



VGT
NORTH LAS VEGAS AIRPORT

AIRPORT MASTER PLAN

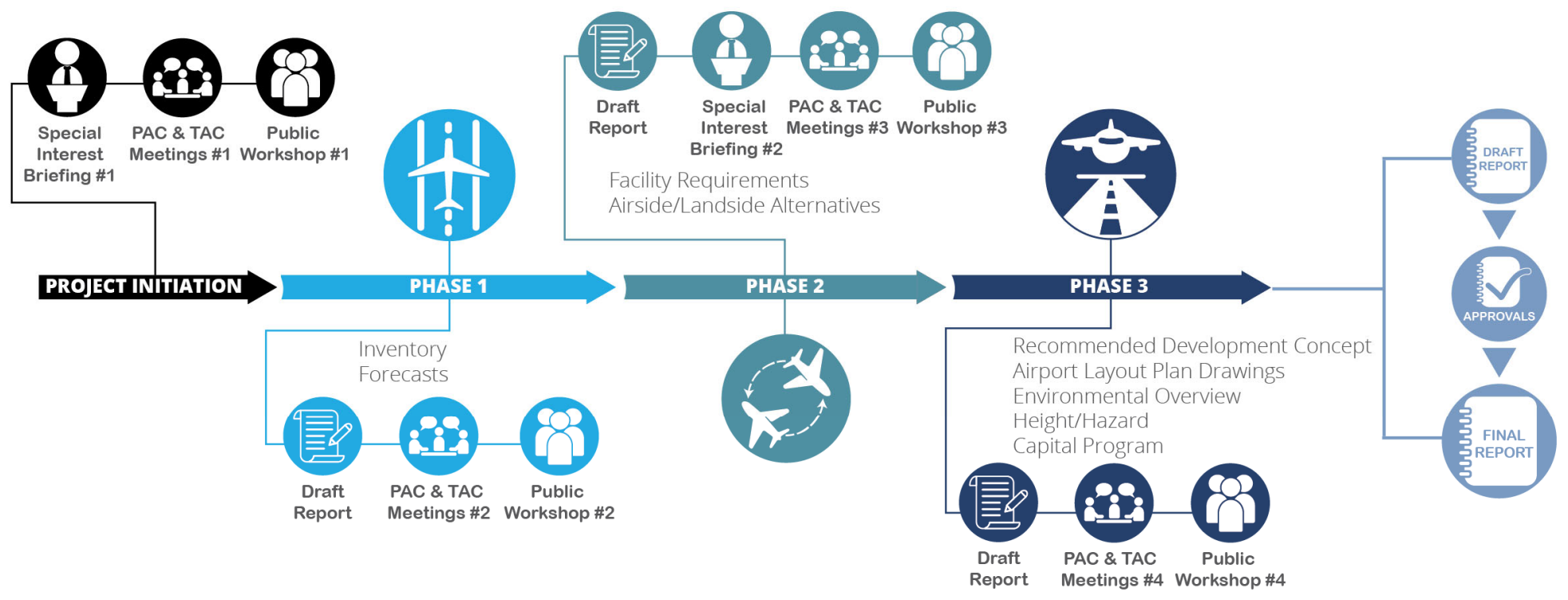





————— **AGENDA** —————

Public Information Workshop #4
December 12, 2024

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

Master Plan Process and Elements



AIRPORT	NARRATIVE	ROLE	USERS
<div style="border: 2px solid red; padding: 5px;">  <div style="display: flex; justify-content: space-between; align-items: center;"> FLAGSHIP AIRPORT </div> </div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">SNSA</p>	<p>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.</p> <p>South Campus Terminal 3 would be located between Jean and Primm - Nevada, with a connection to south multimodal center.</p>	<ul style="list-style-type: none"> - Part 139 (Class 1) Commercial Air Service - Federal ATCT - CCDOA ACC - Jet A Fuel 	<ul style="list-style-type: none"> - Large Hub Commercial Carriers - Integrated Logistics Carriers - Fixed Base Operators - Helicopter Operations (Strip Tours) - Concessionaires - Multimodal Centers
	<p>Henderson serves as the premier General Aviation airport to support corporate and private aircraft operations.</p>	<ul style="list-style-type: none"> - Non-hub Primary General Aviation - Contracted ATCT - Jet A/100LL Fuel 	<ul style="list-style-type: none"> - Business Jets - Fixed Base Operations (Air Elite) - Helicopter Operations (Regional Tours) - Restaurant Services - Rental Car Services - Exclusive Limo Service
	<p>North Las Vegas serves as a General Aviation Reliever for flight schools, some corporate clients, aviation enthusiasts, and recreational use.</p>	<ul style="list-style-type: none"> - Formerly, Part 139 (Class 3) Air Service - Federal ATCT - Reliever for LAS and Henderson Executive Airport - Jet A/100LL Fuel 	<ul style="list-style-type: none"> - Fixed Base Operations (Air Elite) - Helicopter Operations (Strip Tours) - Restaurant Services - Rental Car Services - Flight Schools
<p style="color: blue; font-weight: bold;">Overton Perkins Field</p>	<p>Overton at Perkins Field serves as a small rural and recreational airfield.</p>	<ul style="list-style-type: none"> - Small Aircraft General Aviation - Jet A/100LL Fuel 	<ul style="list-style-type: none"> - Flight School - General Aviation Users - Potential Drone Integration Site - Recreational (Parachute/Skydiving)
<p style="color: purple; font-weight: bold;">JEAN AIRPORT</p>	<p>Serves as a recreational airfield for aviation enthusiasts.</p>	<ul style="list-style-type: none"> - Small Aircraft General Aviation - Jet A/100LL Fuel 	<ul style="list-style-type: none"> - Flight School - Recreational (Parachute/Skydiving)
<p style="font-weight: bold;">HELIPORT</p>	<p>A strategic land use for DOA and connected action to the FAA MOU.</p>	<ul style="list-style-type: none"> - Aviation Commercial Service - Jet A/100LL Fuel 	<ul style="list-style-type: none"> - Future heliport if/when needed.

