

MEMORANDUM

ROSEMARY A. VASSILIADIS
Director

DEPARTMENT OF AVIATION

TO: DISTRIBUTION Digitally signed by George C. Sims

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

SUBJECT: OCTOBER, NOVEMBER, DECEMBER AND ANNUAL 2021
NOISE COMPLAINT AND LAND USE REVIEW REPORTS

DATE: FEBRUARY 11, 2022

Attached for your review are the Clark County Department of Aviation's (CCDOA) Monthly Noise Complaint Reports for October, November, and December 2021. Also included is the 2021 Annual Noise Complaint Report, covering the period of January through December 2021. Please note the following Clark County airport abbreviations: **Harry Reid International Airport (LAS)**, **North Las Vegas Airport (VGT)**, and **Henderson Executive Airport (HND)**.

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

Exhibit 1 of each Monthly Noise Complaint Report illustrates the number of calls received by community as well as the number of individual callers or households. **Exhibit 2** illustrates the primary nature of the disturbance as identified by the caller. The second page of each monthly report (**Exhibit 3**) graphically illustrates all known origins of the calls received that month. **Exhibits 4 and 5** summarize arrival and departure runway use for large and non-large air carrier aircraft. Arrival and departure corridor use for helicopters are summarized in **Exhibit 6**. Totals for helicopter operations along the Strip include tour operations originating from other airport facilities. **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 Annual Noise Complaint Report includes additional information not provided in each monthly report. These additional illustrations (Exhibits 18 through 22) 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 18** of the annual report illustrates the number of calls and callers by month, between 2019 and 2021. **Exhibit 19** illustrates the general time when the complaint was received by the CCDOA. Monthly calls by airport or helicopter operation are depicted on **Exhibit 20**. **Exhibit 21** depicts monthly calls by community. The final annual report, **Exhibit 22**, 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 2021: 140 total complaints - a 678% increase from 2020 and a 33% increase from 2019. On average, each caller (or household) issued 3.1 calls. The most calls received from one household totaled 23.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Enterprise** community issued 86 calls (61%). This community is typically impacted by aircraft departing to the south (from Runway 19L and Runway 19R).

Minority (between 10% and 50%): The **Spring Valley** community issued 28 calls (20%). This community is typically impacted by aircraft departing to the west (from Runway 26R and Runway 26L). This community is also impacted by aircraft departing to the north (from Runway 01R and Runway 01L) that turn left (to the west and south).

Repeat Caller Impact: One household issued 16% (23 calls) of all the calls received in October 2021.

Calls by Operation - (Exhibit 2)

LAS: 94% of the total calls were due to **LAS** fixed-wing operations.

- 56% were due to departures to the south from Runways 19L and 19R (60% from three households).
- 29% were due to departures to the north from Runways 01L and 01R (54% from one household).

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

HND: 2% of the total calls were due to **HND** fixed-wing operations.

Helis: 3% of the total calls were due to **helicopter** operations.

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

- Overall:** 470 daily *departures* – a 56% increase from 2020 and 14% decrease from 2019.
▪ 48% of departures were to the west, 45% north, 4% east, and 3% south.
463 daily *arrivals* – a 54% increase from 2020 and 14% decrease from 2019.
▪ 78% of arrivals were from the east, 18% south, 3% north, and 1% west.
- Daytime:** 375 daily *departures* – a 39% increase from 2020 and 15% decrease from 2019.
▪ 49% of departures were to the north, 43% west, 5% east, and 4% south.
395 daily *arrivals* – a 41% increase from 2020 and 15% decrease from 2019.
▪ 76% of arrivals were from the east, 20% south, 3% north, and 1% west.
- Nighttime:** 95 daily *departures* – a 200% increase from 2020 and 9% decrease from 2019.
▪ 71% of departures were to the west, 28% north, and 1% south.
68 daily *arrivals* – a 235% increase from 2020 and an 8% decrease from 2019.
▪ 88% of arrivals were from the east, 8% south, and 4% north.

Daytime vs. Nighttime: Approximately 80% of all *departures* and 85% of all *arrivals* occurred during the daytime hours.

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

- Overall:** 164 daily *departures* – a 97% increase from 2020 and a 37% increase from 2019.
▪ 49% of departures were to the north, 44% south, 4% east, and 3% west.
159 daily *arrivals* – a 92 increase from 2020 and a 34% increase from 2019.
▪ 36% of arrivals were from the north, 34% south, 29% east, and 1% west.
- Daytime:** 151 daily *departures* – a 105% increase from 2020 and 37% increase from 2019.
▪ 50% of departures were to the north, 42% south, 5% east, and 3% west.
150 daily *arrivals* – a 96% increase from 2020 and a 34% increase from 2019.
▪ 34% of arrivals were from the north, 34% south, 30% east, and 1% west.
- Nighttime:** 13 daily *departures* – a 32% increase from 2020 and 32% increase from 2019.
▪ 68% of departures were to the south, 29% north, and 2% west.
8 daily *arrivals* – a 35% increase from 2020 and a 20% increase from 2019.
▪ 64% of arrivals were from the north, 27% south, and 10% east.

Daytime vs. Nighttime: Approximately 92% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 39 daily *departures* – a 156% increase from 2020 and a 51% decrease from 2019.

Charleston: 37 daily *arrivals* – a 156% increase from 2020 and a 52% decrease from 2019.

Strip: 108 daily *touch and go's* - a 116% increase from 2020 and a 28% increase from 2019.

Daytime vs. Nighttime: Approximately 82% 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 58% of the daily traffic.
- Medium:** *Medium* turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.
- Small:** *Small* turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 13% 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 4% of the daily traffic.
- Helos:** *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 less than one operation per day.

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

- Primary:** In 2021, 48% departed to the *west* (from LAS's primary departure runways). This figure was 64% in 2020 and 43% in 2019.
- Secondary:** In 2021, 3% departed to the *south* (from LAS's secondary departure runways). This figure was 6% in 2020 and 3% in 2019.
- Alternate 1:** In 2021, 45% departed to the *north* (from LAS's alternate departure runways). This figure was 28% in 2020 and 46% in 2019.
- Alternate 2:** In 2021, 4% departed to the *east* (from LAS's alternate departure runways). This figure was 2% in 2020 and 8% in 2019.

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

- SVHS:** In 2021, 97% 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 2020 and 99% in 2019.

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 2021, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of *Peace Way & Summers Shade Street*. This figure was 99% in 2020 and 98% in 2019.

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 2021, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of *Pebble Road & Arville Street*. This figure was 96% in 2020 and 99% in 2019.

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 2021, 96% 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 93% in 2020 and 94% in 2019.

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 2021, 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 2020 and 99% in 2019.

The Boulder Hwy. “compliance gate” is located southeast of Russell Rd. and I-93/95, approximately 7 miles due east of the extended runway centerline of Runways 08L and 08R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 7 nautical miles from the Las Vegas VORTAC before

turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Green Valley community, located in the City of Henderson, and older neighborhoods located north of Patrick Ln.).

Eastern: In 2021, 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 2020 and 99% in 2019.

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 2021, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 99% in 2020 and 99% in 2019.

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 2021, 100% 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 2020 and 99% in 2019.

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: 139 applications were reviewed (a 90% increase from 2020), with 10 applications (7%) issued at least one comment.

Henderson: 47 applications were reviewed (a 292% increase from 2020), with 7 applications (15%) issued at least one comment.

Las Vegas: 35 applications were reviewed (a 55% decrease from 2020), with 3 applications (9%) issued at least one comment.

North Las Vegas: 8 applications were reviewed (a 43% decrease from 2020), with 0 applications (0%) issued at least one comment.

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

Clark County: 11 comments were issued, with 10 comments issued for “noise” concerns.

Henderson: 10 comments were issued, with 2 comments issued for “noise” concerns.

Las Vegas: 3 comments were issued, with 1 comment issued for “noise” concerns.

North Las Vegas: No comments were issued.

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

Clark County: 604 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 504 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 1 dwelling unit was proposed in the commented application, just outside the AEOD.

North Las Vegas: No comments were issued.

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

None

The information denoted in this monthly summary represents **typical** residential complaints, flight activity (with the exception of increased departures to the north), fleet mix, and gate compliance.

November 2021: 62 total complaints - a 138% increase from 2020 and a 31% decrease from 2019. On average, each caller (or household) issued 2.3 calls. The most calls received from one household totaled 13.

Calls by Community - (Exhibits 1 and 3)

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

Minority (between 10% and 50%): The **Enterprise** community issued 21 calls (34%). (See October 2021 synopsis of typical aircraft overflight impacts on this community.)

The **Spring Valley** community issued 16 calls (26%). (See October 2021 synopsis of typical aircraft overflight impacts on this community.)

The **Paradise and Winchester** communities issued 15 calls (24%). 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).

Repeat Caller Impact: One household issued 21% (13 calls) of all the calls received in November 2021.

Calls by Operation - (Exhibit 2)

- LAS:** 87% of the total calls received were due to **LAS** fixed-wing operations.
- 57% were due to departures to the north from Runways 01L and 01R. (37% from one household).
- VGT:** 2% of the total calls received were due to **VGT** fixed-wing operations.
- HND:** 6% of the total calls received were due to **HND** fixed-wing operations.
- Helis:** 5% of the total calls received were due to **helicopter** operations.

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

- Overall:** 448 daily *departures* – a 40% increase from 2020 and a 12% decrease from 2019.
- 60% of departures were to the north, 37% west, 2% south, and 2% east.
- 440 daily *arrivals* – a 38% increase from 2020 and 12% decrease from 2019.
- 75% of arrivals were from the east, 24% south, and 1% north.
- Daytime:** 357 daily *departures* – a 30% increase from 2020 and a 13% decrease from 2019.
- 64% of departures were to the north, 32% west, 2% south, and 2% east.
- 378 daily *arrivals* – a 29% increase from 2020 and a 12% decrease from 2019.
- 73% of arrivals were from the east, 26% south, and 1% north.
- Nighttime:** 91 daily *departures* – a 94% increase from 2020 and a 10% decrease from 2019.
- 54% of departures were to the west, 44% north, 1% south, and 1% east.
- 61 daily *arrivals* – a 141% increase from 2020 and an 11% decrease from 2019.
- 85% of arrivals were from the east, 14% south, and 1% north.
- Daytime vs. Nighttime:** Approximately 80% of all *departures* and 86% of all *arrivals* occurred during the daytime hours.

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

- Overall:** 147 daily *departures* – a 78% increase from 2020 and a 34% increase from 2019.
- 61% of departures were to the north, 33% north, 3% west, and 3% east.
- 144 daily *arrivals* – an 88% increase from 2020 and 35% increase from 2019.
- 43% of arrivals were from the south, 32% east, and 25% north.
- Daytime:** 136 daily *departures* – an 87% increase from 2020 and a 35% increase from 2019.
- 63% of departures were to the north, 31% south, 3% west, 3% east.
- 137 daily *arrivals* – a 90% increase from 2020 and a 38% increase from 2019.
- 43% of arrivals were from the south, 33% east, and 24% north.
- Nighttime:** 11 daily *departures* – a 15% increase from 2020 and an 18% increase from 2019.
- 56% of departures were to the south, 38% north, 5% west and 1% east.
- 7 daily *arrivals* – a 48% increase from 2020 and a 5% decrease from 2019.
- 42% of arrivals were from the north, 40% south, and 18% east.
- Daytime vs. Nighttime:** Approximately 92% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 50 daily *departures* - a 170% increase from 2020 and 10% decrease from 2019.

Charleston: 48 daily *arrivals* – a 162% increase from 2020 and 12% decrease from 2019.

Strip: 95 daily *touch and go's* – a 54% increase from 2020 and a 14% decrease from 2019.

Daytime vs. Nighttime: Approximately 95% 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 58% 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 4% 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 2021, 37% departed to the **west** (from LAS's primary departure runways). This figure was 63% in 2020 and 63% in 2019.

Secondary: In 2021, 2% departed to the **south** (from LAS's secondary departure runways). This figure was 7% in 2020 and 3% in 2019.

Alternate 1: In 2021, 60% departed to the **north** (from LAS's alternate departure runways). This figure was 30% in 2020 and 31% in 2019.

Alternate 2: In 2021, 2% departed to the **east** (from LAS's alternate departure runways). This figure was <1% in 2020 and 3% in 2019.

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

- SVHS:** In 2021, 97% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 2020 and 98% in 2019. (See October 2021 synopsis for specific location of the SVHS gate.)
- Peace:** In 2021, 99% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 100% in 2020 and 98% in 2019. (See October 2021 synopsis for specific location of the Peace gate.)
- Pebble:** In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada Test Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of **Pebble Road & Arville Street**. This figure was 97% in 2020 and 98% in 2019. (See October 2021 synopsis for specific location of the Pebble gate.)
- UNLV:** In 2021, 96% 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 2020 and 94% in 2019. (See October 2021 synopsis for specific location of the UNLV gate.)
- Boulder:** In 2021, 100% 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 92% in 2020 and 99% in 2019. (See October 2021 synopsis for specific location of the Boulder Hwy. gate.)
- Eastern:** In 2021, 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 100% in 2020 and 99% in 2019. (See October 2021 synopsis for specific location of the Eastern gate.)
- Hollywood:** In 2021, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of **Charleston Boulevard & Hollywood Boulevard**. This figure was 100% in 2020 and 98% in 2019. (See October 2021 synopsis for specific location of the Hollywood gate.)
- Stratosphere:** In 2021, 100% 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 2020 and 99% in 2019. (See October 2021 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 107 applications were reviewed (a 24% increase from 2020), with 15 applications (14%) issued at least one comment.

Henderson: 53 applications were reviewed (a 9% decrease from 2020), with 6 applications (11%) issued at least one comment.

Las Vegas: 57 applications were reviewed (0 reviewed November 2020), with 0 applications (0%) issued at least one comment.

North Las Vegas: 9 applications were reviewed (a 31% decrease from 2020), with 0 applications (0%) issued at least one comment.

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

Clark County: 15 comments were issued, with 10 comments issued for “noise” concerns.

Henderson: 6 comments were issued, with 4 comments issued for “noise” concerns.

Las Vegas: No comments were issued.

North Las Vegas: No comments were issued.

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

Clark County: 52 dwelling units were proposed in the commented applications, within the AEOD. 591 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 336 dwelling units were proposed in the commented applications within the AEOD. 232 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: No comments were issued.

North Las Vegas: No comments were issued.

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

None

The information denoted in this monthly summary represents **typical** residential complaints, flight activity (with the exception of increased departures to the north), fleet mix, and gate compliance.

December 2021: 129 total complaints – a 361% increase from 2020 and no change from 2019. On average, each caller (or household) issued 5.6 calls. The most calls received from one household totaled 42.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Enterprise** community issued 112 calls (87%). (See October 2021 synopsis of typical aircraft overflight impacts on this community.)

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

Repeat Caller Impact: One household issued 33% (42 calls) of all the calls received in December 2021.

Calls by Operation - (Exhibit 2)

LAS: 82% of the total calls received were due to **LAS** fixed-wing operations.

- 71% were due to departures to the south from Runways 19L and 19R (46% from one household).

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

HND: 17% of the total calls received were due to **HND** fixed-wing operations (86% from one household).

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

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

Overall: 430 daily *departures* – a 49% increase from 2020 and 13% decrease from 2019.

- 49% of departures were to the west, 45% north, 4% south, and 3% east.

418 daily *arrivals* – a 46% increase from 2020 and 13% decrease from 2019.

- 79% of arrivals were from the east, 18% south, and 3% north.

Daytime: 344 daily *departures* – a 40% increase from 2020 and a 12% decrease from 2019.

- 47% of departures were to the north, 46% west, 4% south, and 3% east.

356 daily *arrivals* – a 35% increase from 2020 and a 13% decrease from 2019.

- 78% of arrivals were from the east, 19% south, and 3% north.

Nighttime: 87 daily *departures* – a 99% increase from 2020 and a 14% decrease from 2019.

- 59% of departures were to the west, 39% north, 1% south, and 1% east.

62 daily *arrivals* – a 172% increase from 2020 and a 17% decrease from 2019.

- 86% of arrivals were from the east, 12% south, and 2% north.

Daytime vs. Nighttime: Approximately 80% of all *departures* and 85% of all *arrivals* occurred during the daytime hours.

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

Overall: 131 daily *departures* – a 95% increase from 2020 and a 24% increase from 2019.

- 51% of departures were to the north, 41% south, 5% west, and 2% east.

130 daily *arrivals* – a 102% increase from 2020 and 23% increase from 2019.

- 35% of arrivals were from the north, 34% south, 30% east, and 1% west.

Daytime: 121 daily *departures* – a 102% increase from 2020 and a 24% increase from 2019.

- 52% of departures were to the north, 41% south, 5% west, and 2% east.

123 daily *arrivals* – a 103% increase from 2020 and 25% increase from 2019.

- 35% of arrivals were from the north, 33% south, 31% east, and 1% west.

Nighttime: 11 daily *departures* – a 38% increase from 2020 and a 23% increase from 2019.

- 50% of departures were to the south, 46% north, 3% west, and 1% east.

7 daily *arrivals* – an 81% increase from 2020 and a 3% decrease from 2019.

- 43% of arrivals were from the south, 41% north, and 15% east.

Daytime vs. Nighttime: Approximately 92% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 45 daily *departures* - a 195% increase from 2020 and a 5% decrease from 2019.

Charleston: 43 daily *arrivals* – a 192% increase from 2020 and a 6% decrease from 2019.

Strip: 85 daily *touch and go's* - a 70% increase from 2020 and a 16% increase from 2019.

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 3% 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 59% of the daily traffic.

Medium: **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.

Small: **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 11% 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 5% of the daily traffic.

Helos: **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 zero operations per day.

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

Primary: In 2021, 49% departed to the **west** (from LAS's primary departure runways). This figure was 54% in 2020 and 50% in 2019.

Secondary: In 2021, 4% departed to the **south** (from LAS's secondary departure runways). This figure was 6% in 2020 and 4% in 2019.

Alternate 1: In 2021, 45% departed to the **north** (from LAS's alternate departure runways). This figure was 35% in 2020 and 44% in 2019.

Alternate 2: In 2021, 2% departed to the **east** (from LAS's alternate departure runways). This figure was 5% in 2020 and 2% in 2019.

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

SVHS: In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 2020 and 98% in 2019. (See October 2021 synopsis for specific location of the SVHS gate.)

Peace: In 2021, 99% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 99% in 2020 and 97% in 2019. (See October 2021 synopsis for specific location of the Peace gate.)

Pebble: In 2021, 99% 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 2020 and 99% in 2019. (See October 2021 synopsis for specific location of the Pebble gate.)

UNLV: In 2021, 95% 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 87% in 2020 and 94% in 2019. (See October 2021 synopsis for specific location of the UNLV gate.)

Boulder: In 2021, 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 100% in 2020 and 99% in 2019. (See October 2021 synopsis for specific location of the Boulder Hwy. gate.)

Eastern: In 2021, 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 100% in 2020 and 99% in 2019. (See October 2021 synopsis for specific location of the Eastern gate.)

Hollywood: In 2021, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 100% in 2020 and 99% in 2019. (See October 2021 synopsis for specific location of the Hollywood gate.)

Stratosphere: In 2021, 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 100% in 2020 and 99% in 2019. (See October 2021 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 95 applications were reviewed (a 19% decrease from 2020), with 11 applications (12%) issued at least one comment.

Henderson: 43 applications were reviewed (a 5% increase from 2020), with 2 applications (5%) issued at least one comment.

Las Vegas: 38 applications were reviewed (3% increase from 2020), with 1 application (3%) issued at least one comment.

North Las Vegas: 8 applications were reviewed (a 50% decrease from 2020), with 1 application (13%) issued at least one comment.

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

Clark County: 14 comments were issued, with 7 comments issued for “noise” concerns, and 1 misc. comment issued, which concerned flooding/drainage, existing property demolition, Runway Protection Zone, and ground transportation concerns.

Henderson: 2 comments were issued, with 0 comments issued for “noise” concerns.

Las Vegas: 2 comments were issued, with 1 comment issued for “noise” concerns.

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

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

Clark County: 206 dwelling units were proposed in the commented applications, within the AEOD. 78 dwelling units were proposed in the commented applications, just outside the AEOD.

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

Las Vegas: 16 dwelling units were proposed in the commented application, just outside the AEOD.

North Las Vegas: Unspecified number of dwelling units were proposed in the commented application, just outside the AEOD.

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

None

The information denoted in this monthly summary represents **typical** residential complaints, flight activity (with the exception of increased departures to the north), fleet mix, and gate compliance.

Annual Noise Complaint Summaries

2021: 1,004 total complaints – a 52% increase from 2020 and a 2% increase from 2019. On average, each caller (or household) issued 6.7 calls. The most calls received from one household totaled 202.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Enterprise** community issued 89 calls (13%). (See October 2020 synopsis of typical aircraft overflight impacts on this community.)

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

Repeat Caller Impact: One household issued 20% (202 calls) of all the calls received in 2021.

Calls by Operation - (Exhibit 2)

LAS: 92% of the total calls received were due to **LAS** fixed-wing operations.
▪ 69% were due to departures to the south from Runways 19L and 19R (73% from four households).

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 (77% from two households).

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

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

Overall: 394 daily *departures* – a 28% increase from 2020 and a 24% decrease from 2019.
▪ 55% of departures were to the west, 27% north, 13% east, and 5% south.
387 daily *arrivals* – a 27% increase from 2020 and 24% decrease from 2019.
▪ 74% of arrivals were from the east, 13% south, 9% north, and 4% west.

Daytime: 317 daily *departures* – a 20% increase from 2020 and a 23% decrease from 2019.
▪ 51% of departures were to the west, 28% north, 15% east, and 6% south.
330 daily *arrivals* – a 20% increase from 2020 and a 24% decrease from 2019.
▪ 72% of arrivals were from the east, 14% south, 10% north, and 4% west.

Nighttime: 77 daily *departures* – a 76% increase from 2020 and a 25% decrease from 2019.
▪ 73% of departures were to the west, 22% north, 3% east, and 1% south.
56 daily *arrivals* – a 92% increase from 2020 and a 23% decrease from 2019.
▪ 86% of arrivals were from the east, 8% south, 6% north, and 1% west.

Daytime vs. Nighttime: Approximately 81% of all *departures* and 85% of all *arrivals* occurred during the daytime hours.

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

Overall: 121 daily *departures* – a 62% increase from 2020 and a 12% increase from 2019.
▪ 48% of departures were to the south, 30% north, 15% east, and 7% west.
117 daily *arrivals* – a 65% increase from 2020 and 11% increase from 2019.
▪ 48% of arrivals were from the north, 23% south, 21% east, and 8% west.

Daytime: 111 daily *departures* – a 67% increase from 2020 and a 13% increase from 2019.
▪ 47% of departures were to the south, 31% north, 16% east, and 7% west.
112 daily *arrivals* – a 69% increase from 2020 and 13% increase from 2019.
▪ 48% of arrivals were from the north, 23% south, 21% east, and 8% west.

Nighttime: 10 daily *departures* – a 18% increase from 2020 and 6% increase from 2019.
▪ 61% of departures were to the south, 28% north, 7% west, and 3% east.
6 daily *arrivals* – a 16% increase from 2020 and a 22% decrease from 2019.
▪ 64% of arrivals were from the north, 22% south, 12% east, and 1% west.

