

# MEMORANDUM

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Director

DEPARTMENT OF AVIATION

Digitally signed by George C. Sims

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TO: DISTRIBUTION

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

SUBJECT: JULY THROUGH SEPTEMBER 2022 NOISE COMPLAINT AND LAND USE REVIEW REPORTS

DATE: OCTOBER 25, 2022

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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 July through September 2022. 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. Arrival and departure corridor use for helicopters are summarized in **Exhibit 6**. Totals for helicopter operations along the Strip include tour operations originating from other airport facilities. **Exhibit 7** provides a complete arrival fleet mix of all aircraft landing at LAS and highlights the two noisier aircraft types, the Boeing 727 series and Boeing 737-100 and 737-200 series. **Exhibit 8** illustrates the general departure direction for large aircraft.

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

**Exhibit 10** provides the total number of land use applications reviewed and the percentage of applications receiving a CCDOA comment. **Exhibit 11** breaks down the number of commented applications by airport concern. **Exhibit 12** provides the number of residential dwelling units per commented application. **Exhibit 13** gives the number of applications in which CCDOA recommends denial, as well as applications opposed in person at Commission and/or Council hearings. **Exhibit 14** displays the extent of the Airport Environs Overlay District

(AEOD) for LAS, VGT, and HND. **Exhibit 15** depicts where noise-related comments were issued for applications around LAS. **Exhibit 16** depicts where noise-related comments were issued for applications around HND. Finally, **Exhibit 17** depicts where noise-related comments were issued for applications around VGT.

The 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**

**July 2022:** 43 total complaints - a 51% decrease from 2021 and a 514% increase from 2020. On average, each caller (or household) issued 3.6 calls. The most calls received from one household totaled 24.

#### Calls by Community - (Exhibits 1 and 3)

**Majority (more than 50%):** The **Enterprise** community issued 40 calls (93%). This community is typically impacted by aircraft departing to the south (from Runway 19L and Runway 19R).

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

**Repeat Caller Impact:** One household issued 56% of the total calls.

#### Calls by Operation - (Exhibit 2)

**LAS:** 93% of the total calls were due to **LAS** fixed-wing operations.

- 91% were due to departures to the south from Runways 19L and 19R (62% from one household).

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

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

**Helos:** 5% of the total calls were due to **helicopter** operations.

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

**Overall:** 525 daily *departures* – a 21% increase from 2021 and 81% increase from 2020.

- 67% of departures were to the west, 27% east, 4% south, and 2% north.

518 daily *arrivals* – a 22% increase from 2021 and 77% increase from 2020.

- 68% of arrivals were from the east, 19% north, 12% west, and 2% south.

**Daytime:** 404 daily *departures* – a 20% increase from 2021 and 59% increase from 2020.

- 59% of departures were to the west, 34% east, 4% south, and 2% north.

417 daily *arrivals* – a 22% increase from 2021 and a 54% increase from 2020.

- 63% of arrivals were from the east, 20% north, 14% west, and 2% south.

**Nighttime:** 121 daily *departures* – a 22% increase from 2021 and 232% increase from 2020.

- 92% of departures were to the west, 6% east, 1% north, and 1% south.

101 daily *arrivals* – a 22% increase from 2021 and a 377% increase from 2020.

- 86% of arrivals were from the east, 11% north, 2% south, and 2% 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:** 117 daily *departures* – a 13% decrease from 2021 and 51% increase from 2020.  
▪ 56% of departures were to the south, 34% east, 8% west, and 2% north.  
113 daily *arrivals* – a 14% decrease from 2021 and 60% increase from 2020.  
▪ 66% of arrivals were from the north, 20% west, 12% east, and 2% south.

**Daytime:** 107 daily *departures* – a 12% decrease from 2021 and 64% increase from 2020.  
▪ 53% of departures were to the south, 37% east, 8% west, and 2% north.  
106 daily *arrivals* – a 15% decrease from 2021 and a 65% increase from 2020.  
▪ 65% of arrivals were from the north, 22% west, 11% east, and 2% south.

**Nighttime:** 10 daily *departures* – a 16% decrease from 2021 and 20% decrease from 2020.  
▪ 82% of departures were to the south, 13% west, and 4% east.  
7 daily *arrivals* – a 9% increase from 2021 and a 9% increase from 2020.  
▪ 75% of arrivals were from the north, 22% east, 3% west, and 1% south.

**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:** 65 daily *departures* - a 33% increase from 2021 and 415% increase from 2020.

**Charleston:** 65 daily *arrivals* - a 39% increase from 2021 and 406% increase from 2020.

**Strip:** 90 daily *touch and go's* - a 20% decrease from 2021 and 106% increase from 2020.

**Daytime vs. Nighttime:** Approximately 78% 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 64% of the daily traffic.

**Medium:** **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.

**Small:** **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 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 20% of the daily traffic.

**Noisier Aircraft Types:** The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft accounted for 0% of the daily traffic.

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

**Primary:**      In 2022, 67% departed to the **west** (from LAS's primary departure runways). This figure was 55% in 2021 and 76% in 2020.

**Secondary:** In 2022, 4% departed to the **south** (from LAS's secondary departure runways). This figure was 3% in 2021 and 7% in 2020.

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

**Alternate 2:** In 2022, 27% departed to the **east** (from LAS's alternate departure runways). This figure was 36% in 2021 and 17% in 2020.

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

**SVHS:**      In 2022, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of **Sierra Vista High School** (SVHS). This figure was 98% in 2021 and 99% in 2020.

The SVHS "compliance gate" is located southwest of Warm Springs Rd. and Buffalo Dr., approximately 5 miles due west and 1.5 miles due south of the extended runway centerline of Runways 26L and 26R. This gate was established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas very-high frequency omnidirectional range tactical air navigation (VORTAC) facility before turning left (or towards the south) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Nevada Trails community) and aircraft turning late along this corridor (like the Rhodes Ranch community).

**Peace:**      In 2022, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of **Peace Way & Summers Shade Street**. This figure was 97% in 2021 and 99% in 2020.

The Peace "compliance gate" is located northeast of Tropicana Ave. and I-215, approximately 6 miles due west and 2 miles due north of the extended runway centerline of Runways 26L and 26R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 4 nautical miles from the Las Vegas VORTAC before turning right (or towards the north) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Spanish Trail community) and aircraft turning late along this corridor (like the Summerlin South community).



**Pebble:** In 2022, 100% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of **Pebble Road & Arville Street**. This figure was 90% in 2021 and 97% in 2020. The drop in compliance tied to this gate in 2021 was due to increased usage of the implemented GIDGT/RATPK departure procedure as part of the FAA's Metroplex project.

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 2022, 96% 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 2021 and 100% in 2020.

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

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

The Boulder Hwy. "compliance gate" is located southeast of Russell Rd. and I-93/95, approximately 7 miles due east of the extended runway centerline of Runways 08L and 08R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 7 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Green Valley community, located in the City of Henderson, and older neighborhoods located north of Patrick Ln.).

**Eastern:** In 2022, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of **Tropicana Avenue & Eastern Avenue**. This figure was 99% in 2021 and 99% in 2020.

The Eastern Ave. "compliance gate" is located at Tropicana Ave. and Eastern Ave, approximately 2 miles due west of the their initial departure route. This gate was also established along an existing noise abatement flight track which requests helicopter pilots to proceed along the centerline of Tropicana Ave. until 10 nautical miles from the Las Vegas VORTAC before turning. This noise abatement flight track avoids communities impacted by helicopters located north and south of the corridor.

**Hollywood:** In 2022, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 99% in 2021 and 99% in 2020.

The Hollywood Blvd. “compliance gate” is located at Charleston Blvd. and Los Feliz St., where their initial arrival route begins over the urbanized area of the Las Vegas Valley. This gate was also established along an existing noise abatement flight track which requests helicopter pilots to proceed along the centerline of Charleston Blvd. This noise abatement flight track avoids communities impacted by helicopters located north and south of the corridor.

**Stratosphere:** In 2022, 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast of the Stratosphere Tower*. This figure was 95% in 2021 and 98% in 2020.

The Stratosphere Tower “compliance gate” is located northeast of Sahara Avenue and Las Vegas Blvd., where an important turn in their fly-quietly routing structure begins near a historic portion of the urbanized area of the Las Vegas Valley.

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

**Clark County:** 55 applications were reviewed (a 60% decrease from 2021), with 6 applications (11%) issued at least one comment.

**Henderson:** 39 applications were reviewed (a 117% increase from 2021), with 1 application (3%) issued at least one comment.

**Las Vegas:** 12 applications were reviewed (72% decrease from 2021), with 2 applications (17%) issued at least one comment.

**North Las Vegas:** 31 applications were reviewed (a 138% increase from 2021), with 2 applications (6%) issued at least one comment.

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

**Clark County:** 9 comments were issued, with 3 comments issued for “noise” concerns, and 1 misc. comment, which was for rooftop pool security concerns under a flight path.

**Henderson:** 1 comment was issued, with that comment issued for “noise” concerns.

**Las Vegas:** 2 comments were issued, with 1 comment issued for “noise” concerns.

**North Las Vegas:** 2 comments were issued, with 1 comment issued for “noise” concerns.

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

**Clark County:** 290 dwelling units were proposed in the commented applications, within the AEOD.

**Henderson:** 53 dwelling units were proposed in the commented application, just outside the AEOD.

**Las Vegas:** 29 dwelling units were proposed in the commented applications, just outside the AEOD.

**North Las Vegas:** 9 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, (with the exception of the number of complaints associated with departures to the south that turn west), flight activity, fleet mix, and gate compliance.

**August 2022:** 45 total complaints - a 5% increase from 2021 and a 463% increase from 2020. On average, each caller (or household) issued 2.3 calls. The most calls received from one household totaled 16.

Calls by Community - (Exhibits 1 and 3)

**Majority (more than 50%):** The **Enterprise** community issued 30 calls (67%). (See July 2021 synopsis of typical aircraft overflight impacts on this community.)

**Minority (between 10% and 50%):** The **Spring Valley** community issued 7 calls (15%). This community is typically impacted by aircraft departing to the west (from Runway 26R and Runway 26L). This community is also impacted by aircraft departing to the north (from Runway 01R and Runway 01L) that turn left (to the west and south).

**Repeat Caller Impact:** One household issued 36% of the total calls.

Calls by Operation - (Exhibit 2)

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

- 67% were due to departures to the south from Runways 19L and 19R (53% from one household).

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

**HND:** 4% of the total calls received were due to **HND** fixed-wing operations.

**Helis:** 0% of the total calls received were due to **helicopter** operations.

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

**Overall:** 523 daily *departures* – a 20% increase from 2021 and 65% increase from 2020.

- 60% of departures were to the west, 22% east, 16% north, and 3% south.

517 daily *arrivals* – a 20% increase from 2021 and 63% increase from 2020.

- 68% of arrivals were from the east, 15% north, 10% west, and 8% south.

**Daytime:** 407 daily *departures* – a 19% increase from 2021 and 46% increase from 2020.

- 55% of departures were to the west, 27% east, 14% north, and 4% south.

418 daily *arrivals* – a 19% increase from 2021 and a 43% increase from 2020.

- 65% of arrivals were from the east, 16% north, 11% west, and 8% south.

**Nighttime:** 117 daily *departures* – a 24% increase from 2021 and 204% increase from 2020.  
▪ 76% of departures were to the west, 20% north, 3% east, and 1% south.  
99 daily *arrivals* – a 24% increase from 2021 and a 286% increase from 2020.  
▪ 80% of arrivals were from the east, 10% south, 9% north, and 1% west.

**Daytime vs. Nighttime:** Approximately 78% 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:** 112 daily *departures* – an 11% decrease from 2021 and 44% increase from 2020.  
▪ 50% of departures were to the south, 26% east, 15% north, and 9% west.  
110 daily *arrivals* – a 10% decrease from 2021 and 53% increase from 2020.  
▪ 56% of arrivals were from the north, 17% east, 16% west, and 11% south.

**Daytime:** 104 daily *departures* – an 11% decrease from 2021 and 56% increase from 2020.  
▪ 49% of departures were to the south, 28% east, 14% north, and 9% west.  
105 daily *arrivals* – a 10% decrease from 2021 and 59% increase from 2020.  
▪ 55% of arrivals were from the north, 17% east, 16% west, and 11% south.

**Nighttime:** 8 daily *departures* – a 16% decrease from 2021 and 28% decrease from 2020.  
▪ 67% of departures were to the south, 18% north, 12% west, and 2% east.  
5 daily *arrivals* – an 11% increase from 2021 and a 16% decrease from 2020.  
▪ 67% of arrivals were from the north, 21% east, 11% south, and 1% west.

**Daytime vs. Nighttime:** Approximately 93% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

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

**Tropicana:** 64 daily *departures* – a 49% increase from 2021 and a 283% increase from 2020.

**Charleston:** 63 daily *arrivals* - a 54% increase from 2021 and a 295% increase from 2020.

**Strip:** 83 daily *touch and go's* - a 17% decrease from 2021 and a 31% increase from 2020.

**Daytime vs. Nighttime:** Approximately 82% of all helicopter tour operations occurred during the daytime hours.

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

**Heavies:** **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 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 19% of the daily traffic.

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

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

**Primary:** In 2022, 60% departed to the *west* (from LAS's primary departure runways). This figure was 70% in 2021 and 85% in 2020.

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

**Alternate 1:** In 2022, 16% departed to the *north* (from LAS's alternate departure runways). This figure was 1% in 2021 and <1% in 2020.

**Alternate 2:** In 2022, 22% departed to the *east* (from LAS's alternate departure runways). This figure was 26% in 2021 and 9% in 2020.

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

**SVHS:** In 2022, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 98% in 2021 and 99% in 2020. (See July 2022 synopsis for specific location of the SVHS gate.)

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

**Pebble:** In 2022, 93% 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 95% in 2021 and 95% in 2020. (See July 2022 synopsis for specific location of the Pebble gate.)

**UNLV:** In 2022, 95% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the *UNLV sports complex*. This figure was 95% in 2021 and 91% in 2020. (See July 2022 synopsis for specific location of the UNLV gate.)

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

**Eastern:** In 2022, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. This figure was 99% in 2021 and 99% in 2020. (See July 2022 synopsis for specific location of the Eastern gate.)

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

**Stratosphere:** In 2022, 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast of the Stratosphere Tower*. This figure was 96% in 2021 and 97% in 2020. (See July 2022 synopsis for specific location of the Stratosphere gate.)

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

**Clark County:** 94 applications were reviewed (a 24% decrease from 2021), with 8 applications (9%) issued at least one comment.

**Henderson:** 70 applications were reviewed (a 56% increase from 2021), with 12 applications (17%) issued at least one comment.

**Las Vegas:** 41 applications were reviewed (a 24% increase from 2021), with 1 application (2%) issued at least one comment.

**North Las Vegas:** 26 applications were reviewed (a 30% increase from 2021), with 1 application (4%) issued at least one comment.

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

**Clark County:** 10 comments were issued, with 6 comments issued for “noise” concerns.

**Henderson:** 14 comments were issued, with 6 comments issued for “noise” concerns.

**Las Vegas:** 2 comments were issued, with 1 comment issued for “noise” concerns.

**North Las Vegas:** 1 comment was issued, with 1 comment issued for “noise” concerns.

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

**Clark County:** 496 dwelling units were proposed in the commented applications, within the AEOD. 92 dwelling units were proposed just outside the AEOD.

**Henderson:** 727 dwelling units were proposed in the commented application, just outside the AEOD.

**Las Vegas:** 692 dwelling units were proposed in the commented applications, just outside the AEOD.

**North Las Vegas:** 161 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, (with the exception of the number of complaints associated with departures to the south that turn west), flight activity, fleet mix, and gate compliance.

**September 2022:** 110 total complaints – a 62% increase from 2021 and a 182% increase from 2020. On average, each caller (or household) issued 5.5 calls. The most calls received from one household totaled 37.

Calls by Community - (Exhibits 1 and 3)

**Majority (more than 50%):** The **Enterprise** community issued 98 calls (89%). (See July 2022 synopsis of typical aircraft overflight impacts on this community).

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

**Repeat Caller Impact:** One household issued 34% of the total calls.

Calls by Operation - (Exhibit 2)

- LAS:** 96% of the total calls were due to **LAS** fixed-wing operations.
- 88% were due to departures to the south from Runways 19L and 19R (87% from three households).
- VGT:** 0% of the total calls received were due to **VGT** fixed-wing operations.
- HND:** 1% of the total calls received were due to **HND** fixed-wing operations.
- Helis:** 3% of the total calls received were due to **helicopter** operations.

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

- Overall:** 547 daily *departures* – a 17% increase from 2021 and 95% increase from 2020.
- 61% of departures were to the west, 19% north, 17% east, and 3% south.
- 541 daily *arrivals* – a 17% increase from 2021 and 94% increase from 2020.
- 72% of arrivals were from the east, 13% north, 8% south, and 7% west.
- Daytime:** 436 daily *departures* – a 15% increase from 2021 and 73% increase from 2020.
- 55% of departures were to the west, 21% north, 20% east, and 4% south.
- 452 daily *arrivals* – a 13% increase from 2021 and 71% increase from 2020.
- 69% of arrivals were from the east, 14% north, 9% south, and 8% west.
- Nighttime:** 111 daily *departures* – a 25% increase from 2021 and 294% increase from 2020.
- 83% of departures were to the west, 13% north, 3% east, and 2% south.
- 89 daily *arrivals* – a 40% increase from 2021 and 511% increase from 2020.
- 86% of arrivals were from the east, 9% north, 4% south, and 1% west.

