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Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
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Aeronautical Study No.
2023-AWP-2081-OE

Issued Date: 05/26/2023

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**** PUBLIC NOTICE ****

The Federal Aviation Administration is conducting an aeronautical study concerning the following:

Structure:	Building 6
Location:	Las Vegas, NV
Latitude:	36-07-12.40N NAD 83
Longitude:	115-10-13.92W
Heights:	2095 feet site elevation (SE) 699 feet above ground level (AGL) 2794 feet above mean sea level (AMSL)

The structure above exceeds obstruction standards. To determine its effect upon the safe and efficient use of navigable airspace by aircraft and on the operation of air navigation facilities, the FAA is conducting an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77.

**** SEE REVERSE SIDE FOR ADDITIONAL INFORMATION ****

In the study, consideration will be given to all facts relevant to the effect of the structure on existing and planned airspace use, air navigation facilities, airports, aircraft operations, procedures and minimum flight altitudes, and the air traffic control system.

Interested persons are invited to participate in the aeronautical study by submitting comments to the above FAA address or through the electronic notification system. To be eligible for consideration, comments must be relevant to the effect the structure would have on aviation, must provide sufficient detail to permit a clear understanding, must contain the aeronautical study number printed in the upper right hand corner of this notice, and must be received on or before 07/02/2023.

This notice may be reproduced and circulated by any interested person. Airport managers are encouraged to post this notice.

If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-2081-OE.

Signature Control No: 570396462-588115467

(CIR)

Paul Holmquist
Specialist

Attachment(s)

Part 77

Additional Information

Map(s)

Additional Information for ASN 2023-AWP-2081-OE

Proposal: To construct and/or operate a(n) Building to a height of 699 feet above ground level, 2794 feet above mean sea level.

Location: The structure will be located 2.56 nautical miles north of LAS Airport reference point.

Part 77 Obstruction Standard(s) Exceeded:

Additional information for ASN 2023-AWP-2081-OE

1. TITLE 14 CFR PART 77 - AERONAUTICAL STUDY - PUBLIC COMMENTS

This additional information provides details on the results of an Aeronautical Study for a notice of proposed construction/alteration filed with the FAA. The purpose of this notice is to solicit aeronautical comments from the public concerning the physical effect of this proposal on the safe and efficient use of airspace by aircraft. Please submit your comments through the FAA's public website at <https://oeaaa.faa.gov>. This will ensure your comments are submitted directly to the case file. Comments submitted by email are strongly discouraged. Email comments could be directed to an FAA Specialist that is away from the office, reassigned or no longer with the organization and therefore may not be considered.

Begin by completing the "New User Registration". Login to your portal page and select the link, "View Circularized Cases". Search for the case in the appropriate state and then select "Submit Public Comments". If you need further assistance, contact the helpdesk at phone: 202-580-7500 / email: oeaaa_helpdesk@cghtech.com. A list of commonly used acronyms and abbreviations is available at the end of this document. A full list is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

The six proposed locations for a single building described below are being circularized under Aeronautical Study Number (ASN) 2023-AWP-2081-OE. Comments received on ANY project location proposal exceeding obstruction standards in this notice must be provided under ASN 2023-AWP-2081-OE.

Attached map represents the location of ASN 2023-AWP-2081-OE. Project maps may be requested from paul.holmquist@faa.gov.

2. PROPOSAL DESCRIPTION

Proposed are 6 study locations for a single building that would be located at its closest point, approximately 2.56 NM northwest of the airport reference point (ARP) for the Harry Reid International Airport (LAS) and approximately 5.48 NM south southeast of the ARP for North Las Vegas Airport (VGT).

The building's study locations are described heights and locations as expressed in AGL/AMSL and latitude/longitude.

ASN	Structure Name	AGL/AMSL	LAT/LONG
2023-AWP-2076-OE	/ 1 /	725 / 2825	/ 36-07-12.50N / 115-10-20.01W
2023-AWP-2078-OE	/ 3 /	722 / 2813	/ 36-07-16.15N / 115-10-15.61W
2023-AWP-2079-OE	/ 4 /	710 / 2808	/ 36-07-14.40N / 115-10-15.57W
2023-AWP-2080-OE	/ 5 /	709 / 2800	/ 36-07-14.38N / 115-10-13.96W
2023-AWP-2081-OE	/ 6 /	699 / 2794	/ 36-07-12.40N / 115-10-13.92W

For the sake of efficiency, all of the proposed structures in this project that have similar impacts are included in this narrative.

