

QUARTERLY NOISE REPORT

FIRST QUARTER 2025



CLARK COUNTY DEPARTMENT OF AVIATION

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ANALYST

OVERVIEW

Q1 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 First Quarter of 2025 as well as land use applications. Months covered are from January 1 through March 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

Q1 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

Q1 2025

TOTAL	JANUARY	FEBUARY	MARCH
Number of calls	44	36	52
*Number of households	10	17	19
Most calls from one household	19	9	17

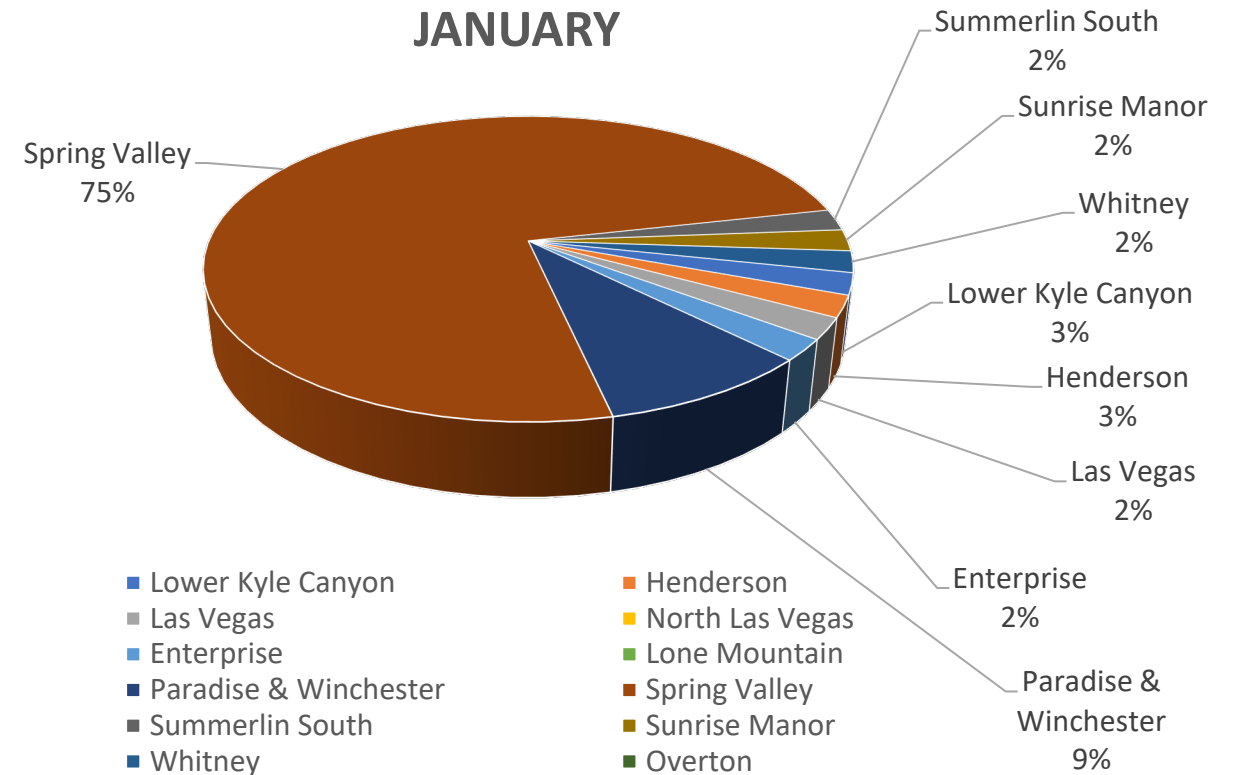
AIRPORT	QUARTER 1 NUMBER OF CALLS BY AIRPORT	*QUARTER 1 NUMBER OF HOUSEHOLDS BY AIRPORT
LAS	120	33
VGT	9	3
HND	3	3
PERKINS	0	0
JEAN	0	0

