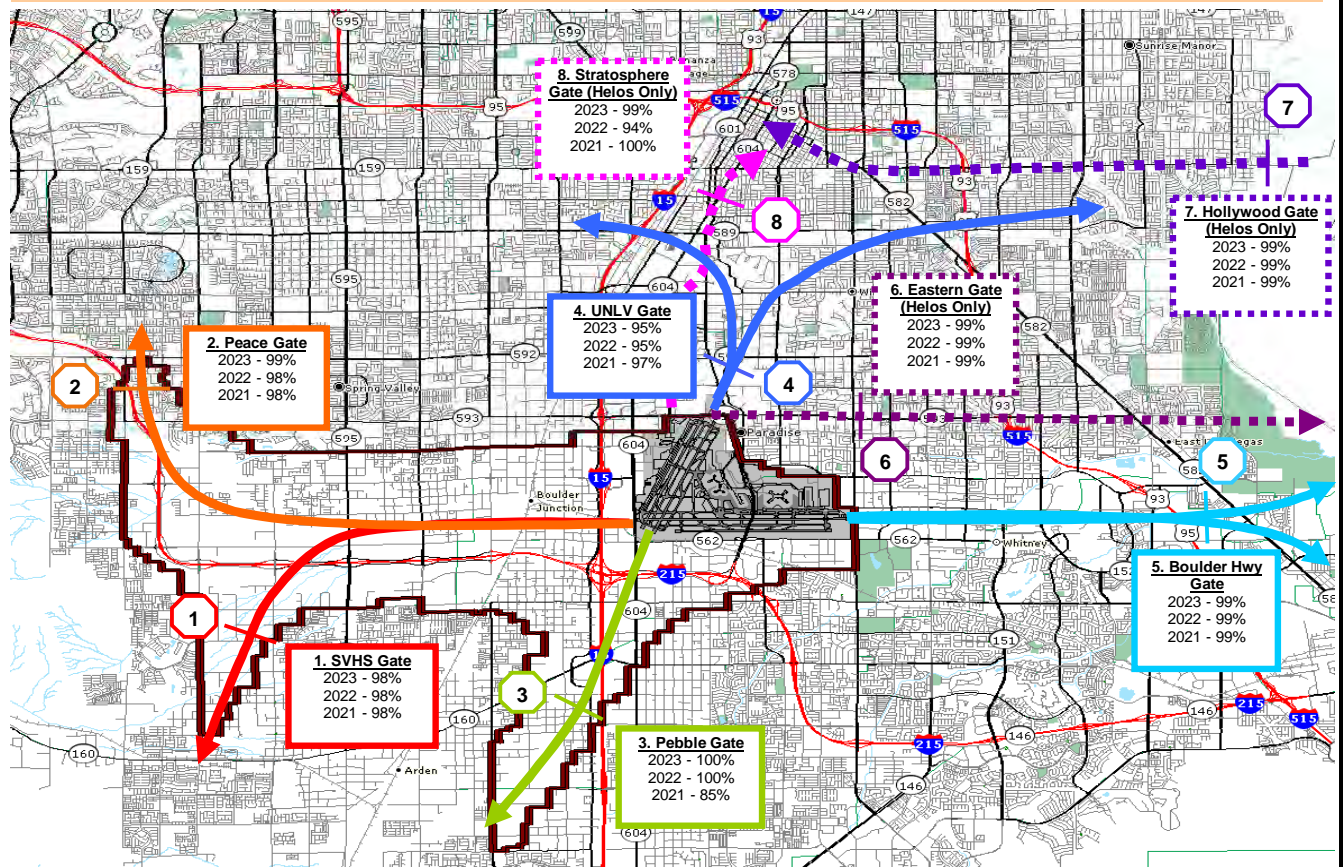
\*\* Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact.



**Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft\* - May 2023 to 2021**



**Exhibit 9: "Gate" Compliance for Large Aircraft\* & LAS Helicopter Tours - May 2023**



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 10: Land Use Application Reviews & Comments - May 2023

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
No. of Land Use Applications Reviewed	75	59	38	17	189	261	248
No. of Applications where CCDOA Issued a Comment	7	4	0	1	12	26	25
Percent of Applications where Comment Issued	9%	7%	0%	6%	6%	10%	10%

### Exhibit 11: Land Use Application Comments by Airport Concern - May 2023

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Deed Restrictions	0	0	0	0	0	0	0
Height-Penetrates Part 77 100:1 Surfaces >200'	3	1	0	0	4	9	11
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	0	0
Helipad/Helipad	0	0	0	0	0	0	0
Noise-Commercial within AEOD**	0	2	0	0	2	2	1
Noise-Residential within the AEOD**	1	0	0	0	1	1	0
Noise-Residential Just Outside the AEOD**	5	1	0	1	7	16	16
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
<b>Total***</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>28</b>	<b>28</b>

\* 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\* - May 2023

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Within the AEOD	376	0	0	0	376	87	0
Just Outside the AEOD	81	91	0	102	274	1,348	2,230

\*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, presented at various times, which, in some cases, can result in a project total counted more than once.

### Exhibit 13: Land Use Applications Denied and/or Opposed\* - May 2023

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Recommend Denial	0	1	0	0	1	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 - May 2023

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.

