



WELCOME TO HARRY REID INTERNATIONAL AIRPORT

We created this handbook to serve as a high-level guide and overview for prospective airline companies interested in launching new air service to Las Vegas. This handbook serves as a valuable resource to assist you in navigating the particulars of starting operations at one of the most dynamic airports in the world.

It's purpose is not to supply all the answers, but rather to provide guidance, information, and a starting point for the planning and coordination of your launch and the requirements to operate at this airport.

About Harry Reid International Airport:

As one of the busiest airports in the United States, Harry Reid International Airport welcomes millions of passengers each year, serving as a vital gateway to the renowned Las Vegas Strip.

Harry Reid International Airport boasts state-of-the-art facilities, including modern terminals, comfortable lounges, and a wide array of dining and shopping options to cater to the diverse needs of travelers.

With its strategic location in the heart of Las Vegas, the airport offers unparalleled access to the city's world-class entertainment, vibrant nightlife, and bustling business scene.

Operating at Harry Reid International Airport offers numerous benefits for airlines seeking to establish a presence in Las Vegas:

Prime Location: Situated just minutes away from the iconic Las Vegas Strip, the airport enjoys a strategic location that attracts millions of visitors annually, presenting ample opportunities for airlines to tap into a thriving tourism market.

Passenger Demand: Las Vegas is a global destination renowned for its entertainment, conventions, and attractions, drawing visitors from around the world. Airlines can capitalize on this high demand for air travel by offering convenient and reliable service to meet the needs of travelers.

Supportive Environment: Our dedicated team at Harry Reid International Airport is committed to providing comprehensive support and guidance to assist airlines in every step of the process, from initial inquiries to operational readiness and beyond.

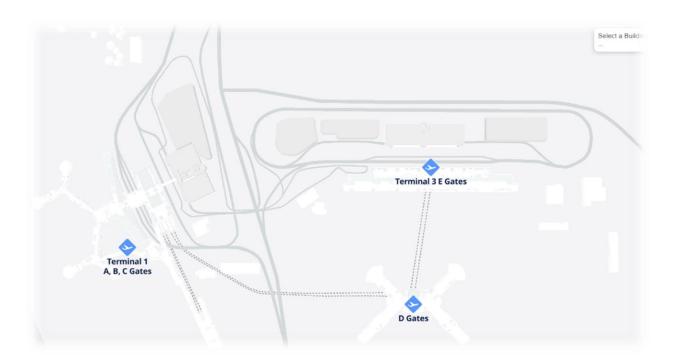
This handbook has been prepared to address common questions and concerns that new air carriers may encounter when considering operations at Harry Reid International Airport. From regulatory requirements and operational procedures to marketing strategies and customer service best practices, we aim to provide you with the tools and insights necessary to succeed in this dynamic market.

We are excited about the prospect of collaborating with your company to launch new air service at Harry Reid International Airport. Together, we can leverage the airport's strategic advantages, vibrant atmosphere, and world-class amenities to ensure the success of your operations in Las Vegas.

We look forward to working closely with you and providing the support needed to bring your vision to fruition. Welcome to the exciting world of aviation in Las Vegas!

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Welcome to the New Air Service Start-Up Handbook

At Harry Reid International Airport, we are committed to helping new airlines launch successful operations. This handbook provides a streamlined process to guide you through the necessary steps for starting new air service. Whether you're an international carrier or launching a domestic route, this guide ensures you have the tools and support needed for a smooth takeoff.



Our Vision

Be a global leader in the aviation industry committed to excellence & innovation by delivering unparalleled experiences for all.

Our Mission

Our dedication to excellence is driven by forward-thinking team members who collaborate and innovate to lead the aviation industry of tomorrow. Our commitment to delivering an enriched experience for our guests, our team members, and our community is unsurpassed and integral to all that we do.

Email

General Info - (702) 261-5211 Facsimile - (702) 597-9553 Lost & Found - (702) 261-5134 Paging - (702) 261-5211 TDD - (702) 261-3111 Parking Info - (702) 261-5121

Doing Business

Contact Us at harryreidairport.com

Mailing Address

Clark County Department of Aviation P.O. Box 11005 Las Vegas, Nevada 89111-1005 **Street Address** 5757 Wayne Newton Boulevard Las Vegas, Nevada 89119

MEET THE TEAM

Below are your initial points of contact for Harry Reid International Airport to assist with your startup and coordination. Please note the Aviation Business Office will be your primary point of contact for coordination of your launch.

NAME	DEPARTMENT	PHONE	EMAIL
Phillip Detmer Airport Manager	Business Office	(702) 261-4224	PhillipD@lasairport.com
Erika Hanuscin Aviation Affairs Manager	Business Office	(702) 261-4918	ErikaH@lasairport.com
Monika Bertaki Chief Aviation Marketing Officer	Public Affairs & Marketing	(702) 261-5290	MonikaB@lasairport.com
William Coffey Airport Senior Manager – Service Desk	Airport Service Desk / Information Systems	(702) 261-5389	WilliamCo@lasairport.com
John Howard Airport Manager	Airside Operations – Communications Control	(702) 261-5348	JohnHo@lasairport.com
Scott Kley Managing Director, Terminal Operations	Terminal Operations	(702) 261-3265	ScottKI@lasairport.com

Harry Reid International Airport and the four general aviation facilities in the Clark County Airport System are owned by Clark County, Nevada and operated under the policy direction of the Board of County Commissioners, the authority of the County Manager and the management of the Director of Aviation. LAS is dedicated to providing exceptional service, safety, and convenience to millions of passengers each year. The airport's success is driven by a dedicated leadership team committed to innovation, operational excellence, and community engagement

