NFMT

Clark County
Department of Aviation



CLARK COUNTY DEPARTMENT OF AVIATION

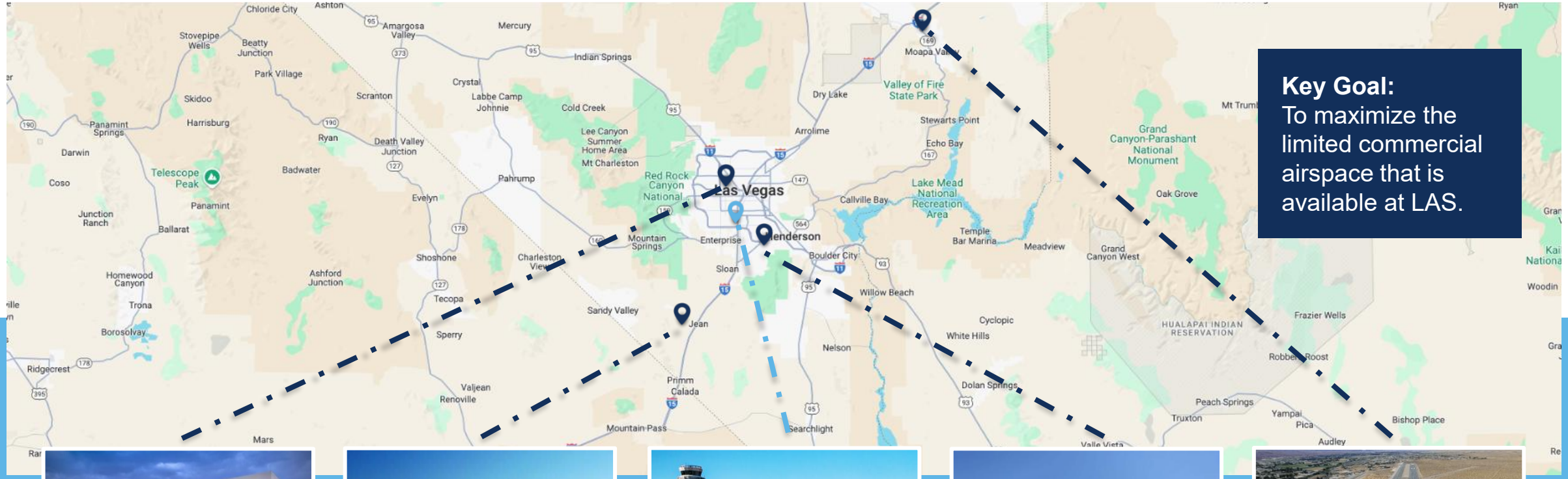
HARRY REID INTERNATIONAL LAS VEGAS

VGT NORTH LAS VEGAS AIRPORT

HND HENDERSON EXECUTIVE AIRPORT

Overton Perkins Field
Jean Sport Aviation Center

INTEGRATED AVIATION SYSTEM



Key Goal:
To maximize the limited commercial airspace that is available at LAS.



North Las Vegas (VGT)



Jean Sport Aviation Center (0L7)



Harry Reid International Airport (LAS)



Henderson Executive Airport (HND)



Overton Perkins Airport (U08)

77 YEARS OF AVIATION SERVICE

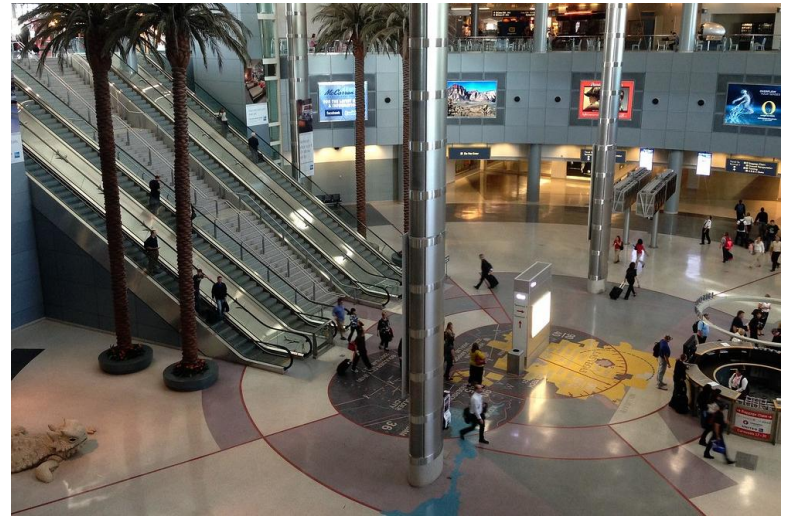
1948
McCarran Field



1968
McCarran International Airport



1998
D Gates Opening



77 YEARS OF AVIATION SERVICE

2012
Terminal 3 Opening



2021
Harry Reid International Airport



ABOUT LAS

5th
Busiest Airport in the world by **aircraft movements.**

8th
Busiest Airport in North America by **passenger traffic.**

2 sets
Of parallel runways for a total of four.

109 Aircraft Gates
At two separate terminal buildings.



ABOUT LAS

Nearly **86%** of passengers use all aspects of the operation.
(roadways, ticket counters, security checkpoint, baggage claim, etc.)

