

MEMORANDUM

ROSEMARY A. VASSILIADIS
Director

DEPARTMENT OF AVIATION

TO: DISTRIBUTION

FROM: GEORGE C. SIMS, PLANNER

SUBJECT: OCTOBER, NOVEMBER, DECEMBER AND ANNUAL 2014
NOISE COMPLAINT REPORTS

DATE: JANUARY 21, 2015

Attached for your review are the Clark County Department of Aviation's (CCDOA) Monthly Noise Complaint Reports for October, November, and December 2014. Also included is the 2014 Annual Noise Complaint Report, covering the period of January through December 2014. Please note the following Clark County airport abbreviations: **McCarran International Airport (LAS)**, **North Las Vegas Airport (VGT)**, and **Henderson Executive Airport (HND)**.

The following reports describe noise complaints regarding helicopter and fixed-wing aircraft operations at LAS, VGT, and HND. Aircraft noise complaints are received either through the CCDOA's Noise Hotline (261-3694), the Noise Office (261-5600), or calls forwarded from LAS's toll free number (1-800-261-5704). Nellis Air Force Base noise complaints are forwarded to the Nellis Public Affairs Office (652-2750), and noise complaints regarding aircraft operations from the Boulder City Airport are forwarded to the Boulder City Airport Coordinator (293-9405). Individuals who express concerns regarding aircraft operations originating from private facilities (i.e., Valley Hospital, the private helipad located near Las Vegas Blvd. and Larson Lane, or the private helipad located near Cheyenne Road and North 5th Street) are asked to contact the individual property owner directly.

Exhibit 1 of each Monthly Noise Complaint Report illustrates the number of calls received by community as well as the number of individual callers or households. **Exhibit 2** illustrates the primary nature of the disturbance as identified by the caller. The second page of each monthly report (**Exhibit 3**) graphically illustrates all known origins of the calls received that month. **Exhibits 4 and 5** summarize arrival and departure runway use for large and non-large air carrier aircraft. Arrival and departure corridor use for helicopters are summarized in **Exhibit 6**. **Exhibit 7** provides a complete arrival fleet mix of all aircraft landing at LAS and highlights the two noisier aircraft types, the Boeing 727 series and Boeing 737-100 and 737-200 series. **Exhibit 8** illustrates the general departure direction for large aircraft (historically only provided on an annual basis).

Lastly, **Exhibit 9** summarizes how well large aircraft and helicopters adhered to the preferred, non-regulated departure corridors (also historically provided on an annual basis for large aircraft, with helicopter analysis). 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 departure corridors, or impose penalties to pilots who opt not to comply with preferred procedures. "Compliance gates" are located along these historical/fly-quietly departure 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.

The Annual Noise Complaint Report includes additional information that is not provided in each monthly report. These additional illustrations (Exhibits 10 through 14) are helpful in assessing seasonal trends, comparisons of noise issues between various CCDOA facilities, noise complaint patterns between communities, long-term runway use trends, and long-term compliance determinations with the preferred departure corridors. **Exhibit 10** of the annual report illustrates the number of calls and callers by month, between 2012 and 2014. **Exhibit 11** illustrates the general time when the complaint was received by the CCDOA. Monthly calls by airport or helicopter operation are depicted on **Exhibit 12**. **Exhibit 13** depicts monthly calls by community. The final annual report, **Exhibit 14**, summarizes monthly calls by specific LAS operation.

The following provides a synopsis of each monthly noise complaint report and additional noise-related issues addressed during the reporting period. Please refer to each noise complaint report for more detailed information.

Monthly Noise Complaint Summaries

October 2014: 510 total complaints - a 1,600% increase from 2013 and a 562% increase from 2012. On average, each caller (or household) issued 21.3 calls. The most calls received from one household totaled 457.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The *Paradise and Winchester* communities issued 477 calls (93%). These communities are typically impacted by aircraft departing to the north (from Runway 01R and Runway 01L) and aircraft arriving from the north (into Runways 19R and 19L).

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

Repeat Caller Impact: One household issued 90% (457 calls) of all the calls received in October 2014.

Calls by Operation - (Exhibit 2)

- LAS:** 97% of the total calls were due to *LAS* fixed-wing operations.
- 87% were due to departures to the west from Runways 25L and 25R (99% from one household).
- VGT:** >1% of the total calls were due to *VGT* fixed-wing operations.
- HND:** 2% of the total calls were due to *HND* fixed-wing operations.
- 90% from one household.
- Helis:** 1% of the total calls were due to *helicopter* operations.
- 100% from one household, which is the same household that issued 99% of the calls for LAS Runways 25L and 25R.

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

- Overall:** 435 daily *departures*¹ – a 3% increase from 2013 and 5% increase from 2012.
▪ 66% of departures were to the west, 19% north, 11% east, and 4% south.
483 daily *arrivals* – a 1% increase from 2013 and 2% increase from 2012.
▪ 74% of arrivals were from the east, 17% south, 8% north, and 1% west.
- Daytime:** 374 daily *departures*² – a 1% increase from 2013 and a 6% increase from 2012.
▪ 63% of departures were to the west, 21% north, 13% east, and 4% south.
435 daily *arrivals* – no change from 2013 and a 3% increase from 2012.
▪ 73% of arrivals were from the east, 18% south, 8% north, and 1% west.
- Nighttime:** 61 daily *departures*³ – an 11% increase from 2013 and a 2% decrease from 2012.
▪ 84% of departures were to the west, 10% north, 5% south, and 1% east.
49 daily *arrivals* – a 14% increase from 2013 and an 8% decrease from 2012.
▪ 88% of arrivals were from the east, 8% north, and 4% south.

Daytime vs. Nighttime: Approximately 86% of all *departures* and 90% of all *arrivals* occurred during the daytime hours.

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

- Overall:** 77 daily *departures*⁴ – an 8% decrease from 2013 and 8% decrease from 2012.
▪ 58% of departures were to the south, 20% north, 11% west, and 11% east.
87 daily *arrivals* – a 9% decrease from 2013 and 13% decrease from 2012.
▪ 62% of arrivals were from the north, 23% south, 12% east, and 3% west.
- Daytime:** 70 daily *departures*⁵ – an 8% decrease from 2013 and 8% decrease from 2012.
▪ 56% of departures were to the south, 22% north, 12% east, and 11% west.
81 daily *arrivals* – a 9% decrease from 2013 and a 13% decrease from 2012.
▪ 60% of arrivals were from the north, 25% south, 12% east, and 3% west.
- Nighttime:** 8 daily *departures*⁶ – a 10% decrease from 2013 and a 14% decrease from 2012.
▪ 75% of departures were to the south, 14% west, 8% north, and 3% east.
7 daily *arrivals* – an 11% decrease from 2013 and a 12% decrease from 2012.
▪ 86% of arrivals were from the north, 9% south, 4% east, and 1% west.

Daytime vs. Nighttime: Approximately 90% of all *departures* and 92% of all *arrivals* occurred during the daytime hours.

¹ Note: Due to the location of the radar south of Sunset Road, and the angle of the radar signal to avoid ground clutter, some aircraft that depart to the north from LAS are not captured until well north of Tropicana Avenue. Therefore, the EnvironmentalVue application, used to determine runway use and traffic counts, does not tag these operations as either occurring at LAS or as a departure. Thus, total departure counts may be less than what likely occurred.

² See footnote #1.

³ See footnote #1.

⁴ See footnote #1.

⁵ See footnote #1.

⁶ See footnote #1.

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

Tropicana: 120 daily *departures* - a 3% decrease from 2013 and a 3% increase from 2012.

Charleston: 122 daily *arrivals* - a 2% decrease from 2013 and a 4% increase from 2012.

Strip: 39 daily *touch and go's* - a 4% decrease from 2013 and a 6% increase from 2012.

Daytime vs. Nighttime: Approximately 99% of all helicopter tour operations occurred during the daytime hours.

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

Heavies: **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 2% of the daily traffic.

Large: **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 64% of the daily traffic.

Medium: **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 1% of the daily traffic.

Small: **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 8% of the daily traffic.

Military: **Military** turbine-driven aircraft accounted for virtually 0% of the daily traffic.

Non-Jet: **Piston-driven** aircraft and unassigned aircraft types accounted for 3% of the daily traffic.

Helis: **Touring helicopters** accounted for 22% of the daily traffic.

Noisier Aircraft Types: The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft accounted for almost no operations per day.

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

Primary: In 2014, 66% departed to the **west** (from LAS's primary departure runways). This figure was 75% in 2013 and 78% in 2012.

Secondary: In 2014, 4% departed to the **south** (from LAS's secondary departure runways). This figure was 3% in 2013 and 4% in 2012.

Alternate 1: In 2014, 19% departed to the **north** (from LAS's alternate departure runways). This figure was 18% in 2013 and 16% in 2012.

Alternate 2: In 2014, 11% departed to the **east** (from LAS's alternate departure runways). This figure was 4% in 2013 and 2% in 2012.

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

SVHS: In 2014, 96% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 25L or 25R and made a left-hand turn were within 0.3 NM of **Sierra Vista High School** (SVHS). This figure was 94% in 2013 and 95% in 2012.

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 25L and 25R. This gate was established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas very-high frequency omnidirectional range tactical air navigation (VORTAC) facility before turning left (or towards the south) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Nevada Trails community) and aircraft turning late along this corridor (like the Rhodes Ranch community).

Peace: In 2014, 97% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 25L or 25R and made a right-hand turn were within 0.3 NM of the intersection of **Peace Way & Summers Shade Street**. This figure was 97% in 2013 and 96% in 2012.

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 25L and 25R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 4 nautical miles from the Las Vegas VORTAC before turning right (or towards the north) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Spanish Trail community) and aircraft turning late along this corridor (like the Summerlin South community).

Pebble: In 2014, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of **Pebble Road & Arville Street**. This figure was 94% in 2013 and 97% in 2012.

The Pebble “compliance gate” is located southeast of Blue Diamond Rd. and Decatur Blvd., approximately 4 miles due south by southwest of the extended runway centerline of Runways 19L and 19R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Warm Springs Estates community) and aircraft turning late along this corridor (like the Southern Highlands community).

UNLV: In 2014, 82% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the *UNLV sports complex*. This figure was 83% in 2013 and 82% in 2012.

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

Boulder: In 2014, 97% of the large air carrier aircraft that departed to the north from Runways 07L or 07R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 98% in 2013 and 96% in 2012.

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 07L and 07R. 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.).

Hualapai: In 2014, 92% of the large air carrier aircraft destined to the Nevada National Security Site that departed to the west from Runways 25L or 25R were within 0.3 NM of the extended runway centerline, near *Hualapai Way*. This figure was 91% in 2013 and 94% in 2012.

The Hualapai Way “compliance gate” is located northeast of Sunset Rd. and Hualapai Way, approximately 7 miles due west of the extended runway centerline of Runways 25L and 25R. This gate was established in May 2011 along a new noise abatement flight track which requests pilots of aircraft destined to the Nevada National Security Site to proceed runway heading to 7 nautical miles from the Las Vegas VORTAC before turning. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Spanish Trail community and the Summerlin South community).

Eastern: In 2014, 93% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. This figure was 89% in 2013 and 98% in 2012.

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: In 2014, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 99% in 2013 and 99% in 2012.

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

Stratosphere: In 2014, 98% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast of the Stratosphere Tower*. This figure was 80% in 2013 and 88% in 2012.

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.

The information denoted in this monthly summary represents **typical** residential complaints, flight activity, fleet mix, and gate compliance with the exception of increased departures to the east and the number of complaints tied to a single household.

November 2014: 1,204 total complaints - a 2,837% increase from 2013 and a 1,671% increase from 2012. On average, each caller (or household) issued 21.5 calls. The most calls received from one household totaled 1,075.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The *Paradise and Winchester* communities issued 1,108 calls (92%). (See October 2014 synopsis of typical aircraft overflight impacts on this community.)

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

Repeat Caller Impact: One household issued 89% (1,075 calls) of all the calls received in November 2014.

Calls by Operation - (Exhibit 2)

LAS: 99% of the total calls received were due to *LAS* fixed-wing operations.

- 64% were due to departures to the north from Runways 01L and 01R. (94% from one household).
- 35% were due to departures to the south from Runways 19L and 19R. (86% from one household, which is the same household that issued 94% of the calls for LAS Runways 01L and 01R.).

VGT: >1% of the total calls received were due to *VGT* fixed-wing operations.

HND: 1% of the total calls received were due to *HND* fixed-wing operations.

Helis: >1% of the total calls received were due to *helicopter* operations.

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

Overall: 377 daily *departures*⁷ – a 10% decrease from 2013 and 7% decrease from 2012.

- 75% of departures were to the north, 16% south, 7% east, and 2% west.

451 daily *arrivals* – a 5% decrease from 2013 and no change from 2012.

- 60% of arrivals were from the east, 35% south, and 5% north.

Daytime: 326 daily *departures*⁸ – a 10% decrease from 2013 and 6% decrease from 2012.

- 75% of departures were to the north, 16% south, 8% east, and 1% west.

407 daily *arrivals* – a 5% decrease from 2013 and 1% increase from 2012.

- 58% of arrivals were from the east, 36% south, and 5% north.

Nighttime: 51 daily *departures*⁹ – a 12% decrease from 2013 and 14% decrease from 2012.

- 78% of departures were to the north, 15% south, 6% west, and 1% east.

45 daily *arrivals* – a 5% decrease from 2013 and 7% decrease from 2012.

- 74% of arrivals were from the east, 23% south, and 3% north.

Daytime vs. Nighttime: Approximately 87% of all *departures* and 90% of all *arrivals* occurred during the daytime hours.

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

Overall: 75 daily *departures*¹⁰ – a 6% decrease from 2013 and 9% decrease from 2012.

- 77% of departures were to the north, 12% south, 10% east, and 1% west.

89 daily *arrivals* – a 1% increase from 2013 and an 8% decrease from 2012.

- 58% of arrivals were from the south, 27% east, 12% south, and 2% west.

Daytime: 67 daily *departures*¹¹ – a 7% decrease from 2013 and 9% decrease from 2012.

- 76% of departures were to the north, 12% south, 11% east, and 1% west.

83 daily *arrivals* – no change from 2013 and 8% decrease from 2012.

- 58% of arrivals were from the south, 28% east, 11% north, and 2% west.

Nighttime: 7 daily *departures*¹² – a 1% decrease from 2013 and 8% decrease from 2012.

- 80% of departures were to the north, 17% south, and 3% west.

6 daily *arrivals* – a 3% increase from 2013 and no change from 2012.

- 31% of arrivals were from the south, 26% north, 12% east, and 1% west.

Daytime vs. Nighttime: Approximately 90% of all *departures* and 93% of all *arrivals* occurred during the daytime hours.

⁷ See footnote #1.

⁸ See footnote #1.

⁹ See footnote #1.

¹⁰ See footnote #1.

¹¹ See footnote #1.

¹² See footnote #1.

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

Tropicana: 91 daily *departures* – a 3% decrease from 2013 and 8% decrease from 2012.

Charleston: 92 daily *arrivals* - a 1% decrease from 2013 and 6% decrease from 2012.

Strip: 34 daily *touch and go's* - a 9% increase from 2013 and a 1% increase from 2012.

Daytime vs. Nighttime: Approximately 99% of all helicopter tour operations occurred during the daytime hours.

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

Heavies: **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 2% of the daily traffic.

Large: **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 66% of the daily traffic.

Medium: **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 1% of the daily traffic.

Small: **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 9% of the daily traffic.

Military: **Military** turbine-driven aircraft accounted for less than 1% of the daily traffic.

Non-Jet: **Piston-driven** aircraft and unassigned aircraft types accounted for 4% of the daily traffic.

Helis: **Touring helicopters** accounted for 19% of the daily traffic.

Noisier Aircraft Types: The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft accounted for almost no operations per day.

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

Primary: In 2014, 2% departed to the **west** (from LAS's primary departure runways). This figure was 82% in 2013 and 94% in 2012.

Secondary: In 2014, 16% departed to the **south** (from LAS's secondary departure runways). This figure was 3% in 2013 and 3% in 2012.

Alternate 1: In 2014, 75% departed to the **north** (from LAS's alternate departure runways). This figure was 6% in 2013 and 2% in 2012.

Alternate 2: In 2014, 7% departed to the **east** (from LAS's alternate departure runways). This figure was 9% in 2013 and 1% in 2012.

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

- SVHS:** In 2014, 94% of the large air carrier aircraft (excluding those destined to the Nevada Test Site) that departed to the west from Runways 25L or 25R and made a left-hand turn were within 0.3 NM of **Sierra Vista High School** (SVHS). This figure was 96% in 2013 and 94% in 2012. (See October 2014 synopsis for specific location of the SVHS gate.)
- Peace:** In 2014, 92% of the large air carrier aircraft (excluding those destined to the Nevada Test Site) that departed to the west from Runways 25L or 25R and made a right-hand turn were within 0.3 NM of the intersection of **Peace Way & Summers Shade Street**. This figure was 98% in 2013 and 98% in 2012. (See October 2014 synopsis for specific location of the Peace gate.)
- Pebble:** In 2014, 98% of the large air carrier aircraft (excluding those destined to the Nevada Test Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of **Pebble Road & Arville Street**. This figure was 99% in 2013 and 93% in 2012. (See October 2014 synopsis for specific location of the Pebble gate.)
- UNLV:** In 2014, 83% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the **UNLV sports complex**. This figure was 78% in 2013 and 83% in 2012. (See October 2014 synopsis for specific location of the UNLV gate.)
- Boulder:** In 2014, 90% of the large air carrier aircraft that departed to the north from Runways 07L or 07R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 89% in 2013 and 99% in 2012. (See October 2014 synopsis for specific location of the Boulder Hwy. gate.)
- Hualapai:** In 2014, 90% of the large air carrier aircraft destined to the Nevada Test Site that departed to the west from Runways 25L or 25R were within 0.3 NM of the extended runway centerline, near **Hualapai Way**. This figure was 86% in 2013 and 92% in 2012. (See October 2014 synopsis for specific location of the Hualapai gate.)
- Eastern:** In 2014, 89% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of **Tropicana Avenue & Eastern Avenue**. This figure was 96% in 2013 and 99% in 2012. (See October 2014 synopsis for specific location of the Eastern gate.)
- Hollywood:** In 2014, 96% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of **Charleston Boulevard & Hollywood Boulevard**. This figure was 95% in 2013 and 93% in 2012. (See October 2014 synopsis for specific location of the Hollywood gate.)
- Stratosphere:** In 2014, 98% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, **northeast of the Stratosphere Tower**. This figure was 97% in 2013 and 88% in 2012. (See October 2014 synopsis for specific location of the Stratosphere gate.)

The information denoted in this monthly summary represents **typical** residential complaints, flight activity, fleet mix, and gate compliance with the exception of increased departures to the north and south (due to construction on Runway 25R/07L, which typically handles the majority of departures from LAS) and the number of complaints tied to a single household.

December 2014: 664 total complaints – a 1,228% increase from 2013 and a 922% increase from 2012. On average, each caller (or household) issued 11.1 calls. The most calls received from one household totaled 579.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The *Paradise and Winchester* communities issued 616 calls (93%). (See October 2014 synopsis of typical aircraft overflight impacts on this community.)

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

Repeat Caller Impact: One household issued 87% (579 calls) of all the calls received in December 2014.

Calls by Operation - (Exhibit 2)

LAS: 97% of the total calls received were due to *LAS* fixed-wing operations.
▪ 94% were due to departures to the north from Runways 01L and 01R (92% from one household).

VGT: <1% of the total calls received were due to *VGT* fixed-wing operations.

HND: 1% of the total calls received were due to *HND* fixed-wing operations.

Helis: 2% of the total calls received were due to *helicopter* operations.

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

Overall: 360 daily *departures*¹³ – a 10% decrease from 2013 and 8% decrease from 2012.
▪ 86% of departures were to the north, 6% south, 6% east, and 1% west.
443 daily *arrivals* – a 1% decrease from 2013 and 2% increase from 2012.
▪ 62% of arrivals were from the east, 37% south, and 1% north.