Leadership



James Chrisley
Director of Aviation



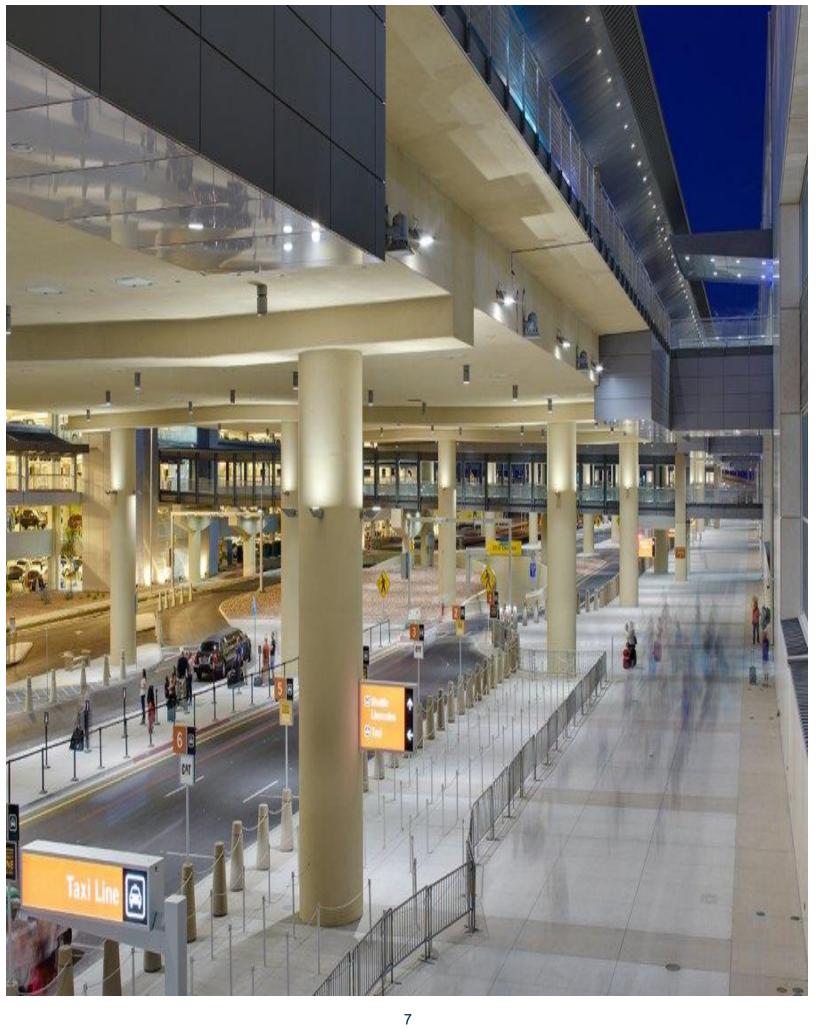
Doug McMahanSr. Director of Aviation



Bryant W. Holt Sr. Director of Aviation



Joseph Piurkowski Chief Financial Officer





STEP 1 – START-UP NOTIFICATION LETTER

The first step in launching your air service at LAS is to provide a formal **Letter of Intent (LOI)** to the Airport Business Office. This letter should include your intent to start new air service, proposed start date, and the nature of the service (domestic or international). It's essential to include detailed information about your airline, such as its history, fleet, and current route network. This notification helps the airport prepare for your arrival and ensures that all necessary facilities and support systems are in place.

Provide a Letter of Intent on company letterhead announcing your intent to start service to Las Vegas & include the following information:

Airline: Provide the complete legal corporate name and d.b.a. name of company, corporate officers, and corporate and local addresses, telephone, and fax numbers of the airline.

Contact Person: Provide the name, title, address, phone and fax numbers, and e-mail address information of the appropriate corporate (operations, marketing, and properties) and local contact person(s). Include the LAS Station Manager, if different than the designated local contact person.

Intended Commercial Air Operations: Provide a description of intended operations, including if air operations are passenger or cargo, scheduled or unscheduled, domestic, or international, and intended location of operation.

Proposed Flight Schedule: Provide the proposed flight schedule information (Sample Airline Schedule Submittal Form Attached). After start-up, the airline is required to submit its flight schedule every thirty (30) days for the next ninety (90) day period and formatted as a SSIM file.

Fleet Mix: Fleet mix, include aircraft model and type along with proposed schedule.

Anticipated Start Date: Provide the anticipated start date of operations at Harry Reid Airport.

Space Requirements: Provide your anticipated requirements for number of gates, number of ticket counter positions, office space (square footage), operations space (square footage), or other requirements.

Vendor Information: Provide all other pertinent information such as a description of your intended ticketing, aviation support, fueling, in-flight catering arrangements, etc.

Other Information: Any additional information you wish to include.

Address the Start-Up Notification Letter to:

Aviation Affairs Manager
HARRY REID INTERNATIONAL AIRPORT
Department of Aviation – Business & Development Office
P.O. Box 11005
Las Vegas, NV 89111-1005



STEP 2 - CONTRACTUAL OPTIONS AT LAS



OPTION 1

SIGNATORY AGREEMENT

- •Term: 2026 (+4 yrs)
- Signatory rates
- Invoiced directly
- •Lease space directly
- LOC (3 mos. excludes PFCs); Reduces after 12 mos.
- •Min. Terminal Complex Rental Guarantee Req.
- •Rate Stabilization Account / True-up



OPTION 2



- •Term: 3-years
- •Non-Signatory Rates (125%)
- Invoiced directly
- Lease space directly at Non-Signatory rates
- LOC (3-mos., includes PFCs)
- May terminate at any time w/ 30days notice



OPTION 3

COUNTY ORDINANCE

Term: N/A
Benefit of Signatory rates, paid thru ground handler

- •Ground handler invoiced
- Ground handler leased space at Signatory rates
- No LOC requirement

Once your Letter of Intent has been submitted and acknowledged, the next step is to select the appropriate contract method for your operations. Harry Reid International Airport (LAS) offers several types of contractual options for airlines, including lease agreements for terminal space, gate usage, and other essential facilities. Airlines can select the option that best aligns with their operational requirements and business model. It is recommended that carriers consult with the Airport's Business Office and legal teams to fully understand the terms and conditions of each contract type.

Airlines starting service at LAS have three contractual pathways:

- 1. Signatory Agreement
- 2. Non-Signatory Operating Permit
- 3. Operation under the Clark County Code of Ordinances (Title 20: Airports)

To qualify for **Signatory Status**, airlines must meet minimum requirements set by the airport, which include a specific seat threshold for flights into Las Vegas and the financial capability to meet the terms of the Signatory Agreement.

If your airline does not meet the criteria for Signatory Status, you may opt for either a **Non-Signatory Operating Permit** or operate under the **Clark County Code of Ordinances (Title 20: Airports)**.

For airlines choosing to operate under the Clark County Code of Ordinances (Title 20: Airports), which is often the simplest and most straightforward option, it is required that they contract with one of the Airport's approved international ground handlers. The ground handler will be responsible for remitting all fees owed to the Airport on behalf of the airlines they represent, regardless of whether those fees have been collected. It should also be noted that the international ground handlers pay at the Signatory rates, so their airline customers receive the benefits of paying Signatory rates under this option.

Request a cost comparison analysis from the Airport Business Office, to see an estimated calculation based on your proposed operation.

