



## McCarran International Airport

Throughout southern Nevada's history as a gaming and leisure destination, air travel has been a popular transportation option for visitors making their way to the region. The current airport site at the foot of the Las Vegas Strip was purchased by Clark County in 1948. Since then McCarran International Airport ("McCarran") has grown and evolved with the community it serves, making it one of the busiest airports in the world and a centerpiece of southern Nevada's tourism-based economy.

- ❖ In 2014 nearly 43 million passengers flew through McCarran, making it the 9<sup>th</sup>-busiest airport in the United States and the 25<sup>th</sup>-busiest in the world. If measured by total aircraft takeoffs and landings, McCarran ranks as the 8<sup>th</sup>-busiest airport in the world.
- ❖ With the opening of Terminal 3 in 2012, McCarran increased annual capacity to about 55 million passengers. Clark County commissioners approved the \$2.4 billion project in the midst of recession in 2008 but just a year removed from the peak of nearly 48 million passengers that taxed existing facility capacity. Along with boosting overall throughput, Terminal 3 enhanced international passenger capacity. As a result, McCarran served 3.3 million international passengers in 2014, up 28.5 percent from the 2.6 million in 2011, the last year before Terminal 3 opened.
- ❖ The majority of McCarran's passenger base, 80 percent, consists of tourists and conventioners. About 12 percent of passengers are local residents, while 8 percent are connecting to other flights. That equates to about 17 million Las Vegas visitors who arrived via McCarran last year. Put another way, air travelers make up about four in 10 visitors to southern Nevada.
- ❖ Air travelers typically come to southern Nevada from farther distances than ground travelers. As a result, they tend to stay longer and spend more while visiting. In 2014 air travelers stayed an average of 3.8 nights compared to 2.8 nights for ground travelers. During their trips, air travelers also spent more on transportation (\$120.27 vs. \$31.77), food and drink (\$353.48 vs. \$230.31), shopping (\$178.16 vs. \$129.31), shows and entertainment (\$68.00 vs. \$32.82), and other categories. Air travelers also gamble more and visit more casinos per trip than ground travelers.
- ❖ Over the next two decades, the Federal Aviation Administration projects the number of passengers served by U.S. airlines to grow by 2 percent annually. Using that figure as a baseline for both domestic and international airline traffic, yearly passenger demand in southern Nevada will reach 53 million in 2025 and 65 million in 2035.
- ❖ The most recent FAA airspace capacity report lists McCarran as one of nine U.S. airports that will need additional capacity by 2030, even after accounting for NextGen air traffic control enhancements.



## **McCarran International Airport Background Resources**

### **Las Vegas Visitor Profile 2014 (Airline Visitor Version)**

*Las Vegas Convention and Visitors Authority*

<http://www.lvcva.com/includes/content/images/media/docs/2014-LV-VPS-Air-vs-Ground.pdf>

The Las Vegas Convention and Visitors Authority annual survey of visitors to southern Nevada. The Airline Visitor Version compares the habits and experiences of air travelers to ground travelers.

### **Aerospace Forecast Fiscal Years 2015-2035**

*Federal Aviation Administration*

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/aviation\\_forecasts/aerospace\\_forecasts/2014-2035/media/2015\\_National\\_Forecast\\_Report.pdf](https://www.faa.gov/about/office_org/headquarters_offices/apl/aviation_forecasts/aerospace_forecasts/2014-2035/media/2015_National_Forecast_Report.pdf)

The Federal Aviation Administration's annual long-range forecast of air travel passenger and flight traffic for domestic airlines. The latest forecast projects 2.0 percent annual growth in passenger volume, down slightly from the 2.2 percent in the 2014 forecast.

### **Airport Capacity Needs in the National Airspace System**

*Federal Aviation Administration*

[http://www.faa.gov/airports/planning\\_capacity/media/FACT3-Airport-Capacity-Needs-in-the-NAS.pdf](http://www.faa.gov/airports/planning_capacity/media/FACT3-Airport-Capacity-Needs-in-the-NAS.pdf)

The Federal Aviation Administration's semi-regular evaluation and projection of air traffic capacity at the nation's 30 largest airports.

### **The Economic Benefits of Commercial Airports in 2013**

*Airports Council International – North America*

[http://www.aci-na.org/sites/default/files/economic\\_impact\\_of\\_commercial\\_aviation-2013\\_update\\_final\\_v10.pdf](http://www.aci-na.org/sites/default/files/economic_impact_of_commercial_aviation-2013_update_final_v10.pdf)

An airport trade group's study of the economic impact of 485 U.S. airports. In 2013, airports supported 9.6 million jobs, created \$358 billion in payroll and produced an annual output of \$1.1 trillion.

### **The Shape of Air Travel Markets Over the Next 20 Years**

*International Air Transport Association*

<http://www.iata.org/whatwedo/Documents/economics/20yearsForecast-GAD2014-Athens-Nov2014-BP.pdf>

This international airlines trade group presentation projects key demographic and economic trends across the globe and their potential effect on world air travel.

### **National Travel and Tourism Strategy**

*Task Force On Travel and Competitiveness*

<http://travel.trade.gov/pdf/national-travel-and-tourism-strategy.pdf>

The task force, created by President Barack Obama, lays out a framework for promoting America as an international tourism destination and implementing federal policies and procedures to facilitate increased visitation from abroad.