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

CALLS BY COMMUNITY/TOWNSHIP

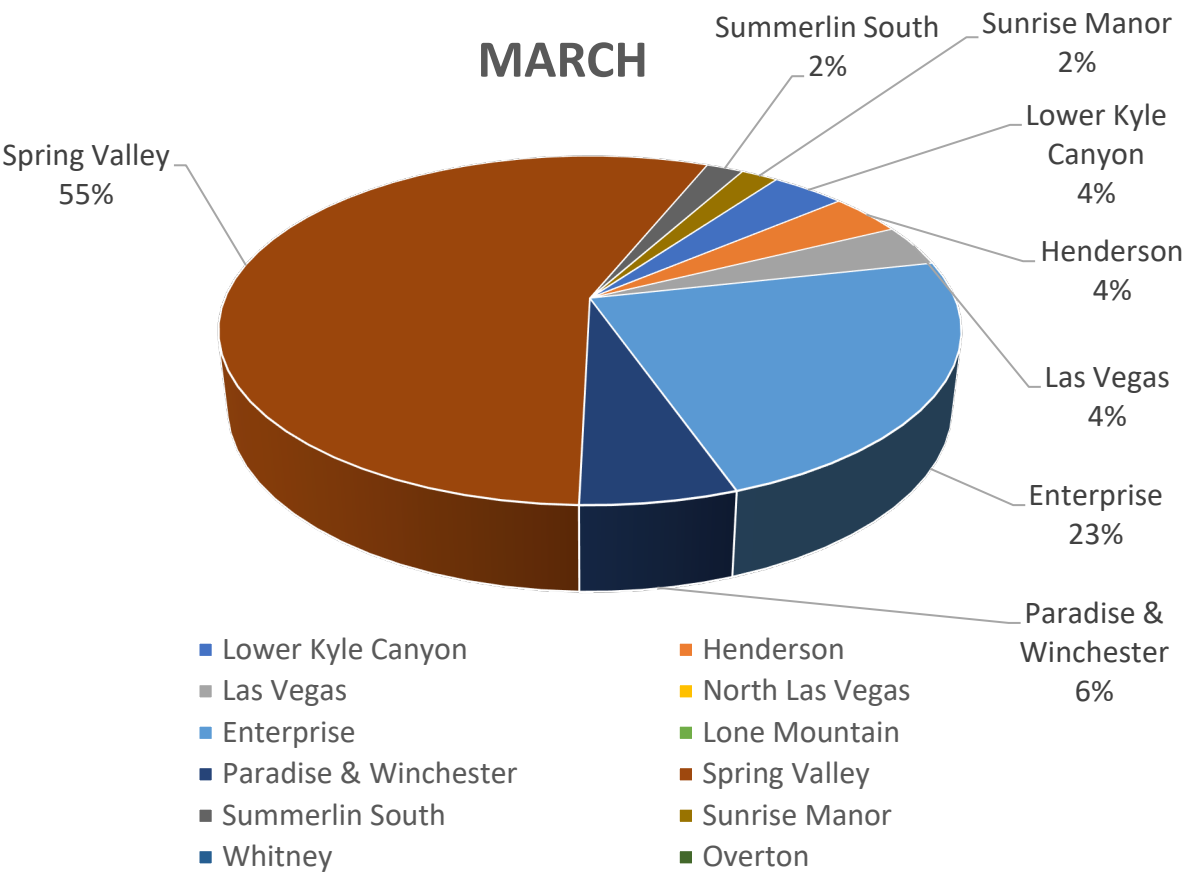
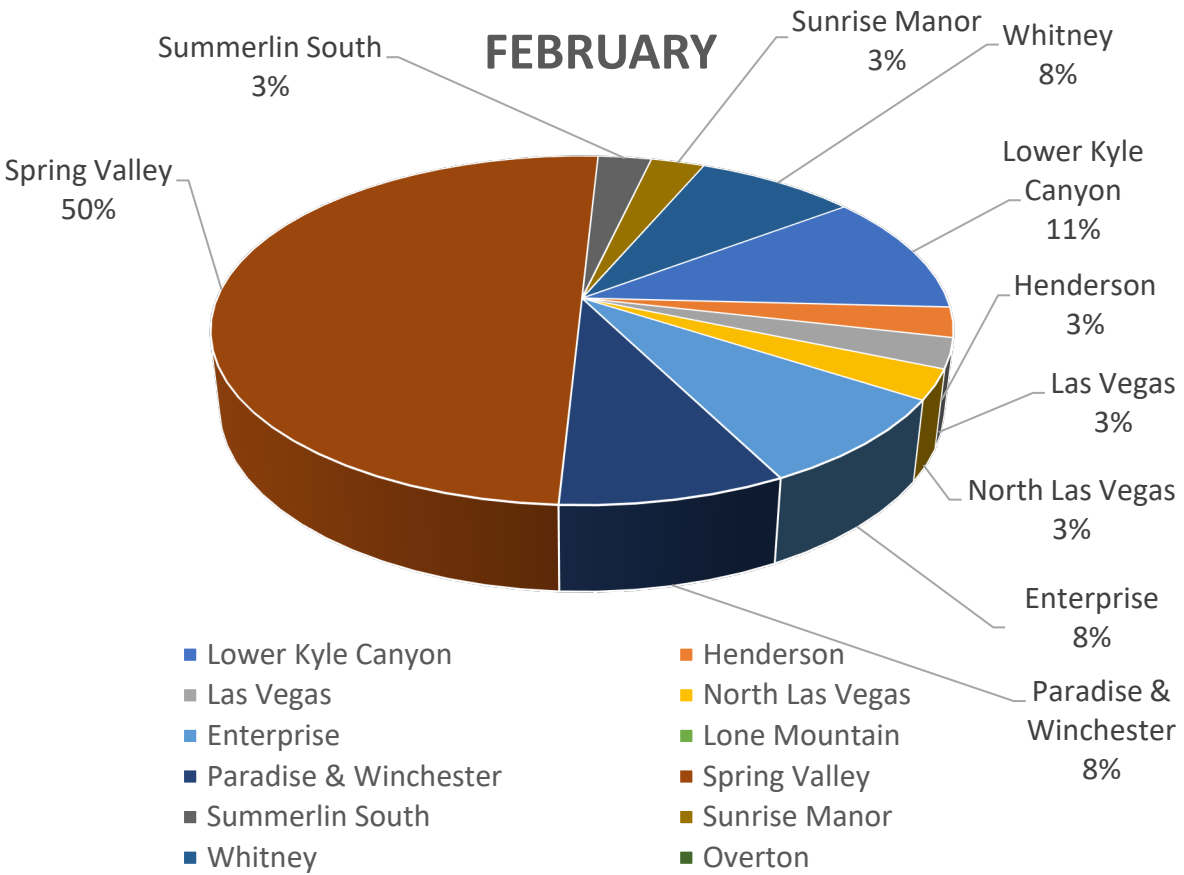
Q1 2025

COMMUNITY	JAN	FEB	MAR
Lower Kyle Canyon	1	4	2
Henderson	1	1	2
Las Vegas	1	1	2
North Las Vegas	-	1	-
Enterprise	1	3	12
Lone Mountain	-	-	-
Paradise & Winchester	4	3	3
Spring Valley	33	18	29
Summerlin/South	1	1	1
Sunrise Manor/Whitney	2	4	1
Overton	-	-	-
Total	44	36	52



CALLS BY COMMUNITY

Q1 2025



HARRY REID AIRPORT (LAS) RUNWAY REFERENCE GUIDE



PERCENTAGE FOR DEPARTURE DIRECTION FOR LARGE AIRCRAFT

Q1 2025

2025 Q1	JAN	FEB	MAR
North	83%	63%	43%
South	0%	3%	5%
East	10%	5%	5%
West	7%	29%	47%



PERCENTAGE RUNWAY USE FOR DAYTIME/NIGHTTIME OPERATIONS; LARGE CARRIERS

MORE THAN 75,000 POUNDS

Q1 2025

DAYTIME

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

January

- 426 daily *departures*, 7% of departures were to the west, 82% north, and 11% east.
- 456 daily *arrivals*, 56% of arrivals were from the north, and 44% from the north.

February

- 434 daily *departures*, 28% of departures were to the west, 64% north, 3% south, and 5% east.
- 458 daily *arrivals*, 68% of arrivals were from the west, 3% south, and 29% north.

March

- 435 daily *departures*, 45% of departures were to the west, 45% north, 4% east, and 6% south.
- 463 daily *arrivals*, 73% of arrivals were from the west, 6% south, 1% east, and 20% north.

NIGHTTIME

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

January

- 89 nightly *departures*, 87% of departures were to the north, 11% west, and 2% east.
- 63 nightly *arrivals*, 65% of arrivals were from the west, 1% south, and 34% north.

February

- 101 nightly *departures*, 32% of departures were to the west, 63% north, 2% east, and 3% south.
- 76 nightly *arrivals*, 72% of arrivals were from the west, 21% north, and 7% south.

March

- 122 nightly *departures*, 57% of departures were to the west, 38% north, 2% south, and 3% east.
- 92 nightly *arrivals*, 76% of arrivals were from the west, 13% north, and 11% south.

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

LESS THAN 75,000 POUNDS

Q1 2025

DAYTIME

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

January

- 151 daily *departures*, 83% of departures were to the south, 9% north, 6% west, and 2% east.
- 182 daily *arrivals*, 15% of arrivals were from the east, 50% north, 6% south, and 29% west.

February

- 147 daily *departures*, 65% of departures were to the south, 6% north, 8% east, and 21% west.
- 181 daily *arrivals*, 36% of arrivals were from the north, 17% south, 31% west, and 16% east.

March

- 158 daily *departures*, 49% of departures were to the south, 4% north, 37% west, and 10% east
- 193 daily *arrivals*, 26% of arrivals were from the north, 18% east, 29% south, and 27% west.

NIGHTTIME

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

January

- 11 nightly *departures*, 8% of departures were to the south, 86% north, 4% west, and 2% east.
- 7 nightly *arrivals*, 71% of arrivals were from the north, 8% south, and 21% west.

February

- 12 nightly *departures*, 28% of departures were to the south, 63% north, 8% west, and 1% east.
- 8 nightly *arrivals*, 45% of arrivals were from the north, 27% south, 2% east, and 26% west.