Daytime: 305 daily *departures*¹⁴ – an 11% decrease from 2013 and 9% decrease from 2012.
▪ 87% of departures were to the north, 7% east, 6% south, and 1% west.
392 daily *arrivals* – a 2% decrease from 2013 and 2% increase from 2012.
▪ 60% of arrivals were from the east, 39% south, and 1% north.

Nighttime: 55 daily *departures*¹⁵ – a 7% decrease from 2013 and 3% decrease from 2012.
▪ 85% of departures were to the north, 7% south, 4% west, and 3% east.
51 daily *arrivals* – a 5% increase from 2013 and 2% increase from 2012.
▪ 76% of arrivals were from the east, 22% south, and 2% north.

Daytime vs. Nighttime: Approximately 85% of all *departures* and 89% of all *arrivals* occurred during the daytime hours.

¹³ See footnote #1.

¹⁴ See footnote #1.

¹⁵ See footnote #1.

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

Overall: 63 daily *departures*¹⁶ – a 16% decrease from 2013 and 16% decrease from 2012.

- 86% of departures were to the north, 9% south, 4% east, and 1% west.

83 daily *arrivals* – a 6% decrease from 2013 and 6% decrease from 2012.

- 59% of arrivals were from the south, 36% east, 4% north, and 1% west.

Daytime: 57 daily *departures*¹⁷ – an 18% decrease from 2013 and 17% decrease from 2012.

- 86% of departures were to the north, 9% south, 4% east, and 1% west.

77 daily *arrivals* – a 6% decrease from 2013 and 6% decrease from 2012.

- 59% of arrivals were from the south, 37% east, 3% north, and 1% west.

Nighttime: 6 daily *departures*¹⁸ – a 5% increase from 2013 and 8% decrease from 2012.

- 86% of departures were to the north, 9% south, 3% east, and 2% west.

5 daily *arrivals* – a 7% decrease from 2013 and 4% increase from 2012.

- 61% of arrivals were from the south, 26% east, 12% north, and 1% west.

Daytime vs. Nighttime: Approximately 90% of all *departures* and 94% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 69 daily *departures* – a 5% decrease from 2013 and 9% decrease from 2012.

Charleston: 71 daily *arrivals* - a 2% decrease from 2013 and 6% decrease from 2012.

Strip: 31 daily *touch and go's* - a 17% increase from 2013 and 13% increase from 2012.

Daytime vs. Nighttime: Approximately 98% of all helicopter tour operations occurred during the daytime hours.

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

Heavies: **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 2% of the daily traffic.

Large: **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 68% of the daily traffic.

Medium: **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 1% of the daily traffic.

Small: **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 9% of the daily traffic.

Military: **Military** turbine-driven aircraft accounted for less than 1% of the daily traffic.

Non-Jet: **Piston-driven** aircraft and unassigned aircraft types accounted for 3% of the daily traffic.

¹⁶ See footnote #1.

¹⁷ See footnote #1.

¹⁸ See footnote #1.

Helis: *Touring helicopters* accounted for 16% of the daily traffic.

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

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

Primary: In 2014, 1% departed to the *west* (from LAS's primary departure runways). This figure was 72% in 2013 and 72% in 2012.

Secondary: In 2014, 6% departed to the *south* (from LAS's secondary departure runways). This figure was 3% in 2013 and 4% in 2012.

Alternate 1: In 2014, 86% departed to the *north* (from LAS's alternate departure runways). This figure was 20% in 2013 and 20% in 2012.

Alternate 2: In 2014, 6% departed to the *east* (from LAS's alternate departure runways). This figure was 5% in 2013 and 4% in 2012.

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

SVHS: In 2014, 89% of the large air carrier aircraft (excluding those destined to the Nevada Test Site) that departed to the west from Runways 25L or 25R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 94% in 2013 and 96% in 2012. (See October 2014 synopsis for specific location of the SVHS gate.)

Peace: In 2014, 100% of the large air carrier aircraft (excluding those destined to the Nevada Test Site) that departed to the west from Runways 25L or 25R and made a right-hand turn were within 0.3 NM of the intersection of *Peace Way & Summers Shade Street*. This figure was 98% in 2013 and 99% in 2012. (See October 2014 synopsis for specific location of the Peace gate.)

Pebble: In 2014, 93% of the large air carrier aircraft (excluding those destined to the Nevada Test Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of *Pebble Road & Arville Street*. This figure was 94% in 2013 and 96% in 2012. (See October 2014 synopsis for specific location of the Pebble gate.)

UNLV: In 2014, 84% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the *UNLV sports complex*. This figure was 82% in 2013 and 83% in 2012. (See October 2014 synopsis for specific location of the UNLV gate.)

Boulder: In 2014, 89% of the large air carrier aircraft that departed to the north from Runways 07L or 07R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 91% in 2013 and 97% in 2012. (See October 2014 synopsis for specific location of the Boulder Hwy. gate.)

Hualapai: In 2014, 89% of the large air carrier aircraft destined to the Nevada Test Site that departed to the west from Runways 25L or 25R were within 0.3 NM of the extended runway centerline, near *Hualapai Way*. This figure was 89% in 2013 and 95% in 2012. (See October 2014 synopsis for specific location of the Hualapai gate.)

Eastern: In 2014, 85% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. This figure was 95% in 2013 and 98% in 2012. (See October 2014 synopsis for specific location of the Eastern gate.)

Hollywood: In 2014, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 99% in 2013 and 99% in 2012. (See October 2014 synopsis for specific location of the Hollywood gate.)

Stratosphere: In 2014, 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast of the Stratosphere Tower*. This figure was 97% in 2013 and 97% in 2012. (See October 2014 synopsis for specific location of the Stratosphere gate.)

The information denoted in this monthly summary represents **typical** residential complaints, flight activity, fleet mix, and gate compliance with the exception of increased departures to the north and south (due to construction on Runway 25R/07L, which typically handles the majority of departures from LAS) and the number of complaints tied to a single household.

Annual Noise Complaint Summaries

2014: 6,557 total complaints – a 1,503% increase from 2013 and an 897% increase from 2012. On average, each caller (or household) issued 32.1 calls. The most calls received from one household totaled 6,046.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The *Paradise and Winchester* communities issued 6,220 calls (95%). (See October 2014 synopsis of typical aircraft overflight impacts on this community.)

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

Repeat Caller Impact: One household issued 92% (6,046 calls) of all the calls received in 2014.

Calls by Operation - (Exhibit 2)

- LAS:** 98% of the total calls received were due to **LAS** fixed-wing operations.
- 49% were due to departures to the north from Runways 01L and 01R (93% from one household).
 - 40% were due to departures to the west from Runways 25L and 25R (98% from one household, which is the same household that issued 93% of the calls for LAS Runways 01L and 01R.).
 - 7% were due to departures to the south from Runways 19L and 19R (82% from one household, which is the same household that issued 93% of the calls for LAS Runways 01L and 01R, and 98% of the calls from LAS Runways 25L and 25R.).
 - 2% were due to departures to the south from Runways 07L and 07R (65% from one household, which is the same household that issued 93% of the calls for LAS Runways 01L and 01R, 98% of the calls from LAS Runways 25L and 25R, and 82% of the calls from LAS Runways 19L and 19R.).

- VGT:** <1% of the total calls received were due to **VGT** fixed-wing operations.
- HND:** 1% of the total calls received were due to **HND** fixed-wing operations.
- Helis:** 1% of the total calls received were due to **helicopter** operations.

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

- Overall:** 415 daily *departures*¹⁹ – no change from 2013 and 4% decrease from 2012.
▪ 60% of departures were to the west, 22% north, 14% east, and 4% south.
465 daily *arrivals* – no change from 2013 and 1% decrease from 2012.
▪ 71% of arrivals were from the east, 15% south, 11% north and 3% west.
- Daytime:** 349 daily *departures*²⁰ – no change from 2013 and 5% decrease from 2012.
▪ 57% of departures were to the west, 23% north, 16% east, and 4% south.
412 daily *arrivals* – no change from 2013 and no change from 2012.
▪ 70% of arrivals were from the east, 16% south, 11% north, and 4% west.
- Nighttime:** 66 daily *departures*²¹ – a 2% decrease from 2013 and 2% decrease from 2012.
▪ 74% of departures were to the west, 18% north, 5% south, and 3% east.
53 daily *arrivals* – a 2% increase from 2013 and 4% decrease from 2012.
▪ 83% of arrivals were from the east, 9% north, and 8% south.

Daytime vs. Nighttime: Approximately 84% of all *departures* and 89% of all *arrivals* occurred during the daytime hours.

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

- Overall:** 80 daily *departures*²² – a 3% increase from 2013 and 4% decrease from 2012.
▪ 49% of departures were to the south, 25% north, 14% west, and 12% east.
92 daily *arrivals* – a 2% increase from 2013 and 5% decrease from 2012.
▪ 56% of arrivals were from the north, 23% south, 16% east, and 5% west.
- Daytime:** 72 daily *departures*²³ – a 2% increase from 2013 and 6% decrease from 2012.
▪ 47% of departures were to the south, 26% north, 14% west, and 14% east.
86 daily *arrivals* – a 2% increase from 2013 and 5% decrease from 2012.
▪ 55% of arrivals were from the north, 23% south, 17% east, and 5% west.
- Nighttime:** 9 daily *departures*²⁴ – an 8% increase from 2013 and 10% increase from 2012.
▪ 65% of departures were to the south, 19% north, 14% west, and 2% east.
6 daily *arrivals* – a 2% decrease from 2013 and 3% decrease from 2012.
▪ 70% of arrivals were from the north, 21% south, 9% east, and 1% west.

Daytime vs. Nighttime: Approximately 89% of all *departures* and 93% of all *arrivals* occurred during the daytime hours.

¹⁹ See footnote #1.

²⁰ See footnote #1.

²¹ See footnote #1.

²² See footnote #1.

²³ See footnote #1.

²⁴ See footnote #1.

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

Tropicana: 108 daily *departures* – a 3% decrease from 2013 and 2% increase from 2012.

Charleston: 109 daily *arrivals* - a 2% decrease from 2013 and 3% increase from 2012.

Strip: 39 daily *touch and go's* - a 5% increase from 2013 and 3% increase from 2012.

Daytime vs. Nighttime: Approximately 96% of all helicopter tour operations occurred during the daytime hours.

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

Heavies: **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 2% of the daily traffic.

Large: **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 65% of the daily traffic.

Medium: **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 1% of the daily traffic.

Small: **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 8% of the daily traffic.

Military: **Military** turbine-driven aircraft accounted for virtually 0% of the daily traffic.

Non-Jet: **Piston-driven** aircraft and unassigned aircraft types accounted for 4% of the daily traffic.

Helos: **Touring helicopters** accounted for 21% of the daily traffic.

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

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

Primary: In 2014, 60% departed to the **west** (from LAS's primary departure runways). This figure was 75% in 2013 and 68% in 2012.

Secondary: In 2014, 4% departed to the **south** (from LAS's secondary departure runways). This figure was 3% in 2013 and 8% in 2012.

Alternate 1: In 2014, 22% departed to the **north** (from LAS's alternate departure runways). This figure was 12% in 2013 and 12% in 2012.

Alternate 2: In 2014, 14% departed to the **east** (from LAS's alternate departure runways). This figure was 10% in 2013 and 13% in 2012.

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

- SVHS:** In 2014, 95% of the large air carrier aircraft (excluding those destined to the Nevada Test Site) that departed to the west from Runways 25L or 25R and made a left-hand turn were within 0.3 NM of **Sierra Vista High School** (SVHS). This figure was 95% in 2013 and 94% in 2012. (See October 2014 synopsis for specific location of the SVHS gate.)
- Peace:** In 2014, 96% of the large air carrier aircraft (excluding those destined to the Nevada Test Site) that departed to the west from Runways 25L or 25R and made a right-hand turn were within 0.3 NM of the intersection of **Peace Way & Summers Shade Street**. This figure was 97% in 2013 and 96% in 2012. (See October 2014 synopsis for specific location of the Peace gate.)
- Pebble:** In 2014, 97% of the large air carrier aircraft (excluding those destined to the Nevada Test Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of **Pebble Road & Arville Street**. This figure was 95% in 2013 and 97% in 2012. (See October 2014 synopsis for specific location of the Pebble gate.)
- UNLV:** In 2014, 82% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the **UNLV sports complex**. This figure was 80% in 2013 and 81% in 2012. (See October 2014 synopsis for specific location of the UNLV gate.)
- Boulder:** In 2014, 95% of the large air carrier aircraft that departed to the north from Runways 07L or 07R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 96% in 2013 and 97% in 2012. (See October 2014 synopsis for specific location of the Boulder Hwy. gate.)
- Hualapai:** In 2014, 90% of the large air carrier aircraft destined to the Nevada Test Site that departed to the west from Runways 25L or 25R were within 0.3 NM of the extended runway centerline, near **Hualapai Way**. This figure was 92% in 2013 and 93% in 2012. (See October 2014 synopsis for specific location of the Hualapai gate.)
- Eastern:** In 2014, 94% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of **Tropicana Avenue & Eastern Avenue**. This figure was 96% in 2013 and 98% in 2012. (See October 2014 synopsis for specific location of the Eastern gate.)
- Hollywood:** In 2014, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of **Charleston Boulevard & Hollywood Boulevard**. This figure was 99% in 2013 and 98% in 2012. (See October 2014 synopsis for specific location of the Hollywood gate.)
- Stratosphere:** In 2014, 96% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, **northeast of the Stratosphere Tower**. This figure was 88% in 2013 and 87% in 2012. (See October 2014 synopsis for specific location of the Stratosphere gate.)

Calls by Month - (Exhibit 10)

Seasonal Trends: The majority of the calls received for 2014 occurred in February, March, and November (45% of the total number of complaint calls received). The vast majority of calls received were associated with departures to the west and north, with most of the calls originating from a single household. While historical weather conditions for the Las Vegas Valley reflect the majority of departures from LAS that utilize Runway 25L and Runway 25R whenever wind and weather conditions dictate, the FAA will utilize a variety of runway configurations to better manage traffic levels in a safe and efficient manner. Additionally, when weather conditions are temperate and residents opt to leave their windows and doors open during the spring and fall months, the number of noise complaints tends to increase, as indicated on the exhibit.

Calls by Time of Day - (Exhibit 11)

Daytime versus Nighttime: Approximately 53% of the total calls received by the CCDOA were issued between the hours of 10 PM and 7 AM (98% from one household) while the remaining 47% were received between the hours of 7 AM and 10 PM (86% from one household, which is the same household that issued 98% of the calls between the hours of 10 PM and 7 AM).

Calls by Airport/Operation - (Exhibit 12)

Airport Trends: A majority (98%) of the total calls received in 2014 were attributed to LAS operations (94% from one household, which is the same household that issued 98% of the calls between 10 PM and 7 AM, and 86% of the calls between 7 AM and 10 PM).

Calls by Community - (Exhibit 13)

Community Trends: A majority of the total calls (95%) originated from the *Paradise and Winchester* communities. Calls received from *Paradise and Winchester* were attributed to westbound departures from Runway 25R and northbound departures from Runway 01R. However, 97% of the total 6,218 calls received from these two communities were from a single household.

Calls by LAS Operations - (Exhibit 14)

LAS Trends: The majority (50%) of the total calls received were associated with non-typical increased departures to the north from Runways 01R and 01L (93% from one household, which is the same household that issued 98% of the calls between 10 PM and 7 AM, 86% of the calls between 7 AM and 10 PM, and 94% of the total calls attributed to LAS operations).

Other Notable Issues

Runway Renovation: On October 30, 2014, the Clark County Department of Aviation began the first phase of the most significant capital improvement project to occur at McCarran International Airport since the opening of Terminal 3. LAS Runway 25R/07L was closed to air traffic as crews began the demolition portion of the \$67 million project that will replace the runway's current asphalt with more durable concrete. This project is financed through a combination of Federal Aviation Administration (FAA) grants and airport-generated funds, no local tax dollars, and will support approximately 250 full-time equivalent construction jobs, including surveyors, contractors, fabricators, engineers and other service providers. At a length of more than 14,500 feet, it will take approximately 12 months to remove the runway's existing asphalt and replace it with concrete. The project will be completed in two, six-month-long periods, the first of which will focus on the eastern half of the runway. This will continue through late April 2015/early May 2015, at which time, Runway 25R/07L will reopen to serve McCarran during the peak summer travel season. The second

closure period will begin in late October 2015 and focus will be on the resurfacing of the western half of the runway through the project's conclusion in late April/early May 2016. LAS Runway 25R/07L typically handles one-third of all takeoffs and landings annually. The timing of the construction project was carefully planned to occur during the expected shift in runway use normally experienced during the winter months. Runway use during the October-through-May period shifts many flights to the north-south runways due to changing weather patterns.

Safety and Security Threats: Any threats to DOA staff or an aircraft in flight are taken seriously, and such threats will be forwarded to the appropriate law enforcement agencies.

GCS:jj

Attachments

Airport Noise Report

January 21, 2015

Page 20 of 42

Distribution: Commissioner Sisolak, Chair
Commissioner Brager
Commissioner Collins
Commissioner Weekly
Saeed Bonabian
Donald G. Burnette
Ralph LePore
Sam Ingalls
Teresa Motley
Dan Kezar
Linda Healey
Tucker Field
Tina Frias
Judy Villalta
Sandra Cikity
Donna Bergstrom

Stephen J. Lloyd (FAA TRACON)
Jon Holman (FAA ATC)
Charlie Halterman (HND Tower)
Richard Falcon (FAA FSDO)
Bristol Ellington (COH)
Josh Reid (COH)
Elizabeth Fretwell (CLV)
Vicki Mayes (CBC)
Mayor Carolyn Goodman (CLV)
Councilman Bob Beers (CLV)
Councilman Bob Coffin (CLV)
Councilwoman L. Tarkanian (CLV)
Mayor Pro Tem S. Anthony (CLV)
Councilman Ricki Barlow (CLV)
Councilman Steven Ross (CLV)
Bradford Jerbic, (CLV)
Mayor Roger Tobler (CBC)
Brok Armantrout (CBC)
David Parks (Nevada State Assembly)
J. Gordon Arkin (Foley & Lardner)
John Williams (Ricondo)
Douglas Pomeroy (FAA ADO)
La Nea M. Conner (Boeing)
Mike Jeck (Metro Wash. Air Auth.)
Frank Fiori (CNLV)
James Davies (Sky Harbor Airport)
Karen Everitt (Dallas City Hall)
Thomas Miller (Nellis AFB)
Stephanie Garcia-Vause (COH)
Andrew Powell (COH)
William Ruggiero (FAA TRACON)

Commissioner Brown, Vice-Chair
Commissioner Giunchigliani
Commissioner Scow
Rosemary Vassiliadis
Harry Waters
Brian McMahon
E. Lee Thomson
Chris Jones
Barbara Bolton
Jeff Jacquart
Charlie Hall
Ben Czyzewski
Dennis Anderson
Tom Peterson
Mark Silverstein
Brenda Bell

James Erbeck (CLV)
Wayne M. Niimi (FAA ATC)
Paul Alukonis (FAA FSDO)
Sydney Lowe (University Libraries)
Bob Brown (BBA)
Lisa Butterfield (Reno-Tahoe Airport)
Andrea Christensen (Denver Airport)
Jennifer Lewis (Scottsdale Airport)
Frank Iacovino (Mass Port Authority)
Robert Butler (Papillon Helicopters)
Christine Gerencher (American Airlines)
Bert Ganoung (SFO)
Nigel Turner (Heli USA Airways)
San Diego Airport Noise Management
Jeannie Denham (Citizen)
Judge Bob Johnston (Citizen)
Roy Fuhrmann (Metro Airports Commission)
Tom Schaus (Sundance Helicopters)
Brooke Satern (Port of Portland)
Gary Brodt (Citizen)
James P. Callahan (Nellis AFB)
Stan Shepherd (SEATAC)
Eric Sheng (Long Beach Airport)
Jason Schwartz (Portland Airport)
Todd Lobato (Nellis AFB)
William Olivieri (Citizen)
Samuel Carter (ITT)
Steven Peacock (Dallas City Hall)
Jacob Snow (COH)
John Dietz (FAA TRACON)

