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FAA'S MEETING OF THE
PROPOSED FLIGHT AND DEPARTURE PLAN
OF MCCARRAN AIRPORT

REPORTER'S TRANSCRIPT OF PROCEEDINGS

DECEMBER 12, 2005

ORIGINAL

Reported by: CINDY R. BOWDEN, CCR #815

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MEETING OF THE PROPOSED FLIGHT PLAN,
taken at Sierra Vista High School, Las Vegas, Nevada, on
Monday, December 12, 2005, at 5:43 p.m., before Cindy R.
Bowden, Certified Court Reporter, in and for the State
of Nevada.

1 LAS VEGAS, NEVADA, MONDAY, DECEMBER 12, 2005;

2 5:43 P.M.

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4
5 MR. CRAMER: I live at 2709 Gallagher Court,
6 G-a-l-l-a-g-h-e-r Court, Las Vegas, Nevada 89117. I am
7 adverse to this flight plan change. The noise it's
8 going to make my property values go down and what are
9 they concerned about, the roar of jet engines? They are
10 going to do damage to my house. Is FAA going to back it
11 or not or are we going to have to go through a total
12 FEMA type project to get funds? And I'm also concerned
13 about why people are concerned about the airlines.

14 They should be more worried about their
15 constituents than about airlines. Is this a Republican
16 thing or is it a Democrat? And where is Harry Reid?

17 MR. DEANGELO: My name is Frank DeAngelo,
18 D-e, Capital A, n-g-e-l-o. And I live at 8884 Don
19 Horton Avenue. That's on Blue Diamond and Durango. I
20 have been aware of this for quite some time. I've been
21 living there for about a year now. When I moved in
22 there, I wasn't quite aware of the fact that there was
23 so many planes going overhead because when we asked the
24 salesman about it, they said that there weren't many.
25 We have had a tremendous amount of traffic.

1 I took one Sunday afternoon from 10:00 in
2 the morning until 6:00 in the afternoon and counted the
3 planes. I have a log that I took. And there are
4 approximately -- in the six-hour period not counting the
5 ones that I missed. One hundred fifty airplanes went
6 directly over my home. From 6:00 a.m. to 8:00 a.m., I
7 know there was about another 30 because I was half
8 awake. And after 4:00 o'clock, I counted another 30 or
9 40. So all and all, like in a nine or ten-hour period,
10 there happened to be 200 planes overhead -- my house
11 that I counted, not counting the ones I missed.

12 When I was on the telephone watching the
13 ballgame or whatever, I might -- I'm curious to know why
14 the people of Summerlin think that this should have
15 precedent over the rest of the people -- the families
16 that live in this Valley. If they're not willing to
17 accept 125 airplanes a day, will our noise factor.

18 First of all, I don't understand how they
19 can allow these homes to be built in these traffic areas
20 because right now they're in the process in building
21 12,000 across from where I live and everyone's going to
22 be affected by air noise. I guess let me think what
23 else I can say.

24 Well -- and what bothers me more than
25 anything that we have a home that we have 500,000

1 invested in that home. It's not that appreciated to
2 500,000. It's our actual investment. And sit back to
3 think -- and about, well, how is resale going to be
4 when, you know, it comes time to sell it? And we have
5 to be very forthright. There are airplanes going
6 overhead. Some people might not mind it. I mind it.
7 And I'm sure they're going to be a lot that feel the
8 same about it that I do. And that is going to be a very
9 -- it's going to be a -- it's going to be a major impact
10 on the ability to sell our homes. And that's what I'm
11 concerned about. And that's it.

12 MR. SMITH: 8775 Rosanna, R-o-s-a-n-n-a,
13 and that's street. I'm completely in favor of this. I
14 built my home before 2001 and I didn't have very many
15 planes flying over me. Since they changed it in 2001,
16 since then, I have planes flying over my home every
17 single day, and off to the side a little bit. So it's
18 really major noise we hear. I'd like to see them at
19 least split this up a little bit and send 30 percent --
20 if they're going to send 30 percent, that's fine.

21 You know, these people really don't have
22 anything to complain about that because they are not
23 getting 100 percent like we are right now. Their
24 feelings are, Well, you bought your home after they
25 changed it? No, I built my home long before they

1 changed it and nobody was out here complaining about
2 that when they changed it. I'd like to see them go with
3 the 30 percent and send them over there. Okay.

4 MR. REED: Sound is related to height of the
5 plane. The higher the plane, the less sound. However,
6 there is a deliberate plan to reduce the costs of the
7 fuel for the airplanes and staying in lower ranges. The
8 lower ranges -- even though there's a law, a rule that
9 you should be at certain heights they are ignored. In
10 addition, there's no penalty. If you don't get up to
11 5,000 feet where they have said they have agreed to,
12 there is no penalty. So we have the fox watching the
13 chicken house.

14 Some of the planes are not qualified to make
15 the heights easily. But the newer ones can and hence
16 reduce if they got up higher and faster, it will reduce
17 your sound level. The lower ones, it's like an
18 automobile. I cannot operate an inefficient automobile.
19 Why are these oddball ones with the mufflers, the older
20 planes being allowed here?

21 Further, they have an average they say if
22 you have 65 decibels, that's incompatible. What is 65
23 when we asked the question, they said, Well that's an
24 average. Well, using that as a basis if I had an atomic
25 bomb go off and didn't have another one for a year, I

1 would need the same average.