2. TITLE 14 CFR PART 77 - OBSTRUCTION STANDARDS EXCEEDED

a. Section 77.17(a)(1): Exceeds a height of 499 feet AGL at the site of the object. The proposals would exceed by the following:

ASN / Exceeds by (feet):

2023-AWP-2076-OE	226
2023-AWP-2078-OE	223
2023-AWP-2079-OE	211
2023-AWP-2080-OE	210
2023-AWP-2081-OE	200

b. Section 77.17(a)(2): a height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. The following would exceed by:

Would exceed the Section 77.17(a)(2) surface for VGT (plan on file) by (feet):

2023-AWP-2076-OE	171
2023-AWP-2078-OE	164
2023-AWP-2079-OE	156
2023-AWP-2080-OE	147
2023-AWP-2081-OE	138

Would exceed the Section 77.17(a)(2) surface for LAS by (feet):

2023-AWP-2076-OE	444
2023-AWP-2078-OE	432
2023-AWP-2079-OE	427
2023-AWP-2080-OE	419
2023-AWP-2081-OE	413

c. Section 77.17 (a)(3): A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

2023-AWP-2076-OE At 2825 AMSL

/// ILS or LOC RWY 1L AMDT 4; ILS or LOC RWY 26L AMDT 7; ILS or LOC RWY 26R AMDT 20; RNAV (GPS) RWY 1R AMDT 4; RNAV (GPS) Y RWY 19L AMDT 3; RNAV (GPS) Y RWY 19R AMDT 3A; VOR RWY 26L/R AMDT 4B increase CAT B/C circling MDA from 3060/3100 to 3140 NEH 2760 AMSL.

/// VOR/DME-A Orig-E increase CAT B circling MDA from 3080 to 3140 NEH 2780 AMSL.

/// PLAN ON FILE: RNAV (GPS) 1L (PROPOSED) RNAV (GPS) RWY 8R (PROPOSED) RNAV (GPS) RWY 26L (PROPOSED) RNAV (GPS) RWY 26R (PROPOSED) increase CAT B/C circling MDA from anticipated 3060/3100 to 3140 NEH 2760 AMSL.

2023-AWP-2078-OE At 2813 AMSL

/// ILS or LOC RWY 1L AMDT 4; ILS or LOC RWY 26L AMDT 7; ILS or LOC RWY 26R AMDT 20; RNAV (GPS) RWY 1R AMDT 4; RNAV (GPS) Y RWY 19L AMDT 3; RNAV (GPS) Y RWY 19R AMDT 3A; VOR RWY 26L/R AMDT 4B increase CAT B/C circling MDA from 3060/3100 to 3120 NEH 2760 AMSL.

/// VOR/DME-A Orig-E increase CAT B circling MDA from 3080 to 3120 NEH 2780 AMSL.

/// PLAN ON FILE: RNAV (GPS) 1L (PROPOSED) RNAV (GPS) RWY 8R (PROPOSED) RNAV (GPS) RWY 26L (PROPOSED) RNAV (GPS) RWY 26R (PROPOSED) increase CAT B/C circling MDA from anticipated 3060/3100 to 3120 NEH 2760 AMSL.

2023-AWP-2079-OE At 2808 AMSL

/// ILS or LOC RWY 1L AMDT 4; ILS or LOC RWY 26L AMDT 7; ILS or LOC RWY 26R AMDT 20; RNAV (GPS) RWY 1R AMDT 4; RNAV (GPS) Y RWY 19L AMDT 3; RNAV (GPS) Y RWY 19R AMDT 3A; VOR RWY 26L/R AMDT 4B increase CAT B/C circling MDA from 3060/3100 to 3120 NEH 2760 AMSL.

/// VOR/DME-A Orig-E increase CAT B circling MDA from 3080 to 3120 NEH 2780 AMSL

/// PLAN ON FILE: RNAV (GPS) 1L (PROPOSED) RNAV (GPS) RWY 8R (PROPOSED) RNAV (GPS) RWY 26L (PROPOSED) RNAV (GPS) RWY 26R (PROPOSED) increase CAT B/C circling MDA from anticipated 3060/3100 to 3120 NEH 2760 AMSL.

2023-AWP-2080-OE At 2800 AMSL

/// ILS or LOC RWY 1L AMDT 4; ILS or LOC RWY 26L AMDT 7; ILS or LOC RWY 26R AMDT 20; RNAV (GPS) RWY 1R AMDT 4; RNAV (GPS) Y RWY 19L AMDT 3; RNAV (GPS) Y RWY 19R AMDT 3A; VOR RWY 26L/R AMDT 4B increase CAT B circling MDA from 3060 to 3100 NEH 2760 AMSL.

/// VOR/DME-A Orig-E increase CAT B circling MDA from 3080 to 3100 NEH 2780 AMSL.

/// PLAN ON FILE: RNAV (GPS) 1L (PROPOSED) RNAV (GPS) RWY 8R (PROPOSED) RNAV (GPS) RWY 26L (PROPOSED) RNAV (GPS) RWY 26R (PROPOSED) increase CAT B circling MDA from anticipated 3060 to 3100 NEH 2760 AMSL.

2023-AWP-2081-OE At 2794 AMSL

ILS or LOC RWY 1L, AMDT 4; ILS or LOC RWY 26L, AMDT 7; ILS or LOC RWY 26R, AMDT 20; RNAV (GPS) RWY 1R, AMDT 4; RNAV (GPS) Y RWY 19L, AMDT 3; RNAV (GPS) Y RWY 19R, AMDT 3A; VOR RWY 26L/R, AMDT 4B, increase CAT B circling MDA from 3060 to 3100, NEH 2760 AMSL.

