



HARRY REID
INTERNATIONAL
LAS VEGAS

Clark County Department of Aviation Airport System Strategic Update

Executive Summary

December 2023





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2 Southern Nevada Supplemental Airport (SNSA) Historical Overview

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1948

McCarran Field



1998

D Gates Opening



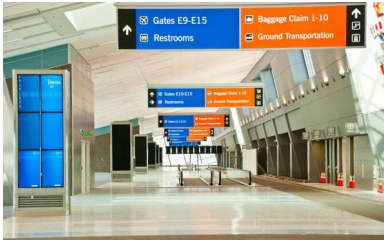
2021

Harry Reid International Airport



1968

McCarran International Airport

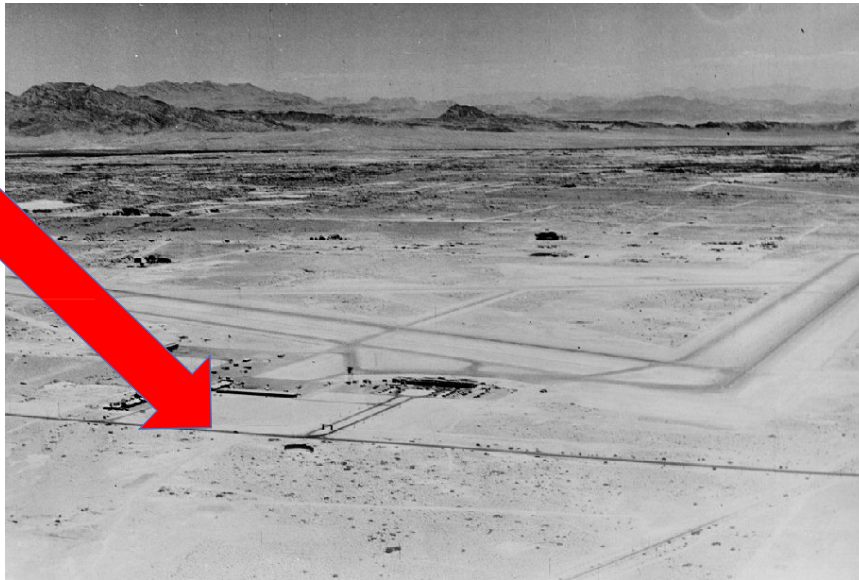


2012

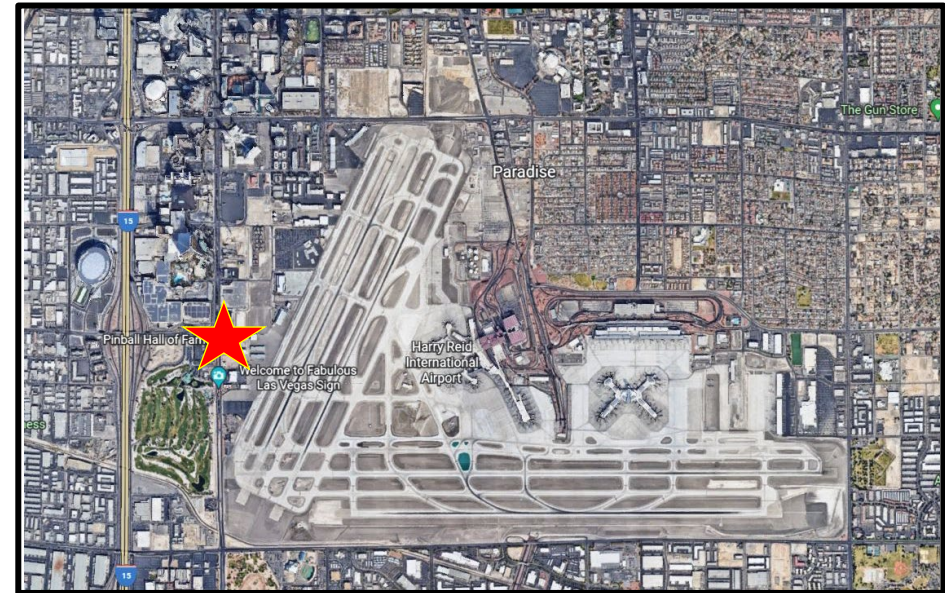
Terminal 3 Opening



LAS in 1955



LAS Today





2000

Ivanpah Valley Airport Public Lands Transfer Act of 2000

- Conveyed 6,000 acres of land to Clark County for construction and operation of a commercial service airport
- Designated the Federal Aviation Administration (FAA) and Bureau of Land Management (BLM) as Joint Lead Agencies (JLA) for Environmental Impact Statement (EIS)