PROVISION	PROS	CONS	COMMENTS
Term	Commitment to June 30, 2020 3 rd Amendment (Dated 7/21/20) – Extended Term. Included option to extend 5 years (2026) and an additional 4 years (2030).	Airline may terminate Agreement only if 1) Aviation is in default, or 2) Any act occurs that deprives Airline permanently of the rights, power, and privileges necessary for its operation	
Use	Same (Signatory vs Non-Signatory)		
Premises		Airline is required to pay for the Premises in effect at the time, without deduction or set-off, during the Term of the Agreement	OPTION 3: Airline cannot lease space directly; must be thru handler, but receives benefit of Signatory Rates
Rentals, Fees, & Charges	Eligible Signatory Airlines pay at the Signatory rates	If Airline discontinues or reduces its service below the eligible requirements during the Term, Airline will be required to pay Min. Terminal Complex Rental Guarantee on a monthly basis for remaining Term.	All other air carriers are required to pay the Non-Signatory rate, which is equal to 125% of the Signatory rate, unless operating under OPTION 3 , which receives benefit of Signatory Rates thru the international ground handler
Letter of Credit	Initial LOC will require 3 months estimated Rentals, Fees, & Charges excluding PFCs. May be reduced after 12 months, if eligible		Aviation may reduce the LOC requirement by 50%, if after 12 months Airline qualifies by having no bankruptcy, excellent payment history, timely reporting, and maintain average seats.
Submission of Schedules	Airline required to submit its proposed flight schedule every 30 days for the next 90-day period.		
Insurance Requirements	Same (Signatory vs Non-Signatory)		
Rate Changes for Rentals, Fees, & Charges	Rate Stabilization Account established to be used for yearend true-up shortage; any amounts due that result from an airline bankruptcy or discontinuation of service to LAS; to pay down debt; or similar uses under the Agreement.	Amortization due from Signatory Airlines account. Account established to collect the remaining 50% amortization not included in the rate base and describes the flow of these funds in the event additional monies are either due from the Airline or due to the Airline.	Once Amortization Due Account reaches zero balance, if additional credits are due, each Signatory's pro rata share shall be paid by Aviation. In order to receive pro rata share of the excess, Airline must be in full compliance with all requirements of the Agreement.

CONS	3-year Term under a new Operating Permit, which may be terminated by either party at any time upon 30-days advance notice.		OPTION 3: Airline cannot lease space directly; must be thru handler, but receives benefit of Signatory Rates	Non-Signatory carriers are required to pay the Non-Signatory Rate, which is equal to 125% of the Signatory rates, unless operating under OPTION 3 : International ground handler handler receive benefit of Signatory Rates required to pay the Non-Signatory Rates handler handler receives benefit of Signatory Rates	Initial LOC will require 3 months estimated Rentals, Fees, and charges, including PFCs. Airline may not reduce its LOC requirement by 50% if it meets same Signatory qualification requirements after 12 months.			Non-Signatory air carriers are not eligible for the benefits of the Rate Stabilization Account and the pro rata share payments from the pro rata share Up calculations. True Up calculations. In order to receive pro rata share of the excess, Airline must be in full compliance with all
PROS	Shorter financial term commitment than Signatory Agreement.	Same (Signatory vs Non-Signatory)	Airline may lease space directly from the Airport and invoiced directly	If Airline discontinues or reduces its service during the Term, Airline is not required to pay any Minimum Terminal Complex Rental Guarantee on a monthly basis for the remaining Term.		Airline required to submit its proposed flight schedule every 30 days for the next 90 day period.	Same (Signatory vs Non-Signatory)	
PROVISION	Term	Use	Premises	Rentals, Fees, & Charges	Letter of Credit	Submission of Schedules	Insurance Requirements	Rate Changes for Rentals, Fees, & Charges

If not eligible for Signatory status, all air carriers at LAS have two options: to operate <u>with</u> or <u>without</u> an operating permit. Below is a summary comparison of the two options:

If you choose to operate <u>with</u> an operating permit, here is a highlight of the key requirements (**Non-Signatory Permitted**):

- Non-Signatory Airline Space Use and Operating Permit: Airlines must approve and execute this agreement.
- **Term:** The permit has a three-year term, but either party may terminate it with 30 days' advance notice.
- Rates: Non-Signatory airlines pay 125% of the Signatory rates, unless operating under **OPTION 3**, which receives benefit of Signatory Rates thru the international ground handler.
- Letter of Credit: Airlines must provide a Letter of Credit equal to three months of estimated rentals, fees, charges, and including Passenger Facility Charges (PFCs).
- Ground Handling: Airlines must contract with one of the three approved international ground handlers (Swissport USA, UNIFI, or Worldwide Flight Services). Airlines may choose separate companies for above and below wing services, as long as they are among the approved providers.
- Invoicing: The Department of Aviation will invoice airlines directly.
- **Badging:** Airline employees will be badged under the airline, which will be responsible for managing those badges.
- Leasing Space: Airlines may lease space directly from the Airport at Non-Signatory rate.

If you choose to operate <u>without</u> an operating permit, here is a highlight of the key requirements (**County Ordinance**):

- Clark County Code (Title 20 Airports): Airlines must operate under this code.
- Rates: Non-Signatory airlines receive benefit of Signatory Rates, paid thru international ground handler
- **Ground Handling:** Airlines must contract with one of the three approved international ground handlers (Swissport USA, UNIFI, or WFS).
- **Letter of Credit:** Not required, as the contracted ground handling company will be responsible for the airline and act as its representative at LAS.
- <u>Note:</u> This option can be a cost savings, as the cost of carrying a Letter of Credit (LOC) with a bank can vary, typically ranging **between 0.5% and 1.5% of the transaction value**. This percentage depends on several factors. Banks may also apply additional fees, such as application, issuance, and advising fees, depending on the services rendered.
- Invoicing: The Department of Aviation will invoice the ground handling company instead of the airline.
- **Badging:** Airline employees will be badged under the ground handling company, which will be responsible for managing the badges.
- **Leasing Space**: Airlines cannot lease space directly from the Airport and must do so through their ground handling company. International Ground handlers that service Signatory Airlines, pay Signatory rates for leased space.





STEP 3 – SELECT GROUND HANDLER AND SERVICE PROVIDERS

Selecting a reliable and efficient ground handler is crucial to the success of your operations at LAS Airport. Ground handlers provide essential services such as baggage handling, aircraft servicing, and passenger assistance. You will need to evaluate potential ground handling companies based on their experience, reputation, and ability to meet your specific service requirements. It is important to enter into a contractual agreement with your chosen ground handler to ensure a clear understanding of the services to be provided and the associated costs.

<u>Approved Aviation Support Service Providers for International:</u> All international operations are coordinated through the authorized service providers, who acts as the agent for the Department of Aviation (DOA). These authorized ground handlers are responsible for assisting the international airlines that operate at Harry Reid Airport. International airlines must choose one of the authorized companies, as may change from time to time, to provide all comprehensive aviation support services.

<u>Approved Aviation Support Service Providers for Domestic:</u> Domestic airlines can select from multiple aviation support service providers. A complete list of approved aviation support companies and the services provided is available on the Harry Reid Airport website at www.harryreidairport.com. Harry Reid Airport requests the names of all aviation support service providers that will be handling your Airline's operations (Fuel Supplier, Aircraft Maintenance, Wheelchair Provider, etc.).

