

CLARK COUNTY DEPARTMENT OF AVIATION

QUARTERLY NOISE REPORT

2023 FOURTH QUARTER &
2023 ANNUAL REPORT



MEMORANDUM

ROSEMARY A. VASSILIADIS
Director

DEPARTMENT OF AVIATION

TO: DISTRIBUTION Digitally signed by George Sims

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

SUBJECT: OCTOBER, NOVEMBER, DECEMBER AND ANNUAL 2023 NOISE COMPLAINT AND LAND USE REVIEW REPORTS

DATE: FEBRUARY 16, 2024

Attached for your review are the Clark County Department of Aviation's (CCDOA) Monthly Noise Complaint Reports for October, November, and December 2023. Also included is the 2023 Annual Noise Complaint Report, covering the period of January through December 2023. 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 of each monthly report.
- **Exhibit 3** graphically illustrates all known origins of the calls received that month.
- **Exhibits 4 and 5** summarize arrival and departure runway use for large and non-large air carrier aircraft.
- **Exhibit 6** summarizes arrival and departure corridor use for helicopters.
- **Exhibit 7** provides a complete arrival fleet mix of all aircraft landing at LAS and highlights the two noisier aircraft types, the Boeing 727 series and Boeing 737-100 and 737-200 series.
- **Exhibit 8** illustrates the general departure direction for large aircraft.
- **Exhibit 9** summarizes how well large aircraft and helicopters adhered to the preferred, non-regulated departure corridors. Adherence to preferred departure corridors is voluntary, and neither Clark County nor the State of Nevada regulates aircraft in flight. The FAA, through the discretion of Congress, has sole authority over the safe and efficient utilization of the nation's navigable airspace. Therefore, local and state authorities cannot legally enforce the use of these corridors or impose penalties to pilots who opt not to comply with preferred procedures.

Compliance gates are located along historical/fly-quietly routes. If all aircraft flew with advanced navigational technologies and operated under Required Navigational Precision (RNP) procedures, then it could be expected that up to 95% of all aircraft would be within 0.3 nautical miles (NM) of a fly-over point. Therefore, 0.3 NM is the threshold for compliance for large air carrier aircraft. The compliance threshold for helicopters is 500 feet.

- **Exhibit 10** provides the total number of land use applications reviewed and the percentage of applications receiving a CCDOA comment.
- **Exhibit 11** breaks down the number of commented applications by airport concern.
- **Exhibit 12** provides the number of residential dwelling units per commented application.
- **Exhibit 13** gives the number of applications in which CCDOA recommends denial, as well as applications opposed in person at Commission and/or Council hearings.
- **Exhibit 14** displays the extent of the Airport Environs Overlay District (AEOD) for LAS, VGT, and HND.
- **Exhibit 15** depicts where noise-related comments were issued for applications around LAS.
- **Exhibit 16** depicts where noise-related comments were issued for applications around HND.
- **Exhibit 17** depicts where noise-related comments were issued for applications around VGT.
- **Exhibit 18** displays the number of calls and callers by month, between 2021 and 2023.
- **Exhibit 19** displays the general time when the complaint was received by the CCDOA.
- **Exhibit 20** depicts monthly calls by airport or helicopter operation.
- **Exhibit 21** depicts monthly calls by community.
- **Exhibit 21** summarizes monthly calls by specific LAS operation.

The following provides a synopsis of each monthly noise complaint report, land use reviews, and additional noise-related issues addressed during the reporting period. Please refer to each noise complaint report for more detailed information. Please refer to each noise complaint report for more detailed information. Please also refer to page 22 (Other Notable Issues) for information concerning the Sun City Summerlin Community Association.

Monthly Noise Complaint Summaries

October 2023: 62 total complaints - a 53% decrease from 2022 and a 56% decrease from 2021. On average, each caller (or household) issued 2.1 calls. The most calls received from one household totaled 18.

- Exhibits 1 & 3 - Calls by Community
 - **Majority (more than 50%):** The **Spring Valley** community issued 36 calls (58%). 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).

- **Minority (between 10% and 50%):** The **Paradise and Winchester** communities issued 9 calls (14%). These communities are typically impacted by aircraft departing to the north (from Runway 01R and Runway 01L) and aircraft arriving from the north (into Runways 19R and 19L).
 - The **Enterprise** community issued 6 calls (10%). This community is typically impacted by aircraft departing to the south (from Runway 19L and Runway 19R) as well as aircraft departing to the south that turn right (to the west) immediately after departure.
 - The **City of Henderson** community issued 6 calls (10%). This community is typically impacted by aircraft departing to the east (from Runway 08R and Runway 08L) and helicopter tour operations.
- **Repeat Caller Impact:** One household issued 29% (18 calls) of all the calls received in October 2023.
- Exhibit 2 - Calls by Operation
 - **LAS:** 95% of the total calls were due to **LAS** fixed-wing operations. 69% were due to departures to the north from Runways 01L and 01R (26% from one household).
 - **VGT:** 3% of the total calls were due to **VGT** fixed-wing operations.
 - **HND:** 2% of the total calls were due to **HND** fixed-wing operations.
 - **Helos:** 0% of the total calls were due to **helicopter** operations.
- LAS Operations & Runway Use by Large Air Carriers - (Exhibit 4)
 - **Overall:**
 - 604 daily *departures* – a 7% increase from 2022 and 29% increase from 2021.
 - 55% of departures were to the north, 43% west, 1% east and 1% south.
 - 603 daily *arrivals* – an 8% increase from 2022 and 30% increase from 2021.
 - 73% of arrivals were from the east, 23% south, and 4% north.
 - **Daytime:**
 - 489 daily *departures* – a 10% increase from 2022 and 30% increase from 2021.
 - 63% of departures were to the north, 34% west, 2% east and 1% south.
 - 506 daily *arrivals* – a 8% increase from 2022 and 28% increase from 2021.
 - 71% of arrivals were from the east, 26% south, 2% north.
 - **Nighttime:**
 - 115 daily *departures* – a -2% decrease from 2022 and 21% increase from 2021.
 - 77% of departures were to the west, 22% north, and 1% south.
 - 96 daily *arrivals* – a 10% increase from 2022 and 42% increase from 2021.
 - 81% of arrivals were from the east, 12% north, and 7% south.

Daytime vs. Nighttime: Approximately 81% of all *departures* and 84% of all *arrivals* occurred during the daytime hours.

- LAS Operations & Runway Use by **Non-Large Air Carriers** - (Exhibit 5)
- **Overall:**
 - 159 daily *departures* – a 9% increase from 2022 and 3% decrease from 2021.
 - 62% of departures were to the north, 32% south, 4% west, and 2% east.
 - 162 daily *arrivals* – a 16% increase from 2022 and 2% increase from 2021.
 - 40% of arrivals were from the east, 38% south, and 22% north.
- **Daytime:**
 - 148 daily *departures* – a 9% increase from 2022 and 2% decrease from 2021.
 - 65% of departures were to the north, 29% south, 4% west, and 2% east.
 - 155 daily *arrivals* – a 16% increase from 2022 and 3% increase from 2021.
 - 41% of arrivals were from the east, 39% south, and 20% north.
- **Nighttime:**
 - 11 daily *departures* – a 16% increase from 2022 and 16% decrease from 2021.
 - 73% of departures were to the south, 23% north, 4% west.
 - 7 daily *arrivals* – a 10% increase from 2022 and 18% decrease from 2021.
 - 64% of arrivals were from the north, 19% east, and 16% south.

Daytime vs. Nighttime: Approximately 93% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

- Operations by Corridor for **Helicopter Tours** - (Exhibit 6)
- **Tropicana:** 56 daily *departures* - a 17% decrease from 2022 and a 44% increase from 2021.
- **Charleston:** 57 daily *arrivals* - a 14% decrease from 2022 and a 53% increase from 2021.
- **Strip:** 70 daily *touch and go's* - an 17% decrease from 2022 and a 35% decrease from 2021.

Daytime vs. Nighttime: Approximately 97% of all helicopter tour operations occurred during the daytime hours.

- LAS Fleet Mix for All Aircraft Types - (Exhibit 7)
- **Heavies:** **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 1% of the daily traffic.
- **Large:** **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 67% of the daily traffic.
- **Medium:** **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.
- **Small:** **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 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 4% of the daily traffic.
- **Helos:** *Touring helicopters* accounted for 14% of the daily traffic.

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

- LAS General Departure Direction for Large Aircraft - (Exhibit 8)
 - **Primary:** In 2023, 43% departed to the *west* (from LAS's primary departure runways). This figure was 66% in 2022 and 48% in 2021.
 - **Secondary:** In 2023, 1% departed to the *south* (from LAS's secondary departure runways). This figure was 4% in 2022 and 3% in 2021.
 - **Alternate 1:** In 2023, 55% departed to the *north* (from LAS's alternate departure runways). This figure was 29% in 2022 and 45% in 2021.
 - **Alternate 2:** In 2023, 1% departed to the *east* (from LAS's alternate departure runways). This figure was 1% in 2022 and 4% in 2021.
- Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)
 - **SVHS:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 98% in 2022 and 97% in 2021. The SVHS "compliance gate" is located southwest of Warm Springs Rd. and Buffalo Dr., approximately 5 miles due west and 1.5 miles due south of the extended runway centerline of Runways 26L and 26R. This gate was established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas very-high frequency omnidirectional range tactical air navigation (VORTAC) facility before turning left (or towards the south) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Nevada Trails community) and aircraft turning late along this corridor (like the Rhodes Ranch community).
 - **Peace:** In 2023, 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 98% in 2022, and 99% in 2021. The Peace "compliance gate" is located northeast of Tropicana Ave. and I-215, approximately 6 miles due west and 2 miles due north of the extended runway centerline of Runways 26L and 26R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 4 nautical miles from the Las Vegas VORTAC before turning right (or towards the north) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Spanish Trail community) and aircraft turning late along this corridor (like the Summerlin South community).

- **Pebble:** In 2023 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of *Pebble Road & Arville Street*. This figure was 100% in 2022 and 99% in 2021. The Pebble “compliance gate” is located southeast of Blue Diamond Rd. and Decatur Blvd., approximately 4 miles due south by southwest of the extended runway centerline of Runways 19L and 19R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Warm Spring Estates community) and aircraft turning late along this corridor (like the Southern Highlands community).
- **UNLV:** In 2023, 96% of large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the *UNLV sports complex*. This figure was 95% in 2022 and 96% in 2021. The UNLV “compliance gate” is located southeast of Flamingo Rd. and Paradise Rd., approximately 1 mile due north by northeast of the extended runway centerline of Runways 01L and 01R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 2 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor, located due east and due west of UNLV.
- **Boulder:** In 2023, 99% of the large air carrier aircraft that departed to the east from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 100% in 2022 and 99% in 2021. The Boulder Hwy. “compliance gate” is located southeast of Russell Rd. and I-93/95, approximately 7 miles due east of the extended runway centerline of Runways 08L and 08R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 7 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Green Valley community, located in the City of Henderson, and older neighborhoods located north of Patrick Ln.).
- **Eastern:** In 2023, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. This figure was 98% in 2022 and 99% in 2021. The Eastern Ave. “compliance gate” is located at Tropicana Ave. and Eastern Ave, approximately 2 miles due west of their initial departure route. This gate was also established along an existing noise abatement flight track which requests helicopter pilots to proceed along the centerline of Tropicana Ave. until 10 nautical miles from the Las Vegas VORTAC before turning. This noise abatement flight track avoids communities impacted by helicopters located north and south of the corridor.
- **Hollywood:** In 2023, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 99% in 2022 and 99% in 2021. The Hollywood Blvd. “compliance gate” is located at Charleston Blvd. and Los Feliz St., where their initial arrival route begins over the urbanized area of the Las Vegas Valley. This gate was also established along an existing noise abatement flight track which requests helicopter pilots to proceed along the centerline of Charleston Blvd. This noise abatement flight track avoids communities impacted by helicopters located north and south of the corridor.

- **Stratosphere:** In 2023, 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast of the Stratosphere Tower*. This figure was 99% in 2022 and 100% in 2021. The Stratosphere Tower “compliance gate” is located northeast of Sahara Avenue and Las Vegas Blvd., where an important turn in their fly-quietly routing structure begins near a historic portion of the urbanized area of the Las Vegas Valley.
- Land Use Application Reviews & Comments – (Exhibit 10)
 - **Clark County:** 124 applications were reviewed (a 39% increase from 2022), with 8 applications (6%) issued at least one comment.
 - **Henderson:** 49 applications were reviewed (a 444% increase from 2022), with 3 applications (6%) issued at least one comment.
 - **Las Vegas:** 37 applications were reviewed (a 18% decrease from 2022), with 2 applications (5%) issued at least one comment.
 - **North Las Vegas:** 7 applications were reviewed (a 13% decrease from 2022), with 0 applications (0%) issued at least one comment.
- Land Use Application Comments by Airport Concern – (Exhibit 11)

*Noise comments mapped in Exhibits 15, 16, 17

 - **Clark County:** 11 comments were issued, with 5 comments issued for “noise” concerns.
 - **Henderson:** 3 comments were issued, with 1 comment issued for “noise” concerns.
 - **Las Vegas:** 3 comments were issued, with 1 comment issued for “noise” concerns.
 - **North Las Vegas:** 0 comments were issued.
- Dwelling Units per “Noise,” Commented Application – (Exhibit 12)
 - **Clark County:** 4 dwelling units were proposed in the commented applications, within the AEOD.
 - **Henderson:** 0 dwelling units were proposed in the commented applications.
 - **Las Vegas:** 50 dwelling units were proposed in the commented application, just outside the AEOD.
 - **North Las Vegas:** 0 comments were issued.
- Land Use Applications Denied and/or Opposed – (Exhibit 13)
 - **None**

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

November 2023: 89 total complaints - a 82% increase from 2022 and an 44% increase from 2021. On average, each caller (or household) issued 5.9 calls. The most calls received from one household totaled 44.

- Calls by Community - (Exhibits 1 and 3)
 - **Majority (more than 50%):** The **Spring Valley** community issued 65 calls (73%). (See October 2023 synopsis of typical aircraft overflight impacts on this community.)
 - **Minority (between 10% and 50%):** The **Paradise and Winchester** communities issued 14 calls (16%). (See October 2023 synopsis of typical aircraft overflight impacts on this community.)
 - **Repeat Caller Impact:** One household issued 49% (44 calls) of all the calls received in August 2023.
- Calls by Operation - (Exhibit 2)
 - **LAS:**
 - 97% of the total calls received were due to **LAS** fixed-wing operations.
 - 93% were due to departures to the south from Runways 01L and 01R (53% from one household).
 - **VGT:**
 - 1% of the total calls received were due to **VGT** fixed-wing operations.
 - **HND:**
 - 0% of the total calls received were due to **HND** fixed-wing operations.
 - **Helis:**
 - 2% of the total calls received were due to **helicopter** operations.
- LAS Operations & Runway Use by **Large Air Carriers** - (Exhibit 4)
 - **Overall:**
 - 577 daily *departures* – a 11% increase from 2022 and 29% increase from 2021.
 - 64% of departures were to the north, 34% west, 1% south, and 1% east.
 - 570 daily *arrivals* – a 12% increase from 2022 and 30% increase from 2021.
 - 71% of arrivals were from the east, 26% from the south, 3% north.
 - **Daytime:**
 - 464 daily *departures* – a 15% increase from 2022 and 30% increase from 2021.
 - 67% of departures were to the north, 30% west, 1% south, and 1% east.
 - 484 daily *arrivals* – a 14% increase from 2022 and 28% increase from 2021.
 - 70% of arrivals were from the east, 27% south, 2% north.
 - **Nighttime:**
 - 112 daily *departures* – a 3% decrease from 2022 and 23% increase from 2021.
 - 50% of departures were to the north, 49% west, 1% south, and 1% east.
 - 86 daily *arrivals* – a 1% increase from 2022 and 41% increase from 2021.
 - 77% of arrivals were from the east, 18% south, 4% north.

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:**
 - 151 daily *departures* – a 16% increase from 2022 and 2% increase from 2021.
 - 73% of departures were to the north, 22% south, 4% west, and 1% east.
 - 147 daily *arrivals* – a 16% increase from 2022 and 2% increase from 2021.
 - 43% of arrivals were from the south, 38% east, and 19% north.
 - **Daytime:**
 - 140 daily *departures* – a 15% increase from 2022 and 3% increase from 2021.
 - 75% of departures were to the north, 20% south, 4% west, and 1% east.
 - 139 daily *arrivals* – a 15% increase from 2022 and 1% increase from 2021.
 - 43% of arrivals were from the south, 39% east, and 18% west.
 - **Nighttime:**
 - 11 daily *departures* – a 23% increase from 2022 and 6% decrease from 2021.
 - 54% of departures were to the south, 43% north, 3% west, and 1% east.
 - 7 daily *arrivals* – a 42% increase from 2022 and 4% increase from 2021.
 - 40% of arrivals were from the north, 33% south, 27% east.

Daytime vs. Nighttime: Approximately 93% 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 13% decrease from 2022 and a 1% decrease from 2021.
 - **Charleston:** 49 daily *arrivals* - a 11% decrease from 2022 and a 1% increase from 2021.
 - **Strip:** 74 daily *touch and go's* – no change from 2022 and a 21% decrease from 2021.

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

- LAS Fleet Mix for All Aircraft Types - (Exhibit 7)
 - **Heavies:** **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 2% of the daily traffic.
 - **Large:** **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 66% of the daily traffic.
 - **Medium:** **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.
 - **Small:** **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 9% of the daily traffic.

- **Military:** *Military* turbine-driven aircraft accounted for less than 0% of the daily traffic.
- **Non-Jet:** *Piston-driven* aircraft and unassigned aircraft types accounted for 4% of the daily traffic.
- **Helos:** *Touring helicopters* accounted for 15% of the daily traffic.

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

- LAS General Departure Direction for Large Aircraft - (Exhibit 8)
 - **Primary:** In 2023, 33% departed to the *west* (from LAS's primary departure runways). This figure was 70% in 2022 and 37% in 2021.
 - **Secondary:** In 2023, 1% departed to the *south* (from LAS's secondary departure runways). This figure was 5% in 2022 and 2% in 2021.
 - **Alternate 1:** In 2023, 64% departed to the *north* (from LAS's alternate departure runways). This figure was 18% in 2022 and 60% in 2021.
 - **Alternate 2:** In 2023, 1% departed to the *east* (from LAS's alternate departure runways). This figure was 6% in 2022 and 2% in 2021.
- Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)
 - **SVHS:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 97% in 2022 and 97% in 2021. (See October 2023 synopsis for specific location of the SVHS gate.)
 - **Peace:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of *Peace Way & Summers Shade Street*. This figure was 99% in 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Peace gate.)
 - **Pebble:** In 2023, 100% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of *Pebble Road & Arville Street*. This figure was 100% in 2022 and 98% in 2021. (See October 2023 synopsis for specific location of the Pebble gate.)
 - **UNLV:** In 2023, 94% 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 2022 and 96% in 2021. (See October 2023 synopsis for specific location of the UNLV gate.)
 - **Boulder:** In 2023, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the east from Runway 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 99% in 2022 and 100% in 2021. (See October 2023 synopsis for specific location of the Boulder Hwy. gate.)

- **Eastern:** In 2023, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. This figure was 99% in 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Eastern gate.)
- **Hollywood:** In 2023, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 94% in 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Hollywood gate.)
- **Stratosphere:** In 2023, 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast of the Stratosphere Tower*. This figure was 99% in 2022 and 100% in 2021. (See October 2023 synopsis for specific location of the Stratosphere gate.)
- Land Use Application Reviews & Comments – (Exhibit 10)
 - **Clark County:** 157 applications were reviewed (a 112% increase from 2022), with 11 applications (7%) issued at least one comment.
 - **Henderson:** 0 applications were reviewed (a 100% decrease from 2022).
 - **Las Vegas:** 38 applications were reviewed (a 5% decrease from 2022), with 1 application (3%) issued at least one comment.
 - **North Las Vegas:** 17 applications were reviewed (a 6% increase from 2022), with 0 applications (0%) issued at least one comment.
- Land Use Application Comments by Airport Concern – (Exhibit 11)

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

 - **Clark County:** 11 comments were issued, with 4 comments issued for “noise” concerns.
 - **Henderson:** 0 applications were reviewed.
 - **Las Vegas:** 2 comments were issued, with 1 comment issued for “noise” concerns.
 - **North Las Vegas:** 0 comments were issued.
- Dwelling Units per “Noise,” Commented Application – (Exhibit 12)
 - **Clark County:** 350 dwelling units were proposed in the commented applications, just outside the AEOD.
 - **Henderson:** 0 noise comments issued.
 - **Las Vegas:** 136 dwelling units were proposed in the commented application, just outside the AEOD.
 - **North Las Vegas:** 0 comments were issued.

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

None

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

December 2023: 73 total complaints – a 17% decrease from 2022 and a 43% decrease from 2021. On average, each caller (or household) issued 4.6 calls. The most calls received from one household totaled 47.

- Calls by Community - (Exhibits 1 and 3)
 - **Majority (more than 50%):** The **Spring Valley** community issued 50 calls (69%). (See October 2023 synopsis of typical aircraft overflight impacts on this community.)
 - **Minority (between 10% and 50%):** The **Enterprise** community issued 11 calls (15%). (See October 2023 synopsis of typical aircraft overflight impacts on this community.)
 - **Repeat Caller Impact:** One household issued 64% (47 calls) of all the calls received in December 2023.
- Calls by Operation - (Exhibit 2)
 - **LAS:**
 - 92% of the total calls received were due to **LAS** fixed-wing operations.
 - 67% were due to departures to the south from Runways 01L and 01R (96% from one household).
 - **VGT:**
 - 8% of the total calls received were due to **VGT** fixed-wing operations.
 - **HND:**
 - 0% of the total calls received were due to **HND** fixed-wing operations.
 - **Helis:**
 - 0% of the total calls received were due to **helicopter** operations.
- LAS Operations & Runway Use by **Large Air Carriers** - (Exhibit 4)
 - **Overall:**
 - 549 daily *departures* – a 12% increase from 2022 and 28% increase from 2021.
 - 50% of departures were to the north, 47% west, 2% south, and 1% east.
 - 540 daily *arrivals* – a 13% increase from 2022 and 29% increase from 2021.
 - 76% of arrivals were from the east, 21% south, and 3% from the north.
 - **Daytime:**
 - 442 daily *departures* – a 14% increase from 2022 and 28% increase from 2021.
 - 55% of departures were to the north, 41% west, 2% south, and 1% east.
 - 462 daily *arrivals* – a 18% increase from 2022 and 30% increase from 2021.
 - 74% of arrivals were from the east, 23% south, and 3% north.

- **Nighttime:**
 - 108 daily *departures* – a 3% increase from 2022 and 24% increase from 2021.
 - 72% of departures were to the west, 27% north, and 1% south.
 - 78 daily *arrivals* – a 11% decrease from 2022 and 26% increase from 2021.
 - 84% of arrivals were from the east, 9% south, and 7% 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:**
 - 145 daily *departures* – a 9% increase from 2022 and 11% increase from 2021.
 - 60% of departures were to the north, 33% south, and 6% west, and 2% east.
 - 142 daily *arrivals* – a 10% increase from 2022 and 9% increase from 2021.
 - 38% of arrivals were from the east, 37% south, and 25% north.
- **Daytime:**
 - 135 daily *departures* – a 9% increase from 2022 and 12% decrease from 2021.
 - 62% of departures were to the north, 30% south, 6% west, and 2% east.
 - 136 daily *arrivals* – a 11% increase from 2022 and 11% increase from 2021.
 - 39% of arrivals were from the east, 38% south, and 23% north.
- **Nighttime:**
 - 10 daily *departures* – a 19% increase from 2022 and 8% decrease from 2021.
 - 70% of departures were to the south, 25% north, and 5% west.
 - 6 daily *arrivals* – a 2% decrease from 2022 and 15% decrease from 2021.
 - 64% of arrivals were from the north, 19% south, 16% east, and 1% west.

Daytime vs. Nighttime: Approximately 93% of all *departures* and 96% of all *arrivals* occurred during the daytime hours.

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

- **Tropicana:** 46 daily *departures* – a 7% decrease from 2022 and a 3% increase from 2021.
- **Charleston:** 45 daily *arrivals* - a 7% decrease from 2022 and a 7% increase from 2021.
- **Strip:** 73 daily *touch and go's* – a 23% increase from 2022 and a 14% decrease from 2021.

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

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

- **Heavies:** **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 2% of the daily traffic.
- **Large:** **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 63% of the daily traffic.