March

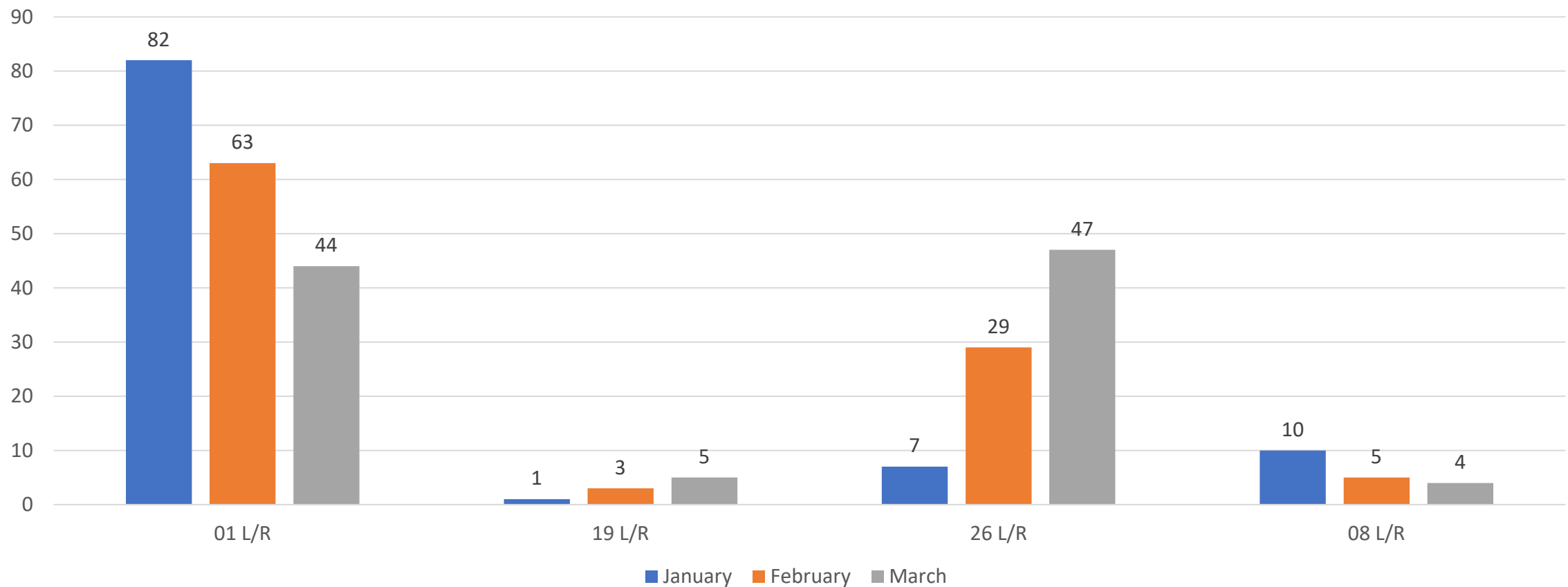
- 12 nightly *departures*, 39% of departures were to the south, 44% north, 13% west, and 4% east.
- 7 nightly *arrivals*, 21% of arrivals were from the north, 43% south, and 36% west.

