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

REPORTER'S TRANSCRIPT OF PROCEEDINGS

FEBRUARY 27, 2006

**ORIGINAL**

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Reported by: CINDY R. BOWDEN, CCR #815

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MEETING OF THE PROPOSED FLIGHT PLAN,  
taken at Veteran's Memorial Center, 101 North Pavilion  
Center, Las Vegas, Nevada, on Monday, February 27, 2006,  
at 6:13 p.m., before Cindy R. Bowden, Certified Court  
Reporter, in and for the State of Nevada.

1 LAS VEGAS, NEVADA, MONDAY, FEBRUARY 27, 2006;

2 6:13 P.M.

3 -oOo-

4  
5 MS. BREKKE: First of all, Mr. Rob Anderson  
6 on the far right. He's the senior project manager for  
7 Landrum & Brown. And Landrum & Brown is on contract  
8 with the FAA to assist with the environmental analysis  
9 of this proposed procedure. He has many years of  
10 airport planning experience and he focuses on aircraft  
11 noise. He's truly an expert in that area. And he also  
12 worked on the original environmental assessment that was  
13 prepared for Las Vegas Airport in 2001. And to his left  
14 is Mr. Del Meadows, manager of the FAA Air Traffic  
15 Control Tower at Las Vegas Airport. He also manages our  
16 radar support control room, and many, many years of  
17 experience as an air traffic controller and as a senior  
18 FAA manager.

19 So after Del makes his presentation, we will  
20 go through the questions and, please, if the briefing --  
21 if you have questions or are not sure about something  
22 you're hearing or seeing, take the opportunity to jot it  
23 down on a card and get it to me. Chances are somebody  
24 may have already thought of that. With all of the  
25 questions we have, hopefully all of your answers will be

1 given to you tonight.

2 So with that, I would like to introduce  
3 Mr. Del Meadows.

4 MR. MEADOWS: Many of you have seen the  
5 presentations. And we will go through -- I want to say  
6 as quickly as possible and see what the proposal is.  
7 And, of course, the screens are too far forward -- and  
8 so I can point to them as we go.

9 MS. BREKKE: What that slide really talks  
10 about is why the planes fly one to two miles farther  
11 west before they start their turn at a higher altitude?  
12 And you know many of the questions are worded somewhat  
13 differently. But the basic question here is, why can't  
14 they go farther out when they depart to the west?

15 MR. MEADOWS: That's one of the reasons we  
16 put that slide in the presentation. I realize some of  
17 you wrote that question well before you arrived tonight.  
18 But just as we had in that slide, the plane approaches  
19 on that 40 to 1 obstacle clearance area at six and a  
20 half miles. So at six miles wherever you're turning  
21 right now which is six point one -- six point one miles  
22 up at the end of the runway as far west as we can go and  
23 still meet our criteria that is safe and the standard  
24 instrument procedures.

25 MS. BREKKE: I'm going to ask a question of

1 Rob, now. There's a question here about the  
2 environmental impact statement and maybe you can clear  
3 this up. It says, Why has an environmental impact  
4 statement not been prepared? There are significant  
5 impacts and EIS is required. Rob? All right. Can you  
6 hear me? Thank you.

7 MR. ANDERSON: The purpose of the  
8 environmental assessment is to determine if an  
9 environmental impact is required. Del mentioned that at  
10 the end of this process, there will be a decision point  
11 and what comes out of that is either a finding of that  
12 or that there is significant impact or a finding that  
13 there is a significant impact and then that would  
14 trigger the EIS process.

15 MS. BREKKE: Now, here's a question for you  
16 Del, and it has to do with other jets in the area. Will  
17 Nellis Airport jet planes and like aircraft from North  
18 Las Vegas Airport create a possibility of the midair  
19 collision?

20 MR. MEADOWS: No. Keep in mind, that  
21 although, the aircraft is coming into or out of  
22 different airports. Nellis has its own approach. They  
23 stay within their boundary at given altitudes. We stay  
24 within are boundaries at given altitudes and are placed  
25 in where we have a shelf established where we have high

1 altitudes to below altitude. You need to keep in mind  
2 the three dimensional aspects of air traffic control.  
3 We not only have lateral ability to separate planes  
4 laterally than those in front of you and besides you but  
5 also the vertical aspect to use different altitudes. So  
6 the way this procedure is developed, it gives us plenty  
7 of room that needs these departing airplanes into and  
8 out of North Las Vegas and still allow the Nellis  
9 facility into and out of the Air Force base.

10 MS. BREKKE: Del, here's -- there are quite  
11 a few of questions both of you. But there's many  
12 questions about what are the other alternatives. One is  
13 -- this question says, There is an alternative that the  
14 FAA has discarded it without really considering ways to  
15 make it work. This is the statement on the Web site.  
16 In the comment area, Would you please comment on this?  
17 So are there alternatives?

18 MR. MEADOWS: That's difficult to answer  
19 without knowing what other alternatives that someone  
20 proposes. This is difficult to answer without knowing  
21 what alternatives somebody is referencing there. There  
22 are few other alternatives in the vacuum that were  
23 discounted for various reasons in the document. You  
24 know, I think I have explained why we can't go further  
25 west and another alternative is to turn sooner. The

1 issue then becomes having a sufficient flying distance  
2 for the aircraft to get high enough altitude to achieve  
3 those things that we talked about a minute ago.

4 And it also takes them out of that CMA area,  
5 the land with the Clark County has insured -- respond  
6 specifically for higher airport noise. Again, through  
7 the public comment process, it may be brought up, you  
8 know, hopefully other alternatives may and we can look  
9 at those also.

10 MS. BREKKE: Another environmental question  
11 for Rob. Has there been any noise level studies made at  
12 ground level in the Summerlin areas where aircraft are  
13 flying at designated elevation and what were the other  
14 ratings? Has there been any noise level studies made at  
15 ground level in the Summerlin area and this area we're  
16 in tonight where aircraft are flying at designated  
17 elevation and what were the ratings?

18 MR. ANDERSON: Yeah. There was a noise  
19 measurement program that was conducted and there were a  
20 number of points there where I would say in this general  
21 area, there were roughly five to seven points right in  
22 this general area. And the point locations were  
23 selected to coincide with the existing locations and the  
24 proposed routes so that you would be able to determine  
25 by looking at the results what the potential noise level

1 increase would be. Specifically about the results that  
2 are all included in the document and there's tables and  
3 tables of it to respond to that. The documents are  
4 available and I believe whoever -- and that if you're  
5 interested in that after the meeting, I've got the  
6 document here and I'd be happy, like you, to take a look  
7 at these and we can review them.

8 MS. BREKKE: Del, if the plan is approved,  
9 how many planes and how often will they fly over each  
10 day?

11 MR. MEADOWS: You know, I can't estimate how  
12 often. It depends on the airplane schedule themselves.  
13 The airlines determine what time of day they would  
14 depart. Typically, our departure periods do come in  
15 confined periods, but there are lighter departure  
16 periods all throughout the day including our busy  
17 periods which is around 11:00 to midnight. And  
18 interestingly, that's the time of night, today at this  
19 point in time, that we take about 20 to 25 and turn them  
20 right to get them out of Las Vegas as quickly as  
21 possible in the existing configuration.

22 The document speaks to projection of  
23 30 percent of the total number of departures. We've  
24 done snapshots on a daily basis here and there. I think  
25 we spoke about them at the previous meeting where the

1 day we looked at in November and another day we just did  
2 a snapshot analysis about a week and a half ago. But  
3 both of them, 25 percent for the one and 27 percent for  
4 the other. Like I said, these documents are pretty much  
5 on target from the projection of about 30 percent.

6 MS. BREKKE: Okay. Rob --

7 MR. MEADOWS: Oh, I'm sorry. There was part  
8 of question was, how many?

9 MS. BREKKE: How many?

10 MR. MEADOWS: Again, we do need to think  
11 about percentages, but right now the days we pulled that  
12 were just over 800 departures for the day and it was 211  
13 departures on the day of November that would have gone  
14 right and I think 208 departures. We looked. But keep  
15 in mind as traffic continues to increase here, the  
16 percentages will remain the same, but the raw number of  
17 aircraft will change.

18 MS. BREKKE: A question for Rob, an  
19 environmental question. The right turn would bring  
20 higher levels of air pollution to the most densely  
21 populated parts of the Valley, why does your proposal  
22 not include the effect of pollution from all these  
23 planes flying in low altitudes over our city?

24 MR. ANDERSON: The study does address air  
25 pollution and it's specifically referenced in the

1 document as air quality. So if you're looking at the  
2 document, that's the phrase that you would want to look  
3 for is aircraft; however, the type of proposal that is  
4 being proposed here is exempt from the specific general  
5 conformity regulations of the clean air. So the  
6 specific impacts were not required to be looked at in  
7 this study.

8 MS. BREKKE: Let's move on to a question for  
9 Del. Master the actual radar track of planes that  
10 currently take the left turn show lines going all over  
11 the place. If they're not following the prescribed path  
12 they are -- excuse me -- they are not following the  
13 prescribed path. If the right turn is implemented, what  
14 guarantee do we have that the planes will actually go  
15 where they are supposed to?

16 MR. MEADOWS: Well, you need to keep in mind  
17 when your working with one of these little company  
18 planes, whether it be for a day, for a week, a month,  
19 there's a lot of other traffic besides, those procedures  
20 particularly the ones that there's also class of the non  
21 climate procedure that roughly near as the climate  
22 procedure, but not exactly the procedure with going to  
23 the right is not a procedure that everybody would be  
24 flying at.

25 The other thing to keep in mind, though, is

1 there are times in the world of air traffic control  
2 where an aircraft needs to be turned sooner, needs to be  
3 held at a lower altitude because of some unplanned  
4 event. These are the exceptions to the procedure but  
5 they do happen; therefore, when you see a cumulation of  
6 a 24-hour period, as an example, you will see these  
7 other lines that are not specifically down in Summerlin  
8 with the procedure.

9 MS. BREKKE: Why do we -- who do we hold  
10 responsible if they don't? What are the penalties of  
11 planes that stray off the course or don't achieve proper  
12 altitude. Thank you for the reminder to finish that.  
13 Del?

14 MR. MEADOWS: Well, there again, you showed  
15 the shaded area on both sides of the procedure as a  
16 disparaging area slightly different depending on how  
17 heavy the aircraft, what type of winds, what the  
18 passenger load is, and other factors. So not every  
19 aircraft is going to be on the exact same line as if it  
20 was drawn on the grounds. There's an area of  
21 disparagement there. What part of that does for us --  
22 the GPS navigation gives us much more of applying for a  
23 repeated track.

24 Again, not to say that every aircraft is  
25 going to follow the exact same very thin line through

1 the sky. If a pilot were to not comply with the  
2 procedure as determined by the air traffic controllers  
3 that are working that aircraft, then they will be  
4 subject to a pilot deviation which is something learned  
5 where an enforced action could be taken by the  
6 regulatory of the FAA. And unless they have specific  
7 authorization from us to deviate from a procedure or an  
8 altitude requirement, then they need to comply with the  
9 different procedure and progression.

10 MS. BREKKE: Okay. Rob, for you. The  
11 neighborhoods most impacted by the proposed procedure  
12 has a higher incidence of low income and minority  
13 household than generally found in the region. Although,  
14 the report shows this in the maps, why does the analysis  
15 only compare demographics and economic data for the  
16 entire city whether than the areas under the existing  
17 and proposed flight path to draw its conclusions?

