



VGT
NORTH LAS VEGAS AIRPORT

AIRPORT MASTER PLAN

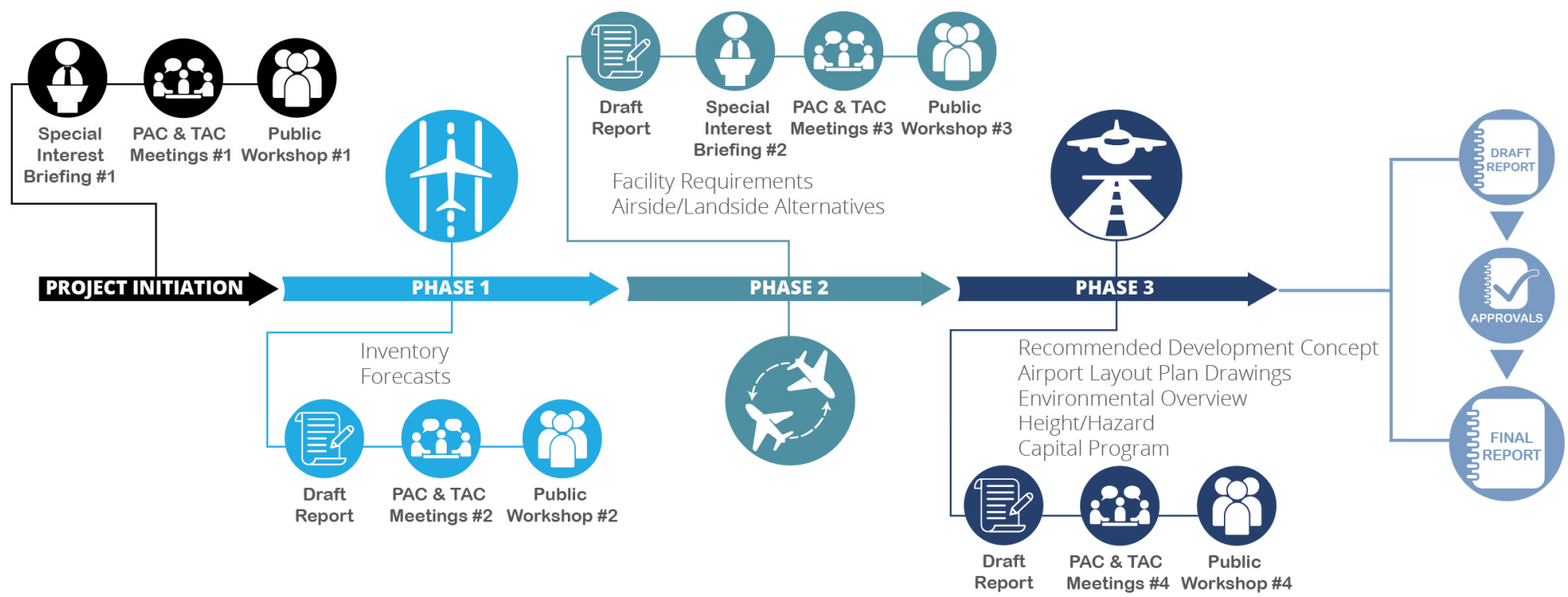


————— **AGENDA** —————

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

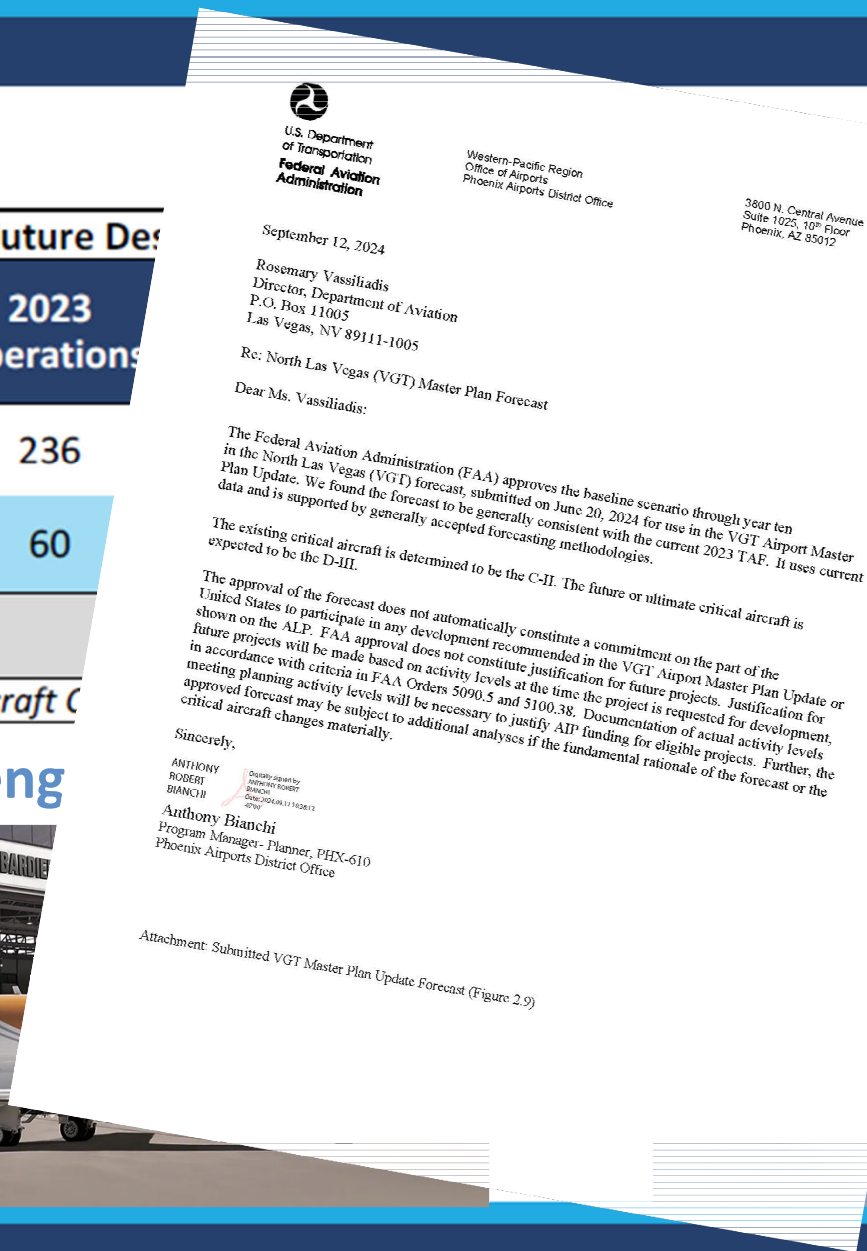


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Design Aircraft	2023 Operations
Challenger 300 (Existing)	236
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Sources: FAA TFMSC; FAA Aircraft C

Challeng



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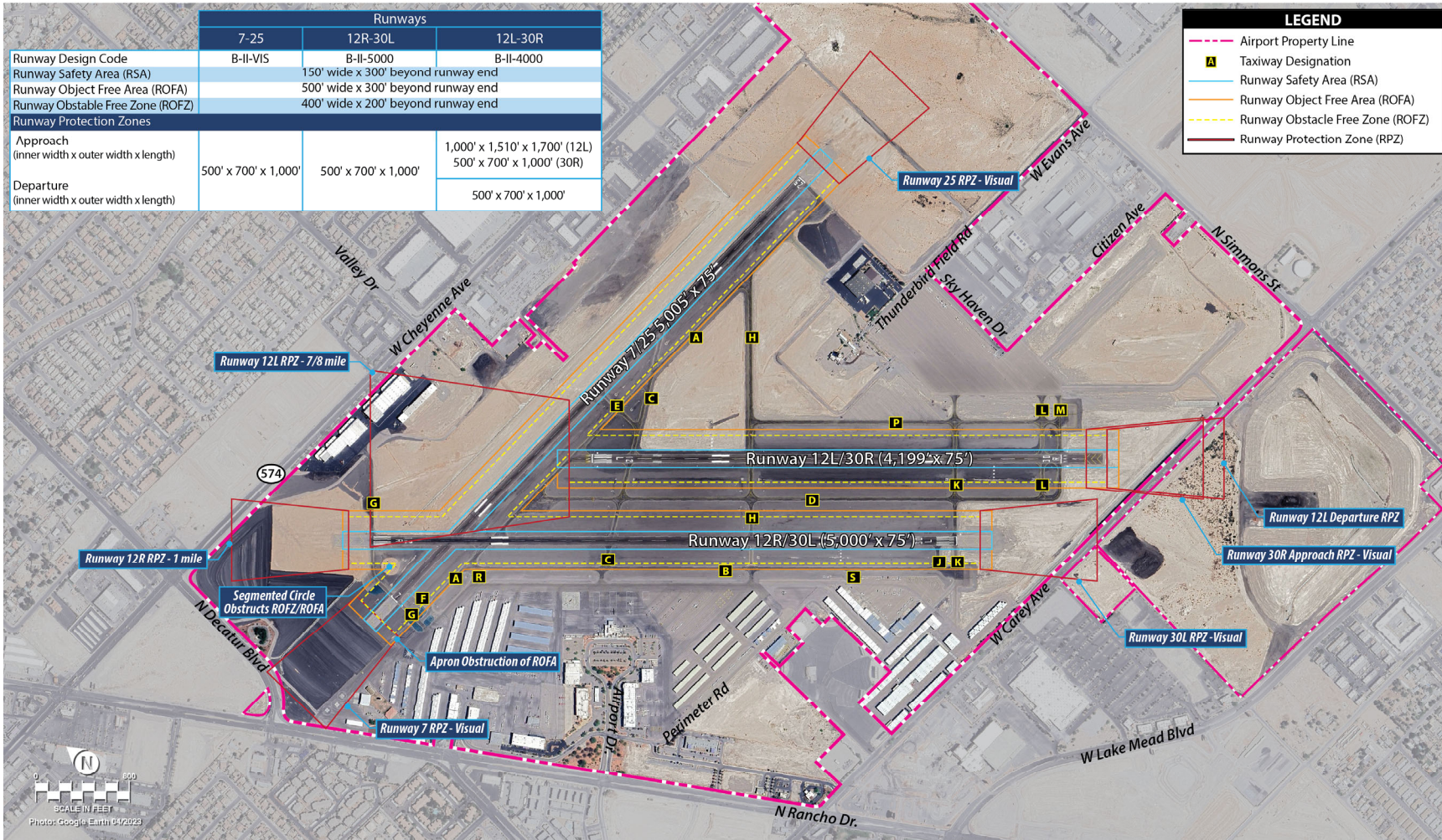
Gulfstream G550



