



Project Advisory Committee Meeting #3

October 21, 2021



Agenda

- Project Overview
- Progress to Date
- Preliminary Forecast Results
- Current System Performance & Future Targets
- Airport Regional Value (ARV) Results
- Project Prioritization Group Activity
- Preliminary AEIS Results
- Draft Airport Brochure Feedback
- Next Steps



Project Overview

Project Team



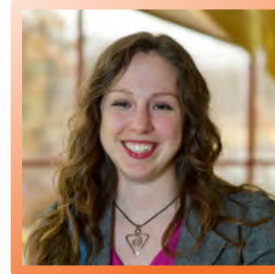
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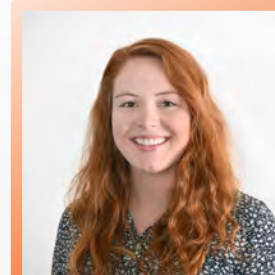
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Project Planner

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Ekay Economic Consultants

Economic Impact



Quadrex (Dave Byers)

Airport Regional Value (ARV)

Public Consultation



Project Purpose

NAHSP

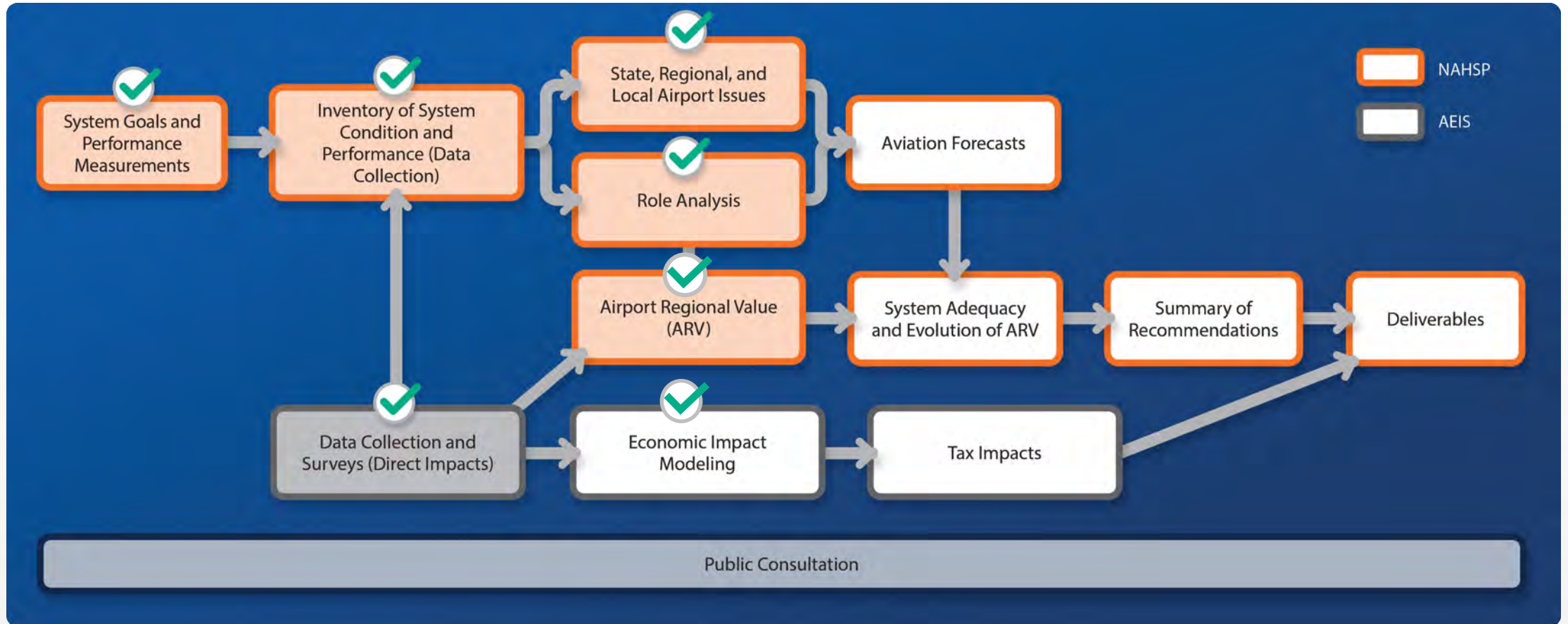
- Analyze system needs
- Identify policy/other recommendations

AEIS

- Determine airport contributions – quantitative and qualitative

Provides NDOT and Nevada airports with complete portrayal of benefits derived and importance of airport investment to meet identified needs

NAHSP & AEIS Project Process



NAHSP Goals



NAHSP utilizes goals from the *One Nevada Transportation Plan*



Progress to Date

Chapter 1. System Goals and Performance Measures



Reports on:

- Study Purpose and Process
- Reviews “One Nevada Transportation Plan”
- Identifies Study Framework
 - NAHSP Goals
 - Performance Measures

Critical for:

- Identifying goals and performance measures that drive the study toward recommendations
- Creating the roadmap for the duration of the NAHSP
- Providing important Nevada-specific context



Chapter 2. Inventory of Aviation System Condition



Reports on:

- Data collection process
- Existing conditions at NAHSP facilities:
 - Airport infrastructure
 - Airport services
 - Planning and design
 - Airspace and NAVAIDs
 - Community involvement
 - And more!

Critical for:

- Establishing awareness of existing conditions
- Analyzing system performance



Chapter 3. System Plan Roles



Reports on:

- National Plan of Integrated Airport Systems (NPIAS) classifications
- Other state classification methodologies
- Preferred methodology for NAHSP classifications
- 2020 NAHSP classifications

Critical for:

- Establishing a network of facilities that meets NAHSP goals
- Informed decision-making for resource allocation
- Understanding interaction between NAHSP facilities



Chapter 4. State, Regional, and Local Airport Issues



Reports on:

- Stakeholder engagement activities
- Impacts of identified issues and challenges

Critical for:

- Broadening understanding of state-specific context
- Relating NAHSP findings to statewide, regional, and local aviation challenges





Preliminary Forecast Results

Aviation Activity Trends

Commercial Service:

- Industry changes and restructuring
- Expansion of ancillary revenues
- Capacity discipline
- COVID-19 impacts

General Aviation:

- Relatively flat GA aircraft shipments and billings
- Slight decline in national active GA fleet
- Slight projected growth in GA activity in certain segments

Why Conduct Forecasts?