2015

National Defense Authorization Act

- Directed BLM to transfer additional land for flood control facilities to Clark County subject to obtaining environmental approval from BLM and FAA as JLAs



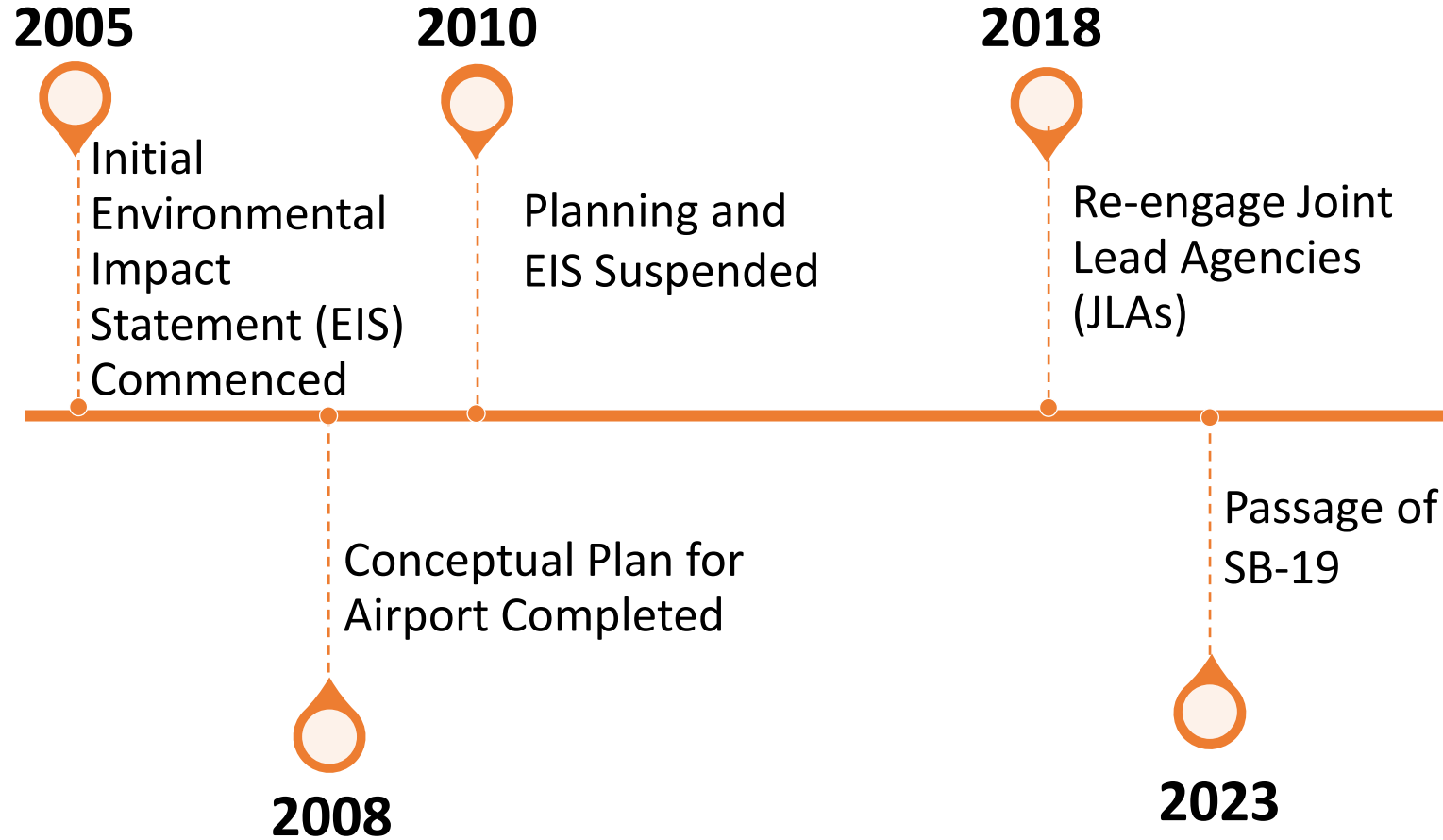
Clark County Conservation of Public Land and Natural Resources Act

