

MEMORANDUM

DEPARTMENT OF AVIATION

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TO: DISTRIBUTION

FROM: GEORGE C. SIMS, PLANNER

SUBJECT: OCTOBER, NOVEMBER, DECEMBER AND ANNUAL 2012
NOISE COMPLAINT REPORTS

DATE: JANUARY 23, 2013



Attached for your review are the Clark County Department of Aviation's (CCDOA) Monthly Noise Complaint Reports for October, November, and December 2012. Also included is the 2012 Annual Noise Complaint Report, covering the period of January through December 2012. 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 (new for the 2012 monthly reports). Arrival and departure corridor use for helicopters are summarized in **Exhibit 6** (also new for the 2012 monthly reports). **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 (non-large air carrier aircraft types were added to the 2012 monthly reports). **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 new for the 2012 monthly reports). 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 2010 and 2012. **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 2012: 77 total complaints - a 48% increase from 2011 and a 20% decrease from 2010. On average, each caller (or household) issued 2.1 calls. The most calls received from one household totaled 21.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): (Not applicable.)

Minority (between 10% and 50%): The **City of Henderson** community issued 27 calls (35%). This community is typically impacted by aircraft departing to the east (from Runway 07R and Runway 07L). This community is also impacted by aircraft arriving from the east (into Runway 25R and Runway 25L, LAS preferred departure configuration).

The **Paradise and Winchester** communities issued 18 calls (23%). 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).

The **Spring Valley** community issued 13 calls (17%). This community is typically impacted by aircraft departing to the west (from Runway 25R and Runway 25L). 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 27% (21 calls) of all the calls received in October 2012.

Calls by Operation - (Exhibit 2)

LAS: 56% of the total calls were due to **LAS** fixed-wing operations.
▪ 34% were due to departures to the north from Runways 01L and 01R.

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

HND: 5% of the total calls were due to **HND** fixed-wing operations.

Helis: 39% of the total calls were due to **helicopter** operations.
▪ 70% from one household.

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

Overall: 414 daily *departures*¹ – a 14% decrease from 2011 and 11% decrease from 2010.

- 78% of departures were to the west, 16% north, 4% south, and 2% east.

475 daily *arrivals* – a 3% decrease from 2011 and 1% increase from 2010.

- 81% of arrivals were from the east, 10% north, 8% south, and <1% west.

Daytime: 352 daily *departures*² – a 16% decrease from 2011 and a 13% decrease from 2010.

- 77% of departures were to the west, 17% north, 4% south, and 2% east.

423 daily *arrivals* – a 4% decrease from 2011 and a 1% decrease from 2010.

- 81% of arrivals were from the east, 10% north, 9% south, and <1% west.

Nighttime: 62 daily *departures*³ – a 1% increase from 2011 and a 6% increase from 2010.

- 85% of departures were to the west, 10% north, 4% south, and <1% east.

53 daily *arrivals* – a 3% increase from 2011 and a 22% increase from 2010.

- 84% of arrivals were from the east, 12% north, and 4% south.

Daytime vs. Nighttime: Approximately 85% 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: 84 daily *departures*⁴ – a 20% decrease from 2011 and 7% decrease from 2010.

- 64% of departures were to the south, 17% west, 17% north, and 2% east.

100 daily *arrivals* – a 7% decrease from 2011 and 8% decrease from 2010.

- 64% of arrivals were from the north, 18% east, 17% south, and 1% west.

Daytime: 76 daily *departures*⁵ – a 23% decrease from 2011 and an 8% decrease from 2010.

- 63% of departures were to the south, 18% north, 17% west, and 2% east.

93 daily *arrivals* – a 9% decrease from 2011 and a 10% decrease from 2010.

- 64% of arrivals were from the north, 18% south, 18% east, and 1% west.

Nighttime: 9 daily *departures*⁶ – a 10% increase from 2011 and a 1% increase from 2010.

- 74% of departures were to the south, 16% west, 9% north, and 1% east.

8 daily *arrivals* – a 25% increase from 2011 and a 17% increase from 2010.

- 72% of arrivals were from the north, 17% east, 10% south, 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 AirScene 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: 117 daily *departures* - a 5% decrease from 2011 and a 1% decrease from 2010.

Charleston: 117 daily *arrivals* - a 4% decrease from 2011 and no change from 2010.

Strip: 37 daily *touch and go's* - an 8% increase from 2011 and a 10% increase from 2010.

Daytime vs. Nighttime: Approximately 97% 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 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 21% of the daily traffic.

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

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

Primary: In 2012, 78% departed to the **west** (from LAS's primary departure runways). This figure was 64% in 2011 and 59% in 2010.

Secondary: In 2012, 4% departed to the **south** (from LAS's secondary departure runways). This figure was 13% in 2011 and 14% in 2010.

Alternate 1: In 2012, 16% departed to the **north** (from LAS's alternate departure runways). This figure was 17% in 2011 and 21% in 2010.

Alternate 2: In 2012, 2% departed to the **east** (from LAS's alternate departure runways). This figure was 7% in 2011 and 7% in 2010.

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

SVHS: In 2012, 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 94% in 2011 and 91% in 2010.

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 2012, 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 95% in 2011 and 92% in 2010.

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 2012, 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 99% in 2011 and 95% in 2010.

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 2012, 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 81% in 2011 and 78% in 2010.

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 2012, 96% 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 2011 and 92% in 2010.

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 2012, 94% 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 not available in 2011 or 2010.

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 Test 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 2012, 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 97% in 2011 and 97% in 2010.

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 2012, 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 97% in 2011 and 93% in 2010.

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 2012, 90% 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 85% in 2011 and 66% in 2010.

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 helicopter complaints.

November 2012: 68 total complaints - a 62% increase from 2011 and a 10% increase from 2010. On average, each caller (or household) issued 2.6 calls. The most calls received from one household totaled 21.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): (Not applicable.)

Minority (between 10% and 50%): The *City of Henderson* community issued 30 calls (44%). (See October 2012 synopsis of typical aircraft overflight impacts on this community.)

The *Sunrise Manor* community issued 18 calls (27%). This community is typically impacted by aircraft departing to the north (from Runway 01L and Runway 01R).

The *Enterprise* community issued 7 calls (10%). This community is typically impacted by aircraft departing to the south (from Runway 19L and Runway 19R).

Repeat Caller Impact: Two households issued 49% (33 calls) of all the calls received in November 2012.

Calls by Operation - (Exhibit 2)

LAS: 31% of the total calls received were due to *LAS* fixed-wing operations.
▪ 10% were due to departures to the west from Runways 25L and 25R.

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: 68% of the total calls received were due to *helicopter* operations (72% from two households).

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

Overall: 406 daily *departures*⁷ – an 11% decrease from 2011 and 8% decrease from 2010.

- 93% of departures were to the west, 3% south, 2% north, and 1% east.

452 daily *arrivals* – a 2% decrease from 2011 and 1% decrease from 2010.

- 87% of arrivals were from the east, 11% north, and 2% south.

Daytime: 348 daily *departures*⁸ – a 13% decrease from 2011 and 10% decrease from 2010.

- 93% of departures were to the west, 3% south, 2% north, and 1% east.

404 daily *arrivals* – a 3% decrease from 2011 and 3% decrease from 2010.

- 87% of arrivals were from the east, 10% north, and 3% south.

Nighttime: 59 daily *departures*⁹ – a 3% increase from 2011 and 5% increase from 2010.

- 96% of departures were to the west, 3% south, and 1% north.

48 daily *arrivals* – a 1% increase from 2011 and 17% increase from 2010.

- 87% of arrivals were from the east, and 13% north.

Daytime vs. Nighttime: Approximately 86% 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: 82 daily *departures*¹⁰ – a 12% decrease from 2011 and 5% decrease from 2010.

- 75% of departures were to the south, 21% west, 2% north, and 1% east.

96 daily *arrivals* – no change from 2011 and an 8% decrease from 2010.

- 80% of arrivals were from the north, 18% east, and 2% south.

Daytime: 74 daily *departures*¹¹ – a 14% decrease from 2011 and 6% decrease from 2010.

- 75% of departures were to the south, 22% west, 2% north, and 1% east.

90 daily *arrivals* – no change from 2011 and 9% decrease from 2010.

- 79% of arrivals were from the north, 18% east, and 2% south.

Nighttime: 8 daily *departures*¹² – a 16% increase from 2011 and 3% increase from 2010.

- 79% of departures were to the south, 18% west, 3% north, and 1% east.

6 daily *arrivals* – an 11% increase from 2011 and 2% increase from 2010.

- 81% of arrivals were from the north, 14% east, 5% south, and 1% west.

Daytime vs. Nighttime: Approximately 90% of all *departures* and 94% 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: 99 daily *departures* – a 1% decrease from 2011 and 1% increase from 2010.

Charleston: 98 daily *arrivals* - a 5% increase from 2011 and a 4% increase from 2010.

Strip: 34 daily *touch and go's* - a 1% increase from 2011 and a 54% increase from 2010.

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 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 less than 1% of the daily traffic.

Non-Jet: **Piston-driven** aircraft and unassigned aircraft types accounted for 5% 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 no operations per day.

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

Primary: In 2012, 94% departed to the **west** (from LAS's primary departure runways). This figure was 73% in 2011 and 55% in 2010.

Secondary: In 2012, 3% departed to the **south** (from LAS's secondary departure runways). This figure was 13% in 2011 and 13% in 2010.

Alternate 1: In 2012, 2% departed to the **north** (from LAS's alternate departure runways). This figure was 12% in 2011 and 30% in 2010.

Alternate 2: In 2012, 1% departed to the **east** (from LAS's alternate departure runways). This figure was 2% in 2011 and 2% in 2010.

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

- SVHS:** In 2012, 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 93% in 2011 and 92% in 2010. (See October 2012 synopsis for specific location of the SVHS gate.)
- Peace:** In 2012, 98% 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 96% in 2011 and 92% in 2010. (See October 2012 synopsis for specific location of the Peace gate.)
- Pebble:** In 2012, 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 98% in 2011 and 95% in 2010. (See October 2012 synopsis for specific location of the Pebble gate.)
- UNLV:** In 2012, 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 2011 and 77% in 2010. (See October 2012 synopsis for specific location of the UNLV gate.)
- Boulder:** In 2012, 99% 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 2011 and 92% in 2010. (See October 2012 synopsis for specific location of the Boulder Hwy. gate.)
- Hualapai:** In 2012, 92% 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 not available in 2011 or 2010. (See October 2012 synopsis for specific location of the Hualapai gate.)
- Eastern:** In 2012, 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 97% in 2011 and 96% in 2010. (See October 2012 synopsis for specific location of the Eastern gate.)
- Hollywood:** In 2012, 93% 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 97% in 2011 and 91% in 2010. (See October 2012 synopsis for specific location of the Hollywood gate.)
- Stratosphere:** In 2012, 88% 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 85% in 2011 and 64% in 2010. (See October 2012 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 helicopter complaints.

December 2012: 65 total complaints – a 30% increase from 2011 and a 12% increase from 2010. On average, each caller (or household) issued 2.7 calls. The most calls received from one household totaled 15.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): (Not applicable.)

Minority (between 10% and 50%): The **Spring Valley** community issued 21 calls (32%). (See October 2012 synopsis of typical aircraft overflight impacts on this community.)

The **City of Henderson** communities issued 18 calls (28%). (See October 2012 synopsis of typical aircraft overflight impacts on this community.)

The **Sunrise Manor** community issued 13 calls (20%). (See November 2012 synopsis of typical aircraft overflight impacts on this community.)

The **Paradise and Winchester** communities issued 11 calls (17%). (See October 2012 synopsis of typical aircraft overflight impacts on this community.)

Repeat Caller Impact: Three households issued 46% (30 calls) of all the calls received in December 2012.

Calls by Operation - (Exhibit 2)

LAS: 46% of the total calls received were due to **LAS** fixed-wing operations.

- 34% were due to departures to the north from Runways 01L and 01R (68% from one household).

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

HND: 12% of the total calls received were due to **HND** fixed-wing operations.

Helis: 42% of the total calls received were due to **helicopter** operations (56% from two households).

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

Overall: 391 daily *departures*¹³ – a 10% decrease from 2011 and 11% decrease from 2010.

- 72% of departures were to the west, 20% north, 4% south, and 4% east.

435 daily *arrivals* – a 2% decrease from 2011 and 2% decrease from 2010.

- 80% of arrivals were from the east, 13% south, and 7% north.

Daytime: 334 daily *departures*¹⁴ – an 11% decrease from 2011 and 13% decrease from 2010.

- 70% of departures were to the west, 21% north, 5% east, and 4% south.

386 daily *arrivals* – a 3% decrease from 2011 and 3% decrease from 2010.

- 79% of arrivals were from the east, 14% south, and 7% north.

¹³ See footnote #1.

¹⁴ See footnote #1.

Nighttime: 57 daily *departures*¹⁵ – a 1% increase from 2011 and 4% decrease from 2010.
▪ 81% of departures were to the west, 16% north, and 3% south.
50 daily *arrivals* – a 4% increase from 2011 and 7% increase from 2010.
▪ 86% of arrivals were from the east, 8% north, and 6% south.

Daytime vs. Nighttime: Approximately 86% 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: 76 daily *departures*¹⁶ – a 13% decrease from 2011 and 10% decrease from 2010.
▪ 58% of departures were to the south, 20% north, 16% west, and 6% east.
88 daily *arrivals* – an 8% decrease from 2011 and 7% decrease from 2010.
▪ 58% of arrivals were from the north, 21% south, and 21% east.

Daytime: 69 daily *departures*¹⁷ – a 14% decrease from 2011 and 10% decrease from 2010.
▪ 58% of departures were to the south, 21% north, 16% west, and 6% east.
83 daily *arrivals* – an 8% decrease from 2011 and 6% decrease from 2010.
▪ 57% of arrivals were from the north, 22% south, and 21% east.

Nighttime: 7 daily *departures*¹⁸ – a 2% increase from 2011 and 7% decrease from 2010.
▪ 67% of departures were to the south, 17% west, and 16% north.
5 daily *arrivals* – an 11% decrease from 2011 and 19% decrease from 2010.
▪ 64% of arrivals were from the north, 24% east, 11% south, and 1% 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: 76 daily *departures* – a 12% increase from 2011 and 14% increase from 2010.

Charleston: 75 daily *arrivals* - a 13% increase from 2011 and 14% increase from 2010.

Strip: 28 daily *touch and go's* - a 15% increase from 2011 and 33% increase from 2010.

Daytime vs. Nighttime: Approximately 97% 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.

¹⁵ See footnote #1.

¹⁶ See footnote #1.

¹⁷ See footnote #1.

¹⁸ See footnote #1.

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 17% 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 2012, 72% departed to the *west* (from LAS's primary departure runways). This figure was 60% in 2011 and 75% in 2010.

Secondary: In 2012, 4% departed to the *south* (from LAS's secondary departure runways). This figure was 9% in 2011 and 11% in 2010.

Alternate 1: In 2012, 20% departed to the *north* (from LAS's alternate departure runways). This figure was 28% in 2011 and 13% in 2010.

Alternate 2: In 2012, 4% departed to the *east* (from LAS's alternate departure runways). This figure was 3% in 2011 and less than 1% in 2010.

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

SVHS: In 2012, 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 left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 93% in 2011 and 92% in 2010. (See October 2012 synopsis for specific location of the SVHS gate.)

Peace: In 2012, 99% 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 2011 and 94% in 2010. (See October 2012 synopsis for specific location of the Peace gate.)

Pebble: In 2012, 96% 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 98% in 2011 and 95% in 2010. (See October 2012 synopsis for specific location of the Pebble gate.)

UNLV: In 2012, 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 82% in 2011 and 80% in 2010. (See October 2012 synopsis for specific location of the UNLV gate.)

- Boulder:** In 2012, 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 93% in 2011 and 100% in 2010. (See October 2012 synopsis for specific location of the Boulder Hwy. gate.)
- Hualapai:** In 2012, 95% 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 not available in 2011 or 2010. (See October 2012 synopsis for specific location of the Hualapai gate.)
- Eastern:** In 2012, 98% 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 98% in 2011 and 97% in 2010. (See October 2012 synopsis for specific location of the Eastern gate.)
- Hollywood:** In 2012, 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 98% in 2011 and 94% in 2010. (See October 2012 synopsis for specific location of the Hollywood gate.)
- Stratosphere:** In 2012, 97% 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 85% in 2011 and 76% in 2010. (See October 2012 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 helicopter complaints.

Annual Noise Complaint Summaries

2012: 658 total complaints – an 18% increase from 2011 and a 1% increase from 2010. On average, each caller (or household) issued 3.8 calls. The most calls received from one household totaled 170.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): (Not applicable.)

Minority (between 10% and 50%): The **City of Henderson** communities issued 250 calls (38%). (See October 2012 synopsis of typical aircraft overflight impacts on this community.)

The **Paradise and Winchester** communities issued 131 calls (20%). (See October 2012 synopsis of typical aircraft overflight impacts on this community.)

The **Spring Valley** community issued 123 calls (19%). (See October 2012 synopsis of typical aircraft overflight impacts on this community.)

Repeat Caller Impact: One household issued 26% (170 calls) of all the calls received in 2012.

Calls by Operation - (Exhibit 2)

- LAS:** 53% of the total calls received were due to **LAS** fixed-wing operations.
- 23% were due to departures to the east from Runways 01L and 01R (53% from one household).
- VGT:** 1% of the total calls received were due to **VGT** fixed-wing operations.
- HND:** 5% of the total calls received were due to **HND** fixed-wing operations.
- Helis:** 41% of the total calls received were due to **helicopter** operations (63% from one household).