- **Medium:** *Medium* turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 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 less than 0% of the daily traffic.
- **Non-Jet:** *Piston-driven* aircraft and unassigned aircraft types accounted for 7% of the daily traffic.
- **Helos:** *Touring helicopters* accounted for 15% of the daily traffic.

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

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

- **Primary:** In 2023, 61% departed to the *west* (from LAS's primary departure runways). This figure was 59% in 2022 and 49% in 2021.
- **Secondary:** In 2023, 3% departed to the *south* (from LAS's secondary departure runways). This figure was 4% in 2022 and 4% in 2021.
- **Alternate 1:** In 2023, 28% departed to the *north* (from LAS's alternate departure runways). This figure was 36% in 2022 and 45% in 2021.
- **Alternate 2:** In 2023, 8% departed to the *east* (from LAS's alternate departure runways). This figure was 1% in 2022 and 2% in 2021.

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

- **SVHS:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 98% in 2022 and 98% in 2021. (See October 2023 synopsis for specific location of the SVHS gate.)
- **Peace:** In 2023, 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 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Peace gate.)
- **Pebble:** In 2023, 90% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of *Pebble Road & Arville Street*. This figure was 99% in 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Pebble gate.)

- **UNLV:** In 2023, 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 94% in 2022 and 95% in 2021. (See October 2023 synopsis for specific location of the UNLV gate.)
- **Boulder:** In 2023, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the east from Runway 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 100% in 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Boulder Hwy. gate.)
- **Eastern:** In 2023, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. This figure was 98% in 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Eastern gate.)
- **Hollywood:** In 2023, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 98% in 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Hollywood gate.)
- **Stratosphere:** In 2023, 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast of the Stratosphere Tower*. This figure was 99% in 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Stratosphere gate.)
- Land Use Application Reviews & Comments – (Exhibit 10)
 - **Clark County:** 89 applications were reviewed (a 13% increase from 2022), with 10 applications (11%) issued at least one comment.
 - **Henderson:** 49 applications were reviewed (a 390% decrease from 2022), with 2 applications (4%) issued at least one comment.
 - **Las Vegas:** 36 applications were reviewed (no change from 2022), with 0 applications (0%) issued at least one comment.
 - **North Las Vegas:** 5 applications were reviewed (a 79% decrease from 2022), with 0 applications (0%) issued at least one comment.
- Land Use Application Comments by Airport Concern – (Exhibit 11)

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

 - **Clark County:** 11 comments were issued, with 9 comments issued for “noise” concerns.
 - **Henderson:** 2 comments were issued, with 1 comment issued for “noise” concerns.
 - **Las Vegas:** 0 comments were issued.
 - **North Las Vegas:** 0 comments were issued.
- Dwelling Units per “Noise,” Commented Application – (Exhibit 12)

- **Clark County:** 4 dwelling units were proposed in the commented applications, within the AEOD. 118 dwelling units were proposed in the commented applications, just outside the AEOD.
- **Henderson:** 202 dwelling units were proposed in the commented applications, just outside the AEOD.
- **Las Vegas:** 0 comments were issued.
- **North Las Vegas:** 0 comments were issued.
- Land Use Applications Denied and/or Opposed – (Exhibit 13)

None

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

Annual Noise Complaint Summaries

2023: 755 total complaints – a 40% decrease from 2022 and a 25% decrease from 2021. On average, each caller (or household) issued 5.6 calls. The most calls received from one household totaled 167.

- Calls by Community - (Exhibits 1 and 3)
 - **Majority (more than 50%):** (Not applicable.)
 - **Minority (between 10% and 50%):** The **Enterprise** community issued 353 calls (47%). (See October 2023 synopsis of typical aircraft overflight impacts on this community.)
 - The **Spring Valley** community issued 227 calls (30%). (See October 2023 synopsis of typical aircraft overflight impacts on this community.)
 - **Repeat Caller Impact:** One household issued 22% (167 calls) of all the calls received in 2023.
- Calls by Operation - (Exhibit 2)
 - **LAS:**
 - 89% of the total calls received were due to **LAS** fixed-wing operations.
 - 43% were due to departures to the south from Runways 19L and 19R (46% from one household).
 - 36% were due to departures to the north from Runways 01L and 01R (62% from one household).
 - **VGT:**
 - 7% of the total calls received were due to **VGT** fixed-wing operations.
 - **HND:**
 - 2% of the total calls received were due to **HND** fixed-wing operations.
 - **Helis:**
 - 3% of the total calls received were due to **helicopter** operations.

- LAS Operations & Runway Use by **Large Air Carriers** - (Exhibit 4)
 - **Overall:**
 - 555 daily *departures* – a 11% increase from 2022 and 41% increase from 2021.
 - 60% of departures were to the west, 30% north, 7% east, and 3% south.
 - 551 daily *arrivals* – a 13% increase from 2022 and 43% increase from 2021.
 - 76% of arrivals were from the east, 15% from the south, 7% north, and 2% west.
 - **Daytime:**
 - 440 daily *departures* – a 13% increase from 2022 and 39% increase from 2021.
 - 56% of departures were to the west, 33% north, 8% east, and 3% south.
 - 458 daily *arrivals* – a 13% increase from 2022 and 39% increase from 2021.
 - 75% of arrivals were from the east, 16% south, 7% north, and 3% west.
 - **Nighttime:**
 - 115 daily *departures* – a 6% increase from 2022 and 50% increase from 2021.
 - 78% of departures were to the west, 19% north, 2% east, and 1% south.
 - 93 daily *arrivals* – a 10% increase from 2022 and 65% increase from 2021.
 - 82% of arrivals were from the east, 9% north, 8% south, and 1% west.

Daytime vs. Nighttime: Approximately 79% of all *departures* and 83% of all *arrivals* occurred during the daytime hours.

- LAS Operations & Runway Use by **Non-Large Air Carriers** - (Exhibit 5)
 - **Overall:**
 - 133 daily *departures* – a 1% increase from 2022 and 10% increase from 2021.
 - 42% of departures were to the south, 36% north, 15% west, and 7% east.
 - 129 daily *arrivals* – a 1% increase from 2022 and 10% increase from 2021.
 - 39% of arrivals were from the north, 34% east, 24% south, and 3% west.
 - **Daytime:**
 - 123 daily *departures* – a 1% increase from 2022 and 11% increase from 2021.
 - 40% of departures were to the south, 38% north, 15% west, and 8% east.
 - 122 daily *arrivals* – a 1% increase from 2022 and 9% increase from 2021.
 - 38% of arrivals were from the north, 35% east, 24% south, and 3% west.
 - **Nighttime:**
 - 10 daily *departures* – a 4% increase from 2022 and 7% decrease from 2021.
 - 68% of departures were to the south, 21% north, 10% west, and 1% east.
 - 7 daily *arrivals* – a 10% increase from 2022 and 17% increase from 2021.
 - 60% of arrivals were from the north, 22% east, 17% south, and 1% west.

Daytime vs. Nighttime: Approximately 93% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

- Operations by Corridor for **Helicopter Tours** - (Exhibit 6)
 - **Tropicana:** 55 daily *departures* – a 4% decrease from 2022 and a 52% increase from 2021.
 - **Charleston:** 54 daily *arrivals* - a 3% decrease from 2022 and a 55% increase from 2021.

- **Strip:** 75 daily *touch and go's* – a 10% decrease from 2022 and a 23% decrease from 2021.

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

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

- **Heavies:** *Very large* air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 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 67% of the daily traffic.
- **Medium:** *Medium* turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.
- **Small:** *Small* turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 9% of the daily traffic.
- **Military:** *Military* turbine-driven aircraft accounted for less than 0% of the daily traffic.
- **Non-Jet:** *Piston-driven* aircraft and unassigned aircraft types accounted for 3% of the daily traffic.
- **Helos:** *Touring helicopters* accounted for 16% of the daily traffic.

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

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

- **Primary:** In 2023, 60% departed to the *west* (from LAS's primary departure runways). This figure was 53% in 2022 and 55% in 2021.
- **Secondary:** In 2023, 7% departed to the *south* (from LAS's secondary departure runways). This figure was 4% in 2022 and 5% in 2021.
- **Alternate 1:** In 2023, 26% departed to the *north* (from LAS's alternate departure runways). This figure was 33% in 2022 and 27% in 2021.
- **Alternate 2:** In 2023, 7% departed to the *east* (from LAS's alternate departure runways). This figure was 10% in 2022 and 13% in 2021.

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

- **SVHS:** In 2023, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 98% in 2022 and 98% in 2021. (See October 2023 synopsis for specific location of the SVHS gate.)

- **Peace:** In 2023, 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 98% in 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Peace gate.)
- **Pebble:** In 2023, 90% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of *Pebble Road & Arville Street*. This figure was 99% in 2022 and 92% in 2021. (See October 2023 synopsis for specific location of the Pebble gate.)
- **UNLV:** In 2023, 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 92% in 2022 and 95% in 2021. (See October 2023 synopsis for specific location of the UNLV gate.)
- **Boulder:** In 2023, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the east from Runway 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 99% in 2022 and 93% in 2021. (See October 2023 synopsis for specific location of the Boulder Hwy. gate.)
- **Eastern:** In 2023, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. This figure was 99% in 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Eastern gate.)
- **Hollywood:** In 2023, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 99% in 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Hollywood gate.)
- **Stratosphere:** In 2023, 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast of the Stratosphere Tower*. This figure was 99% in 2022 and 99% in 2021. (See October 2023 synopsis for specific location of the Stratosphere gate.)
- Land Use Application Reviews & Comments – (Exhibit 10)
 - **Clark County:** 1,436 applications were reviewed (a 23% increase from 2022), with 120 applications (8%) issued at least one comment.
 - **Henderson:** 435 applications were reviewed (a 17% decrease from 2022), with 25 applications (6%) issued at least one comment.
 - **Las Vegas:** 416 applications were reviewed (a 10% decrease from 2022), with 9 applications (2%) issued at least one comment.
 - **North Las Vegas:** 113 applications were reviewed (a 39% decrease from 2022), with 9 applications (8%) issued at least one comment.

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

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

- **Clark County:** 140 comments were issued, with 83 comments issued for “noise” concerns.
- **Henderson:** 27 comments were issued, with 12 comments issued for “noise” concerns.
- **Las Vegas:** 11 comments were issued, with 4 comments issued for “noise” concerns.
- **North Las Vegas:** 12 comments were issued, with 9 comments issued for “noise” concerns.

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

- **Clark County:** 583 dwelling units were proposed in the commented applications, within the AEOD. 5,247 dwelling units were proposed in the commented applications, just outside the AEOD.
- **Henderson:** 1,160 dwelling units were proposed in the commented applications, within the AEOD. 932 dwelling units were proposed in the commented applications, just outside the AEOD.
- **Las Vegas:** 310 dwelling units were proposed in the commented applications, just outside the AEOD.
- **North Las Vegas:** 1,512 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:** 6 applications CCDOA recommended denial and/or opposed.
- **Henderson:** 2 applications CCDOA recommended denial and/or opposed.
- **Las Vegas:** 0 applications CCDOA recommended denial and/or opposed.
- **North Las Vegas:** 0 applications CCDOA recommended denial and/or opposed.

- Calls by Month - (Exhibit 18)

- **Seasonal Trends:** The majority of the calls received for 2023 occurred in January, March, November, and December (48% of the total number of complaint calls received). Historically, weather conditions for the Las Vegas Valley reflect the majority of departures from LAS, which 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 94% of the total calls received by the CCDOA were issued between the hours of 7 AM and 10 PM while the remaining 6% were received between the hours of 10 PM and 7 AM.
- Calls by Airport/Operation - (Exhibit 20)
 - **Airport Trends:** A majority (90%) of the total calls received in 2023 were attributed to LAS operations.
- Calls by Community - (Exhibit 21)
 - **Community Trends:** A majority of the total calls (47%) originated from the *Enterprise* community. Calls received from *Enterprise* were attributed to southbound departures from Runway 19L turning westbound, utilizing the GIDGT/RATPK departure procedure.
- Calls by LAS Operations - (Exhibit 22)
 - **LAS Trends:** The majority (48%) 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 GIDGT/RATPK departure procedure.

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

Other Notable Issues:

LAS Shatters Annual Passenger Record with 57.6 Million in 2023: LAS VEGAS – Demand for air travel in Las Vegas continued its historic post-pandemic rise as Harry Reid International Airport (LAS) set a new annual passenger record for the second consecutive year, serving 57.6 million travelers and besting the previous record of 52.6 million in 2022. The annual number was not the only record broken in 2023. 11 of the 12 months in 2023 set records for that month. October 2023 set the record for busiest month ever at LAS with 5.4 million passengers. Domestic travel was at an all-time high with 53.3 million passengers.

International travel continued to rebound. The number of passengers on international flights surpassed the 3 million passenger threshold for the first time since 2019 with 3.2 million. In addition to increased service from Canada and Mexico, LAS was pleased to add seasonal service from San Salvador via Avianca, opening up more of Central America and South America to Las Vegas.

“Setting a new annual record emphasizes the strength of air travel in Las Vegas and the faith in Harry Reid International Airport to deliver on a world class customer experience,” said Rosemary Vassiliadis, Clark County Director of Aviation (CCDOA). “We worked to raise the bar even further in 2023, as millions traveled for special events, conventions, sporting events, concerts and more. Our attention is already focused on 2024 and meeting the continued demand for our growing region.”

As Las Vegas continues its evolution into the mega entertainment and sports capital of the world, there will be increased demands on the Clark County Aviation System and its facilities. This was seen almost immediately in the general aviation activity on the west side of the LAS airfield, and at Henderson Executive

Airport and North Las Vegas Airport. In 2023, both LAS and Henderson expanded aircraft parking aprons to accommodate this new demand.

LAS continues to look at ways to maximize current resources to meet the increased demand. In conjunction with the current efforts, there is a larger focus on the future of commercial aviation in Southern Nevada. Planning efforts continue for the proposed Southern Nevada Supplemental Airport (SNSA), a second, commercial airport in the Ivanpah Valley. This project reached a significant milestone in 2023 as CCDOA received the go-ahead to begin the process of selecting a consultant to lead the Environmental Impact Statement process.

Sun City Summerlin Community Association: Beginning in March 2023, numerous residents of the Sun City Summerlin community transmitted emails to the FAA, CCDOA, and various elected officials in an effort to eliminate air traffic over their community. Sun City Summerlin is located approximately 4.4 nautical miles west of the North Las Vegas Airport (VGT) and within the designated Class D regulatory airspace established by Federal regulations for Air Traffic Control (ATC) operations at VGT. As a result of the numerous emails, the office of Congresswoman Susie Lee submitted a congressional inquiry to examine the matter. The FAA thoroughly investigated this issue and determined all aircraft operations over this community were conducted at or above the minimum required altitudes in accordance with Title 14, Code of Federal Regulations (CFR), Part-91, section 91.119 (entitled Minimum Safe Altitudes: General). They analyzed all air traffic operating in and out of VGT for three-day periods in 2021, 2022, and 2023. Their investigation determined there is no evidence of any operator conducting flight maneuvers, such as stunts or aerobatics “over the Sun City Summerlin area”. Radar tracks matching such maneuvers occurred over the uninhabited areas northwest of the metro area, beyond the intersection of Kyle Canyon Road and US Highway 95. Lastly, while a private airport can determine its own set of operating rules regarding usage, time, and flight requirements; a public airport like VGT is restricted by laws from unilaterally banning specific types of flight activity (e.g., pilot flight training, enforcing mandatory curfews, etc.). There are a few exceptions in Southern California; however, those curfew exemptions were grandfathered under the Airport Noise and Capacity Act of 1990 (ANCA), as implemented by 14 CFR, part 161. The FAA is similarly restricted from banning specific aircraft operators or uses. The assertions that other communities have been successful in forcing the FAA to ban aircraft operations over their cities and towns are wholly without merit. The FAA lacks the statutory authority to effectuate and enforce any such ban. The FAA can only act within the scope of the authority provided to the Agency by Congress.

Safety and Security Threats: Any threats to CCDOA 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 16, 2024

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Distribution:

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

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

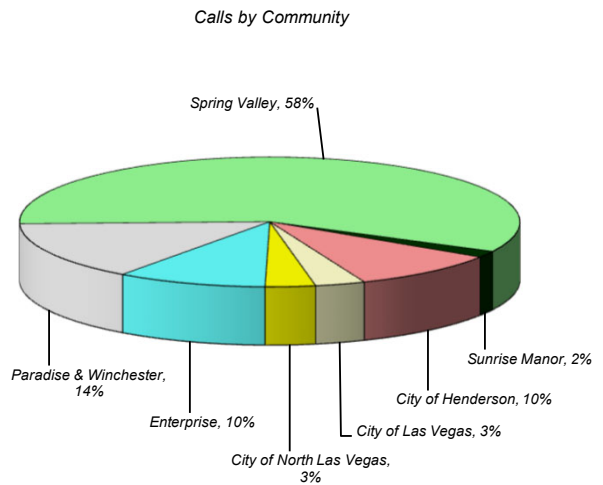
Community	No. of Calls in 2023	No. of Callers in 2023	No. of Calls in 2022	No. of Calls in 2021
City of Boulder City	6	6	10	4
City of Henderson	2	2	3	8
City of Las Vegas	2	2	1	
City of North Las Vegas	2	2	1	
Enterprise	6	3	101	86
Lone Mountain				
Paradise & Winchester	9	7	5	11
Spring Valley	36	9	9	28
Summerlin South			3	3
Sunrise Manor	1	1		
Whitney				
Location unknown				
Overall Total	62	30	132	140

Difference between 2023 and 2022 Total Calls: -53%

Difference between 2023 and 2021 Total Calls: -56%

Average Number of Calls per Caller: 2.1

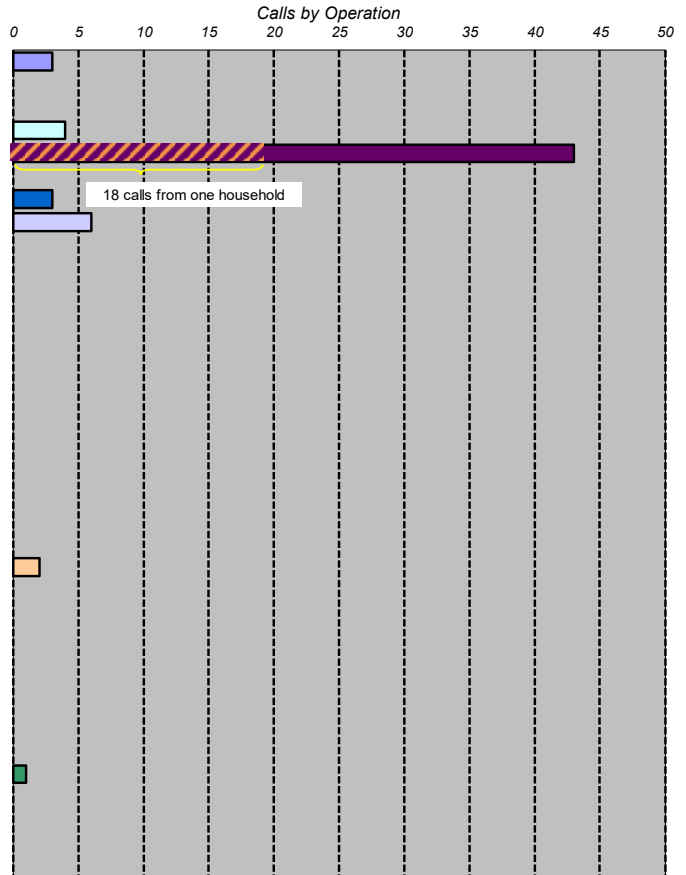
Most calls received from one household: 18



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

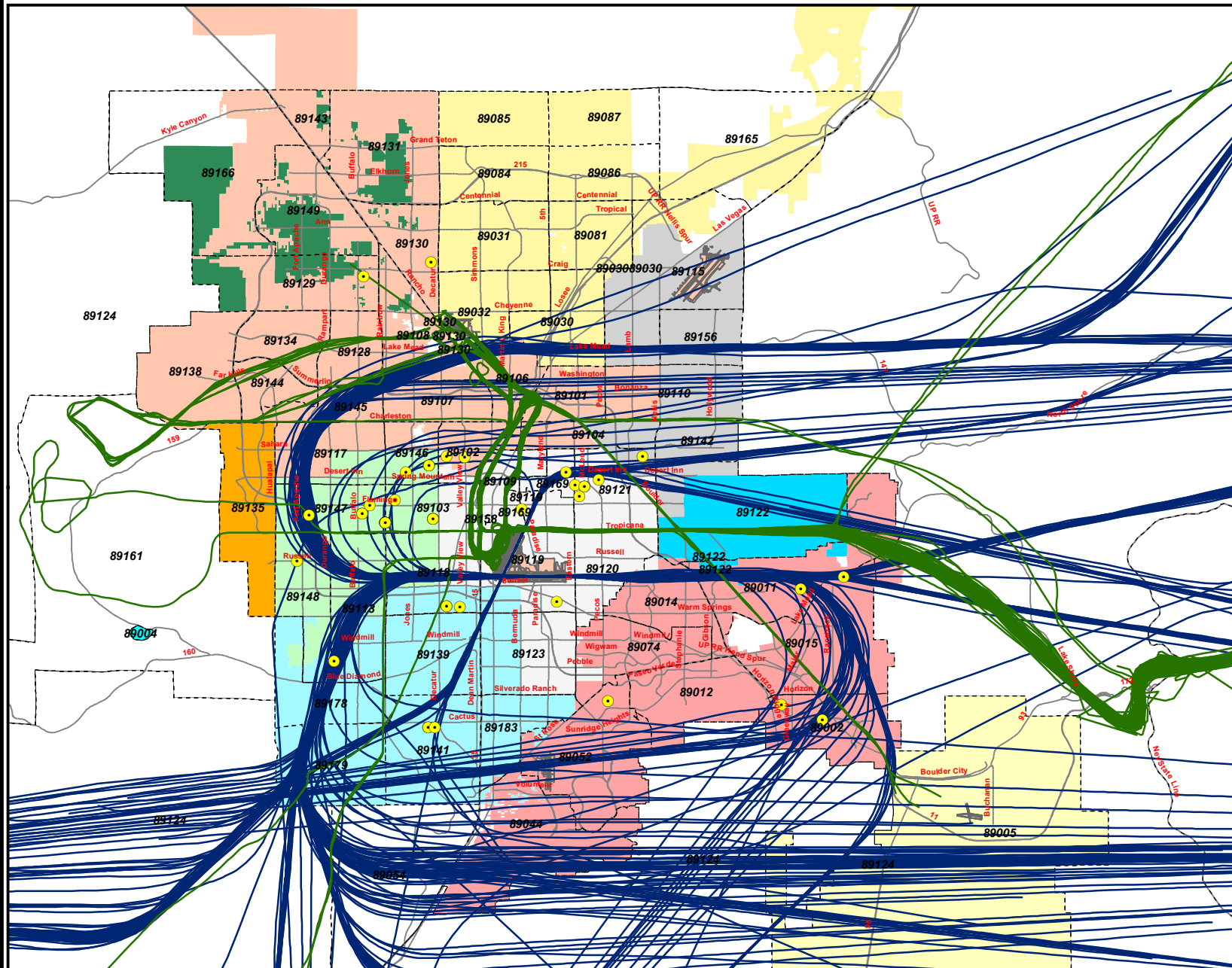
Exhibit 2: Noise Complaint Calls by Type of Operation** - October 2023

Operation	No. of Calls in 2023	Percent of Overall Total	No. of Calls in 2022	No. of Calls in 2021
LAS 01R/L Arrivals	3	4.8%		
LAS 08R/L Arrivals				1
LAS 19R/L Arrivals				8
LAS 26R/L Arrivals	4	6.5%	5	
LAS 01R/L Departures	43	69.4%	10	41
LAS 08R/L Departures				78
LAS 19R/L Departures	3	4.8%	94	
LAS 26R/L Departures	6	9.7%	17	3
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	59	95.2%	126	131
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA	2	3.2%	1	1
VGT Other				
VGT Total	2	3.2%	1	1
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	1	1.6%	3	3
HND Other				
HND Total	1	1.6%	3	3
Helicopters**		0.0%	2	5
Overall Total	62	100%	132	140



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

Exhibit 3: Aircraft Noise Complaints by Community - October 2023



Legend

Oct 2023
Total Complaints: 62

- Aircraft Complaints Received 62 Mapped 62
- Helicopter Complaints Received 0 Mapped 0
- Major Streets
- Airports
- Zip Code Boundaries
- Typical Large Air Carrier Departure Tracks
- Typical Touring Helicopter Tracks
- Unincorporated Clark County
- Boulder City
- Whitney
- Henderson
- Las Vegas
- North Las Vegas
- Paradise/Winchester
- Summerlin
- Spring Valley
- Sunrise Manor
- Winchester
- Enterprise
- Lone Mountain