Daytime vs. Nighttime: Approximately 91% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

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

Tropicana: 37 daily *departures* – a 102% increase from 2020 and 47% decrease from 2019.

Charleston: 35 daily *arrivals* - a 99% increase from 2020 and 48% decrease from 2019.

Strip: 98 daily *touch and go's* - a 128% increase from 2020 and 20% increase from 2019.

Daytime vs. Nighttime: Approximately 81% 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 58% of the daily traffic.

Medium: **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.

Small: **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 10% 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 5% of the daily traffic.

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

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

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

Primary: In 2021, 55% departed to the *west* (from LAS's primary departure runways). This figure was 57% in 2020 and 62% in 2019.

Secondary: In 2021, 5% departed to the *south* (from LAS's secondary departure runways). This figure was 6% in 2020 and 5% in 2019.

Alternate 1: In 2021, 27% departed to the *north* (from LAS's alternate departure runways). This figure was 33% in 2020 and 24% in 2019.

Alternate 2: In 2021, 13% departed to the *east* (from LAS's alternate departure runways). This figure was 5% in 2020 and 9% in 2019.

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

SVHS: In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 2020 and 98% in 2019. (See October 2021 synopsis for specific location of the SVHS gate.)

Peace: In 2021, 92% of the large air carrier aircraft (excluding those destined to the Nevada Test 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 96% in 2020 and 98% in 2019. (See October 2021 synopsis for specific location of the Peace gate.)

Pebble: In 2021, 92% 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 96% in 2020 and 98% in 2019. (See October 2021 synopsis for specific location of the Pebble gate.)

UNLV: In 2021, 95% 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 91% in 2020 and 93% in 2019. (See October 2021 synopsis for specific location of the UNLV gate.)

Boulder: In 2021, 93% 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 2020 and 99% in 2019. (See October 2021 synopsis for specific location of the Boulder Hwy. gate.)

Eastern: In 2021, 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 2020 and 99% in 2019. (See October 2021 synopsis for specific location of the Eastern gate.)

Hollywood: In 2021, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 99% in 2020 and 99% in 2019. (See October 2021 synopsis for specific location of the Hollywood gate.)

Stratosphere: In 2021, 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 2020 and 99% in 2019. (See October 2021 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 1,416 applications were reviewed (a 35% increase from 2020), with 133 applications (9%) issued at least one comment.

Henderson: 574 applications were reviewed (a 14% increase from 2020), with 57 applications (10%) issued at least one comment.

Las Vegas: 475 applications were reviewed (an 11% decrease from 2020), with 12 applications (3%) issued at least one comment.

North Las Vegas: 169 applications were reviewed (an 11% increase from 2020), with 9 applications (5%) issued at least one comment.

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

Clark County: 154 comments were issued, with 99 comments issued for “noise” concerns. 1 misc. comment was issued, with detailed information available in the monthly reports.

Henderson: 70 comments were issued, with 33 comments issued for “noise” concerns.

Las Vegas: 14 comments were issued, with 5 comments issued for “noise” concerns.

North Las Vegas: 9 comments were issued, with all 9 comments issued for “noise” concerns.

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

Clark County: 936 dwelling units were proposed in the commented applications, within the AEOD. 6,314 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 776 dwelling units were proposed in the commented applications, within the AEOD. 4,688 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 33 dwelling units were proposed in the commented applications, just outside the AEOD.

North Las Vegas: 210 dwelling units were proposed in the commented applications, just outside the AEOD.

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

** Detailed information is available in the monthly reports.*

Clark County: 0 applications CCDOA recommended denial and/or opposed.

Henderson: 1 application CCDOA recommended denial.

Las Vegas: 0 applications CCDOA recommended denial and/or opposed.

North Las Vegas: 2 applications CCDOA opposed at hearings.

Calls by Month - (Exhibit 18)

Seasonal Trends: The majority of the calls received for 2021 occurred in March, April, October, and December (52% of the total number of complaint calls received). The vast majority of calls received were associated with departures to the south, with 61% of the calls originating from four households. The exhibit reflects the impact of the FAA's implementation of their Metroplex project, which includes the new GIDGT/RATPK departure procedure. Historically, weather conditions for the Las Vegas Valley reflect the majority of departures from LAS continue to utilize Runway 26L and Runway 26R. However, 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.

Calls by Time of Day - (Exhibit 19)

Daytime versus Nighttime: Approximately 93% of the total calls received by the CCDOA were issued between the hours of 7 AM and 10 PM (60% from four households) while the remaining 7% were received between the hours of 10 PM and 7 AM.

Calls by Airport/Operation - (Exhibit 20)

Airport Trends: A majority (92%) of the total calls received in 2021 were attributed to LAS operations (25% from four households, which are the same households that issued 60% of the calls between 7 AM and 10 PM).

Calls by Community - (Exhibit 21)

Community Trends: A majority of the total calls (75%) originated from the *Enterprise* community. Calls received from *Enterprise* were attributed to southbound departures from Runway 19L turning westbound, utilizing the new GIDGT/RATPK departure procedure.

Calls by LAS Operations - (Exhibit 22)

LAS Trends: The majority (75%) of the total calls received were associated with increased departures to the south from Runways 19R and 19L turning westbound, as part of the FAA's new GIDGT/RATPK departure procedure (34% from four households, which are the same households that issued 60% of the calls between 7 AM and 10 PM, and 25% of the total calls attributed to LAS operations).

Other Notable Issues

Las Vegas Metroplex Project: The Federal Aviation Administration (FAA) implemented the Las Vegas Metroplex project on February 25, 2021. The comprehensive project utilizes satellite navigation to move air traffic more safely and efficiently through the area. New routes for McCarran International Airport, Henderson Executive Airport, and North Las Vegas Airport are more direct, automatically separated from each other and have efficient climb and descent profiles. It is one of 11 Metroplex projects nationwide. Community involvement was a critical part of the project's environmental process. The FAA conducted a thorough environmental review and extensive public engagement for the project, 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. After implementation, some flight track dispersion continues to occur. Additionally, air traffic controllers continue to sometimes direct aircraft off published routes for safety or efficiency or to reroute them around weather systems.

Meeting with Commissioner Naft: On June 28, 2021, County Commissioner Michael Naft, and several staff from CCDOA met with residents from the Western Trails community to discuss aircraft overflights impacting the community as a result of a new departure procedure implemented as part of the FAA's Metroplex project. CCDOA staff relayed detailed clarification regarding the FAA's intent and purpose of the procedure, in response to questions and comments previously posed by the residents. Commissioner Naft answered several questions regarding potential actions and options to mitigate excessive aircraft overflights. The Commissioner and CCDOA staff assured the residents that use of the procedure will be closely monitored to ensure the FAA's communicated intent of this departure procedure is maintained.

Correspondence from Commissioner Naft: In a letter to the FAA's Deputy Regional Administrator for the Western-Pacific Region, County Commissioner Michael Naft conveyed on-going concerns from residents of the Western Trails community, associated with the FAA's implementation of the new GIDGT/RATPK departure procedure to the south, from Runway 19L and 19R. In the letter, the Commissioner reminds the FAA of the importance placed in the partnership between the FAA and the CCDOA, as well as maintaining complete transparency regarding mitigating any excessive use of the departure procedure beyond the scope expressed by the FAA's design team during their public workshops. Use of the new departure procedure continues to be closely monitored by the CCDOA to ensure the FAA's communicated use of this procedure is maintained.

Public Briefing to the Clark County Board of Commissioners: On November 16, 2021 representatives from the FAA gave a presentation regarding implementation of the Metroplex project to Commissioners and address residential concerns regarding the impact of the new GIDGT/RATPK departure procedure to the south, from Runway 19L and 19R. Commissioner Naft expressed his dissatisfaction, noting to the FAA representatives that the new flight path had more than 1,500 inappropriate uses since its implementation in February. The Commissioner also cited the increasing use of larger, noisier planes for general aviation. Clark County Commission Chair Marilyn Kirkpatrick stated she and her six colleagues are the ones receiving phone calls about the issue, not the FAA. The FAA representatives stated that the agency does not have a policy of meeting directly with residents.

McCarran becomes Harry Reid International Airport: On December 14, 2021, Las Vegas' McCarran International Airport officially became Harry Reid International Airport, named for Nevada's longest-serving state senator. Governor Steve Sisolak, Senator. Jacky Rosen (D-NV), Clark County commissioners, U.S. Department of Transportation Undersecretary Carlos Monje, and the airport's director of aviation held a ceremonial unveiling of the "new" airport. Immediate changes will be noticeable on the airport's social media channels and other digital presences. However, travelers should expect to see the former airport name in various locations as the transition continues. The changing of the signage and monuments surrounding the airport will occur over time. The change, spear-headed by Commissioner Tick Segerblom of District E, was made official in a unanimous vote of Clark County commissioners in February. Senator Reid expressed his deep gratitude toward the Clark County Commission following the name change vote. "It is with humility that I express my appreciation for the recognition today," he said at the time, thanking Commissioner Segerblom, the commission, and "the many others who have played a part in this renaming" for the honor.

Senator Harry Reid dies: On December 28, 2021 Nevada's longest-serving state senator, Harry Reid died at the age of 82. Senator Reid rose from humble beginnings in Searchlight, Nevada, to become the most powerful politician in Nevada history, capping off his political career as the Democratic leader in the Senate, including eight years in the majority.

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

GCS:sk

Attachments

Airport Noise Report

February 11, 2022

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Distribution:

Commissioner Gibson, Chair	Sean Roebuck
Commissioner Jones, Vice-Chair	Bruce Daugherty
Commissioner Kirkpatrick	Chris Jones
Commissioner McCurdy II	Christine Crews
Commissioner Miller	Tina Frias
Commissioner Naft	Roben Armstrong
Commissioner Segerblom	Scott Kichline
Yolanda King	Phillip Detmer
Rosemary Vassiliadis	Anthony Perkins
James Chrisley	Susan Gersh
Joseph Piurkowski	Stephanie Garcia-Vause (COH)
Ralph Lepore	Andrew Powell (COH)
Jennifer Lopez	William Ruggiero (FAA TRACON)
Sandra Cikity	James Borget (FAA ATCT/TRACON)
Judy Villalta	Thomas Miller (Nellis AFB)
Ben Czyzewski	James Erbeck (CLV)
Karina Tarnowska	Paul Alukonis (FAA FSDO)
Donna Bergstrom	Sydney Lowe (University Libraries)
Curtis Hedgepeth	Lisa Butterfield (Reno-Tahoe Airport)
Blanca Vazquez	Andrea Christensen (Denver Airport)
Charlie Halterman (HND Tower)	Jennifer Lewis (Scottsdale Airport)
Richard Falcon (FAA FSDO)	Frank Iacovino (Mass Port Authority)
Bristol Ellington (COH)	Robert Butler (Papillon Helicopters)
Elizabeth Fretwell (CLV)	Christine Gerencher (American Airlines)
Mayor Carolyn Goodman (CLV)	Bert Ganoung (SFO)
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)
Brok Armantrout (CBC)	Gary Brodt (Citizen)
David Parks (Nevada State Assembly)	James P. Callahan (Nellis AFB)
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 1: Noise Complaint Calls by Community* - October 2021

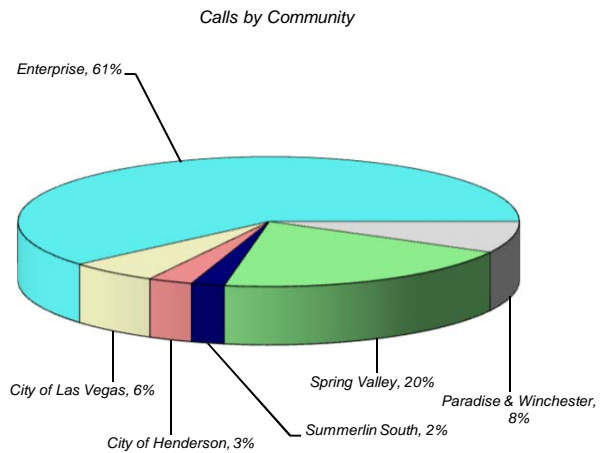
Community	No. of Calls in 2021	No. of Callers in 2021	No. of Calls in 2020	No. of Calls in 2019
City of Boulder City	4	4	4	3
City of Henderson	8	7		2
City of Las Vegas				1
City of North Las Vegas				1
Enterprise	86	17	2	3
Lone Mountain			1	
Paradise & Winchester	11	9	2	14
Spring Valley	28	6	9	82
Summerlin South	3	2		
Sunrise Manor				
Whitney				
Location unknown				
Overall Total	140	45	18	105

Difference between 2021 and 2020 Total Calls: 678%

Difference between 2021 and 2019 Total Calls: 33%

Average Number of Calls per Caller: 3.1

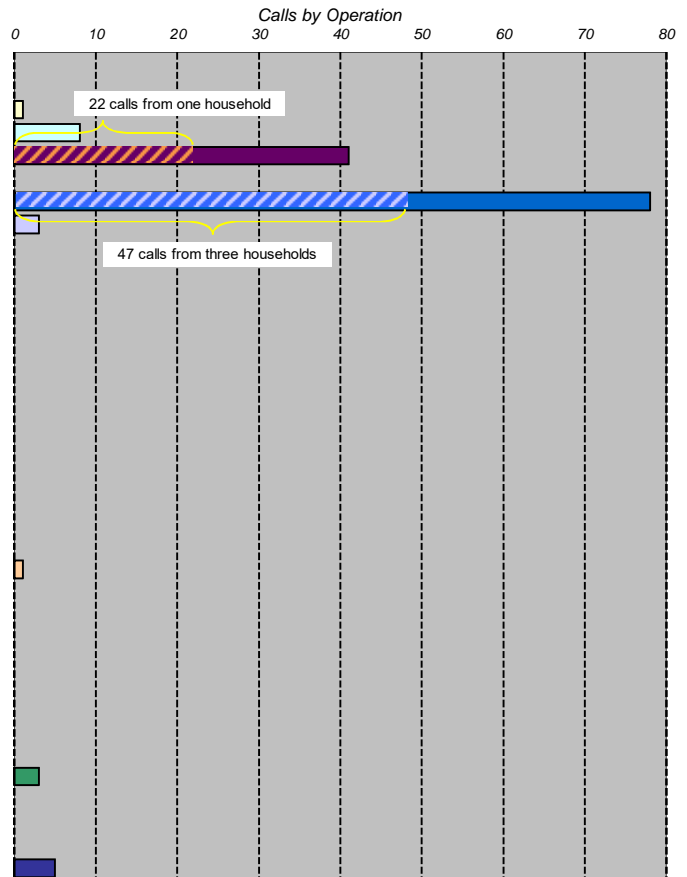
Most calls received from one household: 23



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

Exhibit 2: Noise Complaint Calls by Type of Operation - October 2021

Operation	No. of Calls in 2021	Percent of Overall Total	No. of Calls in 2020	No. of Calls in 2019
LAS 01R/L Arrivals				1
LAS 08R/L Arrivals				
LAS 19R/L Arrivals	1	0.7%	1	
LAS 26R/L Arrivals	8	5.7%	1	1
LAS 01R/L Departures	41	29.3%	9	88
LAS 08R/L Departures				
LAS 19R/L Departures	78	55.7%		2
LAS 26R/L Departures	3	2.1%	1	9
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	131	93.6%	12	101
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				1
VGT GA	1	0.7%	1	1
VGT Other				
VGT Total	1	0.7%	1	2
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	3	2.1%	5	1
HND Other				
HND Total	3	2.1%	5	1
Helicopters**	5	3.6%	1	1
Overall Total	140	100%	19	105



** 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 2021

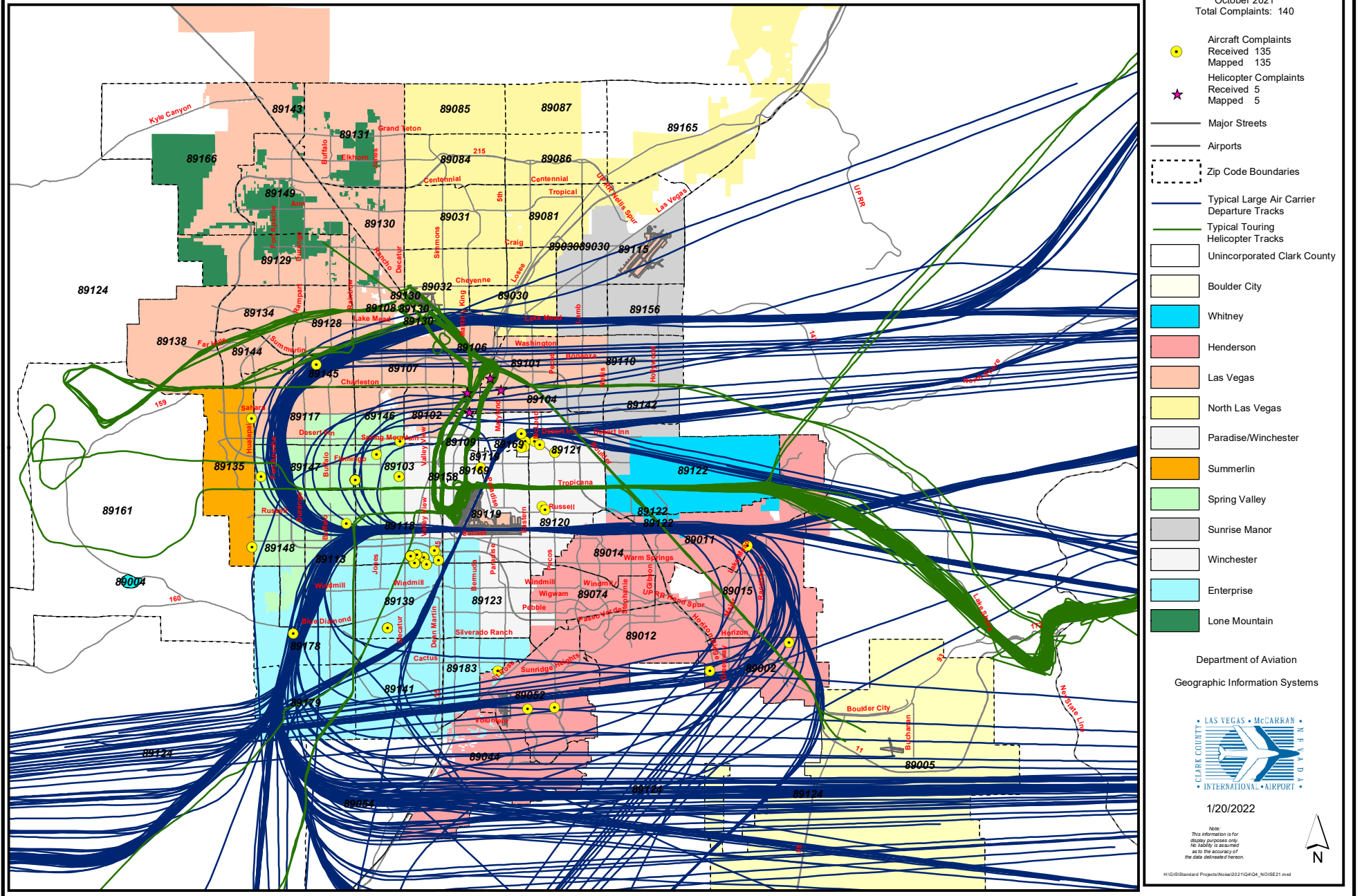
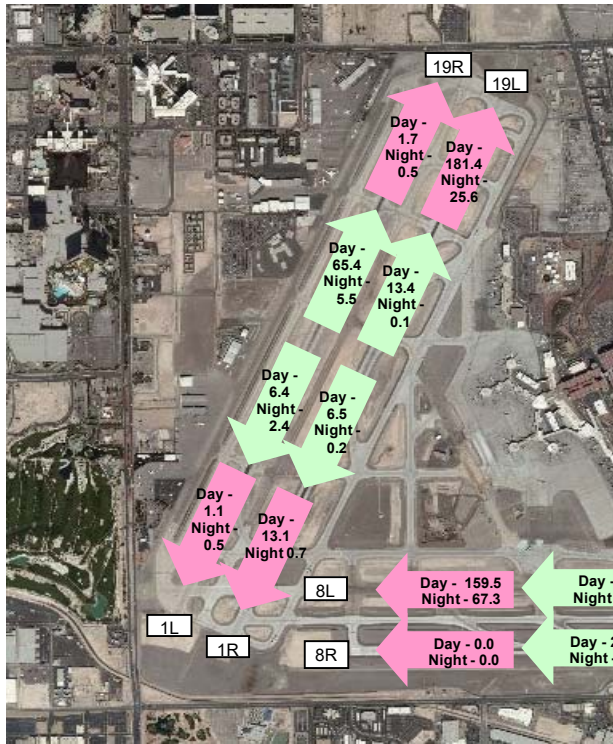


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - October 2021



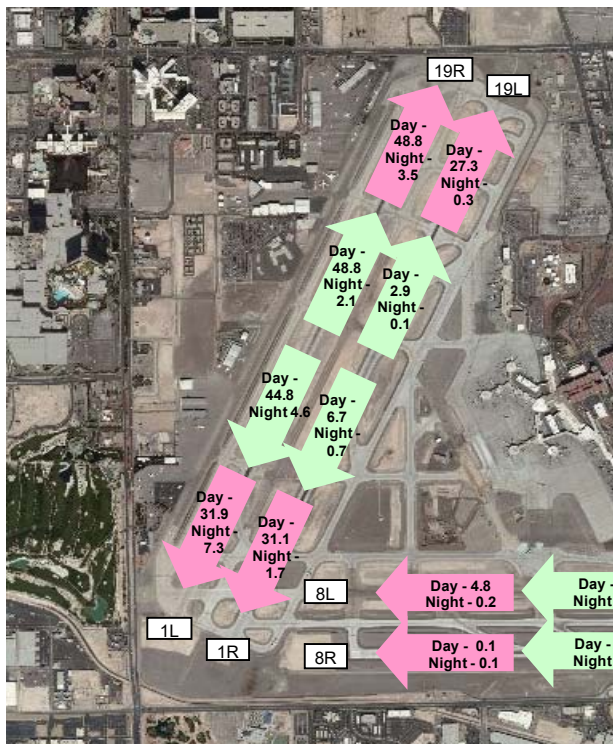
Year	2021		2020		2019	
Daytime Departures	375	80%	269	89%	443	81%
Nighttime Departures	95	20%	32	11%	104	19%
Total Departures	470	100%	301	100%	547	100%

Daytime Arrivals	395	85%	281	93%	466	86%
Nighttime Arrivals	68	15%	20	7%	74	14%
Total Arrivals	463	100%	301	100%	541	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	56%	39%	200%
Depts. 2021 vs 2019	-14%	-15%	-9%
Arrivals 2021 vs 2020	54%	41%	235%
Arrivals 2021 vs 2019	-14%	-15%	-8%

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

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft** - October 2021



Year	2021		2020		2019	
Daytime Departures	151	92%	74	88%	110	92%
Nighttime Departures	13	8%	10	12%	10	8%
Total Departures	164	100%	83	100%	120	100%