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

- Overall:** 434 daily *departures*¹⁹ – a 7% decrease from 2011 and 4% decrease from 2010.
- 69% of departures were to the west, 12% east, 11% north, and 8% south.
- 469 daily *arrivals* – a 1% decrease from 2011 and 2% increase from 2010.
- 75% of arrivals were from the east, 14% north, 8% south and 4% west.
- Daytime:** 367 daily *departures*²⁰ – a 9% decrease from 2011 and 7% decrease from 2010.
- 66% of departures were to the west, 14% east, 12% north, and 8% south.
- 414 daily *arrivals* – a 1% decrease from 2011 and no change from 2010.
- 74% of arrivals were from the east, 14% north, 8% south, and 4% west.
- Nighttime:** 67 daily *departures*²¹ – a 3% increase from 2011 and 19% increase from 2010.
- 85% of departures were to the west, 8% north, 4% south, and 3% east.
- 56 daily *arrivals* – a 1% increase from 2011 and 25% increase from 2010.
- 81% of arrivals were from the east, 14% north, 4% south, and 1% west.

Daytime vs. Nighttime: Approximately 85% of all *departures* and 88% of all *arrivals* occurred during the daytime hours.

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

- Overall:** 84 daily *departures*²² – a 10% decrease from 2011 and 1% increase from 2010.
- 61% of departures were to the south, 14% west, 14% north, and 11% east.
- 97 daily *arrivals* – no change from 2011 and 1% increase from 2010.
- 65% of arrivals were from the north, 17% east, 13% south, and 5% west.
- Daytime:** 76 daily *departures*²³ – an 11% decrease from 2011 and 1% decrease from 2010.
- 60% of departures were to the south, 14% west, 14% north, and 12% east.
- 90 daily *arrivals* – a 1% decrease from 2011 and 1% decrease from 2010.
- 64% of arrivals were from the north, 17% east, 14% south, and 5% west.

¹⁹ See footnote #1.

²⁰ See footnote #1.

²¹ See footnote #1.

²² See footnote #1.

²³ See footnote #1.

Nighttime: 8 daily *departures*²⁴ – a 1% increase from 2011 and 20% increase from 2010.
▪ 71% of departures were to the south, 17% west, 10% north, and 2% east.
7 daily *arrivals* – an 8% increase from 2011 and 48% increase from 2010.
▪ 73% of arrivals were from the north, 15% east, 10% south, and 2% west.

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: 106 daily *departures* – a 5% decrease from 2011 and 5% increase from 2010.

Charleston: 105 daily *arrivals* - a 5% decrease from 2011 and 6% increase from 2010.

Strip: 38 daily *touch and go's* - an 11% increase from 2011 and 32% increase from 2010.

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 less than 1% of the daily traffic.

Non-Jet: **Piston-driven** aircraft and unassigned aircraft types accounted for 5% of the daily traffic.

Helos: **Touring helicopters** accounted for 20% of the daily traffic.

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

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

Primary: In 2012, 68% departed to the **west** (from LAS's primary departure runways). This figure was 63% in 2011 and 65% in 2010.

Secondary: In 2012, 8% departed to the **south** (from LAS's secondary departure runways). This figure was 13% in 2011 and 10% in 2010.

²⁴ See footnote #1.

Alternate 1: In 2012, 12% departed to the **north** (from LAS's alternate departure runways). This figure was 17% in 2011 and 15% in 2010.

Alternate 2: In 2012, 13% departed to the **east** (from LAS's alternate departure runways). This figure was 7% in 2011 and 10% in 2010.

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

SVHS: In 2012, 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 94% in 2011 and 92% in 2010. (See October 2012 synopsis for specific location of the SVHS gate.)

Peace: In 2012, 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 94% in 2011 and 92% in 2010. (See October 2012 synopsis for specific location of the Peace gate.)

Pebble: In 2012, 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 97% in 2011 and 95% in 2010. (See October 2012 synopsis for specific location of the Pebble gate.)

UNLV: In 2012, 81% 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 2011 and 52% in 2010. (See October 2012 synopsis for specific location of the UNLV gate.)

Boulder: In 2012, 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 96% in 2011 and 95% in 2010. (See October 2012 synopsis for specific location of the Boulder Hwy. gate.)

Hualapai: In 2012, 93% 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 not available in 2011 or 2010. (See October 2012 synopsis for specific location of the Hualapai gate.)

Eastern: In 2012, 98% 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 97% in 2011 and 97% in 2010. (See October 2012 synopsis for specific location of the Eastern gate.)

Hollywood: In 2012, 98% 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 96% in 2011 and 94% in 2010. (See October 2012 synopsis for specific location of the Hollywood gate.)

Stratosphere: In 2012, 87% 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 83% in 2011 and 61% in 2010. (See October 2012 synopsis for specific location of the Stratosphere gate.)

Calls by Month - (Exhibit 10)

Seasonal Trends: The majority of the calls received for 2012 occurred in September thru December (42% of the total number of complaint calls received). The vast majority of calls received were associated with wind conditions from the north as well as helicopter tour group operations. 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 88% of the total calls received by the CCDOA were issued between the hours of 7 AM and 10 PM while the remaining 12% were received between the hours of 10 PM and 7 AM.

Calls by Airport/Operation - (Exhibit 12)

Airport Trends: A majority (53%) of the total calls received in 2012 were attributed to LAS operations. A total of (41%) of the total calls received in 2012 were attributed to helicopter operations.

Calls by Community - (Exhibit 13)

Community Trends: A majority of the total calls (77%) were shared from three communities: *Henderson, Paradise and Winchester, and Spring Valley*. The *Henderson* community issued 38% of the calls; the *Paradise and Winchester* communities issued approximately 20% of the calls; and the *Spring Valley* community issued approximately 19% of the calls. Approximately 39% of the calls received from *Paradise, Winchester and Spring Valley* were attributed to northbound departures from Runway 01R. However, 31% of the total 254 calls received from these two communities are from one household, which were attributed to increased departures to the north from LAS. Of the 38% (250 calls) from the *Henderson* community, 68% (170 calls) were issued from one Lake Las Vegas resident, and attributed to helicopter flights.

Calls by LAS Operations - (Exhibit 14)

LAS Trends: The majority (42%) of the total calls received were associated with non-typical increased departures to the north from Runways 01R and 01L.

Other Notable Issues

Helicopter Operator Users Meeting: On December 13, 2012, DOA staff members met with FAA, local helicopter tour operators, and a representative from Commissioner Scow's office to discuss noise complaints tied to helicopter operations, route compliance, and operational growth. Attendees also discussed a proposal, submitted by a resident of the Lake Las Vegas Community, outlining a routing change to redirect helicopter overflights. After careful discussion it was agreed the proposed route was less efficient, would introduce other residents of Lake Las Vegas to noise they previously were not exposed to, and would reduce the overall margin of safety as compared to the existing route.

Presidential Visit: From October 1, 2012 thru October 3, 2012, mandatory airspace and traffic modifications were implemented in preparation of a short-term presidential visit. The modifications,

developed by FAA and Transportation Security Agency personnel, directly impacted helicopter tour operations. All helicopters and fixed-wing aircraft conducting tours for the duration of the presidential visit utilized an alternate route and conducted their operations from the Jean Airport to ensure compliance with the airspace restrictions.

Terminal 3 Grand Opening/New McCarran Website: On June 27, 2012, the DOA welcomed the opening of the new Terminal 3. Built over the course of five years, at a cost of \$2.4 billion dollars, this terminal provides passengers service through seven international and seven domestic gates. This 1.9 million square foot facility enables the DOA to better serve passengers traveling to and from international destinations. In addition to the grand opening, the DOA launched its newly refined webpage which provides a variety of useful information to include noise abatement measures implemented by the DOA.

Modified Departure Procedure Compliance – Update: As stated in a previous noise report dated May 2, 2011, an operator obtained approval from the FAA to enact a modified “southbound to westbound” departure procedure. This procedure permits aircraft to depart Runway 19R/L (southbound) and initiate an immediate right turn upon reaching an altitude of 400 feet above ground level (AGL). This right turn positions the aircraft on an extended Runway 25R/L heading, giving the appearance as if the aircraft departed from Runway 25R/L (westbound). This procedure was designed to maintain the continuity of LAS noise abatement policies tied to departures to the south between the hours of 8PM and 8AM (Noise Abatement Measure #1: Informal preferential runway use program) and operating within community-friendly flight corridors (Noise Abatement Measure #2: Ensure aircraft fly over historic flight corridors). The procedure is closely monitored by the FAA and the Noise Office to ensure safety, efficiency, and compliance. Compliance, which is determined by how well the operator adhered to the preferred, non-regulated departure corridor and the percent of aircraft that followed a 7.5 DME west-bound profile has steadily grown from 78%, as measured in May of 2011 to an annual rate of 94% for 2012.

Voluntary Land Acquisition Program: The CCDOA received approval from the Board of County Commissioners (BOCC) to implement a multi-year, multi-grant voluntary land acquisition program. Over 400 parcels are eligible to participate in the program, and the number of impacted dwelling units exceeding one thousand. The implementation of this program addresses two of LAS’s noise mitigation policies of land acquisition in neighborhoods impacted by elevated noise levels (Noise Mitigation Measure #1: Acquire airport-incompatible land uses in the 70 DNL and higher, and Noise Mitigation Measure #2: Acquire properties developed with airport-incompatible land uses in the 65 DNL and higher).

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 23, 2013

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Distribution: Commissioner Brager, Chair
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Commissioner Collins
Commissioner Weekly
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David Parks (Nevada State Assembly)
J. Gordon Arkin (Foley & Lardner)
John Williams (Ricondo)
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Thomas Miller (Nellis AFB)
Raymond Chiang (FAA)
Stephanie Garcia-Vause (COH)
Andrew Powell (COH)
William Ruggiero (FAA TRACON)

James Erbeck (CLV)
Wayne M. Niimi (FAA ATC)
Paul Alukonis (FAA FSDO)
Nancy Myrick (FAA Tower Manager, NLVA)
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)
Jon Collette (Philadelphia Airport)
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)
Capt. Amanda Ferrell (Nellis AFB)
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 2012

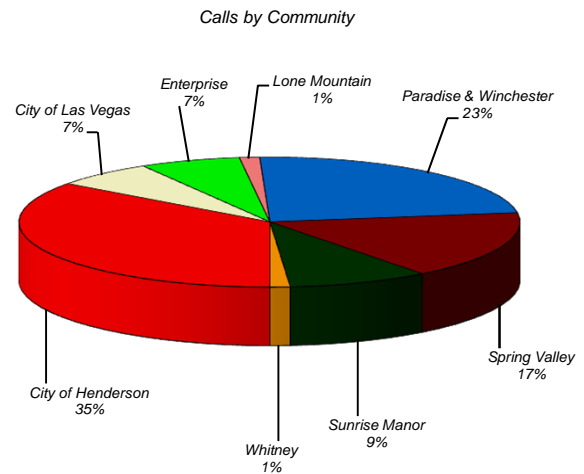
Community	No. of Calls in 2012	No. of Callers in 2012	No. of Calls in 2011	No. of Calls in 2010
City of Boulder City	27	6	10	6
City of Henderson	5	4	8	16
City of Las Vegas			1	1
City of North Las Vegas	5	5	7	8
Enterprise	1	1	1	1
Lone Mountain	18	14	14	23
Paradise & Winchester	13	3	11	26
Spring Valley				1
Summerlin South	7	3		12
Sunrise Manor	1	1		
Whitney				2
Location unknown				
Overall Total	77	37	52	96

Difference between 2012 and 2011 Total Calls: 48%

Difference between 2012 and 2010 Total Calls: -20%

Average Number of Calls per Caller: 2.1

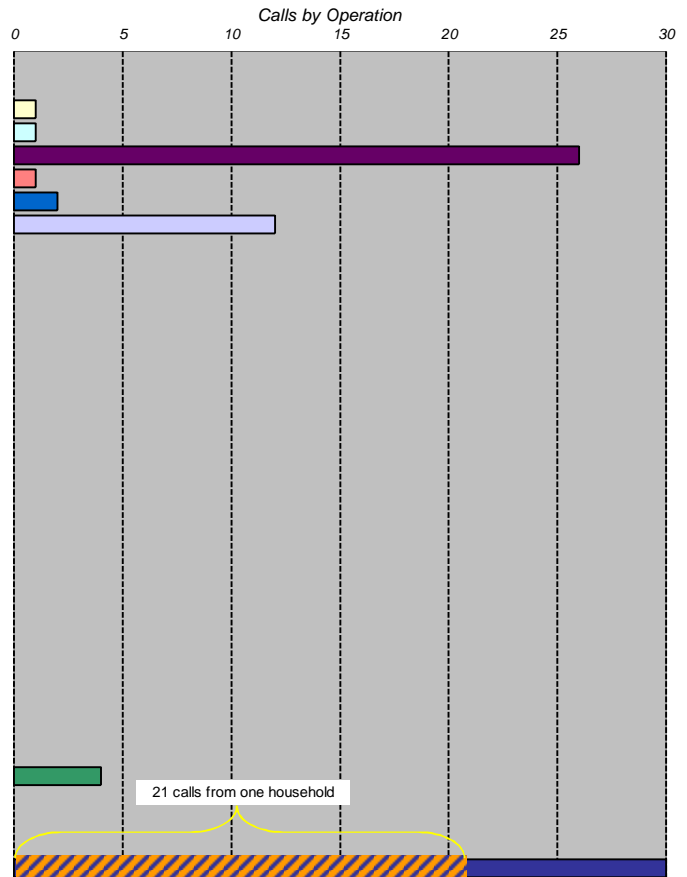
Most calls received from one household: 21



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

Exhibit 2: Noise Complaint Calls by Type of Operation - October 2012

Operation	No. of Calls in 2012	Percent of Overall Total	No. of Calls in 2011	No. of Calls in 2010
LAS 01R/L Arrivals			1	
LAS 07R/L Arrivals				
LAS 19R/L Arrivals	1	1.3%		
LAS 25R/L Arrivals	1	1.3%	1	1
LAS 01R/L Departures	26	33.8%	24	44
LAS 07R/L Departures	1	1.3%	3	5
LAS 19R/L Departures	2	2.6%	4	8
LAS 25R/L Departures	12	15.6%	6	21
LAS Run-ups				6
LAS GA				
LAS Other				
LAS Total	43	55.8%	39	85
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	
VGT Other				
VGT Total	0	0.0%	2	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	4	5.2%	3	3
HND Other				
HND Total	4	5.2%	3	3
Helicopters**	30	39.0%	8	8
Overall Total	77	100%	52	96



