



VGT
NORTH LAS VEGAS AIRPORT

AIRPORT MASTER PLAN



AGENDA

- ▶ Welcome/Introductions
- ▶ Purpose of the Master Plan
- ▶ Master Plan Process
- ▶ Airport Information
- ▶ Q&A

HOUSEKEEPING

- ▶ Ask a **Question**: The Q&A function will be opened at the end of the presentation. This will allow attendees to type in a question, the facilitator will read the question, and one of the panelists will answer the question.
- ▶ The **Chat** Feature: Chat will be disabled during the presentation to ensure the team is focused on the information being shared.
- ▶ Those that are only able to call in can also **ask a question by pressing *9**. We will call on you and then you'll need to **unmute your line by pressing *6**, so that you may verbally ask your question.
- ▶ **Reminder**: The presentation will be recorded. The recording will be posted to the project webpage at: vgt.airportstudy.net within 72 hours of the workshop.

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

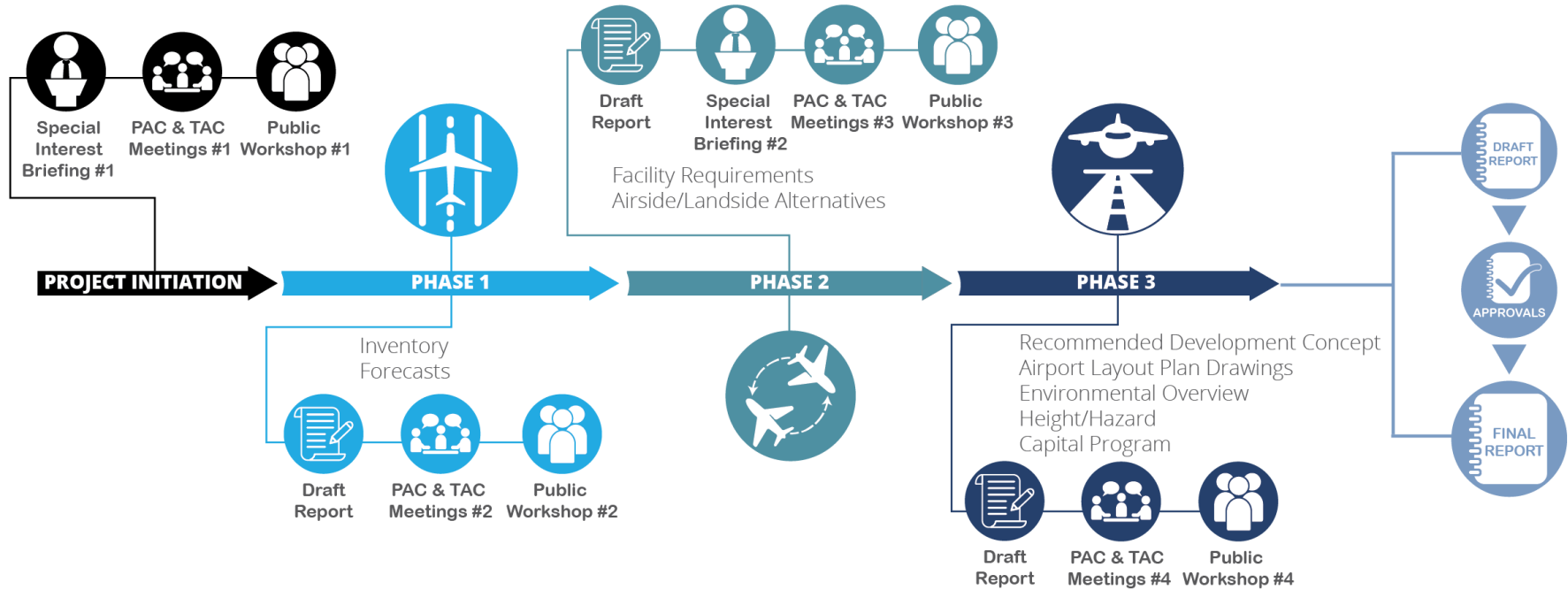


Airspace
Evaluation/Instrument
Approach Improvements

PURPOSE OF THE MASTER PLAN

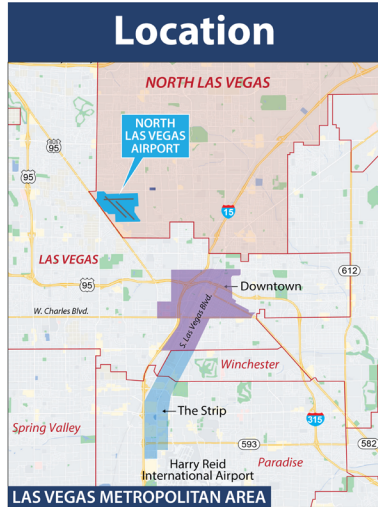
- ▶ Provides a visioning document to guide Clark County and other decision makers regarding the future development of the airport over the next 20 years
- ▶ Evaluates the airport aviation demand potential
- ▶ Addresses local, regional, and national changes in the aviation industry that could impact the development of the airport
- ▶ Identifies and plans for potential capital projects well in advance so proper coordination, approvals, financing, design, and construction can take place in a timely manner
- ▶ Obtains approval of new aviation demand forecasts and an updated Airport Layout Plan (ALP)
- ▶ Increases stakeholder/public awareness of the airport's goal and objectives

MASTER PLAN PROCESS AND ELEMENTS



NORTH LAS VEGAS AIRPORT INFORMATION

Location



920 acres 3 nm northwest of downtown Las Vegas

Aircraft Operations



181,408 Total Aircraft Operations in 2022

Based Aircraft



498 Total Based Aircraft

Services and Use

- Flight Training
- Recreational Flying
- Business Aviation