Exhibit 1: Noise Complaint Calls by Community* - October 2014

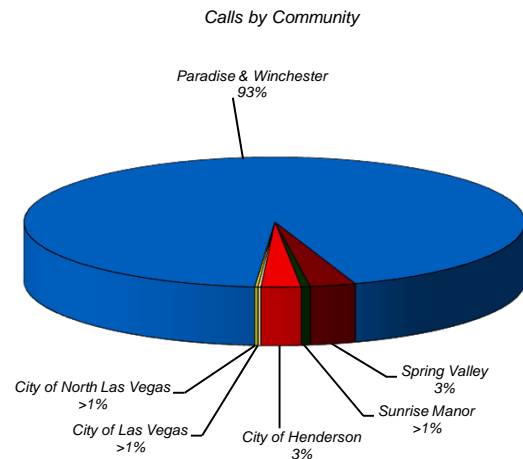
Community	No. of Calls in 2014	No. of Callers in 2014	No. of Calls in 2013	No. of Calls in 2012
City of Boulder City	13	5	1	27
City of Henderson	1	1	2	5
City of Las Vegas	1	1	2	5
City of North Las Vegas	1	1	2	5
Enterprise			1	5
Lone Mountain				1
Paradise & Winchester	477	13	16	18
Spring Valley	15	1	8	13
Summerlin South				
Sunrise Manor	3	3		7
Whitney				1
Location unknown				
Overall Total	510	24	30	77

Difference between 2014 and 2013 Total Calls: 1,600%

Difference between 2014 and 2012 Total Calls: 562%

Average Number of Calls per Caller: 21.3

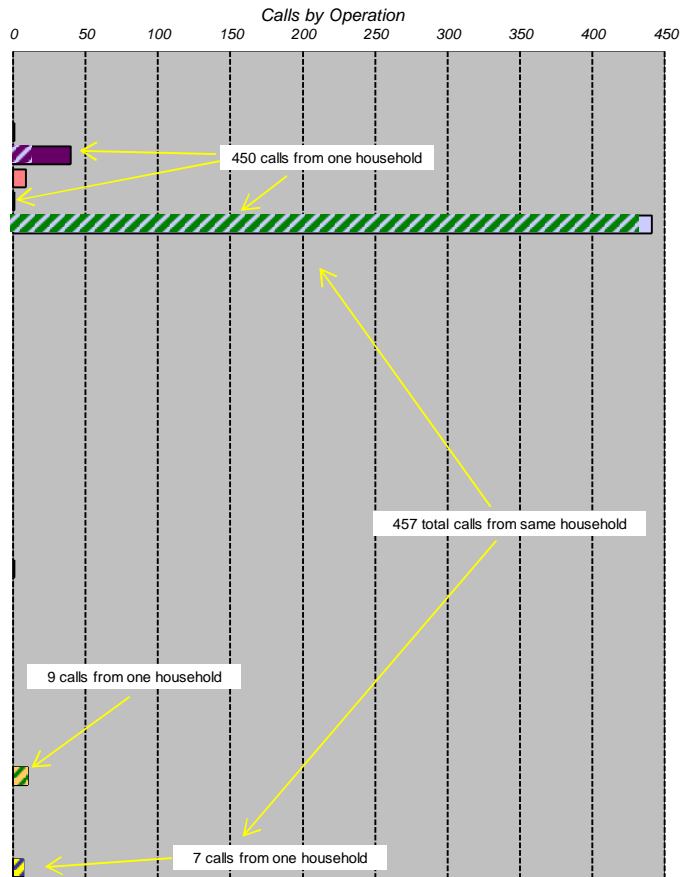
Most calls received from one household: 457



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

Exhibit 2: Noise Complaint Calls by Type of Operation - October 2014

Operation	No. of Calls in 2014	Percent of Overall Total	No. of Calls in 2013	No. of Calls in 2012
LAS 01R/L Arrivals				
LAS 07R/L Arrivals				1
LAS 19R/L Arrivals				
LAS 25R/L Arrivals	1	0.2%		1
LAS 01R/L Departures	40	7.8%	17	26
LAS 07R/L Departures	9	1.8%	2	1
LAS 19R/L Departures	1	0.2%	5	2
LAS 25R/L Departures	441	86.5%	2	12
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	492	96.5%	26	43
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA	1	0.2%	2	
VGT Other				
VGT Total	1	0.2%	2	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	10	2.0%	1	4
HND Other				
HND Total	10	2.0%	1	4
Helicopters**	7	1.4%	1	30
Overall Total	510	100%	30	77



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

Exhibit 3: Aircraft Noise Complaints by Community - October 2014

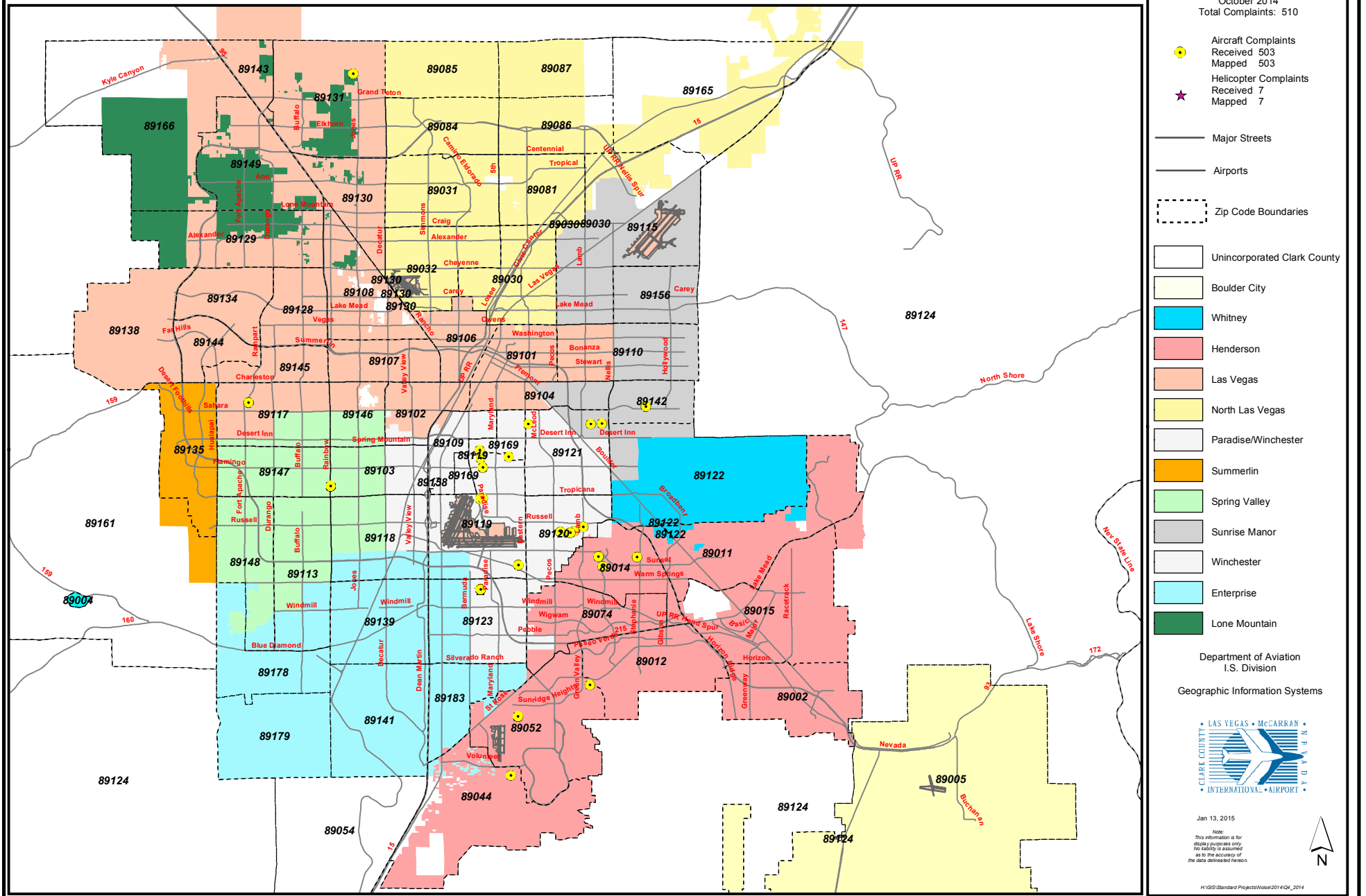
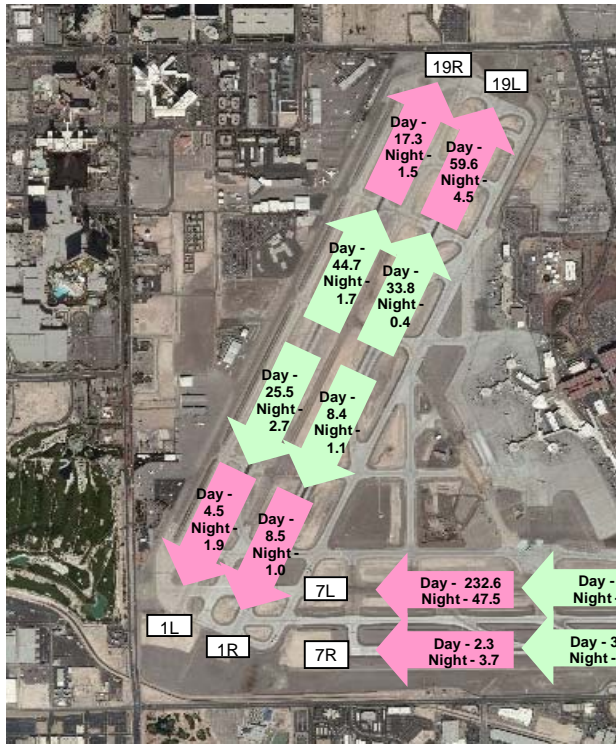


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - October 2014



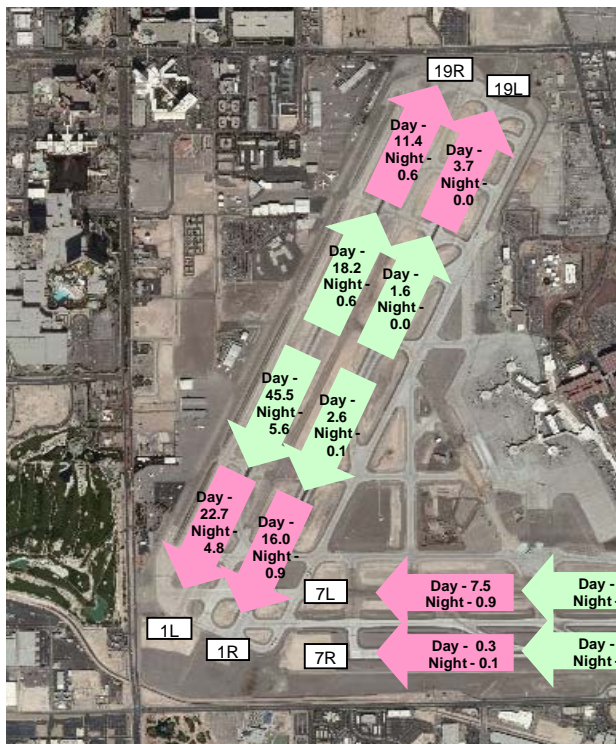
Year	2014		2013		2012	
Daytime Departures	374	86%	369	87%	352	85%
Nighttime Departures	61	14%	55	13%	62	15%
Total Departures	435	100%	424	100%	414	100%

Daytime Arrivals	435	90%	435	91%	423	89%
Nighttime Arrivals	49	10%	43	9%	53	11%
Total Arrivals	483	100%	478	100%	475	100%

Growth	Overall	Daytime	Nighttime
Depts. 2014 vs 2013	3%	1%	11%
Depts. 2014 vs 2012	5%	6%	-2%
Arrivals 2014 vs 2013	1%	0%	14%
Arrivals 2014 vs 2012	2%	3%	-8%

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

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - October 2014



Year	2014		2013		2012	
Daytime Departures	70	90%	76	90%	76	90%
Nighttime Departures	8	10%	8	10%	9	10%
Total Departures	77	100%	84	100%	84	100%

Daytime Arrivals	81	92%	89	92%	93	92%
Nighttime Arrivals	7	8%	8	8%	8	8%
Total Arrivals	87	100%	96	100%	100	100%

Growth	Overall	Daytime	Nighttime
Depts. 2014 vs 2013	-8%	-8%	-10%
Depts. 2014 vs 2012	-8%	-8%	-14%
Arrivals 2014 vs 2013	-9%	-9%	-11%
Arrivals 2014 vs 2012	-13%	-13%	-12%

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

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours - October 2014

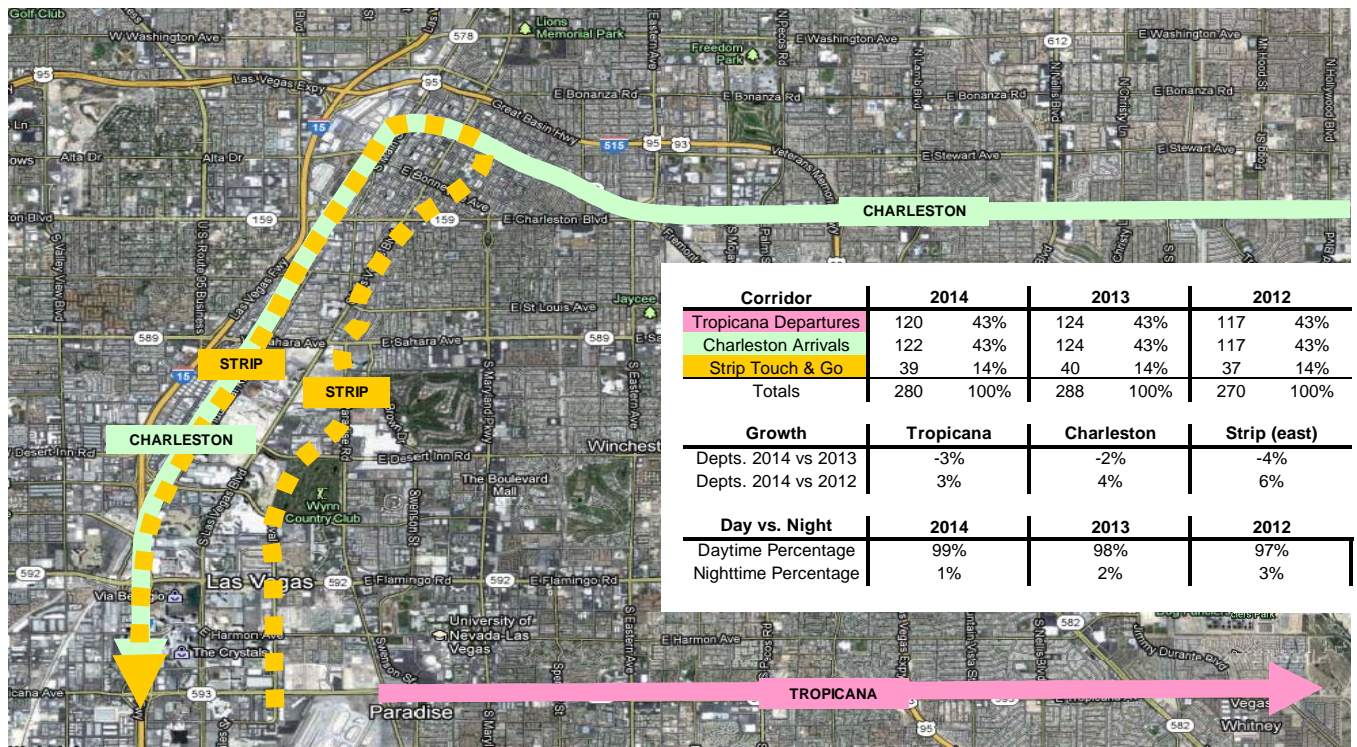
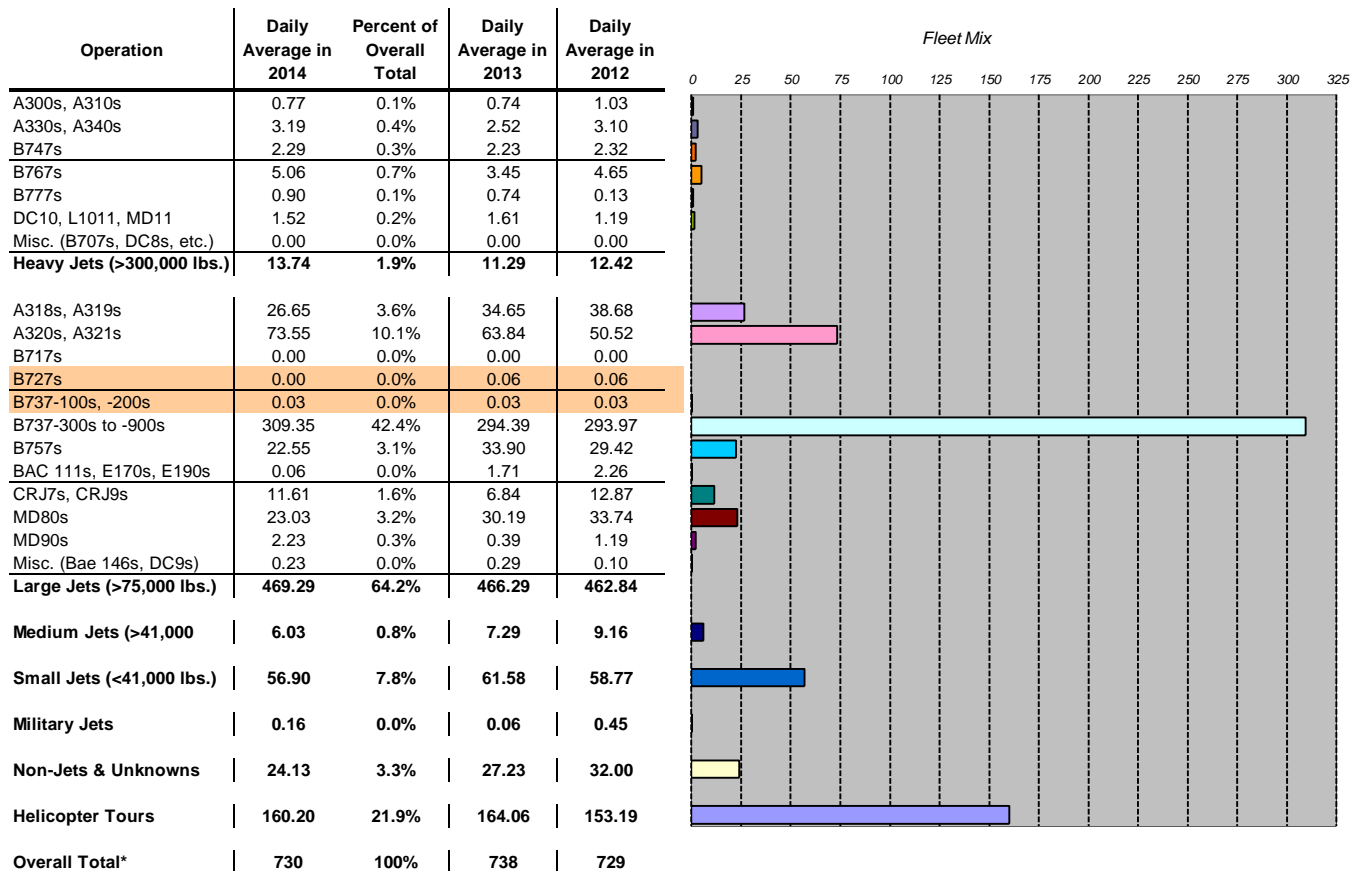


