

**HARRY REID
INTERNATIONAL
LAS VEGAS**

**FLY SAFELY & QUIETLY AT
HARRY REID INTERNATIONAL AIRPORT**

NOISE ABATEMENT FLIGHT TRACKS

INTRODUCTION

Since the late 1970s, the Clark County Department of Aviation (CCDOA) has conducted numerous Federal Aviation Regulation (FAR) Part 150 Noise Compatibility studies. Information can be found at harryreidairport.com where we have our current contours and flight paths.

As a result, the CCDOA, in consultation with the FAA and the airline industry, has developed and implemented various noise abatement and mitigation measures.

NOISE ABATEMENT PROCEDURES

Compliance with the recommendations outlined below will assist the CCDOA efforts to be a good community neighbor.

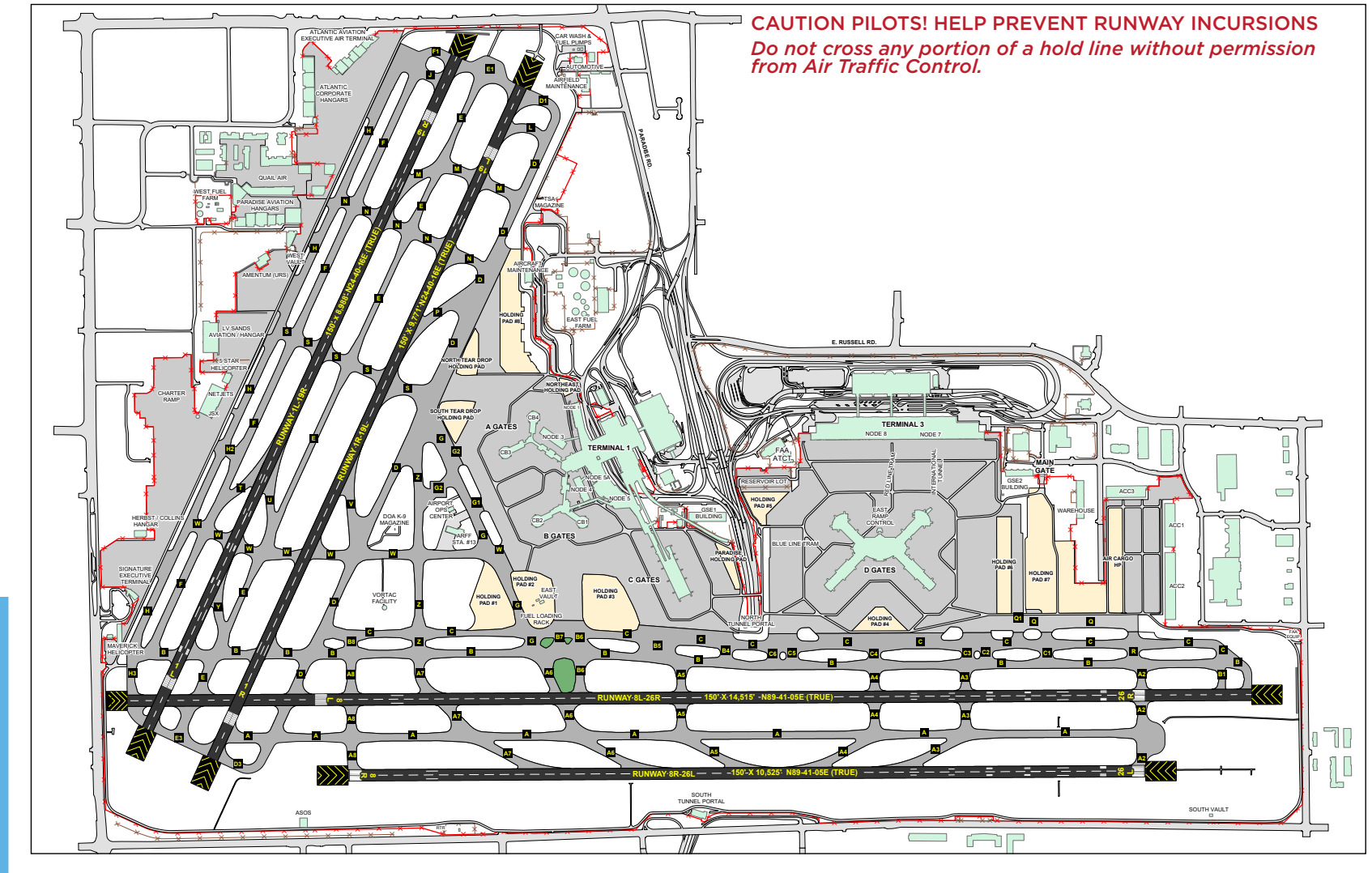
Please note these recommended procedures are not intended to supersede provisions of FAR, the pilot operating handbook, or instruction from the Harry Reid Air Traffic Control Tower (LAS-AT CT).