**Daytime vs. Nighttime:** Approximately 80% of all *departures* and 84% of all *arrivals* occurred during the daytime hours.



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

- Overall:** 145 daily *departures* – a 4% decrease from 2021 and a 74% increase from 2020.  
▪ 54% of departures were to the south, 21% north, 18% east, and 7% west.  
144 daily *arrivals* – a 2% decrease from 2021 and an 82% increase from 2020.  
▪ 48% of arrivals were from the north, 28% east, 13% south, and 11% west.
- Daytime:** 134 daily *departures* – a 4% decrease from 2021 and 88% increase from 2020.  
▪ 53% of departures were to the south, 21% north, 19% east, and 7% west.  
138 daily *arrivals* – a 2% decrease from 2021 and a 90% increase from 2020.  
▪ 47% of arrivals were from the north, 28% east, 13% south, and 12% west.
- Nighttime:** 11 daily *departures* – a 6% decrease from 2021 and 8% decrease from 2020.  
▪ 75% of departures were to the south, 14% north, 9% west, and 2% east.  
6 daily *arrivals* – a 6% decrease from 2021 and 6% decrease from 2020.  
▪ 71% of arrivals were from the north, 22% east, 5% south, and 2% west.

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

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

**Tropicana:** 65 daily *departures* – a 46% increase from 2021 and a 260% increase from 2020.

**Charleston:** 64 daily *arrivals* - a 48% increase from 2021 and a 270% increase from 2020.

**Strip:** 90 daily *touch and go's* - an 8% decrease from 2021 and a 39% increase from 2020.

**Daytime vs. Nighttime:** Approximately 88% of all helicopter tour operations occurred during the daytime hours.

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

- Heavies:** **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 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 63% of the daily traffic.
- Medium:** **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.
- Small:** **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 10% of the daily traffic.
- Military:** **Military** turbine-driven aircraft accounted for 0% of the daily traffic.
- Non-Jet:** **Piston-driven** aircraft and unassigned aircraft types accounted for 4% of the daily traffic.
- Helos:** **Touring helicopters** accounted for 18% of the daily traffic.

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

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

**Primary:** In 2022, 61% departed to the **west** (from LAS's primary departure runways). This figure was 57% in 2021 and 74% in 2020.

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

**Alternate 1:** In 2022, 19% departed to the **north** (from LAS's alternate departure runways). This figure was 24% in 2021 and 13% in 2020.

**Alternate 2:** In 2022, 16% departed to the **east** (from LAS's alternate departure runways). This figure was 16% in 2021 and 9% in 2020.

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

**SVHS:** In 2022, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of **Sierra Vista High School** (SVHS). This figure was 98% in 2021 and 99% in 2020. (See July 2022 synopsis for specific location of the SVHS gate.)

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

**Pebble:** In 2022, 99% of the large air carrier aircraft (excluding those destined to the Nevada 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 95% in 2021 and 91% in 2020. (See July 2022 synopsis for specific location of the Pebble gate.)

**UNLV:** In 2022, 98% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the **UNLV sports complex**. This figure was 96% in 2021 and 92% in 2020. (See July 2022 synopsis for specific location of the UNLV gate.)

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

**Eastern:** In 2022, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of **Tropicana Avenue & Eastern Avenue**. This figure was 99% in 2021 and 99% in 2020. (See July 2022 synopsis for specific location of the Eastern gate.)

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

**Stratosphere:** In 2022, 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast of the Stratosphere Tower*. This figure was 100% in 2021 and 99% in 2020. (See July 2022 synopsis for specific location of the Stratosphere gate.)

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

**Clark County:** 66 applications were reviewed (a 52% decrease from 2021), with 9 applications (14%) issued at least one comment.

**Henderson:** 52 applications were reviewed (a 9% decrease from 2021), with 4 applications (8%) issued at least one comment.

**Las Vegas:** 41 applications were reviewed (a 2% decrease from 2021), with 1 application (2%) issued at least one comment.

**North Las Vegas:** 13 applications were reviewed (a 117% increase from 2021), with 2 application (15%) issued at least one comment.

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

**Clark County:** 10 comments were issued, with 6 comments issued for “noise” concerns.

**Henderson:** 4 comments were issued, with 2 comments issued for “noise” concerns.

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

**North Las Vegas:** 2 comments were issued, with 1 comment issued for “noise” concerns.

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

**Clark County:** 315 dwelling units were proposed in the commented applications, just outside the AEOD.

**Henderson:** 349 dwelling units were proposed in the commented applications, just outside the AEOD.

**Las Vegas:** 0 comments were issued for “noise” concerns.

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

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

**North Las Vegas:** Denial, paper only. Residential in the AE-60/65. 74 units. SPR-000004-2022, parcel 139-20-202-019. Development would increase the number of residential units exposed to a significant level of aircraft noise. Did not oppose in person because zoning entitlements were already approved by NLV city council in 2015 for the parcel, despite the CCDOA opposition presentation given to the board at that time.

The information denoted in this monthly summary represents **typical** residential complaints, (with the exception of the number of complaints associated with departures to the south that turn west), flight activity, fleet mix, and gate compliance.

**Other Notable Issues**

**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

Attachments

# Airport Noise Report

July 20, 2022

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Distribution:

Commissioner Gibson, Chair	Sean Roebuck
Commissioner Jones, Vice-Chair	Christine Crews
Commissioner Kirkpatrick	Tina Frias
Commissioner McCurdy II	Scott Kichline
Commissioner Miller	Phillip Detmer
Commissioner Naft	SundayLee Cabrera
Commissioner Segerblom	Anthony Perkins
Yolanda King	Susan Gersh
Rosemary Vassiliadis	Stephanie Garcia-Vause (COH)
James Chrisley	Andrew Powell (COH)
Joseph Piurkowski	William Ruggiero (FAA TRACON)
Ralph LePore	James Borget (FAA ATCT/TRACON)
Sandra Cikity	Thomas Miller (Nellis AFB)
Judy Villalta	James Erbeck (CLV)
Gina Wilborn	Paul Alukonis (FAA FSDO)
Ben Czyzewski	Sydney Lowe (University Libraries)
Curtis Hedgepeth	Lisa Butterfield (Reno-Tahoe Airport)
Blanca Vazquez	Andrea Christensen (Denver Airport)
Charlie Halterman (HND Tower)	Jennifer Lewis (Scottsdale Airport)
Richard Falcon (FAA FSDO)	Frank Iacovino (Mass Port Authority)
Bristol Ellington (COH)	Robert Butler (Papillon Helicopters)
Elizabeth Fretwell (CLV)	Christine Gerencher (American Airlines)
Mayor Carolyn Goodman (CLV)	Bert Ganoung (SFO)
Mayor Pro Tem Lois Tarkanian (CLV)	San Diego Airport Noise Management
Councilman S. Anthony (CLV)	Jeannie Denham (Citizen)
Councilman Bob Coffin (CLV)	Judge Bob Johnston (Citizen)
Councilman Steven S. Seroka (CLV)	Roy Fuhrmann (Metro Airports Commission)
Councilwoman Michele Fiore (CLV)	Tom Schaus (Sundance Helicopters)
Councilman Cedric Crear (CLV)	Brooke Satern (Port of Portland)
Brok Armantrout (CBC)	Gary Brodt (Citizen)
David Parks (Nevada State Assembly)	James P. Callahan (Nellis AFB)
J. Gordon Arkin (Foley & Lardner)	Stan Shepherd (SEATAC)
John Williams (Ricondo)	Eric Sheng (Long Beach Airport)
Douglas Pomeroy (FAA ADO)	Jason Schwartz (Portland Airport)
La Nea M. Conner (Boeing)	Todd Lobato (Nellis AFB)
Mike Jeck (Metro Wash. Air Auth.)	Steven Peacock (Dallas City Hall)
Karen Everitt (Dallas City Hall)	William Olivieri (Citizen)
Bruce Daugherty	Samuel Carter (Harris)

### Exhibit 1: Noise Complaint Calls by Community\* - July 2022

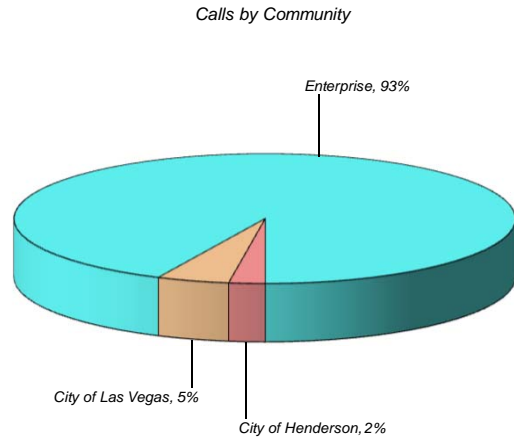
Community	No. of Calls in 2022	No. of Callers in 2022	No. of Calls in 2021	No. of Calls in 2020
City of Boulder City	1	1	11	2
City of Henderson	2	2		1
City of Las Vegas				
City of North Las Vegas				
Enterprise	40	9	66	2
Lone Mountain				
Paradise & Winchester			8	2
Spring Valley			3	
Summerlin South				
Sunrise Manor				
Whitney				
Location unknown				
<b>Overall Total</b>	<b>43</b>	<b>12</b>	<b>88</b>	<b>7</b>

Difference between 2022 and 2021 Total Calls: -51%

Difference between 2022 and 2020 Total Calls: 514%

Average Number of Calls per Caller: 3.6

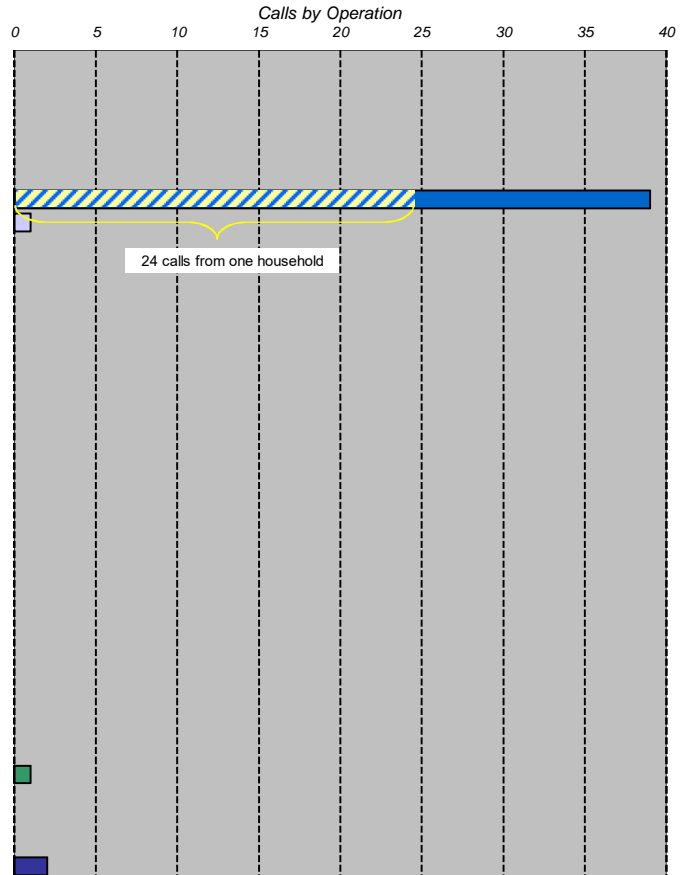
Most calls received from one household: 24



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

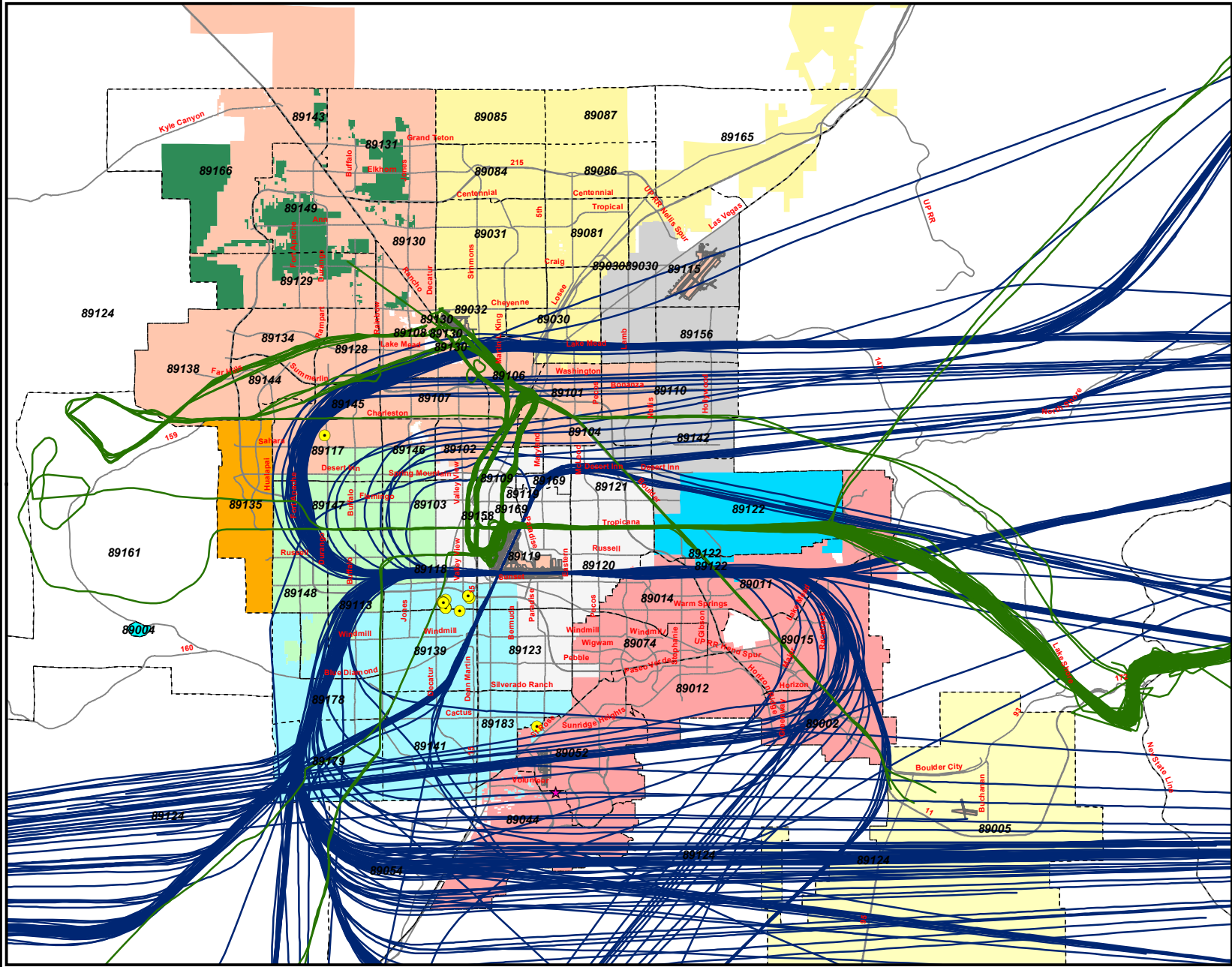
### Exhibit 2: Noise Complaint Calls by Type of Operation - July 2022

Operation	No. of Calls in 2022	Percent of Overall Total	No. of Calls in 2021	No. of Calls in 2020
LAS 01R/L Arrivals				
LAS 08R/L Arrivals				
LAS 19R/L Arrivals			4	2
LAS 26R/L Arrivals			3	
LAS 01R/L Departures			10	
LAS 08R/L Departures	39	90.7%	66	1
LAS 19R/L Departures	1	2.3%	4	
LAS 26R/L Departures				
LAS Run-ups				1
LAS GA				1
LAS Other				
<b>LAS Total</b>	<b>40</b>	<b>93.0%</b>	<b>87</b>	<b>5</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	2.3%	1	1
HND Other				
<b>HND Total</b>	<b>1</b>	<b>2.3%</b>	<b>1</b>	<b>1</b>
<b>Helicopters**</b>	<b>2</b>	<b>4.7%</b>		<b>1</b>
<b>Overall Total</b>	<b>43</b>	<b>100%</b>	<b>88</b>	<b>7</b>



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

Exhibit 3: Aircraft Noise Complaints by Community - Jul 2022



**Legend**

July 2022  
Total Complaints: 43

- Aircraft Complaints  
Received 41  
Mapped 40
- Helicopter Complaints  
Received 2  
Mapped 2