Exhibit 7: LAS Aircraft Arrival Fleet Mix* - October 2014



* Overall Total: Note that operation type and runway use counts are estimated by ITT Exelis AirScene.com Noise and Monitoring Operations (NOMS) system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs. is inexact.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - October 2014 to 2012

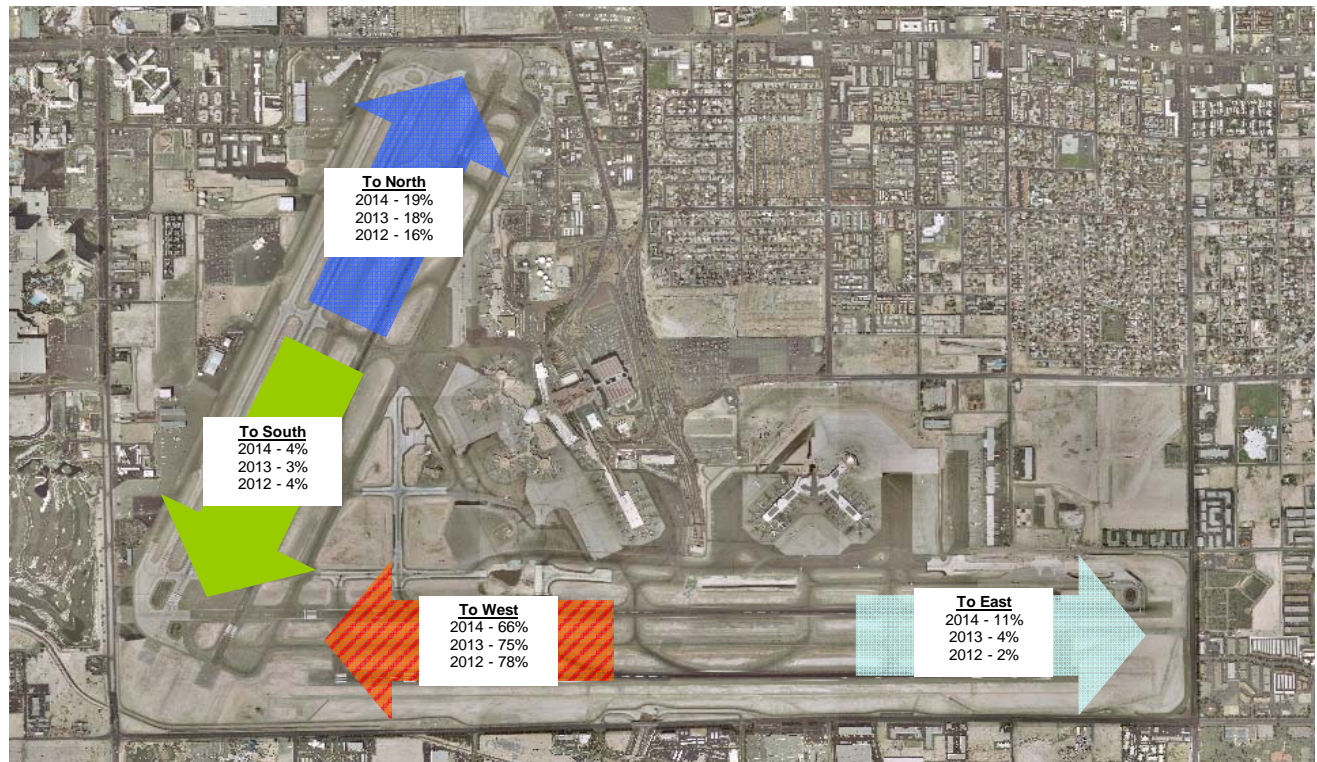
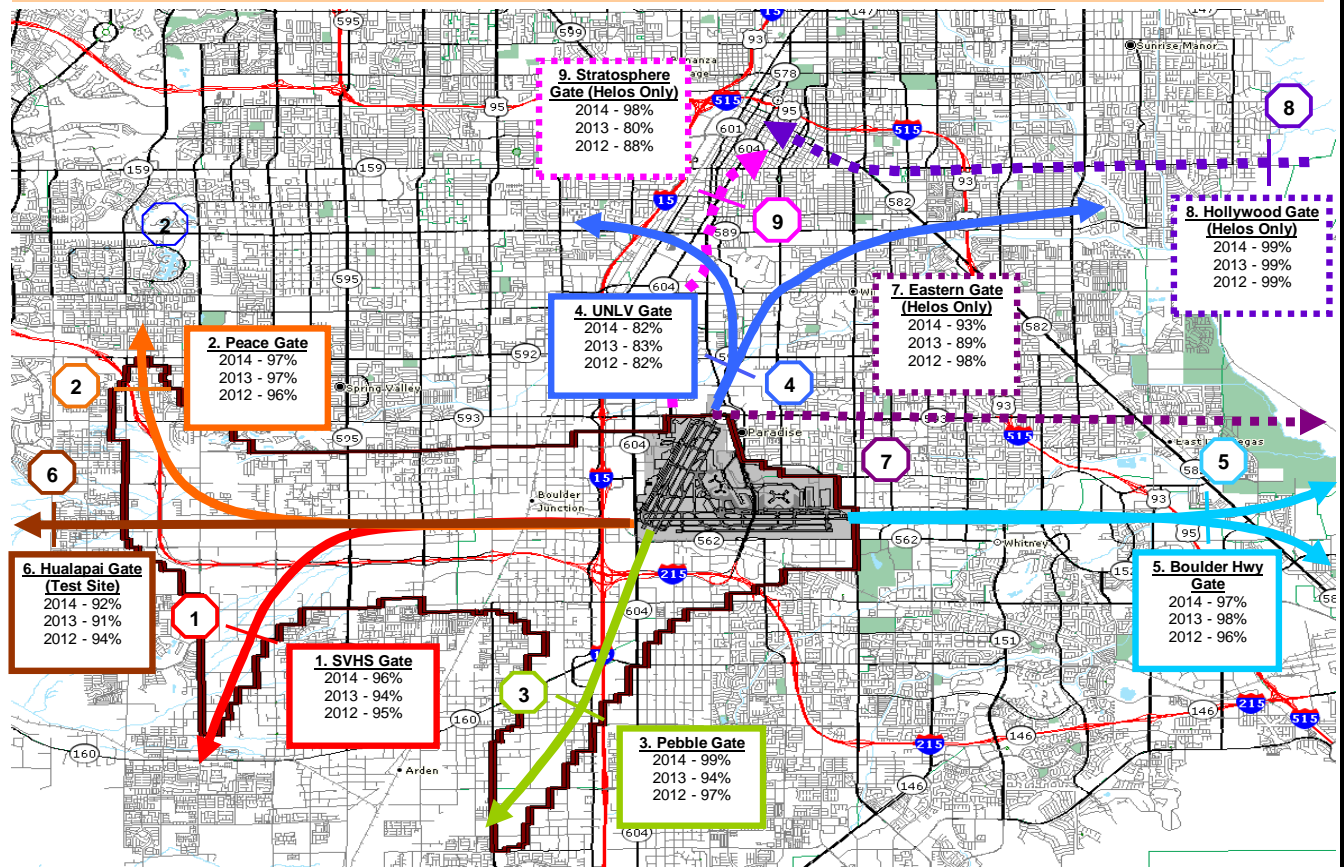


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - October 2014



* Aircraft types: All aircraft with a maximum gross take off weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A350, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 1: Noise Complaint Calls by Community* - November 2014

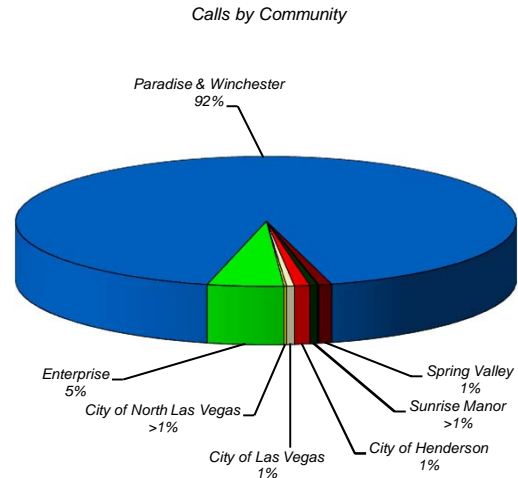
Community	No. of Calls in 2014	No. of Callers in 2014	No. of Calls in 2013	No. of Calls in 2012
City of Boulder City	12	6	2	30
City of Henderson	6	5	4	3
City of Las Vegas	2	1		
City of North Las Vegas	59	6	2	7
Enterprise	1108	25	19	4
Lone Mountain	10	7	8	5
Paradise & Winchester	1	1		1
Spring Valley	6	5	1	18
Summerlin South				
Sunrise Manor				
Whitney				
Location unknown				
Overall Total	1,204	56	41	68

Difference between 2014 and 2013 Total Calls: 2,837%

Difference between 2014 and 2012 Total Calls: 1,671%

Average Number of Calls per Caller: 21.5

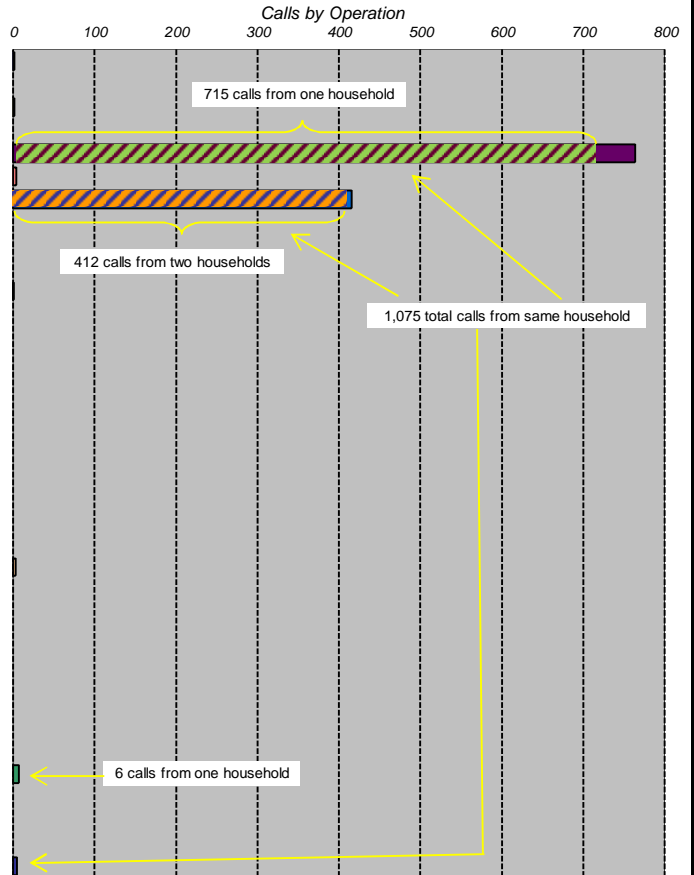
Most calls received from one household: 1,075



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

Exhibit 2: Noise Complaint Calls by Type of Operation - November 2014

Operation	No. of Calls in 2014	Percent of Overall Total	No. of Calls in 2013	No. of Calls in 2012
LAS 01R/L Arrivals	2	0.2%	1	
LAS 07R/L Arrivals				2
LAS 19R/L Arrivals	2	0.2%		2
LAS 25R/L Arrivals				2
LAS 01R/L Departures	764	63.5%	5	2
LAS 07R/L Departures	4	0.3%	6	2
LAS 19R/L Departures	416	34.6%	2	6
LAS 25R/L Departures			16	7
LAS Run-ups			1	
LAS GA				
LAS Other	1			
LAS Total	1,189	98.8%	31	21
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA	3	0.2%	1	
VGT Other				
VGT Total	3	0.2%	1	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	7	0.6%	1	1
HND Other				
HND Total	7	0.6%	1	1
Helicopters**	5	0.4%	8	46
Overall Total	1,204	100%	41	68



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

Exhibit 3: Aircraft Noise Complaints by Community - November 2014

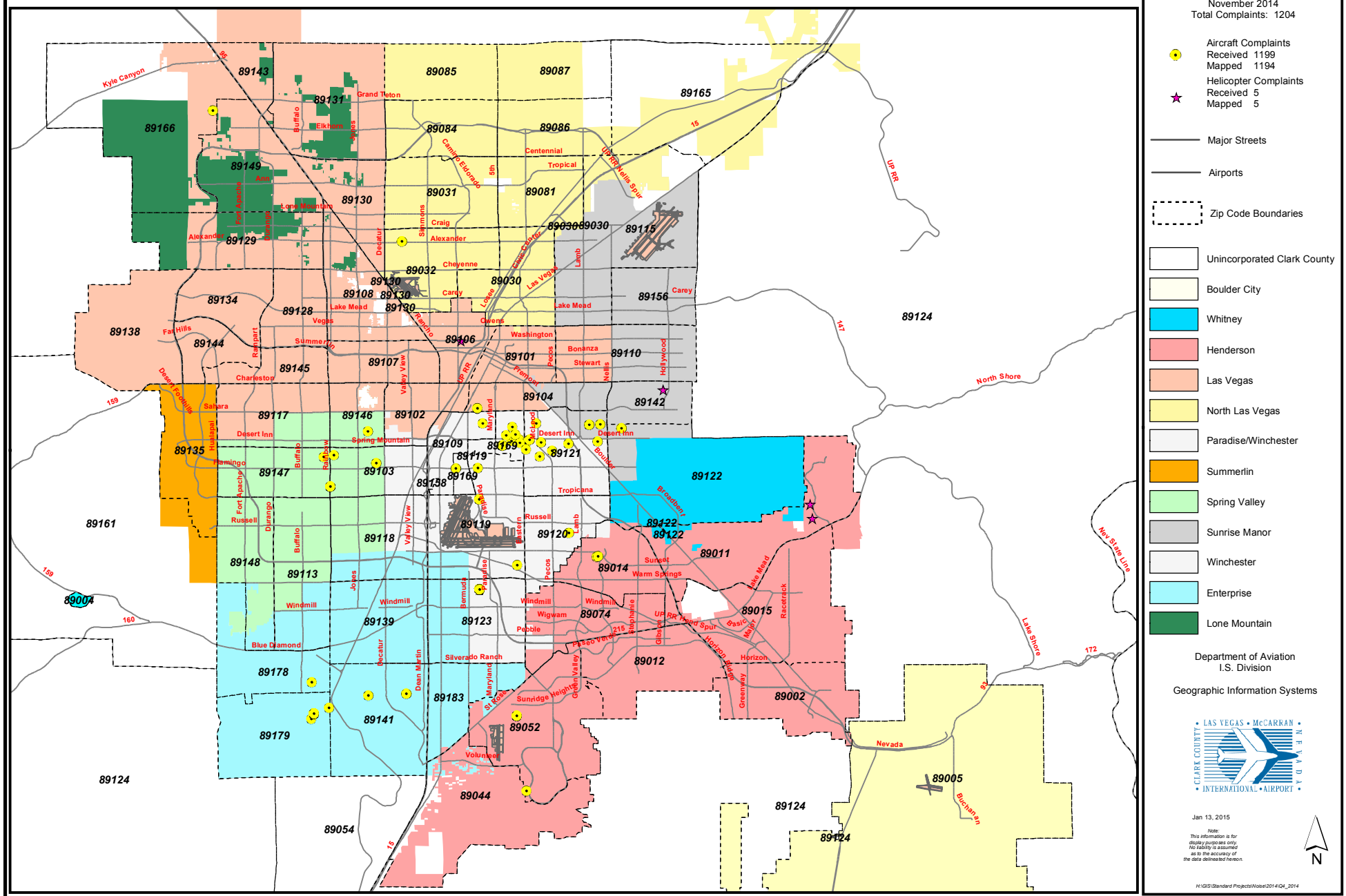
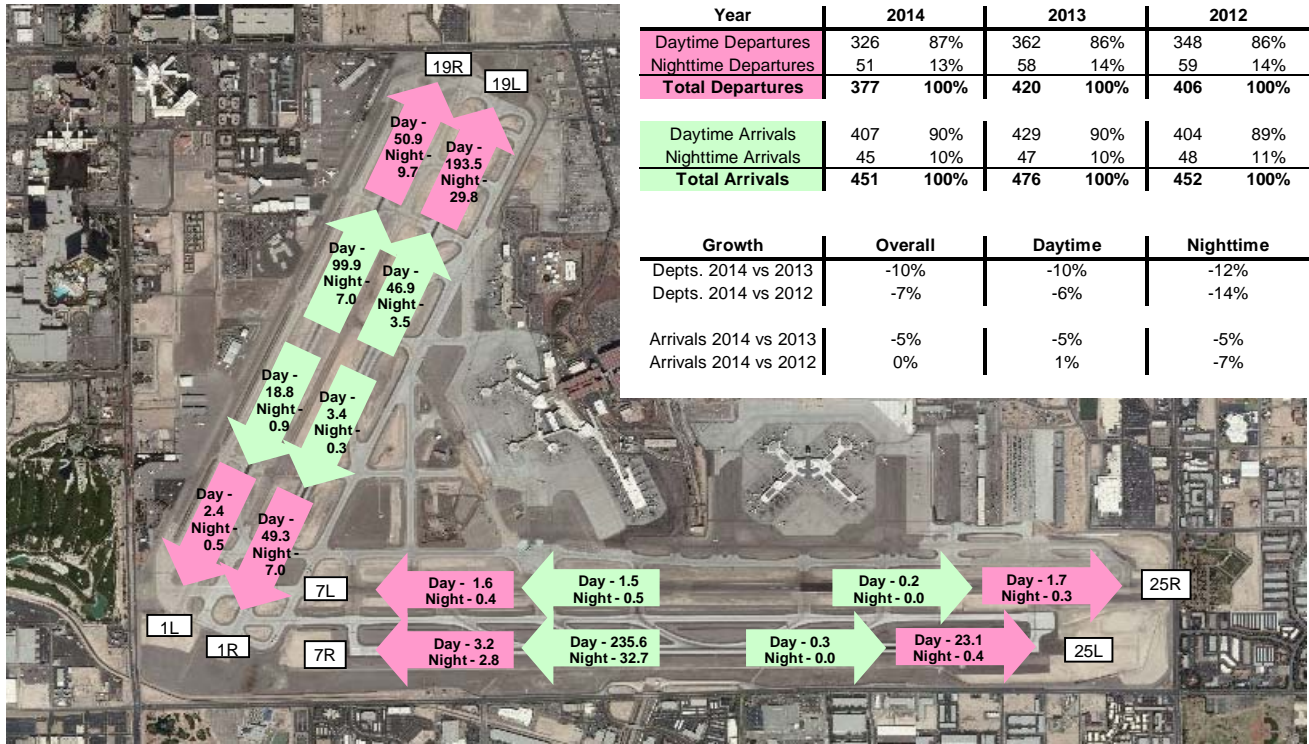
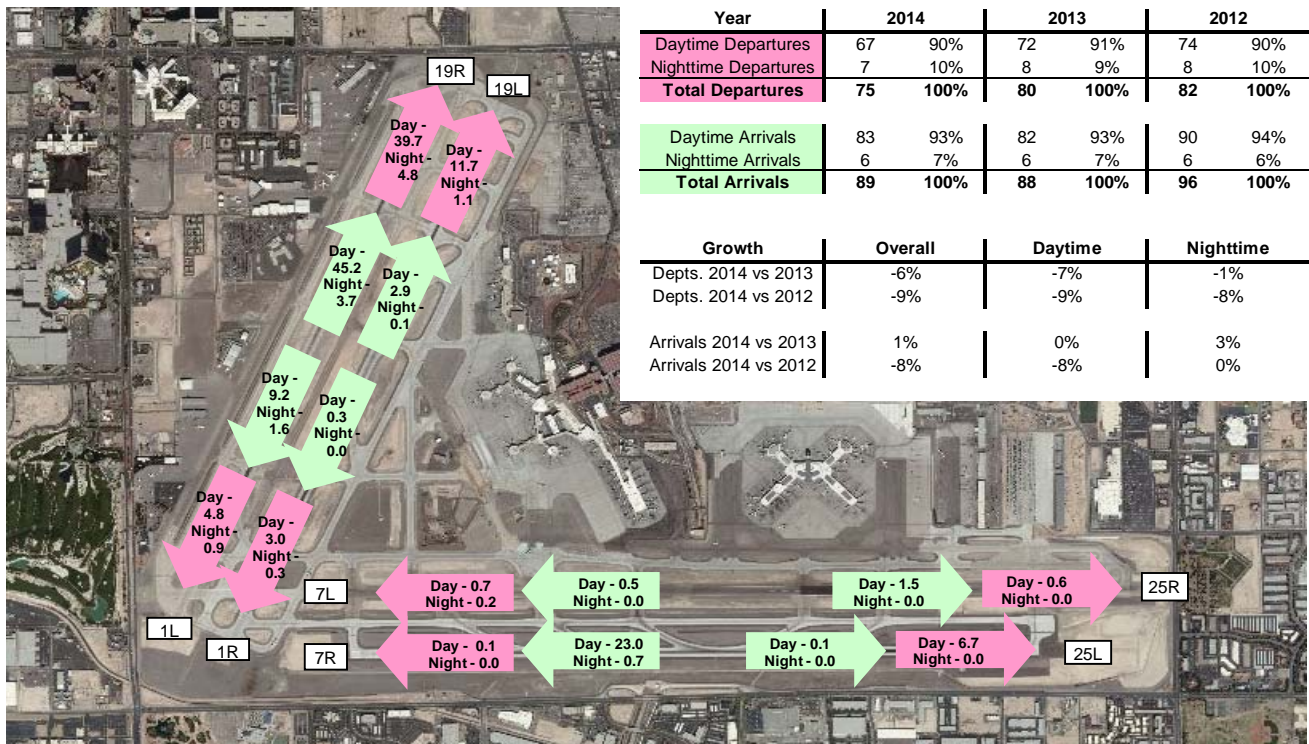