18 MR. ANDERSON: Again, in the document, there  
19 is an analysis looking at two things which is low  
20 income, which is defined by federal government as well  
21 as minority populations. And the purpose behind the  
22 analysis is to determine if those areas -- if first --  
23 if there are areas that are designated low income who  
24 are heavily minority populations that would be  
25 disproportionately impacted by the procedure.

1           The question specifically is related to how  
2           the data was aggregated together and what was done for  
3           this analysis was to look at it on a city-by-city basis  
4           and include the census data. There is some more  
5           detailed information that is included in the appendix  
6           that was used in the analysis that goes below this city  
7           level -- what is presented in the upfront section is --  
8           which is showing the city aggregates.

9           So I think the answer to the question is  
10          that more refined, more detailed areas were looked at  
11          when we were assessing the low income and minority  
12          populations.

13          MS. BREKKE: Del, why not create a trial  
14          period of one to two weeks so that residences can  
15          experience the impact of the right-hand turn?

16          MR. MEADOWS: Well, you know, one of the  
17          things that we discussed was a request -- a  
18          recommendation to do a demonstration. A lot goes into  
19          turning on procedure, you know. There's an entire fleet  
20          of aircraft out there from various airlines to general  
21          aviation that had the database in the aircraft updated,  
22          uploaded, to be able to fly the procedure to turn them  
23          on and turn it back off is something that even if it is  
24          done it's usually done on a 180-day basis.

25          You know, the NEPA Act -- the policy allows

1 us to pass the procedure for 180 days, but at the end of  
2 the 180-day period, one of two things must happen, and  
3 that is you either use your NEPA impact or you do the  
4 environmental assessment. We chose the two and have to  
5 end it with a worst-case scenario, we chose to do the  
6 environmental assessment prior to even instituting a  
7 task test.

8 MS. BREKKE: Del, you may have answered this  
9 question, How many flights will occur each day and I  
10 think you answered that. What is the actual altitude of  
11 the flight this person is asking for, not above sea  
12 level, but above ground?

13 MR. MEADOWS: That's a good point. As you  
14 go west and, Tom, if you can calculate that?

15 And what is the surface elevation that sits  
16 on the northwest, 2,048, so the surface -- the elevation  
17 of the ground, so it is just over six and a half miles  
18 west is just over 2,000 feet. The crossing altitude  
19 just after that point as the aircraft right turns is at  
20 or above 5,000. So the fact is subtract the elevation  
21 of the terrain and puts them at 2,000 feet.

22 The thing to keep in mind is the procedure  
23 that was in place for 20 years up until 2001. The  
24 crossing altitudes was at or above 4,000. So we were  
25 able and this has a lot to do -- even in the last five

1 years of the modernization of the types of aircraft that  
2 are out there to raise that crossing altitude by another  
3 thousand feet.

4 So although -- like I said, it is 2,000 feet  
5 above the ground. It's a thousand feet higher than what  
6 the previous procedure in place was. The only thing to  
7 keep in mind, that is a minimum altitude typically and  
8 some of you saw the previous workshops where we had a  
9 simulation of ringing of actual traffic aircraft  
10 starting that turn to the left. They were already five  
11 sometimes 6,000 feet. So the at or above 5,000 -- and  
12 the absolute minimum, or in reality, with the exception  
13 of very hot days out of the 6,000, 7,000 feet and MSL or  
14 3 to 4,000 feet above the ground when they start to  
15 turn.

16 MS. BREKKE: And another part to this card  
17 and perhaps, Rob, you may be able to speak to this.

18 Is there compensation for structural damages  
19 to houses and, if there is, compensation for homeowners  
20 to soundproof their homes?

21 MR. MEADOWS: I can't really speak for the  
22 structural damage element but as far as soundproofing,  
23 sound insulation goes, the FAA has criteria that says  
24 that homes that fall within the 65 DNL which is a way of  
25 describing the noise, that homes that fall within that

1 noise level are and above are eligible for sound  
2 insulation or other types of programs. So below that --

3 MS. BREKKE: There's been a few questions,  
4 Del, that maybe we can clarify. What are the  
5 consequences for pilots who do not stay on the flight  
6 path, if you could elaborate on that?

7 MR. MEADOWS: There, again, you know, it's  
8 that air traffic and ends of the agency which is the  
9 service provider, at least of the agency, if part of the  
10 agency is the regulatory arm with pilots called flight  
11 standards. Their job is simply to ensure that pilots  
12 are trained to ensure sufficient training programs and  
13 that those pilots comply with federal aviation  
14 regulations if we or air traffic report a pilot  
15 deviation. It's processed by that regulatory end of the  
16 agency.

17 And, you know, it can resolve from anything  
18 from a letter in a file that says they were contacted  
19 about a deviation, severity up to suspension of their  
20 privileges to fly. Typically, what I found is the  
21 owner/operator of a near -- an air carrier, an airline,  
22 usually has very strict enforcement within their own  
23 organization of any pilot deviation.

24 MS. BREKKE: Del, how high would the route  
25 be at the turn at Lake Mead and would that interfere

1 with police helicopters?

2 MR. MEADOWS: Typically, the helicopters are  
3 at 3,000 feet at the highest. And that's, again, sea  
4 level which in that area puts them about 500 to 700 feet  
5 above the ground. And, typically, that's where you  
6 could see the helicopters operate between Nevada and the  
7 crossing altitude as that traffic makes the right turn  
8 line up with Lake Mead is at or above 7,000 feet,  
9 several thousand feet above those helicopters. Again,  
10 and that's the minimum altitude that they can make that  
11 traffic turn going the other direction.

12 Now, again, and simulation of the -- at the  
13 other meetings when traffic was at that seven to eight,  
14 nine mile flying discontinues from the airport was  
15 normally around 9, 10,000 feet, but the procedure itself  
16 guarantees that the aircraft will go several thousand  
17 feet above the helicopters.

18 MS. BREKKE: Okay. Another one for you,  
19 Del. In other cities like New York and Chicago, if a  
20 flight path is chosen that minimizes the number of  
21 residences effected by flying over predominately  
22 industrial areas, vacant land, and water, is it unusual  
23 to propose a procedure that direct flights over a more  
24 densely populated area, the heart of the city, of  
25 continuous residential development including malls,

1 schools, and hospitals without fully ignoring all  
2 options, is it unusual?

3 MR. MEADOWS: Well, I'm going to say first  
4 that we have looked at all options including nothing.  
5 You know, what is the result of taking no action? And  
6 the result of that is that you know we continue to  
7 stagnate the capacity of the airport. We have some  
8 folks from the airport here that I know have looked into  
9 the flow, you know, the way things are done within the  
10 airports.

11 Can any of you address whether or not or how  
12 or if changes at other larger airports like Chicago take  
13 into consideration anything in issue to what we're  
14 looking at here?

15 MR. JACQUART: Jeff, on behalf of the  
16 airport. On a noise capability plan at McCarran, we  
17 tend to focus on our land compatibility measures, then  
18 the noise contours that have already been expressed by  
19 Landrum & Brown which is the 65 contours. We really  
20 haven't looked outside of that, because that's where we  
21 are focusing a lot of our attention. I'm not familiar  
22 with what other airports do.

23 MR. MEADOWS: Okay. Thanks.

24 MS. BREKKE: Okay. Here's one for you --

25 THE AUDIENCE: We didn't hear that. What

1 was the question?

2 MR. MEADOWS: Can we take a mic back to Jeff  
3 and maybe he can answer that again?

4 MS. BREKKE: Jeff is from the Las Vegas  
5 Airport and will be answering the questions about how  
6 other cities handle --

7 MR. MEADOWS: And, particularly, he can  
8 speak to what they looked at here in Las Vegas as part  
9 of the noise mitigation. I don't know if anybody here  
10 can look at what other airports are doing.

11 MR. JACQUART: Again, the question, what has  
12 been -- what are other airports and McCarran doing to  
13 address noise capability and limiting how many homes are  
14 impacted by aircraft over flights? We, at McCarran are  
15 focusing our attention on land compatibility within the  
16 identified noise contours that have been listed by the  
17 land consultant. Now, that would be 65 or 60 noise  
18 contours. I'm not familiar with what other airports are  
19 doing beyond those contours to ensure land compatibility  
20 thresholds that have been discussed previously tonight.

21 MR. MEADOWS: Thanks Jeff. And Rob has  
22 worked --

23 MR. ANDERSON: Thanks, Del. We've done work  
24 at airports all across the country. And quite honestly,  
25 there's very few sort of easy answers in terms of these

1 compatible corridors. In concept, it sounds great.  
2 Look, there's a compatible corridor right off the end of  
3 our runway. Let's put all the aircraft there. But in  
4 reality, it very rarely, rarely happens.

5 And just to give you a bit of reference  
6 point, the question specifically asks about Chicago  
7 O'Hare. Chicago O'Hare, they have attempted to do a few  
8 things to minimize the noise, but still there remains 30  
9 to 40,000 homes within their 65 DNL contours. That's  
10 probably about -- I'm going to guess maybe seven or  
11 eight times, maybe even ten times the number of homes  
12 that are within the McCarran 65 DNL. The Chicago Midway  
13 Airport has another 10 to 15,000 homes even after they  
14 attempted to take advantage of the corridors.

15 So I guess my point is this, that it's  
16 something that can be looked at and I think the airport  
17 is trying to do that -- a capability plan, but it's many  
18 times, there's no easy answers.

19 MS. BREKKE: Okay. I have another  
20 environmental question for you, Rob.

21 MR. ANDERSON: Okay.

22 MS. BREKKE: Can anyone explain that  
23 decibels are not linear; that is, from 50 decibels to 80  
24 decibels is more than double the sound. On your charts  
25 against the wall, you show averages, can you explain a

1 little bit about decibels?

2 MR. ANDERSON: Well, the commentor just did  
3 it. It's not linear. So when you add the decibels  
4 together; for example, a 60-decibel noise level and you  
5 add another 60 decibels to that, you don't get a hundred  
6 and twenty decibels. What you get is 63. And that  
7 doesn't make any sense to me, but it does make sense in  
8 terms of law-driven, and that's how decibels are  
9 calculated. And so a doubling of noise results in a  
10 three-decibel overall increase, a ten times increase in  
11 the noise results in a ten-decibel increase.

12 So that's a hard concept for people, I  
13 think, to grasp. But, in essence, it's not linear it's  
14 law-driven. So you have to add them in a special way,  
15 and then average -- yeah -- that when you experience  
16 noise when the aircraft goes over your head, you are  
17 experiencing the aircraft noise level beginning to rise  
18 as the aircraft goes over you. It peaks and then it  
19 starts to decline. The noise level starts to break  
20 away. So it creates, in essence, like a bell curve, if  
21 you would.

22 So the noise is rising, and then it's  
23 reducing. When we are calculating the noise for these  
24 studies, we were required to use an average noise metric  
25 way of describing the noise. And it is an average. And

1 it's called DNL which is day/night average sound level.  
2 So what this does -- it's called day/night operation  
3 because it handles daytime operations differently than  
4 it does nighttime operations.

5 It averages all of the events together but  
6 those events that occur during the nighttime are  
7 penalized times ten so they get that ten-decibel penalty  
8 that I just mentioned. That's to take into account that  
9 aircraft planes at night are generally more disruptive  
10 than they are during the day and people are more  
11 sensitive to noise at night. So that's the story on the  
12 evidence.

