

## Public Meeting #2: Frequently Asked Questions (FAQs) and Answers

We sincerely thank all those who participated in the Henderson Executive Airport (HND) Master Plan Update Online Public Meeting and those who submitted questions through the study website beforehand. If you want to go back and listen to the meeting recording, or if you have any follow-up questions or comments, we encourage you to visit <https://www.hndmasterplan.com>.

### Airfield FAQs

**Q: What is the likelihood of Henderson Executive Airport going to a single-runway configuration?**

**A:** As part of the Master Plan Update process, it is our responsibility to look at a variety of feasible alternatives for the Airport, which include single-runway configurations. However, based on overwhelming stakeholder feedback, we have noted an expressed preference for a two-runway system in the existing east/west location. Therefore, it is unlikely that the project team will continue to carry forward a single-runway configuration as the preferred alternative.

**Q: How do the various runway concepts impact small General Aviation?**

**A:** The runway concepts presented at the Online Public Meeting are preliminary, meaning that comprehensive airport impacts, including those potential impacts to small General Aviation, have not yet been fully evaluated. Once the number and location of runways is determined, further analysis will be conducted to ensure forecast demand is fully satisfied, which includes impacts to small general aviation facilities stemming from the recommended runway alternative.

**Q: Why do the runway concepts extend the primary runway to the north? Can it be extended to the south?**

**A:** The preliminary runway concepts depict extensions to the north because of the availability of undeveloped Airport-owned land to accommodate the runway and associated safety areas. Existing roads, land-uses, and terrain limit the ability to extend the primary runway to the south.

**Q: Why are you not considering a runway longer than 7500'?**

**A:** The United States Federal Aviation Administration (FAA) requires that runway length be based on takeoff or landing needs of an airport's future critical aircraft, which is the most demanding aircraft (based on approach speed and wingspan) forecast to conduct 500 annual operations. The Master Plan Update identified a future critical aircraft of a Gulfstream G650 at Henderson Executive Airport, which would require 7500' of runway takeoff length, accounting for both elevation and temperature.

**Q: Is there a potential for an increase in width or length of the secondary runway?**

**A:** The secondary runway's primary purpose is to support training activity at the Airport. Since the existing length and width accommodate the current and forecast aircraft types that utilize the secondary runway, there has not been consideration given to extend or widen that runway. The future critical aircraft would operate on the primary runway.

**Q: Do any of the preliminary runway concepts consider run-up areas?**

**A:** Run-up areas have been noted as a specific need at the Airport and will be evaluated in greater detail once the preferred runway alternative has been identified.

**Q: Are there any plans to improve airfield lighting?**

**A:** Airport lighting and sustainability are improvements that the Airport has been looking to complete. Light Emitting Diode (LED) has been looked at quite extensively and a bid was advertised about a year ago. Given that this coincided with the Master Plan

Update being initiated, it was decided that the project to upgrade the airfield lighting would be put on-hold, especially since the findings of the Master Plan Update could change the existing infrastructure. It is still a very high priority of the County to improve sustainability and to ensure that the facility is being improved to benefit all southern Nevada residents.

**Q: What is the plan for fuel supply? Will the runway concepts impact the location of the existing the self-serve fuel island?**

**A:** We have identified that over the course of the 20-year planning horizon, there is the need for additional 100-octane, Low Lead (100LL) fuel and, that an additional 100LL tank would probably become necessary in the future. It is important to note that impacts to the self-serve fuel island vary for each preliminary runway concept. A relocated fuel island, if required in the preferred runway concept, will be evaluated in greater detail in the next steps of the Master Plan Update.

**Q: Is the canted runway configuration possible considering recently approved housing developments?**

**A:** During the last Planning Advisory Committee (PAC) and Technical Advisory Committee (TAC) meetings, stakeholders informed the project team about the recently approved housing developments, which would be incompatible with a canted runway configuration. While this does not render the runway concept infeasible, it makes the concept highly improbable due to cost considerations and incompatible land uses in the immediate vicinity of the proposed runway.

## On-Airport Impacts FAQs

**Q: Do the runway concepts account for impacts to tenants during construction?**

**A:** Yes, this concern is being addressed as part of our evaluation criteria to assess and rank the runway concepts. Not included as part of this Master Plan Update, but prior to construction, there will be detailed construction phasing plans developed, the same as is done for all airfield projects today. Construction could potentially be conducted in phases or at night, which would minimize operational impacts. During the design phase additional coordination will occur with the existing airport operators and tenants.