Daytime Arrivals	150	95%	77	93%	112	94%
Nighttime Arrivals	8	5%	6	7%	7	6%
Total Arrivals	159	100%	83	100%	119	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	97%	105%	32%
Depts. 2021 vs 2019	37%	37%	32%
Arrivals 2021 vs 2020	92%	96%	35%
Arrivals 2021 vs 2019	34%	34%	20%

** 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 2021

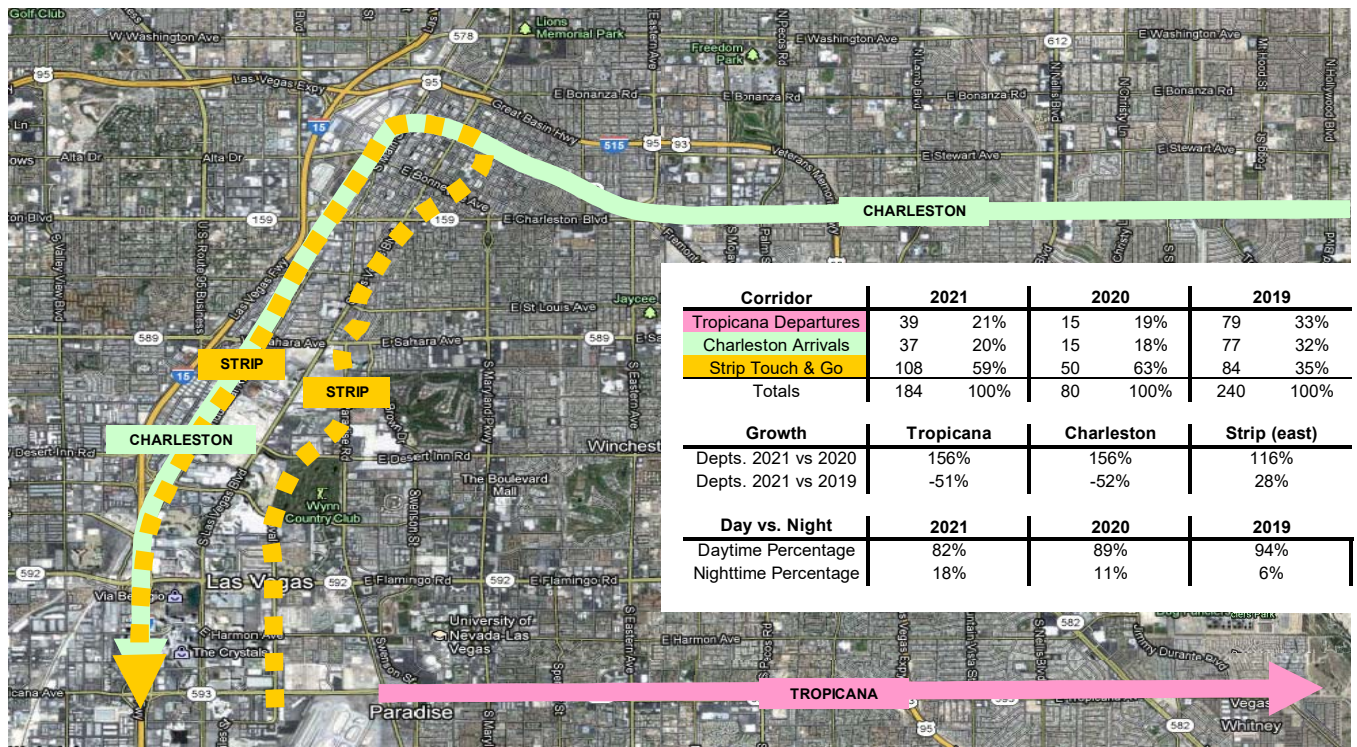
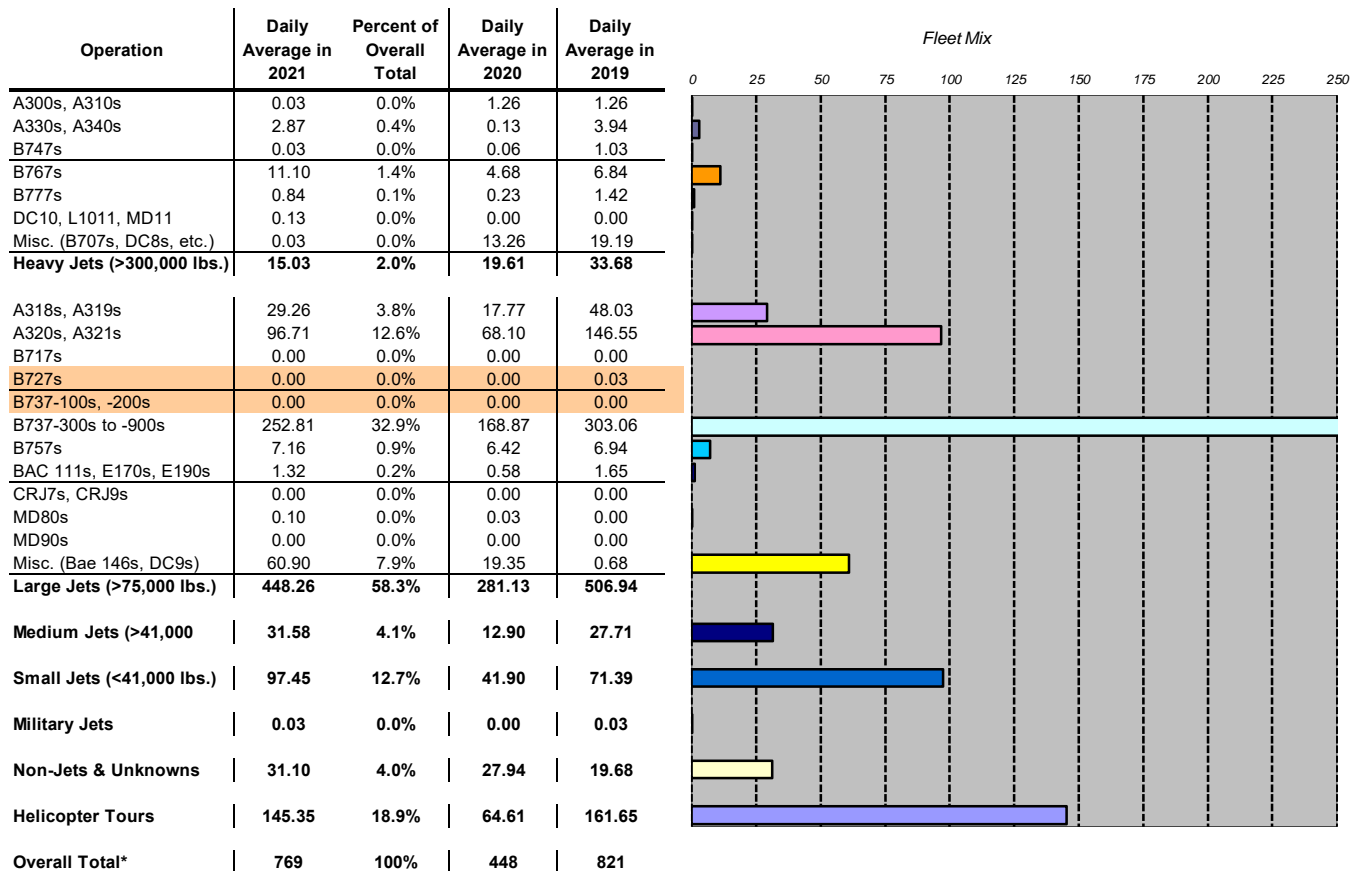


Exhibit 7: LAS Aircraft Arrival Fleet Mix** - October 2021



** 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* - October 2021 to 2019

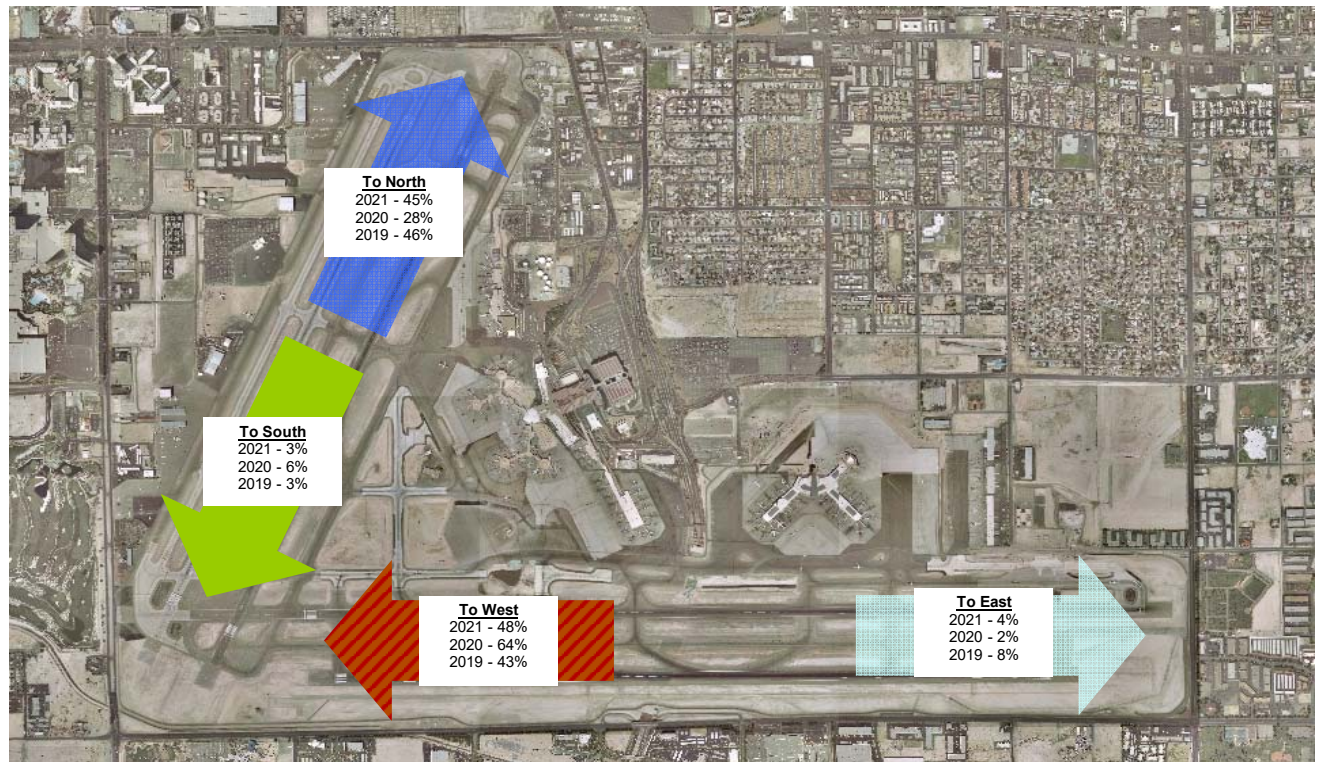
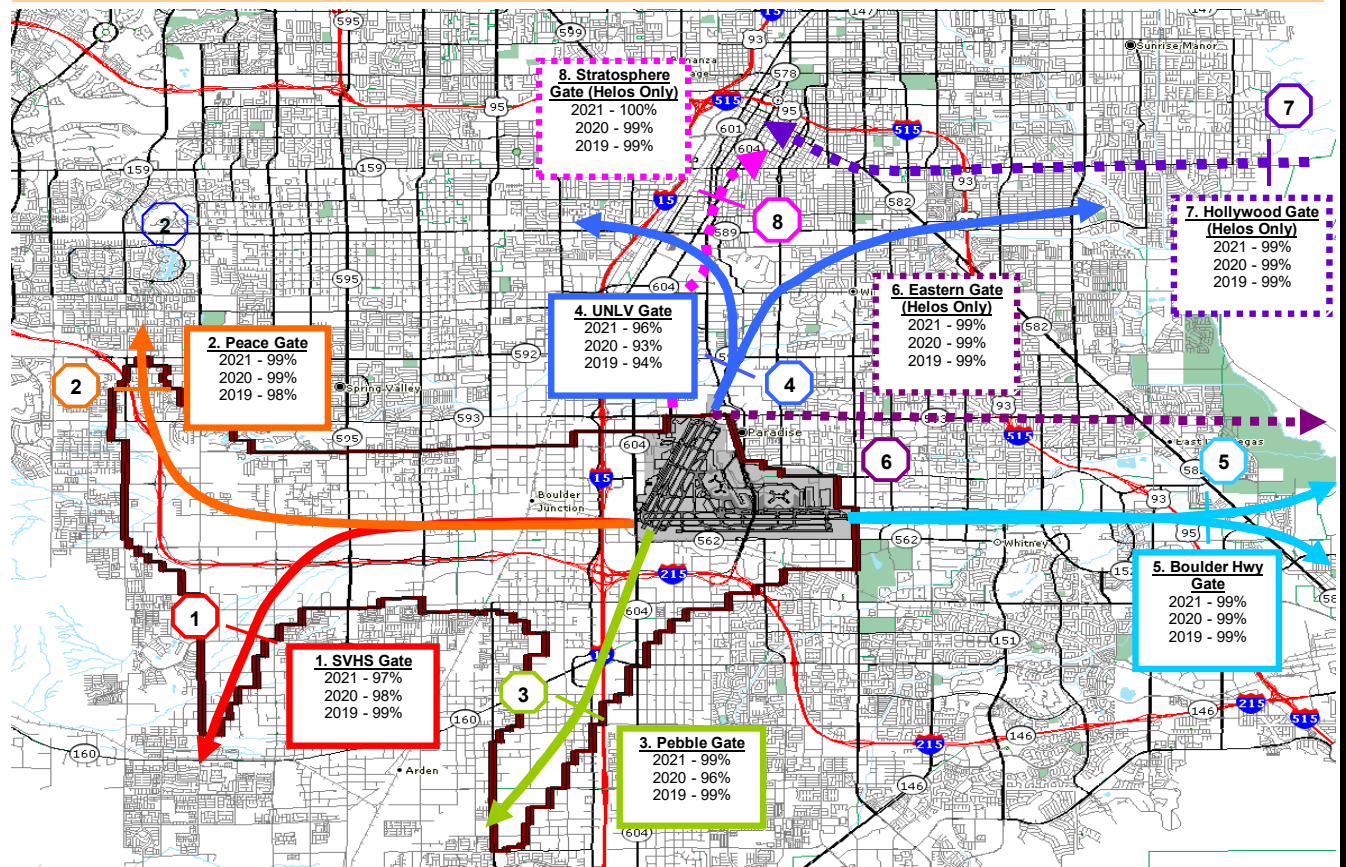


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - October 2021



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

Exhibit 10: Land Use Application Reviews & Comments - October 2021

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
No. of Land Use Applications Reviewed	139	47	35	8	229	177	335
No. of Applications where CCDOA Issued a Comment	10	7	3	0	20	7	20
Percent of Applications where Comment Issued	7%	15%	9%	0%	9%	4%	6%

Exhibit 11: Land Use Application Comments by Airport Concern - October 2021

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Deed Restrictions	0	0	0	0	0	0	0
Height-Penetrates Part 77 100:1 Surfaces >200'	1	7	2	0	10	4	6
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	0	0
Helipad/Helipad	0	1	0	0	1	0	0
Noisy-Commercial within AEOD**	2	0	0	0	2	2	3
Noisy-Residential within the AEOD**	0	0	0	0	0	0	1
Noisy-Residential Just Outside the AEOD**	8	2	1	0	11	1	11
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
Total***	11	10	3	0	24	7	21

* 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* - October 2021

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Within the AEOD	0	0	0	0	0	0	480
Just Outside the AEOD	604	504	1	0	1,109	380	1,416

*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* - October 2021

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Recommend Denial	0	0	0	0	0	0	0
Opposed at Hearings	0	0	0	0	0	0	0

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

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - October 2021

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.

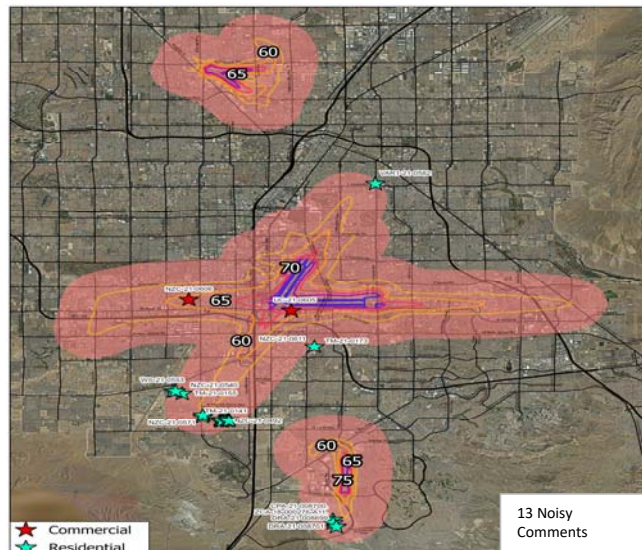


Exhibit 15: Noisy Comments - LAS Detail - October 2021

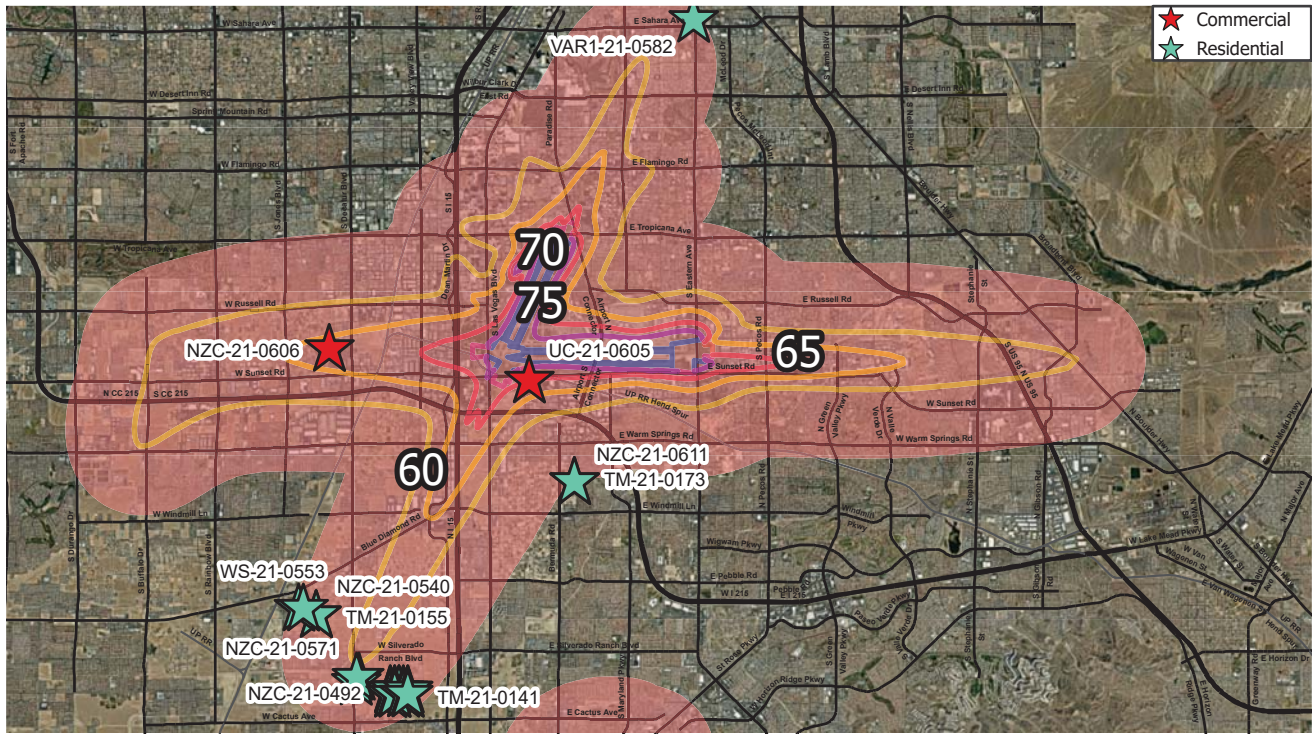


Exhibit 16: Noisy Comments - HND Detail - October 2021

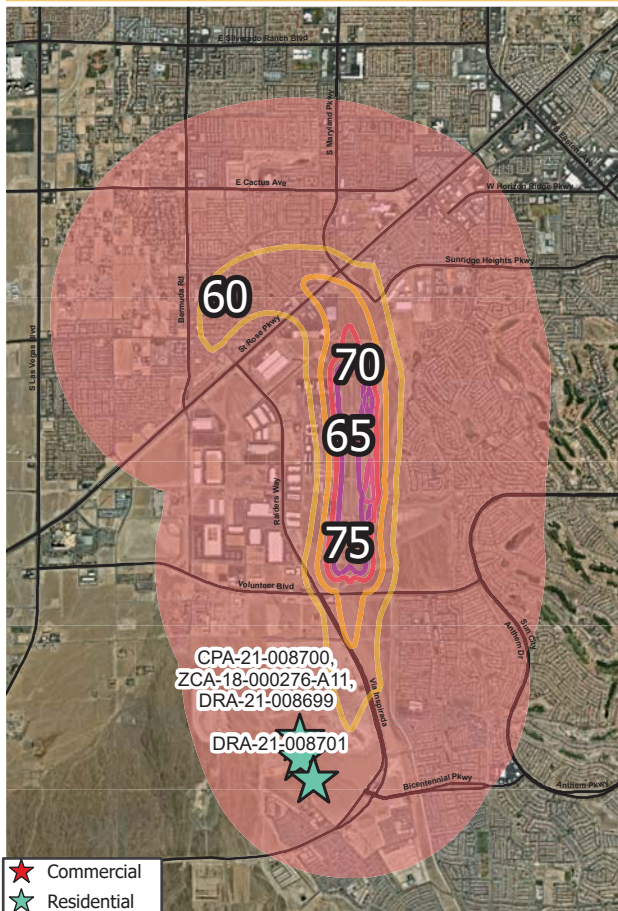


Exhibit 17: Noisy Comments - VGT Detail - October 2021

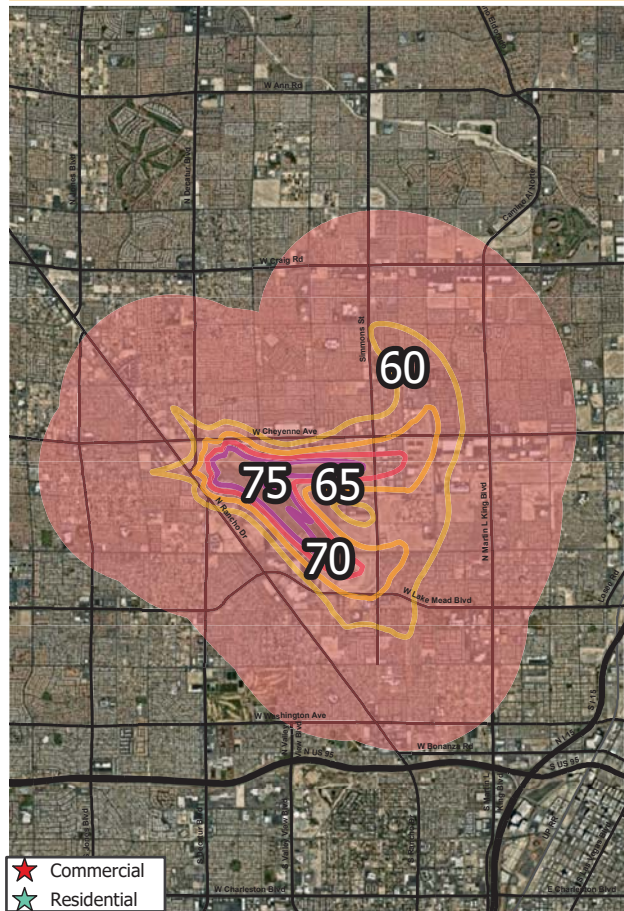


Exhibit 1: Noise Complaint Calls by Community* - November 2021

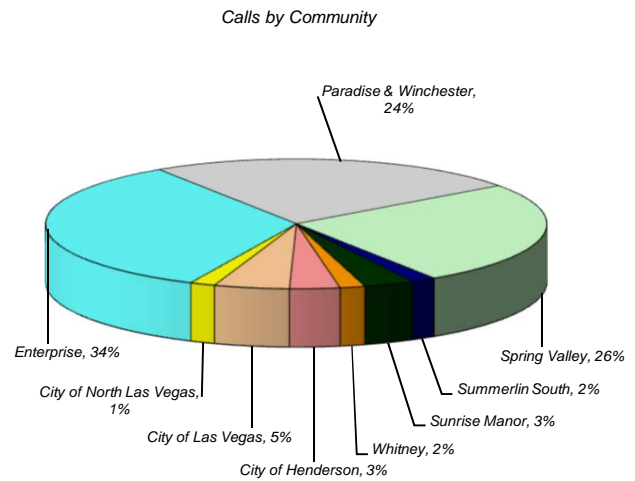
Community	No. of Calls in 2021	No. of Callers in 2021	No. of Calls in 2020	No. of Calls in 2019
City of Boulder City	2	2	8	1
City of Henderson	3	3	2	
City of Las Vegas	1	1		
City of North Las Vegas	21	7	1	1
Enterprise	15	8	1	30
Lone Mountain	16	2	13	58
Paradise & Winchester	1	1		
Spring Valley	2	2		
Summerlin South	1	1		
Sunrise Manor	2	2		
Whitney	1	1		
Location unknown				
Overall Total	62	27	26	90