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - November 2014



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

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - November 2014



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

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours - November 2014

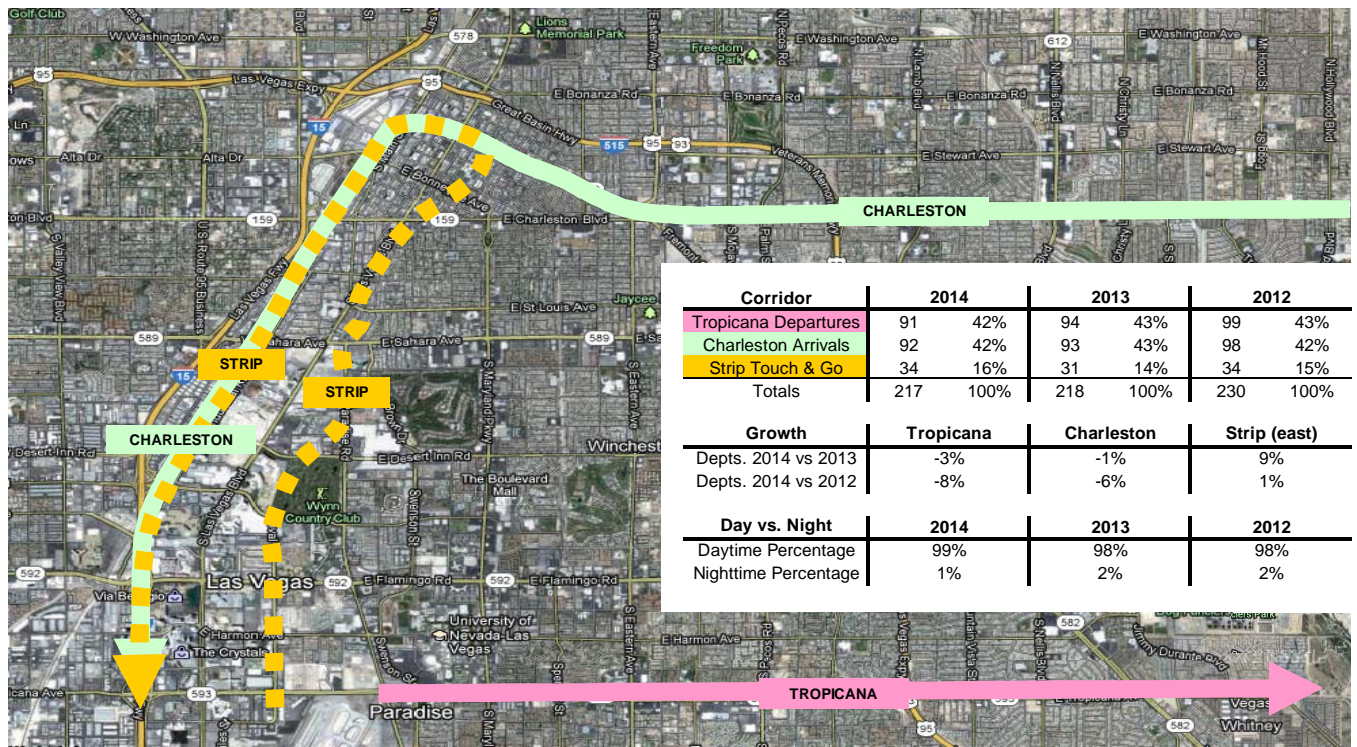
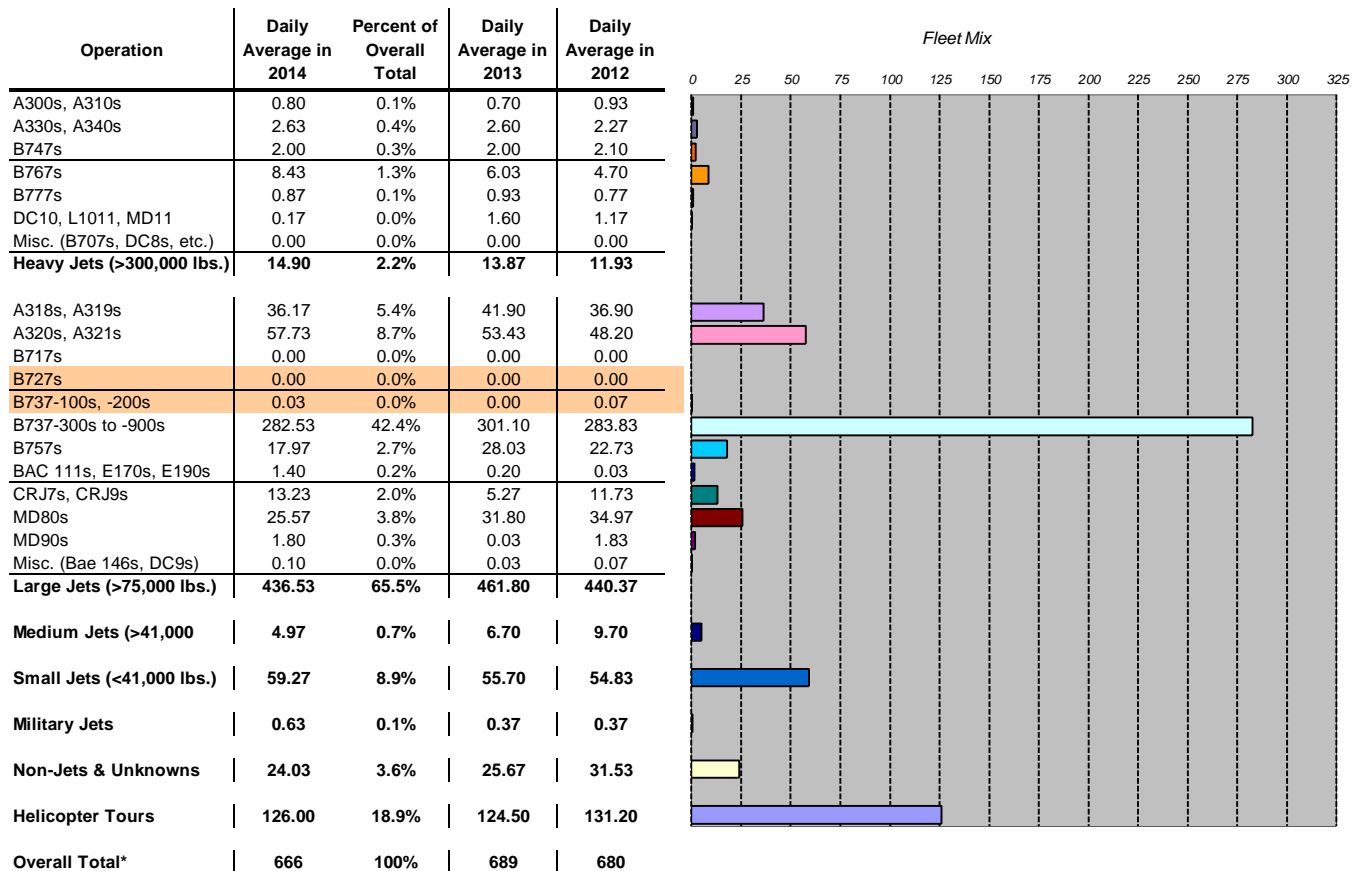


Exhibit 7: LAS Aircraft Arrival Fleet Mix* - November 2014



* Overall Total: Note that operation type and runway use counts are estimated by ITT Exelis AirScene.com Noise and Monitoring Operations (NOMS) system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs. is inexact.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - November 2014 to 2012

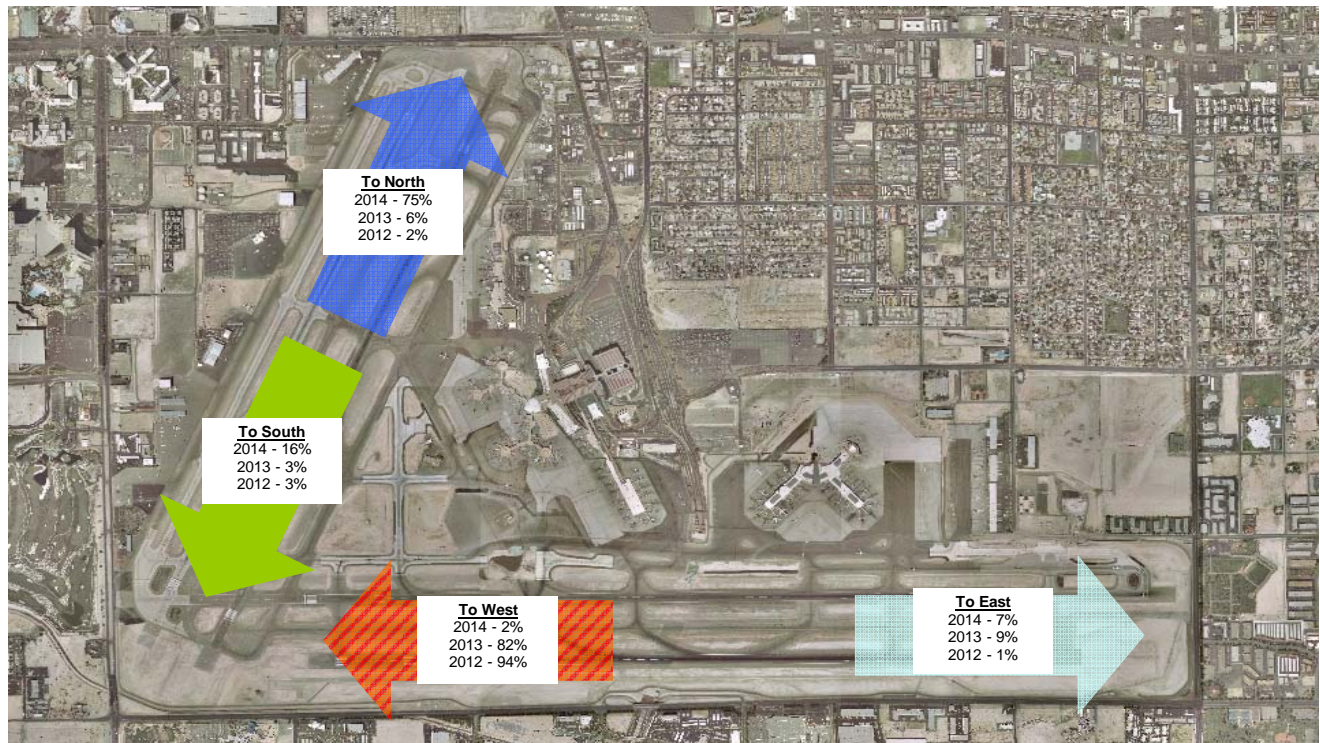
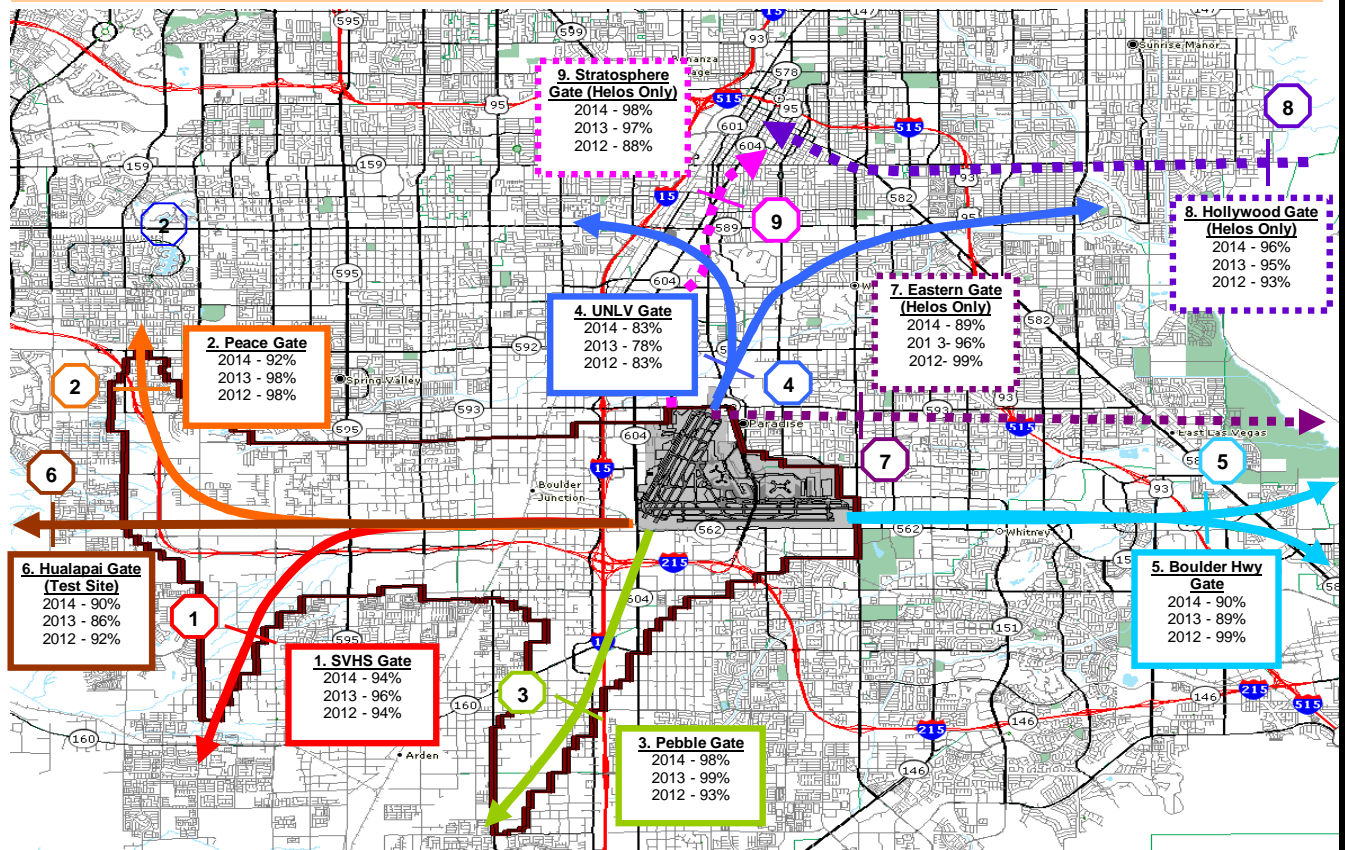


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - November 2014



* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A3707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 1: Noise Complaint Calls by Community* - December 2014

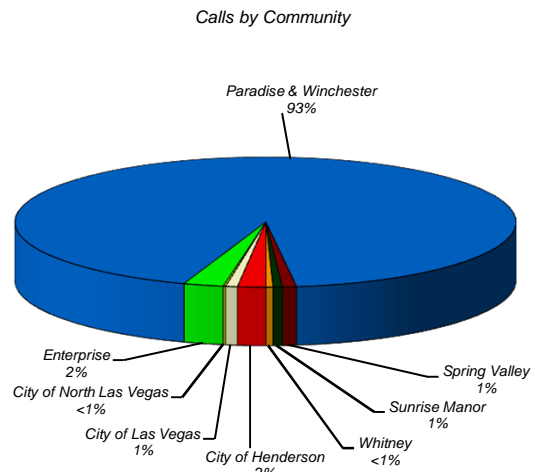
Community	No. of Calls in 2014	No. of Callers in 2014	No. of Calls in 2013	No. of Calls in 2012
City of Boulder City	12	6	4	18
City of Henderson	5	4		1
City of Las Vegas	1	1		
City of North Las Vegas	1	1		
Enterprise	17	12	1	1
Lone Mountain				
Paradise & Winchester	616	24	41	11
Spring Valley	6	6	2	21
Summerlin South				
Sunrise Manor	4	4	2	13
Whitney	3	3		
Location unknown				
Overall Total	664	60	50	65

Difference between 2014 and 2013 Total Calls: 1,228%

Difference between 2014 and 2012 Total Calls: 922%

Average Number of Calls per Caller: 11.1

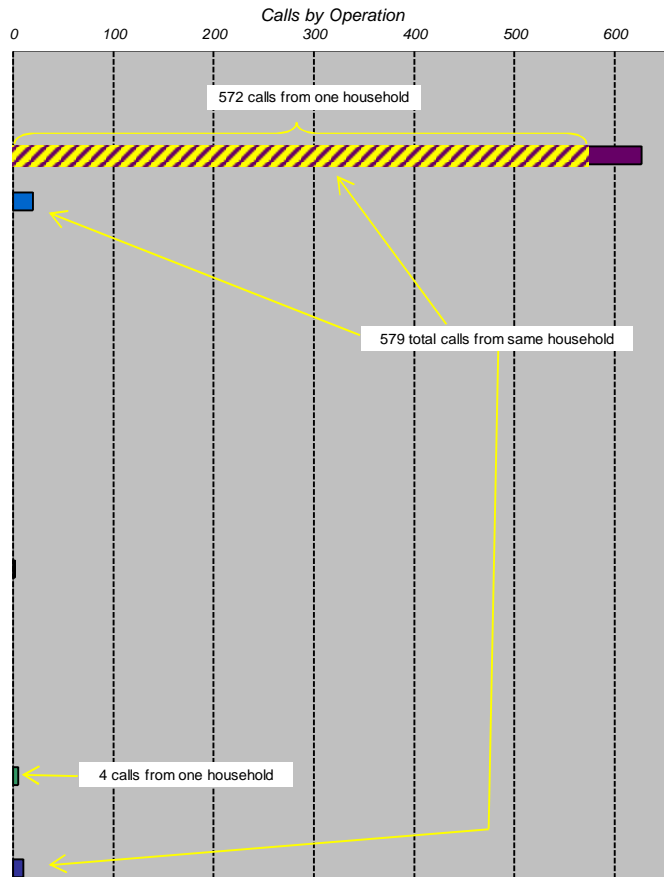
Most calls received from one household: 579



