



PARDON OUR DUST

McCarran International Airport's Construction Update Winter 2011-12 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.”*

WINTER
2011-
12



PARDON
OUR
DUST



These days, folks are seeing lots of digging 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. 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 find our efforts are worthwhile; we only ask for a little patience until we get these many important jobs finished.

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**



Work continues within Terminal 3, shown above as it currently appears. At left, an artist's rendering of the completed T3 project.

WINTER

2011-

12



PARDON
OUR
DUST



The wait for Terminal 3 is drawing toward a close.

It's been a long time coming, but we're almost at the end of the journey. The word is now official: Terminal 3 will **open in late June 2012.**

This winter will mark the end of construction on the main building, after which subcontractors will begin the tenant improvement process. That step will add a variety of **stores, bars and restaurants** to the T3 lineup.

The building itself is approximately one-half mile in length, with 14 gates, baggage claim and ticketing areas, and two TSA security checkpoints. T3 will also serve some airlines based at McCarran's D Concourse by way of two **Automated Tram System** trains that will shuttle travelers between T3 and D in under one minute.

T3 will be home to **all foreign flag carriers** operating at McCarran, as well as Alaska Airlines, Frontier, Hawaiian, JetBlue, Sun Country, United/Continental and Virgin America.

International travelers will be especially pleased with T3's state-of-the-art **U.S. Customs and Border Protection** port of entry that will more than double McCarran's ability to quickly process passengers as they arrive from foreign destinations. We'll have people on their way into Las Vegas in no time.



At top, a look at T3's arrivals lobby; at center, flat screen flight information displays in the departures area; at bottom, a tram that will connect T3 with the nearby D concourse.

WINTER

2011-

12



PARDON
OUR
DUST



With advance technology and a common use model, Terminal 3 will be anything but common.

Space within an airport is usually at a premium, but McCarran is one of just a few U.S. airports that has fully adopted **a better way** to make the most efficient use of its amenities. More than a decade ago, McCarran set out on a path to become a 100 percent common use airport, and this strategy will continue at T3.

Common use means the airport controls its own infrastructure, rather than allowing each airline to build its own equipment. This allows any airline to **easily transition** to available areas within McCarran. At some airports, one airline cannot use an empty gate for boarding or unloading, for example, simply because that space “belongs” to another carrier. At McCarran, that isn’t the case.

So what does this mean to you, the passenger? Plenty. It starts with ensuring your airline has the tools and space it needs to get you **processed**, boarded or unloaded **quickly and efficiently**. Of equal importance, common use helps keep costs down by allowing McCarran to host more airlines and flights within its existing space, rather than having to build each time we experience growth.

It’s a win-win for travelers, airlines and airports.



From its ticketing lobby (top) to its hold rooms and gates, Terminal 3 will be 100 percent common use. This approach improves McCarran’s efficiency, and provides space for more air carriers that want to serve the Las Vegas market.

WINTER

2011-

12



PARDON
OUR
DUST



“Thus in the beginning the world was so made that certain signs come before certain events.”

Cicero’s words may be more than 2,000-years-old, but they’re still relevant today. When it comes to driving to McCarran, there are literally new signs all around us.

Since August, workers have been busy installing **new dynamic directional** signs that will soon help to guide drivers to their flight’s terminal.

When T3 opens next summer, it will create a shift in how travelers use McCarran. Today more than 90 percent of our flights arrive or depart at Terminal 1, which eliminates the guesswork for most departing travelers. They simply head to Terminal 1 and then look for their airline.



Dynamic signs like this will help drivers to find their airlines’ proper terminals. Similar signs will soon go up along Russell Road and Interstate 215, following those just added above Paradise Road.



But when many major airlines move to T3 next year, drivers will need to **know their airline’s terminal before they arrive at McCarran**. That’s where these signs come into play.

Drivers passing below the signs will be told which airlines are based within a specific terminal, enabling them to drive directly to the location serving their particular flight.

The first set of signs was recently placed above Paradise Road. Over the next few months, similar signs will be installed **above Russell Road** near Eastern Avenue, and off of **Interstate 215** prior to the airport connector tunnel.

WINTER
2011-
12



PARDON
OUR
DUST



Outside the C gates, the concrete work continues.



Contractors are using heavy machinery and hand tools to smooth and shape the ramp areas outside of McCarran's C gates.