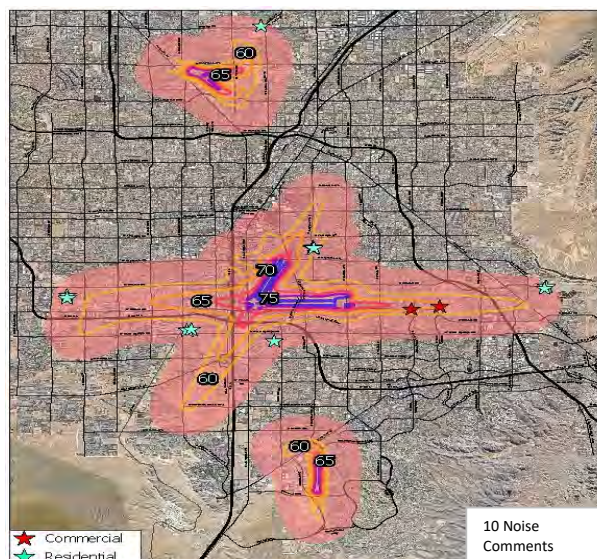




Exhibit 15: Noise Comments - LAS Detail - May 2023

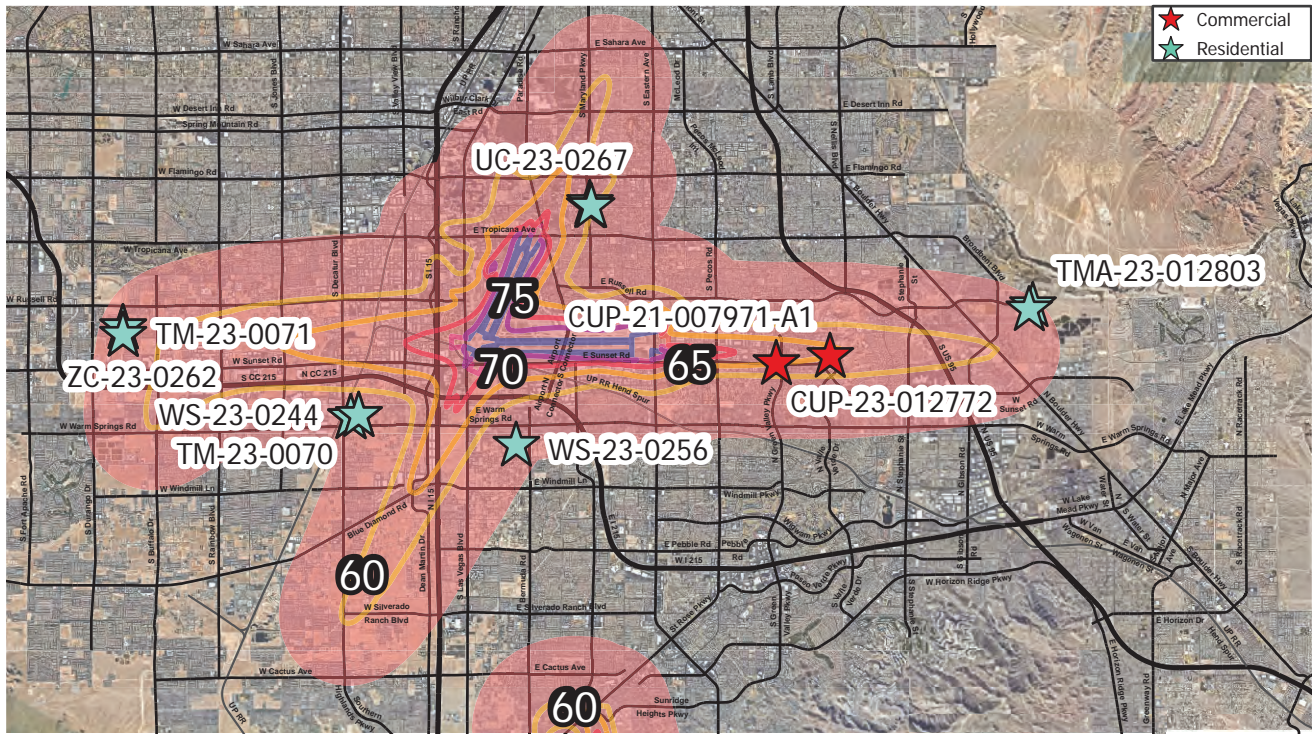


Exhibit 16: Noise Comments - HND Detail - May 2023

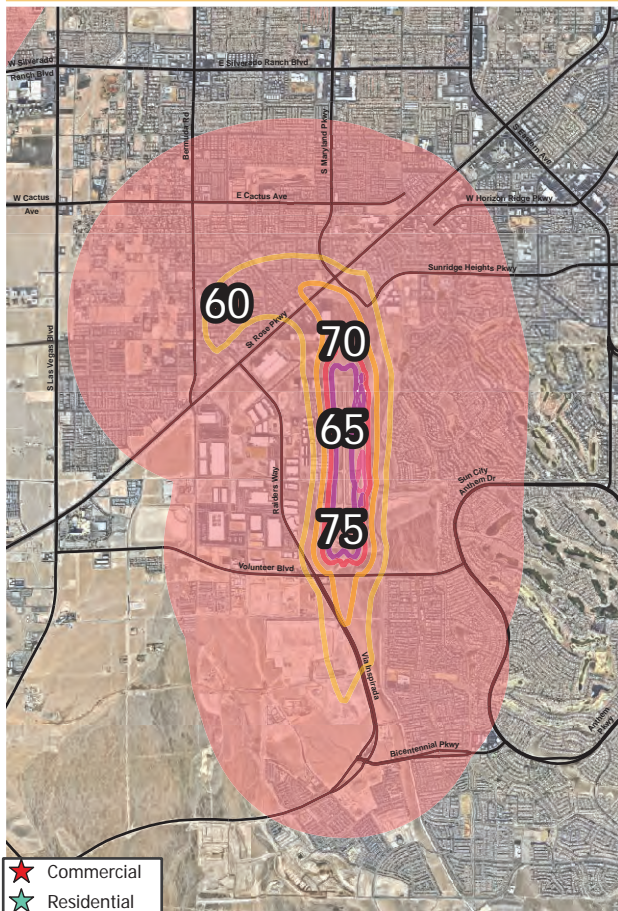
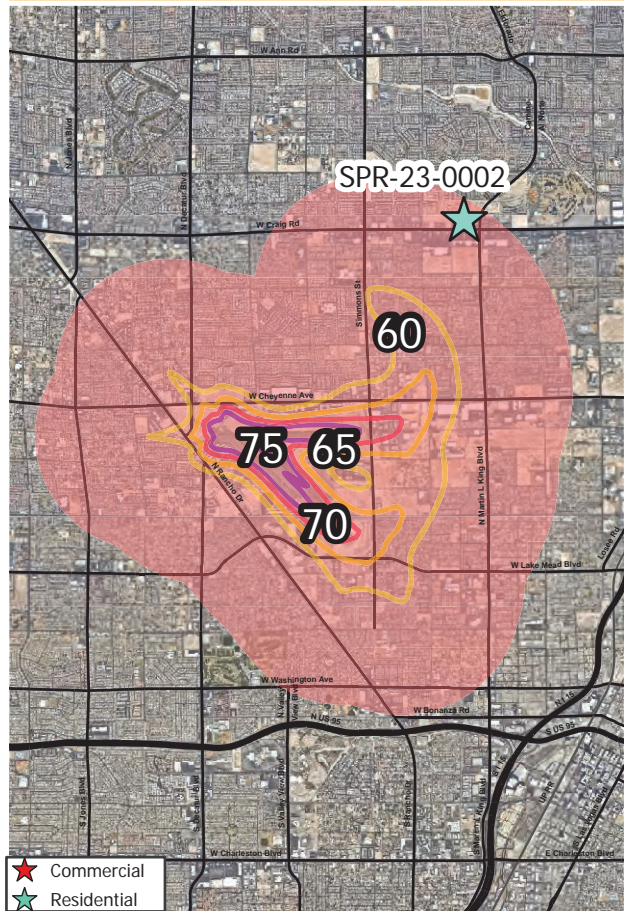