** 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 2012

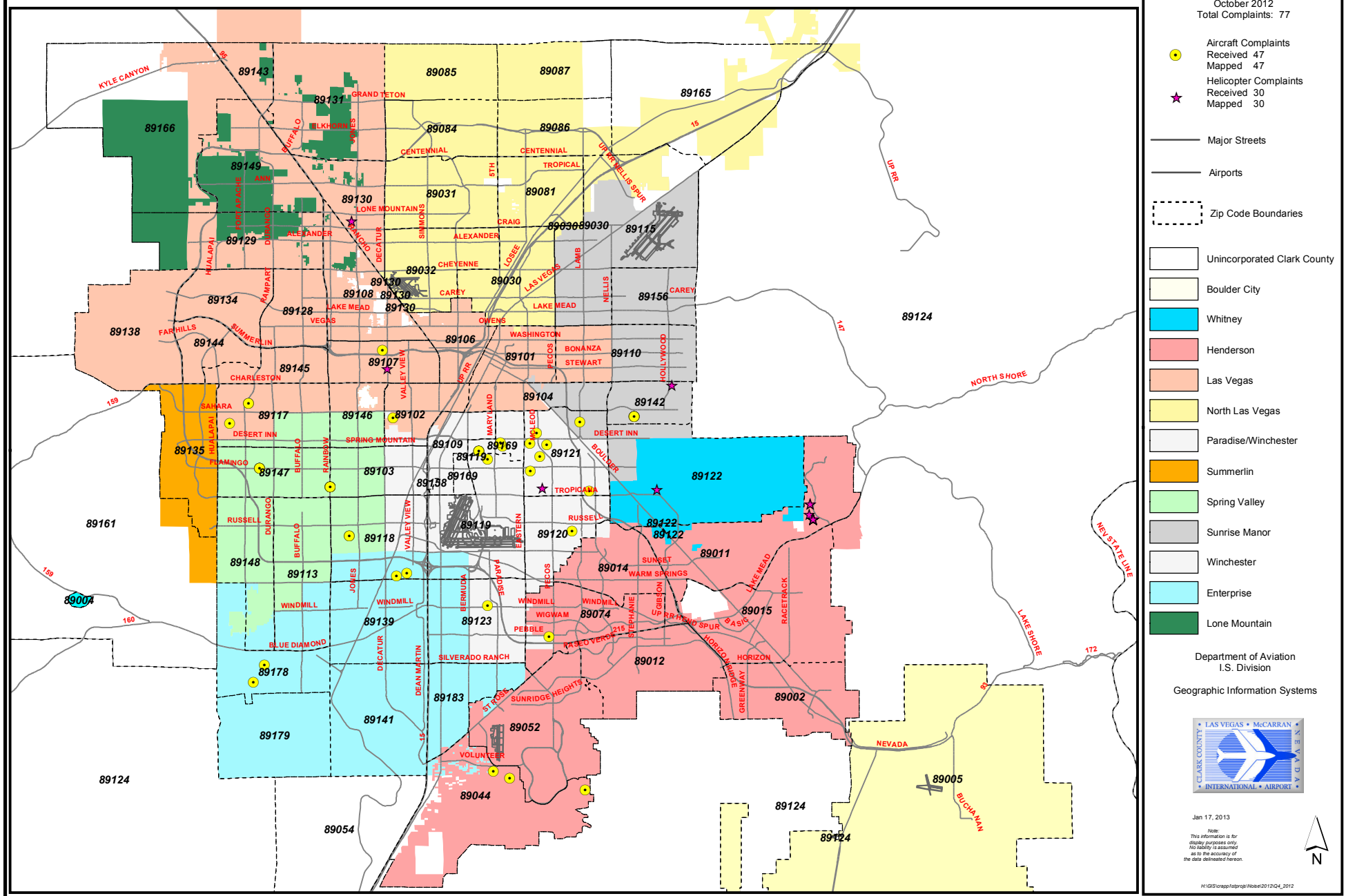
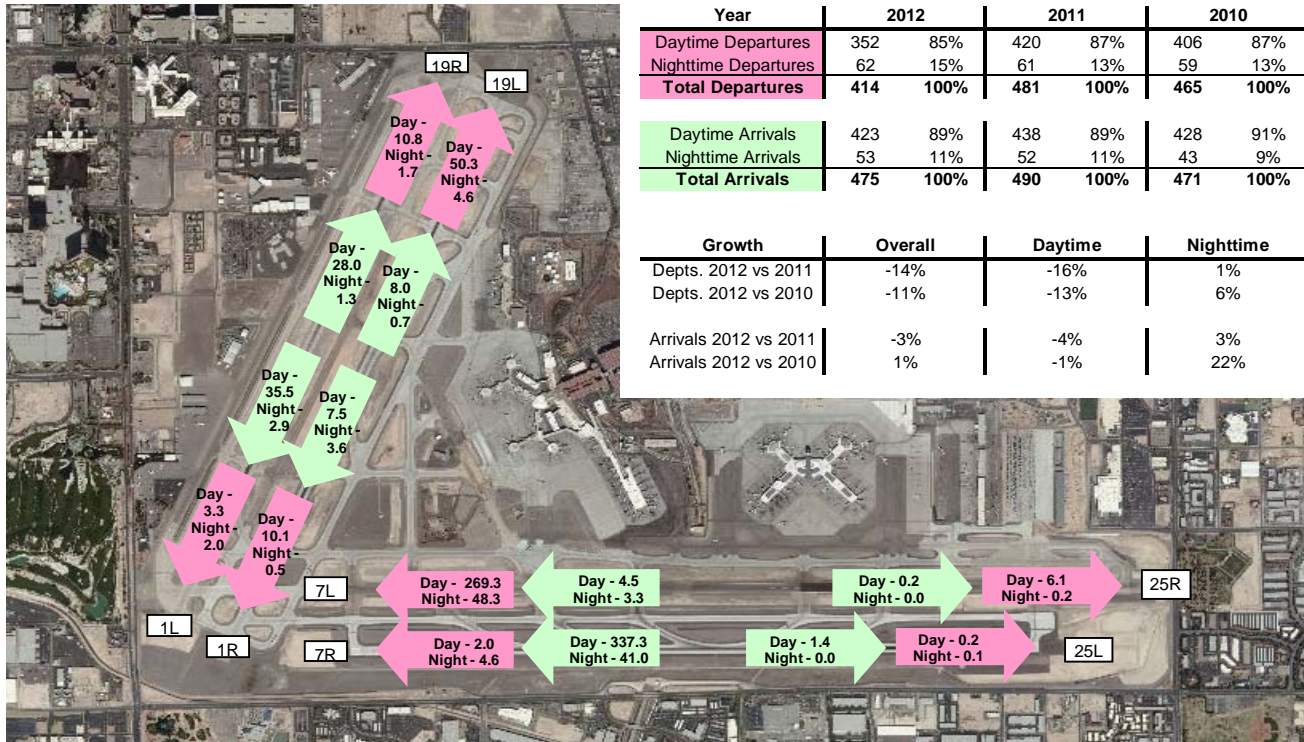
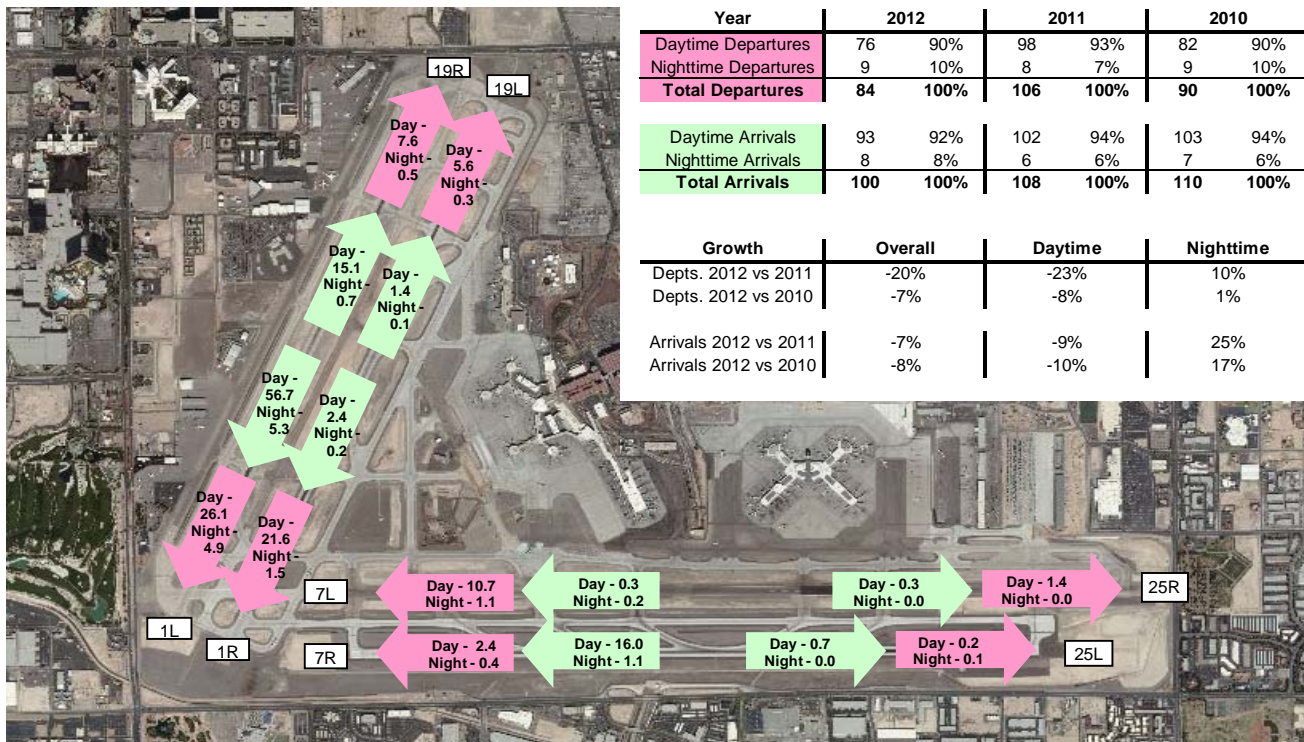


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - October 2012



* 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 2012



** 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 2012

Exhibit 7: LAS Aircraft Arrival Fleet Mix* - October 2012					
Operation	Daily Average in 2012	Percent of Overall Total	Daily Average in 2011	Daily Average in 2010	Fleet Mix
A300s, A310s	1.03	0.1%	0.52	0.74	
A330s, A340s	3.10	0.4%	3.10	1.71	
B747s	2.32	0.3%	2.26	1.32	
B767s	4.65	0.6%	4.52	5.32	
B777s	0.13	0.0%	0.00	1.00	
DC10, L1011, MD11	1.19	0.2%	0.90	0.90	
Misc. (B707s, DC8s, etc.)	0.00	0.0%	0.00	0.00	
Heavy Jets (>300,000 lbs.)	12.42	1.7%	11.29	11.00	
A318s, A319s	38.68	5.3%	49.23	25.10	
A320s, A321s	50.52	6.9%	50.55	49.55	
B717s	0.00	0.0%	0.00	0.00	
B727s	0.06	0.0%	0.03	0.13	
B737-100s, -200s	0.03	0.0%	0.00	0.03	
B737-300s to -900s	293.97	40.3%	299.06	285.35	
B757s	29.42	4.0%	30.48	47.74	
BAC 111s, E170s, E190s	2.26	0.3%	1.87	1.94	
CRJ7s, CRJ9s	12.87	1.8%	14.65	19.52	
MD80s	33.74	4.6%	30.03	29.84	
MD90s	1.19	0.2%	2.00	0.68	
Misc. (Bae 146s, DC9s)	0.10	0.0%	0.35	0.00	
Large Jets (>75,000 lbs.)	462.84	63.5%	478.26	459.87	
Medium Jets (>41,000	9.16	1.3%	6.87	6.58	
Small Jets (<41,000 lbs.)	58.77	8.1%	63.84	54.39	
Military Jets	0.45	0.1%	0.81	0.35	
Non-Jets & Unknowns	32.00	4.4%	36.77	48.26	
Helicopter Tours	153.19	21.0%	155.23	149.35	
Overall Total*	729	100%	753	730	

October 2012 Noise Complaint Report

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - October 2012 to 2010

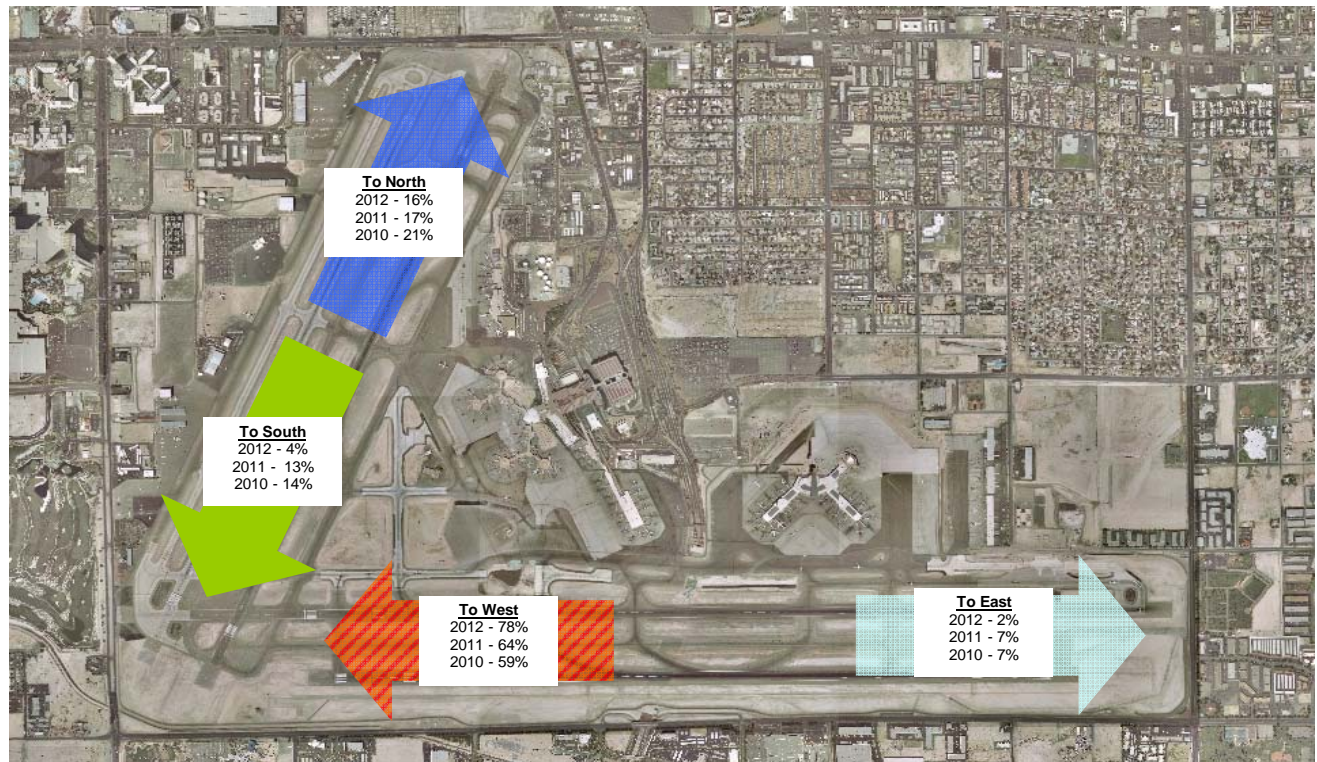
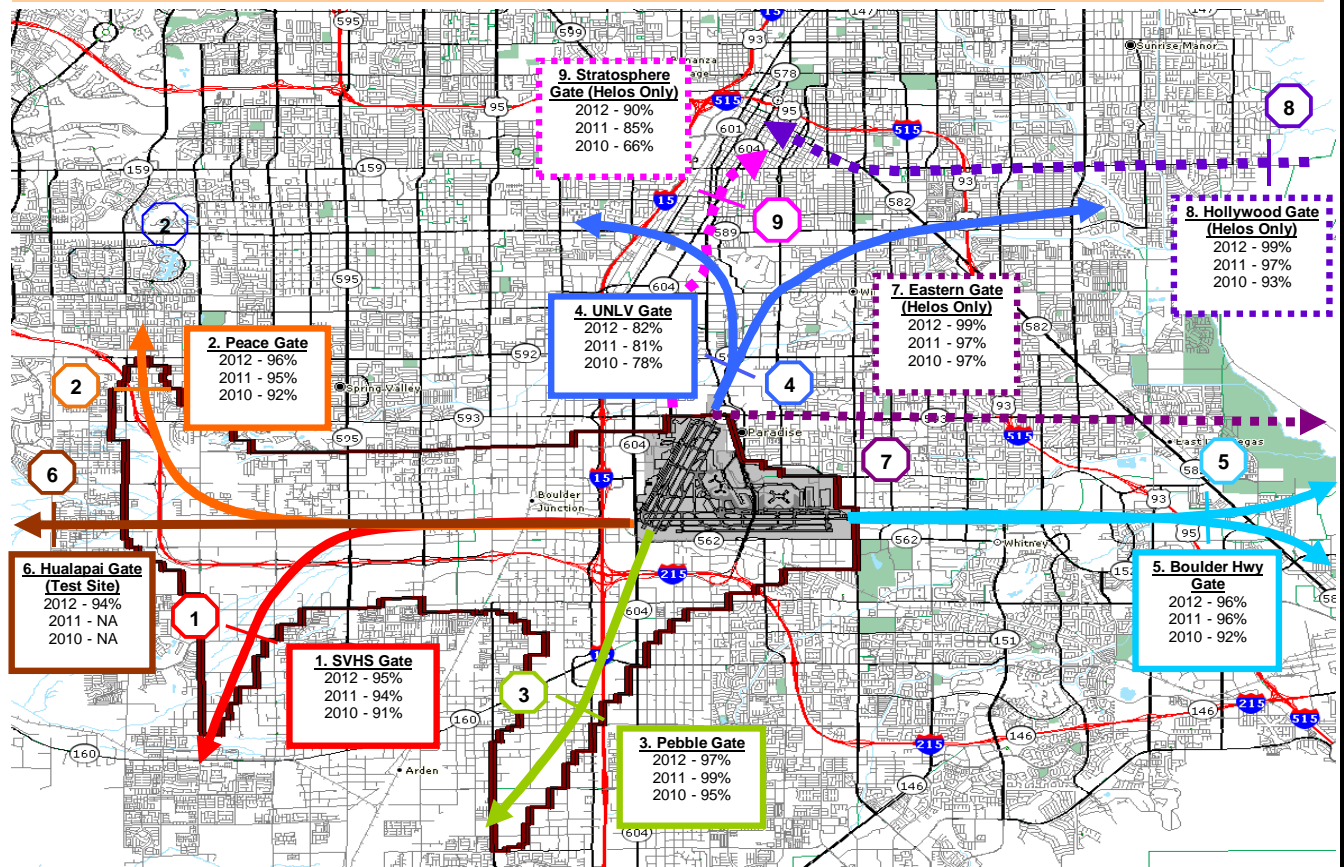


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - October 2012



* 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 2012

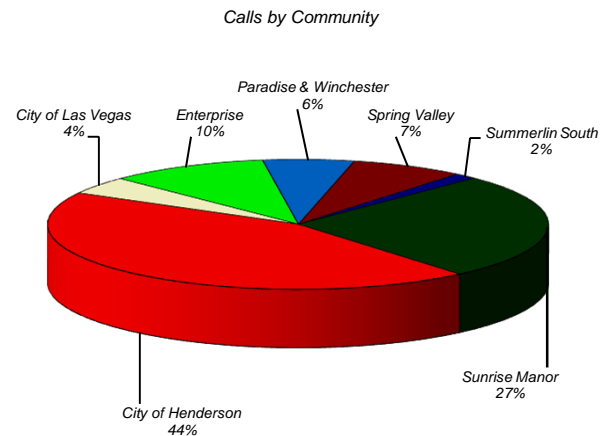
Community	No. of Calls in 2012	No. of Callers in 2012	No. of Calls in 2011	No. of Calls in 2010
City of Boulder City	30	9	10	4
City of Henderson	3	3	8	14
City of Las Vegas				3
City of North Las Vegas	7	3	3	4
Enterprise	4	3	1	18
Lone Mountain	5	3	16	14
Paradise & Winchester	1	1	1	
Spring Valley	18	4	3	5
Summerlin South				
Sunrise Manor				
Whitney				
Location unknown				
Overall Total	68	26	42	62

Difference between 2012 and 2011 Total Calls: 62%

Difference between 2012 and 2010 Total Calls: 10%

Average Number of Calls per Caller: 2.6

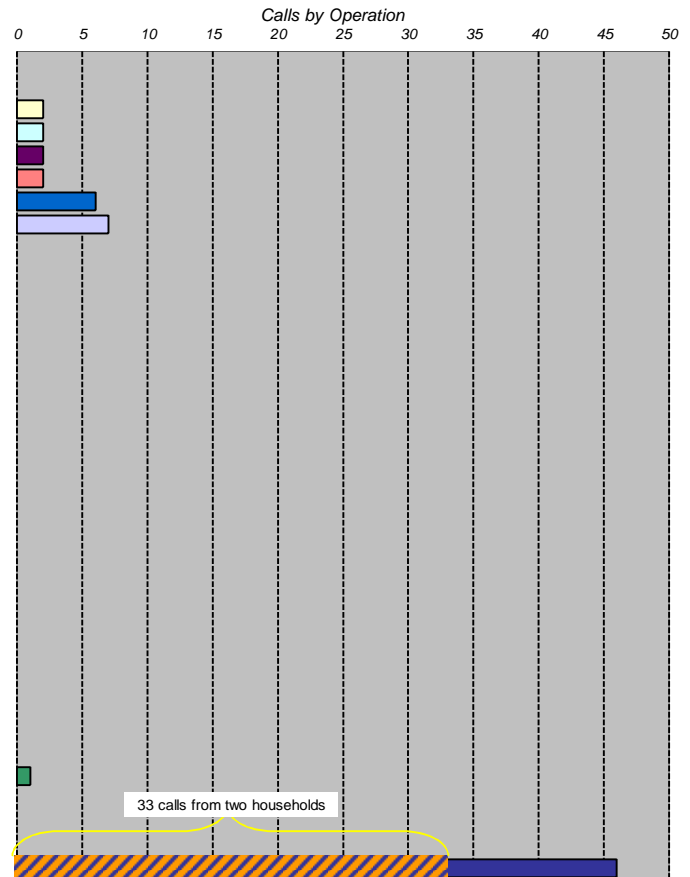
Most calls received from one household: 21