- Provides estimates for how aviation activity may change over the 20-year planning horizon
- Provides insight into where changes in demand may occur (rural GA vs. urban GA vs. primary airports)
- Informs project prioritization if an aviation facility is found to be underdeveloped considering anticipated demand
- Provides context regarding how socioeconomic or other national/local trends impact aviation activity

Selected Activity Forecast Methodologies

Forecast Element	Preferred Methodology	Description
Based Aircraft	Socioeconomic – County Population Growth Rate	Determine the projected population growth rate by county over the forecast periods and apply those county-specific growth rates to the airports within each county to project based aircraft growth
GA Operations at GA Airports	Socioeconomic – County Gross Regional Product Growth Rate	Determine the projected gross regional product growth rate by county over the forecast periods and apply those county-specific growth rates to the airports within each county to project operations growth
GA Operations at Commercial Service Airports	FAA's 2019 Terminal Area Forecast (TAF)	The FAA publishes airport-level forecasts through the TAF, and these forecasts were adopted for the NAHSP enplanements forecast
Commercial Service Operations		
Enplanements		

Base Years:
2019/2020

Based Aircraft Preliminary Forecast

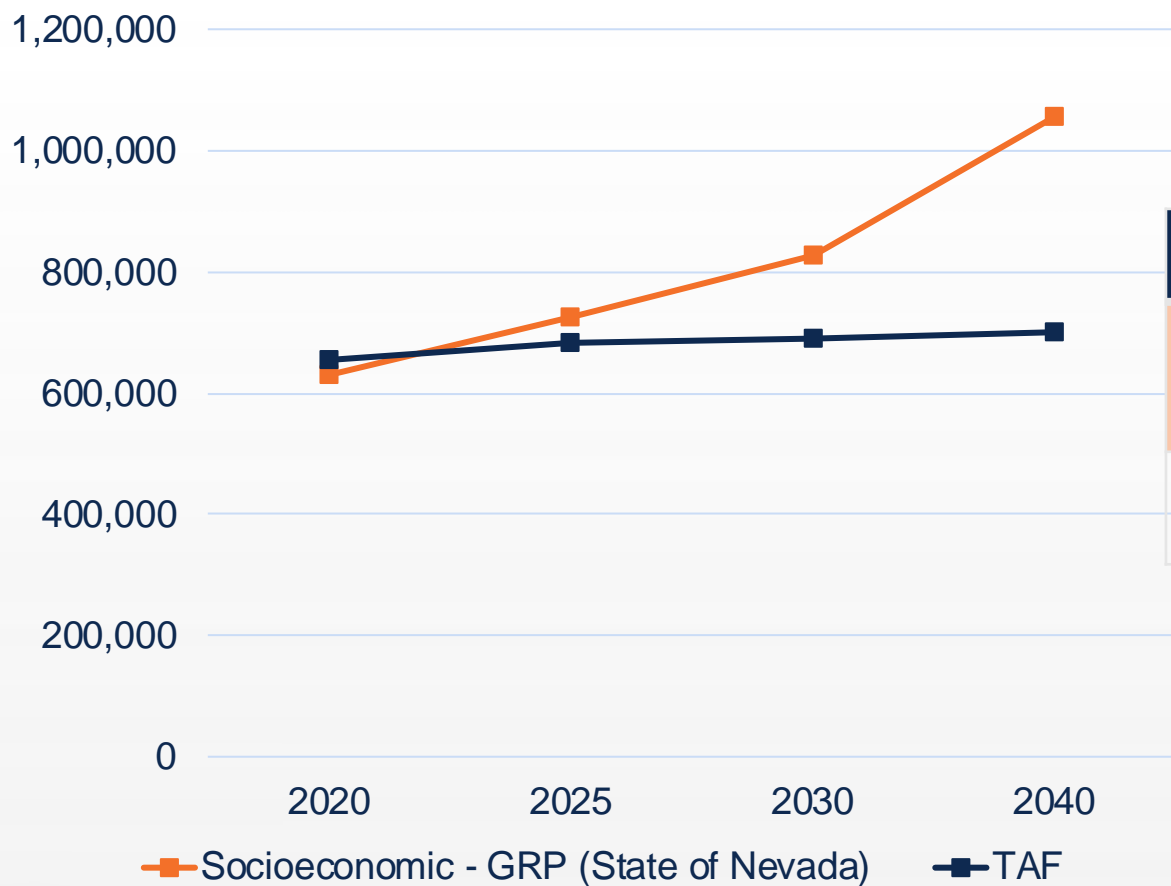


Methodology	2020	2025	2030	2040	CAGR
Socioeconomic - Population (County)	2,450	2,640	2,830	3,230	1.4%
2020 TAF	2,400	2,460	2,540	2,700	0.6%

CAGR = Compound Annual Growth Rate
The average annual growth rate of a quantity over a specified period of time.



GA Operations Preliminary Forecast



Methodology	2020	2025	2030	2040	CAGR
Socioeconomic - GRP (County)	632,000	714,000	801,000	992,000	2.28%
2020 TAF	657,000	685,000	690,000	701,000	0.6%





Current System Performance & Future Targets

Measuring System Performance

- Compare inventory data to the Performance Measures (PMs) established for each project goal

Goal	Number of PMs	Examples of What is Measured
Enhance Safety	5	Broadband Service, Weather Reporting
Preserve Infrastructure	4	Pavement Condition, Land Use Controls
Transform Economies	4	Supporting Business Operations, Expansion Potential
Foster Sustainability	4	Funding, Alternative Energy Use, Airport Management
Connect Communities	4	Supporting Emergency Operations, Access to Remote Communities
Optimize Mobility	3	Ground Transportation, UAV/UAS Activity

Identifying Future Targets

- How is the target set?
 - Must consider the current system performance and determine the number of airports that need an action to meet the PM for the system to benefit from the improvement
 - Benchmark to track progress over the years and see trends

