



V&T
NORTH LAS VEGAS AIRPORT

AIRPORT MASTER PLAN



MASTER PLAN PROJECT KICKOFF

May 3, 2023

AGENDA

1. Welcome/Introductions
2. Master Plan Process
3. Project Workflow
4. Role of the Advisory Committees
5. Questions/Comments

PLANNING TEAM

Prime Consultant:



Mike Dmyterko – Project Manager

Eric Pfeifer – Senior Planner

Mitch Stamp – Planner

Sub-Consultants:



Community Outreach/
Stakeholder Input
(Las Vegas Based Company)



Engineering Support
(Las Vegas Office)



Aerial Photography/
AGIS Survey



Airspace
Evaluation/Instrument
Approach Improvements

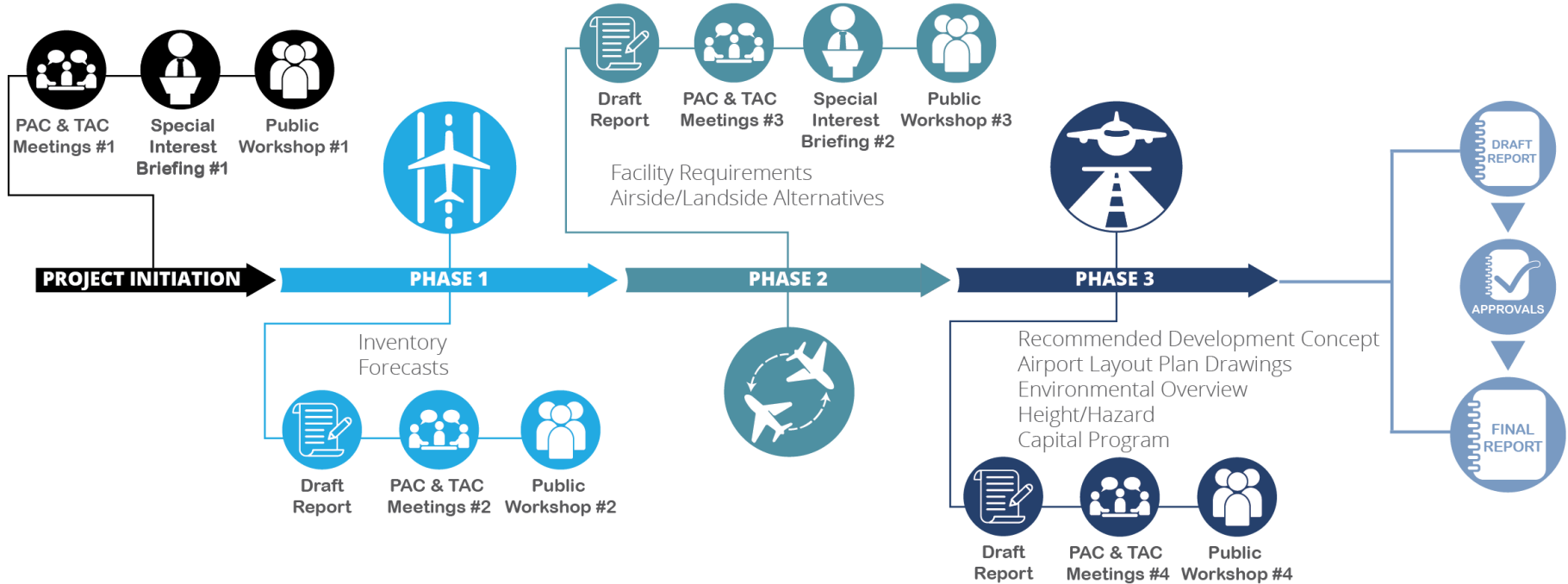
What an Airport Master Plan is:

- A Comprehensive, long-range study of the airport
- Plans to meet FAA safety & design standards and future aviation demand
- Recommended by the FAA to update every 7-10 years
- Funded in part by the FAA through the Airport Improvement Program (AIP)
 - AIP funds 93.75% of the project total costs while the CCDOA funds the remaining 6.25%
- FAA approves the Aviation Demand Forecast and Airport Layout Plan (ALP) drawings set elements
- An opportunity to engage with airport staff, stakeholders, and the general public during four (4) public information workshops that will be conducted throughout the master plan process. Topics discussed include:
 - Current & future airport issues
 - Environmental and socioeconomic impacts

What an Airport Master Plan is NOT:

