



AIRPORT MASTER PLAN





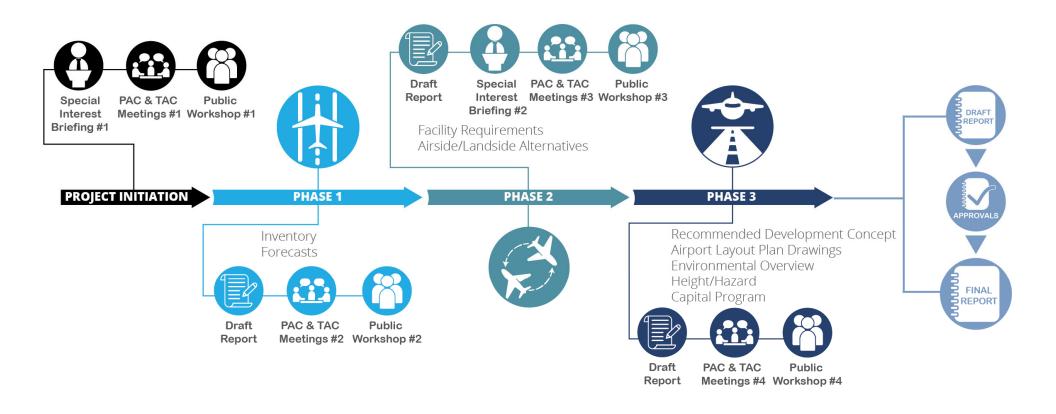
AGENDA

PAC/TAC Meeting #4 December 12, 2024

- 1. Welcome/Introductions
- 2. Master Plan Process Review
- 3. Discussion of Draft Working Papers
 - Recommended Development Concept
 - Facilities Implementation Plan
- 4. Next Steps
- 5. Open Discussion/Questions



Master Plan Process and Elements -





Master Plan Forecasts

Table 2.26 | Existing and Future Design Aircraft Characteristics

Design Aircraft	2023 Operations	2043 Operations	ARC	Taxiway Design Group	Wingspan (feet)	Tail Height (feet)	Approach Speed (knots)	Typical Seats
Challenger 300 (Existing)	236	2,434	C-II	1B	63.8	20.3	126	8
Gulfstream G550 (Ultimate)	60	200	D-III	2B	93.5	25.8	145	18

Notes:

ARC = airport reference code

Sources: FAA TFMSC; FAA Aircraft Characteristics database

Challenger 300



Gulfstream G550







U.S. Department of Transportation Federal Aviation Administration

Western-Pacific Region Office of Airports Phoenix Airports District Office

Table 2.26 | Existing and Future Des

Design Aircraft	2023 Operations		
Challenger 300 (Existing)	236		
Gulfstream G550 (Ultimate)	60		
Market			

Notes:

ARC = airport reference code

Sources: FAA TFMSC; FAA Aircraft (

September 12, 2024

Rosemary Vassiliadis Director, Department of Aviation P.O. Box 11005 Las Vegas, NV 89111-1005

Re: North Las Vegas (VGT) Master Plan Forecast Dear Ms. Vassiliadis:

The Federal Aviation Administration (FAA) approves the baseline scenario through year ten to North 1 as Veous (VCT) forecast submitted on June 20, 2024 for use in the VGT Airog The Federal Aviation Administration (FAA) approves the baseline scenario through year ten in the North Las Vegas (VGT) forecast, submitted on June 20, 2024 for use in the VGT Airport Master Plan Lindare. We found the forecast to be observably consistent with the current 2023 TAE. If uses current in the North Las Vegas (VGT) forecast, submitted on June 20, 2024 for use in the VGT Airport Master Plan Update, We found the forecast to be generally consistent with the current 2023 TAF. It uses current and is supported by constant of forecasting methodologies.