- Directed BLM to transfer an additional 17,000 acres to Clark County for airport compatibility, subject to obtaining environmental approval from BLM and FAA
- Established a 2,640-foot-wide Transportation and Utilities Corridor (TUC) for the non-exclusive placement of transportation facilities and utilities between the Las Vegas Valley and proposed airport

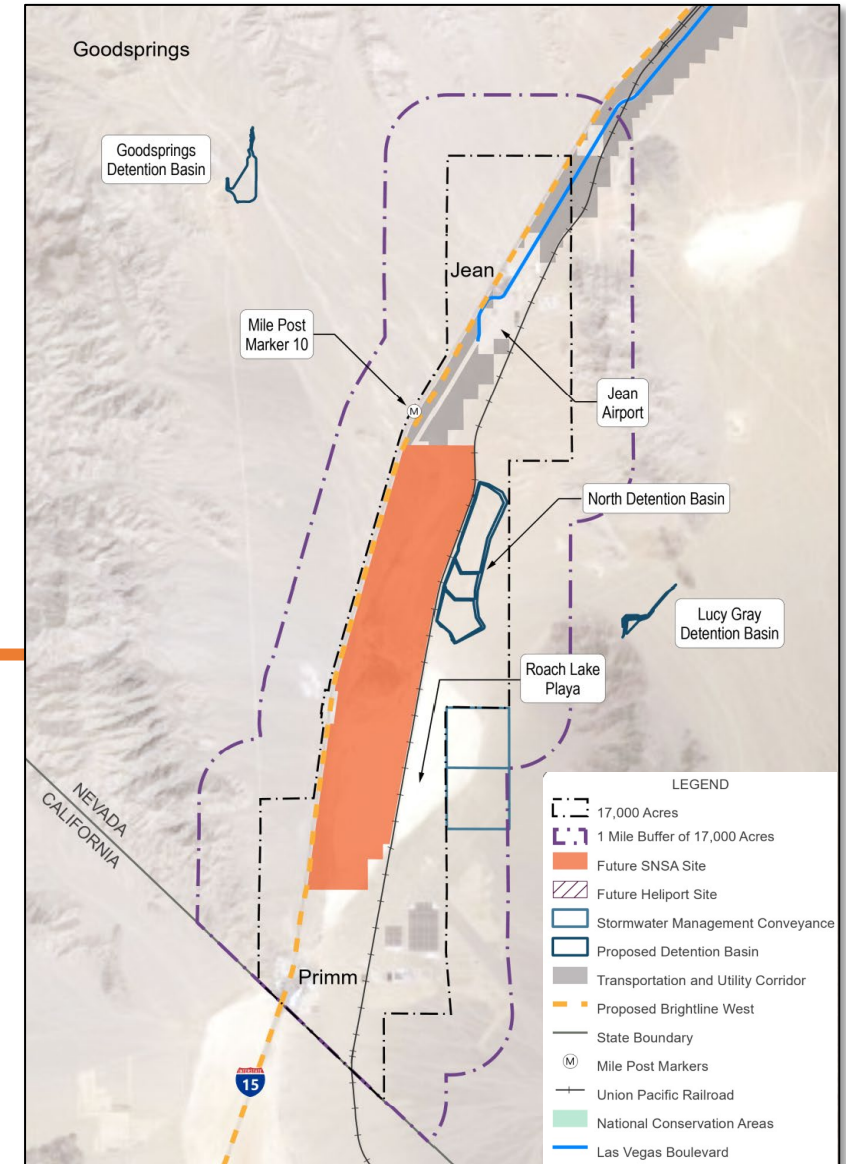
2002



Proposed SNSA to accommodate forecasted growth in commercial and general aviation operations to the Las Vegas metro area



