

Appendix A. Individual Airport Reports

This appendix features the Individual Airport Reports that were prepared for each of the Nevada Airport and Heliport System Plan (NAHSP) airports. These reports were developed to provide each airport with a marketing tool that they can use to support the advancement and development of their facility. The report was developed to be eye-catching and easy to read so that the message of each airport's value is clear. Each brochure is four pages long, and features a cover page, a centerfold (the two middle pages), and a back cover. The first page of the brochure provides an overview of the NAHSP and features the general location of the airport. The first page also introduces the centerfold, which is slightly different for National Plan of Integrated Airport System (NPIAS) airports and other non-NPIAS airports.

The centerfold for NPIAS airports presents each airports' Value Rating Variable (VRV) results. The VRV analysis is a component of a broader Airport Regional Value (ARV) assessment that is detailed in **Chapter 5. Airport Regional Value (ARV) Methodology**. The VRV analysis includes six different categories that cover 40 individual variables that airports are measured against. Within each category, the airport receives a score based on how the airport's existing condition meets the objective. Objectives were developed based on NAHSP role. The airport receives a final score, out of 200, that can help to inform how the airport is performing in relation to similar airports, and where there could be opportunities for improvement. The VRV analysis is a way to communicate each NPIAS airport's strengths and opportunities to increase their contributions to the local community.

The centerfold for the non-NPIAS airports is slightly different, as these airports were excluded from the ARV assessment. Instead, a set of Facility and Service Objectives (FSOs), using the same six categories from the VRV analysis, were developed for the non-NPIAS airport roles. The airport's existing conditions were compared to the facility or service objective, and an airport was identified as "meeting" or "not meeting" that objective. In a similar fashion to the NPIAS airports, this assessment is intended to provide airports with an understanding of how they are performing within their NAHSP role and provide them with information on where there may be opportunities to improve.

The back page of the Individual Airport Reports is fairly similar for NPIAS and non-NPIAS airports. The back cover features the statewide and individual airport economic impact results, provides an airport overview, and presents a summary of the long-term investment needs for each airport. In addition, NPIAS airport reports include an Airport Replacement Value estimate that indicates the financial value of these facilities, especially in terms of what it would cost to replace the airport. More information on the Airport Replacement Value methodology is presented in **Appendix B. Airport Replacement Value**.

The Individual Airport Reports are presented in alphabetical order by airport name in the following pages.

¹ An Individual Airport Report was not prepared for Harry Reid International Airport (LAS)





ALAMO LANDING FIELD L92

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

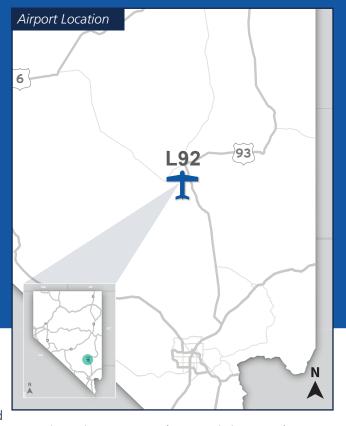
- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- L92 is classified by the NAHSP as a Access Airport and in the NPIAS as a Basic Airport

Access: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).

Airport Aerial N



AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

ALAMO LANDING FIELD

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Airport Ownership	N/A	Public, Contracted	3
	Airport Uses	N/A	Fire - Temporary	1
> > 5	Nearest Airport	N/A	72.5 Miles	5
ance	Longest Runway	Maintain Existing	4,362 Feet	5
iffic	Based Aircraft	N/A	Less than 1%	1
Sigr	T-Hangar Ratio (THR)	>0.25	1	5
Regional Significance V _{Rs}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	None	0
Reç	Aircraft Maintenance	None	None	5
	Instrument Approach	Visual	Visual	5
		Regiona	l Significance V _{RS} Subtotal	30
	Runway ARC Category	B-I	B-I	5
	FAA Design Standards	Meet FAA Design Standards	Yes	5
	Runway Surface Type/Condition	Non-Paved and Fair, PCI >56	Asphalt and Excellent, PCI = 90	5
	Runway Lighting	Reflectors, Low-Intensity Desired	High Intensity	5
es V	Taxiways	Turn Arounds	Turn Arounds	5
Airport Facilities V _{AF}	Visual Aids	Wind Cone	Rotating Beacon and Wind Cone	5
r z	Weather Reporting	Automated Unicom	None	0
Airpo	GA Terminal	Public Restrooms Desired	None	0
	Utilities	Electricity and Water Available	Electricity and Septic	3
	Security/Wildlife Fencing	None	Partial	5
	Communications Connectivity	Public Phone or Cellular (Data/4G)	Cellular (Data/4G)	5
		Air	port Facilities V _{AF} Subtotal	43

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City
ALAMO

FAA Identifier L92

Classification ACCESS

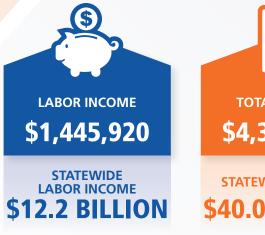
	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	> AP	Height Hazard Zoning	Present	No	0
(0	lo	Obstruction Mitigation	< 15:1	No Data	0
	tect	Airspace Restrictions	N/A	Overhead	1
	Airport Protection V _{AP}	Runway Protection Zone	Full Desired	Partial, Plan to Acquire Full Control	3
	irpo	Land Use Compatibility	N/A	Less Than 1 Mile	1
	⋖		Airpo	ort Protection V _{AP} Subtotal	5
	> [₹]	Community Access	N/A	2.0 Miles	4
	ess	Regional Access	N/A	1.7 Miles	5
	Acc	Local Access	Local	Collector (Major)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	None	0
	⋖		A	irport Access V _{AA} Subtotal	14
	> AE	Total Acreage Ratio	N/A	640	5
	Airport Expandability V _{AE}	Airfield and Aeronautical Property	N/A	25%	5
		Surplus Property	N/A	480 Acres	5
	A	Airfield Expandability	N/A	419 Feet	2
	Ä		Airport	Expandability V _{AE} Subtotal	17
	្ដ	Last ALP Update	< 10 Years and After 2013	2021	5
	T t	Airport Management	Staff	None	0
	tme	Historical Capital Improvements	≥ \$500,000	\$1.58 Million	5
	ommi	Airport Capital Improvement Program (ACIP)	≥ \$500,000	\$525,000	5
	t. O	Economic Development Partnership	Established Partnership	No	0
	Community Commitment V _{cc}	Financial Subsidies	Capital Improvement and Operations Subsidy	Capital Improvement and Operations Subsidy	5
	Corr	Goodwill	N/A	Website	2
			Community	Commitment V _{cc} Subtotal	22

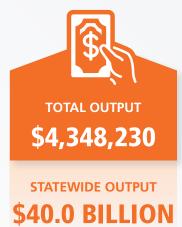




The Nevada Airport Economic Impact Study (AEIS) evaluated the economic impacts of all system airports in Nevada. The components that comprise the total economic impact of Nevada's aviation system and the economic impact of L92 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.







AIRPORT OVERVIEW

Alamo Landing Field (L92) is a general aviation (GA) airport located just west of Alamo in Lincoln County, over 70 miles north of Las Vegas. Originally abandoned prior to 1959, the airport was returned to operational activity around 1994. The airport's land is leased from the Bureau of Land Management (BLM). With a single paved runway that is 4,300 feet in length, L92 provides services for individuals visiting Southeast Nevada for hunting, fishing, sightseeing, and many other recreational purposes. It also provides a central location for BLM aerial firefighting when needed. The local community supports L92 by using the airport as a community meeting place and attending the airport's annual open house. The facility is also the closest public-use airport to Groom Lake and the highly classified United States Air Force (USAF) facility of Homey Airport, better known as Area 51.

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.

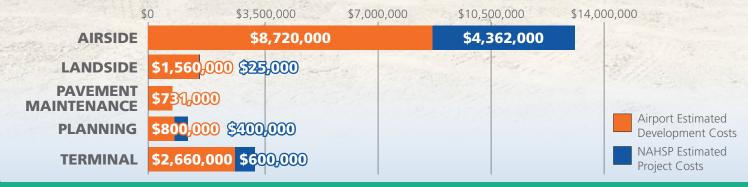
\$5,721,000

Alamo Landing Field

L92 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





AUSTIN AIRPORT TMT

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

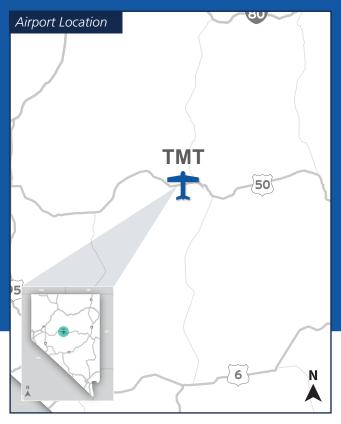
- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- TMT is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

Airport Aerial N



AIRPORT REGIONAL VALUE

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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 an Airport Development Report, are presented in the centerfold.

AUSTIN AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
9		Airport Ownership	N/A	Public	5
	S	Airport Uses	N/A	Fire - Temporary	1
	> 0	Nearest Airport	N/A	64 Miles	5
	cance	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 6,990'	5,999'	0
	gnif	Based Aircraft	N/A	Less than 1%	1
	l Siç	T-Hangar Ratio (THR)	0.50 - 0.60	0.60	5
	Regional Significance V _{Rs}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	Jet A and 100LL, SS with Credit Card Reader	5
	Reç	Aircraft Maintenance	Minor	None	0
		Instrument Approach	Non-Precision	Visual	0
			Regiona	al Significance V _{RS} Subtotal	22
		Runway ARC Category	B-II	B-I	0
		FAA Design Standards	Meet FAA Design Standards	Yes	5
-		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Good, PCI = 73	5
		Runway Lighting	Low-Intensity	Medium-Intensity	5
	S V _{AF}	Taxiways	Partial Parallel to Primary Runway	Full Parallel to Primary Runway	5
	cilitie	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon and Lighted Wind Cone	5
	. Fac	Weather Reporting	AWOS or ASOS	AWOS	5
	Airport Facilities V _{AF}	GA Terminal	Public Restrooms	Public Restrooms, Conference Room, and Pilot Lounge	5
		Utilities	Electricity and Water Available	Electricity, Water, and Septic	5
		Security/Wildlife Fencing	Partial	Full	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Cellular (Data/4G)	3
			Aiı	rport Facilities V _{AF} Subtotal	48

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City AUSTIN **FAA Identifier TMT**

Classification

GENERAL

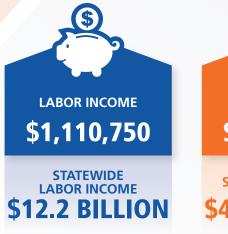
	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Ę	Height Hazard Zoning	Present	No	0
•	ectio	Obstruction Mitigation	15:1 - 18:1	30:1	5
	rote AP	Airspace Restrictions	N/A	Overhead	1
	Tro V	Runway Protection Zone	Full Desired	Full	5
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
	4		Airpo	ort Protection V _{AP} Subtotal	12
	SS	Community Access	N/A	4 Miles	4
	CCC	Regional Access	N/A	4.8 Miles	5
	A 10 AA	Local Access	Collector (Minor)	Nevada State Route	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car	3
			A	irport Access V _{AA} Subtotal	17
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	241	5
		Airfield and Aeronautical Property	N/A	3%	5
		Surplus Property	N/A	1,169 Acres	5
	A	Airfield Expandability	N/A	3,192 Feet	5
	Ä		Airport I	Expandability V _{AE} Subtotal	20
	ა >	Last ALP Update	< 10 Years and After 2013	2017	5
	ent	Airport Management	Part Time or FBO	Staff	0
	itm	Historical Capital Improvements	≥ \$1.0 Million	\$1.51 Million	5
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$2.61 Million	5
	Č Ž	Economic Development Partnership	Established Partnership	No	0
	Community Commitment V_{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement and Operations Subsidy	5
	imo.	Goodwill	N/A	None	0
	_ 0		Community	Commitment V _{cc} Subtotal	20

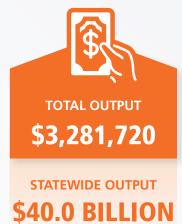




The Nevada Airport Economic Impact Study (AEIS) evaluated the economic impacts of all system airports in Nevada. The components that comprise the total economic impact of Nevada's aviation system and the economic impact of TMT are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.







AIRPORT OVERVIEW

Austin Airport (TMT) is a general aviation (GA) airport located five miles southwest of Austin, in Lander County, 130 miles from the Reno and Carson City communities. TMT has a single 6,000-foot-long paved runway with an apron and several buildings. Most operations at TMT are recreational, with some military and aerial firefighting activity as well. Military operations are primarily from Fallon Naval Air Station (NAS). Aerial firefighting flights are operated by the Bureau of Land Management (BLM). TMT temporarily supports Single Engine Air Tanker (SEAT) operations. Care Flight, an emergency medical operation, relies on TMT monthly using a fixed wing aircraft. TMT has an active Advisory Board which supports development and growth of the airport. The airport offers a courtesy car to Austin, which is known as a "living ghost town", offering hotels, bed and breakfasts, and restaurants.

