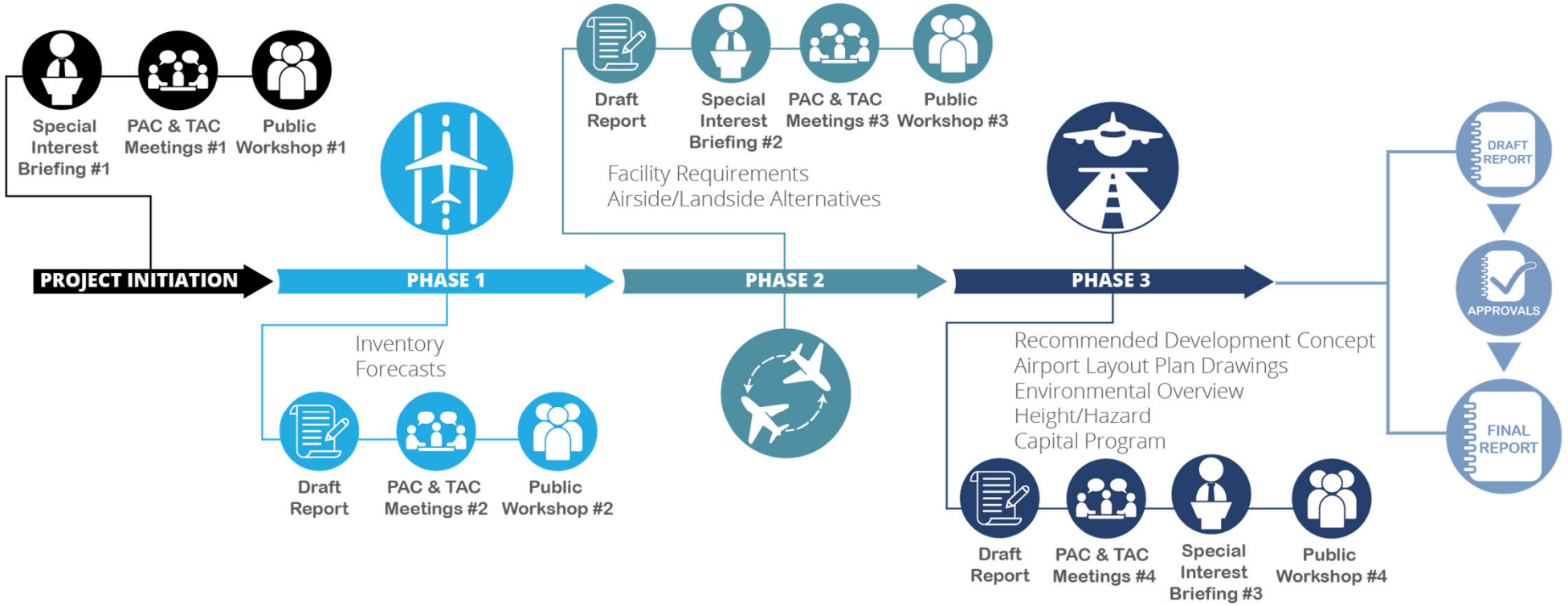
VGT

NORTH LAS VEGAS AIRPORT

AIRPORT MASTER PLAN

Public Information Workshop #3 – March 28, 2024

Master Plan Process and Elements



VGT NORTH LAS VEGAS AIRPORT

Clark County Department of Aviation — Airport System Flagship Transformation

AIRPORT	NARRATIVE	ROLE	USERS
FLAGSHIP HARRY REID INTERNATIONAL LAS VEGAS AIRPORT	**North Campus Terminals 1 & 2** is on the main campus and critical part of the economic engine for the State of Nevada and regional economy.	- Part 139 (Class 1) Commercial Air Service - Federal ATCT - CCDOA ACC - Jet A Fuel	- Large Hub Commercial Carriers - Integrated Logistics Carriers - Fixed Base Operators - Helicopter Operations (Strip Tours) - Concessionaires - Multimodal Centers
SNSA	**South Campus Terminal 3** would be located between Jean and Primm - Nevada, with a connection to south multimodal center.	- Part 139 (Class 1) Commercial Air Service - Federal ATCT - CCDOA ACC - Jet A Fuel	- Large Hub Commercial Carriers - Integrated Logistics Carriers - Fixed Base Operators - Concessionaires - Ground Transportation - Parking
HND HENDERSON EXECUTIVE AIRPORT	Henderson serves as the premier General Aviation airport to support corporate and private aircraft operations.	- Non-hub Primary General Aviation - Contracted ATCT - Jet A/100LL Fuel	- Business Jets - Fixed Base Operations (Air Elite) - Helicopter Operations (Regional Tours) - Restaurant Services - Rental Car Services - Exclusive Limo Service
VGT	North Las Vegas serves as a General Aviation Reliever for flight schools, some corporate clients, aviation enthusiasts, and recreational use.	- Formerly, Part 139 (Class 3) Air Service - Federal ATCT - Reliever for LAS and Henderson Executive Airport - Jet A/100LL Fuel	- Fixed Base Operations (Air Elite) - Helicopter Operations (Strip Tours) - Restaurant Services - Rental Car Services - Flight Schools
Overton Perkins Field	Overton at Perkins Field serves as a small rural and recreational airfield.	- Small Aircraft General Aviation - Jet A/100LL Fuel	- Flight School - General Aviation Users - Potential Drone Integration Site - Recreational (Parachute/Skydiving)
JEAN AIRPORT	Serves as a recreational airfield for aviation enthusiasts.	- Small Aircraft General Aviation - Jet A/100LL Fuel	- Flight School - Recreational (Parachute/Skydiving)
HELIPORT	A strategic land use for DOA and connected action to the FAA MOU.	- Aviation Commercial Service - Jet A/100LL Fuel	- Future heliport if/when needed.

AIRPORT DEMAND AND FACILITY REQUIREMENTS

FORECAST SUMMARY

YEAR	Based Aircraft	Annual Operations	Peak Month Operations	Design Day Operations	Design Hour Operations	Peak Hour Operations
2023	511	164,781	18,059	735	60	122
2028	584	198,342	22,253	815	67	135
2033	638	213,575	24,518	904	74	150
2038	696	230,485	27,059	1,003	82	167
2043	758	249,711	29,965	1,113	91	185
CAGR (2023-2043)	2.0%	2.1%	2.6%	2.1%	2.1%	2.1%

Source: FAA OPSNET; Traffic Flow Management System Count
Coffman Associates
Note: CAGR = compound annual growth rate
2023 total operations are represented by the last 12 months of data collected ending July of 2023.