SNSA site located approximately 30 miles south of LAS Airport, and constructed partially on Roach Lake Playa





Completed the following top priority items:



- Airport Layout Plan
- Air Traffic Control Tower alternatives (Line of Sight)
- MITRE Technical Study (Phase 1)
- Fleet Forecast
- Determination of Aircraft Design Group
- Verification of material conveyance to Roach Dry Lake

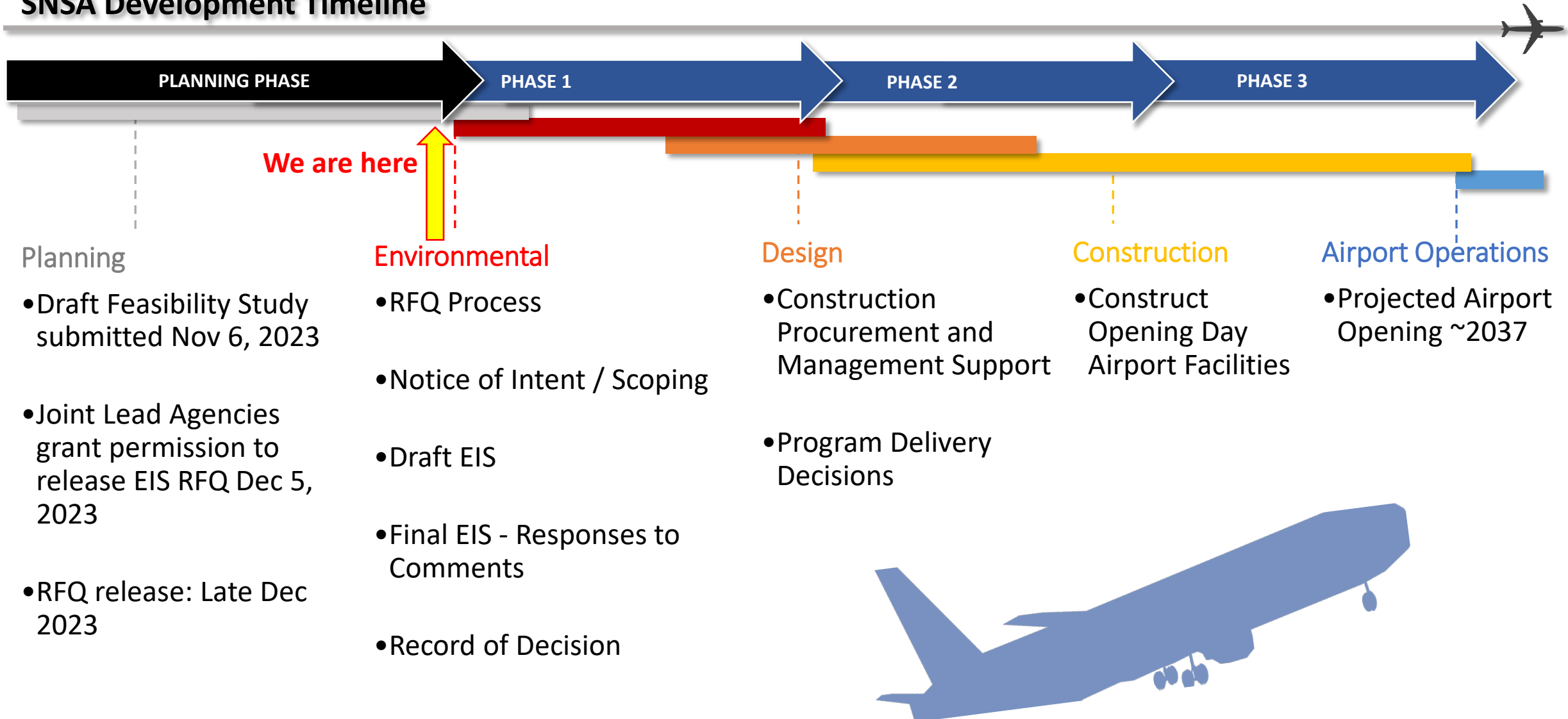


- Benefit/Cost Analysis
- Draft Financial Analysis
- Facility Requirements +5 years from opening day