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

Exhibit 2: Noise Complaint Calls by Type of Operation - November 2012

Operation	No. of Calls in 2012	Percent of Overall Total	No. of Calls in 2011	No. of Calls in 2010
LAS 01R/L Arrivals				1
LAS 07R/L Arrivals				
LAS 19R/L Arrivals	2	2.9%		
LAS 25R/L Arrivals	2	2.9%		
LAS 01R/L Departures	2	2.9%	11	32
LAS 07R/L Departures	2	2.9%		
LAS 19R/L Departures	6	8.8%	3	5
LAS 25R/L Departures	7	10.3%	14	13
LAS Run-ups				1
LAS GA				
LAS Other				
LAS Total	21	30.9%	28	52
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
VGT Other				
VGT Total	0	0.0%	0	3
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	1	1.5%	2	3
HND Other				
HND Total	1	1.5%	2	3
Helicopters**	46	67.6%	12	4
Overall Total	68	100%	42	62



** 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 2012

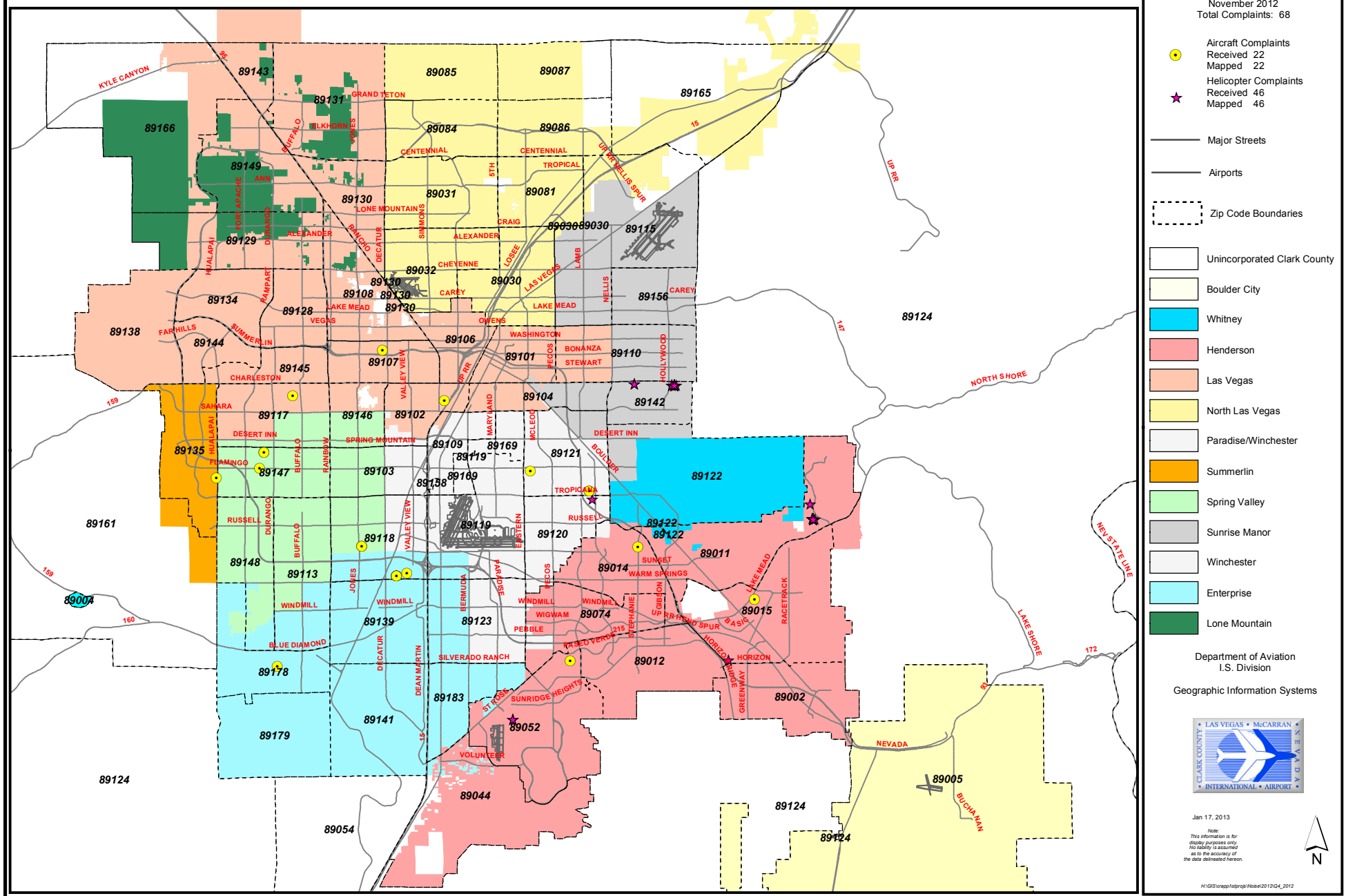
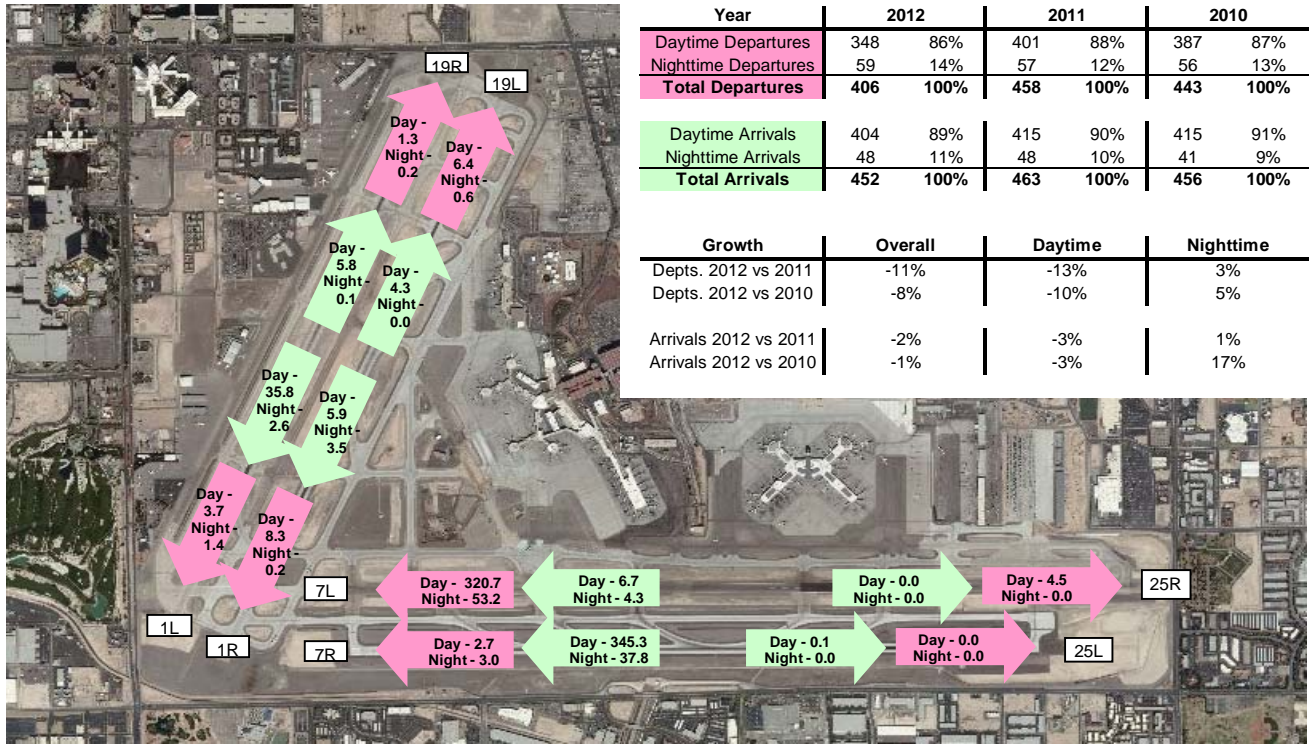
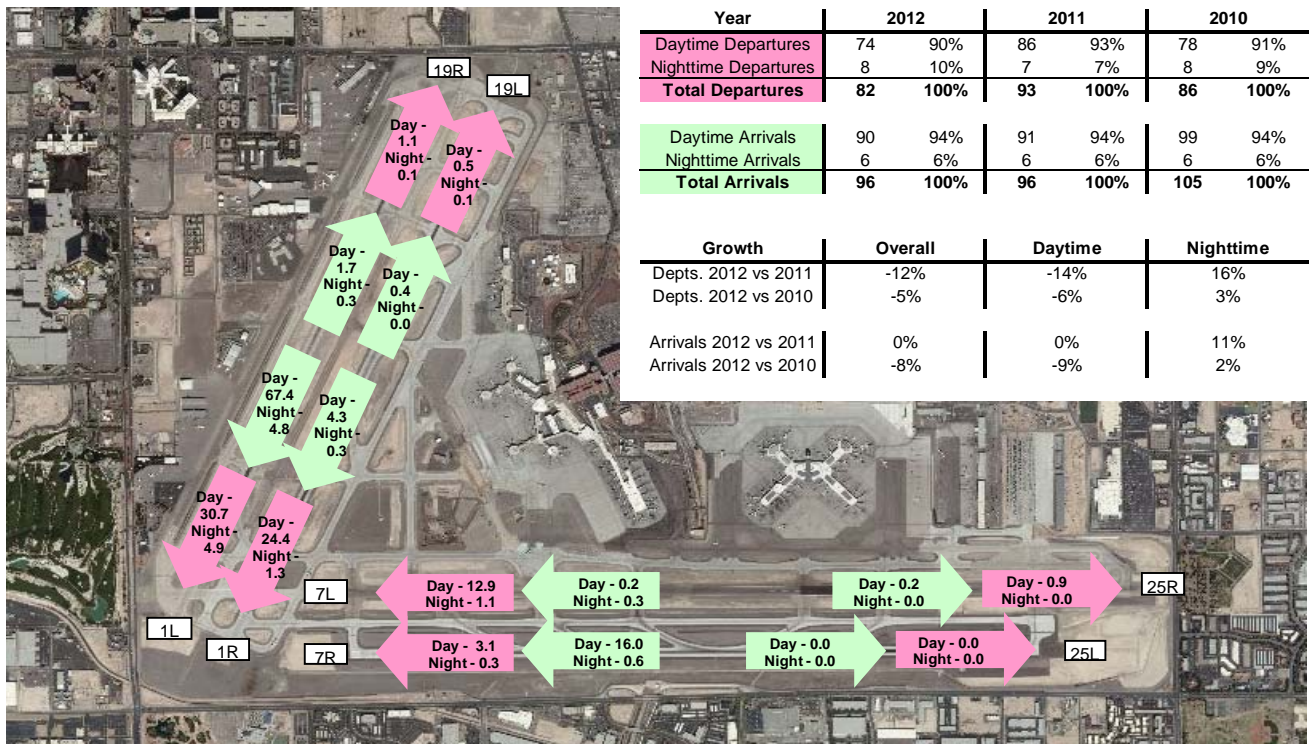


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - November 2012



* 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 2012



** 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 2012

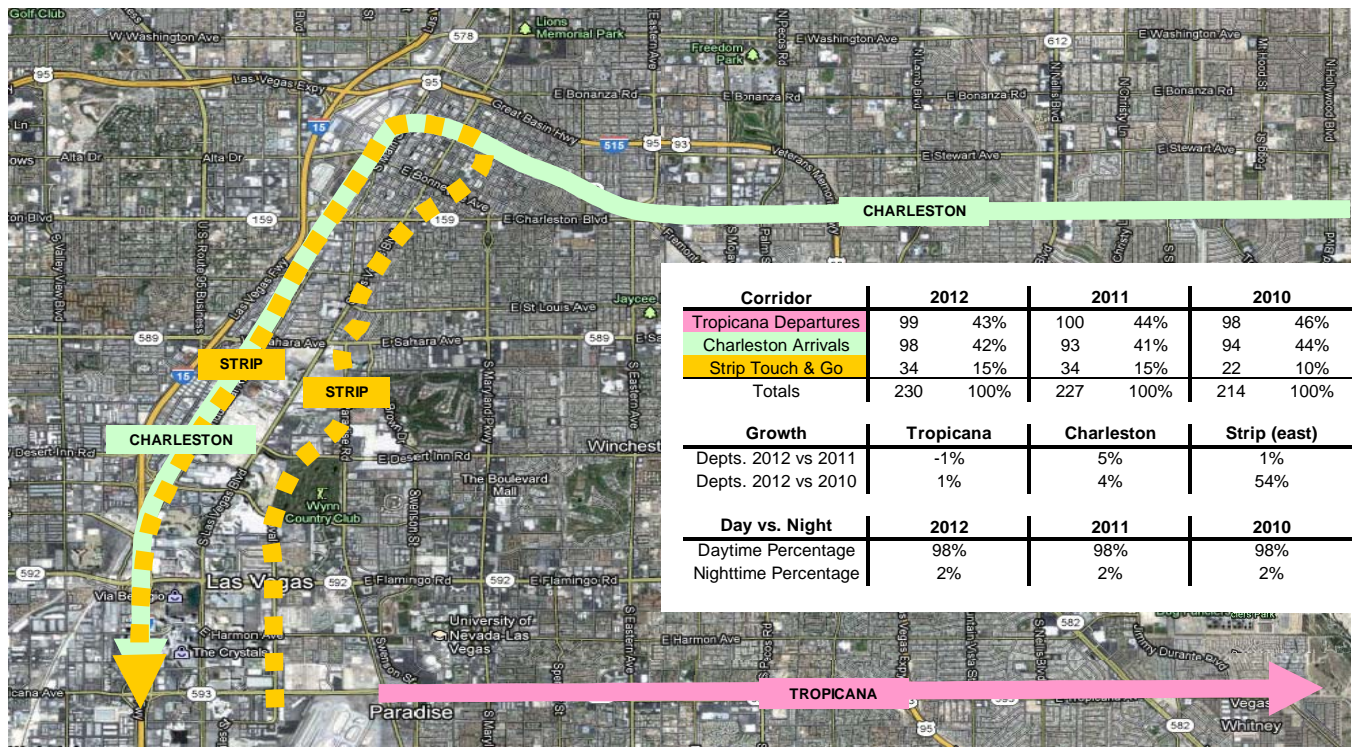
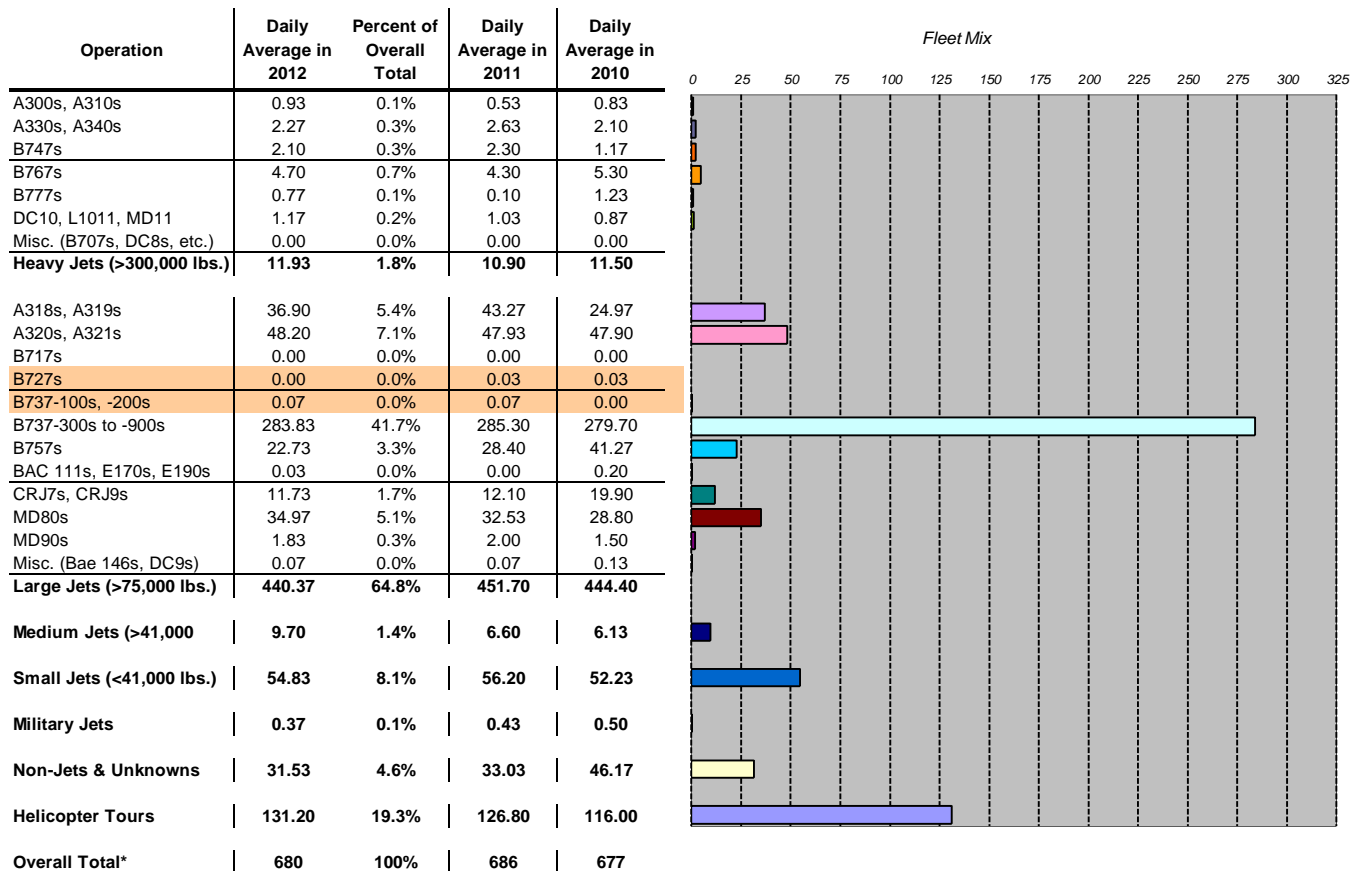