Table 2.6: Historical Market Share of Based Aircraft

Year	NUMBER OF BASED AIRCRAFT							% North Las Vegas Airport
	North Las Vegas Airport	Henderson Executive Airport	Jean Airport	Boulder City Municipal Airport	Perkins Field Airport	Harry Reid International Airport	Total	
2013	489	254	36	234	15	126	1,154	42.4%
2014	536	254	36	226	13	125	1,190	45.0%
2015	530	252	20	227	11	133	1,173	45.2%
2016	582	243	35	239	12	132	1,243	46.8%
2017	574	243	34	240	12	180	1,283	44.7%
2018	586	244	35	240	12	180	1,297	45.2%
2019	594	266	35	240	12	180	1,327	44.8%
2020	538	247	21	240	1	176	1,223	44.0%
2021	548	262	20	240	1	176	1,247	43.9%
2022	557	263	21	240	1	188	1,270	43.9%
2023	511	254	10	256	19	188	1,238	41.3%
CAGR 2013-2023	**0.44%**	**0.00%**	**-12.02%**	**0.90%**	**2.39%**	**4.08%**	**0.71%**	**-**

Notes:
CAGR = compound annual growth rate
Data for years 2013-2019 were obtained from the 2022 *Henderson Executive Airport Master Plan*. 2023 based aircraft figures for North Las Vegas, Henderson, Jean, and Perkins Field airports were obtained from the FAA National Based Aircraft Inventory Program; 2020-2022 utilized the FAA TAF; 2023 counts for Boulder City and Harry Reid airports were obtained from FAA Form 5010, *Airport Master Records*.

Table 2.11: Historical Market Share of General Aviation Operations

Year	NUMBER OF ANNUAL GENERAL AVIATION AIRCRAFT OPERATIONS							% North Las Vegas Airport
	North Las Vegas Airport	Henderson Executive Airport	Jean Airport	Boulder City Municipal Airport	Perkins Field Airport	Harry Reid International Airport	Total	
2013	120,697	64,537	20,000	20,000	5,200	47,153	277,587	43.5%
2014	118,920	65,052	20,000	20,000	5,200	52,669	281,841	42.2%
2015	128,877	59,997	20,000	33,970	5,200	44,706	292,750	44.0%
2016	140,031	54,377	20,000	33,970	5,200	42,617	296,195	47.3%
2017	149,869	52,063	20,000	25,210	5,200	42,891	295,233	50.8%
2018	145,286	48,604	14,400	25,210	7,200	43,128	283,828	51.2%
2019	172,257	47,742	14,400	14,260	7,200	41,726	297,585	57.9%
2020	160,041	47,546	14,400	14,260	7,200	26,551	269,998	59.3%
2021	152,498	66,132	14,400	14,260	7,200	43,406	297,896	51.2%
2022	169,862	69,321	14,400	14,260	7,200	43,717	318,760	53.3%
2023	150,478	64,589	14,400	14,260	7,200	40,081	291,008	51.7%
CAGR 2013-2023	***2.23%***	***0.01%***	***-3.23%***	***-3.33%***	***3.31%***	***-1.61%***	***0.47%***	**-**

Notes:
North Las Vegas, Henderson, and Harry Reid 2013-2022 operations data are from FAA OPSNET. 2023 data are the last 12 months of OPSNET operations, ending July 2023. Boulder City, Jean, and Perkins operations data are from FAA TAF records.

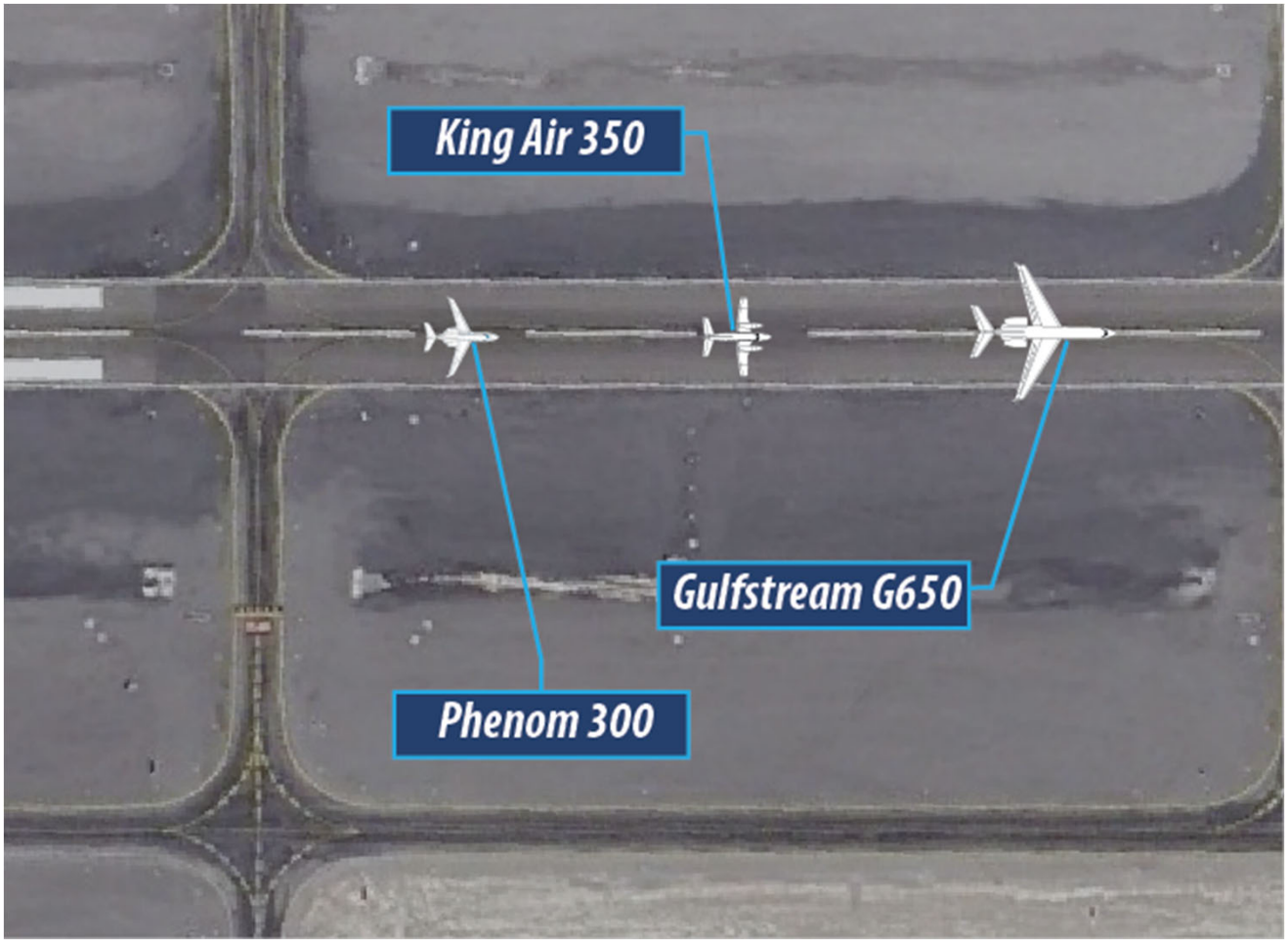
Design Aircraft Characteristics

Phenom 300

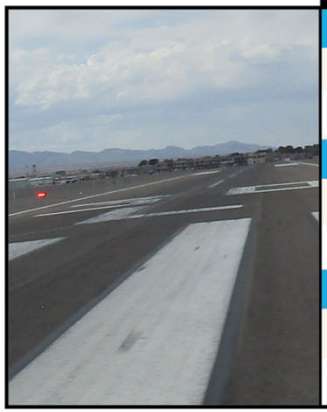
King Air 350

Gulfstream G650

Design Aircraft Characteristics



Runway Design Code (RDC)