CHAPTER FIVE

**Recommended
Development Concept**

Figure 3.4: Existing Safety Areas



LEGEND

- - - Airport Property Line
- Taxiway Designation
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Obstacle Free Zone (ROFZ)
- Runway Protection Zone (RPZ)

Figure 5.1: Master Plan Concept

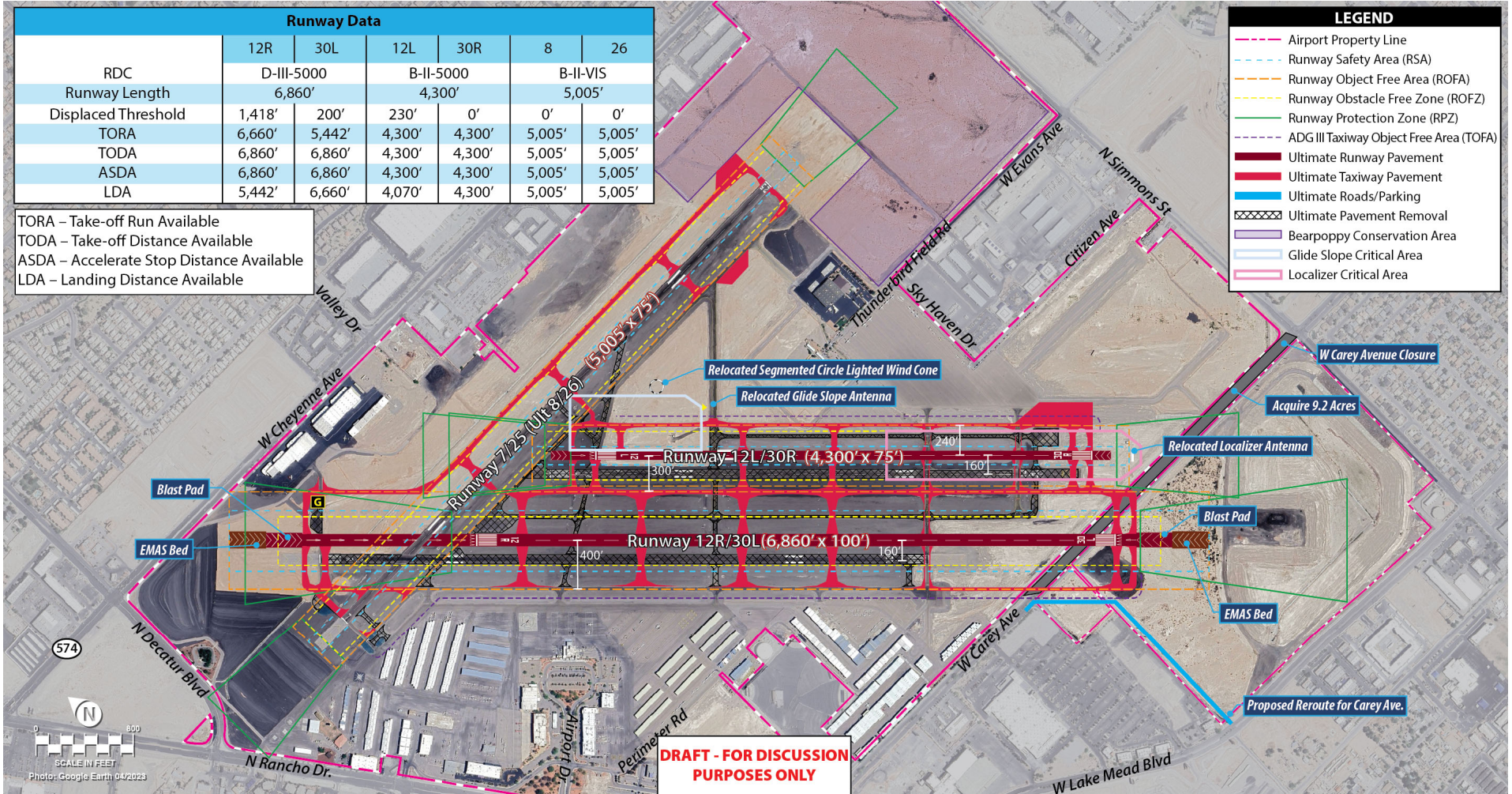


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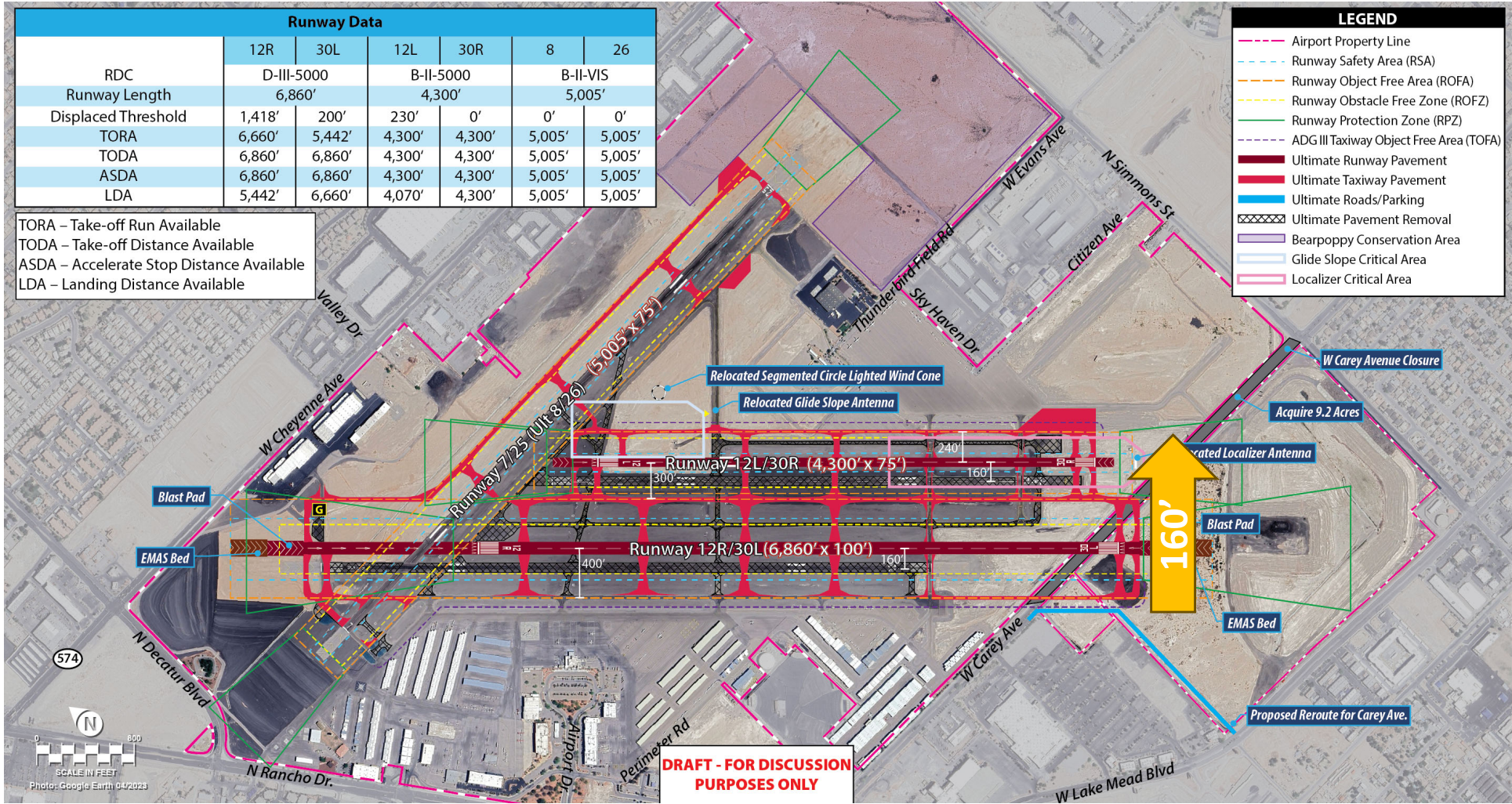