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



CHAPTER FIVE

**Recommended
Development Concept**

Figure 3.4: Existing Safety Areas

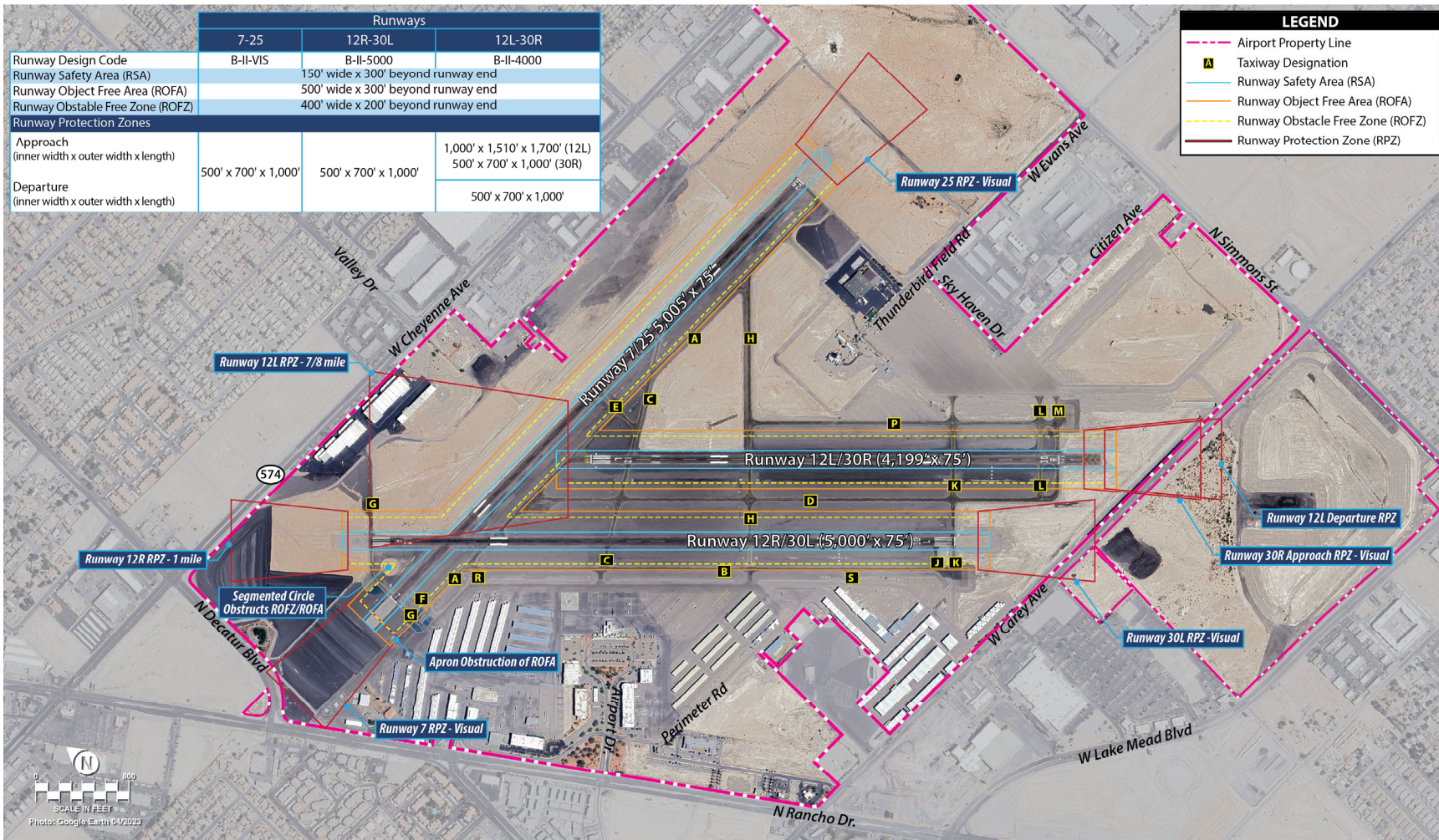


Figure 5.1: Master Plan Concept

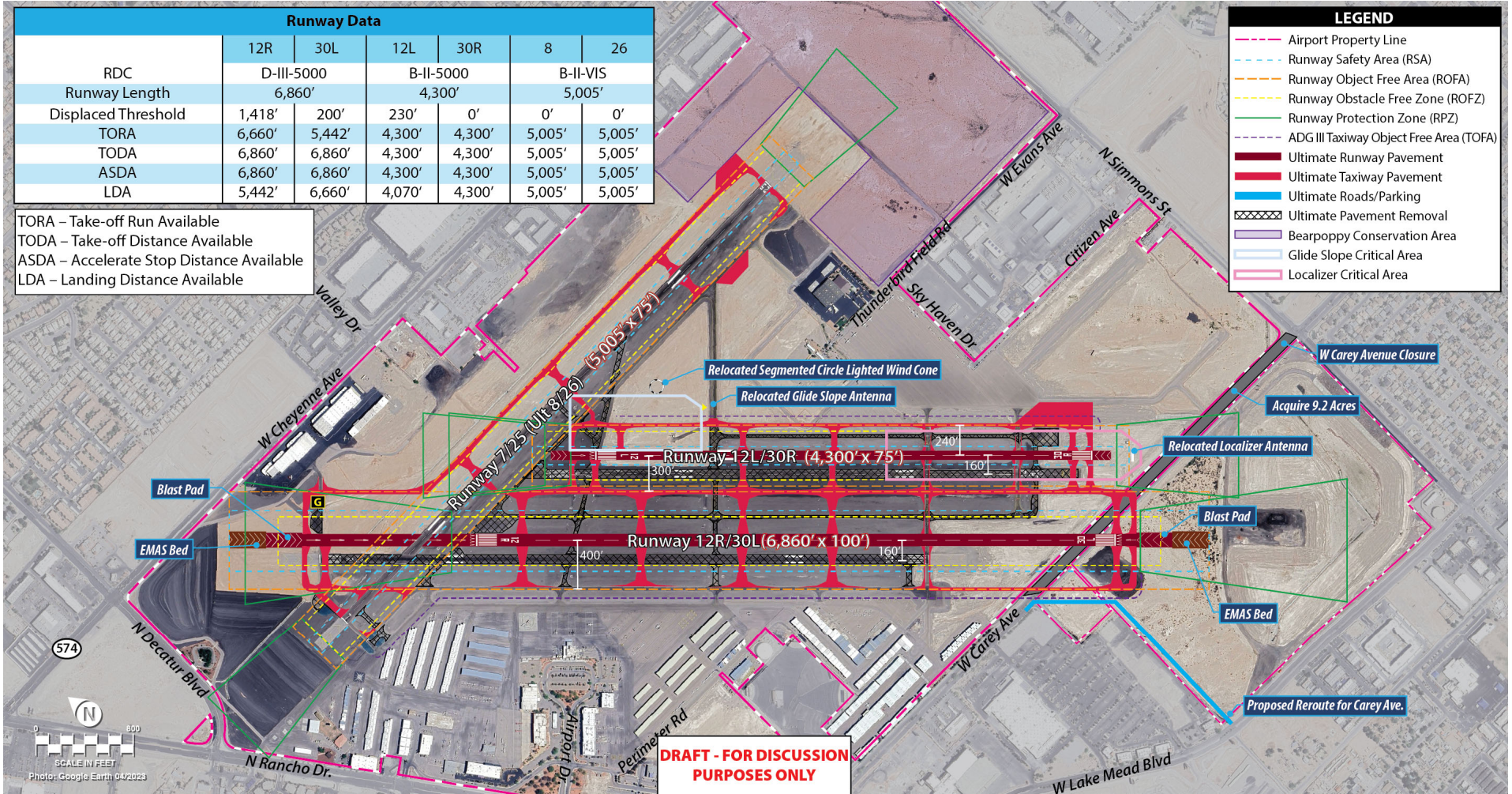