The existing critical aircraft is determined to be the C-II. The future or ultimate critical aircraft is

The approval of the forecast does not automatically constitute a commitment on the part of the The approval of the forecast does not automatically constitute a commitment on the part of the United States to participate in any development recommended in the VGT Airport Master Plan Update or shown on the ALP. FAA annivoral does not constitute instification for future projects. Instification for United States to participate in any development recommended in the VGT Airport Master Plan Update of shown on the ALP. FAA approval does not constitute justification for future projects. Justification for future projects. Justification for made based on activity levels at the time the project is remested for development. shown on the ALP. FAA approval does not constitute justification for future projects. Justification for future projects will be made based on activity Icvels at the time the project is requested for development meeting planning activity levels will be necessary to justify AJP funding for eligible projects. Further, the in accordance with criteria in FAA Orders 5090.5 and 5100.38. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects. Further, the fundamental rationals of the fundame meeting planning activity levels will be necessary to justify AIP funding for eligible projects. Further, the approved forecast may be subject to additional analyses if the fundamental rationale of the forecast or the Sincerely,

ANTHONY ROBERT BIANCHI

Anthony Bianchi

Program Manager-Planner, PHX-610 Phoenix Airports District Office



Tail Height (feet)	Approach Speed (knots)	Typical Seats		
20.3	126	8		
25.8	145	18		

