Appendix E
AIRPORT LAYOUT PLAN

As part of this master plan, the Federal Aviation Administration (FAA) require the development of Airport Layout Plan (ALP) drawings detailing specific parts of the airport and its environs. The ALP drawings are created on a computer-aided drafting (CAD) system and serve as the official depiction of the current and planned condition of the airport. The ALP drawings will be reviewed by the FAA to be sure all applicable federal regulations are met. The FAA will use the ALP as the basis for justification for funding decisions.

It should be noted that the FAA requires that any changes to the airfield (i.e., runway and taxiway system, navigational aids, etc.) be presented on the ALP. Landside configurations are also depicted on the ALP; however, the FAA recognizes that landside development is much more fluid and dependent on developer needs, so an updated ALP set is typically not necessary for future landside (hangar/apron) development. The ALP drawing set is not intended to provide design engineering accuracy.

The five primary functions of the ALP that define its purpose are provided in Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, as follows:

1. An ALP creates a blueprint for airport development by depicting proposed facility improvements. The ALP provides a guideline by which the airport sponsor can ensure that development maintains airport design standards and safety requirements and is consistent with airport and community land use plans.

2. The ALP is a public document that serves as a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.

3. The approved ALP enables the airport sponsor and the FAA to plan for facility improvements at the airport. It also allows the FAA to anticipate budgetary and procedural needs. The approved ALP will also allow the FAA to protect the airspace required for facility or approach procedure improvements.

4. The ALP can be a working tool for the airport sponsor, including the sponsor's development and maintenance staff.

5. An approved ALP is necessary for the airport to receive financial assistance under the terms of the *Airport and Airway Improvement Act of 1982*, as amended, and to be able to impose and use Passenger Facility Charges. An airport must keep its ALP current and follow that plan as these are the grant assurance requirements of the Airport Improvement Program (AIP) and previous airport development programs, including the 1970 *Airport Development Aid Program* (ADAP) and *Federal Aid Airports Program* (FAAP) of 1946, as amended.

The ALP set developed for this master plan is consistent with the FAA's Standard Operating Procedure (SOP) No. 2.00 *Standard Procedure for FAA Review and Approval of Airport Layout Plans* (October 1, 2013).

The Exhibit A – Property Inventory Map conforms with the guidelines outlined in FAA SOP 3.00 *Standard Operating Procedure (SOP) for FAA Review of Exhibit 'A' Airport Property Inventory Maps* (October 1, 2013).

AIRPORT LAYOUT PLAN DRAWING SET

The ALP drawing set for the airport master plan includes several technical drawings that depict various aspects of the current and future layout of the airport. The following is a description of the ALP drawings included with this airport master plan.

AIRPORT LAYOUT PLAN DRAWING

An official ALP drawing has been developed for the North Las Vegas Airport (VGT), a draft of which is included in this appendix. The ALP drawing graphically presents the existing and future airport facilities and layout plan. The ALP drawing includes, but is not limited to, depictions of the physical airport features, wind data tabulation, location of airfield facilities (i.e., runways, taxiways, navigational aids), and landside development. Also presented on the ALP are the runway safety areas, airport property boundaries, and revenue support areas.

The computerized plan provides detailed information on existing and future facility layouts on multiple layers that permit the user to focus on any section of the airport at a desired scale. The plan can be used as base information for subsequent planning and design efforts and can be easily updated in the future to reflect new development and include more detail concerning existing conditions as made available through design surveys.

TERMINAL AREA PLAN DRAWING

The terminal area plan drawings present a large-scale depiction of areas with significant terminal facility development. This drawing is an enlargement of a portion of the ALP. The drawing depicts the landside facility areas as well as the supporting infrastructure, including access roads and parking facilities. The terminal area drawing also includes a list of all airport buildings and identifies the aircraft apron areas.

FAR PART 77 AIRPORT AIRSPACE DRAWING

Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace*, was established for use by local authorities to control the height of objects near airports. The FAR Part 77 Airport Airspace drawing included in this airport master plan is a graphic depiction of this regulatory criterion. The FAR Part 77 Airport Airspace drawing is a tool to aid local authorities in determining if proposed development could present a hazard to aircraft using the airport. The FAR Part 77 Airport Airspace drawing can be a critical tool for the airport sponsor's use in reviewing proposed development near the airport.

The FAR Part 77 Airport Airspace drawing assigns three-dimensional imaginary surfaces associated with the airport. These imaginary surfaces emanate from the runway centerline(s) and are dimensioned according to the visibility minimums associated with the approach to the runway end and size of aircraft to operate on the runway. The FAR Part 77 imaginary surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface.

The airport sponsor should do all they can to protect the role of the airport by ensuring development stays below the FAR Part 77 surfaces. The drawing includes a table detailing the penetrations to any of the FAR Part 77 surfaces. A recommended action or disposition is also presented for each penetration. This drawing is based on the planned future condition of the airport.

Penetrations of the FAR Part 77 surfaces indicate an obstruction. Once an obstruction is identified, the FAA determines if the obstruction is a hazard to air navigation. When an obstruction is determined to be a hazard, a variety of actions can be taken to mitigate the hazard. The table included on the drawing presents a recommended action or disposition; however, the FAA is responsible to make the final determination as to what course of action should be taken. Potential mitigating measures include removing the hazard, lowering the hazard, adding an obstruction light, increasing instrument approach visibility minimums, or displacing runway landing thresholds. The following discussion will describe those surfaces that make up the recommended FAR Part 77 surfaces.

Table E1 provides detailed information on the Part 77 classifications for each runway and the dimensions of the primary and approach surfaces.

Table E1 – Part 77 Data Table

	Runways					
	12R	**30L**	**12L**	**30R**	**7**	**25**
Part 77 Classification – Existing/Ultimate	NP (C)	Visual (B)	P (C)	Visual (B)	Visual (B)	Visual (B)
Part 77 Approach Type – Existing/Ultimate	Non-Precision	Visual	Precision	Visual	Visual	Visual
Approach Minimums – Existing	1-Mile	>1 Mile	7/8-Mile	>1 Mile	>1 Mile	>1 Mile
Approach Minimums – Ultimate	1-Mile	>1 Mile	1-Mile	>1 Mile	>1 Mile	>1 Mile
Primary Surface Width – Existing/Ultimate	500'		1,000'		500'	
Approach Surface – Existing/Ultimate						
Inner Width	500'	500'	1,000'	500'	500'	500'
Outer Width	3,500'	1,500'	16,000'	1,500'	1,500'	1,500'
Length	10,000'	5,000'	50,000'	5,000'	5,000'	5,000'
Part 77 Approach Slope – Existing/Ultimate	34:1	20:1	50:1/40:1[a]	20:1	20:1	20:1

Notes:
[a] Precision instrument approach slope is 50:1 for inner 10,000 feet and 40:1 for an additional 40,000 feet.
NP = non-precision
P = precision
(B) = runways larger than utility
(C) = visibility minimums greater than ¾-mile

Source: Federal Aviation Regulations (FAR) Part 77 Objects Affecting Navigable Airspace

Primary Surface: The primary surface is longitudinally centered on the runways and extends 200 feet beyond each runway end. The elevation of any point on the primary surface is the same as the elevation along the nearest associated point on the runway centerline. The primary surface widths are detailed in **Table E1**.

Approach Surface: An approach surface is also established for each runway end. The approach surface begins at the end of the primary surface, extends upward and outward, and is centered along an extended runway centerline. The dimensions of the approach surface leading to each runway is based upon the type of instrument approach available (instrument or visual) or planned. Approach surface dimensions and slopes for each runway are detailed in **Table E1**.

Transitional Surface: Each runway has a transitional surface that begins at the outside edge of the primary surface at the same elevation as the runway. The transitional surface rises at a slope of 7:1, up to a height 150 feet above the highest runway elevation. At that point, the horizontal surface begins where the transitional surface ends.

Horizontal Surface: The horizontal surface is established at 150 feet above the highest elevation of the runway surface. Having no slope, the horizontal surface connects the transitional and approach surfaces to the conical surface at a distance of 5,000 feet for runways designated as utility or visual and 10,000 feet for all other runways.

Conical Surface: The conical surface begins at the outer edge of the horizontal surface. The conical surface then continues for an additional 4,000 feet horizontally at a slope of 20:1; therefore, at 4,000 feet from the horizontal surface, the elevation of the conical surface is 350 feet above the highest airport elevation.

INNER APPROACH SURFACE DRAWING

The inner approach surface drawing provides greater detail of penetrations to the approach surfaces within a few thousand feet of the runway end. Any penetrations are documented in the obstruction table. The obstruction table includes a description of the object, its top elevation, the depth of penetration, and a recommended disposition to mitigate the penetration.

DEPARTURE SURFACE DRAWING

For runways supporting instrument departures, a separate drawing depicting the departure surface is required. The departure surface, when clear, allows pilots to follow standard departure procedures. The departure surface emanates from the departure end of the runway to a distance of 10,200 feet. The inner width is 1,000 feet and the outer width is 6,466 feet. The slope of the departure surface is 40:1.

Obstacles frequently penetrate the departure surface. Where object penetrations exist, the departure procedure can be adjusted by non-standard climb rates and/or non-standard (higher) departure minimums; therefore, it is important for the airport sponsor to identify and remove departure surface obstacles whenever possible to enhance takeoff operations at the airport. The airport sponsor should also prevent any new obstacles from developing.

AIRPORT LAND USE DRAWING

The objective of the airport land use drawing is to coordinate uses of the airport property in a manner compatible with the functional design of the airport facility. Airport land use planning is important for orderly development and efficient use of available space. There are two primary considerations for airport land use planning, which are to secure those areas essential to the safe and efficient operation of the airport and to determine compatible land uses for the balance of the property which would be most advantageous to the airport and community.

EXHIBIT A – AIRPORT PROPERTY INVENTORY MAP

The airport property map provides a drawing depicting the airport property boundary, the various tracts of land that were acquired to develop the airport, the method of acquisition, and other information on the property under airport control that is subject to FAA grant assurances. The various recorded deeds that make up the airport property are listed in tabular format. The primary purpose of the drawing is to provide information for analyzing the current and future aeronautical use of land acquired with federal funds.

AIRPORT LAYOUT PLAN
for the
NORTH LAS VEGAS AIRPORT (VGT)

North Las Vegas, Nevada
Clark County Department of Aviation (CCDOA)

5757 Wayne Newton Blvd.
Las Vegas, Nevada 89111

DRAWING INDEX

LOCATION MAP

VICINITY MAP

STATE OUTLINE & COUNTY BOUNDARY

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

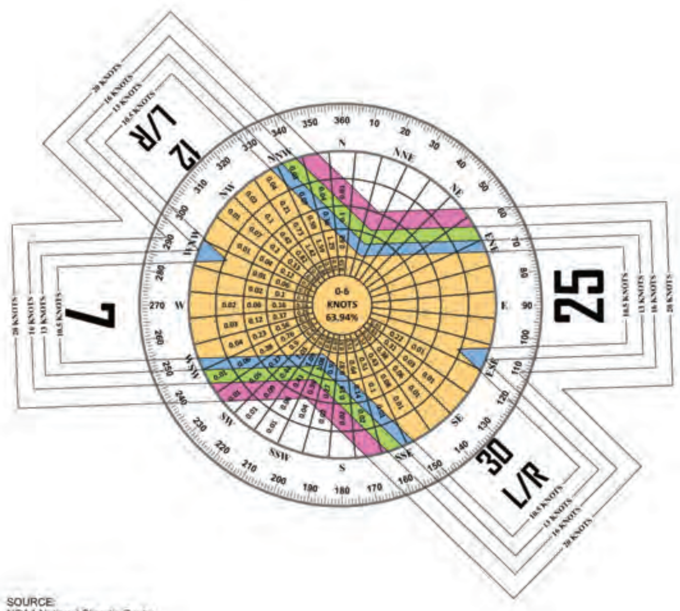
NORTH LAS VEGAS AIRPORT
TITLE SHEET
NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 | SHEET 1 OF 30

Coffman Associates
Airport Consultants
www.coffmanassociates.com

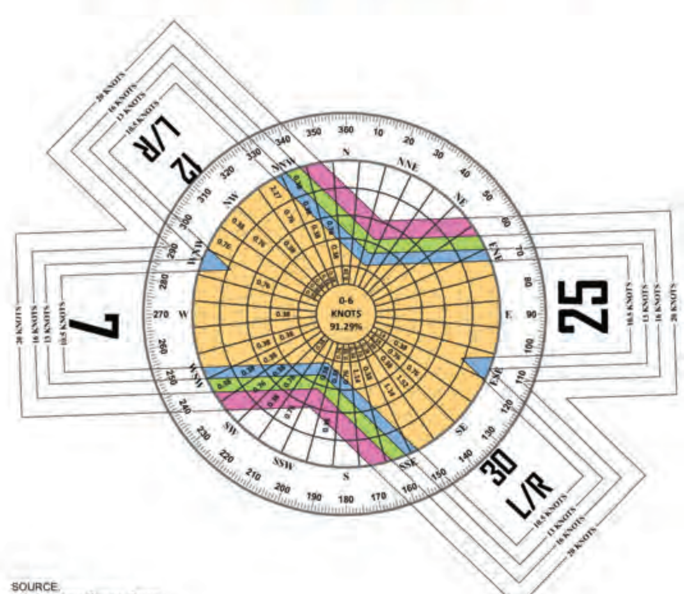
ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 7/25	85.39%	90.80%	96.38%	99.12%
Runway 12LR/30LR	90.18%	94.02%	97.43%	99.28%
All Runways	94.19%	97.34%	99.10%	99.87%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
North Las Vegas Airport
Las Vegas, Nevada

OBSERVATIONS:
85,176 All Weather Observations
Jan. 1, 2013 - Dec. 31 2022

IFR WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 7/25	85.90%	87.74%	91.33%	94.23%
Runway 12LR/30LR	92.65%	94.46%	95.50%	97.18%
All Runways	94.20%	96.22%	97.89%	99.15%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
North Las Vegas Airport
Las Vegas, Nevada

OBSERVATIONS:
448 IFR Weather Observations
Jan. 1, 2013 - Dec. 31 2022

AIRPORT DATA

Owner: Clark County Department of Aviation		City: North Las Vegas	County: Clark
Airport Name & ID: North Las Vegas (VGT)		EXISTING	ULTIMATE
Airport Reference Code (ARC)		C-II	D-III
Mean Maximum Temperature of Hottest Month		104.3°F July	Same
Airport Elevation (NAVD 88)		2,204.97'	2,202.00'
Airport Navigational Aids		Airport Beacon, ILS or Localizer (12L), RNAV GPS (12R), PAPI-4 (12R,30L,12L,30R,7,25)	Same
Airport Reference Point (ARP) Coordinates	Latitude	36°12'38.53"	36°12'36.24"
	Longitude	115°11'39.99"	115°11'36.52"
Miscellaneous Facilities		ASOS, MIRL (12R,30L,12L,30R, 7,25), MITL, REILs (12R,30L,12L, 30R,7,25), SAWS	Same
Design Critical Aircraft		Bombardier Challenger 300	Gulfstream G550
Wingspan of Design Aircraft (Feet)		63.8	93.5
Approach Speed of Design Aircraft (Knots)		126	145
Undercarriage Width of Design Aircraft (Feet)		12.6	15.9
Magnetic Declination (Degrees)		11°9' E ± 0° 21' Changing by 0°6' per Year	
Declination Date		15-Feb-24	
Declination Source		www.ngdc.noaa.gov	
NPIAS Code		Reliever	Same
State System Plan Role		National	Same

TAXIWAY DATA TABLE

Existing/Ultimate Taxiway/Taxilane Designation	Taxiway Design Group	Width	Taxiway/Taxilane Safety Area Dimension	Taxiway Object Free Area	Taxilane Object Free Area	Taxiway/Taxilane Lighting	Taxiway & Taxilane Separation[1]	Taxiway Edge Safety Margin
A	2A/2B	35'	79'/118'	124'/171'	110'158'	MITL	62'/85.5'	7.5'/7.5'
A1-A5	2A/2B	35'	118'	171'	158'	MITL	85.5'	7.5'/7.5'
B	2A/2B	35'	79'/118'	124'/171'	110'/158'	MITL	62'/85.5'	7.5'/7.5'
B1-B4	2A/2B	35'	118'	171'	110'/158'	MITL	85.5'	7.5'/7.5'
C	2A/2B	35'	79'/118'	124'/171'	110'/158'	MITL	62'/85.5'	7.5'/7.5'
C1-C4	2A/2B	35'	118'	171'	158'	MITL	85.5'	7.5'/7.5'
D	2A/2B	35'	79'/118'	124'/171'	110'/158'	MITL	62'/85.5'	7.5'/7.5'
D1-D5	2A/2B	35'	118'	171'	158'	MITL	85.5'	7.5'/7.5'
E	2A/2B	35'	79'/118'	124'/171'	110'/158'	MITL	62'/85.5'	7.5'/7.5'
F	2A/2B	35'	79'/118'	124'/171'	110'/158'	MITL	62'/85.5'	7.5'/7.5'
F1-F5	2A/2B	35'	118'	171'	158'	MITL	85.5'	7.5'/7.5'
G	2A/2B	35'	79'/118'	124'/171'	110'/158'	MITL	62'/85.5'	7.5'/7.5'
H	2A/2B	35'	79'/118'	124'/171'	110'/158'	MITL	62'/85.5'	7.5'/7.5'
I	2A/2B	35'	118'	171'	158'	MITL	85.5'	7.5'/7.5'
J	2A/2B	35'	79'	124'	110'	MITL	62'	7.5'/7.5'
K	2A/2B	35'	79'	124'	110'	MITL	62'	7.5'/7.5'
L	2A/2B	35'	79'	124'	110'	MITL	62'	7.5'/7.5'
M	2A/2B	35'	79'	124'	110'	MITL	62'	7.5'/7.5'
P	2A/2B	35'	79'	124'	110'	MITL	62'	7.5'/7.5'
R	2A/2B	60'	79'	124'	110'	MITL	62'	7.5'/7.5'
S	2A/2B	40'	79/118	124'/171'	110'/158'	MITL	62'	7.5'/7.5'
W	2A/2B	35'	79'	124'	110'	MITL	62'	7.5'/7.5'

[1] Objects located inside the TSA & TOFA/Distance from object to taxiway/taxilane centerline. See Table 4-1 in AC 150/5300-13B

AIRPORT NAVAID OWNERSHIP

NAVAID	OWNER
Airport Beacon	CCDOA
Air Traffic Control Tower	FAA
ASOS	FAA
Localizer	FAA
MIRL	CCDOA
MITL	CCDOA
PAPI-4	FAA: 12R/30L and 7/25, CCDOA: 12L/30R
REILs	FAA
Segmented Circle/Lighted Wind Cone	CCDOA
Wind Cones	CCDOA
RGLs	CCDOA

RUNWAY DATA TABLE

		RUNWAY 12R-30L				RUNWAY 12L-30R				RUNWAY 7-25			
		EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
Runway Identification		12R	30L	12R	30L	12L	30R	12L	30R	7	25	8	26
Runway Design Code (RDC)		C-II-5000	C-II-VIS	D-III-5000	D-III-VIS	B-II-5000	B-II-VIS	Same	Same	B-II-VIS	B-II-VIS	Same	Same
Approach Reference Code (APRC)		B/II/4000		D/IV/4000, D/V/4000		B/III/4000, D/II/4000		B/II/4000		B/II/4000		Same	
Departure Reference Code		B/II		D/IV, D/V		B/III, D/II		B/II		B/II		Same	
Runway Surface Material		Asphalt		Same		Asphalt		Same		Asphalt		Same	
Runway Pavement Strength By Wheel Loading (in thousands of lbs.)		111 (S), 169 (D), 250 (2D)		Same		35 (S), 55 (D)		40 (D), 100(D)		111(S), 169 (D), 250 (2D)		Same	
Runway Pavement Strength by PCR		450/F/C/X/T		Same		120/F/C/X/T		Same		450/F/C/X/T		Same	
Runway Surface Treatment		None		Same		None		Same		None		Same	
Runway Effective Gradient		0.84%		0.34%		1.03%		0.93%		0.63%		Same	
Runway Percent Wind Coverage	10.5 knots	90.18%		Same		90.18%		Same		85.39%		Same	
	13 knots	94.02%		Same		94.02%		Same		90.80%		Same	
	16 knots	97.43%		Same		97.43%		Same		86.38%		Same	
	20 knots	99.28%		Same		99.28%		Same		99.12%		Same	
Runway Dimensions (L x W)		4,999' x 75'		6,660'x100'		4,198' x 75'		4,300'x75'		5,004 'x 75'		Same	
Runway End Coordinates	Latitude	36°12'52.838"	36°12'18.292"	36°12'54.906"	36°12'07.500"	36°12'44.720"	36°12'15.707"	36°12'44.762"	36°12'15.046"	36°12'47.863"	36°12'49.075"	Same	Same
	Longitude	115°12'09.597"	115°11'25.954"	115°12'09.415"	115°11'09.530"	115°11'47.109"	115°11'10.469"	115°11'44.367"	115°11'06.831"	115°12'12.146"	115°11'11.099"	Same	Same
Runway End Elevation		2,204.97'	2,183.03'	2,202.0'	2,148.0'	2,188.58'	2,145.10	2,188.0'	2,148.0	2,204.17'	2,172.45'	Same	Same
Runway Displaced Threshold Coordinates	Latitude	NA	NA	36°12'45.107"	36°12'08.882"	NA		36°12'43.172"	NA	NA	NA	Same	Same
	Longitude	NA	NA	115°11'57.035"	115°11'11.275"	NA	115°11'12.203"	115°11'42.359"	NA	NA	NA	Same	Same
Runway Displaced Threshold Distance		None	None	1,418'	200'	None	198.4'	230'	None	NA	NA	Same	Same
Runway Displaced Threshold Elevation		NA	NA	2,197.0'	2,148.0'	N/A	2,148.22'	2,185.0'	NA	NA	NA	Same	Same
Runway Safety Area Dimensions (width x length beyond end) - Design Std.		500'x1,000'		Same		150'x300'		Same		150'x300'		Same	
Runway Safety Area Dimensions (width x length beyond end) - Actual		500'x600'		Same		150'x300'		Same		150'x300'		Same	
Runway Lighting Type		MIRL		Same		MIRL		Same		MIRL		Same	
Runway Protection Zone Dimensions		1,700'x500'x1,010'	1,700'x500'x1,010'	Same	Same	1,000'x500'x700'	1,000'x500'x700'	Same	Same	1,000'x500'x700'	1,000'x500'x700'	Same	Same
Runway Marking Type		Non-Precision	Non-Precision	Same	Same	Precision	Basic	Same	Same	Basic	Basic	Same	Same
14 CFR Part 77 Approach Slope		34:1	20:1	Same	Same	50:1/40:1	20:1	Same	Same	20:1	20:1	Same	Same
14 CFR Part 77 Approach Type		Non-Precision	Visual	Same	Same	Precision	Visual	Same	Same	Visual	Visual	Same	Same
Approach Visibility Minimums		1 Mile	> 1 Mile	Same	Same	1 Mile	> 1 Mile	1 Mile	Same	> 1 Mile	> 1 Mile	Same	Same
Type of Aeronautical Survey Required for Approach		VG	NVG	Same	Same	VG	NVG	Same	Same	None	None	Same	Same
Departure Surface (Yes or N/A)		Yes	Yes	Same	Same	Yes	Yes	Same	Same	N/A	N/A	Same	Same
Runway Object Free Area Dimensions (width x length beyond end) - Design Std.		800'x1,000'		Same		500'x300'		Same		500'x300'		Same	Same
Runway Obstacle Free Zone Dimensions (width x length beyond end)		400'x200'		Same		400'x200'		Same		400'x200'		Same	Same
13B Approach Surfaces*		4, 6	4	Same	Same	5, 6	4	Same	Same	3	3	Same	Same
Runway Visual and Instrument Navaids		RNAV GPS, PAPI-4 MIRL, REILs	PAPI-4, MIRL REILs	Same	Same	ILS, Localizer PAPI-4, MIRL, REILs	PAPI-4, MIRL, REILs	Same	Same	PAPI-4, MIRL REILs	PAPI-4, MIRL REILs	Same	Same
Touchdown Zone Elevation (TDZE)		2,204.97'	2,191.25'	2,197.00	2,182.0'	2,188.58'	2,181.04'	2,185.0'	2,179.0'	2,204.17'	2,189.65'	Same	Same
Vertical Datum		NAD 83											
Horizontal Datum		NAVD 88											

*Tables 3-2, 3-3, & 3-4 in AC 150/5300-13B Change 1

RUNWAY DECLARED DISTANCE

	EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	12R	30L	12R	30L	12L	30R	12L	30R	7	25	8	26
Takeoff Run Available (TORA)	5,000'	5,000'	6,660'	5,442'	4,198'	4,198'	4,300'	4,300'	5,005'	5,005'	Same	Same
Takeoff Distance Available (TODA)	5,000'	5,000'	6,660'	6,660'	4,198'	4,198'	4,300'	4,300'	5,005'	5,005'	Same	Same
Accelerate-Stop Distance Available (ASDA)	5,000'	5,000'	6,660'	6,660'	4,198'	4,198'	4,300'	4,300'	5,005'	5,005'	Same	Same
Landing Distance Available (LDA)	5,000'	5,000'	5,442'	6,660'	4,198'	3,999'	4,070'	4,300'	5,005'	5,005'	Same	Same

MODIFICATIONS TO STANDARDS APPROVAL TABLE

APPROVAL DATE	AIRSPACE CASE NUMBER	STANDARD MODIFIED	DESCRIPTION
None Required			

DRAFT

EXISTING/ULTIMATE NONSTANDARD CONDITIONS

DESCRIPTION OF NONSTANDARD CONDITION	STANDARD	DISPOSTION
Segmented Circle/Lighted Windcone within OFZ and OFA	Clear	To Be Relocated
Segmented Circle/Lighted Windcone within RVZ	Clear	To Be Relocated
Apron Penetration to Runway 7-25	Clear of ROFA	Remove Apron Pavement
Aircraft Run-Up Area Boundaries in Edge of TSA	Clear of TSA	Remove Run-Up Area Pavement
Runway 12R-30L RSA/ROFA Incompatibilities Related to Meeting C-II-5000 Design Standards, Public Roads, Fencing in RSA/ROFA.	Clear RSA/ROFA	Shift Runway East to Provide Clear RSA/ROFA

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NORTH LAS VEGAS AIRPORT

AIRPORT DATA SHEET

NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025

Coffman Associates Airport Consultants www.coffmanassociates.com

LEGEND	
EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	BEARPOPPY CONSERVATION AREA
	SECTION CORNERS
	AIRPORT REFERENCE POINT (ARP)
	AIRPORT ROTATING BEACON
	RUNWAY PAVEMENT
	TAXIWAY AND APRON PAVEMENT
	RUNWAY TAXIWAY APRON MARKING
	RUNWAY SHOULDER
	HOLD MARKING
	TIE-DOWNS
	BUILDING RESTRICTION LINE (35')
	ILS CRITICAL AREA
	OBJECT FREE AREA
	RUNWAY SAFETY AREA
	OBSTACLE FREE ZONE
	APPROACH RUNWAY PROTECTION ZONE
	DEPARTURE RUNWAY PROTECTION ZONE
	RUNWAY VISIBILITY ZONE
	TAXIWAY OBJECT FREE AREA
	TAXIWAY SAFETY AREA
	STRUCTURES ON AIRPORT
	STRUCTURE OFF AIRPORT
	FENCE LINE
	ROADS AND PARKING PAVEMENT
	SURVEY MONUMENT WITH IDENTIFIER
	RUNWAY END IDENTIFIER LIGHTS (REILs)
	PAPI-4
	WINDSOCK
	LOCALIZER
	VEGETATION
	TOPOGRAPHIC CONTOURS

GENERAL NOTES:

1. Unless Noted Otherwise All Existing Airfield Coordinates, Elevations, and Bearings From Survey Dated0 4/09/2018 by Martinez Geospatial, Eagan, MN.
2. Other Data Sources Consulted Include FAA Airport Master Record Form 5010, the FAA Airport Facility Directory http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/, And http://webdatasheet.faa.gov/
3. Horizontal Datum: North American Datum 1983 - Nad83;
   Vertical Datum: North American Datum 1988 - Navd88.
4. See Terminal Area Drawings, Sheets 25 through 27 for Building Lists and Landside Dimensional Details.
5. See Inner Portion of the Approach Surface Drawings for Close-in Approach Surface Penetrations.
6. VGT is Secured With a Six-foot Perimeter Fence Topped with Three Strand Barbed Wire. In some critical areas, the fence height reaches eight feet.
7. The Runway 12L ILS or LOC instrument approach visibility minimums are currently published at 7/8-mile. The airport has requested the FAA to raise the minimums to 1-mile, which is currently in process. In the mean time, the airport has issued a NOTAM for increasing the visibility minimums from 7/8-mile to 1-mile minimums as the existing and ultimate condition for Runway 12L.

Approved Conditionally ______________________

Subject to comments contained in our letter dated ______________

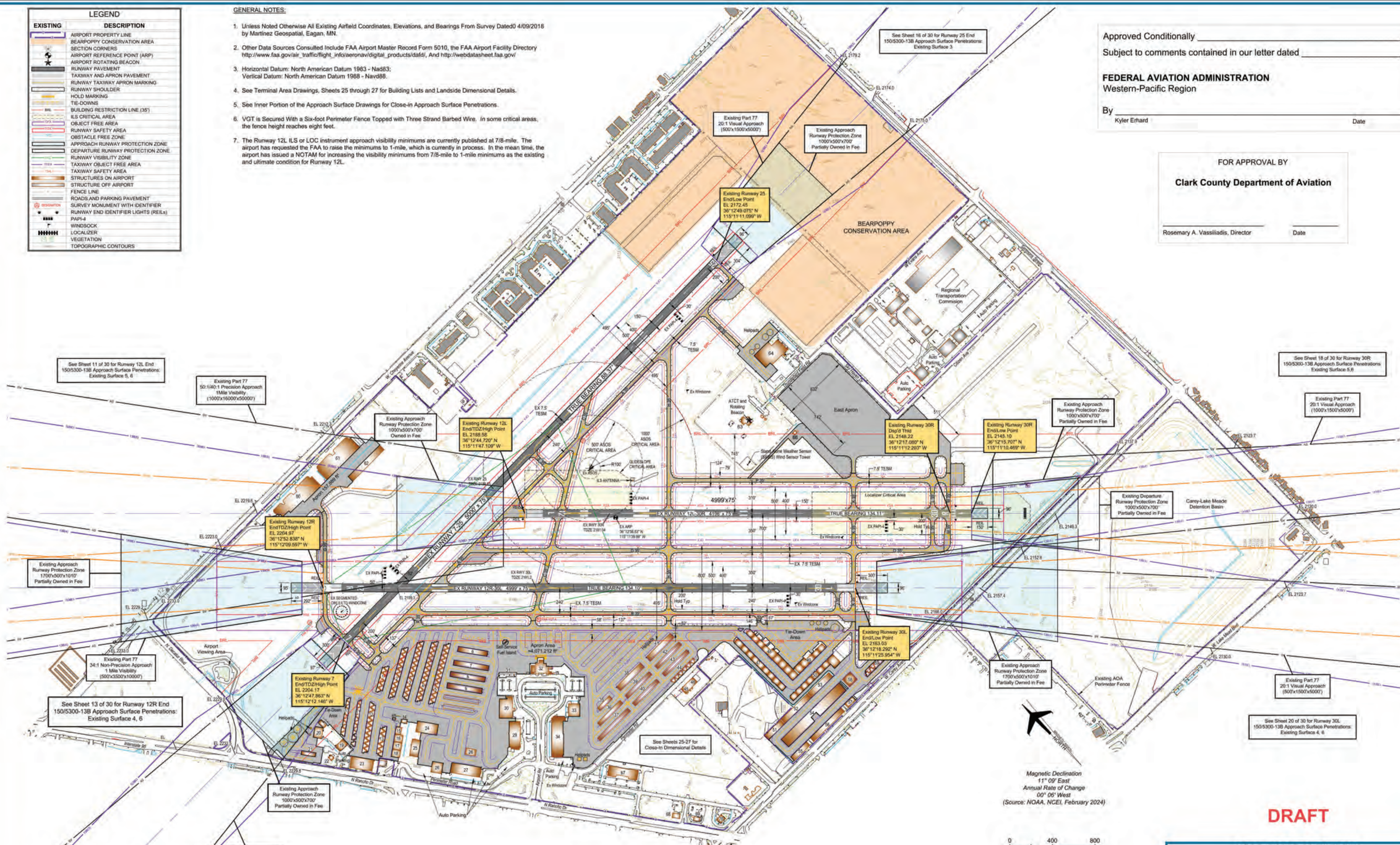
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region

By ______________________
Kyler Erhard — Date

FOR APPROVAL BY

Clark County Department of Aviation

Rosemary A. Vassiliadis, Director — Date



See Sheet 16 of 30 for Runway 25 End 150/5300-13B Approach Surface Penetrations: Existing Surface 3
Existing Part 77 20:1 Visual Approach (500'x1500'x5000')
Existing Approach Runway Protection Zone 1000'x500'x700' Partially Owned in Fee
Existing Runway 25 End/Low Point EL 2172.45 36°12'49.075" N 115°11'11.099" W
BEARPOPPY CONSERVATION AREA
Regional Transportation Commission
Helipads
East Apron
ATCT and Rotating Beacon
See Sheet 11 of 30 for Runway 12L End 150/5300-13B Approach Surface Penetrations: Existing Surface 5, 6
Existing Part 77 50:1/40:1 Precision Approach 1Mile Visibility (1000'x16000'x50000')
Existing Approach Runway Protection Zone 1000'x500'x700' Owned in Fee
Existing Runway 12L End/TDZ/High Point EL 2188.58 36°12'44.720" N 115°11'47.109" W
Existing Runway 30R Disp'd Thld EL 2148.22 36°12'17.080" N 115°11'12.263" W
Existing Runway 30R End/Low Point EL 2145.10 36°12'15.707" N 115°11'10.469" W
Existing Approach Runway Protection Zone 1000'x500'x700' Partially Owned in Fee
See Sheet 18 of 30 for Runway 30R 150/5300-13B Approach Surface Penetrations Existing Surface 5,6
Existing Part 77 20:1 Visual Approach (1000'x1500'x5000')
Existing Departure Runway Protection Zone 1000'x500'x700' Partially Owned in Fee
Carey-Lake Meade Detention Basin
TRUE BEARING 88.37°
EX RUNWAY 7-25 5000' x 75'
EX RUNWAY 12L-30R 4199' x 75'
TRUE BEARING 134.11°
EX RUNWAY 12R-30L 4999' x 75'
TRUE BEARING 134.10°
Existing Runway 12R End/TDZ/High Point EL 2204.97 36°12'52.838" N 115°12'09.597" W
Existing Approach Runway Protection Zone 1700'x500'x1010' Partially Owned in Fee
Existing Part 77 34:1 Non-Precision Approach 1 Mile Visibility (500'x3500'x10000')
See Sheet 13 of 30 for Runway 12R End 150/5300-13B Approach Surface Penetrations: Existing Surface 4, 6
Existing Runway 7 End/TDZ/High Point EL 2204.17 36°12'47.863" N 115°12'12.146" W
Existing Runway 30L End/Low Point EL 2163.03 36°12'18.292" N 115°11'25.954" W
Existing Approach Runway Protection Zone 1700'x500'x1010' Partially Owned in Fee
Existing AOA Perimeter Fence
Existing Part 77 20:1 Visual Approach (500'x1500'x5000')
See Sheet 20 of 30 for Runway 30L 150/5300-13B Approach Surface Penetrations: Existing Surface 4, 6
See Sheets 25-27 for Close-In Dimensional Details
Existing Approach Runway Protection Zone 1000'x500'x700' Partially Owned in Fee
Auto Parking
Airport Viewing Area
Apron Area ±4,071,212 ft²
Self-Service Fuel Island
Tie-Down Area
NORTH
Magnetic Declination 11° 09' East Annual Rate of Change 00° 06' West (Source: NOAA, NCEI, February 2024)

Existing Part 77 20:1 Visual Approach (500'x1500'x5000')

See Sheet 16 of 30 for Runway 7 End 150/5300-13B Approach Surface Penetrations: Existing Surface 3

0 400 800
SCALE IN FEET

DRAFT

PACS & SACS			
DESIGNATION	PERMANENT IDENTIFER	LATITUDE	LONGITUDE
FAA VGT A	AA3453	36°12'36.748"	115°11'54.426"
FAA VGT B	AC7751	36°12'45.754"	115°11'38.506"
FAA VGT C	AC7752	36°12'51.441"	115°12'13.496"

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982 AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NORTH LAS VEGAS AIRPORT

EXISTING AIRPORT LAYOUT DRAWING

NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 — SHEET 3 OF 30

Coffman Associates — Airport Consultants — www.coffmanassociates.com

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		BEARPOPPY CONSERVATION AREA
		SECTION CORNERS
	SAME	AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
BRL		BUILDING RESTRICTION LINE (35')
		RUNWAY PAVEMENT
		TAXIWAY, APRON PAVEMENT
	N/A	RUNWAY SHOULDER
N/A		ABANDON/REMOVE PAVEMENT
		RUNWAY TAXIWAY APRON MARKING
		HOLD MARKING
N/A		ILS CRITICAL AREA
N/A		OBJECT FREE AREA
N/A		RUNWAY SAFETY AREA
N/A		OBSTACLE FREE ZONE
N/A		RUNWAY PROTECTION ZONE
N/A		RUNWAY VISIBILITY ZONE
N/A		TAXIWAY OBJECT FREE AREA
N/A		TAXIWAY SAFETY AREA
N/A		EMAS BED
		STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
		FENCE LINE
		ROADS AND PARKING PAVEMENT
DESIGNATION		SURVEY MONUMENT WITH IDENTIFIER
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		TIE-DOWNS
		PAPI-4
		WINDSOCK
		LOCALIZER
	SAME	VEGETATION
		TOPOGRAPHIC CONTOURS

EXISTING CONDITION FEATURES NOT SHOWN HERE ARE DEPICTED ON SHEET 3

GENERAL NOTES:

1. Unless Noted Otherwise All Existing Airfield Coordinates, Elevations, and Bearings From Survey Dated 04/08/2018 by Martinez Geospatial, Eagan, MN.
2. Other Data Sources Consulted Include FAA Airport Master Record Form 5010, the FAA Airport Facility Directory http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/, And http://webdatasheet.faa.gov/
3. Horizontal Datum: North American Datum 1983 - Nad83; Vertical Datum: North American Datum 1988 - Navd88.
4. The Maximum Vegetation Height Allowed within a 100 Foot Radius of the Visibility Sensor is 10 Inches. The Wind Sensor must be 15 Feet above any Obstruction within 500 Feet of the Sensor. The Wind Sensor must be 10 Feet above any Obstruction within 1000 Feet of the Sensor.
5. No Air Traffic Control Tower (ATCT) Line of Sight/shadow Study Per FAA Order 6480.4 was Conducted for this ALP.
6. See Terminal Area Drawings, Sheets 25 through 27 for Building Lists and Landside Dimensional Details.
7. See Inner Portion of the Approach Surface Drawings for Close-in Approach Surface Penetrations.
8. VGT is Secured With a Six-foot Perimeter Fence Topped with Three Strand Barbed Wire. In critical areas, the perimeter fence reaches eight feet in height. The airport has a multi-year plan for a full perimeter fence upgrade.
9. The Carey Avenue Realignment Connection alignment depicted is strictly conceptual and would only be considered if the Clark County Department of Aviation (CCDOA) secures any required easement(s) on a voluntary basis from the adjacent property owner(s). CCDOA has other conceptual alignment options that remain entirely within CCDOA-owned property. Nothing in this ALP shall be construed as a commitment to acquire any property interest by condemnation. This conceptual ALP does not grant, reserve, or imply any present or future property rights or limitations on current use.

