

MEMORANDUM

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Director

DEPARTMENT OF AVIATION

TO: DISTRIBUTION Digitally signed by George C. Sims

FROM: GEORGE C. SIMS, PLANNER AND ANTHONY PERKINS, MANAGEMENT ANALYST

SUBJECT: APRIL THROUGH JUNE 2020 COMPLAINT AND LAND USE REVIEW REPORTS

DATE: JULY 24, 2020

Attached for your review are the Clark County Department of Aviation's (CCDOA) Monthly Noise Complaint and Land Use Review Reports for April through June 2020. Please note the following airport abbreviations: **McCarran 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.

Added in 2019, Exhibits 10 through 17 summarize the CCDOA review of land use applications submitted to the Clark County Comprehensive Planning Department, as well as the Cities of North Las Vegas, Las Vegas, and Henderson. Applications may be issued a comment based on CCDOA concerns.

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

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.

Monthly Noise Complaint Summaries

April 2020: 39 total complaints - a 61% decrease from 2019 and a 39% increase from 2018. On average, each caller (or household) issued 7.8 calls. The most calls received from one household totaled 35.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Spring Valley** community issued 36 calls (92%). This community is typically impacted by aircraft departing to the west (from Runway 26R and Runway 26L) and by aircraft departing to the north (from Runway 01R and Runway 01L) that turn left (to the west and south).

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

Repeat Caller Impact: One household issued 90% of the total calls.

Calls by Operation - (Exhibit 2)

LAS: 97% of the total calls were due to **LAS** fixed-wing operations.

- 46% were due to departures to the north from Runways 01L and 01R (94% from one household).
- 46% were due to departures to the west from Runways 26L and 26R (100% from one household which is the same household that issued 46% of the calls from LAS Runways 01L and 01R).

VGT: 3% of the total calls were due to **VGT** fixed-wing operations.

HND: 0% 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: 132 daily *departures* – a 74% decrease from 2019 and 74% decrease from 2018.

- 80% of departures were to the west, 13% north, 5% south, and 1% east.

132 daily *arrivals* – a 74% decrease from 2019 and 74% decrease from 2018.

- 82% of arrivals were from the east, 11% south, 6% north, and 1% west.

Daytime: 113 daily *departures* – a 73% decrease from 2019 and 72% decrease from 2018.
▪ 79% of departures were to the west, 14% north, 6% south, and 1% east.
119 daily *arrivals* – a 73% decrease from 2019 and a 73% decrease from 2018.
▪ 81% of arrivals were from the east, 12% south, 6% north, and 1% west.

Nighttime: 19 daily *departures* – a 80% decrease from 2019 and 81% decrease from 2018.
▪ 90% of departures were to the west, 6% north, 3% south, and 1% east.
13 daily *arrivals* – a 82% decrease from 2019 and a 84% decrease from 2018.
▪ 90% of arrivals were from the east, 5% south, 3% north, and 2% west.

Daytime vs. Nighttime: Approximately 85% of all *departures* and 90% of all *arrivals* occurred during the daytime hours.

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

Overall: 21 daily *departures* – a 79% decrease from 2019 and 82% decrease from 2018.
▪ 45% of departures were to the south, 37% west, 17% north, and 1% east.
19 daily *arrivals* – an 81% decrease from 2019 and 82% decrease from 2018.
▪ 59% of arrivals were from the east, 24% north, 16% south, and 1% west.

Daytime: 17 daily *departures* – an 82% decrease from 2019 and 83% decrease from 2018.
▪ 41% of departures were to the south, 39% west, 19% north, and 1% east.
18 daily *arrivals* – an 81% decrease from 2019 and 82% decrease from 2018.
▪ 61% of arrivals were from the east, 22% north, 16% south, and 1% west.

Nighttime: 4 daily *departures* – a 60% decrease from 2019 and 68 decrease from 2018.
▪ 59% of departures were to the south, 29% west, and 12% north.
2 daily *arrivals* – an 80% decrease from 2019 and 82% decrease from 2018.
▪ 51% of arrivals were from the north, 34% east, and 15% south.

Daytime vs. Nighttime: Approximately 81% of all *departures* and 92% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 0 daily *departures* - a 100% decrease from 2019 and 100% decrease from 2018.

Charleston: 0 daily *arrivals* - a 100% decrease from 2019 and a 100% decrease from 2018.

Strip: 0 daily *touch and go's* - a 100% decrease from 2019 and a 100% decrease from 2018.

Daytime vs. Nighttime: 0% 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 7% 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 81% of the daily traffic.

Medium: *Medium* turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 2% of the daily traffic.

Small: *Small* turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 5% 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 6% of the daily traffic.

Helos: *Touring helicopters* accounted for 0% of the daily traffic.

Noisier Aircraft Types: The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft accounted for 0% of the daily traffic.

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

Primary: In 2020, 80% departed to the *west* (from LAS's primary departure runways). This figure was 60% in 2019 and 64% in 2018.

Secondary: In 2020, 5% departed to the *south* (from LAS's secondary departure runways). This figure was 6% in 2019 and 3% in 2018.

Alternate 1: In 2020, 13% departed to the *north* (from LAS's alternate departure runways). This figure was 32% in 2019 and 26% in 2018.

Alternate 2: In 2020, 1% departed to the *east* (from LAS's alternate departure runways). This figure was 3% in 2019 and 8% in 2018.

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

SVHS: In 2020, 95% 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 99% in 2019 and 98% in 2018.

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 2020, 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 97% in 2019 and 95% in 2018.

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 2020, 88% 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 97% in 2019 and 95% in 2018.

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 2020, 72% 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 92% in 2019 and 92% in 2018.

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 2020, 87% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 98% in 2019 and 99% in 2018.

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.).

Hualapai: In 2020, 88% of the large air carrier aircraft destined to the Nevada National Security Site that departed to the west were within 0.3 NM of the extended runway centerline, near *Hualapai Way*. This figure was 86% in 2019 and 70% in 2018.

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 26L and 26R. This gate was established in May 2011 along a new noise abatement flight track which requests pilots of aircraft destined to the Nevada National Security Site to proceed runway heading to 7 nautical miles from the Las Vegas VORTAC before turning. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Spanish Trail community and the Summerlin South community).

Eastern: There were no touring helicopters for April destined east of the Las Vegas Valley. This figure was 99% in 2019 and 98% in 2018.

The Eastern Ave. “compliance gate” is located at Tropicana Ave. and Eastern Ave, approximately 2 miles due west of the 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: There were no touring helicopters for April returning from areas east of the Las Vegas Valley. This figure was 99% in 2019 and 98% in 2018.

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: There were no touring helicopters for April providing tours of the Las Vegas Strip. This figure was 99% in 2019 and 99% in 2018.

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: 49 applications were reviewed (a 61% decrease from 2019), with 2 applications (4%) issued at least one comment.

Henderson: 44 applications were reviewed (a 19% increase from 2019), with 5 applications (11%) issued at least one comment.

Las Vegas: 52 applications were reviewed (a 16% decrease from 2019), with 0 applications issued at least one comment.

North Las Vegas: 15 applications were reviewed (0 applications reviewed in 2019), with 2 applications (13%) issued at least one comment.

Land Use Application Comments by Airport Concern – (Exhibit 11)

Clark County: 2 comments were issued, with both comments issued for “noise” concerns.

Henderson: 6 comments were issued, with 3 comments issued for “noise” concerns.

Las Vegas: 0 comments were issued.

North Las Vegas: 2 comments were issued, with both comments issued for “noise” concerns.

Dwelling Units per “Noise,” Commented Application – (Exhibit 12)

Clark County: 306 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 298 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 0 comments were issued.

North Las Vegas: 834 dwelling units were proposed in the commented applications, just outside the AEOD.

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

Henderson: 1 application was denied and/or opposed in person. DRA-2020005294; Parcel: 191-03-211-001; Residential; Reason for denial recommendation: One-half mile west of, and directly beneath preferred touch and go flight patterns for HND. Will be opposing in person if the application progresses to the City Council and/or Planning Commission. Currently at a staff review level.

The information denoted in this monthly summary represents **typical** residential complaints, (with the exception of the number of complaints from one household), flight activity, (with the exception of total decreased flights), fleet mix, and gate compliance. The overall decrease in traffic levels is associated with the COVID-19 Pandemic.

May 2020: 24 total complaints - a 78% decrease from 2019 and a 47% decrease from 2018. On average, each caller (or household) issued 3.4 calls. The most calls received from one household totaled 15.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Spring Valley** community issued 18 calls (75%). (See April 2020 synopsis of typical aircraft overflight impacts on this community.)

Minority (between 10% and 50%): The **Enterprise** communities issued 4 calls (17%). This community is typically impacted by aircraft departing to the south (from Runway 19L and Runway 19R).

Repeat Caller Impact: One household issued 63% of the total calls.

Calls by Operation - (Exhibit 2)

- LAS:** 92% of the total calls were due to **LAS** fixed-wing operations.
- 67% were due to departures to the north from Runways 01L and 01R (75% from one household).
 - 13% were due to departures to the west from Runways 26L and 26R (100% from one household, which is the same household that issued 75% of the calls from LAS Runways 01L and 01R).
- VGT:** 0% of the total calls received were due to **VGT** fixed-wing operations (92% from one household).
- HND:** 8% 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:** 136 daily *departures* – a 74% decrease from 2019 and 73% decrease from 2018.
- 67% of departures were to the west, 22% north, and 11% south.
- 138 daily *arrivals* – a 73% decrease from 2019 and 73% decrease from 2018.
- 76% of arrivals were from the east, 13% north, and 11% south.
- Daytime:** 128 daily *departures* – a 69% decrease from 2019 and 68% decrease from 2018.
- 66% of departures were to the west, 22% north, and 11% south.
- 132 daily *arrivals* – a 70% decrease from 2019 and a 70% decrease from 2018.
- 75% of arrivals were from the east, 14% north, and 11% south.
- Nighttime:** 8 daily *departures* – a 93% decrease from 2019 and 92% decrease from 2018.
- 78% of departures were to the west, 16% north, and 6% south.
- 6 daily *arrivals* – a 92% decrease from 2019 and a 93% decrease from 2018.
- 94% of arrivals were from the east, 3% south, and 3% north.

Daytime vs. Nighttime: Approximately 94% of all *departures* and 96% of all *arrivals* occurred during the daytime hours.

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

- Overall:** 37 daily *departures* – a 69% decrease from 2019 and 70% decrease from 2018.
- 68% of departures were to the south, 19% north, 12% west, and 1% east.
- 33 daily *arrivals* – a 72% decrease from 2019 and 71% decrease from 2018.
- 64% of arrivals were from the north, 18% east, and 17% south.
- Daytime:** 31 daily *departures* – a 71% decrease from 2019 and 72% decrease from 2018.
- 69% of departures were to the south, 20% north, 11% west, and 1% east.
- 30 daily *arrivals* – a 72% decrease from 2019 and 71% decrease from 2018.
- 64% of arrivals were from the north, 19% east, and 18% south.
- Nighttime:** 6 daily *departures* – a 41% decrease from 2019 and 53% decrease from 2018.
- 67% of departures were to the south, 18% west, 14% north, and 1% east.
- 3 daily *arrivals* – a 64% decrease from 2019 and 68% decrease from 2018.
- 69% of arrivals were from the north, 18% east, 12% south, and 1% west.

Daytime vs. Nighttime: Approximately 83% of all *departures* and 91% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 0 daily *departures* – a 99% decrease from 2019 and a 99% decrease from 2018.

Charleston: 0 daily *arrivals* - a 99% decrease from 2019 and a 99% decrease from 2018.

Strip: 2 daily *touch and go's* – a 98% decrease from 2019 and a 98% decrease from 2018.

Daytime vs. Nighttime: Approximately 91% 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 6% 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 73% of the daily traffic.

Medium: **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 2% 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 8% of the daily traffic.

Helos: **Touring helicopters** accounted for 2% 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 2020, 67% departed to the **west** (from LAS's primary departure runways). This figure was 64% in 2019 and 73% in 2018.

Secondary: In 2020, 11% departed to the **south** (from LAS's secondary departure runways). This figure was 6% in 2019 and 4% in 2018.

Alternate 1: In 2020, 22% departed to the **north** (from LAS's alternate departure runways). This figure was 26% in 2019 and 8% in 2018.

Alternate 2: In 2020, <1% departed to the **east** (from LAS's alternate departure runways). This figure was 4% in 2019 and 15% in 2018.

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

- SVHS:** In 2020, 96% 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 2019 and 98% in 2018. (See April 2020 synopsis for specific location of the SVHS gate.)
- Peace:** In 2020, 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 97% in 2019 and 95% in 2018. (See April 2020 synopsis for specific location of the Peace gate.)
- Pebble:** In 2020, 91% 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 2019 and 97% in 2018. (See April 2020 synopsis for specific location of the Pebble gate.)
- UNLV:** In 2020, 84% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the *UNLV sports complex*. This figure was 94% in 2019 and 96% in 2018. (See April 2020 synopsis for specific location of the UNLV gate.)
- Boulder:** In 2020, 94% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 98% in 2019 and 99% in 2018. (See April 2020 synopsis for specific location of the Boulder Hwy. gate.)
- Hualapai:** There were no large air carrier aircraft destined to the Nevada National Security Site in May 2020. This figure was 85% in 2019 and 71% in 2018. (See April 2020 synopsis for specific location of the Hualapai gate.)
- Eastern:** In 2020, 100% 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 2019 and 95% in 2018. (See April 2020 synopsis for specific location of the Eastern gate.)
- Hollywood:** In 2020, 100% 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 2019 and 97% in 2018. (See April 2020 synopsis for specific location of the Hollywood gate.)
- Stratosphere:** In 2020, 67% 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 2019 and 99% in 2018. (See April 2020 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 45 applications were reviewed (a 67% decrease from 2019), with 1 application (2%) issued at least one comment.

Henderson: 25 applications were reviewed (a 62% decrease from 2019), with 2 applications (8%) issued at least one comment.

Las Vegas: 67 applications were reviewed (a 49% decrease from 2019), with 0 applications issued at least one comment.

North Las Vegas: 8 applications were reviewed (an 83% decrease from 2019), with 1 application (13%) issued at least one comment.

Land Use Application Comments by Airport Concern – (Exhibit 11)

Clark County: 1 comment was issued, with 0 comments issued for “noise” concerns.

Henderson: 3 comments were issued, with 0 comments issued for “noise” concerns.

Las Vegas: 0 comments were issued.

North Las Vegas: 1 comment was issued, with 1 comment issued for “noise” concerns.

Dwelling Units per “Noise,” Commented Application – (Exhibit 12)

Clark County: 0 dwelling units were proposed in the commented applications.

Henderson: 0 dwelling units were proposed in the commented applications.

Las Vegas: 0 comments were issued.

North Las Vegas: 239 dwelling units were proposed in the commented applications, just outside the AEOD.

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

0 applications were denied and/or opposed in person.

The information denoted in this monthly summary represents **typical** residential complaints, (with the exception of the number of complaints from one household), flight activity, (with the exception of total decreased flights, and departures to the north), fleet mix, and gate compliance. The overall decrease in traffic levels were associated with the COVID-19 Pandemic. The overall reduced traffic levels also enabled utilization of a more basic runway configuration, resulting in a higher percentage of departures to the north.

June 2020: 23 total complaints – a 67% decrease from 2019 and a 58% decrease from 2018. On average, each caller (or household) issued 2.9 calls. The most calls received from one household totaled 14.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Enterprise** communities issued 14 calls (61%). (See May 2020 synopsis of typical aircraft overflight impacts on this community.)

Minority (between 10% and 50%): The **Spring Valley** community issued 4 calls (18%). (See April 2020 synopsis of typical aircraft overflight impacts on this community.)

The **City of Henderson** community issued 3 calls (13%). This community is typically impacted by aircraft departing to the east (from Runway 08R and Runway 08L), and helicopter tour operations operating from HND.

Repeat Caller Impact: One household issued 61% of the total calls.

Calls by Operation - (Exhibit 2)

- LAS:** 83% of the total calls were due to **LAS** fixed-wing operations.
- 61% were due to arrivals from the west headed east for Runways 26L and 26R (100% from one household).
- VGT:** 4% of the total calls received were due to **VGT** fixed-wing operations (92% from one household).
- HND:** 13% 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** - (Exhibits 4)

- Overall:** 207 daily *departures* – a 60% decrease from 2019 and 60% decrease from 2018.
- 69% of departures were to the west, 17% south, 9% north, and 5% east.
- 208 daily *arrivals* – a 60% decrease from 2019 and 61% decrease from 2018.
- 70% of arrivals were from the east, 20% north, 7% south, and 3% west.
- Daytime:** 192 daily *departures* – a 52% decrease from 2019 and 53% decrease from 2018.
- 68% of departures were to the west, 17% south, 9% north, and 5% east.
- 195 daily *arrivals* – a 55% decrease from 2019 and 55% decrease from 2018.
- 69% of arrivals were from the east, 20% north, 8% south, and 3% west.
- Nighttime:** 15 daily *departures* – an 88% decrease from 2019 and 86% decrease from 2018.
- 82% of departures were to the west, 12% south, and 6% north.
- 13 daily *arrivals* – an 85% decrease from 2019 and 86% decrease from 2018.
- 89% of arrivals were from the east, 8% north, and 2% south.