Figure 5.1: Master Plan Concept

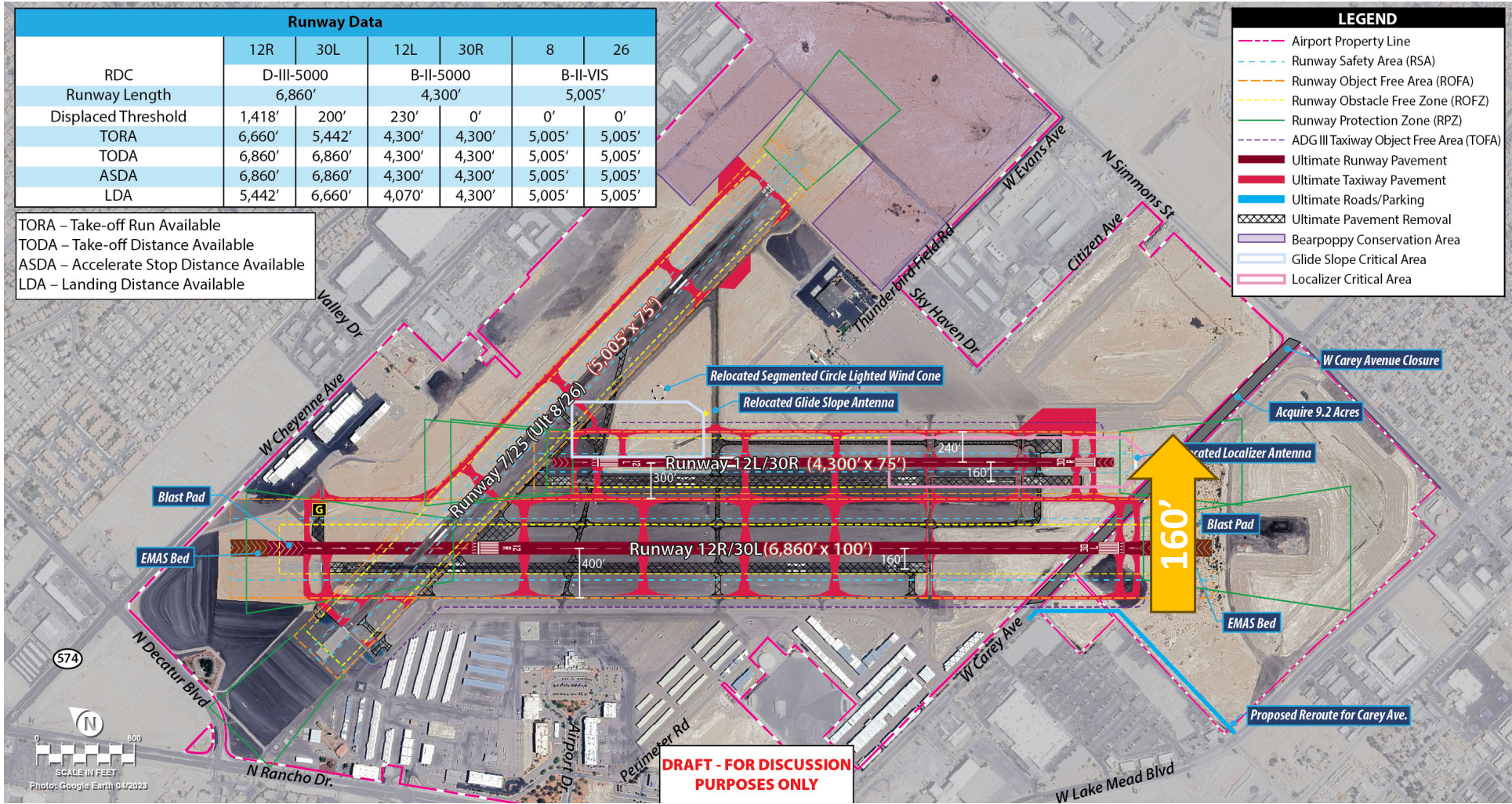


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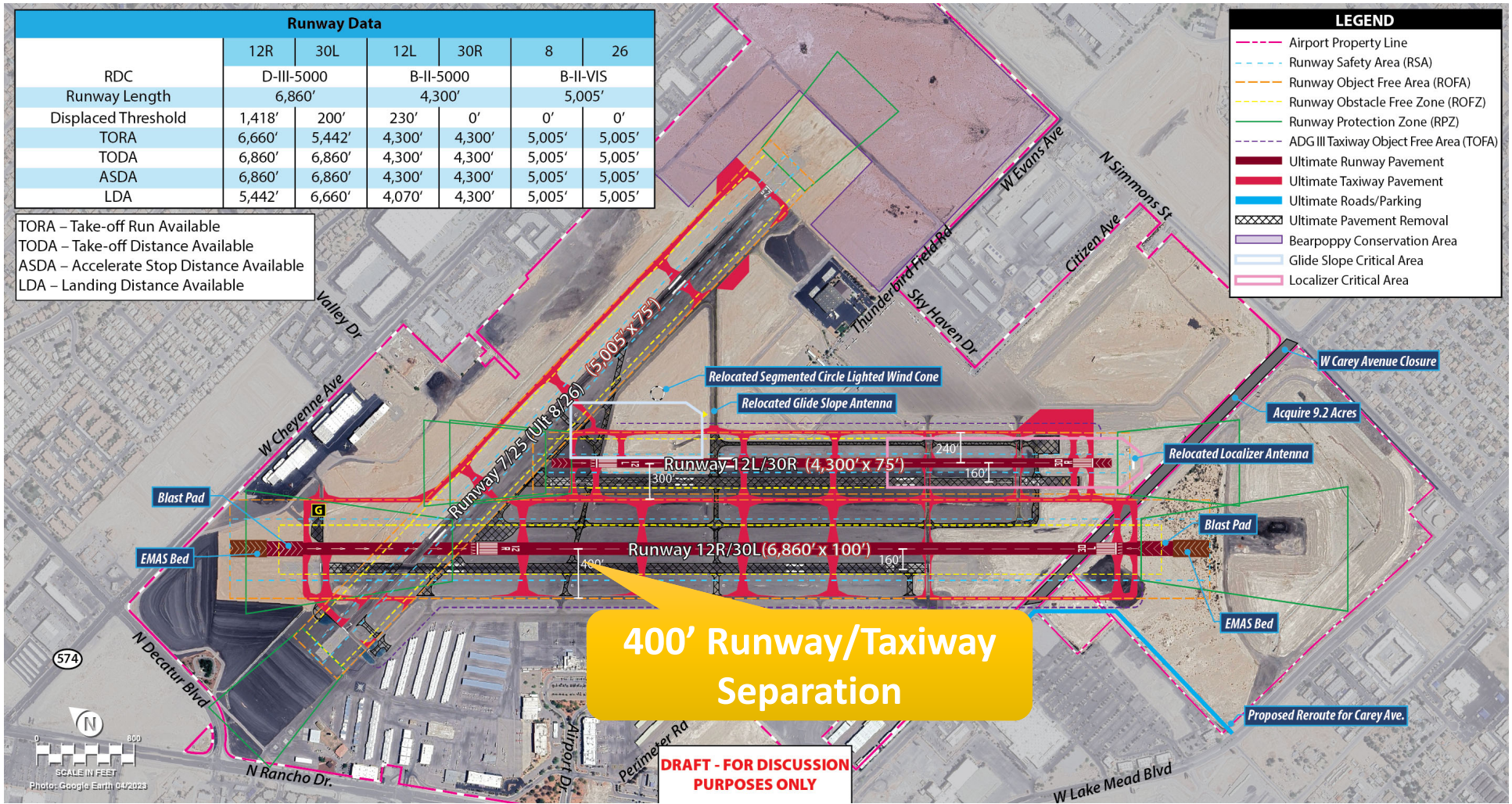


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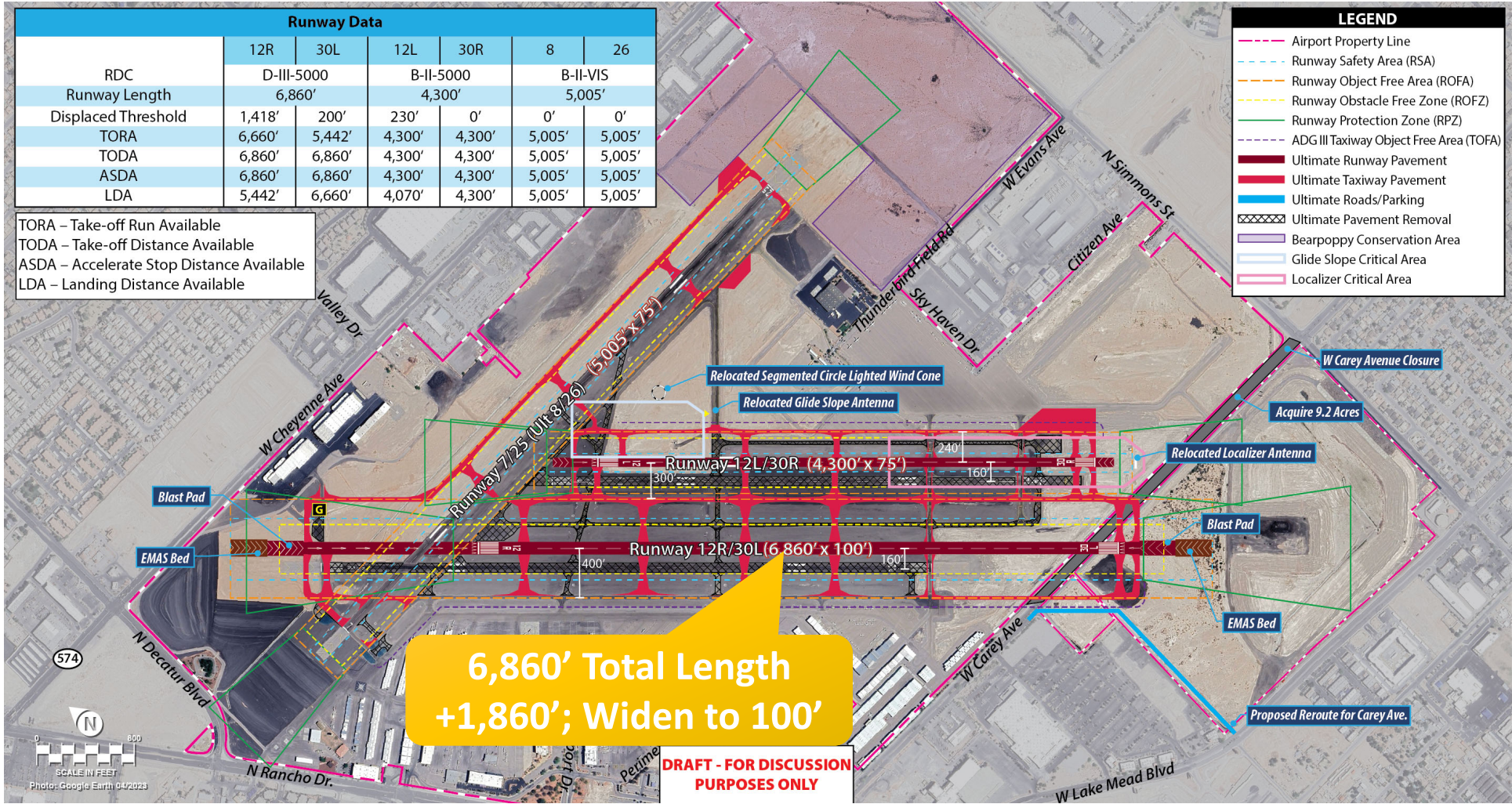