2 MR. CARNER: Bill Carner, C-a-r-n-e-r, 8513
3 Del Rey Avenue, 89117. I have made it a point to
4 witness personally over two dozen departing flights just
5 this last weekend. I have concluded the noise level on
6 the ground is much less than when the aircraft makes an
7 effort to gain altitude right off the back and rapidly.
8 Also, if my memory serves me correctly, the departing
9 flights at most Metropolitan Airports like John Wayne
10 and San Diego practice a steeper angle of ascent than
11 here at McCarran. I've always questioned why.

12 If common sense serves me correctly, I think
13 we conclude that the sooner the aircraft reaches more
14 altitude, the less ground area will be exposed to the
15 noise. Just basic common sense and there's names for
16 that but I'm not an aviation expert. The question I
17 would have if I could talk to the FAA directly, is there
18 a noise abatement procedure that we practice here at
19 McCarran that is similar to what was practiced at John
20 Wayne Airport. And if not, there should be and why
21 haven't we done it? I would ask those questions. But I
22 can't get a response back.

23 Is it possible that the departing flights
24 out of McCarran can descend at a faster rate than they
25 do at this time? That's another question that I would

1 have. In the last week or so, the newspaper has
2 mentioned various elevations like 4,000 feet above sea
3 level I take it, like it's something that is adequate.
4 I live at approximately 2,400 feet. That means that the
5 aircraft are 1,600 feet above me. And I live off
6 Durango Road.

7 If so, these numbers are correct, that is
8 the same distance between me and I-15 and the Strip at
9 Tropicana Avenue where New York-New York is. I think
10 that a noise abatement procedure. I think it's called
11 thrust, something to do with thrust needs to be
12 implemented at McCarran Airport before any departure
13 routes are changed. Thank you.

14 MR. TOUSSAINT: Greg, G-r-e-g, last name is
15 Toussaint, T-o-u-s-s-a-i-n-t. First of all, I fully
16 support McCarran International Airport. I think we all
17 do. The airport is vital to our economy and to the
18 future of Southern Nevada, but there must be trade-offs
19 between small benefits to aviation and big impacts on
20 people's lives. Over the past four to five years, tens
21 of thousands of families have bought homes along the
22 Western Rim of this Valley. Unlike other areas, these
23 buyers were never told that their homes would be under a
24 departure path.

25 It's simply not fair to drop this problem in

1 their laps. It's been said that those people end quotes
2 should share the wealth. And may it come to a surprise
3 to many that we already do. Our area is currently under
4 a major arrival pattern for planes coming in from the
5 west. We have planes arriving over us all the time.
6 This new plan will only add departure traffic to the
7 arrival traffic we already have. It's unfair to give us
8 an additional dose. This plan is going to bring a lot
9 of noise to Queensridge, Red Rock Canyon, I'm sorry.
10 Red Rock Country Club, The Ridges, Peccole Ranch,
11 Sienna, that's S-i-e-n-n-a, the rest of Summerlin, the
12 Lakes, Canyon Gate, much of Spring Valley and dozens of
13 other communities along the western side of the Las
14 Vegas Valley.

15 Hundreds of thousands of residents will be
16 affected. The plan will bring a hundred to 200 flights
17 a day over the most densely populated portion of Las
18 Vegas. It essentially makes a U-turn right over the
19 Western and Central portions of our urban area. I've
20 looked at population maps and I can't see how you could
21 have chosen any other map that would have affected more
22 people than this one has.

23 I sympathize with those who have bought
24 homes in the current flight plan. But it just makes
25 sense to direct air traffic over those areas that will

1 effect the fewest people and the current scheme does
2 that. This proposal would actually direct air traffic
3 over absolutely the most people possible. The airport,
4 the airlines and the FAA seem to have two aims, the
5 roofing airport efficiency and saving jet fuel. Those
6 are admirable goals, but there must be a reasonable
7 trade-off between making the small incremental benefit
8 to the aviation industry and damaging the quality of
9 life for hundreds of thousands of people.

10 You need to consider other alternatives that
11 will affect fewer people. If you're truly interested in
12 getting public input, then please schedule a couple of
13 meetings in the area that's actually effected by these
14 flight plan changes, Summerlin, Spring Valley. There's
15 plenty of high schools in our communities in the
16 effected areas where people can come much more easily
17 than all the way down here, than all the way up to
18 Centennial Hills. That's it.

19 MS. KENNEDY: Barbara, B-a-r-b-a-r-a,
20 Kennedy, K-e-n-n-e-d-y. I has two comments. I live in
21 the existing flight path. We just live in the
22 neighborhood. Property values are not going to decline
23 because your aircraft is flying overhead. Our property
24 value in the last two years has increased nearly 75, 100
25 percent.

1 And my second comment was on Saturday night
2 my husband and I went in our hot tub, and we were having
3 a wonderful conversation and we couldn't even hear the
4 aircraft if it wasn't for the lights. We didn't even
5 know they were there. That's my comment. Overall these
6 whiners that are complaining about the planes going over
7 their property.

8 MS. DORIAN: Claudette Dorian,
9 C-l-a-u-d-e-t-t-e, Dorian, D-o-r-i-a-n. My husband and
10 I bought our retirement home in the new flight path,
11 proposed flight path 20 months ago. We bought this
12 because it was not in the flight path and we paid
13 probably at least \$100,000 more than comparable homes in
14 the flight path. So we obviously are very upset. We
15 were just told that our home is in the CMA and we will
16 be getting 84 decibels every time the flights go over.
17 So it will be about 1,800 feet above our house. And
18 your experts said we will not be able to talk in our
19 backyard and hear ourselves talk.

