

# QUARTERLY NOISE REPORT

FIRST QUARTER 2024



CLARK COUNTY DEPARTMENT OF AVIATION

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ANALYST

# OVERVIEW

Q1 2024

- Harry Reid International Airport and the four general aviation facilities in the Clark County Airport System (Henderson Executive Airport, North Las Vegas Airport, Jean Sport Aviation Center, and Overton-Perkins Field) are owned by Clark County, Nevada and operated under the policy direction of the Board of County Commissioners, the authority of the County Manager and the management of the Director of Aviation.
- Clark County accepts federal grants from the FAA Airport Improvement Program (AIP) for its Clark County Airport System. As a condition of receiving FAA AIP grant funding, the recipient airport sponsor must agree to comply with a series of contractual obligations known as sponsor grant assurances. The grant assurances require the airport sponsor to take appropriate action to ensure compatible land use with airport operations. As the airport sponsor, CCDOA reviews and comments on land use applications as part of this responsibility.
- This report provides a review of the aviation noise program for the First Quarter of 2024 as well as land use applications. Months covered are from January 1 through March 31. Included in this report is information on jet aircraft operations, observance rates for noise abatement procedures, complaints received about aircraft noise, and community outreach efforts by Clark County Department of Aviation (CCDOA) for the following airports:
  - **Harry Reid International Airport – LAS**
  - **North Las Vegas Airport – VGT**
  - **Henderson Executive Airport – HND**
- The report describes noise complaints and operational data regarding helicopter and fixed-wing aircraft operations at LAS, VGT, and HND. Aircraft noise complaints are received through either the CCDOA Noise Hotline (702-261-3694), the Noise Office (702-261-5600), or calls forwarded from LAS's toll free number (1-800-261-5704). Individuals who express concerns regarding aircraft operations originating from private facilities (i.e., Valley Hospital or the private helipad located near Las Vegas Blvd. and Larson Lane) are asked to contact the individual property owner directly.
- Nellis Air Force Base noise complaints are forwarded to the Nellis Public Affairs Office (702-652-2750), and noise complaints regarding aircraft operations from the Boulder City Airport are forwarded to the Boulder City Airport Coordinator (702-293-9405). This report does not contain noise complaints for Nellis Air Force Base or Boulder City Airport.

# FREQUENTLY ASKED QUESTIONS

Q1 2024

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

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

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

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

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

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

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

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

# NOISE COMPLAINT & AIRPORT DATA

# MONTHLY TOTALS & TRENDS

Q1 2024

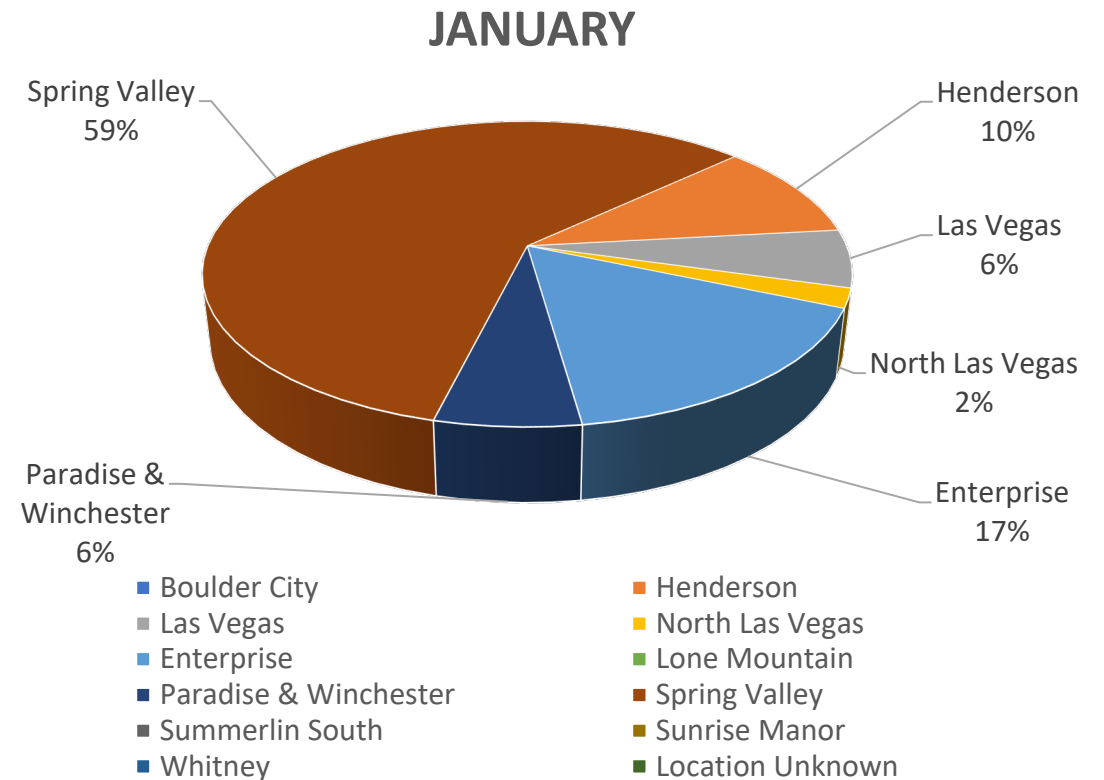
TOTAL	JANUARY	FEBRUARY	MARCH
Number of calls	49	80	60
Number of households	16	16	24
Most calls from one household	25	28	12

AIRPORT	QUARTER 1 NUMBER OF CALLS BY AIRPORT	NUMBER OF HOUSEHOLDS
LAS	176	44
VGT	7	6
HND	6	6

# CALLS BY COMMUNITY/TOWNSHIP

Q1 2024

COMMUNITY	JANUARY	FEBRUARY	MARCH
Boulder City	-	-	-
Henderson	5	4	6
Las Vegas	3	-	14
North Las Vegas	1	1	-
Enterprise	8	30	30
Lone Mountain	-	-	-
Paradise & Winchester	3	4	1
Spring Valley	29	40	6
Summerlin South	-	1	-
Sunrise Manor	-	-	1
Whitney	-	-	2
Total	49	80	60