	CURRENT	ULTIMATE CONDITION
Runway 12R-30L		
	RDC B-II-5000	Consider RDC D-III
	5,000' x 75'	Consider extension to 6,000'+ and widen to 100'
Runway 12L-30R		
	RDC B-II-4000	Consider RDC D-III
	4,199' x 75'	Consider extension to 4,300'+ and widen to 100'
Runway 7-25		
	RDC B-II-VIS	RDC B-II-VIS
	5,005' x 75'	Maintain

KEY
RDC - Runway Design Code
VIS - Visual

Taxiways

CURRENT	ULTIMATE CONDITION
ADG II and TDG 2A for all taxiways	Improve to TDG 2B standards
All taxiways at least 35' wide	Maintain
Parallel taxiways available for each runway; minimum 240' separation from runway centerline	Consider adding north parallel taxiway for 7-25; increase separation to 400' for D-III runway
2 exit taxiways per runway in target areas	Consider additional exits to enhance airfield capacity
Hot Spots 1-6	Implement corrective measures
8 direct access points	Implement corrective measures
2 high-energy runway crossings	Implement corrective measures
5 wide expansive pavement areas	Implement corrective measures
1 aligned taxiway	Implement corrective measures
5 run up aprons; 3 do not meet TOFA standards	Improve/expand run up aprons and consider new run up aprons to compliment runway expansions

KEY

ADG - Airplane Design Group
TDG - Taxiway Design Group
TOFA - Taxiway Object Free Area

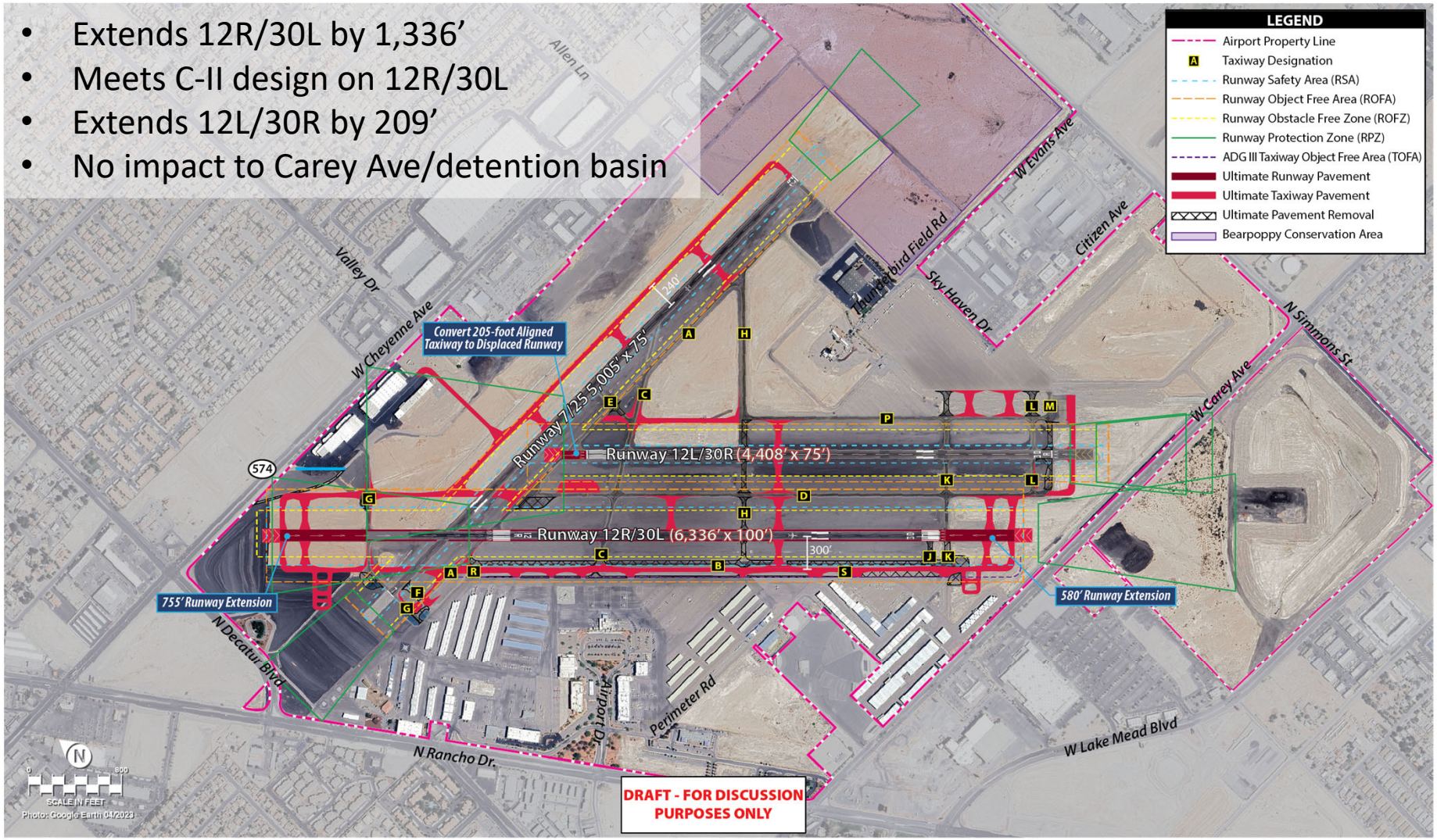
Hangar & Apron

CURRENT	ULTIMATE CONDITION
1,153,000 sf of storage hangar capacity	Increase capacity to 1,608,500 sf
275,800 sy of apron	Increase capacity to 357,200 sy

AIRPORT DEVELOPMENT ALTERNATIVES

Runway Configuration Alternative 1

- Extends 12R/30L by 1,336’
- Meets C-II design on 12R/30L
- Extends 12L/30R by 209’
- No impact to Carey Ave/detention basin



