Environmental Impact Statement for
Las Vegas Supplemental Commercial Service Airport

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Roles and Responsibilities in the EIS Process

- FAA/ Federal Aviation Administration
  - Conducts environmental analysis, public outreach and coordination with other agencies
  - Prepares EIS documents
  - Prepares Record of Decision (ROD) on federal actions

- BLM
  - Coordinates with FAA in the preparation of EIS documents

- Clark County Department of Aviation
  - Forecast planning
  - Sponsor of Proposed Action
  - Provides data and information to assist FAA in carrying out its responsibilities

- EIS Consultants
  - Provides technical expertise and staff to assist FAA in carrying out its environmental public outreach and agency coordination responsibilities
Fast Facts

- McCarran handles more than 110,000 passengers a day
- Today, McCarran ranks as the 6th busiest airport in North America based on total passengers
- McCarran is the 2nd busiest O&D passenger airport, trailing only LAX
- *Projected Growth Remains Strong*
Fast Facts II

- McCarran handles approximately 46% of the annual visitors to Las Vegas.
- Aviation’s mode share will grow as (a.) I-15 congestion increases, and (b.) the community becomes even more a world-wide destination.
- Total economic impact of the County’s airport system is conservatively placed at $27.87 Billion.
Passenger Volumes Remain Linked to Hotel Room Availability
Expected Growth in Hotel Room Capacity

- 37,000 new Hotel Rooms
- 2.5% annual increase in room inventory

Translates to:

Forecast Passenger Growth 2004 – 2014

- 2004: 41.44 million total passengers
- 2014: 53.57 million
- 12,130,000 Additional Annual Passengers
LAS Capacity Limits

- **117 Gates**
  - 450K passengers/gate
  - 52.6 million annual passengers

- **485,000 annual air carrier flight operations**
  - 6-minutes of average delay
  - 111 passengers/flight
  - 53.8 million annual passengers
Clark County’s Objectives for Ivanpah Airport

- Increase capacity of Clark County airport facilities to accommodate forecasted and long-term demand for passenger and cargo traffic through 2035 and beyond;
- Increase operational efficiency of the Clark County regional airport system;
- Minimize noise impacts on existing residential communities;
- Promote the economy of Clark County and the Southern Nevada region;
- Respect Congress’ direction to sell land in the Ivanpah Valley to Clark County for the purpose of building a new airport;
Ivanpah Valley

Supplemental Commercial Service Airport
Clark County, Nevada
Project Scope

- Ultimate airport design for 30 - 35 million annual passengers
- Phase 1 development for 18 million annual passengers {subject of this EIS}
- Group V and Group VI runways
- Airport to serve “long-haul” domestic and international operators
Project Elements

- Two Runways
- NAVAIDS; ATC Tower
- Terminal Complex
- Access Roadways
- Central Plant
- Wastewater Treatment Facility

- Utility Extensions
- Highway Improvements
- Aggregate Materials Pit & Conveyor
- Stormwater Drainage System

Supplemental Commercial Service Airport
Clark County, Nevada
Challenges

- Utility Infrastructure
- Storm Water Management
- Poor Soil Conditions
- Animal, Plant and Cultural Resources
- Mojave National Preserve and Surrounding Wilderness Areas
- Air Quality
- Regional Growth
Project-Specific Potential Environmental Impacts

- Socioeconomic (Induced Development) Impacts
- Air Quality Issues
- National Park Issues (Noise/Light)
- Cumulative Impacts
Project Timeline

- **2005**: EIS
- **2007**: DESIGN
- **2009**: DESIGN
- **2011**: DESIGN
- **2013**: CONSTRUCTION
- **2015**: CONSTRUCTION
- **2017**: Airport Opens
Las Vegas Supplemental Commercial Service Airport

Questions/Comments