SOUTHERN NEVADA
Tourism Infrastructure Committee

Stadium Impacts on Aviation
Evaluation Process

Any proposed new or altered structures within the United States that would extend 200 or more feet above ground level, or be placed within certain vertical slopes in relation to nearby airport runways, must first undergo a comprehensive federal review process to assess potential effects on local air traffic operations and safety. The following summarizes that process and other layers of review that a proposed domed stadium would be subjected to should plans to develop a stadium near McCarran International Airport move forward.

1. **Obstruction Evaluation / Airport Airspace Analysis.** Known as the "7460" process after the form used to start a review, this analysis by the Federal Aviation Administration (FAA) focuses on potential hazards a new or altered structure could pose to area air traffic. The FAA performs an aeronautical study that considers the structure's height, location and other factors. Based on its review, the FAA could issue a Notice of Presumed Hazard if a project potentially interferes with air safety and/or the efficient use of navigable airspace.

2. Clearance of Runway Protection Zone (RPZ). Runway Protection Zones are trapezoidal areas established at the ends of each runway that serve to "enhance the protection of people and property on the ground" in the event an aircraft lands or crashes beyond a runway. The RPZ near the proposed stadium site extends across Tropicana Avenue onto land between the University of Nevada, Las Vegas campus, and the potential stadium site. Some RPZ land that has been considered for potential use associated with a stadium project is owned by McCarran International Airport and is subject to FAA regulations that prohibit most types of development, including residences, shopping centers, office buildings, parking lots or other places of public assembly.

3. Noise Contours. The proposed stadium site lies within existing noise contours surrounding McCarran International Airport. Noise contours are established by the FAA based on the average decibel levels generated by area air traffic. These contours are taken into consideration by local jurisdictions when determining the compatibility of a proposed development and land use with potential noise exposure.

4. Arrival and Departure Procedures Impact. McCarran International Airport has four runways and no room to add additional runways. As stated in McCarran's SNTIC presentation in August 2015, airspace is the airport's primary constraining factor for the continued growth in air passenger traffic into and out of Southern Nevada. Any developments or actions that would constrain the airport's ability to use its four runways to peak efficiency would detract from McCarran's core purpose. Requests to allow for ceremonial flyovers, aerial cameras (via drone or blimp), fireworks, temporary flight restrictions (TFRs) or other special circumstances common to NFL stadiums would negatively affect air traffic at McCarran and likely would be denied by the FAA.

5. Pilot Discretion. Pilots have ultimate responsibility for the safety of their aircraft. Even if a flight path has no FAA-imposed restrictions, pilots can choose not to use a takeoff or landing configuration if they feel it poses a potential risk to the safety of their aircraft or passengers. McCarran's Chief Pilots Consortium would review the potential impacts a proposed stadium could have on current flight paths and decide whether to use those flight paths going forward. This concern is of particular importance for wide-bodied aircraft that have less margin for error during emergency flight conditions, and McCarran today sees more wide-body traffic than at any point in its history. Any pilot objections that would result in the loss of any takeoff or landing patterns would constrain capacity at McCarran and limit the airport's ability to operate at full efficiency.

6. Future Instrument Flight Rules (IFR) Procedures. Southwest Airlines is developing a Performance-Based Navigation instrument flight rules approach for arrivals on Runway 19R, the closest runway to the proposed stadium site. It remains unclear how a Tropicana Avenue stadium might affect this procedure, which will be assessed by the FAA's Obstacle Evaluation Branch throughout the 7460-1 process.

7. Traffic Study. The proposed stadium site is located in an area of significant traffic congestion, particularly at the primary intersections that accommodate inbound and outbound airport traffic. A stadium project would be subject to a traffic study that examines the potential impact it would have on traffic patterns and existing transportation infrastructure.