



# VOLUME 3:

## COMPILATION OF PUBLIC COMMENTS AND RESPONSES

### FAR Part 150 Noise Compatibility Study Update

### McCarran International Airport

Prepared for the Clark County Department of Aviation  
Prepared by Ricondo & Associates, Inc.

In association with:

Brown-Buntin Associates, Inc.  
Katz & Associates  
Kaplan Kirsch & Rockwell LLP

FINAL  
NOVEMBER 2006



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## I. Introduction

A comprehensive public involvement program was conducted for the McCarran International Airport (LAS or the Airport) FAR Part 150 Noise Compatibility Study Update (Study Update). Numerous opportunities were provided for Airport neighbors, citizen groups, interested agencies, and public officials to comment on airport operations, aircraft noise, and potential noise abatement and mitigation measures. The following bullets present a summary of working group meetings, open houses, and public hearing(s) that were hosted by the Clark County Department of Aviation (CCDOA) for the Study Update:

- Public Working Group (PWG) Meetings – **Ten (10)** PWG meetings and **one (1)** optional PWG meeting were held during the preparation of the Study Update. All PWG meetings were publicized through news releases and the web site developed for the Study Update (found at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)) and were open to the general public (e.g., to submit comments and ask questions). **Appendix A** includes a Summary Report detailing the PWG process and meetings. **Eleven (11)** comments from the general public were provided during the PWG proceedings. **Section IV, Table 2** of this Volume summarizes the verbal comments submitted at PWG meetings.
- Public Open House meetings – **Four (4)** public open house meetings were held during the preparation of the Study Update. Public open houses were held on August 24, 2005; October 26, 2005; May 24, 2006; and September 13, 2006. The September 13<sup>th</sup> Open House was conducted during the formal public comment period for the Study Update. All open house meetings were held at the Clark County Government Center Cafeteria, first floor, from 6 p.m. to 8 p.m. Written and verbal comments from PWG members and interested parties, including the public and elected officials, were solicited and received at these open house meetings. **Eighteen (18)** written comments were submitted at the Open Houses (See **Section IV**). **Section II** includes reproductions of newspaper advertisements, affidavits of publication, and other information pertaining to the four public open house meetings.
- Public Hearing – A Public Hearing was convened by the Clark County Board of County Commissioners on October 3, 2006. CCDOA staff presented final study findings and recommendations at the public hearing. Attendees were afforded opportunities to submit written and/or verbal comments at the public hearing. The public hearing was held during the formal 38-day public comment period, which commenced on August 29, 2006 and closed on October 6, 2006. **Nineteen (19)** individuals or interested agencies provided written comments during the formal public comment period. **Section III** includes a reproduction of all public comments received during the 38-day public review and comment period. Responses to the formal public comments are provided on colored sheets immediately following the individual comment letters/forms. **Section V** includes materials related to the Public Hearing held on October 3, 2006 including hearing notices/advertisements, presentation materials, and a hearing transcript.
- The web site developed for the Study Update also provided an opportunity for interested parties to submit comments and suggestions. Over 400 comments, from 358 interested parties, were submitted via the website or e-mail. **Section IV** includes a copy of comments received through the website or e-mail between August 2005 and August 2006.

## **II. Public Open House Meetings and Newsletters**

### **2.1 Public Open House Meetings**

The CCDOA hosted **four (4)** public open house meetings to: (1) disseminate information regarding aircraft noise at McCarran International Airport and potential strategies to abate and mitigate aircraft noise, and (2) to solicit information and comments from citizens that live in the vicinity of McCarran International Airport. To facilitate understanding and discussion during the Study Update process, display boards and handouts were made available to the public/attendees.

The first Open House, held on August 24, 2005, focused on introducing the Study Update process to the community. The second Open House, held on October 26, 2005, focused on presenting the baseline noise exposure contour maps and information regarding historic noise reduction measures. The third Open House, held on May 24, 2006, presented the initial recommendations regarding noise reduction measures for the Airport. The final Open House, held on September 13, 2006 during the formal public review and comment period, presented the draft Study Update.

The following subsections include a reproduction of the public open house meeting advertisements as published in the Las Vegas Review-Journal newspaper, affidavits of advertisement, news releases published by the CCDOA, open house attendee sign-in sheets, and open house display boards. These items are arranged in chronological order by meeting.

**2.1.1 Public Open House 1 – August 24, 2005**

AFFP DISTRICT COURT  
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)  
COUNTY OF CLARK) SS:

Donna Stark, being 1st duly sworn, deposes and says:

That she is the Legal Clerk for the Las Vegas Review-Journal and the Las Vegas Sun, daily newspapers regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for,

CC DEPT AVIATION  
4175208

2615211CC

was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 3 edition(s) of said newspaper issued from 08/07/2005 to 08/21/2005, on the following days: AUG. 7, 14, 21, 2005

Signed: \_\_\_\_\_

*Donna Stark*

SUBSCRIBED AND SWORN BEFORE ME THIS THE \_\_\_\_\_

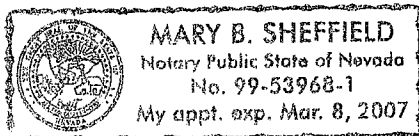
*25*

day of \_\_\_\_\_ 2005

*August*

Notary Public

*Mary B. Sheffield*





**Notice of Public Open House  
to introduce the McCarran International Airport Federal Aviation Regulation Part 150 Noise  
Compatibility Study Update**

The Clark County Department of Aviation (CCDOA) is hosting the first of several public open houses for the McCarran International Airport Federal Aviation Regulations Part 150 Noise Compatibility Study Update (FAR Part 150 Study Update). The open house will include guided displays that will provide information about the study process, the Public Working Group assisting the CCDOA in preparing the update, and current aircraft traffic conditions. Community members are invited to interact directly with the project team, ask questions and provide comments.

**Date:** Wednesday, Aug. 24, 2005  
**Time:** 6:00 p.m. to 8:00 p.m.  
**Location:** Clark County Government Center; Cafeteria  
500 S. Grand Central Parkway, Las Vegas, NV.

CCDOA is conducting an update to the FAR Part 150 Study to address existing and future noise generated by aircraft operations at McCarran International Airport. The FAR Part 150 Study Update will identify recommendations and measures aimed at reducing the level of aircraft noise the public is exposed to in the airport vicinity. Preparation of the FAR Part 150 Study Update is not mandatory; however, by conducting the study the CCDOA will become eligible to receive funds from the Federal Aviation Administration (FAA) to implement the study's recommendations. The study is expected to be completed in June 2006 for formal County action, direction, and implementation.

For more information please visit the project Web site at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com), or send an e-mail to [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com) or call the project information line, (702) 437-5634.

PUB: August 7, 14, 21, 2005 Las Vegas Review-Journal



*Las Vegas • McCarran International Airport*

# **NEWS RELEASE**

*Clark County Department of Aviation – Randall H. Walker, Director*

**CONTACT:** Elaine Sanchez  
Public Affairs Manager

**(702) 261-3094**

**FOR IMMEDIATE RELEASE**  
**August 19, 2005**

## **Public Open House to Introduce the McCarran Airport Noise Study Update**

Las Vegas residents are invited to review the purpose of the Noise Study Update for McCarran International Airport, the process as to how the Update will be developed, and deliverables

**Las Vegas, NV** – The Clark County Department of Aviation is hosting the first of several open houses on August 24, 2005 from 6:00 p.m. to 8:00 p.m. in the Cafeteria of the Clark County Government Center, located at 500 South Grand Central Pkwy.

The open house will focus on the recently initiated Federal Aviation Regulation Part 150 Noise Compatibility Study Update for McCarran International Airport. The Part 150 Study Update will examine the effects of aircraft noise on communities surrounding McCarran International Airport and to propose measures to lessen that noise. The study is expected to be completed in June 2006 for formal County action, direction, and implementation.

“The Part 150 Study Update project team is very interested in hearing the public’s input,” said Randy Walker, Director of the Clark County Department of Aviation. “We encourage residents and business owners in the neighborhoods surrounding the airport to attend the open house to discuss noise concerns directly with the project team and understand the process to update the noise plan for McCarran International Airport. “

The August open house will include guided displays that will provide information about the study process, the community group assisting the Department of Aviation in preparing the update, and current aircraft traffic conditions. Project team members will be available to answer questions and take comments. Two other open houses are scheduled, the second will likely be held in October of this year and the final open house should be held in May 2006.

The Department of Aviation has also formed a Public Working Group. The working group meets monthly and will assist in the development of criteria to evaluate noise abatement measures and to suggest potential noise abatement measures. The third public working group meeting will be held on Tuesday, August 23, 2005 from 4:00 p.m. to 6:00 p.m. in the Pueblo Room of the Clark County Government Center. Members of the public are welcome to observe and provide public comments at the end of the meeting.

For more information please visit the project Web site at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com).

###









McCarran International Airport FAR Part 150 Noise Compatibility Study  
 Open House  
 August 24, 2005

*Attended*

Sign In

Name	Address	City/State/Zip	Phone	E-mail
Doua Richpen	7245 Polaris	LAS VEGAS NV 89114	897-5670	DARBUZ@COX.NET
TONY FARMANALI	6370 W. FLAMINGO #40	LAS VEGAS NV 89103		TONY@QAFINVESTMENTS.COM
GREG & DONNA TONUSTING	3012 Island View Ct.	LV NV 89117		
ROBERTO VECIA	7293 OSAGE CANYON	LV NV 89113	860-9213	VEGARA@ZTTLINK.NET
RALPH MILLER	8355 WARBONNET WAY	LV, NV 89113	804-0441	RALPHCM@AOL.COM
SAM FRIEDMAN	3175 CASANOVA Circle	LV 89120	454-6711	
DAVE TEARMAN	7944 Timber Horncr	LV 89147	702-296-2534	DAVE.TEARMAN@GULFSTREAM.COM
DOUG WILKE	5616 HATED STREET	LV 89115	702-256-2545	DOUG.WILKE@GULFSTREAM.COM
STEPHEN JAY SMALL RA	8565S, WARBONNET WY	LV 89113	361-0021	FOCKS@TBOU.COM 8565@
Sean Roberson	240 Water St	Henderson NV 89005	267-1537	sean.roberson@cityofhenderson.com
DAVID BROXTERMAN	7690 S VACCERY DRIVE	LV 89139	381-6204	N/A
Cathy Hendrickx	7245 Rogers	LV 89118	361-9723	
Phil Underwood	4402 Lil Tesoro Ct	Henderson, 89014	(702) 433-6897	BILLVAL@YAFEO.COM
Mire Shannon	2845 Red Springs	LV NV 89135	455-8338	MIR@CO.CLARK.NV.US



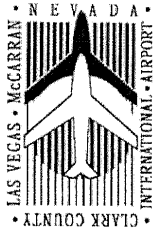


McCarran International Airport FAR Part 150 Noise Compatibility Study  
 Open House  
 August 24, 2005

Sign In

Name	Address	City/State/Zip	Phone	E-mail For project updates only. Please PRINT carefully.
F. Aruba	123 Main St	LV	385-6500	—
Scott Spigelmyer	7391 S. Bruce	LV 89123	361-2932	HERMA@USAHOTMAIL.COM
William Liebegott	71 Sunshine Coast Lane	L.V. 89148	795-7716	B.1114@cox.net
Jordan Piccola	4455 W Capoville Ave	LV 89118	361 4591	
A. FLYE	6100 Feldman St.	LV 89118		
Ed Andino	215 Bluestone River Ave	LV 89148	376-3612	
Ed Uehling	4633 Paradise	LV 89109	796-9079	evu2@cox.net
Michael MOTT	9700 W. Sunset Rd #1093	LV 89148	798-0170	MICHAH2002@Yahoo.com





McCarran International Airport FAR Part 150 Noise Compatibility Study  
 Open House  
 August 24, 2005

Sign In

Name	Address	City/State/Zip	Phone	E-mail
William Reed	6240 Westwind Rd	LV NV 89118	366-7583	
Richard Hyde	3800 Grandview Pl	LV NV 89120	458-2340	
Dano Mooney	7490 S. Ullom	LV NV 89139	361-5507	
Wally Kaelin	7495 S Ullom	LV NV 89139		
Sharon Kaelin	7490 S Ullom	LV NV 89139		
Randy Barnes				
Werner Jockelle	7345 Soranvold Dr #8107-299	LV NV 89113	5018800	JOCKELLE W@YAHO
Garry Hayes	4171 Dustin Av.	LV NV 89120	456-300	ghayes@Ivlaw.com







McCarran International Airport FAR Part 150 Noise Compatibility Study  
 Open House  
 August 24, 2005

Sign In

Name	Address	City/State/Zip	Phone	E-mail
Suzi Hyle	3700 Grandmen Pl.	Las Vegas, NV, 89120	458-2340	
BUD + LINDA VISALLI	7167 FRONTIER HILLS AVE	LAS VEGAS, NV 89113	914-9044	bvisalli@cox.net
NOAH + RACHEL RHEIN	7643 CALM PASSAGE CT.	LAS VEGAS, NV 89139	236-2265	NOAH.RACHEL@COX.NET
GARY & DONNA CAPEL	251 WHITLY BAY AV	LAS VEGAS, NV 89148	795-0789	dgcapel@msn.com
DR. S. PAZ	PO Box 12361	L.V. NV 89170		dn.paz@cox.net
Mike Kathy House	7670 Jacaranda Bay St	LAS VEGAS, NV 89139	837-6090	Kathy@sportfishhawaii.com
Richard J. Lederer	7862 Mustang Canyon St	LAS VEGAS, NV 89113	234-6435	Rich7862@Yahoo.com
BOB TERPSTRA	7197 FRONTIER HILLS	L.V. 89113	862-2569	LAS VEGAS TERPSTRA@aol.com
STANTON GORDON	7472 CLEGHORN CANYON	L.V. 89113	614-7752	stantongordon@gpnonline.com










## Welcome

# McCarran International Airport FAR Part 150 Noise Compatibility Study Update Open House

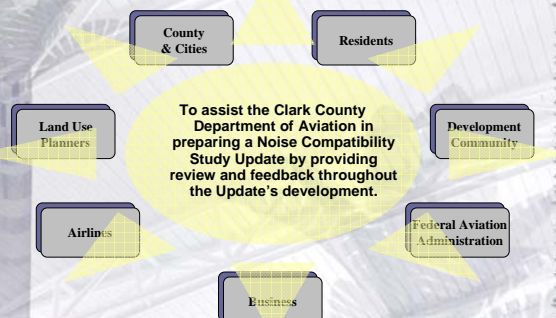
## \*Please Sign In\*

[www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)

1






## Public Working Group Mission

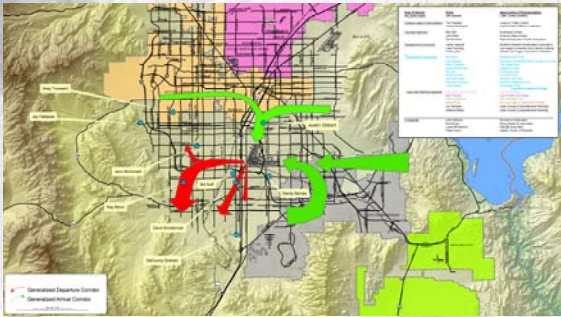


To assist the Clark County Department of Aviation in preparing a Noise Compatibility Study Update by providing review and feedback throughout the Update's development.



2

## Public Working Group



3

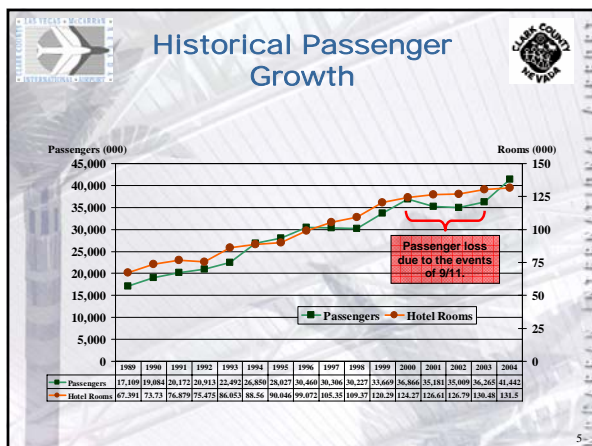





## Public Working Group Participation Process

Public Working Group members should:

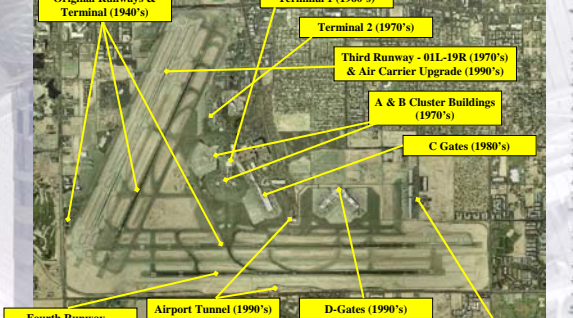
- ❖ Understand the role of our airport system.
- ❖ Become familiar with aircraft traffic at McCarran.
- ❖ Provide feedback on the study technical data.
- ❖ Identify local issues and concerns.
- ❖ Assist in developing criteria to evaluate noise measures.
- ❖ Review noise abatement measures, with emphasis on those that can be legally or reasonably pursued.

4



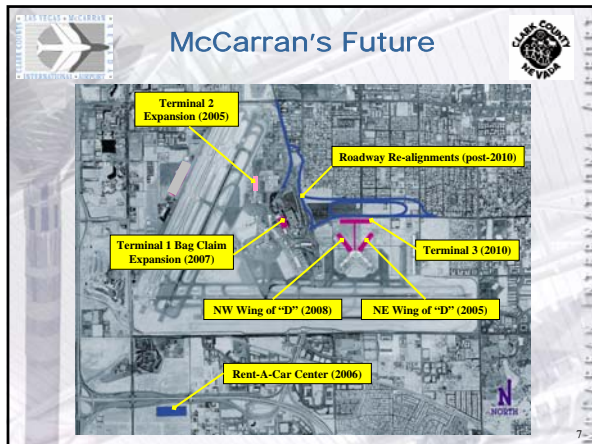
## McCarran's History



- Original Runways & Terminal (1940's)
- Terminal 1 (1960's)
- Terminal 2 (1970's)
- Third Runway - 01L-19R (1970's) & Air Carrier Upgrade (1990's)
- A & B Cluster Buildings (1970's)
- C Gates (1980's)
- D-Gates (1990's)
- Cargo Center (1990's)
- Airport Tunnel (1990's)
- Fourth Runway - 07R-25L (1990's)

6





### What is a FAR Part 150 Study?

- ❖ An airport noise compatibility assessment process established by the Federal Aviation Administration.
- ❖ Defines methodology and procedures for preparing Noise Exposure Maps (NEMs) and Noise Compatibility Programs (NCPs).
- ❖ Produces recommendations that can be implemented to reduce the level of aircraft noise on neighborhoods surrounding an airport.
- ❖ Voluntary program established for airport sponsors to become eligible for grants to implement approved airport noise programs.

### Noise Exposure Maps

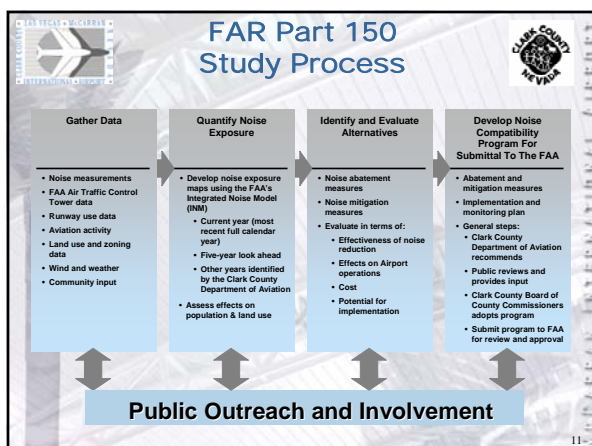
**Step 1 – Developing Noise Exposure Maps:**

- ❖ Noise Exposure Maps (NEMs) assess the impacts of aircraft noise on the area surrounding the airport.
  - ❖ These maps show areas of equal aircraft noise (noise contours) superimposed on local land use maps.
  - ❖ Existing and future noise levels are evaluated.

### Noise Compatibility Program

**Step 2 – Developing the Noise Compatibility Program:**

- ❖ The Noise Compatibility Program (NCP) outlines a strategy to implement noise abatement and mitigation measures.
  - ❖ Abatement measures reduce the amount of noise generated by airport operations (i.e., using quieter aircraft, redirecting flights).
  - ❖ Mitigation measures reduce the amount of incompatible development impacted by airport operations (i.e., land acquisition, sound attenuation).



### Who Can Regulate Airport Noise?

**Federal Aviation Administration:**

- ❖ Controls aircraft while in the sky.
- ❖ Responsible for controlling noise at its source (i.e., aircraft engines).
- ❖ Certifies aircrafts and pilots.

**Airport Proprietors/Clark County:**

- ❖ Limited authority to adopt local restrictions.
- ❖ Responsible for capital improvement projects and infrastructure.
- ❖ Markets the type of aircraft for each airport in the system.

**Local Governments and States:**

- ❖ Promote compatible land use through zoning.
- ❖ Mandate sound-insulating building materials.
- ❖ Require real estate disclosure.

## Previous Noise Studies For McCarran

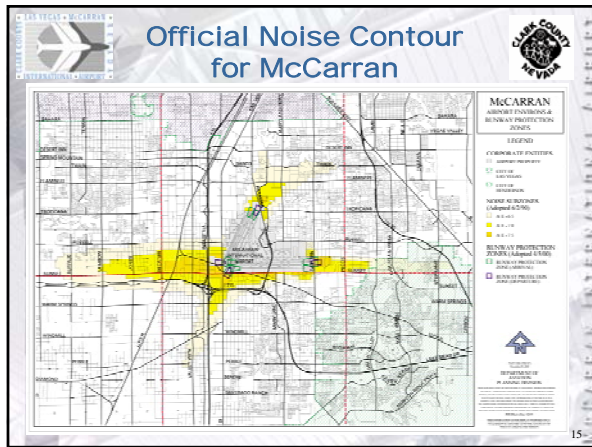
1981/1983	Airport Noise Control and Land Use Compatibility (ANCLUC) Study completed
1986	Airport Environs Overlay District codified
1988/1989	First FAR Part 150 Noise Compatibility Plan completed
1990	Airport Environs Overlay District updated
1994	FAR Part 150 Noise Compatibility Plan updated
2005	Second update to the FAR Part 150 Noise Compatibility Plan initiated

13

## Examples of Sound Levels

NOISE SOURCE	SOUND LEVEL	RELATIVE LOUDNESS
AMPLIFIED ROCK MUSIC / THUNDER	120 dB	64x
AUTO HORN @ 10 FT. / LAWN MOWER	100 dB	16x
OLD CAFETERIA / BUSY STREET	80 dB	4x
CONVERSATION @ 3 FT.	60 dB	1x
AVERAGE OFFICE / SOFT STEREO	40 dB	1/4x
WHISPER / RUSTLE OF LEAVES	20 dB	1/16x
THRESHOLD OF HEARING	0 dB	1/64x

14



**2.1.2 Public Open House 2 – October 26, 2005**

AFFP DISTRICT COURT  
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)  
COUNTY OF CLARK) SS:

Donna Stark, being 1st duly sworn, deposes and says:

That she is the Legal Clerk for the Las Vegas Review-Journal and the Las Vegas Sun, daily newspapers regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for,

CC DEPT AVIATION  
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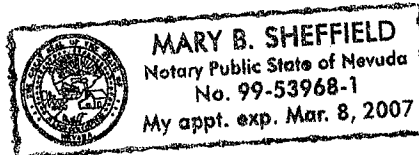
was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 3 edition(s) of said newspaper issued from 10/09/2005 to 10/23/2005, on the following days: OCT. 9, 16, 23, 2005

Signed: Donna Stark

SUBSCRIBED AND SWORN BEFORE ME THIS THE 24

day of October 2005

Mary B. Sheffield  
Notary Public





**Notice of Public Open House  
to present the Baseline Noise Contour Maps and Noise Reduction Measures  
for the McCarran International Airport Federal Aviation Regulation Part 150  
Noise Compatibility Study Update**

The Clark County Department of Aviation (CCDOA) is hosting the second of several public open houses for the McCarran International Airport Federal Aviation Regulations Part 150 Noise Compatibility Study Update (FAR Part 150 Study Update). The open house will include guided displays that will provide information about the study process, current and forecast aircraft traffic conditions, the baseline noise contour maps, and noise reduction efforts previously pursued by CCDOA. Community members are invited to interact directly with the project team, ask questions and provide comments.

**Date:** Wednesday, Oct. 26, 2005  
**Time:** 6:00 p.m. to 8:00 p.m.  
**Location:** Clark County Government Center, Cafeteria  
500 S. Grand Central Parkway, Las Vegas, NV.

CCDOA is conducting an update to the FAR Part 150 Study to address existing and future noise generated by aircraft operations at McCarran International Airport. The FAR Part 150 Study Update will identify recommendations and measures aimed at reducing the level of aircraft noise the public is exposed to in the airport vicinity. Preparation of the FAR Part 150 Study Update is not mandatory; however, by conducting the study the CCDOA will become eligible to receive funds from the Federal Aviation Administration (FAA) to implement the study's recommendations. The study is expected to be completed in June 2006 for formal County action, direction, and implementation.

For more information please visit the project Web site at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com), or send an e-mail to [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com) or call the project information line, (702) 437-5634.

PUB: October 9, 16, 23, 2005 LV Review-Journal & Sun

AFFP DISTRICT COURT  
Clark County, Nevada

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That she is the Legal Clerk for the Las Vegas Review-Journal and the Las Vegas Sun, daily newspapers regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for,

CC AVIATION  
51947801

971090

was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 1 edition(s) of said newspaper issued from 10/09/2005 to 10/09/2005, on the following days: OCT. 9, 2005

Signed: \_\_\_\_\_

*Donna Stark*

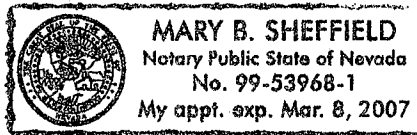
SUBSCRIBED AND SWORN BEFORE ME THIS THE \_\_\_\_\_

*8*

day of *November* 2005

*Mary B. Sheffield*

Notary Public





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CC AVIATION  
51947802

971090

was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 1 edition(s) of said newspaper issued from 10/16/2005 to 10/16/2005, on the following days: OCT. 16, 2005

Signed: \_\_\_\_\_

*Donna Stark*

SUBSCRIBED AND SWORN BEFORE ME THIS THE \_\_\_\_\_

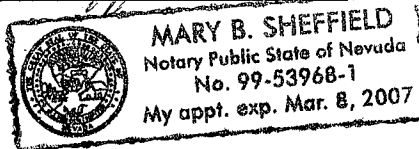
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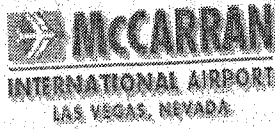
*November*

*Mary B. Sheffield*

Notary Public







**Notice of Public Open House**  
to present the Baseline Noise Contour Maps and Noise Reduction Measures for the  
McCarran International Airport Federal Aviation Regulation Part 150 Noise Compatibility Study Update

The Clark County Department of Aviation (CCDOA) is hosting the second of several public open houses for the McCarran International Airport Federal Aviation Regulations Part 150 Noise Compatibility Study Update (FAR Part 150 Study Update). The open house will include guided displays that will provide information about the study process, current and forecast aircraft traffic conditions, the baseline noise contour maps, and noise reduction efforts previously pursued by CCDOA. Community members are invited to interact directly with the project team, ask questions and provide comments.

**Date:** Wednesday, Oct. 26, 2005  
**Time:** 6:00 p.m. to 8:00 p.m.  
**Location:** Clark County Government Center, Cafeteria  
500 S. Grand Central Parkway, Las Vegas, NV.

CCDOA is conducting an update to the FAR Part 150 Study to address existing and future noise generated by aircraft operations at McCarran International Airport. The FAR Part 150 Study Update will identify recommendations and measures aimed at reducing the level of aircraft noise the public is exposed to in the airport vicinity. Preparation of the FAR Part 150 Study Update is not mandatory; however, by conducting the study the CCDOA will become eligible to receive funds from the Federal Aviation Administration (FAA) to implement the study's recommendations. The study is expected to be completed in June 2006 for formal County action, direction, and implementation.

For more information please visit the project Web site at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com), or send an e-mail to [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com) or call the project information line, (702) 437-5634.

AFFP DISTRICT COURT  
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)  
COUNTY OF CLARK) SS:

Donna Stark, being 1st duly sworn, deposes and says:

That she is the Legal Clerk for the Las Vegas Review-Journal and the Las Vegas Sun, daily newspapers regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for,

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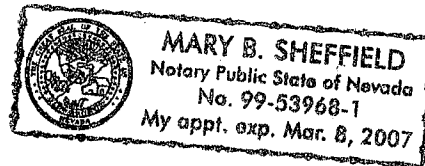
was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 1 edition(s) of said newspaper issued from 10/23/2005 to 10/23/2005, on the following days: OCT. 23, 2005

Signed: Donna Stark

SUBSCRIBED AND SWORN BEFORE ME THIS THE 8

day of November 2005

Mary B. Sheffield  
Notary Public





**Notice of Public Open House**  
**to present the Baseline Noise Contour Maps and Noise Reduction Measures for the**  
**McCarran International Airport Federal Aviation Regulation Part 150 Noise Compatibility Study Update**

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*Las Vegas • McCarran International Airport*

# **NEWS RELEASE**

*Clark County Department of Aviation – Randall H. Walker, Director*

**CONTACT:** Elaine Sanchez  
Public Affairs Manager  
(702) 261-3094

**FOR IMMEDIATE RELEASE**  
October 21, 2005

## **Public Open House to Present the Noise Contours and Reduction Measures at McCarran**

Las Vegas residents are invited to review the Baseline Noise Contour Maps and Historic Noise Reduction Measures for the McCarran International Airport

**Las Vegas, NV** – The Clark County Department of Aviation is hosting the second of several open houses on October 26, 2005 from 6:00 p.m. to 8:00 p.m. in the Cafeteria of the Clark County Government Center, located at 500 South Grand Central Pkwy.

Airport neighbors are invited to attend the open house and view guided displays that will provide information about the study process, current and forecast aircraft traffic conditions, the baseline noise contour maps, and noise reduction efforts previously pursued by the Department of Aviation. Project team members will be available to answer questions and take comments.

This open house is a follow up to the first open house, which focused on the Federal Aviation Regulation Part 150 Noise Compatibility Study Update process for McCarran International Airport. The Part 150 Study Update will examine the effects of aircraft noise on communities surrounding McCarran International Airport and to propose measures to lessen that noise. The study is expected to be completed in June 2006 for formal County action, direction, and implementation.

“The Part 150 Study Update project team is excited to present new information to the public,” said Randy Walker, Director of the Clark County Department of Aviation. “Residents and business owners are encouraged to attend the open house to learn more about historic noise reduction measures, current and projected noise impacts, and learn more about the Study process. “

The Department of Aviation has also formed a Public Working Group. The working group meets monthly and will assist in the development of criteria to evaluate noise abatement measures and to suggest potential noise abatement measures. The fifth public working group meeting will be held on Tuesday, October 25, 2005 from 4:00 p.m. to 6:45 p.m. in the Pueblo Room of the Clark County Government Center. Members of the public are welcome to observe and provide public comments at the end of the meeting.

For more information please visit the project Web site at [www.mccarranoisestudy.com](http://www.mccarranoisestudy.com).

###







McCarran International Airport FAR Part 150 Noise Compatibility Study  
 Open House  
 October 26, 2005

Sign In

Name	Address	City/State/Zip	Phone	E-mail
Keith + Koby Dennison	7754 Galloping Kites St	Las Vegas NV 89115	764-8655	Mason@438461.com
Sh. C. Mandira	3040 E. Charleston #2156	LV, NV. 89104	457-6591	Sohmendo265@aol.com
MARK PRAMMING	2275 CORPORATE CIRCLE SUITE 300	HENDERSON NV 89074	259-4065	manning@harrington.com
Billy J. Self	Southwest Airlines			
James Roberts	11606 Growing Sunset Ln	LV, NV 89135	360-5709	Jan Kelly
Leon Deutsch	609 Industrial	LV, NV 89074	597-3801	
P. ALBRECHT	UNION GAR.	LV 89123		
RICHARD SHENBERGER	7240 S. POLARIS AVE	LV 89118	361-2903	
Rocky Bennoo1510	324 Fence Home Co	LV, NV. 89123	788-8714	
Diana Warby	4664 Rockvale Dr	LV NV 89103	367-0337	DMW only
Mike Shannon	2845 Red Springs	LV NV 89135	2545615	
ANCK GALATIO	1281 ECHO WIND AVE	HENDERSON 89052	260-4380	





McCarran International Airport FAR Part 150 Noise Compatibility Study  
 Open House  
 October 26, 2005

Sign In

Name	Address	City/State/Zip	Phone	E-mail For project updates only. Please PRINT carefully.
John Hiatt	8180 Phacid St.	Las Vegas, NV 89123	702-361-1171	
Sean Robertson	2410 West St	Henderson, NV	267-1537	
Mayspicer	7911 Galloping Hills	RV, NV 89113	896-5268	











## Integrated Noise Model (INM)

In 1978, the FAA released the first version of a computer model designed to calculate aircraft noise impacts. The model, known as the Integrated Noise Model (INM) has become the standard tool used for modeling airport noise. The INM generates noise contours and provides a graphical image of aircraft noise levels for a selected geographic area. The model is also capable of predicting noise levels for specific locations in and around an airport.

The INM computes a yearly average DNL based upon an internal database that includes SELs of individual aircraft operating over or near given points. Noise exposure levels are calculated from airport-specific data that is input into the model. The INM correlates input data to data contained in its aircraft database through a series of algorithms that produce calculations of noise exposure levels.

## Examples of Sound Levels

NOISE SOURCE	SOUND LEVEL	RELATIVE LOUDNESS
AMPLIFIED ROCK MUSIC / THUNDER	120 dB	64x
AUTO HORN @ 10 FT. / LAWN MOWER	100 dB	16x
OLD CAFETERIA / BUSY STREET	80 dB	4x
CONVERSATION @ 3 FT.	60 dB	1x
AVERAGE OFFICE / SOFT STEREO	40 dB	1/4x
WHISPER / RUSTLE OF LEAVES	20 dB	1/16x
THRESHOLD OF HEARING	0 dB	1/64x

## Noise Exposure Maps

**Step 1 – Developing Noise Exposure Maps:**

- ❖ Noise Exposure Maps (NEMs) assess the impacts of aircraft noise on the area surrounding the airport.
- ❖ These maps show areas of equal aircraft noise (noise contours) superimposed on local land use maps.
- ❖ Existing and future noise levels are evaluated.

## Inputs to the INM

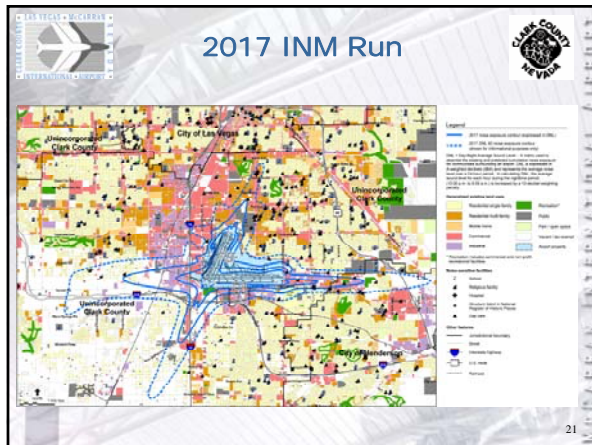
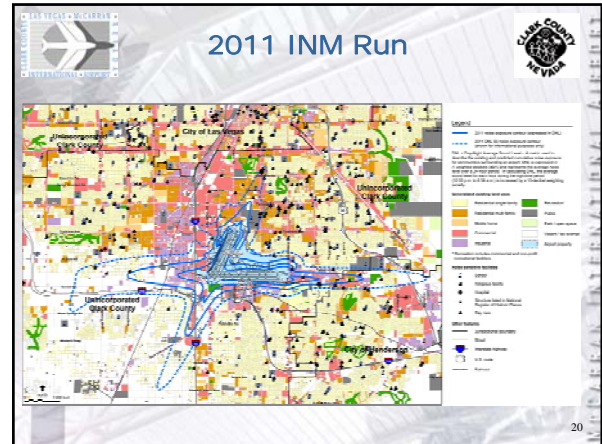
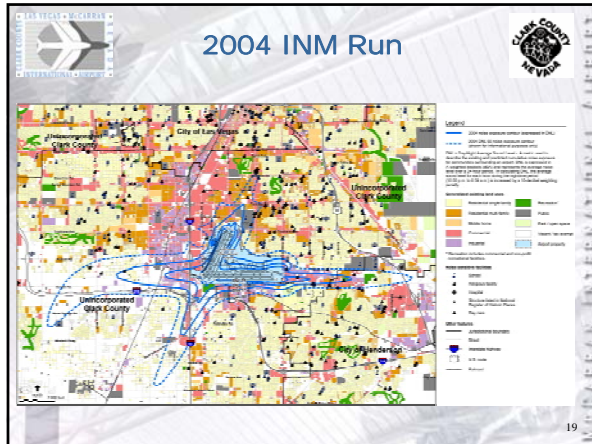
## Arrival Runway Use

Air Carrier Arrivals				
	2004	2011	2017	2004 - 2017 Change
LAS-1R	8.1%	8.5%	11.8%	3.7%
LAS-1R	4.3%	5.0%	5.6%	1.3%
LAS-1L	0.8%	0.5%	0.0%	-0.8%
LAS-1R	3.6%	7.1%	8.3%	4.7%
LAS-1L	72.0%	66.5%	67.2%	-5.8%
LAS-2R	1.1%	1.0%	1.0%	-0.1%
LAS-1L	0.0%	0.1%	0.1%	0.1%
LAS-2R	1.9%	2.2%	2.2%	0.3%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>

## Departure Runway Use

Air Carrier Departures				
	2004	2011	2017	2004 - 2017 Change
LAS-1R	20.6%	20.6%	18.1%	-2.5%
LAS-1R	1.3%	1.1%	1.1%	-0.2%
LAS-1L	0.8%	0.9%	0.5%	-0.3%
LAS-1R	10.5%	13.9%	16.7%	6.2%
LAS-2R	0.4%	0.4%	0.4%	0.0%
LAS-2R	54.9%	47.8%	42.1%	-11.9%
LAS-1L	0.4%	0.4%	0.4%	0.0%
LAS-2R	0.1%	0.1%	0.2%	0.1%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>



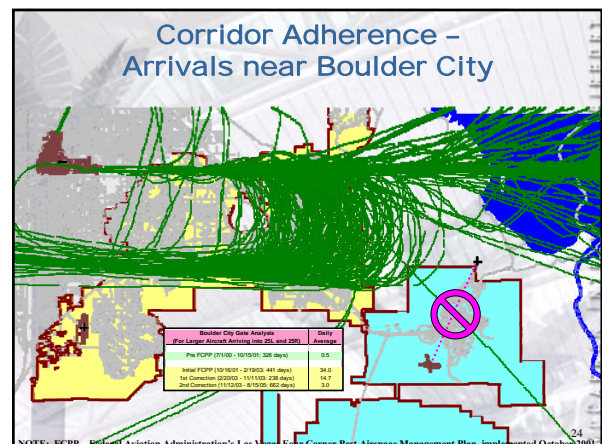


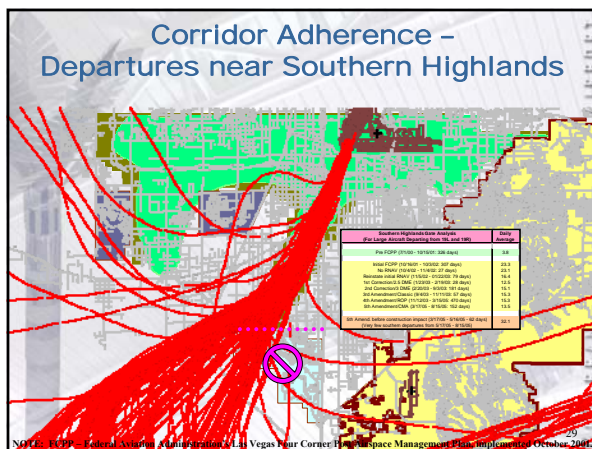
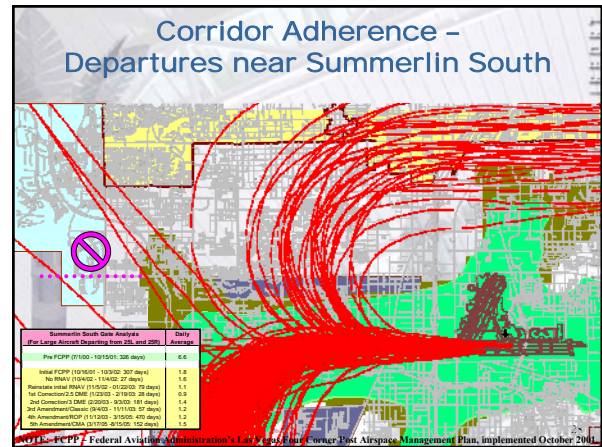
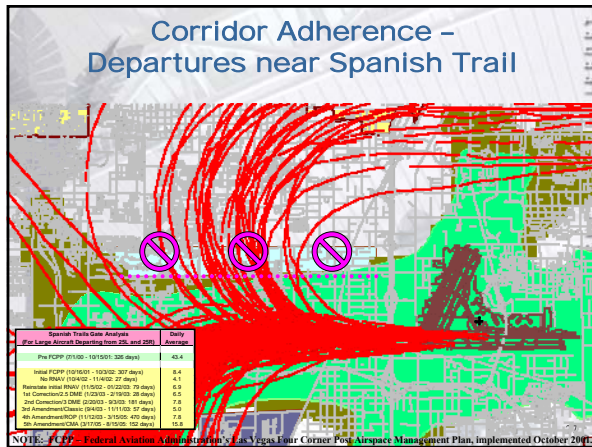
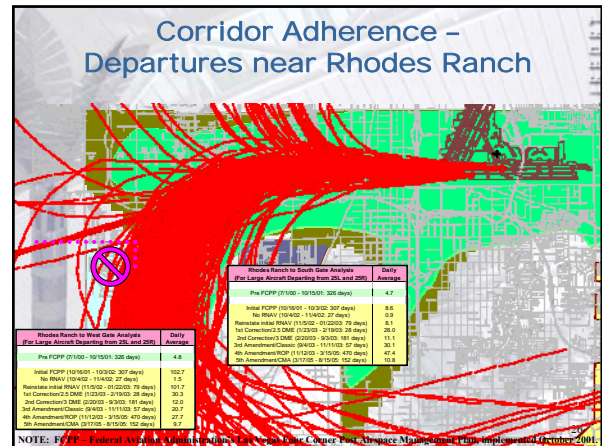
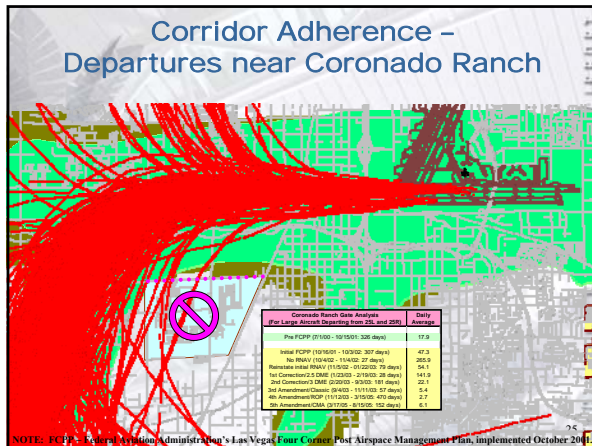
### Persons & Households Impact Analysis



Range of Noise Exposure	2004		2011		2017	
	Population	Households	Population	Households	Population	Households
DNL 75+	0	0	0	0	0	0
DNL 70 to 75	220	90	190	80	220	90
DNL 65 to 70	2,930	1,370	3,150	1,470	3,900	2,000
Total DNL 65+	3,150	1,460	3,340	1,550	4,120	2,090
Total DNL 60+	29,220	14,110	31,690	14,300	35,050	16,320

### Noise Sensitive Institutions Analysis

Year	Noise Sensitive Institutions	Range of Noise Exposure				
		DNL 75+	DNL 70 to 75	DNL 65 to 70	Total DNL 65+	Total DNL 60+
2004	Schools	0	0	0	0	8
	Day Care Facilities	0	0	3	3	10
	Historical Places	0	0	0	0	0
	Hospitals	0	0	0	0	0
	Religious Facilities	0	1	2	3	11
2011	Schools	0	0	2	2	11
	Day Care Facilities	0	0	3	3	13
	Historical Places	0	0	0	0	0
	Hospitals	0	0	0	0	3
	Religious Facilities	0	2	0	2	11
2017	Schools	0	0	3	3	11
	Day Care Facilities	0	0	3	3	14
	Historical Places	0	0	0	0	0
	Hospitals	0	0	0	0	3
	Religious Facilities	0	2	0	2	12





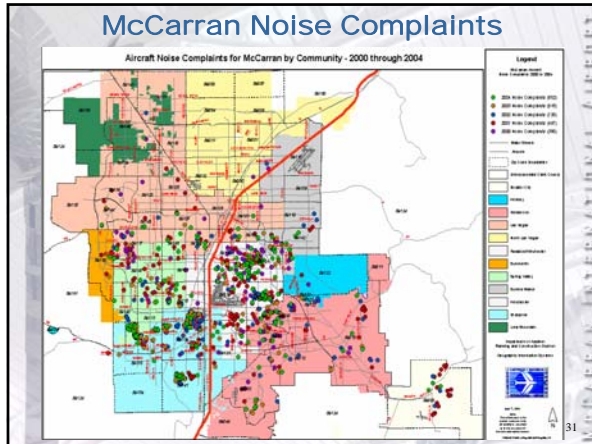



## Noise Compatibility Program

### Step 2 – Developing the Noise Compatibility Program:

- ❖ The Noise Compatibility Program (NCP) outlines a strategy to implement noise abatement and mitigation measures.
- ❖ Abatement measures reduce the amount of noise generated by airport operations (i.e., using quieter aircraft, redirecting flights).
- ❖ Mitigation measures reduce the amount of incompatible development impacted by airport operations (i.e., land acquisition, sound attenuation).

30



### Abatement Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
1. Runway 25 is designated the preferred runway for scheduled air carrier jet aircraft.	Retained - Minimize departures to the east when air traffic/weather conditions permit by established preferential runway use program.	Retained - Continue preferential runway use program, as highlighted in the 1988 interlocal agreement between Clark County and the City of Henderson.	Consider Reviewing - Interlocal Agreement expired in December 2003. Consider reassessing with current capacity demands and existing runway use.
2. Pilots will follow FAA recommended noise abatement take-off and departure procedures for civil turbojets. (Only applied to narrow-body aircraft.)	Not Retained - FAA was in the process of developing "standardized" procedures.	Revised - Conduct a test of the 1991 FAA noise abatement departure profiles (NADPs) described by FAA AC 91-53A.	Consider Reviewing - 1994 test not fully conducted. Consider reassessing with current fleet mix and departure procedures.
3. Turbojets departing Runway 25 will keep runway heading until leaving 4,000 ft MSL before turning over city (northwest bound). (Discussed 6,000 ft. altitude criteria.)	Amended - Procedure developed to incorporate runway heading until 4 NM. Changed from altitude preference to a distance preference.	Amended - Community requested a test of runway heading until 3 NM. After test, community requested return to 4 NM.	Consider Reviewing - Consider incorporating 4 NM criteria into proposed procedure currently being reviewed by the FAA. This "track" needs to mimic historical departure corridor.
4. Turbojets departing Runway 25 southwest bound will be kept on runway heading until 2 NM before proceeding on course.	Amended - Turbojets departing runway 25 keep heading until 3 NM before proceeding on course.	Retained.	Consider Reviewing - Focus on adherence to route near Sierra Vista High School/CMA corridor.
5. Turbojets departing Runway 19 will be kept on runway heading until 3 NM before proceeding on course.	Retained.	Retained.	Consider Reviewing

### Abatement Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
1. During noise sensitive hours (10 PM until 7 AM) Runway 19L departures for turbojet operations will be authorized only when operational requirements dictate.	Amended - Continue existing runway use program that restricts the use of Runway 19L between 8 PM and 8 AM when air traffic and weather conditions permit.	Retained.	Consider Reviewing - Upgrade of 11-19R in 1997 applied some restrictions/discouragement of 19-19L. Consider reassessing with current capacity demands and existing runway use.
2. Aircraft performing engine run-up prior to departure on Runway 15 will be headed north.	Not Retained.	Not Retained.	Completed.
3. Aircraft performing engine run-up in passenger terminal ramp area will position aircraft to avoid hazard to parked aircraft, taxiways, or spectators which potentially could occur as a result of propeller slip stream or jet blast.	Revised - Relocate the aircraft engine run-up areas to a less noise-sensitive location on the airport and, if necessary, construct appropriate noise attenuating barriers at the new site.	Retained. Designated an engine run-up area within the middle of airfield.	Consider Reviewing - In the past it has not been deemed necessary to construct noise barriers at the designated site.
4. Ground check of engines following repairs will be made on Taxiway "B" between Taxiways "M" and "F".	Not Retained.	Not Retained.	Completed.
5. Runway 11 and 19L are left-hand traffic patterns or as directed by ATC.	Not Retained.	Not Retained - Tied to safety operations for General Aviation aircraft, as deemed appropriate by FAA.	Not Applicable - Change in the fleet in addition to instrument procedures has outdated this measure

### Abatement Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
11. Runway 1R and 19R are right-hand traffic patterns or as directed by ATC.	Not Retained	Not Retained. Tied to safety operations for General Aviation aircraft, as deemed appropriate by FAA.	Not Applicable - Change in the fleet in addition to instrument procedures has outdated this measure
12. All traffic patterns for aircraft under 12,500 pounds will be flown at an altitude of 800 feet AGL.	Not Retained	Not Retained - Very few General Aviation traffic/training operations.	Not Applicable - This measure is outdated considering the current users at LAS.
13. All traffic patterns for aircraft over 12,500 pounds will be flown at an altitude of 1,500 feet AGL.	Not Retained	Not Retained - Very few large Commuter traffic/training operations.	Not Applicable - This measure is outdated considering the current users at LAS.
14. Build parallel runway south of Runway 7-25 to enhance airfield capacity and provide flexibility in implementing other noise abatement measures (minimizing use of 1-19 complex and eastern departures).	Completed - Runway 7R-25L operational in 1991. Construct new Runway to be used primarily for jet arrivals from the east.	Completed - Runway 7R-25L operational in 1991. Construct new Runway to be used primarily for jet arrivals from the east.	Consider Reviewing - Recent and forecasted runway use shows Runway 7R-25L also being used for jet arrivals from the west. Consider establishing a preferred arrival corridor from the west.
15. Establish eastern departure criteria as part of Henderson agreement/construction of Runway 7R-25L.	Completed - Test was conducted by FAA/Airlines but not supported due to proximity of Mt. Potosi.	Completed - Test was conducted by FAA/Airlines but not supported due to proximity of Mt. Potosi.	Consider Reviewing - Current Runway heading until 7 NM before proceeding on course.
16. Conduct a test of a change to the standard instrument departure (SID) for westerly departures from Runway 25R.	Completed - Test was conducted by FAA/Airlines but not supported due to proximity of Mt. Potosi.	Completed - Test was conducted by FAA/Airlines but not supported due to proximity of Mt. Potosi.	Not Applicable - 1990 test would now divert aircraft over/lose to residentially developed areas.

### Abatement Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
16. Use existing localizer for instrument landing system (LS) for arrivals to Runway 25R from the east to also provide from RWY 7L to the east when such departures are required by air traffic or weather conditions.	Use existing localizer for instrument landing system (LS) for arrivals to Runway 25R from the east to also provide from RWY 7L to the east when such departures are required by air traffic or weather conditions.	Not Retained - Procedure was found to not be practical due to safety and airport capacity concerns or necessary for noise reduction after opening Runway 7R-25L.	Not Applicable - Current RNAV procedure reduces fanning impact.
17. Encourage the airlines to increase use of Stage 3 aircraft between 10 PM and 7 AM.	Encourage the airlines to increase use of Stage 3 aircraft between 10 PM and 7 AM.	Retained - Encourage airline companies to use Stage 3 aircraft for operations occurring between 10 PM and 7 AM.	Completed - Aviation Noise and Capacity Act of 1990 eliminated large Stage 2 aircraft at the close of 2000.
18. Upgrade the facilities at North Las Vegas Air Terminal as a means of encouraging greater use for general aviation operations, including training.	Upgrade the facilities at North Las Vegas Air Terminal as a means of encouraging greater use for general aviation operations, including training.	Completed.	Completed - Henderson Executive Airport also being improved to accommodate general aviation operations.
19. Continue to evaluate the need for and benefit of permanent noise-monitoring system.	Continue to evaluate the need for and benefit of permanent noise-monitoring system.	Not Retained	Partially Completed - Noise monitoring conducted twice a year.
20. Maintain the existing noise abatement staff and expand, as necessary, to assist in the implementation of Noise Compatibility Program.	Maintain the existing noise abatement staff and expand, as necessary, to assist in the implementation of Noise Compatibility Program.	Retained.	Consider Reviewing

### Abatement Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
21. Establish noise compatibility public information program.	Establish noise compatibility public information program.	Retained.	Consider Reviewing - Currently deals with noise abatement program. Noise Hotline responses to noise-related complaints or questions, and bi-monthly noise report.
22. Support legislation to phase out Stage 2 aircraft.	Support legislation to phase out Stage 2 aircraft.	Retained.	Partially completed - Airport Noise and Capacity Act (ANCA) resulted in phase out in 2000.
23. Limit training operations for turbojet aircraft exceeding 12,000 pounds 8 PM to 12 AM and 6 AM to 8 AM to aircraft complying with Stage 3 noise standards, and prohibit training operations for all aircraft between midnight and 6 AM.	Limit training operations for turbojet aircraft exceeding 12,000 pounds 8 PM to 12 AM and 6 AM to 8 AM to aircraft complying with Stage 3 noise standards, and prohibit training operations for all aircraft between midnight and 6 AM.	Not Retained - Not approved by FAA and conditions of ANCA.	Not Applicable - ANCA prohibits these types of restrictions.
24. Implement a voluntary intersection departure procedure for aircraft departing to the west on Runway 25R.	Implement a voluntary intersection departure procedure for aircraft departing to the west on Runway 25R.	Implemented - A voluntary intersection departure procedure for aircraft departing to the west on Runway 25R.	Not Applicable - Intersection departures required significant workload demand. Impacted neighborhood mitigated.
25. Analyze the noise-related benefits of revising the Oasis Standard Instrument Departure (SID) procedures for departures to the west on Runway 25R to minimize over flight of noise-sensitive areas.	Analyze the noise-related benefits of revising the Oasis Standard Instrument Departure (SID) procedures for departures to the west on Runway 25R to minimize over flight of noise-sensitive areas.	Implemented - A voluntary intersection departure procedure for aircraft departing to the west on Runway 25R.	Consider Reviewing - It has currently been revised and is ongoing. New RNAV procedures consistently being reviewed to enhance flight track conformance.

### Remedial Mitigation Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
26	Acquire property developed in residential or other noise-sensitive uses in areas exposed to aircraft noise of 75 DNL.	Retained - Approximately 189 parcels at an approximate cost of \$37.3 million for parcels within 70+ DNL.	Consider Reviewing - For potential homes still located within 75 DNL.
27	Plan, with the assistance of Department of Comprehensive Planning and the Office of Economic Development, potential redevelopment programs for areas to be acquired for noise compatibility purposes.	Retained - Worked with other agencies to implement redevelopment programs to achieve land use compatibility on properties located near the Airport which are not needed for aviation-related purposes.	Consider Reviewing - The benefits of land use planning with other agencies, as appropriate.
28	Establish a soundproofing program for existing single-family residences and schools in areas exposed to aircraft noise of 70 to 75 DNL.	Retained - Program not implemented due to focus on land acquisition.	Consider Reviewing - Potential to go back and soundproof homes that were built prior to 1986 (AEOO requirements).
29	Establish a limited soundproofing assistance for owners of existing single-family homes in areas exposed to aircraft noise of 65 to 70 DNL.	Not Retained - Program focused on land acquisition in higher noise contours.	Consider Reviewing - Potential to go back and soundproof homes that were built prior to 1986 (AEOO requirements).
30	Provide property transaction assistance for owners of existing single-family homes in areas exposed to aircraft noise of 70 to 75 DNL.	Retained - Program not implemented due to focus on land acquisition.	Consider Reviewing - Currently have not participated in property transaction.

### Remedial Mitigation Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
31		Facilitate lease or purchase agreements with the UNLV to provide for the conversion of incompatible to compatible uses or to prevent the development of new incompatible uses on UNLV property exposed to aircraft noise levels of 65+ DNL.	Consider Reviewing - Benefits of continuing to work with UNLV on long-term compatibility between University and Airport uses.
32		Acquire property where Paradise Elementary School is located and convert to a compatible use.	Completed. Approximately \$7.5 million to purchase school, relocate existing UNLV sport facilities, and rebuild Paradise school on UNLV property.
33		Expand the property transaction assistance program to include existing single-family residences located within the 65-70 DNL area. Currently have purchased approximately 59 parcels at an approximate cost of \$16.9 million for parcels located within 65 DNL.	Consider Reviewing - For potential homes still located within 65-70 DNL.

### Preventive Mitigation Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update	
34	Develop comprehensive noise and land use compatibility guidelines/plans. Airport Environs Overlay District (AEOO) codified in 1986. AEOO map adopted and AEOO standards established.	Revised - Amend AEOO map to reflect the projected 1992 noise exposure map and make other changes to conform with the guidelines in FAR Part 150. (Completed in 1996). Work with and encourage the City of Henderson to adopt the AEOO.	Revised - Encourage the active enforcement of the AEOO, update maps based upon the most current Part 150 Noise Exposure Maps. (New maps not adopted by County due to impacts of Desert Storm on traffic demands but were adopted by the City of Henderson.)	Consider Reviewing - Currently have adopted "worse-case/2017" AEOO maps. Since 1998, on a case by case basis, homes within the 1997 AE-60 have been conditioned with a 25dB reduction (the same level as the AE-65 standard). Should AE-60 conditions be codified?
35	Recommend noise-attenuation construction be required if development occurs in high noise exposure zones.	See Measure #34.	See Measure #34	
36	Sight and sound disclosure requirements, require seller to inform buyer.	Retained and Revised - Requiring disclosure of existing and forecast noise exposure for all potential buyers/sellers of property in AEOO and encourage City of Henderson to adopt similar requirements.	Not Retained - Enforcement unknown.	
37	Require aviation easements. Aviation easements have been required for "enhanced" development since 1970s.	Retained and Revised - Acquire aviation easements in areas exposed to aircraft noise of 65+ DNL for existing homeowners where aviation easements not already acquired.	Retained - Program not implemented with focus on land acquisition.	
			Consider Reviewing - Updating info, letter sent to Real Estate industry in 2002. On a "case-by-case" basis, since 1998 approximately 92 communities have been conditioned with noise disclosure. Consider Reviewing if disclosure should be codified.	
			Consider Reviewing - Currently have not have not implemented program.	

### Preventive Mitigation Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
38		Acquire undeveloped land areas exposed to 75+ DNL in "runway clear zones or in locations that would facilitate redevelopment in Airport-compatible land uses.	Consider Reviewing - Review if any vacant lands within 75+ DNL (master planned an incompatible use).
39		Encourage the continuation of FHA and VA mortgage insurance policies and practices.	Retained.
40		Sequence the implementation of capital improvements and public works projects to be consistent with land use compatibility objectives.	Retained - Continue to consider land use compatibility planning when implementing capital improvement or public works projects.
41		Encourage the preparation of specific area plans for certain land exposed to aircraft noise of 60+ DNL.	Consider Reviewing - Most capital improvements already completed within the Airport Environs (i.e., water/sewer/street improvements).
42			Consider Reviewing
		Continue to facilitate the noise compatibility planning provisions of the existing cooperative agreement of 1992 between BLM and Clark County regarding development of federal lands within the Airport Environs.	Completed - BLM, per the 1998 SNPLMA, transferred over 5,230 acres of federally owned land within the CMA to Clark County.

### Helicopter Abatement Measures

Helicopter Abatement Measures not associated with Previous FAR Part 150 Studies	
43	Ongoing review of flight corridors to minimize, to the extent possible, direct overflight of residential neighborhoods.
44	Increasing permitted altitude for helicopter tours from 2,500 feet MSL (300 feet above ground level) to 3,000 feet or 3,500 feet MSL.
45	Encouraging a reduced helicopter tour airspeed of 80 knots.
46	Discouraging passing along all helicopter flight corridors.
47	Continue working with the Advisory Committee on Helicopter Noise.
48	Continue working with the Helicopter Users Group.
49	Requesting voluntary acquisition of quiet helicopter technology.
50	Temporary moratoriums on the approval of new heliport facilities. (Exists in unincorporated Clark County, but not the city.)
51	Annually collecting noise monitoring data for helicopter related tour operations.
52	Pursuing the development of a Southern Nevada Regional Heliport at a non-urban location.



**2.1.3 Public Open House 3 – May 24, 2006**

AFFP DISTRICT COURT  
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)  
COUNTY OF CLARK) SS:

Donna Stark, being 1st duly sworn, deposes and says:

That she is the Legal Clerk for the Las Vegas Review-Journal and the Las Vegas Sun, daily newspapers regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for,

CC DEPT AVIATION  
4617369

2615211CC

was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 3 edition(s) of said newspaper issued from 05/07/2006 to 05/21/2006, on the following days: MAY 7, 14, 21, 2006

Signed: \_\_\_\_\_

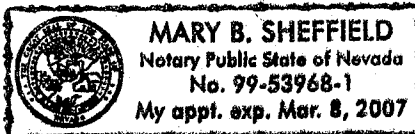
*Donna Stark*

SUBSCRIBED AND SWORN BEFORE ME THIS THE 23

day of May 2006

\_\_\_\_\_  
Notary Public

*Mary B. Sheffield*





## **Notice of Public Open House to present the initial Noise Reduction Measures for the McCarran International Airport Federal Aviation Regulation Part 150 Noise Compatibility Study Update**

The Clark County Department of Aviation (CCDOA) is hosting the third of several public open houses for the McCarran International Airport Federal Aviation Regulations Part 150 Noise Compatibility Study Update (FAR Part 150 Study Update). The open house will include guided displays that will provide information about the study process, current and forecast aircraft traffic conditions, noise contour maps, and initial noise reduction measures developed through the Public Working Group process. The Public Working Group, made up of land use planners, residents from communities surrounding the airport, the airline industry, the Federal Aviation Administration, and business and development interest groups, have met for almost a year regarding the update. Recent meetings have focused significant attention on noise reduction strategies. Community members are invited to interact directly with the project team, ask questions and provide comments.

**Date:** Wednesday, May 24, 2006  
**Time:** 6:00 p.m. to 8:00 p.m.  
**Location:** Clark County Government Center, Cafeteria  
500 S. Grand Central Parkway, Las Vegas, NV.

CCDOA is conducting an update to the FAR Part 150 Study to address existing and future noise generated by aircraft operations at McCarran International Airport. Preparation of the FAR Part 150 Study Update is not mandatory; however, by conducting the study the CCDOA will become eligible to receive funds from the Federal Aviation Administration (FAA) to implement the study's recommendations. The study is expected to be completed by August 2006 for formal County action, direction, and implementation.

For more information please visit  
the project Web site at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com),  
or send an e-mail to [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)  
or call the project information line, (702) 437-5634.

PUB: May 7, 14, 21, 2006 LV Review-Journal



*Las Vegas • McCarran International Airport*

# **NEWS RELEASE**

*Clark County Department of Aviation – Randall H. Walker, Director*

**CONTACT:** Elaine Sanchez  
Public Affairs Manager  
(702) 261-3094

**FOR IMMEDIATE RELEASE**  
May 22, 2006

## **Public Open House to Present the Initial Noise Reduction Measures for McCarran**

Las Vegas residents are invited to review the initial noise reduction measures for McCarran International Airport developed through the Public Working Group process

**Las Vegas, NV** – The Clark County Department of Aviation is hosting the third of several open houses of the FAR Part 150 Noise Compatibility Study Update for McCarran International Airport on May 24, 2006, from 6:00 p.m. to 8:00 p.m. in the Cafeteria of the Clark County Government Center, located at 500 South Grand Central Pkwy.

Airport neighbors and Clark County residents are invited to attend the open house and view guided displays that will provide information about the study process and the noise reduction measures that the Public Working Group has reviewed and discussed for inclusion in the Study Update. Community members are invited to interact directly with the project team, ask questions and provide comments.

This open house is a follow up to two open houses previously hosted by the Department of Aviation. The first open house focused on the Study Update process. The second focused on baseline noise contour maps and historic noise reduction measures for McCarran International Airport.

“Public review and involvement is curial at this stage of the Update process,” said Randy Walker, Director of the Clark County Department of Aviation. “As the noise reduction recommendations are being finalized residents are encouraged to attend the open house to learn more about what is being proposed.”

The Part 150 Study Update will examine the effects of aircraft noise on communities surrounding McCarran International Airport and to propose measures to lessen that noise. The study is expected to be completed in summer 2006 for formal County action, direction and implementation.

The ninth public working group meeting will be held on Tuesday, May 23, 2006 from 4:00 p.m. to 6:00 p.m. in the Pueblo Room of the Clark County Government Center. Members of the public are welcome to observe and provide public comments at the end of the meeting.

For more information please visit the project Web site at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com).

###







McCarran International Airport FAR Part 150 Noise Compatibility Study  
 Open House  
 May 24, 2006

Sign In

Name	Address	City/State/Zip	Phone	E-mail For project updates only. Please PRINT carefully.
JOE CAPOZZI	7244 FRONTIER HILLS	LV NV 89113	407 3056	JOE1674@AOL.COM
Garry Hayes	4171 Dustin	LV NV 89120	456-300	ghayes@lvlaq.com
Green Albert	PO Box 76820	LV NV 89190		
Julie Dunford	913 Count Wutzke	hV NV 89119		
MICK GALATRO				
Bill Greenberg	1691 Arabian	Henderson 89015	564-8415	JBGreenberg91@Yahoo.com





McCarran International Airport FAR Part 150 Noise Compatibility Study  
 Open House  
 May 24, 2006

Sign In

Name	Address	City/State/Zip	Phone	E-mail
Mike Shannon	2845 Red Springs	Las Vegas NV 89135	702-254-5615	mss@co.clark.nv.us
David Scott	752 Coral Run	Las Vegas NV 89131	702-544-2333	dscott@landdevelopment.net
STANTON GORDON	7472 CLEGHORN CANYON	L.V. NV 89113	702-614-7750	SEAN1815@peoplepc.com
WILLIAM STEWART	3534 FREEDOM AVE	LAS VEGAS, NV 89121-4400	702/436-3534	WSTEWART@COX.NET
ROBERT MIKA	3195 BRUCKINGTON DR	L V NV 89120	702/458 8271	ROBERT.MIKA@LVVWD.COM
MIKE GANSON	1100 South CA	LV NV 89104	702-544-9885	m.ganson@cox.net
Lisa Conrado	240 S. Wash St.	Henderson, NV	267-1519	lisa.conrado@cityofhenderson.com
Barbara Ganson	1100 S. 6th St.	LV, NV 89109	222-9009	
PHILIP REGESKI	10225 SCHUSTER ST.	LV 89141	434-8515	PREGNGE@OL.COM





McCarran International Airport FAR Part 150 Noise Compatibility Study  
 Open House  
 May 24, 2006

Sign In

Name	Address	City/State/Zip	Phone	E-mail For project updates only. Please PRINT carefully.
MARK WITZ Billy Self	5371 Hanging Tree Ln on File (SOUTHWEST AIRLINES)	Las Vegas NV 89118 Dallas, TEXAS	702 232-7211	captainsface.mw@xalvo.com
DONNA TOUSSAINT	on file			
GREG TOUSSAINT	on file	LV, NV		
LYNN BOREMAN	5409 Spencer	LV NV	702 239-9624	
MICHAEL FITZPATRICK	1530 Bowman Rd	HENDERSON 89015	702-565-4568	MIFITZPATRICK@AETNA.COM
Mary McFarland Lawrence McFarland	1424 Garden Gate	Henderson 89015		
Keith Spencer	6399 Palmyra Ave	L.V. 89146	702-369-4810	Keith.Spencer@cbre.com
Roger Velado	FOX 5 NEWS			
LARRY HAWBER	8805 BAYSIDE CIRCLE	LV 89117	702-243-6022	lkhawber@cox.net
Jana Greenberg	1131 Gallopate Ave	Henderson 89015	702-280-6311	jgreenberg@yahoo.com









**Welcome**

**McCarran International Airport  
FAR Part 150 Noise  
Compatibility Study Update  
Open House**

**\*Please Sign In\***

[www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)



**Who Can Regulate  
Airport Noise?**

**Federal Aviation Administration:**

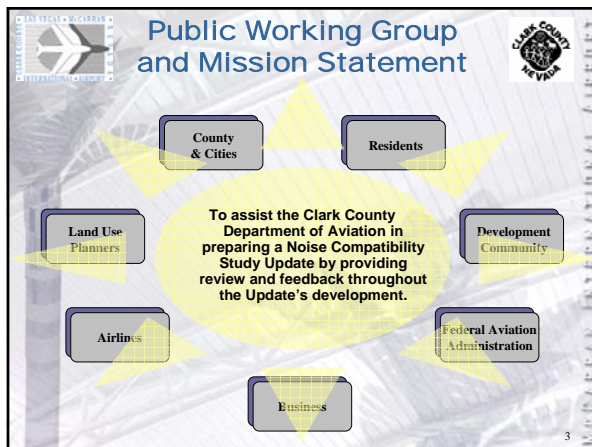
- ❖ Controls aircraft while in the sky.
- ❖ Responsible for controlling noise at its source (i.e., aircraft engines).
- ❖ Certifies aircrafts and pilots.

**Airport Proprietors/Clark County:**

- ❖ Limited authority to adopt local restrictions.
- ❖ Responsible for capital improvement projects and infrastructure.
- ❖ Markets the type of aircraft for each airport in the system.

**Local Governments and States:**

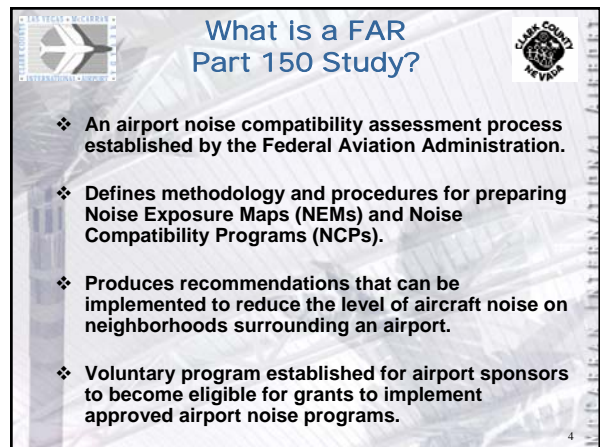
- ❖ Promote compatible land use through zoning.
- ❖ Mandate sound-insulating building materials.
- ❖ Require real estate disclosure.



**Public Working Group  
and Mission Statement**

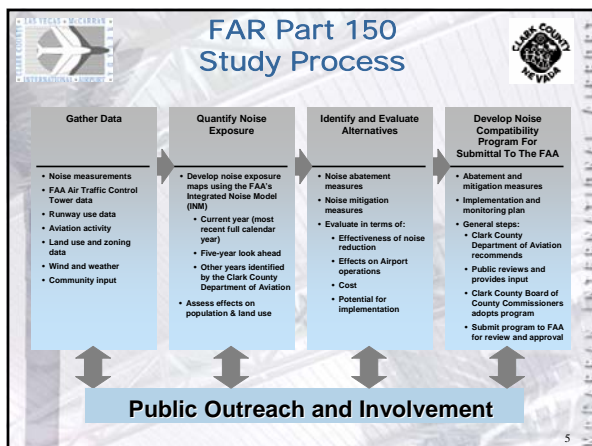
To assist the Clark County Department of Aviation in preparing a Noise Compatibility Study Update by providing review and feedback throughout the Update's development.

Participants: County & Cities, Residents, Land Use Planners, Development Community, Airlines, Business, Federal Aviation Administration.



**What is a FAR  
Part 150 Study?**

- ❖ An airport noise compatibility assessment process established by the Federal Aviation Administration.
- ❖ Defines methodology and procedures for preparing Noise Exposure Maps (NEMs) and Noise Compatibility Programs (NCPs).
- ❖ Produces recommendations that can be implemented to reduce the level of aircraft noise on neighborhoods surrounding an airport.
- ❖ Voluntary program established for airport sponsors to become eligible for grants to implement approved airport noise programs.



**FAR Part 150  
Study Process**

**Gather Data**

- Noise measurements
- FAA Air Traffic Control Tower data
- Runway use data
- Aviation activity
- Land use and zoning data
- Wind and weather
- Community input

**Quantify Noise Exposure**

- Develop noise exposure maps using the FAA's Integrated Noise Model (INM)
  - Current year (most recent full calendar year)
  - Five-year look ahead
  - Other years identified by the Clark County Department of Aviation
- Assess effects on population & land use

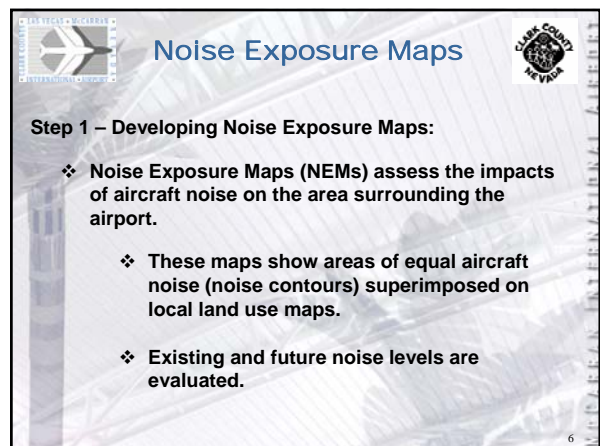
**Identify and Evaluate Alternatives**

- Noise abatement measures
- Noise mitigation measures
- Evaluate in terms of:
  - Effectiveness of noise reduction
  - Effects on Airport operations
  - Cost
  - Potential for implementation

**Develop Noise Compatibility Program For Submittal To The FAA**

- Abatement and mitigation measures
- Implementation and monitoring plan
- General steps:
  - Clark County Department of Aviation recommends
  - Public reviews and provides input
  - Clark County Board of County Commissioners adopts program
  - Submit program to FAA for review and approval

**Public Outreach and Involvement**

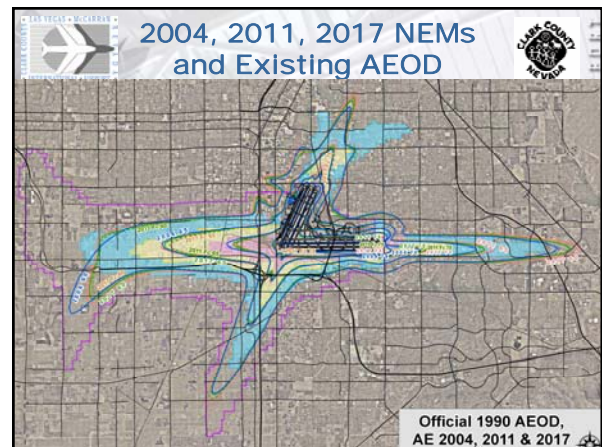
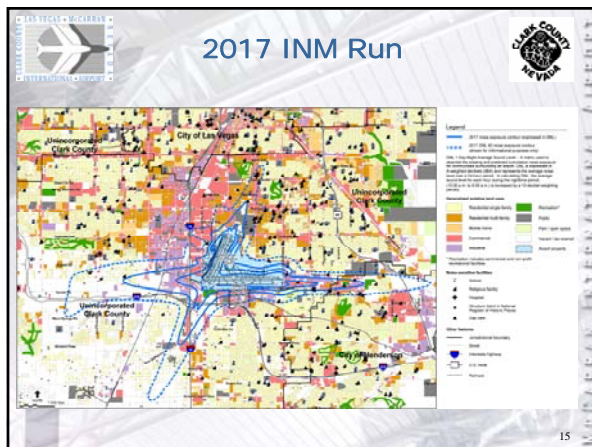
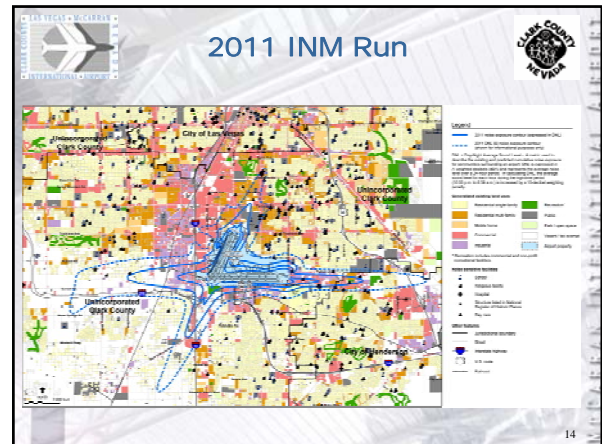
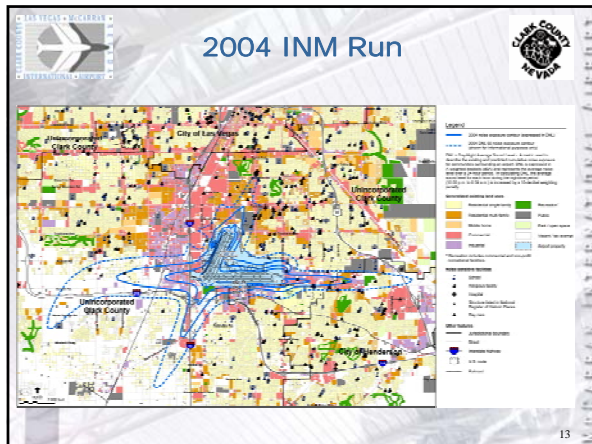


**Noise Exposure Maps**

**Step 1 – Developing Noise Exposure Maps:**

- ❖ Noise Exposure Maps (NEMs) assess the impacts of aircraft noise on the area surrounding the airport.
  - ❖ These maps show areas of equal aircraft noise (noise contours) superimposed on local land use maps.
  - ❖ Existing and future noise levels are evaluated.





### Noise Compatibility Program

**Step 2 – Developing the Noise Compatibility Program:**

- ❖ The Noise Compatibility Program (NCP) outlines a strategy to implement noise abatement and mitigation measures.
  - ❖ Abatement measures reduce the amount of noise generated by airport operations (i.e., using quieter aircraft, redirecting flights).
  - ❖ Mitigation measures reduce the amount of incompatible development impacted by airport operations (i.e., land acquisition, sound attenuation).

17

### NCP - Recommendation 1

1. Maintain informal, voluntary preferential runway use program for JETs:
  - 1a. JET defined as aircraft weighing more than 75,000 lbs.
  - 1b. 25R is the preferred JET departure runway.
  - 1c. 25L is the preferred JET arrival runway.
  - 1d. 19L is the preferred JET departure runway when southern departures necessary.
  - 1e. JET operations on 19L and 19R discouraged between 8 PM and 8 AM if weather, traffic congestion, or construction conditions permit.
  - 1f. 1R is preferred JET departure runway when northern departures necessary.
  - 1g. 7L is preferred JET departure runway when eastern departures necessary.
  - 1h. If safe and efficient, move towards greater "equalization" of runway use.

18

## NCP - Recommendation 2

2. Clarify preferred departure flight procedures and improve compliance:
  - 2a. 4 NM (from DME) runway heading for 25L/R JET departures / right-hand pattern.
  - 2b. 3 NM (from DME) runway heading for 25L/R JET departures / left-hand pattern.
  - 2c. Review development of a formal "straight out" procedure for 25L/R.
  - 2d. 3 NM (from DME) runway heading for 19L/R JET departures.
  - 2e. 7 NM (from DME) runway heading for 07L/R JET departures.
  - 2f. 2 NM (from DME) runway heading for 01L/R JET departures.
  - 2g. Helicopter tour departure procedures along Tropicana Avenue.

## NCP - Recommendation 3

3. Conduct a study to assess the *distant* noise abatement departure profile (NADP) for JETS on runways 25L/R, 19L/R, and 07L/R.

## NCP - Recommendation 4

4. Identify preferred arrival flight corridors which mimic, if safe and efficient, the same areas as those impacted by the departure procedures.
  - 4a. Review if runway heading from 9 NM for 01L/R arrivals is feasible.
  - 4b. Review standard arrival flow into 07L/07R.
  - 4c. Helicopter tour arrival procedures along Charleston Blvd., Fremont St., Industrial Rd., and I-15.

## NCP - Recommendation 5

5. Conduct a study to assess benefit of the continuous descent approach (CDA) procedure for JETS on all runways.

## NCP - Recommendations 6 through 10

6. Continue to use designated locations for engine run-up maintenance activity.
7. Continue to encourage airlines to utilize quieter aircraft.
  - 7a. Develop program which recognizes airlines "flying quietly".
8. Continue to support legislation which phases-out noisier aircraft.
9. Continue to support use of other General Aviation reliever airports for non-JET aircraft.
10. Continue pursuit of Southern Nevada Regional Heliport.

## NCP - Recommendation 11

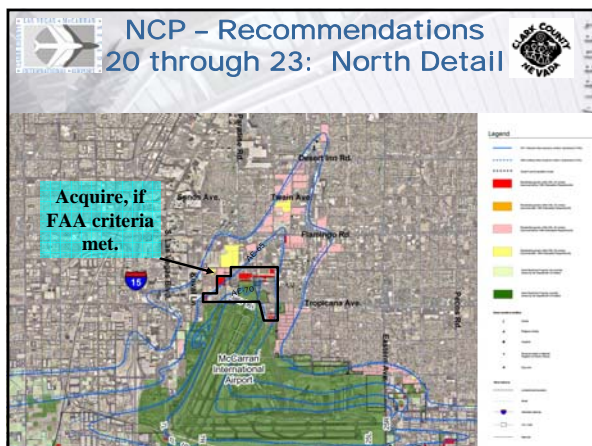
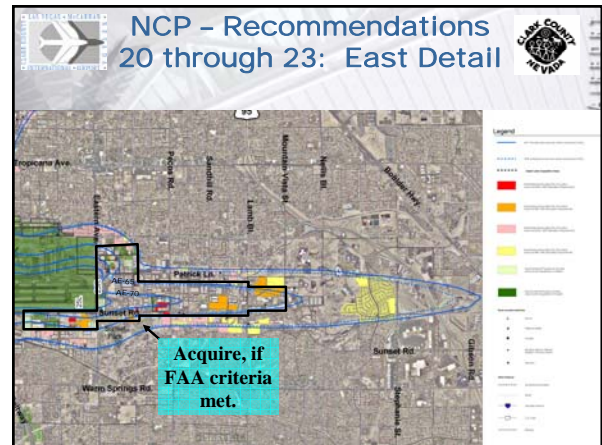
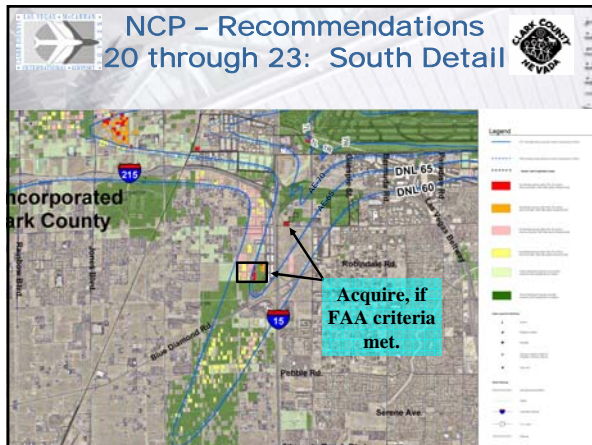
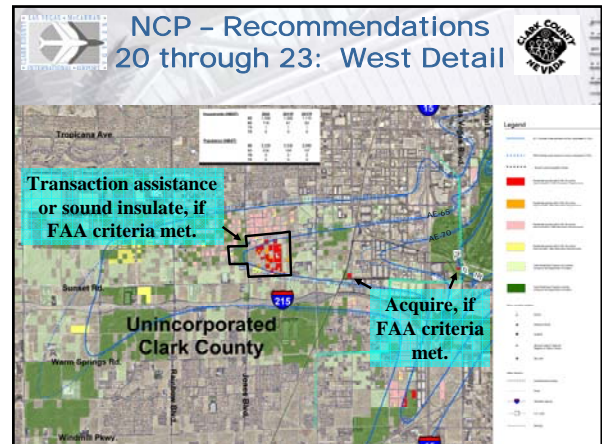
11. Continue bi-annual noise monitoring program for fixed-wing traffic and helicopter tour traffic originating from LAS.



### NCP - Recommendations 19 through 23

19. Continue aviation easement requirements in the County and Henderson development process.
  - 19a. Create database which identifies parcels containing an aviation easement.
20. As a voluntary measure, acquire, provide transaction assistance, or sound insulate existing incompatible land uses in the 2011 AE-70.
21. As a voluntary measure, acquire vacant parcels in the 2011 AE-70 that are master planned for incompatible land uses when adjacent/nearby development is airport compatible.
22. Expand voluntary property acquisition, transaction assistance, or sound insulation program to existing incompatible land uses in the 2011 AE-65.
23. Expand voluntary acquisition of vacant parcels in the 2011 AE-65 that are master planned for incompatible uses when adjacent/nearby development is airport compatible.

31



**2.1.4 Public Open House 4 – September 13, 2006**  
(Conducted During the Formal Public Comment Period)



**The Las Vegas Review-Journal / Las Vegas Sun  
Legal Section  
Affidavit of Publication**

AFFP DISTRICT COURT  
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)  
COUNTY OF CLARK) SS:

Donna Stark, being 1st duly sworn, deposes and says:

That she is the Legal Clerk for the Las Vegas Review-Journal and the Las Vegas Sun, daily newspapers regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for,

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was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 3 edition(s) of said newspaper issued from 08/27/2006 to 09/10/2006, on the following days: AUG. 27, SEPT. 3, 10, 2006

Signed: \_\_\_\_\_

*Donna Stark*

SUBSCRIBED AND SWORN BEFORE ME THIS THE \_\_\_\_\_

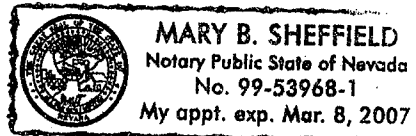
*13*

day of \_\_\_\_\_ 2006

*September*

*Mary B. Sheffield*

Notary Public





**Notice of Availability and Public Hearing**  
**For Review of the Draft Federal Aviation Regulations Part 150 Noise**  
**Compatibility Study Update for McCarran International Airport**

The Clark County Department of Aviation (CCDOA) is conducting an Update to the Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Study for McCarran International Airport to address existing and future noise generated by aircraft operations. The CCDOA hosted three Open Houses during the preparation of the draft Update (August 2005, October 2005, and May 2006). A fourth Open House will be held on September 13, 2006. The Open House will include displays about the study process, aircraft traffic conditions, noise contours, and noise reduction measures. Community members are invited to interact directly with CCDOA staff, ask questions, and provide comments. The public comment period will be open from August 29 through October 6, 2006.

**Meeting: Open House on Draft Update**  
**Date: Wednesday, September 13, 2006**  
**Time: 6:00 p.m. to 8:00 p.m.**  
**Location: Clark County Government Center, Cafeteria**  
**500 S. Grand Central Parkway, Las Vegas, NV 89155.**

A formal Public Hearing will be held during the Clark County Board of Commissioners regularly scheduled meeting on October 3, 2006.

**Meeting: Public Hearing on Draft Update**  
**Date: Tuesday, October 3, 2006**  
**Time: 10:00 a.m.**  
**Location: Clark County Government Center,**  
**Commission Chambers**  
**500 S. Grand Central Parkway, Las Vegas, NV 89155.**

Beginning August 29, 2006, the Draft FAR Part 150 Update for McCarran International Airport will be available for public review at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com), or during normal business hours at the following locations:

Clark County Department of Aviation	McCarran International Airport, 4 <sup>th</sup> Floor, Planning
Clark County Government Center	500 S. Grand Central Parkway, 6 <sup>th</sup> Floor, Clerk's Office
Clark County Library	1401 E. Flamingo Road
Enterprise Library	25 E. Shelbourne Avenue
Green Valley Library	2797 N. Green Valley Parkway
Las Vegas Library	833 Las Vegas Boulevard North
North Las Vegas City Library	2300 Civic Center Drive
Paseo Verde Library	280 S. Green Valley Parkway
Rainbow Library	3150 N. Buffalo Drive
Sahara West Library	9600 W. Sahara Boulevard
Spring Valley Library	4280 S. Jones Boulevard
Summerlin Library	1771 Inner Circle Drive
Sunrise Library	5400 Harris Avenue
UNLV Library	4505 S. Maryland Parkway
West Charleston Library	6301 W. Charleston Boulevard
West Las Vegas Library	951 W. Lake Mead Boulevard
Whitney Library	5175 E. Tropicana Avenue

Written comments on the Draft FAR Part 150 Update for McCarran International Airport will be accepted from Tuesday, August 29, 2006, through 5:00 p.m. on Friday, October 6, 2006. Submit comments to Jeff Jacquart, CCDOA, Planning, P.O. Box 11005, Las Vegas, NV 89111-1005. All comments received will be addressed in the Final document. For further information, call Jeff Jacquart at 702-261-5510.

PUB: August 27, September 3, 10, 2006 LV Review-Journal

**The Las Vegas Review-Journal / Las Vegas Sun  
Nevada Section  
Affidavit of Publication (1 of 3)**

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Clark County, Nevada

AFFIDAVIT OF PUBLICATION

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COUNTY OF CLARK) SS:

Donna Stark, being 1st duly sworn, deposes and says:

That she is the Legal Clerk for the Las Vegas Review-Journal and the Las Vegas Sun, daily newspapers regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for,

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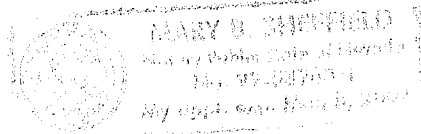
was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 1 edition(s) of said newspaper issued from 08/27/2006 to 08/27/2006, on the following days: AUG. 27, 2006

Signed: Donna Stark

SUBSCRIBED AND SWORN BEFORE ME THIS THE 5

day of September 2006

Mary B. Sheffield  
Notary Public



**The Las Vegas Review-Journal / Las Vegas Sun  
Nevada Section  
Affidavit of Publication (2 of 3)**

AFFP DISTRICT COURT  
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)  
COUNTY OF CLARK) SS:

Donna Stark, being 1st duly sworn, deposes and says:

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was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 1 edition(s) of said newspaper issued from 09/03/2006 to 09/03/2006, on the following days: SEPT. 3, 2006

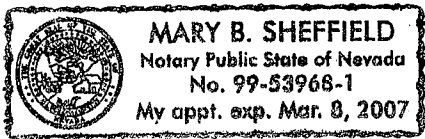
Signed: Donna Stark

SUBSCRIBED AND SWORN BEFORE ME THIS THE 20

day of September 2006

Mary B. Sheffield

Notary Public



**The Las Vegas Review-Journal / Las Vegas Sun  
Nevada Section  
Affidavit of Publication (3 of 3)**

AFFP DISTRICT COURT  
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)  
COUNTY OF CLARK) SS:

Donna Stark, being 1st duly sworn, deposes and says:

That she is the Legal Clerk for the Las Vegas Review-Journal and the Las Vegas Sun, daily newspapers regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for,

CC AVIATION  
55353301

971090

was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 1 edition(s) of said newspaper issued from 09/10/2006 to 09/10/2006, on the following days: SEPT.10, 2006

Signed: \_\_\_\_\_

*Donna Stark*

SUBSCRIBED AND SWORN BEFORE ME THIS THE \_\_\_\_\_

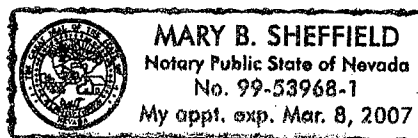
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day of \_\_\_\_\_ 2006

*September*

\_\_\_\_\_  
Notary Public

*Mary B. Sheffield*





### Notice of Availability and Public Hearing For Review of the Draft Federal Aviation Regulations Part 150 Noise Compatibility Study Update for McCarran International Airport

The Clark County Department of Aviation (CCDOA) is conducting an Update to the Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Study for McCarran International Airport to address existing and future noise generated by aircraft operations. The CCDOA hosted three Open Houses during the preparation of the draft Update (August 2005, October 2005, and May 2006). A fourth Open House will be held on September 13, 2006. The Open House will include displays about the study process, aircraft traffic conditions, noise contours, and noise reduction measures. Community members are invited to interact directly with CCDOA staff, ask questions, and provide comments. The public comment period will be open from August 29 through October 6, 2006.

**Meeting:** Open House on Draft Update  
**Date:** Wednesday, September 13, 2006  
**Time:** 6:00 p.m. to 8:00 p.m.  
**Location:** Clark County Government Center, Cafeteria  
500 S. Grand Central Parkway, Las Vegas, NV 89155.

A formal Public Hearing will be held during the Clark County Board of Commissioners regularly scheduled meeting on October 3, 2006.

**Meeting:** Public Hearing on Draft Update  
**Date:** Tuesday, October 3, 2006  
**Time:** 10:00 a.m.  
**Location:** Clark County Government Center, Commission Chambers  
500 S. Grand Central Parkway, Las Vegas, NV 89155.

Beginning August 29, 2006, the Draft FAR Part 150 Update for McCarran International Airport will be available for public review at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com), or during normal business hours at the following locations:

Clark County Department of Aviation	McCarran International Airport, 4 <sup>th</sup> Floor, Planning
Clark County Government Center	500 S. Grand Central Parkway, 6 <sup>th</sup> Floor, Clerk's Office
Clark County Library	1401 E. Flamingo Road
Enterprise Library	25 E. Shelbourne Avenue
Green Valley Library	2797 N. Green Valley Parkway
Las Vegas Library	833 Las Vegas Boulevard North
North Las Vegas City Library	2300 Civic Center Drive
Paseo Verde Library	280 S. Green Valley Parkway
Rainbow Library	3150 N. Buffalo Drive
Sahara West Library	9600 W. Sahara Boulevard
Spring Valley Library	4280 S. Jones Boulevard
Summerlin Library	1771 Inner Circle Drive
Sunrise Library	5400 Harris Avenue
UNLV Library	4505 S. Maryland Parkway
West Charleston Library	6301 W. Charleston Boulevard
West Las Vegas Library	951 W. Lake Mead Boulevard
Whitney Library	5175 E. Tropicana Avenue

Written comments on the Draft FAR Part 150 Update for McCarran International Airport will be accepted from Tuesday, August 29, 2006, through 5:00 p.m. on Friday, October 6, 2006. Submit comments to Jeff Jacquart, CCDOA, Planning, P.O. Box 11005, Las Vegas, NV 89111-1005. All comments received will be addressed in the Final document. For further information, call Jeff Jacquart at 702-261-5510.

PUB: August 27, September 3, September 10, 2006 LV Review-Journal & Sun



*Las Vegas • McCarran International Airport*

# **NEWS RELEASE**

*Clark County Department of Aviation – Randall H. Walker, Director*

**CONTACT:** Elaine Sanchez  
Public Affairs Manager  
(702) 261-3094

**FOR IMMEDIATE RELEASE**  
August 29, 2006

## **Study Identifying Noise Reduction Measures for McCarran Available for Review**

Las Vegas residents are invited to review the initial noise reduction measures for McCarran International Airport and provide comments

**Las Vegas, NV** – The Clark County Department of Aviation completed the preparation of the Draft FAR Part 150 Noise Compatibility Study Update for McCarran International Airport. The Draft Update, which examines the effects of aircraft noise on communities surrounding McCarran and proposes measures to lessen that noise impact, is now available for public review and comment.

The Draft Update can be viewed online at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com), or during business hours at McCarran International Airport Planning Department (fourth floor), Clark County Clerk's Office, Clark County Library, Enterprise Library, Green Valley Library, Las Vegas Library, North Las Vegas City Library, Paseo Verde Library, Rainbow Library, Sahara West Library, Spring Valley Library, Summerlin Library, Sunrise Library, UNLV Library, West Charleston Library, West Las Vegas Library and Whitney Library.

Public comments will be accepted through 5 p.m., Oct. 6, 2006. Comments should be mailed to Jeff Jacquart, Clark County Department of Aviation Planning Department, P.O. Box 11005, Las Vegas, NV 89111-1005. All comments received will be responded to and addressed in the Final Update document.

"We hope the public will take advantage of this public review and comment period", said Randy Walker, Director of the Clark County Department of Aviation. "The project team and public working group have been working hard over the course of the last year to identify the recommendations included in the Draft Update."

Airport neighbors and Clark County residents are also invited to attend an Open House during the formal public review period on Wednesday, Sept. 13th, 2006 at the Clark County Government Center Cafeteria (500 S. Grand Central Pkwy., Las Vegas, NV), from 6 p.m. to 8 p.m. This Open House is a follow up to three open houses previously hosted by the Department of Aviation. The first open house focused on the Study Update process. The second focused on baseline noise contour maps and historic noise reduction measures for McCarran. The third provided the 23 noise abatement and mitigation measures recommended by the public working group for further consideration in the Update. The fourth open house will include material for the entire Draft Update.

A formal public hearing will be held during the Clark County Board of Commissioners regularly scheduled meeting on Tuesday, Oct. 3, 2006 at 10 a.m. at the Clark County Government Center, Commission Chambers (500 S. Grand Central Parkway, Las Vegas, NV). Once finalized by the County, the document will then be submitted to the Federal Aviation Administration for review and approval. The implementation of the approved noise measures will occur over the next few years.

###













McCarran International Airport FAR Part 150 Noise Compatibility Study  
 Open House  
 Sept. 13, 2006

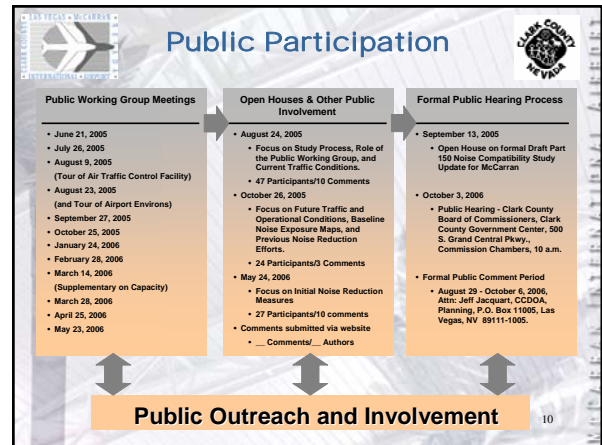
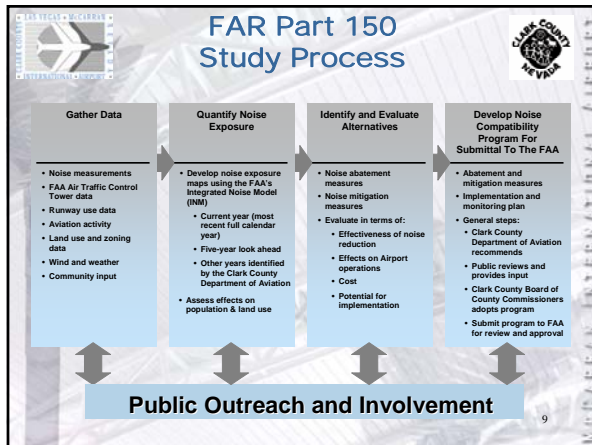
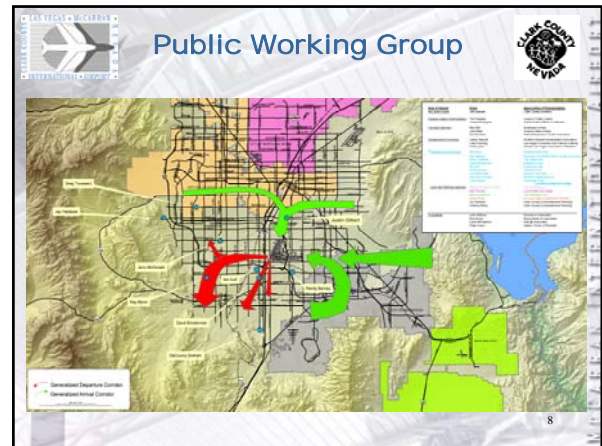
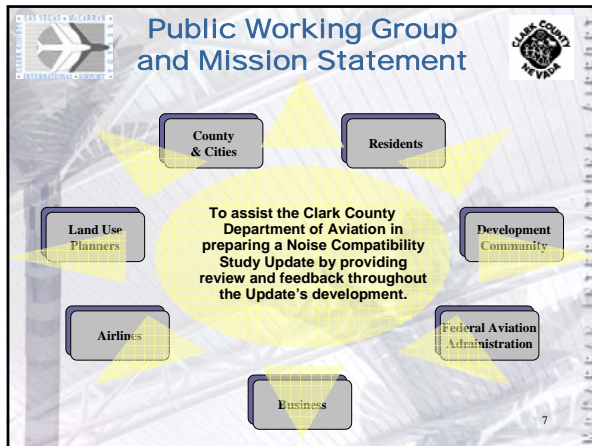
Sign In

Name	Address	City/State/Zip	Phone	E-mail For project updates only. Please PRINT carefully.
JOE RODRIGUEZ	831 MITTEN RD #210	BURLINGAME CA 94010	650-876-2778x60	joe.rodriguez@fz2.gov
MICHAEL MCKENZIE	3226 SHADOW BLUFF	LAS VEGAS, NV 89120	702-456-3851	MCMCKENZ@ANV.NET
Jeff Pope	2290 Corporate Circle	Henderson, NV	790-2688	
Joe Carazzi				
Stephanie Garcia-Vaughl				
Tim Martini	P.O. Box 95154	LAS VEGAS NV 89149	218-8861	martini1770@msw.ca.gov
Bill Greenberg	1131 Galangate Ave	HENDERSON, NV 89015	281-5239	rivermountainopensespace@
LARRY KINDE	8805 BAYSIDE CIRCLE	JV 89117	243-6022	KPI@cox.net yahoo.com









## Noise Exposure Maps

**Step 1 – Developing Noise Exposure Maps:**

- ❖ Noise Exposure Maps (NEMs) assess the impacts of aircraft noise on the area surrounding the airport.
- ❖ These maps show areas of equal aircraft noise (noise contours) superimposed on local land use maps.
- ❖ Existing and future noise levels are evaluated.

## Airport Noise Terminology

**Day Night Average Sound Level (DNL):** DNL is one of many sound metrics used to quantify sound levels. DNL is expressed in decibels and represents the average sound level over a 24 hour period. DNL includes the cumulative effects of a number of sound events rather than a single event. The DNL also accounts for increased sensitivity to noise during relaxation and sleeping hours.

*DNL was introduced by the United State Environmental Protection Agency in 1976 as a single number measurement of community noise exposure. The Federal Aviation Administration has adopted DNL as the preferred noise metric for measuring community noise exposure under FAR Part 150.*

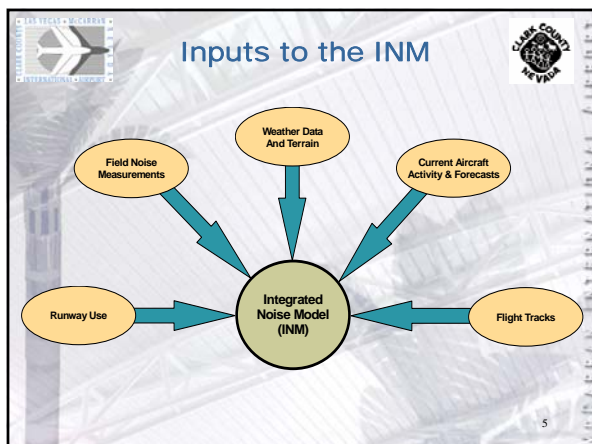
## Examples of Sound Levels

NOISE SOURCE	SOUND LEVEL	RELATIVE LOUDNESS
AMPLIFIED ROCK MUSIC / THUNDER	120 dB	64x
AUTO HORN @ 10 FT. / LAWN MOWER	100 dB	16x
OLD CAFETERIA / BUSY STREET	80 dB	4x
CONVERSATION @ 3 FT.	60 dB	1x
AVERAGE OFFICE / SOFT STEREO	40 dB	1/4x
WHISPER / RUSTLE OF LEAVES	20 dB	1/16x
THRESHOLD OF HEARING	0 dB	1/64x

## Integrated Noise Model (INM)

In 1978, the FAA released the first version of a computer model designed to calculate aircraft noise impacts. The model, known as the Integrated Noise Model (INM) has become the standard tool used for modeling airport noise. The INM generates noise contours and provides a graphical image of aircraft noise levels for a selected geographic area. The model is also capable of predicting noise levels for specific locations in and around an airport.

The INM computes a yearly average DNL based upon an internal database that includes SELs of individual aircraft operating over or near given points. Noise exposure levels are calculated from airport-specific data that is input into the model. The INM correlates input data to data contained in its aircraft database through a series of algorithms that produce calculations of noise exposure levels.

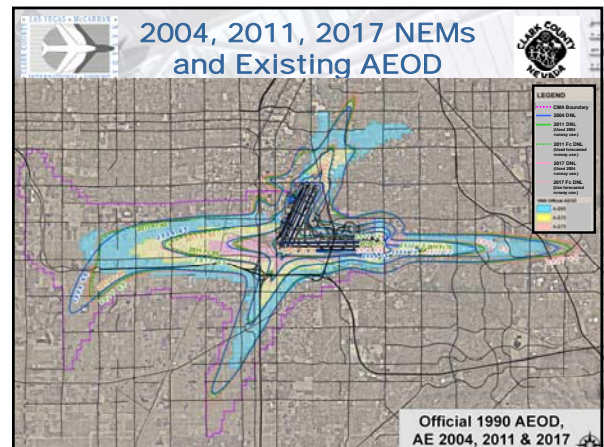
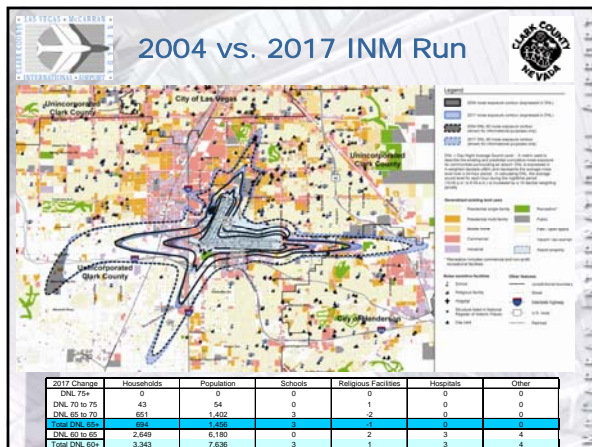
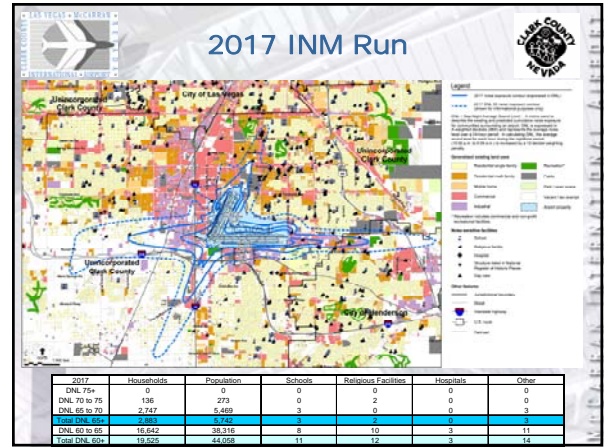
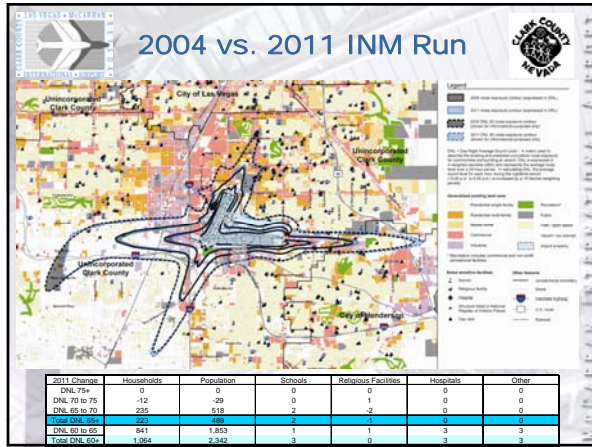
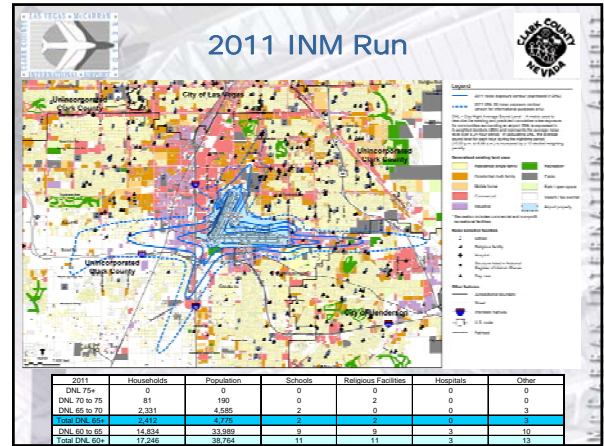
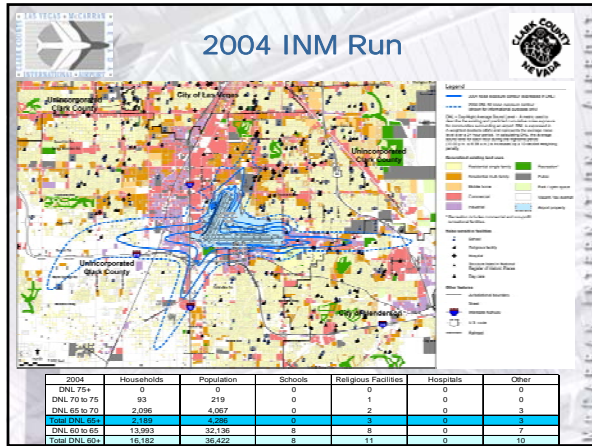



## Arrival Runway Use

Air Center Arrivals				
	2004	2011	2017	2004 - 2017 Change
<b>Daytime Runway Use Percentages</b>				
LAS-10L	8.1%	8.1%	10.0%	1.9%
LAS-10R	4.3%	5.0%	5.0%	0.7%
LAS-11L	8.8%	8.5%	10.0%	1.2%
LAS-18	5.5%	7.1%	8.3%	2.7%
LAS-20L	37.0%	69.0%	61.7%	-6.3%
LAS-20R	1.1%	1.0%	1.2%	0.1%
LAS-21L	0.0%	0.1%	0.1%	0.1%
LAS-20	3.9%	2.3%	2.7%	-1.6%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>
<b>Nighttime Runway Use Percentages</b>				
LAS-10L	15.6%	15.3%	16.3%	0.7%
LAS-10R	3.0%	3.1%	3.2%	0.2%
LAS-11L	4.0%	4.4%	4.8%	0.8%
LAS-18	3.1%	3.5%	3.7%	0.6%
LAS-20L	67.3%	69.0%	64.1%	-3.2%
LAS-20R	6.5%	6.3%	6.2%	-0.3%
LAS-21L	0.1%	0.1%	0.1%	0.0%
LAS-20	0.4%	0.4%	0.4%	0.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>
<b>General Aviation Arrivals</b>				
	2004	2011	2017	2004 - 2017 Change
<b>Daytime Runway Use Percentages</b>				
LAS-10L	0.0%	0.4%	0.0%	-0.4%
LAS-10R	61.1%	66.2%	52.2%	-8.9%
LAS-11L	13.6%	13.4%	22.3%	8.8%
LAS-18	1.8%	2.4%	3.0%	1.2%
LAS-20L	15.1%	15.0%	15.5%	0.4%
LAS-20R	0.6%	0.6%	0.6%	0.0%
LAS-21L	0.4%	0.4%	0.4%	0.0%
LAS-20	1.0%	0.9%	1.0%	0.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>
<b>Nighttime Runway Use Percentages</b>				
LAS-10L	0.0%	7.0%	7.0%	7.0%
LAS-10R	53.4%	53.0%	52.2%	-1.2%
LAS-11L	9.2%	8.8%	10.2%	1.1%
LAS-18	3.4%	2.0%	2.2%	-1.3%
LAS-20L	12.0%	12.3%	12.5%	0.5%
LAS-20R	12.0%	12.3%	12.3%	0.3%
LAS-21L	1.3%	1.3%	1.3%	0.0%
LAS-20	0.3%	0.4%	0.3%	0.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>










## Noise Compatibility Program

**Step 2 – Developing the Noise Compatibility Program:**

- ❖ **The Noise Compatibility Program (NCP) outlines a strategy to implement noise abatement and mitigation measures.**
  - ❖ **Abatement measures reduce the amount of noise generated by airport operations (i.e., using quieter aircraft, redirecting flights).**
  - ❖ **Mitigation measures reduce the amount of incompatible development impacted by airport operations (i.e., land acquisition, sound attenuation).**

1




## Summary of Measures

**Proposed Updated Noise Compatibility Program includes:**

- ❖ **13 Noise Abatement Measures.**
  - ❖ **Estimated costs – Potentially \$850,000**
  - ❖ **Incompatible households addressed – To be determined.**
- ❖ **11 Noise Mitigation Measures.**
  - ❖ **Estimated costs - \$100,000,000**
    - ❖ **Developed Land Acquisition - \$80,782,000 (78%)**
    - ❖ **Vacant Land Acquisition - \$19,595,000 (19%)**
    - ❖ **Sound Insulation & Transaction Assistance - \$3,625,000 (3%)**
  - ❖ **Incompatible households addressed – 1,288**
    - ❖ **Developed Land Acquisition – 1,257**
    - ❖ **Sound Insulation & Transaction Assistance - 31**


2



## Abatement Measures


1. Maintain and clarify the existing informal preferential runway use program.
2. Encourage the use of existing noise abatement flight tracks to ensure that aircraft fly over historic flight corridors.
3. Continue to use designated engine run-up areas at the Airport for maintenance purposes.
4. Continue to support the use of general aviation reliever airports in the Clark County Airport System.
5. Continue the bi-annual noise monitoring program for fixed wing aircraft and annual noise monitoring program for helicopter tour traffic.
6. Conduct a study to determine if the use of advanced navigation technologies could enable pilots to follow more predictable and precise flight tracks, thereby minimizing overflights and noise in areas developed with noise-sensitive land uses.
7. Conduct a study to determine the feasibility and noise reduction benefits of establishing continuous descent approach (CDA) procedures at the Airport.
8. Request that the FAA increase the length of the final straight-in approach segment for arrivals on Runways 1L, 1R, 7L, and 7R during visual meteorological conditions (VMC).
9. Conduct a study of the "distant" noise abatement departure profile (NADP), as described in FAA Advisory Circular 91-53A, *Noise Abatement Departure Profiles*, to determine the potential for reducing aircraft noise exposure in the Airport environs.
10. Continue to encourage airlines to use quieter aircraft and establish a recognition program for airlines that adhere to the principles of the Department of Aviation's "fly quietly and safely" program.
11. Continue to support legislation that establishes quieter engine standards for all aircraft types.
12. Continue to pursue the construction of a Southern Nevada Regional Heliport.
13. Expand the public information program related to the Noise Compatibility Program for McCarran International Airport and publish a "fly quietly and safely" program brochure.

3



## Mitigation Measures

1. Establish a voluntary program to acquire properties developed with airport-incompatible land uses that will be exposed to aircraft noise of DNL 70 and higher based on the 2011 noise exposure map.
2. Establish a voluntary program to acquire vacant land zoned or planned for airport-incompatible development that will be exposed to aircraft noise of DNL 70 and higher based on the 2011 noise exposure map.
3. Establish a voluntary program to acquire properties developed with airport-incompatible land uses that will be exposed to aircraft noise of DNL 65 to DNL 70 based on the 2011 noise exposure map.
4. Establish a voluntary sound insulation and/or transaction assistance program for properties developed with airport-incompatible land uses that will be exposed to aircraft noise of DNL 65 to DNL 70 based on the 2011 noise exposure map.
5. Establish a voluntary program to acquire vacant land zoned or planned for airport-incompatible development that will be exposed to aircraft noise of DNL 65 to DNL 70 based on the 2011 noise exposure map.
6. Continue to work with the Clark County Department of Comprehensive Planning, the City of Henderson Community Development Department, the University of Nevada, Las Vegas (UNLV) and other appropriate agencies to amend land use and/or master plans to discourage the introduction of noise-sensitive and otherwise incompatible land uses in areas exposed to aircraft noise of DNL 60 and higher.
7. Continue to support redevelopment in areas exposed to aircraft noise of DNL 65 and higher that are transitioning from noise-sensitive land uses to airport-compatible land uses.
8. Update the Airport Environs Overlay District (AEOD) map to reflect changes in aircraft noise patterns that have occurred since the AEOD ordinance was last updated and add a new AE-50 subdistrict.
9. Revise land use compatibility requirements codified in the Airport Environs Overlay District ordinance and update sections of the ordinance, as necessary, to include a new AE-60 subdistrict and to reflect sound attenuation requirements recently adopted as part of the Mixed Use Overlay District ordinance.
10. Continue to actively support enforcement of the Airport Environs Overlay District through ongoing review of development applications and condition airport related issues as appropriate.




## Abatement Measure 1

1. Maintain and clarify the existing informal preferential runway use program:  
(Applies to turbojet aircraft weighing more than 75,000 pounds)
  - 1.1 Runway 25R is the preferred departure runway.
  - 1.2 Runway 25L is the preferred arrival runway.
  - 1.3 When southerly departures are required, Runway 19L is the preferred departure runway.
  - 1.4 When northerly departures are required, Runway 1R is preferred departure runway.
  - 1.5 When easterly departures are required, Runway 7L is preferred departure runway.
  - 1.6 Between 8 p.m. and 8 a.m., the use of Runways 1L-19R and 1R-19L is discouraged (as weather, traffic congestion, or construction conditions permit).

Implementation – Assistance from FAA and airlines.  
 Schedule – Already in effect/ongoing.  
 Costs – Administrative only.  
 Benefit – Benefits from existing program maintained.

5



## Abatement Measure 2

2. Encourage the use of existing noise abatement flight tracks to ensure that aircraft fly over historic flight corridors:
  - 2.1 Runway 25L or 25R departures proceed to 4 nautical miles from DME (approximately Rainbow Blvd.) before turning right (north).
  - 2.2 Runway 25L or 25R departures proceed to 3 nautical miles from DME (approximately Jones Blvd.) before turning left (south).
  - 2.3 Runway 19L or 19R departures proceed to 3 nautical miles from DME (approximately Blue Diamond Rd.) before turning.
  - 2.4 Runway 7L or 7R departures proceed to 7 nautical miles from DME (approximately Boulder Hwy.) before turning.
  - 2.5 Runway 1L or 1R departures proceed to 2 nautical miles from DME (approximately Harmon Ave.) before turning.
  - 2.6 Helicopter tour departures proceed along the centerline of Tropicana Avenue.

Implementation – Assistance from FAA and airlines.  
 Schedule – Already in effect/ongoing.  
 Costs – Administrative only.  
 Benefit – Benefits from existing program maintained.

**Abatement Measure 3 & 4**

3. Continue to use designated engine run-up areas at the airport for maintenance purposes

Implementation – Assistance from FAA and airport operators.  
 Schedule – Already in effect/ongoing.  
 Costs – Administrative only.  
 Benefit – Benefits from existing program maintained.

4. Continue to support the use of general aviation reliever airports in the Clark County Airport System

Implementation – Assistance from FAA and airport operators.  
 Schedule – Already in effect/ongoing.  
 Costs – Administrative only. (Over \$100 million invested in GA airports.)  
 Benefit – Benefits from existing program maintained.

7

**Abatement Measure 5 & 6**

5. Continue the bi-annual noise monitoring program for fixed-wing aircraft and annual noise monitoring program for helicopter tour traffic

Implementation – Noise consultant.  
 Schedule – In effect since 2002/ongoing.  
 Costs – Existing local cost of approximately \$100,000 for fixed-wing program and \$25,000 for helicopters.  
 Benefit – Benefits from existing program maintained.

6. Conduct a study to determine if the use of advanced navigation technologies could enable pilots to follow more predictable and precise flight tracks, thereby minimizing overflights and noise in areas developed with noise-sensitive land uses

Implementation – Airspace and noise consultant. Funding approval from FAA.  
 Schedule – 1 to 2 years for full review and assessment.  
 Costs – Estimated at \$200,000.  
 Benefit – Initial assessment found a reduction in the number of households impacted (13) in DNL 65 and higher. Additional review needed.

**Abatement Measure 7 & 8**

7. Conduct a study to determine the feasibility and noise reduction benefits of establishing continuous descent approach (CDA) procedures at the Airport

Implementation – Airspace and noise consultant. Funding approval from FAA.  
 Schedule – 1 to 2 years for full review and assessment.  
 Costs – Estimated at \$150,000.  
 Benefit – Some benefits found at other airports. Review needed at local level.

8. Request that the FAA increase the length of the final straight-in approach segment for arrivals on runways 1L, 1R, 7L, and 7R during visual meteorological conditions (VMC)

Implementation – FAA and airlines.  
 Schedule – 1 to 2 years to implement, if FAA concurs.  
 Costs – Potentially \$100,000 for airspace study and \$300,00 for environmental review and processing, if necessary.  
 Benefit – Assessment found a reduction in the number of households impacted (4) in DNL 65 and higher.

**Abatement Measure 9 & 10**

9. Conduct a study of the "distance" noise abatement departure profile (NADP), as described in FAA Advisory Circular 91-53A, Noise Abatement Departure Profiles, to determine the potential for reducing aircraft noise exposure in the airport environs

Implementation – Airspace and noise consultant. Funding approval from FAA.  
 Schedule – 1 to 2 years for full review and assessment.  
 Costs – Estimated at \$100,000.  
 Benefit – Some benefits found at other airports. Review needed at local level.

10. Continue to encourage airlines to use quieter aircraft and establish a recognition program for airlines that adhere to the principles of the Department of Aviation's "fly quietly and safely" program

Implementation – Assistance from airlines.  
 Schedule – Already in effect/ongoing with enhancements.  
 Costs – Administrative only.  
 Benefit – Benefits from existing program maintained.

10

**Abatement Measure 11 & 12**

11. Continue to support legislation that establishes quieter engine standards for all aircraft types

Implementation – Potential lobbying efforts from County.  
 Schedule – ANCA phase-out of noisier large air carrier aircraft completed in 2000. Already in effect/ongoing.  
 Costs – Administrative only.  
 Benefit – Such standards have reduced noise exposure; more stringent standards would provide additional benefit.

12. Continue to pursue the construction of a Southern Nevada Regional Heliport

Implementation – Assistance from FAA and helicopter tour operators.  
 Schedule – Already in effect/ongoing. Target opening date of 2009.  
 Costs – Administrative only for noise purposes.  
 Benefit – Benefits from existing program maintained.

**Abatement Measure 13**

13. Expand the public information program related to the Noise Compatibility Program for McCarran International Airport and publish a "fly quietly and safely" program brochure:

13.1 Expand information contained within the bi-monthly noise complaint report to include airline adherence to fly quietly program and historic flight corridors.  
 13.2 Update and redistribute the aircraft flight track and noise impact information packet sent to the real estate and development community in October 2003.  
 13.3 Update Jeppesen charts to include noise-sensitive information around McCarran.  
 13.4 Include airfield signage regarding the noise-sensitive communities of Las Vegas.  
 13.5 Host regular meetings with chief pilots and/or station managers regarding noise issues.  
 13.6 Develop and distribute a "fly quietly and safely" brochure for McCarran.

Implementation – Assistance from FAA and airlines.  
 Schedule – Already in effect/ongoing with enhancements.  
 Costs – Existing local cost of approximately \$100,000 for various aircraft flight tracking and analysis management systems.  
 Benefit – Benefits from existing program maintained and enhanced.

12

### Mitigation Measure 1 & 2

- Establish a voluntary program to acquire properties developed with airport-incompatible land uses that will be exposed to aircraft noise of DNL 70 and higher based on the 2011 noise exposure map:
  - Must be constructed before October 1998 to be eligible for federal funding.
  - Implementation – Funding approval from FAA.
  - Schedule – Dependent on funding approval and availability. Multi-year program.
  - Costs – \$860,000 for four (4) single-family residences.
  - Benefit – Four (4) households removed from the noise impact area.
- Establish a voluntary program to acquire vacant land zoned or planned for airport-incompatible development that will be exposed to aircraft noise of DNL 70 and higher based on the 2011 noise exposure map
  - Implementation – Funding approval from FAA.
  - Schedule – Dependent on funding approval and availability. Multi-year program.
  - Costs – \$35,000 for one (1) 0.13 acre parcel.
  - Benefit – Prevents new households from being constructed in the noise impact area.

### Mitigation Measure 3

- Establish a voluntary program to acquire properties developed with airport-incompatible land uses that will be exposed to aircraft noise of DNL 65 to DNL 70 based on the 2011 noise exposure map:
  - Must be constructed before October 1998 to be eligible for federal funding.
  - Multi-family units must be constructed before August 1986.
  - Single-family units located just outside 60 included to address neighborhood continuity and abandonment issues.
  - Program not applicable to areas still developing with new residential uses. (See Mitigation Measure #4 to address this area.)
  - Implementation – Funding approval from FAA.
  - Schedule – Dependent on funding approval and availability. Multi-year program.
  - Costs – \$79,922,000 for 143 residences.
  - Benefit – 143 households removed from the noise impact area.

### Mitigation Measure 4

- Establish a voluntary program sound insulation and/or transaction assistance program for properties developed with airport-incompatible land uses that will be exposed to aircraft noise of DNL 65 to DNL 70 based on the 2011 noise exposure map:
  - Must be constructed before October 1998 to be eligible for federal funding.
  - Units participating in sound insulation or transaction assistance program must exceed FAA interior noise level requirements, and therefore likely must be constructed before August 1986.
  - Units participating in transaction assistance program must list the property for sale with a multiple listing realtor before transaction assistance program begins.
  - Single-family units located just outside DNL 65 included to address neighborhood continuity and abandonment issues.
  - Implementation – Funding approval from FAA.
  - Schedule – Dependent on funding approval and availability. Multi-year program.
  - Costs – \$625,000 for 25 sound insulated residences and \$3,000,000 for 6 transaction assistance residences.
  - Benefit – 31 households are converted to an airport-compatible use.

### Mitigation Measure 5

- Establish a voluntary program to acquire vacant land zoned or planned for airport-incompatible development that will be exposed to aircraft noise of DNL 65 to DNL 70 based on the 2011 noise exposure map
  - Implementation – Funding approval from FAA.
  - Schedule – Dependent on funding approval and availability. Multi-year program.
  - Costs – \$19,560,000 for 36 parcels.
  - Benefit – Prevents new households from being constructed within the noise impacted area.

### Mitigation Measure 6 & 7

- Continue to work with Clark County Department of Comprehensive Planning, the City of Henderson Community Development Department, UNLV and other appropriate agencies to amend land use and/or master plans to discourage the introduction of noise-sensitive uses and otherwise incompatible land uses in areas exposed to DNL 60 and higher
  - Implementation – Clark County Comprehensive Planning, City of Henderson Community Development, University of Nevada - Las Vegas Facilities & Planning .
  - Schedule – Already in effect/ongoing.
  - Costs – Administrative only.
  - Benefit – Benefits from existing program maintained.
- Continue to support redevelopment in areas exposed to aircraft noise of DNL 65 and higher that are transitioning from noise-sensitive land uses to airport-compatible land uses
  - Implementation – Clark County Comprehensive Planning, City of Henderson Community Development, University of Nevada - Las Vegas Facilities & Planning.
  - Schedule – Already in effect/ongoing.
  - Costs – Administrative only.
  - Benefit – Benefits from existing program maintained.

### Mitigation Measure 8

- Update the Airport Environs Overlay District (AEOD) map to reflect changes in aircraft noise patterns that have occurred since the AEOD ordinance was last updated and add a new AE-60 subdistrict
  - Implementation – Clark County Comprehensive Planning, City of Henderson Community Development, University of Nevada - Las Vegas Facilities & Planning .
  - Schedule – Dependent on FAA approval of noise contours. Likely within 1 year.
  - Costs – Administrative only.
  - Benefit – Benefits from existing program maintained.



## **2.2 Newsletters**

Four quarterly newsletters were published during the preparation of the Study Update: Fall and Summer of 2005, and Spring and Summer of 2006. The newsletters were mailed to interested parties, distributed at libraries and various government offices, and made available to the general public electronically through the project website. Hard copies of the newsletters were made available at the following 38 locations.

### **Recreation Centers (5):**

Cambridge Recreation Center  
Paradise Recreation Center  
Silver Springs Recreation Center  
Whitney Ranch Recreation Center  
Hollywood Recreation Center

### **Community Centers (3):**

Desert Breeze Community Center  
Helen Meyer Community Center  
Whitney Community Center

### **Senior Centers (2):**

West Flamingo Senior Center  
Whitney Senior Center

### **Libraries (13):**

Clark County Library  
Enterprise Library  
Green Valley Library  
Las Vegas Library  
Rainbow Library  
Sahara West Library  
Summerlin Library  
Spring Valley Library  
West Charleston Library  
West Las Vegas Library  
Sunrise Library  
Whitney Library

### **City Halls/Government Centers/Administration Buildings (7):**

Sunset Park Administration Building  
Henderson City Hall  
Las Vegas City Hall  
North Las Vegas City Hall  
Clark County Government Center  
Boulder City City Hall  
Sunrise Manor Town Hall

### **Airports (3):**

McCarran International Airport  
Henderson Executive Airport  
North Las Vegas Airport

### **Miscellaneous (5):**

Pebble Market Place  
Winchester Cultural Center  
Galleria at Sunset Mall  
Public Working Group member e-mail and mail distribution  
Public Working Group meeting attendees e-mail distribution

# McCarran

## INTERNATIONAL AIRPORT



### FAR Part 150 Study | UPDATE



### You're invited!

The Clark County Department of Aviation is hosting a series of public open houses throughout the FAR Part 150 Study process. The open houses will include guided displays that will provide information about aircraft noise, the Study process and recommendations and findings. Community members are invited to interact directly with the project team, ask questions and provide comments, while receiving the latest Study updates.

### Open House Details

**Date:** Wednesday, August 24, 2005

**Time:** Stop by anytime between 6 - 8 p.m.

**Location:** Clark County Government Center, Cafeteria  
500 S. Grand Central Parkway,  
Las Vegas

### Turning down the volume at McCarran

McCarran International Airport is currently the sixth largest airport in North America in terms of airline passengers, and the number of passengers is expected to increase dramatically over the next 20 years. As more people use the airport, the number of aircraft flights in and out of the Las Vegas Valley will also increase. Without appropriate management and mitigation measures, additional aircraft operations can lead to additional noise in communities surrounding the airport.



See "Volume" on page 2.



## Volume *continued from page 1.*

The Clark County Department of Aviation (Department of Aviation) is conducting an update to the 1994 McCarran International Airport Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Study to



address existing and future noise generated by aircraft operations at the airport. The FAR Part 150 Study Update will identify recommendations and

**The FAR Part 150 Study Update will identify recommendations and measures aimed at both controlling the level of aircraft noise in the airport vicinity and reducing exposure to it.**

measures aimed at both controlling the level of aircraft noise in the airport vicinity and reducing exposure to it. Preparation of the FAR Part 150 Study Update is not mandatory; however, by conducting the study the Department of Aviation will become eligible to receive funds from the Federal Aviation Administration (FAA) to implement the study's recommendations. The study is expected to be completed and presented to the Clark County Board of County Commissioners in June 2006. ■

## Public Working Group

The Department of Aviation is encouraging public involvement throughout the FAR Part 150 Study. In addition to open houses for the public, the Department of Aviation has convened a public working group to advise the project team as the study is developed. The working group includes representatives from the county and local cities, residents from communities surrounding the airport, land use planners, airlines, businesses, the FAA and developers. The public working group will participate in monthly meetings over the next year. The scheduled meeting dates are as follows:

- **Aug. 23, 2005**
- **Sept. 27, 2005**
- **Oct. 25, 2005**
- **Jan. 24, 2006**
- **Feb. 28, 2006**
- **Mar. 28, 2006**
- **Apr. 25, 2006**
- **June 21, 2006**

Community members are invited to attend and observe these meetings. Meeting location information and materials are available on the project Web site, [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). ■

## Want more information?



If you want to learn more about the FAR Part 150 Study Update please visit the project Web site at **[www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)**.

The Web site provides background information, project schedules, public meeting dates, and information materials. In addition, if you have questions or comments you may e-mail the project team at **[info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)** or call the project information line at **(702) 437-5634**. Your call or e-mail will be returned in one business day whenever possible.





# McCarran

## INTERNATIONAL AIRPORT



## FAR Part 150 Study | UPDATE



### ***Please join us!***

The Clark County Department of Aviation is hosting the second of several public open houses for the McCarran International Airport Federal Aviation Regulations Part 150 Noise Compatibility Study Update.

The open house will include guided displays that will provide information about the study process, current and forecast aircraft traffic conditions, the baseline noise contour maps, and noise reduction efforts previously pursued by the Department of Aviation.

Community members are invited to stop by the open house anytime to speak with the project team, ask questions and provide comments.

### **Open House Details**

**Date:** Wednesday, Oct. 26, 2005

**Time:** 6 p.m. - 8 p.m.

**Location:** Clark County Government Center, Cafeteria

500 S. Grand Central Parkway, Las Vegas

### **History and Future of Operations at McCarran**

Clark County purchased McCarran International Airport in 1948 as Southern Nevada's premier passenger service airport, and is part of a system of current and planned airports in the region. McCarran handles more than 110,000 passengers a day and approximately 50 percent of all visitors to Las Vegas arrive by air through its gates.

The number of passengers using McCarran will continue to increase due to a lack of highway capacity and a growing reliance on visitors traveling from destinations

*See "Operations" on page 2.*



## Operations *cont. from page 1.*

beyond 500 miles. This expected passenger growth, coupled with Las Vegas' reliance on tourism for a healthy economy, will also increase the number of larger aircraft operating from McCarran.

Although larger aircraft will be needed, that doesn't necessarily mean they will be louder. The number of "noisier" aircraft is expected to continue to decrease through natural marketing and business decisions associated with fuel consumption and pilot requirements for these older aircraft. In addition, over the last few years, significant attention has been given to ensure that historical flight corridors are utilized as much as possible by the larger aircraft. The FAA and the airlines are already "threading the needle" to avoid, as much as possible, flying directly over developed residential areas.

Clark County Department of Aviation has also been conducting and updating studies, such as the Part 150, in an effort to continue to sustain a thriving airport and promote positive relationships with the airport's neighbors. To date, over 42 abatement measures have been examined. Although not all of the measures can be implemented at the airport, the majority have been completed or are under review in the current Part 150 Study Update. The open house on Oct. 26 will provide greater details on all 42 measures. ■

## Abatement vs. Mitigation Measures

*Abatement measures* reduce the amount of noise generated by airport operations, such as using quieter aircraft and redirecting flights.

*Mitigation measures* reduce the amount of incompatible development impacted by airport operations, such as land acquisition and sound attenuation. ■

## What has the Public Working Group been up to?

The Part 150 Noise Compatibility Study Update Public Working Group has been quite busy over the past few months. Since the group's conception, they have attended to four meetings, been on two tours, one of the airport traffic control tower and the other of the impacted neighborhood surrounding the airport, and participated in one public open house.

The public is welcome to attend and observe any of the upcoming working group meetings. The working group meeting schedule is posted on the project Web site, [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). ■

## Part 150 Study at a Glance

- Clark County Department of Aviation is conducting the Study.
- The Study will:
  - Address existing and future noise generated by aircraft operations at McCarran International Airport.
  - Identify recommendations and measures aimed at reducing the level of aircraft noise the public is exposed to in the airport vicinity.
- The Study is not mandatory; however, by conducting the study the Department of Aviation will become eligible to receive funds from the Federal Aviation Administration to implement the Study's recommendations.
- The Study is expected to be completed in June 2006 for formal County action, direction and implementation. ■

## Want more information?

If you want to learn more about the FAR Part 150 Study Update please visit the project Web site at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). If you have questions or comments you may e-mail the project team at [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com) or call the project information line at **(702) 437-5634**. Your call or e-mail will be returned in one business day.



Spring 2006

# McCarran

## INTERNATIONAL AIRPORT



## FAR Part 150 Study | UPDATE



### *You're Invited...*

...to attend a public open house for the McCarran International Airport FAR Part 150 Noise Compatibility Study Update. The open house will share information regarding the noise abatement and mitigation measures that have been reviewed through the Public Working Group process. Please stop by the open house to view guided displays and speak directly with Department of Aviation staff and consultants about the Update and the recommendations.

**Date:** Wednesday, May 24, 2006

**Time:** Please stop by anytime between 6:00 p.m. and 8:00 p.m. (there will not be a formal presentation)

**Location:** Clark County Government Center Cafeteria  
500 S. Grand Central Pkwy.  
Las Vegas, NV

### **Working Group Progress Update**

Over the past 10 months, the McCarran International Airport FAR Part 150 Noise Compatibility Study Update Public Working Group has been meeting to discuss aircraft noise at McCarran

**More recently, over the course of the past three meetings, 23 abatement and mitigation measures were presented to the group for consideration and potential inclusion in the FAR Part 150 Noise Compatibility Study Update.**

International Airport and potential aircraft noise abatement and mitigation measures. More recently, over the course of the past three meetings, 23 abatement and mitigation measures were presented to the group for consideration and potential inclusion in the FAR Part 150 Noise Compatibility Study Update. The May 24, 2006 Open House will include these potential noise reduction strategies.



## Potential Part 150 Measures

Below is a list of potential noise abatement and mitigation measures for McCarran International Airport to be included in the Draft FAR Part 150 Noise Compatibility Program. These 23 measures were prepared by the Department of Aviation and presented to the public working group for discussion and consideration. Over the course of the past few months, the working group has been reviewing the appropriateness of the inclusion of these potential measures in the Draft FAR Part 150

1. Maintain the existing informal preferential runway use program at McCarran International Airport
2. Maintain the existing preferred departure flight corridors and work with airlines to improve compliance
3. Conduct a study of FAA's "distant" noise abatement departure profile to assess the potential for noise reduction benefits
4. Identify preferred arrival flight corridors
5. Study the feasibility of establishing Continuous Descent Approach (CDA) procedures at McCarran International Airport
6. Continue to use designated engine run-up areas at the Airport for maintenance purposes
7. Continue to support legislation which phases out noisier aircraft
8. Continue to support the use of general aviation reliever airports in the Clark County Airport System
9. Continue to pursue the construction of a Southern Nevada Regional Heliport
10. Continue the bi-annual noise monitoring program for fixed-wing and helicopter tour traffic originating at McCarran International Airport
11. Expand the noise compatibility public information program for McCarran International Airport and establish a "fly quiet" program
12. Continue to encourage airlines to utilize quieter aircraft
13. Continue to support and participate in proactive land use compatibility planning with appropriate agencies
14. Continue to support redevelopment in areas transitioning from noise sensitive land uses to airport compatible land uses
15. Update the Airport Environs Overlay District
16. Revisit land use compatibility requirements codified in the Airport Environs Overlay District ordinance and update sections of the ordinance, as necessary, to reflect sound attenuation requirements recently adopted as part of the mixed use overlay district ordinance
17. Continue to review land use applications and express/condition airport related issues
18. Pursue the establishment of airport noise disclosure requirements at the local or state level
19. Continue to support and monitor aviation easement requirements that have been incorporated in the Clark County and City of Henderson development process
20. Establish voluntary programs to acquire, provide transaction assistance, or sound insulate airport incompatible uses in the AE-70
21. Establish a voluntary program to acquire vacant parcels that are zoned or planned for airport incompatible development in the AE-70
22. Establish voluntary programs to acquire, provide transaction assistance, or sound insulate airport incompatible uses in the AE-65
23. Establish a voluntary program to acquire vacant parcels that are zoned or planned for airport incompatible development in the AE-65

Noise Compatibility Program. These measures will be presented at the May 24, 2006 open house.

Please note, that this is a draft list of recommended abatement and mitigation measures, and not the formal or final submission that will be presented to the Clark County Board of Commissioners. Prior to the presentation, there will be an opportunity for the public to formally comment on the measures included in the FAR Part 150 Noise Compatibility Program.

## Part 150 Study Update Next Steps

Below is a tentative timeline for upcoming activities relating to the Part 150 Study Update.

**May 23, 2006** - Final Public Working Group Meeting

**May 24, 2006** - Third Public Open House

**June/July 2006** - Department of Aviation staff and consultants prepare the Draft Part 150 Study Update

**June/July 2006** - Anticipated formal release of Draft Part 150 Study Update and opening of public comment period

**July/August 2006** - Formal Public Hearing with the Clark County Board of Commissioners and closing of public comment period

## Want more information?



If you want to learn more about the FAR Part 150 Study Update please visit the project Web site at **[www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)**. If you have questions or comments you may e-mail the project team at **[info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)** or call the project information line at **(702) 437-5634**. Your call or e-mail will be returned in one business day.



Summer 2006

# McCarran

INTERNATIONAL AIRPORT



## FAR Part 150 Study | UPDATE



### **You're Invited...**

...to attend a **public open house** for the **Draft Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Study Update for McCarran International Airport**. The open house will share information regarding the noise abatement and mitigation measures recommended by the public working group and included in the Update. Maps that display future changes in aircraft noise exposure in the vicinity of the airport will also be provided at the open house.

**Date:** Wednesday, Sept. 13, 2006

**Location:** Clark County Government Center, Cafeteria  
500 S. Grand Central Pkwy.  
Las Vegas, NV

**Time:** 6 - 8 p.m.

*There will not be a formal presentation, please stop by to view guided displays and speak directly with Department of Aviation staff and consultants about the Update and recommendations.*

### **Public Comments Welcome**

The Clark County Department of Aviation completed the preparation of the Draft Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study Update for McCarran International. The Update, which examines the effects of aircraft noise on communities surrounding McCarran International Airport and proposes measures to lessen that noise, is now available for public review and comment.

Public comments will be accepted beginning Tuesday, Aug. 29, 2006 through 5 p.m. on Oct. 6, 2006. During this time, the public is welcome to view the document at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com) or at the locations listed below:

- **Clark County Department of Aviation**, McCarran International Airport, 4th Floor
- **Clark County Government Center**, 500 S. Grand Central Pkwy.
- **Clark County Library**, 1401 E. Flamingo Rd.
- **Enterprise Library**, 25 E. Shelbourne Ave.
- **Green Valley Library**, 2797 N. Green Valley Pkwy.
- **Las Vegas Library**, 833 North Las Vegas Blvd.
- **North Las Vegas Library**, 2300 Civic Center Dr.
- **Paseo Verde Library**, 280 South Green Valley Pkwy.
- **Rainbow Library**, 3150 N. Buffalo Dr.
- **Sahara West Library**, 9600 W. Sahara Blvd.
- **Spring Valley Library**, 4280 S. Jones Blvd.
- **Summerlin Library**, 1771 Inner Circle Dr.
- **Sunrise Library**, 5400 Harris Ave.
- **UNLV Libraries**, 4505 S. Maryland Pkwy.
- **West Charleston Library**, 6301 W. Charleston Blvd.
- **West Las Vegas Library**, 951 W. Lake Mead Blvd.
- **Whitney Library**, 5175 E. Tropicana Ave.

Comments may be mailed to Jeff Jacquart, Clark County Department of Aviation Planning Department, P.O. Box 11005, Las Vegas, NV 89111-1005. All comments received will be responded to and addressed in the Final Update document.

*Comments must be received by 5 p.m. on Oct. 6, 2006.*



# Study Update Noise Abatement and Mitigation Measures

The following noise abatement and mitigation measures will be included in the update.

## Recommended Noise Abatement Measures

1. Maintain and clarify the existing informal preferential runway use program.
2. Encourage the use of existing noise abatement flight tracks to ensure that aircraft fly over historic flight corridors.
3. Continue to use designated engine run-up areas at the airport for maintenance purposes.
4. Continue to support the use of general aviation reliever airports in the Clark County Airport System.
5. Continue the bi-annual noise monitoring program for fixed wing aircraft and annual noise monitoring program for helicopter tour traffic.
6. Conduct a study to determine if the use of advanced navigation technologies could enable pilots to follow more predictable and precise flight tracks, thereby minimizing overflights and noise in areas developed with noise-sensitive land uses.
7. Conduct a study to determine the feasibility and noise reduction benefits of establishing continuous descent approach (CDA) procedures at the Airport.
8. Request that the FAA increase the length of the final straight-in approach segment for arrivals on runways 1L, 1R, 7L, and 7R during visual meteorological conditions (VMC).
9. Conduct a study of the "distant" noise abatement departure profile (NADP), as described in FAA Advisory Circular 91-53A, Noise Abatement Departure Profiles, to determine the potential for reducing aircraft noise exposure in the airport environs.
10. Continue to encourage airlines to use quieter aircraft and establish a recognition program for airlines that adhere to the principles of the Department of Aviation's "fly quietly and safely" program.
11. Continue to support legislation that establishes quieter engine standards for all aircraft types.
12. Continue to pursue the construction of a Southern Nevada Regional Heliport.
13. Expand the public information program related to the Noise Compatibility Program for McCarran International Airport and publish a "fly quietly and safely" program brochure.

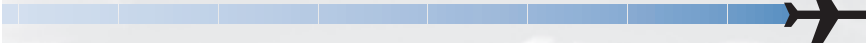
## Recommended Noise Mitigation Measures

1. Establish a voluntary program to acquire properties developed with airport-incompatible land uses that will be exposed to aircraft noise of DNL 70 and higher based on the 2011 noise exposure map.
2. Establish a voluntary program to acquire vacant land zoned or planned for airport-incompatible development that will be exposed to aircraft noise of DNL 70 and higher based on the 2011 noise exposure map.
3. Establish a voluntary program to acquire properties developed with airport-incompatible land uses that will be exposed to aircraft noise of DNL 65 to DNL 70 based on the 2011 noise exposure map.
4. Establish a voluntary sound insulation and/or transaction assistance program for properties developed with airport-incompatible land uses that will be exposed to aircraft noise of DNL 65 to DNL 70 based on the 2011 noise exposure map.
5. Establish a voluntary program to acquire vacant land zoned or planned for airport-incompatible development that will be exposed to aircraft noise of DNL 65 to DNL 70 based on the 2011 noise exposure map.
6. Continue to work with the Clark County Department of Comprehensive Planning, the City of Henderson Community Development Department, the University of Nevada, Las Vegas (UNLV) and other appropriate agencies to amend land use and/or master plans to discourage the introduction of noise-sensitive and otherwise incompatible land uses in areas exposed to aircraft noise of DNL 60 and higher.
7. Continue to support redevelopment in areas exposed to aircraft noise of DNL 65 and higher that are transitioning from noise-sensitive land uses to airport-compatible land uses.
8. Update the Airport Environs Overlay District (AEOD) map to reflect changes in aircraft noise patterns that have occurred since the AEOD ordinance was last updated and add a new AE-60 subdistrict.
9. Revisit land use compatibility requirements codified in the AEOD ordinance and update sections of the ordinance, as necessary, to include a new AE-60 subdistrict and to reflect sound attenuation requirements recently adopted as part of the Mixed Use Overlay District ordinance.
10. Continue to actively support enforcement of the AEOD through ongoing review of development applications and condition airport related issues as appropriate.
11. Pursue the establishment of airport noise disclosure requirements at the local or State level.

## Next Steps

A formal public hearing will be held during the Clark County Board of Commissioners regularly scheduled meeting on Oct. 3, 2006 at 10 a.m. at the Clark County Government Center, Commission Chambers (500 S. Grand Central Parkway, Las Vegas, NV, 89155). Once accepted by the County, it will then be submitted to the Federal Aviation Administration for review and approval. The approved noise reduction measures will be implemented over the next few years.

## Want more information?



If you want to learn more about the Update please visit the project Web site at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). If you have questions or comments you may e-mail the project team at [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com).

### III. Formal Public Comments and Responses

The formal comment period for the Draft FAR Part 150 Noise Compatibility Study Update ran from August 29, 2006 through October 6, 2006. Written comments received regarding the Draft FAR Part 150 Noise Compatibility Study Update (the Noise Exposure Map Report and Noise Compatibility Program) during the formal public comment period are included in this section as are responses to these comments. Written comments that were submitted during the public comment period have been numbered to facilitate the preparation of responses. A list of comment letters received by the CCDOA during the Study Update is also provided below. Seventeen individuals submitted a total of thirty-seven (37) comment letters/forms during the formal public comment period. Of the 37 comment letters submitted to the CCDOA, seventeen (17) comment letters were noise complaints from one individual.

The responses to comments have been printed on blue paper and are located behind the individual comment letter(s). The transcript of the public hearing held on October 3, 2006 regarding the FAR Part 150 Noise Compatibility Study Update is presented in **Section 5.3** of this document.

The following is a list of comment letters received by the CCDOA during the FAR Part 150 Noise Compatibility Study Update.

- A – City of Henderson, dated between November 5, 2005 to October 6, 2006
- B – Mary McFarland, dated September 11, 2006
- C – Lottie Royce, received September 13, 2006
- D – Joseph Capozzi, dated September 13, 2006
- E – Nevada Environmental Coalition, Inc., c/o Robert Hall, dated September 13, 2006
- F – Joe Capozzi, received September 18, 2006
- G – Bud Visalli, received September 21, 2006
- H – Robert A. Terpstra, dated September 25, 2006
- I – Mark Saulic, dated October 3, 2006
- J – Bill Self (representing Southwest Airlines), dated October 4, 2006
- K – Michael McKenzie, received at Open House #4, September 13, 2006
- L – Bill Greenberg, received October 3, 2006
- M – Kathy Howe, dated August 29, 2006
- N – Josh Swoboda, dated September 26, 2006
- O – Robert Klicsu, dated September 27, 2006
- P – Gloria Varra, dated October 3, 2006 at 9:31 a.m.
- Q – Gloria Varra, dated October 3, 2006 at 9:41 a.m.
- R – Bob Reeve, dated October 6, 2006
- S through KK – Stanton Gordon, submitted on September 5, 2006



CITY OF HENDERSON  
240 Water Street  
P. O. Box 95050  
Henderson, NV 89009

October 6, 2006

Jeff Jacquart  
Clark County Department of Aviation Planning Department  
P.O. Box 11005  
Las Vegas, NV 89111-1005

Re: Comments on the Draft FAR Part 150 Study Update Report

Dear Mr. Jacquart:

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The City of Henderson (Henderson) is pleased to have the opportunity to submit comments on the draft Part 150 Noise Study Update Report (Draft Update Report) prepared by the Clark County Department of Aviation (CCDOA). Henderson recognizes that McCarran International Airport (LAS) plays a major role in the local economy and that operations at LAS are projected to continue to increase over the next decade. As an immediate neighbor of LAS, Henderson is subject to frequent overflights by aircraft, particularly air carrier jets, out of LAS. Because of the frequency and number of overflights, Henderson maintains a strong interest in ensuring that continued operations at LAS do not impose impacts to Henderson residents that outpace those felt by the rest of the Las Vegas Valley.

Henderson has been an active participant in the FAR Part 150 Study Update Public Working Group established by CCDOA. Participation in this group has allowed Henderson to gain a better understanding of CCDOA's efforts to control operations and the resulting noise at LAS. The following comments have been prepared with the assistance of expert consultants in an attempt to ensure that the Part 150 Noise Compatibility Program is based upon the best available information, and that the noise exposure maps produced as part of the Draft Update Report are based on proper and supportable assumptions of future conditions.

These comments consist of three parts. First are general comments applicable to both the Noise Compatibility Program Report (the "NCP Report") and the Noise Exposure Maps Report (the "NEM Report"), followed by specific comments on the two reports. Also, Henderson asks that the reports prepared by its consultants, Mr. Stephen Hockaday and Mr. Sanford Fidell be incorporated by reference as part of Henderson's comments on the Draft Update Report.<sup>1</sup> Mr. Hockaday's letter and report are attached to this letter as Exhibit A. Mr. Fidell's report is attached to this letter as Exhibit B.

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<sup>1</sup> These reports were prepared for the City of Henderson at the request of counsel for the City.

**A**

**1**



## I. General Comments

### A. Missing or inadequate background information

An essential element to the Part 150 process is adequate disclosure of information and an opportunity for interested parties to consult with the airport operator during the development of the Part 150 program. In particular, the Part 150 implementing regulations require the airport operator to “afford adequate opportunity for the active and direct participation of the ... public agencies and planning agencies in the areas surrounding the airport...to submit their view, data and comments on the formulation and adequacy of that program” (14 C.F.R 150.23(d)). While Henderson was an active member of the Public Working Group formed by CCDOA in an attempt to comply with the Part 150 regulations, CCDOA has denied several requests from Henderson for access to data, assumptions, and methodology underlying the production of CCDOA’s draft Noise Exposure Maps and aviation forecasts. As a result of not providing the additional information requested, CCDOA has failed to afford Henderson and others affected by airplane noise emanating from LAS an adequate opportunity to submit “comments on the formulation and adequacy” of the proposed Noise Exposure Maps and the Draft Update Study.

On September 27, 2006 and again on October 3, 2006, the City of Henderson requested that the time for comment on the Draft Update Report (Letters are attached as Exhibits C and D) be extended. In that same correspondence, Henderson requested that its consultants be provided with the underlying data and assumptions used to produce the Noise Exposure Maps. CCDOA has not provided any written response to the request. However, a telephone voice mail message was received on October 4, 2006 from Mr. Jeff Jacquart. The message indicated that CCDOA would not grant Henderson’s request for more time, and that no further data would be supplied because all data needed to analyze the noise contours and aviation forecasts could be gleaned from the information previously provided to us and that contained in the Draft Update Report. Henderson and its consultants disagree that all information to review and analyze the draft Report’s assumptions and conclusions has been made available. Thus, in developing these comments, Henderson has attempted to extrapolate data and assumptions from the material available. As a result, Henderson’s comments have been prepared without the benefit of all of the information, data and assumptions used by CCDOA in developing the Draft Update Report.

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This request for additional data did not first occur in the September 27 or October 3, 2006 correspondence. Henderson’s first request for information was made on January 5, 2006 (See attached letter, Exhibit E). The January 2006 letter requested additional background information relating to the development of aviation forecasts, air traffic control

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procedures, model inputs and assumptions used in the airport capacity analysis, runway use assumptions, and model inputs and assumptions used in producing the noise exposure maps. Henderson suggested that the information could best be obtained by allowing our consultant, Mr. Steve Hockaday, to meet directly with CCDOA's consultants who were working on the Part 150 study. CCDOA refused to supply the underlying noise and aviation data, rejected the suggestion that Henderson's consultant meet directly with CCDOA's consultants, and referred Henderson to the FAA for information relating to air traffic control procedures (relevant to the issue of the implementation of the preferred runway use program). 3

Subsequent correspondence between Henderson and CCDOA relating to information supplied during the Public Working Group meetings also expressed Henderson's request for more information and data underlying the Part 150 studies. Copies of our complete correspondence with CCDOA are attached to this letter as Exhibit F.

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Finally, the Draft Update Report itself is incomplete. As noted in Mr. Hockaday's Report, Appendix D to the Draft NEM Report is missing from the electronic version of the Report made available on the McCarran Noise Study Website. Henderson's September 27 and October 3 correspondence put CCDOA on notice of this missing information, and requested additional time to receive and analyze that information. CCDOA denied the request, stating that all information needed to review the Draft Update Report was contained in the Report. No explanation was provided on how to obtain the missing appendix, and CCDOA did not offer to send a copy of the missing material. 4

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**B. Failure to provide sufficient time to review and comment on the reports**

As discussed above, the City of Henderson requested an extension of time to file its comments on the two reports. The City's request was premised on two reasons. First, the two reports are lengthy and complex. They contain a good deal of new material, not previously made available to the public. In fact, CCDOA itself, purportedly based on the complexity of the issues presented in the study, required an additional three months to prepare the Draft Update Report (See Exhibit C). Given the complexity of the material and the importance of the issues presented to Henderson, an additional four weeks was requested to submit comments. Having failed to receive any response to the September 27 letter, Henderson renewed its request for data and more time to prepare comments in a letter dated October 3, 2006. As noted above, no written response to the request was provided; the only response being a voice mail message. The voice mail message states that no additional time will be provided for comments on the Draft Update Report. Henderson believes that CCDOA's inflexibility in providing additional time to submit comments on this important and complex Draft Update Report constitutes a failure to comply with the public consultation requirements of the FAR Part 150. 5

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## II. Comments on Noise Exposure Map Report

As further detailed in the attached reports of Stephen Hockaday (Exhibit A) and Sandford Fidell (Exhibit B), the draft NEM Report and draft Noise Exposure Maps appear to be based on faulty assumptions and inaccurate data. For example, CCDOA's assumption that use of Runway 7L for departures will increase from the 8.6% level established in 2004 to 14.5% in 2011 and then to 19.6% in 2017 is nothing more than conjecture. As noted in Mr. Hockaday's report, the projected increase in use of Runway 7L as stated in the Draft NEM Report "seem[s] to be based only on an arbitrary extrapolation by Airport staff by means of a straight line drawn on NEM Exhibit IV-4 of historical data points of unknown provenance" (Page 7, Exhibit A). As Mr. Hockaday further notes, an equally plausible explanation for the "trend" in use of Runway 7L for departures can be found in the expiration of the Interlocal Agreement between Henderson and Clark County. As shown in Exhibit C of Hockaday's report (Exhibit A), it is plausible to predict that a renewal of the Interlocal Agreement would result in a reduction in the use of Runway 7L for departures. As Mr. Hockaday concludes, the "future annual use of Runway 7L for departures, upon which the proposed NEMs are based, is the outcome of a policy decision" (Page 9, Exhibit A).

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Mr. Hockaday also reports that the aircraft operations forecast used by the CCDOA to produce its Draft NEM Report and the proposed Noise Exposure Map is wrong and results in incorrect noise estimates. As Mr. Hockaday's Report states, the CCDOA's air traffic forecast is contradicted by FAA's Tower Traffic Count (Page 2, Section 1.1 of Exhibit A), FAA's Terminal Area Forecast (Page 2, Section 1.2 of Exhibit A), and the sustainable annual capacity as estimated by both FAA and CCDOA (Page 6, Section 1.3 of Exhibit A). CCDOA's final Update Report should address these issues as well as the other questions raised by Mr. Hockaday's Report regarding the Draft Update Report.