Approved Conditionally _____

Subject to comments contained in our letter dated _____

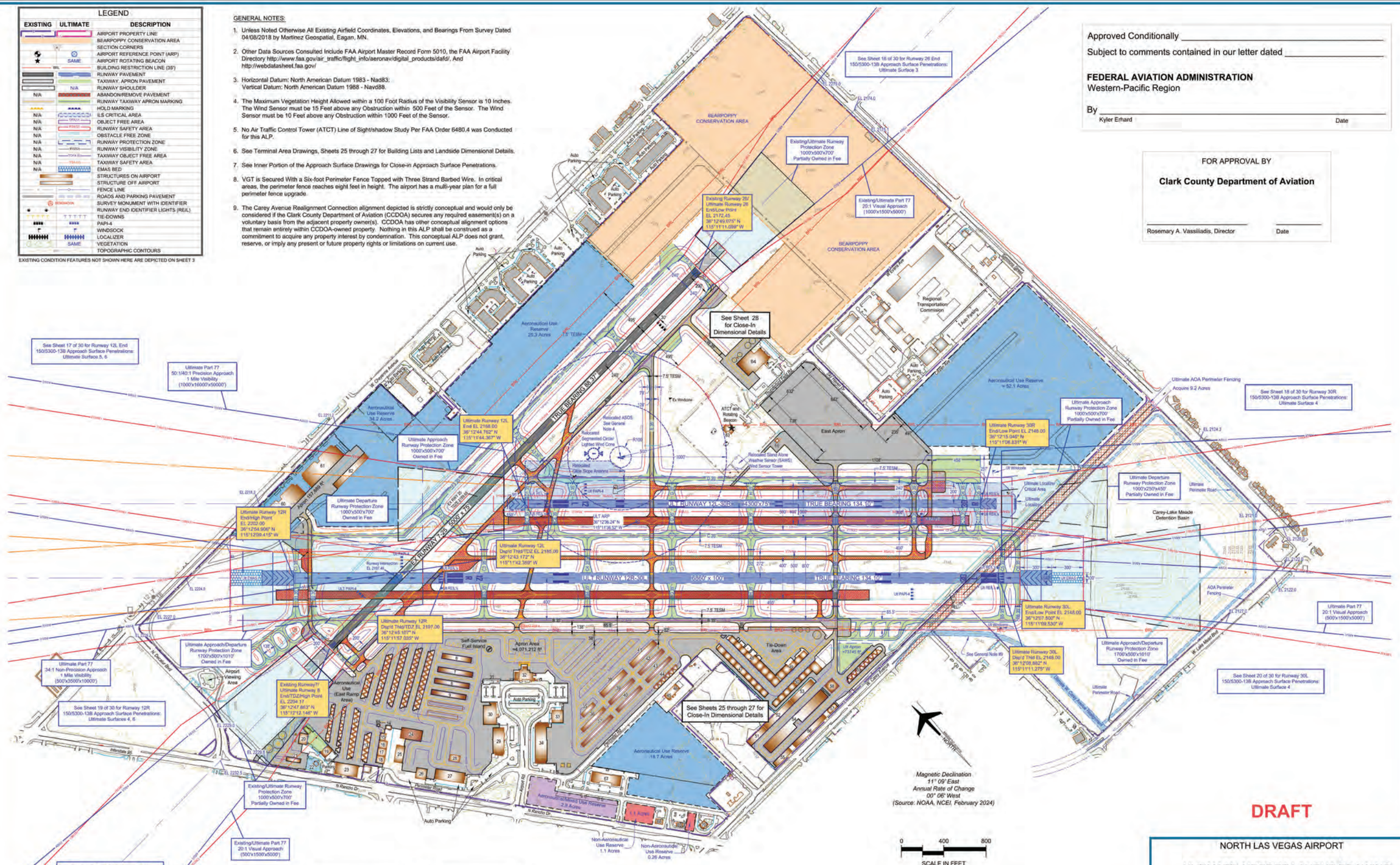
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region

By _____
Kyler Erhard — Date

FOR APPROVAL BY

Clark County Department of Aviation

_____ _____
Rosemary A. Vassiliadis, Director — Date



DRAFT

PACS & SACS

DESIGNATION	PERMANENT IDENTIFER	LATITUDE	LONGITUDE
FAA VGT A	AA3453	36°12'36.748"	115°11'54.426"
FAA VGT B	AC7751	36°12'45.754"	115°11'36.506"
FAA VGT C	AC7752	36°12'51.441"	115°12'13.496"

NO.	REVISIONS	DATE	BY	APP'D.

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NORTH LAS VEGAS AIRPORT

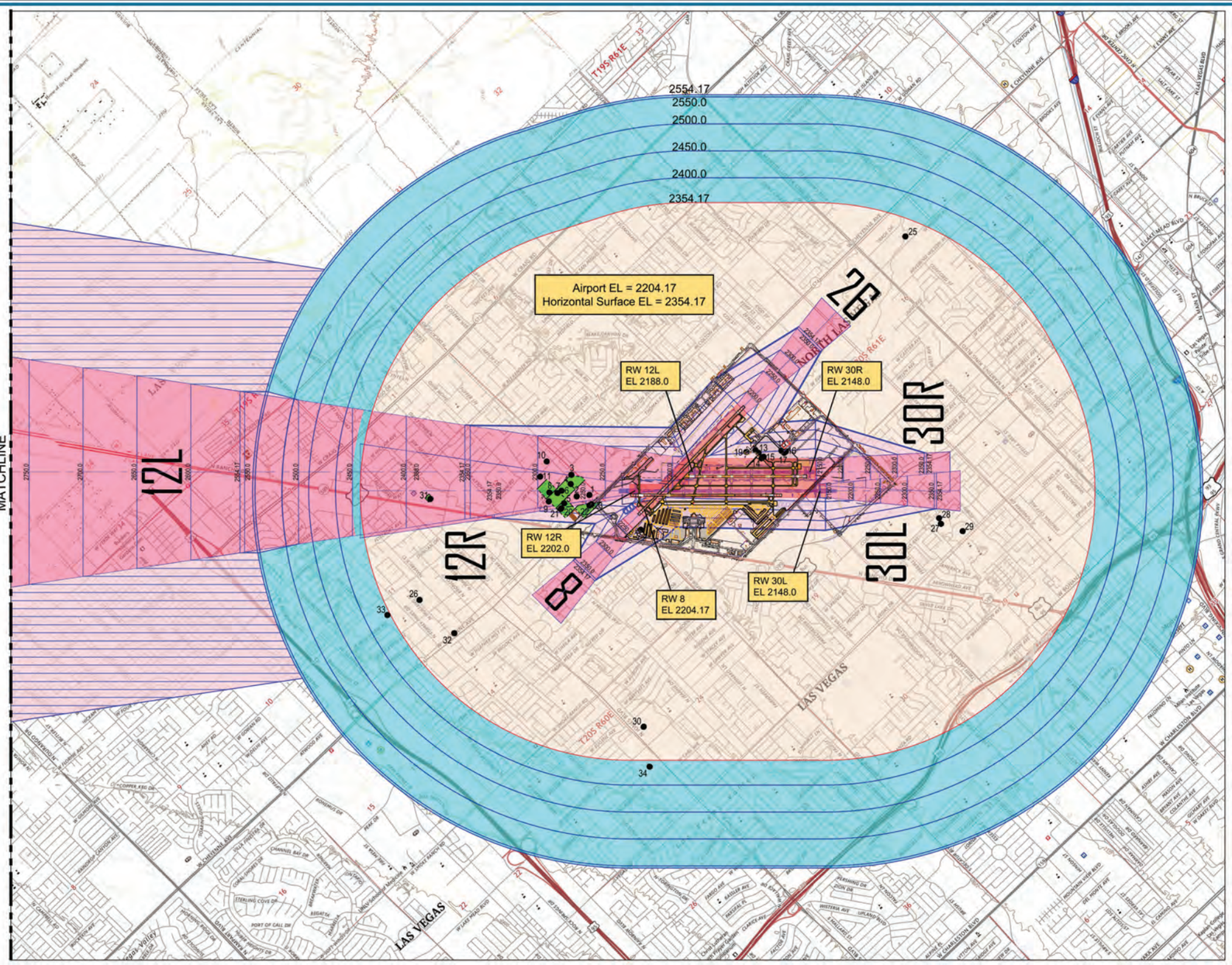
ULTIMATE AIRPORT LAYOUT DRAWING

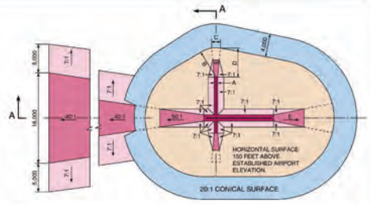
NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 — SHEET 4 OF 30

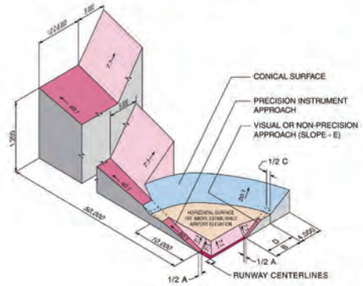
Coffman Associates — Airport Consultants — www.coffmanassociates.com





DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B C	B D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

SOURCE: FAA Order JO 7400.2J, Figure 6-3-3

Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

0 2000 4000
SCALE IN FEET

DRAFT

GENERAL NOTES:

1. THE PART 77 AIRSPACE SURFACES SHOWN ARE BASED ON FUTURE CONDITIONS PER FAA SOP NO. 2.00, A.5. AIRPORT AIRSPACE DRAWING, ITEM B.
2. UNLESS NOTED OTHERWISE, ALL EXISTING AIRFIELD COORDINATES, ELEVATION, AND BEARINGS FROM SURVEY DATED 04/09/2018 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
3. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
4. SEE SHEET 6 FOR OBSTRUCTION TABULAR DATA.
5. OBSTRUCTIONS WITHIN GRIDS REPRESENT TALLEST MANMADE AND/OR NATURAL AND/OR TERRAIN FEATURE.
6. AIRPORT PROTECTION HEIGHT LIMITS ARE ESTABLISHED PER THE CITY OF NORTH LAS VEGAS CODE OF ORDINANCES, SECTION 17.16.050.K (ORD. 2591, 6-15-2011, EFF. 10-1-2011). THE ORDINANCE LIMITS CONSTRUCTION HEIGHT FOR STRUCTURES THAT WOULD CONSTITUTE A "HAZARD TO AIR NAVIGATION' AS DEFINED BY THE FAA.
7. SEE AIRPORT AIRSPACE PROFILE SHEETS 7 THROUGH 10 FOR PROFILE VIEW ARP FAA SOP 2.00 CHECKLIST ITEMS.
8. SEE THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN APPROACH DETAILS.
9. THE FOLLOWING USGS 7.5 QUAD MAPS OF THE STATE OF NEVADA WERE APPLIED AS BACKGROUND: BLUE DIAMOND NE, GASS PEAK SW, LAS VEGAS NE, LAS VEGAS NW, TULE SPRINGS PARK, AND VALLEY.

LEGEND

- OBSTRUCTION IDENTIFIER
- OBSTRUCTION AREA GROUPING

NO.	REVISIONS	DATE	BY	APP'D.

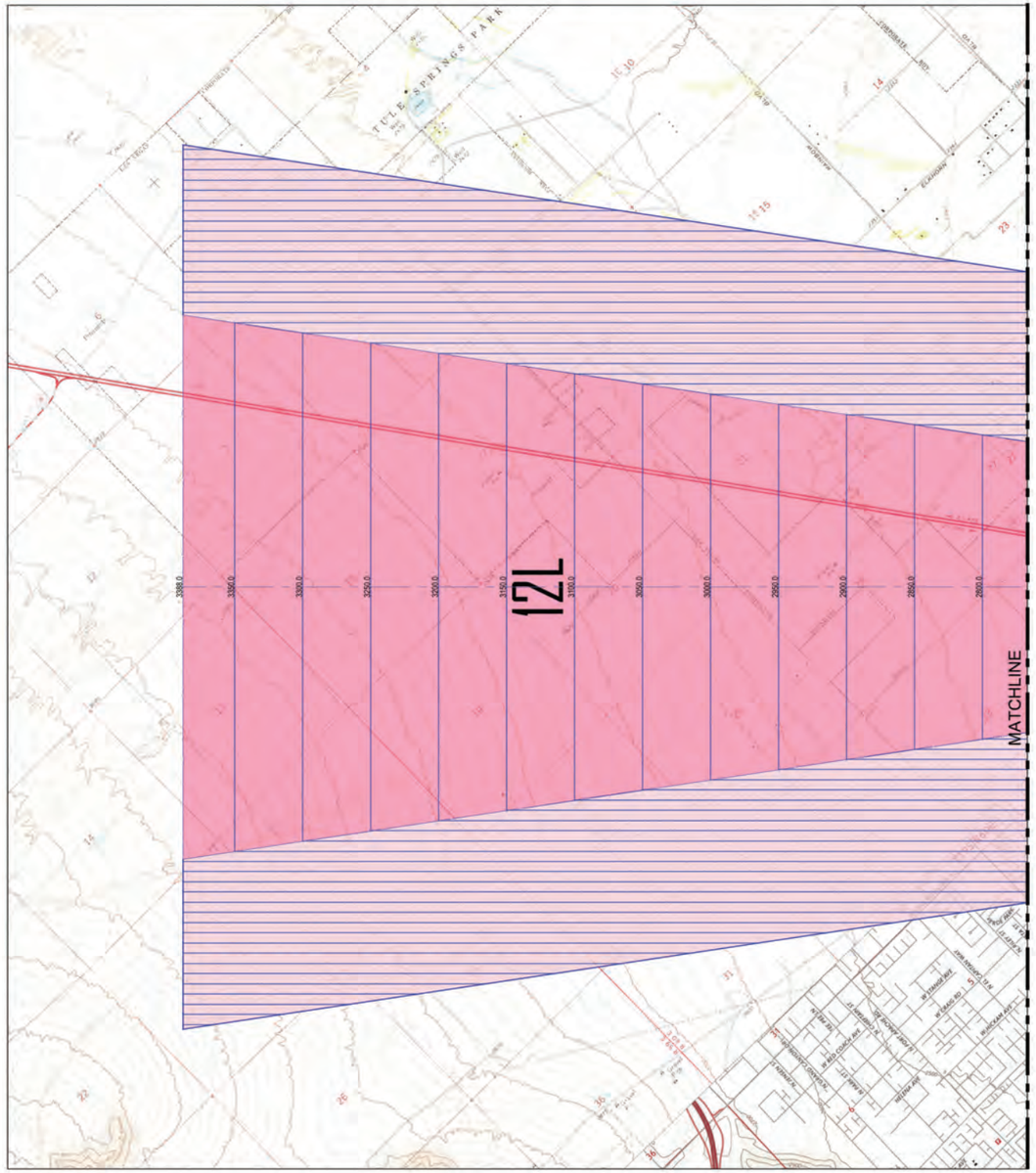
NORTH LAS VEGAS AIRPORT

ULTIMATE AIRPORT AIRSPACE DRAWING I

NORTH LAS VEGAS, NEVADA

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	M. Dmyterko
July 2025	SHEET 5 OF 30

Coffman Associates
Airport Consultants
www.coffmanassociates.com



Part 77 Obstructions

ID	Feature	Latitude	Longitude	Source	Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl)	AGL (ft.)	Top Elevation (ft. msl.)	Surface Obstructed	Penetration Value (ft.)	Remediation
1	Tree	36° 13' 5.612" N	115° 12' 25.547" W	MTZ	H20/V3	N/A	N/A	2,219.60	48.60	2,268.20	Ultimate 12L Inner-Approach	6.46	Remove Tree
2	Building	36° 13' 8.500" N	115° 12' 30.100" W	ADIP	1A	32-000344	2021-AWP-5404-OE	2,223.00	50.00	2,273.00	Ultimate 12L Inner-Approach	1.84	Object Has Red Obstruction Lighting
3	Tree	36° 13' 15.500" N	115° 12' 25.030" W	ADIP	1A	32-033195	N/A	No Data	No Data	2,276.00	Ultimate 12L Inner-Approach	0.89	Remove Tree
4	Tree	36° 13' 13.289" N	115° 12' 28.150" W	MTZ	H20/V3	N/A	N/A	2,229.10	48.00	2,277.10	Ultimate 12L Inner-Approach	1.46	Remove Tree
5	Tree	36° 13' 9.875" N	115° 12' 36.362" W	MTZ	H20/V3	N/A	N/A	2,240.20	48.70	2,288.90	Ultimate 12L Inner-Approach	8.46	Remove Tree
6	Tree	36° 13' 13.839" N	115° 12' 33.229" W	MTZ	H20/V3	N/A	N/A	2,237.00	46.50	2,283.50	Ultimate 12L Inner-Approach	1.13	Remove Tree
7	Tree	36° 13' 14.374" N	115° 12' 35.345" W	MTZ	H20/V3	N/A	N/A	2,238.30	58.80	2,297.10	Ultimate 12L Inner-Approach	11.49	Remove Tree
8	Tree	36° 13' 16.489" N	115° 12' 37.756" W	MTZ	H20/V3	N/A	N/A	2,240.20	57.70	2,297.90	Ultimate 12L Inner-Approach	6.48	Remove Tree
9	Tree	36° 13' 14.304" N	115° 12' 40.727" W	MTZ	H20/V3	N/A	N/A	2,243.00	49.50	2,292.50	Ultimate 12L Inner-Approach	0.68	Remove Tree
10	Tree	36° 13' 25.371" N	115° 12' 28.757" W	MTZ	H20/V3	N/A	N/A	2,229.10	67.10	2,296.20	Ultimate 12L Inner-Approach	2.78	Remove Tree
11	Tree	36° 13' 23.010" N	115° 12' 35.700" W	ADIP	1A	32-032730	N/A	No Data	No Data	2,299.00	Ultimate 12L Inner-Approach	0.77	Remove Tree
12	Light Pole	36° 12' 34.854" N	115° 11' 17.532" W	MTZ	H20/V3	N/A	N/A	2,164.80	74.30	2,239.10	Ultimate 12L/30R Transitional	23.50	Lower/Relocate
13	Light Pole	36° 12' 33.247" N	115° 11' 17.455" W	MTZ	H20/V3	N/A	N/A	2,163.20	74.70	2,237.90	Ultimate 12L/30R Transitional	39.24	Lower/Relocate
14	Light Pole	36° 12' 31.110" N	115° 11' 18.187" W	MTZ	H20/V3	N/A	N/A	2,162.30	57.70	2,220.00	Ultimate 12L/30R Transitional	50.29	Lower/Relocate
15	Light Pole	36° 12' 30.917" N	115° 11' 17.069" W	MTZ	H20/V3	N/A	N/A	2,162.20	74.80	2,237.00	Ultimate 12L/30R Transitional	60.82	Lower/Relocate
16	Light Pole	36° 12' 26.701" N	115° 11' 8.127" W	MTZ	H20/V3	N/A	N/A	2,155.60	73.50	2,229.10	Ultimate 12L/30R Transitional	30.37	Lower/Relocate
17	Light Pole	36° 12' 26.704" N	115° 11' 9.117" W	MTZ	H20/V3	N/A	N/A	2,156.60	72.60	2,229.20	Ultimate 12L/30R Transitional	38.02	Lower/Relocate
18	Light Pole	36° 12' 27.901" N	115° 11' 9.365" W	MTZ	H20/V3	N/A	N/A	2,156.30	73.20	2,229.50	Ultimate 12L/30R Transitional	27.17	Lower/Relocate
19	Utility On Building	36° 12' 36.630" N	115° 11' 21.144" W	MTZ	H20/V3	N/A	N/A	2,167.60	91.90	2,259.50	Ultimate 12L/30R Transitional	52.21	Add Obstruction Lighting
20	Utility Pole	36° 13' 9.266" N	115° 12' 38.856" W	MTZ	H20/V3	N/A	N/A	2,242.80	38.50	2,281.30	Ultimate 12L/30R Transitional	0.58	Lower/Relocate
21	Tree	36° 13' 9.308" N	115° 12' 39.244" W	MTZ	H20/V3	N/A	N/A	2,243.80	52.70	2,296.50	Ultimate 12L/30R Transitional	12.84	Remove Tree
22	Sign	36° 13' 2.845" N	115° 12' 28.865" W	MTZ	H20/V3	N/A	N/A	2,222.50	43.60	2,266.10	Ultimate 12L/30R Transitional	9.41	Add Obstruction Lighting
23	Light Pole	36° 13' 2.692" N	115° 12' 27.815" W	MTZ	H20/V3	N/A	N/A	2,215.60	41.90	2,257.50	Ultimate 12L/30R Transitional	8.42	Lower/Relocate
24	Tree	36° 12' 43.314" N	115° 12' 19.986" W	MTZ	H20/V3	N/A	N/A	2,208.00	48.30	2,256.30	Existing/Ultimate 09/27 Transitional	2.42	Remove Tree
25	Antenna	36° 12' 52.420" N	115° 9' 21.420" W	ADIP	1B	32-038279	N/A	2,093.00	264.00	2,357.00	Horizontal Surface	2.30	Add Obstruction Lighting
26	Tree	36° 13' 21.600" N	115° 13' 53.810" W	ADIP	1B	32-024609	N/A	No Data	No Data	2,355.00	Horizontal Surface	0.30	Remove Tree
27	Antenna	36° 11' 27.832" N	115° 10' 40.803" W	MTZ	H20/V3	N/A	N/A	2,094.90	273.00	2,367.90	Horizontal Surface	13.20	Add Obstruction Lighting
28	Antenna	36° 11' 29.838" N	115° 10' 39.650" W	MTZ	H20/V3	32-000129	1984-AWP-150-OE	2,093.70	272.60	2,366.30	Horizontal Surface	11.60	Add Obstruction Lighting
29	Antenna	36° 11' 20.377" N	115° 10' 36.090" W	MTZ	H20/V3	32-000143	1984-AWP-150-OE	2,092.20	274.20	2,366.40	Horizontal Surface	11.70	Object Has Red Obstruction Lighting
30	Antenna	36° 11' 50.853" N	115° 13' 21.279" W	MTZ	H20/V3	N/A	N/A	No Data	No Data	2,376.50	Horizontal Surface	21.80	Add Obstruction Lighting
31	Antenna	36° 13' 45.317" N	115° 13' 18.368" W	MTZ	H20/V3	N/A	2001-AWP-327-OE	No Data	No Data	2,358.30	Horizontal Surface	3.60	Add Obstruction Lighting
32	Spire/Steeple	36° 13' 3.971" N	115° 13' 53.071" W	MTZ	H20/V3	N/A	N/A	No Data	No Data	2,355.60	Horizontal Surface	0.90	Add Obstruction Lighting
33	Pole	36° 13' 25.860" N	115° 14' 9.040" W	ADIP	1B	32-073936	N/A	2,293.00	69.00	2,362.00	Conical Surface	1.77	Lower/Relocate
34	Tower	36° 11' 38.800" N	115° 13' 32.000" W	ADIP	4D	32-070596	2018-AWP-10844-OE	2,286.00	82.00	2,368.00	Conical Surface	1.59	Add Obstruction Lighting

Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

NORTH LAS VEGAS AIRPORT

ULTIMATE AIRPORT AIRSPACE DRAWING II

NORTH LAS VEGAS, NEVADA

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	M. Dmyterko
July 2025	SHEET 6 OF 30

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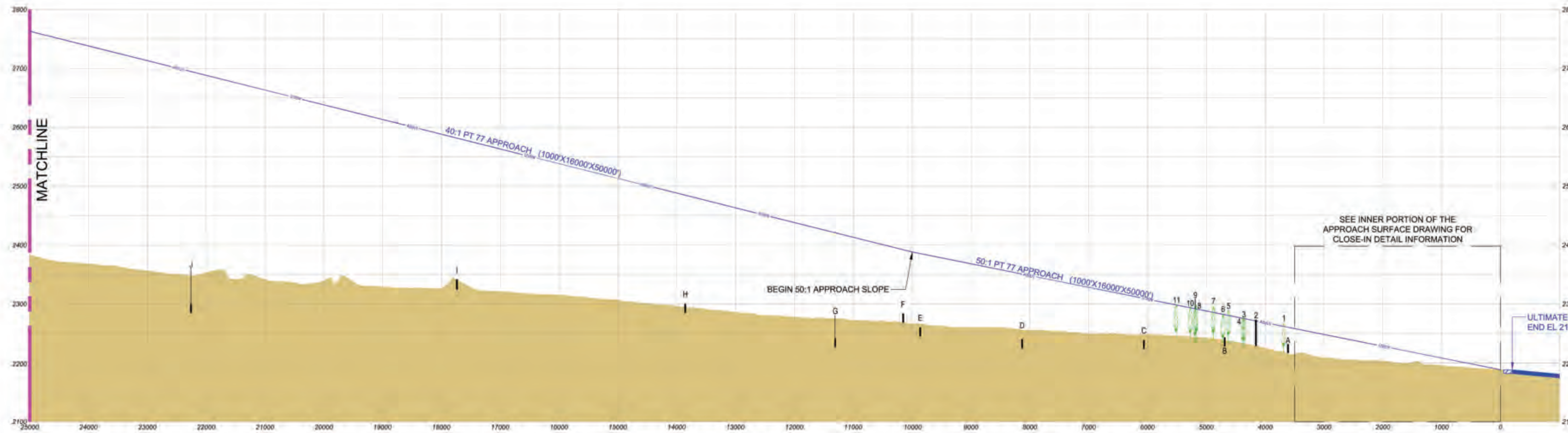


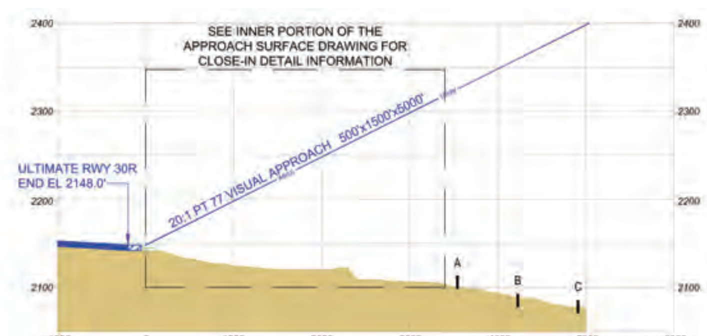
0 1000 2000
HORIZONTAL SCALE IN FEET

0 100 200
VERTICAL SCALE IN FEET

RUNWAY 12L PROFILE

Ultimate Runway 12L Outer-Approach Obstructions												
ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	Remediation
1	Tree	36° 13' 5.612" N	115° 12' 25.547" W	MTZ	H20/V3	N/A	N/A	2,219.60	48.60	2,268.20	6.46	Remove Tree
2	Building	36° 13' 8.500" N	115° 12' 30.100" W	ADIP	1A	32-000344	2021-AWP-5404-OE	2,223.00	50.00	2,273.00	1.84	Structure Has Red Obstruction Lighting
3	Tree	36° 13' 15.500" N	115° 12' 25.030" W	ADIP	1A	32-033195	N/A	2,276.00	0.00	2,276.00	0.89	Remove Tree
4	Tree	36° 13' 13.289" N	115° 12' 28.150" W	MTZ	H20/V3	N/A	N/A	2,229.10	48.00	2,277.10	1.46	Remove Tree
5	Tree	36° 13' 9.875" N	115° 12' 36.362" W	MTZ	H20/V3	N/A	N/A	2,240.20	48.70	2,288.90	8.46	Remove Tree
6	Tree	36° 13' 13.839" N	115° 12' 33.229" W	MTZ	H20/V3	N/A	N/A	2,237.00	46.50	2,283.50	1.13	Remove Tree
7	Tree	36° 13' 14.374" N	115° 12' 35.345" W	MTZ	H20/V3	N/A	N/A	2,238.30	58.80	2,297.10	11.49	Remove Tree
8	Tree	36° 13' 16.489" N	115° 12' 37.756" W	MTZ	H20/V3	N/A	N/A	2,240.20	57.70	2,297.90	6.48	Remove Tree
9	Tree	36° 13' 14.304" N	115° 12' 40.727" W	MTZ	H20/V3	N/A	N/A	2,243.00	49.50	2,292.50	0.68	Remove Tree
10	Tree	36° 13' 25.371" N	115° 12' 28.757" W	MTZ	H20/V3	N/A	N/A	2,229.10	67.10	2,296.20	2.78	Remove Tree
11	Tree	36° 13' 23.010" N	115° 12' 35.700" W	ADIP	1A	32-032730	N/A	2,299.00	0.00	2,299.00	0.77	Remove Tree

Ultimate Runway 12L Outer-Approach Significant Objects					
ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	N Decatur Blvd	2,216.45	15.00	2,231.45	28.81
B	N Decatur Blvd	2,227.91	15.00	2,242.91	38.90
C	N Decatur Blvd	2,223.47	15.00	2,238.47	70.80
D	W Alexander Rd	2,224.72	15.00	2,239.72	110.93
E	W Alexander Rd	2,244.95	15.00	2,259.95	125.36
F	N Jones Blvd	2,268.24	15.00	2,283.24	108.64
G	W Craig Rd	2,226.76	15.00	2,241.76	179.02
H	Connecting Road	2,285.12	15.00	2,300.12	184.35
I	Us Hwy 95	2,324.38	17.00	2,341.38	240.13
J	W Ann Rd	2,322.15	15.00	2,337.15	357.35



0 1000 2000
HORIZONTAL SCALE IN FEET

0 100 200
VERTICAL SCALE IN FEET

RUNWAY 30R PROFILE

Ultimate Runway 30R Outer-Approach Obstructions												
ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	Remediation
No Obstructions												

Ultimate Runway 30R Outer-Approach Significant Objects					
ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	Coran Ln	2,098.53	15.00	2,113.53	211.69
B	Coran Ln	2,077.53	15.00	2,092.53	267.01
C	State Hwy 147	2,070.53	15.00	2,085.53	308.17

GENERAL NOTES:

1. THE PART 77 AIRSPACE SURFACES SHOWN ARE BASED ON FUTURE CONDITIONS PER FAA SOP NO. 2, A.5. AIRPORT AIRSPACE DRAWING, ITEM B.
2. UNLESS NOTED OTHERWISE, ALL EXISTING AIRFIELD COORDINATES, ELEVATION, AND BEARINGS FROM SURVEY DATED 04/09/2018 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
3. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
4. AIRPORT PROTECTION HEIGHT LIMITS ARE ESTABLISHED PER THE CITY OF NORTH LAS VEGAS CODE OF ORDINANCES, SECTION 17.16.050.K (ORD. 2591, 6-15-2011, EFF. 10-1-2011). THE ORDINANCE LIMITS CONSTRUCTION HEIGHT FOR STRUCTURES THAT WOULD CONSTITUTE A "HAZARD TO AIR NAVIGATION' AS DEFINED BY THE FAA.
5. SEE THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS, SHEETS 11 THROUGH 15 FOR CLOSE-IN APPROACH DETAILS.