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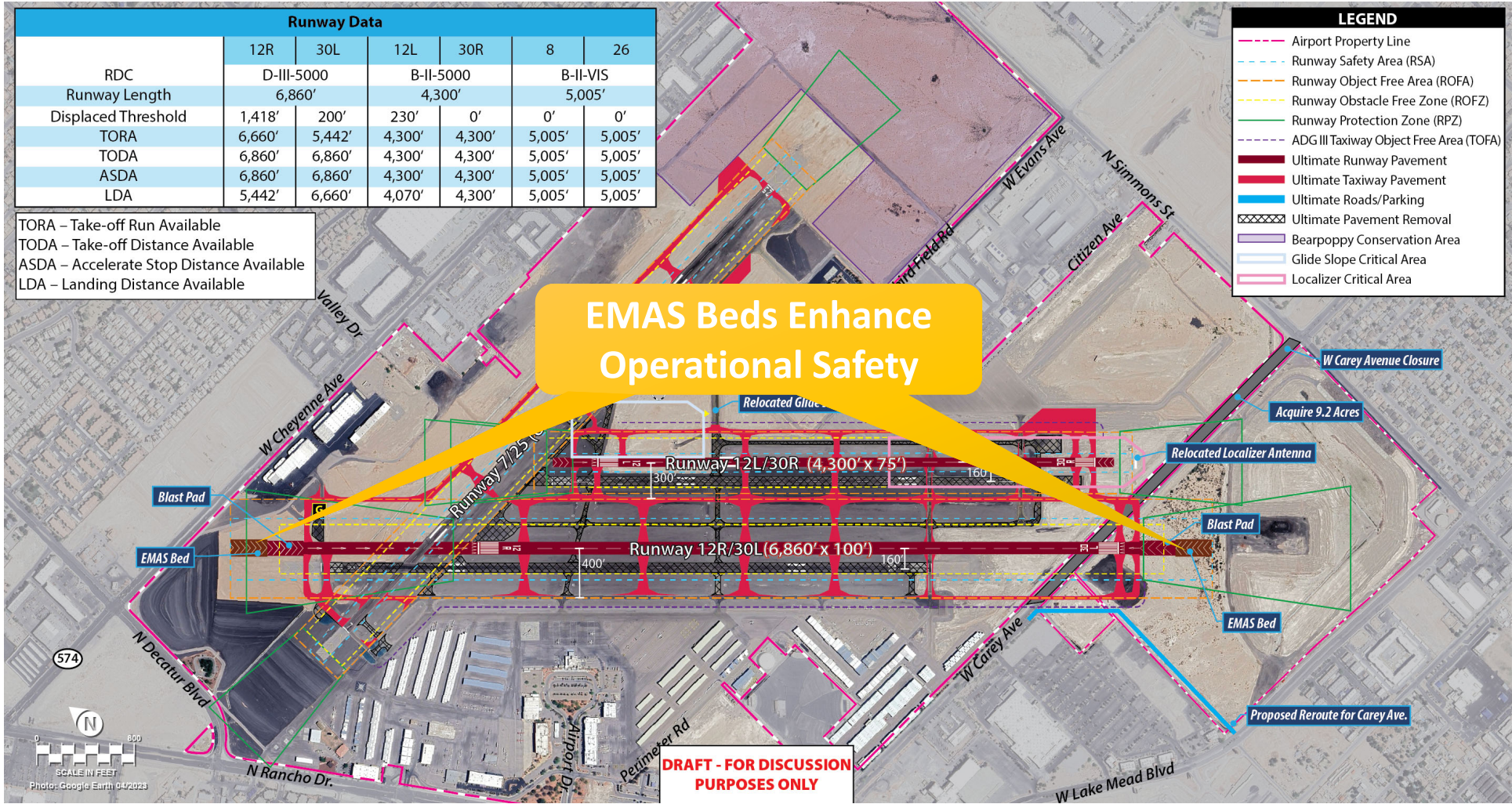


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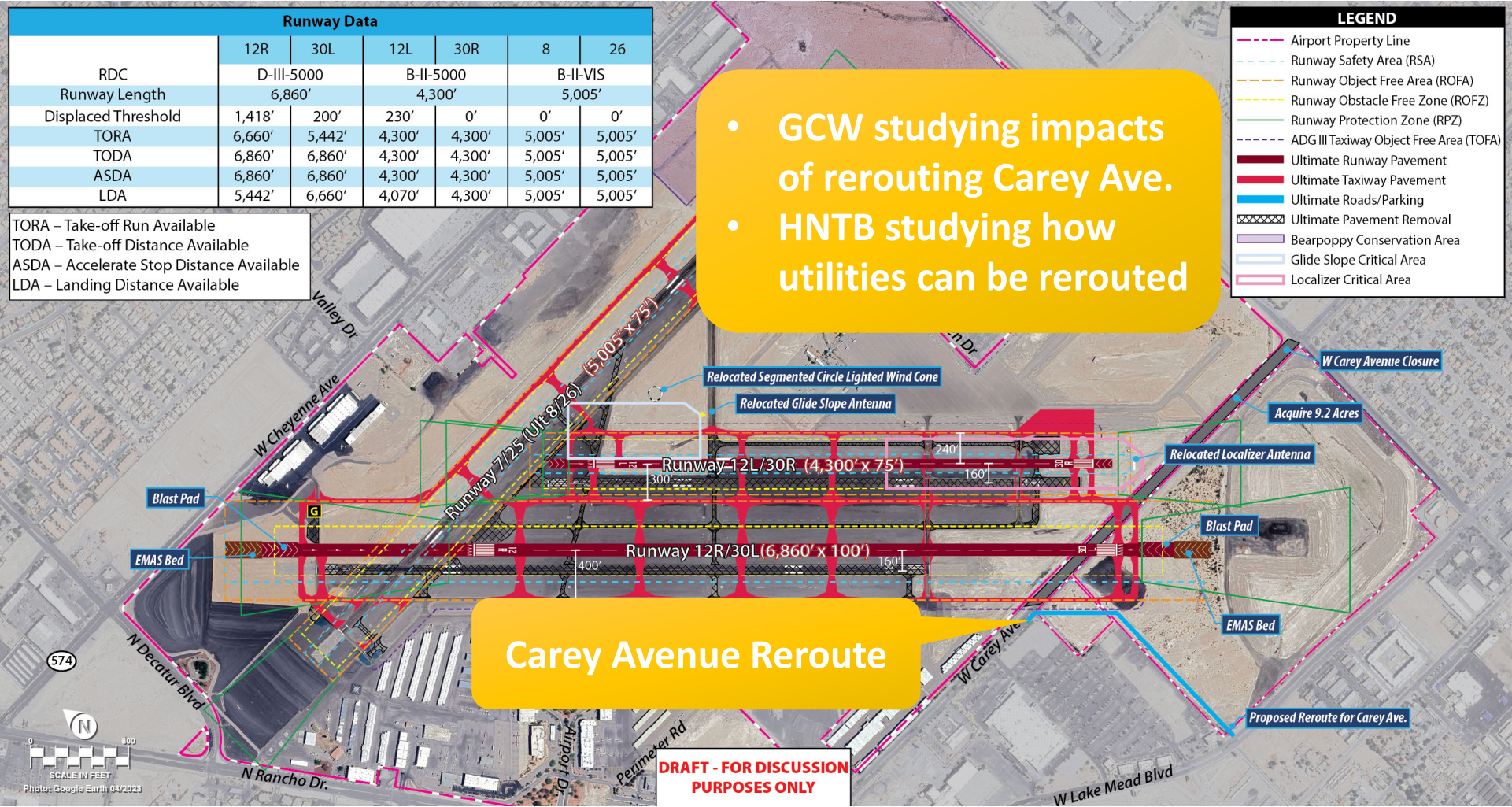