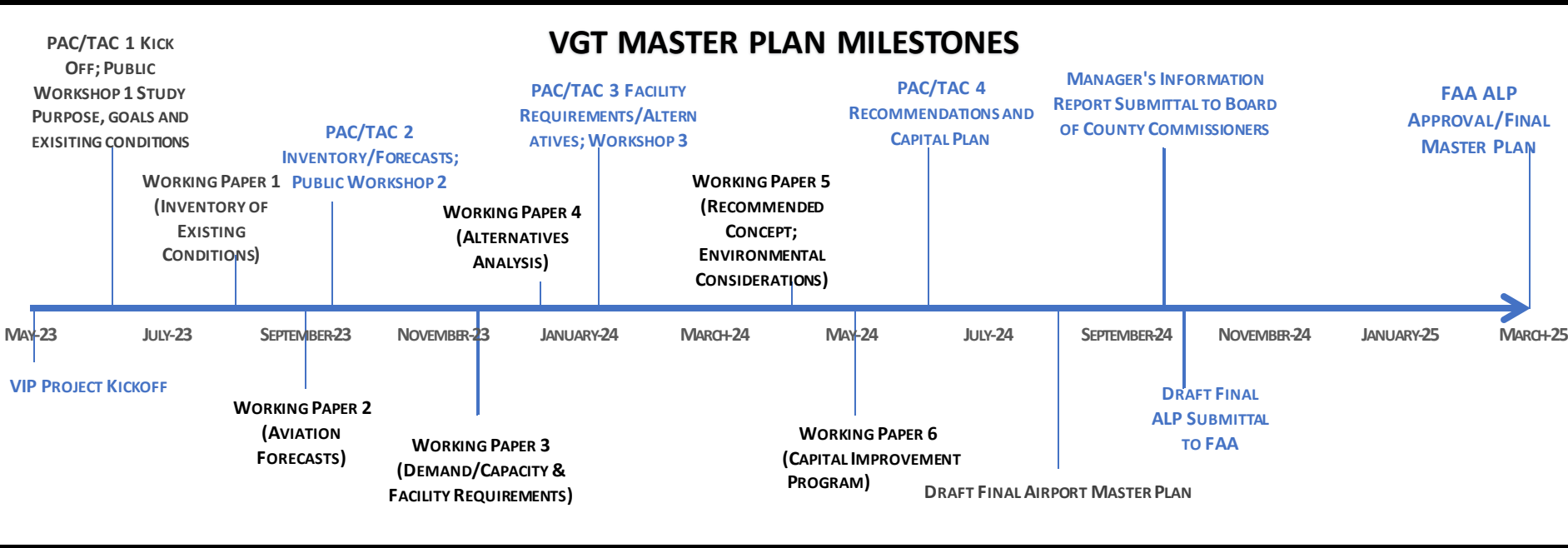
- **A guarantee the airport will proceed with any planned project.**
 - **Master plans are guides, however the need/demand for certain projects may never materialize.**
- **A guarantee that the CCDOA, FAA, or the AIP will fund any planned project.**
 - **Funding is considered on a project-by-project basis.**
- **Environmental clearance for specific projects.**
 - **The master plan includes an environmental overview, however most planned projects will require a separate environmental study such as an environmental impact statement or environmental assessment.**

PROCESS



PROJECT TIMELINE - **DRAFT**

VGT MASTER PLAN MILESTONES



ROLES OF THE PLANNING/TECHNICAL ADVISORY COMMITTEES

- The **Purpose** of the PAC/TAC (Committees) is to provide the Clark County Department of Aviation (CCDOA) and Coffman Associates (Consultant) with input into the VGT Airport Master Plan.
- The **Members** of the PAC/TAC are intended to represent a variety of organizations and individuals with interests in the use and development of VGT. These include governmental interests, aviation and non-aviation interests, and area economic development interests.
- The **Role** of the PAC/TAC is to provide local expertise and knowledge from a variety of viewpoints, participate in establishing goals and objectives and support shared goals. The committees will review elements of the Airport Master Plan while they are in draft form and comment on the accuracy of the assumptions and relevance of the information used to develop the report. Comments made by Committee members will be considered by the Consultant in developing the draft and final versions of the report.

PUBLIC INTERFACE

VGT.AIRPORTSTUDY.NET



About the Airport

North Las Vegas Airport (VGT) is the second-busiest public use government airport in the Las Vegas area and the third busiest in Nevada, serving as the primary airport for general aviation and scenic tours. Featuring three asphalt runways, the airport is a premier general aviation destination.

What is a Master Plan?

A Master Plan is a proactive document that identifies and then plans for future facility needs to ensure that airport management can coordinate project approvals, design, financing, and construction to avoid experiencing detrimental effects due to inadequate facilities. The ultimate goal of the study is to provide systematic guidelines for the airport's overall maintenance, development, and operation.