PERCENTAGE RUNWAY USE FOR LARGE AIRCRAFT DEPARTURES

MORE THAN 75,000 POUNDS

Q1 2025

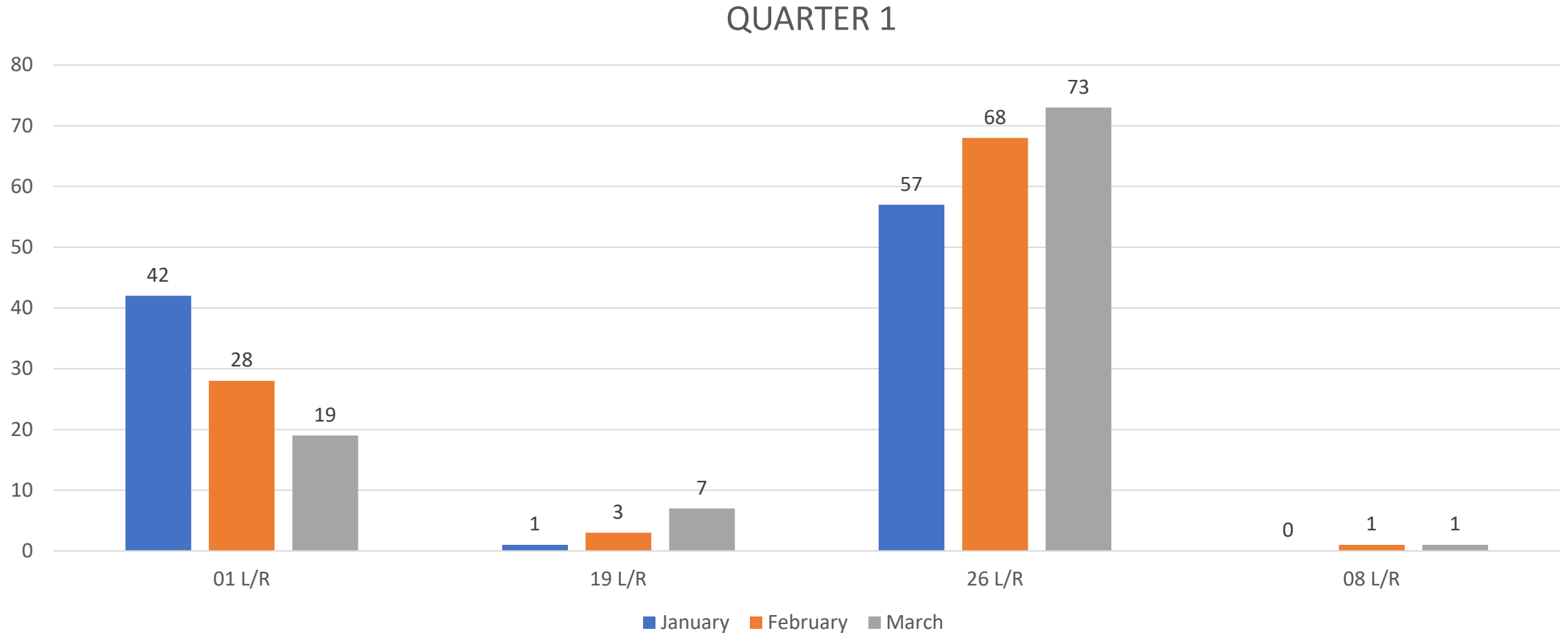
QUARTER 1



PERCENTAGE RUNWAY USE FOR LARGE AIRCRAFT ARRIVALS

MORE THAN 75,000 POUNDS

Q1 2025

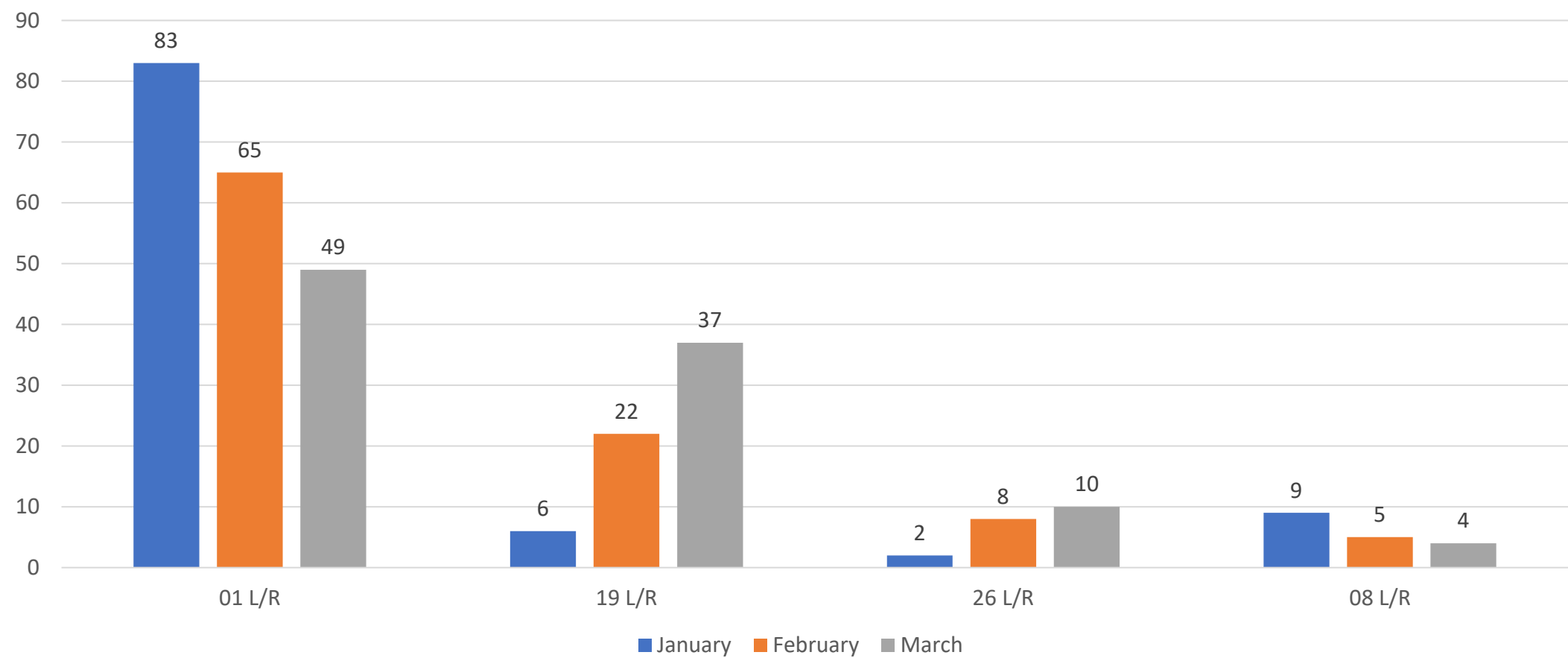


PERCENTAGE RUNWAY USE FOR NON-LARGE AIRCRAFT DEPARTURES

LESS THAN 75,000 Pounds

Q1 2025

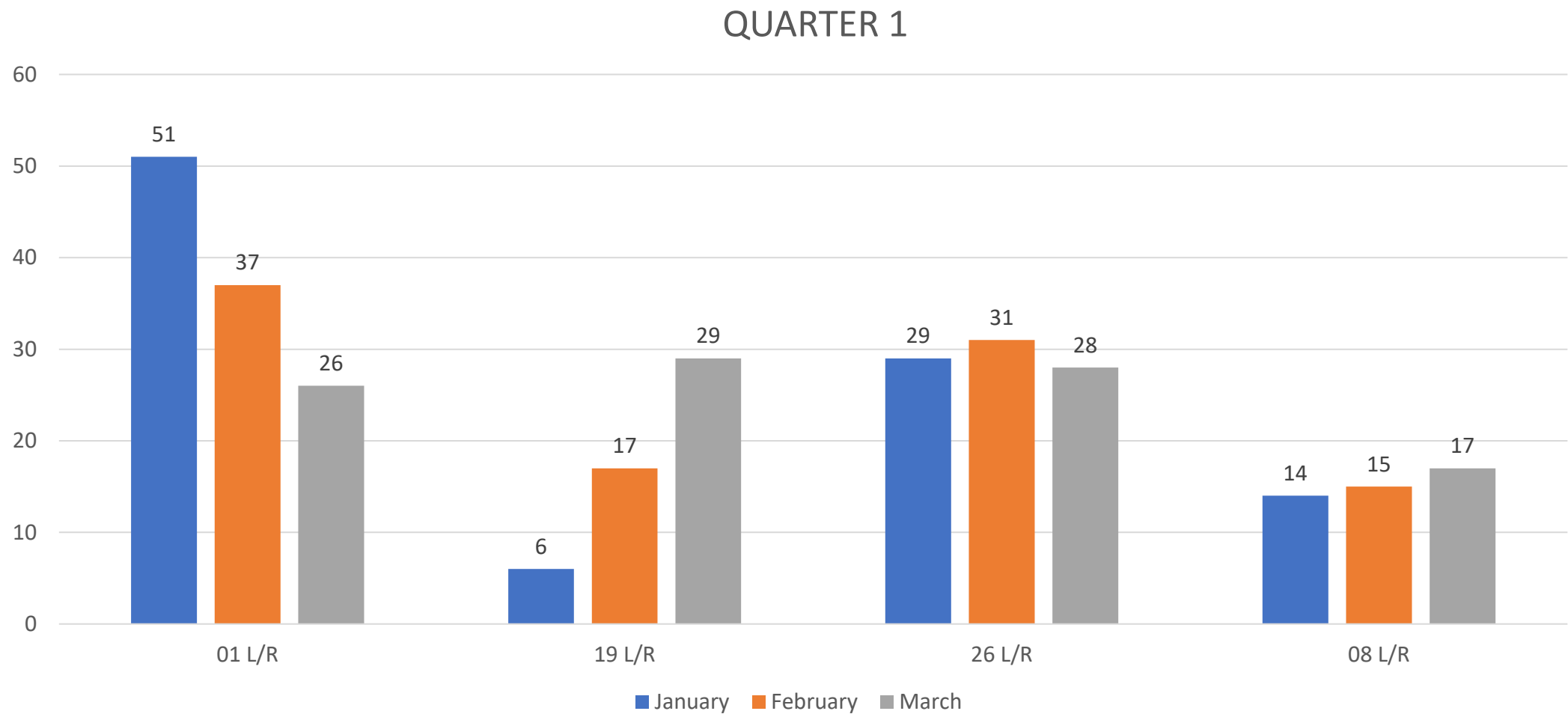
QUARTER 1



PERCENTAGE RUNWAY USE FOR NON-LARGE AIRCRAFT ARRIVALS

LESS THAN 75,000 Pounds

Q1 2025



DAILY OPERATIONS BY CORRIDOR FOR HELICOPTERS

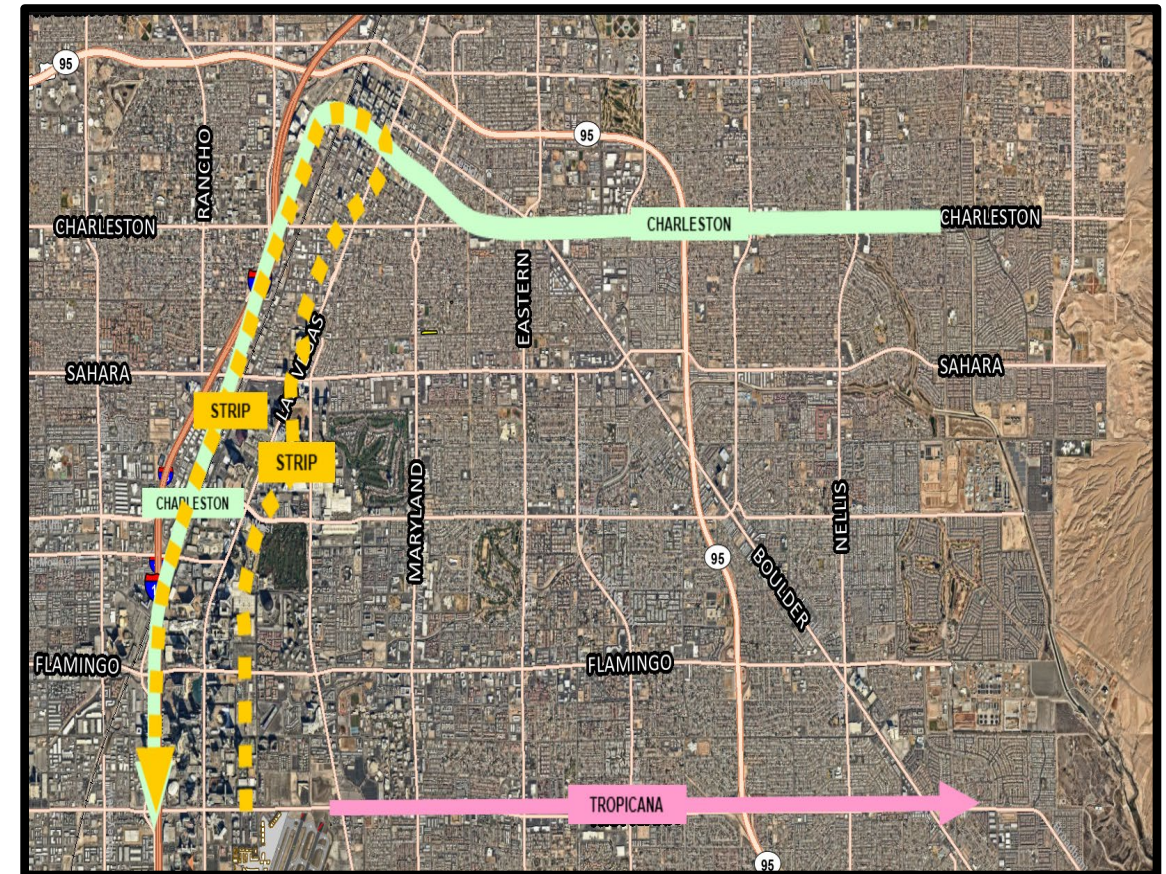
Q1 2025

CORRIDOR

GATES	JANUARY	FEBRUARY	MARCH
Tropicana Departure	41	43	49
Charleston Arrival	5	6	9
Strip Touch & Go	58	58	58
Total	104	107	116

Green - Arrival
 Pink - Departure
 Yellow - Strip Tour

ROUTE

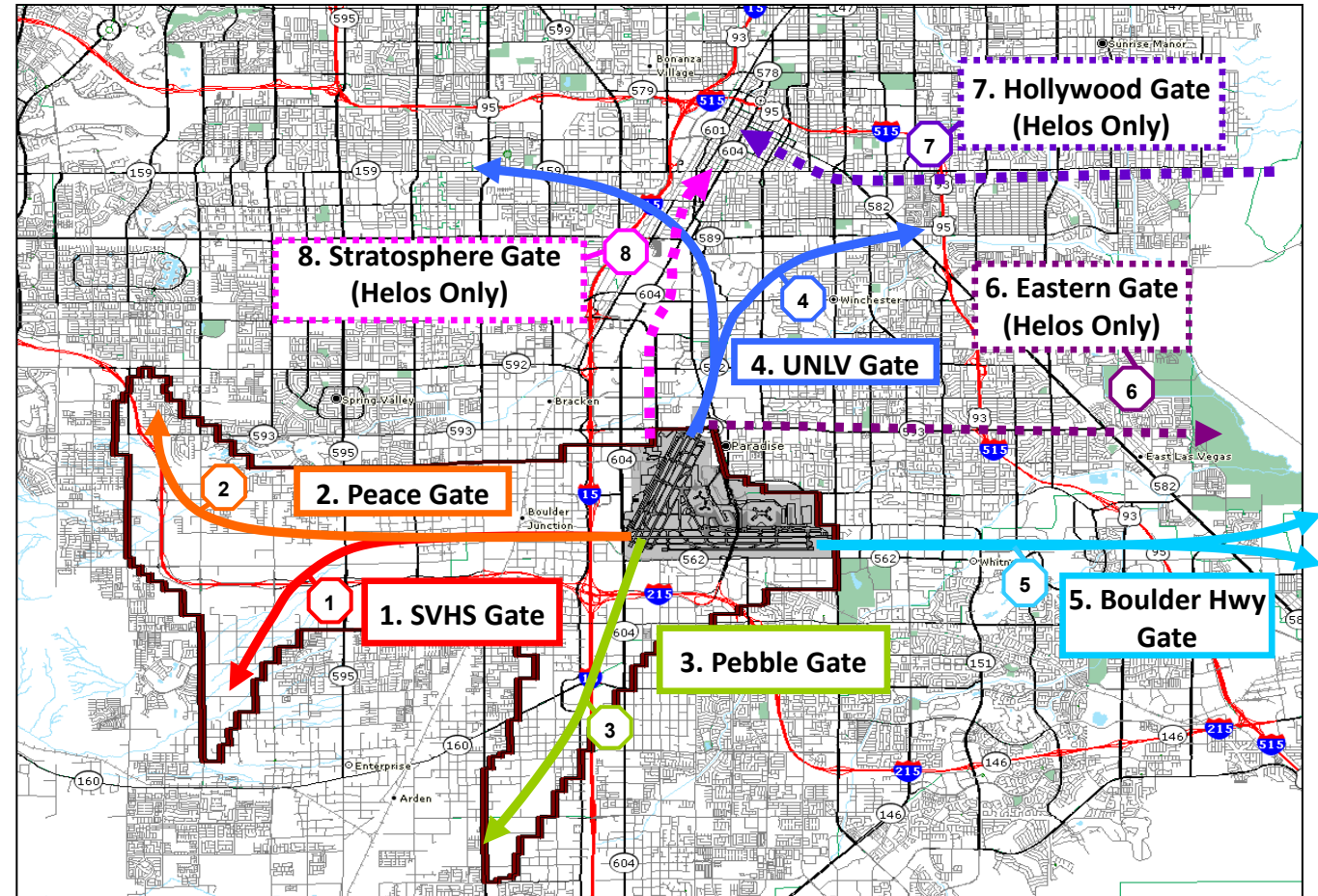


GATE COMPLIANCE

Q1 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

Q1 2025

GATES

Sierra Vista High School (SVHS): January=96%, February=98%, and March=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: January=97%, February=99%, and March=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): January=88%, February=91%, and March=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. 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

Q1 2025

Boulder: January=95%, February=96%, and March=97% 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.). *No flights for the month of December departed through the Boulder gate.

Eastern: January=99%, February=98%, and March=98% 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: January=99%, February=100%, and March=97% 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: January=96%, February=95%, and March=94% 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.

