

QUARTERLY NOISE REPORT

SECOND QUARTER 2025



CLARK COUNTY DEPARTMENT OF AVIATION

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ANALYST

OVERVIEW

Q2 2025

- Harry Reid International Airport and the four general aviation facilities in the Clark County Airport System (Henderson Executive Airport, North Las Vegas Airport, Jean Sport Aviation Center, and Overton-Perkins Field) are owned by Clark County, Nevada and operated under the policy direction of the Board of County Commissioners, the authority of the County Manager and the management of the Director of Aviation.
- Clark County accepts federal grants from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) for its Clark County Airport System. As a condition of receiving FAA AIP grant funding, the recipient airport sponsor must agree to comply with a series of contractual obligations known as sponsor grant assurances. The grant assurances require the airport sponsor to take appropriate action to ensure compatible land use with airport operations. As the airport sponsor, Clark County Department of Aviation (CCDOA) reviews and comments on land use applications as part of this responsibility.
- This report provides a review of the aviation noise program for the Second Quarter of 2025 as well as land use applications. Months covered are from April 1 through June 31. Included in this report is information on jet aircraft operations, observance rates for noise abatement procedures, complaints received about aircraft noise, and land use application reviews by CCDOA for the following airports:
 - **Harry Reid International Airport – LAS** **Perkins Field – U08**
 - **North Las Vegas Airport – VGT** **Jean Sport Aviation Center – OL7**
 - **Henderson Executive Airport – HND**
- The report describes noise reports and operational data regarding helicopter and fixed-wing aircraft operations at LAS, VGT, HND, U08, and OL7. Aircraft noise complaints are received through either the CCDOA Noise Hotline (702-261-3694), the Noise Office (702-261-5600), or calls forwarded from the LAS toll free number (1-800-261-5704). 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.
- 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). This report does not contain noise complaints for Nellis Air Force Base or Boulder City Airport.

FREQUENTLY ASKED QUESTIONS

Q2 2025

1. Why do planes continue to fly over where I live?

The area where you live may be under an aircraft approach or departure route that is set by the FAA Air Traffic Control (ATC). For safety reasons, aircraft must land and take off into the wind and must follow standard flight routes or procedures developed by the FAA ATC. Air traffic activity fluctuates due to the direction and intensity of the wind and changing weather patterns. The FAA will direct aircraft to use the runway that allows for the safest take-off or landing. Therefore, depending on the direction and intensity of the wind, there may be little or no air traffic in a given area one day, but more air traffic on other days.

2. Why are planes taking off to the north instead of the west like they normally do?

The airports “preferred” runway configuration reflects aircraft taking off to the west and south for the majority of the year, due to the prevailing winds for Southern Nevada. However, there are periods of time during seasonal changes where the wind direction may also change, necessitating the FAA to change the runway configuration to ensure aircraft safely take off and land into the wind. Sometimes the FAA may also change the runway configuration in anticipation of traffic volume or forecasted weather prior to the wind direction actually changing to avoid delays in departures and arrivals. Departures to the north and east are temporary conditions, however there’s no way to know exactly when and for how long aircraft will depart to the north and east. Lastly runway construction projects may affect runway configurations being used.

3. Why do planes take off and land at all hours of the day and night? Why can’t you close the airport?

All Clark County-owned airports operate 24 hours a day, 7 days a week. All of the Clark County-owned airports are classified as public-use airports and rely on federal funding from the FAA for their maintenance and operation. Federal Aviation Regulations prohibit airports from banning specific types of flight activity.

4. I live in a “no-fly” area why are planes and helicopters are flying over my home?

The airspace over the entire Las Vegas Valley is open and available for aircraft to fly, as deemed necessary by the FAA.

NOISE REPORTS & AIRPORT DATA

MONTHLY TOTALS & TRENDS

Q2 2025

TOTAL	APRIL	MAY	JUNE
Number of calls	58	64	44
*Number of households	22	25	8
Most calls from one household	16	16	14

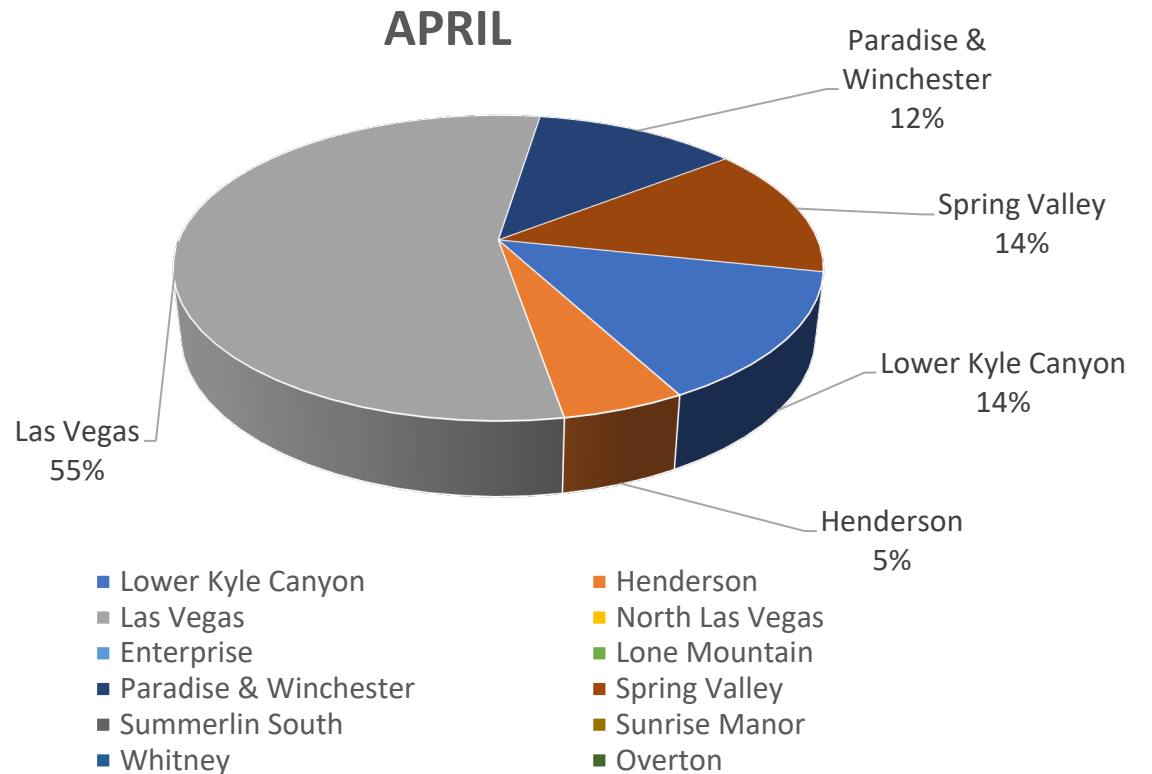
AIRPORT	QUARTER 2 NUMBER OF CALLS BY AIRPORT	*QUARTER 2 NUMBER OF HOUSEHOLDS BY AIRPORT
LAS	143	40
VGT	21	4
HND	2	2
PERKINS	0	0
JEAN	0	0

*Household numbers may vary as one caller may call every month. This counts as one household for the quarter.