13 MS. BREKKE: Del, here's one for you. I  
14 understand that the Air Transport Association or ATA has  
15 come out in favor of the right turn for safety reasons;  
16 is that right?

17 MR. MEADOWS: I do know that the air  
18 transport issue which is a consortium, if you will, that  
19 represents the individual or many of the individual  
20 airlines are supporting the proposal and they did cite  
21 safety in their letter of support, specifically as it  
22 relates to trying to keep up with the amount of capacity  
23 that we're dealing with and having essentially one  
24 procedure in an individual direction for all the  
25 aircraft from their perspective airplanes go one way and

1 have that capacity increase.

2 Again, from their perspective would degrade  
3 safety. They feel that adding this procedure makes it  
4 safer from an operational standpoint of the aircraft in  
5 the area in reality. But this helps the way they  
6 appraise it. In reality, the FAA is never going to  
7 compromise safeties.

8 If it were to be decided tomorrow that they  
9 are not going to make this right-turn procedure, what  
10 would suffer isn't going to be safety, what would suffer  
11 would be capacity. So we can only have, like, X-number  
12 of airplanes per hour to go in that direction and  
13 because the diversion is close enough to the airport  
14 doing this is everything goes single file, we still have  
15 a separation standard. We still have our safety  
16 standards. And, like I said, both will not be  
17 compromised. So what will be lost will be capacity.

18 MS. BREKKE: Del, here's a question that you  
19 may have answered earlier, Has North Las Vegas Airport  
20 air traffic been considered?

21 MR. MEADOWS: North Las Vegas is the air  
22 traffic control tower of North Las Vegas. In addition  
23 to this job that I have, I'm an air traffic manager for  
24 the Las Vegas Hub which includes the air traffic control  
25 facilities of all the airports in Nevada or the

1 California part of Arizona. So this is the case rather  
2 than be an issue that impacts the controllers there or  
3 North Las Vegas.

4 There are letters of agreements. There are  
5 coordination or procedures that develop to make it any  
6 problems that would be -- that would occur through the  
7 changing of any procedure. As it is with this procedure  
8 like we talked about, the aircraft are at an altitude as  
9 they get over North Las Vegas Airport with the traffic  
10 departing that airport is not a conflict.

11 MS. BREKKE: Rob, you may have touched on  
12 this earlier a little bit. But I think the question is  
13 more specific.

14 Are you aware of the effects of jet noise on  
15 health, particularly, within the flight path into and  
16 out of major airports. Would you please speak about  
17 health effects.

18 MR. ANDERSON: I'd be happy to. There's  
19 been quite a bit of study that has been done over the  
20 last 25 years on this very specific issue. And I'll  
21 start with the conclusion. And the conclusion is that  
22 it's inconclusive at this point. What we do know is  
23 that the jet noise does have impact on hypertension.  
24 It's related to increased levels of stress. Its related  
25 to aggression, irritability. There are some studies out

1 there that had said that there is speech interference  
2 and learning disabilities that are related to jet  
3 aircraft noise.

4           However, I would just say that those studies  
5 do exist and I would tend to agree with those. The  
6 issues that we come back to, though, is that it's very  
7 difficult in a scientific world to isolate the effects  
8 of the jet aircraft noise out from all of the other  
9 factors that might be going into causing somebody having  
10 increased stress. So I guess what I would say is, yes,  
11 there is links to hypertension, high blood pressure,  
12 increased stress. But to what degree, I think is still  
13 a question and there's more study that's being done on  
14 it right now.

15           MS. BREKKE: Del, here's a question, if when  
16 the weather is windy or too hot, there are different  
17 flight plans, then why can't they be kept that way all  
18 the time? Why can't they turn at Rainbow where it won't  
19 impact homes, but businesses?

20           MR. MEADOWS: Well, let's look at the other  
21 configurations, put up the slides where certain  
22 conditions would depart to the east or more to the south  
23 or than to the north.

24           MS. BREKKE: Okay. Gentleman, please, we've  
25 asked you to maintain the quorum. And, Del, would you

1 please speak up?

2 MR. MEADOWS: I'd be more than happy to.

3 MS. BREKKE: Thank you.

4 MR. MEADOWS: You know, I noticed the  
5 configurations we looked at were part of different  
6 directions. You know, obviously, it is determined by  
7 wind. It is determined by weather. The airport has  
8 grown up, let's say, in this configuration where our  
9 primary arrivals come from the east and head west.  
10 Primary departures depart southwest; that is, what's  
11 called the calm winds configuration. So if there's no  
12 weather out there that is determining a different  
13 configuration to depart to the east or to the north,  
14 this is the configuration we would be on.

15 Part of that reason is as the area around  
16 the airport has been developed, the airport, Clark  
17 County, the airport operator has spent a lot of time and  
18 money acquiring land ensuring that that land is  
19 developed close to the airport so that our primary  
20 configuration where the majority take off towards that  
21 land has been developed in a, you know -- means that is  
22 conducive to that airport noise.

23 Now, I certainly understand that the further  
24 that you get away from the airport, you run out of that  
25 land use. You know, obviously, the airport can't

1 control land used out to 10 miles away from the airport  
2 or we would all have nowhere to live.

3 If you do a 10-mile circle around the  
4 airport and said you can't have any residential areas  
5 within there, obviously, population wouldn't be a  
6 problem in the Valley. But as it is, the development in  
7 the management of that land use around the airport, over  
8 the years, over the past 20 to 25 years has been geared  
9 towards this primary configuration. There are other  
10 runways too. If you're at the eastbound runway, there's  
11 a lot of commercial property out there. But there's  
12 also a lot of residential folks in that direction that  
13 are impacted also.

14 Same thing with the south and the north,  
15 once you get close into the airport, there's a very  
16 aggressive land use program. But once you get a certain  
17 distance from the airport there's no way to control the  
18 land use beyond that point.

19 MS. BREKKE: For Rob, Which government  
20 agency determines whether an environmental assessment  
21 proceeds to an environmental impact statement?

22 MR. ANDERSON: Okay. Well, for this study,  
23 it's the FAA. They make the decision as we are  
24 discussing here.

25 MR. MEADOWS: Do you really -- why don't you

1 explain what criteria is used to make that decision?

2 MR. ANDERSON: Basically, the FAA has a set  
3 of criteria that's based on the national environmental  
4 protection that they are bound to follow and while they  
5 may be suggesting or proposing this procedure, they are  
6 also bound by this law to evaluate the procedure based  
7 on the different criteria that are entering the law.  
8 And then based on those criterias as well as the input  
9 from the public, they make the decision on the approval.

10 MR. MEADOWS: Yeah. Whether or not an event  
11 rises to the level of significance is not an arbitrary  
12 determination. It's not the agency deals all this work,  
13 goes through the process, collects all the comments, and  
14 then says most significant impact. Whether or not the  
15 events rise to the level of significance are  
16 predetermining levels that are contained already either  
17 within FAA regulations or within the law itself. So  
18 it's not like we can just look at something within the  
19 agency. There's no significant impact. The law has  
20 already been developed to make that determination for  
21 us.

22 MS. BREKKE: Rob, shouldn't the EIS be  
23 updated since the population of Las Vegas has increased  
24 significantly in the last five years?

25 MR. ANDERSON: The environmental assessment,

1 it does take into account and look at the population  
2 data from U.S. Census which is five, six years old.  
3 There are updates to the U.S. Census data and the local  
4 jurisdictions were also contacted to get information on  
5 new developments that has occurred in the area since the  
6 last study was completed. So the answer is it did take  
7 into account the increased growth in the area since the  
8 census data.

9 MS. BREKKE: Okay. Del, you've estimated  
10 that only about 30 percent of departing planes will use  
11 the right turn, but years ago when the right turn was in  
12 place over 60 percent went right, what guarantee do we  
13 have if the new right turn is depth -- is adopted at 40  
14 percent, 50 percent, 60 percent or even higher any use  
15 of that right turn as more and more planes have advanced  
16 capability?

17 MR. MEADOWS: Well, there's several things  
18 that we would need to take a look at before we include  
19 designation airports as being eligible to fly those  
20 right-turn procedures. As traffic continues to grow,  
21 the percentages stay the same, but, obviously, the  
22 numbers and aircraft increase. If we were to look at,  
23 you know, the aircraft prior to 2001, the 60 percent,  
24 you're looking at aircraft that were destined to  
25 Phoenix, Dallas/Forth Worth, airports in the southern

1 parts of the country.

2           Also, if we were to consider going down that  
3 direction, then you know we would also have the need to  
4 go through a very similar process to this because,  
5 basically, this document which ends up being finalized  
6 in one form or another contains those percentages based  
7 on projections. The reason we're doing this draft  
8 supplement because the document that was done in 2001,  
9 the original environmental assessment we have, this  
10 north departure and it's going to account for, I  
11 believe, approximately 7 percent of departures on that  
12 right-turn departure because of the changes we are  
13 making, not just modifying the procedures all the way  
14 around.

15           It's because we're changing what was in that  
16 environmental, that's what required us to do a  
17 supplement to that. So any changes in the future that  
18 would need to be done, once, again, we would either have  
19 to redo the entire environmental assessment based on  
20 those changes or those needs or to another supplement to  
21 address that specific change that we were going to make.

22           MS. BREKKE: The question --

23           MR. MEADOWS: There is an absolute guarantee  
24 if there is another change to the environmental  
25 assessment, it would go through the environmental

1 process again.

2 MS. BREKKE: Here's one. No other -- I  
3 think we have already may have answered this. That  
4 perhaps the audience will enjoy this question.

5 No other U.S. or Western Europe airport  
6 turns 180 degrees over the heart of the city, what's the  
7 matter with you?

8 (Applauses were made by the audience.)

9 MR. MEADOWS: I think you're right. I think  
10 we did answer that question.

11 MS. BREKKE: I think we did.

12 Rob, for you, and this question asked for a  
13 yes or no, and there's a follow-up to that.

14 Has the environmental assessment found no  
15 significant impact? Answer yes or no.

16 MR. ANDERSON: I'm not going to answer yes  
17 or no. I'm just going to say there are no significant  
18 impacts that have been found because I'm not sure I  
19 understand how to answer that specific question.

20 MS. BREKKE: Well, let me make a follow-up  
21 and perhaps that would shed some light on the question's  
22 intent.

23 MR. ANDERSON: Let me just say, I mean, I  
24 just want to answer the question which is there are no  
25 significant impacts that have been found.

1 MS. BREKKE: If no, then, will an EIS be  
2 prepared? If no, then what are the environmental  
3 assessments found significant impacts?

4 MR. ANDERSON: Well, as you -- as we  
5 discussed before, the document is still at this point is  
6 a draft. So it's not been finalized. Once it's been  
7 finalized and it includes all of the evaluations  
8 including all the public comments, then that document  
9 will go to the FAA and they will review that and they  
10 will have a decision. At that point they will determine  
11 whether or not there's a finding or if there are -- if  
12 they feel that there are no significant impacts or if  
13 there -- feel that there are significant impacts, then  
14 that information -- then it would be kicked into an EIS.  
15 But at this point, there's no significant impacts that  
16 have been found.

17 MS. BREKKE: Okay. Del, a question about  
18 Nellis Air Force Base. Has anyone considered asking the  
19 Nellis boundaries be renegotiated?

20 MR. MEADOWS: On one of the slides we looked  
21 at, it showed various boundaries. Obviously, one  
22 boundary, but as traffic changes and the operations  
23 changes various locations whether it be something here  
24 at Nellis, something here at North Las Vegas, or  
25 something new at McCarran. We do renegotiate -- we

1       remodify those boundaries to ensure that whatever the  
2       procedural change is the airspace boundaries aligned to  
3       that procedural change.