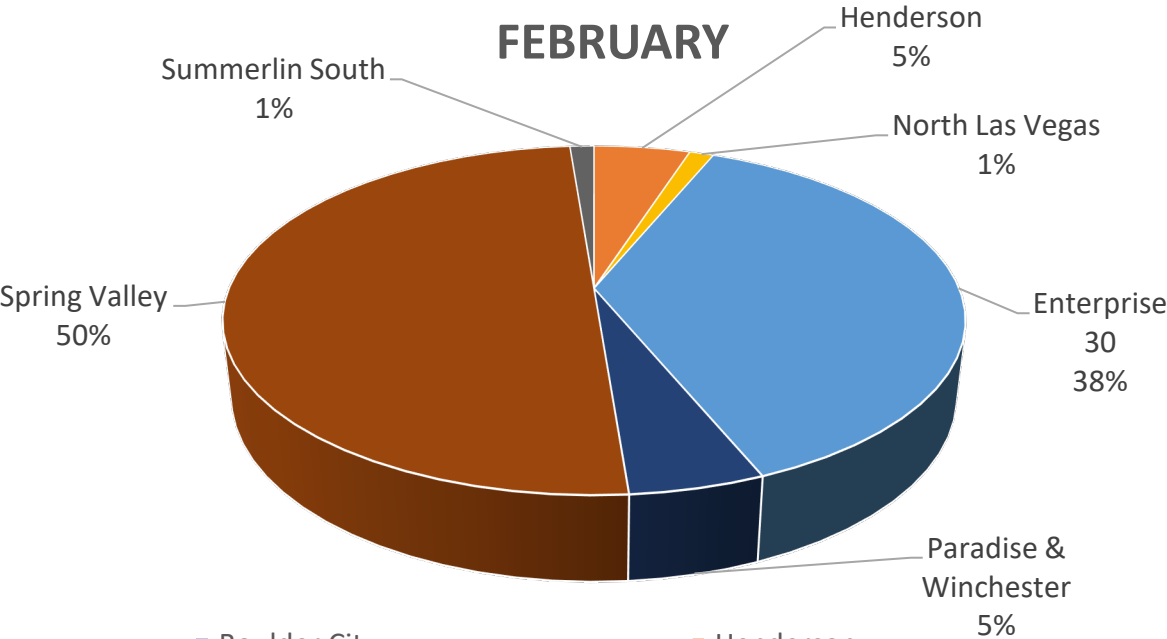




# CALLS BY COMMUNITY

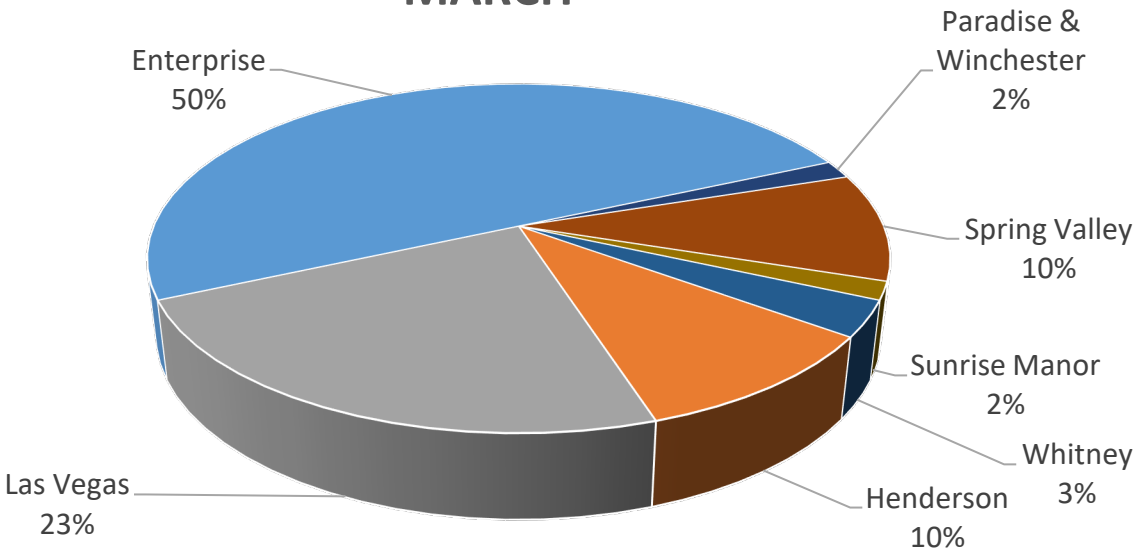
Q1 2024

FEBRUARY



- Boulder City
- Las Vegas
- Enterprise
- Paradise & Winchester
- Summerlin South
- Whitney
- Henderson
- North Las Vegas
- Lone Mountain
- Spring Valley
- Sunrise Manor
- Location Unknown

MARCH



- Boulder City
- Las Vegas
- Enterprise
- Paradise & Winchester
- Summerlin South
- Whitney
- Henderson
- North Las Vegas
- Lone Mountain
- Spring Valley
- Sunrise Manor
- Location Unknown

# HARRY REID AIRPORT (LAS) RUNWAY REFERENCE GUIDE





# PERCENTAGE FOR DEPARTURE DIRECTION FOR LARGE AIRCRAFT

Q1 2024

2024 Q1	JANUARY	FEBRUARY	MARCH
North	43%	95%	24%
South	2%	5%	8%
East	0%	0%	5%
West	55%	0%	63%



# PERCENTAGE RUNWAY USE FOR DAYTIME/NIGHTTIME OPERATIONS; LARGE CARRIERS

MORE THAN 75,000 POUNDS

Q1 2024

## DAYTIME

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

### January

- 413 daily *departures*, 52% of departures were to the west, 47% north, and 2% south.
- 438 daily *arrivals*, 79% of arrivals were from the east, 18% south, and 3% north.

### February

- 425 daily *departures*, 52% of departures were to the west, 45% north, and 3% south.
- 448 daily *arrivals*, 79% of arrivals were from the east, 17% south, and 4% north.

### March

- 435 daily *departures*, 59% of departures were to the west, 26% north, 9% south, and 6% east.
- 455 daily *arrivals*, 77% of arrivals were from the east, 16% south, and 7% north.

## NIGHTTIME

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

### January

- 89 daily *departures*, 75% of departures were to the west, 25% north, and 0% south and the east.
- 68 daily *arrivals*, 87% of arrivals were from the east, 8% south, and 5% north.

### February

- 90 daily *departures*, 78% of departures were to the west, 22% north.
- 60 daily *arrivals*, 86% of arrivals were from the east, 8% north, and 6% south.

### March

- 90 daily *arrivals*, 116 daily *departures*, 77% of departures were to the west, 20% north, 2% south, and 2% east.
- 79% of arrivals were from the east, 12% north, 10% south.

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

LESS THAN 75,000 POUNDS

Q1 2024

## DAYTIME

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

### January

- 122 daily *departures* , 49% of departures were to the north, 41% south, and 10% west.
- 121 daily *arrivals* , 40% of arrivals were from the east, 33% north, and 27% south.

### February

- 134 daily *departures*, 52% of departures were to the south, 38% north, 6% east, and 5% west.
- 135 daily *arrivals*, 46% of arrivals were from the north, 46% south, and 8% west.

### March

- 118 daily *departures*, 59% of departures were to the south, 25% north, 10% west, and 7% east.
- 116 daily *arrivals*, 46% of arrivals were from the north, 32% east, and 21% south.

## NIGHTTIME

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

### January

- 8 daily *departures* , 72% of departures were to the south, 21% north, and 6% west.
- 5 daily *arrivals* , 63% of arrivals were from the north, 15% south, and 22% east.

### February

- 14 daily *departures*, 52% of departures were to the south, 46% north, and 2% west.
- 8 daily *arrivals*, 50% of arrivals were from the north, 30% south, and 20% east.

