KLAS

Mc Carran Intl Airport

Las Vegas, Nevada, United States

Noise Sensitivity Level: MEDIUM

Diagram #1: Airport Map

Aircraft Categories: A, B, C & D / All Runways

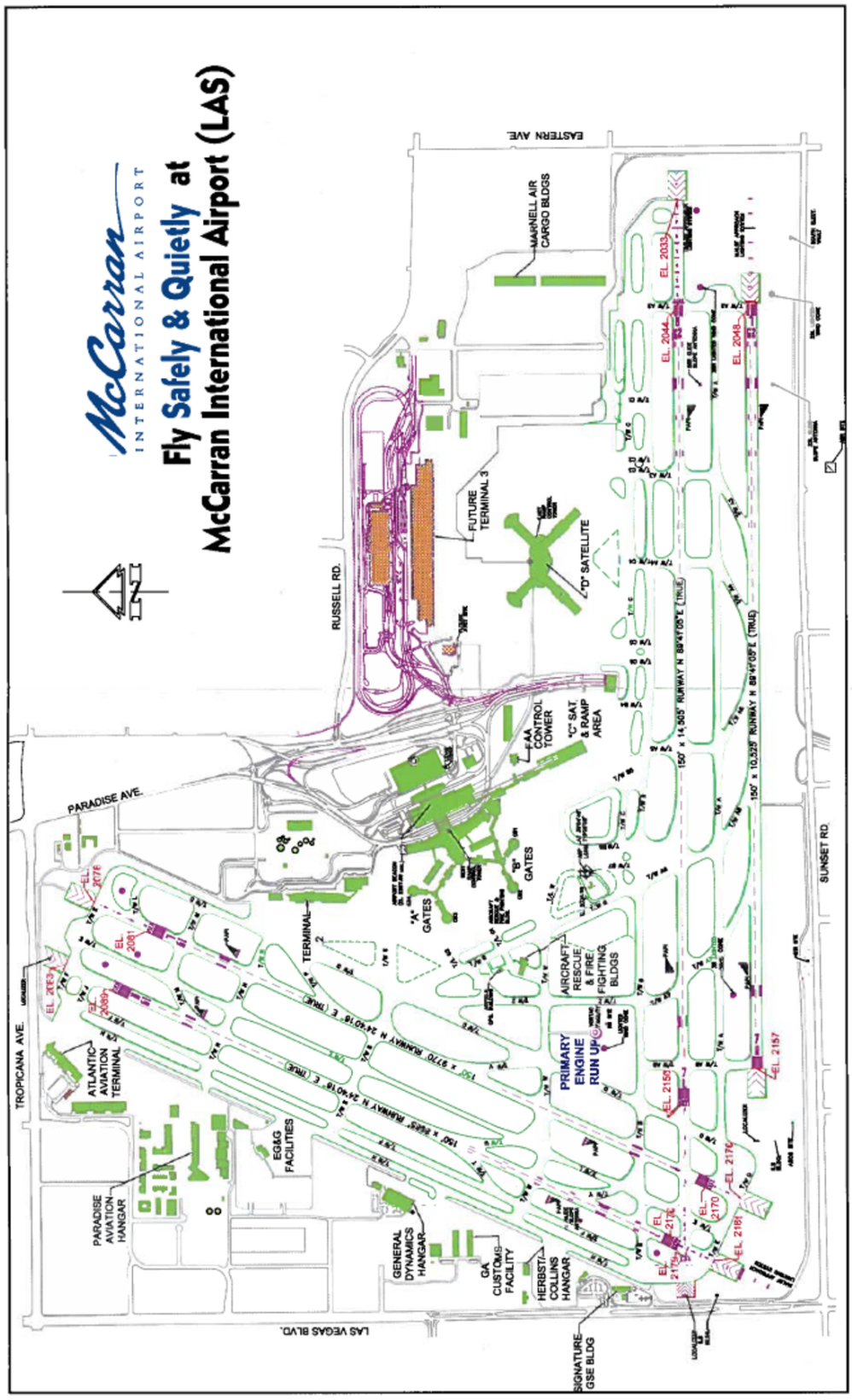

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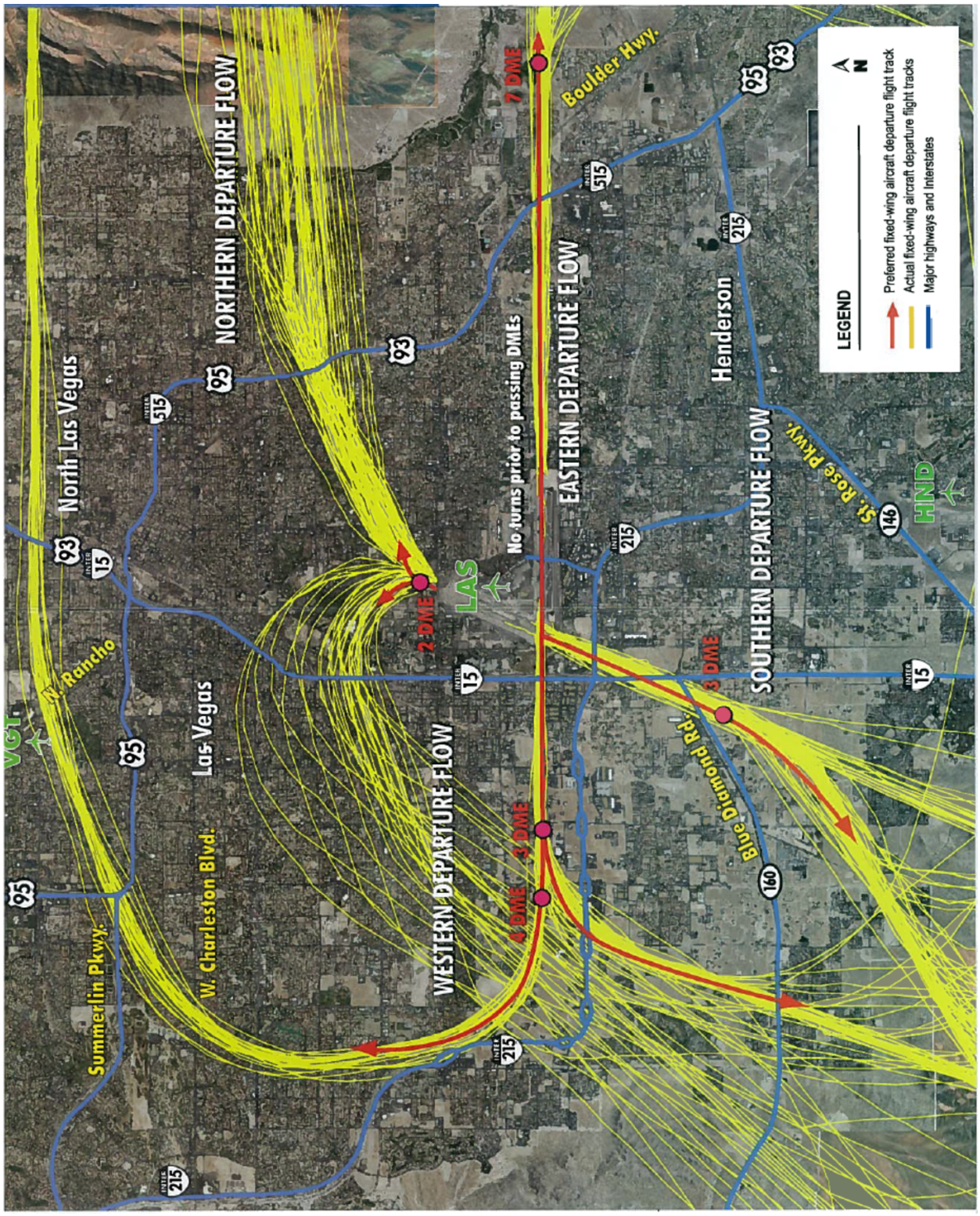
Diagram #2: Fly Quiet Departures