20 I don't understand how you can consider this
21 is going to be a safer -- to fly over hundreds of
22 thousands of homes turning into this new flight plan
23 than leaving it the way it is. Obviously, the peace and
24 quiet in this area is gone and the quality of life. And
25 yet the FAA reasonings for doing this is: One, to save

1 gas for the airlines which is a taxpayer bill and pair
2 it with the beginning of the year for FAA. I don't
3 care. And it's not their job to take care of the
4 airlines costs.

5 And the other reason is that they said this
6 is to decrease the departure times. And I have yet to
7 figure out how you could put more planes on the runway
8 and rather they turn right or left is going to make
9 anything go faster. And I think these public hearings
10 should be scheduled in the areas effected and not the
11 areas that are not effected with which both of them are
12 scheduled for. I guess that will do it.

13 MR. MAKI: Keith Maki, M-a-k-i. 540
14 Sinfold, S-i-n-f-o-l-d, Park street. That's within
15 Rhodes Ranch. When I brought my house in 2001, I was
16 aware of the western limits of the CMA being Durango. I
17 also understood that all departure aircraft was supposed
18 to stay within that CMA as they turned to the south or
19 to the southeast.

20 My home is midway between Robindale and
21 Windmill, west of Durango. When I have conducted -- I'm
22 retired -- when I have conducted this at random surveys
23 especially on Saturdays regardless of what the FAA
24 spokesperson said here, 25 to 30 percent of the
25 departures, departing aircraft are to the north or to

1 the west of my home, not to the south or to the east
2 within the CMA.

3 Also, the 747s, ATA Airlines, Fed-Ex
4 Airlines and several airlines do not comply with the
5 4,000 or 5,000 ceiling limitation that he spoke of.
6 Southwest is very good. United is very good -- Ted. My
7 point -- my main point is, is that FAA is waiting too
8 long to turn the aircraft once they have departed
9 McCarran. Either they're not turning them quick enough
10 or they're not turning them on the right heading.
11 They're not turning them at 180 degrees. They must be
12 turning them at 190 or 200 degrees.

13 And my biggest complaint is that they are
14 not allowing planes to turn outside of the CMA and not
15 stay within the CMA as originally was -- I mean, that
16 the CMA was set aside by Clark County and BLM as a noise
17 buffer, and the FAA is not staying within that CMA where
18 they turn the aircraft. Thank you.

19 MR. CASSEL: Henry, H-e-n-r-y, last name
20 Cassel, C-a-s-s-e-l, one L. I live in Rhodes Ranch.
21 And my comments are as follows:

22 I am in favor of the proposal. And the
23 reason I am in favor of it is because there are several
24 benefits. The first benefit is that it will reduce the
25 number of flights that fly over my house. Specifically

1 the southwest. And will even the load between planes
2 that will turn south and planes that will turn north. I
3 think that's the only fair way to do it as far as
4 everyone sharing in -- in let's call it the pain.

5 My only concern is that ever since the
6 planes have turned south -- beginning in 2001, many
7 planes do not stay within the CMA that was set up; that
8 is, they don't turn fast enough to make the left turn
9 and go south. They're supposed to stay between Rainbow
10 and Buffalo, not quite fly over this high school that we
11 are in here tonight. They are making a much wider turn
12 and, therefore, flying over a much more populated area.
13 Other than that, I'm in favor of the proposal. It's
14 about time that those planes start taking off to the
15 north again. Thank you.

16 MS. MYERS: My first name is Lynn, L-y-n-n,
17 last name is Myers, M-y-e-r-s. I live at 8704 Captains
18 Place, Las Vegas, Nevada. That's located in the Lakes.
19 Earlier this year, I opened a restaurant, Captain's
20 Cove. I invested a quarter of a million dollars into
21 that business. The highlight of my business is the
22 outdoor quiet serenity lake.

23 They started running the planes over the top
24 of me. They have ruined me. I don't want it. I
25 understand what it was like before. I have lived in Las

1 Vegas for seven years, all in the Lakes area, and I
2 remember being outside and not being able to take a
3 telephone call or to converse with my neighbor over the
4 fence while the planes crossed. They can say it may be
5 like it is running out here, but I assure you I have
6 lived it, it is not like that. It's deafening. You
7 can't take a telephone call. You can't carry on a
8 conversation.

9 And it happened time and time again. And
10 I'm adamantly opposed to this because it will ruin my
11 business, period. And, secondly, I think it's dumb of
12 the FAA to put planes over the most populated part of
13 the city, whether it's Las Vegas, Los Angeles, New York,
14 let's get them away because somebody is going to try to
15 blow us up one of these days. It's going to happen.
16 Let's keep these planes over the least populated areas.
17 And I think that's the way that the public is going to
18 maintain the safest possible stance that can happen.
19 Thank you.

20 MR. STEINBERG: Burton Steinberg,
21 S-t-e-i-n-b-e-r-g. And I just like to say that we live
22 at the Lakes and we have enjoyed the quiet enjoyment of
23 our home and to route the plans over such a density
24 populated area. It seems to be very ridiculous in
25 there's no way that this can be any benefit other than

1 to the airlines where they might be saving a few dollars
2 on fuel. We hope that the FAA gives consideration to
3 the homeowners and many years ago and maybe even four
4 years ago, six years ago, the Lakes community was not as
5 populated as it is now.