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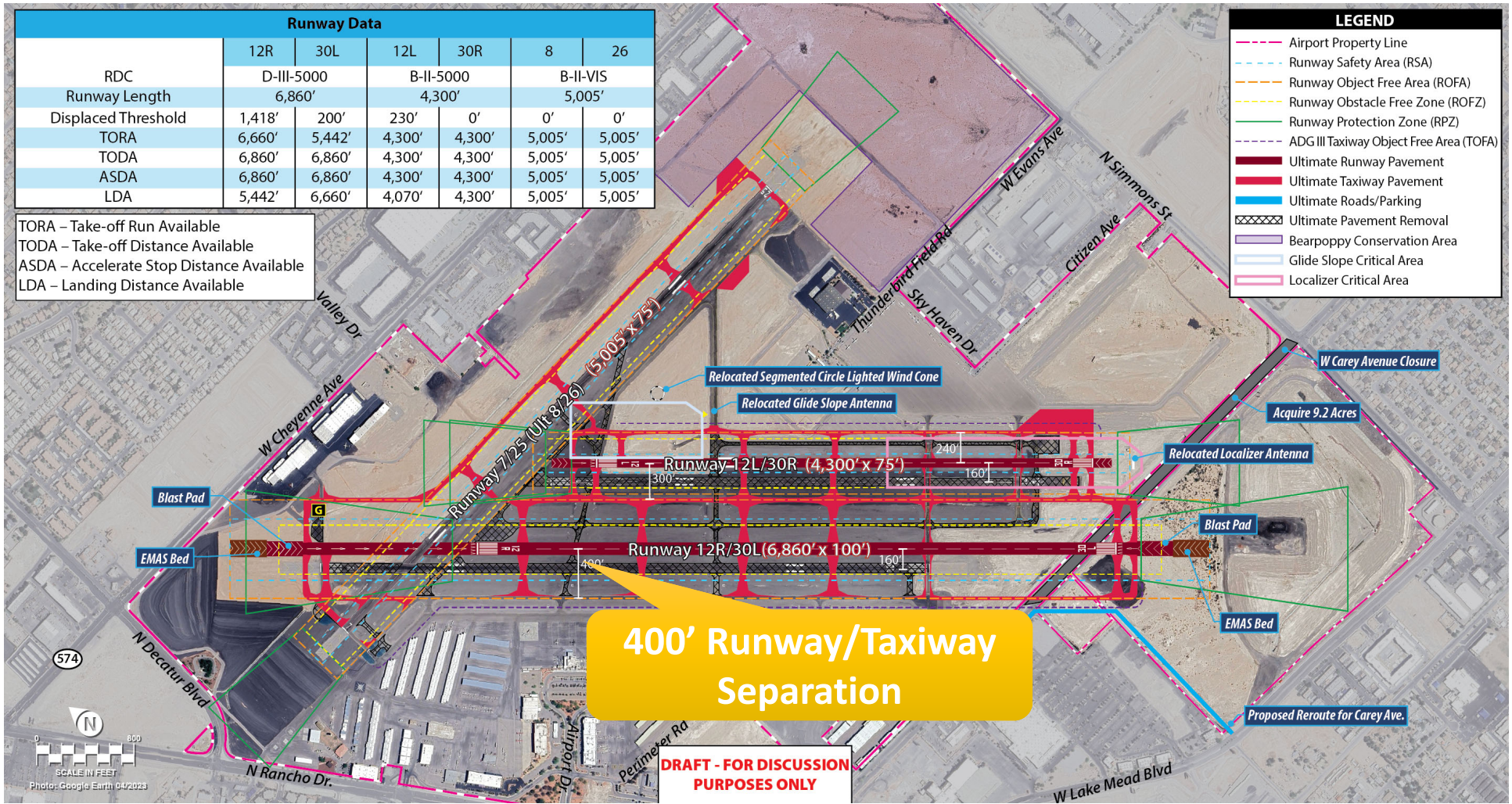


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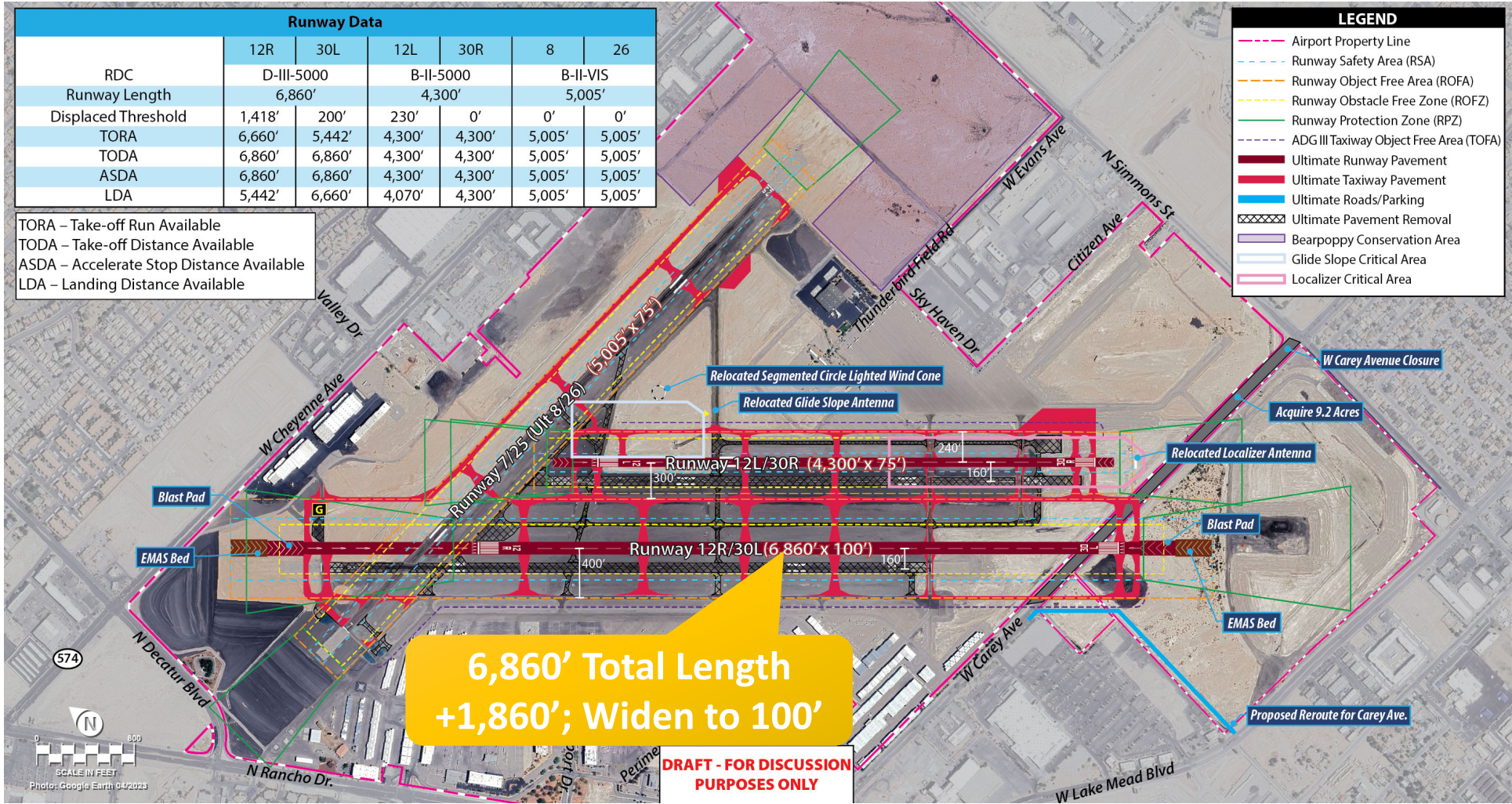


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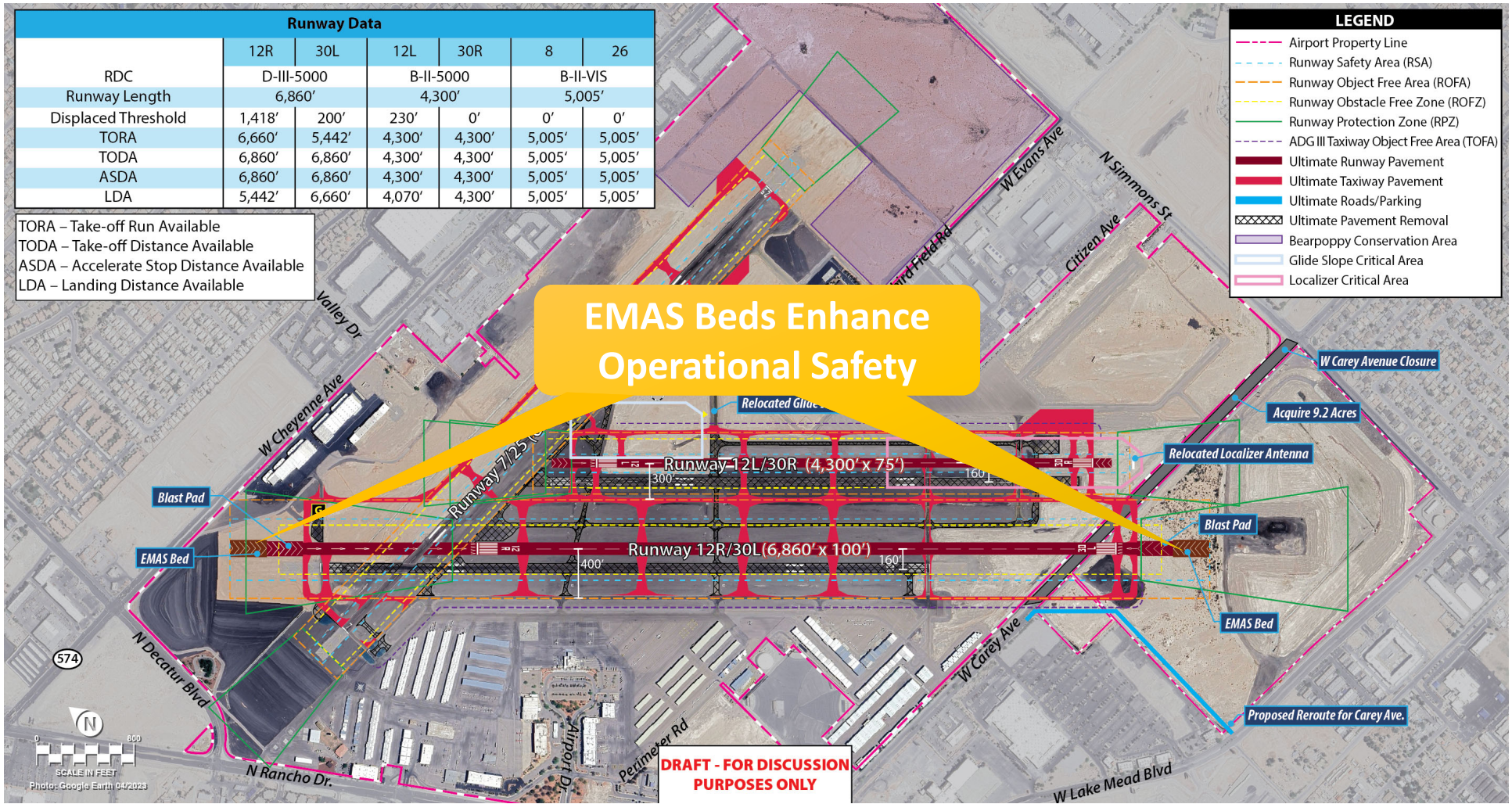