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Also, as Mr. Fidell notes, the credibility of the airport noise exposure predictions in the Draft Update Report cannot be assessed without access to the actual INM input specification files that generated the draft contours. CCDOA's refusal to supply that information is unreasonable and has greatly hindered Henderson's review of the proposed noise exposure maps. However, as Mr. Fidell notes in observing the shrinking of the noise contours to the west of the airport and the expansion in the contours to the east of the airport, "a likely source of the disparity . . . is the assumed increase in numbers of easterly departures on Runways 7L/R and the corresponding decrease in the number of westerly departures on Runways 25L/R (Page 2, Exhibit B).

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Please refer to the Hockaday and Fidell reports (Exhibits A and B to this Letter) for a complete statement of the underlying deficiencies in the Draft NEM Report and proposed Noise Exposure Map that should be corrected in any final Report.

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In addition to the issues addressed in the Hockaday and Fidell reports, the following comments on the Draft NEM Report should be addressed.

- Draft NEM Report, Section 3.9, page III-30 references the City of Henderson Comprehensive Plan adopted in 1996. The City of Henderson adopted a new Comprehensive Plan in January 2006.
- Draft NEM Report, Table III-6 should be updated to reflect the most recent Henderson Development Code land use categories by deleting the CD (Downtown Commercial) category, and adding the CH (Highway Commercial), CT (Tourist Commercial) and CM (Mixed-Use Commercial) categories.
- Draft NEM Report, Section VI, page VI-1 should note that the City of Henderson adopted a new Comprehensive Plan in January 2006.
- Draft NEM Report, Section B.1.2, page B-4 should note that the City of Henderson adopted a new Comprehensive Plan in January 2006.
- Draft NEM Report, Table B-2, page B-5 should be updated to reflect the revised residential densities now applicable.

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### III. Comments on Noise Compatibility Program Report

Henderson has been and will continue to be a strong proponent of the preferential runway use program. The preferential runway use program, as established in the now expired Interlocal Agreement between Henderson and Clark County, has been one of the cornerstones of Henderson's land use planning efforts. Henderson has consistently urged CCDOA to encourage the FAA to follow the preferential runway use program to the greatest extent possible, so that the land uses that were premised upon the existence of the program would continue to be compatible with noise from McCarran operations. As more fully stated below, Henderson believes that CCDOA should pursue implementing Option 4 as described in Section A.5 of the Draft NCP. With the preferential runway use program implemented through either a Tower Order, as proposed by CCDOA, or through a renewal of the Interlocal Agreement between Clark County and the City of Henderson, we believe that all of the jurisdictions surrounding McCarran will be better able to predict with more precision the level of noise likely to occur in a given area.

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Unfortunately, because the Draft NCP Report is premised upon the same underlying aviation forecasts and runway use predictions used in the Draft NEM Report, the preferential runway use program described in Abatement Measure 1 is flawed. As a result, CCDOA's Draft NCP Report fails to adequately consider available noise abatement measures. For example, as discussed in Mr. Hockaday's Report, the Draft NCP Report's analysis of Option 4 (Report, Section A.5) is flawed, because it relies on CCDOA's assumed increase in the use of Runway 7L for departures.

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This assumption, however, contradicts FAA's assumption, in its 2005 Draft Supplemental Environmental Assessment for modifications to the Las Vegas McCarran International Airport Four Corner Post Plan (the "2005 DSEA"), of the use of that runway for departures. In the 2005 DSEA, the FAA assumes that the use of Runway 7L for departures, through the year 2010, will not exceed the 8.6% level established in 2004. The Draft NEM Report assumes that by 2011, use of Runway 7L for departures will increase to 14.5% (and to 19.5% by 2017). As noted by Mr. Fidell and Mr. Hockaday, CCDOA's refusal to provide the data needed to analyze the runway use assumptions and to analyze the production of the noise contours for Option 4 make it impossible to ascertain if the contours are accurate. Mr. Fidell's Report further indicates that higher levels of departures should result in greater noise impacts over the same area. He explains that the assumed increase in departures

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to the east of LAS will create disproportionately more noise in Henderson than would corresponding increases in percentages of arrivals from the east. Unless an operational justification can be provided for assuming an increase of more than 25% in future easterly departures from LAS, the assumption of a greatly increased percentage of easterly departures may represent little more than a policy decision to favor one community's noise exposure over another's (Page 2, Exhibit B).

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Also, as further explained in Mr. Hockaday's report, CCDOA's assumption that implementation of Option 4 would require FAA to prepare an Environmental Assessment or an Environmental Impact Statement is unjustified. In fact, a Tower Order as described in Option 4 would simply be a confirmation of the status quo at the airport and would be totally consistent with FAA's most recent environmental analysis of aircraft noise resulting from operations at McCarran - the 2005 Draft SEA.

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In fact, as further pointed out by Mr. Hockaday, implementation of Noise Abatement Measure 1 as contemplated in the Draft Update Study may itself require preparation of an impact statement. If CCDOA's assumption of an increase in the use of Runway 7L for departures is correct, then this would represent significant new information about operations at McCarran requiring FAA to prepare a new environmental analysis for use of the airspace around the airport. Implementation of the Tower Order as outlined in Option 4, or a renewal of the now expired Interlocal Agreement should be further analyzed and studied as a noise abatement measure.

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In addition to the other issues addressed in the Hockaday and Fidell reports, the following comments on the Draft NCP Report should be addressed.

- Noise Mitigation Measure 6, page IV-22. The City of Henderson has historically based its land use planning on the DNL 65 contour. The City intends to continue to use the DNL 65 contour as the basis for its land planning.
- Noise Mitigation Measure 8, page IV-26. The City of Henderson intends to continue to use the DNL 65 contour. Also, the City of Henderson does not at this time intend to utilize noise contours presented on the proposed 2017 noise exposure maps.
- Noise Mitigation Measure 9, page IV-28. The City of Henderson intends to continue to use the DNL 65 contour as the basis for its land use planning.

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Thank-you for consideration of these comments. We look forward to reviewing the final report.

Sincerely,



Stephanie Garcia-Vause, AICP  
Deputy Director of Long Range Planning  
and Special Projects

Enclosures: Exhibit A - Hockaday Report; Exhibit B - Fidell Report; Exhibit C - September 27, 2006 Letter; Exhibit D - October 3, 2006 Letter; Exhibit E - January 5, 2006 Letter; Exhibit F - Henderson Correspondence

## EXHIBIT LIST

Exhibit A ----- Hockaday Report

Exhibit B ----- Fidell Report

Exhibit C ----- September 27, 2006 Letter

Exhibit D ----- October 3, 2006 Letter

Exhibit E ----- January 5, 2006 Letter

Exhibit F --- Henderson Correspondence

**Exhibit A**  
**Hockaday Report**





**Pacific Aviation Consulting Inc.**

P.O. Box 1400  
Port Hadlock, WA 98339-1400  
(360) 732-4242  
(360) 390-4270 Fax

September 30, 2006

Albert M. Ferlo, Senior Counsel  
Akin Gump Strauss Hauer & Feld LLP  
1333 New Hampshire Avenue, N.W.  
Washington, DC 20036-1564

**Comments on FAR Part 150 Draft Noise Exposure Map and Noise Compatibility Program Reports, Las Vegas McCarran International Airport**

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Dear Mr. Ferlo,

I have reviewed the information that you provided concerning the Las Vegas International Airport FAR Part 150 Draft Noise Exposure Map and Noise Compatibility Program Reports, and have developed some comments that are provided in the attachment to this letter.

In summary:

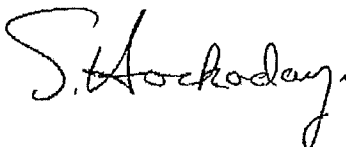
1. Incorrect aircraft operations forecasts were used to estimate noise exposure.
2. The noise exposure maps are incorrect because they use wrong runway use percentages.
3. Appendix D to the noise exposure map report, which provides the actual noise measurements used as part of the noise estimates, is not included in the report.
4. The recommended noise abatement measures omit limits on the use of Runway 7L for departures.
5. The estimated implementation cost for measure 1 is incorrect, because environmental analysis is necessary.
6. The evaluation of noise abatement option 4, formal runway use program, is flawed.

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I would be pleased to provide additional information as appropriate.

Sincerely,



Stephen Hockaday

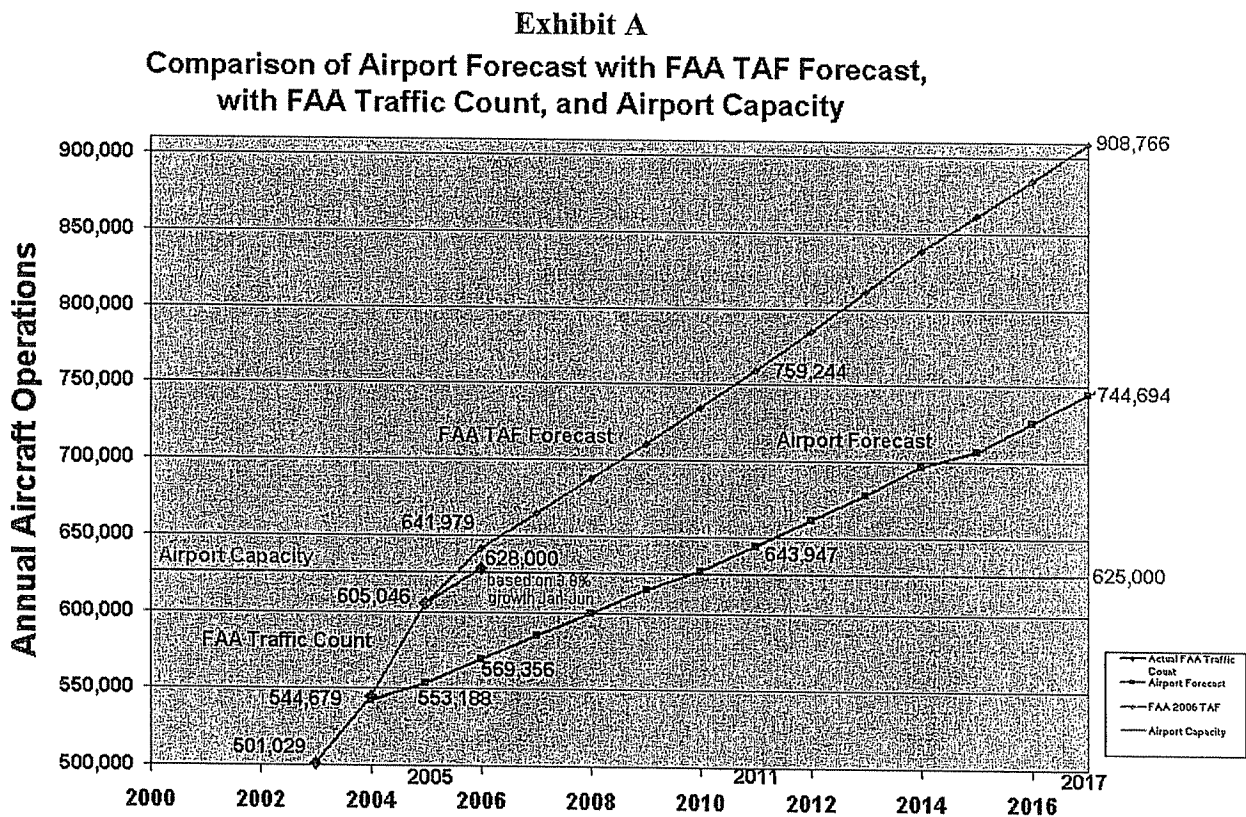
**Comments on FAR Part 150 Draft Noise Exposure Map and Noise Compatibility Program Reports, Las Vegas McCarran International Airport**

**1. Incorrect aircraft operations forecasts were used to estimate noise exposure.**

NEM Report Chapter II provides the numbers of aircraft operations assumptions made by the Clark County Department of Airports (CCDOA) to estimate noise levels around McCarran. These forecast aircraft operations assumptions are wrong, as discussed below; thereby causing the noise estimates contained in the report to be incorrect.

The following Exhibit A shows a comparison of the air traffic forecast used by CCDOA in the FAR Part 150 Study with the FAA's TAF Forecast, the with FAA Tower Traffic Count, and the capacity of the airport as computed by CCDOA. The discussion following the exhibit compares the Airport Forecast used in the FAR Part 150 reports with FAA's TAF Forecast, FAA traffic counts and CCDOA's own estimate of airport capacity.

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### 1.1 Comparison of the CCDOA forecast with the FAA Tower Traffic Count

The CCDOA forecast for 2005, the first year of the forecast is already 51,858 annual aircraft operations less than the FAA air traffic control tower traffic count for 2005. This error then propagates through all future years forecasts, causing significant errors in all noise exposure maps. This forecast error was pointed out to CCDOA by Henderson early on in the FAR Part 150 process, and CCDOA declined to change the forecast to correct this error.

The error is increasing in 2006, with the CCDOA forecast for 2006 being 58,644 annual aircraft operations less than the figure indicated by the FAA air traffic control tower traffic counts for the first half of 2006 (which show a 3.8% growth in air traffic during the first half of the year).

The error in the CCDOA forecast appears to derive from faulty growth rate assumptions. For example, the CCDOA forecast traffic growth rate for 2005 was 2%, while the actual growth rate was 11%, according to FAA tower counts.

These errors mean that the forecast that CCDOA proposed for use in the FAR Part 150 study is out of date and must be revised to reflect current information.

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### 1.2 Comparison of the CCDOA forecast with the FAA's TAF Forecast

The FAA Terminal Area Forecast (TAF) is provided on the FAA website ([www.apo.data.faa.gov/main//taf.asp](http://www.apo.data.faa.gov/main//taf.asp)).

The TAF forecast for 2005 was shown to be accurate, with a difference of less than 0.1% from actual 2005 traffic levels, while the CCDOA 2005 forecast had a difference of 10% (an error 100 times larger than the TAF error).

The CCDOA air traffic forecast for 2006 is 72,623 annual aircraft operations less than the FAA's TAF Forecast for 2006, with the TAF forecast being approximately 13% higher than the CCDOA forecast.

By 2011, the difference between the FAA TAF forecast and the CCDOA forecast expands to 115,297 annual aircraft operations, with the TAF forecast being approximately 18% higher than the CCDOA forecast.

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By 2017, the difference between the FAA TAF forecast and the CCDOA forecast expands to 164,072 annual aircraft operations, with the TAF forecast being approximately 22% higher than the CCDOA forecast.

FAA established criteria for the review and approval of aviation forecasts in a May 31, 2002 Memorandum from the Director of Airport Planning and Programming, APP-1 to all Regional Airports Division Managers (Exhibit B). This memo states that:

The forecasts should be reasonable, credible, and capable of being used in subsequent planning efforts. The local forecast should be consistent with the current FAA Terminal Area Forecast (TAF).

The following is provided to assist in determining consistency with the TAF and approval actions associated with forecasts.

- Large, Medium and Small Hub Airports – Locally developed forecasts for operations, based aircraft, and enplanements are considered to be consistent with the TAF if they meet either of the following criteria:

1. Forecasts differs by less than 10 percent in the first 5 years, or
2. Forecast activity levels do not affect the timing or scale of an airport project.

**19**

The CCDOA forecast fails both of these criteria, because the forecast differs by 18% (more than 10 percent) in the first 5 years, and because the forecast activity levels affect the timing or scale of airport projects.

As a result, the noise exposure maps have significant errors due to 13% to 22% errors in the number of aircraft operations; and the maps should be redrawn to reflect the noise exposure occurring with a correct and current aviation forecast that is consistent with the TAF.

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Exhibit B (Page 1 of 2)  
Review and Approval of Aviation Forecasts



U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Memorandum

Subject: **INFORMATION:** Review and Approval of Aviation Forecasts      Date: May 31, 2002

From: Director of Airport Planning and Programming, APP-1      Reply to Attn. of:

To: All Regional Airports Division Managers

Thorough regional review of the aviation forecasts contained in an airport master plan is of critical importance. We transmitted guidance on the need for accurate aviation forecasts in a memorandum dated May 28, 1998. To reiterate this memorandum, the FAA should review a sponsor forecast to ensure it is realistic, supported by information in the study, and provides adequate justification for the airport planning and development being recommended. A forecast that is either too high or too low can jeopardize a project by affecting environmental and funding decisions.

Airport sponsors should be encouraged to develop local forecasts. These forecasts usually consider trends at the airport and in the surrounding community. The forecasts should be reasonable, credible, and capable of being used in subsequent planning efforts.

The local forecast should be consistent with the current FAA Terminal Area Forecast (TAF). The following is provided to assist in determining consistency with the TAF and approval actions associated with forecasts.

- Large, Medium and Small Hub Airports – Locally developed forecasts for operations, based aircraft, and enplanements are considered to be consistent with the TAF if they meet either of the following criteria:
  1. Forecasts differs by less than 10 percent in the first 5 years, or
  2. Forecast activity levels do not affect the timing or scale of an airport project.
- Other Commercial Service Airports - Locally developed forecasts for operations, based aircraft, and enplanements are considered to be consistent with the TAF if they meet any of the following criteria:
  1. Forecasts differs by less than 10 percent in the first 5 years, or
  2. Forecast activity levels do not affect the timing or scale of an airport project, or
  3. Forecast activity levels do not affect the role of the airport.
- General Aviation and Reliever Airports – At general aviation and reliever airports where the five year forecast exceeds 100,000 total annual operations or 100 based aircraft, the locally developed forecasts for operations, based aircraft, and

**Exhibit B (Page 2 of 2)**  
**Review and Approval of Aviation Forecasts**

2

enplanements are considered to be consistent with the TAF if they meet any of the following criteria:

1. Forecasts differs by less than 10 percent in the first 5 years, or
  2. Forecast activity levels do not affect the timing or scale of an airport project, or
  3. Forecast activity levels do not affect the role of the airport.
- At general aviation and reliever airports where the five-year forecast does not exceed 100,000 total annual operations or 100 based aircraft, the forecast does not need headquarters review. These forecasts should be provided for use in the annual update of the TAF. Upon review of the updated TAF, APO-110 may require additional information if the forecast exceeds normal expectations without adequate justification.

If the local forecast varies considerably from the TAF, then differences must be resolved before proceeding any further. Inconsistencies with forecasts should be worked out at the local level before seeking APO-110 involvement. If the forecasts cannot be resolved locally, a request for APO-110 involvement and a package containing the necessary information should be sent to APP-400. APP-400 will review the package for completeness before delivering it to APO-110 for action. APO-110 has committed to review master plan forecasts for large hub airports within 45 days. If an expedited review is required, the 45-day clock will start when the package is delivered to APO-110.

The FAA, through APO-110, issued a report in July 2001 entitled, "Forecasting Aviation Activity By Airport," that contains guidelines and methodologies to help airport sponsors in developing forecasts. This report can be accessed on APO's website at <http://api.hq.faa.gov/pubs.asp> or through the link provided on the APP-410 website. Following these techniques will ease the resolution of conflicts over forecasts and will help expedite the resolution of inconsistent forecasts. It will also lead to consistent forecasts for use in assessing environmental impacts and supporting funding decisions.

Catherine M. Lang

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### 1.3 Comparison of the forecast traffic with airport capacity computed by CCDOA.

The McCarran aviation activity in 2005 was reported by FAA to be 605,046 annual aircraft operations. This activity is approximately 97% of the McCarran airport capacity computed by CCDOA.

The McCarran aviation activity in 2006 is anticipated to reach 628,000 annual operations if 3.8% annual growth in air traffic reported by FAA for the first half of 2006 continues. Even if this growth rate slows in the second half of the year, annual aircraft operations at McCarran are expected to be approximately 625,000 annual operations in 2006. This level of activity in 2006 would be equal to the maximum sustainable McCarran airport capacity computed by CCDOA.

This 625,000 level of airport capacity was also referenced and used by FAA in its Las Vegas Four Corner-Post Plan Draft Supplemental Environmental Assessment (DSEA). The DSEA states (Page 1-23) that:

This Study validated the sustainable annual capacity at 625,000 annual aircraft operations based upon an average delay exceeding 6 minutes per aircraft operation, assuming that 78 percent of aircraft operations are conducted by scheduled air carriers and commuter operators. The study also validated CCDOA's determination that a supplementary commercial services airport in southern Nevada would be required to serve CCDOA needs sometime before the year 2020.

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Given that CCDOA and FAA have stated that the maximum sustainable capacity of McCarran is 625,000 operations, the unconstrained forecast used by CCDOA in the FAR Part 150 study is unachievable.

In particular, the CCDOA forecast of 643,947 aircraft operations in 2011 and 744,694 aircraft operations in 2017 is unsustainable, and exceeds McCarran airport capacity by 3% and 19% respectively.

As noted above, the CCDOA forecast is itself in error, and significantly lower than the FAA TAF unconstrained forecast of 759,244 aircraft operations in 2011 and 908,766 in 2017. These traffic levels are also unsustainable, and exceed McCarran airport capacity by 21% and 45% respectively.

Basing noise exposure maps on unsustainable aviation activity levels results in erroneous noise exposure information. The noise exposure maps need to be corrected to reflect a revised traffic forecast.

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### **2. The noise exposure maps are incorrect because they use wrong runway use percentages.**

The Noise Exposure Maps presented in both reports are incorrect because they use wrong runway use percentages.

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NEM Report Chapter IV provides the percent use of runway configuration assumptions made by CCDOA to estimate noise levels around McCarran. These assumptions are wrong, as discussed below. NEM report section 4.5.2.2, Future Runway Use, states:

Future runway use was estimated using the 2004 runway use data and projections of changes in runway use expected to occur by 2017. Several factors will influence future runway use at the airport including airfield congestion, aircraft delay, and airfield layout.

... Three primary runway use changes are expected to occur by 2017 as the number of annual aircraft operations increases and capacity constraints dictate more frequent use of higher capacity airfield configurations:

- Based on the trend of increased Runway 7L departures with the increase in aircraft operations at the Airport between 1986 and 2004, by 2017, departures by air carrier aircraft on Runway 7L are expected to increase to almost 20 percent during the INM daytime period. This trend is depicted on *(NEM) Exhibit IV-4*.
- Similarly, the percent of air carrier aircraft departures on Runway 7L is expected to increase during the INM nighttime period. This trend is depicted on *(NEM) Exhibit IV-5*.
- Finally, as the number of nighttime aircraft departures increases and Runway 25R is no longer able to accommodate the volume of traffic, the percent of air carrier aircraft departures on Runway 19L is expected to increase during the INM nighttime period. This trend is depicted on *(NEM) Exhibit IV-6*.

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The future projections of percent use of different runways for departures built into the FAR Part 150 baseline capacity and noise analyses seem to be based only on an arbitrary extrapolation by Airport staff by means of a straight line drawn on NEM Exhibit IV-4 of historical data points of unknown provenance. In correspondence and through a teleconference, Henderson requested that CCDOA provide data in support of its runway usage assumption. Henderson also requested direct meetings between the CCDOA consultants and Henderson's consultant to discuss the data and assumptions. CCDOA denied these requests. CCDOA stated that some of the support data did not exist, as the data was prepared by CCDOA staff "on the back of an envelope". (CCDOA Henderson telephone conference 1/24/06).

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Regarding NEM Exhibit IV-4, CCDOA made an incorrect and unsupported assumption when it hypothesized a causal relationship between increased Runway 7L departures and the increase in aircraft operations at the Airport between 1986 and 2004. In fact, there are alternative trend lines

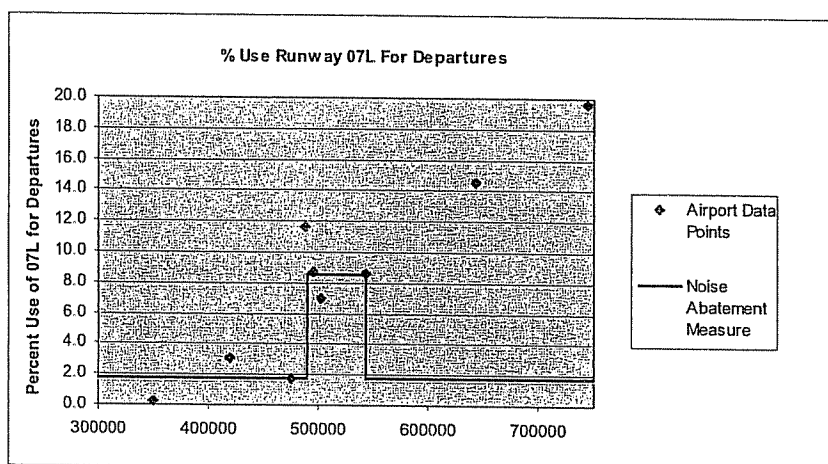
22

with totally different consequences for FAR Part 150 study capacity and noise values, which appear to have at least as much merit as the line on NEM Exhibit IV-4.

For example, an alternative and potentially more plausible explanation for the CCDOA historical data in NEM Exhibit IV-4 is that the increase in Runway 7L departures after 1998 is attributed to the expiration of the enforceable Interlocal Agreement between the Airport and Henderson that limited departures on runways 7L and 7R. Departures on Runways 7L and 7R only increased after CCDOA did not renew the Interlocal Agreement.

Under this alternative interpretation of CCDOA's runway usage data, a temporary peak of percent use of Runway 07L for departures occurred shortly after expiration of the Interlocal Agreement. Arguably, renewal of the Interlocal Agreement, as requested by the City of Henderson, might cause the proportion of departures on runways 7L and 7R to revert to their former levels, as shown in the trend line on Exhibit C.

### Exhibit C Projected Use of Runway 7L for Departures with reinstated Interlocal Agreement



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Note that the two data points on the right hand side of Exhibit C (the CCDOA assumed trend line values for 2011 and 2017) are significant overestimates of the use of Runway 7L for departures in this alternative interpretation; and have Runway 7L use percentages 7 to 10 times larger than that which would occur with reinstatement of the Interlocal Agreement or the adoption of a Tower Order.

The above analysis demonstrates that the future annual use of Runway 7L for departures, upon which the proposed NEMs are based, results from an explicit policy decision, and not from an arbitrary trend line. CCDOA's conclusion that the future percent use of Runway 7L for departures can be projected by a straight line extrapolation of historical data is an arbitrary assumption that has no factual or analytical support.

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Also, CCDOA's predicted use of Runway 7L for departures is contrary to assumptions made by FAA in its 2005 Draft SEA for amendments to the Four Corner-Post Plan. The DSEA states, at page 1-11 states:

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...unless the safety of a flight would be compromised, FAA air traffic control procedures typically adhere to the Airport's recommended noise abatement procedures and runway use preferences. Elements of the informal noise abatement procedures and preferential runway use program at LAS that affect Runway 25 departures are listed below.

- Runway 25R is the preferred runway for air carrier aircraft departures...

**23**

In the 2005 Draft SEA, the FAA assumes that Runways 7L and 7R will be used for 8.6% of departures in the future. There is no indication in the DSEA that future use of Runways 7L and 7R for departures will increase to 15% and 20%. In fact, the FAA's 2005 DSEA noise analysis is for conditions in the year 2010 is based on an 8.6% use of Runways 7L and 7R for departures. Noise exposure maps for the Part 150 Study should be prepared using the FAA's value of 8.6%. If the CCDOA believes that the FAA's analysis and assumptions contained in the 2005 SDEA are incorrect or not applicable, then it must provide a rational, fact based explanation for the widely divergent runway use assumptions.

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CCDOA's assumption of significantly higher levels of departures on Runway 7L, such as 15% or 20%, directly contradicts the FAA's 2005 DSEA for amendments to the Four Corner Post plan. As Henderson noted previously in its correspondence with the CCDOA, the large increase in use of Runways 7L and 7R assumed in the Report and utilized in producing the NEMs would likely require the FAA to prepare an Environmental Impact Statement to examine the environmental impacts likely to result from this significant change in the use of the runways. Indeed, given that the environmental documents prepared and approved by the FAA for the construction and expansion of Runway 7L was premised on a decrease in the use of these runways for departures to the east over Henderson (see 1993 FEA at Pages 82-87), there is little doubt that an increase from 8.6% of departures on Runway 7L to 15% or 20% of departures constitutes a significant change in how the runways are used, and that such a significant change must be analyzed by the FAA in an Environmental Impact Statement before allowing such a change in use or before relying on such a change in use when approving the Part 150 Study documents.

**24**

Therefore the correct baseline annual use of Runway 7L for departures is the 8.6% use that occurred in 2004 and was used by FAA in the DSEA. This 8.6% value should also be used when producing any noise exposure maps for 2011 and 2017 that do not reflect the introduction of any noise reduction measures.

The arbitrary increase in the use of Runway 7L for departures to 15% in 2011 or 20% in 2017 assumed by CCDOA is neither an appropriate baseline assumption for the NEMs, nor is it an appropriate noise reduction measure. In fact, by more than doubling departure traffic over populated areas to the east and reducing traffic over relatively unpopulated areas to the west, this arbitrary runway use assumption is best considered to be a noise expansion measure that has no place in a Part 150 Study.

The above discussion applies equally to the trends depicted on NEM Exhibits IV-5 and IV-6. As a result, the expected runway use percentages in 2011 and 2017 shown in NEM Tables IV-11 and IV-12 are all in error and must be corrected for use in revised noise exposure maps.

**24**

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**3. Appendix D to the noise exposure map report, which provides the actual noise measurements used as part of the noise estimates, is not included in the electronic version of the report.**

Appendix D to the Noise Exposure Map report, which provides the actual noise measurements used in the noise exposure estimate process, is not included in the on-line version of the report. The online version can be viewed using MS Internet Explorer at <http://www.mccarrannoisestudy.com/draftdocument.html> (see Exhibit D)

**25**

This absence of Appendix D means that the draft report is incomplete and has important gaps, that reviewers can not complete their review, and that the review process should be restarted after access is provided to the complete report.

## Exhibit D

### Table of Contents, Volume 1, Noise Exposure Map Report

(Source: <http://www.mccarrannoisestudy.com/draftdocument.html> 09/22/06).

#### Volume I. Noise Exposure Map

- [LAS Part 150 Table of Contents](#)
- [LAS Part 150 Chapter 1](#)
- [LAS Part 150 Chapter 2](#)
- [LAS Part 150 Chapter 3](#)
- [LAS Part 150 Chapter 4](#)
- [LAS Part 150 Chapter 5](#)
- [LAS Part 150 Chapter 6](#)
- [LAS Part 150 Appendix A - Glossary](#)
- [LAS Part 150 Appendix B](#)
- [LAS Part 150 Appendix C - Cover](#)
- [LAS Part 150 Appendix D - Cover](#)
- NEM Exhibits
  - Section I
    - 1. [Airport Location Map](#)
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  - Section III
    - 1. [Airport Vicinity Map](#)
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    - 3. [Area Airspace](#)
    - 4. [Primary Airfield Flow Configuration](#)
    - 5. [Standard Terminal Arrival Routes](#)
    - 6. [Standard Instrument Departures](#)
    - 7. [Generalized Existing Land Uses](#)
    - 8. [Clark County Planning Areas](#)
    - 9. [Generalized Planned Land Uses](#)
    - 10. [Generalized Zoning - LAS](#)
    - 11. [1986 Airport Environs Overlay Display](#)
    - 12. [1990 Airport Environs Overlay Display](#)
    - 13. [Clark County Mixed Use Overlay](#)
    - 14. [Cooperative Management Area](#)
  - Section IV
    - 3. [Comparison of Takeoff Noise Value](#)
    - 7. [Generalized Arrival Flight Tracks 2004](#)
    - 8. [Generalized Departure Flight Tracks 2004](#)
    - 9. [Generalized Departure Flight Tracks 1117](#)
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  - Section V
    - 1. [2004 Noise Exposure Map-LAS](#)
    - 2. [2011 Noise Exposure Map LAS](#)
    - 3. [Comparison of 2004 and 2011 Noise Exposure Map - LAS](#)
    - 4. [2017 Noise Exposure Map - LAS](#)
    - 5. [Comparison of 2004 and 2017 Noise Exposure Map - LAS](#)
    - 6. [WEST Location of Existing Incompatible Land Uses](#)
    - 7. [SOUTH Location of Existing Incompatible Land Uses](#)
    - 8. [EAST Location of Existing Incompatible Land Uses](#)
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    - 10. [1992-2004 Noise Exposure Airport Environs Overlay Map - LAS](#)
    - 11. [1997-2004 Noise Exposure Map - LAS](#)
  - Appendix C
    - 1. [Arrivals Runway 1](#)
    - 2. [Arrivals Runway 7](#)
    - 3. [Arrivals Runway 19](#)
    - 4. [Arrivals Runway 25](#)
    - 5. [Departures Runway 1](#)
    - 6. [Departures Runway 7](#)
    - 7. [Departures Runway 19](#)
    - 8. [Departures Runway 25](#)

Volume II Noise Compatibility Program Report

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**4. The recommended noise abatement measures omit limits on the use of Runway 7L for departures.**

There is no doubt that noise exposure in Henderson increases as the number of departures using Runway 7L increases. The previous Interlocal Agreement that provided for reasonable limits on the use of Runway 7L for departures was not renewed by the CCDOA.

Historically, the percent use of Runway 7L for departures was approximately 2%. After the Interlocal Agreement expired, use of Runway 7L for departures increased to some 8.6% by 2004. Henderson wishes to avoid any further increases in this percentage use of Runway 7L for departures and its consequent noise impact.

The informal preferential runway system contained within “Noise Abatement Measure 1: Maintain and clarify the existing informal preferential runway use system” has not been successful in achieving this objective since the expiration of the Interlocal Agreement. It is clear that a more formal approach to implementation of the preferential runway use system is necessary than merely incorporating the existing informal operational procedures into the noise compatibility program.

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A noise abatement measure should be included in the report that gives Henderson this protection. Such a measure could be accomplished by a new Interlocal Agreement between Clark County and Henderson, or by means of a Tower Order from FAA as described in Appendix A of the Noise Compatibility Program Report. See Appendix A, pages A-24 - 30.

Henderson should participate in the process leading to such a noise reduction measure, and requests to be included in the list of responsible agencies for such actions, including Measure 1 in NCP Table V-1 on page NCP V-4. (As noted in Note 1 to NCP Table V-1, “FAA is the primary agency responsible for implementing and enforcing operational noise abatement procedures. The Department of Aviation’s role would be advisory.” Henderson wishes to have a similar advisory role for the relevant measures, including measure 1.)

---

**5. The estimated implementation cost for Measure 1 is incorrect, because environmental analysis is necessary.**

As part of its justification for continuation of the informal preferential runway use program (Measure 1), CCDOA asserts that the cost of implementing this measure would be inconsequential because “...an environmental analysis is most likely not necessary....” NCP Table V-3. However, the preferential runway use program that “has already been implemented by the FAA” does not contemplate increases in the use of Runways 7L and 7R for departures. As discussed previously, FAA assumes that implementation of the preferential runway use program, through at least the year 2010, will result in 8.6% of departures on Runways 7L and 7R. See 2005 DSEA Table B.5 at Page B-13.

27

Thus, before FAA can implement the preferential runway use program as described in the NCP, it will need to prepare an appropriate environmental analysis required by the National Environmental Policy Act, 42, U.S.C. 4321. However, implementation of the runway use program through a renewal of the Interlocal Agreement between the City of Henderson and

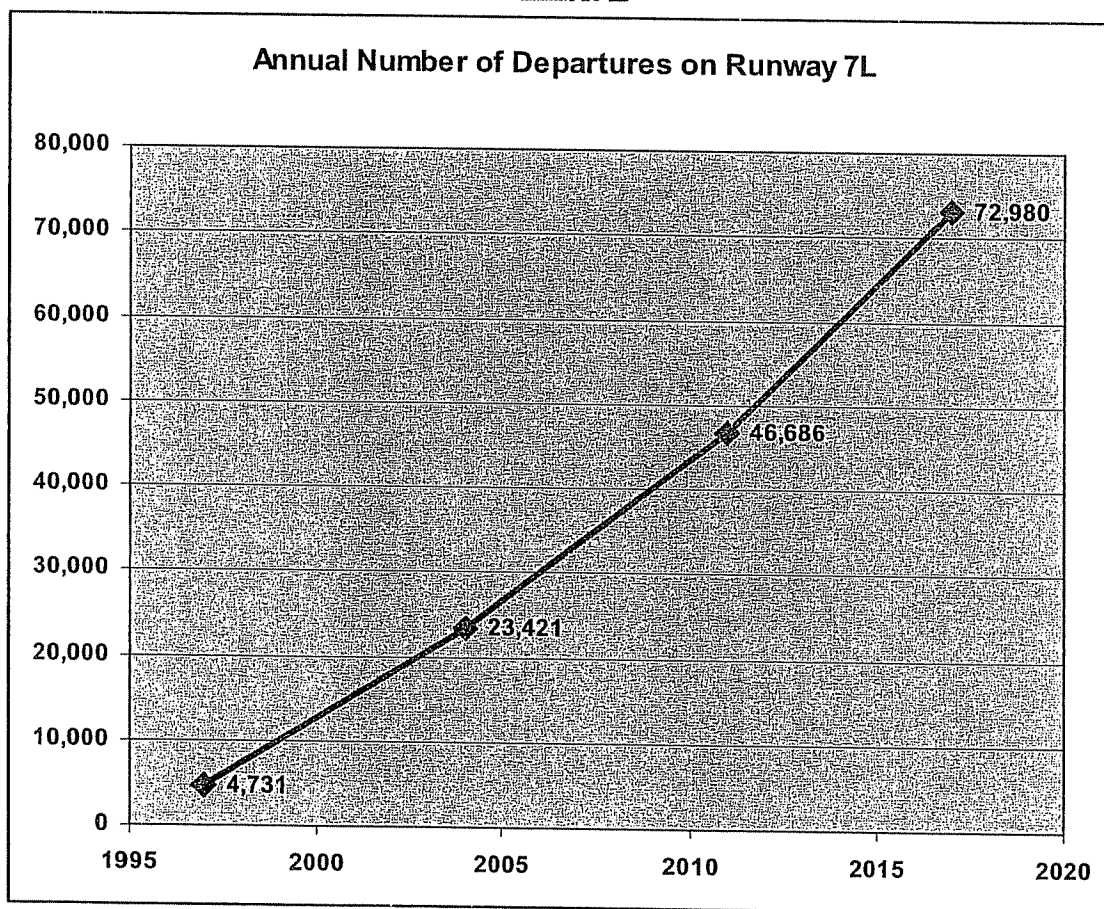
Clark County or through a Tower Order as outlined in Appendix A of the NCP report, would not require further NEPA compliance. An Interlocal Agreement or a Tower Order establishing a goal of an 8.6% use of runways 7L and 7R for departures would simply be maintaining the status quo. Because there would be no changes in current environmental conditions, no environmental analysis would be necessary.

That there will be a substantial change in current conditions under CCDOA's assumed implementation of the preferred runway use program is demonstrated by CCDOA's own data. CCDOA believes that the number of departures using Runway 7L will increase from 4,731 in 1997 and 23,421 in 2004 to 46,686 in 2011 and 72,980 in 2017. This is an increase of more than fifteen times, i.e. 1,500 percent.<sup>1</sup>

These values shown in Exhibit E demonstrate the potentially large environmental impact on Henderson.

27

Exhibit E



<sup>1</sup> The above values are obtained by multiplying the CCDOA assumed percentages of departures using Runway 7L in each year by half of the CCDOA traffic forecast for that year).

## **6. The evaluation of noise abatement option 4, formal runway use program, is flawed**

The description and analysis of noise abatement Option 4 on page NCP A-24 of the NCP Appendix A is flawed for several reasons.

### **6.1 The FAA assumes in its Draft SEA for changes to the Four Corner-Post Plan that Runway 7L will be used by 8.6% of Departures in future years.**

As discussed previously, CCDOA asserts that this 8.6% of Departures will not occur with an informal preferential runway use program, and that the percentage of departures using Runway 7L will increase to 15% in 2011 and 20% by 2017. CCDOA asserts that a formal runway use program would be necessary in order to achieve the 8.6% Departures on Runway 7L.

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If CCDOA is correct that an informal runway use program results in 15% and 20% departures on Runway 7L, and that a formal program is necessary to achieve the 8.6%, then FAA will have to implement a formal runway use program to obtain the 8.6% of Departures using Runway 7L that underpins the environmental impacts described in the DSEA for changes to the Four Corner-Post Plan.

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### **6.2 The changes to noise exposure associated with Option 4 appear to have been calculated wrongly.**

CCDOA asserts that an increase of 1,500 % in the number of departures using Runway 7L (from 4,731 in 1997 to 23,421 in 2004, 46,686 in 2011, and 72,980 in 2017) will not cause a significant change in noise exposure to Henderson. This assertion appears to be at variance with common sense, as departures are the largest contributor to noise exposure.

29

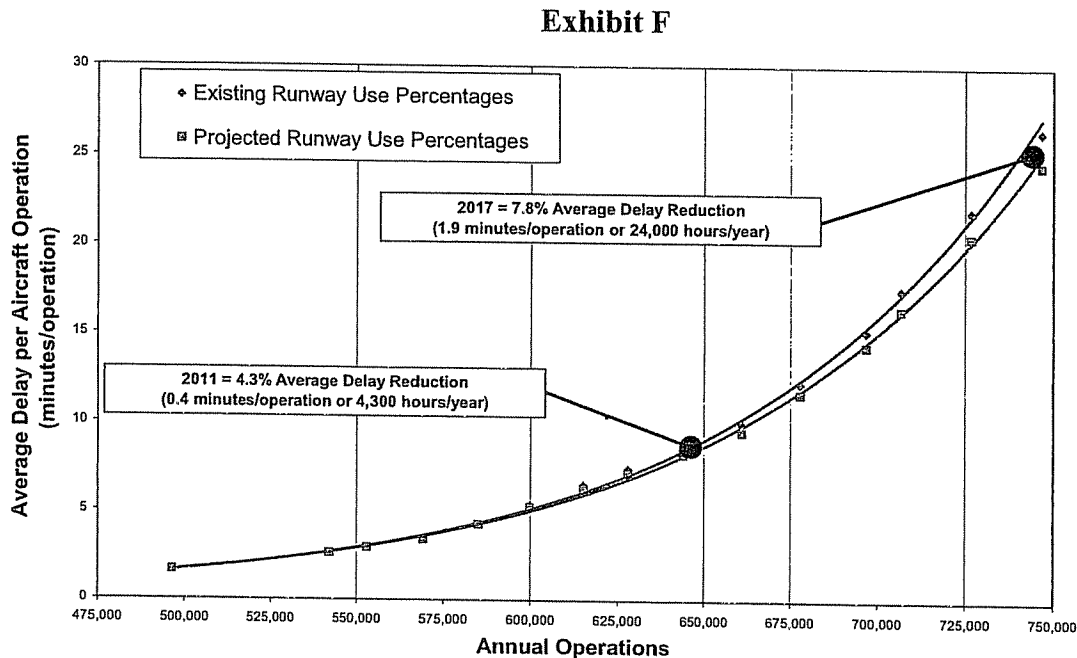
Henderson requested that CCDOA provide data in support of the noise exposure maps, including data, assumptions, and calculations for each noise value and contour, and detailed inputs and outputs from all INM model runs performed in support of the FAR Part 150 study, including information on flight tracks and aircraft operations. This request was turned down, together with Henderson requests to get access to the underlying data and to meet with CCDOA consultants to discuss the data and assumptions. (CCDOA - Henderson telephone conference 1/24/06).

One possible reason for the lack of sensitivity of the INM runs to large increases in Runway 7L departures may lie within the flight tracks and profiles used in the model. In general, arrival aircraft follow their planned flight track and profile more closely than departures, especially close to the airport. If the variation in departure flight tracks and profiles was not modeled accurately, then this lack of sensitivity may be explained. Access to the details of model input data and actual radar track flight data is needed to investigate this possibility.



### 6.3 The adoption of a formal runway use program will not increase aircraft delays significantly.

On October 25, 2005, CCDOA presented to the Public working Group a baseline capacity analysis that showed how delays would increase in the future as demand increased. Exhibit F is taken from Chart 10 of this presentation.



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Exhibit F shows that average aircraft delays in 2011 are within 4.3 % of each other, with only a 0.4 minutes difference in delay between the different percentages of departures assumed to use Runway 7L. This difference is less than the errors shown on Exhibit F, where the lines drawn to illustrate the growth in delay fail to connect the data points that are the result of simulation runs, with errors of more than the same 0.4 minutes. The chart also appears to show a discontinuity around 625,000 operations, with one steeper than average delay curve applying below 625,000 operations and a shallower delay curve applying above 625,000 operations.

CCDOA rejected Henderson's request for the data supporting the delay values. The request included data, assumptions, and calculations for each capacity and delay value, and detailed inputs and outputs from all TAAM model and annual delay runs performed in support of the FAR Part 150 study, including information on aircraft separations and runway uses. In addition to denying access to the data, CCDOA also refused Henderson's request to have its consultants meet with CCDOA consultants to discuss the data and assumptions. (CCDOA - Henderson telephone conference 1/24/06).

The delay values for 2017 are incorrect and give an erroneous impression:

First, they purport to represent operations with delays 4 times larger than the delays that occur at maximum sustainable capacity (24 to 27 minutes per aircraft). Airports do not

operate at these annual average delay levels, as aircraft operators and others take actions to avoid incurring these unacceptable delays.

Secondly, Part 150 studies focus on a five year future, and do not require information about 10 to 15 year futures. Discarding a noise reduction measure that would be effective over the next five years on the (false) grounds that it may cause higher delays in the far future is not a proper reason to reject a noise measure. Also the fact that CCDOA relies on data from 2025 in NCP Table IV-8 to support their claims, a 20-year future that is four times the required 5-year timeframe, is an improper reason to reject a noise measure that will be implemented during the next five years.

Thirdly, CCDOA plans to open Ivanpah Airport in 2017, and demand at McCarran will reduce significantly at that time, eliminating most delays. The analysis of Option 4 apparently fails to assign any significance to initiation of operations at the new proposed airport.

Exhibit F shows that CCDOA expects delays to exceed maximum sustainable levels by 2011, because demand exceeds the 625,000 annual operations maximum sustainable capacity of the airport.

30

These excessive delays shown on Exhibit F are projected by CCDOA to occur regardless of whether 8.6% or 14.5% of departures use Runway 7L. As a result, the airport is unable to operate effectively with either set of runway use assumptions, and average delays exceed maximum sustainable levels by more than 50% (9.3 minutes versus 6.0 minutes maximum sustainable).

Both FAA and CCDOA have stated that the maximum sustainable capacity of the airport is 625,000 annual operations, and the maximum sustainable delays are 6 minutes. In its 2005 DSEA for amendments to the Four Corner Post Plan, FAA states at page 1-26: "The sustainable annual capacity of LAS is 625,000 annual aircraft operations, based upon an average delay exceeding 6 minutes per aircraft operation."

Exhibit F shows that at this traffic level of 625,000 operations, the difference in delay between the two alternative runway use percentage assumptions is insignificant, close to zero, and significantly less than the plotting error between the data points and the curve that passes below the points at 625,000 operations.

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#### **6.4 The adoption of a formal runway use program will not require an environmental analysis costing as much as \$750,000.**

On NCP page A-30, CCDOA states that "Implementation of Option 4 would likely require preparation of an EIS by FAA. The cost of the environmental analysis could be as high as \$500,000 to \$750,000 based on prior studies."

The reverse is true. FAA has used the 8.6% value for use of Runway 7L departures in its Draft SEA for changes to the Four Corner-Post Plan. If FAA accepts the CCDOA contention that the value is actually 15% or 20%, then FAA will likely require preparation of a revised SEA for changes to the Four Corner-Post Plan.

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A revised SEA is likely to be avoided by revising the Part 150 Study to include 8.6% for use of Runway 7L departures. As FAA's 2005 DSEA adopted this 8.6% use of Runway 7L for departures through 2010, further environmental analysis of a runway use program designed to keep runway usage as analyzed in the 2005 DSEA may not be needed.

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Finally, it is also difficult to place much reliance on a cost estimate that has a range of 50% of the base cost. CCDOA offers no explanation for such a wide variance in the cost for producing a suitable environmental analysis. Also, CCDOA does not consider the possibility of adopting or incorporating the analysis used in the 2005 DSEA.

**Exhibit B**  
**Fidell Report**



Fidell Associates, Inc.

23139 Erwin Street  
Woodland Hills, CA 91367

3 October 2006

Mr. Albert Ferlo  
Akin Gump Strauss Hauer & Feld LLP  
1333 New Hampshire Avenue, N.W.  
Washington, D.C. 20036-1564

Dear Mr. Ferlo,

---

At your request, I have reviewed draft material concerning McCarran International Airport's FAR Part 150 study posted at the airport's website (<http://www.mccarrannoisestudy.com/draftdocument.html>). This letter summarizes initial impressions of several aspects of the aircraft noise modeling discussed at the website and in related materials.

Aircraft noise exposure maps included in FAR Part 150 studies are produced by applying the deterministic algorithms of FAA's Integrated Noise Model software to a set of operational assumptions. The substantive issue in any review of prospective aircraft noise exposure contours is not the noise exposure map itself, but rather the assumptions on which it is based. It is therefore difficult to assess the credibility of the airport noise exposure predictions contained in McCarran's draft Part 150 study report without access to the actual INM input specification files that generated the published contours.

It is nonetheless possible to draw some limited inferences from the information provided in the draft report. For example, it appears from Table II-3 ("Historical Aircraft Operations at McCarran International Airport — 1990 - 2004") of the August draft report that aircraft noise exposure around LAS in recent years is dominated by air carrier operations. The 366,578 operations by large transport aircraft in 2004 dwarf the numbers of military and general aviation operations (71,690 *in toto*), and exceed by a factor of more than three the total operations by smaller air taxi aircraft. Given that operations by larger, heavier, and noisier air carrier aircraft are concentrated on the 7/25 runways at LAS, it is clearly these aircraft which control noise exposure to the east of the Runways 25 threshold.

Section 2.4.2.1 ("Air Carrier Aircraft Operations") of the August 2006 draft of McCarran's Part 150 study report indicates that numbers of air carrier operations at LAS are expected "to increase from 366,578 in 2004 to 454,391 in 2011; 525,657 in 2017, and 646,253 in 2025." All other things being equal (*i.e.*, barring unanticipated major changes in fleet composition, flight track use, and time of day of operation), these increases imply corresponding increases on a  $10 \log (N_{\text{future}}/N_{\text{baseline}})$  basis in Day-Night Average Sound Levels (DNL values) with respect to 2004 values of 0.9 dB by 2011, 1.6 dB by 2017, and 2.5 dB by 2025.

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However, given that

- 1) FAA's TAF forecast for 2011 and 2017 predicts many more flight operations than the underestimates in the draft Part 150 study report; and
- 2) LAS anticipates the proportion of easterly departures by air carrier aircraft to increase notably in years to come,

**32**

increases of 1 to 2.5 dB in noise exposure levels should be regarded as *lower* bounds on the likely increases in aircraft noise exposure in Henderson associated with increased operations at LAS. Prudence suggests that a formal analysis be conducted of changes in noise impacts associated with changes of this magnitude at predicted levels close to  $L_{dn} = 65$  dB.

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The available noise exposure maps and accompanying graphics indicate that the noise exposure gradient along the extended centerline of Runways 25 to the east of LAS is on the order of 1 decibel per half a mile. In other words, INM-predicted DNL values decrease approximately 2 dB per mile from the thresholds of Runways 25 toward Henderson. Since monitoring site M5 is shown as approximately 8200' farther from the Runways 25 threshold than monitoring site M4 in Exhibit IV-10, DNL values at site M5 should differ from those at M4 by about 3 dB.

For points directly underneath flight tracks at relatively short ranges, INM-based predictions should lie within about 1 decibel of measured noise exposure values. However, Table 1 and Figures C-4 and C-5 of McCarran's September 9, 2005 "Summer 2005 Aircraft Noise Monitoring Report" show a somewhat larger-than-predicted difference (4.4 dB) in aircraft noise DNL values between these two sites.

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This in turn suggests that the INM flight track or profile modeling on which these predictions are based may be oversimplified, or that runway assignment assumptions may not be completely accurate, or that other aspects of the noise model warrant careful scrutiny. Exhibit C-6 of the "Noise Exposure Map Report" shows fewer than half a dozen nominal ("backbone") departure tracks overlying much of Henderson, and only about the same number of arrival tracks. No graphics are presented comparing standard departure profiles with those more likely to flown in hot weather conditions, nor is any information presented about the population of these flight tracks by various aircraft types during daytime and nighttime hours.

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It is also apparent from a comparison of Exhibits V-6 and V-8 that predicted noise exposure contours for 2011 and 2017 are shrinking to the west of LAS at the same time that they are expanding to the east. Without the INM input specifications, the origin of this prediction is uncertain. A likely source of the disparity, however, is the assumed increase in numbers of easterly departures on Runways 7L/R and the corresponding decrease in the number of westerly departures on Runways 25L/R, as illustrated in the October 25, 2005 "Baseline Noise Exposure Maps" presentation produced by Brown-Buntin Associates,

**34**

Mr. Albert Ferlo  
3 October 2006  
Page 3

In 2004, 8.6% of the air carrier departures at LAS were made on Runways 7. By 2017, Brown-Buntin expects the percentage of air carrier departures on Runways 7 will more than double, to 19.6%. The Brown-Buntin presentation contains no rationale to support an assumption that easterly departures from LAS will increase so drastically, nor does it provide any intrinsic reason for such a major alteration in the historical pattern of runway use at LAS.

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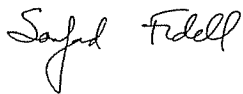
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Because aircraft engines operate at higher power settings on takeoff than on landing, and since acoustic emissions of aircraft scale directly with increased power settings, greater percentages of departures to the east of LAS will create disproportionately more noise in Henderson than would corresponding increases in percentages of arrivals from the east. Unless an operational justification can be provided for assuming an increase of more than 125% in future easterly departures from LAS, the assumption of a greatly increased percentage of easterly departures may represent little more than a policy decision to favor one community's noise exposure over another's.

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Sincerely,

FIDELL ASSOCIATES, INC.



Sanford Fidell





**Exhibit C**  
**September 27, 2006 Letter**





CITY OF HENDERSON  
240 Water Street  
P. O. Box 95050  
Henderson, NV 89009

September 27, 2006

Jeff Jacquart  
Clark County Department of Aviation Planning Department  
P.O. Box 11005  
Las Vegas, NV 89111-1005

Fax No. 798-6591

Re: Part 150 Study Update Reports - Request for Information, Publication of Missing Data  
and Extension of the Comment Period

Dear Mr. Jaquart:

**REQUEST FOR INFORMATION:**

In order to review and comment on recently released two volumes of Part 150 Noise Compatibility Study Update, we request that you provide the City of Henderson with the complete Integrated Noise Model ("INM") input files and entire directory used in the production of the Noise Exposure Maps for Option 4. These maps are labeled as Exhibit A-11 and Exhibit A-12 of the Noise Compatibility Program Report issued by the Clark County Department of Aviation. We also request the INM files and entire directory used to produce the 2004 Noise Exposure Map, labeled as Exhibit V-1 of the Noise Exposure Map Report.

As you know, comments on this document must be submitted by October 6, 2006. The City of Henderson's ability to submit comments on this and other issues raised in the Noise Compatibility Report and in the Noise Exposure Map Report depends in large part on receiving the requested information as soon as possible. If CCDOA determines that the requested input files and directory cannot be released, please contact me immediately with that determination.

**REQUEST FOR PUBLICATION OF MISSING DATA AND ADDITIONAL TIME TO COMMENT:**

The City of Henderson requests that CCDOA extend the comment period in order to allow the City and all other interested parties to review and comment on this important document. As you know, hard copies of the two Reports were not provided directly to the City of Henderson. The initial release of the Reports was limited to distribution to several libraries in Clark County. The reports were not available electronically until several days after the announced availability of the

Jeff Jacquart  
September 27, 2006  
Page 2

two reports. In addition, the Part 150 Study Update Report, as published on the internet, does not include Appendix D to the Noise Exposure Map report. Appendix D purportedly contains the actual noise measurements used in the noise exposure estimate process. Absent this data, it is not possible to fully analyze and prepare comments on the draft Noise Exposure Maps.

Thus, given the limited distribution of hard copies of the documents, the late availability of the electronic versions of the documents, and the absence of this Appendix, we request that the comment period for the draft Part 150 Study Update Report be extended to four weeks from the date that Appendix D is made available for comment. A failure to provide Appendix D and to extend the comment period would constitute a failure to follow the public consultation requirements of FAR Part 150.

Also, a two week extension of the comment period is far less than the extra time that CCDOA itself needed to prepare the final reports. Under its original schedule (as announced on the public website and to the Public Working Group), CCDOA announced its intention to issue the reports on May 24, 2006. (See the attached "Schedule of Events" distributed at the June 21, 2005 Public Working Group meeting). However, CCDOA itself required an additional three months to issue the reports, purportedly due to the complexity of the issues being analyzed. Given the various delays in producing the report, the acknowledged complexity of the issues, and the direct noise impacts within the City of Henderson that are the product of operations at McCarran International Airport, the City's request for an additional four weeks to submit comments is more than reasonable.

Sincerely,



Stephanie Garcia-Vause

SGV:ctm

**Exhibit D**  
**October 3, 2006 Letter**





CITY OF HENDERSON  
240 Water Street  
P. O. Box 95050  
Henderson, NV 89009

October 3, 2006

Jeff Jacquart  
Clark County Department of Aviation Planning Department  
P.O. Box 11005  
Las Vegas, NV 89111-1005  
Fax No. 798-6591

Re: Part 150 Study Update Request for Extension of the Public Comment Period

Dear Mr. Jacquart:

The City of Henderson is in the process of formulating our written comments on the two volumes of the Part 150 Noise Compatibility Study Update. In order to complete our review we are requesting that you provide the City of Henderson with the complete Integrated Noise Model ("INM") input files and entire directory used in the production of the Noise Exposure Maps for Option 4. These maps are labeled as Exhibit A-11 and Exhibit A-12 of the Noise Compatibility Program Report issued by the Clark County Department of Aviation. We also request the INM files and entire directory used to produce the 2004 Noise Exposure Map, labeled as Exhibit V-1 of the Noise Exposure Map Report.

As you know, comments on this document must be submitted by October 6, 2006. The City of Henderson's ability to submit comments on this and other issues raised in the Noise Compatibility Report and in the Noise Exposure Map Report depends in large part on receiving the requested information as soon as possible.

The City of Henderson also requests that CCDOA extend the comment period in order to allow the City and all other interested parties to review and comment on this important document. As you know, hard copies of the two Reports were not provided directly to the City of Henderson and posting of the report on the internet was delayed.

Given the delay in availability of the report, the acknowledged complexity of the issues, and the direct noise impacts within the City of Henderson that are the product of operations at McCarran International Airport, the City requests an additional four weeks to submit comments. Please let me know if you have any questions or need additional information.



Jeff Jacquart  
October 3, 2006  
Page 2

Would you also please provide confirmation that you are in receipt of my letter dated September 27, 2006? A copy is attached for your reference.

Sincerely,



Stephanie Garcia-Vause  
Deputy Director of Long Range Planning & Special Projects

SGV:ctm

Enclosure: Letter to Jeff Jacquart dated September 27, 2006

cc: Rory Reid, Board of County Commissioner Chairman  
Myrna Williams, Board of County Commissioner Vice-chairman  
Tom Collins, Board of County Commissioner  
Yvonne Atkinson Gates, Board of County Commissioner  
Chip Maxfield, Board of County Commissioner  
Lynette Boggs McDonald, Board of County Commissioner  
Bruce L. Woodbury, Board of County Commissioner  
FAA

**Exhibit E**  
**January 5, 2006 Letter**





CITY OF HENDERSON  
240 Water Street  
P. O. Box 95050  
Henderson, NV 89009

January 5, 2006

Mr. Jeffrey Jacquart  
Clark County Dept. of Aviation  
P.O. Box 11005  
Las Vegas, NV 89111-1005

Subject: FAR Part 150 Noise Compatibility Study

Dear Jeff:

Happy New Year! Hope yours is off to a good start. Following the FAR Part 150 Noise Compatibility Study Public Working Group (Working Group) Meeting on October 25, 2005, we had a chance to review the materials from that meeting and found several items of interest to the City of Henderson.

We would like the opportunity to discuss some of these materials and gain additional insights into these items, in order to more fully participate in the Working Group. Henderson believes that it can best "identify community and airport user issues and concerns related to air traffic operations, and assist in the development of criteria to evaluate and identify appropriate noise abatement measures" if City staff and support personnel are given the opportunity to receive additional background information in advance and to meet with Study participants to become more informed on these complex and important matters.

Since the next public meeting is scheduled for January 24, 2006, would it be possible to schedule these meetings around that date? Could you please arrange for the additional technical information to be provided to us one week before this meeting, and schedule meetings for City representatives to meet with the various parties either on the date of the Public Meeting or on the day before or after the meeting.

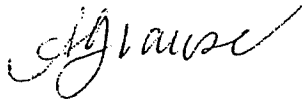
The attached sheet provides a description of the additional information and meetings requested. Where feasible, we would appreciate if you would schedule the meetings at the various participants' offices, where any additional information that may help discussions may be more easily accessible. Please contact Susan Onorato at 267-1535 concerning any administrative details.

Mr. Jeffrey Jacquart  
January 5, 2006  
Page 2

Finally, could you please provide a copy of the minutes of the October 25, 2005, as soon as possible.

Thank you for your consideration of these matters.

Sincerely,



Stephanie Garcia-Vause, AICP  
Deputy Director of Long Range Planning  
and Special Projects

SGV:sio

Mr. Jeffrey Jacquart  
January 5, 2006  
Page 3

**CITY OF HENDERSON INFORMATION AND MEETING REQUEST**  
McCarran International Airport FAR Part 150 Noise Compatibility Study Update

**1. Additional Background Information**

- a. Aviation Forecasts (Passengers, aircraft operations, fleet mix)
- b. Air Traffic Control Procedures (Arrivals and departures, tower, terminal airspace)
- c. Capacity Analyses (Model inputs and assumptions, runway uses, annual delay estimates)
- d. Noise Exposure (Model inputs and assumptions, contours)

**2. Meetings with Public Working Group Participants**

(Meetings to discuss study progress, plans, methods, data, assumptions, analyses, and results)

- a. Clark County Department of Aviation
- b. Federal Aviation Administration
- c. Ricondo Associates
- d. Brown Buntin Associates
- e. Katz and Associates



**Exhibit F**  
**Henderson Correspondence**







CITY OF HENDERSON  
240 Water Street  
P. O. Box 95050  
Henderson, NV 89009

---

October 3, 2006

Jeff Jacquart  
Clark County Department of Aviation Planning Department  
P.O. Box 11005  
Las Vegas, NV 89111-1005  
  
Fax No. 798-6591

Re: Part 150 Study Update Request for Extension of the Public Comment Period

Dear Mr. Jaquart:

The City of Henderson is in the process of formulating our written comments on the two volumes of the Part 150 Noise Compatibility Study Update. In order to complete our review we are requesting that you provide the City of Henderson with the complete Integrated Noise Model ("INM") input files and entire directory used in the production of the Noise Exposure Maps for Option 4. These maps are labeled as Exhibit A-11 and Exhibit A-12 of the Noise Compatibility Program Report issued by the Clark County Department of Aviation. We also request the INM files and entire directory used to produce the 2004 Noise Exposure Map, labeled as Exhibit V-1 of the Noise Exposure Map Report.

As you know, comments on this document must be submitted by October 6, 2006. The City of Henderson's ability to submit comments on this and other issues raised in the Noise Compatibility Report and in the Noise Exposure Map Report depends in large part on receiving the requested information as soon as possible.

The City of Henderson also requests that CCDOA extend the comment period in order to allow the City and all other interested parties to review and comment on this important document. As you know, hard copies of the two Reports were not provided directly to the City of Henderson and posting of the report on the internet was delayed.

Given the delay in availability of the report, the acknowledged complexity of the issues, and the direct noise impacts within the City of Henderson that are the product of operations at McCarran International Airport, the City requests an additional four weeks to submit comments. Please let me know if you have any questions or need additional information.

Jeff Jacquart  
October 3, 2006  
Page 2

Would you also please provide confirmation that you are in receipt of my letter dated September 27, 2006? A copy is attached for your reference.

Sincerely,



Stephanie Garcia-Vause  
Deputy Director of Long Range Planning & Special Projects

SGV:ctm

Enclosure: Letter to Jeff Jacquart dated September 27, 2006

cc: Rory Reid, Board of County Commissioner Chairman  
Myrna Williams, Board of County Commissioner Vice-chairman  
Tom Collins, Board of County Commissioner  
Yvonne Atkinson Gates, Board of County Commissioner  
Chip Maxfield, Board of County Commissioner  
Lynette Boggs McDonald, Board of County Commissioner  
Bruce L. Woodbury, Board of County Commissioner  
FAA



CITY OF HENDERSON  
240 Water Street  
P. O. Box 95050  
Henderson, NV 89009

September 27, 2006

Jeff Jacquart  
Clark County Department of Aviation Planning Department  
P.O. Box 11005  
Las Vegas, NV 89111-1005

Fax No. 798-6591

Re: Part 150 Study Update Reports - Request for Information, Publication of Missing Data  
and Extension of the Comment Period

Dear Mr. Jacquart:

**REQUEST FOR INFORMATION:**

In order to review and comment on recently released two volumes of Part 150 Noise Compatibility Study Update, we request that you provide the City of Henderson with the complete Integrated Noise Model ("INM") input files and entire directory used in the production of the Noise Exposure Maps for Option 4. These maps are labeled as Exhibit A-11 and Exhibit A-12 of the Noise Compatibility Program Report issued by the Clark County Department of Aviation. We also request the INM files and entire directory used to produce the 2004 Noise Exposure Map, labeled as Exhibit V-1 of the Noise Exposure Map Report.

As you know, comments on this document must be submitted by October 6, 2006. The City of Henderson's ability to submit comments on this and other issues raised in the Noise Compatibility Report and in the Noise Exposure Map Report depends in large part on receiving the requested information as soon as possible. If CCDOA determines that the requested input files and directory cannot be released, please contact me immediately with that determination.

**REQUEST FOR PUBLICATION OF MISSING DATA AND ADDITIONAL TIME TO COMMENT:**

The City of Henderson requests that CCDOA extend the comment period in order to allow the City and all other interested parties to review and comment on this important document. As you know, hard copies of the two Reports were not provided directly to the City of Henderson. The initial release of the Reports was limited to distribution to several libraries in Clark County. The reports were not available electronically until several days after the announced availability of the

Jeff Jacquart  
September 27, 2006  
Page 2

two reports. In addition, the Part 150 Study Update Report, as published on the internet, does not include Appendix D to the Noise Exposure Map report. Appendix D purportedly contains the actual noise measurements used in the noise exposure estimate process. Absent this data, it is not possible to fully analyze and prepare comments on the draft Noise Exposure Maps.

Thus, given the limited distribution of hard copies of the documents, the late availability of the electronic versions of the documents, and the absence of this Appendix, we request that the comment period for the draft Part 150 Study Update Report be extended to four weeks from the date that Appendix D is made available for comment. A failure to provide Appendix D and to extend the comment period would constitute a failure to follow the public consultation requirements of FAR Part 150.

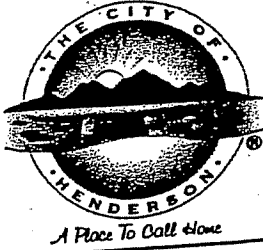
Also, a two week extension of the comment period is far less than the extra time that CCDOA itself needed to prepare the final reports. Under its original schedule (as announced on the public website and to the Public Working Group), CCDOA announced its intention to issue the reports on May 24, 2006. (See the attached "Schedule of Events" distributed at the June 21, 2005 Public Working Group meeting). However, CCDOA itself required an additional three months to issue the reports, purportedly due to the complexity of the issues being analyzed. Given the various delays in producing the report, the acknowledged complexity of the issues, and the direct noise impacts within the City of Henderson that are the product of operations at McCarran International Airport, the City's request for an additional four weeks to submit comments is more than reasonable.

Sincerely,



Stephanie Garcia-Vause

SGV:ctm



CITY OF HENDERSON  
240 Water Street  
P. O. Box 95050  
Henderson, NV 89009

April 18, 2006

Mr. Jeff Jacquart  
Clark County Department of Aviation  
P.O. Box 11005  
Las Vegas, NV 89111-1005

Subject: Follow-up comments relating to the March 28, 2006 meeting of the LAS FAR  
Part 150 Study Update Public Working Group

Dear Mr. Jacquart:

During the March 28 meeting of the Public Working Group, there was a lengthy discussion about the contents of Recommendation 1 in the proposed Reasonable Noise Reduction Measures. As I am sure you understand, this particular recommendation is of primary importance to the City of Henderson and all residents who live to the east of McCarran International Airport ("LAS"). As a follow-up to the discussion at the March 28 meeting of the Public Working Group, Henderson would like to clarify a few of the points made during that meeting.

**1. Greater Compliance with the Preferential Runway Use Program** - At the meeting Henderson's representative requested that the phrase "and improve compliance" be added to the end of the first sentence in the proposed recommendation. In the ensuing discussion, it was indicated that there is no real "compliance" aspect to the Preferential Runway Use Program, because control of the runways is in the hands of the FAA. While Henderson understands that FAA has final say in how the runways will be used, the City does not understand why the Clark County Department of Aviation ("CCDOA") would not support incorporating into the proposed measure the concept of improved compliance with the Preferential Runway Use Program. Henderson believes that the FAA and the airlines should understand that compliance with the Preferential Runway Use Program is an important part of the noise mitigation strategy for the CCDOA and the surrounding communities, and that compliance with that program is expected at all times except when weather conditions require a change in the direction of departures.

By inserting the phrase "and improve compliance" Henderson believes that all the parties directly involved in the use of the runway system at LAS will understand that the Preferential Runway Use Program is an important, if not the most important, noise mitigation measure in the entire Part 150 program. As you know, the Preferential Runway Use Program has been incorporated into all of the FAA's environmental analyses for major projects at LAS. Also, the Preferential Runway Use Program is designed to take advantage of the Cooperative Management

Area to the west of LAS. Urging and encouraging FAA and the airlines to follow the Preferential Runway Use Program at all times unless otherwise required by weather conditions can only work to create a more benign noise environment for those living under the LAS flight paths.

**2. Better definition to when departures are "required" on Runways 7L** - At the March 28 meeting, the City of Henderson also requested that greater definition be given to the word "required" as used in Recommendation 1g which addresses the use of Runway 7L for departures. During the discussion of when the use of Runway 7L is "required" the FAA representative indicated that the "required" use of that runway for departures is driven by weather conditions. He stated that in the absence of "weather conditions" individual pilots could ask to use 7L for departures. The FAA representative then stated that the FAA tower would usually grant the request, but would often impose a lengthy departure delay in order to accommodate the request. These statements led to a conclusion from CCDOA that the use of 7L is "required" whenever FAA allows a pilot to use 7L for a departure.

This conclusion seems to be contrary to the purpose of a Part 150 Noise mitigation program. While there is no dispute that the FAA controls the manner and means by which aircraft utilize the existing runways at LAS, there is no reason for the Part 150 noise mitigation recommendation to avoid stating that the use of 7L for departures should be limited to times when weather conditions require such use. Based on historic data, this would limit the use of 7L for departures to approximately 7% - substantially below the 20% use that forms the basis of the proposed NEMs for 2011 and 2017. Encouraging strict enforcement of the preferential use mode will not only prevent an increase in airport noise to the east of LAS, but will also ensure that the CMA area will be utilized for noise abatement and minimization to the maximum extent possible. Thus, Henderson renews its request that the preferential runway use mode of operation contained in Recommendation 1 be expressed in the strongest terms possible. The revised Part 150 program should not be used to allow a gradual increase in noise from conditions present in the baseline year of 2004. Nor should the use of an unsubstantiated increase in the use of Runway 7 for departures be allowed to gain any credence by "assuming" such an increase in the development of the proposed Noise Exposure Maps.

**3. Proposed Noise Exposure Maps** - The City of Henderson's concerns with the proposed noise exposure maps ("NEMs") are directly related to its position on the need to amend Recommendation 1 as outlined above. The proposed NEMs currently show an increase, from the baseline 2004 NEM to the proposed 2017 NEM, in the size of the 65 DNL contour on the east side of the airport - directly affecting Henderson. The City of Henderson raised this concern at the March 28 meeting in the context of the preservation of the historical levels of use of the LAS runway system. The response by CCDOA was that the 65 DNL contour had greatly reduced in scope from the 1990 noise exposure maps.

While the proposed NEMs may very well show a smaller area covered by the 65 DNL contour than is shown on the current NEMs, it is also clear from the proposed NEM's that the 65 DNL contour affecting Henderson is projected to grow from 2004 to 2017. However, while the 65 DNL contour on the east expands between 2004 and 2017, the proposed 65 DNL contour to the

Mr. Jeff Jacquart  
April 18, 2006  
Page 3

west of the airport appears to shrink between 2004 and 2007. In fact, as the attached map shows, by 2011 the area within the 65 DNL contour within Henderson increases by 59%, while the area within the 65 DNL contour to the west of LAS decreases by 17%. Taking into account that the 65 DNL contour is expected to expand due to the increased number of operations projected in the future, it can only be assumed that the greater degree of expansion to the east is a reflection of CCDOA's assumption that Runway 7L will see an increase in usage to 20%.

As Henderson has stated at previous meetings of the Public Working Group, there seems to be no justification for a projected increase in the percentage of use of Runway 7 for departures. As recently as 2004, Runway 7 was used only 6.6% of the time - over the entire year for departures. (See March 14 Optional Public Working Group - page 9). Also, FAA, in its November 2005 *Draft Supplemental Environmental Assessment* ("DSEA") for modifications to the Four Corner-Post Plan, based its analysis of noise impacts on a projected 8.6% use of Runway 7L for daytime departures. As the DSEA states:

the distribution of traffic among the runways at LAS was provided by the CCDOA and was based on a detailed study of 2004 operations at LAS. The runway-use proportions provided by the CCDOA were assumed to be representative of the annualized condition for both the No Action and Proposed Action conditions in the existing and future timeframes.

DESA, p. 4-24. The DSEA analyzes impacts up to 2010. Nothing in FAA's analysis indicates that use of Runway 7L for daytime departures would exceed 8.6% of the total daytime departures. Given FAA's analysis, based on the same data that CCDOA is using in its Part 150 update, CCDOA's assumption that use of Runway 7L for departures would increase to 20% is unfounded and unsupported. Moreover, to the extent that CCDOA assumes that the increase to 20% use would occur in order to accommodate demand (thus increasing capacity) through 2017, that assumption is undermined by the November 2005 DSEA published by FAA. As FAA states in the DSEA, its proposed action (reinstitution of a procedures that allows aircraft heading to eastern destinations to turn right after a departure from Runway 25) would meet the need to "accommodate LAS's sustainable annual capacity of 625,000 annual aircraft operations ...." Nowhere in its analysis did the FAA find that increased departures on Runway 7 were needed in order to meet the sustainable annual capacity. Also, FAA has expressly rejected an alternative that would have removed "existing operational limitations . . . [that] impose restrictions on runway use and establish curfews..." in adopting the Four Corner Post Plan in 2001. FAA rejected this proposed alternative from further consideration, finding that the limitations were developed as a result of "negotiated agreements between Clark County Aviation Department and local communities." *Four Corner-Post Plan Final Environmental Assessment*, June 26, 2001, p. 2-13. FAA further noted that the operational limitations "are also contained in several environmental documents previously approved by the FAA, specifically the Environmental Impact Statement (EIS) which was the basis of the approval of recent runway extensions." *Id.*

Indeed, if increased departures to the east on Runway 7 are needed to meet sustainable annual capacity, then FAA would be required to analyze that change in either the DSEA for

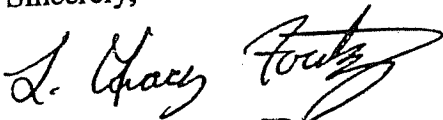


Mr. Jeff Jacquart  
April 18, 2006  
Page 4

modifications to the Four Corner Post Plan or in some other environmental assessment document. Finally, the fact that all of FAA's environmental analyses over the last two decades have assumed a consistent pattern of use of Runway 25 for departures, indicates that a greater use of Runway 7 for departures is not warranted. CCDOA's assumption of a dramatic change in runway use calls into question the validity of its proposed NEMs. Also, CCDOA's continued use of the assumption that departures on Runway 7L will increase to 20% of all operations at LAS by 2017 could undermine the validity and accuracy of FAA's environmental analysis for its proposed amendment to the Four Corner-Post Plan.

In light of the issues outlined above, and in order to better understand how the forecast increase in operations at LAS could affect the level of airport noise affecting the City, Henderson requests that CCDOA provide an exhibit that compares FAA's 2010 Noise Exposure map (DSEA Exhibit 4.6) with the proposed 2011 NEM. Also, Henderson requests that a new set of draft NEMs for 2011 and 2017 be produced based the same runway usage data used in the 2004 Baseline NEM.

Sincerely,



L. Tracy Foutz, AICP  
Assistant Director

LTF:so

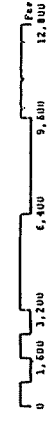
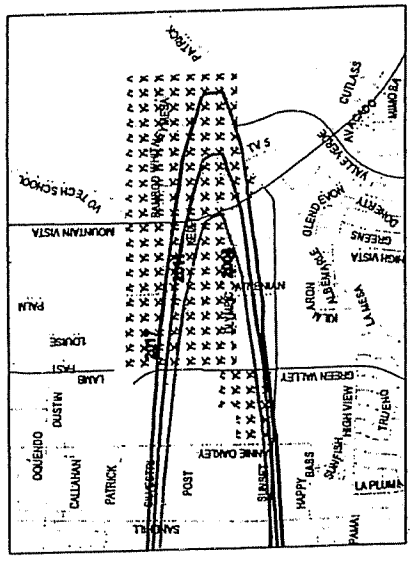
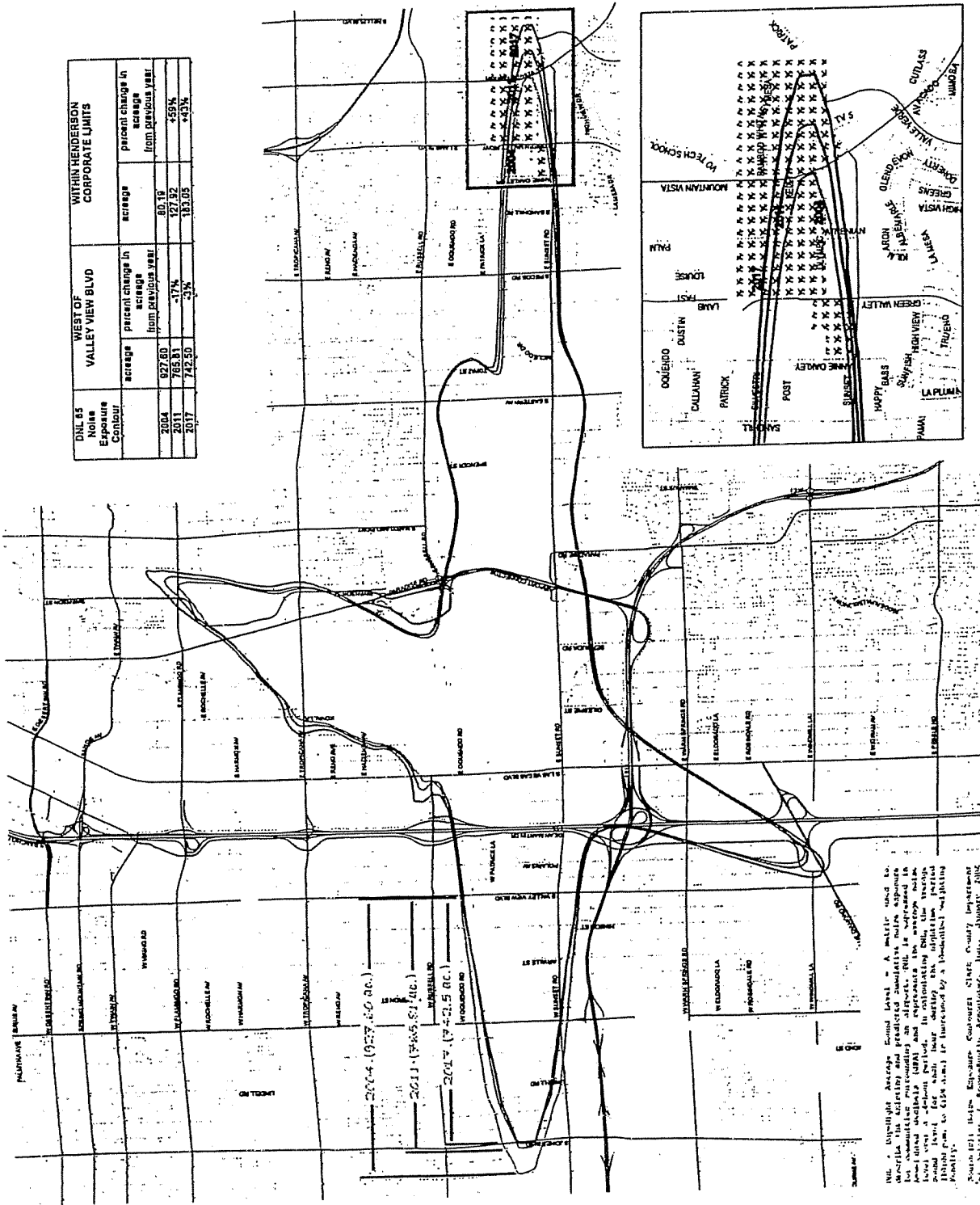
cc: Stephanie Garcia-Vause, AICP  
Deputy Director of Long Range Planning & Special Projects

# NOISE EXPOSURE CONTOUR COMPARISON

Expressed in DNL

- xx AE Airport Environs
- DNL 65 Noise Exposure Contours
- 2017
- 2011
- 2004

DNL 65 Noise Exposure Contour	WEST OF VALLEYVIEW BLVD		WITHIN HENDERSON CORPORATE LIMITS	
	acres	percent change in acres from previous year	acres	percent change in acres from previous year
2004	927.60	-17%	80.19	-45%
2011	768.31	-3%	127.92	-43%
2017	742.50	-3%	183.05	-43%



This map is based on aerial photography and is not intended to be used for legal purposes. It is provided for informational purposes only. The City of Henderson is not responsible for any errors or omissions. For more information, please contact the City of Henderson, Planning Department, 1000 E. Flamingo Ave., Henderson, NV 89015.

April 5, 2006

Community Development Dept.  
www.cityofhenderson.com  
Tel. 702.267.1500  
Bristol S. Edgington, Director  
L. Tracy Potts, Assistant Director

DNL - Day-Night Average Sound Level - A metric used to describe the timing and predicted magnitude noise exposure levels within a community. It is calculated by averaging the noise level over a 24-hour period. In calculating DNL, the average sound level is weighted by the number of hours in the day. The sound level is then averaged by a logarithmic weighting function.

Source: Hill, Ralph. Exposure, Council State County Department of Aviation, J. Brumbaugh Architects, Inc., January 2006



CITY OF HENDERSON  
240 Water Street  
P. O. Box 95050  
Henderson, NV 89009

May 18, 2006

Ms. J. Shira  
Katz & Associates  
4250 Executive Square, Suite 670  
San Diego, CA 92037

Subject: Public Working Group Summary Report – FAR Part 150

Dear Ms. Shira:

Thank-you for the opportunity to comment on the draft Public Working Group Summary Report (“Draft Report”) for the McCarran International Airport FAR Part 150 Noise Compatibility Study Update. My comments are as follows.

- a) **General Recommendation** – Appendix c is referenced as meeting summaries. I would conclude Appendix c would be the same meeting summaries that have been distributed following each of the Public Working Group (PWG) meetings, but I would have appreciated if they had been included in order to have more definitively been able to make that determination. In the Draft Report’s presentation of the Recommendations, it would have been helpful to include a cross-reference to the appropriate materials in the appendices in which the particular Recommendation is discussed. We would recommend the report capture “instances in which a PWG member’s comment was not accepted by the Department of Aviation or the majority of the public working group...” (Draft Report, p. 3, first bullet point). We would also like to seek clarification if any of the correspondence from the PWG members, such as the one you received from the City of Henderson, will be included in the report.
- b) **Maintain (and clarify) informal preferential runway use program.** - Henderson believes that the preferential runway use program is the single most important recommendation in the entire package and offered a large amount of comments, both during the meetings of the PWG and in correspondence to the CCDOA, about this particular recommendation. However, nothing in the report reflects or discusses Henderson’s comments and suggested changes. For example, Henderson repeatedly requested that CCDOA renew the Interlocal Agreement, put into effect in 1989, that defined the preferential runway use program. CCDOA has apparently rejected this suggestion. Also, Henderson suggested, both at the PWG meetings and in correspondence, that this recommendation should incorporate a definition of the

circumstances under which the preferred runway usage could be abandoned. Henderson also requested that the recommendation include a request to FAA to comply more diligently with the preferential use program. Henderson also questioned the CCDOA's assumption that the use of Runway 7R/L for departures would increase, by 2017, to 19.6% of all jet departures. This level of departures is not supported by FAA's recent analysis in its Draft Supplemental Environmental Assessment for changes to the Four Corner Post plan. In fact, as Henderson has noted in its correspondence with the CCDOA, such a level of change in the usage of the runways would likely require the FAA to prepare an Environmental Impact Statement. There is little doubt that an increase from 8.6% of departures today on Runway 7R/L to approximately 19.6% of departures constitutes a significant change in how the runways are used and that such a significant change must be analyzed by the FAA in an Environmental Impact Statement before allowing such a drastic change in use.

- c) **Continue to work with the Clark County Department of Comprehensive Planning, City of Henderson Community Development Department, and UNLV to amend land use and/or master plans to discourage the introduction of noise sensitive and otherwise incompatible land uses within the airport environs.** - The commentary at the end of this proposed recommendation fails to adequately capture Henderson's comments on this recommendation. On June 15, 1993, Henderson adopted an airport environs overlay district (Ordinance 1409) utilizing FAA's long accepted 65 DNL contour to define the overlay district. Given the longstanding use of the 65 DNL contour to define this district, Henderson does not believe using a different contour to define the scope of this program is justified. Of course, should the FAA choose to adopt the 60 DNL contour to define the area of incompatible development, then Henderson would consider acting to match the FAA's new standard.
- d) **Update AEOD map in County and Henderson codes.** - While the commentary to this recommendation correctly indicates that Henderson supported using only the 2011 NEM, we do not believe that the concept of using the 2017 NEM received "general" approval from the rest of the PWG. Our notes of that discussion indicate that the general consensus was that it would be better policy to use the shorter timeframe. Given that the Part 150 Program generally requires the airport to predict five years into the future, a NEM that attempts to predict noise levels eleven years in the future is simply too speculative to be relied upon.

Also, as indicated in its correspondence with the CCDOA, Henderson believes that there are faulty runway usage assumptions underlying the development of both the 2011 and 2017 NEMs. The predicted use of Runway 7R/L for departures has no apparent factual support and is contrary to assumptions made by FAA in its 2005 Draft SEA for changes to the Four Corner-Post Plan. In the 2005 Draft SEA, the FAA assumes that Runway 7L will be used for only 8.6% of all daytime departures. The total percentage of departures on Runway 7R/L (both daytime and nighttime departures on both Runway 7R and 7L) is 7.3%. The CCDOA's draft NEMs assume that in 2011, Runway 7R/L will be used for

14.6% of daytime departures. An NEM that utilizes FAA's assumptions of runway usage would produce a more appropriate and supportable NEM. We recognize that the FAA's prediction extends to 2010, not 2011, but believe that there is no rational basis to assume that use of Runway 7R/L for departures will increase from 7.3% to 14.6% in one year.

- e) **Continue Airport Environment Overlay District land use compatibility requirements currently included in County and Henderson development codes.** - We agree.
- f) **If safe and efficient, move towards greater "equalization" of runway use.** - Since this item won't have formal clarification until the May 23, 2006 meeting, we would like to go on record as opposing this proposal for several reasons. First, for the last several decades, both the County and the City of Henderson have incorporated into their planning assumptions the fact that Runway 25R is the preferred jet departure runway and 25L is the preferred arrival runway. Second, this runway use configuration is also the major assumption behind the development of the Cooperative Management Area for the BLM lands to the west of McCarran. Third, as pointed out in earlier comments, such a major shift in runway usage would need to be analyzed in a separate environmental impact statement prepared by the FAA.

While we understand that CCDOA wishes to bring its Part 150 Study Update to a close, we believe that the Study Update and the final report of the PWG would benefit if more time were given to the members to review the entire Draft Report - including all appendices - after the results of the May 23, 2006 PWG meeting and the May 24, 2006 public open house, have been incorporated into the Draft Report. Indeed, it is difficult to understand how CCDOA expects members of the PWG to give a final approval to the Draft Report when it is not clear what will be discussed and reviewed at the last scheduled meeting. Given that the County Commission is no longer planning to consider the Study Update at its meeting in June, additional time is available to afford the PWG one additional opportunity to review and comment on the Draft Report. This second Draft Report could include all of the appendices and incorporate changes requested by the members of the PWG after review of the first Draft Report. Given that the Final Report is intended to be a work product of the PWG, Henderson strongly believes that a second draft report should be circulated to all members, with an opportunity to provide additional comments, after the May 23, 2006, PWG meeting.

Sincerely,



Stephanie Garcia-Vause, AICP  
Deputy Director of Long Range Planning  
& Special Projects

SGV:so



File

CITY OF HENDERSON  
240 Water Street  
P. O. Box 95050  
Henderson, NV 89009

May 4, 2006

Mr. Jeff Jacquart  
Clark County Department of Aviation  
P.O. Box 11005  
Las Vegas, NV 89111-1005

Subject: Airport Capacity

Dear Mr. Jacquart:

Thank-you for taking the time to deliver an "in-person" response to the City of Henderson's letter dated April 3, 2006, concerning several issues relating to the on-going Part 150 Study Update process. We appreciate the time and effort you put into gathering the information needed to respond to our request for additional information. This letter summarizes your response and acknowledges receipt of the documents you delivered in response to the City's information requests.

1. Request for Additional Meetings -

- You indicated that the need for additional meetings should be deferred pending Henderson's review of the materials you provided to us.

2. Request for Aviation Forecasts - In our April 3, 2006 letter, Henderson requested clarification of the status of the June 8, 2005 document entitled Forecast of Commercial Service Activity in the Las Vegas Metropolitan Area. That document, previously provided indicated that it was a "draft."

- You indicated that there is no other version of that report. The June 8, 2005 "draft" is the only version of the report.

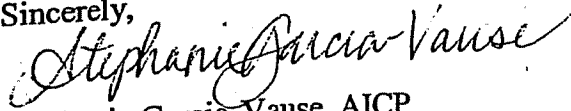
3. Request for clarification of the data used in the June 8, 2005 "draft". In the April 3, 2006 letter, Henderson asked CCDOA to clarify if the data used in the June 8, 2005 Forecast of Commercial Service Activity in the Las Vegas Metropolitan Area was the same data used in a report titled Aviation Activity Forecast Report for the Ivanpah Valley, prepared by URS.

- You stated that CCDOA does not believe that the same data was used for the two reports, and that Henderson should seek that clarification from FAA. Henderson will seek this clarification from the FAA as you suggest.
4. Request for clarification of the readable fleet-mix table provided to the Public Working Group at the January 24, 2006 meeting. Henderson asked if there were any "non-zero" values that could be inserted into the tables to assist in understanding growth patterns.
- You stated that this issue had been addressed during a previous Working Group meeting. No additional information was provided.
5. Request for monthly air traffic operations counts broken down by aircraft.
- You stated that air traffic congestion was determined by FAA, and recommended that Henderson contact the FAA for clarification. You also noted that FAA tower counts may vary from CCDOA counts. As you suggested, Henderson will seek this data from the FAA.
6. Request for additional air traffic control procedure information to understand minimum separation requirements, referenced in Next Steps Back-Up Material.
- You suggested that Henderson should seek this information from the FAA. Henderson will follow your suggestion and discuss this issue directly with the FAA.
7. Request for historic documents describing preferential runway use.
- You stated that there were no documents summarizing the preferential runway use program, but stated that information about the preferential runway use program could be found in "historical information." Henderson will review the "historical information" that you delivered as part of your "in-person" response. A list of the documentation provided is found as Attachment A to this letter.
8. Request for charts, tables and/or data files that show the percent occurrence of different cloud ceiling, visibility, and wind conditions in an average year and in winter and summer.
- You stated that the FAA would have this information, and that the FAA obtains the information directly from NOAA. As you suggested, Henderson will seek this information directly from the FAA.

Jeff Jacquart  
May 4, 2006  
Page 3

Thank you again for taking the time to meet with Tracy and me, and to deliver the back-up material in person. We appreciate the effort you have put into this process and especially appreciate your responsiveness to our requests as we try to gain the best understanding of noise related issues and their impacts to the community. I hope you find that this letter accurately summarizes our conversation.

Sincerely,



Stephanie Garcia-Vause, AICP  
Deputy Directory of Long Range Planning & Special Projects

SGV:so

cc: L. Tracy Foutz, AICP



Attachment A

Final Report: Volume 1  
Noise Exposure Maps  
McCarran International Airport  
Prepared for Clark County Department of Aviation  
Las Vegas, Nevada  
January 1988

Final Report: Volume 2  
Noise Compatibility Program  
McCarran International Airport  
Prepared for Clark County Department of Aviation  
Las Vegas, Nevada  
January 1989

Appendices: Volume 3  
Noise Compatibility Program  
McCarran International Airport  
Prepared for Clark County Department of Aviation  
Las Vegas, Nevada  
January 1989

Final Environmental Assessment  
Proposed Runway 7R-25L  
McCarran International Airport  
Prepared for Clark County Department of Aviation  
Las Vegas, Nevada  
August 1988

Final Environmental Assessment  
Extension of Runway 7L-25R dated  
McCarran International Airport  
Prepared for Clark County Department of Aviation  
Las Vegas, Nevada  
November 1993

Final Report:  
FAR Part 150 Update  
McCarran International Airport  
Prepared for Clark County Department of Aviation  
Las Vegas, Nevada  
January 1994

Attachment A

Final Environmental Assessment  
Extension of Runway 7R-25L  
McCarran International Airport  
Prepared for Clark County Department of Aviation  
Las Vegas, Nevada  
November 1994

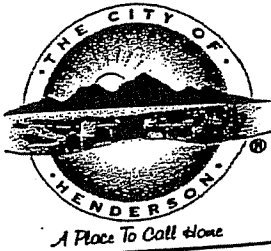
Final Environmental Assessment  
Upgrade of Runway IL-19R  
McCarran International Airport  
Prepared for Clark County Department of Aviation  
Las Vegas, Nevada  
November 1994

Noise Contour Update from 1997 through 1998

Statistics – FAA Control Tower Operations from 2003 through 2005 and January 2006

Statistics – Landings by Type of Aircraft from 2003 through 2005 and January 2006.

Fik



CITY OF HENDERSON  
240 Water Street  
P. O. Box 95050  
Henderson, NV 89009

April 3, 2006

Mr. Jeff Jacquart  
Clark County Department of Aviation  
P.O. Box 11005  
Las Vegas, NV 89111-1005

Subject: Airport Capacity

Dear Mr. Jacquart:

Thank you for your letter dated January 31, 2006, and the additional data that it contained.

Following your presentation regarding Airport Capacity on March 14, 2006, we still have questions concerning aircraft operational and capacity and delay issues. The following paragraphs follow the format of your January 31, 2006 letter.

**1. Meetings with Public Working Group Participants**

**CCDOA January 31 letter:**

"Request #1 was completed via a telephone conference call among the parties requested on January 24, 2006."

**Henderson Request:**

While the January 24, 2006 telephone conference call was a good first step toward identifying the relevant data needed to meet its obligations as a member of the Public Working Group, the telephone call does not replace the need for the requested meetings. During that call, Henderson provided further detail on the additional background information that is needed. CCDOA stated that some of that information would be provided in the handouts to be provided later that day at the January 24, 2006 Public Working Group meeting. The parties agreed to defer further discussion until the new CCDOA handouts had been received and reviewed.

I would like to a follow-up meeting as soon as delivery of the additional background information described below is complete and Henderson has reviewed that information.

## 2. Aviation Forecasts

### CCDOA January 31 letter:

"Information pertaining to request #2 is included on page 14 of the June 21, 2005, Public Working Group presentation, titled *Overview of the Clark County Aviation System*. Supplemental information is included on pages 3 through 12 of the September 27, 2005, Public Working Group presentation titled *History and Future of Operations at McCarran*. A readable fleet-mix table was provided to the Public Working Group on January 24, 2006. (See page 3 of the *Next Steps Back-Up Material*.) Finally, enclosed for your review is the *Forecast of Commercial Service Airport Activity in the Las Vegas Metropolitan Area*, dated June 8, 2005, as approved by the FAA."

### Henderson Request:

Thank you for the copy of the report *Forecast of Commercial Service Airport Activity in the Las Vegas Metropolitan Area*, dated June 8, 2005. This report has the word "Draft" on it. Is there a different final version of this report?

Is this report based on and does it contain the same values as those in the report *Aviation Activity Forecast Report for Ivanpah Valley Airport*, prepared by URS Corporation in November 2003 and updated in June 2005, that was referred to in FAA's DSEA for the 4-Corner Post Plan? If so, would you please provide us with a complete copy of these additional background forecast documents. If this is not the same, please provide the equivalent additional background documents for the forecast being used in the FAR Part 150 study.

The readable fleet-mix table provided to the Public Working Group on January 24, 2006 has zero values for commuter and helicopter traffic in 1986, 1992 and 1997. Are there non-zero values that can be inserted to assist in understanding growth patterns?

The readable fleet-mix table appears to show a reduction in GA traffic in the future. Is this reduction due to any specific planned actions?

Please provide us with monthly air traffic operations counts, in total and broken down by aircraft type (e.g. air carrier, commuter, general aviation, military, helicopters), for each month of the years 2003 through 2006 (including the February 2006 data when it becomes available).

## 3. Air Traffic Control Procedures

### CCDOA January 31 letter:

"Information pertaining to request #3 can be found on pages 34-42 of the *Next Steps Back-Up Material*, provided to the Public Working Group on January 24, 2006."

Jeff Jacquart  
April 3, 2006  
Page 3

Henderson Request:

Thank you for the flight track and area navigation information presented on pages 34-42 of the *Next Steps Back-Up Material*.

Additional air traffic control procedure information is needed to develop a better understanding of the capacity and delay analysis results shown on page 14 of the *Next Steps Back-Up Material*. For example we would like to receive information from CCDOA on the achieved minimum separations between arriving and departing aircraft for each of the different runway use configurations and weather conditions that occur at the airport. These values would have been used by your consultants in the capacity analyses discussed below. (Note that a runway use configuration includes a definition of which runways are used for arrivals and/or departures; such as is shown in the charts shown on page 13 of the *Next Steps Back-Up Material*, rather than the runway uses that are shown in the chart on page 15.)

Please provide us with copies of the documents that define and describe the current and historic McCarran preferential or required runway uses and runway use configurations, and their conditions for use, as established by FAA and/or the Airport. (For example, one description of a McCarran preferential runway program is given in the "Las Vegas Four Corner-Post Plan Draft Supplemental Environmental Assessment" on page 1-11.)

Please provide charts, tables and/or data files that show the percent occurrence of different cloud ceiling, visibility, and wind conditions in an average year and in winter and summer. Please also provide charts, tables and/or data files that show the average percent of the year that different runway use configurations occur (over the whole year and for winter and summer) for the different cloud ceiling, visibility, and wind conditions.

If you believe that FAA is better positioned to supply any of this requested information, we will be happy to arrange a technical meeting with FAA directly to review the air traffic control procedures used at the airport.

4. Noise Exposure

CCDOA January 31 letter:

"Information pertaining to request #5 is in the October 25, 2005, Public Working Group presentation titled *Baseline Noise Exposure Maps*. Supplementary information regarding request #5 can also be found with the *Next Steps Back-Up Material* (see pages 3, 15-16, 18, and 26-33). The CCDOA, at the request of the City of Henderson, also completed a set of 2017 Baseline Noise Exposure Maps with the anticipated changes to the runway use at LAS and using the same runway use percentages for the 2004 calendar year. Those noise contours files were e-mailed to your GIS staff last week."

Jeff Jacquart  
April 3, 2006  
Page 4

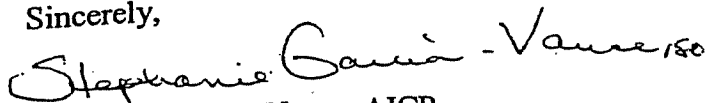
Henderson Request:

This item will be the subject of a separate letter.

The City of Henderson looks forward to receiving and reviewing the above information, to participating in a follow-up meeting described above, and to being a full partner in the development of noise reduction, abatement, and mitigation measures as part of the Far Part 150 study. It is our hope that the process will result in a set of noise mitigation measures that will ensure that the airport can continue to thrive, while providing the local communities surrounding the airport with much needed relief from the noise associated with a thriving airport.

While I am on vacation, please contact Tracy Foutz with any follow-up information.

Sincerely,



Stephanie Garcia-Vause, AICP  
Deputy Director of Long Range Planning  
And Special Projects

SGV:so

cc: Tracy Foutz, AICP



CITY OF HENDERSON  
240 Water Street  
P. O. Box 95050  
Henderson, NV 89009

January 5, 2006

Mr. Jeffrey Jacquart  
Clark County Dept. of Aviation  
P.O. Box 11005  
Las Vegas, NV 89111-1005

Subject: FAR Part 150 Noise Compatibility Study

Dear Jeff:

Happy New Year! Hope yours is off to a good start. Following the FAR Part 150 Noise Compatibility Study Public Working Group (Working Group) Meeting on October 25, 2005, we had a chance to review the materials from that meeting and found several items of interest to the City of Henderson.

We would like the opportunity to discuss some of these materials and gain additional insights into these items, in order to more fully participate in the Working Group. Henderson believes that it can best "identify community and airport user issues and concerns related to air traffic operations, and assist in the development of criteria to evaluate and identify appropriate noise abatement measures" if City staff and support personnel are given the opportunity to receive additional background information in advance and to meet with Study participants to become more informed on these complex and important matters.

Since the next public meeting is scheduled for January 24, 2006, would it be possible to schedule these meetings around that date? Could you please arrange for the additional technical information to be provided to us one week before this meeting, and schedule meetings for City representatives to meet with the various parties either on the date of the Public Meeting or on the day before or after the meeting.

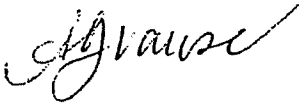
The attached sheet provides a description of the additional information and meetings requested. Where feasible, we would appreciate if you would schedule the meetings at the various participants' offices, where any additional information that may help discussions may be more easily accessible. Please contact Susan Onorato at 267-1535 concerning any administrative details.

Mr. Jeffrey Jacquart  
January 5, 2006  
Page 2

Finally, could you please provide a copy of the minutes of the October 25, 2005, as soon as possible.

Thank you for your consideration of these matters.

Sincerely,



Stephanie Garcia-Vause, AICP  
Deputy Director of Long Range Planning  
and Special Projects

SGV:sio



Mr. Jeffrey Jacquart  
January 5, 2006  
Page 3

**CITY OF HENDERSON INFORMATION AND MEETING REQUEST**  
McCarran International Airport FAR Part 150 Noise Compatibility Study Update

**1. Additional Background Information**

- a. Aviation Forecasts (Passengers, aircraft operations, fleet mix)
- b. Air Traffic Control Procedures (Arrivals and departures, tower, terminal airspace)
- c. Capacity Analyses (Model inputs and assumptions, runway uses, annual delay estimates)
- d. Noise Exposure (Model inputs and assumptions, contours)

**2. Meetings with Public Working Group Participants**

(Meetings to discuss study progress, plans, methods, data, assumptions, analyses, and results)

- a. Clark County Department of Aviation
- b. Federal Aviation Administration
- c. Ricondo Associates
- d. Brown Buntin Associates
- e. Katz and Associates



CITY OF HENDERSON  
240 Water Street  
P. O. Box 95050  
Henderson, NV 89009

November 21, 2005

Mr. Jeff Jacquart  
Clark County Department of Aviation  
P.O. Box 11005  
Las Vegas, NV 89111-1005

Re: McCarran International Airport FAR Part 150/Noise Compatibility Study Update

Dear Mr. Jacquart:

The City of Henderson is pleased to be a part of the public working group for the McCarran FAR Part 150 /Noise Compatibility Study Update. The meetings to date have been quite informative and useful. The City looks forward to its continued participation in the process, and hopes that the end result will be beneficial to both McCarran International and the residents of the City of Henderson who live in the areas surrounding the airport.

As was established at the outset of the Public Working Group meetings in the "Principles of Participation," the members of the Public Working Group serve many roles. A primary role for the City of Henderson is to "identify community and airport user issues and concerns related to air traffic operations and noise generation. Other roles include assisting "in the development of criteria to evaluate noise abatement measures," providing "feedback on the Update's technical assumptions and projections," and reviewing "existing and suggest[ing] potential noise abatement measures...." Given the current impact on the residents of the City of Henderson, and potential increased future impact due to capacity demands, the City of Henderson takes very seriously its participation in the Public Working Group and desires to help make the findings and conclusions of the Public Working Group based on a broad range of information and a thorough analysis of noise anticipated from "current and projected levels of air traffic at McCarran International Airport."

A major focus of the first meetings of the Public Working Group has been the potential change in runway use patterns. As stated in the draft minutes from the September 27, 2005, meeting of the Public Working Group, current projections of runway usage assume that "the percentage of departures to the east will likely increase in future years as different runway configurations are used more frequently to address capacity demands." (Draft Minutes at p. 3). As noted in the minutes, the expiration of Clark County's inter-local agreement with the City of Henderson has resulted in a more "relaxed" limitation of departures to the east. (Draft Minutes at 4). This

Mr. Jeff Jacquart  
November 21, 2005  
Page 2

“relaxation” of the limitation of departures to the east is of great concern to the City of Henderson and the many residents in the area who have depended on the beneficial reduction of noise impacts resulting from the limitations on eastern departures imposed by the now expired inter-local agreement.

With the projected change in runway usage, and in order to ensure that McCarran as well as the jurisdictions and residents surrounding the airport have as much information as possible to develop a robust, accurate and inclusive Part 150 Program, after consultation with our noise experts, the City of Henderson requests that McCarran International utilize and incorporate into the Part 150/Noise Compatibility Study Update supplemental noise studies in order to provide all involved in this process with a fuller picture of how operations at the airport effect the surrounding neighborhoods. The use of these supplemental noise studies is not intended to substitute for the FAA’s mandated DNL methodology. Rather, as found by the Federal Interagency Committee on Aviation Noise (FICAN), in a February 2002 report entitled “The Use of Supplemental Noise Metrics in Aircraft Noise Analyses,” the

[s]upplemental metrics provide valuable information that is not easily captured by DNL. Supplemental metrics are particularly useful for assessing the effects of aircraft noise on interference with activities such as sleep and speech. In these cases, the use of metrics such as single event exposure metrics can provide a more meaningful estimate of interference than a single DNL estimate.

(FICAN Report at 7). Also, these additional studies should not require additional data to be gathered. Data gathered for the current DNL analysis can be used to generate noise contours for each of the supplemental noise methodologies.

The supplemental noise contours Henderson seeks are:

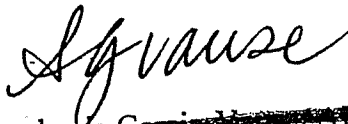
1. Time-Above analysis (TA) -- this would analyze the amount of time that a noise event exceeds a maximum decibel level ( $L_{max}$ ) threshold.
2. Sound Exposure Level (SEL) – this would measure the duration and magnitude of a single noise event in A-Weighted decibels;
3. Equivalent Sound Level ( $L_{eq}$ ) – this would analyze the average noise level over a specified time period, such as school hours; and
4. Number of Events (N-Level) – this would analyze the number of noise events above a maximum decibel level threshold during a specified period of time.

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November 21, 2005  
Page 3

These supplemental noise analyses will allow all of the participants to obtain a more accurate picture of potential noise impacts, including speech interference and sleep disturbance, resulting from possible changes in current runway usage. In particular, these supplemental noise analyses will greatly assist both Clark County and the City of Henderson as they explore the renewal of the inter-local agreement on eastern departures from McCarran. For example, the TA and N-Level analyses will provide the public, the airport users and the FAA with the amount of time airplane noise exceeds the specified level and the number of times each day that noise exceeds the specified level. This will allow the noise impact in a specific area to be expressed in clear, understandable terms. The City of Henderson anticipates that this supplemental noise information generated from these supplemental noise analyses will provide better and more meaningful public participation in the development of the next generation of noise abatement mitigation measures as McCarran International responds to the additional "capacity demands" anticipated in the near future. The final result will be a greater public acceptance of the noise abatement measures ultimately adopted by Clark County as operator of the airport.

---

Sincerely,



~~Stephen G. Huse, M.P.~~

City of Henderson Representative to the Public Working Group  
Deputy Director of Long Range Planning & Special Projects

SGV:sio

cc: Philip D. Speight, City Manager  
Shauna Hughes, City Attorney

## **Comment Letter A – City of Henderson**

### Response to Comment A-1

Comments noted. The Clark County Department of Aviation (CCDOA) appreciates the input and comments that the City of Henderson has provided regarding the FAR Part 150 Noise Compatibility Study Update through the Public Working Group (PWG) process and independent of that process.

### Response to Comment A-2

The CCDOA acknowledges receipt of the September 27, 2006 and October 3, 2006 letters prepared by the City of Henderson. Mr. Jeff Jacquart contacted Stephanie Garcia-Vause of the City of Henderson on October 4<sup>th</sup> regarding the two issues raised in the September 27, 2006 and October 3, 2006 letters namely: (1) the City of Henderson’s request for raw input data files for the Federal Aviation Administration’s Integrated Noise Model (INM); and (2) the City of Henderson’s request to extend the review period for the draft Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Study Update documentation. The City of Henderson is correct that the CCDOA denied both requests.

FAR Part 150 includes several provisions regarding consultation and public participation.<sup>1</sup> Section 150.21(b) requires that, in preparing a Noise Exposure Map (NEM), the airport sponsor consult with “public agencies and planning agencies whose area, or any portion of whose area, of jurisdiction is within the Ldn 65 dB contour depicted on the map” and further requires that the airport sponsor afford “interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure map and descriptions of forecast aircraft operations.” Section 150.23(c) contains the same consultation obligation with respect to the Noise Compatibility Program (NCP), and Section 150.23(d) requires that “the airport operator shall afford adequate opportunity for the active and direct participation of the . . . public agencies and planning agencies in the areas surrounding the airport . . . and the general public to submit their views, data, and comments on the formulation and adequacy of [the noise compatibility] program.”

The City of Henderson’s comment implies that, to satisfy the public participation requirement of FAR Part 150, the CCDOA is obligated to supply any and all technical information relating to the formulation of the noise exposure maps and noise compatibility program. The regulation itself does not expressly impose any such obligation or even mention whether *any* documentation, beyond the noise exposure map and noise compatibility program, must be supplied as part of the consultation and public participation processes. Rather than impose a substantive requirement, the plain language of the regulation, requiring the CCDOA to provide an opportunity for interested parties to submit their comments, reveals that the obligation is procedural in nature. In other words, the CCDOA is obligated to provide a mechanism or forum by which interested parties can submit comments, (i.e., a public hearing, circulation of the draft NEM and NCP reports, etc.), but is not under any particular obligation to supply documentation beyond the NEM and NCP reports.

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<sup>1</sup> The underlying statute, the Airport Safety and Noise Abatement Act of 1979, imposes a consultation requirement but is silent with respect to public participation. See 49 U.S.C. §§ 47503(a)(1) and 47504(a)(1)(A). The FAA added the public participation requirements in response to comments received on the proposed rule. See 49 Fed. Reg. 49, 260 (1984).

The CCDOA has met or exceeded any public participation requirements of FAR Part 150 by, (1) convening a Public Working Group (PWG) and conducting 11 meetings with the PWG, (2) disseminating extensive technical information to the PWG, (3) convening four public Open House meetings to discuss preliminary findings and recommendations with the public-at-large, (4) developing a project website ([www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)) and disseminating project materials on that website, and (5) responding to previous supplemental requests for information (principally from the City of Henderson) in writing. In particular, the educational component of the PWG process and the distribution of historical (and forecast) aviation activity data to members of the PWG at the October 2005 PWG meeting are sufficient to satisfy any implicit obligation to supply information beyond the NEM and NCP reports. The information provided by the CCDOA is more than adequate to enable interested parties to submit their “views, data and comments” regarding the NEM and NCP reports.

#### Response to Comment A-3

The City of Henderson submitted several letters to the CCDOA beginning in November 2005 requesting additional information regarding the ongoing FAR Part 150 Noise Compatibility Study Update. The CCDOA responded to these requests in writing and made historical and forecast activity data (such as detailed aircraft fleet mix data and runway use data) and information regarding air traffic control procedures used at McCarran International Airport available through the PWG process. The CCDOA also scheduled a supplemental PWG meeting on March 14, 2006 to address the City of Henderson’s questions regarding existing and future runway use, and airfield capacity and delay. Copies of letters prepared by the CCDOA and transmitted to the City of Henderson in response to the City of Henderson’s data request letters are included herein as **Attachment 1**.

#### Response to Comment A-4

Appendix D of the Noise Exposure Map report contains the Summer 2005 Aircraft Noise Monitoring Report for McCarran International Airport (Summer 2005 Noise Monitoring Report) prepared by Brown-Buntin Associates, Inc. The Summer 2005 Noise Monitoring Report was distributed to members of the Public Working Group (PWG), including the City of Henderson, at the October 25, 2005 PWG meeting. The report is posted on the CCDOA’s FAR Part 150 Study website at: [http://www.mccarrannoisestudy.com/pwg\\_10\\_25.26\\_05.html](http://www.mccarrannoisestudy.com/pwg_10_25.26_05.html) but was inadvertently left off of the webpage containing the draft FAR Part 150 documents. Appendix D was included in hardcopies of the Noise Exposure Map report documentation which were made available to the public. Hardcopies of the draft FAR Part 150 documents were made available at the CCDOA’s offices at McCarran International Airport and at numerous libraries in the Las Vegas metropolitan area.

#### Response to Comment A-5

The City of Henderson requested by letter dated September 27, 2006, that the CCDOA extend the public comment period for the Draft FAR Part 150 Noise Compatibility Study Update documents – the Noise Exposure Map report and the Noise Compatibility Program report. The CCDOA orally denied this request.

Section 150.21(b) and Section 150.23(d) of FAR Part 150 require that interested persons be afforded an opportunity to submit their comments. However, FAR Part 150 does not itself impose any particular standards for public participation, although it does recognize that the airport sponsor may convene a public hearing (which CCDOA did here). FAR Part 150 does not, explicitly or implicitly, impose any particular time period for public comment. The 38-day public comment period which ran from August 29, 2006 until October 6, 2006 provided ample opportunity for parties to submit

views, data, and comments regarding the draft NEM and NCP reports. The Clark County Board of County Commissioners convened a public hearing for the Draft FAR Part 150 Noise Compatibility Study Update on October 3, 2006 to receive public comments on the Draft NEM and NCP reports. A complete transcript from the public hearing is provided in **Section V** of this Volume.

As stated previously, the City of Henderson was provided a hard copy of Appendix D of the NEM report at the October 25, 2005 PWG meeting. Therefore the City of Henderson had over 10 months to review the information contained in Appendix D of the NEM. It should also be noted that most of the information contained in the NEM and NCP reports was discussed in detail with members of the PWG, including the City of Henderson, during the 11 PWG meetings.

#### Response to Comment A-6

Section 150.21 (a)(1) of FAR Part 150 states that noise exposure maps must be based on, among other things, reasonable assumptions concerning “future type and frequency of aircraft operations, number of night-time operations, [and] flight patterns.” The calculations of runway use percentages used to develop future baseline noise exposure maps are based on projections from historical data which show a trend of increasing departures to the east, and increased use of the north-south runways (Runways 1L-19R and 1R-19L). Future runway use data was also developed based on discussions with local FAA personnel about how runway use is expected to change in the future in response to increasing aviation demand and constrained airfield capacity.

As stated in Section 4.5.2.2 of the Noise Exposure Map Report, several factors will influence future runway use at the Airport including airfield congestion, aircraft delay, and airfield layout. For instance, Runway 7L-25R slopes downward to the east and, as a result, on hot days during the summer months ATCT personnel often assign departures to Runway 7L when the winds allow or receive requests from pilots wishing to depart on Runway 7L. Discussions with ATCT personnel highlighted this as one of the main reasons for increased use of Runway 7L and 7R for departures in recent years as traffic levels have been increasing. Prior to 1998, there were fewer heavily loaded long-haul flights in the schedule that required the use of Runway 7L for departure on hot days during the summer months. Historically, when traffic levels were lower, flights that required the use of Runway 7L could be accommodated by either fitting the departure operations into natural gaps in the arrival stream from the east or by holding Runway 25R departures to create gaps for the heavier aircraft to depart. As demand has increased so have the number of flights that require the use of Runway 7L during the hot summer months. At the same time the number of low demand periods during the day when the long-haul flights can be accommodated has decreased. As a result, it often becomes more efficient to operate the airfield for extended periods with departures to the east during the summer months, when wind conditions allow, so that flights requiring the use of Runway 7L can more easily be accommodated without incurring excessive delays. This information was discussed in detail with the PWG members at several meetings and was confirmed by FAA ATC personnel who participated in the PWG process.

Exhibits IV-4 through IV-6 in the Noise Exposure Map report present the historical data used to develop projections of runway use for certain runways in the future. Data sources for these exhibits are presented in the footers of the exhibits and include the following: FAR Part 150 Study, 1988 (1986 data); FAR Part 150 Study Update, 1994 (1992 and 1997 data); AFTEMS/AirScene data (2001 through 2004 data). The commentator’s assertion that the “trend” in use of Runway 7L for departures is somehow tied to the expiration of the Interlocal Agreement between the City of Henderson and Clark County is not supported by historical data. The Interlocal Agreement between

the City of Henderson and Clark County expired in December 2003. In 2004, Runway 7L was used 8.6% of the time for departures. In contrast, Runway 7L was used 8.8% of the time annually for departures in 2002 when the Interlocal Agreement was still in place. As presented in information supplied to the PWG and highlighted in the January 31, 2006 letter to the City of Henderson (see **Attachment 1**), the year with the highest use of Runway 7L (11.6%) for departures occurred in 2001 while the Interlocal Agreement was still in place. These data demonstrate that there is little or no causal relationship between the expiration of the Interlocal Agreement and increased use of Runway 7L for departures as asserted by Mr. Hockaday.

The expired Interlocal Agreement provided that the CCDOA would not promote easterly departures. While no longer subject to this requirement, the CCDOA continues to act in a manner consistent with this former obligation. This is evidenced by the CCDOA's continued support of the informal preferential runway use program at the Airport which is included in the updated NCP as Noise Abatement Measure 1. Mr. Hockaday refers to the upward trend in easterly departures as a CCDOA "policy decision"; however, this is refuted by the CCDOA's continued support of the informal preferential runway use program which specifies that Runway 25R is the preferred departure runway when weather, safety, construction, and traffic conditions permit. The NEM report contains historical data regarding runway use and projections regarding future runway use that were developed after extensive analysis. The NEM report does not outline a preferred runway use policy as implied by Mr. Hockaday.

#### Response to Comment A-7

As discussed in Section II of the November 2006 Draft NEM Report, future aircraft activity data used in the FAR Part 150 Noise Compatibility Study Update were derived from the June 8, 2005 aviation activity forecast prepared by URS Corporation (URS forecast). The URS forecast is an FAA-approved forecast for McCarran International Airport (see **Attachment 2**) and was the most current local forecast available when the noise analyses were conducted in support of the NEM and NCP. Future aircraft operations data contained in the URS forecast are within 10% +/- of the FAA's 2005 Terminal Area Forecast (TAF) for McCarran International Airport which was released in February 2005. The URS forecast is consistent with what was the most current FAA TAF in 2005; therefore, the CCDOA maintains that use of the URS forecast in the FAR Part 150 Noise Compatibility Study Update is appropriate.

#### Response to Comment A-8

See Response to Comment A-2 regarding data provided to the City of Henderson. The assertion that increases in aircraft noise levels in areas east of the Airport in the future are directly connected to an increase in the percentage of departure operations to the east (i.e., departures on Runway 7L and 7R) is contradicted by information discussed in Section 5.2 of the NEM Report. As discussed in Section 5.2 of the NEM Report, the noise analyses conducted by the CCDOA and its consultants revealed that changes in aircraft noise exposure to the east of the Airport between 2004 and 2017 are predominantly tied to an overall increase in the number of aircraft operations at the Airport and not projected changes in runway use. In fact, through detailed analysis it was determined that the overall increase in the number of aircraft landings on Runways 25L is more closely associated with increases in noise exposure east of the Airport than the predicted growth in the number of departures on Runway 7L.

The results of supplemental noise analyses conducted by the CCDOA and its consultants at the request of the City of Henderson also revealed a connection between increasing arrival operations and changes in aircraft noise exposure in areas east of the Airport. The results of the supplemental



noise analyses were shared with the City of Henderson in a May 24, 2006 letter (see **Attachment 1**). The supplemental noise analyses suggests that limiting the number of departure operations on Runway 7L would not necessarily result in a noise reduction benefit. As discussed on page 4 of the letter, if the percentage of departure operations on Runway 7L remained static at 8.6%, presumably as a result of the implementation of a formal runway use program, it is likely that a greater area in the City of Henderson would be enveloped in the DNL 65 dB noise exposure contour in 2011 and 2017 when compared to the baseline 2011 and 2017 noise exposure maps which were developed based on the assumption of increased utilization of Runway 7L for departures in 2011 and 2017.

#### Response to Comment A-9

Separate responses are provided below to address comments contained in the reports prepared by Hockaday and Fidell. The specific textual edits recommended by the City of Henderson on Page 5 have been addressed in the Final NEM report.

#### Response to Comment A-10

At the request of the City of Henderson, the CCDOA and its consultants evaluated a noise abatement alternative that would establish a formal preferential runway use program at McCarran International Airport (referred to in Appendix A of the NCP as Option 4). As described in Appendix A, for the purposes of examining such an alternative, the CCDOA assumed that the formal preferential runway use program would place an annual cap on the percentage of aircraft that would be allowed to depart on Runway 7L to the east of 8.6%. A formal/mandatory preferential runway use program would require FAA approval and implementation. The analysis of Option 4 revealed that its implementation would lead to increased aircraft noise exposure in areas west of the Airport and very slight reductions in aircraft noise exposure in areas east of the Airport within unincorporated Clark County. The analysis of Option 4 revealed that its implementation would actually increase the area within the City of Henderson exposed to aircraft noise of DNL 65 -70, obviating any perceived benefit to the City of Henderson. The analysis of Option 4 also revealed that its implementation would increase average delays per aircraft operation in 2011 and 2017. Direct and indirect costs associated with the increased delays would likely be substantial. Taking into consideration the potential costs associated with Option 4, the lack of measurable noise reduction benefits associated with Option 4, potential increases in noise exposure within the limits of the City of Henderson with Option 4, and the negative effects that Option 4 could have with respect to ATC flexibility, the CCDOA concluded that Option 4 would not be an effective noise abatement measure and did not include Option 4 in the list of recommended abatement measures presented in Section III of the NCP. It is also the CCDOA's understanding that the City of Henderson contacted the FAA directly to pursue the implementation of Option 4, and FAA personnel stated that were not interested in such a program due to capacity constraints.

#### Response to Comment A-11

Noise abatement options evaluated by the CCDOA during the preparation of the NCP are discussed in Appendix A of the August 2006 Draft NCP report. Based on an exhaustive evaluation of potential noise abatement options identified through the Public Working Group process, the CCDOA identified 13 recommended noise abatement measures for inclusion in the recommended Noise Compatibility Program for the Airport. Noise Abatement Measure 1 identifies and clarifies runway use practices that compose an existing informal preferential runway use program for the Airport. The informal preferential runway use practices for the Airport have been developed over the past 20 years through the FAR Part 150 process, and are utilized by FAA ATC personnel when weather, safety, construction, and traffic conditions allow their use. The discussion in Section III of the NCP

regarding Noise Abatement 1 identifies the noise reduction benefits and compatible land use planning benefits of continuing with the informal runway use practices when weather, safety, construction, and traffic conditions permit. The discussion of Noise Abatement Measure 1 is not flawed or incomplete as asserted by the City of Henderson. Please see [Response to Comment A-6](#) regarding the future use of Runway 7L for departures.

#### Response to Comment A-12

The 2005 Draft Supplemental Environmental Assessment for Modifications to the Las Vegas McCarran International Airport Four Corner Post Plan (2005 Draft Supplemental EA) was prepared by the Federal Aviation Administration and its consultants independent of the FAR Part 150 Noise Compatibility Study Update process. The CCDOA submitted comments to the FAA regarding the 2005 Draft Supplemental EA and commented on aircraft fleet mix and operational assumptions used in the noise analysis conducted for the 2005 Draft Supplemental EA. The Federal Aviation Administration issued a Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the Supplemental EA in November 2006.

Runway use data used to develop the Noise Exposure Maps in the FAR Part 150 Noise Compatibility Study Update were coordinated with Las Vegas FAA ATC personnel. Las Vegas ATC personnel also participated on the Public Working Group (PWG) established for the FAR Part 150 Noise Compatibility Study Update and provided useful feedback regarding airport operational issues including existing and projected (future) runway use patterns.

Data used in the noise modeling analyses conducted in support of the FAR Part 150 Noise Compatibility Study Update are provided in the NEM and NCP documents, and reasonable requests by interested parties, including the City of Henderson, for additional background documentation, reports and studies have been honored. Runway use assumptions and other input data used to model Option 4 in the FAA's Integrated Noise Model (INM) are provided in Appendix A of the Noise Compatibility Program and in Section IV of the Noise Exposure Map Report.

#### Response to Comment A-13

Please see [Response to Comment A-8](#). The percentage of landings on Runways 25L and 25R (i.e., arrivals from the east) of all landings is expected to decrease in the future; however, the actual number of landings on Runway 25L and 25R is expected to increase. As discussed in Section 5.2 of the draft NEM report, the increased number of arrivals is the primary contributor to increased noise exposure levels in areas east of the Airport. Aircraft noise exposure is also projected to increase slightly between 2004 and 2011 in areas north and south of the Airport as a result of increased departure operations on Runways 1L-19R and 1R-19L.

#### Response to Comment A-14

The City of Henderson's assertion that Option 4 as evaluated in the NCP could be implemented through issuance of a Tower Order without preparation of an Environmental Assessment (EA) or Environmental Impact Statement (EIS) is not correct. While the CCDOA agrees that implementation of a formal runway use program for the Airport, as evaluated in Option 4, would require the imposition of a tower order or a letter of understanding between the FAA, the CCDOA, and airport users it is noted that such actions would constitute a major federal action that would be subject to NEPA. In this regard, it is important to recognize that there has never been a formal runway use program in effect at the Airport concerning easterly departures.

The current condition with respect to runway use at the Airport is that the Interlocal Agreement between the City of Henderson, Clark County, and the CCDOA has expired and that the CCDOA continues to encourage implementation of the informal preferential runway use program that has been established through the FAR Part 150 process (See Response to Comment A-11). The CCDOA is proposing to retain the informal runway use program in the future (i.e., Noise Abatement Measure 1) when weather, safety, and traffic conditions permit, thus preserving the status quo. In contrast, converting the current informal runway use program to a formal runway use program, as evaluated in Option 4, would significantly alter the status quo thus likely triggering the need for NEPA review.

Response to Comment A-15

See Response to Comment A-14. The CCDOA disagrees with the City of Henderson's assertion that Noise Abatement Measure 1 would require the preparation of an EA or EIS. Maintaining the existing informal runway use program at the Airport, as recommended in Noise Abatement Measure 1, would not require the preparation of an EA or EIS since there would be no federal action associated with Noise Abatement Measure 1. Continuation of the informal runway use program preserves the status quo.

Response to Comment A-16

Comments noted. The CCDOA and a majority of the PWG believes that the City of Henderson should consider using the DNL 60 aircraft noise exposure contour for land use compatibility planning purposes to minimize the potential for development of new noise sensitive land uses within the City of Henderson in areas that are or may be affected by aircraft noise exposure in the future. It is likely that aircraft noise exposure levels will fluctuate in the future as there are changes in the number and type of aircraft operating at the Airport. By using the DNL 60 noise exposure contour as a "buffer" for land use compatibility planning/site planning purposes the City of Henderson would be able to minimize the potential for new noise impacts to occur in the future.

Response to Comment A-17

These comments are repeated and more fully explained in subsequent comments. See responses below.

Response to Comment A-18

As discussed in Section II of the November 2006 Draft Noise Exposure Map (NEM) Report, future aircraft activity data used in the FAR Part 150 Noise Compatibility Study Update was derived from the June 8, 2005 aviation activity forecast prepared by URS Corporation (URS forecast). The URS forecast is an FAA-approved forecast for McCarran International Airport (see **Attachment 2**) and was the most current forecast available when the noise analyses were conducted in support of the NEM and NCP. Future aircraft operations data contained in the URS forecast were developed using a conservative set of assumptions (detailed in the URS report) and are within 10% +/- of the FAA's 2005 Terminal Area Forecast (TAF) for McCarran International Airport which was released in February 2005. The local forecast (the URS forecast) is consistent with what was then the most current FAA TAF; therefore, the CCDOA maintains that use of the URS forecast in the FAR Part 150 Noise Compatibility Study Update is appropriate.

The author of this comment is correct that actual operations data for calendar year 2005 exceed the URS forecast data for 2005; however, as is the case with all aviation activity forecasts, year to year variations from the forecast can and do occur without invalidating the long-range projections of aircraft activity.

Response to Comment A-19

See Response to Comment A-18. The author of this comment correctly cites from the May 31, 2002 FAA memorandum regarding review and approval of aviation forecasts; however, the author incorrectly and inappropriately compares data from the FAA's TAF released in February 2006 to data contained in the URS forecast which was issued on June 8, 2005. The "current" TAF forecast at the time the URS forecast was prepared was issued in February 2005, and, as stated previously, the URS forecast is within 10% +/- of the 2005 TAF.

Response to Comment A-20

The author of this comment correctly cites from the Draft Supplemental EA for the Four Corner Post Plan but fails to mention that the maximum sustainable capacity for the airfield, in this case, is simply a planning milestone used by the CCDOA. The CCDOA has identified a maximum acceptable level of airfield delay (6 minutes per operation) and has, through extensive modeling and simulation, identified an activity level where that level of delay will occur (625,000 annual operations). The author of the comment incorrectly concludes that the maximum number of aircraft operations that can be performed at the Airport is 625,000. The airfield can accommodate more than 625,000 operations annually; however, the average delay per aircraft operation will be higher than 6 minutes which the CCDOA considers a maximum "acceptable" level of delay.

In Section 10.4 of the FAA's *Airport Benefit-Cost Analysis Guidance*, the FAA states, "Airports experiencing severe delay due to congestion will not be able to accommodate rising demand for air service. Average delay per operation of 10 minutes or more may be considered severe. At 20 minutes average delay (approximately the highest recorded average delay per operation known to FAA at an airport in the U.S.), growth in operations at the airport will largely cease". Based on this guidance, average delays between 7 and 8 minutes per aircraft operation, the projected level of delay at McCarran International Airport in 2011, will not limit the airport from accommodating growth in aircraft operations.

As discussed by the author of the comment, both the 2006 TAF and the URS forecast are unconstrained and both forecasts estimate that the number of aircraft operations performed at McCarran International Airport on an annual basis will exceed 625,000 in the future. It should be noted however that the URS forecast is more conservative/lower than the 2006 TAF because the effect that delays will have on overall activity levels at the Airport was considered more closely in the URS forecast. Use of the unconstrained URS forecast in the FAR Part 150 Noise Compatibility Study Update is appropriate because: (1) the URS forecast is an FAA-approved forecast for McCarran International Airport, (2) the number of aircraft operations performed at the airport will likely exceed 625,000 at some point in the future.

Response to Comment A-21

See Response to Comment A-6.

The CCDOA did not deny requests made by the City of Henderson concerning runway use data and in fact provided supplemental data to the City of Henderson on several occasions during the FAR Part 150 study process. The CCDOA discussed runway use data and assumptions with the City of Henderson during a conference call on January 24, 2006 and provided supplemental information and data to the City of Henderson and other Public Working Group (PWG) members in a handout entitled *Next Steps Back-Up Material* at the PWG meeting on the evening of January 24, 2006. The CCDOA also provided additional information regarding existing runway use patterns as an attachment to its January 31, 2006 letter to the City of Henderson and held a supplemental PWG meeting on March 14, 2006 where future runway use and airport capacity/delay were discussed.

Response to Comment A-22

See Response to Comment A-6.

Response to Comment A-23

See Response to Comment A-12.

Differences between the FAR Part 150 study documents and the 2005 Draft Supplemental EA in terms of noise modeling assumptions in no way invalidates the 2011 and 2017 noise exposure maps developed for the FAR Part 150 Study. The 2011 and 2017 noise exposure maps were prepared in accordance with FAR Part 150 and are based on reasonable assumptions regarding the type and frequency of aircraft operations, flight patterns, and airfield layout in the future. The 2011 and 2017 NEMs reflect how the Airport will be operated in future years based on current knowledge/data and account for changes in destination airports (e.g., increases in long-haul flights); trends in runway use; changes in FAA operating procedures; and airline delay issues.

Response to Comment A-24

See Response to Comment A-6 and Response to Comment A-12.

The CCDOA conducted extensive analyses and held conversations with FAA ATC personnel to ensure that the future year noise exposure maps were based on “reasonable” assumptions regarding aircraft fleet mix, flight patterns, and runway use. The 2011 and 2017 NEMs are based on the assumption that annual runway use patterns at the Airport will change over time in response to demands/constraints associated with increasing traffic levels. The future year noise exposure maps do reflect increased utilization of Runway 7L for departures; however, projected changes in runway use are not limited to Runway 7L. For example, during nighttime hours, it is anticipated that more aircraft will arrive from the north and will depart to the south. In addition, during daytime hours it is anticipated that more aircraft will land from the south and depart to the north on an annual basis.

As discussed previously, the CCDOA supports continued implementation of the informal preferential runway use program at the Airport which specifies that Runway 25R is the preferred departure runway when weather, safety, construction, and traffic conditions permit. While the future year noise exposure maps are based on the assumption that runway use at the Airport will continue to change over time, the projected changes in runway use in no way reflect a change in CCDOA policy or an official change in FAA air traffic control procedures. The projected changes in runway use alone (i.e., absent a change in CCDOA or FAA policy and procedures) are not likely to constitute a

major federal action subject to NEPA and thus it is highly unlikely that the FAA would need to prepare an Environmental Impact Statement when it approves Noise Abatement Measure 1 in the updated NCP.

Runway use data for 2011 and 2017 presented in the NEM report are not “arbitrary” as asserted by the commentator; rather they are reasonable estimates regarding future conditions based on historical data and current knowledge/understanding of FAA ATC policies and procedures. The assumptions used to model the baseline noise exposure maps for 2011 and 2017 are well documented in the NEM report and are appropriate and correct. Noise reduction measures, including a proposal to limit the number of departure operations on Runway 7L, are documented in the NCP.

It is important to note that FAR Part 150 encourages review and revision of Noise Compatibility Programs every five years. Therefore it is likely that the current FAR Part 150 Study Update will be reviewed sometime after 2010. The future update will allow the CCDOA and interested parties the opportunity to examine and compare actual runway use at that time to projected runway use data included in this Update.

Response to Comment A-25

See Response to Comment A-4.

Response to Comment A-26

See Response to Comment A-8, Response to Comment A-10, and Response to Comment A-14.

Response to Comment A-27

See Response to Comment A-8, Response to Comment A-10, Response to Comment A-12, and Response to Comment A-14.

Response to Comment A-28

See Response to Comment A-10 and Response to Comment A-12.

Response to Comment A-29

See Response to Comment A-3, Response to Comment A-6, Response to Comment A-10, and Response to Comment A-14.

The CCDOA provided the City of Henderson and its consultants with all of the supporting data and assumptions connected to the noise exposure maps except the actual INM input and output computer files. The NEM report contains all of the background data necessary to allow parties to submit meaningful comments on the noise exposure contours.

Detailed information regarding the flight tracks and profiles used in the noise analysis is provided in Chapter 4 of the NEM report. In addition, plots of the flight tracks and subtracks used in the INM are included in Appendix C of the NEM report. The plots of INM arrival and departure tracks are superimposed on Automated Radar Terminal System Version III (ARTS III) data derived from the Airport’s noise and operations monitoring system (AFTEMS).

Response to Comment A-30

It should be noted that information presented at the October 25, 2005 PWG meeting was preliminary and has been superseded by information presented in the draft NCP report. Updated information regarding capacity and delay was presented to members of the PWG, including the City of Henderson, at the supplemental PWG meeting on March 14, 2006.

The CCDOA did not reject data requests from the City of Henderson regarding future runway use and delay levels. As discussed previously, the CCDOA held a supplemental PWG meeting on March 14, 2006 where future runway use and airport capacity/delay were discussed. The CCDOA did not provide electronic copies of Total Airspace and Airport Modeler (TAAM) files to the City of Henderson and its consultants due to the strict licensing agreements associated with the software.

As discussed in previous responses, the CCDOA and its consultants evaluated a noise abatement alternative that would establish a formal preferential runway use program at McCarran International Airport (referred to in Appendix A of the NCP as Option 4) at the request of the City of Henderson. As described in Appendix A, for the purposes of examining such an alternative, the CCDOA assumed that the formal preferential runway use program would place an annual cap on the percentage of aircraft that would be allowed to depart on Runway 7L to the east of 8.6%. The analysis of Option 4 revealed that its implementation would likely increase average delays per aircraft operation in 2011 and 2017. Exhibit A-13 and Table A-8 in Appendix A of the NCP present the results of simulation analyses performed with the TAAM simulation software for Option 4 and for the baseline condition. Within a 5-year time frame, Option 4 would be expected to result in 0.6 minutes per operation in additional delay per aircraft operation in comparison to the baseline condition (7.8 minutes with Option 4 versus 7.2 minutes under the baseline scenario). This change represents an increase of 8.3% in delay in 2011 and translates into potentially \$14 to \$19 million per year in increased aircraft operating costs. As discussed in Section A.5.1.3 of Appendix A, the difference in delay between Option 4 and the baseline condition would increase to 1.23 minutes per operation by 2017 representing increased aircraft operating costs of approximately \$28 million to \$38 million a year.

Taking into consideration the potential costs associated with Option 4, the lack of measurable noise reduction benefits associated with Option 4, and the negative effects that Option 4 could have with respect to ATC flexibility, the CCDOA concluded that Option 4 would not be an effective noise abatement measure and did not include Option 4 in the list of recommended abatement measures presented in Section III of the NCP. The rationale to eliminate Option 4 from the list of recommended measures was based on solid analysis and not “false grounds” or “improper” reasoning as asserted by the commentator.

While the CCDOA has identified a maximum acceptable level of delay (6 minutes per operation) and has, through extensive modeling and simulation, identified an activity level where that level of delay will occur (625,000 annual aircraft operations) the author of the comment incorrectly concludes that the maximum number of aircraft operations that can be performed at the Airport is 625,000. The airfield can accommodate more than 625,000 operations annually; however, the average delay per aircraft operation will be higher than 6 minutes which the CCDOA considers a maximum “acceptable” level of delay.

In Section 10.4 of the FAA’s *Airport Benefit-Cost Analysis Guidance*, the FAA states, “Airports experiencing severe delay due to congestion will not be able to accommodate rising demand for air service. Average delay per operation of 10 minutes or more may be considered severe. At

20 minutes average delay (approximately the highest recorded average delay per operation known to FAA at an airport in the U.S.), growth in operations at the airport will largely cease”.

Based on this guidance, average delays between 7 and 8 minutes per aircraft operation, the projected level of delay at McCarran International Airport in 2011, will not limit the airport from accommodating growth in aircraft operations. By 2017, delays at the Airport may increase as high as 15 to 16 minutes per aircraft operation unless, as observed by the commentator, the proposed supplemental air carrier airport in the Ivanpah Valley is operational. The CCDOA anticipates that the Ivanpah Valley airport will be operational sometime after 2017 if a favorable environmental finding is issued by the FAA and the BLM, therefore, any relocation of operations from McCarran International Airport to the proposed supplemental air carrier airport would not occur until after 2017 which is outside the time horizon for the FAR Part 150 Study Update.

Response to Comment A-31

See Response to Comment A-14. Cost estimates included in the NCP were developed by Ricondo & Associates, Inc. staff based on prior experience with similar studies. The actual cost to conduct an EA or EIS for a proposed noise abatement measure varies greatly based on the specifics of the measure being evaluated (e.g., change in flight track versus formal runway use program), the affected environment, and the potential for public controversy.

Response to Comment A-32

See Response to Comment A-2, Response to Comment A-3, and Response to Comment A-21.

The author of the comment is correct that, in general, aircraft noise exposure levels are expected to increase in the environs of McCarran International Airport between 2004 and 2011 as a result of growth in aircraft operations, and in particular air carrier jet operations. Sections 5.2, 5.3, and 5.4 of the NEM report contain a detailed discussion regarding changes in aircraft noise exposure levels and associated effects on noise sensitive land uses in the airport environs for future analysis years 2011 and 2017. These report sections include numerous exhibits and tables that demonstrate where changes in noise exposure levels are anticipated to occur and the magnitude of these changes with respect to airport/community land use compatibility. The noise contour exhibits presented in the NEM report assume no additional noise abatement measures beyond those already in effect at the Airport. The NCP report includes detailed analysis of potential noise abatement and noise mitigation options and includes additional noise exposure contour exhibits.

See Response to Comment A-7 regarding the comment concerning the FAA’s TAF. The NEM and NCP reports both include analysis of future changes in noise exposure levels in the Airport environs; therefore the additional “formal” analysis suggested by the commentator is not required.

Response to Comment A-33

Section 4.6.7 of the NEM report provides a comparison of INM predicted noise levels (DNL values) and measured noise values at primary noise monitoring sites in the Airport environs. As presented in Table IV-23 of the NEM report, DNLs predicted by the INM for existing (2004) conditions were determined to be within +/- 1.5 dB of measured aircraft DNLs at the noise monitoring sites. As discussed in Section 4.6.7 of the NEM, there is generally a good correlation between noise measurement data collected through the 2004 and 2005 Summer and Winter noise monitoring programs and INM predicted noise levels.



Comments regarding the Summer 2005 Aircraft Noise Monitoring report demonstrate that the commentator is confusing “predicted” noise levels and “measured” noise levels. The Summer 2005 Aircraft Noise Monitoring report does not contain INM-based prediction data, rather it presents noise measurement data collected at ten locations during a 14-day period in July 2005.

Flight track data used in the INM analyses is described in Section 4.5.2.3 of the NEM report. Plots of INM departure and arrival flight tracks and INM subtracks are presented in Appendix C. Exhibit C-6 referenced by the commentator depicts INM departure tracks (and subtracks) for Runways 7L and 7R superimposed on ARTS-III data obtained from the Airport’s AFTEMS system and does not present arrival flight track information. INM arrival flight tracks (and subtracks) for Runways 25L and 25R are presented on Exhibit C-4. Flight track utilization/population data is provided in the NEM report (the commentator is directed to Tables IV-15 through IV-20). Information regarding arrival and departure profiles is provided in Section 4.5.2.4 of the NEM report.

Response to Comment A-34

See Response to Comment A-8.

As discussed in Sections 5.2 of the draft NEM report, the area exposed to DNL 65 and higher in 2011 is expected to decrease slightly west of the Airport compared to existing (2004) conditions. It is also anticipated that there will be a corresponding increase in the area exposed to DNL 65 and higher to the north, south and east of the Airport. The changes in aircraft noise exposure would result from: (1) the quieter mix of aircraft projected to operate at McCarran International Airport in the future, (2) increased arrival operations on Runways 25L and 25R, (3) increased use of Runway 19L for air carrier departures during nighttime hours, and (4) decreased use of Runways 25L and 25R for air carrier aircraft departures during daytime and nighttime hours.

Response to Comment A-35

See Response to Comment A-6 regarding future year runway use projections.

Response to Comment A-36

See Response to Comment A-6 and Response to Comment A-8.

SEP 20 2006

September 11, 2006

Planning Division

Mr. Jeff Jacquart  
P.O. Box 11005  
Las Vegas, Nv. 89111-1005

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I am writing regarding my concerns about the continuous air traffic over our homes here in the River Mountain area. Since McCarran changed the flight patterns somewhat a few years ago the traffic directly over my home and my neighbors homes continues to increase and get louder. Was our area even considered when these routes were "tweaked" awhile back? I am wondering if any studies were done on the decibal level of noise when an airplane is revving up their motor to make a turn directly over homes. It seems 80% of incoming and outgoing air traffic is sent over us and this has gotten worse over our homes since this change was made a few years ago. Recently outgoing traffic has been going directly over my home. Have those routes been tweaked also? I am getting the 80% figure from the traffic study books at the Green Valley Library. The noise here starts often at 6:00 to 6:30 AM and often is still occurring at 11:00 - 11:30 at night. We have uninhabited areas near us and I don't understand why they are not being used instead of a steady route directly over our homes. I happen to live in the direct path of the very loud turning planes and believe me it is not pleasant in my back yard. Before the tweaking took place planes did not fly directly over my home. I invite you to join us some Saturday afternoon. In fact bring your decibal measuring equipment.

I appreciate your time. Please consider our area in any future decisions regarding air traffic. There are other parts of town who could share in the noise.

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Sincerely,  
Mary McFarland

Henderson, Nv.

**B**

**Comment Letter B – Mary McFarland**

Response to Comment B-1

The CCDOA is not aware of any airspace/air traffic routing changes that would impact the area in question. The River Mountain area, located in the southeast portion of the City of Henderson, has historically been affected by overflights of aircraft landing and departing at McCarran International Airport. The River Mountain area is well outside the Airport's DNL 65 aircraft noise exposure contour, used by the FAA for compatible land use planning purposes, and is also outside Clark County's DNL 60 planning threshold area. Abatement Measure 2, 6, 7, and 9 recommended in the Draft NCP could result in noise reduction benefits for residents in the River Mountain community.

The CCDOA conducts noise monitoring programs for fixed wing aircraft operations originating at McCarran International Airport two times a year (summer and winter) using local funds. In the Draft NCP the CCDOA recommends continuing with its noise monitoring programs in the future. The CCDOA publishes a bi-monthly *Airport Noise Complaint Report*, a memorandum that provides operational statistics, as well as statistics regarding the number and nature of noise complaints, along with a summary of pertinent aircraft noise-related issues. Runway use statistics (during daytime hours and during nighttime hours), operations per hour, and fleet mix information for turbojet aircraft weighing 75,000 pounds or more have been provided in recent editions of the *Airport Noise Complaint Report*. The author of this comment may wish to review recent additions of the *Airport Noise Complaint Report* for more information on incoming and outgoing air traffic at McCarran International Airport and noise levels in specific communities. The *Airport Noise Complaint Report* can be obtained by contacting the noise office at (702) 261-3694.

SEP 13 2006

Dear Jeff Jacquart

Planning Division

just to let you know -  
I do not think it would  
be a good idea to change  
the flight pattern for  
the airplanes - you  
have and will have  
a lot of confused people  
it never should of  
been brought up in  
the first place - I  
am putting my vote  
in to leave things the  
way they are. If people  
would like it quieter -  
close the airport up about  
8 o'clock at night - then  
it will be quiet for  
everyone - makes sense  
doesn't it? I live in  
Sumnerlin, and you can  
still hear the planes in

1

C

day and night and the  
helicopters also its  
just getting so busy  
here with people and  
cars that you just  
might have to close  
certain things at certain  
times, the airport is  
very busy all day and  
probably all night also,  
the people living right  
near the airport wont  
hear anything if the  
airport is closed at night  
So please do not change  
anything at all - just  
leave things the way  
they are and like they  
were or you will have a  
lot of confused people.

Thank you

Lottie Royce

**Comment Letter C – Lottie Royce**

Response to Comment C-1

Portions of this comment refer to the departure procedure (“the right-hand turn” procedure) that is the subject of the Final Supplemental Environmental Assessment (EA) for the Four Corner Post Plan which was recently approved by the Federal Aviation Administration (FAA). The reinstatement of the “right-hand turn” is not a FAR Part 150 Noise Compatibility Study Update recommendation or proposal, and the EA process was separate and independent from the FAR Part 150 Study process. The 2011 and 2017 noise exposure maps developed for the FAR Part 150 study update do reflect the reinstatement of the right-hand turn procedure.

Noise reduction measures considered during the FAR Part 150 Noise Compatibility Study Update are described in Appendices A and B of the Noise Compatibility Program (NCP) report. Recommended noise abatement and noise mitigation measures for McCarran International Airport are described in Section III and IV of the NCP, respectively. While shutting the Airport down after 8 p.m. every night would certainly result in noise level reductions during nighttime hours, the CCDOA and the Public Working Group agreed that implementing a nighttime curfew at the Airport is not feasible due to the onerous procedural and substantive requirements that must be satisfied in order for the CCDOA to impose a mandatory restriction on aircraft operations. These requirements are discussed in Federal Aviation Regulation (FAR) Part 161, *Notice and Approval of Airport Noise and Access Restrictions*.

September 13, 2006

FAR Part 150 Noise Study Group  
Project Team at McCarran Airport  
PO Box 11005  
Las Vegas, NV 89111  
Attn: Jennifer Shira / Jeffrey Jacquart

I am a citizen living in Las Vegas in the Southwest part of town in a community called Nevada Trails (subdivision Saddle Peak). We are located at the intersection of Robindale Rd and Rainbow Blvd.

I have listed 3 issues with regard to the airplane noise over our community.

- 
- 1) I have been submitting noise complaints to the Noise Abatement hotline at the airport for about 1 year now. You may have recently noticed that there has been a reduction in the number of complaints from our community (based on the monthly reports you receive from Airport Noise Office). This is not because the noise has been reduced or there are fewer planes flying over or near our neighborhood, but because it would be a full time job to call in each time a loud plane flies by. Rather, a call is placed when I am near a phone and have time to call. I have asked repeatedly if I could create a log of complaints and call in once with the list, but I have been told that it would only be counted as a single call, even though I may have over 100 noise complaints (so that would skew the report numbers). In addition, you have to listen to a recorded message before you can leave the complaint information. I also asked if there was a way to bypass the recorded message and I was told no, which of course takes another 20-30 seconds to listen to. So you see, it is a very frustrating process and I sometimes just can't be bothered to call. So you may see a reduction in complaints, but in fact there is no reduction in planes and/or noise; just frustration on our part. *To net this out, the noise complaint report issued by Andrea McKenzie may not be accurate reflection of the true number of complaints.*

- 
- 2) "You knew about the planes!!!" That's all I hear from the airport administrators. Well, I'm tired of that response also. The fact of the matter is that we did not know about the planes, contrary to popular opinion. I have a document from the Clark County Current Planning Division, dated May 26, 2005, that was addressed to McCarran Airport that states that condition of approval to develop the subject land for residential use was that each homeowner was to be provided with a single page Airport Noise Disclosure acknowledging that the area we would be living in may have an effect upon the livability, value, and suitability of the property for residential use. It was to be signed by the buyer and forwarded to the Dept of Aviation's Noise Office by the developer. For the record, I or no one else in our

**D**

community ever received such as disclosure, and no one in their right mind would sign and buy the property if we knew there would be such an adverse effect on our lives. I will say that there was an 11 page disclosure consisting of many items and there was a paragraph buried in there that said that we live near several airports and they may fly nearby at any time. It came right before the notice about Area Schools and Community Amenities. Well, for that matter, everyone in the Las Vegas valley lives near some airport and it would be expected to see a few planes every once in a while. In no way was the tone or intent of that paragraph meant to sway buyers from purchasing a residence here.

2

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I would like to see the signed disclosure that we supposedly received and signed with those words “ may have an effect upon the livability, value, and suitability of the property for residential use”. In addition, I would like to see the approval document signed by the Clark County Planning Division based on meeting the conditions of the recommendations. Only then would I agree that “we knew about the planes” and that it is OK to fly over our neighborhood.

3


- 
- 3) We also believe that even if the “right hand turn” proposal is adopted, this will not reduce the amount of planes flying over our community. This will merely offset the anticipated growth in the number of takeoffs to the West by “spreading them out” Most to the Left; some to the Right”.

4

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I would request that you discuss this among the Project Team. I also intend to read this at the next round table meeting held by the group.

Sincerely,

  
Joseph Capozzi  
7244 Frontier Hills Ave  
Las Vegas NV 89113  
Email: joe1674@aol.com  
(702) 407 3056

Attachments (2)



CLARK COUNTY  
BOARD OF COUNTY COMMISSION  
RECOMMENDATIONS

APPLICATION NUMBER: ZC -00000652- 00

MEETING DATE: 2000-06-07

TO: MCCARRAN AIRPORT

FROM: CLARK COUNTY CURRENT PLANNING DIVISION  
500 S. Grand Central Pkwy  
P.O. Box 551744  
LAS VEGAS, NEVADA 89155-1744

DATE: 2000-05-26

IN ORDER TO OBTAIN COMPLETE INFORMATION UPON WHICH TO BASE  
THEIR DECISION, THE COMMISSION IS DESIROUS OF RECEIVING YOUR  
COMMENTS REGARDING THE MATTER DESCRIBED ON THE ATTACHED NOTICE

APPROVAL \_\_\_\_\_ DENIAL \_\_\_\_\_ NO COMMENT \_\_\_\_\_

CONDITIONS OF APPROVAL: \_\_\_\_\_

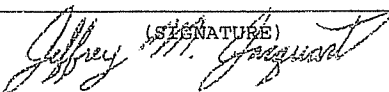
The subject property lies within the 1997 AE-60 (60-65 DNL) noise contour for  
McCarran International Airport, and is subject to significant aircraft noise.

Any approval should be subject to the following conditions:

1. The issuance of a noise disclosure statement (attached) to each purchaser of each  
home in the proposed development, with all completed noise disclosure statements  
being forwarded to the Department of Aviation's Noise Office by the developer.
2. The incorporation in building construction of sound attenuation resulting in  
an exterior to interior noise level reduction of 25 decibels.

As of October 1, 1998, the FAA will approve remedial noise mitigation measures only  
for noncompatible development that existed as of that date. Therefore, should this  
application be approved, Federal funds will not be available in the future should  
purchasers of homes in the proposed development wish to be purchased by Clark County  
due to airport noise.

JUN 01 2000

  
(SIGNATURE)

(DATE)

Principal Planner  
(TITLE)

APN: \_\_\_\_\_

**AIRPORT NOISE DISCLOSURE STATEMENT**

**AIRPORT NOISE.** The buyer hereby acknowledges that he/she is aware of the proximity of McCarran International Airport, the North Las Vegas Airport, and/or the Henderson Executive Airport to this development. The buyer also fully understands that **existing and future noise levels** at this location, associated with **existing and future airport operations**, may have an effect upon the **livability, value, and suitability** of the property for **residential use**. The buyer also understands that these airports have been at their present location for many years, and that **future demand and airport operations may increase significantly**. For further information, contact the Clark County Department of Aviation at P.O. Box 11005, Las Vegas, NV 89111-1005, (702) 261-5100.

\_\_\_\_\_  
Buyer #1 Signature                      Date

\_\_\_\_\_  
Buyer #2 Signature                      Date

\_\_\_\_\_  
Buyer #1 Name (*Printed*)

\_\_\_\_\_  
Buyer #2 Name (*Printed*)

\_\_\_\_\_  
Property Address

cc: Clark County Department of Aviation  
Noise Abatement Officer  
P.O. Box 11005  
Las Vegas, NV 89111-1005

**Comment Letter E – Nevada Environmental Coalition, Inc. (Robert W. Hall)**

Please see **Attachment 3** for specific responses to issues raised in this letter.

FAR Part 150 includes several provisions regarding consultation and public participation.<sup>2</sup> Section 150.21(b) requires that, in preparing a Noise Exposure Map (NEM), the airport sponsor consult with “public agencies and planning agencies whose area, or any portion of whose area, of jurisdiction in within the Ldn 65 dB contour depicted on the map” and further requires that the airport sponsor afford “interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure map and descriptions of forecast aircraft operations.” Section 150.23(c) contains the same consultation obligation with respect to the Noise Compatibility Program (NCP), and Section 150.23(d) requires that “the airport operator shall afford adequate opportunity for the active and direct participation of the . . . public agencies and planning agencies in the areas surrounding the airport . . . and the general public to submit their views, data, and comments on the formulation and adequacy of [the noise compatibility] program.”

The CCDOA has met or exceeded any public participation requirements of FAR Part 150 by, (1) convening a Public Working Group (PWG) and conducting 11 meetings with the PWG, (2) disseminating extensive technical information to the PWG, (3) convening four public Open House meetings to discuss preliminary findings and recommendations with the public-at-large, (4) developing a project website ([www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)) and disseminating project materials on that website, and (5) responding to previous supplemental requests for information (principally from the City of Henderson) in writing. In particular, the educational component of the PWG process and the distribution of historical (and forecast) aviation activity data to members of the PWG at the October 2005 PWG meeting are sufficient to satisfy any implicit obligation to supply information beyond the NEM and NCP reports. The information provided by the CCDOA is more than adequate to enable interested parties to submit their “views, data and comments” regarding the NEM and NCP reports.

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<sup>2</sup> The underlying statute, the Airport Safety and Noise Abatement Act of 1979, imposes a consultation requirement but is silent with respect to public participation. *See* 49 U.S.C. §§ 47503(a)(1) and 47504(a)(1)(A). The FAA added the public participation requirements in response to comments received on the proposed rule. *See* 49 Fed. Reg. 49, 260 (1984).

**From:** <Joe1674@aol.com>  
**To:** <JeffJ@mccarran.com>  
**Date:** 9/18/2006 11:32:25 AM  
**Subject:** Airplane Noise at Nevada Trails - FAT 150 Noise Study Comment Form

Jeff,

Thanks for discussing the airplane noise issues with me last week at the open house. I'd like clarification on a couple of items and I also want to make a few comments/questions.

---

1) Please clarify that Nevada Trails is now outside of the 60 Db range because of the recent noise studies and that there is little or no consideration to alleviate any noise generated from the airplanes that fly over or near our community.