LAS
ranks among the busiest origin and destination airports in the U.S.

139 Domestic Routes

20 International Routes

159 Total Routes

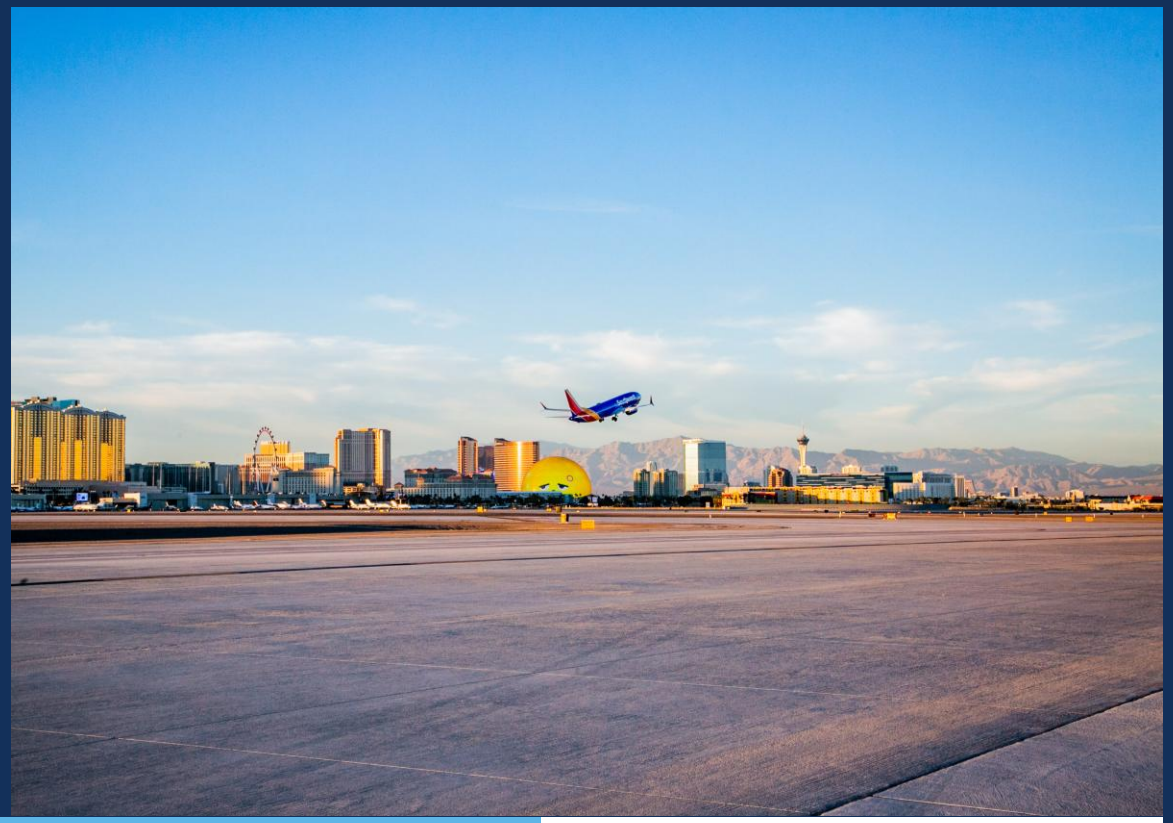
*Includes seasonal routes



AVIATION'S CONTRIBUTION

Local economic benefit of the CCDOA Airport System:

$35 Billion Annually



$28 Billion

attributable to visitors arriving via LAS

(Oxford Economics, 2019)

47%

of all visitors fly in and out of LAS

More than 18,000

employees

KEY PARTNERSHIPS



What makes airport asset management and planning unique, and how can the upcoming modernization program help you better align facility needs, operational priorities, and long-term organizational goals?

What does meaningful facilities and operations participation look like during planning, design, and construction? How early should the facilities team be involved, and what decisions should they influence?

A project can be delivered on schedule and within budget but still create challenges for the people who must operate it. What does a successful handoff from construction to facility operations actually look like?

How early should ORAT planning begin, and how can early collaboration among stakeholders ensure effective commissioning, training, documentation, and accurate asset data before a facility is turned over for operations?

Facility owners are asked to plan for emerging technology, but technology can change faster than buildings. How do you decide what to invest in now, what to make flexible, and what to avoid locking into too early?

Water conservation is an increasingly important consideration in facility management, particularly in water-scarce regions like Las Vegas. How can airport planning, design, and facilities teams work together to incorporate water conservation into new projects and existing facilities?

How do you plan for utility upgrades, roadway improvements, and connections between facilities to support airport modernization while managing costs and minimizing disruptions to ongoing operations?

Facility Condition Assessments are essentially a snapshot in time. How do you take the data and insights gathered from an individual assessment and turn them into a lasting asset management strategy?

How should condition and lifecycle data connect to long-range plans, capital prioritization, and funding decisions?

Looking back at your work in planning, design, and facility operations, what accomplishment or initiative are you most proud of, and why do you think it made a meaningful difference?

THANK YOU!

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