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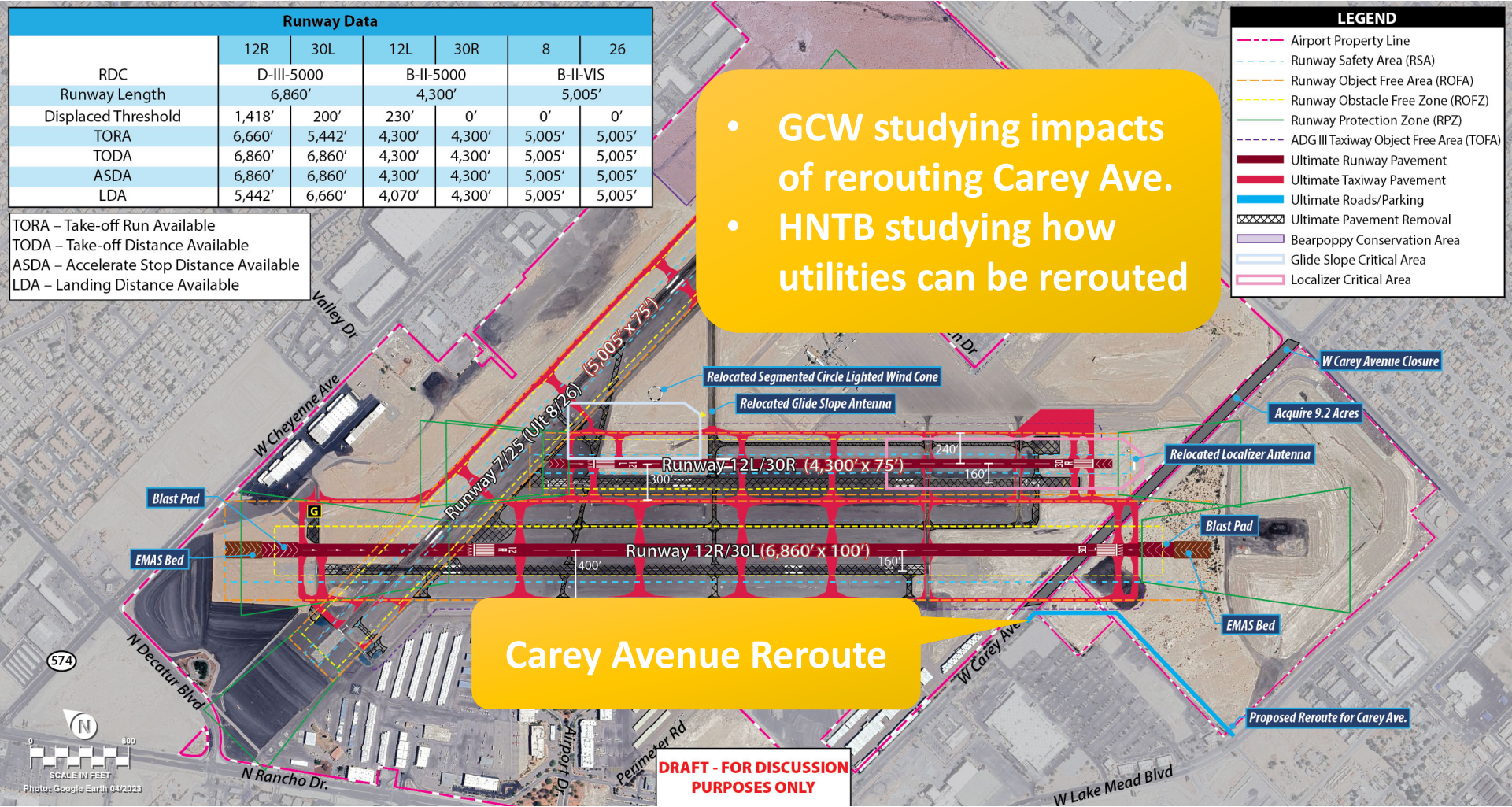


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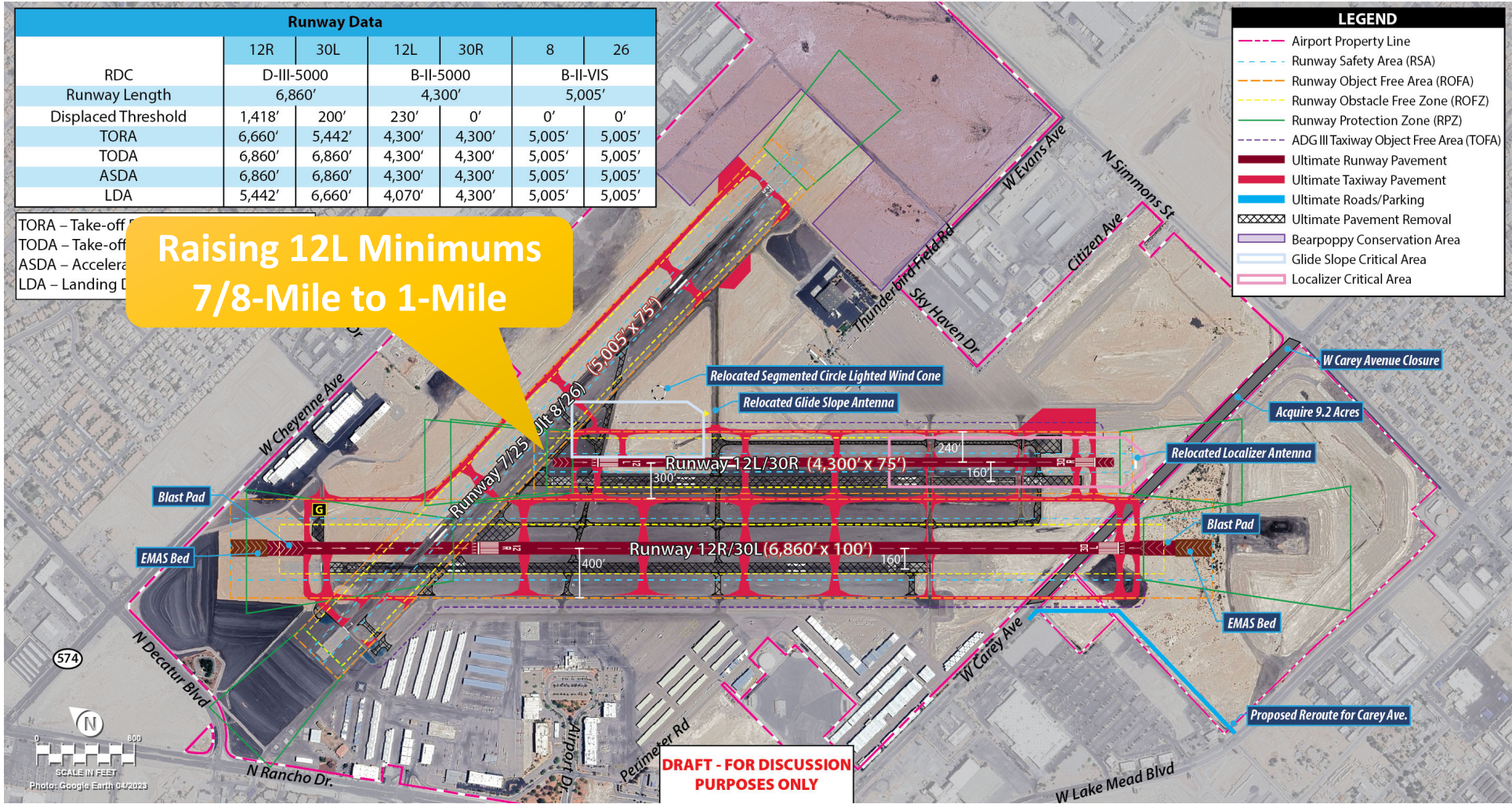