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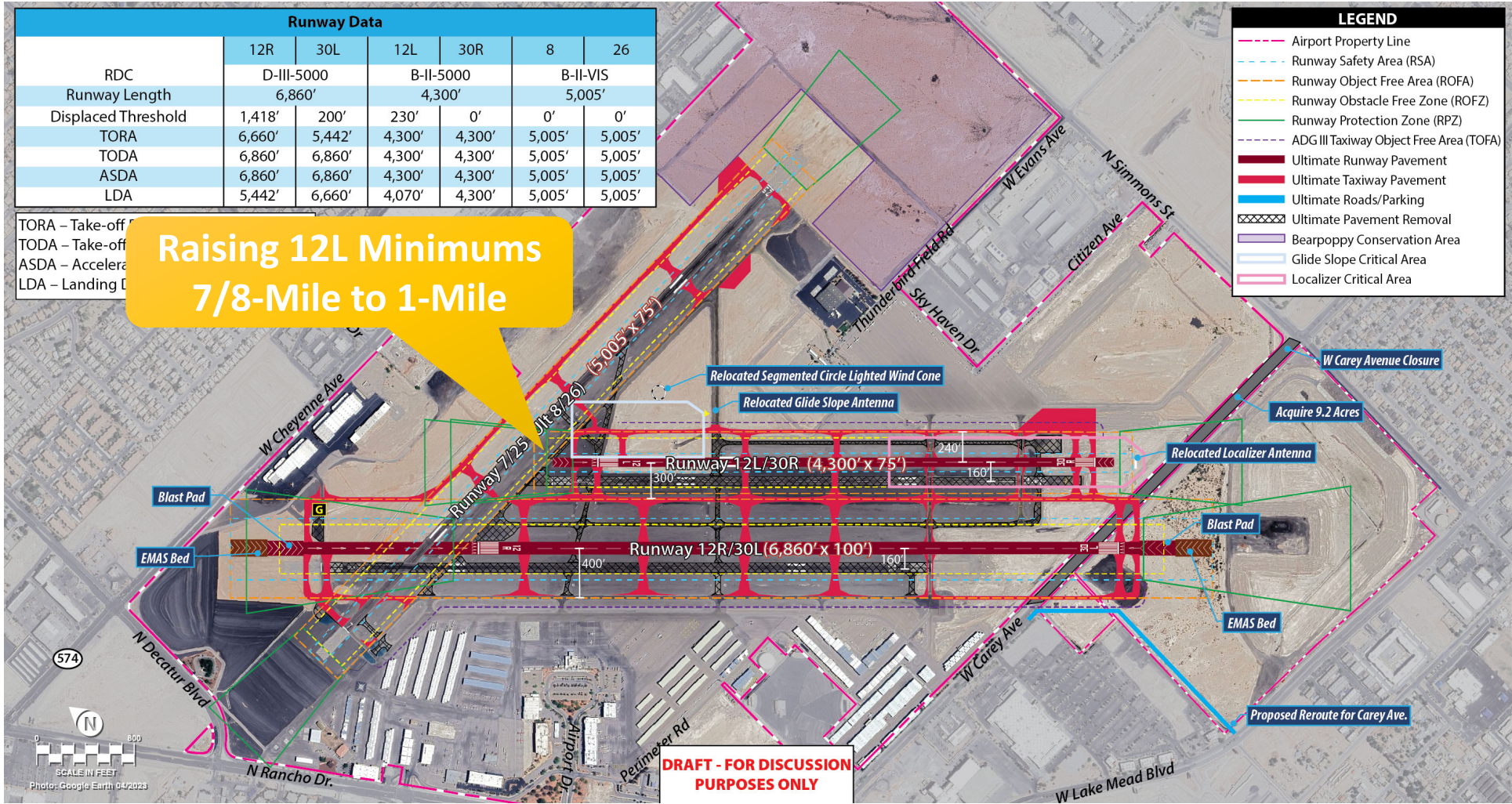