Daytime vs. Nighttime: Approximately 93% of all *departures* and 94% of all *arrivals* occurred during the daytime hours.

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

- Overall:** 72 daily *departures* – a 30% decrease from 2019 and 28% decrease from 2018.
- 66% of departures were to the south, 21% west, 9% north, and 4% east.
- 68 daily *arrivals* – a 31% decrease from 2019 and a 29% decrease from 2018.
- 61% of arrivals were from the north, 26% east, 9% south, and 4% west.
 -

Daytime: 62 daily *departures* – a 32% decrease from 2019 and 30% decrease from 2018.
▪ 64% of departures were to the south, 22% west, 9% north, and 5% east.
62 daily *arrivals* – a 31% decrease from 2019 and a 29% decrease from 2018.
▪ 60% of arrivals were from the north, 27% east, 9% south, and 4% west.

Nighttime: 10 daily *departures* – a 7% decrease from 2019 and 10% decrease from 2018.
▪ 80% of departures were to the south, 11% west, and 9% north.
6 daily *arrivals* – a 33% decrease from 2019 and 31% decrease from 2018.
▪ 73% of arrivals were from the north, 20% east, 7% south, and 1% west.

Daytime vs. Nighttime: Approximately 86% of all *departures* and 92% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 7 daily *departures* – a 90% decrease from 2019 and a 91% decrease from 2018.

Charleston: 7 daily *arrivals* - a 90% decrease from 2019 and a 91% decrease from 2018.

Strip: 23 daily *touch and go's* - a 73% decrease from 2019 and a 71% decrease from 2018.

Daytime vs. Nighttime: Approximately 75% 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 5% 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 63% of the daily traffic.

Medium: **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 3% of the daily traffic.

Small: **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 12% 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 8% of the daily traffic.

Helos: **Touring helicopters** accounted for 10% 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 2020, 69% departed to the **west** (from LAS's primary departure runways). This figure was 60% in 2019 and 61% in 2018.

Secondary: In 2020, 17% departed to the **south** (from LAS's secondary departure runways). This figure was 5% in 2019 and 4% in 2018.

Alternate 1: In 2020, 9% departed to the **north** (from LAS's alternate departure runways). This figure was 18% in 2019 and 3% in 2018.

Alternate 2: In 2020, 5% departed to the **east** (from LAS's alternate departure runways). This figure was 18% in 2019 and 32% in 2018.

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

SVHS: In 2020, 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 2019 and 98% in 2018. (See April 2020 synopsis for specific location of the SVHS gate.)

Peace: In 2020, 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 2019 and 96% in 2018. (See April 2020 synopsis for specific location of the Peace gate.)

Pebble: In 2020, 95% 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 2019 and 97% in 2018. (See April 2020 synopsis for specific location of the Pebble gate.)

UNLV: In 2020, 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 2019 and 93% in 2018. (See April 2020 synopsis for specific location of the UNLV gate.)

Boulder: In 2020, 99% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 99% in 2019 and 99% in 2018. (See April 2020 synopsis for specific location of the Boulder Hwy. gate.)

Hualapai: In 2020, 50% of the large air carrier aircraft destined to the Nevada National Security Site that departed to the west were within 0.3 NM of the extended runway centerline, near **Hualapai Way**. This figure was 89% in 2019 and 68% in 2018. (See April 2020 synopsis for specific location of the Hualapai gate.)

Eastern: In 2020, 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 2019 and 98% in 2018. (See April 2020 synopsis for specific location of the Eastern gate.)

Hollywood: In 2020, 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 99% in 2019 and 85% in 2018. (See April 2020 synopsis for specific location of the Hollywood gate.)

Stratosphere: In 2020 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 2019 and 99% in 2018. (See April 2020 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 78 applications were reviewed (a 43% decrease from 2019), with 8 applications (10%) issued at least one comment.

Henderson: 38 applications were reviewed (a 19% increase from 2019), with 1 application (3%) issued at least one comment.

Las Vegas: 50 applications were reviewed (a 21% decrease from 2019), with 0 applications issued at least one comment.

North Las Vegas: 8 applications were reviewed (0 applications reviewed in 2019), with 2 applications (25%) issued at least one comment.

Land Use Application Comments by Airport Concern – (Exhibit 11)

Clark County: 12 comments were issued, with 7 comments issued for “noise” concerns.

Henderson: 1 comment was issued, with 1 comment issued for “noise” concerns.

Las Vegas: 0 comments were issued.

North Las Vegas: 2 comments were issued, with both comments issued for “noise” concerns.

Dwelling Units per “Noise,” Commented Application – (Exhibit 12)

Clark County: 134 dwelling units were proposed in the commented applications within the AEOD. 424 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 530 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 0 comments were issued.

North Las Vegas: 760 dwelling units were proposed in the commented applications, just outside the AEOD.

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

Clark County: 2 applications were denied and/or opposed in person. NZC-20-0289 and related application, TM-20-500096; Parcels: 163-34-501-011, 017, 023, 024; Residential; Reason for denial recommendation: Within the AE60, zone change from RE and C2 to R2 would significantly increase the number of residences impacted by aircraft overflight. Will be opposing in person when the application progresses to the Planning Commission and Board of County Commissioners.

The information denoted in this monthly summary represents **typical** residential complaints, (with the exception of the number of complaints from one household), flight activity, (with the exception of total decreased flights, and departures to the south), fleet mix, and gate compliance. The overall decrease in traffic levels were associated with the COVID-19 Pandemic. The overall reduced traffic levels also enabled utilization of a more basic runway configuration, resulting in a higher percentage of departures to the south.

Other Notable Issues

Metroplex Project: The Federal Aviation Administration (FAA) has issued a Finding of No Significant Impact-Record of Decision for the Las Vegas Metroplex project. The document, as well as the Final Environmental Assessment, are available at: http://www.metroplexenvironmental.com/las_metroplex/las_docs.html. The decision enables the FAA to move forward with the project, which will use cutting-edge satellite navigation to move air traffic more safely and efficiently through the area. While the airspace around Las Vegas is already safe, it's not as efficient as it could be. The FAA addressed the current inefficiencies by implementing new routes that are more direct, automatically separated from each other, and have efficient climb and descent profiles. The project includes McCarran International Airport, North Las Vegas Airport and Henderson Executive Airport. It is one of 11 Metroplex projects nationwide. Prior to making the decision, the FAA conducted a thorough environmental review and extensive public engagement, including 11 public workshops in 2017 and 2019. The agency also held four public comment periods totaling more than 120 days and evaluated and responded to more than 140 comments. The FAA currently plans to implement the procedures in November 2020. The Las Vegas Metroplex environmental website includes Google Earth features that enable people to view current and projected flight paths associated with the project, as well as the noise analysis the FAA conducted at more than 172,000 grid points throughout the project General Study Area. For questions, contact the FAA's Air Traffic Organization, Western Service Center at: 206-231-2420.

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

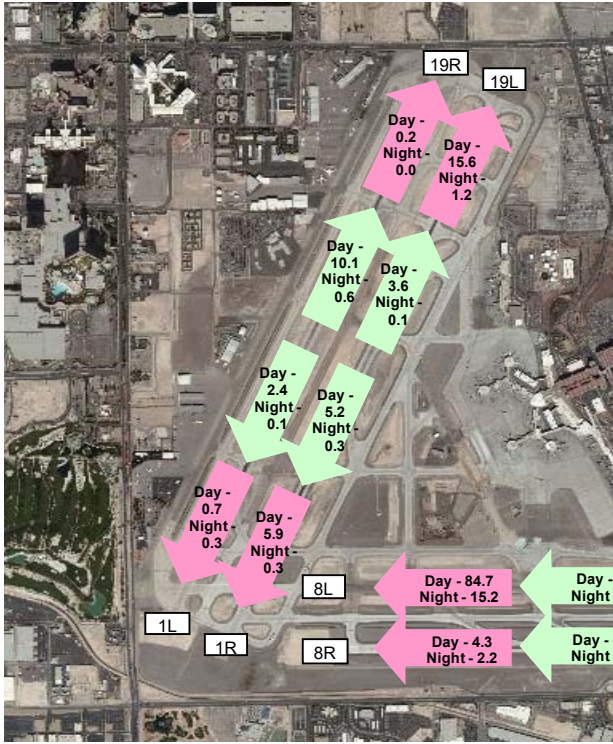
July 24, 2020

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| Mayor Pro Tem Lois Tarkanian (CLV) | San Diego Airport Noise Management |
| Councilman S. Anthony (CLV) | Jeannie Denham (Citizen) |
| Councilman Bob Coffin (CLV) | Judge Bob Johnston (Citizen) |
| Councilman Steven S. Seroka (CLV) | Roy Fuhrmann (Metro Airports Commission) |
| Councilwoman Michele Fiore (CLV) | Tom Schaus (Sundance Helicopters) |
| Councilman Cedric Crear (CLV) | Brooke Satern (Port of Portland) |
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| J. Gordon Arkin (Foley & Lardner) | Stan Shepherd (SEATAC) |
| John Williams (Ricondo) | Eric Sheng (Long Beach Airport) |
| Douglas Pomeroy (FAA ADO) | Jason Schwartz (Portland Airport) |
| La Nea M. Conner (Boeing) | Todd Lobato (Nellis AFB) |
| Mike Jeck (Metro Wash. Air Auth.) | Steven Peacock (Dallas City Hall) |
| Karen Everitt (Dallas City Hall) | William Olivieri (Citizen) |
| Samuel Carter (Harris) | |

Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - April 2020



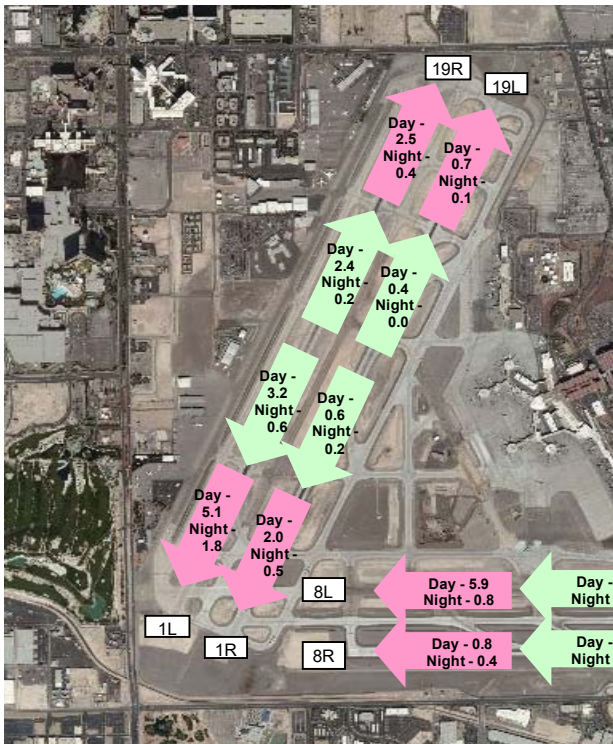
| Year | 2020 | | 2019 | | 2018 | |
|-------------------------|------------|-------------|------------|-------------|------------|-------------|
| Daytime Departures | 113 | 85% | 416 | 81% | 407 | 80% |
| Nighttime Departures | 19 | 15% | 99 | 19% | 102 | 20% |
| Total Departures | 132 | 100% | 515 | 100% | 509 | 100% |

| | | | | | | |
|-----------------------|------------|-------------|------------|-------------|------------|-------------|
| Daytime Arrivals | 119 | 90% | 437 | 86% | 438 | 85% |
| Nighttime Arrivals | 13 | 10% | 73 | 14% | 80 | 15% |
| Total Arrivals | 132 | 100% | 510 | 100% | 518 | 100% |

| Growth | Overall | Daytime | Nighttime |
|-----------------------|---------|---------|-----------|
| Depts. 2020 vs 2019 | -74% | -73% | -80% |
| Depts. 2020 vs 2018 | -74% | -72% | -81% |
| Arrivals 2020 vs 2019 | -74% | -73% | -82% |
| Arrivals 2020 vs 2018 | -74% | -73% | -84% |

* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, 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** - April 2020



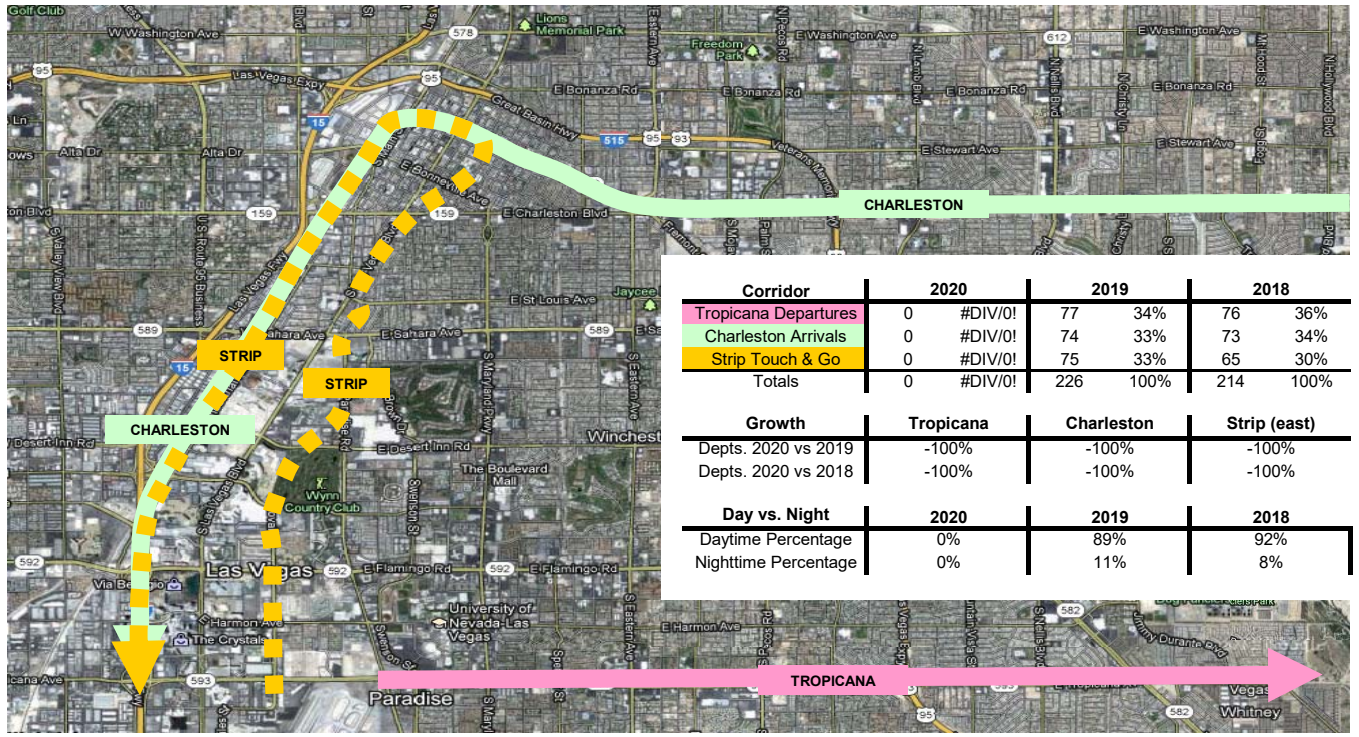
| Year | 2020 | | 2019 | | 2018 | |
|-------------------------|-----------|-------------|------------|-------------|------------|-------------|
| Daytime Departures | 17 | 82% | 93 | 91% | 103 | 90% |
| Nighttime Departures | 4 | 18% | 10 | 9% | 12 | 10% |
| Total Departures | 21 | 100% | 103 | 100% | 115 | 100% |

| | | | | | | |
|-----------------------|-----------|-------------|------------|-------------|------------|-------------|
| Daytime Arrivals | 18 | 92% | 94 | 92% | 99 | 92% |
| Nighttime Arrivals | 2 | 8% | 8 | 8% | 9 | 8% |
| Total Arrivals | 19 | 100% | 102 | 100% | 108 | 100% |

| Growth | Overall | Daytime | Nighttime |
|-----------------------|---------|---------|-----------|
| Depts. 2020 vs 2019 | -79% | -82% | -60% |
| Depts. 2020 vs 2018 | -82% | -83% | -68% |
| Arrivals 2020 vs 2019 | -81% | -81% | -80% |
| Arrivals 2020 vs 2018 | -82% | -82% | -82% |