ılfstream G550





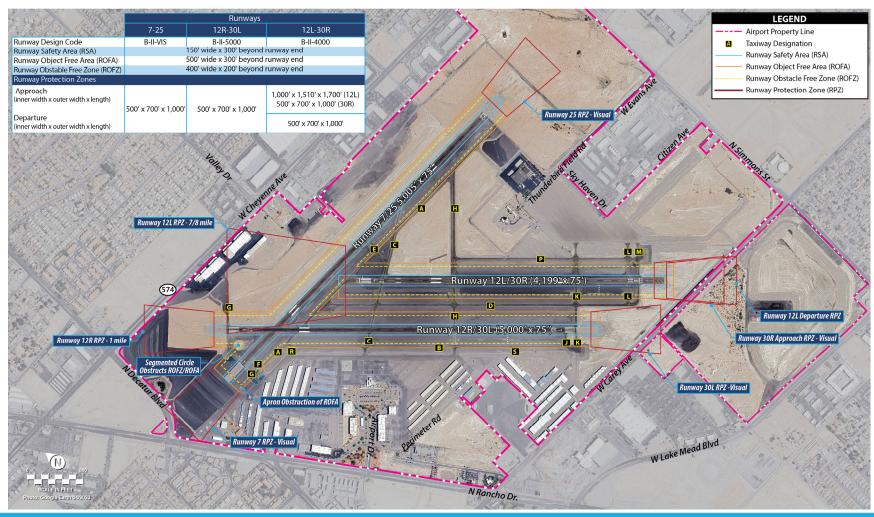


CHAPTER FIVE

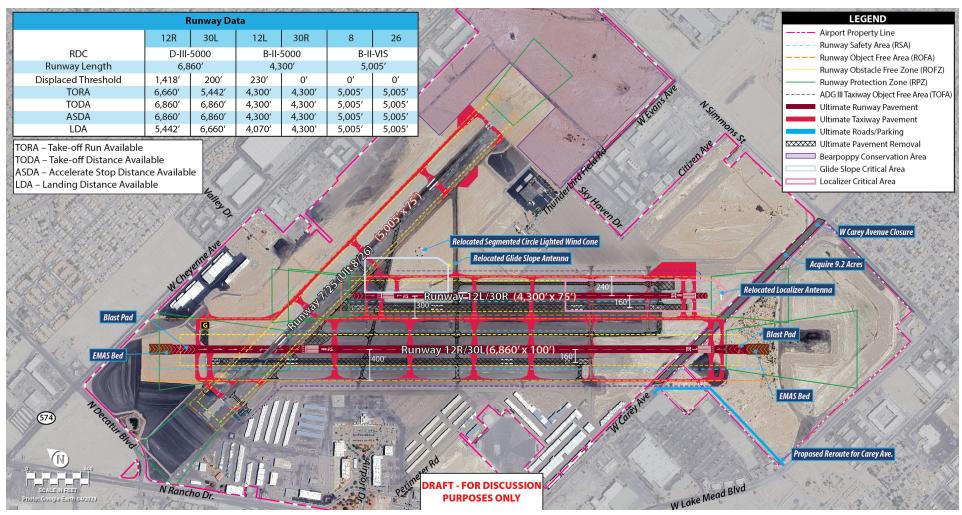
Recommended Development Concept