6 But now it goes all the way past Fort Apache
7 and to route plans over that is just not right. People
8 who bought homes in this area and in the southern area,
9 southwest area, many of them if not all of them signed
10 disclosures that they knew that the airport was there
11 and that planes would be flying over it. This is
12 something that they should take into conversation and
13 the FAA should not make this change. That's it.

14 MR. CAPOZZI: First name is Joseph, last
15 name Capozzi, C-a-p-o-z-z-i. First of all, I'm all for
16 safety, most critical. I live in the South Peak area of
17 Nevada Trails, and we get a lot of noise -- existing
18 flights coming over and I mean I can't watch a Sunday
19 night football game without hearing that noise, early in
20 the morning, late at night. So it's very, very
21 annoying.

22 I'd like to have it in -- they are proposing
23 it at 30 percent exchange to the north, why not 50/50?
24 I mean, I think we are going to have to all share the
25 burden, but at least make it equitable for people up in

1 the Lakes, some Summerlin. They're not going to like
2 it. Of course, we don't like it either, but we all have
3 to live together as a growing neighborhood. So I'd like
4 the proposal but I'd like it to be at 50 percent at
5 least.

6 The other thing is that the existing plane
7 flight plan coming over the southwest, they are supposed
8 to fly over the high school but they're not even doing
9 that. They're shortening that coming right over Saddle
10 Peak. I mean, I can stand outside and look and see the
11 serial numbers on the planes. So if they stick with
12 their original requirement; that is to go over the high
13 school, it probably won't be as bad. But they're not
14 even doing that. Some of them are and some of them are
15 not. It is almost a game watching planes flying over
16 your head all day. The flight -- 4:30 in the morning
17 flights, which I think is a fast plane, it's continuing
18 to wake me up every morning, maybe one day I might get
19 immune to it, but it's still very annoying.

20 So, yeah, I would agree with the FAA
21 proposal but I would like to increase that 50 percent
22 and also happens to -- they can go in the southwest.
23 Eighty percent of them that have to go over the airport
24 are not short. That's it. Thank you.

25 MR. CONTORNA: My name is Romeo Contorna,

1 C-o-n-t-o-r-n-a, 7943 Prairie Knoll Court, ZIP is 89113.
2 Anyway, you know, I heard that they are supposed to be
3 flying higher than about 3,000 feet. Three thousand
4 feet, my eyes are pretty good, but I shouldn't be able
5 to read TDD on the side of the airplane, if you know
6 what I'm talking about. And the other thing is that I
7 know that they don't have too many flights but working
8 on airlines, they are flying so low and so slow and I
9 don't understand that. And I'm for, you know -- I'm for
10 sharing the whole -- the whole noise and what else can I
11 say? That's really all. Thank you much.

12 MR. SCHMIDT: John, J-o-h-n, Schmidt,
13 S-c-h-m-i-d-t. I'm in Coronado Ranch at 7880 Tide Pool,
14 Las Vegas. And we would be located just east of
15 Rainbow, just to locate the area. Actually, I'm in full
16 agreement with the changes that were proposed. We moved
17 here in 2001, virtually all the traffic or most of the
18 traffic departed to the north. And about a month after
19 we moved in this is when the new changes came about in
20 traffic -- virtually all traffic started departing to
21 the south and southwest.

22 I think that the change is needed and I
23 think that the burden needs to be shared between the
24 north areas and the south areas of the airport,
25 northwest and southwest. And, therefore, I'm in

1 agreement with the proposed changes. The only other
2 thing that I would add would be that the facility might
3 want to consider limiting the type of aircraft that they
4 can use at McCarran.

5 For example, Burbank and Orange County and
6 some of the other large airports in Southern California
7 limit the kind of aircraft that can land and take off in
8 limited to the quieter, more modern aircraft.

9 Generally, the only sound that where we have any notice
10 of the airplanes is some of the older airplanes, the
11 727s and some of the mail carriers and things of that
12 nature. In summary, I'm in agreement with the proposed
13 changes. Thank you.

14 MR. LATORRE: My name is Hugo, H-u-g-o, last
15 name Latorre, L-a-t-o-r-r-e. I live here on two and a
16 half acres, an area of Durango and Blue Diamond. The
17 reason I'm here today is kind of sad because the more
18 planes that we have coming to Vegas is the extra excess
19 of Las Vegas when the tourists is out of Las Vegas --
20 leave. The problem that I have is that since I have
21 lived in Las Vegas since 1977, I am a realtor and one of
22 the most important things for a realtor is to disclose
23 to a buyer where he's buying at. And I know then I am
24 not -- my area was not the flight path. The flight path
25 was over Spanish Trails and Spanish Hills and now they

1 moved that. Why? I don't want to say it. Everybody
2 knows why. I don't want to say anything. My problem
3 here is this, if you buy a house, then it's backing up
4 to Tropicana and you complain about the noise, you knew
5 that you bought and Tropicana backing up to a lot of
6 traffic. Don't ask the traffic now to move away from
7 you.

8 These people in Spanish Trails and in
9 Spanish Hills, they bought knowing that they were in the
10 flight path. That's the only thing I wanted to say.
11 They have got no right to change it and now I have proof
12 of my veterinarian. My horses get so scared coming in
13 and out of the stables, the bills of hundreds of dollars
14 trying to cure my animals. It's a disaster. They get
15 no sleep. And I hope the Government or whoever is in
16 charge and do something about this. Thank you so much.