Difference between 2021 and 2020 Total Calls: 138%

Difference between 2021 and 2019 Total Calls: -31%

Average Number of Calls per Caller: 2.3

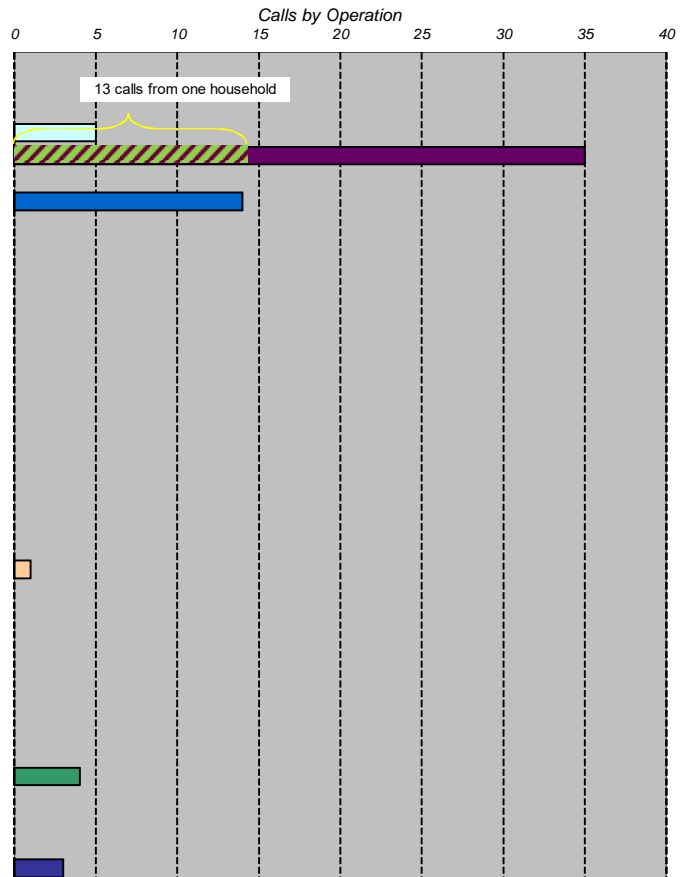
Most calls received from one household: 13



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

Exhibit 2: Noise Complaint Calls by Type of Operation - November 2021

Operation	No. of Calls in 2021	Percent of Overall Total	No. of Calls in 2020	No. of Calls in 2019
LAS 01R/L Arrivals			1	1
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	5	8.1%		
LAS 01R/L Departures	35	56.5%	15	53
LAS 08R/L Departures				
LAS 19R/L Departures	14	22.6%		
LAS 26R/L Departures			2	35
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	54	87.1%	18	89
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	1.6%	3	
VGT Other				
VGT Total	1	1.6%	3	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	4	6.5%	4	
HND Other				
HND Total	4	6.5%	4	0
Helicopters**	3	4.8%	1	1
Overall Total	62	100%	26	90



** 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 2021

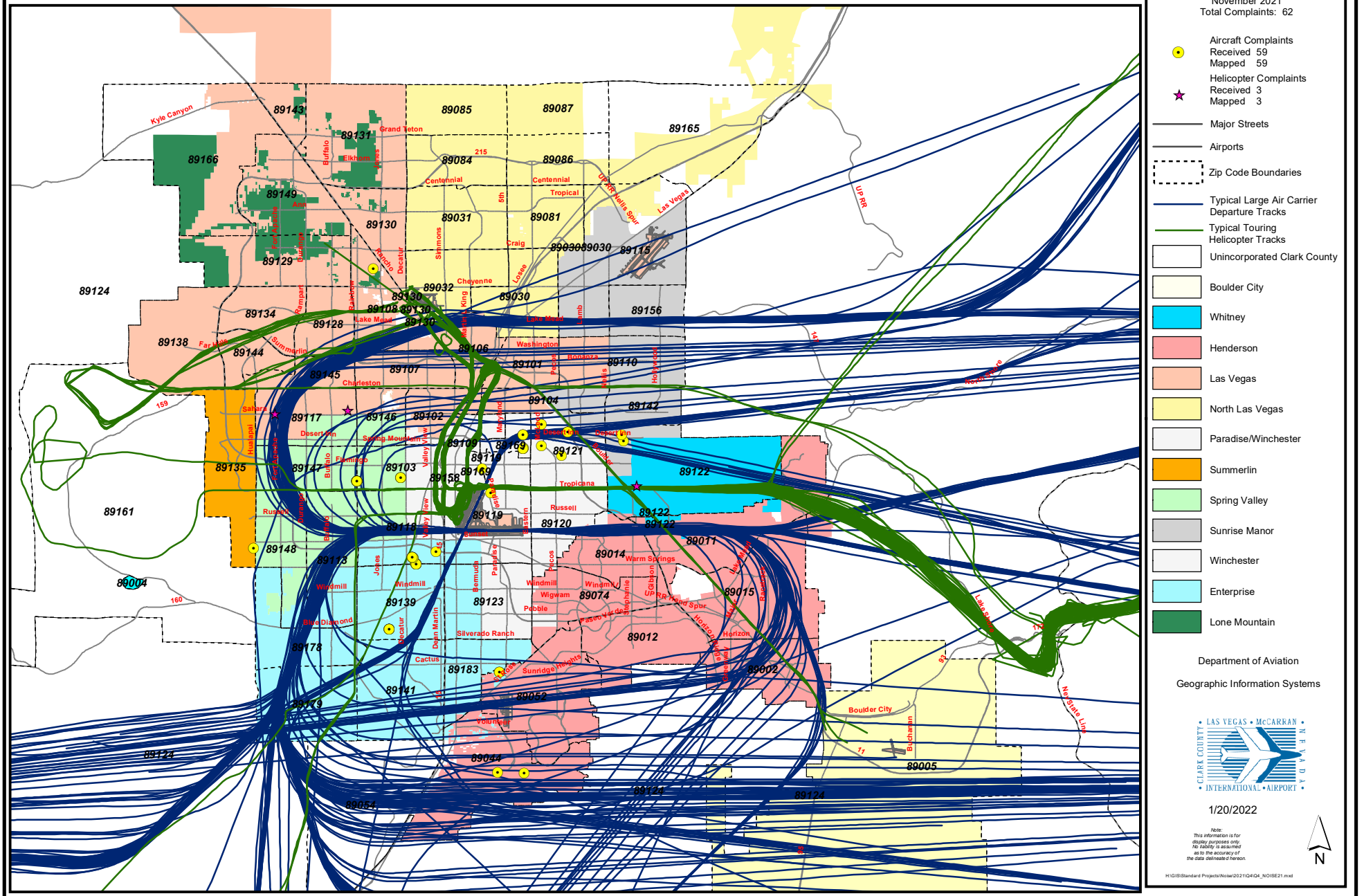
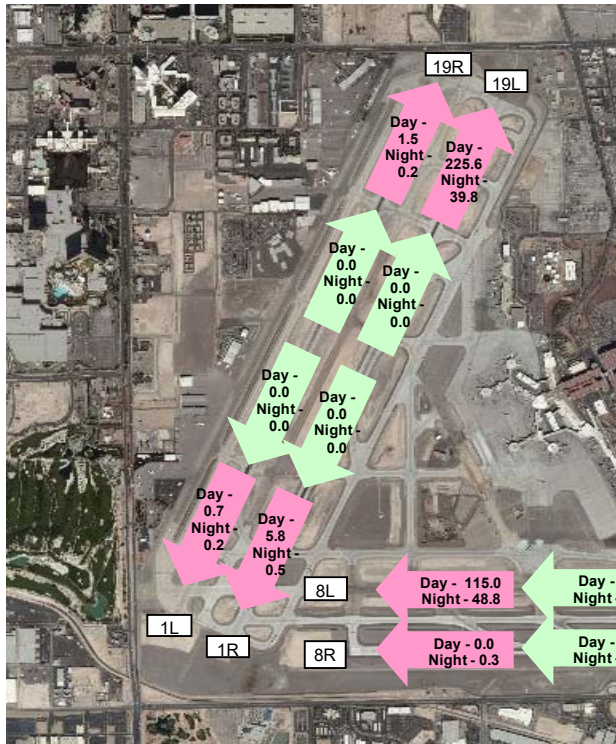


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - November 2021



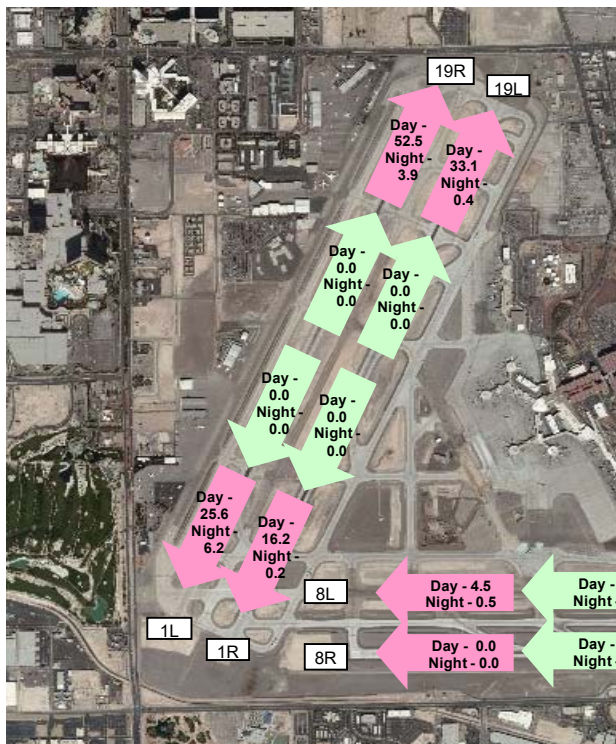
Year	2021		2020		2019	
Daytime Departures	357	80%	274	85%	409	80%
Nighttime Departures	91	20%	47	15%	102	20%
Total Departures	448	100%	321	100%	511	100%

Daytime Arrivals	378	86%	293	92%	431	86%
Nighttime Arrivals	61	14%	26	8%	69	14%
Total Arrivals	440	100%	319	100%	500	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	40%	30%	94%
Depts. 2021 vs 2019	-12%	-13%	-10%
Arrivals 2021 vs 2020	38%	29%	141%
Arrivals 2021 vs 2019	-12%	-12%	-11%

* 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** - November 2021



Year	2021		2020		2019	
Daytime Departures	136	92%	73	88%	101	91%
Nighttime Departures	11	8%	10	12%	10	9%
Total Departures	147	100%	83	100%	110	100%

Daytime Arrivals	137	95%	72	94%	100	93%
Nighttime Arrivals	7	5%	5	6%	8	7%
Total Arrivals	144	100%	77	100%	107	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	78%	87%	15%
Depts. 2021 vs 2019	34%	35%	18%
Arrivals 2021 vs 2020	88%	90%	48%
Arrivals 2021 vs 2019	35%	38%	-5%

** 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* - November 2021

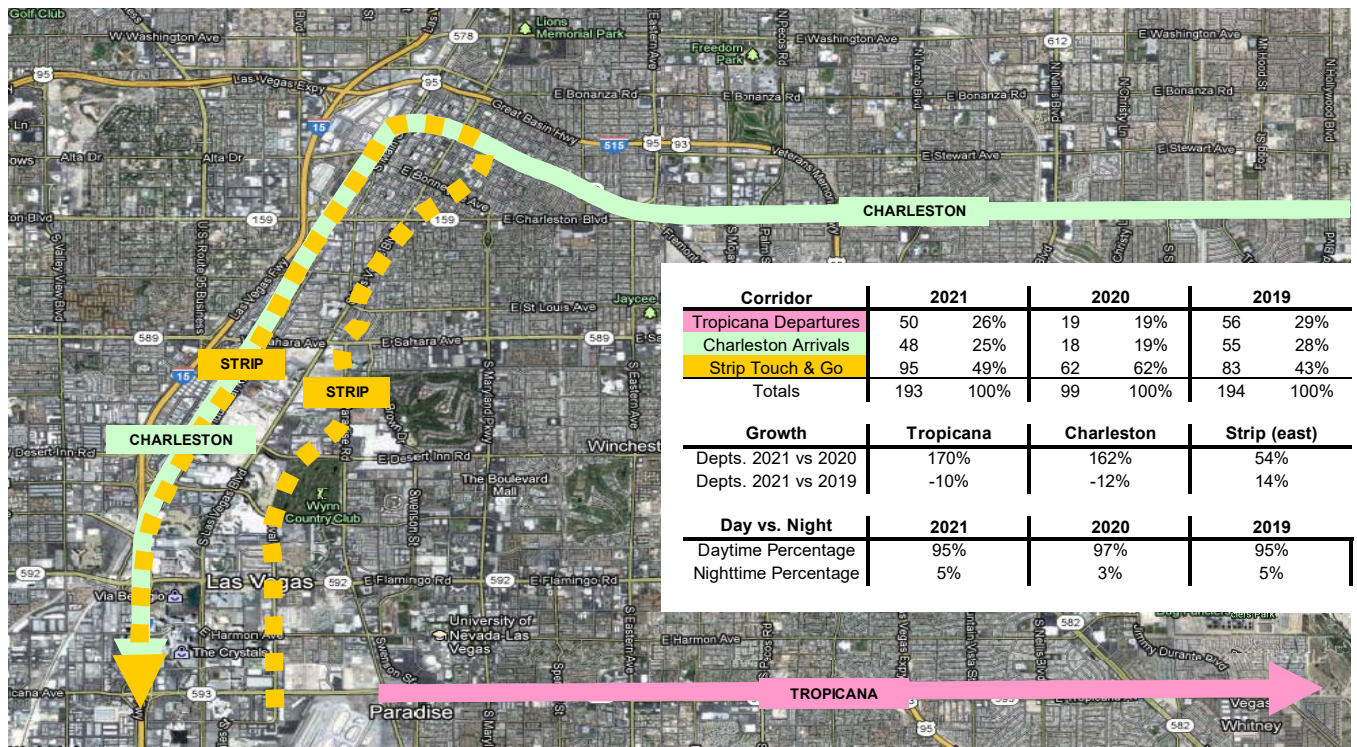
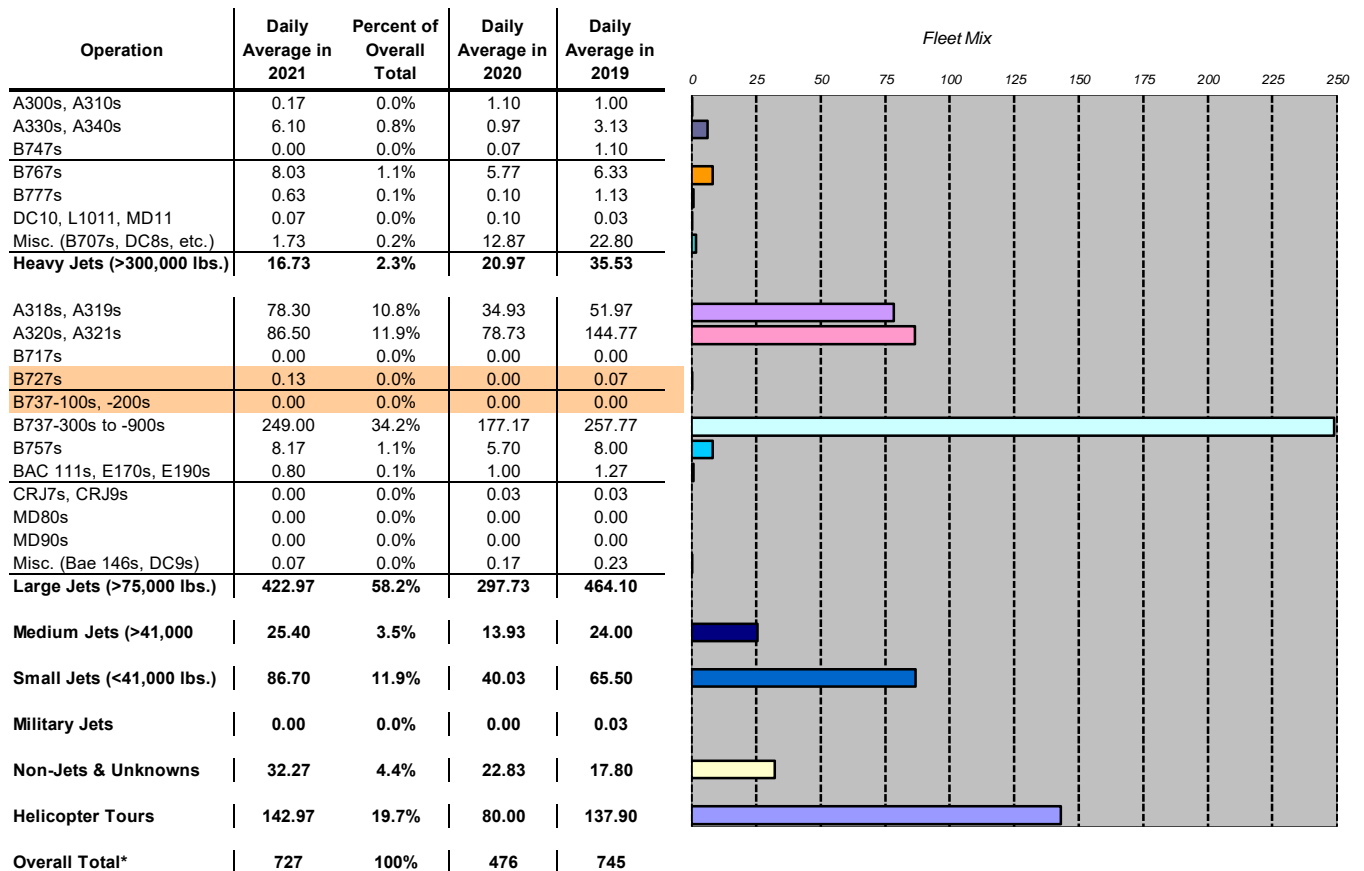


