

MEMORANDUM

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Director

DEPARTMENT OF AVIATION

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TO: DISTRIBUTION

FROM: GEORGE C. SIMS, PLANNER AND ANTHONY PERKINS, AIRPORT PROGRAM ADMINISTRATOR

SUBJECT: NOISE COMPLAINT AND LAND USE REVIEW – 2023 THIRD QUARTER REPORT

DATE: NOVEMBER 7, 2023

Attached for your review are the Clark County Department of Aviation's (CCDOA) Monthly Noise Complaint and Land Use Review Reports for July through September 2023. Please note the following airport abbreviations: **Harry Reid International Airport (LAS)**, **North Las Vegas Airport (VGT)**, and **Henderson Executive Airport (HND)**.

The following reports describe noise complaints and operational data regarding helicopter and fixed-wing aircraft operations at LAS, VGT, and HND. Aircraft noise complaints are received either through the CCDOA's Noise Hotline (702-261-3694), the Noise Office (702-261-5600), or calls forwarded from LAS's toll free number (1-800-261-5704). Nellis Air Force Base noise complaints are forwarded to the Nellis Public Affairs Office (702-652-2750), and noise complaints regarding aircraft operations from the Boulder City Airport are forwarded to the Boulder City Airport Coordinator (702-293-9405). Individuals who express concerns regarding aircraft operations originating from private facilities (i.e., Valley Hospital or the private helipad located near Las Vegas Blvd. and Larson Lane are asked to contact the individual property owner directly).

- **Exhibit 1** of each Monthly Noise Complaint Report illustrates the number of calls received by community as well as the number of individual callers or households.
- **Exhibit 2** illustrates the primary nature of the disturbance as identified by the caller. The second page of each monthly report.
- **Exhibit 3** graphically illustrates all known origins of the calls received that month.
- **Exhibits 4 and 5** summarize arrival and departure runway use for large and non-large air carrier aircraft.
- **Exhibit 6** summarizes arrival and departure corridor use for helicopters.
- **Exhibit 7** provides a complete arrival fleet mix of all aircraft landing at LAS and highlights the two noisier aircraft types, the Boeing 727 series and Boeing 737-100 and 737-200 series.
- **Exhibit 8** illustrates the general departure direction for large aircraft.
- **Exhibit 9** summarizes how well large aircraft and helicopters adhered to the preferred, non-regulated departure corridors. Adherence to preferred departure corridors is voluntary, and neither Clark County nor the State of Nevada regulates aircraft in flight. The FAA, through the discretion of Congress, has sole authority over the safe and efficient utilization of the nation's navigable airspace. Therefore, local and state authorities cannot legally enforce the use of these corridors or impose penalties to pilots who opt not to comply with preferred procedures. "Compliance gates" are located along historical/fly-quietly routes. If all aircraft flew with advanced navigational technologies and operated under Required Navigational Precision (RNP) procedures, then it could be expected that up to 95% of all aircraft would

be within 0.3 nautical miles (NM) of a fly-over point. Therefore, 0.3 NM is the threshold for compliance for large air carrier aircraft. The compliance threshold for helicopters is 500 feet.

- **Exhibit 10** provides the total number of land use applications reviewed and the percentage of applications receiving a CCDOA comment.
- **Exhibit 11** breaks down the number of commented applications by airport concern.
- **Exhibit 12** provides the number of residential dwelling units per commented application.
- **Exhibit 13** gives the number of applications in which CCDOA recommends denial, as well as applications opposed in person at Commission and/or Council hearings.
- **Exhibit 14** displays the extent of the Airport Environs Overlay District (AEOD) for LAS, VGT, and HND.
- **Exhibit 15** depicts where noise-related comments were issued for applications around LAS.
- **Exhibit 16** depicts where noise-related comments were issued for applications around HND. Finally,
- **Exhibit 17** depicts where noise-related comments were issued for applications around VGT.

The following provides a synopsis of each monthly noise complaint report, land use reviews, and additional noise-related issues addressed during the reporting period. Please refer to each noise complaint report for more detailed information. Please also refer to page 16 (Other Notable Issues) for information concerning the Sun City Summerlin Community Association.

Monthly Noise Complaint Summaries

July 2023: 13 total complaints - a 70% decrease from 2022 and a 85% decrease from 2021. On average, each caller (or household) issued 1.4 calls. The most calls received from one household totaled 2.

- Exhibits 1 & 3 - Calls by Community
 - **Majority (more than 50%):** (Not applicable.)
 - **Minority (between 10% and 50%):** The **Enterprise** community issued 6 calls (46%). This community is typically impacted by aircraft departing to the south (from Runway 19L and Runway 19R) as well as aircraft departing to the south that turn right (to the west) immediately after departure.
 - The **City of Henderson** community issued 2 calls (16%). This community is typically impacted by aircraft departing to the east (from Runway 08R and Runway 08L) and helicopter tour operations.
 - The **City of Las Vegas** community issued 2 calls (15%). This community is typically impacted by aircraft departing to the west (from Runway 26R and Runway 26L).
 - The **City of North Las Vegas** community issued 2 calls (15%). This community is typically impacted by aircraft departing to the northwest (from the North Las Vegas Airport) and helicopter tour operations.

- **Repeat Caller Impact:** One household issued 15% (2 calls) of all the calls received in July 2023.
- Exhibit 2 - Calls by Operation
 - **LAS:** 54% of the total calls were due to **LAS** fixed-wing operations. 31% were due to departures to the south from Runways 19L and 19R).
 - **VGT:** 31% of the total calls were due to **VGT** fixed-wing operations.
 - **HND:** 15% of the total calls were due to **HND** fixed-wing operations.
 - **Helos:** 0% of the total calls were due to **helicopter** operations.
- LAS Operations & Runway Use by **Large Air Carriers** - (Exhibit 4)
 - **Overall:**
 - 543 daily *departures* – a 3% increase from 2022 and 25% increase from 2021.
 - 77% of departures were to the west, 22% east, and 1% south.
 - 542 daily *arrivals* – a 5% increase from 2022 and 27% increase from 2021.
 - 71% of arrivals were from the east, 18% north, 10% west, and 1% south.
 - **Daytime:**
 - 419 daily *departures* – a 4% increase from 2022 and 25% increase from 2021.
 - 72% of departures were to the west, 27% east, and 1% south.
 - 439 daily *arrivals* – a 5% increase from 2022 and 28% increase from 2021.
 - 69% of arrivals were from the east, 18% north, 11% west, and 2% south.
 - **Nighttime:**
 - 124 daily *departures* – a 2% increase from 2022 and 25% increase from 2021.
 - 93% of departures were to the west, and 7% east.
 - 102 daily *arrivals* – a 1% increase from 2022 and 24% increase from 2021.
 - 77% of arrivals were from the east, 20% north, 3% west, and 1% south.

Daytime vs. Nighttime: Approximately 77% of all *departures* and 81% of all *arrivals* occurred during the daytime hours.

- LAS Operations & Runway Use by **Non-Large Air Carriers** - (Exhibit 5)
 - **Overall:**
 - 117 daily *departures* – no change from 2022 and 13% decrease from 2021.
 - 47% of departures were to the south, 28% west, and 25% east.
 - 113 daily *arrivals* – no change from 2022 and 14% decrease from 2021.
 - 59% of arrivals were from the north, 24% east, 15% west, and 2% south.
 - **Daytime:**
 - 106 daily *departures* – a 1% decrease from 2022 and 13% decrease from 2021.
 - 44% of departures were to the south, 28% west, and 28% east.
 - 106 daily *arrivals* – no change from 2022 and 15% decrease from 2021.
 - 58% of arrivals were from the north, 24% east, 16% west, and 2% south.
 - **Nighttime:**

- 11 daily *departures* – a 12% increase from 2022 and 5% decrease from 2021.
- 74% of departures were to the south, 23% west, 3% east, and 1% north.
- 8 daily *arrivals* – a 6% increase from 2022 and 15% increase from 2021.
- 73% of arrivals were from the north, 20% east, 5% west, and 2% south.

Daytime vs. Nighttime: Approximately 91% of all *departures* and 93% of all *arrivals* occurred during the daytime hours.

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

- **Tropicana:** 58 daily *departures* - an 11% decrease from 2022 and a 19% increase from 2021.
- **Charleston:** 57 daily *arrivals* - a 12% decrease from 2022 and a 22% increase from 2021.
- **Strip:** 80 daily *touch and go's* - an 11% decrease from 2022 and a 29% decrease from 2021.

Daytime vs. Nighttime: Approximately 80% of all helicopter tour operations occurred during the daytime hours.

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

- **Heavies:** **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 1% of the daily traffic.
- **Large:** **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 67% of the daily traffic.
- **Medium:** **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.
- **Small:** **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 7% of the daily traffic.
- **Military:** **Military** turbine-driven aircraft accounted for 0% of the daily traffic.
- **Non-Jet:** **Piston-driven** aircraft and unassigned aircraft types accounted for 3% of the daily traffic.
- **Helos:** **Touring helicopters** accounted for 17% 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 2023, 77% departed to the **west** (from LAS's primary departure runways). This figure was 67% in 2022 and 55% in 2021.
- **Secondary:** In 2023, 1% departed to the **south** (from LAS's secondary departure runways). This figure was 4% in 2022 and 3% in 2021.

- **Alternate 1:** In 2023, 0% departed to the **north** (from LAS's alternate departure runways). This figure was 2% in 2022 and 6% in 2021.
- **Alternate 2:** In 2023, 22% departed to the **east** (from LAS's alternate departure runways). This figure was 27% in 2022 and 36% in 2021.
- Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)
 - **SVHS:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of **Sierra Vista High School (SVHS)**. This figure was 98% in 2022 and 98% in 2021. The SVHS "compliance gate" is located southwest of Warm Springs Rd. and Buffalo Dr., approximately 5 miles due west and 1.5 miles due south of the extended runway centerline of Runways 26L and 26R. This gate was established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas very-high frequency omnidirectional range tactical air navigation (VORTAC) facility before turning left (or towards the south) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Nevada Trails community) and aircraft turning late along this corridor (like the Rhodes Ranch community).
 - **Peace:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of **Peace Way & Summers Shade Street**. This figure was 98% in 2022, and 97% in 2021. The Peace "compliance gate" is located northeast of Tropicana Ave. and I-215, approximately 6 miles due west and 2 miles due north of the extended runway centerline of Runways 26L and 26R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 4 nautical miles from the Las Vegas VORTAC before turning right (or towards the north) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Spanish Trail community) and aircraft turning late along this corridor (like the Summerlin South community).
 - **Pebble:** In 2023 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 100% in 2022 and 90% in 2021. The Pebble "compliance gate" is located southeast of Blue Diamond Rd. and Decatur Blvd., approximately 4 miles due south by southwest of the extended runway centerline of Runways 19L and 19R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Warm Spring Estates community) and aircraft turning late along this corridor (like the Southern Highlands community).
 - **UNLV:** In 2023, there were no large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the **UNLV sports complex**. This figure was 96% in 2022 and 94% in 2021. 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 2023, 99% 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**. This figure was 99% in 2022 and 99% in 2021. The Boulder Hwy. “compliance gate” is located southeast of Russell Rd. and I-93/95, approximately 7 miles due east of the extended runway centerline of Runways 08L and 08R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 7 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Green Valley community, located in the City of Henderson, and older neighborhoods located north of Patrick Ln.).
- **Eastern:** In 2023, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of **Tropicana Avenue & Eastern Avenue**. This figure was 99% in 2022 and 99% in 2021. 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 2023, 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 2022 and 99% in 2021. 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 2023, 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 99% in 2022 and 95% in 2021. The Stratosphere Tower “compliance gate” is located northeast of Sahara Avenue and Las Vegas Blvd., where an important turn in their fly-quietly routing structure begins near a historic portion of the urbanized area of the Las Vegas Valley.
- Land Use Application Reviews & Comments – (Exhibit 10)
 - **Clark County:** 88 applications were reviewed (a 60% increase from 2022), with 5 applications (6%) issued at least one comment.
 - **Henderson:** 35 applications were reviewed (a 10% decrease from 2022), with 2 applications (6%) issued at least one comment.
 - **Las Vegas:** 30 applications were reviewed (a 150% increase from 2022), with 1 application (3%) issued at least one comment.

- **North Las Vegas:** 11 applications were reviewed (a 65% decrease from 2022), with 0 applications (0%) issued at least one comment.
- Land Use Application Comments by Airport Concern – (Exhibit 11)
 - *Noise comments mapped in Exhibits 15, 16, 17
 - **Clark County:** 6 comments were issued, with 3 comments issued for “noise” concerns.
 - **Henderson:** 2 comments were issued, with both of them issued for “noise” concerns.
 - **Las Vegas:** 1 comment was issued, with 0 comments issued for “noise” concerns.
 - **North Las Vegas:** 0 comments were issued.
- Dwelling Units per “Noise,” Commented Application – (Exhibit 12)
 - **Clark County:** 4 dwelling units were proposed in the commented applications, within the AEOD.
 - **Henderson:** 1,160 dwelling units were proposed in the commented applications, within the AEOD. 336 dwelling units were proposed in the commented applications, just outside the AEOD.
 - **Las Vegas:** 0 noise comments issued.
 - **North Las Vegas:** 0 comments were issued.
- Land Use Applications Denied and/or Opposed – (Exhibit 13)
 - **Henderson:** CPR-2023012965, 161-34-401-008, 302-006, 301-002. Opposed due to an increase in residential zoning density within the AE-60 noise contour. Concept Plan Reviews (CPR) do not have hearing dates. Opposed on paper.

The information denoted in this monthly summary represents **typical** residential complaints, flight activity (with the exception of no departures to the north), fleet mix, and gate compliance.

August 2023: 42 total complaints - a 7% decrease from 2022 and a 2% decrease from 2021. On average, each caller (or household) issued 2.5 calls. The most calls received from one household totaled 10.

- Calls by Community - (Exhibits 1 and 3)
 - **Majority (more than 50%):** The **Enterprise** community issued 35 calls (83%). (See July 2023 synopsis of typical aircraft overflight impacts on this community.)
 - **Minority (between 10% and 50%):** The **Spring Valley** community issued 4 calls (10%). This community is typically impacted by aircraft departing to the west (from Runway 26R and Runway 26L). This community is also impacted by aircraft departing to the north (from Runway 01R and Runway 01L) that turn left (to the west and south).
 - **Repeat Caller Impact:** One household issued 24% (10 calls) of all the calls received in August 2023.

- Calls by Operation - (Exhibit 2)
 - **LAS:**
 - 98% of the total calls received were due to **LAS** fixed-wing operations.
 - 71% were due to departures to the south from Runways 19L and 19R (33% from one household).
 - **VGT:**
 - 0% of the total calls received were due to **VGT** fixed-wing operations.
 - **HND:**
 - 2% of the total calls received were due to **HND** fixed-wing operations.
 - **Helis:**
 - 0% of the total calls received were due to **helicopter** operations.
- LAS Operations & Runway Use by **Large Air Carriers** - (Exhibit 4)
 - **Overall:**
 - 539 daily *departures* – a 3% increase from 2022 and 24% increase from 2021.
 - 86% of departures were to the west, 9% east, 4% south, and 2% north.
 - 538 daily *arrivals* – a 4% increase from 2022 and 25% increase from 2021.
 - 84% of arrivals were from the east, 9% from the north, 4% south, and 3% west.
 - **Daytime:**
 - 423 daily *departures* – a 4% increase from 2022 and 23% increase from 2021.
 - 84% of departures were to the west, 10% east, 4% south, and 2% north.
 - 442 daily *arrivals* – a 6% increase from 2022 and 26% increase from 2021.
 - 84% of arrivals were from the east, 9% north, 4% south, and 3% west.
 - **Nighttime:**
 - 116 daily *departures* – a 1% decrease from 2022 and 24% increase from 2021.
 - 90% of departures were to the west, 6% east, 2% north, and 2% south.
 - 96 daily *arrivals* – a 3% decrease from 2022 and 21% decrease from 2021.
 - 82% of arrivals were from the east, 13% north, 4% south, and 1% west.

Daytime vs. Nighttime: Approximately 78% of all *departures* and 82% of all *arrivals* occurred during the daytime hours.

- LAS Operations & Runway Use by **Non-Large Air Carriers** - (Exhibit 5)
 - **Overall:**
 - 115 daily *departures* – a 3% increase from 2022 and 9% decrease from 2021.
 - 73% of departures were to the south, 18% west, 7% east, and 2% north.
 - 111 daily *arrivals* – no change from 2022 and 9% decrease from 2021.
 - 63% of arrivals were from the north, 29% east, 4% west, and 4% south.

- **Daytime:**
 - 104 daily *departures* – a 1% increase from 2022 and 10% decrease from 2021.
 - 72% of departures were to the south, 18% west, 8% east, and 2% north.
 - 104 daily *arrivals* – a 1% decrease from 2022 and 11% decrease from 2021.
 - 63% of arrivals were from the north, 30% east, 4% west, and 4% south.
- **Nighttime:**
 - 11 daily *departures* – a 35% increase from 2022 and 13% increase from 2021.
 - 76% of departures were to the south, 18% west, 3% east, and 2% north.
 - 7 daily *arrivals* – a 29% increase from 2022 and 43% increase from 2021.
 - 67% of arrivals were from the north, 23% east, 7% south, and 2% west.

Daytime vs. Nighttime: Approximately 91% of all *departures* and 94% of all *arrivals* occurred during the daytime hours.

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

- **Tropicana:** 52 daily *departures* – a 19% decrease from 2022 and a 21% increase from 2021.
- **Charleston:** 50 daily *arrivals* - a 21% decrease from 2022 and a 21% decrease from 2021.
- **Strip:** 72 daily *touch and go's* – a 13% decrease from 2022 and a 28% decrease from 2021.

Daytime vs. Nighttime: Approximately 85% of all helicopter tour operations occurred during the daytime hours.