Sample Sponsorship Letter for New Aviation Support Services Provider

APPROVED GROUND HANDLERS - INTERNATIONAL AIRLINES

SWISSPORT USA

Mr. Joseph DeKasha, General Manager 1421 E. Sunset Road, Bldg. 1, Suite 1 Las Vegas, NV 89119

Phone: (702) 261-4930

E-Mail: Joseph.Dekasha@swissport.com

WORLDWIDE FLIGHT SERVICES

Mr. John Simmons, Regional Manager - LAS 3095 E. Russell Road, Suite D Las Vegas, NV 89120 USA

Phone: (702) 715-4085

E-mail: John.Simmons@wfs.aero

UNIFI AVIATION, LLC (Expires 12.31.25)

Mr. Jeff Penrod, General Manager 6363 South Pecos, Suite 209 Las Vegas, NV 89120 USA

Phone: (702) 371-1053

E-Mail: Jeff.Penrod@unifiservice.com

GROUND SERVICES INTERNATIONAL INCORPORATED d/b/a DNATA (Effective 1.1.26)

13495 Veterans Way, Ste. 500

Orlando, FL 32827 Phone: (703) 223-4613

E-Mail: Chris.Combis@dnata.us



STEP 4 – OPERATIONAL PLANNING AND REQUIREMENTS

The final step in the process is to submit all required documents and information to the airport authorities. This includes, but is not limited to, digital logos, insurance certificates, operating certificates, and safety compliance documentation. Additionally, you will need to provide detailed information about your flight schedules, aircraft specifications, and any special requirements you may have. Ensuring that all documentation is complete and accurate is vital for obtaining the necessary approvals and for the smooth commencement of your air service.

Certifications: An up-to-date copy or proof of the airline's Operating Certificate issued by the appropriate national aviation authority.

Clark County Business License: All airlines that occupy and lease space in Clark County are required to obtain a Clark County Business License. Please visit the following Clark County Business License website for information on the licensing process and requirements:

https://www.clarkcountynv.gov/business/doing business with clark county/index.php

Nevada State Business License: State law requires that every entity doing business in the State of Nevada obtain a business license annually. Certain businesses may be exempt from the state business license requirement.

To register for a State of Nevada Business License, go to <u>www.nvsilverflume.gov</u> and click
 Start Your Business.

<u>Dynamic Signage:</u> Harry Reid Airport has a number of LCD and LED dynamic signs provided throughout its facilities. These dynamic signs can be changed by our Information Systems team to reflect different information and helps eliminate the recurring cost and installation time associated with traditional printed signage. Prior to start up, we will require submittal of the airline's digital logo in the required electronic "vector file" format. Adobe's EPS format is perhaps the most common vector image format. The Adobe Illustrator (AI) file format is also fairly widely supported.

<u>Insurance</u>: All airlines are required to furnish and maintain satisfactory evidence of insurance as identified in Clark County Code, Title 20, prior to commencement of operations at Harry Reid Airport. Submit a copy of Insurance Certificate (<u>Sample Form</u>) naming Clark County, its officers, employees and volunteers as additional insured.

Visit http://library.municode.com/index.aspx?clientId=16214 for current Clark County Code, Title 20, Section 10 insurance requirements at Harry Reid Airport.

<u>Landing Rights:</u> Las Vegas is a "landing rights" airport. As such, an approval must be obtained from the U.S. Customs and Border Protection (CBP) office when operating international flights. The approved Ground Handler should be able to assist with your CBP approvals and coordination.

International airlines must deplane international passengers at the T3 Federal Inspection Services (FIS) facilities in order for them to be processed through U.S. Customs and Border Protection. CBP published service hours for commercial airlines is 08:00 to 23:00 hours, seven (7) days a week. For cargo the published service hours are 08:00 to 16:00 hours.

In accordance with Part 122 of Title 19 of The Code of Federal Regulations (CFR), U.S. Customs and Border Protection (CBP) request that you submit a landing rights request for Las Vegas Harry Reid International Airport (LAS). Please submit your request for scheduled passenger flights no later than 30 days prior to the first flight. Each request for scheduled flights should be for up to a six (6) month period. It is critical your requests reach CBP by the due date so that they can give full consideration. These requests must include airline contact information, flight number, scheduled time of arrival and departure (local time), routing information for both inbound and outbound flights, total passenger and crew counts and the type of aircraft equipment. The following documents will be required for the initial request (or upon request to update files), the first 3 documents will be required every six (6) months and any schedule or equipment changes thereafter (within an approved 6 month period) will be submitted on the CBP Landing Rights Request worksheet:

- Landing Rights Request Letter (On Company Letterhead, see attached format)
- CBP Landing Rights Request worksheet (attached)
- CBP Form 3171 (request copy)
- CBP Form 301 (Copy of Bond or proof of eBond)
- Air Operator Certificate
- DOT Operations Specifications Approval

Please be aware, the peak hours often create capacity issues at our international gates and in the Federal Inspection Service (FIS) primary processing area. It is expected, as in the past, we will be very busy during the early and mid-afternoon hours (1200-1600). When gates are not available or the FIS is at its capacity due to a high volume of arriving flights, it is possible your flights may experience processing delays. These delays may include waiting for an available gate, passengers being held on board until there is space in the FIS, and lengthy processing lines when they arrive in the FIS.

CBP Landing Rights Request Letter (Format for written request of landing rights on company letterhead)

following flight	_	dance with Se	ection 122.14,	Customs Reg	gulations, req	uests landing	rights for the	
☐ Sch	eduled Cargo			☐ Non-Sch☐ Passenge	•	narter, ferry, o	etc)	
Slot(s) for the Washington D. case of diversion	C. The aircr	raft will park i	n the Click o	or tap here to	o enter text	-		
Code/Flt No.	Code/Flt No. ETA ETD Effective Weekdays A/C Type Seats Crew Dates							
As required by (Permit/Special International A for the immediate)	l License) h Airport perr	nas been filed nitting unladi	l (or is attach ng or lading c	ned) for approof passengers	oval by Custo or cargo, and	oms in the LA	S Harry Reid	
The ground and will be handled here to enter compliance rec	by Click of text Cus	or tap here to stoms and Bo	enter text order Protect	The aircraft cion, Agricult	cleaning will bure has beer	pe handled by n contacted t	Click or tap	
[AIRLINE NAM	E] will com	ply with APIS	requirements	5.				
Station Manag Contact inform		clude return f	fax					

U.S. Customs and Border Protection Port of Las Vegas 702-730-6100

McCARRAN INTERNATIONAL AIRPORT CBP LANDING RIGHTS REQUEST

AIRLINE NAME:	ME:									SUBMISSION DATE:	TE:				
IATA CODE:	A4									STARTING DATE:	Δ1				
STATION MANAGER:	ANAGER:									ENDING DATE:					
PERSON SUBMITTING REQUEST:	UBMITTIN(3 REQUI	EST:												
PHONE NO.:	.,									GROUND SERVICE:		SERVISAIR	œ.	SWISSPORT	
FLIGHT #	ETA	SU	×	-	×	₽	4	SA	E	ROUTING	EQUIP	PAX	CREW	DATES	PC.
						Г	Г	Г							
CBP Watch Commander - (702) 730 - 6100	Command	er - (702	0 730 - 6	100										*PC = Flight is PreCleared	eared

