



**Henderson Executive Airport
Master Plan Update
Planning Advisory Committee (PAC)
Meeting #5
02/23/2019 – 2:30pm-4:30pm PST**

Attendees

Attendee	Organization
Andrew Powell	City of Henderson
Michael Tassi	City of Henderson
Doc Richardson	FAA
Jared Raymond	FAA
Shari Stark	Inspirada Community Association Board
Richard Scott	Flight Tech Engineering
Alec Seybold	Flight Tech Engineering
Christopher Shehi	Flight Tech Engineering
Dallas Holmes	Seven Hills Master Board
Mike Dmyterko	Coffman Associates
Kory Lewis	Coffman Associates
Andrew Scanlon	Kimley-Horn
Elizabeth McQueen	Kimley-Horn
Colin Wheeler	Kimley-Horn
Shane Ammerman	Clark County Planning
Jennifer Lopez	CCDOA
Ben Czyzewski	CCDOA
Bruce Daugherty	CCDOA
Raul Valdez	CCDOA
James Chrisley	CCDOA
John Howard	CCDOA
Doug McMahan	CCDOA
SundayLee Cabrera	CCDOA
Khater Majed	CCDOA
Erika Lomeli	CCDOA
Kimberly Sullivan	CCDOA
Mark West	Anthem Community

Meeting Summary

- Jennifer Lopez (CCDOA) welcomed the PAC and thanked them for participating throughout the Master Plan Process.
- Elizabeth McQueen presented the meeting’s agenda
- Ms. McQueen presented the feedback that was received from the PAC, TAC, Special Interest Briefings, Online Public Workshop, and project website. It was noted that feedback was overwhelmingly in favor of a two-runway system, and that Alternative 1A was the recommended alternative.
 - Michael Tassi asked about impacts of the Runway Protection Zone to private parcels north of the Airport and what can and cannot be constructed within an RPZ.
 - Andrew Scanlon noted that one of the strategies that could be implemented to mitigate incompatible land use within the RPZ would be to relocate the landing threshold.
 - Jared Raymond added that the FAA published guidance in 2012 outlining compatible and non-compatible land uses within an RPZ, which is intended to reduce or eliminate large congregations of people. This includes churches, schools, and roadways. He also added that the FAA does not dictate land use; that is the responsibility of the local jurisdiction.
 - Mr. Tassi noted that there could be impacts on a potential extension of Sunridge Heights.
 - James Chrisley stated that CCDOA is looking forward to finalizing this master plan, and seeing what options are for development and Sunridge Heights. Mr. Chrisley also noted the importance to balance the Airport’s future needs with those of the City of Henderson and the Southern Nevada region.
- Mike Dmyterko and Kory Lewis provided an overview of the results of their noise modeling, identifying that noise contours had gotten smaller since the 1998 Environmental Assessment, attributed to changes in fleet mix at HND and changes to the modeling software.
 - Ms. Lopez pointed out that the 1998 EA noise contours were based on a forecast of activity, as are the contours that have been developed for the Master Plan. She further added that CCDOA will continue to monitor activity and update contours in future planning studies as necessary.
 - Shane Ammerman asked if CCDOA planned to formally adopt the noise contours.
 - Ms. Lopez stated that CCDOA would need to sit down and discuss that with the City of Henderson and monitor activity a little more before any changes are made.
- Richard Scott and Alec Seybold presented an overview of their analysis to implement instrument approaches at HND, which included baseline assessments, an overview of airspace models, issues associated with Runway 17 and Runway 35, potential procedures that could be implemented, and comparison airports for some procedures. Potential procedures that could be

implemented at HND included: Runway 17 – RNAV Visual or IFR Fly Visual Segment, RNAV (RNP)-AR. Runway 35 – SW Offset WAAS LP & LNAV Approach, SE Offset WAAS LP & LNAV Approach, RNAV Visual or IFR Fly Visual, and an RNAV (RNP)-AR.

- Doc Richardson asked if Flight Tech was able to see the airspace changes associated with the Las Vegas Metroplex.
 - Christopher Shehi noted that most of the airspace impacts associated with the Metroplex affect McCarran and don't necessarily conflict with the Henderson airspace.
 - Mr. Richardson commented that a lot of the instrument procedures that are being recommended are aircraft equipage related. He asked if there had been any analysis to identify other options.
 - Mr. Seybold responded that while there still is some conventional based navigation, the trend with the FAA moving forward is primarily satellite-based procedures, and that Flight Tech had reached out to multiple operators at HND to ensure that the approaches would be compatible with equipment capabilities.
- Andrew Scanlon presented overviews of various alternatives including aircraft run-up areas, aircraft parking and storage, terminal expansion, vehicle parking, aircraft fueling, and firefighting.
 - Mr. Tassi asked who provides fire service currently, and where they operate from
 - Bruce Daugherty responded that there were three stations that respond at the Airport, operated by the City of Henderson, and have a typical response time of 6 to 8 minutes.
 - Ms. Lopez closed the meeting and thanked the group for their participation throughout the project.