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

- **Heavies:** **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 1% of the daily traffic.
- **Large:** **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 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 4% of the daily traffic.
- **Small:** **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 7% of the daily traffic.
- **Military:** **Military** turbine-driven aircraft accounted for less than 0% of the daily traffic.
- **Non-Jet:** **Piston-driven** aircraft and unassigned aircraft types accounted for 3% of the daily traffic.
- **Helos:** **Touring helicopters** accounted for 16% 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 2023, 86% departed to the **west** (from LAS's primary departure runways). This figure was 60% in 2022 and 70% in 2021.
 - **Secondary:** In 2023, 4% departed to the **south** (from LAS's secondary departure runways). This figure was 3% in 2022 and 3% in 2021.
 - **Alternate 1:** In 2023, 2% departed to the **north** (from LAS's alternate departure runways). This figure was 16% in 2022 and 1% in 2021.
 - **Alternate 2:** In 2023, 9% departed to the **east** (from LAS's alternate departure runways). This figure was 22% in 2022 and 26% in 2021.

- Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)
 - **SVHS:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of **Sierra Vista High School (SVHS)**. This figure was 98% in 2022 and 98% in 2021. (See July 2023 synopsis for specific location of the SVHS gate.)
 - **Peace:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of **Peace Way & Summers Shade Street**. This figure was 98% in 2022 and 98% in 2021. (See July 2023 synopsis for specific location of the Peace gate.)
 - **Pebble:** In 2023, 100% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of **Pebble Road & Arville Street**. This figure was 93% in 2022 and 95% in 2021. (See July 2023 synopsis for specific location of the Pebble gate.)
 - **UNLV:** In 2023, 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**. This figure was 95% in 2022 and 95% in 2021. (See July 2023 synopsis for specific location of the UNLV gate.)
 - **Boulder:** In 2023, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the east from Runway 08L or 08R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 100% in 2022 and 99% in 2021. (See July 2023 synopsis for specific location of the Boulder Hwy. gate.)
 - **Eastern:** In 2023, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of **Tropicana Avenue & Eastern Avenue**. This figure was 99% in 2022 and 99% in 2021. (See July 2023 synopsis for specific location of the Eastern gate.)
 - **Hollywood:** In 2023, 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 100% in 2022 and 99% in 2021. (See July 2023 synopsis for specific location of the Hollywood gate.)

- **Stratosphere:** In 2023, 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 99% in 2022 and 96% in 2021. (See July 2023 synopsis for specific location of the Stratosphere gate.)
- Land Use Application Reviews & Comments – (Exhibit 10)
 - **Clark County:** 214 applications were reviewed (a 128% increase from 2022), with 17 applications (8%) issued at least one comment.
 - **Henderson:** 48 applications were reviewed (a 31% decrease from 2022), with 1 application (2%) issued at least one comment.
 - **Las Vegas:** 37 applications were reviewed (a 10% decrease from 2022), with 0 applications (0%) issued at least one comment.
 - **North Las Vegas:** 16 applications were reviewed (a 38% decrease from 2022), with 0 applications (0%) issued at least one comment.
- Land Use Application Comments by Airport Concern – (Exhibit 11)

*Noise comments mapped in Exhibits 15, 16, 17.

 - **Clark County:** 20 comments were issued, with 10 comments issued for “noise” concerns.
 - **Henderson:** 1 comment was issued, not for “noise” concerns.
 - **Las Vegas:** 0 comments were issued.
 - **North Las Vegas:** 0 comments were issued.
- Dwelling Units per “Noise,” Commented Application – (Exhibit 12)
 - **Clark County:** 12 dwelling units were proposed in the commented applications, within the AEOD. 23 dwelling units were proposed in the commented applications, just outside the AEOD.
 - **Henderson:** 0 noise comments issued.
 - **Las Vegas:** 0 comments were issued.
 - **North Las Vegas:** 0 comments were issued.
- Land Use Applications Denied and/or Opposed – (Exhibit 13)

None

The information denoted in this monthly summary represents **typical** residential complaints, flight activity, fleet mix, and gate compliance.

September 2023: 62 total complaints - a 44% decrease from 2022 and a 9% decrease from 2021. On average, each caller (or household) issued 2.6 calls. The most calls received from one household totaled 15.

- Calls by Community - (Exhibits 1 and 3)
 - **Majority (more than 50%):** The **Enterprise** community issued 32 calls (52%). (See July 2023 synopsis of typical aircraft overflight impacts on this community.)
 - **Minority (between 10% and 50%):** The **Spring Valley** community issued 18 calls (29%). (See August 2023 synopsis of typical aircraft overflight impacts on this community.)
 - **Repeat Caller Impact:** One household issued 24% (15 calls) of all the calls received in September 2023.
- Calls by Operation - (Exhibit 2)
 - **LAS:**
 - 92% of the total calls received were due to **LAS** fixed-wing operations.
 - 42% were due to departures to the south from Runways 19L and 19R (58% from one household.)
 - 32% were due to departures to the north from Runways 01L and 01R (60% from one household.)
 - **VGT:**
 - 5% of the total calls received were due to **VGT** fixed-wing operations.
 - **HND:**
 - 2% 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** - (Exhibits 4)
 - **Overall:**
 - 569 daily *departures* – a 4% increase from 2022 and 22% increase from 2021.
 - 64% of departures were to the west, 27% north, 5% east, and 3% south.
 - 568 daily *arrivals* – a 5% increase from 2022 and 23% increase from 2021.
 - 79% of arrivals were from the east, 13% south, 6% north, and 1% west.
 - **Daytime:**
 - 465 daily *departures* – a 7% increase from 2022 and 23% increase from 2021.
 - 60% of departures were to the west, 31% north, 6% east, and 4% south.
 - 486 daily *arrivals* – a 7% increase from 2022 and 22% increase from 2021.
 - 78% of arrivals were from the east, 15% south, 5% north, and 2% west.
 - **Nighttime:**
 - 103 daily *departures* – a 7% decrease from 2022 and 16% increase from 2021.
 - 85% of departures were to the west, 11% north, 3% east, and 1% south.
 - 82 daily *arrivals* – an 8% decrease from 2022 and 29% increase from 2021.
 - 84% of arrivals were from the east, 10% north, and 6% south.

Daytime vs. Nighttime: Approximately 82% of all *departures* and 85% of all *arrivals* occurred during the daytime hours.

- LAS Operations & Runway Use by **Non-Large Air Carriers** - (Exhibit 5)
 - **Overall:**
 - 133 daily *departures* – an 8% decrease from 2022 and 12% decrease from 2021.
 - 56% of departures were to the south, 33% north, 7% west, and 5% east.
 - 132 daily *arrivals* – a 9% decrease from 2022 and 11% decrease from 2021.
 - 45% of arrivals were from the north, 32% east, 21% south, and 1% west.
 - **Daytime:**
 - 122 daily *departures* – a 9% decrease from 2022 and 12% decrease from 2021.
 - 54% of departures were to the south, 34% north, 7% west, and 5% east.
 - 124 daily *arrivals* – a 10% decrease from 2022 and 12% decrease from 2021.
 - 44% of arrivals were from the north, 33% east, 22% south, and 1% west.
 - **Nighttime:**
 - 11 daily *departures* – a 2% decrease from 2022 and 8% decrease from 2021.
 - 78% of departures were to the south, 13% north, 8% west, and 1% east.
 - 7 daily *arrivals* – a 17% increase from 2022 and 10% increase from 2021.
 - 64% of arrivals were from the north, 19% south, and 17% east.

Daytime vs. Nighttime: Approximately 92% of all *departures* and 94% of all *arrivals* occurred during the daytime hours.

- Operations by Corridor for **Helicopter Tours** - (Exhibit 6)
 - **Tropicana:** 60 daily *departures* – an 8% decrease from 2022 and 34% increase from 2021.
 - **Charleston:** 59 daily *arrivals* – an 8% decrease from 2022 and a 36% increase from 2021.
 - **Strip:** 76 daily *touch and go's* - a 16% decrease from 2022 and a 23% decrease from 2021.

Daytime vs. Nighttime: Approximately 90% of all helicopter tour operations occurred during the daytime hours.

- LAS Fleet Mix for All Aircraft Types - (Exhibit 7)
 - **Heavies:** **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 1% of the daily traffic.
 - **Large:** **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 67% of the daily traffic.
 - **Medium:** **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.
 - **Small:** **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 9% of the daily traffic.

- **Military:** *Military* turbine-driven aircraft accounted for less than 0% of the daily traffic.
- **Non-Jet:** *Piston-driven* aircraft and unassigned aircraft types accounted for 3% of the daily traffic.
- **Helos:** *Touring helicopters* accounted for 16% 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 2023, 65% departed to the *west* (from LAS's primary departure runways). This figure was 61% in 2022 and 57% in 2021.
- **Secondary:** In 2023, 3% departed to the *south* (from LAS's secondary departure runways). This figure was 3% in 2022 and 4% in 2021.
- **Alternate 1:** In 2023, 27% departed to the *north* (from LAS's alternate departure runways). This figure was 19% in 2022 and 24% in 2021.
- **Alternate 2:** In 2023, 5% departed to the *east* (from LAS's alternate departure runways). This figure was 16% in 2022 and 16% in 2021.

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

- **SVHS:** In 2023, 98% of the larger air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 98% in 2022 and 98% in 2021. (See July 2023 synopsis for specific location of the SVHS gate.)
- **Peace:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of *Peace Way & Summers Shade Street*. This figure was 98% in 2022 and 98% in 2021. (See July 2023 synopsis for specific location of the Peace gate.)
- **Pebble:** In 2023, 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 99% in 2022 and 95% in 2021. (See July 2023 synopsis for specific location of the Pebble gate.)
- **UNLV:** In 2023, 98% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the *UNLV sports complex*. This figure was 98% in 2022 and 96% in 2021. (See July 2023 synopsis for specific location of the UNLV gate.)
- **Boulder:** In 2023, 99% 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*. This figure was 99% in 2022 and 99% in 2021. (See July 2023 synopsis for specific location of the Boulder Hwy. gate.)

- **Eastern:** In 2023, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. This figure was 99% in 2022 and 99% in 2021. (See July 2023 synopsis for specific location of the Eastern gate.)
- **Hollywood:** In 2023, 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 2022 and 99% in 2021. (See July 2023 synopsis for specific location of the Hollywood gate.)
- **Stratosphere:** In 2023, 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 99% in 2022 and 100% in 2021. (See July 2023 synopsis for specific location of the Stratosphere gate.)
- Land Use Application Reviews & Comments – (Exhibit 10)
 - **Clark County:** 91 applications were reviewed (a 38% increase from 2022), with 14 applications (15%) issued at least one comment.
 - **Henderson:** 33 applications were reviewed (a 37% decrease from 2022), with 3 applications (9%) issued at least one comment.
 - **Las Vegas:** 39 applications were reviewed (a 5% decrease from 2022), with 1 application (3%) issued at least one comment.
 - **North Las Vegas:** 10 applications were reviewed (a 23% decrease from 2022), with 2 applications (20%) issued at least one comment.
- Land Use Application Comments by Airport Concern – (Exhibit 11)

*Noise comments mapped in Exhibits 15, 16, 17.

 - **Clark County:** 16 comments were issued, with 12 comments issued for “noise” concerns.
 - **Henderson:** 4 comments were issued, with 1 comment issued for “noise” concerns.
 - **Las Vegas:** 1 comment was issued, with 0 comments issued for “noise” concerns.
 - **North Las Vegas:** 2 comments were issued, with both issued for “noise” concerns.
- Dwelling Units per “Noise,” Commented Application – (Exhibit 12)
 - **Clark County:** 453 dwelling units were proposed in the commented applications, just outside the AEOD.
 - **Henderson:** 152 dwelling units were proposed in the commented applications, just outside the AEOD.
 - **Las Vegas:** 0 comments were issued for “noise” concerns.
 - **North Las Vegas:** 665 dwelling units were proposed in the commented applications, just outside the AEOD.

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

None

The information denoted in this monthly summary represents **typical** residential complaints, flight activity, fleet mix, and gate compliance.

Other Notable Issues:

Realtor Information Updated: On August 17, 2023, the Clark County Department of Aviation provided an updated noise disclosure letter and associated attachments on its website. The purpose of this letter is to provide real estate professionals involved with the development and/or selling of residential property within the Las Vegas Valley, information regarding civilian aircraft operations. From time to time, real estate professionals contact the department regarding aircraft noise issues, and some new property owners have voiced concerns regarding what they perceive as misleading statements made by real estate agents concerning aircraft activity. This letter is designed to assist real estate professionals in providing accurate information to clients and making informed decisions regarding disclosure of airport noise and land information. For ease of reference, the noise disclosure letter and all attachments are accessible on the airports website at: <https://www.harryreidairport.com/Business/Planning/RealtorInformation>.

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 overhead 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, 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). 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 wholly 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 to the Agency by Congress.

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:sk

Attachments

Airport Noise Report

November 7, 2023

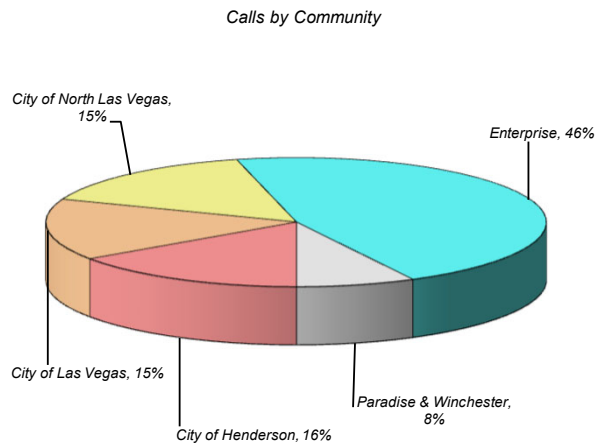
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Distribution:

Commissioner Gibson, Chair	Tina Frias
Commissioner Segerblom Vice-Chair	Scott Kichline
Commissioner Kirkpatrick	Phillip Detmer
Commissioner McCurdy II	SundayLee Cabrera
Commissioner Miller	Anthony Perkins
Commissioner Naft	Susan Gersh
Commissioner Jones	Bruce Daugherty
Kevin Schiller	Monika Bertaki
Rosemary Vassiliadis	Jim McIntosh (COH)
James Chrisley	Andrew Powell (COH)
Joseph Piurkowski	Darryl Dembski (FAA ATCT)
Ralph LePore	Matthew Smith (FAA TRACON)
Sandra Cikity	James Erbeck (CLV)
Gina Wilborn	Paul Alukonis (FAA FSDO)
Ben Czyzewski	Sydney Lowe (University Libraries)
Curtis Hedgepeth	Lisa Butterfield (Reno-Tahoe Airport)
Sean Roebuck	Andrea Christensen (Denver Airport)
Blanca Vazquez	Jennifer Lewis (Scottsdale Airport)
Charlie Halterman (HND Tower)	Frank Iacovino (Mass Port Authority)
Richard Falcon (FAA FSDO)	Robert Butler (Papillon Helicopters)
Richard Derrick (COH)	Christine Gerencher (American Airlines)
Jorge Cervantes (CLV)	Bert Ganoung (SFO)
Mayor Carolyn Goodman (CLV)	San Diego Airport Noise Management
Mayor Pro Tem Brian Knudsen (CLV)	Jeannie Denham (Citizen)
Councilwoman Olivia Diaz (CLV)	Judge Bob Johnston (Citizen)
Councilwoman Victoria Seaman (CLV)	Roy Fuhrmann (Metro Airports Commission)
Councilwoman F. Allen-Palenske (CLV)	Tom Schaus (Sundance Helicopters)
Councilwoman Nancy E. Brune (CLV)	Brooke Satern (Port of Portland)
Councilman Cedric Crear (CLV)	Gary Brodt (Citizen)
Brok Armantrout (CBC)	Stan Shepherd (SEATAC)
John Williams (Ricondo)	Eric Sheng (Long Beach Airport)
Kyler Erhard (FAA ADO)	Jason Schwartz (Portland Airport)
Mike Jeck (Metro Wash. Air Auth.)	Steven Peacock (Dallas City Hall)
Karen Everitt (Dallas City Hall)	William Olivieri (Citizen)
	Samuel Carter (Passur)

Exhibit 1: Noise Complaint Calls by Community* - July 2023

Community	No. of Calls in 2023	No. of Callers in 2023	No. of Calls in 2022	No. of Calls in 2021
City of Boulder City				11
City of Henderson	2	1	1	
City of Las Vegas	2	2	2	
City of North Las Vegas	2	1		
Enterprise	6	4	40	66
Lone Mountain				
Paradise & Winchester	1	1		8
Spring Valley				3
Summerlin South				
Sunrise Manor				
Whitney				
Location unknown				
Overall Total	13	9	43	88