AIRPORT REPLACEMENT VALUE

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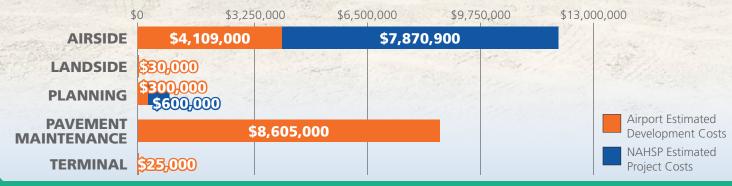
\$10,587,000

Austin Airport

TMT INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





BATTLE MOUNTAIN AIRPORT BAM

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- BAM is classified by the NAHSP as a Access Airport and in the NPIAS as a Basic Airport

Access: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).

Airport Aerial N



AIRPORT REGIONAL VALUE

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

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BATTLE MOUNTAIN AIRPORT

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	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
(O		Airport Ownership	N/A	Public	5
		Airport Uses	N/A	EMS and Fire - Permanent	2
	> ss	Nearest Airport	N/A	53 Miles	5
\mathcal{M}	nce	Longest Runway	Maintain Existing	7,300 Feet	5
	ifica	Based Aircraft	N/A	0.2%	1
	ign	T-Hangar Ratio (THR)	>0.25	1	5
	Regional Significance V _{RS}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	Jet A and 100 LL , Full Service (FS) and SS with Credit Card Reader	5
	Rec	Aircraft Maintenance	None	Major	5
		Instrument Approach	Visual	Non-Precision Vertical Guidance	5
			Regiona	l Significance V _{RS} Subtotal	38
		Runway ARC Category	B-I	C-IV	5
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Non-Paved and Fair, PCI >56	Asphalt and Good, PCI = 82	5
	<u>.</u>	Runway Lighting	Reflectors, Low-Intensity Desired	Medium-Intensity	5
	>°	Taxiways	Turn Arounds	Turn Arounds	5
	ilitie	Visual Aids	Wind Cone	Rotating Beacon, Lighted Wind Cone, and VASI	5
	: Fac	Weather Reporting	Automated Unicom	AWOS	5
	Airport Facilities V _{AF}	GA Terminal	Public Restrooms Desired	Public Restrooms, Conference Room, and Pilot Lounge	5
		Utilities	Electricity and Water Available	Electricity, Water, and Sewer or Septic	5
		Security/Wildlife Fencing	None	Full	5
		Communications Connectivity	Public Phone or Cellular (Data/4G)	Cellular (Data/4G)	5
			Air	port Facilities V _{AF} Subtotal	55

Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, VASIs = Visual Approach Slope Indicator, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan

Classification **ACCESS**

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Ę	Height Hazard Zoning	Present	No	0
	ectio	Obstruction Mitigation	< 15:1	50:1	5
	Airport Protection V _{AP}	Airspace Restrictions	N/A	15 Miles	3
	ro Tro	Runway Protection Zone	Full Desired	Full	5
	Airpo	Land Use Compatibility	N/A	Less than 1 Mile	1
	_		Airpo	ort Protection V _{AP} Subtotal	14
	SS	Community Access	N/A	3 Miles	4
	CCE	Regional Access	N/A	3 Miles	5
	ל א א	Local Access	Local	Collector (Minor)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car	3
	·		A	irport Access V _{AA} Subtotal	17
	>	Total Acreage Ratio	N/A	267	5
	Airport Expandability V _{AE}	Airfield and Aeronautical Property	N/A	8%	5
		Surplus Property	N/A	984 Acres	5
	A	Airfield Expandability	N/A	1,539 Feet	5
	Ë		Airport I	Expandability V _{AE} Subtotal	20
	ა >	Last ALP Update	< 10 Years and After 2013	2016	5
	ent	Airport Management	Staff	Staff	5
	<u>it</u>	Historical Capital Improvements	≥ \$500,000	\$4.95 Million	5
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$500,000	\$1.12 Million	5
	ζ.	Economic Development Partnership	Established Partnership	No	0
	Community Commitment V_{cc}	Financial Subsidies	Capital Improvement and Operations Subsidy	Capital Improvement and Operations Subsidy	5
	imo:	Goodwill	N/A	None	0
			Community	Commitment V _{cc} Subtotal	25

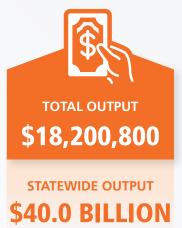




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AIRPORT OVERVIEW

Battle Mountain Airport (BAM) is a general aviation (GA) airport located three miles southeast of Battle Mountain in Lander County. BAM has two runways over 7,000 feet long and two helipads, and is home to the Battle Mountain Air Attack Base, which is run by the Bureau of Land Management (BLM). The Air Attack Base provides support for fire suppression operations in Northern Nevada. Additional operations at BAM include recreational flights along with emergency medical service flights operated by Care Flight. BAM sees occasional military staged exercises, usually from Fallon Naval Air Station. There are two on-site business tenants, including an aircraft maintenance business offering major airframe and powerplant service. During the spring and early winter when firefighting operations are less common, the airport's sizeable apron is an ideal venue for community events and gatherings which require lots of space.

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.

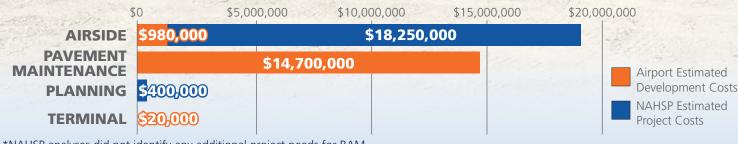
\$31,604,000

Battle Mountain Airport

BAM INVESTMENT NEEDS*

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.



*NAHSP analyses did not identify any additional project needs for BAM.



BEATTY AIRPORT BTY

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- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- BTY is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

Airport Aerial N



AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

BEATTY AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
Q		Airport Ownership	N/A	Public	5
	S _S	Airport Uses	N/A	EMS, Fire - Temporary, and Gliders	3
		Nearest Airport	N/A	64 Miles	5
	Regional Significance V _{Rs}	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 4,550 Feet	5,615 Feet	5
	gnif	Based Aircraft	N/A	Less than 1%	1
	al Si	T-Hangar Ratio (THR)	0.50 - 0.60	0.29	0
	giona	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	100 LL SS with Credit Card Reader	5
	A.	Aircraft Maintenance	Minor	None	0
		Instrument Approach	Non-Precision	Visual	0
			Regiona	l Significance V _{RS} Subtotal	24
		Runway ARC Category	B-II	B-II-Small	3
		FAA Design Standards	Meet FAA Design Standards	Yes	5
雷		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Excellent, PCI = 85	5
	A A	Runway Lighting	Low-Intensity	Medium-Intensity	5
	ies V	Taxiways	Partial Parallel to Primary Runway	Turn Around or Hold Pads	0
	Airport Facilities V _{AF}	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon and Lighted Wind Cone	5
	T.	Weather Reporting	AWOS or ASOS	None	0
	irpo	GA Terminal	Public Restrooms	Public Restrooms	5
	₹	Utilities	Electricity and Water Available	Electricity	3
		Security/Wildlife Fencing	Partial	Partial	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Cellular (Data/4G)	3
			Air	port Facilities V _{AF} Subtotal	39

Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City **BEATTY**

FAA Identifier **BTY**

Classification GENERAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	٦	Height Hazard Zoning	Present	Yes	5
6	ectic	Obstruction Mitigation	15:1 - 18:1	50:1	5
	Prote VAP	Airspace Restrictions	N/A	10 Miles	3
	Tr.	Runway Protection Zone	Full Desired	Full	5
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
	_ `		Airpo	ort Protection V _{AP} Subtotal	19
	SS	Community Access	N/A	3 Miles	4
	CCE	Regional Access	N/A	1.6 Miles	5
	yr A AA	Local Access	Collector (Minor)	Arterial (Major)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car and Shuttle - Hotel	4
			Д	Airport Access V _{AA} Subtotal	18
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	88	5
		Airfield and Aeronautical Property	N/A	9%	5
		Surplus Property	N/A	402 Acres	5
	A	Airfield Expandability	N/A	1,568 Feet	5
	<u> </u>		Airport	Expandability V _{AE} Subtotal	20
	_ູຮ	Last ALP Update	< 10 Years and After 2013	2006	0
	l it	Airport Management	Part Time or FBO	Staff	0
	itme	Historical Capital Improvements	≥ \$1.0 Million	\$1.43 Million	5
	, mmc	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$3.78 Million	5
) S	Economic Development Partnership	Established Partnership	No	0
	Community Commitment V _{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	omu	Goodwill	N/A	Website and Education Program	4
			Community	Commitment V _{cc} Subtotal	19

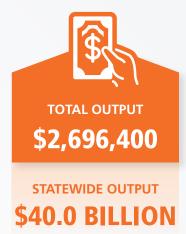




The Nevada Airport Economic Impact Study (AEIS) evaluated the economic impacts of all system airports in Nevada. The components that comprise the total economic impact of Nevada's aviation system and the economic impact of BTY are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.







AIRPORT OVERVIEW

Beatty Airport (BTY) is a general aviation (GA) airport located three miles southwest of Beatty in Nye County, over 90 miles from Las Vegas. With a 5,600-foot-long runway and mid-size apron, Beatty is an important GA facility for the Southwest Nevada region. The GA traffic originating from BTY varies greatly in nature; from helicopter tours and sightseeing, to camping and a steady increase in glider activities and traffic. Additional operations seen at BTY include flight training, emergency medical service flights including those operated by AirCARE1, and military operations, often originating from Nellis Air Force Base. BTY's location offers easy access to Death Valley National Park as well as nearby Rhyolite, a local ghost town, and other local attractions.

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.

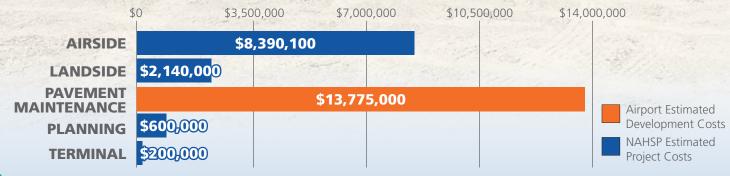
\$8,124,500

Beatty Airport

BTY INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





BLACK ROCK CITY AIRPORT (PROVIDES DIRECT ACCESS TO BURNING MAN)

88NV

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- 88NV is an Special Event airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Provides Access to the Burning Man Festival
- Reserved for Special Event Uses

Special Event airports: Privately owned airports utilized for special events.





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

BLACK ROCK CITY (BURNING MAN) AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	> 3,000 Feet / As Appropriate	6,022 Feet	Meets
9	T-Hangar Ratio	None	No Based Aircraft	Meets
Regional Significance	Fuel Availability	As Appropriate	MOGAS	Meets
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	As Appropriate and Fair	Dirt	Meets
	Runway Lighting	As Appropriate	None	Meets
	Taxiways	As Appropriate	None	Meets
<u>♣</u> 目	Visual Aids	As Appropriate	Wind Cone	Meets
Airport Facilities	Weather Reporting	As Appropriate	None	Meets
	GA Terminal	Public Restrooms Desired	Public Restroom and Pilot Lounge	Meets
	Utilities	Electricity and Water Available	Not Provided	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	None	Cellular (Data/4G) and Wifi	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City

GERLACH

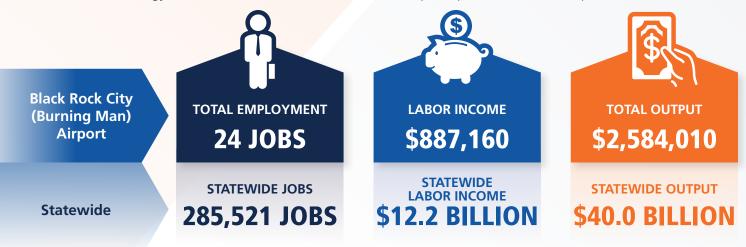
FAA Identifier **VN88**

Classification SPECIAL EVENT

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	As Appropriate	Courtesy Car	Meets
Community Commitment	Last ALP Update	As Appropriate	Diagram	Meets



The Nevada Airport 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 88NV are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Black Rock City Airport (88NV) is a privately owned airport, used by the public with prior permission, located nine miles northeast of Gerlach in Washoe County on Bureau of Land Management (BLM) property, over 75 miles from Winnemucca. This facility is not a permanent facility and is only operational during the annual Burning Man Festival. With two 6,000-foot-long dirt runways and three helipads laid out each year, 88NV provides a landing site for prior authorized flights to bring vendors and patrons to the Burning Man festival during the nine days of the festival. It is estimated that there are approximately 80,000 festival attendees, many of which utilize 88NV every year. A temporary air traffic control tower is set up each year to serve the aviation users, including commercial operators that bring in up to 3,000 passengers.