Department of Aviation
Geographic Information Systems

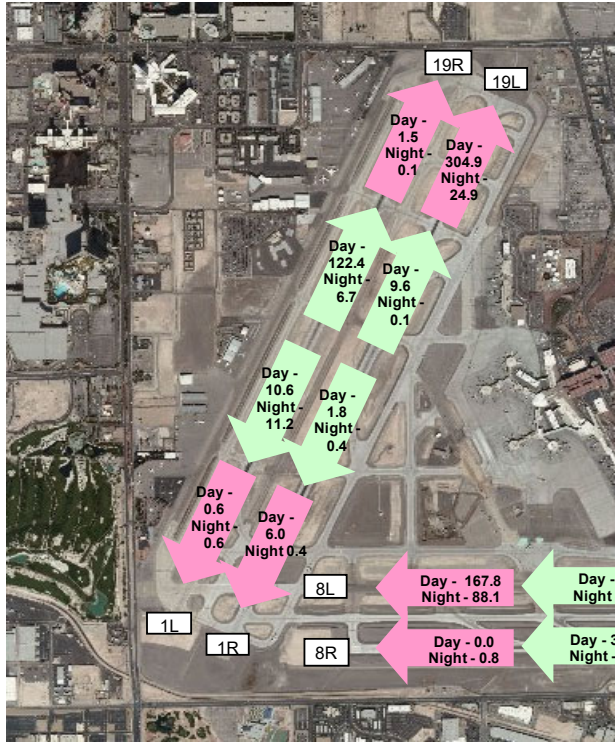
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1/23/2024

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

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



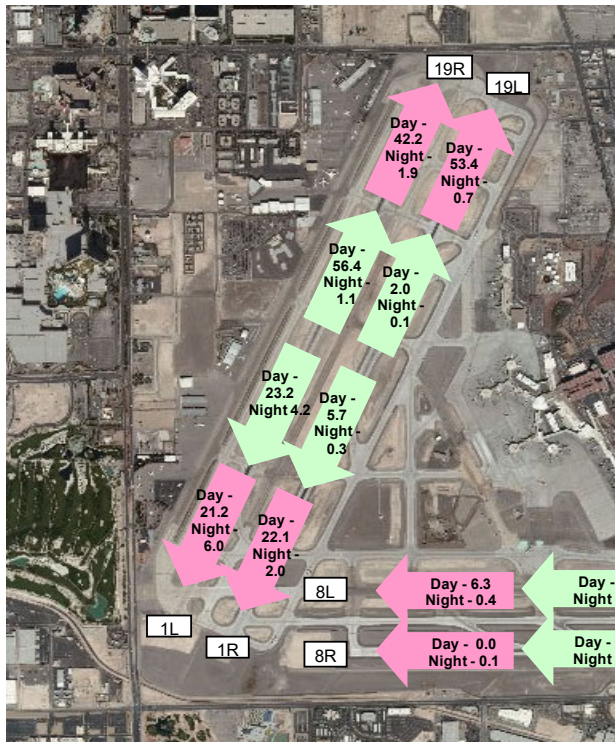
Year	2023		2022		2021	
Daytime Departures	489	81%	446	79%	375	80%
Nighttime Departures	115	19%	118	21%	95	20%
Total Departures	604	100%	564	100%	470	100%

Daytime Arrivals	506	84%	471	84%	395	85%
Nighttime Arrivals	96	16%	87	16%	68	15%
Total Arrivals	603	100%	558	100%	463	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	7%	10%	-2%
Depts. 2023 vs 2021	29%	30%	21%
Arrivals 2023 vs 2022	8%	8%	10%
Arrivals 2023 vs 2021	30%	28%	42%

* 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** - October 2023



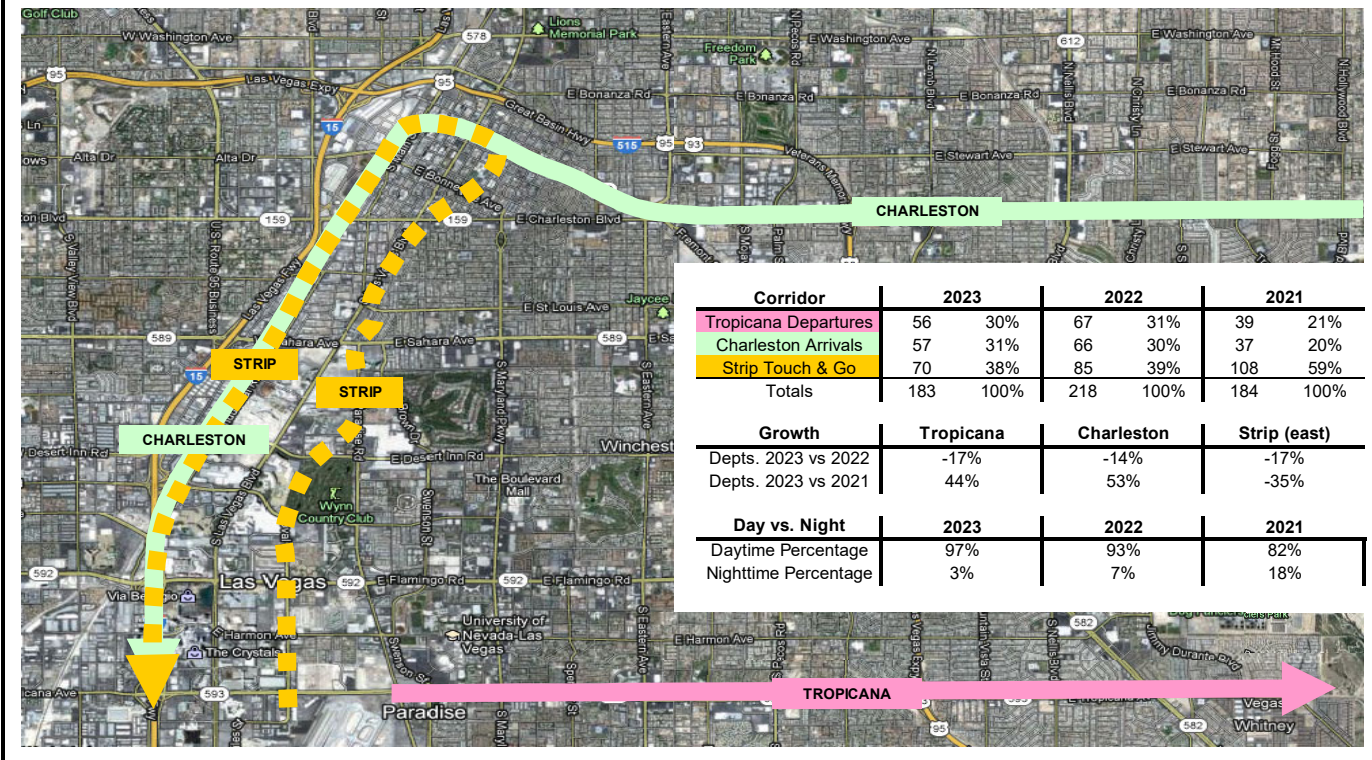
Year	2023		2022		2021	
Daytime Departures	148	93%	136	93%	151	92%
Nighttime Departures	11	7%	10	7%	13	8%
Total Departures	159	100%	145	100%	164	100%

Daytime Arrivals	155	96%	133	95%	150	95%
Nighttime Arrivals	7	4%	6	5%	8	5%
Total Arrivals	162	100%	140	100%	159	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	9%	9%	16%
Depts. 2023 vs 2021	-3%	-2%	-16%
Arrivals 2023 vs 2022	16%	16%	10%
Arrivals 2023 vs 2021	2%	3%	-18%

** 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 - October 2023



Corridor	2023	2022	2021
Tropicana Departures	56 30%	67 31%	39 21%
Charleston Arrivals	57 31%	66 30%	37 20%
Strip Touch & Go	70 38%	85 39%	108 59%
Totals	183 100%	218 100%	184 100%

Growth	Tropicana	Charleston	Strip (east)
Depts. 2023 vs 2022	-17%	-14%	-17%
Depts. 2023 vs 2021	44%	53%	-35%

Day vs. Night	2023	2022	2021
Daytime Percentage	97%	93%	82%
Nighttime Percentage	3%	7%	18%

Exhibit 7: LAS Aircraft Arrival Fleet Mix - October 2023

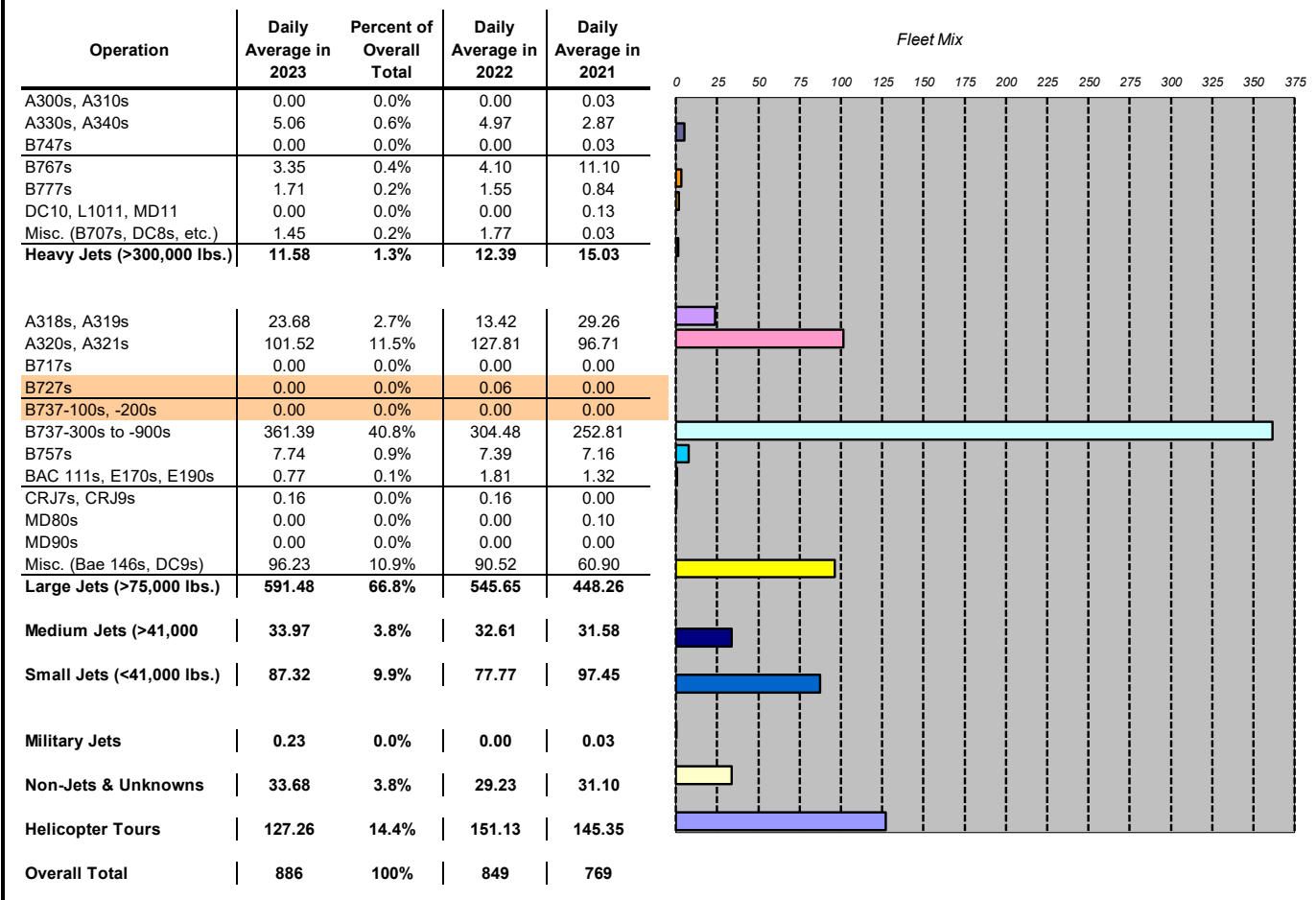


Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - October 2023 to 2021

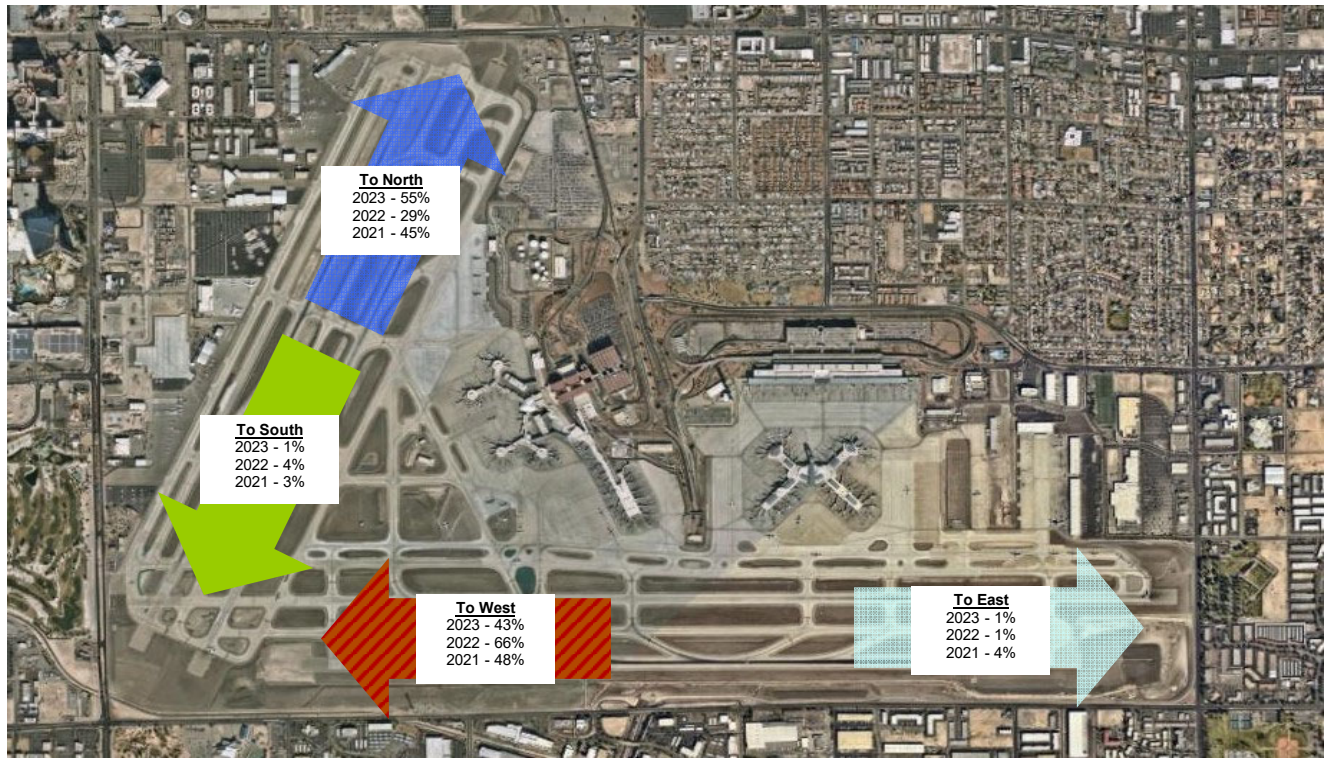
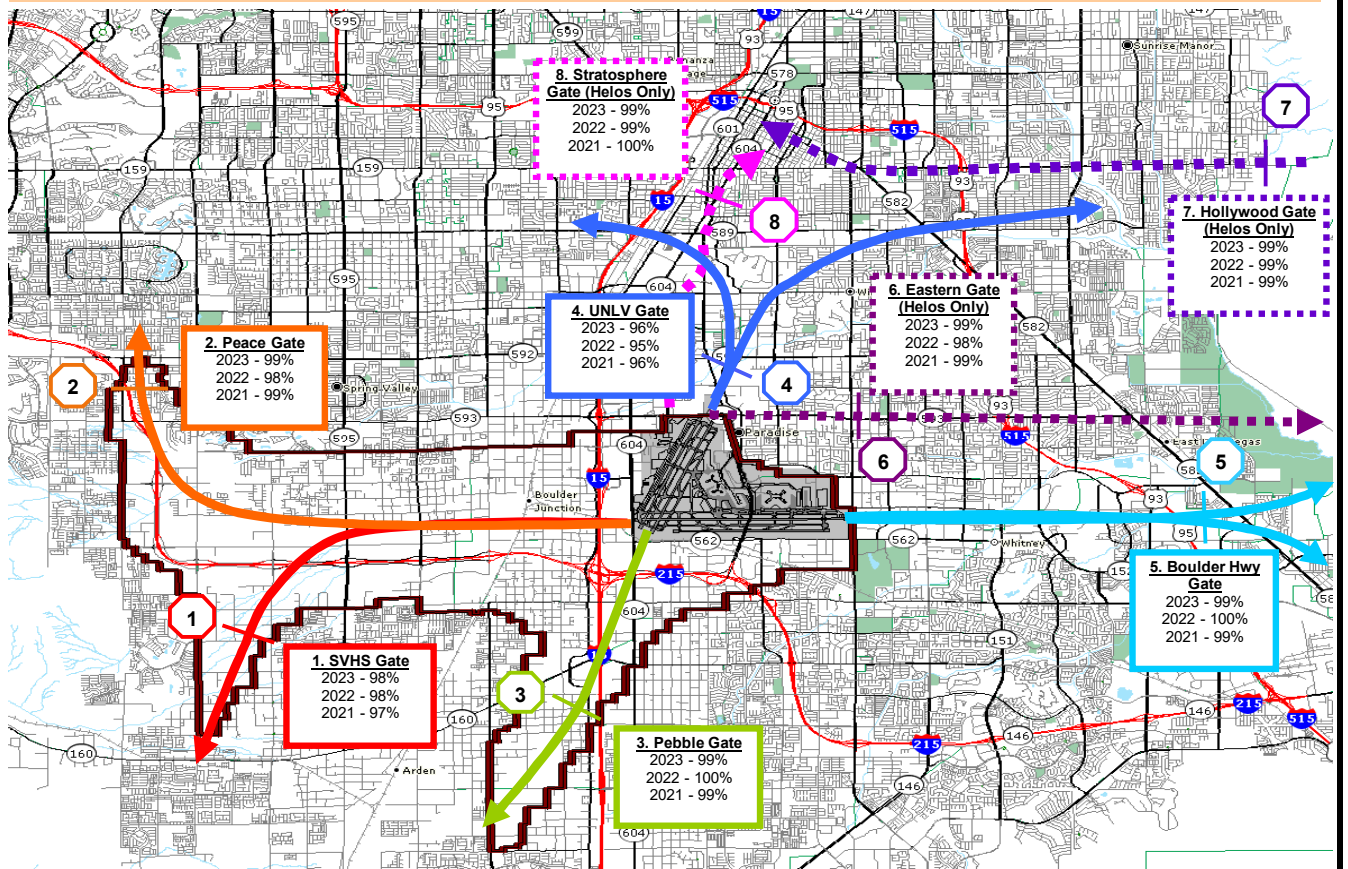


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - October 2023



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

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

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
No. of Land Use Applications Reviewed	124	49	37	7	217	151	229
No. of Applications where CCDOA Issued a Comment	8	3	2	0	13	8	20
Percent of Applications where Comment Issued	6%	6%	5%	0%	6%	5%	9%

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

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Deed Restrictions	3	0	0	0	3	0	0
Height-Penetrates Part 77 100:1 Surfaces/>200'	2	2	2	0	6	5	10
Height-Penetrates Part 77 PATH-C Surfaces*	1	0	0	0	1	1	0
Heliport/Helipad	0	0	0	0	0	0	1
Noise-Non-residential within AEOD**	4	1	0	0	5	2	2
Noise-Residential within the AEOD**	1	0	0	0	1	1	0
Noise-Residential Just Outside the AEOD**	0	0	1	0	1	2	11
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
Total***	11	3	3	0	17	11	24

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

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

*** Comment by 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 2023

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Within the AEOD	4	0	0	0	4	4	0
Just Outside the AEOD	0	0	50	0	50	328	1,109

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

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

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

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

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

AEOD - Airport Environs Overlay Districts - Noise Contours
Clark County Code (CCC) 30.02.26C. 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 30.02-7, in accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.
4. Comply with the Federal Aviation Administration regulations.

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

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

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

Salmon color indicates a 1 mile zone outside the AEOD.