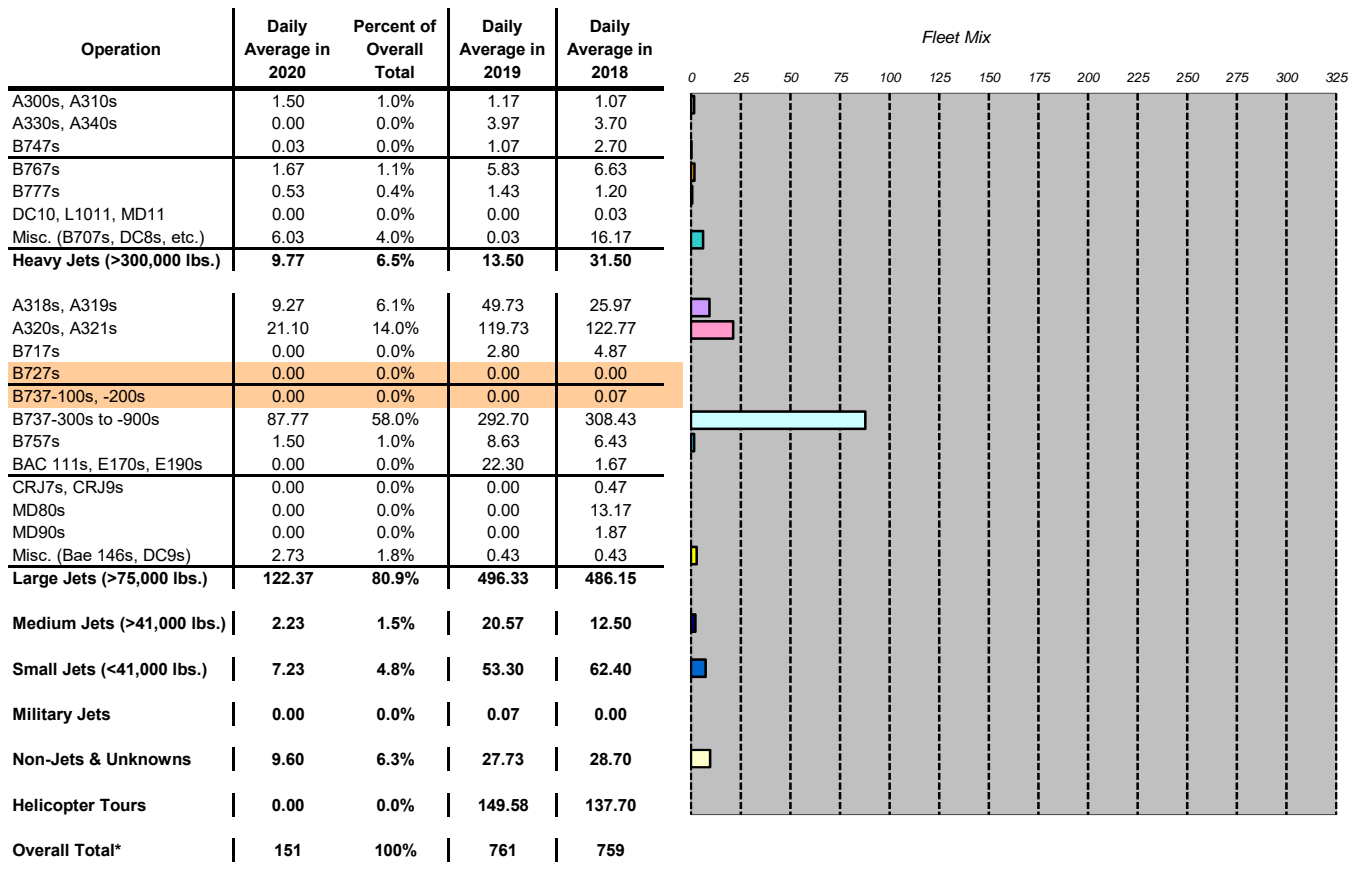
** Aircraft types: All aircraft with a maximum gross take of weight less than 75,000 pounds, excluding helicopters.

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - April 2020



* Helicopter Tours: Note that some operations may originate from facilities besides LAS.

Exhibit 7: LAS Aircraft Arrival Fleet Mix** - April 2020



** 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* - April 2020 to 2018

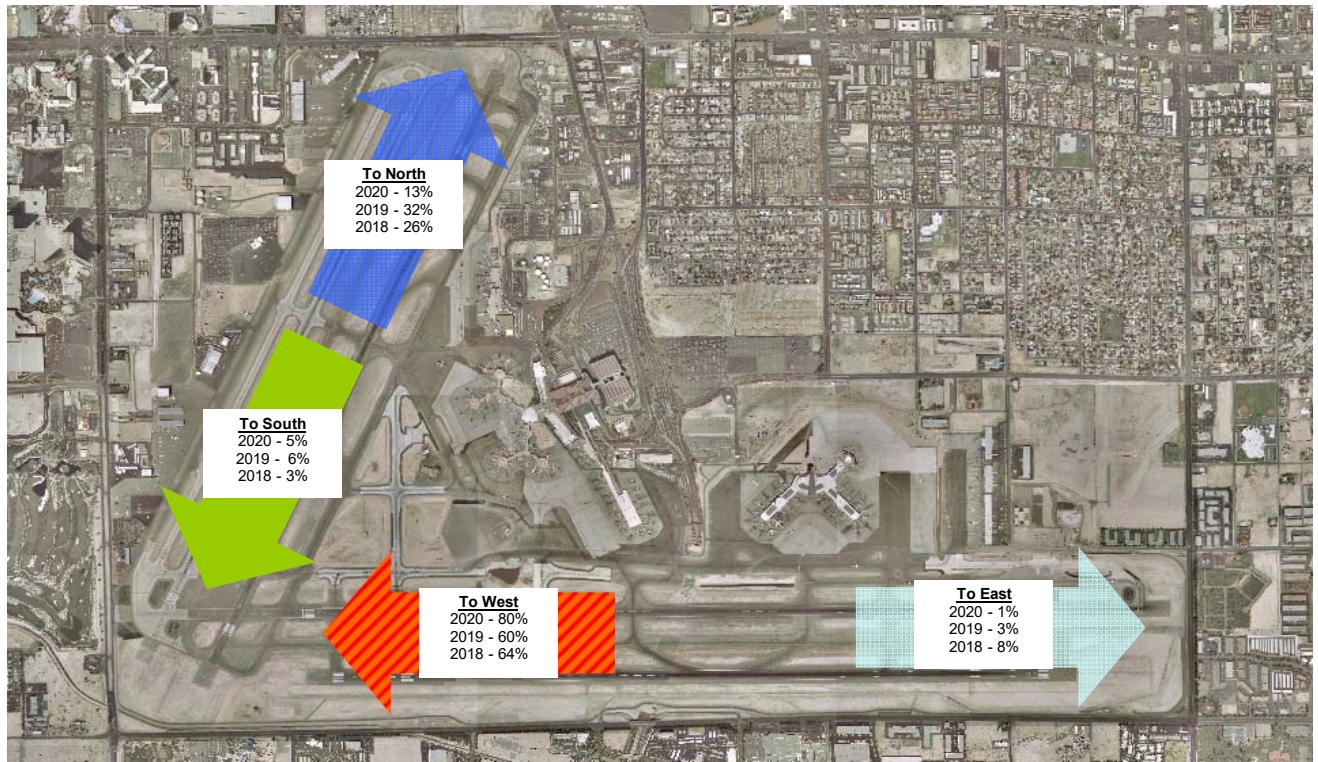
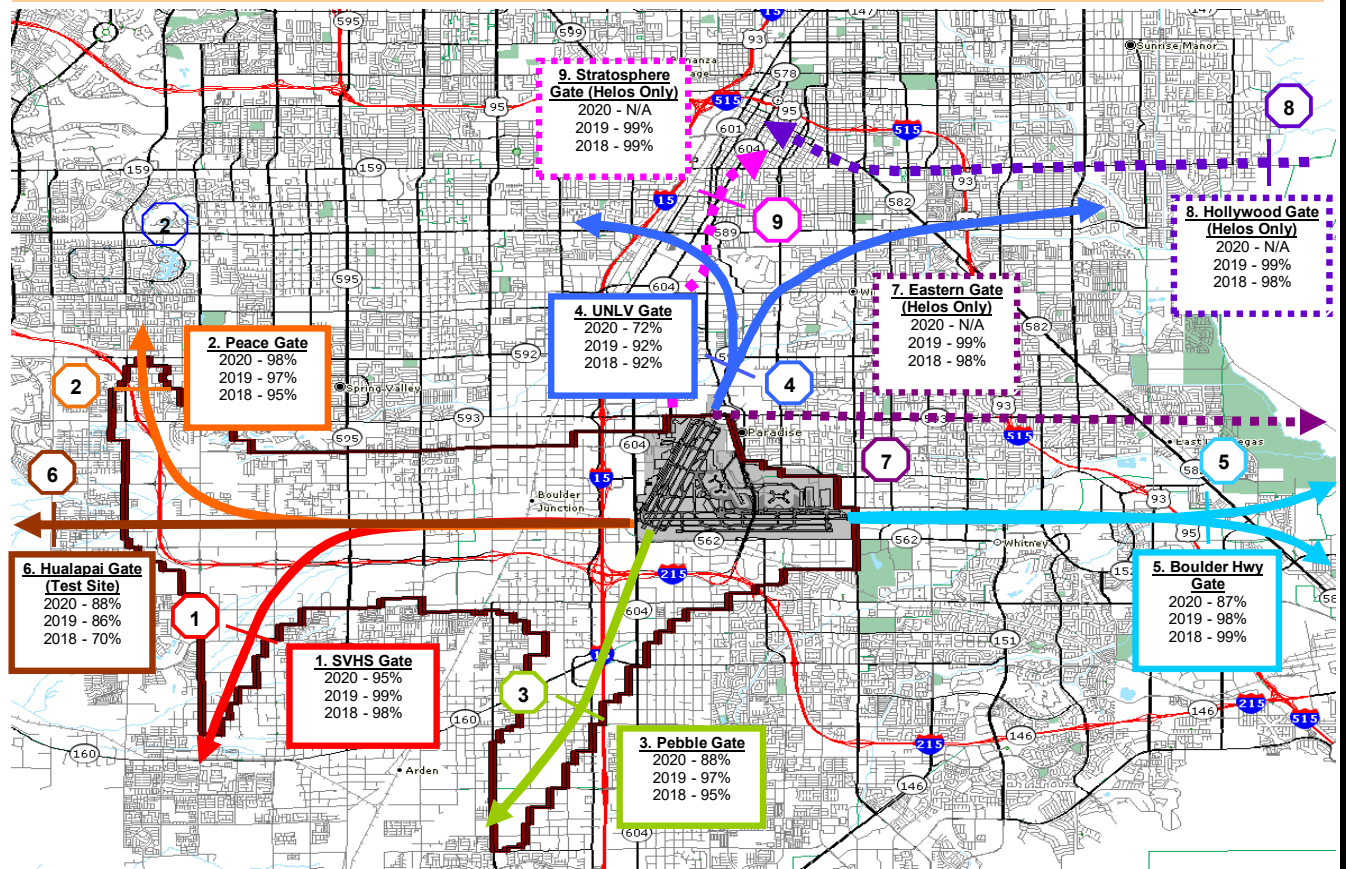


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - April 2020



* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A370, 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 - April 2020

| Land Use Application Review Summary | Clark County | City of Henderson | City of Las Vegas | City of North Las Vegas | 2020 Total | 2019 Total | 2018 Total |
|--|--------------|-------------------|-------------------|-------------------------|------------|------------|------------|
| No. of Land Use Applications Reviewed | 49 | 44 | 52 | 15 | 160 | 223 | N/A |
| No. of Applications where CCDOA Issued a Comment | 2 | 5 | 0 | 2 | 9 | 13 | N/A |
| Percent of Applications where Comment Issued | 4% | 11% | 0% | 13% | 6% | 6% | N/A |

Exhibit 11: Land Use Application Comments by Airport Concern - April 2020

| Summary by Comment Type | Clark County | City of Henderson | City of Las Vegas | City of North Las Vegas | 2020 Total | 2019 Total | 2018 Total |
|--|--------------|-------------------|-------------------|-------------------------|------------|------------|------------|
| Deed Restrictions | 0 | 0 | 0 | 0 | 0 | 0 | N/A |
| Height-Penetrates Part 77 100:1 Surfaces >200' | 0 | 3 | 0 | 0 | 3 | 3 | N/A |
| Height-Penetrates Part 77 PATH-C Surfaces* | 0 | 0 | 0 | 0 | 0 | 1 | N/A |
| Heliport/Helipad | 0 | 0 | 0 | 0 | 0 | 0 | N/A |
| Noisy-Commercial within AEOD** | 0 | 0 | 0 | 0 | 0 | 5 | N/A |
| Noisy-Residential within the AEOD** | 0 | 0 | 0 | 0 | 0 | 0 | N/A |
| Noisy-Residential Just Outside the AEOD** | 2 | 3 | 0 | 2 | 7 | 6 | N/A |
| Total*** | 2 | 6 | 0 | 2 | 10 | 15 | N/A |

* 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* - April 2020

| Dwelling Units Proposed in Commented Applications | Clark County | City of Henderson | City of Las Vegas | City of North Las Vegas | 2020 Total | 2019 Total | 2018 Total |
|---|--------------|-------------------|-------------------|-------------------------|------------|------------|------------|
| Within the AEOD | 0 | 0 | 0 | 0 | 0 | 0 | N/A |
| Just Outside the AEOD | 306 | 298 | 0 | 834 | 1,438 | 657 | N/A |

*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, resulting in the project total counted more than once.

Exhibit 13: Land Use Applications Denied and/or Opposed - April 2020

| Summary of LUA Opposed | Clark County | City of Henderson | City of Las Vegas | City of North Las Vegas | 2020 Total | 2019 Total | 2018 Total |
|------------------------|--------------|-------------------|-------------------|-------------------------|------------|------------|------------|
| Recommend Denial | 0 | 1* | 0 | 0 | 0 | 0 | N/A |
| Opposed at Hearings | 0 | 0 | 0 | 0 | 0 | 0 | N/A |

*Detailed information provided within the written summary portion.

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - April 2020

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 McCarran (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.

