

Henderson Executive Airport Master Plan Update *Planning Advisory Committee Briefing* 11/17/2020 – 9:00am PST

Attendees

Attendee	Organization
James Chrisley	CCDOA
Jen Lopez	CCDOA
Ben Czyzewski	CCDOA
Bruce Daugherty	CCDOA
Mike Dmyterko	Coffman
Jon Hanf	Serco
Kurt Haukohl	NV DOT
John Howard	CCDOA
Dan Laliberte	Ribeiro
Elizabeth McQueen	Kimley-Horn (KHA)
Jared Raymond	FAA
Raul Valdez	CCDOA
Colin Wheeler	Kimley-Horn
Andrew Scanlon	Kimley-Horn
Joe Clayton	Kimley-Horn

Meeting Summary

- Jen Lopez (CCDOA) opened the meeting and went over what was discussed in the August 25th TAC meeting.
- Elizabeth McQueen (KHA) described the interactive meeting format and the meeting agenda, emphasizing that the concepts presented in this meeting are intended to solicit feedback from the audience.
- Colin Wheeler (KHA) discussed changes that came into play after discussions with Clark County, including recalibrating the facility requirements section to account for frequent periods of peak demand around frequent Vegas area events.
- Andrew Scanlon (KHA) provided an overview of the approach to developing the basis of the ALP, reminded participants of the critical aircraft (Gulfstream G-VI), and discussed some of the feedback items received from previous TAC and PAC meetings.

- Mr. Scanlon continued with an overview of each of the various runway concepts with pros and cons, as well as the constraints that could get in the way of certain options, soliciting feedback after presenting each concept.
- Jared Raymond (FAA) had a question on Runway Concept A about the long-term plans for the area in the south RPZ and the rapid development near the airport. He mentioned several airspace cases that have been proposed near Volunteer Blvd. that they've had some concerns with those. He mentioned that the development in and around the airport is moving quicker than the airport.
- Mr. Raymond said that he is hoping that are additional concepts, more specifically, a single-runway option, with the primary runway and eliminating the small GA runway. In addition to shifting the primary runway, it could also eliminate RPZ concerns with the development around the CostCo. He said he understood that no one likes to talk about eliminating a runway, but we are hemmed in with this box.
- In response to Concept 1A:
 - Mr. Raymond asked if the Tower had considered the operational impacts of geographic position markings. He said we don't want to increase the potential for incursions, and this is a significant operational change.
 - Jon Hanf (Serco) said the current taxilane is a nightmare because they would prefer to have as much control as possible. He said that this is a very good design and much better than the existing condition. Tower has been part of the discussions (in close coordination with the airport) in discussing the viability of this concept.
 - Ben Czyzewski (CCDOA) noted that an added benefit is more control over the Maverick ramp, requiring clearance before pilots could leave the taxiway.
- In response to the Single-Runway Configuration:
 - Mr. Hanf noted that this alternative essentially eliminates GA services by air traffic depending on what's happening with the business jets.
 - Mr. Raymond asked if there is still a significant amount of flight training at the airport.
 - Mr. Hanf responded that there are two flight schools at the airport that regularly use the runways, and despite a decline in overall activity due to COVID, All-In Aviation has contributed to operations picking back up at the airport.
 - Mr. Hanf mentioned that the outside runway is commonly used for pattern work, and they have yet to lose that traffic to Jean Airport.
 - Mr. Raymond drew the comparison of Scottsdale (one-runway, similar with a tremendous amount of corporate aircraft traffic). He says the County needs to think long-term of how and what they envision Henderson to be. He mentioned that everyone can play in the sand box (i.e, flight schools), but it does hinder. He said Clark County has to take a hard look at what they really envision Henderson being in 15, 20 years, especially if they want it to be a premier corporate destination for the Clark County area.

- Mr. Hanf asked how eliminating the GA runway would help in making this a premier corporate destination. He asked whether you were swapping out a runway with more apron space.
- Mr. Raymond said that he met with CCDOA and the consultants to review the forecasts the week prior, and that the grouping of aircraft using the Airport are anticipated to be larger in the next 10-15 years. The separation standards, especially if a precision approach arises for this airport, would increase. In the airports line of business, they are concerned with geometric standards and separation requirements, and other components like the RSA, TOFA, etc. The less buffers, it becomes a liability issue long range. From a planning perspective, we are concerned with the long-term viability of the airport operationally.
- In response to the Canted-Runway Configuration:
 - John Howard (CCDOA) mentioned that this configuration would potentially introduce new conflicts with 1 Arrivals at LAS in Configuration 3
 - He also noted that there is a lot of development coming in through Inspirada that would be in direct conflict with what is being proposed.
- Bruce Daugherty (CCDOA) indicated that the county department of aviation has a long-term agreement with BLM to keep the south RPZ parcel open.
- Mr. Scanlon provided an overview of the proposed evaluation criteria used to determine the viability of the concepts presented and solicited feedback from the participants.
- Ms. McQueen solicited suggestions and feedback from participants about concerns not yet covered.
- Ms. McQueen next concluded the meeting with an overview of the next steps, ongoing work, and plans for upcoming public meetings.