## Apron/Hangars FAQs

**Q: Is the Airport considering more shade hangars and tie-downs? Any larger hangars?**

**A:** The Master Plan Update will provide alternatives on how to accommodate future hangar development and apron space at the Airport for based and transient aircraft. Additional clarity on the number of shade hangars, tie-downs and their locations will be determined once the preferred runway concept has been identified, including provisions to accommodate increased forecast-based aircraft demand.

**Q: Would the “Foxtrot” row of hangars be relocated on the airport? Will the runway expansion project require relocation of both rows?**

**A:** Aircraft storage at the Airport will be evaluated in greater detail once the preferred runway concept has been determined. Specific to the Foxtrot row Hangars, provisions will be made in the Master Plan Update to accommodate the physical space of impacted hangar facilities. Impacts to individual tenant leases and any concessions will be negotiated directly between the tenant and the County closer to when the actual construction will occur. To the extent practicable, the County will minimize impacts to existing tenants.

**Q: When it comes to losing existing apron space in the various runway concepts, have you given thought on how to compensate for that by possibly having more apron expansion on the east side of the runway complex?**

**A:** That is something that has been looked at, at a cursory level, but there are significant challenges with sloping terrain on that side of the runway complex. Significant grading would be required and there is no infrastructure or utilities located there today to support that activity. East side development will be evaluated; however, it will be difficult to accommodate facilities there in the short-term. Additionally, there are lease agreements in effect with Airport tenants that would ensure that those impacted by a loss of existing apron space would be in close contact with the County throughout the process.

## Operations FAQs

**Q: As aircraft traffic increases, would moving to a single runway create congestion in the airspace vs. remaining with the two runways?**

**A:** This question is dependent on a number of factors, including pending analysis on the feasibility of optimizing approaches into the Airport. In the most general terms, should the fleet mix at the Airport remain similar to today as projected, then there is the potential that a single runway could increase congestion in the airspace, as Air Traffic Control needs to ensure safe separation of varying aircraft types. A two-runway system does allow for the segregation of certain aircraft operations.

**Q: Is there any desire in the future, after runway extension, to bring in small commercial carriers? Will the Airport seek Part 139 certification?**

**A:** Henderson Executive Airport is focused and purposed to serve as a reliever to siphon General Aviation activity from McCarran, which is focused and purposed to accommodate commercial carrier activity. Generally speaking, to support commercial carrier operations, an airport would have to meet Part 139 standards. The primary focus with that, amongst other considerations, is the need for on-Airport aircraft rescue and firefighting and other safety requirements. These and other requirements are very expensive, especially when commercial activity is already being accommodated at another airport within the Clark County Department of Aviation system. To have commercial service at Henderson, it would have to be a choice by the County or the operator who would want to operate at the Airport, and it is very rare that this happens. The Airport cannot prohibit commercial flights, but it does not have to provide a Part 139 certificate either. This is one of the ways in which an airport can regulate use cases at its facilities.

**Q: How was the critical aircraft determined?**

**A:** The Master Plan Update took a deep dive into analyzing historical activity at the Airport, looking at trends in the existing Airport fleet, and what's going on in the region in terms of corporate activity, etc. When we look at those historical trends, we try to make an educated guess as to how that critical aircraft will change over time and when that determination will change. The existing critical aircraft is a Challenger 300/350. Sometime within the next 20 years, we are expecting that will change to the Gulfstream G600/G650.

**Q: What portion of the total flights are represented by the critical aircraft?**

**A:** The current critical aircraft is the Challenger 300/350, which has an Airport Reference Code (ARC) of C-II. Operational data obtained from the FAA's Traffic Management System Counts database shows that for the year 2019, there were 1,343 operations conducted by C-II aircraft. During the 20-year planning horizon, the critical aircraft is anticipated to change. The future design aircraft is the Gulfstream G600/650, which has an ARC of D-III. In 2019 the Gulfstream G600/650 accounted for 106 operations.

**Q: Will you be allowing larger jets than what is permitted now?**

**A:** Based on Federal law, an airport cannot prohibit traffic. Generally, an aircraft operator can operate anywhere that they feel they can safely maneuver their aircraft. Based on the characteristics of an airport including airfield configuration and pavement strength, the operator can make the decision whether they will operate at the facility.