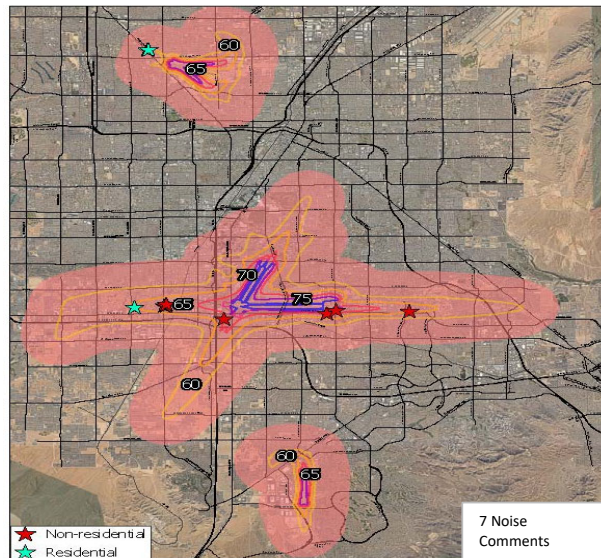


Exhibit 15: Noise Comments - LAS Detail - October 2023

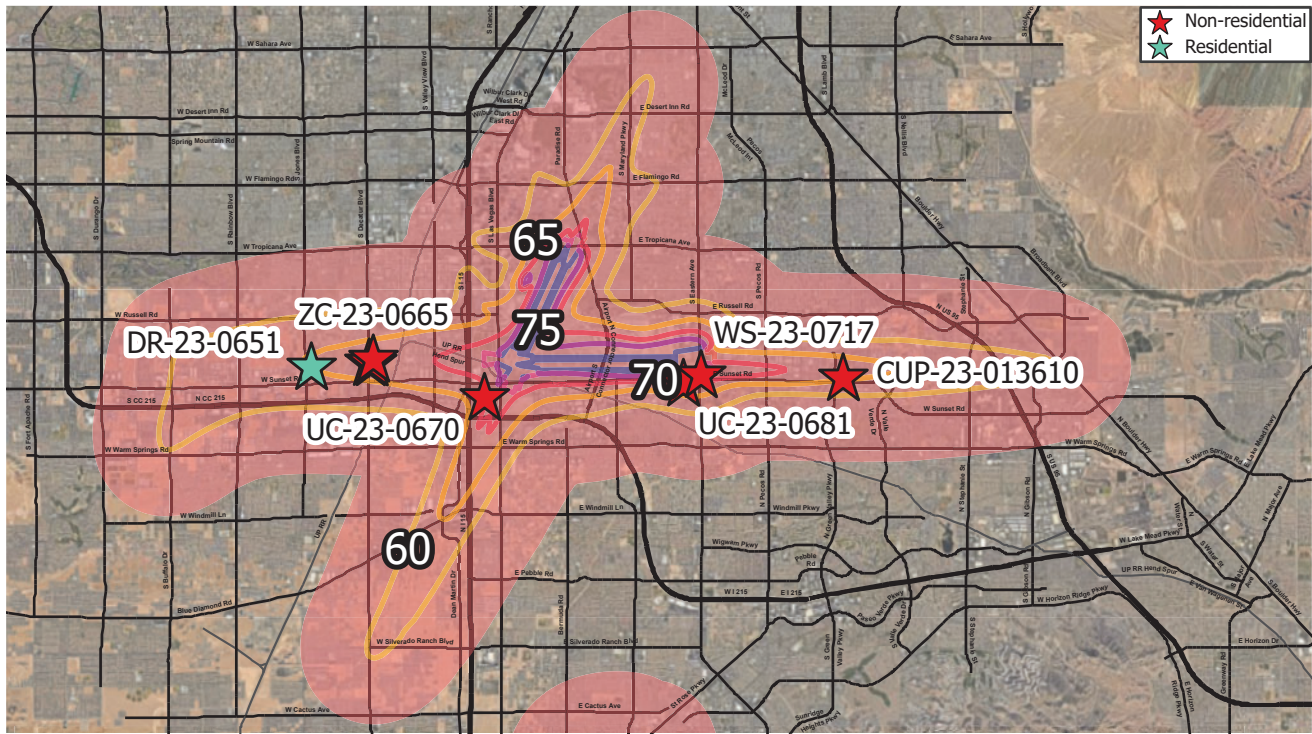


Exhibit 16: Noise Comments - HND Detail - October 2023

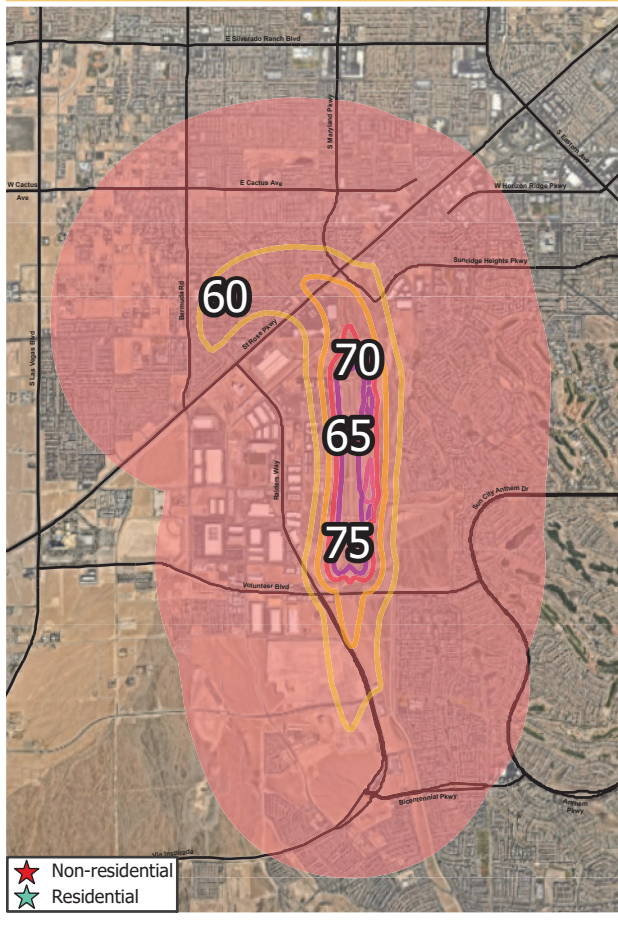


Exhibit 17: Noise Comments - VGT Detail - October 2023

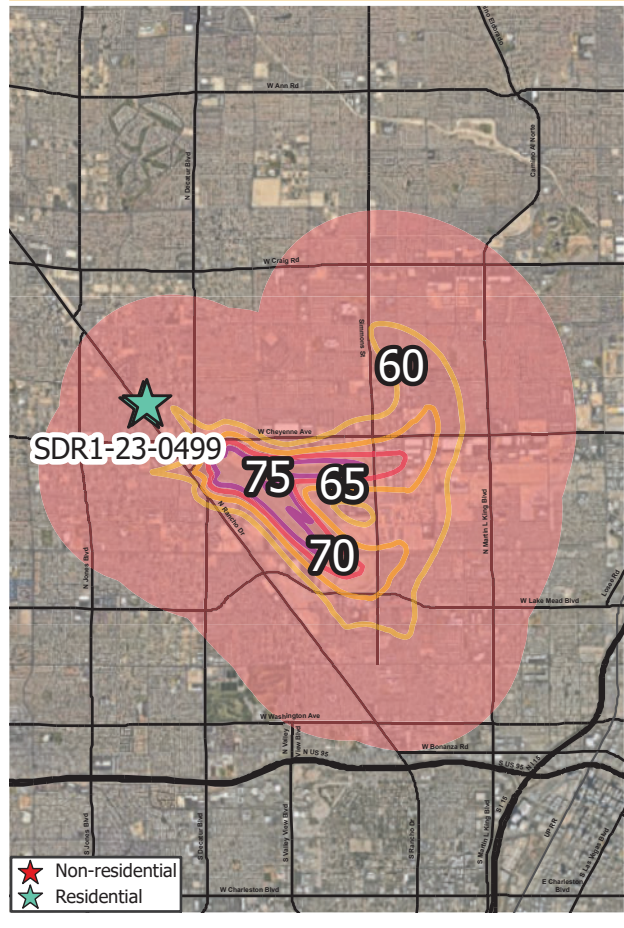


Exhibit 1: Noise Complaint Calls by Community* - November 2023

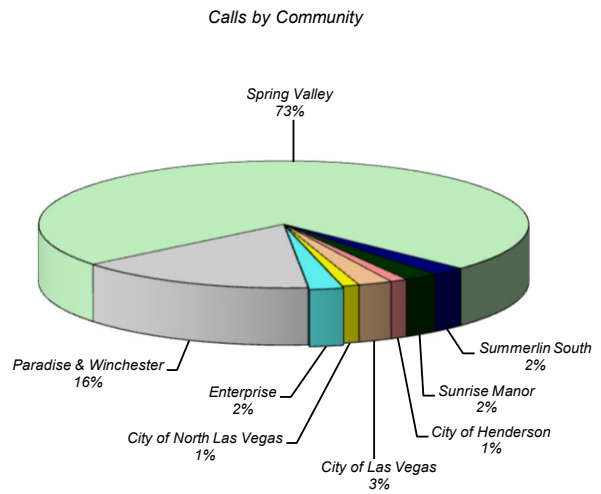
Community	No. of Calls in 2023	No. of Callers in 2023	No. of Calls in 2022	No. of Calls in 2021
City of Boulder City	1	1	9	2
City of Henderson	2	1	3	3
City of Las Vegas	1	1	1	1
City of North Las Vegas	2	1	33	21
Enterprise	14	6	2	15
Lone Mountain	65	3	1	16
Paradise & Winchester	2	1	1	1
Spring Valley	2	1	2	2
Summerlin South	2	1	1	1
Sunrise Manor	2	1	1	1
Whitney				1
Location unknown				
Overall Total	89	15	49	62

Difference between 2023 and 2022 Total Calls: 82%

Difference between 2023 and 2022 Total Calls: 44%

Average Number of Calls per Caller: 5.9

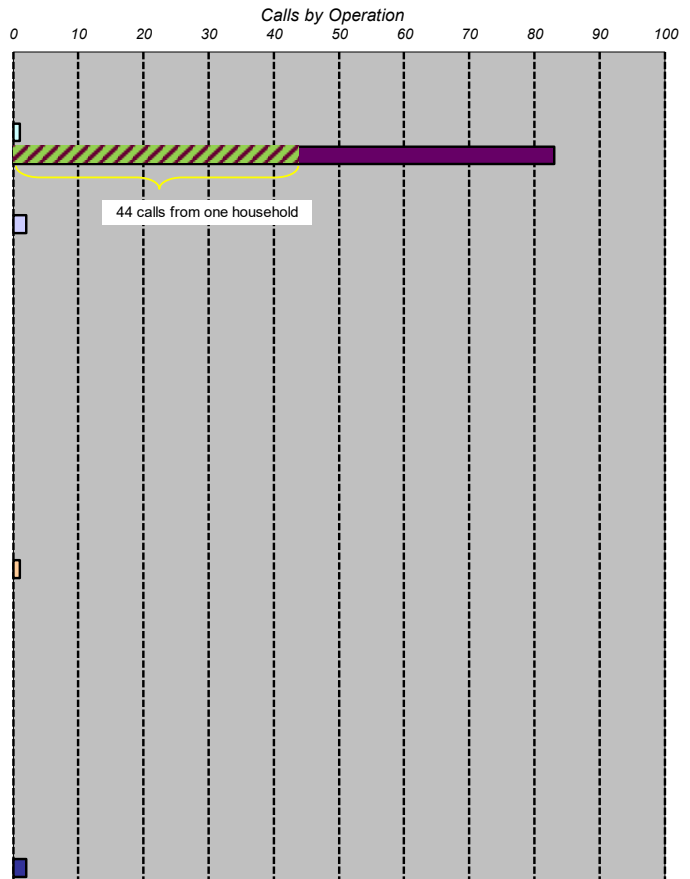
Most calls received from one household: 44



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

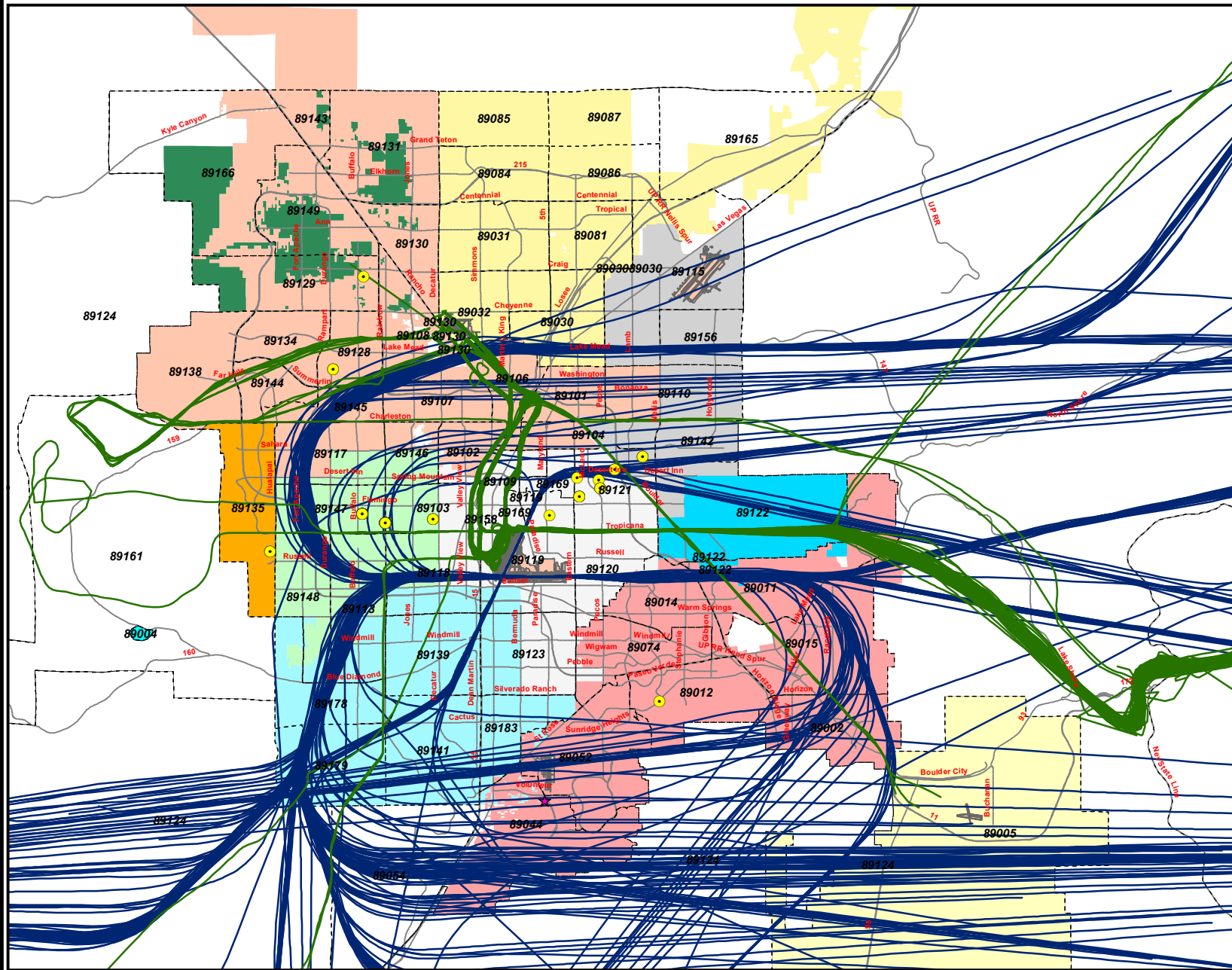
Exhibit 2: Noise Complaint Calls by Type of Operation** - November 2023

Operation	No. of Calls in 2023	Percent of Overall Total	No. of Calls in 2022	No. of Calls in 2021
LAS 01R/L Arrivals				
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	1	1.1%	9	5
LAS 01R/L Departures	83	93.3%	2	35
LAS 08R/L Departures				
LAS 19R/L Departures			31	14
LAS 26R/L Departures	2	2.2%	1	
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	86	96.6%	43	54
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA	1	1.1%	3	1
VGT Other				
VGT Total	1	1.1%	3	1
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA		0.0%	4	4
HND Other				
HND Total	0	0.0%	4	4
Helicopters**	2	2.2%	3	3
Overall Total	89	100%	53	62



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

Exhibit 3: Aircraft Noise Complaints by Community - November 2023



Legend

Nov 2023
Total Complaints: 89

- Aircraft Complaints Received 87 Mapped 87
- ★ Helicopter Complaints Received 2 Mapped 2
- 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

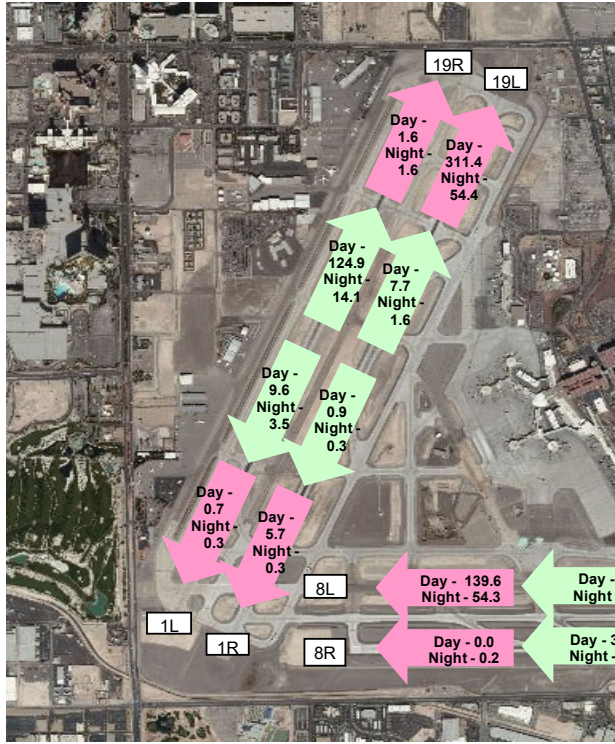
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LAS VEGAS

1/23/2024

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



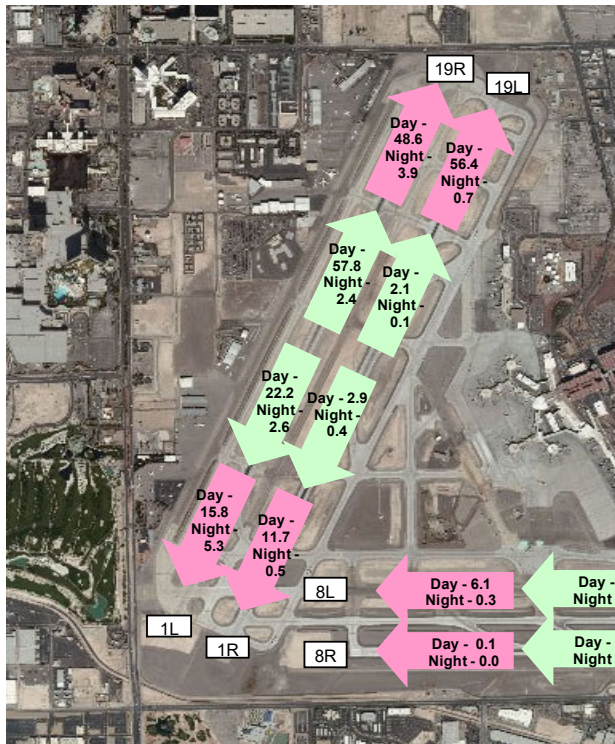
Year	2023		2022		2021	
Daytime Departures	464	81%	404	78%	357	80%
Nighttime Departures	112	19%	116	22%	91	20%
Total Departures	577	100%	520	100%	448	100%

Daytime Arrivals	484	85%	424	83%	378	86%
Nighttime Arrivals	86	15%	86	17%	61	14%
Total Arrivals	570	100%	509	100%	440	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	11%	15%	-3%
Depts. 2023 vs 2021	29%	30%	23%
Arrivals 2023 vs 2022	12%	14%	1%
Arrivals 2023 vs 2021	30%	28%	41%

* 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 2023



Year	2023		2022		2021	
Daytime Departures	140	93%	122	93%	136	92%
Nighttime Departures	11	7%	9	7%	11	8%
Total Departures	151	100%	130	100%	147	100%

Daytime Arrivals	139	95%	121	96%	137	95%
Nighttime Arrivals	7	5%	5	4%	7	5%
Total Arrivals	147	100%	126	100%	144	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	16%	15%	23%
Depts. 2023 vs 2021	2%	3%	-6%
Arrivals 2023 vs 2022	16%	15%	42%
Arrivals 2023 vs 2021	2%	1%	4%