4               Obviously, you know, the folks up at Nellis  
5       need a suitable amount of room south of their runways to  
6       provide for their missions. And as you see the distance  
7       between McCarran and Nellis with the boundary roughly in  
8       the middle gives us the baseline to be able to  
9       accommodate traffic into both of our airports. But  
10      there are various shelves and modifications as  
11      procedures change.

12             MS. BREKKE: Okay. And this is another  
13      question unrelated to Nellis and North Las Vegas. There  
14      have already been near midairs with existing FAA traffic  
15      control, how do you propose to control over flights of  
16      North Las Vegas and Nellis traffic, not including in  
17      flight emergencies out of all three airfields. And I  
18      think you have touched on this already. Anything more  
19      you can add to that, Del?

20             MR. MEADOWS: No. To be quite honest, like  
21      I said, we provide the same level of safety in and out  
22      of all the airports. That's one thing you can have a  
23      plan on and that's an emergency. And we handled several  
24      emergencies, you know, throughout the course of any  
25      given week. The majority of the emergencies we handle

1 are a medical emergency, are on board an airline jet.

2 But don't think for a minute that aircraft  
3 wasn't given the same amount of priority as an aircraft  
4 that would have some type of mechanical emergency also.  
5 And you know our priority is to put them on the ground  
6 quickly as possible because somebody's life is at stake.  
7 You know, we have contingencies in mind. You know, a  
8 perfect example is that single question is about why  
9 can't we go further west?

10 Something to keep in mind, if there were to  
11 be an aircraft emergency, where should I go? If we were  
12 to have an aircraft depart Las Vegas on the existing  
13 procedure to make a left turn and that aircraft lost its  
14 right engine, there is better than average chance that  
15 that traffic -- that even though the procedure goes left  
16 is going to make a right turn.

17 It's extremely difficult for a jet to turn  
18 left if it only has a left engine. So it's going to  
19 turn back to the airport, most likely a right turn to  
20 continue inbound to land, and we handle it just like any  
21 other type of emergency.

22 MS. BREKKE: Okay. Rob, will the weather  
23 affect noise?

24 MR. ANDERSON: Yeah. The weather will  
25 affect noise, probably with the most noticeable affect

1 that weather has when you have a low cloud cover, noise  
2 will reverberate off of the cloud layer and be sent back  
3 down. There are other meteorological conditions that  
4 can move noise, wind, for example, if it's a  
5 particularly windy day, then below the noise and that  
6 direction. So, yeah, it can.

7 MS. BREKKE: Del, a question that you have  
8 already answered but there's a little more -- I'm not  
9 sure if we answered it already. The question is, How  
10 frequently will flights fly overhead? And we did answer  
11 that.

12 What time of day? Twenty-four hours?  
13 Daytime or what?

14 MR. MEADOWS: Yeah. I mean, the airport  
15 continues to operate 24 hours a day. I can tell you  
16 that the majority of our traffic including our last  
17 departure of the evening that that last push of  
18 departure for each day usually ends 11:30 to 12:15.  
19 And, you know, we have another morning departure push  
20 that starts around 7:00 in the morning. Keep in mind  
21 that talking about schedule, there are other aircraft  
22 that operate in this valley that fly not on procedure,  
23 they fly by additional flight rules on their own  
24 navigation.

25 MS. BREKKE: Here's a follow-up question on

1 an earlier question about -- Wouldn't a trained pilot in  
2 a modern plane be able to come reasonably close to the  
3 proposed flight path, at least close enough for us to  
4 get a good idea, Del?

5 MR. MEADOWS: Well, like I said, there were  
6 many other things that went into determination. The  
7 problem is -- with saying that, yeah, you could get  
8 pretty close if you have somebody that lives a quarter  
9 of a mile east of where that aircraft goes and it is  
10 during the demonstration. And now that pilot or that  
11 aircraft is that people looked up and saw the aircraft  
12 was a quarter of a mile and I'm now very, very upset  
13 that the aircraft is now directly overhead.

14 The demonstration that we want to be able to  
15 provide is what is the noise like at various reference  
16 points throughout the procedure. And that's why we made  
17 those points available because we can tell you exactly  
18 where those planes are going. So if you live  
19 approximately nine miles on the new procedure, the  
20 reference points would be approximately nine miles on  
21 the existing procedure and you can go sit directly on to  
22 the flight path and see what the worst case is like.

23 MS. BREKKE: Okay. This one is for you,  
24 Rob. The document, can we have copies? Or are we only  
25 allowed to look at documents? We want to access it.

1 MR. ANDERSON: The document is on the Web  
2 site. If you can access the Web site, you can download  
3 it from there. Otherwise, there's a couple of different  
4 locations and you're welcome to look at the documents  
5 here to find those locations. If you don't know where  
6 it is at -- and you can make copies usually of sections  
7 that you would want. You could theoretically make  
8 copies of the whole thing but the Web site is probably  
9 the best option.

10 MS. BREKKE: Do you have the Web site up?  
11 We'll put it up on the screen.

12 MR. ANDERSON: We're going to put it up on  
13 the screen. The media throughout the process and gave  
14 it out at the previous meeting. If you didn't get it,  
15 we will up put it up on the screen.

16 MS. BREKKE: While that's coming up, Del,  
17 what exactly is the technology improvement to our -- has  
18 been made -- that has made it better in the last few  
19 years?

20 MR. MEADOWS: Well, there are several  
21 components of the specific piece that became more  
22 advantageous to us is the distance it takes to make a  
23 turn. There's a minimum distance from which one waive  
24 point to the beginning of a turn radius to the end of  
25 the turn radius. And, I mean, I'm going for, say,

1 eight, nine months ago as recently as that the most  
2 recent that reduced that distance once again. And we  
3 are at the extreme minimum of the distance turning angle  
4 from the time we begin to the time we roll out of the  
5 turn.

6 And, again, that's what technology evolves.  
7 You know, that turning radius decreased further. But  
8 until we got to this point -- it was really the first  
9 time we could take advantage of it, the first couple  
10 changes that any evolution that would have, basically,  
11 the aircraft would have officially had to fly over the  
12 top of Nellis Air Force Base before it could roll out of  
13 the turn. So that's the biggest change, the biggest  
14 benefit in the procedure.

15 MS. BREKKE: Okay. Another one for Rob.

16 As an airline captain, if an emergency  
17 situation arises after takeoff, we're required to dump  
18 fuel to land with the least amount of fuel critical for  
19 risk of exploding and structural weight limits.

20 Therefore, what environmental studies have been done to  
21 ensure the safety of the neighborhood that would have  
22 thousands of pounds of jet fuel dumped over them?

23 (Applauses were made by the audience.)

24 MR. ANDERSON: There's -- obviously, if  
25 there's an extreme situation like that, safety is the

1 first and foremost issue that is being dealt with.

2 That's why the pilot would do that. I will mention that  
3 not all aircraft has the ability to dump fuel in the way  
4 that you think they would just open it up.

5 In fact, they have to just fly around if  
6 they can burn off fuel. If they have that luxury, they  
7 will just fly around. A case in point, I think many of  
8 us watched it on at LAX when that aircraft flew around  
9 for hours and we all sat there and watched it on TV  
10 waiting for it to land. If it could have dumped fuel,  
11 it would have, but it did not because it couldn't. So  
12 only certain aircraft actually dump fuel.

13 Now, as far as specifically how that's  
14 included, that specific condition is hopefully and very,  
15 very rare. And that, number one, you have a situation  
16 where they have to dump fuel; that the aircraft can dump  
17 fuel and that they would have to dump it over a  
18 populated area. So, therefore, it's not included  
19 specifically in the study; although, it is something  
20 that is a concern of many people and I can understand  
21 that concern.

22 MS. BREKKE: Okay. Del, another one. At  
23 John Wayne Airport, a maximum rate of climb is used for  
24 noise abatement followed by a power reduction. Why  
25 can't a maximum rate of climb be used in Las Vegas to

1 make a right turn and a higher above ground level?

2 MR. MEADOWS: Well, we can combine a couple  
3 things in this procedure. Not only did we increase the  
4 climb rating above the standard rate to get that higher  
5 altitude as we began the procedure, but we also reduced  
6 the air speed to help the aircraft be as high as  
7 possible with a minimum amount of power. We combined  
8 all those things. Number one, to enable as many  
9 aircraft as possible that had the equipment on board to  
10 fly the procedure and still capture that higher altitude  
11 and that lower speed. So we combined some of the best  
12 things of what Clark County was doing when we designed  
13 this procedure.

14 MS. BREKKE: All right. Rob, for you.

15 Do you consider the improved environmental  
16 conditions over the southwest part of the Valley as part  
17 of the environmental impact study?

18 MR. ANDERSON: Well, yeah, the environmental  
19 assessment does look at the changes in noise level and  
20 the changes in the DNL contours. And it shows the areas  
21 where there are decreases in noise and areas where there  
22 are increases in noise. So both are taken into account  
23 into the study.

24 MS. BREKKE: Del, are commercial airliners  
25 legally allowed to fly over hospitals at the flight path

1 altitude?

2 MR. MEADOWS: Yes. And something to keep in  
3 mind. A lot of people have increased concern about the  
4 hospitals, the schools, everything. Like I showed or I  
5 hope we showed in a lot of the slides is it doesn't  
6 matter what direction these aircraft go. If they are  
7 going to be over residential areas, commercial areas,  
8 schools, hospitals, anywhere in the Valley. It's simply  
9 because the Valley is a contained area inside the  
10 mountains. And these things are going to happen.

11 What everybody needs to take into  
12 consideration is we're not just talking about the  
13 airplanes in and out of Las Vegas. There's an  
14 additional 5,000 aircraft a day that over fly this  
15 valley, and those are the aircraft going to and from the  
16 only place to other destinations and, granted, they are  
17 at higher altitudes. But these are other aircrafts that  
18 over fly these areas we have identified.

19 MS. BREKKE: And this is kind of along those  
20 lines. Whose criteria says planes cannot continue west?  
21 What would it take to change the criteria?

22 MR. MEADOWS: As I think we showed on that  
23 slide, the FAA's criteria and the FAA is charged with  
24 designing the standard, the criteria, to provide the  
25 level of safety necessary for everybody that flies in

1 the North or arrives in an airplane. And that level of  
2 safety requires that ratio of 40 to 1, initial climb  
3 area free of obstructions, free of terrain and because  
4 of that criteria is why we can't go further west.

5 MS. BREKKE: Okay. Rob, Las Vegas is  
6 already struggling to meet air quality standards. You  
7 stated that this plan was exempt from considering air  
8 quality effect.

9 Does this affect Las Vegas with increased  
10 liability for the reduced air quality?

11 MR. ANDERSON: If I understand the question,  
12 meaning does it -- does the liability of Las Vegas -- I  
13 don't think it increases the liability of Las Vegas. I  
14 think all I was saying is that there are certain types  
15 of actions that the Clean Air Act and FAA orders has  
16 deemed are exempt from assessments. And the reason that  
17 they have done -- that these are exempt because they  
18 have been shown time and time again to not have a  
19 measurable or significant impact on air quality.