**1**

---

2) As with any study, there are questionable items about the way the study was performed. We believe there are serious flaws in the study. For example, they take averages in order to calculate the noise level. So, for example, we could have 200 operations during 1 period that the decibel level was at 80Db and other periods that the levels were below 60 and the average was 59; therefore it is considered acceptable noise. Is this correct? Bud gave me a perfect analogy. If you are driving on the 215 freeway at 100 miles an hour and an NHP stops you to give you a ticket, you can say no, I don't deserve a ticket because I was only driving at 40 miles an hour the last 24 hours and that averages 60 miles an hour. Please comment!!!

**2**

---

3) Right hand turn. I'll assume that this is still a valid recommendation under consideration??? Comment - even if this is accepted and implemented, it doesn't mean we will get any reduction in planes flying overhead, but merely that the anticipated growth in operations, will divert some of that growth to the Right.. Is this true???

**3**

---

4) Can we at least make sure the planes hit "marker #2", which is one of our biggest arguments. I understand the concept of "fanning" but I believe the planes take too much liberty in cutting the corners. Can you strongly urge more compliance to hitting the markers???

**4**

---

5) You asked me to keep an open mind and I am trying to be objective, however everything I have been hearing from Aviation Dept and the FAA doesn't give me any comfort in knowing we will get any relief from the continual noise generated from the airplanes flying overhead. Please comment!!

**5**

---

6) We would really like you to visit our property one day for a couple of hours. (we promise not to lock you up). I'm sure we can provide refreshments while you listen to the noise with your own ears and no instruments and you tell us if we are being unreasonable in asking for relief from this continuous bombardment of plane noise. You think you can schedule some time with us??

**6**

---

7) I read through the study updates and can't find any substantial improvements in alleviating airplane noise. Lots of words (get rid of old planes, etc.) but nothing tangible that will reduce the noise levels in our neighborhood now or in the near future. If there are any, please let me know????.

---

8) I have prepared a letter and gave it to Jennifer and Andrea the other night. I am attaching a soft copy for you.

**F**

Please include this and the attachment as part of the study documentation.

Regards,

Joe Capozzi

**CC:** <AndreaM@mccarran.com>, <JShira@KatzandAssociates.com>, <aircraftnoise@cox.net>, <Joe1674@aol.com>

**Comment Letter F – Joe Capozzi (E-mail: September 18, 2006)**Response to Comment F-1

The Nevada Trails subdivision is located outside the DNL 60 noise exposure contour as depicted on the 2011 Noise Exposure Map (NEM) and hence residents would not be eligible to participate in the remedial noise mitigation programs recommended in this FAR Part 150 Noise Compatibility Study Update. Remedial mitigation measures that have been recommended for McCarran International Airport in connection with this FAR Part 150 Noise Compatibility Study Update are described in Section IV of the Noise Compatibility Program (NCP) report and include voluntary property acquisition and sound insulation programs. The updated NCP does include several recommended measures that already provide or could provide limited noise reduction relief to Nevada Trails and adjacent areas including continuing the use of existing noise abatement flight tracks (See Abatement Measure 2 in Section III of the NCP), conducting a study of advanced navigational technologies (See Abatement Measure 6 in Section III of the NCP), and evaluating potential changes to arrival flight corridors (See Abatement Measure 8 in Section III of the NCP).

Response to Comment F-2

The Day-night average sound level (DNL) metric has been widely accepted as the best available method to describe aircraft noise exposure in land use compatibility planning conducted for airport environs areas. DNL is the noise descriptor required by the Federal Aviation Administration (FAA) for use in aircraft noise exposure analyses and noise compatibility planning including FAR Part 150 studies.<sup>3</sup>

Scientific studies and social surveys that have been conducted to appraise community annoyance to all types of environmental noise have found DNL to be the best measure of that annoyance. There is, in fact, significant consistency in the results of attitudinal surveys that have been conducted in different countries to find the percentages of groups of people who express various levels of annoyance when exposed to different levels of DNL. While the use of DNL has been criticized recently as not accurately representing community annoyance and land-use compatibility with aircraft noise, much of that criticism stems from a lack of understanding of the basis for the measurement or calculation of DNL. One frequent criticism is that people react more to single noise events and not as much to “meaningless” time-average sound levels. A time-average noise metric, such as DNL, takes into account both the noise levels of all the individual events which occur during a 24-hour period and the number of times those events occur. The logarithmic nature of the decibel unit causes the noise levels of the loudest events to control the 24-hour average.

Response to Comment F-3

See Response to Comment D-4.

Noise reduction measures considered during the FAR Part 150 Noise Compatibility Study Update are described in Appendices A and B of the NCP. Recommended noise abatement and noise mitigation measures for McCarran International Airport are described in Section III and IV of the NCP, respectively.

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<sup>3</sup> 49 U.S.C. 47501-47507 *Aviation Safety and Noise Abatement Act of 1979*, as amended

Response to Comment F-4

The CCDOA supports continued adherence by FAA air traffic controllers and aircraft pilots to the existing noise abatement flight track procedures that have been identified for McCarran International Airport, including the procedure that directs aircraft over Sierra Vista High School which is located midway between the Rhodes Ranch and Nevada Trails developments. To improve compliance with the existing noise abatement flight track procedures and to reduce “fanning” the CCDOA has recommended in this Noise Compatibility Program further study, and potentially implementation, of new departure procedures that would take advantage of advanced navigational technologies. See the discussion of Noise Abatement Measure 6 in Section III of the NCP.

Response to Comment F-5

See Response to Comment F-1. Noise staff at the CCDOA routinely conduct visits to neighborhoods located in the environs of McCarran International Airport and will continue to do so in the future.

Response to Comment F-6

See Response to Comment F-1.

**From:** "Aircraft Noise" <aircraftnoise@cox.net>  
**To:** "CAPOZZI, Joe" <Joe1674@aol.com>, "NEVADA TRAILS" <AircraftNoise@cox.net>, "SHIRA, Jennifer" <JShira@KatzandAssociates.com>, <AndreaM@mccarran.com>, <JeffJ@mccarran.com>  
**Date:** 9/21/2006 3:23:01 PM  
**Subject:** NOISE STUDY RESPONSE

To Whom It May Concern,  
I am attaching my response to the recent Open House regarding the FAR Part 150 Noise Study. I anticipate your response. Thank you.

Bud Visalli  
Saddle Peak at Nevada Trails  
aircraftnoise@cox.net

This is a special e-mail address for Saddle Peak, Nevada Trails, Coronado Ranch, Rhodes Ranch, Southern Highlands, Mountain's Edge and homeowners within the Southwest area only. This e-mail address is strictly intended for information purposes for the homeowners of these communities and not to be confused with the McCarran Noise Hotline or the McCarran Noise Study Group. Please direct all aircraft noise complaints to the McCarran Noise Hotline at 261-3694 and/or e-mail the McCarran Noise Study Group at:  
info@mccarrannoisestudy.com

+++++  
This communication, together with any attachments hereto or links contained herein, is for the sole use of the intended recipient(s) and may contain information that is confidential or legally protected. If you are not the intended recipient, you are hereby notified that any review, disclosure, copying, dissemination, distribution or use of this communication is STRICTLY PROHIBITED. If you have received this communication in error, please notify the sender immediately by return e-mail message and delete the original and all copies of the communication, along with any attachments hereto or links herein, from your system. Use or redistribution of e-mail addresses without written permission is also STRICTLY PROHIBITED.





**Bud Visalli**  
**7167 Frontier Hills Avenue**  
**Las Vegas, NV 89113-3017**

September 21, 2006

To Whom It May Concern,

---

I find it absolutely outrageous, although not surprising, that the individuals in charge of the FAR Part 150 Noise Study, the FAA and McCarran International are still trying to trick the homeowners in Nevada Trails by conducting a totally flawed noise study. This 60db noise study is definitely going to give false results because it is set up that way. That's like saying if I drove my car 100 miles an hour between the hours of 6 AM and 7 AM and 20 miles an hour any time thereafter I averaged 5 miles per hour in a 24-hour period and therefore wasn't speeding. It's totally absurd. With all due respect to the company that did the study it's obvious that a real live person didn't spend the time to monitor the planes. All they did was set up the equipment and leave the scene. Once again I invite any of you to come and spend a week at my house and then tell me the planes are not obnoxious and aggravating. They fly too low over this community and we still haven't gotten a straight answer as to why they don't gain altitude. There is still talk from certain people that WE KNEW the planes were going to fly over here. As we have stated numerous times we DID NOT KNOW. We were told by The Clark County Department of Aviation that a stand-alone disclosure was to have been given to each and every homeowner to be signed by each homeowner and returned to the Clark County Department of Aviation. We NEVER received that document. Besides, if the Clark County Department of Aviation was aware then that there was going to be a noise issue why are they now claiming that this area is outside of the 60db Noise Contour? Would an area outside of the 60db Noise Contour require a disclosure? The bottom line is the planes are STILL flying over Nevada Trails, they're STILL making noise, they're STILL flying at low altitudes, certain airlines are STILL flying those noisy old planes, we STILL get loud planes flying over at all hours of the night and early morning and after nearly four years the people here STILL have no relief. We're not unreasonable people, why can't the aviation industry work with us? I anticipate your response.

---

1

2

Thank you

Sincerely,

Bud Visalli

**Comment Letter G – Bud Visalli**Response to Comment G-1

The Day-night average sound level (DNL) metric has been widely accepted as the best available method to describe aircraft noise exposure in land use compatibility planning conducted for airport environs areas. The DNL metric is the noise descriptor required by the Federal Aviation Administration (FAA) for use in aircraft noise exposure analyses and noise compatibility planning studies including FAR Part 150 studies. Scientific studies and social surveys that have been conducted to appraise community annoyance to all types of environmental noise have found DNL to be the best measure of that annoyance. There is, in fact, significant consistency in the results of attitudinal surveys that have been conducted in different countries to find the percentages of groups of people who express various levels of annoyance when exposed to different levels of DNL.

While the use of DNL has been criticized recently as not accurately representing community annoyance and land-use compatibility with aircraft noise, much of that criticism stems from a lack of understanding of the basis for the measurement or calculation of DNL. One frequent criticism is that people react more to single noise events and not as much to “meaningless” time-average sound levels. A time-average noise metric, such as DNL, takes into account both the noise levels of all the individual events which occur during a 24-hour period and the number of times those events occur. The logarithmic nature of the decibel unit causes the noise levels of the loudest events to control the 24-hour average.

With respect to the comments regarding the CCDOA’s noise monitoring programs for fixed-wing aircraft and helicopters, it is the CCDOA’s position that the noise monitoring programs are beneficial and provide useful information regarding existing aircraft noise levels in the vicinity of the Airport and allow the CCDOA to keep abreast of changes in aircraft noise exposure. The CCDOA routinely uses data collected through the noise monitoring programs in noise compatibility planning studies and to monitor the level of compliance with existing noise abatement programs. Data collected during the noise monitoring programs are also important in the context of the CCDOA’s ongoing public information programs. The CCDOA, with support of the Public Working Group, intends to continue its bi-annual noise monitoring programs for fixed-wing aircraft and annual monitoring for helicopter tour traffic originating at McCarran International Airport.

Response to Comment G-2

Prospective purchasers of property in the Airport environs should be informed regarding noise exposure in the Airport environs so that they can make reasoned decisions regarding purchasing or renting properties in areas that may be exposed to significant levels of aircraft noise or subjected to aircraft overflights that some individuals may find objectionable. The CCDOA has, since the 1980s, taken an active role in voluntarily reviewing development applications for residential projects proposed for construction in the vicinity of McCarran International Airport. Exhibit IV-15 in the NCP report presents a visual overview of where the CCDOA has participated in the review of development applications. As shown on the exhibit, the CCDOA has notified the Clark County Department of Comprehensive Planning and/or developers regarding potential overflights and related noise in many cases. In some cases the CCDOA has recommended that approval of proposed residential development be conditioned on the provision of adequate sound attenuation in construction and/or provision of stand-alone noise disclosure statements to potential residents. With respect to the Nevada Trails development, the CCDOA recommended that approval of proposed residential development be conditioned on the provision of adequate sound attenuation in

construction and/or provision of stand-alone noise disclosure statements to potential residents. This condition was included by the approving body for the project.

As discussed in Section III of the NCP report, the CCDOA intends to assemble aircraft noise data, including noise exposure maps and maps depicting aircraft flight tracks, for distribution to the real estate community to facilitate the dissemination of this important information to homeowners. In addition the CCDOA intends to work with the Greater Las Vegas Association of Realtors, the Clark County Department of Comprehensive Planning, and the cities of Henderson, Boulder City, Las Vegas, and North Las Vegas to enact State legislation requiring fair disclosure or local ordinances requiring aircraft noise disclosure. Since enactment of state legislation or local ordinances may take several years the CCDOA also intends to continue the voluntary noise disclosure efforts it has initiated.

Robert A. Terpstra  
7197 Frontier Hills Ave.  
Las Vegas, NV 89113  
(702) 862-2569

Received McCarran Int'l Airport

OCT 02 2006

Planning Division

September 25, 2006

Jeff Jacquart  
Clark County Department of Aviation  
P.O. Box 11005  
Las Vegas, NV 89111-1005

**RE: FAR Part 150 Study**

Dear Mr. Jacquart:

This letter serves as a response to the FAR Part 150 Study request for public comment.

I have been a resident of the Nevada Trails community near the intersection of Buffalo & Robindale for 4 years. I have experienced and continue to experience excessive noise as a result of aircraft flying over my home. The excessive noise occurs at all hours, day and night.

---

What do we need to do to narrow the flight path between Buffalo and Durango? Aircraft regularly make their southerly turn too early resulting in flight patterns over Nevada Trails. Planes also turn too late resulting in flights over the Rhodes Ranch community. I've heard all of the excuses. Faster aircraft, slower aircraft, newer aircraft, older aircraft, weather conditions, high volume of flight traffic, etc., etc.

I just want the truth! If flight patterns over Nevada Trails is the reality of the future, then say it! Don't make promises of a remedy to the aircraft noise problem that are not true. Additionally, what is the purpose of the 702-261-3694 noise hotline? I make weekly calls reporting aircraft over my residence, however I never receive a response.

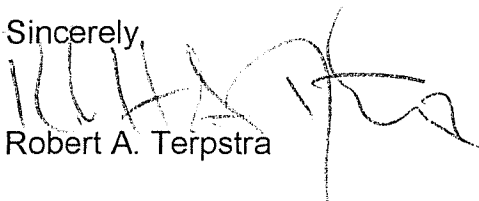
1

I am requesting that the FAR Study committee formally address my complaint of the airport's failure to enforce a flight path between Buffalo Drive and Durango Drive over Warm Springs Road.

---

Thank you for your attention in this matter.

Sincerely,

  
Robert A. Terpstra

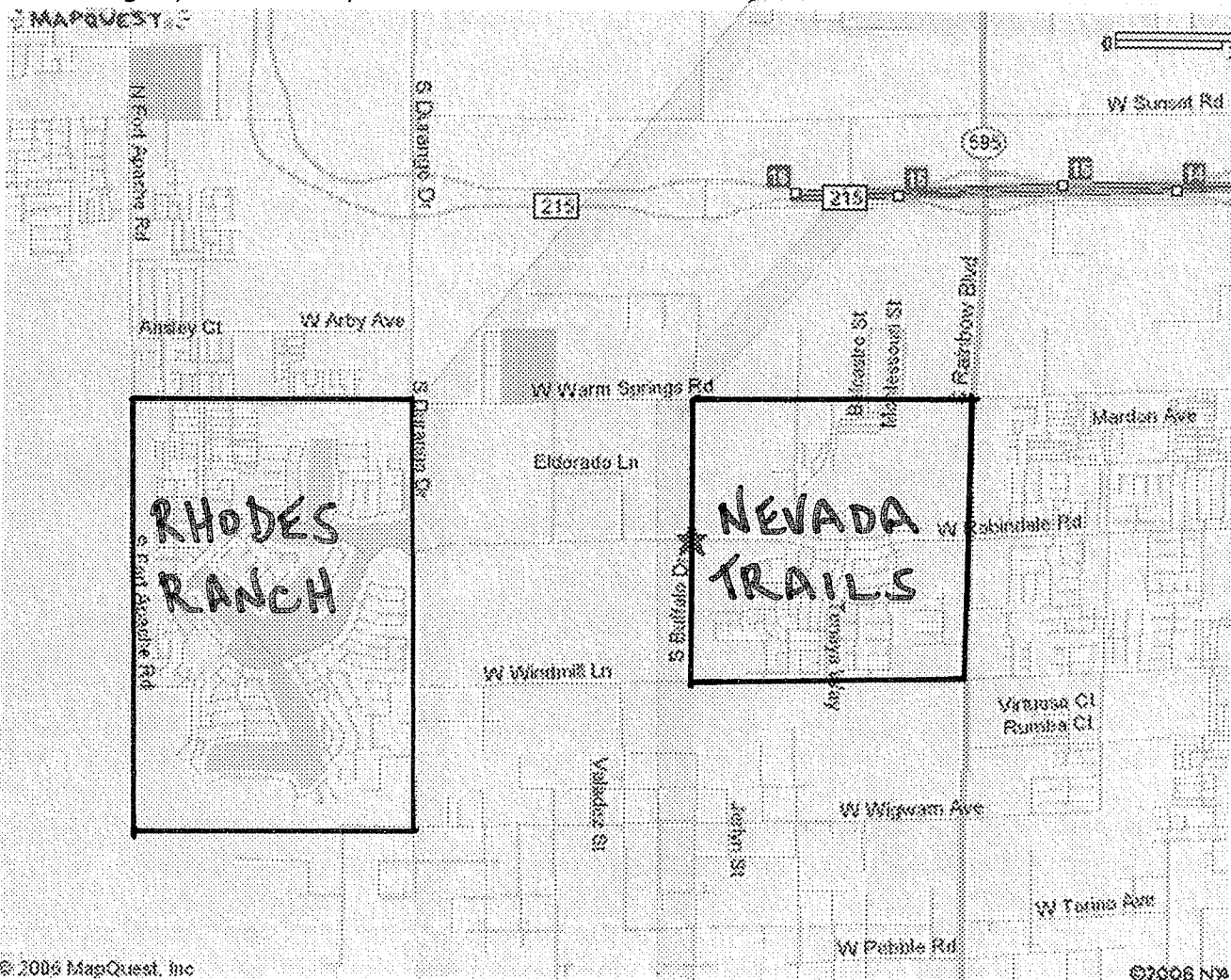
Enclosure: Diagram of flight path

H



★ S Buffalo Dr & W Robindale Rd

Las Vegas, NV 89101, US



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**Comment Letter H – Robert A. Terpstra**

Response to Comment H-1

Comments noted. The CCDOA supports continued adherence by FAA air traffic controllers and aircraft pilots to the existing noise abatement flight track procedures that have been identified for McCarran International Airport, including the procedure that directs aircraft over Sierra Vista High School which is located midway between the Rhodes Ranch and Nevada Trails developments. To improve compliance with the existing noise abatement flight track procedures and to reduce “fanning” the CCDOA has recommended in this Noise Compatibility Program further study, and potentially implementation, of new departure procedures that would take advantage of advanced navigational technologies. See the discussion of Noise Abatement Measure 6 in Section III of the NCP.

October 3, 2006

Jeff Jacquart,

Jeff I writing this letter in hope's of taking this in to consideration in your final review of noise reduction measures. As I'm resident as many others in the Southwest area I see and HEAR the planes on an on going basis. I would say every 2-3 minutes. Sometimes they change their landing sequence and see and HEAR them on their final descent.

---

It would be great to take on the same rules as they do in Orange County. I'm quit sure you are familiar with that rule. When they take off as soon as they reach the safety point they throttle back on the engines and are not aloud to throttle up and climbed to a higher elevation till they get so many miles out of the residential areas.

Would it be possible to do the same concept? Take off into a none residential area, then throttle engines down till they get way out off the residential areas, than at that point start the elevation climb.

---

I know you have huge task in front of you and I wish you well in coming up with an alternative plan to make all of us happy and reduce the noise pollution.

I would like to see Las Vegas be a trend setter instead of all of the other airports in the nation.

Good Luck

Best regards,

Mark Saulic

6030 Doroca St

Las Vegas, Nevada

89148



Received McCarran Int'l Airport

OCT 06 2006

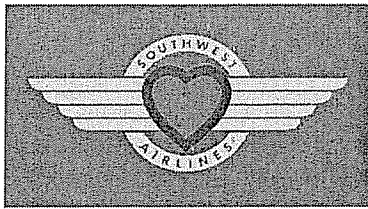
Planning Division



**Comment Letter I – Mark Saulic**

Response to Comment I-1

Abatement Measure 9 described in Section III of the updated Noise Compatibility Program (NCP) for the airport recommends a future study of departure profiles at the Airport. While it would not be feasible or safe to implement the departure procedure referred to by the author of this comment (i.e., the departure procedure at John Wayne Airport in Orange County, California) at McCarran International Airport, the CCDOA and the Public Working Group agreed that further study of the “distant” noise abatement departure profile (NADP), as described in FAA Advisory Circular 91-53A, *Noise Abatement Departure Profiles*, is warranted. A comprehensive discussion of the “distant” NADP is provided in Section III and Appendix A of the NCP. The CCDOA does not have the authority to regulate aircraft in flight.



TO: Jeff Jacquart  
FROM: Billy Self, Southwest Airlines Noise /Airport Consultant  
DATE: October 4, 2006  
RE: McCarran International Airport FAA Part 150 Noise Compatibility Study

---

Dear Sirs,

I represented Southwest Airlines on the Public Working Group for the recently completed FAA Part 150 Noise Compatibility Update at McCarran International Airport.

Having served on all the FAA Part 150 studies for airports that Southwest Airlines serves over the last ten years and having extensive airline Pilot experience I have a good prospective of the FAA Part150 process.

---

I offer the following comments concerning the FAA Part 150 Update Study that was recently completed at McCarran International Airport.

1. This was the best organized FAA Part 150 Study I have ever participated in.
  2. Jeff Jacquart deserves a great deal of credit for guiding the Study in an expeditious manner and at the same time being careful to cover all the required information of a FAA Part 150 Study. I would also like to commend Jeff for setting up bus tours of the noise monitoring sites and noise affected areas surrounding McCarran International Airport. This effort gave the Public Working Group a good feel for the noise issues that the committee would be endeavoring to mitigate.
  3. I would also like to commend the noise consultant teams of Ricondo & Associates, Brown and Butin & Associates, Katz & Associates, and all members of their respective teams. Their work was very professional, but was also compassionate and personal during their presentations and dealings with the Public Working Group. I was particularly impressed with the consultant's legal presentation that was made at the start of the Study. This legal summary of the FAA Part 150 Study process helped the committee understand the parameters set forth in the FAA regulations that we needed to be aware of.
  4. Last but not least, I would like to thank all the members of the Public Working Group who served with me on this Study. All the individuals that served on the Public Working Group were highly professional, and for the most part, put the good of the entire area above their individual needs. The Public Working Group was very congenial and worked well together. This group of people was a pleasure to work with.
- 

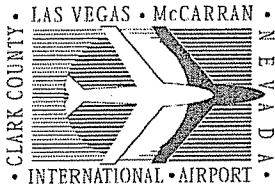
1

J

**Comment Letter J – Billy Self, Southwest Airlines**

Response to Comment J-1

Comments noted. No response necessary.



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



Open House Comment Form

Please use the space below to provide your questions or comments on the FAR Part 150 Noise Compatibility Study Update. Your comments and/or questions will be reviewed and considered when preparing the Update. **You may place you completed comment form in the box provided at tonight's meeting or fold in half and drop it in the mail by Oct. 6, 2006.** Your participation is appreciated throughout this process, thank you for becoming involved. If you wish to receive future project updates, please include your contact information below.

VERY INFORMATIVE APPRECIATE THE EFFORTS

1

Name: MICHAEL MCKENZIE Organization: \_\_\_\_\_

Address: 3226 SHADOW BLUFF AVE LAS VEGAS NV

Phone: 702 456-3851 E-mail: mcmcken2@AUV.NET



**Comment Letter K – Comment Form submitted by Michael McKenzie (September 13, 2006  
Open House Meeting)**

Response to Comment K-1

Comments noted. No response necessary.

McCarran Noise Study (FAR Part 150 Compatibility Study- Examining the Effects of Aircraft Noise on Communities):

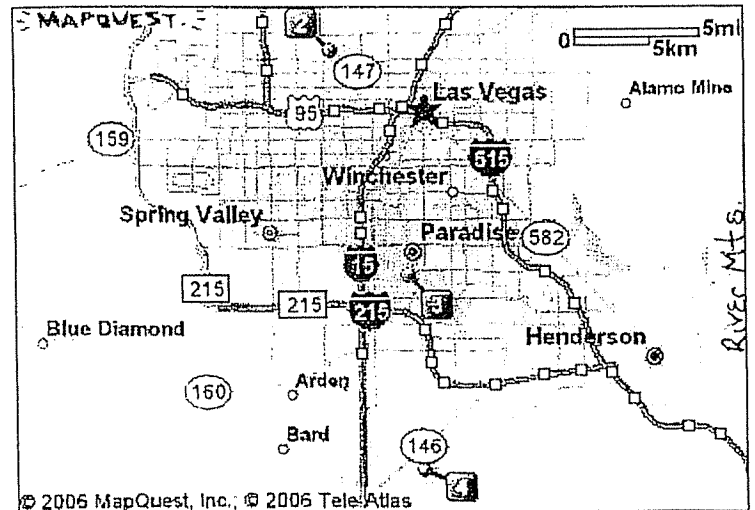
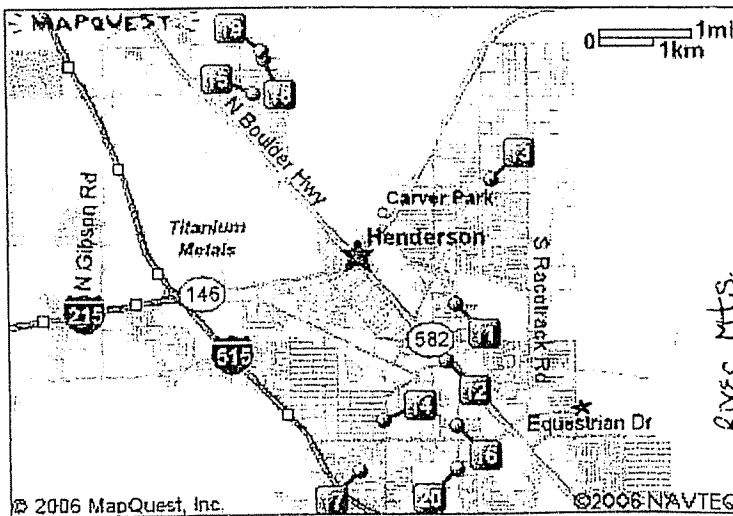
How would you feel if you started noticing the smell of aircraft fuel outside your house; even though you live 20.6 miles from McCarran Airport . . . and the rumbling of commercial aircraft was becoming increasing loud; up to one plane every minute . . . and when you looked outside, commercial airplanes were now buzzing right over your house; making a left turn (right over your house) and flying toward McCarran Airport (and you never noticed THAT before)? So you start making phone calls and searching the internet to find out what was going on. Eureka! You find that FAR Part 150 is being conducted right now to lessen the “significant noise exposure” that “interferes with human activity” (mccarrannoisestudy.com). This will help our community!!

1

So, here’s our plea: have the commercial airplanes fly over Black Mountain, and maintain their altitude ALL the way to the River Mountains in Southeast Henderson (and then make their 90 degree left turn). We hope this will make the aircraft fly at a higher altitude over the River Mountains, and far enough from our home (Equestrian and Magic Way; on the west side of Equestrian Park) and all homes in the community: so that there will be a “significant **reduction** in noise exposure”.

Thank you FAR Part 150!  
Bill Greenberg  
jbgreenberg91@  
702-

MAPQUEST



L

**Comment Letter L – Bill Greenberg**

Response to Comment L-1

It should be noted that the area of concern is less than 12 statute miles from McCarran International Airport and not more than 20 statute miles as stated by the author of the comment.

As discussed in Section III of the draft Noise Compatibility Program (NCP) report the CCDOA is recommending further study of arrival procedures at McCarran International Airport including a feasibility study for continuous descent approach. The CCDOA intends to continue working with representatives of the Federal Aviation Administration to minimize noise caused by aircraft arrivals and departures to the extent feasible and practicable. The NCP does not address air quality concerns/issues. See Response to Comment B-1.

## Jennifer Shira

---

From: webmaster@intermind.net  
Sent: Tuesday, August 29, 2006 7:45 AM  
To: info@mccarrannoisestudy.com  
Subject: From Web Site

name=Kathy Howe  
address=  
phone\_number=  
e\_mail\_address=

---

comments=First I would like to say that my family and I moved out to the Southwest almost twenty years ago and lived in a very quiet environment. We realize that the Las Vegas Valley has had tremendous growth and that airplanes flying over our homes are part of the success we have experienced but I feel that everyone should help in this success and more flight paths be established.. Recently the air traffic in our area seems to be three fold. Planes flying in at a higher altitudes are coming from the West which are so high you do not hear them. The main problem is the ones that are coming from the airport towards the West, flying down 215 and the turn seems to be right over Sierra Vista High School which in turn makes the flight path directly over our home. At any given time of the day or night all you hear is a continual rumble and then the planes are over us and it is impossible to even carry on a conversation. I did call McCarran and ask about Champion Air and the n!

oise they create. I was told they are older planes and that is the reason for the noise as they cannot get up to altitude before they reach our home. Southwest Air Lines also flies over our home at the same flight plan but they are a little higher up but still noisy just the same. Our zoning is rural preservation so that we can live in a somewhat different life style with horses, houses on min. acreage etc. but at this time we feel that we live at the end of the runway. I know that the planes have to fly over but is there any reason they could not fly down a commercial path which would be Durango? I was told when I had called McCarran that if they fly that far they could hit Mt Potosi. I have seen planes fly down this strip and there is no way they would hit this mountain. All they would have to do is make a gradual turn over Sierra Vista High School. Our home is less than one block from Durango which I realize we would still hear the noise but it would be a buffer and!  
not directly over our home.

I know that you have a big job ahead and I look forward to hearing from you. All your time and consideration is very much appreciated.

---

subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: cache-ntc-ad09.proxy.aol.com Remote IP address: :

**M**



**Comment M – Website comment submitted by Kathy Howe**

Response to Comment M-1

Since 2001 the CCDOA has been working with local FAA air traffic control personnel to minimize the number of planes flying over the Nevada Trails and Rhodes Ranch subdivisions and to maximize the use of the preferred departure flight corridor between Durango Drive and Buffalo Drive, south of Warm Springs Road. The CCDOA continues to promote the use of this historical flight corridor by departing aircraft to ensure that new communities are not impacted by aircraft overflights and associated noise. The property in question is located underneath the historical departure flight corridor, but is outside the area exposed to aircraft noise levels of DNL 60 and higher.

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**Sent:** Tuesday, September 26, 2006 2:22 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Josh Swoboda  
address=  
phone\_number=  
e\_mail\_address=

---

comments=I've just moved into this area. The air traffic noise is unbearable. What is the proper way file a complaint?

subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

---

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: nv-76-0-239-190.dhcp.embarqhsd.net  
Remote IP address:

1

N

**Comment N – Website comment submitted by Josh Swoboda**

Response to Comment N-1

Noise complaints can be submitted to CCDOA's noise office by calling the Airport's Noise Complaint Hotline at (702) 261-3694.

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Wednesday, September 27, 2006 12:32 PM  
**To:** 'Robert Klicsu'  
**Subject:** RE: question about noise abatement issues

Mr. Klicsu-  
Please contact Jeff Jacquart at the Clark County Department of Aviation for additional information about this program. He can be reached at 261-5510.  
Thanks!  
Jen Shira  
On behalf of the project team

---

**From:** Robert Klicsu [mailto:rklicsu@qualcomm.com]  
**Sent:** Wednesday, September 27, 2006 7:24 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** question about noise abatement issues

---

Greetings,

I recently read an article concerning "*Airport may buy nearby homes*" in the *Green Valley News*, 9/21 thru 9/27 issue. The article had to do with noise abatement and approximately 1243 homes which were identified as possibly being eligible for purchase. The area mentioned in the article may include my home which is North of the airport between Tropicana and Harmon Avenues. Can you please inform me as to where I can obtain additional information regarding this matter? **1**

Thank you so much for you time and assistance in this manner.

Have a great day.

---

Robert Klicsu



**Comment O – E-mail comment submitted by Robert Klicsu**

Response to Comment O-1

The CCDOA has proposed a voluntary property acquisition program for areas exposed to aircraft noise of day-night average sound level (DNL) 65 and higher. Participation in the property acquisition program would be voluntary under conditions of a “willing buyer/willing seller”. Information regarding the CCDOA’s proposed property acquisition program is detailed in the draft Noise Compatibility Program (NCP) report in Section IV (See Noise Mitigation Measures 1 and 3). As discussed in the Draft NCP, the voluntary property acquisition and sound insulation programs will likely take several years to complete and the CCDOA

It should be noted that the CCDOA is continuing to work with the Federal Aviation Administration (FAA) to finalize the eligibility requirements and boundaries for the proposed voluntary property acquisition program; therefore information presented in the draft NCP is subject to change. Following FAA review and approval of the NCP, the CCDOA will be preparing a more comprehensive report detailing the scope and schedule for the voluntary property acquisition program. Additional details regarding these voluntary programs will be made available in 2007.

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Tuesday, October 03, 2006 6:19 PM  
**To:** 'herobaby@earthlink.net'  
**Subject:** Thank you for your comment

Mr. & Mrs. Varra:  
Thank you for your comment. To further discuss your concerns please call the noise office at 261-5600.  
Thank you,  
Jen  
On behalf of the project team

-----Original Message-----

From: webmaster@intermind.net [mailto:webmaster@intermind.net]  
Sent: Tuesday, October 03, 2006 9:31 AM  
To: info@mccarrannoisestudy.com  
Subject: From Web Site

---

Unable to sleep because of plane noise which has worsen in the past few years.

---

1

P

**Comment P – E-mail comment submitted by Mr. and Mrs. Varra**

Response to Comment P-1

Comment noted.

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Tuesday, October 03, 2006 6:20 PM  
**To:** 'herobaby@earthlink.net'  
**Subject:** RE: Mccarran noise

Ms. Varra:  
Thank you for your comment, to further discuss your concerns please call the noise information line at 261-5600.  
Thank you,  
Jen Shira  
On behalf of the project team

---

**From:** gloria varra [mailto:herobaby@earthlink.net]  
**Sent:** Tuesday, October 03, 2006 9:41 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Mccarran noise

---

I am writing about the air plane noise over my home which has worsen sin ce 1993. We were not informed about plane nose when we move in .  
We are retired seniors unable to sleep. My husband had cancer and need his rest.because of plane noise we are unable to sell or go outside  
planes need to be rotated.  
gloria varra  
[herobaby@earthlink.net](mailto:herobaby@earthlink.net)  
Why Wait? Move to EarthLink.

---

1

Q



**Comment Q – E-mail comment submitted by Gloria Varra**

Response to Comment Q-1

Comments noted. Measures to reduce aircraft noise in the vicinity of McCarran International Airport are detailed in the draft Noise Compatibility Program (NCP) report. The CCDOA and the Public Working Group (PWG) discussed the potential for establishing a “rotated” and/or equalized runway use program but concluded that such a program would not be desirable in terms of noise or feasible considering weather and air traffic patterns in the region. The CCDOA and the PWG agreed that existing arrival and departure patterns minimize, to the extent possible, noise impacts to the community-at-large and hence the updated NCP includes a recommendation to maintain the existing informal preferential runway use program at the Airport.

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**Sent:** Friday, October 06, 2006 3:08 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Bob Reeve  
address=  
phone\_number=  
e\_mail\_address=bobreeve1@.

---

comments=I believe that since this airport has many thousands of people living immediately adjacent to the North of it that a noise monitor should have been placed in that area. I realize that you only use the monitors to validate the computer modeling you use to creat the noise contours, but still, this is an area full of homes and apartments and it is not being noise tested. The area also has possibly the highest concentration of Hispanic households in the valley...are you really getting their input?? Sincerely, Bob Reeve subject=From Web Site email=info@mccarrannoisestudy.com url=http://www.mccarrannoisestudy.com/thankyou.html Submit=Submit

---

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: cache-ntc-ad09.proxy.aol.com Remote IP address:

**R**

**Comment R – E-mail from Bob Reeve**

Response to Comment R-1

The CCDOA conducts noise monitoring programs for fixed wing aircraft operations originating at McCarran International Airport two times a year (summer and winter) using local funds. As presented in Chapter 4 of the draft NEM report, there is already a noise monitoring site directly north of the Airport. As discussed in previous responses, numerous opportunities existed for citizens to provide input and comments regarding the FAR Part 150 Noise Compatibility Study Update and the Public Working Group (PWG) meetings, open house meetings, and the public hearing were well advertised in newspapers of wide circulation.

Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 3:46 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on July 30, 2006  
PLEASE NOTE THE 7:13 PM ENTRY!!

7:16 AM  
7:17 AM  
8:16 AM\*\*EXTREMELY LOUD\*\*  
10:23 AM\*\*EXTREMELY LOUD\*\*  
11 34 AM\*\*EXTREMELY LOUD\*\*  
11:42 AM  
1:17 PM\*\*EXTREMELY LOUD\*\*  
1:49 PM  
2:45 PM  
2:47 PM\*\*EXTREMELY LOUD\*\*  
4:31 PM\*\*EXTREMELY LOUD\*\*  
5:57 PM\*\*EXTREMELY LOUD\*\*  
6:32 PM  
7:09 PM\*\*EXTREMELY LOUD\*\*FLEW OVER MY HOUSE\*\*  
7:13 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*EXTREMELY LOW\*\*BLUE TAIL\*\*ACTUALLY HURT  
EARS WHILE OUTSIDE\*\*  
8:50 PM  
10:07 PM  
11:29 PM  
11:49 PM  
11:52 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

S

Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 3:52 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on July 31, 2006

12:06 AM  
12:09 AM  
12:29 AM  
12:30 PM  
12:35 AM  
8:14 AM  
8:17 AM  
10:35 AM  
7:20 PM\*\*EXTREMELY LOUD\*\*ACTUALLY HURT EARS WHILE OUTSIDE\*\*  
7:26 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

T

Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 3:55 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 1, 2006

7:15 AM\*\*3 PLANES\*\*  
8:15 AM  
8:29 AM  
2:11 PM  
3:03 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

U

Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 4:01 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 2, 2006

6:44 AM  
7:02 AM  
8:21 AM  
4:22 PM\*\*EXTREMELY LOUD\*\*4 ENGINES\*\*  
6:56 PM  
8:05 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1



**Jennifer Shira**

---

From: stan  
Sent: Tuesday, September 05, 2006 4:07 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 3, 2006

8:23 AM  
8:30 AM  
8:39 AM  
8:43 AM  
10:12 AM  
10:23 AM  
11:04 AM  
6:52 PM  
7:14 PM\*\*EXTREMELY LOUD\*\*  
7:45 PM\*\*EXTREMELY LOUD\*\*  
8:21 PM  
10:13 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**1**

**W**



Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 4:11 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 4, 2006

12:04 AM  
12:48 AM  
12:50 AM  
12:58 AM  
11:20 PM  
11:38 PM  
11:40 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

X

Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 4:14 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 5, 2006

7:19 AM  
8:10 AM  
11:19 AM  
8:33 PM\*\*EXTREMELY LOUD\*\*  
11:11 PM  
11:49 PM  
11:54 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

Y

Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 7:57 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 6, 2006

1:24 AM  
5:57 AM\*\*EXTREMELY LOUD\*\*WOKE ME UP\*\*  
10:12 AM\*\*EXTREMELY LOUD\*\*  
5:06 PM  
5:58 PM  
7:31 PM  
11:20 PM  
11:43 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

Z

Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 8:01 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 7, 2006

12:34 AM  
12:36 AM  
8:11 AM  
12:07 PM  
12:15 PM\*\*EXTREMELY LOUD\*\*  
4:42 PM\*\*EXTREMELY LOUD\*\*  
5:47 PM\*\*EXTREMELY LOUD\*\*  
7:27 PM\*\*EXTREMELY LOUD\*\*  
11:23 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

AA

Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 8:05 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 8, 2006

8:38 AM  
8:39 AM\*\*EXTREMELY LOUD\*\*  
9:04 AM\*\*EXTREMELY LOUD\*\*  
9:24 AM  
5:54 PM\*\*EXTREMELY LOUD\*\*  
6:15 PM  
7:27 PM\*\*EXTREMELY LOUD\*\*  
8:33 PM  
9:23 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

Jennifer Shira

---

From: stan1815@peoplepc.com  
Sent: Tuesday, September 05, 2006 8:09 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 9, 2006

12:14AM  
12:15 AM  
12:23 AM  
12:24 AM  
7:23 AM  
8:01 AM  
12:02 PM  
7:18 PM\*\*EXTREMELY LOUD\*\*  
7:22 PM  
11:19 PM  
11:21 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

CC

Jennifer Shira

---

From: stan1815@peoplepc.com  
Sent: Tuesday, September 05, 2006 8:16 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 10, 2006

12:06 AM  
12:13 AM  
12:22 AM  
12:27 AM  
12:31 AM\*\*2 PLANES\*\*  
8:21 AM  
8:36 AM\*\*EXTREMELY LOUD\*\*  
8:51 AM\*\*EXTREMELY LOUD\*\*  
10:50 AM  
11:23 AM  
11:40 AM  
12:08 PM\*\*PLANE FLEW EAST OF MY HOUSE\*\*  
12:09 PM  
12:16 PM  
12:27 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

Jennifer Shira

---

From: stan1815@peoplepc.com  
Sent: Tuesday, September 05, 2006 8:24 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 11, 2006

8:21 AM  
9:24 AM  
4:53 PM  
6:15 PM  
7:02 PM  
7:23 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

EE



Jennifer Shira

---

From: stan1815@peoplepc.com  
Sent: Tuesday, September 05, 2006 8:33 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 12, 2006

12:08 AM  
12:25 AM  
12:34 AM  
12:41 AM  
12:53 AM  
2:50 AM\*\*EXTREMELY LOUD\*\*WOKE ME UP\*\*  
9:48 AM  
10:06 AM  
10:15 AM  
10:56 AM  
11:00 AM  
11:37 AM  
3:45 PM  
6:48 PM  
6:51 PM  
7:32 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
7:56 PM\*\*EXTREMELY LOUD\*\*  
8:17 PM  
8:21 PM  
8:24 PM  
9:08 PM\*\*EXTREMELY LOUD\*\*  
9:09 PM  
9:14 PM  
10:23 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

Jennifer Shira

---

From: stan1815@peoplepc.com  
Sent: Tuesday, September 05, 2006 8:38 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 13, 2006

7:23 AM\*\*EXTREMELY LOUD\*\*WOKE ME UP\*\*  
8:26 AM  
9:00 AM  
9:05 AM\*\*EXTREMELY LOUD\*\*  
12:02 PM  
12:21 PM\*\*EXTREMELY LOUD\*\*  
6:38 PM  
7:16 PM  
9:53 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

GG

Jennifer Shira

---

From: stan1815@peoplepc.com  
Sent: Tuesday, September 05, 2006 8:45 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 14, 2006

12:05 AM  
6:50 AM  
9:30 AM  
10:26 AM  
10:32 AM  
11:08 AM\*\*EXTREMELY LOUD\*\*BLUE TAIL & SIDE MOUNTED ENGINES\*\*  
7:21 PM  
9:26 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
10:50 PM  
10:54 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

Jennifer Shira

---

From: stan1815@peoplepc.com  
Sent: Tuesday, September 05, 2006 8:48 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 15, 2006

12:11 AM  
12:23 AM  
12:29 AM  
7:43 AM\*\*EXTREMELY LOUD\*\*  
8:10 AM  
6:28 PM  
6:54 PM  
7:18 PM\*\*EXTREMELY LOUD\*\*  
7:22 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1



Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 8:52 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 16, 2006

12:22 AM  
12:23 AM  
12:30 AM  
9:52 AM\*\*EXTREMELY LOUD\*\*  
11:06 AM  
11:13 AM  
11:44 AM  
4:59 PM\*\*EXTREMELY LOUD\*\*  
7:29 PM\*\*EXTREMELY LOUD\*\*  
10:56 PM  
11:57 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 8:59 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 17, 2006

12:26 AM  
12:27 AM  
12:29 AM  
12:31 AM  
7:01 AM  
7:04 AM  
9:04 AM  
12:08 PM\*\*EXTREMELY LOUD\*\*BLUE TAIL & SIDE MOUNTED ENGINES\*\*  
12:42 PM\*\*EXTREMELY LOUD\*\*  
4:24 PM  
5:24 PM  
6:33 PM  
7:27 PM\*\*EXTREMELY LOUD\*\*  
8:11 PM\*\*EXTREMELY LOUD\*\*  
11:03 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

1

**Comment S through KK – E-mails submitted by Stan Gordon**

Response to Comments S-1 through KK-1

Noise complaints can be submitted to the CCDOA by calling the Airport's Noise Complaint Hotline at (702) 261-3694.

### **3.1 Attachments To Responses to Public Comments**

The letters provided in this subsection are attachments referenced in the written responses to public comments received during the 38-day public review and comment period. Attachments 1 and 2 are referenced in the responses to Letter A (from the City of Henderson); Attachment 3 is a letter prepared by the Clark County Office of the District Attorney in response to comment Letter E (from the Nevada Environmental Coalition, Inc./Robert Hall).

- Attachment 1 – Two (2) letters from CCDOA to the City of Henderson, dated January 31, 2006 and May 24, 2006.
- Attachment 2 – October 21, 2005 letter from the Federal Aviation Administration to the Clark County Department of Aviation approving the aviation activity forecast.
- Attachment 3 – Letter prepared by the Clark County Office of the District Attorney, dated November 14, 2006.



**3.1.1 Attachment 1**

Attachment 1 includes two letters, dated January 31, 2006 and May 24, 2006, from the Clark County Department of Aviation to the City of Henderson.



McCARRAN INTERNATIONAL AIRPORT

January 31, 2006

## Attachment 1

RANDALL H. WALKER  
DIRECTOR

ROSEMARY A. VASSILIADIS  
DEPUTY DIRECTOR

POSTAL BOX 11005  
LAS VEGAS, NEVADA 89111-1005  
(702) 261-5211  
FAX (702) 597-9559  
E-MAIL: webmaster2@mccarran.com

Stephanie Garcia-Vause, AICP  
City of Henderson, Representative to the Public Working Group  
Deputy Director of Long Range Planning & Special Projects  
240 Water Street  
P.O. Box 95050  
Henderson, NV 89009

**RE: City of Henderson's Requests for Supplemental Noise Information and Additional LAS Data**

Dear Mrs. Garcia-Vause:

This letter is in response to our ongoing communication regarding the Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Plan Update for McCarran International Airport (LAS). (Hereafter referred to as the *LAS Part 150 Update* or *Update*.) The Clark County Department of Aviation (CCDOA) appreciates the opportunity to work with the City of Henderson and all other Public Working Group participants on addressing noise compatibility issues at LAS. A goal of the LAS Part 150 Update includes identifying noise reduction measures, taking into account current and anticipated traffic impacts, that will benefit all communities that surround the nation's sixth busiest airport. CCDOA also hopes that the Update will focus attention on noise reduction efforts that can feasibly be pursued and implemented. (This has been a key theme maintained throughout the Public Working Group process.) It would not be prudent for the Public Working Group and/or the CCDOA to commit to reduction strategies that will be unacceptable to the Federal Aviation Administration (FAA), cannot practically be implemented and enforced, or would significantly detract from achieving other aviation goals critical to this region. It also would not be beneficial to recommend noise reduction strategies, which may be supported by the community at large, that cannot be implemented or enforced by the CCDOA because of limits on our jurisdiction under federal law.

On November 21, 2005, your office requested that the CCDOA utilize supplemental noise metrics as part of the development of the LAS Part 150 Update. The supplemental noise information the City of Henderson requested included (1) Time-Above analysis (TA), (2) Sound Exposure Level (SEL), (3) Equivalent Sound Level (Leq), and (4) Number of Events (N-Level). Henderson contends, and the CCDOA agrees, that the supplemental noise information would provide the community a better understanding of existing and forecasted impacts than would be provided by other noise descriptions already included in the Update. As indicated previously, the CCDOA has several questions and concerns regarding these supplemental noise metrics. First, the FAA has not established guidelines as to the thresholds of significance for each potential supplementary noise metric, and we presume that the City of Henderson likewise has not formally adopted any such threshold.

Clark County Board of Commissioners

Rory Reid, Chair • Myrna Williams, Vice Chair

• Tobias • Myrae Atkinson Gates • Chip Maxfield • Lynette Boggs McDonald • Bruce Woodbury

Second, since SEL is not actually heard by the human-ear, we question whether it would be useful in creating a better understanding of noise impacts. Finally, since the City of Henderson does not place noise disclosure conditions upon projects located within the day-night annual average noise level contours, A-weighted, of 65 decibels (65 DNL) and higher, would the City of Henderson support placing noise disclosure conditions on projects located within these supplemental noise contours as part of the development approval process?

On January 5, 2006, your office requested (1) a technical meeting between the CCDOA, the Part 150 consultant team, the City of Henderson, and your noise consultants, (2) aviation forecasts, (3) air traffic control procedures, (4) capacity analysis, and (5) noise exposure inputs and assumptions. The following is the CCDOA's response to these requests.

Request #1 was completed via a telephone conference call among the parties requested on January 24, 2006. Information pertaining to request #2 is included on page 14 of the June 21, 2005, Public Working Group presentation, titled *Overview of the Clark County Aviation System*. Supplemental information is included on pages 3 through 12 of the September 27, 2005, Public Working Group presentation titled *History and Future of Operations at McCarran*. A readable fleet-mix table was provided to the Public Working Group on January 24, 2006. (See page 3 of the *Next Steps Back-Up Material*.) Finally, enclosed for your review is the *Forecast of Commercial Service Airport Activity in the Las Vegas Metropolitan Area*, dated June 8, 2005, as approved by the FAA.

Information pertaining to request #3 can be found on pages 34-42 of the *Next Steps Back-Up Material*, provided to the Public Working Group on January 24, 2006. Information pertaining to request #4 is included in the October 25, 2005, Public Working Group presentation, titled *Capacity Analysis for the Baseline Runway Use Projections*. Supplementary information regarding request #4 can also be found with the *Next Steps Back-Up Material* (see pages 5-16). Additional material regarding capacity analysis will be discussed at the supplementary Public Working Group meeting, to be held March 14, 2006, from 4:00 PM to 6:00 PM, in the Pueblo Room of the Clark County Government Center.

Information pertaining to request #5 is in the October 25, 2005, Public Working Group presentation, titled *Baseline Noise Exposure Maps*. Supplementary information regarding request #5 can also be found with the *Next Steps Back-Up Material* (see pages 3, 15-16, 18, and 26-33). The CCDOA, at the request of the City of Henderson, also completed a set of 2017 Baseline Noise Exposure Maps with the anticipated changes to the runway use at LAS and using the same runway use percentages for the 2004 calendar year. Those noise contours files were e-mailed to your GIS staff last week.

Stephanie Garcia-Vause

January 31, 2006

Page 3

Additionally, at the close of the January 24<sup>th</sup> conference call, the CCDOA also committed to supplying the City of Henderson with historical runway use data derived by the AirScene application (a Rannoch Corporation proprietary software package). The attached table provides annual runway use for large air carrier aircraft. (Please note that the runway use percentages may have slightly changed due to the removal of some smaller commuter jets from the large air carrier aircraft category.)

If you have any questions regarding any material mentioned in this letter, please let me know. I look forward to receiving the City of Henderson's suggestions for supplemental noise contour criteria.

Sincerely,



JEFEREY M. JACQUART  
Airport Program Administrator

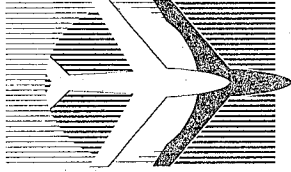
Enclosures

cc w/out enclosures: Philip D. Speight, City Manager  
Shauna Hughes, City Attorney  
Randall H. Walker, Director of Aviation  
Rosemary A. Vassiliadis, Deputy Director of Aviation





**LAS VEGAS**



McCARRAN INTERNATIONAL AIRPORT

**Attachment 1**

**Department of Aviation**

**RANDALL H. WALKER**  
DIRECTOR

**ROSEMARY A. VASSILIADIS**  
DEPUTY DIRECTOR

POSTAL BOX 11005  
LAS VEGAS, NEVADA 89111-1005  
(702) 261-5211  
FAX (702) 597-9553  
E-MAIL: webmaster2@mccarran.com

May 24, 2006

Mr. L. Tracy Foutz, AICP  
City of Henderson, Alternate Representative to the Public Working Group  
Assistant Director of Community Development  
240 Water Street  
P.O. Box 95050  
Henderson, NV 89009

Mrs. Stephanie Garcia-Vause, AICP  
City of Henderson, Representative to the Public Working Group  
Deputy Director of Long Range Planning & Special Projects  
240 Water Street  
P.O. Box 95050  
Henderson, NV 89009

**RE: City of Henderson's Comments regarding March and April, 2006 Public Working Group Meetings**

Dear Mr. Foutz and Mrs. Garcia-Vause:

This letter is in response to your correspondence, dated April 3, April 18 and May 4, 2006, regarding the Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Plan Update for McCarran International Airport (LAS). (Hereafter referred to as the *Update*.) As noted in previous correspondence, a goal of the Update includes identifying noise reduction measures, taking into account current and anticipated traffic levels and operational procedures, which will benefit communities that surround the nation's fifth busiest airport. The 2011 and 2017 noise exposure maps (NEMs) reflect how the airport will likely operate in future years, accounting for changes in destination airports (e.g., increase in long-haul flights); trends in airport operations; changes in Federal Aviation Administration (FAA) operating procedures; and airline delay issues.

Under FAR Part 150, the Clark County Department of Aviation (CCDOA) is required to prepare NEMs that accurately represent the anticipated impacts of aircraft operations. In addition to the requirements of FAR Part 150, the CCDOA believes that it is appropriate and prudent to provide the community with NEMs that accurately represent anticipated operational procedures and noise impacts. As suggested by the City of Henderson, the CCDOA could use actual runway use percentages from 2004 for both forecasted NEMs (2011 and 2017). (At the request of the City of Henderson, the CCDOA did develop NEMs reflecting 2004 runway use percentages for 2011 and 2017.) However, it must be noted that runway use is not constant and has and will continue to change at LAS in



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response to increasing numbers of large air carrier aircraft operations. The forecasted NEMs prepared for the Update must reflect the anticipated changes in runway use that will occur to accommodate the increasing traffic levels. Using the 2004 runway use percentages for future conditions does not produce NEMs that accurately represent future noise exposure conditions.

It is also important to note that FAR Part 150 encourages that the program be reviewed every five years. Therefore, it is likely that the Update being prepared today will be reviewed sometime after 2010. A future FAR Part 150 Update for LAS would reflect any differences in actual runway use occurring in future years than has been predicted for this Update. The purpose for developing a 2017 NEM as part of this Update is to provide the Valley's residents and the development community information regarding anticipated long-term noise exposure, in addition to existing (2004) and short-term (2011) noise exposure in the airport environs.

I would like to specifically respond to a number of issues identified in your April 3<sup>rd</sup>, April 18<sup>th</sup> and May 4<sup>th</sup> correspondence:

### **1. Aviation Forecasts**

Your May 4<sup>th</sup> correspondence stated that I believed the June 2005 document, entitled "Forecast of Commercial Service Activity in the Las Vegas Metropolitan Area", is not the same data used in the "Aviation Activity Forecast Report" for the proposed Ivanpah Valley Airport, prepared by URS. This statement is incorrect. The data used in the "Forecast of Commercial Service Activity in the Las Vegas Metropolitan Area" is the same data used in the "Aviation Activity Forecast Report".

Your May 4<sup>th</sup> correspondence stated that no additional information was provided regarding the non-zero values listed in the readable fleet-mix table. This statement is incorrect. A number of the documents provided to the City of Henderson (listed in Appendix A of the May 4<sup>th</sup> letter) provide detailed fleet-mix information.

The statistical information regarding aircraft operations and aircraft types, based on Federal Aviation Administration data, can vary from operational counts used by the CCDOA. A difference may exist because some FAA operational counts include aircraft that do not actually use the airport facilities (i.e., land or depart). This variance was explained during our meeting on May 3, 2006.

### **2. Greater Compliance with the Informal Preferential Runway Use Program.**

As indicated throughout the Update process, the CCDOA still supports and recommends that the informal preferential runway use program be clarified and retained in the Update, while also balancing capacity demands. Over the past few years, the FAA and the airlines have repeatedly stated that they need to (1) operate in a north-east flow (landing



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from the south/west and departing to the north/east) more frequently, and (2) utilize the north-south runways more often during the nighttime hours when traffic demands warrant their use, and have asked the CCDOA to support such action.

The anticipated change in runway utilization affects many portions of the Las Vegas Valley, not just the City of Henderson. For example, during the nighttime hours, more aircraft will likely land from the north and depart to the south. Additionally, during the daytime hours, more aircraft will likely land from the south and depart to the north.

It should be noted that runway use percentages applied to previous FAR Part 150 studies for LAS, and various Environmental Assessments for facility improvements, were based on data available at the time. For example, the 1.7% figure used to represent the number of air carrier aircraft that departed Runway 07L at LAS was based on an observation of runway use conducted over a four day period in June 1987. More accurate runway use became available after the CCDOA acquired an aircraft flight tracking and noise monitoring system in 2000.

The City of Henderson recommends adding the words "improve compliance" to the informal preferred runway use program. In order to determine improved compliance, future runway use analyses would need to be compared against a baseline dataset. As provided to the Public Working Group (PWG) in various presentations, runway use percentages at LAS differ from month to month and year to year due to weather conditions, traffic demands, and construction activities.

On March 14, 2006, a special PWG meeting was held to address the interaction between runway use and demand at LAS. The expired interlocal agreement between Clark County and the City of Henderson acknowledged that traffic conditions can trigger a change in the runway use. The City of Henderson's April 18<sup>th</sup> correspondence implies that only weather conditions impact airfield configuration and runway use. The CCDOA will continue to encourage that the informal runway program be utilized as often as possible, but not to a point that would negatively impact the economic ability of the airlines to continue to operate at LAS.

### **3. Better definition of when departures are "required" on Runway 7L.**

As noted in the City of Henderson's April 18<sup>th</sup> correspondence and the expired agreement between Clark County and the City of Henderson, the FAA has the ultimate authority regarding runway use. As stated previously, the use of the runways is the result of weather conditions, traffic demands, and airport construction. Therefore, the term "required" in the description of the informal preferential runway use program should be changed to "necessary". The change in terminology clarifies that neither Clark County nor the City of Henderson regulates runway use at LAS, and that the FAA will determine the runway configuration as needed, based on their determination or individual pilot requests.

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The Update is not being developed to "allow a gradual increase in noise conditions", as referenced in the April 18<sup>th</sup> letter. The information contained within the Update reflects anticipated changes in runway use at LAS and the associated noise exposure.

#### **4. Proposed Noise Exposure Maps.**

The increase in aircraft noise exposure within the City of Henderson between 2004 and 2011/2017 is not strictly associated with anticipated increases in eastern departures from Runway 7L. The increase in aircraft noise exposure is largely caused by the increase in the number of arrivals on Runway 25L - the preferred arrival runway for large air carrier aircraft. As stated in PWG presentations, the contribution of arrival noise for newer aircraft models is becoming equally as important as departure noise impacts for some portions of the community. This arrival versus departure noise comparison is supported by measurements of single event sound exposure level (SEL) and maximum noise level (Lmax) data collected last summer in Whitney Ranch. The summary data for site M5 (the Whitney Ranch site; attached for your review) found that for the aircraft types of the Boeing 737-100/200 series, Boeing 737-300 plus series, Boeing 757 series, and Airbus A319 or A320 series, arrival noise was actually louder than departure noise. This finding is also supported by the flight track analysis completed for Sean Robertson on March 13, 2006, (also attached for your review) which found that 99% of the large air carrier arrivals over Whitney Ranch are less than 2,000 feet above ground level. Conversely, 99% of the large air carrier departures over Whitney Ranch are above 2,000 feet above ground level.

As discussed in our meeting on May 3<sup>rd</sup>, the attached map demonstrates that if the runway use does not change in future years, then the actual noise impact on the City of Henderson is greater compared to the impact with the anticipated changes in the runway use. Therefore, the 59% increase in the City of Henderson 65 DNL referenced in your letter does not compare the anticipated runway use to 2004 runway use. When a comparison is made between these two NEMs, there is actually a decrease in the 65 DNL noise contour in Henderson for 2011 and 2017 for the anticipated runway use.

If you have any questions regarding any material mentioned in this letter, please let me know. If the City of Henderson has suggestions for improving airfield and airspace capacity at LAS, in the short-term or long-term future, which would not involve changes in runway use, we would suggest sharing such comments with the Federal Aviation Administration. For almost the last two decades, the CCDOA has made capital improvements that would facilitate western departures and continually discouraged any increases in eastbound departures that seemed unnecessary. Over the last few years, the airlines and the FAA have made it very clear to the airport that historical operating procedures must change in order to resolve current delay issues and future capacity demands.

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Sincerely,



JEFFREY M. JACQUART  
Airport Program Administrator

Enclosures

cc: Philip D. Speight, City Manager  
Shauna Hughes, City Attorney  
Randall H. Walker, Director of Aviation  
Rosemary A. Vassiliadis, Deputy Director of Aviation  
William Withycombe, FAA  
Del Meadows, FAA  
Kathryn Higgins, FAA

**APPENDIX D**  
**SUMMARY OF SINGLE EVENT NOISE LEVEL MEASUREMENTS**  
**MCCARRAN INTERNATIONAL AIRPORT**  
**SUMMER 2005**

<b>Aircraft Type</b>	<b>Number Sampled</b>	<b>SEL, dBA Mean (Range)</b>	<b>Lmax, dBA Mean (Range)</b>	<b>Azimuth</b>
<b>Site M1 – Arrivals on Runway 19R (7/13/05)</b>				
B757	2	85.6(84.6-86.4)	77.5(76.2-78.7)	30°W
A319/320	10	82.9(81.5-85.4)	74.9(73.2-78.6)	30°W
MD80/90	2	85.9(85.2-86.5)	79.2(77.6-80.8)	30°W
CRJ	3	81.7(81.5-81.8)	73.7(73.3-74.3)	30°W
Twin Turboprop	6	80.6(83.5-76.0)	72.4(67.6-75.7)	30°W
B737-100/200(Q)	5	88.3(91.4-84.6)	79.8(76.8-84.5)	30°W
B737-300+	12	85.0(81.9-86.9)	77.5(74.1-81.1)	30°W
Bizjet	20	77.3(72.0-80.9)	68.9(63.7-72.9)	30°W
<b>Site M2 – Arrivals on Runway 25L (7/15/05)</b>				
B737-100/200(Q)	1	72.7	63.7	15°S
B737-300+	19	72.0(68.5-75.8)	63.2(59.5-66.7)	15°S
B747	1	76.2	66.8	15°S
B757	9	74.6(78.3-72.1)	64.9(61.8-68.8)	15°S
B767	1	74.1	65.7	15°S
A319/320	3	69.8(69.1-70.2)	60.9(59.8-62.0)	15°S
MD80/90	2	71.5(72.1-64.6)	63.2(61.7-64.6)	15°S
<b>Site M2 – Departures on Runway 07L (7/15/05 and 7/21/05)</b>				
B717	1	81.0	72.9	45°S
B727-200(Q)	1	93.2	83.4	30°S
B737-100/200(Q)	5	89.2(87.4-90.3)	79.1(77.9-80.1)	45°S
B737-300+	55	85.6(72.2-88.3)	75.8(72.2-79.3)	45°S
B757	9	83.8(87.6-80.2)	73.9(81.0-70.7)	45°S
B767	2	88.6(86.8-89.8)	77.9(77.7-78.1)	30°S
A319/320	25	83.5(79.2-86.3)	73.0(69.2-77.4)	45°S
Bizjet	11	85.3(75.4-93.6)	70.9(65.1-85.1)	30°S-45°S
CRJ	5	78.6(74.7-81.7)	68.8(64.4-71.7)	45°S
DC10	1	92.7	84.0	15°S
MD80/90	10	92.2(74.7-81.7)	82.1(69.8-85.7)	45°S
Twin Turboprop	2	72.4(70.2-73.8)	65.4(64.8-66.0)	45°S-45°N

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<b>Site M3 – Departures on Runway 25R (7/14/05)</b>				
B737-100/200(Q)	3	70.7(66.0-72.4)	59.7(57.1-62.2)	30°S
B737-300+	40	66.7(61.0-74.3)	55.8(51.7-61.9)	30°S
B757	5	68.9(64.2-72.4)	56.9(53.2-59.4)	30°S
B767	2	66.1(65.0-66.9)	54.1(51.1-57.5)	30°S
A319/320	13	63.9(61.5-67.0)	54.1(51.1-57.5)	30°S
DC10	1	73.1	63.6	30°S
MD80/90	9	71.4(65.1-74.1)	61.1(55.1-65.4)	30°S
<b>Site M4 – Arrivals on Runway 25R (7/13/05 and 7/21/05)</b>				
B737-300+	98	85.5(76.2-90.0)	77.4(81.2-83.6)	75°N
B747	2	93.8(82.9-94.6)	86.1(85.9-86.2)	75°N
B757	22	86.7(78.9-89.4)	77.5(68.5-81.0)	75°N
B767	14	87.1(80.5-90.6)	77.5(70.9-81.6)	75°N
A319/320	33	84.4(78.0-89.8)	75.4(69.7-82.8)	75°N
Bizjet	9	81.6(75.5-86.8)	71.8(67.1-78.3)	75°N
CRJ	21	83.3(75.4-90.0)	75.4(68.6-80.7)	75°N
MD80/90	8	88.7(92.1-82.9)	79.6(74.2-84.5)	75°N
Single Engine Prop	1	88.7	79.6	75°N
<b>Site M4 – Departures on Runway 07L (7/21/05)</b>				
B717	1	80.5	71.6	75°N
B727-200(Q)	2	102.1(102.1)	93.7(92.9-94.9)	75°N
B737-300+	30	86.3(78.5-88.2)	77.4(73.7-80.0)	75°N-90°
B757	9	85.4(82.4-87.5)	75.5(73.0-79.0)	75°N-90
B767	2	87.9(87.9)	79.3(79.1-79.4)	75°N-90
A319/320	21	84.7(81.6-87.6)	75.2(71.6-79.0)	75°N-90
Bizjet	11	80.0(72.8-84.8)	69.0(63.9-76.7)	60°N-90
CRJ	8	81.4(74.6-83.8)	71.4(64.8-74.6)	75°N
MD80/90	1	94.9	87.8	75°N
<b>Site M5 – Arrivals on Runway 25R (7/13/05)</b>				
B737-100/200(Q)	1	84.9	75.3	90°

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<b>Site M5 – Arrivals on Runway 25R (7/13/05) continued</b>				
B737-300+	114	82.5(73.4-86.8)	73.6(68.2-78.8)	90°
B747	1	87.5	78.1	90°
B757	26	83.2(73.4-86.9)	73.4(68.8-76.1)	90°
B767	6	85.5(81.9-87.6)	76.2(72.7-78.5)	90°
A319/320	18	82.3(79.5-84.7)	72.8(69.9-76.3)	90°
Bizjet	8	76.5(72.5-78.2)	67.6(65.1-69.8)	90°
CRJ	11	80.7(79.0-81.6)	71.2(69.6-73.0)	90°
ERJ	5	79.8(73.7-85.0)	68.8(66.0-74.7)	90°
MD80/90	10	84.2(80.2-87.5)	73.9(71.2-77.7)	90°
Single Engine Prop	1	79.3	73.2	90°
Twin Turboprop	1	87.3	77.9	90°
<b>Site M5 – Departures on Runway 07L (7/13/05)</b>				
B727-200(Q)	2	82.6(81.7-83.3)	72.3(71.0-73.6)	90°
B737-300+	16	81.5(76.1-83.2)	72.1(68.2-75.5)	90°
B757	5	82.4(79.5-82.3)	71.5(69.7-73.5)	90°
A319/320	3	81.6(80.6-82.3)	72.7(72.1-73.2)	90°
CRJ	2	70.7(70.1-71.3)	64.5(63.9-65.0)	90°
MD80/90	1	88.1	78.4	90°
<b>Site M6 – Arrivals on Runway 07L (7/15/05)</b>				
B737-300+	5	75.1(70.9-78.1)	65.7(62.1-68.9)	60°E-90°
A319/320	1	76.3	73.1	75°W
<b>Site M6 – Departures on Runways 25L/R (7/15/05)</b>				
B727-200(Q)	1	95.4	86.7	75°W
B737-300+	74	79.0(73.5-85.8)	68.8(61.0-76.8)	75°E-75°W
B747	1	81.3	71.6	90°
B757	14	78.5(73.5-81.7)	68.6(62.9-72.2)	60°E-90°
B767	7	83.5(79.5-8.4)	72.6(69.6-77.5)	75°E-90°
A319/320	34	79.0(73.9-81.2)	69.3(64.0-72.7)	75°E-75°W
Bizjet	1	86.1	77.7	75°E

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<b>Site M6 – Departures on Runways 25L/R (7/15/05) continued</b>				
CRJ	9	78.7(70.0-84.5)	67.2(61.8-74.5)	60°W-75°E
MD80/90	5	86.4(80.6-88.9)	76.0(70.6-80.1)	75°E
<b>Site M7 – Departures on Runways 25L/R (7/15/05)</b>				
B727-200(Q)	1	85.7	75.8	30°W
B737-100/200(Q)	1	78.9	67.4	30°W
B737-300+	66	76.9(68.3-81.7)	65.2(52.5-72.8)	30°W-60°W
B757	14	71.6(67.0-74.2)	58.9(53.2-62.6)	30°W
B767	1	71.7	60.2	30°W
A319/320	28	73.4(67.4-77.7)	62.0(54.5-66.8)	30°W-60°W
CRJ	3	70.7(66.6-72.9)	60.2(54.4-64.1)	30°W-60°W
DC10	1	83.3	68.8	60°W
ERJ	1	63.9	51.3	30°W
MD80/90	8	81.5(64.1-90.1)	61.5(52.7-81.9)	30°W-90°
<b>Site M8 – Departures on Runway 19L (7/14/05)</b>				
B737-100/200(Q)	2	88.4(88.3-88.5)	78.8(78.7-78.8)	60°E
Bizjet	21	78.4(66.7-84.5)	68.1(61.8-76.1)	60°E
CRJ	3	79.1(74.8-82.5)	68.5(65.9-72.2)	60°E
<b>Site M10 – Arrivals on Runway 07R (7/15/05)</b>				
B737-300+	16	84.1(78.0-86.9)	75.4(67.8-80.3)	60°S
B757	2	83.7(84.9-84.9)	73.4(71.7-75.1)	60°S
A319/320	4	82.8(80.7-85.8)	72.8(70.5-75.1)	60°S
Bizjet	4	78.2(64.7-83.3)	65.0(58.4-73.9)	60°S
MD80/90	1	81.6	72.3	60°S
Twin Turboprop	2	77.7(76.1-78.8)	67.3(65.7-68.8)	60°S
<b>Site M10 – Departures on Runway 25R (7/14/05)</b>				
B727-200(Q)	1	100.2	92.6	90°
B737-100/200(Q)	3	87.3(84.5-89.9)	77.5(74.1-81.0)	90°
B737-300+	82	85.1(80.6-88.1)	86.0(70.9-81.4)	90°
B757	19	84.8(80.6-88.0)	75.5(70.9-79.6)	90°

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<b>Site M10 – Departures on Runway 25L (7/14/05) continued</b>				
B767	3	88.0(82.6-90.1)	78.9(73.6-83.1)	90°
A319/320	27	84.4(72.5-87.6)	75.1(67.2-81.4)	90°
Bizjet	9	82.4(73.8-85.6)	72.2(65.7-77.1)	90°
CRJ	7	78.8(74.6-82.1)	70.3(64.6-75.0)	90°
DC10	1	95.0	87.3	90°
ERJ	2	78.1(70.5-80.7)	68.1(62.4-73.8)	90°
MD80/90	14	96.3(84.0-103.1)	85.6(75.8-96.1)	90°

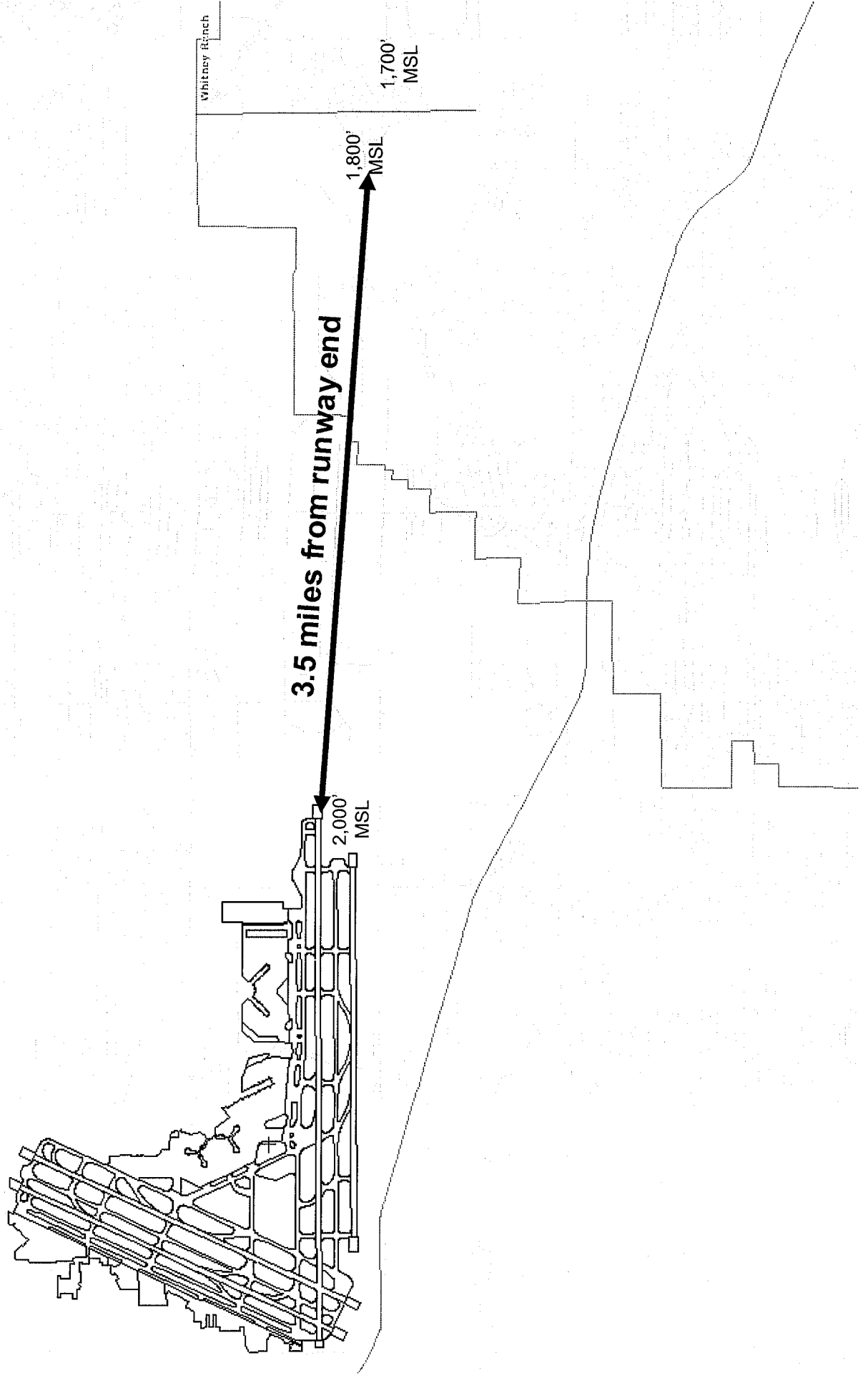


# Analysis of JET Operations in 2005 over Whitney Ranch

March 2006

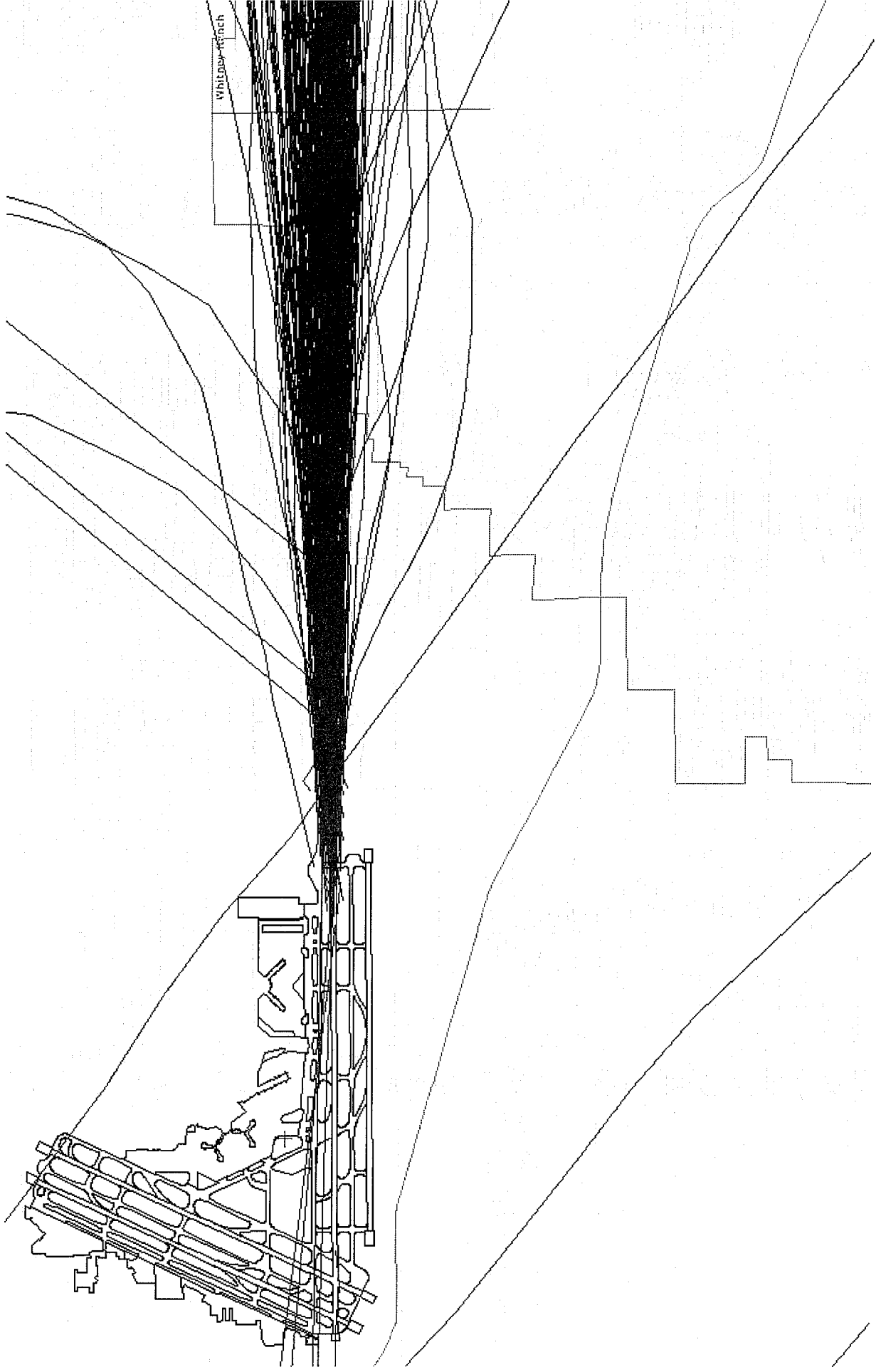
Jeff Jacquart

# Proximity to McCarran International Airport

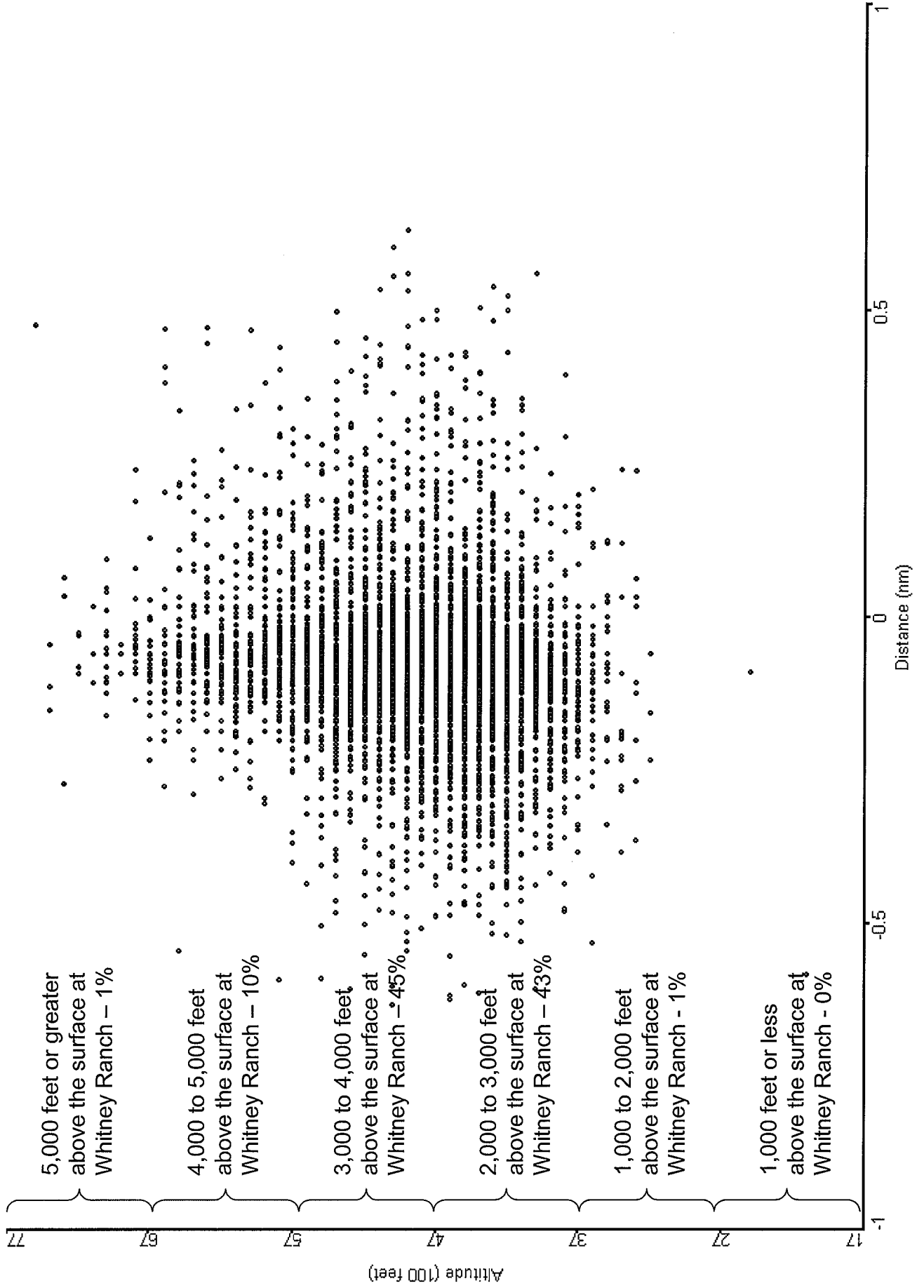


# Proximity to McCarran JET Departures

(July 20, 2005)

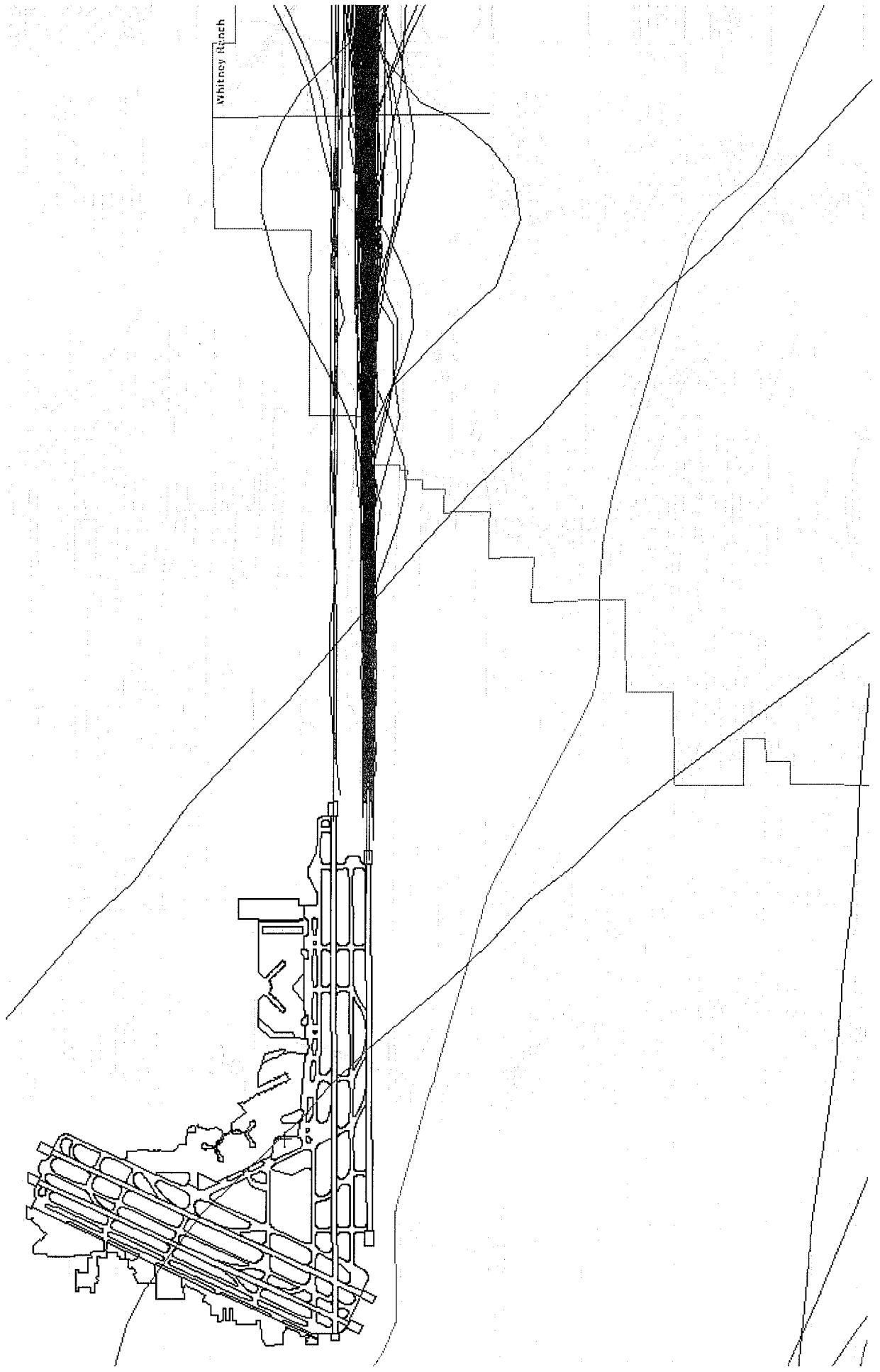


# Altitude of McCarran JET Departures

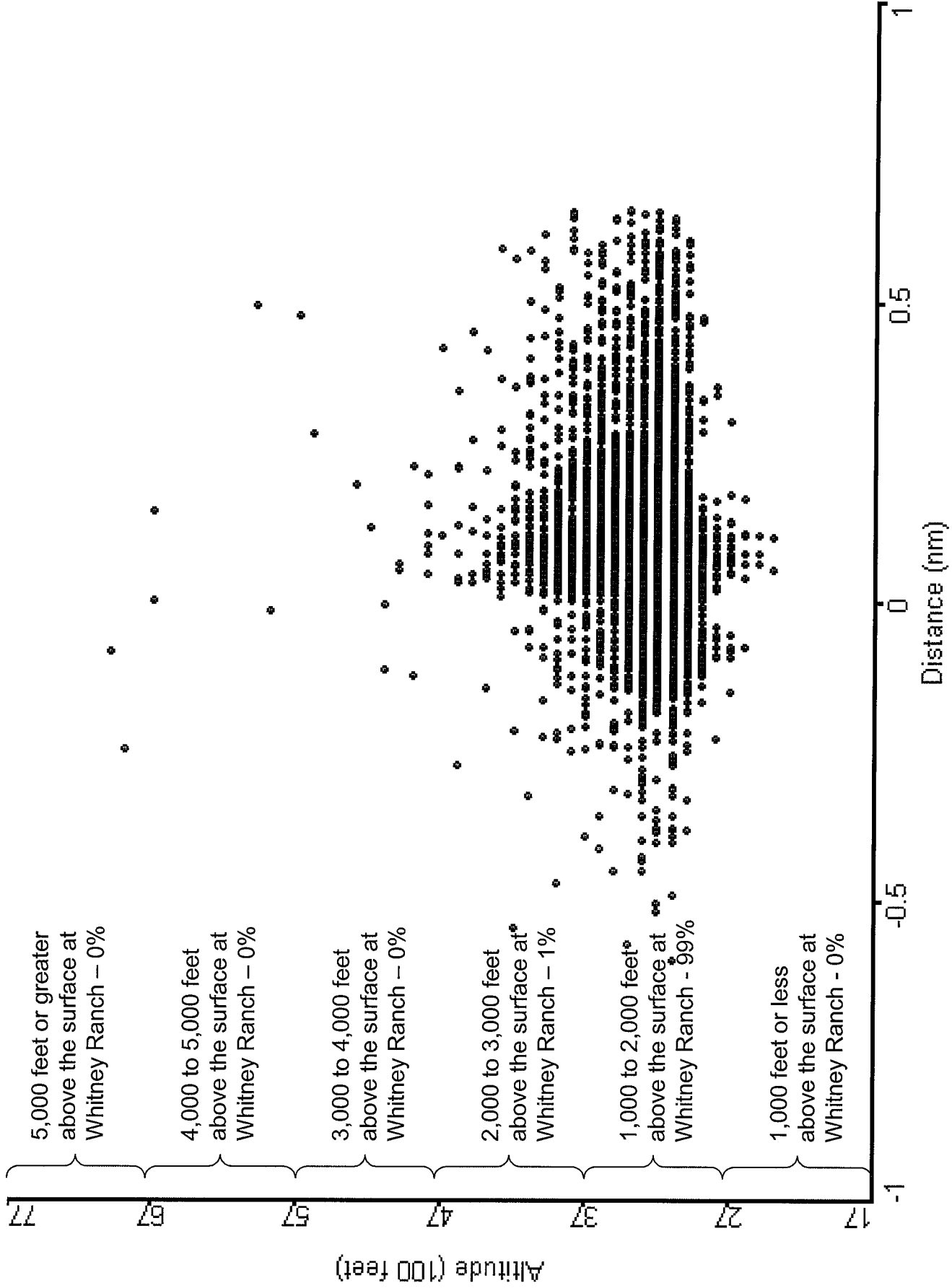


# Proximity to McCarran JET Arrivals









(July 23, 2005)

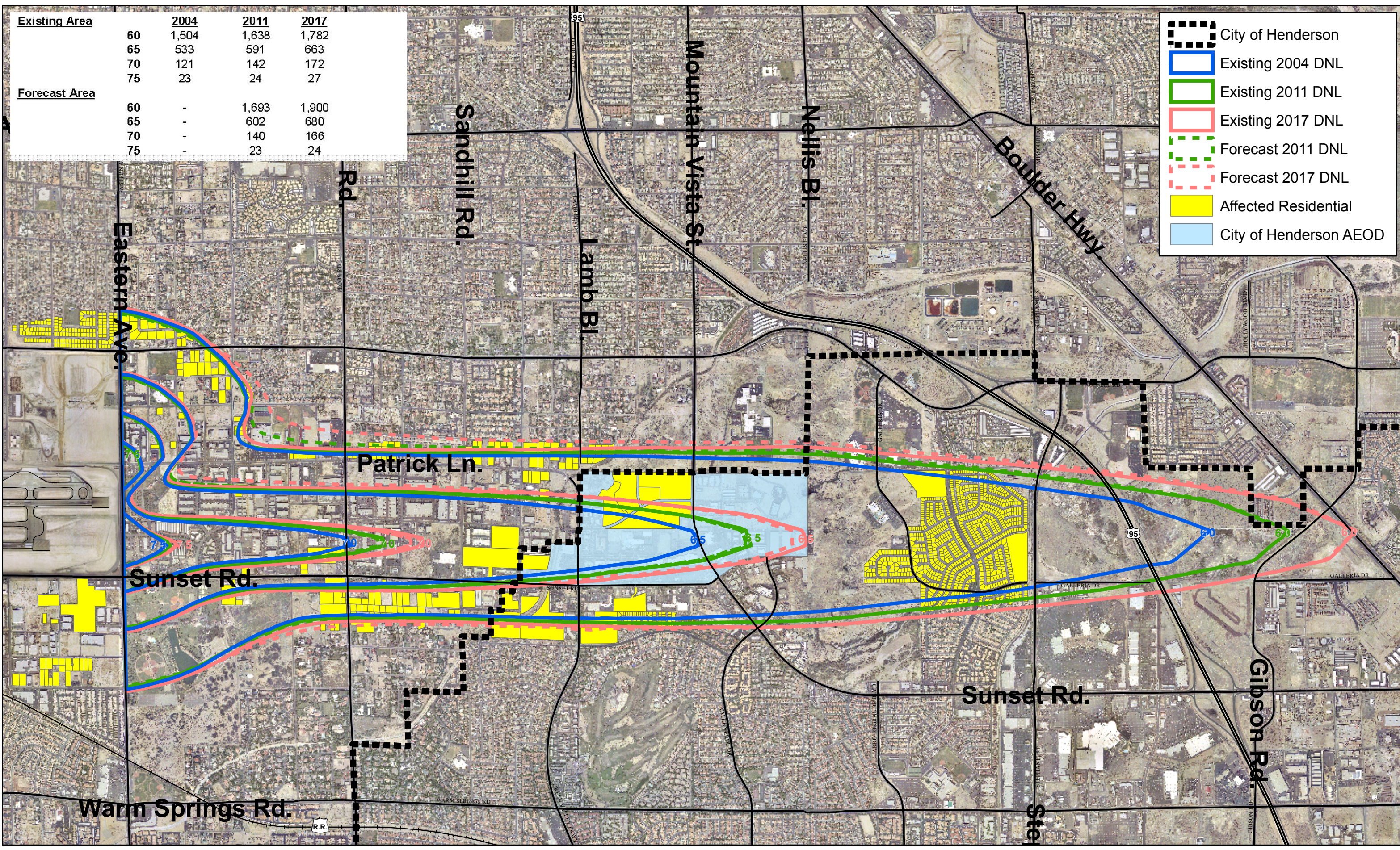


# Altitude of McCarran JET Arrivals



Existing Area	2004	2011	2017
60	1,504	1,638	1,782
65	533	591	663
70	121	142	172
75	23	24	27
Forecast Area	2004	2011	2017
60	-	1,693	1,900
65	-	602	680
70	-	140	166
75	-	23	24

-  City of Henderson
-  Existing 2004 DNL
-  Existing 2011 DNL
-  Existing 2017 DNL
-  Forecast 2011 DNL
-  Forecast 2017 DNL
-  Affected Residential
-  City of Henderson AEOD



Warm Springs Rd.

Ste

Gibson Rd.

Sunset Rd.

Sunset Rd.

Patrick Ln.

Eastern Ave.

Sandhill Rd.

Mountain Vista St.

Nellis Bl.

Boulder Hwy.

Lamb Bl.

95

95

60

60

65

65

75

75

70

70

70

R.R.

**3.1.2 Attachment 2**

Attachment 2 is a letter from the Federal Aviation Administration (dated October 21, 2005) to the Clark County Department of Aviation approving the aviation activity forecast.





**Attachment 2**

U.S Department  
of Transportation

OCT 27 11 40 AM '05

Western-Pacific Region  
Airports Division

San Francisco ADO  
831 Mitten Road, Suite  
210  
Burlingame, CA 94010

**Federal Aviation  
Administration**

October 21, 2005

Mr. Randall H. Walker  
Director of Aviation  
Clark County  
P.O. Box 11005  
Las Vegas, Nevada 89111-1005

Dear Mr. Walker:

**Subject: Forecast of Commercial Service Airport Activity in the Las Vegas  
Metropolitan Area.**

The Federal Aviation Administration (FAA) has completed the review of the forecast of Commercial Service Airport Activity in the Las Vegas Metropolitan Area. The forecast is written in a way that would allow it to be useful both to LAS and to any alternative sites for a supplemental airport. This forecast is an update of an earlier forecast that was part of a January 2002 Conceptual Airport Layout Plan study. The FAA has used the February 18, 2005 and the preliminary July 2005, Terminal Area Forecast (TAF) for LAS in its review of the forecast. The FAA agrees with the unconstrained forecast data used and concurs with the proposed fleet mix and the projected growth rate for the McCarran International Airport as presented in Tables 5-12, 5-17, and 5-21. The FAA concurs with this unconstrained forecast approach, methodology, and the conclusions for the McCarran International Airport. However, the review and approval of the Southern Nevada Supplemental Airport (Ivanpah) as presented in Section 5.7.4 will be accomplished separately upon further review.

If you have any further questions please call Mr. Elisha Novak at (650) 876-2928, Ext. 611.

Sincerely,

Andrew M. Richards  
Manager, Airports District Office

**3.1.3 Attachment 3**

Attachment 3 is a letter prepared by the Clark County Office of the District Attorney (dated November 14, 2006) to the Nevada Environmental Coalition, Inc.



Attachment 3

COPY

OFFICE OF THE DISTRICT ATTORNEY  
CIVIL DIVISION

**DAVID ROGER**  
*District Attorney*

**CHRISTOPHER J. LALLI**  
*Assistant District Attorney*

**ROBERT W. TEUTON**  
*Assistant District Attorney*

**MARY-ANNE MILLER**  
*County Counsel*

November 14, 2006

**E. LEE THOMSON**  
*Chief Deputy District Attorney*

Mr. Robert Hall  
10720 Button Willow Drive  
Las Vegas, Nevada 89134

**Re: Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study  
Update For McCarran International Airport**

Dear Mr. Hall:

Your correspondence, dated September 13, 2006, to Randall H. Walker, Director of Aviation, and Jeff Jacquart, Airport Program Administrator, concerning the Department of Aviation's Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study Update for McCarran International Airport, was referred to this office. As you may be aware, the Clark County Board of Commissioners ("BCC" or "Board") approved the Part 150 Study Update on October 3, 2006, at a noticed public hearing. The public hearing and associated workshop regarding the draft Update was published in the Nevada and legal sections of the Las Vegas Review-Journal on August 27, September 3, and September 10, 2006. Although the final document will respond to all public comments received during the public comment period, the purpose of this correspondence is to address the allegations made in your September 13, 2006 letter regarding compliance with the National Environmental Policy Act and the Nevada Open Meeting Law.

Your first allegation concerns the County's compliance with the National Environmental Policy Act (NEPA). Environmental review pursuant to NEPA is required to evaluate major federal actions that may have significant environmental effects. The County is under no obligation to prepare an environmental impact statement evaluating day-to-day operations of all airports within the Las Vegas Valley. The FAA and the County have complied fully with NEPA in evaluating specific federal actions at airports owned and operated by the Department. An example of NEPA compliance for a major federal action at McCarran International Airport includes the Supplemental Environmental Assessment for Terminal 3, dated June 2005.

500 S Grand Central Pkwy. • PO Box 552215 • Las Vegas NV 89155-2215  
(702) 455-4761 • Fax: (702) 382-5178 • TDD: (702) 385-7486

Mr. Robert Hall  
November 14, 2006  
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**Re: Federal Aviation Regulation (FAR) Part  
150 Noise Compatibility Study Update For  
McCarran International Airport**

Moreover, the FAR Part 150 Study Update does not require environmental review pursuant to NEPA. 14 C.F.R. Part 150 prescribes a voluntary program for evaluating cumulative noise exposure and developing a noise compatibility program, the principal purpose of which is to establish eligibility for federal funding to implement actions approved by the FAA. Because FAA approval of recommendations within a noise compatibility program does itself commit federal funds or otherwise constitute final FAA approval of the implementing actions, the FAA's decision is not subject to NEPA. See 14 C.F.R. § 150.5(c); FAA Order 1050.1E ¶ 307(o). If the FAA approves measures which are classified as a major federal action, then NEPA compliance would be pursued.

Your second allegation concerns the Nevada Open Meeting Law. It appears to be your position that, notwithstanding the occurrence of no less than sixteen duly noticed public meetings on the FAR Part 150 Study Update, the process by which Clark County, through its Department of Aviation staff, actually prepared the FAR Part 150 Study Update should have been conducted in public subject to the Open Meeting Law.

The Clark County Department of Aviation is not a governing body covered by the Open Meeting Law. NRS 241.015(1), (2) & (4) clearly intend to cover a collegial body, i.e., a body which has members who share voting powers. The Department of Aviation is an administrative division of Clark County. It is charged with operating, managing, maintaining and controlling the County's airports under the direction of the Board of County Commissioners. The Department of Aviation staff does not have a vote and does not make final decisions. The staff prepares recommendations and studies for consideration by the Board, which is the only governing body with authority to make final decisions in this matter. Staff work does not involve public meetings, quorums and the other actions that are taken by a governing body. There is no requirement under NRS Chapter 241 (or FAR Part 150 or other federal law) for a county department to conduct all of its work, including day-to-day responsibilities, in a public forum. It is not the intent of Nevada's Open Meeting Law to interject its requirements in this situation and disrupt staff activities.

The Department of Aviation's staff and its consultants engaged in an iterative process for preparing the FAR Part 150 Study Update, involving extensive public participation, the result of which was a recommendation to the Board acted on at a duly noticed public hearing. Your allegation that the Department made a final decision outside public view is incorrect as a legal and factual matter.

Your third allegation concerns the mission and membership of the Public Working Group. The use of a public working group is not a requirement for preparing a FAR Part 150 Study Update, but staff believed that it would be beneficial to receive the input from such a group. Staff invited individuals with various interests, including representatives from communities surrounding McCarran International Airport, Airport users, and the FAA, to "assist Clark County Department of Aviation staff and consultants in preparing a Noise Compatibility Study Update by providing review and feedback throughout the Update's development." These members were neither officially appointed by the Board, nor were the meetings established by Board action. The Public Working Group process, including eleven meetings over the course of one year, far exceeded the requirements of FAR Part 150. See 14 C.F.R. § 150.23. The

Mr. Robert Hall  
November 14, 2006  
Page 3 of 3

**Re: Federal Aviation Regulation (FAR) Part  
150 Noise Compatibility Study Update For  
McCarran International Airport**

Public Working Group meetings, as well as the Open Houses and the October 3rd public hearing, were all noticed and open to the public through a variety of mechanisms, including news releases, newsletters provided to a host of governmental offices and libraries, and a website designed specifically to inform the public about the process and activities of the Public Working Group. Although you correctly state that no non-governmental environmental interest group was a member of the Public Working Group, this fact standing alone does not suggest any violation of our obligations under federal and State law to afford opportunities for public comment.

Finally, you allege that you were denied a cost-free printed copy of the FAR Part 150 Study Update and that the website version made available was legally deficient. The FAR Part 150 Study Update is a multi-volume document comprised of several hundred pages, including numerous color exhibits. Printed copies of the FAR Part 150 Study Update were made available for public review at libraries throughout the Las Vegas Valley and uploaded to the website maintained by the Department for this project. There were a few appendices on the website that were not included in their entirety, an omission that we remedied as soon as it was brought to our attention. The minor and inconsequential discrepancy between the electronic version and the printed version supplied to the Board of County Commission does not amount to a violation of any legal requirement. Staff also offered to review how much a printed copy would cost, and you decline discuss such an offer.

Finally, we note that you refer to the Nevada Environmental Coalition and yourself in your September 13 letter as "petitioners." As detailed herein, FAR Part 150 prescribes a process for public review and comment on noise compatibility programs, and we are treating your letter accordingly. As recently confirmed by the U.S. Court of Appeals, the FAA's decision on an airport proprietor's Part 150 Study is not subject to judicial review. See Heide v. Blakey, No. 05-2184 (8th Cir. Oct. 11, 2006).

Sincerely,

DAVID ROGER  
DISTRICT ATTORNEY

By:

  
E. LEE THOMSON

Chief Deputy District Attorney

ELT\pce

cc: Randall H. Walker, Director – Department of Aviation  
Mary-Anne Miller, County Counsel  
Teresa Arnold, Airport Planning Manager – Department of Aviation  
Jeffrey Jacquart, Airport Program Administrator – Department of Aviation  
Daniel S. Reimer, Esq. – Kaplan Kirsch & Rockwell, 1675 Broadway, Ste. 2300, Denver, CO 80202

## **IV. Other Comments Submitted Regarding the Draft Noise Exposure Maps and Noise Compatibility Program for McCarran International Airport**

Comments received regarding the Draft FAR Part 150 Noise Compatibility Study Update outside the formal public comment period are included in this section. **Section IV** provides public comments submitted at PWG meetings, open houses, and through the project website/e-mail. **Eleven (11)** verbal comments were submitted by attendees at PWG meetings. **Eighteen (18)** written comments were submitted to the CCDOA. The CCDOA received numerous comments through the project website/e-mail. Over 400 comments from 358 interested parties were submitted via the website or e-mail. The website/e-mail comments concerned a wide range of topics. All comments received during the formal 38-day comment period and responses to those comments are provided in **Section III**. A transcript of the public hearing held on October 3, 2006 and other public hearing materials are presented in **Section V** of this document.

### **4.1 Public Working Group Meeting Comments**

Members of the public were invited to attend Public Working Group (PWG) meetings and to participate in the Study Update process. Some attendees provided verbal comments during the PWG meetings. **Table 1** is a reproduction of the verbal comments submitted at the PWG meetings. As shown in Table 1, a total of eleven (11) verbal comments were submitted from seven (7) PWG meeting attendees. These comments are also provided in Appendix A, *FAR Part 150 Noise Compatibility Study Update, Public Working Group Summary Report*.

**Table 1 (1 of 3)**  
**Verbal Public Comments Received at the Public Working Group Meetings**

PWG Meeting	Comments <sup>1/</sup>
1	<p>William Reed (Las Vegas, Nevada): Mr. Reed has lived in his current home for the past 11 years. He said recent policy changes allow planes to fly 200 – 300 feet above his house. He said this is a current problem and didn't occur in the previous 11 years.</p>
2	<p>Mr. Jacquart said he would like to speak with Mr. Reed after the meeting and look at his specific situation and concerns.</p> <p>None.</p>
3	<p>Bill Stewart (Las Vegas, Nevada): Mr. Stewart said he lives in an area that is impacted by departures on Runways 1L and 1R. He said he moved to the area from San Diego and is a retired air traffic controller. He moved into the neighborhood not realizing it would be as heavily impacted as it is by departures. He said that most of the noise impacts are from DC 9s that are taking off. These aircraft tend to make an immediate right turn once they take off. He said he has spoken with an air traffic control representative that indicated that planes departing Runways 1L and 1R do receive clearance for immediate right turns. Mr. Stewart said these right turns are impacting the DNL in his neighborhood and need to be taken into consideration during modeling. Mr. Stewart also asked about an agreement he thought was in writing between the airport and the community that Runways 1L and 1R were only supposed to be used for emergencies. He asked officials to research this, because clearly Runways 1L and 1R are being used regularly.</p>
4 (1 of 2)	<p>Bill Stewart (Las Vegas, Nevada): Mr. Stewart suggested that maybe the community doesn't want more airplanes. He said the community has had no say in whether it wants an increase in capacity at the airport. He passed out a map showing the airport and landmarks, one of which is his home. He said that the tower is giving every departure on the 1 Runways an initial heading of 050 and that they are ignoring the standard instrument departures that show a later turn. Mr. Stewart suggested that by assigning a heading of 050, FAA air traffic controllers are putting planes on a direct path over his community. He said part of the problem is a lack of communication between McCarran and Nellis ATC. He said there needs to be better coordination between the two so that commercial planes can use a different heading.</p>
4 (2 of 2)	<p>Art Foote (Las Vegas, Nevada): Mr. Foote said he has lived in Las Vegas for 30 years and has seen the airport grow tremendously. He said that when the airport built the north-south runways officials said they would only be used in the case of an emergency. Then they extended the runways and now they are in use for regular operations all the time. He said he lives a couple blocks north off Flamingo Road and he cannot hear the television at his house when planes fly overhead. He said in 2000, airport officials said that the quieter engines being used on new aircraft would help his situation, but the planes still make too much noise. He said when he first moved into his home 30 years ago there was minimal noise, and now it has gotten to the point where it is very loud. He said he wants to make sure his neighborhood is taken into consideration concerning the noise impacts of aircraft, because the situation has gotten much worse with time.</p>
5 (1 of 3)	<p>Diane Arcuri (Saddle Peak Home Owners Association) : Ms. Arcuri said when she bought her home from Pardee she did sign a noise disclosure, therefore she knew there would be noise. However, she said at the time when she bought her home, the planes were in the distance and in the past few years planes have begun to travel over Nevada Trails. She asked that the airlines go back to abatement measures 3 and 4 and focus on the route over Sierra Vista.</p>

**Table 1 (2 of 3)**

**Verbal Public Comments Received at the Public Working Group Meetings**

PWG Meeting	Comments <sup>1/</sup>
5 (2 of 3)	Bill Stewart (Las Vegas, Nevada) : Mr. Stewart said he does not believe the noise monitoring stations are located in the correct areas to accurately collect data on the north side of the Airport. He added that he does not believe the DOA is taking the prevailing winds into account at the correct time of year according to the national weather service. He concluded by saying there needs to be fewer departures to the north.
5 (3 of 3)	Bud Visalli (Las Vegas, Nevada) : Mr. Visalli said he agreed with Ms. Arcuri's earlier comments.
6	Ed Kulas (Las Vegas, Nevada) : Mr. Kulas said he attended the recent FAA meeting to discuss the right-hand turn issue. He asked if anyone had examined or quantified the difference in fuel usage that would result from changing the flight pattern.
6	William W. Reed (Las Vegas, Nevada) : Mr. Reed said he has had enough with all of the planes flying over his home. He said the planes should fly over the least populated areas, or more commercial areas in the valley. He added that he wanted the County to purchase his home and that he wanted to be relocated to another neighborhood. He said that zoning restrictions should be enforced. He asked if there was federal funding available to move residents impacted by the noise.
7	William W. Reed (Las Vegas, Nevada) : Mr. Reed said that the noisy aircraft should operate at 2:30 p.m., not at 2:30 a.m. as they have been in the past. He also said that he bought his property in 1995, and in 2001 the air traffic patterns changed and began to severely impact him. He asked when the patterns will change again to impact someone else. He added that he wants to sell his home and will sell it to someone for less money than he thinks it is worth if the buyer doesn't mind the airport noise. He asked if noise was related to distance as it appears to him that arrivals are quieter than departures. He feels that if the planes are higher quicker than the noise will be further away from the ground and his home, and therefore quieter in his neighborhood.
8	None.
9	None.



**Table 1 (3 of 3)**

**Verbal Public Comments Received at the Public Working Group Meetings**

PWG Meeting	Comments <sup>1/</sup>
10	<p>Mr. Bill Greenberg (Henderson, Nevada) : My name is Bill Greenberg. I am a board member of the River Mountain Home Owners Association, representing 1547 residents in the southeast corner of Henderson. It is our understating (according to information at mccarrannoisestudy.com) that a purpose of the FAR 150 Noise Compatibility Study, was to reduce the level of noise on residential neighborhoods.</p> <p>Since the beginning of April this year, commercial aircraft flying into the airport has been flying so low, that we can't even carry on a normal conversation inside our homes! Commercial aircraft noise has been tremendously increased since your study started. WHAT IS GOING ON?! Why weren't we informed that commercial traffic arriving at McCarran was to be rerouted right over our neighborhood; flying east, circling over our houses (near Boulder Highway and the River Mountains), and then heading west to the airport? Nowhere on the Noise Exposure Map does it project that we will be subject to this: even out to the year 2017!</p> <p>I recall seeing on the news stations, homeowners in Summerlin screaming that they did NOT want commercial aircraft flying at low altitudes right over their neighborhood. Why weren't we all given the same opportunity to voice our opposition to this awful noise pollution? We will yell and scream our outrage even louder, because the flight track was just dumped on us.</p> <p>We thought that FED Part 150: Noise Capability Study was supposed to help lessen aircraft noise, and the effect on communities. The increase in noise since the beginning of April has had a very negative effect on our neighborhoods. We thought that there were supposed to be suggestions for noise abatement. Here's our suggestion/plea: PLEASE return the wonderful quiet of our neighborhood. Using your terminology – PLEASE "abate" the new arrival flight paths over our houses in the southeast corner of Henderson; and rid us of the "significant noise exposure" that "interferes with human activity." Thank you.</p>

**Notes:**

PWG = Public Working Group

n.a. = Not applicable

1/ The addresses of persons submitting comments have been removed.

Source: Katz & Associates, McCarran International Airport: FAR Part 150 Noise Compatibility Study Update, Public Working Group Summary Report, June 2006.

Prepared By: Ricondo & Associates, Inc.

## **4.2 Public Open House Comments**

Public Open House meeting attendees, which included members of the Public Working Group (PWG), were encouraged to ask questions and provide written and/or verbal comments. The following is a summary of written concerns/questions submitted to the CCDOA at the public open house meetings. Copies of the actual comment forms are provided following this summary.

- **Open House 1 (August 24, 2005).** **Nine (9)** open house comment forms were submitted to the CCDOA at the first open house meeting. Most comment forms included statements regarding noise and overflights in specific neighborhoods (e.g., Enterprise Township and Nevada Trails). Some commentators requested better enforcement of the CCDOA's preferred noise abatement flight paths, especially in areas to the west and southwest of the Airport. Other commentators discussed noise associated with specific airlines and/or federally owned aircraft and noted that some aircraft operators do not appear to adhere to CCDOA's preferred noise abatement flight paths.
- **Open House 2 (October 26, 2005).** The CCDOA received **three (3)** comment forms at the second open house meeting. One commentator suggested discouraging the use of the Airport by general aviation aircraft/operators and noted that general aviation aircraft fly at lower altitudes than commercial airline aircraft. A Summerlin resident commented that the number of aircraft operations over the Summerlin area has increased recently. One commentator suggested adding more street names on the open house display boards.
- **Open House 3 (May 24, 2006).** A total of **four (4)** open house comment forms were submitted to the CCDOA at the third open house meeting. One commentator requested monitoring of aircraft noise along the Rawhide Flood Channel. Two commentators suggested that the FAA direct aircraft to follow alternative flight tracks. Another commentator requested information regarding the FAA's Supplemental Environmental Assessment for the Four Corner Post Plan.
- **Open House 4 (September 13, 2006).** **Two (2)** open house comment forms were received by the CCDOA at the fourth public open house meeting, conducted during the formal public comment period. One commentator stated that the open house meeting materials were informative. The other commentator suggested that the FAA use alternative flight tracks for arriving aircraft.

**4.2.1 Public Open House 1 – August 24, 2005**



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



Open House Comment Form

Please use the space below to provide your questions or comments on the FAR Part 150 Noise Compatibility Study Update. Your comments and/or questions will be reviewed and considered when preparing the Update. **You may place you completed comment form in the box provided at tonight's meeting or fold in half and drop it in the mail by September 16, 2005.** Your participation is appreciated throughout this process, thank you for becoming involved. If you wish to receive future project updates, please include your contact information below.

WHY MUST ALL AIRCRAFT THAT TAKE OFF WEST HAVE TO TURN SOUTH! EVEN THE PLANES HEADING EAST OR NORTH DO THE SAME THING.

CHAMPION AIR IS THE BIGGEST NOISE VIOLATOR.

Name: STANTON GORDON Organization: NEVADA TRAILS  
Address: 7472 CLEGHORN CANYON WAY  
Phone: 614-7756 E-mail: STANTONGORDON@GBRONLINE.COM



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



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This presentation did not really seem to address the issue - Enterprise township has become the main departure coordoor.

The displays indicate supposed departure paths but in reality, planes are turning south too early - before Jones - more like Decatur, when they are taking off on 25. A lot of noise complaints in my area could be reduced if west departures stayed on course and turned further out when they have gained altitude. I moved in my neighborhood in 1989, knowing the flight paths - No problems until a few years ago when everything was changed without consideration for those living in Enterprise. The best solution would be to return to the original configuration of a few yers ago so that the entire valley can share the noise - not just

Name: Cathy Hendrickx Organization: Enterprise Township  
Address: 7245 Rogers Street  
Phone: 361-9723 E-mail: chrickx@earthlink.net



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



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I BOUGHT MY HOME IN 1998- AT THAT TIME WE HAD SOME AIRPLANES GO OVER OUR HOUSE. NOW WE HAVE ALL THE PLANES GO OVER OUR HOUSE EXCEPT WHEN, ON THOSE FEW DAYS A YEAR, THE WIND BLOWS FROM EAST TO WEST. NOW NO PLANES GO OVER SPANISH TRAILS, WHY?

INTERESTINGLY ENOUGH, I HEARD SOMEONE CALL IN TO A LOCAL RADIO SHOW AND BOAST THAT STEVE WYNN, A RESIDENT OF SPANISH TRAILS, WAS ABLE TO HAVE THE AIR TRAFFIC CHANGED FROM GOING OVER SPANISH TRAILS, THIS RADIO PROGRAM CALLER WAS A NEIGHBOR OF WYNN. WHY??

Name: William R. Lieberoth Organization: \_\_\_\_\_

Address: 71 SUNSHINE COAST LANE LV. 89148

Phone: 795-7716 E-mail: BILL4@COX.NET



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



Open House Comment Form

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THERE ARE NOT ANY DATA DISPLAYED THAT SHOW THE A/C TRACKS OR THE INTENDED NOISE PATTERNS OTHER THAN THE "IN-LINE" PATHS OF THE RUNWAYS. THERE NEEDS TO BE AN EFFORT BY THE COMMITTEE TO CANVAS THE HOMES UNDER THE FLIGHT TRACKS AND MONITOR THE LEVEL OF NOISE

THE PUBLIC MUST BE INFORMED AS TO WHAT METRICS ARE BEING USED FOR EACH TYPE POSSIBLE SOLUTION(S) AND THE RESULTS IF YOU WANT THEIR OK TO THE FINAL METHODS TO SOLVE OR REDUCE THE NOISE PROBLEM.

ALSO, THE PROBLEMS OF AIR POLLUTION & THE TYPE OF POLLUTANTS BEING RELEASED ALONG THE FLIGHT PATHS IS GOING TO BE A "NEW" POINT OF ANGER. I KNOW THIS IS AN EPA ISSUE, BUT IT MUST BE ONE OF THE ISSUES EXPLORED & ANSWERED

Name: RALPH C MILLARD Organization: RETIRED ENGINEER & PILOT

Address: 8355 WAR BONNET WAY

Phone: 804-0441 E-mail: RALPHCM@AOL.COM

## Open House Comment Form

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My friends and I live at roughly Sunset Rd off H. Gache (Southern Hills Hospital is 2 blocks away)

Sometimes we hear what I think are private jets take off late at night or at 3 am or 4 am - loud enough to wake me. Once in awhile a commercial jet comes somewhat close but I'm thinking it is a course adjustment due to weather or traffic

We have developments that will stretch clear to the base of the foothills and I know the sound will <sup>(very so)</sup> never ~~be~~ off the hills and they will complain.

On the sound map it shows the sound from the airport ends at Sunset and Buffalo but I beg to differ. At times it extends to Sunset/Durango  
Sunset/H. Gache

Name: Michael MOTT Organization: Apt. dweller  
Address: 9700 W. Sunset Rd # 1093, LV, NV 89148  
Phone: 798-0170 E-mail: MICAJA#2002@yahoo.com





McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



Open House Comment Form

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I HAVE RESIDED AT CORNER OF SUBB + WESTWIND FOR 10 YEARS. WHERE AS THE PLANES GOING EAST TO WEST WERE 1,000 FT OR SO AND CLIMBING THE CURRENT ONES ARE MUCH LESS HIGHER AND NOT CLIMBING AS FAST AS PRIOR. THE NOISE DIFFERENCE IS MARKEDLY HIGHER. A SMALL NUMBER OF THESE PLANES WILL MARKEDLY ACCELERATE AS THEY TURN ~~WEST~~ CREATING SOUND WAVES + NOISE REVERBERATIONS OF EXCESS. WHY ARE THEY NOT HIGHER IF ONE CAN BELIEVE THE AIRLINE STATEMENT THAT IT IS MORE ECONOMICAL TO DO SO. OBVIOUSLY HIGHER IS BETTER NOISE WISE IN ADDITION THE NUMBER OF FLIGHTS COMING WEST TO EAST HAS DRAMATICALLY INCREASED. THESE PLANES ARE NOT A NOISE LEVEL OF CONCERN. WHEREAS ONLY ON STORM OCCASION DID PLANES USE THE WEST TO EAST ROUTE - IT HAS TRIPLED IN USE. NOT A COMPLAINT - JUST AN OBSERVATION - ARE THERE MORE CHANGES TO FOLLOW

Name: William K Reed Organization: \_\_\_\_\_

Address: 6290 WESTWIND RD 89118

Phone: 523-8142 E-mail: \_\_\_\_\_

368-7587



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



Open House Comment Form

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1. I WOULD LIKE TO SEE REAL TIME FLIGHT PATHS ON LINE TO SEE THE REAL ABUSERS NOT FOLLOWING CORRECT FLIGHT LINES
2. CHAMPION AIR IS THE BIGGEST ABUSERS OF NOT FOLLOWING FLIGHT PATHS - I WOULD LIKE TO SEE THEM GET RID OF THOSE OLD PLANES THAT ARE SO LOUD YOU CAN'T HEAR WHEN THEY FLY OVR MY HOUSE.
3. ALSO I KNOW THAT McCARRAN AIRPORT IS BUSY AND THIS BENIFITS THE WHOLE CITY, BUT ALSO I THINK THAT THE CITY SHOULD SPREAD THE DEPARTURES AROUND & THAT ONE FLIGHT PATH SHOULD NOT SHOULDER ALL THE NOISE!

THANK YOU FOR THIS OPPORTUNITY TO BE A PART OF BENEFICIAL STUDY FOR THIS GREAT CITY OF LAS VEGAS HOPEFULLY THIS WILL HELP SOLVE AFRR NOISE ISSUES IN THE FUTURE

Name: RICK BERGER Organization: NEVADA TRAILS HOMEOWNER  
Adress: 7801 OSAGIE CANYON ST. LAS VEGAS, NV. 89113  
Phone: 255-6302 E-mail: RBERGER69@HOTMAIL.COM



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



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Please use the space below to provide your questions or comments on the FAR Part 150 Noise Compatibility Study Update. Your comments and/or questions will be reviewed and considered when preparing the Update. **You may place you completed comment form in the box provided at tonight's meeting or fold in half and drop it in the mail by September 16, 2005.** Your participation is appreciated throughout this process, thank you for becoming involved. If you wish to receive future project updates, please include your contact information below.

DEAR COMMITTEE MEMBERS:

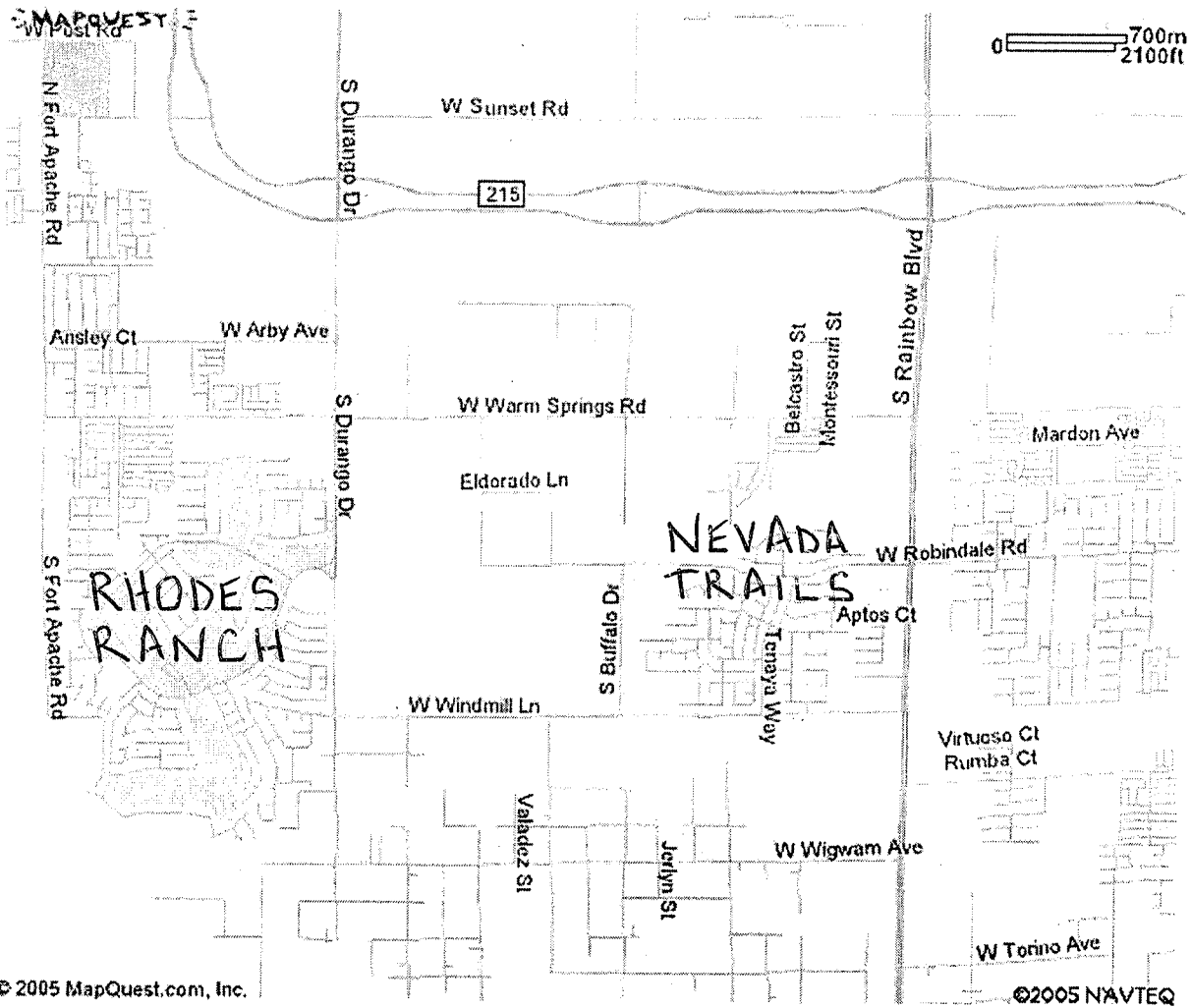
I LIVE IN THE NEVADA TRAILS COMMUNITY NEAR BUFFALO DRIVE & ROBINDALE ROAD. THERE ARE THOUSANDS OF HOMES IN THE RHODES RANCH COMMUNITY AND NEVADA TRAILS COMMUNITY. IN ORDER TO PREVENT AIRCRAFT NOISE FROM IMPACTING THE HOMEOWNERS, IT IS CRITICAL TO HAVE A DEFINED FLIGHT PATH. AIRCRAFT MUST FOLLOW A DEFINED FLIGHT PATH OVER SIERRA VISTA HIGH SCHOOL AND AVOID TURNING EARLY OVER NEVADA TRAILS OR LATE OVER RHODES RANCH. CURRENTLY, AIRCRAFT ARE FLYING DIRECTLY OVER MY HOME EVERYDAY. THIS NEEDS TO STOP. I HAVE ATTACHED A DIAGRAM DETAILING THE FLIGHT PATH WHICH NEEDS TO BE ENFORCED.

Name: BOB TERPSTRA Organization: \_\_\_\_\_  
Address: 7197 FRONTIER HILLS AVE, LAS VEGAS 89113  
Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Received McCarran Int'l Airport

SEP 12 2005

[www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)  
702-437-5643





McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



Open House Comment Form

Please use the space below to provide your questions or comments on the FAR Part 150 Noise Compatibility Study Update. Your comments and/or questions will be reviewed and considered when preparing the Update. **You may place you completed comment form in the box provided at tonight's meeting or fold in half and drop it in the mail by September 16, 2005.** Your participation is appreciated throughout this process, thank you for becoming involved. If you wish to receive future project updates, please include your contact information below.

1) The Federal EG&G planes that routinely transport Test Site employees often disregard flight paths / corridors that are currently in place. Example: planes that take off from the runway 25, temporarily adhere to the flight path then all of a sudden, change direction to the right heading northwest right over our homes in Coronado Ranch (Rainbow Blvd and Robindale Road). These planes are loud and very disruptive to our lives when they do not follow the designated path. **Federally Owned planes should be held accountable for their actions and follow paths like everyone else!**

2) Newer planes that **ARE equipped** with RNAV often avoid corridors by turning too early missing the path altogether. Some of the biggest offenders are but are not limited to Federal Express, Southwest Airlines, American West Airlines, and Champion Airlines and the Federal EG&G planes. The noises from these planes make it hard for families to enjoy a tranquil environment a home is supposed to offer. **I'm not sure whether the pilot is ignorant or just lazy but whatever the circumstances, they need to follow the designated path to avoid unnecessary and disruptive noise over residential communities.**

3) Per Jeff Jacquart at McCarran's noise hotline, he states, there is no set path for incoming planes arriving from the southwest. Therefore, on these specific days, the pilots fly wherever they want with the goal of simply landing, but consequently these exact planes are flying over my house at less than 100 ft. spilling pollution over me and my home. **This is simply unacceptable and ethically atrocious being that I don't even live in a flight path!!! My suggestion is to immediately educate and/or train these pilots to use the same corridor when landing as is done when taking off from this direction. This should avoid unnecessary noise in this high density residential area.**

Name: Noah & Rachel Rhein Organization: \_\_\_\_\_  
Address: 7643 Calm Passage Court  
Phone: 702-236-2265 E-mail: noahrachel@cox.net

Received McCarran Int'l Airport

SEP 19 2005

[www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)  
702-437-5643

Planning Division

page 1 of 2



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



**Open House Comment Form**

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4) Enough with the FAA and Local Airport pointing Fingers at each other which they have done for the last three years. Very little has been done to correct this. From the community standpoint, McCarran would say that only the FAA can make aviation policy adjustments. Then the FAA comes in and states that its McCarran's responsibility to correct this noise problem. As you can see we were never really given any straight answers. **One or the other needs to take full responsibility for pilot compliance and lack there of and form and enforce disciplinary measures if flight paths are not followed. Air traffic controllers would also be held to a standard reducing the complacency in that position as well.**

5) Public working groups? Updates?

6) Effects aircraft noise has on the community:

- a) high blood pressure
- b) hostile tempers
- c) pollution
- d) lack of leaning due to sound distractions

Name: \_\_\_\_\_ Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

**4.2.2 Public Open House 2 – October 26, 2005**



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



## Open House Comment Form

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Please use the space below to provide your questions or comments on the FAR Part 150 Noise Compatibility Study Update. Your comments and/or questions will be reviewed and considered when preparing the Update. **You may place you completed comment form in the box provided at tonight's meeting or fold in half and drop it in the mail by November 18, 2005.** Your participation is appreciated throughout this process, thank you for becoming involved. If you wish to receive future project updates, please include your contact information below.

The maps need street names.

E-mail: [warbydi@yahoo.com](mailto:warbydi@yahoo.com)

Place  
postage  
here





McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



## Open House Comment Form

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Please use the space below to provide your questions or comments on the FAR Part 150 Noise Compatibility Study Update. Your comments and/or questions will be reviewed and considered when preparing the Update. **You may place you completed comment form in the box provided at tonight's meeting or fold in half and drop it in the mail by November 18, 2005.** Your participation is appreciated throughout this process, thank you for becoming involved. If you wish to receive future project updates, please include your contact information below.

I would like the members of the study to discuss changing the flight corridor from the west to a more northern destination or south. I have noticed a significant increase in flight activity over my community. I live in Red Rock Country Club close to Desert Inn Rd. The homes in the area are not built with any special noise abatement materials and the jet noise is quite loud.

I am also concerned that this process has not been disseminated to the affected areas, especially Summerlin, so the residents can give their input.

I have lived in Summerlin for 8 years and, due to the changed inbound flight path, have to deal with jet noise that in the past was very rare. I hope the FAA will allow for a change back to the southern approach to the airport from western origin flights.

Name: James Rogers  
Address: 11606 Glowing Sunset Ln., Las Vegas, NV, 89135  
Phone: 702-360-5209  
E-mail: jamesr13@cox.net



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



## Open House Comment Form

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Please use the space below to provide your questions or comments on the FAR Part 150 Noise Compatibility Study Update. Your comments and/or questions will be reviewed and considered when preparing the Update. **You may place you completed comment form in the box provided at tonight's meeting or fold in half and drop it in the mail by November 18, 2005.** Your participation is appreciated throughout this process, thank you for becoming involved. If you wish to receive future project updates, please include your contact information below.

Suggestion:

Increase/institute landing fees at McCarran.  
Structuring them with a high enough base fee to discourage general aviation use.

Goal:

Encourage general aviation to use Henderson or North Las Vegas.

Reasons:

Yes, commercial planes are noisy. But they eventually gain altitude. General plans seem to prefer lower altitudes, and are required to fly lower in some areas. The net result is that they are noisy also.

Name: Paul Albrecht  
Phone: 702-270-9368

**4.2.3 Public Open House 3 – May 24, 2006**



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



Open House Comment Form

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ATTN: JOHN WILLIAMS

PLEASE STUDY THE NOISE IMPACT OF ~~BACK~~ TAKEOFF THRUSTER NOISE IN THE AREA OF MOJAVE + BROCKINGTON DR. (SPECIFICALLY ALONG THE RAWHIDE FLOOD CHANNEL).

THERE HAS BEEN A SIGNIFICANT INCREASE OCCURRING, SEEMING SUDDENLY, SINCE THE DECEMBER / JANUARY TIME FRAME.

THE WORST HOURS ARE THURSDAY THROUGH MONDAY FROM 10:00 PM TO 1:30 AM.

Name: ROBERT MIKA Organization: \_\_\_\_\_

Address: 3195 BROCKINGTON DR 89120

Phone: 702 458 8271 E-mail: ROBERT.MIKA@LVVWD.COM



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update

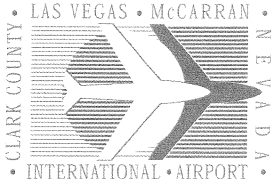


Open House Comment Form

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Please Keep me involved with the Progress  
of the Helipad Port At the South end of  
The Valley

Name: PHILIP REGESKI Organization: FAMILY  
Address: 10225 SCHUSTER ST., LV 89141  
Phone: 434-8515 E-mail: PREENG@AOL.COM



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



Open House Comment Form

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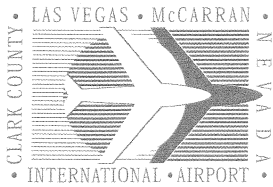
CAN INBOUND AND OUT-BOUND TRAFFIC GOING EAST  
EXTEND AND MAKE THEIRURNS RIGHT OVER CORRYMEAD  
INSTEAD OF THE RESIDENTIAL AREA?

THANKS.

Name: MICHAEL FITZPATRICK Organization: AVIATION HOME FUND, INC.

Address: 1590 PALOMAR DR. HENDERSON, NV 89015

Phone: 702-460-6395 E-mail: MT FITZPATRICK@HOTMAIL.COM



McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



Open House Comment Form

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Just wondering why it is necessary to disturb a quiet residential neighborhood when 4 blocks away is water park & desert & a few miles away is open space. Yet from 5:30 am until 11 at night our planes flying with no noise control fly over a few homes over & over again. Why not a few more miles out & not disturb tax payers. Thank you for your time - though I don't think anyone cares.

Sherry Bufalano  
1424 Garden Gate Pl  
Henderson, NV 89015

Name: \_\_\_\_\_ Organization: \_\_\_\_\_

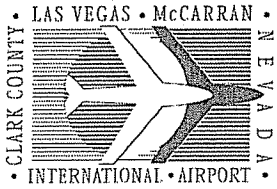
Address: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

**4.2.4 Public Open House 4 – September 13, 2006**  
(Conducted During the Formal Public Comment Period)

The CCDOA hosted the fourth open house meeting during the 38-day formal public comment period. Comments received at the fourth open house meeting are reproduced in **Section III** of this document.





McCarran International Airport  
FAR Part 150 Noise Compatibility Study Update



Open House Comment Form

Please use the space below to provide your questions or comments on the FAR Part 150 Noise Compatibility Study Update. Your comments and/or questions will be reviewed and considered when preparing the Update. **You may place you completed comment form in the box provided at tonight's meeting or fold in half and drop it in the mail by Oct. 6, 2006.** Your participation is appreciated throughout this process, thank you for becoming involved. If you wish to receive future project updates, please include your contact information below.

VERY INFORMATIVE APPRECIATE THE EFFORTS

Name: MICHAEL MCKENZIE Organization: \_\_\_\_\_  
Address: 3226 SHADOW BLUFF AVE LAS VEGAS NV  
Phone: 702 456-3851 E-mail: MMCKENZ@ANV.NET

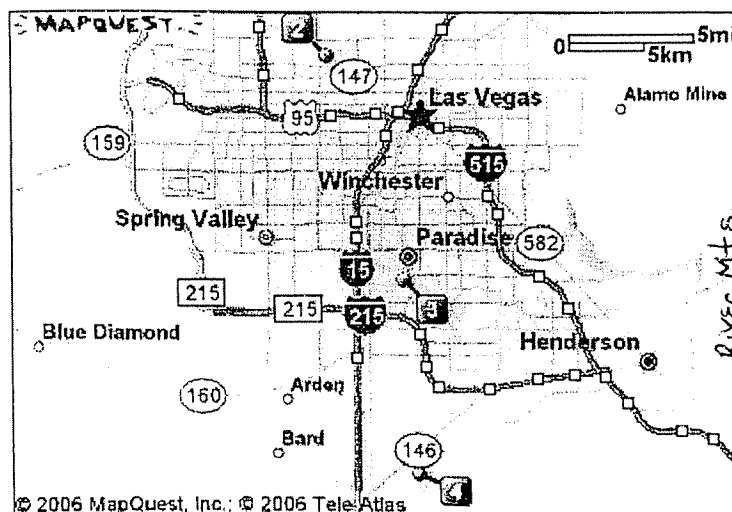
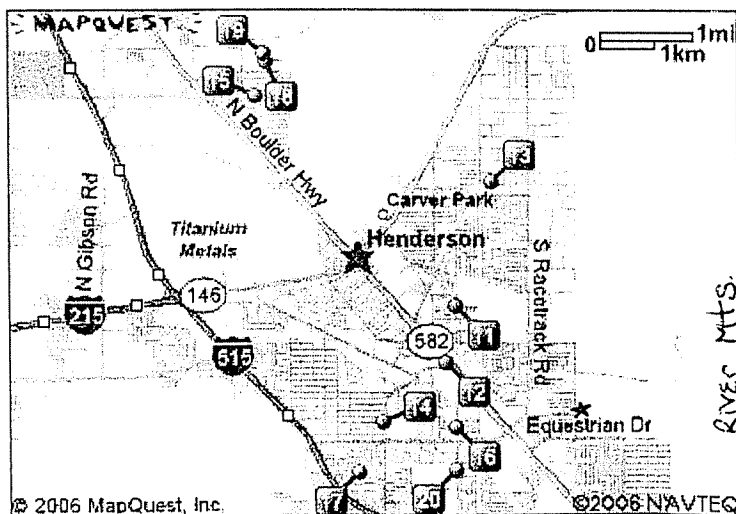
McCarran Noise Study (FAR Part 150 Compatibility Study- Examining the Effects of Aircraft Noise on Communities):

How would you feel if you started noticing the smell of aircraft fuel outside your house; even though you live 20.6 miles from McCarran Airport . . . and the rumbling of commercial aircraft was becoming increasing loud; up to one plane every minute . . . and when you looked outside, commercial airplanes were now buzzing right over your house; making a left turn (right over your house) and flying toward McCarran Airport (and you never noticed THAT before)? So you start making phone calls and searching the internet to find out what was going on. Eureka! You find that FAR Part 150 is being conducted right now to lessen the “significant noise exposure” that “interferes with human activity” (mccarrannoisestudy.com). This will help our community!!

So, here’s our plea: have the commercial airplanes fly over Black Mountain, and maintain their altitude ALL the way to the River Mountains in Southeast Henderson (and then make their 90 degree left turn). We hope this will make the aircraft fly at a higher altitude over the River Mountains, and far enough from our home (Equestrian and Magic Way; on the west side of Equestrian Park) and all homes in the community: so that there will be a “significant **reduction** in noise exposure”.

Thank you FAR Part 150!  
Bill Greenberg  
[jbgreenberg91@yahoo.com](mailto:jbgreenberg91@yahoo.com)  
702-281-5239

# MAPQUEST



### **4.3 Project Website/E-mail Comments**

The CCDOA developed and maintained a project website (<http://www.mccarrannoisestudy.com>) for the duration of the FAR Part 150 Noise Compatibility Study Update. The project website served as a central location to provide up-to-date information to the general public regarding the study process. Information posted on the project website included a study schedule, Public Working Group (PWG) and public open house meeting locations, quarterly newsletters, and PWG meeting handouts and presentations. The project website also provided a forum for the general public to submit questions and comments throughout the study process. In most instances, responses to website/e-mail comments and inquiries were provided shortly after receipt of the comment. Website/e-mail comments received during the formal 38-day public comment period (August 29, 2006 through October 6, 2006) are also included in **Section III**.

**Table 2** provides a summary of the comments submitted via the website/e-mail organized by the category of topics and concerns raised by the commentator. 358 commentators submitted a total of 452 comments during the FAR Part 150 Noise Compatibility Study Update. Of the 452 comments, 177 comments were noise complaints submitted through the project website by one individual. Most of these noise complaints were classified as “nighttime operations” and “other” in Table 2. **Exhibit 1** provides a graphical representation of the data included in Table 2. Exact reproductions of the comments submitted via the website/e-mail and responses to those comments, as applicable, are also provided in this subsection.

**Table 2**

**Summary of Project Website/E-mail Comments**

Public Comments	Nighttime Operations <sup>1/</sup>	Flight Tracks/ Profiles	Public Information	Aircraft Type	Runway Use	Enforcement	Monitoring	Noise Exposure Map	Noise Mitigation/ Abatement	Other <sup>2/</sup>	Total
Count	154	57	41	30	3	11	2	6	8	140	452
Percent	34.1%	12.6%	9.1%	6.6%	0.7%	2.4%	0.4%	1.3%	1.8%	31.0%	100%

Notes:

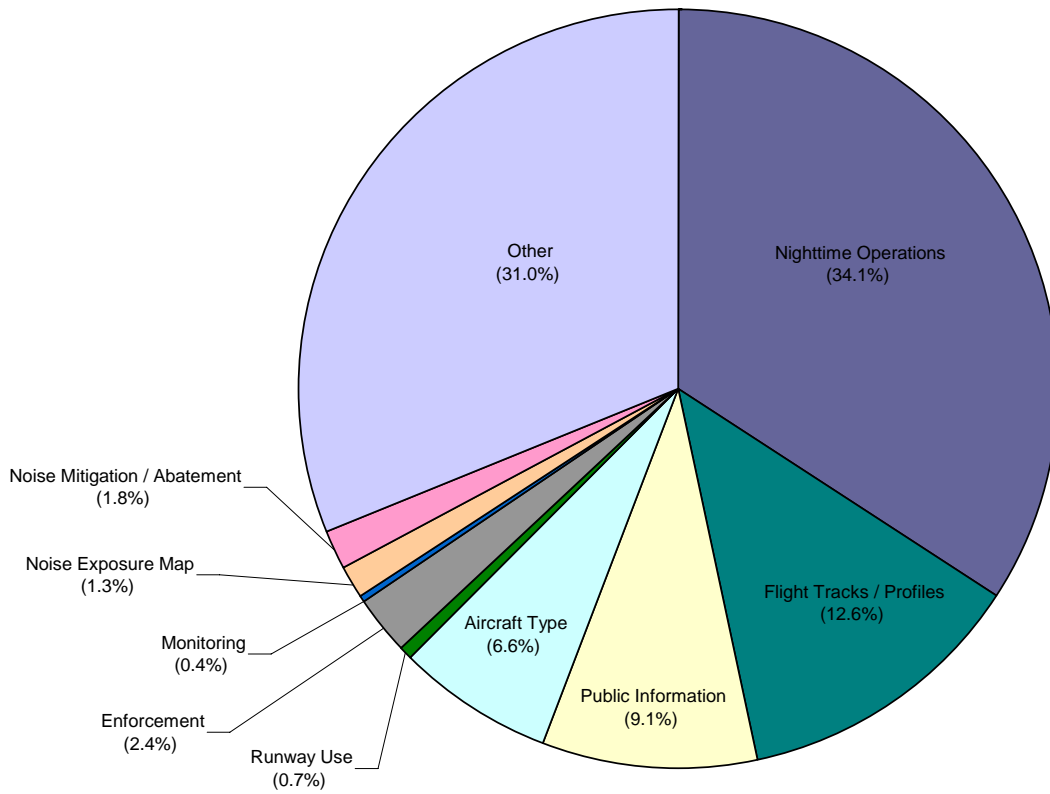
- 1/ "Nighttime operations" classification include comments regarding aircraft operations between 10:00 p.m. and 6:59 a.m.
- 2/ The "Other" classification include comments that are outside of the project scope.

Source: Website comments, as originally submitted from the public, June 2005 through October 6, 2006.

Prepared By: Ricondo & Associates, Inc.

**Exhibit 1**

**Breakdown of Project Website/E-mail Comments**



Source: Website comments, as originally submitted from members of the public, 2005-2006.  
Prepared By: Ricondo & Associates, Inc.

McCarran International Airport  
FAR Part 150  
Noise Compatibility Study Update

# Web Site Comments

[www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)

June 2005 – June 2006

**Jennifer Shira**

---

**From:** Wrench Body  
**Sent:** Sunday, June 26, 2005 1:14 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** McCarran Airport noise study

Having been in the Las Vegas valley area since 1998, I have seen major increases in the occupation of land surrounding the arrival and departure paths to McCarran International Airport. Speaking with people that have been here much longer than myself, I have learned that it used to be a "long ride through the desert" to get to the airport from the Strip and most residential areas. It seems that most people moving nearer to the airport realized that they would be subjected to aircraft noise, but that did not sway them in their decision to locate into those areas. Personally, I signed an airport noise disclosure form to that effect when I bought a residence 3 miles from the normal departure end of runways 25-7, and I imagine most of the loudest complainers have done the same. Ask the average worker in Las Vegas if their income is directly related to the amount of air traffic in and out of our valley and I believe you will hear a resounding "Yes"! My point is that there should be little complaint from the public in regards to airport noise in that they knowingly located their home near a very active airport. Valley residents should also look at their major sources of income because they are very likely directly impacted by tourism linked to increasing air traffic. There are however, many things that could be changed to reduce the noise our community receives from aircraft flying in and out of McCarran. The loudest aircraft now allowed to operate at LAS are obviously military aircraft, which are not limited by any civilian noise standards. Limiting their visits to our public airports would be an excellent first step to reduce decibel levels in residential neighborhoods. If Nellis AFB was more receptive to allowing National Guard and Reserve unit aircraft, and foreign military aircraft on their field, that would relieve the noise not to mention unneeded traffic into LAS. I do not however, believe we need to restrict certain civilian aircraft types in and out of our airport yet. Implementing Stage III noise requirements at LAS could economically damage many airlines and make local private operators unable to utilize their existing fleets. There is an operational procedure that older, noisier aircraft use to meet decibel reduction requirements at many airports around the nation. Changing flight profiles and thrust output during takeoffs can greatly reduce the amount of noise reaching the neighborhoods under aircraft departure flight paths. Aircraft manufacturers have studied the noise footprints of each particular aircraft model and make available to flight crews, an operations manual for individual noise sensitive airports which they can utilize to greatly reduce the noise impact on the associated communities. I won't elaborate on helicopter operations at McCarran more than to say, altering their flight paths and altitudes on arrivals and departures could contribute to noise level reduction as well. I hope this is the type of constructive criticism you were hoping to receive from the general public, especially from someone that lives so close to the airport.

Paul Weinfurter

Jennifer Shira

---

**From:** Jeffrey Jacquart [JeffJ@mccarran.com]  
**nt:** Tuesday, July 05, 2005 3:19 PM  
**To:** :  
**Cc:** District A CC  
**Subject:** Re: Fwd: Airport - Noise Committees

Mr. Dorado,

Your e-mail to Commissioner Woodbury concerning the FAR Part 150/Noise Compatibility Study Update Public Working Group has been forwarded to me for response. Please contact me at (702) 261-5510 so we may discuss your request in further detail. Activities of the Public Working Group, whose initial meeting was held just last month, is being continually updated at the following website - [mccarrannoisestudy.com](http://mccarrannoisestudy.com). On a side note, noise monitoring occurs on a bi-annual basis a few houses northwest of your property, at 3765 Robindale. Thank you in advance for your cooperation.

Jeff Jacquart  
Clark County (Aviation)  
(702) 261-5510  
[jeffj@mccarran.com](mailto:jeffj@mccarran.com)

>>> JDorado <[JDorado@ccclerk.com](mailto:JDorado@ccclerk.com)> (> 06/27/05 7:17 PM >>>

Please send me any information about the latest efforts and committees working on Airport Noise. I live in the last house on the southwest approach glidepath and accidentally found out the noise was going to be studied. The sound detectors should be located on Moberly and Industrial!

Thanks-Jim Dorado



**Jennifer Shira**

**From:** MIKe  
**Sent:** Thursday, June 23, 2005 10:29 PM  
**To:** Jennifer Shira  
**Subject:** RE: Thank you for your comment

hello jennifer; I am in karon beach, phuket thailand now and will return america about july 15th. and try to be in las vegas on about 21 or 22 july 2005.. maybe we can meet for a short lunch or whatever you prefer. i will have many meetings but would love to be semi- involved. only because i have been through it and maybe can save you many steps. unclmike

it is o k to refer to me as unclmike (treasures)

*Jennifer Shira <JShira@KatzandAssociates.com> wrote:*

Thank you again, for this information.

Regards,

Jen Shira  
 Katz & Associates  
 4250 Executive Square, Suite 670  
 San Diego, CA 92037  
 p. 858.452.0031 x310  
 f. 858.552.8437

-----Original Message-----

**From:** MIKe  
**Sent:** Thu 6/23/2005 6:54 AM  
**To:** Jennifer Shira  
**Subject:** Re: Thank you for your comment

DEAR JEN; THERE WAS ALSO A LADY FROM TIBURON THAT BROUGHT UP MANY IMPORTANT FACTS ABOUT CANCER RATES AND OTHER POLLUTION PROBLEMS IN AND AROUND AIRPORTS THAT WAS BROUGHT UP AT THE REGIONAL AIRPORT PLANNING COMMITY (RAPC) IN SAN FRANCISCO. YOU CAN PROBABLY GET INFO FROM WILL TRAVIS OF (BCDC) BAY CONSERVATION AND DEVELOPMENT COMMISSION. OR HE CAN DIRECT YOU TO SOMEONE WITH THAT INFO. IT WAS VERY EXTENSIVE. FLIGHT PATHS ARE VERY IMPORTANT. I ALSO HAVE A PLACE I STAY NEAR VALLEY VIEW AND WARM SPRINGS. AND BELIEVE ME I AM VERY AWARE OF FLIGHT NOISE.

FIND OUT HOW FAR NOISE GOES TO THE SIDES AND DIRECTLY BACK. ALSO YOU WILL FIND THAT THERE ARE MORE AMBIENT NOISES THAN THOSE PLANES FROM MOTORCYLES. 4 WHEEL TRUCKS AND SOME CARS. ALSO BUILDING BEING DONE AND LARGE TRUCKS. SO YOU MAY BE PUTTING SOUND MONITORS IN NEIGHBORHOODS TO TRACK WHAT IS MAKING MORE NOISE. OTHER THINGS THAN AIRPLANES ARE USUALLY THE CULPRIT.

BEST REGARDS UNCLEMIKE (treasures)

Jennifer Shira <JShira@KatzandAssociates.com> wrote:  
 st1\:\* {behavior:url(#default#ieooui) }  
 Mr. Goldberg:

The McCarran International Airport FAR Part 150 Noise Compatibility Study Update project team thanks you for your comment. Your input will assist the team in preparing the study update.

6/27/2005

Please continue to monitor this Web site for the most up to date project information.

Thank you for your involvement.

Regards,

Jen Shira

On behalf of the project team

Jen Shira

Katz & Associates

4250 Executive Sq., Ste. 670

p: 858.452.0031 x310

f: 858.552.8437

---

Yahoo! Sports  
Rekindle the Rivalries. Sign up for Fantasy Football

---

Yahoo! Sports  
[Rekindle the Rivalries. Sign up for Fantasy Football](#)

## Jennifer Shira

---

**From:** \*\*.Auto.E-mail.Form.\*\*@terminus.intermind.net  
**Content:** Tuesday, June 21, 2005 3:33 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=MIKE GOLDBERG (UNCLEMIKE)

address=:

phone\_number=

e\_mail\_address=:

comments=there has been extensive study on noise at SAN francisco international. and the results of those studies would be invaluable in starting your meetings

mike goldberg

subject=From Web Site

email=info@mccarrannoisestudy.com

url=http://www.mccarrannoisestudy.com/thankyou.html

Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: proxy.ji-net.com

Remote IP address: 203.147.0.44

## Jennifer Shira

---

**From:** \*\*Auto.E-mail Form.\*\*@terminus.intermind.net  
**Content:** Monday, June 20, 2005 7:50 AM  
**Info:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Alex Lewis  
address=  
phone\_number=  
e\_mail\_address=:

comments= I am seeking a plot of land near McCarran International airport for a highly sensitive technology warehouse which needs to be located within close proximity to the airport (approx. within 5 miles of either end of the runways).

Due to the fragility of this technology, I need to do a thorough research on the impact of McCarran Airport to the land around it so as to find the quiet and least affected site for this highly sensitive technology. I would much appreciate it if you could send me the following so that we may calculate the impact of reverberation on sites around the airport, as building in the wrong area would ensure immediate failure of this project and subsequently great monetary losses.

Yearly Runway usage with a breakdown of arrivals and departures percentages on each runway for:

Runway 07R - 25L  
Runway 07L - 25R  
Runway 01L -19R  
Runway 01R -19L

If you dont have 2004 figures for this, would you be able to send me most recent figures or your last Part 150 Noise Study?

I would much appreciate your help with this matter as we are unable to proceed without it at this time, and thank you for your kind help with this matter.

Please feel free to contact me for further information.

Kind regards

Alex Lewis

subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: host-84-9-11-199.bulldogdsl.com Remote IP address: 84.9.11.199

## Jennifer Shira

---

**From:** Jennifer Shira  
**Int:** Friday, July 01, 2005 9:40 AM  
**Subject:** RE: Thank you for your comment

Thank you for your comments, please continue to check the project Web site for updates.  
Best,  
Jen

-----Original Message-----

**From:**  
**Sent:** Friday, July 01, 2005 9:35 AM  
**To:** Jennifer Shira  
**Subject:** Re: RE: Thank you for your comment

Jen,  
Do you feel the general vicinity is good enough? The western flights from So. Calif and north which are more than half per the FAA person I talked to, said the altitude decline was marked from Seven Hills east. These communities are nowhere near that drop in altitude. I am gone on business to often to attend, but you need to add a community from the 100k new homes Anthem-SevenHills-east as that is the exact landing when winds are west to east which is prevailing.

Good Luck

>  
> From: "Jennifer Shira" <JShira@KatzandAssociates.com>  
> Date: 2005/07/01 Fri PM 12:30:55 EDT  
> To: <  
> Subject: RE: Thank you for your comment

>  
> The following communities are located in the general vicinity of the  
> arrival corridor:  
> Winchester Area  
> The Lakes Area  
> Summerlin South/Red Rock Country Club Area

>  
> Hope this helps.  
> Jen

> -----Original Message-----

> From:  
> Sent: Friday, July 01, 2005 9:23 AM  
> To: Jennifer Shira  
> Subject: Re: Thank you for your comment

>  
> Jen,  
>  
> Are any of these in the landing pattern? I'm only familiar with a few  
> and they are in the takeoff pattern??

> >  
> > From: "Jennifer Shira" <JShira@KatzandAssociates.com>  
> > Date: 2005/07/01 Fri AM 11:35:16 EDT  
> > To: <  
> > Subject: I thank you for your comment

## Jennifer Shira

---

**From:** \*\*.Auto.E-mail.Form.\*\*@terminus.intermind.net  
**nt:** Thursday, June 30, 2005 2:09 PM  
**o:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=James Sweeney

address=

phone\_number=

e\_mail\_address=

comments=1. Members appear to be aviation, business and government. Where are the community advocates? We live in Sun City MacDonald ranch and when we bought in 1998 we stood on our lot(before Anthem-Seven Hills etc.) and specifically listened for one week for Airplanes and the corridor. They flew over the Black Hills south of us. In one year they moved down to fly over Henderson. The FAA denies this!! Also, the ceiling was 10,000 feet and all airlines observed it except SOUTHWEST! They are the loudest (perhaps it is there jets?). My compliant fell on deaf ears at the FAA.

subject=From Web Site

email=info@mccarrannoisestudy.com

url=http://www.mccarrannoisestudy.com/thankyou.html

Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: ip70-180-155-50.lv.lv.cox.net Remote IP address: 70.180.155.50

> >  
> > Dear Mr. Sweeney:  
> >  
> > Thank you for your recent comment regarding the McCarran  
> > International Airport FAR Part 150 Noise Compatibility Study Update.  
> > The Public Working Group consists of members from the following  
> > communities, in addition to the aviation, business and government interests:  
> >  
> >  
> >  
> > \* Rhodes Ranch Area  
> > \* The Lakes Area  
> > \* Enterprise Area  
> > \* Paradise Area  
> > \* Summerlin South/Red Rock Country Club Area  
> > \* Spanish Trail Area  
> > \* Southern Highlands Area  
> > \* Winchester Area  
> >  
> >  
> >  
> > However, if you are interested in participating in the process, you  
> > are  
> > more than welcome to attend the working group meetings as an  
> > observer and provide public comments at the end of each meeting. In  
> > addition, there will be a number of open houses held throughout the  
> > next year where you can speak directly with the project team. Please  
> > check the  
> > Web  
> > site for date, time and location information for all public  
> > involvement  
> > opportunities.  
> >  
> >  
> >  
> > In regards to you concerns about the flight paths, the purpose of  
> > the FAR Part 150 Noise Compatibility Study Update is to examine  
> > information  
> > such as this. Your comment will be considered during the preparation  
> > of  
> > the update. Another option available to you if you are interested  
> > in speaking directly with a Department of Aviation staff member  
> > regarding your noise concerns, you may call the noise complaint line  
> > at 702-261-3694.  
> >  
> >  
> >  
> > Thank you again for your participation in this process, we greatly  
> > appreciate your input  
> >  
> >  
> >  
> > Regards,  
> >  
> > Jen Shira  
> >  
> > On behalf of the project team.