Exhibit 17: Noise Comments - VGT Detail - May 2023





### Exhibit 1: Noise Complaint Calls by Community\* - June 2023

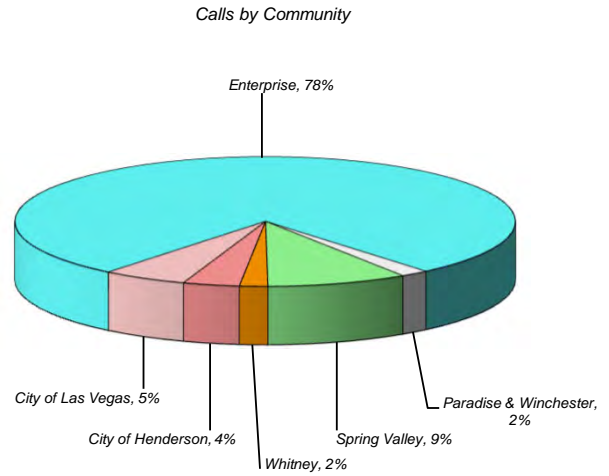
Community	No. of Calls in 2023	No. of Callers in 2023	No. of Calls in 2022	No. of Calls in 2021
City of Boulder City	2	2	2	3
City of Henderson	3	3	1	
City of Las Vegas				
City of North Las Vegas				
Enterprise	43	10	81	64
Lone Mountain				
Paradise & Winchester	1	1	4	5
Spring Valley	5	2	1	3
Summerlin South				
Sunrise Manor				
Whitney	1	1		
Location unknown				
<b>Overall Total</b>	<b>55</b>	<b>19</b>	<b>89</b>	<b>75</b>

Difference between 2023 and 2022 Total Calls: -38%

Difference between 2023 and 2021 Total Calls: -27%

Average Number of Calls per Caller: 2.9

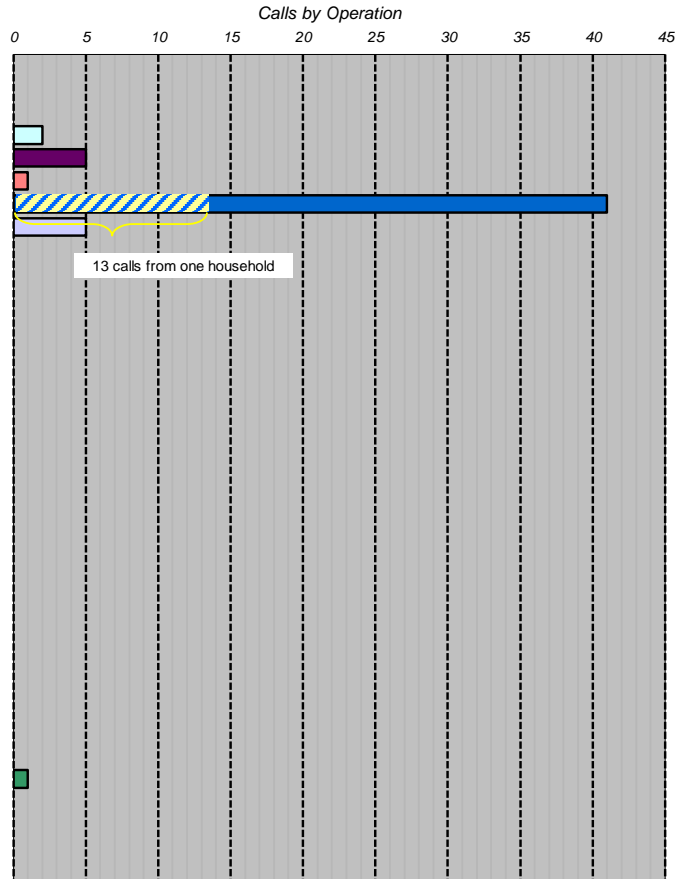
Most calls received from one household: 13