88NV INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





BOULDER CITY MUNICIPAL AIRPORT BVU

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

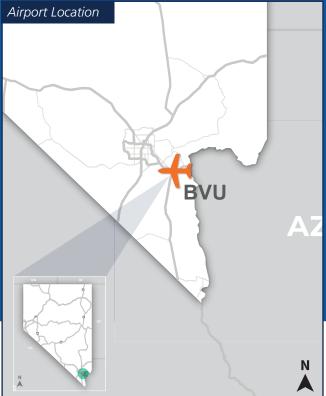
- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- BVU is classified by the NAHSP as a Primary Airport and in the NPIAS as a Primary Airport

Primary: Publicly owned commercial service airports that have more than 10,000 passenger boarding's or enplanements each calendar year and receive scheduled passenger service.

Airport Aerial



AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

BOULDER CITY MUNICIPAL AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
9		Airport Ownership	N/A	Public	5
		Airport Uses	N/A	Helicopter Tourism, Skydiving, and Gliders	3
	>	Nearest Airport	N/A	15 Miles	2
	ance	Longest Runway	Future Runway Length From ALP/MP= 6,100 Feet	5,103 Feet	0
	nific	Based Aircraft	N/A	7%	4
	l Sigı	T-Hangar Ratio (THR)	> 0.90	Adequate for a Commercial Service Airport	5
	Regional Significance V _{rs}	Fuel Availability	Jet A and 100LL Full Service (FS) and Self Service (SS) with Credit Card Reader	Jet A and 100LL Full Service (FS) and Self Service (SS) with Credit Card Reader	5
	~	Aircraft Maintenance	Major	Major	5
		Instrument Approach	Precision	Non-Precision	3
			Regiona	l Significance V _{RS} Subtotal	37
		Runway ARC Category	C-III/C-II	B-II	0
7		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Excellent, PCI >86	Asphalt and Good, PCI = 77	3
		Runway Lighting	Medium-Intensity, High-Intensity is Desired	Medium-Intensity	5
	S V _{AF}	Taxiways	Full Parallel to All Runways	Partial Parallel to All Runways	0
	Airport Facilities V _{AF}	Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs or VASIs, and ALS or REILs	Rotating Beacon, Lighted Wind Cone, PAPIs, and REILs	5
	Į.	Weather Reporting	ATCT and AWOS or ASOS	AWOS	0
	Airpo	GA Terminal	Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	Terminal with Public Restrooms and Pilots Lounge	0
		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
			Air	port Facilities V _{AF} Subtotal	33

Notes: ALP = Airport Layout Plan, MP = Master Plan, FAA = Federal Aviation Administration, ARC = Airport Reference Code, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, VASIs = Visual Approach Slope Indicator, ALS = Approach Lighting System, REILs = Runway End Identifier Lights, ATCT = Air Traffic Control Tower, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation

Associated City
BOULDER CITY

FAA Identifier **BVU**

Classification PRIMARY

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Ē	Height Hazard Zoning	Present	No	0
6	ctio	Obstruction Mitigation	20:1	50:1	5
	Prote V _{AP}	Airspace Restrictions	N/A	22 Miles	3
	Airport Protection V _{AP}	Runway Protection Zone	Full	Partial with Plans for Full Control	3
	Airp	Land Use Compatibility	N/A	Less than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	12
	, AA	Community Access	N/A	1 Mile	5
	Ses /	Regional Access	N/A	2.1 Miles	5
	Acce	Local Access	Arterial (Major)	Arterial (Minor)	0
	Airport Access V _{AA}	Ground Transportation Services	Courtesy Car, Bus, Taxi, Ride Share, and Rental Car, Train Desired	Courtesy Car, Taxi, Ride Share, and Rental Car	3
			Д	Airport Access V _{AA} Subtotal	13
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	2	3
		Airfield and Aeronautical Property	N/A	25%	5
		Surplus Property	N/A	398 Acres	5
	A	Airfield Expandability	N/A	329 Feet	2
	Ä		Airport	Expandability V _{AE} Subtotal	15
	> ⁸	Last ALP Update	< 3 Years	2018	5
	ent	Airport Management	Full Time	Full Time	5
	itm	Historical Capital Improvements	≥ \$ 20 Million	\$10.61 Million	3
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$ 20 Million	\$14.79 Million	3
	Ę.	Economic Development Partnership	Established Partnership	No	0
	Community Commitment V_{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	omi	Goodwill	N/A	Website	1
	0		Community	Commitment V _{cc} Subtotal	22

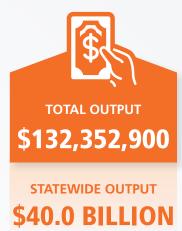




The Nevada Airport Economic Impact Study (AEIS) evaluated the economic impacts of all system airports in Nevada. The components that comprise the total economic impact of Nevada's aviation system and the economic impact of BVU are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.







AIRPORT OVERVIEW

Boulder City Municipal Airport (BVU) is a primary, non-hub commercial service airport located just over a mile from the central business district of Boulder City in Clark County. BVU has two paved runways that are 3,800 and 5,100 feet in length, respectively. As the third busiest airport in Nevada by enplanements, nearly 90 percent of the airport's operations are air taxi, conducted by numerous helicopter sightseeing tour operators with flights to the Grand Canyon, Hoover Dam, and Lake Mead. Additional operations at BVU include skydiving, flight training, and limited military use. BVU is currently siting an Air Traffic Control Tower (ATCT) to assist with the large number of daily operations. With a total of 10 business tenants located on site, these businesses include two separate Fixed-Base Operators (FBOs) as well as the aforementioned helicopter tour companies and skydiving operators.

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.

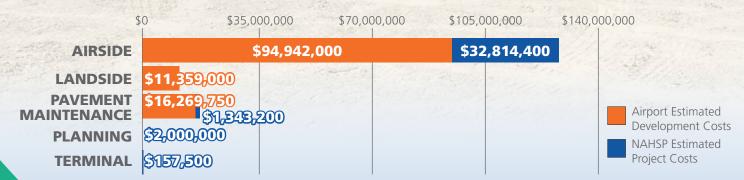
\$171,938,000

Boulder City Municipal Airport

BVU INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





CALVADA MEADOWS AIRPORT 74P

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- 74P is an Backcountry airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Provides Tourism and Recreational Opportunities
- Supports Military Operations

Backcountry airports: Recreational use airports not utilized on a regular basis for another specific access purpose.





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

CALVADA MEADOWS AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	> 3,000 Feet	4,081 Feet	Meets
9	T-Hangar Ratio	> 0.25	0.85	Meets
Regional Significance	Fuel Availability	None	100 LL Self Service with Credit Card Reader	Meets
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	No	Doesn't Meet
	Runway Surface Type/Condition	Non-Paved and Fair	Asphalt/Gravel and Good	Meets
	Runway Lighting	None	Low-Intensity	Meets
	Taxiways	Turn Arounds or Hold Pads	Full Parallel to Primary Runway	Meets
▲目	Visual Aids	Wind Cone	Wind Cone	Meets
Airport Facilities	Weather Reporting	None	None	Meets
	GA Terminal	Public Restrooms Desired	Public Restroom and Pilot Lounge	Meets
	Utilities	Electricity and Water Available	Electricity and Water	Meets
	Security/Wildlife Fencing	None	Partial	Meets
	Communications Connectivity	None	Cellular (Data/4G) and Wifi	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City
PAHRUMP

FAA Identifier 74P

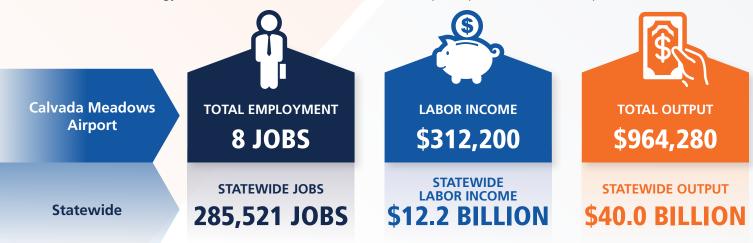
Classification

BACKCOUNTRY

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	and layl/Rido Sharo		Meets
Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	2012 ALP	Doesn't Meet



The Nevada Airport 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 74P are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Calvada Meadows Airport (74P) is a privately owned, public-use general aviation (GA) airport located five miles north of Pahrump in Nye County, approximately 50 miles west of Las Vegas. The facility has a single paved runway that is 4,000 feet in length, a helipad, as well as many connector taxiways to private hangars. Besides residential pilots utilizing the airport, 74P also hosts helicopter tourism, flight training, sightseeing, and other recreational aviation operations. The airport is supported by private funding and offers a true pilot lifestyle for those individuals who own land connected to the airport.

74P INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





CARSON CITY AIRPORT CXP

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- CXP is classified by the NAHSP as a Regional Airport and in the NPIAS as a Regional Airport

Regional: Supports regional economices connecting communities to statewide and interstate markets.

Airport Aerial



AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

CARSON CITY AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
0		Airport Uses	N/A	EMS, FireFighting, and Gliders	3
6	S _S	Nearest Airport	N/A	14 Miles	2
	icance \	Longest Runway	Accommodate 100% of Small Aircraft Fleet = 6150 Feet	6,101 Feet*	5
	nif	Based Aircraft	N/A	12.1%	5
	l Siç	T-Hangar Ratio (THR)	0.70 - 0.60	0.69	5
	Regional Significance V _{rs}	Fuel Availability	Jet A and 100LL Full Service (FS) and Self Service (SS) with Credit Card Reader	Jet A and 100LL Full Service (FS) and SS with Credit Card Reader	5
	<u> </u>	Aircraft Maintenance	Minor	Major	5
		Instrument Approach	Non-Precision with Vertical Guidance	Non-Precision	4
			Regiona	l Significance V _{RS} Subtotal	39
		Runway ARC Category	B-II	B-II	5
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Excellent, PCI = 77	5
		Runway Lighting	Medium-Intensity	Medium-Intensity	5
	Airport Facilities V _{AF}	Taxiways	Full Parallel to Primary Runway	Full Parallel to All Runways	5
		Visual Aids	Rotating Beacon, Wind Cone, REILs, and PAPIs or VASIs	Rotating Beacon, Wind Cone, REILs, and PAPIs	5
		Weather Reporting	AWOS or ASOS	AWOS	5
		GA Terminal	GA Terminal with Public Restrooms and Pilots Lounge	GA Terminal with Public Restrooms and Pilots Lounge	5
		Utilities	Electricity, Water, and 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	Cellular (Data/4G) and Free Wifi	5
			Air	port Facilities V _{AF} Subtotal	55

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, VASIs = Visual Approach Slope Indicator, REILs = Runway End Identifier Lights, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan

^{*}CXP's current Master Plan includes an objective to extend the runway to 6,901 feet.

Associated City

CARSON CITY

FAA Identifier **CXP**

Classification REGIONAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Ë	Height Hazard Zoning	Present	Yes	5
	ectic	Obstruction Mitigation	20:1 - 18:1	28:1	5
	r Prote VAP	Airspace Restrictions	N/A	38 Miles	3
	Tro /	Runway Protection Zone	Full	Full	5
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
	_ `	Airport Protection V _{AP} Subtotal			19
	SS	Community Access	N/A	3 Miles	4
6	CCE	Regional Access	N/A	1.4 Miles	5
	> YA A	Local Access	Collector (Major)	Arterial (Minor)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car, Bus, and Taxi or Ride Share	Rental Car, Courtesy Car, Bus, Taxi, and Ride Share	5
	ì		A	Airport Access V _{AA} Subtotal	19
	> AE	Total Acreage Ratio	N/A	2	3
	Airport Expandability V _{AE}	Airfield and Aeronautical Property	N/A	25%	5
		Surplus Property	N/A	474 Acres	5
	A	Airfield Expandability	N/A	329 Feet	2
	EX		Airport	Expandability V _{AE} Subtotal	15
	_ဗ	Last ALP Update	< 5 Years	2020	5
	ig /	Airport Management	Full Time	Full Time	5
	tme	Historical Capital Improvements	≥ \$1.0 Million	\$4.62 Million	5
	n mo	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$4.96 Million	5
	Ŭ S	Economic Development Partnership	Established Partnership	Yes	5
	Community Commitment V _{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	Comn	Goodwill	N/A	Education Program, Advertisments, and Website	5



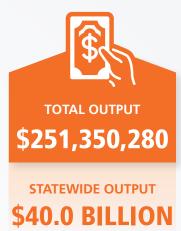


Community Commitment V_{cc} **Subtotal**

The Nevada Airport 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 CXP are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.







AIRPORT OVERVIEW

Carson City Airport (CXP) is a general aviation (GA) airport located three miles northeast of Carson City, the capital of Nevada, and in close proximity to Lake Tahoe, less than a 30-minute drive away. With a paved runway over 6,000 feet and multiple helipads, the facility hosts a full-service Fixed-Base Operator (FBO) along with a large number of hangars, maintenance facilities, and over 200 based aircraft. All of the operations originating from CXP are GA, including approximately 10 percent of total operations being air taxi. Additional services provided at CXP include flight training, sightseeing tours, and storage for regional airshows and the Burning Man festival. In addition, occasional aerial firefighting and medical operations occur at CXP. On-site business tenants located at CXP include aviation services and an aerospace manufacturing company.