** 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 2023

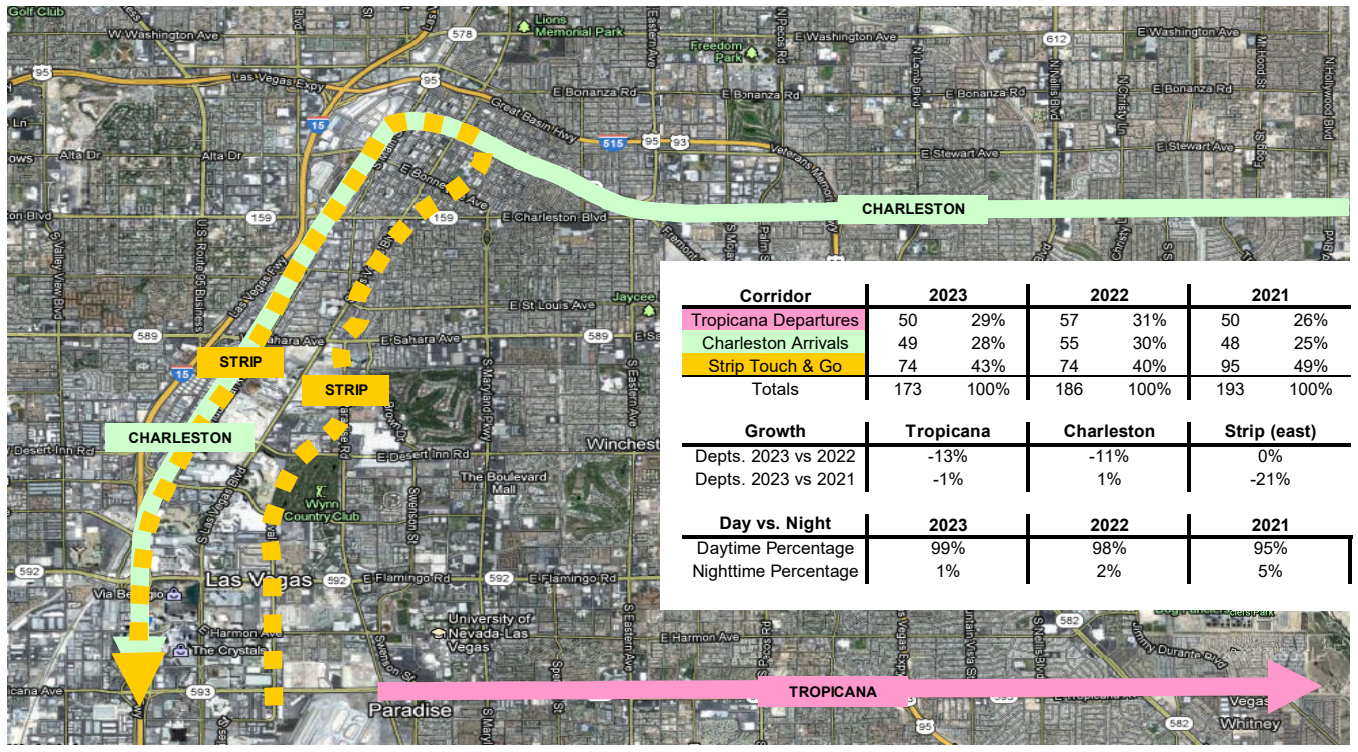


Exhibit 7: LAS Aircraft Arrival Fleet Mix - November 2023

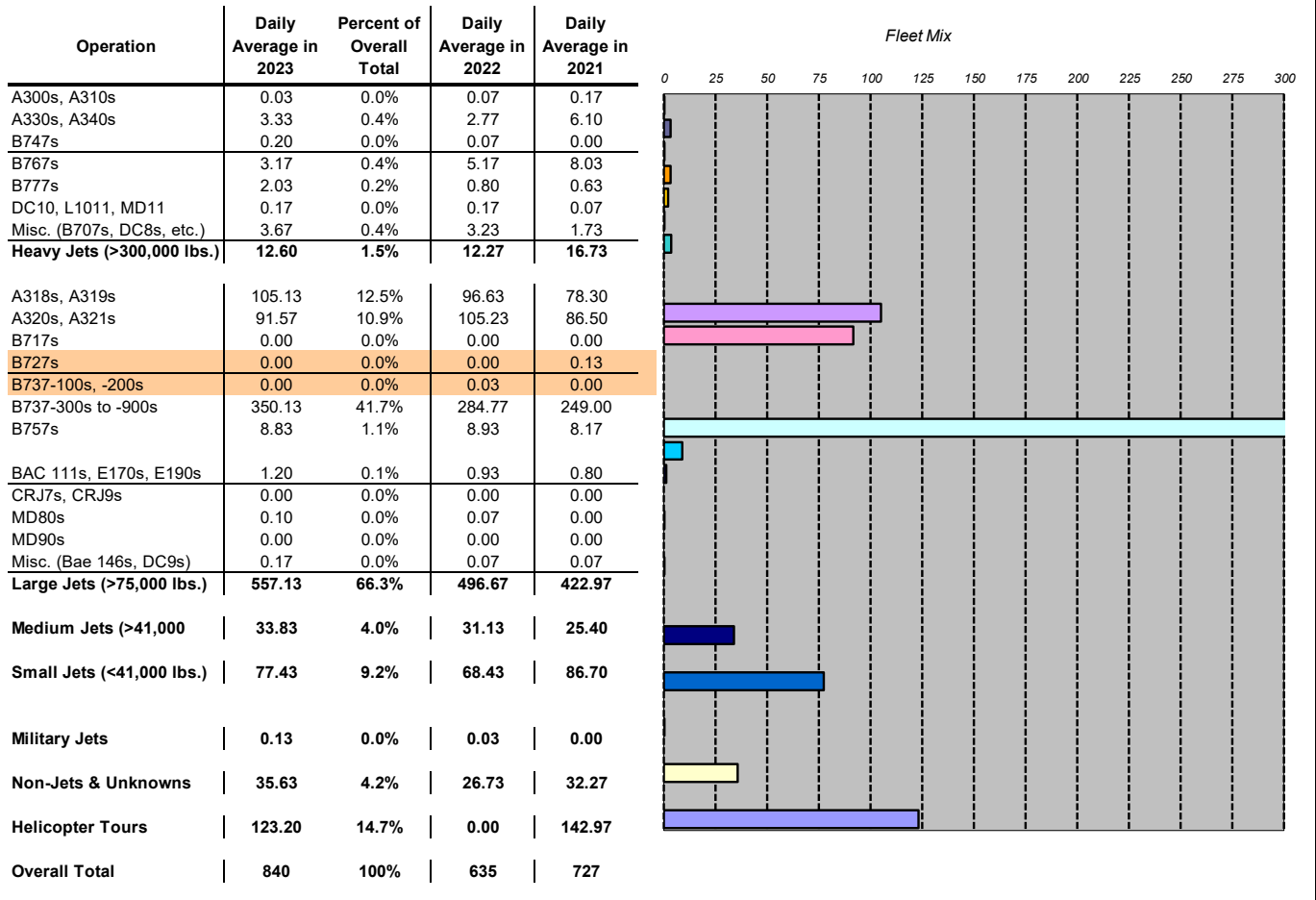


Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - November 2023 to 2021

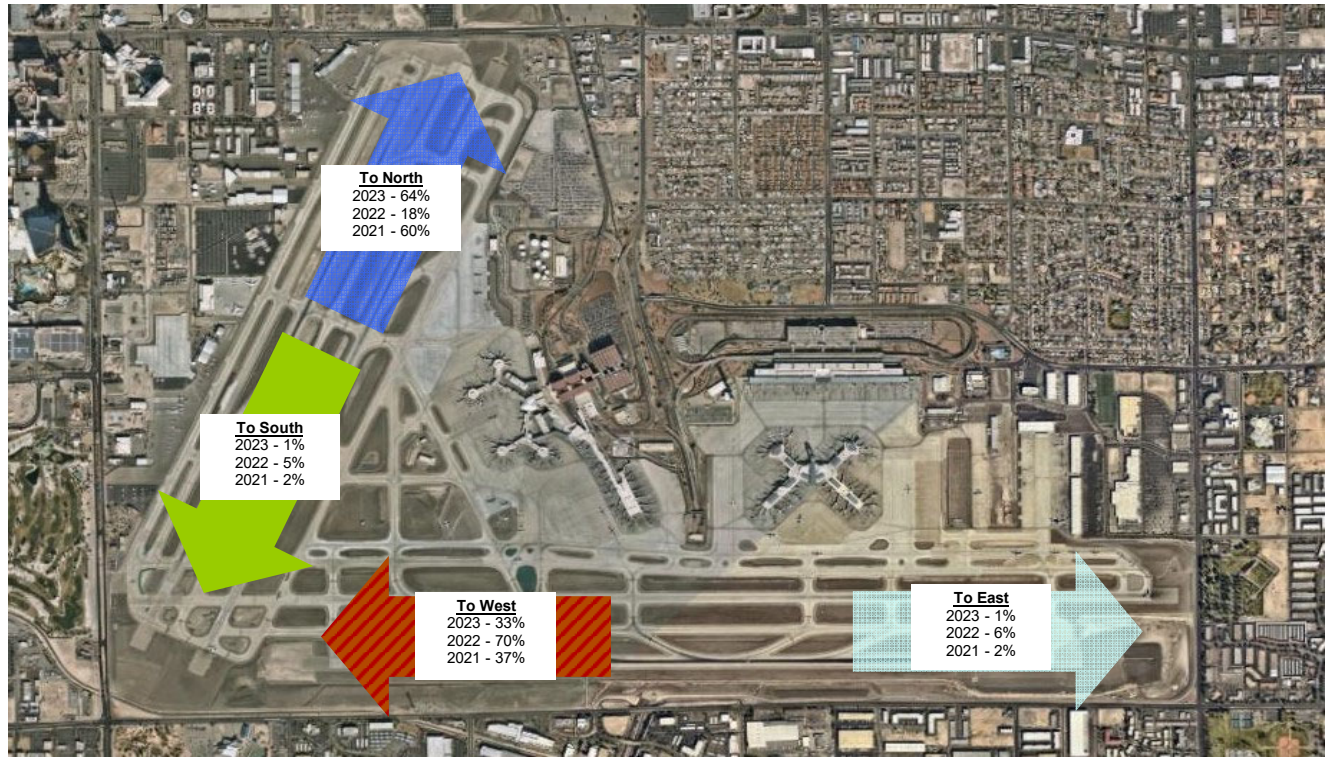
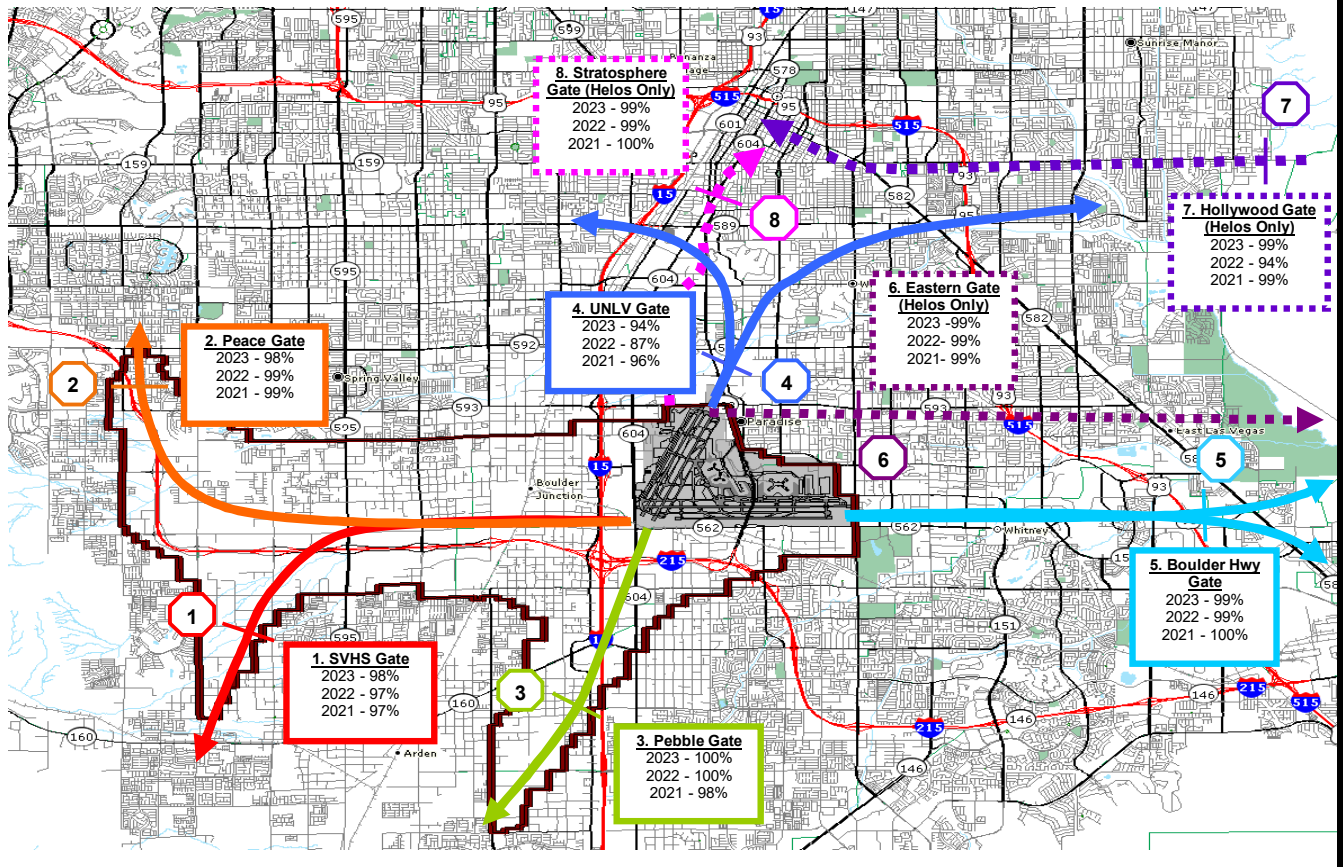


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - November 2023



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

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

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
No. of Land Use Applications Reviewed	157	0	38	17	212	199	226
No. of Applications where CCDOA Issued a Comment	11	0	1	0	12	22	21
Percent of Applications where Comment Issued	7%	0%	3%	0%	6%	11%	9%

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

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Deed Restrictions	0	0	0	0	0	0	1
Height-Penetrates Part 77 100:1 Surfaces/>200'	5	0	1	0	6	10	2
Height-Penetrates Part 77 PATH-C Surfaces*	1	0	0	0	1	0	2
Heliport/Helipad	1	0	0	0	1	0	2
Noise-Non-residential within AEOD**	1	0	0	0	1	4	1
Noise-Residential within the AEOD**	0	0	0	0	0	1	3
Noise-Residential Just Outside the AEOD**	3	0	1	0	4	8	10
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	0
Total***	11	0	2	0	13	23	21

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

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

*** Comment by 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 2023

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Within the AEOD	0	0	0	0	0	72	388
Just Outside the AEOD	350	0	136	0	486	878	823

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

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

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

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

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

AEOD - Airport Environs Overlay Districts - Noise Contours
Clark County Code (CCC) 30.02.26C. 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 30.02-7, in accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.
4. Comply with the Federal Aviation Administration regulations.

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

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

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

Salmon color indicates a 1 mile zone outside the AEOD.

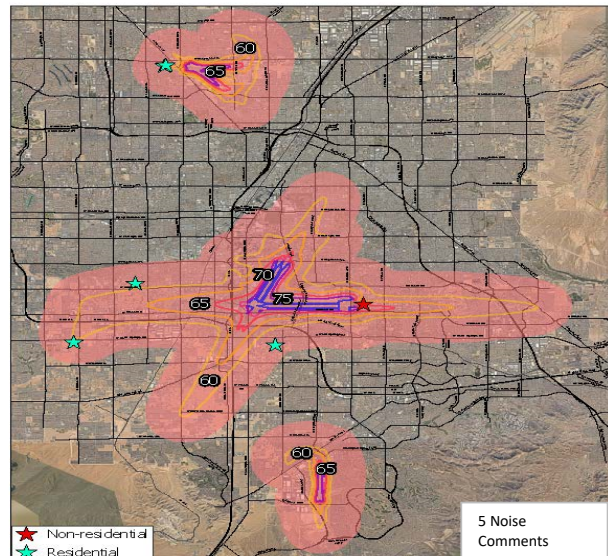


Exhibit 15: Noise Comments - LAS Detail - November 2023

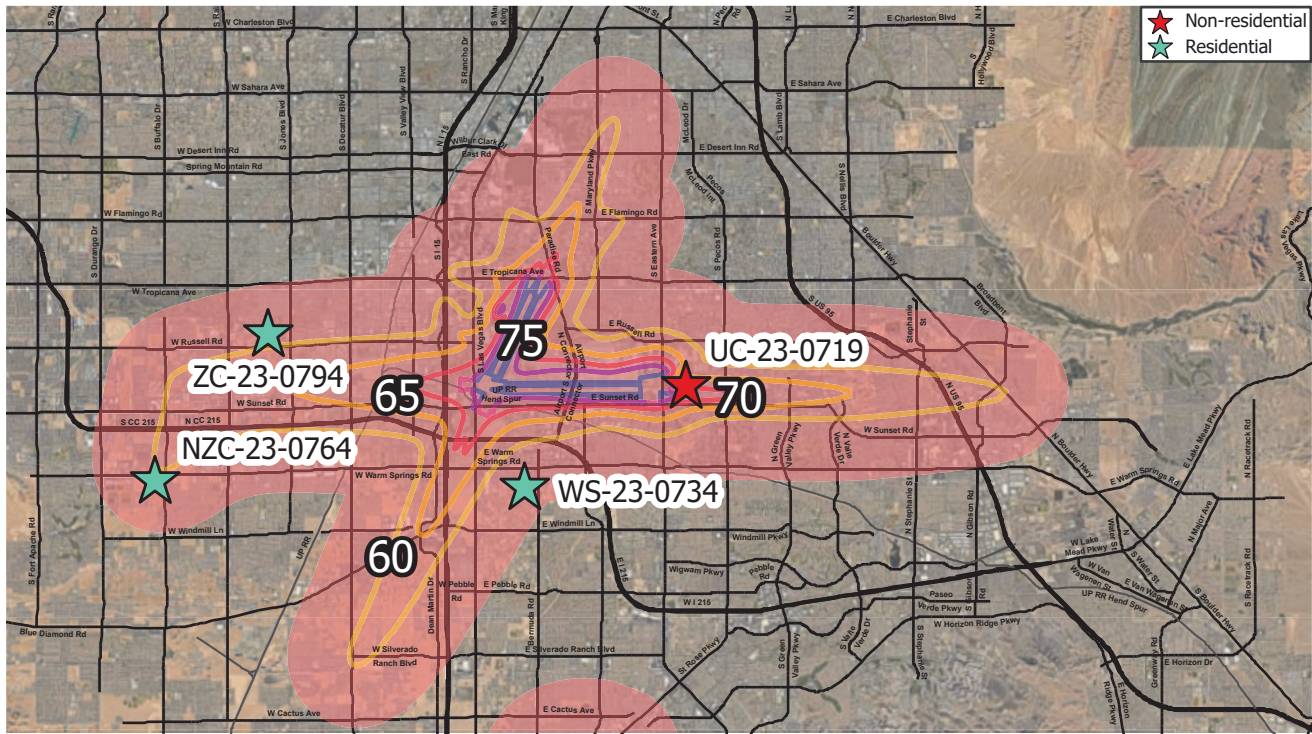


Exhibit 16: Noise Comments - HND Detail - November 2023

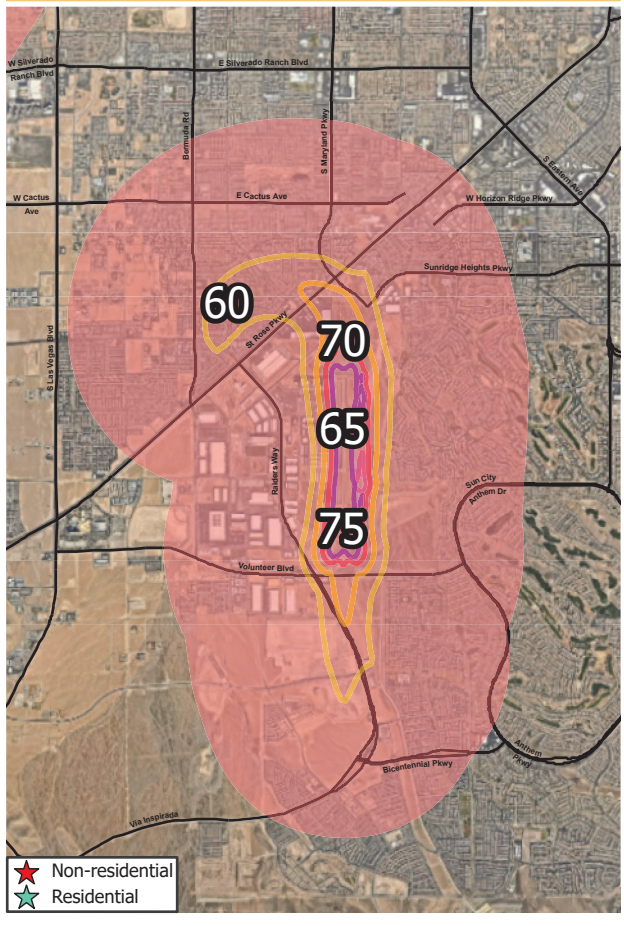


Exhibit 17: Noise Comments - VGT Detail - November 2023

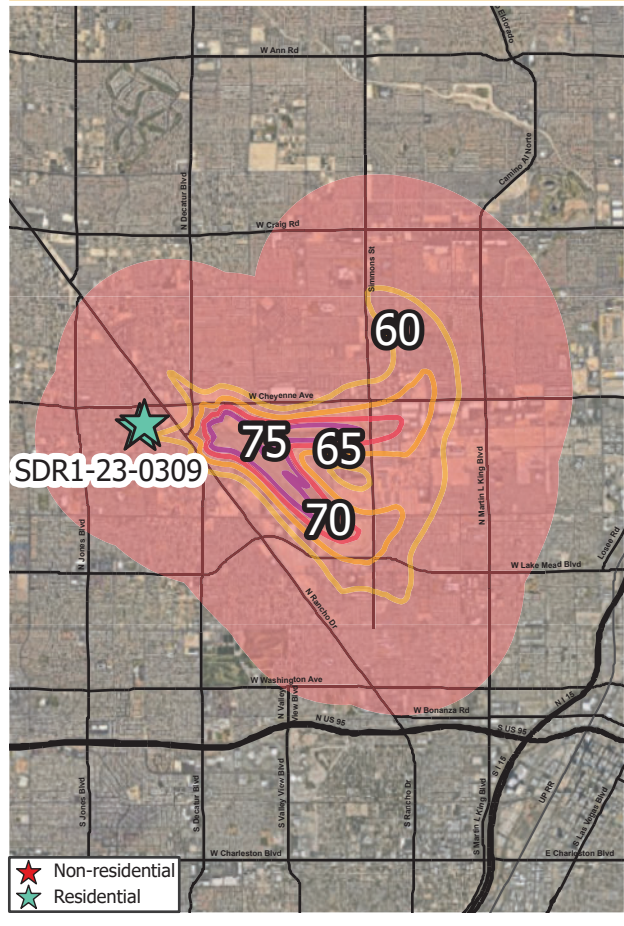
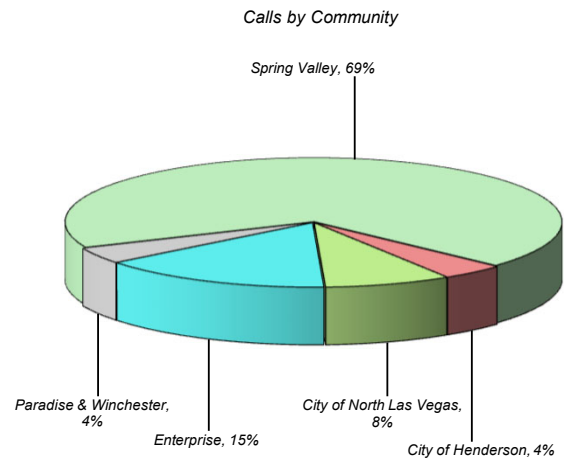


Exhibit 1: Noise Complaint Calls by Community* - December 2023

Community	No. of Calls in 2023	No. of Callers in 2023	No. of Calls in 2022	No. of Calls in 2021
City of Boulder City	3	1	4	4
City of Henderson			2	1
City of Las Vegas				
City of North Las Vegas	6	5		
Enterprise	11	4	53	112
Lone Mountain				
Paradise & Winchester	3	3	8	7
Spring Valley	50	3	21	5
Summerlin South				
Sunrise Manor				
Whitney				
Location unknown				
Overall Total	73	16	88	129



Difference between 2023 and 2022 Total Calls: -17%

Difference between 2023 and 2021 Total Calls: -43%

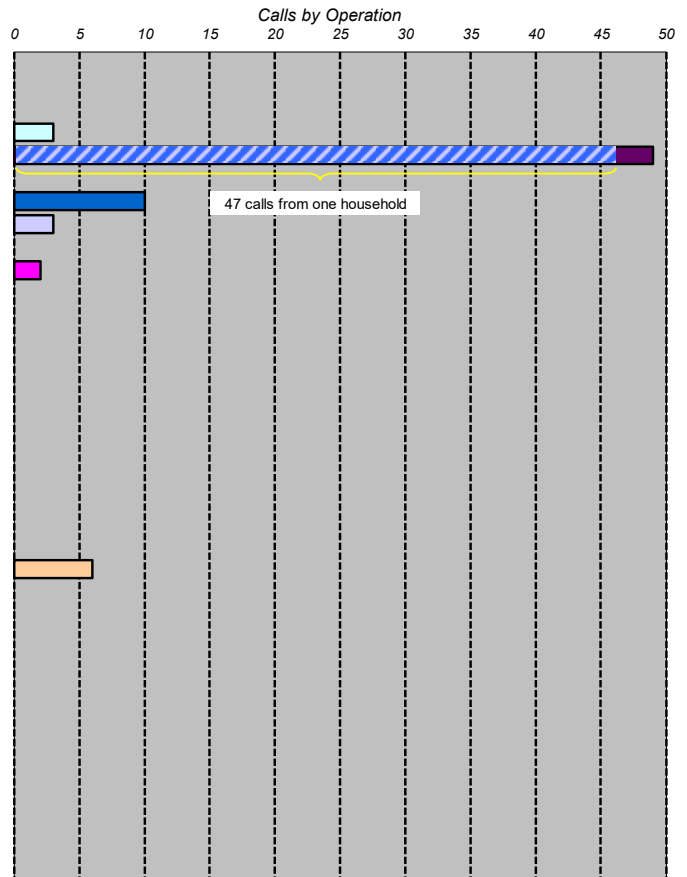
Average Number of Calls per Caller: 4.6

Most calls received from one household: 47

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

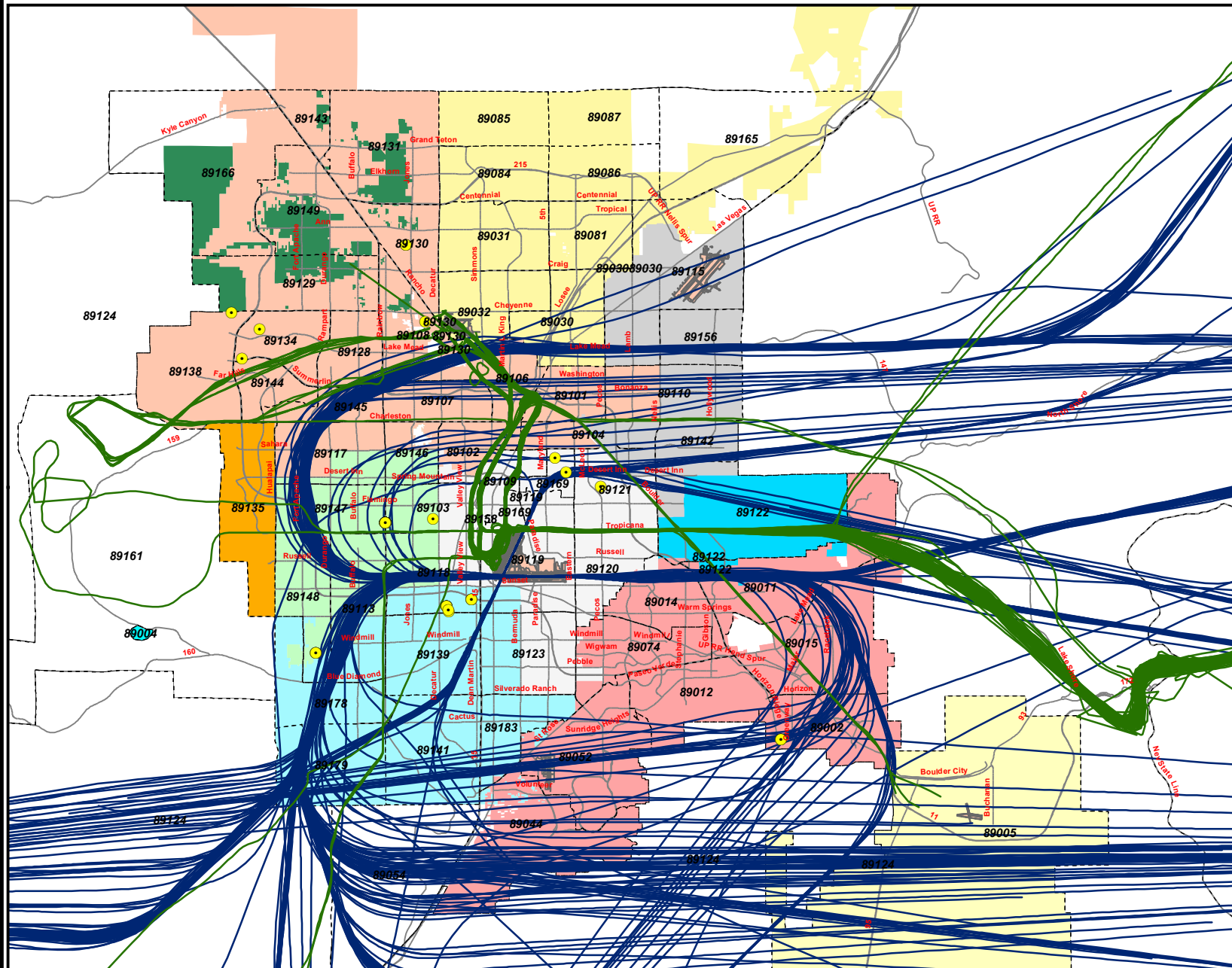
Exhibit 2: Noise Complaint Calls by Type of Operation** - December 2023

Operation	No. of Calls in 2023	Percent of Overall Total	No. of Calls in 2022	No. of Calls in 2021
LAS 01R/L Arrivals				1
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	3	4.1%	3	1
LAS 01R/L Departures	49	67.1%	28	11
LAS 08R/L Departures				1
LAS 19R/L Departures	10	13.7%	53	92
LAS 26R/L Departures	3	4.1%		
LAS Run-ups				
LAS GA	2	2.7%		
LAS Other				
LAS Total	67	91.8%	84	106
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA	6	8.2%	2	
VGT Other				
VGT Total	6	8.2%	2	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA		0.0%		22
HND Other				
HND Total	0	0.0%	0	22
Helicopters**		0.0%	2	1
Overall Total	73	100%	88	129



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

Exhibit 3: Aircraft Noise Complaints by Community - December 2023



Legend

Dec 2023
Total Complaints: 73

- Aircraft Complaints Received 73 Mapped 73
- ★ Helicopter Complaints Received 0 Mapped 0
- Major Streets
- Airports
- - - Zip Code Boundaries
- Typical Large Air Carrier Departure Tracks
- Typical Touring Helicopter Tracks
- Unincorporated Clark County
- Boulder City
- Whitney
- Henderson
- Las Vegas
- North Las Vegas
- Paradise/Winchester
- Summerlin
- Spring Valley
- Sunrise Manor
- Winchester
- Enterprise
- Lone Mountain