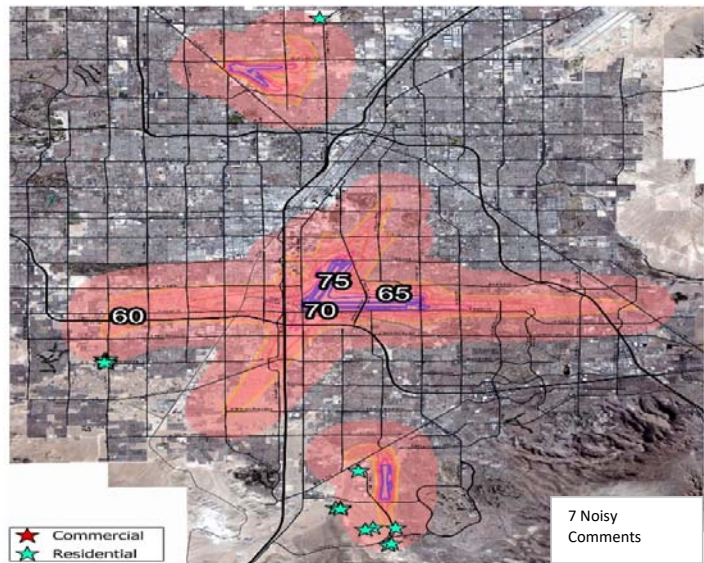


Exhibit 15: Noisy Comments - LAS Detail - April 2020

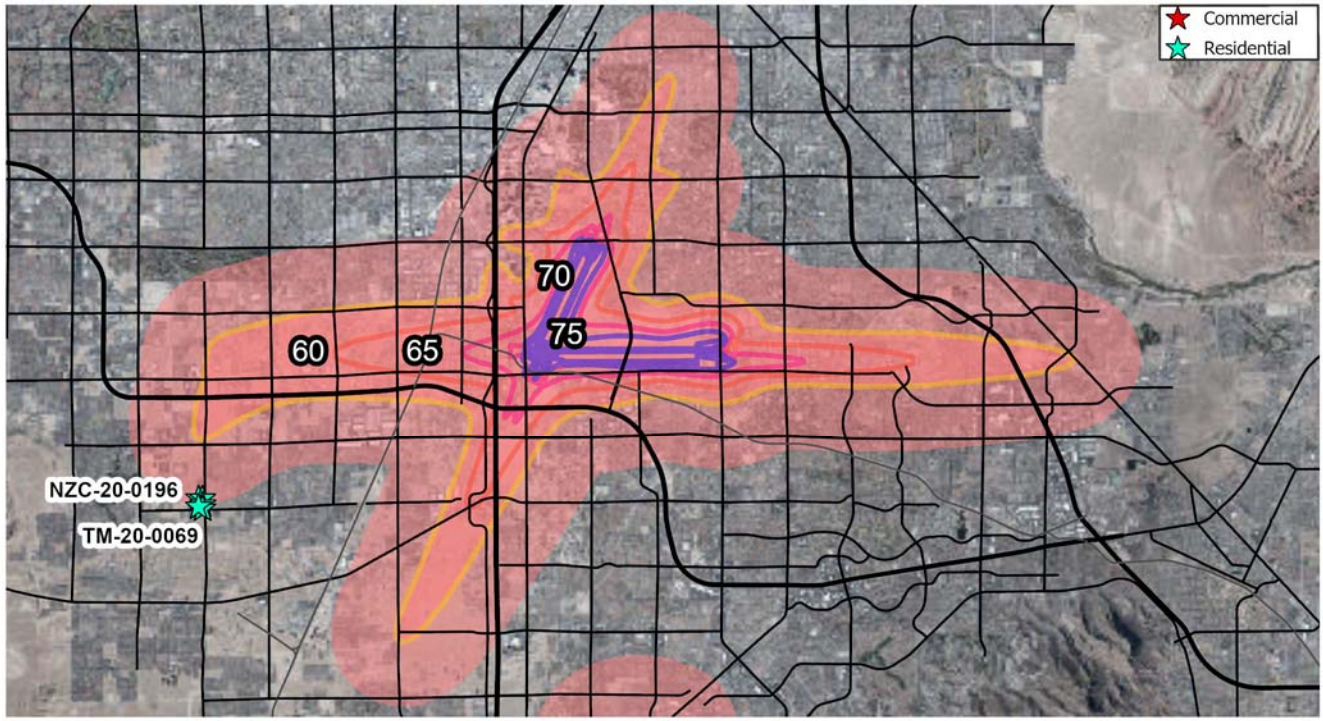


Exhibit 16: Noisy Comments - HND Detail - April 2020

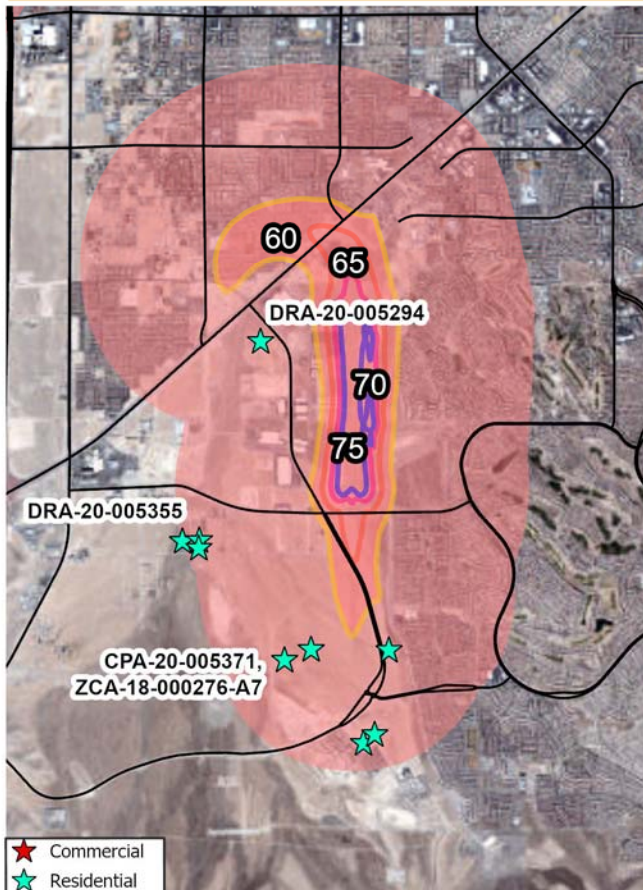


Exhibit 17: Noisy Comments - VGT Detail - April 2020

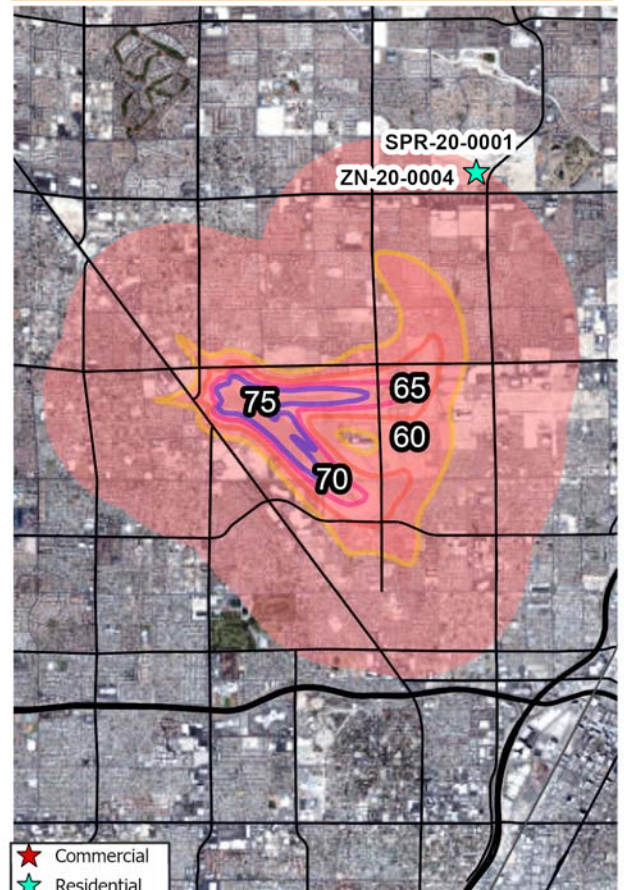
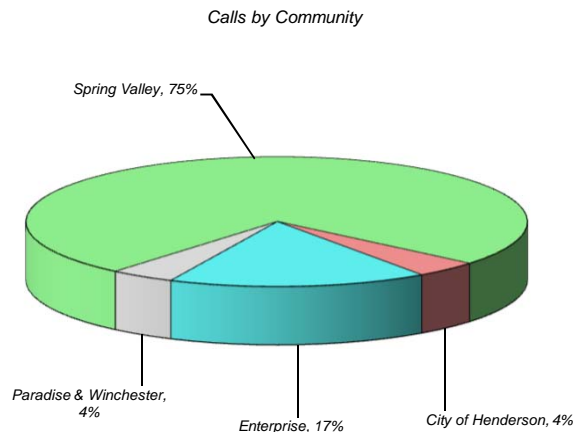


Exhibit 1: Noise Complaint Calls by Community* - May 2020

| Community | No. of Calls in 2020 | No. of Callers in 2020 | No. of Calls in 2019 | No. of Calls in 2018 |
|-------------------------|----------------------|------------------------|----------------------|----------------------|
| City of Boulder City | 1 | 1 | 9 | 5 |
| City of Henderson | | | 2 | 2 |
| City of Las Vegas | | | | 2 |
| City of North Las Vegas | | | | 2 |
| Enterprise | 4 | 2 | 10 | 2 |
| Lone Mountain | | | | |
| Paradise & Winchester | 1 | 1 | 13 | 9 |
| Spring Valley | 18 | 3 | 74 | 24 |
| Summerlin South | | | 1 | 1 |
| Sunrise Manor | | | | |
| Whitney | | | | |
| Location unknown | | | | |
| Overall Total | 24 | 7 | 109 | 45 |



Difference between 2020 and 2019 Total Calls: -78%

Difference between 2020 and 2018 Total Calls: -47%

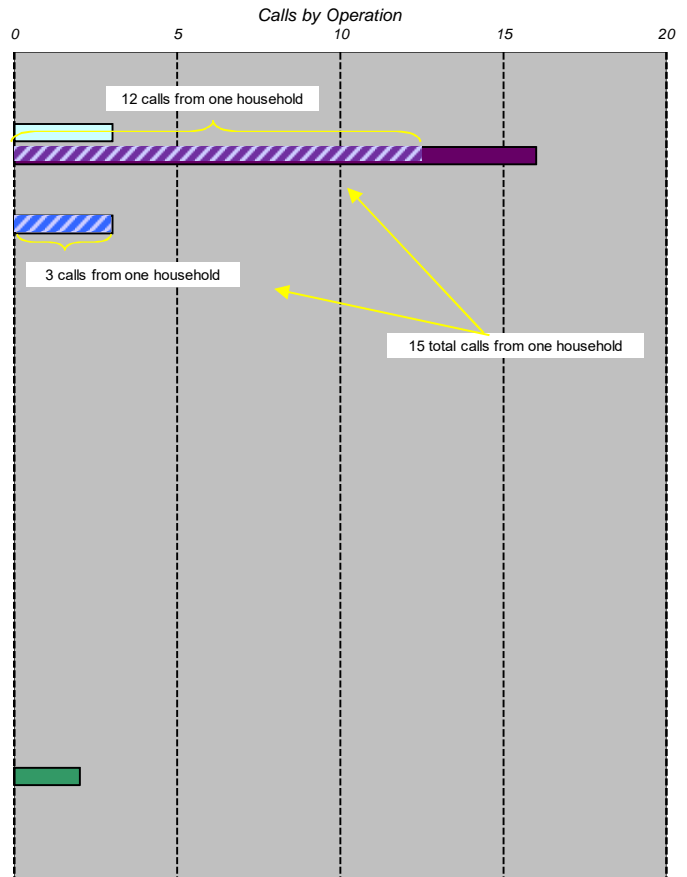
Average Number of Calls per Caller: 3.4

Most calls received from one household: 15

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

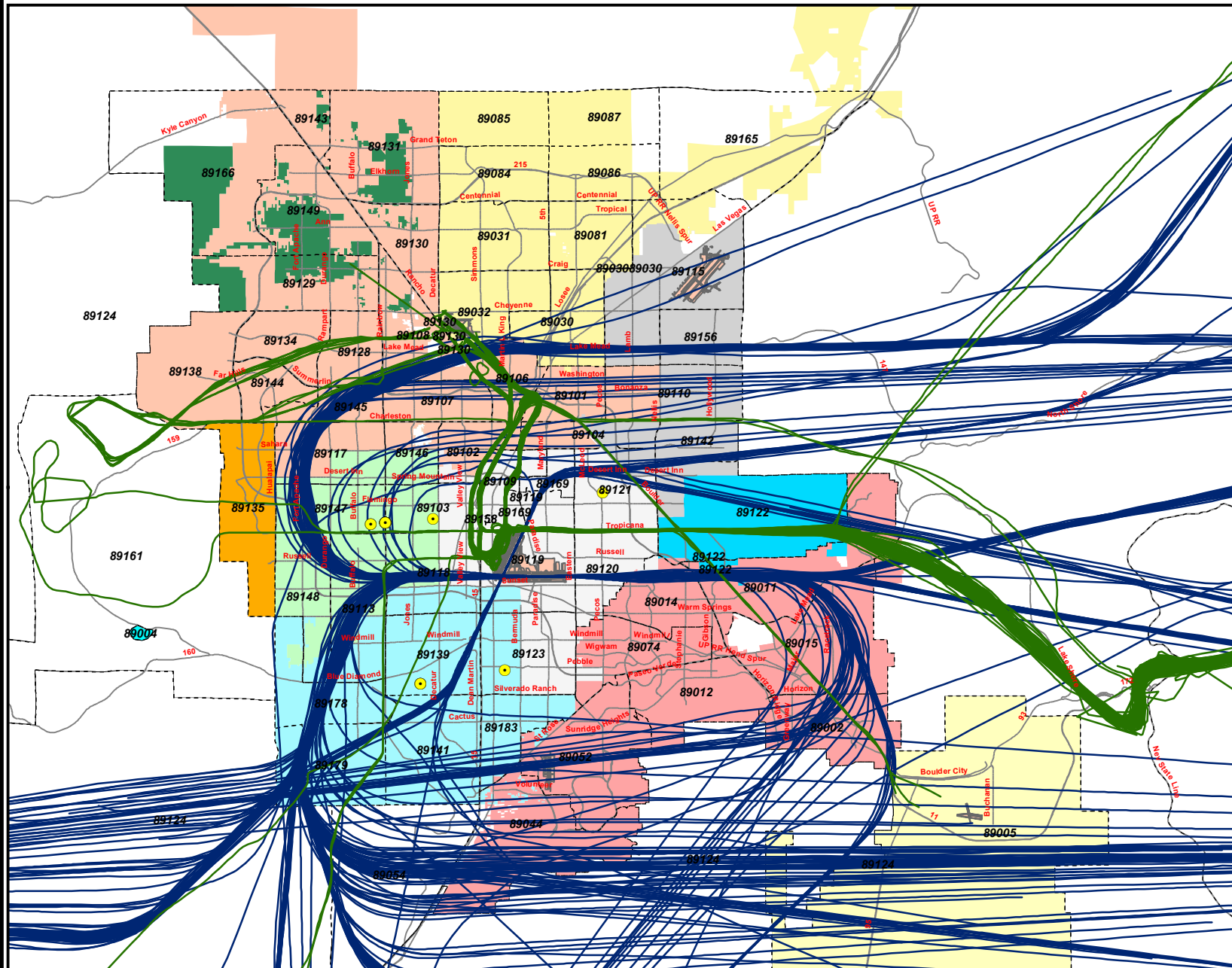
Exhibit 2: Noise Complaint Calls by Type of Operation - May 2020

| Operation | No. of Calls in 2020 | Percent of Overall Total | No. of Calls in 2019 | No. of Calls in 2018 |
|----------------------|----------------------|--------------------------|----------------------|----------------------|
| LAS 01R/L Arrivals | | | 3 | |
| LAS 08R/L Arrivals | | | | |
| LAS 19R/L Arrivals | | | | |
| LAS 26R/L Arrivals | 3 | 12.5% | 6 | |
| LAS 01R/L Departures | 16 | 66.7% | 44 | 11 |
| LAS 08R/L Departures | | | | 1 |
| LAS 19R/L Departures | | | 1 | |
| LAS 26R/L Departures | 3 | 12.5% | 47 | 22 |
| LAS Run-ups | | | | |
| LAS GA | | | | |
| LAS Other | | | | |
| LAS Total | 22 | 91.7% | 101 | 34 |
| 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 | | | 6 | 3 |
| VGT Other | | | | |
| VGT Total | 0 | 0.0% | 6 | 3 |
| HND 17R/L Arrivals | | | | |
| HND 35R/L Arrivals | | | | |
| HND 17R/L Departures | | | | |
| HND 35R/L Departures | | | | |
| HND Run-ups | | | | |
| HND GA | 2 | 8.3% | | 4 |
| HND Other | | | | |
| HND Total | 2 | 8.3% | 0 | 4 |
| Helicopters** | 0 | 0.0% | 2 | 4 |
| Overall Total | 24 | 100% | 109 | 45 |



** 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 - May 2020



Legend

May 2020
Total Complaints: 24

- Aircraft Complaints Received 24 Mapped 23
- ★ 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

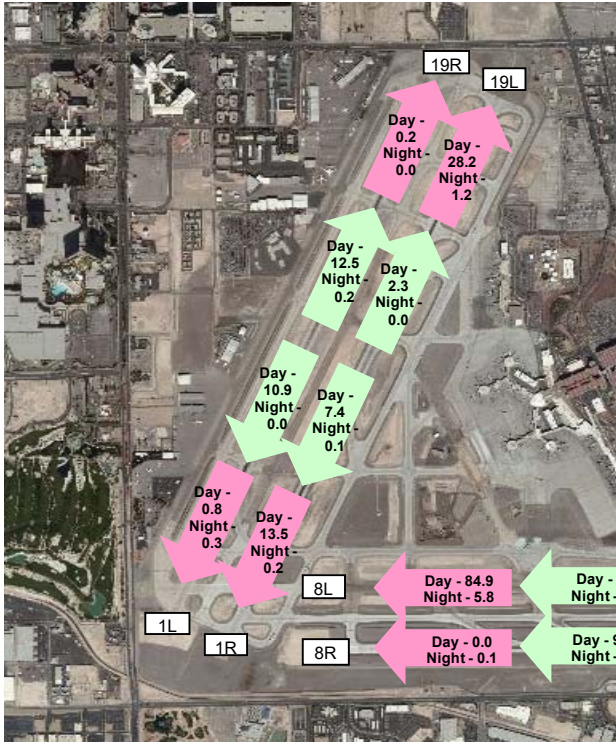
Department of Aviation
Geographic Information Systems

