



VG&T
NORTH LAS VEGAS AIRPORT

AIRPORT MASTER PLAN



AGENDA

1. Welcome/Introductions
2. Purpose of the Master Plan
3. Master Plan Process
4. Role of the Technical Advisory Committee
5. National Plan of Integrated Airport Systems (NPIAS) Role
6. Airport Information
7. Strengths, Weaknesses, Opportunity, & Threats (SWOT) Analysis
8. Open Discussion/Questions

————— **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

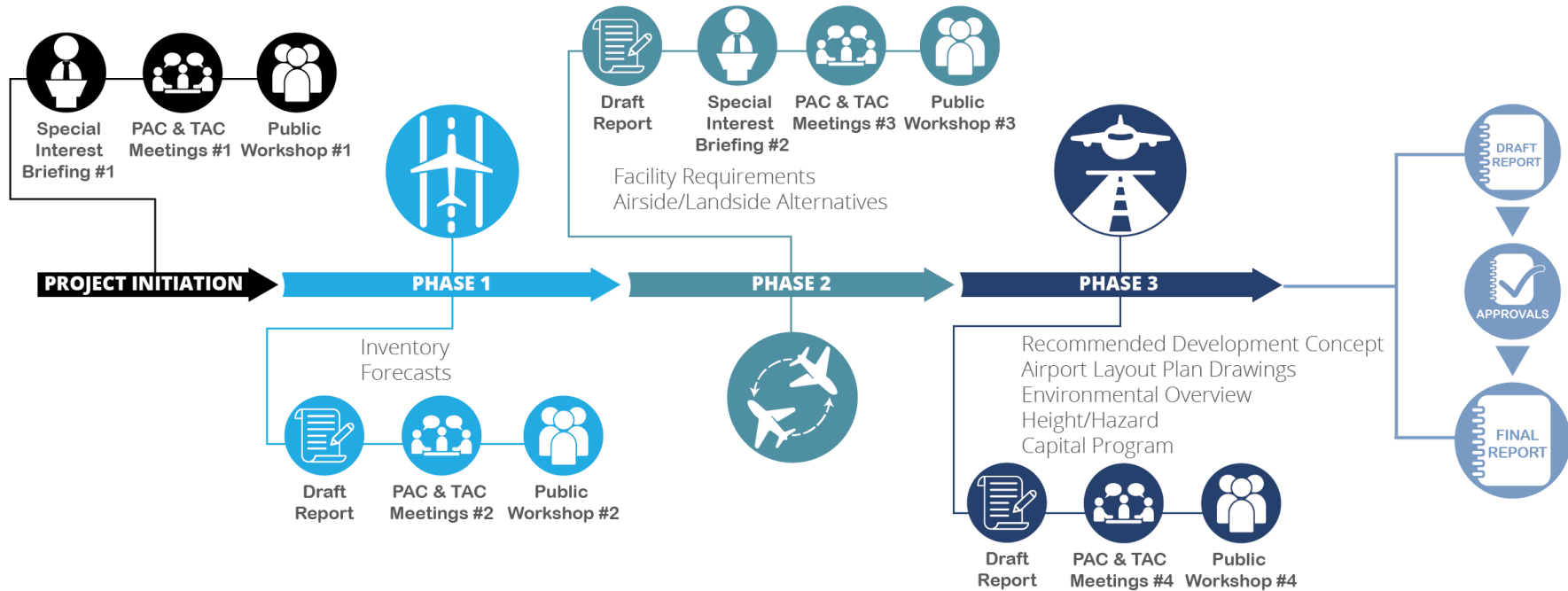


Airspace
Evaluation/Instrument
Approach Improvements

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



ROLE OF THE ADVISORY COMMITTEE

- ▶ The **purpose** of the Technical Advisory Committee (Committee) is to provide Clark County and the planning consultant (Coffman Associates) with input into the Master Plan.
- ▶ The **members** of the TAC are intended to represent a variety of organizations and individuals with interest in the use and development of the North Las Vegas Airport. These include governmental interests, aviation interests, and area economic development interests.
- ▶ The **role** of the TAC is to review elements of the study while they are in draft form and comment on the accuracy of the assumptions and relevance of the information used to develop the report.
- ▶ The TAC is a *non-voting advisory body*. While all comments made by the Committee members will be considered by the Consultant in developing the draft and final versions of the report, the TAC will not vote to approve or disapprove elements of the study.