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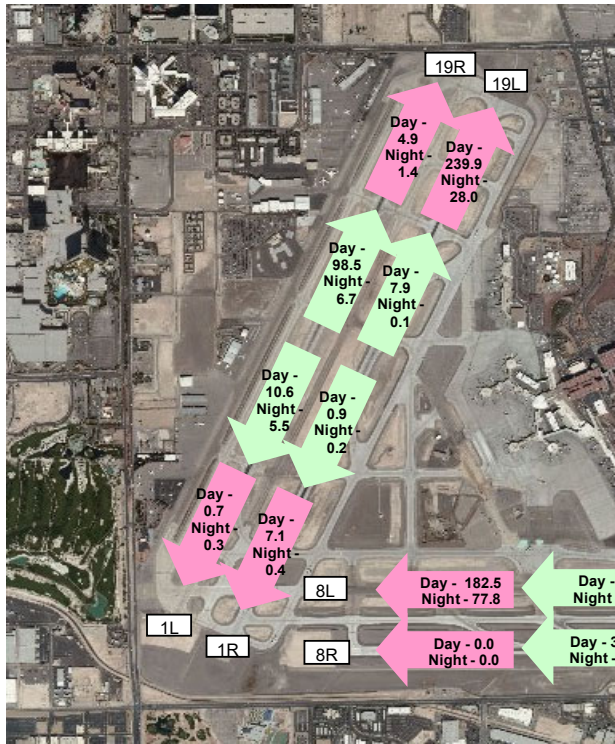
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1/23/2024

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

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



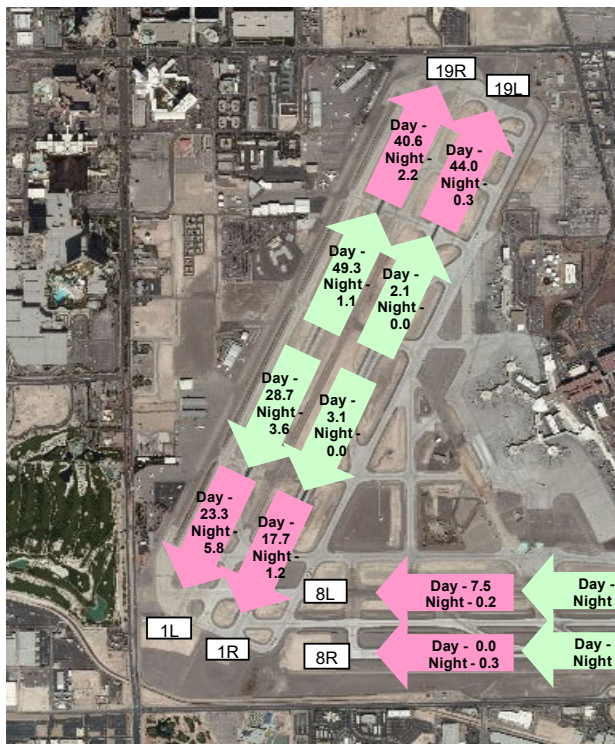
Year	2023		2022		2021	
Daytime Departures	442	80%	386	79%	344	80%
Nighttime Departures	108	20%	105	21%	87	20%
Total Departures	549	100%	491	100%	430	100%

Daytime Arrivals	462	85%	392	82%	356	85%
Nighttime Arrivals	78	15%	88	18%	62	15%
Total Arrivals	540	100%	479	100%	418	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	12%	14%	3%
Depts. 2023 vs 2021	28%	28%	24%
Arrivals 2023 vs 2022	13%	18%	-11%
Arrivals 2023 vs 2021	29%	30%	26%

* 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** - December 2023



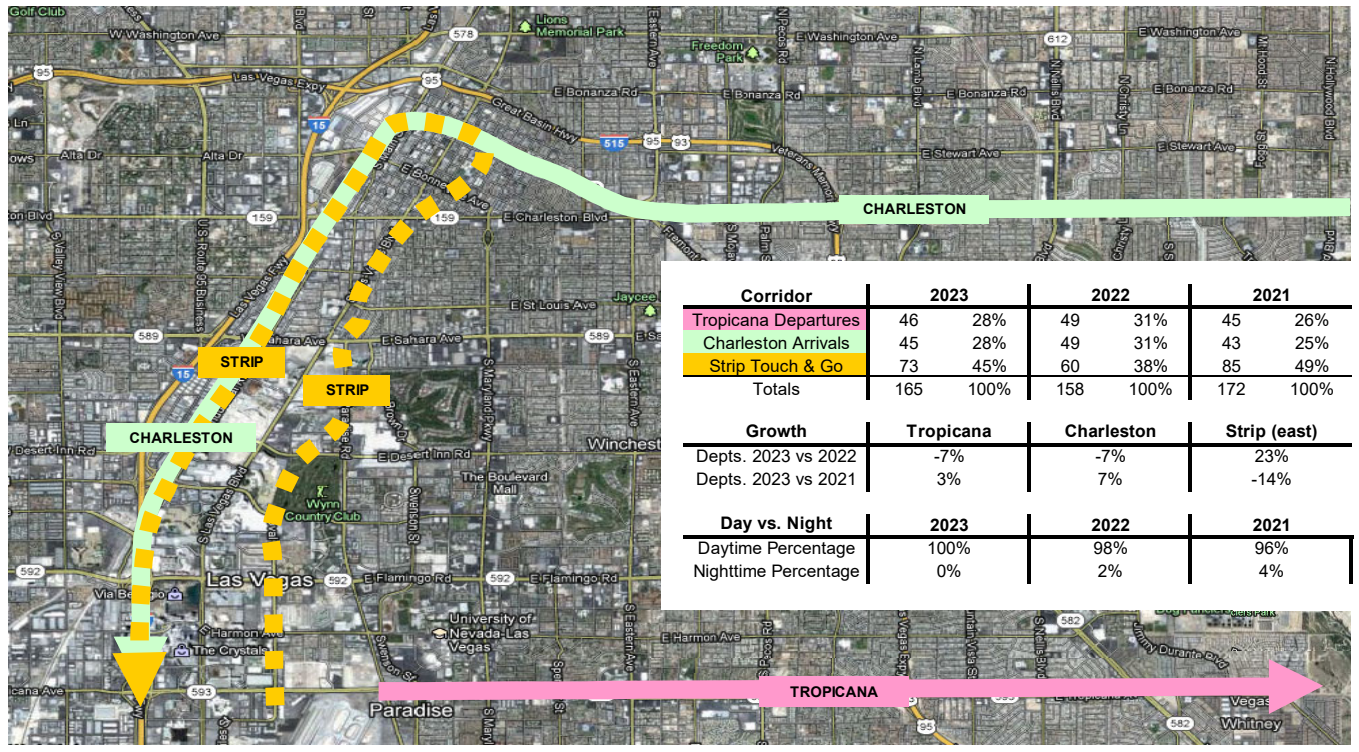
Year	2023		2022		2021	
Daytime Departures	135	93%	125	94%	121	92%
Nighttime Departures	10	7%	8	6%	11	8%
Total Departures	145	100%	133	100%	131	100%

Daytime Arrivals	136	96%	123	96%	123	95%
Nighttime Arrivals	6	4%	6	4%	7	5%
Total Arrivals	142	100%	129	100%	130	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	9%	9%	19%
Depts. 2023 vs 2021	11%	12%	-8%
Arrivals 2023 vs 2022	10%	11%	-2%
Arrivals 2023 vs 2021	9%	11%	-15%

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

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



Corridor	2023	2022	2021
Tropicana Departures	46 28%	49 31%	45 26%
Charleston Arrivals	45 28%	49 31%	43 25%
Strip Touch & Go	73 45%	60 38%	85 49%
Totals	165 100%	158 100%	172 100%

Growth	Tropicana	Charleston	Strip (east)
Depts. 2023 vs 2022	-7%	-7%	23%
Depts. 2023 vs 2021	3%	7%	-14%

Day vs. Night	2023	2022	2021
Daytime Percentage	100%	98%	96%
Nighttime Percentage	0%	2%	4%

Exhibit 7: LAS Aircraft Arrival Fleet Mix - December 2023

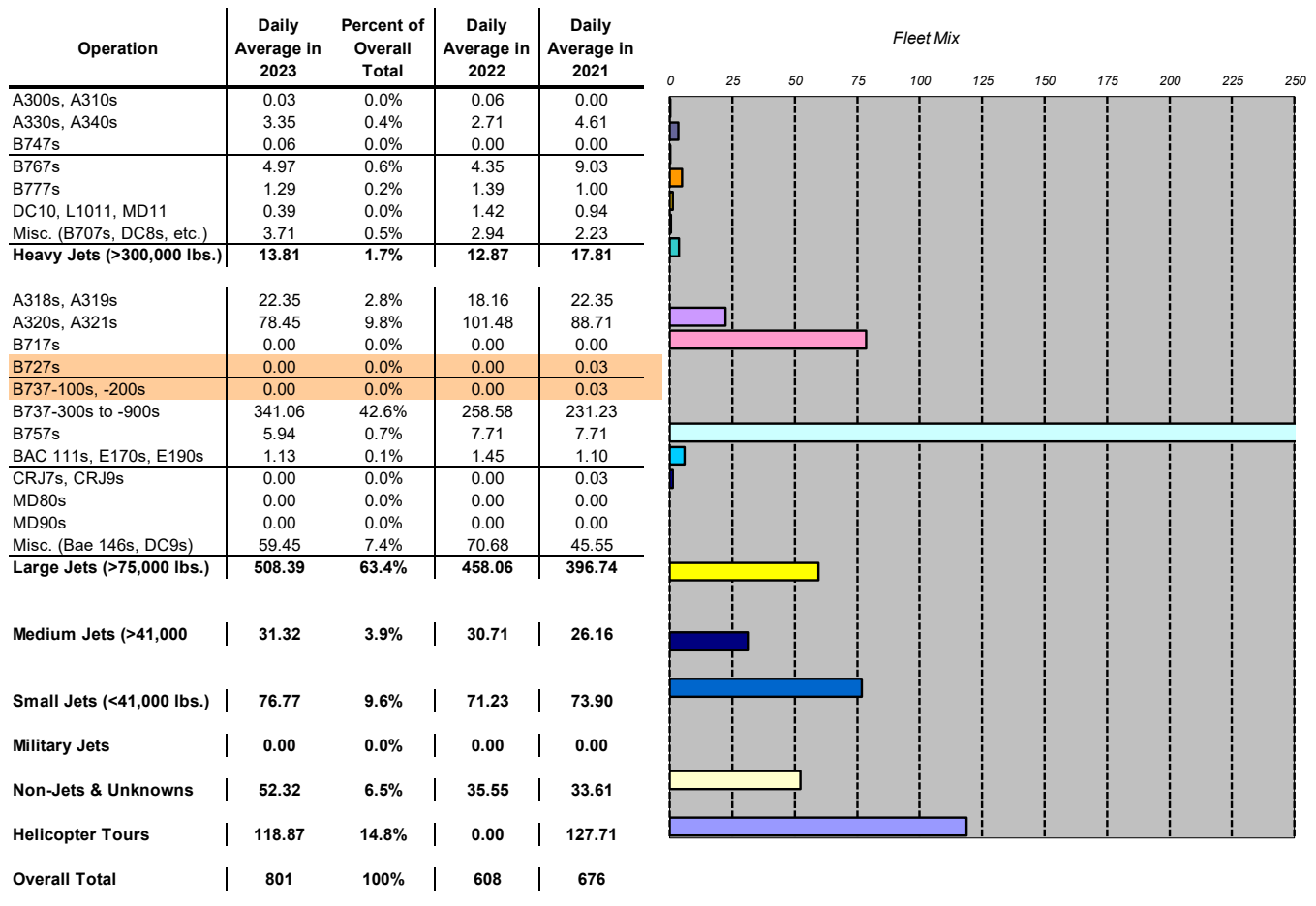


Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - December 2023 to 2021

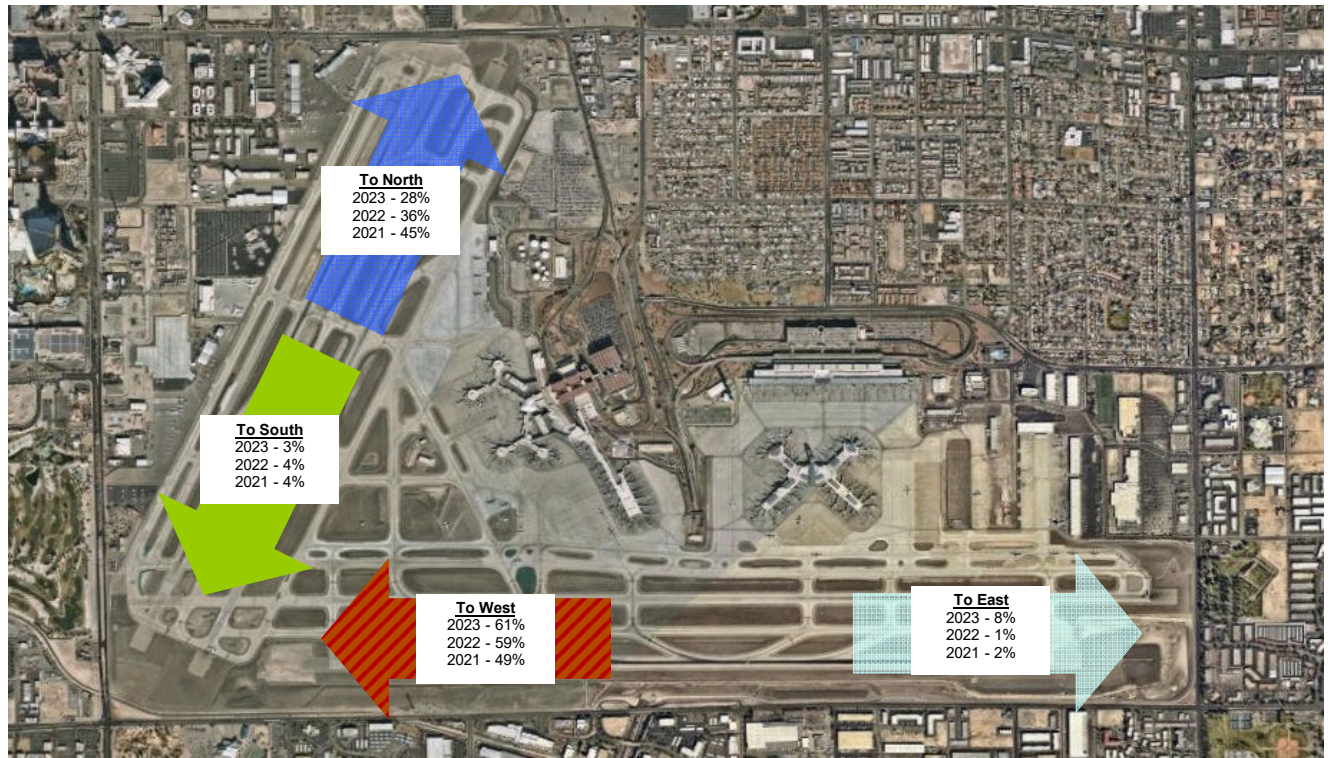
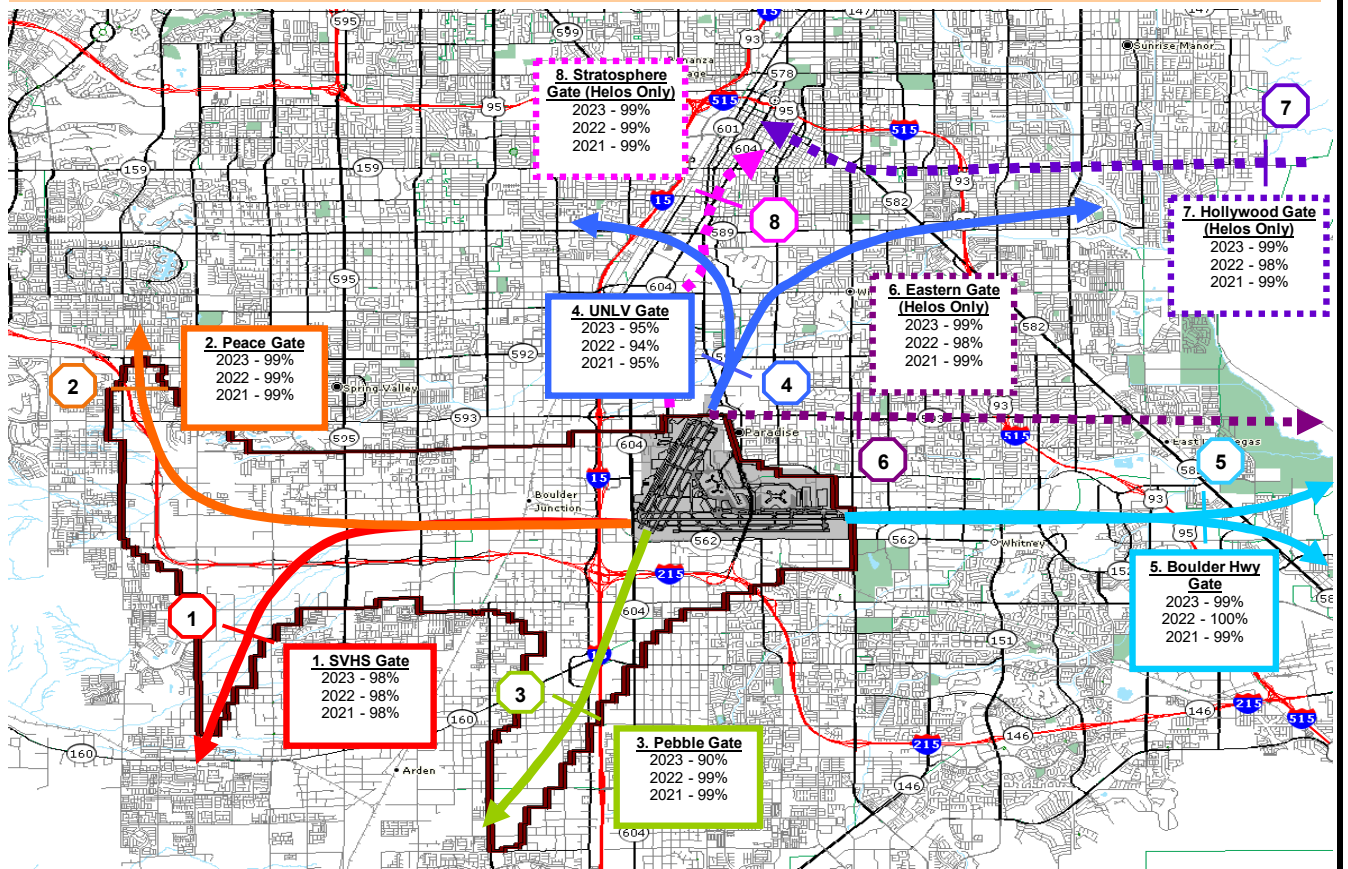


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - December 2023



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

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

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
No. of Land Use Applications Reviewed	89	49	36	5	179	149	184
No. of Applications where CCDOA Issued a Comment	10	2	0	0	12	15	15
Percent of Applications where Comment Issued	11%	4%	0%	0%	7%	10%	8%

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

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Deed Restrictions	0	0	0	0	0	0	2
Height-Penetrates Part 77 100:1 Surfaces/>200'	1	1	0	0	2	5	6
Height-Penetrates Part 77 PATH-C Surfaces*	1	0	0	0	1	0	1
Heliport/Helipad	0	0	0	0	0	0	0
Noise-Non-residential within AEOD**	2	0	0	0	2	3	4
Noise-Residential within the AEOD**	1	0	0	0	1	1	1
Noise-Residential Just Outside the AEOD**	6	1	0	0	7	6	4
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	0	1
Total***	11	2	0	0	13	15	19

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

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

*** Comment by 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 2023

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Within the AEOD	4	0	0	0	4	4	206
Just Outside the AEOD	118	202	0	0	320	490	94

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

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

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

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

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

AEOD - Airport Environs Overlay Districts - Noise Contours
Clark County Code (CCC) 30.02.26C. 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 30.02-7, in accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.
4. Comply with the Federal Aviation Administration regulations.

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

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

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

Salmon color indicates a 1 mile zone outside the AEOD.