DRAFT

NO.	REVISIONS	DATE	BY	APP'D

NORTH LAS VEGAS AIRPORT

ULTIMATE AIRPORT AIRSPACE
APPROACH PROFILE RUNWAY 12L-30R

NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 SHEET 7 OF 30

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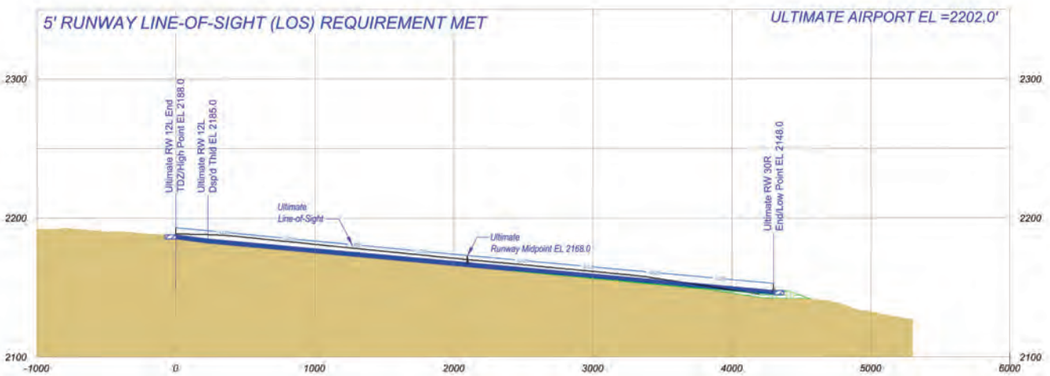
RUNWAY 12L PROFILE

Ultimate Runway 12L Outer-Approach Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
K	W Ann Rd	2,368.55	15.00	2,383.55	407.94
L	State Hwy 215	2,338.14	17.00	2,355.14	489.48
M	W Ann Rd	2,486.70	15.00	2,501.70	421.22
N	State Hwy 215	2,487.73	15.00	2,502.73	487.67
O	County Hwy 215	2,793.99	17.00	2,810.99	402.02
P	Us Hwy 95	2,747.16	17.00	2,764.16	623.84



RUNWAY 12L-30R PROFILE

0 500 1000
HORIZONTAL SCALE IN FEET

0 50 100
VERTICAL SCALE IN FEET

0 1000 2000
HORIZONTAL SCALE IN FEET

0 100 200
VERTICAL SCALE IN FEET

DRAFT

NO.	REVISIONS	DATE	BY	APP'D

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NORTH LAS VEGAS AIRPORT
ULTIMATE AIRPORT AIRSPACE
APPROACH AND RUNWAY PROFILE
RUNWAY 12L-30R
NORTH LAS VEGAS, NEVADA

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	M. Dmyterko
July 2025	SHEET 8 OF 30

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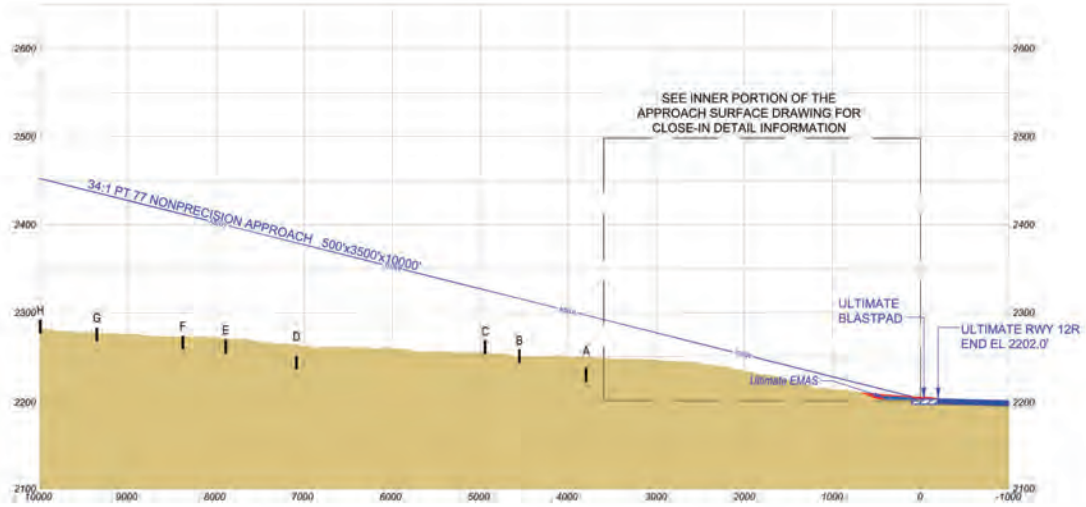
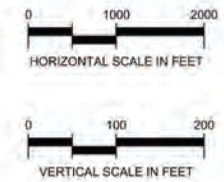
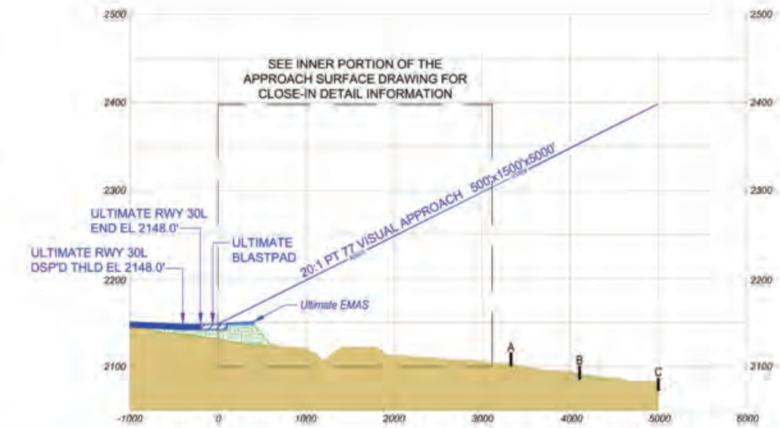






Ultimate Runway 12R Outer-Approach Obstructions													
ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	Remediation
No Obstructions												

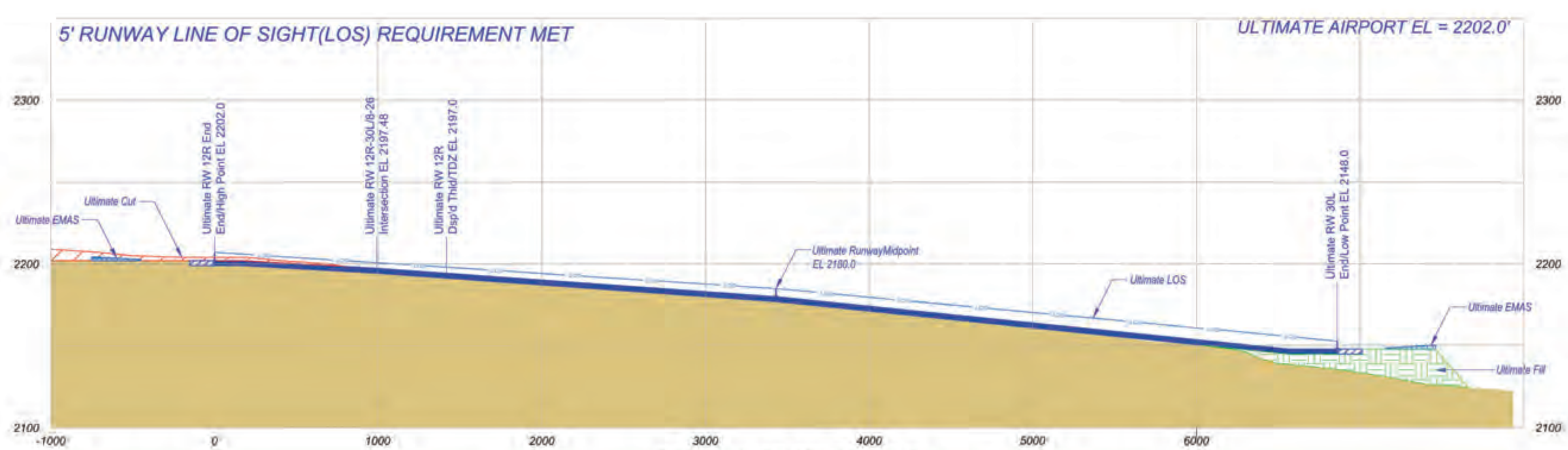
Ultimate Runway 30L Outer-Approach Obstructions												
ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	Remediation
No Obstructions												

Ultimate Runway 12R Outer-Approach Significant Objects

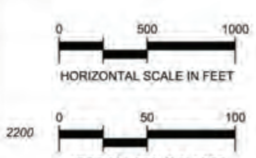
ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Gowan Rd	2,236.76	15.00	2,251.76	61.94
B	W Gowan Rd	2,242.88	15.00	2,257.88	78.14
C	N Rancho Dr	2,253.22	15.00	2,268.22	79.25
D	W Alexander Rd	2,235.44	15.00	2,250.44	160.06
E	W Gilmore Ave	2,268.84	15.00	2,283.84	150.29
F	W Alexander Rd	2,258.38	15.00	2,273.38	175.10
G	N Jones Blvd	2,267.70	15.00	2,282.70	194.49
H	W Alexander Rd	2,276.56	15.00	2,291.56	204.55

Ultimate Runway 30L Outer-Approach Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	Simmons St	2,100.48	15.00	2,115.48	229.85
B	Perryville Ave	2,085.39	15.00	2,100.39	283.85
C	Saxton Hill Ave	2,072.21	15.00	2,087.21	341.79



RUNWAY 12R-30L PROFILE



DRAFT

NORTH LAS VEGAS AIRPORT

ULTIMATE AIRPORT AIRSPACE
APPROACH PROFILE RUNWAY 12R-30L

NORTH LAS VEGAS, NEVADA

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025

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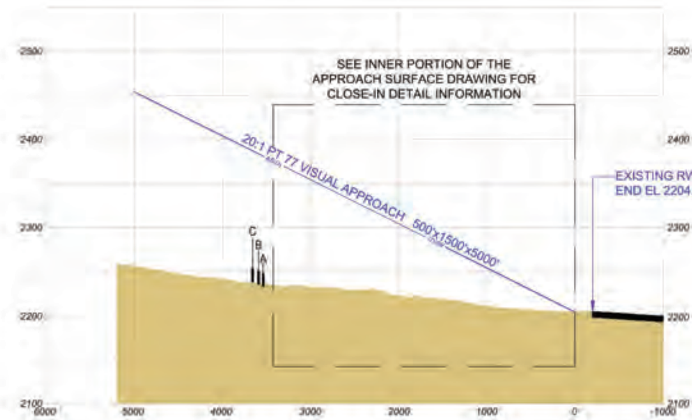
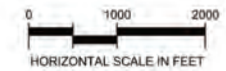
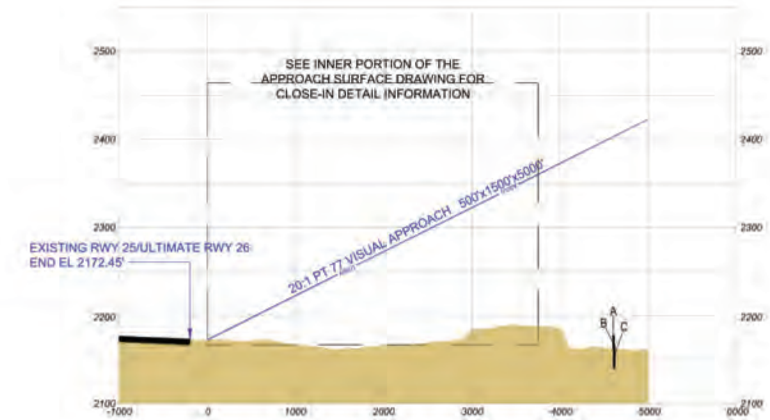






Existing Runway 7/Ultimate Runway 8 Outer-Approach Obstructions												
ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Top Elevation (ft. msl.)	Ground Elevation (ft. msl.)	AGL (ft.)	Penetration Value (ft)	Remediation
No Obstructions												

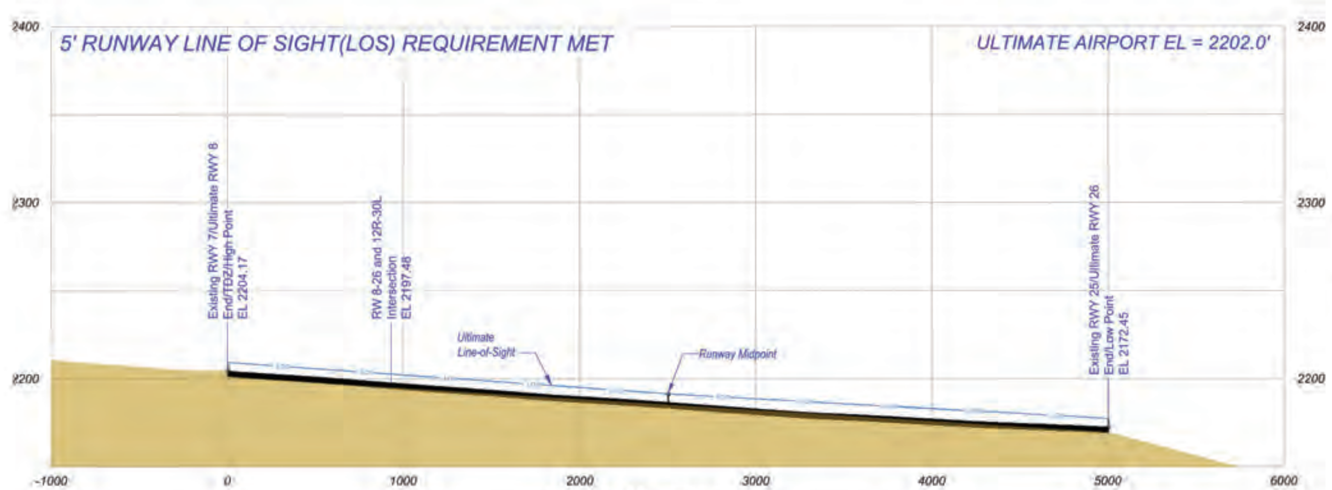
Existing Runway 25/Ultimate Runway 26 Outer-Approach Obstructions												
ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Top Elevation (ft. msl.)	Ground Elevation (ft. msl.)	AGL (ft.)	Penetration Value (ft)	Remediation
No Obstructions												

Existing Runway 7/Ultimate Runway 8 Outer-Approach Significant Objects					
ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	N Michael Way	2,232.84	15.00	2,247.84	133.36
B	N Michael Way	2,235.39	15.00	2,250.39	133.46
C	N Michael Way	2,238.06	15.00	2,253.06	134.17

Existing Runway 25/Ultimate Runway 26 Outer-Approach Significant Objects					
ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	Clayton St	2,161.98	15.00	2,176.98	225.85
B	Clayton St	2,150.43	15.00	2,165.43	237.83
C	Clayton St	2,138.14	15.00	2,153.14	250.07

GENERAL NOTE:

1. ALL REFERENCES TO ULTIMATE CONDITION PERTAIN TO UPDATING THE RUNWAY DESIGNATION FROM 7-25 TO 8-26 TRIGGERED BY REEVALUATION OF RUNWAY'S MAGNETIC HEADING.



RUNWAY 8-26 PROFILE

DRAFT

NO.	REVISIONS	DATE	BY	APP'D

NORTH LAS VEGAS AIRPORT

ULTIMATE AIRPORT AIRSPACE APPROACH PROFILE RUNWAY 8-26

NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 SHEET 10 OF 30

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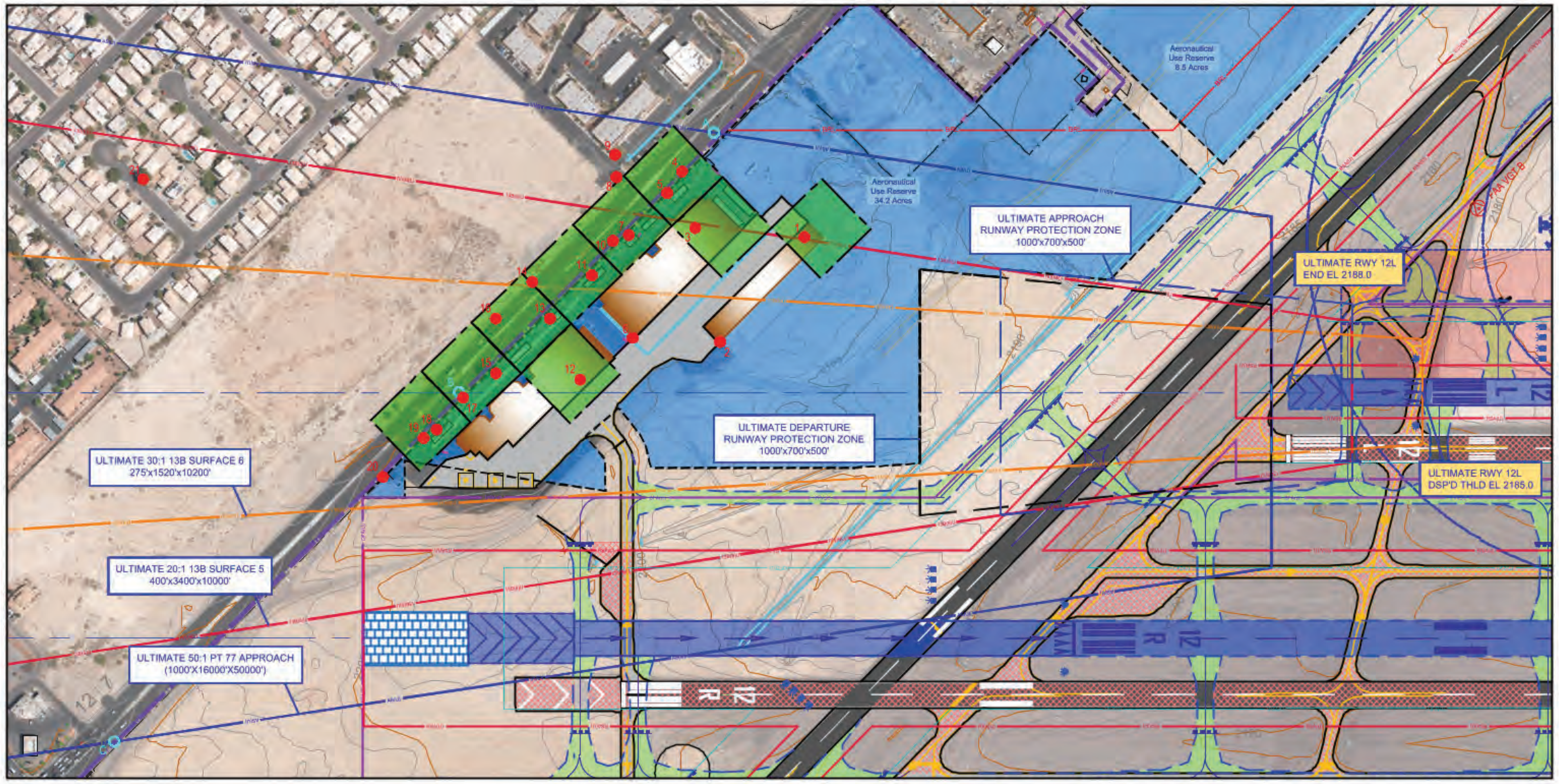

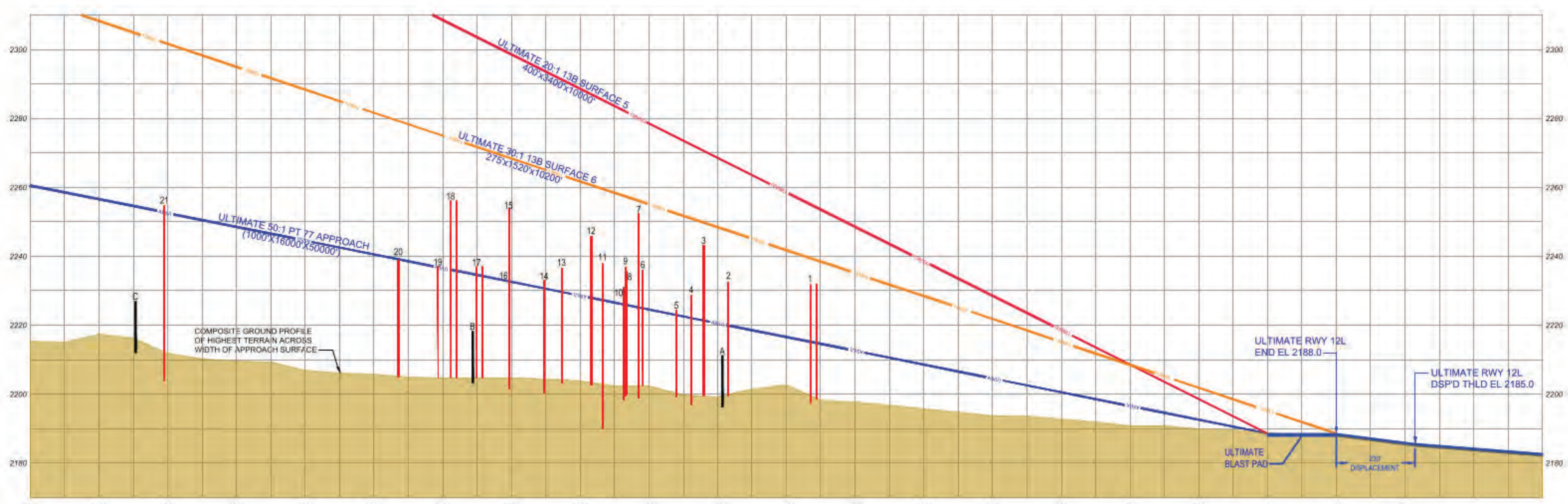

GENERAL NOTES:

1. TRIGGERING EVENT: AIRPORT MASTER PLAN UPDATE.
2. SEE SHEET 15 FOR RUNWAY 12L-30R OBSTRUCTION AND SIGNIFICANT OBJECT TABLES.
3. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
4. OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED 04/09/2018. SUPPLEMENTAL DATA FROM THE FAA AIRPORT DATA INFORMATION PORTAL.
5. OBSTRUCTIONS WITHIN GRIDS REPRESENT TALLEST MANMADE AND/OR NATURAL AND/OR TERRAIN FEATURE.
6. TERRAIN TO BE CLEARED AND GRADED TO MEET FAA STANDARDS.

LEGEND

- OBSTRUCTION GROUPING
- OBSTRUCTION IDENTIFIER
- SIGNIFICANT OBJECT

Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

0 200 400
HORIZONTAL SCALE IN FEET

0 20 40
VERTICAL SCALE IN FEET

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

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NORTH LAS VEGAS AIRPORT
INNER PORTION OF THE
APPROACH SURFACE DRAWING
ULTIMATE RUNWAY 12L
NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

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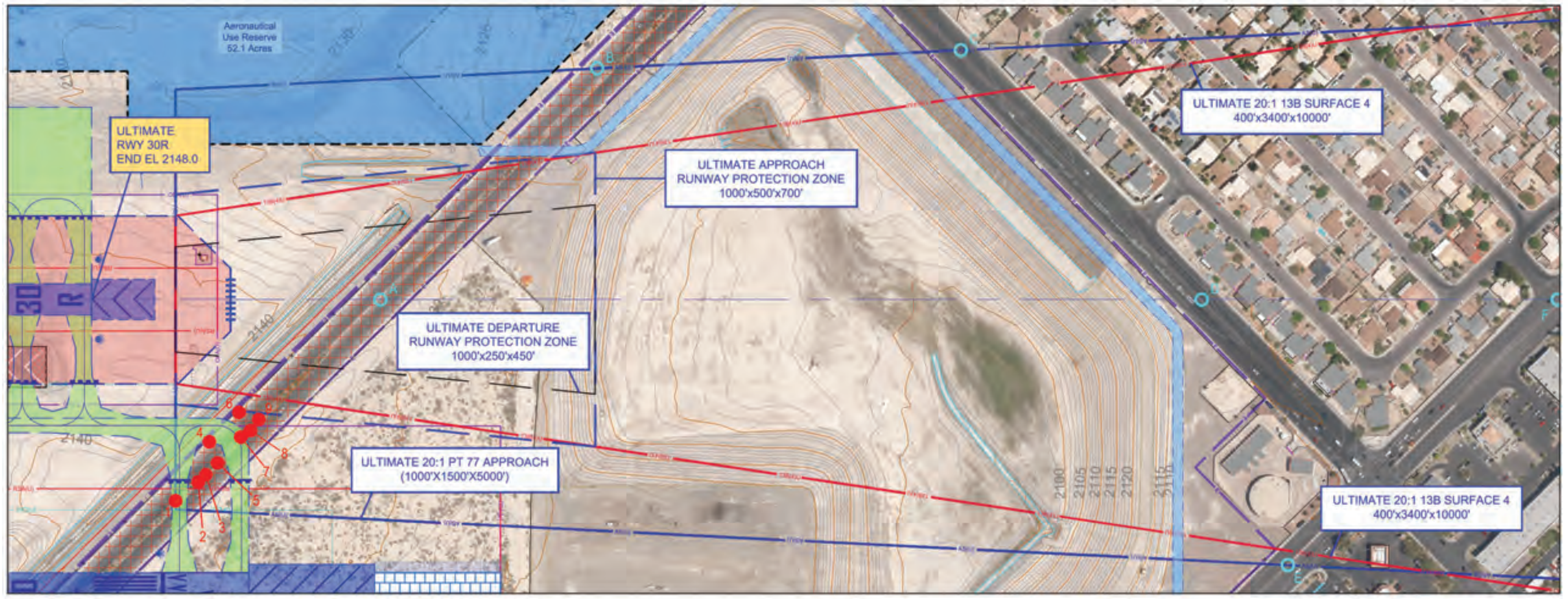
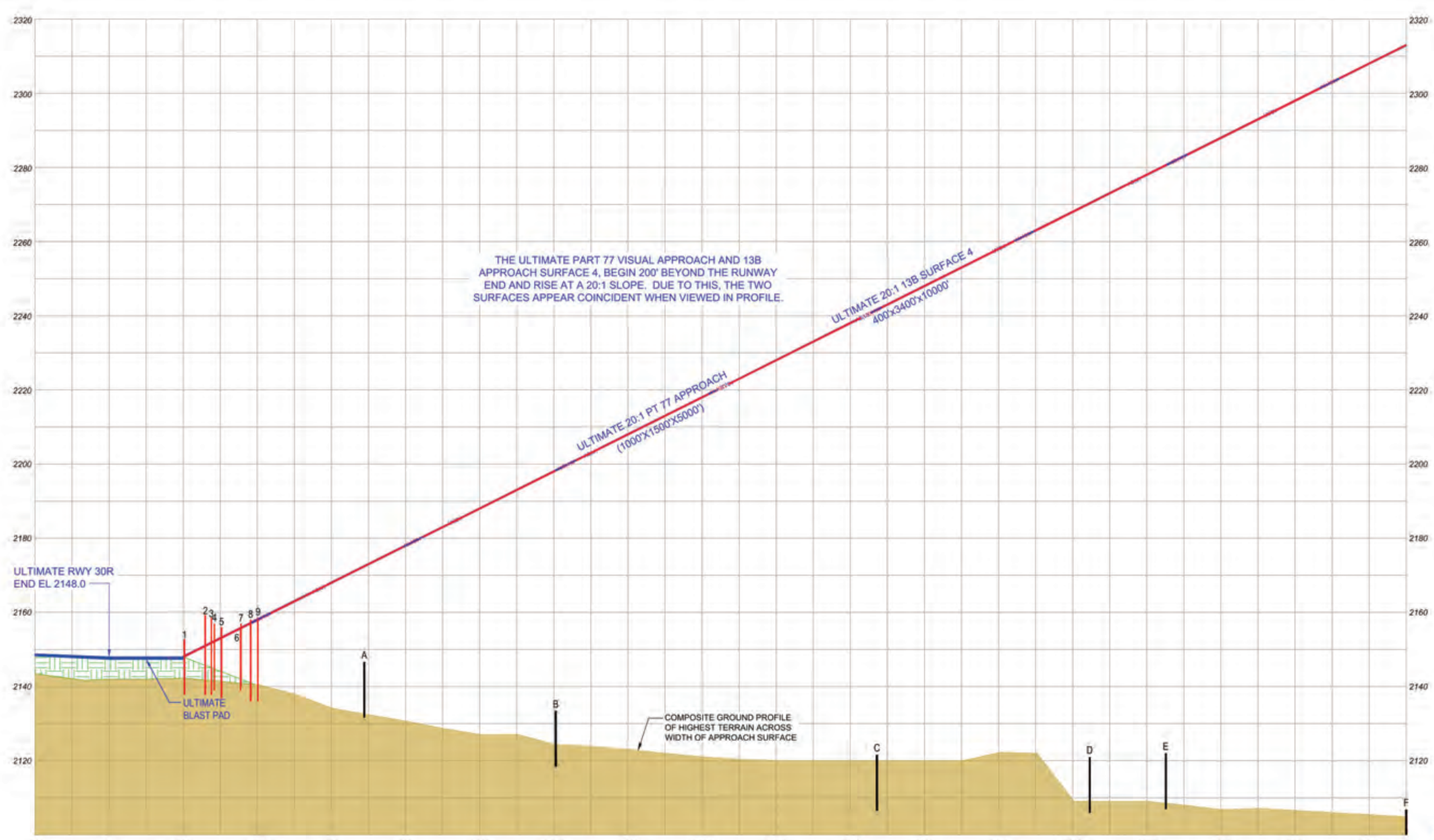


GENERAL NOTES:

1. TRIGGERING EVENT: AIRPORT MASTER PLAN UPDATE.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. SEE SHEET 15 FOR RUNWAY 12L-30R OBSTRUCTION AND SIGNIFICANT OBJECT TABLES.
4. OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED 04/09/2018. SUPPLEMENTAL DATA FROM THE FAA AIRPORT DATA INFORMATION PORTAL.
5. TERRAIN TO BE CLEARED AND GRADED TO MEET FAA STANDARDS.

LEGEND

- OBSTRUCTION IDENTIFIER
- SIGNIFICANT OBJECT
- FILL AND GRADE



Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

HORIZONTAL SCALE IN FEET (0, 200, 400)

VERTICAL SCALE IN FEET (0, 20, 40)

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

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NORTH LAS VEGAS AIRPORT
INNER PORTION OF THE APPROACH SURFACE DRAWING
ULTIMATE RUNWAY 30R
NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 SHEET 12 OF 30

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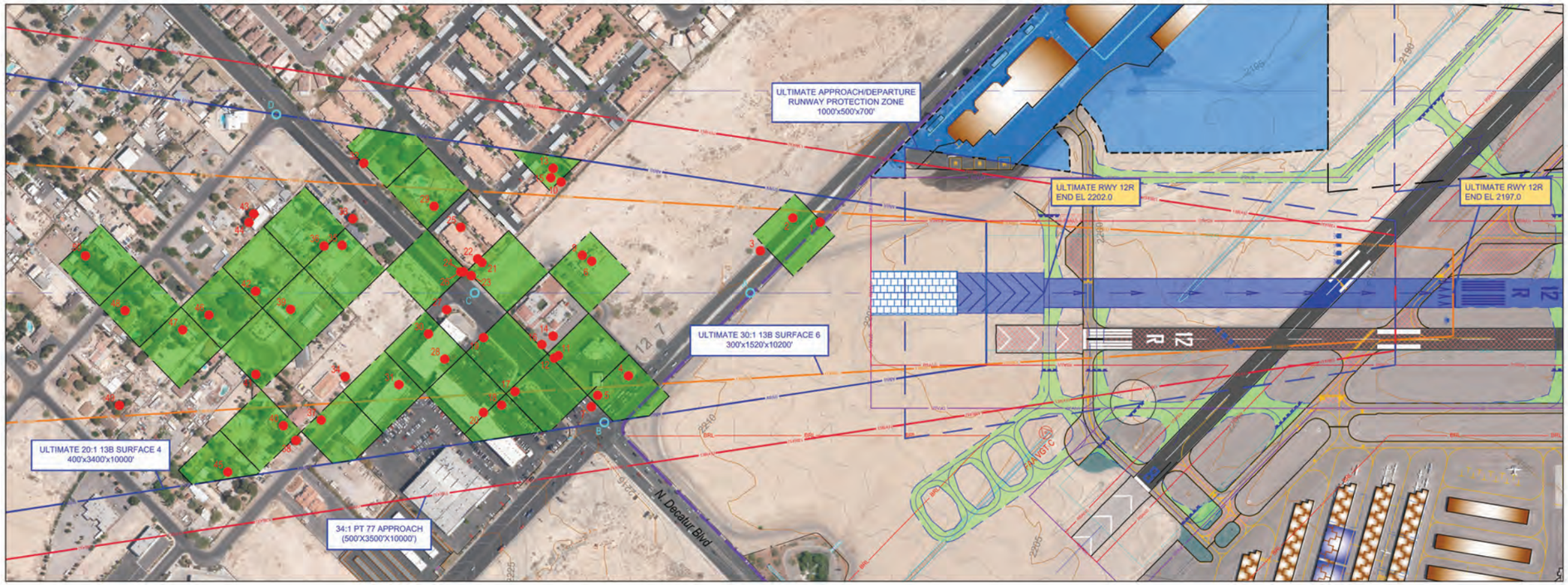
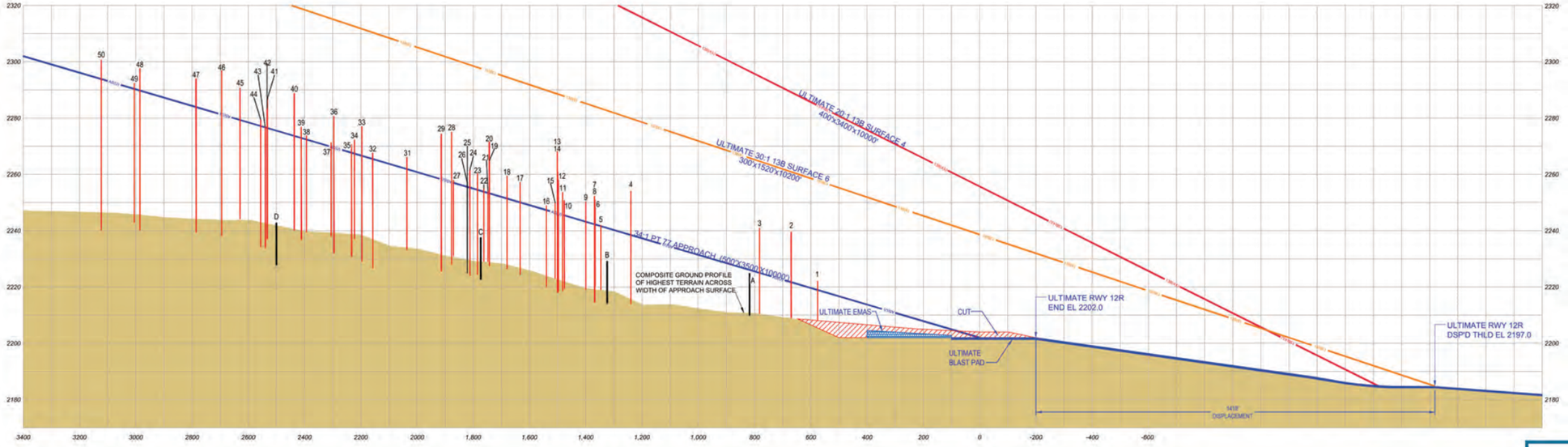


GENERAL NOTES:

1. TRIGGERING EVENT: AIRPORT MASTER PLAN UPDATE.
2. SEE SHEET 15 FOR RUNWAY 12R-30L OBSTRUCTION AND SIGNIFICANT OBJECT TABLES.
3. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
4. OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED 04/09/2018. SUPPLEMENTAL DATA FROM THE FAA AIRPORT DATA INFORMATION PORTAL.
5. OBSTRUCTIONS WITHIN GRIDS REPRESENT TALLEST MANMADE AND/OR NATURAL AND/OR TERRAIN FEATURE.
6. TERRAIN TO BE CLEARED AND GRADED TO MEET FAA STANDARDS.

