

McCarran International Airport

IATA/ICAO CODE: LAS/KLAS
CITY: Las Vegas
STATE: NV
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Randall H. Walker	Jeff Jacquart
Title:	Director	Airport Program Administrator
Airport:	McCarran International Airport	McCarran International Airport
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ELEVATION: 2181 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
1R/19L	9775	1R/491 19L/878	-	150
1L/19R	8985	1L/584 19R/None	1L/3.4	150
7R/25L	10526	-	25L/3.0	150
7L/25R	14510	7L/2139 25R/1397	25R/3.0	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Turbojets departing Runways 25R and 25L should maintain runway heading until 3 DME before executing a left turn, and 4 DME before executing a right turn.

Turbojets departing Runway 19R and 19L should maintain runway heading until 3 DME before executing any turns.

Turbojets departing Runway 1R and 1L should maintain runway heading until 2 DME before executing any turns.

Turbojets departing Runway 7L and 7R should maintain runway heading until 7 DME

before executing any turns.

RNAV procedures have been developed to mimic these classic departure procedures.

All turbojet aircraft are encouraged to adhere to the established RNAV departure procedures.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

Turbojet operations for aircraft weighing more than 75,000 pounds on Runway 1R/19L and 1L/19R are discouraged during the hours of 2000 to 0800 local time. Operations are expected to occur on Runway 1R/19L and 1L/19R if weather, safety, airport construction, or traffic conditions require their use.

PREFERENTIAL RUNWAYS

Runway 25L is the preferred runway for air carrier aircraft arrivals.

Runway 25R is the preferred runway for air carrier aircraft departures.

During calm winds, operations from Runways 19L and 19R are favored over operations from runways 1R and 1L.

When southerly departures are required, Runway 19L is the preferred departure runway over Runway 19R.

When northerly departures are required, Runway 1R is the preferred departure runway over Runway 1L.

When easterly departures are required, Runway 7L is the preferred departure runway over Runway 7R.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Permission to perform an engine run(s) must be obtained from the airport operations coordinator.

The preferred engine run area is taxiway (D)Delta between taxiways (B)ravo and (W)Whiskey.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

An airport Noise Control and Land Use Compatibility (ANCLUC) Study was completed in 1981 and amended in 1983. The first FAR Part 150 was completed in 1988/1989 and updated in 1994. A draft 2005/2006 update was adopted by Clark County on October 3, 2006.

The 2005/2006 update is comprised of three documents. Volume 1 includes the Noise Exposure Map (NEM) report, and contained noise contours for 2004, 2011, and 2017. The NEMs report was submitted to the FAA in December 2006. The FAA approved the 2004 and 2011 NEMs in July 2007. Volume 2 includes the Noise Compatibility Program (NCP) report,

and contained thirteen noise abatement measures and nine noise mitigation measures. The NCP report was submitted to the FAA in March 2007. The FAA is reviewing the NCP document. Volume 3 includes a compilation of public comments and responses, and details the extensive outreach programs undertaken during the development of the updated noise study. Volume 3 was submitted to the FAA in December 2006 as part of the NEMs submittal.

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	Est. 2008	Element of 2005/2006 update. 24 potential homes.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	Est. 2008	Element of 2005/2006 update. 24 potential homes if not interested in sound insulation program.
Avigation Easements	1970s	Program stopped in 2006.
Zoning Laws	1986	Ongoing
Real Estate/Property Disclosure Laws	Future	Element of 2005/2006 update.
Acquire Land for Noise Compatibility to date	-	Ongoing. Element of 2005/2006 update. 1,089 potential units.
Population within each noise contour level relative to aircraft operations	From 2005/2006 update	2004 contour – 75 DNL (0), 70 DNL (219), 65 DNL (4,067), 60 DNL (32,136). 2011 contour – 75 DNL (0), 70 DNL (190), 65 DNL (4,585), 60 DNL (33,989). 2017 contour – 75 DNL (0), 70 DNL (273), 65 DNL (5,469), 60 DNL (38,316).
Airport Noise Contour Overlay Maps	1986	Updated in 1990. Element of 2005/2006 update.
Total Cost of Noise Mitigation Programs to Date	-	Pre 2005/2006 update - \$90 million on noise mitigation; \$110 million on mulit-purpose acquisition. 2005/2006 programs est. at \$75 million.
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Varies

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM

ITT/ERA’s AirScene.com

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

U.S. Stage 2 Phase out complete as of 12/31/1999 (CFR Part 91.801). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 3 RESTRICTIONS - NONE