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

### Exhibit 2: Noise Complaint Calls by Type of Operation - June 2023

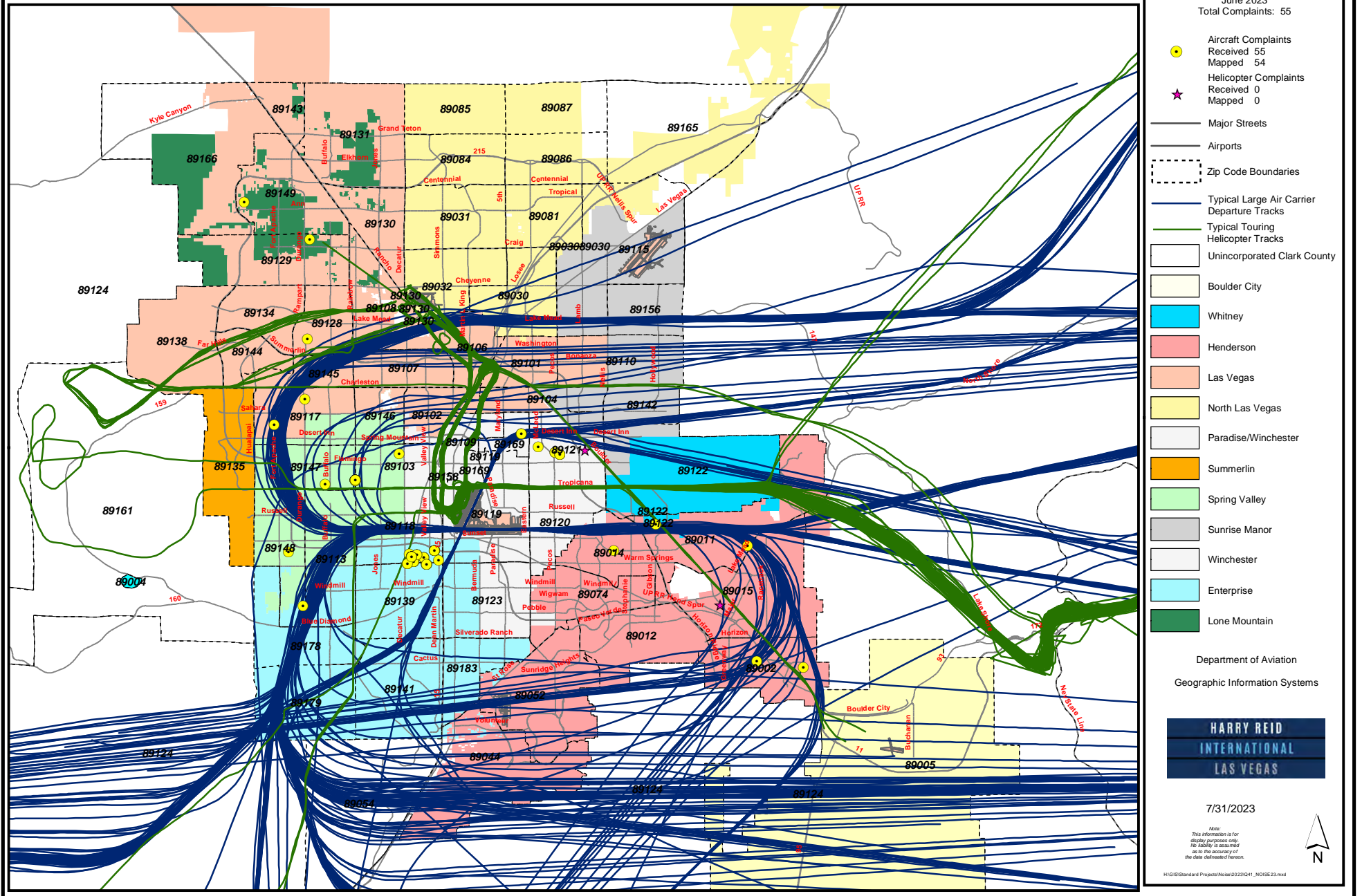
Operation	No. of Calls in 2023	Percent of Overall Total	No. of Calls in 2022	No. of Calls in 2021
LAS 01R/L Arrivals			2	2
LAS 08R/L Arrivals			1	1
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	2	3.6%		3
LAS 01R/L Departures	5	9.1%	4	
LAS 08R/L Departures	1	1.8%		6
LAS 19R/L Departures	41	74.5%	78	58
LAS 26R/L Departures	5	9.1%	1	3
LAS Run-ups				
LAS GA				
LAS Other				
<b>LAS Total</b>	<b>54</b>	<b>98.2%</b>	<b>86</b>	<b>73</b>
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA				
VGT Other				
<b>VGT Total</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0</b>
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	1	1.8%	2	2
HND Other				
<b>HND Total</b>	<b>1</b>	<b>1.8%</b>	<b>2</b>	<b>2</b>
<b>Helicopters**</b>			<b>1</b>	
<b>Overall Total</b>	<b>55</b>	<b>100%</b>	<b>89</b>	<b>75</b>



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



# Exhibit 3: Aircraft Noise Complaints by Community - June 2023



#### Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft\* - June 2023



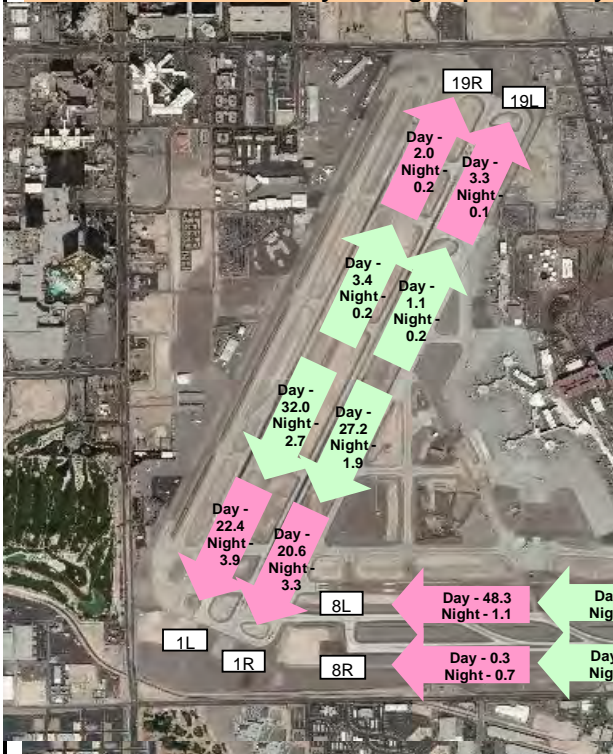
Year	2023		2022		2021	
Daytime Departures	426	77%	400	78%	331	78%
Nighttime Departures	124	23%	115	22%	94	22%
<b>Total Departures</b>	<b>551</b>	<b>100%</b>	<b>514</b>	<b>100%</b>	<b>426</b>	<b>100%</b>