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.

\$114,352,000

Carson City Airport

CXP INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





CRESCENT VALLEY AIRPORT U74

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- U74 is an Backcountry airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Emergency Medical Service (EMS) Operations
- Offers Recreational Opportunities

Backcountry airports: Recreational use airports not utilized on a regular basis for another specific access purpose.





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

CRESCENT VALLEY AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	> 3,000 Feet	5,424 Feet	Meets
9	T-Hangar Ratio	> 0.25	No Based Aircraft	Meets
Regional Significance	Fuel Availability	None	None	Meets
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-Paved and Fair	Dirt	Meets
	Runway Lighting	None	None	Meets
	Taxiways	Turn Arounds or Hold Pads	None	Doesn't Meet
<u>♣</u> 目	Visual Aids	Wind Cone	Wind Cone	Meets
Airport Facilities	Weather Reporting	None	None	Meets
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	None	None	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City CRESCENT VALLEY

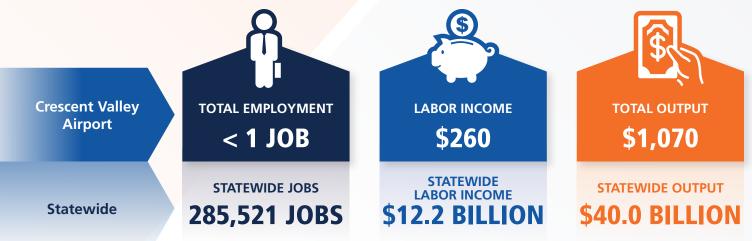
FAA Identifier U74

Classification BACKCOUNTRY

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share Desired	None	Doesn't Meet
Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	No Available ALP	Doesn't Meet



The Nevada Airport 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 U74 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.

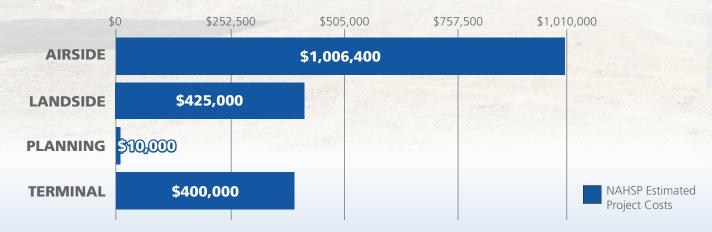


AIRPORT OVERVIEW

Crescent Valley Airport (U74) is a general aviation (GA) airport located directly east of the town of Crescent Valley in Eureka County. The airport leases land from the Bureau of Land Management (BLM) and there are nearby cattle and wild horses in the open range area. With two dirt runways each approximately 5,000 feet in length, U74's activity is entirely GA. U74 sees just over 100 operations annually, with recreational flights including sightseeing tours of the Crescent Valley. The airport is located within walking distance to the entire town of Crescent Valley, providing convenient access to Emergency Medical Service (EMS) flights which may need guick access.

U74 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





CURRANT RANCH AIRPORT 9U7

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

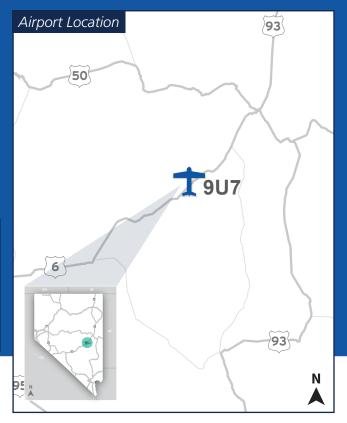
- Seven functional classifications used in the NAHSP
- 9U7 is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Emergency Medical Service (EMS) Operations
- Supports Medical Access
- Aerial Firefighting Operations

Access airports: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).

Airport Aerial



FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

CURRANT RANCH AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	Maintain Existing at a Minimum of 3,000 Feet	5,100 Feet	Meets
9	T-Hangar Ratio	> 0.25	Based Aircraft	Meets
Regional Significance	Fuel Availability	Jet A or 100 LL, Self Service with Credit Card Reader	None	Doesn't Meet
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-Paved and Fair	Turf & Dirt and Fair	Meets
	Runway Lighting	Reflectors, Low Intensity Desired	None	Doesn't Meet
	Taxiways	Turn Arounds	None	Doesn't Meet
♣ 目	Visual Aids	Wind Cone	None	Doesn't Meet
Airport Facilities	Weather Reporting	Automated Unicom	None	Doesn't Meet
	GA Terminal	Public Restrooms Desired	Public Restrooms	Meets
	Utilities	Electricity and Water Available	Electricity and Water	Meets
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	Public Phone or Cellular (Data/4G)	Public Phone	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City
CURRANT

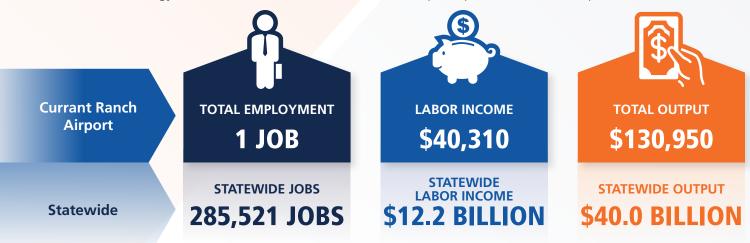
FAA Identifier 9U7

Classification ACCESS

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share	None	Doesn't Meet
Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets



The Nevada Airport 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 9U7 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.

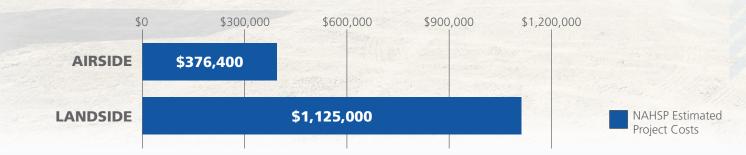


AIRPORT OVERVIEW

Currant Ranch Airport (9U7) is a general aviation (GA) airport located just over a mile from Currant Ranch in Nye County, over 45 miles from Ely. The airport is located on land owned by the Bureau of Land Management (BLM). With a single turf/dirt runway of just over 5,000 feet in length, 9U7 services mainly GA operations as well as rare military flights. The type of GA operations facilitated by 9U7 include quick access for emergency medical service, doctor services for the local Duckwater Tribe, and aerial firefighting operations and staging on occasion. Nearly 25 percent of operations are emergency in nature with an average of 1,125 operations annually.

9U7 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





DAYTON VALLEY AIRPARK A34

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- A34 is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Emergency Medical Service (EMS) Operations
- Provides Doctors Access to Washoe Tribal Community
- Aerial Firefighting Operations

Access airports: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).

Airport Aerial N



FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

DAYTON VALLEY AIRPARK

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	Maintain Existing at a Minimum of 3,000 Feet	5,343 Feet	Meets
9	T-Hangar Ratio	> 0.25	0.97	Meets
Regional Significance	Fuel Availability	Jet A or 100 LL, Self Service with Credit Card Reader	None	Doesn't Meet
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-paved and Fair, PCI > 56	Asphalt and Excellent	Meets
	Runway Lighting	Reflectors, Low Intensity Desired	None	Doesn't Meet
	Taxiways	Turn Arounds	Partial Parallel to Primary Runway	Meets
<u>♣</u> 目	Visual Aids	Wind Cone	Wind Cone	Meets
Airport Facilities	Weather Reporting	Automated Unicom	None	Doesn't Meet
	GA Terminal	Public Restrooms Desired	Public Restrooms*	Meets
	Utilities	Electricity and Water Available	Electricity, Water, and Sewer*	Meets
	Security/Wildlife Fencing	None	Partial (Access Control Only)	Meets
	Communications Connectivity	Public Phone or Cellular (Data/4G)	Cellular (Data/4G)	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan *Facilities are available to visitors of the adjacent Dayton Valley Golf Course.

Associated City DAYTON/CARSON CITY

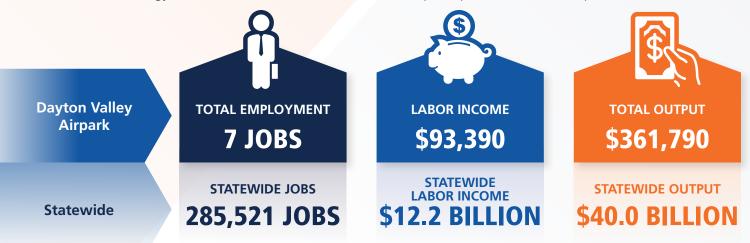
FAA Identifier A34

Classification ACCESS

Category	Facility & Service	NAHSP Objective	Current	Meets
	Objective	(Minimum)	Performance	Objective?
Airport	Ground Transportation	Rental or Courtesy Car	Taxi and Ride	Meets
Access	Services	and Taxi/Ride Share	Share	
Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	2022 ALP	Meets



The Nevada Airport 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 A34 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Dayton Valley Airpark (A34) is a privately owned airport that is open to the public and is located two miles east of the central business district of Dayton in Lyon County, east of Carson City along US 50. With a single paved runway over 5,000 feet in length, A34 services mainly general aviation (GA) users. GA operations include recreational and business flights, flight training, and special events such as fly-ins. The airport also attracts visitors of the Dayton Valley Golf Course, which is attached to the airport. The airport also supports special events, such as being the finish line of the Legends Baja Road Race. There are occasional emergency operations conducted through the facility, including emergency medical service, aerial firefighting, and search and rescue operations. There are several dozen aircraft based at the airpark, as all of the taxiways are connected to private hangars and residential buildings.

A34 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





DEAD COW LAKEBED AIRSTRIP

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Dead Cow Lakebed Airstrip is an Special Event airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

• Supports the High Sierra Fly-in

Special Event airports: Privately owned airports utilized for special events.





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

DEAD COW LAKEBED AIRSTRIP

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	> 3,000 Feet / As Appropriate	N/A	Meets
9	T-Hangar Ratio	None	None	Meets
Regional Significance	Fuel Availability	As Appropriate	None	Meets
Jigcance	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	N/A	Meets
	Runway Surface Type/Condition	As Appropriate and Fair	N/A	Meets
	Runway Lighting	As Appropriate	None	Meets
	Taxiways	As Appropriate	None	Meets
<u>♣</u> 目	Visual Aids	As Appropriate	None	Meets
Airport Facilities	Weather Reporting	As Appropriate	None	Meets
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	None	Cellular (Data/4G)	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

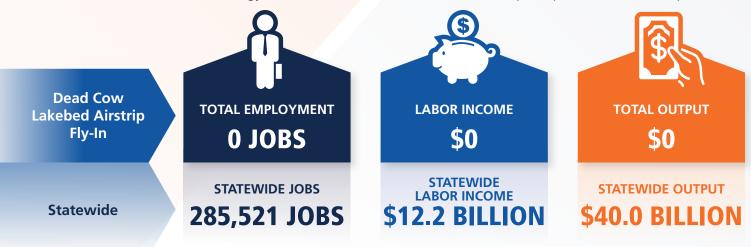
Associated City Classification

DEAD COW SPECIAL EVENT

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	As Appropriate	Courtesy Car	Meets
Community Commitment	Last ALP Update	As Appropriate	None	Meets



The Nevada Airport 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 Dead Cow Lakebed Airstrip are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.

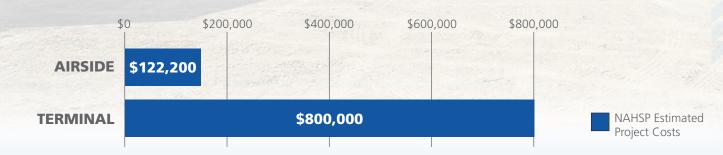


AIRPORT OVERVIEW

Dead Cow Lakebed Airstrip is a privately owned airstrip used temporarily by the public over the course of a weekend once per year during the High Sierra Fly-in located in Washoe County, approximately 40 miles north of Reno. While the airstrip itself is a dried-up lakebed, the Fly-in event makes use of this land for one weekend in October each year. This event sees hundreds of aircraft and more than 2,000 patrons descend upon the lakebed for competitions in Short Take-Off and Landing (STOL), aerial drag racing, and many other aviation-based events. The Dead Cow Lakebed Airstrip is owned by Kevin Quinn, who started the Fly-in in 2009. Since then, the event has continued to grow year over year, and has become one of the largest fly-ins in the region.

