



What And Why?

WHAT DOES THIS PROJECT HOPE TO ACHIEVE?

Take advantage of Performance-Based Navigation by implementing RNAV procedures that will help improve the efficiency of the airspace in the Las Vegas Metroplex

Improve the predictability of air traffic flows by increasing the number of RNAV SIDs and STARs and adding transitions to/from airport runways

Improve the segregation of arrivals and departures in the airspace by designing RNAV SIDs /STARs that can be used independently to/from the Study Airports and where practical, include optimized climb and descent profiles

Improve flexibility in transitioning traffic between enroute and terminal area airspace and between terminal area airspace and the runways by increasing the number of entry and exit points, available transitions and overall number of RNAV SIDs and STARs

WHY ARE WE DOING THIS PROJECT?

The existing Las Vegas RNAV procedures do not take full advantage of modern technology.

Current procedures do not have course guidance to and from each runway. This requires controllers to use techniques such as vectoring and speed control to ensure safe vertical and lateral separation between arrival and departure aircraft. These techniques result in a lack of predictability and high workloads for controllers and pilots.

Constraints associated with military airspace, mountainous terrain, and close proximity of the Study Airports result in complex interactions between arrival and departure flows. This requires controllers to carefully observe aircraft activity along the nearby or crossing flight routes and be prepared to intervene, ensuring standard separation is maintained.

Flexibility in the management of the Las Vegas Metroplex airspace is affected by a limited number of entry and exit points, as well as a limited number of departure procedures. This constrains efficiency in the airspace and requires multiple traffic flows to merge before aircraft arrive at and depart the Las Vegas area.

TERMINOLOGY

RNAV
Area Navigation

SID
Standard Instrument Departure

STAR
Standard Terminal Arrival Route

Environmental Study Process

Consideration of a Proposed Action under the National Environmental Policy Act (NEPA)

NEPA requires that the FAA evaluate the environmental and related social and economic effects of a proposed action.

Preliminary Technical Review

FAA conducts an internal technical review before deciding to consider moving forward with an environmental review.

Preliminary Environmental Review

FAA conducts an internal environmental review to evaluate any potential environmental concerns.

Internal Review and choice of appropriate level of NEPA review

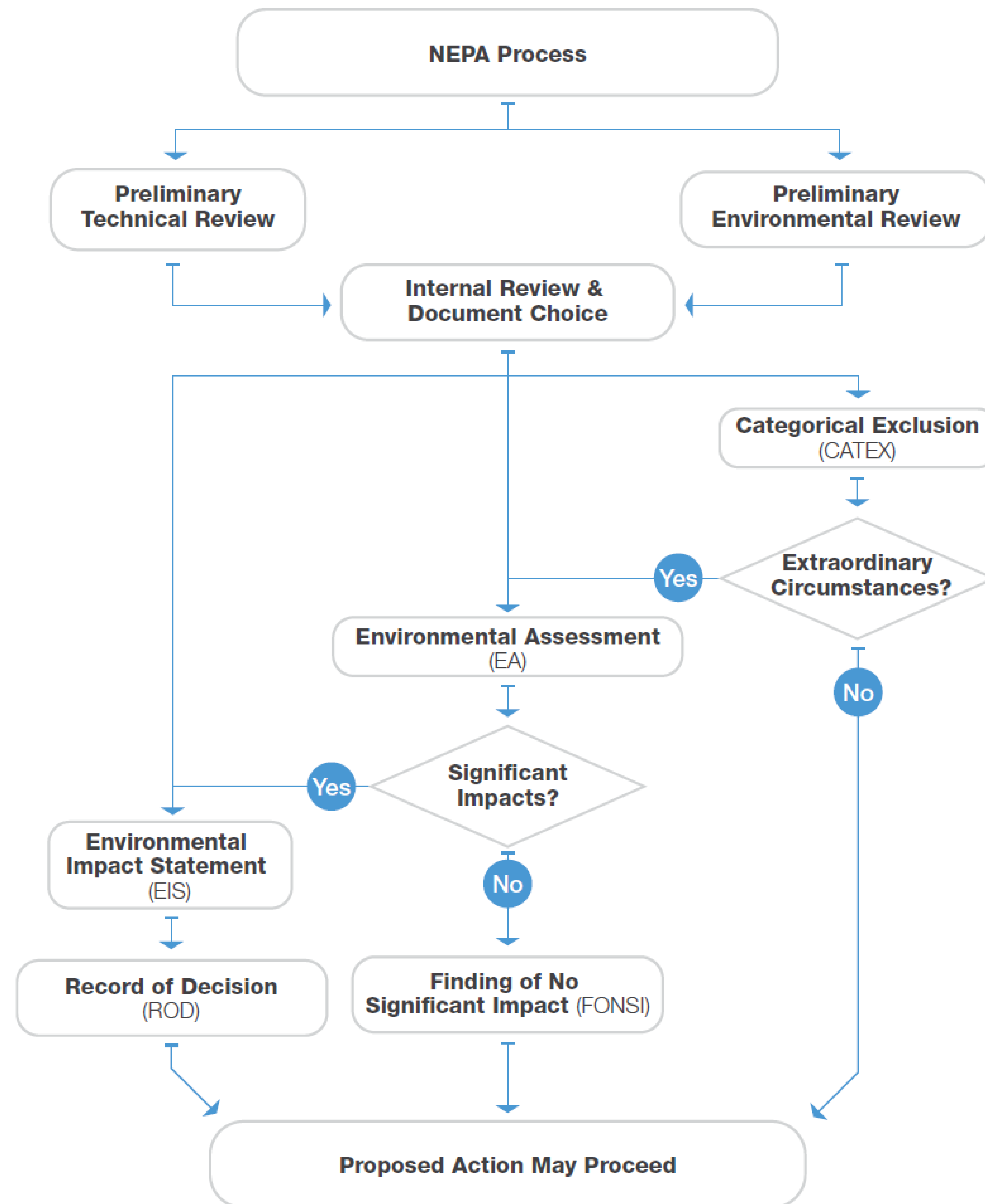
Internal analysis such as the noise screening reports as well as input from the public are used to assist the FAA in determining the appropriate level of NEPA review to conduct.

Extraordinary Circumstances

Paragraph 5-2 of FAA Order 1050.1F identifies the range of factors which define Extraordinary Circumstances.

Significant Impacts

The FAA uses thresholds that serve as specific indicators of significant impact for some environmental impact categories. FAA proposed actions that would result in impacts at or above these thresholds require the preparation of an EIS, unless impacts can be reduced below threshold levels.



Las Vegas Metroplex & The Community

What you will see next:

1 → Preliminary Procedures

Public Workshops
Receive Feedback from Communities
Refine Procedures

2 → Draft Environmental Assessment (EA)

30-day Public Review of Draft EA
Public Workshops
Respond to Public Comments

3 → Final Procedures

Public Informational Workshops

For more information: www.faa.gov/nextgen/communityengagement/las/