CALLS BY COMMUNITY/TOWNSHIP

Q2 2025

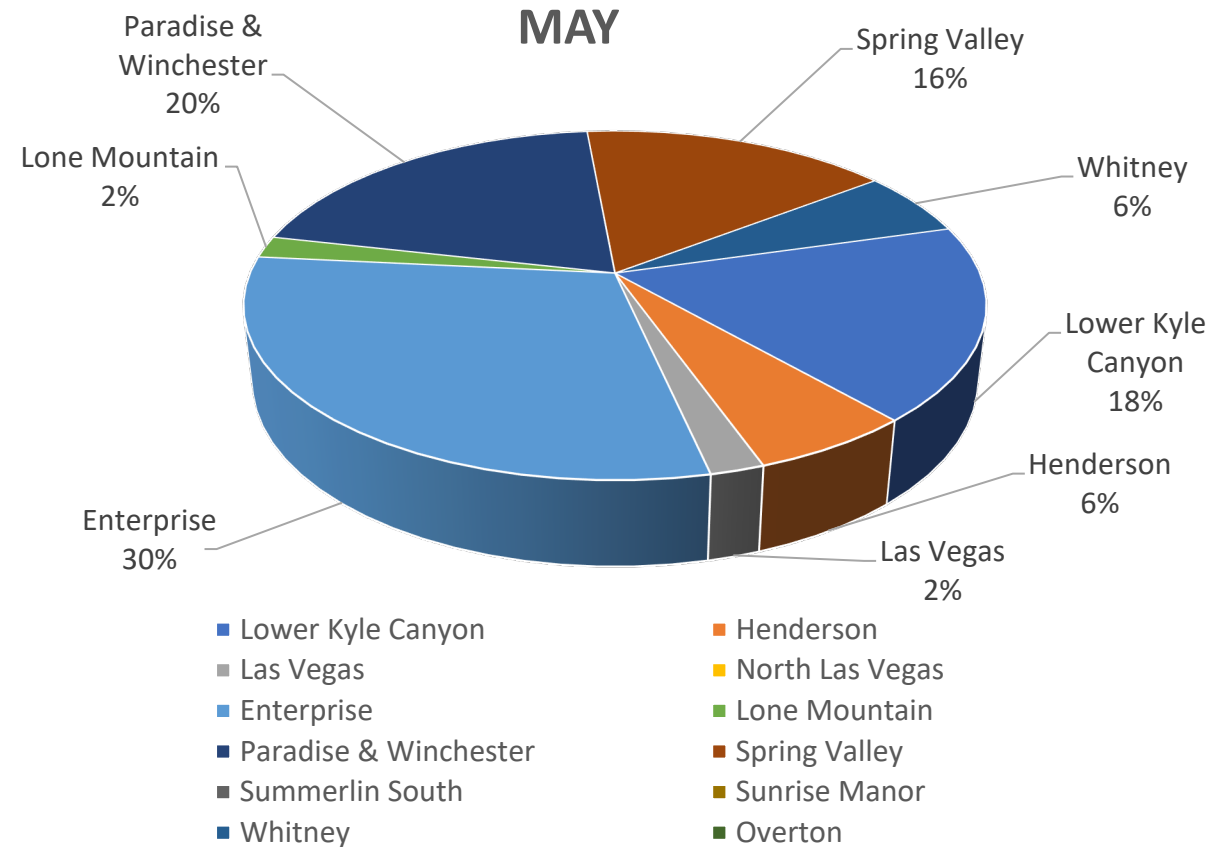
COMMUNITY	APR	MAY	JUNE
Lower Kyle Canyon	8	9	2
Henderson	3	3	-
Las Vegas	32	1	7
North Las Vegas	-	-	-
Enterprise	-	15	20
Lone Mountain	-	1	-
Paradise & Winchester	7	10	-
Spring Valley	8	23	7
Summerlin/South	-	2	8
Sunrise Manor/Whitney	-	-	-
Overton	-	-	-
Total	58	64	44



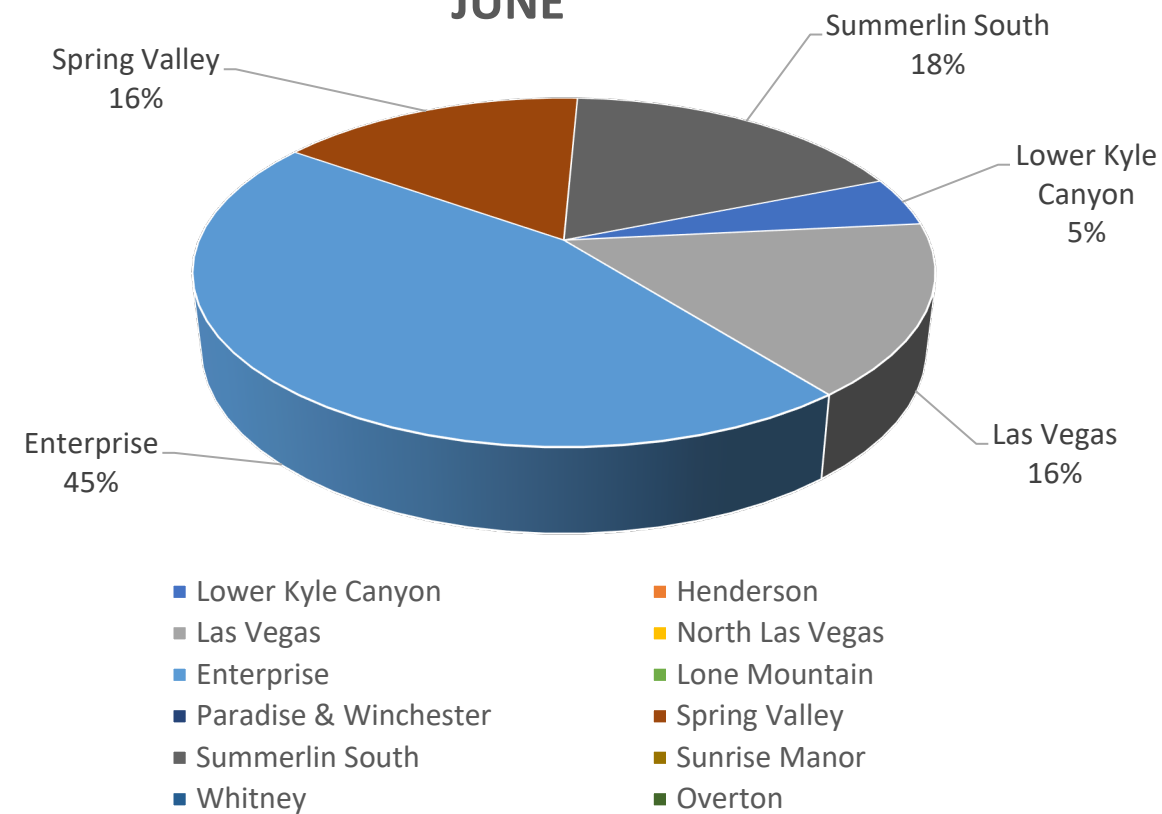
CALLS BY COMMUNITY/TOWNSHIP

Q2 2025

MAY



JUNE



HARRY REID AIRPORT (LAS) RUNWAY REFERENCE GUIDE



PERCENTAGE FOR DEPARTURE DIRECTION FOR LARGE AIRCRAFT

MORE THAN 75,000 POUNDS

Q2 2025

2025 Q2	APR	MAY	JUNE
North	31%	33%	7%
South	5%	6%	6%
East	10%	2%	5%
West	54%	59%	82%



PERCENTAGE RUNWAY USE FOR DAYTIME/NIGHTTIME OPERATIONS; LARGE CARRIERS

MORE THAN 75,000 POUNDS

Q2 2025

DAYTIME

The period between the start of morning civil sunrise and the end of evening civil twilight.

April

- 447 daily *departures*, 50% of departures were to the west, 31% north, 13% east and 6% south.
- 474 daily *arrivals*, 70% of arrivals were from the west, 18% north, 9% south, and 3% east.

May

- 450 daily *departures*, 55% of departures were to the west, 36% north, 6% south, and 3% east.
- 472 daily *arrivals*, 77% of arrivals were from the west, 8% south, 14% north, and 1% east.

June

- 421 daily *departures*, 80% of departures were to the west, 8% north, 5% east, and 7% south.
- 445 daily *arrivals*, 82% of arrivals were from the west, 11% south, 2% east, and 5% north.

NIGHTTIME

The end of evening civil twilight and the beginning of morning civil twilight.

April

- 121 nightly *departures*, 28% of departures were to the north, 67% west, 2% east, and 3% south.
- 91 nightly *arrivals*, 79% of arrivals were from the west, 9% south, and 12% north.

May

- 118 nightly *departures*, 74% of departures were to the west, 23% north, and 3% south.
- 95 nightly *arrivals*, 81% of arrivals were from the west, 8% north, and 11% south.

June

- 122 nightly *departures*, 88% of departures were to the west, 6% north, 4% south, and 2% east.
- 105 nightly *arrivals*, 83% of arrivals were from the west, 3% north, and 14% south.

PERCENTAGE RUNWAY USE FOR DAYTIME/NIGHTTIME OPERATIONS; NON- LARGE CARRIERS

LESS THAN 75,000 POUNDS

Q2 2025

DAYTIME

The period between the start of morning civil sunrise and the end of evening civil twilight.

April

- 152 daily *departures*, 36% of departures were to the south, 14% north, 39% west, and 11% east.
- 195 daily *arrivals*, 21% of arrivals were from the east, 24% north, 33% south, and 22% west.

May

- 147 daily *departures*, 37% of departures were to the south, 3% north, 14% east, and 46% west.
- 190 daily *arrivals*, 19% of arrivals were from the north, 36% south, 29% west, and 16% east.