20 So it is true that Las Vegas like many other  
21 metropolitan areas in the country is not a team which  
22 means their under some requirements to reduce air  
23 pollution and certain types of projects have limits on  
24 the amount of pollution that they can emit because of  
25 that standard or because they are not -- because it's

1 not a terrain. But this is not one of those types of  
2 projects that triggers that.

3 MS. BREKKE: Okay. Del, you stated that two  
4 days -- or perhaps this was you Rob, I'm not sure. You  
5 stated that two days were set to determine the number of  
6 aircraft that would be making right turns. What days of  
7 the week were these studies done?

8 MR. MEADOWS: Now, both of those were  
9 phrased differently than how I said it. What I said is  
10 we looked at two different days to take a snapshot.  
11 Now, many, many days were determined what the percentage  
12 was going to do which is what 30 percent came from in  
13 this document. The snapshots which was the bulk of them  
14 was on a Thursday which is historically our second  
15 busiest day of the week. Sunday is our first busiest,  
16 and then Thursday and then everything else is a close  
17 third through seventh.

18 SPEAKER ONE: Along those lines, how many  
19 flights did you say there were a day out at McCarran?

20 MR. MEADOWS: On both of those days that we  
21 checked, there were just over 800 departures a day. We  
22 were almost between 1,700 and 2,000 operations at the  
23 airport. But as far as departures at the airport on  
24 those two days, there were just over 800 and each of  
25 those days that our aircraft would have been eligible,

1 it would have fallen into the protocol and able to fly  
2 the new procedure which is over 200 a day. So  
3 30 percent of the 800.

4 SPEAKER ONE: So 30 percent of the day?

5 MR. MEADOWS: Well, yeah, we're looking at  
6 25 percent on those two snapshots a day. Like I said,  
7 the broader picture is 30 percent taken into projections  
8 that are in the document that are in the draft.

9 MS. BREKKE: Okay. Rob, for you.

10 Were the noise readings indicated in the  
11 study actual readings following computer estimates?

12 MR. ANDERSON: There were -- as I mentioned,  
13 I think probably the first question, there were noise  
14 measurements that were done which is actual readings.  
15 It's an actual noise meter and so it would be recording  
16 the actual noise from the aircraft.

17 MS. BREKKE: And second part of that  
18 question. And I'm not sure which of you will answer  
19 this. When -- aircraft followed the departure  
20 accurately, should noise monitors be located under the  
21 proposed ground track?

22 MR. ANDERSON: Yeah. They -- and it should  
23 be noise monitors installed under those. I think that's  
24 probably more of a question for the airport. I think  
25 the airport -- I'm not sure if the airport has a

1 monitoring system or not. But, you know, I really can't  
2 answer that question right now.

3 MS. BREKKE: All right. Let's go to this  
4 one. Del, why can't more flights --

5 MR. ANDERSON: Hold on one second. I guess  
6 I'll try to answer it in this way is that the noise  
7 measurements that were taken were taken in the areas  
8 where the -- where the path will be. So the  
9 measurements that are in the document were indicative of  
10 where the aircrafts are going to be located with the  
11 proposed action, if that answers it better.

12 MS. BREKKE: Del, why can't more flights go  
13 due south between Death Valley and Las Vegas where the  
14 population is sparse?

15 MR. MEADOWS: Between Death Valley and Las  
16 Vegas. So I mean, if I understand the question  
17 correctly, I mean, the problem simply is that we don't  
18 determine what the aircrafts' destinations are.  
19 Certainly, all those that are going to a destination in  
20 the California L.A. Basin, those that are going to  
21 Phoenix, Albuquerque, all those aircraft that are going  
22 to land in Seattle. All those aircraft in its  
23 configuration do go south.

24 The procedure is specifically to address  
25 those aircraft who have a departure destination in the

1 other parts of the country, you know, northeast of Las  
2 Vegas. We don't determine where the aircraft  
3 destinations are.

4 MS. BREKKE: Okay. Del, can we request the  
5 aircraft fly at the maximum elevation as their minimum?

6 MR. MEADOWS: Well, one of the things that  
7 was taken, like I said, into consideration is, you know,  
8 we could make a higher crossing altitude as an example.  
9 Let's say to the point of extreme. Let's say at the --  
10 at or above 5,000 feet for the location, now we made  
11 that crossing altitude at or above 10,000 feet. There  
12 may be two aircraft in the fleet that are not able to  
13 fly that procedure. On the other end, let's say we make  
14 it at above 4,000 where it used to be.

15 Now, certainly, everybody can fly it, but  
16 we're not looking at, you know, going back to a  
17 procedure that we had issues with before. So by raising  
18 the altitude of that initial crossing restriction, you  
19 know, we address the issue we had of the underlying  
20 traffic which is the helicopters, the visual flight  
21 rules operations. But generally, the aircraft that we  
22 are flying out there in and out of North Las Vegas is in  
23 transition, in the Valley.

24 Those types of things -- but it still gives  
25 us a comfortable altitude that allows the number of

1 aircraft that we want to fly the procedure to be able to  
2 fly the procedure. The higher we raise that crossing  
3 altitude, the less benefit from the proposal.

4 MS. BREKKE: There are several questions  
5 that I believe do not follow under the purview period of  
6 time, the FAA. So I will mention that many of you are  
7 asking about the new proposed airport to the west out in  
8 Jean, Nevada. And I understand that is a proposal that  
9 it's not the FAA who determines where airports go and,  
10 therefore, I don't believe it would be inappropriate for  
11 the FAA to discuss that at this point. Many of you are  
12 asking about that airport, so those questions really  
13 need to be directed to the airport.

14 MR. MEADOWS: And would somebody from the  
15 airport care to answer that, Mike?

16 MS. BREKKE: You know, several of the people  
17 asking, you know, how would that increase capacity? How  
18 would that change what the FAA proposal is?

19 MR. LOGHIDES: Hi, my name is Mike Loghides  
20 from the airport. I'll try to answer. There are  
21 several questions around. How would the new airport  
22 affect capacity at McCarran? Was that --

23 MS. BREKKE: Here's one of the questions. I  
24 mean, I have several of them here.

25 Is the airport moving to Jean and can we

1 live with just the left turn until then? Has the FAA  
2 started plans to make a new airport?

3 MR. LOGHIDES: Let me answer that. McCarran  
4 is not moving. We will open another airport and you  
5 want to call it the Jean. It's between Jean and Primm,  
6 down in the Primm Valley, and that will provide  
7 additional capacity to the capacity at McCarran. As my  
8 colleagues in the FAA will talk about capacity in terms  
9 of how many flights per day, per hour, we look at it in  
10 terms of passengers. When we get to somewhere between  
11 53 and 55 million passengers, McCarran won't be able to  
12 handle them anymore.

13 Whether there's more flights or less  
14 flights, it won't matter, we won't be able to handle it  
15 anymore. The remainder -- anything above that, any  
16 demand beyond 53 to 55 million passengers for the year  
17 will go to the other airport. So McCarran won't go away  
18 but the other airport becomes a supplement to McCarran.  
19 Can we wait until then? We just started the  
20 environmental impact study for that project. We  
21 probably won't be able to -- we're probably going to  
22 need that airport if the growth keeps going the way it  
23 has been in the last few years, we would need that  
24 airport around 2013, 2014.

25 Given the situations we're in right now, we

1 probably can't open until 2007. I don't think we can  
2 wait until 2017. Why some people in the Valley who  
3 simply don't want to wait that long. I hope that  
4 answered that question.

5 Is there another one, Elly?

6 MS. BREKKE: That was generally it. There  
7 are some other questions about capacity as to how this  
8 and maybe that's more appropriate for Del or I'm not  
9 sure, Mike, but how would this right turn increase  
10 capacity at McCarran?

11 MR. MEADOWS: Well, as a representative of  
12 the airport I would like to address, again, the  
13 passenger piece of the impact. And then I'll talk about  
14 the operations.

15 Well, in terms of people, the right turn, it  
16 doesn't allow more passengers to depart or to arrive,  
17 but it certainly allows more operations to occur if you  
18 turn some aircraft right and you turn some left. And  
19 you don't have a tie in waive point that you now call  
20 roper but on your slides shown as High Dell (phonetic)  
21 where you have two final departures and one night  
22 departure, all meeting at a waive point several miles  
23 away from the airport.

24 If some of those aircraft go to some other  
25 waive point you're going to increase capacity. The

1 studies we've done indicate that right now it's costing  
2 us about 5 to 6 percent of our capacity. And if you  
3 keep that percentage and the number of operations goes  
4 up, the difference between the two gets much bigger.

5 MR. MEADOWS: Sure. And there, again, from  
6 -- that's the passenger component and having the  
7 existing procedures the way they are, all going to a  
8 single point out of the airport has that impact on the  
9 passengers. From the operations standpoint, the number  
10 of aircraft operations, the percentages are very  
11 similar. If we continue to have everything going to a  
12 simple point as the number of the amount of traffic  
13 increases even further, then we have more delays  
14 proportionate to the increase in traffic.

15 The short version is if you can -- if you  
16 can vision that you have a standard distance between two  
17 aircrafts at any given time and that's what's required.  
18 And those are the two aircraft taking off from the  
19 airport and have to keep that standard distance through  
20 the first 10, 15 miles of their flight till they get to  
21 a point southwest of the airport. If you take that and  
22 back it up closer to the airport where we're proposing  
23 that. As these two aircraft going south have to do it  
24 this way so it lines up with these folks.

25 As these two aircrafts make this turn, for

1 every two of these, I can have one more in the middle  
2 that's going this way. So the short version is and  
3 that's where the third essential comes from in our  
4 busiest traffic periods of the day that change in  
5 airspace makes it 33 percent more efficient because I  
6 can have -- for every two airplanes doing this, I can  
7 have one more in the middle that's going this way.

8 MS. BREKKE: Rob, here's a question about an  
9 endangered species.

10 How are you going to protect the endangered  
11 desert tortoise?

12 MR. ANDERSON: Well, I think there is some  
13 underlying history with the --

14 MS. BREKKE: Well, I think if you can  
15 address endangered species.

16 MR. ANDERSON: Yeah, I will just deal it  
17 with it in general. Endangered species was looked at,  
18 generally, the impact to endangered species deal with  
19 direct impact. So you're taking actual habitat from  
20 them with some sort of development project. Noise --  
21 unless it was extremely high levels of noise would not  
22 be an impact on endangered species.

23 SPEAKER TWO: (Inaudible.)

24 MS. BREKKE: What was your question, sir?

25 SPEAKER TWO: (Inaudible.)

1 MS. BREKKE: I think I have that. You  
2 haven't heard it yet. I have lots to go through and I  
3 think I will be getting to that one. I will look for it  
4 specifically.

5 Del, what federal aviation regulations  
6 precludes an aircraft from flying a visual flight rule  
7 departure on the proposed new route?

8 MR. MEADOWS: Well, the proposed route is an  
9 instrument. Obviously, anybody at any time could say  
10 they want to fly a visual flight rules? And for those  
11 of you who aren't familiar with the term, now, A visual  
12 flight rules means that they provide their own  
13 separation. The nice thing about Las Vegas and those  
14 large airports is the airspace has some levels of  
15 restriction to protect the primary user which is the air  
16 carrier or the instrument flight rules, generally,  
17 aviation jet or aircraft.

18 So if an aircraft -- as an example, one  
19 wanted to fly this route in visual flight rules is they  
20 could. They could do it today. They could tomorrow.  
21 They always have been able to, provided we can get  
22 approval based on traffic. Like I said, the air traffic  
23 ends of the agency is the customer service arm. For  
24 instance, we are the service provider to the people  
25 flying the aircraft, owning the aircraft and riding in

1 the aircraft. Those are our customers.