Figure 3.6: Airfield Geometry Review

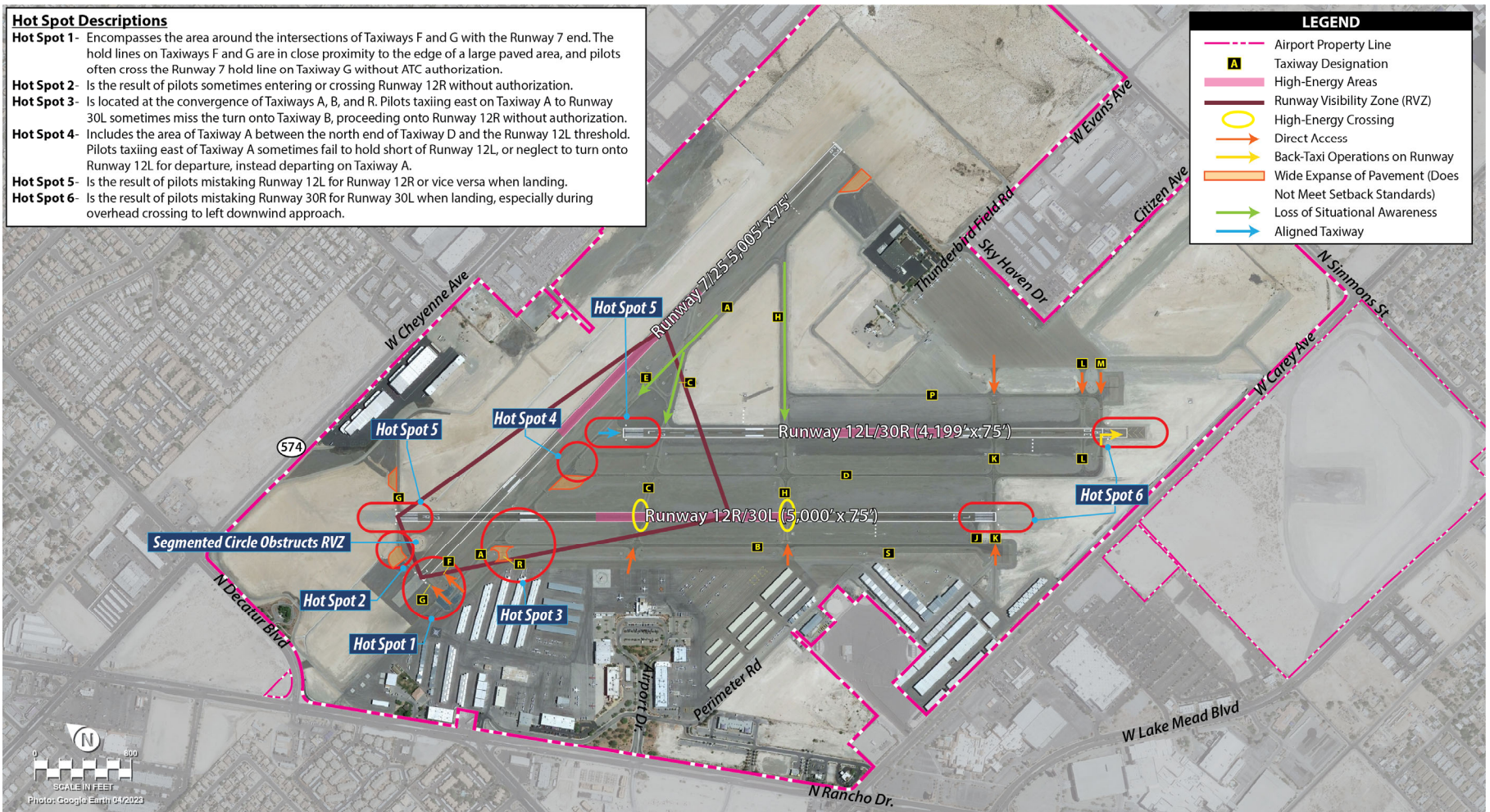
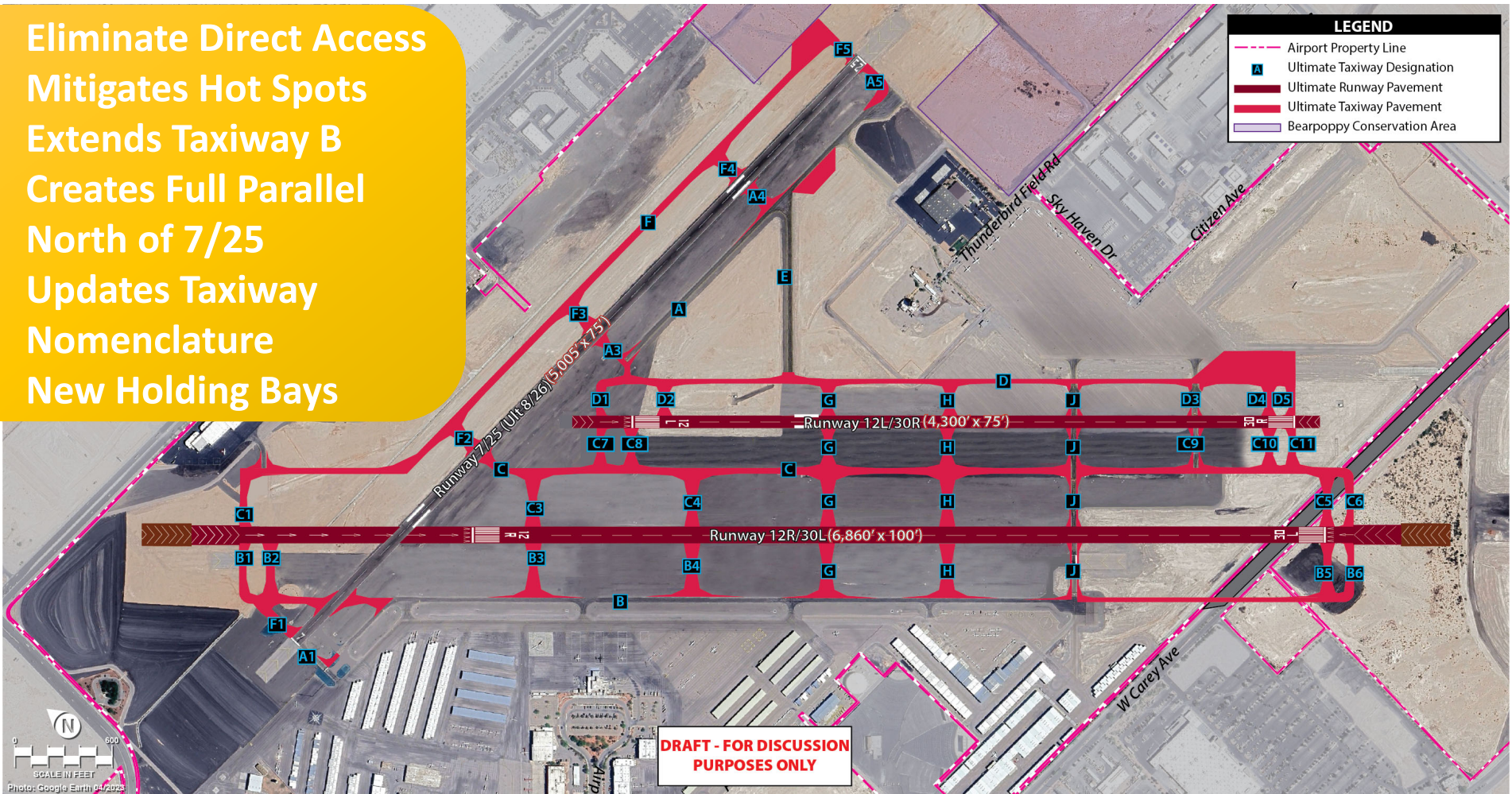
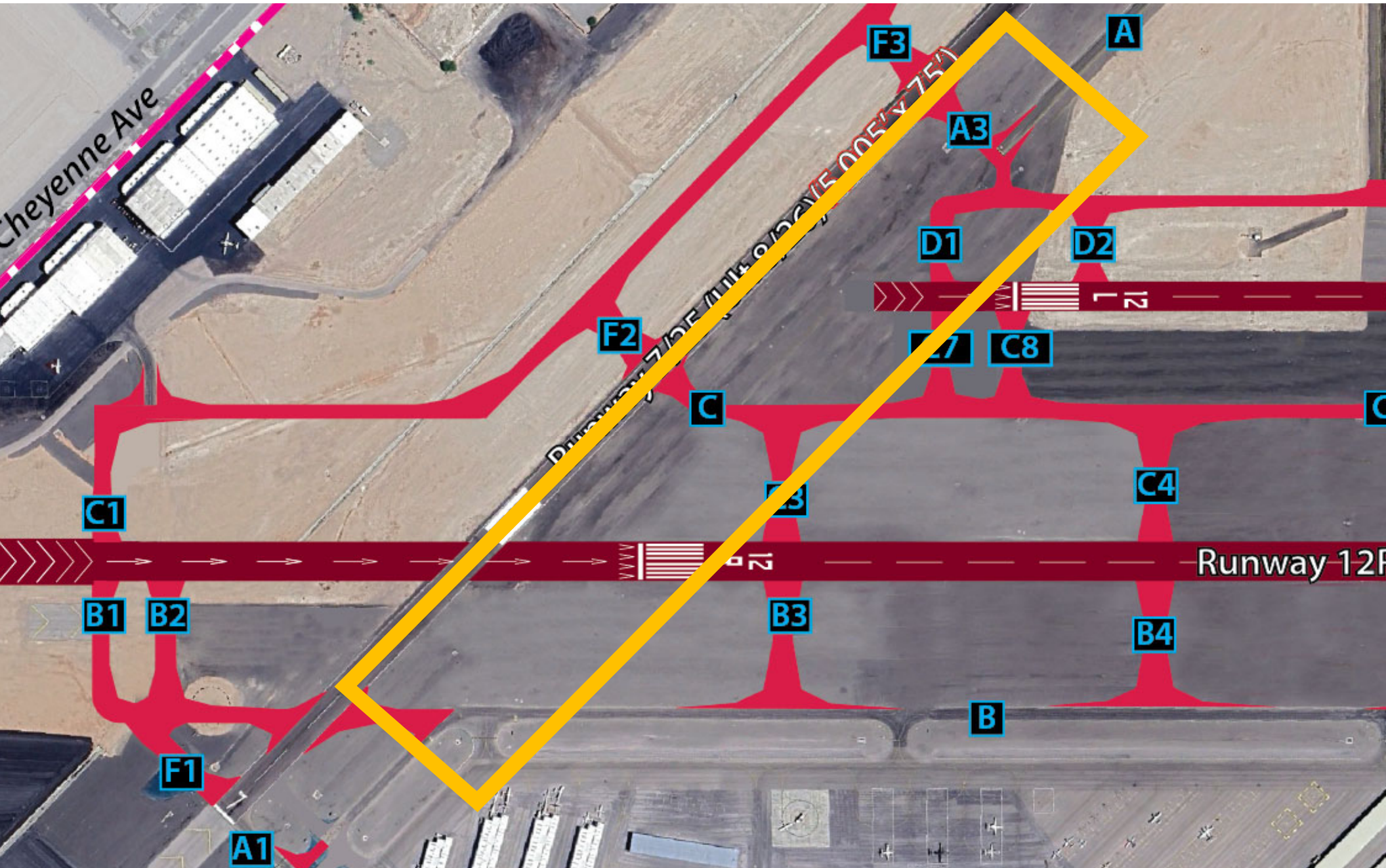


Figure 5.3: Future Taxiway Designations

- Eliminate Direct Access
- Mitigates Hot Spots
- Extends Taxiway B
- Creates Full Parallel North of 7/25
- Updates Taxiway Nomenclature
- New Holding Bays