DEAD COW LAKEBED AIRSTRIP INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





DENIO JUNCTION AIRPORT E85

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- E85 is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Emergency Medical Service (EMS) Operations
- Supports Medical Access
- Aerial Firefighting Operations

Access airports: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

DENIO JUNCTION AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	Maintain Existing at a Minimum of 3,000 Feet	3,430 Feet	Meets
9	T-Hangar Ratio	> 0.25	No Based Aircraft	Meets
Regional Significance	Fuel Availability	Jet A or 100 LL, Self Service with Credit Card Reader	None	Doesn't Meet
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-Paved and Fair	Dirt and Poor	Doesn't Meet
	Runway Lighting	Reflectors, Low Intensity Desired	None	Doesn't Meet
	Taxiways	Turn Arounds	None	Doesn't Meet
	Visual Aids	Wind Cone	Wind Cone	Meets
Airport Facilities	Weather Reporting	Automated Unicom	None	Doesn't Meet
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	Full	Meets
	Communications Connectivity	Public Phone or Cellular (Data/4G)	Voice	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City **DENIO**

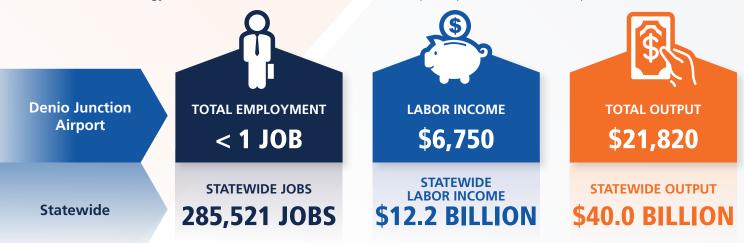
FAA Identifier **E85**

Classification ACCESS

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share	Courtesy Car	Meets
Communi		< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets



The Nevada Airport 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 E85 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Denio Junction Airport (E85) is a general aviation (GA) airport located three miles south of Denio in Humboldt County, over 80 miles from Winnemucca. The airport is owned by Humboldt County, which leases the airport lands from the Bureau of Land Management (BLM). E85 consists of two dirt runways, both over 3,000 feet in length. With an average of nearly 200 operations annually, E85 supports a variety of GA activities, including occasional emergency medical service and aerial firefighting operations. The airport is within walking distance to Denio Junction, which has a motel, gas station, café, and bar, and is also only a few miles from the Nevada-Oregon border which boasts a town known for bird watching, photography, fishing, and natural hot springs. E85 is also the closest airport to Thacker Pass Lithium Mine, proving quick access to the mine.

E85 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





DERBY FIELD LOL

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

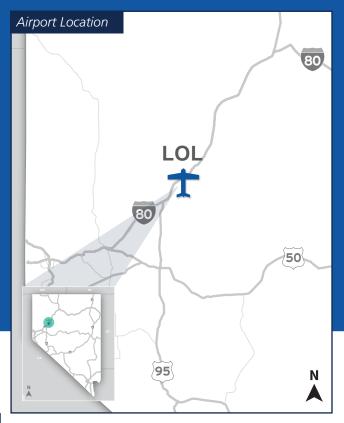
- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- LOL is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

Airport Aerial



AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

DERBY FIELD

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Airport Ownership	N/A	Public	5
	Airport Uses	N/A	Fire - Temporary	1
> ss	Nearest Airport	N/A	40.28 Miles	3
cance	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 5,220 Feet	5,529 Feet	5
ınifi	Based Aircraft	N/A	Less than 1%	1
Sig	T-Hangar Ratio (THR)	0.50 - 0.60	1	5
Regional Significance V _{Rs}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	100 LL SS with Credit Card Reader	5
Reg	Aircraft Maintenance	Minor	None	0
	Instrument Approach	Non-Precision	Non-Precision with Vertical Guidance	5
		Regiona	al Significance V _{RS} Subtotal	30
	Runway ARC Category	B-II	B-II	5
	FAA Design Standards	Meet FAA Design Standards	Yes	5
	Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Good, PCI = 78	5
	Runway Lighting	Low-Intensity	Medium-Intensity	5
S V	Taxiways	Partial Parallel to Primary Runway	Turn Arounds	0
cilitie	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon, Wind Cone, REILs, and PAPIs	5
t Fa	Weather Reporting	AWOS or ASOS	ASOS	5
Airport Facilities V _{AF}	GA Terminal	Public Restrooms	Public Restroom, Conference Room, and Pilot Lounge	5
	Utilities	Electricity and Water Available	Electricity, Water, and Septic	5
	Security/Wildlife Fencing	Partial	Full	5
	Communications Connectivity	Public Phone and Cellular (Data/4G)	Public Phone and Cellular (Data/4G)	5
		Aiı	rport Facilities V _{AF} Subtotal	50

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, REILs = Runway End Identifier Lights, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City

LOVELOCK

FAA Identifier LOL

Classification GENERAL

Category Value Rating Variable (VRV) **NAHSP Objective (Minimum) Current Performance Score** Height Hazard Zoning Present No 0 **Airport Protection Obstruction Mitigation** 15:1 - 18:1 50:1 5 3 N/A 6 Miles Airspace Restrictions No Available ALP 0 Runway Protection Zone **Full Desired** Less than 1 Mile Land Use Compatibility N/A 1 Airport Protection V_{AB} Subtotal 9 Community Access N/A 8 Miles 3 **Airport Access** N/A 3 Regional Access 10 Miles **Local Access** Collector (Minor) 5 Arterial (Major) Rental or Courtesy Car and **Ground Transportation Services** 3 Courtesy Car and Shuttle Taxi or Ride Share Airport Access V Subtotal 14 5 Expandability V_{AE} Total Acreage Ratio N/A 275 7% 5 Airfield and Aeronautical Property N/A **Surplus Property** N/A 525 Acres 5 2 Airfield Expandability N/A 409 Feet Airport Expandability V_{AE} Subtotal 17 Community Commitment V_{CC} Last ALP Update < 10 Years and After 2013 Yes 5 0 Airport Management Part Time or FBO None \$1.32 Million 5 **Historical Capital Improvements** ≥ \$1.0 Million Airport Capital Improvement ≥ \$1.0 Million \$5.88 Million 5 Program (ACIP) Established Partnership 0 Economic Development Partnership No Capital Improvement Capital Improvement **Financial Subsidies** 5 Subsidy Subsidy Goodwill N/A Positive News

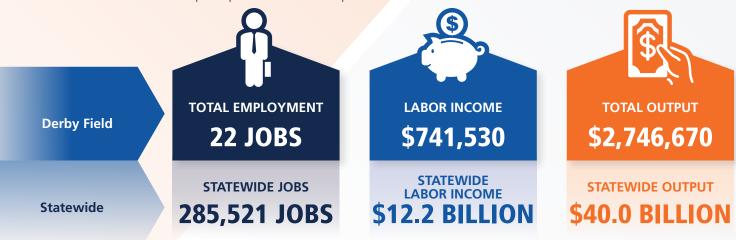




21

Community Commitment V_{cc} **Subtotal**

The Nevada Airport 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 LOL are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Derby Field (LOL) is a general aviation (GA) airport located eight miles southwest of Lovelock in Pershing County, over 70 miles from Reno. The facility includes two paved runways that are approximately 5,000 feet in length as well as multiple helipads. The facility sees an average of 4,000 operations annually and supports a variety of activities and critical services. Pilots use LOL for recreational flying, flight training, and to attend special events in the region. In addition, LOL supports occasional emergency medical service and aerial firefighting operations. With its remote location, LOL offers easy-in/easy-out convenience in a low-traffic environment.

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.

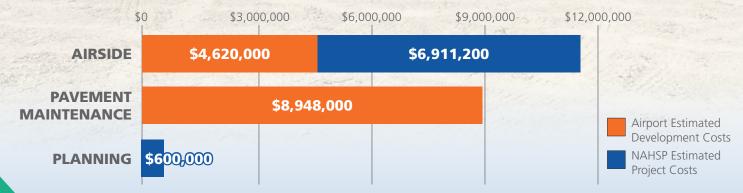
\$9,614,000

Derby Airport

LOL INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





DUCKWATER AIRPORT 01U

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

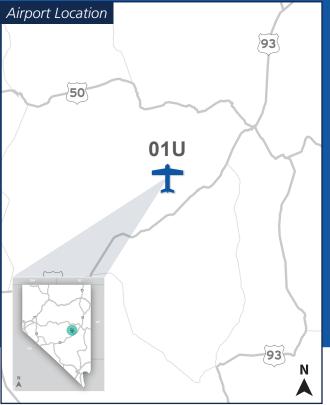
- Seven functional classifications used in the NAHSP
- 01U is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Emergency Medical Service (EMS) Operations
- Provides Doctors Access to Tribal Community
- Aerial Firefighting Operations

Access airports: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

DUCKWATER AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	Maintain Existing at a Minimum of 3,000 Feet	3,400 Feet	Meets
9	T-Hangar Ratio	> 0.25	No Based Aircraft	Meets
Regional Significance	Fuel Availability	Jet A or 100 LL, Self Service with Credit Card Reader	None	Doesn't Meet
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	No	Doesn't Meet
	Runway Surface Type/Condition	Non-Paved and Fair	Dirt and Fair	Meets
	Runway Lighting	Reflectors, Low Intensity Desired	None	Doesn't Meet
	Taxiways	Turn Arounds	None	Doesn't Meet
♣ 目	Visual Aids	Wind Cone	None	Doesn't Meet
Airport Facilities	Weather Reporting	Automated Unicom	None	Doesn't Meet
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	Public Phone or Cellular (Data/4G)	None	Doesn't Meet

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City DUCKWATER

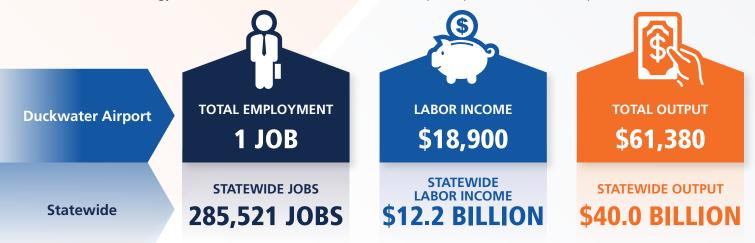
FAA Identifier 01U

Classification ACCESS

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share	None	Doesn't Meet
Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets



The Nevada Airport 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 01U are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Duckwater Airport (01U) is a general aviation (GA) airport located six miles southeast of Duckwater in Nye County, over 50 miles from Ely. The airport is located on land owned by the Bureau of Land Management (BLM). 01U consists of two dirt runways approximately 3,000 feet in length. 01U provides critical access to the surrounding community by providing a location for doctors to access the local Duckwater Tribe and by supporting occasional emergency operations and aerial firefighting. The airport also serves as an access point for nearby hot springs and those visiting for local wildlife viewing or game hunting. The airport is located in open range land with sheep, cattle, and wild horses.

01U INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





DYER AIRPORT 2Q9

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

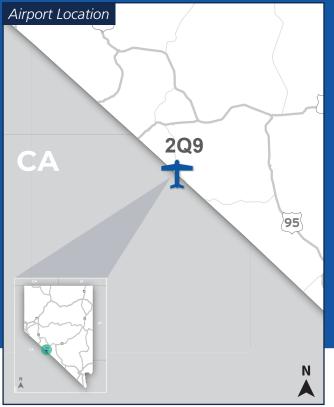
- Seven functional classifications used in the NAHSP
- 2Q9 is an Backcountry airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Offers Remove Access
- Provides Recreational Access

Backcountry airports: Recreational use airports not utilized on a regular basis for another specific access purpose.





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

DYER AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	> 3000 Feet	2,870 Feet	Doesn't Meet
9	T-Hangar Ratio	> 0.25	0.2	Doesn't Meet
Regional Significance	Fuel Availability	None	None	Meets
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-Paved and Fair	Dirt and Poor	Doesn't Meet
	Runway Lighting	None	None	Meets
	Taxiways	Turn Arounds or Hold Pads	None	Doesn't Meet
<u>♣</u> 目	Visual Aids	Wind Cone	Wind Cone	Meets
Airport Facilities	Weather Reporting	None	None	Meets
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	None	Cellular (Data/4G)	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City **DYER**

FAA Identifier 2Q9

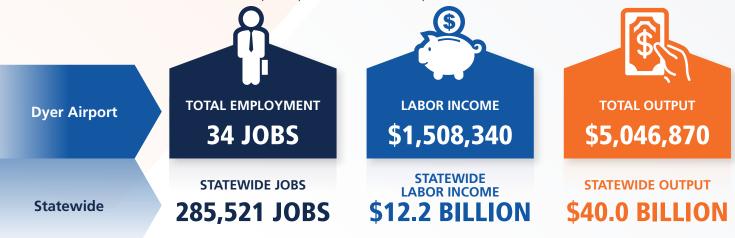
Classification

BACKCOUNTRY

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share Desired	Courtesy Car	Meets
Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets



The Nevada Airport 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 2Q9 are presented below. Dyer Airport was selected as the location for a new FAA DME Building that will serve future ADS-B needs. While a non-NPIAS airport, this construction project at the airport generated capital expenditures that created jobs and spending in the area that is the majority of the economic impact at Dyer Airport. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Dyer Airport (2Q9) is a general aviation (GA) airport located six miles southeast of Dyer in Esmeralda County, over 140 miles from Carson City. The airport is owned by Esmeralda County, which leases land from the Bureau of Land Management (BLM). 2Q9 consists of a single dirt runway approximately 3,000 feet in length. Dyer Airport experiences almost 400 operations annually. Flights into and out of 2Q9 are almost entirely recreational and there are two based aircraft located at the airport. Dyer Airport sits along the southwestern border of Nevada with California and the town has a population of around 300. Dyer Airport's location provides access to remote communities in southwestern Nevada. The airport is currently building an FAA project along with a navigational aid project and building on property.

