Henderson Executive Airport
Master Plan Update
Technical Advisory Committee (TAC)
Meeting #6
02/23/2019 – 9:30am-11:00am PST

Attendees

Attendee	Organization
Larry Galarza	Fidelity/Golden Knights
Jon Hanf	Serco/ATCT
Paul Sallach	All In Aviation
Dan LaLiberte	Ribeiro
Richard Scott	Flight Tech Engineering
Alec Seybold	Flight Tech Engineering
Christopher Shehi	Flight Tech Engineering
Kurt Haukohl	NDOT DOA
Mike Dmyterko	Coffman Associates
Kory Lewis	Coffman Associates
Jared Raymond	FAA
Andrew Scanlon	Kimley-Horn
Elizabeth McQueen	Kimley-Horn
Colin Wheeler	Kimley-Horn
Erich Trombley	HHOA
Jennifer Lopez	CCDOA
Ben Czyzewski	CCDOA
Bruce Daugherty	CCDOA
Raul Valdez	CCDOA
James Chrisley	CCDOA
John Howard	CCDOA
Doug McMahan	CCDOA

Meeting Summary

- Jennifer Lopez (CCDOA) welcomed the TAC and thanked them for participating throughout the Master Plan Process.
- Elizabeth McQueen presented the meeting's agenda and provided a brief review of the recommended runway alternative.

- 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.
    - Ms. Lopez asked if the RNP-AR approaches could be used by highly equipped jets including NetJets?
    - Mr. Seybold answered that yes, most of the medium and larger aircraft in the NetJets fleet including Gulfstream and Global models were equipped to utilize this type of procedure.
    - Ms. Lopez noted that obstacles near the south end of the airport were trees and bushes, which can easily be mitigated.
    - John Hanf identified that in the letter of agreement between the HND Control Tower and approach control at McCarran, HND airspace ends approximately 2 miles to the north but IFR aircraft are allowed to penetrate Class B airspace up to Interstate 215.
    - Erich Trombley asked, "So approaches do penetrate Class B airspace?"
    - Mr. Seybold responded that approaches are in Class B airspace, however, they meet minimum separation requirements from the ATC.
    - Mr. Trombley asked if there were any impacts for aircraft utilizing visual approaches.
    - Mr. Seybold responded that they did explore the impacts, and that there is some buffer space and limited displacements in the models to make sure they are compatible.
    - Ms. McQueen noted that the analysis also ensured that the location of the threshold was compatible with the approach.
    - Jared Raymond (joined meeting in the middle of the presentation) asked what visibility minimums could be achieved with the various instrument approaches.
    - Mr. Seybold responded that most have ceiling heights between 400 and 600 feet, and visibility minimums between 1 and 2 miles.

- Andrew Scanlon presented overviews of various alternatives including aircraft run-up areas, aircraft parking and storage, terminal expansion, vehicle parking, aircraft fueling, and firefighting.
    - With respect to the aircraft run-up alternatives, Mr. Hanf identified that Concept 2 did not seem feasible because of its location in proximity to safety areas.
    - Mr. Scanlon concurred, and that aircraft movements would require coordination with the ATCT for clearance.
    - Mr. Hanf asked where are the movement/non-movement areas?
    - Mr. Scanlon responded that this still needs to be determined.

- Mr. Hanf noted that visibility of markings in that location would be challenging for ATCT staff and could have the potential for runway incursions (no obstructions, but markings are difficult to see from nearly a mile's distance from the tower).
- Mr. Raymond noted that the FAA is in the process of issuing a final determination for the Section 163 Analysis for Rocky Mountain Aviation. He stated that the size of that development is going to be substantial, and that Concept 3 would likely have some significant impacts to Rocky Mountain Aviation.
- Larry Galarza expressed similar concerns regarding impacts to Rocky Mountain Aviation.
- Ms. Lopez agreed and noted the small amount of usable area for aircraft run-ups, but the purpose of the analysis was to analyze what was feasible even if it was not recommended.
- Mr. Trombley noted that there did not seem to be much consideration for smaller hangars and asked why there hadn't been.
- Colin Wheeler responded that based on the forecasts and facility needs, there was a greater need for apron and hangar demand to accommodate larger aircraft. He also noted that CCDOA operates a system of airports, and the role of HND is to relieve McCarran by accommodating corporate activity.
- Ben Czyzewski agreed and noted that there is also capacity at North Las Vegas Airport for small aircraft activity and there is opportunity for growth there.
- Mr. Trombley asked if the Master Plan addressed small aircraft demand.
- Ms. Lopez responded yes it did, but that the Master Plan is updated regularly and re-examines demand and subsequent development needs.

- 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.

- Kurt Haukohl asked if a copy of the alternatives could be made available.
  - Ms. McQueen noted that all materials are posted on the website and could supply a copy if there were any difficulties accessing the site.

- Mr. Galarza asked if consideration had been given to a customs facility.
  - Mr. Wheeler noted that although the analysis didn't consider a facility, that some existing or proposed structures could potentially accommodate a customs facility
  - Mr. Czyzewski agreed and noted that such a facility could be located at the Airport, but that the process of implementing is lengthy.

- Ms. Lopez closed the meeting and thanked the group for their participation throughout the project.