17 MR. BIEDERMAN: Richard Biederman,
18 B-i-e-d-e-r-m-a-n. I just wanted to -- I live here in
19 this part of town and so with the new flight paths that
20 are going to start being routed as a right turn,
21 obviously, that's fine for us. What I wanted to ask is
22 when the flights are going west and then they turn left
23 to go south, it's my understanding that there's some
24 question that they are supposed to wait until they get
25 to Sierra Vista High School before they make the left

1 turn and they haven't been doing that.

2 They have been flying directly over our
3 neighborhood. And is there a way to enforce the planes
4 to ensure they don't make the left turn until they get
5 to the high school? Because then they're flying over
6 all desert and no one is living there. And I understand
7 that they have been taking shortcuts, in essence,
8 against the current regulation. So is there a way that
9 we can enforce them to make the turn where they're
10 supposed to? That's it.

11 MR. VEGA: Roberto Vega, V-e-g-a. And I
12 live at 7793 Osage Canyon at Nevada Trails. My comment
13 is that I wanted to know why is it that when the
14 airplanes gear up off the course and they are flying
15 over our homes instead of the designated flight paths
16 above Sierra Vista High School, why can't the FAA fine
17 those airlines for getting out of their path, because it
18 is kind of dangerous for us.

19 We don't feel comfortable with them flying
20 so low that they're spilling fuel, pollution, and also
21 the noise level is terrible. It shakes the shingles
22 right out of our tile roof off of homes pretty much.
23 Some might have come loose with how much they ramble
24 through our neighborhood. And that is one of the
25 comments that I wanted to know.

1 Can the FAA somehow give these airlines a
2 fine, you know, to make them aware that they got to stay
3 on their flight path which is above Sierra Vista High
4 School, not above Nevada Trails? Okay. Thank you.

5 MR. LEDERER: Richard Lederer,
6 L-e-d-e-r-e-r. And my comment, I think that traffic
7 taking off from McCarran should -- even split 50/50,
8 right and left and the main problem is that now when
9 they come up, no matter whether they are going north or
10 south, they are not going out to the far enough mile
11 marker. They are cutting short which to me is the --
12 it's a safety problem. They need to stay to the outer
13 marker before they begin their turn and don't make any
14 difference if it's north or south. They need to
15 maintain that six and a half mile or whatever it is and
16 the altitude to be up there before they turn. Okay.
17 Thank you.

18 MR. MCCORG: My name is Jim McCorg,
19 M-c-C-o-r-g, capital C. I live in Sienna. I'd like to
20 make a comment or two and I have questions regarding the
21 justification of the proposal. Now, it's a comment. In
22 my opinion, there are three reasons for changing
23 departure procedures. One is because the current
24 procedures are unsafe. Two, to mitigate aircraft noise.
25 And, three, to reduce departure delays. As for safety,

1 we know that the procedures in use since 2001 are safe
2 or you wouldn't be using them.

3 With regards to noise problems, you're not
4 mitigating. You're not decreasing them. You're
5 increasing them and impacting a number of people that
6 weren't impacted before. And, of course, the degree of
7 impact would depend on where the residences are located
8 under the flight plan.

9 With regards to aircraft delays, I
10 understand the more departure that's available, it's
11 easier that traffic can be more efficient. I also
12 understand that the current procedure adds miles to some
13 flights. As you know, this augment -- I'm sympathetic
14 to the airlines, but almost all major airports have
15 sound abatement that require pros to deviate from the
16 most desirable departure path. This also makes a
17 controller's job easier.

18 Now, I have some questions concerning your
19 delays. First of all, how do delays at McCarran compare
20 with other delays at other airports, i.e., Los Angeles,
21 Chicago, Atlanta, Kennedy? In other words, what is
22 McCarran's number on the FAA's list of airports
23 regarding major delay problems or does the FAA consider
24 to have a plane delay problem?

25 And, then secondly, what procedures -- I'm

1 sorry. What percentage of McCarran's delays are caused
2 not by the departure procedures but rather caused by
3 weather departing aircrafts, designation airport? For
4 example, Los Angeles, Denver, and Kennedy, and so forth.
5 And what percentage of the delay problem at McCarran can
6 be solved by the proposed change of the rest of the
7 delays. In other words, delays that are not attributed
8 to weather or to designation airport problems? What
9 percentage of that delay could be eliminated with a
10 proposed change?

11 And the comment, last but not least, I think
12 you're trading one problem for another, and you may be
13 trading it for a bigger problem, but I didn't get the
14 answers to my questions on the departure, so I don't
15 know what you're using for justification.

16 And another comment as I might if you hold a
17 meeting again, I would suggest you would hold it in
18 Summerlin in a more impacted area than we had this one.
19 And I thank you very much for the opportunity to speak.
20 And Jim McCorg, okay. Thank you.

21 MR. COX: My name Herbert, H-e-r-b-e-r-t,
22 Cox, C-o-x, Jr. I'm a resident of Saddle Peak and I'm
23 also a commercial pilot. The traffic coming off
24 two-five left at McCarran actually goes outside the
25 departure routes which I consider Tracon's

1 responsibility. Tracon, T-r-a-c-o-n. And seeing how
2 the area we live in here in the southwest gets
3 90 percent of the departure traffic out of two-five left
4 at McCarran. I think it's about time that our friends
5 up north get to share some of the air traffic that we
6 live with daily. That's all.

7 MR. BROWN: Mike Brown. Well, I'm just here
8 tonight to find out what's happening and if there is any
9 way to stop what they're about to do. I don't think
10 there is based on the way they run this meeting. It
11 doesn't look like they want to hear from anybody, so I
12 was upset about that. But my main concern is basically
13 is I'm at the Lakes which I will be affected by the
14 right turn. I don't want to see it happen, obviously.