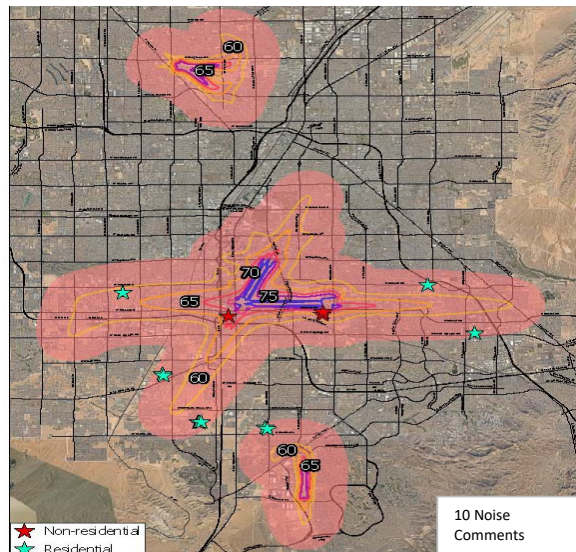


Exhibit 15: Noise Comments - LAS Detail - December 2023

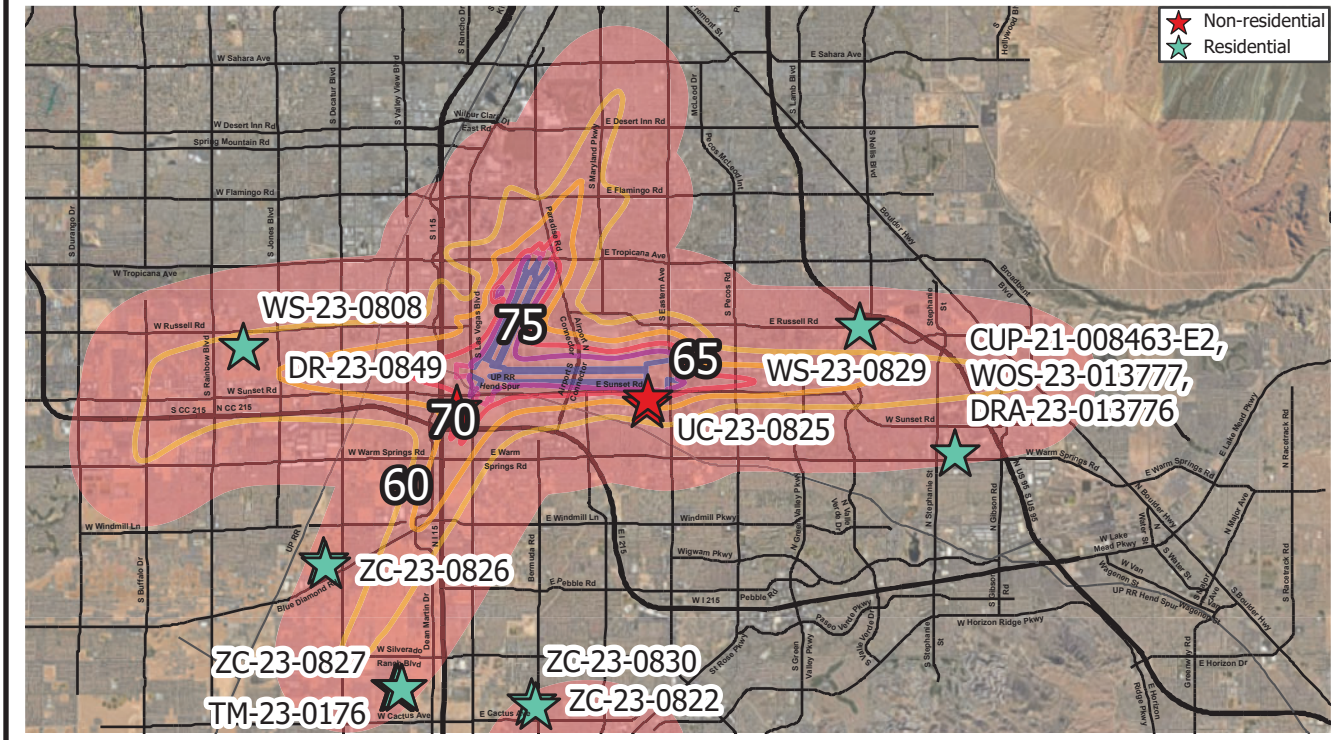


Exhibit 16: Noise Comments - HND Detail - December 2023

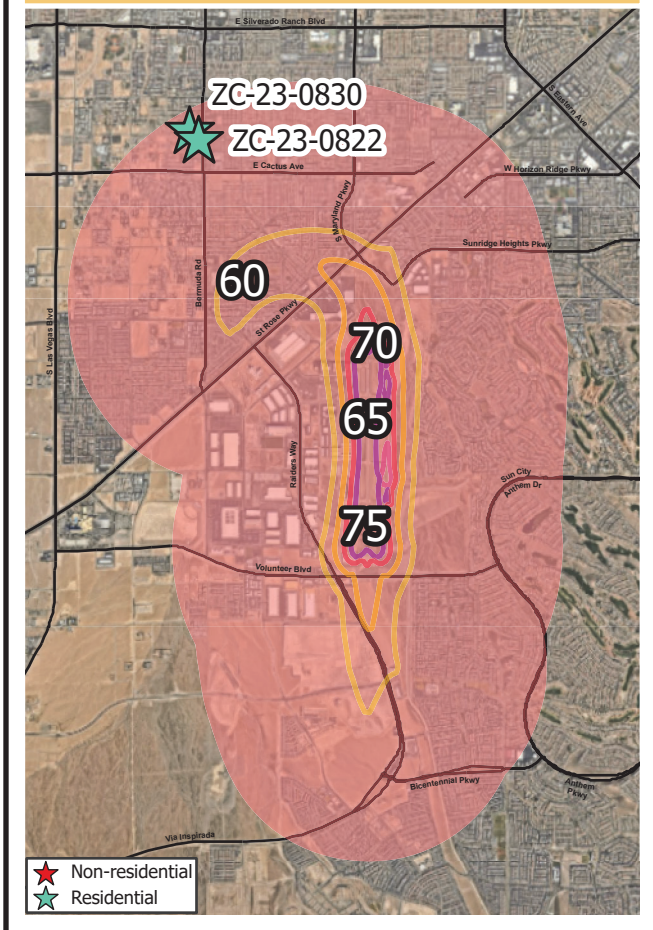


Exhibit 17: Noise Comments - VGT Detail - December 2023

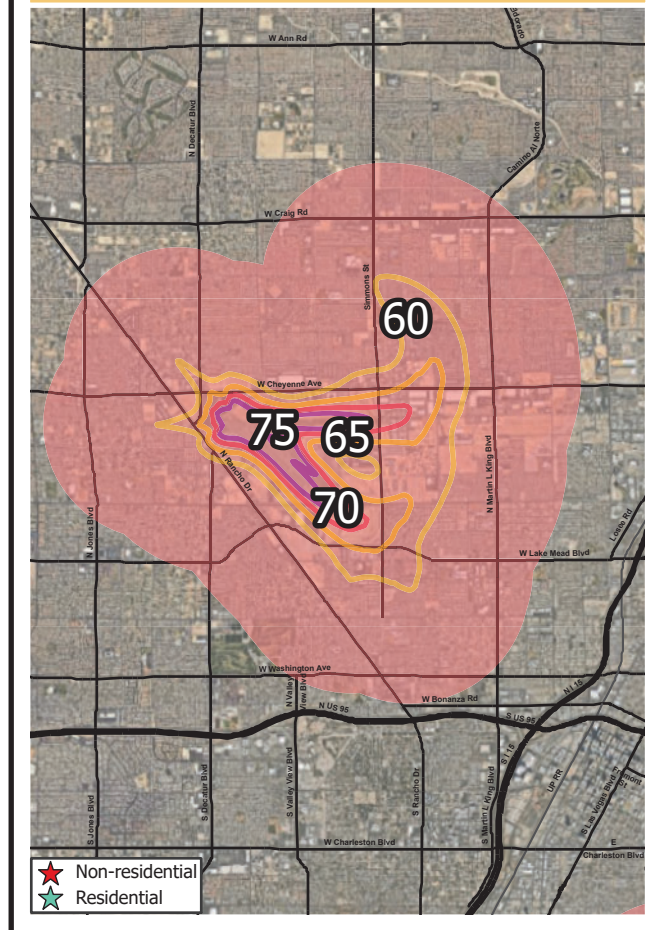
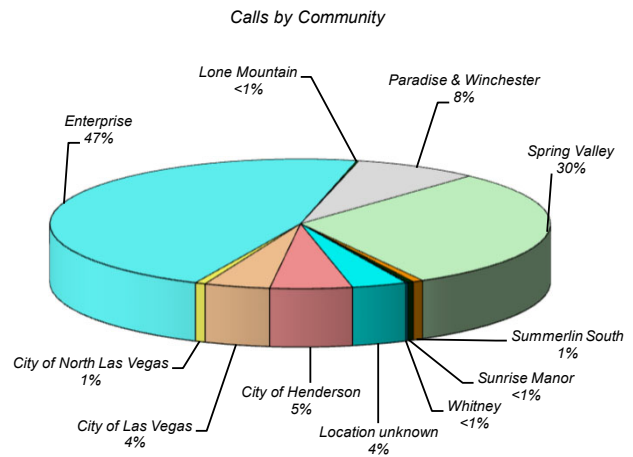


Exhibit 1: Noise Complaint Calls by Community* - Annual 2023

Community	No. of Calls in 2023	No. of Callers in 2023	No. of Calls in 2022	No. of Calls in 2021
City of Boulder City	40	26	56	51
City of Henderson	32	26	22	26
City of Las Vegas	5	4	2	1
City of North Las Vegas	5	4	2	1
Enterprise	353	32	1062	754
Lone Mountain	1	1		
Paradise & Winchester	61	22	59	67
Spring Valley	227	18	60	95
Summerlin South	5	2	4	6
Sunrise Manor	3	1	1	3
Whitney	1	1		1
Location unknown	27	2		
Overall Total	755	135	1266	1004



Difference between 2023 and 2022 Total Calls: -40%

Difference between 2023 and 2021 Total Calls: -25%

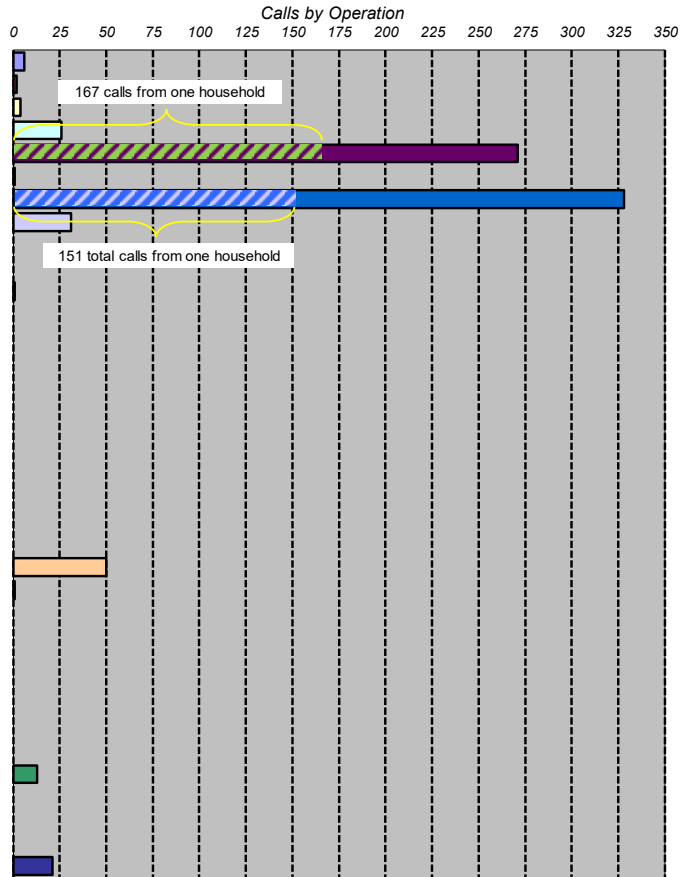
Average Number of Calls per Caller: 5.6

Most calls received from one household: 167

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

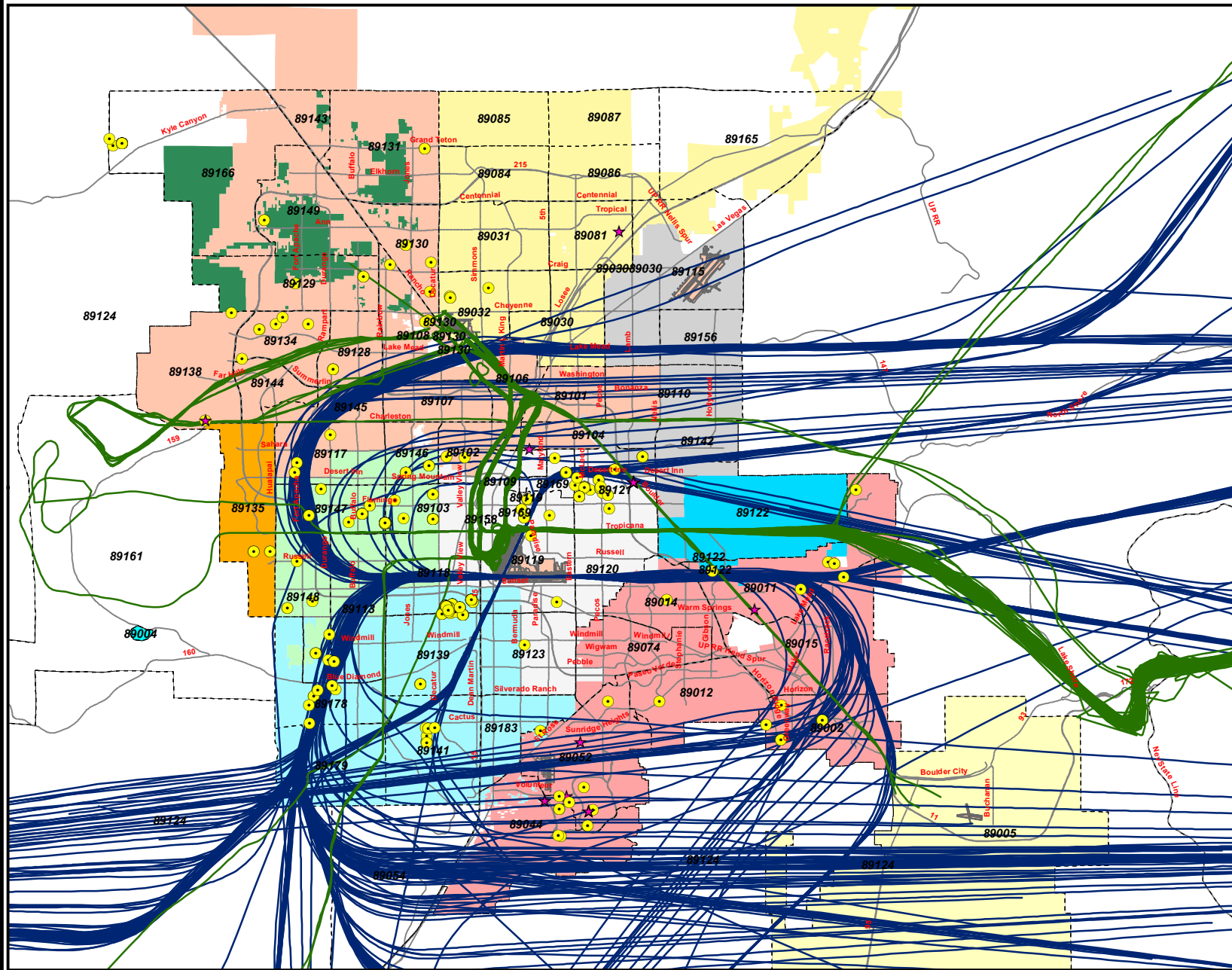
Exhibit 2: Noise Complaint Calls by Type of Operation** - Annual 2023

Operation	No. of Calls in 2023	Percent of Overall Total	No. of Calls in 2022	No. of Calls in 2021
LAS 01R/L Arrivals	6	0.8%	9	7
LAS 08R/L Arrivals	2	0.3%		1
LAS 19R/L Arrivals	4	0.5%	5	1
LAS 26R/L Arrivals	26	3.4%	24	35
LAS 01R/L Departures	271	35.9%	101	143
LAS 08R/L Departures	1	0.1%	2	23
LAS 19R/L Departures	328	43.4%	1,016	691
LAS 26R/L Departures	31	4.1%	35	24
LAS Run-ups				
LAS GA				
LAS Other	1			
LAS Total	670	88.7%	1,192	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	50	6.6%	11	5
VGT Other	1			
VGT Total	51	6.8%	11	5
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	13	1.7%	45	56
HND Other				
HND Total	13	1.7%	45	56
Helicopters**	21	2.8%	18	18
Overall Total	755	100%	1,266	1004



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

Exhibit 3: Aircraft Noise Complaints by Community - Jan-Dec 2023



Legend

Jan-Dec 2023
Total Complaints: 755

- Aircraft Complaints Received 734 Mapped 731
- Helicopter Complaints Received 21 Mapped 21
- Major Streets
- Airports
- Zip Code Boundaries
- Typical Large Air Carrier Departure Tracks
- Typical Touring Helicopter Tracks
- Unincorporated Clark County
- Boulder City
- Whitney
- Henderson
- Las Vegas
- North Las Vegas
- Paradise/Winchester
- Summerlin
- Spring Valley
- Sunrise Manor
- Winchester
- Enterprise
- Lone Mountain

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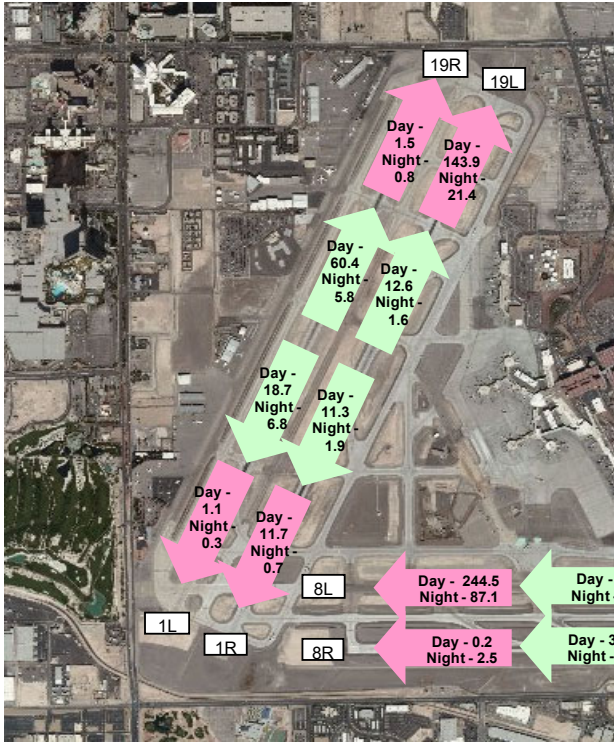
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1/23/2024

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

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

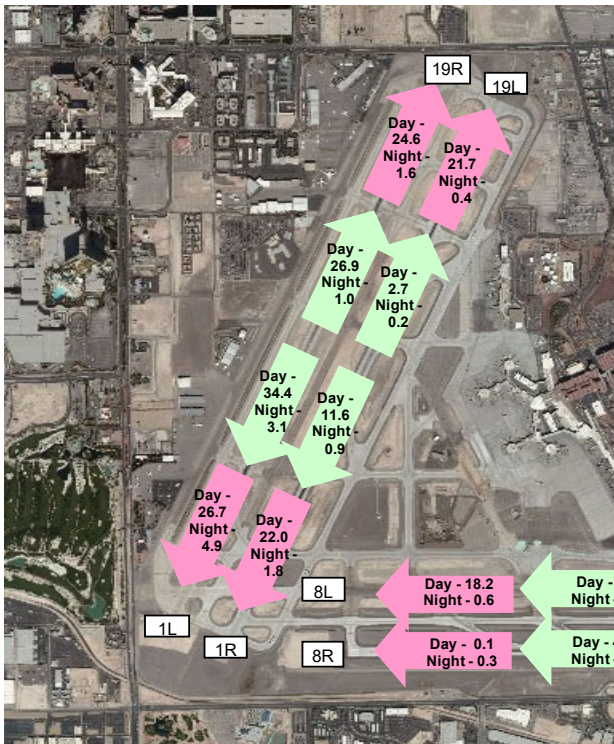


Year	2023		2022		2021	
Daytime Departures	440	79%	389	78%	317	80%
Nighttime Departures	115	21%	109	22%	77	20%
Total Departures	555	100%	498	100%	394	100%
Daytime Arrivals	458	83%	405	83%	330	85%
Nighttime Arrivals	93	17%	85	17%	56	15%
Total Arrivals	551	100%	489	100%	387	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	11%	13%	6%
Depts. 2023 vs 2021	41%	39%	50%
Arrivals 2023 vs 2022	13%	13%	10%
Arrivals 2023 vs 2021	43%	39%	65%

* 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** - Annual 2023

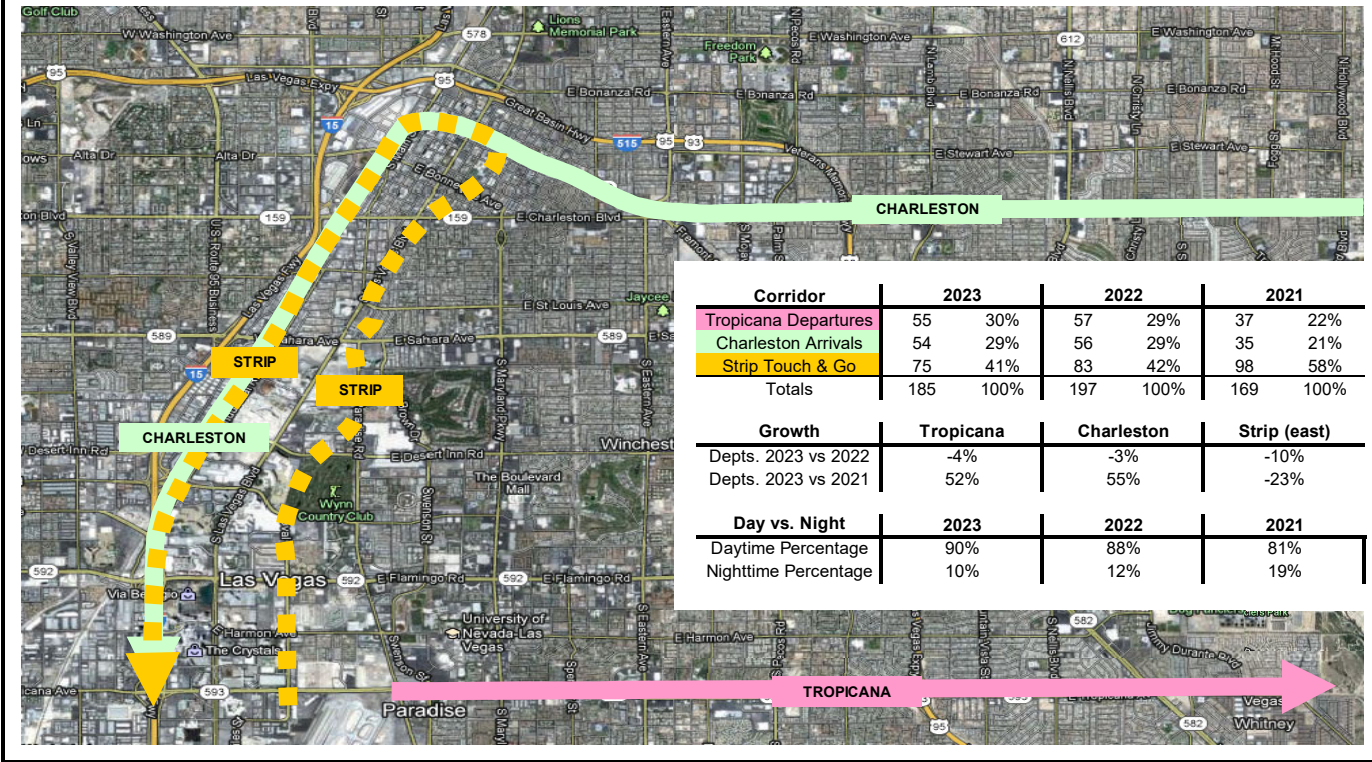


Year	2023		2022		2021	
Daytime Departures	123	93%	122	93%	111	91%
Nighttime Departures	10	7%	9	7%	10	9%
Total Departures	133	100%	131	100%	121	100%
Daytime Arrivals	122	95%	121	95%	112	95%
Nighttime Arrivals	7	5%	6	5%	6	5%
Total Arrivals	129	100%	127	100%	117	100%

Growth	Overall	Daytime	Nighttime
Depts. 2023 vs 2022	1%	1%	4%
Depts. 2023 vs 2021	10%	11%	-7%
Arrivals 2023 vs 2022	1%	1%	10%
Arrivals 2023 vs 2021	10%	9%	17%

** 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 - Annual 2023



Corridor	2023	2022	2021
Tropicana Departures	55 30%	57 29%	37 22%
Charleston Arrivals	54 29%	56 29%	35 21%
Strip Touch & Go	75 41%	83 42%	98 58%
Totals	185 100%	197 100%	169 100%

Growth	Tropicana	Charleston	Strip (east)
Depts. 2023 vs 2022	-4%	-3%	-10%
Depts. 2023 vs 2021	52%	55%	-23%

Day vs. Night	2023	2022	2021
Daytime Percentage	90%	88%	81%
Nighttime Percentage	10%	12%	19%