### March

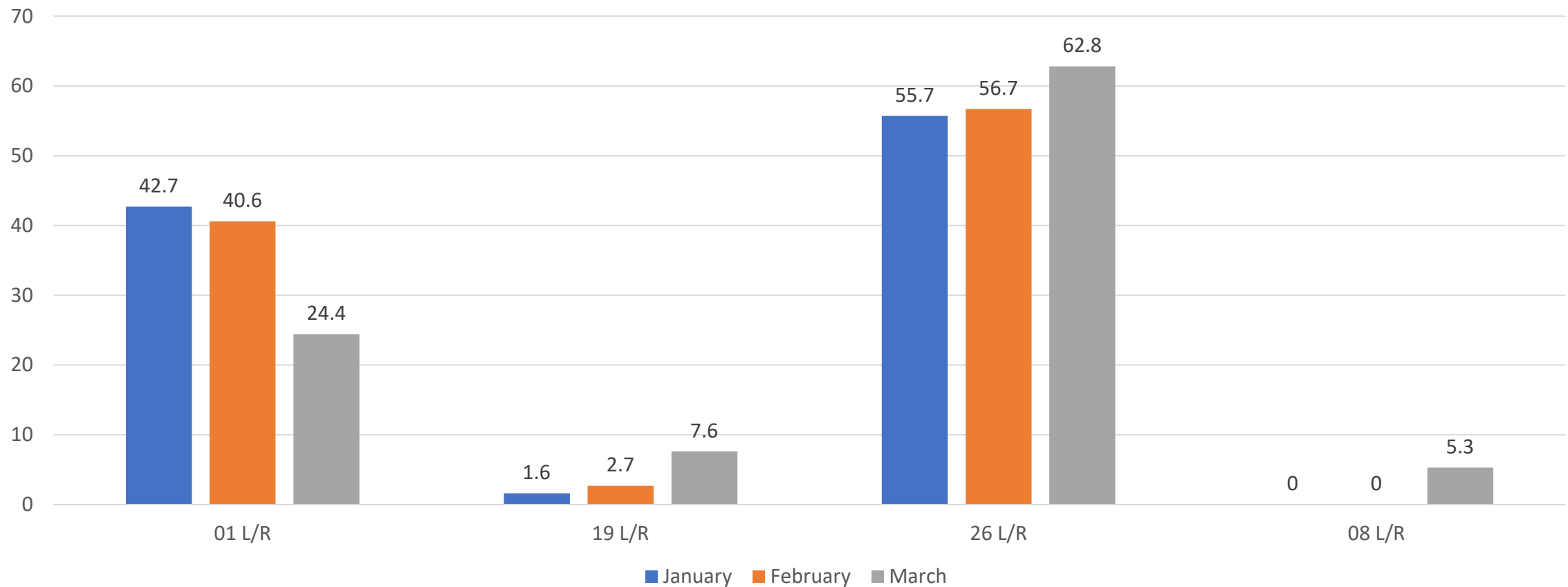
- 8 daily *departures*, 71% of departures were to the south, 17% north, 10% west, and 2% east.
- 6 daily *arrivals*, 58% of arrivals were from the north, 23% south, 18% east, and 1% west.