June

- 128 daily *departures*, 10% of departures were to the south, 4% north, 63% west, and 23% east
- 169 daily *arrivals*, 7% of arrivals were from the north, 17% east, 52% south, and 24% west.

NIGHTTIME

The end of evening civil twilight and the beginning of morning civil twilight.

April

- 13 nightly *departures*, 46% of departures were to the south, 37% north, 15% west, and 2% east.
- 8 nightly *arrivals*, 23% of arrivals were from the north, 53% south, 23% west, and 1% east.

May

- 13 nightly *departures*, 51% of departures were to the south, 32% north, 16% west, and 1% east.
- 11 nightly *arrivals*, 10% of arrivals were from the north, 39% south, 31% east, and 20% west.

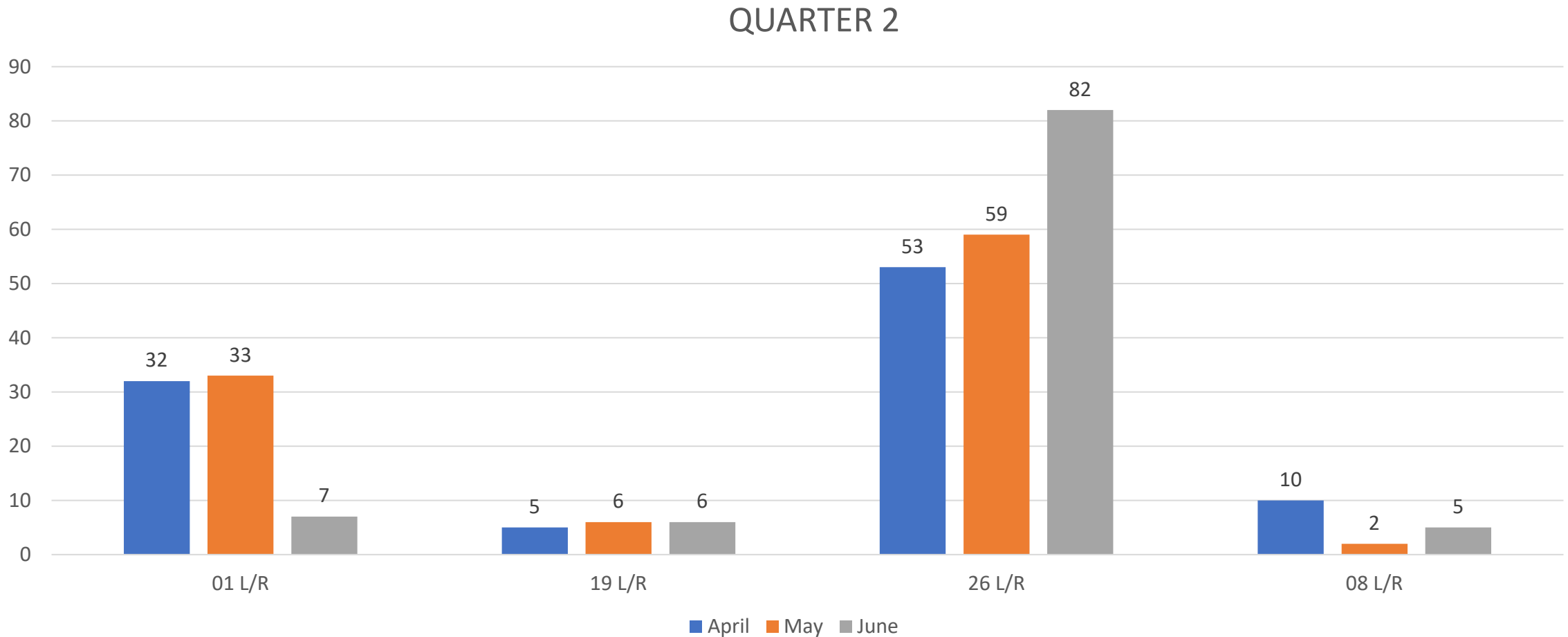
June

- 14 nightly *departures*, 59% of departures were to the south, 14% north, 25% west, and 2% east.
- 6 nightly *arrivals*, 4% of arrivals were from the north, 62% south, 32% west, and 2% east.