INITIAL START-UP CH	HECKLIS	ST
DEPARTMENT REQUIREMENTS	COMPLETED	COMMENTS
AIRSIDE OPERATIONS		<u>Sean Roebuck</u>
TARMAC DELAY PLAN		
SCHEDULE SUBMISSTION (SSIM FILE)		
CBP LANDING RIGHTS APPROVAL (IF APPLICABLE)		
TERMINAL OPERATIONS		Herbert Tsai
TICKETING REQUIREMENTS (# OF POSITIONS)		
TICKET COUNTERS OPEN (HOW MANY HOURS PRIOR?)		
QUEUING REQUIREMENTS (LANES?)		
KIOSK REQUIREMENTS		
SKYCAP SERVICES		
INFORMATION SYSTEMS		William Coffey
THREE DIGIT ACCOUNTING CODE		
RESERVATION SYSTEM		
KIOSK APPLICATION		
DIGITAL SIGNAGE FILES		
BAGGAGE RECONCILIATION SYSTEM		
TICKET SALES DEVICES		
NETWORK SWITCH REQUIREMENTS		
BIOMETRICS (1-STEP 2-STEP)		
PUBLIC AFFAIRS & MARKETING		Monika Bertaki
START-UP CELEBRATION MEDIA		
BUSINESS OFFICE		Erika Hanuscin
OPERATING PERMIT		
CERTIFICATE OF INSURANCE		
FAA CERTIFICATE OR EQUIVALENT		
LETTER OF CREDIT (IF APPLICABLE)		
CLARK COUNTY NV STATE BUSINESS LICENSE (IF APPLICABLE)		
GROUND HANDLER?		
OTHER SERVICE PROVIDERS?		
SPECIAL ASSISTANCE INFORMATION WEBSITE		

REQUIREMENTS AFTER START-UP

Schedule Requirements: Every thirty (30) days after start-up, each airline will be required to submit its flight schedule for the next ninety (90) day period in an electronic format. Harry Reid Airport currently requires the schedule formatted as a SSIM file. Schedules must be submitted to lasairskd@lasairport.com.

Monthly Activity Reports: After start-up, each Airline serving Las Vegas is required to submit a report of its activities at Harry Reid Airport on or before the fifteenth day of each month for the preceding month's activities together with a check in payment of all activity-based fees. Such reports must be on forms prescribed by the DOA and emailed to LASActivity@mccarran.com.

Passenger Facility Charge: Monthly payment of Passenger Facility Charges (PFCs) is required. PFCs shall be collected and paid by the airline or Aviation Support Provider, and the Director of Aviation shall enforce the collection and remittance to the County.

Visit http://library.municode.com/index.aspx?clientId=16214 for current Clark County Code, Title 20, PFC requirements for Harry Reid Airport.

Airport Rules and Directives: Obtain and review the Airport Rules and Regulations and Operating Directives.

Visit https://www.harryreidairport.com/Business/Development/OperationRegulations for copies of this information. Please note this information is subject to change from time to time.

Badging: Airport Badging/Fingerprinting Office hours are between 6:30 a.m. – 5:00 p.m., Monday through Friday, excluding weekends and holidays. Badging Class will run on Monday, Tuesday, Wednesday, Thursday (no class Friday) 7:00 a.m. to 2:00 p.m. Signatory Class will be held every Friday at 10:00 a.m.



Fuel Farm Consortium: Harry Reid Airport has an agreement with LASFuel Corporation, to operate the fuel farm and hydrant fueling system for the airline fueling consortium operators at Harry Reid Airport. All fuel storage arrangements must be made through LASFuel Corporation.

LASFuel Corporation includes most of the airlines operating at LAS, and it leases the jet fuel facilities, which are managed by Swissport Fueling on behalf of LASFuel. Membership is open to all qualified carriers under the following requirements:

Requirements for Becoming a Contracting Airline:

- 1. **Approval** by the Department of Aviation (DOA) to operate at the airport.
- 2. **Submission** of an estimated fuel usage (Gallonage) statement to the Fuel Committee for the 12 months following the requested start date.
- 3. **Execution** of the Interline Agreement (current version), including signing and submitting a counterpart to the Fuel Committee.
- 4. **Payment** of a deposit to establish a Reserve Account, as determined by the formula in Subparagraph 9.01(h).
- 5. **Share Purchase** to become a Shareholder in the Corporation, at a price set by the Board.

Admission Procedure:

Any airline wishing to join as a Contracting Airline can submit a request, along with the required materials listed above, to the Chairperson of the Fuel Committee. If the submission is compliant with the Interline Agreement, the Chairperson will provide the airline with the necessary documents, including the Interline Agreement (current version), purchase price of a share, entry fee, required Reserve Account deposit, and any additional paperwork. Once all documents are signed and fees paid, the airline will have the same rights and responsibilities as other Contracting Airlines under the Interline Agreement.

Ron Crowl

General Manager LASFUEL Corporation Facilities

Phone: (703) 638-9727

Email: ronald.crowl@swissport.com

Ruvim Katan

Chair, LASFuel Corporation Phone: (214) 792-4113

Email: ruvim.katan@wnco.com

Parking: Parking for Airline employees is available. Airline is responsible for all employee parking. The DOA provides and maintains all parking facilities located at Harry Reid Airport.

Airline Station Manager Meeting and Airport Operators Council (AOC): Harry Reid Airport has regular meetings scheduled monthly for airline Station Managers and AOC members. For a copy of the current meeting schedule, please contact the Aviation Business Office.

Common Use Equipment: Harry Reid Airport is 100% Common Use, which allows for more efficient utilization of our terminal facilities. The Aviation Business Group will be your first point of contact for assistance with coordinating your needs for the following:

- Gates
- Ticket Counters
- Operations Space
- Computers, Kiosks, and Baggage Handling Systems
- Network and Communications

FINANCIAL CONSIDERATIONS







Airport Fees & Charges



Incentive **Programs**



Marketing & Promotion

When deciding to launch new air service to Harry Reid International Airport (LAS) in Las Vegas, several financial considerations must be taken into account to ensure both the profitability and long-term sustainability of the new route. Airlines need to assess not only the direct operational costs but also the broader financial landscape associated with operating at LAS. Key financial factors include:

1. Operational Costs

Airlines must consider costs like fuel, crew, maintenance, and ground services, as well as seasonal demand fluctuations. The LAS staff is available to help coordinate these needs efficiently.

2. Airport Fees and Charges

LAS fees include landing, terminal rent, and facility use charges. The airport's financial team can assist airlines in understanding these costs and optimizing financial planning.

3. Incentive Programs

LAS offers incentives such as fee waivers and marketing support for new routes. The Air Service Development team can help airlines navigate and maximize these opportunities.

4. Marketing and Promotion

Airlines need to invest in marketing to promote new routes. LAS can collaborate on joint campaigns to build awareness and leverage Las Vegas' global appeal.

By thoroughly evaluating these financial considerations, and with the support of the dedicated staff at Harry Reid International Airport, airlines can make informed decisions about launching new air service to LAS. Proper planning, financial management, and access to the airport's expert resources are essential to ensure the successful and profitable operation of new routes to Las Vegas, especially in a highly competitive and dynamic aviation market.