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

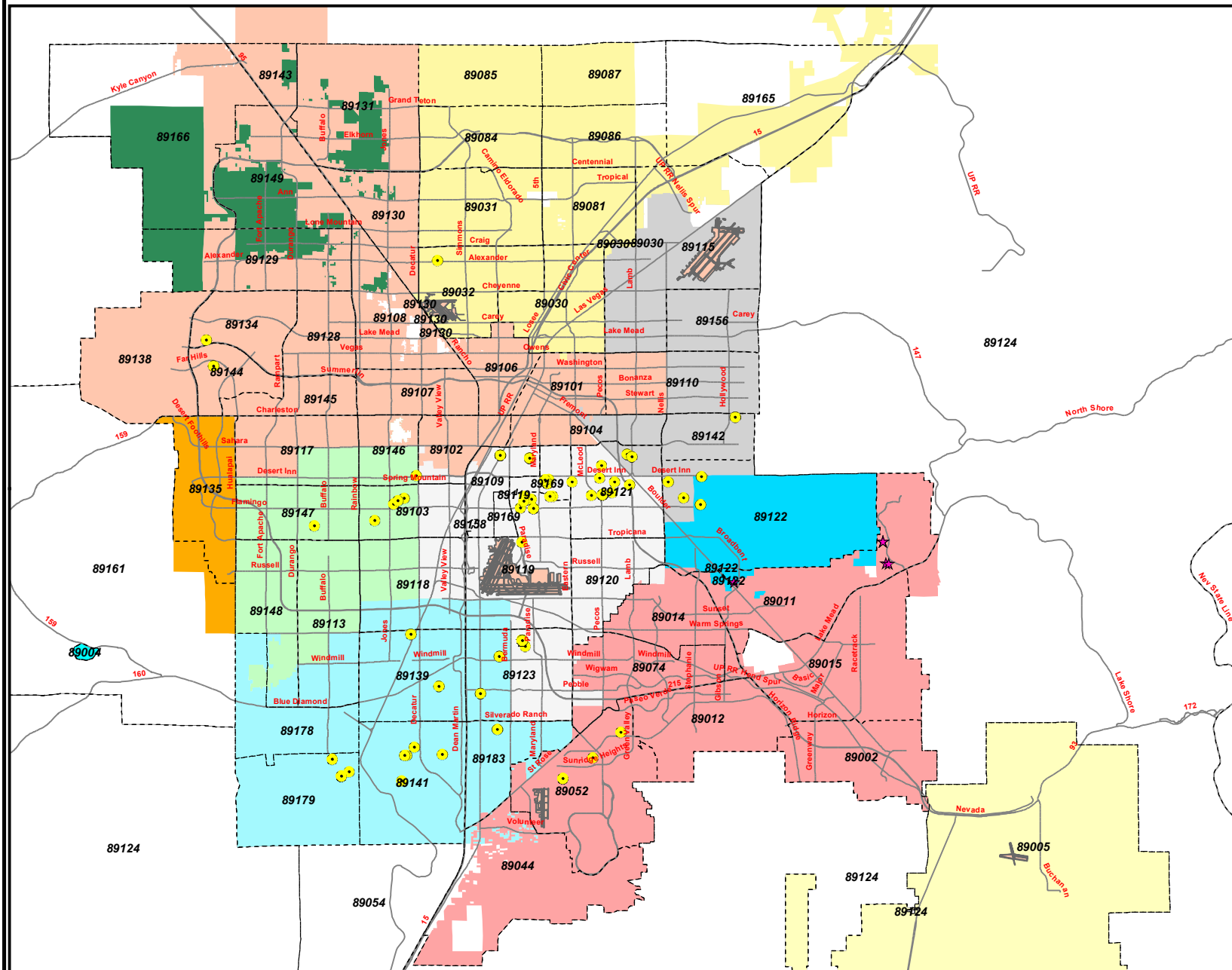
Exhibit 2: Noise Complaint Calls by Type of Operation - December 2014

Operation	No. of Calls in 2014	Percent of Overall Total	No. of Calls in 2013	No. of Calls in 2012
LAS 01R/L Arrivals				
LAS 07R/L Arrivals				
LAS 19R/L Arrivals				
LAS 25R/L Arrivals			1	1
LAS 01R/L Departures	627	94.4%	8	22
LAS 07R/L Departures			3	1
LAS 19R/L Departures	20	3.0%	22	
LAS 25R/L Departures			8	6
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	647	97.4%	42	30
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA	2	0.3%		
VGT Other				
VGT Total	2	0.3%	0	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	5	0.8%	2	8
HND Other				
HND Total	5	0.8%	2	8
Helicopters**	10	1.5%	6	27
Overall Total	664	100%	50	65



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

Exhibit 3: Aircraft Noise Complaints by Community - December 2014



Legend

December 2014
Total Complaints: 664

- Aircraft Complaints Received 654 Mapped 652
- Helicopter Complaints Received 10 Mapped 10
- Major Streets
- Airports
- Zip Code Boundaries
- Unincorporated Clark County
- Boulder City
- Whitney
- Henderson
- Las Vegas
- North Las Vegas
- Paradise/Winchester
- Summerlin
- Spring Valley
- Sunrise Manor
- Winchester
- Enterprise
- Lone Mountain

Department of Aviation
I.S. Division

Geographic Information Systems

CLARK COUNTY • LAS VEGAS • MCCARRAN • NEVADA
INTERNATIONAL AIRPORT

Jan 13, 2015

Note: This information is for display purposes only. No liability is assumed as to the accuracy of the data delivered hereon.

H:\GIS\Standard Projects\Noise\2014\104_2014

Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - December 2014

Year	2014		2013		2012	
Daytime Departures	305	85%	341	85%	334	85%
Nighttime Departures	55	15%	60	15%	57	15%
Total Departures	360	100%	400	100%	391	100%
Daytime Arrivals	392	89%	400	89%	386	89%
Nighttime Arrivals	51	11%	48	11%	50	11%
Total Arrivals	443	100%	448	100%	435	100%

Growth	Overall	Daytime	Nighttime
Depts. 2014 vs 2013	-10%	-11%	-7%
Depts. 2014 vs 2012	-8%	-9%	-3%
Arrivals 2014 vs 2013	-1%	-2%	5%
Arrivals 2014 vs 2012	2%	2%	2%

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

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft - December 2014**

Year	2014		2013		2012	
Daytime Departures	57	90%	70	92%	69	91%
Nighttime Departures	6	10%	6	8%	7	9%
Total Departures	63	100%	75	100%	76	100%
Daytime Arrivals	77	94%	82	94%	83	94%
Nighttime Arrivals	5	6%	6	6%	5	6%
Total Arrivals	83	100%	88	100%	88	100%

Growth	Overall	Daytime	Nighttime
Depts. 2014 vs 2013	-16%	-18%	5%
Depts. 2014 vs 2012	-16%	-17%	-8%
Arrivals 2014 vs 2013	-6%	-6%	-7%
Arrivals 2014 vs 2012	-6%	-6%	4%

Detailed Runway Data from Map:

- Runway 19R/19L:** Day - 37.4, Night - 3.9 (Pink arrow pointing up-right)
- Runway 19R/19L:** Day - 11.9, Night - 1.4 (Pink arrow pointing up-right)
- Runway 7L/7R:** Day - 43.4, Night - 3.1 (Green arrow pointing down-left)
- Runway 7L/7R:** Day - 2.3, Night - 0.2 (Green arrow pointing down-left)
- Runway 1L/1R:** Day - 2.2, Night - 0.5 (Green arrow pointing down-left)
- Runway 1L/1R:** Day - 3.4, Night - 0.2 (Pink arrow pointing down-left)
- Runway 1L/1R:** Day - 1.5, Night - 0.3 (Pink arrow pointing down-left)
- Runway 25R/25L:** Day - 0.3, Night - 0.1 (Pink arrow pointing left)
- Runway 25R/25L:** Day - 0.2, Night - 0.0 (Green arrow pointing left)
- Runway 25R/25L:** Day - 0.6, Night - 0.0 (Green arrow pointing right)
- Runway 25R/25L:** Day - 0.2, Night - 0.0 (Pink arrow pointing right)
- Runway 25R/25L:** Day - 0.0, Night - 0.0 (Green arrow pointing right)
- Runway 25R/25L:** Day - 2.4, Night - 0.2 (Pink arrow pointing right)
- Runway 25R/25L:** Day - 28.5, Night - 1.4 (Green arrow pointing left)
- Runway 25R/25L:** Day - 0.0, Night - 0.0 (Pink arrow pointing left)

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

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours - December 2014

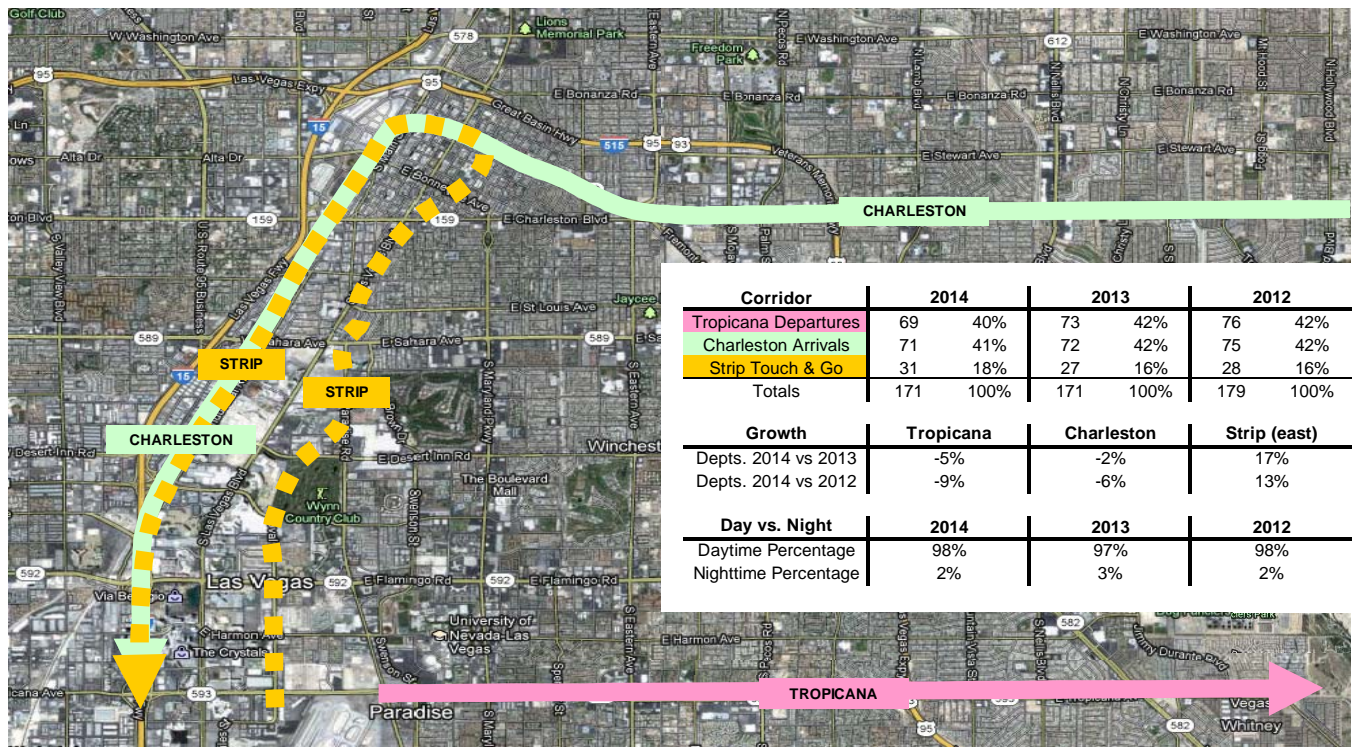
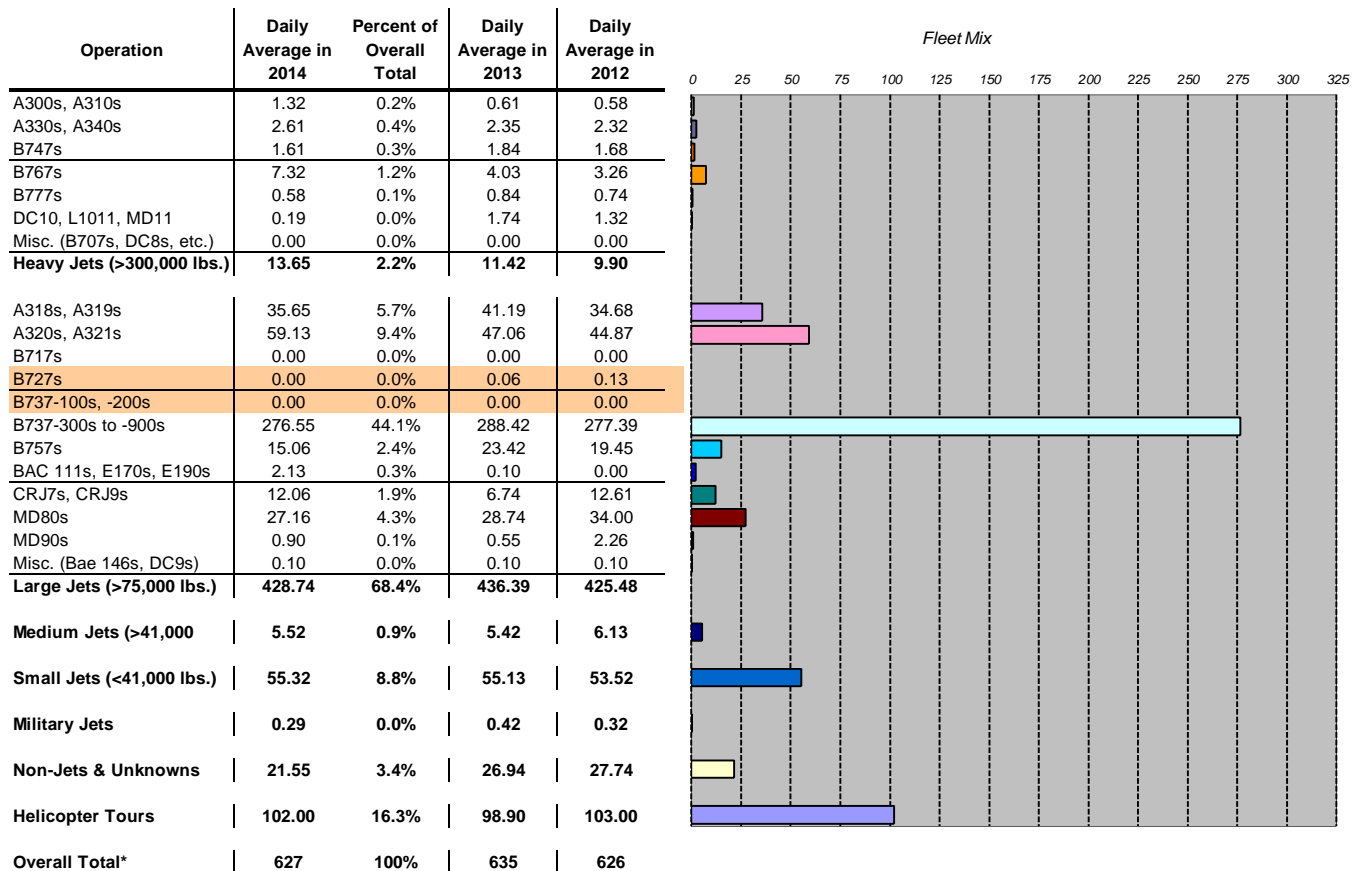


Exhibit 7: LAS Aircraft Arrival Fleet Mix* - December 2014



* Overall Total: Note that operation type and runway use counts are estimated by ITT Exelis AirScene.com Noise and Monitoring Operations (NOMS) system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs. is inexact.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - December 2014 to 2012

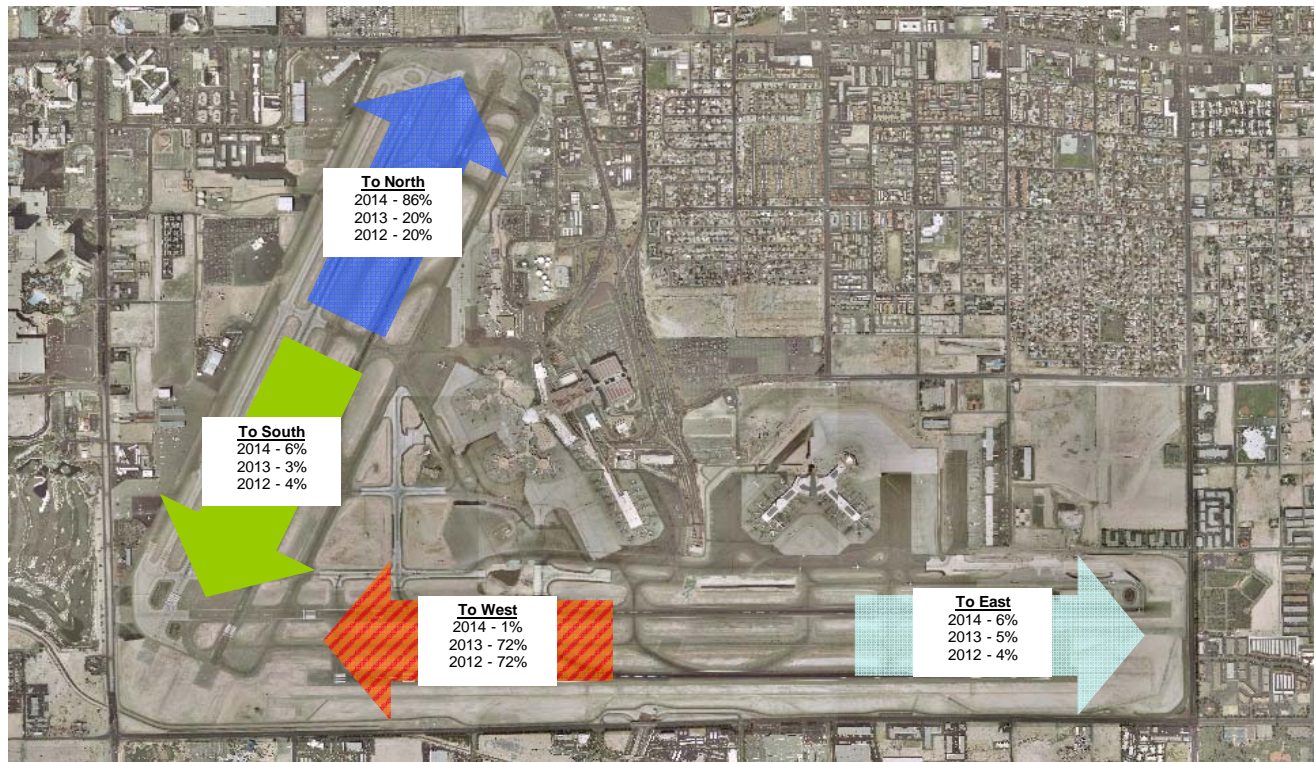
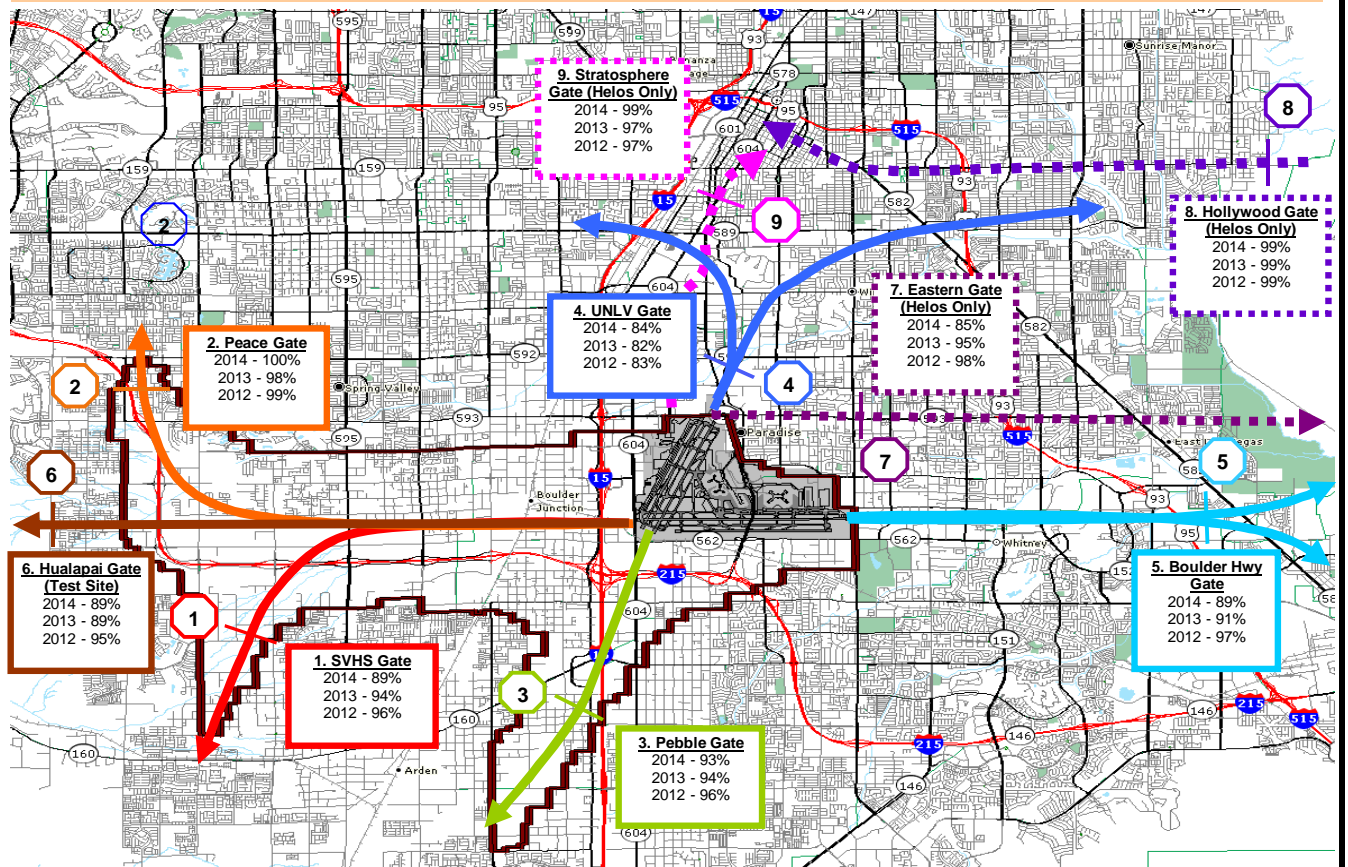