15 But my concern is that everybody I talked
16 to, from real estate developers to builders to real
17 estate sales people, is that everybody under the current
18 right turn -- excuse me, the left turn knew about it.
19 They signed off on it. It was part of the sale. The
20 builders built for it. So my main concern is the fact
21 that who is going to retrofit our homes that are not
22 built for planes?

23 And who is going to compensate if we lose
24 property value because now there's -- we have 40 or 50
25 planes shooting over not built for it. So, basically,

1 it boils down to I didn't sign up for it and now it's
2 being rammed down our throats. I'm not happy about it.
3 Thank you for your time. I appreciate it. Good luck
4 tonight.

5 MS. MAYER: Shureen, S-h-u-r-e-e-n, Mayer,
6 M-a-y-e-r. My comment is I'm not the kind of person to
7 say, "not in my backyard." I simply say we all need to
8 share some, take part of the load, this route. It is
9 really extremely crowded. We can't even live here with
10 the doors and windows open. And also as far as the
11 security goes, it used to be before 2001 anyway, so if
12 they go back to at least -- take part of it just like
13 planning and propose. That will help us greatly. Thank
14 you very much.

15 MR. TAYLOR: David, D-a-v-i-d, L. Taylor,
16 T-a-y-l-o-r. And, essentially, I just want a proponent
17 of sharing the burden of the air traffic. And also I
18 live at Rhodes Ranch and sometimes they are very, very
19 low there flying, and I also believe that they should,
20 if possible, making the southwest turn should stay over
21 the high school area or the airport land dedicated for
22 an air easement.

23 MS. TAYLOR: A-n-e-m-e-t-t-e, Taylor,
24 T-a-y-l-o-r. Since 2001, we have lived in the
25 southwest, endured 95 percent of the noise coming from

1 McCarran Airport. And I think it's about time that we
2 start sharing a little bit, and the northwest should
3 take their share. And the third of planes is taking
4 off. So that's not so bad. We still have two to one,
5 and I think it's a great proposal. We are all
6 benefitting for all the people coming here tonight. So
7 it's about time that we all share the burden a little
8 bit. That's it.

9 MR. GORDON: Stanton, S-t-a-n-t-o-n, Gordon,
10 G-o-r-d-o-n. I realize that all of the flights can't go
11 north so we're very happy with a third of them heading
12 north to a right turn. Our problem is that the
13 remaining planes that are not hitting their marks.
14 They're turning left too soon. They're turning at --
15 and I live in this area -- they're turning at Decatur.
16 They're turning at Jones. They're turning at Rainbow.
17 And their supposed to come over the high school. If I
18 move a third of them north, I would be happy with that.
19 Thank you.

20 MR. ROHRER: Kevin, K-e-v-i-n, Rohrer,
21 R-o-h-r-e-r. In general, I support the proposed
22 recommendations to turn one-third of the flights north.
23 I'd actually like to see a greater percentage of flights
24 turning north. I would like to see the FAA and
25 incorporate other options including flying over the

1 mountain. I understand there are some safety issues. I
2 don't think it's been fully explored because there are
3 many planes to go over the mountain.

4 I live in the southwest part of town,
5 approximately Wigwam and Buffalo area and flights right
6 now cut way short of where they are supposed to be
7 flying over Sierra Vista High School. They are cutting
8 way short. What I want to see the FAA do is a report of
9 the existing flight plans, as well as enforcing the new
10 ones and they propose heading north. I'd also like to
11 see stricter regulations put in place to coincide with
12 this new action to quiet the planes down. The majority
13 of the planes that are noisier will still continue to
14 fly over the south portion of town. And that's not
15 equitable. FAA needs to route some of those planes to
16 the north part of town as well. Thank you. That's it.

17 MR. HOPKINS: A.D. Hopkins, and I live at
18 near Russell and Rainbow. And I would prefer that the
19 flight paths were made more like they are today. I do
20 not believe that this meeting tonight was intended to
21 achieve any consensus. I think the only people who were
22 allowed to speak were who favor the change. No one --
23 no one who came to this alleged public meeting was
24 allowed to deplore, in order to attempt to persuade
25 other people to their -- to his viewpoint.

1 Therefore, there was no attempt to reach a
2 consensus. I think this was a show trial, a dog and
3 pony show. I think it's a shame. It's a travesty and I
4 don't think people here were fooled a bit by it. I will
5 see if there's any legal recourse I have to achieve an
6 actual public hearing which will gather the viewpoints
7 of the public.

8 MR. ADLER: Edward Adler, A-d-l-e-r. It
9 comes to mind -- what comes to mind is the reasonable
10 director who has the final say-so. It is totally
11 unelected, unelected bureaucrat. No one has any input
12 to him except those who wishes to have input to them.

13 Secondly, we were there long -- my house was
14 built long before the airplanes arrived, long before the
15 extension of the western runway. And this airplane
16 suddenly showed up seven years after I had been living
17 there. And the noise was unbelievable. Disturbances
18 were totally disruptive. Planes were flying over my
19 house about 2,500 feet at full power, takeoff power.
20 How many are coming and going? Coming up towards us,
21 turning right over our house, being directly -- I could
22 see the insignias on the side of the airplane what
23 airline it was.