Exhibit 7: LAS Aircraft Arrival Fleet Mix* - November 2012



* 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 2012 to 2010

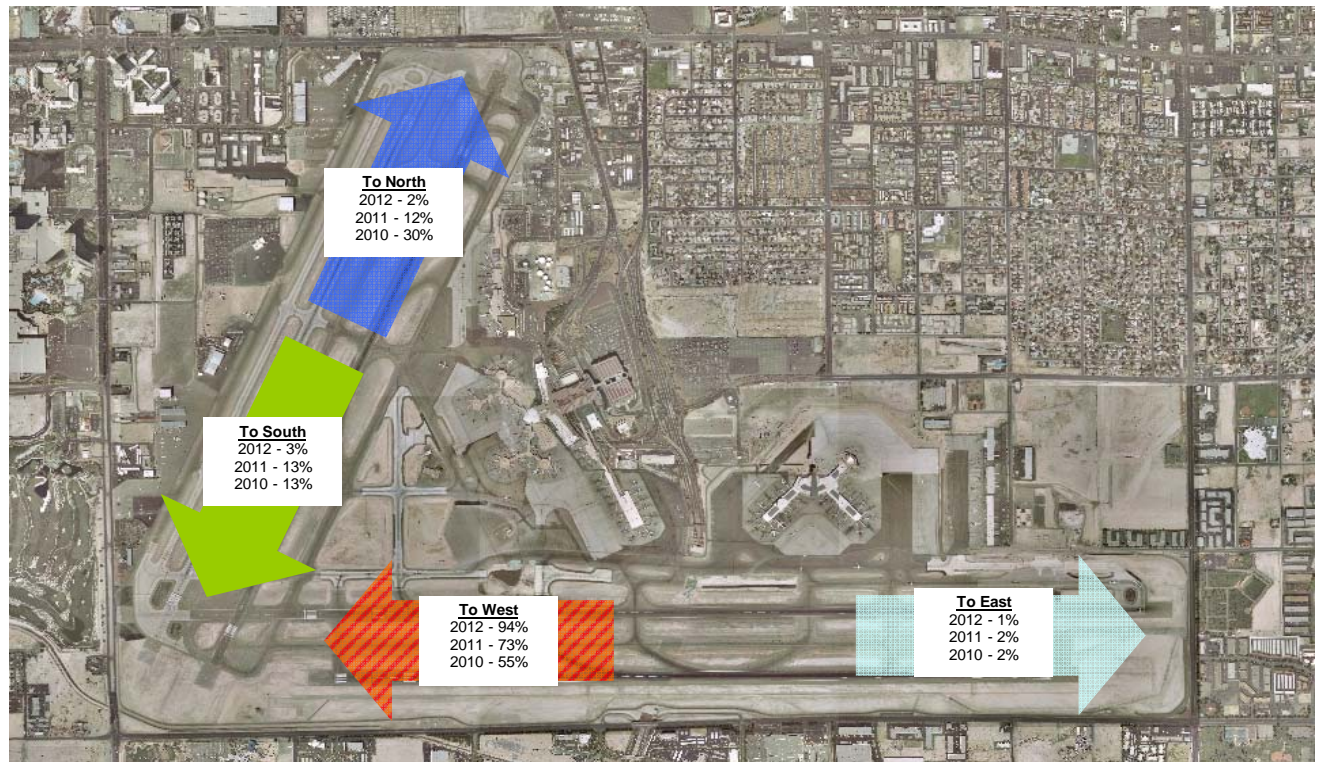
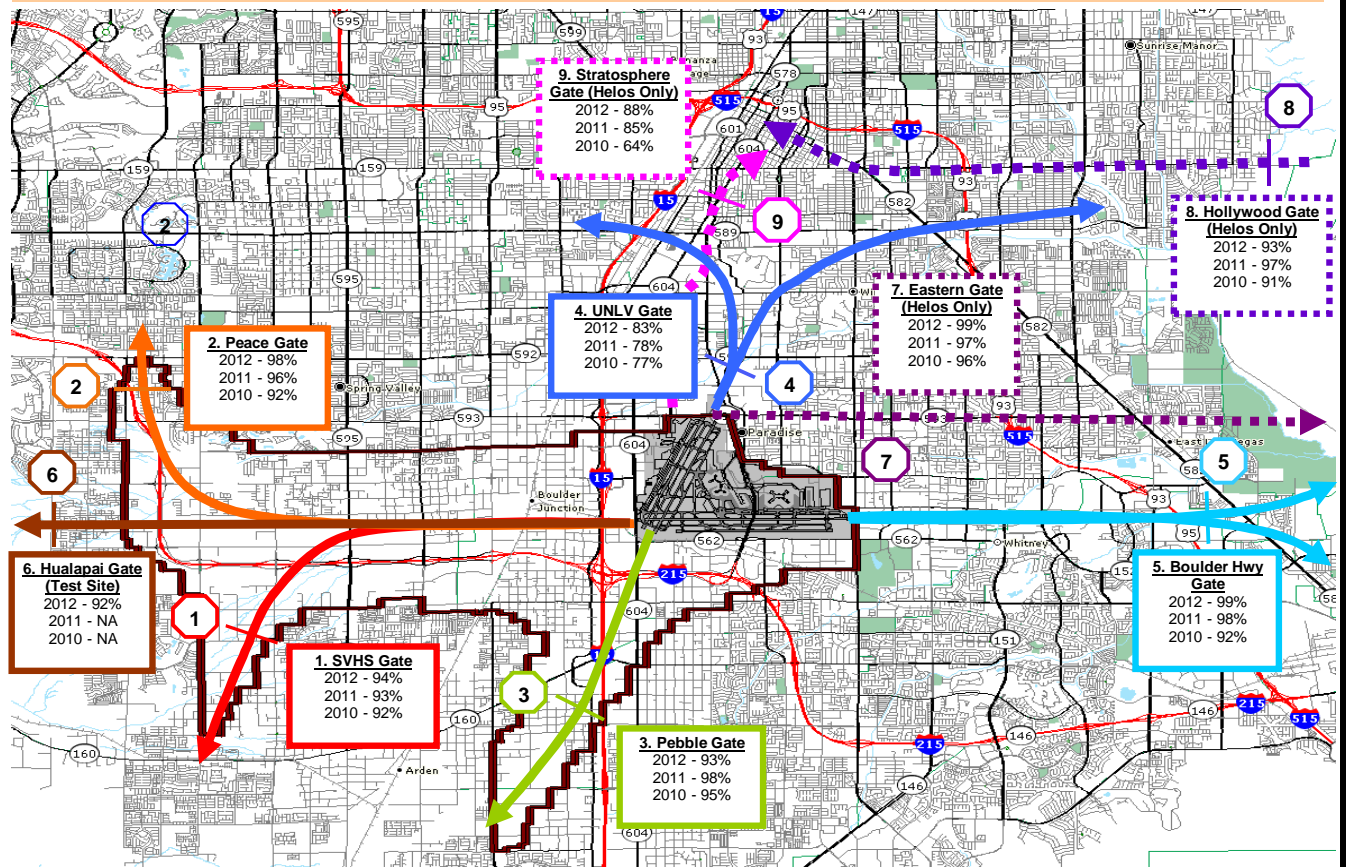


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - November 2012



* 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* - December 2012

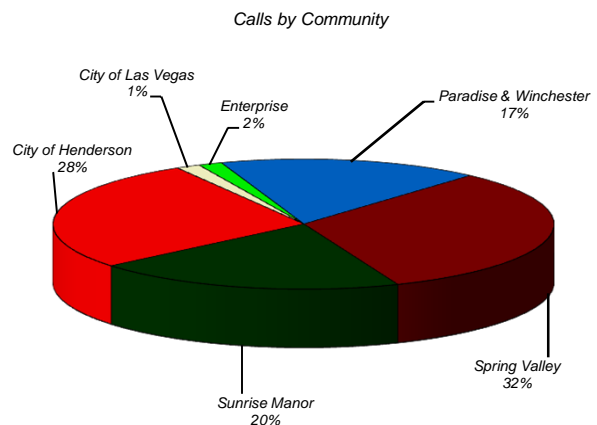
Community	No. of Calls in 2012	No. of Callers in 2012	No. of Calls in 2011	No. of Calls in 2010
City of Boulder City	18	9	7	3
City of Henderson	1	1	2	12
City of Las Vegas	1	1	2	1
City of North Las Vegas	1	1	8	20
Enterprise	11	6	9	20
Lone Mountain	21	5	20	1
Paradise & Winchester	13	2	2	1
Spring Valley				
Summerlin South				
Sunrise Manor				
Whitney				
Location unknown				
Overall Total	65	24	50	58

Difference between 2012 and 2011 Total Calls: 30%

Difference between 2012 and 2010 Total Calls: 12%

Average Number of Calls per Caller: 2.7

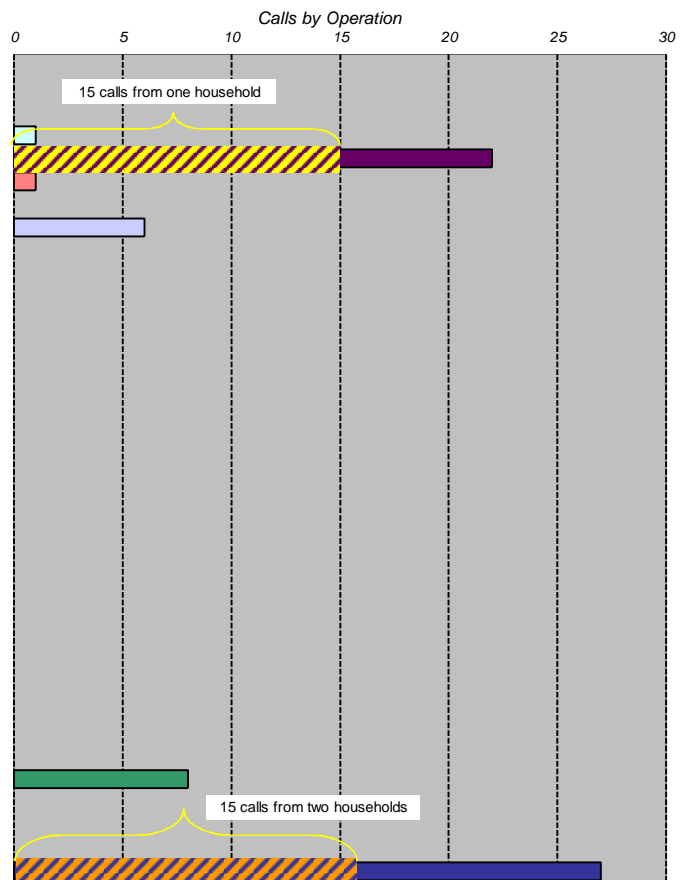
Most calls received from one household: 15



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

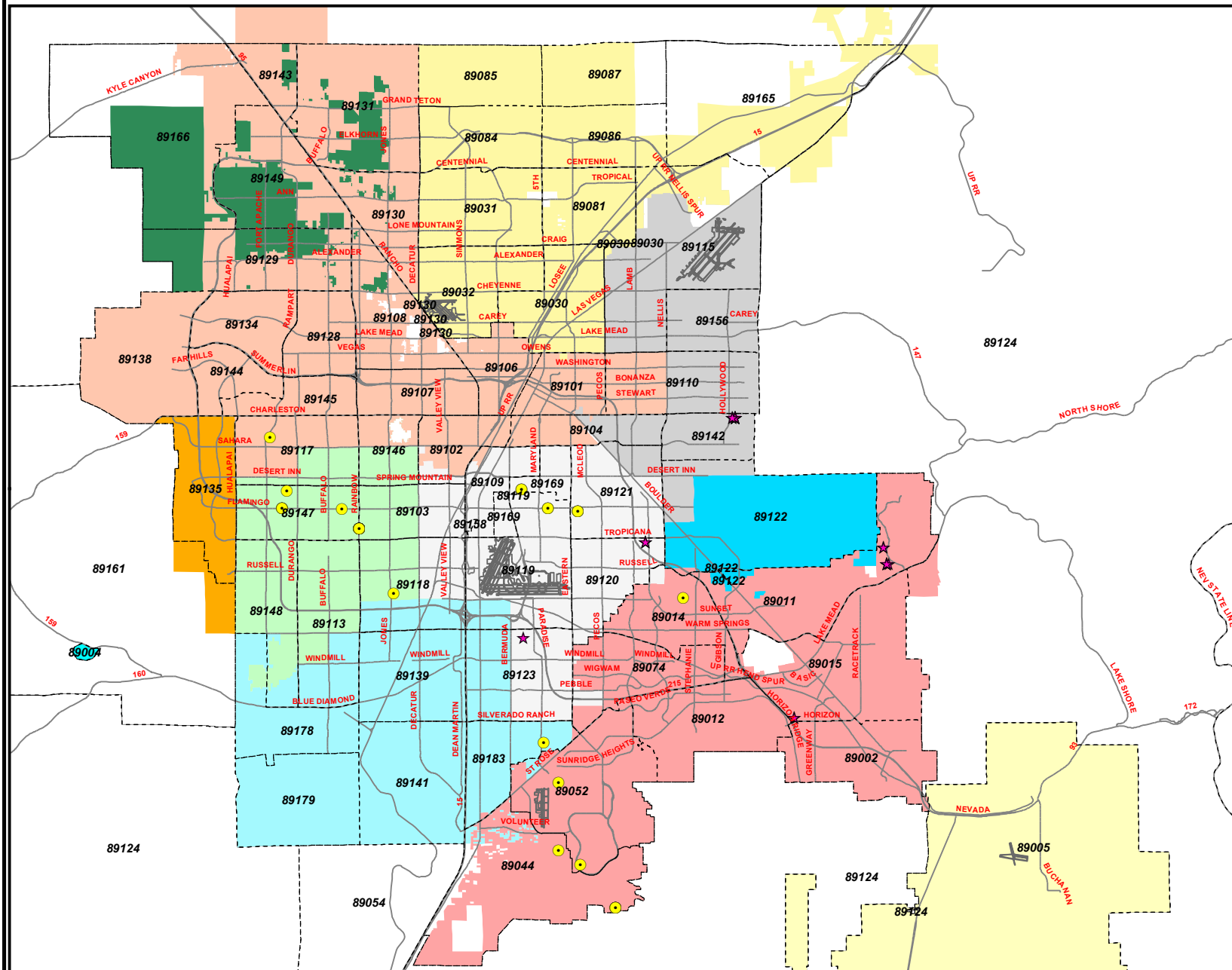
Exhibit 2: Noise Complaint Calls by Type of Operation - December 2012

Operation	No. of Calls in 2012	Percent of Overall Total	No. of Calls in 2011	No. of Calls in 2010
LAS 01R/L Arrivals				
LAS 07R/L Arrivals				
LAS 19R/L Arrivals				
LAS 25R/L Arrivals	1	1.5%		
LAS 01R/L Departures	22	33.8%	27	12
LAS 07R/L Departures	1	1.5%		
LAS 19R/L Departures			6	16
LAS 25R/L Departures	6	9.2%	5	15
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	30	46.2%	38	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
VGT Other				
VGT Total	0	0.0%	0	1
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	8	12.3%	1	2
HND Other				
HND Total	8	12.3%	1	2
Helicopters**	27	41.5%	11	12
Overall Total	65	100%	50	58



** 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 2012



Legend

December 2012
Total Complaints: 65

- Aircraft Complaints
Received 38
Mapped 38
- Helicopter Complaints
Received 27
Mapped 27