Figure 5.3: Future Taxiway Designations

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

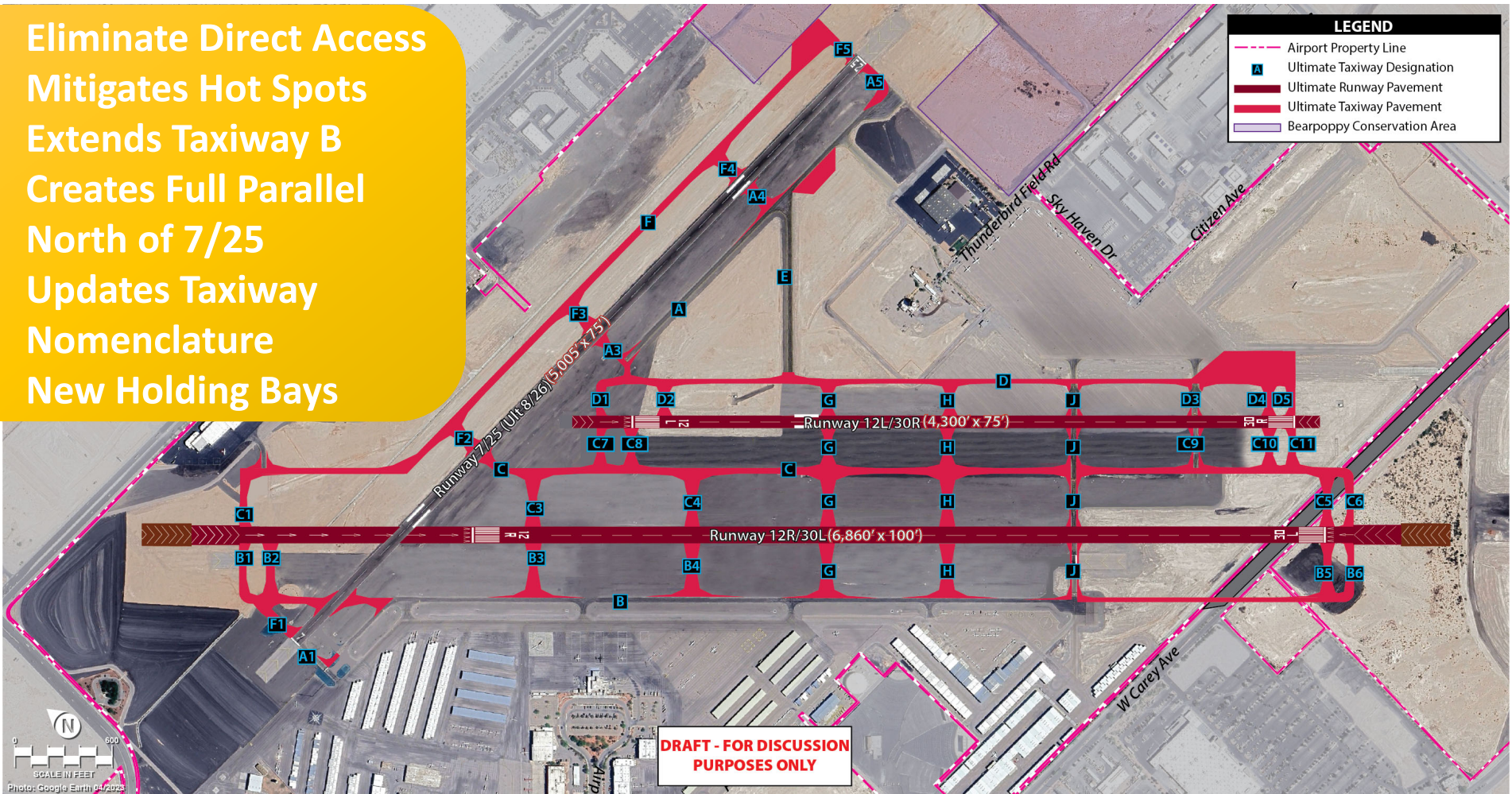


Figure 5.4: Westside Development Plan

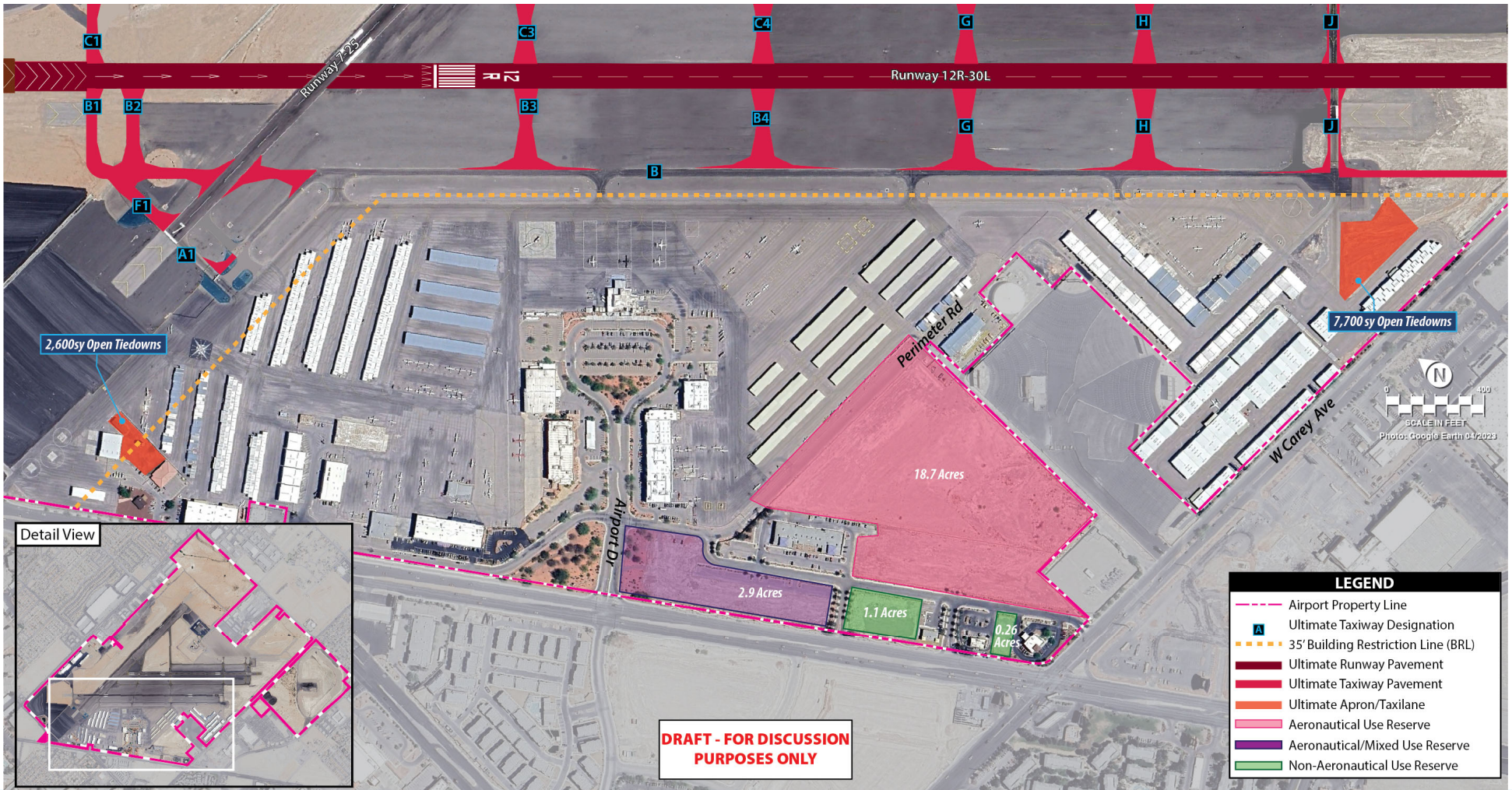


Figure 5.5: Northside Development Plan

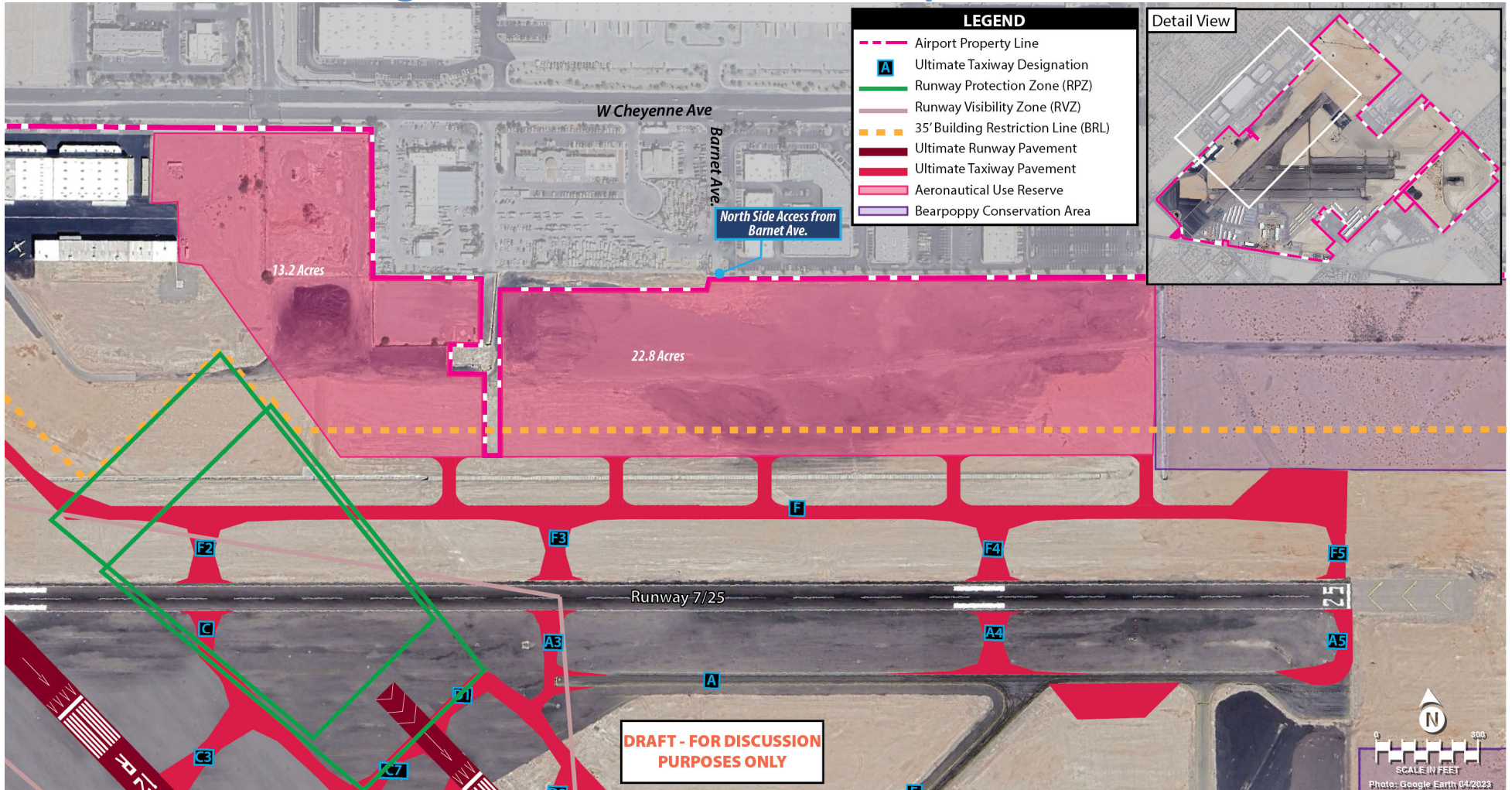
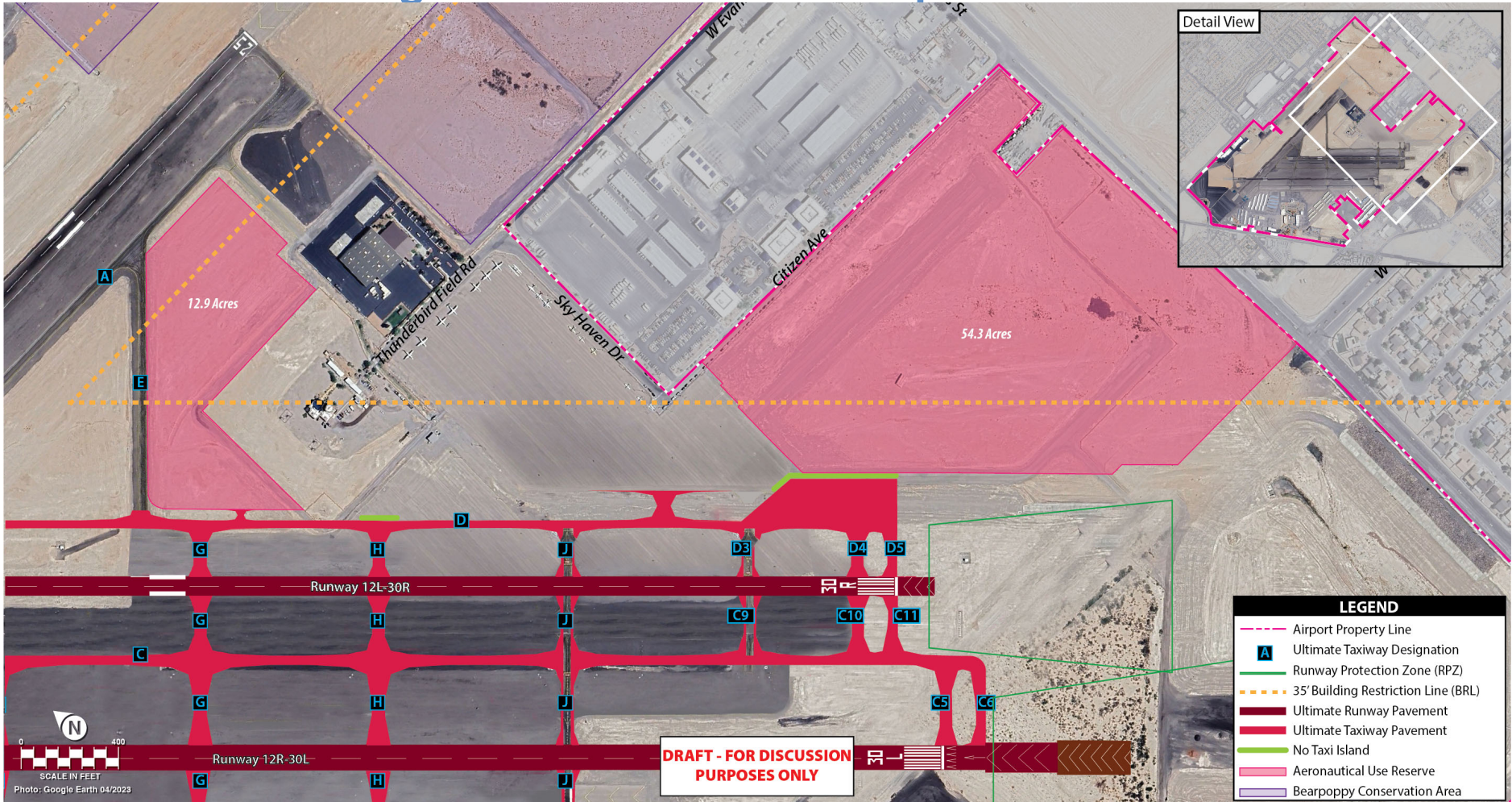