PERCENTAGE RUNWAY USE FOR LARGE AIRCRAFT DEPARTURES

MORE THAN 75,000 POUNDS

Q2 2025

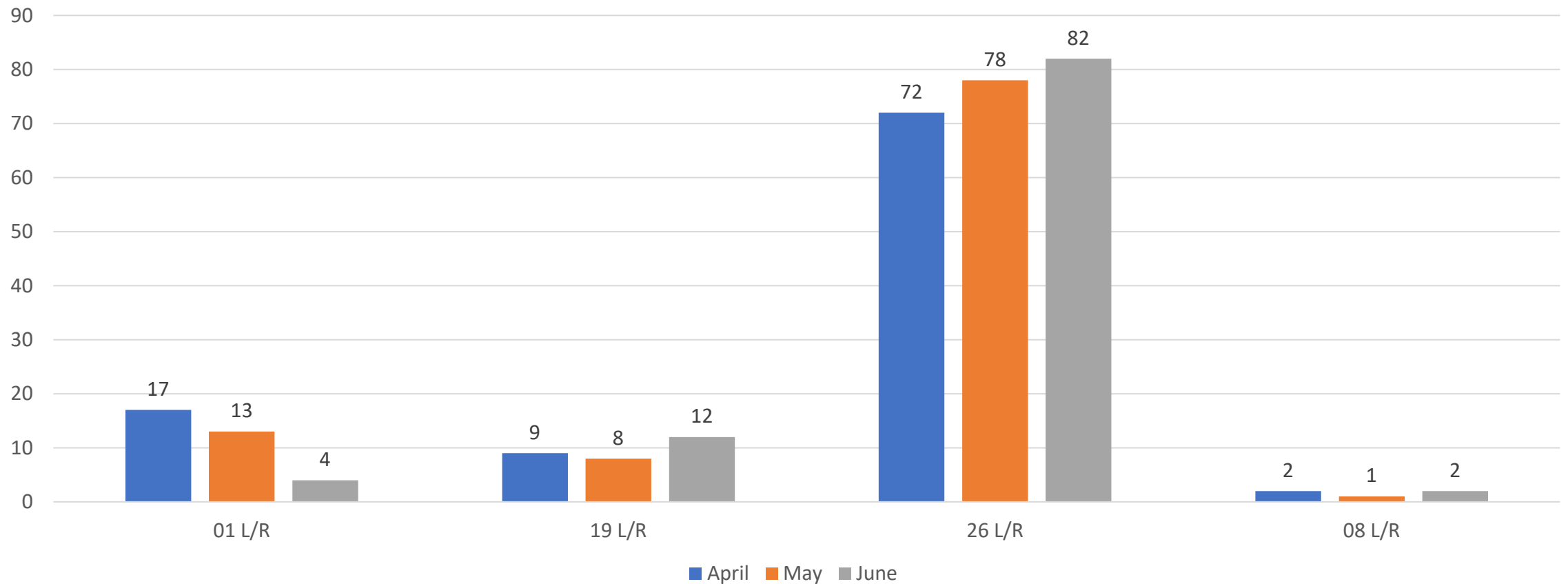


PERCENTAGE RUNWAY USE FOR LARGE AIRCRAFT ARRIVALS

MORE THAN 75,000 POUNDS

Q2 2025

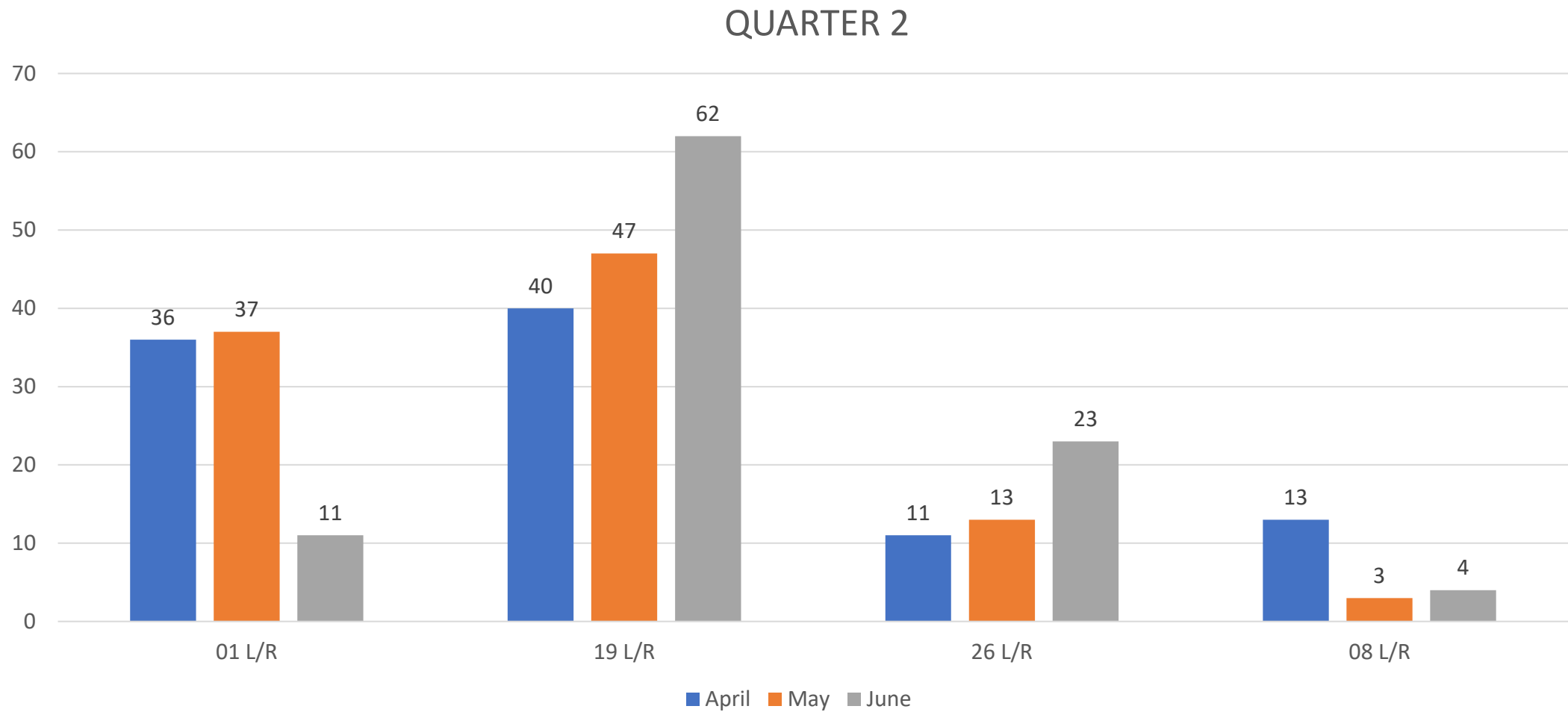
QUARTER 2



PERCENTAGE RUNWAY USE FOR NON-LARGE AIRCRAFT DEPARTURES

LESS THAN 75,000 Pounds

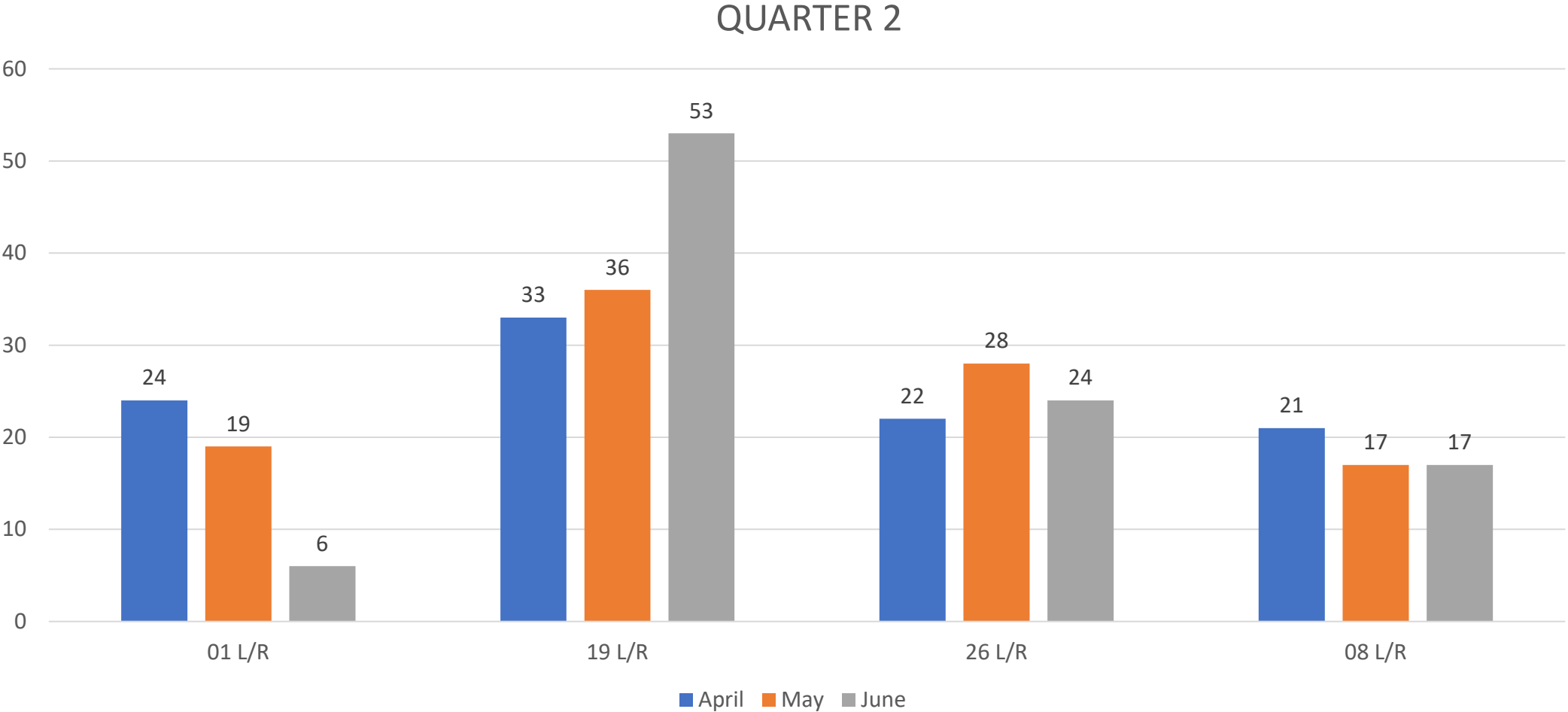
Q2 2025



PERCENTAGE RUNWAY USE FOR NON-LARGE AIRCRAFT ARRIVALS

LESS THAN 75,000 Pounds

Q2 2025



DAILY OPERATIONS BY CORRIDOR FOR HELICOPTERS

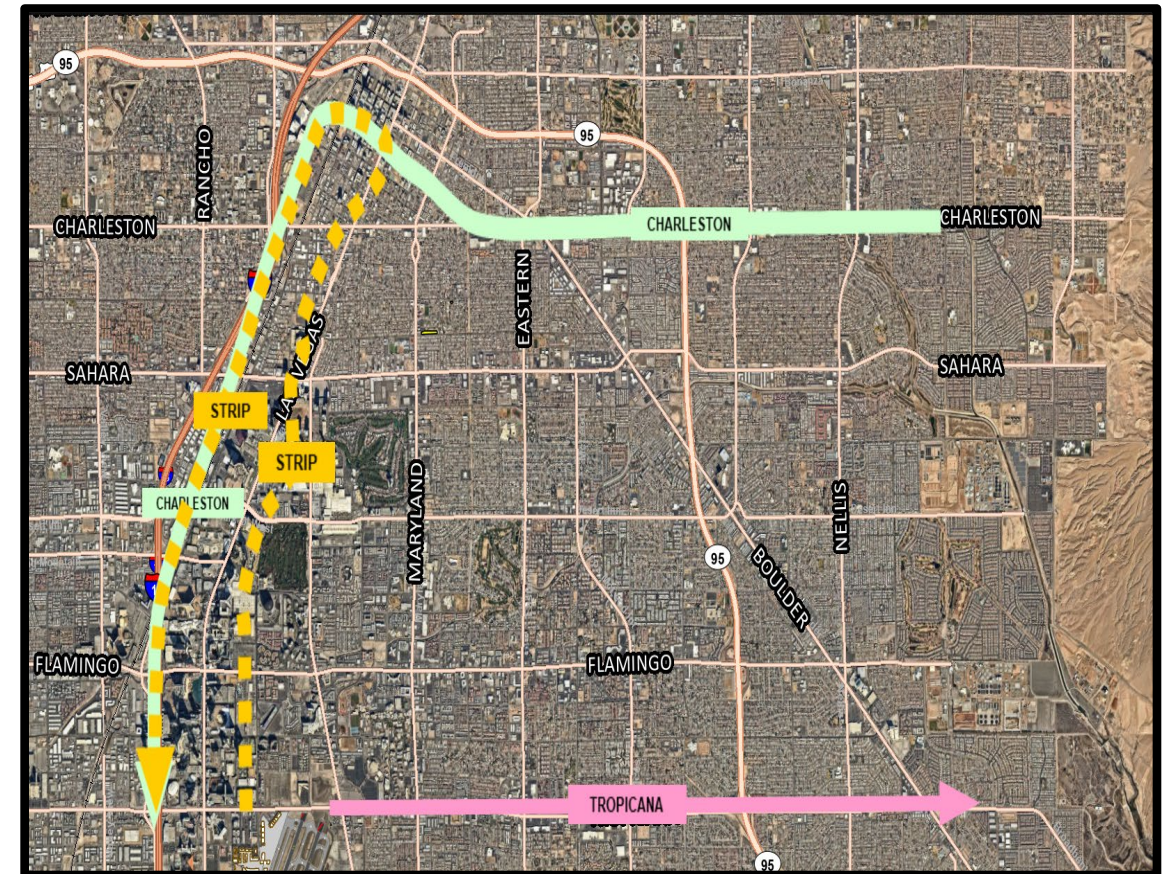
Q2 2025

CORRIDOR

GATES	APRIL	MAY	JUNE
Tropicana Departure	55	50	46
Charleston Arrival	9	30	6
Strip Touch & Go	66	94	63
Total	130	174	115

Green - Arrival
 Pink - Departure
 Yellow - Strip Tour

ROUTE

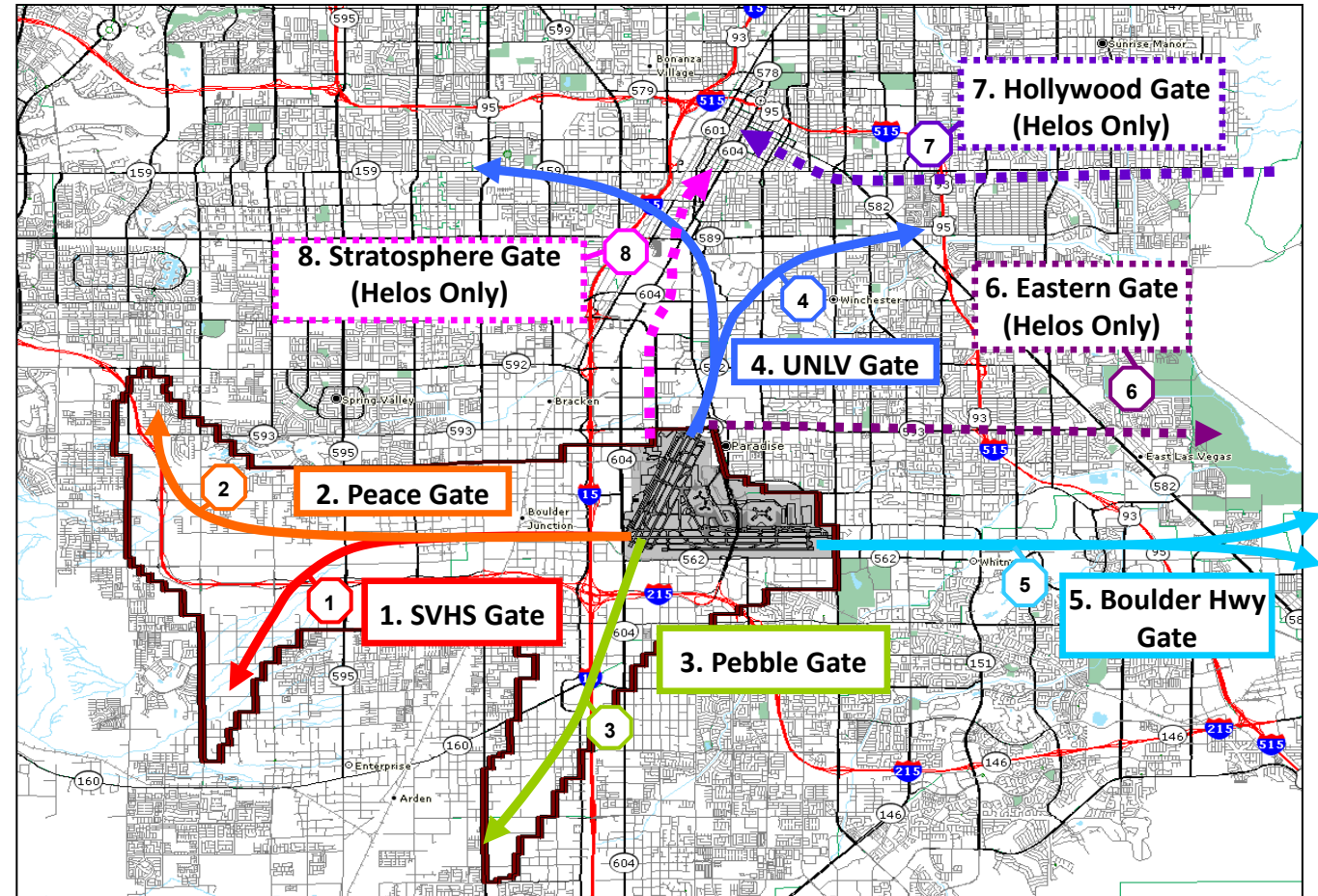


GATE COMPLIANCE

Q2 2025

GATES ARE TWO-DIMENSIONAL AREAS IN AIRSPACE THAT ARE USED TO TRACK FLIGHTS THAT PASS THROUGH THE GATE DURING THE QUERY TIME.

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.



GATE COMPLIANCE

Q2 2025

GATES

Sierra Vista High School (SVHS): April=98%, May=97%, and June=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 SVHS. 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: April=98%, May=98%, and June=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. 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).

University of Nevada Las Vegas (UNLV): April=92%, May=93%, and June=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. 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.

GATE COMPLIANCE

Q2 2025

Boulder: April=98%, May=97%, and June=98% 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. 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: April=98%, May=99%, and June=99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of Tropicana Avenue & Eastern Avenue. The Eastern Ave. “compliance gate” is located at Tropicana Ave. and Eastern Ave. approximately 2 miles due east 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: April=93%, May=92%, and June=96% 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. 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: April=96%, May=94%, and June=96% of the northbound 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. The Stratosphere Tower “compliance gate” is located northeast of Sahara Avenue and Las Vegas Blvd., where an important turn in the fly-quietly routing structure begins near a historic portion of the urbanized area of the Las Vegas Valley.