July 16, 2020

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* - May 2020



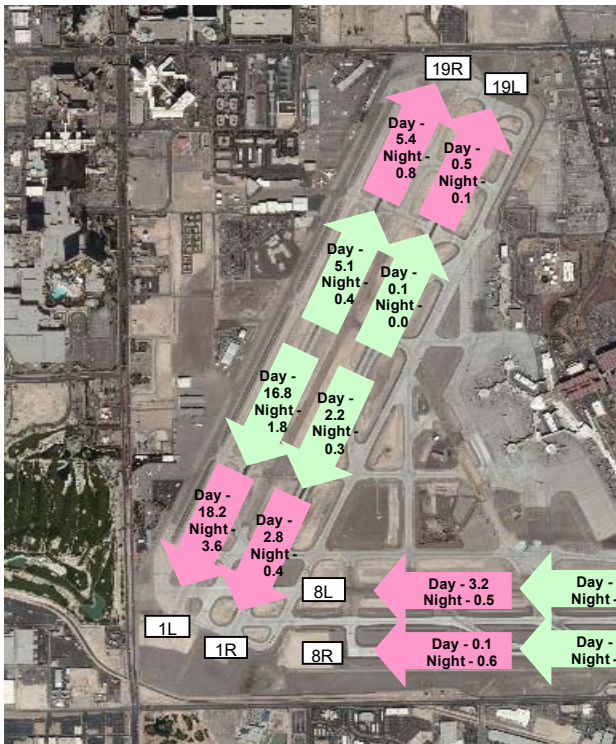
| Year | 2020 | | 2019 | | 2018 | |
|-------------------------|------------|-------------|------------|-------------|------------|-------------|
| Daytime Departures | 128 | 94% | 415 | 79% | 406 | 80% |
| Nighttime Departures | 8 | 6% | 108 | 21% | 100 | 20% |
| Total Departures | 136 | 100% | 523 | 100% | 506 | 100% |

| | | | | | | |
|-----------------------|------------|-------------|------------|-------------|------------|-------------|
| Daytime Arrivals | 132 | 96% | 440 | 85% | 434 | 84% |
| Nighttime Arrivals | 6 | 4% | 78 | 15% | 83 | 16% |
| Total Arrivals | 138 | 100% | 518 | 100% | 517 | 100% |

| Growth | Overall | Daytime | Nighttime |
|-----------------------|---------|---------|-----------|
| Depts. 2020 vs 2019 | -74% | -69% | -93% |
| Depts. 2020 vs 2018 | -73% | -68% | -92% |
| Arrivals 2020 vs 2019 | -73% | -70% | -92% |
| Arrivals 2020 vs 2018 | -73% | -70% | -93% |

* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, 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** - May 2020



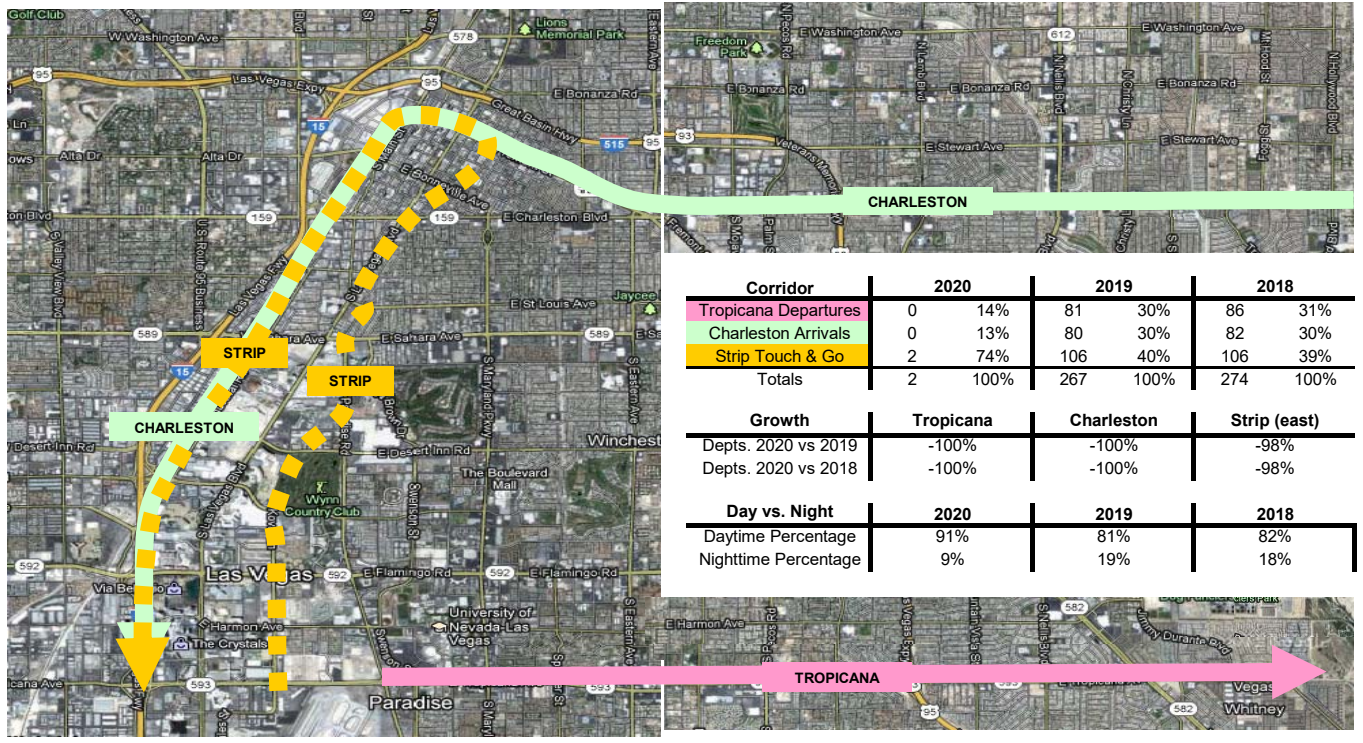
| Year | 2020 | | 2019 | | 2018 | |
|-------------------------|-----------|-------------|------------|-------------|------------|-------------|
| Daytime Departures | 31 | 83% | 107 | 91% | 109 | 89% |
| Nighttime Departures | 6 | 17% | 10 | 9% | 13 | 11% |
| Total Departures | 37 | 100% | 117 | 100% | 122 | 100% |

| | | | | | | |
|-----------------------|-----------|-------------|------------|-------------|------------|-------------|
| Daytime Arrivals | 30 | 91% | 107 | 93% | 104 | 92% |
| Nighttime Arrivals | 3 | 9% | 8 | 7% | 9 | 8% |
| Total Arrivals | 33 | 100% | 115 | 100% | 113 | 100% |

| Growth | Overall | Daytime | Nighttime |
|-----------------------|---------|---------|-----------|
| Depts. 2020 vs 2019 | -69% | -71% | -41% |
| Depts. 2020 vs 2018 | -70% | -72% | -53% |
| Arrivals 2020 vs 2019 | -72% | -72% | -64% |
| Arrivals 2020 vs 2018 | -71% | -71% | -68% |

** 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* - May 2020



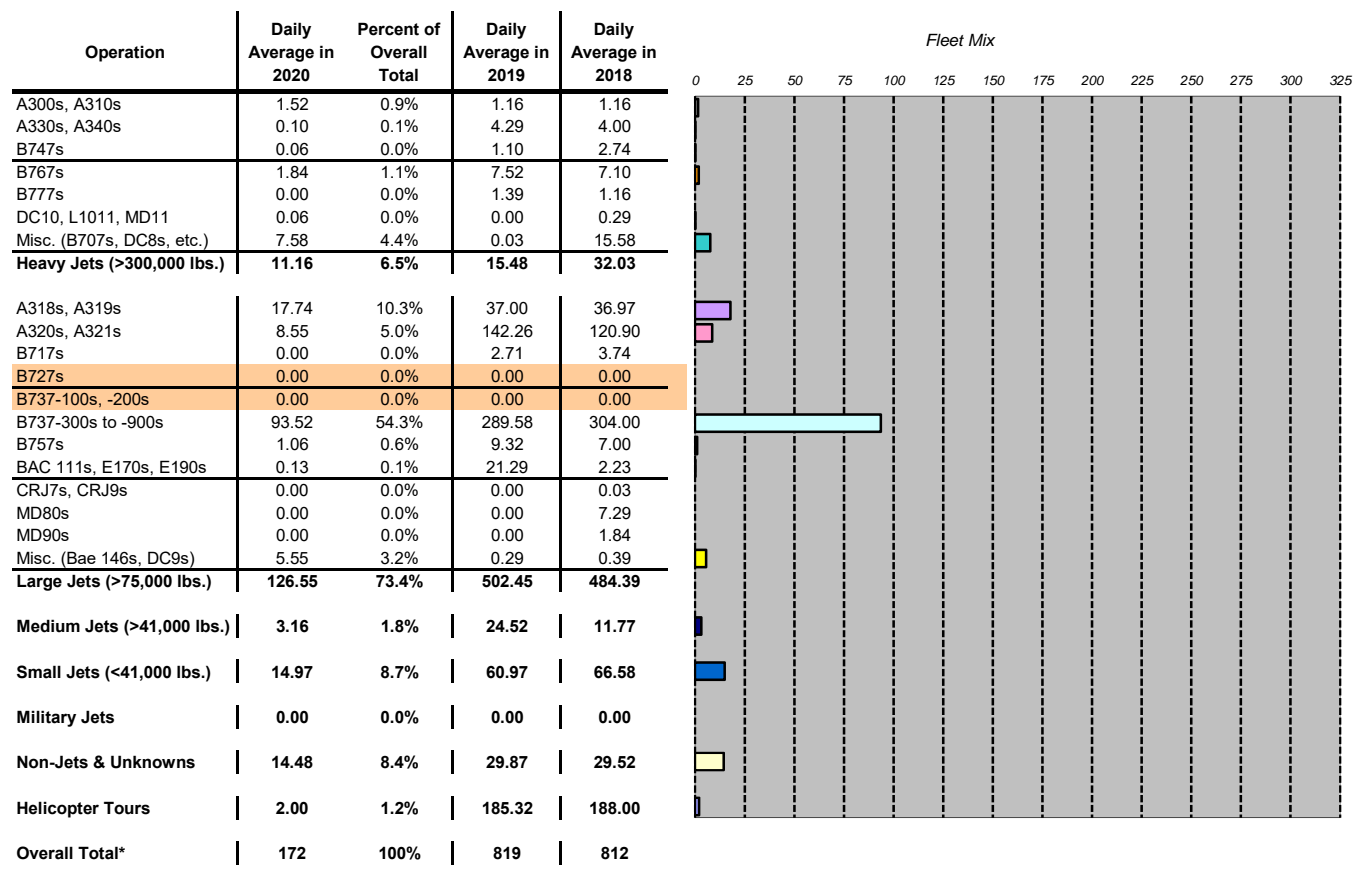
| Corridor | 2020 | | 2019 | | 2018 | |
|----------------------|----------|-------------|------------|-------------|------------|-------------|
| Tropicana Departures | 0 | 14% | 81 | 30% | 86 | 31% |
| Charleston Arrivals | 0 | 13% | 80 | 30% | 82 | 30% |
| Strip Touch & Go | 2 | 74% | 106 | 40% | 106 | 39% |
| Totals | 2 | 100% | 267 | 100% | 274 | 100% |

| Growth | Tropicana | Charleston | Strip (east) |
|---------------------|-----------|------------|--------------|
| Depts. 2020 vs 2019 | -100% | -100% | -98% |
| Depts. 2020 vs 2018 | -100% | -100% | -98% |

| Day vs. Night | 2020 | 2019 | 2018 |
|----------------------|------|------|------|
| Daytime Percentage | 91% | 81% | 82% |
| Nighttime Percentage | 9% | 19% | 18% |

* Helicopter Tours: Note that some operations may originate from facilities besides LAS.

Exhibit 7: LAS Aircraft Arrival Fleet Mix** - May 2020



** Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. Environmental/Vue 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* - May 2020 to 2018

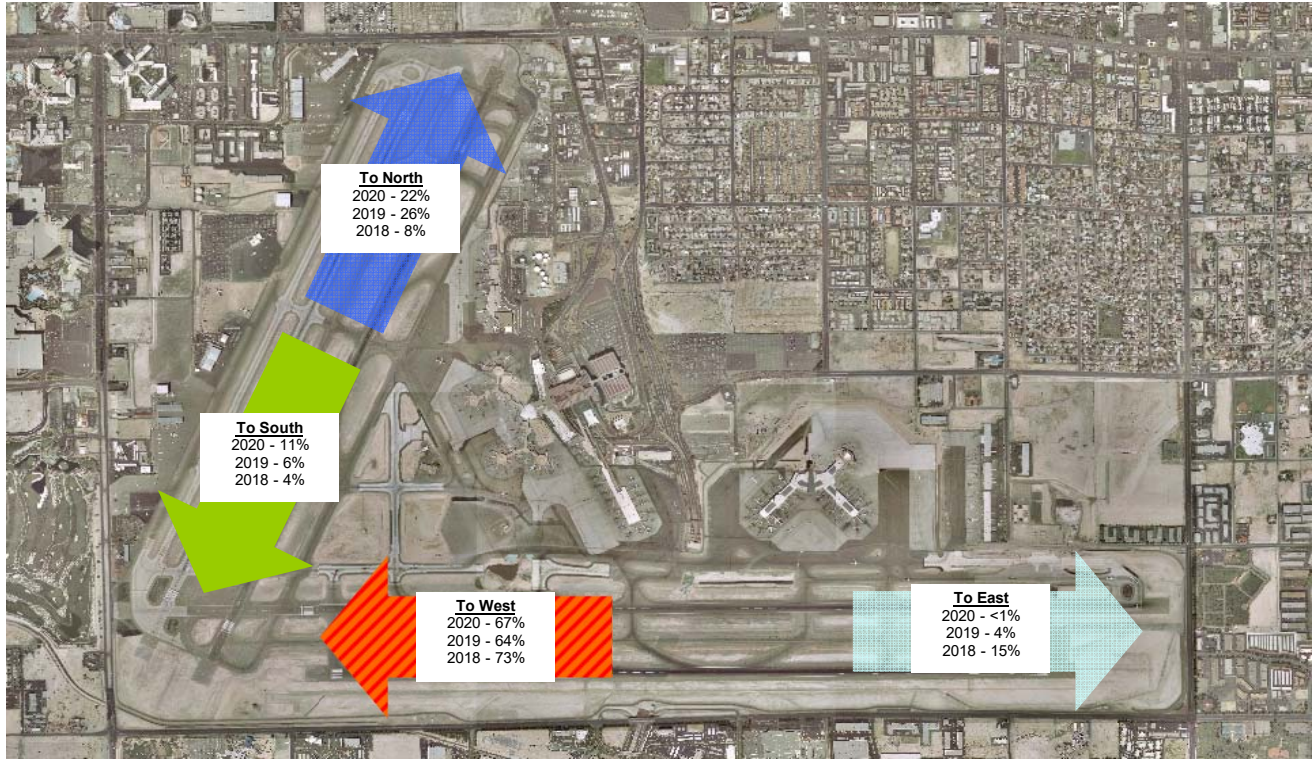
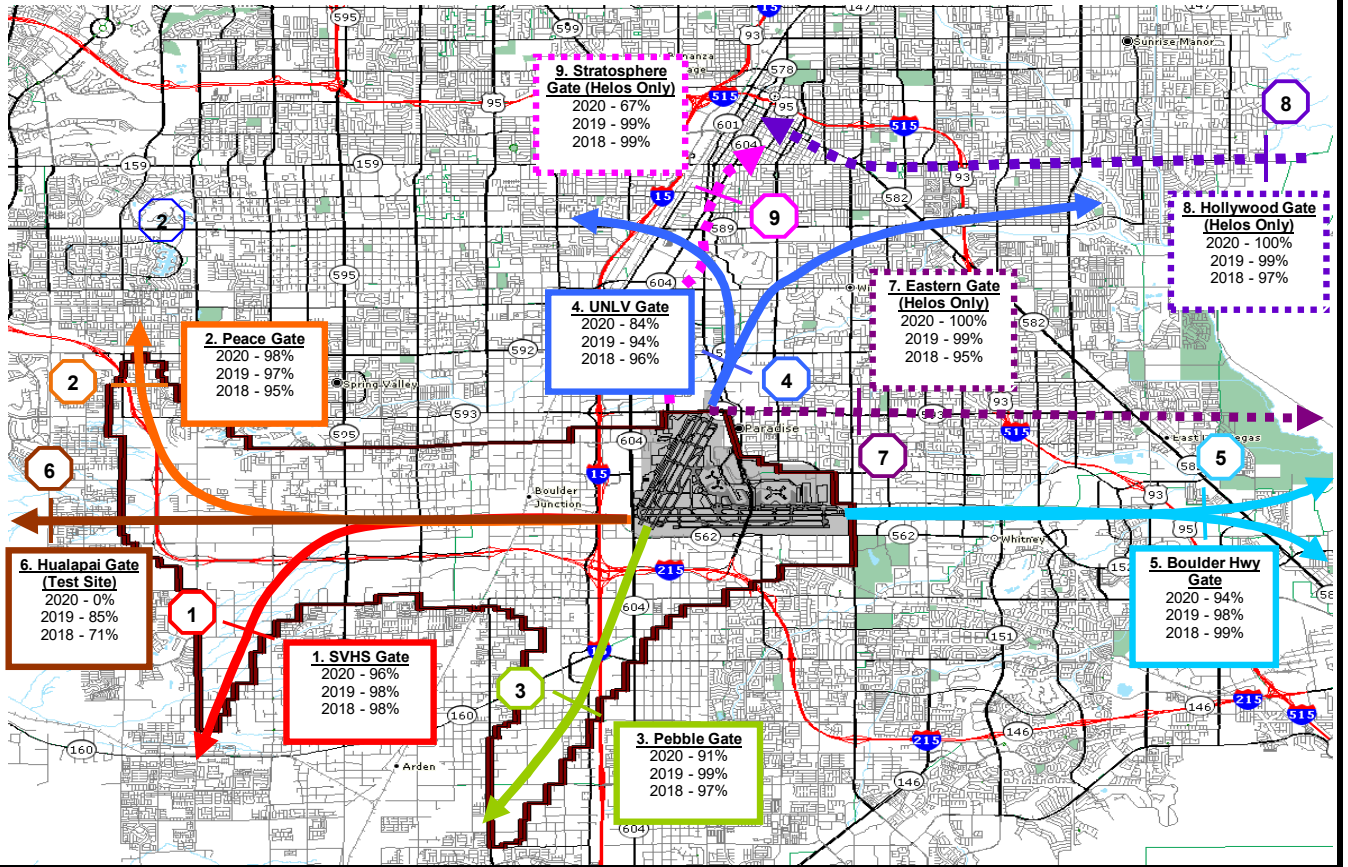