- Obstruction Analysis
- Water Release Plan & Flood Mitigation Design
- Wildlife Hazard Assessment
- Roadway Planning
- Stakeholder Coordination

SNSA Development Timeline










The Clark County Department of Aviation Airport System Overview

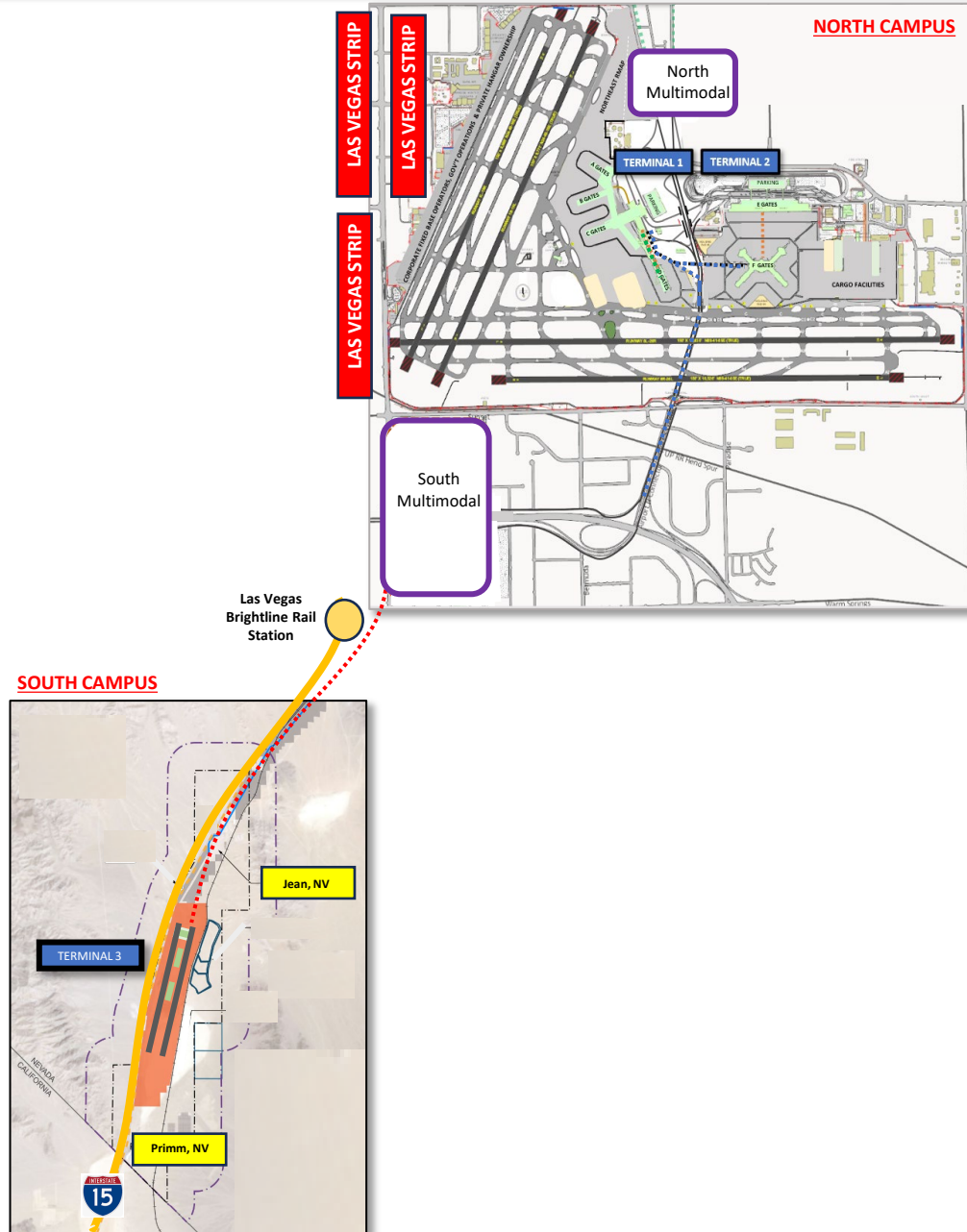


AIRPORT	NARRATIVE	ROLE	USERS	PLANNING
	<p>Harry Reid International Airport (LAS) Terminals 1 & 3 is on the main campus and critical part of the economic engine for the State of Nevada and regional economy.</p>	<ul style="list-style-type: none"> - Part 139 (Class 1) Commercial Air Service - Federal ATCT - CCDOA ACC - Jet A Fuel 	<ul style="list-style-type: none"> - Large Hub Commercial Carriers - Integrated Logistics Carriers - Fixed Base Operators - Helicopter Operations (Strip Tours) - Concessionaires - Multimodal Centers 	<p><i>Focus on LAS capital plans to keep pace with growth and enhance the passenger experience. Modernize airport facilities to maximize terminal, landside roadways and airfield efficiency.</i></p>
<p>SNSA</p>	<p>The proposed SNSA site would be located between Jean and Primm Nevada, and will facilitate commercial carriers and connect via intermodal to Harry Reid International Airport.</p>	<ul style="list-style-type: none"> - Part 139 (Class 1) Commercial Air Service - Federal ATCT - CCDOA ACC - Jet A Fuel 	<ul style="list-style-type: none"> - Large Hub Commercial Carriers - Integrated Logistics Carriers - Fixed Base Operators - Concessionaires - Ground Transportation - Parking 	<p><i>Focus on securing Record of Decisions (ROD) from the FAA and approval for the EIS RFQ Notice-Of-Intent (NOI).</i></p>
	<p>Henderson serves as the premier General Aviation airport to support corporate and private aircraft operations.</p>	<ul style="list-style-type: none"> - Non-hub Primary General Aviation - Contracted ATCT - Jet A/100LL Fuel 	<ul style="list-style-type: none"> - Business Jets - Fixed Base Operations (Air Elite) - Helicopter Operations (Regional Tours) - Restaurant Services - Rental Car Services - Exclusive Limo Service 	<p><i>Focus on post-Master Plan Safety Study: RNY Extension & TWY Separation to facilitate larger aircraft group. Support business plan to drive private investment and corporate aviation growth at HND.</i></p>