- Major Streets
- Airports
- Zip Code Boundaries
- Typical Large Air Carrier Departure Tracks
- Typical Touring Helicopter Tracks
- Unincorporated Clark County
- Boulder City
- Whitney
- Henderson
- Las Vegas
- North Las Vegas
- Paradise/Winchester
- Summerlin
- Spring Valley
- Sunrise Manor
- Winchester
- Enterprise
- Lone Mountain

Department of Aviation  
Geographic Information Systems

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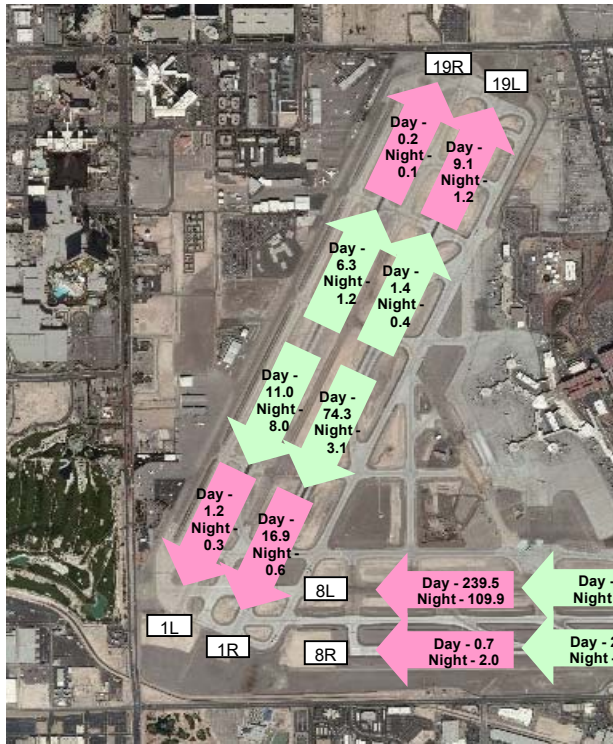
10/11/2022

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

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



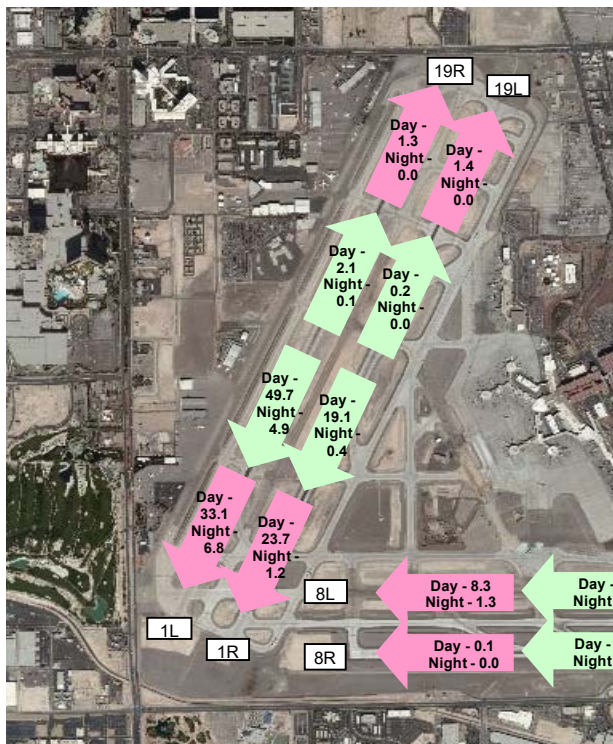
Year	2022		2021		2020	
Daytime Departures	404	77%	335	77%	254	87%
Nighttime Departures	121	23%	99	23%	37	13%
<b>Total Departures</b>	<b>525</b>	<b>100%</b>	<b>435</b>	<b>100%</b>	<b>291</b>	<b>100%</b>

Daytime Arrivals	417	80%	343	81%	271	93%
Nighttime Arrivals	101	20%	83	19%	21	7%
<b>Total Arrivals</b>	<b>518</b>	<b>100%</b>	<b>425</b>	<b>100%</b>	<b>292</b>	<b>100%</b>

Growth	Overall	Daytime	Nighttime
Depts. 2022 vs 2021	21%	20%	22%
Depts. 2022 vs 2020	81%	59%	232%
Arrivals 2022 vs 2021	22%	22%	22%
Arrivals 2022 vs 2020	77%	54%	377%

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

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



Year	2022		2021		2020	
Daytime Departures	107	92%	122	91%	65	84%
Nighttime Departures	10	8%	12	9%	12	16%
<b>Total Departures</b>	<b>117</b>	<b>100%</b>	<b>134</b>	<b>100%</b>	<b>77</b>	<b>100%</b>

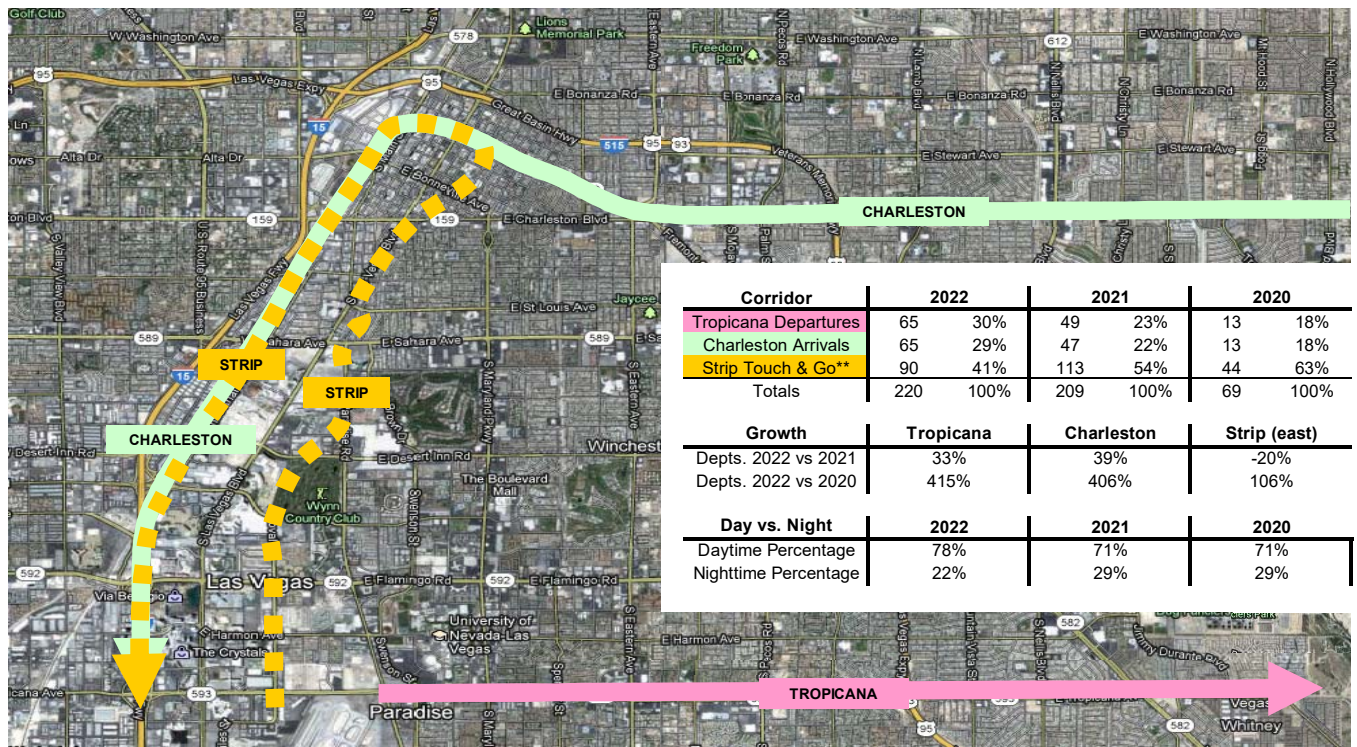
Daytime Arrivals	106	94%	125	95%	64	91%
Nighttime Arrivals	7	6%	7	5%	7	9%
<b>Total Arrivals</b>	<b>113</b>	<b>100%</b>	<b>131</b>	<b>100%</b>	<b>71</b>	<b>100%</b>

Growth	Overall	Daytime	Nighttime
Depts. 2022 vs 2021	-13%	-12%	-16%
Depts. 2022 vs 2020	51%	64%	-20%
Arrivals 2022 vs 2021	-14%	-15%	9%
Arrivals 2022 vs 2020	60%	65%	9%

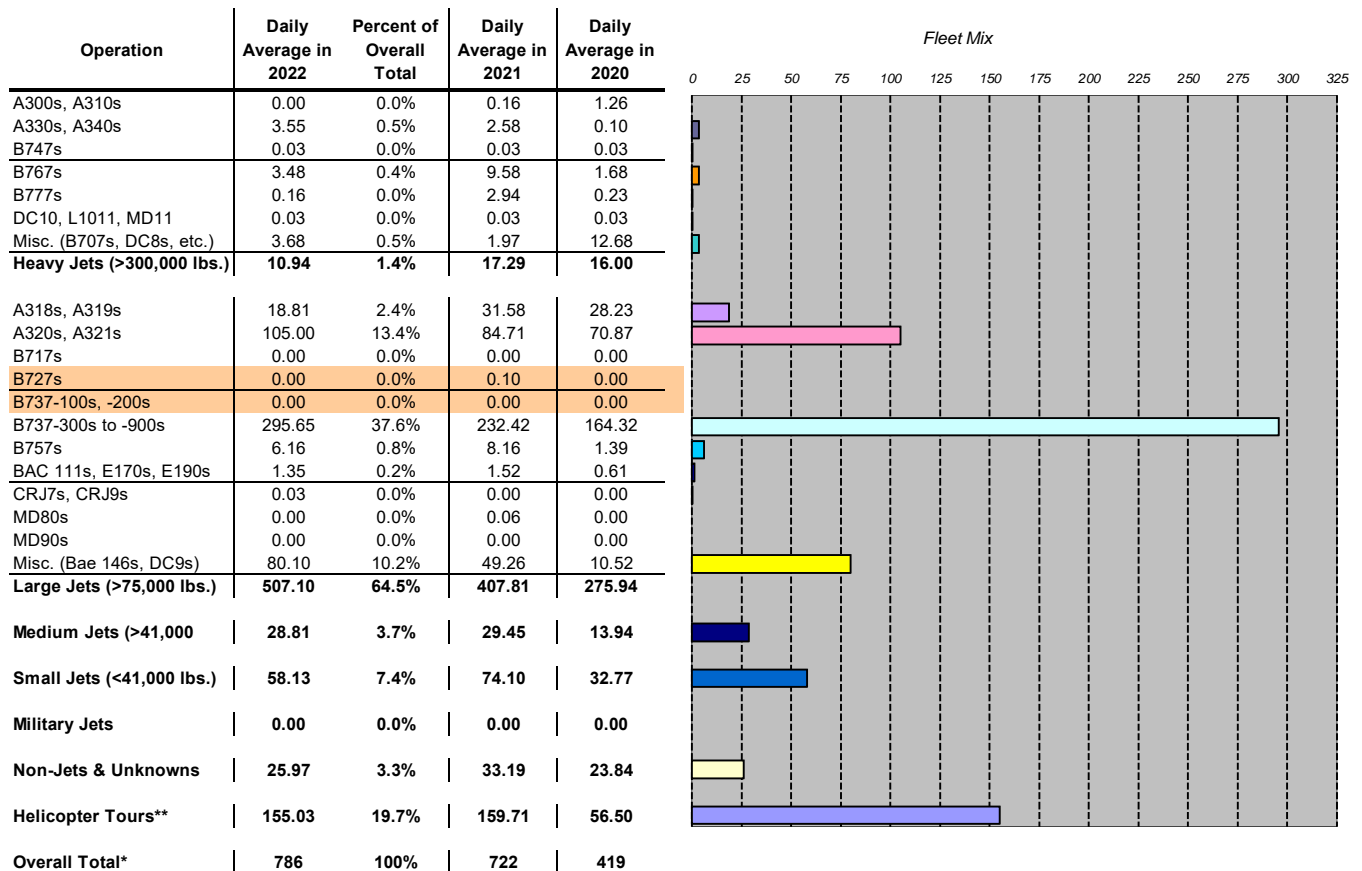
\*\* Aircraft types: All aircraft with a maximum gross take off weight less than 75,000 pounds, excluding helicopters.



### Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours\* - July 2022



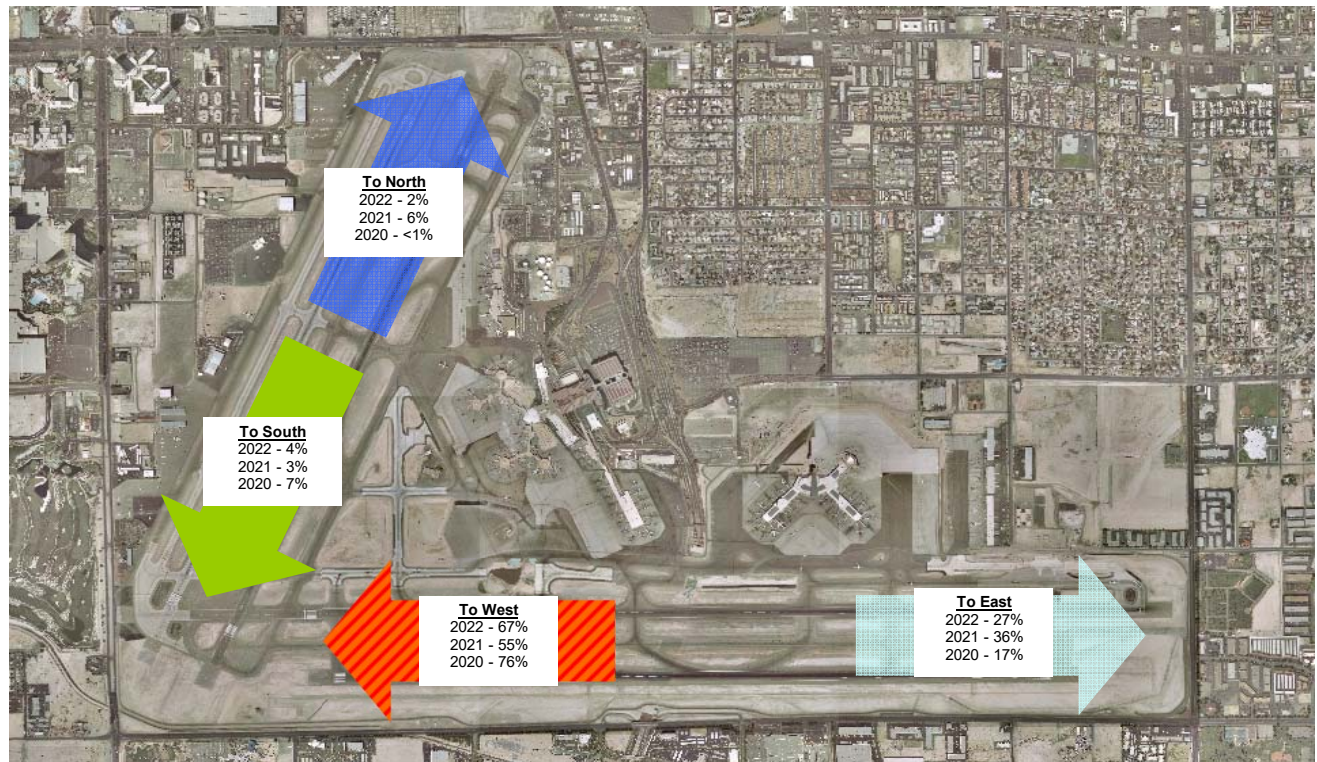
### Exhibit 7: LAS Aircraft Arrival Fleet Mix\*\* - July 2022