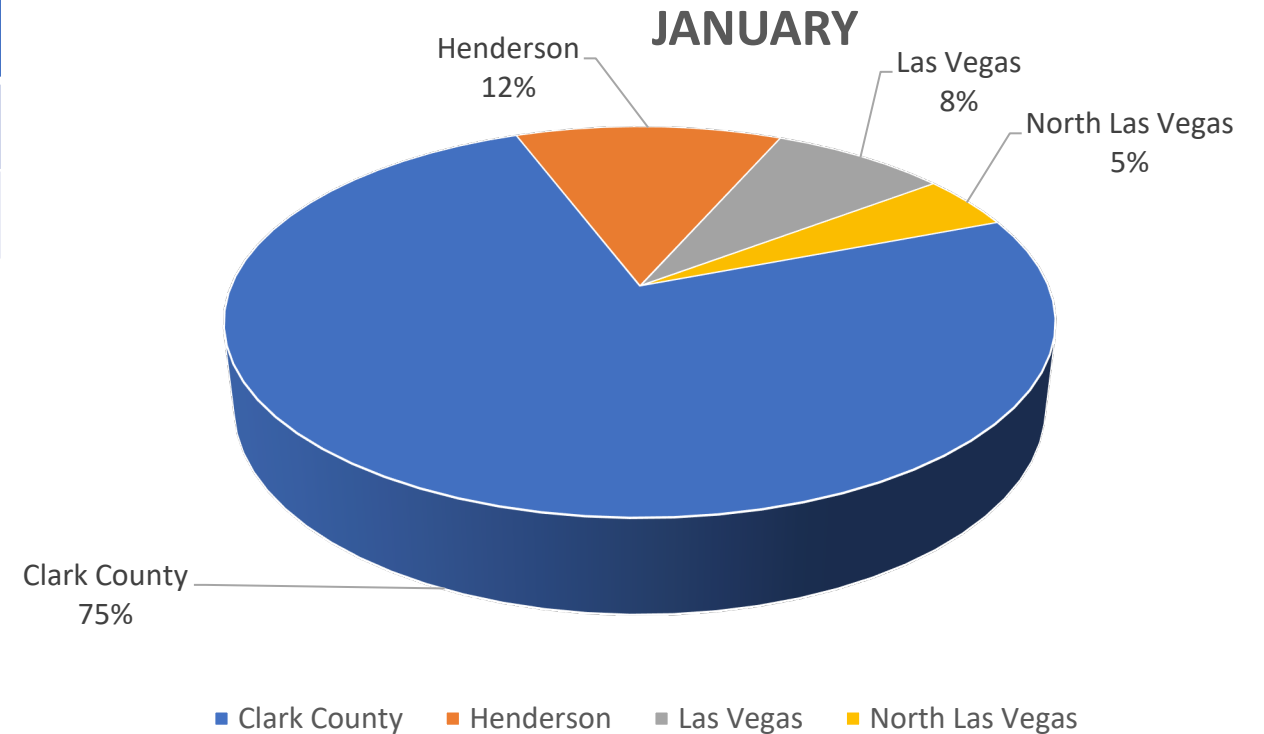
LAND USE APPLICATION REVIEWS & COMMENTS

LAND USE APPLICATIONS REVIEWED

Q1 2025

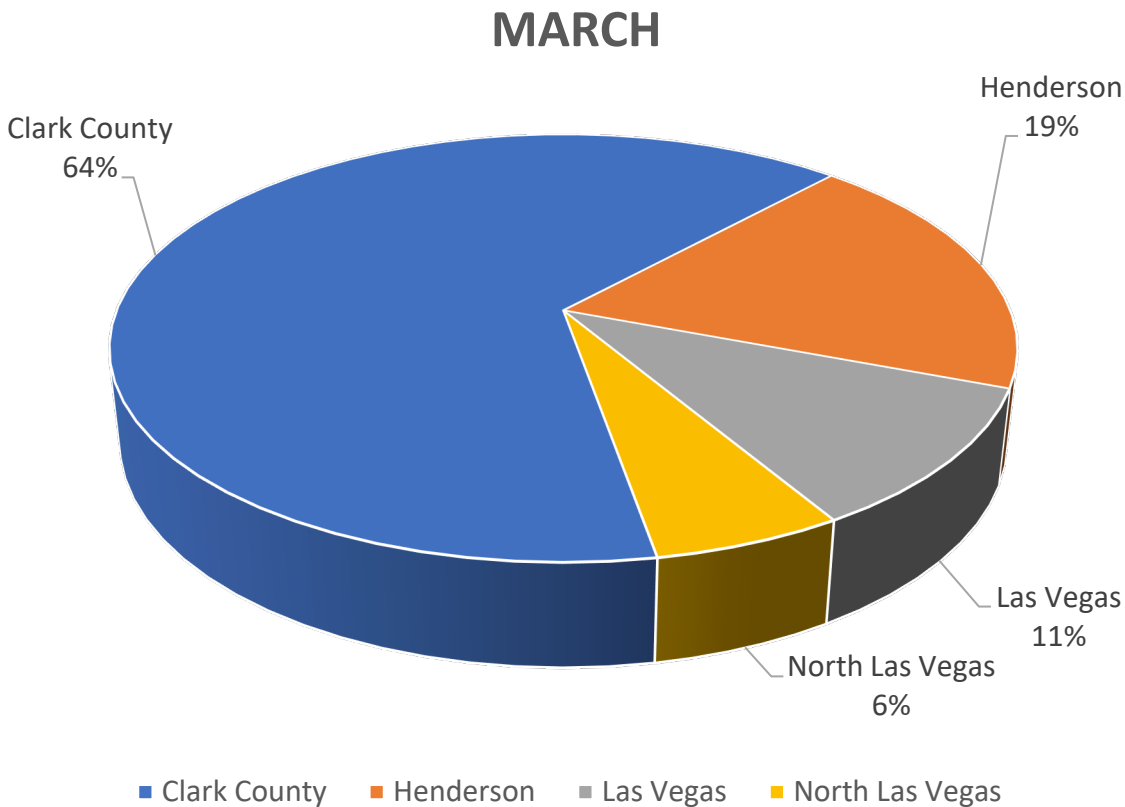
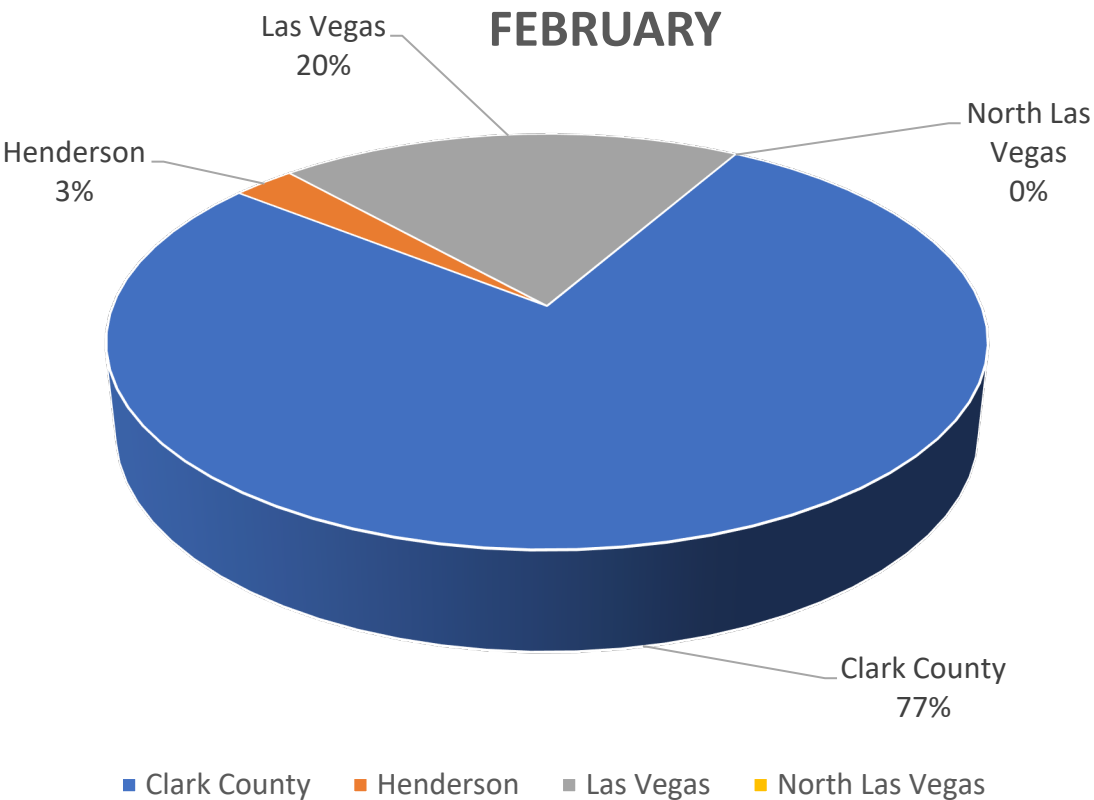
REVIEW	JAN	FEB	MAR
Applications	405	185	328
Comments	50	18	27