LEGEND

- OBSTRUCTION IDENTIFIER
- SIGNIFICANT OBJECT



0 200 400
HORIZONTAL SCALE IN FEET

0 20 40
VERTICAL SCALE IN FEET

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

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NORTH LAS VEGAS AIRPORT
INNER PORTION OF THE APPROACH SURFACE DRAWING
ULTIMATE RUNWAY 12R
NORTH LAS VEGAS, NEVADA

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	M. Dmyterko
July 2025	SHEET 13 OF 30

Coffman Associates
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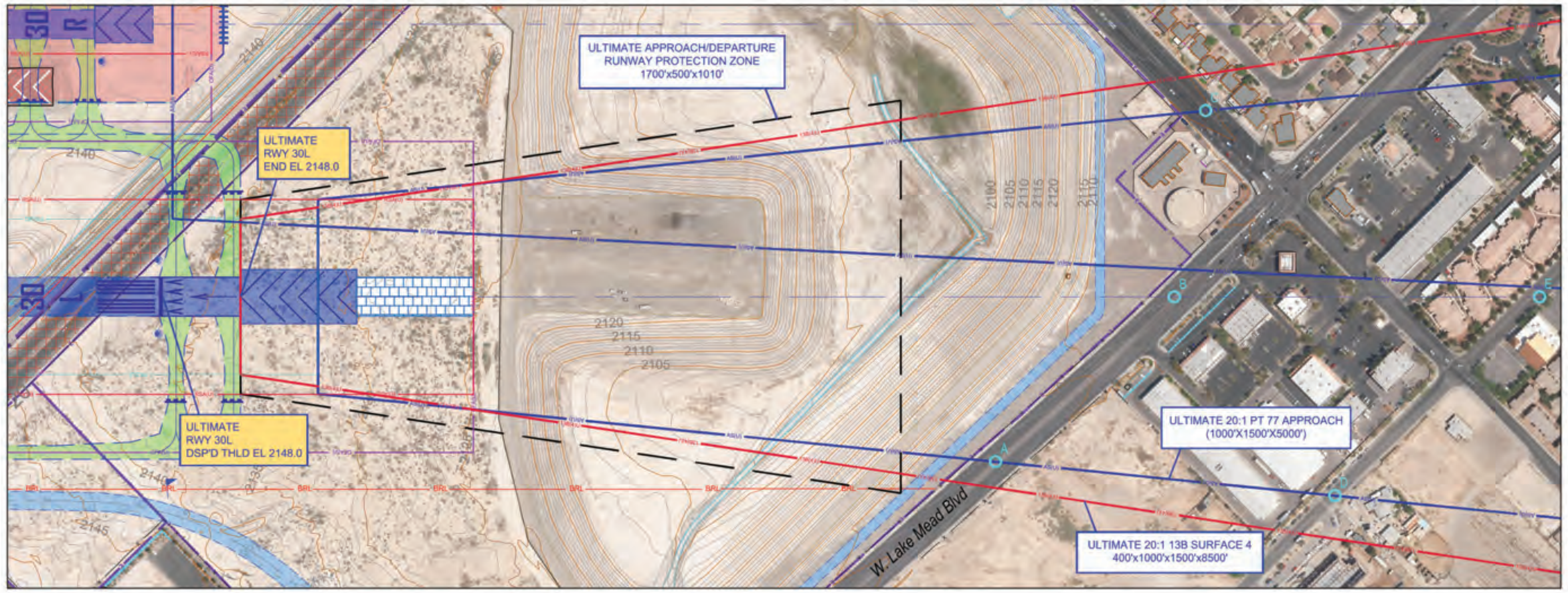
www.coffmanassociates.com



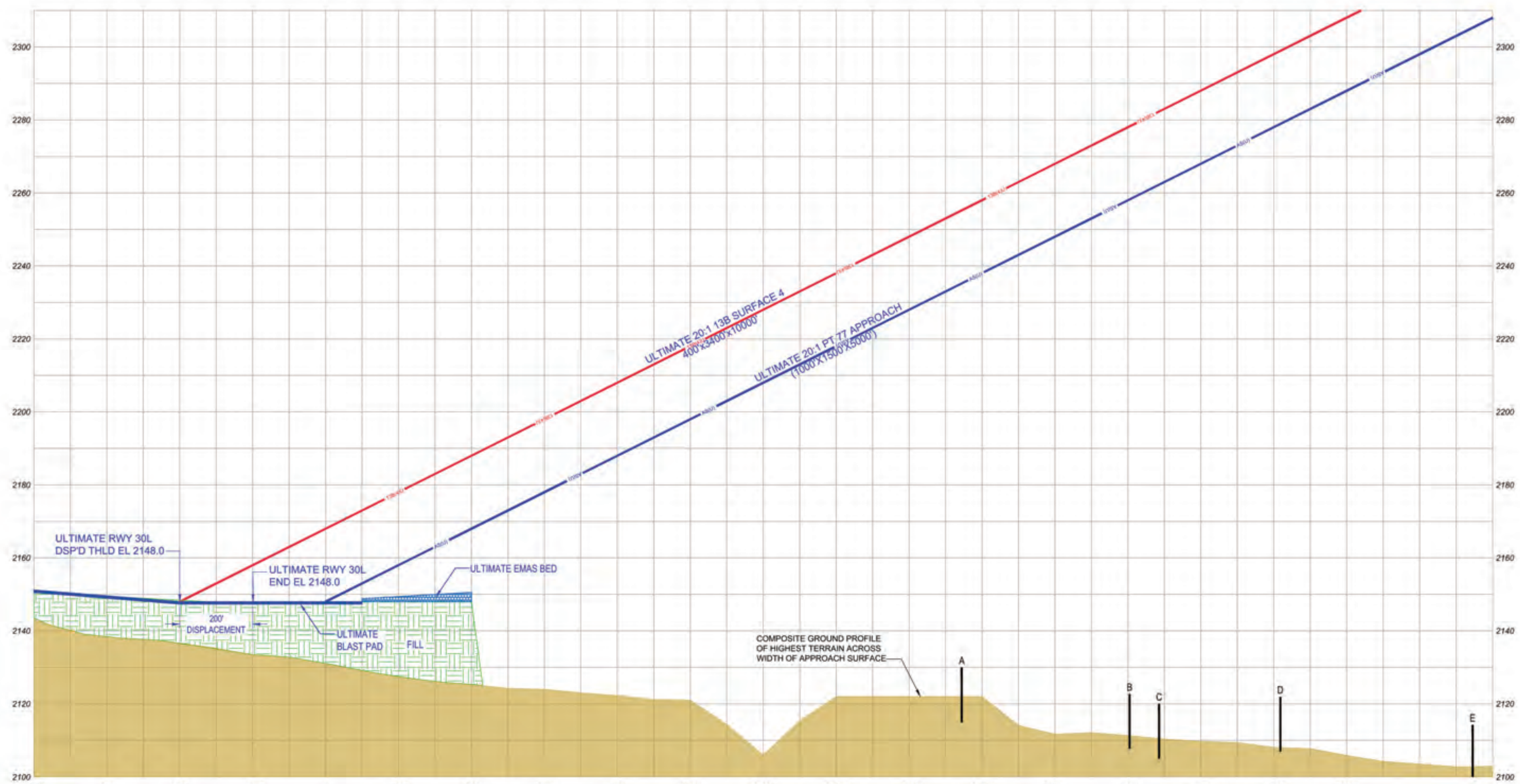
GENERAL NOTES:

1. TRIGGERING EVENT: AIRPORT MASTER PLAN UPDATE.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. SEE SHEET 15 FOR RUNWAY 12R-30L OBSTRUCTION AND SIGNIFICANT OBJECT TABLES.
4. OBJECTS IDENTIFIED BY COFFMAN ASSOCIATES FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED 04/09/2018. SUPPLEMENTAL DATA FROM THE FAA AIRPORT DATA INFORMATION PORTAL.
5. TERRAIN TO BE CLEARED AND GRADED TO MEET FAA STANDARDS.

LEGEND

SIGNIFICANT OBJECT

FILL AND GRADE



Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

0 200 400
HORIZONTAL SCALE IN FEET

0 20 40
VERTICAL SCALE IN FEET

DRAFT

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NORTH LAS VEGAS AIRPORT
INNER PORTION OF THE APPROACH SURFACE DRAWING ULTIMATE RUNWAY 30L
NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 SHEET 14 OF 30

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Ultimate Runway 12L Inner-Approach Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Top Elevation (ft. msl.)	Ground Elevation (ft. msl.)	AGL (ft.)	Ultimate Part 77 Surface Penetration Value (ft)	Remediation
1	Utility On Building	36° 12' 58.451" N	115° 11' 53.952" W	MTZ	H20/V3	32-022121	N/A	2,231.90	2,198.70	33.20	17.32	Add Obstruction Lighting
2	Railing On Building	36° 12' 58.006" N	115° 11' 58.588" W	MTZ	H20/V3	32-022124	N/A	2,232.60	2,199.40	33.20	13.21	Add Obstruction Lighting
3	Vent On Building	36° 13' 0.786" N	115° 11' 56.445" W	MTZ	H20/V3	32-022122	N/A	2,243.20	2,199.70	43.50	22.40	Add Obstruction Lighting
4	Light Pole	36° 13' 2.178" N	115° 11' 55.393" W	MTZ	H20/V3	N/A	N/A	2,228.80	2,197.00	31.80	7.26	Lower/Relocate
5	Tree	36° 13' 2.037" N	115° 11' 56.296" W	MTZ	H20/V3	N/A	N/A	2,224.30	2,199.20	25.10	1.90	Remove Tree
6	Building	36° 12' 59.800" N	115° 12' 0.660" W	ADIP	1A	32-022125	N/A	2,236.00	2,206.00	30.00	11.65	Add Obstruction Lighting
7	Tree	36° 13' 1.949" N	115° 11' 58.268" W	MTZ	H20/V3	N/A	N/A	2,252.50	2,199.00	53.50	27.91	Remove Tree
8	Tree	36° 13' 3.356" N	115° 11' 57.169" W	MTZ	H20/V3	N/A	N/A	2,235.70	2,200.00	35.70	10.41	Remove Tree
9	Tree	36° 13' 3.832" N	115° 11' 56.661" W	MTZ	H20/V3	N/A	N/A	2,236.90	2,199.50	37.40	11.54	Remove Tree
10	Light Pole	36° 13' 2.140" N	115° 11' 58.799" W	MTZ	H20/V3	N/A	N/A	2,231.10	2,198.40	32.70	5.62	Lower/Relocate
11	Tree	36° 13' 1.863" N	115° 12' 0.166" W	MTZ	H20/V3	N/A	N/A	2,238.00	2,238.00	0.00	11.31	Remove Tree
12	Satellite Dish	36° 13' 0.000" N	115° 12' 2.981" W	MTZ	H20/V3	32-073679	N/A	2,245.70	2,202.80	42.90	18.35	Add Obstruction Lighting
13	Tree	36° 13' 1.814" N	115° 12' 2.254" W	MTZ	H20/V3	N/A	N/A	2,236.50	2,203.20	33.30	7.43	Remove Tree
14	Light Pole	36° 13' 2.906" N	115° 12' 1.805" W	MTZ	H20/V3	N/A	N/A	2,233.00	2,200.50	32.50	2.92	Lower/Relocate
15	Tree	36° 13' 1.779" N	115° 12' 4.924" W	MTZ	H20/V3	N/A	N/A	2,254.00	2,203.30	50.70	21.85	Remove Tree
16	Light Pole	36° 13' 2.884" N	115° 12' 3.598" W	MTZ	H20/V3	N/A	N/A	2,233.50	2,201.50	32.00	1.35	Lower/Relocate
17	Pole	36° 13' 1.940" N	115° 12' 6.330" W	ADIP	1A	32-021774	N/A	2,237.00	2,210.00	27.00	2.98	Lower/Relocate
18	Tree	36° 13' 1.811" N	115° 12' 7.767" W	MTZ	H20/V3	N/A	N/A	2,256.20	2,205.20	51.00	20.67	Remove Tree
19	Pole	36° 13' 1.900" N	115° 12' 8.290" W	ADIP	1A	32-021776	N/A	2,237.00	2,211.00	26.00	0.74	Lower/Relocate
20	Pole	36° 13' 1.920" N	115° 12' 10.240" W	ADIP	1A	32-021779	N/A	2,239.00	2,212.00	27.00	0.42	Lower/Relocate
21	Tree	36° 13' 12.619" N	115° 12' 8.985" W	MTZ	H20/V3	N/A	N/A	2,254.70	2,204.00	50.70	2.47	Remove Tree

Ultimate Runway 30R Inner-Approach Obstructions

	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Top Elevation (ft. msl.)	Ground Elevation (ft. msl.)	AGL (ft.)	Ultimate Part 77 Surface Penetration Value (ft)	Remediation
1	W Carey Ave	36° 12' 10.272" N	115° 11' 9.175" W	Combined DEM	N/A	N/A	N/A	2,152.81	2,216.90	15.00	4.81	To Remain
2	Tree	36° 12' 10.228" N	115° 11' 8.269" W	MTZ	H20/V3	N/A	N/A	2,159.30	2,211.00	21.60	8.49	Remove Tree
3	Tree	36° 12' 10.212" N	115° 11' 8.012" W	MTZ	H20/V3	N/A	N/A	2,158.50	2,222.40	20.80	6.88	Remove Tree
4	Pole	36° 12' 10.710" N	115° 11' 7.270" W	ADIP	1A	32-021851	N/A	2,157.00	2,210.80	18.00	4.96	Lower/Relocate
5	Tree	36° 12' 10.220" N	115° 11' 7.530" W	ADIP	1A	32-032722	N/A	2,156.00	2,205.30	19.00	2.99	Remove Tree
6	Pole	36° 12' 10.720" N	115° 11' 6.060" W	ADIP	1A	32-021850	N/A	2,156.00	2,219.00	17.00	0.45	Lower/Relocate
7	Tree	36° 12' 10.270" N	115° 11' 6.520" W	ADIP	1A	32-032711	N/A	2,157.00	2,157.00	0.00	1.21	Remove Tree
8	Tree	36° 12' 10.220" N	115° 11' 6.190" W	ADIP	1A	32-065991	N/A	2,158.00	2,213.70	22.00	1.07	Remove Tree
9	Tree	36° 12' 10.270" N	115° 11' 5.790" W	ADIP	1A	32-032710	N/A	2,158.00	2,214.90	22.00	0.07	Remove Tree

Ultimate Runway 12L Inner-Approach Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Cheyenne Ave	2,196.20	15.00	2,211.20	8.53
B	W Cheyenne Ave	2,203.28	15.00	2,218.28	15.98
C	W Cheyenne Ave	2,212.00	15.00	2,227.00	26.87

Ultimate Runway 30R Inner-Approach Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Carey Ave	2,131.63	15.00	2,146.63	25.80
B	W Carey Ave	2,118.41	15.00	2,133.41	64.84
C	Simmons St	2,109.31	15.00	2,124.31	117.28
D	Simmons St	2,106.00	15.00	2,121.00	149.29
E	W Lake Mead Blvd	2,107.00	15.00	2,122.00	158.56
F	State Hwy 147	2,091.15	15.00	2,106.15	206.80

Ultimate Runway 12R Inner-Approach Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Top Elevation (ft. msl.)	Ground Elevation (ft. msl.)	AGL (ft.)	Existing Part 77 Surface Penetration Value (ft)	Remediation
1	W Cheyenne Ave	36° 13' 2.009" N	115° 12' 14.100" W	Combined DEM	N/A	N/A	N/A	2,222.17	2,207.17	15.00	3.21	To Remain
2	Light Pole	36° 13' 2.762" N	115° 12' 14.799" W	MTZ	H20/V3	32-021845	N/A	2,239.60	2,207.80	31.80	17.87	Lower/Relocate
3	Light Pole	36° 13' 2.733" N	115° 12' 16.755" W	MTZ	H20/V3	32-021844	N/A	2,240.90	2,208.80	32.10	15.86	Lower/Relocate
4	Tree	36° 13' 2.830" N	115° 12' 24.442" W	MTZ	H20/V3	N/A	N/A	2,254.10	2,214.00	40.10	15.61	Remove Tree
5	Sign	36° 13' 3.090" N	115° 12' 25.950" W	ADIP	1A	32-021893	N/A	2,242.00	2,226.00	16.00	0.37	Add Obstruction Lighting
6	Building	36° 13' 6.520" N	115° 12' 22.168" W	MTZ	H20/V3	N/A	N/A	2,250.80	2,220.30	30.50	8.56	Add Obstruction Lighting
7	Light Pole	36° 13' 2.959" N	115° 12' 26.484" W	MTZ	H20/V3	N/A	N/A	2,252.30	2,214.60	37.70	10.02	Lower/Relocate
8	Light Pole	36° 13' 2.959" N	115° 12' 26.484" W	MTZ	H20/V3	N/A	N/A	2,252.30	2,214.60	37.70	10.02	Lower/Relocate
9	Tree	36° 13' 6.894" N	115° 12' 22.277" W	MTZ	H20/V3	N/A	N/A	2,250.30	2,219.00	31.30	7.09	Remove Tree
10	Tree	36° 13' 9.220" N	115° 12' 20.775" W	MTZ	H20/V3	N/A	N/A	2,250.80	2,219.40	31.40	5.35	Remove Tree
11	Sign	36° 13' 5.002" N	115° 12' 25.964" W	MTZ	H20/V3	N/A	N/A	2,253.70	2,218.70	35.00	8.07	Add Obstruction Lighting
12	Tree	36° 13' 5.048" N	115° 12' 26.166" W	MTZ	H20/V3	N/A	N/A	2,260.80	2,218.30	42.50	14.73	Remove Tree
13	Tree	36° 13' 9.722" N	115° 12' 20.587" W	MTZ	H20/V3	N/A	N/A	2,253.10	2,218.00	35.10	6.93	Remove Tree
14	Tree	36° 13' 5.612" N	115° 12' 25.547" W	MTZ	H20/V3	N/A	N/A	2,268.20	2,219.60	48.60	22.02	Remove Tree
15	Building	36° 13' 9.550" N	115° 12' 20.940" W	ADIP	1A	32-022108	N/A	2,250.00	2,224.00	26.00	3.58	Add Obstruction Lighting
16	Pole	36° 13' 5.670" N	115° 12' 26.140" W	ADIP	1A	32-073267	N/A	2,249.00	2,220.00	29.00	1.68	Lower/Relocate
17	Light Pole	36° 13' 5.164" N	115° 12' 28.339" W	MTZ	H20/V3	N/A	N/A	2,257.30	2,224.40	32.90	7.24	Lower/Relocate
18	Light Pole	36° 13' 5.153" N	115° 12' 29.146" W	MTZ	H20/V3	N/A	N/A	2,259.50	2,226.40	33.10	8.07	Lower/Relocate
19	Pole	36° 13' 7.240" N	115° 12' 27.700" W	ADIP	1A	32-021921	N/A	2,265.00	2,232.00	33.00	11.73	Lower/Relocate
20	Antenna	36° 13' 5.406" N	115° 12' 29.919" W	MTZ	H20/V3	N/A	N/A	2,271.70	2,227.50	44.20	18.41	Add Obstruction Lighting
21	Building	36° 13' 9.120" N	115° 12' 25.530" W	ADIP	1A	32-022105	N/A	2,254.00	2,229.00	25.00	0.56	Add Obstruction Lighting
22	Building	36° 13' 9.310" N	115° 12' 25.550" W	ADIP	1A	32-022104	N/A	2,255.00	2,229.00	26.00	1.13	Add Obstruction Lighting
23	Tree	36° 13' 9.056" N	115° 12' 26.239" W	MTZ	H20/V3	32-040795	N/A	2,260.50	2,224.40	36.10	5.97	Remove Tree
24	Tree	36° 13' 9.337" N	115° 12' 26.365" W	MTZ	H20/V3	N/A	N/A	2,261.70	2,224.10	37.60	6.37	Remove Tree
25	Tree	36° 13' 10.490" N	115° 12' 25.130" W	ADIP	1A	32-073790	N/A	2,257.00	2,225.00	32.00	1.40	Remove Tree
26	Pole	36° 13' 9.400" N	115° 12' 26.450" W	ADIP	1A	32-021930	N/A	2,257.00	2,230.00	27.00	1.39	Lower/Relocate
27	Pole	36° 13' 8.810" N	115° 12' 27.990" W	ADIP	1A	32-021919	N/A	2,258.00	2,231.00	27.00	0.96	Lower/Relocate
28	Antenna On Building	36° 13' 7.643" N	115° 12' 29.508" W	MTZ	H20/V3	32-000344	2021-AWP-5404-OE	2,275.20	2,228.10	47.10	17.97	Object Has Red Obstruction Lighting
29	Tree	36° 13' 11.645" N	115° 12' 25.315" W	MTZ	H20/V3	N/A	N/A	2,274.50	2,225.70	48.80	16.18	Remove Tree
30	Tree	36° 13' 8.650" N	115° 12' 29.260" W	ADIP	1A	32-032705	N/A	2,266.00	2,266.00	0.00	7.11	Remove Tree
31	Antenna	36° 13' 8.114" N	115° 12' 31.651" W	MTZ	H20/V3	32-073539	N/A	2,266.20	2,233.30	32.90	4.30	Add Obstruction Lighting
32	Tree	36° 13' 14.389" N	115° 12' 26.168" W	MTZ	H20/V3	N/A	N/A	2,267.70	2,226.80	40.90	2.21	Remove Tree
33	Tree	36° 13' 13.289" N	115° 12' 28.150" W	MTZ	H20/V3	N/A	N/A	2,277.10	2,229.10	48.00	10.48	Remove Tree
34	Tree	36° 13' 9.600" N	115° 12' 33.045" W	MTZ	H20/V3	32-031440	N/A	2,272.40	2,237.10	35.30	5.01	Remove Tree
35	Tree	36° 13' 12.892" N	115° 12' 29.252" W	MTZ	H20/V3	N/A	N/A	2,270.80	2,230.70	40.10	3.11	Remove Tree
36	Tree	36° 13' 13.309" N	115° 12' 29.818" W	MTZ	H20/V3	N/A	N/A	2,280.80	2,232.10	48.70	11.26	Remove Tree
37	Tree	36° 13' 9.109" N	115° 12' 35.050" W	MTZ	H20/V3	N/A	N/A	2,271.40	2,238.10	33.30	1.57	Remove Tree
38	Tree	36° 13' 9.213" N	115° 12' 36.420" W	MTZ	H20/V3	N/A	N/A	2,273.90	2,239.50	34.40	1.49	Remove Tree
39	Tree	36° 13' 12.557" N	115° 12' 32.705" W	MTZ	H20/V3	N/A	N/A	2,276.90	2,236.90	40.00	3.95	Remove Tree
40	Tree	36° 13' 9.875" N	115° 12' 36.362" W	MTZ	H20/V3	N/A	N/A	2,288.90	2,240.20	48.70	15.22	Remove Tree
41	Tree	36° 13' 11.792" N	115° 12' 35.682" W	MTZ	H20/V3	N/A	N/A	2,287.10	2,238.70	48.40	10.61	Remove Tree
42	Tree	36° 13' 13.839" N	115° 12' 33.229" W	MTZ	H20/V3	N/A	N/A	2,283.50	2,237.00	46.50	6.98	Remove Tree
43	Tree	36° 13' 15.780" N	115° 12' 31.000" W	ADIP	1A	32-067044	N/A	2,277.00	2,234.00	43.00	0.29	Remove Tree
44	Tree	36° 13' 15.684" N	115° 12' 31.399" W	MTZ	H20/V3	32-031474	N/A	2,279.60	2,234.20	45.40	2.40	Remove Tree
45	Tree	36° 13' 10.072" N	115° 12' 39.415" W	MTZ	H20/V3	32-031458	N/A	2,290.80	2,244.20	46.60	11.45	Remove Tree
46	Tree	36° 13' 14.374" N	115° 12' 35.345" W	MTZ	H20/V3	N/A	N/A	2,297.10	2,238.30	58.80	15.82	Remove Tree
47	Tree	36° 13' 14.639" N	115° 12' 36.580" W	MTZ	H20/V3	N/A	N/A	2,294.10	2,239.50	54.60	10.14	Remove Tree
48	Tree	36° 13' 16.489" N	115° 12' 37.756" W	MTZ	H20/V3	N/A	N/A	2,297.90	2,240.20	57.70	8.07	Remove Tree
49	Tree	36° 13' 14.304" N	115° 12' 40.727" W	MTZ	H20/V3	N/A	N/A	2,292.50	2,243.00	49.50	2.09	Remove Tree
50	Tree	36° 13' 18.783" N	115° 12' 37.331" W	MTZ	H20/V3	N/A	N/A	2,300.80	2,240.20	60.60	6.94	Remove Tree

Ultimate Runway 30L Inner-Approach Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Top Elevation (ft. msl.)	Ground Elevation (ft. msl.)	AGL (ft.)	Penetration Value (ft)	Remediation
No Obstructions												

Ultimate Runway 12R Inner-Approach Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Cheyenne Ave	2,209.89	15.00	2,224.89	1.18
B	N Decatur Blvd	2,214.20	15.00	2,229.20	11.76
C	N Decatur Blvd	2,222.65	15.00	2,237.65	16.53
D	Ricky Rd	2,227.82	15.00	2,242.82	31.59

Ultimate Runway 30L Inner-Approach Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Lake Mead Blvd	2,112.00	15.00	2,127.00	139.20
B	W Lake Mead Blvd	2,107.69	15.00	2,122.69	166.52
C	Simmons St	2,105.00	15.00	2,120.00	173.25
D	Coran Ln	2,106.93	15.00	2,121.93	187.96
E	Coran Ln	2,099.23	15.00	2,114.23	222.02

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

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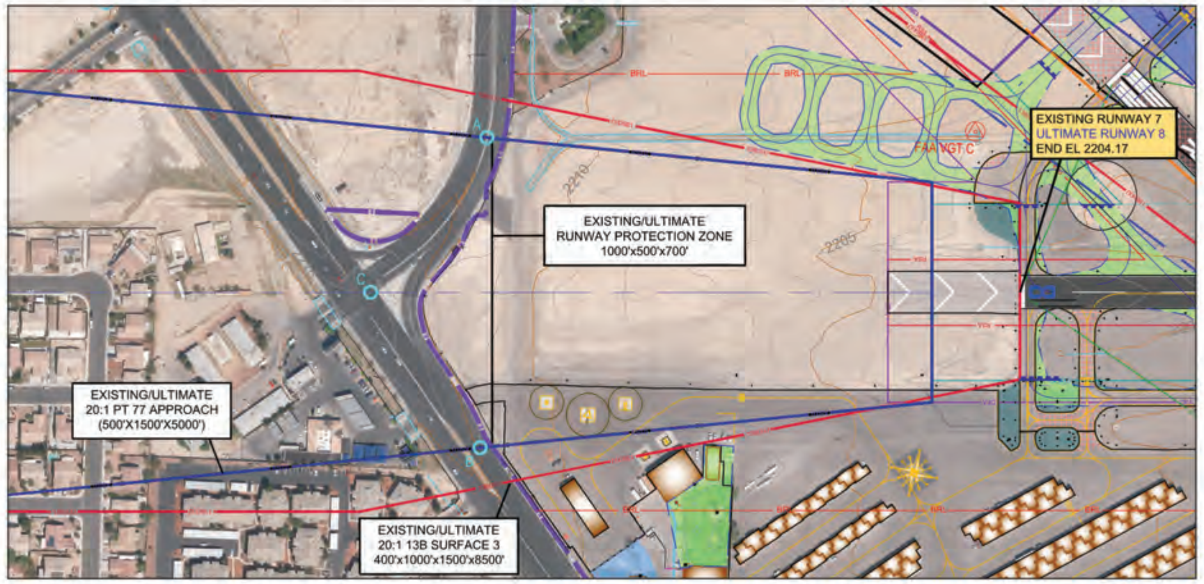
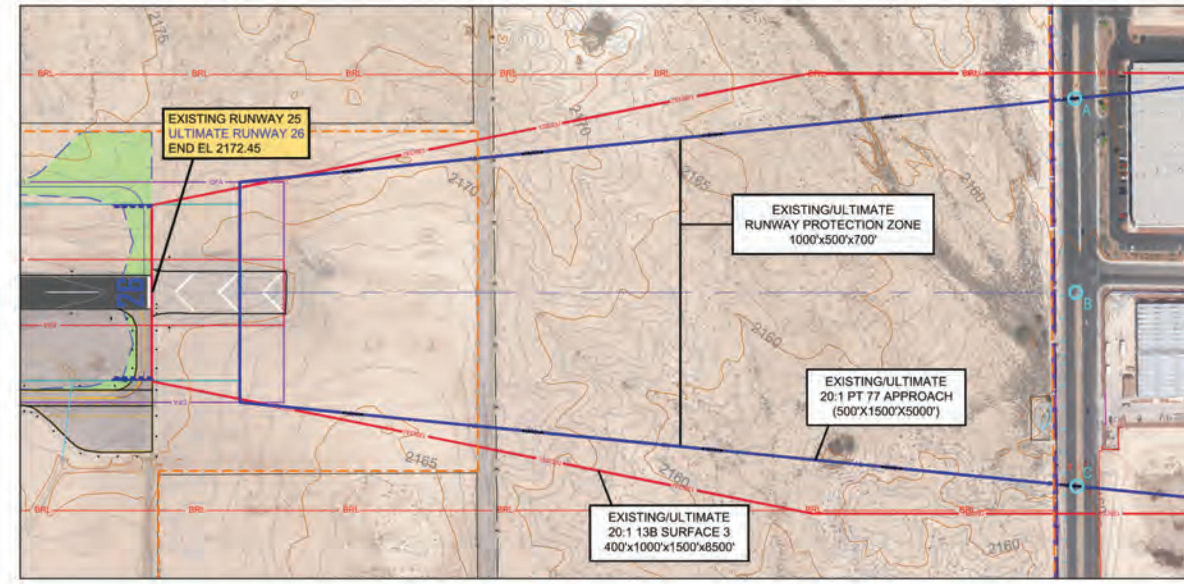
NORTH LAS VEGAS AIRPORT
INNER PORTION OF THE APPROACH
ULTIMATE RUNWAYS 12L-30R AND 12R-30L
OBSTRUCTION AND SIGNIFICANT OBJECT TABLES
NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

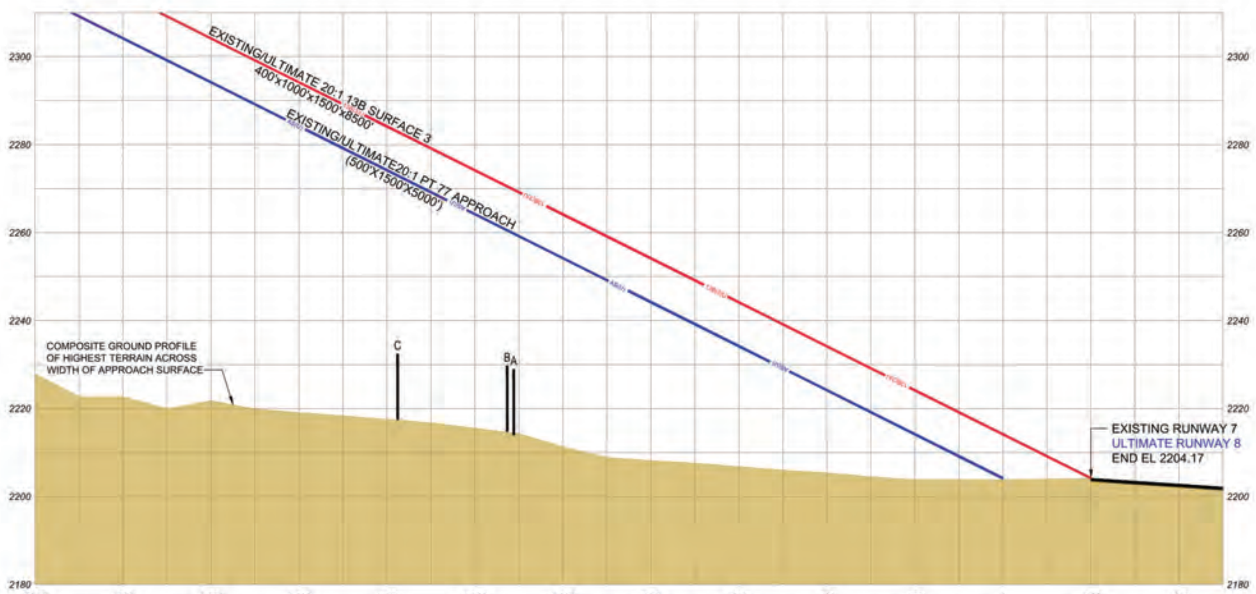
July 2025

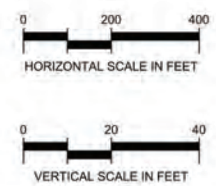
Coffman Associates
Airport Consultants
www.coffmanassociates.com

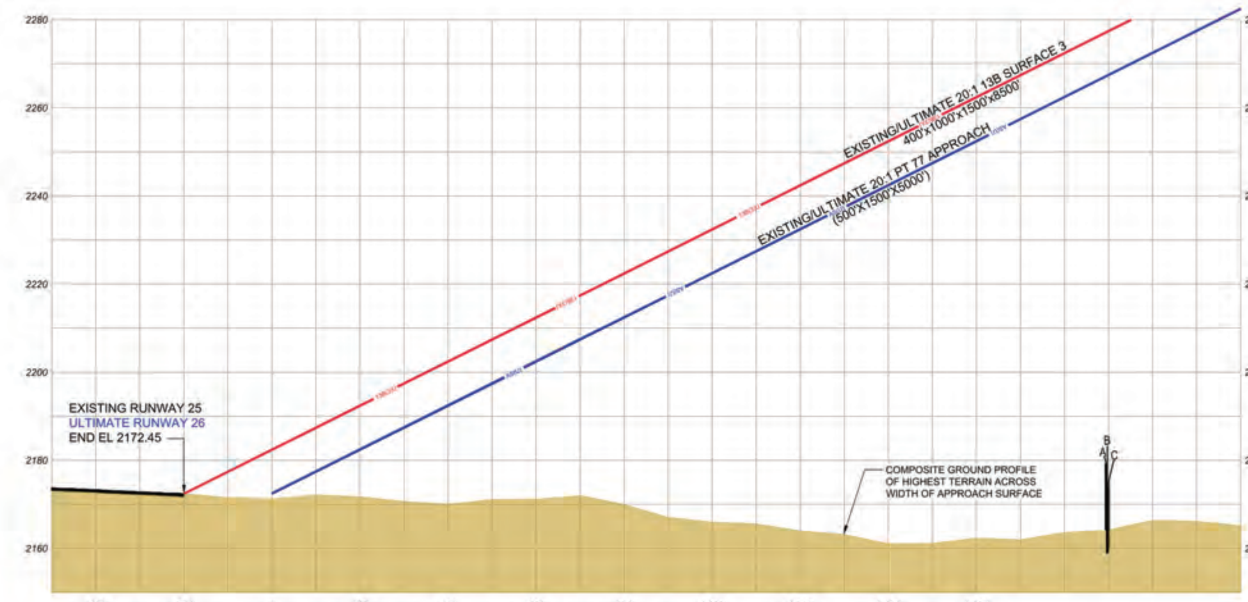




Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)







Existing Runway 7/Ultimate Runway 8 Inner-Approach Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Top Elevation (ft. msl.)	Ground Elevation (ft. msl.)	AGL (ft.)	Penetration Value (ft)	Remediation
No Obstructions												

Existing Runway 25/Ultimate Runway 26 Inner-Approach Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Top Elevation (ft. msl.)	Ground Elevation (ft. msl.)	AGL (ft.)	Penetration Value (ft)	Remediation
No Obstructions												

Existing Runway 7/Ultimate Runway 8 Inner-Approach Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	N Decatur Blvd	2,214.00	15.00	2,229.00	25.77
B	N Rancho Dr	2,214.78	15.00	2,229.78	25.74
C	Us Hwy 95 Bus	2,217.47	15.00	2,232.47	35.50

Existing Runway 25/Ultimate Runway 26 Inner-Approach Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	Simmons St	2,164.21	15.00	2,179.21	88.00
B	Simmons St	2,159.00	15.00	2,174.00	93.34
C	Simmons St	2,160.09	15.00	2,175.09	92.38
D	Coleman St	2,165.05	15.00	2,180.05	154.46

DRAFT

LEGEND

SIGNIFICANT OBJECT

GENERAL NOTES:

1. TRIGGERING EVENT: AIRPORT MASTER PLAN UPDATE.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. OBJECTS IDENTIFIED BY COFFMAN ASSOCIATES FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED 04/09/2018, SUPPLEMENTAL DATA FROM THE FAA AIRPORT DATA INFORMATION PORTAL.