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, August 29, 2005 9:30 AM  
**To:** 'Gomezy3k'  
**Subject:** RE: Noise and the Morons who hate it...

Thank you for your comment.

Best,

Jen Shira

On behalf of the project team

---

**From:** Gomezy3k  
**Sent:** Thursday, August 25, 2005 7:24 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Noise and the Morons who hate it....

I think this is all BS. Who was there first? Those who moved in after the Airport was built should have NO complaints. If they were stupid enough to buy a house or business near an existing Airport then they should live with their stupidity. Why don't you people at the airport have the guts to just tell them that?

All this PC crap irritates the heck out of me. Heaven forbid we should hurt anyone's itty bitty feelings... Give me a break. Tell the morons to shut up...



## Jennifer Shira

---

**From:** \*\* Auto.E-mail Form. \*\*@terminus.intermind.net  
**nt:** Wednesday, August 24, 2005 3:49 PM  
**o:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=wm underwood  
address= phone \_number= e\_mail\_address= comments=l  
moved to las vegas in 2001 and it seems to me the landing path the flights take comming out of the east to  
macarren has migrated south to some degree over the las 3-4 years. I am wondering what the reason for that  
is and if there are additonal changes to the flight patters; both, landing and taking off in the scheduled in the  
future.... ..thank you subject=From Web Site email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: ip68-104-48-70.lv.lv.cox.net Remote IP address: 68.104.48.70

**Jennifer Shira**

---

**From:** Jennifer Shira

**Sent:** Wednesday, August 24, 2005 1:53 PM

**To:**

Mr. Garman:

Thank you for your question through [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). To discuss your noise concern in greater detail, please call the Clark County Department of Aviation Noise Hotline at (702) 261-3694.

I hope this helps,

Jen

On behalf of the project team

## Jennifer Shira

---

**From:** \*\*.Auto.E-mail.Form.\*\*@terminus.intermind.net  
**nt:** Monday, August 22, 2005 10:14 AM  
**.o:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=RON GARMAN

address='

phone\_number=;

e\_mail\_address=;

comments=I LIVE ON THE EAST SIDE OF THE VALLEY. UP TO 6 MONTHS AGO, 90% OR MORE OF ALL AIRCRAFT LANDED FROM THE EAST AND VERY FEW PLANES TOOK OFF TOWARDS THE EAST. WHAT HAS CAUSED THIS CHANGE? I WAS TOLD THAT THE AIRPORT WAS RESTRICTED TO A MAXIMUM FO 10% OF ALL FLIGHTS TAKING OFF TO THE EAST. IS THIS TRUE?

subject=From Web Site

email=info@mccarrannoisestudy.com

url=http://www.mccarrannoisestudy.com/thankyou.html

Submit=Submit

Server protocol: HTTP/1.0

HTTP From:

Remote host: cache-ntc-aa04.proxy.aol.com Remote IP address: 207.200.116.8

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, August 29, 2005 8:29 AM  
**To:**  
**Subject:** RE: noise levels

Mr. Ranalli:

Thank you for your question to [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com). To discuss your noise concern in greater detail, please call the Clark County Department of Aviation Noise Hotline at (702) 261-3694.

I hope this helps,  
Jen  
On behalf of the project team

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**From:**  
**Sent:** Sunday, August 21, 2005 7:59 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** noise levels

To whom it may concern,

My wife and I have been living in North Las Vegas now for 2 years, and when we bought our home we where told that planes from Nellis may fly over the homes and after talking to the big wigs at Nellis they said that flying over the homes is their flight pattern, now my question is has any one in this State do a study on Nellis jet noise .

We met Ms Buckley one evening at a Harry Reid function and a few people there asked what could be done and she said call my office in the morning , well we did and you know where that got us , anyway I just wanted to know if a study has been done , or are we just bucking the goverment, every day is red flag day here . Can anything be done here ,sure would like to know.

Thank you Bill Ranalli

**Jennifer Shira**

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**From:** Marc Gohres  
**Sent:** Monday, August 15, 2005 9:30 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Our airport.

As a certificated instrument pilot for over 10 years now in the valley, I certainly have not only become accustomed to shooting approaches between 1-7 am, due to the traffic volume, but also understand the noise and high traffic problems around the entire class B airspace. I wish to offer any help I can as not only a pilot, but a 2nd lieutenant in the Civil Air Patrol. As proud aviator of this community, I'll be the first to tell you that the ATC controllers at McCarran are some of the finest in the world, and it my privilege to fly through the class B they control.

Marc Gohres  
N9560W

## Jennifer Shira

---

**From:** \*\*.Auto.E-mail.Form.\*\*@terminus.intermind.net  
**nt:** Monday, August 08, 2005 1:42 PM  
**o:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Daniel Lang

address=

phone\_number=

e\_mail\_address=

comments=Does your group have any input about the noise at the Henderson aiport. I recently called the noise hotline about a helicopter that was practicing hovering maneuver across from my home at 3:30AM. The runway is acouple hundred yards from my home. Andra McKinzie called me back and stated there was nothing they could do about this. We need some kind of curfew on this. Any information would be helpful.

Thanks Daniel Lang

subject=From Web Site

email=info@mccarrannoisestudy.com

url=http://www.mccarrannoisestudy.com/thankyou.html

Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: ip68-104-95-125.lv.lv.cox.net Remote IP address: 68.104.95.125

**Jennifer Shira**

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**From:** Jennifer Shira  
**Sent:** Monday, September 26, 2005 12:31 PM  
**To:** Toland, Gary  
**Subject:** RE: Share the misery

Mr. Toland:

Thank you for your comment. Please continue to check the project Web site for project updates, news and events.

Regards,  
Jen Shira  
Oh behalf of the project team.

---

**From:** Toland, Gary  
**Sent:** Mon 9/26/2005 11:27 AM  
**To:** 'info@mccarrannoisestudy.com'  
**Subject:** Share the misery

Regarding the airplane noise. The planes can be sent in any direction. Currently the east-west runway is landing or taking off over Rainbow and Robindale (NEVADA TRAILS). Just alternate the landing and take-off direction on all of the runways and share the misery with everyone in the community as we all depend on the airport in one way or another for our income and entertainment.

I will take care of the environmental impact study for you now. It will be noisy, polluting and dangerous in all directions that the planes fly. Please send me a check for 8 Million dollars for that study.

Champion Air should be fined for flying to low over our community. It is time to stop their abuse.

Gary A. Toland

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, September 26, 2005 12:29 PM  
**To:**  
**Subject:** RE: AIRPORT NOISE AT MY HOUSE

Mr. & Mrs. Regeski:

Thank you for your comment. Please continue to check the project Web site for project updates and news.

Regards,  
Jen Shira  
On behalf of the project team

---

**From:**  
**Sent:** Fri 9/23/2005 6:57 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** AIRPORT NOISE AT MY HOUSE

My family and I live at (Schuster and Haleh). We have a new house that we moved into last February. We choose this location to live because it is outside of the airport noise area. But since we moved in we have discovered that the airplane noise is very intense. Often we have to stop talking when we are outside and a plane is passing overhead.

We would put up with the noise if we moved into an airport noise zone. But we intentionally did not move into a noise zone because we did not want the airport noise to be part of our lives. We believe that the airport should change the flight patterns to keep the planes within the designated airport noise zone.

PHILLIP AND ALISHA REGESKI



**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Wednesday, November 09, 2005 10:37 AM  
**To:**  
**Subject:** RE: NOISE STUDY

Mr. Regeski:

Thank you for your e-mail. Please contact the noise hotline at 261-3694 and someone will be happy to discuss the open house and how airport noise may affect your home.

Regards,  
Jen  
On behalf of the project team

---

**From:**  
**Sent:** Monday, November 07, 2005 8:52 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** NOISE STUDY

I was out of town and was not able to attend your open house on Oct. 26th. I would like to talk to one of the study members about the airport noise and how it effects my home. Please call me at

PHILLIP REGESKI

## Jennifer Shira

---

**From:** Diane Arcuri  
**ent:** Thursday, September 29, 2005 6:30 PM  
**o:** Jennifer Shira  
**Subject:** Re: airplane noise...I SAID AIRPLANE NOISE - CAN YOU HEAR ME NOW!

Thanks, Jen, for the response. My husband called Noise Abatement once and the conversation was pretty much a "thumb our noses at you and the airport can fly wherever it wants" conversation.

I must tell you though that last evening we thought we had died and gone to heaven. For some reason, no planes flew over for the entire evening. It was true bliss! We could see them take off and land in the distance, so we know it's possible for planes to fly in and out of Las Vegas without going over our homes.

Of course, at 12:23 am this morning, the flyovers began again. They continued for about 30 minutes, stopped, and then started again at 4:20 a.m.

How do I know the times? Well, when the weather is as beautiful at night as it is now, who can resist having a bedroom window open. It's not possible to sleep through the din of the planes, so you just watch the clock until the noise stops or you give up and put on the coffee.

Please pass this along. We'd love to meet with your group out here so they can see exactly what we're complaining about. You truly have to see it to believe it.

Diane Arcuri  
Saddle Peak/Nevada Trails

--- Original Message -----

From: "Jennifer Shira" <JShira@KatzandAssociates.com>  
To: "Diane Arcuri"  
Sent: Friday, September 23, 2005 2:10 PM  
Subject: RE: airplane noise...I SAID AIRPLANE NOISE - CAN YOU HEAR ME NOW!

Dear Ms. Arcuri:

Thank you for your comment. Your comments will be passed along to the appropriate people conducting the Part 150 Noise Study Update. If you would like to call the noise hotline you may do so at 261-3694.

If you would like to become more involved in the Part 150 Noise Compatibility Study Update for McCarran International Airport you are more than welcome to attend the following upcoming events:

Sept. 27 & Oct. 25, 4 - 6 p.m.: Public Working Group meetings (there is a time set aside for public comment)  
Oct. 26, 6 -8 p.m.: Open House

More information on these and other events can be found on the project Web site  
[www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com).

Best,  
Jen Shira  
On behalf of the project team

-----Original Message-----

From: Diane Arcuri

Sent: Thursday, September 22, 2005 7:41 PM

To: info@mccarrannoisestudy.com

Subject: airplane noise...I SAID AIRPLANE NOISE - CAN YOU HEAR ME NOW!

As you can see, I'm trying to keep a sense of humor, but living here in Nevada Trails isn't easy. When we bought our home 2 1/2 years ago, we did so knowing we could hear the planes, but it was a purr and not the tremendous rumble we hear now. In this past year we have a number of planes that fly directly over our home. Entertaining outside is no longer fun as the planes drown out conversation. Every plane??? No, but enough to keep us indoors.

We've called noise abatement and were told that it's an optical illusion that they are flying over. Really??!! When you are looking at the underbelly of a 747 - that's hardly an optical illusion. We even laugh when we see planes flying to our EAST which would be over Coronado Ranch/Rainbow. When we first moved here the planes flew a couple of miles to our WEST which is over all the many acres of land owned by Clark County Aviation. Do you supposed that land is named so because that's where the planes are supposed to fly????

If there is something we can do - some way in which we can help - we'd do it. We're not asking for the planes to disappear. We realize that's not possible. But it is possible to get the planes back to the old route and away from our homes. Or may, the planes could follow either I-15 to the south and SR215 to the west. Flying over major roadways should not affect any homes.

We all appreciate any help or consideration you can give us.

Fred & Diane Arcuri

## Jennifer Shira

---

**From:** Diane Arcuri  
**Content:** Friday, October 21, 2005 6:55 AM  
**To:** Jennifer Shira  
**Subject:** CONTINUED AIRPLANE NOISE

**Attachments:** planes 001.jpg; planes 002.jpg; planes 003.jpg; planes 004.jpg; planes 005.jpg; planes 006.jpg; planes 007.jpg; planes 008.jpg



planes 001.jpg (256 KB)



planes 002.jpg (313 KB)



planes 003.jpg (381 KB)



planes 004.jpg (375 KB)



planes 005.jpg (278 KB)



planes 006.jpg (400 KB)



planes 007.jpg (281 KB)



planes 008.jpg (377 KB)

Hi, Jennifer. It's Diane Arcuri from Nevada Trails again. I'm attaching photos of 8 planes which I shot consecutively yesterday afternoon. If you look at these photos you'll notice that only ONE OUT OF THE EIGHT actually flew west of Nevada Trails towards the massive acreage owned by Clark County Aviation. This is reprehensible. I have spoken with enough neighbors who all say pretty much the same thing: "Boy, it has really gotten noisy; it wasn't like this when I moved here a couple of years ago."

And, yes, Jennifer, I plan to become active in the noise study and will be present next Tuesday evening. Meanwhile, please pass my comments along to anyone who may be interested.

Diane Arcuri  
Secretary-Treasurer  
Saddle Peak at Nevada Trails

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Wednesday, November 09, 2005 9:00 AM  
**To:** 'Diane Arcuri'  
**Subject:** RE: THEY'RE FLYING IN REVERSE AT NEVADA TRAILS

Ms. Arcuri:

Thank you for your continued interest in this process. I will forward your email to the appropriate people.  
Regards,  
Jen

---

**From:** Diane Arcuri  
**Sent:** Monday, November 07, 2005 7:07 PM  
**To:** Jennifer Shira  
**Subject:** THEY'RE FLYING IN REVERSE AT NEVADA TRAILS

Good evening, Jennifer. I know you shudder everytime you see an email coming from Nevada Trails, but our complaints are legitimate and we're hoping you will be instrumental in getting us some relief.

I'm attaching a picture taken this afternoon of a plane LANDING over Nevada Trails. Now we have them coming and going. This went on all afternoon. ALL AFTERNOON. The planes that approached the airport from the Sierra Vista flyover area were substantially quieter.

As I said to the Committee at the last meeting - we are not asking for special favors. We are asking only that the planes be required to take off and land over the area designated as a flight path, which is over Sierra Vista High School.

It would much appreciated if you would forward this email to committee members.

Diane Arcuri  
Saddle Peak at Nevada Trails

----- Original Message -----

**From:** Bud Visalli

**To:** ZAPPIA, Vince ; WINSLOW, Robert ; WAGNER, Robert ; TUCKER, Jerry ; TOLAND, Gary ; TERPSTRA, Bob ; STAGGS, Steve ; SPICER, Edward ; SIMON, Larry ; RHEIN, Rachell ; PIPERNI, Bob ; OBER, Larry ; MOWATT, Mark ; MEDNICK, Gary ; MAYHEW, Dave ; MacPHERSON, Cheryl ; LUGO, Mike ; LINARES, Bert ; LIN, Gretchen ; LEWIS, Ernie ; LEDERER, Richard ; KETER, Ron ; KENNEDY, Steve ; KATZ, Neal ; GUSHUE, Dennis ; GORDON, Stanton ; GLENN, Dion ; GARCIA, Chris ; FOGARTY, Barb ; FIELDS, Al ; DENNISON, Keith & Karyl ; COBBETT-man, David ; CAPOZZI, Joe ; BROWN, Mel ; ARCURI, Diane ; ADVENT, Mark ; CAPOZZI, Barbara

**Sent:** Tuesday, October 25, 2005 7:50 AM

**Subject:** Fw: AIRPLANE NOISE

This is my response from Stacey Coover from Senator Reid's office:

----- Original Message -----

**From:** Coover, Stacey (Reid)

**To:** [Bud Visalli](#)  
**Sent:** Tuesday, October 25, 2005 6:41 AM  
**Subject:** RE: AIRPLANE NOISE

Mr. Visalli:

Thank you again for sharing your concerns with me. I am glad that you have expressed your concerns with the McCarran Noise Study and are attending a public working group meeting. As you may know, the Clark County Department of Aviation intends to use input through this study toward a Noise Compatibility Program that will be submitted to the Federal Aviation Administration.

For future reference, a quicker response from our office can be obtained via Senator Reid's Web Site at [reid.senate.gov](http://reid.senate.gov) under "contact me."

Thank you,

Stacey Coover  
Legislative Correspondent  
U.S. Senator Harry Reid  
Democratic Leader  
528 Hart Office Building  
Washington, DC 20510  
202-224-3542 (phone)  
202-224-7327 (fax)

---

**From:** Bud Visalli  
**Sent:** Friday, October 21, 2005 11:24 PM  
**To:** Jennifer Shira  
**Subject:** Re: AIRPLANE NOISE

Dear Jen,

Thanks for the response. However, not to be disrespectful, but calling that noise hotline, I may as well be talking to my deaf, 89-year-old, mother. Seems to me that they CAN'T do anything and/or WON'T do anything. We've been calling that hotline for nearly 3 years now and you see how far it got us. The planes are worse than ever and seem to be getting even worse as we go along. I plan on attending the Working Group meeting Tuesday, October 25. I hope you'll be there and I hope I start hearing some good news.

Thanks again,  
Bud V.

----- Original Message -----

**From:** [Jennifer Shira](#)  
**To:** [Bud Visalli](#)  
**Sent:** Friday, October 21, 2005 4:11 PM  
**Subject:** RE: AIRPLANE NOISE

Mr. Visalli:

Thank you for your question through [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). To discuss your noise concern in greater detail, please call the Clark County Department of Aviation Noise Hotline at (702) 261-3694.

I hope this helps,

Jen  
On behalf of the project team

---

**From:** Bud Visalli  
**Sent:** Wednesday, October 19, 2005 4:48 PM  
**To:** McCARRAN NOISE STUDY  
**Subject:** AIRPLANE NOISE

To Whom It May Concern,

My name is Bud Visalli and once again I feel the need to voice my opinion. First of all I can't believe they have to spend so much money and so much time to do a study to know that it's not fair and it's not right for us to have to listen to this continuous noise from these planes day in and day out when all you have to do is take a little ride here at Saddle Peak / Nevada Trails and see for yourself. Better yet, listen for yourself. You can't sleep at night, you can't think during the day. It's enough to drive someone insane. And not only is there a needless study being done but it's going to take until June of 2006 to finish. Ludicrous. Once again I'll suggest the planes to take off South following I-15 until they get past the hills South of Southern Highlands and then they can make their turns or whatever they have to do. Or, if they're taking off West, to follow 215 straight out over the mountains. Shouldn't be that hard. I've seen some of them do it. But the best suggestion of all is to build a new airport near Jean, NV. It's only 10 minutes from Las Vegas. If people think that it's too far away from their hotel and casino then maybe they need to go to Gamblers Anonymous.

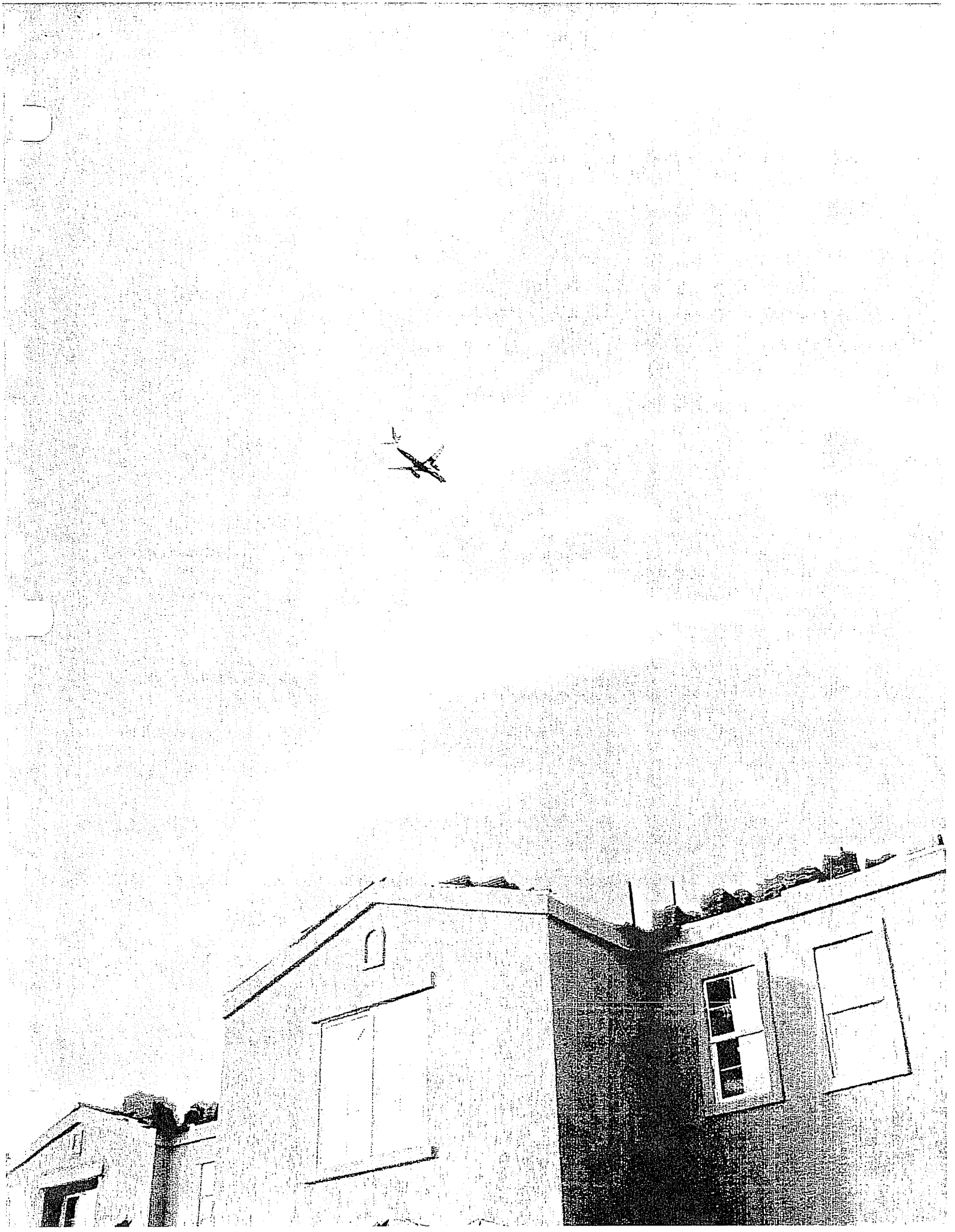
Things that I think about as the planes are flying over:

1. Is this the plane that's going to crash into my home.
2. How many cracks am I going to get on the walls of my home from the vibration.
3. Is a part from the plane going to come loose and fall and damage my home.
4. Is a part from the plane going to come loose and fall on my head and kill me.
5. Is fuel being dropped on me as I see the black smoke.
6. Is the exhaust falling from the plane giving me cancer.
7. How much is it ruining my hearing.

These and several other thoughts race through my mind as these planes fly overhead. Please reconsider this flight pattern and consider one of my other suggestions.

Thank you,  
Bud Visalli

+++++  
This communication, together with any attachments hereto or links contained herein, is for the sole use of the intended recipient(s) and may contain information that is confidential or legally protected. If you are not the intended recipient, you are hereby notified that any review, disclosure, copying, dissemination, distribution or use of this communication is STRICTLY PROHIBITED. If you have received this communication in error, please notify the sender immediately by return e-mail message and delete the original and all copies of the communication, along with any attachments hereto or links herein, from your system.





**Jennifer Shira**

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**From:** Jennifer Shira  
**Sent:** Friday, September 23, 2005 2:18 PM  
**To:** 'm5b'  
**Subject:** RE: Airport Noise

Mr. Brown:

Thank you for your comment. I will ensure the appropriate people conducting the study are aware of your concerns. For updated project information and upcoming events related to the Part 150 Study please continue to check the project Web site.

Thank you for your interest in this very important issue.

Regards,

Jen Shira

On behalf of the project team

---

**From:** m5b  
**Sent:** Thursday, September 22, 2005 10:51 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Airport Noise

My name is Mel Brown. I live at Las Vegas, NV in the Nevada Trails residential complex, near the intersection of Rainbow Blvd and Windmill Rd.

As others have already pointed out to you, planes taking off from McCarran in a westerly direction and which need to turn toward the south or toward the east are supposed to follow a path that would carry them well to the west of here before making their initial southerly turn. They frequently fail to do so. The resulting noise is a serious nuisance to me and to this community.

Others have requested, and I add my request to theirs, that the offending airlines be monitored more carefully and be required to adhere to the flight rules in this area.

This is not an unreasonable request. No extra monetary appropriations are required. No extra enforcement personnel or agencies are required. Moreover, the offending airlines and the offending pilots derive no obvious advantage from breaking the rules and imposing this nuisance upon our otherwise quiet community.

Why, then, the reluctance of the airlines to comply? Please ensure that they do.

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Thursday, September 22, 2005 2:57 PM  
**To:**  
**Subject:** Thank you for your comment

Ms. Tucker:

I received your e-mail through the project Web site. Please call 261-3694 to discuss your concerns in greater detail.

Thank you for your continued interest in the study, please continue to check the project Web site for additional information and updates.

Regards,

Jen Shira

Oh behalf of the project team.

## Jennifer Shira

---

**From:** \*\*.Auto.E-mail.Form.\*\*@terminus.intermind.net  
**ent:** Thursday, September 22, 2005 11:05 AM  
**o:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Julie Tucker

address=

phone\_number=

e\_mail\_address=

comments=We live in the Nevada Trails community located at Rainbow and Robindale. We would like for you to know just bad it is out here with the planes. There are times that there are just plane after plane going overhead. You can't talk because you can't hear anything. Sometimes the planes are so low that you could almost reach up and grab on to the wheel. I don't like to complain and I know that the planes must fly somewhere, but we were under the understanding that the planes would fly over Sierra Vista High School. They have moved closer and closer over time and now it seems to be the thing, like Nevada Trails is the target. We have been to the aviation meetings and nothing seems to be getting thru to you guys. You should try to relax in your yard or pool and have planes flying over you every few minutes. Can't we share the wealth???????

subject=From Web Site

email=info@mccarrannoisestudy.com

url=http://www.mccarrannoisestudy.com/thankyou.html

Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

`emote host: ip68-224-100-244.lv.lv.cox.net Remote IP address: 68.224.100.244

**Jennifer Shira**

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**From:** Mary Spicer  
**Sent:** Thursday, September 22, 2005 2:11 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** airplane noise

Just a note to give my opinion on the matter of airplane noise pollution. I live in Nevada Trails and have been here for two years. The frequency and intensity have gotten progressively worse. I have had several occasions when I am outside talking on my cell phone and have actually had to stop the conversation because neither could hear the conversation. Sitting outside has become a real problem with guests as the noise one some planes is unbearable. Last month I even found a metal retaining band in my side yard that had fallen off of a plane. If interested, I still have it for evidence.

I do realize that having the 4th busiest airport in the nation presents problems for everyone. It brings the customers that are the life blood for Las Vegas and no one wants that to stop, but when I am awakened at 4:30 AM out of sound sleep because a plane just shook my windows, that is too loud. Any suggestions would be appreciated, short of moving would be appreciated.

Sincerely,

Edward Spicer

---

**FREE Emoticons for your email! [Click here!](#)**



## Jennifer Shira

---

**From:** \*\*.Auto.E-mail.Form.\*\*@terminus.intermind.net  
**nt:** Thursday, September 22, 2005 2:18 PM  
**o:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Edward Spicer

address=

phone\_number=

e\_mail\_address=

comments=The plane noise has boecome unbearable in my area. Some planes are not too bad and some sound like they are landing in my yard. I also found a flight spoiler PCU ASSYFOR 3-11 FLUIDS in my side yard. Serial number 9203678. It seems to me the more people complain, the more frequent and the louder the noise. When the person on the other end of a cell phone call comments "what in God's name was that noise," as an airplane strafes my home that is too freakin loud.

subject=From Web Site

email=info@mccarrannoisestudy.com

url=http://www.mccarrannoisestudy.com/thankyou.html

Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: ip68-224-31-149.lv.lv.cox.net Remote IP address: 68.224.31.149

## Jennifer Shira

---

**From:** \*\* Auto.E-mail.Form.\*\*@terminus.intermind.net  
**Content:** Wednesday, September 21, 2005 8:45 AM  
**From:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Dawn Gruninger

address=

phone\_number=

e\_mail\_address=

comments=We live right under a flight path at valle verde between paseo verde and horizon ridge in Green Valley Ranch. The planes are very disturbing, and one cannot enjoy having windows open or being in the backyard without a rumbling jet flying above the house every 30 seconds. I would think that the flight path could be moved to follow along the black mountains, instead of over neighborhoods. This would only be moving the path up a south by a little ways, but it would keep them from destroying all peace and quiet in our surrounding neighborhoods.

subject=From Web Site

email=info@mccarrannoisestudy.com

url=http://www.mccarrannoisestudy.com/thankyou.html

Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: ip70-189-145-232.lv.lv.cox.net Remote IP address: 70.189.145.232

**Jennifer Shira**

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**From:** Jennifer Shira  
**Sent:** Monday, October 31, 2005 1:41 PM  
**To:**  
**Subject:** RE: Barbara Capozzi

Ms. Capozzi,  
Thank you for your comment. I have forwarded your concerns to the project team to consider while conducting the study. Please continue to check the Web site for project updates and news.

Thank you for your interest,  
Jen  
On behalf of the project team

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**From:**  
**Sent:** Monday, October 31, 2005 10:53 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Barbara Capozzi

My husband and I live in the community of SaddlePeak of Nevada Trails which is in the direct flight path of McCarran Airport. The planes fly overhead each and every day and the noise is so great at times that we cannot have doors or windows open. Sometimes its even difficult to sit outside on our patios to have a conversation or just read because of the noise levels of the planes.

There are different levels of noise that each plane emits but there is still the noise. As homeowners and at the time of purchase, we were informed that the flight patterns would change however this has not come to pass.

Please register my opinion at this time.

Sincerely,

Barbara Capozzi

*Barbara*

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Thursday, October 27, 2005 6.07 AM  
**To:**  
**Subject:** Thank you for your comment

Mr. Simon:

Thank you for your recent comment through the Part 150 Web site. I have passed your comment along to the project team, however, if you wish to discuss your concerns with the Department of Aviation, please call the Noise Hotline at 261-3694. I hope you continue your involvement and check the project Web site for updates.

Thank you,  
Jen  
Oh behalf of the project team.



## Jennifer Shira

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**From:** webmaster@intermind.net  
**nt:** Tuesday, October 25, 2005 11:48 AM  
**to:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Lawrence Simon

address=

phone\_number=

e\_mail\_address=

comments=I am a three year resident of Nevada trails and have noticed the increase in flights over our property. My job requires I fly at least twice a month so I speak with some knowledge of the flight paths the airlines regularly fly out of town. First, the smaller passenger, jets that fly out of the Excutive terminal always fly out over Sunset to the south along the I-15, while larger planes go out to the west and turn over our homes. It appears to many of the homeowners that there is no reason why when the majority of flights can't follow this pattern, I have flown out many times to the south and don't understand why this isn't the standard flight path. Second, today, when the storm was coming in from the west I noticed the larger planes were still taking-off to the west but then made an immediate turn to the south following the I-15 to avoid flying through the storm. To the causal observer it appears the current flight plan to have the majority of flight take off to!

the west and then turn to the south is mandated by something other then the safety of flight.

As a frequent flyer to the John Wayne airport in Orange county I know there are adjustment to the flight path that can be made, anyone leaving that airport has experienced the almost vertical take off over the homes and the subsquent powering down of the engines to meet the stricter standards imposed by the residents. All we are asking for is the standard take-off pattern at McCarrent to be in southernly direction in stead of the West, this is clearly possible to any observer of the airport operations.

Again, thank you for your time.

Larry Simon

subject=From Web Site

email=info@mccarrannoisestudy.com

url=<http://www.mccarrannoisestudy.com/thankyou.html>

Submit=Submit

Server protocol: HTTP/1.0

HTTP From:

Remote host: 208.247.148.12

Remote IP address: 208.247.148.12

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Monday, October 24, 2005 9:51 AM  
**To:**  
**Subject:** RE: AIRPLANE NOISE  
**Attachments:** McCarran news 10-6.pdf

Mr. Capozzi,

Thank you for your comments, I hope you plan to attend the public open house this Wednesday, Oct. 26. I have attached the open house flier for your information and distribution. If you haven't done so already, please call the noise hotline to discuss your noise concerns further at (702) 261-3694.

I hope to see you Wednesday.  
Jen  
On behalf of the project team

---

**From:** .  
**Sent:** Fri 10/21/2005 9:29 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Re: AIRPLANE NOISE

I will echo Mr. Visalli's words. The noise is almost unbearable at times. Day after day, I watch and listen to the planes pass closer and closer to my house, which is on the same street as Mr. Visalli's.

The noise is not at any specific time, but it happens at all hours of the day and night. I've even been woken up around 4:30am from the rumbling sounds.

Someone needs to address this issue. There has to be some alternative. I know, for instance, in Orange County, CA. the planes take off at a higher angle upon acceleration, then back off the engines as they pass over a densely populated area, then after passing the homes, then engines accelerate again to begin their normal cruising altitude. So there are ways to alleviate this problem. As I am writing this (9:30pm - Friday 10/21/05), I can hear the thunder of a jet taking off, and I am sitting in my den. We also have additional insulation in our home and that doesn't help.

Regards,

Joseph Capozzi

In a message dated 10/19/2005 4:47:26 P.M. Pacific Daylight Time, writes:

To Whom It May Concern,

My name is Bud Visalli and once again I feel the need to voice my opinion. First of all I can't believe they have to spend so much money and so much time to do a study to know that it's not fair and it's not right for us to have to listen to this continuous noise from these planes day in and day out when all you have to do is take a little ride here at Saddle Peak / Nevada Trails and see for yourself. Better yet, listen for yourself. You can't sleep at night, you can't think during the day. It's enough to drive someone insane. And not only is there a needless study being done but it's going to take until June of 2006 to finish. Ludicrous. Once again I'll suggest the planes to take off South following I-15 until they get past the hills South of Southern Highlands and then they can make their turns or whatever they have to do. Or, if they're taking off West, to follow 215 straight out over the mountains. Shouldn't be that hard. I've seen some of them do

it. But the best suggestion of all is to build a new airport near Jean, NV. It's only 10 minutes from Las Vegas. If people think that it's too far away from their hotel and casino then maybe they need to go to Gamblers Anonymous.

Things that I think about as the planes are flying over:

1. Is this the plane that's going to crash into my home.
2. How many cracks am I going to get on the walls of my home from the vibration.
3. Is a part from the plane going to come loose and fall and damage my home.
4. Is a part from the plane going to come loose and fall on my head and kill me.
5. Is fuel being dropped on me as I see the black smoke.
6. Is the exhaust falling from the plane giving me cancer.
7. How much is it ruining my hearing.

These and several other thoughts race through my mind as these planes fly overhead. Please reconsider this flight pattern and consider one of my other suggestions.

Thank you,  
Bud Visalli

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Monday, October 24, 2005 10:15 AM  
**To:**  
**Subject:** Thank you for your comment  
**Attachments:** McCarran news 10-6.pdf

Mr. Rogers,

Thank you for your comment to the project team through the Part 150 Web site, [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). I have attached a flier noticing the upcoming public open house on Wed., Oct. 26 at 6 p.m. You are more than welcome to attend the open house to speak directly with project team members and to hear the latest updates on the study.

Thank you for your comment,  
Jen  
On behalf of the project team

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**Content:** Sunday, October 23, 2005 10:07 PM  
**From:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=james rogers  
address=  
phone\_number=  
e\_mail\_address=  
comments=There has been a significant increase in the number of flights over my house in the last 2-3 months. The jets are lower than ever before which has increased the noise level. I moved into Red Rock Country Club just over 2 years ago, at which time there was no jet noise. I have complained to the McCarren noise hotline with no real explanation for the recent increase in flight activity over my community.

Please help!  
subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: ip68-224-115-19.lv.lv.cox.net Remote IP address: 68.224.115.19

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Monday, October 24, 2005 9:47 AM  
**To:**  
**Subject:** RE:  
**Attachments:** McCarran news 10-6.pdf

Mr. Frommer,

Thank you for your comment and interest in the FAR Part 150 Noise Compatibility Study. There are a few ways for you to become involved.

There are monthly public working group meetings (the schedule is posted on the Web site) which you are invited to attend and observe. The next meeting is tomorrow, Tuesday, Oct. 25 at 4 p.m. in the Clark County Government Center, Pueblo Room. You are welcome to observe the meeting and at the end of each meeting there is time for public comment.

In addition, the second public open house is being held on Wednesday, Oct. 26 at 6 p.m. in the Clark County Government Center Cafeteria (I have attached a flier for your information and distribution to colleagues, neighbors and friends). The project team will be available to share the latest study updates and answer any questions you may have. Feel free to stop by any time between 6 p.m. and 8 p.m.

I hope this helps,  
Jen  
On behalf of the project team

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**From:**  
**Sent:** Sun 10/23/2005 4:05 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:**

I have been in contact with the McCarran noise hotline over the past several years and have been notified of the Noise Study.

How do I participate?

I have had discussions with several McCarran employees over the past few years about the increasing level of noise in my neighborhood (Westwood Village at Pecos/Windmill) and most every response has acknowledged the issue with no plans for any solutions or mitigation.

I would like to participate in this noise study to point out my concerns and see if improvements can be made to address the increasing airport noise infiltration we are seeing in Las Vegas.

Thank you.

David Frommer

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Monday, October 24, 2005 10:12 AM  
**To:** lbrooks  
**Subject:** Thank you for your comment  
**Attachments:** McCarran news 10-6.pdf

Ms. Brooks:

Thank you for your recent comment to the project team through the Part 150 Web site, [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). If you would like to discuss your noise concerns further, please call the Noise Hotline at (702) 261-3694. In addition, on Wed., Oct. 26, at 6 p.m. there is a public open house you are more than welcome to attend. The project team will be available to share the latest project updates and answer any questions you may have. I have attached a flier for your information and distribution, perhaps you would like to post this in a common area of the Rancho Ocaso apartment.

Thank you again for your comment,  
Jen  
On behalf of the project team

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**nt:** Saturday, October 22, 2005 10:41 AM  
**o:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Lisa L. Brooks

address=

phone\_number=

e\_mail\_address=

comments=Resident of Rancho Ocaso Apts.

July 15 I moved into Rancho Ocaso Apts; after 2 months of searching out the safe, clean, within budget apartment community, close to work. I didn't realize in my daily drive thru, and research that I was going to live at the beginning of the runway!. This apartment complex I'm sure has a high turnover rate; IT IS UNBEARABLE, also very bad form on the apartment complex management; I'm sure I'm not the first to file a complaint.

What can I provide for your study; I'm very interested in the noise level and I'M VERY CONFIDENT that it exceeds some standard; I'm not a home owner, but the 6 months of torture I'll have to endure is not right. There must be a solution or course of action for the future residents of "Rancho Ocaso", or not.

Doing my part

Reverend Lisa L. Brooks

Las Vegas, NV

subject=From Web Site

email=info@mccarrannoisestudy.com

url=<http://www.mccarrannoisestudy.com/thankyou.html>

Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

remote host: thebizcenter.com

remote IP address: 209.144.192.83



**From:** Jennifer Shira  
**Sent:** Friday, October 21, 2005 4:11 PM  
**To:** 'BRADFORD BISHOP'  
**Subject:** RE: 727

Mr. Bishop:

Thank you for your question through [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). To discuss your noise concern in greater detail, please call the Clark County Department of Aviation Noise Hotline at (702) 261-3694.

I hope this helps,  
Jen  
On behalf of the project team

---

**From:** BRADFORD BISHOP  
**Sent:** Wednesday, October 19, 2005 2:09 PM  
**To:** info@McCARRANNOISESTUDY.COM  
**Subject:** 727

I live directly under the departure of runway 25 and my question is when are we going to see the last of the 727's? I believe Champion is the only scheduled carrier using that equipment and it is really the only complaint I have about noise abatement. While the hush kits helped, the 727 is the king of noise.

**From:** Craig Teglia

**Sent:** Tuesday, October 18, 2005 11:05 AM

**To:** info@mccarrannoisestudy.com

**Subject:** NOISE LEVELS

Another day ruined by the constant roar of aircraft over the RNP in Southwest Las Vegas. For years we lived a serene lifestyle with occasional overhead flights but since 2001 we have encountered more than our share. All the flights out of McCarran have finally narrowed their departure to a small area with the least population and destroyed the lifestyle we were so accustomed to. The study may provide some insight as to why the planes were moved in the first place and that the area is noisy but what relief can we as homeowners in the Southwest expect from this? Our property and home's are almost unlivable when the Stage 2 aircraft which by the way are not even allowed at many airports make the turn to the south under full power. We cannot enjoy a day outside anymore which we all did for so many years without the constant roar of these planes. When does the 65 DCB rule take effect and when will it be enforced?

Sincerely

Craig Teglia

**From:** Jennifer Shira  
**Sent:** Tuesday, October 18, 2005 11:02 AM  
**To:**  
**Subject:** Thank you for your question

Mr. Teglia:

Thank you for your question through [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). To discuss your noise concern in greater detail, please call the Clark County Department of Aviation Noise Hotline at (702) 261-3694.

I hope this helps,  
Jen  
On behalf of the project team

Jen Shira  
Katz & Associates  
4250 Executive Square, Suite 670  
San Diego, CA 92037  
p. 858.452.0031 x310  
f. 858.552.8437

teglia email

From: webmaster@intermind.net  
Sent: Tuesday, October 18, 2005 10:49 AM  
To: info@mccarrannoisestudy.com  
Subject: From Web Site

name=craig teglia

address=

phone \_number=

e\_mail\_address=

comments=Once again the obnoxious airplane noise has ruined the day. The planes that turn over the RNP in the Southwest are consistantly louder than the 65DCB limit set by the FAA. We enjoyed a great existence before the planes were all moved to this path. How long before some relief is granted to the residents?

subject=From Web Site

email=info@mccarrannoisestudy.com

url=http://www.mccarrannoisestudy.com/thankyou.html

Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: wireless-208-39-198-166.lv.velocitus.net

Remote IP address: 208.39.198.166

**From:** Jennifer Shira

**Sent:** Tuesday, October 18, 2005 11:00 AM

**To:**

**Subject:** Thank you for your question

Mr. and Mrs. Diercks:

Thank you for your question through [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). To discuss your noise concern in greater detail, please call the Clark County Department of Aviation Noise Hotline at (702) 261-3694.

I hope this helps,

Jen

On behalf of the project team

Diercks email

From: webmaster@intermind.net  
Sent: Monday, October 17, 2005 3:32 PM  
To: info@mccarrannoisestudy.com  
Subject: From Web Site

name=Chet And Merle Diercks  
address=  
phone\_number=  
e\_mail\_address=

comments=Please contact us regarding the noise study at the airport. We have wrote down the :30 second to :45 second pattern at the airport. Planes are lower and louder than ever. Sometimes even the smell is scary as it drifts down to the ground . Who do I call on that one?

Thank you,  
C/M Diercks

anytime after Tuesday Oct 17,05 as we will be out.

subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: nv-67-77-148-179.dyn.sprint-hsd.net  
Remote IP address: 67.77.148.179

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Monday, October 03, 2005 3:26 PM  
**To:** 'Cox SMTP west'  
**Subject:** RE: Airplane noise in Rhodes Ranch

Dear Ms. Artinger:

Thank you for your e-mail. I will forward this on to the study team to ensure they consider your input while evaluating all options. Please continue to check the project Web site for updates.

Regards,

Jen Shira

Oh behalf of the project team

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**From:** Cox SMTP west  
**Sent:** Saturday, October 01, 2005 2:29 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Airplane noise in Rhodes Ranch

To the airport noise study,

I have lived in Rhodes Ranch in the southwest valley for 2 years. Airport noise has interfered with our daily life in a major way. Low flying, turning planes are heard day and night from inside my house. I have been awakened by low flying planes in the early morning hours and have had planes interfere with my ability to sleep because they fly low over my house in the late evening hours also. I don't understand why they aren't higher and why they can't turn to the west or east of Rhodes Ranch since there are less densely populated areas nearby, particularly to the west. I probably wouldn't have moved here if I had known the extent of the noise. I have written the FAA without reply. Please take this issue seriously as the problem continues.

**Jennifer Shira**

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**From:** mary mcfarland  
**Sent:** Saturday, October 01, 2005 2:56 PM  
**To:** Jennifer Shira  
**Subject:** Re: airport noise

I have called the airport noise hotline and I have received many different answers as to why we get all the planes right over my house now. The story keeps changing so I have not found it very satisfactory. Would like you to sit in my back yard on a Sat. or Sun. afternoon and try to relax. Thank you for replying at least I know someone read my email. Does anyone care. These planes could move their flight 4 blocks over and be going over open desert and the water plant which makes much more sense to me instead of disturbing the homeowners who happen to live in their path now. Thank you again for responding. Mary McFarland

----- Original Message -----

**From:** [Jennifer Shira](#)  
**To:** [mary mcfarland](#)  
**Sent:** Thursday, September 22, 2005 11:00 AM  
**Subject:** RE: airport noise

Ms. McFarland:

I received your e-mail and Web site comment form. Please call the aircraft noise hotline at 261-3694 to discuss your concerns.

Thank you for your involvement in the Part 150 Noise Study. Please continue to check the project Web site for project updates and information.

Regards,

Jen Shira

On behalf of the project team.

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**From:** mary mcfarland '  
**Sent:** Wednesday, September 21, 2005 2:56 PM  
**To:** [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)  
**Subject:** airport noise

I have made several phone calls regarding planes flying directly over my house day and night. Some of them make the house shake. I have received many different replies as to why there is so much more ingoing and outgoing air traffic over my place in the last two years. What is the truth? I see the people in southern highlands are happy it seems the planes no longer cause them a problem but they certainly do out here. Is it because we are just regular working people and it doesn't matter that noise will keep us awake. After all what is a plane every 3-5 minutes when it is between 9:30 and 11:00 Pm when one has to work early in the morning or when a person tries to sleep in on the day off they start at 5:30 or six in the morning. I have lived here 11 years and can't believe the change. So who has benefited while we have lost our peace and quiet. If I wanted noise from airplanes I could have bought by Nellis. Sincerely,

Mary McFarland PS Afternoons are the same way.



## Jennifer Shira

---

**From:** \*\*.Auto.E-mail.Form.\*\*@terminus.intermind.net  
**Content:** Wednesday, September 21, 2005 2:57 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Mary McFarland

address=

phone\_number=

e\_mail\_address=

comments=I just emailed you regarding the continuously increasing air noise and traffic day and night over my home and those next to me. Some almost knock the roof off. I see by the notes you have made southern highlands happy recently. Thank you. Could you consider us next for some peace and quiet.

subject=From Web Site

email=info@mccarrannoisestudy.com

url=<http://www.mccarrannoisestudy.com/thankyou.html>

Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: ip68-108-149-72.lv.lv.cox.net Remote IP address: 68.108.149.72

**Jennifer Shira**

---

**From:** A Wang  
**Sent:** Wednesday, November 30, 2005 3:32 PM  
**To:** Jennifer Shira  
**Subject:** Airplane Noise in my neighborhood

To whom it may concern,

I'm a Nevada Trails resident (Rainbow/Windmill). I recently learned that more and more flights fly over where I reside. I want relief from the constant airplane noise. Please look into alternatives.

Thank you,

Andrea Wang

---

[Yahoo! Music Unlimited - Access over 1 million songs. Try it free.](#)

**Jennifer Shira**

---

**From:** Diamond Blue  
**Sent:** Wednesday, November 30, 2005 3:30 PM  
**To:** aircraftnoise@cox.net  
**Subject:** Aircraft Noise

To whom it may concern,

I'm a Nevada Trails resident. I recently learned that more and more flights fly over where I reside. I want relief from the constant airplane noise. Please look into alternatives.

Thank you,

Wilson Chen

---

[Yahoo! Music Unlimited - Access over 1 million songs. Try it free.](#)

**Jennifer Shira**

---

**From:** Mary Diaz  
**Sent:** Wednesday, November 30, 2005 11:54 AM  
**To:** Jennifer Shira  
**Subject:** Airplane Noise Flyer

We live at \_\_\_\_\_ please let us know what we need to do to prevent aircraft noise. Thank you.

## Jennifer Shira

---

**From:** Mark Jarvis  
**ent:** Tuesday, November 29, 2005 10:18 PM  
**ro:** Jennifer Shira  
**Subject:** Air noise - Nevada Trails

To whom it may concern -

I am a concerned resident of Nevada Trails that is writing to express my concern with the amount of airplane noise that seems to be crowing each month over our community. We continue to see more and more air traffic above our homes in the community and I am confused as to why this is happening as we are under the impression that planes should be utilizing a different flight path?

Please advise of anything that we can do to resolve this issue!!

Thanks -

Mark Jarvis

---

On the road to retirement? Check out MSN Life Events for advice on how to get there!  
<http://lifeevents.msn.com/category.aspx?cid=Retirement>

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, November 28, 2005 3:38 PM  
**To:** 'JD'  
**Subject:** RE: Plane noise...

Mr. Dibs:

Thank you for your comment. I will forward your concerns on to the rest of the project team. If you would like to discuss your comments in greater detail please call the noise hotline at 261-3694.

Regards,  
Jen  
On behalf of the project team

---

**From:** JD  
**Sent:** Monday, November 28, 2005 1:08 PM  
**To:** Jennifer Shira  
**Subject:** Plane noise...

Just wanted to write to you to complain formally about the airplane noise over my house at 7659 Cystal Village lane in Hampton Village. It seems that the noise is getting more and more frequent and I would really like to have this stop immediately.

Please let me know what I can do to stop these planes from flying over my neighborhood. I heard that they are not supposed to be doing this as frequently as they have been. Why is it that some people having their noise pollution reduced at the expense of others? Does that seem right to you?

Thanks for you time.

A concerned neighbor,  
Justin Dibs

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Monday, November 28, 2005 3:37 PM  
**To:** 'Ms Sue Sisolak'  
**Subject:** RE: Noise level above Nevada Trails

Ms. Sisolak:

Thank you for your comment. I will forward your concerns on to the rest of the project team. If you would like to become more involved in the study you can attend future meetings and workshops, a list of all public events can be found on the project Web site.

Regards,  
Jen  
On behalf of the project team

-----Original Message-----

**From:** Ms Sue Sisolak  
**Sent:** Monday, November 28, 2005 12:59 PM  
**To:** Jennifer Shira  
**Subject:** Noise level above Nevada Trails

To whom it may concern,

Over the recent months the noise from airplanes has significantly increased over my house. I find it very disturbing, and wish to file a formal complaint.  
Please let me know what I can do to eliminate completely or at least greatly reduce the noise level.

Sue Sisolak

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## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Monday, November 28, 2005 3:36 PM  
**To:** 'Diane Arcuri'  
**Subject:** RE: THEY'RE STILL HERE!

Ms. Arcuri:

Thank you for the photos, I will pass them along to the project team. Thank you for your continued interest in the study.

Best,  
Jen

---

**From:** Diane Arcuri  
**Sent:** Monday, November 28, 2005 7:09 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** THEY'RE STILL HERE!

Here are more photos taken recently of planes directly over homes here in the southwest at Nevada Trails. What baffles me is why Abatement Measures 3 and 4 are not implemented immediately. These are not NEW. They are simply a return to historical enforcements. There's no reason the Group is waiting until June for at least these 2 items.

It is totally unfair that we should be subjected to being startled out of a sound sleep at 2:30 in the morning because of planes flying directly over our heads. This complaint was phoned into the Noise Abatement, but as we all know they only record complaints and do nothing with the complaints.

Please forward this email and pictures to the Group, especially to Billy with Southwest as his planes are the worst offenders by sheer volume.

See you in January.

Diane Arcuri  
Secretary/Treasurer  
Saddle Peak at Nevada Trail Board of Directors



## Jennifer Shira

---

**From:** Jennifer Shira  
**ent:** Monday, November 28, 2005 3:35 PM  
**o:** 'Kapriya, Frank'  
**Subject:** RE: Airplane noise at Nevada Trails

Mr. Kapriya:

Thank you for your comment and support. I will forward your concerns on to the rest of the project team. A list of the public events is listed on the project Web site if you would like to become more involved.

Regards,  
Jen  
On behalf of the project team

-----Original Message-----

**From:** Kapriya, Frank  
**Sent:** Monday, November 28, 2005 6:10 AM  
**To:** Jennifer Shira  
**Subject:** Airplane noise at Nevada Trails

My wife Nancy Ovuka and me are new home owners in Nevada Trails and are glad to see that you are undertaking an effort to reduce the air traffic noise in our community. We look forward to seeing any information that you're able to supply and want you to know that we fully support these efforts and will make whatever contributions we can. Please let us know how we can support you.

Frank Kapriya & Nancy Ovuka

Frank Kapriya  
CSO, ODS, DCS, SSA

## Jennifer Shira

---

**From:** Jennifer Shira  
**ent:** Monday, November 28, 2005 3:34 PM  
**o:**  
**Subject:** RE: Aircraft Noise

Ms. Acklam:

Thank you for your comment. I will forward your concerns on to the rest of the project team. If you would like to become involved in the study the public event dates are listed the project Web site.

Regards,  
Jen  
On behalf of the project team

-----Original Message-----

**From:**  
**Sent:** Sunday, November 27, 2005 8:15 PM  
**To:** Jennifer Shira  
**Subject:** Aircraft Noise

I live in Nevada Trails and the aircraft noise over my house has increased considerably. When I first purchased the home in 2003, Nevada Trails was not in the flight pattern and even after the flight pattern changed the turn pattern was still further west; however, now the planes are cutting their turns shorter and are going right over my house. I would like to be involved in the noise study, or do whatever I can do to help improve the aircraft noise situation.

Denise Acklam

## Jennifer Shira

---

**From:** Jennifer Shira  
**Content:** Monday, November 28, 2005 3:32 PM  
**From:**  
**Subject:** RE: Airplane Noise

Mr. Cantorna:

Thank you for your comment. I will forward your concerns on to the rest of the project team.

Regards,  
Jen  
On behalf of the project team

-----Original Message-----

**From:**  
**Sent:** Sunday, November 27, 2005 8:40 AM  
**To:** Jennifer Shira  
**Subject:** Airplane Noise

To Whom It May Concern,

I have lived in Las Vegas for the last fourteen (14) months. I am retired and like to be outside and work on my back yard whenever possible. It is now getting to the point where the Airplane's Noise is aggravating and to the point where I could not stand it anymore. The planes fly directly over my house.

Here are my points:

1. Planes are flying SOOOOO low by the Nevada Trails houses complex that I can read the names and even possible for me to count how many passengers in it. If the Stratosphere Hotel is located in Nevada Trails it could get clipped at least once or twice per day and maybe more. Why couldn't they keep on climbing then make their turn. Virgin Airlines fly soo low and soo slow that the palms trees sway as the plane goes by, luckily they don't have too many flights.
2. If you look at a MAP, the airport runway runs parallel to Sunset not 215 Beltway. What I observe is that as soon as the plane gain momentum in the air they make their slow turn right away and therefore they are right over the Nevada Trails complex before they gain height.
3. It is soooo bad that when it gets busy on Fridays thru Mondays that the noise of the first plane is not even completely gone and here comes another one. This gets going for about half a dozen planes or more. If someone in your group would like to come and observe what I am talking about I would like to invite him/her to my place, let me know. I would serve them beer/wine and dinner and have a nice chat about it.

Rómeo "Ron" Cantorna

**Jennifer Shira**

---

**From:** Kandee Mills

**Sent:** Sunday, November 27, 2005 8:56 AM

**To:** Jennifer Shira

Please keep working toward noise reduction in the Nevada Trails area.

Sincerely,

Homeowner

Kandee Mills

---

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**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Tuesday, December 27, 2005 10:57 AM  
**To:**  
**Subject:** Thank you for your comment

Mr. Boynton  
Thank you for your comment to the McCarran International Airport FAR Part 150 Noise Compatibility Study Update project team. To further discuss your concerns please call the noise hotline at 261-3694.

Thank you,  
Jen  
On behalf of the project team

=====  
name=randy boynton  
address=  
phone \_number=  
e\_mail\_address=  
comments=Hi,

I am a resident of Nevada Trails in the Southwest Part of the valley and am concerned with the noise from aircraft. It seems as if the planes are flying over my neighborhood at a growing pace and it is detracting from my enjoyment of the wonderful Las Vegas outdoors. On a Sunday night as I am trying to fall asleep, the planes fly over about 1 every minute or two. I would be very interested in the findings of the study and as a resident of this southwest, would like to know what is the protocol for the planes flying over this area? Are there certain days it occurs (I am sure the weather has something to do with it) and do they fly over other parts of the valley too?

Regards,

Randy Boynton

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, November 28, 2005 3:31 PM  
**To:**  
**Subject:** RE: AirCraft Noise - Nevada Trails

Mr. Li:  
Thank you for your comment. I will forward your concerns on to the rest of the project team.

Regards,  
Jen  
On behalf of the project team

---

**From:** Henry  
**Sent:** Saturday, November 26, 2005 6:20 PM  
**To:** aircraftnoise@cox.net; Jennifer Shira  
**Subject:** AirCraft Noise - Nevada Trails

Hello -

We live in the Nevada Trails Community and have dealt with aircraft noise since the first day we moved in... it seems there are times when aircrafts fly so low and over our house that the walls seem to shake -- Not all of the aircrafts fly this low... but it is really noticable as some pilots do.

Thanks

Please contact me if you would like more information.

Henry Li

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, November 28, 2005 3:31 PM  
**To:** 'Paolo De Leon'  
**Subject:** RE: AIRLINE NOISE

Mr. De Leon:

Thank you for your comment. I will forward your concerns on to the rest of the project team.

Regards,  
Jen  
On behalf of the project team

---

**From:** Paolo De Leon  
**Sent:** Saturday, November 26, 2005 3:47 PM  
**To:** Jennifer Shira  
**Subject:** AIRLINE NOISE

Dear Airline Noise Team,

I am a homeowner of Warmington Homes Nevada on Warm Springs and Buffalo. The noise is irritating. Sometimes at night around 9:00PM 5-6 airplanes would fly and the noise is intolerable. My only complaint of the Southwest is this subject. We have a beautiful neighborhood/community. 89113 zipcode is the best location. It is sad that nothing has been done reagrding this issue. I hope your team can lobby for us residents. We appreciate your efforts. I hope something can be done in the near future.

Sincerely,

Paolo De Leon

P.S. I am a licensed real estate agent and I have shown homes in the Southwest. Most are aware of the noise.. through word of mouth and articles. This noise is a deal breaker.

---

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## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Wednesday, November 23, 2005 11:58 AM  
**To:**  
**Subject:** RE: Aircraft Noise Levels At Saddle Peak/Nevada Trails

Mr. Capozzi:

Thank you for your comments and observations. I trust that if you contact Jeff Jacquart as you mentioned below he will be able to provide you with the methodology used. If you have additional questions please don't hesitate to ask.

Best,  
Jen  
On behalf of the project team.

---

**From:**  
**Sent:** Monday, November 21, 2005 3:40 AM  
**To:** Jennifer Shira  
**Cc:** aircraftnoise@cox.net;  
**Subject:** Aircraft Noise Levels At Saddle Peak/Nevada Trails

Hello Jennifer,

I know that you have received numerous emails from Mr. Bud Visali regarding this subject. I will also contact Jeff Jacquart, but as part of the "project team" for this study, I would like to provide my input into this situation.

This past weekend (11/18 and 11/19) has been a very noisy one at our community, especially Sunday and in the ewe hours of this early Monday. I was having difficulty in listening to football games on Sunday because of the airplane noise. Its an ongoing situation and sometimes I try to just tune it out but I felt I needed to voice my opinion.

In addition to the noise there is also a safety factor that must be thrown into the equation. By having planes fly over heavily populated areas just adds to the already noise problem. Being the 5th (I think this is a correct) most busiest airport in the nation tells me that the chances of an airline mishap are increasing day by day, and from what I have been reading, its not going to get better. I know the planes can fly along the route 15 corridor because I see them. ITs kind of a conditioned response that each time I hear a plane I look up and see " who is it this time". Its almost a game, but not a very funny one.

Not to sound obnoxious, but I have a simple scientific test that will help justify our complaints. Have someone stay at one of the communities for 1 week and document all they hear and see. You can save a lot of time and money by just doing this scientific test.

How could I get a copy of the methodology used and data collection techniques that are being used to conduct this study?

I will contact Jeff at the following number and also express my frustrations about the noise at our community.

Sincerely,

Joseph Capozzi

"Jeff Jacquart, Clark County Department of Aviation, directly at 702-261-5510."

12/27/2005



**To:** info@mccarrannoisestudy.com  
**Subject:** airplane noise at Saddle Peak  
To Whom it may concern,

My name is Julie Tucker, my husband Jerry and I live at Las Vegas, NV. We have been to the airplane noise meetings and we also are aware that there is currently a study being done. I have to say that originally when this whole change took place of all of the airplanes flying over our area, it did not really affect us much. The noise was there but not is excess. Today that is not true. The number of airplanes going directly overhead have increased, some are so very low that I think they are going to crash. Some the noise is so loud that our windows are shaking and our walls are also. Our little dog is scarred to death, and we can't sleep or think. Sunday is the worst of all. It starts very early in the morning around 3:00 A.M. and continues throughout the day. Sunday is our only day to sleep in a little, not only can we not sleep in, we can't even stay asleep until daylight. This noise has become a huge problem. We had been told that the planes would be flying over the High School just west of Nevada Trails. I can assure you that they do not. Most of them fly right over the top of our house, and some are so close that I can tell you what airlines they are. They come one right after the next with no time in between. I understand that the planes are going to have to fly over someone's head, but why every single departing flight. Why can't we share the load with the rest of Las Vegas. At least then there would be some space between fly-overs. I wanted to let you know that we are still waiting for something to be done about this problem and that we are very concerned with the progress.

Julie Tucker

## Jennifer Shira

---

**From:** Jennifer Shira  
**ent:** Wednesday, November 23, 2005 12:01 PM  
**o:** 'julie'  
**Subject:** RE: Nevada Trails NOISE

Dear Julie:

Thank you for your comments and concerns. The noise study currently being conducted at McCarran International Airport will take into account all public comments and concerns.

Please continue to check the project Web site for updates and news.

Best,  
Jen  
On behalf of the project team.

-----Original Message-----

**From:** julie  
**Sent:** Monday, November 21, 2005 5:12 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Nevada Trails NOISE

---

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**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Wednesday, November 23, 2005 11:56 AM  
**To:** 'shiwu deng'  
**Subject:** RE: noise  
**Attachments:** FAQ.pdf

Mr. Deng:

The Clark County Department of Aviation is currently conducting a FAR Part 150 Noise Compatibility Study Update. I have attached a fact sheet with additional information about the study. To further discuss your other questions please call Jeff Jacquart from the Department of Aviation directly at 702-261-5600.

Thank you,  
Jen  
On behalf of the project team

---

**From:** shiwu deng  
**Sent:** Friday, November 18, 2005 12:52 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** noise

Dear Sir or Madam:

I would like to know whether there is any plan to move McCarran International Airport away from its current location, or any plan to reduce the flights it takes in the near future. I appreciate your response.

I live in the west of Las Vegas. I plan to buy a house in a community whose houses I like but whose noise I hate.

Tom Deng

---

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**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Wednesday, November 23, 2005 10:40 AM  
**To:** 'Stan Gordon'  
**Subject:** RE: NOISE!

Mr. Gordon,  
Thank you for your comment.  
Regards,  
Jen  
On behalf of the project team

---

**From:** Stan Gordon  
**Sent:** Thursday, November 17, 2005 7:08 PM  
**To:** info@mccarrannoisestudy.com  
**Cc:** Visalli, Bud; Lederer, Richard J.  
**Subject:** NOISE!

Dear Sir?Madam,

Today, Thursday, November 17, 2005, at 6:55 P.M., a plane just flew over my house. As you read that sentence, you think, "so what's the big deal?" The big deal is that the plane was so low and produced so much noise that the pictures and windows in my den rattled!!!!!! Something has got to be done NOW to alleviate the noise problem.

Sincerely,

Stanton J. Gordon

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**ent:** Wednesday, November 16, 2005 11:52 AM  
**o:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Bud Visalli  
address=  
phone\_number=  
e\_mail\_address=

comments= They just can't leave the flight pattern the way it is it's just too unbearable. We not only hear the noise from the planes but we can feel it as well. The ground actually rumbles and I'm afraid eventually damage to the homes will occur. Jeff Jacquart at McCarran insists the planes are flying over Sierra Vista High School, which is a mile to the West of us, and it's simply not the case. It has gotten intolerable and only to get worse as the weeks and months and years go by with increasing air traffic. The planes fly over Nevada Trails at a lower altitude than any other area in Las Vegas. How was this allowed to happen. Either the homes shouldn't be here or the planes shouldn't be here. One or the other.

subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: ip24-253-61-65.lv.lv.cox.net Remote IP address: 24.253.61.65

## Jennifer Shira

---

**From:** Jennifer Shira  
**ent:** Thursday, November 10, 2005 2:16 PM  
**ro:** 'Robert Winslow'  
**Subject:** RE: airplane noise near our home

Mr. & Mrs. Winslow:

Thank you for your comments. I will document and forward your concerns to the project team. Please continue to check the project Web site ([www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)) for project updates, events and news.

Thank you again for your participation.

Regards,

Jen

On behalf of the project team

-----Original Message-----

**From:** Robert Winslow  
**Sent:** Thursday, November 10, 2005 9:37 AM  
**To:** [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)  
**Subject:** airplane noise near our home

My husband and I own a home in Saddle Peak at Nevada Trails. We understand and appreciate the importance of the airport to the economy of Las Vegas, and realize that there is no way to escape all airplane noise - all parts of the valley are affected in some way since the growth here has put the airport right in the middle of a large populated area.

Our concern is twofold - one, is that older planes are much noisier and seem to fly lower directly over our home. Secondly, our understanding is that our area is targeted as the sole flight path on some of the newer maps. It seems to us that it would be a fairer distribution to spread out the flyover area so no one neighborhood is always targeted.

We can live with a certain level of noise but would like to see fairness be part of the consideration as well as some effort made to encourage/coerce pilots to fly higher during strategic times like late at night and early morning.

Please consider our concerns as you make your plans!

Shirley and Robert Winslow

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Tuesday, November 01, 2005 2:36 PM  
**To:** 'Nevada Trails Aircraft Noise'  
**Subject:** RE: PLANE NOISE AT NEVADA TRAILS

Mr. Visalli:

To further discuss your concerns about Nevada Trails representation on the public working group and your other concerns, please contact Jeff Jacquart, Clark County Department of Aviation, directly at 702-261-5510.

Thank you for your comment,  
Jen

---

**From:** Nevada Trails Aircraft Noise [mailto:aircraftnoise@cox.net]  
**Sent:** Tuesday, November 01, 2005 10:03 AM  
**To:** Jennifer Shira  
**Subject:** PLANE NOISE AT NEVADA TRAILS

Dear Jennifer,

I would like to know what it's going to take to get the right people to listen to the homeowners here in Saddle Peak at Nevada Trails and understand that there is a problem here. It appears that no one is listening and/or no one cares. Just as long as the planes aren't flying over their homes no one gives a damn. The vibration from the planes are eventually going to cause damage to our homes and who is going to pay for the repairs? Jennifer, I noticed at the meeting last week that there were representatives from various communities around town but not one from Nevada Trails. How did that happen and how do we get a representative on that panel? I think it's important to get someone on their quickly if this study is going to end in June. I'm still not clear as to what this study is supposed to accomplish. It appears to me that they have it just the way they want it. I didn't hear any suggestions of possibly departing in other directions or anything at that meeting. It is my belief that no one understands how severe the problem is because they don't live here. All the words in the world aren't going to give you the full impact of witnessing it for your own eyes and ears. I dare anyone to spend a week at my home and at the end of the stay try and tell me that there isn't a problem. I don't care what we were disclosed (if anything) when we bought our homes. Nowhere does it say how low, how loud and how often the planes would be. Besides the fact that we're out of the flight pattern and the pilots are just cutting across on a Northeast to Southwest angle at will with total disregard to the people living below. It's very, very frustrating to be in my home and listening (and sometimes feeling) the planes as they go by knowing full well that there are better alternatives, not to mention that they're off course. It's not fair and it's not right.

Sincerely,  
Bud Visalli  
Saddle Peak at Nevada Trails

**Jennifer Shira**

---

**From:** Bud Visalli  
**Sent:** Tuesday, September 13, 2005 2:21 PM  
**To:** McCARRAN NOISE STUDY  
**Subject:** NOISE IN THE SOUTHWEST AREA

To Whom It May Concern,

My name is Bud Visalli and my wife and I live in the community of Saddle Peak which is a subdivision of Nevada Trails. We were located near the intersection of Rainbow Blvd. and Robindale Road. This community has been complaining about the noise in this area for nearly 3 years now and have gotten nowhere. It has now gotten worse ever since the planes are allowed to fly closer together. Since we live at a higher elevation than the airport the planes fly over very low to the ground and therefore creates a tremendous amount of noise. If I can't hear someone standing 2-feet away talking to me then the planes are too loud. If I can hear the planes inside the house with the windows and doors closed and the vacuum cleaner on then the planes are too loud. If I can hear the planes when I'm outside with the gas-powered leaf blower on then the planes are too loud. We've made several suggestions to the FAA and McCarran to no avail. One of our suggestions was to takeoff on runways 19R and 19L heading South following I-15, since most of the planes that takeoff to the West make a left turn heading South anyway. They can follow that route until they get past the hills South of Southern Highlands and then they can make any necessary turns if any. If they did that they wouldn't be flying over any residential neighborhoods. Therefore less complaints. One of our other suggestions was to have the planes that takeoff heading West to have them follow I-215 straight out until they get past the mountains to the West and then make any necessary turns. I've seen them do it so I know they can. I certainly hope you will consider these suggestions for any future flights. If you would like any other information or if I can help in any way please do not hesitate to contact me. Here's all my contact information:

Bud Visalli

Thanks for listening.

**Bud Visalli**

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**Jennifer Shira**

---

**From:**

**Sent:** Wednesday, January 04, 2006 12:05 PM

**To:** McCarran Noise Study

**Cc:** Air Craft Noise

**Subject:** Air Craft Noise

McCárran Noise Study:

On Jan. 1, 2006, there was an exceptionally noisy plane at 11:32 AM. On Jan. 2, 2006, at 12:48 AM, the plane was so noisy that it woke me from a sound (excuse the pun) sleep. On the same day at 4:50 PM, the plane drowned out the TV. As I was falling asleep at 12:18 AM on Jan. 3, 2006, a plane jolted me awake. Since I was not home all the time, I cannot comment on other planes. I realize that the holiday weekend was an extremely busy time for McCarran. I can tell that by the countless number of planes that flew over Nevada Trails!

Sincerely,  
Stanton Gordon

1/4/2006

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Wednesday, January 04, 2006 10:54 AM  
**To:**  
**Subject:** RE: NOISE

Mr. Gordon:  
Thank you for your comment.  
Regards,  
Jen  
On behalf of the project team

---

**From:**  
**Sent:** Friday, December 30, 2005 12:02 AM  
**To:** McCarran Noise Study  
**Cc:** Air Craft Noise  
**Subject:** NOISE

McCarran Noise study:  
Today is Thursday, December 29, 2005. At 11:50 PM, a plane flew over my house that was so noisy, it rattled my windows! Within four minutes, two more planes flew over. Neither of the last two planes were as noisy as the first one.  
Stanton J. Gordon

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**nt:** Friday, December 30, 2005 2:35 PM  
**o:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Steve Armbruster  
address=  
phone\_number=  
e\_mail\_address=  
comments=I am very concerned with the noise from all the planes flying over Nevada Trails  
(Rainbow/Robindale). It needs to improve. Hopefully it can be shared.  
subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: clark.co.clark.nv.us  
Remote IP address: 198.200.132.69

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Thursday, December 29, 2005 9:43 AM  
**To:** 'Gann, Lisa'  
**Subject:** RE: Nevada Trails - Airplane noise compliant

Thank you for your comment Ms. Gann. Your comment will be logged and shared with the project team.  
Regards,  
Jen  
On behalf of the project team

---

**From:** Gann, Lisa  
**Sent:** Wednesday, December 28, 2005 10:46 AM  
**To:** Jennifer Shira  
**Subject:** Nevada Trails - Airplane noise compliant

I am writing to submit a formal complaint about the airplane noise over Nevada Trails. Please let me know what I need to finalize this complaint.

Thanks, Lisa

Confidentiality Note: This e-mail, and any attachment to it, contains privileged and confidential information intended only for the use of the individual(s) or entity named on the e-mail. If the reader of this e-mail is not the intended recipient, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that reading this e-mail is strictly prohibited. If you have received this e-mail in error, please immediately return it to the sender and delete it from your system. This e-mail and any attachment(s) are believed to be free from virus. However it is the responsibility of the recipient to ensure that they are virus free. We do not accept any liability for any loss or damage arising in any way from the receipt, opening or use of this e-mail and any attachment(s). Thank You.

**Jennifer Shira**

---

**From:**  
**Sent:** Saturday, December 24, 2005 5:39 PM  
**To:** McCarran Noise Study  
**Subject:** Fw: Airplane Noise

----- Original Message -----

**From:**  
**To:** McCarran Noise Study  
**Cc:** Air Craft Noise  
**Sent:** Saturday, December 24, 2005 5:00 PM  
**Subject:** Airplane Noise

McCarran Noise Study:  
Yesterday, Friday, Dec. 23rd at 10:50 AM, a plane flew over my house that was so loud that it rattled the windows. Again at 7:50 PM, another plane did the same thing. Today, Saturday, Dec 24th at 12:57 PM still another plane did a three-peat performance.  
Sincerely,  
Stanton Gordon

12/27/2005

**Jennifer Shira**

---

**From:** Nevada Trails Aircraft Noise [aircraftnoise@cox.net]  
**Sent:** Saturday, December 24, 2005 1:28 PM  
**To:** Undisclosed-Recipient;  
**Subject:** AMERICA WEST

I'm starting to e-mail the individual airlines. Here is what I wrote to America West:

=====

I live in the community of Nevada Trails in the Southwest area of Las Vegas, Nevada. We have a problem with the planes taking off out of McCarran International making left turns over our community. We have been complaining for nearly three years stating that the planes are NOT supposed to be flying over this community but flying over Sierra Vista High School a mile or so further to the West of Nevada Trails. The people at McCarran tell us that the pilots are in control of the planes and are cutting corners. We would like to talk with one of your senior executives to bring this matter to a satisfactory conclusion. Thank you for your time and understanding. Happy Holiday's --BV

Bud Visalli  
Saddle Peak at Nevada Trails  
[aircraftnoise@cox.net](mailto:aircraftnoise@cox.net)

This is a special e-mail address for Saddle Peak and Nevada Trails homeowners only. This e-mail address is strictly for informational purposes for the homeowners of Saddle Peak and Nevada Trails and not to be confused with the McCarran Noise Hotline or the McCarran Noise Study Group. Please direct all aircraft noise complaints to the McCarran Noise Hotline at 261-3694 and/or e-mail the McCarran Noise Study Group at: [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)

**Jennifer Shira**

---

**From:** Ray  
**Sent:** Saturday, December 24, 2005 9:28 PM  
**To:** emailinfo@mccarrannoisestudy.com  
**Subject:** Divert Mccarren air traffic north

Share the pollution and pain, or pay for double pane windows for those below air traffic in south Las Vegas.

Thanks,  
One homeowner

12/27/2005

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Tuesday, December 27, 2005 11:16 AM  
**To:** [REDACTED]  
**Subject:** Thank you for your comment

Mr. Bross:  
To further discuss your comment to the Part 150 Study project team, please call the noise hotline at 261-3694.  
Thank you,  
Jen  
On behalf of the project team

*Jen Shira*

Katz & Associates | 4250 Executive Square, Suite 670 | San Diego, CA 92037 | p. 858.452.0031  
x310 | f. 858.552.8437



## Jennifer Shira

---

**From:** webmaster@intermind.net  
**Content:** Friday, December 23, 2005 11:31 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=TEDD A BROSS  
address=  
phone\_number=  
e\_mail\_address=

comments=AFTER LIVING SEVERAL YEARS IN THE SPRING MOUNTAIN-JONES AREA I GREW TIRED OF THE AIRPLANE NOISE. IN 1990, AFTER CAREFUL CONSIDERATION (WHICH INCLUDED AIRPLANE NOISE) I MOVED TO RHODES RANCH. IN 1991 THEY STARTED FLYING OVER MY HOUSE AGAIN. I WOULD REALLY LIKE TO SEE SOME OF THE FLIGHTS RETURN TO FLYING TO NORTH. WHY CAN'T ALL OF THE FLIGHTS GO FURTHER WEST (OVER THE MOUNTAINS) BEFORE TURNING??

THANK YOU,

TEDD BROSS

subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: ip68-96-251-176.lv.lv.cox.net Remote IP address: 68.96.251.176

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Friday, December 23, 2005 2:46 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Jet Noise---

12-23-05

Subject; Noise from jets

Location; Henderson, Arroyo Grande, & Windmill

Site; Mountain View, A 55+ senior manufactured home park. Mountain View contains 350 homes with about 700 residents. Manufactured homes are different from regular stick homes as noise penetrates them easily. The noise from the jets are increasing daily.

Route Change; We never had this noise before.

Effects; Lack of sleep, uneasyness, stress, etc.

Desired Solution; Put the jet back on there old route.

Thank you for your time.

Marvin L. Doerr

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Tuesday, December 27, 2005 11:15 AM  
**To:**  
**Subject:** Thank you for your comment

Ms. Ansley:

Thank you for your comment, if you would like to become involved in the Part 150 Study Update please check the Web site for future public working group meetings that you can attend as an observer or public open houses where you can come and speak directly with the project team.

Thank you for your continued interest in this study,  
Jen  
On behalf of the project team

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**Sent:** Wednesday, December 21, 2005 4:46 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Tricia Anslev

address=

phone\_number=

e\_mail\_address=

comments=Hi...I live off of Hacienda/Ilez, just behind Spanish Trails and just east of Durango. I bought my home here about 2-1/2 years ago. I made a conscious and well-thought out decision to put up with living by a storm drain, as opposed to buying in Coronado Ranch and putting up with the noise of trains and planes. I contacted Union Pacific Railroad AND McCarren to find out train schedules and flight path info before I chose my house outside of that area. I paid slightly more for the benefit of NOT having to live under the flight path or next to the tracks. Now, looking at the proposed map, my home will take a direct noise hit from EVERY flight turning north, because they will fly directly over Hacienda/Durango before turning north. It is beginning to feel as if this town is more concerned with making the tourists happy than it is with making its residents happy. If things such as zoning and flight paths can be changed at the whim of the government - whether local!

or federal - this town will soon become unliveable. How do I get involved?!?!

subject=From Web Site

email=info@mccarrannoisestudy.com

url=http://www.mccarrannoisestudy.com/thankyou.html

Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

remote host: wsip-24-234-119-25.lv.lv.cox.net Remote IP address: 24.234.119.25

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**ant:** Wednesday, December 21, 2005 10:01 AM  
**o:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Joe Conte  
address=  
phone\_number=  
e\_mail\_address=

comments=I see they you are already sending planes right over my home. That's why I bought here because it was quiet. People bought homes in the path of the present flight path, because the home prices where cheaper I think the flights should not make a left or right hand turn until they reach 15,000 ft. That way it will take them over the mountains and disturb as few people as possible. In addition, how's about having the aircraft manufacturer lower the exhaust noise significantly like they did on the 747's years ago? I don't care what it cost, let the CEO's take less golden parachute settlements when they leave the Corp. to work for another one. Hope somebody reads this and cares, I know I'm not alone in my feelings about this. Thanks for your time. J. Conte

subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: ip70-170-22-136.lv.lv.cox.net Remote IP address: 70.170.22.136

**Jennifer Shira**

---

**From:** Caroline Cooper  
**Sent:** Tuesday, December 20, 2005 3:37 PM  
**To:** Jennifer Shira  
**Subject:** Noise!!!

To the study team:

I have started to hear a lot more planes flying over my community lately and it is starting to be extremely annoying at best. I do believe it to be unacceptable and would be willing to get involved but I am not sure how exactly. I am concerned about our property value going down because of all that air traffic overhead as well. If you could, I would like more information on that subject so that I can complain to where it can make a difference.

Truly yours,

Caroline Cooper

Saddle Peak, Nevada Trails

---

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around  
<http://mail.yahoo.com>

## Jennifer Shira

---

**From:** Nevada Trails Aircraft Noise [aircraftnoise@cox.net]  
**sent:** Tuesday, December 20, 2005 3:13 PM  
**to:** District A CC  
**Subject:** Re: AIRPLANE NOISE IN THE REAL SOUTHWEST

With all due respect all they are going to say is that THEY ARE flying over the high school. To get someone out here to show them that they are not is like trying to get the President of the United States to fix your toilet bowl. I could take some pictures but that requires alot of time. I did position myself one day on Windmill just East of Sierra Vista High School and was looking North. Out of the five planes that I viewed all of them were East of the school and one of them seemed to be well into Nevada Trails. With today's technology I can't see why EVERY ONE of the planes can't fly directly over the high school traveling South. Not Southwest or West by Southwest. I hate to harp on this subject but it has been very frustrating for the past three years listening to all this noise and feeling the ground tremble and having everyone give you the runaround or do nothing at all. Might as well be in an earthquake every 30 to 90 seconds. Thank you once again for your time and support.

Bud Visalli

----- Original Message -----

From: "District A CC" <CCDISTA@co.clark.nv.us>  
To: <aircraftnoise@cox.net>  
Sent: Tuesday, December 20, 2005 1:50 PM  
Subject: Re: AIRPLANE NOISE IN THE REAL SOUTHWEST

I have asked the airport staff to review your comments regarding the current left turn flight patterns and to work with the FAA on correcting the situation.

Sincerely,

Bruce L. Woodbury  
Clark County Commissioner  
District "A"  
(702) 455-3500

>>> "Nevada Trails Aircraft Noise" <aircraftnoise@cox.net> 12/20/05 12:05 PM  
>>>

Thank you Commissioner for your response and stance in this matter. We (The Real Southwest) have only one other request and that is the planes that make the LEFT turn. We are constantly told that the planes are supposed to fly over Sierra Vista High School and they simply do not. Oh, some do, but the majority do not and fly mainly over Nevada Trails morning, noon and night. It's not only annoying and inconvenient but I believe it is a hazard. We are being robbed of our quality of life in Las Vegas. Contrary to what people believe WE were not told that this would take place. If you care to talk to anyone, including myself, and witness these events in person please do not hesitate to call me. My number is 914-9044 and my cell phone is 281-8818. I would be more than willing to show anyone what is taking place here. Thank you for your support. I look forward to hearing from you.

Sincerely,  
Bud Visalli

----- Original Message -----

From: "Nevada Trails Aircraft Noise" <aircraftnoise@cox.net>  
>: <Undisclosed-Recipient;>  
>ent: Monday, December 19, 2005 3:10 PM  
Subject: Fw: AIRPLANE NOISE IN THE REAL SOUTHWEST

>

> ----- Original Message -----

> From: "District A CC" <CCDISTA@co.clark.nv.us>  
> To: <aircraftnoise@cox.net>  
> Sent: Monday, December 19, 2005 2:25 PM  
> Subject: Re: AIRPLANE NOISE IN THE REAL SOUTHWEST

>

>

> Thank you for your e-mail. Unfortunately, I did not see it until Friday  
> night. We have been telling the FAA that the new right turn procedure is  
> essential to the airport and the welfare of our community. We will  
> continue to insist that it be implemented as soon as possible. Randy  
> Walker, our Airport Director, is confident that it will be approved.

Please

> pass this response on to your homeowners.

>

> Sincerely,

>

>

>

> Bruce L. Woodbury  
> Clark County Commissioner  
> District "A"  
> (702) 455-3500

>

> >>> "Nevada Trails Aircraft Noise" <aircraftnoise@cox.net> 12/14/05 12:24  
PM

> >>>

> Dear Commissioner Woodbury,  
> My name is Bud Visalli and we have corresponded several times on the  
> airplane noise matter here in the Southwest. I'm sure you are aware that  
> the FAA is proposing reinstating the right hand turn out of McCarran to go  
> to the Northwest. The City of Las Vegas is planning on spending money to  
> hire a consultant to fight the FAA proposal. The city is taking a myopic  
> view of what's good for the city and the county. They claim to want  
> economic prosperity but they don't want to support the infrastructure  
> necessary to support that prosperity. Is the welfare of the City greater  
> then the welfare of the County? Which has greater power? Since the City  
> wants us to get screwed then I think it's time for a divorce, let all the  
> aircraft go north, we don't want any more growth in the southwest.

>

> We are having a community meeting this Friday, December 16th at 7 PM  
at  
> Integrity Chrysler (near the intersection of 215 and Rainbow. We would  
like  
> for you to attend to discuss the issue.

>

> Thank you,

>

> Bud Visalli  
> Saddle Peak at Nevada Trails  
> aircraftnoise@cox.net

>



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- > homeowners only. This e-mail address is strictly for informational purposes
- > for the homeowners of Saddle Peak and Nevada Trails and not to be confused with the McCarran Noise Hotline or the McCarran Noise Study Group. Please direct all aircraft noise complaints to the McCarran Noise Hotline at
- > 261-3694 and/or e-mail the McCarran Noise Study Group at:
- > info@mccarrannoisestudy.com
- >
- >
- >
- >
- >

**Jennifer Shira**

---

**From:** Nevada Trails Aircraft Noise [aircraftnoise@cox.net]  
**Sent:** Monday, December 19, 2005 10:43 AM  
**To:** Undisclosed-Recipient;  
**Subject:** Fw: ERROR

I e-mailed Mitch Trusswell last week, the anchor for Channel 3 News, after he said the planes takeoff and fly over Henderson and Green Valley. I responded back to him this morning. Here's the string of e-mails starting from the bottom:

----- Original Message -----

**From:** Bud Visalli  
**To:** TRUSWELL, MITCH  
**Sent:** Monday, December 19, 2005 10:25 AM  
**Subject:** Re: ERROR

Not a problem Mitch. How can we get more news coverage on the people (communities) that are being hammered each day by the planes? We live in Nevada Trails and it's unbearable at times. They are supposed to be flying over Sierra Vista High School and they are missing the mark. And if they do fly over the high school it's on a severe angle. We've been complaining to McCarran and the FAA for nearly 3 years now and nothing is getting done. According to their instruments the planes ARE flying over the high school, but nothing beats the naked eye. It appears to me that anyone of any importance lives in the Northwest and doesn't want to cover the story or doesn't want to help us. I hope that's not true. Thanks for the reply Mitch.

Bud Visalli

----- Original Message -----

**From:** TRUSWELL, MITCH  
**To:** Bud Visalli  
**Sent:** Monday, December 19, 2005 9:30 AM  
**Subject:** RE: ERROR

Hey Bud-

You're right. I should have known that as often as I fly out of McCarran!  
I know we talked to a few people who live in the Rhodes Ranch area at the FAA meetings last week. I've sent out an email clarifying which communities are more directly affected by the plane noise directly after takeoff.

Thanks for watching.

**Mitch Truswell**  
**Morning & Noon Anchor**  
**KVBC/Channel 3**

(702) 657-3172  
mtruswell@kvbc.com



---

**From:** Bud Visalli  
**Sent:** Tuesday, December 13, 2005 12:30 PM  
**To:** TRUSWELL, MITCH  
**Subject:** ERROR  
**Importance:** Low

Hi Mitch,

My name is Bud Visalli and I live in the Southwest portion of the valley. I just happened to have the TV on this morning while you were reporting on the changes the FAA is proposing. You mentioned that the planes that will be making the right hand turn will be going over Summerlin and the planes that make the left turn are going over Henderson and Green Valley. Contrary to what people might believe if the planes take a left hand turn they are going over Nevada Trails and Coronado Ranch or Rhodes Ranch. Somehow the word hasn't gotten out that there are people living South of 215 and North of Blue Diamond and West of I-15. So far I've seen very little reporting on where the planes are actually flying at this very moment. Can't someone report OUR side of the story?

Sincerely,  
Bud Visalli

\*\*\*\*\*  
This communication, together with any attachments hereto or links contained herein, is for the sole use of the intended recipient(s) and may contain information that is confidential or legally protected. If you are not the intended recipient, you are hereby notified that any review, disclosure, copying, dissemination, distribution or use of this communication is STRICTLY PROHIBITED. If you have received this communication in error, please notify the sender immediately by return e-mail message and delete the original and all copies of the communication, along with any attachments hereto or links herein, from your system.

**Jennifer Shira**

---

**From:****Sent:** Monday, December 19, 2005 3:25 PM**To:** onabuckkeyehigh@earthlink.net, info@mccarrannoisestudy.com

**Cc:** denise417@cox.net; tyra.bell-bloom@venetian.com; erik.benson@pardeehomes.com; rberger69@hotmail.com; Michael.Bernstein@ssa.gov; rbiederman@cox.net; Hbilal@aol.com; rboynton@mgmmirage.com; vince@lightspeedvt.com; tom\_brede@reid.senate.gov; kwbronson@yahoo.com; M5B@aol.com; ecallega1@yahoo.com; Bcap32552@aol.com; mrcobbjr@yahoo.com; CBertabcd@cs.com; mssnake43@aol.com; mdiaz@gpigaming.com; jdibs@yahoo.com; mike@vegasiitpros.com; Momovfive@aol.com; Idferrara@earthlink.net; alcsm@cox.net; flores24@cox.net; cowcruncher7@msn.com; StantonGordon@GBRonline.com; phre@cox.net; dirk@gearycorpany.com; bobby415@hotmail.com; Frank.Kapriya@ssa.gov; nkatz@yourfirstsource.com; Triumph971@aol.com; yak@kes.com; rich7862@yahoo.com; rleigon@earthlink.net; cternie@cox.net; henrylli@gmail.com; theilins@cox.net; bert.linares@cox.net; cllohl\_8191@cox.net; cherylmac@cox.net; maywhat@cox.net; mmowatt@keyfg.com; aircraftnoise@cox.net; GOber72765@aol.com; rlpiperni@cox.net; NoahRachell@cox.net; rsheeler@vanguardcoatings.com; Jennifer Shira; larry.Simon@pardeehomes.com; suesisolak@yahoo.com; eggspicer@hotmail.com; csstags@interact.ccsd.net; LasVegasTerpstra@aol.com; dina@dinatitus.com; jerbearsponohgirl@netscape.net; vegarf@earthlink.net; lvisalli@cox.net; sixwags@yahoo.com; bwilloughby1942@cox.net; rjwinslow64@hotmail.com; vazappia33@cox.net

**Subject:** Re: SECOND VERSE SAME AS THE FIRST!

Bud, et al;

I also got a response back from Commissioner Woodbury's office. It looks like its a cut/paste from what you received. But at least someone is acknowledging . Like yourself and probably others on this email list, I have been continually contacting the Commissioner's office about this issue.

Here is the response I received.

"Thank you for your e-mail. The County has been telling FAA officials in very strong terms that the new right turn proposal is essential to the welfare of the airport and the community. We will continue to insist that it be implemented.

Sincerely,

Bruce L. Woodbury  
Clark County Commissioner  
District "A"  
(702) 455-3500"

>>> 12/15/05 11:35 AM >>>  
Dear Commissioner,

I live in your district A and have attended the recent meetings regarding the proposed FAA new flight paths that are to be implemented in June2006. The residents of Sumerlin and the Lakes are opposing the changes because about 30% of the takeoffs will head north instead of sothwest where a majority (about 90%) currently take off. I understand that Senator Berkley met with the LV city council yesterday to oppose this and I hear now that there is a compromise being considered.

We need your support to approve the suggested new plan and alleviate even

12/27/2005

more aircraft from flying overhead.

I hope we can count on your support to voice our concerns and the current proposal adopted. We don't need additional noise in our neighborhoods. If I understand the situation correctly, the 30% the FAA is proposing to have fly out the northwest will just take care of the additional growth that is expected for LAs Vegas. In fact, even with the new proposal, we in the southwest part of town will not see any reduction in air traffic, but at least it will not increase. We must all share in the growth of this wonderful city. I know the Mayor is also against the proposed FAA plan so I guess he is also against the growth of the city.

I hope to hear your response and also meet with our communities that are affected if the Summerlin residents get their way and not have the flights directed toward the north west. I should also note that according to the FAA study, all the planes taking off now are reaching maximum capacity flying out of the west airstrip and flying over our communities near Sierra Vista high school.

We would be more than happy to meet with you to discuss this in person, along with our communities here in the Southwest part of town.

Eagerly awaiting your response.

Sincerely,

Joseph Capozzi

## Jennifer Shira

---

**From:** Nevada Trails Aircraft Noise [aircraftnoise@cox.net]  
**Sent:** Sunday, December 18, 2005 4:13 PM  
**To:** ACKLAM, Denise; ARCURI, Diane; BELL-BLOOM, Tyra; BENSON, Erik; BERGER, Richard; BERNSTEIN, Michael; BIEDERMAN, Richard; BILALYAN, Herman; BOYNTON, Randy; BRATTON, Vince; BREDE, Tom; BRONSON, Kathleen; BROWN, Mel; CALLEGARI, Ed; CAPOZZI, Barbara; CAPOZZI, Joe; COBBETT, David; COX, Bert; DENNISON, Keith & Karyl; DIAZ, Mary; DIBS, Justin; DITTMEIR, Mike; ENGLEHART, Cindy; FERRARA, Louie; FIELDS, Al; FLORES, Maria; FOGARTY, Barb; GORDON, Stanton; GUSHUE, Dennis; HANSON, Dirk; HILL, Robert; KAPRIVA, Frank; KATZ, Neal; KENNEDY, Steve; KETER, Ron; LEDERER, Richard; LEIGON, Richard; LEWIS, Ernie; LI, Henry; LIN, Gretchen; LINARES, Bert; LUGO, Candace; MacPHERSON, Cheryl; MAYHEW, Dave; MOWATT, Mark; NEVADA TRAILS; OBER, Larry; PIPERNI, Bob; RHEIN, Noah; SHEELER, Bob; Jennifer Shira; SIMON, Larry; SISOLAK, Susan; SPICER, Ed; STAGGS, Steve; TERPSTRA, Bob; TITUS, Senator Dina; TUCKER, Jerry; VEGA, Roberto; VISALLI, Linda; WAGNER, Robert; WILLOUGHBY, Bruce; WINSLOW, Robert; ZAPPIA, Vince  
**Subject:** LIST OF REQUESTS  
**Attachments:** Residents Requests.doc

I'm not sure if I left anything out but I put together a list of requests from the last 3 years and the answers that we received. Do you think there's a pattern here?

Bud Visalli  
Saddle Peak at Nevada Trails  
[aircraftnoise@cox.net](mailto:aircraftnoise@cox.net)

This is a special e-mail address for Saddle Peak and Nevada Trails homeowners only. This e-mail address is strictly for informational purposes for the homeowners of Saddle Peak and Nevada Trails and not to be confused with the McCarran Noise Hotline or the McCarran Noise Study Group. Please direct all aircraft noise complaints to the McCarran Noise Hotline at 261-3694 and/or e-mail the McCarran Noise Study Group at: [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)

**REQUESTS MADE BY SOUTHWEST RESIDENTS**  
**AND THE ANSWERS BY THE**  
**FAA, CLARK COUNTY DEPARTMENT OF AVIATION OR**  
**McCARRAN INTERNATIONAL AIRPORT**

Request - Please have the planes fly further West	Answer <b>NO</b>
Request - Please have the planes start their turn at Buffalo	Answer <b>NO</b>
Request - Please have the planes fly over the mountains	Answer <b>NO</b>
Request - Please have the planes gain more altitude	Answer <b>NO</b>
Request - How about a curfew	Answer <b>NO</b>
Request - Please have the planes take off South and follow I-15	Answer <b>NO</b>
Request - Please put a ban on the noisier planes	Answer <b>NO</b>
Request - Can we have a representative on the Noise Study Group	Answer <b>NO</b>
Request - Please have the planes fly correct route over High School	Answer <b>THEY DO</b>

**Jennifer Shira**

---

**From:** Susan Houston  
**Sent:** Sunday, December 18, 2005 10:43 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** noise abatement problem for Dec. 2005

Wouldn't it make sense to ask the airlines to fly on west for 30 or more seconds after takeoff, before turning east?

Perhaps wealthy Clark county could subsidize the extra fuel cost and make it citizens happy in a real way.  
Susan Houston, Tropicana and Rainbow area.



## Jennifer Shira

---

**From:** Diane Arcuri  
**Sent:** Sunday, December 18, 2005 5:31 PM  
**To:** Noise Study  
**Cc:** ACKLAM, Denise; BELL-BLOOM, Tyra; BENSON, Erik; BERGER, Richard; BERNSTEIN, Michael; BIEDERMAN, Richard; BILALYAN, Herman; BOYNTON, Randy; BRATTON, Vince; BREDE, Tom; BRONSON, Kathleen; BROWN, Mel; CALLEGARI, Ed; CAPOZZI, Barbara; CAPOZZI, Joe; COBBETT, David; COX, Bert; DENNISON, Keith & Karyl; DIAZ, Mary; DIBS, Justin; DITTMEIR, Mike; ENGLEHART, Cindy; FERRARA, Louie; FIELDS, Al; FLORES, Maria; FOGARTY, Barb; GORDON, Stanton; GUSHUE, Dennis; HANSON, Dirk; HILL, Robert; KAPRIVA, Frank; KATZ, Neal; KENNEDY, Steve; KETER, Ron; LEDERER, Richard; LEIGON, Richard; LEWIS, Ernie; LI, Henry; LIN, Gretchen; LINARES, Bert; LUGO, Candace; MacPHERSON, Cheryl; MAYHEW, Dave; MOWATT, Mark; NEVADA TRAILS; OBER, Larry; PIPERNI, Bob; RHEIN, Noah; SHEELER, Bob; Jennifer Shira; SIMON, Larry; SISOLAK, Susan; SPICER, Ed; STAGGS, Steve; TERPSTRA, Bob; TITUS, Senator Dina; TUCKER, Jerry; VEGA, Roberto; VISALLI, Linda; WAGNER, Robert; WILLOUGHBY, Bruce; WINSLOW, Robert; ZAPPIA, Vince  
**Subject:** SECOND VERSE SAME AS THE FIRST!  
**Attachments:** PLANES.jpg; PLANES2.jpg; PLANES3.jpg; PLANES4.jpg; PLANES5.jpg



PLANES.jpg (327 KB)



PLANES2.jpg (308 KB)



PLANES3.jpg (325 KB)



PLANES4.jpg (305 KB)



PLANES5.jpg (286 KB)

What a lovely Sunday we've had here in Nevada Trails. Here are pictures of 5 PLANES IN A ROW that flew directly over our homes. I could send you MANY more, but I became too disgusted to continue photographing.

Please don't suggest I call the noise hotline. The only words Jeff knows are "it's an optical illusion". Obviously, he has no idea what he's talking about. When I can stand in my enclosed courtyard, look up and see the belly of a plane - that's no optical illusion. We've asked Jeff to visit Nevada Trails for himself, but he's never been so eager to even drive down the 215 past Nevada Trails. I resent the implication that I'm too stupid to know what I'm talking about.

We are all again asking for some relief from the constant noise. We are truly grateful to the FAA for their intention to route some of the traffic to the north, but that won't relieve the traffic flying over our homes.

Please ask the Noise Study Group to intercede for us. As I stated at the October meeting, we know the planes aren't going away - we're just asking for some fairness in having the planes adhere to their route over Sierra Vista High School.

Thanks for listening.

Diane Arcuri

<rlpiperni@cox.net>; "RHEIN, Noah" <NoahRachell@cox.net>; "SHEELER, Bob" <rsheeler@vanguardcoatings.com>; "SHIRA, Jennifer" <JShira@KatzandAssociates.com>; "SIMON, Larry" <larry.Simon@pardeehomes.com>; "SISOLAK, Susan" <suesisolak@yahoo.com>; "SPICER, Ed" <eggspicer@hotmail.com>; "STAGGS, Steve" <csstags@interact.ccsd.net>; "TERPSTRA, Bob" <LasVegasTerpstra@aol.com>; "TITUS, Senator Dina" <dina@dinatitus.com>; "TUCKER, Jerry" <jerbearspoohgirl@netscape.net>; "VEGA, Roberto" <vegarf@earthlink.net>; "VISALLI, Linda" <lvisalli@cox.net>; "WAGNER, Robert" <sixwags@yahoo.com>; "WILLOUGHBY, Bruce" <bwilloughby1942@cox.net>; "WINSLOW, Robert" <rjwinslow64@hotmail.com>; "ZAPPPIA, Vince" <vazappia33@cox.net>  
Sent: Sunday, December 18, 2005 5:31 PM  
Subject: SECOND VERSE SAME AS THE FIRST!

>  
> What a lovely Sunday we've had here in Nevada Trails. Here are pictures of  
> 5 PLANES IN A ROW that flew directly over our homes. I could send you MANY  
> more, but I became too disgusted to continue photographing.  
>  
> Please don't suggest I call the noise hotline. The only words Jeff knows  
> are "it's an optical illusion". Obviously, he has no idea what he's talking  
> about. When I can stand in my enclosed courtyard, look up and see the belly  
> of a plane - that's no optical illusion. We've asked Jeff to visit Nevada  
> Trails for himself, but he's never been so eager to even drive down the  
> 215  
> past Nevada Trails. I resent the implication that I'm too stupid to know  
> what I'm talking about.  
  
> We are all again asking for some relief from the constant noise. We are  
> truly grateful to the FAA for their intention to route some of the traffic  
> to the north, but that won't relieve the traffic flying over our homes.  
>  
> Please ask the Noise Study Group to intercede for us. As I stated at the  
> October meeting, we know the planes aren't going away - we're just asking  
> for some fairness in having the planes adhere to their route over Sierra  
> Vista High School.  
>  
> Thanks for listening.  
>  
> Diane Arcuri  
>  
>  
>  
>

## Jennifer Shira

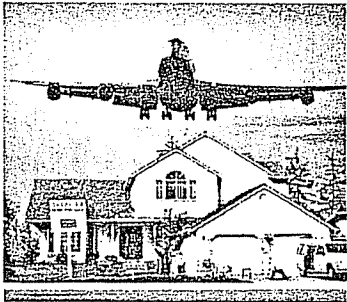
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**From:** Nevada Trails Aircraft Noise [aircraftnoise@cox.net]

**Sent:** Sunday, December 18, 2005 11:31 AM

**To:** ACKLAM, Denise; ARCURI, Diane; BELL-BLOOM, Tyra; BENSON, Erik; BERGER, Richard; BERNSTEIN, Michael; BIEDERMAN, Richard; BILALYAN, Herman; BOYNTON, Randy; BRATTON, Vince; BREDE, Tom; BRONSON, Kathleen; BROWN, Mel; CALLEGARI, Ed; CAPOZZI, Barbara; CAPOZZI, Joe; COBBETT, David; COX, Bert; DENNISON, Keith & Karyl; DIAZ, Mary; DIBS, Justin; DITTMEIR, Mike; ENGLEHART, Cindy; FERRARA, Louie; FIELDS, Al; FLORES, Maria; FOGARTY, Barb; GORDON, Stanton; GUSHUE, Dennis; HANSON, Dirk; HILL, Robert; KAPRIVA, Frank; KATZ, Neal; KENNEDY, Steve; KETER, Ron; LEDERER, Richard; LEIGON, Richard; LEWIS, Ernie; LI, Henry; LIN, Gretchen; LINARES, Bert; LUGO, Candace; MACPHERSON, Cheryl; MAYHEW, Dave; MOWATT, Mark; NEVADA TRAILS; OBER, Larry; PIPERNI, Bob; RHEIN, Noah; SHEELER, Bob; Jennifer Shira; SIMON, Larry; SISOLAK, Susan; SPICER, Ed; STAGGS, Steve; TERPSTRA, Bob; TITUS, Senator Dina; TUCKER, Jerry; VEGA, Roberto; VISALLI, Linda; WAGNER, Robert; WILLOUGHBY, Bruce; WINSLOW, Robert; ZAPPIA, Vince

**Subject:** Avigation Easements



## Avigation Easements

**Curfews and other restrictions at John Wayne Airport exist for one reason:**

*Residents of Newport Beach sued the County for alleged aircraft noise and pollution damage. They sued until the County was forced to settle with them, in 1985, and agreed to restrict use of John Wayne Airport.*

**The County wants to avoid being sued by residents near El Toro. Therefore, the County is demanding avigation easements... agreements from homeowner to give up the right to sue for aircraft related damage.**

**Most people know about easements given to local government or utility companies - to cross their property to maintain necessary services. An easement may be given, for example, for overhead wires, underground gas, power, sewer or storm drain lines, or for sidewalk or street purposes.**

**As Attorney Ron Steinbach explains in the attached report, avigation easements grant the right to fly airplanes over ones property, even if this causes serious damage.**

**Without easements, the County does not automatically have such a right.**

For example, while the Defense Department has avigation easements to fly military aircraft over Leisure World no easements have been granted to fly commercial aircraft. As the OC Weekly explains, in El Toro Watch No. 72, this could be a costly problem for the County if it moves forward with El Toro Airport.

For more information about airport impacts on home values, click here.

Before you buy a house, make sure that you read any easements in the documents. The seller may ask you to give up an avigation easement -and your right to sue for damages.

[Click for Avigation Easement Explanation](#)

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[HOME](#)

**Jennifer Shira**

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**From:** Nevada Trails Aircraft Noise [aircraftnoise@cox.net]  
**Sent:** Saturday, December 17, 2005 12:48 AM  
**To:** BRONSON, Kathleen; BENSON, Erik; BERGER, Richard; HANSON, Dirk; HILL, Robert; Vince ZAPPIA; Robert WINSLOW; WILLOUGHBY, Bruce; Robert WAGNER; VISALLI, Linda; VEGA, Roberto; Jerry TUCKER; TITUS, Senator Dina; Bob TERPSTRA; Steve STAGGS; Edward SPICER; SISOLAK, Susan; Larry SIMON; Jennifer Shira; SHEELER, Bob; Rachell RHEIN; Bob PIPERNI; Larry OBER; NEVADA TRAILS; Mark MOWATT; Dave MAYHEW; Cheryl MacPHERSON; LUGO, Candace; Bert LINARES; Gretchen LIN; LI, Henry; Ernie LEWIS; LEIGON, Richard; Richard LEDERER; Ron KETER; Steve KENNEDY; Neal KATZ; KAPRIVA, Frank; Dennis GUSHUE; Stanton GORDON; Barb FOGARTY; FLORES, Maria; Al FIELDS; FERRARA, Louie; ENGLEHART, Cindy; DIBS, Justin; DIAZ, Mary; Keith & Karyl DENNISON; COX, Bert; David COBBETT-man; Joe CAPOZZI; Barbara CAPOZZI; CALLEGARI, Ed; Mel BROWN; BREDE, Tom; BRATTON, Vince; BOYNTON, Randy; BILALYAN, Herman; BIEDERMAN, Richard; BERNSTEIN, Michael; BELL-BLOOM, Tyra; Diane ARCURI; ACKLAM, Denise  
**Subject:** CONTACTS

If I'm missing anybody please let me know. Here is an e-mail address for the Noise Study Group. Let's e-mail them . . . about as frequent as the planes fly over our homes:

[shassert@landrum-brown.com](mailto:shassert@landrum-brown.com)

=====

The people below are "our" governmental representatives. E-mail them, write them, call them . . . and have your neighbors do the same:

Bruce Woodbury District A county commissioner  
500 Grand Central Parkway  
Las Vegas, NV 89106  
702-455-3500  
E-mail: [ccdista@co.clark.nv.us](mailto:ccdista@co.clark.nv.us)

Website: <http://www.co.clark.nv.us/Commission/woodbury.htm>

-----  
John Porter District 3 congressional district

**Office Locations**

**Washington, DC Office**  
218 Cannon House Office Building  
Washington, DC 20515  
Phone: 202-225-3252  
Fax: 202-225-2185

**Henderson Office**  
2501 North Green Valley Parkway  
Henderson, NV 89014  
Phone: 702-387-4941  
Fax: 702-434-1378

*You have to go to Jon Porter's website to e-mail him:*  
<http://www.house.gov/porter/>

---

Scott Sibley District 22 Assemblymen  
*Nevada Legislature*  
401 S. Carson Street  
Carson City, NV 89701-4747

*Nevada Legislature*  
555 E. Washington Ave.  
Las Vegas, NV 89101  
1-702-486-2626  
1-800-992-0973 or 1-800-995-9080

E-mail: [ssibley@asm.state.nv.us](mailto:ssibley@asm.state.nv.us)

Website: <http://www.leg.state.nv.us/73rd/Legislators/Assembly/Sibley.cfm>

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Mike Schneider State Senator district 11  
401 S. Carson Street  
Carson City, NV 89701-4747  
1-702-486-2626  
1-800-992-0973 or 1-800-995-9080

Sawyer Office Building  
555 E. Washington Ave.  
Las Vegas, NV 89101

E-mail: [mschneider@sen.state.nv.us](mailto:mschneider@sen.state.nv.us)

Website:

<http://www.leg.state.nv.us/72nd/Legislators/Senators/schneider.cfm>

Bud Visalli  
Saddle Peak at Nevada Trails  
[aircraftnoise@cox.net](mailto:aircraftnoise@cox.net)

This is a special e-mail address for Saddle Peak and Nevada Trails homeowners only. This e-mail address is strictly for informational purposes for the homeowners of Saddle Peak and Nevada Trails and not to be confused with the McCarran Noise Hotline or the McCarran Noise Study Group. Please direct all aircraft noise complaints to the McCarran Noise Hotline at 261-3694 and/or e-mail the McCarran Noise Study Group at: [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Tuesday, December 27, 2005 11:10 AM  
**To:** 'Elizabeth Hershkovitz'  
**Subject:** RE: Noise Mitigation

Ms. Hershkovitz:  
Please call the noise hotline at 261-3694 to further discuss your concerns.  
Thank you,  
Jen  
On behalf of the project team

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**From:** Elizabeth Hershkovitz ;  
**Sent:** Saturday, December 17, 2005 7:35 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Noise Mitigation

Greetings. I live in Peccole Ranch and am interested in learning about noise mitigation. I have a neurological condition whereby noise is amplified. I moved from Miami Beach after the airport changed its departure flight paths back in 1999 (I can't afford to move again). I chose this particular area because it was quiet. If the proposed flight path goes through (which I vehemently oppose) are there funds available for noise mitigation? This is a critical situation for me due to my health condition. Please advise ASAP.

Elizabeth Hershkovitz

P.S. A time period of 12-18 month notice would have been so much better to give residents a chance to finish school, sell their homes, move, etc.

## Jennifer Shira

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**From:**
**Sent:** Friday, December 16, 2005 9:52 AM

**To:** onabuckeyehigh@earthlink.net; aircraftnoise@cox.net; kwbronson@yahoo.com; erik.benson@pardeehomes.com; rberger69@hotmail.com; dirk@gearycorpany.com; bobby415@hotmail.com; vazappia33@cox.net; rjwinslow64@hotmail.com; bwilloughby1942@cox.net; sixwags@yahoo.com; lvisalli@cox.net; vegarf@earthlink.net; jerbearspoochgirl@netscape.net; dina@dinatitus.com; LasVegasTerpstra@aol.com; csstaggs@interact.ccsd.net; eggspicer@hotmail.com; suesisolak@yahoo.com; larry.Simon@pardeehomes.com; Jennifer Shira; rsheeler@vanguardcoatings.com; NoahRachell@cox.net; rlpiperni@cox.net; GOber72765@aol.com; mmowatt@keyfg.com; maywhat@cox.net; cherylmac@cox.net; cllohv\_8191@cox.net; bert.linares@cox.net; thelins@cox.net; henrylli@gmail.com; cternie@cox.net; rleigon@earthlink.net; rich7862@yahoo.com; yak@kes.com; Triumph971@aol.com; nkatz@yourfirstsource.com; Frank.Kapriva@ssa.gov; phre@cox.net; lvisalli@PrescottMgt.com; StantonGordon@GBRonline.com; cowcruncher7@msn.com; flores24@cox.net; alscsm@cox.net; ldferrara@earthlink.net; Momovfive@aol.com; jdibs@yahoo.com; mdiaz@gpigaming.com; mssnake43@aol.com; CBertabcd@cs.com; mrcobbjr@yahoo.com; Bcap32552@aol.com; ecallega1@yahoo.com; M5B@aol.com; tom\_brede@reid.senate.gov; vince@lightspeedvt.com; rboynton@mgmmirage.com; Hbilal@aol.com; rbiederman@cox.net; Michael.Bernstein@ssa.gov; tyra.bell-bloom@venetian.com; denise417@cox.net

**Subject:** Re: OUTRAGED

On KLAS website there is a feedback (KLASTV.com) link that you can voice your opinion. Here is my note to the feedback link. Unfortunately, the email got returned, however I have contacted the station to have them look at the feedback link.

Joe

Thank you for the opportunity to provide some feedback on this hot issue. I am a resident of the Southwest valley (Robindale/Rainbow) and have attended the 2 meetings this week about the proposal to direct a % of flights to the Northwest. We currently bear most of the burden of hearing the flights takeoff on a daily basis. When I bought my home here, I was not aware of this, but it appears that the traffic has increased. The people of Summerlin keep saying that "we" knew what we were getting into when we purchased. That is complete BS, as my cousin Vinny would say. I support the proposed plan for 2 reasons:

- 1) Because there will be increased air traffic projected, the west runway cannot support the growth by having all flights take off to the southwest without some safety implications.
- 2) Even if 30% of the flights are directed to the northwest, it will not reduce the traffic to the southwest because we will still get the same amount as we are now. I'm assuming the proposal is only to satisfy the growth expected; not to shift all the burden to the northwest, which is what the Summerlin/Lakes people are thinking. If we want growth to LAs Vegas, there must be a sharing of the growing pains that comes along with it. IT seems that the Mayor and Representative Berkley have taken up sides against the proposal and therefore against the growth of the region. And the people of Summerlin/Lakes feel they are more important than the rest of the people in the valley. they seem very self centered and have a "hey not in my backyard" attitude. Well, I don't want it in my backyard either.

I would be more than happy to discuss this in person.

Sincerely,

Joe Capozzi



## Jennifer Shira

---

**From:** Diane Arcuri  
**Sent:** Friday, December 16, 2005 9:12 PM  
**To:** shassert@landrum-brown.com  
**Subject:** FAA FLIGHT PLAN CHANGE

We attended the meeting this past Monday at Sierra Vista High School. We were dismayed at our Summerlin neighbors with their "not in my backyard" attitude. They are forgetting that without all the tourist dollars that come into Las Vegas, our taxes would skyrocket. Maybe they can afford state taxes, but perhaps they think a state tax wouldn't apply to them either.

As a Nevada Trail resident, I can assure you that we knew about the airplanes when we bought. We could see them to the west of our home. We could hear them, but barely. At 9:00 p.m. and a large jetliner just flew directly over our home - a total departure from what we experienced for the first year we lived here. It is now 9:03 p.m. and another rumbler just made it's way overhead.

We applaud the FAA's effort to streamline the aviation situation in Las Vegas. We are not so naive to think that those diverted flights to the north will decrease the flights to the west - possibly temporarily, but not forever. From attending the McCarran Noise Study meetings, we know more and more and more flights are planned for Las Vegas.

Our real concern for our neighborhoods is the failure of airlines/pilots/air traffic controllers to adhere to the recognized flight path over county aviation land and not directly over adjacent communities.

When all the dust from the flight plan change settles, we hope we will get relief from the flyovers - oops, there's another one (9:07 p.m.). We'd all be extremely grateful for that.

Thanks for listening,

Fred & Diane Arcuri

## Jennifer Shira

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**From:** Nevada Trails Aircraft Noise [aircraftnoise@cox.net]

**Sent:** Thursday, December 15, 2005 11:41 PM

**To:** BRONSON, Kathleen; BENSON, Erik; BERGER, Richard; HANSON, Dirk; HILL, Robert; Vince ZAPPIA; Robert WINSLOW; WILLOUGHBY, Bruce; Robert WAGNER; VISALLI, Linda; VEGA, Roberto; Jerry TUCKER; TITUS, Senator Dina; Bob TERPSTRA; Steve STAGGS; Edward SPICER; SISOLAK, Susan; Larry SIMON; Jennifer Shira; SHEELER, Bob; Rachell RHEIN; Bob PIPERNI; Larry OBER; NEVADA TRAILS; Mark MOWATT; Dave MAYHEW; Cheryl MacPHERSON; LUGO, Candace; Bert LINARES; Gretchen LIN; LI, Henry; Ernie LEWIS; LEIGON, Richard; Richard LEDERER; Ron KETER; Steve KENNEDY; Neal KATZ; KAPRIVA, Frank; Dennis GUSHUE; Linda GORMAN-VISALLI; Stanton GORDON; Barb FOGARTY; FLORES, Maria; Al FIELDS; FERRARA, Louie; ENGLEHART, Cindy; DIBS, Justin; DIAZ, Mary; Keith & Karyl DENNISON; COX, Bert; David COBBETT-man; Joe CAPOZZI; Barbara CAPOZZI; CALLEGARI, Ed; Mel BROWN; BREDE, Tom; BRATTON, Vince; BOYNTON, Randy; BILALYAN, Herman; BIEDERMAN, Richard; BERNSTEIN, Michael; BELL-BLOOM, Tyra; Diane ARCURI; ACKLAM, Denise

**Subject:** OUTRAGED

I am totally outraged that our, so called, elected officials have totally ignored us and have done nothing to support us for the past 3 years. And all it took was about 3 minutes from the people in the Northwest to possibly get things changed. How can this happen? Is this valley still corrupt? Money and politics go hand and hand don't they! I am furious. All we have been asking them to do is send the planes out further to the West and they can't do that for us. Three years we've been asking them to do that. Now we know all they care about here are the people in the City of Las Vegas. And I wish they would stop insisting that we knew about the planes before we bought. That's totally untrue. Even the media doesn't want to report our side of the story. What's going on around here? As far as I'm concerned our public officials are totally useless and should be voted out of office.

Bud Visalli  
Saddle Peak at Nevada Trails  
[aircraftnoise@cox.net](mailto:aircraftnoise@cox.net)

This is a special e-mail address for Saddle Peak and Nevada Trails homeowners only. This e-mail address is strictly for informational purposes for the homeowners of Saddle Peak and Nevada Trails and not to be confused with the McCarran Noise Hotline or the McCarran Noise Study Group. Please direct all aircraft noise complaints to the McCarran Noise Hotline at 261-3694 and/or e-mail the McCarran Noise Study Group at: [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)

## Jennifer Shira

---

**From:** Kathleen Bronson  
**Sent:** Thursday, December 15, 2005 2:21 PM  
**To:** aircraftnoise@cox.net  
**Cc:** Jennifer Shira  
**Subject:** Another opinion on McCarran noisy departures

To Whom it May Concern:

My husband I would like to voice our opinion regarding the rerouting of some of the airplane departures from McCarran airport. We have lived with the departure lanes which bring airplanes directly over our house every few minutes, even though they are supposed to fly over Sierra Vista High School and we, too, would love to have the planes take off some way other than the way they do. Thus, we are appalled by the attitude of the Summerlin residents who think they are privileged and shouldn't have to share some portion of the noise--welcome to the real world Summerlin. I think that, since the projected takeoffs are predicted to increase dramatically in the near future, we all should share in this necessary noise which brings tourists whose spending at the casinos help us all to eliminate state income tax and have added so much to the appreciation of ALL of our properties. Why should only those people who can't afford or elect not to live in Summerlin bear the brunt of all the air traffic noise and smut in the air?? I believe that cow-towing to the outrageous demands of so few people would be the most undemocratic, selfish, and unfair decision our government officials could possibly make.

Sincerely,

Paul and Kathleen Bronson

---

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around <http://mail.yahoo.com>

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Wednesday, December 14, 2005 1:26 PM  
**To:**  
**Subject:** RE: info request

Mr. Eichler:  
Please call the noise office at 261-5600 to discuss your request.

Thank you,  
Jen  
On behalf of the project team

-----Original Message-----

**From:**  
**Sent:** Wednesday, December 14, 2005 9:33 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** info request

Would you please email me the current McCarran Int.Airport procedures for takeoffs to reduce noise.

Thank you...William Eichler

## Jennifer Shira

---

**From:** Robert Castellano  
**Sent:** Monday, December 12, 2005 4:29 PM  
**To:** Jennifer Shira  
**Subject:** Noise Study Team

Dear Noise Study Team,

We have received a number of flyers and noticed both TV & News media coverage on the pending increased flights and changes to the flight paths at McCarran airport.

Please note that every community should bear an equal share of the air traffic. Currently, it appears that a majority of the departing flights are flying over the Southwest.....supposed to be Sierra Vista H.S. but many of the flights are coming directly over the residential communities of Nevada Trails and others in the Southwest.

Let's not give in to pressure from those communities that are North and East of the airport. With the ever increasing number of flights and, we all hope increased vacationers to this major entertainment city, this burden s/b borne by all communities.

Those communities that are further from the airport will have less noise as the flight pattern will have the planes at a higher altitude.

Again, ALL communities should share the load of increased air traffic and the noise that goes with it.

Respectfully submitted,

Robert L. & Judith M. Castellano

**Jennifer Shira**

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**From:** Debbie Moyers  
**Sent:** Monday, December 12, 2005 2:11 PM  
**To:** emailinfo@mccarrannoisestudy.com  
**Subject:** FW: Proposed FAA Change in Flights Leaving Las Vegas

To Whom It May Concern:

I just wanted to state that I am in favor of the proposed changes on flights leaving Vegas toward the southwest and turning north (or right) and, thus, saving airlines fuel and the airports having less flight delays. Since Las Vegas is a tourist city and relies so heavily upon tourism, I think that if we can make McCarran run more smoothly and economically, there should be no complaints.

Please feel free to share this with anyone that you deem appropriate. If someone would like to contact me, please feel free to call or write.

Thanks you.

*Debra Moyers*

Debra Moyers

**Jennifer Shira**

---

**From:** Bell-Bloom, Tyra  
**Sent:** Monday, December 12, 2005 12:36 AM  
**To:** Jennifer Shira; aircraftnoise@cox.net  
**Cc:** R Holland; Roger Bell; bjones; Craig Edwards  
**Subject:** Noise from McCarren Airport

To Whom It May Concern:

This letter is in response to the frequent and disruptive noise I experience 24 hours a day, 7 days per week at my home. I am mother to a 24-month old daughter who is constantly being disrupted in the privacy of our own home due to the severity and frequency of the noise.

When considering Nevada Trails, I purposely chose an environment that would be conducive to healthy, positive and safe surroundings yet the constant disruption of our quality of life in our home is being compromised at the expense of many families without any thought or concern for our well-being.

I realized early on that choosing an environment in this particular neighborhood would be costly, but spared no expense for my daughter. This "cost" has not fulfilled its promise in return in terms of peace and safety that was presented to us when purchasing the home. Who is responsible for this? How is this possible if planes are supposed to fly over Sierra Vista High School, not Nevada Trails? Who is responsible for enforcing the correct flight pattern? Why does the situation have to escalate to this level before it is properly resolved? And, if this is something that should have never been occurring, who is responsible for our loss of quality time in our homes? How can we ensure it will never happen again? Is their a government or state agency that should be assisting us more efficiently and with a greater sense of urgency?

I am hopeful that the entire Nevada Trails community is afforded the right to have representation in the air traffic study group in order to properly address our concerns regarding the severity of the air traffic noise and its aggressive schedule so that we can once again be comforted in the surroundings that we have chosen to call "home".

I can be reached directly at '

Regards,

***Tyra Bell-Bloom***

[THE INFORMATION CONTAINED IN THIS E-MAIL MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY NAMED ABOVE. IF THE READER OF THIS MESSAGE IS NOT THE INTENDED RECIPIENT, OR IS NOT THE EMPLOYEE OR AGENT RESPONSIBLE FOR DELIVERING IT TO THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION OR COPYING OF THIS COMMUNICATION IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS MESSAGE IN ERROR, PLEASE IMMEDIATELY NOTIFY US BY TELEPHONE OR REPLY BY E-MAIL AND THEN PROMPTLY DELETE

12/27/2005

**Jennifer Shira**

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**From:**

**Sent:** Sunday, December 11, 2005 10:56 AM

**To:** Jennifer Shira

**Subject:** Airplane Noise

My husband & I plan to attend the meeting hosted by the "county" I believe on Monday, Dec 12th at Sierra Vista. We live off of Tenaya and Robindale and have one particularly LOUD plane that never travels over the highschool, it is always over our home. Anyway, we would like to become involved and voice our opinion where needed.

I am emailing you in response to our association newsletter.

Jerry & Cindy Englehart

Nevad Trails



## Jennifer Shira

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**From:** Jeanie Jenkins  
**Sent:** Saturday, December 10, 2005 6:37 PM  
**To:** Jennifer Shira  
**Subject:** Aircraft noise

As I was sitting here the last 30 minutes, I have counted the audio pollution of 11 jets, 1 small plane and 1 helicopter fly over Nevada Trails. This is too much noise for any one neighborhood to endure. Please don't allow the money and political influence of the larger developments dictate what is fair for all. Thank you for your consideration of our plea.

Jeanie and Kim Jenkins

**Jennifer Shira**

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**From:** Bruce Willoughby  
**Sent:** Saturday, December 10, 2005 9:27 AM  
**To:** Jennifer Shira  
**Subject:** Public Working Group for McCarran Airport Noise Study  
**Importance:** High  
**Attachments:** "AVG certification"

I am a resident of Nevada Trails and would like to know why Nevada Trails is not represented in the Public Working Group study group. Since Nevada Trails absorbs the majority of the West bound flights, it would seem Nevada Trails would be a major part of the study.

I request that I be put on any e-mail list you have for information on the study group as the noise study progresses. Thank you for your cooperation.

## Jennifer Shira

---

**From:** Jennifer Shira  
**ent:** Tuesday, December 27, 2005 11:03 AM  
**ro:** 'Ed Callegari'  
**Subject:** RE: Nevada Trails Resident Seeking to Save His Families Sanity and Property Value from Aircraft Noise

Mr. Callegari:

Thank you for your comment. If you would like to become more involved in the Part 150 Study please attend any of the public working group meetings as an observer or attend the public workshops and open houses to speak directly with the project team. All dates are listed on the project Web site ([www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)).

Thank you for your continued interest,  
Jen  
On behalf of the project team

-----Original Message-----

**From:** Ed Callegari  
**Sent:** Friday, December 09, 2005 3:12 PM  
**To:** [aircraftnoise@cox.net](mailto:aircraftnoise@cox.net)  
**Cc:** Jennifer Shira  
**Subject:** Nevada Trails Resident Seeking to Save His Families Sanity and Property Value from Aircraft Noise

Hello,

I am a Nevada Trails resident and would like to file a complaint about the amount of noise being caused by the aircraft flying over the Nevada Trails area.

Please let me know how to go about filing an official complaint and/or getting involved with an interest group.

Thanks,

Ed Callegari

**Jennifer Shira**

---

**From:**

**Sent:** Wednesday, December 07, 2005 5:17 PM

**To:** info@mccarrannoisestudy.com

**Subject:** Flight Path

I am just amazed that individuals who have more money or think they do or they think they are better than other humans just because they live in a better house state openly, "planes going over our houses will ruin our quality of life, our property values will go down." Everything being said relates to them being better than every one else and that every one else is substandard and can have planes fly over their houses because we are not as worthy as them. ENOUGH!!!!

If they do not like it, MOVE. Vegas, will not collapse because they moved out.

Share what the others in the valley already enjoy and haven't whined or said we are taking our ball and going. By all means don't let the door hit you in the butt.

I hope the FAA sticks to their principles, seems our politicians do not even know what that word means. They are to busy worrying about votes from the better than thou phonies.

**Jennifer Shira**

---

**From:** Richard Leigon  
**Sent:** Wednesday, December 07, 2005 10:10 AM  
**To:** Jennifer Shira  
**Subject:** Aircraft Noise

To whom it may concern:

I live in the Robindale / Buffalo, Pardee Homes, Nevada Trails subdivision. I can not believe that I am 5 miles from the airport and that planes fly over my house at a very low altitude. The pattern is so consistent that you can set your watch by the 60 second intervals that goes on for hours at a time. The noise for my family is a problem that causes undue stress and sleep deprivation.

I have observed planes departing McCarran Airport, flying west, and by the time they have cleared the western edge of Hwy 15 they level off and do not gain altitude until they turn left and hit the gas as they go over my house causing even more noise.

The solution to the McCarran Airpofrt FAA noise pollution problem is to instruct all departing flights to triple their altitude after take off before leveling off.

The problem that the FAA is going to complain about is that it takes more fuel to gain altitude. I'm saying that the planes are not going to fly to their destination at the same altitude that they fly over residential Las Vegas.

If you are not willing to substantially increase the altitude after take off then substantially lower the taxes to the homeowners who are being affected and agrieved by the FAA determinations.

Richard Leigon

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Thursday, December 08, 2005 10:57 AM  
**To:** 'Cox SMTP west'  
**Subject:** RE: newspaper article (12/06/05) on flight plan changes

Ms. Artinger:

Below is the information regarding the FAA public workshops. If you have any additional questions, please contact Sara, whose contact information is listed at the bottom of this message. I apologize, but I do not have the other email addresses you requested.

**Two Public Workshops** will be held as follows:

### **Workshop #1**

**Monday, December 12, 2005**

6:00 - 9:00 PM

Sierra Vista High School

Cafeteria

8100 W. Robindale Rd.

Las Vegas, NV 89113

Ph: 702-799-6820

### **Workshop #2**

**Tuesday, December 13, 2005**

6:00 - 9:00 PM

Centennial High School

Cafeteria

10200 Centennial Parkway

Las Vegas, NV 89149

Ph: 702-799-3440

**Written comments** should be mailed, faxed, or e-mailed to:

Sara Hassert, Consultant

Landrum & Brown, Inc.

8755 W. Higgins Rd., Suite 850

Chicago, IL 60631

Fax: 773-628-2901

E-mail: [shassert@landrum-brown.com](mailto:shassert@landrum-brown.com)

**Written comments are due December 30, 2005.**

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**From:** Cox SMTP west  
**Sent:** Tuesday, December 06, 2005 9:39 AM  
**To:** [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)  
**Subject:** newspaper article (12/06/05) on flight plan changes

Dear Airport noise study group,  
I have emailed you before with concerns with the amount of plane traffic and noise I experience at my home in Rhodes Ranch. I was pleased to see that the FAA is considering changing the flight takeoff route for eastbound planes so that all planes will not continue to fly over my home. I support this change and wish to disagree with some West valley people who don't want airflights over their homes. I think my neighborhood shouldn't be so greatly impacted by the takeoffs as it is now. Please let me know where and what time the 12/11 and 12/14 public meetings will be held regarding this flight change. Also, do you have an email address for the City Council and the FAA? Our councilwomen, Boggs-McDonald, seems uninterested in representing the interests of Rhodes Ranch residents who have been greatly impacted negatively by the 2001

12/27/2005

flight path change over our homes. We need relief from the low-flying, constant airplane traffic. Again, why isn't the west side of Durango Drive part of the airport noise buffer zone? Planes turn south over the RR golf course and fly directly over RR homes. Please contact me regarding the information requested. Thank you.

## Jennifer Shira

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**From:** webmaster@intermind.net  
**ent:** Tuesday, December 06, 2005 4:38 PM  
**io:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Louise Levva  
address= phone \_number= e\_mail\_address= comments=We have been living at our present address for 13 years. I believe the flight path has changed several times in these years. I think the flight path should be southwest as that was were it was changed to a few years ago. Those people who bought homes there knew it was the flight path for McCarran. Too bad if it is too noisy for them. Maybe they will quit building homes in LV and stop the growth. Our roads, freeways and communities are not built for millions of people to live. There are so many different races and people with attitudes here that our city is going down hill. Pretty soon it will all look like the ghettos, little china towns, hicksville and slums where ever you go. It won't matter where the flight path is people will still complain. They can't take care of their kids or their communities, but they care about this. Amazing. The airport was here before 90% of them were here.  
subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.0  
HTTP From:  
Remote host: 63.165.24.235  
Remote IP address: 63.165.24.235



## Jennifer Shira

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**From:** Jacky & Gretchen Lin  
**Sent:** Monday, December 05, 2005 7:54 PM  
**To:** Jennifer Shira  
**Subject:** Low Flying and Off-Course Planes

To Whom It May Concern:

My name is Gretchen Alger Lin. I am a resident of Saddle Peak at Nevada Trails near the intersection of Rainbow and Robindale. I am writing to register a complaint against low flying and "off-course" airplanes.

We have been living in Saddle Peak since June of 2004. My two small boys being big fans of airplanes, we were most excited to learn that we could see airplanes on a regular basis heading west - we look out basically toward Jones and Russell - from our dining table during breakfast (lunch, and in the summer, dinner). The altitude and flight path of these planes over the past several months, however, have become disruptive enough to cause all of us to feel we must write.

Since this summer, we regularly have had planes flying close enough and low enough overhead for us to clearly see the windows on the fuselage - the most common being the afternoon Virgin Air jumbo jet - and for my two year old to cover his ears and cry out. Yet I have to say this evening (12/5) around 7:00pm someone flew close enough and low enough for the sound of the jet to drown out a pretty loud football game broadcast being viewed in our living room. Even more shocking to me, though, was the view of the back end of a jet when looking east out our courtyard windows at 4:30am two weeks ago Monday - we live on the very eastern side of Saddle Peak...and then to be awoken by the noise of a jet last night around the same time. These jets are clearly not following their prescribed flight path nor are they attaining reasonable altitude quickly enough.

Having worked in the tourism industry for nearly two decades, we are VERY well aware of the importance of air travel to Las Vegas' economy. It would be sad if the public came to view aircraft noise as so disturbing as to demand flight curfews. We understand that the planes have to fly somewhere. All we are asking is that they fly where they are supposed to fly and show some respect for residents. The airlines can have passengers arrested for disturbing the peace and not following in-flight rules, should not the pilots be held accountable to following the Jones/Russell, Sierra Vista High School, Blue Diamond flight path and attaining a reasonable altitude quickly.

Thank you for your time and attention in this matter.

Gretchen Alger Lin

12/27/2005

## Jennifer Shira

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**From:** Roberto Vega  
**ent:** Monday, December 05, 2005 7:47 PM  
**o:** Jennifer Shira  
**Subject:** Aircraft Noise #

To whom it may concerned,

I have been in contact with the noise line from the Clark County Aviation for the last past 2 years and no matter how much the neighbors and I call to report flights over Nevada Trails is ignored!

Two calls in this period was returned to advise me that all flight from McCarran go West for approx. four nautical miles which will be at Rainbow then turning to a heading of 210 degrees which will put them above Sierra High School, except that they start banking at Jones Av. and thats how they end up over our community!. It may be a coinsidense but ever since Spanish Tower and the Curb Projects were anounced all of the aircraft started to take a short cut over Nevada Trails.

I been told that is all about perception because the aircrafts are so high that seems that their above us but when you can see the the belly of the aircraft we are not imaginig things.

I found out with a flyer from our HOA that Rhodes Ranch, Spanish Trails and the Lakes are attending meetings to route more flights towards our community. Can you advise me of the Dates, times and locations of this meetings so I can pass it along to my neighbors.

Please contact me on \_\_\_\_\_ or e-mail me back.

Concerned for our community.

## Jennifer Shira

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**From:** Henry  
**Sent:** Friday, December 02, 2005 3:21 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Aircraft Noise at Nevada Trails

Hello -

We live in the Nevada Trails Community and have dealt with aircraft noise since the first day we moved in... it seems there are times when aircrafts fly so low and over our house that the walls seem to shake -- Not all of the aircrafts fly this low... but it is really noticable as some pilots do.

Thanks

Please contact me if you would like more information.

Henry Li

## Jennifer Shira

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**From:** Nevada Trails Aircraft Noise [aircraftnoise@cox.net]  
**Sent:** Friday, December 02, 2005 11:31 PM  
**To:** Vince ZAPPIA; Robert WINSLOW; Robert WAGNER; VISALLI, Linda; Bud VISALLI; Jerry TUCKER; Bob TERPSTRA; Steve STAGGS; Edward SPICER; SISOLAK, Susan; Larry SIMON; Rachell RHEIN; Bob PIPERNI; Larry OBER; Mark MOWATT; Dave MAYHEW; Cheryl MacPHERSON; Mike LUGO; LUGO, Candace; Bert LINARES; Gretchen LIN; LI, Henry; Ernie LEWIS; Richard LEDERER; Ron KETER; Steve KENNEDY; Neal KATZ; KAPRIVA, Frank; Dennis GUSHUE; Stanton GORDON; Barb FOGARTY; FLORES, Maria; Al FIELDS; FERRARA, Louie; DIBS, Justin; DIAZ, Mary; Keith & Karyl DENNISON; COX, Bert; David COBBETT-man; Joe CAPOZZI; Barbara CAPOZZI; Mel BROWN; BOYNTON, Randy; BILALYAN, Herman; BIEDERMAN, Richard; BERNSTEIN, Michael; Diane ARCURI; Mark ADVENT; ACKLAM, Denise  
**Cc:** McCARRAN NOISE STUDY; Stacey COOVER  
**Subject:** PLANES DEC. 2

The planes have been absolutely killing us tonight. It has been constant aircraft noise since approximately 4 PM this afternoon. It is now 11:30 PM. It's not fair and it's not right.

Bud Visalli  
Saddle Peak at Nevada Trails  
[aircraftnoise@cox.net](mailto:aircraftnoise@cox.net)

This is a special e-mail address for Saddle Peak and Nevada Trails homeowners only. This e-mail address is strictly for informational purposes for the homeowners of Saddle Peak and Nevada Trails and not to be confused with the McCarran Noise Hotline or the McCarran Noise Study Group. Please direct all aircraft noise complaints to the McCarran Noise Hotline at 261-5600 and/or e-mail the McCarran Noise Study Group at: [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Thursday, December 01, 2005 6:00 PM  
**To:** Jennifer Shira  
**Subject:** Re: Nevada Trails Noise Study

I would like to voice my concern over the flights that fly over Nevada Trails. I have been made aware that these flights should be flying over Sierra Vista High School and not the Nevada Trails community, but this is not happening.

Please let me know what can be done about this.

Thank You,

Louie Ferrara

**Jennifer Shira**

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**From:** Jennifer Shira  
**Sent:** Monday, January 30, 2006 11:32 AM  
**To:** 'Rosevear, Craig (US - Las Vegas)'  
**Subject:** RE: Flight noise

Mr. Rosevear:

Thank you for your comment. Please continue to check the project Web site, [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com) for project updates and news.

Best regards,

Jen

On behalf of the project team

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**From:** Rosevear, Craig (US - Las Vegas)  
**Sent:** Sunday, January 29, 2006 7:20 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Flight noise

To whom it may concern,

I live in Nevada Trails on the corner of Rainbow Blvd and Windmill. We are typically in the flight path of many planes; however, at 7:10 pm and 7:14 pm on 1/29/06 two particularly loud planes flew overhead. I typically am not fussed with the noise of the planes, but this Sunday the planes seem to be much louder than usual. In particular the 7:10 pm flight was especially loud and it seemed as though it must have been flying very low. If you need any additional information, please feel free to correspond with me via email.

Thank you,  
**Craig Rosevear**

This message (including any attachments) contains confidential information intended for a specific individual and purpose, and is protected by law. If you are not the intended recipient, you should delete this message.

Any disclosure, copying, or distribution of this message, or the taking of any action based on it, is strictly prohibited. [v.E.1]

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Monday, January 30, 2006 11:30 AM  
**To:**  
**Subject:** RE: NOISE

Mr. Gordon:  
Thank you for your comment.  
Best regards,  
Jen  
On behalf of the project team

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**From:**  
**Sent:** Friday, January 27, 2006 7:21 PM  
**To:** McCarran Noise Study  
**Subject:** NOISE

The last several days have had many excessively noisy planes. Rather than send an email for each one, I have grouped a few of them in this message.

Jan. 25 @ 8:40 AM (I thought that it was going to suck me out of the shower!)  
Jan. 26 @ 6:54 AM (Awakened me)  
Jan. 26 @ 6:57 AM  
Jan, 26 @ 7:17 PM  
Jan. 26 @ 7:22 PM  
Jan. 26 @ 7:24 PM  
Jan, 26 @ 7:33 PM  
Jan. 27 @ 8:13 AM  
Jan. 27 @ 8:36 AM  
Jan. 27 @ 6:46 PM  
Jan. 27 @ 7:02 PM  
Jan. 27 @ 7:03 PM

I'm sure there were more, but fortunately, I wasn't home all the time!

Stanton Gordon

(Nevada Trails -- Robindale & Rainbow)

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Monday, January 30, 2006 11:44 AM  
**To:** 'Diane Arcuri'  
**Subject:** RE: THEY ARE EVERYWHERE TODAY!

Ms. Arcuri:  
Thank you for your comment and continued interest in the ongoing study.

Best regards,  
Jen

-----Original Message-----

**From:** Diane Arcuri  
**Sent:** Friday, January 27, 2006 8:47 AM  
**To:** Noise Study  
**Subject:** THEY ARE EVERYWHERE TODAY!

With planes roaring over my home at 5:30 this morning, I arose earlier than usual this morning. I stood outside with coffee in hand and watch the planes flying all over the map. You had planes flying directly overhead, planes flying so far east they must have been over Jones, some over Rainbow, and some (few though they were) flying over what should be their target - Sierra Vista High School. I even watched one plane that must have left on a southern departure curve around to fly over our homes to the west. That was a new one!

We all know the FAA's only task is to get planes off the ground. Naive as I may be, I don't believe it is their goal to annoy and frustrate folks by directing planes to fly in such a haphazard fashion as one of the points for consideration is to return planes to their path over Sierra Vista.

It is possible that once the right turn is enforced, that the planes that will be continuing to turn left will have more time to fly the correct path and give us some relief from the over-flights?

Thanks for lending an ear.

Diane Arcuri  
Saddle Peak at Nevada Trails



## Jennifer Shira

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**From:** Nevada Trails Aircraft Noise [aircraftnoise@cox.net]  
**ant:** Sunday, December 18, 2005 10:03 PM  
**o:** Diane Arcuri; Noise Study  
**Cc:** ACKLAM, Denise; BELL-BLOOM, Tyra; BENSON, Erik; BERGER, Richard; BERNSTEIN, Michael; BIEDERMAN, Richard; BILALYAN, Herman; BOYNTON, Randy; BRATTON, Vince; BREDE, Tom; BRONSON, Kathleen; BROWN, Mel; CALLEGARI, Ed; CAPOZZI, Barbara; CAPOZZI, Joe; COBBETT, David; COX, Bert; DENNISON, Keith & Karyl; DIAZ, Mary; DIBS, Justin; DITTMEIR, Mike; ENGLEHART, Cindy; FERRARA, Louie; FIELDS, Al; FLORES, Maria; FOGARTY, Barb; GORDON, Stanton; GUSHUE, Dennis; HANSON, Dirk; HILL, Robert; KAPRIVA, Frank; KATZ, Neal; KENNEDY, Steve; KETER, Ron; LEDERER, Richard; LEIGON, Richard; LEWIS, Ernie, Li, Henry; LIN, Gretchen; LINARES, Bert; LUGO, Candace; MacPHERSON, Cheryl; MAYHEW, Dave; MOWATT, Mark; OBER, Larry; PIPERNI, Bob; RHEIN, Noah; SHEELER, Bob; Jennifer Shira; SIMON, Larry; SISOLAK, Susan; SPICER, Ed; STAGGS, Steve; TERPSTRA, Bob; TITUS, Senator Dina; TUCKER, Jerry; VEGA, Roberto; VISALLI, Linda; WAGNER, Robert; WILLOUGHBY, Bruce; WINSLOW, Robert; ZAPPIA, Vince  
**Subject:** Re: SECOND VERSE SAME AS THE FIRST!

This has been a very bad day. Planes ALL day long. Low and Loud. I guess it's good though that they fly over here just in case one of them loses an engine so that they can kill some people and cause alot of damage instead of flying over the mountains and losing an engine and killing a couple of donkeys. We wouldn't want to hurt one of those donkeys now would we. Yeah, we better stick to killing people and causing tremendous damage to a community instead. Seriously, when was the last time you heard of a plane losing an engine? I'm 62 years old and the next one would be my first. I'm tired of these guys giving us a line of crap. Jeff Jacquart either better get some new equipment and/or get his eyes checked because the vast majority of these planes DO NOT fly over the high school. And if they did they would be flying over it at a severe angle. Southwest or West by Southwest.

Bud P.S. Here comes another string of planes.

----- Original Message -----

From: "Diane Arcuri"  
To: "Noise Study" <into@mccarrannoisestudy.com>  
Cc: "ACKLAM, Denise" <denise417@cox.net>; "BELL-BLOOM, Tyra" <tyra.bell-bloom@venetian.com>; "BENSON, Erik" <erik.benson@pardeehomes.com>; "BERGER, Richard" <rberger69@hotmail.com>; "BERNSTEIN, Michael" <Michael.Bernstein@ssa.gov>; "BIEDERMAN, Richard" <rbiederman@cox.net>; "BILALYAN, Herman" <HBilal@aol.com>; "BOYNTON, Randy" <rboynton@mgmmirage.com>; "BRATTON, Vince" <vince@lightspeedvt.com>; "BREDE, Tom" <tom\_brede@reid.senate.gov>; "BRONSON, Kathleen" <kwbronson@yahoo.com>; "BROWN, Mel" <m5b@aol.com>; "CALLEGARI, Ed" <ecallega1@yahoo.com>; "CAPOZZI, Barbara" <Bcap32552@aol.com>; "CAPOZZI, Joe" <Joe1674@aol.com>; "COBBETT, David" <mrcobbjr@yahoo.com>; "COX, Bert" <cbertabcd@cs.com>; "DENNISON, Keith & Karyl" <mssnake43@aol.com>; "DIAZ, Mary" <mdiaz@gpigaming.com>; "DIBS, Justin" <jdibs@yahoo.com>; "DITTMEIR, Mike" <mike@vegasitpros.com>; "ENGLEHART, Cindy" <Momovfive@aol.com>; "FERRARA, Louie" <ldferrara@earthlink.net>; "FIELDS, Al" <alcsm@cox.net>; "FLORES, Maria" <flores24@cox.net>; "FOGARTY, Barb" <cowcruncher7@msn.com>; "GORDON, Stanton" <StantonGordon@GBRonline.com>; "GUSHUE, Dennis" <phre@cox.net>; "HANSON, Dirk" <dirk@gearycompany.com>; "HILL, Robert" <bobby415@hotmail.com>; "KAPRIVA, Frank" <Frank.Kapriva@ssa.gov>; "KATZ, Neal" <nkatz@yourfirstsource.com>; "KENNEDY, Steve" <triumph971@aol.com>; "KETER, Ron" <yak@kes.com>; "LEDERER, Richard" <rich7862@yahoo.com>; "LEIGON, Richard" <rleigon@earthlink.net>; "LEWIS, Ernie" <cternie@cox.net>; "LI, Henry" <henrylli@gmail.com>; "LIN, Gretchen" <thelins@cox.net>; "LINARES, Bert" <bert.linares@cox.net>; "LUGO, Candace" <cllohlv\_8191@cox.net>; "MacPHERSON, Cheryl" <cherylmac@cox.net>; "MAYHEW, Dave" <maywhat@cox.net>; "MOWATT, Mark" <mmowatt@keyfg.com>; "NEVADA TRAILS" <aircraftnoise@cox.net>; "OBER, Larry" <gober72765@aol.com>; "PIPERNI, Bob"

## Jennifer Shira

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**From:** webmaster@intermind.net  
**Content:** Tuesday, January 24, 2006 5:01 PM  
**Content-Organization:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=s. armbruster  
address=  
phone\_number=  
e\_mail\_address=  
comments=It is out of hand with the noise from the planes at all hours. We need to figure out a different flight plan.  
subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: ip70-180-164-123.lv.lv.cox.net Remote IP address: 70.180.164.123

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Tuesday, January 24, 2006 11:38 AM  
**To:** RHEIN, Rachell  
**Subject:** Thank you for your comment

Ms. Rhein

Thank you for your recent comment to the Part 150 Study project team. Please know that everyone on the working group brings a different perspective to the process. We rely on the fact that there is a broad range of perspectives represented on the group to ensure both that a valley-wide approach is ultimately respected and that no one perspective dominates.

Please continue to check the project Web site for updates. We appreciate your involvement.

Regards,

Jen

On behalf of the project team

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**nt:** Sunday, January 22, 2006 4:41 PM  
**o:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Rachell Rhein  
address=  
phone\_number=  
e\_mail\_address=

comments=RE: Greg Toussaint

My brief understanding of this working group is to help find a solution to a growing VALLEY WIDE problem? This man has a web page rallying people against the right turn. This is biased and therefore leaves him incapable of contributing to a solution! If the citizens can not count on this working group to be fair - what kind of representation is that? What sort of progress can this person contribute to if he is an advocate against change? He seems to concentrate his energies on fighting instead of pro-active solutions!

subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=<http://www.mccarrannoisestudy.com/thankyou.html>  
Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: ip68-224-100-87.lv.lv.cox.net Remote IP address: 68.224.100.87

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, January 23, 2006 3:12 PM  
**To:**  
**Subject:** RE: Unnecessary Jet Noise

Mr. Doerr:

Thank you for your comment, it will be shared with the rest of the project team.

Regards,

Jen

On behalf of the project team

---

**From:**  
**Sent:** Sunday, January 22, 2006 3:41 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Unnecessary Jet Noise

Subject; Noise from jets

Location; Henderson, Arroyo Grande, & Windmill

Site; Mountain View, A 55+ senior manufactured home park. Mountain View contains 350 homes with about 700 residents. Manufactured homes are different from regular stick homes as noise penetrates them easily. The noise from the jets are increasing daily.

Route Change; We never had this noise before.

Effects; Lack of sleep, uneasyness, stress, etc.

Desired Solution; Put the jet back on there old route.

Thank you for your time.

Cure; Jets leaving the airport just needs to go an extra mile or two and make their turn over the mountains.

Marvin L. Doerr

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Thursday, January 19, 2006 10:41 AM  
**To:** 'Gann, Lisa'  
**Subject:** RE:

Thank you for your comment Ms. Gann.  
Jen Shira  
On behalf of the project team.

---

**From:** Gann, Lisa  
**Sent:** Thursday, January 19, 2006 10:29 AM  
**To:** 'info@mccarrannoisestudy.com'  
**Subject:**

I would like to make a formal complaint about the airplane noise over Nevada Trails in the southwest part of town. Cross streets are Robindale and Rainbow.

Thank you, Lisa Gann

Confidentiality Note: This e-mail, and any attachment to it, contains privileged and confidential information intended only for the use of the individual(s) or entity named on the e-mail. If the reader of this e-mail is not the intended recipient, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that reading this e-mail is strictly prohibited. If you have received this e-mail in error, please immediately return it to the sender and delete it from your system. This e-mail and any attachment(s) are believed to be free from virus. However it is the responsibility of the recipient to ensure that they are virus free. We do not accept any liability for any loss or damage arising in any way from the receipt, opening or use of this e-mail and any attachment(s). Thank You.

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Monday, January 23, 2006 3:03 PM  
**To:** 'Kathleen Bronson'  
**Subject:** RE: Share the noise

Mr. & Mrs. Bronson:  
Thank you for your recent comments, they will be shared with the rest of the project team.

Regards,  
Jen  
On behalf of the project team

-----Original Message-----  
**From:** Kathleen Bronson  
**Sent:** Thursday, January 19, 2006 11:06 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Share the noise

To Whom it May Concern,

As a resident of Nevada Trails (recipient of the left hand turn noise)I want to go on the record with my take regarding the proposed redirection of a portion of the McCarran aircraft over the Summerlin and Lakes developments.

Yes, as fairly recent purchasers (January/2004)we did sign an acknowledgment regarding the aircraft noise from McCarran. It is because of the proposed drastic increase of aircraft in the near future that we are appalled by the stance of the people in Summerlin and the Lakes. It is my understanding that only a portion of the flights be directed to turn North which will alleviate costs for the airlines and insure a greater degree of safety. I don't think that the voices of the residents of Summerlin and the Lakes should have any greater voice in the final decision than the people who live under the left hand turn route. If the turns are spread out somewhat between the right and left, we can all share in a portion of the noise as well as the share in the added benefits of a greater number of tourists and safer transportation. I think the safety consideration in itself would be enough reason the reroute some of the takeoffs and that should be the determining factor in a final decision.

Thank you for your consideration.

Sincerely,

Kathleen Bronson  
Paul Bronson

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Do You Yahoo!?  
Tired of spam? Yahoo! Mail has the best spam protection around <http://mail.yahoo.com>

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Monday, January 23, 2006 3:01 PM  
**To:** 'Frank Klepacki'  
**Subject:** RE: Airplane noise

Mr. Klepacki:

Thank you for your comment, it will be shared with the rest of the project team. Please continue to check the project Web site for updates and news.

Regards,

Jen

On behalf of the project team.

---

**From:** Frank Klepacki  
**Sent:** Saturday, January 14, 2006 11:58 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Airplane noise

I live in the Nevada Trails area of las Vegas, at Rainbow and Robindale. We get an awful lot of airplanes flying over, so much that it is annoying. When we first moved in 2 and a half years ago, the plane noise was minimal. Now it seems like everyday all the time. Please divert some of the air traffic to another part of town.

Thank you

Frank Klepacki



## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Monday, January 23, 2006 2:59 PM  
**To:** 'Alan Butler'  
**Subject:** RE: Airport/Jet Noise

Mr. Butler,  
Thank you for your comment; it will be shared with the rest of the project team. Please continue to check the project information Web site for the latest updates and news on the Part 150 Study.

Best Regards,  
Jen Shira  
On behalf of the project team

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**From:** Alan Butler  
**Sent:** Friday, January 13, 2006 3:50 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Airport/Jet Noise

To Whom It May Concern,

My wife and I relocated from the Midwest to the Lakes/Summerlin area of Las Vegas about a year ago. We loved the area and knew at the time we did not want to be close to McCarran airport nor be in any flight path. When all this talk of re-routing the flight paths came about we were very distraught. In the last couple months there are planes taking off and circling over our area at 4:30 in the morning. We don't have to get up for work until 7:00 am which means more often than not we cannot fall back to sleep. I have talked to numerous neighbors who express the same concerns and this is only a couple planes in the morning. I struggle to think of 200 planes flying over this area.

The people in the southwest where the planes are taking off now really knew when they purchased property there that it was in a flight path so I don't understand the huge stink they are making. Where we are we are experiencing planes in full thrust at a low altitude trying to climb thereby the noise factor is very loud. I hate to think that we would have to sell our house because of this situation but it really does impact the people in our area negatively. I hope some consideration will be given to those who want to experience a calmer lifestyle and strove for that lifestyle by living where we do.

Thank You,  
Alan and Kathy Butler

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Friday, January 06, 2006 3:19 PM  
**To:** 'Salas, Diane (Pardee Homes)'  
**Subject:** RE: Aircraft Noise - Nevada Trails

Ms. Salas:

Thank you for your comments. Please check the project Web site, [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com) for updates and news.

Regards,

Jen

On behalf of the project team

---

**From:** Salas, Diane (Pardee Homes)  
**Sent:** Friday, January 06, 2006 3:05 PM  
**To:** Jennifer Shira  
**Subject:** Aircraft Noise - Nevada Trails

Hello,

Your email address was provided to me from another homeowner in Nevada Trails.

My husband and I have been residents since April of 2002, being buyers in the second phase of the new Pardee Homes community. During the 3-1/2 years of living in the community -- the air traffic and the associated noise has significantly increased. Though we were made aware from Pardee there would be air traffic - we had no idea of the "volume of airplanes" or "how loud" it would really be.

We support any effort to:

- 1). Pressure the airport manager and airlines to route the existing air traffic "into the correct designated corridor" further to the west - near Sierra Vista High School
- 2). Divert aircraft to the north as proposed.

Our neighborhood is a good one and the reduction of this air traffic will only make it better.

Diane Salas

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Friday, January 06, 2006 10:36 AM  
**To:** 'Toland, Gary'  
**Subject:** RE: Noise

Mr. Toland:

Thank you for your comments, I will share them with the project team. Please continue to check the project Web site for updates and news.

Regards,

Jen

On behalf of the project team

---

**From:** Toland, Gary  
**Sent:** Friday, January 06, 2006 9:48 AM  
**To:** 'EMAILINFO@MCCARRANNOISESTUDY.COM'  
**Subject:** Noise

It is interesting that Summerland residents are concerned about noise, safety and pollution but they are not concerned about my safety and my neighbors in Nevada Trails. One individual testified that 400,000 homes or residents would be affected if planes fly over Summerland. I have never heard of a Plane taking out much more than a city block. I guess it is OK if it were to take my home and my neighbors.

We all depend on the airport, just share the misery and send the plans in all direction. That would be fair. The environmental impact study is simple the planes will pollute, be noisy and dangerous. You are on the right track if you divert some of the traffic to the north. I would also hire someone to sit at Buffalo and the 215 and fine any planes that turn to early. I would be glad to do this for a fee: I would be able to retire at the end of the first day.

Thank you,

Gary Toland

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Wednesday, January 04, 2006 1:48 PM  
**To:** 'richard spinale'  
**Subject:** RE: low flying plane noise

Mr. Spinale:

Thank you for your comments, they will be shared with the study team. Please continue to check the project Web site for updates and the latest study developments.

Regards,

Jen

On behalf of the project team

---

**From:** richard spinale  
**Sent:** Wednesday, January 04, 2006 1:37 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** low flying plane noise

to whom this may concern, hi i am a home owner in the southwest at nevada trails community (rainbow and robindale) cross streets. i am writing to let you know about the low flying planes which make so much noise. many planes dont go far enough west as they should or to the altitude they should. i think many of the planes are cutting corners to save fuel. why cant they fly along the 215 beltway all the way to the mountains to the west? by the time they are there they will be at an altitude high enough not to make noise that will disturb the home owners. most days the planes fly right over nevada trails subdivision every 30 seconds, and many of them cut the corner or are at to low a level and the noise is very disturbing. please inform the airlines to raise there altitude and to go further west so the noise is not so loud. thank you for reading this and hearing my concerns. sincerely, richard spinale.

---

Yahoo! Photos

Ring in the New Year with [Photo Calendars](#). Add photos, events, holidays, whatever.

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Thursday, January 05, 2006 11:03 AM  
**To:** 'wkaeo'  
**Subject:** RE: Noise levels over Nevada Trails Community

Ms. Kaeo:

Thank you for your comment and interest in the FAR Part 150 Noise Compatibility Study Update. Your comments will be shared with the project team. Please continue to check the project Web site for updates and news.