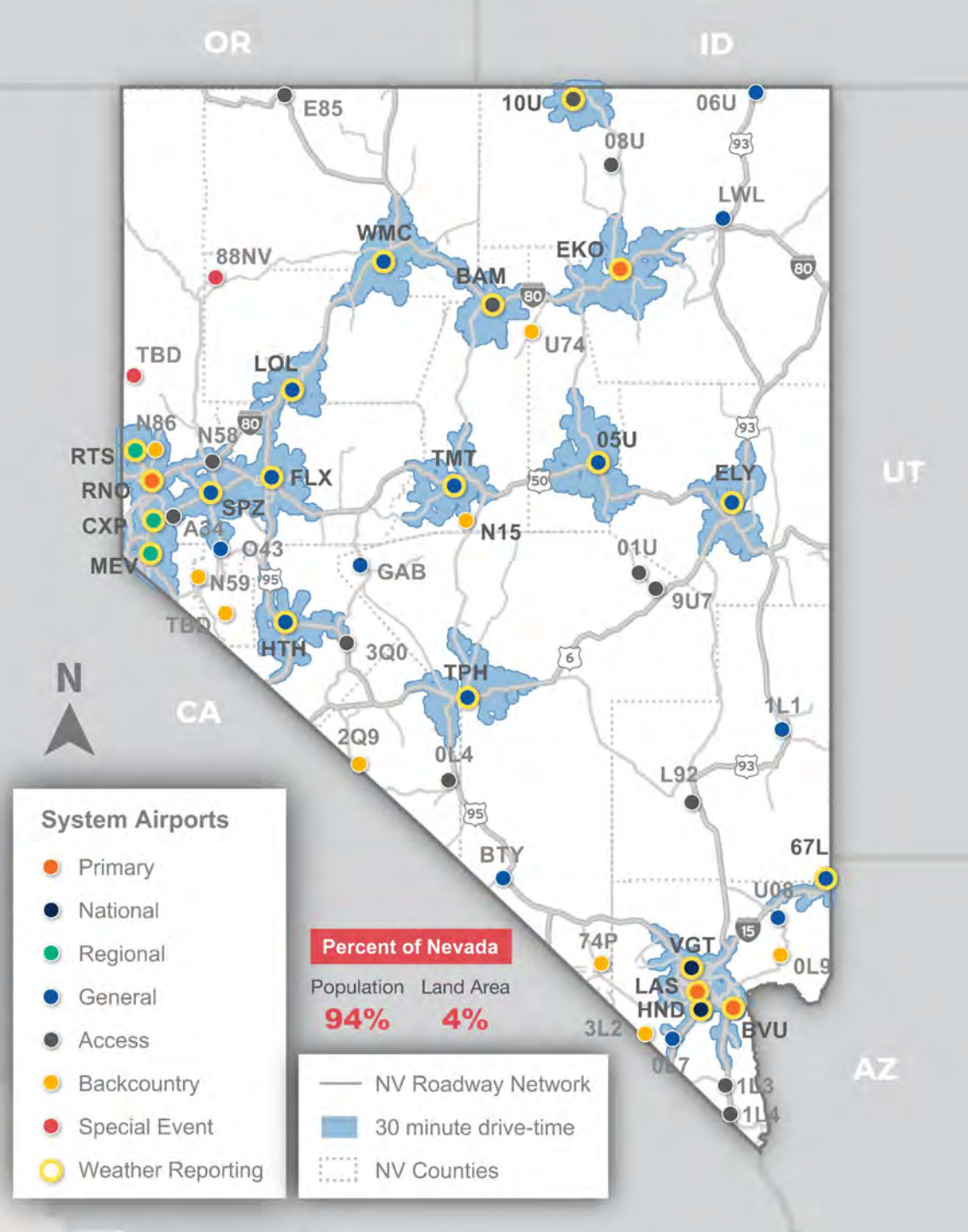
Identifying Future Targets

- Requires consideration of multiple factors:
 - Which airports would benefit from an improvement to meet the PM?
 - Are there gaps in geographic service that need to be addressed?
 - Can NDOT take action that will impact system performance or are the results informational only?

Percent of state land area and population within 30 minutes of airports with weather reporting capabilities



Enhance Safety



System Adequacy: Enhance Safety



Enhance Safety	Performance Measures	Preliminary Existing Performance Results	Proposed Future Performance Targets
Continuously improve and promote aviation safety.	Percent of airports meeting applicable FAA design and safety standards	67%	100%
	Percent of state land area and population within 30 minutes of airports with weather reporting capabilities	4% Land Coverage 94% Population	6% Land Coverage 95% Population
	Percent of state land area and population within 30 minutes of an airport with a paved runway	5% Land Coverage 97% Population	5% Land Coverage 97% Population
	Percent of airports that have a designated helicopter landing location	39%	100%
	Percent of airports that have broadband service	90%	100%



System Adequacy: Preserve Infrastructure



Preserve Infrastructure	Performance Measures	Preliminary Existing Performance Results	Proposed Future Performance Targets
Maintain the state's aviation assets to preserve investments.	Percent of airports that have coordinated with local land use authority to adopt appropriate land use controls	18%	No Target
	Percent of airports that have an approved airport planning document that was completed after 2013	53%	74%
	Percent of airports' primary runway meeting pavement condition index (PCI) of acceptable or rated Good (G)	59%	74%
	Percent of airports that are under a Military Operating Area (MOA) in the national airspace system	16%	Maintain Existing



System Adequacy: Transform Economies



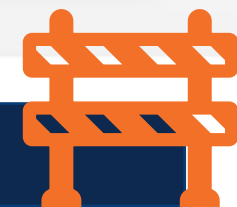
Transform Economies	Performance Measures	Preliminary Existing Performance Results	Proposed Future Performance Targets
Improve the contribution of the aviation system to Nevada's economic competitiveness through a supportive and innovative transportation framework.	Percent of airports with active development partnerships with chambers of commerce, tourism bureaus, service organizations, industries, governments, military official, and recreational user groups	33%	No Target
	Percent of airports with expansion / development potential	80%	No Target
	Percent of airports that can support regular business aircraft activity (runway length, approach, weather, fuel)	33%	39%
	Percent of airports with tour operators, specifically utilizing helicopters	16%	No Target