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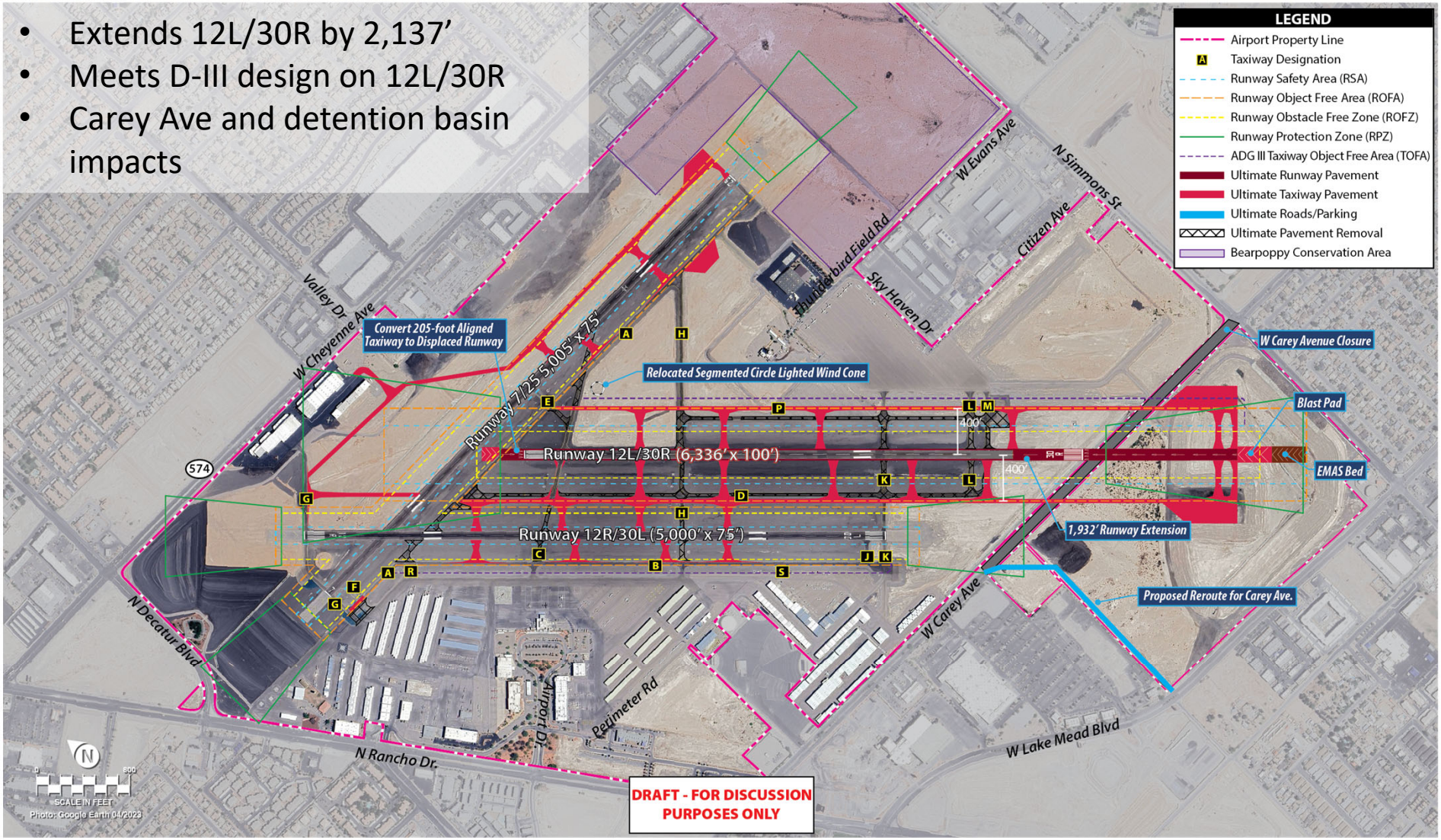
Runway Configuration Alternative 2

- Extends 12L/30R by 2,137’
- Meets D-III design on 12L/30R
- Carey Ave and detention basin impacts



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Runway Configuration Alternative 3

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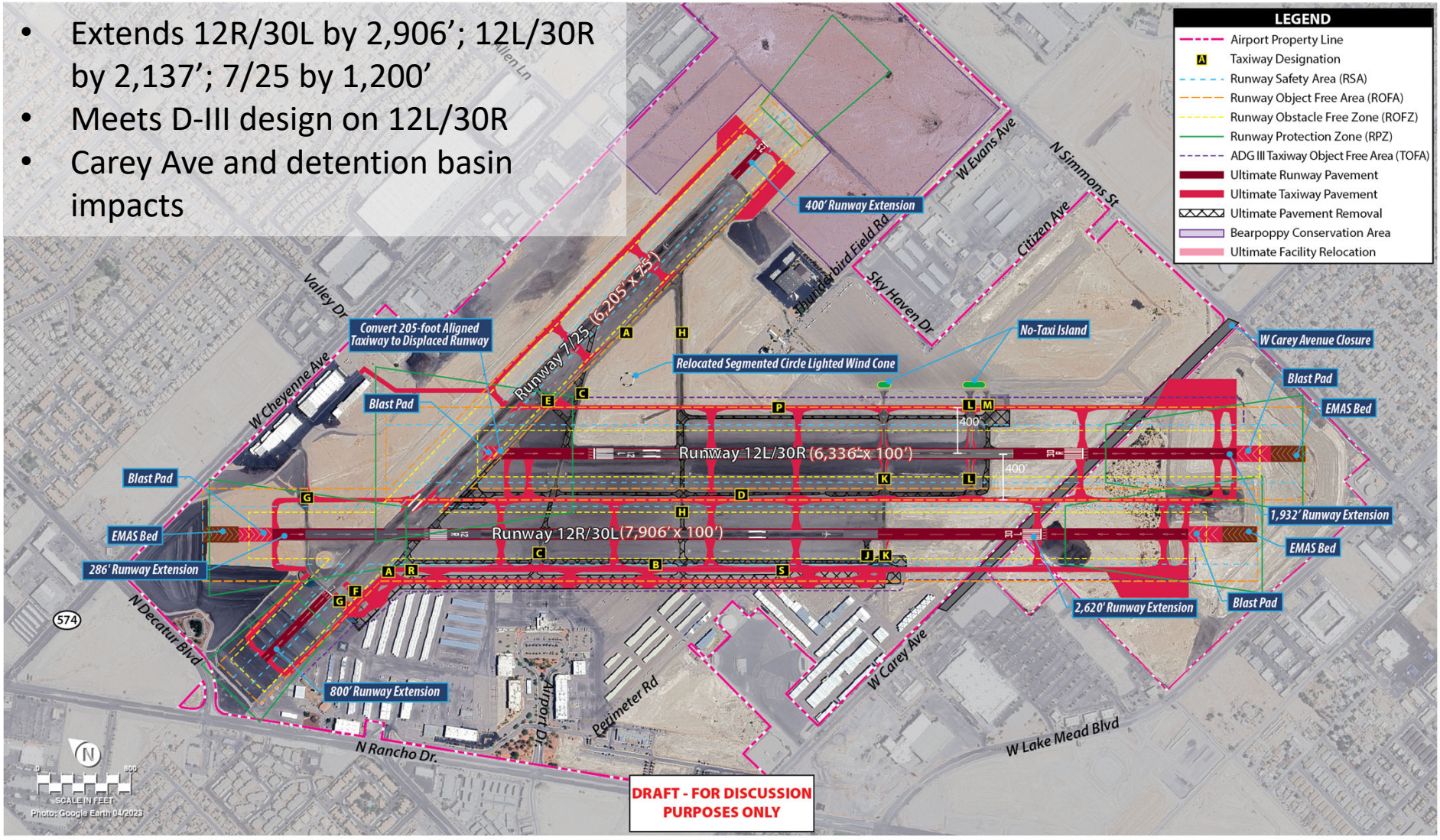
- Extends 12R/30L by 2,906’; 12L/30R by 2,137’; 7/25 by 1,200’
- Meets D-III design on 12L/30R
- Carey Ave and detention basin impacts