EXPECTATIONS OF THE ADVISORY COMMITTEE

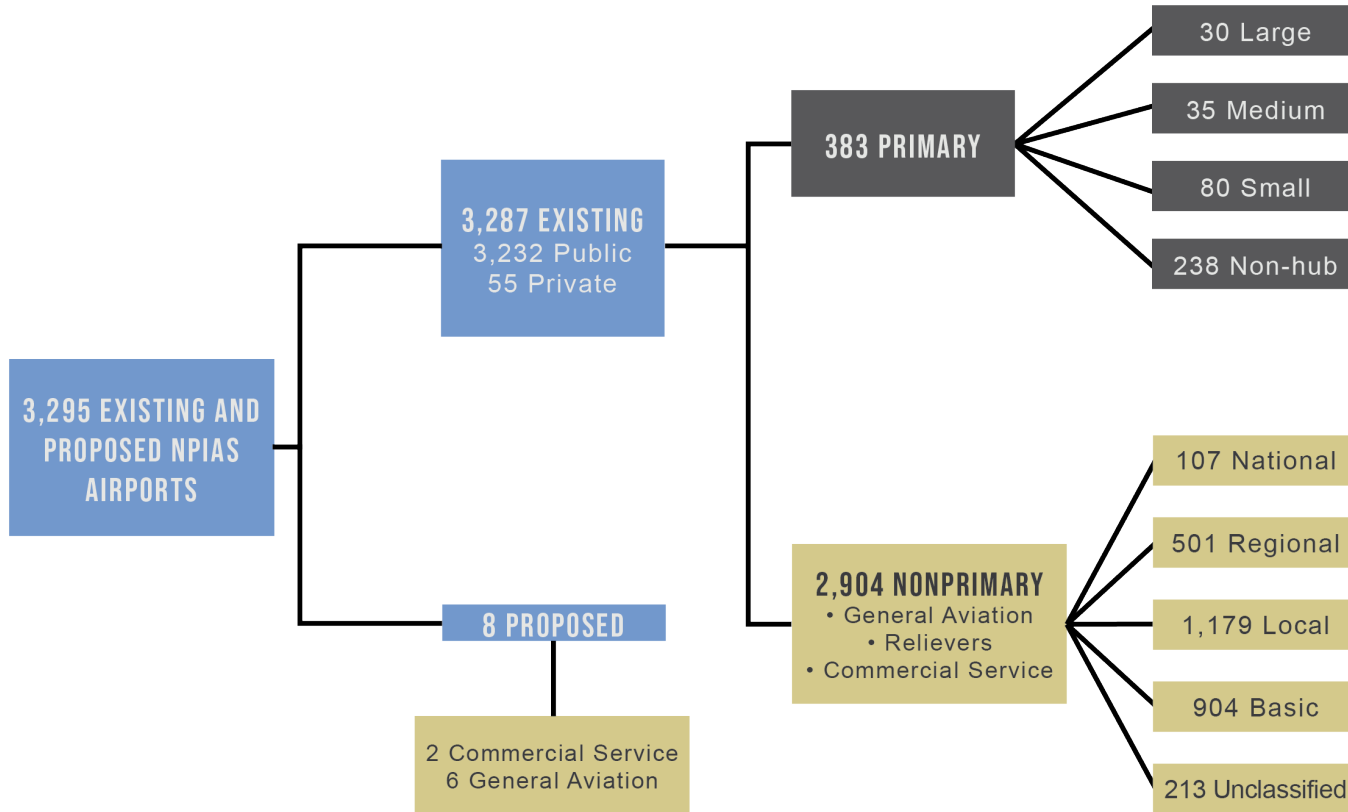
- ▶ **Committee meetings** will be held periodically throughout the preparation of the Master Plan. There are four (4) meetings planned at this time. Attendance is strongly encouraged. If you are unable to attend any given meeting, please send a representative who can speak for you or your organization. A series of four (4) **Public Information Workshops** will be held following committee meetings, and members of the TAC and their organizations are invited to attend.
- ▶ During the master plan process, phase reports will be sent to TAC members approximately one week before the TAC meeting. It would be greatly appreciated if **comments** are submitted within two weeks following the meeting, although phase reports are considered draft until the end of the project, so feel free to provide comments for phase materials at any point prior to the final report. Comments can be submitted electronically through the project website dedicated to this study (www.vgt.airportstudy.net).
- ▶ Comments or questions regarding the TAC, meetings, or working papers should be directed to Eric Pfeifer with Coffman Associates at 816-525-3500.