Figure 5.6: Eastside Development Plan



CHAPTER SIX

Facilities Implementation Plan

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

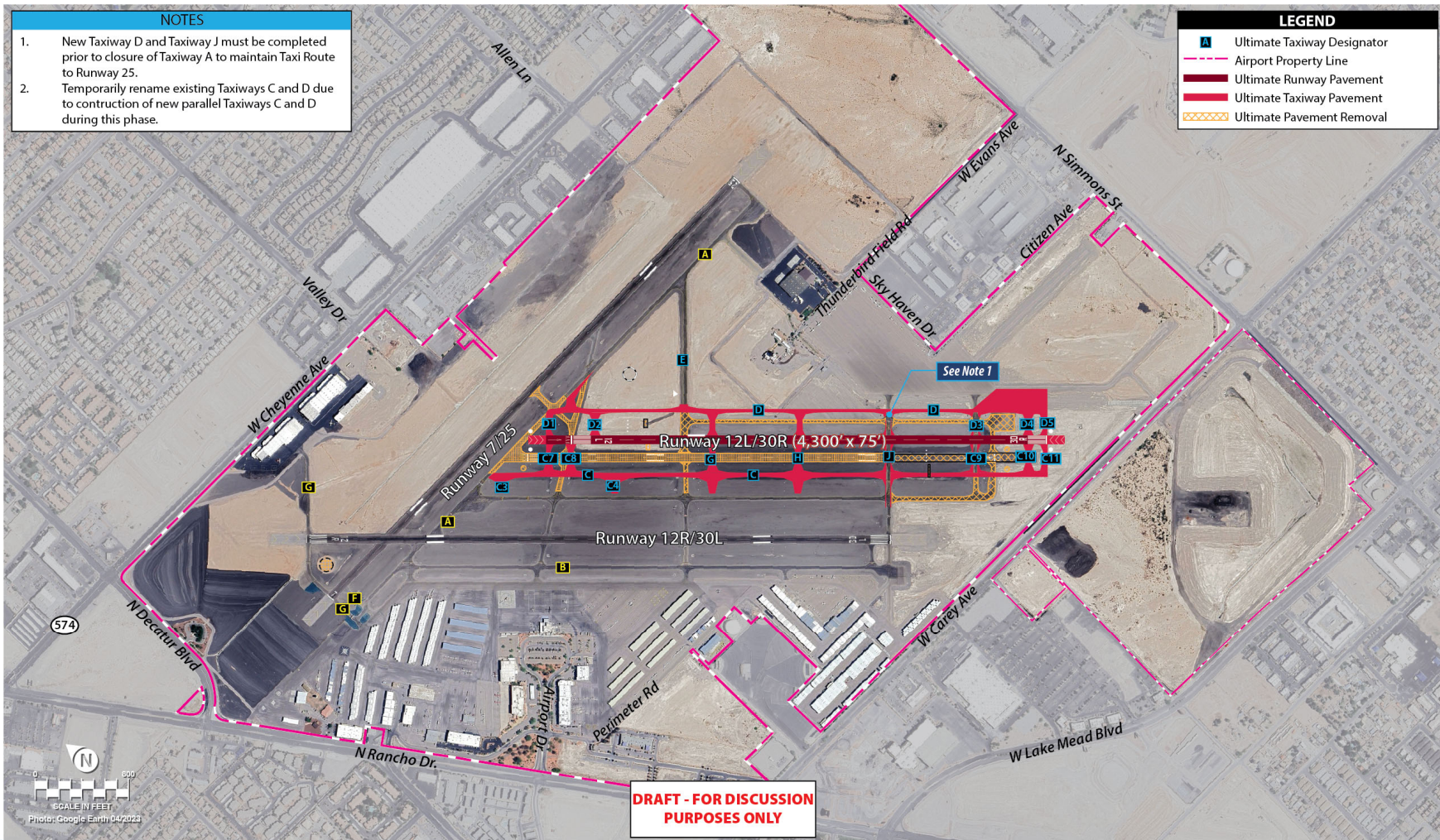


Figure 6.2: Phase 2 - Reroute Carey Avenue