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Runway Configuration Alternative 4

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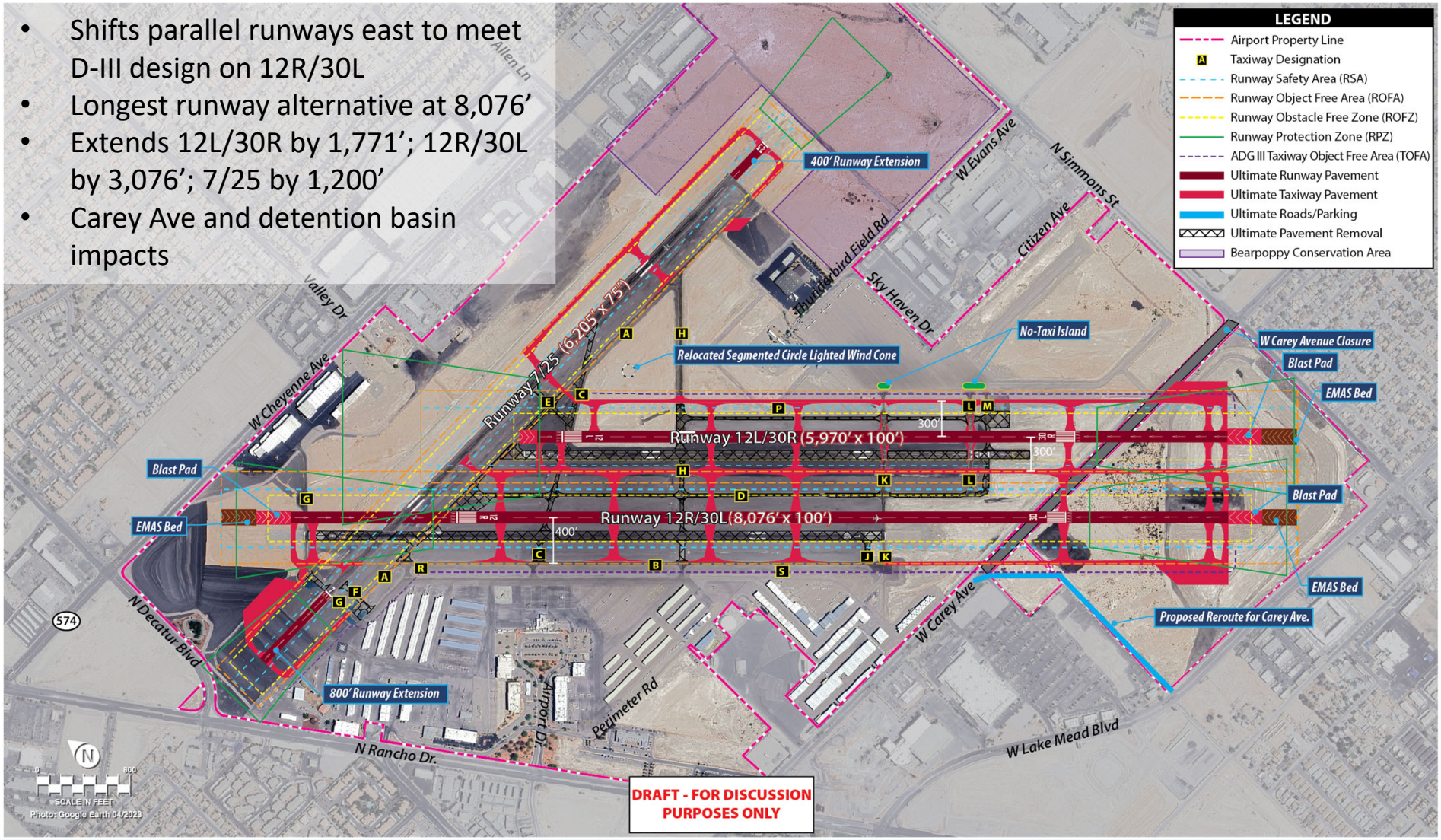
- Shifts parallel runways east to meet D-III design on 12R/30L
- Longest runway alternative at 8,076’
- Extends 12L/30R by 1,771’; 12R/30L by 3,076’; 7/25 by 1,200’
- Carey Ave and detention basin impacts



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Runway Configuration Alternative 5