Daytime Arrivals	450	81%	406	80%	336	82%
Nighttime Arrivals	103	19%	101	20%	76	18%
<b>Total Arrivals</b>	<b>552</b>	<b>100%</b>	<b>507</b>	<b>100%</b>	<b>412</b>	<b>100%</b>

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	7%	7%	9%
Depts. 2023 vs 2021	29%	29%	32%
Arrivals 2023 vs 2022	9%	11%	2%
Arrivals 2023 vs 2021	34%	34%	36%

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\*\* - June 2023



Year	2023		2022		2021	
Daytime Departures	109	92%	112	93%	120	91%
Nighttime Departures	9	8%	9	7%	12	9%
<b>Total Departures</b>	<b>118</b>	<b>100%</b>	<b>120</b>	<b>100%</b>	<b>132</b>	<b>100%</b>

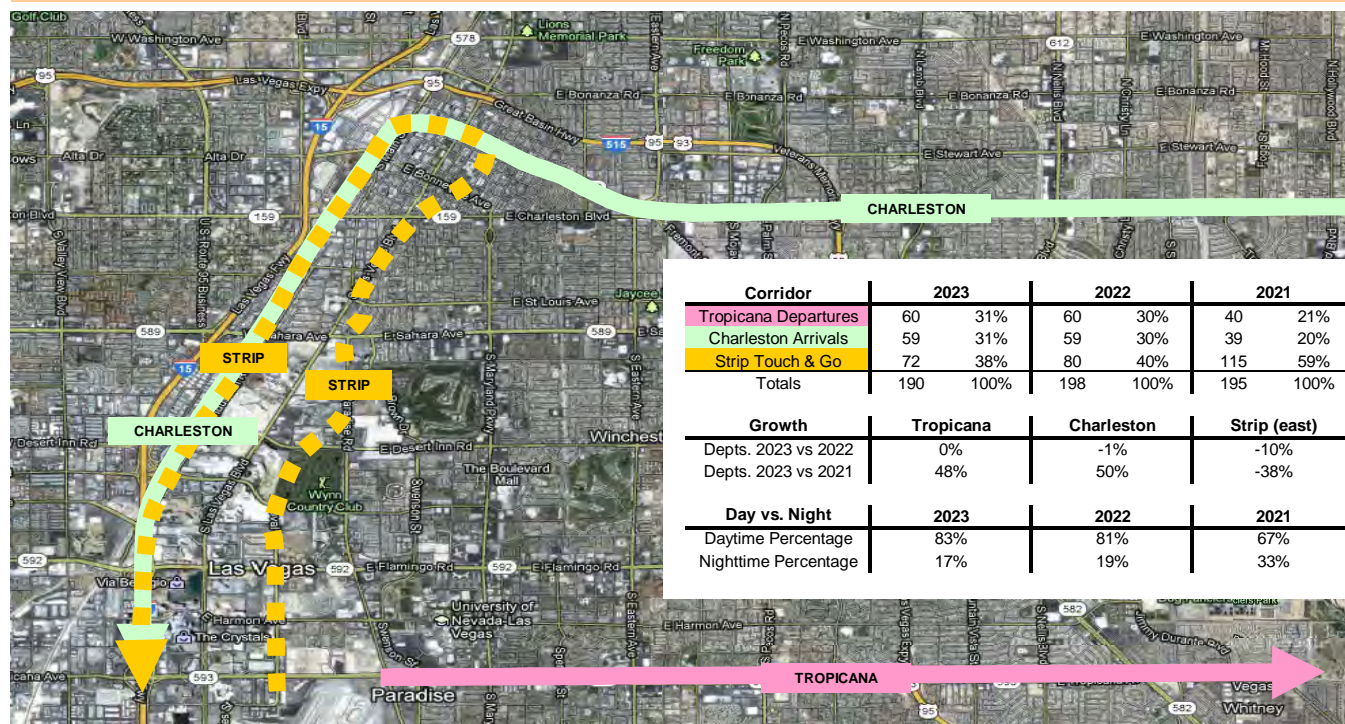
Daytime Arrivals	107	94%	111	94%	121	95%
Nighttime Arrivals	7	6%	7	6%	7	5%
<b>Total Arrivals</b>	<b>114</b>	<b>100%</b>	<b>118</b>	<b>100%</b>	<b>128</b>	<b>100%</b>

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	-1%	-2%	9%
Depts. 2023 vs 2021	-11%	-9%	-22%
Arrivals 2023 vs 2022	-4%	-4%	0%
Arrivals 2023 vs 2021	-11%	-12%	0%