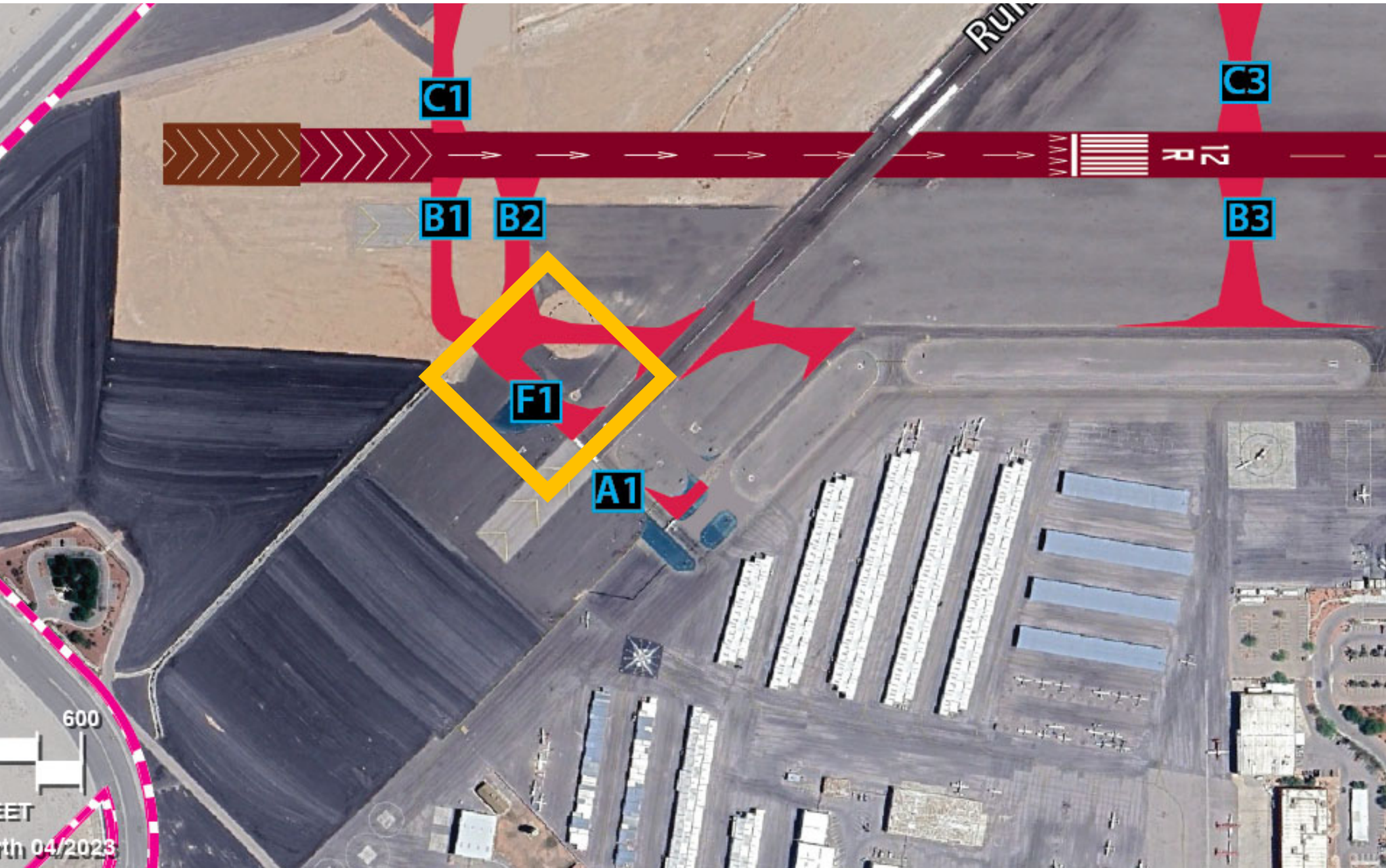


Figure 5.4: Westside Development Plan

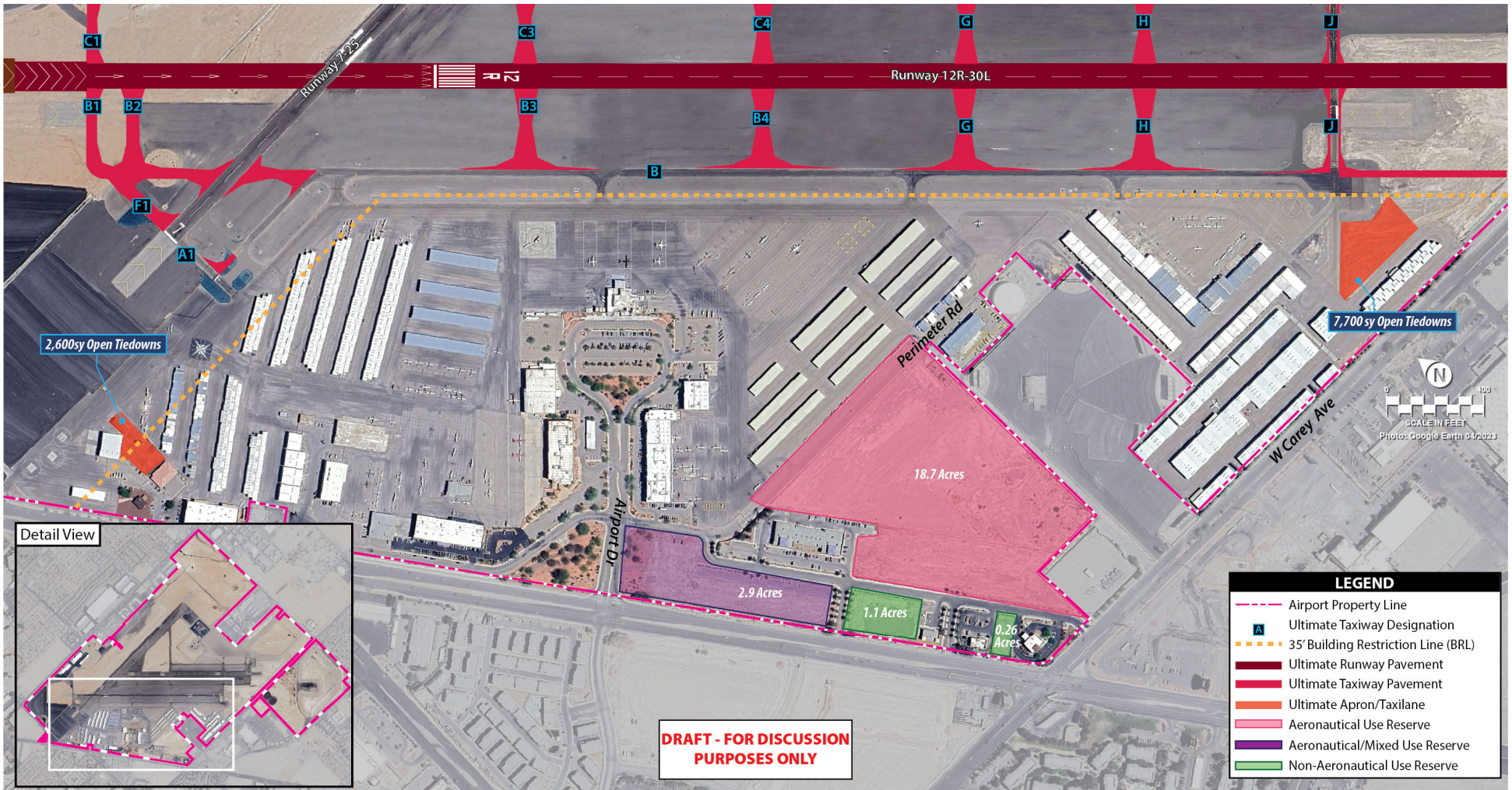


Figure 5.5: Northside Development Plan

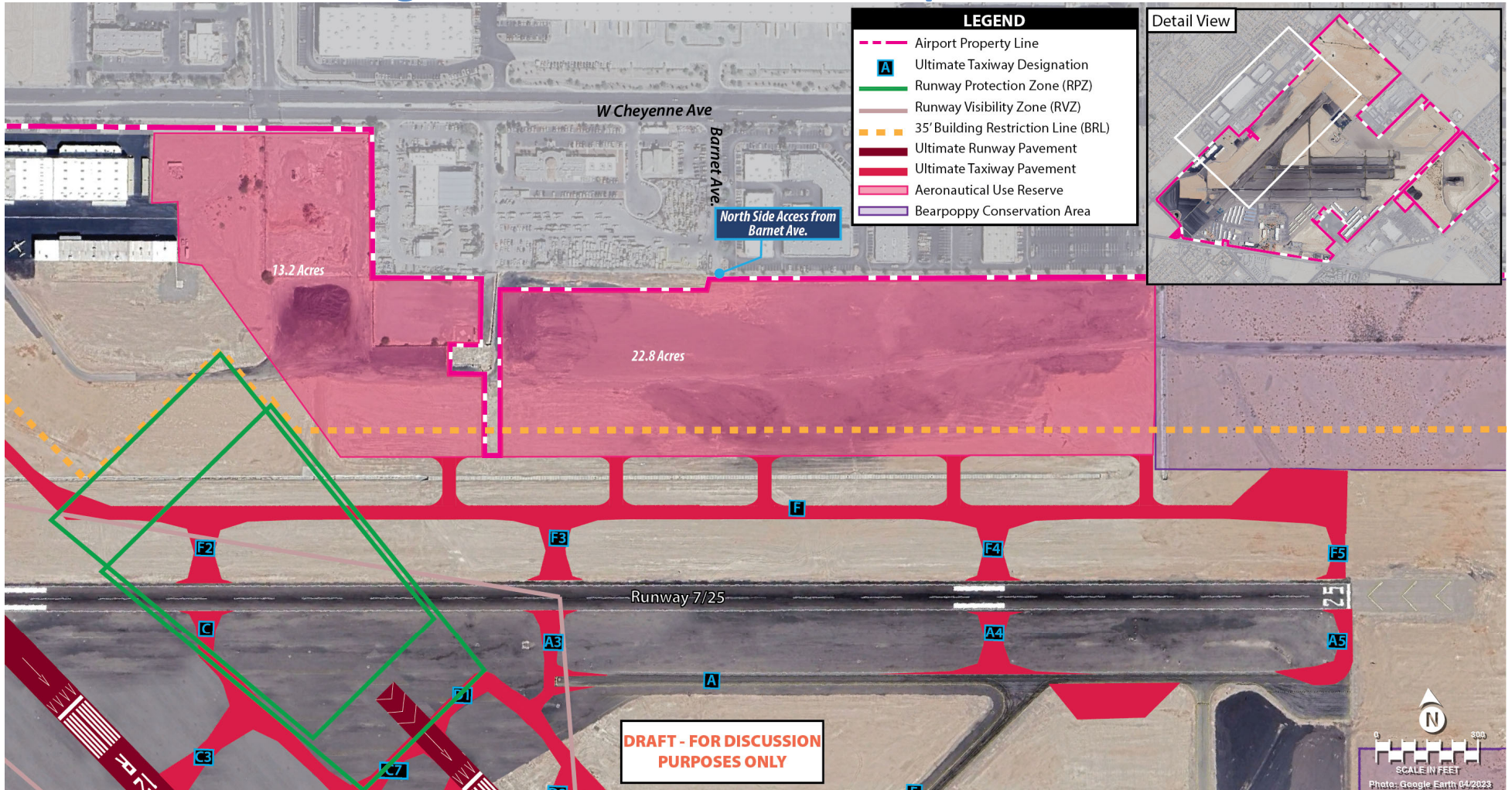
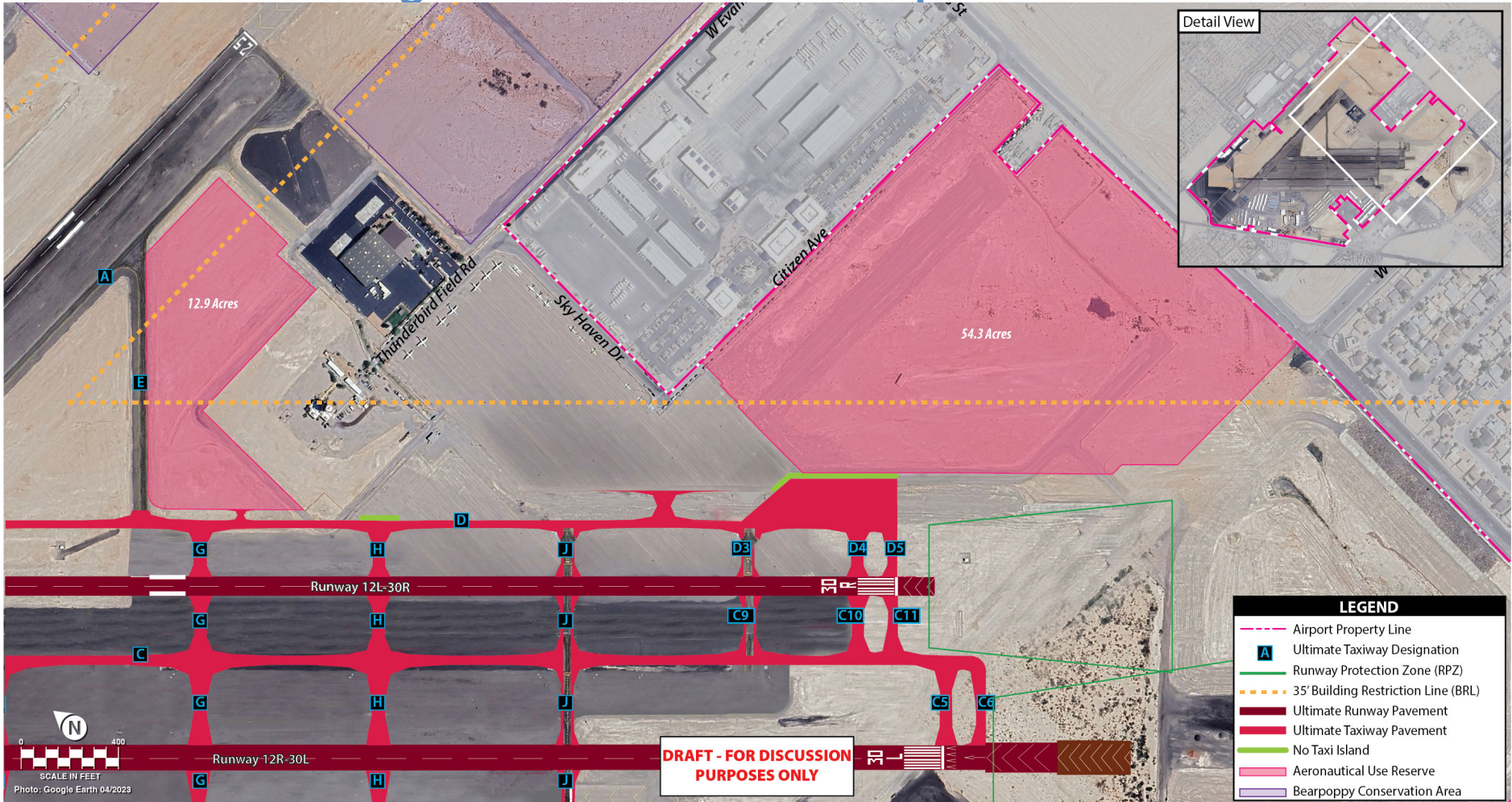