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - December 2014



* Aircraft types: All aircraft with a maximum gross take off weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A350, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 1: Noise Complaint Calls by Community* - Annual 2014

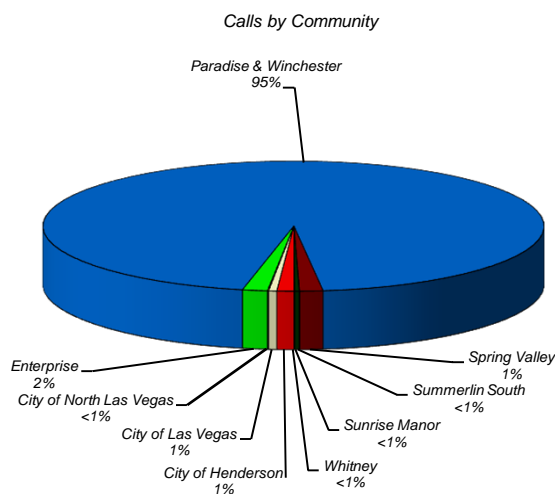
Community	No. of Calls in 2014	No. of Callers in 2014	No. of Calls in 2013	No. of Calls in 2012
City of Boulder City	71	31	2	2
City of Henderson	34	21	70	250
City of Las Vegas	5	3	33	55
City of North Las Vegas	105	28	3	2
Enterprise	2	2	26	24
Lone Mountain	98	22	11	5
Paradise & Winchester	6220	78	132	131
Spring Valley	2	2	50	123
Summerlin South	19	16	6	2
Sunrise Manor	3	3	73	59
Whitney			3	4
Location unknown				1
Overall Total	6,557	204	409	658

Difference between 2014 and 2013 Total Calls: 1,503%

Difference between 2014 and 2012 Total Calls: 897%

Average Number of Calls per Caller: 32.1

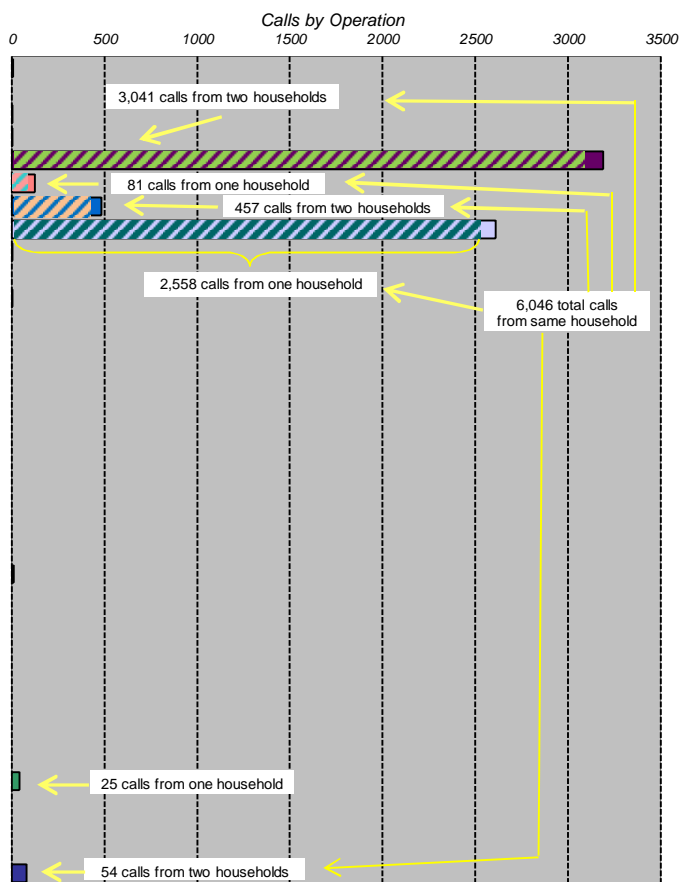
Most calls received from one household: 6,046



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

Exhibit 2: Noise Complaint Calls by Type of Operation - Annual 2014

Operation	No. of Calls in 2014	Percent of Overall Total	No. of Calls in 2013	No. of Calls in 2012
LAS 01R/L Arrivals	6	0.1%	2	1
LAS 07R/L Arrivals			1	7
LAS 19R/L Arrivals	3	0.0%	1	7
LAS 25R/L Arrivals	3	0.0%	5	8
LAS 01R/L Departures	3,189	48.6%	89	150
LAS 07R/L Departures	124	1.9%	33	75
LAS 19R/L Departures	485	7.4%	38	14
LAS 25R/L Departures	2,609	39.8%	73	93
LAS Run-ups	2	0.0%	2	3
LAS GA			2	
LAS Other	1	0.0%		
LAS Total	6,422	97.9%	246	351
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA	11	0.2%	7	8
VGT Other				
VGT Total	11	0.2%	7	8
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	43	0.7%	30	31
HND Other				
HND Total	43	0.7%	30	31
Helicopters**	81	1.2%	126	268
Overall Total	6,557	100%	409	658



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

Exhibit 3: Aircraft Noise Complaints by Community - Jan - Dec 2014

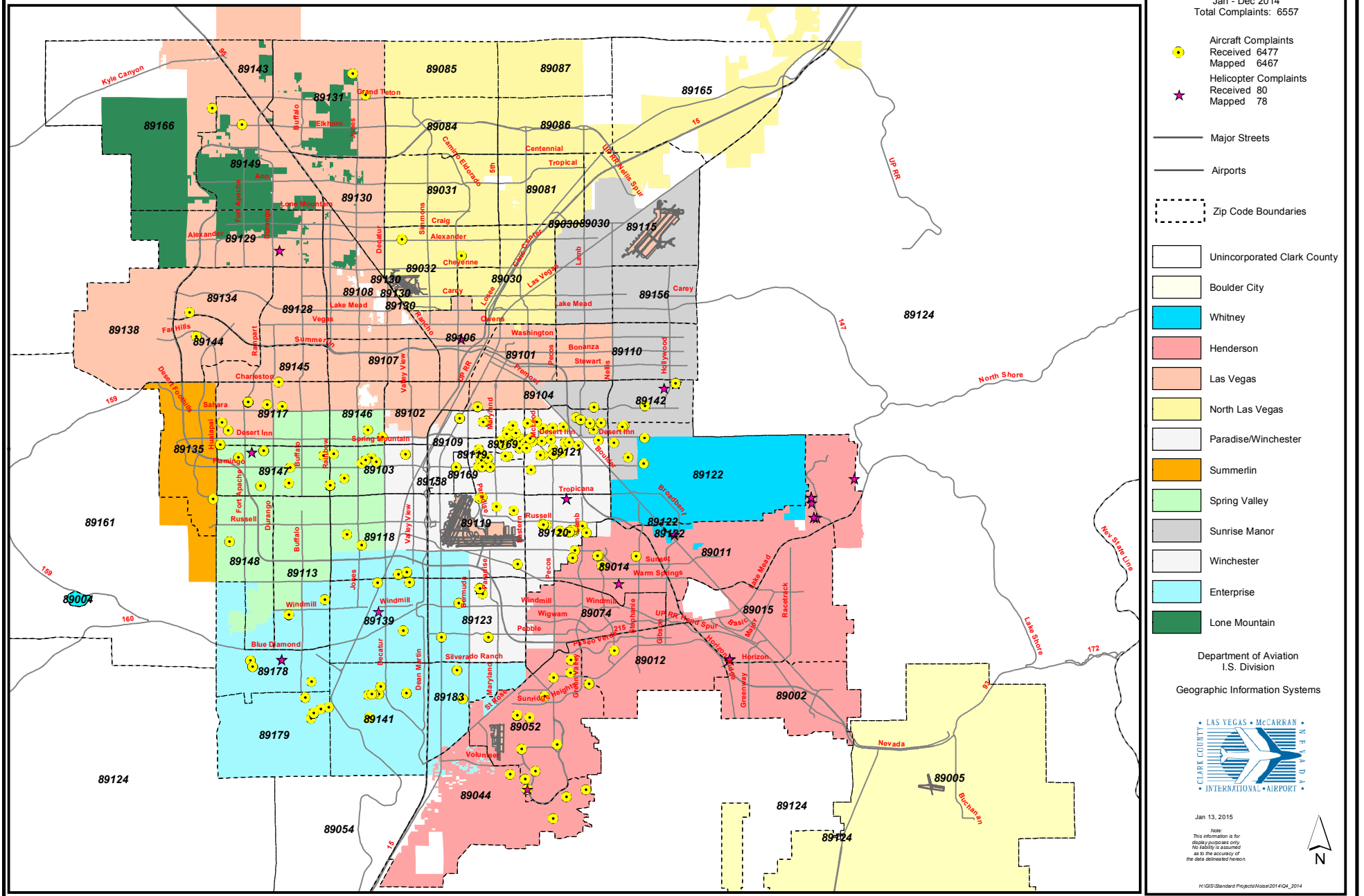
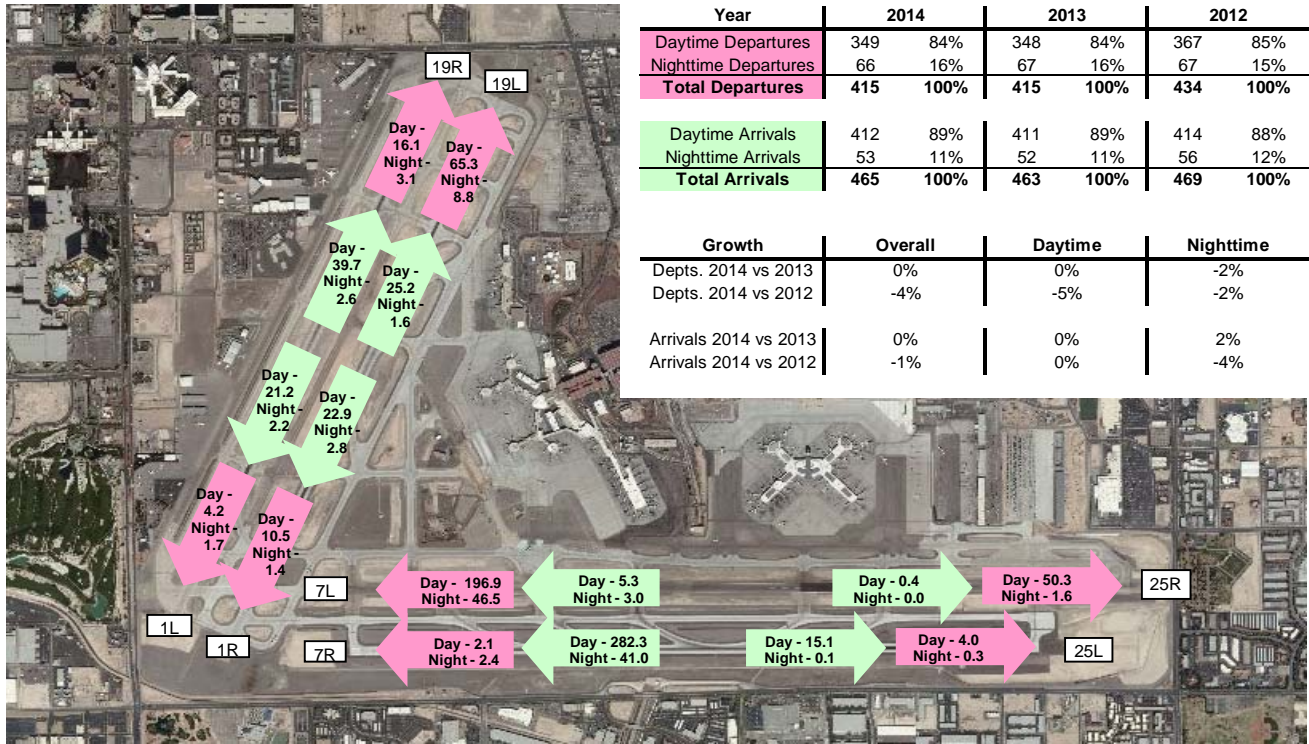
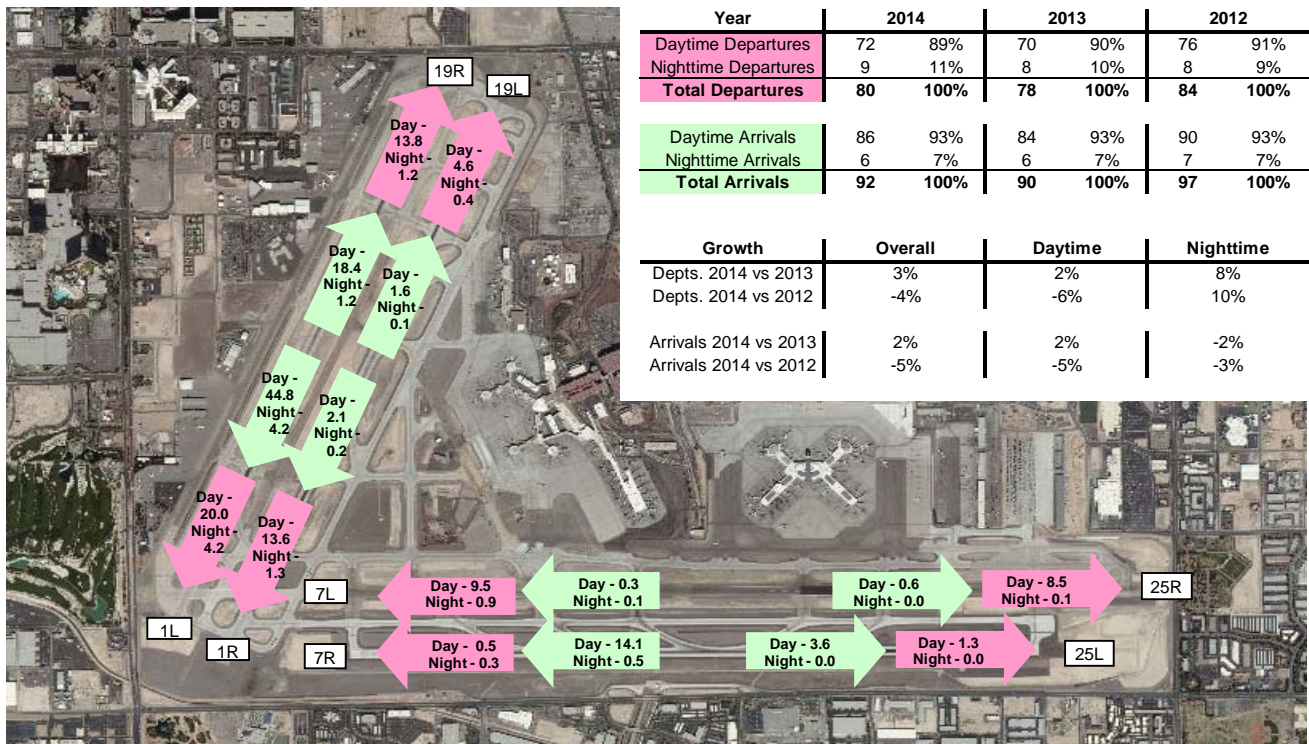