Difference between 2023 and 2022 Total Calls: -70%

Difference between 2023 and 2021 Total Calls: -85%

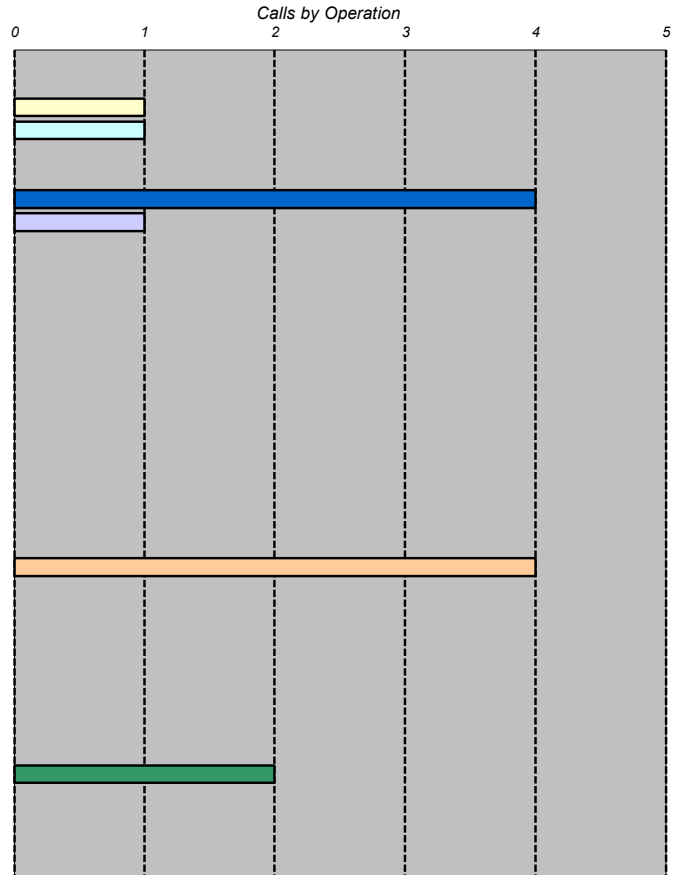
Average Number of Calls per Caller: 1.4

Most calls received from one household: 2

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

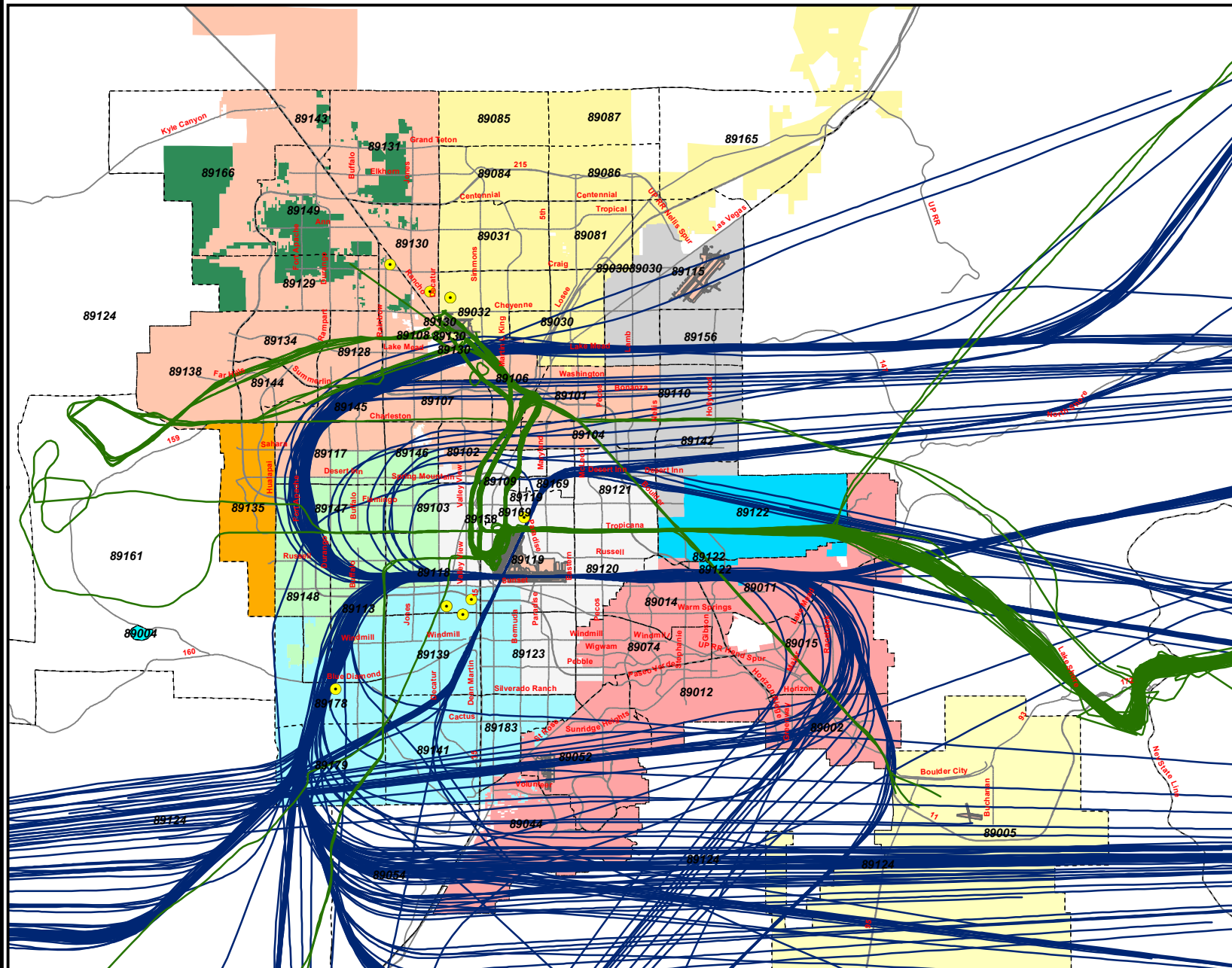
Exhibit 2: Noise Complaint Calls by Type of Operation - July 2023

Operation	No. of Calls in 2023	Percent of Overall Total	No. of Calls in 2022	No. of Calls in 2021
LAS 01R/L Arrivals				
LAS 08R/L Arrivals				
LAS 19R/L Arrivals	1	7.7%		
LAS 26R/L Arrivals	1	7.7%		4
LAS 01R/L Departures				3
LAS 08R/L Departures				10
LAS 19R/L Departures	4	30.8%	39	66
LAS 26R/L Departures	1	7.7%	1	4
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	7	53.8%	40	87
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	4	30.8%		
VGT Other				
VGT Total	4	30.8%	0	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	2	15.4%	1	1
HND Other				
HND Total	2	15.4%	1	1
Helicopters**			2	
Overall Total	13	100%	43	88



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

Exhibit 3: Aircraft Noise Complaints by Community - July 2023



Legend
 Jul 2023
 Total Complaints: 13

- Aircraft Complaints Received 13 Mapped 11
- ★ Helicopter Complaints Received 0 Mapped 0
- Major Streets
- Airports
- - - Zip Code Boundaries
- Typical Large Air Carrier Departure Tracks
- Typical Touring Helicopter Tracks
- Unincorporated Clark County
- Boulder City
- Whitney
- Henderson
- Las Vegas
- North Las Vegas
- Paradise/Winchester
- Summerlin
- Spring Valley
- Sunrise Manor
- Winchester
- Enterprise
- Lone Mountain

Department of Aviation
 Geographic Information Systems



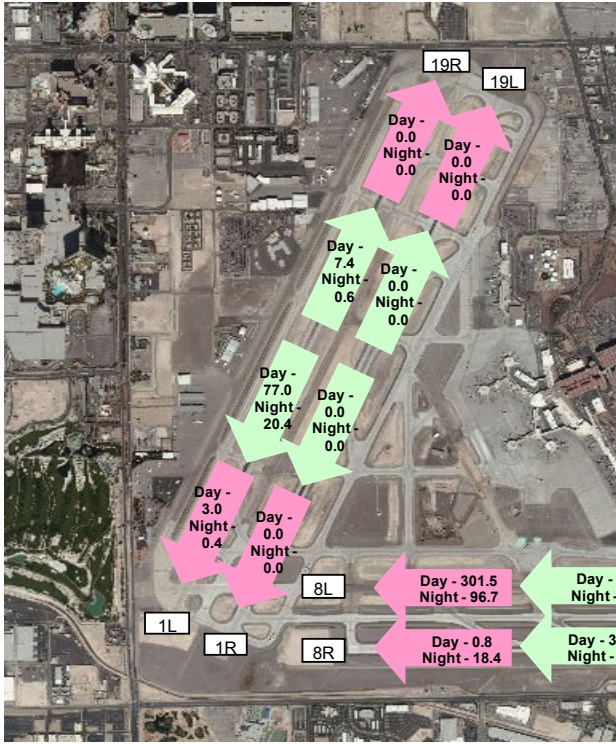
10/13/2023

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



H:\GIS\Standard Projects\Noise\2023\041_NOISE23.mxd

Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - July 2023



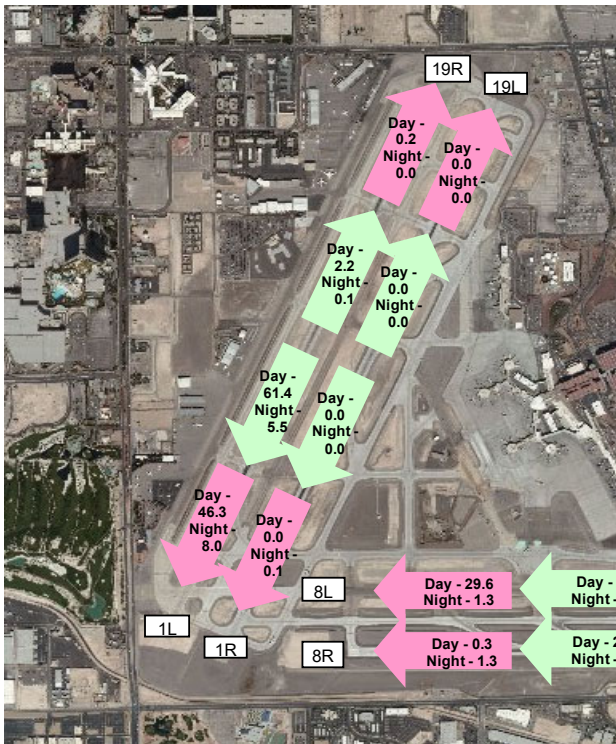
Year	2023		2022		2021	
Daytime Departures	419	77%	404	77%	335	77%
Nighttime Departures	124	23%	121	23%	99	23%
Total Departures	543	100%	525	100%	435	100%

Daytime Arrivals	439	81%	417	80%	343	81%
Nighttime Arrivals	102	19%	101	20%	83	19%
Total Arrivals	542	100%	518	100%	425	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	3%	4%	2%
Depts. 2023 vs 2021	25%	25%	25%
Arrivals 2023 vs 2022	5%	5%	1%
Arrivals 2023 vs 2021	27%	28%	24%

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, A340, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft - July 2023**



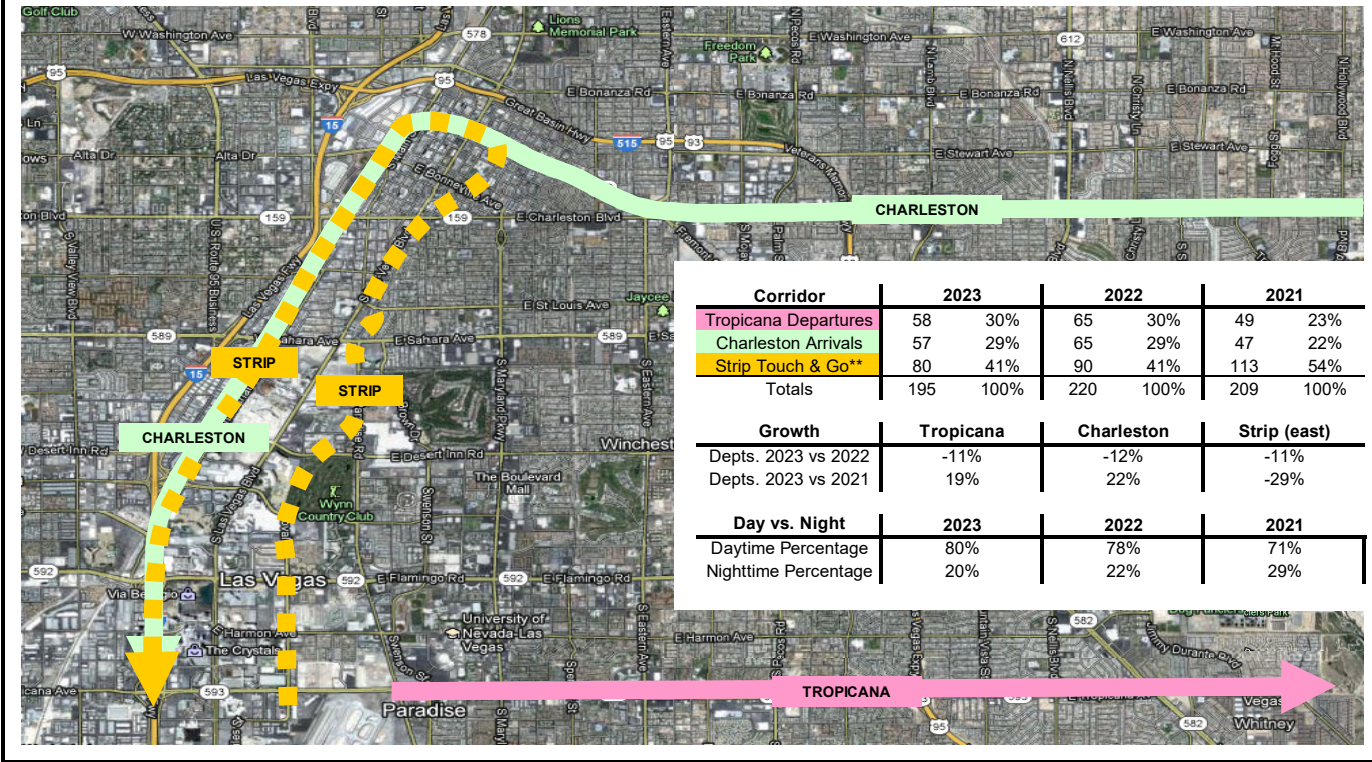
Year	2023		2022		2021	
Daytime Departures	106	91%	107	92%	122	91%
Nighttime Departures	11	9%	10	8%	12	9%
Total Departures	117	100%	117	100%	134	100%

Daytime Arrivals	106	93%	106	94%	125	95%
Nighttime Arrivals	8	7%	7	6%	7	5%
Total Arrivals	113	100%	113	100%	131	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	0%	-1%	12%
Depts. 2023 vs 2021	-13%	-13%	-5%
Arrivals 2023 vs 2022	0%	0%	6%
Arrivals 2023 vs 2021	-14%	-15%	15%

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

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - July 2023



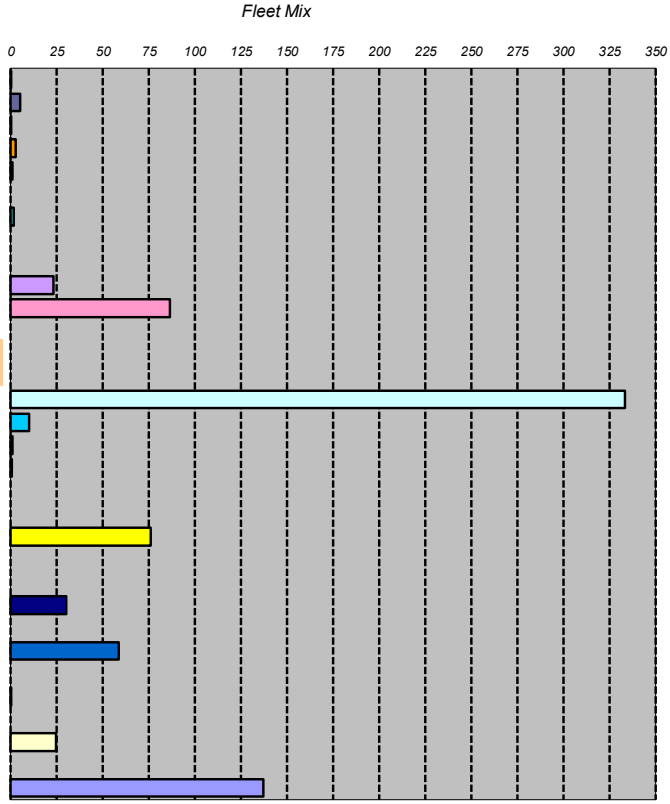
Corridor	2023	2022	2021
Tropicana Departures	58 30%	65 30%	49 23%
Charleston Arrivals	57 29%	65 29%	47 22%
Strip Touch & Go**	80 41%	90 41%	113 54%
Totals	195 100%	220 100%	209 100%

Growth	Tropicana	Charleston	Strip (east)
Depts. 2023 vs 2022	-11%	-12%	-11%
Depts. 2023 vs 2021	19%	22%	-29%

Day vs. Night	2023	2022	2021
Daytime Percentage	80%	78%	71%
Nighttime Percentage	20%	22%	29%

Exhibit 7: LAS Aircraft Arrival Fleet Mix** - July 2023

Operation	Daily Average in 2023	Percent of Overall Total	Daily Average in 2022	Daily Average in 2021
A300s, A310s	0.03	0.0%	0.00	0.16
A330s, A340s	5.29	0.7%	3.55	2.58
B747s	0.03	0.0%	0.03	0.03
B767s	2.61	0.3%	3.48	9.58
B777s	1.03	0.1%	0.16	2.94
DC10, L1011, MD11	0.00	0.0%	0.03	0.03
Misc. (B707s, DC8s, etc.)	1.68	0.2%	3.68	1.97
Heavy Jets (>300,000 lbs.)	10.68	1.3%	10.94	17.29
A318s, A319s	23.26	2.9%	18.81	31.58
A320s, A321s	86.35	10.9%	105.00	84.71
B717s	0.00	0.0%	0.00	0.00
B727s	0.00	0.0%	0.00	0.10
B737-100s, -200s	0.00	0.0%	0.00	0.00
B737-300s to -900s	333.39	42.1%	295.65	232.42
B757s	9.90	1.3%	6.16	8.16
BAC 111s, E170s, E190s	0.97	0.1%	1.35	1.52
CRJ7s, CRJ9s	0.84	0.1%	0.03	0.00
MD80s	0.00	0.0%	0.00	0.06
MD90s	0.00	0.0%	0.00	0.00
Misc. (Bae 146s, DC9s)	76.13	9.6%	80.10	49.26
Large Jets (>75,000 lbs.)	530.84	67.0%	507.10	407.81
Medium Jets (>41,000)	30.03	3.8%	28.81	29.45
Small Jets (<41,000 lbs.)	58.77	7.4%	58.13	74.10
Military Jets	0.10	0.0%	0.00	0.00
Non-Jets & Unknowns	24.58	3.1%	25.97	33.19
Helicopter Tours**	137.16	17.3%	155.03	159.71
Overall Total*	792	100%	786	722