System Adequacy: Foster Sustainability



Foster Sustainability	Performance Measures	Preliminary Existing Performance Results	Proposed Future Performance Targets
Develop an aviation network that reduces emissions while being environmentally, historically, culturally, and financially sustainable.	Percent of airports that have established public outreach protocols or programs that include efforts with the local community, as well as local, state, regional and federal governmental representatives	61%	No Target
	Percent of airports with or pursuing an alternative energy source	16%	No Target
	Percent of airports with an airport manager to operate and maintain the airport	65%	74%
	Percent of airports that have received federal and/or state funding within the last five years	55%	No Target



System Adequacy: Connect Communities



Connect Communities	Performance Measures	Preliminary Existing Performance Results	Proposed Future Performance Targets
Enhance opportunity, livability, and quality of life through better connections between aviation system and other modes.	Percent of airports capable of supporting aerial firefighting operations	71%	74%
	Percent of airports capable of supporting emergency (medical/police) operations	65%	70%
	Population within 30 minutes of any public-use airport	5% Land Coverage 97% Population	No Target
	Percent of airports providing access to remote communities	45%	No Target



System Adequacy: Optimize Mobility

Optimize Mobility	Performance Measures	Preliminary Existing Performance Results	Proposed Future Performance Targets
Make strategic aviation investments that enhance mobility opportunities, better connections, and reliability expectations.	Percent of airports that are adequately accessible in terms of signage and access road quality	96%	100%
	Percent of airports that provide off-airport transportation (e.g., courtesy car, transportation network carrier, bus, rental car, other)	80%	100%
	Percent of airports that are involved in UAS/UAV (training, businesses, facilities, or safety protocols)	6%	No Target





Airport Regional Value (ARV) Results

Airport Regional Value (ARV)

- Objective methodology for assessing airport characteristics & economic value
- Incorporates more qualitative factors than traditional methods
- Allows for fair comparison between airports based on different state roles

Benefits of ARV

- For the airport sponsor:
 - Quantifies basic SWOT analysis
 - Snapshot of airport facilities & services
 - Assessment provides method for prioritizing action items

- For the NAHSP:
 - Support for federal airport development funding
 - Justification for state funding (matching share & other programs)
 - Support for state policy recommendations

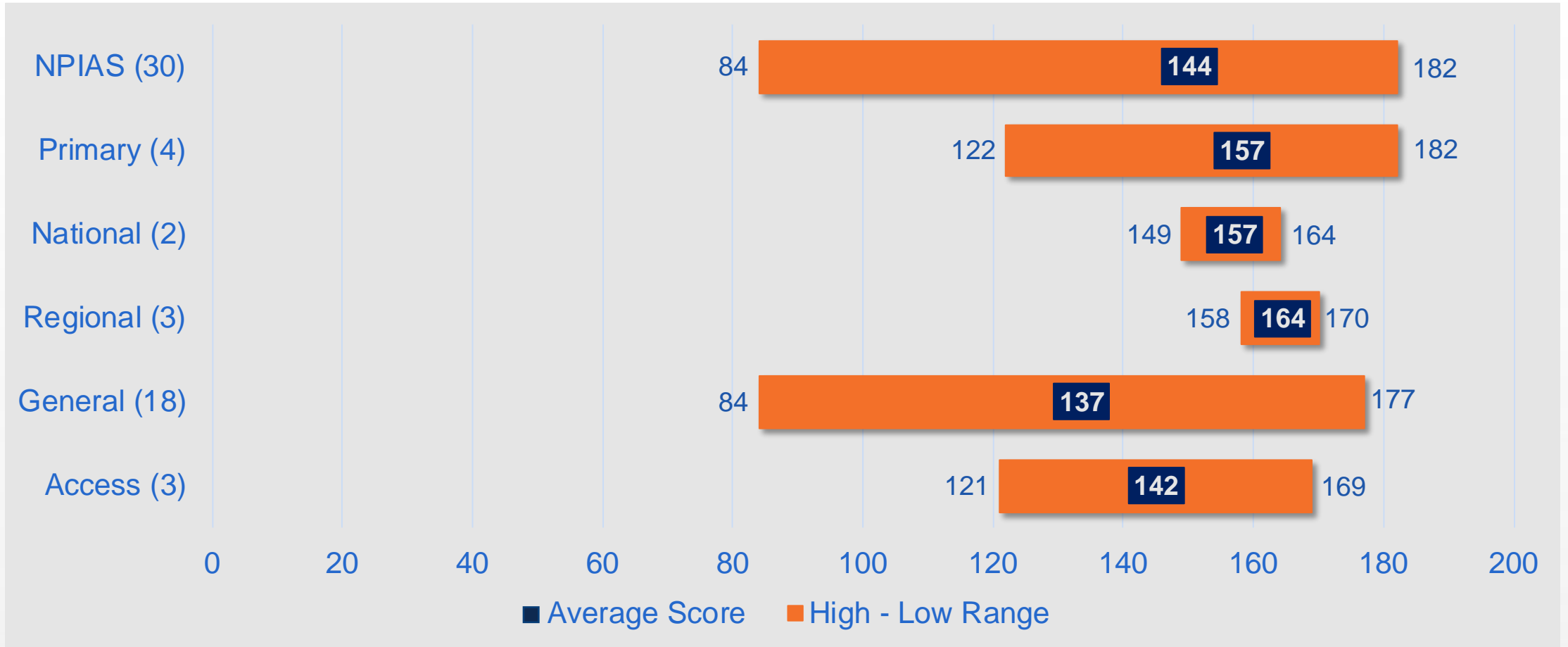
ARV Applicability

NPIAS Airports	Non-NPIAS Airports
<ul style="list-style-type: none"> - Evaluated using the ARV methodology <ul style="list-style-type: none"> - Evaluates on-airport facilities or services that can translate into capital improvements - Evaluates airports on other external factors, such as community engagement, airport location relative to others, and more - Results in a total score out of 200 that can be used as an index to compare performance with other airports 	<ul style="list-style-type: none"> - Evaluated using Facility and Service Objectives (FSOs) <ul style="list-style-type: none"> - FSOs ONLY evaluate on-airport facilities or services that can translate into capital improvement projects - Does not result in a score that can be compared with other airports
<p>All airports receive an airport-specific Development Report</p>	