LAS - COST PER ENPLANEMENT

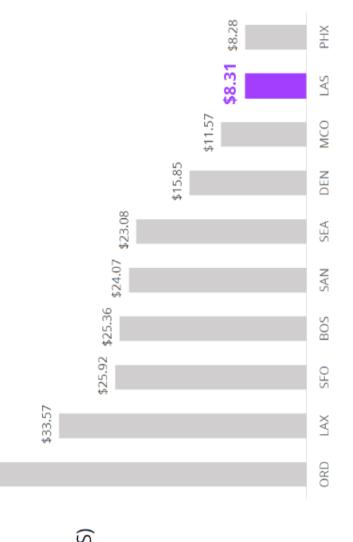
Turn-Key Services Provided

COMPARISON OF TOP 10 O&D AIRPORTS CPE

Projected Fiscal Year 2023

\$42.83

- Inline Bag System
- 100 percent RFID
- Common Use Passenger Processes (CUPPs)
- Flight Information Display System (FIDS)
- **Baggage Handling Systems**
- Podiums & Baggage Scales
- Custodial Services for Hold Room & Check-in Areas
- Jet Bridges & Maintenance
- Furniture
- Ramp Control





Source: DWU Consulting, LLC – Large Hub Cost Per Enplaned Passenger; Allevon Pacific Aviation Consulting analysis

VISITLASVEGAS.COM | LVCVA.COM | VEGASMEANSBUSINESS.COM

4

Harry Reid International Airport Rentals, Fees, and Charges - Effective July 1, 2025

RENTALS, FEES, AND CHARGES CATEGORIES			ALL TERMINALS FY 2025 Effective 7/1/24	ALL TERMINALS FY 2026 Effective 7/1/25
Landing Fee (All Airlines), Per 1,000 lbs., GCLW	SIGNATORY		\$ 1.20	\$ 1.49
Landing to the partition of the state of the	NON-SIGNATORY		\$ 1.20	\$ 1.49
Terminal Complex Rental, Per Square Foot Per Year (PSFPY)	SIGNATORY NON-SIGNATORY		\$ 127.34	\$ 152.62
			\$ 159.18	\$ 190.78
Aircraft Gate Use Fee	SIGNATORY NON-SIGNATORY	<u> </u>	\$ 230,362.00 \$ 287,952.50	\$ 221,524.00 \$ 276,905.00
	SIGNATORY		\$ 437.00	\$ 500.00
Aircraft Per Turn Fee - Wide Body [3] [4]	NON-SIGNATORY	<u> </u>	\$ 546.25	\$ 625.00
Aircraft Per Turn Fee - Narrow Body [2] [7]	SIGNATORY		\$ 292.00	\$ 333.00
Aircraft Per Turn Pee - Narrow Body	NON-SIGNATORY		\$ 365.00	\$ 416.25
Common Use Ticket Counter Fee - Per Enplanement	SIGNATORY		\$ 1.18	\$ 1.41
	NON-SIGNATORY		\$ 1.48	\$ 1.76
Common Use Baggage Service Office Fee - Per Enplanement	SIGNATORY		\$ 0.08	\$ 0.11
	NON-SIGNATORY		\$ 0.10	\$ 0.13
Apron Storage Fee - Uncovered Apron, PSFPY	SIGNATORY		\$ 15.00	\$ 15.00
,	NON-SIGNATORY		\$ 18.75	\$ 18.75
Apron Storage Fee - Covered Apron, PSFPY	SIGNATORY NON-SIGNATORY		\$ 30.00 \$ 37.50	\$ 30.00 \$ 37.50
	SIGNATORY		90/10 SWIF	•
Joint Use Fee	NON-SIGNATORY	†	at 125%	90/10 Split at 125%
International Passenger Processing Facility Use Fee - Per Deplanement	SIGNATORY		\$ 8.50	\$ 8.50
	NON-SIGNATORY		\$ 10.63	\$ 10.63
	SIGNATORY	SIGNATORY		
	< 6 hours +6 hrs but <12 hrs	< 8 hours +8 hrs but <24 hrs	\$ 100.00 \$ 200.00	\$ 200.00 \$ 400.00
	+12 hrs but <24 hrs	+24 hrs [1]	\$ 400.00	\$ 500.00
	+24 hrs but <48 hrs	Unauthorized Use	\$ 500.00	\$2,500 per occurrence
	+48 hrs [1]		\$ 500.00	
Off-Gate Aircraft Parking Fees - Tier 1	Unauthorized Use		\$1,000 per occurrence	
On-Gate Aircraft Parking Pees - Her 1	NON-SIGNATORY	NON-SIGNATORY		
	< 6 hours	< 8 hours	\$ 125.00	\$ 250.00
	+6 hrs but <12 hrs +12 hrs but <24 hrs	+8 hrs but <24 hrs +24 hrs ^[9]	\$ 250.00 \$ 500.00	\$ 500.00 \$ 625.00
	+12 hrs but <24 hrs +24 hrs but <48 hrs	Unauthorized Use	\$ 625.00	\$2,500 per occurrence
	+48 hrs ^[10]		\$ 625.00	
	Unauthorized Use		\$1,000 per occurrence	
	SIGNATORY	SIGNATORY		
	< 6 hours	< 8 hours	\$ 100.00	\$ 150.00
	+6 hrs but <12 hrs +12 hrs but <24 hrs	+8 hrs but <24 hrs +24 hrs ^[1]	\$ 200.00 \$ 250.00	\$ 250.00 \$ 300.00
	+12 hrs but <24 hrs +24 hrs but <48 hrs	Unauthorized Use	\$ 250.00	\$2,500 per occurrence
	+48 hrs ^[1]		\$ 300.00	12,000 per centament
	Unauthorized Use		\$1,000 per occurrence	
Off-Gate Aircraft Parking Fees - Tier 2	NON-SIGNATORY	NON-SIGNATORY		
	< 6 hours	< 8 hours	\$ 125.00	\$ 187.50
	+6 hrs but <12 hrs	+8 hrs but <24 hrs +24 hrs ^[1]	\$ 250.00	\$ 312.50
	+12 hrs but <24 hrs +24 hrs but <48 hrs	+24 hrs ** Unauthorized Use	\$ 312.50 \$ 375.00	\$ 375.00 \$2,500 per occurrence
	+48 hrs [1]	Oradinorized Use	\$ 375.00	\$2,500 per occurrence
	Unauthorized Use		\$1,000 per occurrence	
Air Cargo Apron Use Fee, Per 1,000 lbs., GCLW			8 125	\$ 1.25
GSE Building Rent, PSFPY		1	s 16.00	\$ 16.00
Reservoir Storage Fee, PSFPY		1	\$ 2.00	\$ 2.00
PFC			\$ 4.50	\$ 4.50
Fuel Flowage Fee, per gallon			\$ 0.10	\$ 0.12
Off-Airport Fuel Storage Fee, per gallon			\$ 0.03	\$ 0.03
West Side International Aircraft Facility Use Fee, Per Occurrence [2]		 	\$ 250.00	\$ 250.00
Off-hours reservation - 20 Souls on board or less [4]			\$ 800.00 \$ 1,600.00	\$ 800.00
				\$ 1,600.00
Off-hours reservation - More than 20 Souls on board [5]			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Off-hours reservation - More than 20 Souls on board [5] Unauthorized Gate Use Fee			\$ 1,000.00	\$ 1,000.00
Off-hours reservation - More than 20 Souls on board [5]			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	