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

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - July 2023 to 2021

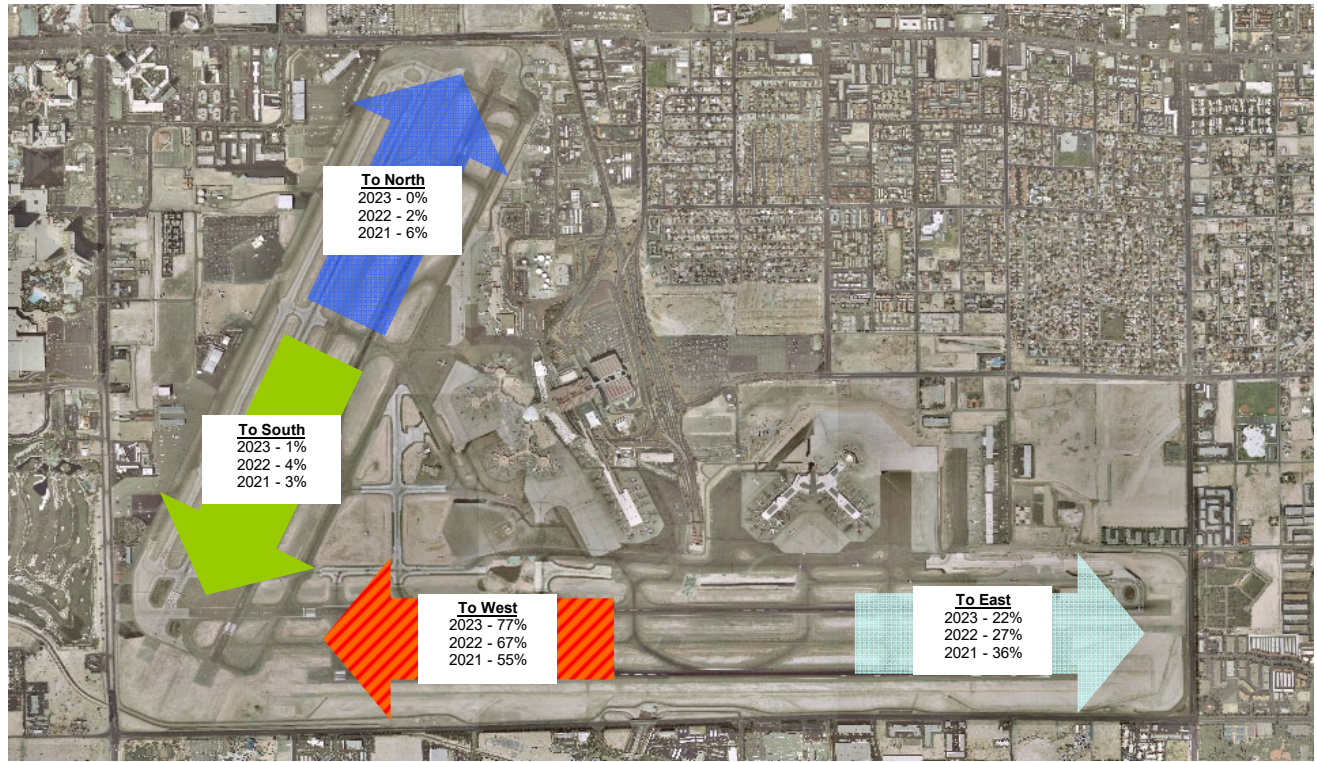
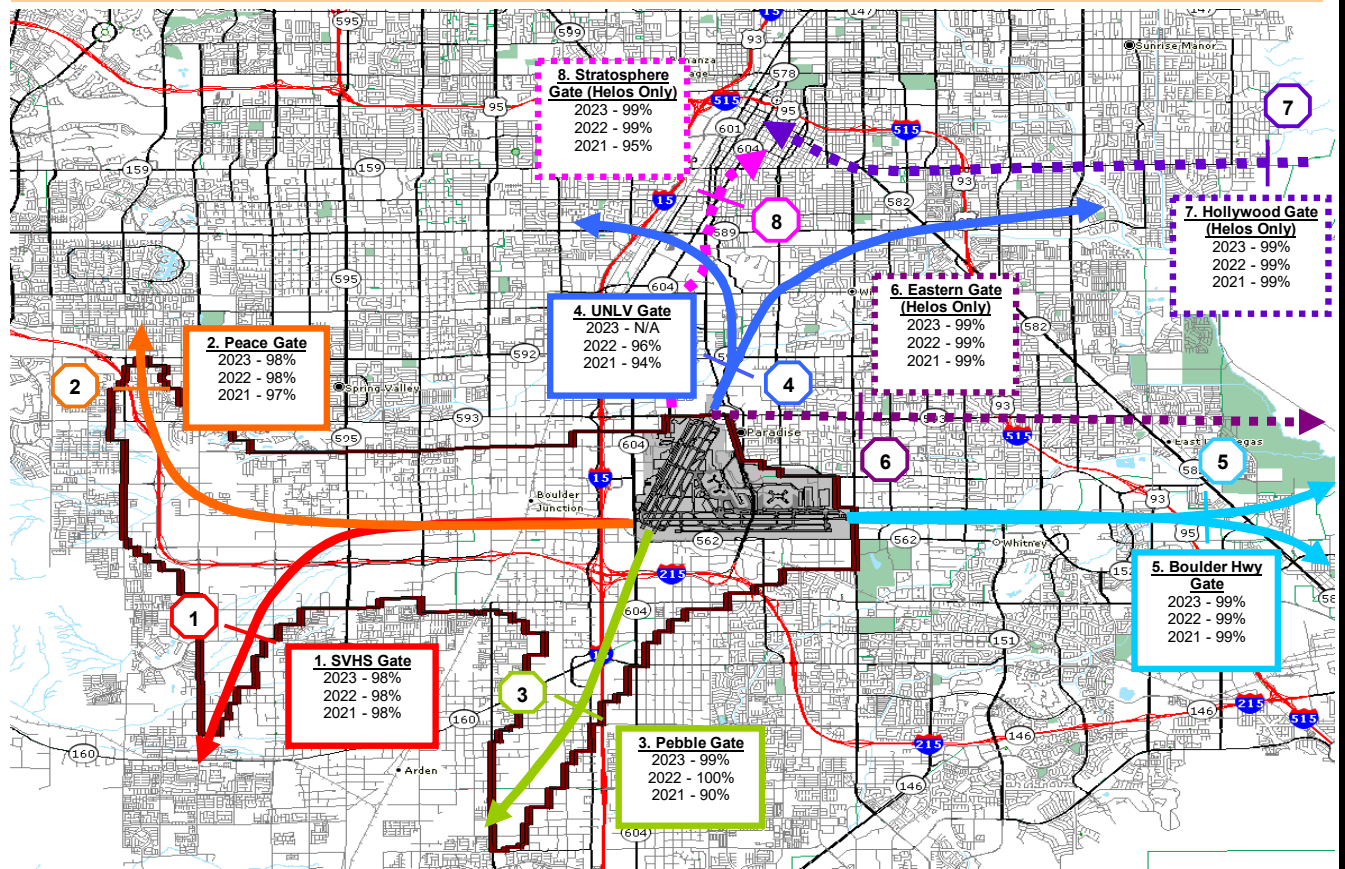


Exhibit 9: "Gate" Compliance for Large Aircraft* & Helicopter Tours - July 2023



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 10: Land Use Application Reviews & Comments - July 2023

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
No. of Land Use Applications Reviewed	88	35	30	11	164	137	210
No. of Applications where CCDOA Issued a Comment	5	2	1	0	8	11	16
Percent of Applications where Comment Issued	6%	6%	3%	0%	5%	8%	8%

Exhibit 11: Land Use Application Comments by Airport Concern - July 2023

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Deed Restrictions	1	0	0	0	1	0	1
Height-Penetrates Part 77 100:1 Surfaces >200'	2	0	1	0	3	6	5
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	1	1
Heliport/Helipad	0	0	0	0	0	0	0
Noise-Non-residential within AEOD**	2	0	0	0	2	2	3
Noise-Residential within the AEOD**	1	1	0	0	2	1	0
Noise-Residential Just Outside the AEOD**	0	1	0	0	1	3	9
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	1	0
Total***	6	2	1	0	9	14	19

* Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.

**AEOD-Airport Environs Overlay District (defined below).

***Comment Concern totals will not always match Comment Applications total. Some applications are issued more than one type of CCDOA comment.

Exhibit 12: Dwelling Units per Commented Application* - July 2023

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Within the AEOD	4	1,160	0	0	1164	290	0
Just Outside the AEOD	0	336	0	0	336	91	746

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

Exhibit 13: Land Use Applications Denied and/or Opposed* - July 2023

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Recommend Denial	0	1	0	0	1	0	1
Opposed at Hearings	0	0	0	0	0	0	0

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

Exhibit 14: Airport Environs Overlay Districts & Noise Comments - Valley Wide - July 2023

AEOD - Airport Environs Overlay Districts - Noise Contours
Clark County Code (CCC) 30.48.010. The AEOD is established to:

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

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

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

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

Salmon color indicates a 1 mile zone outside the AEOD.

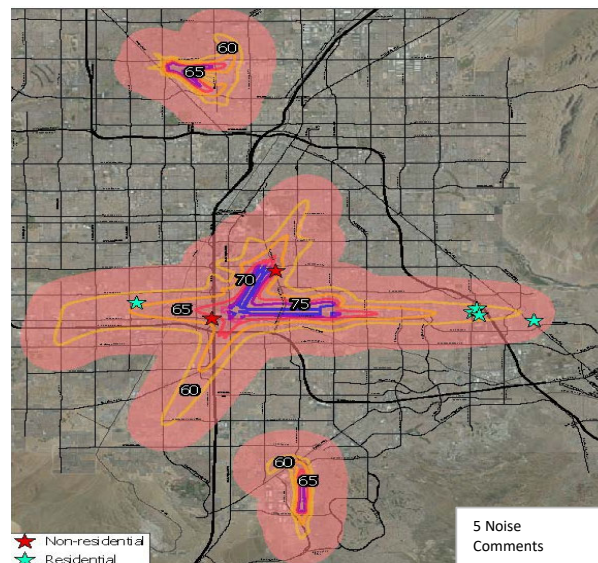


Exhibit 15: Noise Comments - LAS Detail - July 2023

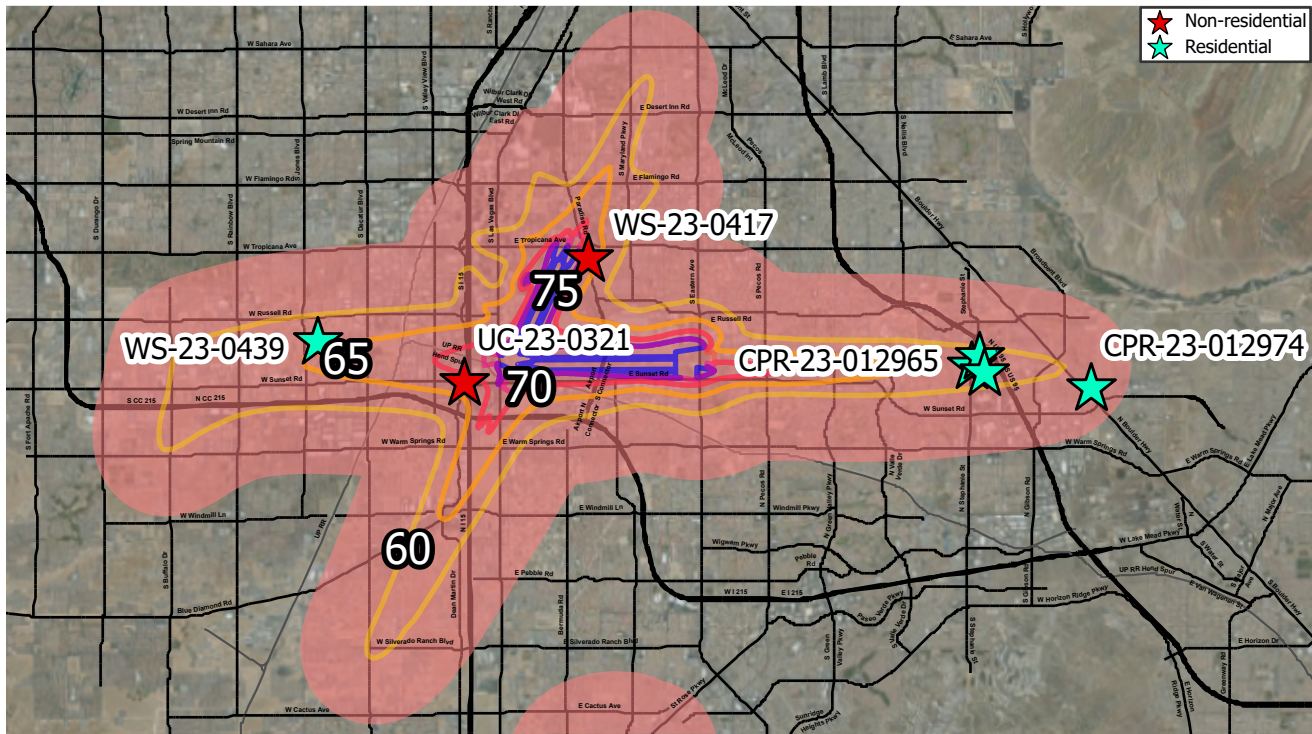


Exhibit 16: Noise Comments - HND Detail - July 2023

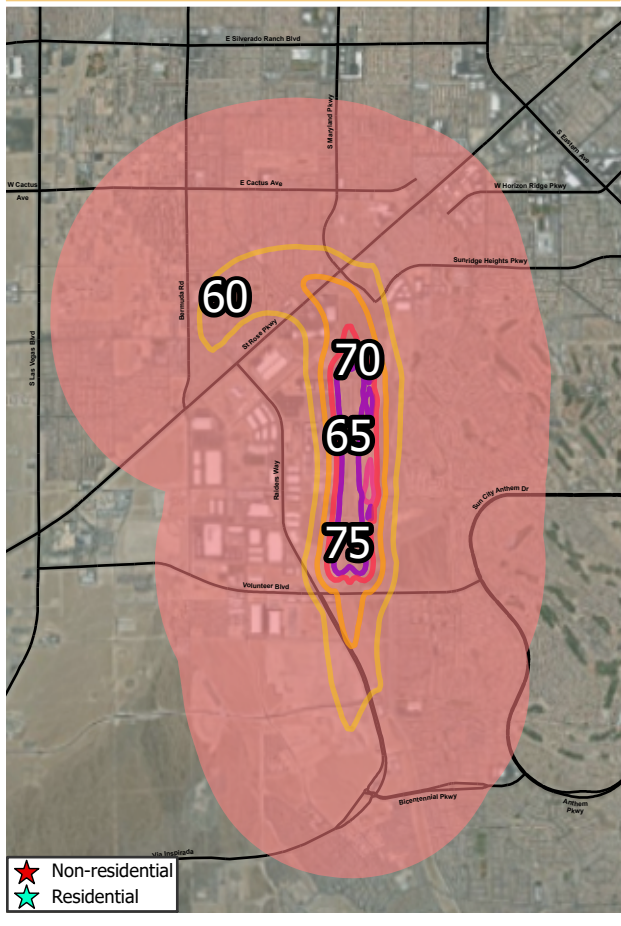


Exhibit 17: Noise Comments - VGT Detail - July 2023

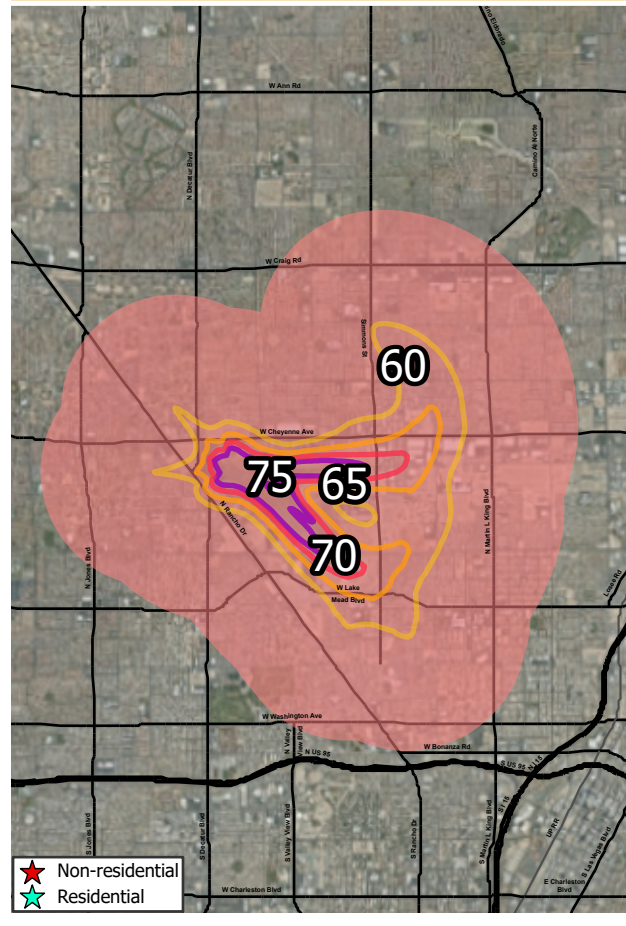
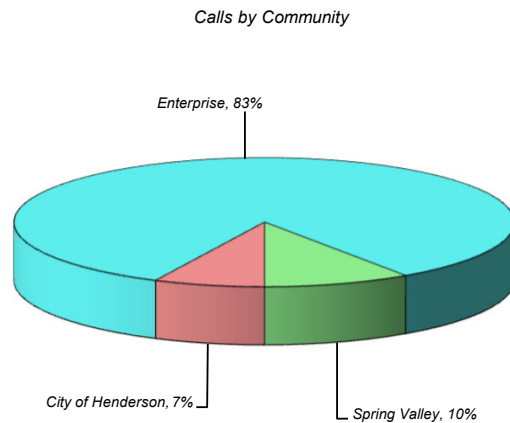