	<p>North Las Vegas serves as General Aviation for flight schools and some corporate clients, enthusiasts for and recreational use.</p>	<ul style="list-style-type: none"> - Formerly, Part 139 (Class 3) Air service - Federal ATCT - Reliever for Henderson Executive Airport - Jet A/100LL Fuel 	<ul style="list-style-type: none"> - Fixed Base Operations (Air Elite) - Helicopter Operations (Strip Tours) - Restaurant Services - Rental Car Services - Flight School 	<p><i>Focus on completing VGT Masterplan and demo program. Support expansion initiatives for economic growth within General Aviation business model.</i></p>
<p>Overton Perkins Field</p>	<p>Overton at Perkins Field serves as a small rural and recreational airfield.</p>	<ul style="list-style-type: none"> - Small Aircraft General Aviation - Jet A/100LL Fuel 	<ul style="list-style-type: none"> - Flight School - General Aviation Users - Potential Drone Integration Site - Recreational (Parachute/Skydiving) 	<p><i>Focus on refurbishing airport: roadways, facilities, runway resurfacing, communications, and AWOS installation.</i></p>
<p>JEAN AIRPORT</p>	<p>Serve as a recreational airfield for aviation enthusiasts.</p>	<ul style="list-style-type: none"> - Small Aircraft General Aviation - Jet A/100LL Fuel 	<ul style="list-style-type: none"> - Flight School - Recreational (Parachute/Skydiving) 	<p><i>Remain operational until FAA deems unsafe to operate after proposed SNSA site opens</i></p>
<p>HELIPORT</p>	<p>A strategic land use for DOA and connected action to the FAA MOU.</p>	<ul style="list-style-type: none"> - Aviation Commercial Service - Jet A/100LL Fuel 	<ul style="list-style-type: none"> - Future heliport if/when needed. 	<p><i>Consider airspace and terminal connectivity to a heliport terminal.</i></p>

