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AKIN GUMP
STRAUSS HAUER & FELD LLP

Attorneys at Law

ALBERT M. FERLO
202.887.4580/fax: 202.887.4288
aferlo@akingump.com

January 13, 2006

VIA FACSIMILE AND REGULAR MAIL

Sara Hassert
Landrum & Brown, Inc.
8755 W. Higgins Rd., Ste 850
Chicago, IL 60631

Re: Comments on the Draft Supplemental Environmental Assessment for proposed modifications to the Four Corner-Post Plan at Las Vegas McCarran International Airport

Dear Ms. Hassert:

On behalf of the City of Henderson ("Henderson"), we are providing the following comments on the Draft Supplemental Environmental Assessment ("DSEA") for the proposed modifications to the Four Corner-Post Plan governing operations at McCarran International Airport ("McCarran"). As a neighbor of McCarran, the Henderson is keenly interested in any potential increase in noise generated by changes in the utilization of the airspace surrounding McCarran, and appreciates the opportunity to comment on FAA's proposed amendments to the current Four Corner-Post Plan.

The City of Henderson has no objection to the proposed modifications and commends FAA on preparing an environmental assessment to analyze impacts likely to arise from the implementation of the modifications. Henderson supports FAA's stated desire to ensure that noise impacts arising from a change in airspace utilization are contained within the Cooperative Management Area. The proposed procedure appears to further this objective. Henderson also appreciates the FAA's efforts to develop new departure procedures at McCarran that apparently do not cause additional noise impacts within the City. Henderson believes that any proposed change in departure procedures that are implemented to provide greater capacity at McCarran International Airport, should not result in any additional noise impacts within the City of Henderson.

While Henderson has no objections to the proposed amendment, it does appear that the analysis in the DSEA is inappropriately limited. The analysis should recognize (a) that runway use will change in the future to take full advantage of the capacity benefits of the new procedure, (b) that overflight and noise impacts on the City of Henderson and the region will change as a

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Note: Two (2) copies of this comment letter were received. 1) Received via fax, Jan. 13, 2006. 2) Received via U.S. mail, Jan. 18, 2006.

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result, and (c) that much of the benefit and impact of the proposed amendment will occur after 2010.

The DSEA states that implementation and use of the proposed departure procedure DP STAAV3 does not have an overflight or noise impact on the City of Henderson. However, the FAA has stated at DSEA public meetings that the proposed amendment will increase the runway capacity of and reduce delay at McCarran during the forecast period.

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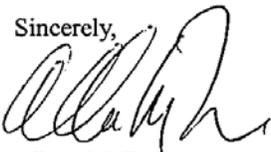
The projected absence of any impact on the City of Henderson is based on a noise impacts analysis that assumes that the use of Runways 7 L and 7R for departures to the east (thereby directly impacting the City of Henderson) will not change from that occurring in 2004. In practice, we would expect FAA air traffic control to take advantage of the additional departure capacity obtained from the new departure procedure, reduce the percentage use of eastbound departures, and increase percentage use of westbound departures (Runways 25L and 25R), rather than maintaining the fixed percentage use shown in the DSEA for 2004.

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Finally, the noise analysis included in the DSEA only covers the four year period up to the year 2010. However, Table 1.5 of the DSEA provides air traffic forecasts for the period through 2025. FAA should assess and document noise impacts for the period beyond 2010, when the proposed amendment to the Four Corner-Post Plan would be most beneficial. The noise assessment should be conducted at least for the period through approximately 2017, when the new Ivanpah airport is projected to commence operations. In this manner, the true impact of the proposed amendment on the City of Henderson and the region would be documented properly.

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The City of Henderson looks forward to reviewing the FAA's responses to these comments in the Final Supplemental Environmental Assessment.

Sincerely,

Albert M. Ferlo

cc: S. Hughes
K. Higgins