Exhibit 1: Noise Complaint Calls by Community* - August 2023

Community	No. of Calls in 2023	No. of Callers in 2023	No. of Calls in 2022	No. of Calls in 2021
City of Boulder City	3	3	4	2
City of Henderson				
City of Las Vegas				
City of North Las Vegas				
Enterprise	35	12	30	36
Lone Mountain				
Paradise & Winchester			3	3
Spring Valley	4	2	7	2
Summerlin South				
Sunrise Manor			1	
Whitney				
Location unknown				
Overall Total	42	17	45	43



Difference between 2023 and 2022 Total Calls: -7%

Difference between 2023 and 2021 Total Calls: -2%

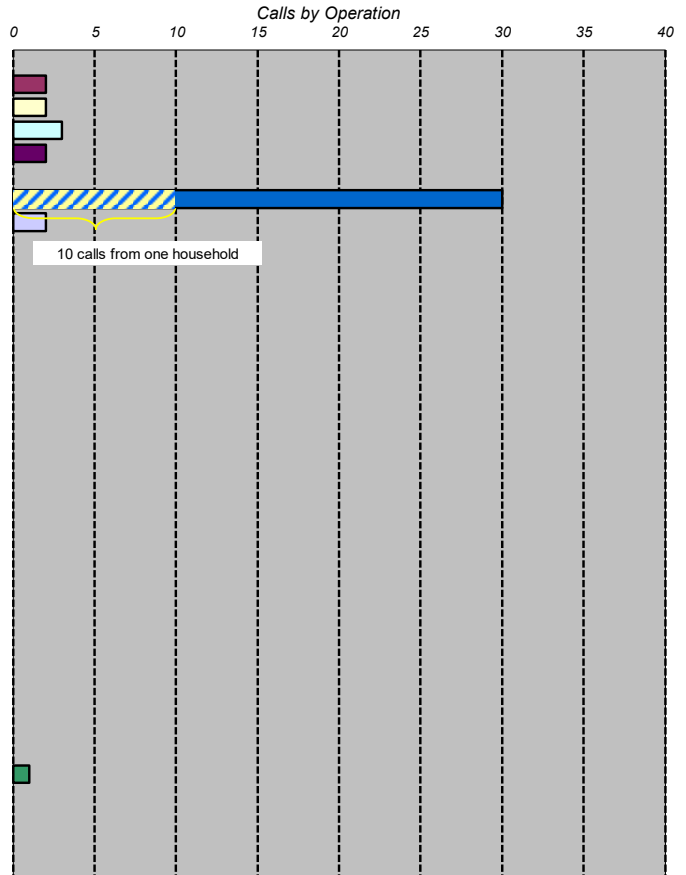
Average Number of Calls per Caller: 2.5

Most calls received from one household: 10

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

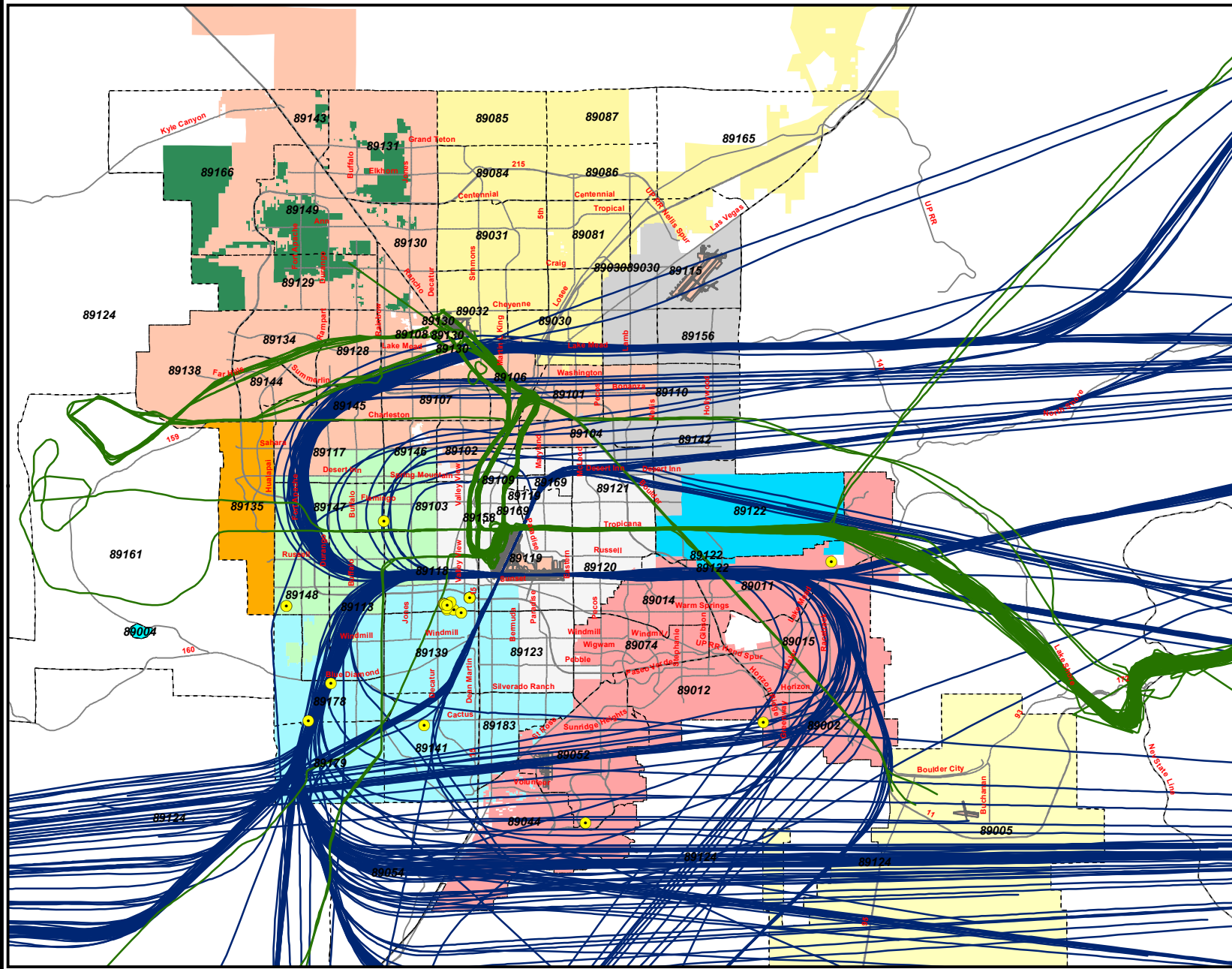
Exhibit 2: Noise Complaint Calls by Type of Operation - August 2023

Operation	No. of Calls in 2023	Percent of Overall Total	No. of Calls in 2022	No. of Calls in 2021
LAS 01R/L Arrivals	2	4.8%		1
LAS 08R/L Arrivals	2	4.8%	1	
LAS 19R/L Arrivals	2	4.8%		
LAS 26R/L Arrivals	3	7.1%	2	1
LAS 01R/L Departures	2	4.8%	8	3
LAS 08R/L Departures				1
LAS 19R/L Departures	30	71.4%	30	36
LAS 26R/L Departures	2	4.8%	2	
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	41	97.6%	43	42
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA				
VGT Other				
VGT Total	0	0.0%	0	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	1	2.4%	2	1
HND Other				
HND Total	1	2.4%	2	1
Helicopters**				1
Overall Total	42	100%	45	44



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

Exhibit 3: Aircraft Noise Complaints by Community - August 2023



Legend

Aug 2023
Total Complaints: 42

- Aircraft Complaints Received 42 Mapped 42
- Helicopter Complaints Received 0 Mapped 0
- Major Streets
- Airports
- Zip Code Boundaries
- Typical Large Air Carrier Departure Tracks
- Typical Touring Helicopter Tracks
- Unincorporated Clark County
- Boulder City
- Whitney
- Henderson
- Las Vegas
- North Las Vegas
- Paradise/Winchester
- Summerlin
- Spring Valley
- Sunrise Manor
- Winchester
- Enterprise
- Lone Mountain

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Geographic Information Systems

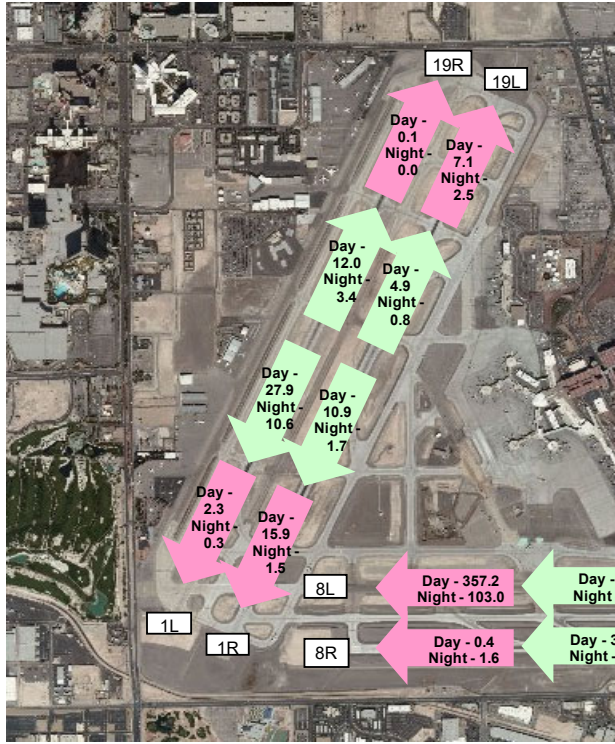
HARRY REID INTERNATIONAL LAS VEGAS

10/13/2023

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

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Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - August 2023



Year	2023		2022		2021	
Daytime Departures	423	78%	407	78%	343	79%
Nighttime Departures	116	22%	117	22%	94	21%
Total Departures	539	100%	523	100%	437	100%

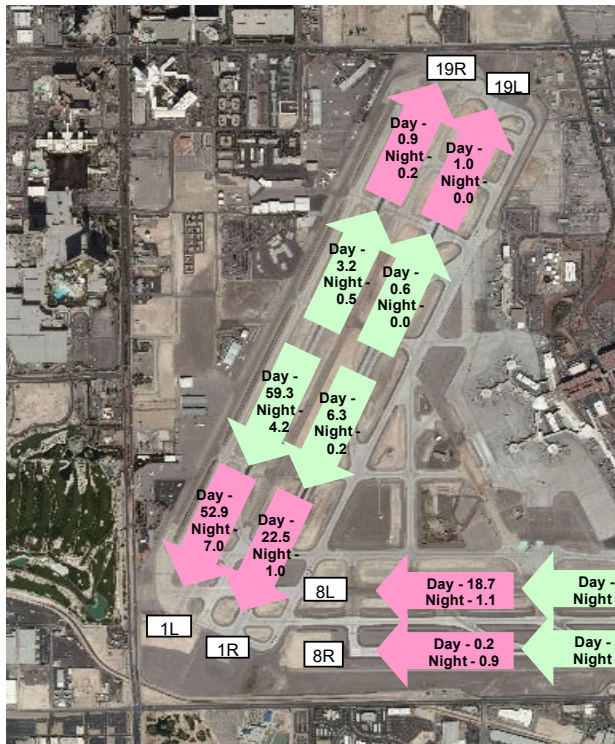
Daytime Arrivals	442	82%	418	81%	351	82%
Nighttime Arrivals	96	18%	99	19%	80	18%
Total Arrivals	538	100%	517	100%	430	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	3%	4%	-1%
Depts. 2023 vs 2021	24%	23%	24%

Arrivals 2023 vs 2022	4%	6%	-3%
Arrivals 2023 vs 2021	25%	26%	21%

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, A340, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - August 2023



Year	2023		2022		2021	
Daytime Departures	104	91%	104	93%	117	93%
Nighttime Departures	11	9%	8	7%	9	7%
Total Departures	115	100%	112	100%	126	100%

Daytime Arrivals	104	94%	105	95%	117	96%
Nighttime Arrivals	7	6%	5	5%	5	4%
Total Arrivals	111	100%	110	100%	122	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	3%	1%	35%
Depts. 2023 vs 2021	-9%	-10%	13%

Arrivals 2023 vs 2022	0%	-1%	29%
Arrivals 2023 vs 2021	-9%	-11%	43%

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

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - August 2023

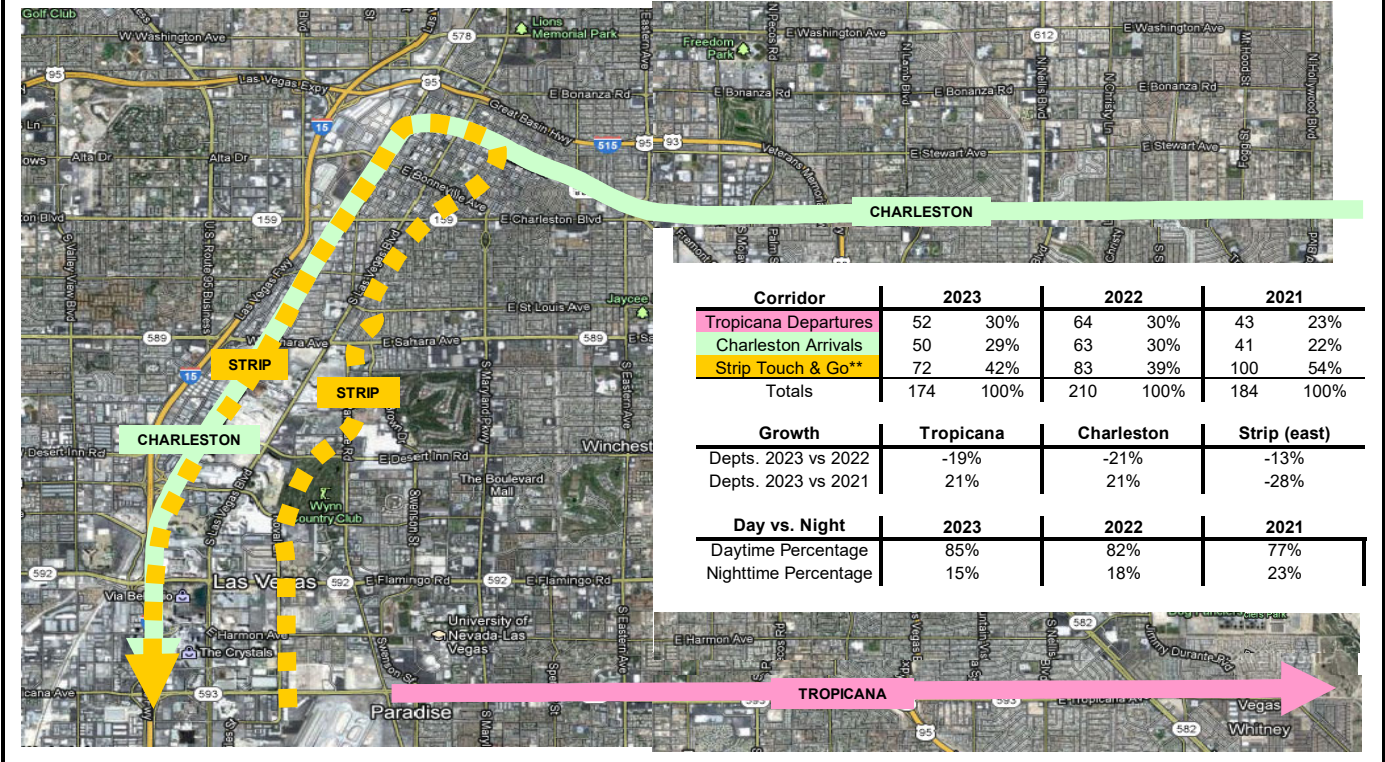
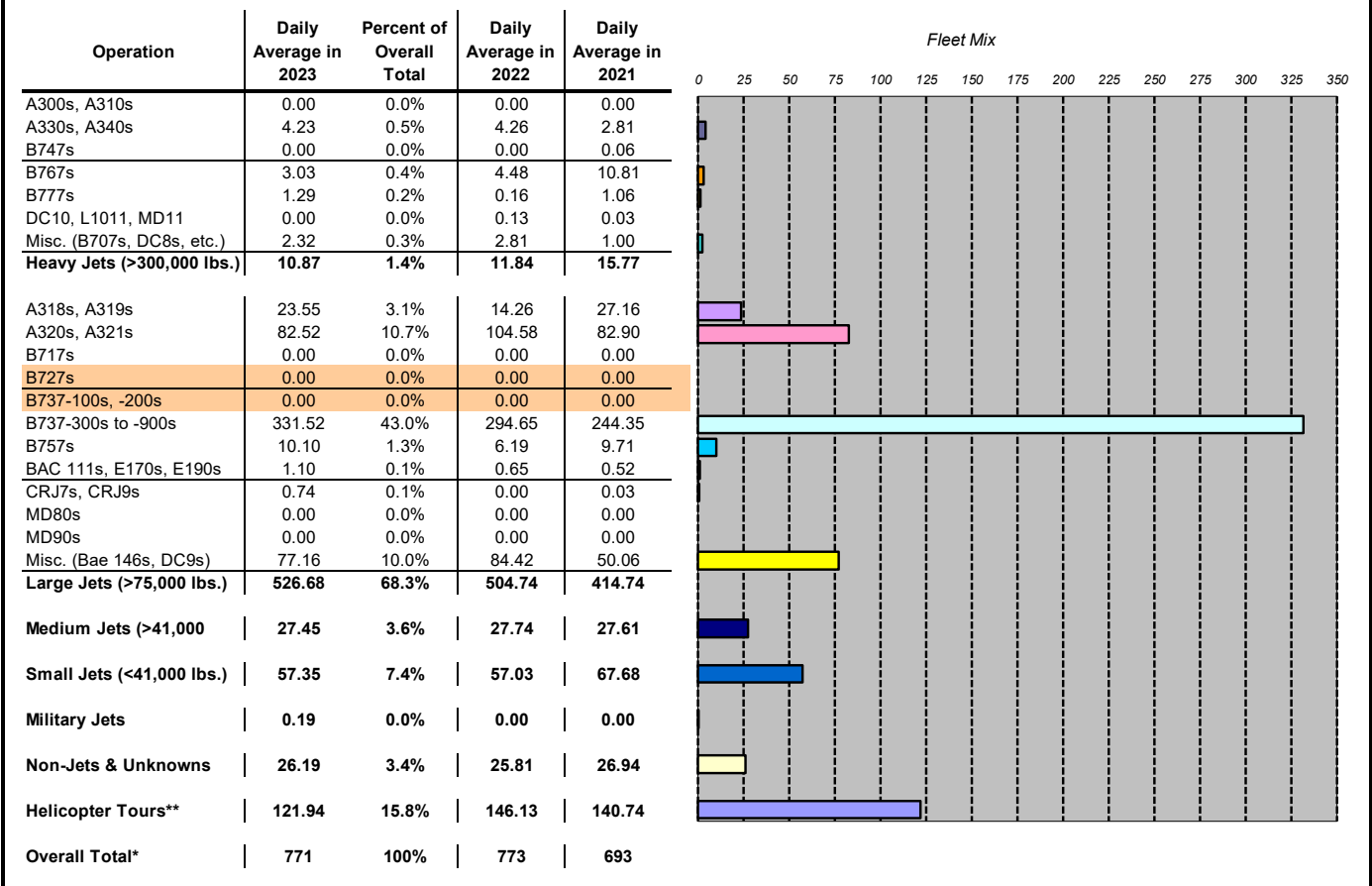