Exhibit 7: LAS Aircraft Arrival Fleet Mix** - November 2021



** 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* - November 2021 to 2019

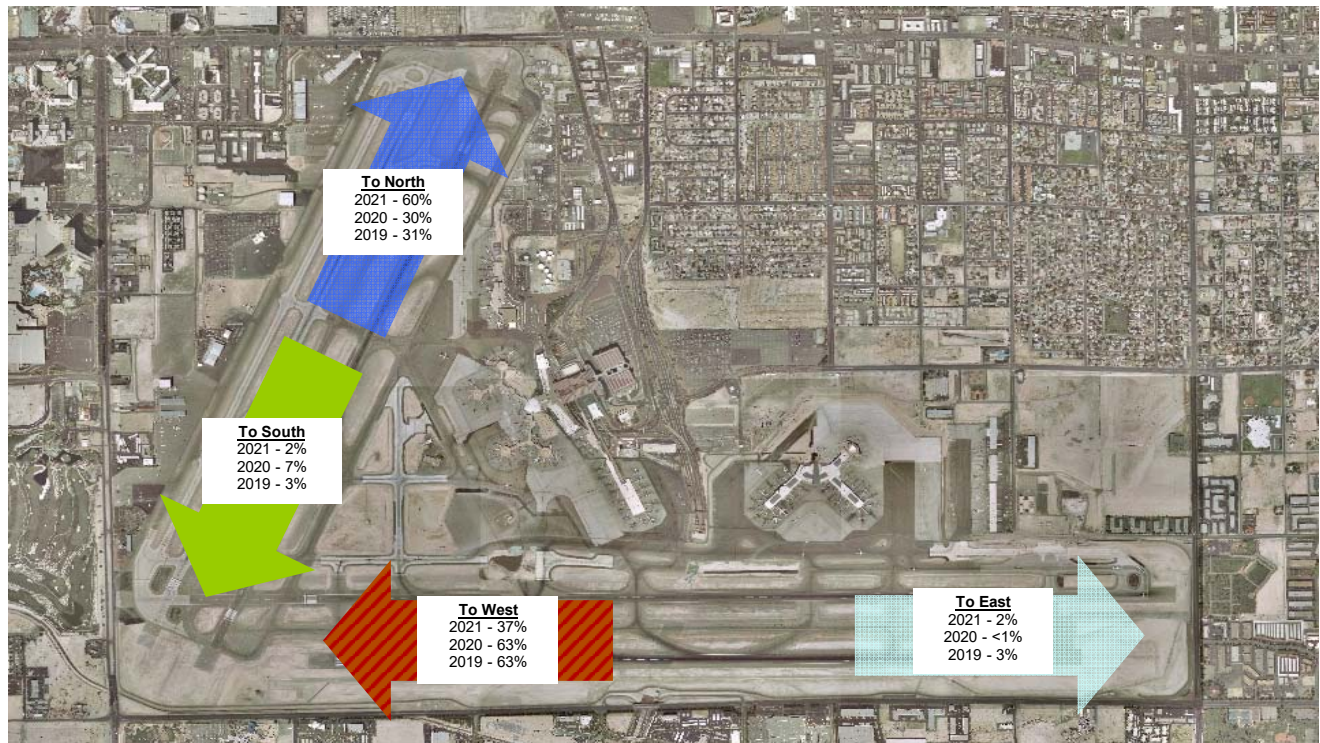
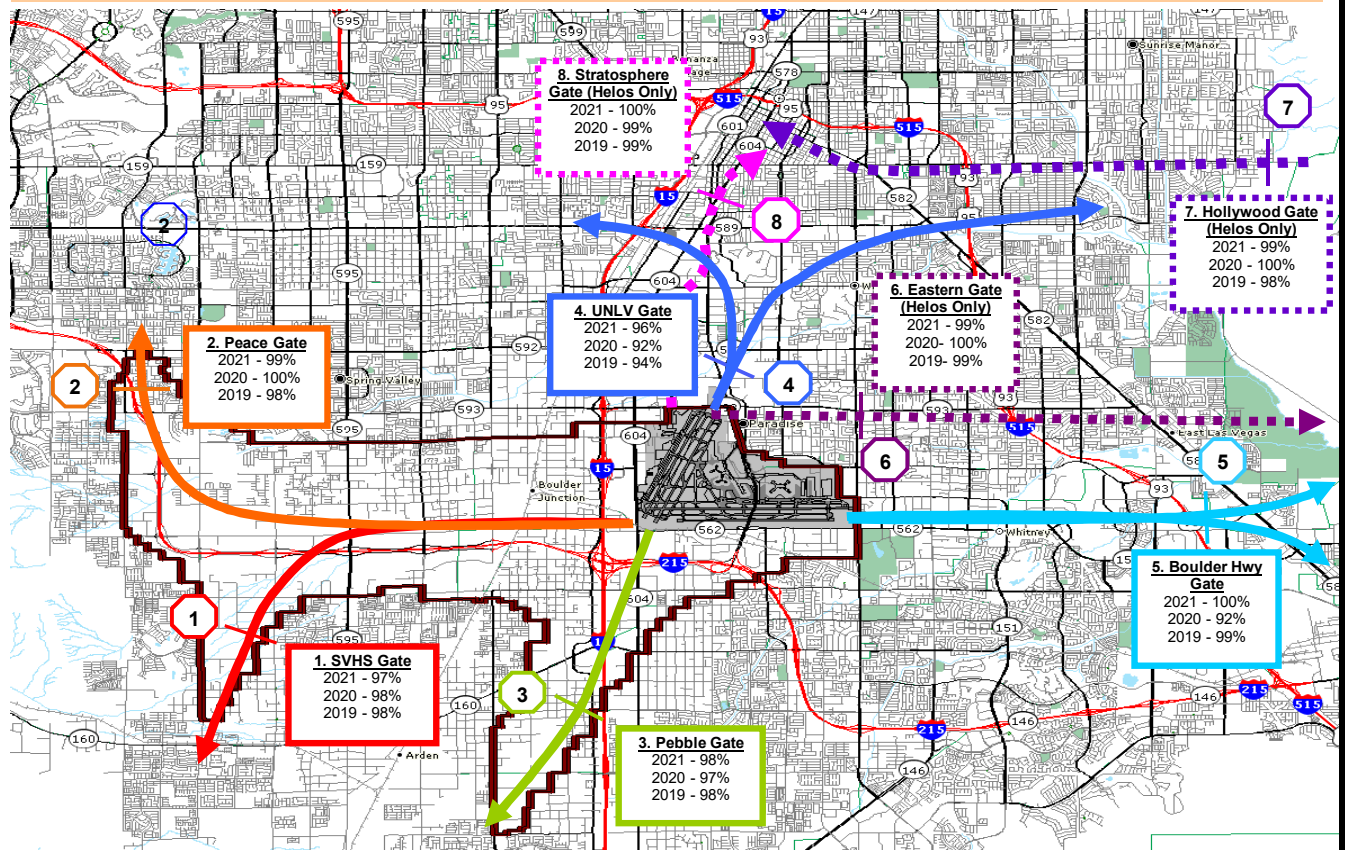


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - November 2021



* Aircraft types: All aircraft with a maximum gross take 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 - November 2021

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
No. of Land Use Applications Reviewed	107	53	57	9	226	157	182
No. of Applications where CCDOA Issued a Comment	15	6	0	0	21	21	15
Percent of Applications where Comment Issued	14%	11%	0%	0%	9%	13%	8%

Exhibit 11: Land Use Application Comments by Airport Concern - November 2021

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Deed Restrictions	1	0	0	0	1	0	0
Height-Penetrates Part 77 100:1 Surfaces >200'	1	1	0	0	2	7	8
Height-Penetrates Part 77 PATH-C Surfaces*	2	0	0	0	2	1	0
Helipad/Helipad	1	1	0	0	2	0	0
Noisy-Commercial within AEOD**	1	0	0	0	1	4	1
Noisy-Residential within the AEOD**	2	1	0	0	3	1	1
Noisy-Residential Just Outside the AEOD**	7	3	0	0	10	12	8
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	1	0
Total***	15	6	0	0	21	26	18

* 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* - November 2021

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Within the AEOD	52	336	0	0	388	179	4
Just Outside the AEOD	591	232	0	0	823	1,407	1,226

*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* - November 2021

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Recommend Denial	0	0	0	0	0	0	0
Opposed at Hearings	0	0	0	0	0	2	0

*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 - November 2021

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.

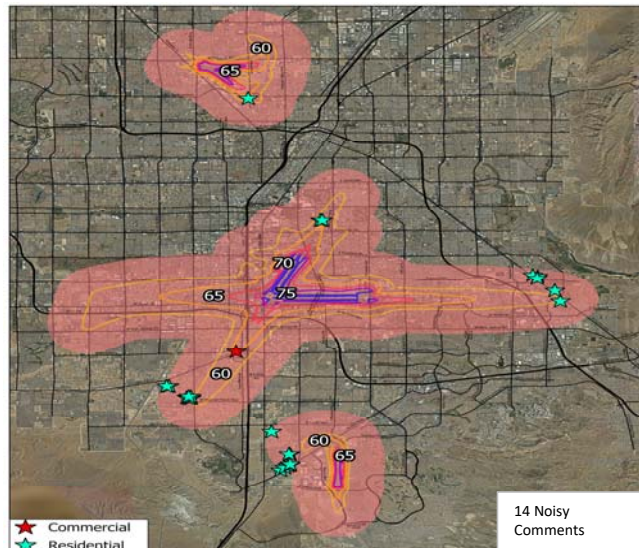


Exhibit 15: Noisy Comments - LAS Detail - November 2021

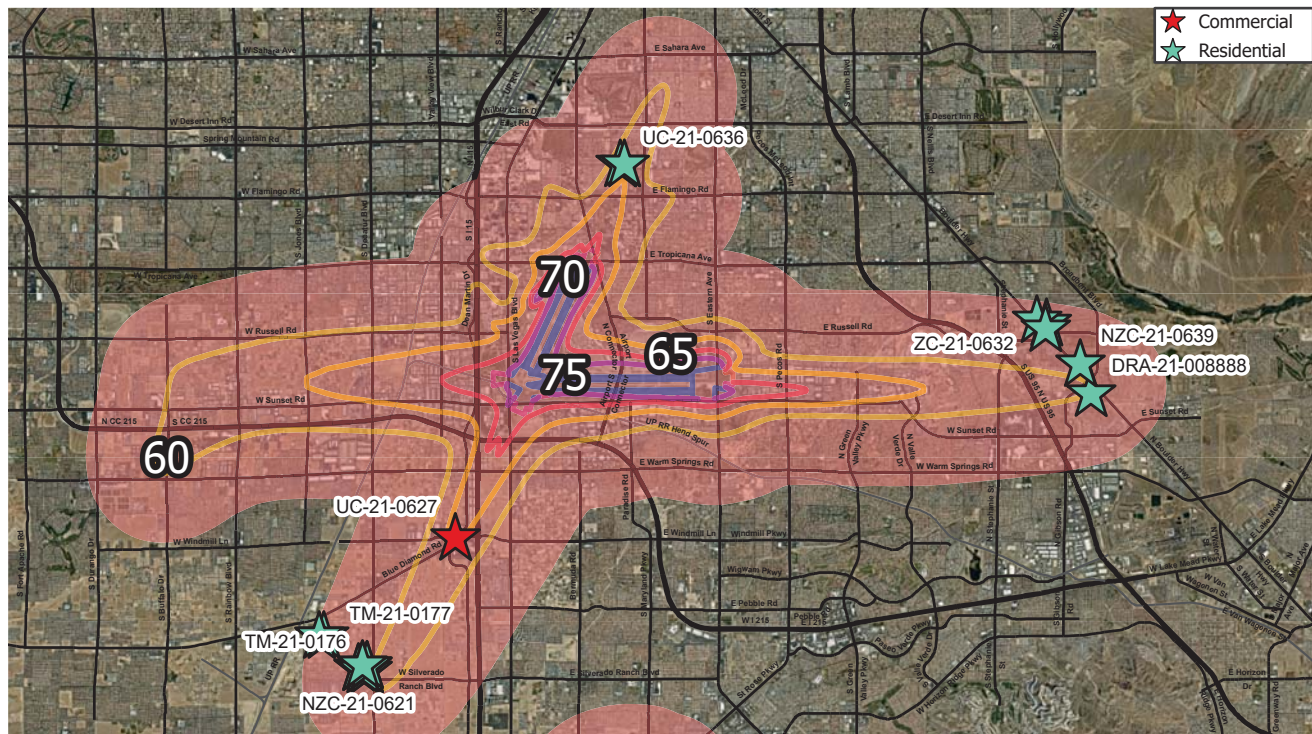


Exhibit 16: Noisy Comments - HND Detail - November 2021

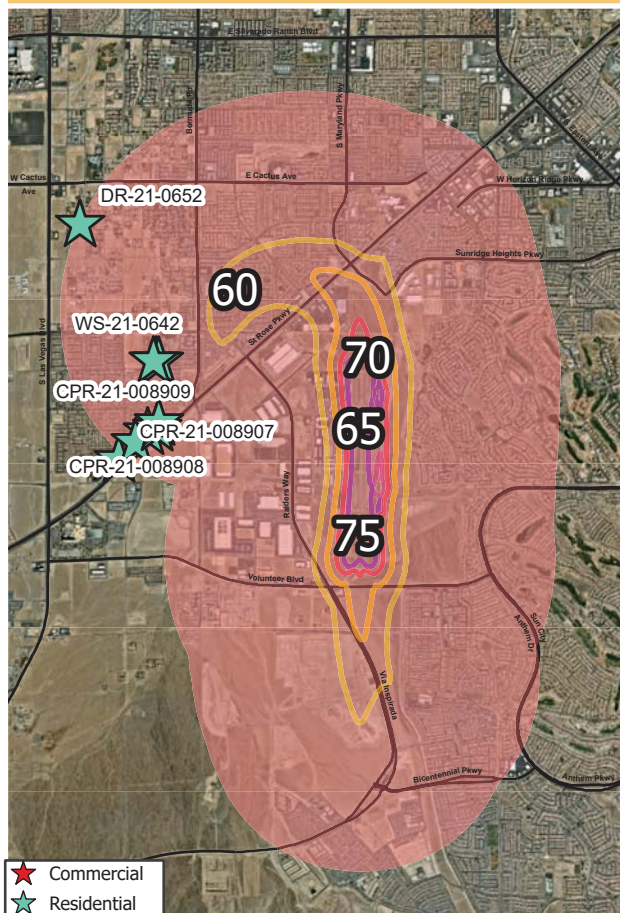


Exhibit 17: Noisy Comments - VGT Detail - November 2021

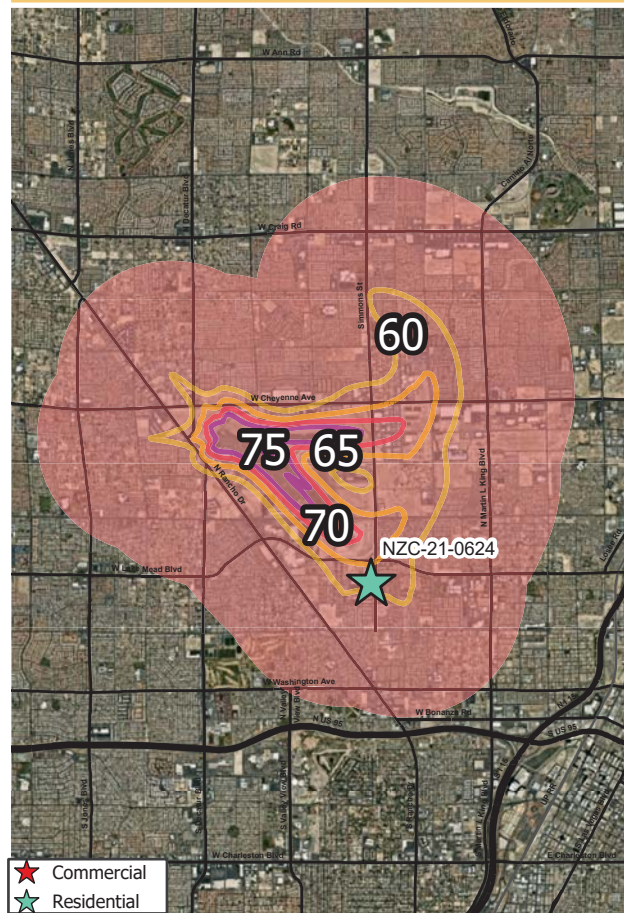


Exhibit 1: Noise Complaint Calls by Community* - December 2021

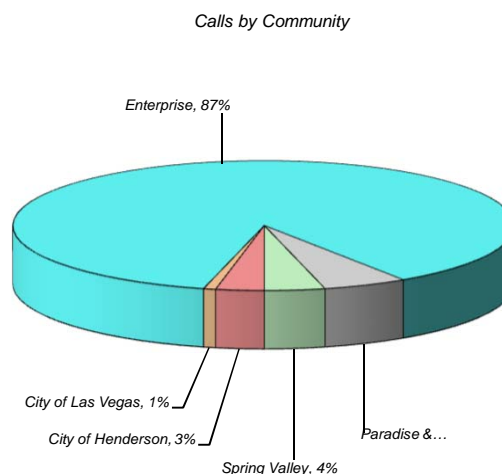
Community	No. of Calls in 2021	No. of Callers in 2021	No. of Calls in 2020	No. of Calls in 2019
City of Boulder City	4	4	3	3
City of Henderson	1	1	1	3
City of Las Vegas				1
City of North Las Vegas				
Enterprise	112	10	1	4
Lone Mountain				
Paradise & Winchester	7	5	2	11
Spring Valley	5	3	18	101
Summerlin South				3
Sunrise Manor			2	3
Whitney			1	
Location unknown				
Overall Total	129	23	28	129

Difference between 2021 and 2020 Total Calls: 361%

Difference between 2021 and 2019 Total Calls: 0%

Average Number of Calls per Caller: 5.6

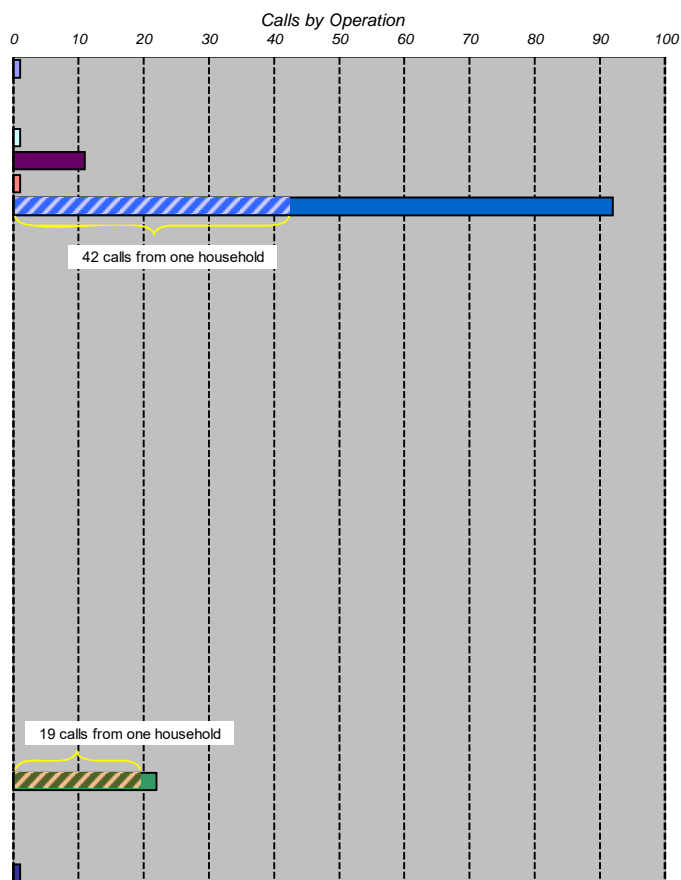
Most calls received from one household: 42



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

Exhibit 2: Noise Complaint Calls by Type of Operation - December 2021

Operation	No. of Calls in 2021	Percent of Overall Total	No. of Calls in 2020	No. of Calls in 2019
LAS 01R/L Arrivals	1	0.8%		2
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	1	0.8%	1	2
LAS 01R/L Departures	11	8.5%	22	112
LAS 08R/L Departures	1	0.8%		
LAS 19R/L Departures	92	71.3%		2
LAS 26R/L Departures				8
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	106	82.2%	23	126
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	22	17.1%	4	1
HND Other				
HND Total	22	17.1%	4	1
Helicopters**	1	0.8%	1	1
Overall Total	129	100%	28	129



** 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 2021

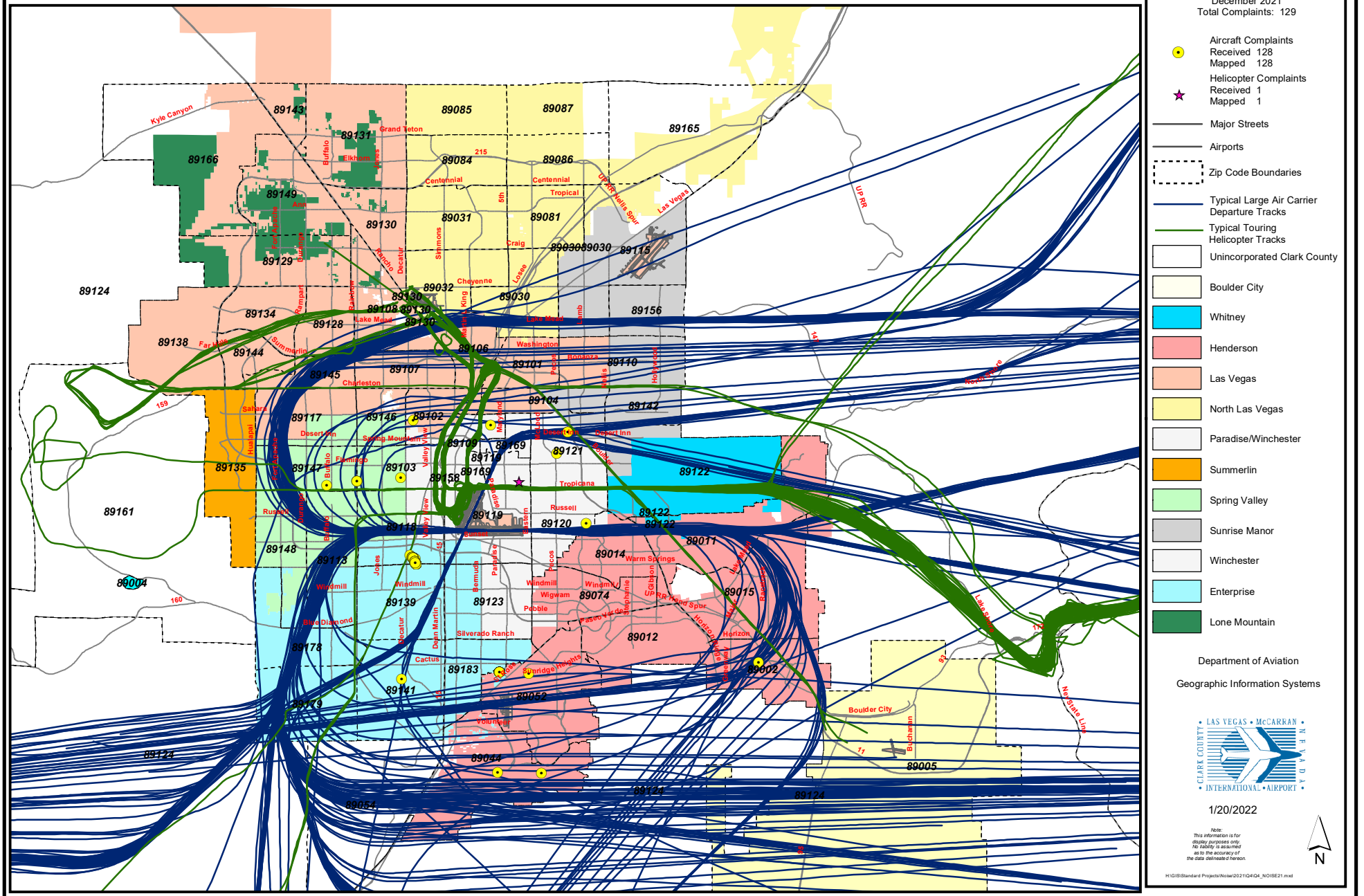
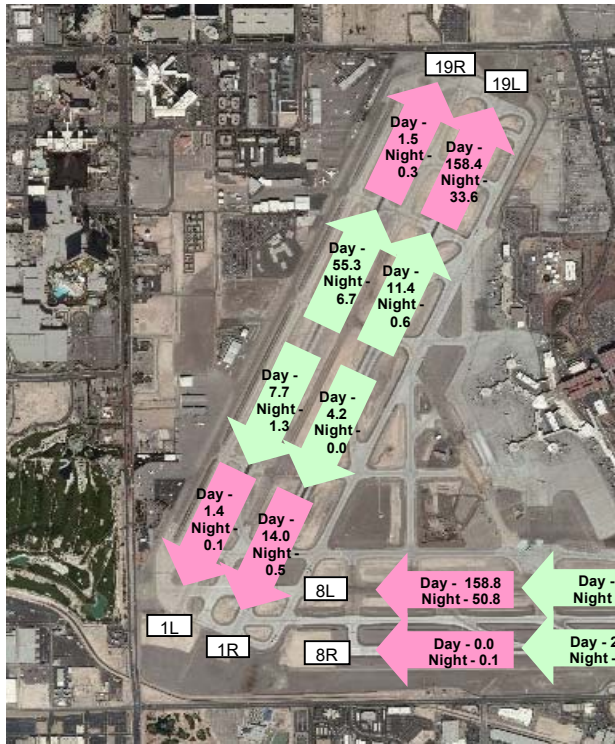