Figure 5.6: Eastside Development Plan



CHAPTER SIX

Facilities
Implementation Plan

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

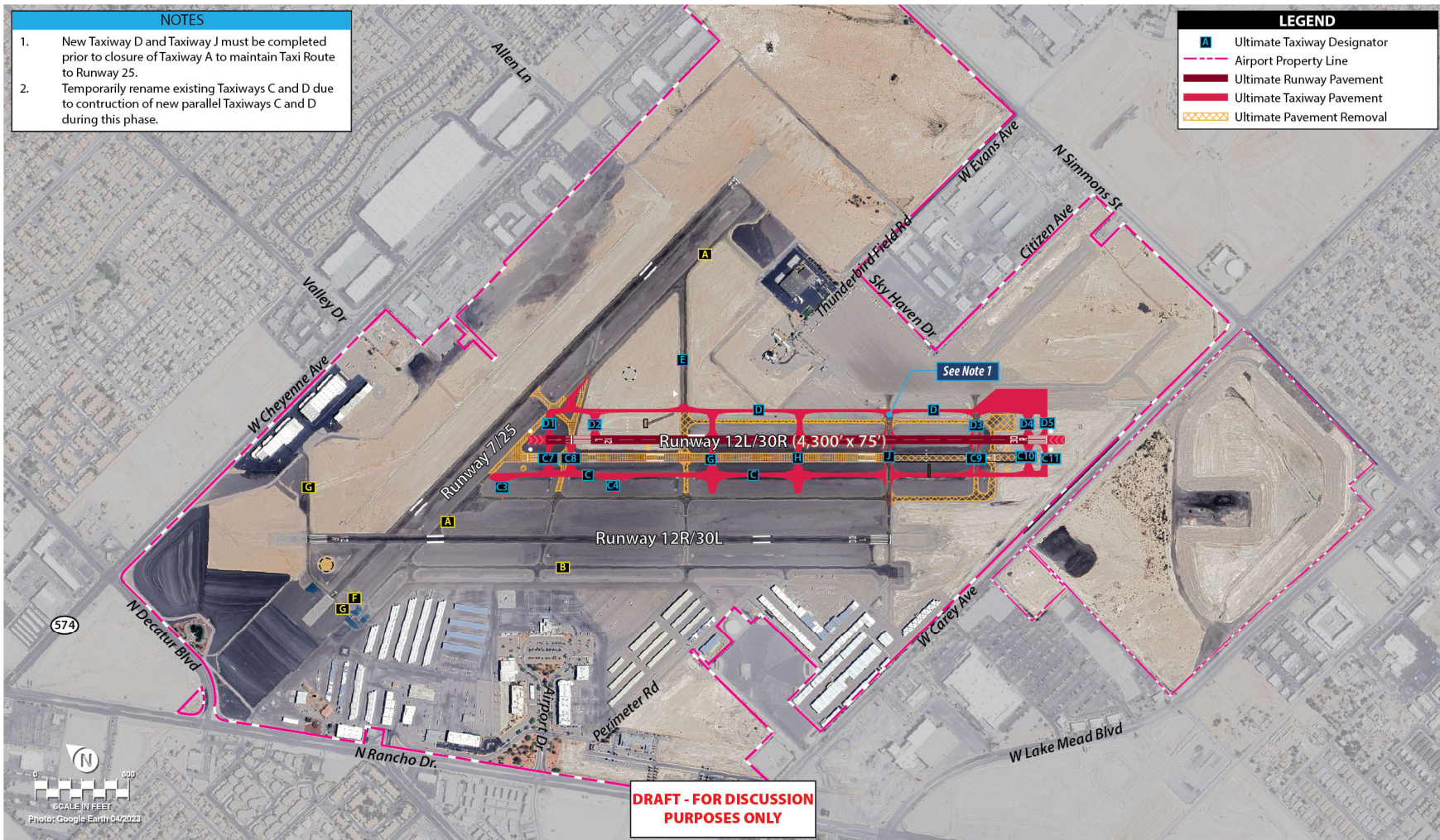


Figure 6.2: Phase 2 - Reroute Carey Avenue

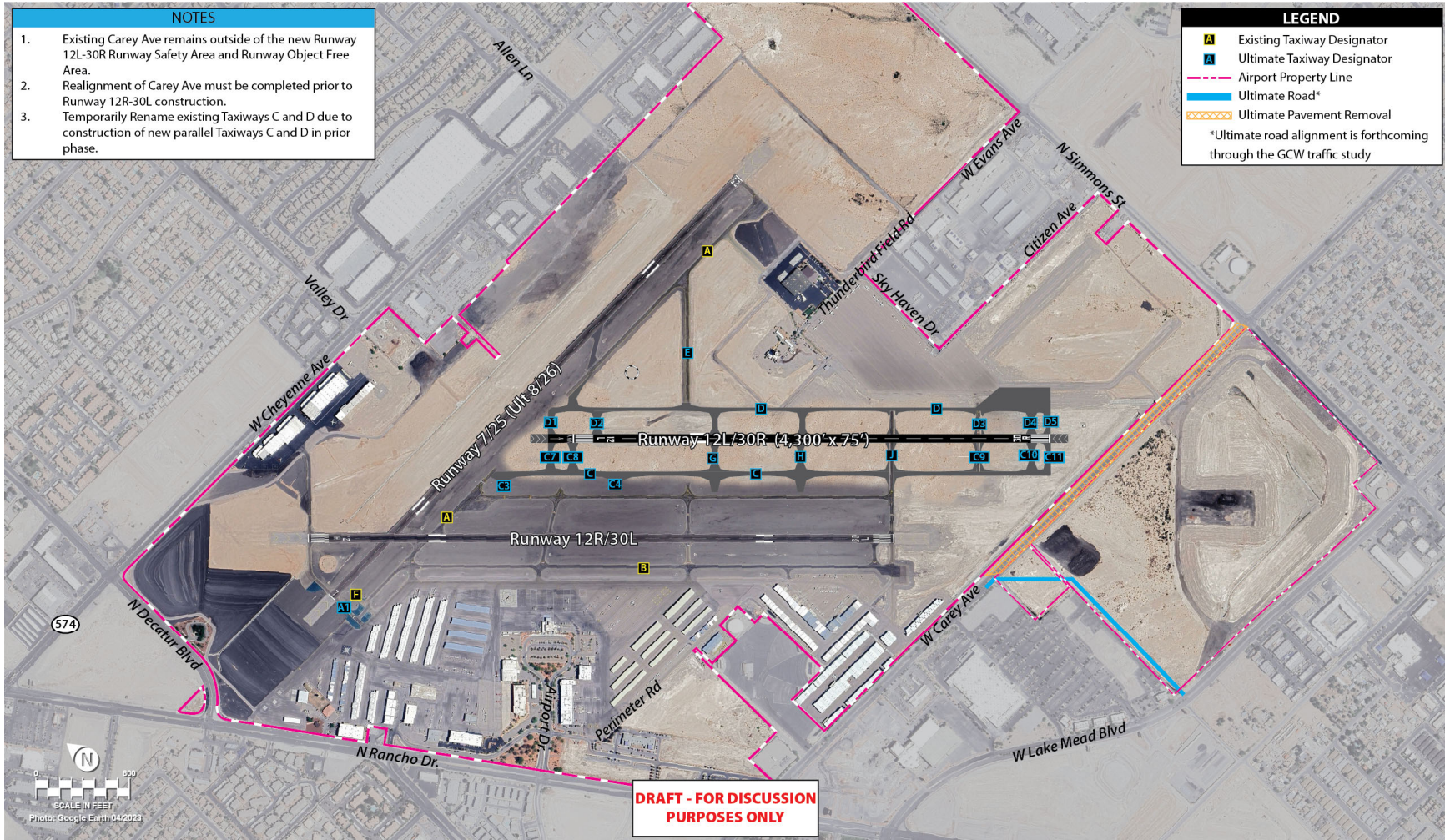


Figure 6.3: Phase 3 - Runway 12R-30L