Note [1] = +24 hours or for each subsequent 24 hour period or portion thereof

Note [2] = Aircraft Per Turn Fee is not applicable to West Side International Aircraft Facility

Note [3] = Aircraft Per Turn Fee does not apply to Ferry Flights

Note [4] = 20 or less SOB must use West Side International Facility and pay fee in addition to West Side International Aircraft Facility Use Fee

Note [5] = More than 20 SOB must use Terminal 3 International Facility and pay fee in addition to International Pax Processing Facility Use Fee and per turn fee

Note [6] = Wide Body CAP = 101 Turns (FY2025); 37 Turns (FY2026)

Note [7] = Narrow Body CAP = 151 Turns (FY2025); 145 Turns (FY2026)

INTERNATIONAL AIR SERVICE INCENTIVE PROGRAM

Harry Reid International Airport (LAS) stands as the economic engine of Southern Nevada, playing a pivotal role in the region's prosperity. Operated by the Clark County Department of Aviation, LAS serves as the primary gateway for nearly half of the annual visitors to Las Vegas, a city renowned for its vibrant tourism and entertainment industry. Recognizing the critical importance of air service to the success of the entire Las Vegas community, the Department of Aviation is committed to fostering a competitive and robust air service environment.

To this end, we are pleased to introduce the **International Air Service Incentive Program (IASIP)**. This program is designed to encourage both new and incumbent airlines to expand their international air service offerings at LAS. By providing targeted incentives, the IASIP aims to enhance the airport's connectivity to global destinations, thereby supporting the growth and diversification of Las Vegas's tourism and business sectors.

Description of the International Air Service Incentive Program (IASIP)

The International Air Service Incentive Program (IASIP) at Harry Reid International Airport is a strategic initiative aimed at boosting international air service to and from Las Vegas. This program is part of the Department of Aviation's broader efforts to ensure that LAS remains a competitive and attractive destination for airlines and passengers alike. Key features of the IASIP include:

- Objective: To increase competition and enhance international air service at LAS by encouraging both new and incumbent airlines to introduce or expand their international routes.
- **Eligibility**: The program is open to both new airlines considering entry into the Las Vegas market and incumbent airlines seeking to expand their existing international services at LAS.
- **Incentives**: The IASIP offers a range of financial incentives, including marketing support and fee waivers, to airlines that commit to launching or expanding international routes. These incentives are designed to offset some of the initial costs associated with establishing new air services.
- **No Additional Charges**: The cost of providing the incentives under the IASIP is not included in any rates, fees, or charges assessed on any airline or other airport user that chooses not to participate in, or is ineligible for, the incentives under this program. This ensures that non-participating airlines and users are not financially impacted by the incentives offered to program participants.

The IASIP underscores Harry Reid International Airport's commitment to fostering a dynamic and competitive air service market, ultimately benefiting the entire Las Vegas community. By enhancing international connectivity, LAS aims to attract more visitors, support local businesses, and contribute to the continued economic growth of Southern Nevada.

Contact the Airport Business Office for more details and to determine eligibility.



INTERNATIONAL AIR SERVICE INCENTIVE PROGRAM

Program is approved through June 30, 2029.

Long Haul International Service

2x/week service minimum

- Unserved:
- Annual: 100% fee abatement for 24 months
- Seasonal: 100% fee abatement for 3 years
- Served: 100% fee abatement for 6 months
- Underserved: 100% fee abatement for 12 months

Other

- Minimum 4 months required for seasonal service
- Fee abatement to cover up to \$500,000USD in CBP fees for arrivals outside of published operating hours.
- Fee abatement, not direct payment.
- \$3 million USD annual program cap; application-based program; first come first served



Served = annual service of at least 3x/week: entire metropolitan area considered Underserved = existing seasonal service or existing annual service at less than 3x/week

MARKETING

Partnership with the Las Vegas Convention and Visitors Authority (LVCVA)

The LVCVA is a key partner in promoting new air services to Las Vegas. As the organization responsible for marketing Southern Nevada as a premier travel destination, the LVCVA offers extensive resources and expertise to support airline partners. This collaboration provides a robust platform for marketing new routes to a global audience.

Co-Operative Marketing Campaigns

LAS and LVCVA offer co-operative marketing campaigns tailored to the needs of new airline partners. These campaigns can include digital marketing, social media promotions, email marketing, and traditional advertising. By leveraging the combined marketing power of LAS and LVCVA, airlines can effectively reach potential passengers and build brand awareness.

Destination Promotion

Promotional efforts will highlight the unique attractions and experiences that make Las Vegas a world-renowned destination. Marketing materials and campaigns will showcase the city's entertainment, dining, shopping, and convention offerings, appealing to both leisure and business travelers.

Media and Public Relations Support

New air services will benefit from media and public relations support, including press releases, media events, and influencer partnerships. LAS and LVCVA will work together to generate positive media coverage and buzz around the launch of new routes.

Social Media Engagement

LAS and LVCVA have strong social media presences with engaged audiences. Through coordinated social media campaigns, new air services can gain exposure and engage with potential passengers. This includes content creation, targeted ads, and social media takeovers.

In-Airport Advertising

To further support new air services, LAS offers in-airport advertising opportunities. This includes digital displays, banners, and promotional materials strategically placed throughout the airport. These advertisements target travelers already within the airport, increasing awareness and interest in new routes.

Collaborative Events and Promotions

LAS and LVCVA can organize collaborative events and promotions to celebrate the launch of new air services. These events may include inaugural flight ceremonies, promotional giveaways, and partnership announcements, providing additional visibility and excitement for new routes.

Data and Market Insights

Both LAS and LVCVA provide access to valuable data and market insights to help airlines understand the passenger market and tailor their marketing strategies. This includes information on travel trends, passenger demographics, and competitive analysis.

By partnering with Harry Reid International Airport and the Las Vegas Convention and Visitors Authority, airlines launching new services to Las Vegas can take advantage of a comprehensive suite of marketing opportunities. This collaborative approach ensures that new routes receive the support needed for a successful launch and sustained growth, ultimately benefiting airlines, passengers, and the vibrant Las Vegas community.