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

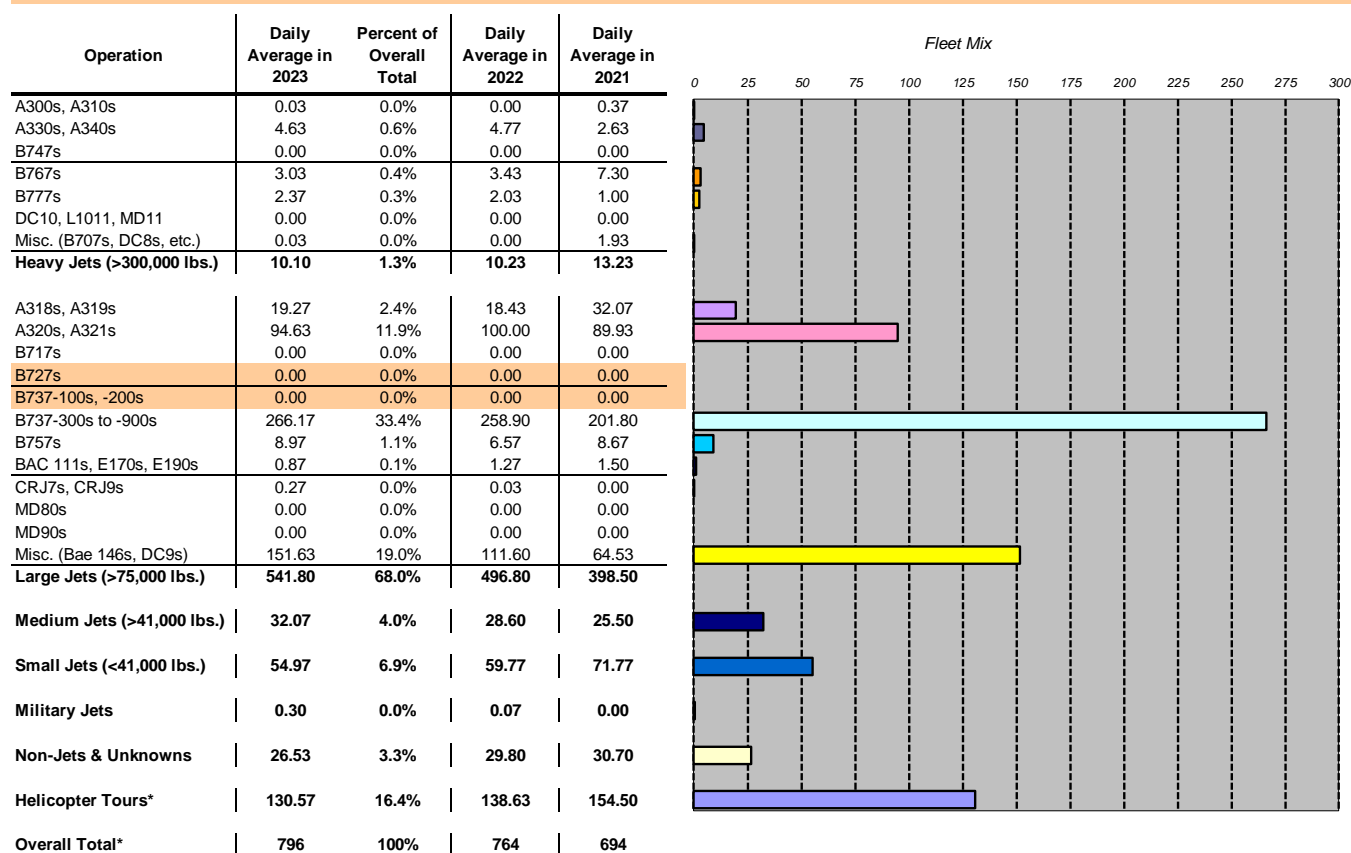


### Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours\* - June 2023



\* Helicopter Tours: Note that some operations may originate from facilities besides LAS.

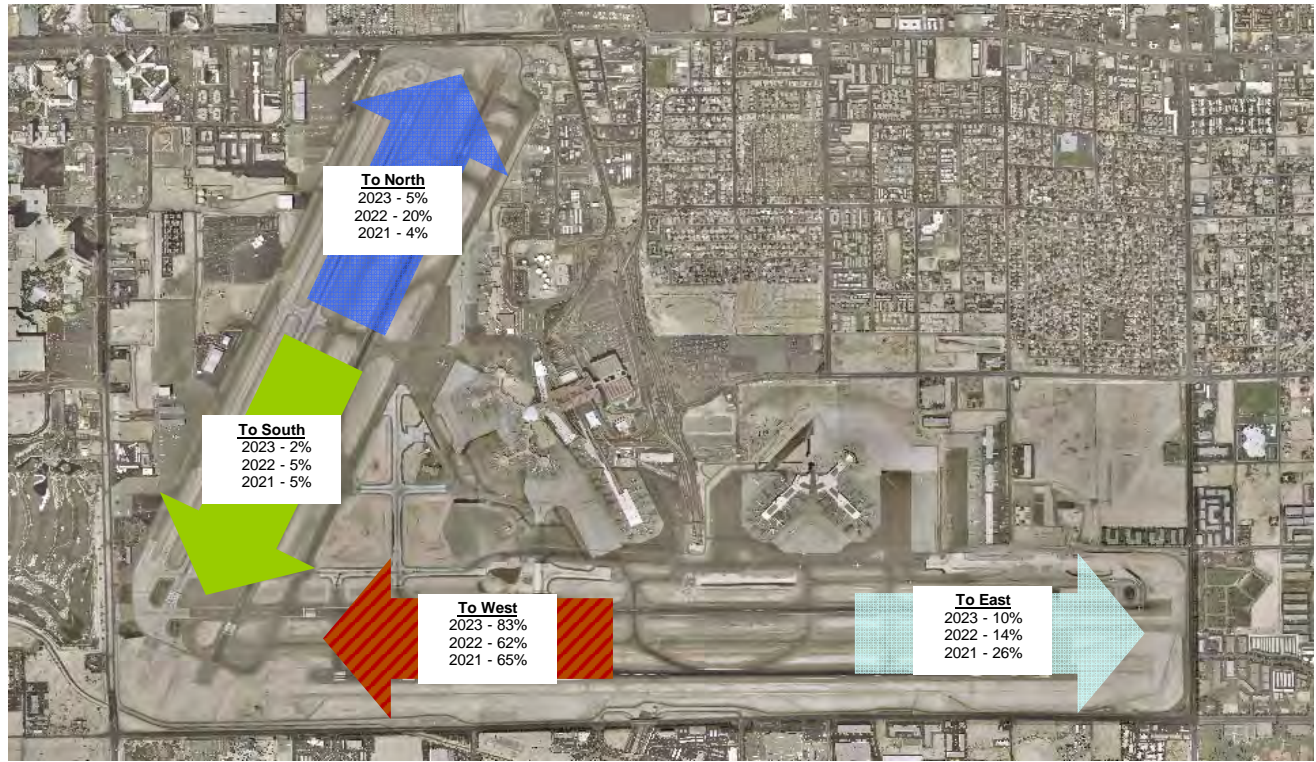
### Exhibit 7: LAS Aircraft Arrival Fleet Mix\*\* - June 2023