NO.	REVISIONS	DATE	BY	APP'D.

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NORTH LAS VEGAS AIRPORT
INNER PORTION OF THE APPROACH SURFACE DRAWING EXISTING 7-25/ULTIMATE RUNWAY 8-26
NORTH LAS VEGAS, NEVADA

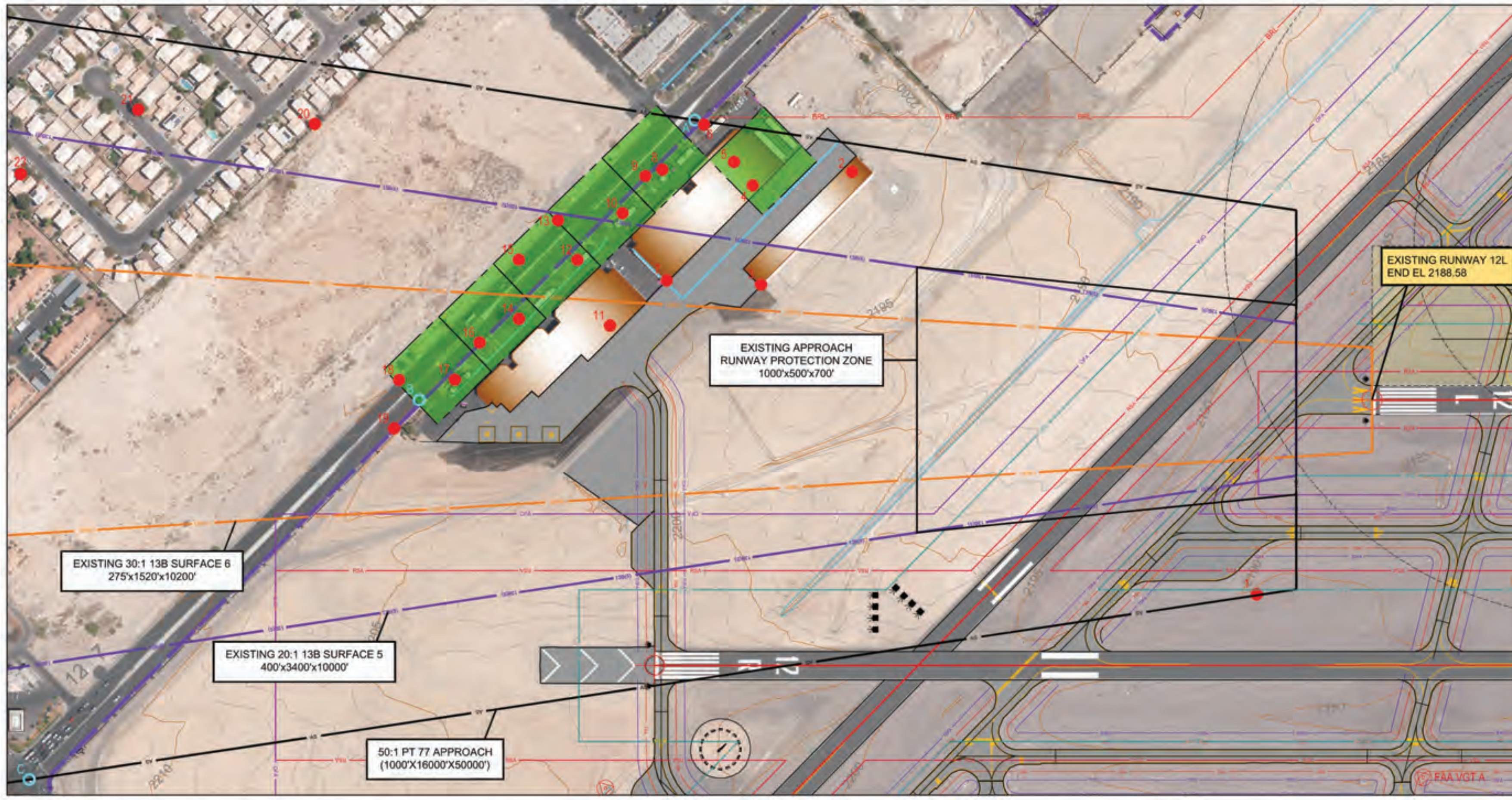
PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 SHEET 16 OF 30

Coffman Associates
Airport Consultants
www.coffmanassociates.com

Existing Runway 12L Inner-Approach Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Top Elevation (ft. msl.)	Ground Elevation (ft. msl.)	AGL (ft.)	Existing Part 77 Surface Penetration Value (ft)	Remediation
1	Terrain	36° 12' 43.191" N	115° 11' 54.139" W	MTZ	H20/V3	N/A	N/A	2,192.20	2,192.20	0.00	1.54	Regrade
2	Utility On Building	36° 12' 58.451" N	115° 11' 53.952" W	MTZ	H20/V3	32-022121	N/A	2,231.90	2,198.70	33.20	19.89	Add Obstruciton Lighting
3	Railing On Buildng	36° 12' 58.006" N	115° 11' 58.588" W	MTZ	H20/V3	32-022124	N/A	2,232.60	2,199.40	33.20	15.79	Add Obstruciton Lighting
4	Building	36° 13' 0.010" N	115° 11' 56.540" W	ADIP	1A	32-022122	N/A	2,240.00	2,204.00	36.00	22.76	Add Obstruciton Lighting
5	Utility On Building	36° 13' 0.786" N	115° 11' 56.445" W	MTZ	H20/V3	32-022122	N/A	2,243.20	2,199.70	43.50	24.97	Add Obstruciton Lighting
6	Tree	36° 13' 2.037" N	115° 11' 56.296" W	MTZ	H20/V3	N/A	N/A	2,224.30	2,199.20	25.10	4.48	Remove Tree
7	Building	36° 12' 59.800" N	115° 12' 0.660" W	ADIP	1A	32-022125	N/A	2,236.00	2,206.00	30.00	14.22	Add Obstruciton Lighting
8	Tree	36° 13' 1.949" N	115° 11' 58.268" W	MTZ	H20/V3	32-032885	N/A	2,252.50	2,199.00	53.50	30.49	Remove Tree
9	Light Pole	36° 13' 2.140" N	115° 11' 58.799" W	MTZ	H20/V3	N/A	N/A	2,231.10	2,198.40	32.70	8.20	Lower/Relocate
10	Tree	36° 13' 1.863" N	115° 12' 0.166" W	MTZ	H20/V3	N/A	N/A	2,238.00	2,200.80	37.20	13.89	Remove Tree
11	Satellite Dish On Building	36° 13' 0.000" N	115° 12' 2.981" W	MTZ	H20/V3	32-073679	N/A	2,245.70	2,202.80	42.90	20.93	Add Obstruciton Lighting
12	Tree	36° 13' 1.814" N	115° 12' 2.254" W	MTZ	H20/V3	N/A	N/A	2,236.50	2,203.20	33.30	10.01	Remove Tree
13	Light Pole	36° 13' 2.906" N	115° 12' 1.805" W	MTZ	H20/V3	N/A	N/A	2,233.00	2,200.50	32.50	5.49	Lower/Relocate
14	Tree	36° 13' 1.779" N	115° 12' 4.924" W	MTZ	H20/V3	32-032835	N/A	2,254.00	2,203.30	50.70	24.43	Remove Tree
15	Light Pole	36° 13' 2.884" N	115° 12' 3.598" W	MTZ	H20/V3	N/A	N/A	2,233.50	2,201.50	32.00	3.92	Lower/Relocate
16	Light Pole	36° 13' 2.051" N	115° 12' 6.363" W	MTZ	H20/V3	32-021774	N/A	2,235.10	2,202.90	32.20	3.46	Lower/Relocate
17	Tree	36° 13' 1.811" N	115° 12' 7.767" W	MTZ	H20/V3	32-032837	N/A	2,256.20	2,205.20	51.00	23.25	Remove Tree
18	Light Pole	36° 13' 2.823" N	115° 12' 9.059" W	MTZ	H20/V3	32-021777	N/A	2,236.50	2,204.60	31.90	0.61	Lower/Relocate
19	Light Pole	36° 13' 2.013" N	115° 12' 10.264" W	MTZ	H20/V3	32-021779	N/A	2,237.00	2,205.10	31.90	0.84	Lower/Relocate
20	Tree	36° 13' 9.134" N	115° 12' 5.241" W	MTZ	H20/V3	N/A	N/A	2,240.80	2,202.20	38.60	0.46	Remove Tree
21	Tree	36° 13' 12.619" N	115° 12' 8.985" W	MTZ	H20/V3	N/A	N/A	2,254.70	2,204.00	50.70	5.05	Remove Tree
22	Tree	36° 13' 2.830" N	115° 12' 24.442" W	MTZ	H20/V3	N/A	N/A	2,254.10	2,214.00	40.10	0.16	Remove Tree
23	Tree	36° 13' 13.562" N	115° 12' 13.137" W	MTZ	H20/V3	N/A	N/A	2,256.60	2,208.20	48.40	0.75	Remove Tree

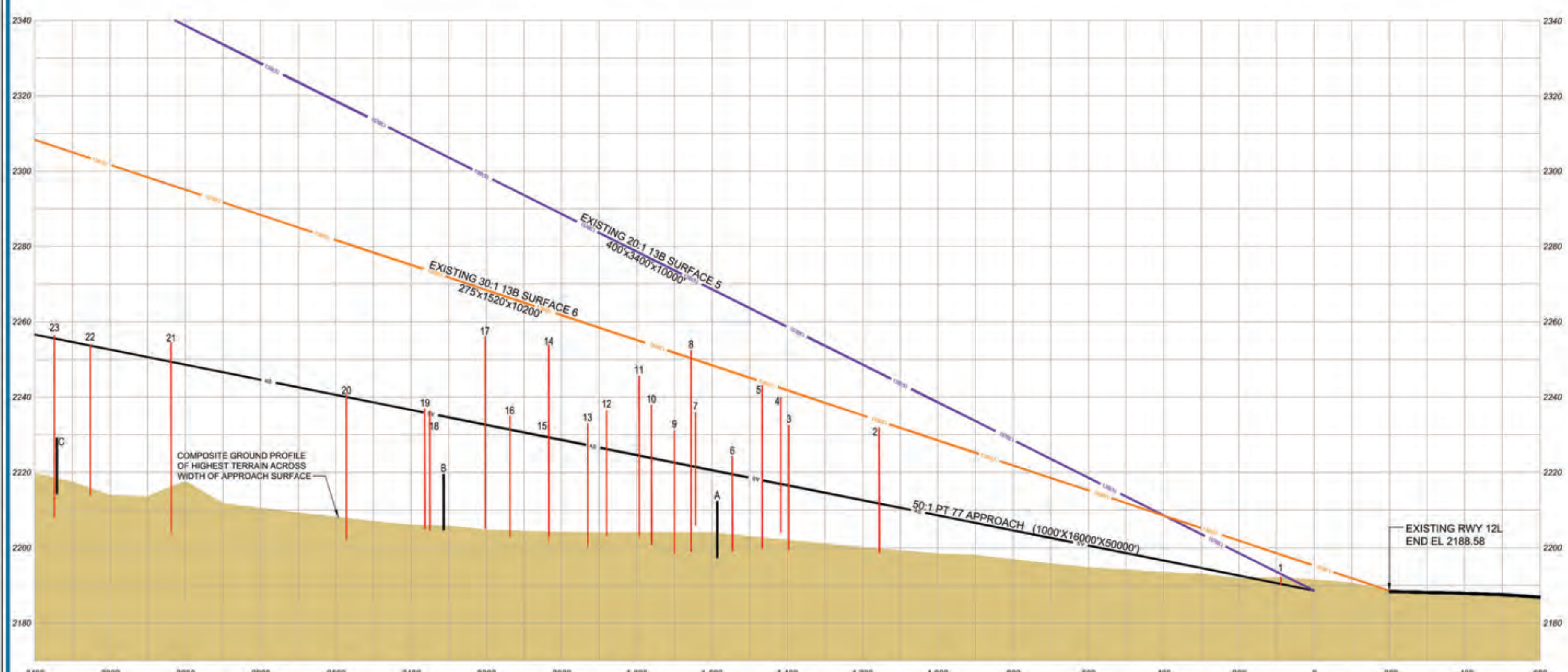


Existing Runway 12L Inner-Approach Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Cheyenne Ave	2,197.33	15.00	2,212.33	7.97
B	W Cheyenne Ave	2,204.56	15.00	2,219.56	15.28
C	N Decatur Blvd	2,214.23	15.00	2,229.23	26.17

GENERAL NOTES:

1. TRIGGERING EVENT: AIRPORT MASTER PLAN UPDATE.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED 04/09/2018. SUPPLEMENTAL DATA FROM THE FAA AIRPORT DATA INFORMATION PORTAL.
4. OBSTRUCTIONS WITHIN GRIDS REPRESENT TALLEST MANMADE AND/OR NATURAL AND/OR TERRAIN FEATURE.



Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

0 200 400
HORIZONTAL SCALE IN FEET

0 20 40
VERTICAL SCALE IN FEET

DRAFT

LEGEND

OBSTRUCTION GROUPING
OBSTRUCTION IDENTIFIER
SIGNIFICANT OBJECT

NO.	REVISIONS	DATE	BY	APP'D.

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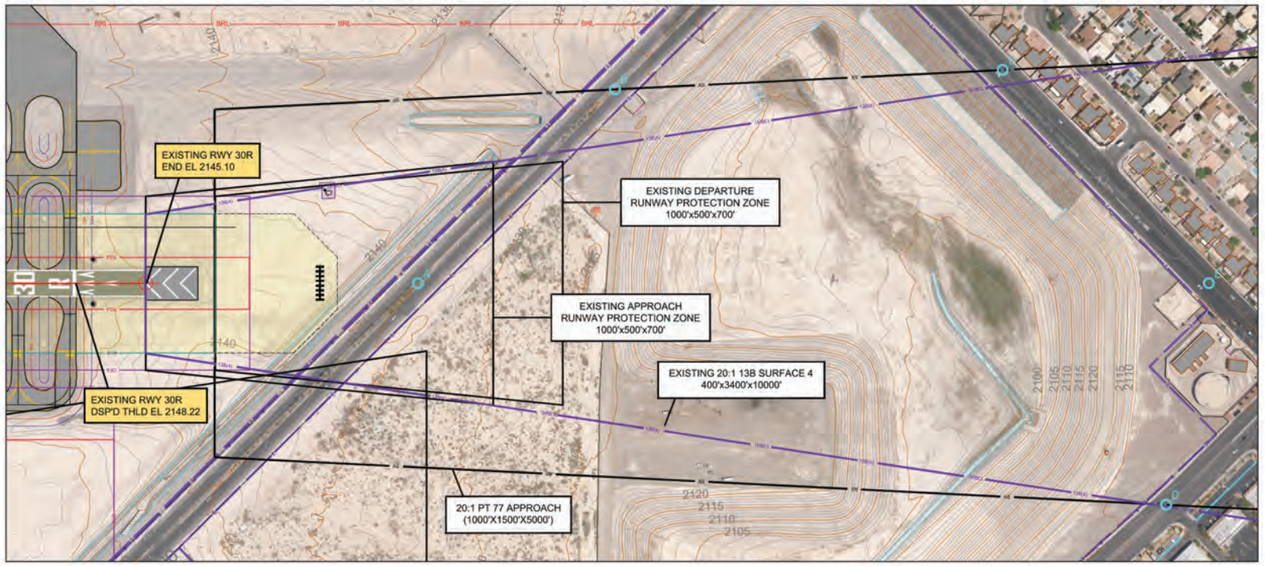
NORTH LAS VEGAS AIRPORT
INNER PORTION OF THE APPROACH SURFACE DRAWING
EXISTING RUNWAY 12L
NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025



Existing Runway 30R Inner-Approach Obstructions

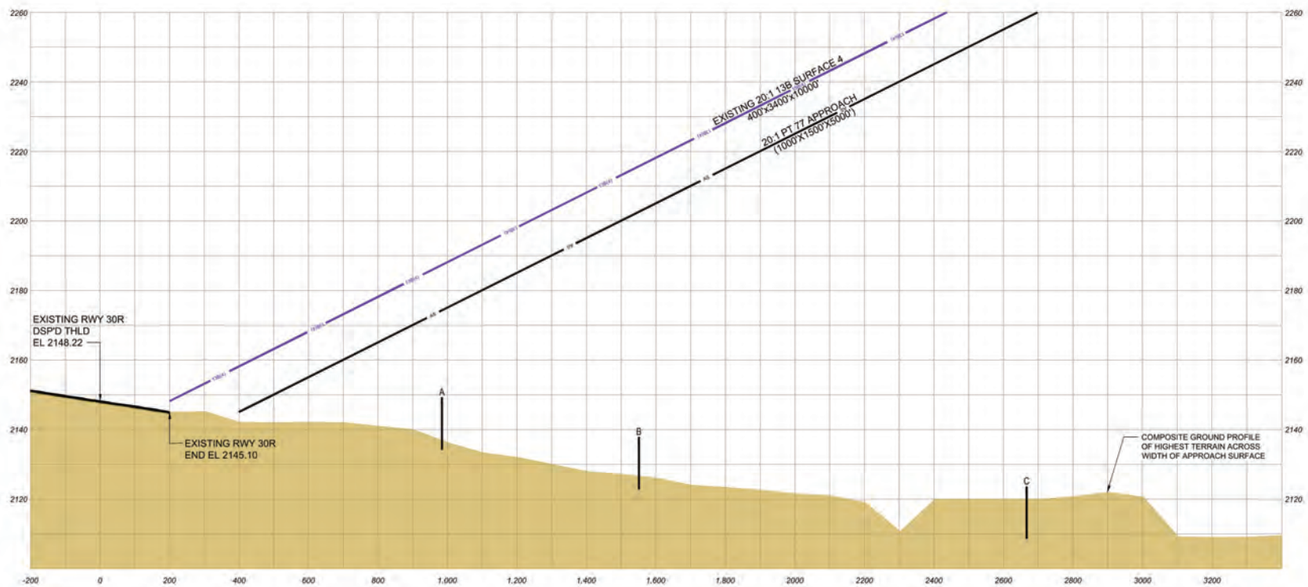
ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Top Elevation (ft. msl.)	Ground Elevation (ft. msl.)	AGL (ft.)	Penetration Value (ft)	Remediation
No Obstructions												

Existing Runway 30R Inner-Approach Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Carey Ave	2,134.30	15.00	2,149.30	25.05
B	W Carey Ave	2,122.86	15.00	2,137.86	64.84
C	Simmons St	2,108.65	15.00	2,123.65	134.84
D	W Lake Mead Blvd	2,108.71	15.00	2,123.71	158.29
E	Simmons St	2,105.00	15.00	2,120.00	168.14

GENERAL NOTES:

1. TRIGGERING EVENT: AIRPORT MASTER PLAN UPDATE.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED 04/09/2018. SUPPLEMENTAL DATA FROM THE FAA AIRPORT DATA INFORMATION PORTAL.



Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

0 200 400
HORIZONTAL SCALE IN FEET

0 20 40
VERTICAL SCALE IN FEET

DRAFT

LEGEND

SIGNIFICANT OBJECT

NO.	REVISIONS	DATE	BY	APP'D.

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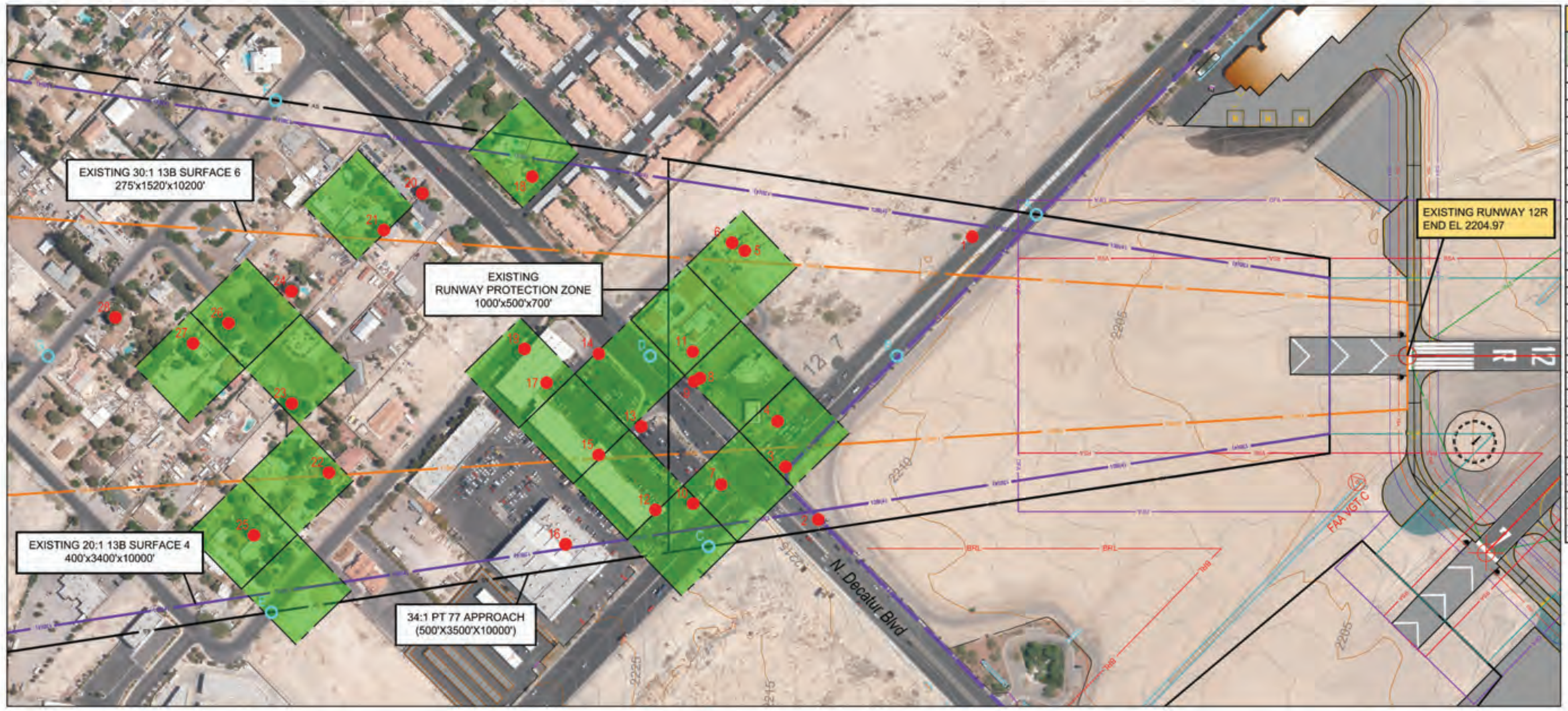
NORTH LAS VEGAS AIRPORT
INNER PORTION OF THE APPROACH
SURFACE DRAWING
EXISTING RUNWAY 30R
NORTH LAS VEGAS, NEVADA

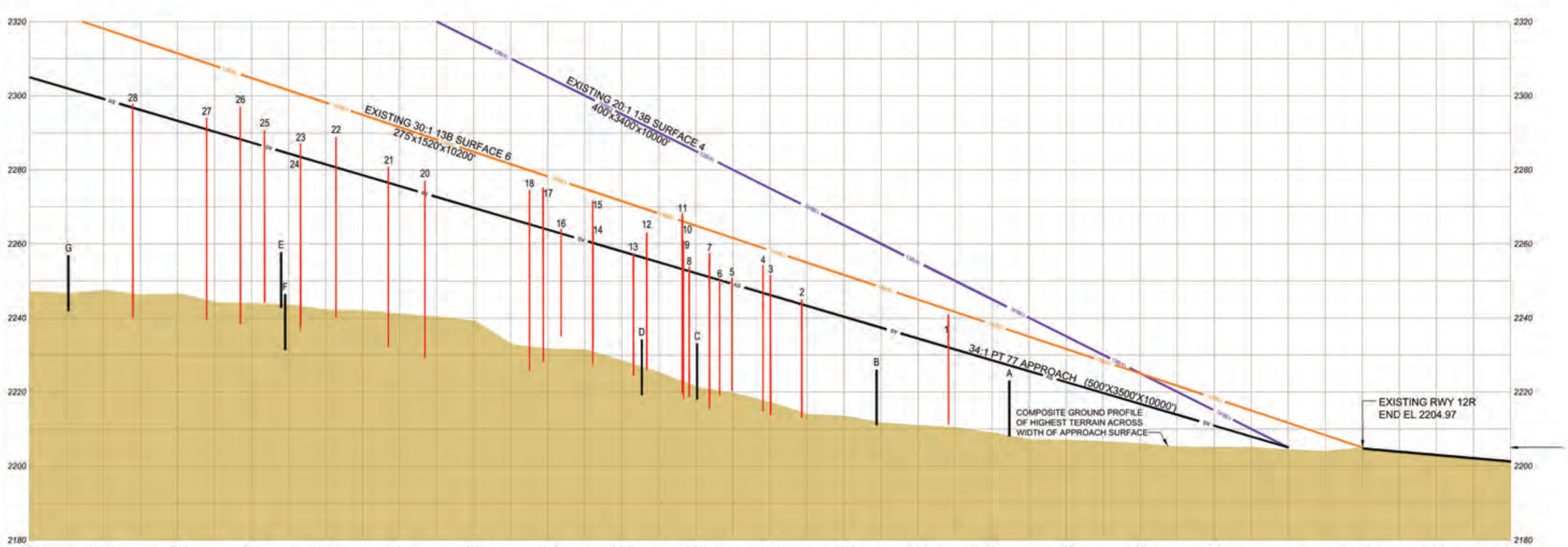
PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	M. Dmyterko
July 2025	SHEET 18 OF 30

Coffman Associates
Airport Consultants
www.coffmanassociates.com



ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Top Elevation (ft. msl.)	Ground Elevation (ft. msl.)	AGL (ft.)	Existing Part 77 Surface Penetration Value (ft)	Remediation
Existing Runway 12R Inner-Approach Obstructions												
1	Light Pole	36° 13' 2.733" N	115° 12' 16.755" W	MTZ	H20/V3	32-021844	N/A	2,240.90	2,208.80	32.10	8.91	Lower/Relocate
2	Light Pole	36° 13' 0.333" N	115° 12' 26.404" W	MTZ	H20/V3	N/A	N/A	2,244.90	2,213.00	31.90	1.26	Lower/Relocate
3	Light Pole	36° 13' 1.872" N	115° 12' 25.984" W	MTZ	H20/V3	N/A	N/A	2,251.50	2,213.70	37.80	5.39	Lower/Relocate
4	Tree	36° 13' 2.840" N	115° 12' 25.165" W	MTZ	H20/V3	N/A	N/A	2,254.20	2,214.80	39.40	7.49	Remove Tree
5	Building	36° 13' 6.520" N	115° 12' 22.168" W	MTZ	H20/V3	N/A	N/A	2,250.80	2,220.30	30.50	1.61	Add Obstruction Lighting
6	Tree	36° 13' 6.894" N	115° 12' 22.277" W	MTZ	H20/V3	N/A	N/A	2,250.30	2,219.00	31.30	0.14	Remove Tree
7	Light Pole	36° 13' 2.692" N	115° 12' 27.815" W	MTZ	H20/V3	N/A	N/A	2,257.50	2,215.60	41.90	6.53	Lower/Relocate
8	Sign	36° 13' 5.002" N	115° 12' 25.964" W	MTZ	H20/V3	N/A	N/A	2,253.70	2,218.70	35.00	1.12	Add Obstruction Lighting
9	Tree	36° 13' 5.048" N	115° 12' 26.166" W	MTZ	H20/V3	N/A	N/A	2,260.80	2,218.30	42.50	7.77	Remove Tree
10	Sign	36° 13' 2.845" N	115° 12' 28.865" W	MTZ	H20/V3	N/A	N/A	2,266.10	2,222.50	43.60	13.00	Add Obstruction Lighting
11	Tree	36° 13' 5.612" N	115° 12' 25.547" W	MTZ	H20/V3	N/A	N/A	2,268.20	2,219.60	48.60	15.07	Remove Tree
12	Building	36° 13' 3.400" N	115° 12' 29.850" W	ADIP	1B	32-052946	N/A	2,263.00	2,226.00	37.00	7.05	Add Obstruction Lighting
13	Light Pole	36° 13' 5.164" N	115° 12' 28.339" W	MTZ	H20/V3	N/A	N/A	2,257.30	2,224.40	32.90	0.29	Lower/Relocate
14	Pole	36° 13' 7.240" N	115° 12' 27.700" W	ADIP	1A	32-021921	N/A	2,265.00	2,232.00	33.00	4.77	Lower/Relocate
15	Antenna	36° 13' 5.406" N	115° 12' 29.919" W	MTZ	H20/V3	N/A	N/A	2,271.70	2,227.50	44.20	11.46	Add Obstruction Lighting
16	Building	36° 13' 4.370" N	115° 12' 32.620" W	ADIP	1A	32-022090	N/A	2,264.00	2,235.00	29.00	1.26	Add Obstruction Lighting
17	Antenna On Building	36° 13' 7.643" N	115° 12' 29.508" W	MTZ	H20/V3	32-073350	N/A	2,275.20	2,228.10	47.10	11.02	Add Obstruction Lighting
18	Tree	36° 13' 11.645" N	115° 12' 25.315" W	MTZ	H20/V3	N/A	N/A	2,274.50	2,225.70	48.80	9.23	Remove Tree
19	Tree	36° 13' 8.650" N	115° 12' 29.260" W	ADIP	1A	32-032705	N/A	2,266.00	2,266.00	0.00	0.16	Remove Tree
20	Tree	36° 13' 13.289" N	115° 12' 28.150" W	MTZ	H20/V3	N/A	N/A	2,277.10	2,229.10	48.00	3.53	Remove Tree
21	Tree	36° 13' 13.309" N	115° 12' 29.818" W	MTZ	H20/V3	N/A	N/A	2,280.80	2,232.10	48.70	4.31	Remove Tree
22	Tree	36° 13' 9.875" N	115° 12' 36.362" W	MTZ	H20/V3	N/A	N/A	2,288.90	2,240.20	48.70	8.26	Remove Tree
23	Tree	36° 13' 11.792" N	115° 12' 35.682" W	MTZ	H20/V3	N/A	N/A	2,287.10	2,238.70	48.40	3.65	Remove Tree
24	Tree	36° 13' 13.839" N	115° 12' 33.229" W	MTZ	H20/V3	N/A	N/A	2,283.50	2,237.00	46.50	0.03	Remove Tree
25	Tree	36° 13' 10.072" N	115° 12' 39.415" W	MTZ	H20/V3	32-031458	N/A	2,290.80	2,244.20	46.60	4.49	Remove Tree
26	Tree	36° 13' 14.374" N	115° 12' 35.345" W	MTZ	H20/V3	N/A	N/A	2,297.10	2,238.30	58.80	8.87	Remove Tree
27	Tree	36° 13' 14.639" N	115° 12' 36.580" W	MTZ	H20/V3	N/A	N/A	2,294.10	2,239.50	54.60	3.19	Remove Tree
28	Tree	36° 13' 16.489" N	115° 12' 37.756" W	MTZ	H20/V3	N/A	N/A	2,297.90	2,240.20	57.70	1.12	Remove Tree

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
Existing Runway 12R Inner-Approach Significant Objects					
A	W Cheyenne Ave	2,208.00	15.00	2,223.00	4.14
B	W Cheyenne Ave	2,211.00	15.00	2,226.00	11.69
C	W Cheyenne Ave	2,218.00	15.00	2,233.00	18.94
D	N Decatur Blvd	2,219.13	15.00	2,234.13	22.21
E	Donnie Ave	2,242.72	15.00	2,257.72	27.27
F	Ricky Rd	2,231.34	15.00	2,246.34	38.33
G	Ricky Rd	2,241.85	15.00	2,256.85	45.03



Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

0 200 400
HORIZONTAL SCALE IN FEET

0 20 40
VERTICAL SCALE IN FEET

DRAFT

LEGEND

OBSTRUCTION GROUPING

OBSTRUCTION IDENTIFIER

SIGNIFICANT OBJECT

GENERAL NOTES:

1. TRIGGERING EVENT: AIRPORT MASTER PLAN UPDATE.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
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NO.	REVISIONS	DATE	BY	APP'D.