Regards,

Jen

On behalf of the project team

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**From:** wkaeo  
**Sent:** Wednesday, January 04, 2006 7:54 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Noise levels over Nevada Trails Community

Sir/Madam: Airplanes are my lifeblood - I'm a flight attendant with Southwest Airlines - so when I see AND HEAR our 737's CONTINUOUSLY flying over my home, I'm filled with pride. Our airline has done an exemplary job in bringing visitors and residents alike to this valley and hopefully we will continue to do so for years to come. I'm concerned, however, about the CONSTANT noise levels from early am until late pm from airplanes flying out of McCarran. I think it is unnecessary, but more importantly, unfair to "new residents" of this valley. NOONE who purchases a home at the end of a very busy runway can expect NOT to hear airplane noise - that would be beyond ridiculous. BUT - those of us who have purchased homes in the SW valley should NOT be punished for being new residents - wanting this location - this builder - this model of home, etc. ALL RESIDENTS of this valley profit from the visitor industry - ALL RESIDENTS - therefore, ALL RESIDENTS should share in the good and the bad of that reality.

It is SO incredibly unfair and to me, sickening, to read and listen to home owners of more expensive homes - more established residential areas claim that they DESERVE not to be bothered by airplane noise. We all reap the benefits of the airlines - what makes their environment any more special than mine? It's back to the "all about me - me - me" syndrome. I bought a residence of a greater value - therefore let the "poor man or newbee to the valley" suffer the consequences of growth - I'm above it! No - that concept is not only selfish - it's plain and simple arrogance of those who feel they are financially better than we in the SW valley. There are many homes in the Nevada Trails community that begin at 3/4 of a million dollars just to walk in the door - NO - it's not about money - it's ALL ABOUT SHARING THE BENEFITS AND THE INCONVENIENCES OF A SUCCESSFUL, GROWING ECONOMY THAT WE ENJOY IN THIS VALLEY.

I urge you NOT to listen to the selfish - to those home owners who feel they have a right because of their longevity or wealth to PUSH the airplane noise over just ONE sector of this valley. Those who claim that it is unsafe to have planes take off and veer to the right or northwest rather than the southwest have NO grounds to base their claims upon. If an airline accident happens - it destroys lives in the SW or NW or SE or NE part of the valley - that's just the reality of living in a highly successful valley. I also urge you to do a study on the benefits of fuel savings by not only SWA but ALL airlines that are forced to fly out of McCarran ONLY to the SW before beginning their trajectory to their next airport destination. The savings is substantial for all airlines to have the opportunity to reduce flight miles by enjoying a more direct route to their destinations other than the SW flight paths that they presently are forced to fly.

Thank you for this opportunity to express my opinion regarding the aforementioned issues - I hope you are guided by reality and not emotions when you discuss the possibility of changes with the FAA..... All our residents of the valley deserve equal consideration....

Sincerely,

Susan Kaeo

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**Sent:** Wednesday, January 04, 2006 8:38 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=John Fidler  
address=  
phone\_number=  
e\_mail\_address=  
comments=With regard to the proposed flight path change via a "right turn" for departing flights - Why has the FAA considered only a 10-mile Westward extension of flights before turning? I believe that the FAA should consider a 5-mile extension - and perhaps a couple more.

There must be some measure of extension which will allow safe takeoffs and still bring noise relief to many parts of the Las Vegas valley. Further, it would be helpful if all the parties concerned stopped playing into the hands of the elements who seem to be trying to cloud this matter by portraying it as a "Rich vs Poor" issue. Lastly, I believe the aim of the community should be to bring noise relief to all valley residents, or as many of them as possible. In other words, subject as few as possible to the noise. This has been the (unintended) effect of the present takeoff pattern, albeit to the detriment of those under the current flight paths. An extension to the West can only help these residents.

Sincerely

John Fidler

subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
submit=Submit

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: 209.247.222.87  
Remote IP address: 209.247.222.87

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Wednesday, January 04, 2006 12:12 PM  
**To:** 'Kathleen Bronson'  
**Subject:** RE: Aircraft noise

Ms. Bronson:  
Thank you for your comment. This will be shared with the study team.  
Regards,  
Jen  
On behalf of the project team

-----Original Message-----

From: Kathleen Bronson  
Sent: Wednesday, January 04, 2006 11:44 AM  
To: info@mccarrannoisestudy.com  
Subject: Aircraft noise

To whom it may concern,

It seems that the voices that are being heard the loudest with regard to rerouting a portion of the aircraft taking off and landing at McCarran Airport are those of the people who reside in Summerlin and the Lakes. I would be interested in knowing how many of the bureaucrats who will be voting on this issue reside in the proposed flight path sharing at Summerlin and the Lakes.

Wouldn't it be proper for those officials who reside in either of the areas that would be affected, recuse themselves from voting on the proposed route changes?

I understand that our good mayor enjoys his noise free environment and, surprise, surprise, he is opposed to the rerouting--can't imagine why. The proposed change would only account for one-third of the take-offs to be shifted over the north and we in the Southwest would still bear two-thirds of the noise. Right now we live with it but the projections call for a dramatic increase in the amount of air traffic and we shouldn't be made to bear the brunt of ALL this increase. Besides, everything I've read indicates that the proposed rerouting of one-third of the take-offs would result in a much safer, more efficient and cost effective plan.

Let's get some objective, unbiased evaluation going before a final decision is made so we can all live with it and we can feel that we are being treated fairly and the future passengers and crews are safer.

Sincerely,

Kathleen Bronson  
Paul Bronson

Michael Bronson  
Wendy Bronson

NEVADA TRAILS RESIDENTS ALL

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Yahoo! DSL – Something to write home about.  
Just \$16.99/mo. or less.  
dsl.yahoo.com



**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Wednesday, March 08, 2006 4:50 PM  
**To:** 'Nevada Trails Aircraft Noise'  
**Subject:** RE: THE LAKES

Mr. Visalli:  
Thank you for your comment.  
Regards,  
Jen  
On behalf of the Part 150 project team

---

**From:** Nevada Trails Aircraft Noise [mailto:[aircraftnoise@cox.net](mailto:aircraftnoise@cox.net)]  
**Sent:** Tuesday, February 28, 2006 12:47 AM  
**To:** Undisclosed-Recipient;  
**Subject:** THE LAKES

It seems to me that the residents of The Lakes have lost all recollection of the planes that used to fly over that way before 2001. Or they erased it from their memory. Or the planes were so high that they didn't realize they were there. By the way as I'm typing this at 12:30 AM there are planes going by . . . one after the other. People that I talk to from The Lakes are always saying something like, I've lived there for 18 years and we never signed a disclosure and we don't want to start getting planes.

I'm still thinking about what Del Meadows said and I can't get it out of my mind. He said for every 40 feet the plane goes forward the it gains one foot of altitude. That would mean for every 4000 feet (nearly a mile) the plane only gains 100 feet? Does that make sense to anyone? So in 5 miles (approximately 26,400 feet) a plane would gain only 660 feet of altitude? Did I figure that right?

Bud Visalli  
Saddle Peak at Nevada Trails  
[aircraftnoise@cox.net](mailto:aircraftnoise@cox.net)

This is a special e-mail address for Saddle Peak, Nevada Trails, Coronado Ranch, Rhodes Ranch, Southern Highlands, Mountain's Edge and homeowners within the Southwest area only. This e-mail address is strictly intended for information purposes for the homeowners of these communities and not to be confused with the McCarran Noise Hotline or the McCarran Noise Study Group. Please direct all aircraft noise complaints to the McCarran Noise Hotline at 261-3694 and/or e-mail the McCarran Noise Study Group at: [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)

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**Jennifer Shira**

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**From:** Jennifer Shira  
**Sent:** Wednesday, March 08, 2006 4:49 PM  
**To:**  
**Subject:** RE: Las Vegss The New Noise Capital Of The World

Mr. Doerr:  
Thank you for your comment.  
Regards,  
Jen  
On behalf of the Part 150 project team

---

**From:**  
**Sent:** Wednesday, February 22, 2006 8:41 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Las Vegss The New Noise Capital Of The World

Subject; Noise from jets

Location; Henderson, Arroyo Grande, & Windmill

Site; Mountain View, A 55+ senior manufactured home park. Mountain View contains 350 homes

with about 700 residents. Manufactured homes are different from regular stick homes as noise

penetrates them easily. The noise from the jets are increasing daily.

Route Change; We never had this noise before.

Effects; Lack of sleep, uneasyness, stress, etc.

Desired Solution; Put the jet back on there old route.

---

Feburary 22, 2006

Noise at this location has been so bad the last 12 hours and as I write this!

Jobs at the FAA are very high paying. Who is in charge of these routes? Person or Persons responsible.

At this community I could easily get 500 people to sign a petition to have these people reviewed.

Marvin L. Doerr

3/8/2006

**Jennifer Shira**

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**From:** Jennifer Shira  
**Sent:** Wednesday, March 08, 2006 4:48 PM  
**To:** 'Jennifer Hoge'  
**Subject:** RE: Air Traffic complaint for the Southwest, Las Vegas NV

Ms. Klepacki:  
Thank you for your comment.  
Regards,  
Jen  
On behalf of the Part 150 project team

---

**From:** Jennifer Hoge  
**Sent:** Sunday, February 19, 2006 8:23 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Air Traffic complaint for the Southwest, Las Vegas NV

To Whom It May Concern,

I am a resident in the Southwest area of Las Vegas, more specifically in the Nevada Trails community. Since we purchased our new home over 2 1/2 years ago we have noticed an increase of air traffic, especially on Sundays when we are enjoying our time at home. We love our area of town and specifically chose this location as it's very centrally located and a nice quiet part of town. We understand that some air traffic is necessary and when we first purchased our home we asked several neighbors if the noise bothered them. At the time, the air traffic was minimal and we recognized there would be some traffic but that it was very tolerable as it could barely be heard. I remember standing on our empty lot before our home was built and looking up to the skies on the weekend and just vaguely hearing a plane go by. However, in the past year it has become increasingly loud, to the point where it's difficult to carry on a conversation outside on some days.

We would very much support a diversion of some of this air traffic to lighten our load and spread it out more evenly throughout the valley. I'm sure the residents in Summerlin and the Lakes area are just as happy to have a local airport in their town instead of driving an hour to get to one, and with that we should all participate in sharing the consequences of having an airport nearby. It's not just the Southwest part of town that should bare the burden.

We appreciate your attention to this matter and anticipate a resolution that will ring equal to all parties.

Sincerely yours,

Jennifer Klepacki

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Wednesday, March 01, 2006 9:32 AM  
**To:**  
**Subject:** Thank you for your comment

Dear Mr. Powell:

Thank you for your recent comment through the [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com) Web site. I apologize for not getting back to you sooner, but be assured that your comment has been received and will be reviewed when the project team discusses the proposed study recommendations.

Regards,  
Jen  
On behalf of the project team

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**Sent:** Friday, February 17, 2006 3:16 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=John Powell  
address=  
phone\_number=  
e\_mail\_address=  
comments=Dear Folks,

I live within the 65 DNL as indicated on the 2004 and 2011 Noise Exposure Maps.

A couple of neighbors and myself would like to be relocated to an area outside the 65 DNL.

I believe the FAA has provisions to facilitate this move. (AC 150/5100-17)

In the handout at the Jan 24 meeting FAR Part 150 Noise Compatibility Study Update prepared by Adrian Jones and Peter Kirsch it is suggested that Noise Mitigation Options be addressed-

- outright property acquisition
- acoustical treatment/soundproofing programs

Please include these in your Study recommendations.

Thank you,

John

Subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: addr-70-103-180-23.keyoncom.com Remote IP address: 70.103.180.23

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Wednesday, March 08, 2006 4:44 PM  
**To:**  
**Subject:** RE: Plane Noise

Mr. Gordon:  
Thank you for your comment.  
Regards,  
Jen  
On behalf of the Part 150 project team

---

**From:**  
**Sent:** Sunday, February 12, 2006 7:07 PM  
**To:** McCarran Noise Study  
**Subject:** Plane Noise

Dear Study Group,

Here is a list of just a few of the noisy planes. I state "a few" because I am not all the time.

FEB. 5  
8:38 PM  
8:40 PM  
8:44 PM  
8:45 PM

FEB. 6  
9:43 AM  
9:44 AM  
9:58 AM  
10:34 AM  
5:00 PM  
7:05 PM  
7:22 PM ( So loud that the windows rattled)\_  
7:33 PM (So loud that the windows rattled)

FEB. 7  
5:02 PM  
7:18 PM

FEB. 8  
7:09 AM  
8:11 AM  
11:10 AM  
3:31 PM  
4:18 PM  
5:24 PM  
7:23 PM

FEB. 9  
6:45 AM  
11:45 AM

12:44 PM  
1:30 PM  
3:45 PM  
4:15 PM  
5:53 PM  
6:10 PM  
7:12 PM  
8:56 PM  
11:18 PM

FEB. 10

8:47 AM

8:50 AM

11:00 AM

11:16 AM

1:32 PM

1:59 PM (Flew east of my house -- turn must have been at  
or before Decatur!! The high school, where the  
planes should turn, was missed by 3-1/2 to 4  
miles!!)

6:02 PM

8:02 PM

8:04 PM

8:38 PM

8:59 PM

Sincerely,  
Stanton Gordon

Nevada Trails -- Robindale & Rainbow

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Wednesday, March 08, 2006 4:44 PM  
**To:**  
**Subject:** RE:

Thank you for your comment.  
Regards,  
Jen  
On behalf of the Part 150 project team

---

**From:**  
**Sent:** Tuesday, February 07, 2006 1:43 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:**

Subject; Noise from jets

Location; Henderson, Arroyo Grande, & Windmill

Site; Mountain View, A 55+ senior manufactured home park. Mountain View contains 350 homes with about 700 residents. Manufactured homes are different from regular stick homes as noise penetrates them easily. The noise from the jets are increasing daily.

Route Change; We never had this noise before.

Effects; Lack of sleep, uneasyness, stress, etc.

Desired Solution; Put the jet back on there old route.

Thank you for your time.

02-08-06 More airline jets are flying over every day, the jet noise is very very bad. We are awoken up at night. FAA you are not

doing your job as airlines can fly over the mountains. More jet fuel yes but airlines can raise ticket prices.

M. L. Doerr

3/8/2006



**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, February 06, 2006 12:35 PM  
**To:**  
**Subject:** RE: Plane Noise

Mr. Gordon:  
Thank you for your comments and observations.  
Best regards,  
Jen  
On behalf of the project team

---

**From:** Stanton Gordon  
**Sent:** Friday, February 03, 2006 2:07 PM  
**To:** McCarran Noise Study  
**Cc:** Air Craft Noise  
**Subject:** Plane Noise

Dear Noise Study Group;

These are just a few of the extremely noisy planes over the past few days:

1/27 @ 7:22 PM  
1/28 @ 10:11 AM  
1/28 @ 12:07 PM  
1/28 @ 6:48 PM  
1/29 @ 1:31 AM  
1/29 @ 2:46 PM  
1/29 @ 4:24 PM

These are not all of the noisy planes. There were others that I could not list.

Stanton Gordon  
Nevada Trails

1/29 @ 4:56 PM  
1/29 @ 4:59 PM  
1/30 @ The entire morning -- too many to list!  
1/31 @ 4:17 PM  
1/31 @ 4:28 PM  
1/31 @ 5:23 PM  
1/31 @ 5:36 PM  
1/31 @ 5:43 PM  
1/31 @ 6:06 PM  
1/31 @ 6:08 PM  
1/31 @ 7:25 PM  
1/31 @ 8:17 PM  
1/31 @ 8:49 PM  
2/1 @ 8:34 AM  
2/1 @ 8:45 PM  
2/2 @ 10:28 AM  
2/2 @ 10:29 AM  
2/2 @ 10:32 AM  
2/2 @ 10:51 AM  
2/2 @ 10:53 AM  
2/2 @ 10:54 AM  
2/2 @ 11:18 AM  
2/2 @ 11:20 AM

2/2 @ 11:34 AM  
2/2 @ 11:45 AM  
2/2 @ 12:34 PM  
2/2 @ The entire late afternoon -- again too many to list!  
2/3 @ 9:36 AM  
2/3 @ 10:18 AM  
2/3 @ 1:00 PM  
2/3 @ 1:01 PM  
2/3 @ 1:05 PM  
2/3 @ 1:13 PM  
2/3 @ 1:27 PM  
2/3 @ 1:31 PM

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Monday, February 06, 2006 12:33 PM  
**To:** 'Kateminshall'  
**Subject:** RE: Airplane Noise

Ms. Minshall:

Thank you for your recent comment to the Part 150 Noise Compatibility Study team. We appreciate your comments and involvement in the study. Please continue to check the project Web site for updates and news. Thank you again for your participation,

Jen

On behalf of the project team.

---

**From:** Kateminshall  
**Sent:** Thursday, February 02, 2006 10:18 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Airplane Noise

We received the *Nevada Trails Homeowner's Association February 2006 Newsletter* in the mail yesterday, and while I have been tempted many times in the past to email my "airplane" complaints, I never have. However, after reading the paragraph entitled, "Planes, Planes & More Planes!!" with a suggestion to email the Noise Study Group "whenever an offending plane comes over", I decided not to put it off any longer.

Long story short, I used to live in a great condo in a quiet neighborhood until one day my husband ran across a brand new development called "Nevada Trails" and he insisted that we move.

Since then, I have regretted my decision. The airplanes don't just fly over our section, most fly directly over our house and at times the noise level is absolutely unbearable! Sometimes the planes fly so low that the windows seem to rattle, my dogs go crazy and if I'm inside, I brace myself because it seems like they are going to fly right into the house. A few times when I was out in the backyard, I almost hit the ground.

I am a big fan of Mayor Goodman but I was absolutely appalled by his comments that the planes should remain in our area and not fly into Summerlin. Apparently, it is okay if the planes are disturbing, or parts might from the plane fall off, or worse, they could crash as long as it's in our area and not Summerlin. When he said he would take this issue to Congress if he had to was unbelievable. Is he only the Mayor of Summerlin? But I digress.

As ridiculous as this is going to sound, this airplane situation has actually effected my marriage because I want to move so badly and my husband keeps telling me that things will change but the only "change" I see is that the airplane noise is getting worse!

Thank you,  
Kate Minshall

**Jennifer Shira**

---

**From:** angel63  
**Sent:** Wednesday, February 01, 2006 4:34 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** annoying noise

Last Monday night was the worst of all, had to turn up my music volume so I won't hear the noise of low flying planes over Nevada trails. The worst of it is the fear of an accident occurring, and I thought that southwest is one of the safest areas in Las Vegas... Guess I was wrong!!!

I plan to enjoy my spring time with my windows open but with this annoying noise maybe I should move again!

thanks for hearing  
my concern,

Maria Flores  
Nevada Trails resident  
Saddle Peak Community

**Jennifer Shira**

---

**From:** stan  
**Sent:** Thursday, March 30, 2006 9:29 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 29, 2006

12:05 AM  
12:08 AM  
5:30 PM  
7:26 PM \*\*VERY NOISY\*\*  
11:30 PM \*\*VERY NOISY\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Wednesday, March 29, 2006 10:41 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 26, 2006

4:45 PM \*\*VERY LOUD\*\*  
8:33 PM \*\*VERY LOUD\*\*  
9:16 PM \*\*VERY LOUD\*\*  
11:38 PM \*\*VERY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Wednesday, March 29, 2006 10:45 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 27, 2006

7:00 AM **\*\*VERY LOUD\*\*** Woke me up!  
9:12 AM  
10:30 AM  
5:56 PM  
6:59 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Wednesday, March 29, 2006 10:48 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 28, 2006

6:28 AM  
12:21 PM  
5:56 PM  
7:16 PM  
10:55 PM  
11:48 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)



**Jennifer Shira**

---

**From:** stan  
**Sent:** Sunday, March 26, 2006 8:47 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 25, 2006

9:03 AM  
10:53 AM  
6:30 PM  
8:35 PM **\*\*VERY LOUD\*\***

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, March 25, 2006 5:46 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 24, 2006

7:58 AM

8:00 AM

8:17 AM

8:23 AM

8:43 AM

7:06 PM

7:20 PM **\*\*VERY LOUD\*\***

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, March 24, 2006 9:02 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 22, 2006

1:25 PM  
1:26 PM  
1:29 PM  
1:32 PM  
3:42 PM  
3:47 PM  
4:47 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, March 24, 2006 8:59 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 21, 2006

5:32 AM  
8:50 AM  
1:20 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, March 24, 2006 8:56 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 20, 2006

8:46 AM  
5:50 PM  
6:30 PM  
7:10 PM **\*\*VERY LOUD\*\***  
11:36 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, March 24, 2006 9:04 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 23, 2006

5:37 AM  
7:15 PM  
8:38 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, March 24, 2006 8:52 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 19, 2006

8:48 PM  
9:21 PM  
11:25 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, March 18, 2006 10:07 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on March 17, 2006:

10:45 AM  
6:26 PM  
6:59 PM  
7:17 PM

Stanton Gordon  
Nevada Trails (Robindale & Rainbow)



**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, March 18, 2006 10:02 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on March 15, 2006:

8:48 AM  
8:50 AM  
9:04 PM

Stanton Gordon  
Nevada Trails (Robindale & Rainbow)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, March 18, 2006 9:57 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on March 13, 2006:

1:51 PM  
2:38 PM  
4:33 PM – rattled windows  
5:14 PM  
6:18 PM  
7:25 PM  
8:58 PM

Stanton Gordon  
Nevada Trails (Robindale & Rainbow)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, March 18, 2006 10:00 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on March 14, 2006:

11:19 AM  
7:23 PM  
7:33 PM  
11:28 PM

Stanton Gordon  
Nevada Trails (Robindale & Rainbow)

**Jennifer Shira**

---

**From:** stan'  
**Sent:** Saturday, March 18, 2006 10:05 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on March 16, 2006:

7:31 AM  
8:05 AM  
12:26 PM  
6:30 PM  
7:34 PM  
7:44 PM  
7:51 PM

Stanton Gordon  
Nevada Trails (Robindale & Rainbow)

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, March 20, 2006 4:39 PM  
**To:** 'robert.mika'  
**Subject:** Thank you for your comment

Mr. Mika:

Thank you for your recent comment on [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). Your comments will be reviewed and considered by the project team when preparing the study's recommendations.

Regards,

Jen

On behalf of the project team.

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**Sent:** Friday, March 17, 2006 12:51 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Robert Mika  
address=  
phone\_number=  
e\_mail\_address=

comments=the past 3-6 months has seen a significant increase in airport noise on the east side of the airport. while a lot has been made public about the desired change in takeoff patterns over the northwest, why was there no discussion or hearings over changes in the runway usage or the impact of the noise the change creates in different neighborhoods. I have lived there for 15 years and until the past 3-6 months, it has been a quiet neighborhood in spite of its proximity to the airport. that seems to have changed with no discussion or public announcement.

subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=<http://www.mccarrannoisestudy.com/thankyou.html>  
Submit=Submit

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: netcache.lvvwd.com  
Remote IP address: 205.159.86.244

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, March 20, 2006 4:37 PM  
**To:** 'RayReed7'  
**Subject:** RE: Aircraft noise south side

Thank you for your comment.  
Jen  
On behalf of the project team

---

**From:** RayReed7  
**Sent:** Tuesday, March 14, 2006 3:19 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Aircraft noise south side

For safety, saving fuel, economic growth, progress, increase in flights, please divide flights to the north as soon as possible.

Thank you,  
Nevada Trails resident

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 7:46 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Airplanes

McCarran Noise Study;

The following planes were noisy on Feb. 24, 2006:

8:25 AM  
8:41 AM  
8:43 AM  
8:44 AM  
8:45 AM  
10:02 AM  
10:46 AM  
10:58 AM  
11:24 AM  
11:47 AM  
12:05 PM  
12:40 PM  
1:15 PM  
5:22 PM  
6:01 PM -- rattled windows  
6:23 PM -- rattled windows  
6:57 PM -- rattled windows  
7:24 PM -- rattled windows  
7:59 PM  
9:22 PM  
11:17 PM  
11:23 PM  
11:24 PM  
11:26 PM  
11:27 PM  
11:28 PM  
11:30 PM  
11:43 PM



**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 11:26 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Mar. 12, 2006:

1:57 PM  
2:09 PM  
2:23 PM  
2:27 PM  
4:24 PM  
5:02 PM  
6:51 PM  
7:05 PM  
7:06 PM  
7:15 PM  
7:29 PM  
8:03 PM  
8:28 PM  
11:41 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 11:09 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Mar. 6, 2006:

1:42 PM  
3:37 PM  
4:01 PM  
4:37 PM  
6:44 PM  
7:14 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 11:11 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Mar. 7, 2006:

4: 09 PM  
4:40 PM  
4:41 PM  
6:51 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 11:13 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Mar. 8, 2006:

1:01 PM  
4:15 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 11:15 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Mar. 9, 2006:

9:26 AM  
11:34 AM  
12:34 PM  
3:51 PM  
4:05 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 11:20 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Mar. 10, 2006:

12:02 AM  
9:08 AM  
1:06 PM  
1:40 PM  
3:13 PM  
3:21 PM  
4:27 PM -- rattled windows  
4:41 PM  
6:21 PM  
7:06 PM  
11:30 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 11:21 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Mar. 11, 2006:

2:26 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 9:47 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 14, 2006:

12:00 PM  
12:09 PM  
3:26 PM  
4:39 PM  
4:45 PM  
4:48 PM  
7:22 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)



**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 9:42 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 13, 2006:

1:31 AM  
4:41 PM -- rattled windows  
6:52 PM  
7:27 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

3/13/2006

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 9:39 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 12, 2006:

10:16 AM  
4:28 PM  
7:46 PM  
8:13 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 9:51 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 15, 2006:

4:41 PM  
5:13 PM  
5:23 PM  
7:30 PM  
11:26 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 9:56 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 16, 2006:

5:26 AM  
8:56 AM  
10:15 AM  
10:26 AM  
11:41 AM  
12:43 PM  
5:54 PM  
6:34 PM  
6:36 PM  
6:47 PM  
7:13 PM  
9:33 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, March 13, 2006 9:50 AM  
**To:** 'stan  
**Subject:** RE: Noisy Planes

Mr. Gordon:  
Thank you for your comment,  
Jen  
On behalf of the project team

---

**From:** stan  
**Sent:** Monday, March 13, 2006 9:47 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 14, 2006:

12:00 PM  
12:09 PM  
3:26 PM  
4:39 PM  
4:45 PM  
4:48 PM  
7:22 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 9:59 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 17 2006:

10:18 AM -- rattled windows

3:33 PM

6:16 PM

11:05 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan'  
**Sent:** Monday, March 13, 2006 10:46 AM  
**To:** McCarran Noise Study  
**Subject:** Fw: Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 27, 2006:

8:22 AM  
9:01 AM  
9:06 AM  
9:10 AM  
10:17 AM  
4:06 PM  
4:34 PM  
4:51 PM  
4:54 PM  
9:05 PM  
9:53 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 10:52 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 28, 2006:

12:34 AM  
4:48 PM  
6:15 PM  
8:59 PM  
9:04 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)



**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 10:55 AM  
**To:** McCarran Noise Study  
**Subject:** Fw: Noisy Planes

McCarran Noise Study;

Noisy planes on Mar 1, 2006:

1:16 Pm  
3:02 PM  
7:26 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 10:57 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Mar. 2, 2006:

6:32 PM  
7:02 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 11:01 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Mar. 3, 2006:

7:01 AM  
8:55 AM  
10:27 AM  
11:17 AM  
12:29 PM  
4:28 PM -- rattled windows  
6:19 PM  
7:31 PM  
7:34 PM  
7:36 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 11:04 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Mar. 4, 2006:

7:55 AM  
7:57 AM  
7:59 AM  
11:05 PM  
11:09 PM  
11:13 PM  
11:14 PM  
11:20 PM  
11:35 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 11:07 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Mar. 5, 2006:

8:29 AM  
10:01 AM  
11:18 AM  
11:30 AM  
11:46 AM  
7:12 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 10:05 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 18, 2006:

1:03 AM  
8:09 AM  
8:11 AM  
8:14 AM  
8:23 AM  
11:18 AM  
12:07 PM  
12:48 PM  
3:45 PM  
4:00 PM  
4:06 PM  
4:33 PM  
5:40 PM  
5:44 PM  
6:03 PM  
6:47 PM  
6:49 PM  
6:53 PM  
7:27 PM  
7:30 PM  
9:07 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 10:22 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 20, 2006:

12:02 AM  
12:15 AM  
6:15 AM  
6:16 AM  
6:17 AM  
6:18 AM  
8:41 AM  
9:10 AM  
9:11 AM  
9:12 AM  
10:21 PM  
10:31 PM  
11:33 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 10:31 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 23, 2006:

7:38 AM  
7:44 AM  
9:42 AM  
9:44 AM  
9:46 AM  
9:47 AM  
2:38 PM  
2:40 PM  
2:41 PM  
2:42 PM  
4:46 PM  
4:54 PM  
5:15 PM  
5:28 PM  
5:57 PM  
6:04 PM  
6:09 PM  
6:33 PM  
6:52 PM  
6:59 PM  
7:03 PM  
7:08 PM  
10:14 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)



**Jennifer Shira**

---

**From:** stan'  
**Sent:** Monday, March 13, 2006 10:37 AM  
**To:** McCarran Noise Study  
**Subject:** Fw: Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 25, 2006:

12:02 AM  
12:18 AM  
12:22 AM  
12:42 AM  
1:08 AM  
1:09 AM  
1:11 AM  
1:13 AM  
1:14 AM  
1:18 AM  
6:10 AM  
7:24 AM  
10:01 AM  
10:08 AM  
11:18 AM  
11:27 AM  
11:51 AM  
11:53 AM  
12:53 PM  
3:56 PM  
5:16 PM  
7:34 PM  
11:32 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 10:42 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 26, 2006:

10:57 AM  
4:35 PM  
5:40 PM  
5:58 PM  
6:09 PM  
6:14 PM  
6:41 PM  
7:36 PM  
8:27 PM  
11:38 PM  
11:41 PM  
11:48 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, March 13, 2006 10:12 AM  
**To:** McCarran Noise Study  
**Subject:** Fw: Noisy Planes

McCarran Noise Study;

Noisy planes on Feb. 19, 2006:

12:17 AM  
1:05 AM  
1:09 AM  
10:31 AM -- rattled windows  
11:44 AM -- rattled windows  
1:08 PM  
1:36 PM  
4:23 PM  
4:27 PM  
4:35 PM  
6:09 PM  
6:53 PM  
7:29 PM  
8:06 PM  
8:53 PM  
8:59 PM

Stanton Gordon  
Nevada Trails (Rainbow & Robindale)

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, March 20, 2006 4:38 PM  
**To:** 'angel63'  
**Subject:** RE: concerned Nevada Trails resident

Ms. Flores:  
Thank you for your comment and continued interest in this process.  
Regards,  
Jen

---

**From:** angel63  
**Sent:** Friday, March 10, 2006 3:08 PM  
**To:** Jennifer Shira  
**Subject:** Re: concerned Nevada Trails resident

It's friday pm and since this am all i hear while sleeping are those aircraft noise,I worked last night at our county hospital UMC for 12 hrs .and everyone knows how busy that hospital--even at night/  
My employer is the county and do I get support from them about this issues with the FAA.  
Consideration is all I'm asking.....thank you.

Sincerely,

Maria Flores  
Southwest area resident

----- Original Message -----

**From:** Jennifer Shira  
**To:** [angel63](#)  
**Sent:** Wednesday, March 08, 2006 4:45 PM  
**Subject:** RE: concerned Nevada Trails resident

Ms. Flores:  
Thank you for your coment.  
Regards,  
Jen  
On behalf of the Part 150 project team

---

**From:** angel63  
**Sent:** Saturday, February 18, 2006 5:38 PM  
**To:** Jennifer Shira  
**Subject:** Re: concerned Nevada Trails resident

For the las hour I'vebeen looking out my window and every 10 min a plane will pass by.Now I'm looking at one with blinking lights and it doesnt amuse me at all....What if an accident occur?I'm sure you yourself dont want to be where I am rightnow....  
For years people around this area had put up with it,why can't we be treated like the rest of the nevadan"s?  
Thank you for your time..

Sincerely,  
Maria Flores

----- Original Message -----

**From:** [Jennifer Shira](#)

**To:** [angel63](#)

**Sent:** Monday, February 06, 2006 12:30 PM

**Subject:** RE: concerned Nevada Trails resident

Ms. Flores:

Thank you for you recent comments to the Part 150 Noise Compatibility Study team. We appreciate your involvement in the project and hope you will continue to check the project Web site for updates and news.

Best regards,

Jen

On behalf of the project team

---

**From:** [angel63](#)

**Sent:** Wednesday, February 01, 2006 4:43 PM

**To:** [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)

**Subject:** concerned Nevada Trails resident

What I dont understand is why can't the northwest people deal with this noise problem too.

Nevada trails resident had put up with this noise problem for over 2 yrs and no one seem to care!

When I moved to this area coming from the southeast side of town my expectations of living in a nicer side of town was very high...Live in a gated community and paid so much taxes for the high price of the house we purchased. But this was a choice I made, the only concern we all residents have is why can't other areas deal with the same problem too. Why are we stuck and be the only place to be affected?

And the worst of it I thought sierra vista high school will be a perfect high school for my daughter, but unfortunately everyday a plane crosses this school and what if an accident occur? Sad to say but I think southwest area is not treated fairly right!!!! Houses around the area costs a lot and people here should realize that the tax money we pay is over charged and we're put to a higher danger area..  
thank you for your time.

From an angry

frustrated resident of Nevada Trails,

Maria Flores

**Jennifer Shira**

---

**From:** Jennifer Shira**Sent:** Monday, March 13, 2006 4:43 PM**To:**

Mr. Yarrington:

Thank you for your comment, the portions that are specifically related to the Part 150 Noise Study will be considered by the project team when they are preparing the study's recommendations. However, for any comments related to the FAA's report, please contact Ms. Hassert at [shassert@landrum-brown.com](mailto:shassert@landrum-brown.com). I believe the comment period for their document ends tomorrow, so please feel free to send your comment to her before then.

Regards,

Jen

On behalf of the project team

---

**name=**Robert Yarrington**address=****phone \_number=****e\_mail\_address=**

**comments=**Up until recently, I lived in Spring Valley and was subjected to flights for a number of years until the right turn was eliminated. I have since moved to Mountains Edge and was assured the community was not situated in a flight path but was subject to occasional air traffic. Additionally per the FAA, the two official left turn flight paths cross over highway 160 east of Rainbow Blvd and west of Durango Drive. Since all of the meetings have taken place over the re-implementation of the right turn, McCarran has been directing southbound flights over Cimmaron Rd. This path takes planes non stop directly over Mountains Edge and my house from 6:30 AM until 11:30 PM. I do not mind sharing air traffic as necessary with the rest of the communities in the valley; I do mind the unwillingness of some communities to take their fair share of the traffic. The citizens of the South West should not have constant air traffic over their homes while other communities have none.

At this time, I would like to formally request the FAA follow the published flight paths and stop turning planes south at Cimmaron Rd. I also want to give my support to the re-establishment of the right turn for east bound departures. I believe fifty percent of the departing flights should turn right. Per the FAA's governing guidelines, it is illegal for the FAA to discriminate by giving preferential treatment to one group over another. If the FAA changes course and does not re-implement the right turn for departures, this action will be seen as discriminatory against the residents of the South West.

The short term and long term solution to aircraft noise is compromise and identifying potential solutions. I would like to suggest McCarran better utilize runways 19L and 19R, planes taking off from those runways could be sent south over interstate 15 and then turn east once they pass the valley. I would also like to suggest that planes taking off from 25R and 25L follow the train tracks at Dean Martin Drive adjacent to the runway and follow them over highway 160 and around the valley. This is the same route the planes use to land when the wind is coming in from the north. This area is highly industrialized with few residential homes. If the FAA would implement a few adjustments to current flight paths, along with re-implementing the right turn, the impact would be minimal to all affected areas.

Finally I would like to suggest the proposed airport at Ivanpah be built as a replacement for McCarran when it opens in 2017. The land where McCarran currently resides could be used to develop a world class sports complex to house professional sports teams such as Football, Baseball and Basketball along with restaurants and housing. Such a complex would further enhance our city, make us less reliant on the gaming industry and improve the lives of all who live here.

3/13/2006

Thank you for your time and consideration.

Sincerely,

Robert Yarrington

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Wednesday, March 08, 2006 4:55 PM  
**To:**  
**Subject:** Your recent comment

Dear Mr. Petersen:

Please contact: [shassert@landrum-brown.com](mailto:shassert@landrum-brown.com), a consultant to the FAA, regarding your comment about the "right turn" flight path.

Regards,

Jen

On behalf of the Part 150 project team

---

I live very close to the flight path of the E-W runway and noise is NOT a large factor in our lives. I dont think aircraft making a right turn at Rainbow would cause any problems at all.



## Jennifer Shira

---

**From:** webmaster@intermind.net  
**nt:** Sunday, March 05, 2006 1:10 PM  
**o:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Chuck Petersen

address=

phone\_number=

e\_mail\_address=

comments=I live very close to the flight path of the E\_W runway and noise is NOT a large factor in our lives. I dont think aircraft making a right turn at Rainbow would cause any problems at all.

subject=From Web Site

email=info@mccarrannoisestudy.com

url=<http://www.mccarrannoisestudy.com/thankyou.html>

Submit=Submit

Server protocol: HTTP/1.0

HTTP From:

Remote host: cache-ntc-ad09.proxy.aol.com Remote IP address: 207.200.116.203

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Wednesday, March 08, 2006 4:53 PM  
**To:** 'charmaine maillet'  
**Subject:** RE: Summerlin

In regards to your request, please contact: [shassert@landrum-brown.com](mailto:shassert@landrum-brown.com), a consultant for the FAA.  
Regards,  
Jen  
On behalf of the Part 150 project team

---

**From:** charmaine maillet  
**Sent:** Saturday, March 04, 2006 12:23 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Summerlin

Is the the new flight path to the West over Summerlin a FINAL fact, yet????

Please reply,

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Monday, May 01, 2006 10:19 AM  
**To:** 'Mark Petit'  
**Subject:** RE: Jet noise

Mr. Petit:  
Thank you for your question through [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com). To discuss your noise concern in greater detail, please call the Clark County Department of Aviation Noise Hotline at (702) 261-3694.

I hope this helps,  
Jen  
On behalf of the project team

---

**From:** Mark Petit  
**Sent:** Sunday, April 30, 2006 11:15 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Jet noise

Where do I send complaints of low flying jets and/or jets outside of their designated routes over NV Trails?  
Thanks You.

**Jennifer Shira**

**From:** Mark Petit  
**Sent:** Sunday, April 30, 2006 11:22 AM  
**To:** Jennifer Shira  
**Subject:** Jet Noise

What is the latest information on jets flying over NV Trails and what are the contact #'s, etc.  
A few of the jets are making their turn too soon and flying too low.....  
Thanks.

**Jennifer Shira**

---

**From:** stan  
**Sent:** Wednesday, April 26, 2006 8:31 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 16, 2006

12:02 AM  
12:25 AM  
12:27 AM  
12:36 AM  
12:47 AM  
12:50 AM  
1:00 AM  
1:35 AM  
1:36 AM  
5:01 AM  
5:02 AM  
9:54 AM  
10:11 AM  
10:48 AM  
4:55 PM  
5:50 PM  
5:54 PM  
6:01 PM  
7:19 PM\*\*VERY NOISY\*\*  
9:29 PM  
10:47 PM  
11:07 PM  
11:12 PM  
11:28 PM  
11:39 PM  
11:57 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan'  
**Sent:** Wednesday, April 26, 2006 8:33 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

----- Original Message -----

**From:** stan'  
**To:** McCarran Noise Study  
**Sent:** Wednesday, April 26, 2006 8:30 PM  
**Subject:** Noisy Planes

Noisy planes on April 15, 2006 (CORRECTED DATE -- WAS APRIL 16)

12:02 AM  
12:25 AM  
12:27 AM  
12:36 AM  
12:47 AM  
12:50 AM  
1:00 AM  
1:35 AM  
1:36 AM  
5:01 AM  
5:02 AM  
9:54 AM  
10:11 AM  
10:48 AM  
4:55 PM  
5:50 PM  
5:54 PM  
6:01 PM  
7:19 PM\*\*VERY NOISY\*\*  
9:29 PM  
10:47 PM  
11:07 PM  
11:12 PM  
11:28 PM  
11:39 PM  
11:57 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Wednesday, April 26, 2006 9:26 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 19, 2006

12:02 AM  
12:07 AM  
7:08 AM  
7:31 AM  
9:01 AM  
9:04 AM  
4:35 PM\*\*VERY NOISY\*\*  
5:05 PM\*\*VERY NOISY\*\*  
5:55 PM  
6:48 PM  
7:13 PM\*\*VERY NOISY\*\*  
11:07 PM  
11:30 PM\*\*VERY NOISY\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** stan  
**Sent:** Wednesday, April 26, 2006 9:06 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

### Noisy planes on April 16, 2006

12:04 AM  
12:06 AM  
12:09 AM  
12:13 AM  
12:22 AM  
12:30 AM  
12:34 AM  
12:36 AM  
12:48 AM  
12:59 AM  
7:30 AM  
7:39 AM  
7:43 AM  
8:08 AM  
8:32 AM  
8:49 AM  
9:28 AM  
9:29 AM  
10:38 AM  
11:14 AM  
11:58 AM  
12:00 PM  
12:52 PM  
12:54 PM  
1:00 PM  
2:10 PM  
4:47 PM  
5:03 PM  
5:05 PM\*\*VERY NOISY\*\*  
5:42 PM  
6:09 PM  
6:17 PM\*\*VERY NOISY\*\*  
6:31 PM  
6:46 PM  
6:51 PM  
7:11 PM  
7:17 PM\*\*VERY NOISY\*\*  
7:59 PM  
8:32 PM  
9:03 PM  
9:24 PM  
10:02 PM  
11:00 PM  
11:03 PM

4/27/2006



11:04 PM  
11:09 PM  
11:12 PM  
11:15 PM  
11:16 PM  
11:18 PM  
11:18 PM  
11:20 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Wednesday, April 26, 2006 9:16 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 17, 2006

12:24 AM  
12:27 AM  
12:44 AM  
1:06 AM  
6:13 AM  
6:30 AM  
7:00 AM  
7:04 AM  
7:14 AM  
7:26 AM  
8:19 AM  
8:40 AM  
8:44 AM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Wednesday, April 26, 2006 9:20 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 18, 2006

8:18 AM  
4:33 PM  
11:54 PM  
11:56 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Wednesday, April 26, 2006 7:51 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 12, 2006

12:02 AM  
12:04 AM  
12:06 AM  
12:07 AM  
12:09 AM  
12:10 AM  
12:12 AM  
12:15 AM  
12:19 AM  
12:20 AM  
12:22 AM  
12:25 AM  
5:32 AM\*\*AWAKENED ME\*\*  
8:09 AM\*\*VERY NOISY\*\*  
10:03 AM  
10:10 AM  
11:07 AM  
11:26 AM  
11:27 AM  
12:02 PM  
12:06 PM  
12:09 PM\*\*VERY NOISY\*\*  
12:10 PM  
12:15 PM  
12:17 PM  
12:18 PM  
12:21 PM  
12:22 PM  
12:28 PM  
12:30 pm

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** stan  
**Sent:** Wednesday, April 26, 2006 8:05 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 14, 2006

11:10AM  
11:11 AM  
12:03 PM  
12:12 PM  
12:54 PM\*\*VERY NOISY\*\*  
12:56 PM  
1:23 PM  
6:15 PM  
6:23 PM  
6:28 PM  
6:53 PM  
7:13 PM\*\*VERY NOISY\*\*  
7:21 PM  
7:21 PM  
7:40 PM\*\*VERY NOISY\*\*  
8:53 PM  
9:27 PM  
10:20 PM  
10:30 PM\*\*EXTREMELY LOUD\*\*  
11:15 PM  
11:17 PM  
11:30 PM  
11:55 PM  
11:58 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, April 18, 2006 4:55 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 13, 2006

12:19 AM  
12:21 AM  
12:28 AM  
10:55 AM  
11:11 AM\*\* VERY NOISY\*\*  
12:07 PM  
12:13 PM  
12:22 PM  
12:28 PM  
1:14 PM  
2:45 PM  
3:11 PM  
3:17 PM  
3:57 PM  
4:19 PM  
4:31PM  
5:07 PM\*\*VERY NOISY\*\*  
5:25 PM  
5:58 PM  
6:43 PM  
6:59 PM  
7:08 PM  
7:21 PM\*\*VERY NOISY\*\*  
9:06 PM\*\*VERY NOISY\*\*  
11:17 PM  
11:50 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan'  
**Sent:** Monday, April 17, 2006 6:26 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 11, 2006

7:41 AM  
7:52 AM  
7:54 AM  
7:55 AM \*\*2 PLANES\*\*  
7:58 AM  
7:59 AM  
7:59 AM  
8:00 AM  
8:15 AM  
8:18 AM  
8:31 AM  
8:32 AM  
8:35 AM  
8:41 AM  
8:48 AM  
8:45 AM  
8:50 AM  
9:05 AM  
9:50 AM  
9:54 AM  
10:06 AM  
10:21 AM\*\* 2 PLANES\*\*  
10:25 AM  
11:03 AM  
11:04 AM  
11:05 AM  
11:16 AM  
11:30 AM  
11:40 AM  
2:25 PM  
2:36 PM  
2:37 PM  
3:13 PM  
3:38 PM  
3:39 PM  
3:54 PM  
3:56 PM  
3:57 PM  
4:04 PM  
4:17 PM  
4:18 PM  
4:19 PM  
4:20 PM  
4:21 PM  
4:22 PM  
4:23 PM  
4:24 PM

4:26 PM  
4:29 PM  
4:32 PM  
4:35 PM  
4:47 PM  
4:57 PM  
5:49 PM  
5:55 PM  
5:58 PM  
7:59 PM  
8:00 PM  
8:21 PM  
9:17 PM  
9:18 PM  
9:19 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)



**Jennifer Shira**

---

**From:** stan  
**Sent:** Thursday, April 13, 2006 5:53 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 7, 2006

12:31 AM  
12:37 AM  
12:42 AM  
12:48 AM  
11:27 AM\*\*VERY NOISY\*\*  
12:25 PM  
12:26 PM\*\*VERY NOISY\*\*  
3:50 PM  
3:55 PM  
4:01 PM  
4:24 PM  
4:42 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Thursday, April 13, 2006 6:29 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 8, 2006

12:07 AM  
12:47 AM  
9:45 AM  
9:49 AM  
9:51 AM  
9:57 AM  
10:06 AM  
10:17 AM  
10:22 AM  
10:28 AM  
10:35 AM  
10:39 AM  
10:43 AM\*\*VERY NOISY\*\*  
10:54 AM  
10:57 AM  
11:05 AM  
11:10 AM  
11:11 AM  
11:33 AM  
12:56 PM  
1:00 PM  
1:16 PM\*\*VERY NOISY\*\*  
1:22 PM\*\*VERY NOISY\*\*  
1:23 PM  
1:27 PM  
1:28 PM  
1:32 PM\*\*VERY NOISY\*\*  
1:35 PM  
1:37 PM  
1:38 PM  
1:40 PM\*\*VERY NOISY\*\*  
1:41 PM  
1:44 PM  
1:46 PM  
1:50 PM  
1:58 PM  
1:59 PM  
2:04 PM  
2:07 PM  
2:09 PM  
2:11 PM  
2:14 PM  
2:16 PM  
2:18 PM  
2:19 PM  
2:23 PM  
2:24 PM

2:27 PM\*\*VERY NOISY\*\*  
2:29 PM  
2:32 PM  
2:35 PM\*\*VERY NOISY\*\*  
2:36 PM  
2:37 PM  
2:38 PM\*\*VERY NOISY\*\*  
2:39 PM  
2:40 PM  
2:49 PM  
2:53 PM  
2:55 PM\*\*VERY NOISY\*\*  
3:11 PM  
3:16 PM  
3:20 PM  
3:23 PM  
3:24 PM  
3:25 PM  
3:27 PM  
3:29 PM  
3:33 PM  
3:39 PM  
3:53 PM  
3:54 PM  
4:00 PM  
4:04 PM  
4:09 PM  
4:10 PM  
4:15 PM  
4:21 PM\*\*VERY NOISY\*\*  
4:24 PM  
4:26 PM  
4:28 PM  
4:30 PM  
4:33 PM\*\*VERY NOISY\*\*  
4:35 PM  
4:38 PM  
4:49 PM  
4:43 PM  
4:47 PM  
4:48 PM  
4:55 PM\*\*VERY NOISY\*\*  
5:08 PM  
5:12 PM  
5:22 PM  
5:39 PM  
5:55 PM  
5:58 PM  
6:00 PM  
6:06 PM  
6:09 PM  
6:13 PM  
6:16 PM  
6:25 PM  
6:40 PM  
6:41 PM  
6:43 PM\*\*2 PLANES\*\*  
6:49 PM  
7:15 PM  
7:18 PM  
7:21 PM

8:18 PM  
11:38 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Thursday, April 13, 2006 9:29 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 10, 2006

12:02 AM  
12:07 AM  
12:08 AM  
12:09 AM  
12:10 AM  
12:12 AM  
12:15 AM  
12:17 AM  
12:18 AM  
12:25 AM  
12:36 AM  
12:41 AM  
12:48 AM  
8:41 AM\*\*VERY NOISY\*\*  
8:48 AM  
8:54 AM\*\*2 PLANES\*\*VERY NOISY\*\*  
9:08 AM  
9:09 AM\*\*2 PLANES\*\*  
9:10 AM  
9:11 AM  
9:15 AM  
9:16 AM  
9:47AM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** stan'  
**Sent:** Thursday, April 13, 2006 6:51 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 9, 2006

12:16 AM  
12:22 AM  
12:23 AM  
12:25 AM  
12:26 AM  
12:27 AM  
7:11 AM  
7:12 AM  
7:13 AM  
7:15 AM \*\*2 PLANES\*\*  
7:16 AM  
7:17 AM  
7:21 AM  
7:23 AM  
7:26 AM  
7:29 AM  
7:37 AM  
7:42 AM  
7:49 AM  
8:09 AM  
8:10 AM  
8:11 AM  
8:14 AM  
8:24 AM  
8:34 AM  
10:04 AM  
10:06 AM  
10:08 AM  
8:28 PM\*\*VERY NOISY\*\*  
8:45 PM  
8:54 PM  
9:15 PM  
9:19 PM  
10:22 PM  
10:52 PM  
11:00 PM  
11:05 PM  
11:07 PM  
11:10 PM  
11:15 PM  
11:17 PM\*\*2 PLANES\*\*  
11:18 PM  
11:19 PM  
11:21 PM  
11:27 PM  
11:28 PM  
11:30 PM

4/14/2006

11:32 PM  
11:35 PM  
11:37 PM  
11:38 PM  
11:40 PM  
11:41 PM  
11:42 PM  
11:43 PM  
11:44 PM  
11:45 PM  
11:47 PM  
11:48 PM  
11:51 PM\*\*VERY NOISY\*\*  
11:53 PM  
11:54 PM  
11:55 PM  
11:57 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Thursday, April 13, 2006 10:19 PM  
**To:** McCarran Noise Study  
**Subject:** Fw: Noisy Planes

----- Original Message -----

**From:** stan  
**To:** McCarran Noise Study  
**Sent:** Thursday, April 13, 2006 9:28 PM  
**Subject:** Noisy Planes

Noisy planes on April 10, 2006 (REVISED: ADDED PM PLANES)

12:02 AM  
12:07 AM  
12:08 AM  
12:09 AM  
12:10 AM  
12:12 AM  
12:15 AM  
12:17 AM  
12:18 AM  
12:25 AM  
12:36 AM  
12:41 AM  
12:48 AM  
8:41 AM\*\*VERY NOISY\*\*  
8:48 AM  
8:54 AM\*\*2 PLANES\*\*VERY NOISY\*\*  
9:08 AM  
9:09 AM\*\*2 PLANES\*\*  
9:10 AM  
9:11 AM  
9:15 AM  
9:16 AM  
9:47AM  
6:43 PM  
6:48 PM\*\*VERY NOISY\*\*  
6:57 PM  
7:05 PM  
7:08 PM  
7:10 PM  
7:14 PM\*\*VERY NOISY\*\*  
7:20 PM  
7:21 PM  
7:30 PM  
7:33 PM  
7:36 PM  
7:42 PM  
7:44 PM  
7:59 PM  
8:01 PM  
8:17 PM



8:24 PM  
8:27 PM  
8:34 PM  
8:35 PM  
8:38 PM  
8:39 PM  
8:40 PM  
8:49 PM  
8:52 PM  
8:53 PM  
8:55 PM  
8:56 PM  
9:00 PM  
9:02 PM  
9:06 PM  
9:07 PM  
9:25 PM  
9:30 PM  
9:33 PM  
9:36 PM  
9:42 PM  
9:50 PM  
9:58 PM  
10:16 PM  
10:22 PM  
10:45 PM  
11:03 PM  
11:04 PM  
11:09 PM  
11:10 PM  
11:11 PM  
11:13 PM  
11:15 PM  
11:17 PM  
11:18 PM  
11:22 PM  
11:26 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, April 08, 2006 4:38 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 6, 2006

12:20 AM  
12:21 AM  
12:24 AM  
12:33 AM  
12:36 AM  
9:40 AM  
9:45 AM  
9:46 AM  
9:48 AM  
10:08 AM\*\* 2 PLANES\*\*  
11:40 AM  
11:48 AM  
12:00 PM  
12:01 PM  
12:06 PM  
12:17 PM  
12:41 PM  
12:51 PM  
6:43 PM  
1:03 PM  
1:05 PM  
1:08 PM  
1:09 PM  
1:10 PM  
1:51 PM  
1:52 PM  
2:14 PM\*\*VERY NOISY\*\*  
2:14 PM\*\*SECOND PLANE\*\*  
2:48 PM  
3:02 PM  
3:13 PM  
3:15 PM  
3:23 PM  
3:29 PM  
3:31 PM  
3:44 PM\*\*RATTLED WINDOWS\*\*  
4:10 PM  
4:11 PM  
4:54 PM\*\*VERY NOISY\*\*  
5:00 PM\*\*VERY NOISY\*\*  
5:01 PM\*\*2 PLANES\*\*  
5:31 PM  
5:38 PM  
5:42 PM  
5:43 PM  
6:47 PM  
6:48 PM

4/10/2006

6:49 PM  
6:52 PM  
6:53 PM  
7:23 PM  
7:28 PM  
7:30 PM  
7:41 PM  
7:42 PM  
7:45 PM  
8:08 PM  
8:14 PM  
8:35 PM  
9:38 PM  
11:28 PM  
11:32 PM  
11:40 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Thursday, April 06, 2006 4:35 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 4, 2006

12:05 AM  
12:15 AM  
12:23AM  
12:32 AM  
12:39 AM  
12:42 AM  
12:44 AM  
12:47 AM  
6:38 AM  
6:39 AM  
7:42 AM  
9:13 AM  
9:14 AM  
9:19 AM  
9:23 AM  
9:31 AM  
9:37 AM  
9:39 AM  
9:40 AM  
9:43 AM  
9:49 AM  
9:49 AM  
9:51 AM  
9:52 AM  
10:05 AM  
10:06 AM  
10:09 AM  
10:17 AM  
10:26 AM  
10:29 AM  
10:51 AM  
11:13 AM  
11:22 AM  
12:08 PM  
12:14 PM  
12:16 PM  
12:18 PM  
12:26 PM  
12:27 PM  
12:28 PM  
12:43 PM  
12:47 PM  
12:52 PM  
1:27 PM  
1:40 PM  
2:25 PM  
2:49 PM

3:17 PM  
3:24 PM  
4:17 PM  
4:23 PM  
4:24 PM  
4:42 PM  
4:54 PM  
5:05 PM  
5:06 PM  
5:07 PM  
10:19 PM  
10:57 PM  
11:16 PM  
11:59 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

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**From:** stan  
**Sent:** Thursday, April 06, 2006 5:36 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 5, 2006

12:28 AM  
12:49AM  
5:12 AM\*\*WOKE ME UP\*\*  
5:28 AM  
6:38 AM  
7:05 AM  
7:14 AM  
7:17 AM  
7:33 AM  
8:19 AM\*\*VERY NOISY\*\*  
7:42 AM  
2:05 PM  
2:28 PM  
5:42 PM  
5:43 PM  
5:58 PM  
6:00 PM  
6:29 PM  
6:43 PM  
7:26 PM\*\*VERY NOISY\*\*  
8:37 PM  
9:41 PM  
9:44 PM  
9:58 PM  
11:23 PM\*\*VERY NOISY\*\*  
11:29 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Thursday, April 06, 2006 2:52 PM  
**To:** 'Aircraft Noise'  
**Subject:** RE: hello neighbor

Mr. Visalli:

Thank you for your comment and sharing Maria's comment below. Both will be shared with the project team and considered when finalizing the Part 150 Study Update.

Thank you for your interest in this process,  
 Jen  
 On behalf of the project team

---

**From:** Aircraft Noise [mailto:aircraftnoise@cox.net]  
**Sent:** Wednesday, April 05, 2006 3:46 PM  
**To:** Undisclosed-Recipient;;  
**Subject:** Fw: hello neighbor

Below is an e-mail I received from one of my neighbors. It saddens and disturbs me to see what this has come to. It's a shame that good people like this have to make a decision to move that's going to cost them a good deal of money because we have people in this world who consider themselves better than anyone else and make decisions that affect people's lives just so they can make a buck. The almighty dollar strikes again. I'm sure if we dig deep enough we'll find out how this land deal transpired and who profited from it besides the developer. It comes down to two scenarios: either the planes were supposed to fly over here and homes weren't supposed to be built on this land, or developers were given the OK to build homes here and the planes weren't supposed to be flying over here. It can't be both . . . unless people got paid off to OK a deal that wasn't supposed to happen. Besides the planes that fly ALL DAY LONG up to about 1:30 AM the next morning, this morning there were planes at 4:29 AM, 4:58 AM, 5:14 AM, 5:31 AM, 5:38 AM, 7:31 AM 8:08 AM, 8:19 AM and 8:23 AM. And they weren't the quiet planes either. I thought safety was their first priority. I think if thousands of people are losing sleep every night, they are getting into their cars the next morning half asleep. They're not 100% alert and this is how accidents happen. In my opinion they are flying the planes exactly where they want to fly them and by us calling the hotline and complaining about the noise is only confirming that they are right on target. What I think would be more effective would be to call their home phone numbers and complain about the noise, then see how fast something gets done. Right now I've been complaining almost 3-1/2 years and Not A Thing has changed. What does that tell you? It's not fair and it's not right.

----- Original Message -----

**From:** [angel63](#)  
**To:** [Bud Visalli](#)  
**Sent:** Tuesday, April 04, 2006 5:46 PM  
**Subject:** hello neighbor

Hello bud, your neighbor here Maria. I just wanted to let you know Andrea from Aviation just contacted me few minutes ago after numerous calls I made last night. I voiced her out all my concerns, now she told me that Sierra vista High School is indeed a straight flight path for these planes that goes straight to Mtns Edge. Last nite I was miserable getting sleep after a special procedure done in my back and those planes just wont stop! It prompted me to call many times to that hotline number. The promising good news she told me is when the north side and the right turn plan gets approved it will cut half of the planes flying above us. Hoping results to this petition will be announced in June and she said implementation not until december of this year. She tried to make me understand that we're in a better position than the people at the Rhodes Ranch and

Mountain's edge. I told her I have families in those areas and I think that the County and Aviation should give us some consideration. And to stop putting the blame to our developer, this town have grown bigger in size and population. IT'S ALL UP TO THEM NOW!

Well Bud our previous plan was to stay longer here and if we don't see good results and improvements to this problem we will sell in 16 months. Maybe we will move summerlin since they've been favored in the past and the area there is quiter. And houses we have here is less expensive there....

Thanks for fighting for us and have a great nite.

Always,  
Maria Flores



**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, April 04, 2006 10:57 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 2, 2006  
The worst day since I have been tracking noisy planes!

12:23 AM  
12:32 AM  
12:39 AM  
12:42 AM  
12:47 AM  
8:17 AM  
8:27 AM  
8:54 AM  
10:25 AM  
10:28 AM  
10:35 AM  
10:42 AM \*\*VERY NOISY\*\*  
10:48 AM  
11:30 AM  
12:08 PM  
12:41 PM  
12:42 PM\*\*VERY NOISY\*\*  
12:43 PM\*\*VERY NOISY\*\*  
12:44 PM  
12:46 PM  
12:49 PM  
12:50 PM  
12:55 PM  
1:06 PM  
1:19 PM\*\*VERY NOISY\*\*  
1:23 PM  
1:29 PM  
1:34 PM  
1:34 PM  
1:35 PM  
1:37 PM  
1:38 PM  
1:39 PM  
1:46 PM  
1:52 PM  
1:54 PM  
2:07 PM  
2:21 PM  
2:30 PM  
2:36 PM  
2:47 PM  
2:49 PM  
5:26 PM  
5:53 PM  
5:59 PM  
6:19 PM

6:50 PM  
7:03 PM  
7:28 PM\*\*VERY NOISY\*\*  
10:13 PM  
10:19 PM  
10:49 PM  
11:01 PM  
11:08 PM  
11:15 PM  
11:16 PM  
11:16 PM  
11:49 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan l  
**Sent:** Monday, April 03, 2006 8:37 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 2, 2006

5:55 AM **\*\*WOKE ME UP\*\***  
11:10 AM **\*\*VERY NOISY\*\***  
11:27 AM  
4:00 PM  
4:03 PM  
4:04 PM  
4:39 PM  
4:40 PM  
4:41 PM  
4:42 PM  
4:43 PM  
4:44 PM  
7:02 PM  
7:03 PM  
7:04 PM  
7:05 PM  
7:06 PM  
11:08 PM  
11:26 PM  
11:43 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, April 03, 2006 8:24 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 1, 2006

7:44 AM  
8:41 AM  
9:12 AM  
9:13 AM  
12:43 PM  
12:45 PM  
12:53 PM  
1:05 PM  
1:06 PM  
1:08 PM  
1:13 PM  
2:24 PM  
2:32 PM  
5:05 PM  
6:30 PM  
11:40 PM  
11:54 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan'  
**Sent:** Monday, April 03, 2006 8:13 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 31, 2006

9:40 AM  
6:08 PM\*\*VERY NOISY\*\*  
6:21 PM  
6:25 PM  
7:17 PM \*\*VERY NOISY\*\*  
7:19 PM\*\*VERY NOISY\*\*  
11:43 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan'  
**Sent:** Monday, April 03, 2006 8:17 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

----- Original Message -----

**From:** stan'  
**To:** McCarran Noise Study  
**Sent:** Monday, April 03, 2006 8:12 PM  
**Subject:** Noisy Planes

Noisy planes on March 31, 2006

9:40 AM  
6:08 PM\*\*VERY NOISY\*\*  
6:21 PM  
6:25 PM  
7:17 PM \*\*VERY NOISY\*\*  
7:19 PM\*\*VERY NOISY\*\*  
11:43 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, April 03, 2006 8:07 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on March 30, 2006

9:17 AM \*\*RATTLED WINDOWS\*\*  
10:23 AM  
11:33 AM  
11:45 AM\*\*VERY NOISY\*\*  
1:02 PM  
5:40 PM  
5:50 PM  
6:24 PM  
7:11 PM \*\*VERY NOISY\*\*  
7:47 PM  
11:17 PM  
11:44 PM  
11:45 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

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**From:** Jennifer Shira  
**Sent:** Monday, April 03, 2006 9:39 AM  
**To:**  
**Subject:** Thank you for your comment

Ms. Thompson:

Thank you for your recent comment to the Part 150 Noise Compatibility Study Update project team. Your comment will be considered as the team prepares the update. Please continue to check the project Web site for updates and project news.

Thank you for your interest and participation in this process.

Best regards,

Jen

On behalf of the project team



## Jennifer Shira

---

**From:** webmaster@intermind.net  
**Sent:** Sunday, April 02, 2006 8:26 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Marcia Thompson

address=

phone\_number=

e\_mail\_address=

comments=The air traffic over our house has dramatically increased over the past 6 weeks. At first I thought it was the cloud cover, but it has not diminished. I am very upset by the constant noise, it is disruptive and invasive to my life. Please find a method or route or another location for this or some part of this airport traffic. Instead of continuing to add to this airport, relocate the terminals out of the residential areas!

subject=From Web Site

email=info@mccarrannoisestudy.com

url=<http://www.mccarrannoisestudy.com/thankyou.html>

Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: ip68-104-20-38.lv.lv.cox.net Remote IP address: 68.104.20.38

**Jennifer Shira**

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**From:** Jennifer Shira  
**Sent:** Thursday, June 01, 2006 9:18 AM  
**To:** 'Garry Hayes'  
**Subject:** RE: Part 150 Measures

Mr. Hayes,

There are no real changes in the preferred arrival and departure corridors. I believe the charts you reference below depict the preferred, historic, departure and arrival corridors. The presentation boards from the open house should be posted on the Web site by the end of this week.

Thank you for your comment,  
Jen  
On behalf of the project team

---

**From:** Garry Hayes  
**Sent:** Wednesday, May 31, 2006 2:32 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Part 150 Measures

At the public meeting last week, there was a chart showing changes in the preferred flight corridors arrivals and departures (recommendation 4 I believe). I have looked on the website and can't locate this. Please email me a copy of these charts.

Garry Hayes

## Jennifer Shira

---

**From:** stan  
**Sent:** Sunday, May 28, 2006 7:18 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 26, 2006

8:34 AM  
8:36 AM  
9:11 AM  
10:30 AM\*\*EXTREMELY LOUD\*\*  
10:39 AM\*\*EXTREMELY LOUD\*\*  
10:54 AM\*\*EXTREMELY LOUD\*\*  
11:04 AM\*\*EXTREMELY LOUD\*\*  
11:45 AM  
1:02 PM  
1:06 PM  
1:17 PM  
1:21 PM  
1:53 PM  
2:44 PM  
2:51 PM  
3:49 PM  
5:01 PM\*\*EXTREMELY LOUD\*\*  
5:07 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
5:18 PM\*\*EXTREMELY LOUD\*\*  
5:48 PM  
5:53 PM  
5:56 PM\*\*EXTREMELY LOUD\*\*  
6:41 PM  
6:42 PM  
7:27 PM\*\*EXTREMELY LOUD\*\*  
7:29 PM  
7:47 PM  
8:00 PM  
8:12 PM  
8:18 PM\*\*EXTREMELY LOUD\*\*  
9:10 PM  
10:36 PM  
10:57 PM  
11:01 PM  
11:06 PM  
11:11 PM  
11:15 PM  
11:19 PM  
11:27 PM  
11:31 PM  
11:36 PM  
11:37 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

5/30/2006

**Jennifer Shira**

---

**From:** stan`  
**Sent:** Friday, May 26, 2006 1:59 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 21, 2006

12:13 AM  
12:44 AM  
6:51 AM  
7:08 AM  
9:14 AM  
9:16 AM  
9:32 AM  
9:52 AM  
9:57AM  
11:57 AM  
12:31 PM\*\*EXTREMELY LOUD\*\*  
1:38 PM  
4:50 PM\*\*EXTREMELY LOUD\*\*  
6:09 PM\*\*EXTREMELY LOUD\*\*  
7:53 PM\*\*EXTREMELY LOUD\*\*  
8:09 PM  
8:25 PM\*\*EXTREMELY LOUD\*\*  
8:31 PM  
8:41 PM  
8:46 PM  
8:47 PM\*\*EXTREMELY LOUD  
9:40 PM\*\*EXTREMELY LOUD\*\*  
9:45 PM  
10:31 PM  
10:33 PM  
10:37 PM  
10:45 PM\*\*EXTREMELY LOUD\*\*  
11:09 PM  
11:11 PM  
11:17 PM  
11:19 PM  
11:28 PM\*\*EXTREMELY LOUD\*\*  
11:32 PM  
11:36 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 26, 2006 2:26 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 22, 2006

12:03 AM  
12:11 AM  
12:19 AM  
12:41 AM  
12:43 AM  
12:46 AM  
1:04 AM  
1:13 AM  
1:15 AM  
7:22 AM  
8:18 AM  
8:19 AM  
8:25 AM  
8:32 AM  
8:33 AM  
8:37 AM\*\*2 PLANES\*\*  
8:39 AM  
9:11 AM  
9:32 AM  
9:48 AM  
9:57 AM  
10:10 AM  
10:29 AM  
10:35 AM  
10:41 AM  
11:10 AM  
12:17 PM  
1:01 AM  
1:05 PM  
1:54 PM  
1:56 PM  
2:05 PM  
2:27 PM  
2:36 PM\*\*EXTREMELY LOUD\*\*  
2:40 PM  
2:41 PM  
2:53 PM  
2:55 PM  
3:03 PM  
3:10 PM  
3:28 PM  
3:41 PM  
4:04 PM\*\*EXTREMELY LOUD\*\*  
4:21 PM\*\*2 PLANES\*\*  
4:32 PM  
4:33 PM  
4:39 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*

11:02 PM  
11:20 PM  
11:22 PM  
11:24 PM  
11:37 PM  
11:40 PM  
11:42 PM  
11:44 PM  
11:45 PM\*\*EXTREMELY LOUD\*\*  
11:50 PM  
11:55 PM  
11:59 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** stan  
**Sent:** Friday, May 26, 2006 2:43 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 23, 2006

12:00 AM  
12:07 AM  
12:10 AM  
12:14 AM\*\*EXTREMELY LOUD\*\*  
12:15 AM\*\*EXTREMELY LOUD\*\*  
12:16 AM  
12:19 AM  
12:21 AM  
12:22 AM  
12:25 AM  
12:26 AM\*\*EXTREMELY LOUD\*\*  
12:28 PM\*\*EXTREMELY LOUD\*\*  
12:29 AM  
12:44 AM\*\*EXTREMELY LOUD\*\*  
12:47 AM  
9:41 AM  
9:42 AM  
9:44 AM  
10:54 AM  
10:55 AM  
11:30 AM\*\*EXTERMELY LOUD\*\*  
2:02 PM\*\*EXTREMELY LOUD\*\*  
2:04 PM\*\*EXTREMELY LOUD\*\*  
2:29 PM  
3:20 PM\*\*EXTREMELY LOUD\*\*  
3:31 PM  
4:36 PM\*\*EXTREMELY LOUD\*\*  
5:48 PM\*\*EXTREMELY LOUD\*\*  
6:24 PM  
6:54 PM  
7:28 PM\*\*EXTREMELY LOUD  
7:46 PM\*\*EXTREMELY LOUD\*\*  
9:45 PM  
8:03 PM  
8:57 PM  
9:41 PM  
9:43 PM  
9:46 PM  
11:09 PM  
11:10 PM  
11:11 PM  
11:13 PM\*\*EXTREMELY LOUD\*\*  
11:15 PM  
11:17 PM\*\*EXTREMELY LOUD\*\*  
11:18 PM

Stanton Gordon

5/30/2006

Robindale & Rainbow (Nevada Trails)



**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 26, 2006 8:07 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 25, 2006

8:03 AM  
8:05 AM  
12:55 PM  
12:57 PM  
1:02 PM  
1:11 PM  
1:50 PM\*\*EXTREMELY LOUD\*\*  
2:04 PM  
2:05 PM\*\*EXTREMELY LOUD\*\*  
3:15 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
3:45 PM\*\*EXTREMELY LOUD\*\*  
4:43 PM\*\*EXTREMELY LOUD  
4:55 PM  
5:03 PM\*\*EXTREMELY LOUD\*\*  
6:27 PM\*\*EXTREMELY LOUD\*\*  
6:48 PM  
7:17 PM\*\*EXTREMELY LOUD\*\*  
8:06 PM  
11:20 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 26, 2006 2:59 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 24, 2006

6:18 AM\*\*EXTREMELY LOUD\*\*  
8:16 AM\*\*EXTREMELY LOUD\*\*  
8:22 AM  
8:31 AM  
8:32 AM\*\*EXTREMELY LOUD\*\*  
8:37 AM  
8:39 AM  
8:51 AM  
8:54 AM  
9:00 AM  
9:08 AM  
9:28 AM  
9:34 AM  
11:20 AM\*\*EXTREMELY LOUD\*\*  
2:34 PM\*\*EXTREMELY LOUD\*\*  
2:35 PM\*\*2 PLANES\*\*  
2:50 PM  
2:56 PM\*\*EXTREMELY LOUD\*\*  
3:46 PM  
3:47 PM  
3:52 PM  
3:58 PM  
4:10 PM  
4:11 PM  
4:48 PM  
5:10 PM  
5:12 PM  
5:13 PM  
5:21 PM  
7:55 PM\*\*EXTREMELY LOUD\*\*  
9:38 PM  
11:05 PM  
11:08 PM  
11:09 PM  
11:15 PM  
11:19 PM  
11:21 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Tuesday, May 30, 2006 10:04 AM  
**To:** Dorian  
**Subject:** RE: New Plans Under Consideration

Ms. Dorian:

Thank you for your comment to the Part 150 Study update, project team.

In regards to your request, please note that the 23 "plans" you mention below are actually 23 noise abatement and mitigation measures that the Part 150 public working group recommended for inclusion in the formal report. These 23 recommendations were showcased at a recent open house at the Government Center. The recommendations that will be carried forward for further study should be posted on the project web site this week.

If you have any further questions please call the noise office at 261-5600.

Thank you for your interest in the project.  
Best regards,  
Jen  
On behalf of the project team

---

**From:** Dorian  
**Sent:** Thursday, May 25, 2006 7:23 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** New Plans Under Consideration

I would like to request information on the new flight plan options reported on the news. They actually said there were at least twenty-three plans being considered. How do I get the proposals?

Thank you,

Claudette Dorian  
Las Vegas

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, May 23, 2006 6:28 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 20, 2006

1:23 AM\*\*EXTREMELY LOUD--WORK ME UP\*\*  
8:15 AM  
8:53 AM\*\*EXTREMELY LOUD\*\*  
8:58AM  
9:14 AM  
9:30 AM  
9:40 AM  
9:58 AM  
10:04 AM  
10:17 AM  
10:35 AM  
10:36 AM  
11:38 AM  
3:48 PM\*\*EXTREMELY LOUD\*\*  
3:55 PM  
5:00 PM\*\*EXTREMELY LOUD\*\*  
6:05 PM  
8:10 PM\*\*EXTREMELY LOUD\*\*  
11:06 PM  
11:12 PM  
11:15 PM  
11:31 PM\*\*EXTREMELY LOUD\*\*  
11:47 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan`  
**Sent:** Tuesday, May 23, 2006 6:16 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 19, 2006

12:21 AM  
12:32 AM  
4:45 PM\*\*EXTREMELY LOUD\*\*  
6:38 PM\*\*EXTREMELY LOUD\*\*  
6:51 PM\*\*EXTREMELY LOUD\*\*  
8:23 PM\*\*EXTREMELY LOUD\*\*  
8:46 PM  
9:00 PM  
9:50 PM  
9:55 PM  
10:34 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, May 23, 2006 6:04 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 18, 2006

12:25AM  
8:40 AM  
8:41 AM  
8:42 AM  
10:54 AM  
11:45 AM  
11:52 AM  
11:54 AM  
11:56 AM\*\*EXTREMELY LOUD\*\*  
4:43 PM\*\*EXTREMELY LOUD\*\*  
5:05 PM\*\*EXTREMELY LOUD\*\*  
5:09 PM\*\*EXTREMELY LOUD & LOW--SHOOK THE HOUSE\*\*  
5:42 PM\*\*EXTREMELY LOUD\*\*  
5:52 PM\*\*EXTREMELY LOUD\*\*  
6:33 PM\*\*EXTREMELY LOUD\*\*  
6:57 PM  
7:09 PM\*\*EXTREMELY LOUD\*\*  
7:45 PM  
7:57 PM  
8:21 PM  
8:45 PM  
11:12 PM  
11:16 PM  
11:10 PM  
11:40 PM  
11:43 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**Sent:** Monday, May 22, 2006 4:35 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Keith & Bridget Willis

address=;

phone\_number=

e\_mail\_address=;

comments=Does the 2011 & 2017 noise projections contour maps take into account the proposed western take off with the right turn being out of the airport? If not, will the airport issue new noise contour maps ?

subject=From Web Site

email=info@mccarrannoisestudy.com

url=http://www.mccarrannoisestudy.com/thankyou.html

Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: ip68-108-29-92.lv.lv.cox.net Remote IP address: 68.108.29.92

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Wednesday, May 24, 2006 7:42 AM  
**To:**  
**Subject:** Thank you for your comment  
**Attachments:** McCarran Part 150 Spring 2006 Newsletter.pdf



McCarran Part 150  
Spring 2006 ...

Mr. & Mrs. Willis:

The consultants assumed that there will be a right hand turn procedure for westerly departures in the future (2011 and 2017) when they determined the projections.

Please note that an open house is being held tonight where you can further discuss your concerns and questions with the project team. Attached is a flyer with additional information.

Thank you for your interest in the project, Jen On behalf of the project team

-----Original Message-----

**From:** webmaster@intermind.net [mailto:webmaster@intermind.net]  
**Sent:** Monday, May 22, 2006 4:35 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

Does the 2011 & 2017 noise projections contour maps take into account the proposed western take off with the right turn being out of the airport? If not, will the airport issue new noise contour maps ?



**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, May 22, 2006 10:41 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 13, 2006

12:26 AM  
12:43 AM  
4:37 AM\*\*EXTREMELY LOUD--WOKE ME UP\*\*  
9:49 AM  
9:58 AM  
10:29 AM  
12:18 PM  
2:09 PM  
3:03 PM\*\*EXTREMELY LOUD\*\*  
5:38 PM  
5:49 PM  
6:04 PM  
6:47 PM  
7:16 PM  
8:23 PM  
9:02 PM  
10:54 PM  
11:04 PM  
11:05 PM  
11:13 PM  
11:24 PM  
11:30 PM  
11:32 PM  
11:34 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Monday, May 22, 2006 10:47 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 14, 2006

12:01 AM  
12:10 AM  
12:15 AM  
12:17 AM  
12:21 AM  
12:22 AM  
9:22 AM  
6:49 PM  
8:54 PM  
10:42 PM  
11:29 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

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**From:** stan  
**Sent:** Monday, May 22, 2006 10:58 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 15, 2006

12:03 AM  
12:05 AM  
12:11 AM  
12:16 AM  
12:24 AM  
8:24 AM  
10:37 AM  
5:57 PM  
6:20 PM\*\*EXTREMELY LOUD\*\*  
6:25 PM  
7:30 PM\*\*EXTREMELY LOUD\*\*  
11:42 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

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**From:** stan  
**Sent:** Monday, May 22, 2006 11:04 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 16, 2006

12:03 AM  
12:04 AM  
12:12 AM  
12:13 AM  
12:18 AM  
12:19 AM  
12:20 AM\*\*2 PLANES\*\*  
12:49 AM  
1:05 AM  
9:33 AM  
11:14 AM  
11:20 AM  
11:40 AM  
12:02 PM  
1:00 PM  
11:10 PM  
11:16 PM  
11:49 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

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**From:** stan  
**Sent:** Monday, May 22, 2006 11:16 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 17, 2006

12:09 AM  
12:15 AM  
12:16 AM  
12:18 AM  
12:19 AM  
12:21 AM  
12:22 AM  
12:43 AM\*\*EXTREMELY LOUD\*\*  
7:59 AM\*\*EXTREMELY LOUD\*\*  
8:55 AM  
9:54 AM  
10:50 AM  
10:51 AM  
10:54 AM  
11:08 AM  
11:47 AM  
5:14 PM  
5:31 PM  
5:59 PM  
8:04 PM\*\*EXTREMELY LOUD\*\*  
8:26 PM\*\*EXTREMELY LOUD\*\*  
8:32 PM  
8:35 PM  
8:49 PM  
9:44 PM  
11:03 PM  
11:08 PM  
11:10 PM  
11:25 PM  
11:27 PM  
11:29 PM  
11:33 PM  
11:59 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Sunday, May 21, 2006 5:53 PM  
**To:** 'Robert Garcia'  
**Subject:** RE: fyi

Mr. Garcia:

Thank you for your recent comment. Your concerns will be shared with the project team and evaluated when compiling the final Part 150 Study Update. I hope you will continue to visit the project Web site for project updates.

Best Regards,

Jen

On behalf of the project team

---

**From:** Robert Garcia  
**Sent:** Thursday, May 18, 2006 11:06 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** fyi

**We live near LV Blvd and E. Pyle and have noticed a slight incremental increase in air traffic noise. Admittedly, there are 'rogue' (if u will) pilots who intentionally or un-intentionally tread (fly) on paths not supported by airport procedures.**

**Our house is reasonably well insulated and sound avoidant, but that boundary is crossed fairly often. The sleeping hours are ones that I most recall. Course, my age may sometimes cause less sound sleep, and it's certainly noticeable.**

**I mite guess, from some daylight occurrences, that it's aircraft bound eastward.**

**Thanks for your time,**

**bob garcia**

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Monday, May 15, 2006 4:45 PM  
**To:**  
**Subject:** RE: From Web Site

**Attachments:** McCarran Part 150 Spring 2006 Newsletter.pdf



McCarran Part 150  
Spring 2006 ...

Ms. McFarland:

Thank you for your comments. I hope you plan to attend either the final public working group meeting (Tuesday, May 23) or the Public Open House (Wednesday, May 24) to speak directly with the project team or to voice your concerns during the public comment section of the working group meeting. I have attached a newsletter further detailing the open house and the group's progress.

In the meantime, your concerns will be shared with the project team.

Best regards,  
Jen  
On behalf of the project team.

-----Original Message-----

**From:** webmaster@intermind.net [mailto:webmaster@intermind.net]  
**Sent:** Monday, May 15, 2006 12:11 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

I have made several phone calls to your noise line regarding the frequency of flights directly over my house. These are not planes fly quietly with muted motors. These are planes revving up their motors to make a turn or taking off like they are in open skies. This is a residential neighborhood of working people. The planes start early in the morning and often are still fly over our homes until after 11 pm. I find them noisy, annoying, and disturbing to my sleep. We do not have a community association so I am sure we are not represented in your meetings. My question is why do they need to continue to fly over homes when 4 blocks away is open desert and the water plant where they could turn and no disturb any residents. Has this been studied?

Thank you for your time.

Mary McFarland

P.S. I have not always gotten pleasant responses from your hotline employees. I feel like they are thinking I should shut up and be quiet.

**Jennifer Shira**

---

**From:** stan  
**Sent:** Sunday, May 14, 2006 7:19 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 9, 2006

7:42 AM  
8:22 AM  
5:57 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)



**Jennifer Shira**

---

**From:** stan  
**Sent:** Sunday, May 14, 2006 7:21 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 11, 2006

8:14 AM  
8:15 AM  
12:32 PM\*\*TWO PLANES\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Sunday, May 14, 2006 7:34 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 12, 2006

7:37 AM  
8:23 AM  
9:03 AM\*\*EXTREMELY LOUD\*\*  
9:03 AM\*\*2nd PLANE\*\*  
10:48 AM  
10:55 AM\*\*EXTREMELY LOUD\*\*  
11:25 AM\*\*EXTREMELY LOUD\*\*  
11:32 AM  
1:24 PM  
1:49 PM  
2:00 PM  
2:07 PM  
2:09 PM  
3:57 PM  
5:02 PM  
6:05 PM  
6:30 PM  
6:45 PM  
7:07 PM  
7:09 PM  
7:27 PM\*\*EXTREMELY LOUD\*\*  
8:13 PM  
9:02 PM  
10:54 PM  
11:00 PM  
11:07 PM  
11:11 PM  
11:15 PM  
11:24 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, May 13, 2006 6:29 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 9, 2006

6:16 AM\*\*EXTREMELY LOUD\*\*  
11:03 AM\*\*EXTREMELY LOUD\*\*  
11:04 AM\*\*EXTREMELY LOUD\*\*  
4:36 PM\*\*EXTREMELY LOUD--RATTLED WINDOWS\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, May 13, 2006 6:35 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 10, 2006

12:09 AM  
12:25 AM  
8:01 AM  
8:02 AM  
8:03 AM  
4:21 PM\*\*EXTREMELY LOUD--RATTLED WINDOWS\*\*  
4:59 PM\*\*TWO PLANES\*\*  
6:53 PM\*\*EXTREMELY LOUD\*\*  
7:38 PM\*\*EXTREMELY LOUD\*  
10:25 PM  
11:03 PM  
11:04 PM  
11:45 PM  
11:54 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, May 13, 2006 6:40 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 11, 2006

6:54 AM\*\*EXTREMELY LOUD\*\*  
7:07 AM\*\*EXTREMELY LOUD\*\*  
1:13 PM\*\*EXTREMELY LOUD\*\*  
4:32 PM\*\*EXTREMELY LOUD\*\*  
4:42 PM\*\*EXTREMELY LOUD\*\*  
5:50 PM  
6:16 PM  
7:07 PM  
7:26 PM  
7:30 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

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**From:** Jennifer Shira  
**Sent:** Monday, May 15, 2006 4:41 PM  
**To:**  
**Subject:** RE: Airplane noise  
**Attachments:** McCarran Part 150 Spring 2006 Newsletter.pdf

Thank you for your comments. I hope you plan to attend the May 24, 2006 Public Open House from 6 – 8 p.m. at the Clark County Government Center Cafeteria (attached is a newsletter with additional information). This will provide you with an opportunity to speak directly to project team members. However in the mean time, please feel free to contact the noise office at 261-5600 and speak with someone regarding your concerns.

Best regards,  
Jen  
On behalf of the project team

---

**From:**  
**Sent:** Friday, May 12, 2006 10:06 PM  
**To:** Jennifer Shira  
**Subject:** Airplane noise

I am very interested in this meeting. I know the people in Summerlin feel that their property values would go down and they do not want to have any noise from airplanes. My family and I have lived on Cougar for over 20 years. With Durango going through and then the airplanes flying so low we feel like we have no peace and quiet and our life styles have changed considerably. We cannot even sit outside and have a conversation. What can I do to help?. Pleae let me know. If we could eliminate some noise and everyone in the Las Vegas comuunity share in airplanes going over their homes it would be a different story. I undestand the planes turn at Sierra Vista High School which puts them directly over our home, non-stop all day and all night. I hope as many people as possible can come to this meeting. We need our voices heard. I'm sure there are lots of politics involved. If only we could have had notice when the FAA decided to turn the airplanes in our direction without any say from us. We never had a chance so hopefully we will now. I look forward to hearing from you.

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 12, 2006 1:40 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 8, 2006

12:00 AM  
12:02 AM  
7:17 AM  
8:37 AM  
8:38 AM  
8:59 AM  
10:06 AM\*\*CHAMPION AIRLINES\*\*  
10:26 AM\*\*EXTREMELY LOUD\*\*  
10:52 AM\*\*EXTREMELY LOUD\*\*  
11:43 AM\*\*EXTREMELY LOUD\*\*  
1:06 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** stan  
**Sent:** Friday, May 12, 2006 1:33 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 7, 2006

12:07 AM  
12:24 AM  
12:25AM  
7:00 AM\*\*EXTREMELY LOUD\*\*  
7:07 AM  
7:09 AM  
7:11 AM  
7:24 AM\*\*EXTREMELY LOUD\*\*  
7:35 AM\*\*EXTREMELY LOUD\*\*  
7:37 AM  
7:39 AM  
7:48 AM  
3:05 PM\*\*EXTREMELY LOUD\*\*  
3:20 PM\*\*EXTREMELY LOUD\*\*  
3:44 PM\*\*EXTREMELY LOUD\*\*  
3:51 PM\*\*EXTREMELY LOUD\*\*  
3:59 PM  
4:14 PM  
4:26 PM\*\*EXTREMELY LOUD\*\*  
4:45 PM\*\*EXTREMELY LOUD\*\*  
4:53 PM  
5:35 PM  
5:52 PM\*\*EXTREMELY LOUD\*\*  
6:27 PM  
6:32 PM  
6:43 PM  
6:44 PM  
6:54 PM  
6:55 PM  
6:58 PM\*\*EXTREMELY LOUD--FLEW EAST OF MY HOUSE\*\*  
7:09 PM  
7:19 PM  
7:27 PM  
7:56 PM  
8:25 PM  
8:37 PM  
9:02 PM  
9:26 PM  
10:23 PM\*\*EXTREMELY LOUD\*\*  
10:37 PM  
11:45 PM  
11:01 PM  
11:16 PM  
11:29 PM  
11:30 PM  
11:59 PM

5/12/2006



Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

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**From:** William Stewart  
**Sent:** Friday, May 12, 2006 1:26 PM  
**To:** Jennifer Shira  
**Cc:** Jeffrey Jacquart; Lewis Michaelson  
**Subject:** Re: Final Public Working Group Meeting: May 23

On May 12, 2006, at 11:53 AM, Jennifer Shira wrote:

Let me take this opportunity to apologize for any inconvenience you may have experienced as it relates to the public working group. As the third party organizer of the McCarran (and San Diego Airport) public working groups, it has never been Katz & Associates' intention to mislead or exclude any of the interested public throughout this process. We, along with the Department of Aviation, have encouraged participation, involvement, feedback AND criticism from the public.

You guys did an excellent job with the San Diego Airport issue, when I was participating several years ago. Everyone was well informed. By the way... what is the status at San Diego? I thought it was suppose to go to a vote of the citizens. Just curious.

In regards to the schedule, the April meeting date is the only date that has been rescheduled thus far in the process. As soon as the change in the April meeting date was announced at the January 2006 meeting, a note indicating the change was included on both the February 28 and March 28 meeting agendas. However, I do apologize for not sending an e-mail notifying interested parties.

I was unable to attend in January (was on vacation in Brazil) and February (on vacation in Australia and New Zealand). I missed the March meeting, because of a last-minute issue, here. So... all I had to rely on was the website. That's why I was confused when I showed up at the April meeting. Please do not say the April meeting is the only date that has been rescheduled in the process. You have also now re-scheduled the May meeting. That's why I am missing it.

The final PWG meeting has always been scheduled for May 23. Until recently, however, the date was posted incorrectly on the Web site. As soon as the project team brought it to my attention we had the date changed on the Web site and I sent the e-mail to the interested parties.

But, you see... that meeting date on your website is THE date for those of us that are on the "outside." That's all I have to rely on. I think changing it from the 24th to the 23rd is not appropriate. If the website is your public vehicle for communicating with the public - and this is a PUBLIC working group - you need to stick with what you publicize.

For your reference, the **final public working group meeting will be held the night of May, 23 from 4 - 6 p.m.** and there will be a **public open house the night of May 24, from 6 - 8 p.m.** (Clark County Government Center, Cafeteria). It sounds as though you will be in town for the public open house. Please note that the information that will be presented at the open house is a recap or summary of the PWG discussions. I hope you can attend one or both of the upcoming events.

Again... I cannot attend on the 23rd, because I will be out of town. But, I will come on the 24th. I will have plenty of questions for Jeff and others.

Again, I apologize for this error and hope this clarification helps.

Thank you for writing back. It does help, in that we have started a much-needed dialogue.

But, I am still EXTREMELY concerned that Jeff and the County staff have not been listening about the noise issue to the north and northeast of the airport. This is THE highest concentration of citizens. This is the area where - currently - half of the complaints emanate. Add ANY departures to the north will only exacerbate the complaints. Even the County's own data (materials I picked up at the public working group meetings) demonstrates what I have been talking about. Departures east, west and south are into industrial areas. Departures to the north are over older residential areas. Departures should be TOTALLY restricted to east, west and south.

Having said that... if departures are going to be allowed to the north... it is imperative that they be few and far between, and the FAA must NOT be allowed to give pilots a "right turn heading 050" directly after departure. The published departure path takes aircraft out approximately 2-3 miles, before the published departure calls for a turn to the northeast. The County noise contour is based on that published departure. The FAA and County are potentially opening themselves up for legal issues, because of failure to follow the published departure path. Those living to the east of the published departure path should NOT expect departures directly over their homes.

I am well familiar with the issue of capacity. After all... that's exactly the issue in San Diego. But, if capacity cannot be generated at the current airport without adversely affecting "living" in the vicinity of the airport... that capacity needs to be moved to another location.

Okay... I've said it again. I look forward to seeing (on the 24th) what the group has worked out for their recommendation to the County.

With kindest regards... Bill

Hey, Lewis... hope you are doing well, my friend.

...  
And, now the tagline:  
The trouble with life is there's no background music

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 12, 2006 9:58 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 26, 2006

9:36 AM  
12:45 PM  
12:50 PM  
12:52 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 12, 2006 10:47 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 1, 2006

9:18 AM  
6:44 PM\*\*DIRECTLY OVERHEAD\*\*  
6:45 PM  
6:48 PM  
7:04 PM  
9:30 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 12, 2006 10:42 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 30, 2006

9:40 AM  
9:40 AM\*\*2nd PLANE--DIRECTLY OVERHEAD\*\*  
9:47 AM\*\*TWO PLANES\*\*  
9:48 AM  
9:54 AM  
9:57 AM\*\*TWO PLANES\*\*  
9:57 AM\*\*3rd PLANE--TURNED SOUTH OVER I15\*\*  
10:00 AM  
10:02 AM  
10:04 AM  
10:11 AM  
10:13 AM  
10:14 AM\*\*TED EXTREMELY LOUD AND LOW\*\*  
10:15 AM\*\*EXTREMELY LOUS SOUTHWEST AIRLINES\*\*  
10:16 AM\*\*EXTREMELY LOUD WHITE PLANE\*\*  
10:22 AM  
10:23 AM  
10:25 AM  
10:26 AM  
10:28 AM  
10:33 AM\*\*VERY LOUD AND LOW--TED\*\*  
10:34 AM\*\*SOUTHWEST AIRLINES\*\*  
10:34 AM\*\*2nd PLANE\*\*  
10:35 AM\*\*SOUTHWEST AIRLINES\*\*  
10:44 AM\*\*SOUTHWEST AIRLINES\*\*  
10:45 AM\*\*VERY LOW--TED\*\*  
11:04 AM\*\*EXTREMELY LOUD AND LOW--WHITE W/ BLUE MARKINGS\*\*  
11:09 AM\*\*CREAM W/ ORANGE\*\*11:  
11:17 AM  
11:18 AM\*\*SOUTHWEST AIRLINES\*\*  
11:19 AM\*\*SOUTHWEST AIRLINES\*\*  
11:20 AM\*\*EXTREMELY LOUD--CHAMPION AIRLINES\*\*  
11:29 AM  
7:10 PM  
7:11 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 12, 2006 10:58 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 2, 2006

12:06 AM  
4:23 AM\*\*WOKE ME UP\*\*  
6:50 AM  
7:15 AM\*\*VERY SHORT TURN\*\*  
7:30 AM\*\*VERY SHORT TURN--SOUTHWEST AIRLINES\*\*  
8:04 AM  
8:42 AM  
9:17 AM\*\*FLEW OVER MY HOUSE\*\*  
10:29 AM  
3:13 PM  
3:15 PM\*\*EXTREMELY LOUD\*\*  
4:38 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 12, 2006 11:43 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 6, 2006

12:05 AM  
12:12 AM  
12:14 AM  
12:16 AM  
12:28 AM  
12:31 AM  
12:33 AM  
12:35 AM  
12:38 AM  
12:39 AM  
12:40 AM  
12:41 AM  
12:53 AM  
1:09 AM  
6:59 AM  
7:09 AM  
7:19 AM  
8:09 AM  
8:46 AM  
11:21 AM  
3:11 PM  
3:20 PM  
5:14 PM  
5:52 PM  
6:07 PM  
6:34 PM  
7:05 PM  
7:08 PM  
7:23 PM  
7:44 PM  
7:45 PM  
7:55 PM  
7:59 PM\*\*EXTREMELY LOUD\*\*  
8:13 PM\*\*EXTREMELY LOUD\*\*  
8:24 PM  
8:53 PM  
11:02 PM  
11:07 PM  
11:09 PM  
11:14 PM\*\*EXTREMELY LOUD\*\*  
11:15 PM  
11:25 PM  
11:35 PM  
11:36 PM  
11:40 PM\*\*EXTREMELY LOUD\*\*  
11:42 PM  
11:42 PM



Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 12, 2006 10:17 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 28, 2006

7:00 AM  
7:35 AM  
7:41 AM  
7:43 AM  
7:47 AM  
7:48 AM  
7:57 AM  
7:58 AM \*\*FLEW EAST OF MY HOUSE--SOUTHWEST AIRLINES\*\*  
8:02 AM  
8:06 AM\*\*CAME FROM SE AND WENT NW\*\*  
8:08 AM\*\*WHITE PLANE W/ RED MARKINGS\*\*  
8:09 AM  
8:36 AM  
8:36 AM\*\*2nd PLANE--WHITE PLANE FLEW EAST OF MY HOUSE-- BEGAN LEFT TURN IMMEDIATELY\*\*  
10:54 AM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 12, 2006 10:02 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 27, 2006

8:27 AM  
8:47 AM  
9:25 AM  
7:34PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

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**From:** stan  
**Sent:** Friday, May 12, 2006 10:20 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 29, 2006

6:58 AM  
6:59 AM  
7:00 AM  
7:01 AM  
7:02 AM  
8:58 AM  
10:05 AM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 12, 2006 11:28 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 5, 2006

12:09 AM  
12:11 AM  
12:18 AM  
12:19 AM  
12:20 AM  
12:21 AM  
12:22 AM  
8:03 AM  
8:21 AM  
9:14 AM  
10:11 AM  
10:17 AM  
10:23 AM\*\*TWO PLANES--EXTREMELY LOUD\*\*  
10:42 AM\*\*EXTREMELY LOUD\*\*  
5:59 PM  
6:11 PM  
6:15 PM  
6:28 PM  
7:06 PM\*\*EXTREMELY LOUD--HIGH PITCHED SCREAM\*\*  
7:13 PM  
7:19 PM  
7:22 PM  
7:50 PM  
8:02 PM  
8:09 PM  
11:40 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, May 12, 2006 11:18 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 4, 2006

8:08 AM  
10:57 AM  
11:13 AM  
11:31 AM\*\*EXTREMELY LOUD\*\*  
12:40 PM\*\*SHOOK MY HOUSE\*\*PM  
1:00 PM  
1:51 PM  
3:42 PM  
3:57 PM\*\*EXTREMELY LOUD\*\*  
6:53 PM  
7:01 PM  
8:01 PM  
8:27 PM  
10:06 PM  
11:28 PM  
11:35 PM  
11:49 PM  
11:53PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

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**From:** stan  
**Sent:** Friday, May 12, 2006 11:03 AM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 3, 2006

9:09AM  
10:23 AM  
4:09 PM  
4:49 PM  
8:43 PM  
11:03 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Tuesday, May 09, 2006 11:14 AM  
**To:**  
**Subject:** Thank you for your comments  
**Attachments:** McCarran Part 150 Spring 2006 Newsletter.pdf



McCarran Part 150  
Spring 2006 ...

Mr. Greenberg,

Thank you for your recent email to the Part 150 Study team through the project Web site. In order to further discuss your concerns please call the noise office at 261-5600.

You and members of your HOA are invited to attend a public open house regarding the 23 recommended noise measures that will be included in the study. I have attached the latest project newsletter with the open house information and project updates.

Thank you,  
Jen  
On behalf of the project team

-----Original Message-----

**From:** webmaster@intermind.net [mailto:webmaster@intermind.net]  
**Sent:** Monday, May 08, 2006 8:44 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:**

WE ARE ANGRY!! Our community is counting on FAR Part 150: Airport Noise Compatibility Planning; to restore our neighborhood back to the quiet place it was just a few weeks ago. I am a board member of the River Mountain Home Owners Association, representing 1547 residents in the southeast section of Henderson. For the last few weeks, commercial aircraft taking off from the airport has been flying so low, that we can't even carry on a normal conversation inside our homes! WHAT IS GOING ON?! Why weren't we informed that commercial traffic out of McCarran was to be rerouted right over us; and then circle the entire southeast section of Henderson?

I recall seeing on the news stations, homeowners in Summerlin screaming that they did NOT want commercial aircraft taking off right over their neighborhood. Why weren't we given the same opportunity to voice our opposition to this awful noise pollution? We will yell and scream our outrage even louder, because the flight track was just dumped on us. Nowhere on the Noise Exposure Map does it project that we will be subject to this: even out to the year 2017!

We thought that FED Part 150: Noise Compatibility Study was supposed to help lessen aircraft noise, and the effect on communities. The increase in noise has had a very negative effect on our neighborhoods. We thought that there were supposed to be suggestions for noise abatement. Here's our suggestion/plea: PLEASE return the wonderful quiet of our neighborhood (and inside our homes). PLEASE abate the new departure flight paths over our houses in southeast Henderson, and rid us of the significant noise exposure that interferes with human activity.

Please e-mail us with your suggestions on how we can remedy this intolerable situation.

Thank you,

William L. Greenberg



River Mountain Home Owners Association

subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: ip72-193-51-108.lv.lv.cox.net  
Remote IP address: 72.193.51.108

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Friday, May 05, 2006 10:47 AM  
**To:** 'rezzults REZZULTS'  
**Subject:** RE: Study Questions

Unfortunately, in order to fully reply to your questions, you will need to call the noise office. They will provide all of the information for you to summarize and pass along to your HOA.

Sorry for any inconvenience, again the number is 261-5600.  
Jen

-----Original Message-----

**From:** rezzults REZZULTS  
**Sent:** Friday, May 05, 2006 10:16 AM  
**To:** Jennifer Shira  
**Cc:** rezzults  
**Subject:** RE: Study Questions

Jen,  
Thank you for your fast response. However, we would prefer to correspond by email. People in our homeowners association are interested parties in the response to these questions and email is the best way to inform them. We can easily forward your response to all those interested.

Our community lies directly beneath the "V" flight path HEA planes take through Class B airspace. If suggested options to create a VSR corridor do not materialize, we respectfully request that the HEA planes take Eastern Ave in their path through Class B airspace in an effort towards noise abatement.

Upon take-off, HEA planes head towards Eastern Ave. Upon approaching Eastern Ave, planes have been seen to veer away from Eastern, taking a path directly over the neighborhood communities. We question this logic, for the planes do actually end up on Eastern Ave anyway, by Sunset Park. It just makes sense to fly the entire way down Eastern Ave in an effort towards noise abatement. While we know this will not eliminate the noise, but at least it will cut it down somewhat, impacting mainly some businesses and cemeteries rather than thousands of homes. Silverado residents also duly request the same noise abatement considerations given the those in Anthem and Seven Hills where HEA's noise abatement card states, "Avoid overflight of nearby residential areas whenever practical except in an emergency or as otherwise directed by the tower."

(Note: Currently, planes do routinely fly down Eastern Ave; however, over 90% do not and end up flying directly over the homes as discussed above.)

We are also requesting that for noise abatement, any turns not be done directly over the homes. We also wonder what the rationale is for allowing HEA planes to turn directly over homes so far away from the airport (by Serene), well within Class B airspace close to McCarran. HEA planes routinely turn over Target (Silverado Blvd) or Lowes (St Rose) most of the time, however lately residents have seen planes making both right and left turns directly over their homes (by Serene). Right turns are extremely puzzling, for the airport runway is aligned with Maryland and we wonder why the planes are passing over Maryland (rather than turning into the runway), traveling almost another mile further East, and then making extremely sharp turns (especially interesting to watch the jets make what appears to be a 45 degree turn) backward towards HEA.

Please let us know at least two things:

- Has the FAA seen these concerns
- Is anything going to be done about these issues?

Thank you so much. We look forward to your reply.

>From: "Jennifer Shira" <JShira@KatzandAssociates.com>  
>To: "rezzults REZZULTS"

>Subject: RE: Study Questions  
>Date: Tue, 2 May 2006 09:23:06 -0700  
>  
>Thank you for your thoughtful questions.  
>Please call the noise office at 261-5600 for further information and to  
>discuss your concerns.  
>  
>Best regards,  
>Jen  
>On behalf of the project team  
>  
>-----Original Message-----  
>From: rezzults REZZULTS  
>Sent: Tuesday, May 02, 2006 7:34 AM  
>To: info@mccarrannoisestudy.com  
>Cc: rezzults  
>Subject: Study Questions  
>  
>Questions:  
>  
>1. Will McCarren have a VSR Corridor? Right now aircraft from  
>Henderson  
>  
>Executive airport (HEA) do not appear to use one. Since HEA's runways  
>are aligned with Maryland Parkway, it would make sense to have a VSR  
>that goes directly over McCarren...just like it is done in Los Angeles  
>- where the VSR corridor goes directly over the airport. Or it would  
>make sense to have one directly connecting both HEA and the North Las  
>Vegas airport. Or it would make sense to have one directly over I-15,  
>the route helicopters presently take out of McCarren when Tropicana is  
>not feasible. This would be the best for noise abatement. Right now  
>it appears that HEA planes are disregarding Class B airspace and flying  
>anywhere they please, or taking a non-direct "V"  
>path through Class B airspace directly over homes.  
>  
>2. Why do the helicopters from HEA not take the McCarren's approved  
>route for flying through Class B airspace - down I-15 (used when  
>Tropicana is not feasible)? Right now they are flying directly over  
>the homes in what appears to be a diagonal from HEA towards Pecos. At  
>least for noise abatement, they should be flying directly over busy  
>streets such as St Rose to Eastern or Pecos if they must go in this  
>direction.  
>  
>3. Why do aircraft landing and taking off from HEA fly extremely low  
>and  
>  
>make their turning maneuvers well within Class B airspace? For example,  
>jets are seen to have their landing gear down and starting to make nose  
>dives  
>  
>prior to approaching I-15 when landing at HEA. Or, prop planes on  
>takeoff fly low until they hit Eastern, while turning toward Eastern  
>sometimes as far north as Serene, before they power up and fly to  
>altitude.  
>  
>4. Why is HEA following noise abatement procedures for Anthem and Seven  
>Hills (see Noise Abatement Procedures card handed out at HEA), but not  
>for Silverado? Planes are flying low and turning directly over homes  
>in their landings and take-offs. However, many times HEA planes are  
>seen to turn  
>  
>over industrial/non-residential sites, such as Target and Lowes (good

>for noise abatement); but many times they do not, and are turning  
>directly over housing developments located further north from HEA.  
>  
>Please include these issues in your report. They are noise abatement  
>as  
>  
>well as safety issues regarding the use of Class B airspace located so  
>very close to one of the busiest airports in America.  
>  
>Thanks for addressing my questions.  
>  
>

**Jennifer Shira**

---

**From:** stan  
**Sent:** Wednesday, May 03, 2006 8:15 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 1, 2006

12:04 AM  
12:19 AM  
10:38 AM  
11:23 AM\*\*PLANE 1\*\*  
11:23 AM\*\*VERY NOISY\*\*PLANE 2\*\*  
12:23 PM  
12:32 PM  
12:23 PM  
3:16 PM  
5:06 PM  
5:08 PM  
5:42 PM\*\*VERY NOISY\*\*  
6:18 PM\*\*VERY NOISY\*\*  
7:33 PM  
8:15 PM  
8:15 PM  
11:05 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

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**From:** stan  
**Sent:** Wednesday, May 03, 2006 8:05 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 30, 2006

8:40 AM  
10:42 AM  
11:05 AM\*\*VERY NOISY\*\*  
11:06 AM  
11:09 AM  
4:02 PM  
4:21 PM  
4:29 PM  
4:43 PM  
6:46 PM  
6:52 PM  
7:10 PM\*\*VERY NOISY\*\*  
7:11 PM  
7:28 PM\*\*VERY NOISY\*\*  
7:58 PM  
8:15 PM  
10:30 PM  
10:39 PM\*\*2 PLANES\*\*  
11:28 PM  
11:29 PM  
11:36 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

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**From:** stan  
**Sent:** Tuesday, May 02, 2006 11:02 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 28, 2006

10:27 AM\*\*VERY NOISY\*\*  
10:54 AM\*\*VERY NOISY\*\*  
3:24 PM\*\*VERY NOISY\*\*  
3:45 PM  
4:33 PM\*\*VERY NOISY\*\*  
4:55 PM\*\*VERY NOISY\*\*  
5:08 PM  
5:32 PM  
5:51 PM  
5:58 PM\*\*VERY NOISY\*\*  
6:12 PM  
6:16 PM  
6:41 PM\*\*VERY NOISY\*\*  
6:56 PM\*\*VERY NOISY\*\*  
7:18 PM\*\*VERY NOISY\*\*  
9:54 PM  
11:21 PM  
11:53 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, May 02, 2006 10:51 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 27, 2006

12:11AM  
12:16 AM  
12:23 AM  
8:07 AM  
8:44 AM  
6:15 PM  
7:34 PM\*\*VERY NOISY\*\*  
9:18 PM  
10:49 PM  
11:24 PM  
11:30 PM  
11:36 PM  
11:38 PM  
11:39 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)



**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, May 02, 2006 10:45 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 26, 2006

8:39 AM  
8:40 AM  
8:41 AM  
10:13 AM  
10:19 AM  
10:49 AM  
12:46 PM  
12:59 PM  
2:38 PM  
6:22 PM  
6:47 PM  
6:50 PM  
7:25 PM  
10:45 PM  
11:04 PM  
11:09 PM  
11:13 PM  
11:38 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

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**From:** stan  
**Sent:** Tuesday, May 02, 2006 10:34 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 25, 2006

8:57 PM\*\*VERY NOISY\*\*  
9:03 PM  
10:32 PM\*\*VERY NOISY\*\*  
11:05 PM  
11:06 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, May 02, 2006 1:13 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 24, 2006

7:42 AM\*\*VERY NOISY\*\*  
7:52 AM\*\*VERY NOISY\*\*  
8:10 AM  
10:35 AM\*\*VERY NOISY\*\*  
10:36 AM  
11:00 AM\*\*VERY NOISY\*\*  
11:03 AM  
11:04 AM  
11:05 AM  
11:14 AM\*\*VERY NOISY\*\*  
11:19 AM  
11:22 AM  
1:42 PM  
1:43 PM\*\* AIR FORCE 1\*\*  
1:58 PM  
2:10 PM  
2:11 PM  
2:13 PM  
2:17 PM  
2:18 PM  
2:19 PM  
2:21 PM  
2:22 PM  
2:23 PM  
2:25 PM  
2:30 PM  
2:31 PM  
2:33 PM  
2:41 PM  
2:43 PM  
2:46 PM  
2:48 PM  
2:55 PM  
2:56 PM  
3:24 PM  
3:25 PM  
3:30 PM  
3:31 PM  
3:33 PM  
3:53 PM  
3:55 PM\*\*2 PLANES\*\*  
3:56 PM  
3:58 PM  
4:17 PM  
4:20 PM  
4:33 PM  
4:36 PM\*\*VERY NOISY\*\*

4:49 PM  
4:59 PM\*\*VERY NOISY\*\*  
5:01 PM  
5:02 PM\*\*2 PLANES\*\*  
5:03 PM\*\*2 PLANES\*\*  
5:06 PM  
5:20 PM  
5:22 PM\*\*2 PLANES\*\*  
5:24 PM  
5:25 PM\*\*2 PLANES\*\*  
5:26 PM  
5:27 PM  
5:31 PM  
5:32 PM  
5:35 PM\*\*2 PLANES\*\*  
5:36 PM  
5:39 PM  
5:40 PM  
5:41 PM  
5:42 PM\*\*2 PLANES\*\*  
5:44 PM  
5:45 PM  
5:47 PM  
5:48 PM  
5:50 PM  
5:54 PM  
5:45 PM  
5:57 PM  
6:07 PM  
6:11 PM  
6:12 PM  
6:14 PM  
6:19 PM  
6:25 PM  
6:32 PM\*\* 2 PLANES\*\*  
6:33 PM  
6:36 PM  
6:41 PM\*\*VERY NOISY\*\*  
6:56 PM  
6:58 PM  
7:00 PM  
7:03 PM  
7:04 PM  
7:15 PM  
7:17 PM  
7:18 PM  
7:27 PM\*\*VERY NOISY\*\*  
8:43 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, May 02, 2006 12:36 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 23, 2006

12:03 AM  
12:13 AM  
3:18 PM\*\*VERY NOISY\*\*  
4:53 PM\*\*EXTREMELY NOISY\*\*  
5:07 PM\*\*VERY NOISY\*\*  
6:24 PM\*\*EXTREMELY NOISY\*\*  
6:38 PM\*\*VERY NOISY\*\*  
6:49 PM  
6:53 PM  
7:26 PM\*\*EXTREMELY NOISY\*\*  
8:56 PM  
11:27PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, May 02, 2006 12:25 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on April 22, 2006

12:06 AM  
12:13 AM  
8:38 AM  
1:43 PM  
1:44 PM  
1:45 PM  
1:46 PM  
1:58 PM  
1:59 PM  
2:15 PM  
4:44 PM  
4:46 PM  
5:48 PM\*\*VERY NOISY\*\*  
8:10 PM  
8:55 PM  
10:37 PM  
11:13 PM  
11:45 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, May 02, 2006 11:32 AM  
**To:** McCarran Noise Study  
**Subject:** Fw: Noisy Planes

Noisy planes on April 21, 2006

5:31 AM\*\*WOKE ME UP\*\*  
8:35 AM  
8:59 AM  
4:55 PM\*\*VERY NOISY\*\*  
4:56 PM  
5:03 PM  
8:01 PM\*\*VERY NOISY\*\*  
11:18 PM  
11:19 PM  
11:36PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, May 02, 2006 11:24 AM  
**To:** McCarran Noise Study  
**Cc:** Air Craft Noise; Capozzi, Joe  
**Subject:** Noisy Planes

Noisy planes on April 20, 2006

12:09 AM  
11:01 AM

4:30 PM \*\*\*THIS PLANE FLEW OVER MY HOUSE AT 300-500 FEET OF ALTITUDE. IT WAS SO LOW THAT I THOUGHT IT WAS GOING TO CRASH. THE ENGINES WERE ROARING SO LOUDLY THAT THE SOUND WAS PAINFULL. THE SUN WAS BLOTTED OUT AND ALL THAT I COULD SEE WHEN I LOOKED OUT THE WINDOW WAS THE WHITE UNDER BELLY OF THE PLANE\*\*\*

4:33 PM\*\*Very Noisy\*\*.  
6:31PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)



## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Tuesday, May 02, 2006 9:23 AM  
**To:** 'rezzults REZZULTS'  
**Subject:** RE: Study Questions

Thank you for your thoughtful questions.  
Please call the noise office at 261-5600 for further information and to discuss your concerns.

Best regards,  
Jen  
On behalf of the project team

-----Original Message-----

**From:** rezzults REZZULTS  
**Sent:** Tuesday, May 02, 2006 7:34 AM  
**To:** info@mccarrannoisestudy.com  
**Cc:** rezzults  
**Subject:** Study Questions

Questions:

1. Will McCarren have a VSR Corridor? Right now aircraft from Henderson Executive airport (HEA) do not appear to use one. Since HEA's runways are aligned with Maryland Parkway, it would make sense to have a VSR that goes directly over McCarren...just like it is done in Los Angeles – where the VSR corridor goes directly over the airport. Or it would make sense to have one directly connecting both HEA and the North Las Vegas airport. Or it would make sense to have one directly over I-15, the route helicopters presently take out of McCarren when Tropicana is not feasible. This would be the best for noise abatement. Right now it appears that HEA planes are disregarding Class B airspace and flying anywhere they please, or taking a non-direct "V" path through Class B airspace directly over homes.
2. Why do the helicopters from HEA not take the McCarren's approved route for flying through Class B airspace – down I-15 (used when Tropicana is not feasible)? Right now they are flying directly over the homes in what appears to be a diagonal from HEA towards Pecos. At least for noise abatement, they should be flying directly over busy streets such as St Rose to Eastern or Pecos if they must go in this direction.
3. Why do aircraft landing and taking off from HEA fly extremely low and make their turning maneuvers well within Class B airspace? For example, jets are seen to have their landing gear down and starting to make nose dives prior to approaching I-15 when landing at HEA. Or, prop planes on takeoff fly low until they hit Eastern, while turning toward Eastern sometimes as far north as Serene, before they power up and fly to altitude.
4. Why is HEA following noise abatement procedures for Anthem and Seven Hills (see Noise Abatement Procedures card handed out at HEA), but not for Silverado? Planes are flying low and turning directly over homes in their landings and take-offs. However, many times HEA planes are seen to turn over industrial/non-residential sites, such as Target and Lowes (good for noise abatement); but many times they do not, and are turning directly over housing developments located further north from HEA.

Please include these issues in your report. They are noise abatement as well as safety issues regarding the use of Class B airspace located so very close to one of the busiest airports in America.

Thanks for addressing my questions.

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Wednesday, June 21, 2006 2:52 PM  
**To:**  
**Subject:** RE: From Web Site

Mr. Yarrington-

Thank you for your comment. The Clark County Department of Aviation's Part 150 Study is not related to the "right hand turn," that is an FAA process. However to discuss any of your noise concerns, please call the noise hotline at 261-5600.

Again, thank you for your comment,  
Jen  
On behalf of the project team

-----Original Message-----

**From:** webmaster@intermind.net [mailto:webmaster@intermind.net]  
**Sent:** Tuesday, June 20, 2006 9:11 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

I would like to know what is the anticipated date to resume the right turn upon take off to the west. I live in Mountains Edge and we have had an major increase in air traffic. When we purchased our home, we were told we were not in a flight path. According to your published flight paths, planes are to turn south east of Rainbow or west of Durango. Planes now turn non-stop at Cimmaron, with a significant number of the flights being of very low altitude. In particular a Virgin jumbo jet that is so low you can see every detail of the plane. These flights needs to stop!

Why can't the planes either travel further west over the beltway and turn south at the foothills or turn south upon take-off and follow the train tracks as this is an industrial area. I have noticed the planes follow this route for landing when the wind is from the North.

The residents of the valley need to equally share the air traffic, planes need to take off to the east as well as the west, and we need the right turn started ASAP. It is unfair and discriminatory for the FAA to route a majority of flights over the south west.

**Jennifer Shira**

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**From:** stan  
**Sent:** Sunday, June 11, 2006 6:03 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on June 7, 2006

12:07 AM  
12:13 AM\*\*2 PLANES\*\*  
12:17 AM  
12:24 AM  
12:25 AM\*\*EXTREMELY LOUD\*\*  
7:23 AM\*\*EXTREMELY LOUD\*\*WOKE ME UP\*\*  
8:10 AM\*\*EXTREMELY LOUD\*\*  
6:49 PM\*\*FLEW EAST OF JONES\*\*  
7:10 PM  
7:41 PM  
8:36 PM\*\*EXTREMELY LOUD\*\*  
9:05 PM  
9:07 PM  
9:15 PM  
9:27 PM  
9:34 PM  
10:03 PM  
10:52 PM  
11:54 PM  
11:56 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

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**From:** stan  
**Sent:** Sunday, June 11, 2006 5:54 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on June 6, 2006

8:44 AM  
11:57 AM  
12:03 PM  
12:20 PM  
12:42 PM  
3:09 PM  
3:55 PM  
4:20 PM\*\*EXTREMELY LOUD\*\*4 ENGINE\*\*  
11:21 PM  
11:23 PM  
11:40 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Sunday, June 11, 2006 5:49 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on June 5, 2006

12:27 AM  
6:51 AM  
8:42 AM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
8:44 AM  
10:40 AM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*DARK TAIL\*\*  
11:38 AM  
11:44 AM  
11:47 AM  
4:39 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*4 ENGINES\*\*  
4:42 PM  
5:00 PM  
5:08 PM  
6:01 PM  
6:37 PM  
6:57 PM  
7:36 PM  
7:47 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Friday, June 09, 2006 10:26 AM  
**To:** 'Toland, Gary'  
**Subject:** RE: Additional Part 150 Dates

Mr. Toland-  
For more information on this program, please contact Jeff Jacquart directly at 261-5510.  
Thank you,  
Jen

---

**From:** Toland, Gary  
**Sent:** Friday, June 09, 2006 10:17 AM  
**To:** Jennifer Shira  
**Subject:** RE: Additional Part 150 Dates

Hi Jennifer, at a recent meeting we were told that there are funds available for homes in the flyway to reduce noise, who to I contact to apply for funds?

Thanks,

Gary

-----Original Message-----

**From:** Jennifer Shira [mailto:JShira@KatzandAssociates.com]  
**Sent:** Friday, June 09, 2006 12:14 PM  
**To:** Jennifer Shira  
**Cc:** Jeffrey Jacquart  
**Subject:** Additional Part 150 Dates

Dear friend:

The Department of Aviation had identified *tentative* dates for an additional activities related to the FAR Part 150 Noise Compatibility Study Update for McCarran International Airport. Please see the information below for an additional public open house and public hearing before the Board of County Commissioners.

### **Public Open House:**

**Date:** Wednesday, Aug. 16, 2006 (tentative)

**Time:** 6 - 8 p.m.

**Location:** Clark County Government Center, Cafeteria

*This open house will occur during the formal public review and comment period, which will begin Aug. 1, 2006 and continue through Sept. 5, 2006, and will offer an opportunity to speak directly with the project team about questions and concerns.*

### **Public Hearing:**

**Date:** Tuesday, Sept. 5, 2006 (tentative)

**Time:** 10 a.m.

**Location:** Clark County Government Center

*This will be the formal public hearing before the Board of County Commissioners. Randy Walker,*

*Director of Clark County Department of Aviation, will be presenting the study update to the Board. The public is invited to make formal comments before the Board accepts the document and directs staff accordingly.*

Again, this email contains tentative dates and is for planning purposes only. I will send reminders as the dates are confirmed.

Thank you,  
Jen

**Jennifer Shira**

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**From:** stan  
**Sent:** Wednesday, June 07, 2006 7:51 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on June 4, 2006

9:03 AM  
10:03 AM  
10:05 AM  
10:16 AM  
10:23 AM\*\*EXTREMELY LOUD\*\*  
11:19 AM  
11:21 AM  
11:24 AM  
11:46 AM\*\*EXTREMELY LOUD\*\*BLUE TAIL\*\*FLEW DIRECTLY OVER TENAYA\*\*  
1:37 PM  
1:38 PM  
1:49 PM\*\*EXTREMELY LOUD\*\*  
1:50 PM  
1:52 PM  
1:58 PM  
5:40 PM\*\*EXTREMELY LOUD\*\*  
5:48 PM  
5:55 PM\*\*EXTREMELY LOUD\*\*  
6:44 PM  
6:52 PM  
7:13 PM  
7:14 PM  
7:40 PM  
11:17 PM\*\*2 PLANES\*\*  
11:28 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)



**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, June 06, 2006 3:05 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 28, 2006

8:22 AM  
8:23 AM  
10:01 AM  
10:24 AM  
11:16 AM  
11:26 AM\*\*EXTREMELY LOUD\*\*  
11:41 AM\*\*EXTREMELY LOUD\*\*  
1:12 PM  
1:17 PM  
2:31 PM  
2:51 PM  
3:08 PM  
3:19 PM  
3:27 PM  
3:49 PM  
4:14 PM\*\*EXTREMELY LOUD\*\*  
4:28 PM\*\*2 PLANES\*\*  
4:59 PM\*\*EXTREMELY LOUD\*\*  
5:46 PM  
6:29 PM\*\*EXTREMELY LOUD\*\*  
6:32 PM  
6:40 PM  
6:55 PM  
7:59 PM  
9:00 PM  
10:04 PM  
11:11 PM  
11:20 PM  
8:26 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, June 06, 2006 3:23 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 29, 2006

10:15 AM\*\*EXTREMELY LOUD\*\*  
10:32 AM  
10:36 AM\*\*EXTREMELY LOUD\*\*  
10:55 AM  
11:10AM  
11:30 AM  
11:36 AM  
11:58 AM  
11:59 AM  
12:36 PM\*\*EXTREMELY LOUD\*\*  
12:42 PM  
12:43 PM  
12:44 PM  
12:45 PM  
12:49 PM  
12:57 PM  
1:02 PM  
1:09 PM\*\*EXTREMELY LOUD\*\*  
1:13 PM  
1:24 PM\*\*EXTREMELY LOUD\*\*  
1:31 PM\*\*EXTREMELY LOUD\*\*  
1:56 PM\*\*EXTREMELY LOUD\*\*  
2:33 PM\*\*EXTREMELY LOUD & LOW\*\*RATTLED WINDOWS\*\*WHITE PLANE WITH BLUE TAIL\*\*  
3:25 PM  
4:23 PM  
4:27 PM  
4:38 PM  
4:45 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
4:56 PM  
5:30 PM  
6:45 PM  
7:36 PM  
7:58 PM\*\*EXTREMELY LOUD\*\*  
8:53 PM  
11:06 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan`  
**Sent:** Tuesday, June 06, 2006 3:32 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 30, 2006

7:07 AM  
8:16 AM  
11:12 AM  
11:51AM  
1:49 PM\*\*EXTREMELY LOUD\*\*  
3:53 PM  
4:24 PM  
4:32 PM\*\*EXTREMELY LOUD & LOW\*\*RATTLED WINDOWS\*\*PLANE WITH BLUE TAIL & 4 ENGINES\*\*  
4:41 PM  
4:53 PM  
5:38 PM  
5:43 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
5:47 PM  
7:24 PM\*\*EXTREMELY LOUD\*\*HIGH PITCHED "SCREAM"\*\*\*  
7:41 PM  
8:05 PM\*\*EXTREMELY LOUD\*\*  
8:41 PM  
9:32 PM  
11:10 PM  
11:28 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Sunday, June 04, 2006 6:17 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on June 1, 2006

12:16 AM  
8:33 AM  
6:50 PM  
7:16 PM\*\*EXTREMELY LOUD\*\*  
7:22 PM\*\*EXTREMELY LOUD\*\*  
8:06 PM  
9:56 PM  
10:53 PM  
11:08 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Sunday, June 04, 2006 6:13 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on May 31, 2006

12:08 AM  
12:27 AM\*\*EXTREMELY LOUD\*\*  
5:15 AM\*\*EXTREMELY LOUD\*\*WOKE ME UP\*\*  
8:41 AM  
8:42 AM  
8:43 AM  
8:47 AM  
9:00 AM  
9:10 AM  
1:53 PM  
2:29 PM  
4:37 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
5:56 PM  
6:40 PM  
7:11 PM  
7:34 PM  
7:29 PM  
7:58 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Sunday, June 04, 2006 6:30 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on June 3, 2006

8:09 AM  
9:15 AM  
10:32 AM  
12:55 PM  
1:07 PM  
3:28 PM  
3:40 PM  
3:47 PM  
3:51 PM  
5:46 PM  
5:55 PM  
5:57 PM\*\*EXTREMELY LOUD\*\*  
6:46 PM  
8:11 PM\*\*EXTREMELY LOUD\*\*  
8:26 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Sunday, June 04, 2006 6:24 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on June 2, 2006

10:02 AM\*\*EXTREMELY LOUD\*\*  
10:31 AM\*\*EXTREMELY LOUD\*\*PLANE HAD BLUE TAIL\*\*  
12:39 PM\*\*EXTREMELY LOUD\*\*  
1:25 PM  
2:29 PM  
3:50 PM  
4:49 PM  
5:34 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
5:45 PM  
5:38 PM  
6:08 PM  
6:40 PM  
6:42 PM  
6:47 PM\*\*EXTREMELY LOUD\*\*  
7:23 PM  
7:26 PM  
7:31 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

McCarran International Airport  
FAR Part 150  
Noise Compatibility Study Update

# **Web Site Comments**

[www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)

July 2006 – August 28, 2006



**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, July 01, 2006 6:01 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on June 29, 2006

12:01 AM  
12:05 AM  
12:13 AM  
12:23 AM  
12:31 AM  
6:54 AM\*\*EXTREMELY LOUD\*\*  
7:01 AM  
7:04 AM  
7:08 AM\*\*EXTREMELY LOUD\*\*  
10:10 AM\*\*EXTREMELY LOUD\*\*  
10:15 AM\*\*EXTREMELY LOUD\*\*  
11:31 AM  
2:45 PM  
3:11 PM  
3:15 PM\*\*EXTREMELY LOUD\*\*  
3:28 PM  
3:59 PM  
4:04 PM  
4:33 PM  
4:36 PM  
4:53 PM  
5:01 PM  
6:01 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*FLEW EAST OF MY HOUSE\*\*  
6:03 PM  
6:52 PM\*\*EXTREMELY LOUD\*\*  
6:48 PM  
7:03 PM  
7:22 PM\*\*EXTREMELY LOUD\*\*  
7:38 PM\*\*EXTREMELY LOUD\*\*  
8:28 PM  
9:49 PM  
9:55 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, July 01, 2006 5:30 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on June 25, 2006

12:17 AM  
12:22 AM  
12:49 AM  
10:31 AM  
4:04 PM  
5:20 PM  
7:06 PM  
7:22 PM  
1:32 PM  
10:49 PM  
10:50 PM  
10:51 PM  
10:52 PM  
10:59 PM  
11:19 PM  
11:37 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, July 01, 2006 4:48 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on June 21, 2006

8:33 AM  
8:34 AM  
8:35 AM  
8:38 AM  
8:41 AM  
8:50 AM  
10:13 AM  
10:14 AM  
10:20 AM  
10:58 AM  
11:13 AM  
11:27 AM  
11:46 AM  
12:07 PM  
12:15 PM  
12:48 PM  
12:56 PM\*\*EXTREMELY LOUD\*\*  
1:03 PM  
1:04 PM  
4:37 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*4 ENGINE PLANE\*\*FLEW DIRECTLY OVER MY  
HOUSE\*\*  
7:56 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, July 01, 2006 5:06 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on June 23, 2006

12:11 PM  
12:19 PM  
12:23 PM  
12:26 PM  
12:27 PM  
12:29 PM  
12:31 PM  
12:36 PM  
12:47 PM  
12:49 PM  
1:25 PM  
3:05 PM  
5:18 PM  
5:33 PM  
7:34 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
7:51 PM  
9:09 PM  
9:10 PM  
10:05 PM  
10:31 PM  
10:51 PM  
11:01 PM  
11:47 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, July 01, 2006 5:49 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on June 28, 2006

7:23 AM  
7:24 AM  
7:25 AM  
7:26 AM  
7:56 AM  
8:15 AM  
8:44 AM  
8:47 AM  
8:50 AM  
9:56 AM  
10:48 AM  
3:11 PM  
3:15 PM\*\*EXTREMELY LOUD\*\*  
3:28 PM  
3:59 PM\*\*EXTREMELY LOUD\*\*  
4:04 PM  
6:03 PM  
6:52 PM\*\*EXTREMELY LOUD\*\*  
9:56 PM  
10:14 PM  
10:31 PM  
11:17 PM\*\*EXTREMELY LOUD\*\*  
11:37 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan'  
**Sent:** Saturday, July 01, 2006 4:57 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on June 22, 2006

12:23 PM  
12:35 PM  
12:56 PM  
4:53 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*4 ENGINE PLANE\*\*  
6:10 PM  
7:45 PM  
8:06 PM  
8:07 PM  
8:16 PM  
8:20 PM  
8:35 PM  
8:36 PM  
8:41 PM  
8:42 PM  
9:08 PM  
10:29 PM  
10:31 PM  
11:03 PM  
11:40 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Saturday, July 01, 2006 5:34 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy planes on June 26, 2006

12:36 AM  
12:38 AM  
8:39 AM  
8:41 AM  
8:52 AM  
9:48 AM  
10:31 AM\*\*EXTREMELY LOUD\*\*  
11:23 PM  
11:51 PM  
11:53 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Monday, July 24, 2006 8:59 AM  
**To:**  
**Subject:** Thank you for your question

Mr. Yun-  
Please call the noise office at 702-261-5600 to discuss your question. Thanks!

From: webmaster@intermind.net [mailto:webmaster@intermind.net]  
Sent: Fri 7/21/2006 1:32 PM  
To: info@mccarrannoisestudy.com  
Subject: From Web Site

name=Donald Yun  
address=  
phone \_number=  
e\_mail\_address=

My family is purchasing a home at , Las Vegas, Nevada  
flight paths or even having heavy noise levels near it?

Will this property be in the



**Jennifer Shira**

**From:** Jennifer Shira  
**Sent:** Thursday, July 27, 2006 1:56 PM  
**To:** 'Aircraft Noise'  
**Subject:** RE: NOISE 7.18.2006

Thank you for your comment Mr. Visalli. I hope you will be joining us at the Sept. 13 Open House.  
Jen

---

**From:** Aircraft Noise [mailto:aircraftnoise@cox.net]  
**Sent:** Tuesday, July 18, 2006 9:46 AM  
**To:** Undisclosed-Recipient;;  
**Subject:** NOISE 7.18.2006

I'm getting tired of getting woken up in the middle of the night because the people in the commercial aviation industry think it's OK to fly noisy, low-flying aircraft over residential areas at that hour. All it takes is one noisy, obnoxious plane between the hours of 1 AM and 6 AM and you spend the rest of the day exhausted and irritable. This makes for a dangerous situation while driving on the roads. We have been complaining about this situation for the past three-and-a-half years and it appears that absolutely nothing has been done to alleviate the problem. Whether it's the outgoing or the incoming planes it's a problem. One way we'll lose our hearing and the other way we lose our privacy as well. It's not fair and it's not right.

Bud Visalli  
Saddle Peak at Nevada Trails  
aircraftnoise@cox net

This is a special e-mail address for Saddle Peak, Nevada Trails, Coronado Ranch, Rhodes Ranch, Southern Highlands, Mountain's Edge and homeowners within the Southwest area only. This e-mail address is strictly intended for information purposes for the homeowners of these communities and not to be confused with the McCarran Noise Hotline or the McCarran Noise Study Group. Please direct all aircraft noise complaints to the McCarran Noise Hotline at 261-3694 and/or e-mail the McCarran Noise Study Group at: info@mccarrannoisestudy.com

+++++  
This communication, together with any attachments hereto or links contained herein, is for the sole use of the intended recipient(s) and may contain information that is confidential or legally protected. If you are not the intended recipient, you are hereby notified that any review, disclosure, copying, dissemination, distribution or use of this communication is STRICTLY PROHIBITED. If you have received this communication in error, please notify the sender immediately by return e-mail message and delete the original and all copies of the communication, along with any attachments hereto or links herein, from your system. Use or redistribution of e-mail addresses without written permission is also STRICTLY PROHIBITED

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Thursday, July 27, 2006 1:59 PM  
**To:** 'Craig Teglia'  
**Subject:** RE: status

Mr. Teglia-  
The "right turn" evaluation is being coordinated by the FAA, not Clark County Department of Aviation, therefore I do not have any information on the subject. However, to find out more information about the Part 150 Noise Compatibility Study, which identifies noise mitigation and abatement measures, please join us Sept. 13 for a public open house.

Date: Sept. 13, 2006  
Time: 6 – 8 p.m.  
Location: Clark County Government Center

Thank you for your question,  
Jen

---

**From:** Craig Teglia  
**Sent:** Tuesday, July 18, 2006 10:25 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** status

Has the right turn been implemented? When? Are we ever going to see relief in the SW valley?

## Jennifer Shira

---

**From:** stan  
**Sent:** Friday, August 11, 2006 12:37 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on June 30, 2006

8:31 AM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
8:40 AM  
8:41 AM  
10:12 AM\*\*EXTREMELY LOUD\*\*  
10:14 AM  
4:56 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
5:01 PM  
5:49 PM  
6:16 PM\*\*EXTREMELY LOUD\*\*  
7:08 PM\*\*EXTREMELY LOUD\*\*  
7:27 PM\*\*EXTREMELY LOUD\*\*  
7:31 PM\*\*EXTREMELY LOUD\*\*  
7:41 PM  
8:24 PM  
8:55 PM  
9:03 PM  
9:23 PM  
9:49 PM  
10:47 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 12:41 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 1, 2006

8:44 AM

8:45 AM

8:47 AM

10:14 AM

4:37 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*4 ENGINE\*\*

6:35 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** stan  
**Sent:** Friday, August 11, 2006 12:55 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

### Noisy Planes on July 2, 2006

12:52 AM  
9:20 AM  
10:21 AM  
3:14 PM  
3:20 PM  
3:22 PM  
3:42 PM  
3:44 PM  
4:53 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*4 ENGINE\*\*  
5:34 PM\*\*EXTREMELY LOUD\*\*  
5:42 PM\*\*EXTREMELY LOUD\*\*  
5:48 PM\*\*EXTREMELY LOUD\*\*  
5:58 PM  
6:59 PM\*\*EXTREMELY LOUD\*\*  
8:09 PM  
8:12 PM  
8:13 PM  
8:17 PM  
8:52 PM  
8:55 PM  
9:15 PM  
9:18 PM  
10:25 PM  
10:31 PM  
10:40 PM  
10:56 PM  
10:57 PM  
11:00 PM  
11:02 PM  
11:05 PM  
11:24 PM  
11:26 PM  
11:28 PM  
11:29 PM  
11:36 PM  
11:46 PM  
11:47 PM  
11:49 PM  
11:50 PM  
11:52 PM  
11:56 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 1:12 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 3, 2006

12:12 AM  
8:01 AM  
8:41 AM  
9:01 AM  
9:06 AM  
10:43 AM\*\*EXTREMELY LOUD\*\*  
12:41 PM  
12:53 PM  
12:56 PM  
7:03 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*FLEW DIRECTLY OVER MY HOUSE\*\*  
11:23 PM  
11:28 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 3:43 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 4, 2006

12:02 AM  
12:11 AM  
12:14 AM  
12:19 AM  
12:20 AM  
8:34 AM  
8:40 AM  
8:42 AM  
10:23 AM\*\*TWO PLANES\*\*  
6:06 PM  
6:38 PM  
6:46 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*FLEW DIRECTLY OVER MY HOUSE\*\*  
6:49 PM\*\*EXTREMELY LOUD\*\*EXTREMELY LOW\*\*  
6:57 PM\*\*EXTREMELY LOUD\*\*FLEW EAST OF MY HOUSE\*\*  
11:03 PM  
11:29 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 3:48 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 5, 2006

12:17 AM

12:29 AM

2:22 AM

12:55 PM

1:09 PM

7:25 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*FLEW DIRECTLY OVER MY HOUSE\*\*

11:18 PM

11:21 PM

11:33 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)



**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 3:54 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 6, 2006

12:06 AM  
12:14 AM  
12:19 AM  
12:43 PM  
7:14 AM  
7:16 AM  
8:09 AM  
8:13 AM\*\*EXTREMELY LOUD\*\*  
8:54 AM  
9:50 AM  
10:21 AM  
10:27 AM  
10:35 AM  
7:47 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 4:08 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 7, 2006

9:48 AM\*\*EXTREMELY LOUD\*\*

10:01 AM

10:23 AM

11:11 AM

4:29 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*4 ENGINE\*\*FLEW OVER MY HOUSE\*\*

7:20 PM

7:33 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 4:10 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 8, 2006

4:25 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*4 ENGINE\*\*FLEW OVER MY HOUSE\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 4:12 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 9, 2006

10:29 AM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 4:14 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 9, 2006

10:31 AM\*\*EXTREMELY LOUD\*\*  
1:07 PM\*\*EXTREMELY LOUD\*&\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** stan  
**Sent:** Friday, August 11, 2006 4:23 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 12, 2006

7:24 AM

7:28 AM

7:46 AM

8:13 AM

8:30 AM

8:46 AM

10:03 AM\*\*EXTREMELY LOUD\*\*

10:22 AM

1:29 PM

4:03 PM

5:12 PM

5:38 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*BLUE TAIL\*\*FLEW OVER MY HOUSE\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan`  
**Sent:** Friday, August 11, 2006 4:31 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 13, 2006

5:50 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\* 4 ENGINE\*\*  
6:41 PM  
6:50 PM  
7:01 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
7:28 PM  
7:33 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*FLEW EAST OF MY HOUSE\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

8/14/2006

## Jennifer Shira

---

**From:** stan  
**Sent:** Friday, August 11, 2006 4:41 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 14, 2006

6:24 PM\*\*EXTREMELY LOUD\*\*BLUE TAIL\*\*  
6:58 PM\*\*EXTREMELY LOUD\*\*TWO ENGINES IN FRONT OF TAIL\*\*FLEW OVER MY HOUSE\*\*  
7:04 PM\*\*EXTREMELY LOUD\*\*FLEW OVER MY HOUSE\*\*  
7:07 PM\*\*EXTREMELY LOUD\*\*BLUE TAIL\*\*FLEW EAST OF MY HOUSE\*\*  
7:31 PM  
10:51 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)



## Jennifer Shira

---

**From:** stan  
**Sent:** Friday, August 11, 2006 4:46 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 18, 2006

12:14 AM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
7:12 AM  
11:37 AM  
12:12 PM  
12:34 PM  
3:59 PM\*\*EXTREMELY LOUD\*\*  
4:38 PM  
9:22 PM  
9:31 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan`  
**Sent:** Friday, August 11, 2006 4:48 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 19, 2006

12:25 AM  
12:27 AM AM  
12:43 AM  
12:44 AM  
8:14 AM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 4:51 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 20, 2006

12:08 AM\*\*EXTREMELY LOUD\*\*  
12:23 AM  
12:33 AM  
8:55 AM  
1:16 PM  
1:26 PM  
6:51 PM  
7:29 PM  
11:42 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 4:55 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 21, 2006

12:10 AM  
12:36 AM  
10:31 AM  
10:38 AM  
4:14 PM\*\*EXTREMELY LOUD\*\*4 ENGINE\*\*  
6:58 PM\*\*EXTREMELY LOUD\*\*  
7:27 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan'  
**Sent:** Friday, August 11, 2006 4:58 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 22, 2006

7:20 PM  
10:25 PM  
10:28 PM  
11:21 PM  
11:23 PM  
11:48 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 5:00 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 23, 2006

8:07 AM  
11:56 AM  
3:30 PM  
5:50 PM  
9:09 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 7:53 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 24, 2006

7:07 AM  
12:47 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 7:56 PM  
**To:** McCarran Noise Study  
**Subject:** Fw: Noisy Planes

Noisy Planes on July 25, 2006

1:41 PM  
5:55 PM  
7:25 PM  
8:03 PM\*\*FLEW EAST OF MY HOUSE\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)



**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 7:59 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 26, 2006

7:21 AM  
11:31 PM  
11:33 PM  
11:44 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

From: stan  
Sent: Friday, August 11, 2006 8:02 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on July 27, 2006

12:08 AM  
7:11 AM  
7:35 AM  
10:14 AM\*\*EXTREMELY LOUD\*\*  
12:59 PM  
2:47 PM  
11:36 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Friday, August 11, 2006 8:05 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 28, 2006

12:06 AM  
8:00 AM\*\*EXTREMELY LOUD\*\*  
8:07 AM  
8:20 AM  
10:06 AM\*\*FLEW EAST OF MY HOUSE\*\*  
10:31 AM  
11:16 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan'  
**Sent:** Friday, August 11, 2006 8:08 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 29, 2006

8:08 AM\*\*EXTREMELY LOUD\*\*  
4:59 PM\*\*EXTREMELY LOUD\*\*  
5:02 PM  
9:35 PM  
9:53 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

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**From:** Jennifer Shira  
**Sent:** Monday, August 14, 2006 9:35 AM  
**To:** 'mary mcfarland'  
**Subject:** RE: UPDATED Part 150 Dates

Thank you for your comment Ms. McFarland. Please feel free to call the noise hotline to discuss the routes specifically at 261-5600.

Thank you,  
 Jen

---

**From:** mary mcfarland |  
**Sent:** Saturday, August 12, 2006 11:32 AM  
**To:** Jennifer Shira  
**Subject:** Re: UPDATED Part 150 Dates

Thank you for your recent correspondence. I would like to know if the routes have been changed again. Now we seem to get outgoing planes directly over us and also incoming planes directly over us. Usually starting by 6 or 6:30 AM and often until 11 or 11:30 at night. Does this mean the Summerlin route has been ruled out and money has talked again? I will write Jeff, but if he is the person we talked to at the meeting I see it hitting deaf ears as he did not want to hear what we had to say. Mary McFarland PS Try enjoying a Sat. afternoon in my backyard. I work all week, pay my taxes, am a good citizen and feel no one cares because I don't live in Southern Hills, etc. or main Henderson as one of your people so rudely pointed out.

----- Original Message -----

**From:** Jennifer Shira  
**To:** [mary mcfarland](#)  
**Sent:** Thursday, August 03, 2006 10:57 AM  
**Subject:** RE: UPDATED Part 150 Dates

Ms. McFarland,

You may submit a comment to:

**Clark County Department of Aviation, Planning Department**

**Attn: Jeff Jacquart**

**P.O. Box 11005**

**Las Vegas, NV 89111-1005**

*Comments must be received by 5 p.m. on Oct. 6, 2006.*

---

**From:** mary mcfarland  
**Sent:** Wednesday, August 02, 2006 8:48 PM  
**To:** Jennifer Shira  
**Subject:** Re: UPDATED Part 150 Dates

Where and how do we make a public comment if we can't get to the open meeting?

----- Original Message -----

**From:** [Jennifer Shira](#)  
**To:** Jennifer Shira  
**Cc:** Jeffrey Jacquart  
**Sent:** Thursday, July 20, 2006 11:29 AM  
**Subject:** UPDATED Part 150 Dates

Good morning-

This is an email to announce **new** public involvement dates for the FAR Part 150 Noise Compatibility Study Update for McCarran International Airport. Please note that the dates sent in the email dated June 9, 2006 no longer apply. Due to additional document preparation time, the dates are being pushed back approximately one month.

**Document released for public review and comment:** Aug. 29, 2006\*

**Public comment period:** Aug. 29 – Oct. 6, 2006\*

**Public open house:** Sept. 13, 2006\* (6 – 8 p.m., Clark County Government Center Cafeteria)

**Public hearing before the Board of County Commissioners:** Oct. 3, 2006\* (10 a.m., Clark County Government Center Council Chambers)

*\*All dates remain tentative. As they approach you will receive an email confirming the dates.*

Thank you,  
Jen

---

**From:** Jennifer Shira  
**Sent:** Friday, June 09, 2006 10:14 AM  
**To:** Jennifer Shira  
**Cc:** Jeffrey Jacquart  
**Subject:** Additional Part 150 Dates

Dear friend:

The Department of Aviation had identified *tentative* dates for an additional activities related to the FAR Part 150 Noise Compatibility Study Update for McCarran International Airport. Please see the information below for an additional public open house and public hearing before the Board of County Commissioners.

**Public Open House:**

Date: **Wednesday, Aug. 16, 2006 (tentative)**

Time: 6 – 8 p.m.

Location: Clark County Government Center, Cafeteria

*This open house will occur during the formal public review and comment period, which will begin Aug. 1, 2006 and continue through Sept. 5, 2006, and will offer an opportunity to speak directly with the project team about questions and concerns.*

**Public Hearing:**

Date: **Tuesday, Sept. 5, 2006 (tentative)**

Time: 10 a.m.

Location: Clark County Government Center

*This will be the formal public hearing before the Board of County Commissioners. Randy Walker, Director of Clark County Department of Aviation, will be presenting the study update to the Board. The public is invited to make formal comments before the Board accepts the document and directs staff accordingly.*

Again, this email contains tentative dates and is for planning purposes only. I will send reminders as the dates are confirmed.

Thank you,  
Jen

McCarran International Airport  
FAR Part 150  
Noise Compatibility Study Update

**Web Site Comments**

[www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com)

Aug. 29, 2006 – Oct. 6, 2006



## Jennifer Shira

---

From: webmaster@intermind.net  
Sent: Tuesday, August 29, 2006 7:45 AM  
To: info@mccarrannoisestudy.com  
Subject: From Web Site

name=Kathy Howe  
address=  
phone\_number=  
e\_mail\_address=

comments=First I would like to say that my family and I moved out to the Southwest almost twenty years ago and lived in a very quiet environment. We realize that the Las Vegas Valley has had tremendous growth and that airplanes flying over our homes are part of the success we have experienced but I feel that everyone should help in this success and more flight paths be established.. Recently the air traffic in our area seems to be three fold. Planes flying in at a higher altitudes are coming from the West which are so high you do not hear them. The main problem is the ones that are coming from the airport towards the West, flying down 215 and the turn seems to be right over Sierra Vista High School which in turn makes the flight path directly over our home. At any given time of the day or night all you hear is a continual rumble and then the planes are over us and it is impossible to even carry on a conversation. I did call McCarran and ask about Champion Air and the n!

oise they create. I was told they are older planes and that is the reason for the noise as they cannot get up to altitude before they reach our home.Southwest Air Lines also flies over our home at the same flight plan but they are a little higher up but still noisy just the same. Our zoning is rural preservation so that we can live in a somewhat different life style with horses, houses on min. acreage etc. but at this time we feel that we live at the end of the runway. I know that the planes have to fly over but is there any reason they could not fly down a commercial path which would be Durango? I was told when I had called McCarran that if they fly that far they could hit Mt Potosi. I have seen planes fly down this strip and there is no way they would hit this mountain. All they would have to do is make a gradual turn over Sierra Vista High School. Our home is less than one block from Durango which I realize we would still hear the noise but it would be a buffer and!  
not directly over our home.

I know that you have a big job ahead and I look forward to hearing from you. All your time and consideration is very much appreciated.

subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: cache-ntc-ad09.proxy.aol.com Remote IP address: 207.200.116.203

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, September 05, 2006 3:46 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 30, 2006  
PLEASE NOTE THE 7:13 PM ENTRY!!

7:16 AM  
7:17 AM  
8:16 AM\*\*EXTREMELY LOUD\*\*  
10:23 AM\*\*EXTREMELY LOUD\*\*  
11:34 AM\*\*EXTREMELY LOUD\*\*  
11:42 AM  
1:17 PM\*\*EXTREMELY LOUD\*\*  
1:49 PM  
2:45 PM  
2:47 PM\*\*EXTREMRLY LOUD\*\*  
4:31 PM\*\*EXTREMELY LOUD\*\*  
5:57 PM\*\*EXTREMELY LOUD\*\*  
6:32 PM  
7:09 PM\*\*EXTREMELY LOUD\*\*FLEW OVER MY HOUSE\*\*  
7:13 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*EXTREMELY LOW\*\*BLUE TAIL\*\*ACTUALLY HURT  
EARS WHILE OUTSIDE\*\*  
8:50 PM  
10:07 PM  
11:29 PM  
11:49 PM  
11:52 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, September 05, 2006 3:52 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on July 31, 2006

12:06 AM  
12:09 AM  
12:29 AM  
12:30 PM  
12:35 AM  
8:14 AM  
8:17 AM  
10:35 AM  
7:20 PM\*\*EXTREMELY LOUD\*\*ACTUALLY HURT EARS WHILE OUTSIDE\*\*  
7:26 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, September 05, 2006 3:55 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 1, 2006

7:15 AM\*\*3 PLANES\*\*  
8:15 AM  
8:29 AM  
2:11 PM  
3:03 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, September 05, 2006 4:01 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 2, 2006

6:44 AM  
7:02 AM  
8:21 AM  
4:22 PM\*\*EXTREMELY LOUD\*\*4 ENGINES\*\*  
6:56 PM  
8:05 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, September 05, 2006 4:07 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 3, 2006

8:23 AM  
8:30 AM  
8:39 AM  
8:43 AM  
10:12 AM  
10:23 AM  
11:04 AM  
6:52 PM  
7:14 PM\*\*EXTREMELY LOUD\*\*  
7:45 PM\*\*EXTREMELY LOUD\*\*  
8:21 PM  
10:13 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, September 05, 2006 4:11 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 4, 2006

12:04 AM  
12:48 AM  
12:50 AM  
12:58 AM  
11:20 PM  
11:38 PM  
11:40 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 4:14 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 5, 2006

7:19 AM  
8:10 AM  
11:19 AM  
8:33 PM\*\*EXTREMELY LOUD\*\*  
11:11 PM  
11:49 PM  
11:54 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)



Jennifer Shira

---

From: stan  
Sent: Tuesday, September 05, 2006 7:57 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 6, 2006

1:24 AM  
5:57 AM\*\*EXTREMELY LOUD\*\*WOKE ME UP\*\*  
10:12 AM\*\*EXTREMELY LOUD\*\*  
5:06 PM  
5:58 PM  
7:31 PM  
11:20 PM  
11:43 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, September 05, 2006 8:01 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 7, 2006

12:34 AM  
12:36 AM  
8:11 AM  
12:07 PM  
12:15 PM\*\*EXTREMELY LOUD\*\*  
4:42 PM\*\*EXTREMELY LOUD\*\*  
5:47 PM\*\*EXTREMELY LOUD\*\*  
7:27 PM\*\*EXTREMELY LOUD\*\*  
11:23 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

From: stan  
Sent: Tuesday, September 05, 2006 8:05 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 8, 2006

8:38 AM  
8:39 AM\*\*EXTREMELY LOUD\*\*  
9:04 AM\*\*EXTREMELY LOUD\*\*  
9:24 AM  
5:54 PM\*\*EXTREMELY LOUD\*\*  
6:15 PM  
7:27 PM\*\*EXTREMELY LOUD\*\*  
8:33 PM  
9:23 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

Jennifer Shira

---

From: stan1815@peoplepc.com  
Sent: Tuesday, September 05, 2006 8:09 PM  
To: McCarran Noise Study  
Subject: Noisy Planes

Noisy Planes on August 9, 2006

12:14AM  
12:15 AM  
12:23 AM  
12:24 AM  
7:23 AM  
8:01 AM  
12:02 PM  
7:18 PM\*\*EXTREMELY LOUD\*\*  
7:22 PM  
11:19 PM  
11:21 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan1815@peoplepc.com  
**Sent:** Tuesday, September 05, 2006 8:16 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 10, 2006

12:06 AM  
12:13 AM  
12:22 AM  
12:27 AM  
12:31 AM\*\*2 PLANES\*\*  
8:21 AM  
8:36 AM\*\*EXTREMELY LOUD\*\*  
8:51 AM\*\*EXTREMELY LOUD\*\*  
10:50 AM  
11:23 AM  
11:40 AM  
12:08 PM\*\*PLANE FLEW EAST OF MY HOUSE\*\*  
12:09 PM  
12:16 PM  
12:27 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan1815@peoplepc.com  
**Sent:** Tuesday, September 05, 2006 8:24 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 11, 2006

8:21 AM  
9:24 AM  
4:53 PM  
6:15 PM  
7:02 PM  
7:23 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** stan1815@peoplepc.com  
**Sent:** Tuesday, September 05, 2006 8:33 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 12, 2006

12:08 AM  
12:25 AM  
12:34 AM  
12:41 AM  
12:53 AM  
2:50 AM\*\*EXTREMELY LOUD\*\*WOKE ME UP\*\*  
9:48 AM  
10:06 AM  
10:15 AM  
10:56 AM  
11:00 AM  
11:37 AM  
3:45 PM  
6:48 PM  
6:51 PM  
7:32 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
7:56 PM\*\*EXTREMELY LOUD\*\*  
8:17 PM  
8:21 PM  
8:24 PM  
9:08 PM\*\*EXTREMELY LOUD\*\*  
9:09 PM  
9:14 PM  
10:23 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan1815@peoplepc.com  
**Sent:** Tuesday, September 05, 2006 8:38 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 13, 2006

7:23 AM\*\*EXTREMELY LOUD\*\*WOKE ME UP\*\*  
8:26 AM  
9:00 AM  
9:05 AM\*\*EXTREMELY LOUD\*\*  
12:02 PM  
12:21 PM\*\*EXTREMELY LOUD\*\*  
6:38 PM  
7:16 PM  
9:53 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)



**Jennifer Shira**

---

**From:** stan1815@peoplepc.com  
**Sent:** Tuesday, September 05, 2006 8:45 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 14, 2006

12:05 AM  
6:50 AM  
9:30 AM  
10:26 AM  
10:32 AM  
11:08 AM\*\*EXTREMELY LOUD\*\*BLUE TAIL & SIDE MOUNTED ENGINES\*\*  
7:21 PM  
9:26 PM\*\*EXTREMELY LOUD\*\*RATTLED WINDOWS\*\*  
10:50 PM  
10:54 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan1815@peoplepc.com  
**Sent:** Tuesday, September 05, 2006 8:48 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 15, 2006

12:11 AM  
12:23 AM  
12:29 AM  
7:43 AM\*\*EXTREMELY LOUD\*\*  
8:10 AM  
6:28 PM  
6:54 PM  
7:18 PM\*\*EXTREMELY LOUD\*\*  
7:22 PM\*\*EXTREMELY LOUD\*\*

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, September 05, 2006 8:52 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 16, 2006

12:22 AM  
12:23 AM  
12:30 AM  
9:52 AM\*\*EXTREMELY LOUD\*\*  
11:06 AM  
11:13 AM  
11:44 AM  
4:59 PM\*\*EXTREMELY LOUD\*\*  
7:29 PM\*\*EXTREMELY LOUD\*\*  
10:56 PM  
11:57 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

**Jennifer Shira**

---

**From:** stan  
**Sent:** Tuesday, September 05, 2006 8:59 PM  
**To:** McCarran Noise Study  
**Subject:** Noisy Planes

Noisy Planes on August 17, 2006

12:26 AM  
12:27 AM  
12:29 AM  
12:31 AM  
7:01 AM  
7:04 AM  
9:04 AM  
12:08 PM\*\*EXTREMELY LOUD\*\*BLUE TAIL & SIDE MOUNTED ENGINES\*\*  
12:42 PM\*\*EXTREMELY LOUD\*\*  
4:24 PM  
5:24 PM  
6:33 PM  
7:27 PM\*\*EXTREMELY LOUD\*\*  
8:11 PM\*\*EXTREMELY LOUD\*\*  
11:03 PM

Stanton Gordon  
Robindale & Rainbow (Nevada Trails)

## Jennifer Shira

---

**From:** Joe1674@aol.com  
**Sent:** Monday, September 18, 2006 11:32 AM  
**To:** JeffJ@mccarran.com  
**Cc:** AndreaM@mccarran.com; Jennifer Shira; aircraftnoise@cox.net; Joe1674@aol.com  
**Subject:** Airplane Noise at Nevada Trails - FAT 150 Noise Study Comment Form  
**Attachments:** Letter to Noise Study Group 09-13-2006.doc

Jeff,

Thanks for discussing the airplane noise issues with me last week at the open house. I'd like clarification on a couple of items and I also want to make a few comments/questions.