# PERCENTAGE RUNWAY USE FOR LARGE AIRCRAFT DEPARTURES

MORE THAN 75,000 POUNDS

Q1 2024

## QUARTER 1



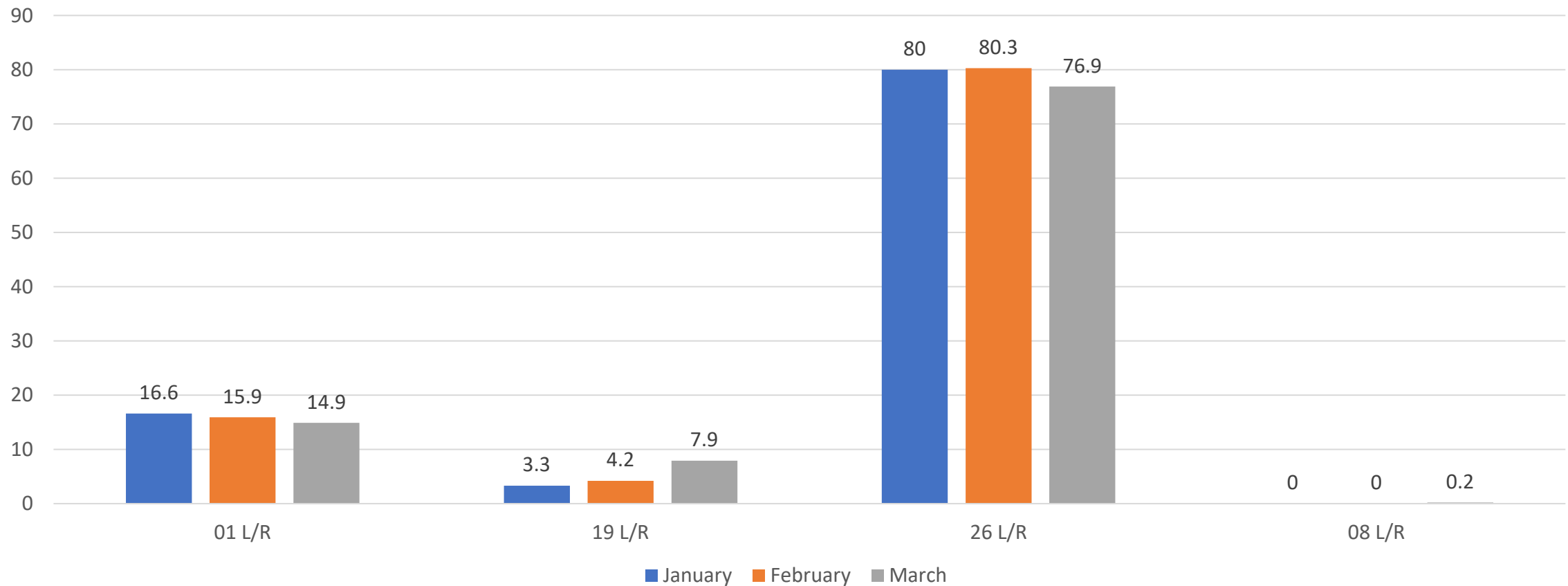


# PERCENTAGE RUNWAY USE FOR LARGE AIRCRAFT ARRIVALS

MORE THAN 75,000 POUNDS

Q1 2024

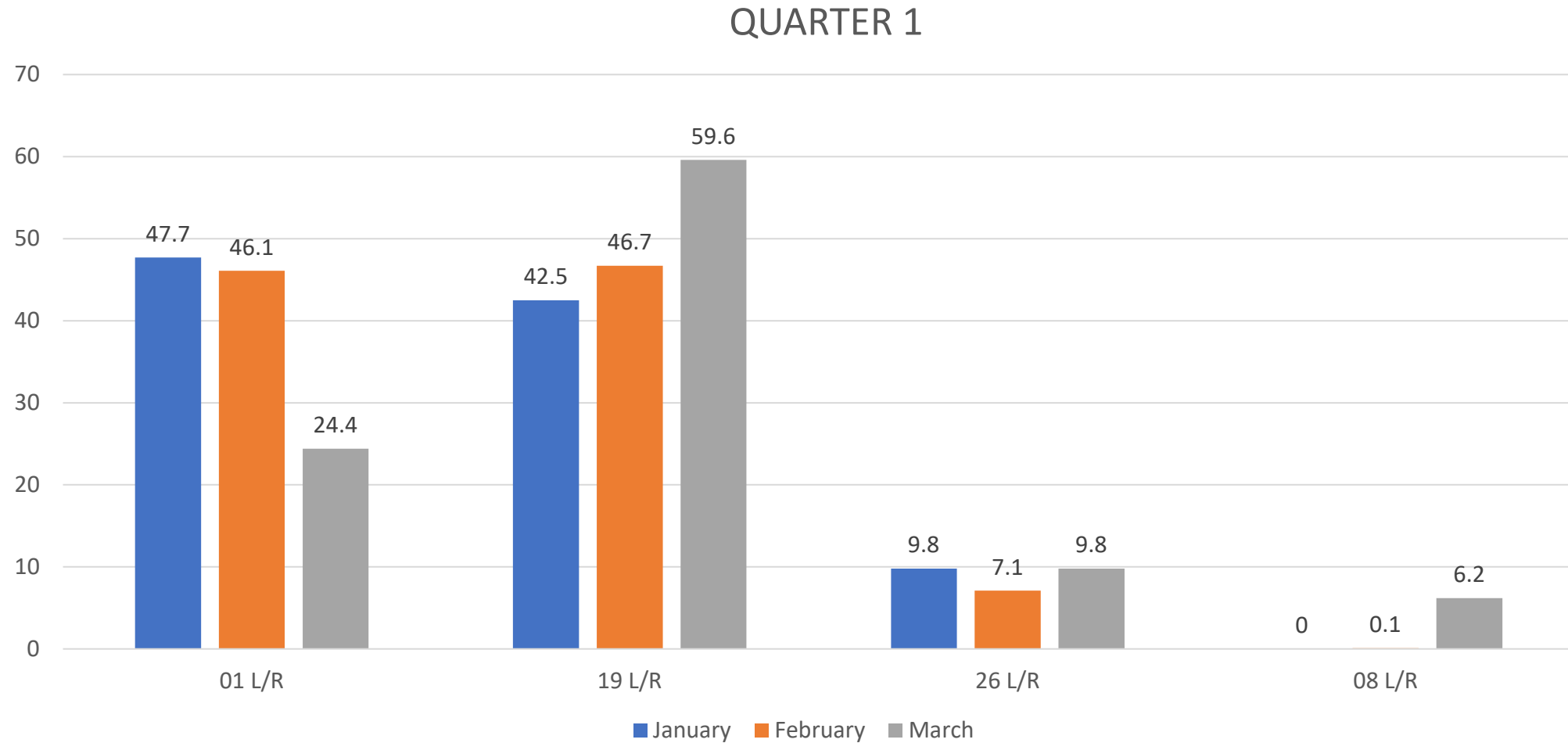
## QUARTER 1



# PERCENTAGE RUNWAY USE FOR NON-LARGE AIRCRAFT DEPARTURES

LESS THAN 75,000 Pounds

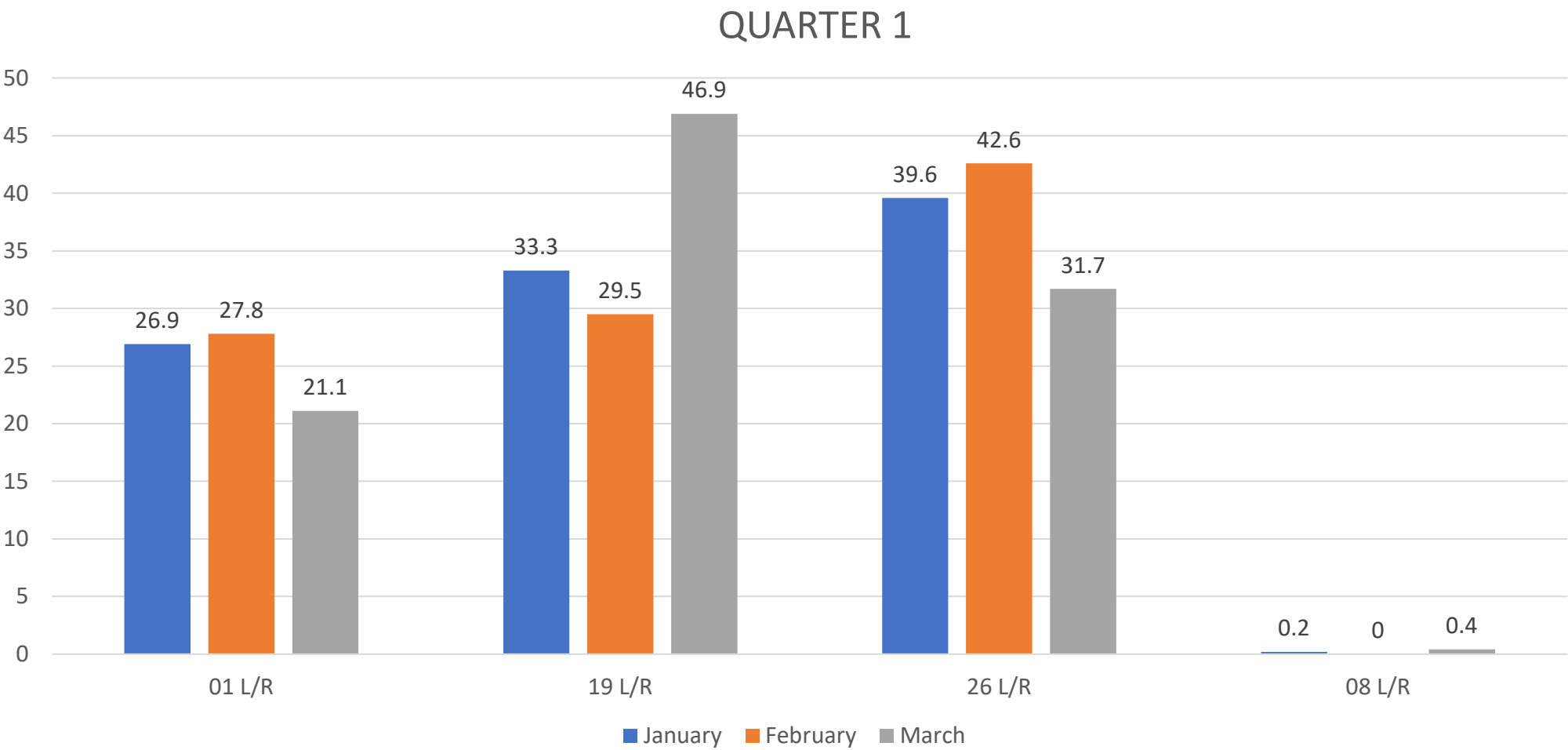
Q1 2024



# PERCENTAGE RUNWAY USE FOR NON-LARGE AIRCRAFT ARRIVALS

LESS THAN 75,000 Pounds

Q1 2024



# DAILY OPERATIONS BY CORRIDOR FOR HELICOPTERS

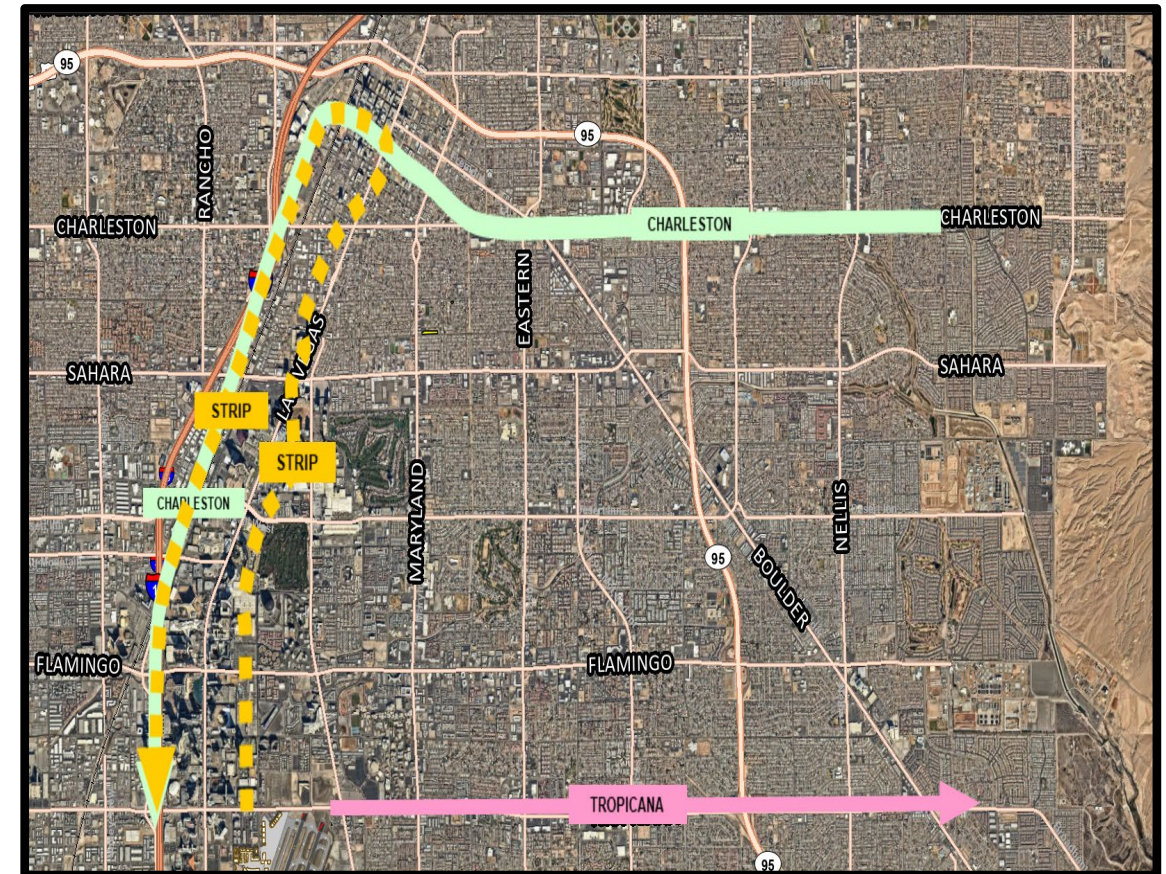
Q1 2024

## CORRIDOR

GATES	JANUARY	FEBRUARY	MARCH
Tropicana Departure	36	47	36
Charleston Arrival	36	46	36
Strip Touch & Go	52	65	52
Total	124	158	124

Green - Arrival  
 Pink - Departure  
 Yellow – Strip Tour

## ROUTE



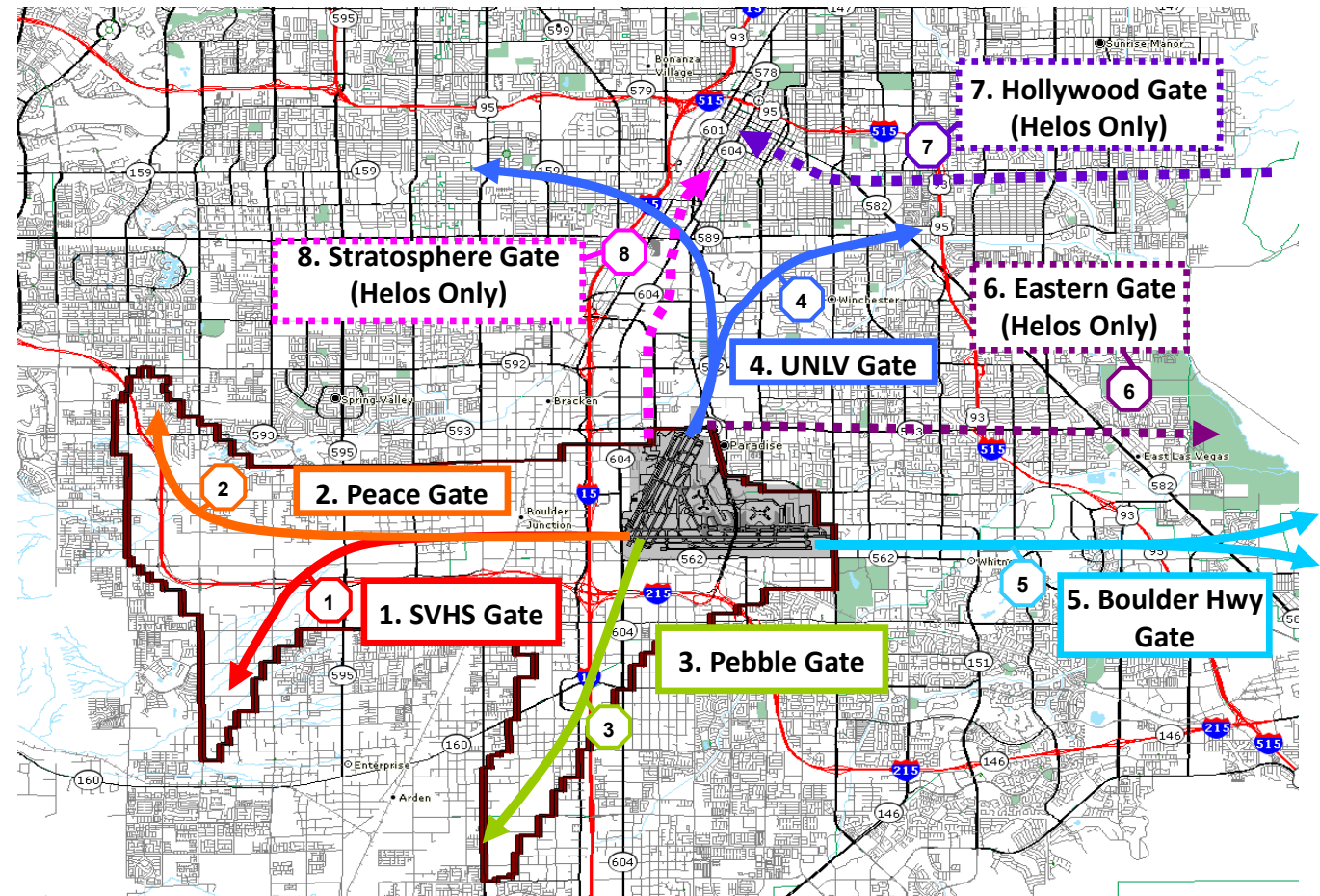


# GATE COMPLIANCE

Q1 2024

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

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



# GATE COMPLIANCE

Q1 2024

## GATES

**Sierra Vista High School (SVHS):** For Q1, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of Sierra Vista High School (SVHS). The SVHS “compliance gate” is located southwest of Warm Springs Rd. and Buffalo Dr., approximately 5 miles due west and 1.5 miles due south of the extended runway centerline of Runways 26L and 26R. This gate was established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas very-high frequency omnidirectional range tactical air navigation (VORTAC) facility before turning left (or towards the south) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Nevada Trails community) and aircraft turning late along this corridor (like the Rhodes Ranch community).

