

Public Meeting #3: 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>.

Operations FAQs

Q: Will we see domestic airlines at Henderson Executive Airport?

A: There are no plans for commercial service at Henderson Executive Airport.

Q: Will the Airport ever institute U.S. Customs service for international arrivals? Does the Airport see international arrivals in the future?

A: Some airport users have identified U.S. Customs as a desired facility. This is outside of the scope of this Master Plan Update, but CCDOA will continue to engage with tenants to identify the viability of U.S. Customs at Henderson Executive Airport.

Q: Is the airport forecasting to see an increase of larger private jets such as larger variants of the Boeing BBJ (737-800BBJ/737 MAX BBJ) and Airbus ACJ (A320/A320neo)?

A: The airport does see larger aircraft like the BBJ from time to time, but they operate infrequently compared to the future design aircraft, the Gulfstream G650. Discussions with corporate aircraft owners revealed that these types of aircraft are not likely to become prevalent at this time. CCDOA will continue to monitor aircraft operations to determine if larger aircraft will become more frequent in the future.

Q: How will McCarran's flight pattern changes affect the airport?

A: The Las Vegas Metroplex airspace is in the final stages of a major restructuring of the Standard Instrument Departures (SIDs) and Standards Terminal Arrival Routes (STARs). The new upgrades take advantage of advances in RNAV (GPS) technology and FAA criteria to yield a more efficient route structure for the entire LAS airspace. As part of this effort, the following HND RNAV SIDs were decommissioned by the FAA as of February 25, 2021; ACSIN 6, FLAMZ 6, and PALLY 6. These HND SIDs were replaced on the same commissioning date with the following two new RNAV SIDs; ODOYA 1 and SCAMR 1.

Likewise, the HND STAR structure is undergoing a major enhancement, in this case several HND conventional NAVAID STARs are shared with McCarran and these will remain in place, namely the CLARR 3, FUZZY 8, KADDY 3, and LUXOR 2. However, all the HND RNAV STARs will be replaced (FAA projected decommissioning date of April 22, 2021). The four RNAV STARs ADDEL 1, JOMIX 1, KNGMN 2, and NOOTN 2 are being replaced by the new BOEGY 1, GAMES 1, NTNDO 1, and PUMLE 1 STARs. The new STARs were commissioned on February 25, 2021.

Q: Are you considering a new engine run-up area for the south end of the airport?

A: Several concepts for run-up areas have been developed. These concepts and their technical information can be found on the Henderson Executive Airport Master Plan website in the materials posted for the February Technical Advisory Committee (TAC) meeting. We recognize this as an important topic from both public and tenant feedback and the feasibility of a run-up areas in the south end is still being evaluated at this time.

Q: What is the Airport doing about noise?

A: The airport is focused on noise levels in the community. There is the Fly Safely & Quietly noise abatement program at Henderson Executive Airport and a public noise hotline for residents to provide feedback. It is important to note that noise levels today are much lower than they were expected to be from 1998 projections. CCDOA will continue to evaluate noise levels to determine how they compare to the noise contours generated as part of this Master Plan Update.

Apron/Hangars FAQs

Q: Are there plans to increase shaded tie-downs at the airport?

A: Shaded tie-downs are unlikely to be developed in the future because the FAA does not provide Federal grant money for these structures and the pavement under these structures, which makes this type of aircraft parking expensive for the Airport and its users. T-hangars and box hangars are viable options, and recent development of such, has alleviated some of the pent-up demand for hangars at the airport.

Q: What are CCDOA's plans after existing hangar ground leases expire? Will they be renewed for a future timeframe or will there be other plans administered?

A: As leases come to term, CCDOA will look through the leases and explore possible options. There is no firm commitment at this time to extending the leases or having the County take over the hangars. At this point, it's a bit premature to have these conversations, but CCDOA is committed to working with hangar leaseholders to come up with solutions when the time is appropriate.

Q: Will the Foxtrot row of hangars be adversely impacted by future development at the Airport?

A: Preliminary analysis suggests that these hangars will need to be relocated at some point during the 20-year planning horizon to accommodate the recommended runway alternative. The project team is still working on understanding the potential impacts and exploring ways to avoid relocation. Notice of any impacts will be provided as far in advance as possible.

Q: What is the process for getting a new hangar constructed?

A: For more information on hangar construction, please reach out directly to Bruce Daugherty and Ben Czyzewsky at CCDOA.

Other FAQs

Q: Are there plans to expand the terminal?

A: There are alternatives that include terminal expansion; however, the terminal will be expanded based on when forecasted demand necessitates it.

Q: Are there plans to continue holding NBAA events and providing the ramp space for NBAA?

A: Yes. CCDOA is proud to host NBAA and has plans to build additional apron space that can be used for continued NBAA events in the future.

Q: Have you thought about how a Super Bowl event would impact Henderson Executive Airport?

A: The Airport typically sees more visitors on weekends than Super Bowl cities see for that event, as the Las Vegas area has large amounts of hotel rooms and special events that drive strong demand on a regular basis. Super Bowl demand would have different characteristics, but the Airport is ready to serve those users.

Q: How much is this costing the city?

A: This Plan and the improvements proposed to the County owned facility are fully funded by the Clark County Department of Aviation (CCDOA) and Federal Aviation Administration grants. CCDOA operates under an enterprise fund and no County or City taxpayer dollars are used to supplement the Airport. It is also important to note that cost estimates are still being worked through at this time. Additionally, project costs are spread out over the course of the 20-year Master Plan horizon.

Q: Are there plans to change the name of the airport? If so, what name(s) are in the running?

A: Clark County Board of County Commissioners owns the Clark County System of Airports and therefore, may vote to change the name of the County owned facilities if community interest dictates a change.