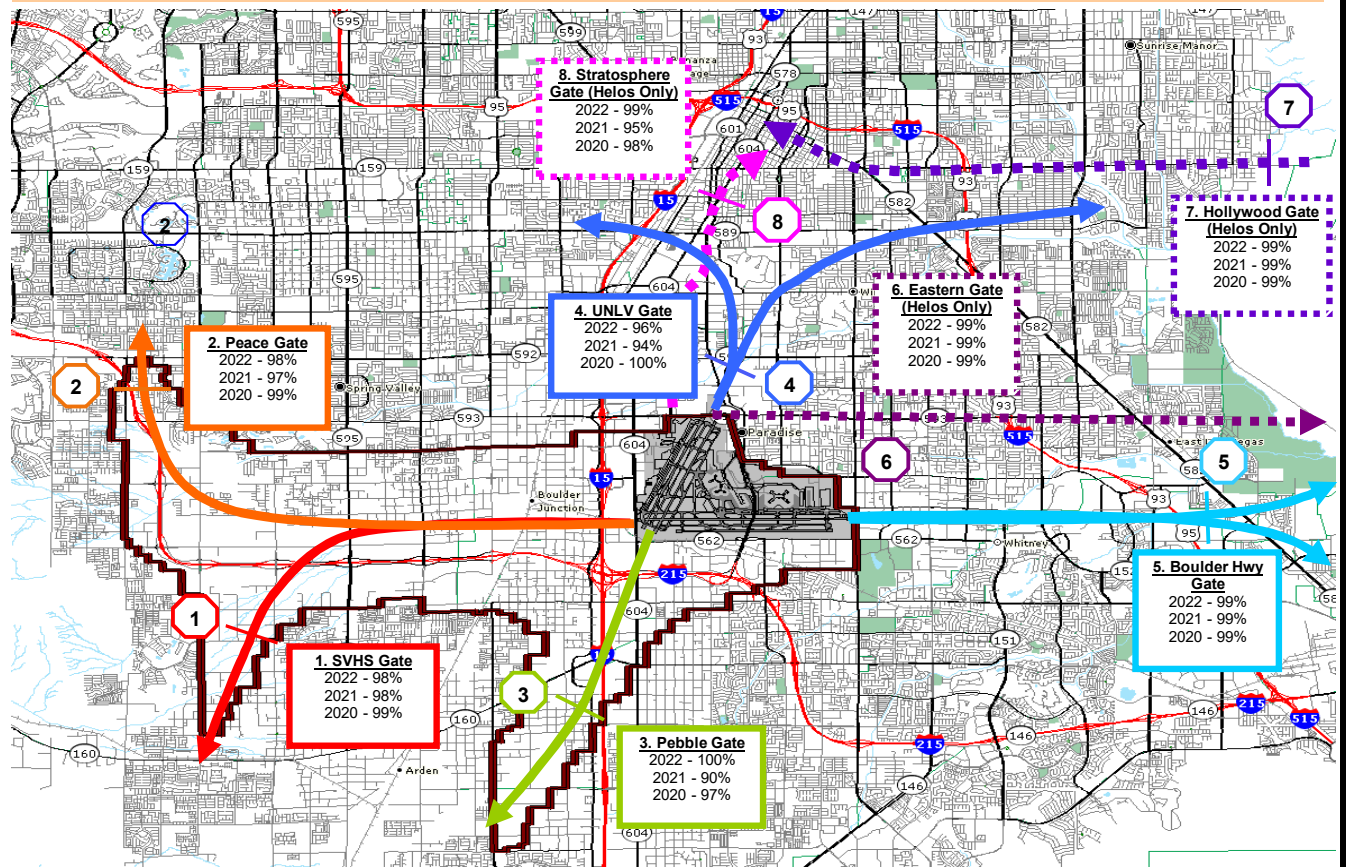
\* Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact. \*\*Totals include four operations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



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



**Exhibit 9: "Gate" Compliance for Large Aircraft\* & Helicopter Tours - July 2022**



\* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A3707, 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 - July 2022

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
No. of Land Use Applications Reviewed	55	39	12	31	137	210	195
No. of Applications where CCDOA Issued a Comment	6	1	2	2	11	16	13
Percent of Applications where Comment Issued	11%	3%	17%	6%	8%	8%	7%

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

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Deed Restrictions	0	0	0	0	0	1	0
Height-Penetrates Part 77 100:1 Surfaces >200'	4	0	1	1	6	5	6
Height-Penetrates Part 77 PATH-C Surfaces*	1	0	0	0	1	1	0
Helipad/Helipad	0	0	0	0	0	0	0
Noise-Commercial within AEOD**	2	0	0	0	2	3	2
Noise-Residential within the AEOD**	1	0	0	0	1	0	0
Noise-Residential Just Outside the AEOD**	0	1	1	1	3	9	6
Misc.-If applicable, detailed info. provided within the written summary	1	0	0	0	1	0	0
<b>Total***</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>14</b>	<b>19</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\* - July 2022

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Within the AEOD	290	0	0	0	290	0	0
Just Outside the AEOD	0	53	29	9	91	746	629

\*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, resulting in the project total counted more than once.

### Exhibit 13: Land Use Applications Denied and/or Opposed\* - July 2022

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Recommend Denial	0	0	0	0	0	1	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 - July 2022

AEOD - Airport Environs Overlay Districts - Noise Contours

Clark County Code (CCC) 30.48.010. The AEOD is established to:

1. Provide for a range of uses compatible with airport hazard and noise exposure areas.
2. Prohibit the development of incompatible uses that are detrimental to the general health, safety, and welfare.
3. Require noise attenuated construction, as indicated by Table 30.48-AE, in accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.
4. Comply with the Federal Aviation Administration regulations.

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

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

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

Salmon color indicates a 1 mile zone outside the AEOD.

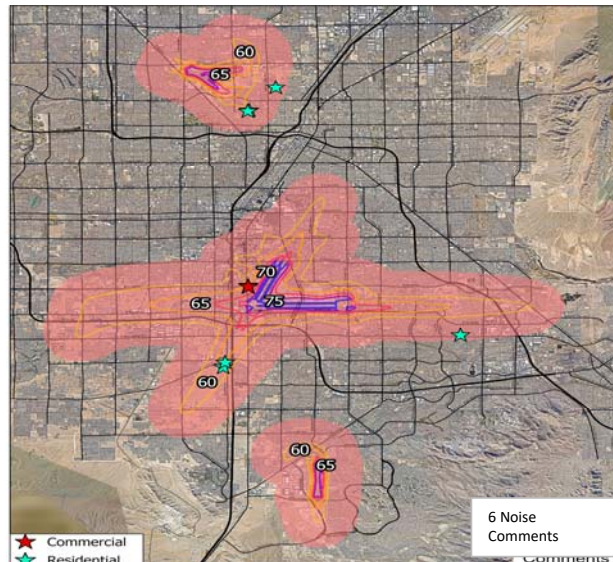




Exhibit 15: Noise Comments - LAS Detail - July 2022

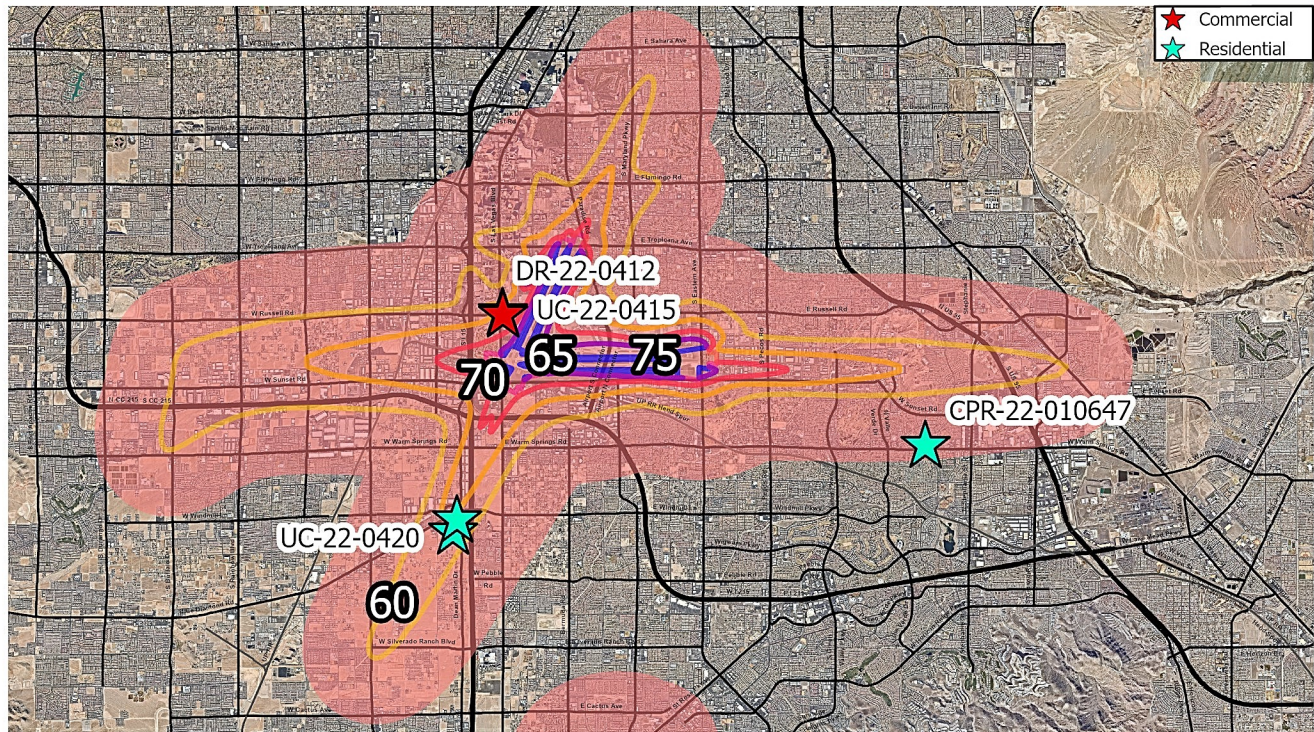


Exhibit 16: Noise Comments - HND Detail - July 2022

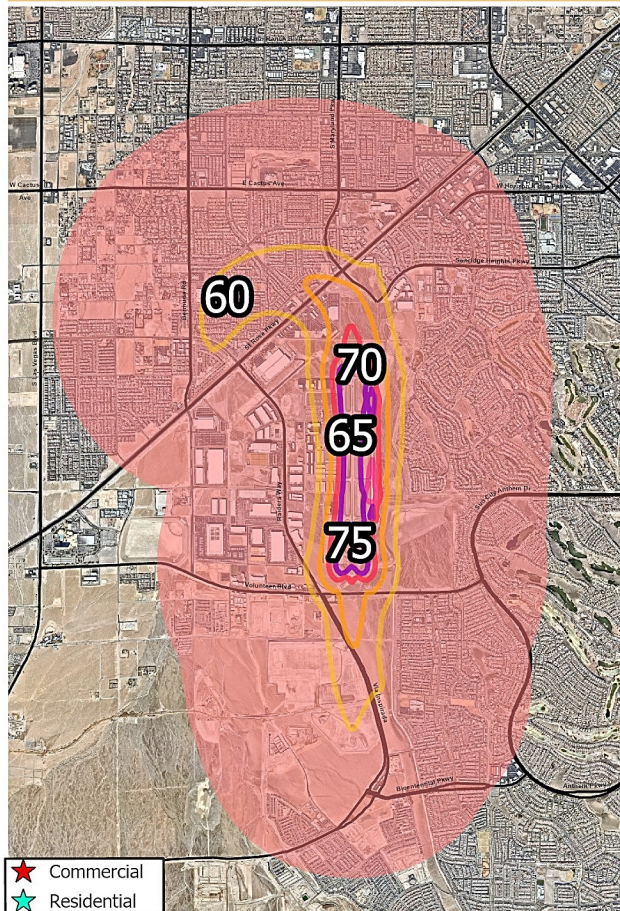
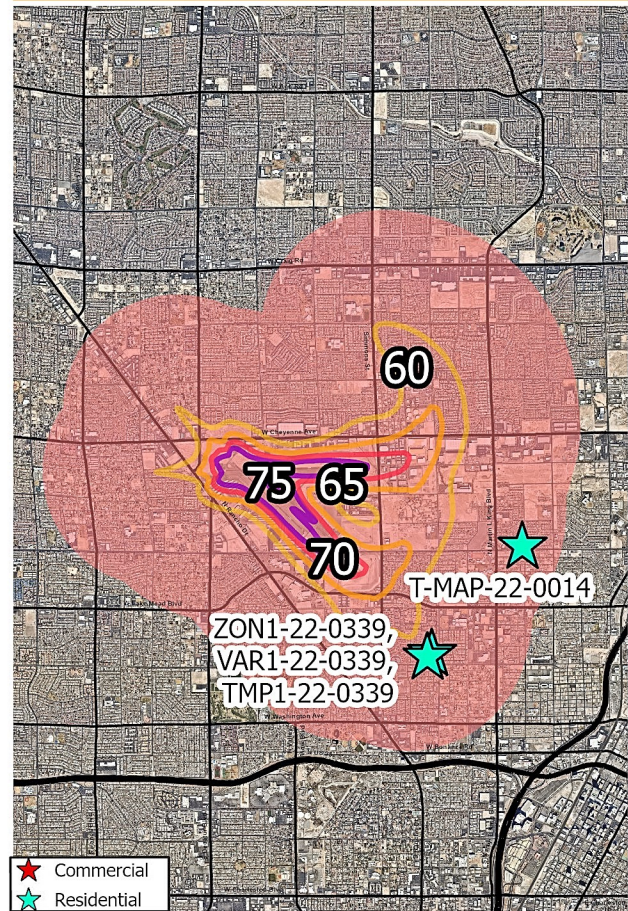


Exhibit 17: Noise Comments - VGT Detail - July 2022





### Exhibit 1: Noise Complaint Calls by Community\* - August 2022

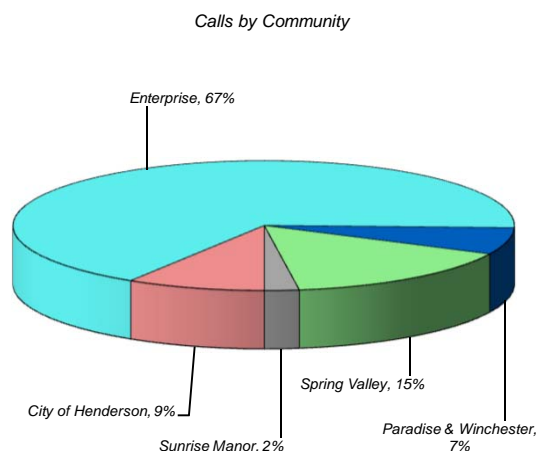
Community	No. of Calls in 2022	No. of Callers in 2022	No. of Calls in 2021	No. of Calls in 2020
City of Boulder City	4	4	2	2
City of Henderson				1
City of Las Vegas				
City of North Las Vegas				
Enterprise	30	8	36	1
Lone Mountain				
Paradise & Winchester	3	2	3	
Spring Valley	7	5	2	3
Summerlin South				1
Sunrise Manor	1	1		
Whitney				
Location unknown				
<b>Overall Total</b>	<b>45</b>	<b>20</b>	<b>43</b>	<b>8</b>

Difference between 2022 and 2021 Total Calls: 5%

Difference between 2022 and 2020 Total Calls: 463%

Average Number of Calls per Caller: 2.3

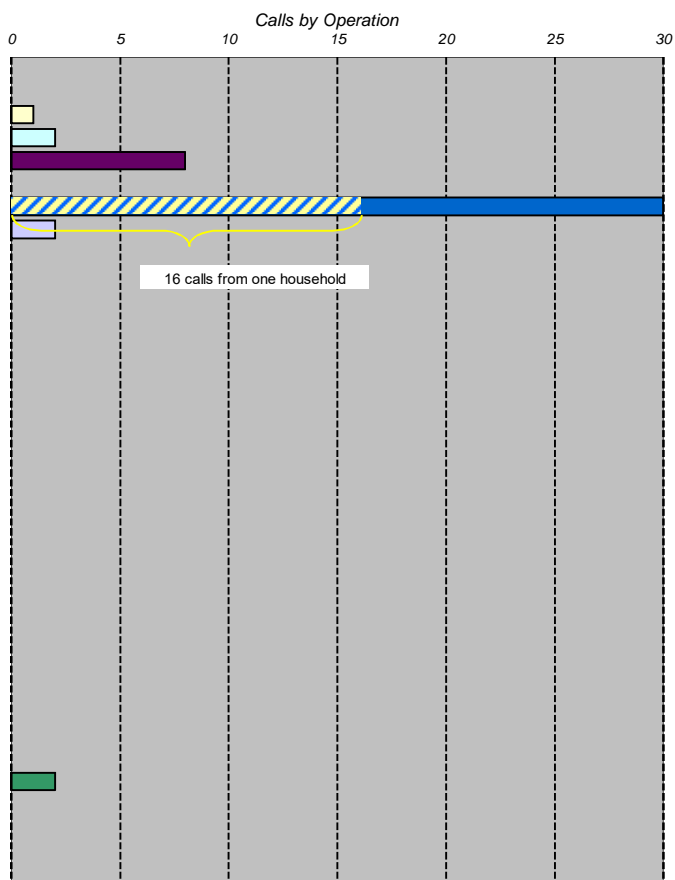
Most calls received from one household: 16