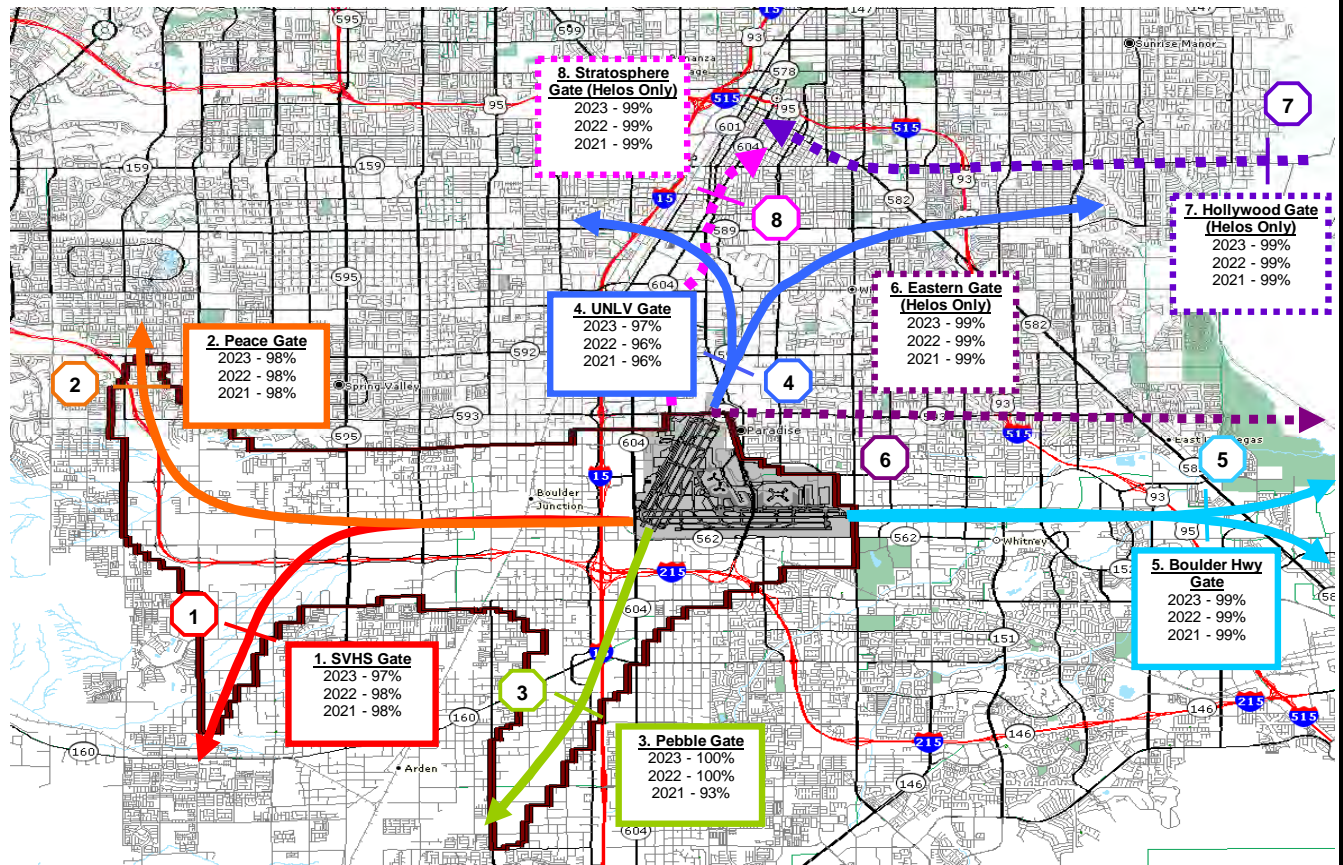
\*\* Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. Environmental/Vue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact.



**Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft\* - June 2023 to 2021**



**Exhibit 9: "Gate" Compliance for Large Aircraft\* & LAS Helicopter Tours - June 2023**



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 10: Land Use Application Reviews & Comments - June 2023

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
No. of Land Use Applications Reviewed	191	6	38	6	241	202	241
No. of Applications where CCDOA Issued a Comment	10	0	1	5	16	23	12
Percent of Applications where Comment Issued	5%	0%	3%	83%	7%	11%	5%

### Exhibit 11: Land Use Application Comments by Airport Concern - June 2023

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Deed Restrictions	0	0	0	0	0	0	0
Height-Penetrates Part 77 100:1 Surfaces >200'	3	0	1	3	7	9	7
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	0	0
Helipad/Helipad	0	0	0	0	0	0	0
Noise-Commercial within AEOD**	3	0	0	1	4	3	1
Noise-Residential within the AEOD**	1	0	0	0	1	0	1
Noise-Residential Just Outside the AEOD**	4	0	0	4	8	12	5
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
<b>Total***</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>20</b>	<b>24</b>	<b>14</b>

\* 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\* - June 2023

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Within the AEOD	52	0	0	0	52	0	166
Just Outside the AEOD	1,267	0	0	727	1,994	851	1,079

\*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, presented at various times, which, in some cases, can result in a project total counted more than once.

### Exhibit 13: Land Use Applications Denied and/or Opposed\* - June 2023

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Recommend Denial	0	0	0	0	0	0	0
Opposed at Hearings	0	0	0	0	0	0	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 - June 2023

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.

