



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-2736-OE

Issued Date: 03/30/2017

on behalf of UNLV, David Frommer
Board of Regents, NV System Higher Education
4505 Maryland Parkway
Box 451027
Las Vegas, NV 89154-1027

**** PUBLIC NOTICE ****

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

Structure:	Building 5
Location:	Las Vegas, NV
Latitude:	36-06-15.07N NAD 83
Longitude:	115-09-42.42W
Heights:	2087 feet site elevation (SE) 353 feet above ground level (AGL) 2440 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 05/06/2017.

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 (425) 227-2791. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-2736-OE.

Signature Control No: 285448452-327175139

(CIR)

Daniel Shoemaker
Specialist

Attachment(s)

Part 77

Additional Information

Map(s)

Additional Information for ASN 2016-AWP-2736-OE

Proposal: To construct and/or operate a(n) Building to a height of 353 feet above ground level, 2440 feet above mean sea level.

Location: The structure will be located 1.36 nautical miles north of LAS Airport reference point.

Part 77 Obstruction Standard(s) Exceeded:

Section 77.17 (a) (2) by 59 feet - a height that exceeds 2381 feet above mean sea level within 1.52 nautical miles of LAS.

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (a) Horizontal Surface by 109 feet as applied to LAS.

Section 77.19 (e) Transitional Surface by 181 feet as applied to LAS.

Preliminary FAA study indicates that the above mentioned structure would:

have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.

not exceed traffic pattern airspace

have no effect on any airspace and routes used by the military.

Additional information for ASN 2016-AWP-2736-OE

Aeronautical Study Numbers 2016-AWP-2736-OE, 2016-AWP-2738-OE through 2016-AWP-2742-OE, 2016-AWP-2746-OE through 2016-AWP-2748-OE, and 2016-AWP-2771-OE through 2016-AWP-2772-OE

Abbreviations

AGL - above ground level

MSL - mean sea level

RWY - runway

VFR - visual flight rules

IFR - instrument flight rules

nm - nautical mile

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

This proposal is for a 353-foot AGL (2440-foot MSL) building, to be located at the northeast corner of East Tropicana Avenue and Deckow Lane. At its closest point (2016-AWP-2748-OE), it will be located approximately 1690 feet (0.27 nm) northwest of the threshold of Runway 19R at McCarran International Airport (LAS). The LAS airport elevation is 2181 feet MSL.

To facilitate the public comment process, the eleven points of the building filed for evaluation are being circularized under Aeronautical Study Number 2016-AWP-2736-OE, which is the highest point of the building and the point having the greatest overall impact on LAS Part 77 airspace surfaces. All comments received from this circularization will be considered in completing the separate determinations for each of the points filed for the building. The Aeronautical Study Numbers, coordinates, and heights for these eleven points are:

2016-AWP-2736-OE	36-06-15.07N	115-09-42.42W	353 ft. AGL/2440 ft. MSL
2016-AWP-2738-OE	36-06-15.04N	115-09-38.30W	342 ft. AGL/2426 ft. MSL
2016-AWP-2739-OE	36-06-10.98N	115-09-38.17W	338 ft. AGL/2423 ft. MSL
2016-AWP-2740-OE	36-06-10.92N	115-09-34.41W	232 ft. AGL/2313 ft. MSL
2016-AWP-2741-OE	36-06-11.07N	115-09-42.04W	349 ft. AGL/2436 ft. MSL
2016-AWP-2742-OE	36-06-07.22N	115-09-41.40W	343 ft. AGL/2431 ft. MSL
2016-AWP-2746-OE	36-06-08.06N	115-09-41.59W	344 ft. AGL/2432 ft. MSL
2016-AWP-2747-OE	36-06-07.91N	115-09-34.89W	213 ft. AGL/2295 ft. MSL
2016-AWP-2748-OE	36-06-07.13N	115-09-35.02W	208 ft. AGL/2291 ft. MSL
2016-AWP-2771-OE	36-06-14.22N	115-09-35.00W	335 ft. AGL/2415 ft. MSL
2016-AWP-2772-OE	36-06-14.29N	115-09-41.41W	349 ft. AGL/2436 ft. MSL

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

a. Section 77.17(a)(2): A height that is 200 feet above ground level or above the established airport elevation, whichever is higher, within three nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile of distance from the airport up to a maximum of 500 feet. These points on the proposed building would exceed the LAS Part 77.17(a)(2) surface by the following amounts:

2016-AWP-2736-OE	Exceeds by 59 feet.
2016-AWP-2738-OE	Exceeds by 45 feet.
2016-AWP-2739-OE	Exceeds by 42 feet.
2016-AWP-2741-OE	Exceeds by 55 feet.
2016-AWP-2742-OE	Exceeds by 50 feet.

2016-AWP-2746-OE Exceeds by 51 feet.
2016-AWP-2771-OE Exceeds by 34 feet.
2016-AWP-2772-OE Exceeds by 55 feet.

b. Section 77.19(a): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.17, 77.19, or 77.23. These points on the proposed building would exceed the horizontal surface at LAS by the following amounts:

2016-AWP-2736-OE Exceeds by 109 feet.
2016-AWP-2738-OE Exceeds by 95 feet.
2016-AWP-2739-OE Exceeds by 92 feet.
2016-AWP-2741-OE Exceeds by 105 feet.
2016-AWP-2742-OE Exceeds by 100 feet.
2016-AWP-2746-OE Exceeds by 101 feet.
2016-AWP-2771-OE Exceeds by 84 feet.
2016-AWP-2772-OE Exceeds by 105 feet.

c. Section 77.19(e): The transitional surface area designated under Part 77.19 to protect aircraft during the final approach phase of flight and prevent tall structures from being constructed in close proximity to the runway. These points on the proposed building would exceed the LAS RWY 1L/19R transitional surface area by the following amounts:

2016-AWP-2736-OE Exceeds by 122 feet.
2016-AWP-2738-OE Exceeds by 152 feet.
2016-AWP-2739-OE Exceeds by 174 feet.
2016-AWP-2740-OE Exceeds by 105 feet.
2016-AWP-2741-OE Exceeds by 146 feet.
2016-AWP-2742-OE Exceeds by 170 feet.
2016-AWP-2746-OE Exceeds by 164 feet.
2016-AWP-2747-OE Exceeds by 100 feet.
2016-AWP-2748-OE Exceeds by 99 feet.
2016-AWP-2771-OE Exceeds by 181 feet.
2016-AWP-2772-OE Exceeds by 133 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The points being studied of the proposed building would exceed the LAS Part 77.17(a)(2) surface by 34 to 59 feet, the Part 77 horizontal surface by 84 to 109 feet, and the RWY 1L/19R Part 77 transitional surface by 99 to 181 feet.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

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

d. 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.