Aircraft Categories: A, B, C, D & HELI / All Runways



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OVERVIEW

Since the late 1970s, the Clark County Department of Aviation (CCDOA) has conducted numerous FAR Part 150 studies for LAS. The latest study, the 2007 FAR Part 150, was officially approved by the FAA in September 2008. As a result, the CCDOA, in consultation with the FAA and the airline industry, has developed and implemented various noise abatement and mitigation measures. To date, over $100 million has been spent acquiring properties with land uses that are incompatible with aircraft operations; and in the near future, an additional $100 million in local and federal noise funding is expected to be invested to implement the 2007 FAR Part 150 voluntary land acquisition measures. Much of the information contained here includes many of the 2007 FAR Part 150 noise abatament measures. Compliance with the recommendations will assist the CCDOA efforts to be a good community neighbor. Please note these recommended procedures are not intended to supersede provisions of FAR, the pilot operating handbook, or instruction from FAA ATC.

CURFEWS

Aircraft Categories: B, C & D / Runways: 01L, 01R, 19L & 19R
Turbojet operations for aircraft weighing more than 75,000 pounds on Runway 01R/19L and 01L/19R are discouraged during the hours of 2000 to 0800 local time. Operations are expected to occur on Runway 01R/19L and 01L/19R if weather, safety, airport construction, or traffic conditions require their use.

ARRIVALS

Runway 25L is the preferred arrival runway for all turbojet aircraft weighing more than 75,000 pounds.

DEPARTURES

Aircraft Categories: B, C & D / All Runways
All turbojet aircraft are encouraged to adhere to the established RNAV departure procedures.

Aircraft Categories: B, C & D / Runways: 25L & 25R
Turbojets should maintain runway heading until 3 DME before executing a left turn, and 4 DME before executing a right turn

Aircraft Categories: B, C & D / Runways: 19L & 19R
Turbojets should maintain runway heading until 3 DME before executing any turns

Aircraft Categories: B, C & D / Runways: 01L & 01R
Turbojets should maintain runway heading until 2 DME before executing any turns

Aircraft Categories: B, C & D / Runways: 07L & 07R
Turbojets should maintain runway heading until 7 DME before executing any turns

PREFERENTIAL RUNWAYS

All Aircraft Categories
Runway 25L is the preferred arrival runway for all turbojet aircraft weighing more than 75,000 pounds. Runway 25R is the preferred departure runway for all turbojet aircraft weighing more than 75,000 pounds. When southerly departures are required, use of Runway 19L by all turbojet aircraft weighing more than 75,000 pounds is preferred over Runway 19R. When northerly departures are required, use of 01R by all turbojet aircraft weighing more than 75,000 pounds is preferred over Runway 01L. When easterly departures are required, use of 07L by all turbojet aircraft weighing more than 75,000 pounds is preferred over Runway 07R.

ENGINE RUNUP

Permission to perform engine run must be obtained from the airport operations coordinator. The primary engine run area is taxiway (D)elta between taxiways (B)ravo and (W)hiskey. Aircraft may be instructed to conduct aircraft engine run-up operations in alternate locations at the discretion of the LAS ATC.

AIRPORT CONTACT INFORMATION

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ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
See http://whispertrack.com/pdf/faa_handbook.pdf

$V_{REF} = 1.3 \times V_{SO}$

TEMPORARY INFORMATION (NONE)

MANDATORY RESTRICTIONS (NONE)

PREFERENTIAL INSTRUMENT PROCEDURES (NONE)

REVERSE THRUST (NO RESTRICTIONS)

PATTERN ALTITUDES (NONE SPECIFIED. REFER TO FAA A/FD.)

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INTERSECTION TAKEOFFS (NO RESTRICTIONS)

APU USE (NO RESTRICTIONS)

FLIGHT TRAINING (NO RESTRICTIONS)

COMMUNITY GROUPS/INFO (NONE)

STAGE II (NO RESTRICTIONS)

STAGE III (NO RESTRICTIONS)

FLIGHT TRACK MONITORING (NONE)

NOISE ORDINANCE (NONE)

NOISE MONITORING (NONE)

PRIOR PERMISSION (PPR) OPERATIONS (NONE)

NBAA PROCEDURES (NOT APPLICABLE)

AOPA NOISE AWARENESS STEPS (NOT APPLICABLE)

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