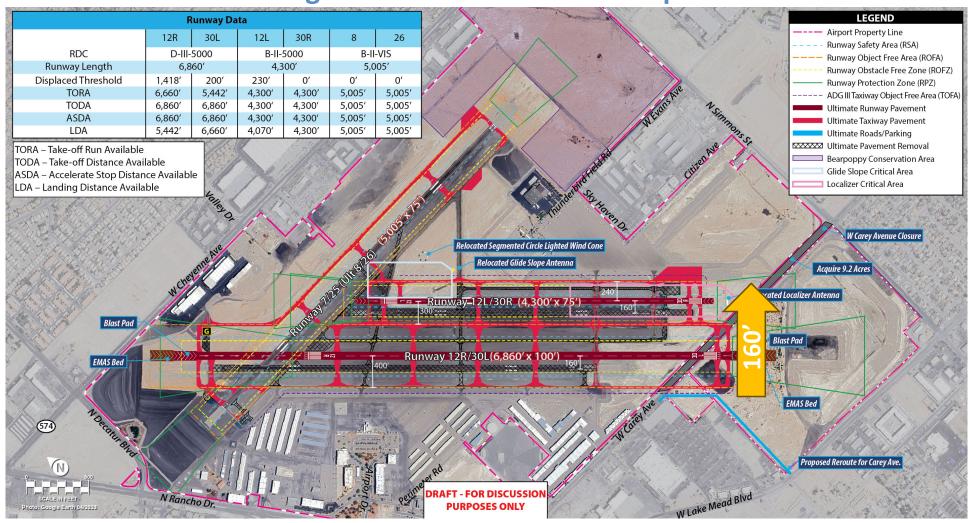
Figure 3.4: Existing Safety Areas



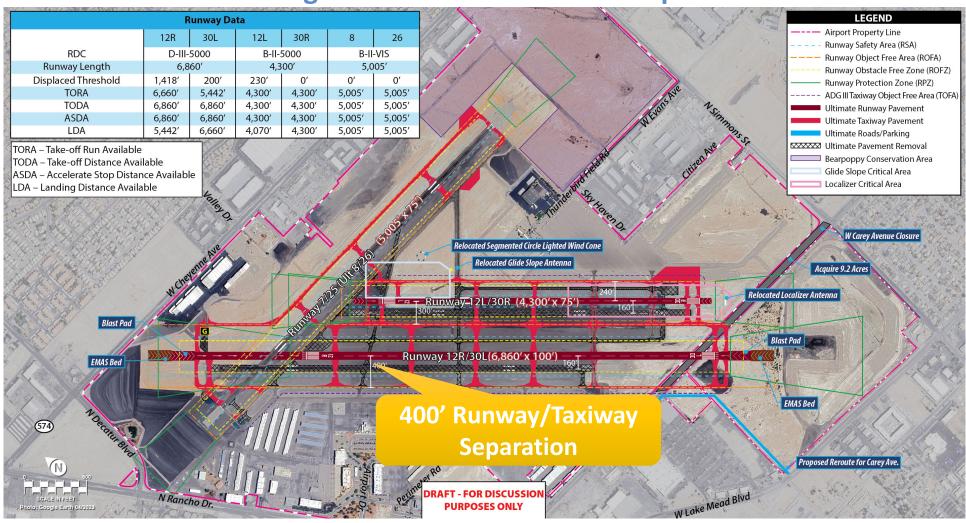




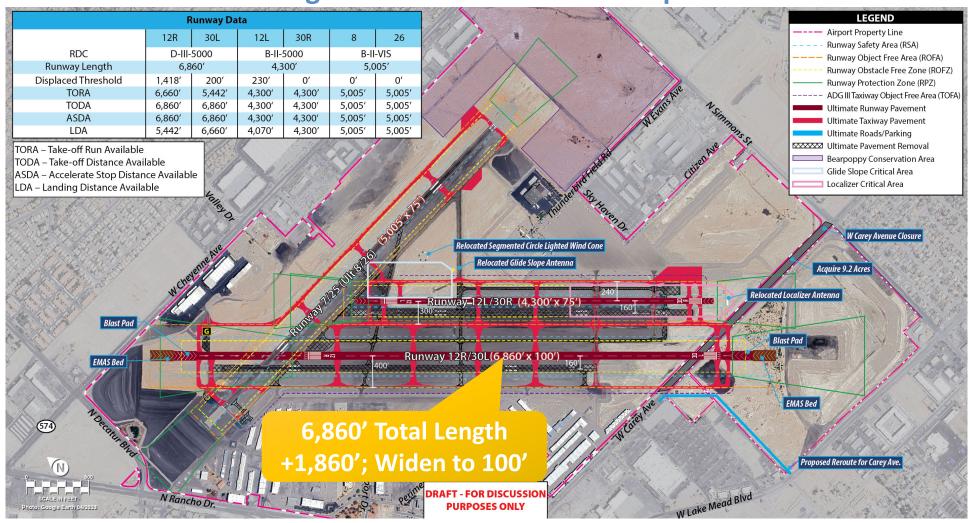