Value Rating Variables (VRVs) Categories

Variable Sector	Sector Description	No.	Points	Percent
Regional Significance (V_{RS})	Recognizes airports serve regions well beyond their immediate area	9	45	22.5
Airport Facilities (V_{AF})	Assesses resources that accommodate aircraft relevant to airport's service role	11	55	27.5
Airport Protection (V_{AP})	Assesses actions and ability to prevent encroachment and incompatible land uses	5	25	12.5
Airport Access (V_{AA})	Assesses characteristics & quality of facilities/services for ground transportation and highway connectivity	4	20	10.0
Airport Expandability (V_{AE})	Assesses adequacy of airport property needed for aeronautical and nonaeronautical development	4	20	10.0
Community Commitment (V_{CC})	Assesses support and resources committed to operate & maintain an airport	7	35	17.5
Totals		40	200	100

Total ARV Score by Role



ARV Results at the System Role Level

System Role	Average Scores by VRV Category					
	Regional Significance	Airport Facilities	Airport Protection	Airport Access	Airport Expandability	Community Commitment
Primary	33	46	13	17	18	26
National	30	45	18	16	17	31
Regional	34	49	14	18	17	33
General	25	44	13	16	17	22
Access	31	47	10	15	18	21
Total Possible Points	45	55	25	20	20	35

Scores represent the average points awarded to each NAHSP role by VRV Category



ARV Results at the Airport Level

WINNEMUCCA MUNICIPAL AIRPORT

Associated City
WINNEMUCCA

FAA Identifier
WMC

Classification
GENERAL

VRV Category	Value Rating Variable	Airport Objective	Current Performance	Score
Regional Significance V_{RS}	Airport Ownership	N/A	Public	5
	Airport Uses	N/A	FireFighting	1
	Nearest Airport	N/A	53 miles	5
	Longest Runway (ft)	Accommodate 95% of Small Aircraft Fleet = 5,510 Feet	7,000 Feet	5
	Based Aircraft	N/A	0.4%	1
	T-Hangar Ratio (THR)	0.50 - 0.60	1.5	5
	Fuel Availability	Jet A or 100LL, Self Service (SS) w/ Credit Card Reader	et A & 100 LL Full Service (FS) and Self Service (SS)	5
	Aircraft Maintenance	Minor	Minor	5
	Instrument Approach	Non-Precision	Non-Precision with Vertical Guidance	5
	Regional Significance V_{RS} Subtotal			37
Airport Facilities V_{AF}	Runway ARC Category	C-III/C-II	D-V	5
	FAA Design Standards	Meet FAA Design Standards	No, Solution Proposed	3
	Runway Surface Type/Condition	Paved and Excellent, PCI >86	Concrete and Excellent, PCI = 96	5
	Runway Lighting	MIRL, HIRL as desired	HIRL	5
	Taxiways	Full Parallel to All Runways	Full Parallel to All Runways	5
	Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs or VASIs, and ALS or REILs	Rotating Beacon, Lighted Wind Cone, PAPIs, and ALS	5
	Weather Reporting	ATCT and AWOS or ASOS	ATCT and ASOS	5
	GA Terminal	Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	5
	Utilities	Electricity, Water, Sewer or Septic	Electricity, Water, and Sewer or Septic	5
	Security/Wildlife Fencing	Full	Full	5
	Communications Connectivity	Public Phone, Cellular (Data/4G), and Wifi	Public Phone, Cellular (Data/4G), and Wifi	5
	Airport Facilities V_{AF} Subtotal			53

VRV Category	Value Rating Variable	Airport Objective	Current Performance	Score
Airport Protection V_{AP}	Height Hazard Zoning	Present	Yes	5
	Obstruction Mitigation	15:1 - 18:1	26:1	5
	Airspace Restrictions	N/A	42 miles	3
	Runway Protection Zone	Full Desired	Full	5
	Land Use Compatibility	N/A	Less than 1 mile	1
Airport Protection V_{AP} Subtotal				19
Airport Access V_{AA}	Community Access	N/A	5.0 miles	3
	Local Access	Collector (Minor)	Collector (Minor)	5
	Regional Access	N/A	3.2 miles	5
	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car and Taxi	3
Airport Access V_{AA} Subtotal				16
Airport Expandability V_{AE}	Total Acreage Ratio	N/A	97	5
	Airfield & Aeronautical Property	N/A	4%	5
	Surplus Property	N/A	928 acres	5
	Airfield Expandability	N/A	1,116 Feet	5
Airport Expandability V_{AE} Subtotal				20
Community Commitment V_{CC}	Last ALP Update	< 10 years & After 2013	2020	5
	Airport Management	Part Time or FBO	Full Time	5
	Historical Capital Improvements	≥ \$1.0 Million	\$5.95 Million	5
	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$7.15 Million	5
	Economic Development Partnership	Established Partnership	Yes	5
	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	3
	Goodwill	N/A	Education Program and Positive News	4
Community Commitment V_{CC} Subtotal				32