Workers began to **replace the old asphalt ramps** near McCarran's C Concourse in July 2010, when the first seven of C's 19 gates were temporarily closed to replace the 25-year-old surfaces located below. Those seven gates reopened in May 2011, after which seven other C gates were closed as part of the project's second phase.

After nearly 160,000 square yards of concrete were placed along the concourse's east and south sides, Gates C-8 through C-16 reopened in late November 2011. Workers immediately moved on to this project's **third and final phase** alongside the northwest portions of the C Concourse.

Southwest Airlines will continue to **split its traffic between the B and C gates** until this ramp work is fully completed in late spring 2012. After that, the majority of Southwest's activity will return to the carrier's longtime home within McCarran's C gates.

WINTER
2011-
12



PARDON
OUR
DUST



Inside the C Concourse, things are looking sharp.



At right, an artist's rendering of what the C gates' changes would bring. Above, progress at C is moving closer toward matching that artist's pre-project vision.



Renovations within McCarran's busy C Concourse have given this area a **Vegas-style makeover** that's sure to please customers who fly through Southwest Airlines' longtime home at McCarran.

The new décor more closely resembles the appearance of other, newer areas of McCarran, featuring blue and silver tones within a concourse where mauve has long been the predominant color.

The C gates' changes aren't limited to aesthetics, however. Upgrades include a more-robust Wi-Fi network, improved heating and cooling systems, and **more places to shop and eat**. This interior work will conclude in late 2012.



The C Concourse is being retrofitted to bring its appearance in line with that of other, newer portions of McCarran. Changes include stainless steel wall paneling, flat screen flight information displays, and new directional signage and ceiling fixtures.

WINTER

2011-

12



PARDON
OUR
DUST



McCarran's new air traffic control tower is rising.



McCarran's future air traffic control tower already stands several stories tall. When complete, it will rise 352 feet above ground level – making it the FAA's second-tallest tower in the United States.

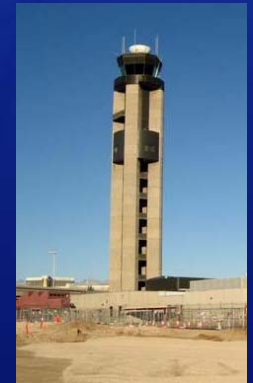


Airports are evolving, and so is the technology that supports their day-to-day operations. To create more space for tomorrow's needs, the Federal Aviation Administration is building a **new air traffic control tower** to serve travelers at McCarran and within its surrounding airspace.

FAA Administrator Randy Babbitt was on hand for a special groundbreaking ceremony held May 31. Since then, workers have made excellent progress developing the tower at a site adjacent to Terminal 3. As these photos show, the structure's shell has already risen several stories as it inches closer to an **eventual height of more than 352 feet**. Among U.S. airports, only the 398-foot control tower that serves Atlanta's Hartsfield-Jackson International will stand taller.

The tower's cabin will be 60 percent larger than that of today's LAS tower, and will feature first-of-its-kind **unobstructed, 14-foot window panels** to give air traffic controllers a better vantage of McCarran's entire airfield.

The FAA expects to begin using its new tower in early 2015.



The FAA's current LAS tower has been in use since October 1983.

WINTER
2011-
12



PARDON
OUR
DUST



Lastly, we're making the tunnel safer, and improving the flooring at our car rental facility.

Thousands of drivers pass through the Airport Connector Tunnel every day, and this winter we will be installing some new overhead **Life Safety Signage** to better alert drivers of accidents or other temporary lane closures within the tunnel.

Drivers who use the tunnel should expect to encounter **overnight lane restrictions** within the northbound and southbound portions of the tunnel from early December through the end of February 2012 while workers attach the new signs to the tunnels' ceilings.



The Airport Connector Tunnel will soon receive new life safety signage.

Workers are also busy replacing sections of the flooring within the **McCarran Rent-A-Car Center**.

This project, which will replace tile with a more-durable terrazzo floor surface, is scheduled to conclude in late December.

That's it for this "Pardon Our Dust." Be sure to look for the latest news on all of our many projects in our **next edition** due to be released in Spring 2012.



The McCarran Rent-A-Car Center's flooring upgrades will be complete by late December, in time for the New Year's Eve rush.