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NORTH LAS VEGAS AIRPORT
INNER PORTION OF THE APPROACH SURFACE DRAWING
EXISTING RUNWAY 12R
NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 | SHEET 19 OF 30

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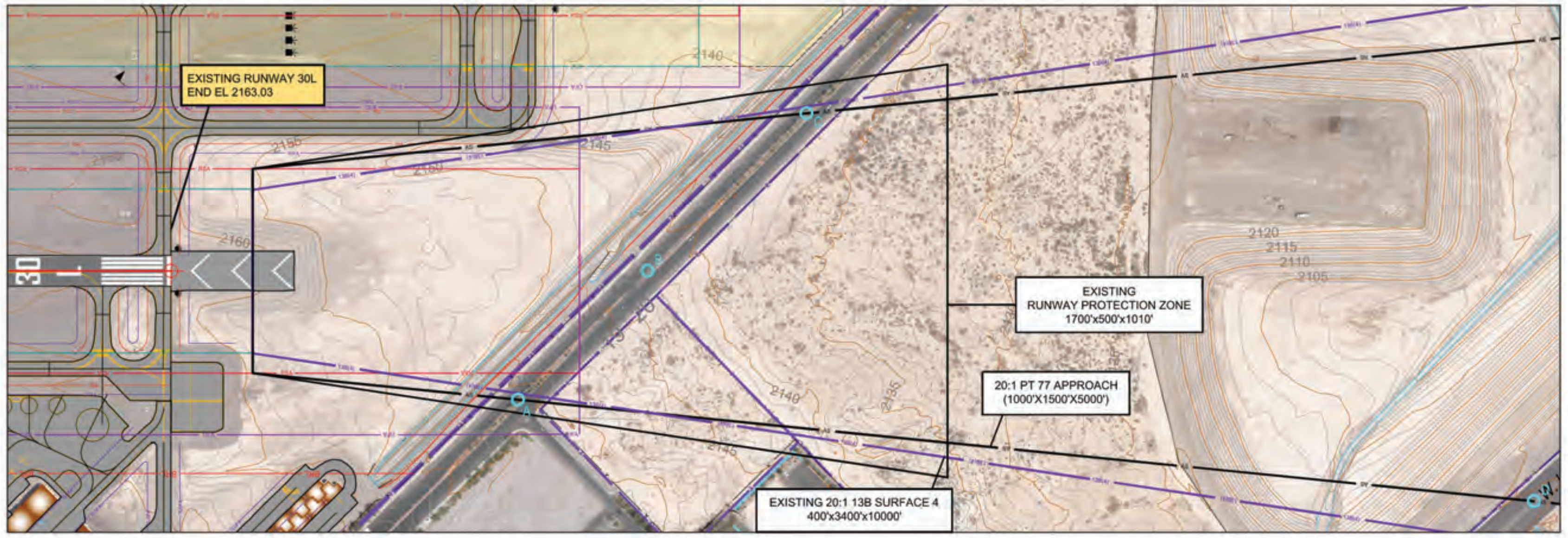
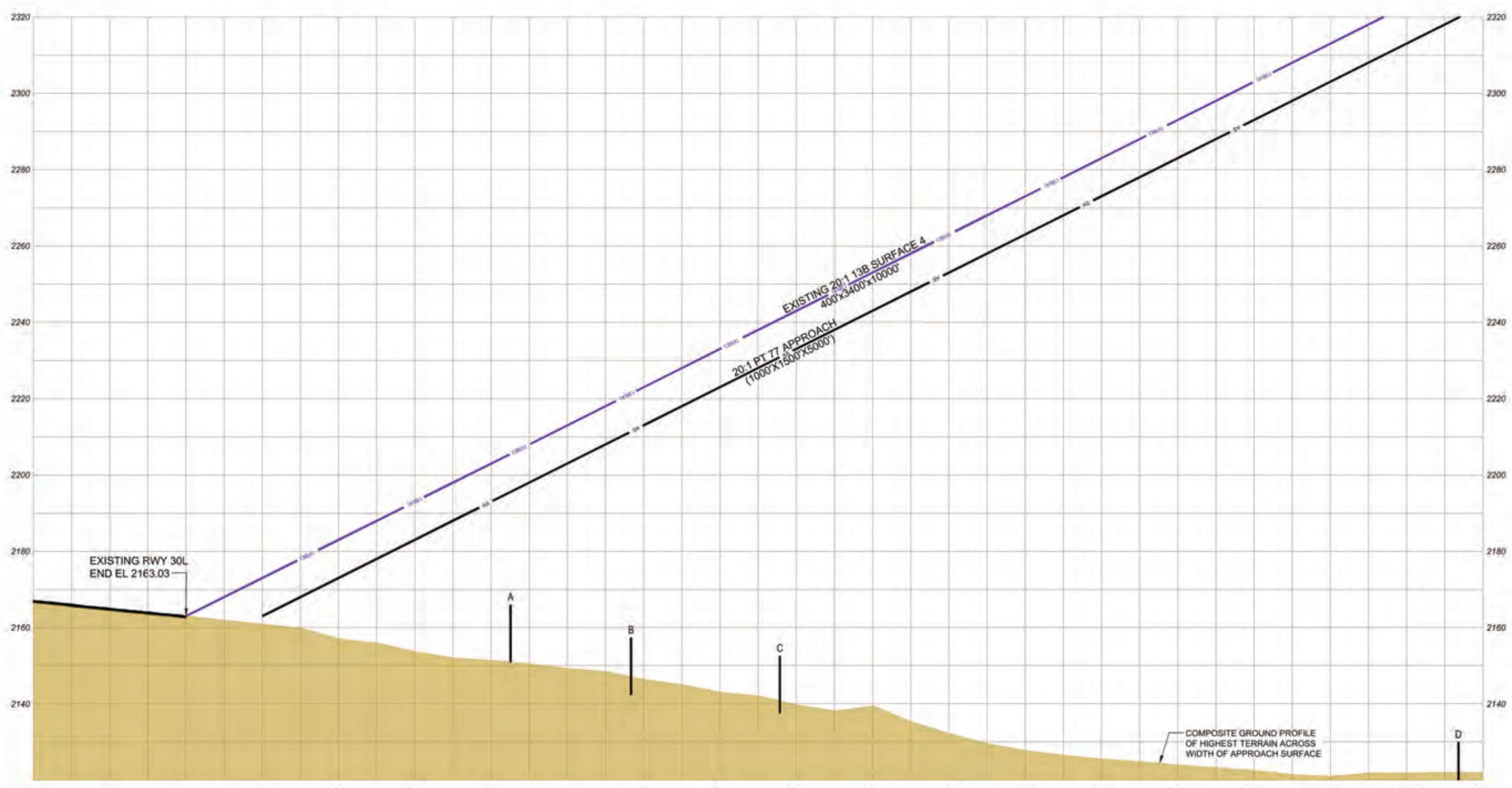


Existing Runway 30L Inner-Approach Obstructions												
ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Top Elevation (ft. msl.)	Ground Elevation (ft. msl.)	AGL (ft.)	Penetration Value (ft)	Remediation
No Obstructions												

Existing Runway 30L Inner-Approach Significant Objects					
ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Carey Ave	2,151.00	15.00	2,166.00	39.48
B	W Carey Ave	2,142.35	15.00	2,157.35	63.99
C	W Carey Ave	2,137.59	15.00	2,152.59	88.19
D	W Lake Mead Blvd	2,115.00	15.00	2,130.00	199.78

GENERAL NOTES:

1. TRIGGERING EVENT: AIRPORT MASTER PLAN UPDATE.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED 04/09/2018. SUPPLEMENTAL DATA FROM THE FAA AIRPORT DATA INFORMATION PORTAL.



Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

HORIZONTAL SCALE IN FEET (0, 200, 400)

VERTICAL SCALE IN FEET (0, 20, 40)

DRAFT

LEGEND

SIGNIFICANT OBJECT

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NORTH LAS VEGAS AIRPORT
INNER PORTION OF THE APPROACH SURFACE DRAWING
EXISTING RUNWAY 30L
NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 | SHEET 20 OF 30

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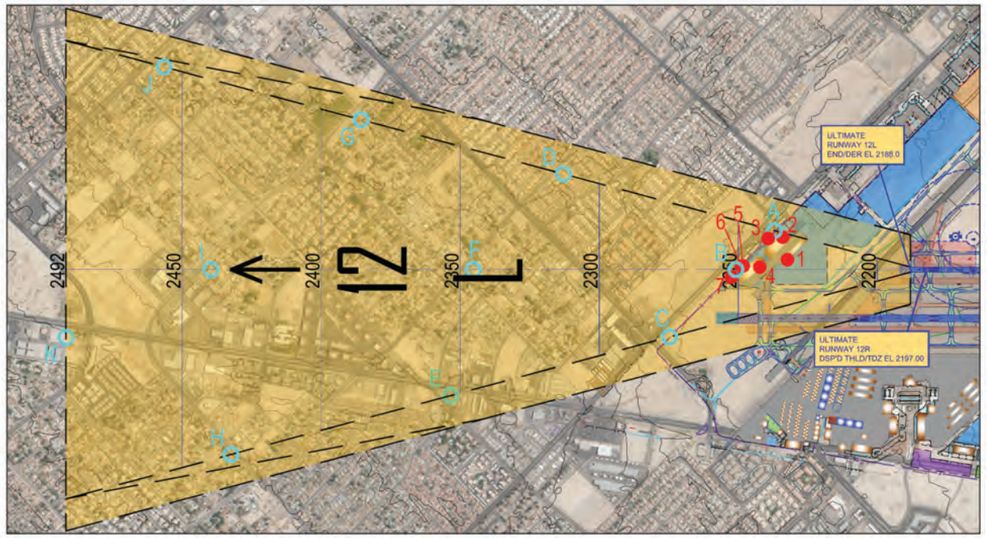

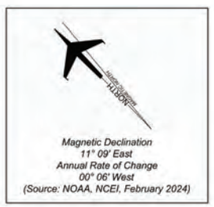

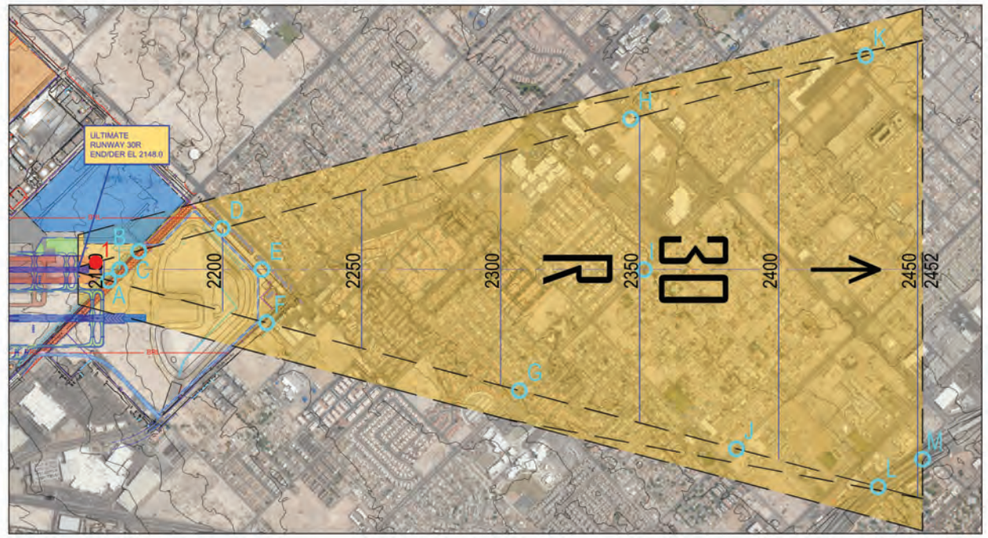

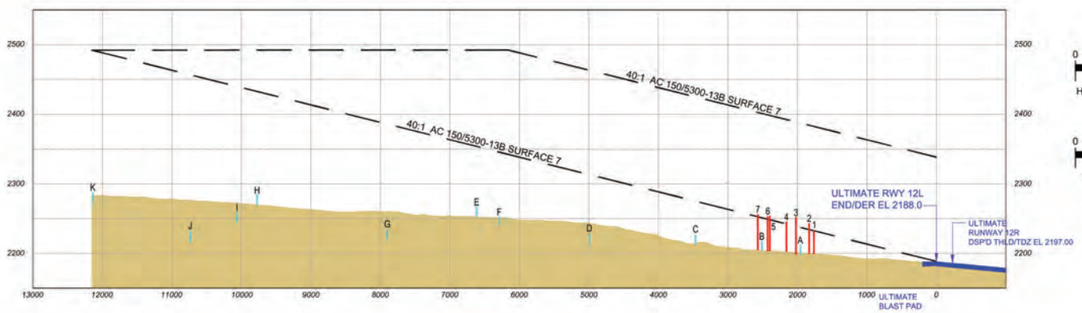

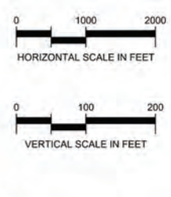

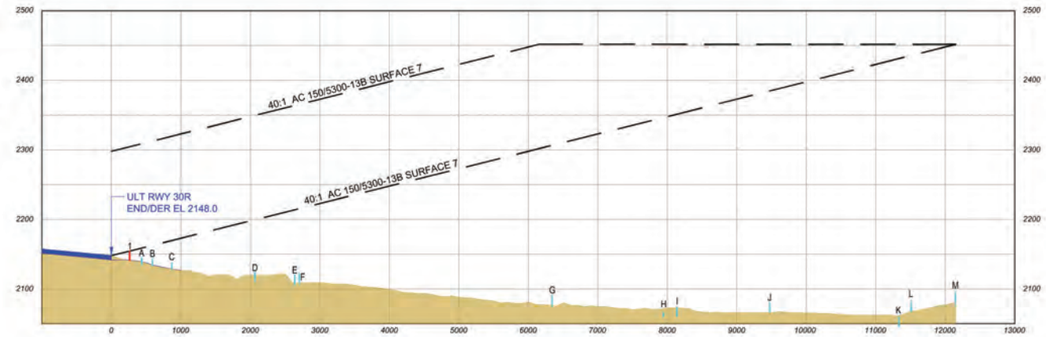

Ultimate Runway 12L End Departure Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	Remediation
1	Railing on Building	36° 12' 58.006" N	115° 11' 58.588" W	MTZ	H20/V3	32-022121	N/A	2,199.40	33.20	2,232.60	0.37	Add Obstruction Lighting
2	Utility on Building	36° 13' 0.786" N	115° 11' 56.445" W	MTZ	H20/V3	32-022122	N/A	2,199.70	43.50	2,243.20	9.20	Add Obstruction Lighting
3	Tree	36° 13' 1.949" N	115° 11' 58.268" W	MTZ	H20/V3	32-032885	N/A	2,199.00	53.50	2,252.50	13.77	Remove Tree
4	Utility on Building	36° 13' 0.000" N	115° 12' 2.981" W	MTZ	H20/V3	N/A	N/A	2,202.80	42.90	2,245.70	3.52	Add Obstruction Lighting
5	Tree	36° 13' 1.779" N	115° 12' 4.924" W	MTZ	H20/V3	N/A	N/A	2,203.30	50.70	2,254.00	5.82	Remove Tree
6	Tree	36° 13' 1.932" N	115° 12' 5.206" W	MTZ	H20/V3	32-073207	N/A	2,203.40	50.00	2,253.40	4.53	Remove Tree
7	Tree	36° 13' 1.811" N	115° 12' 7.767" W	MTZ	H20/V3	32-032837	N/A	2,205.20	51.00	2,256.20	3.79	Remove Tree

Ultimate Runway 12L End Departure Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Cheyenne Ave	2,198.00	15.00	2,213.00	23.98
B	W Cheyenne Ave	2,203.28	15.00	2,218.28	32.54
C	W Cheyenne Ave	2,212.00	15.00	2,227.00	47.65
D	W Gowan Rd	2,213.52	15.00	2,228.52	84.32
E	N Rancho Dr	2,252.48	15.00	2,267.48	85.91
F	W Gowan Rd	2,237.90	15.00	2,252.90	92.36
G	W Alexander Rd	2,219.88	15.00	2,234.88	150.75
H	N Jones Blvd	2,270.23	15.00	2,285.23	147.20
I	W Alexander Rd	2,244.95	15.00	2,259.95	179.69
J	W Craig Rd	2,217.44	15.00	2,232.44	224.03
K	N Rancho Dr	2,272.88	15.00	2,287.88	203.92

Ultimate Runway 30R End Departure Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	Remediation
1	Navaid	36° 12' 14.020" N	115° 11' 3.680" W	ADIP	1A	32-021761	N/A	2,141.00	14.00	2,155.00	0.57	To Be Relocated

Ultimate Runway 30R End Departure Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	Airport Access Rd	2,135.00	10.00	2,145.00	14.01
B	Airport Access Rd	2,133.00	10.00	2,143.00	19.97
C	Airport Access Rd	2,128.14	10.00	2,138.14	31.71
D	Simmons St	2,109.31	15.00	2,124.31	75.51
E	Simmons St	2,106.00	15.00	2,121.00	93.15
F	W Lake Mead Blvd	2,108.00	15.00	2,123.00	92.81
G	Vegas Dr	2,075.89	15.00	2,090.89	215.87
H	N Martin L King Blvd	2,051.14	15.00	2,066.14	280.67
I	Vegas Dr	2,060.15	15.00	2,075.15	276.51
J	W Washington Ave	2,065.88	15.00	2,080.88	303.99
K	W Owens Ave	2,030.04	15.00	2,045.04	386.33
L	Us Hwy 95	2,067.67	17.00	2,084.67	351.17
M	Us Hwy 95	2,079.38	17.00	2,096.38	355.41

GENERAL NOTES:

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
2. PENETRATIONS IDENTIFIED WITHIN OBSTRUCTION GROUPINGS REFLECT THE TALLEST NATURAL, MANMADE AND/OR TERRAIN FEATURES WITHIN A REPRESENTATIVE SELECTION OF OBSTRUCTIONS.
3. OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED 04/09/2018. SUPPLEMENTAL DATA FROM THE FAA AIRPORT DATA INFORMATION PORTAL.
4. 50' CONTOURS SHOWN ACROSS DEPARTURE SLOPE CORRESPOND TO ULTIMATE CONDITION.
5. REFER TO FAA ADVISORY CIRCULAR 150/5300-13B, CHANGE 1, DATED 08/16/2024 FOR DEPARTURE OBSTACLE CLEARANCE SURFACE DESCRIPTION.

LEGEND

- ULTIMATE 5300-13B SURFACE 7
- EXISTING PROPERTY BOUNDARY
- ULTIMATE PROPERTY BOUNDARY
- OBSTRUCTION IDENTIFIER
- SIGNIFICANT OBJECT

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

NORTH LAS VEGAS AIRPORT

RUNWAY 12L-30R
ULTIMATE DEPARTURE SURFACE DRAWING

NORTH LAS VEGAS, NEVADA

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	M. Dmyterko

July 2025 | SHEET 21 OF 30

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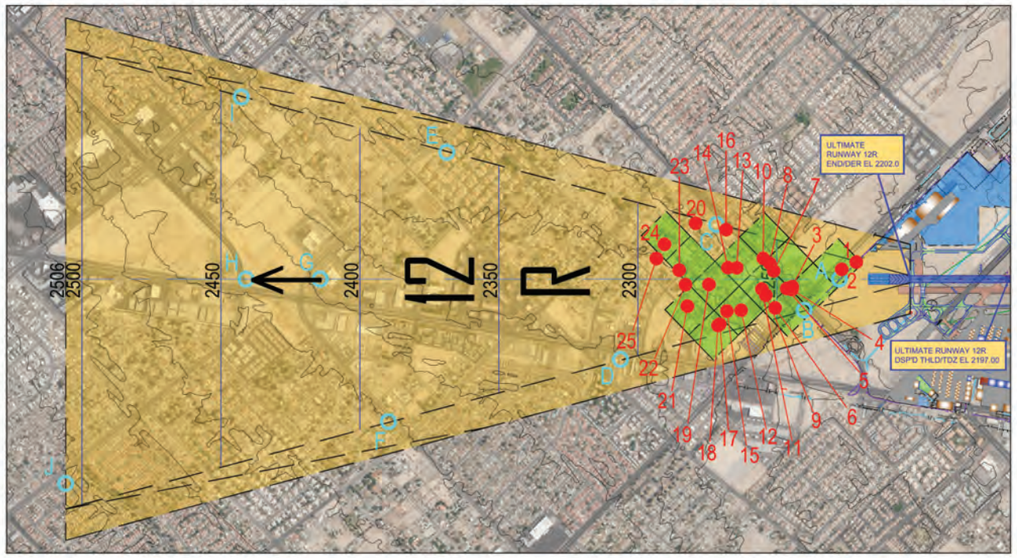
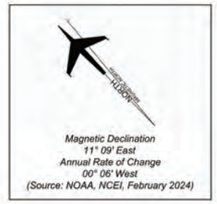
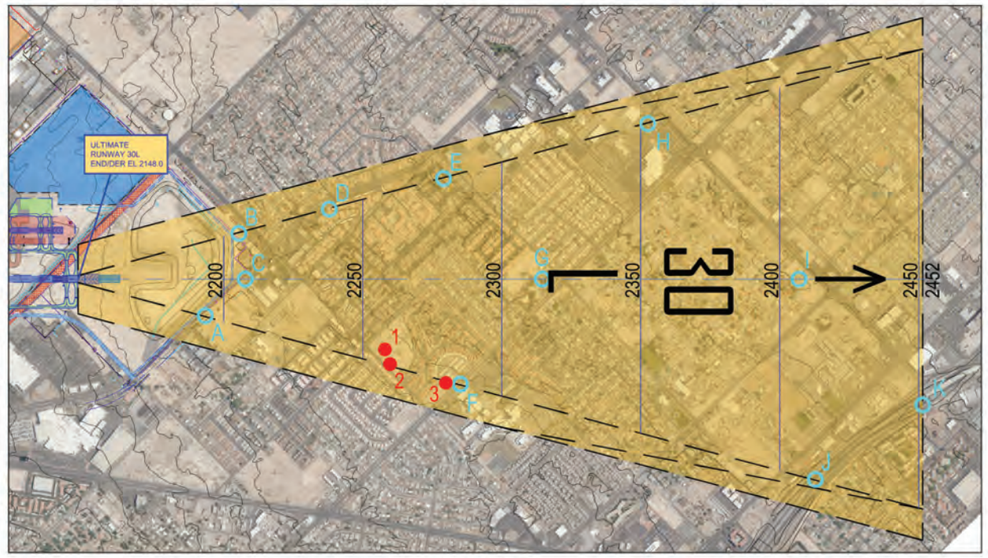
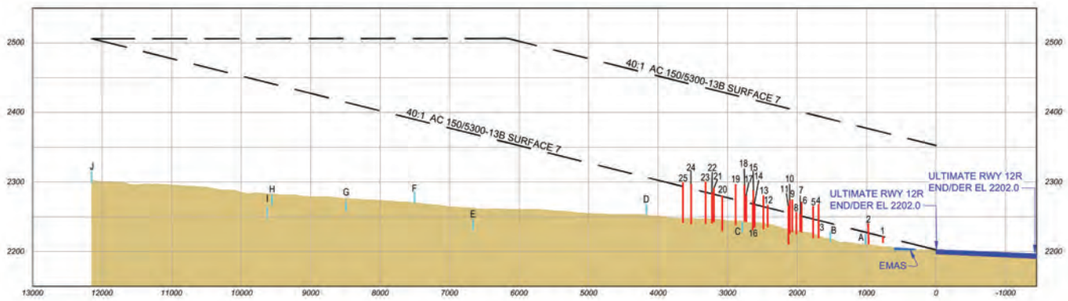


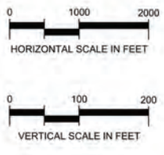


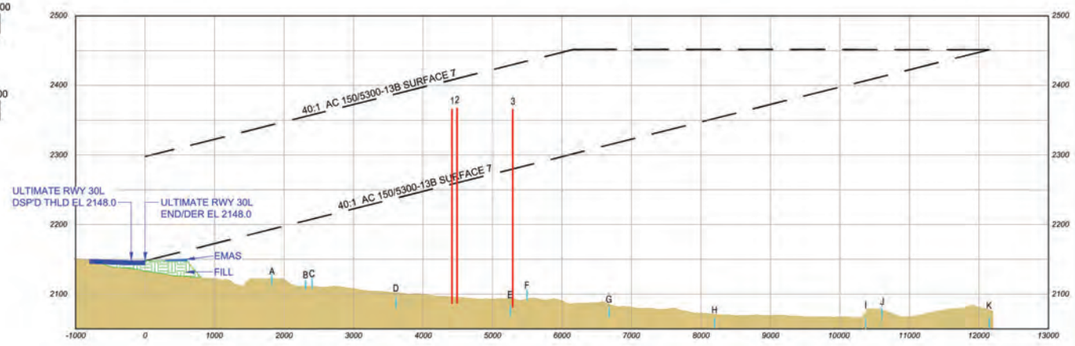
LEGEND

- ULTIMATE 5300-13B SURFACE 7
- ULTIMATE PROPERTY BOUNDARY
- ULTIMATE PROPERTY BOUNDARY
- OBSTRUCTION IDENTIFIER
- SIGNIFICANT OBJECT
- OBSTRUCTION GROUPING









Ultimate Runway 12R End Departure Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	Remediation
1	W Cheyenne Ave	36° 13' 2.009" N	115° 12' 14.100" W	Combined DEM	N/A	N/A	N/A	2,207.17	15.00	2,222.17	0.76	To Remain
2	Light Pole	36° 13' 2.733" N	115° 12' 16.755" W	MTZ	H20/V3	32-021844	N/A	2,208.80	32.10	2,240.90	14.32	Lower/Relocate
3	Building	36° 13' 5.870" N	115° 12' 25.150" W	ADIP	1A	32-073288	N/A	2,221.00	25.00	2,246.00	1.57	Add Obstruction Lighting
4	Tree	36° 13' 5.612" N	115° 12' 25.547" W	MTZ	H20/V3	N/A	N/A	2,219.60	48.60	2,268.20	23.65	Remove Tree
5	Tree	36° 13' 6.231" N	115° 12' 26.076" W	MTZ	H20/V3	N/A	N/A	2,219.90	45.50	2,265.40	18.98	Remove Tree
6	Antenna	36° 13' 5.406" N	115° 12' 29.919" W	MTZ	H20/V3	N/A	N/A	2,227.50	44.20	2,271.70	21.10	Add Obstruction Lighting
7	Building	36° 13' 9.310" N	115° 12' 25.550" W	ADIP	1A	32-022104	N/A	2,229.00	26.00	2,255.00	3.91	Add Obstruction Lighting
8	Tree	36° 13' 10.490" N	115° 12' 25.130" W	MTZ	H20/V3	32-073790	N/A	2,225.00	32.00	2,257.00	4.44	Remove Tree
9	Antenna On Building	36° 13' 7.643" N	115° 12' 29.508" W	MTZ	H20/V3	32-000344	2021-AWP-5404-OE	2,228.10	47.10	2,275.20	21.25	Object Has Red Obstruction Lighting
10	Tree	36° 13' 11.645" N	115° 12' 25.315" W	MTZ	H20/V3	N/A	N/A	2,225.70	48.80	2,274.50	19.63	Remove Tree
11	Tree	36° 13' 8.650" N	115° 12' 29.260" W	ADIP	1A	32-032705	N/A	2,266.00	0.00	2,266.00	10.64	Remove Tree
12	Pole	36° 13' 8.550" N	115° 12' 34.480" W	ADIP	1A	32-073952	N/A	2,235.00	32.00	2,267.00	4.17	Lower/Relocate
13	Tree	36° 13' 13.309" N	115° 12' 29.818" W	MTZ	H20/V3	N/A	N/A	2,232.10	48.70	2,280.80	16.40	Remove Tree
14	Pole	36° 13' 14.190" N	115° 12' 30.900" W	ADIP	1A	32-021914	N/A	2,235.00	34.00	2,269.00	1.45	Lower/Relocate
15	Tree	36° 13' 9.875" N	115° 12' 36.362" W	MTZ	H20/V3	N/A	N/A	2,240.20	48.70	2,288.90	20.97	Remove Tree
16	Pole	36° 13' 18.250" N	115° 12' 26.480" W	ADIP	1A	32-021855	N/A	2,231.00	42.00	2,273.00	4.76	Lower/Relocate
17	Utility Pole	36° 13' 9.266" N	115° 12' 38.856" W	MTZ	H20/V3	N/A	N/A	2,242.80	38.50	2,281.30	10.79	Lower/Relocate
18	Tree	36° 13' 9.308" N	115° 12' 39.244" W	MTZ	H20/V3	N/A	N/A	2,243.80	52.70	2,296.50	25.34	Remove Tree
19	Tree	36° 13' 14.374" N	115° 12' 35.345" W	MTZ	H20/V3	N/A	N/A	2,238.30	58.80	2,297.10	22.72	Remove Tree
20	Tree	36° 13' 21.920" N	115° 12' 29.520" W	ADIP	1A	32-073119	N/A	2,230.00	51.00	2,281.00	1.83	Remove Tree
21	Tree	36° 13' 14.304" N	115° 12' 40.727" W	MTZ	H20/V3	N/A	N/A	2,243.00	49.50	2,292.50	10.35	Remove Tree
22	Tree	36° 13' 16.690" N	115° 12' 38.320" W	ADIP	1A	32-032633	N/A	2,241.00	45.00	2,286.00	3.16	Remove Tree
23	Tree	36° 13' 18.783" N	115° 12' 37.331" W	MTZ	H20/V3	N/A	N/A	2,240.20	60.60	2,300.80	15.72	Remove Tree
24	Tree	36° 13' 22.880" N	115° 12' 36.020" W	MTZ	H20/V3	N/A	N/A	2,239.40	58.20	2,297.60	7.21	Remove Tree
25	Tree	36° 13' 22.232" N	115° 12' 38.773" W	MTZ	H20/V3	N/A	N/A	2,241.40	58.20	2,299.60	6.31	Remove Tree

Ultimate Runway 30L End Departure Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	Remediation
1	Antenna	36° 11' 29.838" N	115° 10' 39.650" W	MTZ	H20/V3	N/A	1984-AWP-150-OE	2,093.70	272.60	2,366.30	107.98	Object Has Red Obstruction Lighting
2	Antenna	36° 11' 27.832" N	115° 10' 40.803" W	MTZ	H20/V3	N/A	N/A	2,094.90	273.00	2,367.90	107.72	Add Obstruction Lighting
3	Antenna	36° 11' 20.380" N	115° 10' 36.090" W	ADIP	1A	32-052894	1984-AWP-150-OE	2,092.00	274.00	2,366.00	77.58	Add Obstruction Lighting

Ultimate Runway 12R End Departure Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Cheyenne Ave	2,209.89	15.00	2,224.89	2.57
B	N Decatur Blvd	2,214.15	15.00	2,229.15	11.02
C	N Decatur Blvd	2,227.88	15.00	2,242.88	28.85
D	N Rancho Dr	2,252.91	15.00	2,267.91	38.31
E	W Alexander Rd	2,231.48	15.00	2,246.48	122.20
F	N Jones Blvd	2,270.65	15.00	2,285.65	104.03
G	Rowland Ave	2,257.86	15.00	2,272.86	141.42
H	N Jones Blvd	2,267.70	15.00	2,282.70	158.21
I	W Craig Rd	2,237.53	15.00	2,252.53	190.10
J	W Alexander Rd	2,300.79	15.00	2,315.79	190.01

Ultimate Runway 30L End Departure Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Lake Mead Blvd	2,113.00	15.00	2,128.00	96.72
B	Simmons St	2,106.00	15.00	2,121.00	115.81
C	W Lake Mead Blvd	2,107.69	15.00	2,122.69	116.42
D	W Lake Mead Blvd	2,080.34	15.00	2,095.34	174.00
E	N Tonopah Dr	2,069.32	15.00	2,084.32	226.12
F	Vegas Dr	2,091.07	15.00	2,106.07	210.40
G	N Tonopah Dr	2,066.89	15.00	2,081.89	264.04
H	N Martin L King Blvd	2,050.87	15.00	2,065.87	318.05
I	N Martin L King Blvd	2,049.50	15.00	2,064.50	373.85
J	Us Hwy 95	2,063.78	17.00	2,080.78	363.41
K	Martin L King Blvd	2,051.08	15.00	2,066.08	416.71

GENERAL NOTES:

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
2. PENETRATIONS IDENTIFIED WITHIN OBSTRUCTION GROUPINGS REFLECT THE TALLEST NATURAL, MANMADE AND/OR TERRAIN FEATURES WITHIN A REPRESENTATIVE SELECTION OF OBSTRUCTIONS.
3. OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED 04/09/2018. SUPPLEMENTAL DATA FROM THE FAA AIRPORT DATA INFORMATION PORTAL.
4. 50' CONTOURS SHOWN ACROSS DEPARTURE SLOPE CORRESPOND TO ULTIMATE CONDITION.
5. REFER TO FAA ADVISORY CIRCULAR 150/5300-13B, CHANGE 1, DATED 08/16/2024 FOR DEPARTURE OBSTACLE CLEARANCE SURFACE DESCRIPTION.