Exhibit 7: LAS Aircraft Arrival Fleet Mix** - August 2023



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

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - August 2023 to 2021

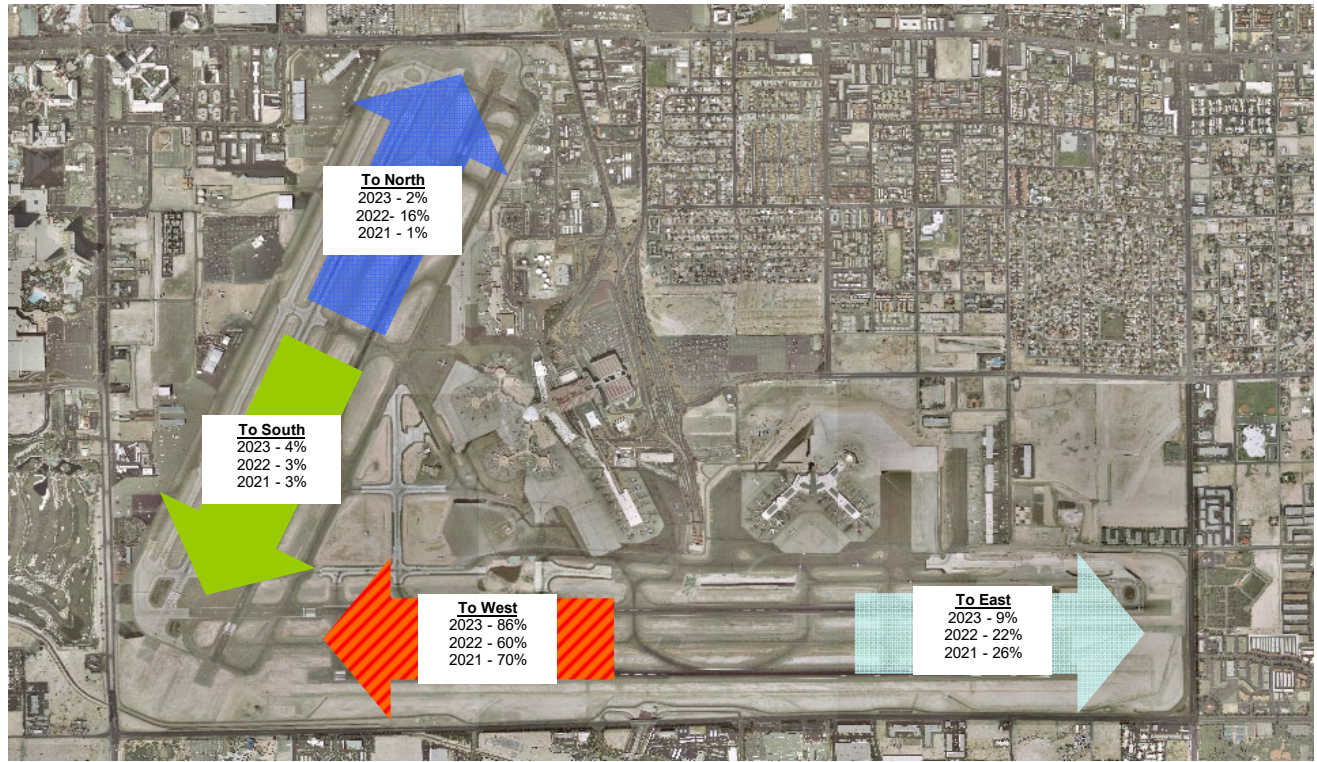
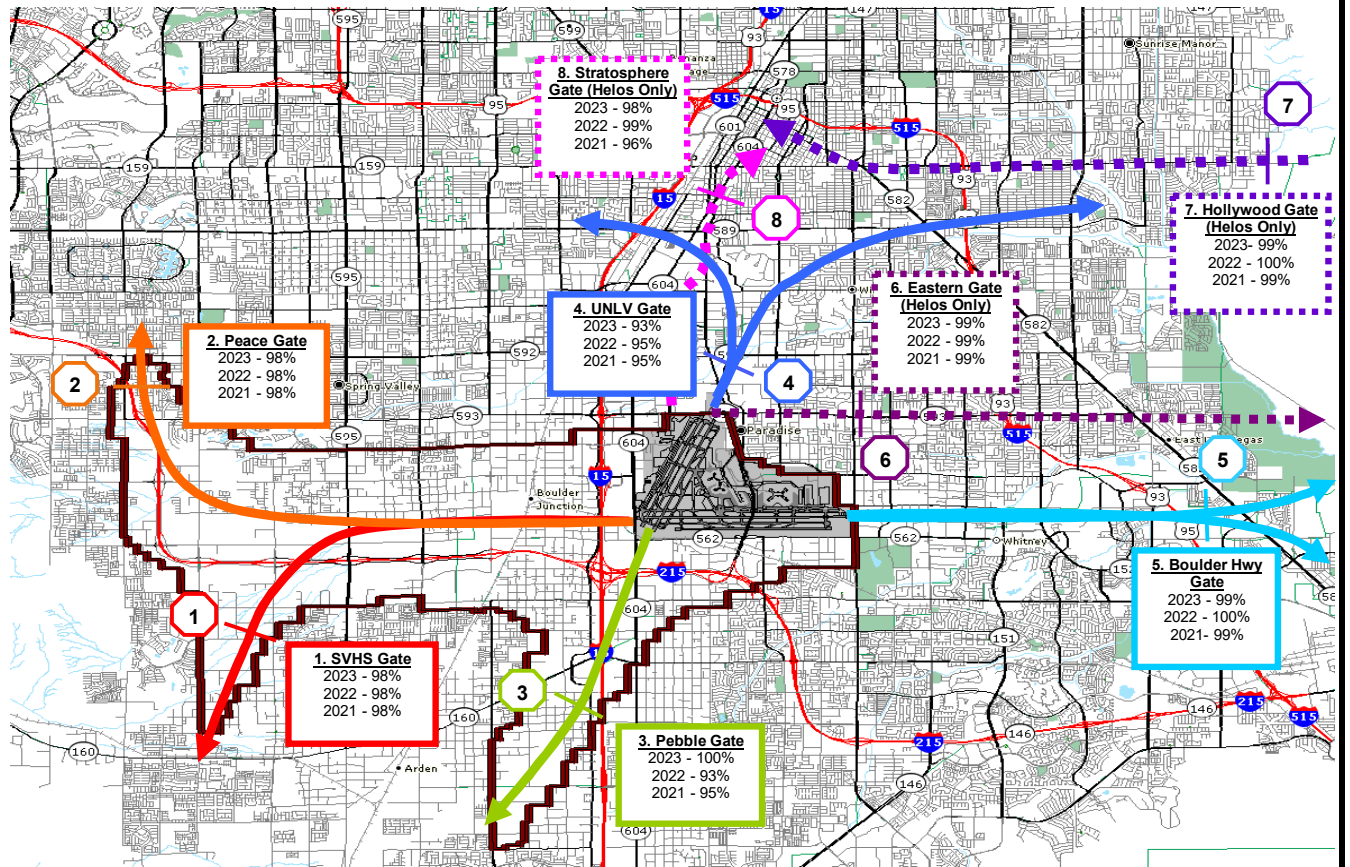


Exhibit 9: "Gate" Compliance for Large Aircraft* & Helicopter Tours - August 2023



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, A340, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 10: Land Use Application Reviews & Comments - August 2023

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
No. of Land Use Applications Reviewed	214	48	37	16	315	231	222
No. of Applications where CCDOA Issued a Comment	17	1	0	0	18	22	22
Percent of Applications where Comment Issued	8%	2%	0%	0%	6%	10%	10%

Exhibit 11: Land Use Application Comments by Airport Concern - August 2023

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Deed Restrictions	0	0	0	0	0	0	1
Height-Penetrates Part 77 100:1 Surfaces >200'	10	1	0	0	11	13	12
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	0	1
Heliport/Helipad	0	0	0	0	0	0	1
Noise-Non-residential within AEOD**	4	0	0	0	4	2	3
Noise-Residential within the AEOD**	2	0	0	0	2	2	0
Noise-Residential Just Outside the AEOD**	4	0	0	0	4	10	8
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
Total***	20	1	0	0	21	27	26

* Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.

**AEOD-Airport Environs Overlay District (defined below).

***Comment Concern totals will not always match Comment Applications total. Some applications are issued more than one type of CCDOA comment.

Exhibit 12: Dwelling Units per Commented Application* - August 2023

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Within the AEOD	12	0	0	0	12	496	0
Just Outside the AEOD	23	0	0	0	23	1,672	1,151

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

Exhibit 13: Land Use Applications Denied and/or Opposed* - August 2023

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Recommend Denial	0	0	0	0	0	0	1
Opposed at Hearings	0	0	0	0	0	0	0

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

Exhibit 14: Airport Environs Overlay Districts & Noise Comments - Valley Wide - August 2023

AEOD - Airport Environs Overlay Districts - Noise Contours
Clark County Code (CCC) 30.48.010. The AEOD is established to:

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

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

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

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

Salmon color indicates a 1 mile zone outside the AEOD.

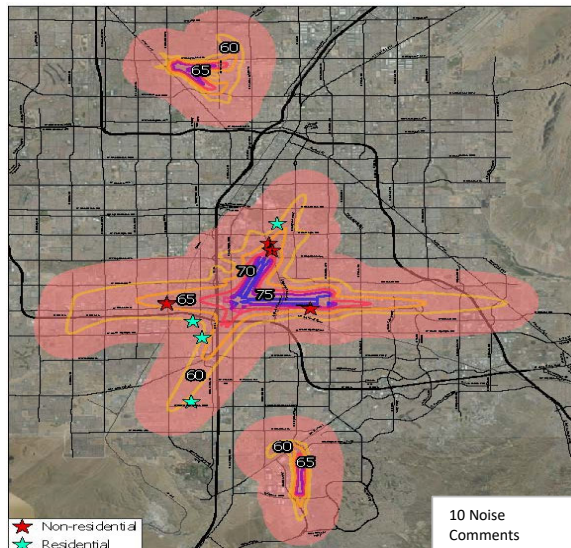


Exhibit 15: Noise Comments - LAS Detail - August 2023

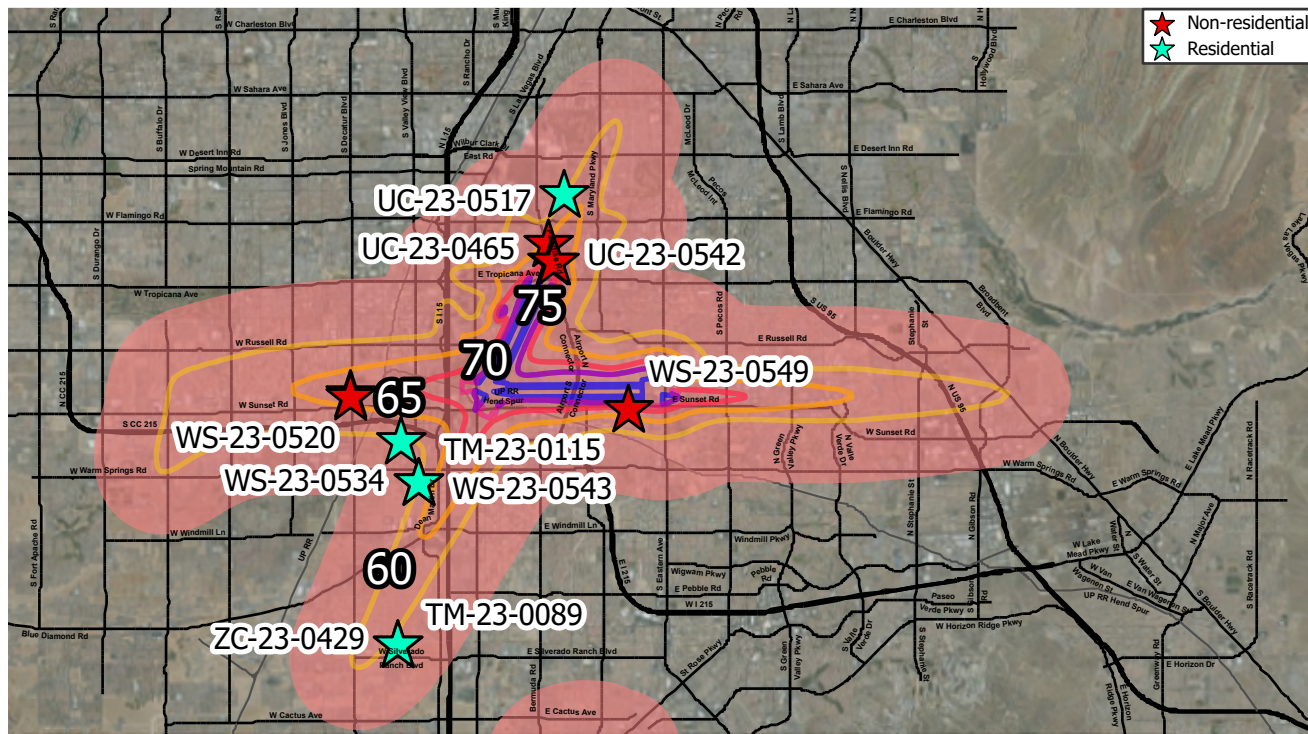


Exhibit 16: Noise Comments - HND Detail - August 2023

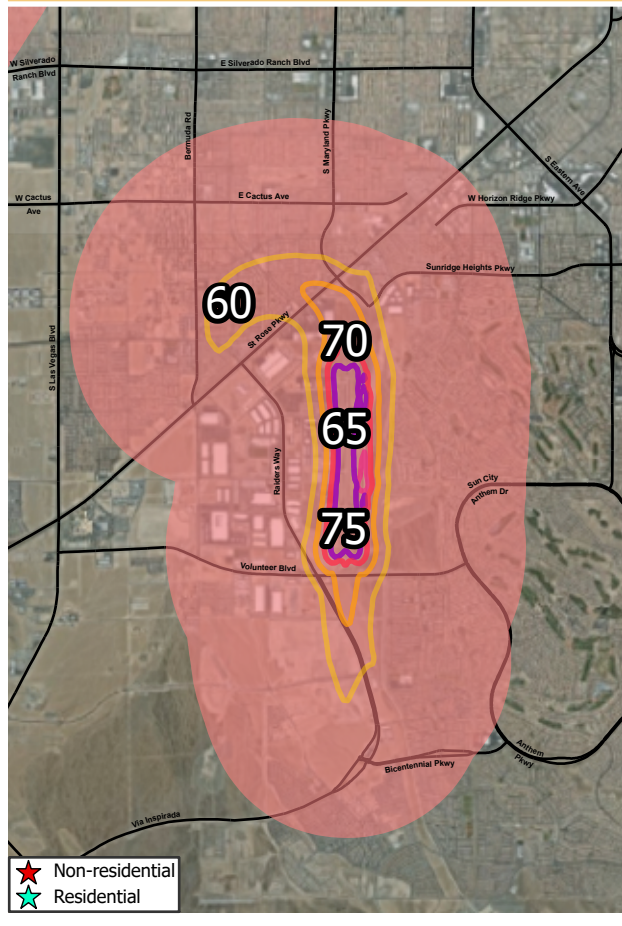


Exhibit 17: Noise Comments - VGT Detail - August 2023

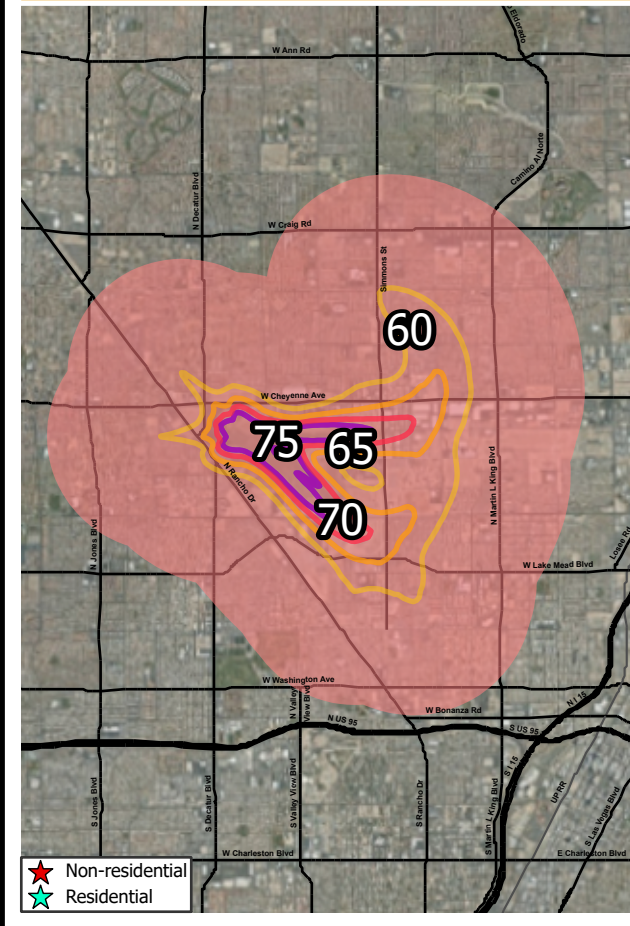
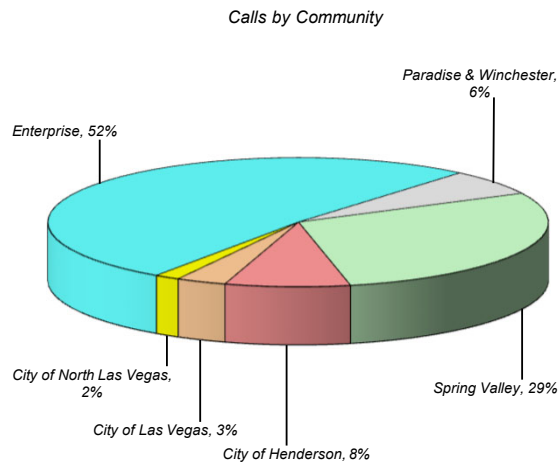