LVCVA PROVIDES LAUNCH & ONGOING SALES, MARKETING, & PUBLIC RELATIONS SUPPORT

Coordinated through LVCVA Main Office:

- Support for new route launch activities, including events,
 FAMs, social media amplification, Influencers, PR/Media
- Global Sales support including travel trade and webinar education and support
- · Co-op marketing program on new airline route development
- Wholesale co-op programs
- Support through Brand USA activations
- Airline Vacation Packaging Support
- Expedia partnership support
- Travel Advisor Promotions, contests and booking incentives
- Consumer travel contests to generate in-market demand



LVCVA IN-MARKET GLOBAL SUPPORT

Trade Initiatives:

Trade Shows, Sales Missions, FAMs, Sales Calls and Co-ops

Public Relations:

Solo & Group Media FAMs, Broadcast Opportunities, Proactive and Reactive Media Opportunities

Digital:

In-market Activations (both stand alone & linked to trade shows and flight launches); Influencer FAMs

MICE:

Trade Show Participation, Sales Missions, FAMs

Airline Supported Initiatives and Owned Channels:

Flight launches, Sales Incentives, on-going route support activations, special promotions, contests and prizes, in-flight promotions





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AGENCY CONTACTS

CLARK COUNTY BUSINESS LICENSE

500 S. Grand Central Pkwy, 3rd Floor Box 551810

Las Vegas, NV 89155-1810 **Phone:** (702) 455-4252 **Fax:** (702) 386-2168

Website: www.clarkcountynv.gov/business license

FEDERAL AVIATION ADMINISTRATION

U.S. Dept. of Transportation P. O. Box 92007, WWPC Los Angeles, CA 90009

Control Tower: (702) 388-6559

FUEL FARM CONSORTIUM

Mr. Ruvim Katan, Chair LASFUEL CORPORATION

P.O. Box 36611 HDQ-7FM Dallas, TX 75235-1611 Phone: (214) 792-4113

E-mail: Ruvim.Katan@wnco.com

TRANSPORTATION SECURITY ADMINISTRATION

Karen Burke, Federal Security Director 6750 Via Austi Parkway, Suite 200 Las Vegas, NV 89119 Phone (702) 577-9402

Fax: (702) 361-4847

E-mail: Karen.Burke@dhs.gov

U.S. CUSTOMS AND BORDER PROTECTION

Luis Lansangan, Port Director 5757 Wayne Newton Blvd. T-3 Las Vegas, NV 89119

Las Vegas, NV 89119 Phone: (702) 730-6069

Main Number: (702) 730-6100

Fax: (702) 730-6199

E-mail: luis.lansangan@cbp.dhs.gov











WORKING WITH LAS AIRPORT

Advertise in LAS

Cargo Operators

Advertising opportunities are available within all terminals and through LAS's free Wi-Fi provider.

LAS offers exclusive cargo space and works with a variety of cargo operators.

See Opportunities

See Air Cargo Center

Concessions

All concession space at LAS Airport is awarded through a competitive process managed by the Department of Aviation.

Consultants, Contractors, & Tenants

This page is for information about airport policies and procedures for airport tenants.

See Concessions

See Policies & Procedures

Airport Lounges

LAS offers a number of VIP lounges providing access for all passengers

Airline Information

Listing of current air carriers operating at LAS
Airport

View Lounges

See Airline Information

Lost Baggage

Listing of contact information for each air carrier regarding lost baggage

Ground Transportation

Questions regarding parking or ground transportation can contact Parking Office

See Lost Baggage

See Ground Transportation

Lost & Found Office

Contact (702) 261-5134 for Lost & Found Office. Call Center hours are 8 a.m. to 4:30 p.m. PST Sunday-Friday, except major Federal and State holidays.

TSA Checkpoint Hours

Hours of operation at Harry Reid International Airport, by security checkpoint location

See Lost & Found

See Checkpoint Hours

International Travel

Information available for international travel to and from Las Vegas

See International Travel

Tenant Activities Permit

Permission to conduct non-operational activities at LAS requires the completion and submission of an application

See Tenant Activities Form

Sample Cert. of Insurance

See Cert. of Insurance Form

Sample Vendor Sponsor

Sample letter requesting sponsor of new service provider at LAS Airport

See Sponsorship Letter

Approved Domestic Service Providers

See Domestic Vendors

Sample Letter of Credit

Disclosure Form

See Letter of Credit Form

Sample Disclosure Form Document

See Disclosure Form

Approved International Service Providers

See International Vendors

AIRPORT PROFILE

Las Vegas Harry Reid International Airport

IATA: LAS CITY: Las Vegas, NV

COUNTRY/TERRITORY: USA

HARRY REID International Las Vegas

Owner: Clark County, Nevada

Opened: January 1943

Coordinates: 36°04'48"N 115°09'08"W

Passengers: 58.4 Million (2024)

Operator: Clark County Deptartment of Aviation

Elevation AMSL: 2,181 ft / 665 m Website: harryreidairport.com

Address: 5757 Wayne Newton Boulevard, Las Vegas, NV 89119, USA (5 miles S of Las Vegas, NV)

ICAO: KLAS

Status Info:

Airport Type: Civil Airport Entry: Yes

Entry Remarks: Customs, Immigration &

Police Available

Customs:YesHandling Mandatory:NoSlots Required:NoFuel Type(s):Jet

Airport Hours: 24 hours / 7 days
Tower Hours: 24 hours / 7 days
Time Zone: Pacific (UTC-7)

Yes

Daylight Savings: DST Start Date:

DST End Date:

Runways

Direction	Len	gth	Surface
Direction	FT	М	Surface
1L/19R	8,988	2,740	Concrete
1R/19L	9,771	2,978	Concrete
8L/26R	14,515	4,424	Concrete
8R/26L	10,526	3,208	Concrete

Other airports in Las Vegas

- North Las Vegas Airport
- Henderson Executive Airport
- Jean Sport Airport
- Overton Airport (Perkins Field)
- Las Vegas Boulder City Municipal Airport
- Las Vegas Nellis AFB Airport

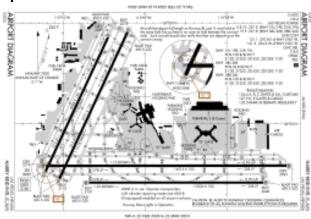
Ground Handlers Servicing International:

- Swissport USA
- Worldwide Flight Services
- UNIFI Aviation (Expires 12.31.25)
- DNATA (Effective 1.1.26)

Cargo Handlers Servicing LAS:

- Alliance Ground International
- Swissport USA
- Peak Supply Chain Solutions
- UNIFI Aviation
- Trego / Dugan Aviation
- Worldwide Flight Services (WFS)
- U.S. Airline Services

Maps



Airlines at T1 Airlines at T3

Advanced Air
Alaska
Allegiant
Breeze
American
Frontier
Avelo
Hawaiian
Delta
Southwest
Spirit
Alaska
Breeze
Frontier
Frontier
Sun Country
United

Aeromexico
Air Canada
Avianca
British Airways
Jetlines
Copa Airlines
Edelweiss
Eurowings
Flair

KLM
Porter
Virgin Atlantic
VivaAerobus

VivaAerobus Volaris Westjet