**Peace:** For Q1, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of Peace Way & Summers Shade Street. The Peace “compliance gate” is located northeast of Tropicana Ave. and I-215, approximately 6 miles due west and 2 miles due north of the extended runway centerline of Runways 26L and 26R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 4 nautical miles from the Las Vegas VORTAC before turning right (or towards the north) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Spanish Trail community) and aircraft turning late along this corridor (like the Summerlin South community).

**University of Nevada Las Vegas (UNLV):** For Q1, 93% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the UNLV sports complex. The UNLV “compliance gate” is located southeast of Flamingo Rd. and Paradise Rd., approximately 1 mile due north by northeast of the extended runway centerline of Runways 01L and 01R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 2 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor, located due east and due west of UNLV.

# GATE COMPLIANCE

Q1 2024

**Boulder:** For Q1, 0% of the large air carrier aircraft that departed to the east from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near Boulder Highway. The Boulder Hwy. “compliance gate” is located southeast of Russell Rd. and I-93/95, approximately 7 miles due east of the extended runway centerline of Runways 08L and 08R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 7 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Green Valley community, located in the City of Henderson, and older neighborhoods located north of Patrick Ln.).

**Eastern:** For Q1, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of Tropicana Avenue & Eastern Avenue. The Eastern Ave. “compliance gate” is located at Tropicana Ave. and Eastern Ave. approximately 2 miles due west of their initial departure route. This gate was also established along an existing noise abatement flight track which requests helicopter pilots to proceed along the centerline of Tropicana Ave. until 10 nautical miles from the Las Vegas VORTAC before turning. This noise abatement flight track avoids communities impacted by helicopters located north and south of the corridor.