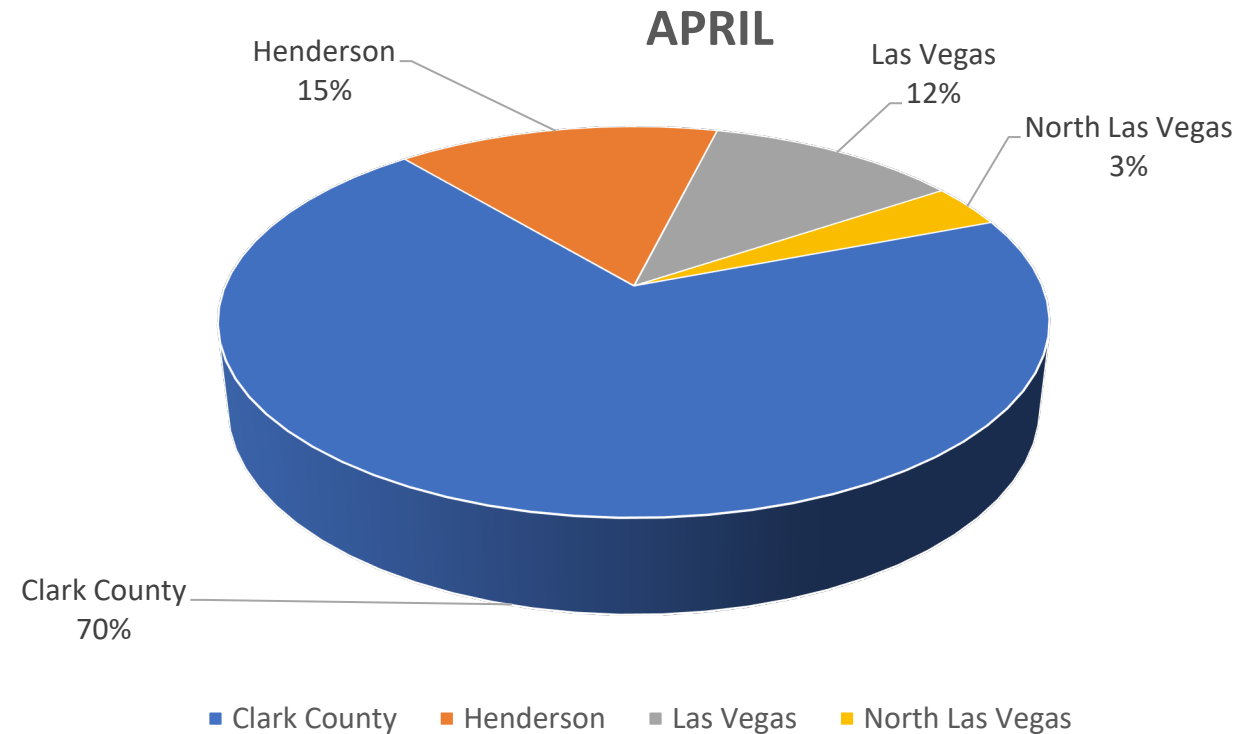
LAND USE APPLICATION REVIEWS & COMMENTS

LAND USE APPLICATIONS REVIEWED

Q2 2025

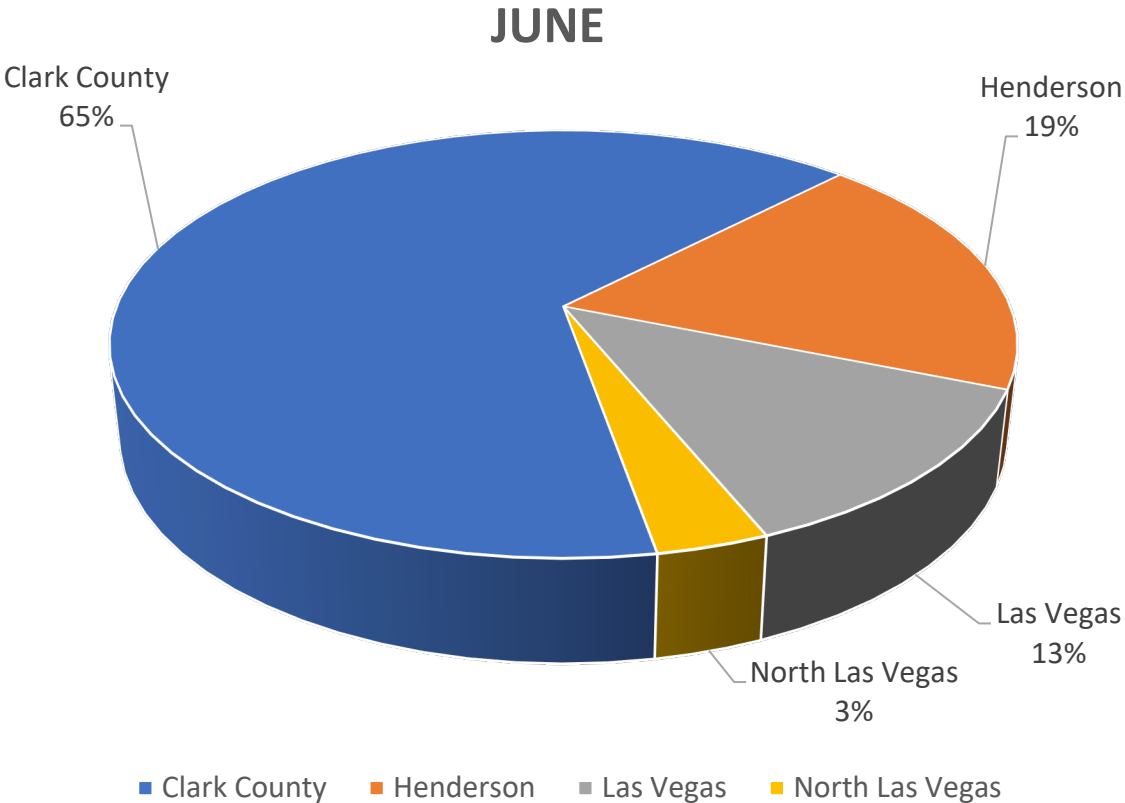
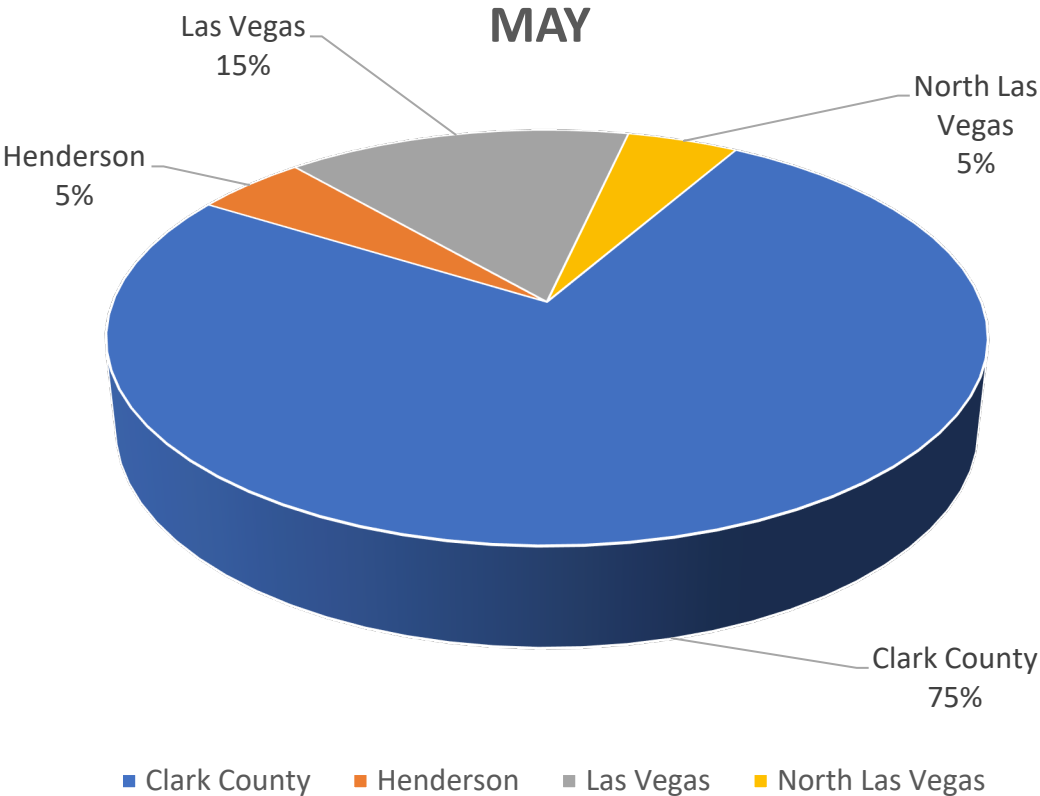
REVIEW	APR	MAY	JUNE
Applications	281	208	292
Comments	18	22	27

AREA	QUARTER 2 APPLICATIONS	QUARTER 2 COMMENTS
Clark County	543	55
Henderson	107	8
Las Vegas	101	4
North Las Vegas	30	0
Total	781	67



LAND USE APPLICATIONS REVIEWED

Q2 2025



APPLICATION COMMENTS BY AIRPORT CONCERN

APRIL

Q2 2025

COMMENT TYPE	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Deed Restrictions	0	0	0	0
Height-Penetrates Part 77 100:1 Surfaces/>200'	11	1	3	0
Height-Penetrates Part 77 PATH-C Surfaces	0	0	0	0
Heliport/Helipad	0	0	0	0
Noise-Non-residential within AEOD	6	1	0	0
Noise-Residential within the AEOD	0	0	0	0
Noise-Residential Just Outside the AEOD	5	0	1	0
Total	22	2	4	0
DWELLING UNITS PROPOSED	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Within the AEOD	0	0	0	0
Just Outside the AEOD	121	0	4	0

- Comment by concern totals will not always match comment application totals. Some applications can be issued more than one type of CCDOA comment.
- Due to the 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.
- PATHC Surfaces– Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.