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

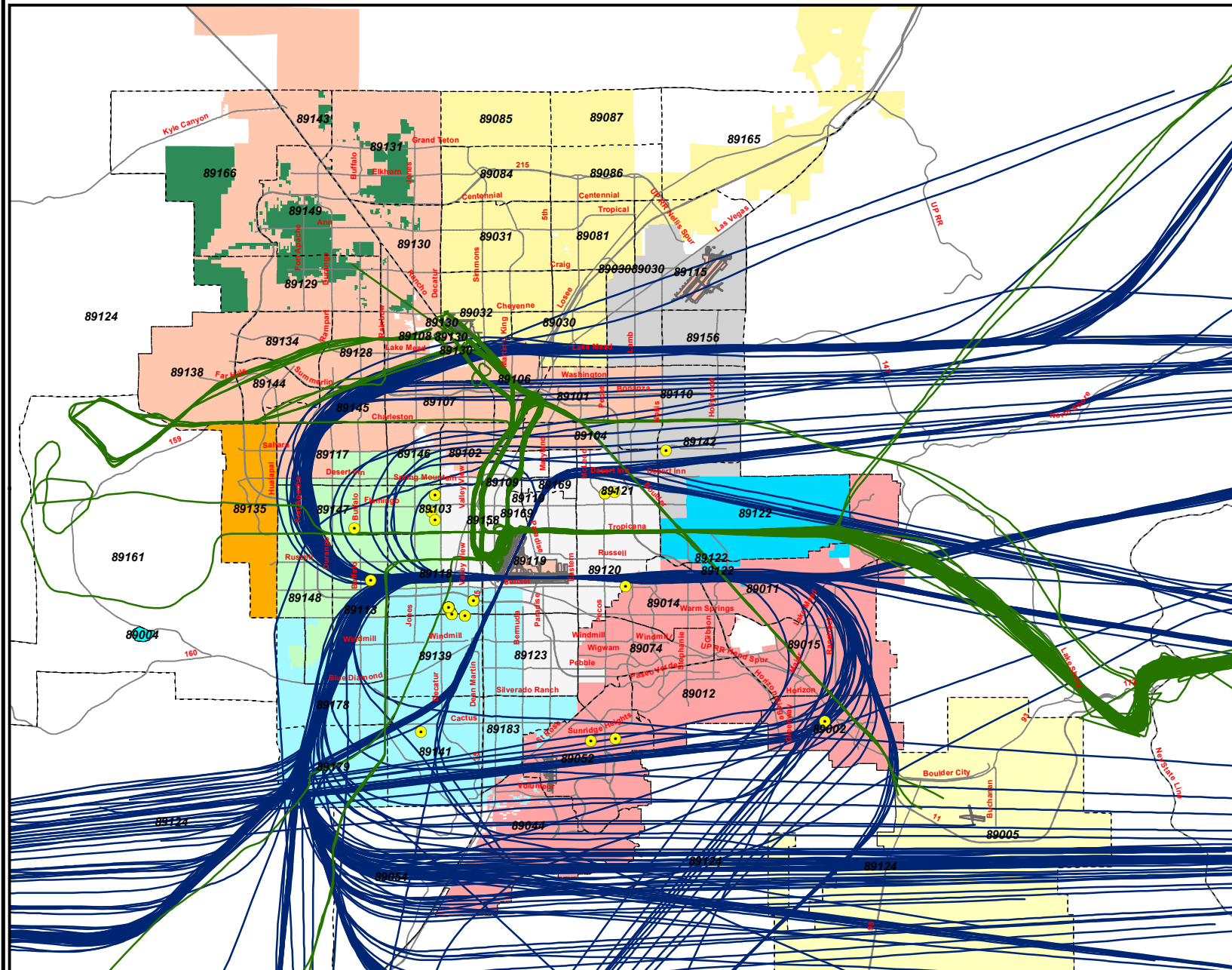
### Exhibit 2: Noise Complaint Calls by Type of Operation - August 2022

Operation	No. of Calls in 2022	Percent of Overall Total	No. of Calls in 2021	No. of Calls in 2020
LAS 01R/L Arrivals			1	
LAS 08R/L Arrivals				
LAS 19R/L Arrivals	1	2.2%		
LAS 26R/L Arrivals	2	4.4%	1	1
LAS 01R/L Departures	8	17.8%	3	2
LAS 08R/L Departures			1	
LAS 19R/L Departures	30	66.7%	36	
LAS 26R/L Departures	2	4.4%		2
LAS Run-ups				
LAS GA				
LAS Other				
<b>LAS Total</b>	<b>43</b>	<b>95.6%</b>	<b>42</b>	<b>5</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
VGT Other				
<b>VGT Total</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>1</b>
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	2	4.4%	1	1
HND Other				
<b>HND Total</b>	<b>2</b>	<b>4.4%</b>	<b>1</b>	<b>1</b>
<b>Helicopters**</b>				<b>1</b>
<b>Overall Total</b>	<b>45</b>	<b>100%</b>	<b>43</b>	<b>8</b>



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

# Exhibit 3: Aircraft Noise Complaints by Community - Aug 2022



## Legend

August 2022  
Total Complaints: 45

- Aircraft Complaints  
Received 45  
Mapped 45
- ★ Helicopter Complaints  
Received 0  
Mapped 0
- 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



10/11/2022

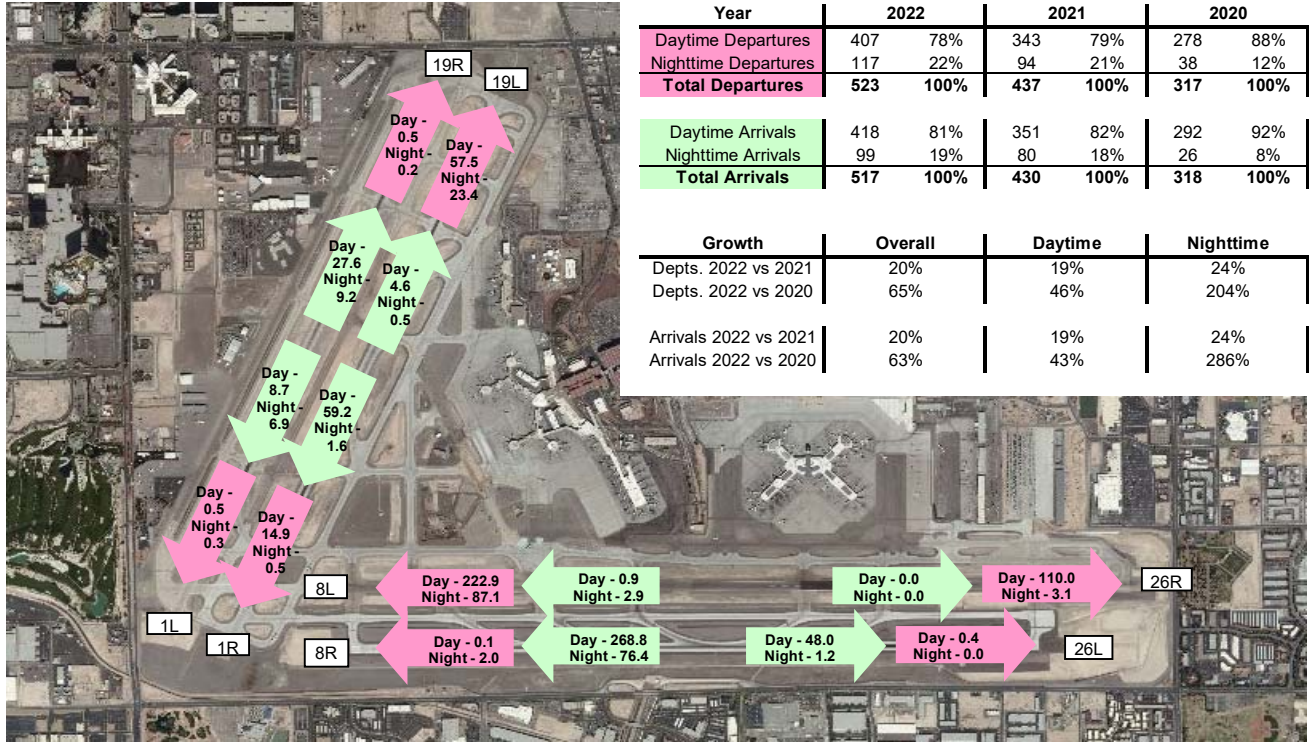
Note:  
This information is for  
display purposes only.  
No liability is assumed  
with the accuracy of  
the data displayed hereon.

H:\GIS\Standard Projects\Noise\2022\03\_NOISE22.mxd



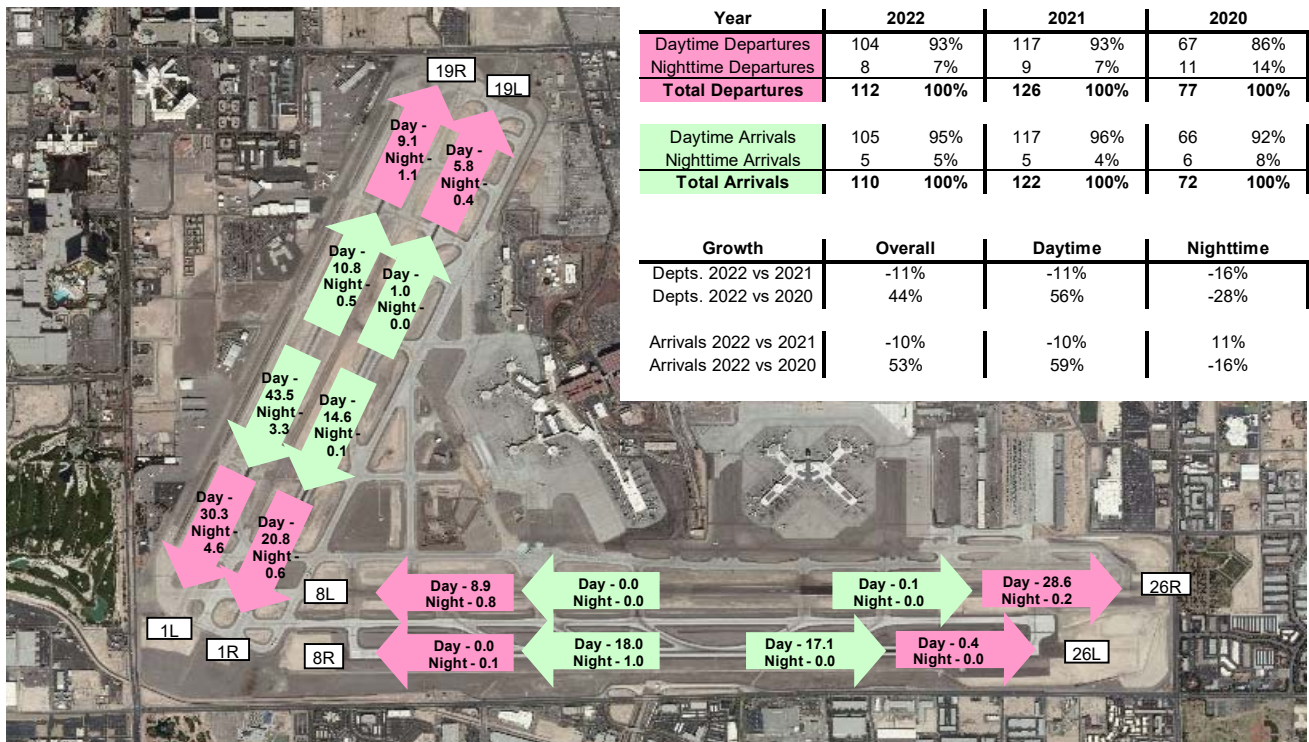


#### Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft\* - August 2022



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

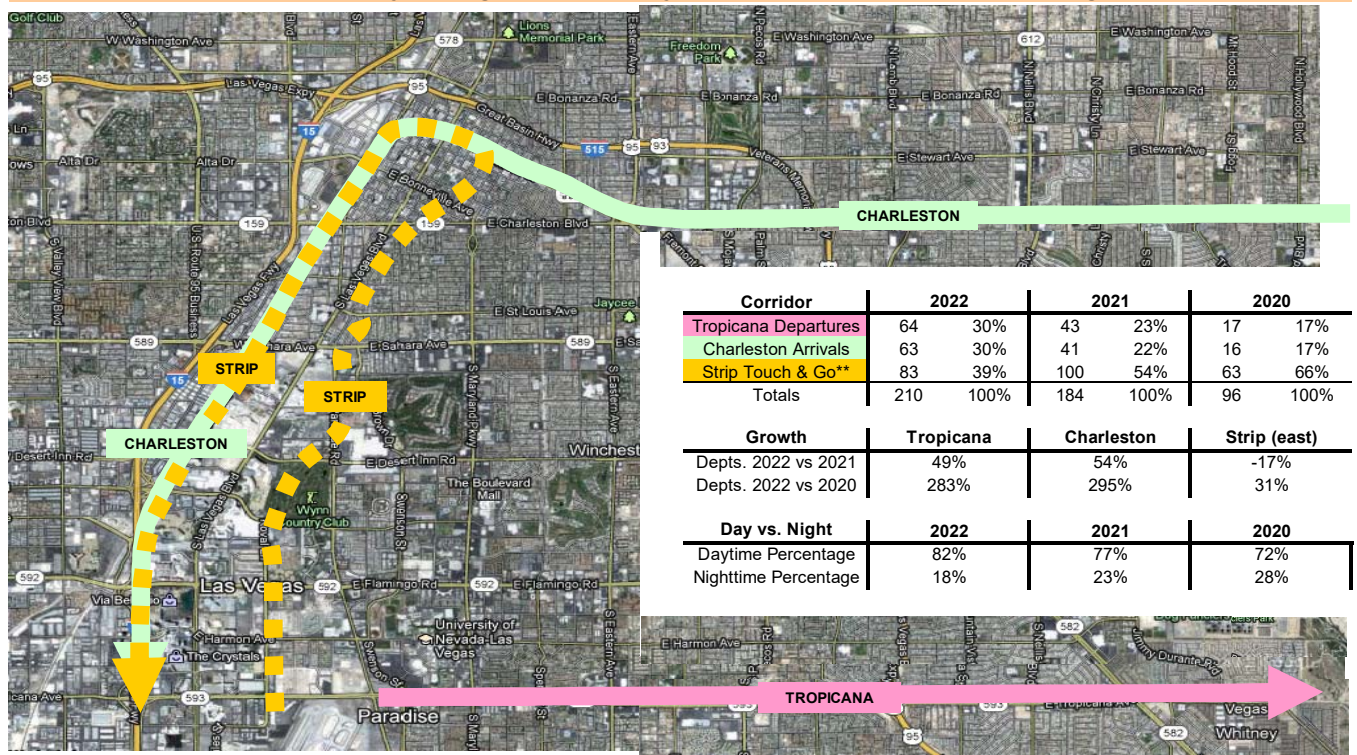
#### Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft\*\* - August 2022



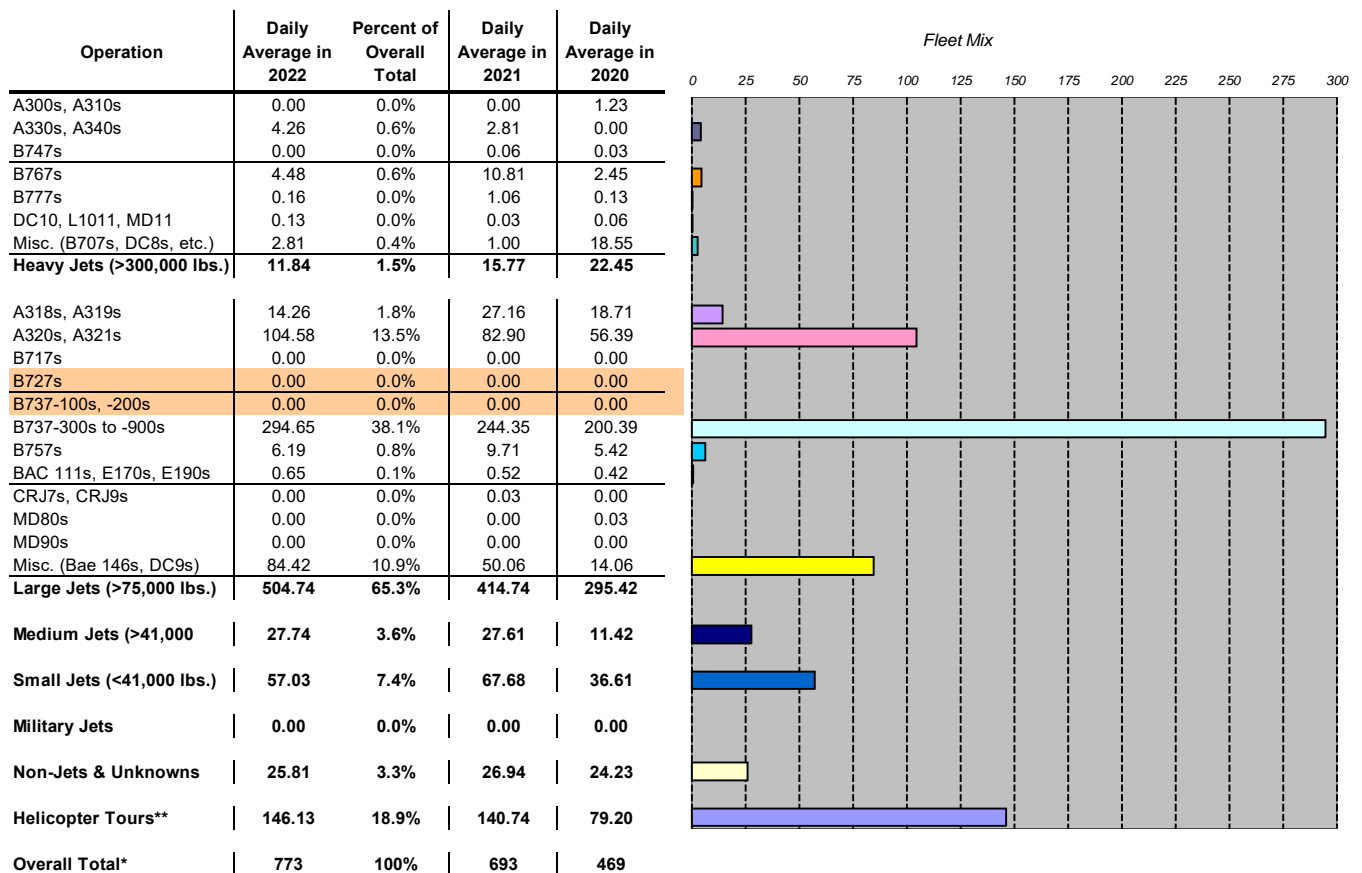
\*\* Aircraft types: All aircraft with a maximum gross take off weight less than 75,000 pounds, excluding helicopters.



### Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours\* - August 2022



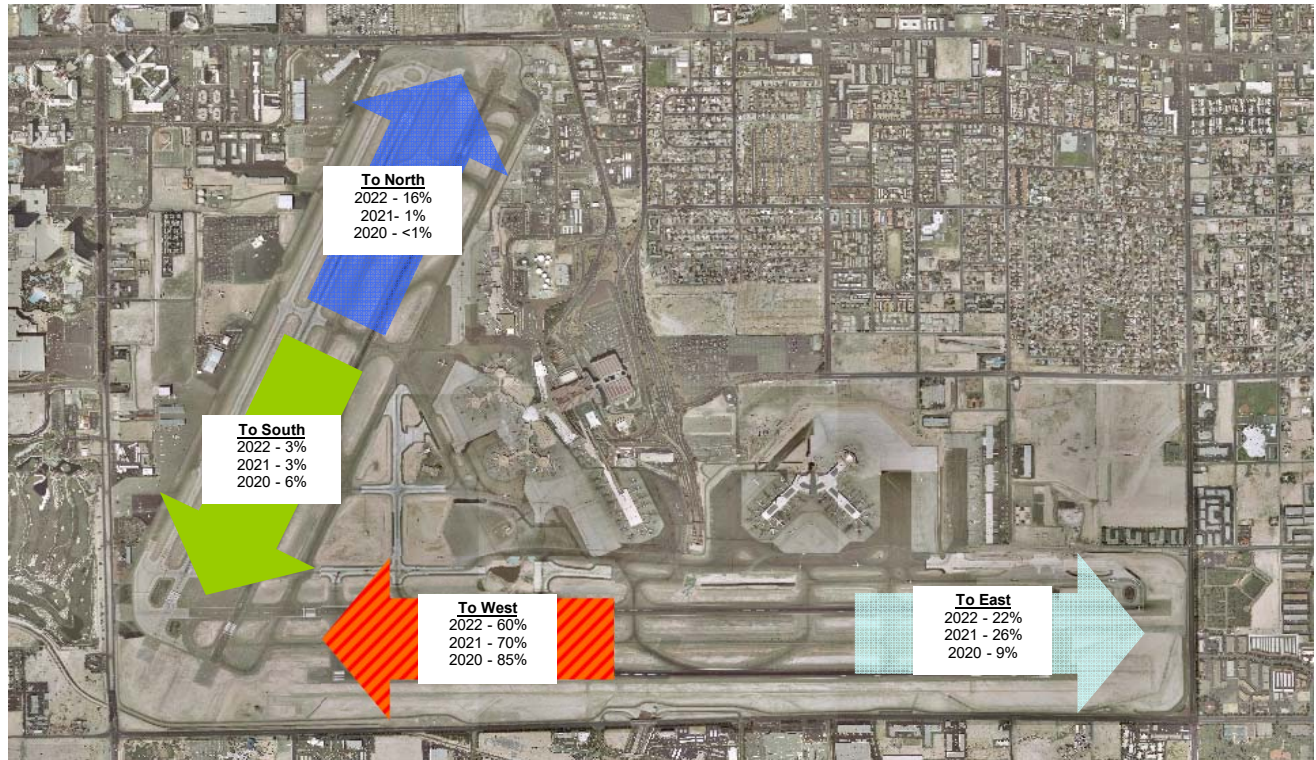
### Exhibit 7: LAS Aircraft Arrival Fleet Mix\*\* - August 2022



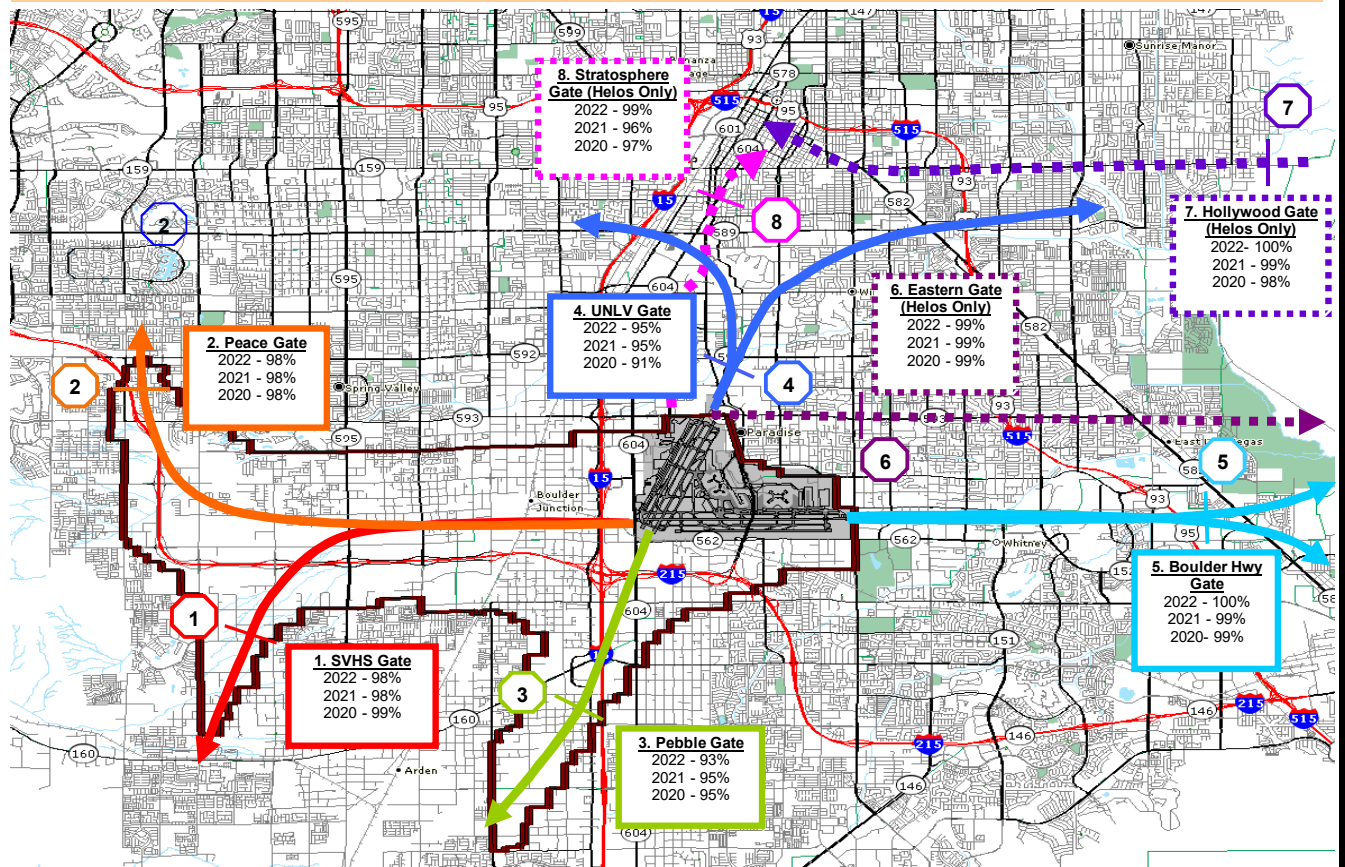
\* Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact. \*\* Totals include tour operations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



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



**Exhibit 9: "Gate" Compliance for Large Aircraft\* & Helicopter Tours - August 2022**



\* Aircraft types: All aircraft with a maximum gross take off weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A350, 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 - August 2022

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
No. of Land Use Applications Reviewed	94	70	41	26	231	222	153
No. of Applications where CCDOA Issued a Comment	8	12	1	1	22	22	7
Percent of Applications where Comment Issued	9%	17%	2%	4%	10%	10%	5%

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

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Deed Restrictions	0	0	0	0	0	1	0
Height-Penetrates Part 77 100:1 Surfaces >200'	4	8	1	0	13	12	2
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	1	0
Helipad/Helipad	0	0	0	0	0	1	0
Noise-Commercial within AEOD**	2	0	0	0	2	3	0
Noise-Residential within the AEOD**	2	0	0	0	2	0	2
Noise-Residential Just Outside the AEOD**	2	6	1	1	10	8	3
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
<b>Total***</b>	<b>10</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>26</b>	<b>7</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\* - August 2022

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Within the AEOD	496	0	0	0	496	0	251
Just Outside the AEOD	92	727	692	161	1,672	1,151	671

\*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, resulting in the project total counted more than once.

### Exhibit 13: Land Use Applications Denied and/or Opposed\* - August 2022

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

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

### Exhibit 14: Airport Environs Overlay Districts & Noise Comments - Valley Wide - August 2022

AEOD - Airport Environs Overlay Districts - Noise Contours

Clark County Code (CCC) 30.48.010. The AEOD is established to:

1. Provide for a range of uses compatible with airport hazard and noise exposure areas.
2. Prohibit the development of incompatible uses that are detrimental to the general health, safety, and welfare.
3. Require noise attenuated construction, as indicated by Table 30.48-AE, in accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.
4. Comply with the Federal Aviation Administration regulations.

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

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

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

Salmon color indicates a 1 mile zone outside the AEOD.

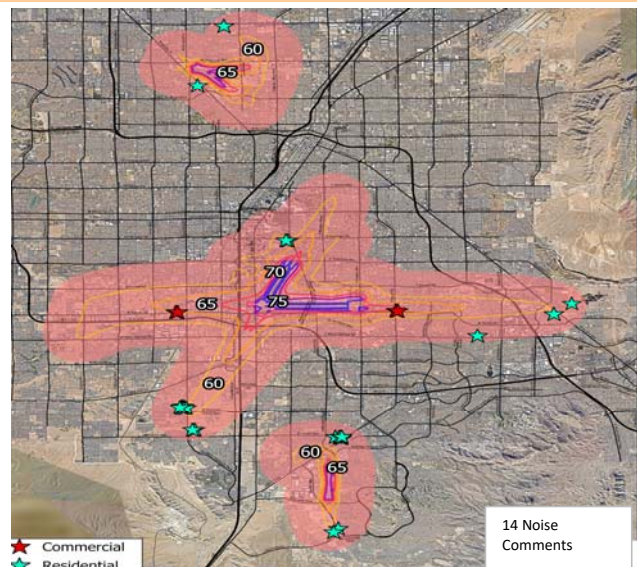




Exhibit 15: Noise Comments - LAS Detail - August 2022

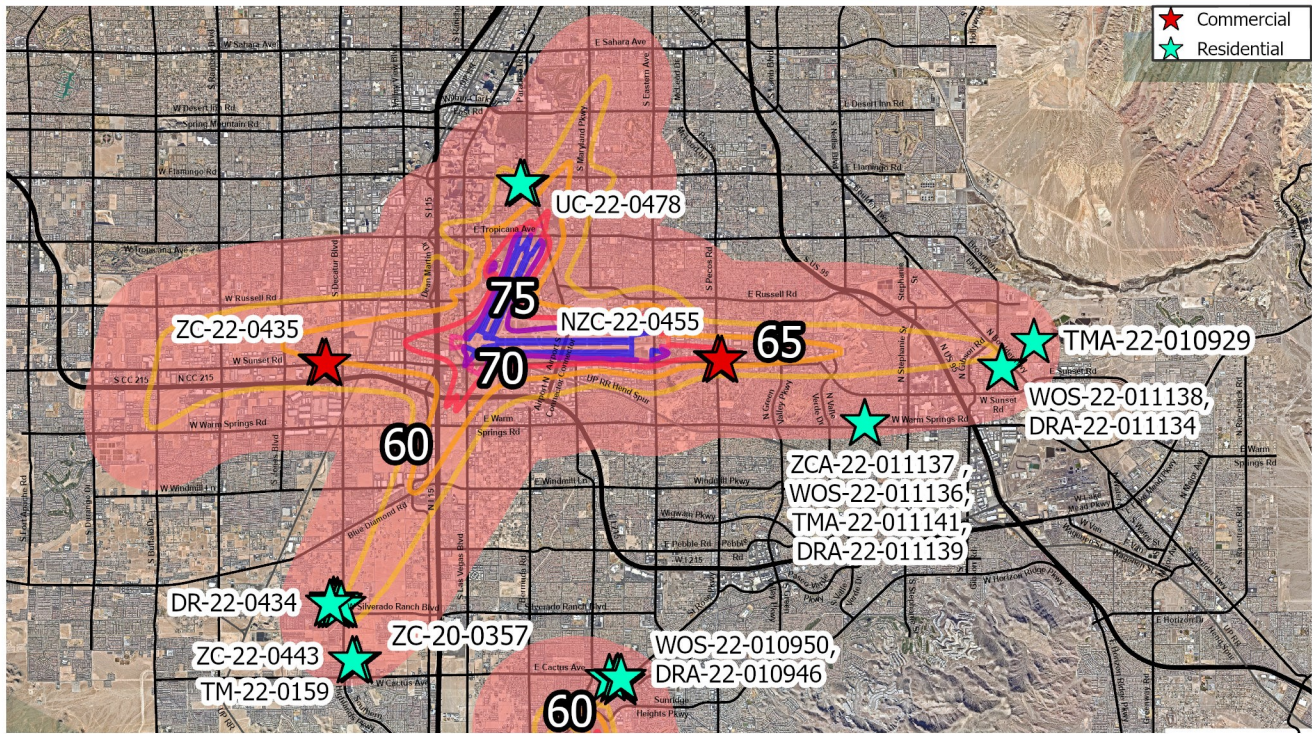


Exhibit 16: Noise Comments - HND Detail - August 2022

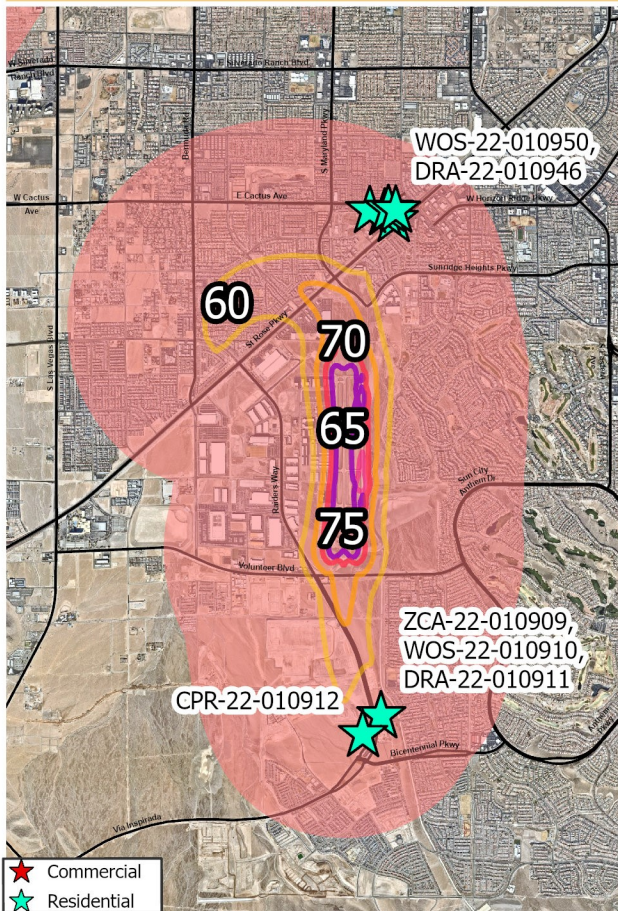
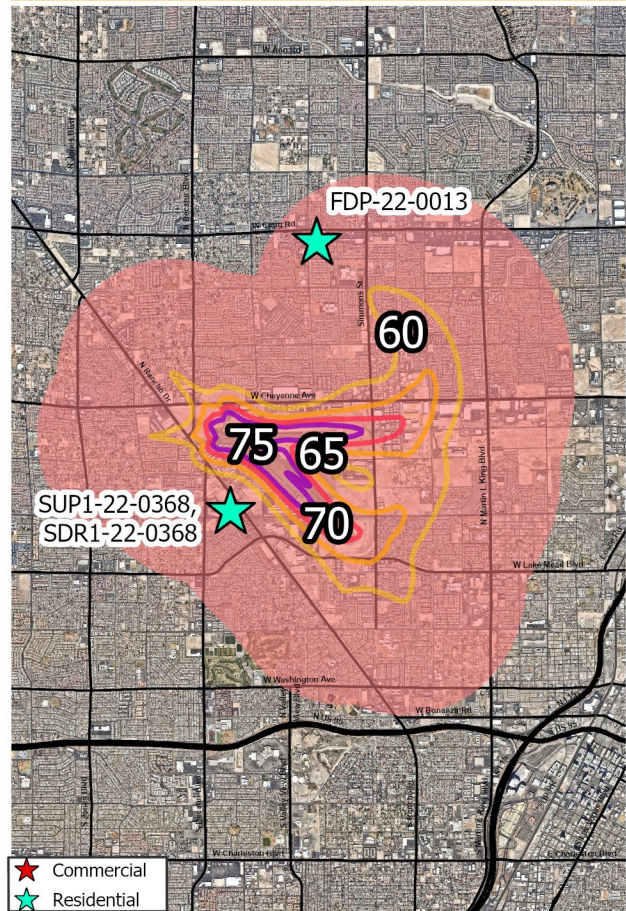