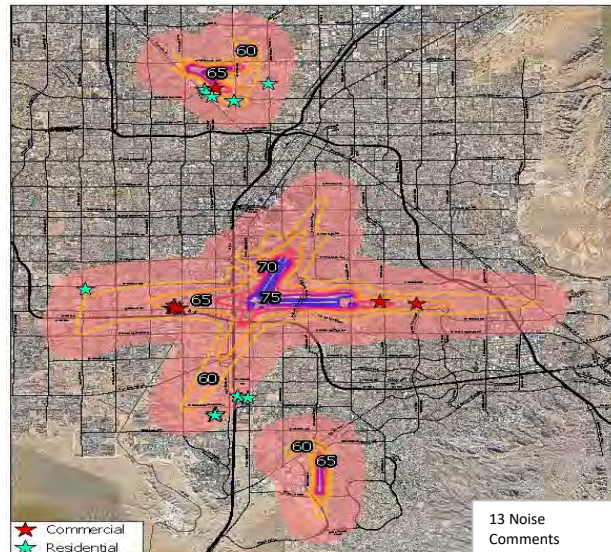




Exhibit 15: Noise Comments - LAS Detail - June 2023

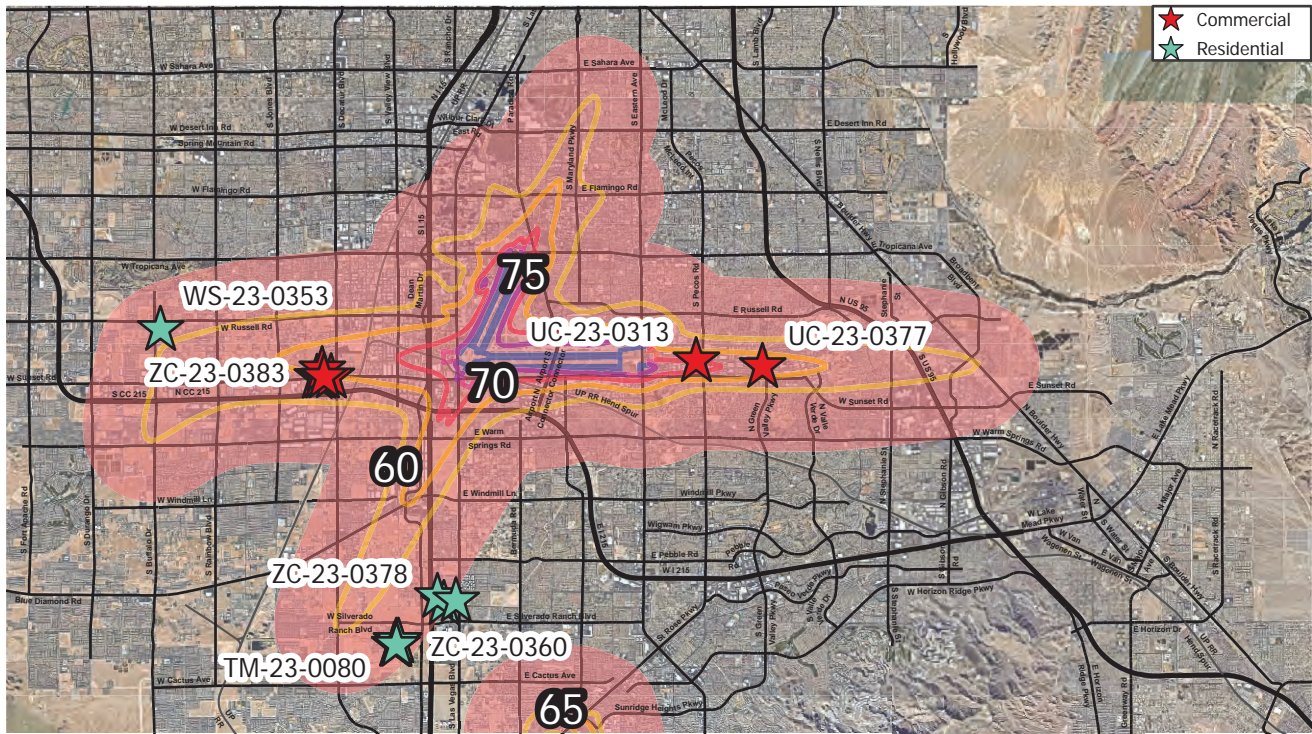


Exhibit 16: Noise Comments - HND Detail - June 2023

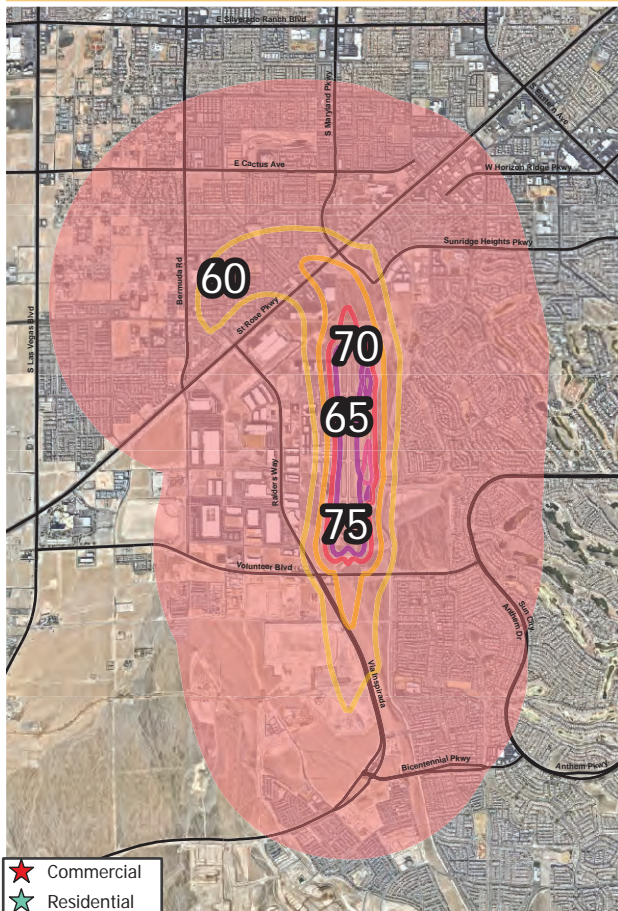


Exhibit 17: Noise Comments - VGT Detail - June 2023