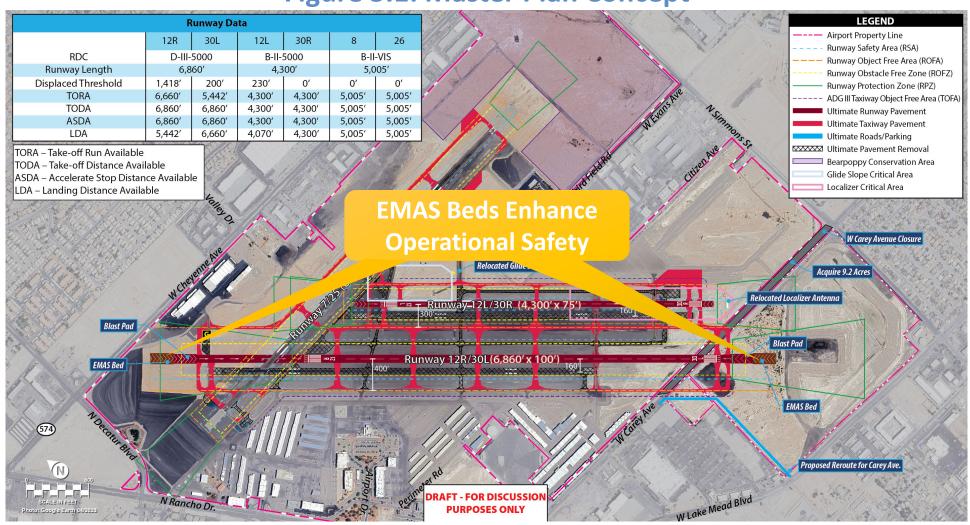




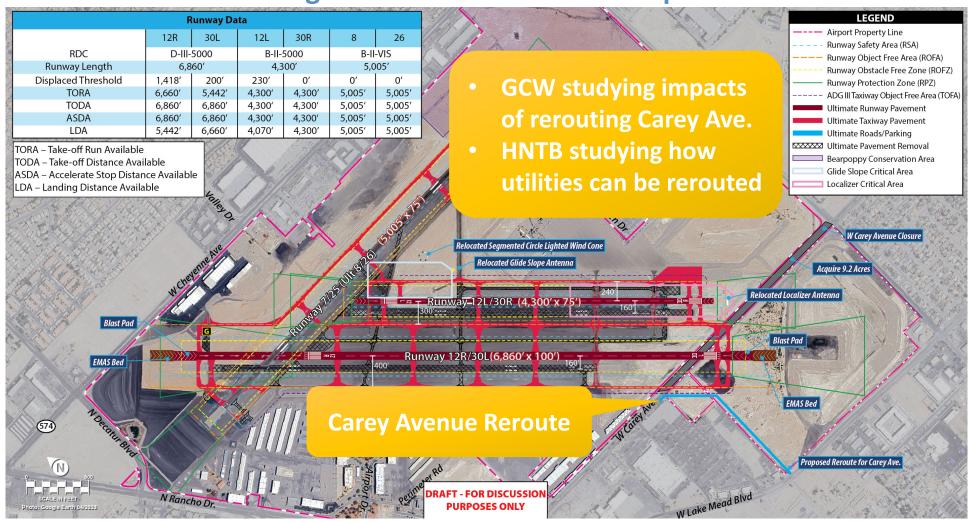














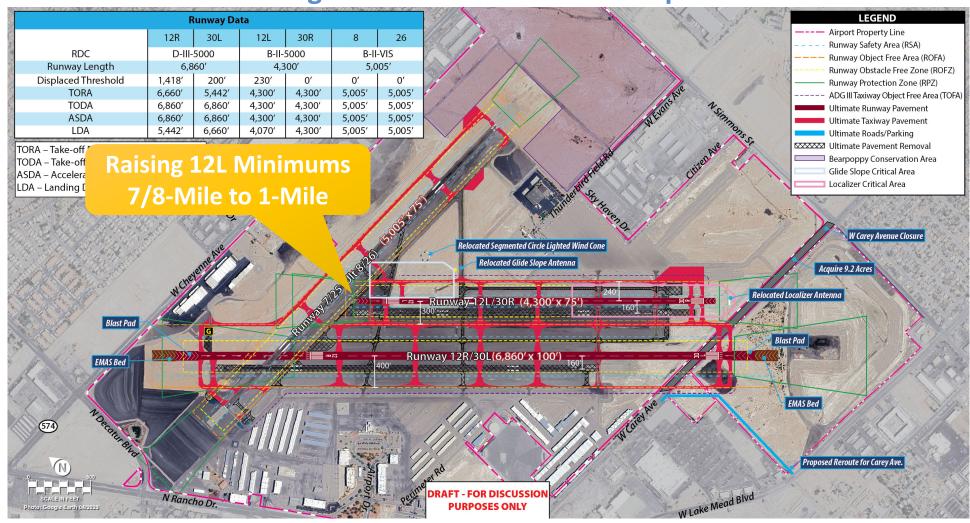