Exhibit 17: Noise Comments - VGT Detail - August 2022





### Exhibit 1: Noise Complaint Calls by Community\* - September 2022

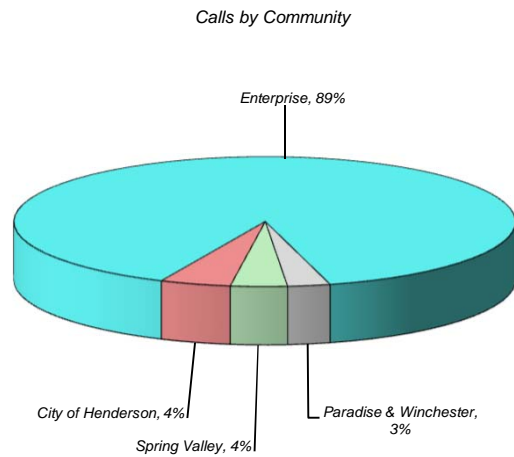
Community	No. of Calls in 2022	No. of Callers in 2022	No. of Calls in 2021	No. of Calls in 2020
City of Boulder City	5	4	4	8
City of Henderson			1	1
City of Las Vegas				
City of North Las Vegas				
Enterprise	98	10	48	15
Lone Mountain				
Paradise & Winchester	3	3	6	
Spring Valley	4	3	8	15
Summerlin South			1	
Sunrise Manor				
Whitney				
Location unknown				
<b>Overall Total</b>	<b>110</b>	<b>20</b>	<b>68</b>	<b>39</b>

Difference between 2022 and 2021 Total Calls: 62%

Difference between 2022 and 2020 Total Calls: 182%

Average Number of Calls per Caller: 5.5

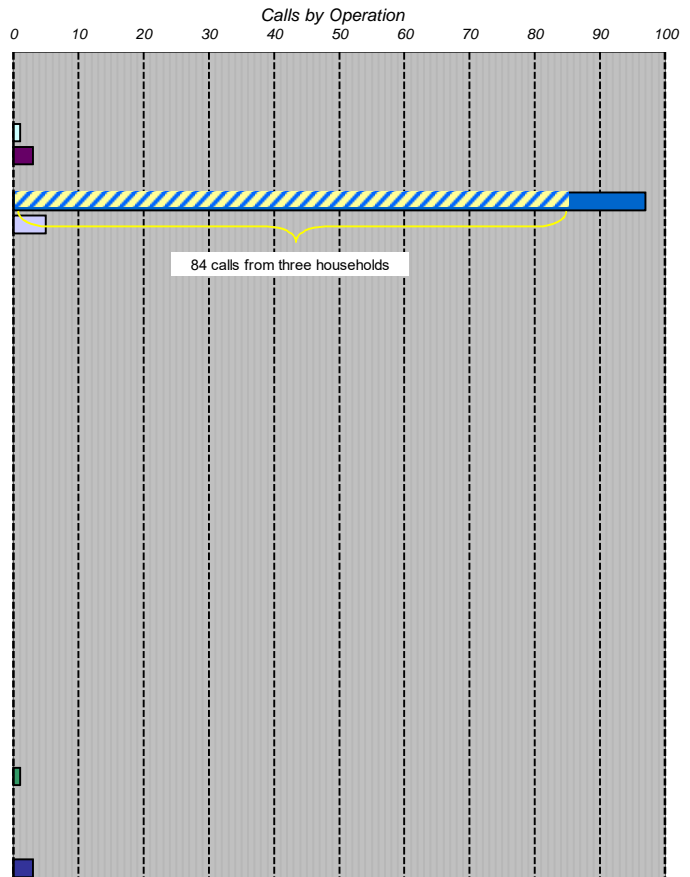
Most calls received from one household: 37



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

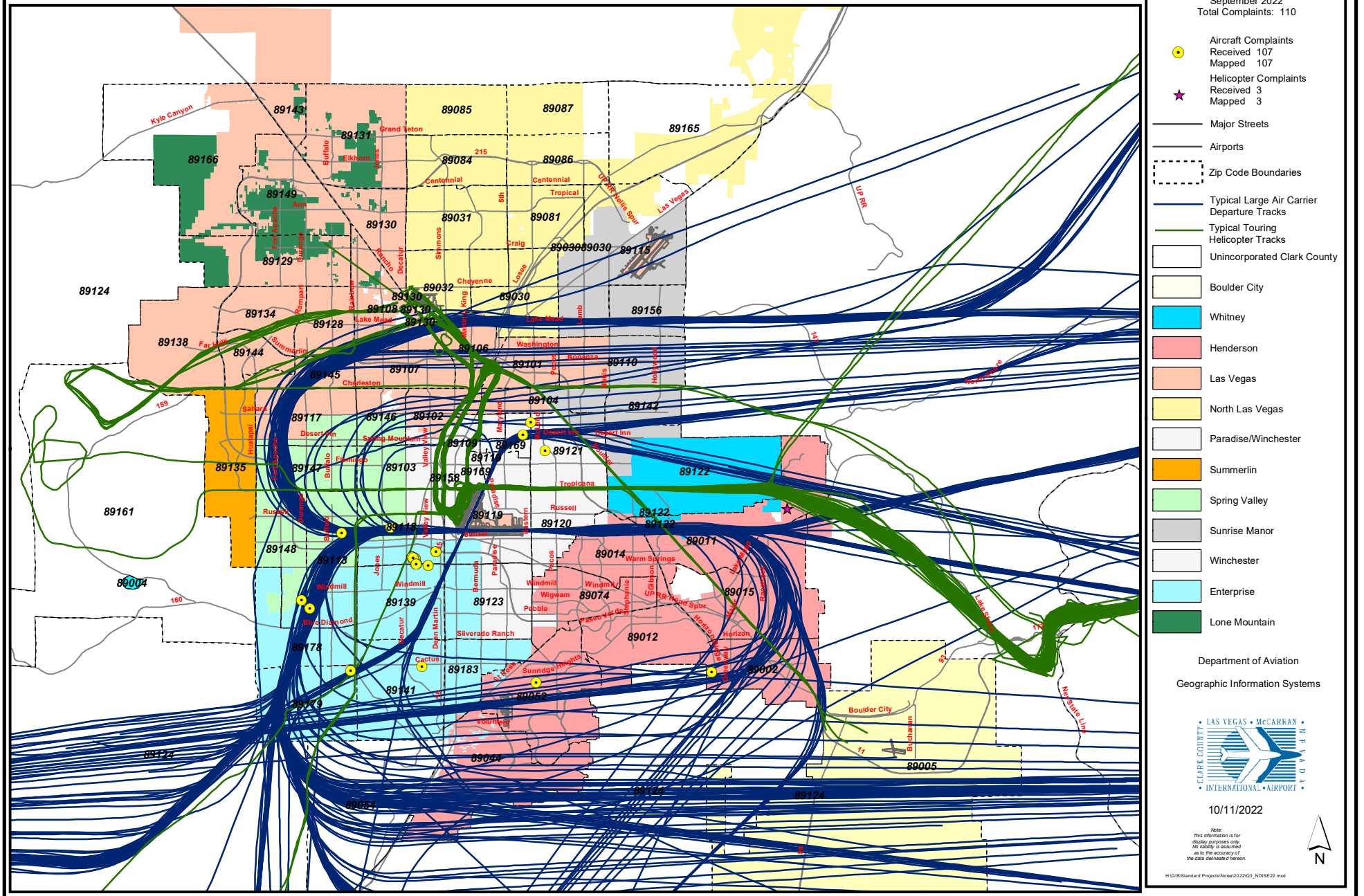
### Exhibit 2: Noise Complaint Calls by Type of Operation - September 2022

Operation	No. of Calls in 2022	Percent of Overall Total	No. of Calls in 2021	No. of Calls in 2020
LAS 01R/L Arrivals			1	
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	1	0.9%	2	1
LAS 01R/L Departures	3	2.7%	13	13
LAS 08R/L Departures			1	
LAS 19R/L Departures	97	88.2%	43	1
LAS 26R/L Departures	5	4.5%	1	2
LAS Run-ups				
LAS GA				
LAS Other				
<b>LAS Total</b>	<b>106</b>	<b>96.4%</b>	<b>61</b>	<b>17</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	0.9%	5	21
HND Other				
<b>HND Total</b>	<b>1</b>	<b>0.9%</b>	<b>5</b>	<b>21</b>
<b>Helicopters**</b>	<b>3</b>	<b>2.7%</b>	<b>2</b>	<b>1</b>
<b>Overall Total</b>	<b>110</b>	<b>100%</b>	<b>68</b>	<b>39</b>



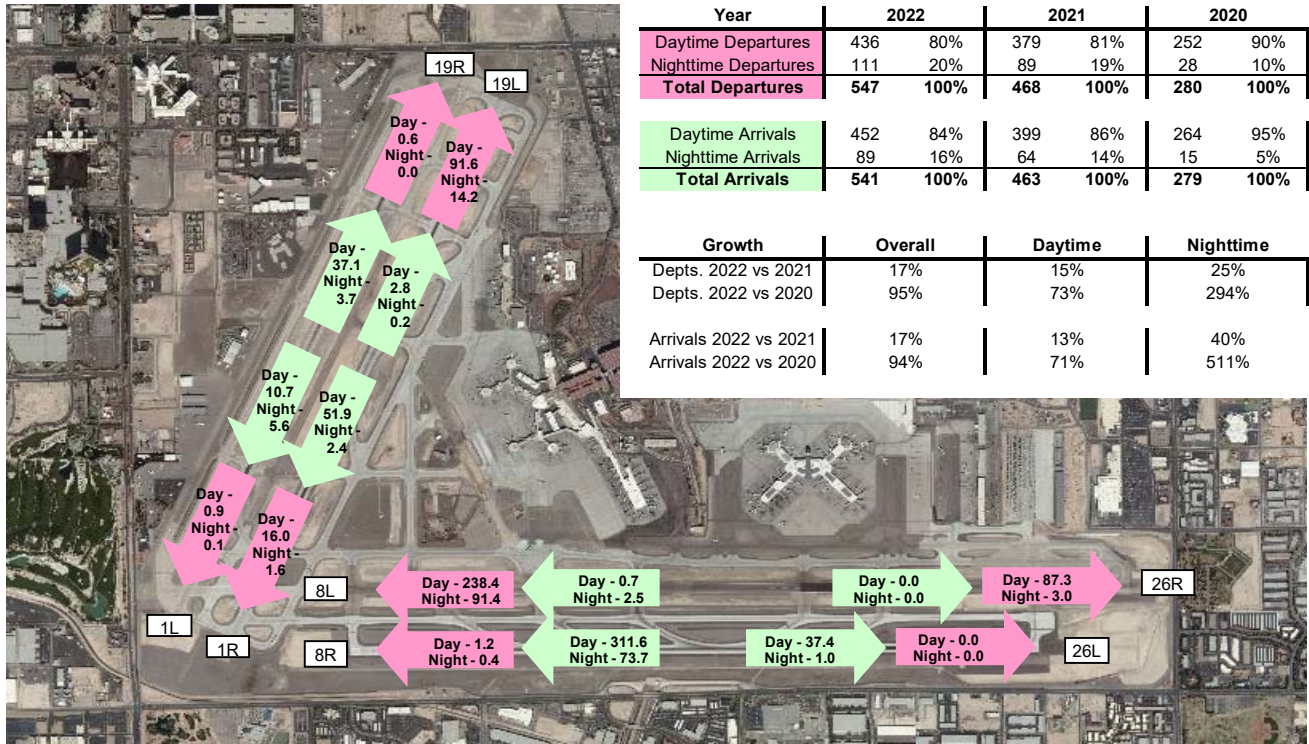
\*\* Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do not include those associated with operations conducted by the Metropolitan Police Department or those associated with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

# Exhibit 3: Aircraft Noise Complaints by Community - Sep 2022



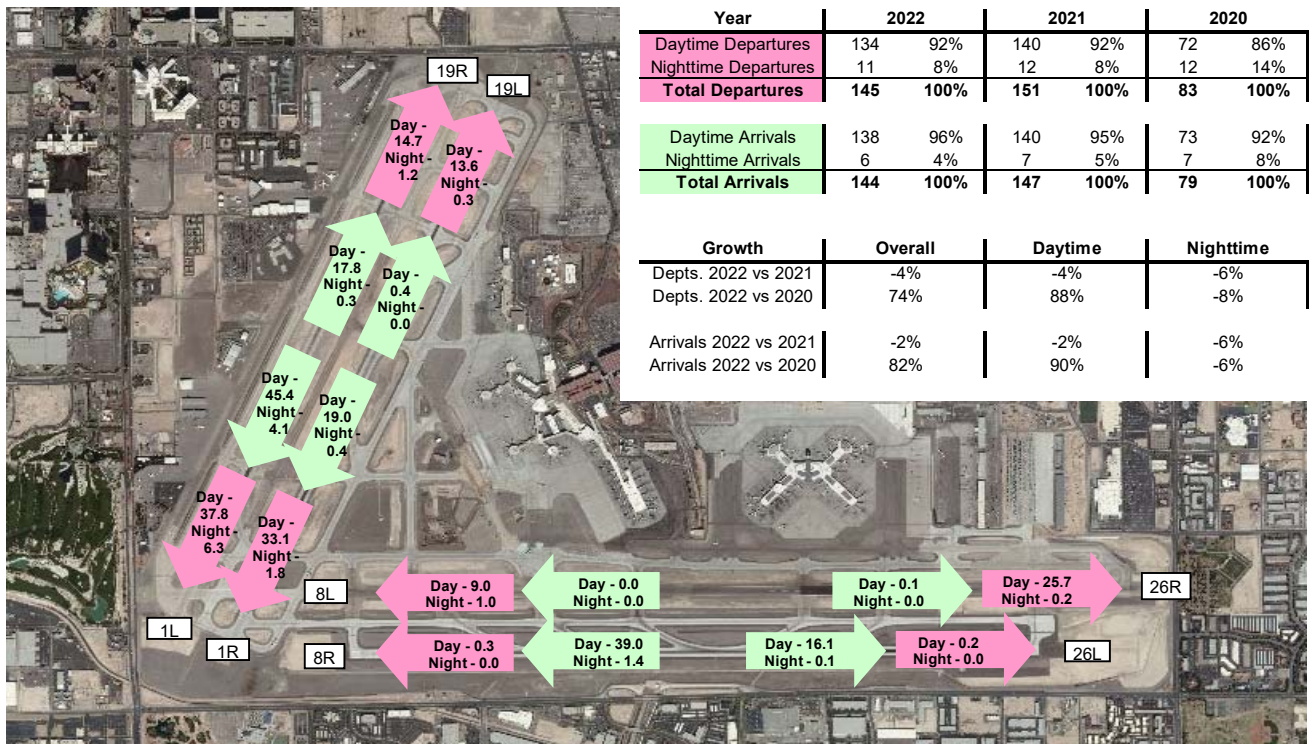


#### Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft\* - September 2022



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

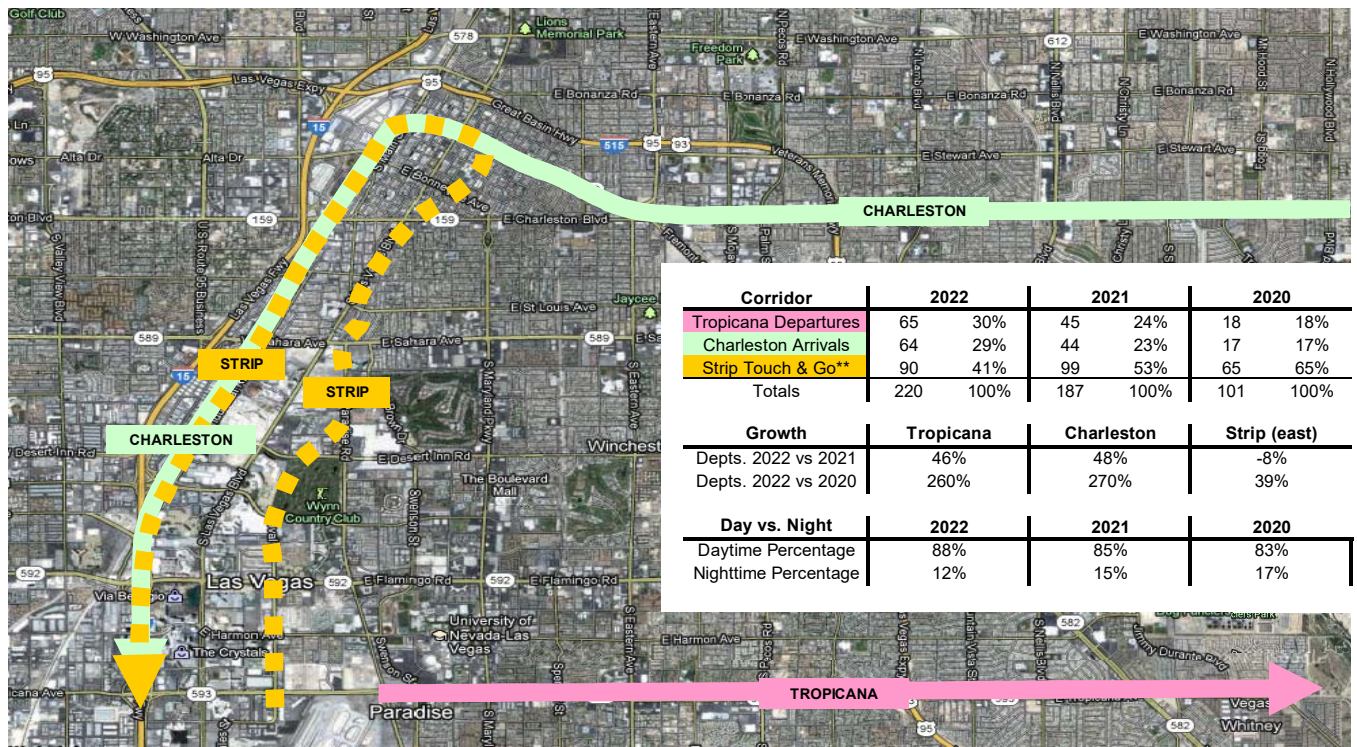
#### Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft\*\* - September 2022