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - Annual 2014



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

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - Annual 2014



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

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours - Annual 2014

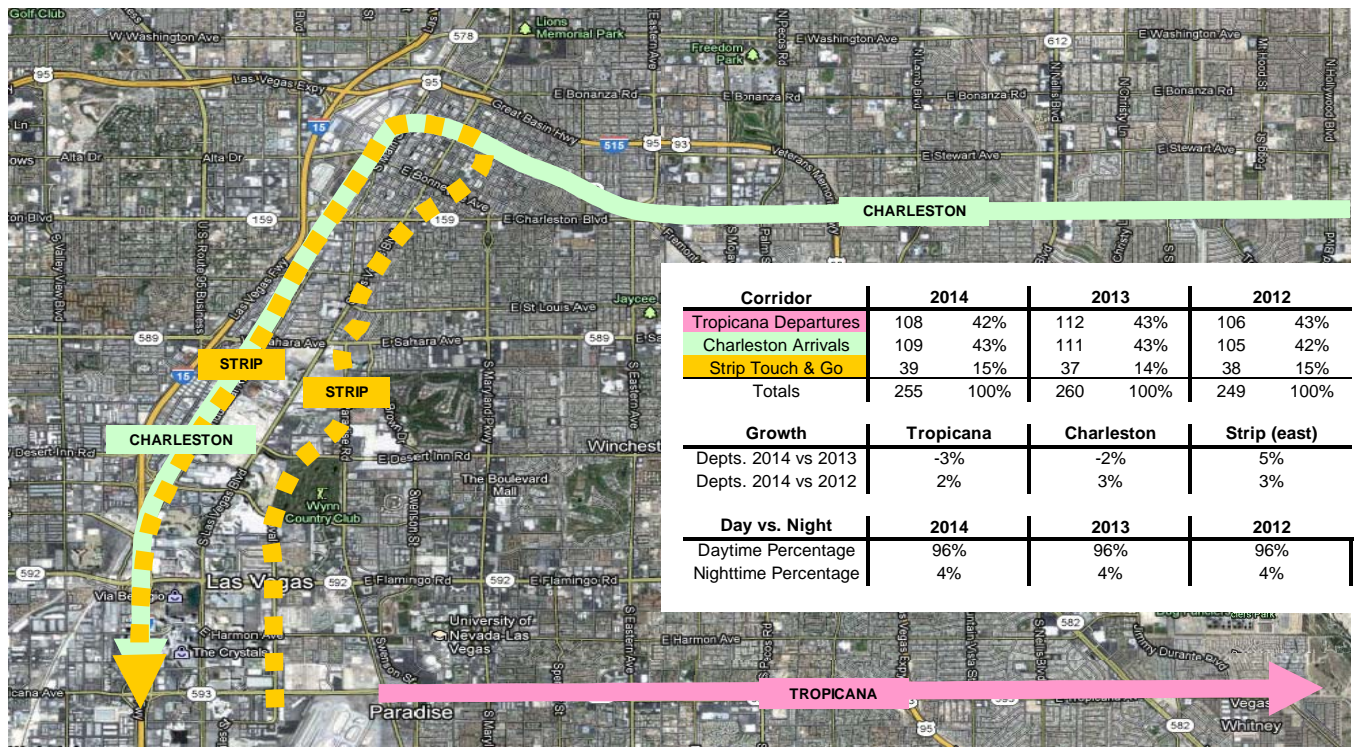
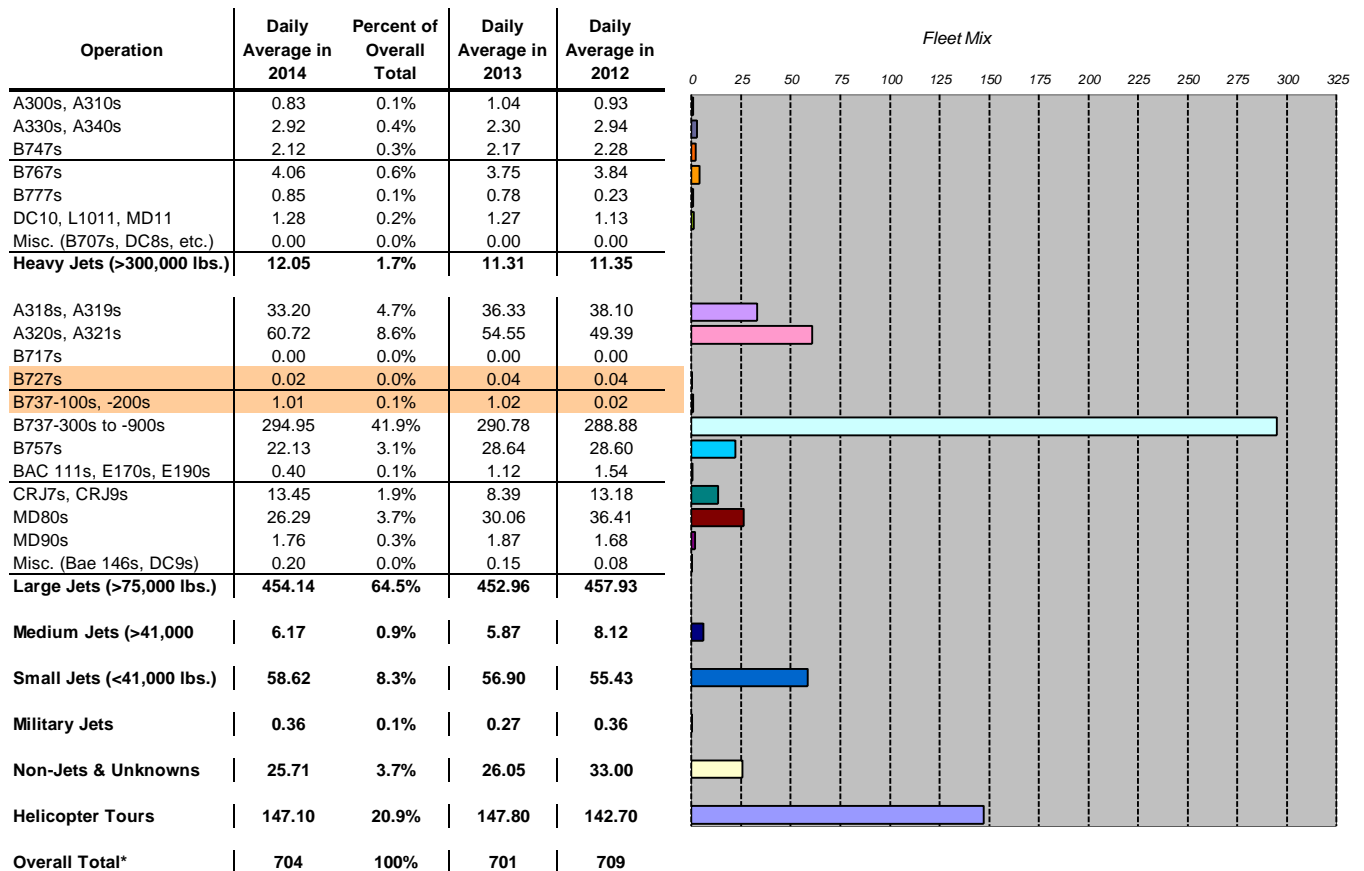


Exhibit 7: LAS Aircraft Arrival Fleet Mix* - Annual 2014



* Overall Total: Note that operation type and runway use counts are estimated by ITT Exelis AirScene.com Noise and Monitoring Operations (NOMS) system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs. is inexact.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - Annual 2014 to 2012

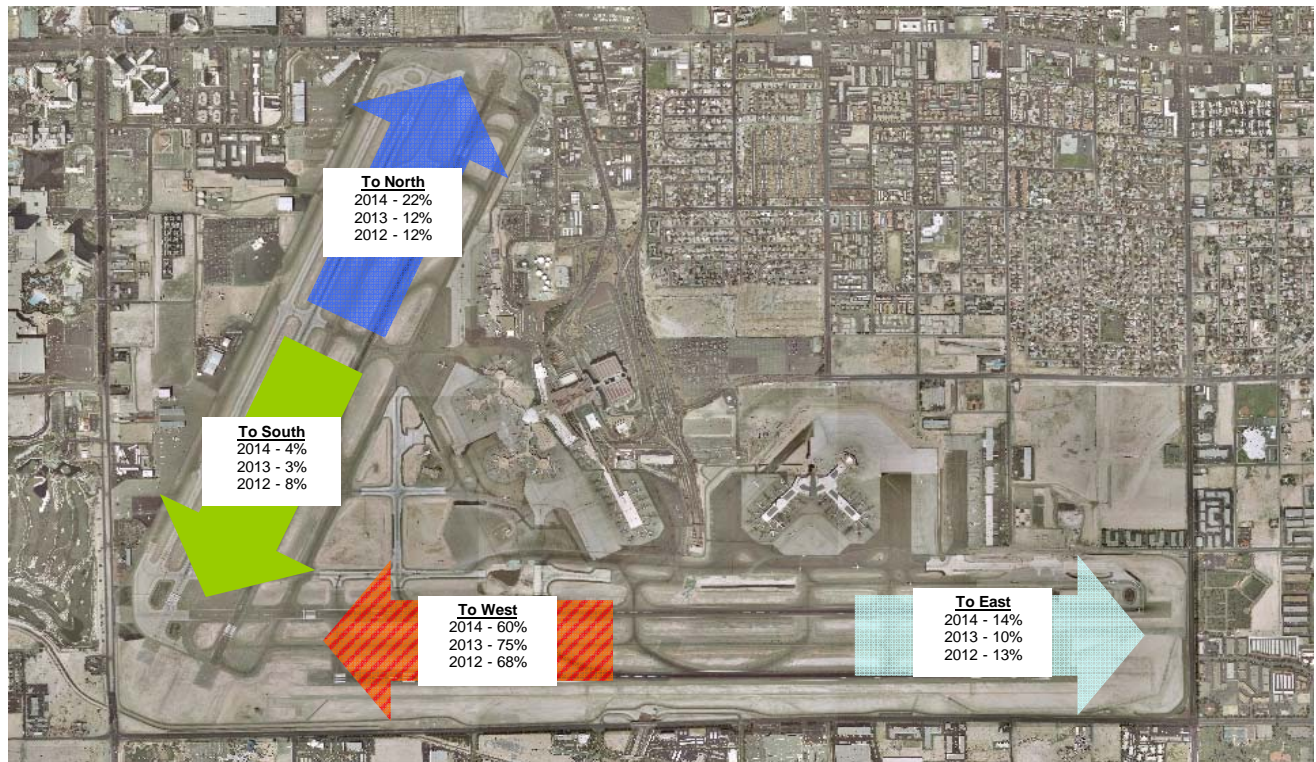
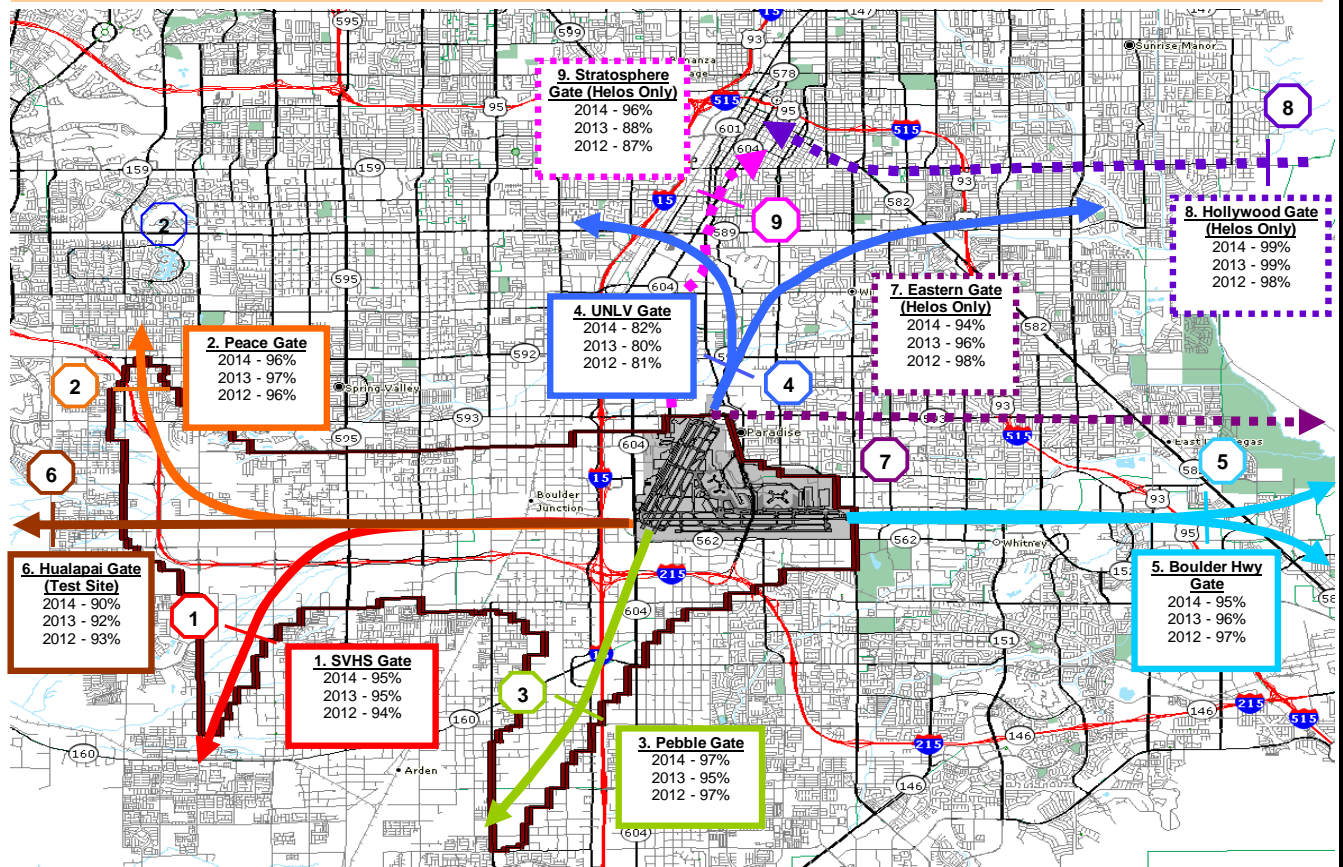


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - Annual 2014



* Aircraft types: All aircraft with a maximum gross take off weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A350, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 10: Total Calls/Callers by Month - 2012 through 2014

Year	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Average No. of Calls per Caller
2014 Number of Calls	254	862	864	773	453	146	273	379	175	510	1,204	664	6,557	32.1
2014 Number of Callers	16	21	21	22	21	7	13	20	16	23	56	60	204	
2013 Number of Calls	60	27	42	59	30	7	18	12	33	30	41	50	409	2.7
2013 Number of Callers	28	20	26	26	20	6	11	8	23	18	24	19	154	
2012 Number of Calls	41	72	43	61	39	18	56	50	69	77	68	65	659	3.8
2012 Number of Callers	22	32	15	24	16	12	22	19	34	37	26	25	172	

Total Calls by Month

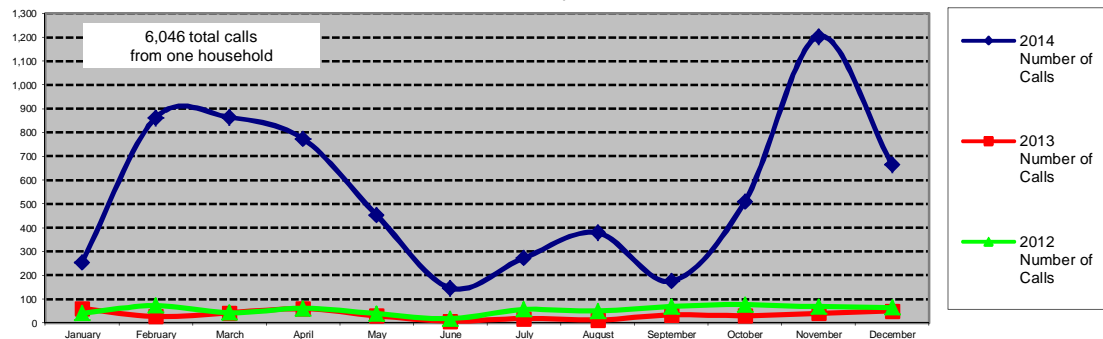


Exhibit 11: Total Monthly Calls by Time of Day - Annual 2014

Time Complaint Received	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percent
Day Hours (7:00 a.m. to 9:59 p.m.)	88	139	152	422	244	92	92	211	100	339	769	451	3,099	47.3%
Night Hours (10:00 p.m. to 6:59 a.m.)	166	723	712	351	209	54	181	168	75	171	435	213	3,458	52.7%
Total	254	862	864	773	453	146	273	379	175	510	1,204	664	6,557	100.0%

Exhibit 12: Total Monthly Calls by Airport/Operation - Annual 2014

Airport	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percent
McCarran International	233	853	858	767	446	136	264	369	168	492	1,189	647	6,422	97.9%
North Las Vegas	2	2	0	0	1	0	0	0	0	1	3	2	11	0.2%
Henderson Executive	3	2	4	3	5	0	1	0	3	10	7	5	43	0.7%
Helicopter	16	5	2	3	1	10	8	10	4	7	5	10	81	1.2%
Total	254	862	864	773	453	146	273	379	175	510	1,204	664	6,557	100.0%

Total Calls by Airport/Operation

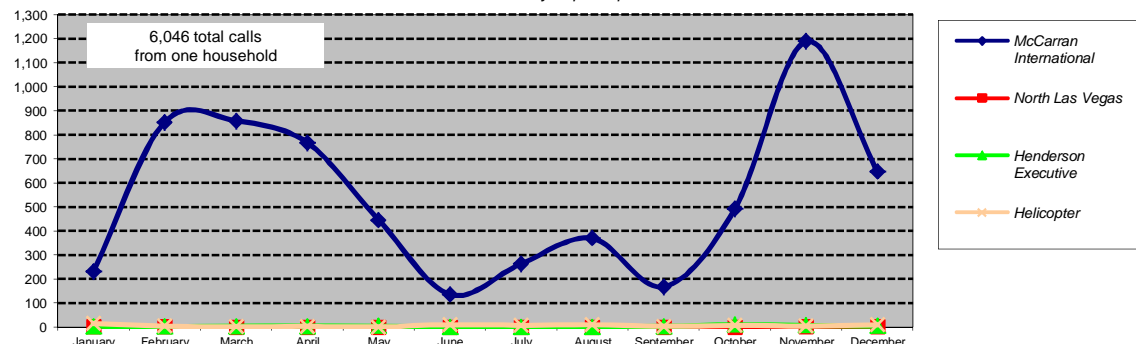


Exhibit 13: Total Monthly Calls by Community - Annual 2014

Community	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percnt
City of Boulder City	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
City of Henderson	2	4	7	6	6	0	1	1	7	13	12	12	71	1.1%
City of Las Vegas	2	4	1	4	4	0	1	3	3	1	6	5	34	0.5%
City of North Las Vegas	0	1	0	0	0	0	0	0	0	1	2	1	5	0.1%
Enterprise	3	3	6	3	7	1	1	2	3	0	59	17	105	1.6%
Lone Mountain	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Paradise & Winchester	235	844	828	751	432	142	263	372	152	477	1,108	616	6,220	94.9%
Spring Valley	12	4	21	8	4	2	6	1	9	15	10	6	98	1.5%
Summerlin	0	0	0	0	0	0	0	0	1	0	1	0	2	0.0%
Sunrise Manor	0	2	1	1	0	1	1	0	0	3	6	4	19	0.3%
Whitney	0	0	0	0	0	0	0	0	0	0	0	3	3	0.0%
Location unknown	0	0	0	0	0	0	0	0	0	0	0	3	0	0.0%
Overall Total	254	862	864	773	453	146	273	379	175	510	1,204	664	6,557	100%

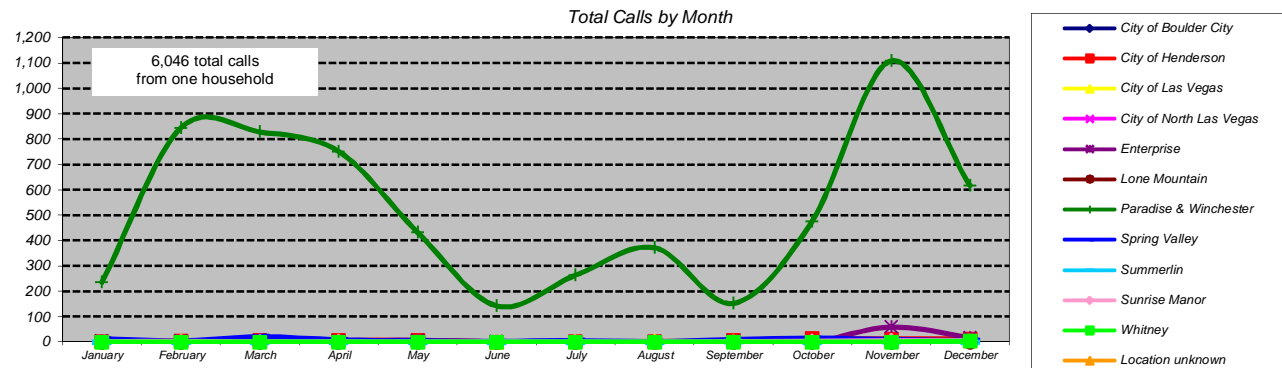


Exhibit 14: Total Monthly Calls by LAS Operation - Annual 2014

MIA Operations	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percnt
LAS 01R/L Arrivals	0	0	0	1	3	0	0	0	0	0	2	0	6	0.1%
LAS 07R/L Arrivals	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
LAS 19R/L Arrivals	0	0	0	0	1	0	0	0	0	0	2	0	3	0.0%
LAS 25R/L Arrivals	0	0	0	1	0	1	0	0	0	1	0	0	3	0.0%
LAS 01R/L Departures	118	370	605	409	169	1	2	73	11	40	764	627	3,189	49.7%
LAS 07R/L Departures	0	2	1	40	8	0	34	17	9	9	4	0	124	1.9%
LAS 19R/L Departures	0	1	4	1	37	0	0	2	3	1	416	20	485	7.6%
LAS 25R/L Departures	115	480	248	314	227	134	228	277	145	441	0	0	2,609	40.6%
LAS Run-ups	0	0	0	1	1	0	0	0	0	0	0	0	2	0.0%
LAS GA	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
LAS Canyon	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
LAS Other	0	0	0	0	0	0	0	0	0	0	1	0	1	0.0%
LAS Total	233	853	858	767	446	136	264	369	168	492	1,189	647	6,422	100.0%