**Q: Is there a plan to eliminate training and small General Aviation at Henderson Executive Airport?**

**A:** The County has no plans to restrict access to any airport user.

**Q: Can the County limit aviation activity, for instance the type of aircraft or the number of touch-and-go flights?**

**A:** Airports may be owned locally, such as by Clark County Department of Aviation in this case, but they are actually Federal installations. As such, they receive Federal grants with 'golden handcuffs.' When an airport accepts a grant, the airport signs grant assurances that require the airport to follow certain Federal guidelines. Back in 1991, the Federal government put into law that set up a tradeoff where aircraft would become quieter over the next 10-20 years, but communities gave up the rights to implement limitations on aircraft operations. Essentially, there is not much the Airport can do to limit flight operations. This is similar to how traffic on an Interstate highway cannot be limited by a local city or county. Voluntary quiet flying programs can still be put in place, however.

**Q: Does this Master Plan Update account for airspace concerns and steep approaches into the airport?**

**A:** Given the airspace complexity in and around Henderson Executive Airport, such as McCarran to the north, the implementation of the new metroplex procedures, and terrain to the south, this Master Plan Update is unique in that time and resources have been invested into evaluating the feasibility of improving approaches into the Airport. We have an airspace analysis going on concurrently and as that progresses, information will be posted to the study website and provided to the PAC and TAC. More information should be available to be shared at the next public meeting. This analysis is independent of the preliminary runway concepts and is takes a comprehensive look at what can be done to potentially better the circling only approaches and obtain better terrain data. We have a great set of experts working on that and are working closely with the FAA to ensure that everything we are doing is in concert with the metroplex findings.

## Other FAQs

**Q: Is on-property fire/medical /crash rescue planned at Henderson Executive Airport for the near future?**

**A:** At this point, the Airport works in collaboration with the Henderson Fire Department. The Airport conducts training for them and they support the Airport. At this point, the Airport is not a Commercial Service Airport so there is no requirement to have on base firefighting capabilities, which come with a very high cost. Therefore, the current agreement with the Henderson Fire Department will be maintained and improved.

**Q: What is the projected investment and anticipated Return on Investment (ROI)?**

**A:** While cost is a consideration, most airport improvement projects are eligible for FAA funding which provides a 90% match for most improvements. While cost is something that is evaluated, it is not always considered to be a prohibitive factor. That said, some projects do require a benefit-cost analysis to make sure that the level of investment results in a positive return over time. It is important to note that Federal guidelines must be met over 20 years after accepting a Federal grant. Clark County Department of Aviation has a system of airports and Henderson Executive Airport's purpose is to pull business jet and other business traffic from McCarran's west side, so a longer extended runway will be able to attract larger aircraft that can take more fuel, freeing up more airspace for McCarran to foster its growth.

**Q: How many people attended the Online Public Meeting? How was it advertised?**

**A:** We topped out at a little over 100 participants for the Online Public Meeting. Our outreach strategy included several approaches, such as notification to our PAC and TAC (which includes a wide variety of airport stakeholders, tenants and community participants), updates on the project website, information on the Airport website, newspaper ads, postcards to residents in the immediate vicinity of the Airport and posts to social media. We also encouraged folks to advertise by "word of mouth." Our next Public Meeting is scheduled on March 2nd and we hope you can all join us!

**Q: How does the Airport bring benefits to the community?**

**A:** The Airport is an economic engine that brings in traffic for large conventions and other major events that assist in sustaining the community. We had an economic study completed pre-COVID that showed that the Airport contributes about \$151 million to local Gross Domestic Product (GDP). The Airport also reduces air traffic delays at McCarran by shifting business traffic from McCarran's west side while also opening up the airspace for commercial airliners coming into McCarran. The Airport also provides jobs for over 1,000 people at the Airport, increasing tax revenues for the area, enhancing business development around the community, and stimulating the local traffic with passenger air traffic and air tours that operate out of the Airport.

**Q: How does the Master Plan Update lead to environmental assessment and then on to design?**

**A:** Part of FAA requirements is that once you get through a Master Planning process, before you move into design, you are required to engage in the National Environmental Protection Act (NEPA) process in which all impact categories are examined. Noise is one of those categories and so are many others. Before any design or construction, this process would have to be completed. Included would be a robust public participation process before any construction would take place.