209 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





ECHO BAY AIRPORT OL9

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- 0L9 is an Backcountry airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Offers Pilot Amenities and Recreational Opportunities
- Supports Military Operations

Backcountry airports: Recreational use airports not utilized on a regular basis for another specific access purpose.





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

ECHO BAY AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	> 3,000 Feet	3,400 Feet	Meets
Regional Significance	T-Hangar Ratio	> 0.25	No Based Aircraft	Meets
	Fuel Availability	None	None	Meets
	Instrument Approach	Visual	Visual	Meets
Airport Facilities	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-Paved and Fair	Asphalt and Good	Meets
	Runway Lighting	None	None	Meets
	Taxiways	Turn Arounds or Hold Pads	Turn Arounds	Meets
	Visual Aids	Wind Cone	Wind Cone	Meets
	Weather Reporting	None	None	Meets
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	None	Cellular (Data/4G)	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City
OVERTON

FAA Identifier

Classification

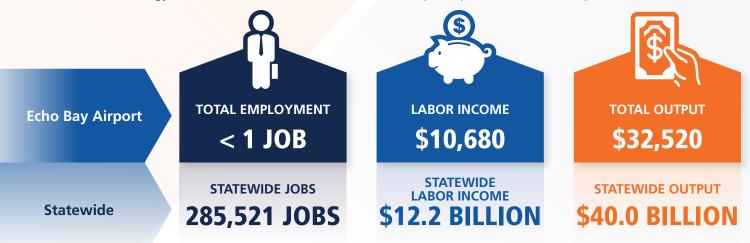
BACKCOUNTRY

0L9

Cate	gory	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Air	port cess	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share Desired	Courtesy Car	Meets
	nunity itment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	No Available ALP	Doesn't Meet



The Nevada Airport 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 0L9 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.

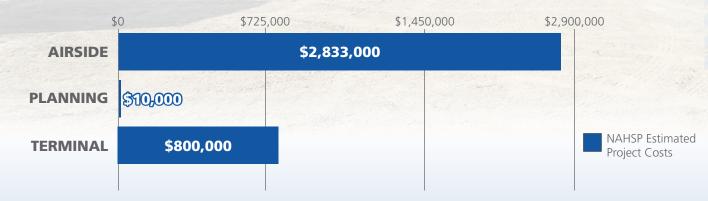


AIRPORT OVERVIEW

Echo Bay Airport (0L9) is a general aviation (GA) airport located in Clark County, 14 miles south of Overton and 40 miles east of Las Vegas. The facility has a 3,400-foot-long asphalt runway along with a taxiway and small apron. 0L9 has an average of around 500 operations annually, with the vast majority being GA operations. These operations include recreational flying along with flight training and instruction. Echo Bay Airport also experiences military training flights on rare occasions. 0L9 is located directly west of the Overton Arm of Lake Mead Recreational Area, offering on-airport fly-in camping. Providing campgrounds and a boat launch ramp, Echo Bay is a popular location for weekend vacationers and campers.

OL9 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





ELKO REGIONAL AIRPORT EKO

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

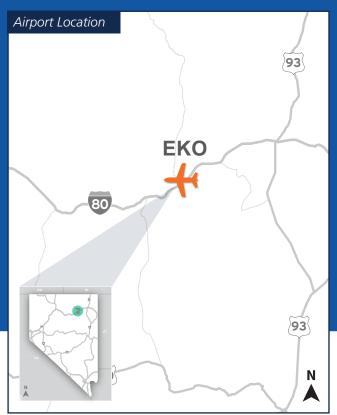
- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- EKO is classified by the NAHSP as a Primary Airport and in the NPIAS as a Primary Airport

Primary: Publicly owned commercial service airports that have more than 10,000 passenger boarding's or enplanements each calendar year and receive scheduled passenger service.

Airport Aerial



AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

ELKO REGIONAL AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Regional Significance V _{RS}	Airport Ownership	N/A	Public	5
0		Airport Uses	N/A	EMS, Fire - Temporary, and Helicopter Tourism	3
\ <u>\</u>		Nearest Airport	N/A	59 Miles	5
		Longest Runway	Future Runway Length From ALP/MP= 8,957 Feet	7,454 Feet	0
		Based Aircraft	N/A	2%	3
		T-Hangar Ratio (THR)	> 0.90	Adequate for a Commercial Service Airport	5
		Fuel Availability	Jet A and 100LL Full Service (FS) and Self Service (SS) with Credit Card Reader	Jet A and 100 LL FS and SS with Credit Card Reader	5
	~	Aircraft Maintenance	Major	Major	5
		Instrument Approach	Precision	Non-Precision	3
			Regiona	al Significance V _{RS} Subtotal	34
		Runway ARC Category	C-III/C-II	C-II	5
	Airport Facilities V _{AF}	FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Excellent, PCI >86	Asphalt and Excellent, PCI = 94	5
		Runway Lighting	Medium-Intensity, High-Intensity is Desired	Medium-Intensity	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, and PAPIs	4
		Weather Reporting	ATCT and AWOS or ASOS	ASOS	0
		GA Terminal	Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	Terminal with Public Restrooms	1
		Utilities	Electricity, Water, Sewer or Septic	Electricity, Water, and Sewer	5
		Security/Wildlife Fencing	Full	Full	5
		Communications Connectivity	Public Phone, Cellular (Data/4G), and Wifi	Cellular (Data/4G) and Wifi	3
			Aiı	port Facilities V _{AF} Subtotal	43

Notes: EMS = Emergency Medical Services, ALP = Airport Layout Plan, MP = Master Plan, FAA = Federal Aviation Administration, ARC = Airport Reference Code, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, ASOS = Automated Surface Observing System, GA = General Aviation

Associated City **ELKO**

FAA Identifier **EKO**

Classification PRIMARY

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Airport Protection V _{AP}	Height Hazard Zoning	Present	No	0
8		Obstruction Mitigation	20:1	20:1	5
		Airspace Restrictions	N/A	48 Miles	3
		Runway Protection Zone	Full	Partial, Plan to Acquire Full Control	3
		Land Use Compatibility	N/A	Less Than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	12
	SSS VAA	Community Access	N/A	1 Mile	5
		Regional Access	N/A	1.1 Miles	5
	Acce	Local Access	Arterial (Major)	Arterial (Major)	5
	Airport Access V _{AA}	Ground Transportation Services	Courtesy Car, Bus, Taxi or Ride Share , and Rental Car, Train Desired	Courtesy Car, Shuttle, Taxi, and Rental Car	3
	, i		Д	Airport Access V _{AA} Subtotal	18
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	9	5
		Airfield and Aeronautical Property	N/A	10%	5
		Surplus Property	N/A	627 Acres	5
		Airfield Expandability	N/A	203 Feet	1
	Ä		Airport	Expandability V _{AE} Subtotal	16
	int V _{cc}	Last ALP Update	< 3 Years	2018	5
		Airport Management	Full Time	Full Time	5
	itme	Historical Capital Improvements	≥ \$ 20 Million	\$15.5 Million	3
	im ma	Airport Capital Improvement Program (ACIP)	≥ \$ 20 Million	\$18.09 Million	3
	Ŏ S	Economic Development Partnership	Established Partnership	Yes	5
	Community Commitment V _{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement and Operating Subsidy	0
		Goodwill	N/A	Education Program and Website	4
			Community	Commitment V _{cc} Subtotal	25

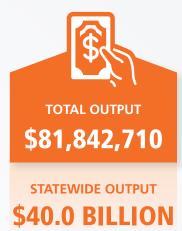




The Nevada Airport Economic Impact Study (AEIS) evaluated the economic impacts of all system airports in Nevada. The components that comprise the total economic impact of Nevada's aviation system and the economic impact of EKO are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.







AIRPORT OVERVIEW

Elko Regional Airport (EKO) is commercial service airport, located east of Elko in Elko County. Commercial airline service is provided by SkyWest Airlines to Salt Lake City. The airport also supports general aviation (GA) operations. EKO provides essential air service to the rural Northeastern Nevada area, including multiple helipads to accommodate helicopter traffic, such as medical flights from nearby medical centers Elko. Founded during the construction of the transcontinental railroad, Elko has grown from a small ranching community into a prosperous town. EKO is home to a Bureau of Land Management (BLM) base that operates helicopter air attacks for aerial firefighting. EKO hosts special events throughout the year and supports occasional military operations. EKO provides a full-service Fixed-base Operator (FBO) with a flight school, in addition to five other business tenants located on-site, including REACH Air Medical and MedX AirOne.

AIRPORT REPLACEMENT VALUE

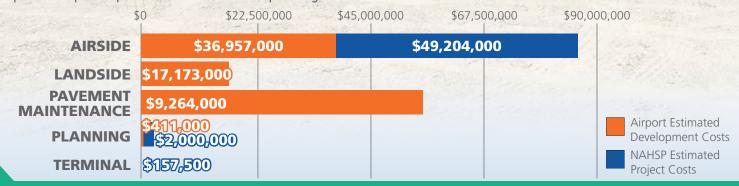
Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated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

\$69,000,000 Elko Regional Airport

EKO INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





ELY AIRPORT/YELLAND FIELD ELY

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- ELY is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

Airport Aerial



AIRPORT REGIONAL VALUE

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

ELY AIRPORT/YELLAND FIELD

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
0	v,	Airport Uses	N/A	EMS, Fire - Permanent, and Gliders	3
(25)) > ,	Nearest Airport	N/A	66 Miles	5
	Regional Significance V _{Rs}	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 7,550 Feet	6,017 Feet	0
	gnif	Based Aircraft	N/A	Less than 1%	1
	l Siç	T-Hangar Ratio (THR)	0.50 - 0.60	0.50	5
	yiona	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	Jet A and 100LL, SS with Credit Card Reader	5
	Rec	Aircraft Maintenance	Minor	None	0
		Instrument Approach	Non-Precision	Non-Precision with Vertical Guidance	5
			Regiona	l Significance V _{RS} Subtotal	29
		Runway ARC Category	B-II	C-III	5
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Excellent, PCI = 100	5
	<u>"</u>	Runway Lighting	Low-Intensity	Medium-Intensity	5
	ies V,	Taxiways	Partial Parallel to Primary Runway	Full Parallel to Primary Runway	5
	acilit	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon, Lighted Wind Cone, REIL, and PAPIs	5
	f E	Weather Reporting	AWOS or ASOS	ASOS	5
	Airport Facilities V _{AF}	GA Terminal	Public Restrooms	Public Restrooms and Pilot Lounge	5
		Utilities	Electricity and Water Available	Electricity, Water, and Septic	5
		Security/Wildlife Fencing	Partial	Partial	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Public Phone and Cellular (Data/4G)	5
			Air	port Facilities V _{AF} Subtotal	55

Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, REILs = Runway End Identifier Lights, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City **ELY**

FAA Identifier **ELY**

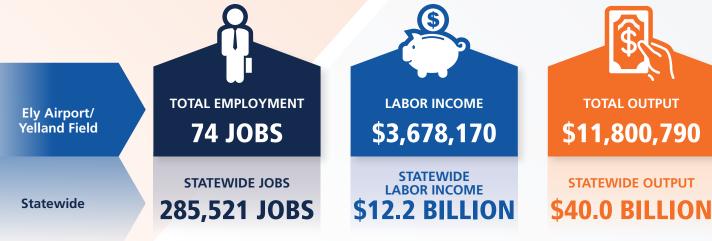
Classification GENERAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Ē	Height Hazard Zoning	Present	No	0
	ctio	Obstruction Mitigation	15:1 - 18:1	50:1	5
	t Prote V _{AP}	Airspace Restrictions	N/A	18.5 Miles	3
	Airport Protection V _{AP}	Runway Protection Zone	Full Desired	Partial, Plan to Acquire Full Control	3
	Airp	Land Use Compatibility	N/A	Less than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	12
	SS	Community Access	N/A	3 Miles	4
	\cce	Regional Access	N/A	Less than 1 Mile	5
	ort A V	Local Access	Collector (Minor)	Arterial (Major)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car and Shuttle	3
	,		A	Airport Access V _{AA} Subtotal	17
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	500	5
		Airfield and Aeronautical Property	N/A	1%	5
		Surplus Property	N/A	4,967 Acres	5
	A	Airfield Expandability	N/A	1,070 Feet	5
	Ä		Airport	Expandability V _{AE} Subtotal	20
	, 50	Last ALP Update	< 10 Years and After 2013	2015	5
	ent \	Airport Management	Part Time or FBO	Full Time	5
	itme	Historical Capital Improvements	≥ \$1.0 Million	\$5.16 Million	5
	шш	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$2.43 Million	5
	ن ج	Economic Development Partnership	Established Partnership	Yes	5
	nunit	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	Community Commitment V _{cc}	Goodwill	N/A	Education Program and Website	4
			Community	Commitment V _{cc} Subtotal	34





The Nevada Airport 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 ELY are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Ely Airport (ELY), also known as Yelland Field, is located three miles northeast of Ely in White Pine County. The facility consists of a 6,000-foot-long asphalt runway, a nearly 5,000-foot-long crosswind runway, and multiple helipads. ELY serves primarily general aviation (GA) operations, including United States Department of Agriculture (USDA) flights for local agricultural businesses as well as air taxi operations. Additional GA operations include helicopter tours, recreational, gliders, and occasional aerial agricultural operations. ELY also hosts occasional air shows and aerial races for the Eastern Nevada area. Additionally, ELY is a base for the Bureau of Land Management (BLM) which operates helicopter air attacks and smoke jumper operations for aerial firefighting.