- Aircraft Maintenance and Avionics
- Air Tours
- Air Taxi/Charter
- Las Vegas Metropolitan Police Department
- Search and Rescue
- Air Ambulance
- Aircraft Sales and Rental

NORTH LAS VEGAS AIRPORT INFORMATION

Based Aircraft

Aircraft Type	Example	VGT Inventory
Single Engine	Cessna 172	402
Multi Engine	Piper Seminole	50
Jet	Embraer Phenom 300	15
Helicopter	Airbus AS350B2	29
Other	Light Sport Aircraft and Experimental Aircraft	3
Total		499

Sources: Validated Inventory from Clark County Department of Aviation, June 2023; FAA Airport Records Form 5010
 This slide has been updated to reflect more current information than what was presented during the workshop on June 28th, 2023.

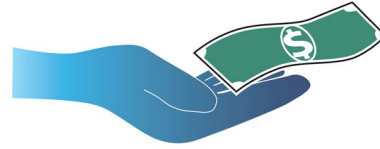
NORTH LAS VEGAS AIRPORT ANNUAL ECONOMIC IMPACT

Employment



919 Jobs

Labor Income



\$39,183,400

Economic output



\$218,032,790

NEVADA AIRPORTS 2019 TOTAL CONTRIBUTION TO THE STATE ECONOMY

Measure	State Economy	Total Aviation Impacts	Percent of Economy Supported by Aviation
Employment	1,857,766	285,521	15.4%
Labor Income	\$101,421.0M	\$12,205.8M	12.0%
Output	\$298,932.2M	\$40,049.5M	13.4%

Source: Nevada Airport and Heliport System Plan (2019)

Runway Data Table						
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'	30L End	4,199'	30R End	5,005'	25 End
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		Precision		Basic	
Pavement Marking Conditions	Good		Good		Good	
Traffic Pattern Direction	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



SCALE IN FEET

 Photo: Google Earth 10/12/2020

NEXT STEPS

- ▶ **Phase 1 Elements** – Inventory & Forecasts
- ▶ **Public Information Workshop #2** – Inventory & Forecasts
- ▶ **Phase 2 Element** – Begin work on Facility Requirements and Airside/Landside Alternatives following PIW #2

Housekeeping

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QUESTIONS?

We want to hear from you!

Direct any questions or comments after this meeting to Eric Pfeifer with Coffman Associates at 816-525-3500 or epfeifer@coffmanassociates.com or visit the project website to submit comments online.

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