Figure 3.6: Airfield Geometry Review

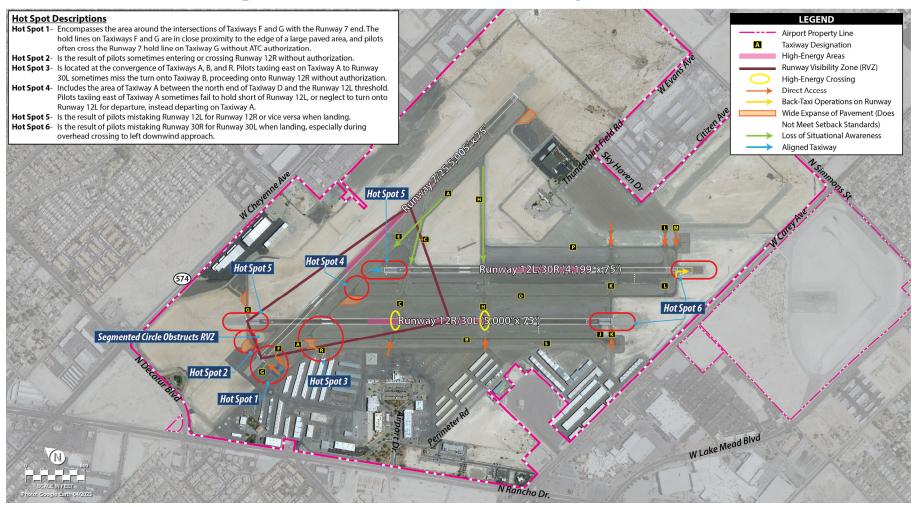
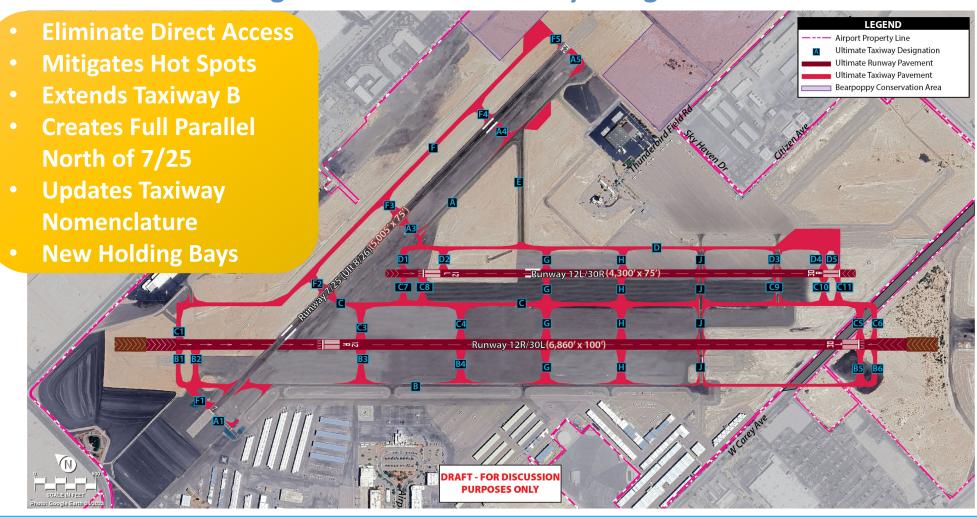
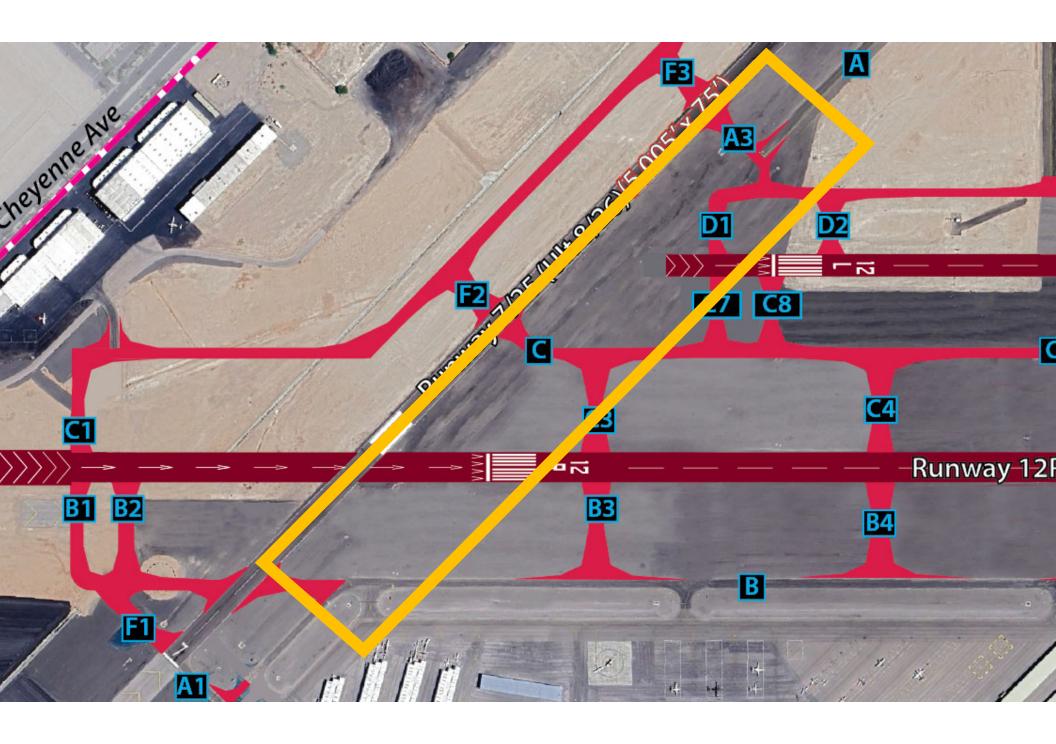