Custom Project Website Pages

- Master Plan Documents
- Schedule
- Public Involvement
- FAQ
- Comments

MASTER PLAN OBJECTIVES

- To research factors likely to affect all air transportation demand segments at VGT over the next 20 years. Including those supporting the need for regaining **Part 139 Certification**.
- To recommend improvements which will enhance the landside area's ability to satisfy future aviation needs including the possibility of developing an entirely new **general aviation ramp & hangar location**.
- To determine the appropriate **runway dimensions** required to satisfy the airport's critical aircraft.
- To review future **use and zoning of airport property** and approaches to each runway.
- To evaluate landside development options to maximize use of available property to accommodate forecast demand, **increase revenue production**, and to be sustainable in both approaches.
- To establish a **schedule of development priorities** and a program for improvements proposed in the master plan.
- Consider **sustainability efforts**, specifically waste and recycling improvements.
- Conduct an **airspace analysis** to factor and define allowable building heights in the runway approach zones and for extended VGT operations in proximity with Nellis AFB and Harry Reid International Airport to ensure the long-term viability of airfield operations at VGT.

Runway Data Table			
Runway 12R-30L			
Runway Feature	12R End	30L End	12L End
Length (feet)	5,000'		
Width (feet)	75'		
Runway End Elevation (MSL)	2,205.0'	2,163.0'	2,188'
Gradient	-0.8%	+0.8%	-1.0%
Magnetic Heading	120	300	120
True Heading	134	314	134
Runway Design Code (RDC)	B-II		
Pavement Surface Material	Asphalt		
Pavement Condition	Good		
Pavement Markings	Non-Precision	Non-Precision	Precision
Pavement Marking Conditions	Good	Good	Good
Traffic Pattern Direction	Left	Left	Left
Pavement Load Bearing Strength			
Single Wheel Loading (S)	30,000 lbs		
Pavement Classification Number (PCN)	48/F/C/X/T		
Visual and Instrument Approach Aids			
Visual Slope Indicator	PAPI-4 on left	PAPI-4 on left	PAPI-4 on left
Visual Glide Angle	3.00 Degrees	3.00 Degrees	3.20 Degrees
Approach Lighting	None	None	None
Edge Lighting	MIRL		
Runway End Identifier Lights (REILs)	Yes	Yes	Yes
Instrument Approach Aids	RNAV (GPS)	None	ILS/DME



**Clark County
Department of Aviation**



North Las Vegas Airport | Runway Incursion Mitigation Study

May 2020



Runway Feature	Runway 12R/30L		Runway 12L/30R		Runway 7/25	
	12R End	30L End	12L End	30R End	7 End	25 End
Length (feet)	5,000'		4,199'		5,005'	
Width (feet)	75'		75'		75'	
Runway End Elevation (MSL)	2,205.0'	2,163.0'	2,188.6'	2,145.1'	2,204.2'	2,172.5'
Gradient	-0.8%	+0.8%	-1.0%	+1.0%	-0.6%	+0.6%
Magnetic Heading	120	300	120	300	074	254
True Heading	134	314	134	314	088	268
Runway Design Code (RDC)	B-II		B-II		B-II	
Pavement Surface Material	Asphalt		Asphalt		Asphalt	
Pavement Condition	Good		Good		Good	
Pavement Markings	Non-Precision	Non-Precision	Precision	Basic	Basic	Basic
Pavement Marking Conditions	Good	Good	Good	Good	Good	Good
Traffic Pattern Direction	Left	Left	Left	Left	Left	Left
Pavement Load Bearing Strength						
Single Wheel Loading (S)	30,000 lbs		30,000 lbs		30,000 lbs	
Pavement Classification Number (PCN)	48/F/C/X/T		15/F/C/X/T		58/F/C/X/T	
Visual and Instrument Approach Aids						
Visual Slope Indicator	PAPI-4 on left	PAPI-4 on left	PAPI-4 on left	PAPI-4 on left	PAPI-4 on left	PAPI-4 on left
Visual Glide Angle	3.00 Degrees	3.00 Degrees	3.20 Degrees	3.00 Degrees	3.00 Degrees	3.00 Degrees
Approach Lighting	None	None	None	None	None	None
Edge Lighting	MIRL		MIRL		MIRL	
Runway End Identifier Lights (REILs)	Yes	Yes	Yes	Yes	Yes	Yes
Instrument Approach Aids	RNAV (GPS)	None	ILS/DME	None	None	None

LEGEND

- Airport Property Line
- Taxiway Designation

KEY

- ASOS - Automated Surface Observation System
- ATCT - Airport Traffic Control Tower
- HS - Hot Spot
- ILS - Instrument Landing System
- PAPI - Precision Approach Path Indicator
- REILs - Runway End Identifier Lights



QUESTIONS?

vgt.airportstudy.net