ARV SUMMARY

■ Total Score ■ Maximum Score





Project Prioritization Group Activity



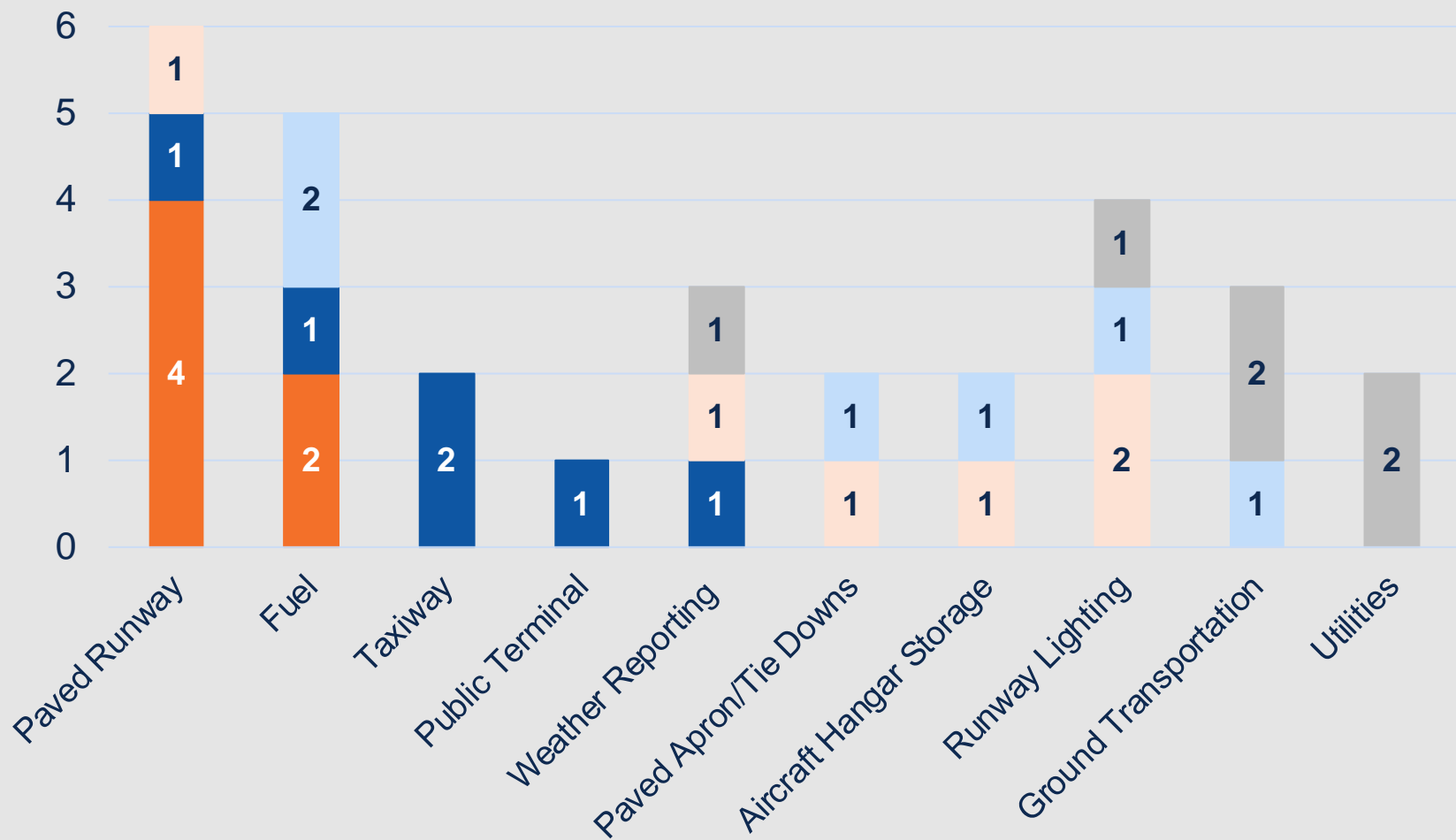
Project Prioritization

- Multiple Projects on individual ACIPs
- Next best project for:
 - Different types of airports (rural vs urban)
 - Existing airport infrastructure (runway only vs runway/taxiway/fuel)
- Assists in prioritizing funding

Project Options

1. Paved Runway
2. Taxiway
3. Fuel
4. Paved Apron/Tiedowns
5. Aircraft Hangar Storage
6. Runway Lighting
7. Public Terminal
8. Utilities
9. Weather Reporting
10. Instrument Approach
11. Ground Transportation
12. Security/Wildlife Fencing
13. Broadband Service
14. Other _____

Top 5 Priority Projects at Rural GA Airports



PAC Survey Results - Rural



Projects Not Selected:

- Instrument Approach
- Security/Wildlife Fencing
- Broadband Service

Rural GA Airport Scenario

Mixed results of paving the runway and investing in a fuel farm as the FIRST project to implement

Why Pave the Runway?

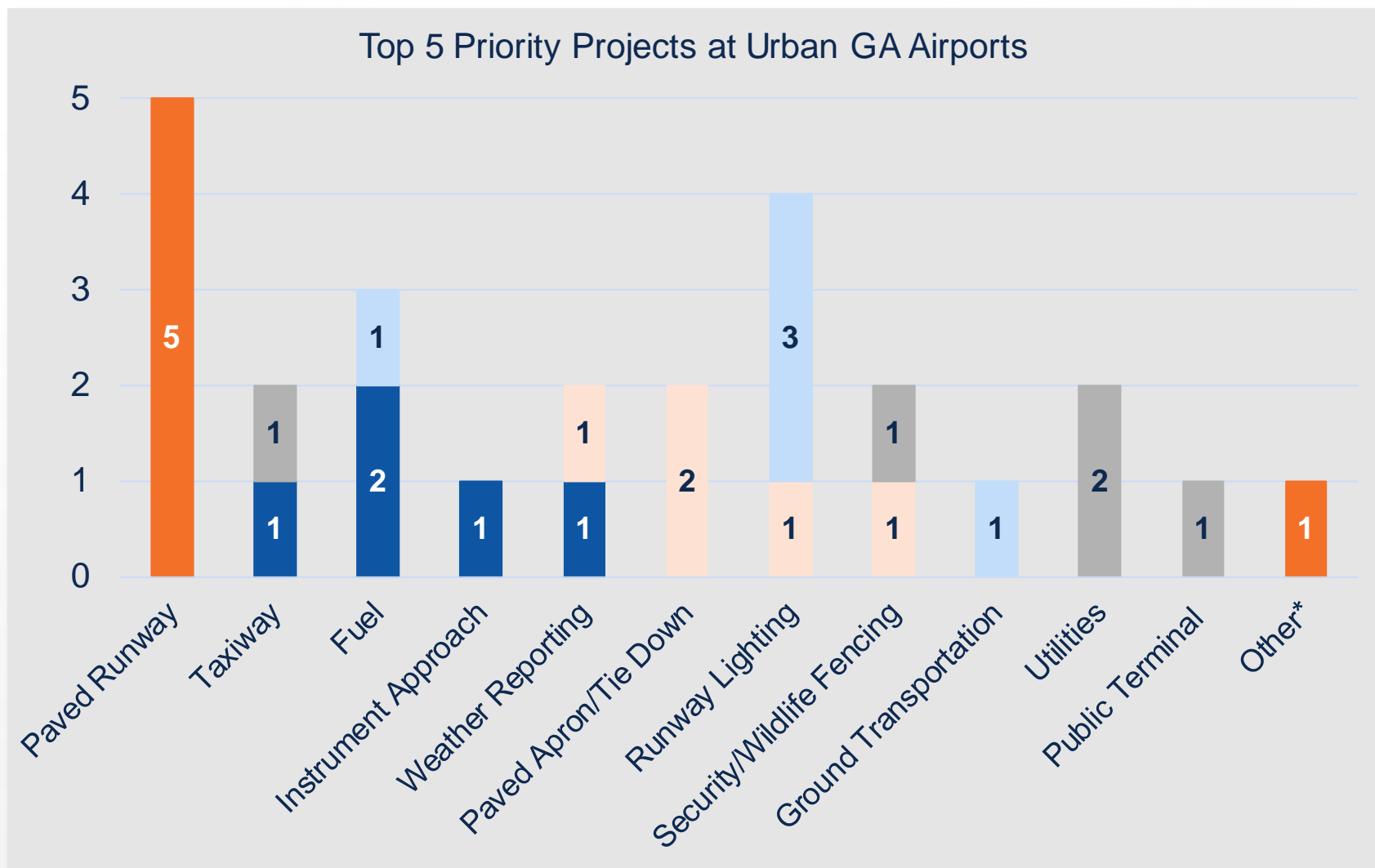
- Soil in NV is terrible for unpaved runways
- “Big Dust” events create uneven resistance on the runway causing major safety concerns
- Major safety improvement and many pilots will ONLY land on a paved surface