Exhibit 1: Noise Complaint Calls by Community* - September 2023

Community	No. of Calls in 2023	No. of Callers in 2023	No. of Calls in 2022	No. of Calls in 2021
City of Boulder City	5	3	5	4
City of Henderson	2	2		1
City of Las Vegas	1	1		
City of North Las Vegas	1	1		
Enterprise	32	9	98	48
Lone Mountain				
Paradise & Winchester	4	4	3	6
Spring Valley	18	5	4	8
Summerlin South				1
Sunrise Manor				
Whitney				
Location unknown				
Overall Total	62	24	110	68



Difference between 2023 and 2022 Total Calls: -44%

Difference between 2023 and 2021 Total Calls: -9%

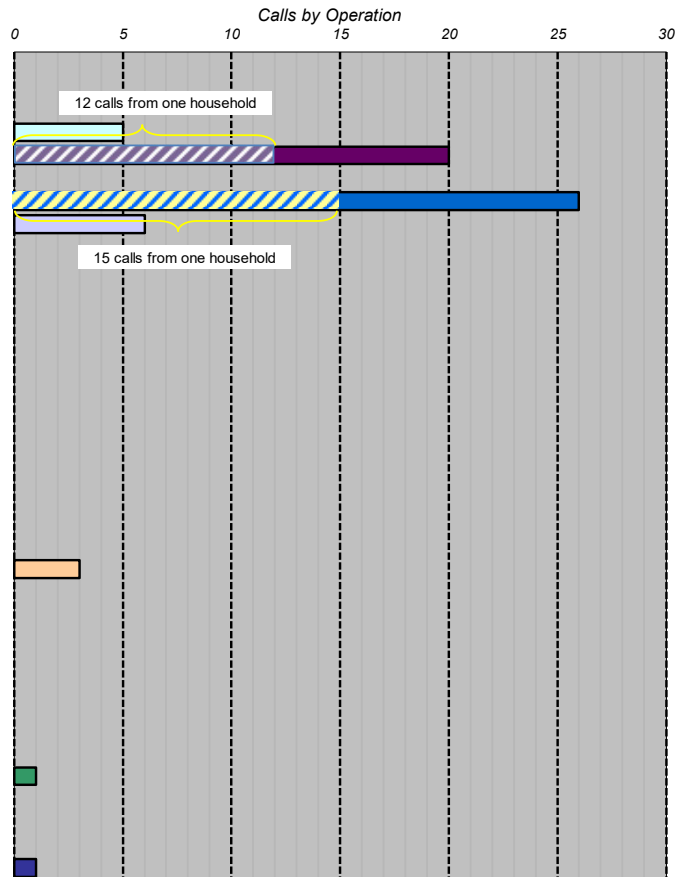
Average Number of Calls per Caller: 2.6

Most calls received from one household: 15

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

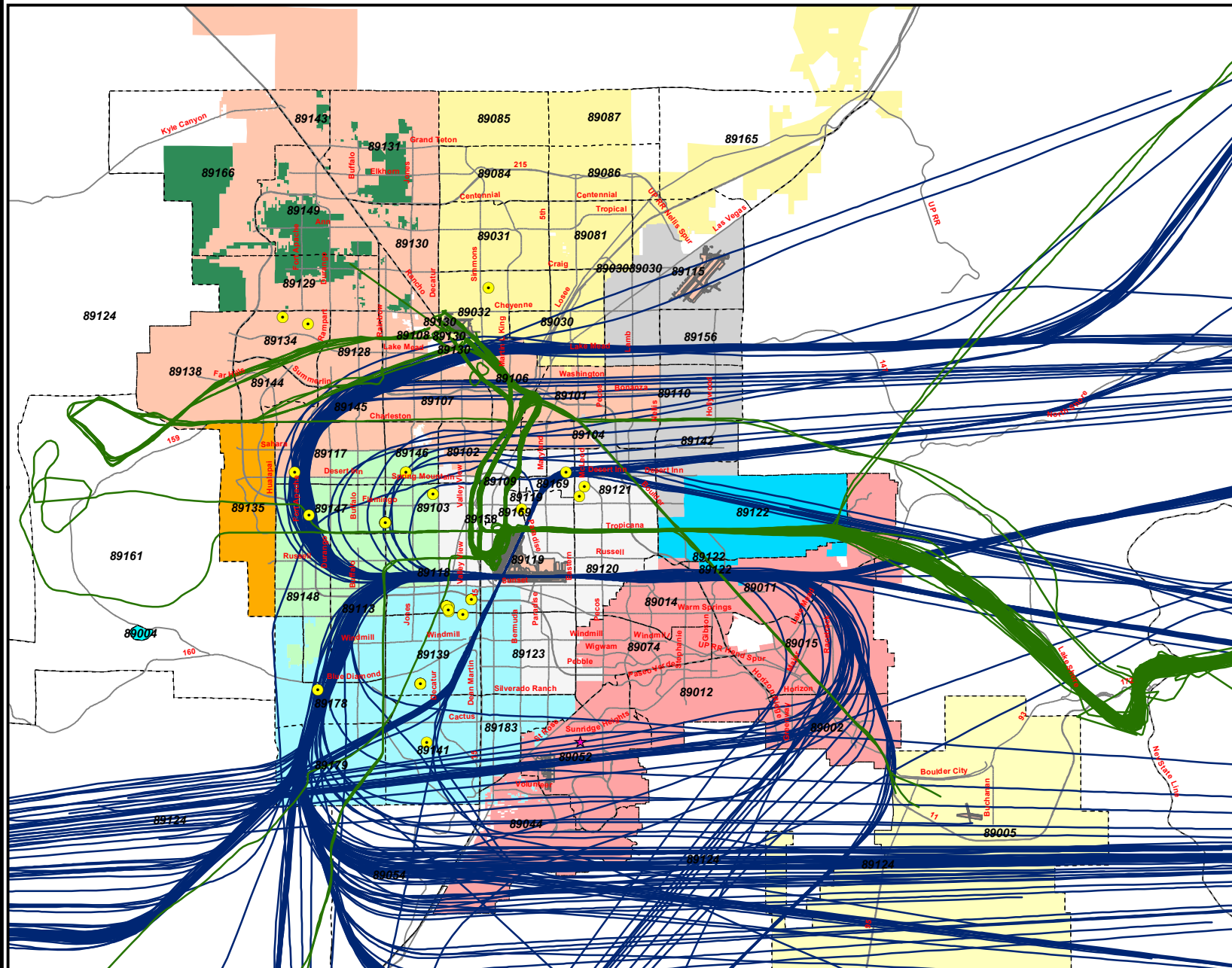
Exhibit 2: Noise Complaint Calls by Type of Operation - September 2023

Operation	No. of Calls in 2023	Percent of Overall Total	No. of Calls in 2022	No. of Calls in 2021
LAS 01R/L Arrivals				1
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	5	8.1%	1	2
LAS 01R/L Departures	20	32.3%	3	13
LAS 08R/L Departures				1
LAS 19R/L Departures	26	41.9%	97	43
LAS 26R/L Departures	6	9.7%	5	1
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	57	91.9%	106	61
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	4.8%		
VGT Other				
VGT Total	3	4.8%	0	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	1	1.6%	1	5
HND Other				
HND Total	1	1.6%	1	5
Helicopters**	1	1.6%	3	2
Overall Total	62	100%	110	68



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

Exhibit 3: Aircraft Noise Complaints by Community - September 2023



Legend

Sep 2023
Total Complaints: 62

- Aircraft Complaints Received 61 Mapped 57
- ★ Helicopter Complaints Received 1 Mapped 1
- Major Streets
- Airports
- - - Zip Code Boundaries
- Typical Large Air Carrier Departure Tracks
- Typical Touring Helicopter Tracks
- Unincorporated Clark County
- Boulder City
- Whitney
- Henderson
- Las Vegas
- North Las Vegas
- Paradise/Winchester
- Summerlin
- Spring Valley
- Sunrise Manor
- Winchester
- Enterprise
- Lone Mountain

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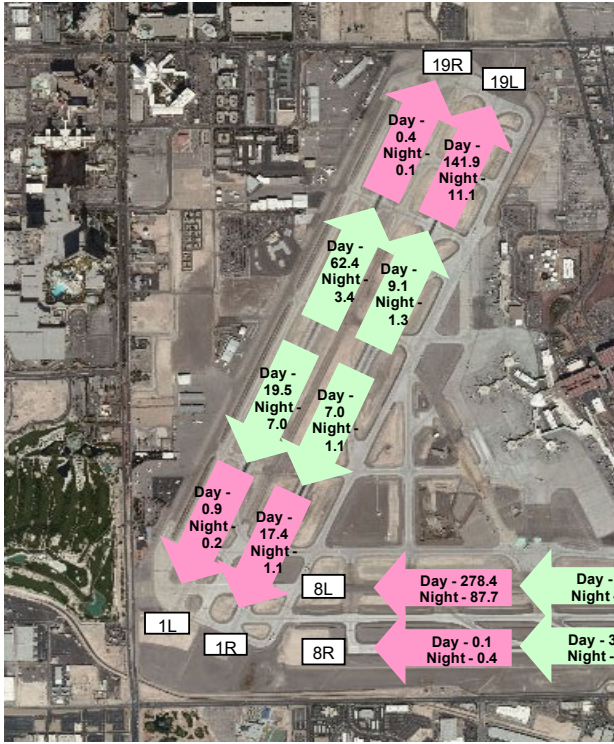
10/13/2023

Note:
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No liability is assumed
with the accuracy of
the data displayed hereon.



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Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - September 2023



Year	2023		2022		2021	
Daytime Departures	465	82%	436	80%	379	81%
Nighttime Departures	103	18%	111	20%	89	19%
Total Departures	569	100%	547	100%	468	100%

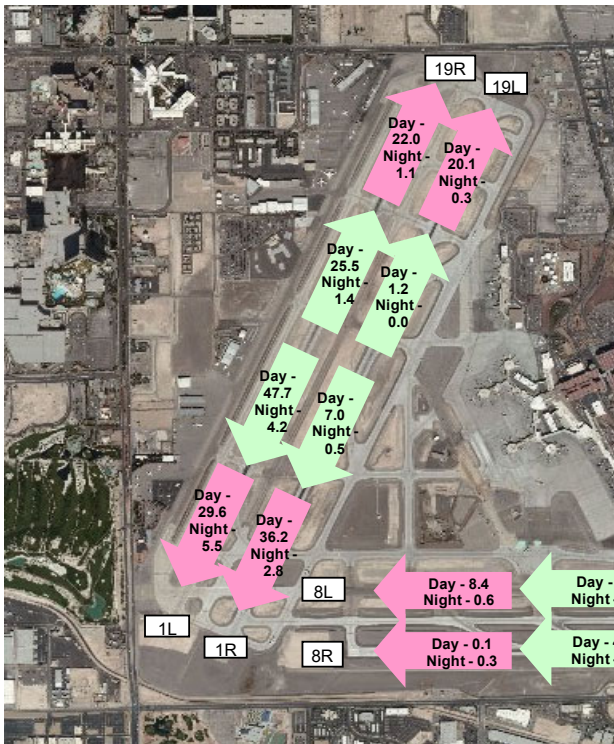
Daytime Arrivals	486	86%	452	84%	399	86%
Nighttime Arrivals	82	14%	89	16%	64	14%
Total Arrivals	568	100%	541	100%	463	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	4%	7%	-7%
Depts. 2023 vs 2021	22%	23%	16%

Arrivals 2023 vs 2022	5%	7%	-8%
Arrivals 2023 vs 2021	23%	22%	29%

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, A340, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - September 2023



Year	2023		2022		2021	
Daytime Departures	122	92%	134	92%	140	92%
Nighttime Departures	11	8%	11	8%	12	8%
Total Departures	133	100%	145	100%	151	100%

Daytime Arrivals	124	94%	138	96%	140	95%
Nighttime Arrivals	7	6%	6	4%	7	5%
Total Arrivals	132	100%	144	100%	147	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	-8%	-9%	-2%
Depts. 2023 vs 2021	-12%	-12%	-8%

Arrivals 2023 vs 2022	-9%	-10%	17%
Arrivals 2023 vs 2021	-11%	-12%	10%

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

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - September 2023

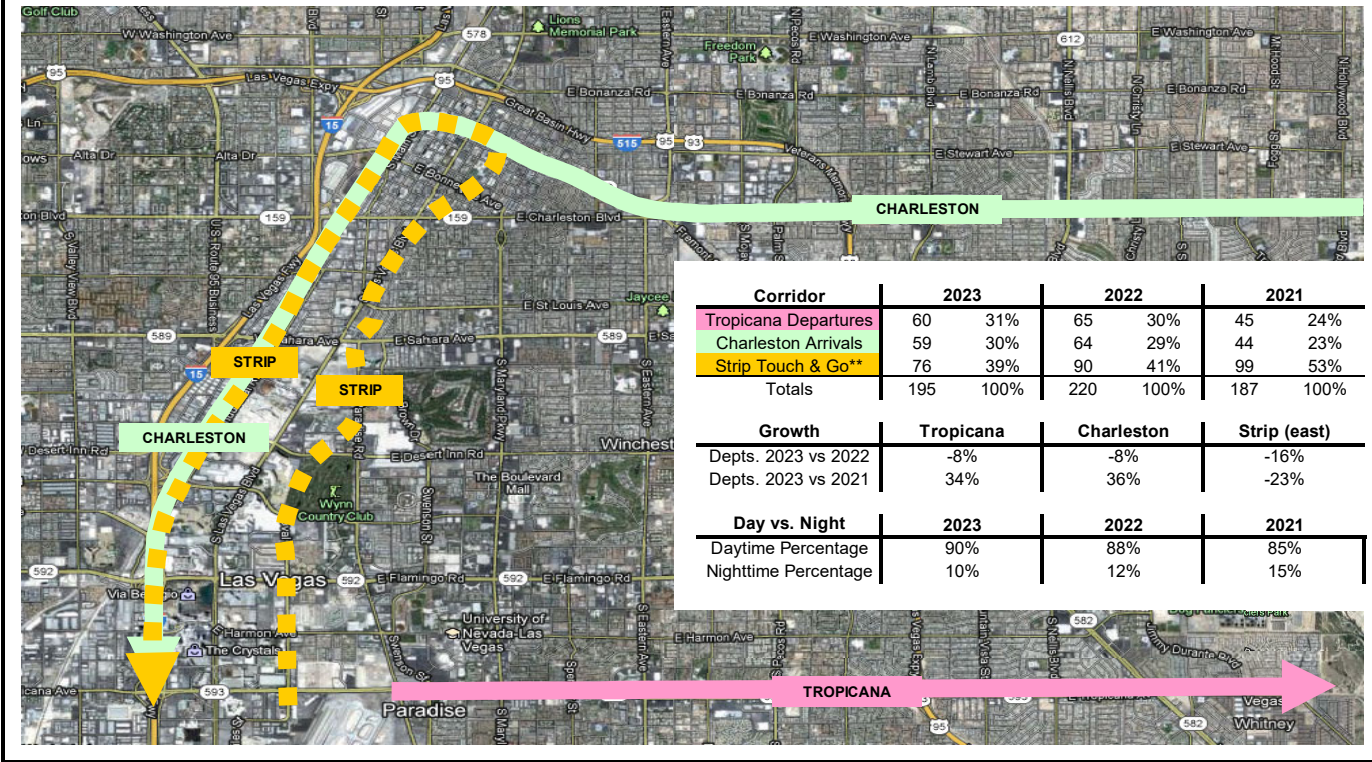
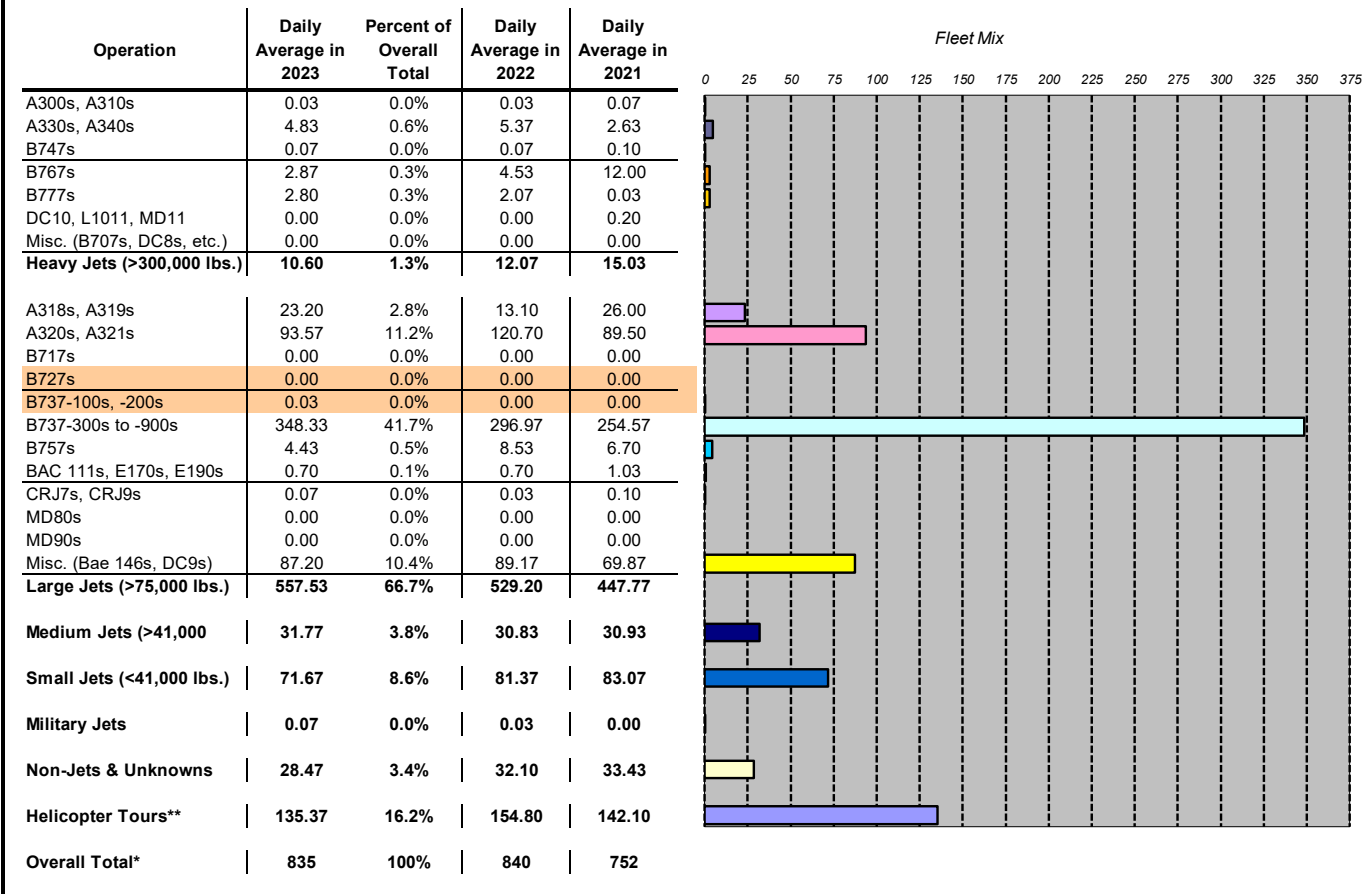