2 Any pilot, any aircraft that wants to fly  
3 from Point A to Point B can do so however they choose  
4 under visual flight rules, under VFR rules. The only  
5 restriction to that is we would keep them from doing  
6 that if traffic were going to be impacted by their  
7 request. So today, tomorrow, next week -- five years  
8 ago, an aircraft can take off from Las Vegas and make a  
9 right turn as being the far route as long we didn't have  
10 some other traffic that would preclude us from approving  
11 it.

12 MS. BREKKE: Okay. Rob, during hot Las  
13 Vegas days with very high density altitude, will the 40  
14 to 1 rule still apply? Will we have -- when they're  
15 performing the aircraft to make right turns at a much  
16 lower above ground level for you?

17 MR. MEADOWS: The 40 to 1 rule applies in  
18 all weather conditions. That is the standard. That is  
19 the minimum. And the reason 40 to 1 -- like I said  
20 earlier, there may be some aircraft, there are some  
21 aircraft that can make that climb. But that is our  
22 baseline. The FAA baseline for the development of any  
23 terminal instrument procedure, because no matter what  
24 the density altitude is, no matter what the aircraft  
25 type is, no matter what the temperature is outside, all

1 aircraft can conform to it; therefore, that is our  
2 minimum. That is the point that we can build a  
3 procedure and know that it is safer on the aircraft.

4 MS. BREKKE: Sir, let me know if this is the  
5 question that you were asking about. I can't read that  
6 -- of the road on a straight-out departure, what -- this  
7 is the word I can't read. Something various would allow  
8 greater than six point five miles, ten degrees, eight  
9 point five.

10 SPEAKER TWO: (Inaudible.)

11 MS. BREKKE: So the question is written  
12 here, Del, for clarification for you.

13 On the straight-out departure, what would  
14 allow greater than six point five miles such as six  
15 point one before it turns such as 10 degrees, 20 degrees  
16 30 degrees, 45 degrees?

17 MR. MEADOWS: Essentially, six and a half  
18 miles distance. Nothing less than 80 to 90 degrees.  
19 Either a left turn or south or right turn all the way  
20 north.

21 Is it going to preclude or is it going to  
22 enable you to go beyond that six-and-a-half mile point?  
23 It doesn't matter what you do off the airport if you're  
24 30 degrees on either side of that center line, you're  
25 still going to be about six and a half miles on that

1 terrain which becomes a factor.

2 MS. BREKKE: Okay. I have had a request for  
3 a break. Our court reporter do needs a break and is  
4 required to have a break. So I would ask -- I have many  
5 more of your questions. We're prepared to continue. So  
6 if we could please just come back here in 10 minutes at  
7 the most. Then we will continue this dialogue with you.

8 (A short recess took place off the record.)

9 MS. BREKKE: We'd like to reconvene. We're  
10 going to start in about 30 seconds. I'm going to ask  
11 everybody to please take their seats. We are going to  
12 continue and get through as many questions in before the  
13 next half hour and then we're going to start out with  
14 this question.

15 A number of options may exist that would  
16 mitigate the impacts of air traffic for people living in  
17 the current and proposed flight path given the concerns  
18 of the community, does the FAA consider prudent to  
19 implement this procedure without further study?

20 MR. MEADOWS: Part of the alternatives in  
21 the document including the do-nothing. Alternatives are  
22 all considered. We've looked at every proposal, every  
23 alternative we can come up with. In other words, an  
24 additional alternative that included expanding this new  
25 proposed departure procedure to include those aircraft

1 that is going to take off southbound at the southbound  
2 runways. So, I mean, we looked at ways that we're going  
3 to anywhere from the existing 30 percent to as much as  
4 40 to 45, percent even back to the old 60 percent.

5 But keep in mind what we're after here, what  
6 we're looking to do, what we need to do is to develop  
7 the procedures that utilize the airspace to keep up with  
8 that capacity, what the demands of the airport. So any  
9 proposal, any alternative that's out there, any option  
10 that they're going to give us, and we're going to look  
11 at all of them and we are going to find the one that  
12 gives us what we need to keep up with that capacity.  
13 And, you know, going -- and I'll be honest with you,  
14 going straight west, that would work. That would have a  
15 lot of benefits before everybody starts getting happy.  
16 Remember, we can't do it because of the procedural  
17 requirements to build this instrument procedure.

18 If we didn't have those mountains out there,  
19 going straight west would work, but because of the  
20 airport geometry, the way the runways are laid out,  
21 because of where the terrain is and the other airports  
22 and Nellis, for them, we think we have looked at every  
23 alternative. We have part of the comment process, part  
24 of why this environmental, why this proposal is open for  
25 public comment is because maybe somebody out there has

1 an idea that we didn't look at.

2 And you know these things aren't just  
3 dismissed that we haven't looked at it is viable,  
4 accomplishes what we need to do and is within the  
5 constraints of our procedural development, then, we  
6 would reconsider.

7 SPEAKER THREE: What happened with that?

8 MR. MEADOWS: I felt -- well, the  
9 alternatives in the draft document do nothing,  
10 obviously. Go further west which we can't do. Turn  
11 sooner which, there, again, it doesn't enable the  
12 aircraft to get to a high enough altitude within the  
13 confines of our airspace. Keep in mind, like I said,  
14 although they've reduced that turning radius to complete  
15 that 180-degree turn within the GPS procedural criteria,  
16 we still have to gain that altitude. So it's got to be  
17 sufficiently flying miles to gain that altitude.

18 The other thing that we have to take into  
19 consideration is the land uses, the development of that  
20 land out there which was, you know, specifically  
21 developed with that extension to the north to continue  
22 to contain the departures of the airport. Now, you  
23 know, the other options are depart east all the time.  
24 Well, our capacity departing east all the time is not as  
25 high as it is in this configuration. This configuration

1 departing south, departing west, landing east to west  
2 and heading north to south, all simultaneous capacity.

3 And like I said, that's an airport capacity  
4 issue. The way the runways are laid out, that gives us  
5 the highest airport capacity. So the next thing we need  
6 to do is to get through, make the airspace as efficient  
7 as possible to make sure that we can gain or recognize  
8 capacity of the airport in that configuration.

9 For short periods of time, we can go to  
10 these other configurations, if we go to a north  
11 configuration like when we are departing east and  
12 landing north. And like I said, it's driven by weather,  
13 typically temperature, wind, other weather conditions.  
14 We have to reduce the arrival and departure rates at the  
15 airport because we can't land and depart as many planes  
16 per hour in those other configurations as we can in this  
17 one.

18 So if somebody somewhere will go to these  
19 nonpreferable configurations, these alternative  
20 configurations, someone is sitting at another airport  
21 because we have to lower our acceptance rate.  
22 Departures going somewhere else are sitting on the  
23 ground taking a delay because we can't maintain that  
24 same departure operation per hour and there's other  
25 configurations.

1 MS. BREKKE: Okay. I have a few questions  
2 here which I think, Del, you may want to call on the  
3 airport folks to give you some input on these. And a  
4 couple of these have to do with property.

5 Has the property value affect of the  
6 proposed term and how the new flight plan impact the  
7 property values of our homes in the flight path? Make  
8 sure you answer from other cities that have rerouted  
9 traffic.

10 MR. MEADOWS: I can say that it's not part  
11 of the environmental process and we have not done  
12 anything in that regards. I don't know if the airport  
13 has or not. No. They're shaking their head they have  
14 not either.

15 MS. BREKKE: And here's another question,  
16 Del, that might also need some input from the airport.

17 What would the outcome be if the right turn  
18 is not applied? What would that do to the number of  
19 flights, the number of passengers, the delays?

20 MR. MEADOWS: As the demand for the airport  
21 grows and even with the existing demand, we run into  
22 delays because you know that visual I tried to give you  
23 about one airplane in the middle for every two this way.  
24 We've experienced departure delays in this  
25 configuration. It varies from day to day but we have

1 certain periods of the day where you have a large demand  
2 for departures, Las Vegas being tourism driven, we've  
3 also get a lot of airline traffic whether the corporate  
4 jets or privately-owned jets, traffic that comes in for  
5 various events, conventions or what have you.

6 So Sunday afternoons as an example is an  
7 extreme departure period from about 10:30 in the morning  
8 until about 3:00 or 4:00 in the afternoon. We run into  
9 departure delays during that period because everything  
10 has to come off in trail going that way and by  
11 increasing that departure rate by 33 percent during  
12 those periods giving us that extra aircraft between  
13 departures going left. We can reduce those delays and  
14 keep up with the continued growth of the airport for  
15 some period of time.

16 MS. BREKKE: One of the questions that was  
17 asked of us during break which I don't have written  
18 down, but perhaps, Rob, you could confirm this.

19 I was asked what are the time frames for our  
20 process, after the comment period closes on March 14th,  
21 what happens next?

22 MR. ANDERSON: I think there was a slide  
23 actually in Del's presentation that showed that. I  
24 don't have those dates right here in front of me, Del.

25 MR. MEADOWS: After the comment period

1 closes March 14th, the comments are reviewed. The  
2 decision will be made in June of this year when a  
3 finding in those significant impact is determined or  
4 whether determination is to do an environmental impact  
5 statement.

6 The next step in an environmental process --  
7 if a finding of no significant impact is identified,  
8 then we would be scheduled to implement in September of  
9 this year. If there is an EIS -- if there is  
10 significant impact identified through this process, then  
11 the EIS would need to be done and it would be a longer  
12 period of time. I can't speak how long an EIS would  
13 take.

14 MS. BREKKE: And another question that was  
15 asked was, Are your slides available? Are these slides  
16 you have shown us, will they be on the Web site?

17 MR. MEADOWS: They're available on the draft  
18 document.

19 MS. BREKKE: So you're saying they are  
20 included on the draft document which is on the Web site?

21 MR. PETRAKIS: The majority of them are on.

22 MS. BREKKE: So the Web site that was given  
23 to you earlier, you have access to all this information.

24 Del, I'm not sure if you can answer this.  
25 But the question is, What areas on the map are and will

1 be in the six point five DNL level that may need and be  
2 eligible for sound insulation? Again, maybe that's a  
3 question for the airport.

4 MR. MEADOWS: That's an airport question. I  
5 think it's 65 DNL.

6 MR. PETRAKIS: Yes, 65 DNL.

7 MR. ANDERSON: Whoever asked that question  
8 if you want to come up after the meeting and look at the  
9 map, you're welcome to do that. The maps are in the  
10 document and they clearly show the 65 DNL and it shows  
11 where it increased and where it increases and decreases  
12 as a result of the project.

13 MR. MEADOWS: Essentially, the 60 and the 65  
14 DNL are all within that CMA, an area designed to have  
15 land uses developed for -- to be conducive to airport  
16 noise. Once you're outside the CMA, and I believe in  
17 all parts of the Valley, you're outside the CMA, you're  
18 outside the 60 DNL area.

19 MS. BREKKE: Here's a question for Rob.

20 How much will pollution at McCarran be  
21 reduced by more efficient departures?

22 MR. ANDERSON: Well, I don't know to be  
23 honest with you because the -- as I mentioned the  
24 analysis was not done and in looking at the specific  
25 change because it is on the exempt list, so I don't have

1 an answer for that.

2 MS. BREKKE: Here's another one for you,  
3 Rob.

4 Why is jet pollution and air quality  
5 problems exempt from the Clean Air Act? How is that  
6 possible since it's more toxic?