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - May 2020



* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, 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: Land Use Application Reviews & Comments - May 2020

| Land Use Application Review Summary | Clark County | City of Henderson | City of Las Vegas | City of North Las Vegas | 2020 Total | 2019 Total | 2018 Total |
|--|--------------|-------------------|-------------------|-------------------------|------------|------------|------------|
| No. of Land Use Applications Reviewed | 45 | 25 | 67 | 8 | 145 | 382 | N/A |
| No. of Applications where CCDOA Issued a Comment | 1 | 2 | 0 | 1 | 4 | 18 | N/A |
| Percent of Applications where Comment Issued | 2% | 8% | 0% | 13% | 3% | 5% | N/A |

Exhibit 11: Land Use Application Comments by Airport Concern - May 2020

| Summary by Comment Type | Clark County | City of Henderson | City of Las Vegas | City of North Las Vegas | 2020 Total | 2019 Total | 2018 Total |
|--|--------------|-------------------|-------------------|-------------------------|------------|------------|------------|
| Deed Restrictions | 0 | 0 | 0 | 0 | 0 | 1 | N/A |
| Height-Penetrates Part 77 100:1 Surfaces/>200' | 1 | 2 | 0 | 0 | 3 | 7 | N/A |
| Height-Penetrates Part 77 PATH-C Surfaces* | 0 | 0 | 0 | 0 | 0 | 0 | N/A |
| Heliport/Helipad | 0 | 1 | 0 | 0 | 1 | 0 | N/A |
| Noisy-Commercial within AEOD** | 0 | 0 | 0 | 0 | 0 | 2 | N/A |
| Noisy-Residential within the AEOD** | 0 | 0 | 0 | 0 | 0 | 2 | N/A |
| Noisy-Residential Just Outside the AEOD** | 0 | 0 | 0 | 1 | 1 | 9 | N/A |
| Total*** | 1 | 3 | 0 | 1 | 5 | 21 | N/A |

* 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* - May 2020

| Dwelling Units Proposed in Commented Applications | Clark County | City of Henderson | City of Las Vegas | City of North Las Vegas | 2020 Total | 2019 Total | 2018 Total |
|---|--------------|-------------------|-------------------|-------------------------|------------|------------|------------|
| Within the AEOD | 0 | 0 | 0 | 0 | 0 | 348 | N/A |
| Just Outside the AEOD | 0 | 0 | 0 | 239 | 239 | 1,798 | N/A |

*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, resulting in the project total counted more than once.

Exhibit 13: Land Use Applications Denied and/or Opposed* - May 2020

| Summary of LUA Opposed | Clark County | City of Henderson | City of Las Vegas | City of North Las Vegas | 2020 Total | 2019 Total | 2018 Total |
|------------------------|--------------|-------------------|-------------------|-------------------------|------------|------------|------------|
| Recommend Denial | 0 | 0 | 0 | 0 | 0 | 1 | N/A |
| Opposed at Hearings | 0 | 0 | 0 | 0 | 0 | 0 | N/A |

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

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - May 2020

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 McCarran (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.

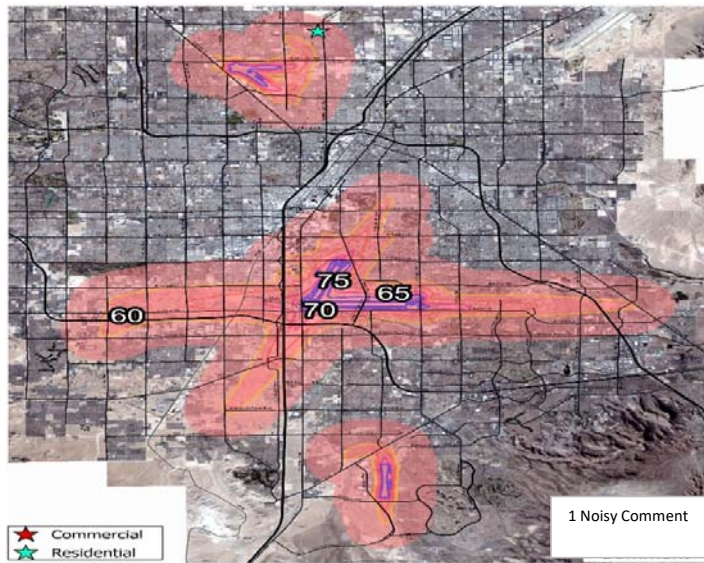


Exhibit 15: Noisy Comments - LAS Detail - May 2020

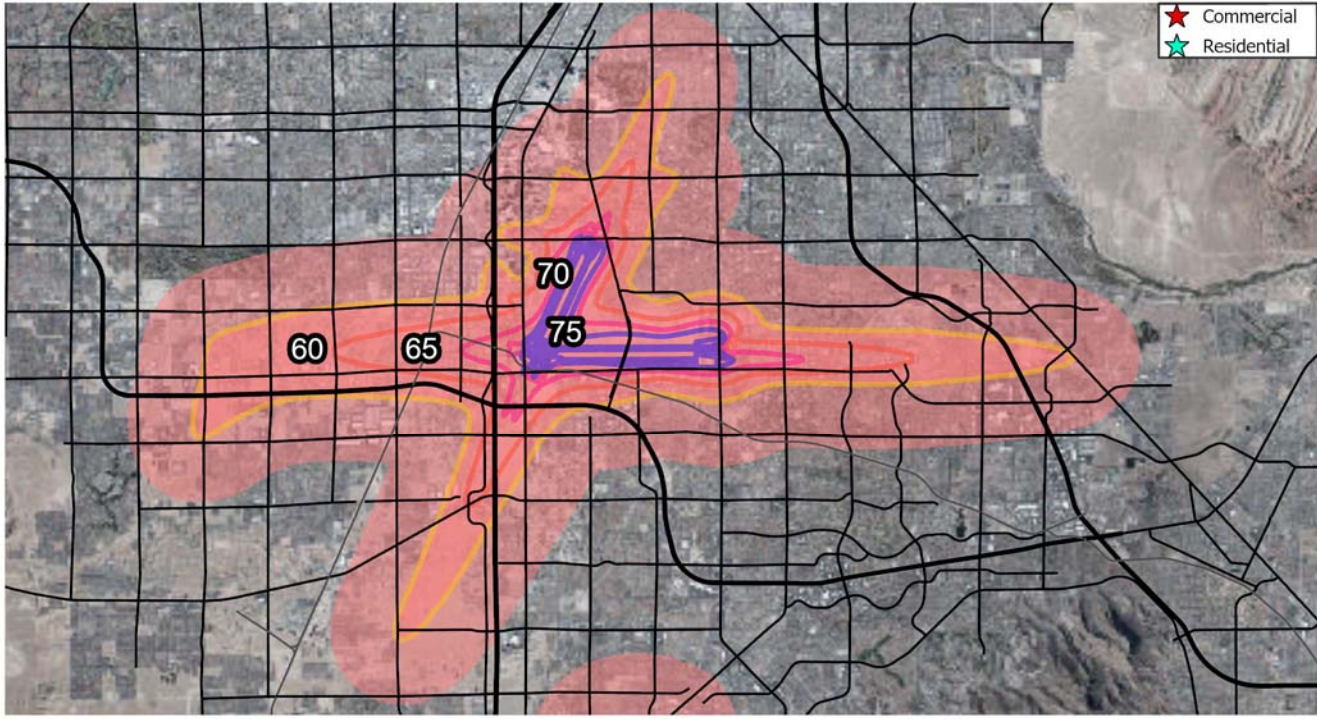


Exhibit 16: Noisy Comments - HND Detail - May 2020

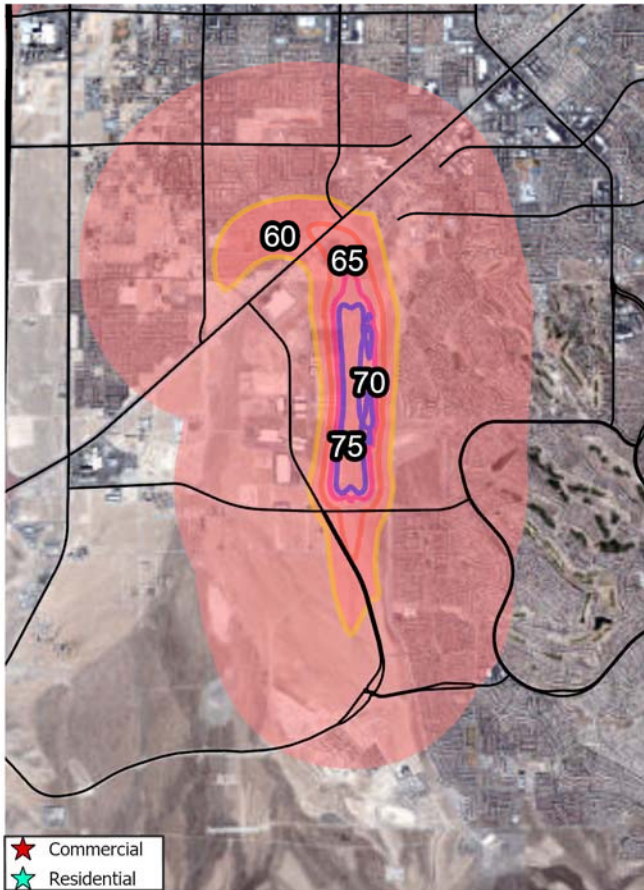


Exhibit 17: Noisy Comments - VGT Detail - May 2020

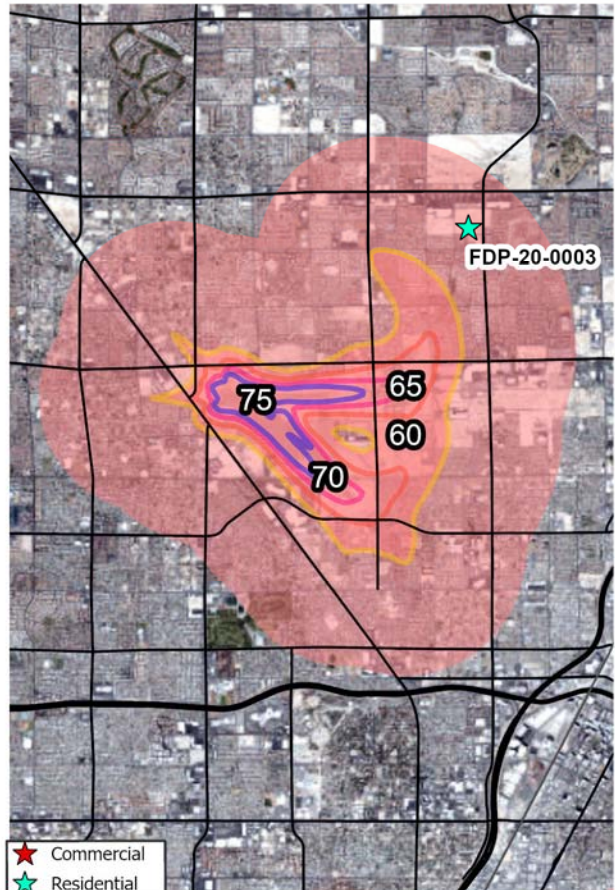


Exhibit 1: Noise Complaint Calls by Community* - June 2020

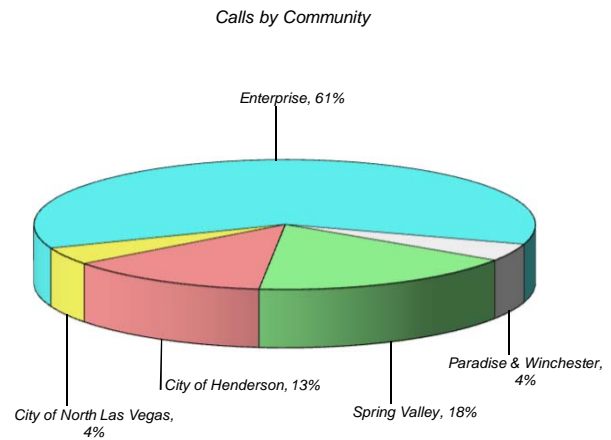
| Community | No. of Calls in 2020 | No. of Callers in 2020 | No. of Calls in 2019 | No. of Calls in 2018 |
|-------------------------|----------------------|------------------------|----------------------|----------------------|
| City of Boulder City | 3 | 3 | 8 | 1 |
| City of Henderson | | | 1 | |
| City of Las Vegas | 1 | 1 | | |
| City of North Las Vegas | 14 | 1 | 1 | |
| Enterprise | | | | |
| Lone Mountain | | | | |
| Paradise & Winchester | 1 | 1 | 1 | 2 |
| Spring Valley | 4 | 2 | 59 | 51 |
| Summerlin South | | | | 1 |
| Sunrise Manor | | | | |
| Whitney | | | | |
| Location unknown | | | | |
| Overall Total | 23 | 8 | 70 | 55 |

Difference between 2020 and 2019 Total Calls: -67%

Difference between 2020 and 2018 Total Calls: -58%

Average Number of Calls per Caller: 2.9

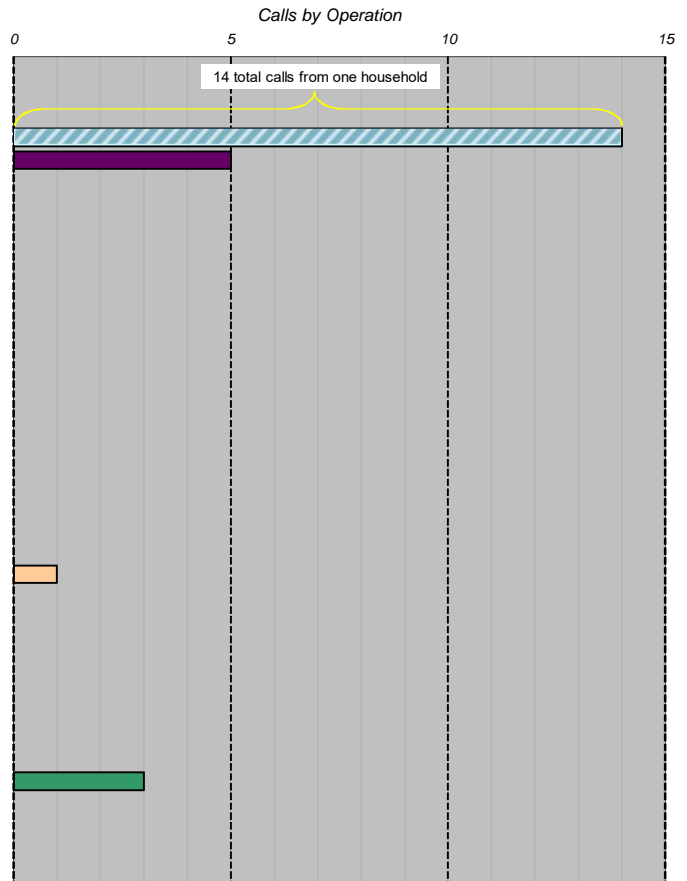
Most calls received from one household: 14