AREA	APPLICATIONS	COMMENTS
Clark County	659	82
Henderson	117	9
Las Vegas	105	4
North Las Vegas	37	0
Total	918	95



LAND USE APPLICATIONS REVIEWED

Q1 2025



APPLICATION COMMENTS BY AIRPORT CONCERN

JANUARY

Q1 2025

COMMENT TYPE	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Deed Restrictions	5	0	0	0
Height-Penetrates Part 77 100:1 Surfaces/>200'	12	2	1	0
Height-Penetrates Part 77 PATH-C Surfaces	2	0	0	0
Heliport/Helipad	0	0	0	0
Noise-Non-residential within AEOD	5	0	0	0
Noise-Residential within the AEOD	3	0	0	0
Noise-Residential Just Outside the AEOD	31	2	1	0
Total	58	4	2	0
DWELLING UNITS PROPOSED	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Within the AEOD	12	0	0	0
Just Outside the AEOD	541	255	28	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

FEBRUARY

Q1 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'	0	0	1	0
Height-Penetrates Part 77 PATH-C Surfaces	1	0	0	0
Heliport/Helipad	0	0	0	0
Noise-Non-residential within AEOD	0	0	0	0
Noise-Residential within the AEOD	0	1	0	0
Noise-Residential Just Outside the AEOD	13	0	2	0
Total	15	1	2	0

DWELLING UNITS PROPOSED	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Within the AEOD	0	0	0	0
Just Outside the AEOD	150	0	66	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.
- Henderson—1 Misc. Comment-Regarding the development proximity to HND Executive Airport and related construction methods.
- Clark County—1 Misc. Comment-Regarding glint/glare from sign near the future Southern Nevada Supplemental Airport.

APPLICATION COMMENTS BY AIRPORT CONCERN

MARCH

Q1 2025

COMMENT TYPE	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Deed Restrictions	1	0	0	0
Height-Penetrates Part 77 100:1 Surfaces/>200'	6	2	1	0
Height-Penetrates Part 77 PATH-C Surfaces	3	0	0	0
Heliport/Helipad	0	0	0	0
Noise-Non-residential within AEOD	1	0	0	0
Noise-Residential within the AEOD	1	0	0	0
Noise-Residential Just Outside the AEOD	14	1	0	0
Total	26	4	1	0

DWELLING UNITS PROPOSED	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Within the AEOD	132	0	0	0
Just Outside the AEOD	473	42	0	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.
- Henderson—1 Misc. Comment-Regarding the development proximity to HND Executive Airport and related construction methods.

AIRPORT ENVIRONS OVERLAY DISTRICT & NOISE COMMENTS

Q1 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.