24 This went on every 90 seconds day and night.
25 I put my house up for sale because of it. After I

1 complained for about two years, I got nowhere, so I put
2 my house up for sale, and suddenly it stopped, the noise
3 stopped and they started to the left. And I pulled the
4 house off the market and for four and a half years we
5 had peace and quiet. I thought we were living in a
6 dreamland here. Our dreamland has turned into a
7 nightmare, because if this starts up again, we'll have
8 to sell the house. We cannot live there. My wife has
9 cancer. We need peace and quiet in order for her to get
10 well. And I can't tolerate it. And I'm too old for
11 this to put up with this madness.

12 We're going to try our best to stop it even
13 if we have to go to the United States Supreme Court to
14 stop this. And if we fail, that's the end of it.
15 That's the end of Las Vegas. That's the end of this
16 dream house. We have to go someplace else. I don't
17 know what else to say except the fact that we were here
18 before the airlines. They have no right to disrupt or
19 disturb our peace and quiet. No more than I have the
20 right to go and disturb the regional administrator's
21 house and disturb him and his home.

22 If it is an efficiency problem at the
23 airport, that's the price of growth. We pay a price for
24 growth every day. We drive our automobiles on crowded
25 streets. The traffic jams, wasting fuel, wasting time,

1 wasting effort, wear and tear on our vehicles. We put
2 up with it because that's the price of growth. If the
3 airlines have a price of growth, it's backing up on the
4 tarmac.

5 They have ways of relieving that if they
6 want to by rescheduling, number one or buying larger
7 aircrafts that hold more passengers and scheduling fewer
8 flights until a new airport can be built which is in
9 another lifetime as far as I am concerned. I don't know
10 what else to say. I think I said it all. Thank you.

11 MS. KRANEN: I really want to make a
12 comment. Jean Kranen, K-r-a-n-e-n. My comment is that
13 the materials that we're prepared by professionals as
14 handouts for those of us who are not professionals who
15 have come to find out the situation. I feel we have
16 been able to gain very little because they have been so
17 poorly done. We have -- we don't have enough markers to
18 show where roads are. So we can tell how it effects
19 different communities including our own and I just feel
20 for what we pay our government employees, we should have
21 better --

22 MR. KRANEN: Basically, the materials was
23 FAA material for FAA personnel, and it wasn't for the
24 general public. Elvin, E-l-v-i-n, Kranen. And it
25 wasn't hindered -- the presentation a great deal. They

1 should have had something that's going to be presented
2 to the general public. Thank you.

3 MS. LITTELL: Thank you. Linda Littel,
4 L-i-t-t-e-l. I moved here in 2003 from La Jolla,
5 California. I lived in a quiet neighborhood, bought a
6 home in a quiet neighborhood. I would like to keep it
7 that way. That the only reason I moved to Las Vegas was
8 finding a house that it met the quiet. I like quiet,
9 grew up in the community where it is quiet. I lived in
10 a house that's quieter.

11 And if -- where I am living is in the south
12 is to the north of Summerlin. So the beauty of the
13 noise and I guess you know I've sent e-mails off to my
14 Congressman, Summerlin won't have a meeting until the
15 19th of January. So I don't know what they are going to
16 do. I have never been -- even tried to change anything
17 before in my life, but I am something. It means a lot
18 to me. Because, otherwise, I will be looking for a home
19 out of the Las Vegas area. Thank you.

20 MS. HOPKINS: My name is Patricia Hopkins
21 and I reside at 7019 Russell Ranch Avenue since 1996.
22 The 2001 changes vastly improved our area and it is my
23 understanding it was because of a new runway was at the
24 time of our house purchase. We were -- our house was
25 the only one in our development designated as an area we

1 have had to notify potential purchasers that we're under
2 airport noise. And that -- and I'm just upset that they
3 are attempting to change this back when the problem
4 seemed to have been the creation of a new runway, seemed
5 to be part of the solution to the problem.

6 I realize that there are increased flights,
7 but I don't think that that justifies going back to this
8 old route. Also, we have a hospital within two blocks
9 of our house now and other medical offices, so this is
10 an area that could, you know, definitely needs a low
11 noise area, low noise level.

12 Right now we are suffering from construction
13 noises but that's a temporary thing. In a few years
14 down the road everything should be built there but it
15 definitely -- I don't see the need for it for rerouting
16 it back this way again. We get flights over our house
17 and most of the time they are no problem to us. In
18 fact, I find it quite entertaining to lay out and watch
19 them. We don't need it changed back. Okay. Thank you.

20 MR. DAHAN: David, and the last name Dahan,
21 D-a-h-a-n. I live in Queensridge. I have really three
22 concerns. One, is I feel that we did not get enough
23 notice. From the time that this was implemented, just
24 started the study in 2001. And the fact that we only
25 have six months left before this will be implemented.

1 Second, when we purchased our home, we
2 purchased it with an understanding that technically we
3 were clear of any heavy airport traffic. And I feel
4 that the study does not reassure me that I will not be
5 subjected to a level of noise and a concern for the
6 pollution that makes me very, very uncomfortable around
7 this whole process.

8 Third, the method by what this has
9 explained does not allow enough explanation for the
10 average person to really understand the full impact.
11 And I feel that this -- they need to oversimplify this.
12 They need to simplify this a little bit. But the bottom
13 line is to have a 150 flights over your home potentially
14 on a daily basis is a hardship for me and my family that
15 we did not plan on. Through our very first due
16 diligence, when we first moved into that area. Thank
17 you.

