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## SENATE BILL 291

Senate Bill 291 (Committee on Government Affairs): heard 3-25; work session 4-01

*AN ACT relating to airports; authorizing a governmental entity that is the proprietor of an airport to impose certain reasonable restrictions concerning the control of aircraft noise; and providing other matters properly relating thereto.*

Proponents of the measure, asserted that the North Las Vegas Airport has expanded beyond the safety standards, which existed at the time residential development was approved. Proponents further indicated that local government officials have the authority, in collaboration with the Federal Aviation Administration (FAA), to establishing limitations in the hours of operation and the number of takeoffs and landings. Additionally, it was indicated that the increased number of helicopter flights coming into the airport, adversely affect Veterans, particularly those with posttraumatic stress disorder.

Opponents argued that the FAA regulates many of the stipulations considered in the proposed measure. Opponents further indicated that passage of the SB 291 would set an unrealistic expectation for surrounding residents, as the local government authority may not be able to impose certain stipulations.

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**SB291**

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***NOT TONIGHT!***

**Airport Traffic Gives Me A Headache**

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## **SB291**

### *NOT TONIGHT!* Airport Traffic Gives Me A Headache

#### **Contents of SB291**

There are two major components to our SB291.

#### *Noise Abatement:*

- Limit the hours of operation of General Aviation Airports to appropriate established noise standards for residents in area where the governmental entity is the proprietor of said airport (such as 0600 to 2100 in Clark County.)
- Abide by all federal regulations while maintaining the constitutional rights by homeowners and residents, in counties and municipalities, especially the security in the airspace above their homes.

#### *Safety:*

- Limit the number of takeoffs and landings (i.e. 65,000 at the North Las Vegas Airport)
- Governmental entities (counties and municipalities) will determine maximum standard for safety so that airports do not expand beyond safety standard which existed at time residential development was approved.

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## Chapter Two

### Why Reform?

This SB291 addresses the following needs:

- Restores rights to not have residents to not suffer emotional and physical distress from twenty four hour a day flights over their homes, some just twenty feet above the roofs of their homes.
- Establishes a safety standard of takeoffs and landings which will somewhat mitigate nine accidents in recent years where aircraft have landed into homes in Las Vegas and North Las Vegas from irresponsible "growth" of airport traffic in highly residential areas.
- Allow property values in area to grow at same pace with adjacent neighborhoods not affected by virtual tripling of maximum number of flights promised at time development was approved (see testimony from Northwest Area Residents Association)
- Restrict growth of number of late night helicopter flights which has a direct adverse effect on Veterans with PTSD
- Restrict unbridled growth of commercial air traffic as regards to operations such as Grand Canyon tours which were not permitted in discussions with residents

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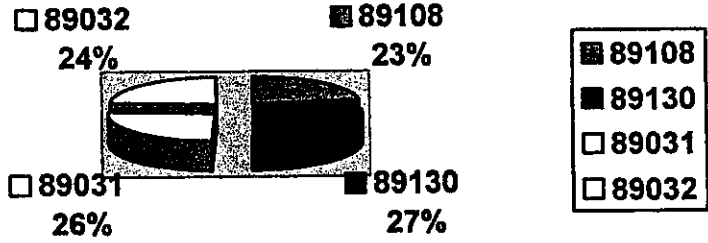
## Chapter Three

### Impact

*Strongly Supported by (among others):*  
*Council Of Nevada Veterans Organizations*  
*Northwest Area Residents Association*  
*Charleston Neighborhood Preservation Association*  
*Go West Institute of Air Transportation Issues*

- Reduction in accidents caused by unrestricted growth in takeoffs and landings
- Although NLV Airport was built prior to residential development, it was to grow no more than one third of its current operation, thus falsely enticing residential homeowners, SB291 would reverse that trend.
- Restore appropriate home values as noise abatement and safety would be enhanced
- Reduce drain on healthcare resources as residents would minimize their need for treatment from planes flying within twenty feet or less from their roofs

Total Responses By Zipcode



Support For SB291 Margin of Error  
Plus or Minus 3.5%