Figure 5.3: Future Taxiway Designations





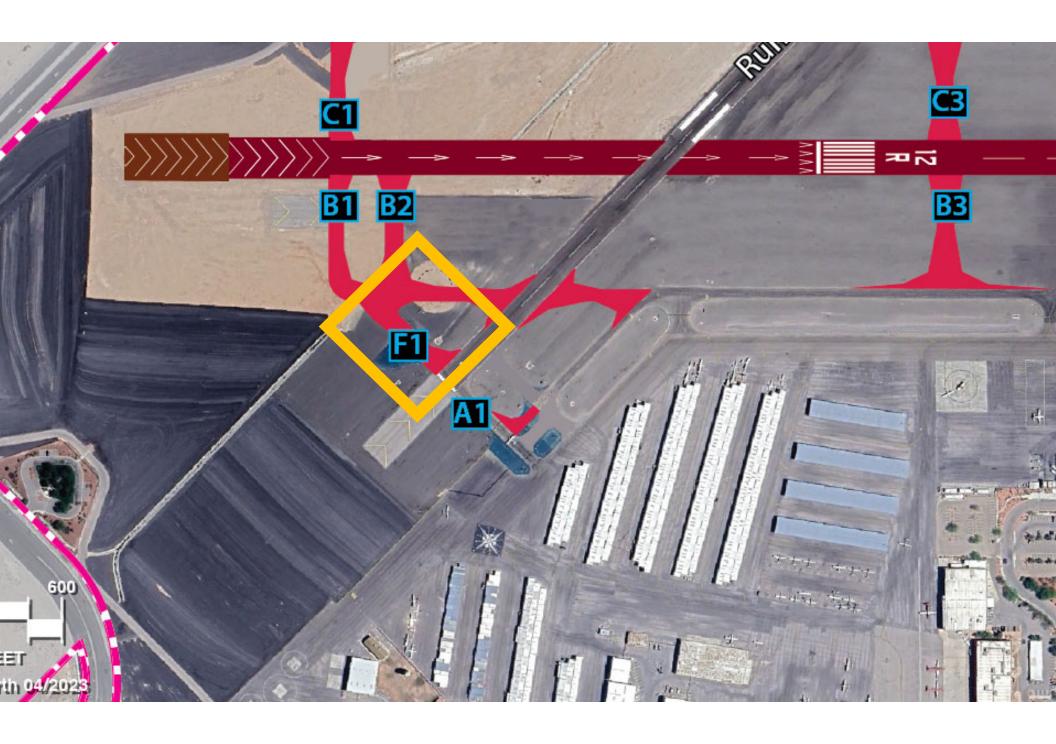


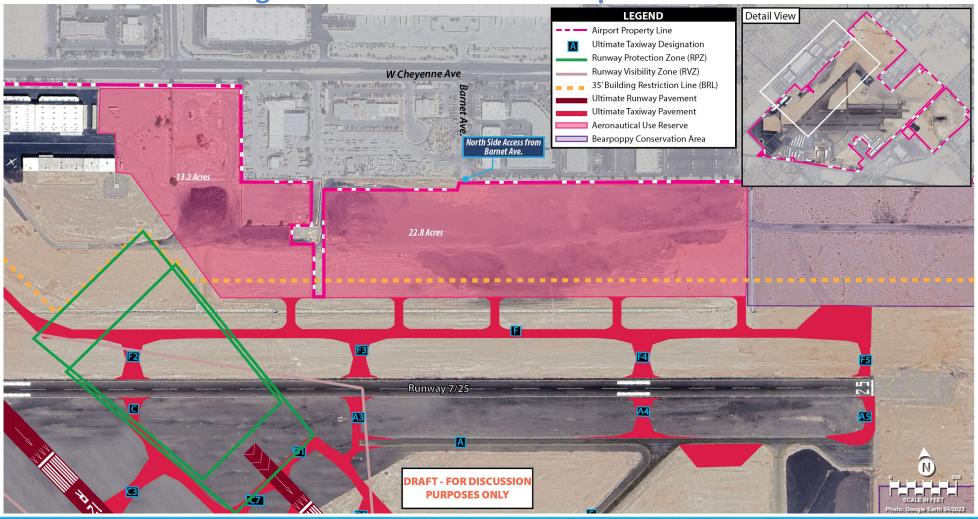


Figure 5.4: Westside Development Plan





Figure 5.5: Northside Development Plan



No Taxi Island

Aeronautical Use Reserve

Bearpoppy Conservation Area



Runway 12R-30L

Figure 5.6: Eastside Development Plan Detail View Runway 12L-30R **C9 LEGEND** H - Airport Property Line Ultimate Taxiway Designation Runway Protection Zone (RPZ) 35' Building Restriction Line (BRL) ■ Ultimate Runway Pavement Ultimate Taxiway Pavement