- 1) Please clarify that Nevada Trails is now outside of the 60 Db range because of the recent noise studies and that there is little or no consideration to alleviate any noise generated from the airplanes that fly over or near our community.
- 2) As with any study, there are questionable items about the way the study was performed. We believe there are serious flaws in the study. For example, they take averages in order to calculate the noise level. So, for example, we could have 200 operations during 1 period that the decibel level was at 80Db and other periods that the levels were below 60 and the average was 59; therefore it is considered acceptable noise. Is this correct? Bud gave me a perfect analogy. If you are driving on the 215 freeway at 100 miles an hour and an NHP stops you to give you a ticket, you can say no, I don't deserve a ticket because I was only driving at 40 miles an hour the last 24 hours and that averages 60 miles an hour. Please comment!!!
- 3) Right hand turn. I'll assume that this is still a valid recommendation under consideration??? Comment - even if this is accepted and implemented, it doesn't mean we will get any reduction in planes flying overhead, but merely that the anticipated growth in operations, will divert some of that growth to the Right.. Is this true???
- 4) Can we at least make sure the planes hit "marker #2", which is one of our biggest arguments. I understand the concept of "fanning" but I believe the planes take too much liberty in cutting the corners. Can you strongly urge more compliance to hitting the markers???
- 5) You asked me to keep an open mind and I am trying to be objective, however everything I have been hearing from Aviation Dept and the FAA doesn't give me any comfort in knowing we will get any relief from the continual noise generated from the airplanes flying overhead. Please comment!!
- 6) We would really like you to visit our property one day for a couple of hours. (we promise not to lock you up). I'm sure we can provide refreshments while you listen to the noise with your own ears and no instruments and you tell us if we are being unreasonable in asking for relief from this continuous bombardment of plane noise. You think you can schedule some time with us??
- 7) I read through the study updates and can't find any substantial improvements in alleviating airplane noise. Lots of words (get rid of old planes, etc.) but nothing tangible that will reduce the noise levels in our neighborhood now or in the near future. If there are any, please let me know????.
- 8) I have prepared a letter and gave it to Jennifer and Andrea the other night. I am attaching a soft copy for you.

Please include this and the attachment as part of the study documentation.

Regards,

Joe Capozzi

September 13, 2006

FAR Part 150 Noise Study Group  
Project Team at McCarran Airport  
PO Box 11005  
Las Vegas, NV 89111  
Attn: Jennifer Shira / Jeffrey Jacquart

I am a citizen living in Las Vegas in the Southwest part of town in a community called Nevada Trails (subdivision Saddle Peak). We are located at the intersection of Robindale Rd and Rainbow Blvd.

I have listed 3 issues with regard to the airplane noise over our community.

- 1) I have been submitting noise complaints to the Noise Abatement hotline at the airport for about 1 year now. You may have recently noticed that there has been a reduction in the number of complaints from our community (based on the monthly reports you receive from Airport Noise Office). This is not because the noise has been reduced or there are fewer planes flying over or near our neighborhood, but because it would be a full time job to call in each time a loud plane flies by. Rather, a call is placed when I am near a phone and have time to call. I have asked repeatedly if I could create a log of complaints and call in once with the list, but I have been told that it would only be counted as a single call, even though I may have over 100 noise complaints (so that would skew the report numbers). In addition, you have to listen to a recorded message before you can leave the complaint information. I also asked if there was a way to bypass the recorded message and I was told no, which of course takes another 20-30 seconds to listen to. So you see, it is a very frustrating process and I sometimes just can't be bothered to call. So you may see a reduction in complaints, but in fact there is no reduction in planes and/or noise; just frustration on our part. *To net this out, the noise complaint report issued by Andrea McKenzie may not be accurate reflection of the true number of complaints.*
  
- 2) "You knew about the planes!!!" That's all I hear from the airport administrators. Well, I'm tired of that response also. The fact of the matter is that we did not know about the planes, contrary to popular opinion. I have a document from the Clark County Current Planning Division, dated May 26, 2005, that was addressed to McCarran Airport that states that condition of approval to develop the subject land for residential use was that each homeowner was to be provided with a single page Airport Noise Disclosure acknowledging that the area we would be living in may have an effect upon the livability, value, and suitability of the property for residential use. It was to be signed by the buyer and forwarded to the Dept of Aviation's Noise Office by the developer. For the record, I or no one else in our

community ever received such as disclosure, and no one in their right mind would sign and buy the property if we knew there would be such an adverse effect on our lives. I will say that there was an 11 page disclosure consisting of many items and there was a paragraph buried in there that said that we live near several airports and they may fly nearby at any time. It came right before the notice about Area Schools and Community Amenities. Well, for that matter, everyone in the Las Vegas valley lives near some airport and it would be expected to see a few planes every once in a while. In no way was the tone or intent of that paragraph meant to sway buyers from purchasing a residence here.

I would like to see the signed disclosure that we supposedly received and signed with those words “ may have an effect upon the livability, value, and suitability of the property for residential use”. In addition, I would like to see the approval document signed by the Clark County Planning Division based on meeting the conditions of the recommendations. Only then would I agree that “we knew about the planes” and that it is OK to fly over our neighborhood.

- 3) We also believe that even if the “right hand turn” proposal is adopted, this will not reduce the amount of planes flying over our community. This will merely offset the anticipated growth in the number of takeoffs to the West by “spreading them out” Most to the Left; some to the Right”.

I would request that you discuss this among the Project Team. I also intend to read this at the next round table meeting held by the group.

Sincerely,

Joseph Capozzi

Email: joe1674@aol.com

Attachments (2)

**Jennifer Shira**

---

**From:** Aircraft Noise [aircraftnoise@cox.net]  
**Sent:** Thursday, September 21, 2006 3:22 PM  
**To:** CAPOZZI, Joe; NEVADA TRAILS; Jennifer Shira; AndreaM@mccarran.com; JeffJ@mccarran.com  
**Subject:** NOISE STUDY RESPONSE  
**Attachments:** Noise Study Response.doc

To Whom It May Concern,  
I am attaching my response to the recent Open House regarding the FAR Part 150 Noise Study. I anticipate your response. Thank you.

Bud Visalli  
Saddle Peak at Nevada Trails  
[aircraftnoise@cox.net](mailto:aircraftnoise@cox.net)

This is a special e-mail address for Saddle Peak, Nevada Trails, Coronado Ranch, Rhodes Ranch, Southern Highlands, Mountain's Edge and homeowners within the Southwest area only. This e-mail address is strictly intended for information purposes for the homeowners of these communities and not to be confused with the McCarran Noise Hotline or the McCarran Noise Study Group. Please direct all aircraft noise complaints to the McCarran Noise Hotline at 261-3694 and/or e-mail the McCarran Noise Study Group at: [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)

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This communication, together with any attachments hereto or links contained herein, is for the sole use of the intended recipient(s) and may contain information that is confidential or legally protected. If you are not the intended recipient, you are hereby notified that any review, disclosure, copying, dissemination, distribution or use of this communication is STRICTLY PROHIBITED. If you have received this communication in error, please notify the sender immediately by return e-mail message and delete the original and all copies of the communication, along with any attachments hereto or links herein, from your system. Use or redistribution of e-mail addresses without written permission is also STRICTLY PROHIBITED.



## Jennifer Shira

---

**From:** webmaster@intermind.net  
**Sent:** Tuesday, September 26, 2006 2:22 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Josh Swoboda  
address=  
phone \_number=  
e\_mail\_address=  
comments=I've just moved into this area. The air traffic noise in unbearable. What is the proper way file a complaint?  
subject=From Web Site  
email=info@mccarrannoisestudy.com  
url=http://www.mccarrannoisestudy.com/thankyou.html  
Submit=Submit

Server protocol: HTTP/1.1  
HTTP From:  
Remote host: nv-76-0-239-190.dhcp.embarqhsd.net  
Remote IP address: 76.0.239.190

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Wednesday, September 27, 2006 12:32 PM  
**To:** 'Robert Klicsu'  
**Subject:** RE: question about noise abatement issues

Mr. Klicsu-  
Please contact Jeff Jacquart at the Clark County Department of Aviation for additional information about this program. He can be reached at 261-5510.  
Thanks!  
Jen Shira  
On behalf of the project team

---

**From:** Robert Klicsu [mailto:rklicsu@qualcomm.com]  
**Sent:** Wednesday, September 27, 2006 7:24 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** question about noise abatement issues

Greetings,

I recently read an article concerning "*Airport may buy nearby homes*" in the *Green Valley News*, 9/21 thru 9/27 issue. The article had to do with noise abatement and approximately 1243 homes which were identified as possibly being eligible for purchase. The area mentioned in the article may include my home which is North of the airport between Tropicana and Harmon Avenues. Can you please inform me as to where I can obtain additional information regarding this matter?

Thank you so much for you time and assistance in this manner.

Have a great day.

Robert Klicsu

**Jennifer Shira**

---

**From:** Aircraft Noise [aircraftnoise@cox.net]  
**Sent:** Thursday, September 28, 2006 6:27 PM  
**To:** JeffJ@mccarran.com; AndreaM@mccarran.com; Jennifer Shira; NEVADA TRAILS;  
CAPOZZI, Joe  
**Subject:** NOISE STUDY RESPONSE  
**Attachments:** Noise Study Response.doc

To Whom It May Concern,

Since I did not get a response I am re-sending this e-mail. Perhaps there was a problem with the first transmission.

I am attaching my response to the recent Open House regarding the FAR Part 150 Noise Study. I anticipate your response. Thank you.

Bud Visalli  
Saddle Peak at Nevada Trails  
[aircraftnoise@cox.net](mailto:aircraftnoise@cox.net)

This is a special e-mail address for Saddle Peak, Nevada Trails, Coronado Ranch, Rhodes Ranch, Southern Highlands, Mountain's Edge and homeowners within the Southwest area only. This e-mail address is strictly intended for information purposes for the homeowners of these communities and not to be confused with the McCarran Noise Hotline or the McCarran Noise Study Group. Please direct all aircraft noise complaints to the McCarran Noise Hotline at 261-3694 and/or e-mail the McCarran Noise Study Group at: [info@mccarrannoisestudy.com](mailto:info@mccarrannoisestudy.com)

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This communication, together with any attachments hereto or links contained herein, is for the sole use of the intended recipient(s) and may contain information that is confidential or legally protected. If you are not the intended recipient, you are hereby notified that any review, disclosure, copying, dissemination, distribution or use of this communication is STRICTLY PROHIBITED. If you have received this communication in error, please notify the sender immediately by return e-mail message and delete the original and all copies of the communication, along with any attachments hereto or links herein, from your system. Use or redistribution of e-mail addresses without written permission is also STRICTLY PROHIBITED.

**Bud Visalli**  
**7167 Frontier Hills Avenue**  
**Las Vegas, NV 89113-3017**

September 21, 2006

To Whom It May Concern,

I find it absolutely outrageous, although not surprising, that the individuals in charge of the FAR Part 150 Noise Study, the FAA and McCarran International are still trying to trick the homeowners in Nevada Trails by conducting a totally flawed noise study. This 60db noise study is definitely going to give false results because it is set up that way. That's like saying if I drove my car 100 miles an hour between the hours of 6 AM and 7 AM and 20 miles an hour any time thereafter I averaged 5 miles per hour in a 24-hour period and therefore wasn't speeding. It's totally absurd. With all due respect to the company that did the study it's obvious that a real live person didn't spend the time to monitor the planes. All they did was set up the equipment and leave the scene. Once again I invite any of you to come and spend a week at my house and then tell me the planes are not obnoxious and aggravating. They fly too low over this community and we still haven't gotten a straight answer as to why they don't gain altitude. There is still talk from certain people that WE KNEW the planes were going to fly over here. As we have stated numerous times we DID NOT KNOW. We were told by The Clark County Department of Aviation that a stand-alone disclosure was to have been given to each and every homeowner to be signed by each homeowner and returned to the Clark County Department of Aviation. We NEVER received that document. Besides, if the Clark County Department of Aviation was aware then that there was going to be a noise issue why are they now claiming that this area is outside of the 60db Noise Contour? Would an area outside of the 60db Noise Contour require a disclosure? The bottom line is the planes are STILL flying over Nevada Trails, they're STILL making noise, they're STILL flying at low altitudes, certain airlines are STILL flying those noisy old planes, we STILL get loud planes flying over at all hours of the night and early morning and after nearly four years the people here STILL have no relief. We're not unreasonable people, why can't the aviation industry work with us? I anticipate your response.

Thank you

Sincerely,

Bud Visalli

**Jennifer Shira**

---

**From:** Jennifer Shira  
**Sent:** Tuesday, October 03, 2006 6:20 PM  
**To:** 'herobaby@earthlink.net'  
**Subject:** RE: Mccarran noise

Ms. Varra:

Thank you for your comment, to further discuss your concerns please call the noise information line at 261-5600.

Thank you,

Jen Shira

On behalf of the project team

---

**From:** gloria varra [mailto:herobaby@earthlink.net]  
**Sent:** Tuesday, October 03, 2006 9:41 AM  
**To:** info@mccarrannoisestudy.com  
**Subject:** Mccarran noise

I am writing about the air plane noise over my home which has worsen sin ce 1993. We were not informed about plane nose when we move in .

We are retired seniors unable to sleep. My husband had cancer and need his rest.because of plane noise we are unable to sell or go outside planes need to be rotated.

gloria varra

[herobaby@earthlink.net](mailto:herobaby@earthlink.net)

Why Wait? Move to EarthLink.

## Jennifer Shira

---

**From:** Jennifer Shira  
**Sent:** Tuesday, October 03, 2006 6:19 PM  
**To:** 'herobaby@earthlink.net'  
**Subject:** Thank you for your comment

Mr. & Mrs. Varra:  
Thank you for your comment. To further discuss your concerns please call the noise office at 261-5600.  
Thank you,  
Jen  
On behalf of the project team

-----Original Message-----

From: webmaster@intermind.net [mailto:webmaster@intermind.net]  
Sent: Tuesday, October 03, 2006 9:31 AM  
To: info@mccarrannoisestudy.com  
Subject: From Web Site

Unable to sleep because of plane noise which has worsen in the past few years.

## Jennifer Shira

---

**From:** webmaster@intermind.net  
**Sent:** Friday, October 06, 2006 3:08 PM  
**To:** info@mccarrannoisestudy.com  
**Subject:** From Web Site

name=Bob Reeve

address=.

phone \_number=

e\_mail\_address=bobreeve1@aol.com

comments=I believe that since this airport has many thousands of people living immediately adjacent to the North of it that a noise monitor should have been placed in that area. I realize that you only use the monitors to validate the computer modeling you use to create the noise contours, but still, this is an area full of homes and apartments and it is not being noise tested. The area also has possibly the highest concentration of Hispanic households in the valley...are you really getting their input?? Sincerely, Bob Reeve subject=From Web Site email=info@mccarrannoisestudy.com url=http://www.mccarrannoisestudy.com/thankyou.html Submit=Submit

Server protocol: HTTP/1.1

HTTP From:

Remote host: cache-ntc-ad09.proxy.aol.com Remote IP address: 207.200.116.203



## **V. Public Hearing Materials**

A public hearing was convened by the Clark County Board of County Commissioners on Tuesday, October 3, 2006 at the Clark County Government Center at 10 a.m. The CCDOA published a “Notice of Availability and Public Hearing” in the *Nevada* and *Legal* sections of the Las Vegas Regional-Journal/Las Vegas Sun on August 27<sup>th</sup>, September 3<sup>rd</sup>, and September 10<sup>th</sup>, 2006. The same notices were also used to advertise Open House 4 which was held on September 13, 2006. For each published advertisement, an affidavit of publication and invoices/proof of payment are provided herein. The transcript and visual materials presented at the public hearing are also provided in this section. Public comments received at the public hearing were responded to directly by CCDOA staff during the proceedings.

### **5.1 Advertisements and Affidavits**

The following pages provide copies of the affidavits of publication, invoices, and advertisements for the public hearing, as published in the *Nevada* and *Legal* sections of the Las Vegas Review-Journal/Las Vegas Sun. A document identifier has been inserted at the upper left corner of each sheet.

AFFP DISTRICT COURT  
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)  
COUNTY OF CLARK) SS:

Donna Stark, being 1st duly sworn, deposes and says:

That she is the Legal Clerk for the Las Vegas Review-Journal and the Las Vegas Sun, daily newspapers regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for,

CC DEPT AVIATION  
4844909

2615211CC

was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 3 edition(s) of said newspaper issued from 08/27/2006 to 09/10/2006, on the following days: AUG. 27, SEPT. 3, 10, 2006

Signed: \_\_\_\_\_

*Donna Stark*

SUBSCRIBED AND SWORN BEFORE ME THIS THE \_\_\_\_\_

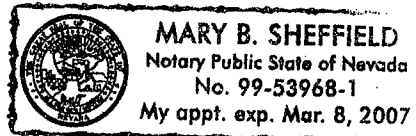
*13*

day of \_\_\_\_\_ 2006

*September*

*Mary B. Sheffield*

Notary Public





## Notice of Availability and Public Hearing For Review of the Draft Federal Aviation Regulations Part 150 Noise Compatibility Study Update for McCarran International Airport

The Clark County Department of Aviation (CCDOA) is conducting an Update to the Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Study for McCarran International Airport to address existing and future noise generated by aircraft operations. The CCDOA hosted three Open Houses during the preparation of the draft Update (August 2005, October 2005, and May 2006). A fourth Open House will be held on September 13, 2006. The Open House will include displays about the study process, aircraft traffic conditions, noise contours, and noise reduction measures. Community members are invited to interact directly with CCDOA staff, ask questions, and provide comments. The public comment period will be open from August 29 through October 6, 2006.

**Meeting:** Open House on Draft Update  
**Date:** Wednesday, September 13, 2006  
**Time:** 6:00 p.m. to 8:00 p.m.  
**Location:** Clark County Government Center, Cafeteria  
500 S. Grand Central Parkway, Las Vegas, NV 89155.

A formal Public Hearing will be held during the Clark County Board of Commissioners regularly scheduled meeting on October 3, 2006.

**Meeting:** Public Hearing on Draft Update  
**Date:** Tuesday, October 3, 2006  
**Time:** 10:00 a.m.  
**Location:** Clark County Government Center,  
Commission Chambers  
500 S. Grand Central Parkway, Las Vegas, NV 89155.

Beginning August 29, 2006, the Draft FAR Part 150 Update for McCarran International Airport will be available for public review at [www.mccarrannoisestudy.com](http://www.mccarrannoisestudy.com), or during normal business hours at the following locations:

Clark County Department of Aviation	McCarran International Airport, 4 <sup>th</sup> Floor, Planning
Clark County Government Center	500 S. Grand Central Parkway, 6 <sup>th</sup> Floor, Clerk's Office
Clark County Library	1401 E. Flamingo Road
Enterprise Library	25 E. Shelbourne Avenue
Green Valley Library	2797 N. Green Valley Parkway
Las Vegas Library	833 Las Vegas Boulevard North
North Las Vegas City Library	2300 Civic Center Drive
Paseo Verde Library	280 S. Green Valley Parkway
Rainbow Library	3150 N. Buffalo Drive
Sahara West Library	9600 W. Sahara Boulevard
Spring Valley Library	4280 S. Jones Boulevard
Summerlin Library	1771 Inner Circle Drive
Sunrise Library	5400 Harris Avenue
UNLV Library	4505 S. Maryland Parkway
West Charleston Library	6301 W. Charleston Boulevard
West Las Vegas Library	951 W. Lake Mead Boulevard
Whitney Library	5175 E. Tropicana Avenue

Written comments on the Draft FAR Part 150 Update for McCarran International Airport will be accepted from Tuesday, August 29, 2006, through 5:00 p.m. on Friday, October 6, 2006. Submit comments to Jeff Jacquart, CCDOA, Planning, P.O. Box 11005, Las Vegas, NV 89111-1005. All comments received will be addressed in the Final document. For further information, call Jeff Jacquart at 702-261-5510.

PUB: August 27, September 3, 10, 2006 LV Review-Journal

RECEIVED  
SEP 08 2006  
ACCOUNTS PAYABLE

AFFP DISTRICT COURT  
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)  
COUNTY OF CLARK) SS:

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CC AVIATION  
55353401

971090

was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 1 edition(s) of said newspaper issued from 08/27/2006 to 08/27/2006, on the following days: AUG. 27, 2006

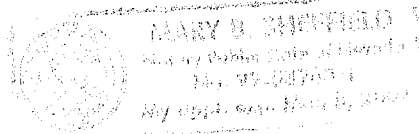
Signed: Donna Stark

SUBSCRIBED AND SWORN BEFORE ME THIS THE 5

day of September 2006

Mary B. Sheffield

Notary Public



AFFP DISTRICT COURT  
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)  
COUNTY OF CLARK) SS:

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CC AVIATION  
55353201

971090

was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 1 edition(s) of said newspaper issued from 09/03/2006 to 09/03/2006, on the following days: SEPT. 3, 2006

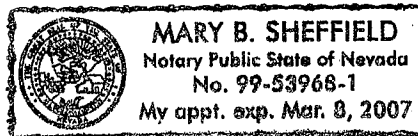
Signed: Donna Stark

SUBSCRIBED AND SWORN BEFORE ME THIS THE 20

day of September 2006

Mary B. Sheffield

Notary Public



AFFP DISTRICT COURT  
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)  
COUNTY OF CLARK) SS:

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CC AVIATION  
55353301

971090

was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 1 edition(s) of said newspaper issued from 09/10/2006 to 09/10/2006, on the following days: SEPT.10, 2006

Signed: \_\_\_\_\_

*Donna Stark*

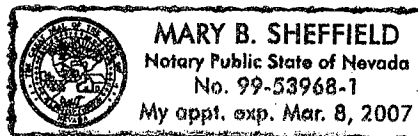
SUBSCRIBED AND SWORN BEFORE ME THIS THE \_\_\_\_\_

20

day of September 2006

*Mary B. Sheffield*

Notary Public





**Notice of Availability and Public Hearing  
For Review of the Draft Federal Aviation Regulations  
Part 150 Noise Compatibility Study Update for  
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## **5.2 Clark County Department of Aviation Presentation**

The following materials were presented at the public hearing on October 3, 2006. A copy of the Draft Noise Exposure Map report and Noise Compatibility Program report were provided to the members of the Clark County Board of County Commissioners in advance of the October 3, 2006 public hearing.



## Draft Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study Update for McCarran International Airport

**Randall H. Walker, Director**  
**Jeff Jacquart, Airport Program Administrator**  
 Clark County Department of Aviation

In conjunction with:  
**Ricondo & Associates, Brown • Buntin & Associates**  
**Katz & Associates, Kaplan Kirsch & Rockwell LLP**

**October 3, 2006**  
 Board of County Commissioner's meeting

1

## What is a FAR Part 150 Study?

- ❖ An airport noise compatibility assessment process established by the Federal Aviation Administration (FAA) through the Code of Federal Regulations (CFR), Title 14 - Federal Aviation Regulation (FAR) Part 150, Airport Noise Compatibility Planning Program.
- ❖ Defines methodology and procedures for preparing Noise Exposure Maps (NEM) & Noise Compatibility Programs (NCP).
  - ❖ NEM - Maps which show areas that are impacted by aircraft noise, depicted as **day-night annual average contours (DNL)**.
  - ❖ NCP - Recommendations that can be implemented to reduce the level of aircraft noise on neighborhoods surrounding an airport.
- ❖ Voluntary program established for airport sponsors, such as Clark County, to become eligible for grants to implement approved airport noise programs.
- ❖ Summarizes historical and future airport noise reduction strategies.

2

## Part 150 Study Process

### Gather Data

- Noise measurements
- FAA Air Traffic Control Tower data
- Runway use data
- Aviation activity
- Land use and zoning data
- Wind and weather
- Community input

### Quantify Noise Exposure (NEM)

- Develop noise exposure maps using the FAA's Integrated Noise Model (INM)
  - Current year (most recent full calendar year)
  - Five-year look ahead
  - Other years identified by the Clark County Department of Aviation
- Assess effects on population & land use

### Identify and Evaluate Alternatives (NCP)

- Noise abatement measures
- Noise mitigation measures
- Evaluate in terms of:
  - Effectiveness of noise reduction
  - Effects on Airport operations
  - Cost
  - Potential for implementation

### Develop Program for Submission to the FAA

- Abatement and mitigation measures
- Implementation and monitoring plan
- General steps:
  - Clark County Department of Aviation recommends
  - Public reviews and provides input
  - Clark County Board of County Commissioners adopts program
- Submit program to FAA for review and approval

**Public Outreach and Involvement**

3

## Public Working Group & Community Input

To assist the Clark County Department of Aviation in preparing a Noise Compatibility Study Update by providing review and feedback throughout the Update's development.

4

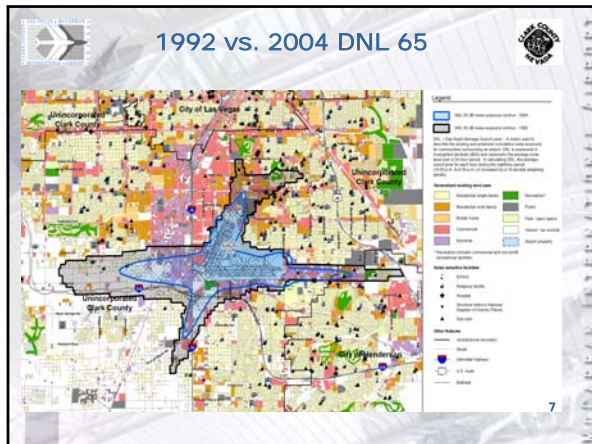
## Public Outreach & Involvement

<h3>Public Working Group Meetings (11)</h3> <ul style="list-style-type: none"> <li>June 21, 2005</li> <li>July 26, 2005</li> <li>August 9, 2005 (Tour of Air Traffic Control Facility)</li> <li>August 23, 2005 (and Tour of Airport Environs)</li> <li>September 27, 2005</li> <li>October 25, 2005</li> <li>January 24, 2006</li> <li>February 25, 2006</li> <li>March 14, 2006 (Supplementary on Capacity)</li> <li>March 28, 2006</li> <li>April 18, 2006</li> <li>May 23, 2006</li> </ul>	<h3>Open Houses (3) &amp; Other Public Involvement</h3> <ul style="list-style-type: none"> <li>August 24, 2005           <ul style="list-style-type: none"> <li>Focus on Study Process, Role of the Public Working Group, and Current Traffic Conditions.</li> <li>47 Participants / 16 Comments.</li> </ul> </li> <li>October 25, 2005           <ul style="list-style-type: none"> <li>Focus on Future Traffic and Operational Conditions, Baseline Noise Exposure Maps, and Previous Noise Reduction Efforts.</li> <li>24 Participants / 3 Comments.</li> </ul> </li> <li>May 24, 2006           <ul style="list-style-type: none"> <li>Focus on Preliminary Recommendations/Measures to reduce Noise.</li> <li>27 Participants / 10 comments.</li> </ul> </li> </ul> <p>Comments submitted via website - <a href="http://mccarrannoiseupdate.com">mccarrannoiseupdate.com</a></p> <ul style="list-style-type: none"> <li>258 Comments / 92 Authors</li> </ul>	<h3>Formal Public Hearing Process</h3> <ul style="list-style-type: none"> <li>Open House - September 13, 2006 Clark County Government Center 500 S. Grand Central Pkwy. Cafeteria</li> <li>Public Hearing - October 3, 2006 Board of County Commissioners Clark County Government Center 500 S. Grand Central Pkwy. Commission Chambers 10 a.m.</li> </ul> <p><b>Public Comment Period</b></p> <ul style="list-style-type: none"> <li>August 29 - October 6, 2006: Attn: Jeff Jacquart CCDOA, Planning P.O. Box 11905 Las Vegas, NV 89111-1025</li> </ul>
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5

## Part 1: Development of Noise Exposure Maps (NEMs)

6



### Part 2: The Noise Compatibility Program (NCP)

- ❖ The Noise Compatibility Program (NCP) includes recommendations that can be implemented to reduce the level of aircraft noise on neighborhoods surrounding an airport.
- ❖ The NCP outlines a strategy to implement noise abatement and mitigation measures.
  - ❖ Abatement measures reduce the amount of noise generated by airport operations (i.e., using quieter aircraft, redirecting flights).
  - ❖ Mitigation measures reduce the amount of incompatible development impacted by airport operations (i.e., land acquisition, sound attenuation).
- ❖ Twenty-four measures contained within draft report. Two measures recommended for removal.

8

### Abatement Measure 6

6. Conduct a study to determine if the use of advanced navigation technologies could enable pilots to follow more predictable and precise flight tracks, thereby minimizing overflights and noise in areas developed with noise-sensitive land uses.

Aug. 2002 – 14% within .3 NM of SVHS

Aug. 2006 – 88% within 0.3 NM of SVHS

Implementation – Airspace and noise consultant. Funding approval from FAA.  
 Schedule – 1 to 2 years for full review and assessment.  
 Costs – Estimated at \$200,000.  
 Benefit – Initial assessment found a reduction in the number of households impacted (13) in DNL 65 and higher. Additional review needed.

9

### Abatement Measure 7

7. Conduct a study to determine the feasibility and noise reduction benefits of establishing continuous descent approach (CDA) procedures.

Implementation – Airspace and noise consultant. Funding approval from FAA.  
 Schedule – 1 to 2 years for full review and assessment.  
 Costs – Estimated at \$150,000.  
 Benefit – Some benefits found at other airports. Review needed at local level.

10

### Abatement Measure 8

8. Request that the FAA increase the length of the final straight-in approach segment for arrivals on Runways 1L, 1R, 7L, and 7R during visual meteorological conditions (VMC).

Implementation – FAA and airlines.  
 Schedule – 1 to 2 years to implement, if FAA concurs.  
 Costs – Potentially \$100,000 for airspace study and \$300,000 for environmental review and processing, if necessary.  
 Benefit – Assessment found a reduction in the number of households impacted (4) in DNL 65 and higher.

11

### Historic Land Acquisition


Over 500 parcels acquired.  
 ≈ \$90 million on noise mitigation.  
 ≈ \$110 million on dual-purpose acquisition, which included a noise component.  
 (Acquisition database in process of being finalized.)

12


### Mitigation Measure 1

- Establish a **voluntary** program to acquire properties developed with airport-incompatible land uses that will be exposed to aircraft noise of DNL 70 and higher based on the 2011 noise exposure map.
  - ❖ Must be constructed before October 1998 to be eligible for federal funding.

**TO WEST**  
1 single-family home



**TO EAST**  
3 single-family homes



Implementation – Funding approval from FAA.  
 Schedule – Dependent on funding approval and availability. Multi-year program.  
 Costs – Estimated at \$5 million for four (4) single-family residences.  
 Benefit – Four (4) households removed from the noise impact area. 13


### Mitigation Measure 3

- Establish a **voluntary** program to acquire properties developed with airport-incompatible land uses that will be exposed to aircraft noise of DNL 65 to DNL 70 based on the 2011 noise exposure map.
  - ❖ Must be constructed before October 1998 to be eligible for federal funding.
  - ❖ Multi-family units must be constructed before August 1986.
  - ❖ Single-family units located just outside DNL 65 included to address neighborhood continuity and abandonment issues.
  - ❖ Program not applicable to areas still developing with new single-family residential uses. (See Mitigation Measure #4 to address this area.)

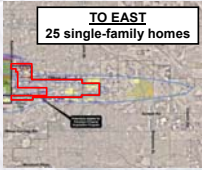
Implementation – Funding approval from FAA.  
 Schedule – Dependent on funding approval and availability. Multi-year program.  
 Costs – Estimated at \$67,230,000 million for 1,087 units.  
 Benefit – 1,087 households removed from the noise impact area. 14

### Mitigation Measure 3


**TO WEST**  
1 single-family home



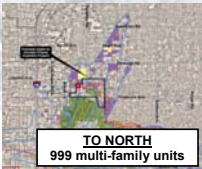
**TO EAST**  
25 single-family homes



**TO SOUTH**  
62 single-family homes



**TO NORTH**  
999 multi-family units




15

### Mitigation Measure 4

- Establish a **voluntary** sound insulation and/or transaction assistance program for properties developed with airport-incompatible land uses that will be exposed to aircraft noise of DNL 65 to DNL 70 based on the 2011 noise exposure map.
  - ❖ Must be constructed before October 1998 to be eligible for federal funding.
  - ❖ Units participating in sound insulation or transaction assistance program must exceed FAA interior noise level requirements, and therefore likely must be constructed before August 1986.
  - ❖ Units participating in transaction assistance program must list the property for sale with a multiple listing realtor before transaction assistance program begins.
  - ❖ Single-family units located just outside DNL 65 included to address neighborhood continuity and abandonment issues.



16

### Mitigation Measure 4



Implementation – Funding approval from FAA.  
 Schedule – Dependent on funding approval and availability. Multi-year program.  
 Costs – Estimated at \$450,000 for 18 sound insulated single-family residences and \$3 million for 6 transaction assistance residences.  
 Benefit – 24 households are converted to an airport-compatible use. 17

### Mitigation Measures to be Removed from Program

- Establish a **voluntary** program to acquire vacant land zoned or planned for airport-incompatible development that will be exposed to aircraft noise of DNL 70 and higher based on the 2011 map. 
- Establish a **voluntary** program to acquire vacant land zoned or planned for airport-incompatible development that will be exposed to aircraft noise of DNL 65 to DNL 70 based on the 2011 map. 

18

## Mitigation Measure 8

8. Update the Airport Environs Overlay District (AEO) map to reflect changes in aircraft noise patterns that have occurred since the AEO ordinance was last updated and add a new AE-60 subdistrict.

Implementation – Clark County Comprehensive Planning, City of Henderson, University of Nevada - Las Vegas.

Schedule – Dependent on FAA approval of noise contours. Likely within 1 year.

Costs – Administrative only.

Benefit – Benefits from existing program maintained.

## Mitigation Measure 9

9. Revisit land use compatibility requirements codified in the Airport Environs Overlay District ordinance and update sections of the ordinance, as necessary, to include a new AE-60 subdistrict and to reflect sound attenuation requirements recently adopted as part of the Mixed Use Overlay District ordinance.

Code Number	SLOCM Major Groups	SLOCM Minor Groups	Existing AE Overlay Subdistricts				Recommended AE Overlay Subdistrict		Greater than 35 Feet Tall and in Major Flight Corridor
			AE-65	AE-70	AE-75	AE-80	AE-60	AE-65	
0	Nonresidential	General accessory use	( )	( )	( )	( )	( )	( )	( )
1110	Residential	General accessory use	( )	( )	( )	( )	( )	( )	( )
1110	Residential	Accessory use to residential *	25	30	(NO)	(NO)	25	NO	NO
1110	Residential	Single family *	25	30	(NO)	(NO)	25	NO	NO
1115	Residential	Accessory use to residential *	25	(NO)	(NO)	(NO)	25	NO	NO
1115	Residential	Single family *	25	(NO)	(NO)	(NO)	25	NO	NO
1120	Residential	Two family	25	(NO)	(NO)	(NO)	25	NO	NO
1120	Residential	Multifamily structures	25	(NO)	(NO)	(NO)	25	30	35
1200	Residential	Group quarters	25	(NO)	(NO)	(NO)	25	30	35
1300	Residential	Residential hotels	25	(NO)	(NO)	(NO)	25	30	35
1410	Residential	Permanent mobile home park/courts	25	(NO)	(NO)	(NO)	25	NO	NO
1420	Residential	Transient mobile home park/courts (also known as RV Parks)	YES	(NO)	(NO)	(NO)	NO	NO	NO
1510	Residential	Hotels and motels and tourist courts	25	30	35	(NO)	25	25	25
1900	Residential	Other residential	25	(NO)	(NO)	(NO)	25	30	35

Implementation – Concurrent with AEO map.

## Summary of Noise Reduction Measures

Proposed Updated Noise Compatibility Program includes:

- ❖ 13 Noise Abatement Measures.
  - ❖ Estimated costs – Potentially \$850,000
  - ❖ Incompatible households addressed – To be determined.
- ❖ 11 Draft Noise Mitigation Measures reduced to 9.
  - ❖ Estimated costs - **\$75,790,000**
    - ❖ Acquisition of land developed with an incompatible use - **\$72,250,000 (95%)**
    - ❖ Implementation of sound insulation & transaction assistance programs - **\$3,450,000 (5%)**
  - ❖ Incompatible households addressed – **1,111**
    - ❖ Acquired through land acquisition – **1,087**
    - ❖ Sound insulated or transaction assistance – **24**
  - ❖ Programs will include prioritizing and phasing elements.

## Questions & Public Comment

### **5.3 Public Hearing Transcript**

This subsection includes a copy of the Clark County Board of County Commissioners' agenda for the day of the public hearing, a summary of the hearing proceedings, and the public hearing transcript.

**CLARK COUNTY BOARD OF COMMISSIONERS  
AGENDA ITEM**

<b>Issue:</b>	<b>Airport Noise Compatibility Program</b>	<b>Back-up:</b>
<b>Petitioner:</b>	<b>Randall H. Walker, Director of Aviation</b>	<b>Clerk Ref. #:</b>
<b>Recommendation:</b>		
<b>That the Board of County Commissioners conduct a public hearing and receive comments on the Draft Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study Update for McCarran International Airport; and direct staff accordingly.</b>		

**FISCAL IMPACT:**

None at this time.

**BACKGROUND:**


In 1989, Clark County completed its first Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Program for McCarran International Airport (LAS). The approval of the program by the Federal Aviation Administration (FAA) permitted Clark County to seek federal funding to implement various noise reduction measures. In 1994, Clark County updated the noise compatibility program for LAS.

Since 1994, the number of aircraft operations at LAS has increased by over 30%. The passage of the 1998 Southern Nevada Public Lands and Management Act transferred over 5,000 acres of federally-managed land located within the Cooperative Management Area (CMA) to Clark County and restricted the lands to development only with airport-compatible uses. Many of the noisier aircraft that once operated at LAS have been replaced by quieter aircraft types. Additionally, in 2001 the FAA implemented numerous airspace changes over the Las Vegas Valley. The current FAR Part 150 program for LAS is being updated to address these, and other changes within the airport environs.

In April 2005, the Board authorized the Department of Aviation to prepare an update to the noise compatibility program for LAS. A Public Working Group, comprised of representatives from airlines, the development community, various land use planning agencies, the FAA, and community members, met over a one-year period, providing input into the preparation of the update. Twenty-four noise reduction strategies are proposed in the Draft FAR Part 150 program update. Implementation of these programs would reduce the number of residents exposed to significant levels of aircraft noise.

To ensure public participation throughout the development of the draft update, public comment and open discussion were encouraged at each of the ten Public Working Group meetings. Four Open Houses have also been held with the community during the development of the draft update, and public comments were submitted through the McCarran Noise Study website. The Draft FAR Part 150 program update has been available to the public for review and comment since August 29, 2006. The Final FAR Part 150 program update will summarize and address individual comments offered, as appropriate. The Final update will be forwarded to the FAA for review and approval.

Respectfully submitted,

  
 RANDALL H. WALKER  
 Director of Aviation

Cleared for Agenda

*10/3/06 DUC*

Agenda Item # *105*

Meeting: 061003bcc Board of County Commissioners  
 Seat: 1 Collins  
 Seat: 2 Atkinson Gates  
 Seat: 3 Woodbury  
 Seat: 4 Reid  
 Seat: 5 Williams  
 Seat: 6 Maxfield  
 Seat: 7 Boggs McDonald

Item: 000 Board of County Commissioners

TC	YG	BW	RR	MM	CM	LM
0	Yes		0	No	0	Abs

Item: 001 Approval of Minutes

APPROVED MINUTES OF  
 9/5/06-MOTION BY CM

Y	Y	Y	Y		Y	Y
6	Yes		0	No	0	Abs

Item: 002 Approval of Agenda

APPROVED W/DELETION  
 OF ITEM 67-MOTION BY CM

Y	Y	Y	Y		Y	Y
6	Yes		0	No	0	Abs

Item: 003 Award Bid: Las Vegas Paving

APPROVED RECOM.

(TAKEN W/004-100 EXC. 67) -MOTION BY CM

Y	Y	Y	Y		Y	Y
6	Yes		0	No	0	Abs

- 004 Change Order: Wells Cargo
- 005 Award Bid: Ergon Asphalt Products
- 006 Utilize Contract: State of Nevada
- 007 Contract: Robert Wolf Architect
- 008 Interlocal Agrmt: LVVWD - LVMPD
- 009 Renewal: Public Works Qualification List
- 010 Selection: The Loomis Company
- 011 Selection: Environ International
- 012 Town Services Minutes
- 013 Temp Alarm Sys. License: TSI Monitoring
- 014 Child Care License: Head Start
- 015 Location Change: Autosource
- 016 Dealer License: Exotic Cars at Caesars
- 017 Limited Motor Vehicle Lic: Exotic Cars
- 018 Limited Admission Fees: Exotic Cars
- 019 Amend Agreement: UNLV
- 020 Appointments: PATHS Project
- 021 Statement of Acceptance: Sr. Citizens
- 022 Statement of Acceptance: MLK Sr. Center
- 023 Revised: Project Applications List
- 024 MOA: Child Care Assistance Division
- 025 Interlocal Agreement: Family to Family
- 026 Donation: Candlelight Wedding Chapel
- 027 Relocation: Candlelight Wedding Chapel
- 028 Amend Permit: Prospect Airport Services
- 029 Operating Permit: Action Messenger Srvc.
- 030 Operating Permit: Gearhart Aviation Srvc
- 031 Operating Permit: Societe Internationale
- 032 Advertise Intent: Rockwell Collins
- 033 Advertise Intent: El Patio Catering
- 034 Advertise Intent: Siemens Maintenance

035 Contract: Ricondo and Associates  
036 Contract: Sigma Engineering Solutions  
037 Contract: Bombardier Transportation  
038 Contract Change Request: Benchmark  
039 Contract Change Req: FMC Technologies  
040 Contract Completion: Industrial Support  
041 Contract Completion: Las Vegas Paving  
042 Appointment: Airport Hazard Areas  
043 Appraisal/Acquisition: Wetlands Park  
044 Dedicate Property: Rainbow and 215  
045 Grant of Easement: Nevada Power  
046 Supplemental Contract: VTN Nevada  
047 Contract: Gerry de Camp P.E.  
048 Agreement: City of Las Vegas  
049 Agreement: City of Las Vegas  
050 Contract: RFCO - Muddy River W Levee  
051 Amend Agrmt: Pest Abatement  
052 Agreement: Wynn Las Vegas / Sunrise  
053 Agreement: Wynn Las Vegas / Sunrise  
054 Resolution: SID 144A - Durango Drive  
055 Waiver: Event Restrictions  
056 Dedicate Airport Property: Agate/Polaris  
057 Dedicate Airport Property: Agate Avenue  
058 Ground Lease Agrmt: EJM Arroyo 1 and 2  
059 Request for Refunds  
060 Resolution: Family Court Revolving Bank  
061 DC Case: Barbara Reber v Henry Gillins  
062 Cty Grant Funds: Andre Agassi Foundation  
063 Cty Grant Funds: Boulder City Hospital  
064 Cty Grant Funds: Boys and Girls Club  
065 Cty Grant Funds: Interfaith Council  
066 Cty Grant Funds: Center Independent Lvg.  
067 Cty Grant Funds: Citizens Alert

DELETED

068 Cty Grant Funds: Emergency Aid Boulder  
069 Cty Grant Funds: Community Food Bank  
070 Cty Grant Funds: Girl Scouts Frontier  
071 Cty Grant Funds: Habitat for Humanity  
072 Cty Grant Funds: Lend a Hand  
073 Cty Grant Funds: LV Vegas Art Museum  
074 Cty Grant Funds: Las Vegas Fighting Aids  
075 Cty Grant Funds: Moapa Valley Arts  
076 Cty Grant Fund: NV Development Authority  
077 Cty Grant Funds: Nevada Health Centers  
078 Cty Grant Funds: NV Education Foundation  
079 Cty Grant Funds: The Salvation Army  
080 Cty Grant Funds: James Seastrand  
081 Cty Grant Funds: Virgin Valley Family  
082 CDBG Funds: Center for Independent Lvg.  
083 CDBG Funds: La Rose Suit Closet  
084 CDBG Funds: Salvation Army  
085 Revision: Pay Rates for Salary Schedules  
086 Liability Insurance Coverage: St. Paul  
087 Medicaid Attachment: Anthem BCBS/HMO



		TC	YG	BW	RR	MM	CM	LM	
088	Revision: Salary Schedules for UMC								
089	Agency Agreement: Absolute Footcare								
090	RFP: Quest Diagnostics								
091	Amend Agrmt: Aramark Clinical Tech.								
092	Grant Awards: Family Resource Center								
093	Grant Awards: Parent Trng-Ready Set Go								
094	Revised: Physician Compensation/Benefits								
095	Secured and Unsecured Assessment Rolls								
096	Accept Funds: Access and Visitation Prog								
097	Settlement Agreement: Mirant Las Vegas								
098	Reformation Agrmt: The Animal Foundation								
099	Performance Bond: The Animal Foundation								
100	Settlement Order: Laughlin, Nevada								
Item: 101	Proclamation: Joseph E. Thiriote	0	Yes		0	No		0	Abs
Item: 102	Report: Coroner DUI Program	0	Yes		0	No		0	Abs
Item: 103	Resolution: Fire Prevention Week APPROVED/ADOPTED/ AUTHORIZED AS RECOMMENDED-MOTION BY YG	Y 6	Y Yes	Y 0	Y 0	Y No	Y 0	Y 0	Abs
Item: 104	Public Auction: APN - Sapphire and 215 ACCEPTED BID/ APPROVED/ADOPTED/AUTHOR./DIRECTED AS RECOM.-MOTION M.-MOTION BY YG	Y 5	Y Yes	Y 0	Y 0	Y No	Y 0	Y 0	Abs
Item: 105	Public Hrg: Aviation Noise Compatibility RECEIVED COMMENTS/ WITH DIRECTIONS-MOTION BY RR	Y 5	Y Yes	Y 0	Y 0	Y No	Y 0	Y 0	Abs
Item: 106	Appt: Ryan White Title I Planning Council APPOINTED/ACCEPTED/ ACKNOWLEDGED AS RECOMMENDED-MOTION BY RR	Y 6	Y Yes	Y 0	Y 0	Y No	Y 0	Y 0	Abs
Item: 107	Status Report: Traffic Signal Warrants	0	Yes		0	No		0	Abs
Item: 108	Report: Audit Dept's 2006 Peer Review	0	Yes		0	No		0	Abs
Item: 109	Creation of Positions: Family Services APPROVED/AUTHORIZED AS RECOMMENDED-MOTION BY RR	Y 6	Y Yes	Y 0	Y 0	Y No	Y 0	Y 0	Abs
Item: 110	Appointment: Assistant County Manager RATIFIED AS RECOMMENDED-MOTION BY LBM	Y 6	Y Yes	Y 0	Y 0	Y No	Y 0	Y 0	Abs
Item: 111	Appt: Intergovernmental Relations RATIFIED AS RECOMMENDED-MOTION BY TC	Y 6	Y Yes	Y 0	Y 0	Y No	Y 0	Y 0	Abs

# Board of County Commissioners

CLARK COUNTY, NEVADA

RORY REID  
Chairman  
MYRNA WILLIAMS  
Vice-Chairman  
YVONNE ATKINSON GATES  
LYNETTE BOGGS MCDONALD  
TOM COLLINS  
CHIP MAXFIELD  
BRUCE L. WOODBURY

Absent: Atkinson Gates, Williams

Commissioner Boggs McDonald returned to the meeting. Commissioner Atkinson Gates left the meeting.

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AIRPORT (MCCARRAN) -  
DRAFT FEDERAL  
AVIATION REGULATION  
PART 150 NOISE  
COMPATIBILITY STUDY  
UPDATE  
(ITEM NO. 105)

SUBJECT MATTER/RECOMMENDATION: This being the time set for public hearing on the matter of the recommendation that the Board conduct a public hearing and receive comments on the Draft Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study Update for McCarran International Airport; and direct staff accordingly (see attached):

DOCUMENT(S) RECEIVED:

1. Draft Federal Aviation Regulation Part 150 Noise Compatibility Study Update for McCarran International Airport (22 pages - submitted by staff)

PRE-FINAL ACTION: Staff provided a background of the item, which included a slide presentation.

Upon questioning, staff advised that property acquired by the airport for noise compatibility issues is obtained through a voluntary acquisition program and not through eminent domain; and this particular study only relates to McCarran International Airport.

Chairman Reid opened the public hearing and asked if there were any persons present in the audience wishing to be heard on the item.

SPEAKER(S): Present

A committee member addressed the Board in support and advised that the study was very well organized.

-continued-

# Board of County Commissioners

CLARK COUNTY, NEVADA

RORY REID  
Chairman  
MYRNA WILLIAMS  
Vice-Chairman  
YVONNE ATKINSON GATES  
LYNETTE BOGGS MCDONALD  
TOM COLLINS  
CHIP MAXFIELD  
BRUCE L. WOODBURY

Absent: Atkinson Gates, Williams

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Continued - Page 2

AIRPORT (MCCARRAN)-  
DRAFT FEDERAL  
AVIATION REGULATION  
PART 150 NOISE  
COMPATIBILITY STUDY  
UPDATE  
(ITEM NO. 105)

Interested parties then addressed the Board in opposition, advising of various areas of concern, which included flight paths; turn paths; height limitations; new developments not being addressed; voluntary program not working properly; flawed complaint and disclosure processes; and flawed process of determining average decibel range.

There being no other persons present in the audience wishing to be heard on the matter, Chairman Reid closed the public hearing.

Discussion followed regarding flight paths being determined by the Federal Aviation Administration (FAA); the disclosure process; ensuring that master developers comply with proper noise disclosures; and staff advised that notices regarding disclosures will be sent to all real estate agents.

Staff was directed to receive the comments this date and those given formally throughout the process for incorporation with any appropriate response in the final document to the FAA for their review and approval, including changed boundary amendments for mitigation measures 1, 3, and 4 and eliminating mitigation measures 2 and 5 entirely, and any noise mitigation measures that can be implemented without FAA approval to be done as soon as possible (including airport staff contacting major master plan developers to ensure that proper disclosures are in place).

FINAL ACTION: It was moved by Commissioner Reid and carried by unanimous vote of the members present that the recommendation be approved.

## **Clark County Board of County Commissioners Meeting, October 6, 2006**

Item 105 is – “Conduct a public hearing and receive comments on the Draft Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study Update for McCarran International Airport; and direct staff accordingly.”

Randall Walker: Good Morning. Mr. Chairman and members of the Board, Randall Walker representing the Department of Aviation and I have with me, Mr. Jeff Jacquart who is from the Airport Planning Division who is principally responsible for this Part 150 Compatibility Study. I think all of you have received these very large binders that have been prepared for this study which have the backup that the Committee performed to get to this point. As you will recall about a year ago this Board appointed a Committee to review the noise issues that are generated as a result of McCarran International Airport and to develop a Noise Compatibility Plan Part 150 Noise Compatibility Study. Part 150 is a Federal Regulation under the Federal Aviation Regulations and in order to be eligible to apply for a noise grant you must have an approved Part 150 Noise Compatibility Program and that is the process that we are going through. This program does not change the way aircraft fly but merely models what is currently happening and what is projected to happen in the future and then develop strategies to try to address any noise issues to the extent possible. I am going to invite Jeff Jacquart up to give you a presentation as to what the background is and what the Committee did and to go through the major recommendations that are contained in your notebooks and then certainly after the presentation I will be available for any questions the Board may have.

Jeff Jacquart: Good Morning, Chairman and Commissioners. Jeff Jacquart, with the Clark County Department of Aviation. What I would like to do is go through how we at the Airport and with the assistance of a lot of interested parties developed our Draft Part 150 Noise Study. As Randy indicated, this study is actually a federal document, this is a document that the County - the airport proprietor, must go through to seek federal grants so you will notice that the document is kind of maybe in a different format than we are used to as other County documents because of that requirement. This is really a federal document. There are two key issues that are contained within the document which is why it is broken up into two documents before you and this process specifically defines and requires how we prepare a lot of the information that is contained within the report. First, is the development of the Noise Exposure Map which is Volume I of the report that you have before you and the second part which is the key interest of the community is the Noise Compatibility Report or Volume II of the report. That is how we are going to be able to reduce the noise impact on the community. As many of you may know, the Noise Exposure Maps are defined specifically by this process and it is a day and night average. The noise contours don't identify the peak noise event that occurs in the community but identifies what happens on a typical day when you average in the quiet time with the noisy times. This is a voluntary program that the County can go through and if we do get FAA permission and approval of the document itself we are eligible to seek federal grants to implement some of the measures that I am going to allude to in a second. But there is another key purpose of this document; it is also to identify a track record as to what the County and other agencies have done to try to reduce the Airport noise problem on the community itself. There are four key steps to completing FAR Part 150 document or a Noise Compatibility Study. First one is to

gather a whole bunch of data. You need to understand the operations at the Airport to truly understand what a noise impact is on the community. Once you gather a whole bunch of information, which I am not going to go through in detail, you quantify this exposure on the community identified as your Noise Exposure Maps. Once you have identified this impact on the community then you can get together with many interested parties and identify what type of control measures we and other entities can implement to try to reduce that noise impact. That is the Noise Compatibility Plan. Finally, we package up all of this information into a really nice document which you have before you and we submit it to the Federal Aviation Administration for review and approval. That can be, sometimes, a lengthy process. Throughout this entire timeframe we also encourage a lot of public outreach and involvement and I am going to talk about that here over the next few slides. First of all, as Randy mentioned we developed a Public Working Group a lot of that with the assistance of the Board to help the Airport understand what really is the impact on the community and what can we do or what does the community think we can do to reduce the impact. First and foremost, we have the airline and Federal Aviation Administration part of this Public Working Group and we have many land use planners and the County and the cities participate on this Public Working Group as well, some of those are in the audience today. Of course, we included the business and development community on this Public Working Group knowing that McCarran is an economic engine for tourism and other resources for Las Vegas and most importantly, there were about a dozen residents that actually are impacted by aircraft traffic patterns that were on this working group as well so we didn't create this document on our own, a lot of input from the community and other interested parties and stakeholders. We had a lot of very aggressive public outreach and involvement through this 18-month process. We hosted over ten meetings with this Public Working Group. They are all held here at the Government Center at night so we greatly appreciate the time the individuals put into those night meetings and their input. We also hosted three Open Houses during the development of the Draft Document and we just hosted another Open House a few weeks ago for the entire document for a total of four Open Houses and we have also developed a website specific for the process that has been up for over a year. Through that website, this is a little dated now, we calculated the numbers this morning, we received over 300 comments from interested parties throughout the community on our noise problem we have around McCarran and we are here before you today to go through our Public Hearing process. I mentioned the Open House we hosted last month, we are hosting our Public Hearing before the Commission today and our Public Comment period is actually closing on Friday so there is additional time for the community and other interested parties to write input on this document. The first part is to develop the Noise Exposure Maps, exactly what part of the community under this federal policy, under this federal program is significantly impacted by aircraft noise. What you are looking at are the 2004 Noise Contours. These are the baseline Noise Contours around McCarran Airport looking at a typical day in 2004. You might notice something a little unique on this map as it shows in a dash pattern a 60 noise contour and we need to single that out because the federal policy really only recognizes a 65 annual average day/night noise contour to be the significant threshold of incompatible uses but the County has a long historical stand on being much more proactive than the bare minimum that the feds require and utilizes 60 noise contour for compatible land use

planning. This really was solidified with the CMA and other actions we had with the BLM in the early 1990s. I am going to quickly go through and identify exactly what is the extent of these significant noise contours. To the west the threshold that the federal government will say is about Jones so that is where the 65 noise threshold would end using our updated noise contour files. If we use the 60 which the County uses we are looking at about Durango so these are the areas where there is significant impact noise under these federal policies. It also means that large communities, like Spanish Trails and Summerlin South are outside these significant day-night annual average noise contours. It doesn't mean some individuals aren't annoyed by noise; they just don't measure to that threshold that we are required to use as part of this process. Whereas historically, part of Spanish Trails and communities to the south have been within the 60 noise contour so we are seeing a shrinkage of the noise contour. Rhodes Ranch, Nevada Trails and Mountains Edge are also outside these noise contours that we use for planning purposes but historically the entire community of Nevada Trails was in the 60 noise contour. Again, the shrinkage that we are seeing in the noise contours is primarily due to the quieter aircraft that are being flown today versus when we first modeled these noise contours back in the early 1990s and late 1980s. To the south the significant threshold stops about Windmill. The 60 would stop around Silverado Ranch which means the Southern Highlands community is outside these significant thresholds, again, it doesn't mean some citizens aren't annoyed by aircraft noise overflights they are just outside these planning thresholds that we must use under this federal policy. To the east the 65 stops about Mountain Vista and the 60 goes all the way out to Boulder Highway. There is still a small portion of the City of Henderson, specifically, Whitney Ranch, that falls within these contours. Historically, Whitney Ranch has been in our 65 noise contour and with the quieter aircraft that is being flown today and into the future the noise contour files are showing that this contour is shrinking then to about a 60 so there is a lessening of the noise impact. And finally, to the north, the 65 north contour stops about Flamingo and the 60 stops around Desert Inn or the entire City of Las Vegas, itself, is outside the significant noise thresholds.

How does that compare to the noise contours that we have codified in Title 30 right now for development purposes? What this map displays is just the relationship between the 65 noise contour that we have codified currently which is the black darker pattern versus what the noise contour was in 2004 which is the light blue ones. Again, it emphasizes the reduction in the noise contours that we are seeing because of the transition to the quieter aircraft and we just continue to see those quieter aircraft trends happening in the fleet mix because of the fuel efficiency and that there just isn't a (inaudible) over the aircraft types and the cost of gasoline for airline fuel for the operators themselves.

Then I move forward to the real nuts and bolts of an entire program – the Noise Compatibility Program, how are we going to reduce the impact on the community now that we understand where the noise impacts are. We break down these measures into two specific types, abatement and mitigation measures. Abatement measures are actually reducing the noise impact from the source, quieter aircraft being flown; redirecting flights over maybe more compatible land use patterns, et cetera. Whereas just the opposite as the mitigation measure where we would go in and remove the impact environment from

the airport environment so the document is broken down into these two types of noise remedies. In the Draft report there are a total of 24 measures but after further review I think there are two measures that we should remove from the report and I will go into that in further detail. I am going to, as Randy alluded to, highlight just a couple of the key measures, I am not going to go through all 24 measures. The first one is: How can we work with the FAA and the airlines since we, the County, the State of Nevada, the cities don't regulate where aircraft fly so how can we work with those agencies that do and the pilots and airlines themselves to try to minimize our dispersion or fanning problem that we have had historically within the Las Vegas Valley and here is an example of that. Here is our preferred departure path to the southwest through the CMA, there is Sierra Vista High School right smack dab in the middle of the CMA where aircraft would hopefully fly. That is what was happening in the late 2001 early 2002, aircraft were not hitting the highway in the sky that we had hoped they would do. We have continued to work with the FAA since 2001/2002 and here is what happened for one typical day in September. You see a lower compliance or more restricting of exactly where these aircraft fly so they are flying where they historically have flown. So we are trying to merge all the aircraft to fly a highway in the sky. We can't control it, it is a voluntary measure, we work with the FAA and the airlines. And then we found in August of 2002 (graphic displays date of August 2006) if you would take one-third of a mile either side of Sierra Vista High School almost 88% of the aircraft flew within that preferred departure corridor, this historic departure corridor whereas three years ago/four years ago only 14% of the aircraft were hitting these gates. We have seen an improvement by what this measure does but what else can we do to try to improve that compliance. There are some additional studies I would like to move forward with to look at abatement measure #6 where we would ask for FAA funding to pursue what other type of programs we can do to improve this compliance. Abatement measure #7 is something kind of unique for the airport industry, currently when an aircraft comes in to land, which is represented by the red line; they come in and land in what they call a "step down" approach. They basically come in at a high altitude come down to a lower altitude and it is a step down approach as you see highlighted in red. What two airports have been able to do is to basically have a "one slope" criteria, primarily a 3-degree glide slope come in about 45 miles out from the airport which basically pushes the aircraft up a little bit over the communities that are a good 15/20 miles out from the airport. They have seen somewhat of a reduction, we think it may work here but we are asking for a federal funding to pursue this activity and study this measure in a bit more detail. Abatement #8, we actually think we would implement right away assuming the FAA Air Traffic Controllers are willing to work with us on this issue. We are seeing a lot more arrivals from the south and from the west because we are departing to the north and the east more frequently. Because of these fairly new and highly utilized arrival procedures, we would like to work with the FAA to try to not only solidify a specific type of arrival procedure but again, reduce that fanning problem we are seeing in the communities southwest of the airport and south of the airport. When we ran some models we actually found a reduction in the number of homes, we think the FAA would be willing to work with us on implementing this but they actually may need to do an Environmental Assessment because of the airspace changes which could cost them some money. Now I am going to move into the mitigation program, this is specifically land acquisition or sound insulation.

Before I talk about what we are going to propose within the Draft plan, I would like to highlight how much money the Department of Aviation has spent on land acquisition over the last 20 years. We have acquired about 500 parcels partially because of just noise compatibility or partially because of noise compatibility in land airport expansion. Almost \$200 million has been spent over the last 20 years to try to address our noise problems specifically around the airport itself. What the following measures do is they just continue that measure forward. The first one would be to establish a voluntary program, an extension of one of our historical programs on a voluntary basis only, no eminent domain is being asked for, additional incompatible land uses that lie within the higher noise contour or the 70 noise contour. And what we found is one property to the west that has historically been on our land acquisition program that we have continued to offer that voluntary measure to. Three households to the east we need to amend the boundary you will see here, that's in our Draft plan to include all three properties to the east and the total cost for land acquisition if everyone chooses to participate would be about \$5 million for these four properties. Then we would extend our voluntary land acquisition program into the 65 noise contour. Again, we would emphasize that this is a voluntary program and this is where the bulk of our costs would be for this program. We are looking at potentially acquiring, if people are interested, over 1,000 dwelling units at a total cost of just under \$70 million dollars. These specific areas are to the west, just one property that would fall within this program, to the south there is an area south of Robindale east of Valley View about 62 homes that could participate in this program if they wished to, to the east there are a couple single family homes, about 25, that are within the 65 or border the 65 that we could include this voluntary measure and to the north where we have only duplexes or multifamily units we have almost 1000 units that could participate in this program so this would be a phasing program where it would have to include or identify the specific areas that we would like to buy first and then look up future acquisitions in future years. Now there is one area that we aren't promoting or proposing actual land acquisition and that is that area where you see the "X" further to the west, just east of Jones, north of Sunset. For this area, for the first time, for the Department of Aviation would like to pursue on a voluntary measure, sound insulation programs for the older homes. There are some homes that were built out west of the airport that don't meet the sound attenuations requirements that the county codified in the early 1980s. We would like to go in and make their home just as quiet as their neighbor's homes that could have been built just last year or more recent years. Here is that area specifically, we need to amend the boundary that would be eligible for this to only include the parcels within the 65, so that is one change to this Draft plan and we are looking at a cost, if everyone just participates in the sound insulation program, of about a half a million dollars. But we also know that there is maybe a couple of individuals who actually just want to get up and move out of the area so we would be offering a transaction assistance program for some of those property owners as well, should they choose to pick up and leave instead of having their homes sound insulated. There are two measures we think we should remove from the Draft plan that you have before you, these are acquisitions of vacant land. The first one would be to remove a piece of parcel that we currently identified for potential acquisition east of the airport. The land use plan has been changed from a data file that we sent our consultants and this is now identified as an airport compatible use, there will be no need to purchase this piece of land so we would



remove mitigation measure #2 from the Draft Report. We also have the same criteria for a parcel within the 65, measure #5 to the east, this area is also being master-planned on airport compatible use so we don't think there is a need to acquire this vacant land since it can be built with an airport compatible use. And then to the east we initially thought that we should go in and buy all the remaining homes within that area, the remaining vacant land within the area that we would soundproof but what we are seeing is that just this year there were three or four homes that were built within this area so obviously there are individuals who are willing to build and locate within the high noise contours and it is not a problem for any of these individuals so we don't think that it would be appropriate for the county to go in and acquire those vacant parcels since some individuals are accustomed to the noise.

One of the key measures that were specifically asked for is how does this update relate to Title 30? How do we actually change the official noise contour that we use on our Wednesday Zoning Meetings? Once the process goes through FAA review and approval, which we are hoping is three to six months, we would come back to Board of County Commissioners, should this plan be approved, and amend our AEOD Title 30 to reflect what you see before you. The solid patterns are what are currently codified in Title 30. The contour lines, the lines themselves would be the new AEOD and one thing that we are adding that we are proposing to add is the 60 noise contour and that is what you see in the bluish color. Again, the county has been very proactive in compatible land use planning in the 60. Since 1998 almost every project, residential project that has been located within the 60 has had to meet certain sound attenuation and noise disclosure requirements. What we would do is actually codify that program that has been in place for almost a decade. We would also like to go in and update the land use compatibility table that is associated with this map. As I mentioned we would add the AE-60 to Title 30 and codify the 25 decibel sound attenuation requirements which has basically been in place for almost a decade. We would also like to look at our mixed use ordinance and make sure that the sound attenuation and noise disclosure ordinance that are currently required by code for mixed use projects also apply to residential projects within the same area. So in summary, there are about 13 abatement measures we are looking at funding for almost \$1 million to go in and study these abatement measures and see what type of reduction we can have on the community and 11 which is now reduced to 9 mitigation measures for a total cost of just over \$75 million and the majority of that, 80% of that, would be requested through federal funding so about \$16 million would be Department of Aviation revenue and if everyone chooses to participate in this program we the county would be removing over 1000 households from the impacted environments, that is over 2,500 people.

That concludes my presentation. I'd be more than happy to answer any questions. I know there are some interested parties here to make some public comment.

Chairman Reid: Are there questions from the Board at this point? Commissioner Woodbury?

Commissioner Woodbury: It sounds like we're going to go out and take a lot of property and I know over the years that when it comes to the Airport, people have asked me to have the Airport please acquire their property and so I would like you to maybe comment on that use of eminent domain as opposed to voluntary acquisition when it comes to airport acquisition.

Randall Walker: Mr. Chairman, I would like to respond to that question. We have bought a lot of property over the 16 years that I have been and even prior to that and almost always they have been voluntary acquisition programs where people have wanted to leave and we have offered that and sometimes it has taken a long time to buy out a whole neighborhood because some people just don't want to leave so we rent the homes, maintain the character of the neighborhood until we acquire every home and then we tear down the neighborhood and put it into a use that is productive or compatible with the airport. Typically when we go out to identify these voluntary acquisitions is not people saying, "Please, please don't come take my property." It's the guy across the street says, "Why are you stopping here? How come you are not going further west or further east to buy more property?" And that has been typically the problem. Not that we are buying property, it's that some people don't think we are buying enough. And that is really the issue that we have had. I think, in my 16 years at the airport, I can remember actually the use of eminent domain 2 or 3 times for expansion of the airport, never for the noise compatibility issues. That is always a volunteer program and so we always try to do it on a willing-seller, willing-buyer program, always in the noise program and then in the other programs rarely do we have to resort to eminent domain. Only when it is absolutely necessary for the expansion of the airport itself.

Commissioner Woodbury: I understand that even when you – those 2 or 3 times – when you used eminent domain you were able to work things out and sometimes they want you to use eminent domain because they get a tax advantage.

Randall Walker: Most of the time our experience has been people who are buying homes come and ask us for this thread of eminent domain letter because then there are tax benefits to them in terms of how they have to recognize the gain and we have always provided that to them if they ask for it. Unfortunately with the changes in the legislation that we are seeing we will probably no longer be able to do that so that will be a disadvantage to those people whom we are buying the property from.

Chairman Reid: Mr. Collins?

Commissioner Collins: Thank you and trying to read through these volumes and looking up North Las Vegas Airport, Henderson and Boulder City and Jean and all that and I was just, there is a billboard out there in the neighborhood, you know out there, about this thing because it is a political thing and what not and so I was wondering how far does this willing program... this says McCarran but did it also address or would you comment again for me noise on the other airports that you have?

Randall Walker: This study is McCarran only. It does not include the other airports so we would have to go through a similar process with the other airports. We do have, we have studied the noise at the other airports and the noise contours that would make property eligible for federal assistance through the Part 150 program, those contours in most cases don't even get off the property of the airport and so this type of program would not be effective for those other airports.

Commissioner Collins: I just wanted you to get that on record because you know living part of the time less than a mile from North Las Vegas Airport, I get the monthly reports out there and they cycle around seasons, you know, but I just wanted to get that on record that noise doesn't get past the boundaries of the airport.

Randall Walker: Not the noise levels that we are talking about in this report and it doesn't mean that individuals won't be aggravated by single events where or noise that might not aggravate other people because it is a personal perception of noise issues but in terms of this program those airports don't produce the same level of noise and we don't have the same issues.

Chairman Reid: If there is nothing further from the Board, this is a Public Hearing. Is there anyone here wishing to address this? Please come forward. State your name and address for the record and tell us what you think.

Good Morning. My name is Billy Self and I work for Southwest Airlines and I was a member on the Public Working Group and attended all the meetings that we just recently completed and I had a few comments I want to make about the process and I will probably read them so just hang on. For one thing I have represented Southwest Airlines on all of the Part 150 studies that we have done over the last 10 to 15 years. I was an airline pilot for Braniff Airways for 33 years and one of my jobs with Southwest as a Flight Operations Specialist was to deal with air traffic control, all of the government entities, FAA and NTSB so I am very familiar with all of the procedures. Some very favorable comments I would like to make about this study that of all the studies that I have attended in something like 15 or 16 over the past 10 years this was the best organized study that I have attended. I would certainly pat Jeff Jacquart on the back. He deserves a great deal of credit. He efficiently and expeditiously carried forth this study. He covered all the information that is required by the government and I would especially like to thank Jeff because he went a step further than other studies that I have attended where he arranged bus tours where we visited all the or most of the sound test sites and also the neighborhoods where there were noise issues. I appreciate that and I thought it gave the whole committee a better feel for what they were dealing with. The noise consulting team that you have used this year, Ricondo and all their associates did an excellent job. I was very pleased with their work and I would also like to say they did an excellent job on their legal presentation at the start of the study which let all the committee members get a feel for what they were dealing with. What kind of parameters we were working with. What we could do and what we could not do as a committee.

And last but not least I would like to say that this was the best committee that I had worked with. They all put their individual needs and desires aside and worked for the betterment of the entire community and I thank them for that. And they were pleasant and good to work with and I would like to say that in the past 10 to 15 years I have enjoyed working on this committee very much. Thank you.

Chairman Reid: Thank you. Is there anyone else wishing to be heard?

Yes, my name is Ralph Millard, I live at 8355 Warbonnet. What I have recognized is that the airport has done a lot to concentrate the flight paths turning in the southwest direction, however, on the maps that I can see the resolution wasn't that good on the screen but it appears that there isn't anything being recognized for the increased volume which is about 90% of all the flights that are west and turning south over our homes in that area. Currently there is a brand new subdivision being built on the corner of Windmill and Warbonnet is also going to suffer from these homes. Maybe it is on the map but I could not foresee anything being done to mitigate the increased volume and noise of those planes flying over. This is one of my complaints is that we are not doing enough to try and keep those planes above the surface that are able to fly that. What you have is some additional planes that cannot meet the climbing standards, apparently, and we are getting very low volume where you cannot even speak to one another when you are in that area and the planes are flying over especially when they are going over on the average of every 45 seconds flying over our homes. This is what I see as one of the failures from the map that I am looking at as far as any mitigation being done to reduce that noise volume. In the future when we see our increased volume that we are going to have from this as predicted by the future flights and potentially some of the flights that will turn north is not going to do anything to decrease the volume of flights over this area. That is one of the areas I think something has to be done either by operating with the airlines that have the planes that cannot operate efficiently to get a decent climbing gradient or something else to reduce their noise although they are meeting the minimum FAA requirements. One of the problems that I see on there is also that as I know the flight paths turning in the southwest those planes were also limited to how much they can climb because their flights are approaching from the west into McCarran. They have the flight restriction there due to the height that they can fly. A lot of those can be eliminated or reduced if the flight plan, flight paths, excuse me, over that area are modified to allow some of these planes to have a higher climb out area, the path of area that I see on that area for the increased 60 volume and the 65 volume are pretty much a straightaway path and do not address the turn paths. This is where the problem is lying. As I say, new homes are being built south of the Nevada Trails as a subdivision or developments and these developments are not getting shown in the map that I could see. You can understand what I am speaking about so allowing additional homes to be built in the area and we are not doing anything to mitigate the noise problem for future flights, the airport has done its best that I can see to try and reduce the wide scattering of the paths and they have done a great job and I think the airlines have done a lot to try and concentrate their flight paths so the best of their ability but in that concentration we have narrowed down a very narrow band of large increase in volume. The study has a wide scattering of site for measuring sound. They do not measure the sound adequately other than near the Sierra

Vista High School - that is one place - a high school that has already been built, as I understand, to standards to reduce the noise volume in the school itself but the homes that are being built around there and the future businesses - when I say business, the future operation of other buildings. Nothing is being done for these people and this is what has to be extended, I think, either in the noise mitigation solution and I don't know what the proper method is but something has to be done to mitigate the noise of those existing homes.

Chairman Reid: Thank you. Anyone else?

Yes, my name is Ed Uehling from 517 East Naples. I just want to echo some of the comments from some of the previous speakers here that Jeff has done a fantastic job of putting together this study and of communicating and making people aware of this. I still have some questions about maybe I am not grasping the picture properly but since Randy is here maybe he can offer something also. I have been trying to work to develop a street, probably the closest street to the airport. It is only about a couple thousand feet from the runway which is Naples Drive and it is an all residential street and over the last 20 years that these studies have taken place that these mitigation measures have been enforced not a single property has changed zoning on that street and only one property has changed use. The airport bought one property and tore down the house and so it went from residential to a vacant piece of land but the rest of the properties are still residential and that just sticks. The voluntary program doesn't seem to work to get them out of the residential use and I am just wondering why people think that this program is going to have an effect or is going to be able to actually do something because as I said, for 20 years, things have stayed the same and hopefully they can change. I think some more drastic measures are needed but one easy thing to do maybe would be for the airport rather than to leave the houses that they do acquire as residential units. Disoccupy them or change the use of them or tear them down rather than to continue to have those residents 200 feet under all of these airplanes landing. I don't know. I would like to hear comments. I would like to get more information about that.

Chairman Reid: Ed, if I can, let's hear from anyone else that wants to speak and then we will have the DOA respond to all the comments that have been made. Anyone else?

Hi, my name is Joe Capozzi. I am a Las Vegas resident in the southwest part of town in Nevada Trails. I have been attending the Public Meetings for maybe nine months now. By the way, Jeff and Andrea and his department I have been dealing with them and they have been very cordial so not that I agree with everything they have been saying but I have prepared a statement that I would like to read.

There are several issues with regard to the airport noise over our community of Nevada Trails. The first one, I have been submitting noise complaints to the noise abatement hotline at the airport for about a year now. And you may have recently noticed there has been a reduction in the number of complaints from our community based on the monthly reports that you receive from the airport office. This is not because noise has been reduced or there are fewer planes flying over our neighborhood but because it would be a

full time job to call in each time a loud plane flies by. Rather a call is placed when people have time to call. I have asked repeatedly if I could create a log of complaints and call in once with the list but I've been told that that would only be counted as a single call so in other words, one call is one complaint so if I called in ten complaints on one phone call it would be still be considered one. It is a numbers game. In addition you have to listen to a recorded message before you leave the complaint information. I also asked if there was a way to bypass the information and was told no which takes 20 to 30 seconds to listen to. So, you see, it is a very frustrating process and we sometimes just can't be bothered to call so you may see a reduction in the number of complaints but in fact, there is no reduction in planes or noise - just frustration on our part. In addition the report that is sent out by the Airport Planning Department states the number of complaints called in from our community. However, there is a disclaimer noted in bold print that indicates that if you didn't count the calls from a single party, which is probably me, there really aren't many complaints and everything is fine in Kansas. This is absurd in my opinion. This statement implies that you should ignore the person, the one person's telephone complaints. I feel this is a disservice and disrespectful. I also asked that they include a statement report that states that homeowners are frustrated with the manner in which you have to report complaints, i.e., one call equals one plane rather than logging them. I haven't seen this happen. The residents are just tired of taking the time to call in the complaints under the current process. So the noise complaint report issued by the Planning Department is not an accurate reflection of the actual complaints.

Number two - second issue - we knew about the planes. Well, that is all I hear about from everyone. Well, I'm tired of that response also. The fact of the matter is that we did not know about the planes contrary to popular opinion. I have a document from the Clark County Planning Commission dated May 26, 2001, I have it here - it's 2000 - June 6, 2000 that was addressed to McCarran Airport that states that condition of approval to develop the subject land for residential use is that each homeowner would be provided with a single page Airport Noise Disclosure acknowledging that the area that we would be living in may have an effect upon the livability, value and suitability of the property for residential use. It was to be signed by the buyer and forwarded to the Department of Aviation Noise office by the developer. For the record, I or no one else in our community ever received such a disclosure and no one in their right mind would sign and buy the property under those conditions. I will say that there was an eleven page disclosure consisting of many items of our closing documents that was buried in with about fifty other disclosures that said that we lived near several airports and there may be planes flying by at some times. It came right before a notice about various schools and community amenities so it was kind of buried in there. Well, for that matter everybody in Las Vegas lives near some airport and it would be expected to see a few planes every once in a while. In no way was the tone or intent of the paragraph in our disclosure meant to sway buyers from purchasing a residence here. First of all I would like to see a signed disclosure, and I have a copy of the disclosure that somebody provided me along with the approval document from the County Commissions, I haven't seen an approval back yet but I would like to see this document signed and also my signature on the disclosure that I signed that this place was not suitable for living.

Third issue I have. I understand that Nevada Trails is no longer in the 60 decibel range. Well, I feel the method used to gather the statistics is flawed. Not for the equipment per se but using an average to measure and report sound levels. To draw an analogy – Jeff, I think you probably have read this already because I sent it to him - if I got stopped on the 215 by a Nevada State Trooper for speeding going 80 mph I really shouldn't get a citation because my response would be that all the other times I was driving I was only driving at 55 and so that averaged out to 59 mph. Well, that is how the measurements are used in this study. These planes fly over like SCUD missiles one after another, one or two minute intervals. They are also not always turning at Sierra Vista High School like they are supposed to contrary to what we have been told. I have been sitting at Sierra Vista and they are cutting short of that, not all of them there's been a little bit of improvement but they are still not going over like they are supposed to.

Fourth issue, we also believe that even if the right hand proposal is adopted this will not reduce the planes flying over the community. This will merely offset the anticipated growth in a number of takeoffs to the west spreading them out some to the left some to the right like the gentleman earlier stated. I would like to leave a copy of this with the Commission with the document for the approval as well as the Disclosure statement that we were supposedly to sign.

Chairman Reid: Thank you. Is there anyone else here to speak? Again, this is a Public Hearing. Anyone else? I will close the Public Hearing and ask the DOA if they would like to respond to anything that was said.

Randall Walker: I will respond generally to all of the input, Mr. Chairman. In terms of the area to the south, by Sierra Vista High School and the concentrations of the airplanes that was pointed out by the first speaker, that is absolutely correct. That has been the traditional pattern and what happened is when the FAA put in the 4-Corner Post program a few years ago it got a little out of traditional pattern in terms we had the fanning that Jeff showed you which spread noise across a whole bunch of areas of the community which had not previously had any overflights and what the FAA has been attempting to do and doing a much better job although they could still do a little bit better is to get the people to fly within a range around that corridor that has been established and was the corridor that they had projected in their Environmental Assessment when they did the 4-Corner Post. So, we will get better compliance as time goes on but it is true that those that live right under that corridor are going to get all of the flights, that is absolutely correct.

Chairman Reid: Mr. Walker, can I interrupt?

Randall Walker: Yes.

Chairman Reid: This doesn't have anything to do with flight paths, does it?

Randall Walker: No. Only to the extent that where the planes fly that is where the noise is created but the point is...

Chairman Reid: Excuse me. This doesn't suggest where the flight path should be, in fact, do we have the ability to dictate that?

Randall Walker: Absolutely not. That is the FAA's prerogative of where the planes go. They are in charge of the airspace and they could change the airspace, they would have to go through their own process to do that like they did for the 4-Corner Post and like what they are doing for the Right-hand Turn proposal. The airport, the County cannot dictate to the FAA where planes fly and the whole point of this is to try to model where the noise is going to be and then come up with mitigation plans to address that but as Jeff indicated and the federal process which is the process that we are in we can only identify procedures within the 65 and higher in terms of specific mitigation and this property is not in the 65, I guess I should cut that and just say that. In terms of the comments in Naples, the property that was mentioned was not previously in the acquisition program and the Part 150 that was adopted in the early 1990s. It is being proposed in this and therefore, there would be an opportunity to acquire those homes under the Part 150 program and as we always do when we acquire enough of the homes in a general area we tear them down and put them into a non-residential use. In terms of Nevada Trails the only thing I can comment on that is that is a good reason why the Board has been getting stronger and stronger with the developers in providing the disclosure to the residents so that they do have specific disclosure and it has been a progression and what the airport always asks for, of course, is individual disclosures which would be bright pink or orange so it stands out but we don't get to dictate that but we do think people should be put on noise notice that they are in an area that would be subjected to over flights so they can make an educated decision and that is what we have always asked the developers to do and as the program has grown this Board has required them to get more and more specific which I think is the right direction. But we aren't going to change where the airplanes fly; we are just modeling where they fly and we are coming up with mitigation measures, that is what this whole program is about, and I think that the Committee has come up with some good recommendations based on the noise exposures and we will try to accomplish those if the Board adopts this and directs us to move forward with the FAA to try to get it approved.

Chairman Reid: May I ask you to respond to what Mr. Uehling said?

Randall Walker: Yes, that is the Naples property where in the 1992 approved plan those properties were not included in the voluntary acquisition area. They are proposed to be included in this current voluntary acquisition area so we would be doing exactly what he proposes.

Chairman Reid: Are there any other questions? Commissioner Woodbury?

Commissioner Woodbury: Just a comment, Mr. Chairman. Based on all the input I have received over the years and then again here today I think that probably we, as a governmental entity dropped the ball when it came to the Nevada Trails approval and I do accept my share of that responsibility. There should have been some kind of a



follow-up to make sure that people honestly did sign a separate disclosure statement. But, yes, there are going to be noise impacts. I guess at the time nobody knew exactly what those were going to be but there were anticipated to be noise impacts and you are right, the County is doing a better job of it now but when citizen after citizen says they were never given a separate disclosure and I think that must have been the case and there is no way for us to go back but we just need to make sure that that never gets repeated.

Chairman Reid: Other comments? Commissioner Boggs-McDonald?

Commissioner Boggs-McDonald: Along these lines I don't know if it is possible if either the airport or now that Chris Robinson has been ratified this morning, can go back with some of these, especially the major master developers in the area that you had on the map just to ensure that they do have those disclosure processes in place. Because often times what I have found is that people may start off with good intentions and then either turn over of staff or new people come on board and then these procedures somehow fall by the wayside. So I think just making contact with especially major master-planned developers like Southern Highlands, Mountain's Edge and Summerlin, Rhodes Ranch and others – Nevada Trails, just to ensure that they are in fact, giving those property disclosures.

Randall Walker: We certainly can do that and always better effort can be done I am sure. A lot of those subdivisions that you mentioned are outside the 60 and so they are not required to do any kind of noise disclosure because they are outside those 60 contours but the ones that are in the 60 and higher is, this Board, at least as long as I have been associated with the airport, has always required or almost always required noise disclosure and sound attenuation for the homes that are in the 60 and higher and certainly we will, as you suggest, be more aggressive in the future in trying to make sure the developer actually comply with what the Board has directed them to do.

Jeff Jacquart: If I can follow up on that just for a moment the other thing that our office is doing is when this process is completed, like it did a couple years ago, we are going to send out a mass mailing to every licensed real estate agent and broker within Southern Nevada. In 2002, we sent out 15,000 packets of ten maps that shows where airplanes fly, what are the noise contours, we tried to identify where noise disclosure was required by this Commission and we plan on doing that again once this process is completed. That is another way where we can reach out to concerned citizens that do fall within the contours that Randy referred to.

Chairman Reid: Any comment from the Board? I guess what we need to do now is direct the staff to receive the comments that were given here today and that were given formally throughout the process and make sure they are incorporated in the document within the appropriate response in the final document that goes to the FAA and Jeff, you mentioned some changes and make sure that I am doing this correctly. We are changing the boundary amendments for mitigation measures for 1, 3 and 4, is that correct?

Jeff Jacquart: Correct.

Chairman Reid: And you are eliminated mitigation measures 2 and 5 entirely?

Jeff Jacquart: Correct, that is our recommendation.

Chairman Reid: All right. So my motion would include that and also, that you forward the document, once it is complete, to the FAA for their review and approval and also if there are any noise mitigation measures that we can implement without FAA approval, we should do that as soon as we can. And I don't know if, I guess I'll ask our counsel -, is this just Staff direction or do we need a motion that we vote on?

District Attorney's Office: I think the Board should vote on it.

Chairman Reid: Are there comments or questions from the Board on that motion? All right, cast your vote.

## **Appendix A. FAR Part 150 Noise Compatibility Study Update, Public Working Group Summary Report**



# McCarran

INTERNATIONAL AIRPORT



## FAR Part 150 Noise Compatibility Study Update

### Public Working Group Summary Report



Prepared by:  
Katz & Associates  
June 2006



# McCarran

INTERNATIONAL AIRPORT



## FAR Part 150 Noise Compatibility Study Update

### Public Working Group Summary Report



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Katz & Associates  
June 2006

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# Executive Summary

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## Background

McCarran International Airport is currently the sixth largest airport in North America in terms of airline passengers, and the numbers of passengers and aircraft operations are expected to increase dramatically over the next 20 years. Additional aircraft operations may lead to additional noise in communities surrounding the airport.

In order to address existing and future noise generated by aircraft operations at the airport, the Clark County Department of Aviation is conducting an update to the 1994 McCarran International Airport Federal Aviation Regulations Part 150 Noise Compatibility Study. The FAR Part 150 Study Update identifies measures aimed at reducing the level of aircraft noise in the airport vicinity. Preparation of the FAR Part 150 Study Update was not mandatory. However, by conducting the study the Department of Aviation becomes eligible to receive funds from the Federal Aviation Administration to implement the study's recommended measures should the FAA approve those measures.

## Public Working Group

Because the Department of Aviation wanted to encourage public involvement throughout the study, it convened a public working group to advise the project team as the study was developed. The 23 member working group included representatives from the county and local cities, residents from communities surrounding the airport, land use planners, airlines, businesses, the FAA and housing developers. The public working group participated in 10 regularly scheduled meetings and one supplemental, informational meeting over the course of 12 months. Each of the meetings focused on various informational and educational issues including the airport system, historical and future operations demands, legal and jurisdictional issues, the FAR Part 150 process, aircraft and flight characteristics, how noise is defined and assessed, and other issues that may influence the FAR Part 150 Study Update.

The principal role of the public working group was to examine the effectiveness of the existing noise mitigation and abatement measures at McCarran International Airport and to recommend whether the measures should be retained, amended or abandoned, as well as whether new measures would be appropriate for the updated program. In examining the measures, the public working group's noise reduction strategy recommendations had to address known and expected capacity impacts.

### ***Public Working Group Tours***

The public working group also participated in two tours which provided additional information on the issues they would be discussing during the process. The first tour, held on August 9, 2005, was of the air traffic control tower at McCarran International Airport. On this tour, the public working group experienced first-hand the volume and frequency at which aircraft fly in and out of the airport. The second tour, held on August 23, 2005, was a tour of the airport environs. The public working group visited actual noise monitoring sites located in the communities surrounding the airport and saw the noise modeling equipment and

procedures conducted in real time. Both tours helped establish a common understanding for all members, both in terms of airport operations and noise monitoring practices.

### **Public Open Houses**

In addition to the public working group meetings, three public open houses were held, on August, 24, 2005, October 26, 2005 and May 24, 2006, to gather additional input from the public. Several public working group members attended these open houses to hear the public's comments firsthand. The Department of Aviation and consultants staffed the open houses and were available to answer any questions, take comments or respond to community concerns. The project team developed display boards and handouts to easily depict the sometimes complicated information presented. However, the Department of Aviation did not present anything at the public open houses that had not already been presented to the public working group. Public comment forms were available at each open house. These forms allowed the public an opportunity to voice their concerns in writing. The forms will be included in the study update.

### **Identification of Recommended Measures**

Over the course of ten meetings, the public working group had extensive opportunity to listen and comment on past, present and potential future noise abatement and mitigation measures. In particular, several meetings were dedicated to the exchange of information and ideas on potential measures to include in the FAR Part 150 Study Update. The following is a summary, in chronological order, of the process used to derive the specific recommendations detailed in this report.

- At fifth meeting held on Oct. 25, 2005, the Department of Aviation presented all of the noise abatement and mitigation measures that have previously been adopted and considerations for whether those measures should be included in the FAR Part 150 Study Update. At the conclusion of this presentation, the public working group provided initial comments on measures that should be included in the Part 150 Study Update, including the retention of existing measures and the consideration of new measures.
- At the sixth meeting held on Jan. 24, 2006, the public working group continued its discussion of measures that might be included in the FAR Part 150 Study Update. The Department of Aviation also informed public working group members that they could contact the Department of Aviation outside the formal public working group meetings to provide additional input. Several members did so and offered additional input on measures to include in the FAR Part 150 Study Update.
- At the seventh meeting held Feb. 28, 2006, the Department of Aviation presented 23 noise abatement and mitigation measures that, based on prior public working group input and the Department's analysis, were being considered for inclusion in the FAR Part 150 Study Update.



- At the eighth meeting held on March 28, 2006 and the ninth meeting held on April 18, 2006, the public working group discussed each of the 23 measures previously presented and provided input on each measure. In many instances, the public working group's input led to modifications in the language of the measure. In instances in which a public working group member's comment was not accepted by the Department of Aviation or the majority of the public working group, the language of the measure remained and the commenter's position was noted in the meeting minutes (and is reflected herein).

The result of this process is the list of recommended measures contained in this report. The Department of Aviation will use these recommendations to help formulate its FAR Part 150 Noise Compatibility Study Update, subject to further analysis and coordination with the FAA. It is important to recognize that the recommendations contained herein are general concepts and are not intended to represent the exact language to be included in the official FAR Part 150 Noise Compatibility Study Update. Although the Department of Aviation may alter the language in order to comply with the technical requirements of FAR Part 150, the Department of Aviation fully intends to retain the original intent and ideas of the public working group.

## Mission Statement and Principles of Participation

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A mission statement and principles of participation were developed by the project team, and reviewed and approved by the public working group members at the first meeting. The project team introduced the mission statement and principles of participation as the foundation for the group's involvement in the overall process. The mission statement defined the group's goal and the principles of participation outlined the general ground rules for meeting participation and participant conduct. It was important for the group's success that each member understood and respected these guidelines. The mission statement and principles of participation, as approved by the public working group are provided in the following paragraphs.

### **Mission Statement**

The mission of the McCarran International Airport FAR Part 150 Public Working Group is to assist Clark County Department of Aviation staff and consultants in preparing a Noise Compatibility Study Update by providing review and feedback throughout the Update's development.

### **Principles of Participation**

#### ***Role of Working Group Members***

To achieve the goals of the Public Working Group, the Clark County Department of Aviation (CCDOA) is asking participants to:

- Understand the current and future role of Clark County's public-use airport system.
- Become familiar with current and projected levels of air traffic at McCarran International Airport.
- Provide feedback on the Update's technical assumptions and projections.
- Identify community and airport user issues and concerns related to air traffic operations and noise generation.
- Assist in the development of criteria to evaluate noise abatement measures at McCarran International Airport.
- Review existing and suggest potential noise abatement measures for McCarran International Airport operations, with emphasis on measures that can be legally or reasonably pursued.

#### ***Representation***

Participants are being sought based upon several qualities:

- Willingness to work cooperatively with other Public Working Group members.
- Commitment to attend the Public Working Group meetings.
- Demonstrated ability to present the perspective of an organization or constituency affected by air traffic operations associated with McCarran International Airport.

Every Public Working Group member is asked to report back to his or her respective constituency to keep them aware of the Public Working Group's discussions and the issues that have been identified. CCDOA staff and consultants will be available to assist in this communication process, if desired.

**Discussion Process**

Committee members agree to abide by the following discussion process:

- All perspectives are valued.
- One person speaks at a time.
- The preferred deliberation process is collaborative problem solving.
- In cases of non-consensus, alternative perspectives will be documented.
- Public Working Group members treat each other with respect.
- A neutral third-party of Katz & Associates, Inc. will facilitate the meetings.

**Meeting Attendance**

In order for the process to work effectively, full participation of members will be essential. Public Working Group members are asked to commit to attend meetings consistently. If a Public Working Group member becomes unavailable to attend a meeting, he or she may send an alternate to monitor that meeting. The alternate should be briefed by the Committee member regarding the status of prior discussions and decisions. Active participation by the alternate is permissible if the alternate does not impede the progress of the Committee.

**Support**

A neutral third-party facilitator of Katz & Associates, Inc. will conduct all Public Working Group meetings. The role of the facilitator is to ensure all perspectives are heard through a collaborative discussion process. CCDOA staff and consultants will provide technical and logistical support, including making presentations, answering questions, coordinating meetings and documenting meeting content. Meeting discussions may be audio taped to aid in the preparation of meeting summaries.

**Meeting Agendas**

Public Working Group participation in establishment of agendas and matters of discussion will be encouraged. CCDOA staff and the facilitator will be responsible for preparing the agendas in collaboration with Public Working Group members. At the conclusion of each meeting, staff and committee members will recommend items for inclusion in the next agenda and any action items requiring additional research.

**Timeline**

It is anticipated that the draft 2005/2006 LAS Part 150 Update will need to be completed by March 2006, and finalized by June 2006. In order to accommodate this aggressive schedule, it will be important for the Public Working Group to address items presented at each meeting as fully as possible. Lengthy discussions on items in which a majority consensus cannot be made, or where differing positions impede the process of the Working Group as a whole, should be limited.

**Public Working Group Communication**

To make information about the Public Working Group's activities available to all interested parties, the facilitator will develop a Web page for the group that will include meeting date information, agendas, meeting summaries and any findings or actions of the group. This Web page will be accessible from the CCDOA's existing Web site.



**Observers**

Observers are welcome at Public Working Group meetings. However, meetings are intended for the benefit of the Public Working Group members to promote balanced, constructive interaction. Observers will be asked to refrain from commenting during the proceedings. There will be an opportunity for public comment at the end of each meeting.

**Media**

Media present, if any, will be identified for the benefit of Public Working Group members. Members will be asked not to make public statements about the group’s deliberations to the media that would tend to hamper constructive discussions. CCDOA staff and consultants will also refrain from such statements about the Committee’s deliberations.

**Work Product**

The Public Working Group will be asked to summarize its discussions at the conclusion of its work in the form of a written report. The written report will be prepared by the facilitator, in collaboration with Public Working Group members. A draft summary report will be presented to the Committee for review and comment. It is suggested the report document the following:

- The scope and content of the Public Working Group’s discussion.
- Recommendations regarding noise abatement measures.
- Individual opinions and observations that may not be reflected in the main body of the report.

## Public Working Group Member Roster

<b>Member Organization</b>	<b>Member Name</b>
City of Boulder City, Community Development	Brok Armantrout
City of Henderson	Stephanie Garcia-Vause
City of Las Vegas, Planning Department	Andrew Powell
City of North Las Vegas, Planning Department	Ned Thomas
Clark County Comprehensive Planning	Jon Wardlaw
Clark County Comprehensive Planning	Anthony Molloy
Enterprise Area	David Broxterman
Enterprise Area	Bill Goff
Federal Aviation Administration	Joseph Rodriguez
Federal Aviation Administration	Tom Petrakis
Greater Las Vegas Association of Realtors	Keith Lynam
Las Vegas Convention and Visitor's Authority	Luke Puschnig
National Business Aviation Association, Inc.	Dan Burkhart
Paradise Area	Randy Barnes
Rhodes Ranch Area	Ray Blonn
Southern Highlands Area	DeCourcy Graham
Southern Nevada Home Builders Association	Mick Galatio
Southwest Airlines	Billy Self
Spanish Trail Area	Jerry McDonald
Summerlin South/Red Rock Country Club Area	Jay Halstead
The Lakes Area	Greg Toussaint
US Airways	John Miller
Winchester Area	Justin Gilbert

## Recommendations

The recommendations listed below primarily include noise reduction strategies presented by the Clark County Department of Aviation to the public working group and considered during the course of the public working group meetings, as outlined above. These recommendations are from previous Part 150 Studies, ongoing policies, or were presented by the working group as a whole or as individuals. The recommendations outlined in this report gained general support from a majority or all of the public working group members.

### **Recommendations for inclusion**

Below are the general concepts the public working group identified for inclusion in the update.

- **Maintain (and clarify) informal preferential runway use program:**
  - JET defined as aircraft weighing more than 75,000 lbs.
  - 25R is the preferred JET departure runway. (Not just for scheduled air carrier jets.)
  - 25L is the preferred JET arrival runway. (Established in the 1988 EA to construct 7R-25L.)
  - 19L is the preferred JET departure runway when southern departures are required. (Established in the 1994 EA to upgrade 1L-19R.)
  - Between 8 PM and 8 AM, if weather, traffic congestion, or construction conditions permit, JET operations on 19L and 19R will be restricted. (1978 regulation applied restriction to turbojet aircraft, unless operational requirements dictate. 1988/1989 & 1994 FAR Part 150 programs applied restriction to air carrier operations, when air traffic and weather conditions permit. Clarifies “air traffic” issues.)
  - 1R is preferred JET departure runway when northern departures are required. (Established in the 1994 EA to upgrade 1L-19R.)
  - 7L is preferred JET departure runway when eastern departures are required. (Established in the 1988 EA to construct 7R-25L.)

*The concept of this recommendation received general approval from the public working group.*

*The Rhodes Ranch representative prefers 7L be the preferred JET departure runway during summer months, and 7R be the preferred JET arrival runway during summer months. In addition, he expressed his disagreement with the following portion of the recommendations:*

- *25L is the preferred JET arrival runway. (Established in the 1988 EA to construct 7R-25L.)*
- *19L is the preferred JET departure runway when southern departures are required. (Established in the 1994 EA to upgrade 1L-19R.)*

*The City of Henderson representative indicated that the preferential runway use program is the single most important recommendation, and requested the following be included as part of the preferential runway use measure:*

- *The use of Runway 7R/L for departures would not increase in future years.*
- *Renew the Interlocal Agreement, which was put into effect in 1988 and expired in 2003, between the City of Henderson and Clark County.*

- *Incorporate a definition of the circumstances under which the preferred runway usage could be abandoned.*
- *Request that the FAA comply more often to the preferential use program.*
- **Clarify preferred departure flight corridors and improve compliance:**
  - 4 NM (from DME) runway heading for 25L/R JET departures / right-hand pattern. (Prevents aircraft from turning before passing Rainbow.)
  - 3 NM (from DME) runway heading for 25L/R JET departures / left-hand pattern. (Prevents aircraft from turning before passing Jones.)
  - Encourage and support voluntary use of a 'straight out' procedure for 25L/R.
  - 3 NM (from DME) runway heading for 19L/R JET departures. (Prevents aircraft from utilizing a runway heading beyond Blue Diamond Road.)
  - 7 NM (from DME) runway heading for 07L/R JET departures. (Prevents aircraft from turning before passing Boulder Highway.)
  - 2 NM (from DME) runway heading for 01L/R JET departures. (Prevents aircraft from turning within the airport fence line.)
  - Helicopter tour departure procedures along Tropicana Avenue. (Keeps helicopters over a major roadway.)

*The concept of this recommendation received general approval from the public working group.*

*However, the Rhodes Ranch representative expressed his disagreement with the following portion of the recommendation:*

- *3 NM (from DME) runway heading for 25L/R JET departures / left-hand pattern. (Prevents aircraft from turning before passing Jones.)*

*The representative believes this creates “unfair air traffic burden on Rhodes Ranch.” He also prefers a 90 degree heading at Jones for aircraft turning south.*

- **Conduct a study to assess the *distant* noise abatement departure profile (NADP) for JETS on runways 25L/R, 19L/R, and 07L/R. (Due to location of Nellis’s airspace, a distant NADP on 01L/01R is not feasible.)**
- **Identify preferred arrival flight corridors which mimic, if safe and efficient, the same areas as those impacted by the departure corridors.**
  - Review if runway heading from 9 NM for 01L/R arrivals is feasible.
  - Review standard arrival flow into 07L/07R.
  - Helicopter tour arrival procedures along Charleston Blvd., Fremont St., Industrial Rd., and I-15.
- **Conduct a study to assess benefit of the continuous descent approach (CDA) procedure for JETS on all runways. (Community benefits were found approximately 10 miles from the Sacramento Mather Airport.)**
- **Continue to use designated locations for engine run-up maintenance activity.**
- **Continue to encourage airlines to utilize quieter aircraft. (Establish a recognition program for LAS’ “flying quietly” airlines, which combines fleet mix with flight track conformance.)**

- **Continue to support use of other General Aviation reliever airports for non-JET aircraft.**
- **Continue to support legislation requiring higher noise aircraft standards for aircraft including eliminating further use of hushkits or other methods used to reduce aircraft noise.**

*The concept of supporting federal legislation to promote quieter aircraft received general approval from the public working group.*

*However, the US Airways and Southwest Airlines representatives were not satisfied with this revised recommendation and noted the airlines would prefer the recommendation to read:*

- *Continue to support legislations to reduce noise levels by lobbying for more stringent noise standards for new aircraft types.*
- **Continue pursuit of Southern Nevada Regional Heliport. (Intended to accommodate helicopters providing tours to/from the Grand Canyon.)**
- **Continue bi-annual noise monitoring program for fixed-wing traffic and helicopter tour traffic originating from LAS.**
- **Expand noise compatibility public information program:**
  - Develop fly quietly brochure for JET and GA aircraft at LAS.
  - Include fly quietly procedures in Jeppesen charts.
  - Expand material contained within the bi-monthly noise complaint report.
    - Added Daytime and Nighttime JET Runway Use.
    - Added Hourly Departure and Arrival Operational Information.
    - Added JET Fleet Mix.
  - Begin to hold regular meetings with Chief Pilots and/or local managers.
  - Continue regular meetings with helicopter operators.
  - Redistribute noise information material to real estate community.
  - Post additional noise information on website.
  - Post signage on airport property concerning “noise sensitive airport”.
  - Utilize a supplementary noise metrics for noise disclosure information.

*This recommendation received support from the group.*

*The Winchester Area representative however, would like to see this recommendation enhanced and provide more noise complaint information through the Web site to the public and potential property buyers.*



- **Continue to work with the Clark County Department of Comprehensive Planning, City of Henderson Community Development Department, and UNLV to amend land use and/or master plans to discourage the introduction of noise sensitive and otherwise incompatible land uses within the airport environs.**

- Utilize 60 DNL area for comprehensive land use planning.

*The concept of utilizing the 60 DNL area for comprehensive land use planning received general approval from the public working group.*

*However, the City of Henderson prefers the 65 DNL criteria and does not believe using the 60 DNL contour for compatible land use planning is justified given the longstanding use of the 65 DNL contour to define the district.*

- **Continue to support redevelopment in areas transitioning from noise sensitive land uses to an airport compatible use.**

- **Update AEOD map in County and Henderson codes.**

- 2017 NEM.
- Amend Major Flight Corridor to reflect recent NEM.

*The concept of utilizing the 2017 NEM received general approval from the public working group.*

*However, the City of Henderson stated that the 2011 NEM is preferred.*

- **Continue Airport Environment Overlay District (AEOD) land use compatibility requirements currently included in County and Henderson development codes.**

- Codify 25 dB sound attenuation in 60 DNL.
- Apply mixed-use sound attenuation requirements for residential mid to high-rise projects
  - 35 dB sound attenuation required for residential units in 65 DNL or higher, and greater than 35 feet.
  - 30 dB attenuation required for units in 60 DNL, and greater than 35 feet.

- **Continue to review land use applications and express/condition airport related issues.**

- Improve coordination of noise disclosure requirements.

- **Pursue airport noise disclosure requirements at local and state level for seller disclosure of buyer for resale in 60 DNL.**

- Improve current conditions to include stand-alone language and proximity map.
- Utilize supplemental noise metric in disclosure issues

- **Continue aviation easement requirements in the County and Henderson development process.**

- Create database which identifies parcels containing an aviation easement.

- **Establish a voluntary program to acquire, provide transaction assistance, or sound insulate, as a voluntary measure, existing incompatible land uses in the new/amended AE-70.**
  - No incompatible land uses exist in the AE-75.
  - Existing uses constructed with appropriate sound attenuation requirements are deemed “compatible”.
  - Relocation costs not reimbursable.
  
- **Establish voluntary program to acquire vacant parcels in the new/amended AE-70 that are master planned for incompatible land uses when adjacent/nearby development is airport compatible.**
  
- **Expand the voluntary property acquisition, transaction assistance, or sound insulation program to existing incompatible land uses in the new/amended AE-65.**
  - No incompatible land uses exist in the AE-75.
  - Existing uses constructed with appropriate sound attenuation requirements are deemed “compatible”.
  - Relocation costs not reimbursable.
  
- **Expand the voluntary acquisition of vacant parcels in the new/amended AE-65 that are master planned for incompatible uses when adjacent/nearby development is airport compatible.**

## Conclusion

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Over the course of 10 meetings and almost a year of information sharing and discussions, the McCarran International Airport FAR Part 150 Noise Compatibility Study Update Public Working Group met for the last time on May 23, 2006. During this year long process, the group successfully adhered to the mission statement and principles of participation and as a result, endorsed the general concepts of the 23 noise abatement and mitigation measures listed in this report. These recommendations will be studied further by the Department of Aviation and likely included in the Part 150 Study Update.

## Public Working Group Meeting Schedule

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The following is a schedule of the meetings held by the public working group:

<b>Meeting #1</b>	.....	Tuesday, June 21, 2005
<b>Meeting #2</b>	.....	Tuesday, July 26, 2005
<b>Airport Traffic Control Tower Tour</b>	.....	Tuesday, August 9, 2005
<b>Meeting #3</b>	.....	Tuesday, August 23, 2005
<b>Airport Environs Tour</b>	.....	Tuesday, August 23, 2005
<b>Open House #1</b>	.....	Wednesday, August, 24, 2005
<b>Meeting #4</b>	.....	Tuesday, September 27, 2005
<b>Meeting #5</b>	.....	Tuesday, October 25, 2005
<b>Open House #2</b>	.....	Wednesday, October 26, 2005
<b>Meeting #6</b>	.....	Tuesday, January 24, 2006
<b>Meeting #7</b>	.....	Tuesday, February 28, 2006
<b>Optional Meeting</b>	.....	Tuesday, March 14, 2006
<b>Meeting #8</b>	.....	Tuesday, March 28, 2006
<b>Meeting #9</b>	.....	Tuesday, April 18, 2006
<b>Meeting #10</b>	.....	Tuesday, May 23, 2006
<b>Open #House 3</b>	.....	Wednesday, May 24, 2006

All meetings were held at the Clark County Government Center, 500 S. Grand Central Pkwy., Pueblo Room, First Floor, from 4 p.m. to 6 p.m. An opportunity for public comment was provided at each regularly scheduled meeting.

# McCarran International Airport FAR Part 150/Noise Compatibility Study Update

## Public Working Group Meeting Agenda

Tuesday, June 21, 2005, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

1. **Welcome and Introductions** (Lewis Michaelson, Facilitator, Katz & Associates)
2. **Objective of Public Working Group and Anticipated Deliveries** (Jeff Jacquart, Project Manager, Clark County Department of Aviation)
3. **Review Mission Statement and Principles of Participation** (Lewis Michaelson)
4. **Overview of Clark County Aviation System** (Randy Walker, Director, Clark County Department of Aviation)
5. **Overview of FAR Part 150/Noise Compatibility Study Update** (Adrian Jones, Ricondo & Associates, Inc.)
6. **Public Comment**

# McCarran International Airport FAR Part 150/Noise Compatibility Study Update

## Public Working Group Meeting Agenda

Tuesday, July 26, 2005, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

1. **Review June 21, 2005 Meeting Summary** (Lewis Michaelson, Katz & Associates)
2. **Airports and Noise: Who's in charge?** (Peter Kirsch, Kaplan Kirsch & Rockwell LLP)
3. FAR Part 150 Background, Process and Examples (Adrian Jones, Ricondo & Associates)
4. **A Preview of Aircraft Noise Assessment** (Bob Brown, Brown-Buntin Associates)
5. **August Tours Details** (Jeff Jacquart, Project Manager, Clark County Department of Aviation)
  - a. Airport Traffic Control Tower Tour (August 9)
  - b. Impacted Areas Site Tour (August 23)
6. **Next Meeting**
7. **Public Comment**

# McCarran International Airport FAR Part 150/Noise Compatibility Study Update

## Public Working Group Meeting Agenda

Tuesday, August 23, 2005, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

1. **Review July 26, 2005 Meeting Summary** (Lewis Michaelson, Katz & Associates)
2. **Airport Traffic Control Tower Tour Debrief** (Jeff Jacquart, Clark County Department of Aviation)
3. **Aircraft Noise Assessment** (Bob Brown & Jim Buntin, Brown-Buntin Associates)
4. **Aircraft and Flight Characteristics 101** (Mike Loghides, Clark County Department of Aviation)
5. **Next Steps**
  - a. August 24 Open House
  - b. September 27 Public Working Group Meeting
6. **Public Comment**

*Following tonight's meeting the Public Working Group members will have a brief break before beginning the site tour. Public Working Group members should meet the tour bus in the Government Center parking lot at 5:45 p.m. The tour will begin promptly at 6 p.m.*

# McCarran International Airport FAR Part 150/Noise Compatibility Study Update

## Public Working Group Meeting Agenda

Tuesday, September 27, 2005, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

1. **Review August 23, 2005 Meeting Summary** (*Lewis Michaelson, Katz & Associates*)
2. **Site Tour and Open House Debrief** (*Lewis Michaelson, Katz & Associates*)
3. **History and Future of Operations at McCarran International Airport** (*Jeff Jacquart, Clark County Department of Aviation*)
4. **History of Noise Complaints and Reduction Measures at McCarran International Airport** (*Andrea McKenzie, Clark County Department of Aviation*)
5. **Next Steps**
  - October 25 Public Working Group Meeting
  - October 26 Open House
6. **Public Comment**



# McCarran International Airport FAR Part 150/Noise Compatibility Study Update

## Public Working Group Meeting Agenda

Tuesday, October 25, 2005, 4:00 p.m. to 6:45 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

1. **Review September 27, 2005 Meeting Summary** (*Lewis Michaelson, Katz & Associates*)
2. **Capacity Analysis for the Baseline Runway Use Projections** (*John Bergener, Ricondo & Associates, Inc.*)
3. **Baseline Noise Exposure Maps** (*Robert Brown, Brown-Buntin Associates, Inc.*)
4. **History of Noise Complaints and Reduction Measures at McCarran International Airport** (*Andrea McKenzie, Clark County Department of Aviation*)
5. **Discussion: Which noise reduction measures could be initially evaluated by the Part 150 Study team?** (*Lewis Michaelson, Katz & Associates*)
6. **Next Meeting**
7. **Public Comment**

# McCarran International Airport FAR Part 150/Noise Compatibility Study Update

## Public Working Group Meeting Agenda

Tuesday, January 24, 2006, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

1. **Review October 25, 2005 Meeting Summary** (*Lewis Michaelson, Katz & Associates*)
2. **Overview of Working Group Progress and Next Steps** (*Jeff Jacquart, Clark County Department of Aviation*)
3. **Presentation on the Selection Process for FAR Part 150 Noise Measures** (*Adrian Jones, Ricondo & Associates, Inc./ Peter Kirsch, Kaplan Kirsch & Rockwell*)
4. **Summary of Public Comments Received Through November 2005** (*Adrian Jones, Ricondo & Associates, Inc.*)
5. **Working Group Discussion of Noise Measure Objectives and Preliminary Identification of Most Promising Measures**
6. **Next Meeting**
7. **Public Comment**

# McCarran International Airport FAR Part 150/Noise Compatibility Study Update

## Public Working Group Meeting Agenda

Tuesday, February 28, 2006, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

1. **Review January 24, 2005 Meeting Summary** (*Lewis Michaelson, Katz & Associates*)
2. **Initial Recommendations of Reasonable Noise Reduction Measures** (*Jeff Jacquart, Clark County Department of Aviation*)
3. **Working Group Discussion of Noise Measure Objectives and Preliminary Identification of Most Promising Measures**
4. **Upcoming Public Working Group Meeting Schedule**

The following meetings have been scheduled and will be held in the Pueblo Room of the Clark County Government Center from 4 p.m. to 6 p.m.

  - a. Tuesday, March 14, 2006: *Supplementary capacity presentation*
  - b. Tuesday, March 28, 2006: *Regularly scheduled March meeting*
  - c. Tuesday, April 18, 2006: *Change of April meeting date from originally scheduled date of Tuesday, April 25, 2006*
5. **Public Comment**

# McCarran International Airport FAR Part 150/Noise Compatibility Study Update

## **OPTIONAL** Public Working Group Meeting Agenda

Tuesday, March 14, 2006, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

1. **Welcome** (*Sara Katz, Katz & Associates*)
2. **McCarran International Airport – Airfield and Airspace Capacity** (*John Bergener, Ricondo & Associates, Inc.*)
3. **Working Group Questions and Comments**
4. **Public Comment**

# McCarran International Airport FAR Part 150/Noise Compatibility Study Update

## Public Working Group Meeting Agenda

Tuesday, March 28, 2006, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

1. **Review February 28, 2006 Meeting Summary** (*Lewis Michaelson, Katz & Associates*)
2. **Continued Discussion of Reasonable Noise Reduction Measures and Working Group Identification of Most Promising Measures** (*Jeff Jacquart, Clark County Department of Aviation*)
3. **Upcoming Public Working Group Meeting Schedule**

The following meetings have been scheduled and will be held in the Pueblo Room of the Clark County Government Center from 4 p.m. to 6 p.m.

  - c. Tuesday, April 18, 2006: *Change of April meeting date from originally scheduled date of Tuesday, April 25, 2006*
4. **Public Comment**

# McCarran International Airport FAR Part 150/Noise Compatibility Study Update

## Public Working Group Meeting Agenda

Tuesday, April 18, 2006, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

1. **Review March 28, 2006 Meeting Summary** (Sara Katz, Katz & Associates)
2. **Finalize Discussion of Reasonable Noise Reduction Measures and Working Group Identification of Most Promising Measures** (*Jeff Jacquart, Clark County Department of Aviation*)
3. **Review Draft Public Working Group Final Report** (*Sara Katz, Katz & Associates*)
4. **Public Comment**

# McCarran International Airport FAR Part 150/Noise Compatibility Study Update

## Public Working Group Meeting Agenda

Tuesday, May 23, 2006, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

1. **Review April 18, 2006 Meeting Summary** (*Lewis Michaelson, Katz & Associates*)
2. **Finalize Discussion of Reasonable Noise Reduction Measures and Working Group Identification of Most Promising Measures** (*Jeff Jacquart, Clark County Department of Aviation*)
3. **Review Draft Final Public Working Group Final Report** (*Sara Katz, Katz & Associates*)
4. **Thank you for your participation!** (*Randy Walker, Clark County Department of Aviation*)
5. **Public Open House Reminder:** Wednesday, May 24, 2006, 6 p.m. – 8 p.m.
6. **Public Comment**

# McCarran International Airport FAR Part 150 Noise Compatibility Study Update

## Public Working Group Meeting Summary

Tuesday, June 21, 2005, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

### Public Working Group Members Present

Andrew Powell, *City of Las Vegas*

Anthony Molloy, *Clark County*

*Comprehensive Planning*

Bill Goff, *Enterprise Area*

Billy Self, *Southwest Airlines*

Brok Armantrout, *City of Boulder City*

Dan Burkhart, *National Business Aviation Association, Inc.*

David Broxterman, *Enterprise Area*

DeCourcy Graham, *Southern Highlands Area*

Greg Toussaint, *The Lakes Area*

Jay Halstead, *Summerlin South/Red Rock Country Club Area*

John Miller, *America West Airlines*

Chuck Pulsipher on behalf of Jon Wardlaw, *Clark County Comprehensive Planning*

Justin Gilbert, *Winchester Area*

Keith Lynam, *Greater Las Vegas Association of Realtors*

Luke Puschnig, *Las Vegas Convention and Visitor's Authority*

Ned Thomas, *City of North Las Vegas, Planning Department*

Randy Barnes, *Paradise Area*

Ray Blonn, *Rhodes Ranch Area*

Stephanie Garcia-Vause, *City of Henderson*

Tom Petrakis, *Federal Aviation Administration*

### Public Working Group Members Absent

Jerry McDonald, *Spanish Trail Area*

Joseph Rodriguez, *Federal Aviation Administration*

Mick Galatio, *Southern Nevada Home Builders Association*

### Observers

William Reed

Bill Theisen

Amanda Koonie

Craig Teglia

Charles Jones

Tim Martin

Donna Harris

Lorraine Blanco

David Parks

Ellen Sleinns

Maggie Moncleso



## **Project Team Members**

Randall H. Walker, *Clark County Department of Aviation*

Jeff Jacquart, *Clark County Department of Aviation*

Andrea McKenzie, *Clark County Department of Aviation*

Adrian Jones, *Ricondo & Associates, Inc.*

John Williams, *Ricondo & Associates, Inc.*

John Bergener, *Ricondo & Associates, Inc.*

Peter Kirsch, *Kaplan Kirsch & Rockwell LLP*

Dan Reimer, *Kaplan Kirsch & Rockwell LLP*

Bob Brown, *Brown-Buntin Associates*

Sara Katz, *Katz & Associates*

Lewis Michaelson, *Katz & Associates*

Dave Marciniak, *Katz & Associates*

Jen Shira, *Katz & Associates*

## **Welcome and Introductions**

Mr. Michaelson, the meeting facilitator, began the meeting by welcoming the public working group members and observers to the first meeting. He briefly explained the public participation process the Clark County Department of Aviation has set for the FAR Part 150 Noise Compatibility Study Update. He said that this public working group was one component of the public involvement process. He described how the working group meetings initially will be educational to level the playing field of knowledge among working group members. Subsequent meetings will provide time for feedback and input. The advantage of a public working group is that members will have the opportunity to build shared understandings and relationships along the way and be able to provide informed recommendations. In addition, there will be large public workshops throughout the process for the general public, and a Web site will be maintained so everyone can stay abreast of the process.

Mr. Michaelson then explained his role as a neutral third-party facilitator, and that he will manage the meetings to ensure they stay on track and on time and that efficient use is made of the time being volunteered by members. He clarified that he is not an employee of the Clark County Department of Aviation. He concluded by saying the goal is to provide an open, transparent and fair process. He briefly reviewed the working group binder and meeting agenda.

Mr. Michaelson asked that each of the working group members take a moment to introduce themselves to the rest of the group. After the introductions were complete, he introduced Mr. Jacquart, project manager with the Clark County Department of Aviation.

## **Objective of Public Working Group and Anticipated Deliverables**

Mr. Jacquart, Clark County Department of Aviation, again thanked the members for their participation and began with an overview presentation outlining the group's mission, the participation process, anticipated deliverables and a schedule of events. Mr. Jacquart then asked the working group if there were any questions.

- Mr. Greg Toussaint asked if all project materials will be posted on the Web site.
  - Mr. Michaelson said they would be.
- Mr. Blonn asked how the public participation process and working group fit into the final decision making process and implementation of noise abatement recommendations.

- Mr. Jacquart said the working group will play an advisory role and the working group's final summary report will capture all input provided by the group. He said the summary report will be considered when preparing the study update.
- Mr. Blonn asked how the County Commissioners will be involved.
  - Mr. Jacquart said the County Commissioners will be asked to adopt the plan at a hearing at the conclusion of the public comment period in June 2006
- Mr. Blonn asked what the steps are after the County Commissioners adopt the update.
  - Mr. Jacquart said the study will be forwarded to the FAA for review and approval of some or all of the proposed mitigation measures. Approval would mean that McCarran Airport would be eligible to seek FAA funding for those approved measures.
- Mr. Miller asked how the update fits into the national system.
  - Mr. Walker said while operations at McCarran will be the focus of the Part 150 Study, McCarran's interdependent role in the national system will be considered.
- Mr. Broxterman asked what the FAA's role is in the process.
  - Mr. Jacquart requested that this question be deferred to the next meeting when more time can be devoted to the subject.

At the conclusion of the question and answer period, Mr. Jacquart asked Mr. Michaelson to review the group's mission statement and principles of participation.

### **Review Mission Statement and Principles of Participation**

Mr. Michaelson reviewed the draft mission statement and principles of participation. The group did not have any changes or revisions to the document, therefore it became final. Mr. Michaelson then briefly provided a live demonstration of the Web site. He reviewed the "schedule," "public working group" and "contact us" links. Mr. Michaelson then introduced Mr. Walker.

### **Overview of Clark County Aviation System**

Mr. Walker, Clark County Department of Aviation, provided an overview presentation of the Clark County Aviation System. The presentation included information about the current system airports and planned airports, the history of McCarran International Airport, facts about McCarran, economic impact facts, historical passenger growth, airport noise abatement, recent passenger counts, future passenger growth and, planned construction and improvements at McCarran to address growing demands.

- Mr. Blonn asked if the planned Terminal 3 will be an international terminal.
  - Mr. Walker said there would be an international component to the terminal because the conditions at the existing international terminal are unattractive and becoming constrained.
- Mr. Toussaint asked what the passenger growth trends have been in the last 10 years at McCarran.
  - Mr. Walker said the last 10 years are not a good gauge due to the events of 9/11. Looking at the years between 1990 and 2000 indicates a growth rate in excess of the national average, but he does not believe the airport can sustain that rate of growth. However, he added that the airport's build-out capacity cannot keep up with the number of hotel rooms that are planned for the future and number of passengers that will generate.
- Mr. Toussaint asked what is planned for the two year gap between 2015, when McCarran is at capacity and 2017 when Ivanpah is expected to be operational.

- Mr. Walker said they are currently working on strategies for how to accommodate passenger growth at McCarran until Ivanpah would open.
- Mr. Blonn asked if the Department of Aviation had considered the impact of the “condo phenomenon,” and the increase in the number of trips that timeshare and second-home condominiums would generate.
  - Mr. Walker explained that there are two trends the Department of Aviation is seeing, although the department does not yet have sufficient data to know how they will affect passenger growth. The first is the increase in timeshares. He said these travelers come for longer periods of time and in larger groups. The second is the increase in permanent residences, although 70 percent of the condominiums being built are second or third homes, which may have more of an impact on private aircraft capacity than on commercial airlines. Mr. Walker added that there isn’t historical data to study.

Mr. Michaelson asked Mr. Walker to address the link between meeting passenger demand past 2015 and the Part 150 Study. Mr. Walker said the FAR Part 150 is for McCarran only, not the entire system of airports. Therefore the recommendations will be for McCarran. However, Part 150 studies may need to be conducted on other airports in the system.

### **Overview of FAR Part 150/Noise Compatibility Study**

Mr. Jones, Ricondo & Associates, provided a brief presentation that provided an overview of aviation noise regulations, study background, FAR Part 150 Terminology and FAR Part 150 Study Process.

- Mr. Pulsipher clarified that the airport environs overlay zone was originally adopted in 1986, rather than in 1990 as indicated in the presentation. The boundaries of the airport environs overlay zone were updated in 1990 following completion of the 1988/89 FAR Part 150 Study.
  - Mr. Jacquart thanked him for the clarification.
- Mr. Self added that during this process, it is beneficial to have air traffic control representatives available to answer questions and provide clarifications.

### **Public Comment**

William Reed (6240 Westwind Road, Las Vegas, NV 89118)

- Mr. Reed has lived in his current home for the past 11 years. He said recent policy changes allow planes to fly 200 – 300 feet above his house. He said this is a current problem and didn’t occur in the previous 11 years.
  - Mr. Jacquart said he would like to speak with Mr. Reed after the meeting and look at his specific situation and concerns.

### **Conclusion**

Mr. Michaelson thanked the group for their participation and the meeting was adjourned.

# McCarran International Airport FAR Part 150 Noise Compatibility Study Update

## Public Working Group Meeting Summary

Tuesday, July 26, 2005, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

### Public Working Group Members Present

Andrew Powell, *City of Las Vegas*

Anthony Molloy, *Clark County*

*Comprehensive Planning*

Bill Goff, *Enterprise Area*

Billy Self, *Southwest Airlines*

Dan Burkhart, *National Business Aviation  
Association, Inc.*

DeCourcy Graham, *Southern Highlands*

Greg Toussaint, *The Lakes Area*

Jay Halstead, *Summerlin South/Red Rock  
Country Club Area*

Jerry McDonald, *Spanish Trail Area*

John Miller, *America West Airlines*

Jon Wardlaw, *CC Comprehensive Planning*

Justin Gilbert, *Winchester Area*

Keith Lynam, *Greater Las Vegas*

*Association of Realtors*

Luke Puschnig, *Las Vegas Convention and  
Visitor's Authority*

Mick Galatio, *Southern Nevada Home  
Builders Association*

Ned Thomas, *City of North Las Vegas,  
Planning Department*

Cindy Dawson on behalf of Randy Barnes,  
*Paradise Area*

Ray Blonn, *Rhodes Ranch Area*

Stephanie Garcia-Vause, *City of Henderson*

Tom Petrakis, *FAA*

### Public Working Group Members Absent

Brok Armantrout, *City of Boulder City*

David Broxterman, *Enterprise Area*

Joseph Rodriguez, *Federal Aviation Administration*

### Observers

Bob Reeve

Bill Theisen

Tim Martin

## Project Team Members

Jeff Jacquart, *Clark County Department of Aviation*  
Andrea McKenzie, *Clark County Department of Aviation*  
Adrian Jones, *Ricondo & Associates, Inc.*  
John Williams, *Ricondo & Associates, Inc.*  
John Bergener, *Ricondo & Associates, Inc.*  
Peter Kirsch, *Kaplan Kirsch & Rockwell LLP*  
Bob Brown, *Brown-Buntin Associates*  
Sara Katz, *Katz & Associates*  
Lewis Michaelson, *Katz & Associates*  
Jen Shira, *Katz & Associates*

## Welcome and Introductions

Mr. Michaelson began the meeting by welcoming the public working group members and observers to the first meeting. He briefly reviewed the working group binder inserts that were distributed and meeting agenda. He then asked for any revisions to the June 21, 2005 meeting summary. No revisions were requested.

Mr. Jacquart briefly explained that the Department of Aviation is offering a tour of the McCarran Airport Traffic Control Tower. He explained that the tour will leave promptly at 4 p.m. on August 9 and distributed a handout with further instructions and a tour sign up sheet.

## Airports and Noise: Who's in charge?

Mr. Kirsch provided a presentation on the law of noise regulation, what Clark County and local governments can and cannot do to address noise, and information from the Guide to Airport Noise Rules and Regulations.

- Mr. Self said in 1998 the FAA made a ruling that if buildings are built within the 65 dBL of an airport the developer and/or owner is no longer eligible for noise attenuation or airport buyout of the property.
- Mr. Toussaint asked if the BLM had any control over restrictions placed on construction and development within the 65 dBL contour.
  - Mr. Jacquart said that BLM does not have a lot of land left under its jurisdiction in the area. On the upcoming site tour the working group will be visiting areas within the 65 dBL contour and they can observe land ownership aspects at that time.
- Mr. Burkhart asked if the money received from passenger facility charges goes back to the airport.
  - Mr. Kirsch said the passenger facility charge monies are applied to airport capital improvement costs only and do not go to airport staff salaries or other uses. He added that if the money is unused it can go back to the FAA. However, that very rarely occurs.
- Mr. Goff asked if the three studies underway at Burbank, LAX and Van Nuys airports are focusing on aircraft types.
  - Mr. Kirsch said that the three studies are looking at the potential for implementing a curfew at those airports.
- Mr. Self said that in 1990 the airlines were required to replace or retrofit all stage 2 aircraft to stage 3 standards. He said that because this had been such a substantial financial hit to the airlines, congress provided the incentive of no restrictions on stage 3 aircraft.

- Mr. Blonn asked if the requirements and restrictions will change as technology advances and engines become increasingly quieter.
  - Mr. Kirsch said all current and future aircraft that are being manufactured are stage 4 but he was not sure if the same restrictions will be put on stage 3 aircraft as were required of stage 2 previously.
- Mr. Self said that the six requirements of the Part 161 Study are so stringent that it is almost impossible for airports to conduct the study and make a finding in favor of further flight restrictions such as curfews. He added that only seven airports have conducted a Part 161 Study and all have failed with the exception of one. He said that the airline industry tried to discourage Burbank from conducting the study and encouraged using the money for other solutions.
  - Mr. Kirsch said that that point brings up the costs versus benefits of conducting a Part 161 Study.

### **FAR Part 150 Study Background, Process and Examples**

Mr. Jones provided a presentation on why a FAR Part 150 Study is conducted, who participates in the study, what the study produces, examples of airports currently conducting Part 150 Studies, Part 150 Study process, commonly asked questions and a case study of the San Antonio International Airport Part 150 Study.

- Mr. Toussaint asked if the projected results of any of the previously conducted studies have been compared to the actual results after the study recommendations have been implemented.
  - Mr. Jones said this information may be available on the FAA Web site.
  - Mr. Michaelson added that the study recommendations are not short term improvements, rather improvements for the long term, therefore the results may not be readily available.
- Mr. Blonn asked if this Part 150 Study will track the recommendations.
  - Mr. Jacquart said there is money in the budget to project how the recommendations may change or affect the noise contours.
    - Mr. Blonn said it is very important to have a baseline to measure against.
- Mr. Toussaint asked how the actual 2004 maps compared to the projected 2004 maps in the San Antonio example.
  - Mr. Williams said it is difficult to tell because the study recommendation to purchase monitoring equipment was not implemented; therefore, there is no way of measuring the actual changes.
  - Mr. Jacquart said Part 150 studies should be conducted every five years, which provides another way to monitor, although an update has not been done at McCarran for over 11 years.

### **A Preview of Aircraft Noise Assessment**

Mr. Brown provided a presentation on the definition of Day Night Level (DNL), how DNL is calculated, aircraft noise modeling, aircraft noise monitoring and key topics for the next public working group meeting.

- Mr. Blonn said he believes if five or six daily flights were changed, that would greatly impact the 65 DNL.

## **Public Comment**

There were no public comments.

## **Conclusion**

Mr. Michaelson thanked the group for their participation and the meeting was adjourned.

# McCarran International Airport FAR Part 150 Noise Compatibility Study Update

## Public Working Group Meeting Summary

Tuesday, August 23, 2005, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

### Public Working Group Members Present

Andrew Powell, *City of Las Vegas*  
Garrett Terbere, *Clark County Comprehensive Planning*  
Bill Goff, *Enterprise Area*  
Billy Self, *Southwest Airlines*  
Susan Danielewicz, *Boulder City*  
David Broxterman, *Enterprise Area*  
DeCourcy Graham, *Southern Highlands*  
Greg Toussaint, *The Lakes Area*  
John Miller, *America West Airlines*  
Jon Wardlaw, *Clark County Comprehensive Planning*  
Jason Jones, *Southern Highlands*

Luke Puschnig, *Las Vegas  
Convention and Visitor's Authority*  
Mick Galatio, *Southern Nevada  
Home Builders Association*  
Randy Barnes, *Paradise Area*  
Ray Blonn, *Rhodes Ranch Area*  
Sean Robertson, *City of Henderson*  
Tom Petrakis, *Federal Aviation  
Administration*  
Justin Gilbert, *Winchester Area*

### Public Working Group Members Absent

Dan Burkhart, *National Business Aviation Association, Inc.*  
Jay Halstead, *Summerlin South/Red Rock Country Club Area*  
Jerry McDonald, *Spanish Trail Area*  
Joseph Rodriguez, *Federal Aviation Administration*  
Keith Lynam, *Greater Las Vegas Association of Realtors*  
Ned Thomas, *City of North Las Vegas, Planning Department*

### Observers

Ron Garman  
Margo Garman  
Jan Waters  
Tabitha Keeta

Ralph Millara  
William Stewart  
Troy S. Marty  
Bill Theisen



## **Project Team Members**

Jeff Jacquart, *Clark County Department of Aviation*  
Andrea McKenzie, *Clark County Department of Aviation*  
C.M. Loghides, *Clark County Department of Aviation*  
Lisa Gibson, *Clark County Department of Aviation*  
John Williams, *Ricondo & Associates, Inc.*  
Adrian Jones, *Ricondo & Associates, Inc.*  
John Bergener, *Ricondo & Associates, Inc.*  
Jim Buntin, *Brown-Buntin Associates, Inc.*  
Robert Brown, *Brown-Buntin Associates, Inc.*  
Sara Katz, *Katz & Associates*  
Lewis Michaelson, *Katz & Associates*  
David Marciniak, *Katz & Associates*

## **Welcome and Introductions**

Mr. Michaelson began the meeting by welcoming the public working group members and observers to the third meeting. He briefly reviewed the working group binder inserts that were distributed and meeting agenda. He then asked for any revisions to the July 26, 2005 meeting summary. No revisions were requested. He then reminded working group members who are attending the site tour that the bus would leave promptly at 6 p.m.

## **Airport Traffic Control Tower Tour Debrief**

Mr. Jacquart thanked the working group members for their participation in the Aug. 9, 2005 McCarran Airport Traffic Control Tower tour. He said the tour provided members with a better understanding of airport operations and offered a good opportunity to ask general questions about air traffic control. During the tower tour, participants received an overview of radar operations. He said that later in the Part 150 process the group would be presented information about radar data, so the tour offered participants valuable insight to apply to the future session.

## **Aircraft and Flight Characteristics 101**

Mr. Loghides gave a presentation on aircraft flight characteristics focusing on how aircraft fly, why they do not all operate the same way and why they sound different. Mr. Loghides explained that there are many pieces to the puzzle that comprise flight characteristics. Aircraft type, airline/company flight policy, performance, navigational equipment, payload and destination, wind and weather conditions are some of the key variables.

Mr. Loghides discussed the “physics” that affect the flight of an aircraft: thrust, drag, lift and weight. Normally, in order to increase one flight factor (e.g. lift) others need to be decreased or increased. All these factors need to balance each other. He showed a chart indicating flight tracks during a given period. In a perfect world, Mr. Loghides said, all flights would follow similar paths, but due to differences in flight conditions and the performance capabilities of different aircraft, flight paths can vary considerably. He said the weight and size of planes are two of the major factors that influence flight paths.

- Mr. Loghides then gave an overview of different engine types on airplanes, discussing hush kits and high bypass engines and their difference noise generating characteristics.
- Mr. Galatio asked why the red and white striped unidentified planes operate out of McCarran.

- Mr. Jacquart said the airport has asked those planes if they can operate out of Nellis Air Force Base, but the operator has chosen to continue to operate out of McCarran.
- Mr. Loghides said the operator is technically a private company that works for the Department of Defense, so they are not just a military operator.

## **Aircraft Noise Assessment**

Mr. Buntin and Mr. Brown gave a presentation on aircraft noise assessment, explaining noise concepts and the dynamics of noise.

Mr. Buntin said noise is measured in decibel (dB) levels. He further explained that A-weighted sound pressure levels known as dBA levels match human response to noise. He showed a chart detailing decibel levels and a comparison of what sounds may fall within certain ranges. The chart further classifies decibel levels into ranges from very faint to painful and dangerous.

Mr. Buntin reviewed several aircraft noise terms and how they relate to each other. He said the maximum A-weighted sound level ( $L_{max}$ ) is the loudest part of a noise event, measured in decibels. The Sound Exposure Level (SEL) metric represents the sound energy of a single noise event at a duration of one second. The term Day-Night Level (DNL) is used as the overall standard for measurement within a surrounding community. This measurement is the average aircraft noise level over a 24-hour day, with a 10-dB penalty for nighttime noise events. He explained that the 10-dB penalty addresses the heightened sensitivity of most people to noise during nighttime hours. In the calculation of DNL, nighttime refers to the period from 10 p.m. to 7 a.m. The noise contour maps being generated for the FAR Part 150 Study Update will be based on DNL metric.

Mr. Buntin said the FAR Part 150 study closely examines areas exposed to aircraft noise of DNL 65 and higher. He said the U.S. Environmental Protection Agency developed the concept of DNL in 1974 as the preferred method to measure aircraft noise annoyance in affected populations. The FAA uses this measurement to determine eligibility for federal funds for noise abatement. He said the FAA considers all land uses compatible with DNL 65 or less. Over time, the DNL 65 threshold has proved to be a very effective tool for measuring the real-world annoyance of noise at airports.

Mr. Brown then presented information on the Clark County Aircraft Noise Measurement Program and how noise exposure maps are prepared. Mr. Brown said there are 10 sites around the valley that measure noise twice per year. Automated noise monitors run 24 hours per-day during a two-week monitoring period. Data collected include DNL and SEL values, along with flight tracks and runway use. He presented some of the noise monitoring data from summer, 2004 to demonstrate how noise levels vary between locations.

Mr. Brown discussed the use of DNL for the noise exposure maps. Noise modeling will be conducted to develop noise exposure contours for existing conditions and for forecast conditions (five years into the future). The Federal Aviation Administration's Integrated Noise Model (INM) is used for this modeling. The INM is a state-of-the-art tool for conducting aircraft noise analysis and will be used to compare noise exposure in different years and under different operational alternatives. The INM offers a consistent method of comparing alternatives.

Mr. Brown discussed inputs to the noise model including runway configuration, runway utilization, and aircraft fleet mix. He then presented information from calendar year 1992 that was analyzed during the last FAR Part 150 Study update. He discussed Stage 2 and 3 compliance requirements for commercial aircraft and displayed noise “footprints” associated with typical of Stage 2 and Stage 3 aircraft.

Mr. Michaelson asked about the difference between noise footprints associated with newer technology aircraft versus older technology aircraft. Mr. Brown explained that the older technology aircraft generally produce a larger noise footprint and are considerably louder at takeoff than when they land. Newer technology aircraft (Stage 3 and Stage 4) are much quieter on takeoff.

Mr. Brown then showed the noise exposure map from 1992. He said that on the bus tour, working group members would see typical noise monitoring sites, receive an equipment demonstration, observe aircraft, get a feel for single event noise levels and have an opportunity to ask questions to better understand aircraft noise.

### **August 24 Open House**

Mr. Michaelson discussed the open house and invited observers to attend that meeting to ask more questions about aircraft noise. He said presentation boards summarizing the FAR Part 150 process and several handouts would be on-hand at the workshop.

### **September 27 Public Working Group Meeting**

Mr. Michaelson reminded the working group that the next meeting is scheduled from 4 p.m. to 6 p.m., Sept. 27, 2005 in the same meeting room.

### **Public Comment**

Mr. Michaelson asked that individuals wishing to speak, fill out a speaker slip that is available in the back of the room and present it to him.

Bill Stewart (3534 Freedom Ave., Las Vegas, NV, 89121).

- Mr. Stewart said he lives in an area that is impacted by departures on Runways 1L and 1R. He said he moved to the area from San Diego and is a retired air traffic controller. He moved into the neighborhood not realizing it would be as heavily impacted as it is by departures. He said that most of the noise impacts are from DC 9s that are taking off. These aircraft tend to make an immediate right turn once they take off. He said he has spoken with an air traffic control representative that indicated that planes departing Runways 1L and 1R do receive clearance for immediate right turns. Mr. Stewart said these right turns are impacting the DNL in his neighborhood and need to be taken into consideration during modeling. Mr. Stewart also asked about an agreement he thought was in writing between the airport and the community that Runways 1L and 1R were only supposed to be used for emergencies. He asked officials to research this, because clearly Runways 1L and 1R are being used regularly.

### **Conclusion**

Mr. Michaelson thanked the group for their participation and the meeting was adjourned. Committee members left shortly thereafter on a bus tour of the airport environs.

# McCarran International Airport FAR Part 150 Noise Compatibility Study Update

## Public Working Group Meeting Summary

Tuesday, September 27, 2005, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

### Public Working Group Members Present

Andrew Powell, *City of Las Vegas*  
Bill Goff, *Enterprise Area*  
Billy Self, *Southwest Airlines*  
Brok Armantrout, *Boulder City Community Dev.*  
Dan Burkhart, *NBAA*  
Greg Toussaint, *The Lakes Area*  
Justin Gilbert, *Winchester Area*  
Jay Halstead, *Summerlin South*  
John Miller, *US Airways*  
Tom Petrakis, *Federal Aviation Administration*

Luke Puschnig, *LVCVA*  
Ray Blonn, *Rhodes Ranch Area*  
Mick Galatio, *Southern Nevada  
Home Builders Association*  
Randy Barnes, *Paradise Area*  
Anthony Molloy, *CC Comp.Planning*  
Stephanie Garcia-Vause,  
*City of Henderson*

### Public Working Group Members Absent

David Broxterman, *Enterprise Area*  
DeCourcy Graham, *Southern Highlands Area*  
Jerry McDonald, *Spanish Trail Area*  
Jon Wardlaw, *Clark County Comprehensive Planning*  
Joseph Rodriguez, *FAA (ADO)*  
Keith Lynam, *Greater Las Vegas Association of Realtors*  
Ned Thomas, *City of North Las Vegas Planning Department*

### Observers

Bill Theisen  
William Stewart  
Art Foote  
Stephanie Allen, *KKBR*

## **Project Team Members**

Jeff Jacquart, *Clark County Department of Aviation*  
Andrea McKenzie, *Clark County Department of Aviation*  
Adrian Jones, *Ricondo & Associates, Inc.*  
John Bergener, *Ricondo & Associates, Inc.*  
Jim Buntin, *Brown-Buntin Associates, Inc.*  
Robert Brown, *Brown-Buntin Associates, Inc.*  
Lewis Michaelson, *Katz & Associates*  
David Marciniak, *Katz & Associates*

## **Welcome and Introductions**

Mr. Michaelson began the meeting by welcoming the public working group members and observers to the fourth meeting. He briefly reviewed the working group meeting agenda. He then asked for any revisions to the August 23, 2005 meeting summary. No revisions were requested.

## **Site Tour and Open House Debrief**

Mr. Michaelson thanked group members for their participation in the site tour and open house events. He said the site tour offered working group members a wealth of information about airplane flight paths and an opportunity to become more familiar with aircraft noise levels in the vicinity of McCarran International Airport. He thanked members who attended the public open house and said he hoped they found it as valuable as the residents who attended.

Mr. Jacquart said about 50 people attended the open house and about three-dozen comments were collected from the public. He said those comments will be valuable and will be considered as the process moves forward.

Mr. Jacquart showed members a computerized animation of aircraft flight tracks at McCarran. The video depicted some of the arriving and departing flights that the working group watched during the tour. He explained the differences between the aircraft and described the noise footprint associated with each aircraft.

## **History and Future of Operations at McCarran International Airport**

Mr. Jacquart gave a presentation regarding the history and future of aircraft operations at McCarran International Airport, with special emphasis on growth in the number of aircraft operations and historical and forecasted runway use and flight tracks.

Mr. Jacquart showed a chart detailing annual passenger growth between 1989 and 2004. During that time the airport experienced a 5.7 percent annual average growth rate. He then showed a forecast of annual passenger growth for the period between 2005 and 2025. He said during this time, a 2.7 percent annual average growth rate is anticipated.

- Public working group members asked why future forecasts are lower than the historic rate, especially given the airport's expansion plans?
  - Mr. Jacquart said the reason behind the projected decrease in the passenger growth rate is that the airport physically cannot keep pace with demand. He said the airport can only add so many new gates, and regardless of when the

proposed airport in the Ivanpah Valley comes online, future growth at McCarran is constrained.

Mr. Jacquart then discussed fleet mix information pointing out historical and forecasted fleet mixes. Among some of the information presented was a chart showing the phase out noisier aircraft in the future. He then discussed historical aircraft departure information and forecasts. He said that 2004 calendar year operations data would represent the “baseline” in the FAR Part 150 study update.

Mr. Jacquart also reviewed changes in runway use during the past ten years, highlighting differences in the number of nighttime operations performed by air carriers. He also reviewed adherence with the Department of Aviation’s preferred arrival and departure corridors. He said, in general, larger aircraft are encouraged to operate on the east-west runways as much as possible with the inner north-south runway used for overflow. Smaller aircraft primarily use the outer north-south runway (Runway 1L-19R).

He presented charts that showed that runway use for larger aircraft has not changed much with the exception of more nighttime operations on the north-south runways. He said as the number of aircraft operations performed at McCarran continues to increase, the historical preferred runway configuration (described above) would likely be used less frequently to address capacity demands.

Mr. Jacquart presented several slides that discussed aircraft arrival trends:

- The percentage of arrivals from the east will likely decrease in future years as different runway configurations are used more frequently to address future capacity demands.
- The percentage of arrivals from the north will likely increase in future years as different runway configurations are used more frequently to address capacity demands. Although future daytime percentages should not exceed 1986 and 1992 percentages, nighttime arrivals will likely exceed previous levels.
- The percentage of arrivals from the south will likely increase in future years as different runway configurations are used more frequently to address capacity demands. Future daytime percentages may slightly exceed 1986 and 1992 percentages, and nighttime arrivals will likely exceed previous levels.
- The percentage of arrivals from the west will likely increase in future years as different runway configurations are used more frequently to address capacity demands. Future daytime and nighttime percentages will likely exceed previous levels.

Mr. Jacquart presented several slides that discussed aircraft departure trends:

- The percentage of departures to the west will likely decrease in future years as different runway configurations are used more frequently to address future capacity demands.
- The percentage of daytime departures to the south will likely decrease in future years as different runway configurations are used more frequently to address capacity demands, but nighttime departures will likely increase to address capacity demand during nighttime hours.
- The percentage of departures to the north will likely increase in future years as different runway configurations are used more frequently to address capacity demands. Although future daytime percentages should not exceed 1992 percentages, nighttime departures will likely exceed previous levels.

- The percentage of departures to the east will likely increase in future years as different runway configurations are used more frequently to address capacity demands. Future daytime and nighttime percentages will likely exceed previous levels.

Several working group members asked for better clarification about preferred runway configurations and which planes can use which runways.

- Mr. Jacquart said that the County couldn't force aircraft to only use certain runways during certain times.
- Mr. Petrakis said that the FAA doesn't just let pilots do as they wish. He said there are several factors that are taken into account that explain how aircraft use the available runways at McCarran. He pointed out that the last FAR Part 150 study process laid the foundation for how the runways are used today, but winds and weather are the main factors that influence how FAA uses the various runway configurations that are possible at McCarran.
- Mr. Jacquart added that one common instance that may require a deviation from the preferred runway use configuration happens during the summer when the hot weather is a factor in takeoffs. He said the east-west runway has an incline, so planes have difficulty achieving lift if they are routed uphill (west). Therefore, during hot periods planes generally takeoff to the east (downhill) so they can gain altitude more quickly.

Mr. Jacquart went through several slides that show arrival and departure flight tracks for both large and small aircraft. He said in general, larger aircraft fly a more defined flight pattern whereas there is more dispersion with smaller aircraft flight patterns. He said that until October 2001, very few changes in typical arrival and departure flight tracks have occurred for larger aircraft traffic patterns. He said in October 2001, the Las Vegas Four Corner Post Airspace Management Plan (FCPP) amended some typical arrival and departure procedures. There were several adjustments thereafter to bring arrival and departure procedures more in line with preferred historical flight corridors. Mr. Jacquart said that adherence or "compliance" with the preferred arrival and departure procedures is not mandatory.

Mr. Jacquart pointed out that an interlocal agreement with the City of Henderson that limited takeoffs to the east expired a couple years ago. He said since it expired, some of the limitations on departures to the east had been relaxed. He said this may have to be revisited with the city, but no further agreements have been finalized to date.

- Mrs. Garcia-Vause and Mr. Blonn asked about shifting air traffic to use the north-south runways as the primary runways instead of the east-west runways that seem to impact the most homes?
  - Mr. Jacquart reiterated the need for eastern takeoffs on hot days so planes can achieve lift better/faster. He also said weight is a factor all year and that pilots of heavier planes feel that it is safer to depart on the longer east-west runways.
- Mr. Toussaint asked if the County could develop flight track maps that depict seasonal differences in runway use? He explained that many people in the public have a hard time believing the average numbers presented, because during certain seasons, the number of daily overflights is much higher.
  - Mr. Jacquart said that the Part 150 process requires that noise exposure maps be developed for the average annual day condition.

- Mr. Toussaint said he understood FAA's requirements, but it would be handy as a reference to have the seasonal maps to show to constituents. He said many of his constituents do not understand the formula used to compute average annual day conditions, and having seasonal maps showing trends would better explain the variations they experience throughout the year.

Mr. Jacquart then presented several slides depicting samples of actual radar flight tracks and how they adhere to the preferred arrival and departure flight corridors. Each slide showed the location of flight tracks with respect to specific communities including Boulder City, Coronado Ranch, Rhodes Ranch, Spanish Trail, Summerlin South and Southern Highlands. Each slide presented information regarding the number of aircraft flight tracks (arrivals or departures) that cross over or near the communities. The data also showed changes in the number of aircraft that adhered to the preferred flight corridors as FAA and the Department of Aviation worked together to make adjustments to arrival and departure procedures following the adoption of the Four Corner Post Plan.

- Several group members asked why the flight tracks vary so much and do not seem consistent with the preferred departure and arrival flight corridors.
  - Mr. Jacquart said some of the planes have different turning abilities and characteristics, such as smaller planes versus big planes. If a smaller plane is given a certain heading after takeoff or during arrival, they will have a different flight track than a larger plane, which makes wider turns due to size and weight. He pointed to several instances where the aircraft flight tracks generally adhered to the preferred arrival and departure flight corridors. He then pointed some instances when aircraft have strayed from the corridors and noted that the failure of certain aircraft to adhere to preferred flight corridors will be addressed in the FAR Part 150 process.
- Mr. Burkhart said many planes have prescribed instrument flight plans, a type of navigation aid that programs preferred corridors into flight navigation. He said generally all pilots adhere to their prescribed instrument flight plan. He said not all pilots have this equipment, so that might explain some variations in flight tracks. He said even if an aircraft strays from the preferred corridor, there are exceptions that might make that deviation legitimate such as wind and weather, or even a hot air balloon or other aircraft in the vicinity.
- Mr. Petrakis said that it's important for group members to understand that nobody can just make a turn without a reason, and the FAA is in constant communications with aircraft to determine what track they need to use.

Mr. Jacquart said that the Department of Aviation has received requests from local developers to realign existing flight patterns to avoid planned major residential development projects, even though developers knew that certain areas have been and will likely continue to be exposed to significant aircraft noise due to their proximity to historical flight corridors.

## History of Noise Complaints and Reduction Measures at McCarran

Due to time constraints, Mr. Jacquart tabled this presentation until the next meeting.

## Next Steps

Mr. Michaelson said the next meeting is scheduled for October 25th. He said the second open house would be held on October 26th. He said the holiday schedule will have the group



breaking for a couple months following the October meetings but there is still a lot of information to cover. He asked group members if they would like to extend the next meeting for an hour. The group agreed to meet for an extra hour. Mr. Jacquart said the extra time would be added to the end of the meeting.

### **Public Comment**

Mr. Michaelson asked that individuals wishing to speak fill out a speaker slip that is available in the back of the room and present it to him.

Bill Stewart (3534 Freedom Ave., Las Vegas, NV, 89121).

- Mr. Stewart suggested that maybe the community doesn't want more airplanes. He said the community has had no say in whether it wants an increase in capacity at the airport. He passed out a map showing the airport and landmarks, one of which is his home. He said that the tower is giving every departure on the 1 Runways an initial heading of 050 and that they are ignoring the standard instrument departures that show a later turn. Mr. Stewart suggested that by assigning a heading of 050, FAA air traffic controllers are putting planes on a direct path over his community. He said part of the problem is a lack of communication between McCarran and Nellis ATC. He said there needs to be better coordination between the two so that commercial planes can use a different heading.

Art Foote (Freedom Ave., Las Vegas, NV, 89121).

- Mr. Foote said he has lived in Las Vegas for 30 years and has seen the airport grow tremendously. He said that when the airport built the north-south runways officials said they would only be used in the case of an emergency. Then they extended the runways and now they are in use for regular operations all the time. He said he lives a couple blocks north off Flamingo Road and he cannot hear the television at his house when planes fly overhead. He said in 2000, airport officials said that the quieter engines being used on new aircraft would help his situation, but the planes still make too much noise. He said when he first moved into his home 30 years ago there was minimal noise, and now it has gotten to the point where it is very loud. He said he wants to make sure his neighborhood is taken into consideration concerning the noise impacts of aircraft, because the situation has gotten much worse with time.

### **Conclusion**

Mr. Michaelson thanked the group for their participation and the meeting was adjourned.

# McCarran International Airport FAR Part 150 Noise Compatibility Study Update

## Public Working Group Meeting Summary

Tuesday, October 25, 2005, 4:00 p.m. to 6:45 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

### Public Working Group Members Present

Andrew Powell, *City of Las Vegas*  
Anthony Molloy, *Clark County Comprehensive Planning*  
Bill Goff, *Enterprise Area*  
Billy Self, *Southwest Airlines*  
David Broxterman, *Enterprise Area*  
DeCourcy Graham, *Southern Highlands Area*  
Greg Toussaint, *The Lakes Area*  
Jay Halstead, *Summerlin South*  
Mick Galatio, *Southern Nevada Home Builders Association*  
Justin Gilbert, *Winchester Area*  
Luke Puschnig, *LVCVA*  
Randy Barnes, *Paradise Area*  
Ray Blonn, *Rhodes Ranch Area*  
Stephanie Garcia-Vause, *City of Henderson*  
Tom Petrakis, *Federal Aviation Administration*

### Public Working Group Members Absent

Brok Armontrout, *City of Boulder City*  
Dan Burkhart, *NBAA*  
Jerry McDonald, *Spanish Trail Area*  
John Miller, *America West Airlines*  
Jon Wardlaw, *Clark County Comprehensive Planning*  
Joseph Rodriguez, *FAA (ADO)*  
Keith Lynam, *Greater Las Vegas Association of Realtors*  
Ned Thomas, *City of North Las Vegas Planning Department*

## Observers

Bill Theisen  
William Stewart  
Bud Visalli  
Karyl Dennison  
Larry Ober

Diane & Fred Arcuri  
Kyle C. Walton  
Jason Jones  
Rick Rexius

## Project Team Members

Jeff Jacquart, *Clark County Department of Aviation*  
Andrea McKenzie, *Clark County Department of Aviation*  
Adrian Jones, *Ricondo & Associates, Inc.*  
John Bergener, *Ricondo & Associates, Inc.*  
John Williams, *Ricondo & Associates, Inc.*  
Jim Buntin, *Brown-Buntin Associates, Inc.*  
Robert Brown, *Brown-Buntin Associates, Inc.*  
Dan Reimer, *Kaplan Kirsch & Rockwell LLP*  
Sara Katz, *Katz & Associates*  
Lewis Michaelson, *Katz & Associates*  
David Marciniak, *Katz & Associates*  
Jen Shira, *Katz & Associates*

## Welcome and Introductions

Mr. Michaelson began the meeting by welcoming the public working group members and observers to the fifth meeting. He reminded the members that this meeting will conclude at 6:45 p.m., rather than the normal time of 6 p.m. He then briefly reviewed the working group meeting agenda. He then asked for any revisions to the September 27, 2005 meeting summary. No revisions were requested.

## Capacity Analysis for the Baseline Runway Use Projections

Mr. Bergener began his presentation which reviewed why it is necessary to model airport operations, described the Total Airspace and Airport Model (TAAM), reviewed model input data, depicted projected runway day and night time departures for Runway 07L and 19L, showed the results of the baseline capacity analysis, and provided the next steps in the process.

- Mr. Blonn asked if the normal operations from west to east would be changed.
  - Mr. Jacquart said no, not at this time. He clarified that the data presented explain what could happen in 2017 based on historical data.
    - Mr. Blonn asked if the takeoffs today are based on weather conditions.
      - Mr. Petrakis said yes, departure direction is primarily wind driven.
- Mr. Toussaint asked if the FAA changes departure direction based on capacity, in addition to weather or temperature.
  - Mr. Jacquart said that it is a combination of all three factors.
    - Mr. Blonn asked how capacity can be greater if the planes depart to the east.
      - Mr. Jacquart said that this is a different discussion that would take another very lengthy presentation. He asked if the group would like a presentation on capacity, but there did not appear to be

sufficient interest on the part of the members. The group then redirected its attention to the noise study.

### **Baseline Noise Exposure Maps**

Mr. Brown provided a presentation on the Integrated Noise Model (INM), basic noise modeling inputs, baseline noise exposure maps for 2004, 2011 and 2017, and a comparison of measured and predicted DNL values.

- Mr. Broxterman asked how increases in aircraft operations are forecasted.
  - Mr. Jacquart said anticipated growth in passenger aircraft operations is determined by historical passenger demand, information regarding the airline industry and changes to aircraft types and fleet mix, and projected increases in tourism. It is not just based on local population growth, since tourism is such a huge part of what drives air travel into and out of Las Vegas.
- Mr. Blonn asked why the contour to the west changed so dramatically from one map to the next.
  - Mr. Brown said the change reflects the anticipated reinstatement of the right turn for aircraft departing on Runway 25 but headed for destinations north and northeast of the Airport.
- Mr. Toussaint asked if future land use and changes in land use had been studied.
  - Mr. Jacquart said that has not been studied yet, but will be in later iterations of the study.
- Ms. Garcia-Vause asked if money in the budget can be used to create additional baseline maps with less of a dramatic increase in departures to the east?
  - Mr. Jacquart said he would like to hear what other members of the group feel should be studied and then prioritize the needs to determine what additional money will be spent on additional studies and maps, but that yes, there was sufficient money in the budget to do some modeling of abatement alternatives.
- Mr. Broxterman asked if the bottom line was that there will be more noise.
  - Mr. Brown said there will be more planes in the future, therefore more noise.
- Mr. Blonn asked if fleet technology has been taken into consideration.
  - Mr. Brown said yes it had been.

### **History of Noise Complaints and Reduction Measures at McCarran International Airport**

Ms. McKenzie provided a presentation that included a snapshot of growth around McCarran International Airport, an overview of the responsibilities of the noise office, a history of noise complaints, and historical noise abatement and mitigation measures for McCarran International Airport.

- Mr. Toussaint asked what happens to the contours (note: referring to the Airport Environs Overlay District) when the environs change.

- Mr. Jacquart said that decision is up to the Clark County Board of County Commissioners and more analysis is needed. They could choose to leave the existing contours in place or used an updated one.
- Mr. Goff asked if there were communities that have not signed a noise disclosure form.
  - Ms. McKenzie said yes there are because it is not required.
    - Mr. Jacquart added that DOA is trying to create a separate noise disclosure document for developers and realtors to use.
      - Mr. Galatio said that the Southern Nevada Homebuilders Association supports a separate noise disclosure document and would be happy to use one.

**Discussion: Which noise reduction measures could be initially evaluated by the Part 150 study team?**

Mr. Michaelson then asked the group to review the list of 50 abatement and mitigation measures and to provide suggestions to the project team for further evaluation in this update.