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.

\$24,519,000

Elv Airport/Yelland Field

ELY INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.



Airport Aerial



EUREKA AIRPORT 05U

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- 05U is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

Airport Location 05U 93

Ν

AIRPORT REGIONAL VALUE

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

EUREKA AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
9		Airport Uses	N/A	EMS and Fire - Temporary	2
) > °	Nearest Airport	N/A	66 Miles	5
	icano	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 7,300 Feet	7,300 Feet	5
	ng Hiti	Based Aircraft	N/A	Less than 1%	1
	Sić –	T-Hangar Ratio (THR)	0.50 - 0.60	2	5
	Regional Significance V _{Rs}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	Jet A and 100LL, SS with Credit Card Reader	5
	Reç	Aircraft Maintenance	Minor	Major	5
		Instrument Approach	Non-Precision	Non-Precision	5
			Regiona	al Significance V _{RS} Subtotal	38
		Runway ARC Category	B-II	B-II	5
		FAA Design Standards	Meet FAA Design Standards	No	0
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Excellent, PCI = 100	5
<u>♣</u> [1	Runway Lighting	Low-Intensity	High-Intensity	5
	ies V	Taxiways	Partial Parallel to Primary Runway	Full Parallel to All Runways	5
	aciliti	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon, Lighted Wind Cone, REILs, and PAPIs	5
	Ę.	Weather Reporting	AWOS or ASOS	AWOS	5
	Airport Facilities V _{AF}	GA Terminal	Public Restrooms	Public Restroom and Pilot Lounge	5
		Utilities	Electricity and Water Available	Electricity, Water, and Septic	5
		Security/Wildlife Fencing	Partial	Partial	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Public Phone and Cellular (Data/4G)	5
			Air	rport Facilities V _{AF} Subtotal	50

Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, REILs = Runway End Identifier Lights, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City **EUREKA**

FAA Identifier 05U

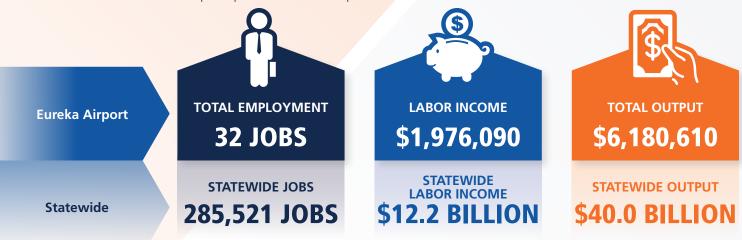
Classification GENERAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Height Hazard Zoning	Present	No	0
6	ectio	Obstruction Mitigation	15:1 - 18:1	50:1	5
	roté	Airspace Restrictions	N/A	27.5 Miles	3
	r.	Runway Protection Zone	Full Desired	Partial	3
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	12
	SS	Community Access	N/A	6 Miles	3
	CCC	Regional Access	N/A	3.5 Miles	5
	ן ל > A >	Local Access	Collector (Minor)	Collector (Minor)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	None	0
			A	irport Access V _{AA} Subtotal	13
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	800	5
		Airfield and Aeronautical Property	N/A	5%	5
		Surplus Property	N/A	761 Acres	3
	A	Airfield Expandability	N/A	835 Feet	4
	EX		Airport I	Expandability V _{AE} Subtotal	17
	۶ >	Last ALP Update	< 10 Years and After 2013	2015	5
	ent '	Airport Management	Part Time or FBO	Part Time	5
	itm	Historical Capital Improvements	≥ \$1.0 Million	\$1.18 Million	5
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$2.54 Million	5
	Č Ž	Economic Development Partnership	Established Partnership	Yes	5
	Community Commitment V_{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	- Juo	Goodwill	N/A	Positive News	1
	_ 0		Community	Commitment V _{cc} Subtotal	31





The Nevada Airport 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 05U are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Eureka Airport (05U) is a general aviation (GA) airport located seven miles northwest of Eureka in Eureka County, over 80 miles from Elko. The facility consists of a single asphalt runway over 7,000 feet in length. There is also a Fixed-Base Operator (FBO) which provides various aviation services. 05U serves a variety of GA operations, including recreational flights as well as emergency medical flights and business air traffic. Additionally, Eureka Airport serves as an air base for the Bureau of Land Management (BLM) during heavy wildland fire seasons. In 2007, 05U was given the honorary title of Booth Bailey Field, honoring Booth Bailey, the founder of the on-site FBO.

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.

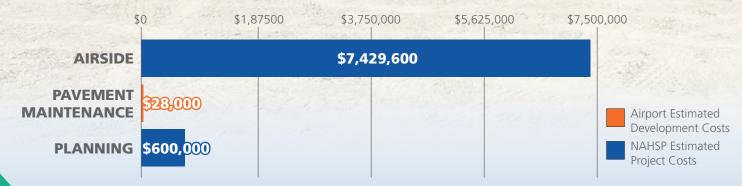
\$13,730,900

Eureka Airport

05U INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





FALLON MUNICIPAL AIRPORT FLX

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- FLX is classified by the NAHSP as a General Airport and in the NPIAS as a Local Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

AIRPORT REGIONAL VALUE

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





FALLON MUNICIPAL AIRPORT

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	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
(<u>0</u>		Airport Uses	N/A	EMS	1
	> ss	Nearest Airport	N/A	5.75 Miles	1
	ance	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 5,250 Feet	5,705 Feet	5
	nific	Based Aircraft	N/A	2.0%	3
	Sigı	T-Hangar Ratio (THR)	0.50 - 0.60	0.50	5
	Regional Significance V _{rs}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	Jet A and 100LL, Full Service (FS) and SS with Credit Card Reader	5
	Re	Aircraft Maintenance	Minor	Major	5
		Instrument Approach	Non-Precision	Non-Precision	5
			Regiona	al Significance V _{RS} Subtotal	35
		Runway ARC Category	B-II	B-II	5
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Fair, PCI = 70	3
		Runway Lighting	Low-Intensity	Medium-Intensity	5
	S V _{AF}	Taxiways	Partial Parallel to Primary Runway	Full Parallel to Primary Runway	5
	cilitie	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon, Wind Cone, and PAPIs	5
	t Fac	Weather Reporting	AWOS or ASOS	AWOS	5
	Airport Facilities V _{AF}	GA Terminal	Public Restrooms	Public Restrooms, Conference Room, and Pilot Lounge	5
	,	Utilities	Electricity and Water Available	Electricity, Water, and Septic	5
		Security/Wildlife Fencing	Partial	Full	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Cellular (Data/4G)	3
			Aiı	rport Facilities V _{AF} Subtotal	51

Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City FALLON **FAA Identifier**

Classification **GENERAL**

97

4%

5

5 3

3

1

5

5

5

2

17

5

5

FLX Category Value Rating Variable (VRV) **NAHSP Objective (Minimum) Current Performance Score** Height Hazard Zoning Present Yes Airport Protection V_{AP} **Obstruction Mitigation** 15:1 - 18:1 19:1 Airspace Restrictions N/A 9 Miles Partial, Plan to Acquire Runway Protection Zone **Full Desired Full Control** Land Use Compatibility N/A Less than 1 Mile Airport Protection V_{AB} Subtotal 17 N/A Total Acreage Ratio 5.5 9% Airfield and Aeronautical Property N/A **Surplus Property** N/A 402 Acres Airfield Expandability N/A 286 Feet Airport Access V., Subtotal







Surplus Property	N/A	928 Acres	5		
Airfield Expandability	N/A	1,116 Feet	5		
Airport Expandability V _{AE} Subtotal					
Last ALP Update	< 10 Years and After 2013	2019	5		
Airport Management	Part Time or FBO	Full Time	5		
Historical Capital Improvements	≥ \$1.0 Million	\$3.3 Million	5		
Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$3.95 Million	5		
Economic Development Partnership	Established Partnership	No	0		
Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5		
Goodwill	N/A	Education Program and Positive News	3		
Community Commitment V _{cc} Subtotal					

N/A N/A

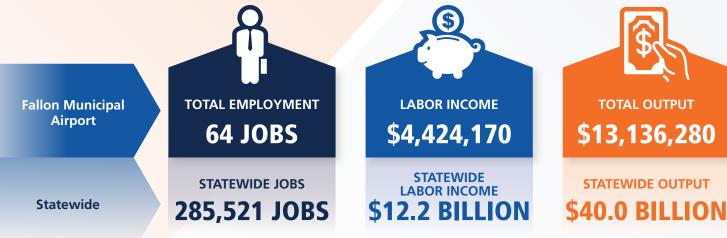


Total Acreage Ratio

Airfield and Aeronautical Property



The Nevada Airport 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 FLX are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Fallon Municipal Airport (FLX) is a general aviation (GA) airport located two miles northeast of Fallon in Churchill County. The facility consists of a single paved runway that is 5,700 feet in length and an unpaved crosswind runway, along with a large apron and a few dozen hangars. Also on site is a Fixed-Base Operator (FBO) that offers various aviation services. GA operations conducted at FLX include recreational flights and occasional emergency medical service operations. Additional operations include military flights from nearby Fallon Naval Air Station and infrequent air taxi services.

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.

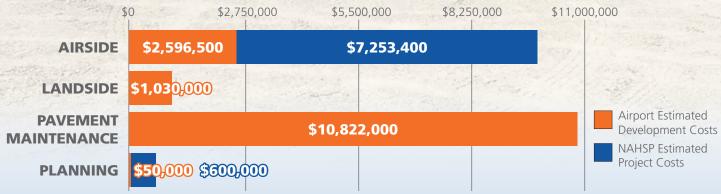
\$43,401,000

Fallon Municipal Airport

FLX INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





FLYING M RANCH AIRPORT

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Flying M Ranch Airport is an Backcountry airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

• Provides Recreational Opportunities

Backcountry airports: Recreational use airports not utilized on a regular basis for another specific access purpose.





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

FLYING M RANCH (HILTON RANCH) AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	> 3,000 Feet	5,500 Feet	Meets
0	T-Hangar Ratio	> 0.25	No Based Aircraft	Meets
Regional Significance	Fuel Availability	None	Jet A and 100 LL, Self Service with Credit Card Reader	Meets
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	No	Doesn't Meet
	Runway Surface Type/Condition	Non-Paved and Fair	Asphalt and Excellent	Meets
	Runway Lighting	None	None	Meets
	Taxiways	Turn Arounds or Hold Pads	None	Doesn't Meet
<u>▲</u> 目	Visual Aids	Wind Cone	None	Doesn't Meet
Airport Facilities	Weather Reporting	None	None	Meets
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	Electricity and Water	Meets
	Security/Wildlife Fencing	None	Partial	Meets
	Communications Connectivity	None	None	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

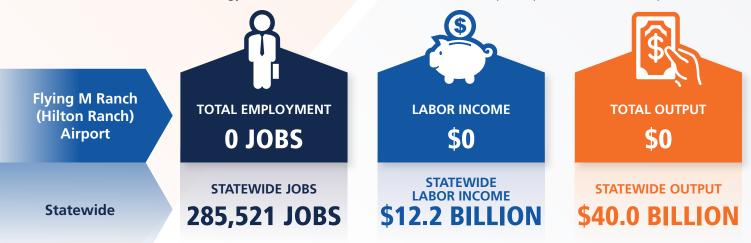
Associated City LYON COUNTY

Classification BACKCOUNTRY

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share Desired	None	Doesn't Meet
Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets



The Nevada Airport 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 Flying M Ranch Airport are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Flying M Ranch Airport is a general aviation (GA) airport located directly adjacent to the Flying M Ranch in Lyon County, approximately 25 miles from Yerington. The airport consists of a 5,500-foot-long paved runway in addition to an adjacent heliport. Flying M Ranch Airport was transferred to the State of Nevada from the previous owner and will be a public-use facility, primarily for recreational uses due to the remote location and lack of vehicle access. Situated along the Walker River, the ranch is situated between the Wassuk Range and the Sweetwater Mountains, about 75 miles south of Reno. The surrounding desert offers good thermal soaring conditions and is used primarily for glider flights. In fact, the airport was the base for many world famous gliding competitions, including the biennial Barron Hilton Cup. Additionally, the Nevada State Parks will offer camping, cabins, and recreational vehicle (RV) parking in 2022.