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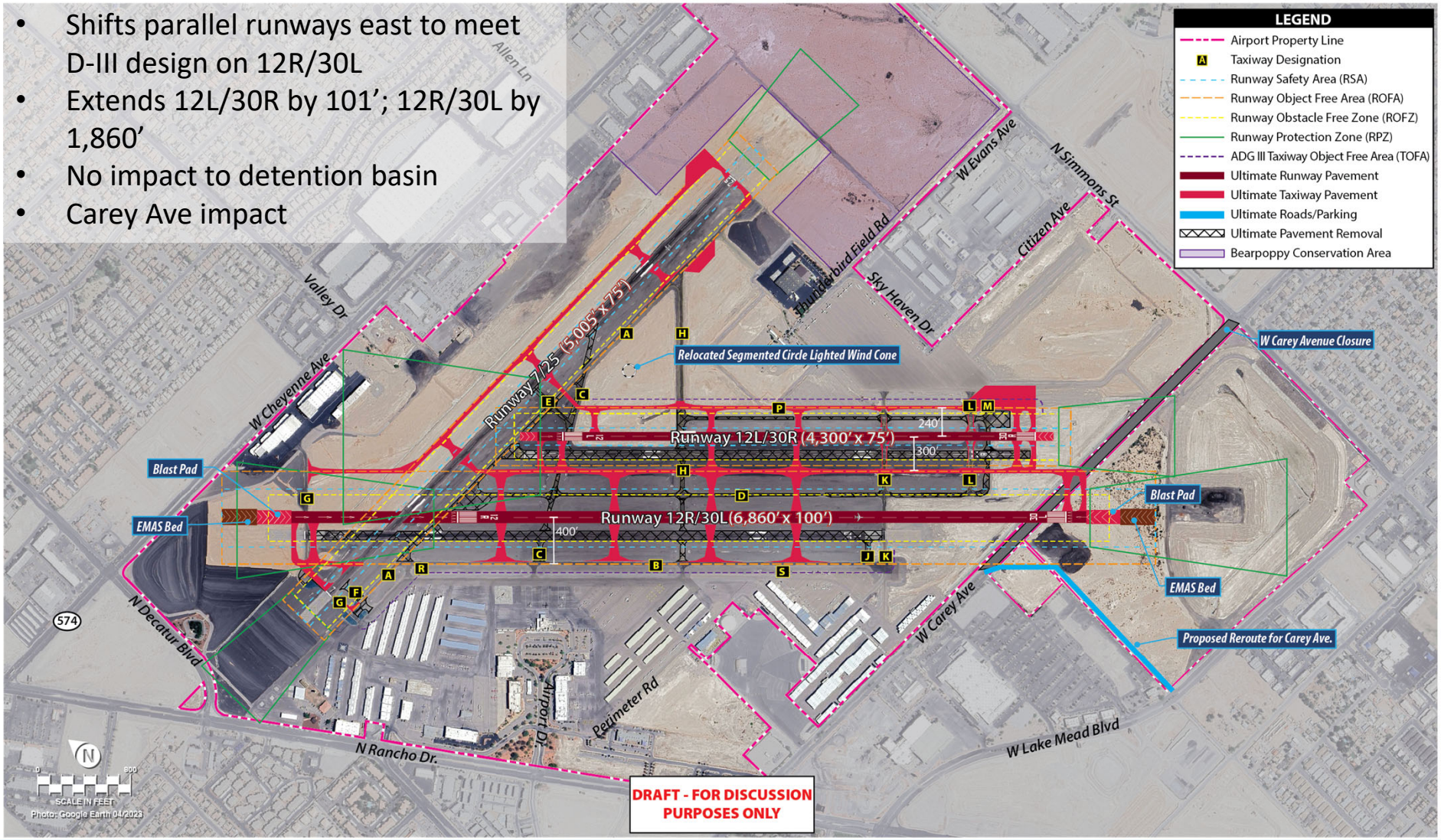
- Shifts parallel runways east to meet D-III design on 12R/30L
- Extends 12L/30R by 101’; 12R/30L by 1,860’
- No impact to detention basin
- Carey Ave impact



Runway Configuration Alternatives Summary

	Alternatives				
	1	2	3	4	5
RDC	C-II	D-III	D-III	D-III	D-III
Primary Runway Length (ft)	6,336	6,336	7,906	8,076	6,860
Accelerate Stop Distance Available (ASDA) (ft.)	5,429	6,336	7,906	8,076	6,860
Landing Distance Available (LDA) (ft.)	4,849	6,131	6,641	6,676	6,660
Airfield Geometry	Mitigates most issues; maintains Taxiway A acute-angled intersections and high-energy intersections	Maintains Taxiway A acute-angle intersection; high-energy intersections offset	Mitigates non-standard conditions; requires removal of landside facilities to clear TOFA	Mitigates non-standard conditions; maintains high-energy intersections	Mitigates non-standard conditions; maintains high-energy intersections
RPZs	Cheyenne Ave and Carey Ave in RPZs	Cheyenne Ave and in 12L/12R RPZs; Cheyenne hangar complex impacted	No incompatibilities	Hangar within 12L RPZ; no other incompatibilities	No incompatibilities
Capacity	2/3 exits in target area	2/3 exits in target area	3 exits in target area	3 exits in target area	3 exits in target area
Other	No impact on vicinity roads or developments	Portion of Carey Ave closed; impacts detention basin; new connecting road between Carey Ave and Lake Mead Blvd	Portion of Carey Ave closed; impacts detention basin	Portion of Carey Ave closed; impacts detention basin; new connecting road between Carey Ave and Lake Mead Blvd	Portion of Carey Ave closed; new connecting road between Carey Ave and Lake Mead Blvd

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West Airside Facilities Alternative

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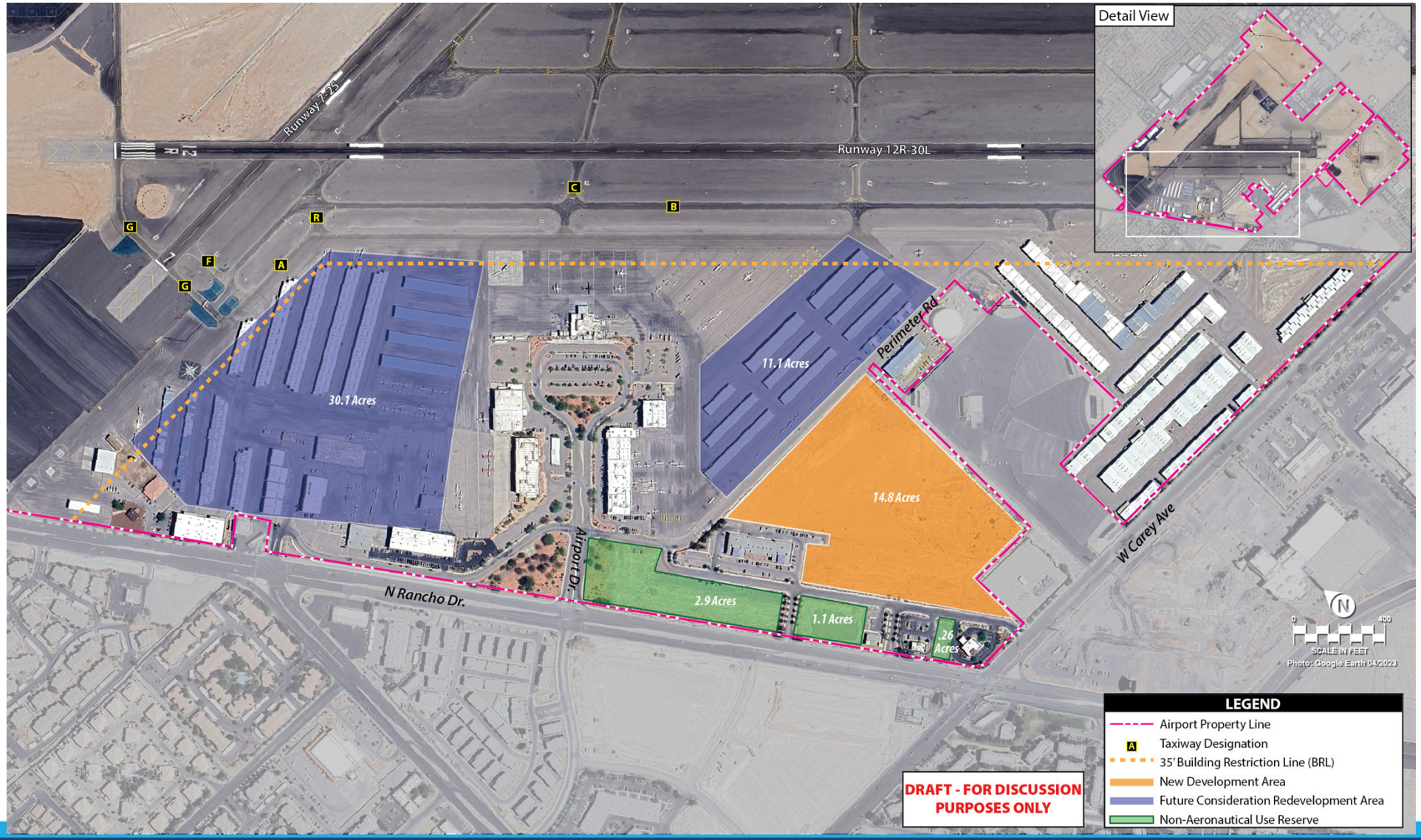