**Q: What would be a potential timeline for the construction of some of these concepts, if implemented?**

**A:** Once a Master Plan is completed, construction does not start right away. Extensive processes need to take place before that takes place, so once an alternative is identified as a frontrunner and all feedback has been gathered and evaluated, a preferred alternative is selected. Once that's done, the phasing of the project will be evaluated to make sure that projects are least impactful, and that capital is available to complete that project. From there, we move into the environmental assessment or impact statement or whatever the FAA may require for that Federal funding. That could be a 2-3-year process and sometimes even longer depending on the complexity associated with that project. This is not a Master Plan where we will be rolling into construction anytime soon. There will be a lot of participation, comments, and feedback collected before proceeding to that phase. At this point, we're not even to the point where a preferred alternative has been selected so the question is difficult to answer at this point. In the end, construction is triggered by demand and the Plan provides the roadmap for the County to follow as demand materializes at the Airport.

**Q: Is Clark County Department of Aviation still considering a supplemental commercial service airport?**

**A:** Clark County Department of Aviation is a system of airports with five airports, all of which have a purpose. McCarran being the large commercial service airport and Henderson is the reliever and executive style airport. A plan is needed for all the airports in the system. Part of the plan for McCarran acknowledges its finite capacity, that it is being encroached by urban development, and that airspace is limited. Part of the long-term planning for McCarran includes a need for a supplemental commercial service airport. The potential airport site is proposed between Gene and Primm, off I-15. Currently, the project, is in the environmental impact statement phase in support of NEPA, working with Federal partners and Bureau of Land Management (BLM) to finalize the planning for that. It makes sense to have a 20-year plan for a supplemental commercial service airport and Henderson Executive Airport. All airports in the system need to be at their maximum capacity to support the entire system and a supplemental commercial service airport is needed to support the overflow of commercial activity.

**Q: What are the plans to upgrade weight-bearing capacity?**

**A:** The Master Plan Update includes pavement strength analyses. Please check the project website for draft documents as they are posted. <https://www.hndmasterplan.com/>

## Off-Airport Impacts FAQs

**Q: Can the airport authority limit the ability for new housing construction around the airport?**

**A:** The Clark County Department of Aviation does not have the ability to directly limit new housing construction around the airport. In 1993, the City of Henderson adopted an Airport Environs Overlay District (AEOD) which was created to regulate land uses near the Airport and to identify specific ranges of land uses that are compatible with airport hazard and noise exposure zones. Please also see Henderson Strong, Comprehensive Plan Update published on July 11, 2017 which represents the City's current plan for development and land uses.

**Q: Has there been any consideration for a traffic management system on Volunteer Blvd for aircraft taking off to the South if the runway is extended at both ends?**

**A:** At this time there has not been consideration for a traffic management system on Volunteer Boulevard. It is most desirable to have a runway with full safety zones completely on Airport property and under Airport control, as this provides the safest operations for aircraft and highest level of safety for people and development on the ground.

**Q: Is there a surrounding community impact study for an extended runway?**

**A:** This Master Plan Update includes looking at land use compatibility to ensure that the Airport will integrate as much as possible into the community and remain that way for the next 20 years. The Airport will change, as will the community, and therefore, FAA and community concerns will both inform the planning process. Overall, an impact study or full noise study will not be conducted as part of this Master Plan Update, but noise estimates will be developed based on the final recommended runway alternative.

**Q: Is the extension of Sunridge Heights Pkwy along the Northern boundary of the airport addressed in this plan?**

**A:** As alternatives are still being looked at, it is difficult to estimate the impact of construction off-Airport. The desire to connect Sunridge Heights is understood, but until the Airport knows what it is going to do, it was agreed that discussion on that roadway would be delayed until the Master Plan Update's preferred alternative has been selected and a way forward has been agreed upon. This would minimize the likelihood that work would have to be redone or that the wrong approvals would be sought out.

**Q: Will there be any construction in the existing berm BLM land?**

**A:** There will not be any construction to the BLM land south of Volunteer Boulevard as part of this Master Plan Update. Existing agreements are in place that prohibit any sort of construction in that land that would impact the Airport. Some modifications may need to be made to the retention basin, but the extent of that development has not yet been determined.

**Q: What is the land between Sebring Hills and the airport currently zoned for use? Any immediate plans for a change?**

**A:** According to the Henderson Strong Comprehensive Plan, this area is zoned as Public/Semi-Public. The Master Plan Update does not propose changing the land use in this area.