7 MR. ANDERSON: The -- what you're looking at  
8 in terms of an analysis is the change in what's going on  
9 today versus what would happen as a direct result of the  
10 action, whatever the proposed action is. And what they  
11 found over numerous years of study, these types of  
12 changes, that flight route changes in of themselves of  
13 this nature do not create significant impacts in air  
14 quality or air pollution. There might be minor changes  
15 in the locations of where the aircraft are flying but  
16 the overall air quality of the area is not affected.

17 It's not increasing the number of flights.  
18 It's just there is a little bit different routing --  
19 anything above 3,000 feet also is above what they call  
20 the mixing level as the aircraft AGL, the pollution or,  
21 you know, the what's being in front of the aircraft  
22 starts to mix and is no longer in effect.

23 SPEAKER FOUR: (Inaudible.)

24 MR. ANDERSON: As I said, it would only be  
25 about 2,000 feet over us. As I said -- well, at

1 different points along the routes they are going to be  
2 at different altitudes. But these types of procedures  
3 have been shown not to have a significant impact,  
4 significant change in air quality, air pollution.

5 MS. BREKKE: Del, this question asks for a  
6 clarification. Using the numbers in the November  
7 example, doesn't that result in an average of one plane  
8 every ten minutes, 24 hours a day?

9 MR. MEADOWS: I don't know. You got a  
10 calculator?

11 MR. ANDERSON: Del, let me help you on this  
12 because the gentleman asked me the question before. He  
13 just wanted it stated that instead of 30 percent in  
14 using your days that you saw that you were looking at in  
15 November, he wanted to know what did that mean? What  
16 was really in numbers and then he added the time.

17 MR. MEADOWS: Yeah. As we stated earlier  
18 the November example, if I go back to that snapshot  
19 would have been 211 planes for that day. Now, what that  
20 comes out per minute or how many minutes divided over 24  
21 hours. How can I say that?

22 SPEAKER FIVE: It goes out to ten an hour.  
23 It's one every six minutes. It's very easy math. It's  
24 not complicated.

25 MR. MEADOWS: So keep in mind --

1                   SPEAKER SIX:  -- 7:00 a.m. -- that's  
2  17 hours divided into 200 by 24.

3                   SPEAKER SEVEN:  Five minutes means it would  
4  be more but it's not less.

5                   MR. MEADOWS:  And the good news is the  
6  people that live under the proposed right turn will only  
7  be getting half as much as the people that live in the  
8  rest of the Valley.

9                   MS. BREKKE:  Del, this may give you an  
10 opportunity to clarify the FAA's role a little bit in  
11 this question.

12                   Why not implement plane-pooling, like  
13 car-pooling where only planes greater than half full are  
14 allowed to take off or land.  This would eliminate the  
15 need for the right turn traffic only.

16                   MR. MEADOWS:  Actually, that's a pretty good  
17 idea if we had HOV procedures.  Yeah.  Like I said, the  
18 FAA, even the regulatory arm of the FAA does this to  
19 ensure safe and efficient air transportation to the  
20 public.  We don't decide or have any role in the  
21 decision of where an airport is located, what hours it  
22 operates, what airlines want to fly there, how often,  
23 and when?  All we do is we provide a safe service for  
24 anybody that wants to fly to and from, in this case, Las  
25 Vegas.

1 Same thing in Chicago, when the plane lands,  
2 we are there to make sure that people get to and from  
3 their destination. Everything else is part of, you  
4 know, the great American pastime of the economy we live  
5 in and its commerce. And that's exactly what it is. If  
6 one airplane a day wants to fly in here, we're going to  
7 make sure it gets to do it safely and close to on time  
8 as possible. If a million airplanes a year want to fly  
9 in and out of here, it's our job to make sure that they  
10 get through that safely and as close to on time as  
11 possible.

12 MS. BREKKE: Let me just say this, as we're  
13 getting too close to winding down. I have many, many  
14 questions. Some of them may have been answered not  
15 exactly as you wrote them, but generally. In addition,  
16 I received many papers about that don't really have  
17 asked a question but are statements of your input. And  
18 I do want to reiterate that every piece of paper that we  
19 receive today will be entered into the record. So if  
20 you don't hear your question, rest assured that I have  
21 attempted to answer or pose as many questions as we  
22 possibly could for -- we're about 10, 12, 15 more  
23 minutes, okay?

24 Let's see. Oh, here's one. I'm not sure,  
25 again, if this is really a question for the FAA, Del.

1 But perhaps you can let the audience know who might be  
2 able to answer this.

3 If the right-hand turn is not reinstated,  
4 what will the specific to the city, what would -- will  
5 be the economic impact to the City of Las Vegas? Does  
6 this mean that the projected growth of the city in terms  
7 of tourism dollars would be stymying because it is  
8 anticipating to erase and bottlenecks in the capacity of  
9 the airport to handle such an increase in flights?

10 MR. MEADOWS: Okay. Without asking anybody  
11 to endorse this specific procedure. What I can say is  
12 that if we are not able to address the delays we have  
13 currently or and make the adjustments necessary to keep  
14 up with the growth of air traffic in the area, like I  
15 said, without endorsing or giving any opinion on the  
16 specific procedure, the airport can tell you exactly  
17 what the impact of not operating at a more efficient or  
18 making necessary changes to keep up with the growth of  
19 the airport into the Valley.

20 Would you mind responding to that?

21 MR. LOGHIDES: I didn't bring my financial  
22 stuff with me so I don't remember the exact dollar  
23 amounts now.

24 But we did a study on -- because we were  
25 concentrating on it. It was when you took away the

1 right turn that we didn't want you to do. We did a  
2 study on the impact of the number of flights that could  
3 come in here with a right turn and the number of flights  
4 if we don't have a right turn. And I don't have those  
5 numbers. In fact, if I knew I was going to be asked  
6 that question, I would have brought those numbers with  
7 me. But the total amount of the numbers of passengers  
8 who could have come in here and probably wouldn't  
9 because the fact that the airlines would say, it's not  
10 worth it.

11 For example, if you're flying from -- if  
12 you're operating from St. Louis to Las Vegas and you  
13 want to put on an extra flight, but you then say, Well,  
14 the noise is so bad in Las Vegas. It's not worth it.  
15 It cost me too much in fuel and croutons. So I'm going  
16 to St. Louis to somewhere else. I'll add another night  
17 to my second favorite city. So that flight wouldn't  
18 come here and I say that's 110 people. We averaged  
19 about I think it was around \$275 a day in non-gaming  
20 revenue from every passenger; is that right? Do you  
21 remember?

22 SPEAKER EIGHT: It's about a quarter of a  
23 billion dollars.

24 MR. LOGHIDES: Yeah, I know that. But I'm  
25 trying to explain how I got to that. So the total

1 amount was about -- in 2011, would have been about 300  
2 million dollars a year in lost revenue to then be coming  
3 to this valley. From --

4 SPEAKER NINE: Oh, big deal.

5 MR. LOGHIDES: From people that are coming.  
6 I'm just answering the question. I'm not giving you a  
7 value. It's about three million dollars in 2011 every  
8 year. Was 20 because the unanswered demand changes for  
9 the year to year. But it's around \$31 million. There  
10 are 31 million dollars when you have one million fifty  
11 eight thousand passengers who --

12 SPEAKER NINE: Who cares?

13 MR. LOGHIDES: -- could have come here. Not  
14 unless somebody here doesn't care.

15 (Interruptions were made off the record.)

16 MS. BREKKE: We need to continue to be  
17 respectful. We have had a very productive meeting and I  
18 do appreciate it from all of you. I appreciate that.

19 SPEAKER TEN: Say now that the residences of  
20 the community are as important as the tourists that come  
21 in. That's all the gentleman was trying to say.

22 MS. BREKKE: Oh, let's move on to some more  
23 questions. And, Del, here's an interesting question,  
24 Why can't the planes go out 25 miles farther and then  
25 turn under?

1 MR. MEADOWS: I think we already answered  
2 that in case they weren't here earlier. Because of the  
3 terrain that's west of the airport and at the rate at  
4 which it rises is if it does not meet all the criteria  
5 designed to ensure the safety of terminal insurance  
6 procedures. So we are at within half a mile at the  
7 maximum extent westbound that we can go prior to turning  
8 left or right away from the mountains with this proposed  
9 procedure.

10 MS. BREKKE: Okay. Could it be considered  
11 and this is, again, for you, Del. Could it be  
12 considered that only general aviation could take off to  
13 the right possibly lessen noise?

14 MR. MEADOWS: If you remember the slides we  
15 put up there about the mechanics of traffic at McCarran.  
16 We see that -- and I forget off the top of my head  
17 exactly what the percentage is -- you see that the  
18 general aviation aircraft really opened up about  
19 20 percent, maybe, less of the total traffic in and out  
20 of McCarran. So the aircraft that really needs to be  
21 going the other direction. Those are the ones that we  
22 need to get out of the way of the existing procedure to  
23 be able to see any recall from the existing delays and  
24 the existing and trail procedures that we have having  
25 that 10, 15 percent of that or 20 percent of that annual

1 traffic go that direction won't keep us out of delays.

2 MS. BREKKE: And another question about the  
3 aircraft. The 800 aircraft departures aren't only 500  
4 of these air carriers for the number of right turns is  
5 actually less. Eight hundred is the total departures  
6 would fly via the helicopters, et cetera.

7 MR. MEADOWS: Well, that 800 number  
8 represents how many total IFR jets off the airport that  
9 given day. The helicopters would be in addition to  
10 that, you know, for the day. This is only looking at  
11 those aircraft that would make up that percentage.

12 MS. BREKKE: Some of these we have asked in  
13 similar format. So for instance, what altitude will the  
14 aircraft be required to obtain prior to starting the  
15 north turn?

16 MR. MEADOWS: There isn't a crossing out of  
17 two prior to beginning the turn right along during the  
18 initial start of the right turn shortly after that where  
19 that first cross or, I'm sorry, at or above 5,000 feet.  
20 Typically, what we see on the left turn, even though  
21 there's not at or above on that procedure, typically,  
22 what we see as they're beginning the turn is 5 or 6,000  
23 feet so I figure this turn goes on the mile and a half a  
24 little more than a mile and a half past the existing  
25 left turn. And I would venture to say, like, normal at

1 or above 5,000. I would say normally you're going to  
2 see the matter above 5 to 7,000 before they start to  
3 turn.

4 SPEAKER ELEVEN: AGL or MSL?

5 MR. MEADOWS: MSL.

6 MS. BREKKE: Okay. Rob, why is the  
7 environmental impact study relying on a six-year-old  
8 data? The 2001 population has quadrupled and since then  
9 a new study is in order. I think perhaps you have  
10 discussed this earlier.

11 MR. ANDERSON: Yeah, we did. We talked  
12 about that earlier in case the person wasn't here. We  
13 did look at an updated census data. The census update  
14 is now every couple of years. They're not doing a  
15 full-blown assessment, but they do update it every few  
16 years.

17 We also selected data from the local  
18 jurisdictions on new developments that have occurred.  
19 We looked at area photographs and accessed the latest --  
20 review data in an effort to make sure that we are  
21 counting all the people. You know, obviously, there's a  
22 lot of growth in this area so we take every effort to  
23 make sure we got all the developments in.

24 MS. BREKKE: Most of these questions we have  
25 asked. So I'm looking for new material here. Where can

1 one -- where can I get a detailed description of the  
2 flight path altitudes and frequency of the new proposal  
3 as well as the existing traffic, Del?