Exhibit 7: LAS Aircraft Arrival Fleet Mix** - September 2023



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

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - September 2023 to 2021

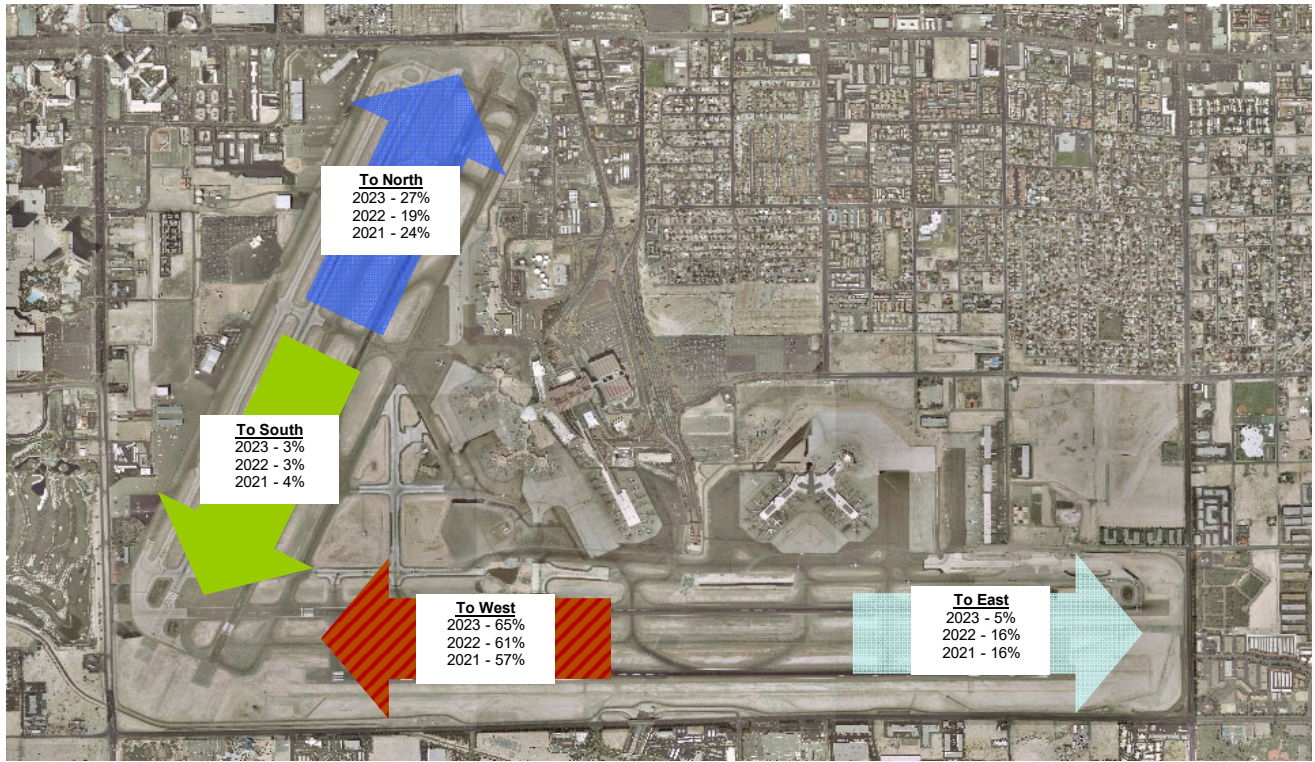
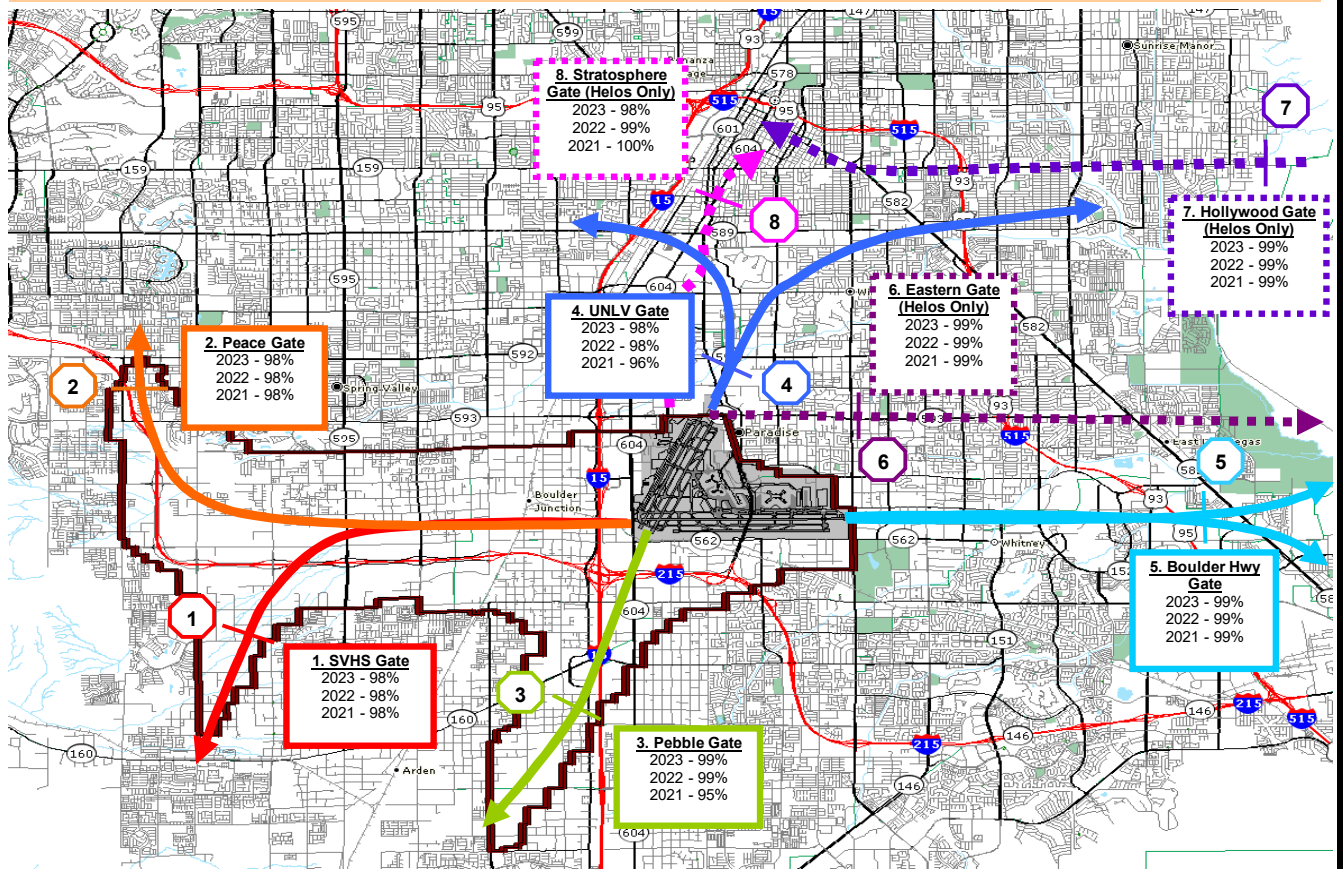


Exhibit 9: "Gate" Compliance for Large Aircraft* & Helicopter Tours - September 2023



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, A340, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 10: Land Use Application Reviews & Comments - September 2023

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
No. of Land Use Applications Reviewed	91	33	39	10	173	172	243
No. of Applications where CCDOA Issued a Comment	14	3	1	2	20	16	26
Percent of Applications where Comment Issued	15%	9%	3%	20%	12%	9%	11%

Exhibit 11: Land Use Application Comments by Airport Concern - September 2023

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Deed Restrictions	0	0	0	0	0	0	2
Height-Penetrates Part 77 100:1 Surfaces >200'	3	3	1	0	7	6	6
Height-Penetrates Part 77 PATH-C Surfaces*	1	0	0	0	1	2	0
Heliport/Helipad	0	0	0	0	0	0	0
Noise-Non-residential within AEOD**	4	0	0	0	4	4	7
Noise-Residential within the AEOD**	0	0	0	0	0	1	3
Noise-Residential Just Outside the AEOD**	8	1	0	2	11	4	11
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
Total***	16	4	1	2	23	17	29

* Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.

**AEOD-Airport Environs Overlay District (defined below).

***Comment Concern totals will not always match Comment Applications total. Some applications are issued more than one type of CCDOA comment.

Exhibit 12: Dwelling Units per Commented Application* - September 2023

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Within the AEOD	0	0	0	0	0	74	812
Just Outside the AEOD	453	152	0	665	1,270	664	1,140

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

Exhibit 13: Land Use Applications Denied and/or Opposed* - September 2023

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Recommend Denial	0	0	0	0	0	1	0
Opposed at Hearings	0	0	0	0	0	0	0

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

Exhibit 14: Airport Environs Overlay Districts & Noise Comments - Valley Wide - September 2023

AEOD - Airport Environs Overlay Districts - Noise Contours
Clark County Code (CCC) 30.48.010. The AEOD is established to:

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

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

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

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

Salmon color indicates a 1 mile zone outside the AEOD.

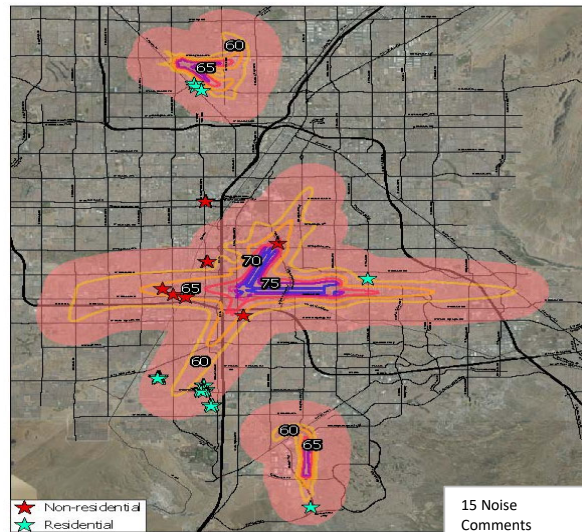


Exhibit 15: Noise Comments - LAS Detail - September 2023

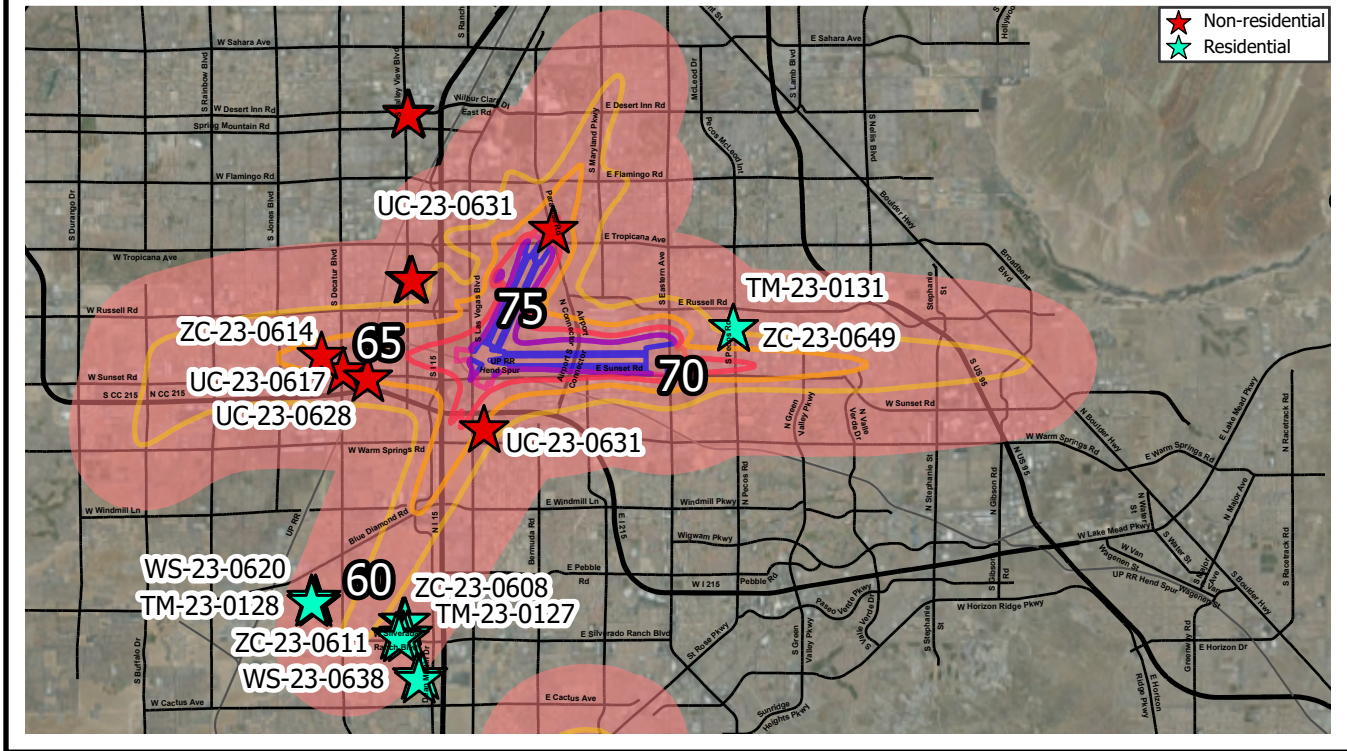


Exhibit 16: Noise Comments - HND Detail - September 2023

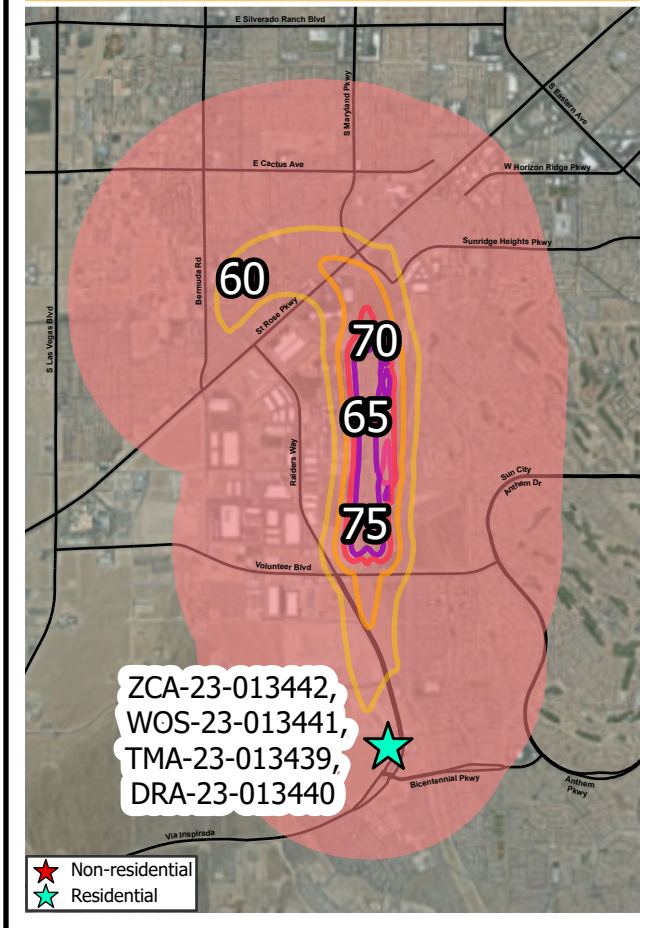


Exhibit 17: Noise Comments - VGT Detail - September 2023