**Hollywood:** For Q1, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of Charleston Boulevard & Hollywood Boulevard. The Hollywood Blvd. “compliance gate” is located at Charleston Blvd. and Los Feliz St., where their initial arrival route begins over the urbanized area of the Las Vegas Valley. This gate was also established along an existing noise abatement flight track which requests helicopter pilots to proceed along the centerline of Charleston Blvd. This noise abatement flight track avoids communities impacted by helicopters located north and south of the corridor.

**Stratosphere:** For Q1, 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, northeast of the Stratosphere Tower. The Stratosphere Tower “compliance gate” is located northeast of Sahara Avenue and Las Vegas Blvd., where an important turn in their fly-quietly routing structure begins near a historic portion of the urbanized area of the Las Vegas Valley.

# LAND USE APPLICATION REVIEWS & COMMENTS

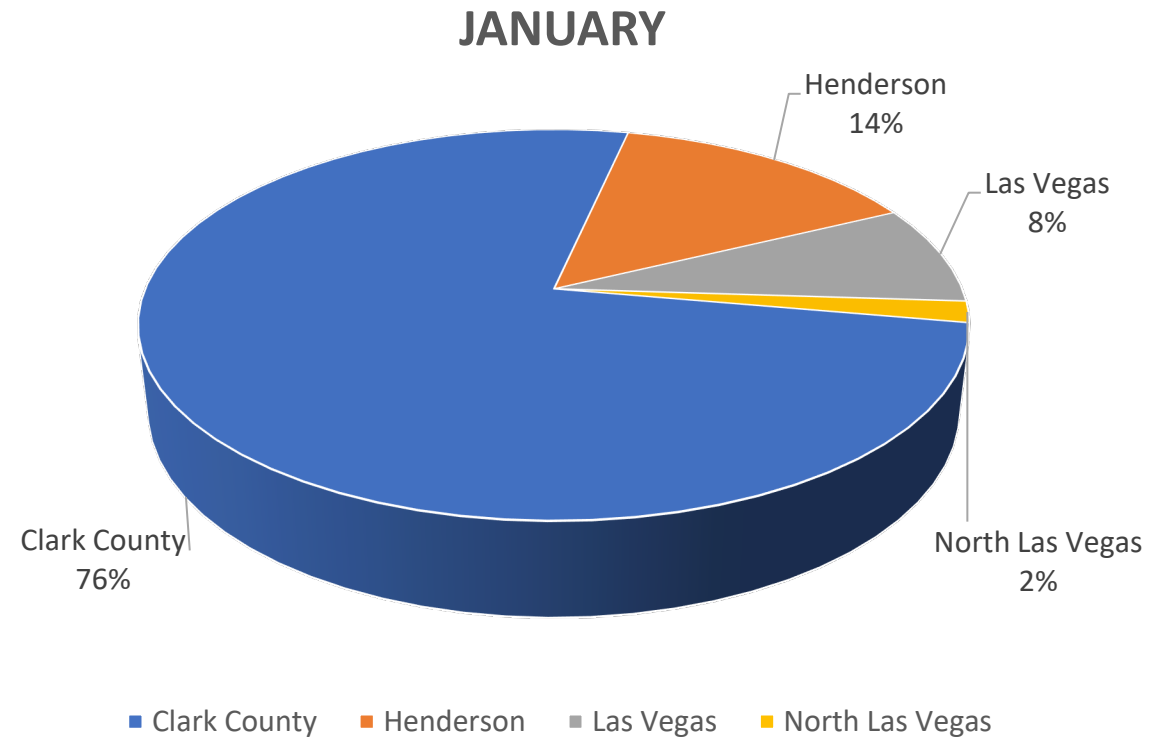


# LAND USE APPLICATIONS REVIEWED

Q1 2024

REVIEW	JANUARY	FEBRUARY	MARCH
Applications	341	246	153
Comments	20	8	12

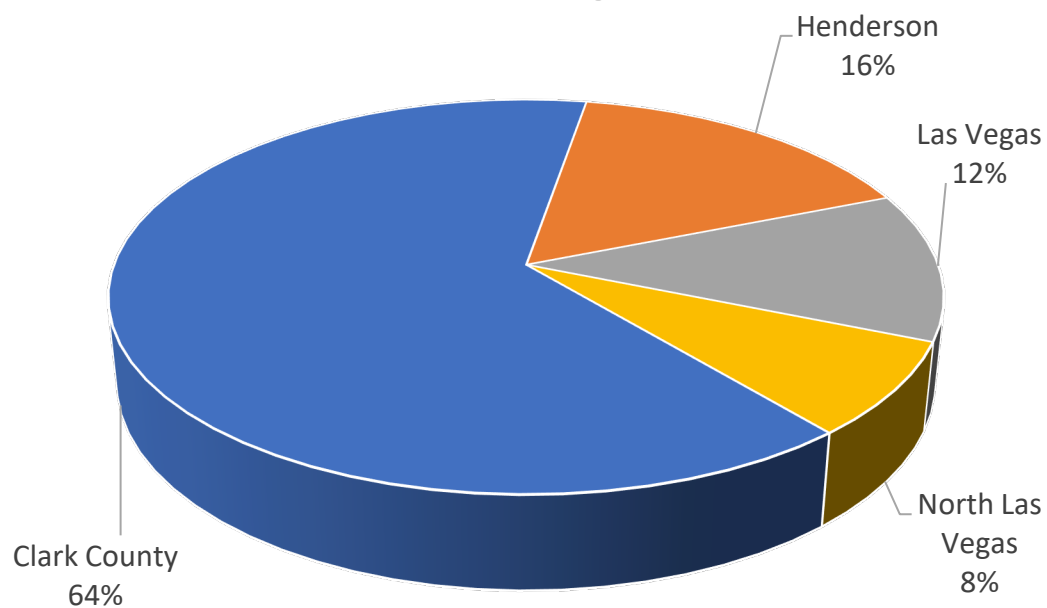
AREA	APPLICATIONS	COMMENTS
Clark County	501	18
Henderson	98	13
Las Vegas	96	3
North Las Vegas	45	6
Total	740	40