- 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

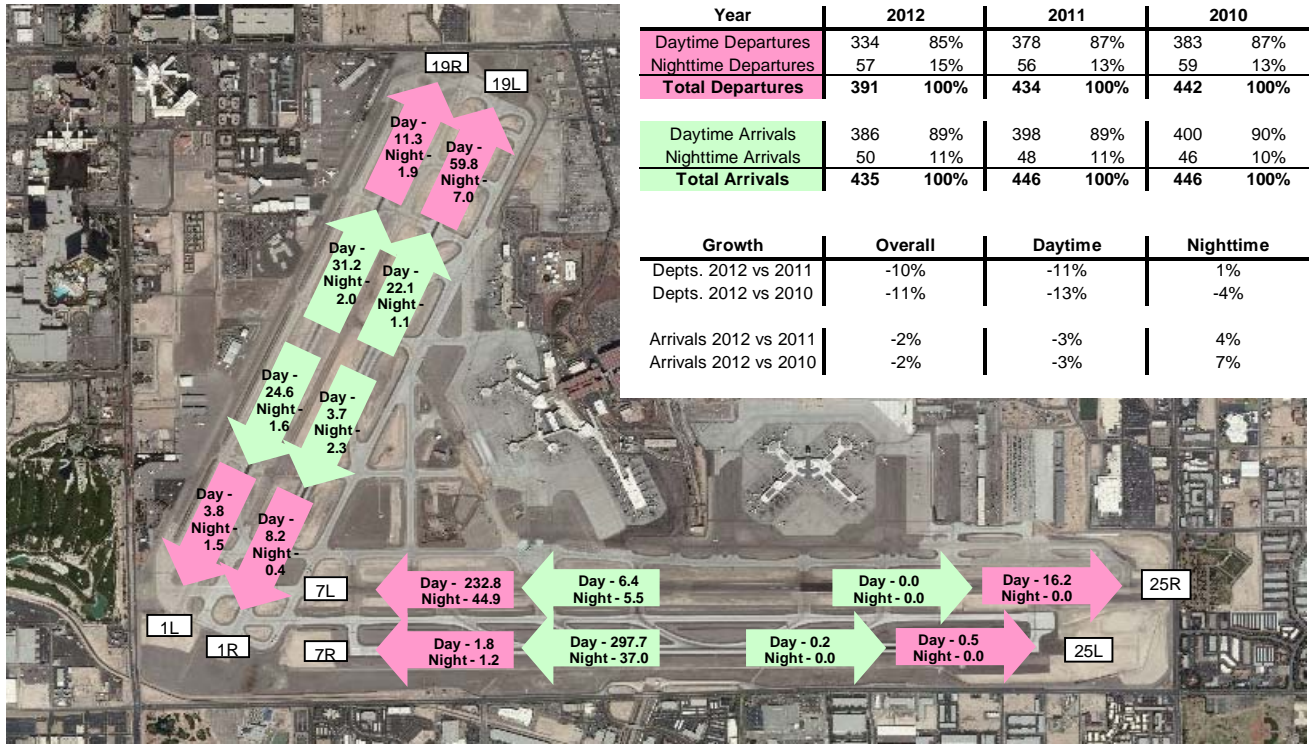
Geographic Information Systems

Jan 17, 2013

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

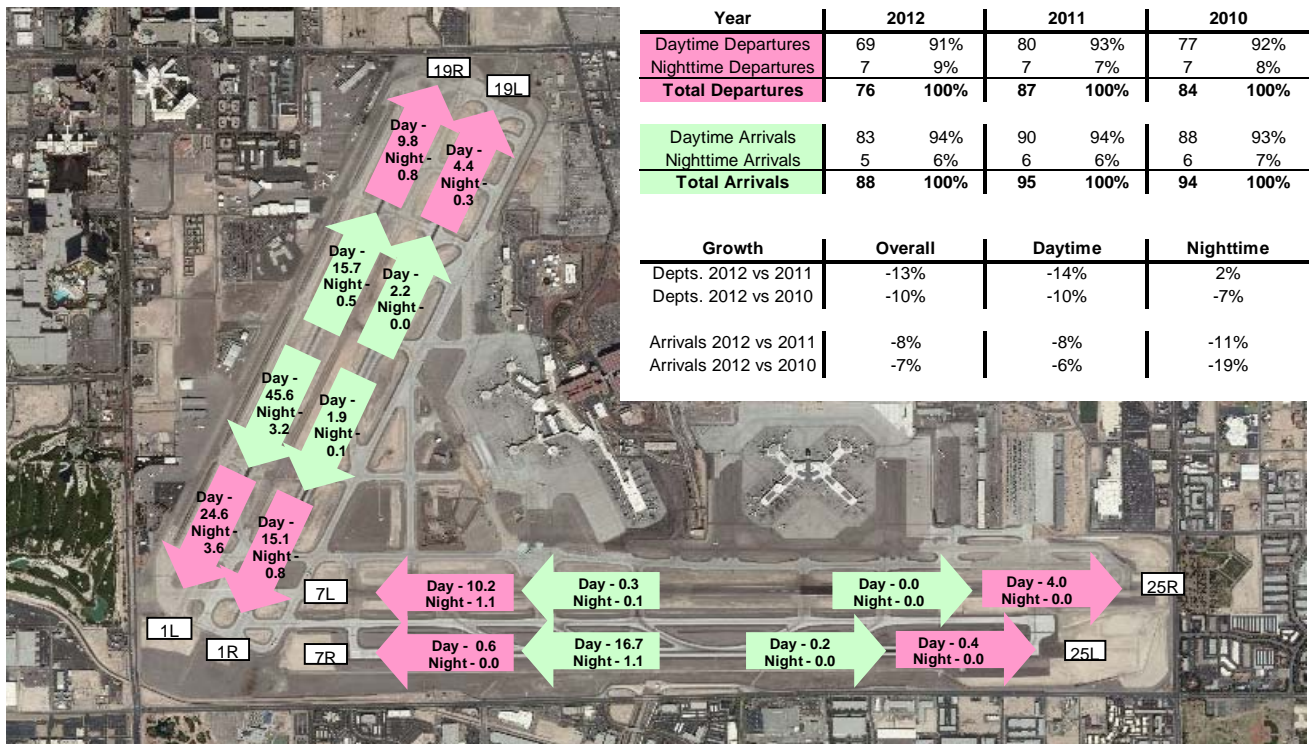
H:\GIS\apps\maplogs\MapLog2012Q4_2012

Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - December 2012



* 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 2012



** 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 2012

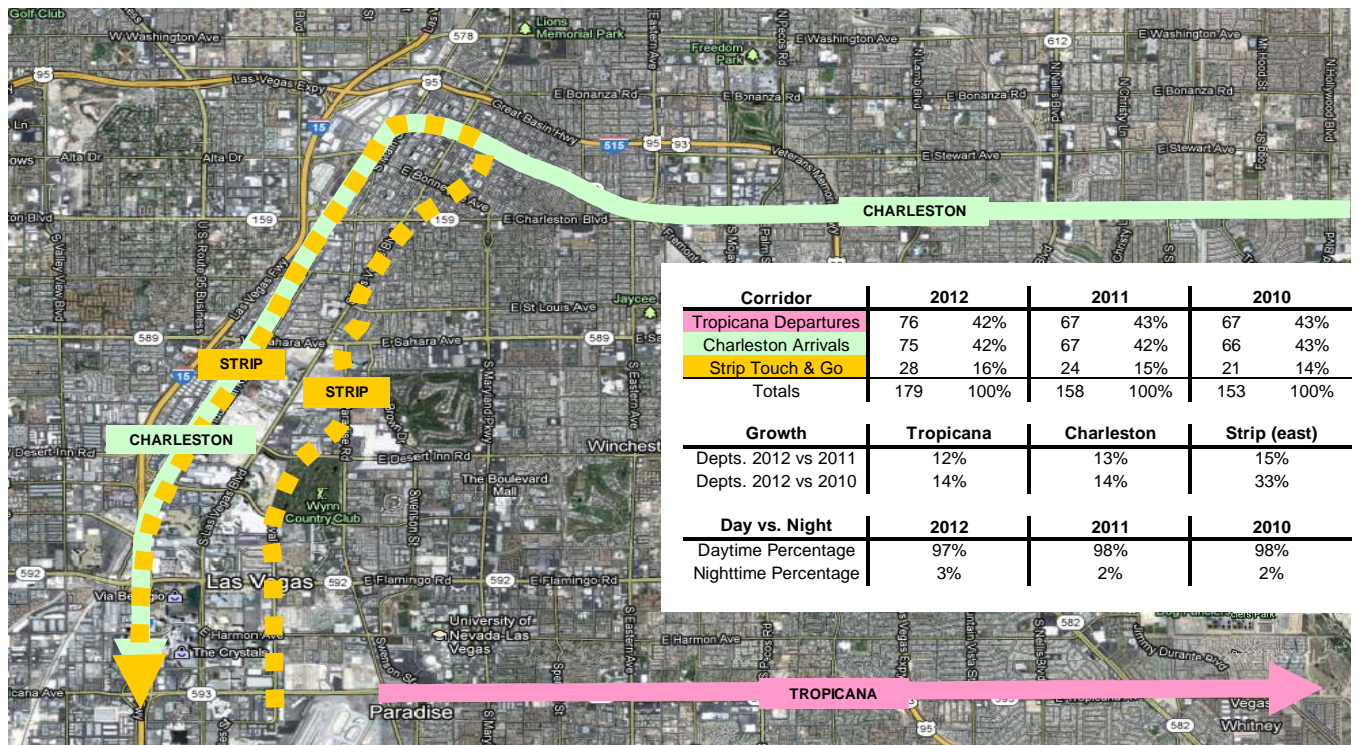
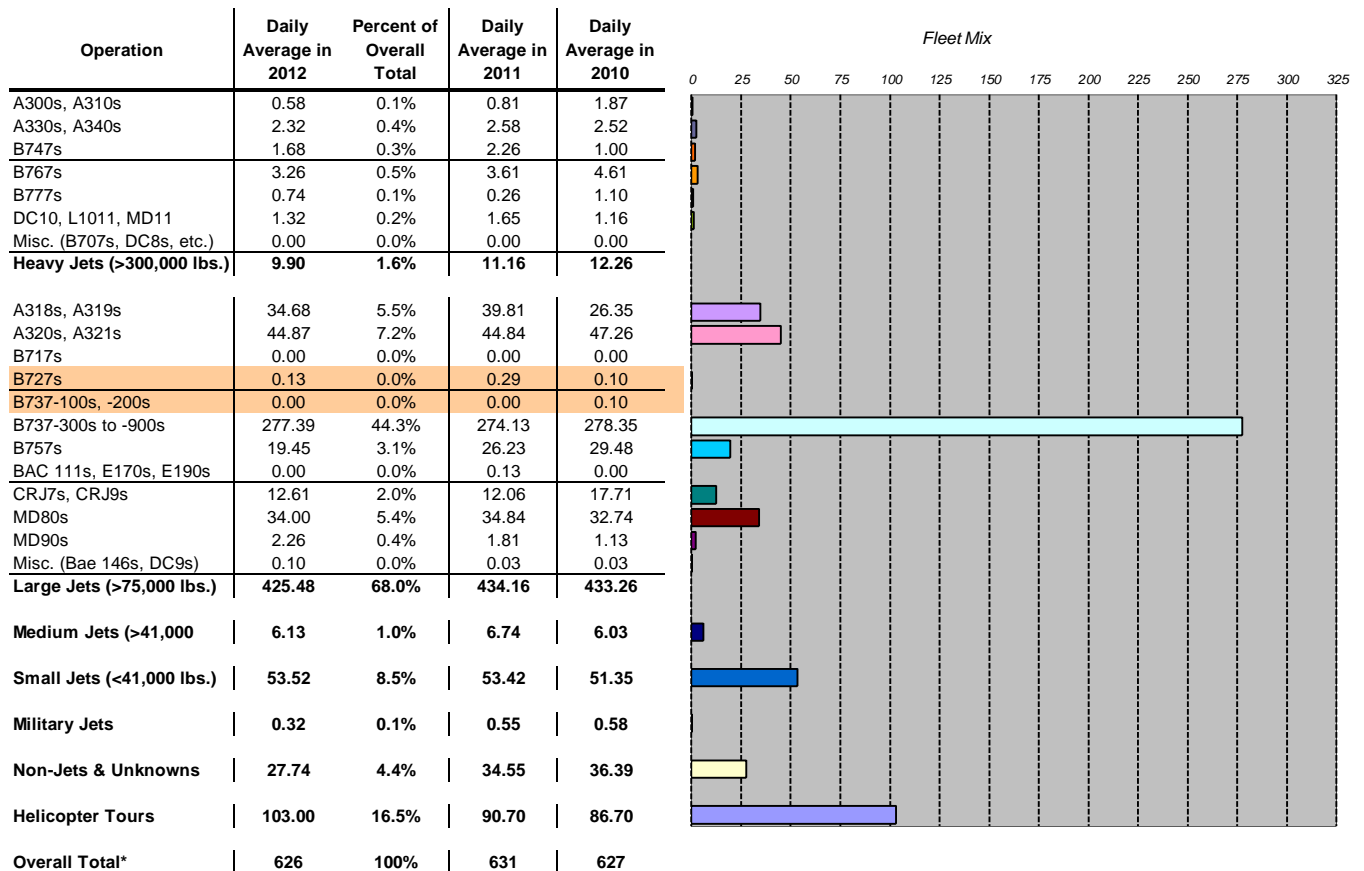


Exhibit 7: LAS Aircraft Arrival Fleet Mix* - December 2012



* 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 2012 to 2010

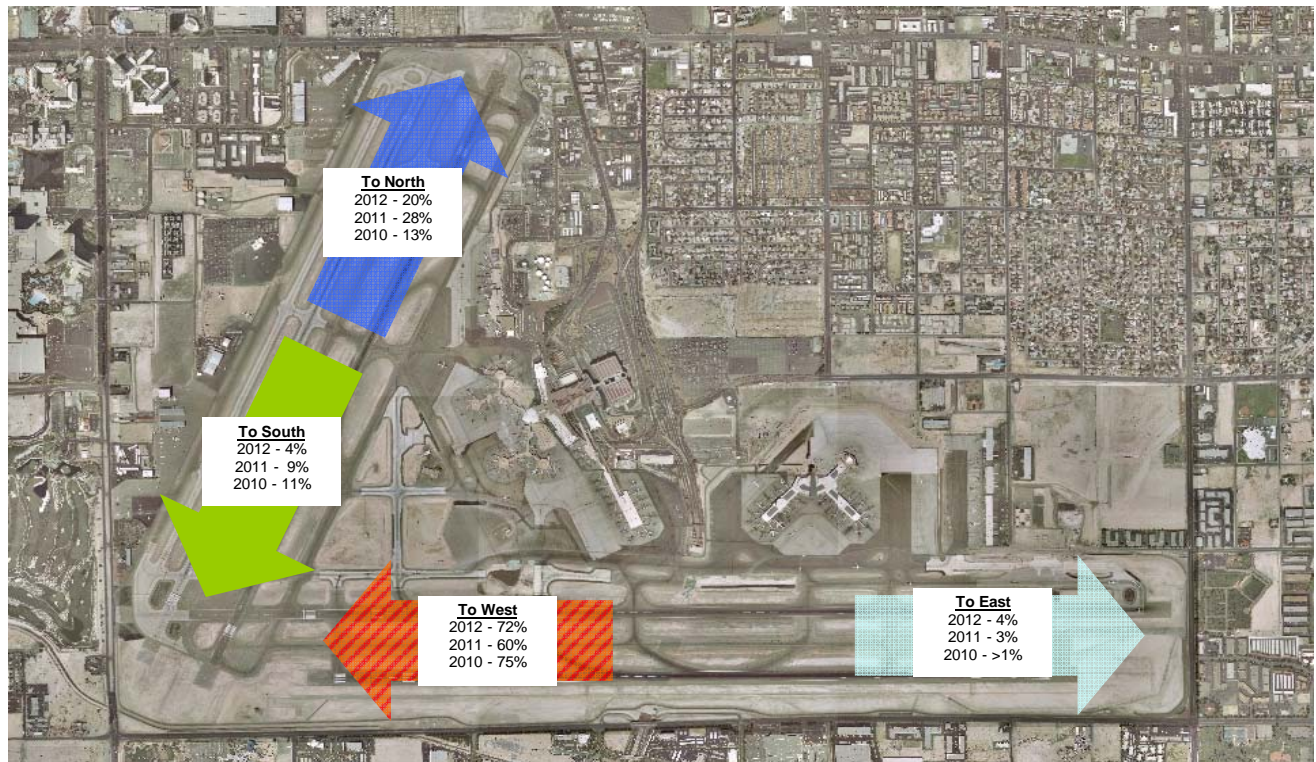
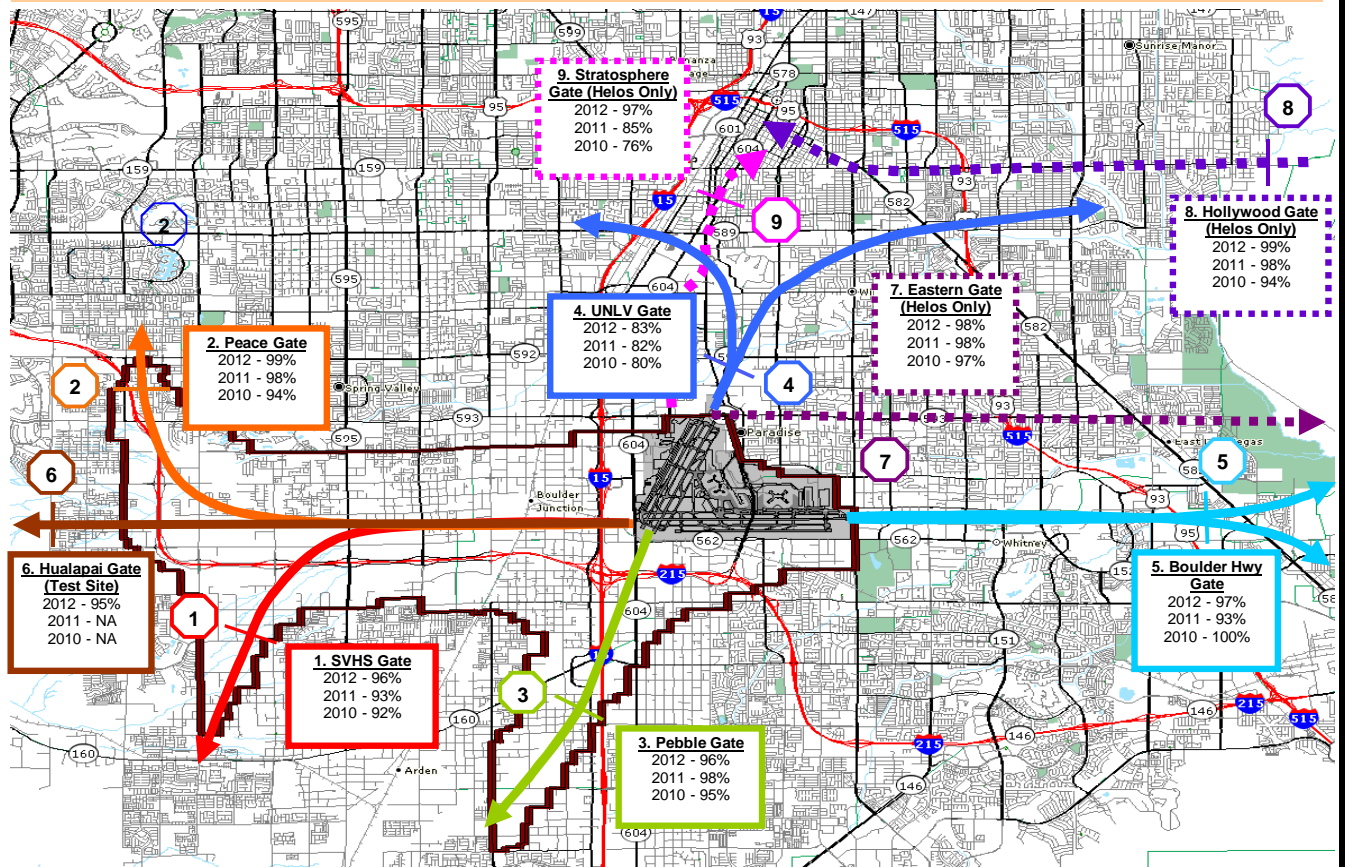