18 MR. DILIBERO: John Dilibero,
19 D-i-l-i-b-e-r-o. My complaint is the FAA did their
20 environmental studies starting in 2001. And I'm upset
21 about that because I think they should have notified
22 everyone in Vegas that they were doing studies for the
23 changing in their traffic for the flight plan change.
24 Because as an individual, I bought a house in 2002 in
25 Summerlin area and I would have liked to know the study

1 to change the flight plan over that Summerlin
2 neighborhood.

3 The other thing I'm upset about is the
4 notification that we have about these meetings. From
5 what I understand, there was only one article in the
6 paper which I accidentally came upon. There should be
7 more notice. And there should be some more meetings,
8 public meetings regarding this because I don't think the
9 people in the area that are effected have been notified
10 properly. I think that's it.

11 MR. ROHRER: Kevin Rohrer, R-o-h-r-e-r. The
12 other comment I wanted to add was for flights that are
13 departing on the left-hand turn heading south before
14 they're allowed to make the left-hand turn, they should
15 be required to reach a higher altitude and thus limiting
16 the noise impact to the residences below the right-hand
17 turn has a much higher elevation at the turn.

18 They needed to, I believe, force that on the
19 southern route as well. And, again, I support the
20 action to increase the number of planes flying north and
21 it should be up to 50 percent of the planes heading that
22 direction and not the 33 percent that was commented on
23 earlier. Thank you

24 MR. BRODT: Gary, G-a-r-y, B as in boy,
25 r-o-d-t. P.O. Box 14831, Las Vegas 89114. Having spent

1 22 years in the cockpit of the airlines and five years
2 in the Navy, I'm aware of some of the situations that
3 they're talking about. One of the problems that I have
4 with the whole procedure is they're talking about sea
5 level against AGL, above ground level. And the
6 altitudes that they're using is kind of persuading the
7 people are sea level altitudes of which you have to
8 subtract 2,000 to 3,000 feet in the northwest area to
9 get the flight path above the ground, AGL.

10 I'm also concerned that part of what's in
11 the pitch -- not a large part, but part of what the
12 pitch is to save the airlines fuel by running a shorter
13 route. Now, the airlines have been in and out of
14 bankruptcy. The airline employees have given by way as
15 much as 50 percent pay cuts. It's not the Federal
16 Government's job to subsidize the airlines by having a
17 shorter route to save a little bit on departure and make
18 it noisy for us to pay the taxes to support this whole
19 operation.

20 The situation is just not clearly presented
21 here tonight. The graphs are not clear. The departures
22 -- it looks like a child just threw some paint up there
23 and there's not many lines on the charts that they had
24 over there along the wall. There's no way an average
25 person could have interpreted them. They're trying.

1 The guys don't have business cards. They don't have any
2 way for us to contact them. They're nice. They gave us
3 a number and e-mail.

4 All of this should have been set up before
5 they showed up. They ought to have business cards,
6 e-mails so they can be contacted. This isn't a dog and
7 pony show where we just walk out the door. So,
8 basically, I don't think the presentation is very
9 knowledgeable, and I'm certainly unhappy with the fact
10 that they're not making it clear, the difference between
11 AGL, sea level altitude, above sea level, and altitude
12 above the ground. Thank you.

13 MR. ALLEN: J.D. Allen, A-l-l-e-n, and I
14 live out underneath the current departure routes, you
15 know, goes to the southwest and I've been out here eight
16 years. I used to live in Spring Valley and I lived
17 there for 25 years and I was underneath the patterns
18 there. And I think this is an excellent change and I am
19 highly in favor of what they're proposing, send some of
20 the traffic to the northwest.

21 And I really think that all the people who
22 are screaming and hollering about not being able to use
23 their backyards for barbecues, it's not that bad and
24 it's not going to be that bad. Nothing gets people more
25 excited than hearing planes flying over their house and

1 thinking -- but the newer airplanes, newer technology,
2 they have a higher altitude they're going to have to
3 meet. And there's -- I'm in favor and I think all the
4 neighbors are too. We'd like to see the wealth spread
5 around. Thank you.

6 MS. ABNEY: First name is Cynthia, Abney,
7 A-b-n-e-y. Let's see. I live at 8300 Opal Cove Drive.
8 That's opal like the stone. O-p-a-l, Cove Drive and
9 that's in Las Vegas, 89128. Simple, we need a
10 moratorium on the flights. We're getting greedy, trying
11 to get too many flights into town. We would should
12 stick to where we are at and the area of Summerlin where
13 they are proposing to go. These flights over Summerlin
14 was never designated as an area where flights were to be
15 going over there. Basically, the moratorium that we
16 weren't zoned to be in a fly zone where we had airplanes
17 going over it. That's it.

18 MR. BRODT: Gary, G-a-r-y, Brodt, B-r-o-d-t,
19 P.O. Box 4831, Las Vegas, 89114. And the decibel charts
20 over here was misleading. They gave an altitude above
21 ground, AGL, and they gave an average of decibels of all
22 the flights over a 24-hour carryover period in a year.
23 And the problem with it that they should have a high and
24 low decibel. For instance, near area the average
25 decibels was at the point 9 with 27 operations and the

1 the decibel level could go from 36 to 85. So someone is
2 looking at that. Well, it's only a 59 decibel. And
3 then a plane comes over and it could be 85 decibels
4 which more or less explains to me. There's not a linear
5 situation. It will be a hell of a lot noisier. Thank
6 you.

7
8 (Whereupon, the proceedings concluded
9 at 7:46 p.m.)

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