The following noise reduction measures were referenced from the presentation or discussed amongst the group as candidates for continuing, strengthening or introducing as future measures:

- Abatement Measure #1: Runway 25 is designated the preferred runway for scheduled air carrier jet aircraft.
- Determine flight path realignments and adjustments based on future and projected land use.
- Develop DNL contour maps based on seasons or smaller periods of time than one year.
- Remedial Mitigation Measure #28: Establish a soundproofing program for existing single family residences and schools in areas exposed to aircraft noise of 70 to 75 DNL.
- Remedial Mitigation Measure #29: Establish a limited soundproofing assistance for owners of existing single family homes in areas exposed to aircraft noise of 65 to 70 DNL.
- Remedial Mitigation Measure #30: Provide property transaction assistance for owners of existing single family homes in areas exposed to aircraft noise of 70 to 75 DNL.
- More evaluation of arrival procedures and rerouting over Rhodes Ranch area.
- Extension of existing runway (Runway 7L-25R).
- Shift Runways 7 and/or 25.
- Do not reinstitute right turn after take off on Runway 25L or 25R.
- Consider stricter sound attenuation measures for high rise developments.
- Consider aircraft performance when determining noise measures, especially when considering reinstating the right hand turn after departure.
- Consider increasing the incline and decline of departures and landings at McCarran International Airport (i.e. noise abatement departure and arrival profiles)..
- Convert defined approach and departure corridors to a city map.

**Public Comment**

Mr. Michaelson asked that individuals wishing to speak fill out a speaker slip (located in the back of the room) and to present it to him.

Diane Arcuri (Saddle Peak HOA, 7292 Glacier Basin Ct.)

- Ms. Arcuri said when she bought her home from Pardee she did sign a noise disclosure, therefore she knew there would be noise. However, she said at the time when she bought her home, the planes were in the distance and in the past few years planes have begun to travel over Nevada Trails. She asked that the airlines go back to abatement measures 3 and 4 and focus on the route over Sierra Vista.

Bill Stewart (3534 Freedom Ave., Las Vegas, NV, 89121).

- Mr. Stewart said he does not believe the noise monitoring stations are located in the correct areas to accurately collect data on the north side of the Airport. He added that he does not believe the DOA is taking the prevailing winds into account at the correct time of year according to the national weather service. He concluded by saying there needs to be fewer departures to the north.

Bud Visalli (7167 Frontier Hills Ave., Las Vegas, NV, 89113).

- Mr. Viscalli said he agreed with Ms. Arcuri's earlier comments.

### **Conclusion**

Mr. Michaelson thanked the group for their participation, reminded the group that there will not be meetings in November or December, the next meeting will be held in January 2006. Mr. Jacquart reminded the group and observers about the open house to be held October 26, 2005 from 6 p.m. – 8 p.m. at the Clark County Government Center Cafeteria. The meeting was then adjourned.

# McCarran International Airport FAR Part 150 Noise Compatibility Study Update

## Public Working Group Meeting Summary

Tuesday, January 24, 2006, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

### Public Working Group Members Present

Andrew Powell, *City of Las Vegas*  
Anthony Molloy, *CC Comp. Planning*  
Bill Goff, *Enterprise Area*  
Billy Self, *Southwest Airlines*  
David Broxterman, *Enterprise Area*  
DeCourcy Graham, *Southern Highlands*  
Greg Toussaint, *The Lakes Area*  
Jay Halstead, *Summerlin South*  
Jerry McDonald, *Spanish Trail Area*

John Miller, *US Airways*  
Jon Wardlaw, *CC Comp. Planning*  
Justin Gilbert, *Winchester Area*  
Luke Puschnig, *LVCVA*  
Mick Galatio, *Southern Nevada Home Builders Association*  
Randy Barnes, *Paradise Area*  
Ray Blonn, *Rhodes Ranch Area*  
Stephanie Garcia-Vause, *City of Henderson*

### Public Working Group Members Absent

Brok Armantrout, *Boulder City Community Dev.*  
Dan Burkhart, *NBAA*  
Joseph Rodriguez, *FAA (ADO)*  
Keith Lynam, *Greater Las Vegas Association of Realtors*  
Ned Thomas, *City of North Las Vegas Planning Department*  
Tom Petrakis, *FAA*

### Observers

W.K. Reed  
A. Ferlo  
E. Cutler  
S. Hockadosy  
John Powell

Ed Kucas  
Edward Boyd  
Terry Gilbert  
Bill Theisen  
Jason Jum

## **Project Team Members**

Jeff Jacquart, *Clark County Department of Aviation*  
Andrea McKenzie, *Clark County Department of Aviation*  
Adrian Jones, *Ricondo & Associates, Inc.*  
John Williams, *Ricondo & Associates, Inc.*  
John Bergener, *Ricondo & Associates, Inc.*  
Robert Brown, *Brown-Buntin Associates, Inc.*  
Peter Kirsch, *Kaplan Kirsch & Rockwell, LLP*  
Sara Katz, *Katz & Associates*  
Jen Shira, *Katz & Associates*

## **Welcome and Introductions**

Ms. Katz began the meeting by welcoming the public working group members and observers to the sixth meeting. She briefly reviewed the working group meeting agenda, and then asked for any revisions to the October 25, 2005 meeting summary. No revisions were requested.

Ms. Garcia-Vause requested a capacity presentation be given to the group as requested at the previous meeting. Mr. Jacquart asked if the group would be interested in a supplemental meeting to review capacity issues. The majority of the group showed an interest, therefore the project team will host a supplemental meeting in March. More details will be sent via e-mail to the PWG members.

## **Overview of Working Group Progress and Next Steps**

Before Mr. Jacquart began his presentation on the working group's next steps he clarified that the baseline noise exposure maps for 2011 and 2017 are based on the assumption that the FAA will reinstate a right hand turn procedure for departures on Runways 25L and 25R. He said that although this is being assumed, the Part 150 Study Update is not evaluating new routes, but rather how DOA can best mitigate the noise impacts from the reinstated right-hand turn. He added that the FAA has extended their public review period for an additional 60 days through March 2006. He added that the FAA PWG representatives will be absent from the next few PWG meetings because the FAA is using all of its resources to review comments received to date on the Supplemental EA.

Mr. Jacquart provided a presentation on the working group's next steps.

- Ms. Garcia-Vause said that the information provided looked helpful and responds to many of the requests made by various members. She added that there seems to be a lot to digest and would like to review and pose questions at the next meeting or via e-mail to the project team.
  - Mr. Jacquart said the team still has a few outstanding items and will continue to provide additional information as it becomes available.

## **Presentation on the Selection Process for FAR Part 150 Noise Measures**

Mr. Jones began a presentation outlining the selection process for FAR Part 150 noise abatement and noise mitigation measures. Mr. Kirsch concluded the presentation by providing a legal perspective regarding aircraft noise abatement and noise mitigation. Mr. Kirsch also outlined how noise abatement and mitigation measures are evaluated and approved by FAA.

- Mr. McDonald asked if requesting quieter aircraft is a realistic request
  - Mr. Jones requested that the question be deferred to the question and answer period (Agenda item #5). .



- Mr. Toussaint asked if DOA or FAA have identified the funding levels for the noise abatement and noise mitigation measures that will be recommended.
  - Mr. Jones explained that the FAA typically funds 80 percent and DOA funds the remaining 20 percent. He then said that the FAA may approve noise abatement and noise mitigation measures recommended by the Clark County Department of Aviation but may not have funding available for immediate implementation.
    - Mr. Jacquart added that each year congress establishes the amount of money to be applied toward airport capital improvement projects and noise mitigation projects across the country and then it is up to the airports to “compete” for the available funds.
- Mr. Wardlaw asked what happens if the measure is approved but the FAA doesn’t approve or provide funding for implementation. He asked if the County is then responsible or able to fund the measure.
  - Mr. Jacquart said it would be up to the County, or a partnership with other agencies, to provide funding.
- Mr. Molloy asked who makes the “safe and efficient” determination mentioned in Mr. Kirsch’s presentation.
  - Mr. Kirsch said the FAA makes that determination.
- Ms. Garcia-Vause asked what community input opportunities are there if the FAA rejects one of the recommended noise abatement measures.
  - Mr. Kirsch said that if the abatement measure is rejected then there is no further action that can be taken. However, in most cases the FAA will ask for more information or further investigation into the purpose and need for the particular abatement measure.
- Mr. Toussaint asked if there was an appeal process after measures are rejected.
  - Mr. Kirsch said that there generally is not an appeal process but would have to think about that question.
- Mr. Self provided examples of why some noise abatement measures are rejected by the FAA due to safety issues. He also added that the pilots are currently trying to do everything they can do to adhere to airport guidelines; therefore there aren’t many additional changes that the pilots can make to their current routines. He said, therefore, that the noise compatibility program for McCarran International Airport should focus on land use compatibility.
- Mr. Goff added that consistency in procedures is very important with respect to pilot performance/adherence to procedures.

### **Summary of Public Comments Received Through November 2005**

Mr. Jones provided a summary of public comments from the beginning of the study process through November 2005.

### **Working Group Discussion of Noise Measure Objectives and Preliminary Identification of Most Promising Measures**

Ms. Katz then asked the group to begin to think about noise measures objectives and identify the most promising measures in their opinion. Mr. Jacquart began the discussion to give the group an example of the types of measures that might be appropriate. Some of the suggestions included:

- Develop a Fly Quiet brochure for all pilots.
- Develop procedures and guidelines for “unmarked” aircraft.

- Regulate altitudes for departures.
- Develop disclosure statements for use during home/real estate transactions.
- Inform pilots of the locations of noise sensitive land uses.
- Create a photographic simulation from the cockpit's perspective depicting the exact route; include "information to know about landing/departing at McCarran International Airport."
- Hold regularly scheduled meetings with chief pilots to discuss noise issues.
- Use ground based navigation aids (beacons) to define noise abatement procedures.
- Ensure pilots follow the preferred flight corridors. Heighten pilots' sensitivity to the noise issue.
- Establish a noise advisory committee and hold quarterly meetings.
- Consider using visual landmarks to help define the preferred flight corridors for pilots.
- Hold annual land use/zoning "tuneup" sessions with DOA and impacted communities.
- Provide monthly reports identifying the airlines that regularly deviate from the preferred flight corridors.
- Do not change existing runway use or establish a preferential runway use program that holds runway utilization at existing levels.

Other comments the group had during the discussion included:

- Ms. Garcia-Vause suggested that some time be set aside at the February meeting to discuss additional ideas the members may think of after reading the back up materials provided at the meeting.
- Mr. Wardlaw suggested that the DOA develop a matrix with what in their professional opinions are the most promising measures, and present that to the group.

### Public Comment

Ms. Katz asked individuals wishing to speak to fill out a speaker slip.. The following individuals provided public comment.

Ed Kulas (9124 Prospectors Lane, Las Vegas, NV).

- Mr. Kulas said he attended the recent FAA meeting to discuss the right-hand turn issue. He asked if anyone had examined or quantified the difference in fuel usage that would result from changing the flight pattern.

William W. Reed (6240 Westwind Rd., Las Vegas, NV).

- Mr. Reed said he has had enough with all of the planes flying over his home. He said the planes should fly over the least populated areas, or more commercial areas in the valley. He added that he wanted the County to purchase his home and that he wanted to be relocated to another neighborhood. He said that zoning restrictions should be enforced. He asked if there was federal funding available to move residents impacted by the noise.

### Conclusion

Ms. Katz thanked the group for their participation and the meeting was adjourned.

# McCarran International Airport FAR Part 150 Noise Compatibility Study Update

## Public Working Group Meeting Summary

Tuesday, February 28, 2006, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

### Public Working Group Members Present

Andrew Powell, *City of Las Vegas*  
Andy Richards\*, *FAA (ADO)*  
Anthony Molloy, *CC Comp. Planning*  
Bill Goff, *Enterprise Area*  
Dan Burkhart, *NBAA*  
DeCourcy Graham, *Southern Highlands*  
Greg Toussaint, *The Lakes Area*

*\*Alternate*

Jay Halstead, *Summerlin South*  
John Miller, *US Airways*  
Luke Puschnig, *LVCVA*  
Mick Galatio, *SNHBA*  
Randy Barnes, *Paradise Area*  
Ray Blonn, *Rhodes Ranch Area*  
Sean Robertson\*, *City of Henderson*

### Public Working Group Members Absent

Billy Self, *Southwest Airlines*  
Brok Armantrout, *Boulder City Community  
Dev.*  
David Broxterman, *Enterprise Area*  
Jerry McDonald, *Spanish Trail Area*  
Jon Wardlaw, *CC Comp. Planning*  
Joseph Rodriguez, *FAA (ADO)*

Justin Gilbert, *Winchester Area*  
Keith Lynam, *Greater Las Vegas  
Association of Realtors*  
Ned Thomas, *City of North Las Vegas  
Planning Department*  
Stephanie Garcia-Vause, *City of Henderson*  
Tom Petrakis, *FAA*

### Observers

W.K. Reed  
John Powell

## Project Team Members

Jeff Jacquart, *Clark County Department of Aviation*  
Andrea McKenzie, *Clark County Department of Aviation*  
Adrian Jones, *Ricondo & Associates, Inc.*  
John Williams, *Ricondo & Associates, Inc.*  
John Bergener, *Ricondo & Associates, Inc.*  
Robert Brown, *Brown-Buntin Associates, Inc.*  
Dan Reimer, *Kaplan Kirsch & Rockwell, LLP*  
Sara Katz, *Katz & Associates*  
Jen Shira, *Katz & Associates*

## Welcome and Introductions

Ms. Katz began the meeting by welcoming the public working group members and observers to the seventh meeting. She briefly reviewed the working group meeting agenda, and then asked for any revisions to the January 24, 2006 meeting summary. No revisions were requested.

## Initial Recommendations of Reasonable Noise Reduction Measures

Mr. Jacquart presented an initial list of noise measures to carry forward in the 2005/2006 FAR Part 150 Noise Compatibility Plan Update for McCarran International Airport (LAS). He listed 23 measures and invited questions and comments from the public working group members as each measure was discussed. The following list was generated based on comments and questions raised by the members.

- Identify months/seasons when runway patterns can be changed or alternated in order to spread the noise and impacts throughout the valley and avoid continually flying over one community the entire year.
- Review “straight out” route opportunities (assuming safety is not an issue) to reduce air traffic noise over current departure paths.
- Study the restrictions of a continual climb out.
- Discuss arrival corridors with airlines and air traffic controllers.
- Review award/recognition procedures from other airports that can and should be applied to LAS.
- Include standard statement in pilot brochures indicating that LAS is a noise sensitive airport.
- Further discuss measure 13: “Continue to work with the Clark County Department of Comprehensive Planning, City of Henderson Community Development Department, and UNLV to amend land use and/or master plans to discourage the introduction of noise sensitive and otherwise incompatible land uses within the airport environs. Utilize a 65 DNL area or 60 DNL area? Amend CMA boundary, through Congress, to reflect recent NEM?” at March meeting.
- Discuss ways to enhance the public information program and community outreach efforts.

- Further discuss measure 15: “Continue Airport Environment Overlay District (AEOD) land use compatibility requirements currently included in County and Henderson development codes. Codify 25 dB sound attenuation in 60 DNL? Apply mixed-use sound attenuation requirements for residential mid to high-rise projects? 35 dB sound attenuation required for residential units in 65 DNL or higher, and greater than 35 feet? 30 dB attenuation required for units in 60 DNL, and greater than 35 feet?” at March meeting.
- Include a separate disclosure statement to buyers of new and resale properties.
- Further discuss the boundaries of noise disclosure at March meeting.
- Develop a lay person’s guide to describing different noise levels, equating to more tangible examples for inclusion in noise disclosures.
- Renewal of inter-local agreement between Henderson and Clark County.

### **Public Comment**

Ms. Katz asked individuals wishing to speak to fill out a speaker slip. The following individual provided public comment.

William W. Reed (6240 Westwind Rd., Las Vegas, NV).

- Mr. Reed said that the noisy aircraft should operate at 2:30 p.m., not at 2:30 a.m. as they have been in the past. He also said that he bought his property in 1995, and in 2001 the air traffic patterns changed and began to severely impact him. He asked when the patterns will change again to impact someone else. He added that he wants to sell his home and will sell it to someone for less money than he thinks it is worth if the buyer doesn’t mind the airport noise. He asked if noise was related to distance as it appears to him that arrivals are quieter than departures. He feels that if the planes are higher quicker than the noise will be further away from the ground and his home, and therefore quieter in his neighborhood.

### **Conclusion**

Ms. Katz thanked the group for their participation and the meeting was adjourned.

# McCarran International Airport FAR Part 150 Noise Compatibility Study Update

## **OPTIONAL** Public Working Group Meeting Summary

Tuesday, March 14, 2006, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

### **Public Working Group Members Present**

Andrew Powell, *City of Las Vegas*

Bill Goff, *Enterprise Area*

Billy Self, *Southwest Airlines*

Brok Armantrout, *Boulder City Community  
Dev.*

David Broxterman, *Enterprise Area*

Greg Toussaint, *The Lakes Area*

Jon Wardlaw, *CC Comp. Planning*

Luke Puschnig, *LVCVA*

Mick Galatio, *SNHBA*

Stephanie Garcia-Vause, *City of Henderson*

Tom Petrakis, *FAA*

### **Public Working Group Members Absent**

Anthony Molloy, *CC Comp. Planning*

Dan Burkhart, *NBAA*

DeCourcy Graham, *Southern Highlands*

Jay Halstead, *Summerlin South*

Jerry McDonald, *Spanish Trail Area*

John Miller, *US Airways*

Joseph Rodriguez, *FAA (ADO)*

Justin Gilbert, *Winchester Area*

Keith Lynam, *Greater Las Vegas*

*Association of Realtors*

Ned Thomas, *City of North Las Vegas*

*Planning Department*

Randy Barnes, *Paradise Area*

Ray Blonn, *Rhodes Ranch Area*

### **Observers**

Al Ferlo

Ayoub Ayoub

Tracy Foutz

## **Project Team Members**

Jeff Jacquart, *Clark County Department of Aviation*  
Andrea McKenzie, *Clark County Department of Aviation*  
John Bergener, *Ricondo & Associates, Inc.*  
Dan Reimer, *Kaplan Kirsch & Rockwell, LLP*  
Sara Katz, *Katz & Associates*  
Jen Shira, *Katz & Associates*

## **Welcome and Introductions**

Ms. Katz began the meeting by welcoming the public working group members and observers to the optional public working group meeting. She briefly reviewed the schedule of the remaining meetings and open houses. She informed the group that if they or the organizations they represent are interested in receiving a recap presentation of the Part 150 Study process from Jeff Jacquart, that he is willing to do so and that they should let a member of the project team know.

Mr. Jacquart then explained that capacity at McCarran International Airport is a very complicated issue and that Mr. Bergener's capacity presentation has been as simplified as possible, and members are invited to ask questions during the presentation.

## **McCarran International Airport – Airfield and Airspace Capacity**

Mr. Bergener provided a presentation that defined airfield and airspace capacity, identified how capacity varies and how it is estimated, and briefly reviewed the airfield configurations.

- Mr. Galatio asked what the difference is between a B757 aircraft and a large aircraft.
  - Mr. Bergener said B757s have a different classification for wake turbulence.
- Ms. Garcia-Vause asked if capacity at McCarran could be increased if general aviation was eliminated.
  - Mr. Jacquart responded and said DOA is trying to discourage general aviation, that is aircraft under 75,000 pounds, at LAS, but that they cannot mandate that the smaller aircraft use the other regional airports. He added that the county is investing a lot of money into the other airports to make them more appealing for general aviation.
    - Ms. Garcia-Vause said that it is her understanding and that she has been advised by her attorneys that there are ways to mandate that general aviation use the other airports, besides McCarran. She said she would be happy to share some of the tactics.
- Mr. Toussaint asked if the distance separation standards for arrivals and departures the same?
  - Mr. Bergener said that departures separations are more time based, rather than space based.
- Ms. Garcia-Vause asked if future capacity forecasts take the investments at the general aviation facilities and heliport into account.
  - Mr. Jacquart said yes, they do, as well as the right turn.

- Mr. Galatio asked if DOA anticipates having to conduct a similar Part 150 process at the smaller airports in the region as they begin to grow and capacity increases.
  - Mr. Jacquart said that has not been determined.
- Ms. Garcia-Vause stated that with the reinstatement of the right-hand turn and with improvements to the other airports in the region to attract GA, capacity at McCarran should be increased.
  - Mr. Jacquart said DOA is trying to anticipate what will occur in the future.
    - Ms. Garcia-Vause said she is simply trying to understand the methodology behind the numbers presented in the presentation.
- Mr. Wardlaw said the public working group should make a recommendation that capacity relates to noise impacts.
  - Mr. Jacquart said that could be a recommendation but it is important to remember that this presentation is for information purposes only and that the Part 150 Study relates to noise mitigation and abatement, not capacity issues.
- Mr. Galatio asked if any improvements are being done on the airfield.
  - Mr. Jacquart said there will be no runway expansions at McCarran because of future development at Ivanpah. He said that currently one runway is being repaved and maintenance work such as this will continue to occur at McCarran, however no expansions are planned.
- Mr. Toussaint said it would be helpful for the community if DOA notified impacted communities when flight paths and patterns changed at the airport.
  - Mr. Jacquart said DOA is trying to improve press releases and outreach.
- Mr. Wardlaw requested that Mr. Jacquart make a Part 150 Study progress update presentation to the county on the second Monday of June to the Clark County Steering Committee.
  - Mr. Jacquart said he would look at his calendar and noted that he will be making a presentation to home builders in the near future, a presentation that Mr. Galatio requested.

### **Public Comment**

Ms. Katz asked individuals wishing to speak to fill out a speaker slip. No public comment was given.

### **Conclusion**

Ms. Katz thanked the group for their participation and the meeting was adjourned.



# McCarran International Airport FAR Part 150 Noise Compatibility Study Update

## Public Working Group Meeting Summary

Tuesday, March 28, 2006, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

### Public Working Group Members Present

Anthony Molloy, *CC Comp. Planning*  
Bill Goff, *Enterprise Area*  
Billy Self, *Southwest Airlines*  
Brok Armantrout, *Boulder City Community Dev.*  
Dan Burkhart, *NBAA*  
David Broxterman, *Enterprise Area*  
DeCourcy Graham, *Southern Highlands Area*  
Greg Toussaint, *The Lakes Area*  
Jay Halstead, *Summerlin South*  
John Miller, *US Airways*

Jon Wardlaw, *Clark County Comprehensive Planning*  
Justin Gilbert, *Winchester Area*  
Luke Puschnig, *LVCVA*  
Mick Galatio, *Southern Nevada Home Builders Association*  
Randy Barnes, *Paradise Area*  
Ray Blonn, *Rhodes Ranch Area*  
Tom Petrakis, *Federal Aviation Administration*  
Tracy Foutz, *City of Henderson\**  
*\*Alternate*

### Public Working Group Members Absent

Andrew Powell, *City of Las Vegas*  
Jerry McDonald, *Spanish Trail Area*  
Joseph Rodriguez, *FAA (ADO)*  
Keith Lynam, *Greater Las Vegas Association of Realtors*  
Ned Thomas, *City of North Las Vegas Planning Department*  
Stephanie Garcia-Vause, *City of Henderson*

### Observers

Al Ferlo

## **Project Team Members**

Jeff Jacquart, *Clark County Department of Aviation*  
Andrea McKenzie, *Clark County Department of Aviation*  
Adrian Jones, *Ricondo & Associates, Inc.*  
John Williams, *Ricondo & Associates, Inc.*  
John Bergener, *Ricondo & Associates, Inc.*  
Robert Brown, *Brown-Buntin Associates, Inc.*  
Dan Reimer, *Kaplan Kirsch & Rockwell, LLP.*  
Lewis Michaelson, *Katz & Associates*  
Jen Shira, *Katz & Associates*

## **Welcome and Introductions**

Mr. Michaelson began the meeting by welcoming the public working group members and observers to the eighth meeting. He briefly reviewed the working group meeting agenda. He then asked for any revisions to the February 28, 2006 and March 14, 2006 meeting summaries. Mr. Foutz, on behalf of Ms. Garcia-Vause, and Mr. Burkhart requested revisions. Mr. Michaelson said the revisions will be incorporated and the summaries will be finalized.

## **Continued Discussion of Reasonable Noise Reduction Measures and Working Group Identification of Most Promising Measures**

Mr. Jacquart began his presentation, which reviewed 23 proposed recommendations. Below are all the discussed recommendations along with the conclusions associated with each. The items in **red** are those recommendations that need further review, discussion or information before determining appropriateness of inclusion. The recommendations in **blue** are those that the working group determined were acceptable for inclusion in the Part 150 Study Update.

Recommendation	Discussion	Action
<p>1. Maintain (and clarify) informal preferential runway use program:</p> <p>1a. JET defined as aircraft weighing more than 75,000 lbs. (Same as ANCA criteria. Clarifies if program tied to scheduled air carriers, all air carriers, or turbojets.)</p> <p>1b. 25R is the preferred JET departure runway. (Not just for scheduled air carrier jets.)</p> <p>1c. 25L is the preferred JET arrival runway. (Established in the 1988 EA to construct 7R-25L.)</p> <p>1d. 19L is the preferred JET departure runway when southern departures required. (Established in the 1994 EA to upgrade 1L-19R.)</p> <p>1e. Between 8 PM and 8 AM, if weather, traffic congestion, or construction conditions permit, JET operations on 19L and 19R will be restricted. (1978 regulation applied restriction to turbojet aircraft, unless operational requirements dictate. 1988/1989 &amp; 1994 FAR Part 150 programs applied restriction to air carrier operations, when air traffic and weather conditions permit. Clarifies “air traffic” issues.)</p> <p>1f. 1R is preferred JET departure</p>	<ul style="list-style-type: none"> <li>• Mr. Foutz suggested that the language “to improve compliance” found in Recommendation 2 be added to Recommendation 1. <ul style="list-style-type: none"> <li>○ Mr. Jacquart clarified that Recommendation 1 simply describes preferential runway use program, while Recommendation 2 describes methods to improve compliance with that program.</li> </ul> </li> <li>• Mr. Halstead said he did not agree with Recommendation 1a because there are some smaller aircraft that make more noise. He suggested removing the 75,000 pound qualifier from Recommendation 1a.</li> <li>• Mr. Foutz said he would like the word “required” reexamined in Recommendation 1g. <ul style="list-style-type: none"> <li>○ Mr. Jacquart indicated that the preferential runway use program was just that, and could not be required.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The project team will reexamine Recommendation 1a further.</li> <li>• The project team will reexamine the language and review of Recommendation 1h further.</li> <li>• Recommendations 1, 1b, 1c, 1d, 1e, 1f and 1g will be carried forward.</li> </ul>

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
<p>runway when northern departures required. (Established in the 1994 EA to upgrade 1L-19R.)</p> <p>1g. 7L is preferred JET departure runway when eastern departures required. (Established in the 1988 EA to construct 7R-25L.)</p> <p>1h. <b>If safe and efficient, move towards greater “equalization” of runway use?</b></p>		
<p>2. Clarify preferred departure flight procedures and improve compliance:</p> <p>2a. 4 NM (from DME) runway heading for 25L/R JET departures / right-hand pattern. (Prevents aircraft from turning before passing Rainbow.)</p> <p>2b. 3 NM (from DME) runway heading for 25L/R JET departures / left-hand pattern. (Prevents aircraft from turning before passing Jones.)</p> <p>2c. <b>Review development of a formal “straight out” procedure for 25L/R. (Encourages greater use of this procedure currently being utilized on an ad hoc basis.)</b></p> <p>2d. 3 NM (from DME) runway heading for 19L/R JET departures. (Prevents aircraft</p>	<ul style="list-style-type: none"> <li>• Mr. Blonn requested that the Recommendation 2b flight path be drawn in such a way that the planes take a sharper turn and head due south. <ul style="list-style-type: none"> <li>○ Mr. Self said that due to safety, the pilots wouldn’t be able to make that sharp of a turn.</li> <li>○ Mr. Jacquart said that this sharper turn would result in lower attitude and slower speeds, creating more noise than the current condition.</li> <li>○ Mr. Galatio said there is a new housing development currently planned at the end of the Recommendation 2b flight path. He said that in two years, there will be 1,500 homes outside the CMA.</li> </ul> </li> <li>• Mr. Blonn asked if noise modeling had been updated to reflect Recommendation 2c.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>The project team will conduct noise modeling on the Recommendation 2c flight path and provide the data to the group at the next meeting.</b></li> <li>• Recommendations 2, 2a, 2b, 2d, 2e, 2f and 2g will be carried forward.</li> </ul>

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
<p>from utilizing a runway heading beyond Blue Diamond Road.)</p> <p>2e. 7 NM (from DME) runway heading for 07L/R JET departures. (Prevents aircraft from turning before passing Boulder Highway.)</p> <p>2f. 2 NM (from DME) runway heading for 01L/R JET departures. (Prevents aircraft from turning before passing Jones.)</p> <p>2g. Helicopter tour departure procedures along Tropicana Avenue. (Keeps helicopters over a major roadway.)</p>	<ul style="list-style-type: none"> <li>○ Mr. Jacquart said it had not, but that this would be done by the next meeting.</li> <li>• Mr. Wardlaw said that he supports Recommendation 2c because it looks like it helps capacity, and directs air traffic over the mountains were there isn't any current or planned residential development.</li> </ul>	
<p>3. Conduct a study to assess the <i>distant</i> noise abatement departure profile (NADP) for JETS on runways 25L/R, 19L/R, and 07L/R. (Due to location of Nellis's airspace, a distant NADP on 01L/01R is not feasible.)</p>	<ul style="list-style-type: none"> <li>• Group agreed this was worth studying.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendation 3 will be carried forward.</li> </ul>
<p>4. Identify preferred arrival flight corridors which mimic, if safe and efficient, the same areas as those impacted by the departure procedures.</p> <p>4a. Review if runway heading from 9 NM for 01L/R arrivals is feasible.</p> <p>4b. Review standard arrival flow into 07L/07R.</p>	<ul style="list-style-type: none"> <li>• Mr. Miller said he cannot comment on these recommendations before he speaks with his ATC. However, he said that he does not anticipate a problem.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendations 4,4a, 4b and 4c will be carried forward.</li> </ul>

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
4c. Helicopter tour arrival procedures along Charleston Blvd., Fremont St., Industrial Rd., and I-15.		
5. Conduct a study to assess benefit of the continuous decent approach (CDA) procedure for JETS on all runways. (Community benefits were found approximately 10 miles from the Sacramento Airport.)	<ul style="list-style-type: none"> <li>Group agreed this was worth studying.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 5 will be carried forward.</li> </ul>
6. Continue to use designated locations for engine run-up maintenance activity.	<ul style="list-style-type: none"> <li>Group agreed this was worth studying.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 6 will be carried forward.</li> </ul>
7. Continue to encourage airlines to utilize quieter aircraft. (Establish a recognition program for LAS's "flying quietly" airlines, which combines fleet mix with flight track conformance.)	<ul style="list-style-type: none"> <li>Group agreed but wondered what incentives could be created to recognize/reward accomplishments.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 7 will be carried forward.</li> </ul>
<p>8. Continue to support legislation which phases-out noisier aircraft:</p> <p>8a. Stage 3.5 (or higher) standards for JET aircraft.</p> <p>8b. Stage 3 (or higher) standards for non-JET aircraft.</p>	<ul style="list-style-type: none"> <li>Mr. Miller said that the language "without utilizing/requiring hush kit" should be added to this recommendation.</li> </ul>	<ul style="list-style-type: none"> <li>The project team will review the language of Recommendation 8 before carrying forward.</li> </ul>
9. Continue to support use of other General Aviation reliever airports for non-JET aircraft.	<ul style="list-style-type: none"> <li>Mr. Toussaint said there should be improved transportation between the reliever airports and the Strip. <ul style="list-style-type: none"> <li>Mr. Wardlaw said the county has looked into improved transportation and other options in</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 9 will be carried forward.</li> </ul>

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
	<p>the past.</p> <ul style="list-style-type: none"> <li>Mr. Foutz said that the county should institute an incentive program to attract aircraft to the GA facilities and reliever airports.</li> </ul>	
<p>10. Continue pursuit of Southern Nevada Regional Heliport. (Intended to accommodate helicopters providing tours to/from the Grand Canyon.)</p>	<ul style="list-style-type: none"> <li>Group agreed this was worth studying.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 10 will be carried forward.</li> </ul>
<p>11. Continue bi-annual noise monitoring program for fixed-wing traffic and helicopter tour traffic originating from LAS.</p>	<ul style="list-style-type: none"> <li>Group agreed this was worth studying.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 11 will be carried forward.</li> </ul>
<p>12. Expand noise compatibility public information program:</p> <p>12a. Develop fly quietly brochure for JET and GA aircraft at LAS.</p> <p>12b. Include fly quietly procedures in Jeppesen charts.</p> <p>12c. Expand material contained within the bi-monthly noise complaint report.</p> <ul style="list-style-type: none"> <li>Added Daytime and Nighttime JET Runway Use.</li> <li>Added Hourly Departure and Arrival Operational Information.</li> <li>Added JET Fleet Mix.</li> </ul> <p>12d. Begin to hold regular meetings with Chief Pilots and/or local</p>	<ul style="list-style-type: none"> <li>Mr. Jacquart asked that the public working group wait to discuss Recommendation 12g, as it is included in a later recommendation.</li> <li>Mr. Toussaint said that currently it is difficult to determine from the Web site who to contact with a noise complaint.</li> <li>Mr. Gilbert said there should be more information for potential home buyers on the current Web site. He suggested providing flight corridors and more data beyond what a real estate agent may provide.</li> <li>Mr. Foutz said that basic educational information on the Web site might be helpful to users. <ul style="list-style-type: none"> <li>Mr. Jacquart said that all of these ideas can be considered and will</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The group will discuss Recommendation 12g at the next meeting.</li> <li>Recommendation 12, 12a, 12b, 12c, 12d, 12e, 12f, 12h and 12i will be carried forward.</li> </ul>

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
<p>managers.</p> <p>12e. Continue regular meetings with helicopter operators.</p> <p>12f. Redistribute noise information material to real estate community.</p> <p>12g. Utilize a supplementary noise metrics for noise disclosure information.</p> <ul style="list-style-type: none"> <li>• Will be discussed in detail at April PWG meeting.</li> </ul> <p>12h. Post additional noise information on website.</p> <p>12i. Post signage on airport property concerning “noise sensitive airport”.</p>	<p>be evaluated by DOA.</p>	
<p>13. Continue to work with the Clark County Department of Comprehensive Planning, City of Henderson Community Development Department, and UNLV to amend land use and/or master plans to discourage the introduction of noise sensitive and otherwise incompatible land uses within the airport environs.</p> <p>13a. Amend CMA boundary, through Congress, to reflect recent NEM?</p> <p>13b. Utilize a 65 DNL area or 60 DNL area?</p>	<ul style="list-style-type: none"> <li>• Mr. Foutz said that if the CMA is decreased than there will be a tendency to fly to the east, which Henderson would not support.</li> <li>• After comments and discussion about the benefits and disadvantages to both redevelopment and affordable housing, versus noise impacts. The group agreed that this was a policy decision with different tradeoffs. From a noise compatibility standpoint, however, reducing the CMA boundary would be a step in the wrong direction.</li> </ul>	<ul style="list-style-type: none"> <li>• Discussion of Recommendation 13 began at the March 28, 2006 meeting, however, due to time constraints the group did not determine a point of action for this item. Therefore, it will be reviewed and more information will be provided at the April 18, 2006 meeting.</li> </ul>



### **Recommendations 14 – 23**

- Due to time constraints recommendations 14 – 23 were not discussed. They will be discussed at the April 18, 2006 meeting.

### **Public Comment**

There was no public comment.

### **Conclusion**

Mr. Michaelson thanked the group for their participation and the meeting was adjourned.

# McCarran International Airport FAR Part 150 Noise Compatibility Study Update

## Public Working Group Meeting Summary

Tuesday, April 18, 2006, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

### Public Working Group Members Present

Andrew Powell, *City of Las Vegas*  
Anthony Molloy, *CC Comp. Planning*  
Bill Goff, *Enterprise Area*  
Billy Self, *Southwest Airlines*  
Dan Burkhart, *NBAA*  
DeCourcy Graham, *Southern Highlands Area*  
Greg Toussaint, *The Lakes Area*  
John Miller, *US Airways*

Luke Puschnig, *LVCVA*  
Mick Galatio, *Southern Nevada Home Builders Association*  
Randy Barnes, *Paradise Area*  
Ray Blonn, *Rhodes Ranch Area*  
Stephanie Garcia-Vause, *City of Henderson*  
Tom Petrakis, *Federal Aviation Administration*

### Public Working Group Members Absent

Brok Armantrout, *Boulder City Community Dev.* Jerry McDonald, *Spanish Trail Area*  
David Broxterman, *Enterprise Area*  
Jay Halstead, *Summerlin South*  
Jerry McDonald, *Spanish Trails Area*  
Jon Wardlaw, *Clark County Comprehensive Planning*  
Joseph Rodriguez, *FAA (ADO)*  
Justin Gilbert, *Winchester Area*  
Keith Lynam, *Greater Las Vegas Association of Realtors*  
Ned Thomas, *City of North Las Vegas Planning Department*

### Observers

Al Ferlo  
Jason Jones  
Sean Robertson

## **Project Team Members**

Jeff Jacquart, *Clark County Department of Aviation*  
Andrea McKenzie, *Clark County Department of Aviation*  
John Williams, *Ricondo & Associates, Inc.*  
John Bergener, *Ricondo & Associates, Inc.*  
Robert Brown, *Brown-Buntin Associates, Inc.*  
Dan Reimer, *Kaplan Kirsch & Rockwell, LLP.*  
Sara Katz, *Katz & Associates*  
Jen Shira, *Katz & Associates*

## **Welcome and Introductions**

Ms. Katz began the meeting by welcoming the public working group members and observers to the ninth meeting. She briefly reviewed the working group meeting agenda. She then asked for any revisions to the March 28, 2006 meeting summary.

## **Finalize Discussion of Reasonable Noise Reduction Measures and Working Group Identification of Most Promising Measures**

Mr. Jacquart began his presentation, which reviewed the remaining proposed recommendations that were not discussed at the March meeting. Below are all the discussed recommendations along with the conclusions associated with each.

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
<p>4. Continue to work with the Clark County Department of Comprehensive Planning, City of Henderson Community Development Department, and UNLV to amend land use and/or master plans to discourage the introduction of noise sensitive and otherwise incompatible land uses within the airport environs.</p> <p>13a. Utilize a 65 DNL or 60 DNL to define the airport environs for land use planning purposes?</p> <p>13b. The “facilitation” of compatible land use planning with the BLM (1992 agreement) within the CMA was completed with the passage of the 1998 SNPLMA (i.e., previously managed federal lands are prohibited from being developed with an incompatible use). Does the Part 150 Update impact the CMA conditions/Act?</p>	<ul style="list-style-type: none"> <li>Ms. Garcia-Vause said that the city of Henderson likes the 65 DNL and would like to use that to define the airport environs for land use planning purposes in the city of Henderson.</li> </ul>	<ul style="list-style-type: none"> <li>It was determined that the 60 DNL should be used for comprehensive land use planning for Clark County, with the exception of Henderson where 65 DNL will be used.</li> </ul>
<p>5. Continue to support redevelopment in areas transitioning from noise sensitive land uses to an airport compatible use. (Examples include areas south of Helen Cannon Middle School and northwest of I-215 and I-15.)</p>	<ul style="list-style-type: none"> <li>Group agreed this was worth studying.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 14 will be carried forward.</li> </ul>
<p>6. Update AEOD map in County and</p>	<ul style="list-style-type: none"> <li>Ms. Garcia-Vause stated that the city</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 14 will be carried</li> </ul>

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
<p>Henderson codes.  15a. 2011 or 2017 NEM?  15b. Amend Major Flight Corridor to reflect recent NEM.</p>	<p>of Henderson would like to use the 2011 NEM.</p> <ul style="list-style-type: none"> <li>o As a follow up, one working group member stated that because no other working group members, except Ms. Garcia-Vause, had a strong opinion on the preferred NEM, that the working group should recommend use of the 2011 NEM.</li> <li>o Mr. Jacquart stated that DOA would prefer to use 2017 NEM to stay consistent with long term planning.</li> </ul>	<p>forward and DOA will use the 2017 NEM, recognizing that the city of Henderson would prefer to use the 2011 NEM.</p>
<p>7. Continue Airport Environment Overlay District (AEOD) land use compatibility requirements currently included in County and Henderson development codes.  16a. Codify 25 dB sound attenuation in 60 DNL?  16b. Apply mixed-use sound attenuation requirements for residential mid to high-rise projects located within the MFC? 35 dB sound attenuation required for residential units in 65 DNL or higher, and greater than 35 feet? 30 dB attenuation required for units in 60 DNL, and greater than 35 feet?</p>	<ul style="list-style-type: none"> <li>• Group agreed this was worth studying.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendations 16, 16a and 16b will be carried forward.</li> </ul>

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
<p>8. Continue to review land use applications and express/condition airport related issues.</p> <p>17a. Improve coordination of noise disclosure requirements, and when noise disclosure conditioned, require stand-alone disclosure and associated proximity map.</p> <p>17b. Develop penalty for developers which don't follow conditions.</p>	<ul style="list-style-type: none"> <li>• Mr. Molloy stated that it is important that the documents described in 17a be recorded.</li> <li>• Mr. Petrakis said he does not think that penalties, described in 17b apply or should be included in this study because the group has not considered penalties for any of the other recommendations. <ul style="list-style-type: none"> <li>○ Mr. Self replied and said that this falls under the umbrella of prevention – preventing developers from disobeying regulations.</li> <li>○ Mr. Molloy said that the penalties do not have to be monetary; they can be denying necessary permits rather than fines or fees. He described a two step process: <ul style="list-style-type: none"> <li>▪ The builder would be required to sign a disclosure to be recorded before being issued a permit to build</li> <li>▪ The buyer would later being required to sign the same disclosure.</li> </ul> </li> <li>○ Mr. Toussaint said the procedures described in this recommendation need to be determined by the county, he said it is not the place</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Recommendations 17, 17a and 17b will be carried forward.</li> </ul>

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
	<p>of the PWG to determine or enforce these penalties.</p> <ul style="list-style-type: none"> <li>▪ Mr. Barnes replied that he feels this determination does fall under the role of the PWG.</li> <li>• Mr. Jacquart clarified that DOA can alter the language of this recommendation slightly, emphasizing the enforcement aspect without specifically mentioning penalties.</li> <li>• After the discussion the group agreed this was worth studying.</li> </ul>	
<p>9. Pursue airport noise disclosure requirements at local or state level.  18a. Improve current conditions to include stand-alone language and proximity map.  18b. Utilize supplemental noise metric in disclosure issues?</p>	<ul style="list-style-type: none"> <li>• Group agreed this was worth studying with the change to: “ Pursue airport noise disclosure requirements at the local and state levels for all new and resold properties”</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendations 18, 18a and 18b will be carried forward with the new language.</li> </ul>
<p>10. Continue aviation easement requirements in the County and Henderson development process.  19a. Create database which identifies parcels containing an aviation easement.</p>	<ul style="list-style-type: none"> <li>• Group agreed this was worth studying.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendations 19 and 19a will be carried forward.</li> </ul>
<p>11. Acquire, provide transaction</p>	<ul style="list-style-type: none"> <li>• Group agreed this was worth</li> </ul>	<ul style="list-style-type: none"> <li>• Recommendation 20 will be carried</li> </ul>

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
assistance, or sound insulate, as a voluntary measure, existing incompatible land uses in the new/amended AE-70. (Existing uses constructed with appropriate sound attenuation requirements are deemed “compatible”.) (Relocation costs not reimbursable.)	studying.	forward.
12. Acquire vacant parcels in the new/amended AE-70 that are master planned for incompatible land uses when adjacent/nearby development is airport compatible.	<ul style="list-style-type: none"> <li>Group agreed this was worth studying.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 21 will be carried forward.</li> </ul>
13. Expand the voluntary property acquisition or sound insulation program to existing incompatible land uses in the new/amended AE-65. (See #20 notes)	<ul style="list-style-type: none"> <li>Group agreed this was worth studying.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 22 will be carried forward.</li> </ul>
14. Expand acquisition of vacant parcels in the new/amended AE-65 that are master planned for incompatible uses when adjacent/nearby development is airport compatible.	<ul style="list-style-type: none"> <li>Group agreed this was worth studying.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 23 will be carried forward.</li> </ul>



Upon conclusion of the discussion of the remaining recommendations, Mr. Jacquart reviewed the recommendations discussed at the March 28, 2006 meeting but required additional information or discussion.

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
<p>12g. Utilize a supplementary noise metrics for noise disclosure information.</p>	<ul style="list-style-type: none"> <li>Group agreed this was worth studying. It was also recommended that additional information be included with the disclosures describing what each level of exposure might mean (e.g., 0 decibels = the threshold of hearing, 50 decibels = the level of normal conversation, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 12g will be carried forward.</li> </ul>
<p>8. Continue to support legislation which phases-out noisier aircraft without utilizing hush-kit or other methods which modify existing aircraft:</p> <p>8a. Stage 3.5 (or higher) standards for JET aircraft.</p> <p>8b. Stage 3 (or higher) standards for non-JET aircraft.</p>	<ul style="list-style-type: none"> <li>Mr. Miller said he is ok with the “new aircraft” language but still doesn’t believe that hush-kits to the existing fleet is a suitable solution.</li> </ul>	<ul style="list-style-type: none"> <li>Recommendation 8 will be carried forward.</li> </ul>

Recommendations 2c, 1h and 1a will be discussed at the May 23, 2006 meeting.

### **Review Draft Public Working Group Final Report**

Ms. Katz then asked the public working group to review the draft report and provide any feedback. She said that this is a partial report and the recommendations that were discussed at today's meeting will be included and the report will be redistributed to you for your final review. Mr. Burkhart asked if the document could be emailed as a word document so the members could track their changes for consideration. Ms. Katz said that could be considered. Mr. Petrakis pointed out that on the bottom of page seven the street name is incorrect. Mr. Jacquart said that will be corrected.

### **Public Comment**

There was no public comment.

### **Conclusion**

Ms. Katz thanked the group for their participation and the meeting was adjourned.

# McCarran International Airport FAR Part 150 Noise Compatibility Study Update

## Public Working Group Meeting Summary

Tuesday, May 23, 2006, 4:00 p.m. to 6:00 p.m.  
Clark County Government Center, Pueblo Room, 1st Floor  
500 S. Grand Central Pkwy, Las Vegas, Nevada 89106

### Public Working Group Members Present

Andrew Powell, *City of Las Vegas*  
Anthony Molloy, *Clark County  
Comprehensive Planning*  
Bill Goff, *Enterprise Area*  
Billy Self, *Southwest Airlines*  
Dan Burkhart, *NBAA*  
David Broxterman, *Enterprise Area*  
DeCourcy Graham, *Southern Highlands  
Area*  
Greg Toussaint, *The Lakes Area*  
Jay Halstead, *Summerlin South/Red Rock  
Country Club Area*

John Miller, *US Airways*  
Jon Wardlaw, *Clark County Comprehensive  
Planning*  
Luke Puschnig, *Las Vegas Convention and  
Visitor's Authority*  
Mick Galatio, *SNHBA*  
Randy Barnes, *Paradise Area*  
Ray Blonn, *Rhodes Ranch Area*  
Stephanie Garcia-Vause, *City of Henderson*  
Tom Petrakis, *FAA (ATC)*

### Public Working Group Members Absent

Brok Armantrout, *City of Boulder City, Community Development*  
Jerry McDonald, *Spanish Trail Area*  
Joseph Rodriguez, *FAA (ADO)*  
Justin Gilbert, *Winchester Area*  
Keith Lynam, *Greater Las Vegas Association of Realtors*  
Ned Thomas, *City of North Las Vegas, Planning Department*

### Observers

Bill Theisen  
Bill Greenberg  
Al Ferlo

## **Project Team Members**

Randy Walker, *Clark County Department of Aviation*  
Rosemary Vassiliadis, *Clark County Department of Aviation*  
Jeff Jacquart, *Clark County Department of Aviation*  
Andrea McKenzie, *Clark County Department of Aviation*  
Adrian Jones, *Ricondo & Associates, Inc.*  
John Williams, *Ricondo & Associates, Inc.*  
John Bergener, *Ricondo & Associates, Inc.*  
Robert Brown, *Brown-Buntin Associates, Inc.*  
Dan Reimer, *Kaplan Kirsch & Rockwell, LLP.*  
Sara Katz, *Katz & Associates*  
Jen Shira, *Katz & Associates*

## **Welcome and Introductions**

Ms. Katz began the meeting by welcoming the public working group members and observers to the last meeting. She briefly reviewed the working group meeting agenda. She then asked for any revisions to the April 18, 2006 meeting summary. Ms. Garcia-Vause and Mr. Wardlaw requested revisions. The summary will be revised to reflect these requests.

Mr. Walker then thanked the public working group for their participation, dedication and hard work over the past year.

## **Finalize Discussion of Reasonable Noise Reduction Measures and Working Group Identification of Most Promising Measures**

Mr. Jacquart began his presentation, which reviewed the remaining proposed recommendations that were marked for further discussion.

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
<p>8. Continue to support legislation which phases-out noisier aircraft without utilizing hush-kit or other methods which modify existing aircraft:</p> <p>8a. Stage 3.5 (or higher) standards for JET aircraft.</p> <p>8b. Stage 3 (or higher) standards for non-JET aircraft.</p>	<ul style="list-style-type: none"> <li>• Mr. Jacquart proposed new language that could potentially address Mr. Miller’s concerns. The new language makes the recommendation more specific. <ul style="list-style-type: none"> <li>○ Mr. Boxterman said he favored the new language.</li> <li>○ Mr. Miller said he still could not support the recommendation, even with the rewording.</li> <li>○ Mr. Self said he agrees with Mr. Miller’s position on behalf of the airlines.</li> <li>○ Mr. Miller then said the new language could be included as part of the recommendations from the working group, but he asked that the footnote that is currently in the working group report remain with the new language, stating US Airways’ position.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The recommendation will be carried forward with the following language: <ul style="list-style-type: none"> <li>○ <b>“Continue to support legislation requiring quieter aircraft standards including eliminating further use of hushkits and other methods to reduce aircraft noise.”</b> (8a and 8b will be deleted from the recommendation).</li> <li>○ A footnote will be included in the public working group noting Mr. Miller and Mr. Self’s disagreement on behalf of the airlines.</li> </ul> </li> </ul>
<p>2c. Review “straight out” procedure from 25L/R</p>	<ul style="list-style-type: none"> <li>• Mr. Jacquart said that this measure has been commented on by the FAA Airport Traffic Control Tower working group representative, and the “straight out” procedure does not meet safety requirements. <ul style="list-style-type: none"> <li>○ Mr. Del Meadows, an LAS airport traffic control tower representative, described the reasons why this procedure does not meet the safety criteria.</li> </ul> </li> <li>• Mr. Self said that this procedure is not done often but has to be done</li> </ul>	<ul style="list-style-type: none"> <li>• The recommendation will be carried forward with the following language: <ul style="list-style-type: none"> <li>○ <b>“Encourage and support the voluntary use of the ‘straight out’ visual procedure for 25L/R.”</b></li> </ul> </li> </ul>

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
	correctly as it is not an FAA approved procedure. He said that once the pilot requests this departure, the departure separation monitoring becomes the responsibility of the pilot, not the FAA.	
1a. Define JET aircraft as those weighing more than 75,000 pounds.	<ul style="list-style-type: none"> <li>The group agreed that this definition was clear.</li> </ul>	<ul style="list-style-type: none"> <li>Noise abatement recommendations included in the Noise Compatibility Program update will be focused on aircraft over 75,000 pounds to be consistent with previous Noise Compatibility Programs.</li> </ul>
1h. If safe & efficient, move towards greater “equalization” of runway use.	<ul style="list-style-type: none"> <li>Mr. Boxterman asked if this recommendation contradicts 1a, b and c. <ul style="list-style-type: none"> <li>Mr. Jacquart said that this “softens” those recommendations.</li> <li>Mr. Boxterman said that because of the preferred runway use he could not support this recommendation. <ul style="list-style-type: none"> <li>Ms. Garcia-Vause said she agreed with Mr. Boxterman and that she could not support this recommendation.</li> </ul> </li> </ul> </li> <li>Mr. Barnes said it would be great if the noise could be equally distributed among the communities in the valley but it has been explained by the FAA representative that it is difficult to “turn around” the airport, therefore this recommendation does not seem practical.</li> <li>Mr. Blonn, who suggested the</li> </ul>	<ul style="list-style-type: none"> <li>This recommendation will not be carried forward for further study. However, Mr. Blonn’s concerns will be noted in the public working group report.</li> </ul>

<u>Recommendation</u>	<u>Discussion</u>	<u>Action</u>
	<p>recommendation, said that he would like to “turn the airport around” during the summer months, making easterly departures the norm during the summer months so that the communities throughout the valley would have equal noise distribution throughout the year.</p> <ul style="list-style-type: none"> <li>○ Mr. Meadows explained that for efficiency reasons the easterly departures cannot be used as the norm during the summer months. He added that this has a greater impact on the other runways and airports in the region.</li> <li>• Mr. Jacquart explained that the airport does not want to “bind the hands” of the airlines and the FAA, and that DOA will allow them to make the determination of when easterly departures are necessary, rather than regulating the percentage of departures in each direction.</li> <li>• Ms. Garcia-Vause added that the group had previously discussed seasonal changes in departures at earlier meetings in the process and it was her recollection that this was something that could not be done, therefore the group did not provide it as a recommendation.</li> </ul>	

Ms. Katz then asked the working group if they had any other recommendations or ideas for further study. Mr. Toussaint said public information and education could be improved. He said that one way this could be done is to provide a map with every square mile of Southern Nevada and the DNL for each area. Mr. Jacquart said that this could lead to misconceptions by the public because DNL modeling is a very complex subject, and without the proper knowledge it is hard to completely understand what the DNL mapping information describes. He added that DOA is brainstorming public information ideas and is looking into what information can be posted on the Web site.

### **Next Steps**

Mr. Jacquart reviewed the next steps in the process. He said that the third public open house will be held Wednesday, May 24, 2006. After the third open house the project team will finalize the Noise Compatibility Program report. When the Noise Exposure Map report and Noise Compatibility Program report are completed, they will be published for public review and comment. A public open house or workshop will be held during the public comment period which should be later this summer. He added that the formal public hearing before the Clark County Board of Commissioners will be in August or September 2006. He said that the PWG will be notified of all upcoming dates via email from Katz & Associates.

### **Review Draft Final Public Working Group Final Report**

Ms. Katz then asked the public working group to review the draft final report. There were no comments on the draft final report. Ms. Katz said that the recommendations reviewed today and any differing opinions will be included in the final report. She said a final report will be emailed to the group for their final review before it is bound and submitted to the project team, the working group and the Department of Aviation.

### **Public Comment**

There was one public comment.

Mr. Bill Greenberg  
River Mountain HOA  
1131 Galangate  
Henderson, NV

My name is Bill Greenberg. I am a board member of the River Mountain Home Owners Association, representing 1547 residents in the southeast corner of Henderson. It is our understating (according to information at mccarrannoisestudy.com) that a purpose of the FAR 150 Noise Compatibility Study, was to reduce the level of noise on residential neighborhoods.

Since the beginning of April this year, commercial aircraft flying into the airport has been flying so low, that we can't even carry on a normal conversation inside our homes! Commercial aircraft noise has been tremendously **increased** since your study started. WHAT IS GOING ON?! Why weren't we informed that commercial traffic arriving at McCarran was to be rerouted right over our neighborhood; flying east, **circling** over our houses (near Boulder Highway and the River Mountains), and then heading west to the airport? Nowhere on the Noise Exposure Map does it project that we will be subject to this: even out to the year 2017!

I recall seeing on the news stations, homeowners in Summerlin screaming that they did NOT want commercial aircraft flying at low altitudes right over their neighborhood. Why weren't we all



given the same opportunity to voice our opposition to this awful noise pollution? We will yell and scream our outrage even louder, because the flight track was just dumped on us.

We thought that FED Part 150: Noise Capability Study was supposed to help lessen aircraft noise, and the effect on communities. The **increase** in noise since the beginning of April has had a very negative effect on our neighborhoods. We thought that there were supposed to be suggestions for noise abatement. Here's our suggestion/plea: PLEASE return the wonderful quiet of our neighborhood. Using your terminology – PLEASE “**abate**” the new arrival flight paths over our houses in the southeast corner of Henderson; and rid us of the “**significant noise exposure**” that “**interferes with human activity.**” Thank you.

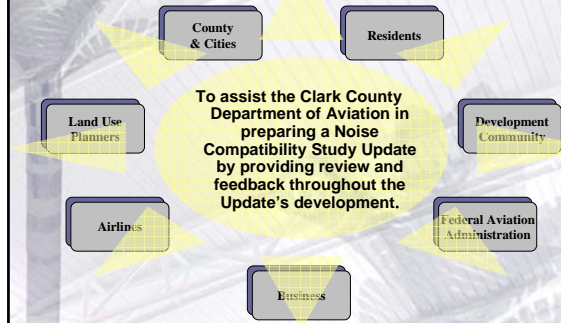
### **Conclusion**

Ms. Katz thanked the group for their participation and participation in the collaborative process of the past year. Mr. Jacquart presented each member with a certificate of appreciation and the meeting was adjourned.

# Objective of Public Working Group and Anticipated Deliveries

Jeffrey M. Jacquart, Airport Program Administrator  
 Clark County Department of Aviation  
 FAR Part 150 Update Public Working Group  
 June 21, 2005

# PWG Mission



# Participation Process

Asking participants to:

- ❖ Understand the current and future role of Clark County's public-use airport system.
- ❖ Become familiar with current and projected levels of aircraft traffic at McCarran International Airport.
- ❖ Provide feedback on the Update's technical assumptions and projections.
- ❖ Identify community and airport user issues and concerns related to aircraft traffic operations and noise generation.
- ❖ Assist in the development of criteria to evaluate noise abatement measures at McCarran International Airport.
- ❖ Review existing and suggest potential additional noise abatement measures for McCarran International Airport operations, with emphasis on measures that can be legally or reasonably pursued.

# Anticipated Deliverables

The Public Working Group will be asked to summarize its discussions at the conclusion of its work in the form of a written report, prepared by the facilitator, documenting the following:

- ❖ The scope and content of the Public Working Group's discussion.
- ❖ Recommendations regarding noise abatement measures.
- ❖ Individual opinions and observations that may not be reflected in the main body of the report.

# Schedule of Events - 2005

- June 21, 2005 - PWG Meeting - General Introduction & Purpose.
- July 26, 2005 - PWG Meeting - Project Introduction & Noise/Law "101".
- August 7, 2005 - Informal Tour - Tour of Control Tower at McCarran.
- August 23, 2005 - PWG Meeting - Tour (four-hours) of Impacted Areas & Noise Monitoring Program.
- August 24, 2005 - Public Workshop - Project Introduction, Purpose, & Timing. (6:00 P.M. in the Gov. Center cafeteria)
- September 27, 2005 - PWG Meeting - History of Noise Environs/Mitigation Measures & New Measure Discussion.
- October 25, 2005 - PWG Meeting - Present Baseline Noise Maps & Continue Discussion of New Measures.
- October 26, 2005 - Public Workshop - Present Baseline Noise Maps & Initial Discussion of Measures. (6:00 P.M. in the Gov. Center cafeteria)

■ (Formal PWG item)    ■ (Workshop for General Public)    ■ (Additional Event)

# Schedule of Events - 2006

- January 24, 2006 - PWG Meeting - Present Findings of Measure Analysis & Initial Selection of Final Measures.
- February 28, 2006 - PWG Meeting - Present Additional Measure Analysis & Continue Selection of Final Measures.
- March 28, 2006 - PWG Meeting - Final Selection of Measures & Discuss PWG Summary Report.
- April 25, 2006 - PWG Meeting - Finalize PWG Summary Report & Development of LAS Part 150 Update.
- May 16, 2006 - County Action - Formally Release Draft LAS Part 150 Report & Open Public Comment Period.
- May 23, 2006 - PWG Meeting - Wrap-Up & Discuss Draft LAS Part 150 Update.
- May 24, 2006 - Public Workshop - Present Draft LAS Part 150 Update. (6:00 P.M. in the Gov. Center cafeteria)
- June 20, 2006 - County Hearing - Host Formal Public Hearing & Close Public Comment Period.

■ (Formal PWG item)    ■ (Workshop for General Public)    ■ (Additional Event)



## FAR Part 150 Noise Compatibility Study Update McCarran International Airport

Adrian Jones, Project Manager  
Ricondo & Associates, Inc

Public Working Group Meeting #1  
June 21, 2005



FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting - June 21, 2005

## Aviation Noise Regulations



### Federal Aviation Regulations (FAR) Part 150

- Interim Rule on FAR Part 150, *Airport Noise Compatibility Planning*, issued in 1981.
- FAR Part 150 finalized in 1985.
- Issued in response to provisions contained in the *Aviation Safety and Noise Abatement Act of 1979*.
- Voluntary program established for airport sponsors to become eligible for grant funds for approved airport noise programs.
- Sets forth the methodology and procedures to be followed when preparing aircraft noise exposure maps and developing airport/airport environs land use compatibility programs.

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting - June 21, 2005

## Aviation Noise Regulations



### Overview of Recent Actions

- FAA issued its final policy on approval of FAR Part 150 noise mitigation measures in October 1998.
- FAA issued its Draft *Aviation Noise Abatement Policy 2000* in July 2000.
- The Lott Amendment
- FAA issued its Final Rule on Amendment Number 1150-4 to FAR Part 150 on May 19, 2005

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting - June 21, 2005

## Background



- The CCDOA completed an Airport Noise Control and Land Use Compatibility (ANCLUC) Study for McCarran International Airport in 1981 (amended in 1983).
- The CCDOA completed its first FAR Part 150 Noise Compatibility Study in 1988/1989.
- The Board of County Commissioners adopted the Airport Environs Overlay District (AEOD), which is based on projected noise exposure contours for 1992 included in the 1988/89 FAR Part 150 Noise Compatibility Study.
- An update to the FAR Part 150 Noise Compatibility Study was completed in 1994.

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting - June 21, 2005

## FAR Part 150 Terminology



### Noise Exposure Map (NEM)

A noise exposure map is a map showing noise exposure contour lines (or footprints) which identify areas of specific noise exposure levels around an airport. NEMs also include a graphic description of geographical features and land uses that surround an airport.

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting - June 21, 2005

## FAR Part 150 Terminology



### Noise Exposure Map Report (NEM)

The noise exposure map report contains detailed information on existing and future aircraft noise.

- Base year (2004) Day-night average sound level (DNL) aircraft noise exposure contours
- Future aircraft noise exposure contours

### Noise Compatibility Program Report (NCP)

The noise compatibility program report includes descriptions and a detailed evaluation of noise abatement and noise mitigation options applicable to the Airport.

The NEM and NCP reports can be included in a single document for submittal to the FAA

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting - June 21, 2005

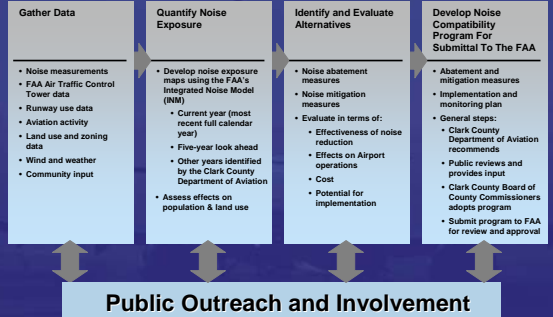
## FAR Part 150 Terminology



**Noise Abatement Options** are intended to reduce actual aircraft noise levels in noise-sensitive areas by either reducing aircraft noise at the source by using quieter aircraft or by instituting operational measures, such as changes in aircraft flight tracks or in approach or departure flight profiles

**Noise Mitigation Options** are intended to reduce the effects of aircraft noise on the receiver. Noise mitigation strategies may include outright property acquisition, acoustical treatment / soundproofing programs, purchase of aviation easements, and land use control measures.

## FAR Part 150 Study Process



# Overview of the Clark County Aviation System

Randall H. Walker, Director  
 Clark County Department of Aviation  
 FAR Part 150 Update Public Working Group  
 June 21, 2005

## Airports

North Las Vegas Airport

McCarran International Airport

Henderson Executive Airport

? Future Airport in Ivanpah Valley ?

Overton-Perkins Field

? Future Non-Urban Heliport ?

Jean Airport

Searchlight Airport

## County Airports

- **McCarran International Airport** - purchased in 1948
  - Southern Nevada's premier passenger service airport
- **North Las Vegas Airport** - purchased in 1987
  - General Aviation reliever airport for northern Las Vegas area
- **Henderson Executive Airport** - purchased in 1996
  - General Aviation reliever airport for southern Las Vegas area
- **Jean Airport** - purchased in 1951
  - Sport Aviation complex
- **Searchlight Airport** - managed by Clark County since the mid 1950s
  - General Aviation service airport for southern rural areas
- **Overton-Perkins Field** - owned by Clark County since 1949
  - General Aviation service airport for northern rural areas
- **Ivanpah International Airport** - ? Operational in 2017 ?
  - Southern Nevada's supplementary passenger airport
- **Non-urban Heliport** - ? Operational in 2009 ?
  - Southern Nevada's Grand Canyon heliport facility
- These facilities are intended to function as a system, providing access and opportunity to all segments of the aviation industry and residents.

## McCarran - That Was Then .



## .. That Was Awhile Back ..



## .. This is Now



## Fast Facts about McCarran



- McCarran handles more than 110,000 passengers a day
- Today, McCarran ranks as the 6<sup>th</sup> busiest airport in North America (based on total passengers)
- McCarran is the 2<sup>nd</sup> busiest O&D airport, trailing only Los Angeles.
- Approximately 50% of all visitors to Las Vegas arrive by air through McCarran.
- Passenger demand will continue to increase due to a lack of highway capacity and a growing reliance on visitors traveling from destinations beyond 500 miles.

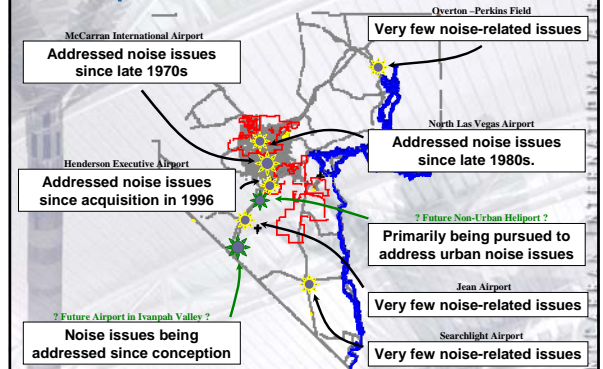
## Economic Impact Facts

- 1990 - County's airport system has a \$17.6 billion impact on the region. (International Planning and Analysis Center)
- Today - County's airport system has a \$27.9 billion impact on the region. (UNLV Center for Business and Economic Research)
- Today - County's airport system employ 10,355 full time equivalent workers for a payroll/benefit package of approximately \$350 million.
- Today - County's airport system and spin-off market produce 417,000 jobs in Southern Nevada.
- Today - The Clark County Department of Aviation is an Enterprise fund...meaning general tax revenue is not used to support aviation functions and facility needs.

## Historical Passenger Growth

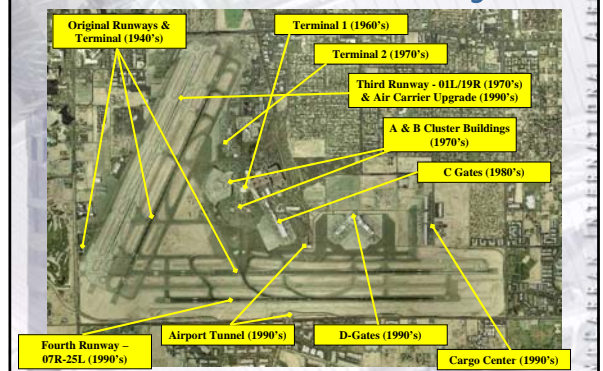


## Airport Noise Abatement



## What We've Done to Accommodate the Historical Passenger Growth!

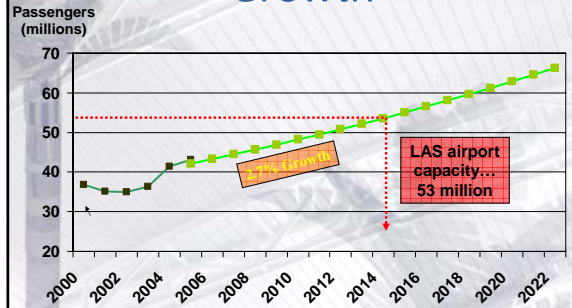
## McCarran's History



## Recent Passenger Counts

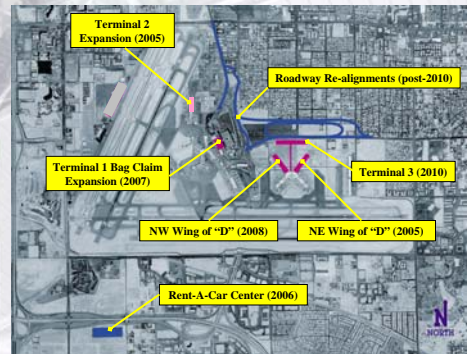
Month	2005	2004	2003	2005/2004 % Change	2004/2003 % Change
January	3,271,627	2,979,523	2,813,320	9.8%	5.9%
February	3,166,083	3,070,444	2,710,352	3.1%	13.3%
March	3,919,248	3,636,437	3,132,727	7.8%	16.1%
April	3,707,051	3,569,915	2,894,788	3.4%	23.3%
May	3,903,950	3,570,508	3,033,610	9.3%	17.7%
June		3,533,118	3,083,042		14.6%
July		3,699,442	3,247,162		13.9%
August		3,639,725	3,242,938		12.2%
September		3,385,400	2,952,035		14.7%
October		3,645,573	3,248,066		12.2%
November		3,394,837	2,977,659		14.0%
December		3,316,609	2,930,233		13.2%
<b>Total</b>	<b>17,967,959</b>	<b>41,441,531</b>	<b>36,265,932</b>	<b>6.8% YTD</b>	<b>14.3%</b>

## Future Passenger Growth



What Are We Doing to Accommodate Future Passenger Growth?

## McCarran's Future



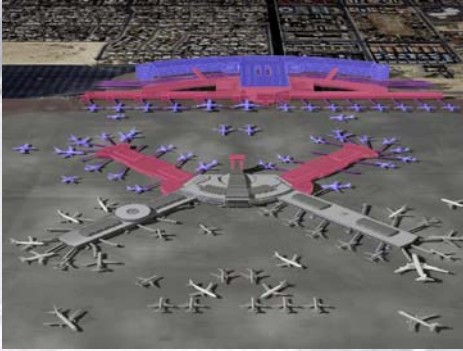
## Rent-A-Car Center



## Full Construction of D Gates



## D Gates and Terminal 3



## D Gates and Terminal 3



## Need To Accommodate Additional Growth?

## Beyond 53 Million

What happens when demand exceeds the targeted 53-million passenger capacity at McCarran?

## Use of Existing Facilities for Additional Carrier Traffic?

- McCarran Expansion - Possibility of adding another runway (would be #5) and other related facilities (ticketing, check-in, bag claim, parking, etc.) is cost-prohibitive due to existing residential land uses and potential opposition from those neighbors, future airspace conflicts with additional traffic, and off-airport traffic congestion.
- Henderson Executive Expansion - Runway length limited, land availability limited, airspace conflicts with McCarran traffic for the larger aircraft types, opposition from existing neighbors, and terrain conflicts for the larger aircraft types.
- North Las Vegas Expansion - Runway length limited, land availability limited, opposition from existing neighbors, and airspace conflicts with Nellis A.F.B. traffic for the larger aircraft types.
- Jean Airport - Terrain conflicts for the larger aircraft types and conflicts with existing multi-story structures for the larger aircraft types.

## Supplemental Carrier Airport (in Ivanpah Valley)





## A Preview of Aircraft Noise Assessment

Robert E. Brown, President  
Brown-Buntin Associates, Inc.

Public Working Group Meeting #2  
July 26, 2005



## Day Night Level (DNL)

- Calculated.....not heard
- Represents cumulative noise exposure
- Used for noise compatibility planning
- Required by the FAA for FAR Part 150
- Correlates well with annoyance
- Supplementary noise metrics



## How is DNL Calculated?

- Loudness of individual aircraft events
- Number of events per day
- Time of day of events
- Equivalent number of operations



## Aircraft Noise Modeling

- Integrated Noise Model (INM)
- Annual average conditions
- Aircraft fleet mix
- Airfield configuration
- Temporal distribution of flights
- Runway use
- Aircraft flight tracks



## Aircraft Noise Monitoring

- Documents existing noise levels
- May not be used to predict future conditions
- May not represent annual average conditions
- May be used to validate noise modeling



## Key Topics For Next Month

- Review of basic acoustics and noise metrics
- Evolution of the 65 DNL criterion
- Noise modeling inputs
- Overview of the Clark County airport noise monitoring program






2

### Today's Presentation


- ❑ Background on the law of noise regulation
- ❑ What Clark County *and local governments* can, cannot do to address noise
- ❑ *Guide to Airport Noise Rules and Use Restrictions*



3

### Today's Presentation


- ❑ **Topics**
  - ◆ Division of responsibility
    - Federal government
    - Clark County
    - Surrounding cities
  - ◆ Noise Rules (Part 161)
  - ◆ Land Use Compatibility (Part 150)



4

### General Overview


- ❑ Law and policy are not static
- ❑ Careful balance between federal and local authority
- ❑ FAA sets many rules and controls funding
- ❑ Local governments have important role through regulation of land use



5

### Who Can Regulate Airport Noise?


- ❑ **Federal Aviation Administration**
  - ◆ Delegated power from Congress
  - ◆ Conferred by Constitution
- ❑ **Clark County**
  - ◆ Airport owner
  - ◆ Local government
- ❑ **Local governments**
  - ◆ Reserved power over land use



6

### FAA

- ❑ **Control flight of aircraft**
  - ◆ Shared with pilot-in-command
- ❑ **Responsibility to control noise**
  - ◆ Noise at its source (i.e., aircraft engines)
  - ◆ USEPA -- no regulatory authority
- ❑ **Exclusive authority to certify aircraft and pilots**
- ❑ **Allocates funds under the Airport Improvement Program and authorizes local Passenger Facility Charges**



## Clark County (as operator of McCarran)

7

- Limited authority to adopt local restrictions
  - ◆ Examples: curfews, noise limits
  - ◆ Cannot restrict *flight* of aircraft
- Reasonable, nonarbitrary and not unjustly discriminatory restrictions
- Capital improvements
- Could be liable for noise-related damages (takings, nuisance)



## Clark County (as operator of airport system)

8

- Can promote use of particular airports in system for different types of traffic
- Largely a function of infrastructure
- Significant limits on local rules
  - ◆ Response to congestion
  - ◆ Accommodate all users within system
  - ◆ Rates and charges must be reasonable and not unjustly discriminatory



## Local Governments Can . . .

9

- Regulate land use in areas surrounding airport
  - ◆ Promote compatible land use through zoning
  - ◆ Prohibit incompatible land use
  - ◆ Mandate sound-insulating building materials
  - ◆ Require real estate disclosure
  - ◆ Include current noise data in municipal code



## Local Governments *Cannot* . . .

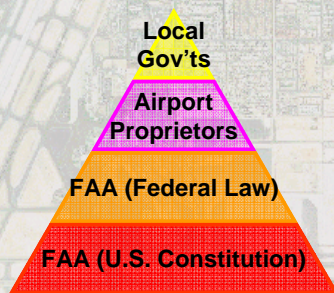
10

- Directly restrict aircraft operations
- Use land use power indirectly to restrict aircraft operations
- Regulate "routes, rates or service" of air carriers
- Tax airport passengers



## The Legal Pyramid

11



## Control of Noise at its Source

12

- Long-standing effort by FAA (since 1968)
- Increasingly stringent controls
- Stage rating (1, 2, 3, 4)
- Current status
  - ◆ All aircraft weighing more than 75,000 pounds are Stage 3 or Stage 4
  - ◆ 1,400 registered non-Stage 3 or 4
  - ◆ New aircraft type certifications after January 2006 must be Stage 4



## 1990 Airport Noise Act

- ❑ **Three primary elements**
  1. Banned Stage 2 civilian aircraft over 75,000 after January 2000
  2. No Stage 3 restrictions without FAA approval
  3. Established procedures for Stage 2 restrictions
- ❑ **Any restriction that *affects* Stage 2 or Stage 3 aircraft is subject to Noise Act**
  - ◆ Includes leases, regulations
  - ◆ Does not affect pre-1990 noise rules



## Stage 2 Restrictions

- ❑ **Stage 2 = older business jets**
- ❑ **Mostly a problem at general aviation airports**
- ❑ **Extensive study and public review required**
- ❑ **No FAA approval, but FAA has back-door review authority**
- ❑ **Only one airport has adopted a Stage 2 restriction since 1990 (Naples, Florida)**



## Stage 3 Restrictions

- ❑ **FAA approval required**
- ❑ **Process: study, public comment, FAA review**
- ❑ **Six FAA conditions for approval (*Noise Guide* pp. 59-61)**
- ❑ **Three studies underway (Burbank, LAX/Van Nuys)**
- ❑ **Costly, cumbersome, uncertain and challenging**



## What is Part 150?

- ❑ **Congress established a *voluntary* program in 1979 to promote compatibility between airports and surrounding neighborhoods**
- ❑ **Two primary elements**
  - ◆ Noise Exposure Map (NEM)
  - ◆ Noise Compatibility Program (NCP)
- ❑ **Funding is key**
  - ◆ Study itself
  - ◆ Approved projects
- ❑ **Some liability protection**

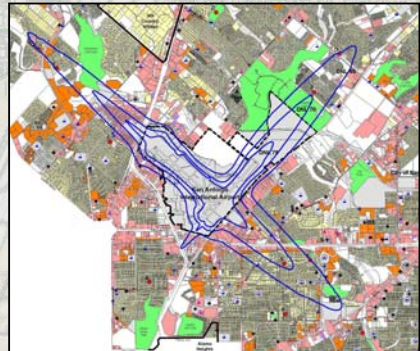


## Part 150 (continued)

- ❑ **Congress told FAA to establish three noise standards**
  1. Single system of measuring noise
    - **FAA Standard = dBA** ← NEXT MEETING!
  2. Single system for measuring exposure of individuals to noise
    - **FAA Standard = DNL** ← NEXT MEETING!
  3. Land uses normally compatible with various exposures of individuals to noise
    - **FAA Standard = DNL 65 dBA** ← NEXT MEETING!



## DNL Contours



## Land Use Compatibility: FAA Views

- ❑ Part 150 identifies land uses considered to be compatible with various noise levels (*Noise Guide* p. 47)
- ❑ All land uses considered to be compatible with noise below DNL 65 dB
- ❑ Important footnote:  
*"FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities . . ."*



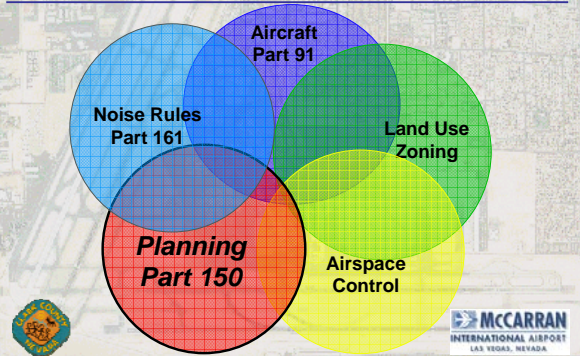
	Yearly Day-Night Average Sound Level, DNL, in Decibels					
	<65	65-70	70-75	75-80	80-85	>85
Residential Use	Y	N	N	N	N	N
Public Use	Y	Y/N	Y/N	Y/N	Y/N	Y/N
Commercial Use	Y	Y	Y	Y	Y/N	N
Manufacturing and Production	Y	Y	Y	Y/N	Y/N	Y/N
Recreational	Y	Y/N	Y/N	N	N	N

## Legal Significance of DNL 65 dB

- ❑ Clark County *cannot* include measures in its Study to mitigate noise below DNL 65 dB (Lott Amendment)
- ❑ Clark County *can* recommend that local governments adopt regulations to address lower levels of noise

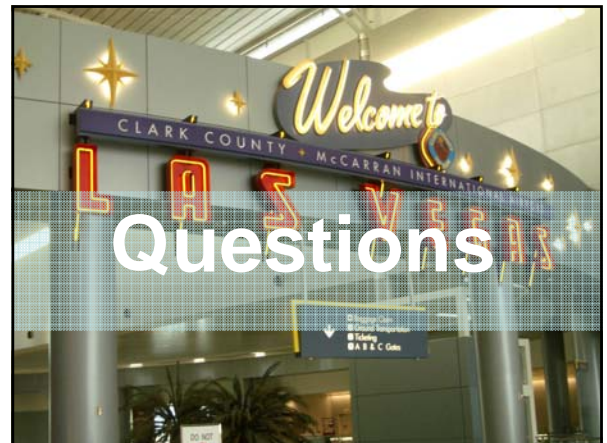


## Legal Processes



## Summary

- ❑ Part 150 is about *land use compatibility*
  - ❑ Compatibility is a *two-way street*
- Airport** ↔ **Community**
- ❑ Clark County cannot control how much noise an aircraft makes but has some ability to control how aircraft operate
  - ❑ Clark County and communities have considerable power to *mitigate* noise





## FAR Part 150 Noise Compatibility Study Update McCarran International Airport

Adrian Jones, Project Manager  
Ricondo & Associates, Inc

Public Working Group Meeting #2  
July 26, 2005



FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting - July 26, 2005

## Why do a FAR Part 150 Study?



### A FAR Part 150 Study

- Assesses the impacts of aircraft noise on the area surrounding the airport.
- Identifies measures to reduce aircraft noise (noise abatement) and limit its impacts (noise mitigation).
- Outlines a program for implementation of noise abatement and mitigation measures.
- Allows FAA approved measures to be eligible for federal funding.

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting - July 26, 2005

## Who Participates in the Process?



- The Clark County Department of Aviation
- The Federal Aviation Administration (FAA)
- Aircraft operators, including airlines and corporate and general aviation operators
- Representatives of neighborhoods and communities affected by aircraft noise exposure
- Local planning agencies
- The general public

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting - July 26, 2005

## What does a FAR Part 150 Study Produce?



- Noise Exposure Maps (NEMs)
  - These maps show areas of equal aircraft noise (noise contours) superimposed on local land use maps.
  - Existing and future noise levels are evaluated.
- Noise Compatibility Program (NCP)
  - The NCP includes descriptions and evaluations of noise abatement and noise mitigation options/programs applicable to an airport.

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting - July 26, 2005

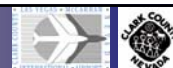
## FAR Part 150 Program - Statistics



- Total airports participating in the program: 260
- Total Airport Improvement Program Funds
  - For preparing FAR Part 150 studies: \$73,041,049
  - For FAR Part 150 implementation: \$3,907,443,967

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting - July 26, 2005

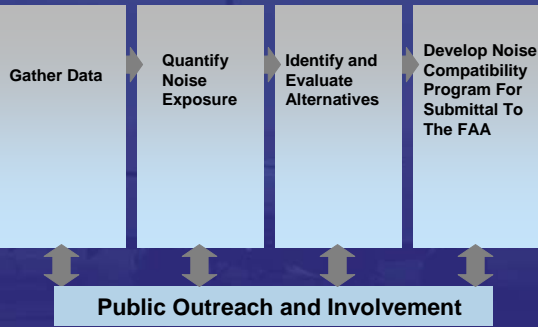
## Some Airports Currently Conducting FAR Part 150 Studies



- Honolulu International Airport, Honolulu, Hawaii
- Detroit Metropolitan-Wayne County Airport, Detroit, Michigan
- Piedmont-Triad International, Greensboro, North Carolina
- Port Columbus International Airport, Columbus, Ohio
- Hartsfield - Jackson Atlanta International Airport
- Austin - Bergstrom International Airport

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting - July 26, 2005

## FAR Part 150 Study Process



FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – July 26, 2005

## Common Questions



### What are Noise Exposure Contours?

- Noise exposure contours identify areas of equal noise exposure around an airport.
- Noise exposure contours are similar to contours on topographic maps which show areas of equal elevation.

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – July 26, 2005

## Common Questions



### Where is aircraft noise the highest?

- Aircraft noise levels are usually the highest on the airport property and are lower as you get farther away from the airport.
- Aircraft noise levels are higher under the arrival and departure flight paths.

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – July 26, 2005

## FAR Part 150 Case Study San Antonio International Airport



### Project Overview

- The study commenced in 1999 and was completed in early 2002.
- FAA approved the updated Noise Compatibility Program in late 2002.
- Analysis years – 1998 and 2004

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – July 26, 2005

## FAR Part 150 Case Study San Antonio International Airport



### Public Involvement Summary

- Two working groups received briefings and provided feedback
  - Noise Abatement Advisory Committee
  - Technical Advisory Committee
- 10 meetings held with the Technical Advisory Committee
- 7 meetings held with the Noise Abatement Advisory Committee
- Other public involvement
  - 2 Public Workshops
  - 2 Public Hearings
  - Briefings to neighborhood associations

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – July 26, 2005

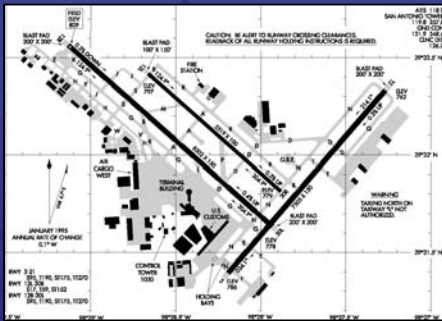
## FAR Part 150 Case Study San Antonio International Airport



- San Antonio International Airport
  - 273,361 aircraft operations in 1998
  - 290,810 aircraft operations in 2004 (forecast)
- McCarran International Airport
  - 549,922 aircraft operations in 1998
  - 544,679 aircraft operations in 2004

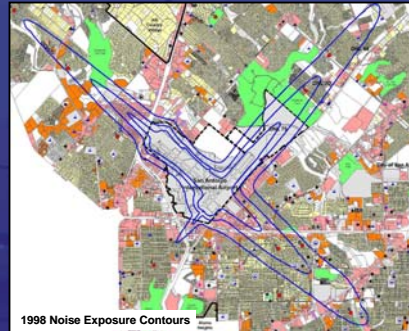
FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – July 26, 2005

## FAR Part 150 Case Study San Antonio International Airport



FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – July 26, 2005

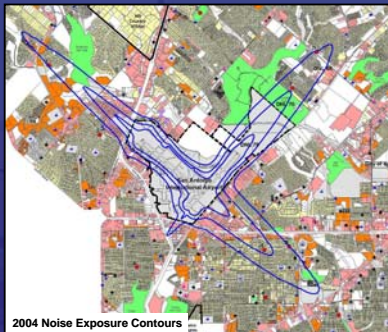
## FAR Part 150 Case Study – San Antonio



1998 Noise Exposure Contours

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – July 26, 2005

## FAR Part 150 Case Study – San Antonio



2004 Noise Exposure Contours

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – July 26, 2005

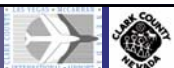
## FAR Part 150 Case Study – San Antonio



- Noise reduction alternatives studied for over a year
- 11 abatement measures recommended for implementation
  - Focused on reducing noise to the southeast and northeast of the airport
  - Also addressed ground run-up noise
- 4 mitigation measures recommended for implementation

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – July 26, 2005

## FAR Part 150 Case Study – San Antonio

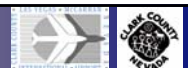


### Abatement Measures Studied

- Conduct live tests of noise abatement departure profiles.
- Encourage voluntary noise abatement departure profiles.
- Establish a preferential runway use program.
- Establish a noise abatement departure corridor for Runway 3.
- Establish a noise abatement departure corridor for Runway 21.
- Incorporate results of engine run-up study into FAR Part 150 program.

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – July 26, 2005

## FAR Part 150 Case Study – San Antonio



### Abatement Measures Studied

- Install an aircraft noise and operations monitoring system.
- Enhance pilot awareness by adding information regarding the location of noise sensitive land uses to pilot manuals and charts.
- Investigate the use of noise barriers at runway ends to reduce takeoff roll noise.
- Establish a phase-out schedule for aircraft originally manufactured as FAR Part 36 Stage 2 that have been modified or are operated to meet Stage 3 standards.
- Encourage the FAA to develop a phase-out schedule for FAR Part 36 Stage 2 aircraft weighing less than 75,000 pounds.

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – July 26, 2005





### Mitigation Measures Studied

- Develop an expanded residential acoustical treatment program.
- Provide acoustical treatment for schools and religious facilities that are exposed to aircraft noise of DNL 65 and higher.
- Study the mechanism for and impact of incorporating noise exposure acknowledgements into real estate transactions.
- Study mechanisms to maintain compatible land uses in current and proposed flight corridors and to prevent the development of incompatible development in areas exposed to DNL 65 and higher.



### The FAA approved parts of the NCP without additional study

- Approved four of the abatement measures
  - Voluntary noise abatement departure profiles
  - Aircraft noise and operations monitoring system
  - Enhance pilot awareness
  - Engine run-up study
- Approved all four mitigation measures

# Aircraft Noise Assessment Part I

McCarran International Airport  
FAR Part 150 Update  
Public Working Group Mtg. #3  
August 23, 2005

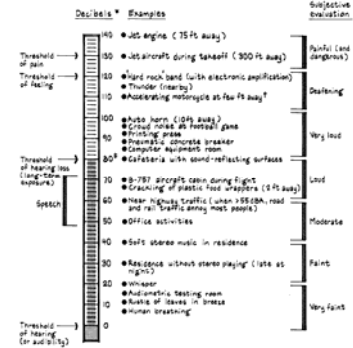
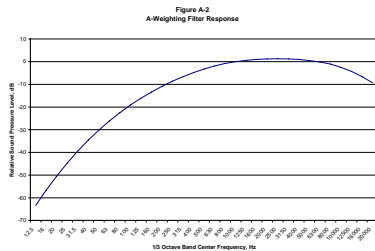


Presented By:  
Jim Buntin  
Brown-Buntin Associates, Inc.

## Noise Concepts

- Noise is “unwanted sound”
- Noise levels range from faint to deafening due to human activities and nature.
- The range of acoustical energy that we can perceive is very large, so the decibel (dB) is used to measure noise.
- A-weighted sound pressure levels (dBA) match human response to noise.

## The A-weighting Curve



## How We Hear Changes in Noise

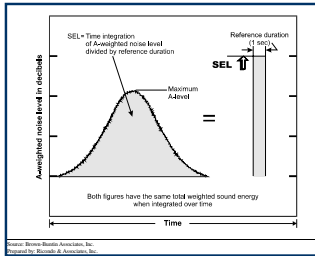
SUBJECTIVE REACTION TO CHANGES IN NOISE LEVELS		
Change, dB	Subjective Reaction	Energy Factor
1	Imperceptible (Except for Tones)	1.3
3	Just Barely Noticeable	2.0
6	Clearly Noticeable	4.0
10	About Twice (or Half) as Loud	10.0

Source: Architectural Acoustics, M. David Egan, 1988.

## Aircraft Noise Terms

- Sound Exposure Level (SEL): Total noise energy during an event, as though it occurred in one second.
- Maximum Level (Lmax): Highest noise level measured during an event.
- Time Above (TA): Time in seconds above a given noise level.
- Day-Night Level (DNL): Average aircraft noise level over a 24-hour day.

## Single Event Noise Descriptors



## Day-Night Level (DNL)

- Average aircraft noise level over a 24-hour day, with a 10 dB penalty for nighttime noise events.
  - Calculated value (not heard)
  - Includes the energy of all aircraft noise events
  - Each nighttime event equals 10 daytime events
  - (Nighttime is 10 p.m. to 7 a.m.)
  - Is the sum of the weighted noise levels, divided by the number of seconds per day (86,400)
  - Accounts for the loudness of each event, the number of events, and time of day

## Relationship of SEL to DNL

SEL, dB, per Event	Either:	
	No. of Daytime Events	No. of Nighttime Events
114	1	0.1
111	2	0.2
104	10	1
94	100	10
84	1000	100

## Use of DNL

- Developed by U.S. EPA in 1974.
- Remains the best indication of annoyance in affected populations.
- Used by FAA for land use compatibility guidelines.
- Used by FAA to determine eligibility for federal funds for noise abatement (policy implementation)
- FAA considers all land uses compatible with 65 dB DNL or less.

## Why 65 dB DNL?

- Acceptable interior noise level of 45 dB DNL can be achieved with standard construction.
- 65 dB DNL minimizes the percent of population expected to be highly annoyed.
- Federal agencies (FAA, HUD, DoD, etc.) need a standard for project funding and land use planning that considers cost and feasibility.

## Supplemental Noise Metrics

- No accepted criteria for supplemental metrics.
- SEL – relevant to sleep disturbance.
- Lmax – relevant to speech interference.
- Time Above – describes effects of changes in runway use, numbers of operations, etc.
- Number Above – describes number of events exceeding a certain noise level.

## Aircraft Noise Assessment Part II

McCarran International Airport  
 FAR Part 150 Update  
 Public Working Group Mtg. #3  
 August 23, 2005



Presented By:  
 Robert E. Brown  
 Brown-Buntin Associates, Inc.

## Topics to be Covered

- Clark County Aircraft Noise Measurement Program
  - McCarran International Airport
  - Other Airports
  - Today's Tour
- Preparation of Noise Exposure Maps
  - Noise Modeling Tools
  - Noise Modeling Assumptions
  - 1992 Noise Exposure Map

## Clark County Aircraft Noise Measurement Program

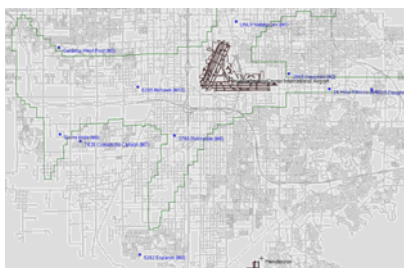
- McCarran International Airport (LAS)
  - 10 sites
  - Twice per year (summer & winter)
- North Las Vegas Airport (VGT)
  - 5 sites
  - Once per year (September)
- Henderson Executive Airport (HND)
  - 4 sites
  - Once per year (October)

## Noise Monitoring Procedure

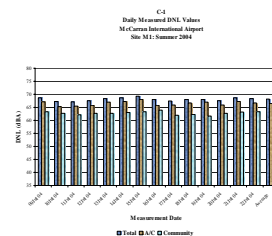
- Automated noise monitors run 24 hrs/day
- 2-week noise monitoring period
- Single-event noise monitoring
- Noise monitoring data
  - Daily DNL values
  - Lmax and SEL values
- Flight tracks and runway use



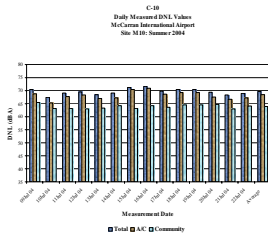
## LAS Noise Monitoring Sites



## Noise Monitoring Results – M1



## Noise Monitoring Results – M10



## Noise Exposure Maps

- DNL Required for FAR Part 150
- Contours Show Areas with Equal Aircraft Noise Exposure
- Policy Implementation Boundaries
- Existing Noise Exposure Conditions
- Forecast Future Noise Exposure (5 years)

## Noise Modeling Tools

- Integrated Noise Model (INM)
- INM History and Development
- Required for FAR Part 150 and Analysis of Proposed Changes to Facilities or Procedures
- Consistent Method for Comparing Alternatives
- Calculated Noise Levels May be Compared to Noise Monitoring Results

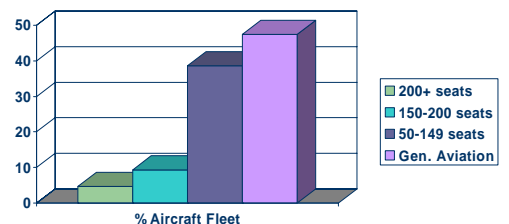
## Noise Modeling Assumptions

- Airfield Configuration
- Annual Average Aircraft Operations
- Aircraft Fleet Mix
- Day/Night Distribution of Flights
- Runway Use
- Generalized Aircraft Flight Tracks

## Airfield Configuration



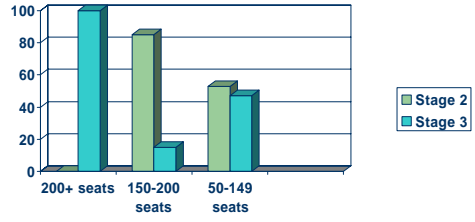
## 1992 Aircraft Operations and Fleet Mix – 467,930 Operations



### Typical Air Carrier Aircraft - 1992

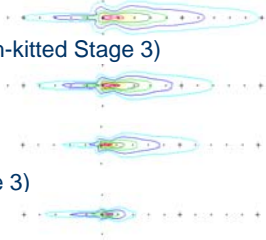
200+ Seats	150-200 Seats	50-149 Seats	Less than 50 Seats
B-747	B-727	B-737-200	EMB-120
B-767	B-757	B-737-300	DHC-6
DC-10	MD-90	B-737-500	DHC-8
DC-8		A-320	
A-310		MD-80	

### 1992 % Stage 3 Compliance

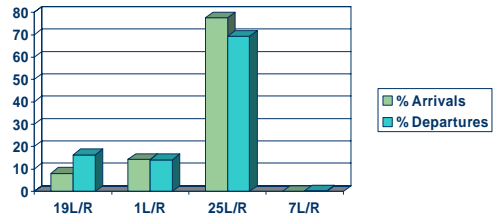


### Noise Footprint Comparison

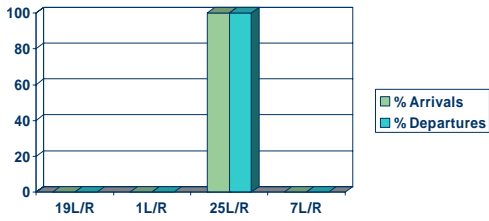
- B-727-200 (Stage 2)
- B-727-200 (Hush-kitted Stage 3)
- MD-82 (Stage 3)
- B757-200 (Stage 3)



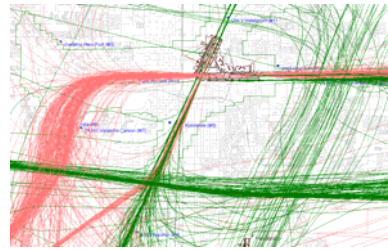
### 1992 Jet Runway Use – Daytime



### 1992 Jet Runway Use - Nighttime



### Aircraft Flight Tracks





# History and Future of Operations at McCarran

Jeffrey M. Jacquart, Airport Program Administrator  
 Clark County Department of Aviation  
 FAR Part 150 Update Public Working Group  
 September 27, 2005

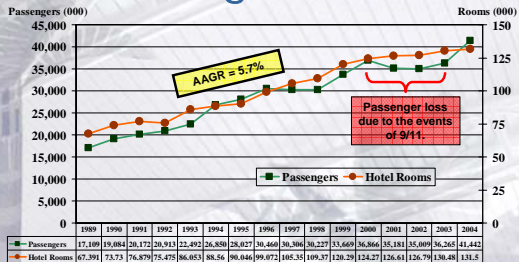


## Purpose

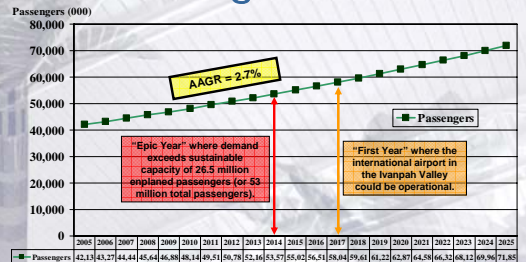
- ❖ Review the growth in aircraft operations, both historical and forecast.
- ❖ Review changes in the fleet mix, both historical and forecast.
- ❖ Review runway use changes, with special interest in nighttime operations performed by air carrier (larger) aircraft.
- ❖ Review adherence with preferred arrival and departure corridors by air carrier (larger) aircraft.



## Historic Annual Passenger Growth



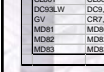
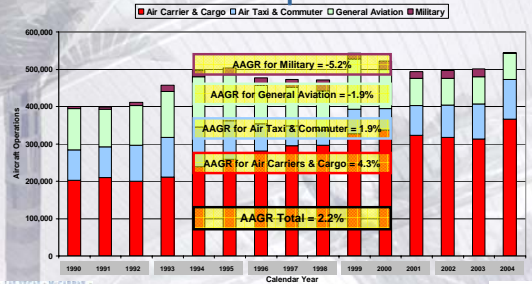
## Forecast Annual Passenger Growth



## Fleet Mix Grouping

Generalized Aircraft Type	Aircraft Categories Included	Typical No. of Seats
<b>Air Carriers / "The Big Guys"</b>		
<b>Heavy (more than 200 seats)</b>		
747-400	B742, B744, B747	410
777-300	B762, B763, B764, B767, B769	220
777-200	B777	206
777-200	757, B772	230
A310	A300, A310, A321, A332, A333, A338	253
DC10-30	DC10, L101, MD10, MD11, DC3	300
<b>Medium (150 Seats to 200 Seats)</b>		
737-800	B738, B739	165
727EM2	B721, B722, B727, B721D	170
707R8	B707, B702, B703, B707, B70E	165
A320	A32, A320, A321	149
MD9028	MD90, MD92	152
<b>Small (50-149 seats)</b>		
737-800	B733	138
737-400	B734	140
737-500	B735	122
737-600	B737, B738	137
717-200	B717	117
737-700	B732, B730, B735	130
A319	A319, A319	125
CL601	CL60, C64	50
DC9-15LW	DC9, DC9S, DC9Q	112
GV	CRJ, CRJ, E170, E190	80
MD81	MD80, MD81, MD87	149
MD82	MD82	147
MD83	MD83, MD88	143
<b>Others</b>		
<b>Air Taxi</b>		
<b>Commuter (Less than 50 seats)</b>		
DC9	Large Twin Turboprop, CRJ, CRJ2	18
E188/20	E120	30
EMB145	CRJ-200, E135, E145	
<b>Helicopters</b>		
AS350	Helicopters (Siroc + Cayton)	5.5
<b>General Aviation</b>		
BEC68P	Twin Piston Prop (Beech Baron)	
CN44B1	Twin Turboprop (King Air)	
COCKLE1	Med/Sm. Stage 2 Bizjet (LR24, LR25)	
GASEPV	Single Engine Prop (C172)	
Gill	Large Stage 2 Bizjet (Gill, Gill, Sabot)	
GV	Large Stage 3 Bizjet (GV1)	
LEAR35	Med/Sm. Stage 3 Bizjet (LR35)	
<b>Military</b>		
F-18	Military Jets (F16)	

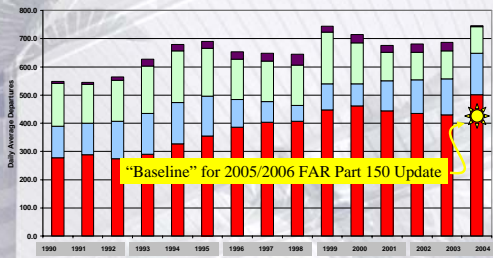
## Historic Growth Annual Aircraft Operations





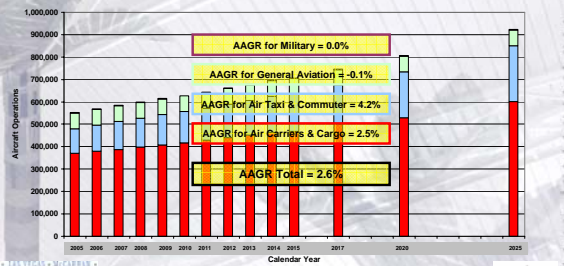
# Historic Growth Daily Aircraft Departures

■ Air Carrier & Cargo ■ Air Taxi & Commuter □ General Aviation ■ Military



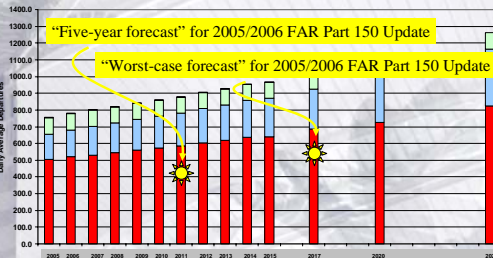
# Forecast Growth Annual Aircraft Operations

■ Air Carrier & Cargo □ Air Taxi & Commuter □ General Aviation ■ Military



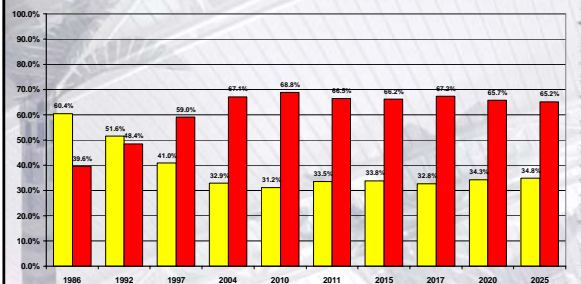
# Forecast Growth Daily Aircraft Departures

■ Air Carrier & Cargo □ Air Taxi & Commuter □ General Aviation ■ Military



# Fleet Mix Changes

■ Other ■ Air Carriers



# Changes in Noisier Fleet

INM Type	1986		1992		1997		2004		2011		2017	
	Daily Depts.	% of Fleet	Daily Depts.	% of Fleet	Daily Depts.	% of Fleet	Daily Depts.	% of Fleet	Daily Depts.	% of Fleet	Daily Depts.	% of Fleet
<b>Heavy (more than 200 seats)</b>												
DC10s	22.0	4.3%	13.7	2.4%	9.5	1.4%	1.5	0.2%	0.0	0.0%	0.0	0.0%
<b>Medium (150 Seats to 200 Seats)</b>												
727Qs	48.0	9.4%	37.0	6.5%	23.7	3.5%	6.1	0.8%	2.3	0.3%	0.0	0.0%
<b>Small (50-149 seats)</b>												
737Qs	87.0	17.1%	48.1	8.5%	40.4	6.0%	17.6	2.4%	2.9	0.3%	0.0	0.0%
<b>Total</b>	<b>157.0</b>	<b>30.9%</b>	<b>98.8</b>	<b>17.5%</b>	<b>73.5</b>	<b>10.9%</b>	<b>25.2</b>	<b>3.4%</b>	<b>5.2</b>	<b>0.6%</b>	<b>0.0</b>	<b>0.0%</b>

# Fleet Change Specifics

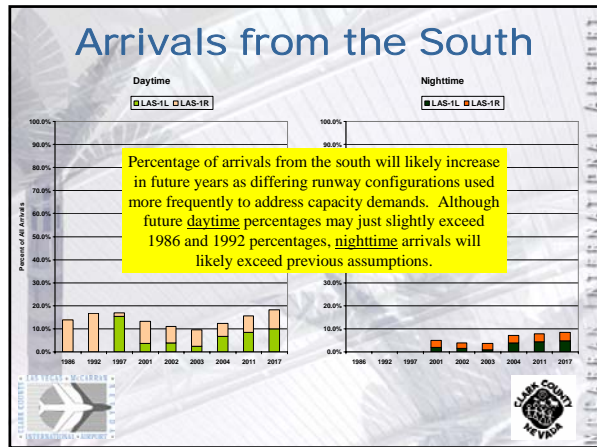
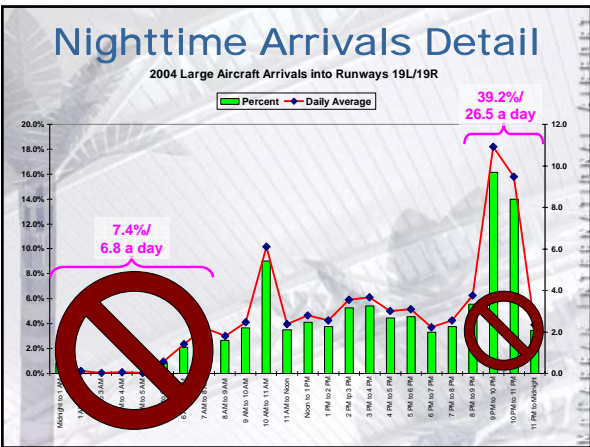
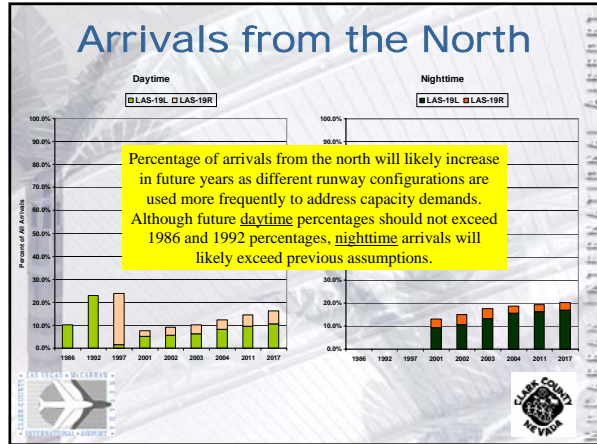
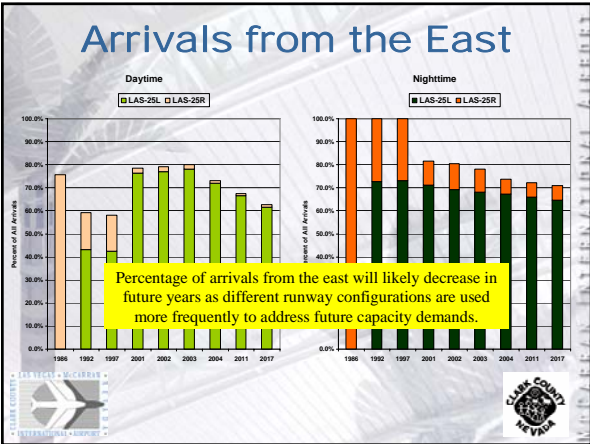
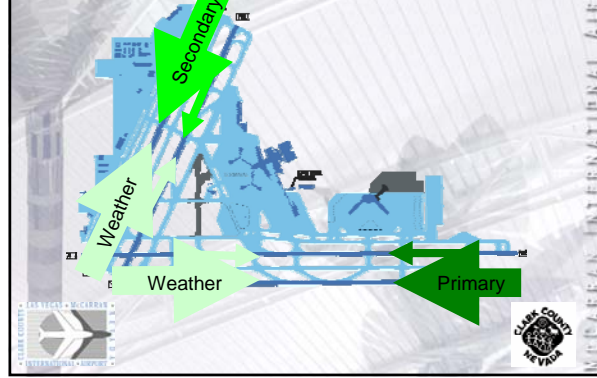
INM Type	1986		1992		1997		2004		2011		2017	
	Daily Depts.	% of Fleet	Daily Depts.	% of Fleet	Daily Depts.	% of Fleet	Daily Depts.	% of Fleet	Daily Depts.	% of Fleet	Daily Depts.	% of Fleet
<b>Daily Air Carrier / "The Big Guys" Departures</b>												
<b>Year</b>	<b>1986</b>	<b>1992</b>	<b>1997</b>	<b>2004</b>	<b>2011</b>	<b>2017</b>						
<b>Total</b>	<b>201.0</b>	<b>273.6</b>	<b>397.7</b>	<b>501.0</b>	<b>595.4</b>	<b>687.6</b>						
<b>Total Daily Departures</b>												
<b>Year</b>	<b>1986</b>	<b>1992</b>	<b>1997</b>	<b>2004</b>	<b>2011</b>	<b>2017</b>						
<b>Total</b>	<b>508.0</b>	<b>565.0</b>	<b>673.7</b>	<b>746.1</b>	<b>882.1</b>	<b>1,022.8</b>						

# Aircraft Runway Use

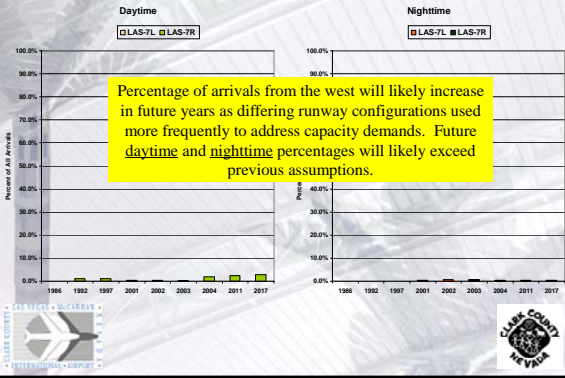
- ❖ In general, larger aircraft are encouraged to operate on the east-west runways (7L-25R and 7R-25L) as much as possible with the inner north-south runway used for overflow (1R-19L) whereas smaller aircraft primarily use the outer north-south runway (1L-19R).
- ❖ Runway use for larger aircraft has not changed much with the exception of more nighttime operations on the north-south runways. (Focus of following slides.)
- ❖ As larger aircraft operations continue to grow at McCarran, the preferred runway configuration will likely be used less frequently to address capacity demands.



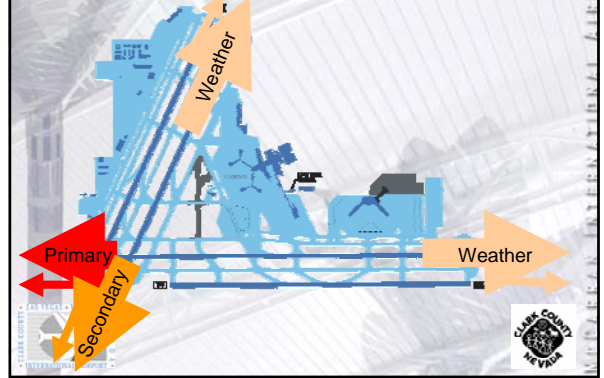
# Arrival Runway Use



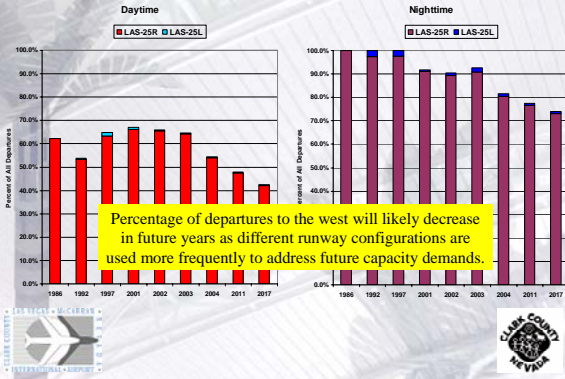
# Arrivals from the West



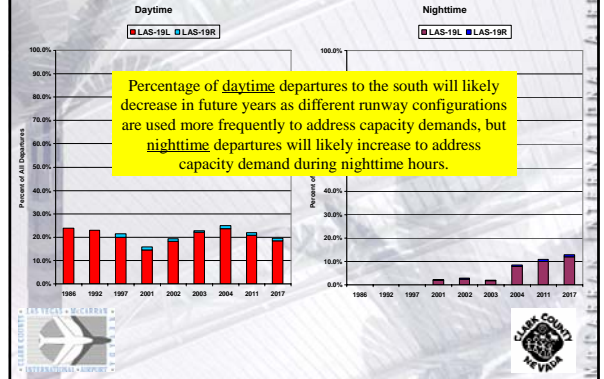
# Departure Runway Use



# Departures to the West

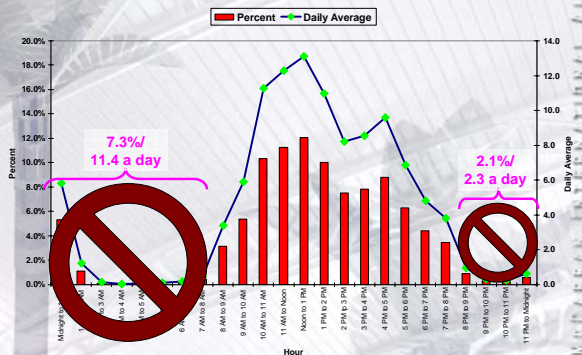


# Departures to the South

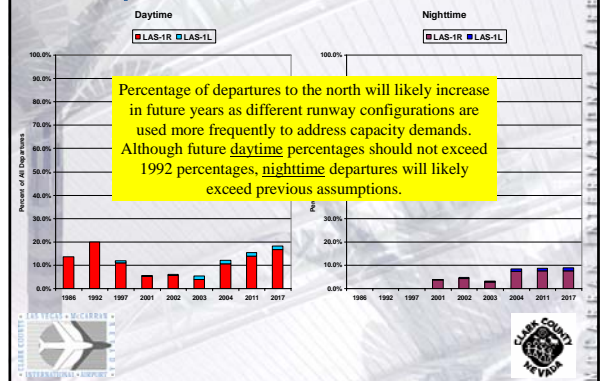


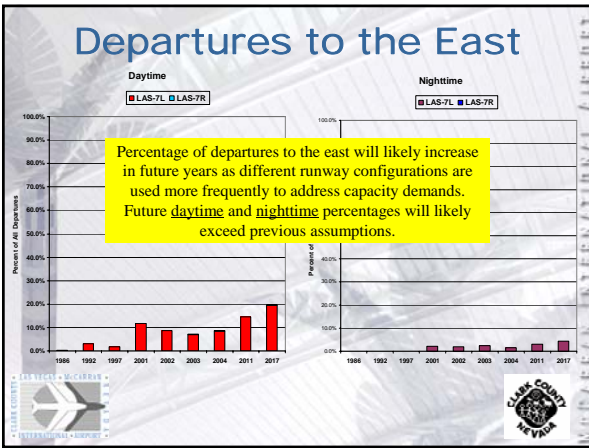
# Nighttime Departures Detail

2004 Large Aircraft Departures from Runways 19L and 19R



# Departures to the North



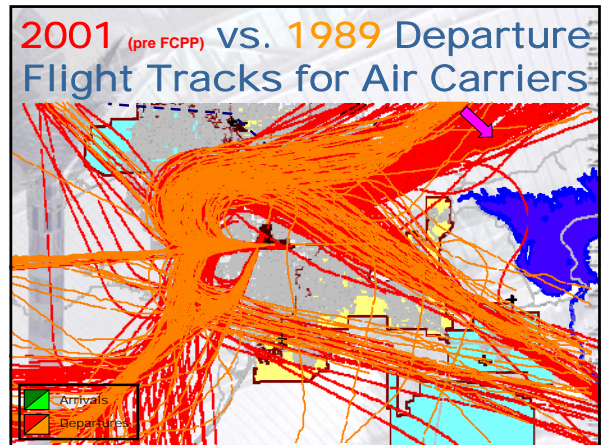
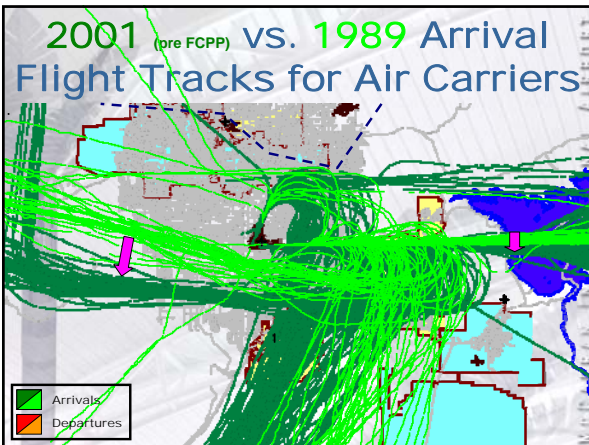
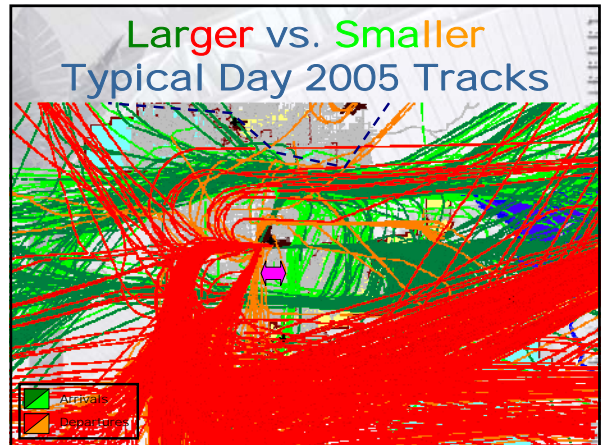


## Summary of Runway Use

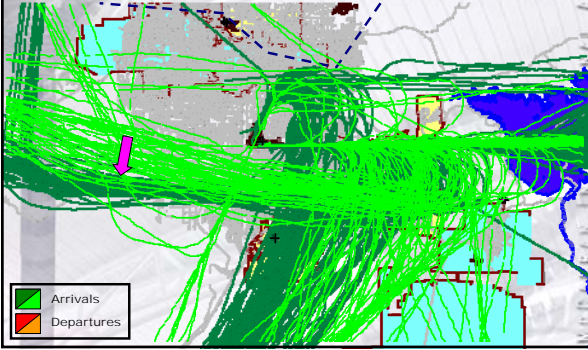
	Air Carrier Arrivals			2004 - 2017 Change	Air Carrier Departures			2004 - 2017 Change	
	2004	2011	2017		2004	2011	2017		
<b>Daytime Runway Use Percentages</b>									
LAS-19L	8.1%	9.5%	10.6%	2.5%	LAS-19L	23.6%	20.8%	18.4%	-5.2%
LAS-19R	4.3%	5.0%	5.6%	1.3%	LAS-19R	1.3%	1.1%	1.1%	-0.2%
LAS-1L	6.8%	8.5%	10.0%	3.2%	LAS-1R	10.5%	13.9%	16.7%	6.2%
LAS-1R	5.6%	7.1%	8.3%	2.7%	LAS-1L	1.6%	1.6%	1.5%	-0.1%
LAS-25L	72.0%	66.5%	61.7%	-10.3%	LAS-25R	53.9%	47.6%	42.1%	-11.8%
LAS-25R	1.1%	1.0%	1.0%	-0.1%	LAS-25L	0.4%	0.4%	0.4%	0.0%
LAS-7L	0.0%	0.1%	0.1%	0.1%	LAS-7L	8.6%	14.5%	19.6%	11.0%
LAS-7R	1.9%	2.3%	2.7%	0.8%	LAS-7R	0.1%	0.1%	0.2%	0.1%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>	<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>
<b>Nighttime Runway Use Percentages</b>									
LAS-19L	15.6%	16.3%	16.9%	1.3%	LAS-19L	7.8%	10.0%	12.0%	4.2%
LAS-19R	3.0%	3.1%	3.2%	0.2%	LAS-19R	0.8%	0.8%	0.8%	0.0%
LAS-1L	4.0%	4.4%	4.8%	0.8%	LAS-1R	7.3%	7.6%	7.7%	0.4%
LAS-1R	3.1%	3.5%	3.7%	0.6%	LAS-1L	1.1%	1.1%	1.1%	0.0%
LAS-25L	67.3%	65.9%	64.7%	-2.6%	LAS-25R	80.6%	76.6%	73.1%	-7.5%
LAS-25R	6.5%	6.3%	6.2%	-0.3%	LAS-25L	1.0%	0.9%	0.9%	-0.1%
LAS-7L	0.1%	0.1%	0.1%	0.0%	LAS-7L	1.4%	3.0%	4.4%	3.0%
LAS-7R	0.4%	0.4%	0.4%	0.0%	LAS-7R	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>	<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>

## Aircraft Flight Tracks

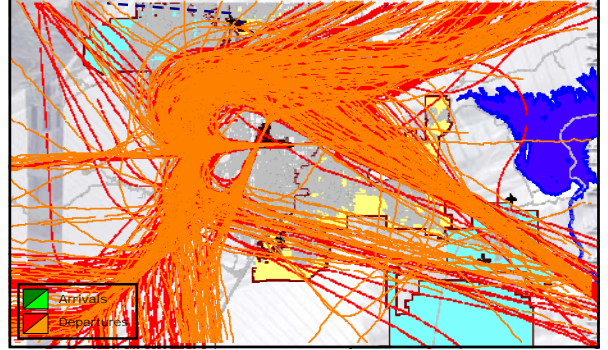
- ❖ In general, larger aircraft fly a more defined flight pattern whereas there is more dispersion with smaller aircraft flight patterns.
- ❖ Until October 2001, very few changes in typical arrival and departure flight tracks have occurred for larger aircraft traffic patterns.
- ❖ In October 2001, the Las Vegas Four Corner Post Airspace Management Plan (FCPP) amended some typical arrival and departure procedures.
- ❖ Adherence, or "compliance", with the preferred arrival and departure procedures are not mandatory.



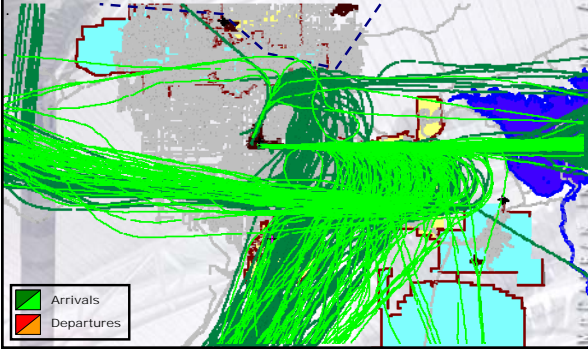
2001 (pre FCPP) vs. 1993 Arrival Flight Tracks for Air Carriers



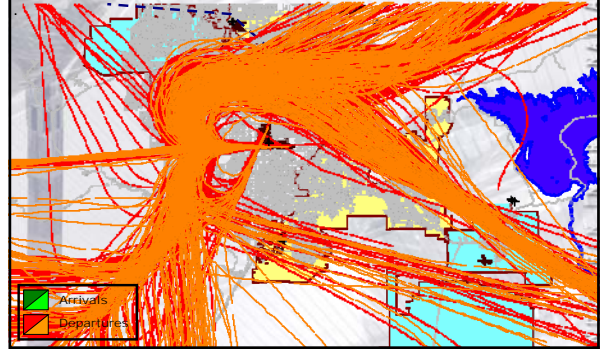
2001 (pre FCPP) vs. 1993 Departure Flight Tracks for Air Carriers



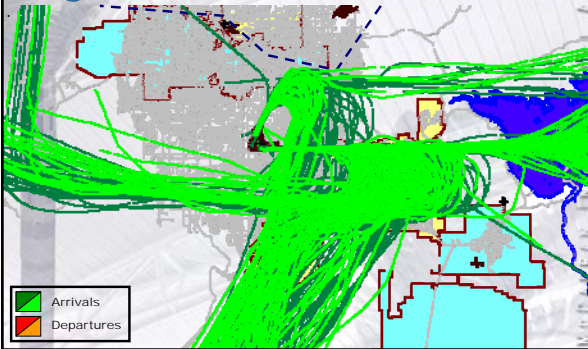
2001 (pre FCPP) vs. 1996 Arrival Flight Tracks for Air Carriers



2001 (pre FCPP) vs. 1996 Departure Flight Tracks for Air Carriers



2001 (pre FCPP) vs. 2000 Arrival Flight Tracks for Air Carriers



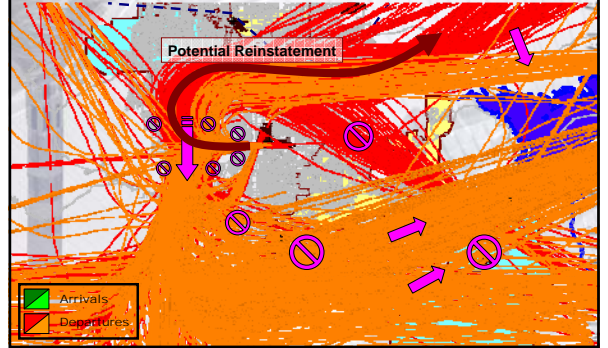
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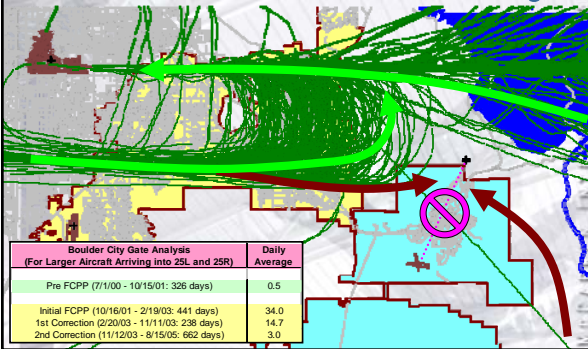
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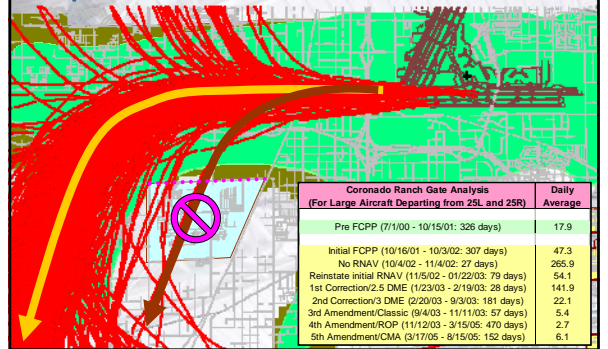
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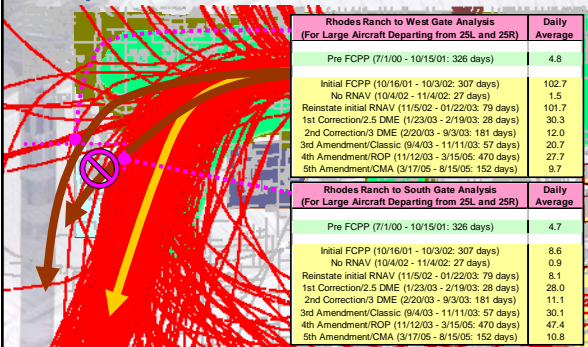
## Corridor Adherence - Arrivals near Boulder City



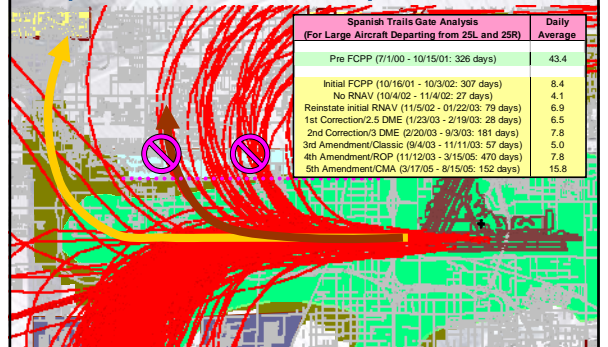
## Corridor Adherence - Departures near Coronado R.



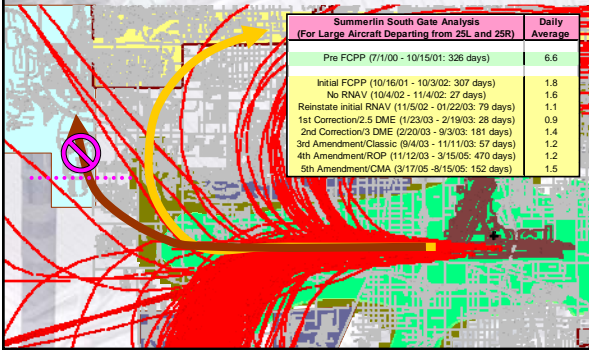
## Corridor Adherence - Departures near Rhodes R.



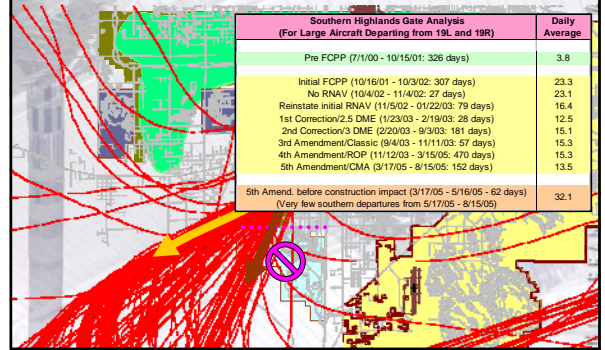
## Corridor Adherence - Departures near Spanish Trail



## Corridor Adherence – Departures near Summerlin S.



## Corridor Adherence – Departures near Southern H.



## Summary

- ❖ The number of larger aircraft operating from McCarran International Airport will continue to grow as our community and economy continues to flourish.
- ❖ The number of “noisier” aircraft operating from McCarran is expected to continue to decrease through natural marketing/business decisions associated with fuel consumption and pilot requirements for these older aircraft.
- ❖ The amount of traffic abiding by the preferred runway use program has slowly been decreasing as traffic/capacity demands require a more flexible use of the airport’s runway system.

## Summary Continued

- ❖ Over the last few years, significant attention has been given to ensure that historical flight corridors are utilized as much as possible by the larger aircraft.
- ❖ The FAA and the airlines are already “threading the needle” to avoid, as much as possible, direct overflight of developed residential areas.
- ❖ There have been requests to realign existing flight patterns to avoid major residential development projects, even though developers knew that certain areas have been and will likely continue to be exposed to significant aircraft noise due to their proximity to historical flight corridors.

## Summary Continued

- ❖ “New home euphoria” seems to focus one’s attention on the development/building...so existing aircraft traffic patterns may not be fully noticed/appreciated by the homebuyer or renter.
- ❖ Adherence, or “compliance”, with the preferred arrival and departure procedures is not mandatory.
- ❖ What can be done to address future aircraft noise impacts considering historical noise reduction programs and anticipated changes in runway use and nighttime operations?



# History of Noise Complaints and Reduction Measures at McCarran

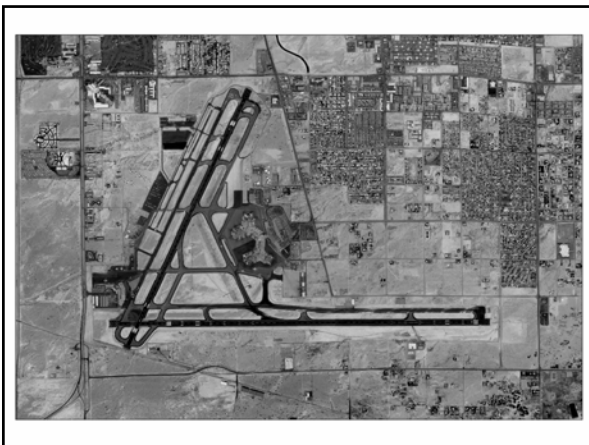
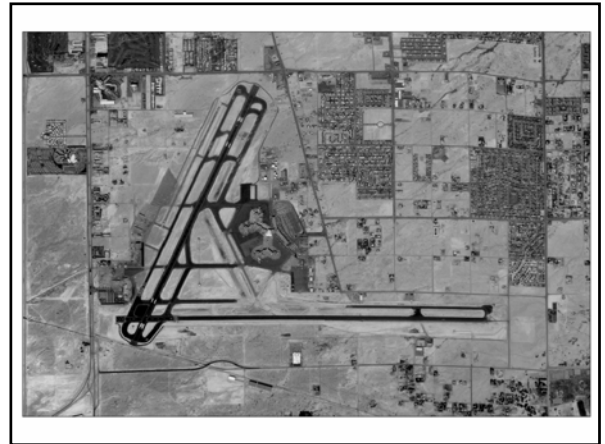
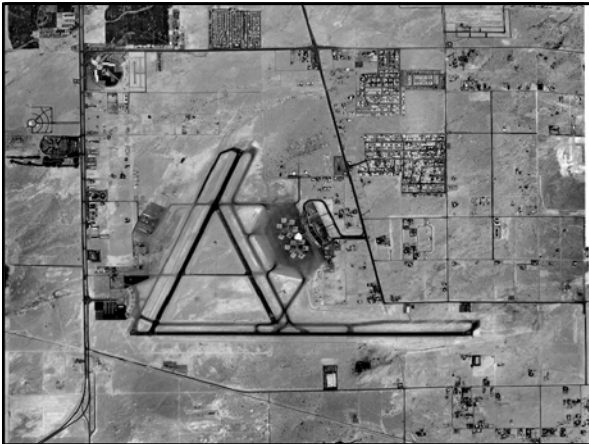
Andrea McKenzie, Planner  
Clark County Department of Aviation  
FAR Part 150 Update Public Working Group  
September 27, 2005

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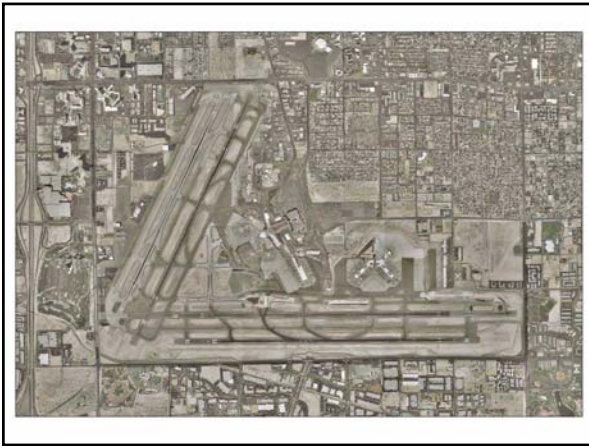
## Introduction

- Snapshot of growth around McCarran International Airport
- Overview of the Noise Office
- Noise Complaints, specifically those associated with aircraft operations originating from McCarran International Airport
- Noise Abatement and Mitigation Measures

2





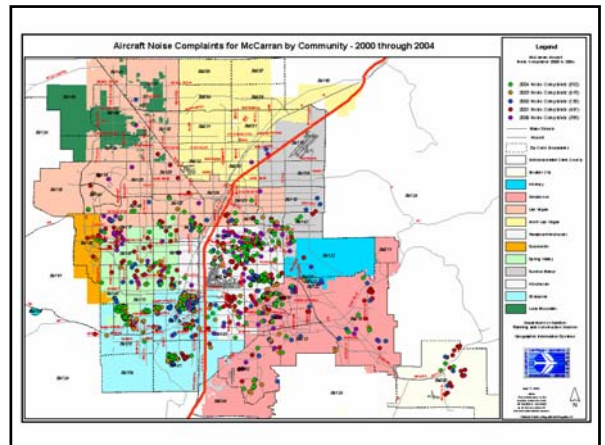
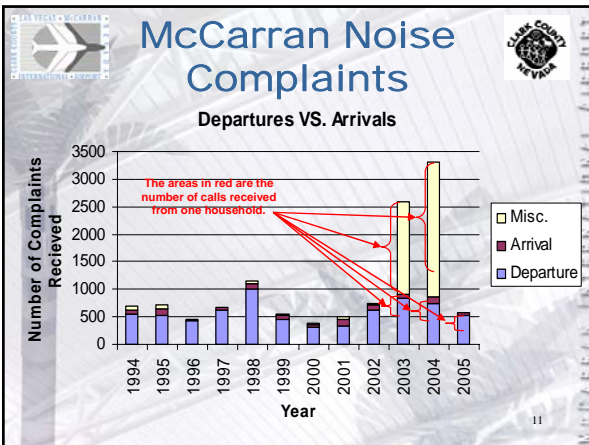
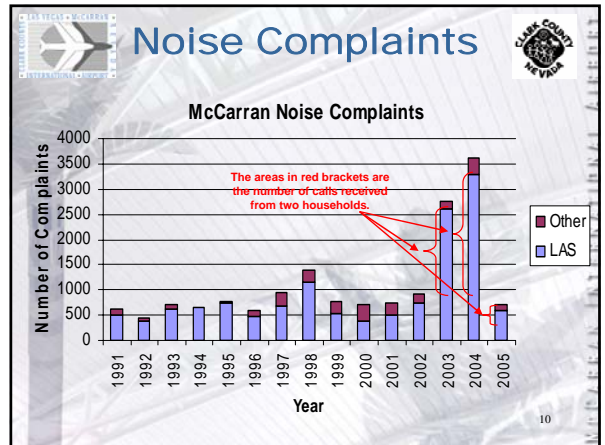
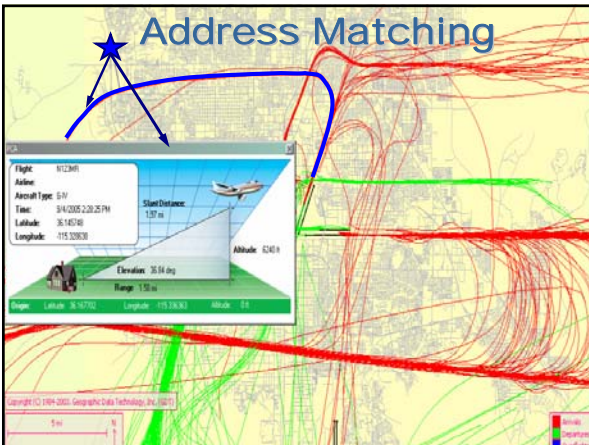


## Noise Office

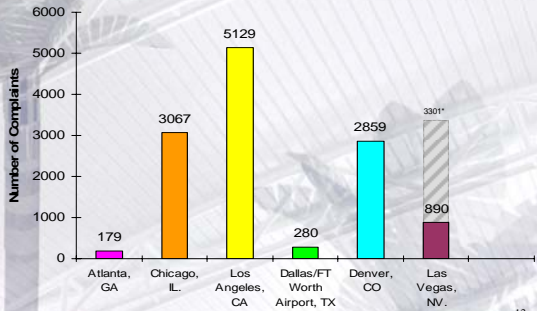



- What we do.....
  - Log complaints (261-3694 or 261-5600).
    - Address Matching
    - Proximity to noise contours
    - Length of residence
      - » Likelihood that realtor/developer disclosed appropriate information concerning proximity to McCarran
    - Link flight tracks to complaint
      - » Determine whether it was a typical or non-typical event
  - Respond to complaint and, when appropriate, remediate. (Most responses are educational since remedial measures are limited.)
  - Complete Bi-monthly Noise Reports.

8



# McCarran's Noise Complaints versus Top Five Airports in 2004



\* One caller in 2004 issued 2411 complaints for LAS.

# Key Terms

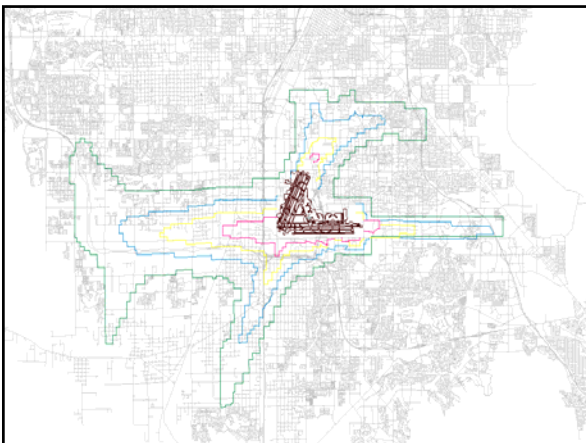
- Abatement** measures reduce the amount of noise generated by airport operations (i.e., using quieter aircraft, redirecting flights).
- Mitigation** measures reduce the amount of incompatible development impacted by airport operations (i.e., land acquisition, sound attenuation).
  - Remedial** Noise Mitigation options reduce or improve the compatibility of existing land uses (i.e., sound insulation)
  - Preventive** mitigation discourages the development of new incompatible land uses (i.e., zoning regulations, McCarran's AEOD)

# Abatement Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
1. Runway 25 is designated the preferred runway for scheduled air carrier jet aircraft.	Retained - Minimize departures to the east when air traffic/weather conditions permit by established preferential runway use program.	Retained - Continue preferential runway use program, as highlighted in the 1988 interlocal agreement between Clark County and the City of Henderson.	Consider Reviewing - Agreement expired in December 2003. Consider reassessing with current capacity demands and existing runway use.
2. Pilots will follow FAA recommended noise abatement take-off and departure procedures for civil turbojets. (Only applied to narrow-body aircraft.)	Not Retained - FAA was in the process of developing "standardized" procedures.	Revised - Conduct a test of the 1991 FAA noise abatement departure profiles (NADPs) described by FAA AC: 91-53A.	Consider Reviewing - 1994 test not fully conducted. Consider reassessing with current fleet mix and departure procedures.
3. Turbojets departing runway 25 will keep runway heading until leaving 4,000 ft MSL before turning over city (northwest bound). (Discussed 6,000 ft. altitude criteria.)	Amended - Procedure developed to incorporate runway heading until 4 NM. Changed from altitude preference to a distance preference.	Amended - Community requested a test of runway heading until 3 NM. After test, community requested return to 4 NM.	Consider Reviewing - Consider incorporating 4 NM criteria into proposed procedure currently being reviewed by the FAA. This "track" needs to mimic historical departure profiles.
4. Turbojets departing runway 25 southwest bound will be kept on runway heading until 2 NM before proceeding on course.	Amended - Turbojets departing runway 25 keep heading until 3 NM before proceeding on course.	Retained.	Consider Reviewing - The Focus on specific adherence to route near Sierra Vista High School/CMA corridor.
5. Turbojets departing runway 19 will be kept on runway heading until 3 NM before proceeding on course.	Retained.	Retained.	Consider Reviewing

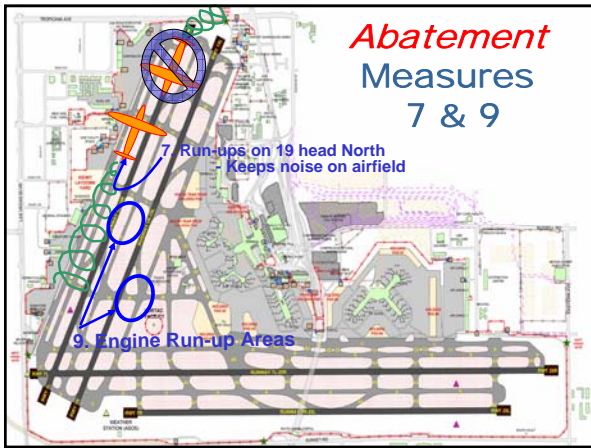
# Abatement Measures 2

Close-In Procedure Benefits	"Close-In" Noise Sensitive Communities	Distant Procedure	Benefits "Distant" Noise Sensitive Communities
800-1000 ft	Reduce Thrust	800-1000 ft	Retract Flaps Reduce Thrust (Later...Not as Much)
3000 ft	Retract Flaps Normal Climb	3000 ft	Normal Climb



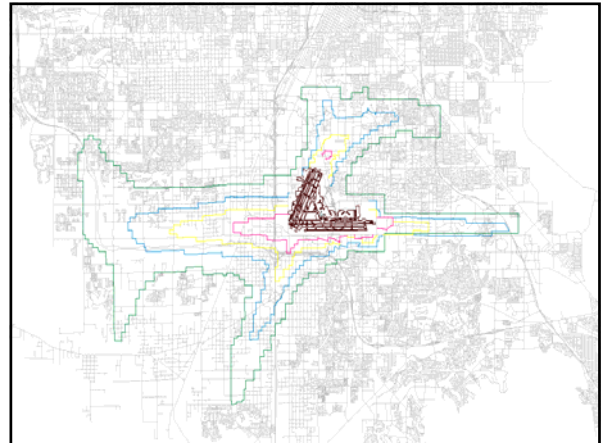
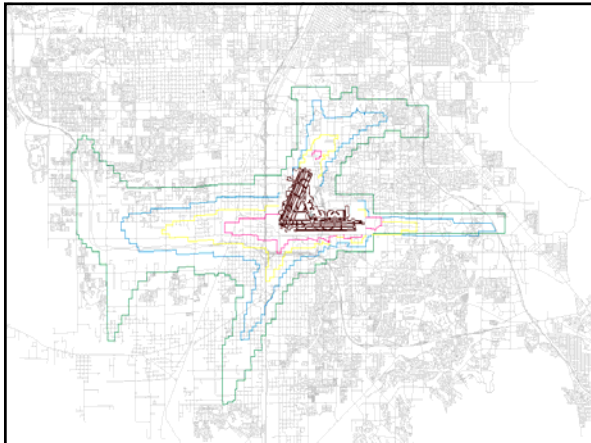
# Abatement Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
1. During noise sensitive hours (10 PM and 7 AM) runway 1R-19L departures for turbojet operations will be authorized only when operational requirements dictate.	Amended - Continue existing runway use program that restricts the use of runway 1R-19L between 8 PM and 8 AM when air traffic and weather conditions permit.	Retained.	Consider Reviewing - Upgrade of 1L-19R in 1997 applied same restrictions/discouragement of 1R-19L. Consider reassessing with current capacity demands and existing runway use.
2. Aircraft performing engine run-up prior to departure on runway 19 will be headed north.	Not Retained.	Not Retained.	Completed.
3. Aircraft performing engine run-up in passenger terminal ramp area will position aircraft to avoid hazard to parked aircraft, taxiways, or spectators which potentially may occur as a result of propeller slip stream or jet blast.	Revised - Relocate the aircraft engine run-up area to a less noise-sensitive location on the airport and, if necessary, construct appropriate noise attenuating barriers at the new site.	Retained. Designated an engine run-up area within the middle of airfield.	Consider Reviewing - In the past it has not been deemed necessary to construct noise barriers at the designated site.
4. Ground check of engines following repairs will be made on Taxiway "B" between Taxiways "M" and "F".	Not Retained.	Not Retained.	Completed.
5. RWY 1L and 19L are left-hand traffic patterns or as directed by ATC.	Not Retained.	Not Retained - Tied to safety operations for General Aviation aircraft, as deemed appropriate by FAA.	Not Applicable - Change in the fleet in addition to instrument procedures has our dated this measure



### Abatement Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
Runway 1R and 19R are right-hand traffic patterns or as directed by ATIS.	Not Retained	Not Retained - Tied to safety operations for General Aviation aircraft, as deemed appropriate by FAA.	Not Applicable - Change in the fleet in addition to instrument procedures has out dated this measure
All traffic patterns for aircraft under 12,500 pounds will be flown at an altitude of 800ft AGL.	Not Retained	Not Retained - Very few General Aviation traffic/training operations.	Not Applicable - LAS uses has outdate this measure
All traffic patterns for aircraft over 12,500 pounds will be flown at an altitude of 1,500ft AGL.	Not Retained	Not Retained - Very few large Commuter traffic/training operations.	Not Applicable - LAS uses have outdate this measure
	Build parallel runway south of runway 7-25 to enhance airfield capacity and provide flexibility in implementing other noise abatement measures (minimizing use of 1-19 complex and eastern departures).	Completed - Runway 7R-25L operational in 1991. Construct assumed runway to be used primarily for jet arrivals from the east.	Consider Reviewing - Recent and forecasted runway use allows 7R-25L also being used for jet arrivals from the west. Consider establishing a preferred arrival corridor from the west.
		Establish eastern departure criteria as part of Henderson agreement/construction of 7R-25L.	Consider Reviewing - Current Runway heading until 7 NM before proceeding on course.
	Conduct a test of a change to the standard instrument departure (SID) for westerly departures from runway 25R.	Completed - Test was conducted by FAA/Airlines, but not supported due to proximity of Mt. Potosi.	Not Applicable - 1990 test would now divert aircraft overclose to residentially developed areas.



### Abatement Measures



Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
	Use existing localizer for instrument landing system (ILS) for arrivals to runway 25R from the east to also provide from RWY 7L to the east when such departures are required by air traffic or weather conditions.	Not Retained - Procedure was found to not be practical due to safety and airport capacity concerns or necessary for noise reduction after opening runway 7R-25L.	Not Applicable - Current RNAV procedure reduces fanning impact.
	Encourage the airlines to increase use of Stage 3 aircraft for operations between 10 PM and 7 AM	Retained - Encourage airline companies to use Stage 3 aircraft for operations occurring between 10 PM and 7 AM	Completed - Aviation Noise and Capacity Act of 1990 eliminated large Stage 2 aircraft at the close of 2000.
	Upgrade the facilities at North Las Vegas Air Terminal as a means of encouraging greater use for general aviation operations, including training.	Completed.	Completed - Henderson Executive Airport also being improved to accommodate General Aviation.
	Continue to evaluate the need for and benefit of permanent noise-monitoring system.	Not Retained	Partially Completed - Noise monitoring conducted twice a year.
	Maintain the existing noise abatement staff and expand, as necessary, to assist in the implementation of Noise Compatibility Program.	Retained.	Consider Reviewing

### Abatement Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
	Establish noise compatibility public information program.	Retained	Consider Reviewing - Currently deals with noise abatement program, Noise Hotline, responses to noise-related complaints or questions, and bimonthly noise report.
	Support legislation to phase out Stage 2 aircraft	Retained.	Partially completed - ANCA Act phased out by 2000 for only larger civilian aircraft.
	Limit training operations for turbojet aircraft exceeding 12,500 pounds 8 PM to 12 AM and 6 AM to 8 AM to aircraft complying with Stage 3 noise standards, and prohibit training operations for all aircraft between midnight and 6AM	Not Retained - Not approved by FAA and conditions of ANCA.	Not Applicable - ANCA prohibits these types of restrictions.
		Implement a voluntary intersection departure procedure for aircraft departing to the west on runway 25R.	Not Applicable - Intersection departures required significant workload demand. Impacted neighborhood mitigated.
		Analyze the noise-related benefits of revising the Oasis Standard Instrument Departure (SID) procedures for departures to the west on RWY 25R to minimize over flight of noise-sensitive areas.	Consider Reviewing - It has currently been revised and is on ongoing. New RNAV procedures consistently being reviewed to enhance flight track conformance.





# History of Noise Complaints and Reduction Measures at McCarran

Andrea McKenzie, Planner  
 Clark County Department of Aviation  
 FAR Part 150 Update Public Working Group  
 September 27, 2005

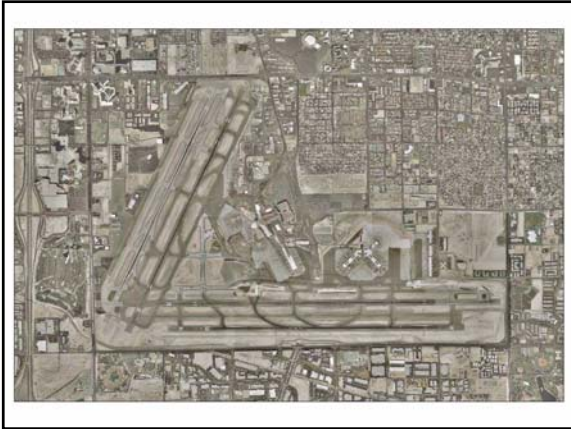
1

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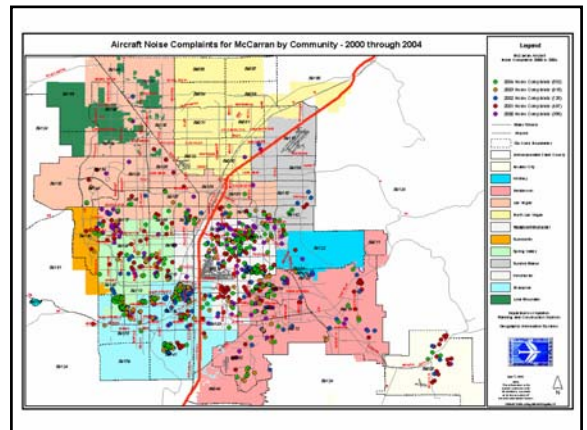
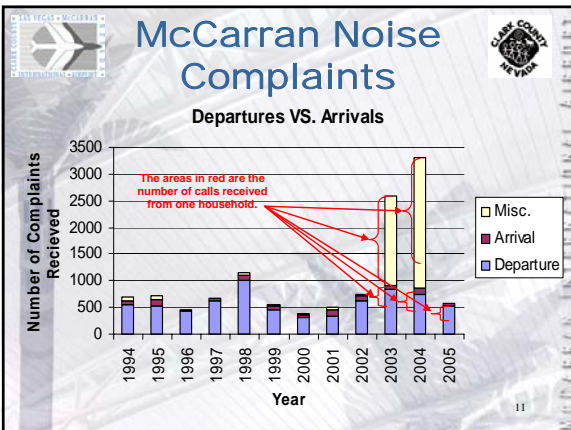
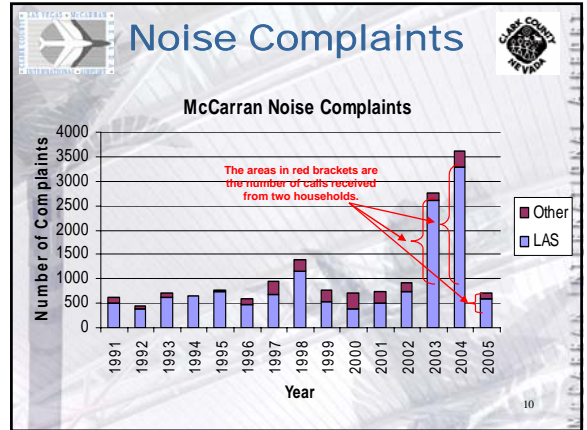
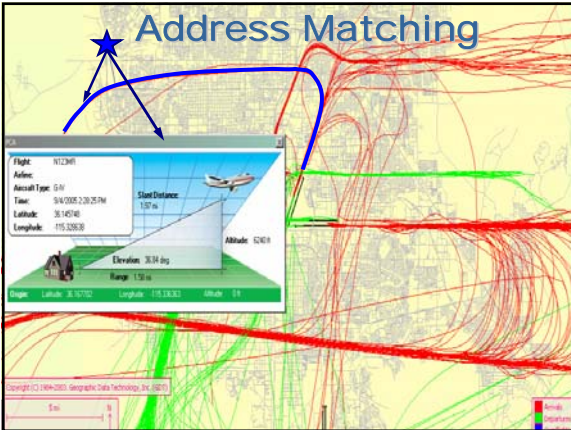




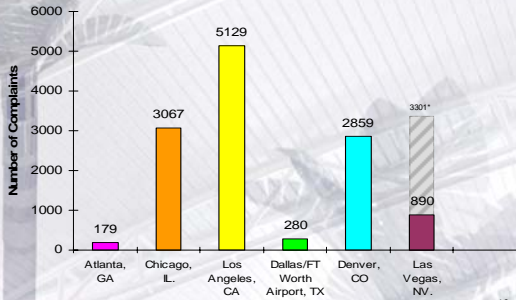
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**What we do.....**

- Log complaints (261-3694 or 261-5600).
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13

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14

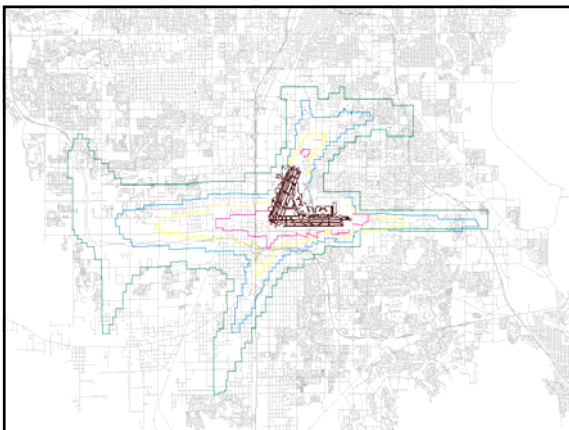
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16

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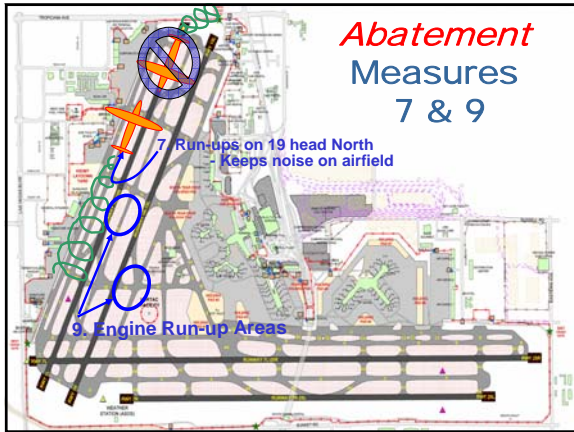
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3000 ft	Retract Flaps Normal Climb	3000 ft	Normal Climb



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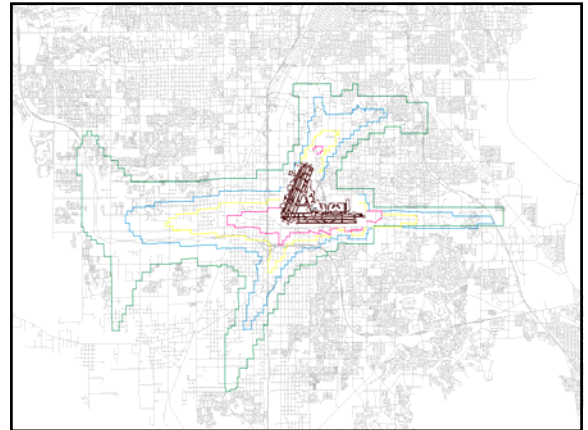
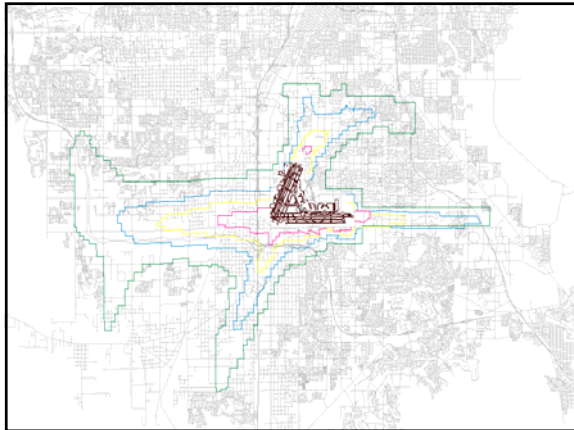
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3. Aircraft performing engine run-up in passenger terminal ramp area will position aircraft to avoid hazard to parked aircraft, taxiways, or spectators which potentially may occur as a result of propeller slip stream or jet blast.	Revised - Relocate the aircraft engine run-up areas to a less noise-sensitive location on the airport and, if necessary, construct appropriate noise attenuating barriers at the new site.	Retained. Designated an engine run-up area within the middle of the airfield.	Consider Reviewing - In the past it has not been deemed necessary to construct noise barriers at the designated site.
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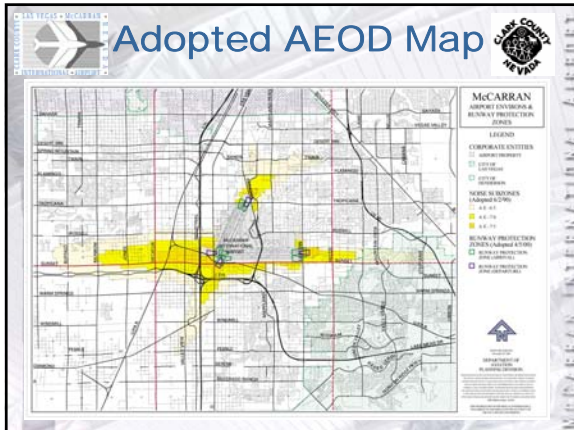
Measure	Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
11	Runway 1R and 19R are right-hand traffic patterns or as directed by ATC.	Not Retained	Not Retained. Tied to safety operations for General Aviation aircraft, as deemed appropriate by FAA.	Not Applicable - Change in the fleet in addition to instrument procedures has out dated this measure.
12	All traffic patterns for aircraft under 12,500 pounds will be flown at an altitude of 800ft AGL.	Not Retained	Not Retained - Very few General Aviation traffic/training operations.	Not Applicable - LAS uses has outdated this measure
13	All traffic patterns for aircraft over 12,500 pounds will be flown at an altitude of 1,500ft AGL.	Not Retained	Not Retained - Very few large Commuter traffic/training operations.	Not Applicable - LAS uses have outdated this measure
14		Build parallel runway south of runway 7-25 to enhance airfield capacity and provide flexibility in implementing other noise abatement measures (minimizing use of 1-19 complex and eastern departures).	Completed - Runway 7R-25L operational in 1991. Construct assumed runway to be used primarily for jet arrivals from the east.	Consider Reviewing - Recent and forecasted runway use shows 7R-25L also being used for jet arrivals from the west. Consider establishing a preferred arrival corridor from the west.
15			Establish eastern departure criteria as part of Henderson agreement/construction of 7R-25L.	Consider Reviewing - Current Runway heading until 7 NM before proceeding on course.
16		Conduct a test of a change to the standard instrument departure (SID) for westerly departures from runway 25R.	Completed - Test was conducted by FAA/airlines, but not supported due to proximity of Mt. Potosi.	Not Applicable - 1990 test would now divert aircraft overhead to residentially developed areas.