Why Invest in a Fuel Farm?

- Take off and landings can occur on an unpaved runway and aircraft don’t require covered storage, fueling is the most prudent investment

Other Considerations:

- Do the based aircraft owners have an interest in an onsite fuel farm?
- Is this a NPIAS airport?
- What is the closest facility with 100LL available?
- What are the goals of the airport and surrounding community?



PAC Survey Results - Urban



Projects Not Selected:

- Aircraft Hangar Storage
- Broadband Service

Urban GA Airport Scenario

Mixed results of expanding apron space and rehabilitating the primary runway

Why Expand the Apron?

- Accommodate more transient aircraft
- Limited apron space is the most present issue, resolve that first
- Attract more transient aircraft, which can boost revenues and surrounding business activity

Why Rehabilitate the Runway?

- Limited feedback provided – **what are your thoughts?**

Other Considerations:

- Is the runway PCC or asphalt?
- Why was the runway project deferred prior to falling below 70 PCI? Can it be deferred again?
- Is there a current Master Plan or ALP that justifies need for additional apron space?
- Will a NEPA need to be conducted prior to initiating the apron project?
- Rates and fee structure needs to justify the apron expansion, does the ROI justify the expansion?

Group Activity: Project Priority List

Rural Airport

1. Paved Runway
2. Fuel
3. Weather Reporting (*Need broadband to support*)
4. Ground Transportation

Urban Airport

*Broadband should be part of Utilities



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Project Options

1. Paved Runway
2. Taxiway
3. Fuel
4. Paved Apron/Tiedowns
5. Aircraft Hangar Storage
6. Runway Lighting
7. Public Terminal
8. Utilities
9. Weather Reporting
10. Instrument Approach
11. Ground Transportation
12. Security/Wildlife Fencing
13. Broadband Service
14. Other _____



Aviation Economic Impact Study (AEIS) Update

What Impacts are Identified through the AEIS?

- On-airport Impacts:
 - Airport administration
 - Tenants
 - Capital improvements
- Off-airport Impacts:
 - Commercial service visitor impacts
 - General aviation visitor impacts
- Multiplier Impacts:
 - Indirect impacts
 - Induced impacts
- Tax Impacts
- Qualitative Benefits



Base Year:
2019

What We Know So Far!

**PRELIMINARY
Systemwide
Results**

Economic Impact	Employment	Labor Income	Output
Direct Impacts	~25,900	\$1.0 billion	\$2.9 billion
Indirect Impacts	~6,800	\$359.5 million	\$1.1 billion
Induced Impacts	~6,200	\$298.8 million	\$1.0 billion
LAS, HND, VGT	~246,300	\$10.4 billion	\$35.0 billion
Total Impacts	~285,400	\$12.2 billion	\$40.0 billion

Base Year: 2019

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Draft Airport Brochure



AVIATION ECONOMIC IMPACT STUDY

The Nevada Aviation Economic Impact Study (AEIS) evaluated the economic impacts of all system airports in Nevada. The components that comprise the total economic impact of Nevada's aviation system and the economic impact of WMC Airport are presented below. Visit the project website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.

TOTAL ECONOMIC IMPACT AT WMC



AIRPORT NARRATIVE

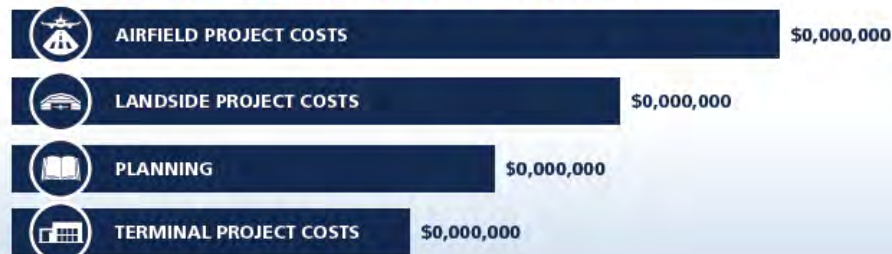
Mason County Airport is a general aviation (GA) facility located in Point Pleasant, West Virginia, near the Ohio border. The airport's FBO is operated by a mother and son duo who are dedicated to maintaining the airport and serving the GA community. The airport is used most frequently by recreational flyers but is also occasionally used to support business activity in the region. Memories from victorious "first flights" dating back to the 1970s are displayed on the walls of the pilot lounge using pictures and handwritten notes from new pilots. Decades later, memories are still being made at the airport, with free airplane rides offered on Mother's Day and other community events bringing people to the airport. The airport has a lot of history and continues to contribute to the community.