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - December 2021



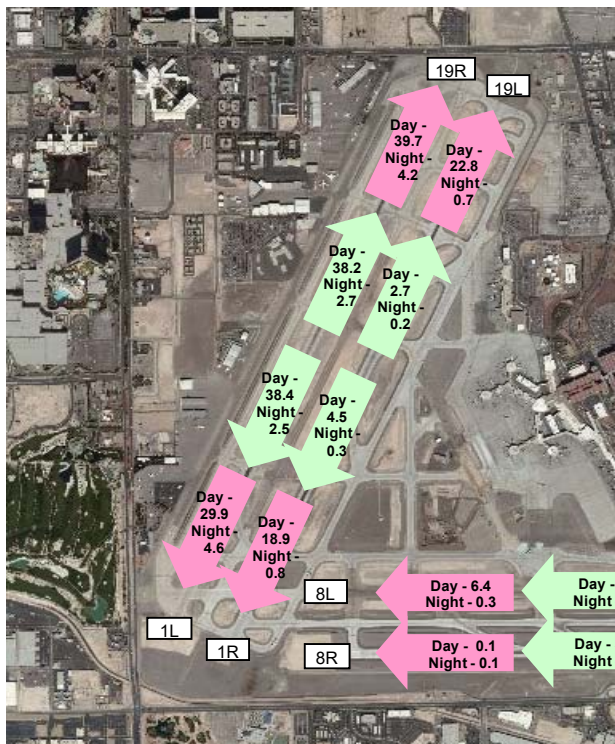
Year	2021		2020		2019	
Daytime Departures	344	80%	245	85%	392	80%
Nighttime Departures	87	20%	44	15%	101	20%
Total Departures	430	100%	289	100%	493	100%

Daytime Arrivals	356	85%	265	92%	408	84%
Nighttime Arrivals	62	15%	23	8%	75	16%
Total Arrivals	418	100%	287	100%	483	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	49%	40%	99%
Depts. 2021 vs 2019	-13%	-12%	-14%
Arrivals 2021 vs 2020	46%	35%	172%
Arrivals 2021 vs 2019	-13%	-13%	-17%

* 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 2021



Year	2021		2020		2019	
Daytime Departures	121	92%	60	88%	97	92%
Nighttime Departures	11	8%	8	12%	9	8%
Total Departures	131	100%	68	100%	106	100%

Daytime Arrivals	123	95%	61	94%	99	93%
Nighttime Arrivals	7	5%	4	6%	7	7%
Total Arrivals	130	100%	64	100%	106	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	95%	102%	38%
Depts. 2021 vs 2019	24%	24%	23%
Arrivals 2021 vs 2020	102%	103%	81%
Arrivals 2021 vs 2019	23%	25%	-3%

** 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 2021

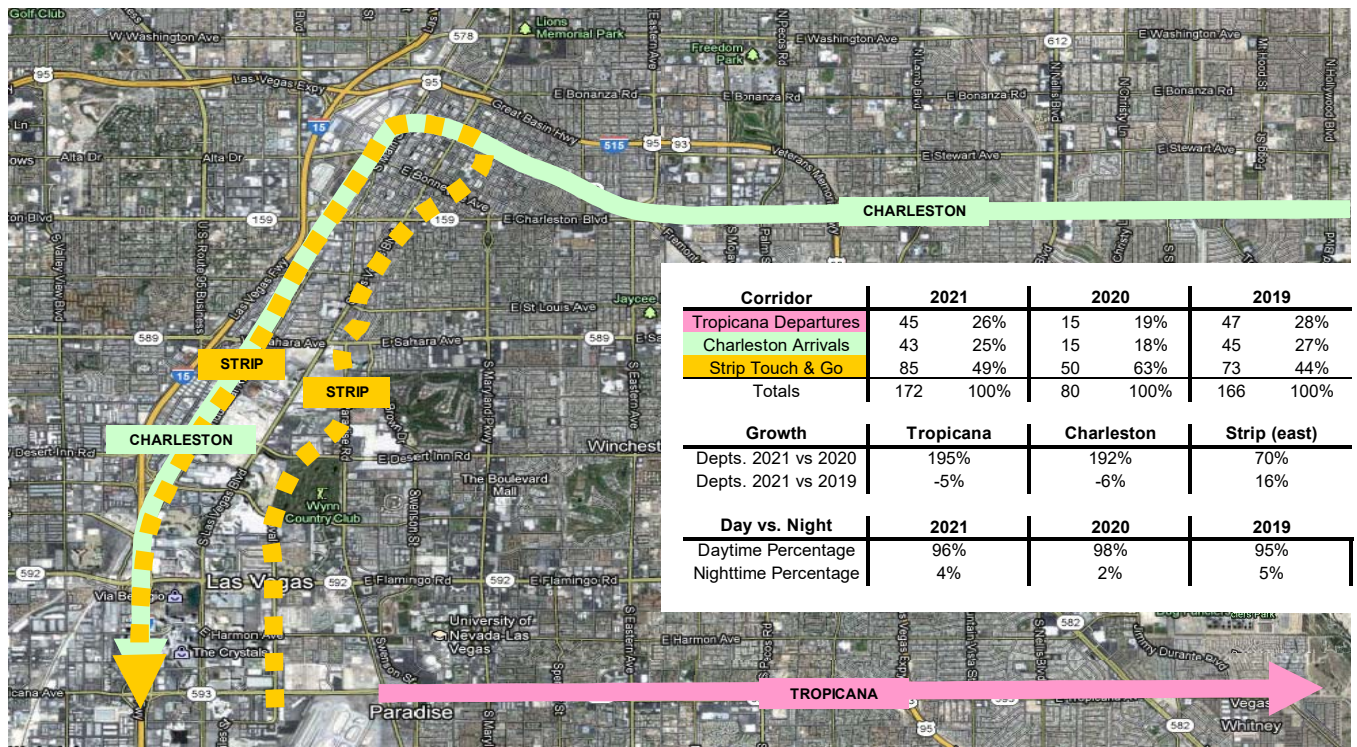
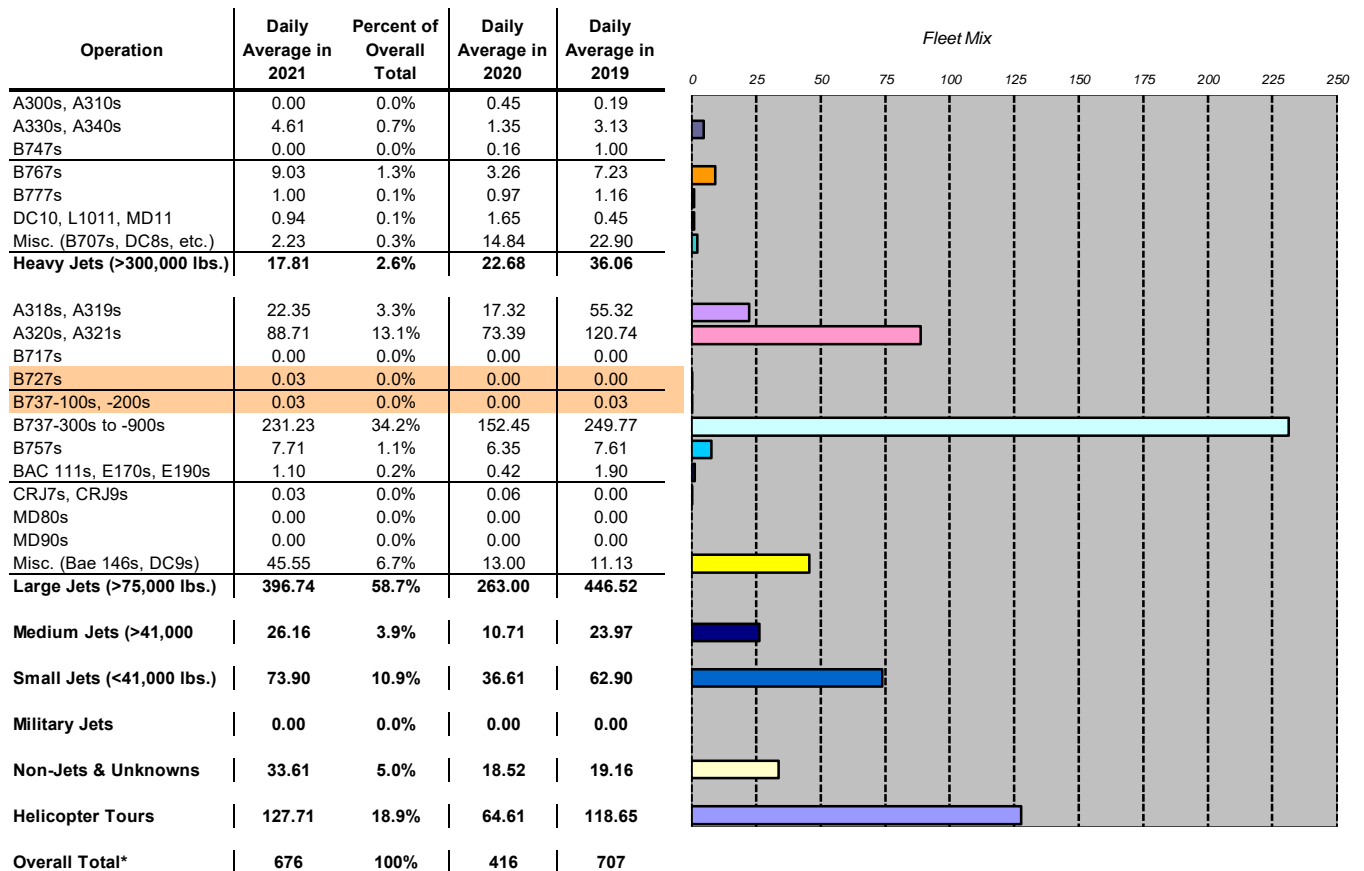


Exhibit 7: LAS Aircraft Arrival Fleet Mix** - December 2021



** 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* - December 2021 to 2019

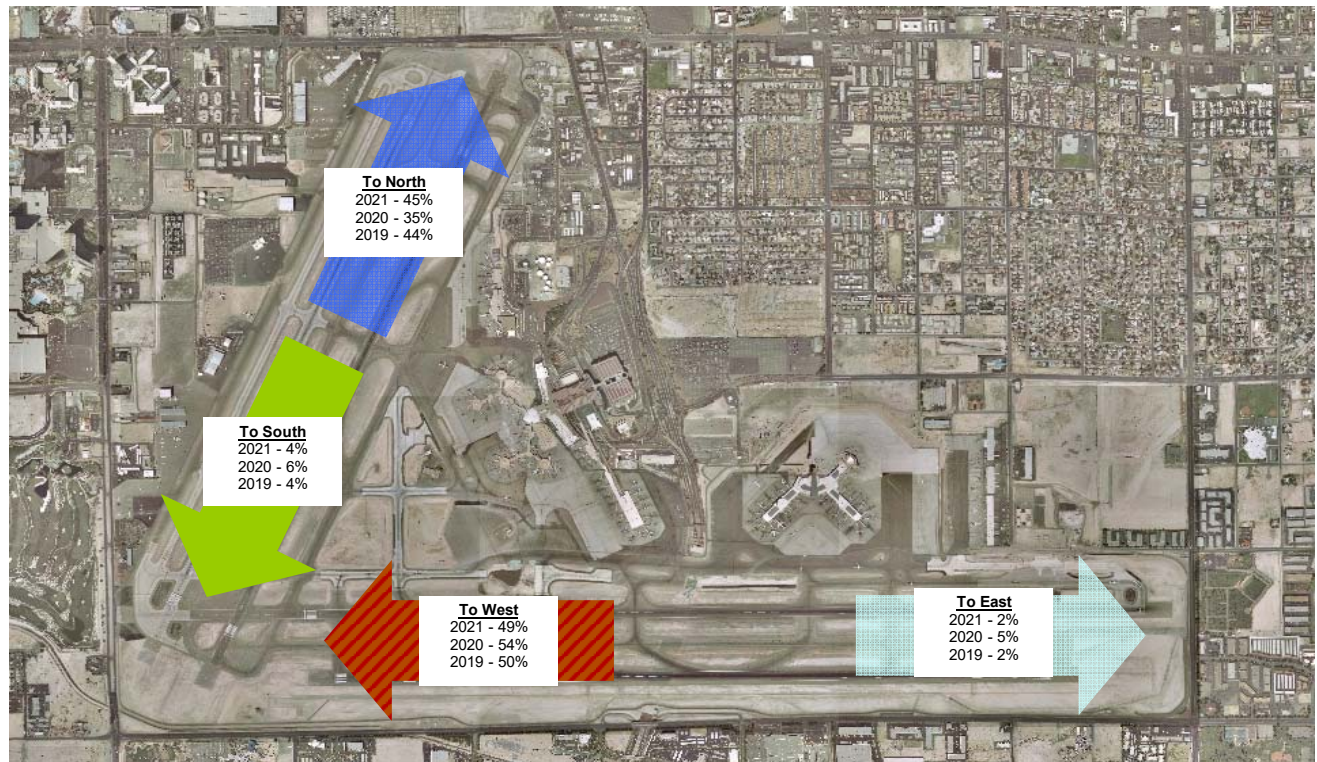
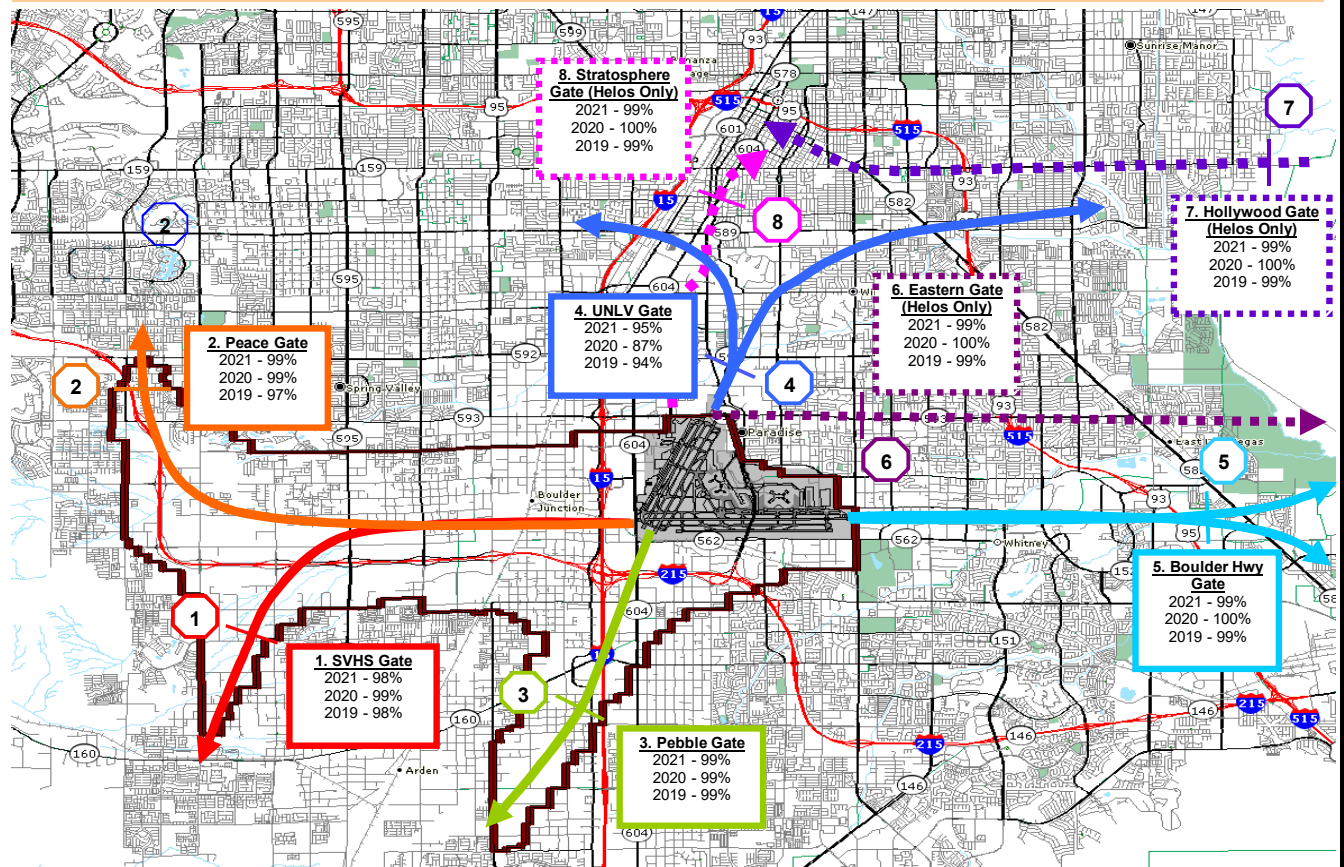


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - December 2021



* 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: Land Use Application Reviews & Comments - December 2021

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
No. of Land Use Applications Reviewed	95	43	38	8	184	211	267
No. of Applications where CCDOA Issued a Comment	11	2	1	1	15	19	17
Percent of Applications where Comment Issued	12%	5%	3%	13%	8%	9%	6%

Exhibit 11: Land Use Application Comments by Airport Concern - December 2021

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Deed Restrictions	2	0	0	0	2	1	0
Height-Penetrates Part 77 100:1 Surfaces >200'	3	2	1	0	6	11	6
Height-Penetrates Part 77 PATH-C Surfaces*	1	0	0	0	1	0	2
Helipad/Helipad	0	0	0	0	0	0	0
Noisy-Commercial within AEOD**	4	0	0	0	4	0	4
Noisy-Residential within the AEOD**	1	0	0	0	1	1	0
Noisy-Residential Just Outside the AEOD**	2	0	1	1	4	10	8
Misc.-If applicable, detailed info. provided within the written summary	1	0	0	0	1	2	0
Total***	14	2	2	1	19	25	20

* 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* - December 2021

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Within the AEOD	206	0	0	0	206	144	0
Just Outside the AEOD	78	0	16	?	94	1,107	1,328

*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* - December 2021

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Recommend Denial	0	0	0	0	0	1	0
Opposed at Hearings	0	0	0	0	0	0	0

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

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - December 2021

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.