GENERAL

- Maintain full compliance with all published departure procedures whenever practical except in an emergency or as otherwise directed by LAS-ATCT or Terminal Radar Approach Control (TRACON).
- Turbojets departing Runway 26R and 26L should maintain runway heading until 3 DME before executing a left turn, and 4 DME before executing a right turn.
- Turbojets departing Runway 19R and 19L should maintain runway heading until 3 DME before executing any turns.
- Turbojets departing Runway 1R and 1L should maintain runway heading until 2 DME before executing any turns.
- Turbojets departing Runway 8R and 8L should maintain runway heading until 7 DME before executing any turns.
- Area Navigation (RNAV) procedures have been developed to mirror these classic departure procedures.
- All turbojet aircraft are encouraged to adhere to the established RNAV departure procedures.
- Turbojet operations for aircraft weighing more than 75,000 pounds on Runway 1 R/I 9L and 1 L/I 9R are discouraged during the hours of 2000 to 0800 local time. Operations are expected to occur on Runway 1 R/I 9L and 1 L/I 9R if weather, safety, airport construction, or traffic conditions require their use.

NEXTGEN, RNAV, AND RNP PROCEDURES

- The Next Generation Air Transportation System (NextGen) is the FM's plan to modernize the National Airspace System (NAS) through 2025. Through NextGen, the FM will address the impact of air traffic growth by increasing NAS capacity and efficiency while simultaneously improving safety, reducing environmental impacts such as noise, and increasing user access to the NAS.
- RNAV enables aircraft to fly on any desired flight path within the coverage of ground or spaced-based navigation aids, within the limits of the capability of the self-contained systems, or a combination of both capabilities. As such, RNAV aircraft have better access and flexibility for point-to-point operations.
- Required Navigation Performance (RNP) is RNAV with the addition of an onboard performance monitoring and alerting capability. A defining characteristic of RNP operations is the ability of the aircraft navigation system to monitor the navigation performance it achieves and inform the crew if the requirement is not met during an operation. This onboard monitoring and alerting capability enhances the pilot's situational awareness and can enable reduced obstacle clearance or closer route spacing without intervention by air traffic control. Additional benefits of RNAV technology include the capability to improve airspace efficiency by producing more predictable aircraft ground tracks, thereby reducing an aircraft's noise footprint over any specific geographical area, as well as reducing pilot and controller workload.
- Although the use of RNAV procedures has dramatically improved the predictability and repeatability of flight tracks at LAS when compared to classic procedures, the RNP procedures would even further enhance the "tightening" of these flight tracks to within 0.3 nautical miles of the published procedure. The noise impact analysis conducted using the FM's Integrated Noise Model (INM) indicated that implementation of RNP departure procedures will successfully reduce the number of people and households exposed to a Day-Night Average Sound Level (DNL) of 65 and higher.



ENGINE RUN-UP RESTRICTIONS

- Permission to perform an engine run must be obtained from the airport operations coordinator.
- The primary engine run area is taxiway (D)elta between taxiway (B)ravo and (W)hiskey. Aircraft may be instructed to conduct aircraft engine runups operations in alternate location at the discretion of the LAS-ATCT.

ARRIVALS

- Runway 26L/O8R is the preferred arrival runway for all turbojet aircraft weighing more than 75,000 pounds.

DEPARTURES - ALL RUNWAYS

- Runway 26R is the preferred runway for carrier aircraft.
- When southerly departures are required, use of runway 19R is preferred over 19L.
- When northerly departures are required, use of runway 01R is preferred over 01L.
- When easterly departures are required, Runway 08I is the preferred departure runway over 08R.

TRAFFIC ADVISORY

- Aircraft departing Runway 26L/26R or runway 01L/01R should exercise increased awareness for multiple helicopter operations west and north of LAS.