



PARDON OUR DUST

McCarran International Airport's Construction Update Summer 2010 Edition



*"Howdy. My name is Dusty Mac,
your guide to what's happening at
the Silver State's busiest airport.
Look inside to check out what's in
store for your future flights through
Las Vegas."*

SUMMER
2010



PARDON
OUR
DUST



These days, folks are seeing lots of construction around McCarran as our team works to bring Las Vegas a bigger and better airport.

The Clark County Department of Aviation, which owns and operates McCarran, is ponying up more than \$3 billion for an improvement program that will extend this airport's ability to serve its community for decades to come. And because airport management oversees this place like a business, these changes will be paid for the old fashioned way -- using **airport revenue, not locals' tax dollars.**

Despite these tough times, Clark County's Commissioners are committed to building today so that McCarran will be prepared for future growth. We're confident that you'll soon find our efforts were worthwhile; we only ask for a little patience until we can get the job done.

We'll soon reach our goals, I promise. But for now, we hope you'll enjoy a brief look ahead at some of the many great projects that we're working hard to complete for your benefit during a future visit to Southern Nevada.

- **Dusty Mac**



At top, work continues on Terminal 3, shown as it appeared in May 2010. The rendering below illustrates how the project will appear when finished in 2012.



SUMMER
2010



PARDON
OUR
DUST



Terminal 3 is more than 70 percent complete.

It is unquestionably the centerpiece of McCarran's capital improvement efforts, and if you've been anywhere near the airport in recent months, you'll likely appreciate Terminal 3's significance.

There's no imagination necessary to picture just how big this nearly **2 million-square-foot facility** will be. At nearly **one-half mile in length**, the place is impossible to miss.

As workers complete the main building's exterior, their focus will shift toward the many tasks still to be done inside. Along with new ticketing and baggage claim areas plus a pair of security checkpoints, a key highlight of Terminal 3 will be its **expanded U.S. Customs and Border Protection port**. Its presence will greatly increase McCarran's ability to process international travelers when they arrive in Las Vegas.

With last year's completion of the CityCenter resort on the Las Vegas Strip, T3 now ranks as Nevada's largest ongoing construction project.

This summer more than 1,500 workers will be hard at work on T3's bustling job site, typically beginning their shifts in the early morning hours to avoid this area's hottest daytime temperatures. T3 is slated to open in mid-2012.



Above, Terminal 3's exterior siding, windows and roof were nearly complete prior to summer 2010. Below, workers have made excellent progress on the T3 departures roadway bridge. Note the building's size in comparison to the trucks (above) and workers (below).



SUMMER
2010



PARDON
OUR
DUST



Certain that your Southwest Airlines flight is leaving from the C Concourse? Not so fast...



Southwest Airlines has been flying out of McCarran's C Concourse for what seems like forever. As a result, many of its customers are accustomed to heading straight to the C gates whenever they're flying out of Las Vegas. It's almost become a routine.

However, over the past couple of years some Southwest flights have shifted over to McCarran's B Concourse. And soon, a great many **more Southwest flights** will begin departing and arriving **at McCarran's B Concourse**.

This summer, crews will begin to repave the ramp areas near the C gates. The work will occur in phases, resulting in the temporary closure of clusters of gates at C until the new pavement is fully in place.

Fortunately, there's a simple solution to avoid any hold ups that could result from this construction. It's as easy as remembering to **check at which gate your flight is located**.

If you still end up at the wrong place, all is not lost. Remember that travelers can now use a bridge to walk between the A, B and C concourses without requiring more than one trip through a TSA security checkpoint.



Southwest Airlines aircraft lined up at the C Concourse are a familiar sight at McCarran. But a ramp repaving project will soon cause many of Southwest's flights to move to the B gates. Travelers should check their gate assignments.

SUMMER
2010



PARDON
OUR
DUST



Curious about that new tower on Sunset Road? Wish you knew why those Carey Avenue power lines seemingly disappeared? Then read on.



Aircraft pass a red and white ASDE-X structure, one of two new towers the FAA is adding at McCarran.