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

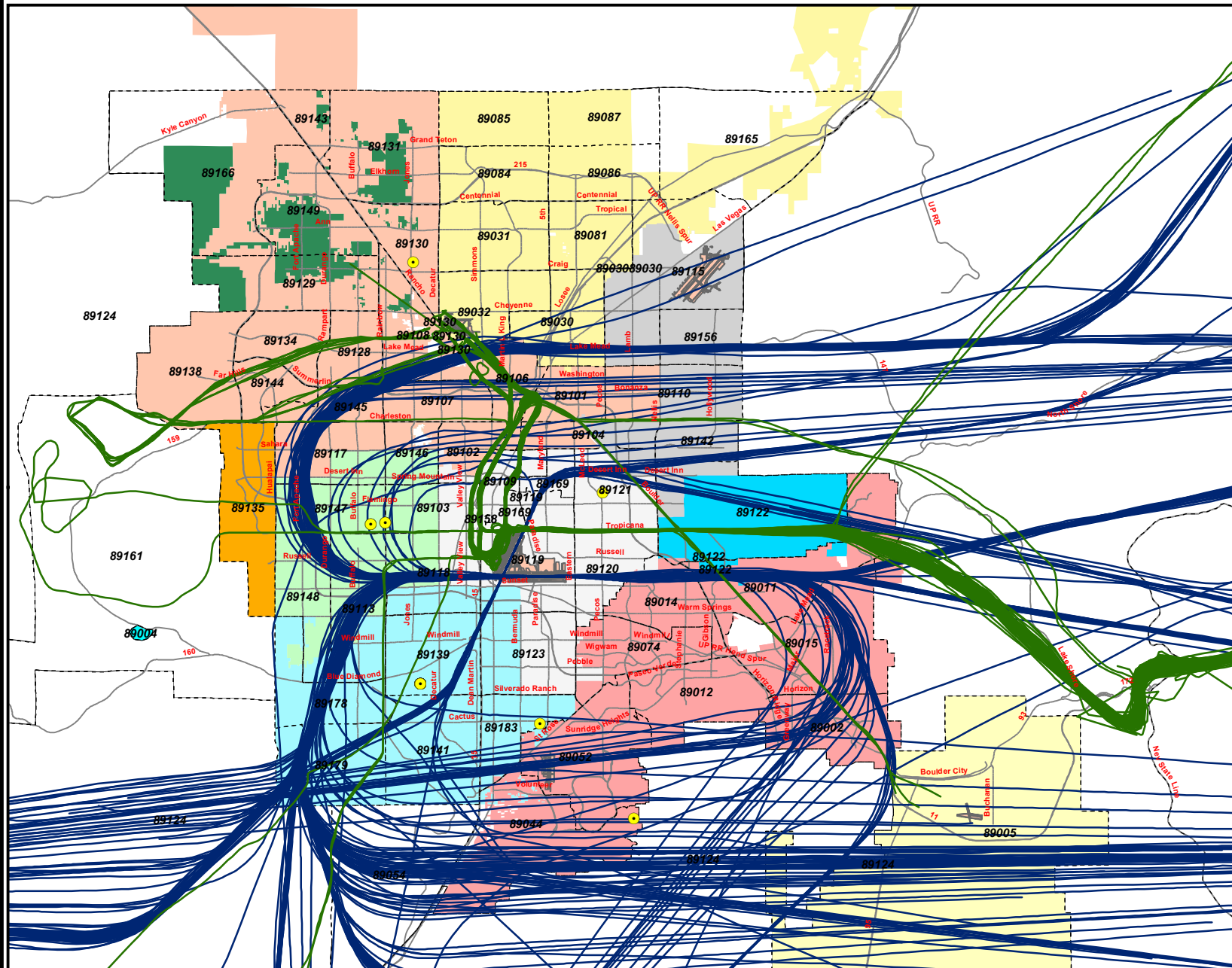
Exhibit 2: Noise Complaint Calls by Type of Operation - June 2020

| Operation | No. of Calls in 2020 | Percent of Overall Total | No. of Calls in 2019 | No. of Calls in 2018 |
|----------------------|----------------------|--------------------------|----------------------|----------------------|
| LAS 01R/L Arrivals | | | 1 | |
| LAS 08R/L Arrivals | | | | |
| LAS 19R/L Arrivals | | | | |
| LAS 26R/L Arrivals | 14 | 60.9% | | |
| LAS 01R/L Departures | 5 | 21.7% | 17 | 1 |
| LAS 08R/L Departures | | | 3 | 2 |
| LAS 19R/L Departures | | | | |
| LAS 26R/L Departures | | | 45 | 51 |
| LAS Run-ups | | | | |
| LAS GA | | | | |
| LAS Other | | | | |
| LAS Total | 19 | 82.6% | 66 | 54 |
| 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 | 4.3% | | |
| VGT Other | | | | |
| VGT Total | 1 | 4.3% | 0 | 0 |
| HND 17R/L Arrivals | | | | |
| HND 35R/L Arrivals | | | | |
| HND 17R/L Departures | | | | |
| HND 35R/L Departures | | | | |
| HND Run-ups | | | | |
| HND GA | 3 | 13.0% | 2 | |
| HND Other | | | | |
| HND Total | 3 | 13.0% | 2 | 0 |
| Helicopters** | 0 | 0.0% | 2 | 1 |
| Overall Total | 23 | 100% | 70 | 55 |



** 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 - June 2020



Legend

June 2020
Total Complaints: 23

- Aircraft Complaints Received 23 Mapped 22
- ★ 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

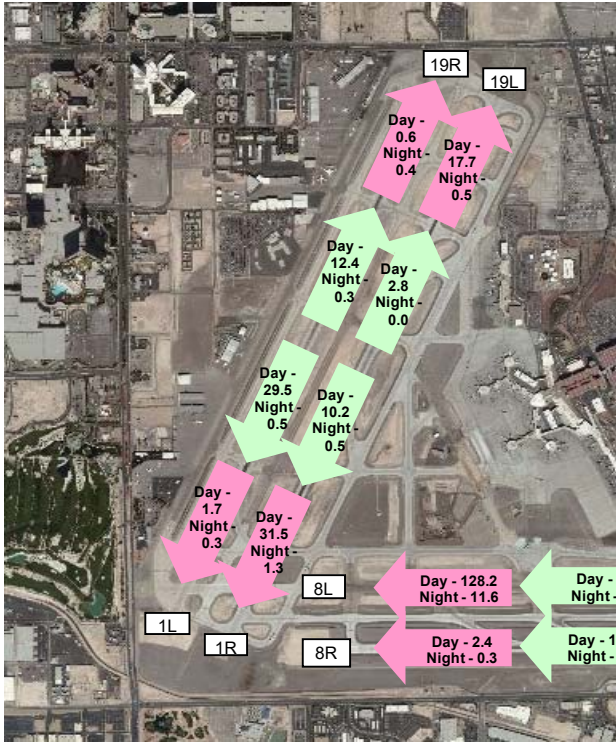
Department of Aviation
Geographic Information Systems

July 16, 2020

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* - June 2020



| Year | 2020 | | 2019 | | 2018 | |
|-------------------------|------------|-------------|------------|-------------|------------|-------------|
| Daytime Departures | 192 | 93% | 403 | 77% | 406 | 79% |
| Nighttime Departures | 15 | 7% | 119 | 23% | 107 | 21% |
| Total Departures | 207 | 100% | 522 | 100% | 513 | 100% |

| | | | | | | |
|-----------------------|------------|-------------|------------|-------------|------------|-------------|
| Daytime Arrivals | 195 | 94% | 429 | 83% | 435 | 82% |
| Nighttime Arrivals | 13 | 6% | 88 | 17% | 94 | 18% |
| Total Arrivals | 208 | 100% | 517 | 100% | 529 | 100% |

| Growth | Overall | Daytime | Nighttime |
|-----------------------|---------|---------|-----------|
| Depts. 2020 vs 2019 | -60% | -52% | -88% |
| Depts. 2020 vs 2018 | -60% | -53% | -86% |
| Arrivals 2020 vs 2019 | -60% | -55% | -85% |
| Arrivals 2020 vs 2018 | -61% | -55% | -86% |

* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, 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** - June 2020



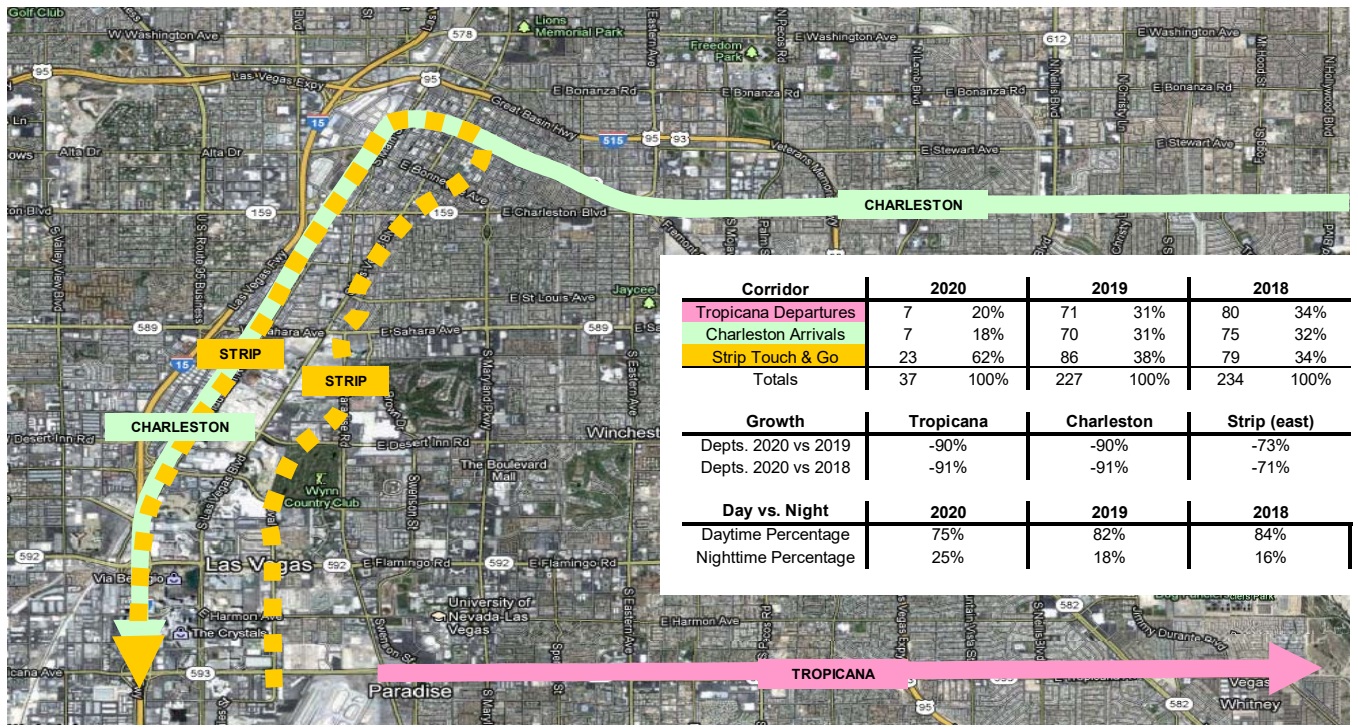
| Year | 2020 | | 2019 | | 2018 | |
|-------------------------|-----------|-------------|------------|-------------|-----------|-------------|
| Daytime Departures | 62 | 86% | 92 | 90% | 88 | 89% |
| Nighttime Departures | 10 | 14% | 11 | 10% | 11 | 11% |
| Total Departures | 72 | 100% | 102 | 100% | 99 | 100% |

| | | | | | | |
|-----------------------|-----------|-------------|-----------|-------------|-----------|-------------|
| Daytime Arrivals | 62 | 92% | 91 | 92% | 88 | 92% |
| Nighttime Arrivals | 6 | 8% | 8 | 8% | 8 | 8% |
| Total Arrivals | 68 | 100% | 99 | 100% | 96 | 100% |

| Growth | Overall | Daytime | Nighttime |
|-----------------------|---------|---------|-----------|
| Depts. 2020 vs 2019 | -30% | -32% | -7% |
| Depts. 2020 vs 2018 | -28% | -30% | -10% |
| Arrivals 2020 vs 2019 | -31% | -31% | -33% |
| Arrivals 2020 vs 2018 | -29% | -29% | -31% |

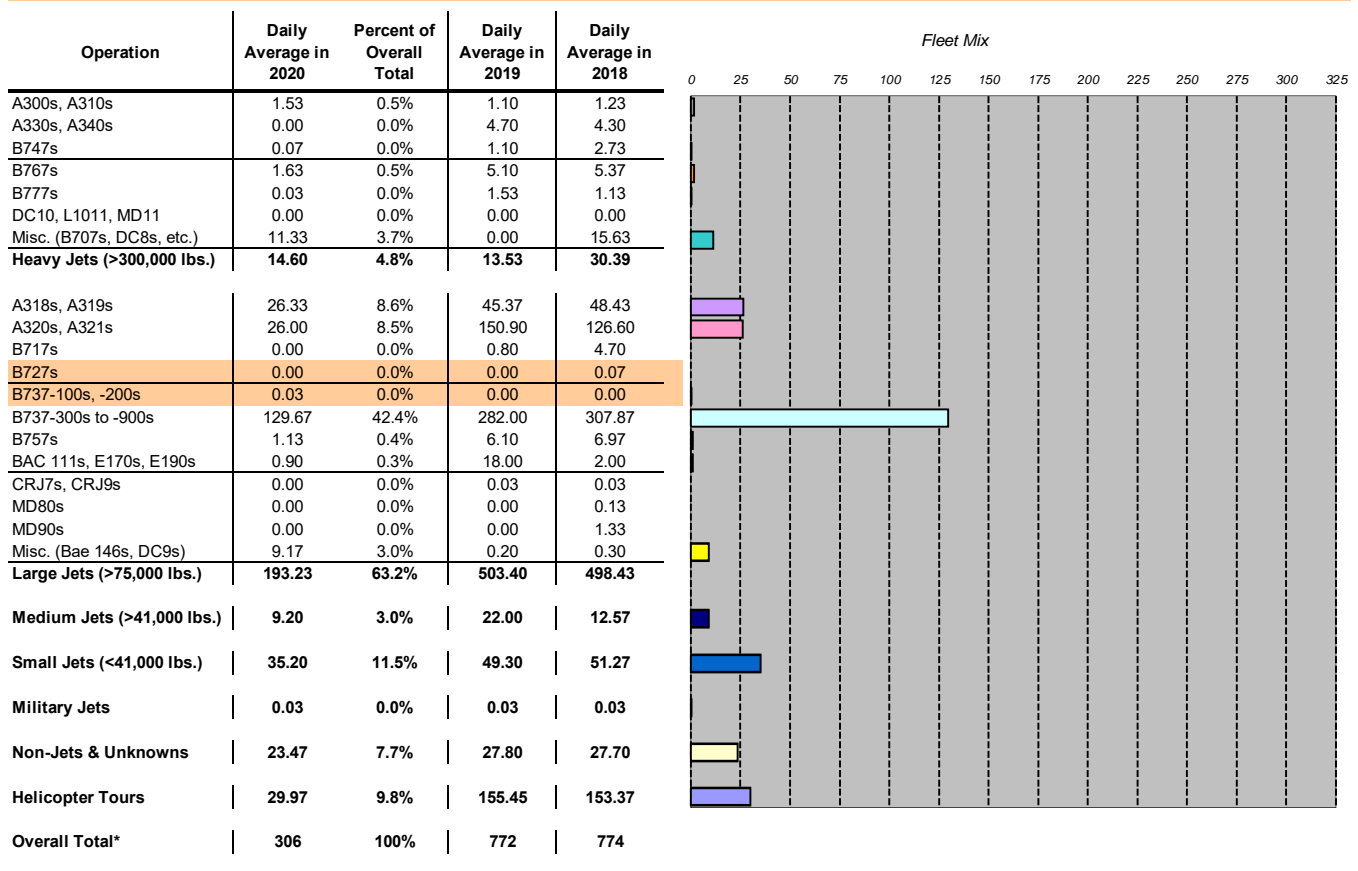
** Aircraft types: All aircraft with a maximum gross take of weight less than 75,000 pounds, excluding helicopters.