Exhibit 7: LAS Aircraft Arrival Fleet Mix - Annual 2023

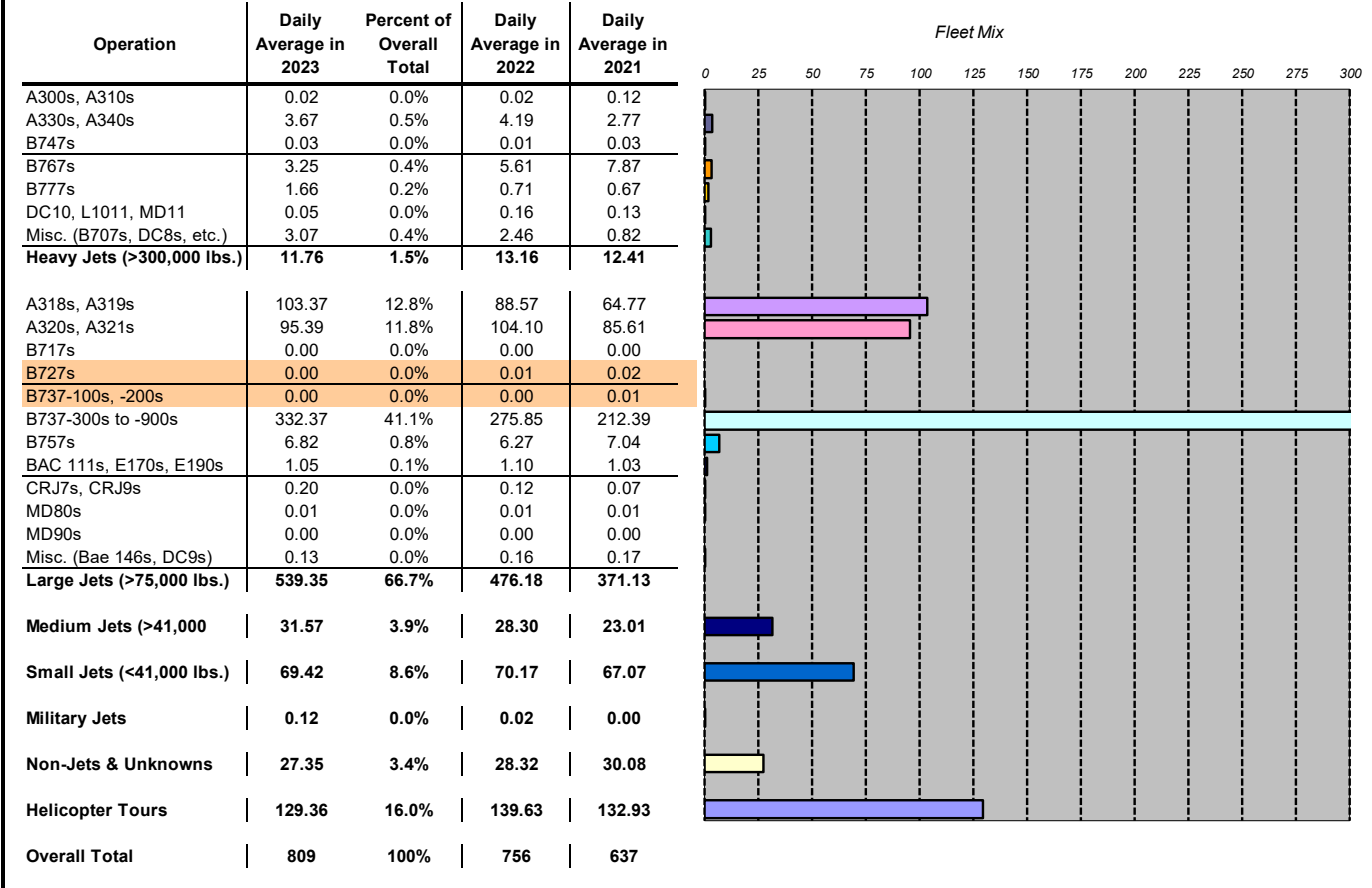


Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - Annual 2023 to 2021

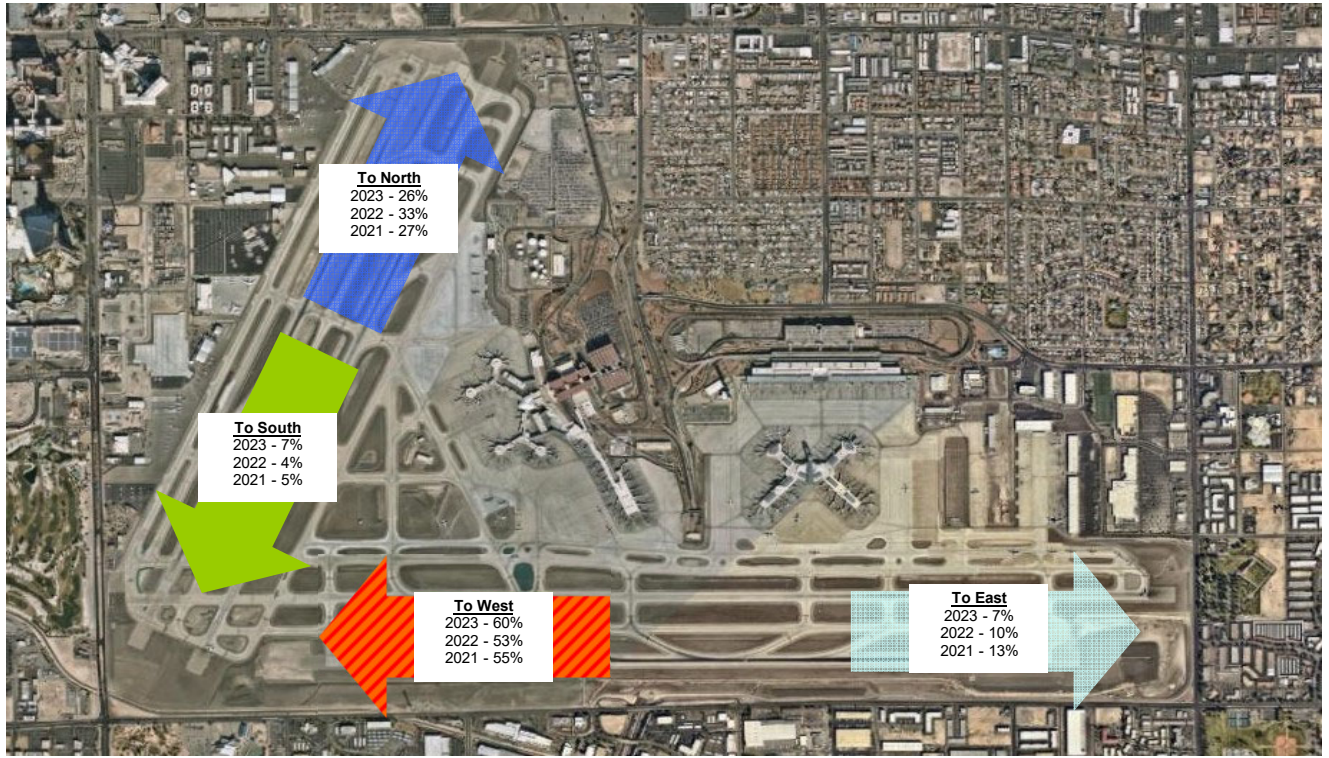
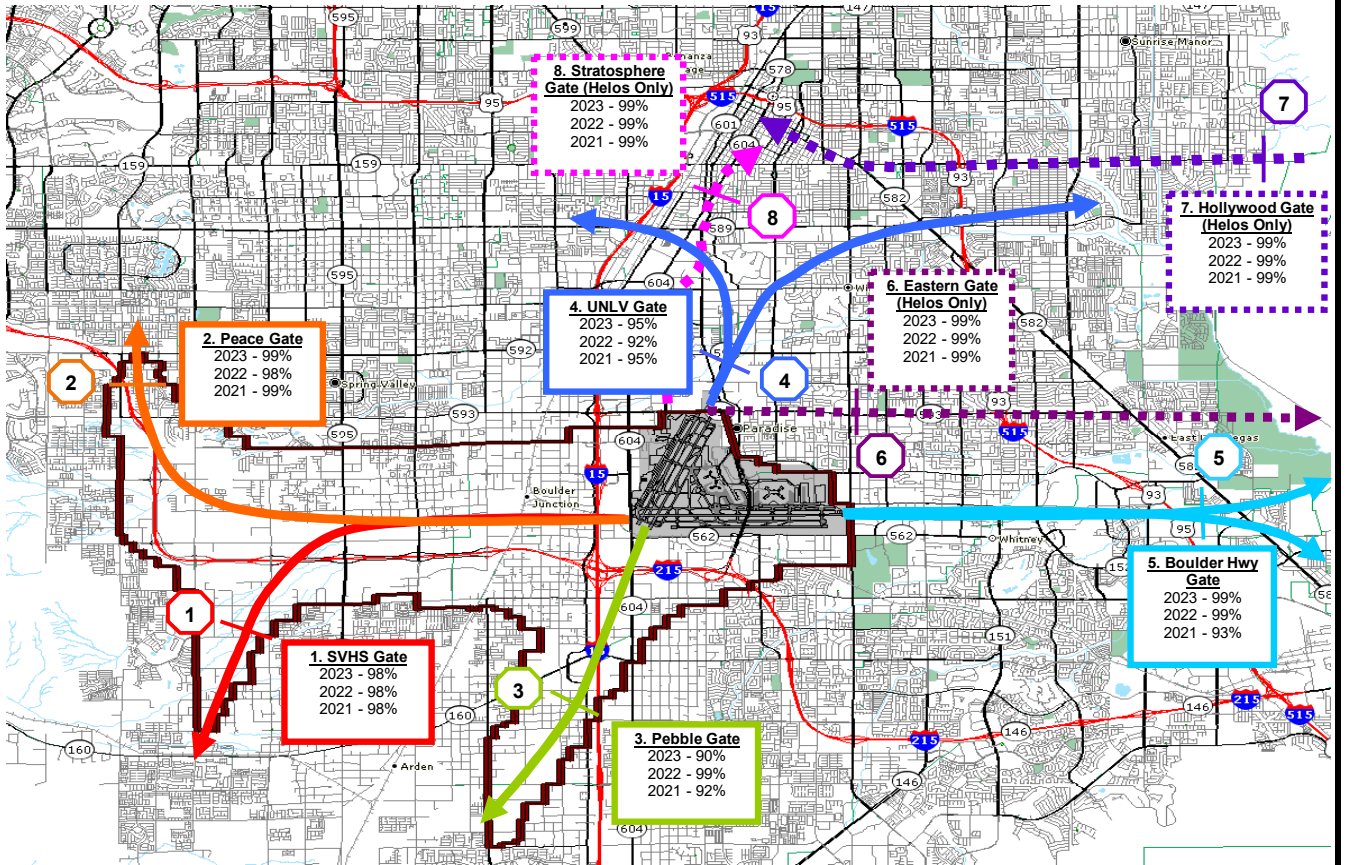


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - Annual 2023



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

Exhibit 10: Land Use Application Reviews & Comments - 2023

Land Use Application Review Summary	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
No. of Land Use Applications Reviewed	1,436	435	416	113	2,400	2,341	2634
No. of Applications where CCDOA Issued a Comment	120	25	9	9	163	220	211
Percent of Applications where Comment Issued	8%	6%	2%	8%	7%	9%	8%

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

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Deed Restrictions	4	0	0	0	4	1	8
Height-Penetrates Part 77 100:1 Surfaces/>200'	46	14	7	3	70	83	80
Height-Penetrates Part 77 PATH-C Surfaces*	6	0	0	0	6	7	8
Heliport/Helipad	1	1	0	0	2	1	4
Noisy-Commercial within AEOD**	26	6	0	1	33	36	29
Noisy-Residential within the AEOD**	9	1	0	0	10	9	13
Noisy-Residential Just Outside the AEOD**	48	5	4	8	65	100	104
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	3	1
Total***	140	27	11	12	190	240	247

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

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

*** Comment by 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* - 2023

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Within the AEOD	583	1,160	0	0	1,743	1,116	1712
Just Outside the AEOD	5,247	932	310	1,512	8,001	10,502	11,245

* 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* - 2023

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2023 Total	2022 Total	2021 Total
Recommend Denial	2	2	0	0	4	1	1
Opposed at Hearings	4	0	0	0	4	0	2

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

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

AEOD - Airport Environs Overlay Districts - Noise Contours
Clark County Code (CCC) 30.02.26C. 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 30.02-7, in accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.
4. Comply with the Federal Aviation Administration regulations.

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

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

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

Salmon color indicates a 1 mile zone outside the AEOD.

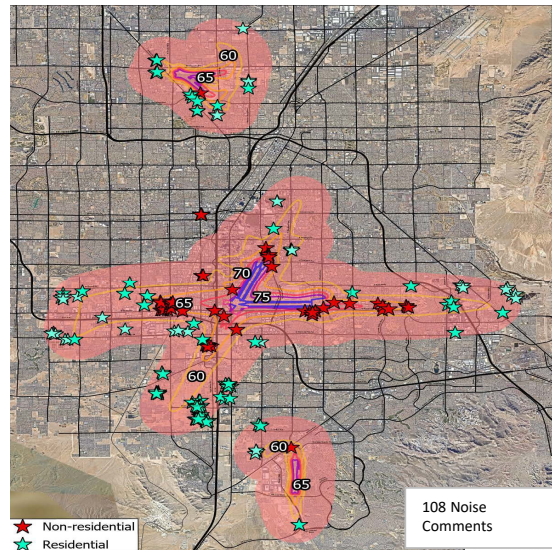


Exhibit 15: Noise Comments - LAS Detail - 2023

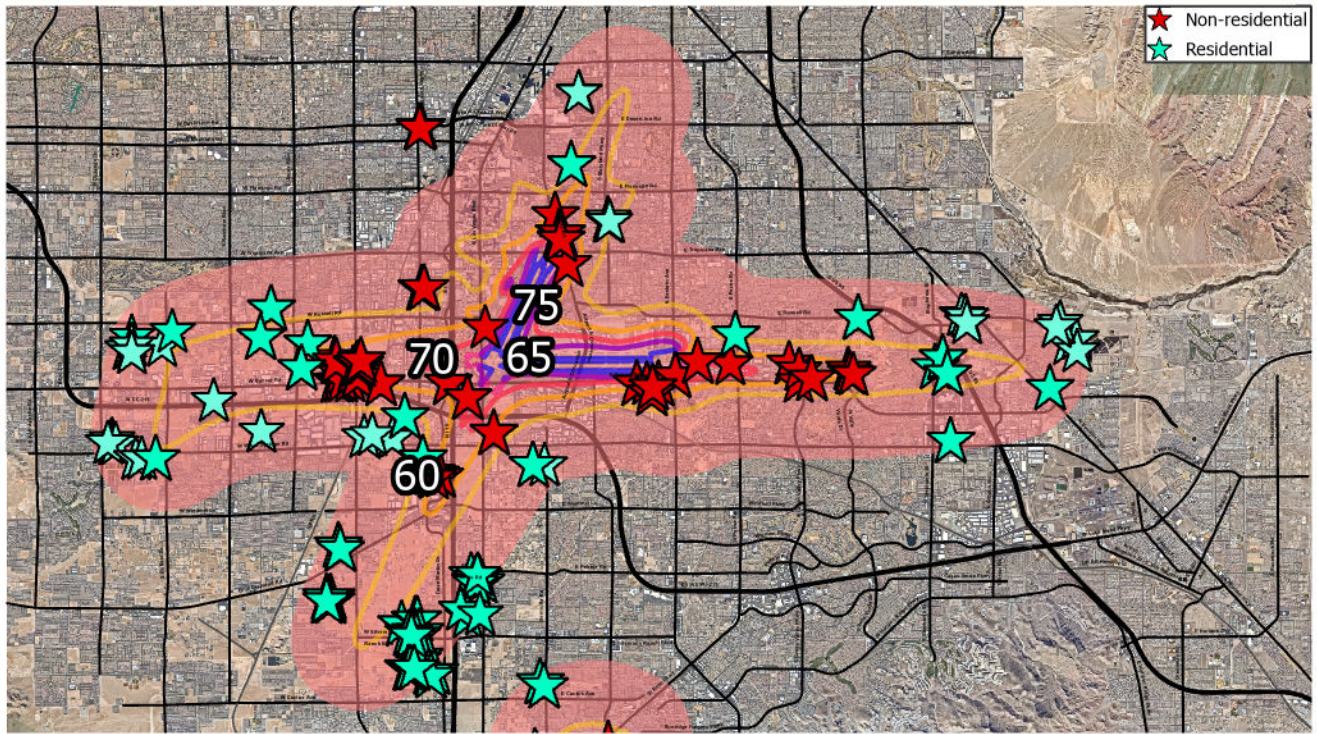


Exhibit 16: Noise Comments - HND Detail - 2023

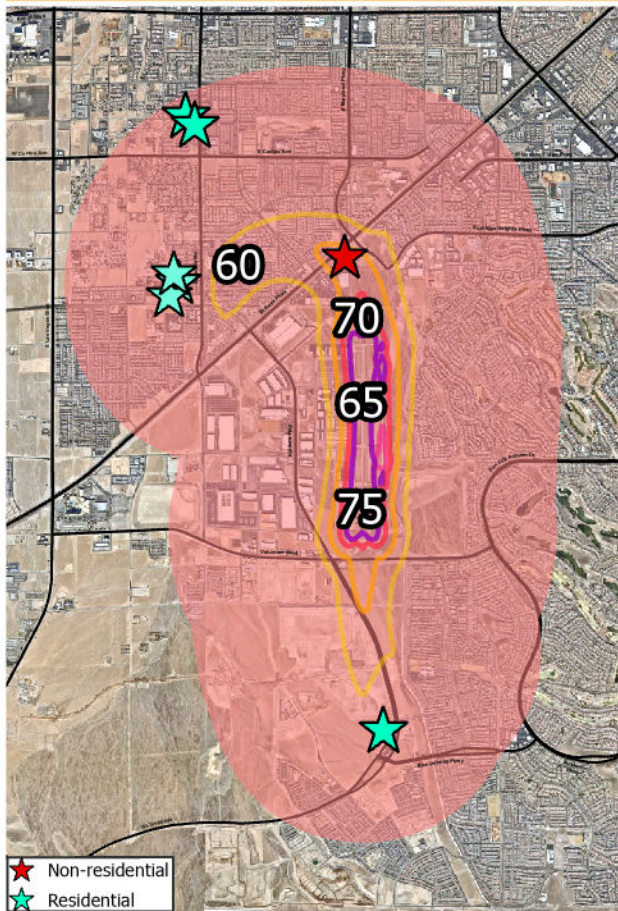


Exhibit 17: Noise Comments - VGT Detail - 2023

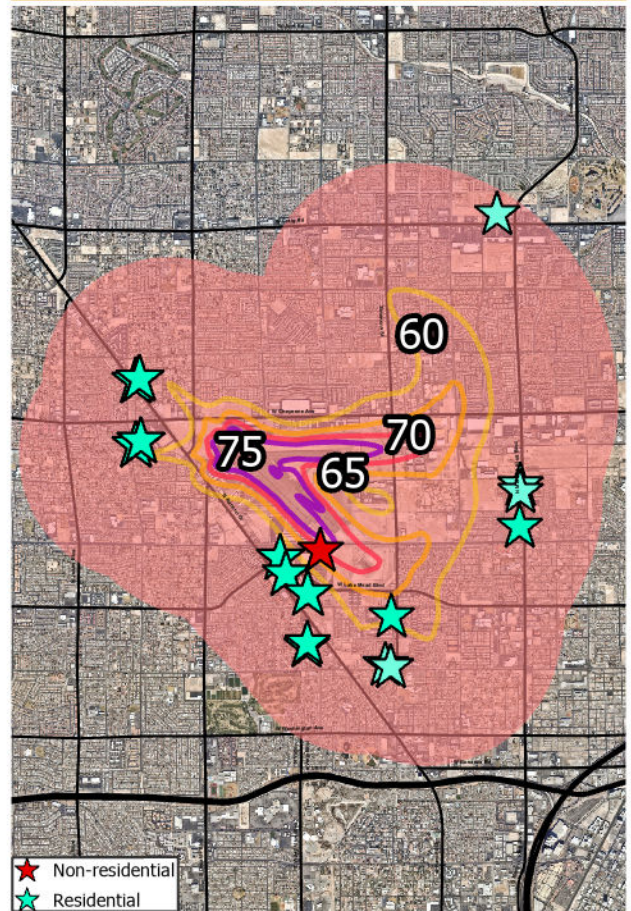


Exhibit 18: Total Calls/Callers by Month - 2021 through 2023

Year	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Average No. of Calls per Caller
2023 Number of Calls	100	68	104	53	34	55	13	42	62	62	89	73	755	3.5
2023 Number of Callers	29	10	20	18	15	14	9	18	23	30	15	16	217	
2022 Number of Calls	56	119	211	175	149	89	43	45	110	132	49	88	1,266	8.6
2022 Number of Callers	31	27	34	25	19	21	12	20	20	42	15	22	148	
2021 Number of Calls	19	17	131	126	106	75	88	43	68	140	62	129	1,004	7.0
2021 Number of Callers	8	10	45	31	16	19	22	11	21	44	27	22	144	

Total Calls by Month

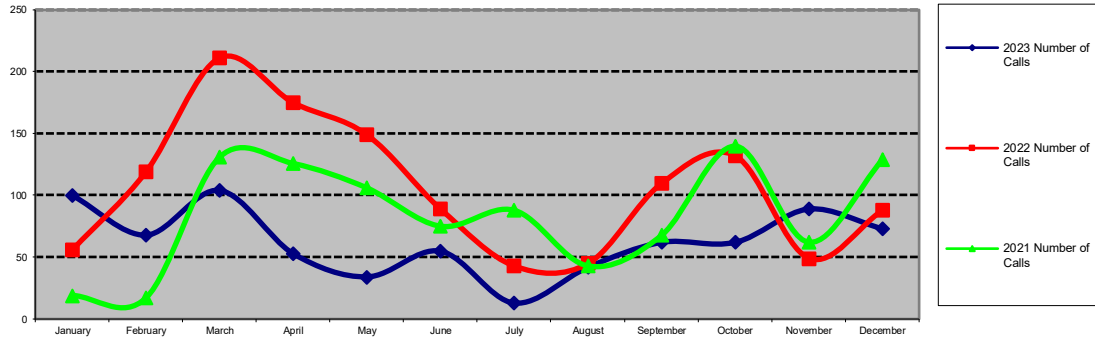


Exhibit 19: Total Monthly Calls by Time of Day - Annual 2023

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.)	91	61	103	53	30	53	12	40	60	60	76	73	712	94.3%
Night Hours (10:00 p.m. to 6:59 a.m.)	9	7	1	0	4	2	1	2	2	2	13	0	43	5.7%
Total	100	68	104	53	34	55	13	42	62	62	89	73	755	100.0%

Exhibit 20: Total Monthly Calls by Airport/Operation - Annual 2023

Airport	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percent
Harry Reid International	93	62	96	27	29	54	7	41	57	59	86	67	678	89.8%
North Las Vegas	4	1	6	23	1	0	4	0	3	2	1	0	45	6.0%
Henderson Executive	2	3	1	2	1	1	2	1	1	1	0	6	21	2.8%
Helicopter	1	2	1	1	3	0	0	0	1	0	2	0	11	1.5%
Total	100	68	104	53	34	55	13	42	62	62	89	73	755	100.0%

Total Calls by Airport/Operation

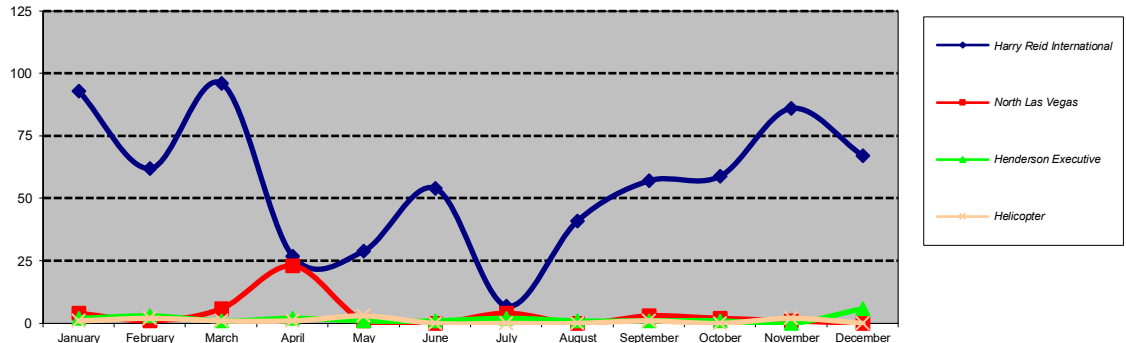


Exhibit 21: Total Monthly Calls by Community - Annual 2023

Community	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percnt
City of Boulder City	4	5	1	6	2	2	2	3	5	6	1	3	0	0.0%
City of Henderson	3	2	3	2	2	3	2		2	4	3	6	40	5.3%
City of Las Vegas													32	4.2%
City of North Las Vegas	1				1		2		1				5	0.7%
Enterprise	54	44	86	16	20	41	6	35	32	6	2	11	353	46.8%
Lone Mountain			1										1	0.1%
Paradise & Winchester	11	12	3	1	3	1	1		4	9	14	2	61	8.1%
Spring Valley	25	4	8	7	5	5		4	18	36	65	50	227	30.1%
Summerlin	2	1											5	0.7%
Sunrise Manor											2		3	0.4%
Whitney						1				1	2		1	0.1%
Location unknown			2	21	1	2							27	3.6%
Overall Total	100	68	104	53	34	55	13	42	62	62	89	73	755	100%

Total Calls by Month

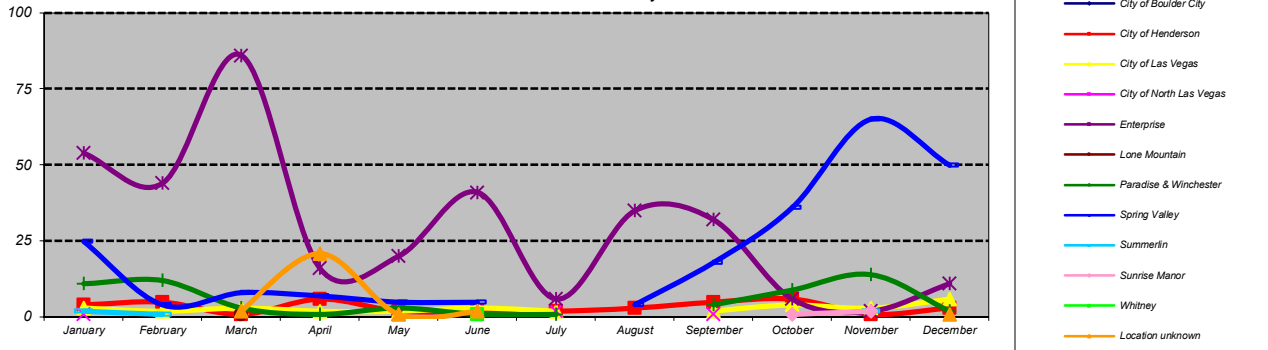


Exhibit 22: Total Monthly Calls by LAS Operation - Annual 2023

LAS Operations	January	February	March	April	May	June	July	August	September	October	November	December	January through December Total	Percnt
LAS 01R/L Arrivals		1	1		1					3			6	0.9%
LAS 08R/L Arrivals								2					2	0.3%
LAS 19R/L Arrivals	1						1	2					4	0.6%
LAS 26R/L Arrivals	1	1		3	2	2	1	3	5	4	1	3	26	3.8%
LAS 01R/L Departures	38	8	8	8	6	5		2	20	43	83	51	272	40.2%
LAS 08R/L Departures						1							1	0.1%
LAS 19R/L Departures	53	43	85	16	17	41	4	30	26	3		10	328	48.4%
LAS 26R/L Departures		1	2		3	5	1	2	6	6	2	3	31	4.6%
LAS Run-ups													0	0.0%
LAS GA	6												6	0.9%
LAS Canyon													0	0.0%
LAS Other	1												1	0.1%
LAS Total	100	54	96	27	29	54	7	41	57	59	86	67	677	100.0%

Total Calls by Month