# LAND USE APPLICATIONS REVIEWED

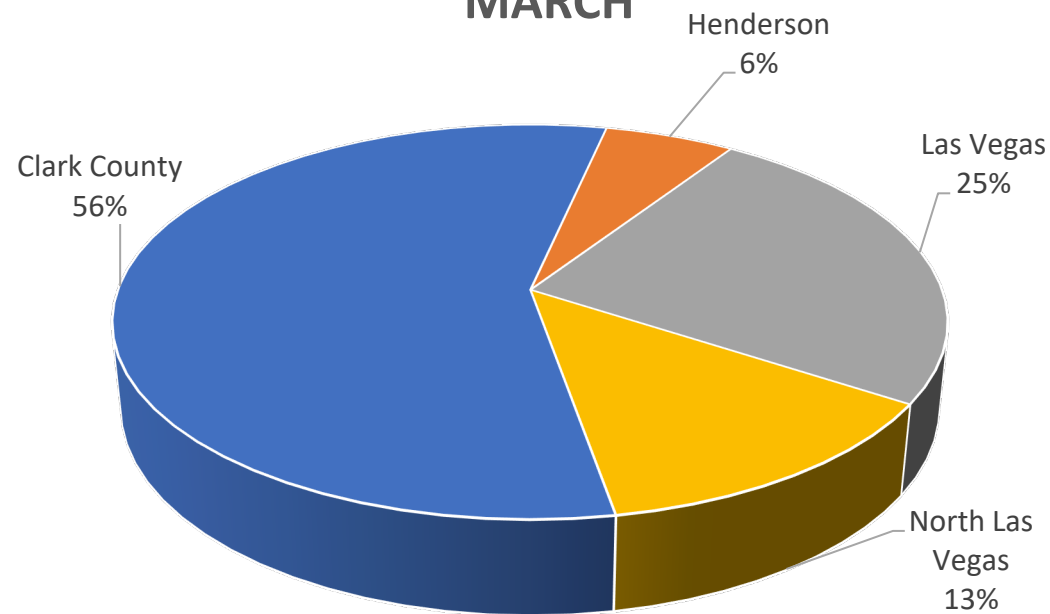
Q1 2024

## FEBRUARY



■ Clark County ■ Henderson ■ Las Vegas ■ North Las Vegas

## MARCH



■ Clark County ■ Henderson ■ Las Vegas ■ North Las Vegas

# APPLICATION COMMENTS BY AIRPORT CONCERN

## JANUARY

Q1 2024

COMMENT TYPE	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Deed Restrictions	0	0	0	0
Height-Penetrates Part 77 100:1 Surfaces/>200'	6	5	0	0
Height-Penetrates Part 77 PATH-C Surfaces	0	0	0	0
Heliport/Helipad	0	0	0	0
Noise-Non-residential within AEOD	1	1	0	0
Noise-Residential within the AEOD	0	0	0	0
Noise-Residential Just Outside the AEOD	6	3	0	0
Total	13	9	0	0
DWELLING UNITS PROPOSED	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Within the AEOD	0	0	0	0
Just Outside the AEOD	121	1004	0	0

-Comment by concern totals will not always match comment application totals. Some applications can be issued more than one type of CCDOA comment.

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

-PATHC Surfaces– Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) part 77.

# APPLICATION COMMENTS BY AIRPORT CONCERN

## FEBRUARY

Q1 2024

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

DWELLING UNITS PROPOSED	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Within the AEOD	0	104	0	0
Just Outside the AEOD	4	249	0	425

-Comment by concern totals will not always match comment application totals. Some applications can be issued more than one type of CCDOA comment.

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

-PATHC Surfaces – Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) part 77.



# APPLICATION COMMENTS BY AIRPORT CONCERN

## MARCH

Q1 2024

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

DWELLING UNITS PROPOSED	CLARK COUNTY	HENDERSON	LAS VEGAS	NORTH LAS VEGAS
Within the AEOD	0	0	0	0
Just Outside the AEOD	0	205	80	150

-Comment by concern totals will not always match comment application totals. Some applications can be issued more than one type of CCDOA comment.

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

-PATHC Surfaces – Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) part 77.

# AIRPORT ENVIRONS OVERLAY DISTRICT & NOISE COMMENTS

Q1 2024

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

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

- Provide for range of uses compatible with airport hazard and noise exposure areas
- Prohibit the development of incompatible uses that are detrimental the general health, safety, welfare.
- Require noise attenuated construction, as indicated by Table 30.02.7 in accordance with the noise attenuated construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the underlying district is useful if there is a conflict.
- Comply with the Federal Aviation Administration.

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

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

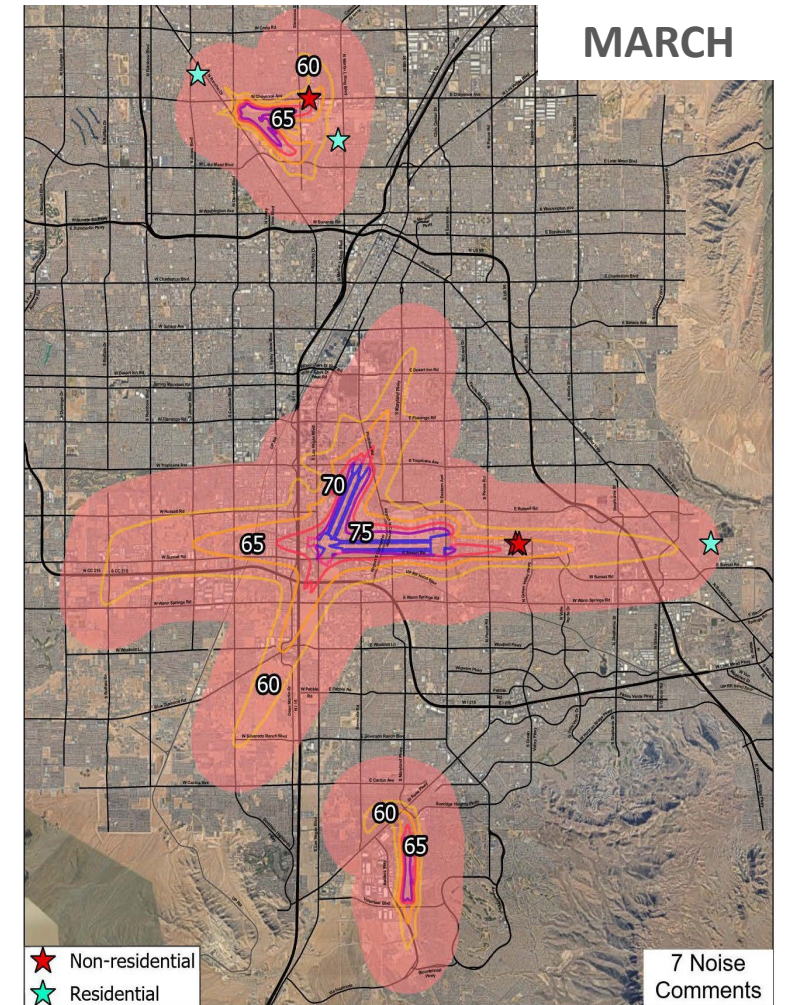
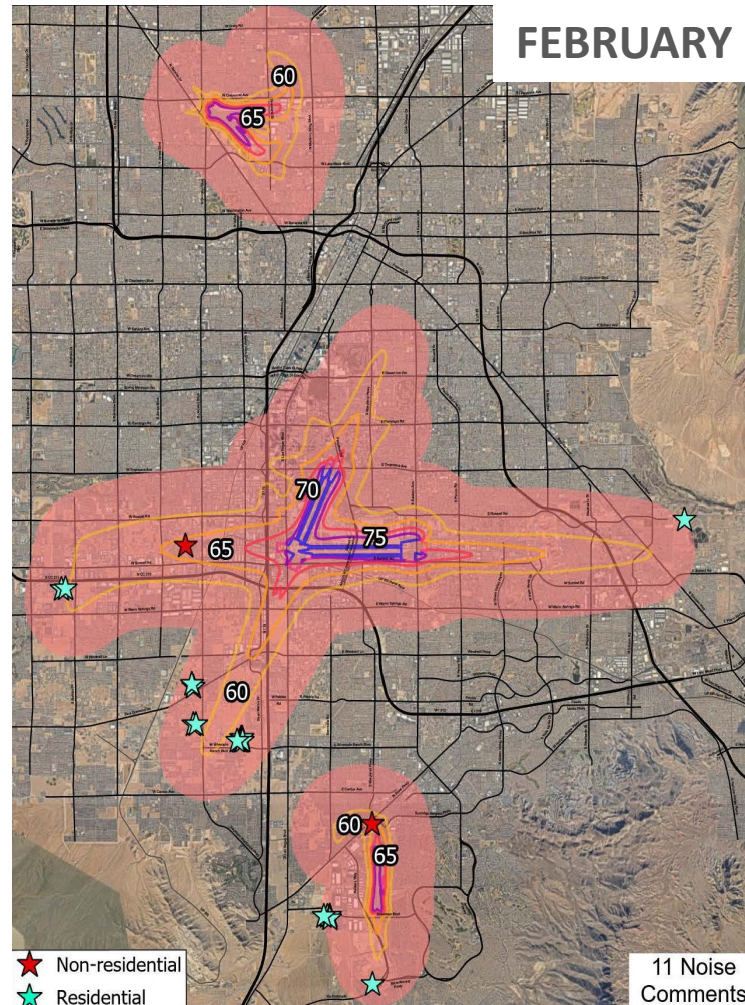
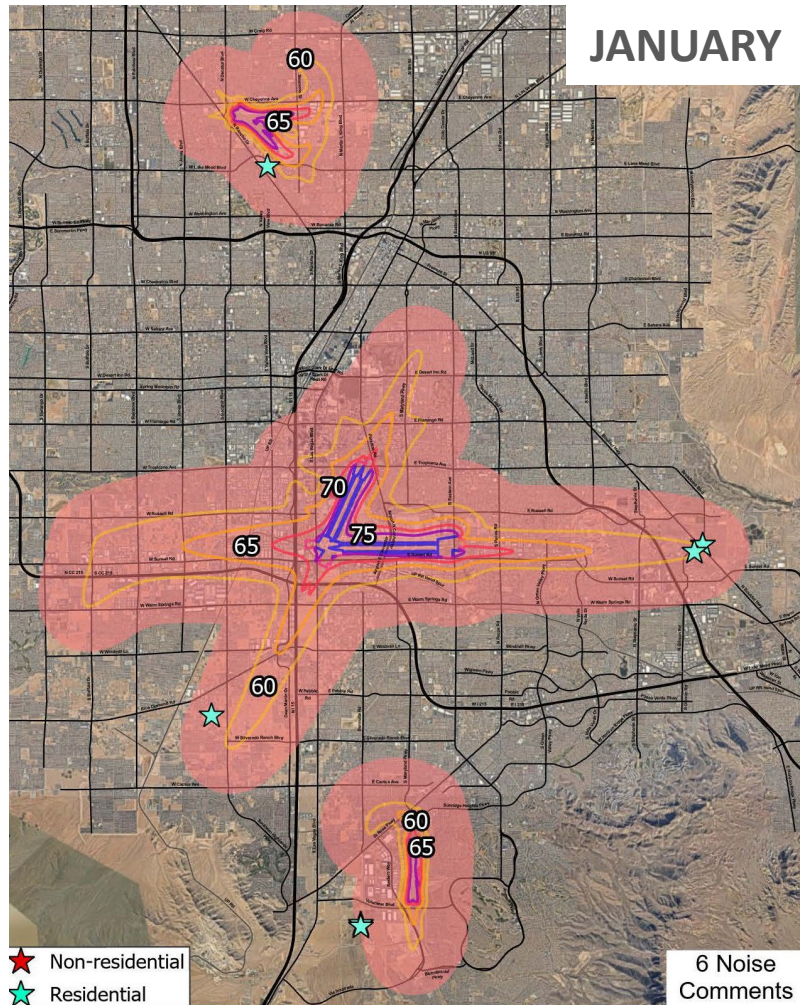
The AEOD has not been formally adopted by the City of Las Vegas. Only a small, already developed portion of the VGT AEOD lies within the incorporated City of Las Vegas boundaries.