APPLICATION COMMENTS BY AIRPORT CONCERN

MAY

Q2 2025

COMMENT TYPE	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Deed Restrictions	0	0	0	0
Height-Penetrates Part 77 100:1 Surfaces/>200'	5	0	0	0
Height-Penetrates Part 77 PATH-C Surfaces	0	0	0	0
Heliport/Helipad	0	0	0	0
Noise-Non-residential within AEOD	3	0	0	0
Noise-Residential within the AEOD	0	0	0	0
Noise-Residential Just Outside the AEOD	11	0	0	3
Total	19	0	0	3

DWELLING UNITS PROPOSED	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Within the AEOD	0	0	0	0
Just Outside the AEOD	85	0	0	93

- Comment by concern totals will not always match comment application totals. Some applications can be issued more than one type of CCDOA comment.
- Due to the 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.
- PATHC Surfaces – Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.
- Clark County—3 misc. comments-regarding aviaries and wildlife concerns.

APPLICATION COMMENTS BY AIRPORT CONCERN

JUNE

Q2 2025

COMMENT TYPE	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Deed Restrictions	0	0	0	0
Height-Penetrates Part 77 100:1 Surfaces/>200'	8	1	0	0
Height-Penetrates Part 77 PATH-C Surfaces	0	0	0	0
Heliport/Helipad	0	0	0	0
Noise-Non-residential within AEOD	4	1	0	0
Noise-Residential within the AEOD	0	1	0	0
Noise-Residential Just Outside the AEOD	11	3	1	0
Total	23	6	1	0

DWELLING UNITS PROPOSED	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Within the AEOD	0	146	0	0
Just Outside the AEOD	721	1517	2	0

- Comment by concern totals will not always match comment application totals. Some applications can be issued more than one type of CCDOA comment.
- Due to the 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.
- PATHC Surfaces – Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.

AIRPORT ENVIRONS OVERLAY DISTRICT & NOISE COMMENTS

Q2 2025

Clark County accepts federal grants from the FAA Airport Improvement Program (AIP) for its Clark County Airport System. As a condition of receiving FAA AIP grant funding, the recipient airport sponsor must agree to comply with a series of contractual obligations known as sponsor grant assurances. The grant assurances require the airport sponsor to take appropriate action to ensure compatible land use with airport operations. As the airport sponsor, CCDOA reviews and comments on land use applications as part of this responsibility.

The Airport Environs Overlay District (AEOD) in Clark County Code (CCC) 30.02.26C is established to:

- Provide for range of uses compatible with airport hazard and noise exposure areas.
- Prohibit the development of uses incompatible with airport hazard and noise exposure areas, which are detrimental to the general health, safety, welfare of Clark County citizens.
- Require noise attenuated construction, as indicated by Table 30.02.7 in accordance with the noise attenuated construction standards of Chapter 22.22 of the CCC, within the AEOD.
- Comply with the Federal Aviation Administration.

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

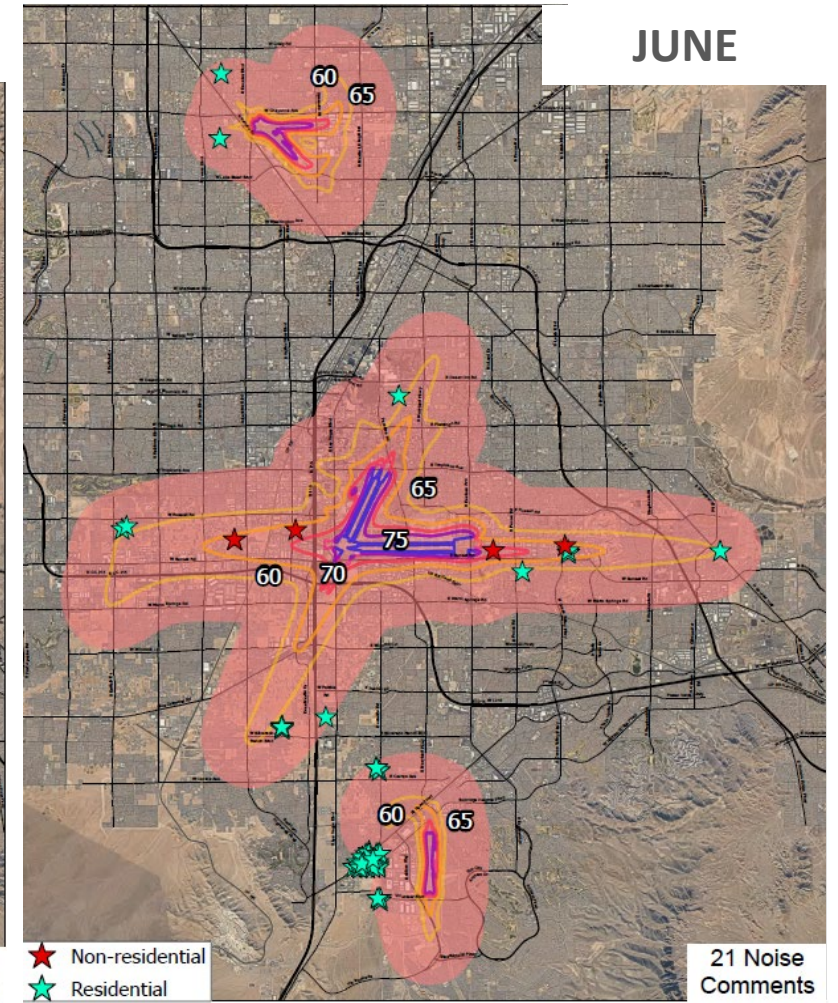
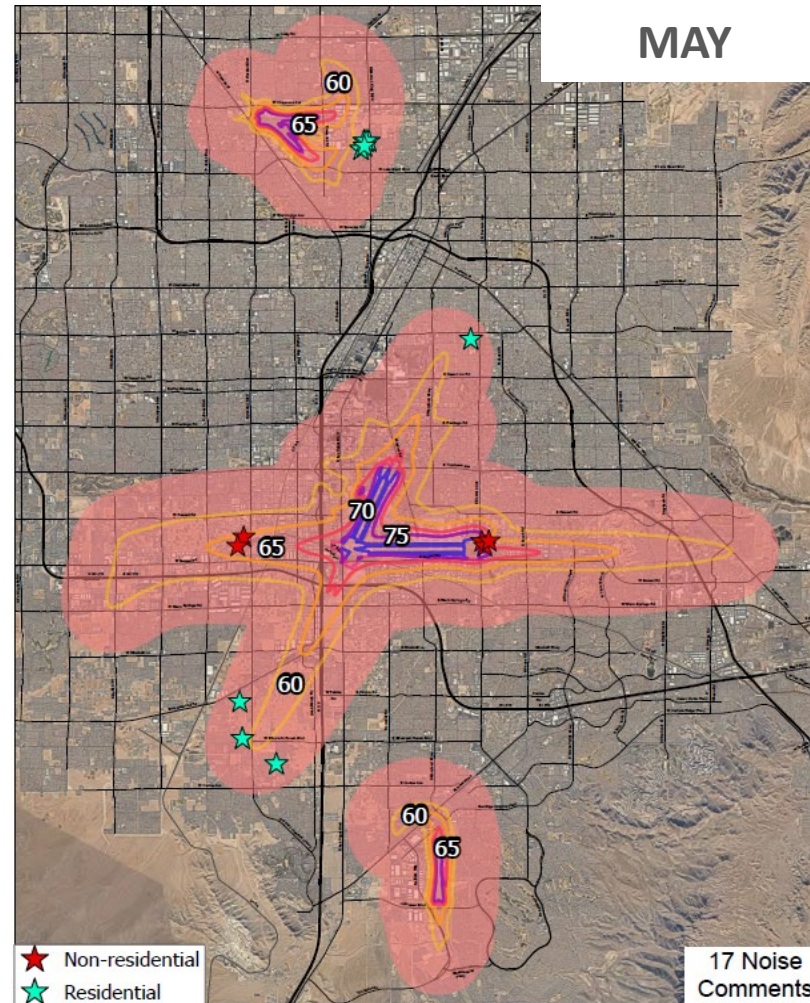
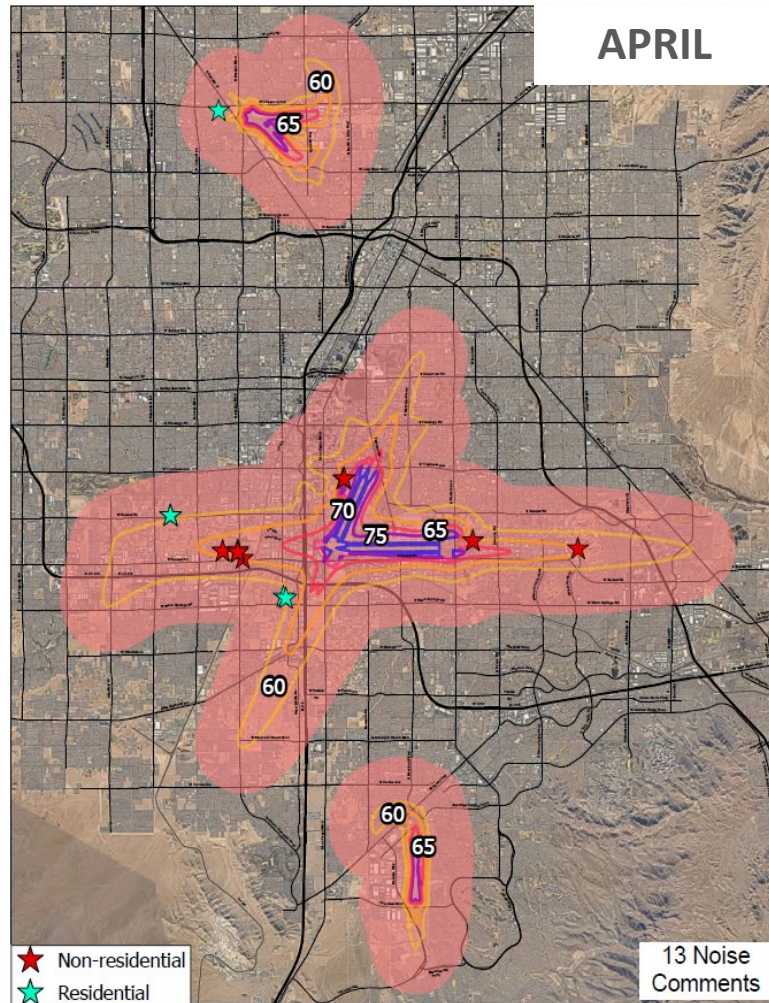
2011-AEOD adopted by the cities of North Las Vegas and Henderson.