DRAFT - FOR DISCUSSION

PURPOSES ONLY



CHAPTER SIX

Facilities Implementation Plan



Figure 6.1: Phase 1 - Runway 12L-30R and Parallel Taxiways C and D





Figure 6.2: Phase 2 - Reroute Carey Avenue

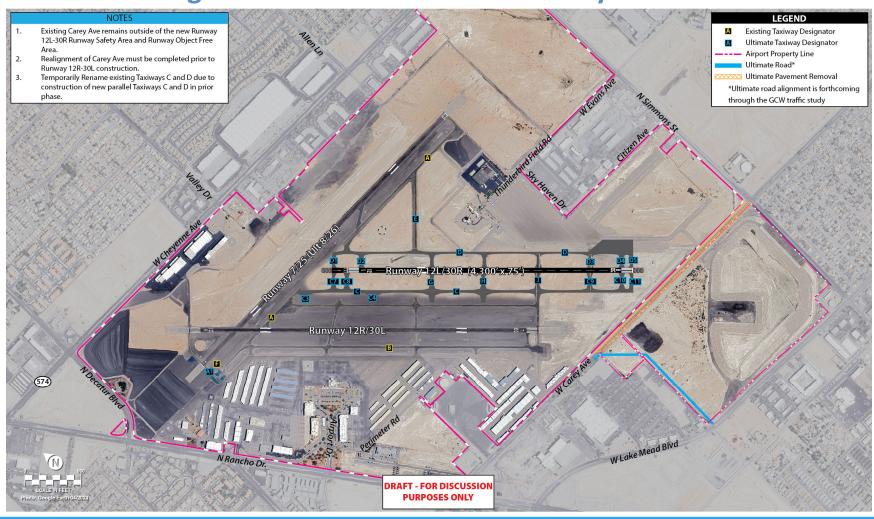




Figure 6.3: Phase 3 - Runway 12R-30L

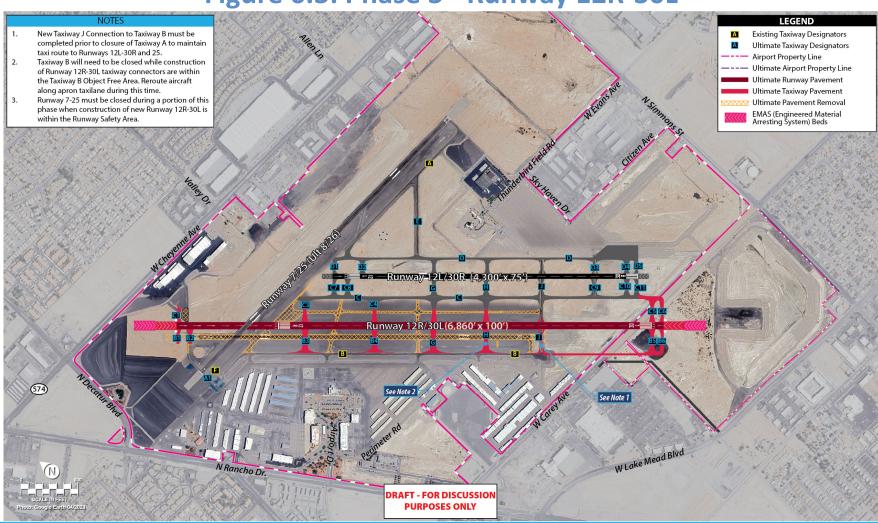
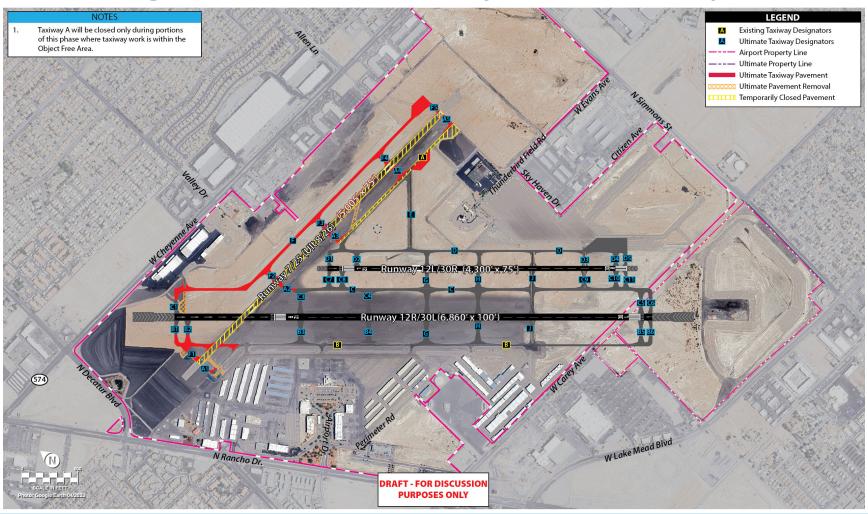




Figure 6.4: Phase 4 – Runway 7-25 and Taxiway F





Summary of Preliminary Cost Estimates by Phase

TABLE 6.2 | Summary of Cost Estimates by Phase and Funding Sources

Project Phases	Phase Cost	FAA Grants (AIP/BIL)	Local Funding
Phase 1 - Runway 12L-30R Relocation and Parallel Taxiways C and D	\$31,000,000	\$27,900,000	\$3,100,000
Phase 2 - Reroute Carey Avenue	\$7,350,000	\$6,615,000	\$735,000
Phase 3 - Runway 12R-30L Relocation and Taxiway Improvements	\$48,000,000	\$43,200,000	\$4,800,000
Phase 4 - Runway 7-25 and Taxiway F	\$12,000,000	\$10,800,000	\$1,200,000
Totals	\$98,350,000	\$88,515,000	\$9,835,000

Notes: AIP = Airport Improvement Program

BIL = Bipartisan Infrastructure Law

Source: Cost estimates in current dollars prepared by HNTB





- Prepare the Draft Final Master Plan Report
- Finalize Traffic Study
- Prepare the Draft Airport Layout Plan (ALP) Submit to FAA for review/approval.
- Distribute Final Master Plan
- All materials are hosted on the study website: vgt.airportstudy.net



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