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



# PROJECT AREAS RECEIVING LAND USE APPLICATION COMMENTS

Q1 2024





# SUMMARY

Q1 2024

## Other Notable Issues:

- **LAS Shatters Annual Passenger Record with 57.6 Million in 2023:** LAS VEGAS – Demand for air travel in Las Vegas continued its historic post-pandemic rise as Harry Reid International Airport (LAS) set a new annual passenger record for the second consecutive year, serving 57.6 million travelers and besting the previous record of 52.6 million in 2022. The annual number was not the only record broken in 2023. 11 of the 12 months in 2023 set records for that month. October 2023 set the record for busiest month ever at LAS with 5.4 million passengers. Domestic travel was at an all-time high with 53.3 million passengers.
- International travel continued to rebound. The number of passengers on international flights surpassed the 3 million passenger threshold for the first time since 2019 with 3.2 million. In addition to increased service from Canada and Mexico, LAS was pleased to add seasonal service from San Salvador via Avianca, opening up more of Central America and South America to Las Vegas.
- “Setting a new annual record emphasizes the strength of air travel in Las Vegas and the faith in Harry Reid International Airport to deliver on a world class customer experience,” said Rosemary Vassiliadis, Clark County Director of Aviation (CCDOA). “We worked to raise the bar even further in 2023, as millions traveled for special events, conventions, sporting events, concerts and more. Our attention is already focused on 2024 and meeting the continued demand for our growing region.”
- As Las Vegas continues its evolution into the mega entertainment and sports capital of the world, there will be increased demands on the Clark County Aviation System and its facilities. This was seen almost immediately in the general aviation activity on the west side of the LAS airfield, and at Henderson Executive Airport and North Las Vegas Airport. In 2023, both LAS and Henderson expanded aircraft parking aprons to accommodate this new demand.
- Planning efforts continue for the proposed Southern Nevada Supplemental Airport (SNSA), a second, commercial airport in the Ivanpah Valley. This project reached a significant milestone in 2023 as CCDOA received the go-ahead to begin the process of selecting a consultant to lead the Environmental Impact Statement process.



# SUMMARY

Q1 2024

## Other Notable Issues:

- **Safety and Security Threats:** Any threats to DOA staff or an aircraft in flight are taken seriously, and such threats will be forwarded to the appropriate law enforcement agencies
- **Sun City Summerlin Community Association:** Beginning in March 2023, numerous residents of the Sun City Summerlin community transmitted emails to the FAA, CCDOA, and various elected officials in an effort to eliminate air traffic over their community. Sun City Summerlin is located approximately 4.4 nautical miles west of the North Las Vegas Airport (VGT) and within the designated Class D regulatory airspace established by Federal regulations for Air Traffic Control (ATC) operations at VGT. As a result of the numerous emails, the office of Congresswoman Susie Lee submitted a congressional inquiry to examine the matter. The FAA thoroughly investigated this issue and determined all aircraft operations over this community were conducted at or above the minimum required altitudes in accordance with Title 14, Code of Federal Regulations (CFR), Part-91, section 91.119 (entitled Minimum Safe Altitudes: General). They analyzed all air traffic operating in and out of VGT for three-day periods in 2021, 2022, and 2023. Their investigation determined there is no evidence of any operator conducting flight maneuvers, such as stunts or aerobatics “over the Sun City Summerlin area”. Radar tracks matching such maneuvers occurred over the uninhabited areas northwest of the metro area, beyond the intersection of Kyle Canyon Road and US Highway 95. Lastly, while a private airport can determine its own set of operating rules regarding usage, time, and flight requirements; a public airport like VGT is restricted by laws from unilaterally banning specific types of flight activity (e.g., pilot flight training, enforcing mandatory curfews, etc.). There are a few exceptions in Southern California; however, those curfew exemptions were grandfathered under the Airport Noise and Capacity Act of 1990 (ANCA), as implemented by 14 CFR, Part 161. The FAA is similarly restricted from banning specific aircraft operators or uses. The assertions that other communities have been successful in forcing the FAA to ban aircraft operations over their cities and towns are without merit. The FAA lacks the statutory authority to effectuate and enforce any such ban. The FAA can only act within the scope of the authority provided by Congress.