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North Airside Facilities Alternative

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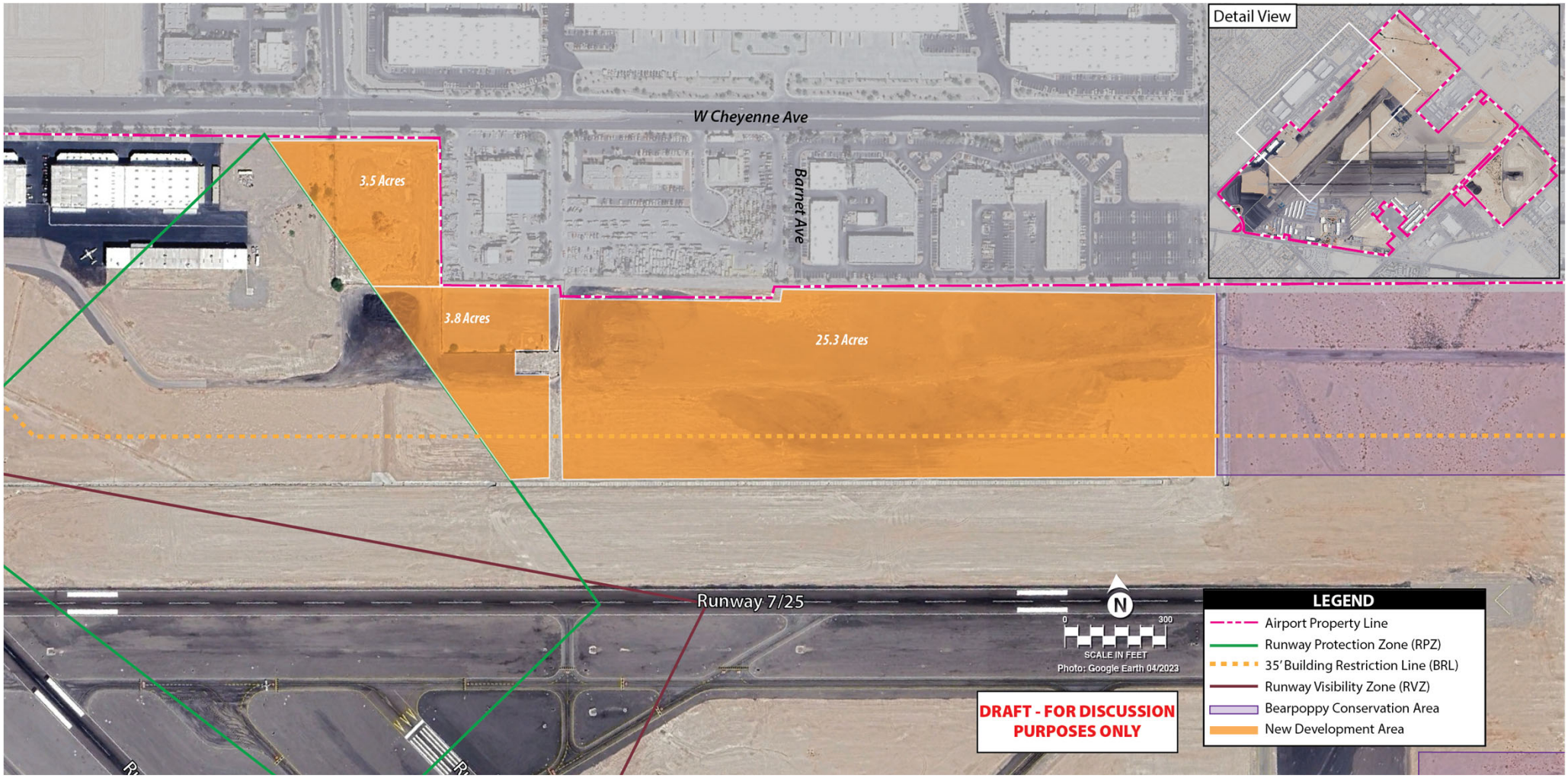

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East Airside Facilities Alternative