Measure	Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
16		Use existing localizer for instrument landing system (ILS) for arrivals to runway 25R from the east to also provide from RWY 7L to the east when such departures are required by air traffic or weather conditions.	Not Retained - Procedure was found to not be practical due to safety and airport capacity concerns or necessary for noise reduction after opening runway 7R-25L.	Not Applicable - Current RNAV procedure reduces fanning impact.
17		Encourage the airlines to increase use of Stage 3 aircraft between 10 PM and 7 AM	Retained - Encourage airline companies to use Stage 3 aircraft for operations occurring between 10 PM and 7 AM	Completed - Aviation Noise and Capacity Act of 1990 eliminated large Stage 2 aircraft at the close of 2000.
18		Upgrade the facilities at North Las Vegas Air Terminal as a means of encouraging greater use for general aviation operations, including training.	Completed.	Completed - Henderson Executive Airport also being improved to accommodate General Aviation.
19		Continue to evaluate the need for and benefit of permanent noise-monitoring system.	Not Retained	Partially Completed - Noise monitoring conducted twice a year.
20		Maintain the existing noise abatement staff and expand, as necessary, to assist in the implementation of Noise Compatibility Program.	Retained.	Consider Reviewing

Measure	Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
21		Establish noise compatibility public information program.	Retained	Consider Reviewing - Currently deals with noise abatement program. Noise Hotline, responses to noise-related complaints or questions, and bi-monthly noise report.
22		Support legislation to phase out Stage 2 aircraft	Retained.	Partially completed - ANCA Act phased out by 2000 for only larger civilian aircraft.
23		Limit training operations for turboprop aircraft exceeding 12,500 pounds 8 PM to 12 AM and 6 AM to 8 AM to aircraft complying with Stage 3 noise standards, and prohibit training operations for all aircraft between midnight and 6AM	Not Retained - Not approved by FAA and conditions of ANCA.	Not Applicable - ANCA prohibits these types of restrictions.
24			Implement a voluntary intersection departure procedure for aircraft departing to the west on runway 25R.	Not Applicable - Intersection departures required significant workload demand. Impacted neighborhood mitigated.
25			Analyze the noise-related benefits of revising the Oasis Standard Instrument Departure (SID) procedures for departures to the west on RWY 25R to minimize over flight of noise sensitive areas.	Consider Reviewing - It has currently been revised and is on ongoing. New RNAV procedures consistently being reviewed to enhance flight track performance.





## Preventive Mitigation Measures

Pre-Part 150 Measures	Part 150 1988-1989 Measures	Part 150 Update 1994 Measures	Considerations for 2005 Update
	Acquire undeveloped land areas exposed to 75+ DNL in runway clear zones or in locations that would facilitate redevelopment in Airport-compatible land uses.	Retained - Has resulted in the purchase of several parcels of vacant land, which could have been developed into incompatible uses.	Consider Reviewing - Review if any vacant lands within 75+ DNL master planned an incompatible use.
	Encourage the continuation of FHA and VA mortgage insurance policies and practices.	Retained.	Consider Reviewing - Review FHA and VA policies.
	Sequence the implementation of capital improvements and public works projects to be consistent with land use compatibility objectives.	Retained - Continue to consider land use compatibility planning when implementing capital improvement or public works projects.	Consider Reviewing - Most capital improvements already completed within the Airport Environs (i.e., water/sewer/street improvements).
	Encourage the preparation of specific area plans for certain land exposed to aircraft noise of 60+ DNL.	Retained - Airport staff proactive in revising lands use plans and consistently reviews/comments on all land use development applications.	Consider Reviewing
		Continue to facilitate the noise compatibility planning provisions of the existing cooperative agreement of 1992 between BLM and Clark County regarding development of federal lands within the Airport Environs.	Completed - BLM, per the 1990 SNPLMA, transferred over 5,230 acres of federally owned land within the CMA to Clark County.

## Preventive Mitigation Measures

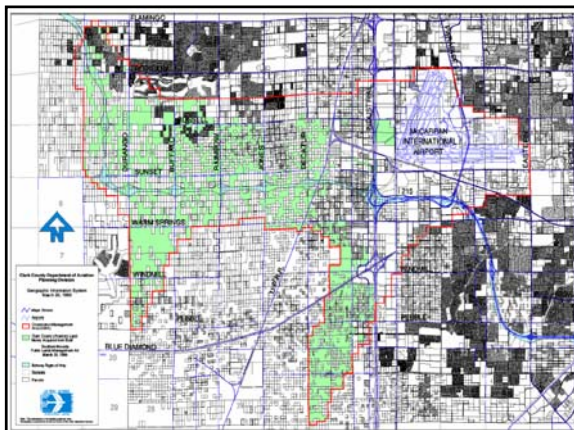
**What is the Cooperative Management Agreement?**

- In 1992, an agreement was established to set forth the responsibilities of Clark County, through the Department of Aviation and the Las Vegas District, Bureau of Land Management, United States Department of Interior, in their cooperative management of the lands underneath the departure flight tracks from Runways at McCarran Airport.

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## Cooperative Management Agreement (CMA)

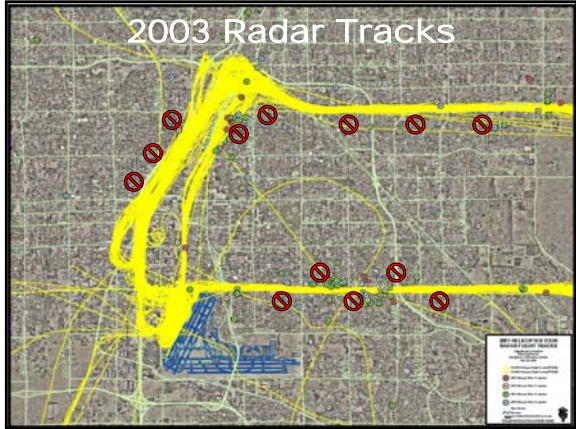
- Mutually beneficial agreement between the Bureau of Land and Clark County Department of Aviation that helps to promote compatible land use planning around McCarran Airport.
  - To provide proper land use planning and management to protect against the encroachment of incompatible land uses on federal land under the airspace used for McCarran.
  - To facilitate the efficient management and protect against unlawful use of public land in these areas.
  - To ensure that the affect areas are regularly patrolled and monitored to reduce unlawful disposal of trash, litter and hazardous materials.
  - To prevent the transfer of public lands to private ownership without the concurrence of Clark County.
- In 1998, under the Southern Nevada Public Land Management Act (SNPLMA) the BLM transferred ownership of approximately 5,230 acres of land making up the CMA to Clark County.
  - The county retains 10% of gross proceeds from the sale of the land for airport development and the Noise Compatibility Program.




## Helicopter Abatement Measures

Helicopter Abatement Measures not associated with Previous Part 150 Studies

- Ongoing review of flight corridors to minimize, as much as possible, direct overflight of residential neighborhoods.
- Increasing permitted altitude for tours from 2,500 feet MSL (300 feet above ground level) to 3,000 feet or 3,500 feet MSL.
- Encouraging a reduced tour airspeed of 80 knots.
- Discouraging passing along all corridors.
- Working with the Advisory Committee on Helicopter Noise.
- Working with the Helicopter Users Group.
- Requesting voluntary acquisition of quiet helicopter technology.
- Temporary moratoriums on the approval of new helicopter facilities.
- Annually collecting noise monitoring data for helicopter noise impacts.
- Pursuing the development of a Non-Urban Helipost Site.

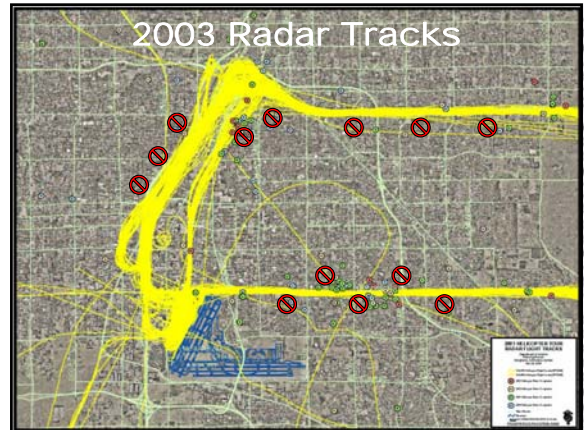





# Helicopter Abatement Measures

Helicopter Abatement Measures not associated with Previous Part 150 Studies

- 43 Ongoing review of flight corridors to minimize, as much as possible, direct overflight of residential neighborhoods.
- 44 Increasing permitted altitude for tours from 2,500 feet MSL (300 feet above ground level) to 3,000 feet or 3,500 feet MSL.
- 45 Encouraging a reduced tour airspeed of 80 knots.
- 46 Discouraging passing along all corridors.
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- 48 Working with the Helicopter Users Group.
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- 50 Temporary moratoriums on the approval of new heliport facilities.
- 51 Annually collecting noise monitoring data for helicopter noise impacts.
- 52 Pursuing the development of a Non-Urban Heliport Site.

# Questions?

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## Baseline Noise Exposure Maps

McCarran International Airport  
FAR Part 150 Update  
Public Working Group Mtg. #5  
October 25, 2005



Presented By:  
Robert E. Brown  
Brown-Buntin Associates, Inc.



## Topics to be Covered

- Integrated Noise Model (INM)
- Basic Noise Modeling Inputs
- Baseline Noise Exposure Maps
  - 2004 (existing conditions)
  - 2011 (5-year forecast)
  - 2017 (near-capacity conditions)
- Comparison of Measured and Predicted DNL Values



## Integrated Noise Model (INM)

- Required for Preparation of FAR Part 150 Noise Exposure Maps
- Current Version of INM is 6.1
- The INM Provides a Consistent Method for Comparing Baseline Noise Exposure Maps and Potential Noise Abatement Alternatives
- Calculated Noise Levels May be Compared to Noise Monitoring Results

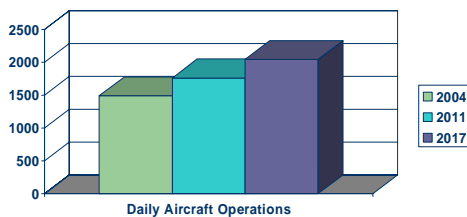


## Noise Modeling Inputs

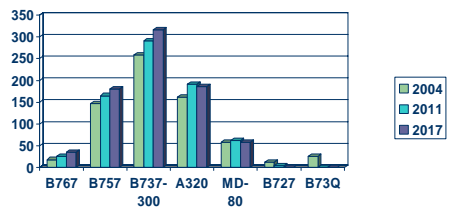
- Annual Average Aircraft Operations
- Aircraft Fleet Mix
- Runway Use
- Other Factors



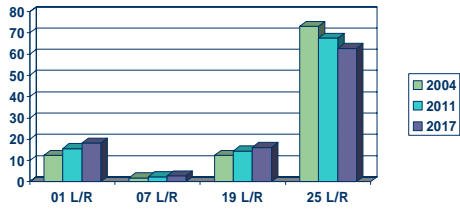
## Annual Average Daily Aircraft Operations



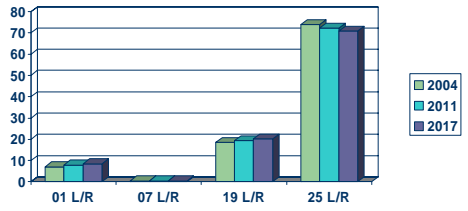
## Air Carrier Fleet Mix: Selected Aircraft Types(Ops/Day)



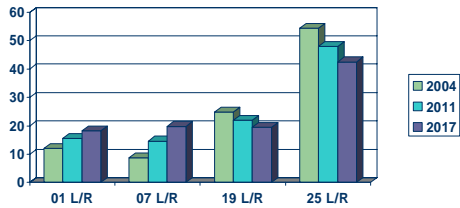
### Daytime Arrival Runway Use (%): Air Carrier Jets



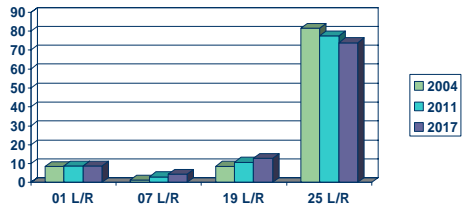
### Nighttime Arrival Runway Use (%): Air Carrier Jets



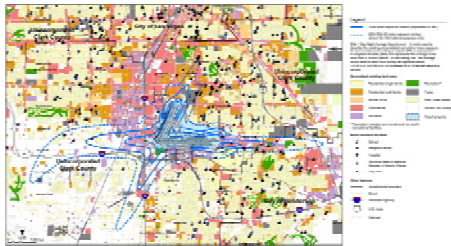
### Daytime Departure Runway Use (%): Air Carrier Jets



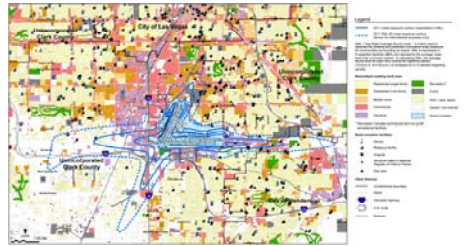
### Nighttime Departure Runway Use (%): Air Carrier Jets



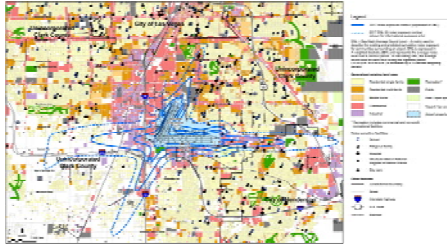
### 2004 Baseline DNL Contours



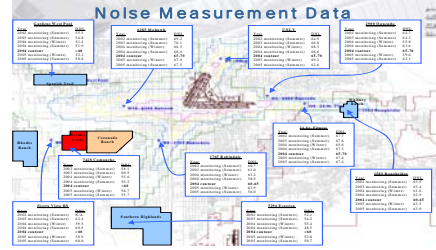
### 2011 Baseline DNL Contours



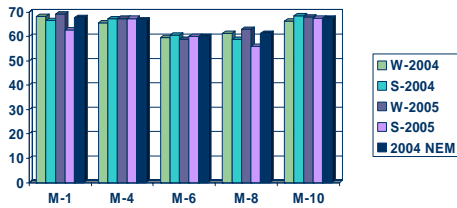
## 2017 Baseline DNL Contours



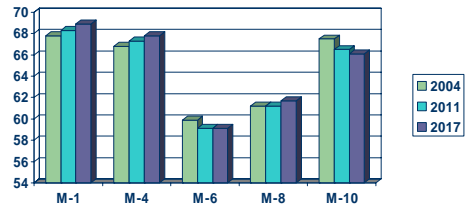
## Noise Monitoring Results



## Comparison of Measured and Predicted DNL Values - 2004



## Predicted Changes in Aircraft Noise Exposure (DNL)





## Population Impact Analysis

Range of Noise Exposure	2004		2011		2017	
	Population	Households	Population	Households	Population	Households
DNL 75+	0	0	0	0	0	0
DNL 70 to 75	220	90	190	80	220	90
DNL 65 to 70	2,930	1,370	3,150	1,470	3,900	2,000
Total DNL 65+	3,150	1,460	3,340	1,550	4,120	2,090
Total DNL 60+	29,220	14,110	31,690	14,300	35,050	16,320

## Noise Sensitive Institutions

Year	Noise Sensitive Institutions	Range of Noise Exposure				
		DNL 75+	DNL 70 to 75	DNL 65 to 70	Total DNL 65+	Total DNL 60+
2004	Schools	0	0	0	0	8
	Day Care Facilities	0	0	3	3	10
	Historical Places	0	0	0	0	0
	Hospitals	0	0	0	0	0
	Religious Facilities	0	1	2	3	11
2011	Schools	0	0	2	2	11
	Day Care Facilities	0	0	3	3	13
	Historical Places	0	0	0	0	0
	Hospitals	0	0	0	0	3
	Religious Facilities	0	2	0	2	11
2017	Schools	0	0	3	3	11
	Day Care Facilities	0	0	3	3	14
	Historical Places	0	0	0	0	0
	Hospitals	0	0	0	0	3
	Religious Facilities	0	2	0	2	12






## FAR Part 150/Noise Compatibility Study Update Capacity Analysis for the Baseline Runway Use Projections

John Bergener  
 Ricondo & Associates, Inc

Public Working Group Meeting #5  
 October 25, 2005





FAR Part 150 Noise Compatibility Study Update  
 Public Working Group Meeting – October 25, 2005

## Airport Capacity Modeling

- Why model airport operations?
  - Help visualize air traffic and runway use configurations
  - Provide capacity and delay comparisons between proposed alternatives
  - Provide additional data for use in the decision making process
  - Other Airport planning purposes



FAR Part 150 Noise Compatibility Study Update  
 Public Working Group Meeting – October 25, 2005


## Simulation Model

- Capacity modeling using the Total Airspace and Airport Modeler (TAAM):
  - TAAM is a fast-time simulation model that incorporates randomization of aircraft flight characteristics
- It is important to note that TAAM
  - is not a human-in-the-loop simulation
  - is not a design tool



FAR Part 150 Noise Compatibility Study Update  
 Public Working Group Meeting – October 25, 2005

## TAAM Example





FAR Part 150 Noise Compatibility Study Update  
 Public Working Group Meeting – October 25, 2005

## Model Input Data

- Operational demand and aircraft fleet mix
  - Average daily schedule for forecast years
  - Projected fleet mix
- Runway use percents → Runway configuration percents
- Air traffic control procedures
  - Airspace separations
  - Runway interactions
  - Ground movements

FAR Part 150 Noise Compatibility Study Update  
 Public Working Group Meeting – October 25, 2005

## Model Input Data (continued)

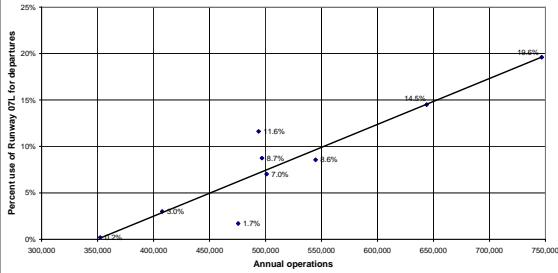
- Model Calibration: Ensuring TAAM and INM inputs are the same
- Runway use percents → Runway configuration percents
  - Runway configurations
    - 19-25, 01-25, 01-07, 07-19...
    - Example: 19-25 → Land 25L, 19L, and 19R; Depart 25R and 19L
  - Runway configuration percents
    - 19-25 = 83%
    - 01-25 = 8%
    - 01-07 = ...
- Result – Runway use percents
- Iterative process

FAR Part 150 Noise Compatibility Study Update  
 Public Working Group Meeting – October 25, 2005

## Projected Runway 07L Departures – INM Daytime



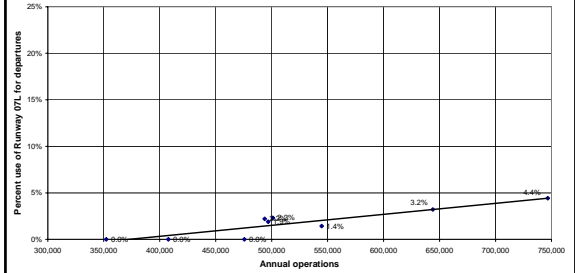
Projected use of Runway 07L for departures as a function of annual operations - INM Daytime



## Projected Runway 07L Departures – INM Nighttime



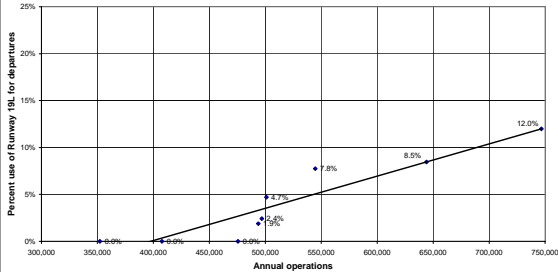
Projected use of Runway 07L for departures as a function of annual operations - INM nighttime



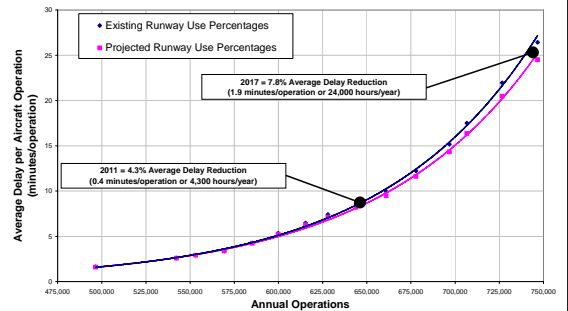
## Projected Runway 19L Departures – INM Nighttime



Projected use of Runway 19L for departures as a function of annual operations - INM nighttime





## Baseline Capacity Analysis



## Next Steps





- Discuss potential noise mitigation and abatement measures – next several meetings
- For noise abatement (reduction/relocation of noise at its source), test potential measures for their effects on:
  - Noise – amount and location (INM)
  - Airport capacity (TAAM)

# Overview of Working Group Progress and Next Steps

**Jeffrey M. Jacquart, Airport Program Administrator**  
**Clark County Department of Aviation**  
**FAR Part 150 Update Public Working Group**  
**January 24, 2006**

1

## Purpose

- ❖ Review Public Working Group accomplishments.
- ❖ Establish where we are in the FAR Part 150 update.
- ❖ Review noise issues identified to-date.
- ❖ Review other discussion items raised by the PWG.
- ❖ Summarize back-up material.
- ❖ Discuss 2006 agenda and next steps.



2




## Accomplishments To-Date

- ❖ Reviewed PWG mission statement and principals of participation.
- ❖ Reviewed objectives and anticipated deliverables.
- ❖ Reviewed the Clark County aviation system.
- ❖ Reviewed laws of noise regulations.
- ❖ Reviewed the FAR Part 150 process, elements, and requirements.
- ❖ Toured the radar control facility at McCarran.
- ❖ Reviewed differences in aircraft flight characteristics.
- ❖ Reviewed how aircraft noise is monitored and modeled.



3

## Accomplishments To-Date

- ❖ Toured impacted noise areas around McCarran.
- ❖ Reviewed the history and future operations at McCarran.
- ❖ Reviewed baseline runway use projections and capacity analysis.
- ❖ Reviewed the baseline noise exposure maps.
- ❖ Reviewed historical noise complaints and reduction measures.
- ❖ PWG provided initial noise reduction suggestions.
- ❖ Received comments from PWG and other interested parties.
- ❖ Held two open houses

4






## The FAR Part 150 Study Process

Gather Data	Quantify Noise Exposure	Identify and Evaluate Alternatives	Develop Noise Compatibility Program For Submittal To The FAA
<ul style="list-style-type: none"> <li>• Noise measurements</li> <li>• FAA Air Traffic Control Tower data</li> <li>• Runway use data</li> <li>• Aviation activity</li> <li>• Land use and zoning data</li> <li>• Wind and weather</li> <li>• Community input</li> </ul>	<ul style="list-style-type: none"> <li>• Develop noise exposure maps using the FAA's Integrated Noise Model (INM)</li> <li>• Current year (most recent full calendar year)</li> <li>• Five-year look ahead</li> <li>• Other years identified by the Clark County Department of Aviation</li> <li>• Assess effects on population &amp; land use</li> </ul>	<ul style="list-style-type: none"> <li>• Noise abatement measures</li> <li>• Noise mitigation measures</li> <li>• Evaluate in terms of:               <ul style="list-style-type: none"> <li>• Effectiveness of noise reduction</li> <li>• Effects on Airport operations</li> <li>• Cost</li> <li>• Potential for implementation</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Abatement and mitigation measures</li> <li>• Implementation and monitoring plan</li> <li>• General steps:               <ul style="list-style-type: none"> <li>• Clark County Department of Aviation recommends</li> <li>• Public reviews and provides input</li> <li>• Clark County Board of County Commissioners adopts program</li> <li>• Submit program to FAA for review and approval</li> </ul> </li> </ul>

**Public Outreach and Involvement**



5

## Identified Noise Issues

- ❖ There is an increase in use in the arrival procedure over the Summerlin area.
- ❖ Aircraft destined for test site are not utilizing published routing procedures.
- ❖ Western departing aircraft turning north are turning too early.
- ❖ Western departing aircraft turning south are still fanning a bit too much, over the Rhodes Ranch, Coronado Ranch, and Nevada Trails.
- ❖ There is an increase in the number of southern departing aircraft flying directly over Southern Highlands.
- ❖ Western/southern departing aircraft are turning early over Anthem, downtown Henderson, and Boulder City.
- ❖ The amount of large air carrier traffic utilizing the north-south runways from 8 PM to 8 AM (which should be limited under the preferred runway use program) is increasing.
- ❖ Northern departing aircraft may not be following the SID procedure.
- ❖ Noise disclosure requirements should be "beefed-up" to ensure that potential property owners/renters are well informed of noise impacts.



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## Other Discussion Items

- ❖ Would it be beneficial to develop "worse-case" scenario NEMs?
- ❖ Currently, are the arrival procedures over populated areas of the Las Vegas Valley utilizing a "continuous approach decent"?
- ❖ Currently, are the departure procedures over populated areas of the Las Vegas Valley utilizing a distant "noise abatement departure profile"?
- ❖ How do the NEMs compare with/without the reinstatement of the right-hand turn?
- ❖ Which existing land uses are deemed "incompatible" based on the new NEMs?
- ❖ Which future land uses could be developed with an incompatible use based on the new NEMs?
- ❖ Is there a benefit to revitalize the agreement with the City of Henderson?
- ❖ How would the NEMs look if the east-west runways were extended east?
- ❖ How does the recent trend of new high-rises impact noise mitigation options?
- ❖ How should the 8:00 PM to 8:00 AM Preferred Runway Use Program be addressed?



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## Back-Up Material

- ❖ Readable fleet-mix tables.
- ❖ Baseline runway use development.
- ❖ Hourly runway use.
- ❖ Seasonal runway use.
- ❖ Actual flight tracks versus NEM flight tracks.
- ❖ Actual flight tracks versus SIDs and STARs.
- ❖ Baseline NEMs and planned land uses.
- ❖ 2017 NEMs with and without the anticipated change in runway use.
- ❖ Changes to the western departure procedure.
- ❖ "Compliance" to the Western Departure Procedure for Aircraft Turning South.

8

## 2006 Agenda & Next Steps

- ❖ Five (5) PWG meetings left.
  - ❖ January meeting – noise measure selection process and discussion on preliminary identification of most promising measures.
  - ❖ February meeting – review NEMs existing and future land use impact analysis, Airport to present potential measures, and continued discussion on identification of most promising measures.
  - ❖ March meeting - continued discussion on identification of most promising measures.
  - ❖ April meeting – finalize identification of most promising measures and initial discussion on PWG summary report.
  - ❖ May meeting – finalize PWG summary report and wrap-up PWG activities.
- ❖ Draft Part 150 Update completed in May/June/July (tentative).
  - ❖ Host Third Open House in May/June/July (tentative).
  - ❖ Host Formal Public Hearing in June/July/August (tentative).

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CLARK COUNTY NEVADA  
DEPARTMENT OF AVIATION

# Next Steps Back-Up Material

Jeffrey M. Jacquet, Airport Program Administrator  
Clark County Department of Aviation  
FAR Part 150 Update Public Working Group  
January 24, 2006

1

CLARK COUNTY NEVADA  
DEPARTMENT OF AVIATION

# Readable Fleet Mix Table

2

Historic and Forecast Fleet Mix  
(Only totals for departures listed)

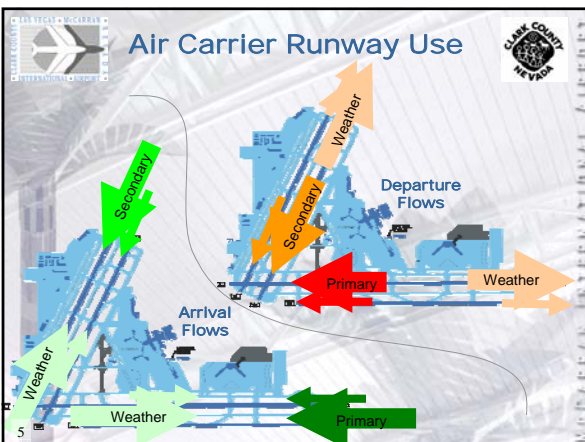
Aircraft Type	1996		1997		1998		1999		2000		2001		2002	
	Daily Departs	% of Fleet	Daily Departs	% of Fleet	Daily Departs	% of Fleet	Daily Departs	% of Fleet	Daily Departs	% of Fleet	Daily Departs	% of Fleet	Daily Departs	% of Fleet
<b>Regional (over 100 seats)</b>														
747/400	1	0.2%	0	0.0%	0	0.1%	1	0.1%	3	0.3%	1	0.1%	1	0.0%
777/300	2	0.4%	2	0.4%	3	0.4%	4	0.5%	10	1.0%	10	1.0%	10	1.0%
777/300	2	0.4%	2	0.4%	3	0.4%	4	0.5%	10	1.0%	10	1.0%	10	1.0%
A310	2	0.4%	2	0.4%	3	0.4%	4	0.5%	10	1.0%	10	1.0%	10	1.0%
A320	2	0.4%	2	0.4%	3	0.4%	4	0.5%	10	1.0%	10	1.0%	10	1.0%
Subtotal	25	4.2%	15	2.8%	13	2.3%	12	2.2%	33	3.3%	31	3.1%	31	3.1%
<b>Medium (50-100 seats)</b>														
737/300	4	0.8%	3	0.6%	3	0.6%	3	0.6%	3	0.3%	3	0.3%	3	0.3%
737/400	1	0.2%	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%
737/500	1	0.2%	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%
A320	1	0.2%	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%
A321	1	0.2%	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%
Subtotal	11	1.9%	8	1.5%	8	1.5%	8	1.5%	8	0.8%	8	0.8%	8	0.8%
<b>Small (50-100 seats)</b>														
737/300	1	0.2%	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%
737/400	1	0.2%	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%
737/500	1	0.2%	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%
A320	1	0.2%	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%
A321	1	0.2%	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%
Subtotal	5	0.9%	5	0.9%	5	0.9%	5	0.9%	5	0.5%	5	0.5%	5	0.5%
<b>Other Operations</b>														
AS350	1	0.2%	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%
Other	1	0.2%	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%
Subtotal	2	0.4%	2	0.4%	2	0.4%	2	0.4%	2	0.2%	2	0.2%	2	0.2%
<b>Total</b>	<b>201.6</b>	<b>36.4%</b>	<b>154.4</b>	<b>28.2%</b>	<b>147.4</b>	<b>26.8%</b>	<b>141.4</b>	<b>26.1%</b>	<b>133.4</b>	<b>13.3%</b>	<b>123.4</b>	<b>12.3%</b>	<b>113.4</b>	<b>11.3%</b>

3

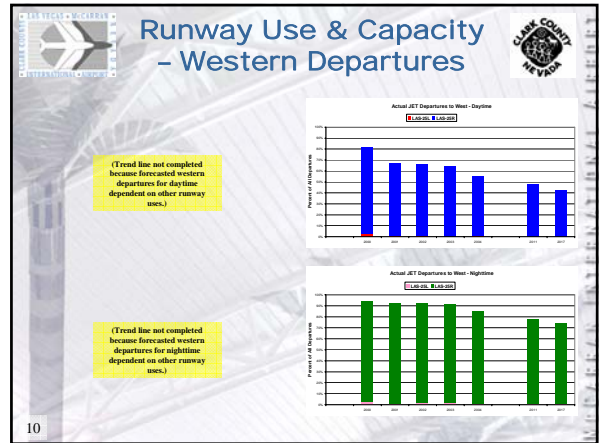
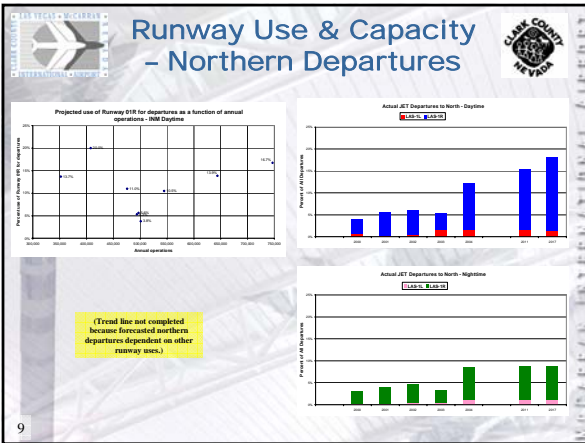
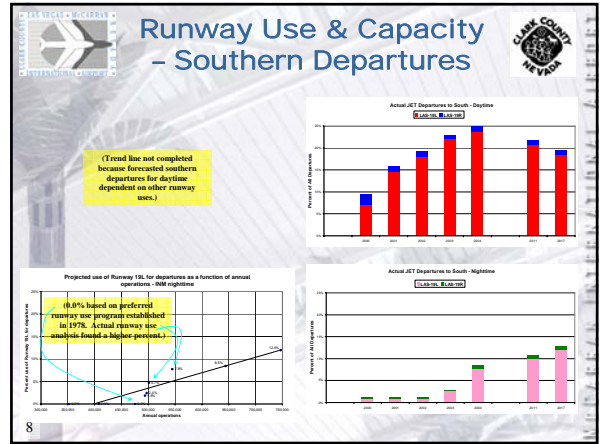
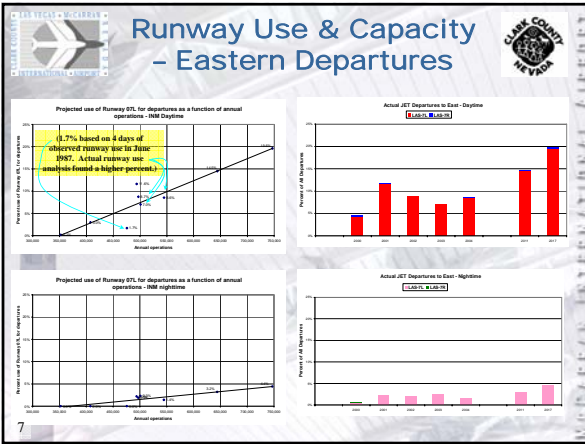
CLARK COUNTY NEVADA  
DEPARTMENT OF AVIATION

# Development of Anticipated Runway Use

4



- Reasons for Changes in Runway Use for Recent & Future Runway Configurations
- Runway 25R-07L (preferred east-west runway) slopes downhill towards Eastern Avenue by approximately 130 feet. So aircraft departing to the west are climbing up hill during initial take-off.
  - Over the last two decades, there has been a significant increase in the number of long-haul flights (beyond 500 miles) which prefer an eastern departure due to:
    - Altitude of Las Vegas Valley and decreased climb performance if departing to the west (LAS above 2,000 feet MSL);
    - Terrain (rises to the west, drops to the east);
    - Slope of the runway which impacts fuel burn/costs.
  - The criteria to align runway use with the wind direction changed from 10 knots to 5 knots. Before this change, winds from the east of less than 10 knots did NOT require a change.
  - Land and hold short procedures no longer in use. The loss of this procedure reduces capacity of the preferred western/southern runway configuration during heavy traffic flows.
- 6



## Baseline to Projected Departure %

Step 1: Increased use of 07-19 runway configuration  
 Step 2: Increased use of 01-07 runway configuration  
 Step 3: Increased use of Runway 01 for departures during INM daytime  
 Step 4: Increased use of Runway 19 for departures during INM nighttime

Daytime Air Carrier DEPARTURES							
Runway	Baseline	Step 1	Step 2	Step 3	Step 4	Final	Change
19L	23.6%	22.2%	20.0%	18.4%	18.4%	18.4%	-5.2%
19R	1.3%	1.2%	1.1%	1.1%	1.1%	1.1%	-0.2%
01L	1.6%	1.5%	1.5%	1.5%	1.5%	1.5%	-0.1%
01R	10.5%	9.9%	11.3%	16.7%	16.7%	16.7%	6.2%
25L	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	-0.1%
25R	53.9%	50.6%	45.5%	42.1%	42.1%	42.1%	-11.1%
07L	8.6%	14.1%	19.6%	19.6%	19.6%	19.6%	11.1%
07R	0.1%	0.1%	0.2%	0.2%	0.2%	0.2%	0.1%

Nighttime Air Carrier DEPARTURES							
Runway	Baseline	Step 1	Step 2	Step 3	Step 4	Final	Change
19L	7.8%	7.6%	7.5%	7.5%	12.0%	12.0%	4.2%
19R	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.0%
01L	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	0.0%
01R	7.3%	7.2%	7.2%	7.7%	7.7%	7.7%	0.4%
25L	1.0%	1.0%	1.0%	1.0%	0.9%	0.9%	-0.1%
25R	80.6%	79.3%	77.5%	77.5%	73.1%	73.1%	-7.5%
07L	1.4%	2.9%	4.4%	4.4%	4.4%	4.4%	3.0%
07R	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Legend: Increased runway use

## Baseline to Projected Arrival %

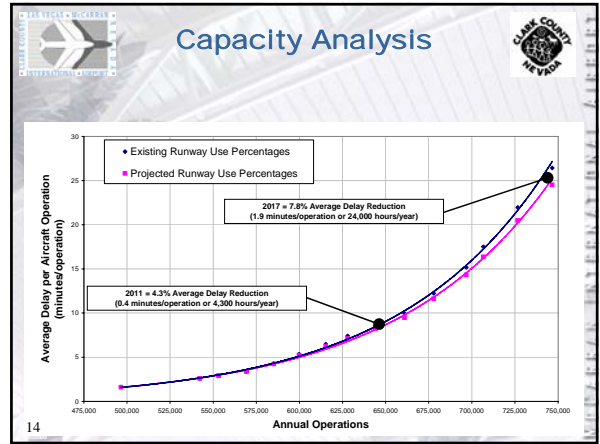
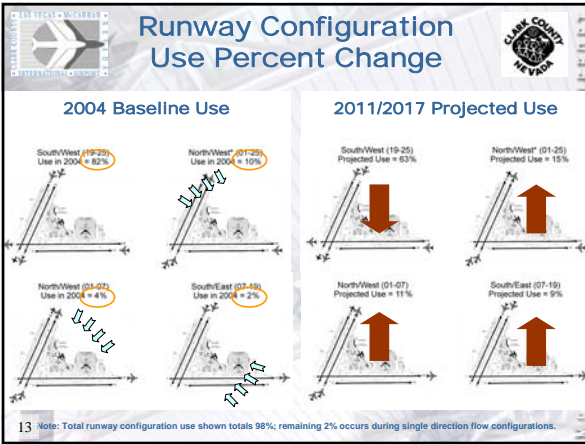
Step 1: Increased use of 07-19 runway configuration  
 Step 2: Increased use of 01-07 runway configuration  
 Step 3: Increased use of Runway 01 for departures during INM daytime  
 Step 4: Increased use of Runway 19 for departures during INM nighttime

Daytime Air Carrier ARRIVALS							
Runway	Baseline	Step 1	Step 2	Step 3	Step 4	Final	Change
19L	8.1%	11.3%	11.3%	10.6%	10.6%	10.6%	2.5%
19R	4.3%	6.0%	6.0%	5.6%	5.6%	5.6%	1.3%
01L	6.8%	6.4%	9.4%	10.0%	10.0%	10.0%	3.2%
01R	5.6%	5.3%	7.8%	8.3%	8.3%	8.3%	2.7%
25L	72.0%	67.9%	61.8%	61.8%	61.8%	61.8%	-10.2%
25R	1.1%	1.1%	1.0%	1.0%	1.0%	1.0%	-0.2%
07L	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%
07R	1.9%	2.7%	2.7%	2.7%	2.7%	2.7%	0.7%

Nighttime Air Carrier ARRIVALS							
Runway	Baseline	Step 1	Step 2	Step 3	Step 4	Final	Change
19L	15.6%	16.9%	16.9%	16.9%	16.9%	16.9%	1.2%
19R	3.0%	3.2%	3.2%	3.2%	3.2%	3.2%	0.2%
01L	4.0%	3.9%	4.8%	4.8%	4.8%	4.8%	0.8%
01R	3.1%	3.1%	3.7%	3.7%	3.7%	3.7%	0.6%
25L	67.3%	66.0%	64.7%	64.7%	64.7%	64.7%	-2.6%
25R	6.5%	6.4%	6.2%	6.2%	6.2%	6.2%	-0.3%
07L	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%
07R	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.0%

Legend: Increased runway use

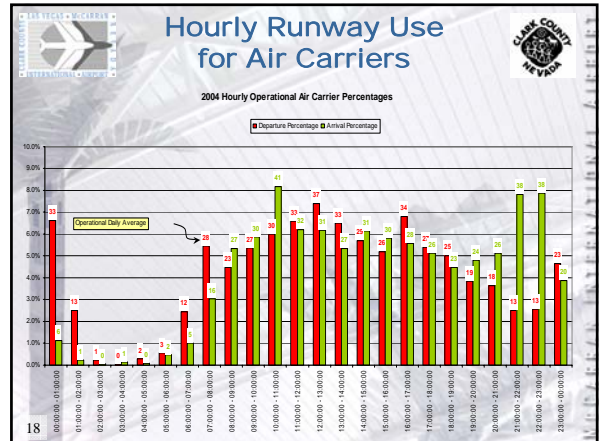
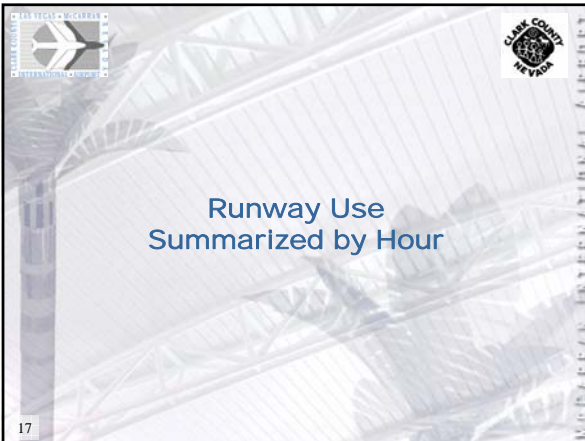


### Air Carrier Runway Use

	2004	2011	2017	2004 - 2017 Change		2004	2011	2017	2004 - 2017 Change
<b>Arrivals - Daytime Runway Use Percentages</b>					<b>Departures - Daytime Runway Use Percentages</b>				
LAS-19L	8.1%	9.5%	10.6%	2.5%	LAS-19L	23.6%	20.8%	18.4%	-5.2%
LAS-19R	4.3%	5.0%	5.6%	1.3%	LAS-19R	1.3%	1.1%	1.1%	-0.2%
LAS-1L	6.8%	8.5%	10.0%	3.2%	LAS-1R	10.5%	13.9%	16.7%	6.2%
LAS-1R	5.6%	7.1%	8.3%	2.7%	LAS-1L	1.6%	1.6%	1.5%	-0.1%
LAS-25L	72.0%	66.5%	61.7%	-10.3%	LAS-25R	53.9%	47.6%	42.1%	-11.8%
LAS-25R	1.1%	1.0%	1.0%	-0.1%	LAS-25L	0.4%	0.4%	0.4%	0.0%
LAS-7L	0.0%	0.1%	0.1%	0.1%	LAS-7L	8.6%	14.5%	19.6%	11.0%
LAS-7R	1.9%	2.3%	2.7%	0.8%	LAS-7R	0.1%	0.1%	0.2%	0.1%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>	<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>
<b>Arrivals - Nighttime Runway Use Percentages</b>					<b>Departures - Nighttime Runway Use Percentages</b>				
LAS-19L	15.6%	16.3%	16.9%	1.3%	LAS-19L	7.8%	10.0%	12.0%	4.2%
LAS-19R	3.0%	3.1%	3.2%	0.2%	LAS-19R	0.9%	0.9%	0.9%	0.0%
LAS-1L	4.0%	4.4%	4.9%	0.8%	LAS-1R	7.3%	7.6%	7.7%	0.4%
LAS-1R	3.1%	3.5%	3.7%	0.6%	LAS-1L	1.1%	1.1%	1.1%	0.0%
LAS-25L	67.3%	65.9%	64.7%	-2.6%	LAS-25R	80.6%	76.6%	73.1%	-7.5%
LAS-25R	6.5%	6.3%	6.2%	-0.3%	LAS-25L	1.0%	0.9%	0.9%	-0.1%
LAS-7L	0.1%	0.1%	0.1%	0.0%	LAS-7L	1.4%	3.0%	4.4%	3.0%
LAS-7R	0.4%	0.4%	0.4%	0.0%	LAS-7R	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>	<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>

### General Aviation Runway Use

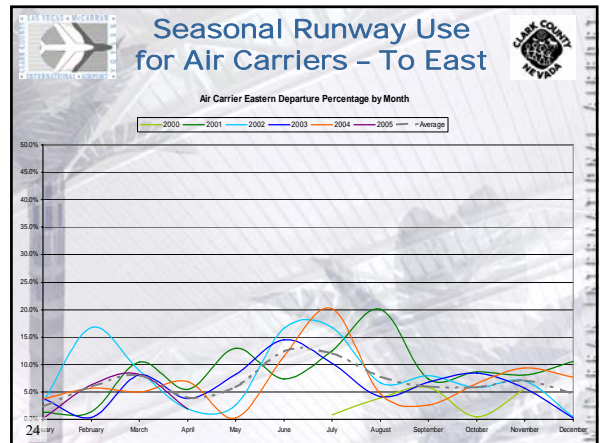
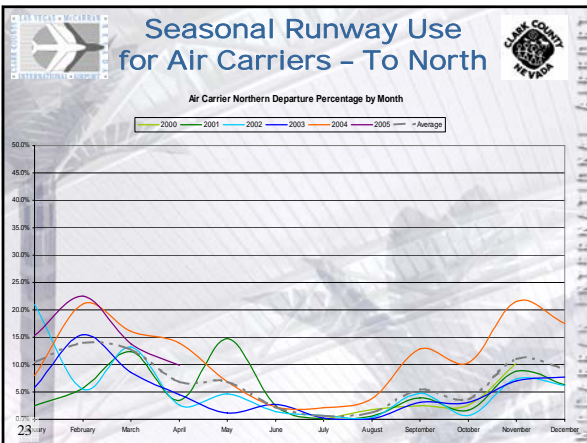
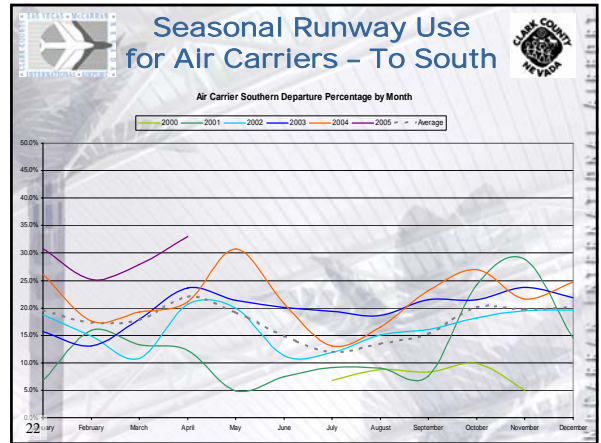
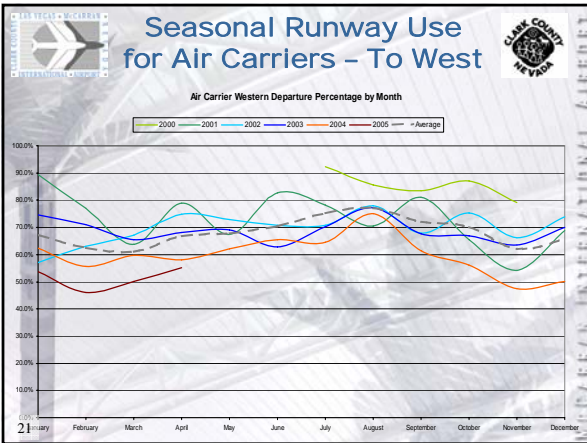
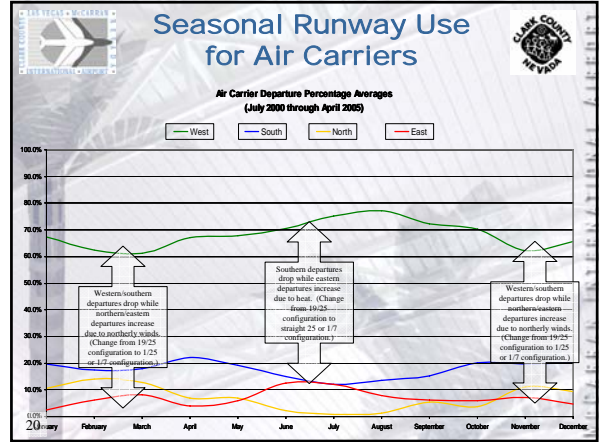
	2004	2011	2017	2004 - 2017 Change		2004	2011	2017	2004 - 2017 Change
<b>Arrivals - Daytime Runway Use Percentages</b>					<b>Departures - Daytime Runway Use Percentages</b>				
LAS-19L	5.8%	5.4%	5.0%	-0.8%	LAS-19L	34.1%	30.8%	28.3%	-5.8%
LAS-19R	61.1%	56.3%	52.2%	-8.9%	LAS-19R	30.4%	27.7%	25.4%	-5.0%
LAS-1L	13.8%	18.4%	22.3%	8.5%	LAS-1L	9.6%	13.5%	16.7%	7.1%
LAS-1R	1.8%	2.4%	3.0%	1.2%	LAS-1R	5.9%	8.3%	10.3%	4.4%
LAS-25L	15.5%	15.5%	15.5%	0.0%	LAS-25L	1.8%	1.7%	1.6%	-0.2%
LAS-25R	0.6%	0.6%	0.6%	0.0%	LAS-25R	9.8%	9.2%	8.6%	-1.2%
LAS-7L	0.4%	0.4%	0.4%	0.0%	LAS-7L	7.8%	8.1%	8.4%	0.6%
LAS-7R	1.0%	1.0%	1.0%	0.0%	LAS-7R	0.6%	0.7%	0.7%	0.1%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>	<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>
<b>Arrivals - Nighttime Runway Use Percentages</b>					<b>Departures - Nighttime Runway Use Percentages</b>				
LAS-19L	8.0%	7.9%	7.8%	-0.2%	LAS-19L	18.8%	18.6%	18.4%	-0.4%
LAS-19R	53.4%	52.8%	52.2%	-1.2%	LAS-19R	41.6%	41.2%	41.0%	-0.6%
LAS-1L	9.2%	9.9%	10.3%	1.1%	LAS-1L	5.7%	6.2%	6.5%	0.8%
LAS-1R	2.4%	2.5%	2.7%	0.3%	LAS-1R	3.4%	3.6%	3.9%	0.5%
LAS-25L	12.5%	12.5%	12.5%	0.0%	LAS-25L	4.5%	4.5%	4.4%	-0.1%
LAS-25R	12.8%	12.8%	12.8%	0.0%	LAS-25R	21.7%	21.6%	21.4%	-0.3%
LAS-7L	1.3%	1.3%	1.3%	0.0%	LAS-7L	3.9%	4.1%	4.2%	0.3%
LAS-7R	0.4%	0.4%	0.4%	0.0%	LAS-7R	0.2%	0.2%	0.2%	0.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>	<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>0.0%</b>



CLARK COUNTY NEVADA  
 AIRPORT  
 DEPARTMENT OF AIRPORTS

## Runway Use Summarized by Season

19





CLARK COUNTY NEVADA

**Actual Flight Tracks versus Those Used to Develop the Noise Exposure Maps (NEMs)**

25

CLARK COUNTY NEVADA

**Actual Eastern Arrival Tracks versus NEMs Input**

26

Generalized and Radar Arrival Flight Tracks with 20th Noise Exposure Contour - Runways 28L and 28R

CLARK COUNTY NEVADA

**Actual Northern Arrival Tracks versus NEMs Input**

27

Generalized and Radar Arrival Flight Tracks with 20th Noise Exposure Contour - Runways 7L and 7R

CLARK COUNTY NEVADA

**Actual Southern Arrival Tracks versus NEMs Input**

28

Generalized and Radar Arrival Flight Tracks with 20th Noise Exposure Contour - Runways 7L and 7R

CLARK COUNTY NEVADA

**Actual Western Arrival Tracks versus NEMs Input**

29

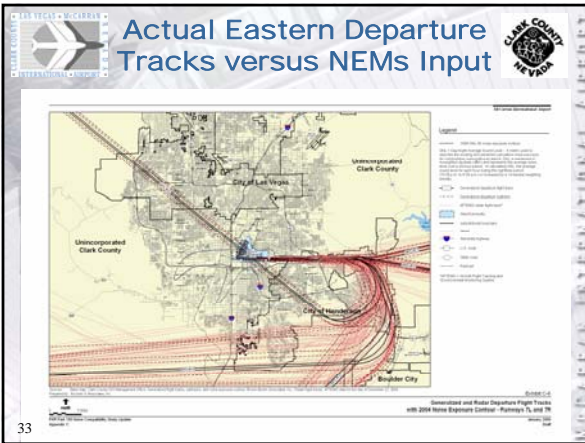
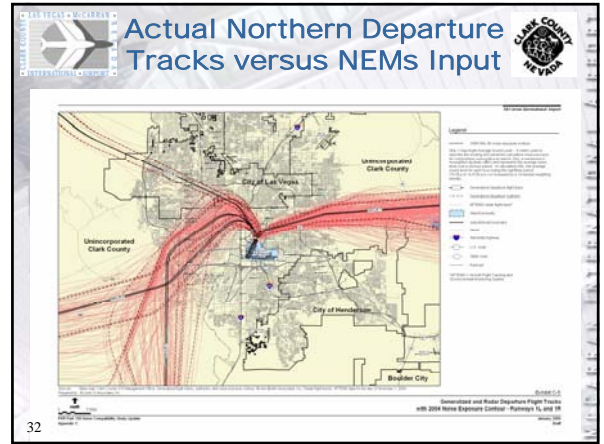
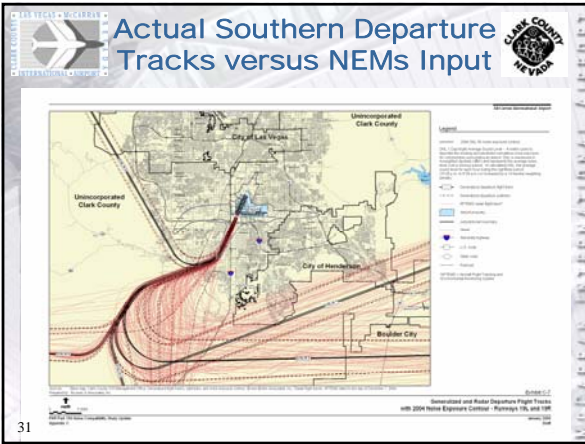
Generalized and Radar Arrival Flight Tracks with 20th Noise Exposure Contour - Runways 7L and 7R

CLARK COUNTY NEVADA

**Actual Western Departure Tracks versus NEMs Input**

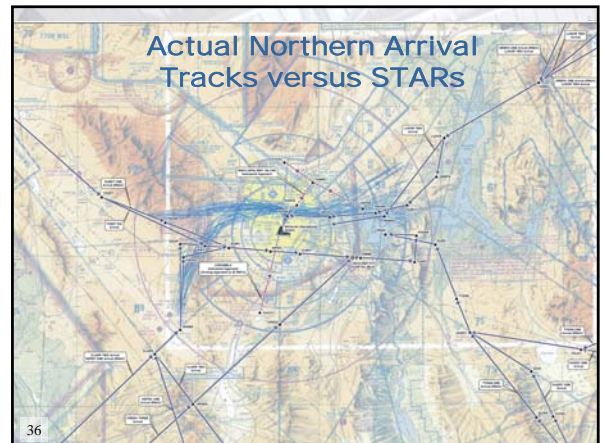
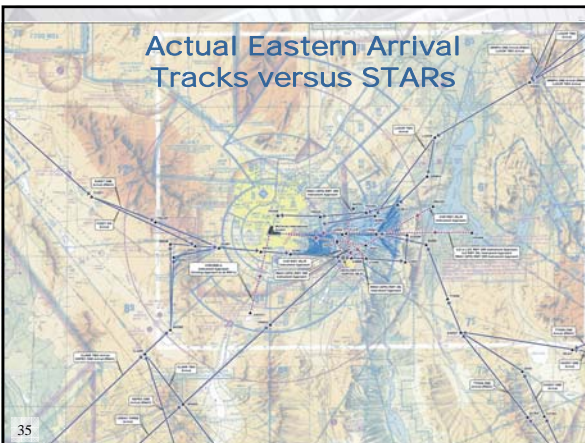
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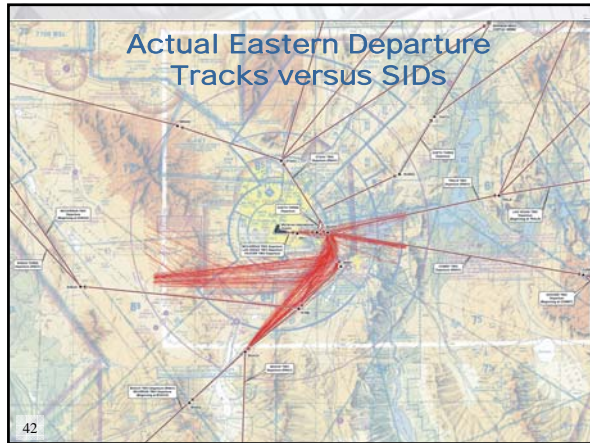
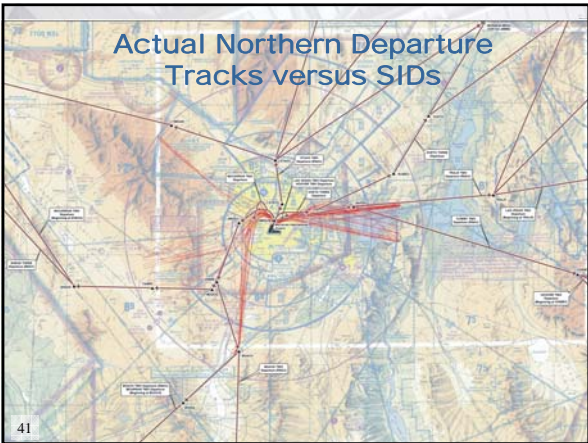
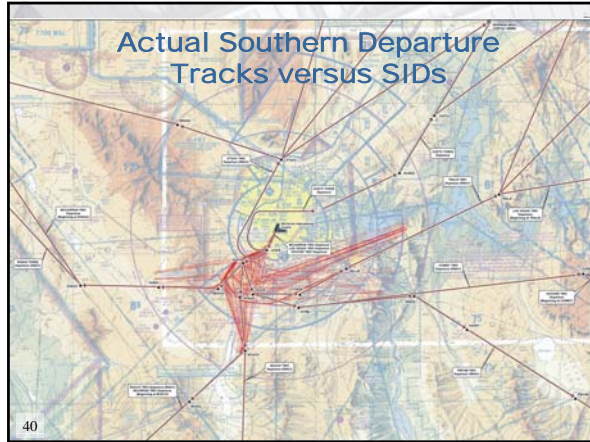
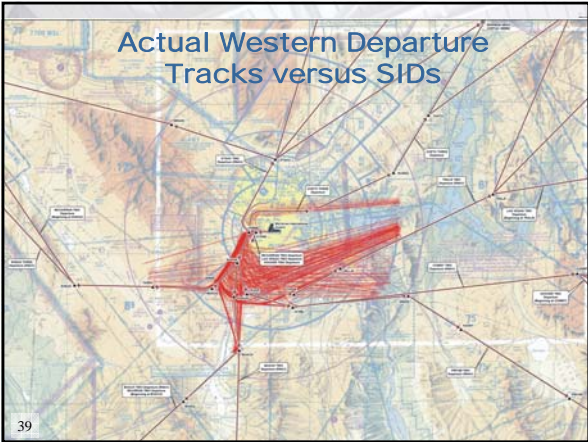
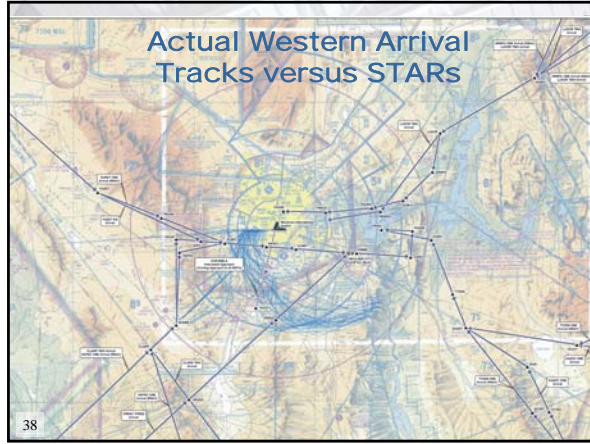
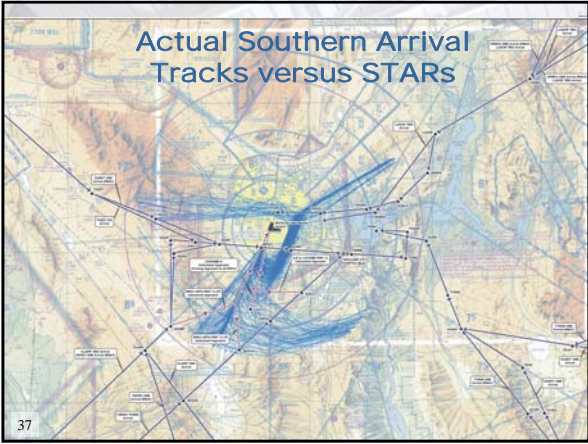
Generalized and Radar Departure Flight Tracks with 20th Noise Exposure Contour - Runways 28L and 28R



### Actual Flight Tracks versus Those Used for Air Navigation (RNAV) Standard Instrument Departure Procedures (SIDs) and Standard Terminal Arrival Routes (STARs)

34

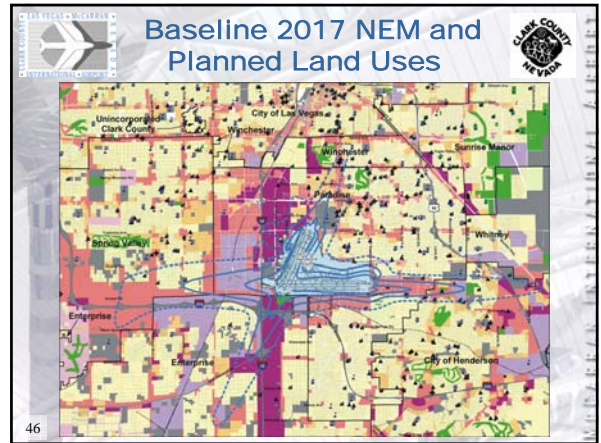
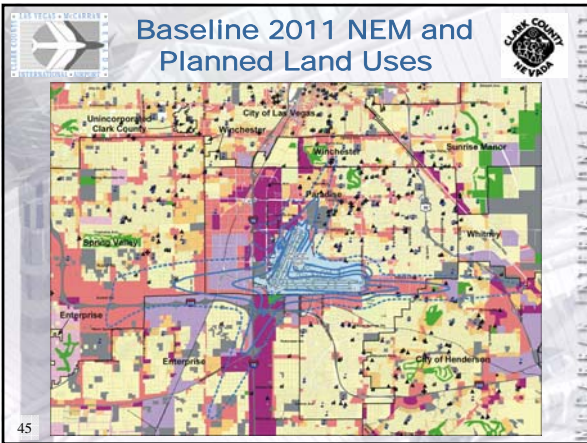
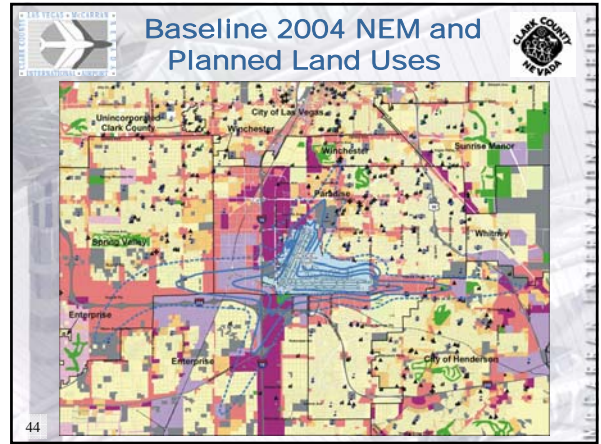




CLARK COUNTY NEVADA

2004, 2011, and 2017  
Baseline Noise Exposure  
Maps (NEMs) and Planned  
Land Uses

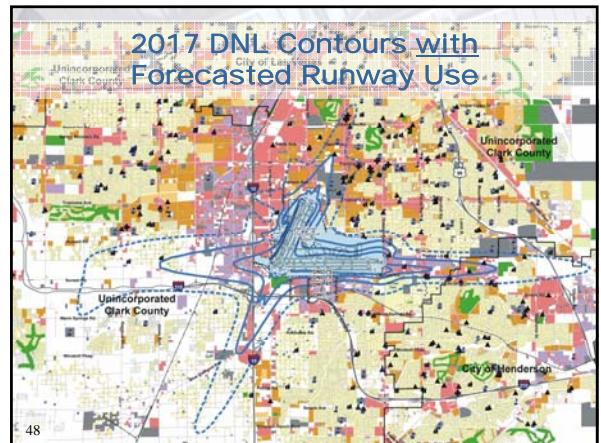
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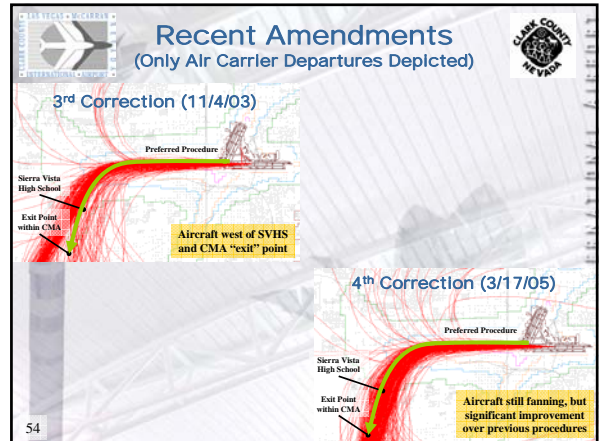
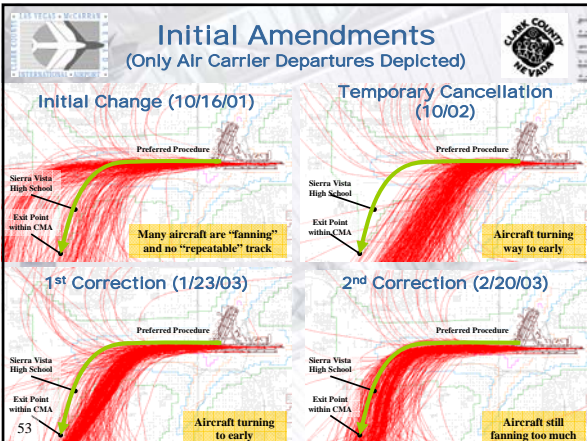
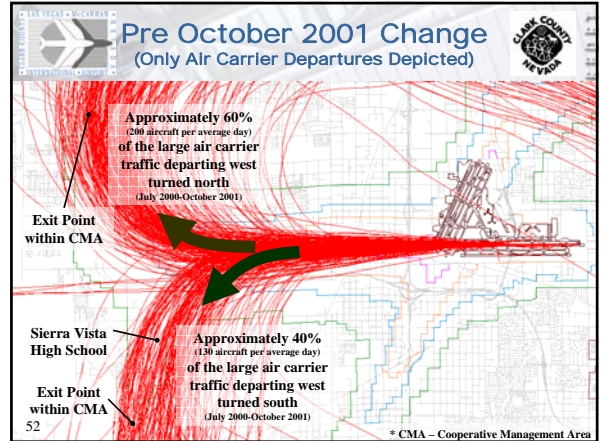
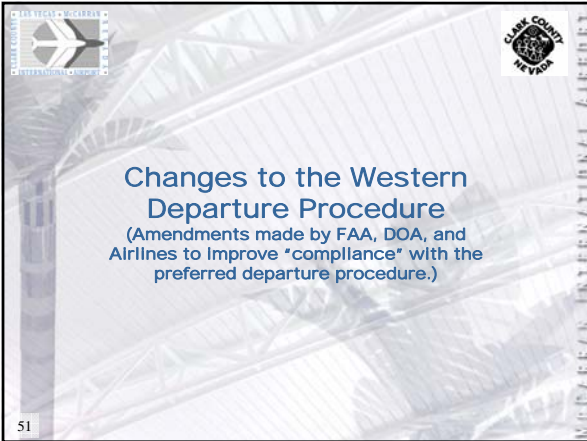
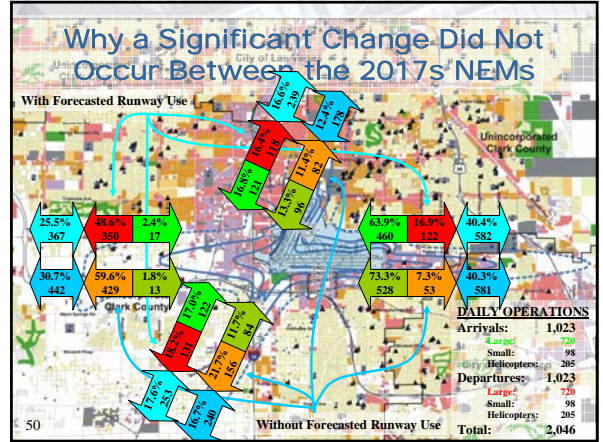
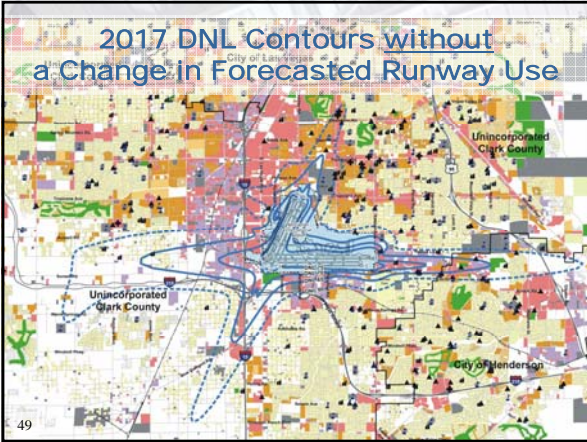


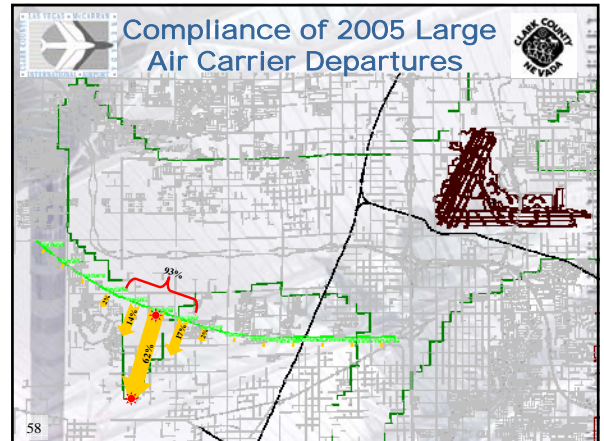
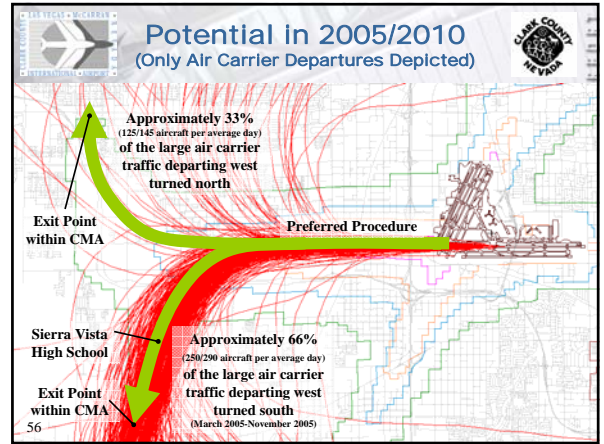
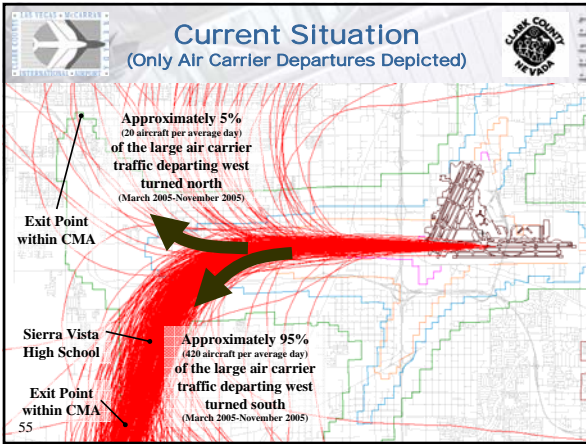
CLARK COUNTY NEVADA



2017 Noise Exposure Maps  
(NEMs) with and without  
Anticipated Changes in  
Runway Use

47













## LAS FAR Part 150 Study Update Summary of Comments Received as of November 1, 2005

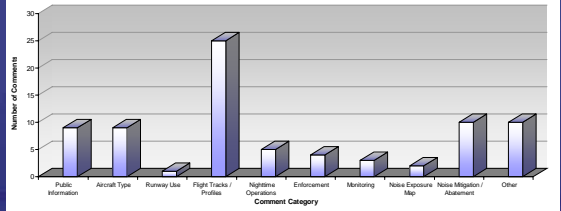
Adrian Jones, Project Manager  
Ricondo & Associates, Inc

Public Working Group Meeting #6  
January 24, 2006








## Summary of Comments Received (November 2005)



Comment Category	Number of Comments
Public Information	10
Aircraft Type	10
Runway Use	1
Flight Tracks / Profiles	28
Nighttime Operations	5
Enforcement	5
Monitoring	5
Noise Exposure Map	2
Noise Exposure	2
Noise Mitigation / Abatement	10
Other	10

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006






## Summary of Comments Received

Count	Comment	Public Information	Aircraft Type	Runway Use	Flight Tracks / Profiles	Nighttime Operations	Enforcement	Monitoring	Noise Exposure Map	Noise Exposure	Noise Mitigation / Abatement	Other
1	Resident requests LAS runway over data											
2	Resident requests lowering of noise study maps at SMC											
3	Wells AFB should allow more National Guard and Reserve Unit aircraft to land, reducing the noise burden on LAS. Resident suggests aircraft alter flight patterns and head to reduce noise											
4	Resident requests noise study information and suggest noise monitoring on Highway 15 and Industrial Rd.											
5	Resident notes aircraft noise has increased in Sun City Macdonald Ranch. Southeast Airlines does not seem to observe the 10,000 ft ceiling											
6	Resident requests noise information about Henderson Executive Airport and helicopters											
7	Resident complains LAS ATIS and would like to help solve problems in Class B airspace											
8	Resident would like noise from Wells AFB to be reduced											
9	Appears recently that an increased number of aircraft are taking off towards the east											
10	Appropriately path for aircraft has migrated south during the past few years. Resident requests detailed breakdown of planned flight corridors and runway use											
11	Request a higher ceiling for aircraft turn south after initial departure in the west. Champion Air aircraft are very noisy											

Legend: Open House, E-mail, Web site, Voicemail

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006






## Summary of Comments Received

Count	Comment	Public Information	Aircraft Type	Runway Use	Flight Tracks / Profiles	Nighttime Operations	Enforcement	Monitoring	Noise Exposure Map	Noise Exposure	Noise Mitigation / Abatement	Other
12	Resident states Enterprise Township has become a major noise corridor. Westbound departures are turning south too early and are flying over Enterprise. Noise should be spread throughout the Las Vegas Valley											
13	Request that resident states aircraft fly over resident's home, but not over Spanish Trails											
14	Request information about flight tracks should be available to the public. Resident would like noise monitoring under flight tracks. Problems of air pollution must be addressed. Public should be better informed about noise and air pollution											
15	Resident states an increasing number of aircraft fly at lower altitudes as well to avoid noise to LAS											
16	Private job fly over an apartment complex near Southern Hills Hospital. NEAs show noise contours extend to Sunset and Buffalo but resident feels these contours do not capture noise that occurs as far away as Sunset Rd and Durango Dr.											
17	Request that aircraft do not seem to follow designated flight corridors. Aircraft arriving from southwest need to follow flight corridors. Better enforcement to follow flight paths is needed. Resident requests information on noise study and suggests studying effects of aircraft noise on residents health											

Legend: Open House, E-mail, Web site, Voicemail

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006






## Summary of Comments Received

Count	Comment	Public Information	Aircraft Type	Runway Use	Flight Tracks / Profiles	Nighttime Operations	Enforcement	Monitoring	Noise Exposure Map	Noise Exposure	Noise Mitigation / Abatement	Other
18	Resident would like to see real time flight paths online. Champion Air does not follow proper flight paths. Noise should be spread throughout the valley											
19	Nevada Trails resident states aircraft turn early over Nevada Trails or late over Rhodes Ranch when flight path should be over Sierra High School. These aircraft are disruptive											
20	Resident voices support for Airport, LDA											
21	Nevada Trails resident states aircraft flying are too loud (both in early morning and late evening). Suggest take offs on runway 19L and 19R should follow 1:15 or 1:20, then turn. Resident suggests building new airport near John, NV. Resident notes potential for damage to health and home. Champion Air aircraft are very noisy											
22	Resident requests increased air traffic path in early morning and late evening. Aircraft fly over resident's home but not over southern highlands area											
23	Aircraft flying over Korman Valley Ranch are very disturbing. A possible flight path could be along the Black Mountains											
24	Nevada Trails resident states overflying aircraft are too loud. Westbound aircraft turn south too early. Resident suggests monitoring and enforcing flight rules											
25	Nevada Trails resident states that aircraft turn early over Nevada Trails or late over Rhodes Ranch when their flight path should be past Sierra High School. These aircraft are disruptive											

Legend: Open House, E-mail, Web site, Voicemail

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

## Summary of Comments Received

Count	Comment	Public Information	Aircraft Type	Runway Use	Flight Tracks / Profiles	Nighttime Operations	Enforcement	Monitoring	Noise Exposure Map	Noise Exposure	Noise Mitigation / Abatement	Other
26	Aircraft flying over Nevada Trails drop debris into resident's yard. Nevada Trails resident states overflying aircraft are too loud and that they have been awakened in early morning hours											
27	Nevada Trails resident states that aircraft flying over Nevada Trails are too loud. Aircraft could possibly fly along I 15 or SR215, which would be less disruptive to residents											
28	Residence at Schaefer St and Hobbie Ave is supposedly out of the LAS noise area, but resident notes they experience very intense aircraft noise. Airport should keep noise abatement designated noise cone											
29	Nevada Trails resident states that aircraft turn early over Nevada Trails or late over Rhodes Ranch when flight path should be over Sierra High School. These aircraft are disruptive. Champion Air aircraft are very noisy											
30	Rhodes Ranch resident can hear low flying, turning aircraft from inside house (both in early morning and late evening). Aircraft could possibly turn west or east of Rhodes Ranch											
31	Aircraft fly low and are very noisy over residence (Lugando Rd)											
32	Resident states aircraft that turn over the hills in the south area are consistently louder than the 6:00 AM, but set by the FAA. Stage 3 aircraft are the loudest											
33	Resident would like Champion Air to phase out 727 aircraft											

Legend: Open House, E-mail, Web site, Voicemail

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

# Summary of Comments Received





Count	Comment	Public Information								
		Aircraft Type	Business Use	Flight Tracks / Profiles	Flight Operations	Monitoring	Noise Exposure Map	Noise Mitigation / Abatement	Other	
34	Nevada Trails resident states that aircraft overflying are too loud (both in early morning and late evening).									
35	The noise near Rancho Vasco Apartments is very loud, and the resident is sure that it exceeds noise standards. Resident interested in finding out noise level in neighborhood.									
36	There appears to be a large number of aircraft that turn south after initial west departures.									
37	Resident states that increased aircraft noise has increased in the past few years. Resident would like to participate in noise study.									
38	Noise over West Rock Valley Club has increased significantly during the past 2 to 3 months.									
39	Nevada Trails resident states increased number of aircraft flying over Nevada Trails area. CODA could implement a procedure similar to the one employed at John Wayne Airport.									
40	Nevada Trails resident states that overflying aircraft are too loud.									
41	Resident suggests general aviation aircraft should be encouraged to use Henderson Executive and North Las Vegas airports by instituting higher landing fees at LAS.									
42	Resident notes NEMA need street names.									
43	Comments indicate states that number of overflying aircraft has significantly increased.									

**Legend**  
 Open House E-mail   
 Web site Voice mail

FAR Part 150 Noise Compatibility Study Update  
 Public Working Group Meeting - January 24, 2006






## LAS FAR Part 150 Study Update: Selecting Potential Measures

Adrian Jones, Ricondo & Associates, Inc.  
Peter Kirsch, Kaplan Kirsch & Rockwell

Public Working Group Meeting #6  
January 24, 2006





FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

## FAR Part 150 Study Objectives

- Develop a noise compatibility program that successfully reduces noise and improves land use compatibility.
- Prepare a noise compatibility program that is approvable by the FAA.
- Obtain determination from FAA that the program is eligible for federal funding.
- Evaluate and enhance the effectiveness of ongoing measures.
- Consider noise reduction in light of capacity needs.
- Address noise outside areas considered by FAA to be significantly affected (i.e., outside DNL 65 dB).
- Enlist the assistance of local governments and other neighbors.



FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

## Presentation Outline

- Terminology
- Noise *Abatement* Options
- Noise *Mitigation* Options
- Evaluation of Measures
- Strategic Considerations

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

## Key Distinction 1: Abatement versus Mitigation

**Noise *Abatement* Options** involve reducing aircraft noise at the source –

- using quieter aircraft
- instituting operational measures
- changes in approach or departure flight profiles

**Noise *Mitigation* Options** address aircraft noise from the point of the receiver –

- outright property acquisition
- acoustical treatment / soundproofing programs
- purchase of avigation easements
- land use control measures.

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006






## Key Distinction 2: Types of Mitigation

**Remedial mitigation** – intended to reduce or improve the compatibility of *existing* land uses (for instance sound insulation)

**Preventive mitigation** – intended to discourage the development of *new* incompatible land uses (i.e., zoning regulations, preparing/amending comprehensive plan documents, etc.)

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

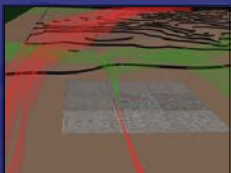
## Noise Abatement Options

**Airfield Design**

- Runway extensions
- Construct new runways
- Decommission existing runways
- Relocate runway thresholds



**Operational**

- Fanning departure tracks
- Flight tracks based on new navigational technologies to follow less noise-sensitive corridors
- Change departure profiles
- Departure profiles specific to runway ends
- Modify arrival profiles
- Increase or decrease utilization of runways
- Rotational runway use
- Ground runup facility



FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

## Noise Abatement Options

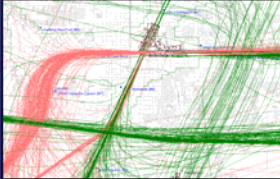



### Restrict operations

- Ground run-up restrictions
- Curfews
- Noise level restrictions
- Noise budget
- Limit number of operations



### Management

- Pilot awareness program
- Noise sensitive areas noted in pilots navigation chart



FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

## Noise Mitigation Options

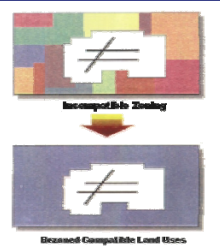



### Remedial

- Property acquisition
- Redevelopment programs
- Sound insulation
- Avigation easements
- Transaction assistance programs



### Preventive

- Land banking
- Comprehensive planning
- Growth management
- Noise overlay zones
- Property disclosure statements
- Transfer of development rights



FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006



## FAR Part 150 Requirements

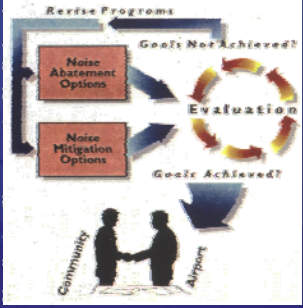



- FAR Part 150 requires consideration of *at least* the following measures:
  - Property acquisition and avigation easements
  - Noise barriers and acoustical shielding
  - Preferential runway system
  - Noise abatement flight procedures and flight tracks
  - Mandatory noise rules
  - Other actions to control or abate noise
  - Other actions recommended for airport-specific analysis by the FAA

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006



## Evaluation Process



FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006



## Technical Evaluation of Measures

- Level of Noise Reduction
- Effects on airfield capacity and aircraft delay
- Effects on airspace/air traffic control procedures
- Consistency with FAA safety and other standards
- Other environmental effects (e.g., air quality)
- Operational effects and costs
- Financial feasibility
- Consistency with Clark County policies

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

## Regulatory Evaluation of Measures

- All measures must –
  - Reduce incompatible land use and prevent or reduce future incompatible land use
  - Ensure safety and efficiency
  - Be consistent with powers and duties of the FAA
  - Be subject to revision if necessary
- Noise restrictions or rules must –
  - Not unjustly discriminate
  - Not impose an undue burden on interstate commerce (requires balancing of interests)
  - Meet both local needs and national air transportation system needs

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

## Noise Restrictions or Rules



- May be subject to ANCA and FAR Part 161
  - Curfews, etc.
  - FAA does *not* approve noise rules through FAR Part 150
- Even if not subject to FAR Part 161, must withstand rigorous scrutiny
  - Reduce existing land use incompatibility *above DNL 65 dB*
  - Reasonable and not unjustly discriminatory
  - No undue burden on interstate commerce
  - New FAA standard = "balanced approach"

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

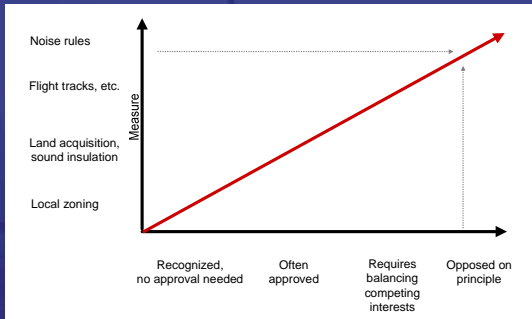
## Getting FAA Approval of Program



- FAA review and acceptance of Noise Exposure Map
  - Technical review only
- FAA review study for completeness
  - Technical, policy, effectiveness review
- FAA 180-day review of each individual measure
- FAA actions for each measure at end of review period
  - Approve
  - Reject
  - Demand additional study (including environmental study)
- Additional FAA review (no deadline) for any airspace measures (maybe FAA environmental review also)

FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

## Difficulty of Getting FAA Approval





FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

## Strategic Challenges



- Find effective *and* approvable measures
- If no "silver bullet," focus on combination of measures
- Ensure that measures are enforceable and will be implemented
- Understand and work within the limitations of FAR Part 150
- Address noise outside DNL 65 dB without violating Lott Amendment
- Balance competing interests (e.g., carriers, pilots, neighbors)
- Balance noise, safety and capacity



FAR Part 150 Noise Compatibility Study Update  
Public Working Group Meeting – January 24, 2006

# Initial Recommendations of Reasonable Noise Reduction Measures

**Jeffrey M. Jacquart, Airport Program Administrator**  
**Clark County Department of Aviation**  
**FAR Part 150 Update Public Working Group**  
**February 28, 2006**



1

## Purpose

- ❖ Present initial list of noise reduction measures to carry forward in the 2005/2006 FAR Part 150 Noise Compatibility Plan Update for McCarran International Airport (LAS).
  - ❖ Previous Noise Compatibility Measures (including clarification or amendments – depicted in a green color).
  - ❖ Previous non-Noise Compatibility Measures (new formal Part 150 measures – depicted in a red color).
  - ❖ Measures discussed, in general, through the Public Working Group (new formal Part 150 measures – depicted in a red color).
  - ❖ Measures suggested by individual Public Working Group members (new formal Part 150 measures – depicted in a red color).
  - ❖ Other measures.
- ❖ Discuss "reasonableness".
- ❖ Clarify vagueness, when appropriate.



2

## Initial Recommendations

1. Clarify informal preferential runway use program:
  - 1a. 25R is preferred JET departure runway;
  - 1b. 25L is preferred JET arrival runway;
  - 1c. 19L will be used by JETs only when weather, traffic congestion, or construction conditions require use; (8 PM to 8 AM time limit removed since "traffic congestion" is currently the overriding factor.)
  - 1d. 1R is preferred JET departure runway when northern departures required;
  - 1e. 7L is preferred JET departure runway when eastern departures required;
  - 1f. JET defined as aircraft weighing more than 75,000 lbs.
2. Clarify preferred departure flight procedures and improve compliance:
  - 2a. 4 NM (from DME) runway heading for 25L/R JET departures / right-hand pattern;
  - 2b. 3 NM (from DME) runway heading for 25L/R JET departures / left-hand pattern;
    - Review development/establishment of a "straight out" procedure?
  - 2c. 3 NM (from DME) runway heading for 19L/R JET departures;
  - 2d. 7 NM (from DME) runway heading for 07L/R JET departures;
  - 2e. 2 NM (from DME) runway heading for 01L/R JET departures;
  - 2g. Include helicopter tour departure procedures within measure.

3

## Initial Recommendations

3. Conduct a study to assess the distant noise abatement departure profile (NADP) for JETS on runways 25L/R, 19L/R, and 07L/R. (Due to location of Nellis's airspace, a distant NADP on 01L/01R is not feasible.)
4. Identify preferred arrival flight corridors which mimic, if safe and efficient, the same areas as those impacted by the departure procedures.
  - 4a. Review if runway heading from 9 NM for 01L/R arrivals is feasible?
  - 4b. Review standard arrival flow into 07L/07R?
  - 4c. Include helicopter tour arrival procedures within measure.
5. Conduct a study to assess benefit of the continuous descent approach (CDA) procedure for JETS on all runways? (Community benefits were found approximately 10 miles from the Sacramento Mather Airport.)
6. Continue to use designated locations for engine run-up maintenance activity.



4




## Initial Recommendations

7. Continue to encourage airlines to utilize quieter aircraft. (Establish a recognition/award program, combined with #2 [flight track conformance] for LAS's "flying quietly" airlines.)
8. Continue to support legislation which phases-out noisier aircraft:
  - 8a. Stage 3.5 (or higher) standards for JET aircraft.
  - 8b. Stage 3 (or higher) standards for non-JET aircraft.
9. Continue to support use of other General Aviation reliever airports for non-JET aircraft.
10. Continue pursuit of Southern Nevada Regional Heliport. (Intended to accommodate helicopters providing tours to/from the Grand Canyon.)
11. Continue bi-annual noise monitoring program for fixed-wing traffic and helicopter tour traffic originating from LAS.

5

## Initial Recommendations

12. Expand noise compatibility public information program:
  - 12a. Develop fly quietly brochure for JET and GA aircraft at LAS. (See page 10 for an example.)
  - 12b. Include fly quietly procedures in Jeppesen charts.
  - 12c. Expand material contained within the bi-monthly noise complaint report.
  - 12d. Hold regular meetings with Chief Pilots and/or local managers.
  - 12e. Continue regular meetings with helicopter operators.
  - 12f. Redistribute noise information material to real estate community.
  - 12g. Post additional noise information on website.
13. Continue to work with the Clark County Department of Comprehensive Planning, City of Henderson Community Development Department, and UNLV to amend land use and/or master plans to discourage the introduction of noise sensitive and otherwise incompatible land uses within the airport environs.
  - 13a. Utilize a 65 DNL area or 60 DNL area?
  - 13b. Amend CMA boundary, through Congress, to reflect recent NEM?

6

## Initial Recommendations

14. Continue to support redevelopment in areas transitioning from noise sensitive land uses to an airport compatible use.  
(Examples include areas south of Helen Cannon Middle School and northwest of I-215 and I-15.)
15. Continue Airport Environment Overlay District (AEOD) land use compatibility requirements currently included in County and Henderson development codes.
  - 15a. Codify 25 dB sound attenuation in 60 DNL?
  - 15b. Apply mixed-use sound attenuation requirements for residential mid to high-rise projects?
    - 35 dB sound attenuation required for residential units in 65 DNL or higher, and greater than 35 feet?
    - 30 dB attenuation required for units in 60 DNL, and greater than 35 feet?
16. Update AEOD map in County and Henderson codes.
  - 16a. 2011 or 2017 NEM?
  - 16b. Amend Major Flight Corridor to reflect recent NEM.

## Initial Recommendations

17. Continue to review land use applications and express/condition airport related issues.
  - 17a. Improve coordination of noise disclosure requirements.
  - 17b. Develop penalty for developers which don't follow conditions.
18. Pursue airport noise disclosure requirements at local or state level.
  - 18a. Improve current conditions to include stand-alone language and proximity map. (See page 11-12 for an example.)
  - 18b. Utilize supplemental noise metric in disclosure issues?
19. Continue aviation easement requirements in the County and Henderson development process.
  - 19a. Create database which identifies parcels containing an aviation easement.

## Initial Recommendations

20. Acquire or soundproof, as a voluntary measure, existing incompatible land uses in the new/amended AE-70. (See maps on pages 19-20.)  
(No incompatible land uses exist in the AE-75.)  
(Existing uses constructed with appropriate sound attenuation requirements are deemed "compatible".)  
(Relocation costs not reimbursable.)
21. Acquire vacant parcels in the new/amended AE-70 that are master planned for incompatible land uses when adjacent/nearby development is airport compatible.
22. Expand the voluntary property acquisition or soundproof program to existing incompatible land uses in the new/amended AE-65. (See maps on pages 19-20.)  
(See #20 notes)
23. Expand acquisition of vacant parcels in the new/amended AE-65 that are master planned for incompatible uses when adjacent/nearby development is airport compatible.



## Stand-Alone Noise Disclosure Statement

APN: \_\_\_\_\_

AIRPORT NOISE DISCLOSURE STATEMENT

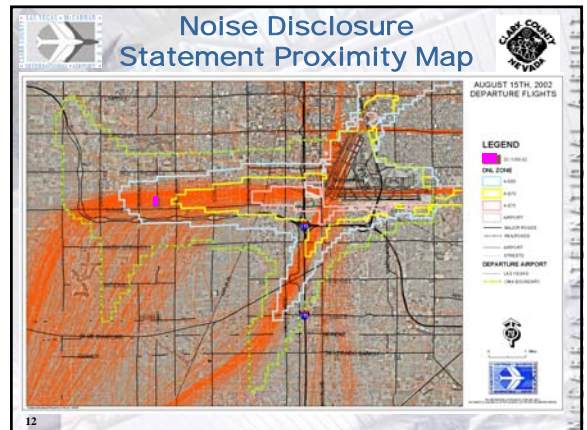
**AIRPORT NOISE.** The buyer hereby acknowledges that he/she is aware of the proximity of McCarran International Airport, the North Las Vegas Airport, and/or the Henderson Executive Airport to this development. The buyer also fully understands that existing and future noise levels at this location, associated with existing and future airport operations, may have an effect upon the livability, value, and suitability of the property for residential use. The buyer also understands that these airports have been at their present location for many years, and that future demand and airport operations may increase significantly. For further information, contact the Clark County Department of Aviation at P.O. Box 11005, Las Vegas, NV 89111-1005, (702) 261-5100.

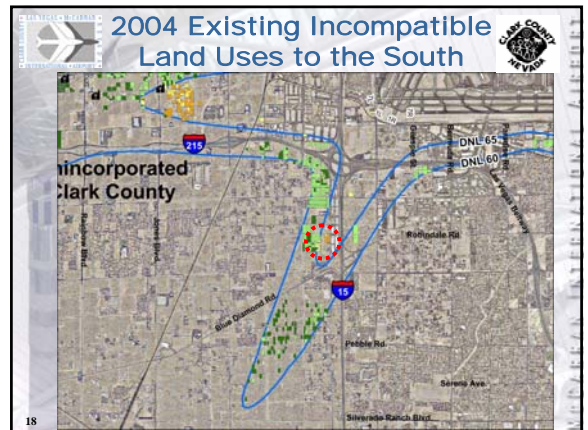
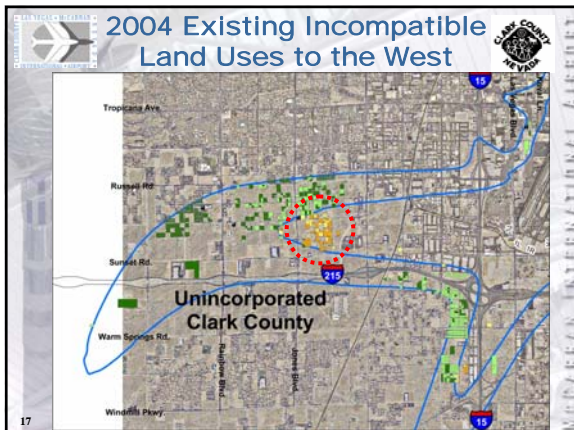
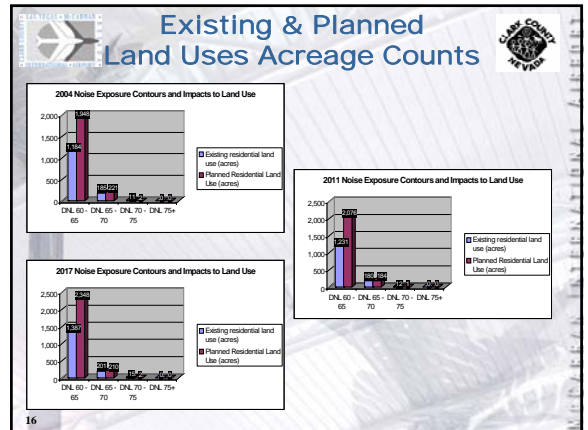
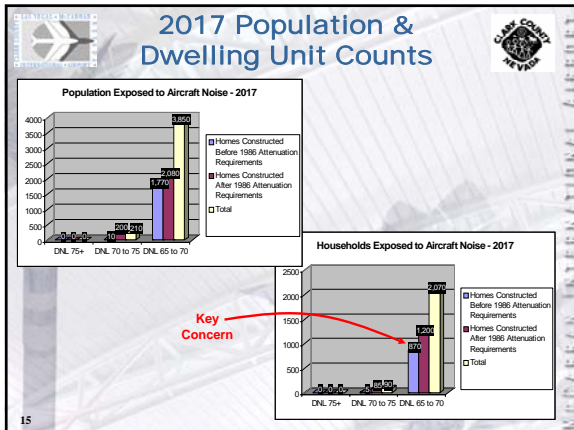
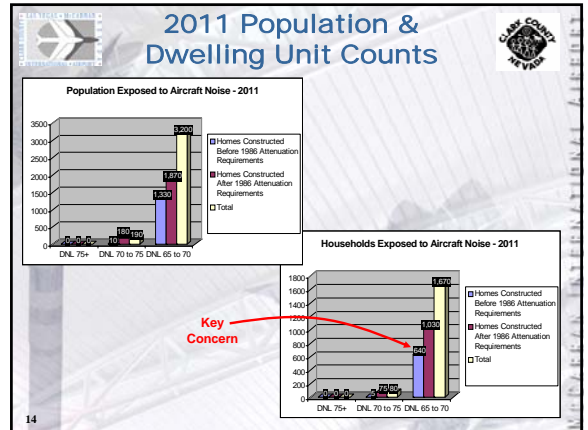
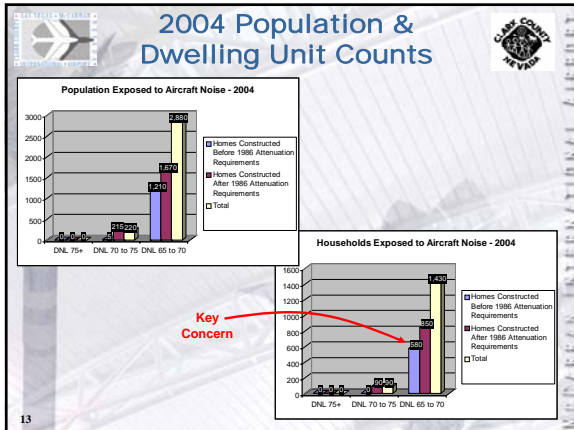
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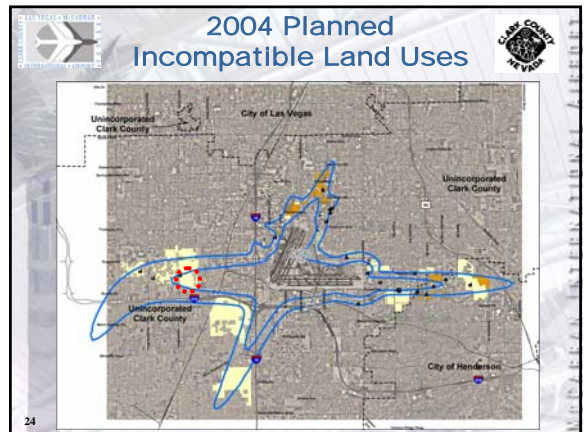
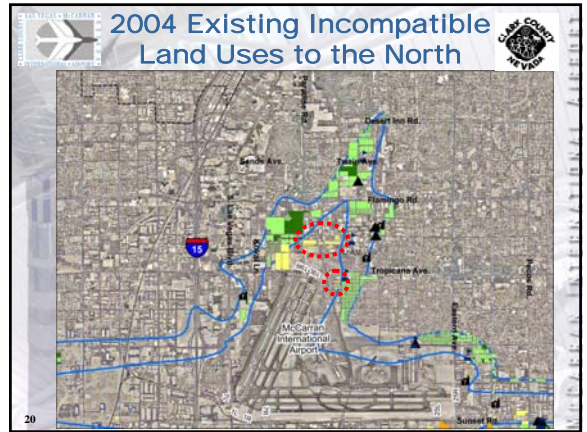
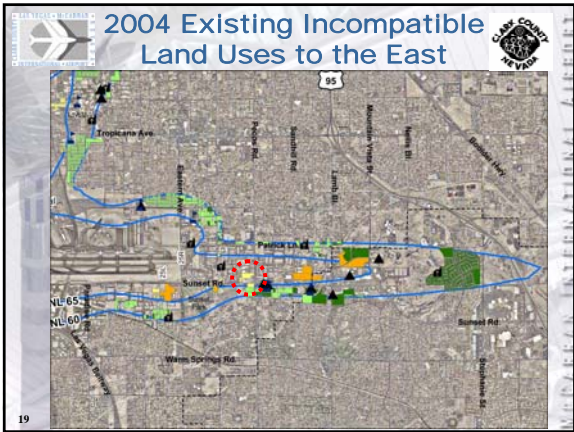
Buyer #1 Name (Printed) \_\_\_\_\_ Buyer #2 Name (Printed) \_\_\_\_\_

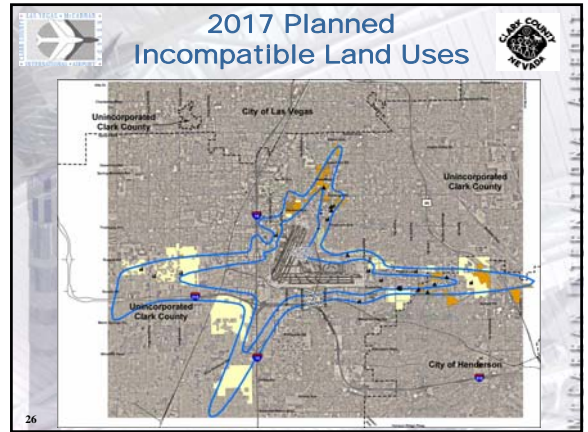
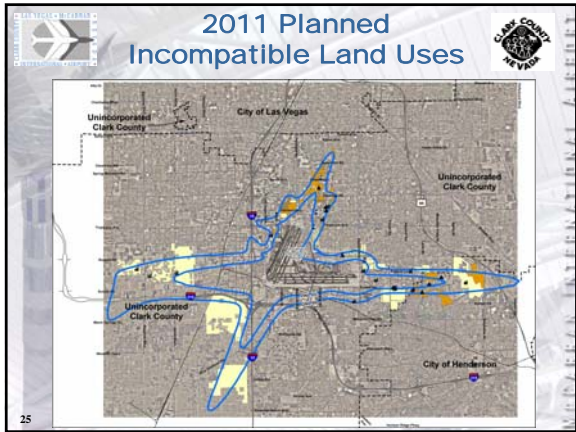
Property Address \_\_\_\_\_

cc: Clark County Department of Aviation  
Noise Abatement Officer  
P.O. Box 11005  
Las Vegas, NV 89111-1005













## FAR Part 150/Noise Compatibility Study Update

### McCarran International Airport – Airfield and Airspace Capacity

John Bergener  
Ricondo & Associates, Inc

Optional Public Working Group Meeting  
March 14, 2006



FAR Part 150 Noise Compatibility Study Update  
Optional Public Working Group Meeting – March 14, 2006

## Types of Airport Capacity



- **Airfield and Airspace Capacity:** The ability of an airfield configuration and the supporting airspace to service aircraft operations at a given level of delay
- **Terminal Capacity:** The ability of the Airport terminal complex to service passenger movements and aircraft parking demand
- **Ground Access Capacity:** The ability of the Airport roadway and parking systems to service vehicle access and parking demand

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## Definitions



- **Airfield and Airspace Capacity:** The ability of an airfield configuration and the supporting airspace to service aircraft operations at a given level of delay
- **Acceptance Rate:** The rate at which an airfield configuration can safely and efficiently accept arriving aircraft (e.g., arrivals/hour)
- **Departure Rate:** The rate at which an airfield configuration can safely and efficiently process departing aircraft (e.g., departures/hour)

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## Capacity – How Is It Determined?



- **Airfield and Airspace Capacity** is not a fixed number and can vary due to several factors:
  - Fleet mix (composition and variability)
  - Weather/visibility (local and remote)
  - Airfield configuration
  - Controller inputs
  - Airspace demand from other airports/overflights

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## Fleet Mix



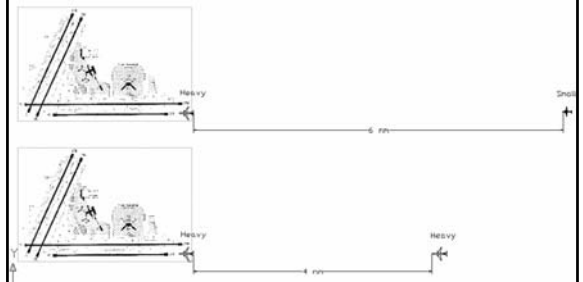
- Fleet mix affects runway acceptance and departure rates due to spacing requirements between subsequent aircraft and aircraft performance characteristics.

		Trailing Aircraft			
		Heavy	B757	Large	Small
Leading Aircraft	Heavy	4 nm	5 nm	5 nm	6 nm
	B757	4 nm	4 nm	4 nm	5 nm
	Large	3 nm	3 nm	3 nm	4 nm
	Small	3 nm	3 nm	3 nm	3 nm

- In general, a smaller and more homogeneous fleet mix will result in more capacity than a larger more heterogeneous fleet mix.
- The reliever airports provided by the CCOA system promotes the segregation of smaller versus larger aircraft types.
  - General Aviation Airports versus International Airports.

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## Separation Standard Diagram



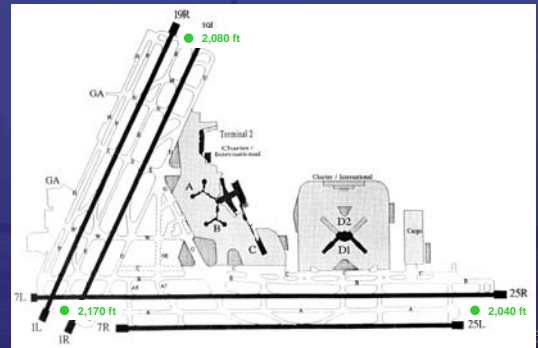
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## Weather/Visibility

- Local weather
  - Hot summer temperatures may reduce the number of runways available for departures by long distance flights and/or by certain aircraft
  - Lower visibility due to poor weather may reduce the number of runways available for arrival operations due to limited instrumentation
  - Lower visibility due to poor weather may result in maintenance of strict separation standards to the runway threshold
  - Wet runways may result in longer runway occupancy times for arrivals and slow operations on crossing runways
- Remote weather
  - Weather in the region may decrease the airspace capacity in one or more directions for arriving or departing flights
  - Weather at destination airports may result in aircraft at LAS being held on the ground

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## LAS Elevations



1410  
0006

## Monthly Airfield Configuration at LAS

Percent use by runway configuration (2004)

Month	Airfield Flow Configuration							
	South/West (19-25)	North/West (01-25)	North/East (01-07)	South/East (07-19)	North (01's)	South (19's)	East (07's)	West (25's)
January	85.9%	8.7%	4.4%	0.0%	0.6%	0.4%	*	*
February	73.9%	18.7%	5.8%	0.0%	1.6%	0.1%	*	*
March	78.7%	15.5%	5.0%	0.0%	0.7%	0.2%	*	*
April	80.1%	11.0%	6.7%	0.0%	2.1%	0.2%	*	*
May	94.4%	4.7%	0.5%	0.0%	0.3%	0.1%	*	*
June	88.0%	1.7%	2.5%	0.0%	0.2%	0.2%	*	*
July	79.5%	1.8%	0.9%	18.4%	0.3%	0.1%	*	*
August	93.0%	3.2%	1.8%	1.7%	0.2%	0.2%	*	*
September	84.9%	11.6%	0.8%	1.6%	0.7%	0.3%	*	*
October	84.2%	8.4%	4.9%	1.6%	0.7%	0.2%	*	*
November	69.7%	17.9%	9.4%	0.0%	2.9%	0.1%	*	*
December	73.4%	17.9%	7.9%	0.0%	0.6%	0.2%	*	*
Annual Ave	82.2%	10.1%	4.2%	2.4%	0.9%	0.2%	*	*
		9.9% vfr						
		0.2% i/r						

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## Airfield Configuration - General

- For a single runway in good weather conditions, the following general rates are representative:
  - Acceptance rate ~ 35 to 40 arrivals/hour (140 knots / 3.x nm average separation)
  - Departure rate ~ 45 to 55 departures/hour
  - Total ~ 45 to 55 operations/hour
- For closely spaced parallel runways in good weather, the following general rates are representative:
  - Acceptance rate ~ 50 to 55 arrivals/hour (140 knots / 2.x nm average separation)
  - Departure rate ~ 50 to 60 departures/hour (unless courses diverge by > 15 degrees immediately after departure; then rate could be higher)
  - Total ~ 85 to 95 operations/hour

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## Airfield Configuration (19-25)

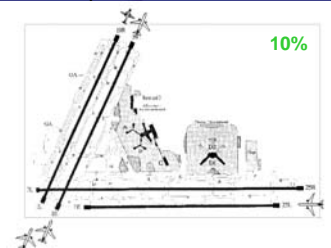
- Arrival priority: Acceptance rate ~ 55 to 60 arrivals/hour  
Departure rate ~ 45 departures/hour
- Departure priority: Acceptance rate ~ 44 to 46 arrivals/hour  
Departure rate ~ 55 to 65 departures/hour
- Total = 99 to 111 operations/hour



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## Airfield Configuration (01-25)

- Arrival priority: Acceptance rate ~ 54 arrivals/hour  
Departure rate ~ 45 to 60 departures/hour
- Departure priority: Acceptance rate ~ 45 arrivals/hour  
Departure rate ~ 50 to 60 departures/hour
- Total = 95 to 114 operations/hour

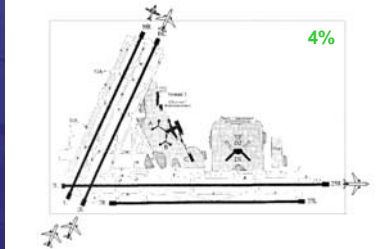


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### Airfield Configuration (01-07)



- **Arrival priority:** Acceptance rate ~ 54 arrivals/hour  
Departure rate ~ 45 to 60 departures/hour
- **Departure priority:** Acceptance rate ~ 54 arrivals/hour  
Departure rate ~ 50 to 60 departures/hour
- **Total = 99 to 114 operations/hour**

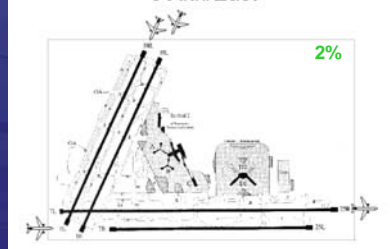


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March 14, 2006

### Airfield Configuration (07-19)



- **Arrival priority:** Acceptance rate ~ 40 to 45 arrivals/hour  
Departure rate ~ 50 to 60 departures/hour
- **Departure priority:** Acceptance rate ~ 40 to 45 arrivals/hour  
Departure rate ~ 50 to 60 departures/hour
- **Total = 90 to 105 operations/hour**



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### Airfield Configuration (01s)



- **Arrival priority:** Acceptance rate ~ 50 to 55 arrivals/hour  
Departure rate ~ 30 to 35 departures/hour
- **Departure priority:** Acceptance rate ~ 30 to 35 arrivals/hour  
Departure rate ~ 45 to 55 departures/hour
- **Total = 75 to 90 operations/hour**



Capacity Study Update  
March 14, 2006

### Airfield Configuration (19s)



- **Arrival priority:** Acceptance rate ~ 40 to 45 arrivals/hour  
Departure rate ~ 30 to 35 departures/hour
- **Departure priority:** Acceptance rate ~ 30 to 35 arrivals/hour  
Departure rate ~ 45 to 55 departures/hour
- **Total = 75 to 80 operations/hour**

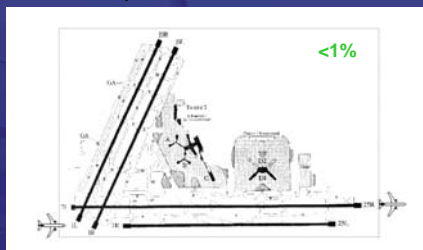


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March 14, 2006

### Airfield Configuration (07s)



- **Arrival priority:** Acceptance rate ~ 30 to 35 arrivals/hour  
Departure rate ~ 45 to 55 departures/hour
- **Departure priority:** Acceptance rate ~ 30 to 35 arrivals/hour  
Departure rate ~ 45 to 55 departures/hour
- **Total = 75 to 80 operations/hour**

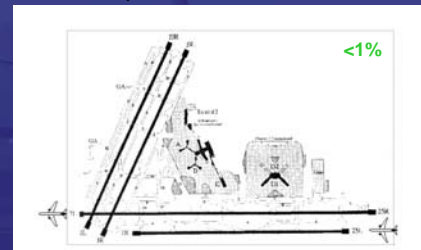


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### Airfield Configuration (25s)



- **Arrival priority:** Acceptance rate ~ 30 to 35 arrivals/hour  
Departure rate ~ 45 to 55 departures/hour
- **Departure priority:** Acceptance rate ~ 30 to 35 arrivals/hour  
Departure rate ~ 45 to 55 departures/hour
- **Total = 75 to 80 operations/hour**



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## Capacity - Other Factors



- Other factors causing airfield and airspace capacity to vary:
  - Controller inputs –duty priorities change based on other workloads at the time; Numerous overflight, VFR, or satellite airport operations will impact capacity because those additional operations also require attention
  - Airspace demand/conflicts with other airports – for example, the location of Nellis Air Force Base reduces the acceptance rate of Runways 19L and 19R

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## Airfield and Airspace Capacity



- Summary – Airfield and airspace capacity can vary due to several factors:
  - Fleet mix (composition and variability)
  - Weather/visibility (local and remote)
  - Airfield configuration
  - Controller inputs
  - Airspace demand from other airports/overflights
- So, how do we estimate this variable quantity to determine an average annual capacity (i.e., the average annual delay per operations we would expect to be associated with some level of demand)?

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## Airfield and Airspace Capacity Modeling



- Why model airport operations?
  - Help visualize air traffic and runway use configurations
  - Provide capacity and delay comparisons between proposed alternatives
  - Provide additional data for use in the decision making process
- How do we model airport operations?
  - Capacity modeling uses the Total Airport and Airspace Modeler (TAAM)
  - TAAM is a fast-time simulation model that incorporates randomization of aircraft flight characteristics

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## TAAM Example



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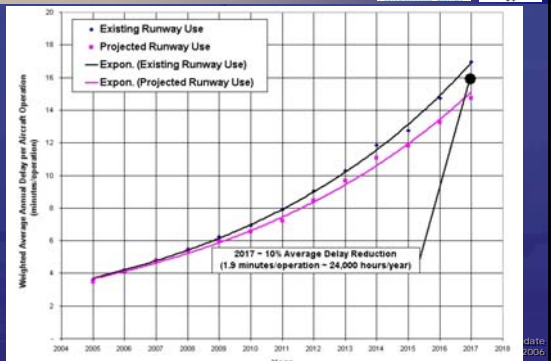
## Model Input Data



- Operational demand and aircraft fleet mix
- Runway use percents → Runway configuration percents
- Air traffic control procedures
- Model Calibration: Ensuring TAAM and INM inputs are the same

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## Baseline Capacity Analysis – All Weather



date: 2006

## Summary



- Airfield and airspace capacity can vary due to several factors:
  - Fleet mix (composition and variability)
  - Weather/visibility (local and remote)
  - Airfield configuration
  - Controller inputs
  - Airspace demand from other airports/overflights
- Airfield and airspace capacity model:
  - Inputs account for some sources of variability and are based on actual and projected data
  - Results are weighted/annualized to capture the relative effects each airfield configuration has on average capacity

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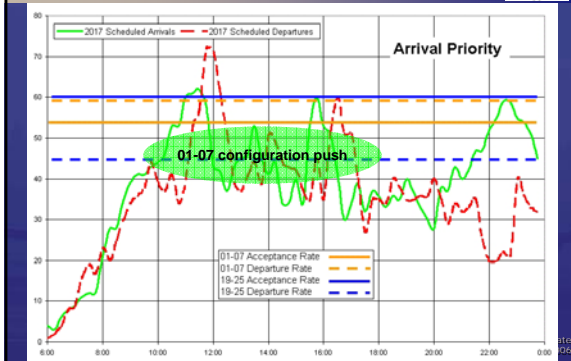
## Preliminary Questions



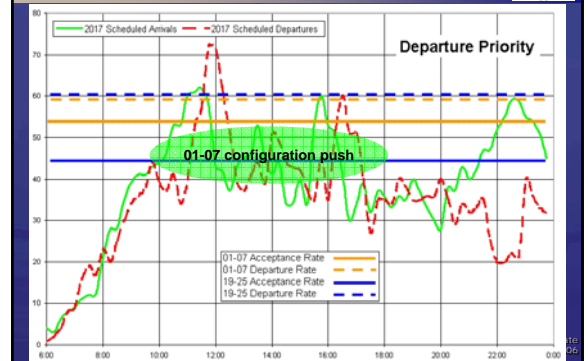
- 1. Why does the simulation show that using the 01-07 and 01-25 configurations would be expected to result in less average annual delay per operation than the 19-25 configuration? Didn't the previous slides show that there is very little difference between the capacities of the 19-25, 01-25, and 01-07 configurations?
- 2. If the 01-07 configuration has approximately the same capacity rates, why doesn't the Airport operate in this configuration more frequently?

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## Arrival Priority



## Departure Priority



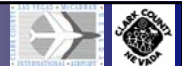
## Additional Information



- The two previous diagrams show that the 01-07 configuration has a more even capacity balance between acceptance rate and departure rate in comparison to the 19-25 configuration
- These more balanced rates in combination with the relatively close arrival and departure demand peaks, result in less overall delay throughout the day
- Additionally, the more balanced operation results in less controller workload and reduces delays associated with changing from one priority operation to the other

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## Additional Information



- The primary determinant of the runway operating configuration used is the existing and near term forecast weather/wind.
- Based on a recent 10 year weather data sample:
  - Using a 5 knot or greater headwind threshold (the FAA criteria), the 01-07 configuration can be used 25% of the time.
  - If the 01-07 configuration is also used during "calm winds", this percent increases to 38%.
    - Changing the preferred calm wind runway configuration does not address historical residential development patterns and runway use programs.
- Based on these figures, the projected use of Runway 07L for departures (20% in 2017) is less than that permitted if the decisions were made solely based on wind direction and speed.
  - Future runway use balances capacity demands and historical preferred runway use program.

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Questions



> Other Questions?



CLARK COUNTY  
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# Continued Discussion of Reasonable Noise Reduction Measures

Jeffrey M. Jacquart, Airport Program Administrator  
Clark County Department of Aviation  
FAR Part 150 Update Public Working Group  
March 28, 2006

CLARK COUNTY  
NEVADA

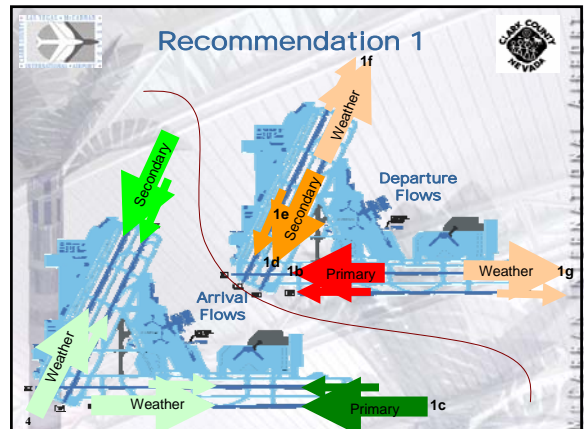
## Recommendations Key

Overall Support (OS) –	A majority of the PWG supports the noise reduction measure.
Mixed Support (MS) -	The PWG is divided on supporting the noise reduction measure.
Limited Support (LS) -	A majority of the PWG does not support the noise reduction measure.
Additional Assessment Needed (AN) –	The PWG believes additional assessment and review of the measure is needed before a final position can be made.
No Position (NP) -	The PWG has no position of the noise reduction measure.

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## Recommendation 1

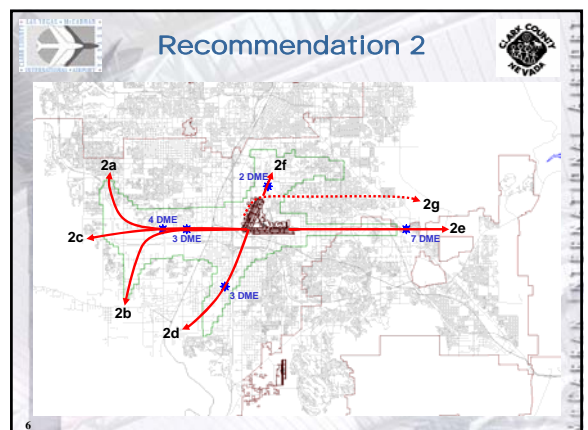
1. Maintain (and clarify) informal preferential runway use program:
  - 1a. JET defined as aircraft weighing more than 75,000 lbs. (Same as ANCA criteria. Clarifies if program tied to scheduled air carriers, all air carriers, or turbojets.)
  - 1b. 25R is the preferred JET departure runway. (Not just for scheduled air carrier jets.)
  - 1c. 25L is the preferred JET arrival runway. (Established in the 1988 EA to construct 7R-25L.)
  - 1d. 19L is the preferred JET departure runway when southern departures required. (Established in the 1994 EA to upgrade 1L-19R.)
  - 1e. Between 8 PM and 8 AM, if weather, traffic congestion, or construction conditions permit, JET operations on 19L and 19R will be restricted. (1978 regulation applied restriction to turbojet aircraft, unless operational requirements dictate. 1988/1989 & 1994 FAR Part 150 programs applied restriction to air carrier operations, when air traffic and weather conditions permit. Clarifies "air traffic" issues.)
  - 1f. 1R is preferred JET departure runway when northern departures required. (Established in the 1994 EA to upgrade 1L-19R.)
  - 1g. 7L is preferred JET departure runway when eastern departures required. (Established in the 1988 EA to construct 7R-25L.)
  - 1h. If safe and efficient, move towards greater "equalization" of runway use?



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## Recommendation 2

2. Clarify preferred departure flight procedures and improve compliance:
  - 2a. 4 NM (from DME) runway heading for 25L/R JET departures / right-hand pattern. (Prevents aircraft from turning before passing Rainbow.)
  - 2b. 3 NM (from DME) runway heading for 25L/R JET departures / left-hand pattern. (Prevents aircraft from turning before passing Jones.)
  - 2c. Review development of a formal "straight out" procedure for 25L/R. (Encourages greater use of this procedure currently being utilized on an ad hoc basis.)
  - 2d. 3 NM (from DME) runway heading for 19L/R JET departures. (Prevents aircraft from utilizing a runway heading beyond Blue Diamond Road.)
  - 2e. 7 NM (from DME) runway heading for 07L/R JET departures. (Prevents aircraft from turning before passing Boulder Highway.)
  - 2f. 2 NM (from DME) runway heading for 01L/R JET departures. (Prevents aircraft from turning before passing Jones.)
  - 2g. Helicopter tour departure procedures along Tropicana Avenue. (Keeps helicopters over a major roadway.)



## Recommendation 3

3. Conduct a study to assess the *distant noise abatement departure profile (NADP)* for JETS on runways 25L/R, 19L/R, and 07L/R. (Due to location of Nellis's airspace, a distant NADP on 01L/01R is not feasible.)

The diagram shows a 'Departure Profile Procedures' chart with 'Lift Bank', 'Reduce Power', and 'Reverse Normal Climb' stages. Below it, a noise contour map for T47-400 85 dBA contours shows a 'Quieter farther from the airport' profile (green) with a 17% noise reduction compared to a standard profile (red). The standard profile is labeled 'Close-in Community Procedure' and the quieter profile is 'Distant Community Procedure'.

## Recommendation 4

4. Identify preferred arrival flight corridors which mimic, if safe and efficient, the same areas as those impacted by the departure procedures.

- 4a. Review if runway heading from 9 NM for 01L/R arrivals is feasible.
- 4b. Review standard arrival flow into 07L/07R.
- 4c. Helicopter tour arrival procedures along Charleston Blvd., Fremont St., Industrial Rd., and I-15.

## Recommendation 4

The map shows flight corridors and noise contours for Recommendation 4. Corridor 4a is a green line from the airport to the west. Corridor 4b is a red line from the airport to the east. Corridor 4c is a green line from the airport to the north. Noise contours are labeled with DME distances: 4 DME, 3 DME, 2 DME, and 7 DME.

## Recommendation 5

5. Conduct a study to assess benefit of the continuous descent approach (CDA) procedure for JETS on all runways. (Community benefits were found approximately 10 miles from the Sacramento Airport.)

The graph compares 'WIDE AREA MONITORING APPROACH' and 'Continuous Descent Approach'. The WAMA graph shows a steep climb to 10,000 feet, a level cruise at 10,000 feet, and a steep descent. The CDA graph shows a continuous climb to 10,000 feet, a level cruise at 10,000 feet, and a continuous descent. The CDA is labeled 'Designed for fuel efficiency' and 'Quieter farther from the airport'. A noise contour map below shows a 37% noise reduction for T47-400 85 dBA contours.

## Recommendation 6

6. Continue to use designated locations for engine run-up maintenance activity.

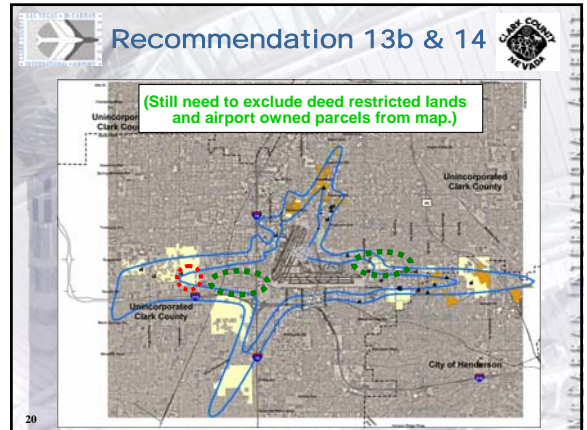
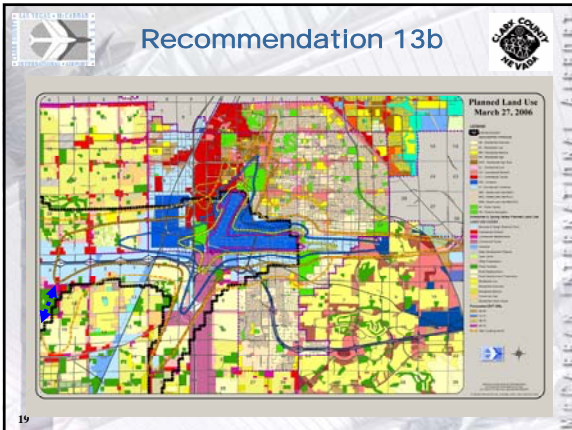
The map shows designated locations for engine run-up maintenance activity, marked with blue stars on the airport grounds.

## Recommendation 7 - 11

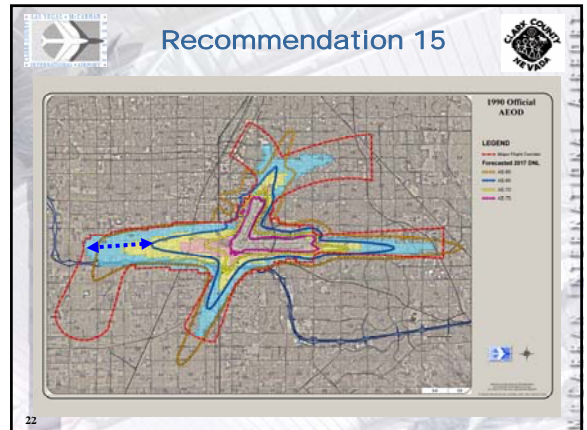
- 7. Continue to encourage airlines to utilize quieter aircraft. (Establish a recognition program for LAS's "flying quietly" airlines, which combines fleet mix with flight track conformance.)
- 8. Continue to support legislation which phases-out noisier aircraft:
  - 8a. Stage 3.5 (or higher) standards for JET aircraft.
  - 8b. Stage 3 (or higher) standards for non-JET aircraft.
- 9. Continue to support use of other General Aviation reliever airports for non-JET aircraft.
- 10. Continue pursuit of Southern Nevada Regional Heliport. (Intended to accommodate helicopters providing tours to/from the Grand Canyon.)
- 11. Continue bi-annual noise monitoring program for fixed-wing traffic and helicopter tour traffic originating from LAS.







- ## Recommendation 15 & 16
15. Update AEOD map in County and Henderson codes.
    - 15a. 2011 or 2017 NEM?
    - 15b. Amend Major Flight Corridor to reflect recent NEM.
  16. Continue Airport Environment Overlay District (AEOD) land use compatibility requirements currently included in County and Henderson development codes.
    - 16a. Codify 25 dB sound attenuation in 60 DNL and beef-up higher DNL requirements?
    - 16b. Apply mixed-use sound attenuation requirements for residential mid to high-rise projects?
      - 35 dB sound attenuation required for residential units in 65 DNL or higher, and greater than 35 feet?
      - 30 dB attenuation required for units in 60 DNL, and greater than 35 feet.
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## Recommendation 16

TABLE 30.48-AE LAND USE COMPATIBILITY IN THE AIRPORT ENVIRONMENT (SUCM-STANDARD LAND USE CLASSIFICATION MANUAL-SEE TABLE 30.44-I)

CODE #S	SUCM MAJOR GROUPS	SUCM MINOR GROUPS	SUBDISTRICTS RISK ZONES AND NOISE ZI							
			AE-RPZ	APZ-1	APZ-2	AE-65	AE-70	AE-75	AE-80	
0	Undetermined	An undetermined use	U	U	U	U	U	U	U	U
0	Nonresidential	General accessory use	U	U	U	U	U	U	U	U
0	Residential	General accessory use	U	U	U	U	U	U	U	U
1110	Residential	Accessory use to residential (up to 2 du/ac)	NO	NO	YES	25	30	[NO]	[NO]	[NO]
1110	Residential	Single family (up to 2 du/ac)	NO	NO	YES	25	30	[NO]	[NO]	[NO]
1115	Residential	Accessory use to residential (over 2 du/ac)	NO	NO	YES	25	[NO]	[NO]	[NO]	[NO]
1115	Residential	Single family (over 2 du/ac)	NO	NO	NO	25	[NO]	[NO]	[NO]	[NO]
1120	Residential	Two family	NO	NO	NO	25	[NO]	[NO]	[NO]	[NO]
1130	Residential	Multifamily structures	NO	NO	NO	25	[NO]	[NO]	[NO]	[NO]
1200	Residential	Group quarters	NO	NO	NO	25	[NO]	[NO]	[NO]	[NO]
1300	Residential	Residential hotels	NO	NO	NO	25	[NO]	[NO]	[NO]	[NO]
1410	Residential	Permanent mobile home parks/courts	NO	NO	NO	25	[NO]	[NO]	[NO]	[NO]
1420	Residential	Transient mobile home parks/courts (Also known as RV Parks)	NO	NO	YES	25	[NO]	[NO]	[NO]	[NO]
1510	Residential	Hotels and motels & tourist courts	NO	NO	NO	25	[NO]	[NO]	15	[NO]
1900	Residential*	Other residential	NO	NO	NO	25	[NO]	[NO]	[NO]	[NO]
1910	Manufacturing	Food & kindred products	NO	NO	YES/3	YES	YES	1 (10)	1 (15)	1

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- ## Recommendation 17 - 19
17. Continue to review land use applications and express/condition airport related issues.
    - 17a. Improve coordination of noise disclosure requirements.
    - 17b. Develop penalty for developers which don't follow conditions.
  18. Pursue airport noise disclosure requirements at local or state level.
    - 18a. Improve current conditions to include stand-alone language and proximity map.
    - 18b. Utilize supplemental noise metric in disclosure issues?
  19. Continue aviation easement requirements in the County and Henderson development process.
    - 19a. Create database which identifies parcels containing an aviation easement.
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## Recommendation 18a

APN: \_\_\_\_\_

### AIRPORT NOISE DISCLOSURE STATEMENT

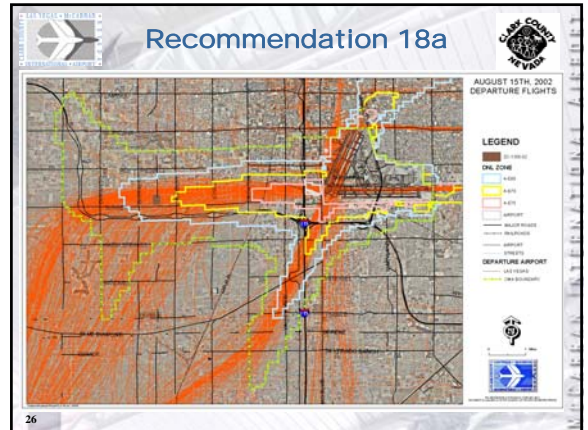
**AIRPORT NOISE.** The buyer hereby acknowledges that he/she is aware of the proximity of McCarran International Airport, the North Las Vegas Airport, and/or the Henderson Executive Airport to this development. The buyer also fully understands that existing and future noise levels at this location, associated with existing and future airport operations, may have an effect upon the livability, value, and suitability of the property for residential use. The buyer also understands that these airports have been at their present location for many years, and that future demand and airport operations may increase significantly. For further information, contact the Clark County Department of Aviation at P.O. Box 11005, Las Vegas, NV 89111-1005, (702) 261-5106.

Buyer #1 Signature _____	Date _____	Buyer #2 Signature _____	Date _____
Buyer #1 Name (Printed) _____		Buyer #2 Name (Printed) _____	

Property Address \_\_\_\_\_

cc: Clark County Department of Aviation  
Noise Abatement Officer  
P.O. Box 11005  
Las Vegas, NV 89111-1005

25



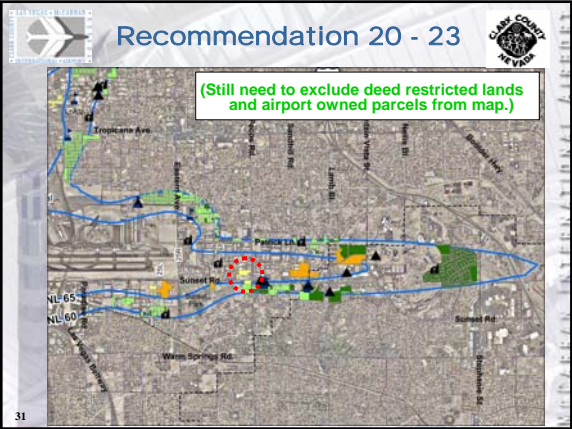
## Recommendation 18b

# I.O.U. for April meeting

27

- ## Recommendation 20 - 23
- 
20. Acquire or soundproof, as a voluntary measure, existing incompatible land uses in the new/amended AE-70.  
(No incompatible land uses exist in the AE-75.)  
(Existing uses constructed with appropriate sound attenuation requirements are deemed "compatible".)  
(Relocation costs not reimbursable.)
  21. Acquire vacant parcels in the new/amended AE-70 that are master planned for incompatible land uses when adjacent/nearby development is airport compatible.
  22. Expand the voluntary property acquisition or soundproof program to existing incompatible land uses in the new/amended AE-65.  
(See #20 notes)
  23. Expand acquisition of vacant parcels in the new/amended AE-65 that are master planned for incompatible uses when adjacent/nearby development is airport compatible.
- 28





CLARK COUNTY NEVADA

# Continued Discussion of Reasonable Noise Reduction Measures

Jeffrey M. Jacquart, Airport Program Administrator  
Clark County Department of Aviation  
FAR Part 150 Update Public Working Group  
April 18, 2006

CLARK COUNTY NEVADA

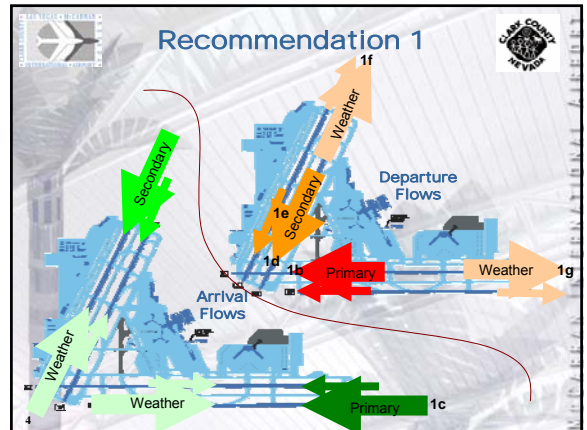
## Recommendations Key

- ✓ - Recommended for inclusion
- ?
- Further discussion needed
- To be discussed today

CLARK COUNTY NEVADA

## Recommendation 1

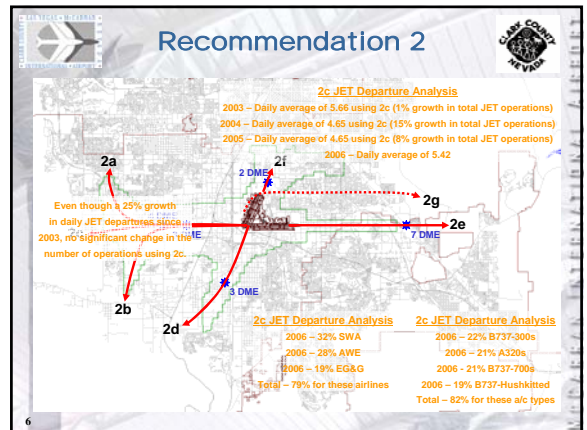
1. Maintain (and clarify) informal preferential runway use program:
  - 1a. JET defined as aircraft weighing more than 75,000 lbs. (Same as ANCA criteria. Clarifies if program tied to scheduled air carriers, all air carriers, or turbojets.)
  - 1b. 25R is the preferred JET departure runway. (Not just for scheduled air carrier jets.)
  - 1c. 25L is the preferred JET arrival runway. (Established in the 1988 EA to construct 7R-25L.)
  - 1d. 19L is the preferred JET departure runway when southern departures required. (Established in the 1994 EA to upgrade 1L-19R.)
  - 1e. Between 8 PM and 8 AM, if weather, traffic congestion, or construction conditions permit, JET operations on 19L and 19R will be restricted. (1978 regulation applied restriction to turbojet aircraft, unless operational requirements dictate. 1988/1989 & 1994 FAR Part 150 programs applied restriction to air carrier operations, when air traffic and weather conditions permit. Clarifies "air traffic" issues.)
  - 1f. 1R is preferred JET departure runway when northern departures required. (Established in the 1994 EA to upgrade 1L-19R.)
  - 1g. 7L is preferred JET departure runway when eastern departures required. (Established in the 1988 EA to construct 7R-25L.)
  - 1h. If safe and efficient, move towards greater "equalization" of runway use?



CLARK COUNTY NEVADA

## Recommendation 2

2. Clarify preferred departure flight procedures and improve compliance:
  - 2a. 4 NM (from DME) runway heading for 25L/R JET departures / right-hand pattern. (Prevents aircraft from turning before passing Rainbow.)
  - 2b. 3 NM (from DME) runway heading for 25L/R JET departures / left-hand pattern. (Prevents aircraft from turning before passing Jones.)
  - 2c. Review development of a formal "straight out" procedure for 25L/R. (Encourages greater use of 25L/R currently being utilized on an ad hoc basis.) (see additional analysis on page 6)
  - 2d. 3 NM (from DME) runway heading for 19L/R JET departures. (Prevents aircraft from utilizing a runway heading beyond Blue Diamond Road.)
  - 2e. 7 NM (from DME) runway heading for 07L/R JET departures. (Prevents aircraft from turning before passing Boulder Highway.)
  - 2f. 2 NM (from DME) runway heading for 01L/R JET departures. (Prevents aircraft from turning before passing Jones.)
  - 2g. Helicopter tour departure procedures along Tropicana Avenue. (Keeps helicopters over a major roadway.)



### Recommendation 3

3. Conduct a study to assess the *distant noise abatement departure profile (NADP)* for JETS on runways 25L/R, 19L/R, and 07L/R. (Due to location of Nellis's airspace, a distant NADP on 01L/01R is not feasible.)

Quieter farther from the airport

747-400  
85 dBA Contours

Close-in Community Procedure

Distant Community Procedure

17% noisier

7

### Recommendation 4

4. Identify preferred arrival flight corridors which mimic, if safe and efficient, the same areas as those impacted by the departure procedures.

4a. Review if runway heading from 9 NM for 01L/R arrivals is feasible.

4b. Review standard arrival flow into 07L/07R.

4c. Helicopter tour arrival procedures along Charleston Blvd., Fremont St., Industrial Rd., and I-15.

8

### Recommendation 4

4a

4b

4c

4 DME

3 DME

2 DME

7 DME

9

### Recommendation 5

5. Conduct a study to assess benefit of the continuous descent approach (CDA) procedure for JETS on all runways. (Community benefits were found approximately 10 miles from the Sacramento Airport.)

WIDE-RENDING APPROACH

Benefit found approximately 12.5 miles away from the airport.

10

### Recommendation 6

6. Continue to use designated locations for engine run-up maintenance activity.

11

### Recommendation 7 - 11

7. Continue to encourage airlines to utilize quieter aircraft. (Establish a recognition program for LAS's "flying quietly" airlines, which combines fleet mix with flight track conformance.)

8. Continue to support legislation which phases-out noisier aircraft:  
8a. Stage 3.5 (or higher) starting in 2020 (add text of: without utilizing hush kit or other methods which modify existing aircraft)

9. Continue to support use of other General Aviation reliever airports for non-JET aircraft.

10. Continue pursuit of Southern Nevada Regional Heliport. (Intended to accommodate helicopters providing tours to/from the Grand Canyon.)

11. Continue bi-annual noise monitoring program for fixed-wing traffic and helicopter tour traffic originating from LAS.

12

## Recommendation 9 - 10

North Las Vegas Airport

McCarran International Airport

Future Non-Urban Heliport

Henderson Executive Airport

13

## Recommendation 11

Noise Monitors for Helicopter Aircraft Operation

Noise Monitors for Fixed-Wing Aircraft Operation

14

## Recommendation 12

12. Expand noise compatibility public information program:
  - 12a. Develop fly quietly brochure for JET and GA aircraft at LAS.
  - 12b. Include fly quietly procedures in Jeppesen charts.
  - 12c. Expand material contained within the bi-monthly noise complaint report.
    - Added Daytime and Nighttime JET Runway Use.
    - Added Hourly Departure and Arrival Operational Information.
    - Added JET Fleet Mix.
  - 12d. Begin to hold regular meetings with Chief Pilots and/or local managers.
  - 12e. Continue regular meetings with helicopter operators.
  - 12f. Redistribute noise information material to real estate community.
  - 12g. Utilize a supplementary noise metrics for noise disclosure information.
    - Will be (See Recommendation 18b) at April PWWG meeting.
  - 12h. Post additional noise information on website.
  - 12i. Post signage on airport property concerning "noise sensitive airport".

15

## Recommendation 12a

All traffic to remain clear of residential areas

16

## Recommendation 13 - 14

13. Continue to work with the Clark County Department of Comprehensive Planning, City of Henderson Community Development Department, and UNLV to amend land use and/or master plans to discourage the introduction of noise sensitive and otherwise incompatible land uses within the airport environs.
  - 13a. Utilize a 65 DNL or 60 DNL to define the airport environs for land use planning purposes?
  - 13b. The "facilitation" of compatible land use planning with the BLM (1992 agreement within the CMA was completed with the passage of the 1998 SNPLMA (i.e., previously managed federal lands are prohibited from being developed with an incompatible use). Does the Part 150 Update impact the CMA conditions/Act?
14. Continue to support redevelopment in areas transitioning from noise sensitive land uses to an airport compatible use. (Examples include areas south of Helen Cannon Middle School and northwest of I-215 and I-15.)

17

## Recommendation 13a

CMA/1990 60 DNL

1997 60 DNL

2017 60 DNL

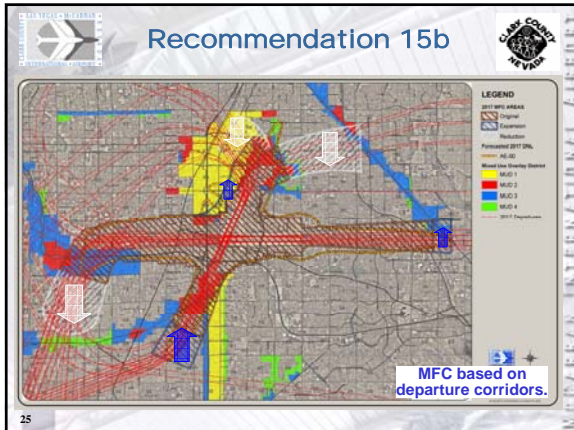
2017 65 DNL

Planned Land Use March 27, 2006

18







## Recommendation 16a

**TABLE 30.48-AE LAND USE COMPATIBILITY IN THE AIRPORT ENVIRONS OVERLAY (SUECM-STANDARD LAND USE CLASSIFICATION MANUAL - SEE TABLE 30.44-1)**

CODE #S	SUECM MAJOR GROUPS	SUECM MINOR GROUPS	SUBDISTRICTS RISK ZONES AND NOISE Z							
			AE-RPZ	APZ-1	AE-60	AE-65	AE-70	AE-75	AE-80	
0	Undetermined	An undetermined use	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
0	Nonresidential	General accessory use	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
0	Residential	General accessory use	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
1110	Residential	Accessory use to residential (up to 2 du/ac)	NO	NO	25	25	30	[NO]	[NO]	[NO]
1110	Residential	Single family (up to 2 du/ac)	NO	NO	25	25	30	[NO]	[NO]	[NO]
1115	Residential	Accessory use to residential (over 2 du/ac)	NO	NO	25	25	(NO)	[NO]	[NO]	[NO]
1115	Residential	Single family (over 2 du/ac)	NO	NO	25	25	(NO)	[NO]	[NO]	[NO]
1120	Residential	Two family	NO	NO	25	25	(NO)	[NO]	[NO]	[NO]
1130	Residential	Multifamily structures	NO	NO	25	25	(NO)	[NO]	[NO]	[NO]
1200	Residential	Group quarters	NO	NO	25	25	(NO)	[NO]	[NO]	[NO]
1300	Residential	Residential hotels	NO	NO	25	25	(NO)	[NO]	[NO]	[NO]
1410	Residential	Permanent mobile home parks/courts	NO	NO	25	25	(NO)	[NO]	[NO]	[NO]
1420	Residential	Transient mobile home parks/courts (Also known as RV Park)	NO	NO	NO	YES	(NO)	[NO]	[NO]	[NO]
1510	Residential	Hotels and motels & tourist courts	NO	NO	25	25	30	35	[NO]	[NO]
1500	Residential*	Other residential	NO	NO	25	25	(NO)	[NO]	[NO]	[NO]
1600	Manufacturing	Food & kindred products	YES	NO	YES	YES	YES	YES	YES	YES

## Recommendation 16b

**TABLE 30.48-AE LAND USE COMPATIBILITY IN THE AIRPORT ENVIRONS OVERLAY (SUECM-STANDARD LAND USE CLASSIFICATION MANUAL - SEE TABLE 30.44-1)**

CODE #S	SUECM MAJOR GROUPS	SUECM MINOR GROUPS	SUBDISTRICTS RISK ZONES AND NOISE Z							
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1410	Residential	Permanent mobile home parks/courts	NO	NO	30	35	(NO)	[NO]	[NO]	[NO]
1420	Residential	Transient mobile home parks/courts (Also known as RV Park)	NO	NO	NO	YES	(NO)	[NO]	[NO]	[NO]
1510	Residential	Hotels and motels & tourist courts	NO	NO	30	35	30	35	[NO]	[NO]
1500	Residential*	Other residential	NO	NO	30	35	(NO)	[NO]	[NO]	[NO]
1600	Manufacturing	Food & kindred products	YES	NO	YES	YES	YES	YES	YES	YES

*If greater than 35' and in MFC*

- ## Recommendation 17 - 19
- Continue to review land use applications and express/condition airport related issues.
    - Improve coordination of noise disclosure requirements, and when noise disclosure conditioned, require stand-alone disclosure and associated proximity map.
    - Develop penalty for developers which don't follow conditions.
  - Pursue airport noise disclosure requirements at local or state level.
    - Improve current conditions to include stand-alone language and proximity map.
    - Utilize supplemental noise metric in disclosure issues?
  - Continue aviation easement requirements in the County and Henderson development process.
    - Create database which identifies parcels containing an aviation easement.

## Recommendation 18a

APN: \_\_\_\_\_

**AIRPORT NOISE DISCLOSURE STATEMENT**

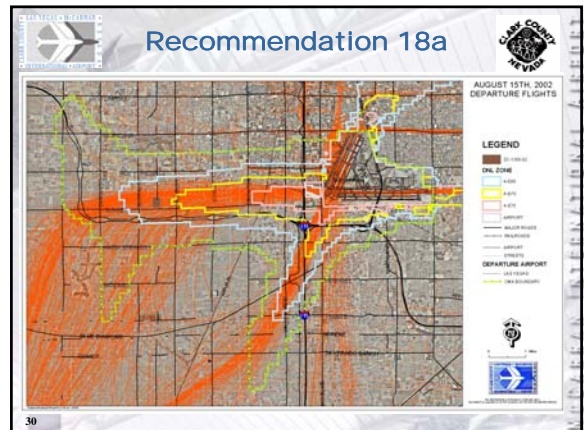
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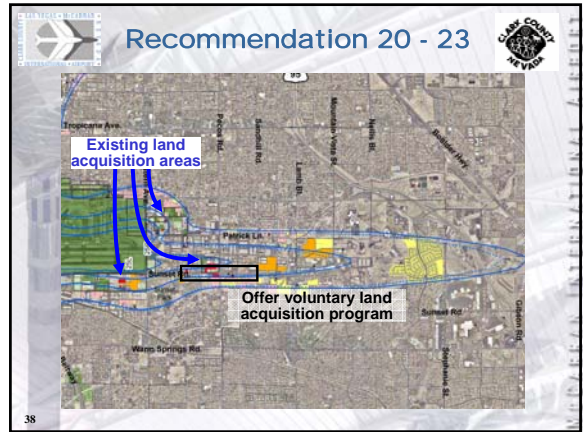
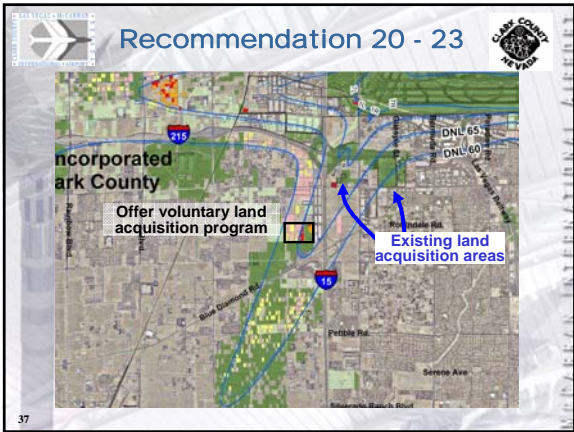
Buyer #1 Name (Printed) \_\_\_\_\_ Buyer #2 Name (Printed) \_\_\_\_\_

Property Address \_\_\_\_\_

cc: Clark County Department of Aviation  
Noise Abatement Officer  
P.O. Box 11005  
Las Vegas, NV 89111-1005









# VOLUME 3:

## COMPILATION OF PUBLIC COMMENTS AND RESPONSES

### FAR Part 150 Noise Compatibility Study Update

### McCarran International Airport

Prepared for the Clark County Department of Aviation  
Prepared by Ricondo & Associates, Inc.

In association with:

Brown-Buntin Associates, Inc.  
Katz & Associates  
Kaplan Kirsch & Rockwell LLP

FINAL  
NOVEMBER 2006