/// VOR/DME-A, Orig-E, increase CAT B circling MDA from 3080 to 3100, NEH 2780 AMSL.

/// PLAN ON FILE: RNAV (GPS) 1L (PROPOSED), RNAV (GPS) RWY 8R (PROPOSED), RNAV (GPS) RWY 26L (PROPOSED), RNAV (GPS) RWY 26R (PROPOSED), increase CAT B circling MDA from anticipated 3060 to 3100, NEH 2760 AMSL.

d. Section 77.19 (a): the LAS Horizontal Surface by the following:

ASN / Exceeds by (feet):

2023-AWP-2076-OE	494
2023-AWP-2078-OE	482
2023-AWP-2079-OE	477
2023-AWP-2080-OE	469
2023-AWP-2081-OE	463

The following would be located within the VFR Traffic Pattern Airspace (TPA) for LAS in the Conical Surface:

ASN / Exceeds by (feet):

2023-AWP-2076-OE	310
2023-AWP-2078-OE	292
2023-AWP-2079-OE	294
2023-AWP-2080-OE	290
2023-AWP-2081-OE	292

4. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: Under investigation; seeking public input. See section 2 for obstruction standards exceeded.

The proposal would exceed the LAS VFR Traffic Pattern Airspace (TPA) in the Part 77 Conical Surface by a maximum of 310 feet, as defined in FAA Order 7400.2, 6-3-8, Evaluating Effect on VFR Operations. Under investigation; seeking public input.

The proposed structure is in close vicinity to substantial, frequent helicopter air tour operations at LAS and the Las Vegas Strip. Under investigation; seeking public input.

b. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes: Under investigation; seeking public input. See section 2 for obstruction standards exceeded.

c. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

d. There are no effects on any airspace and routes used by the military.

e. Effects on arrival, departure, and en route procedures for aircraft operating under IFR: See Section 2, under investigation; seeking public input.

f. The impact on all planned public-use airports and aeronautical facilities: Under investigation; seeking public input.

g. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures: Under investigation; seeking public input.

The LAS Airport Master Record can be viewed/downloaded <https://adip.faa.gov/egis/public/#/airportData/LAS>. It states there are 2 single-engine, 3 multi-engine, 138 jet, 45 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 581,116 operations for the 12 months ending 31 December 2022 (latest information).

5. ACRONYMS & ABBREVIATIONS

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ARP, Airport Reference Point
ARSR, Air Route Surveillance Radar
ARTCC, Air Route Traffic Control Center
ASN, Aeronautical Study Number
ASR, Airport Surveillance Radar
ATC, Air Traffic Control
ATCT, Air Traffic Control Tower
CARSR, Common Air Route Surveillance Radar
CAT, Category
CFR, Code of Federal Regulations
CG, Climb Gradient
DA, Decision Altitude
DME, Distance Measuring Equipment
FAA, Federal Aviation Administration
FUS, Fusion
GPS, Global Positioning System
IAF, Initial Approach Fix
IAP, Instrument Approach Procedure
ICA, Initial Climb Area
IFR, Instrument Flight Rules
INT, Intersection
LAT, Latitude
LNAV, Lateral Navigation
LOC, Localizer
LONG, Longitude
LP, Localizer Performance
LPV, Localizer Performance with Vertical Guidance
MDA, Minimum Descent Altitude
MEA, Minimum En route Altitude
MET, Meteorological Evaluation Tower
MIA, Minimum IFR Altitude
Min, Minimum
MOCA, Minimum Obstruction Clearance Altitude
MSA, Minimum Safe Altitude
MSL, Mean Sea Level
MVA, Minimum Vectoring Altitude
NA, Not Authorized
NAS, National Airspace System

NAVAID, Navigational Aid
NDB, Non-Directional Radio Beacon
NEH, No Effect Height
NM, Nautical Mile
NOTAM, Notice to Airmen
NPF, Notice of Preliminary Findings
OCS, Obstacle Clearance Surface
OE, Obstruction Evaluation
OEG, Obstruction Evaluation Group
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace.
P-NOTAM, Permanent Notice to Airmen
RLOS, Radar Line of Sight
RNAV, Area Navigation
RNP, Required Navigation Performance
RWY, Runway
S-, Straight-in
SE, Site Elevation
S-LOC, Straight-in Localizer
SM, Statute Miles
Std., Standard
TAA, Terminal Arrival Area
TACAN, Tactical Air Navigation System
TERPS, Terminal Instrument Procedures
TPA, Traffic Pattern Airspace
TRACON, Terminal Radar Approach Control
V, Victor Airway
VFR, Visual Flight Rules
VHF, Very High Frequency
VOR, VHF Omnidirectional Radio Range System
VORTAC, VOR/TACAN System