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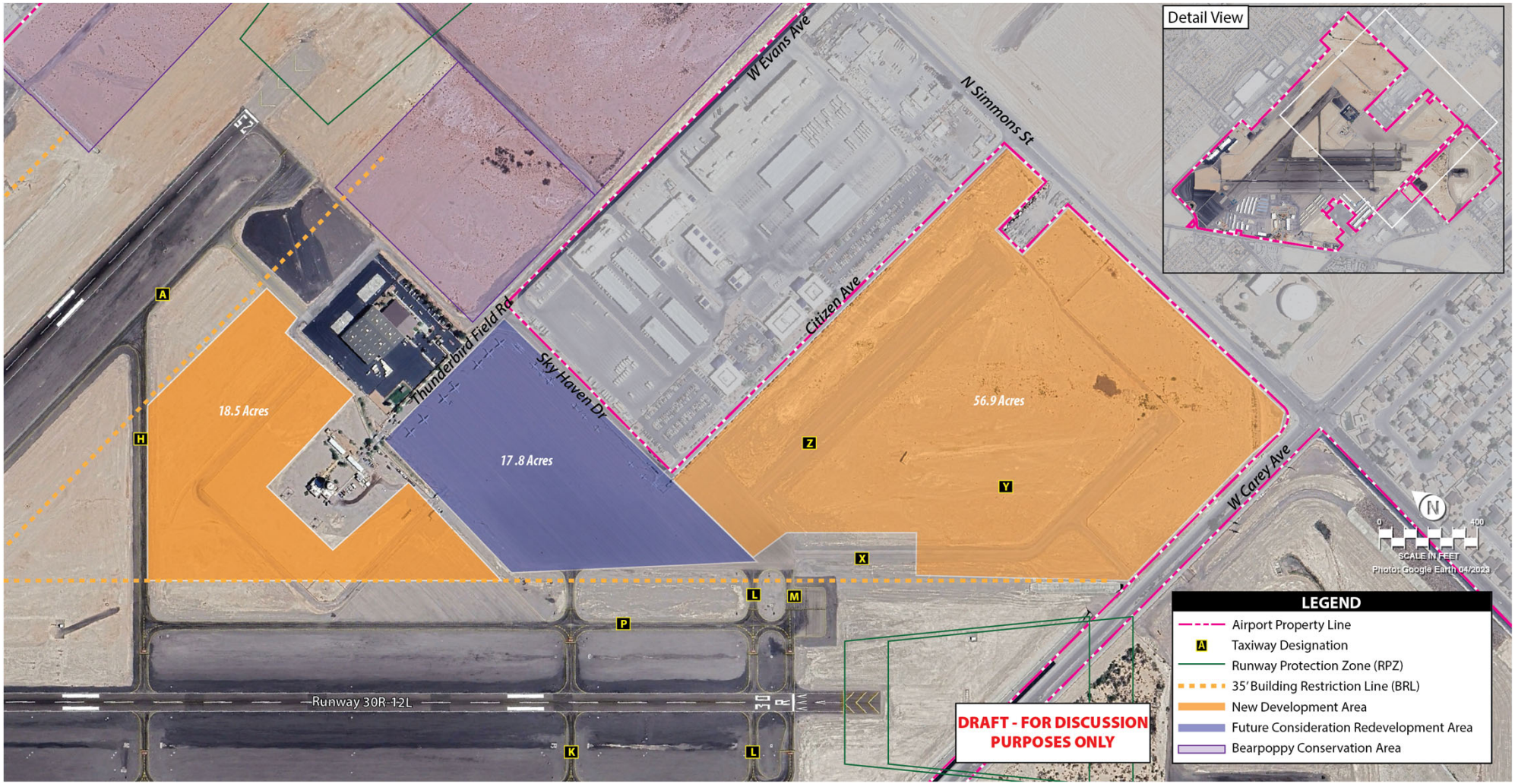

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Runway Configuration 5 and Airside Facilities Alternative

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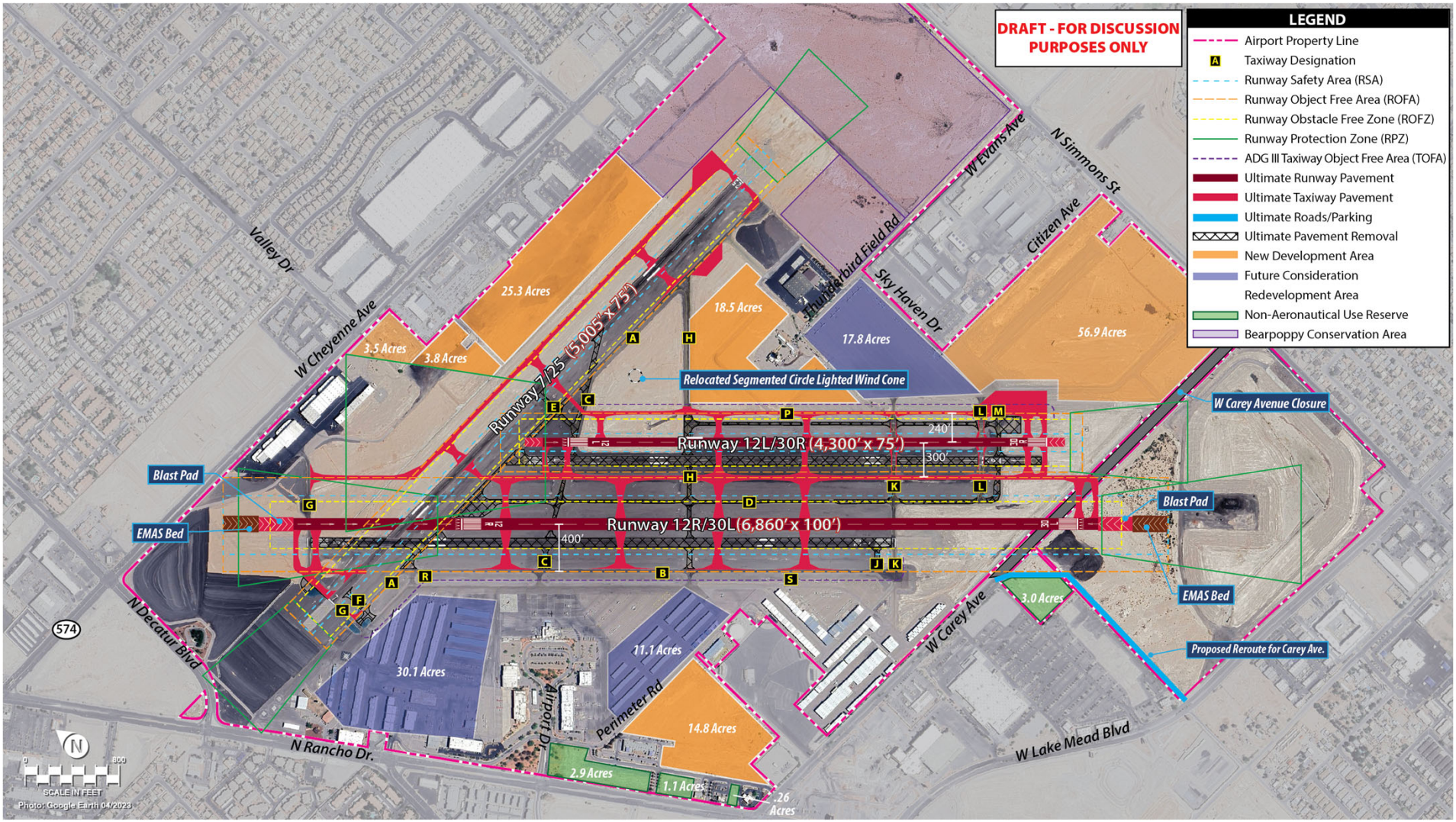

NEXT STEPS

- **Phase 3 Elements** – Recommended Concept & Environmental Considerations / Capital Improvement Program – Summer 2024
- **Public Information Workshop #4** – Tentatively scheduled for Summer 2024
- **All materials are hosted on the study website: vgt.airportstudy.net**