DRAFT

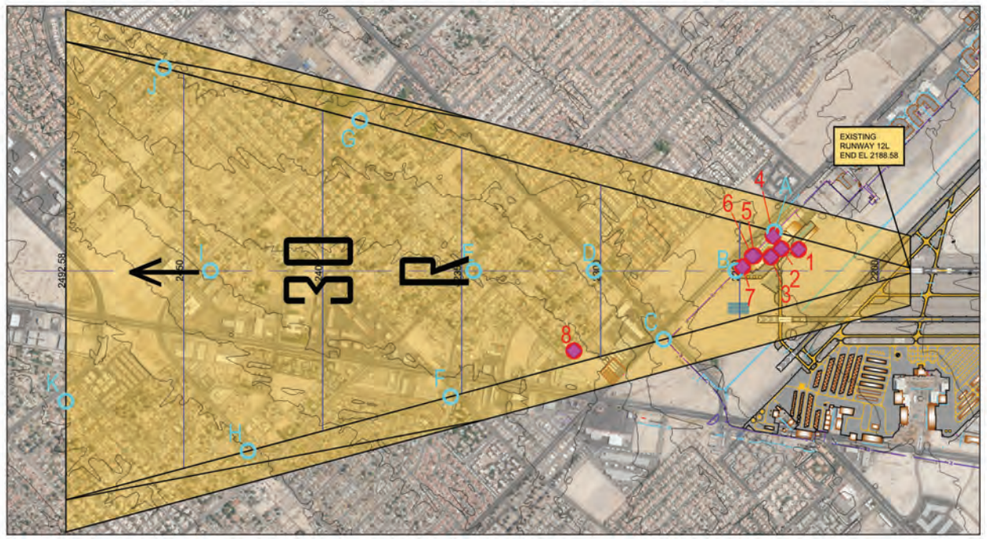
NO.	REVISIONS	DATE	BY	APP'D.

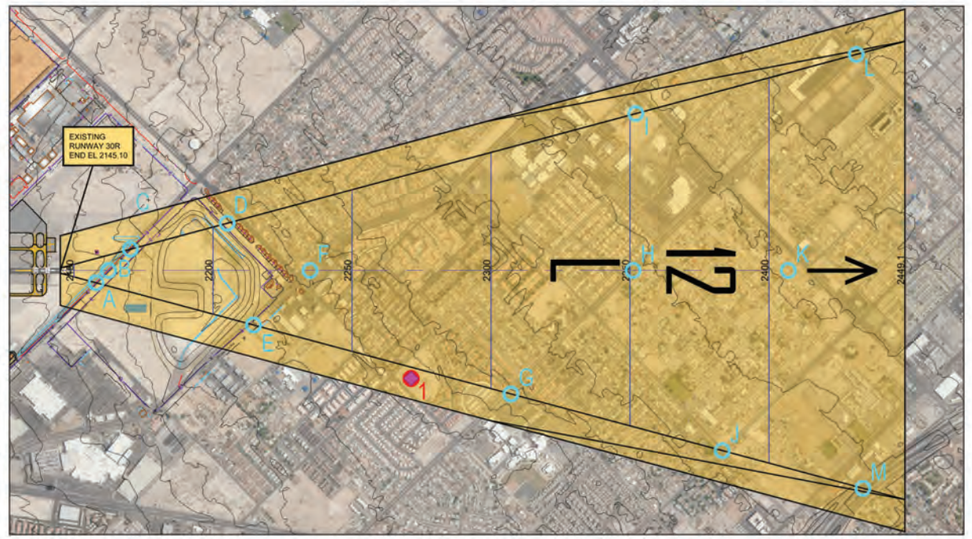
NORTH LAS VEGAS AIRPORT
RUNWAY 12R-30L
ULTIMATE DEPARTURE SURFACE DRAWING
NORTH LAS VEGAS, NEVADA

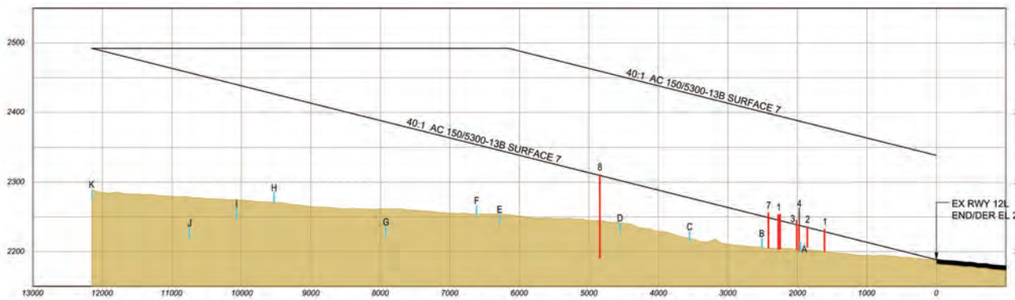
PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

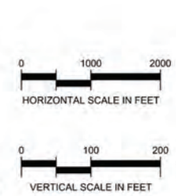
July 2025 SHEET 22 OF 30

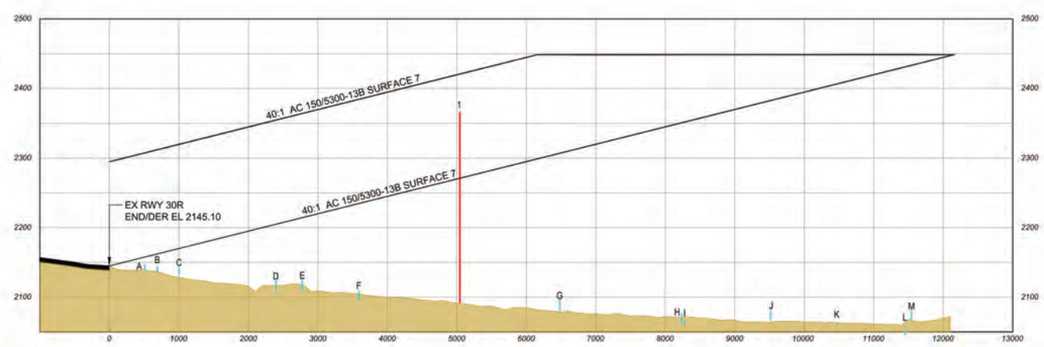
Coffman Associates
Airport Consultants
www.coffmanassociates.com











Existing Runway 12L End Departure Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	Remediation
1	Railing on Building	36° 12' 58.006" N	115° 11' 58.588" W	MTZ	H20/V3	N/A	N/A	2,199.40	33.20	2,232.60	3.73	Add Obstruction Lighting
2	Building	36° 12' 59.800" N	115° 12' 0.660" W	ADIP	1A	32-022125	N/A	2,206.00	30.00	2,236.00	0.93	Add Obstruction Lighting
3	Tree	36° 13' 1.863" N	115° 12' 0.166" W	MTZ	H20/V3	N/A	N/A	2,200.80	37.20	2,238.00	0.01	Remove Tree
4	Utility On Building	36° 13' 0.000" N	115° 12' 2.981" W	MTZ	H20/V3	N/A	N/A	2,202.80	42.90	2,245.70	6.88	Add Obstruction Lighting
5	Tree	36° 13' 1.779" N	115° 12' 4.924" W	MTZ	H20/V3	N/A	N/A	2,203.30	50.70	2,254.00	9.18	Remove Tree
6	Tree	36° 13' 1.932" N	115° 12' 5.206" W	MTZ	H20/V3	32-073207	N/A	2,203.40	50.00	2,253.40	7.90	Remove Tree
7	Tree	36° 13' 1.811" N	115° 12' 7.767" W	MTZ	H20/V3	32-032837	N/A	2,205.20	51.00	2,256.20	7.16	Remove Tree
8	Tree	36° 13' 10.030" N	115° 12' 39.220" W	ADIP	1A	32-031458	N/A	2,311.00	0.00	2,311.00	1.34	Remove Tree

Existing Runway 12L End Departure Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Cheyenne Ave	2,199.32	15.00	2,214.32	23.23
B	W Cheyenne Ave	2,204.56	15.00	2,219.56	31.85
C	N Decatur Blvd	2,214.20	15.00	2,229.20	48.18
D	N Decatur Blvd	2,226.78	15.00	2,241.78	60.60
E	W Gowan Rd	2,239.21	15.00	2,254.21	91.51
F	N Michael Way	2,251.95	15.00	2,266.95	87.00
G	W Alexander Rd	2,221.27	15.00	2,236.27	150.36
H	N Jones Blvd	2,270.65	15.00	2,285.65	141.23
I	W Alexander Rd	2,248.15	15.00	2,263.15	177.22
J	W Craig Rd	2,220.00	15.00	2,235.00	222.34
K	W Alexander Rd	2,275.38	15.00	2,290.38	202.00

Existing Runway 30R End Departure Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	Remediation
1	Antenna	36° 11' 29.838" N	115° 10' 39.650" W	MTZ	H20/V3	N/A	N/A	2,093.70	272.60	2,366.30	41.76	Add Obstruction Lighting

Existing Runway 30R End Departure Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	Airport Access Rd	2,136.63	10.00	2,146.63	11.37
B	Airport Access Rd	2,135.00	10.00	2,145.00	17.48
C	Airport Access Rd	2,131.00	10.00	2,141.00	29.31
D	Simmons St	2,108.90	15.00	2,123.90	81.26
E	W Lake Mead Blvd	2,110.00	15.00	2,125.00	89.63
F	State Hwy 147	2,095.33	15.00	2,110.33	124.63
G	Vegas Dr	2,080.98	15.00	2,095.98	211.23
H	Vegas Dr	2,061.64	15.00	2,076.64	274.52
I	N Martin L King Blvd	2,051.56	15.00	2,066.56	285.61
J	W Washington Ave	2,066.68	15.00	2,081.68	301.56
K	N Martin L King Blvd	2,048.39	15.00	2,063.39	343.60
L	W Owens Ave	2,030.84	15.00	2,045.84	385.61
M	Us Hwy 95	2,064.82	17.00	2,081.82	352.00

GENERAL NOTES:

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
2. PENETRATIONS IDENTIFIED WITHIN OBSTRUCTION GROUPINGS REFLECT THE TALLEST NATURAL, MANMADE AND/OR TERRAIN FEATURES WITHIN A REPRESENTATIVE SELECTION OF OBSTRUCTIONS.
3. OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED 04/09/2018. SUPPLEMENTAL DATA FROM THE FAA AIRPORT DATA INFORMATION PORTAL.
4. 50' CONTOURS SHOWN ACROSS DEPARTURE SLOPE CORRESPOND TO ULTIMATE CONDITION.
5. REFER TO FAA ADVISORY CIRCULAR 150/5300-13B, CHANGE 1, DATED 08/16/2024 FOR DEPARTURE OBSTACLE CLEARANCE SURFACE DESCRIPTION.

LEGEND

- EXISTING 5300-13B SURFACE 7
- EXISTING PROPERTY BOUNDARY
- OBSTRUCTION IDENTIFIER
- SIGNIFICANT OBJECT IDENTIFIER
- OBSTRUCTION AREA

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NORTH LAS VEGAS AIRPORT

RUNWAY 12L-30R
EXISTING DEPARTURE SURFACE DRAWING

NORTH LAS VEGAS, NEVADA

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	M. Dmyterko

July 2025 | SHEET 23 OF 30

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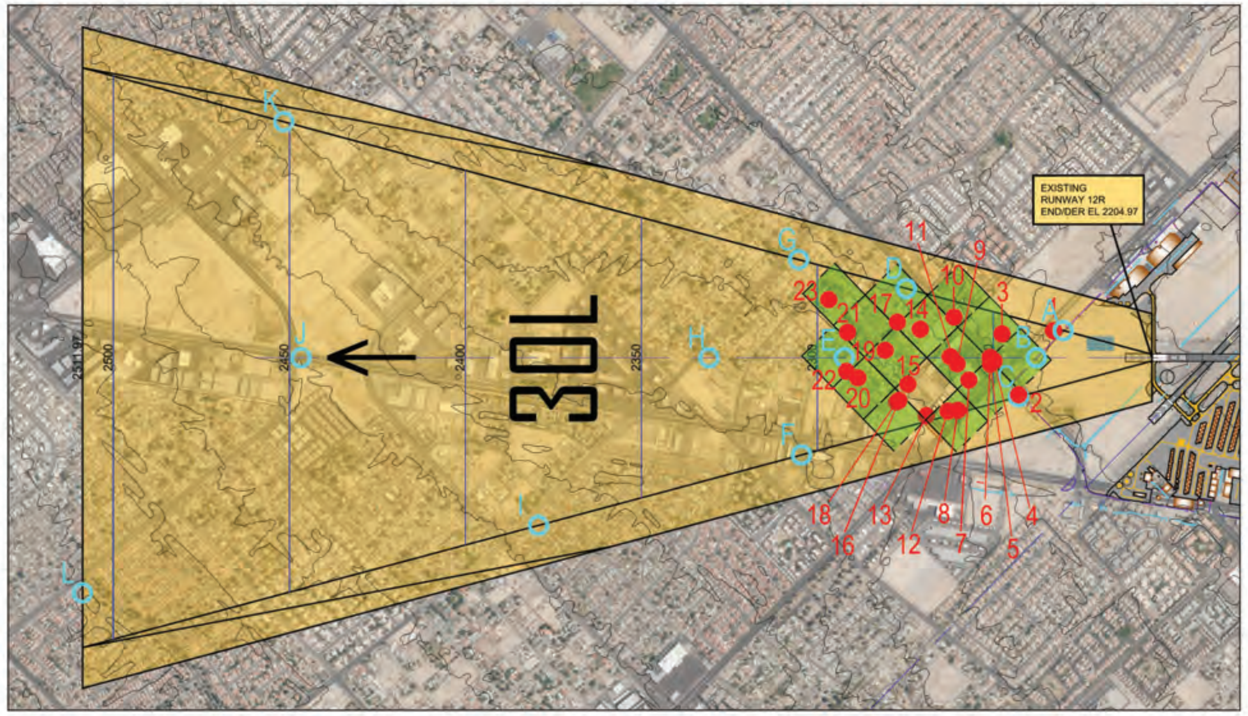

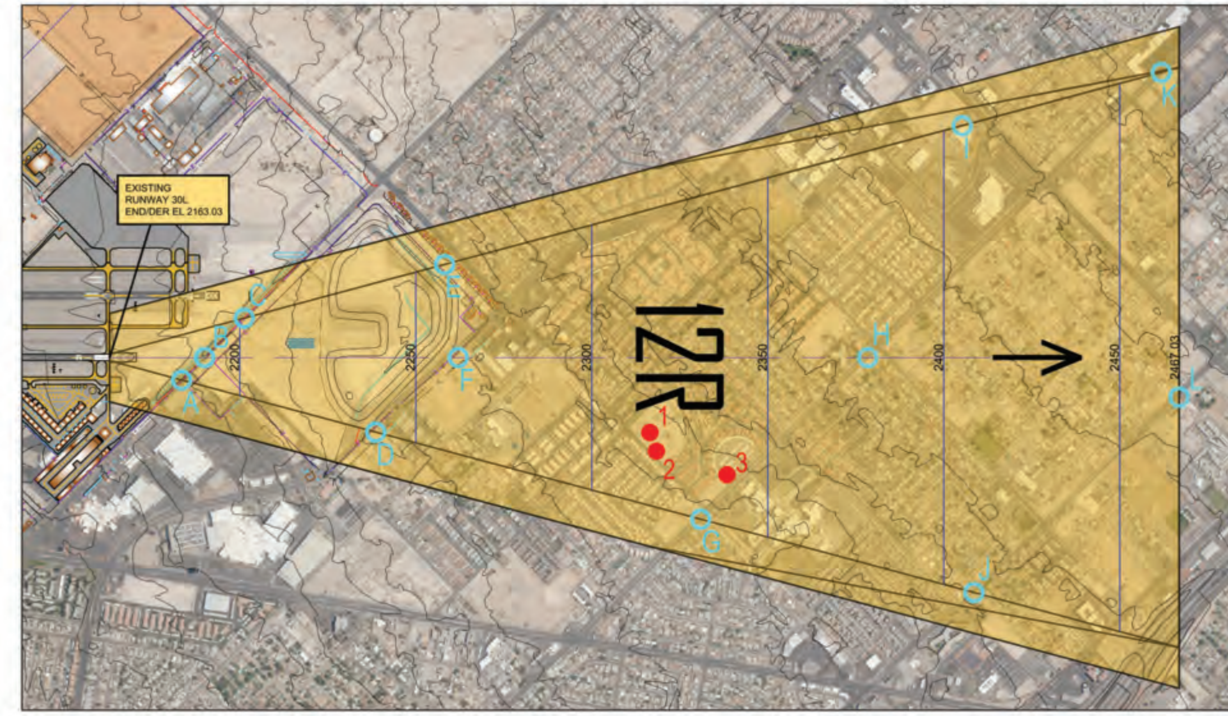

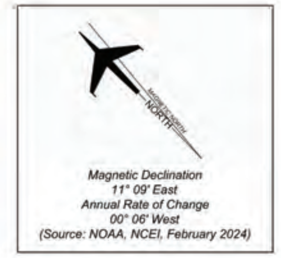

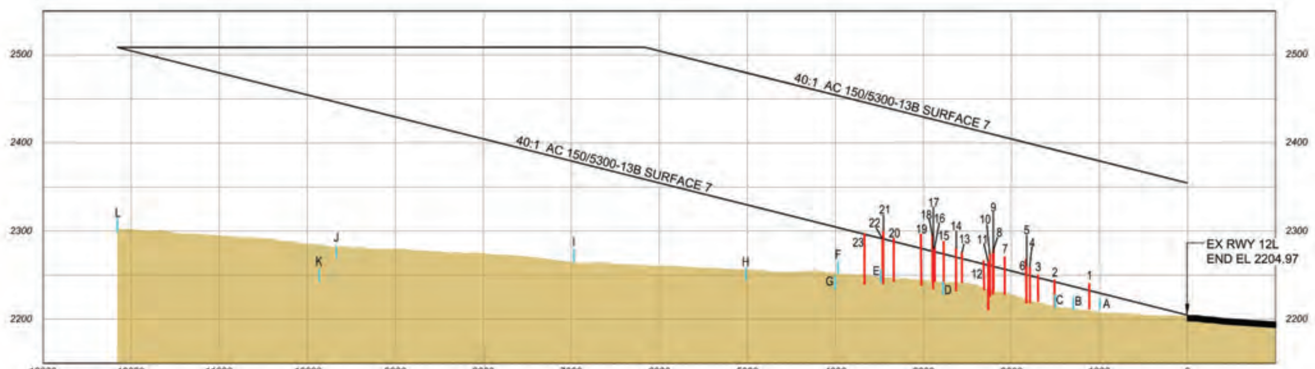

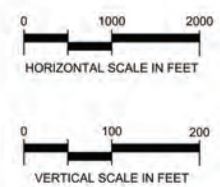

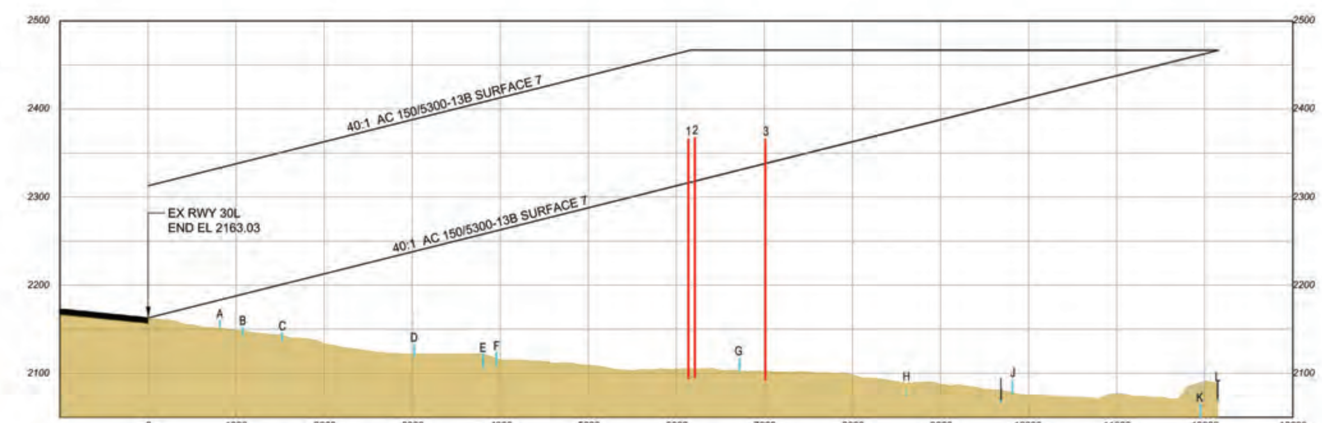

Existing Runway 12R End Departure Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	Remediation
1	Light Pole	36° 13' 2.733" N	115° 12' 16.755" W	MTZ	H20/V3	32-021844	N/A	2,208.80	32.10	2,240.90	17.00	Lower/Relocate
2	Light Pole	36° 13' 0.333" N	115° 12' 26.404" W	MTZ	H20/V3	N/A	N/A	2,213.00	31.90	2,244.90	19.00	Lower/Relocate
3	Building	36° 13' 6.520" N	115° 12' 22.168" W	MTZ	H20/V3	N/A	N/A	2,220.30	30.50	2,250.80	16.00	Add Obstruction Lighting
4	Tree	36° 13' 4.970" N	115° 12' 25.585" W	MTZ	H20/V3	N/A	N/A	2,218.10	41.70	2,259.80	14.00	Remove Tree
5	Tree	36° 13' 5.048" N	115° 12' 26.166" W	MTZ	H20/V3	N/A	N/A	2,218.30	42.50	2,260.80	15.00	Remove Tree
6	Tree	36° 13' 5.612" N	115° 12' 25.547" W	MTZ	H20/V3	N/A	N/A	2,219.60	48.60	2,268.20	12.00	Remove Tree
7	Antenna	36° 13' 5.406" N	115° 12' 29.919" W	MTZ	H20/V3	N/A	N/A	2,227.50	44.20	2,271.70	1.00	Add Obstruction Lighting
8	Antenna on Building	36° 13' 3.904" N	115° 12' 33.883" W	MTZ	H20/V3	N/A	N/A	2,232.30	47.70	2,280.00	18.00	Add Obstruction Lighting
9	Antenna on Building	36° 13' 7.643" N	115° 12' 29.508" W	MTZ	H20/V3	32-000344	2021-AWP-5404-OE	2,228.10	47.10	2,275.20	2.00	Object Has Red Obstruction Lighting
10	Tree	36° 13' 11.645" N	115° 12' 25.315" W	MTZ	H20/V3	N/A	N/A	2,225.70	48.80	2,274.50	4.00	Remove Tree
11	Tree	36° 13' 8.650" N	115° 12' 29.260" W	ADIP	1A	32-032705	N/A	2,266.00	0.00	2,266.00	0.00	Remove Tree
12	Tree	36° 13' 4.613" N	115° 12' 34.940" W	MTZ	H20/V3	N/A	N/A	2,232.70	34.00	2,266.70	22.00	Remove Tree
13	Light Pole	36° 13' 5.893" N	115° 12' 37.624" W	MTZ	H20/V3	N/A	N/A	2,241.60	34.80	2,276.40	21.00	Lower/Relocate
14	Tree	36° 13' 13.309" N	115° 12' 29.818" W	MTZ	H20/V3	N/A	N/A	2,232.10	48.70	2,280.80	11.00	Remove Tree
15	Tree	36° 13' 9.875" N	115° 12' 36.362" W	MTZ	H20/V3	N/A	N/A	2,240.20	48.70	2,288.90	13.00	Remove Tree
16	Utility Pole	36° 13' 9.266" N	115° 12' 38.856" W	MTZ	H20/V3	N/A	N/A	2,242.80	38.50	2,281.30	8.00	Lower/Relocate
17	Tree	36° 13' 15.684" N	115° 12' 31.399" W	MTZ	H20/V3	32-031474	N/A	2,234.20	45.40	2,279.60	20.00	Remove Tree
18	Tree	36° 13' 9.308" N	115° 12' 39.244" W	MTZ	H20/V3	32-033604	N/A	2,243.80	52.70	2,296.50	9.00	Remove Tree
19	Tree	36° 13' 14.374" N	115° 12' 35.345" W	MTZ	H20/V3	N/A	N/A	2,238.30	58.80	2,297.10	10.00	Remove Tree
20	Tree	36° 13' 14.304" N	115° 12' 40.727" W	MTZ	H20/V3	N/A	N/A	2,243.00	49.50	2,292.50	7.00	Remove Tree
21	Tree	36° 13' 18.783" N	115° 12' 37.331" W	MTZ	H20/V3	N/A	N/A	2,240.20	60.60	2,300.80	5.00	Remove Tree
22	Tree	36° 13' 15.725" N	115° 12' 41.212" W	MTZ	H20/V3	N/A	N/A	2,243.70	48.40	2,292.10	6.00	Remove Tree
23	Tree	36° 13' 22.880" N	115° 12' 36.020" W	MTZ	H20/V3	N/A	N/A	2,239.40	58.20	2,297.60	3.00	Remove Tree

Existing Runway 30L End Departure Obstructions

ID	Feature	Latitude	Longitude	Point Source	Survey Accuracy	ADIP ID#	FAA Study #	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Penetration Value (ft)	Remediation
1	Antenna	36° 11' 29.838" N	115° 10' 39.650" W	MTZ	H20/V3	32-000129	1984-AWP-150-OE	2,093.70	272.60	2,366.30	49.81	Object Has Red Obstruction Lighting
2	Antenna	36° 11' 27.832" N	115° 10' 40.803" W	MTZ	H20/V3	N/A	N/A	2,094.90	273.00	2,367.90	49.56	Add Obstruction Lighting
3	Antenna	36° 11' 20.377" N	115° 10' 36.090" W	MTZ	H20/V3	32-000143	1984-AWP-150-OE	2,092.20	274.20	2,366.40	27.98	Add Obstruction Lighting

LEGEND

- EXISTING 5300-13B SURFACE 7
- EXISTING PROPERTY BOUNDARY
- OBSTRUCTION AREA
- OBSTRUCTION IDENTIFIER
- SIGNIFICANT OBJECT IDENTIFIER

Existing Runway 30L End Departure Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	Airport Access Rd	2,150.67	10.00	2,160.67	22.82
B	Airport Access Rd	2,143.00	10.00	2,153.00	37.02
C	Airport Access Rd	2,137.00	10.00	2,147.00	54.25
D	W Lake Mead Blvd	2,118.00	15.00	2,133.00	105.63
E	Simmons St	2,107.00	15.00	2,122.00	136.18
F	W Lake Mead Blvd	2,109.00	15.00	2,124.00	138.07
G	Vegas Dr	2,102.41	15.00	2,117.41	213.55
H	Vegas Dr	2,065.23	15.00	2,080.23	298.16
I	N Martin L King Blvd	2,051.72	15.00	2,066.72	338.53
J	W Washington Ave	2,077.85	15.00	2,092.85	315.72
K	W Owens Ave	2,035.42	15.00	2,050.42	411.37
L	W Washington Ave	2,056.33	15.00	2,071.33	395.50

Existing Runway 12R End Departure Significant Objects

ID	Feature	Ground Elevation (ft. msl.)	AGL (ft.)	Top Elevation (ft. msl.)	Clearance Value (ft)
A	W Cheyenne Ave	2,208.24	15.00	2,223.24	6.94
B	W Cheyenne Ave	2,211.00	15.00	2,226.00	11.78
C	N Decatur Blvd	2,213.07	15.00	2,228.07	14.79
D	Ricky Rd	2,227.82	15.00	2,242.82	31.93
E	Ricky Rd	2,241.85	15.00	2,256.85	35.50
F	Us Hwy 95 Bus	2,251.95	15.00	2,266.95	37.56
G	W Gowan Rd	2,234.46	15.00	2,249.46	55.86
H	W Gowan Rd	2,244.07	15.00	2,259.07	71.71
I	W Gowan Rd	2,264.75	15.00	2,279.75	99.48
J	N Jones Blvd	2,269.49	15.00	2,284.49	162.19
K	W Craig Rd	2,242.85	15.00	2,257.85	193.70
L	W Alexander Rd	2,299.58	15.00	2,314.58	194.19

GENERAL NOTES:

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
2. PENETRATIONS IDENTIFIED WITHIN OBSTRUCTION GROUPINGS REFLECT THE TALLEST NATURAL, MANMADE AND/OR TERRAIN FEATURES WITHIN A REPRESENTATIVE SELECTION OF OBSTRUCTIONS.
3. OBSTRUCTIONS IDENTIFIED BY COFFMAN ASSOCIATES FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED 04/09/2018. SUPPLEMENTAL DATA FROM THE FAA AIRPORT DATA INFORMATION PORTAL.
4. 50' CONTOURS SHOWN ACROSS DEPARTURE SLOPE CORRESPOND TO ULTIMATE CONDITION.
5. REFER TO FAA ADVISORY CIRCULAR 150/5300-13B, CHANGE 1, DATED 08/16/2024 FOR DEPARTURE OBSTACLE CLEARANCE SURFACE DESCRIPTION.

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

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NORTH LAS VEGAS AIRPORT

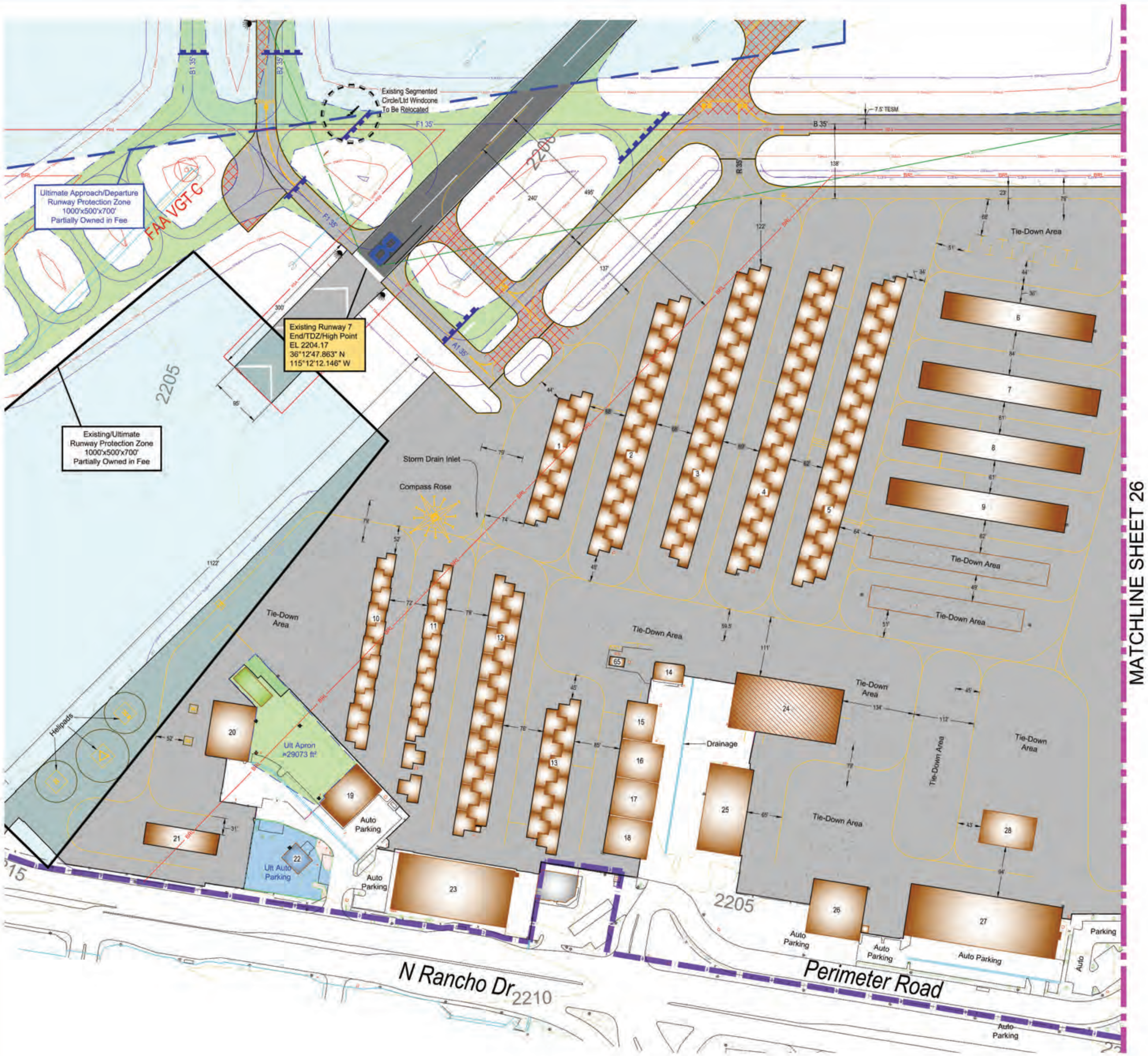
RUNWAY 12R-30L
EXISTING DEPARTURE SURFACE DRAWING

NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025

Coffman Associates
Airport Consultants
www.coffmanassociates.com



#	Facility Name	Top Elevation ft. msl
1	Portable Hangars	2,221.6'
2	Portable Hangars	2,223.3'
3	Portable Hangars	2,223.4'
4	Portable Hangars	2,219.5'
5	Portable Hangars	2,220.9'
6	Shade Hangars	2,214.9'
7	Shade Hangars	2,216.9'
8	Shade Hangars	2,217.5'
9	Shade Hangars	2,217.6'
10	Portable Hangars	2,223.2'
11	Portable Hangars	2,223.6'
12	Portable Hangars	2,229.3'
13	Portable Hangars	2,227.9'
14	Vacant (To Be Removed)	2,220.1'
15	Executive Hangar	2,229.8'
16	Executive Hangar	2,230.2'
17	Executive Hangar	2,230.7'
18	Executive Hangar	2,230.9'
19	Offices	2,229.1'
20	Conventional Hangar	2,231.9'
21	Box Hangars	2,228.2'
22	Vacant (To Be Removed)	2,228.5'
23	Conventional Hangar	2,236.7'
24	Vacant (To Be Removed)	2,228.2'
25	Conventional Hangar	2,240.6'
26	Conventional Hangar	2,228.2'
27	Conventional Hangar	2,236.7'
28	Vacant (To Be Removed)	2,221.9'
65	Electrical Vault (West)	2,216.1'

Table title: EXISTING AIRPORT FACILITES

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	N/A	AIRPORT PROPERTY LINE
		BUILDING RESTRICTION LINE (35')
	N/A	STRUCTURES ON AIRPORT
	N/A	RUNWAY PAVEMENT
		TAXIWAY APRON PAVEMENT
N/A		ABANDON/REMOVE PAVEMENT
	N/A	FENCE LINE
		HOLD MARKING
		RUNWAY TAXIWAY APRON MARKING
	N/A	ROADS AND PARKING PAVEMENT
		SURVEY MONUMENT WITH IDENTIFIER
	N/A	OBJECT FREE AREA
	N/A	RUNWAY SAFETY AREA
	N/A	OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
	N/A	RUNWAY VISIBILITY ZONE
N/A		TAXIWAY OBJECT FREE AREA
N/A		TAXIWAY SAFETY AREA
	N/A	RUNWAY END IDENTIFIER LIGHTS (REIL)
	N/A	TIE-DOWNS
	SAME	TREELINE
		TOPOGRAPHIC CONTOURS

GENERAL NOTES:

1. Unless Noted Otherwise All Existing Airfield Coordinates, Elevations, and Bearings From Survey Dated 04/09/2018 by Martinez Geospatial, Eagan, MN.
2. Other Data Sources Consulted Include FAA Airport Master Record Form 5010, the FAA Airport Facility Directory http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/, And http://webdatasheet.faa.gov/
3. Horizontal Datum: North American Datum 1983 - Nad83;
   Vertical Datum: North American Datum 1988 - Navd88.
4. For Clarity only Ultimate TOFA's and TSA's are Shown
5. VGT is Secured With a Six-foot Perimeter Fence Topped with Three Strand Barbed Wire.

Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

0 100 200
SCALE IN FEET

DRAFT

NORTH LAS VEGAS AIRPORT

TERMINAL AREA DRAWING I

NORTH LAS VEGAS, NEVADA

NO.	REVISIONS	DATE	BY	APP'D.

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 SHEET 25 OF 30

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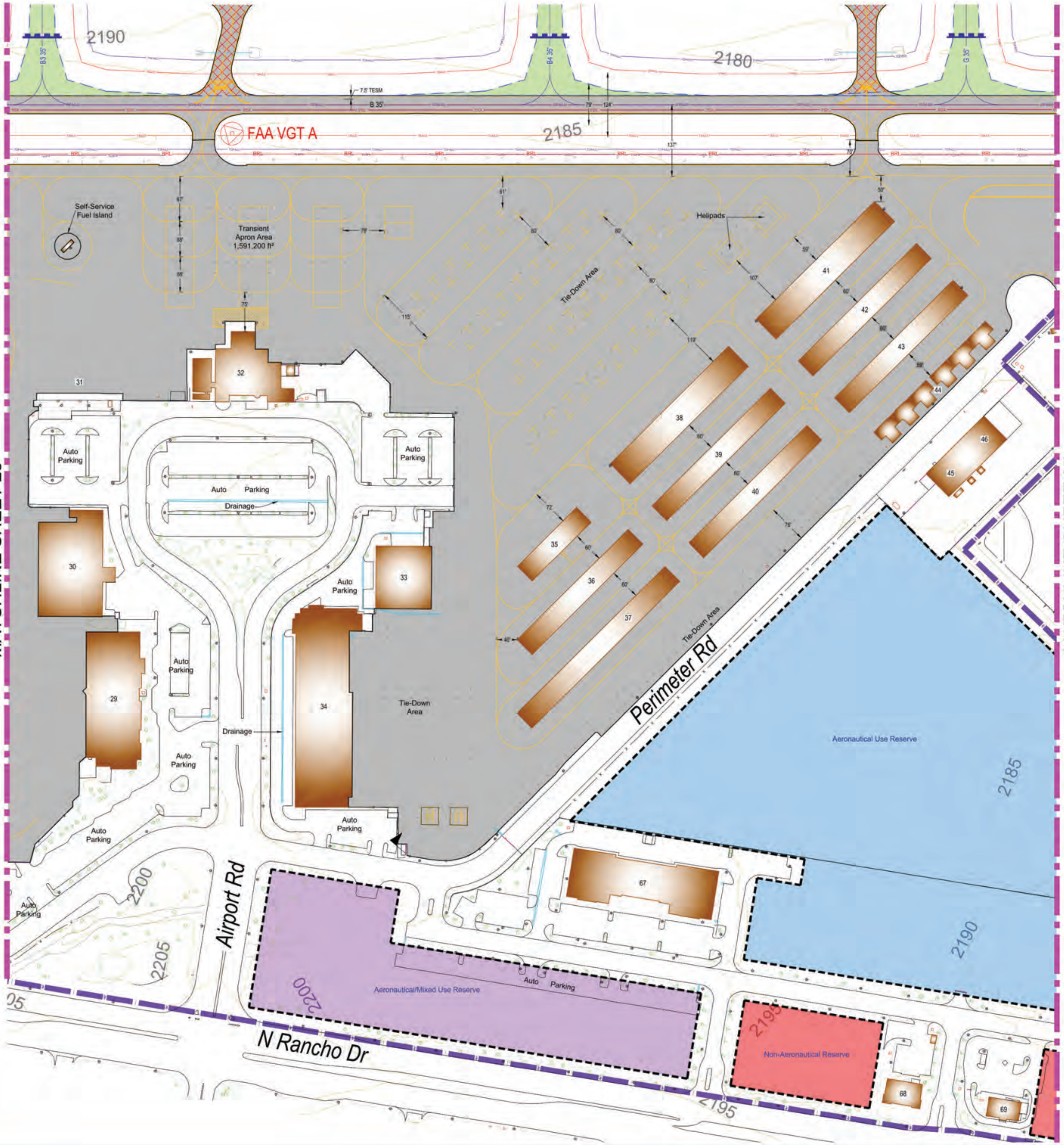

EXISTING AIRPORT FACILITES		
#	Facility Name	Top Elevation ft. msl
29	Offices	2,237.5'
30	Conventional Hangar	2,232.1'
31	Fuel Tanks AVGAS/Jet A	2,215.4'
32	Main Terminal	2,227.4'
33	Conventional Hangar	2,226.3'
34	Conventional Hangar and Offices	2,230.8'
35	Shade Hangars	2,205.1'
36	Shade Hangars	2,205.7'
37	Shade Hangars	2,206.5'
38	Shade Hangars	2,206.6'
39	Shade Hangars	2,202.0'
40	Shade Hangars	2,201.8'
41	Shade Hangars	2,202.7'
42	Shade Hangars	2,198.5'
43	Shade Hangars	2,198.1'
44	Portable Hangars	2,199.0'
45	Airport Maintenance Building	2,207.3'
46	Airport Maintenance Building	2,207.3'
67	Commercial Building	2,229.9'
68	Commercial Building	2,218.6'
69	Commercial Building	2,216.3'

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		SECTION CORNERS
BRL		BUILDING RESTRICTION LINE (35')
	N/A	STRUCTURES ON AIRPORT
N/A		ABANDON/REMOVE PAVEMENT
		RUNWAY TAXIWAY APRON PAVEMENT
		SHOULDER PAVEMENT
	N/A	FENCE LINE
		HOLD MARKING
		RUNWAY TAXIWAY APRON MARKING
		ROADS AND PARKING PAVEMENT
DESIGNATION		SURVEY MONUMENT WITH IDENTIFIER
OFA	OFA(U)	OBJECT FREE AREA
RSA	RSA(U)	RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
N/A	TOFA (U)	TAXIWAY OBJECT FREE AREA
N/A	TSA (U)	TAXIWAY SAFETY AREA
	N/A	TIE-DOWNS
	SAME	VEGETATION
		TOPOGRAPHIC CONTOURS

GENERAL NOTES:

1. Unless Noted Otherwise All Existing Airfield Coordinates, Elevations, and Bearings From Survey Dated 04/09/2018 by Martinez Geospatial, Eagan, MN.
2. Other Data Sources Consulted Include FAA Airport Master Record Form 5010, the FAA Airport Facility Directory http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/, And http://webdatasheet.faa.gov/
3. Horizontal Datum: North American Datum 1983 - Nad83; Vertical Datum: North American Datum 1988 - Navd88.
4. For Clariity only Ultimate TOFA's and TSA's are Shown
5. VGT is Secured With a Six-foot Perimeter Fence Topped with Three Strand Barbed Wire.

TRUE NORTH

Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

0 100 200
SCALE IN FEET

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NORTH LAS VEGAS AIRPORT

TERMINAL AREA DRAWING II

NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 SHEET 26 OF 30

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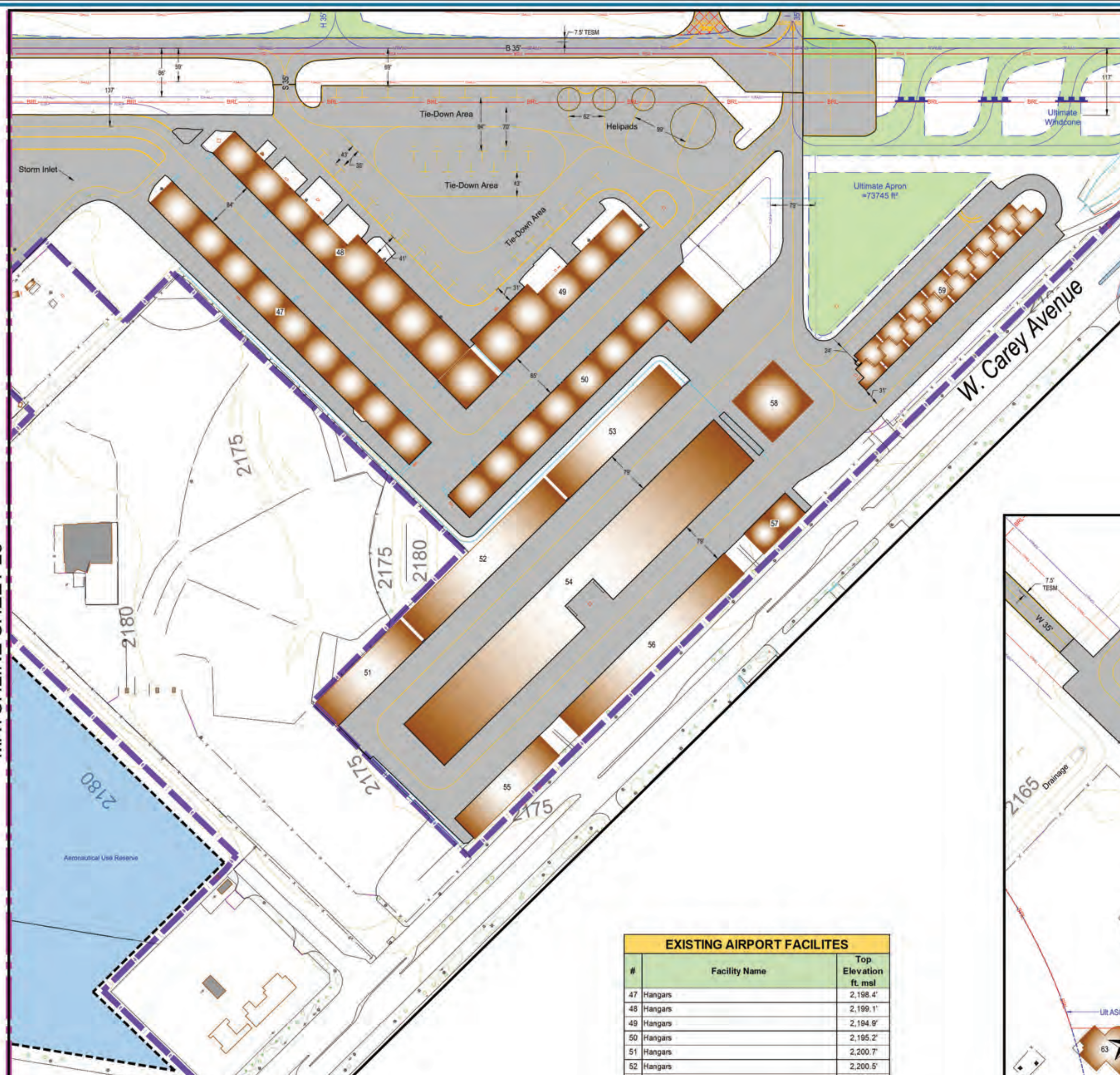
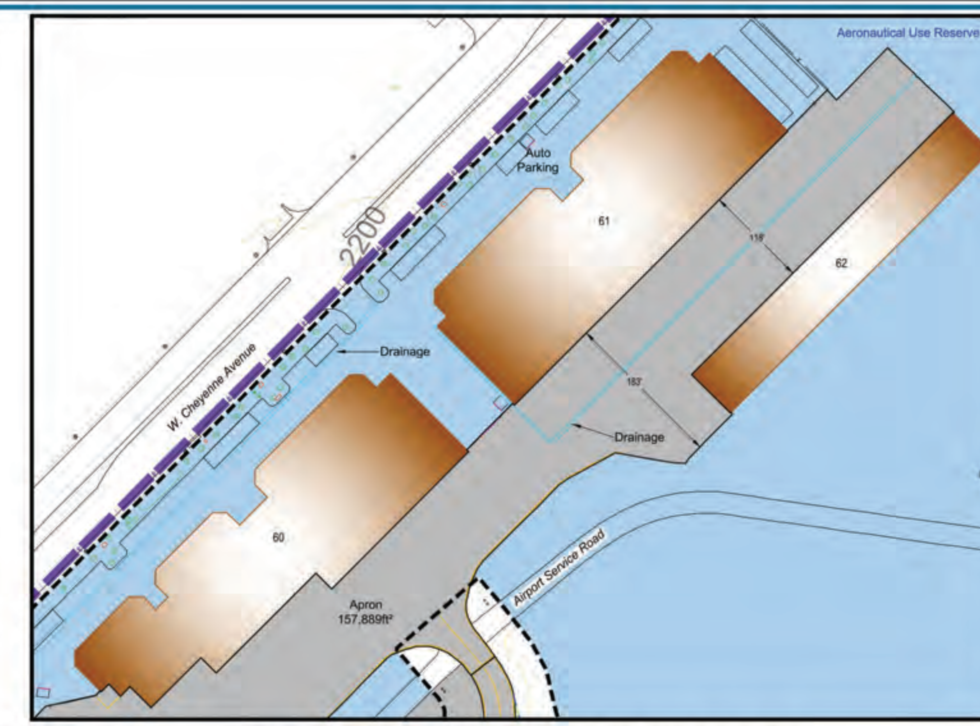
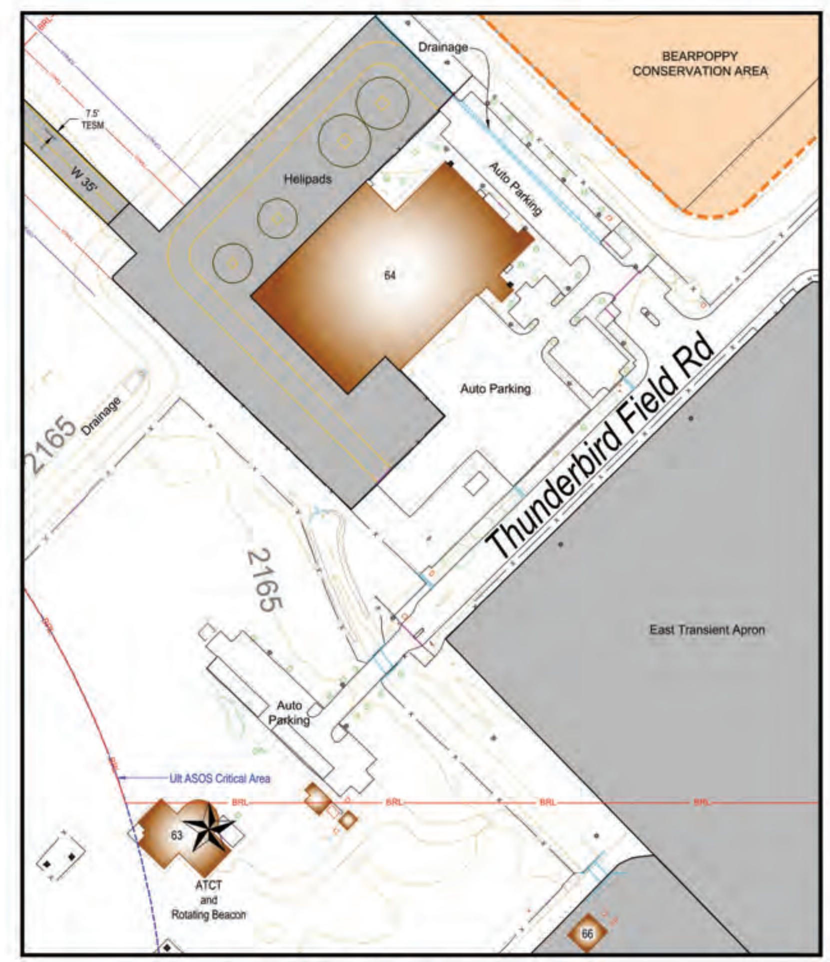




NORTHSIDE OF AIRPORT AND W. CHEYENNE AVENUE



TAXIWAY 'W' AND THUNDERBIRD ROAD

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
	N/A	AIRPORT PROPERTY LINE
		SECTION CORNERS
	N/A	AIRPORT ROTATING BEACON
		BUILDING RESTRICTION LINE (35')
	N/A	STRUCTURES ON AIRPORT
		RUNWAY PAVEMENT
		TAXIWAY APRON PAVEMENT
N/A		ABANDON/REMOVE PAVEMENT
		SHOULDER PAVEMENT
	N/A	FENCE LINE
		HOLD MARKING
		RUNWAY TAXIWAY APRON MARKING
		ROADS AND PARKING PAVEMENT
		SURVEY MONUMENT WITH IDENTIFIER
N/A		OBJECT FREE AREA
N/A		RUNWAY PROTECTION ZONE
N/A		TAXIWAY OBJECT FREE AREA
N/A		TAXIWAY SAFETY AREA
	N/A	TIE-DOWNS
N/A		WINDSOCK
	SAME	TREELINE
		TOPOGRAPHIC CONTOURS

Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

0 100 200
SCALE IN FEET

DRAFT

EXISTING AIRPORT FACILITES		
#	Facility Name	Top Elevation ft. msl
47	Hangars	2,198.4'
48	Hangars	2,199.1'
49	Hangars	2,194.9'
50	Hangars	2,195.2'
51	Hangars	2,200.7'
52	Hangars	2,200.5'
53	Hangars	2,194.9'
54	Hangars	2,203.9'
55	Hangars	2,198.5'
56	Hangars	2,195.6'
57	Hangars	2,193.9'
58	Hangars	2,191.4'
59	T-Hangars	2,190.5'
60	Conventional Hangar	2,252.9'
61	Conventional Hangar	2,245.1'
62	Box Hangars	2,231.9'
63	ATCT	2,260.2'
64	Las Vegas Metropolitan Police Department Air Support	2,224.7'
66	Electrical Vault (East)	2,176.5'

GENERAL NOTES:

1. Unless Noted Otherwise All Existing Airfield Coordinates, Elevations, and Bearings From Survey Dated 04/09/2018 by Martinez Geospatial, Eagan, MN.
2. Other Data Sources Consulted Include FAA Airport Master Record Form 5010, the FAA Airport Facility Directory http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/, And http://webdatasheet.faa.gov/
3. Horizontal Datum: North American Datum 1983 - Nad83;
   Vertical Datum: North American Datum 1988 - Navd88.
4. For Clarity only Ultimate TOFA's and TSA's are Shown
5. VGT is Secured With a Six-foot Perimeter Fence Topped with Three Strand Barbed Wire.

NO.	REVISIONS	DATE	BY	APP'D.

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NORTH LAS VEGAS AIRPORT

TERMINAL AREA DRAWING III

NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 SHEET 27 OF 30

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LEGEND

- Airfield Operations Area
- Aeronautical Use/Ultimate Development
- Bearpoppy Conservation Area
- Mixed Use
- Non-Aeronautical Use

GENERAL NOTES:

1. AIRPORT PROTECTION HEIGHT LIMITS ARE ESTABLISHED PER THE CITY OF NORTH LAS VEGAS CODE OF ORDINANCES, SECTION 17.16.050.K (ORD. 2591, 6-15-2011, EFF. 10-1-2011). THE ORDINANCE LIMITS CONSTRUCTION HEIGHT FOR STRUCTURES THAT WOULD CONSTITUTE A "HAZARD TO AIR NAVIGATION' AS DEFINED BY THE FAA.

MAGNETIC NORTH

Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

RESIDENTIAL
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL

Walker Park
Kermit R. Booker Elementary School
Gilbert Magnet Elementary School
West Preparatory Academy
Ollie Detwiler Elementary School
Calvary Chapel Meadow Mesa
West Wind Las Vegas Drive-In
Hylo Park Arena

EX RUNWAY 25 END
ULT RUNWAY 12L END
ULT RUNWAY 30R END
ULT RUNWAY 12R END
ULT RUNWAY 30L END
EX RUNWAY 7 END

0 500 1000
SCALE IN FEET

DRAFT

NORTH LAS VEGAS AIRPORT

LAND USE DRAWING

NORTH LAS VEGAS, NEVADA

NO.	REVISIONS	DATE	BY	APP'D.

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PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	M. Dmyterko

July 2025 SHEET 28 OF 30

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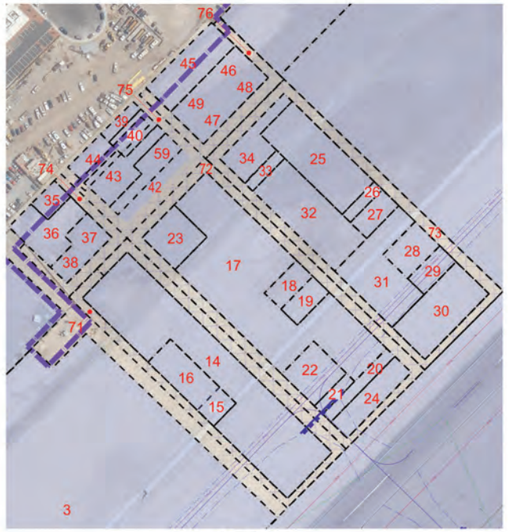

INSET 'A'
SCALE: 1" = 150'

SEE INSET 'A'

EX RUNWAY 7-25 5000' x 75'

ULT RUNWAY 12L-30R

ULT RUNWAY 12R-30L

Magnetic Declination
11° 09' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, February 2024)

0 400 800
SCALE IN FEET

PROPERTY LEGEND

- Ultimate Property Line
- Existing Property Line
- Ultimate Airport Property
- Existing Airport Property
- Parcel Boundary

DRAFT

NORTH LAS VEGAS AIRPORT

EXHIBIT 'A'
AIRPORT PROPERTY INVENTORY MAP

NORTH LAS VEGAS, NEVADA

NO.	REVISIONS	DATE	BY	APP'D.

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PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	M. Dmyterko
July 2025	SHEET 29 OF 30

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OWNED PROPERTY TABLE

Tract ID	Grantor	GRANTEE	Interest	Acreage	Instrument	Book/Page	Easement	FAA Grant #	Date	Purpose Of Acquisition	APN	Released	Notes
1	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	64.44	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110030001	N/A	
2	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	19	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110030002	N/A	
3	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	11	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110050004	N/A	
4	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	18.85	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110050001	N/A	
5	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	5.98	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-016	9/30/1987	AIRPORT PROPERTY	09A090001	N/A	
6	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	13.05	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110020001	N/A	
7	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	76	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110040001	N/A	
8	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK(AVIATION)	FEE SIMPLE	81.36	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	13918601001	N/A	
9	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	38.79	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	09A090001	N/A	
10	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	58.54	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110080001	N/A	
11	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK(AVIATION)	FEE SIMPLE	81.33	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	13918701001	N/A	
12	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	11.92	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110120002	N/A	
13	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	39.09	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110120001	N/A	
14	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	1.68	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110066001	N/A	
15	BILAVA, ALBERT & ELLEN	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.08	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-012	9/30/1987	AIRPORT PROPERTY	110066002	N/A	
16	CHAVEZ, ALEX	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.24	DEED	19880209:00176	N/A	A.I.P. 3-32-0010-002	2/9/1988	AIRPORT PROPERTY	110066003	N/A	
17	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	1.78	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110063001	N/A	
18	CLARK COUNTY, TRUSTEE	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.11	DEED	19890613:00580	N/A	A.I.P. 3-32-0010-012	6/13/1989	AIRPORT PROPERTY	110063004	N/A	
19	KOURY, LORRAINE	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.11	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-012	9/30/1987	AIRPORT PROPERTY	110063005	N/A	
20	CHAVEZ, ALEX	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.11	DEED	19880209:00176	N/A	A.I.P. 3-32-0010-012	2/9/1988	AIRPORT PROPERTY	110063008	N/A	
21	KHIANI, ASHOK	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.06	DEED	19891206:00164	N/A	A.I.P. 3-32-0010-002	12/6/1989	AIRPORT PROPERTY	110063009	N/A	
22	LYNCH, GEORGE & ELODA	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.23	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-012	9/30/1987	AIRPORT PROPERTY	110063010	N/A	
23	DAWSON, WILBUR & EMELINE	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.23	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-012	9/30/1987	AIRPORT PROPERTY	110063014	N/A	
24	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.22	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110063015	N/A	
25	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.63	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110062001	N/A	
26	KHIANI, ASHOK	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.06	DEED	19890825:00411	N/A	A.I.P. 3-32-0010-002	8/25/1989	AIRPORT PROPERTY	110062002	N/A	
27	KOURY, LORRAINE	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.11	DEED	19890825:00411	N/A	A.I.P. 3-32-0010-002	8/25/1989	AIRPORT PROPERTY	110062003	N/A	
28	PAVELL, JOHN	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.17	DEED	19890825:00411	N/A	A.I.P. 3-32-0010-002	8/25/1989	AIRPORT PROPERTY	110062005	N/A	
29	BELL, ANDREA	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.11	DEED	19890825:00411	N/A	A.I.P. 3-32-0010-002	8/25/1989	AIRPORT PROPERTY	110062006	N/A	
30	BIER, MARGARET	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.45	DEED	19890825:00411	N/A	A.I.P. 3-32-0010-002	8/25/1989	AIRPORT PROPERTY	110062007	N/A	
31	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.52	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	110062008	N/A	
32	ALNES, LAURITS & MARY	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.57	DEED	19890825:00411	N/A	A.I.P. 3-32-0010-002	8/25/1989	AIRPORT PROPERTY	110062009	N/A	
33	MAGLEBY, CALVIN & RAISHBROOK, JOAN	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.06	DEED	19890825:00411	N/A	A.I.P. 3-32-0010-002	8/25/1989	AIRPORT PROPERTY	110062010	N/A	
34	MEZORI, RUDOLPH & AUDREY	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.23	DEED	19890825:00411	N/A	A.I.P. 3-32-0010-002	8/25/1989	AIRPORT PROPERTY	110062011	N/A	
35	KOURY, LORRAINE	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.08	DEED	19890719:00157	N/A	A.I.P. 3-32-0010-016	07/19/1989	AIRPORT PROPERTY	110065006	N/A	
36	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.28	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-012	2/27/1989	AIRPORT PROPERTY	110065007	N/A	
37	SLOAN, LLOYD & ELEANOR	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.12	DEED	19890706:00146	N/A	A.I.P. 3-32-0010-016	7/6/1989	AIRPORT PROPERTY	110065008	N/A	
38	JARRETT FAMILY	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.08	DEED	19890623:00271	N/A	A.I.P. 3-32-0010-016	6/23/1989	AIRPORT PROPERTY	110065009	N/A	
39	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.05	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-016	2/27/1989	AIRPORT PROPERTY	110064003	N/A	
40	ANDERSON, DORA & BRUSCHI, ELIZABETH	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.11	DEED	19890519:00312	N/A	A.I.P. 3-32-0010-016	5/19/1989	AIRPORT PROPERTY	110064004	N/A	
41	ANDERSON, DORA & BRUSCHI, ELIZABETH	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.17	DEED	19890519:00312	N/A	A.I.P. 3-32-0010-016	5/19/1989	AIRPORT PROPERTY	110064006	N/A	
42	MEZORI, RUDY	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.11	DEED	19890620:00059	N/A	A.I.P. 3-32-0010-016	6/20/1989	AIRPORT PROPERTY	110064007	N/A	
43	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.23	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-016	2/27/1989	AIRPORT PROPERTY	110064008	N/A	
44	DATTGE, DERON & DOROTHY	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.11	DEED	19890609:00469	N/A	A.I.P. 3-32-0010-016	8/9/1989	AIRPORT PROPERTY	110064009	N/A	
45	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.34	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-016	2/27/1989	AIRPORT PROPERTY	110061006	N/A	
46	LISBERG, DAVID & JANINE, et al	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.11	DEED	19900328:00076	N/A	A.I.P. 3-32-0010-016	3/28/1990	AIRPORT PROPERTY	110061007	N/A	
47	CAYWOOD, MARION	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.11	DEED	19881212:00102	N/A	A.I.P. 3-32-0010-016	12/12/1988	AIRPORT PROPERTY	110061008	N/A	
48	CAYWOOD, MARION	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.11	DEED	19881212:00102	N/A	A.I.P. 3-32-0010-016	12/12/1988	AIRPORT PROPERTY	110061009	N/A	
49	COTTON, ELMER & DELORES	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.11	DEED	19910114:00729	N/A	A.I.P. 3-32-0010-016	1/14/1991	AIRPORT PROPERTY	110061010	N/A	
50	CAREY STATION HOLDINGS LLC	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	28.86	DEED	20010824:00588	N/A	A.I.P. 3-32-0010-019	8/24/2001	AIRPORT PROPERTY	13918404001	N/A	
51	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK(AVIATION)	FEE SIMPLE	1.1	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	13918801001	N/A	
52	MOSSMAN	COUNTY OF CLARK(AVIATION)	FEE SIMPLE	0.2	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	13813505002	N/A	
53	NV READY MIX CORPORATION	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	3.12	DEED	19970203:00282	N/A	A.I.P. 3-32-0010-011	2/3/1997	AIRPORT PROPERTY	13918501001	N/A	
54	TORLEY LAND CO	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	40.94	DEED	19881020:00160	N/A	A.I.P. 3-32-0010-008	10/20/1988	AIRPORT PROPERTY	13917201001	N/A	
55	TORLEY LAND CO	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	39.4	DEED	19881020:00160	N/A	A.I.P. 3-32-0010-008	10/20/1988	AIRPORT PROPERTY	13917101002	N/A	
56	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK(AVIATION)	FEE SIMPLE	77.27	DEED	20020319:00673	N/A	A.I.P. 3-32-0010-016	3/19/2002	AIRPORT PROPERTY	13917401003	N/A	ACQ. W/ MULTIPLE AIP GRANTS (016, 017, 018, 019)
57	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	7.48	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-019	2/27/1989	AIRPORT PROPERTY	13918801005	N/A	
58	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK(AVIATION)	FEE SIMPLE	3.25	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-015	2/27/1989	AIRPORT PROPERTY	13917301010	N/A	
59	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK(AVIATION)	FEE SIMPLE	1.5	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-015	2/27/1989	AIRPORT PROPERTY	13918501003	N/A	
60	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	1.99	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-015	2/27/1989	AIRPORT PROPERTY	110160002	N/A	
61	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK(AVIATION)	FEE SIMPLE	33.32	DEED	19890227:00143	N/A	A.I.P. 3-32-0020-011	2/27/1989	AIRPORT PROPERTY	13920201001	N/A	
62	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	1.87	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-015	2/27/1989	AIRPORT PROPERTY	110050007	N/A	
63	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	3.72	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-016	2/27/1989	AIRPORT PROPERTY	110050007	N/A	
64	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	10.33	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-011	2/27/1989	AIRPORT PROPERTY	110160001	N/A	
65	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	20.12	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-015	2/27/1989	AIRPORT PROPERTY	110160001	N/A	
66	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK(AVIATION)	FEE SIMPLE	75.52	DEED	19890227:00143	N/A	A.I.P. 3-32-0020-011	2/27/1989	AIRPORT PROPERTY	13920101001	N/A	
67	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK(AVIATION)	FEE SIMPLE	4.59	DEED	19890227:00143	N/A	A.I.P. 3-32-0010-010	2/27/1989	AIRPORT PROPERTY	13919501003	N/A	
69	CITY OF NORTH LAS VEGAS	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.14	DEED	N/A	N/A	N/A	N/A	AIRPORT PROPERTY	110050003	N/A	
70	HOWARD HUGHES PROPERTIES, LTD PARTNERSHIP	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	19.24	DEED	19870930:00046	N/A	A.I.P. 3-32-0010-002	9/30/1987	AIRPORT PROPERTY	09A040001	N/A	
71	N/A	COUNTY OF CLARK(PUBLIC WORKS)	N/A	0.74	N/A	N/A	N/A	N/A	N/A	AIRPORT PROPERTY	13918599002	N/A	VACATED ROW
72	N/A	COUNTY OF CLARK(PUBLIC WORKS)	N/A	0.81	N/A	N/A	N/A	N/A	N/A	AIRPORT PROPERTY	13918599002	N/A	VACATED ROW
73	N/A	COUNTY OF CLARK(PUBLIC WORKS)	N/A	0.81	N/A	N/A	N/A	N/A	N/A	AIRPORT PROPERTY	13918599002	N/A	VACATED ROW
74	N/A	COUNTY OF CLARK(PUBLIC WORKS)	N/A	0.26	N/A	N/A	N/A	N/A	N/A	AIRPORT PROPERTY	13918599002	N/A	VACATED ROW
75	N/A	COUNTY OF CLARK(PUBLIC WORKS)	N/A	0.31	N/A	N/A	N/A	N/A	N/A	AIRPORT PROPERTY	13918599002	N/A	VACATED ROW
76	N/A	COUNTY OF CLARK(PUBLIC WORKS)	N/A	0.3	N/A	N/A	N/A	N/A	N/A	AIRPORT PROPERTY	13918599002	N/A	VACATED ROW
77	THE ANDRADE-MORENO FAMILY TRUST	COUNTY OF CLARK (AVIATION)	FEE SIMPLE	0.84	DEED	20250109:2756	N/A	N/A	1/9/2025	AIRPORT PROPERTY	13917301011	N/A	

DRAFT

NO.	REVISIONS	DATE	BY	APP'D.

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NORTH LAS VEGAS AIRPORT

EXHIBIT 'A'
AIRPORT PROPERTY INVENTORY TABLE

NORTH LAS VEGAS, NEVADA

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: M. Dmyterko

July 2025 SHEET 30 OF 30

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