THE NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS

- ▶ *What is the NPIAS?*
 - ▶ Identifies airports significant to air transportation and eligible to receive federal funding
 - ▶ Categorizes airports by their role in the national system
 - ▶ Provides a 5-year estimate of Airport Improvement Program (AIP) eligible development
 - ▶ Federal Aviation Administration (FAA) reevaluates and updates every two years

- ▶ *NPIAS principles – airports should...*
 - ▶ Be safe, efficient, and developed to appropriate standards
 - ▶ Be flexible and expandable, able to meet increased demand and accommodate new aircraft types
 - ▶ Be compatible with surrounding communities
 - ▶ Be adaptable to new technology and airspace changes

2023-2027 NPIAS CATEGORIES AND ROLES



NORTH LAS VEGAS AIRPORT'S ROLE IN THE NPIAS

▶ Nevada NPIAS Airports

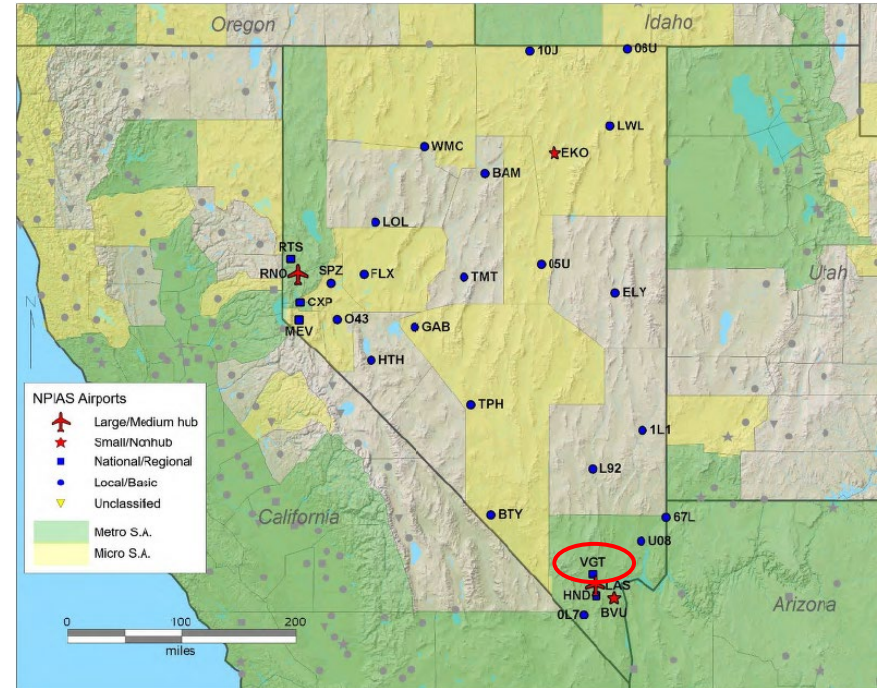
- ▶ **30 Total**
- ▶ 4 Commercial Service (Primary)
- ▶ 26 General Aviation (Non Primary)
 - ▶ 2 National
 - ▶ 3 Regional
 - ▶ 3 Local
 - ▶ 18 Basic

▶ North Las Vegas

- ▶ National GA Airport designated as a Reliever Airport

▶ National GA Airports...

- ▶ Are located in metropolitan areas
- ▶ Support flying throughout the nation and world
- ▶ 66 are designated as Relievers
- ▶ Provide access to law enforcement and federal services such as U.S. Forest Service
- ▶ Support air ambulance services
- ▶ Average over 200 based aircraft and over 30 jets



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		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
- ▶ **TAC Meeting #2** – September timeframe; draft documents available for review approx. one week prior to meeting
- ▶ **Public Information Workshop #2** – held same day as TAC meeting #2; we encourage you to invite your associates and members of the public
- ▶ **Phase 2 Element** – Begin work on Facility Requirements and Airside/Landside Alternatives following TAC meeting #2 and discussion with group

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.

vgt.airportstudy.net