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - December 2012



* 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 2012

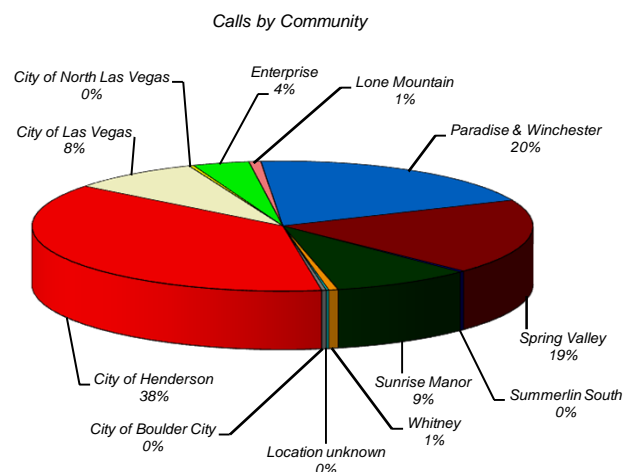
Community	No. of Calls in 2012	No. of Callers in 2012	No. of Calls in 2011	No. of Calls in 2010
City of Boulder City	2	2		1
City of Henderson	250	40	70	49
City of Las Vegas	55	20	67	114
City of North Las Vegas	2	2	5	9
Enterprise	24	11	123	96
Lone Mountain	5	4	6	3
Paradise & Winchester	131	64	146	159
Spring Valley	123	15	91	156
Summerlin South	2	2	6	4
Sunrise Manor	59	8	36	57
Whitney	4	3	7	1
Location unknown	1	1		2
Overall Total	658	172	557	651

Difference between 2012 and 2011 Total Calls: 18%

Difference between 2012 and 2010 Total Calls: 1%

Average Number of Calls per Caller: 3.8

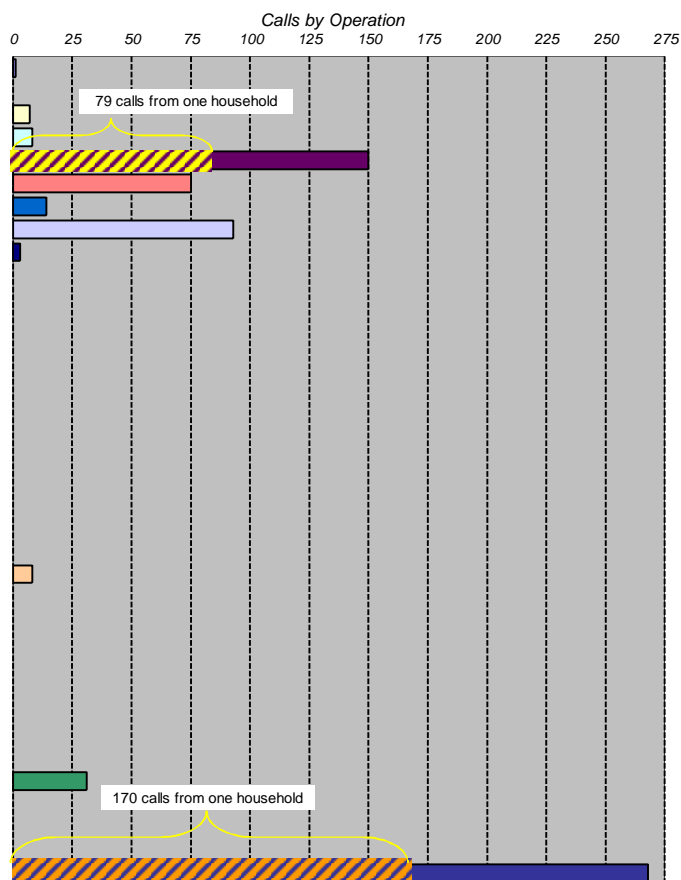
Most calls received from one household: 170



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

Exhibit 2: Noise Complaint Calls by Type of Operation - Annual 2012

Operation	No. of Calls in 2012	Percent of Overall Total	No. of Calls in 2011	No. of Calls in 2010
LAS 01R/L Arrivals	1	0.2%	8	5
LAS 07R/L Arrivals				1
LAS 19R/L Arrivals	7	1.1%	3	1
LAS 25R/L Arrivals	8		4	3
LAS 01R/L Departures	150	22.8%	250	246
LAS 07R/L Departures	75	11.4%	9	61
LAS 19R/L Departures	14		100	59
LAS 25R/L Departures	93	14.1%	69	180
LAS Run-ups	3	0.5%		7
LAS GA			1	
LAS Other				
LAS Total	351	53.3%	444	563
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	8	1.2%	10	10
VGT Other				
VGT Total	8	1.2%	10	10
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	31	4.7%	28	21
HND Other				
HND Total	31	4.7%	28	21
Helicopters**	268	40.7%	75	57
Overall Total	658	100%	557	651



** 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 2012

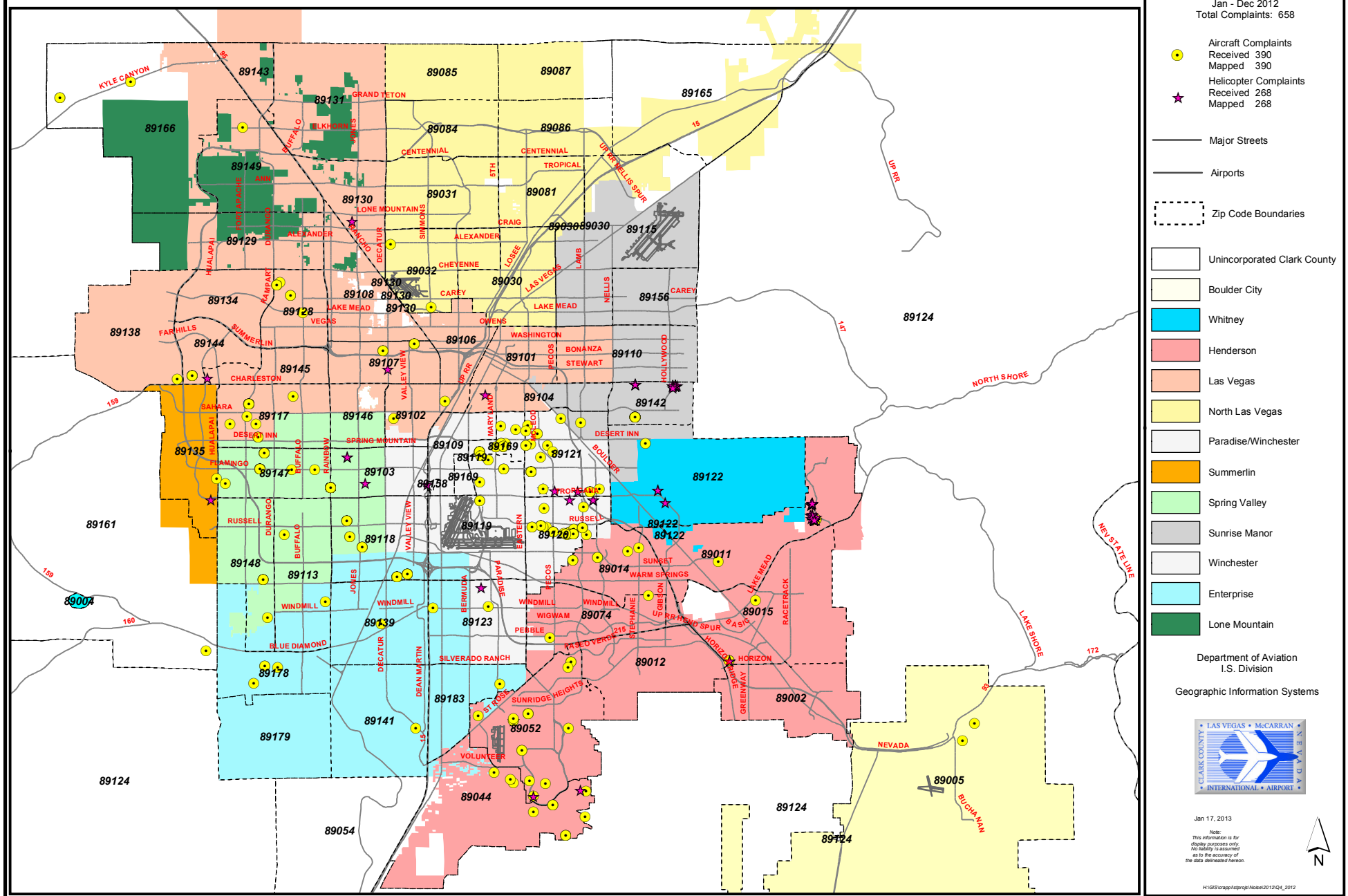
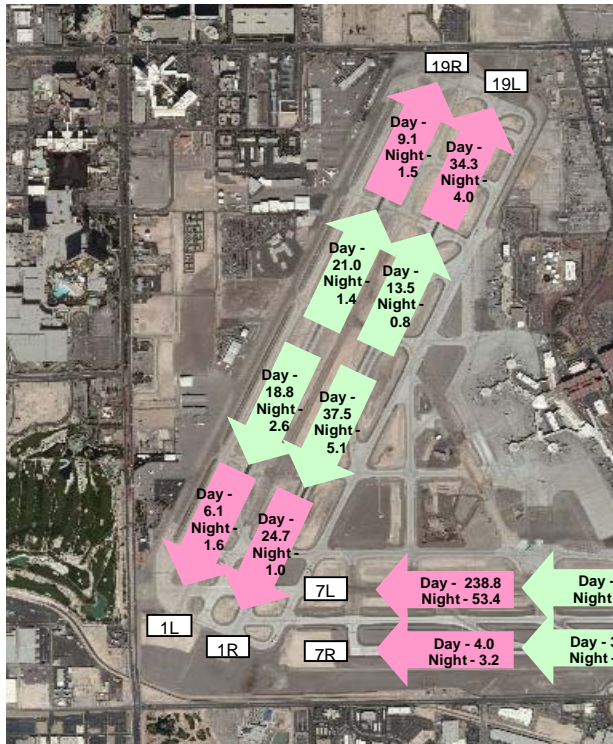


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - Annual 2012



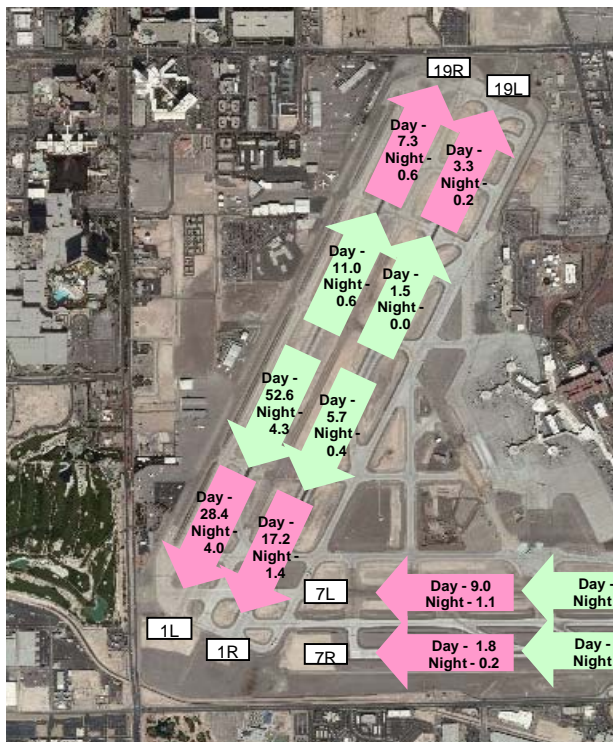
Year	2012		2011		2010	
Daytime Departures	367	85%	401	86%	395	88%
Nighttime Departures	67	15%	65	14%	56	12%
Total Departures	434	100%	467	100%	451	100%

Daytime Arrivals	414	88%	420	88%	416	90%
Nighttime Arrivals	56	12%	55	12%	44	10%
Total Arrivals	469	100%	475	100%	460	100%

Growth	Overall	Daytime	Nighttime
Depts. 2012 vs 2011	-7%	-9%	3%
Depts. 2012 vs 2010	-4%	-7%	19%
Arrivals 2012 vs 2011	-1%	-1%	1%
Arrivals 2012 vs 2010	2%	0%	25%

* 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 2012



Year	2012		2011		2010	
Daytime Departures	76	91%	85	92%	77	92%
Nighttime Departures	8	9%	8	8%	6	8%
Total Departures	84	100%	93	100%	83	100%

Daytime Arrivals	90	93%	91	94%	92	95%
Nighttime Arrivals	7	7%	6	6%	4	5%
Total Arrivals	97	100%	97	100%	96	100%

Growth	Overall	Daytime	Nighttime
Depts. 2012 vs 2011	-10%	-11%	1%
Depts. 2012 vs 2010	1%	-1%	20%
Arrivals 2012 vs 2011	0%	-1%	8%
Arrivals 2012 vs 2010	1%	-1%	48%

** 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 2012

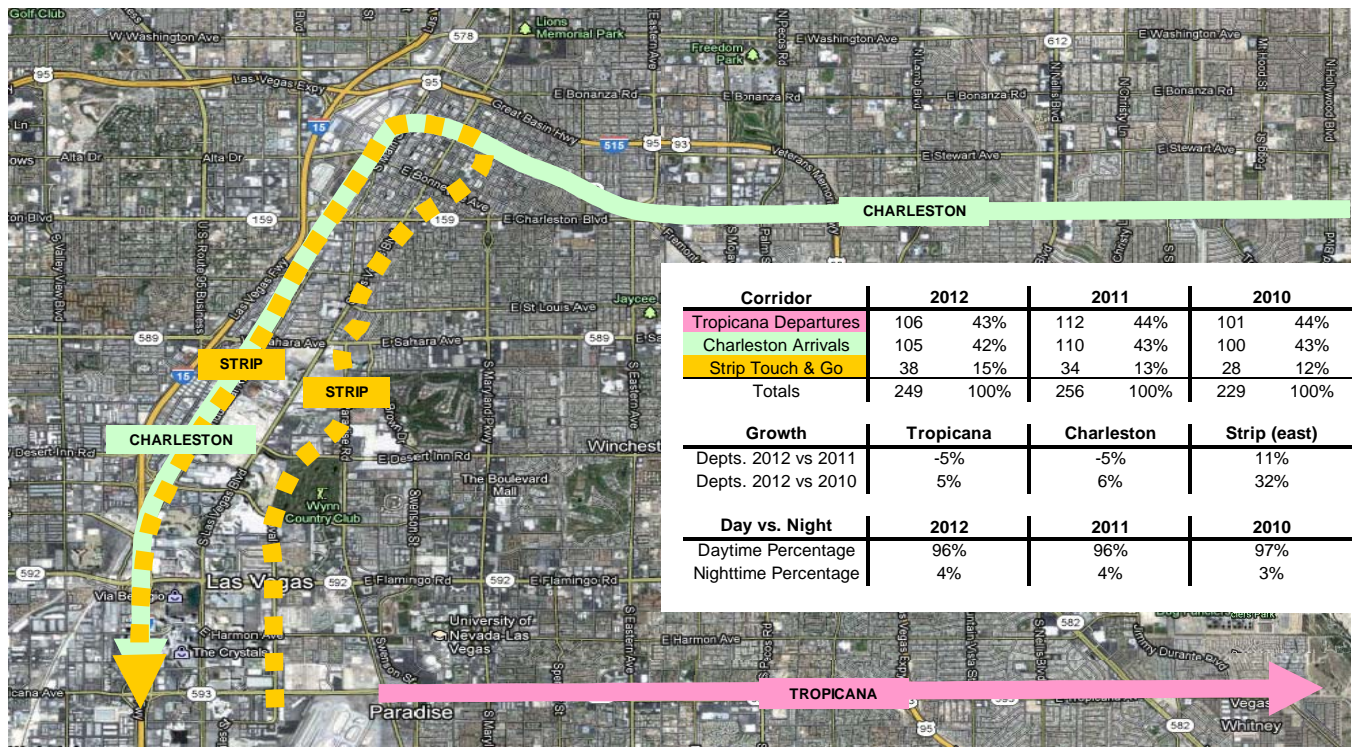
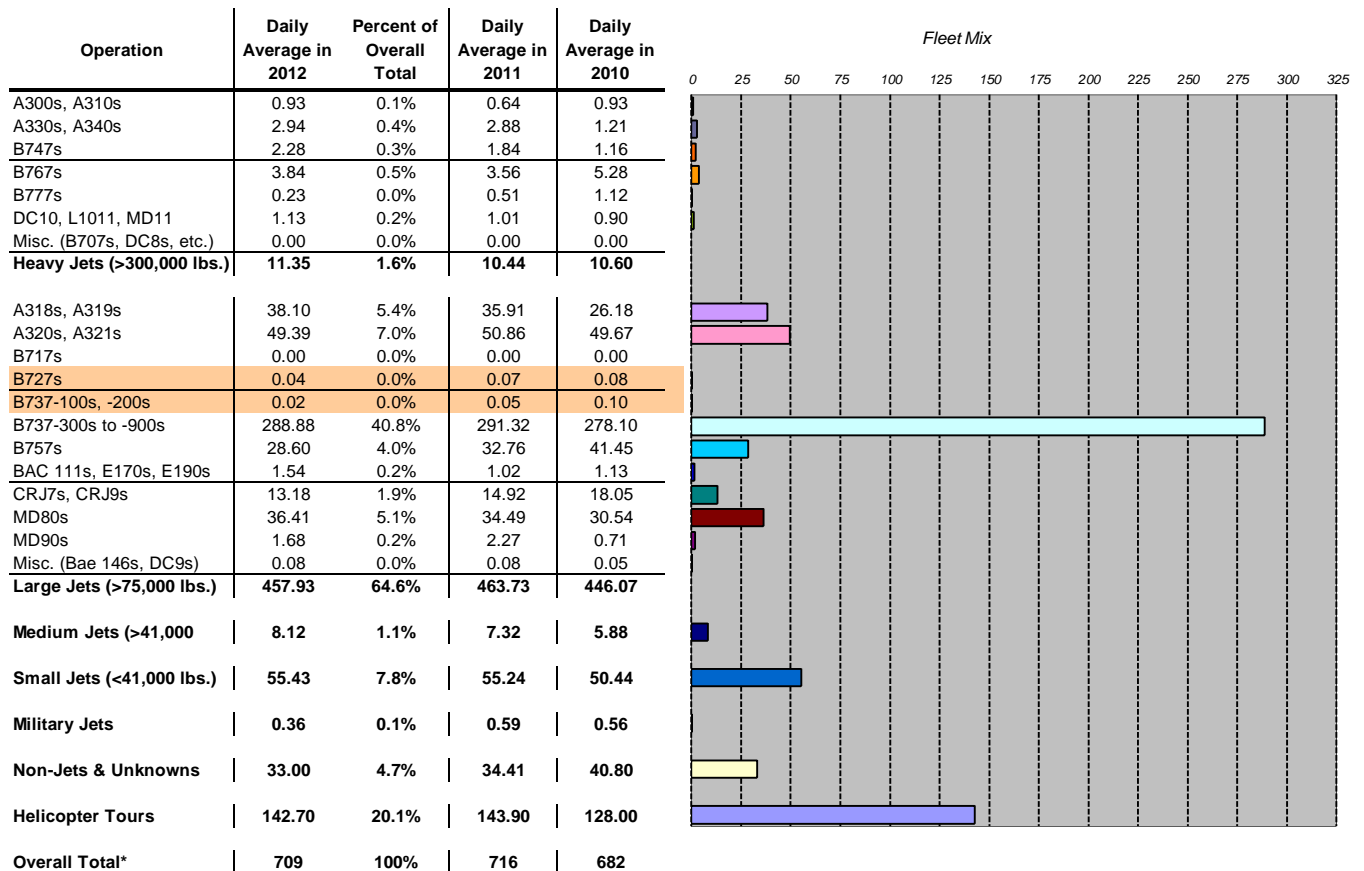