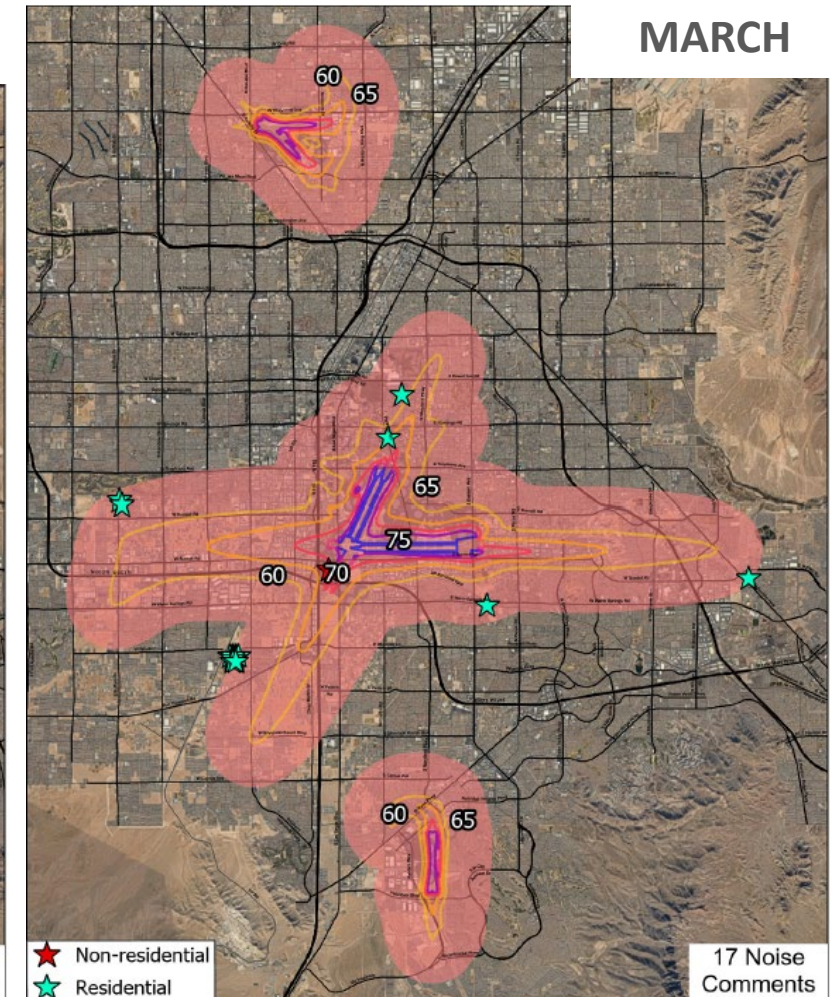
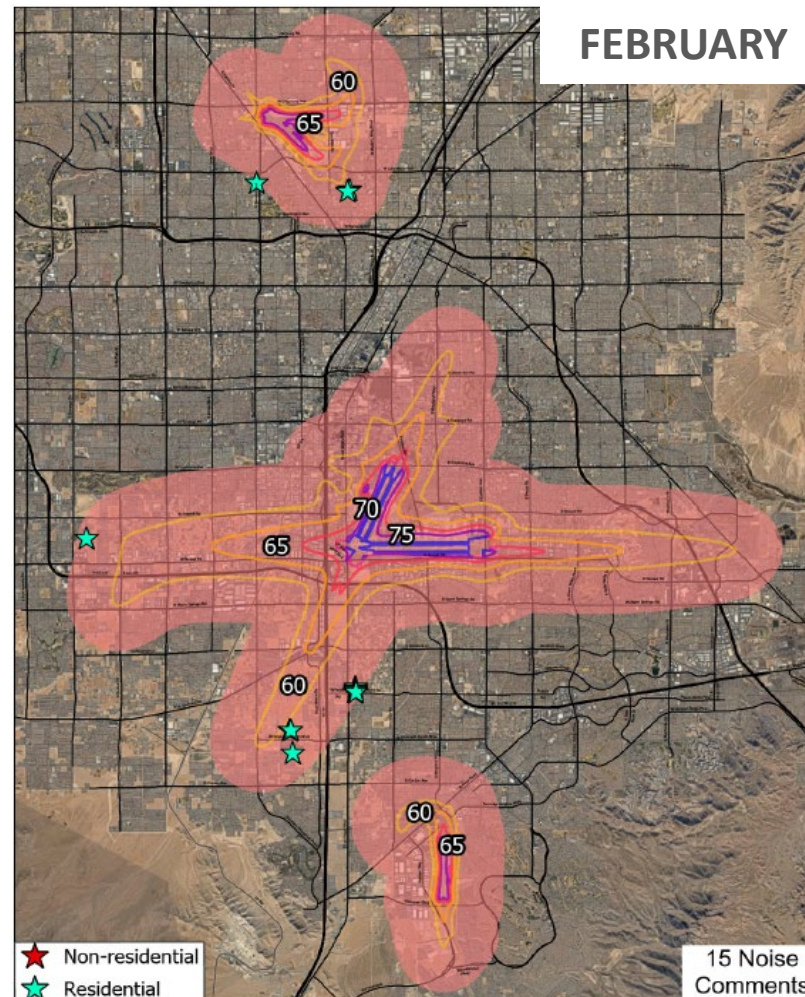
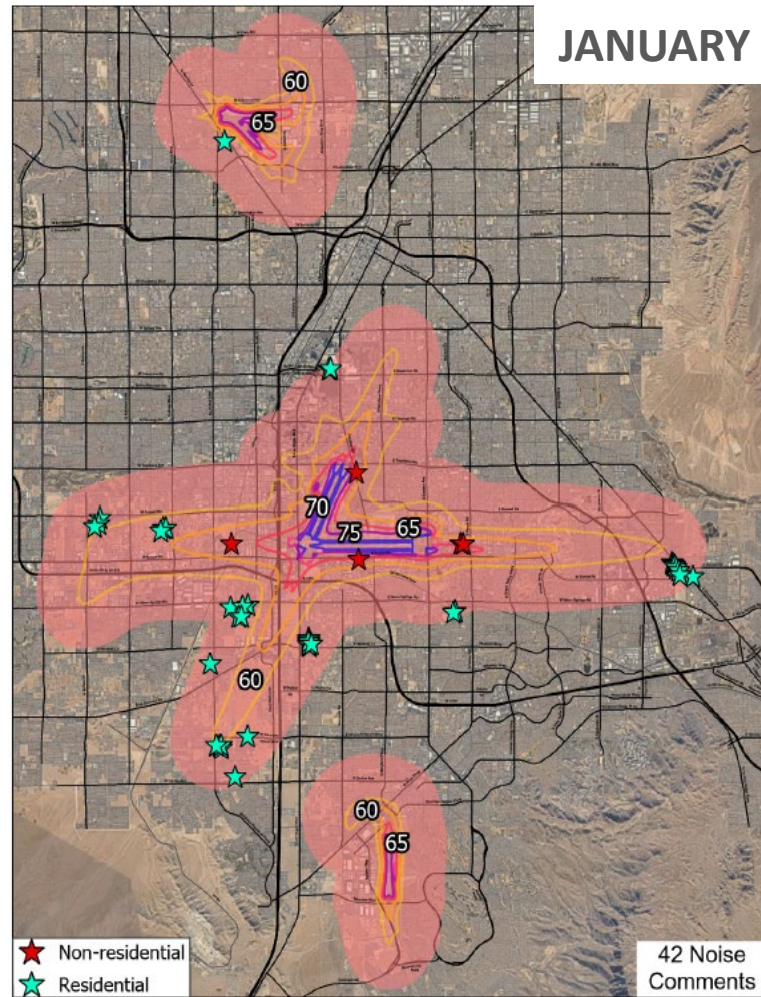
The AEOD has not been formally adopted by the City of Las Vegas. Only a small, already developed portion of the VGT AEOD lies within the incorporated City of Las Vegas boundaries.

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

Notes: In March, CCDOA recommended denial on two applications in Clark County, one due to a request for an increase in residential density in a commercial zone, within an established noise contour, when other compatible uses were available; and one for a request to waive a DOA condition regarding compliance with recorded CC&R's.

PROJECT AREAS RECEIVING LAND USE APPLICATION NOISE COMMENTS

Q1 2025



SUMMARY

Q1 2025

Other Notable Items:

As 2025 got off the ground, air travel to Las Vegas remained steady with 4,362,165 passengers arriving and departing LAS in January and 4,012,454 passing through in February. With this consistent demand for the destination, the Department of Aviation has prioritized upgrades and improvements to ensure a seamless airport experience.

Modernization of the baggage handling system in Terminal 1 is ongoing, with four carousels completed. Work on the remaining eight carousels will be executed in phases to minimize disruption in operations. This project provides more efficient movement of checked bags and a clean, modern aesthetic.

Other key projects include the installation of escalators to streamline passenger movement at Terminal 1. Two new escalators will be installed in Baggage Claim, going up to Level 2 and leading to the parking garage pedestrian bridge. Two additional escalators will be constructed from Level 2, going down to the Passenger Pickup area in the parking garage. Installation is slated to begin in May; with anticipated completion in early 2027.

Gateway to Everything

As the first and last look at Southern Nevada for nearly half of all visitors, Harry Reid International Airport unveiled an exciting new branding initiative titled “Your Gateway to Everything!” The campaign capitalizes on the airport’s proximity to all the thrilling adventures the city has to offer, as well as its status as a bustling transportation hub for the more than two million people who call the Las Vegas valley home.

Campaign messaging touting the airport as the gateway to entertainment, sports, gaming, and the great outdoors can be seen across the airport campus as well as on its website and social media channels.

SUMMARY

Q1 2025

Other Notable Items Continued:

A gaming and smoking lounge will be constructed in the D gates on Level 2, near Gate D50. The 890-square-foot space is slated for completion by the end of the year.

Other additions include:

- Modelo Cantina near Gate D8
- Kona Big Wave Bar near Gate D31
- A new Capital One Lounge near Gate D50
- Tacos Locos in the B Concourse
- Just Fun Socks in the Terminal 1 Pre-Security shopping area
- The Fan Stand trading card vending machine near Gate E11

SUMMARY

Q1 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

Q1 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 287 calls for Q1 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.