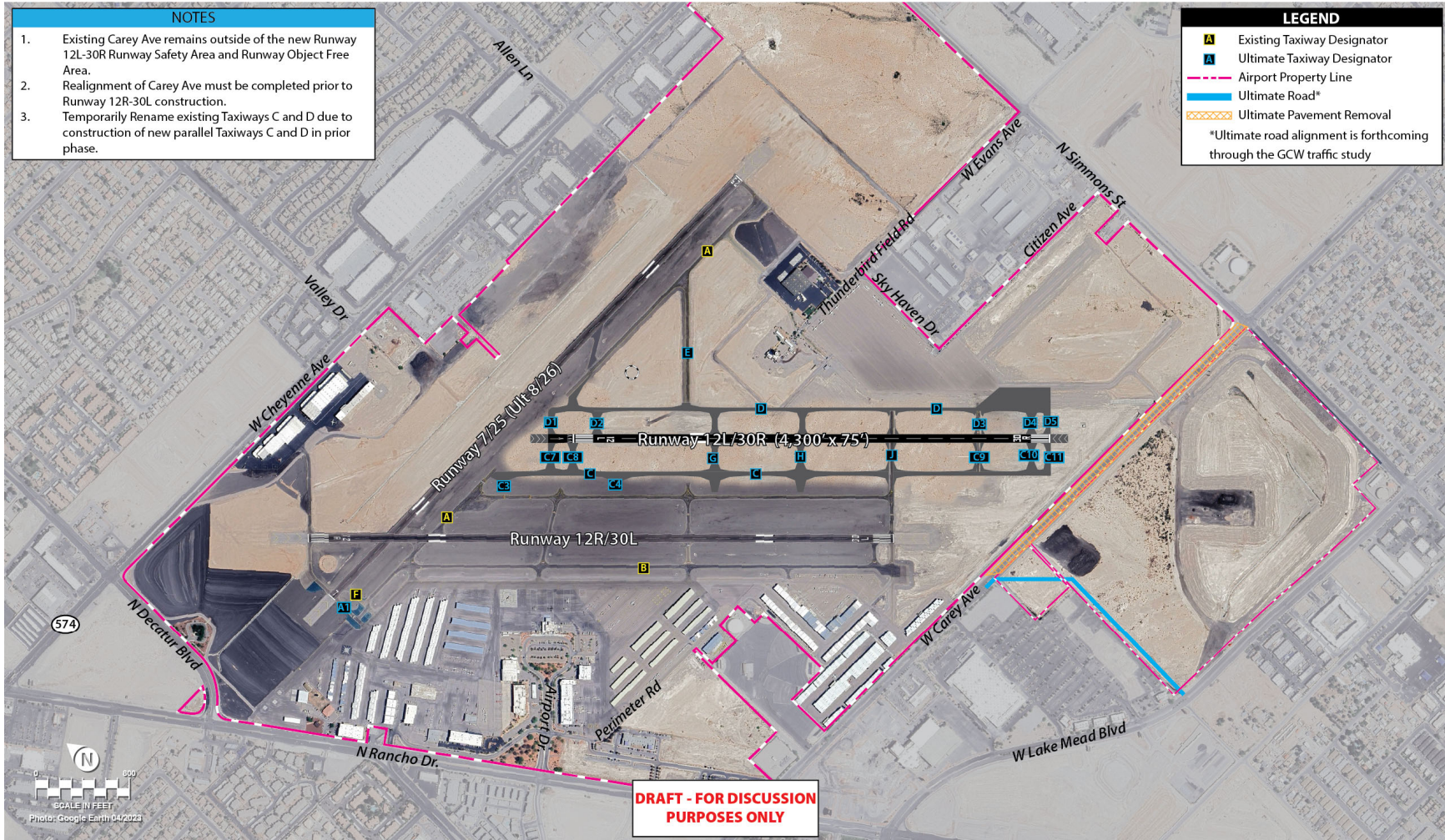


Figure 6.3: Phase 3 - Runway 12R-30L

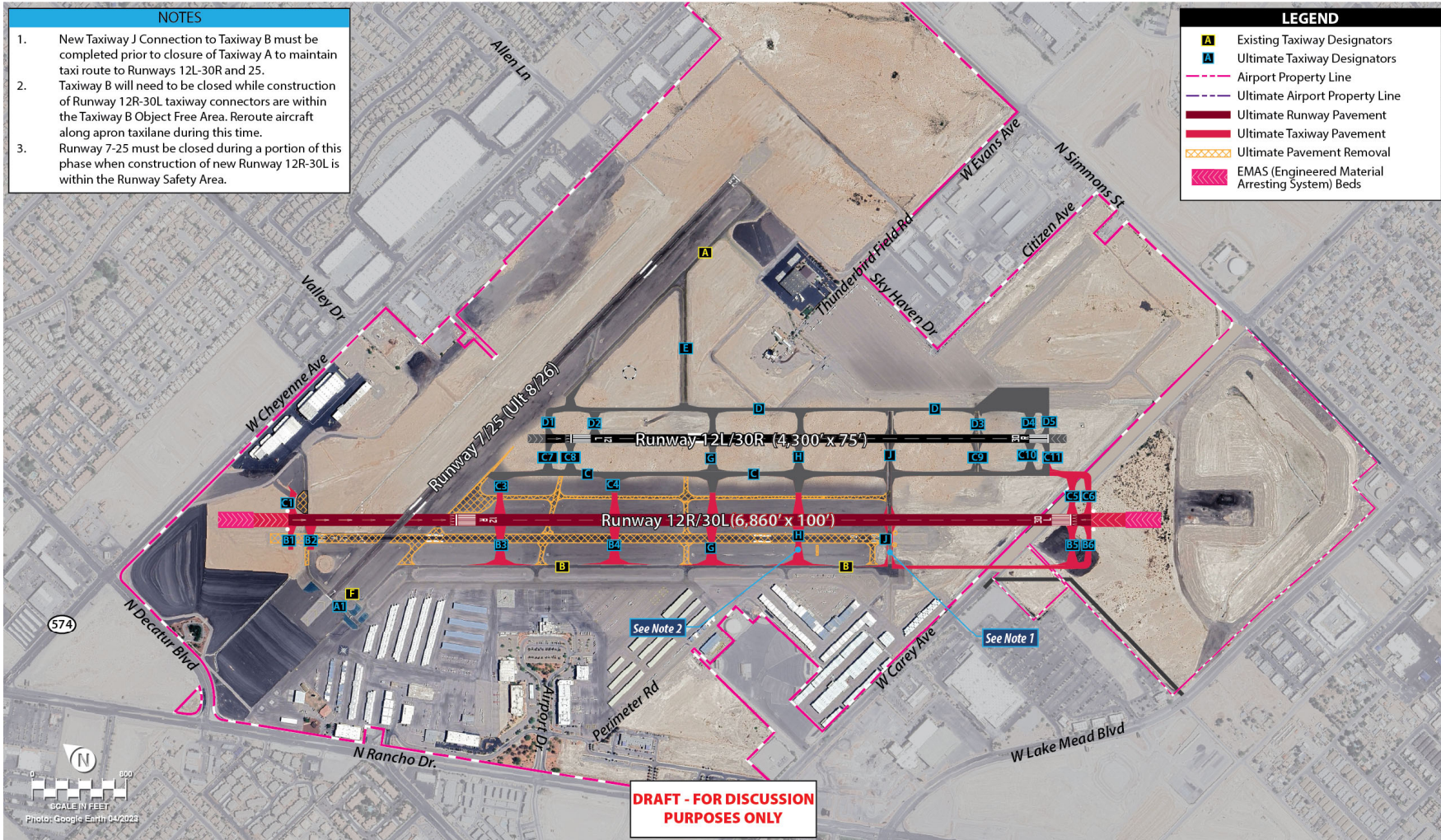
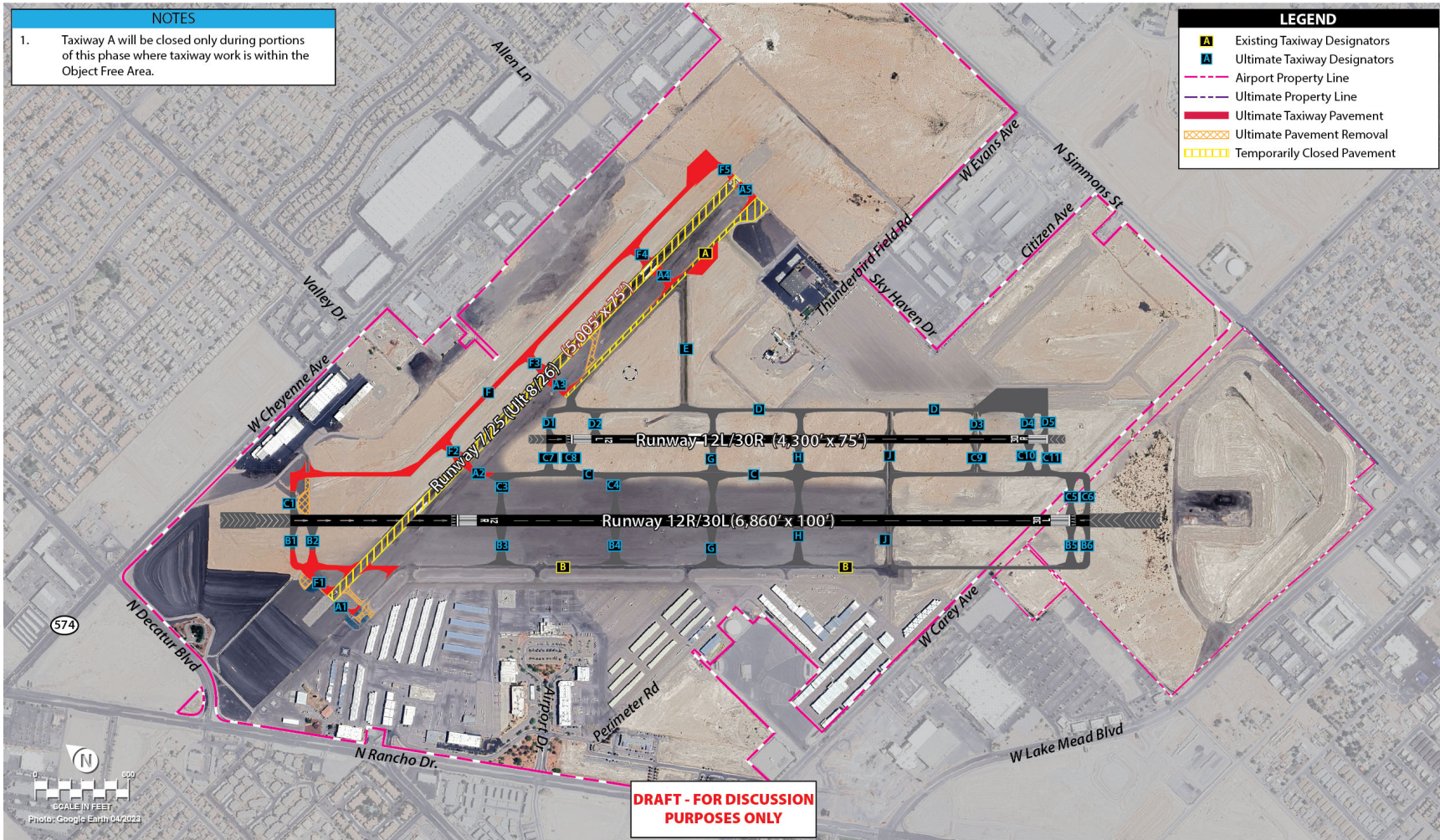


Figure 6.4: Phase 4 – Runway 7-25 and Taxiway F



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