4 MR. MEADOWS: Yeah. One of the attachments  
5 -- one of the photographs, in the draft document that is  
6 available on the Web site -- it shows you the proposed  
7 action, the departure tracks, the groove points and  
8 that's one of the documents that are up on poster boards  
9 at McCarran there which shows you with implementing this  
10 action.

11 What is the increase in DNL or what DNLs  
12 would be with the number of operations per day. Over  
13 this area and typical altitude along that route on each  
14 of these points above ground level. So the one chart  
15 that has all the little yellow boxes going around the  
16 procedure will show you all the way around the room what  
17 the DNL's going to be and how many operations a day  
18 based on existing traffic will be along that route.

19 MS. BREKKE: Okay. A couple more and then  
20 we'll stop so that you could have some individual times  
21 with the these gentleman or with the court reporter.

22 So with that, I think this is a very  
23 appropriate question. If I oppose the right turn, what  
24 is the best way to give or vote my opinion and perhaps,  
25 Rob, would you like to discuss the procedure for that?

1 MR. ANDERSON: I'll start and, Del, you can  
2 jump in as necessary. I think making your written  
3 comments or your oral comments with the court reporter.  
4 Both of those are taken into account equally into the  
5 process so if you're more comfortable with one method or  
6 the other, but making sure that you're commenting,  
7 staying involved in the process and being involved,  
8 that's the best thing you can do.

9 MR. MEADOWS: And I agree, you know, within  
10 the document itself along with the forms we provided  
11 whether it be through the court and something comes to  
12 mind later, you know, the comments could be submitted by  
13 mail or e-mail or fax to the contact that's in the  
14 document. And I think it's on the documents of those  
15 comment forms, if you just want to take one with you so  
16 that you will have it, and how to submit that comment.

17 Keep in mind before we close, I want to say  
18 the process is looking for significant impact and we  
19 mentioned it earlier. I really want to make sure that  
20 everybody understands that the folks in this room, the  
21 folks that run the airport, the folks that work the  
22 airplanes, the air traffic controllers, we don't get to  
23 determine what significant impact is. You don't do --  
24 we agree with how the law defines significant impact.  
25 Again, that's not up to us.

1           Our job is to make sure that we not only  
2           comply with the law but not just the letter of the law,  
3           but the spirit of the law which is why we have had these  
4           meetings. You know, you could have looked at the  
5           research that was done and like Rob said based on what  
6           was done, there was no significant impact identified  
7           through that process.

8           So you know an argument can be made by an  
9           agency, not us because we chose not to do that. But an  
10          agency that wanted to make this type of change could  
11          have got to that point and said, That in being an issue  
12          there's no significant impact. It is important to us  
13          that we make sure everybody has the opportunity to have  
14          their questions answered. And, you know, I know that  
15          people are saying we're more important than the people  
16          that come here, the tourists.

17          And I'm surprised with that also, but this  
18          isn't to make this better for the tourist. It's not to  
19          make it better for the people that live in this  
20          southwest or the east or the north. What this is all  
21          about is it's not just a Las Vegas issue. There's a  
22          national issue. If Las Vegas continues to operate and  
23          traffic continues to increase here and we haven't made  
24          these changes we're talking about where some type of  
25          change to be able to keep up and with the amount of

1 traffic and reduce the noise, it has a ripple effect  
2 throughout the entire national airspace system.

3           You know, an aircraft taking off here  
4 doesn't get to its next destination on time and make the  
5 next connection late. Like I said, it makes an entire  
6 ripple effect. Right now we're looking at it in a way  
7 to reduce delays in Las Vegas because that's part of our  
8 mandate. That's part of what Congress has ordered us as  
9 an agency to make sure air passengers are safe and make  
10 sure it's sufficient. So like I said, right now at this  
11 point in time we're looking at what we need to make Las  
12 Vegas more efficient or as efficient as it should be in  
13 a matter of months or years, it's not just the Las Vegas  
14 issue, now this is a national issue.

15           These are the alternatives we looked at,  
16 this is the best proposal we came up with. Quite  
17 honestly, it's the only proposal that we came up with  
18 that addresses the efficiency issues that we have got to  
19 address. And if we don't address it, Congress is going  
20 to order us to fix it in another way. And, you know,  
21 quite honestly, I don't know how I would be because it's  
22 never got to that point anywhere else.

23           Our job, like I said, as an agency is to  
24 make sure the system is efficient and the people you  
25 have voted for is your congressional representatives

1 have maintained it as an agency. And like I said, right  
2 now it might just be a Las Vegas issue. But within a  
3 couple weeks, a matter of months, a year at the most  
4 it's national issue or inefficient operation in Las  
5 Vegas at that point has impacted the rest of the nation,  
6 the national airspace system.

7 Before I close out, I just wanted to make  
8 sure to thank the mayor and his staff for making these  
9 facilities available. This was -- at the previous,  
10 previous workshop and I do want to thank everybody for  
11 coming.

12 MS. BREKKE: And, we do sincerely appreciate  
13 all of you for coming. And if we're sticking it out at  
14 least three hours, we've been able to answer many of  
15 your questions which were very well thought out. I'd  
16 like to read this one last particular statement was  
17 that, Thanks for taking the time to look at other  
18 options. Some of us can really appreciate your time and  
19 effort. And that was wrote to the FAA, but the FAA  
20 would like to say that to you as well. So thank you for  
21 being here, and we'll be here for a few more minutes, if  
22 you'd like to ask any additional questions.

23 (Questions and answer session ended, and comments were  
24 made by the public.)

25 MS. ABNEY: Just simply, it's clear --

1 Cynthia is the first. Abney, A-b-n-e-y, is the last.  
2 It's clear the residences of Las Vegas are opposed to  
3 this proposal. That's why they've shown up to all of  
4 these meetings. So how much opposition does the FAA  
5 have to experience before they'll abandon this plan?  
6 That's my statement.

7 MR. CAPOZZI: My name is Joe Capozzi,  
8 C-a-p-o-z-z-i. We have a prepared statement and I'm  
9 going to give it to them also. Ready? We, the citizens  
10 of Clark County support the FAA's proposal to reinstate  
11 the right-hand turn out of McCarran Airport. The FAA  
12 proposal was based on a study performed to find a safe  
13 method of handling the projected increase and air  
14 traffic taking off from McCarran Airport.

15 After the study was performed by the FAA,  
16 the results concluded that the only feasible solution  
17 that could handle a projected 30 percent in fees, in the  
18 volume of planes is to reinstate the right-hand turn.  
19 By reinstating the right-hand turn, Clark County and the  
20 City of Las Vegas will be able to reap the benefits to  
21 go along with an economic growth of Las Vegas.

22 If the City of Las Vegas objects to the  
23 FAA's proposal of reinstating the right-hand turn, then  
24 they must acknowledge that we will not be able to  
25 achieve the desired growth rate that the City continues

1 to endorse.

2 In turn, we will suffer in an economic down  
3 turn which will follow. We support the FAA proposal and  
4 stand nothing to gain other than the economic prosperity  
5 which will achieve for all of Clark County and the City  
6 of Las Vegas. That's it. Thank you.

7 MS. BAKER: Michelle Baker, my concern is we  
8 have no water. We'll have no quality of life. People  
9 that already live over the flight path in Nevada Trails,  
10 Mountain's Edge are very upset and already annoyed.  
11 They want to continue this and make this all over the  
12 Valley. They need to come up with an alternative and  
13 they need to come up with it fast. They need to build a  
14 new airport out in the Primm area, divert flights, come  
15 up with a new motive transportation and we stand to gain  
16 as a whole community.

17 If we don't have water, we can't bring more  
18 people in here anyways. So the bottom line here is this  
19 is not going to benefit anybody right-hand or left-hand  
20 turn. They need to come up with a whole new plan and  
21 the FAA really should take a good look at what's going  
22 on within the whole community and make a good decision  
23 based on a lot of sound facts and right-hand turn has  
24 nothing to do with it. They need a new airport.

25 MS. STRUMWAUSSER: Sue Strumwausser. After

1 attending the meeting tonight, I feel very discouraged.  
2 I feel like the FAA has already made their decision. I  
3 felt equally the same after the first meeting, maybe  
4 even stronger tonight. And it seems that every time at  
5 no time they talk about the future, it's -- there's no  
6 change as far as any change being significantly found to  
7 change their first plan which is to go to the right-hand  
8 turn. I find that very discouraging. I find that they  
9 aren't looking into other alternatives.

10 It seems like that they have already made  
11 their mind up for which with being a Las Vegas citizen  
12 of over 25 years is very discouraging, to be the point  
13 of considering moving because the quality of life will  
14 be ruined here in Las Vegas. They obviously haven't  
15 considered that as the most important thing. They're  
16 putting all of the things above that whether it be  
17 money, increased flights, more tourists in. It really  
18 -- they haven't put any bounds on anything else.

19 They just have said that everything else is  
20 more important than the quality of life for the Las  
21 Vegas citizens. Safety concerns were another issue  
22 brought up. That doesn't seem to me that matters to  
23 them either. So I'm just very discouraged by tonight's  
24 meeting and as I was in the first meeting. And I feel  
25 like we are doomed to whatever faith the FAA decides for

1 us.

2 MR. STRUMWASSER: My name is Kurt  
3 Strumwasser, S-t-r-u-m-w-a-s-s-e-r, Kurt, K-u-r-t. And  
4 I'd like to make a comment that the lady who was  
5 moderating this from the FAA carefully avoided any  
6 controversial questions that were submitted by the  
7 audience and the questions to answer. I submitted a  
8 number of questions, none of which were answered at the  
9 meeting tonight. So I'll just repeat them again for the  
10 record.

11 One is, that since the consultants for the  
12 FAA actually did not measure the actual ground noise,  
13 since they weren't going to do a test period of planes,  
14 that since the ground noise was not actually measured,  
15 do they know what the possible impact to the federal  
16 government would be if a lot more homes were damaged by  
17 unexpected high levels of noise? The federal government  
18 would then be responsible for fixing the noise and the  
19 damage to the structures. If a lot more homes fall  
20 under that 65 DNL level, then their hypothetical model  
21 predicted. And that's the end of my statement.

22  
23 (Whereupon, the proceedings concluded

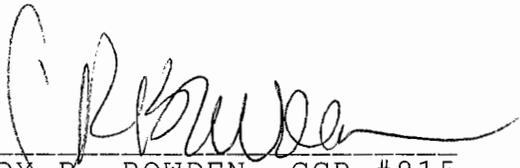
24 at 8:57 p.m.)  
25

## 1 CERTIFICATE OF REPORTER

2 STATE OF NEVADA )  
3 ) ss:  
4 COUNTY OF CLARK )

5 I, Cindy R. Bowden, a duly commissioned  
6 Notary Public, Clark County, State of Nevada, do hereby  
7 certify that I took down in shorthand (Stenotype) all of  
8 the proceedings had in the before-entitled matter at the  
9 time and place indicated; and that thereafter said  
10 shorthand notes were transcribed into typewriting at and  
11 under my direction and supervision and the foregoing  
12 transcript constitutes a full, true and accurate record  
13 of the proceedings had.

14 IN WITNESS WHEREOF, I have set my hand in my  
15 office in the County of Clark, State of Nevada, this  
16 12th day of March, 2006.

17  
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21   
22 CINDY R. BOWDEN, CCR #815  
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24  
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