The Clark County Department of Aviation **Airport System Flagship Transformation**



AIRPORT	NARRATIVE	ROLE	USERS
<div style="display: flex; align-items: center; justify-content: space-between;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-weight: bold; color: red;">FLAGSHIP</div> <div style="text-align: center;">  </div> <div style="writing-mode: vertical-rl; font-weight: bold; color: red;">AIRPORT</div> </div>	<p>North Campus Terminals 1 & 2 is on the main campus and critical part of the economic engine for the State of Nevada and regional economy.</p>	<ul style="list-style-type: none"> - Part 139 (Class 1) Commercial Air Service - Federal ATCT - CCDOA ACC - Jet A Fuel 	<ul style="list-style-type: none"> - Large Hub Commercial Carriers - Integrated Logistics Carriers - Fixed Base Operators - Helicopter Operations (Strip Tours) - Concessionaires - Multimodal Centers
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Maximization:

Focuses on modernizing current airport to achieve as much capability as possible to exceed guest expectations.

Connection:

Focuses on reliable and consistent connection between the airport campuses and the “heart” of the business sector.

Expansion:

Focuses on relieving air travel operations from LAS airspace. The DOA will ensure compatible land use for development surrounding Terminal 3.

The Flagship Transformation Independent Developments



Maximize:

Preliminary Design

- Preliminary Design 15%
- Environmental Requirements
- Engineering Estimates
- RFP: Design Process
- Bid Award

Construction

- RFP: Bid-Build
- Enabling Projects
- Landside Improvements: Roadway & Parking
- Terminal Buildings:
 - Terminal 1 Enhancement
 - Terminal 3 Upgrade

Terminal 1 & 2

- **North Campus**
 - Terminal 1
 - Reassign T3 → Terminal 2
 - Reassign Gates
 - Complete Wayfinding & Signage



Connect:

South Multimodal Center

- Introduce Connection Concept
- Build Consensus
- Engage Transportation Stakeholders

Design Connections

- NDOT/PW Airport Tunnel Road
- Environmental Requirements
- Engineering Estimates

Construct Connections

- PW RFP Process
- Bid/Award
- Construction

South Multimodal Center

- **Multimodal Transportation Hub**
 - Connection to North Campus
 - Connection to the Strip
 - Connection to South Campus (Future)



Expand:

South Campus Site Environmental

- EIS RFQ Process
- Notice of Intent
- Record of Decision
- EIS NEPA PROCESS

South Campus Site Design

- Construction, Procurement & Management
- Program Delivery Decision
- 30% Design

South Campus Site Construction

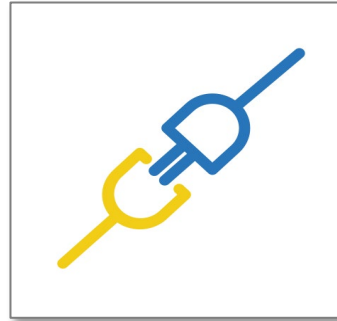
- Construct Airport Facilities
- Design-Bid-Build

Terminal 3 Opening

- **South Campus**
 - Terminal 3
 - RWY 1L-19R
 - RWY 19L-1R



Maximize



Connect

- **Release Planning Design Consultant RFQ**
- Develop Flagship Program (ACIP)
- Propose Project Phases (AAAC)
- Design-Bid-Build Schedule (Capital Plan)



Expand

- **Release Environment Impact Statement (EIS) Consultant RFQ**
- JLA resume Environment Impact Statement (EIS) Preparation
- JLA refine EIS Timeline
- CCDOA monitor ongoing milestones

Conclusion



We are a world-class destination, and need to meet the demands for the next 75 years!





HARRY REID
INTERNATIONAL
LAS VEGAS

Q & A