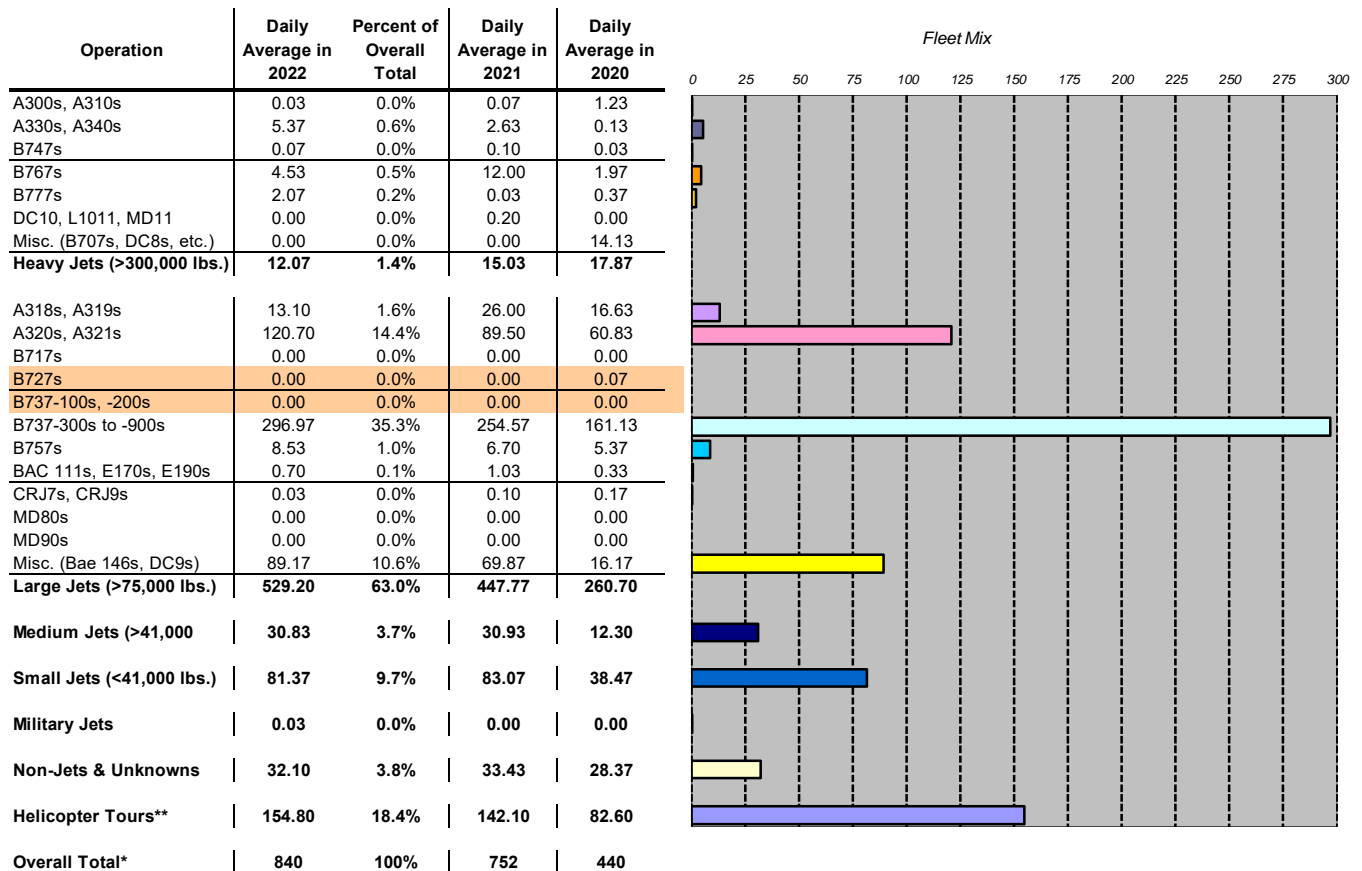
\*\* Aircraft types: All aircraft with a maximum gross take off weight less than 75,000 pounds, excluding helicopters.



### Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours\* - September 2022



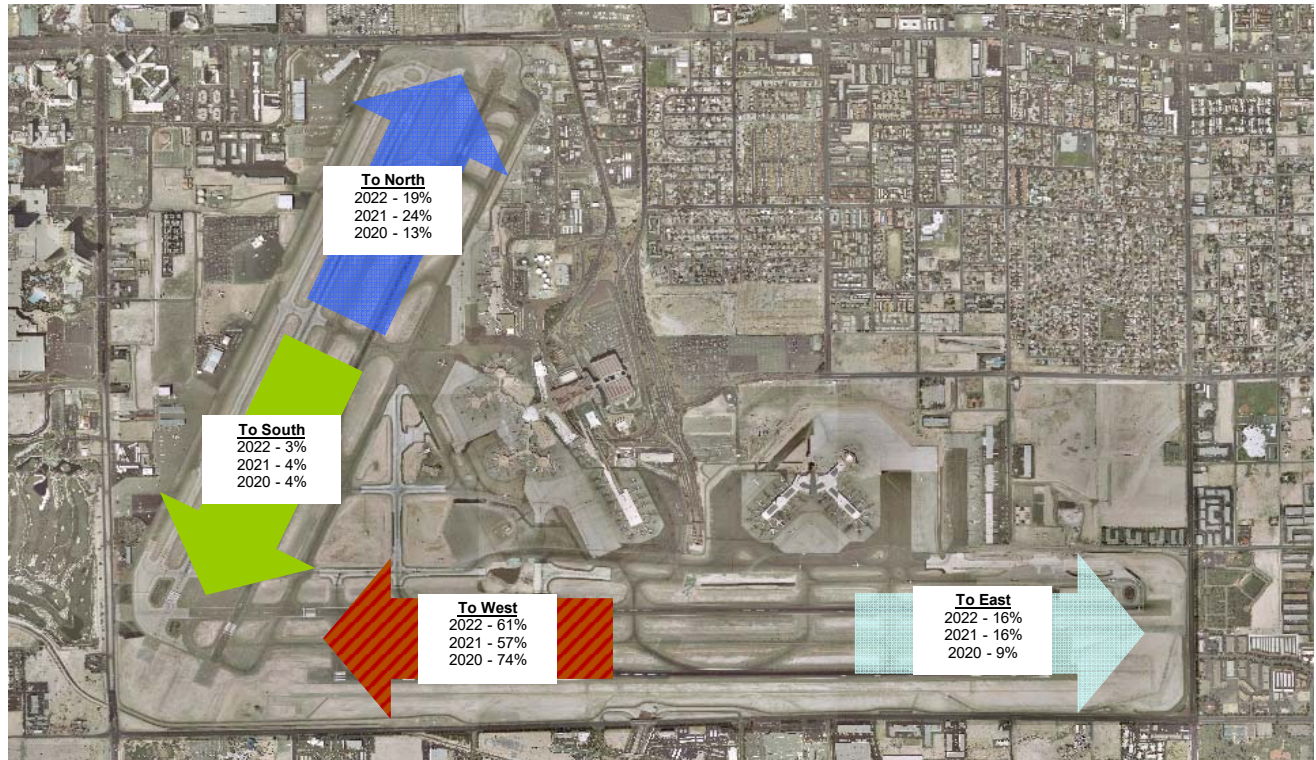
### Exhibit 7: LAS Aircraft Arrival Fleet Mix\*\* - September 2022



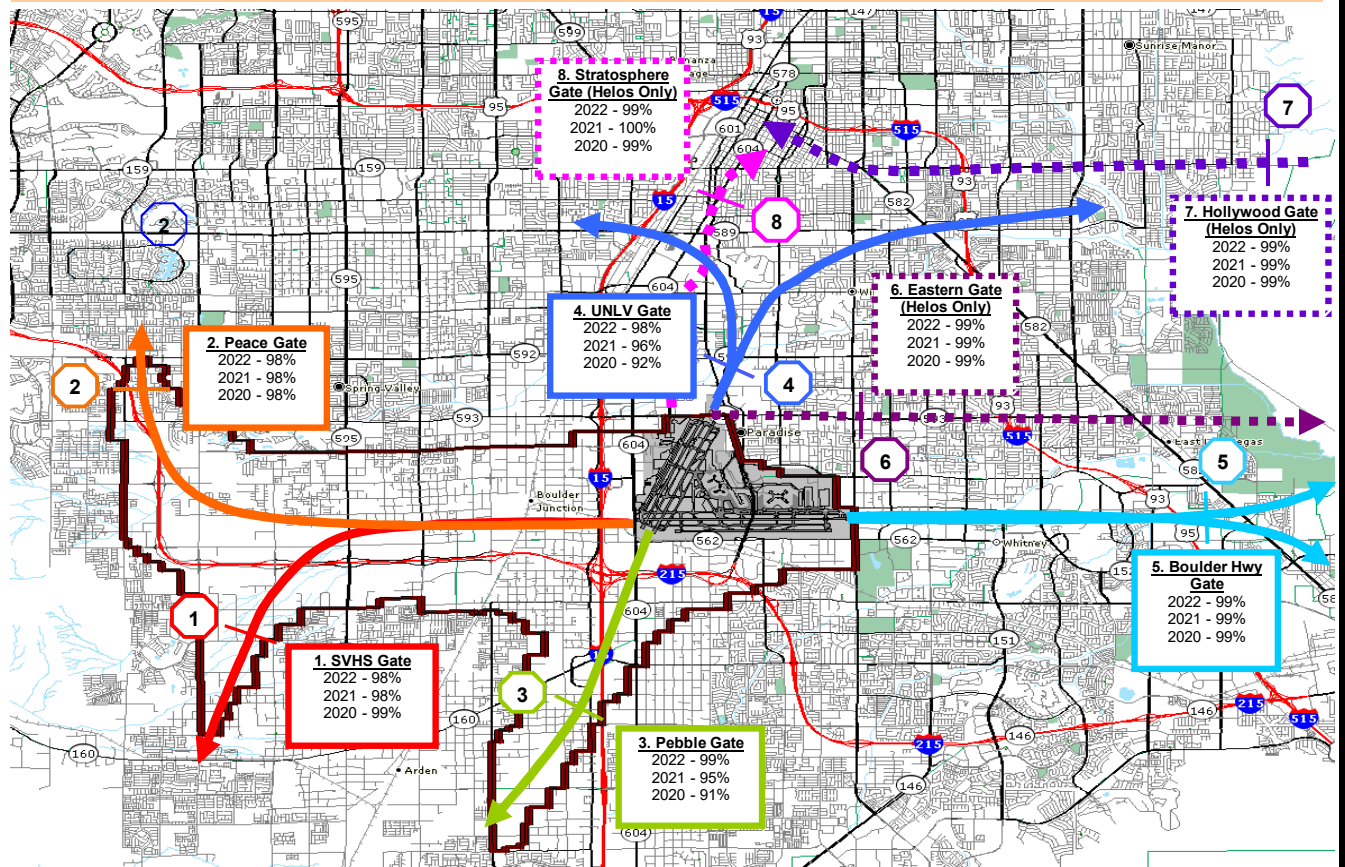
\* Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact. \*\*Totals include four operations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



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



**Exhibit 9: "Gate" Compliance for Large Aircraft\* & Helicopter Tours - September 2022**



\* Aircraft types: All aircraft with a maximum gross take off weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A350, 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 - September 2022

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
No. of Land Use Applications Reviewed	66	52	41	13	172	243	164
No. of Applications where CCDOA Issued a Comment	9	4	1	2	16	26	8
Percent of Applications where Comment Issued	14%	8%	2%	15%	9%	11%	5%

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

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Deed Restrictions	0	0	0	0	0	2	0
Height-Penetrates Part 77 100:1 Surfaces >200'	2	2	1	1	6	6	2
Height-Penetrates Part 77 PATH-C Surfaces*	2	0	0	0	2	0	0
Helipad/Helipad	0	0	0	0	0	0	0
Noise-Commercial within AEOD**	4	0	0	0	4	7	3
Noise-Residential within the AEOD**	0	0	0	1	1	3	2
Noise-Residential Just Outside the AEOD**	2	2	0	0	4	11	1
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
<b>Total***</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>17</b>	<b>29</b>	<b>8</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\* - September 2022

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2022 Total	2021 Total	2020 Total
Within the AEOD	0	0	0	74	74	812	356
Just Outside the AEOD	315	349	0	0	664	1,140	235

\*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, resulting in the project total counted more than once.

### Exhibit 13: Land Use Applications Denied and/or Opposed\* - September 2022

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

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

### Exhibit 14: Airport Environs Overlay Districts & Noise Comments - Valley Wide - September 2022

AEOD - Airport Environs Overlay Districts - Noise Contours

Clark County Code (CCC) 30.48.010. The AEOD is established to:

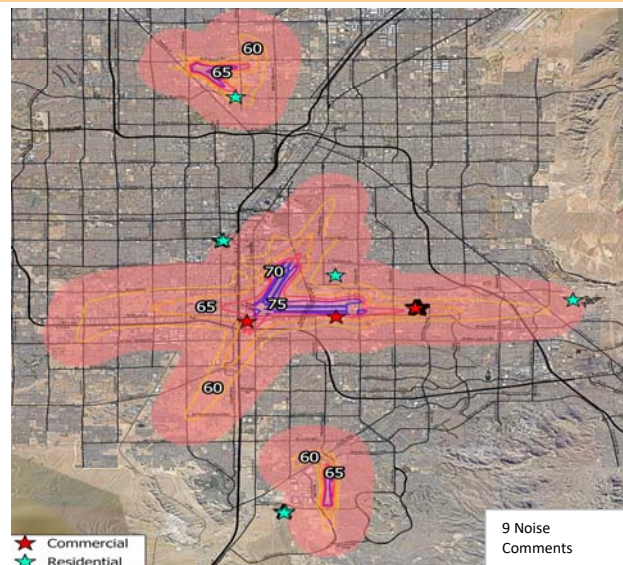
1. Provide for a range of uses compatible with airport hazard and noise exposure areas.
2. Prohibit the development of incompatible uses that are detrimental to the general health, safety, and welfare.
3. Require noise attenuated construction, as indicated by Table 30.48-AE, in accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.
4. Comply with the Federal Aviation Administration regulations.

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

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

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

Salmon color indicates a 1 mile zone outside the AEOD.





**Exhibit 15: Noise Comments - LAS Detail - September 2022**

This map displays noise contours and project locations in Las Vegas. The map includes a legend indicating that red stars represent Commercial areas and green stars represent Residential areas. The noise contours are color-coded: red for 60 dB, orange for 65 dB, yellow for 70 dB, and purple for 75 dB. The map shows the following project locations and their corresponding noise contours:

- ZC-22-0503**: Residential (Green Star) near 70 dB contour.
- NZC-22-0499**: Residential (Green Star) near 75 dB contour.
- DR-22-0490**: Commercial (Red Star) near 70 dB contour.
- WS-22-0489**: Commercial (Red Star) near 70 dB contour.
- UC-22-0488**: Commercial (Red Star) near 60 dB contour.
- UC-22-0512**: Commercial (Red Star) near 70 dB contour.
- DRA-22-011253**: Residential (Green Star) near 70 dB contour.

The map also shows major roads and highways, including I-15, I-215, and SR-169. The noise contours are centered around the project locations, with the 75 dB contour being the most prominent. The map is titled "Exhibit 15: Noise Comments - LAS Detail - September 2022".