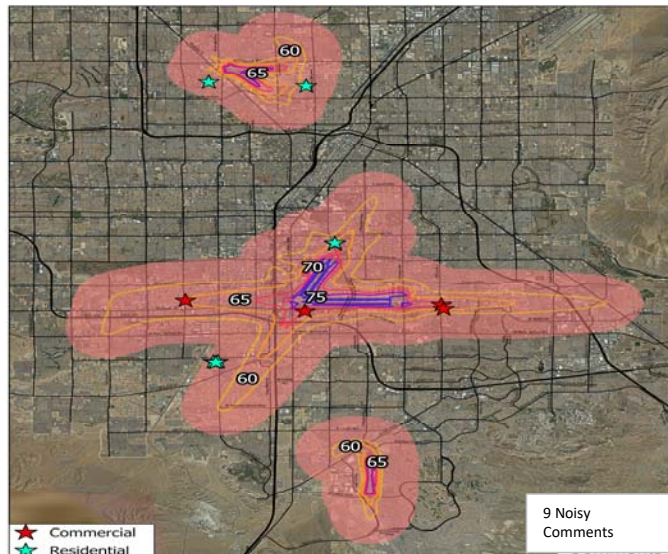


Exhibit 15: Noisy Comments - LAS Detail - December 2021

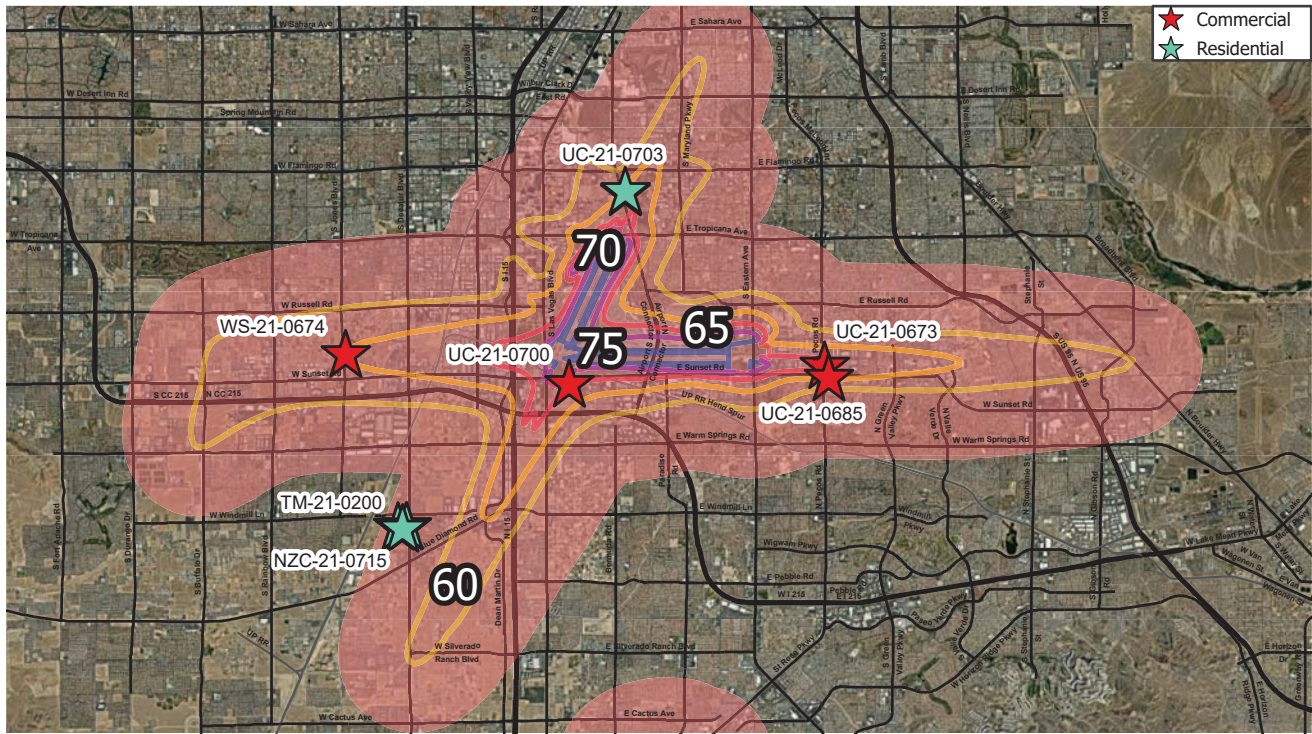


Exhibit 16: Noisy Comments - HND Detail - December 2021

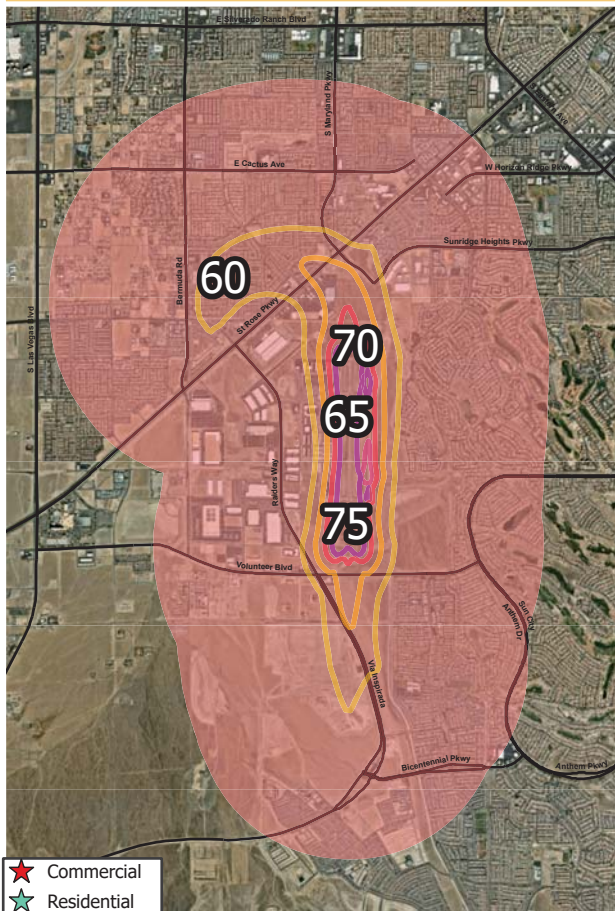


Exhibit 17: Noisy Comments - VGT Detail - December 2021

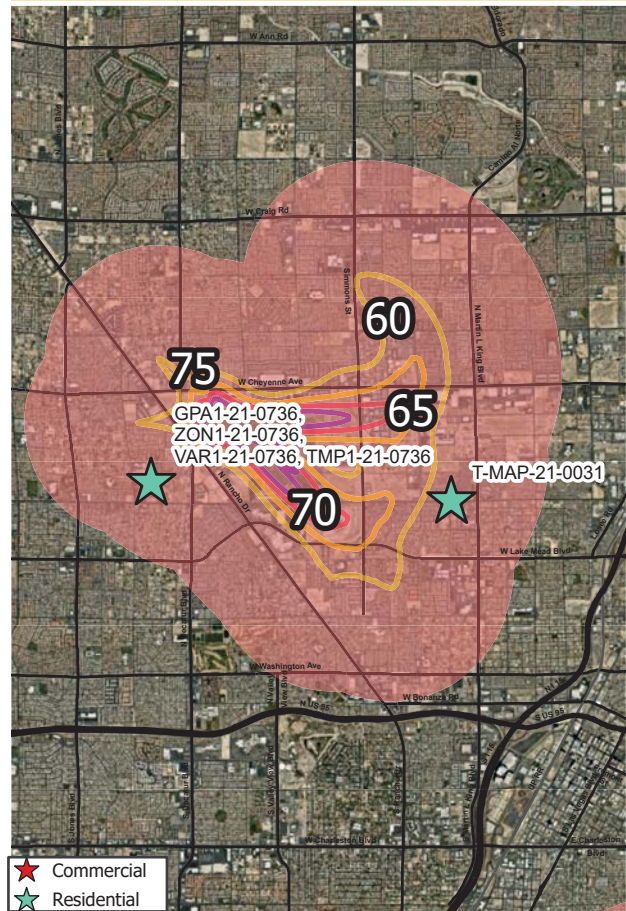


Exhibit 1: Noise Complaint Calls by Community* - Annual 2021

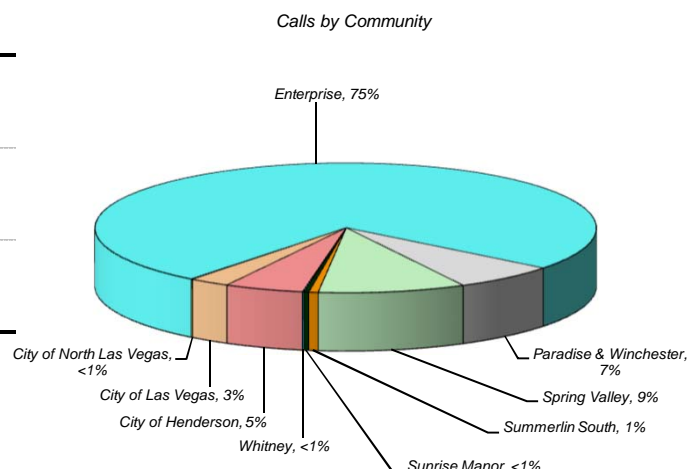
Community	No. of Calls in 2021	No. of Callers in 2021	No. of Calls in 2020	No. of Calls in 2019
City of Boulder City	51	22	43	54
City of Henderson	26	21	19	14
City of Las Vegas	1	1	3	6
City of North Las Vegas	754	53	89	66
Enterprise			2	
Lone Mountain	67	30	65	101
Paradise & Winchester	95	15	421	726
Spring Valley	6	4	3	6
Summerlin South	3	3	10	6
Sunrise Manor	1	1	4	1
Whitney				
Location unknown				
Overall Total	1,004	150	659	980

Difference between 2021 and 2020 Total Calls: 52%

Difference between 2021 and 2019 Total Calls: 2%

Average Number of Calls per Caller: 6.7

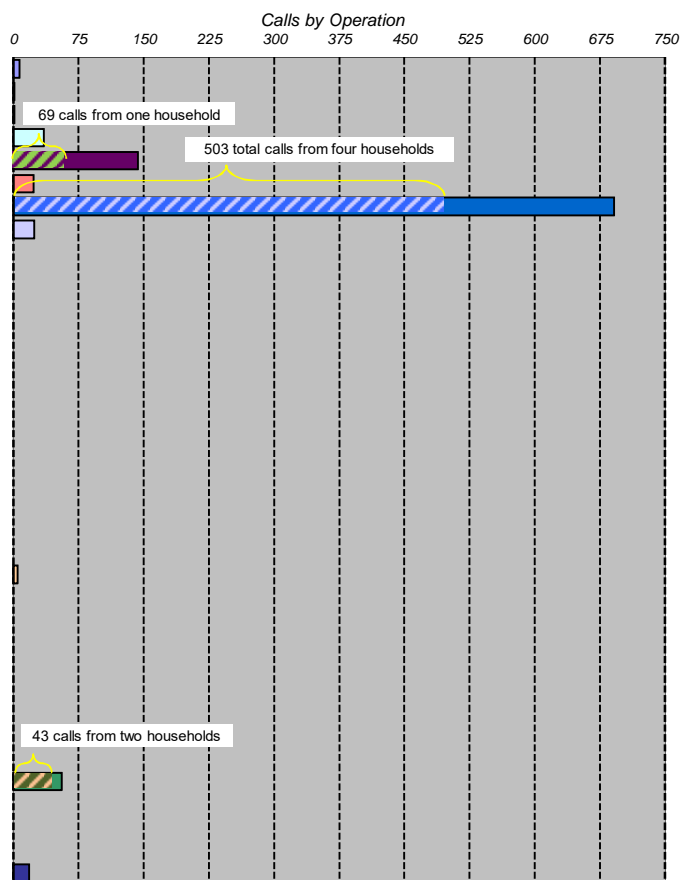
Most calls received from one household: 202



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

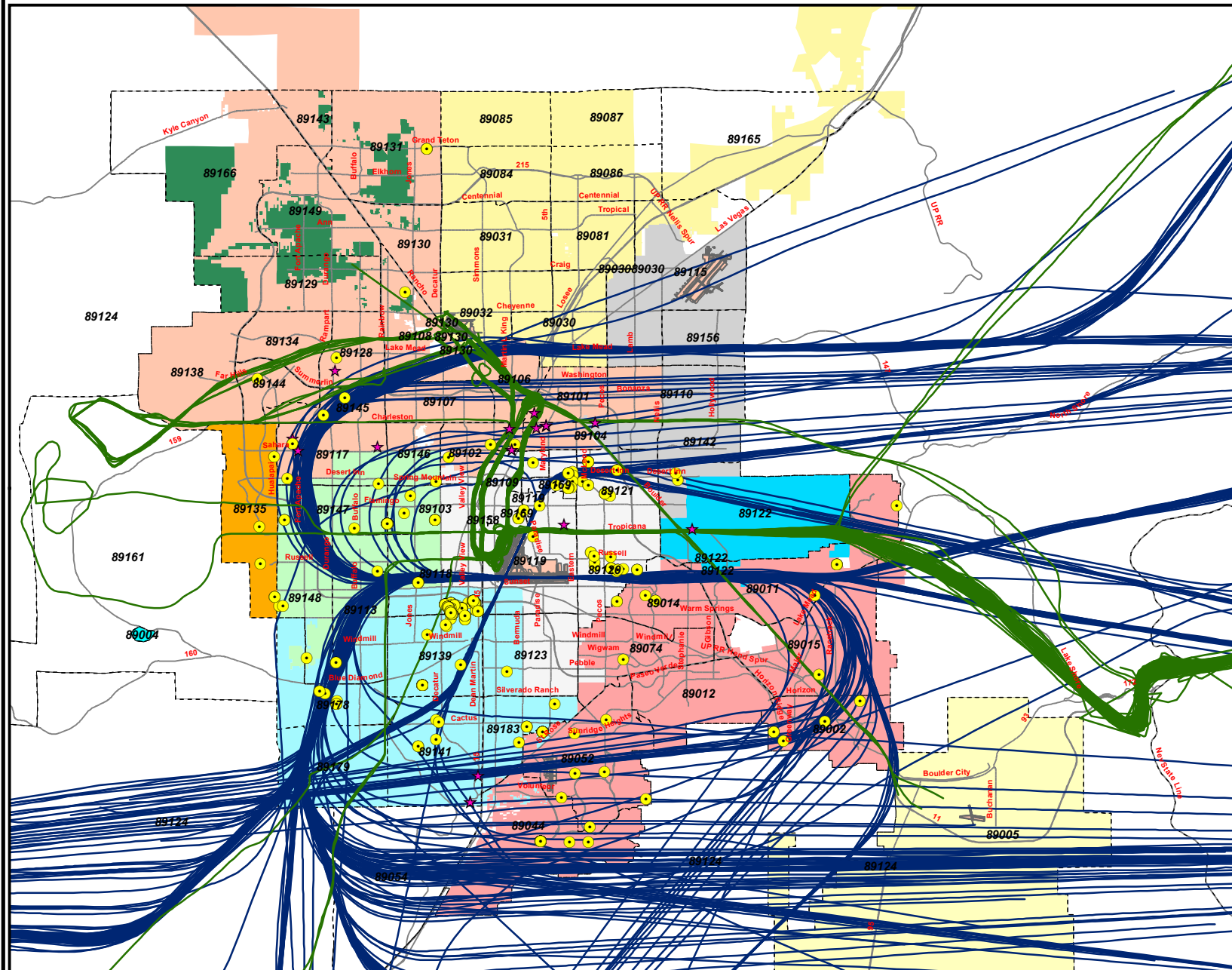
Exhibit 2: Noise Complaint Calls by Type of Operation - Annual 2021

Operation	No. of Calls in 2021	Percent of Overall Total	No. of Calls in 2020	No. of Calls in 2019
LAS 01R/L Arrivals	7	0.7%	20	16
LAS 08R/L Arrivals	1	0.1%		3
LAS 19R/L Arrivals	1	0.1%	1	2
LAS 26R/L Arrivals	35	3.5%	27	29
LAS 01R/L Departures	143	14.2%	469	459
LAS 08R/L Departures	23	2.3%	2	5
LAS 19R/L Departures	691	68.8%	33	20
LAS 26R/L Departures	24	2.4%	37	391
LAS Run-ups				
LAS GA			1	
LAS Other			1	
LAS Total	925	92.1%	591	925
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	5	0.5%	9	5
VGT Other				
VGT Total	5	0.5%	9	5
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				1
HND GA	56	5.6%	44	21
HND Other				
HND Total	56	5.6%	44	22
Helicopters**	18	1.8%	15	28
Overall Total	1,004	100%	659	980



** 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 - JanDec 2021



Legend

JanDec 2021
Total Complaints: 1006

- Aircraft Complaints Received 986 Mapped 986
- ★ Helicopter Complaints Received 18 Mapped 18
- 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



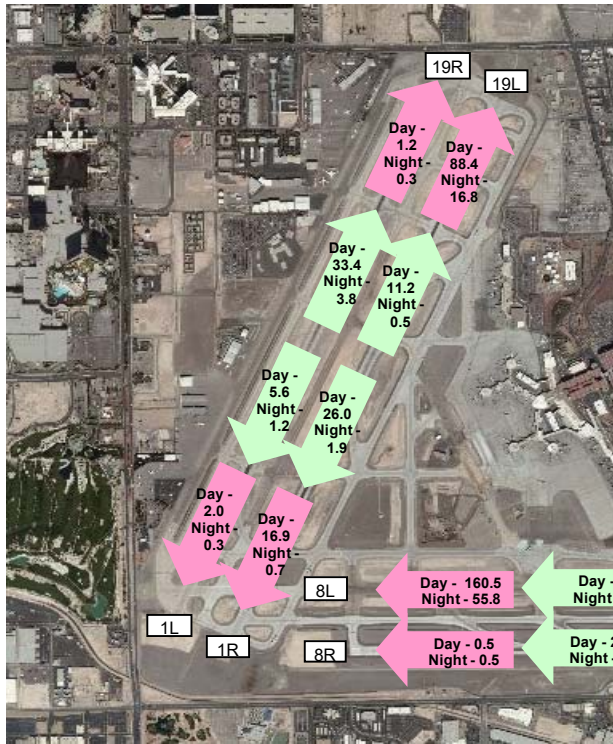
1/31/2022

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

H:\GIS\Standard Projects\Noise\2021\Q4\04_NOISE21.mxd



Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - Annual 2021



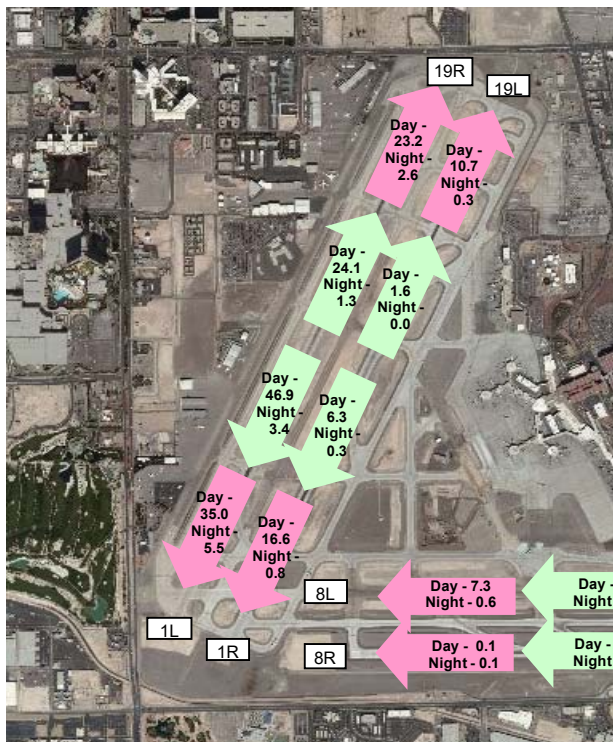
Year	2021		2020		2019	
Daytime Departures	317	80%	263	86%	413	80%
Nighttime Departures	77	20%	44	14%	103	20%
Total Departures	394	100%	307	100%	516	100%

Daytime Arrivals	330	85%	276	90%	435	86%
Nighttime Arrivals	56	15%	29	10%	74	14%
Total Arrivals	387	100%	305	100%	509	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	28%	20%	76%
Depts. 2021 vs 2019	-24%	-23%	-25%
Arrivals 2021 vs 2020	27%	20%	92%
Arrivals 2021 vs 2019	-24%	-24%	-23%

* 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 2021



Year	2021		2020		2019	
Daytime Departures	111	91%	66	88%	98	91%
Nighttime Departures	10	9%	9	12%	10	9%
Total Departures	121	100%	75	100%	108	100%

Daytime Arrivals	112	95%	66	93%	99	93%
Nighttime Arrivals	6	5%	5	7%	7	7%
Total Arrivals	117	100%	71	100%	106	100%

Growth	Overall	Daytime	Nighttime
Depts. 2021 vs 2020	62%	67%	18%
Depts. 2021 vs 2019	12%	13%	6%
Arrivals 2021 vs 2020	65%	69%	16%
Arrivals 2021 vs 2019	11%	13%	-22%

** 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 2021

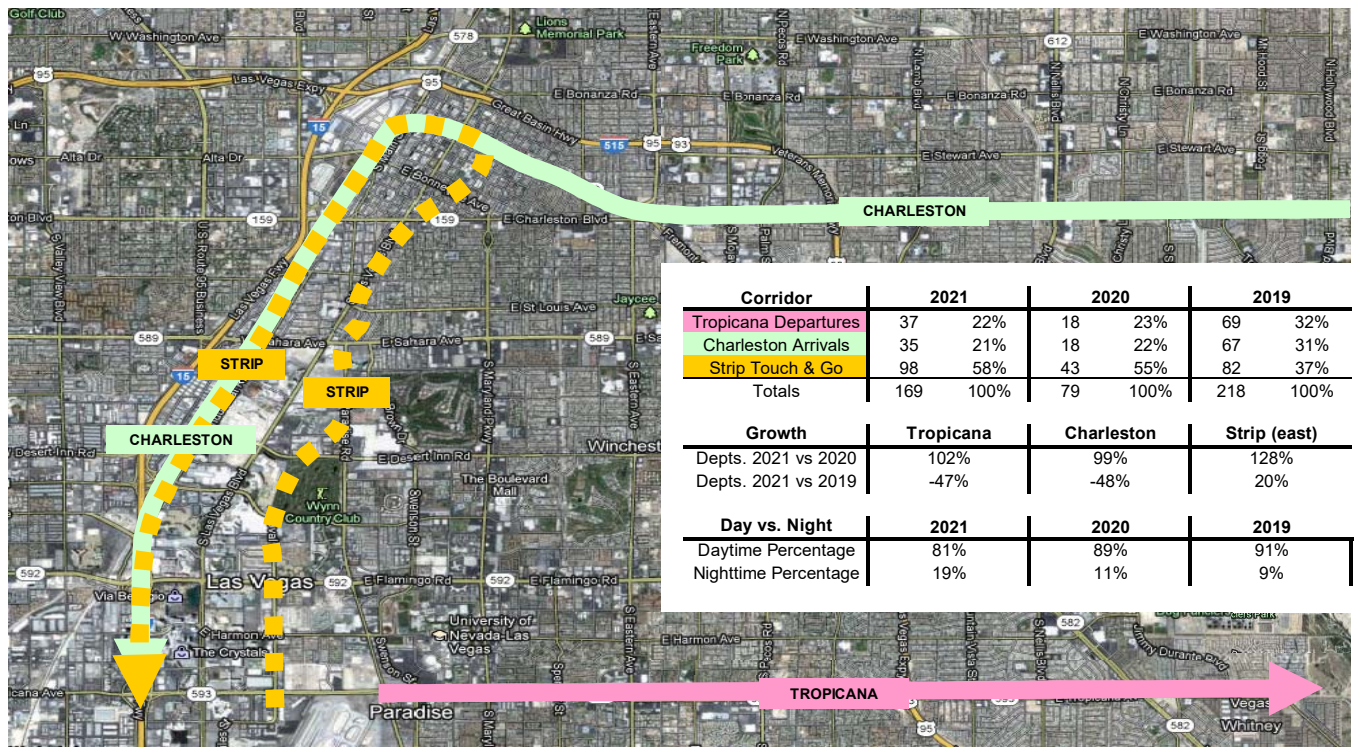
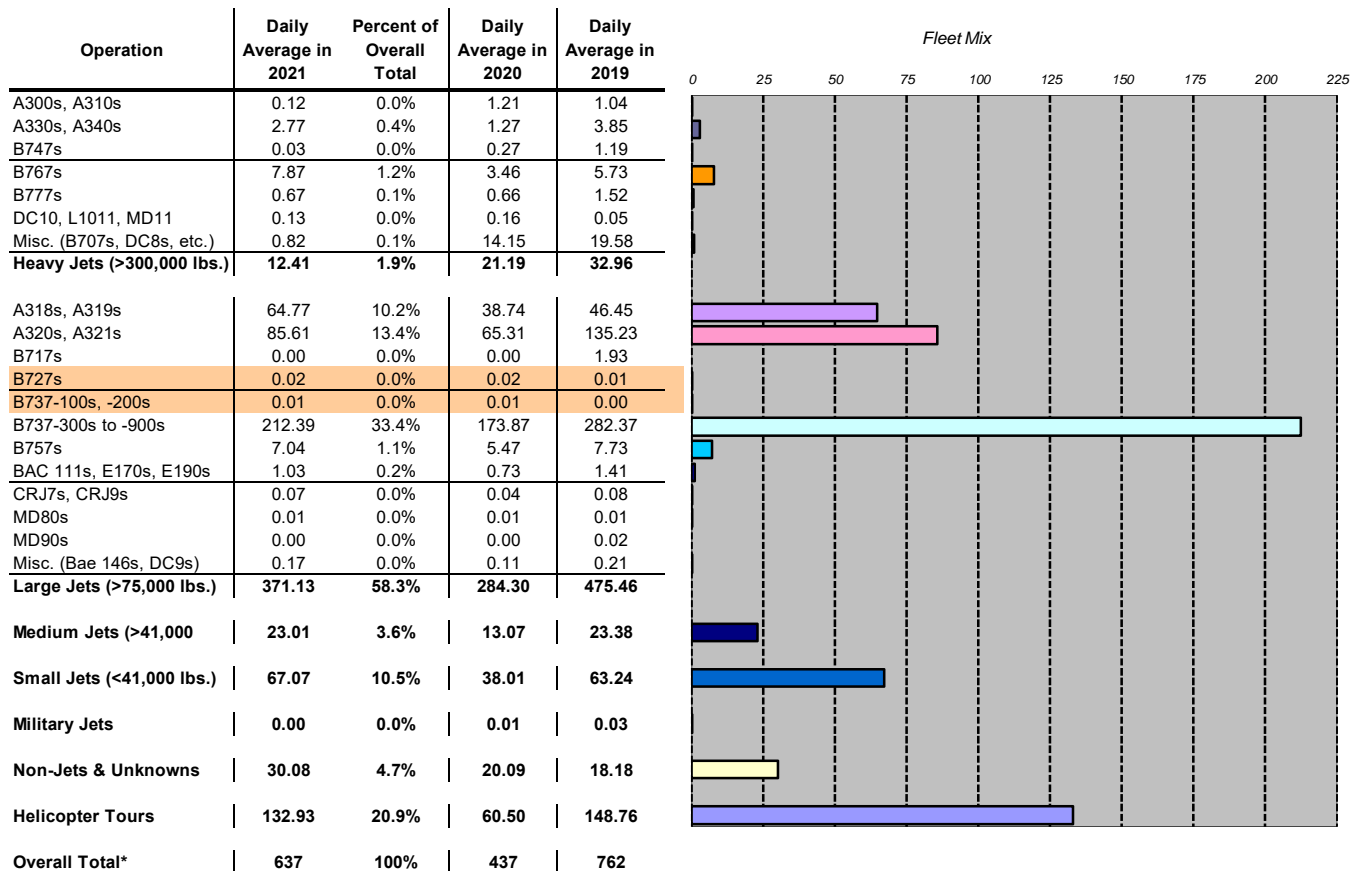