AIRPORT REPLACEMENT VALUE

Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated based on existing facilities and current costs.

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SYSTEM/AIRPORT DEVELOPMENT NEEDS



WINNEMUCCA MUNICIPAL WMC

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Aviation Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program and used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future. The NAHSP provides guidance to NDOT's Aviation Program by establishing system goals, determining existing system performance using defined metrics, identifying future system performance targets, and outlining policy and project recommendations that NDOT's Aviation Program can implement to impact change across the system.



As part of the NAHSP airports are identified as one of seven functional classifications. The seven classifications are a mix of Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems (NPIAS) classifications and classifications unique to the NAHSP. Winnemucca Municipal Airport is one of 18 airports in Nevada classified as a General airport. General airports are general aviation (GA) airports that serve a variety of purposes, support local economies, and provide basic aeronautical needs. Identifying an airport's classification is also critical for conducting the Airport Regional Value (ARV) assessment as airports are evaluated based on their role in the system.



The Airport Regional Value (ARV) measures the economic, social, environmental, emergency, and facility metrics associated with each airport. ARV results can inform airports about the impact and benefit of specific capital improvements and demonstrates the tie between airport investment and economic impact. There are three components of ARV: economic impact, replacement value, and value rating variables (VRV). Economic impact and replacement value are featured on the back page of this brochure while the results of the VRV analysis, presented as a report card, are presented in the centerfold. The VRV categories are as follows:

VRV CATEGORIES





WINNEMUCCA MUNICIPAL AIRPORT

Associated City
WINNEMUCCA

FAA Identifier
WMC

Classification
GENERAL

VRV Category	Value Rating Variable	Airport Objective	Current Performance	Score
Regional Significance V_{RS}	Airport Ownership	N/A	Public	5
	Airport Uses	N/A	Fire Fighting	1
	Nearest Airport	N/A	53 miles	5
	Longest Runway (ft)	Accommodate 95% of Small Aircraft Fleet = 5,510 Feet	7,000 Feet	5
	Based Aircraft	N/A	0.4%	1
	T-Hangar Ratio (THR)	0.50 - 0.60	1.5	5
	Fuel Availability	Jet A or 100LL, Self Service (SS) w/ Credit Card Reader	Jet A & 100 LL Full Service (FS) and Self Service (SS)	5
	Aircraft Maintenance	Minor	Minor	5
	Instrument Approach	Non-Precision	Non-Precision with Vertical Guidance	5
	Regional Significance V_{RS} Subtotal			37
Airport Facilities V_{AF}	Runway ARC Category	C-II/C-II	D-V	5
	FAA Design Standards	Meet FAA Design Standards	No, Solution Proposed	3
	Runway Surface Type/Condition	Paved and Excellent, PCI >86	Concrete and Excellent, PCI = 96	5
	Runway Lighting	MIRL, HIRL as desired	HIRL	5
	Taxiways	Full Parallel to All Runways	Full Parallel to All Runways	5
	Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs or VASIs, and ALS or REILs	Rotating Beacon, Lighted Wind Cone, PAPIs, and ALS	5
	Weather Reporting	ATCT and AWOS or ASOS	ATCT and ASOS	5
	GA Terminal	Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	5
	Utilities	Electricity, Water, Sewer or Septic	Electricity, Water, and Sewer or Septic	5
	Security/Wildlife Fencing	Full	Full	5
	Communications Connectivity	Public Phone, Cellular (Data/4G), and Wifi	Public Phone, Cellular (Data/4G), and Wifi	5
	Airport Facilities V_{AF} Subtotal			53

VRV Category	Value Rating Variable	Airport Objective	Current Performance	Score
Airport Protection V_{AP}	Height Hazard Zoning	Present	Yes	5
	Obstruction Mitigation	15:1 - 18:1	26:1	5
	Airspace Restrictions	N/A	42 miles	3
	Runway Protection Zone	Full Desired	Full	5
	Land Use Compatibility	N/A	Less than 1 mile	1
Airport Protection V_{AP} Subtotal				19
Airport Access V_{AA}	Community Access	N/A	5.0 miles	3
	Local Access	Collector (Minor)	Collector (Minor)	5
	Regional Access	N/A	3.2 miles	5
	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car and Taxi	3
Airport Access V_{AA} Subtotal				16
Airport Expandability V_{AE}	Total Acreage Ratio	N/A	97	5
	Airfield & Aeronautical Property	N/A	4%	5
	Surplus Property	N/A	928 acres	5
	Airfield Expandability	N/A	1,116 Feet	5
Airport Expandability V_{AE} Subtotal				20
Community Commitment V_{CC}	Last ALP Update	< 10 years & After 2013	2020	5
	Airport Management	Part Time or FBO	Full Time	5
	Historical Capital Improvements	≥ \$1.0 Million	\$5.95 Million	5
	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$7.15 Million	5
	Economic Development Partnership	Established Partnership	Yes	5
	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	3
	Goodwill	N/A	Education Program and Positive News	4
Community Commitment V_{CC} Subtotal				32

ARV SUMMARY

■ Total Score ■ Maximum Score





PAC Feedback



Next Steps

Next Steps

- Finalize Draft Chapters for PAC Review
 - ARV Methodology
 - System Adequacy Analysis, including ARV Results
 - Forecasts
- Complete AEIS Modeling
 - Review results with airports
 - AEIS documentation
- Develop Study Recommendations (final chapter)
- Complete Individual Airport Brochures
- Conduct PAC Meeting #4
- Draft Statewide Brochure & Presentation

Stay Involved!

- Respond to requests for input and data
- Review and comment on draft deliverables
- Participate in PAC meetings
- Check out Website
- Distribute Blog Posts

Questions?

Thank you for your participation!

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