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 on the maps indicate a 1-mile zone outside the AEOD on the following page.

PROJECT AREAS RECEIVING LAND USE APPLICATION NOISE COMMENTS

Q2 2025



SUMMARY

Q2 2025

Other Notable Items:

Rideshare safety

- The airport introduced a new rideshare public awareness initiative, partnering with the #WHATSMYNAME Foundation to enhance safety and educate users.
- New signs are posted in rideshare pickup areas at LAS reminding travelers to verify their driver before taking a ride. The message, which is also highlighted on the airport's website and social media channels, focuses on four tips:
- **S:** Stop before getting into a vehicle.
- **A:** Ask the driver, "What's my name?" to confirm they booked a trip with you.
- **M:** Match the make, model and license plate of the vehicle to the one in the app.
- **I:** Inform a friend or loved one of the ride details.
- The #WHATSMYNAME Foundation was created in memory of Samantha "Sami" Josephson, a young woman who was kidnapped and killed by a person posing as a rideshare driver in South Carolina in 2019. Her story sparked a movement to ensure riders stay safe and informed.

Support for ASL passengers

- Harry Reid International Airport has enhanced its special assistance program by introducing a new pilot initiative with the Aira ASL app. This program provides live, on-demand American Sign Language (ASL) interpretation for hearing-impaired travelers at the airport. Launched ahead of the 2025 DeafNation World Expo & Conference in Las Vegas, this initiative has helped create a more accessible and confident travel experience for thousands of deaf and hard-of-hearing visitors.
- The Aira ASL app connects travelers to certified ASL interpreters via secure, live video calls directly from their smartphones. This service ensures clear communication during check-in, security screenings, and while navigating the terminal. It is available at no cost to travelers at LAS, as well as at Henderson Executive and North Las Vegas Airports.

SUMMARY

Q2 2025

Other Notable Items Continued:

New food & beverage at LAS

- Travelers passing through Harry Reid International Airport are in for a tasty treat with the grand opening of Dave's Hot Chicken. Known for its mouth-watering chicken and delicious sides, this fast-casual eatery is set to redefine airport dining.
- Dave's Hot Chicken specializes in spicy fried chicken served with a selection of heat levels, catering to everyone from mild to fiery hot enthusiasts. Located near Gate D36, the LAS restaurant is the first airport location for the company. It's also the first to serve breakfast, with chicken and waffles, breakfast burritos, breakfast sandwiches, and hashbrowns on the menu.
- Over in the A gates, the brand-new Vegas Baby bar brings a fresh take on craft spirits with a touch of local flavor.

The future of aviation in Southern Nevada

- May 19 marked an important day for the future of aviation in Southern Nevada. The Federal Aviation Administration announced its notice of intent to prepare an environmental impact statement for the Southern Nevada Supplemental Airport (SNSA), a proposed second commercial airport serving the region.
- SNSA aims to alleviate congestion, enhance connectivity, and support the increasing demands of both locals and tourists. Land set aside for the development of the airport is located roughly 30 miles south of Harry Reid International Airport in the Ivanpah Valley.

SUMMARY

Q2 2025

Other Notable Items Continued:

The Department of Aviation recently unveiled plans for the maximization of Harry Reid International Airport (LAS), including terminal upgrades, connectivity around LAS airport, and to the Southern Nevada Supplemental Airport (SNSA). Plans include:

- Expanding Terminal 1 with the addition of 26 new gates;
- Designating Terminal 3 as Terminal 2;
- Balancing airlines at Terminal 2 to consolidate operations and reduce congestion at Terminal 1; and
- Redesigning the second level of Terminal 2 with new ticketing and curbside self bag drop technology.

LAS roadway plans include:

- Terminal-to-terminal flyover roadway designed to support one-way circular motion of airport traffic circulation. This will improve vehicular movement and traffic safety by providing a separation from bypass commuter traffic.

Connectivity plans for LAS and SNSA include:

- Constructing two multimodal centers to the north and south of LAS for ride share, public transportation options and parking for employees and crew.

SNSA is currently undergoing the Environmental Impact Statement (EIS) review process, with the next step being the issuance of the Notice of Intent by the Joint Lead Agencies, which are comprised of the Federal Aviation Administration and Bureau of Land Management.

SUMMARY

Q2 2025

Other Notable Issues Continued:

- **Safety and Security Threats:** Any threats to CCDOA staff or an aircraft in flight are taken seriously, and such threats will be forwarded to the appropriate law enforcement agencies
- **Sun City Summerlin Community:** Beginning in March 2023, numerous residents of the Sun City Summerlin community transmitted emails to the FAA, CCDOA, and various elected officials in an effort to eliminate air traffic over their community. Sun City Summerlin is located approximately 4.4 nautical miles west of the North Las Vegas Airport (VGT) and within the designated Class D regulatory airspace established by Federal regulations for Air Traffic Control (ATC) operations at VGT. As a result of the numerous emails, the office of Congresswoman Susie Lee submitted a congressional inquiry to examine the matter. The FAA thoroughly investigated this issue and determined all aircraft operations over this community were conducted at or above the minimum required altitudes in accordance with Title 14, Code of Federal Regulations (CFR), Part-91, section 91.119 (entitled Minimum Safe Altitudes: General). They analyzed all air traffic operating in and out of VGT for three-day periods in 2021, 2022, and 2023. Their investigation determined there is no evidence of any operator conducting flight maneuvers, such as stunts or aerobatics “over the Sun City Summerlin area”. Radar tracks matching such maneuvers occurred over the uninhabited areas northwest of the metro area, beyond the intersection of Kyle Canyon Road and US Highway 95. In Q4 of 2024, DOA started to receive anonymous calls stating they were Sun City residents but not providing specific addresses for analysis or call back numbers. Generally, callers have utilized profane, abusive language. However, DOA does monitor the anonymous calls, which totaled 158 calls for Q2 of 2025. These anonymous calls are tracked exclusively in this summary portion of the noise report. Lastly, while a private airport can determine its own set of operating rules regarding usage, time, and flight requirements; a public airport like VGT is restricted by laws from unilaterally banning specific types of flight activity (e.g., pilot flight training, enforcing mandatory curfews, etc.). There are a few exceptions in Southern California; however, those curfew exemptions were grandfathered under the Airport Noise and Capacity Act of 1990 (ANCA), as implemented by 14 CFR, Part 161. The FAA is similarly restricted from banning specific aircraft operators or uses. The assertions that other communities have been successful in forcing the FAA to ban aircraft operations over their cities and towns are without merit. The FAA lacks the statutory authority to effectuate and enforce any such ban. The FAA can only act within the scope of the authority provided by Congress.