Exhibit 7: LAS Aircraft Arrival Fleet Mix** - Annual 2021



** 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* - Annual 2021 to 2019

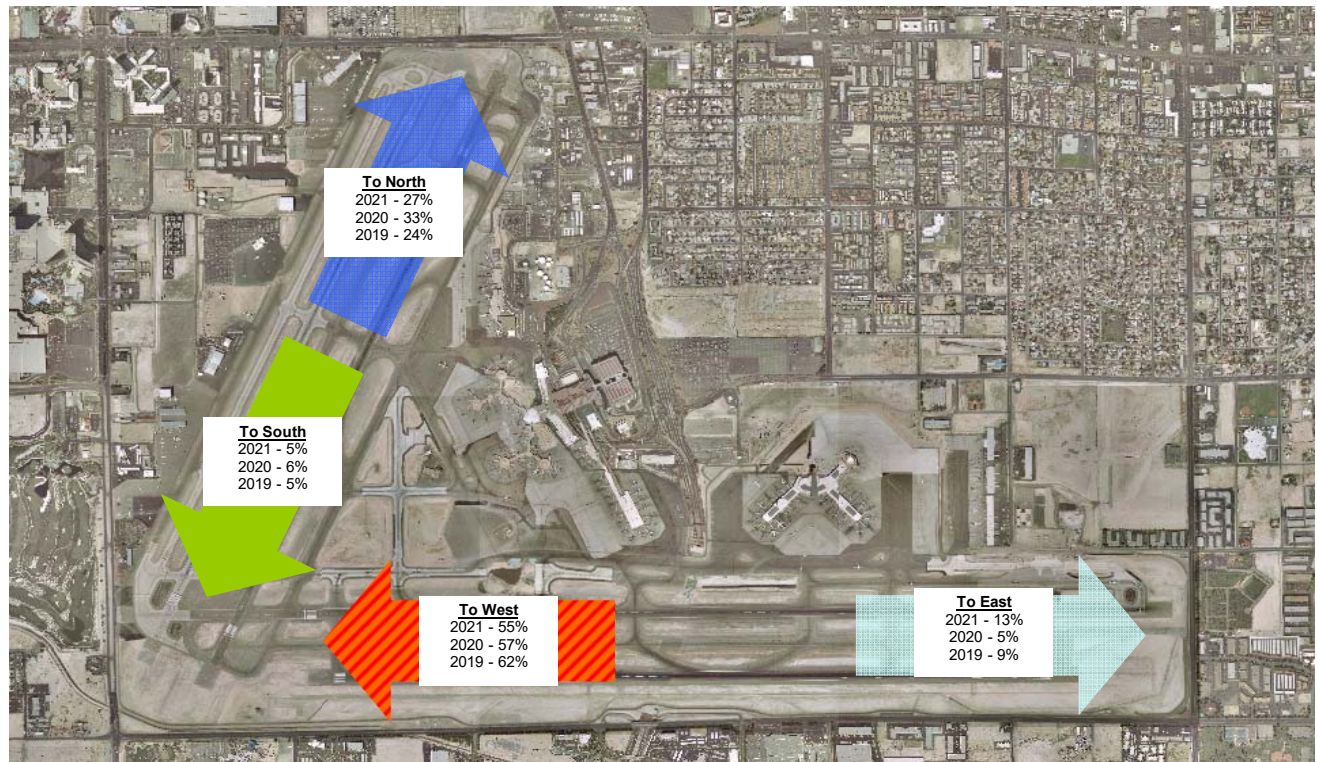
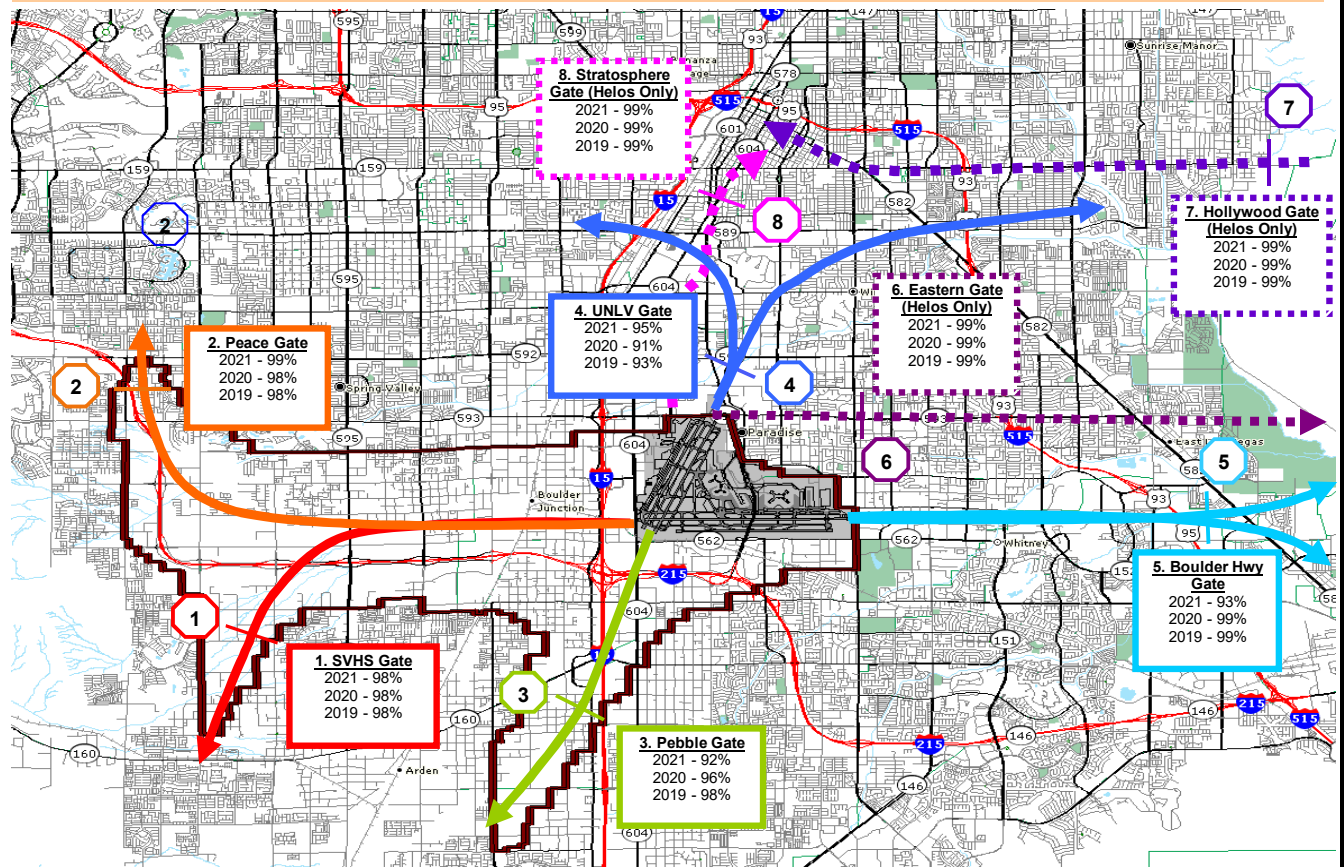


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - Annual 2021



* 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 10: Land Use Application Reviews & Comments - 2021

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
No. of Land Use Applications Reviewed	1,416	574	475	169	2,634	2,240	3595
No. of Applications where CCDOA Issued a Comment	133	57	12	9	211	161	219
Percent of Applications where Comment Issued	9%	10%	3%	5%	8%	7%	6%

Exhibit 11: Land Use Application Comments by Airport Concern - 2021

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Deed Restrictions	7	1	0	0	8	8	4
Height-Penetrates Part 77 100:1 Surfaces >200'	37	34	9	0	80	71	94
Height-Penetrates Part 77 PATH-C Surfaces*	8	0	0	0	8	5	7
Helipad/Helipad	2	2	0	0	4	1	0
Noisy-Commercial within AEOD**	25	3	0	1	29	18	42
Noisy-Residential within the AEOD**	9	4	0	0	13	11	12
Noisy-Residential Just Outside the AEOD**	65	26	5	8	104	80	103
Misc.-If applicable, detailed info. provided within the written summary	1	0	0	0	1	3	0
Total***	154	70	14	9	247	197	262

* 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* - 2021

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Within the AEOD	936	776	0	0	1,712	1,066	1410
Just Outside the AEOD	6,314	4,688	33	210	11,245	13,668	15,247

*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* - 2021

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Recommend Denial	0	1	0	0	1	5	6
Opposed at Hearings	0	0	0	2	2	4	4

*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 - 2021

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.

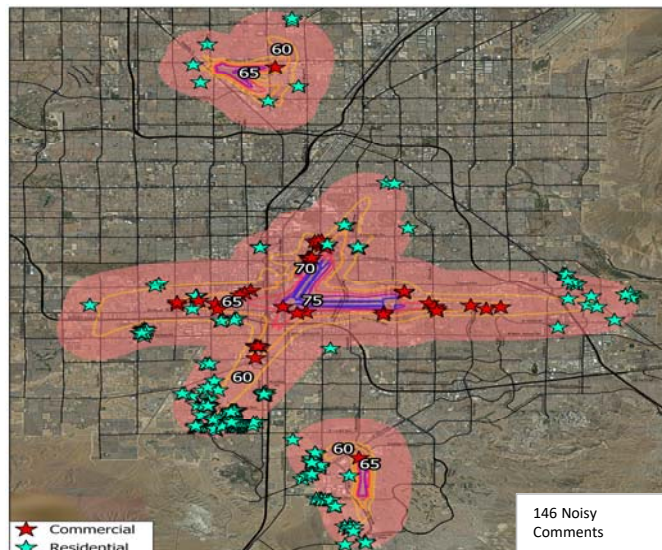


Exhibit 15: Noisy Comments - LAS Detail - 2021

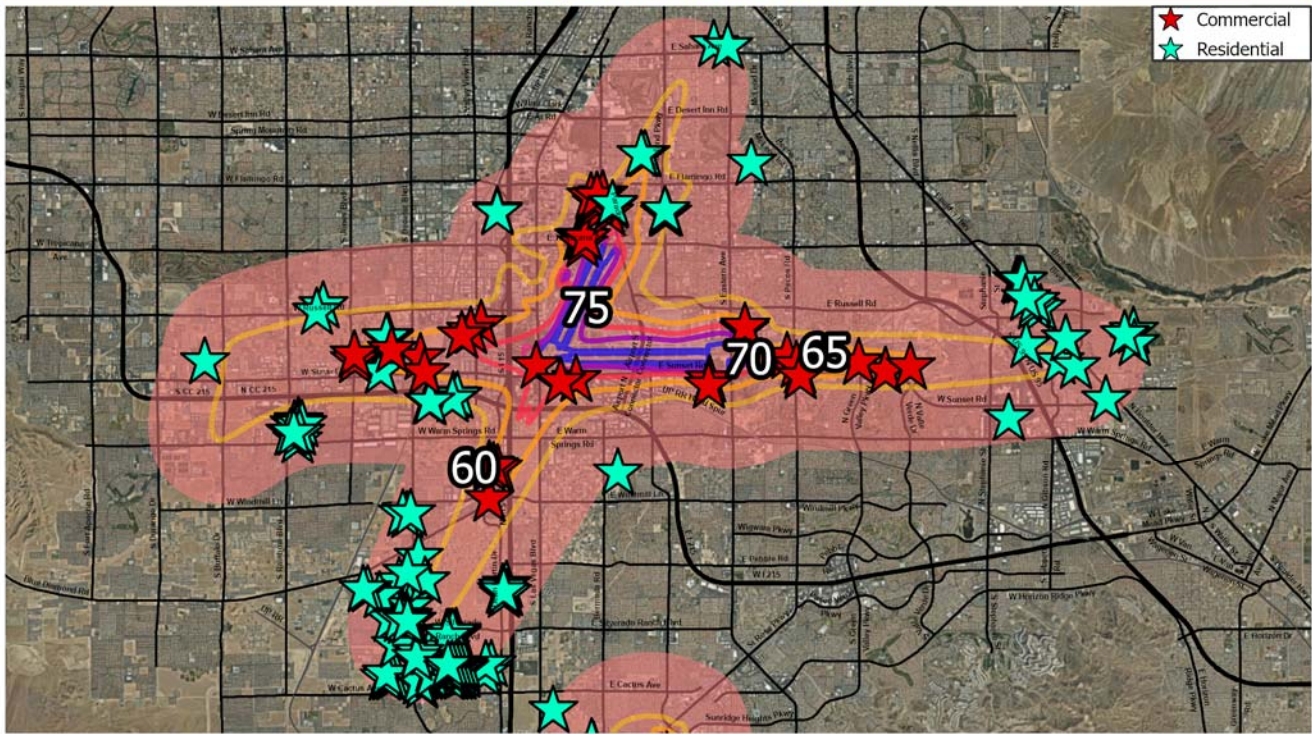


Exhibit 16: Noisy Comments - HND Detail - 2021

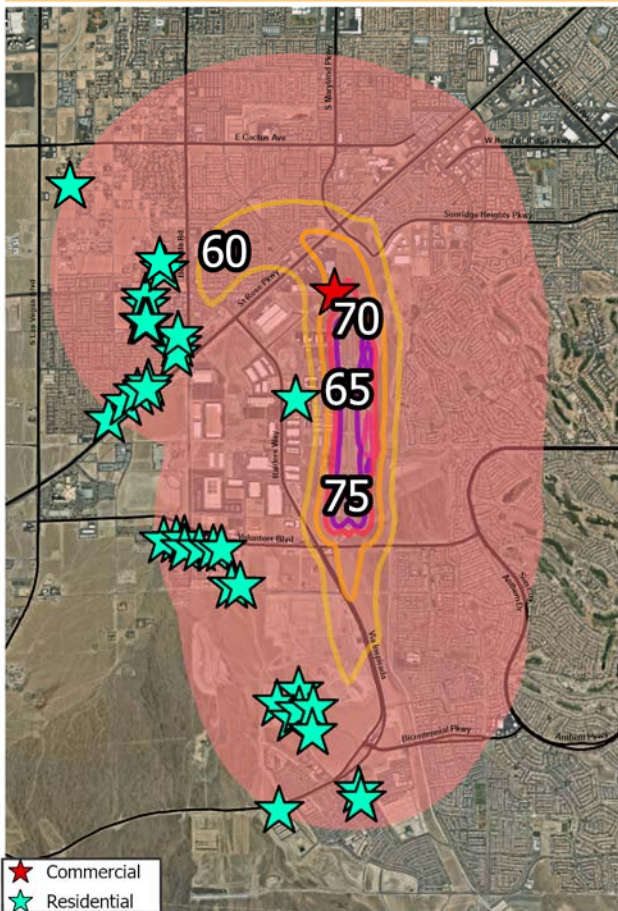


Exhibit 17: Noisy Comments - VGT Detail - 2021

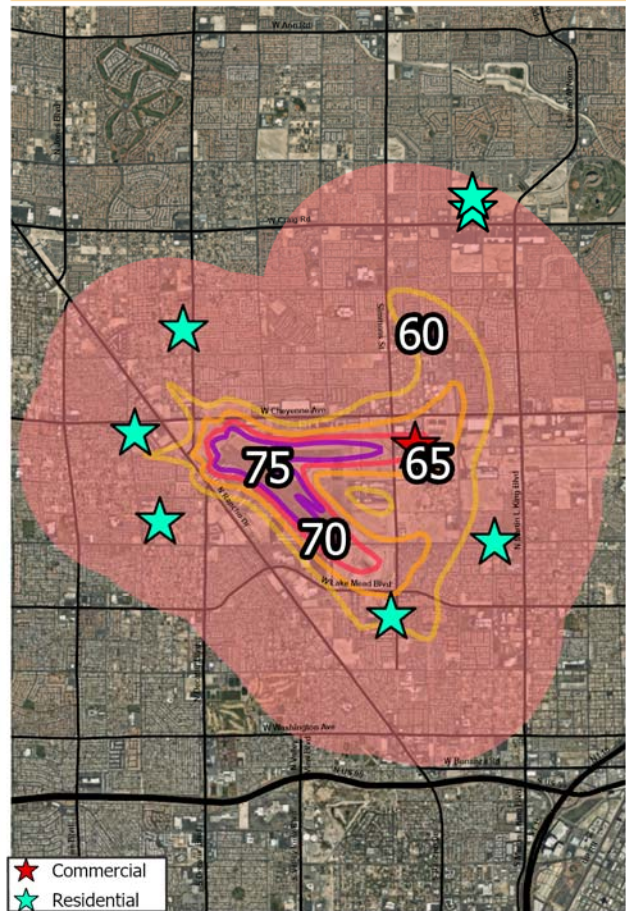


Exhibit 18: Total Calls/Callers by Month - 2019 through 2021

Year	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Average No. of Calls per Caller
2021 Number of Calls	19	17	131	126	106	75	88	43	68	140	62	129	1,004	7.2
2021 Number of Callers	8	10	45	31	16	19	22	11	21	44	27	22	140	
2020 Number of Calls	337	65	45	39	24	23	7	8	39	18	26	28	659	4.6
2020 Number of Callers	53	42	23	5	7	8	7	7	14	13	12	9	144	
2019 Number of Calls	74	61	107	99	109	70	65	35	36	105	90	129	980	6.6
2019 Number of Callers	11	11	28	34	33	12	9	6	17	22	14	35	149	

Total Calls by Month

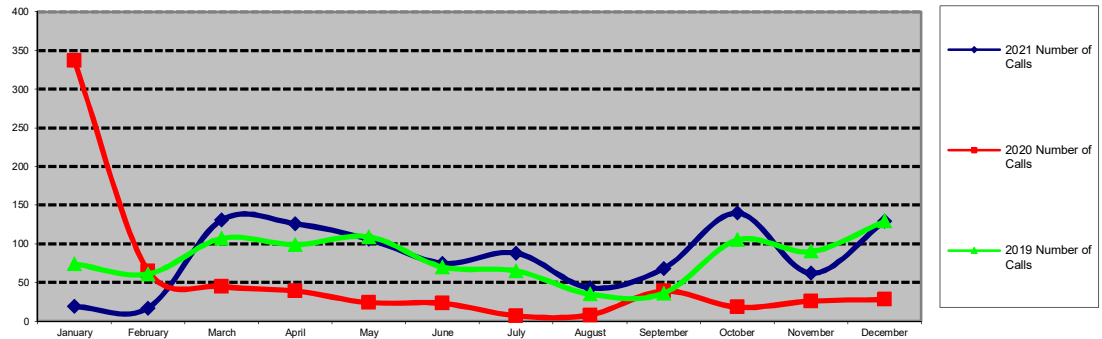


Exhibit 19: Total Monthly Calls by Time of Day - Annual 2021

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.)	15	16	129	122	102	67	79	40	67	119	54	121	931	92.7%
Night Hours (10:00 p.m. to 6:59 a.m.)	4	1	2	4	4	8	9	3	1	21	8	8	73	7.3%
Total	19	17	131	126	106	75	88	43	68	140	62	129	1,004	100.0%

Exhibit 20: Total Monthly Calls by Airport/Operation - Annual 2021

Airport	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percent
Harry Reid International	7	15	123	125	100	73	87	42	62	131	54	106	925	92.1%
North Las Vegas	0	0	3	0	0	0	0	0	0	1	1	0	5	0.5%
Henderson Executive	10	1	2	0	5	2	1	1	5	3	4	22	56	5.6%
Helicopter	2	1	3	1	1	0	0	0	1	5	3	1	18	1.8%
Total	19	17	131	126	106	75	88	43	68	140	62	129	1,004	100.0%

Total Calls by Airport/Operation

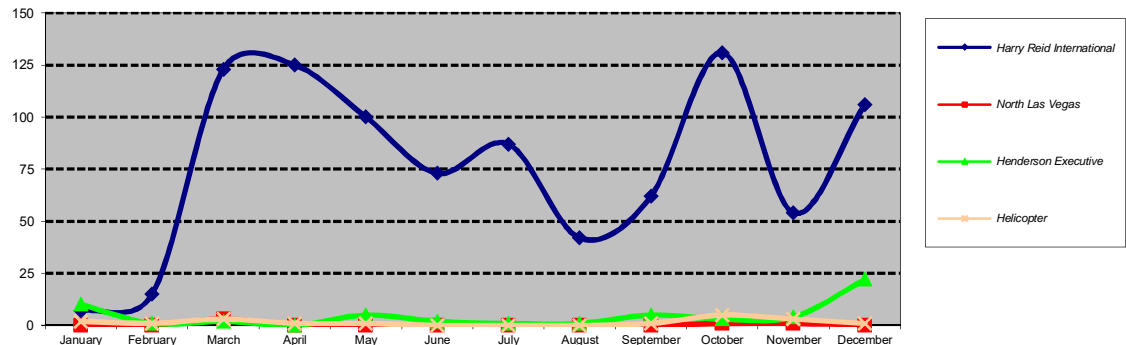


Exhibit 21: Total Monthly Calls by Community - Annual 2021

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%
City of Henderson	7						11	2	4	4	2	4	51	5.1%
City of Las Vegas		2	7	2	1	1			1	8	3	1	26	2.6%
City of North Las Vegas											1		1	0.1%
Enterprise	6	1	112	109	93	64	66	36	48	86	21	112	754	75.1%
Lone Mountain													0	0.0%
Paradise & Winchester	2	2	1	6	1	5	8	3	6	11	15	7	67	6.7%
Spring Valley	4	9	6	6	6	2	3	2	8	28	16	5	95	9.5%
Summerlin		1	1						1	3	1		7	0.7%
Sunrise Manor											2		2	0.2%
Whitney											1		1	0.1%
Location unknown													0	0.0%
Overall Total	19	17	131	126	106	75	88	43	68	140	62	129	1,004	100%

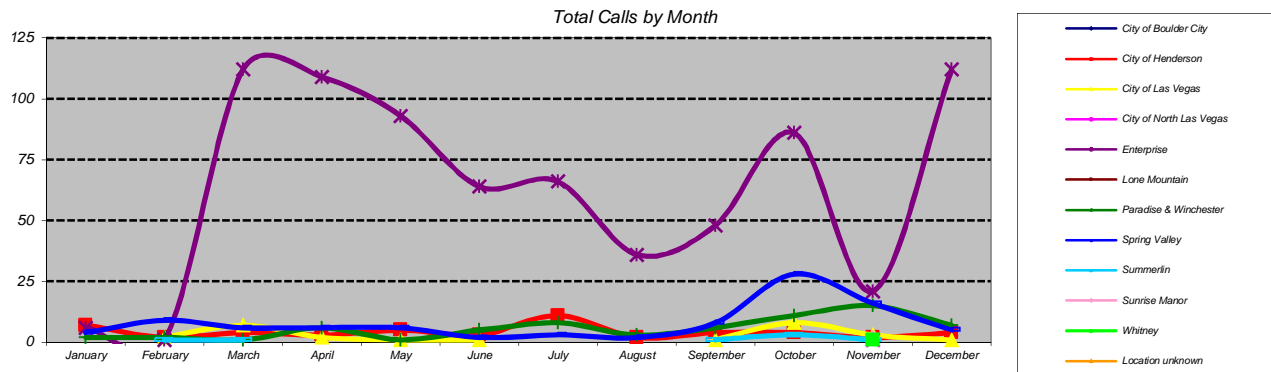


Exhibit 22: Total Monthly Calls by LAS Operation - Annual 2021

LAS Operations	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percnt
LAS 01R/L Arrivals				1		2		1	2			1	7	0.8%
LAS 08R/L Arrivals						1							1	0.1%
LAS 19R/L Arrivals										1			1	0.1%
LAS 26R/L Arrivals	1	1	8	1		3	4	1	2	8	5	1	35	3.8%
LAS 01R/L Departures	3	11	5	11	7		3	3	13	41	35	11	143	15.5%
LAS 08R/L Departures	2			2		6	10	1	1			1	23	2.5%
LAS 19R/L Departures		1	106	107	90	58	66	36	43	78	14	92	691	74.7%
LAS 26R/L Departures	1	2	4	3	3	3	4		1	3			24	2.6%
LAS Run-ups													0	0.0%
LAS GA													0	0.0%
LAS Canyon													0	0.0%
LAS Other													0	0.0%
LAS Total	7	15	123	125	100	73	87	42	62	131	54	106	925	100.0%