Exhibit 7: LAS Aircraft Arrival Fleet Mix* - Annual 2012



* 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 2012 to 2010

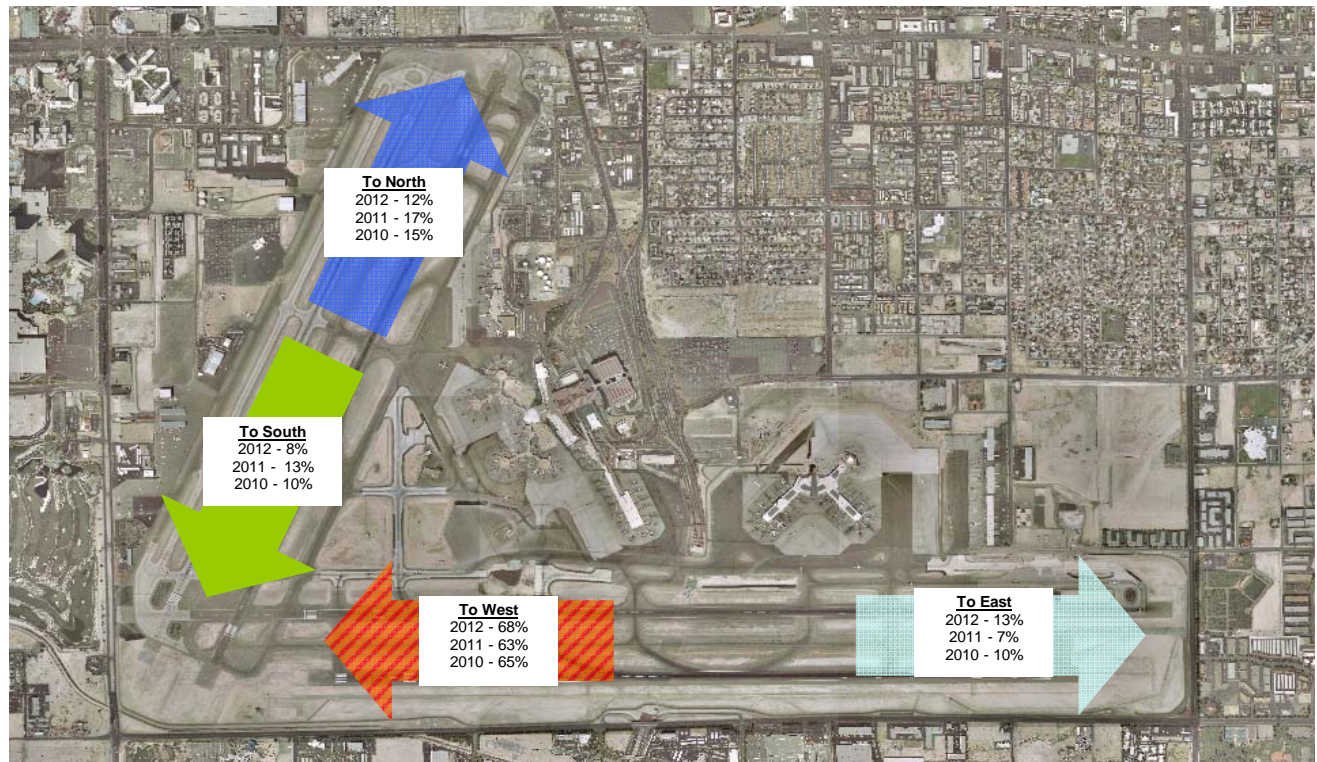
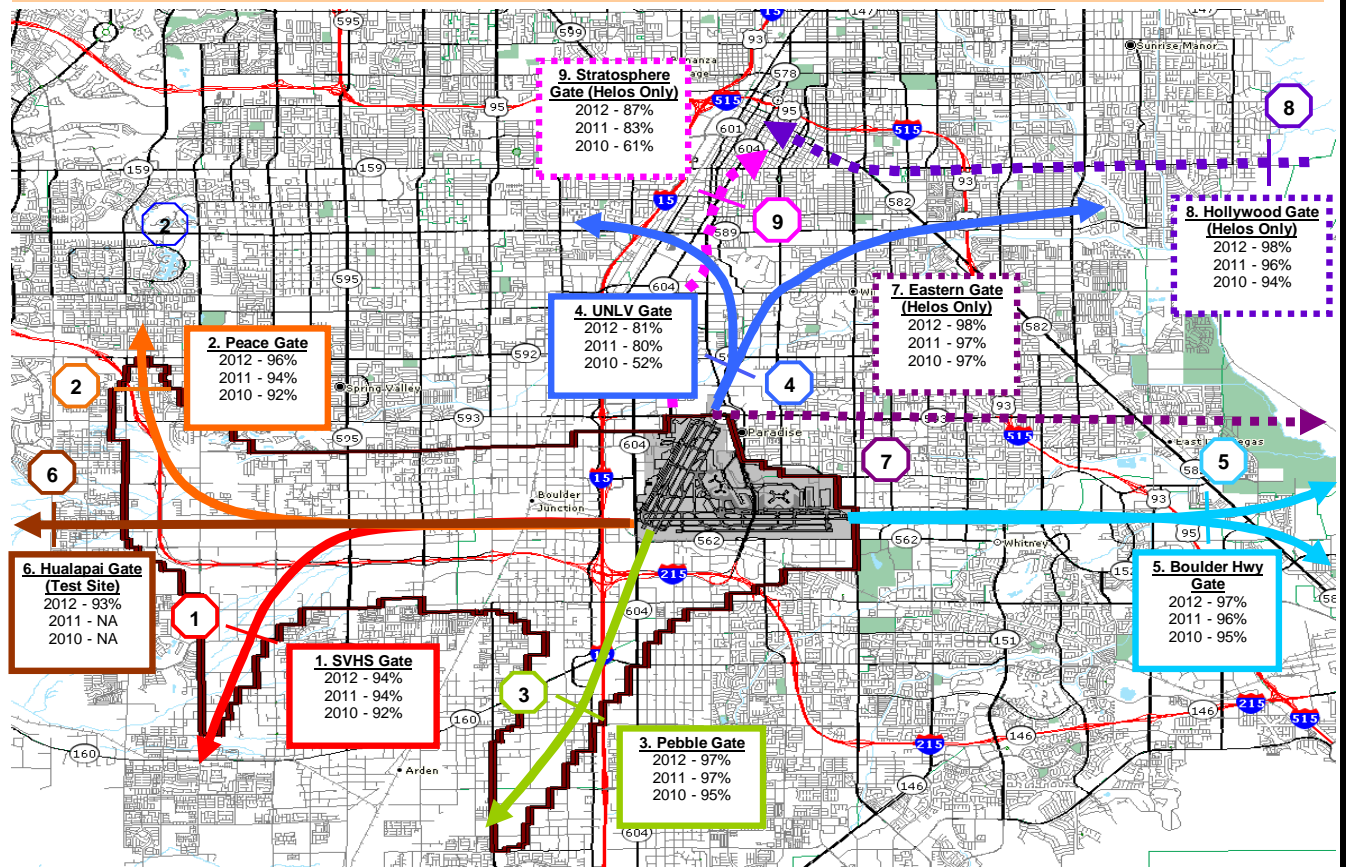


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - Annual 2012



* 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 - 2010 through 2012

Year	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Average No. of Calls per Caller
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	
2011 Number of Calls	129	82	69	32	32	18	13	10	28	52	42	50	557	2.5
2011 Number of Callers	71	35	31	13	12	4	7	5	16	14	12	6	226	
2010 Number of Calls	42	39	108	60	66	27	32	46	15	96	62	58	651	2.4
2010 Number of Callers	11	15	36	17	28	18	19	20	6	41	36	19	266	

Total Calls by Month

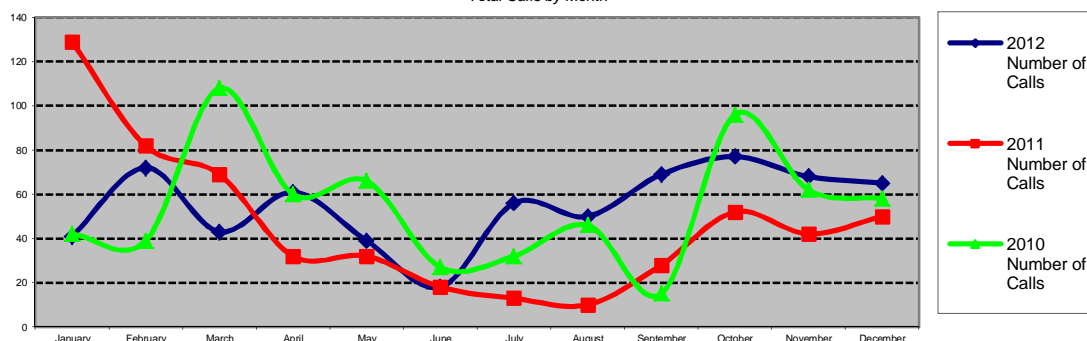


Exhibit 11: Total Monthly Calls by Time of Day - Annual 2012

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.)	39	58	40	55	32	16	49	43	62	66	62	58	580	88.0%
Night Hours (10:00 p.m. to 6:59 a.m.)	2	14	3	6	7	2	7	7	7	11	6	7	79	12.0%
Total	41	72	43	61	39	18	56	50	69	77	68	65	659	100.0%

Exhibit 12: Total Monthly Calls by Airport/Operation - Annual 2012

Airport	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percent
McCarran International	25	58	17	24	23	10	36	22	42	43	21	30	351	53.3%
North Las Vegas	2	2	1	1	1	0	0	0	1	0	0	0	8	1.2%
Henderson Executive	1	3	4	2	2	1	1	1	3	4	1	8	31	4.7%
Helicopter	13	9	21	34	13	7	19	27	22	30	46	27	268	40.7%
Total	41	72	43	61	39	18	56	50	68	77	68	65	658	100.0%

Total Calls by Airport/Operation

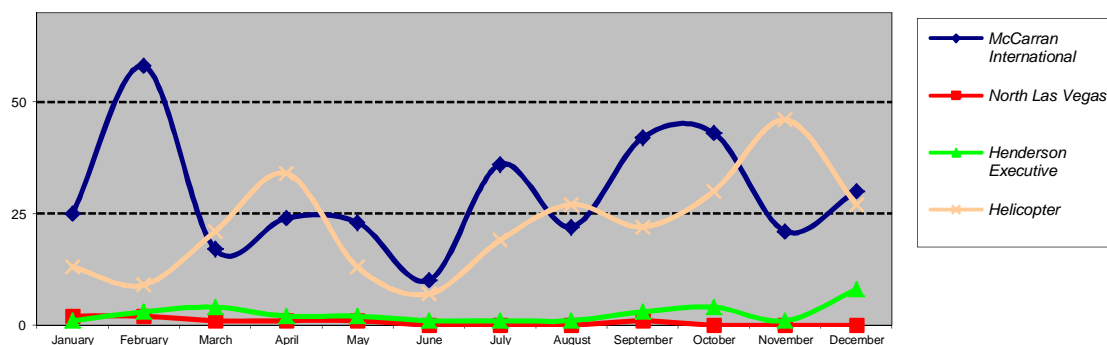


Exhibit 13: Total Monthly Calls by Community - Annual 2012

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	2	0	0	0	0	0	0	0	0	2	0.3%
City of Henderson	9	9	23	31	15	10	26	28	24	27	30	18	250	38.0%
City of Las Vegas	4	17	7	2	2	0	3	8	3	5	3	1	55	8.4%
City of North Las Vegas	0	0	1	1	0	0	0	0	0	0	0	0	2	0.3%
Enterprise	0	1	1	1	0	0	0	3	5	5	7	1	24	3.6%
Lone Mountain	1	0	0	0	1	0	1	0	1	1	0	0	5	0.8%
Paradise & Winchester	7	20	1	8	7	7	21	7	20	18	4	11	131	19.9%
Spring Valley	17	15	9	14	10	1	1	4	13	13	5	21	123	18.7%
Summerlin	1	0	0	0	0	0	0	0	0	0	1	0	2	0.3%
Sunrise Manor	0	10	1	2	3	0	4	0	1	7	18	13	59	9.0%
Whitney	1	0	0	0	1	0	0	0	1	1	0	0	4	0.6%
Location unknown	1	0	0	0	0	0	0	0	0	0	0	0	1	0.2%
Overall Total	41	72	43	61	39	18	56	50	68	77	68	65	658	100%

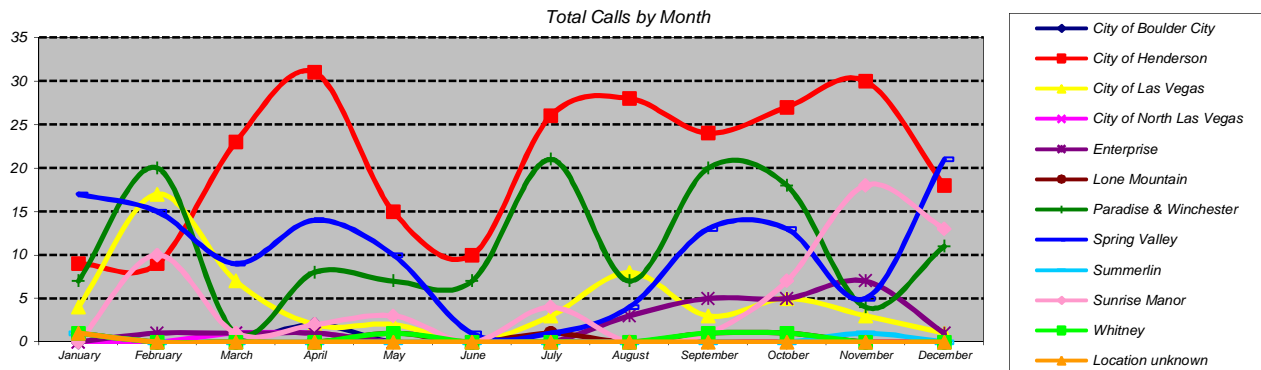


Exhibit 14: Total Monthly Calls by LAS Operation - Annual 2012

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	0	0	0	1	0	0	0	0	0	1	0.3%
LAS 07R/L Arrivals	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
LAS 19R/L Arrivals	0	1	0	0	0	0	2	1	0	1	2	0	7	2.0%
LAS 25R/L Arrivals	0	0	0	2	0	2	0	0	0	1	2	1	8	2.3%
LAS 01R/L Departures	22	22	7	15	16	1	6	3	8	26	2	22	150	42.7%
LAS 07R/L Departures	0	16	0	0	3	4	24	5	19	1	2	1	75	21.4%
LAS 19R/L Departures	0	1	1	0	0	0	0	1	3	2	6	0	14	4.0%
LAS 25R/L Departures	3	18	9	7	4	0	3	12	12	12	7	6	93	26.5%
LAS Run-ups	0	0	0	0	0	3	0	0	0	0	0	0	3	0.9%
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	0	0	0	0.0%
LAS Total	25	58	17	24	23	10	36	22	42	43	21	30	351	100.0%