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - June 2020



* Helicopter Tours: Note that some operations may originate from facilities besides LAS.

Exhibit 7: LAS Aircraft Arrival Fleet Mix** - June 2020



** 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* - June 2020 to 2018

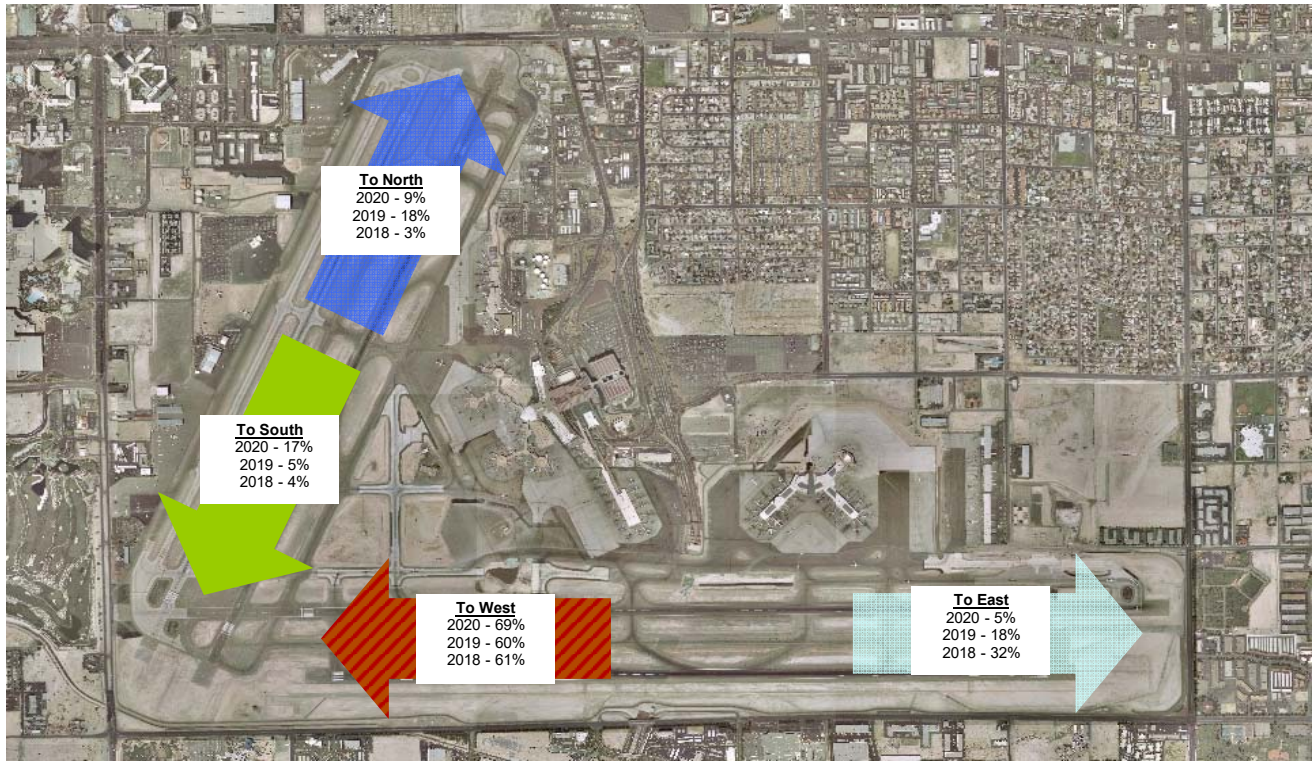
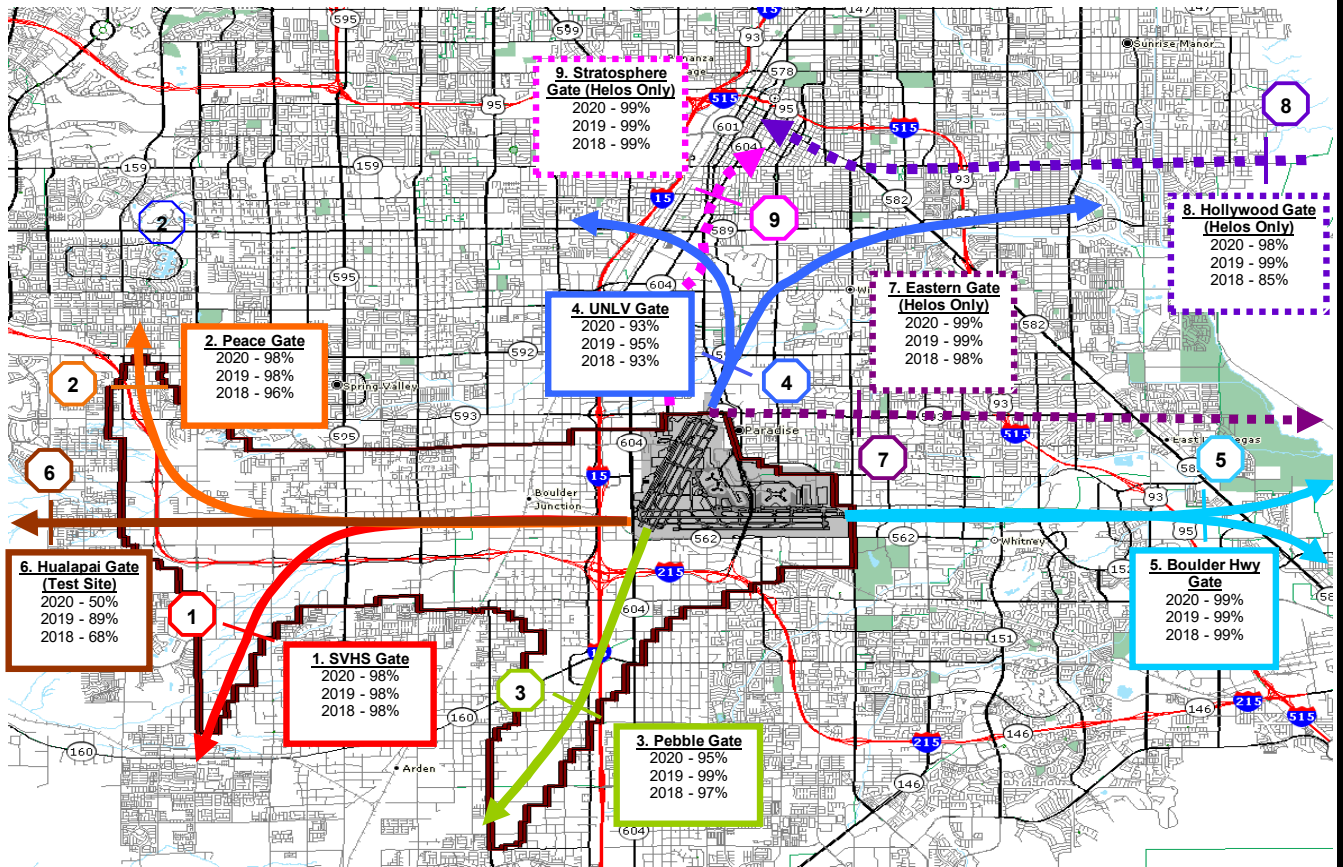


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - June 2020



* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A370, 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 - June 2020

| Land Use Application Review Summary | Clark County | City of Henderson | City of Las Vegas | City of North Las Vegas | 2020 Total | 2019 Total | 2018 Total |
|--|--------------|-------------------|-------------------|-------------------------|------------|------------|------------|
| No. of Land Use Applications Reviewed | 78 | 38 | 50 | 8 | 174 | 231 | N/A |
| No. of Applications where CCDOA Issued a Comment | 8 | 1 | 0 | 2 | 11 | 20 | N/A |
| Percent of Applications where Comment Issued | 10% | 3% | 0% | 25% | 6% | 9% | N/A |

Exhibit 11: Land Use Application Comments by Airport Concern - June 2020

| Summary by Comment Type | Clark County | City of Henderson | City of Las Vegas | City of North Las Vegas | 2020 Total | 2019 Total | 2018 Total |
|--|--------------|-------------------|-------------------|-------------------------|------------|------------|------------|
| Deed Restrictions | 4 | 0 | 0 | 0 | 4 | 1 | N/A |
| Height-Penetrates Part 77 100:1 Surfaces >200' | 1 | 0 | 0 | 0 | 1 | 11 | N/A |
| Height-Penetrates Part 77 PATH-C Surfaces* | 0 | 0 | 0 | 0 | 0 | 0 | N/A |
| Heliport/Helipad | 0 | 0 | 0 | 0 | 0 | 0 | N/A |
| Noisy-Commercial within AEOD** | 0 | 0 | 0 | 0 | 0 | 4 | N/A |
| Noisy-Residential within the AEOD** | 2 | 0 | 0 | 0 | 2 | 1 | N/A |
| Noisy-Residential Just Outside the AEOD** | 5 | 1 | 0 | 2 | 8 | 10 | N/A |
| Total*** | 12 | 1 | 0 | 2 | 15 | 27 | N/A |

* 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* - June 2020

| Dwelling Units Proposed in Commented Applications | Clark County | City of Henderson | City of Las Vegas | City of North Las Vegas | 2020 Total | 2019 Total | 2018 Total |
|---|--------------|-------------------|-------------------|-------------------------|------------|------------|------------|
| Within the AEOD | 134 | 0 | 0 | 0 | 134 | 4 | N/A |
| Just Outside the AEOD | 424 | 530 | 0 | 760 | 1,714 | 1,956 | N/A |

*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, resulting in the project total counted more than once.

Exhibit 13: Land Use Applications Denied and/or Opposed* - June 2020

| Summary of LUA Opposed | Clark County | City of Henderson | City of Las Vegas | City of North Las Vegas | 2020 Total | 2019 Total | 2018 Total |
|------------------------|--------------|-------------------|-------------------|-------------------------|------------|------------|------------|
| Recommend Denial | 2 | 0 | 0 | 0 | 2 | 0 | N/A |
| Opposed at Hearings | 0 | 0 | 0 | 0 | 0 | 0 | N/A |

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

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - June 2020

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 McCarran (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.

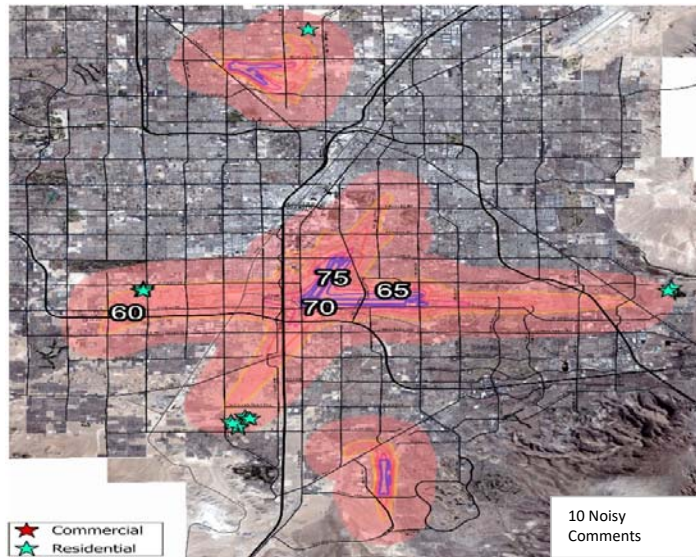


Exhibit 15: Noisy Comments - LAS Detail - June 2020

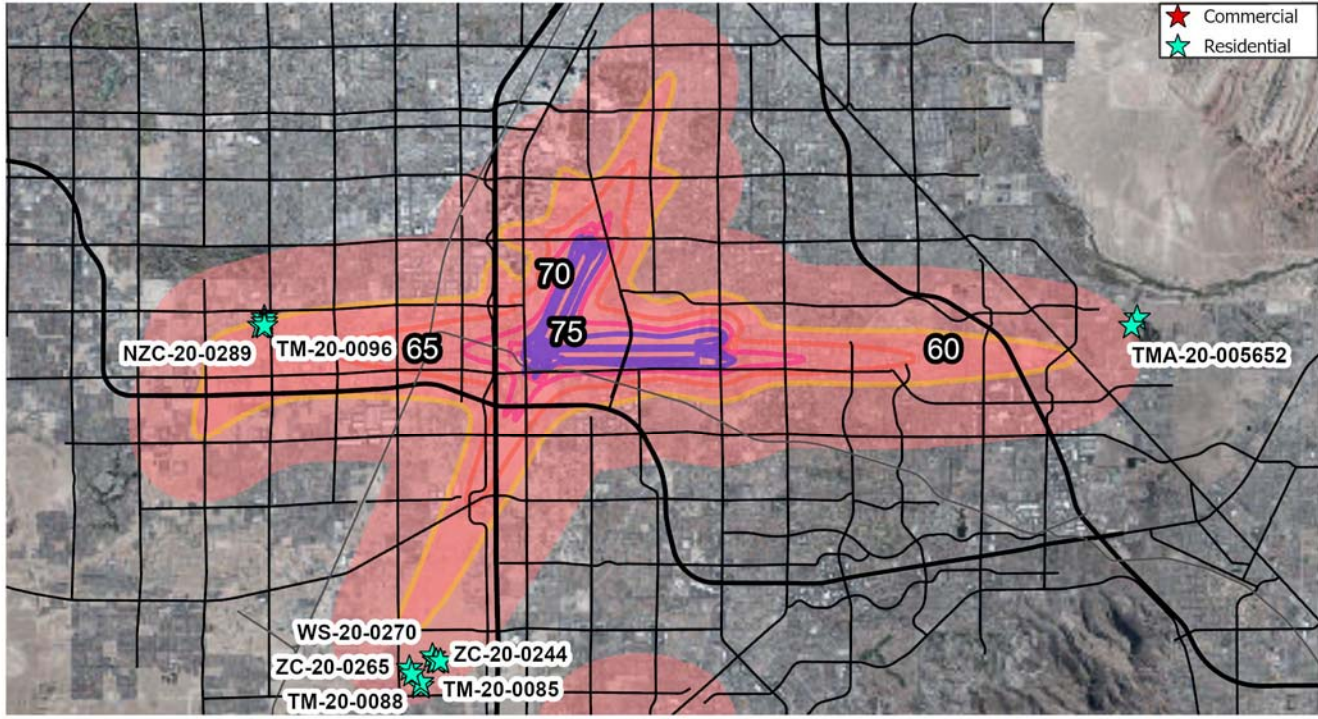


Exhibit 16: Noisy Comments - HND Detail - June 2020

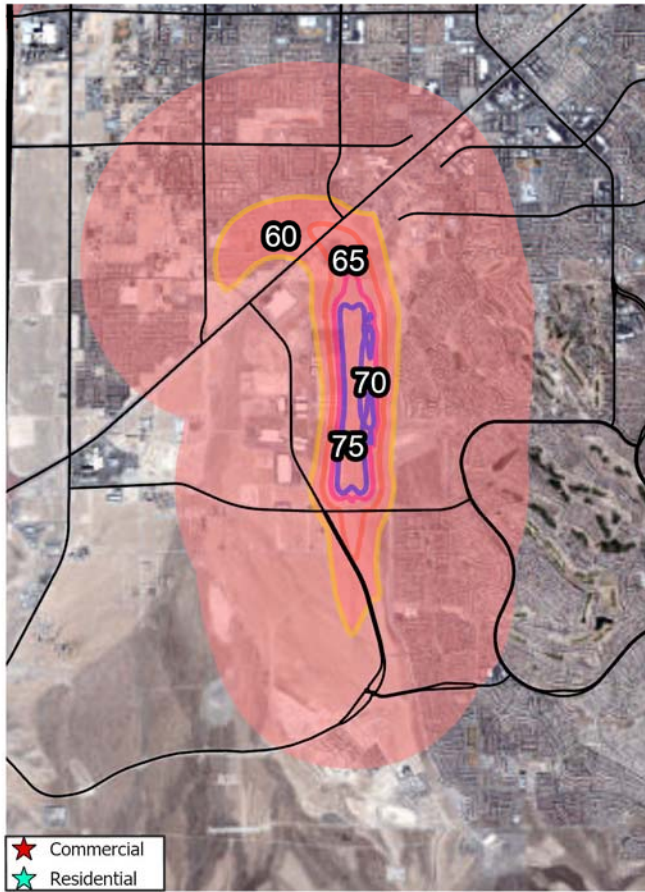


Exhibit 17: Noisy Comments - VGT Detail - June 2020