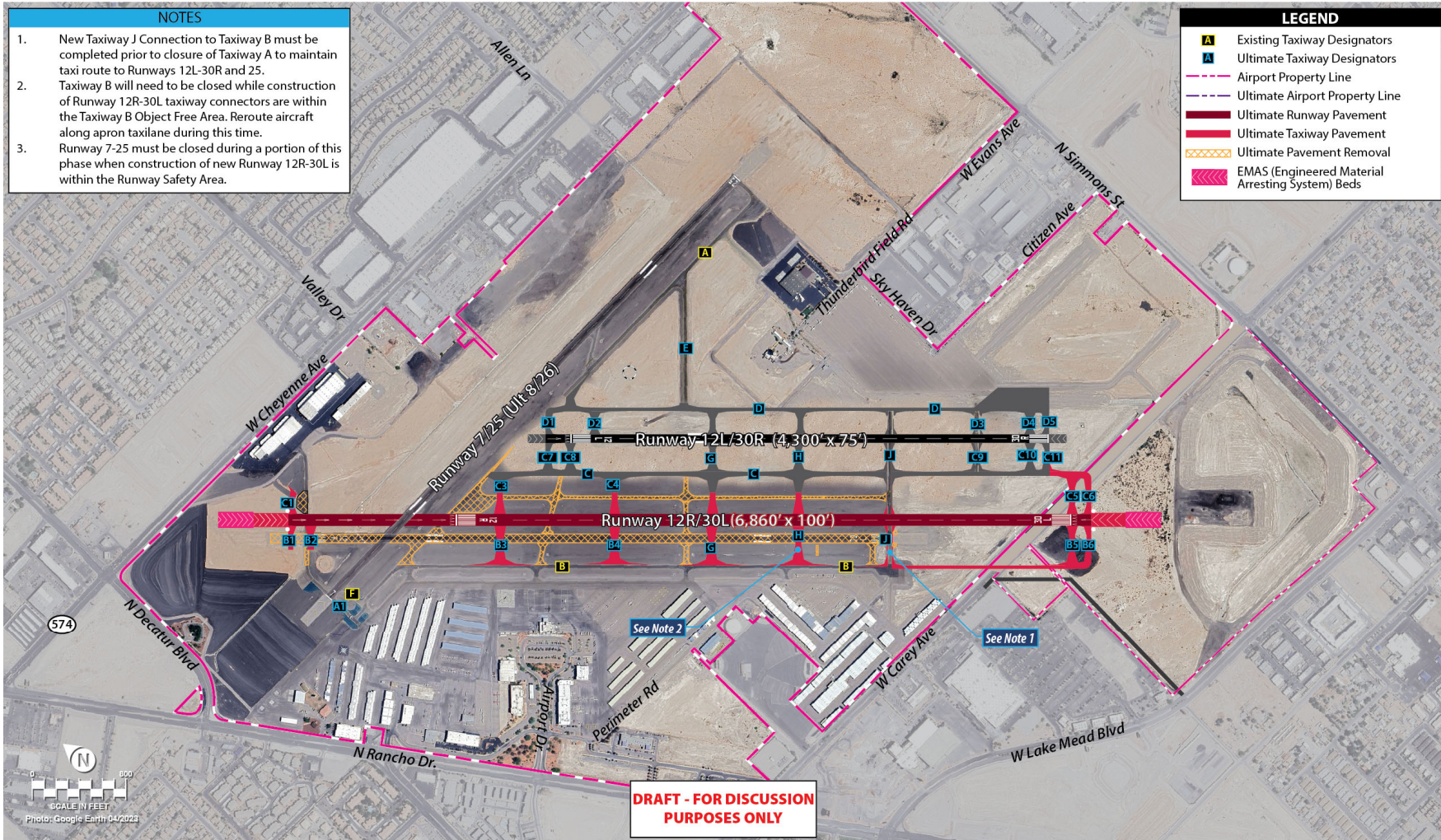
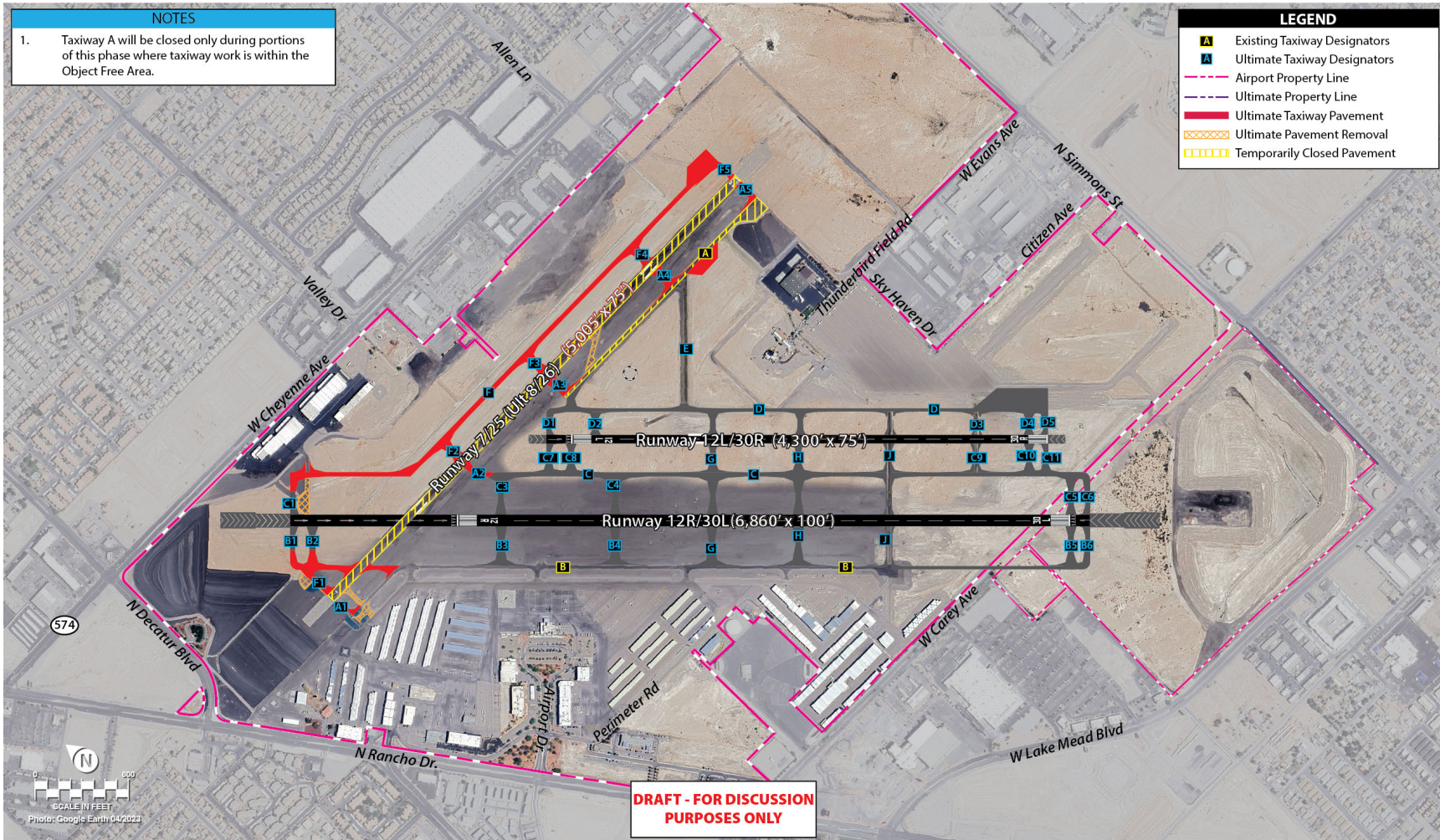


Figure 6.4: Phase 4 – Runway 7-25 and Taxiway F



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

————— **NEXT STEPS** —————

- ▶ **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