Many folks have asked about a new red and white tower that has recently been erected along Sunset Road, just west of Bermuda Road. The tower was built by the Federal Aviation Administration, which is adding a **new surface-mounted runway safety system** called ASDE-X to better protect aircraft and airfield vehicles here at McCarran.

In addition, our FAA friends will soon begin work on a **new air traffic control tower** near Terminal 3. It will replace a 182-foot-tall tower that's been a familiar McCarran landmark since 1983.

The FAA and federal stimulus funds have also enabled the Department of Aviation and NV Energy to **remove approximately 2,900 linear feet of above-ground electrical lines** that were located across from two busy runways at McCarran's sister airport in North Las Vegas.

Work on this \$9 million project began in fall 2009 and wrapped up in less than a year. It's the latest in a long line of improvements Clark County has made to the facility since it purchased the North Las Vegas Airport back in October 1987.



These power lines near North Las Vegas Airport were removed through grants issued under the American Recovery and Reinvestment Act of 2009.

SUMMER
2010



PARDON
OUR
DUST



There's lots of road work near the McCarran Airport Connector Tunnel. And unfortunately, it's not going to end any time soon.

Mom always told me, "Dusty, if you want to make an omelet, you're going to have to break a few eggs."

Well we're not making omelets here. But we are cooking up a **new roadway system** that will eventually result in safer, easier-to-follow roadways for drivers making their way in and out of McCarran. That's the good news. Really good news, in fact.

Here's the not-so-good part: this is such a large project it will take us until summer 2011 to put everything into place. Until then, we're asking drivers to be patient – and to **find another way around town** if they don't have to use McCarran's Airport Connector Tunnel to catch a flight, or pick up or drop off a traveler they know.



Traffic cones and construction equipment dot the roadways north of the Airport Connector Tunnel as workers continue to widen roads and improve drivers' ability to move in and out of McCarran.



Drivers might run into delays when things get really busy. But **don't believe anyone who tells you the tunnel will be closed forever.**

We happen to like our tunnel, and it's not going away any time soon.

SUMMER
2010



PARDON
OUR
DUST

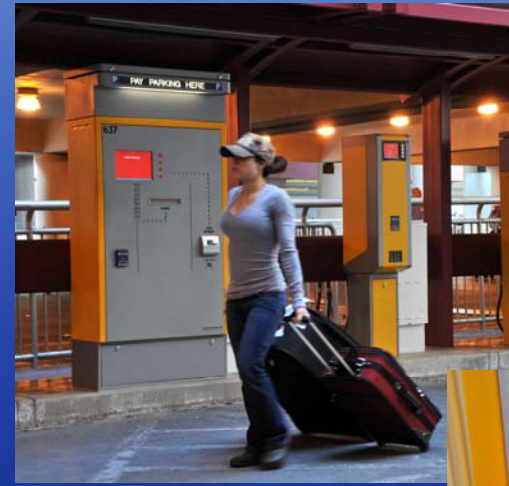


Express Exit has made it easier for customers to pay for parking *before* they leave from McCarran.

McCarran has rolled out a new Parking Revenue Control System that makes it simple for customers to pay for parking, no matter which lot or garage they prefer.

Express Exit is a kiosk-based system that lets users to pay on foot before reaching their vehicles, thereby skipping past any lines of cars that may be present at the exit toll booth lanes.

The system was introduced in the Economy Lot in fall 2008, and has significantly reduced customers' wait times at McCarran. Express Exit went airportwide in April.



Express Exit kiosks make it easy to pay for airport parking.



Sections of McCarran's main terminal have been in use since the 1960s. Please pardon our dust as we renovate some older sections of ceiling and roof.

Work will also soon begin on a much-needed **ceiling and roof replacement** for several older portions of the airport, including spaces close to the A/B security checkpoint.

McCarran has aged remarkably well, so it's easy to forget that some portions of this airport have been around since the early 1960s. Even the best of us could benefit from a little touch-up now and then, right?