FLYING M RANCH AIRPORT INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





GABBS AIRPORT GAB

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- GAB is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

Airport Aerial



AIRPORT REGIONAL VALUE

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

GABBS AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Airport Ownership	N/A	Public	5
9	Airport Uses	N/A	Fire - Temporary	1
> 2	Nearest Airport	N/A	45 Miles	4
icance	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 5,810 Feet	5,950 Feet	5
ynifi	Based Aircraft	N/A	Less than 1%	3
l Sig	T-Hangar Ratio (THR)	0.50 - 0.60	1	5
Regional Significance V _{RS}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	None	0
Reg	Aircraft Maintenance	Minor	None	0
	Instrument Approach	Non-Precision	Visual	0
		Regiona	l Significance V _{RS} Subtotal	23
	Runway ARC Category	B-II	A-I	0
	FAA Design Standards	Meet FAA Design Standards	No	0
	Runway Surface Type/Condition	Paved and Good, PCI >71	Dirt/Excellent	3
<u>.</u>	Runway Lighting	Low-Intensity	None	0
Airport Facilities V _{AF}	Taxiways	Partial Parallel to Primary Runway	None	0
aciliti	Visual Aids	Rotating Beacon and Wind Cone	Wind Cone	4
f.	Weather Reporting	AWOS or ASOS	None	0
irpo	GA Terminal	Public Restrooms	None	0
∢	Utilities	Electricity and Water Available	Electricity	3
	Security/Wildlife Fencing	Partial	Full	5
	Communications Connectivity	Public Phone and Cellular (Data/4G)	Cellular (Data/4G)	3
		Air	port Facilities V _{AF} Subtotal	18

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City

GABBS

FAA Identifier GAB

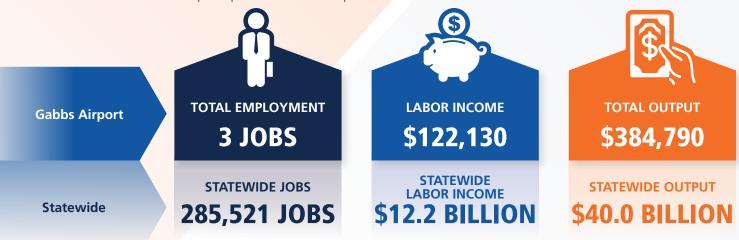
Classification GENERAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Ę	Height Hazard Zoning	Present	No	0
	ectio	Obstruction Mitigation	15:1 - 18:1	No Data	0
	Prote V _{AP}	Airspace Restrictions	N/A	Overhead	1
	Tro	Runway Protection Zone	Full Desired	Partial	3
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	5
	SS	Community Access	N/A	4 Miles	4
	CCE	Regional Access	N/A	36 Miles	1
	ן ל > A →	Local Access	Collector (Minor)	Collector (Minor)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car	3
			A	irport Access V _{AA} Subtotal	13
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	880	5
		Airfield and Aeronautical Property	N/A	8%	5
		Surplus Property	N/A	808 Acres	5
	A	Airfield Expandability	N/A	507 Feet	2
	<u>K</u>		Airport I	Expandability V _{AE} Subtotal	17
	> >	Last ALP Update	< 10 Years and After 2013	2015	5
	ent '	Airport Management	Part Time or FBO	Staff	0
	itm	Historical Capital Improvements	≥ \$1.0 Million	\$196,875	1
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$1.14 Million	5
	ty C	Economic Development Partnership	Established Partnership	No	0
	Community Commitment V _{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	i E	Goodwill	N/A	Website	2
			Community	Commitment V _{cc} Subtotal	18





The Nevada Airport 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 GAB are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Gabbs Airport (GAB) is a general aviation (GA) airport located four miles northwest of Gabbs in Nye County, over 95 miles from Carson City. The facility consists of two dirt runways that are 6,000 feet and 2,600 feet in length, respectively. Operations at GAB include GA flights for recreation and business travel. GAB also supports occasional emergency operations such as aerial firefighting and emergency medical service for the nearby mining operation. Located directly east of Gabbs, the Brucite Mine is one of the world's largest magnesium mines. GAB also occasionally supports military training flights and missions.

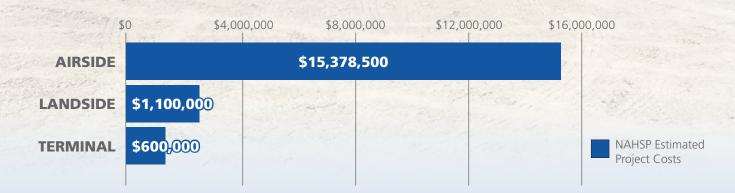
AIRPORT REPLACEMENT VALUE

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.

\$1,068,500
Gabbs Airport

GAB INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





HAWTHORNE INDUSTRIAL AIRPORT

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

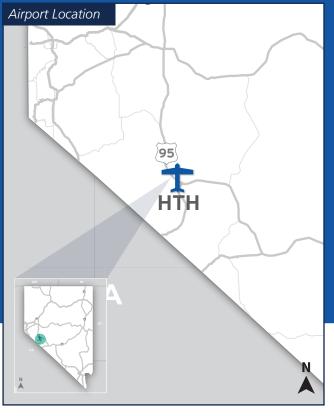
- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- HTH is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

AIRPORT REGIONAL VALUE

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





HAWTHORNE INDUSTRIAL AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
	S	Airport Uses	N/A	Fire - Temporary	1
	> 0	Nearest Airport	N/A	60 Miles	4
	cance	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 5,600 Feet	6,000 Feet	5
	ynifi	Based Aircraft	N/A	Less than 1%	1
	- Sić	T-Hangar Ratio (THR)	0.50 - 0.60	1	5
	Regional Significance V _{Rs}	Fuel Availability	Jet A and 100LL, Self Service (SS) with Credit Card Reader	Jet A and 100LL, SS with Credit Card Reader	5
	Rec	Aircraft Maintenance	Minor	None	0
		Instrument Approach	Non-Precision	Non-Precision	5
			Regiona	al Significance V _{RS} Subtotal	31
		Runway ARC Category	B-II	B-II	5
		FAA Design Standards	Meet FAA Design Standards	No	0
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Good, PCI = 71	5
<u>♣</u> ■		Runway Lighting	Low-Intensity	Medium-Intensity	5
	Airport Facilities V _{AF}	Taxiways	Partial Parallel to Primary Runway	Partial Parallel to Primary Runway	5
	aciliti	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon, Wind Cone, and REILs	5
	五 元	Weather Reporting	AWOS or ASOS	AWOS	5
	irpo	GA Terminal	Public Restrooms	Public Restrooms and Pilot Lounge	5
	_ 4	Utilities	Electricity and Water Available	Electricity, Water, and Sewer	5
		Security/Wildlife Fencing	Partial	Full	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Public Phone and Cellular (Data/4G)	5
			Aiı	port Facilities V _{AF} Subtotal	50

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, REILs = Runway End Identifier Lights, ATCT = Air Traffic Control Tower, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City **HAWTHORNE**

FAA Identifier

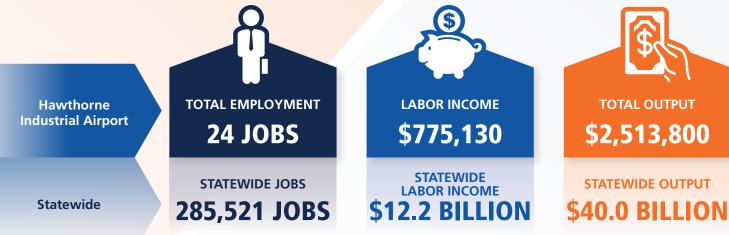
Classification GENERAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Ľ	Height Hazard Zoning	Present	No	0
6	ectic	Obstruction Mitigation	15:1 - 18:1	50:1	5
	Prote VAP	Airspace Restrictions	N/A	23 Miles	1
	ro A /	Runway Protection Zone	Full Desired	No Available ALP	0
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	7
	S	Community Access	N/A	1 Mile	5
	CCE	Regional Access	N/A	Less than 1 Mile	5
	A to A	Local Access	Collector (Minor)	Collector (Minor)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car and Shuttle	3
			A	Airport Access V _{AA} Subtotal	18
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	151	5
		Airfield and Aeronautical Property	N/A	7%	5
		Surplus Property	N/A	843 Acres	5
	A	Airfield Expandability	N/A	443 Feet	2
	<u> </u>		Airport	Expandability V _{AE} Subtotal	17
	>	Last ALP Update	< 10 Years and After 2013	2020	5
	ent	Airport Management	Part Time or FBO	None	0
	itm	Historical Capital Improvements	≥ \$1.0 Million	\$753,204	3
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$6.25 Million	5
	ĘŻ	Economic Development Partnership	Established Partnership	No	0
	Community Commitment V _{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement and Operations Subsidy	0
	imo:	Goodwill	N/A	Website and Positive News	3
	0		Community	Commitment V _{cc} Subtotal	16





The Nevada Airport 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 HTH are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Hawthorne Industrial Airport (HTH) is a general aviation (GA) airport located one mile north of the center of Hawthorne in Mineral County. With a single paved 6,000-foot-long runway, HTH serves a mostly GA market. GA traffic includes recreational flights, emergency medical service operators, aerial firefighting operations, and occasional air taxi operations. Airport users also visit the airport for helicopter tours and to access fishing/hunting opportunities in the nearby region. Additional operations attributable to HTH are from the U.S. Army Joint Munitions Command ammunition storage depot located nearby. These operations include both military flights and recreational flights by military personnel.

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.

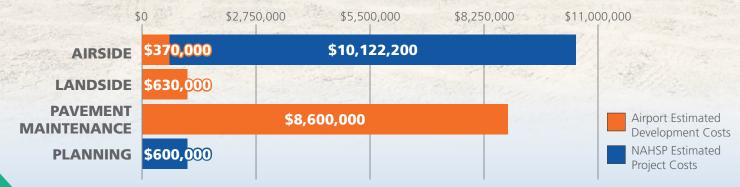
\$19,793,000

Hawthorne Industrial Airport

HTH INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





HENDERSON EXECUTIVE AIRPORT HND

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- HND is classified by the NAHSP as a National Airport and in the NPIAS as a National Airport

**National: Supports national and state system by providing communities with access to national and international markets in multiple states and throughout the U.S.

AIRPORT REGIONAL VALUE

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





HENDERSON EXECUTIVE AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
0	Regional Significance V _{RS}	Airport Uses	N/A	EMS, Special Events, Helicopter Tourism, Skydiving, Charter Services	5
		Nearest Airport	N/A	7 Miles	1
		Longest Runway	Future Runway Length From ALP/MP = 7,500 Feet	6,501 Feet	0
		Based Aircraft	N/A	10%	5
		T-Hangar Ratio (THR)	0.70 - 0.80	0.83	5
		Fuel Availability	Jet A and 100LL Full Service (FS) and Self Service (SS) with Credit Card Reader	Jet A and 100LL FS and SS with Credit Card Reader	5
		Aircraft Maintenance	Major	Minor	0
		Instrument Approach	Precision	Non-Precision	3
			Regiona	al Significance V _{RS} Subtotal	29
	FAA Desig Runway Surface Runway	Runway ARC Category	C-II	B-II	5
		FAA Design Standards	Meet FAA Design Standards	No, Solution Proposed	3
		Runway Surface Type/Condition	Paved and Excellent, PCI >86	Asphalt and Fair, PCI = 70	3
		Runway Lighting	Medium-Intensity, High-Intensity as Desired	Medium-Intensity	5
		Taxiways	Full Parallel to All Runways	Full Parallel to Primary Runway	0
	Airport Facilities V _{AF}	Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs or VASIs, and ALS or REILs	Rotating Beacon, Lighted Wind Cone, PAPIs, and REILs	0 5 5 5 0 3 29 5 3 3
	f E	Weather Reporting	AWOS or ASOS	AWOS	5
	Airpoi	GA Terminal	GA Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	GA Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	5
		Utilities	Electricity, Water, Sewer or Septic	Electricity, Water, and Sewer	5
		Security/Wildlife Fencing	Full	Full	5
		Communications Connectivity	Public Phone, Cellular (Data/4G), and Wifi	Public Phone, Cellular (Data/4G), and Wifi	5
			Air	port Facilities V _{AF} Subtotal	46

Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, VASIs = Visual Approach Slope Indicator, ALS = Approach Lighting System, REILs = Runway End Identifier Lights, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan

Associated City

LAS VEGAS

FAA Identifier HND

Classification NATIONAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Airport Protection V _{AP}	Height Hazard Zoning	Present	Yes	5
		Obstruction Mitigation	>20:1	50:1	5
	t Prote VAP	Airspace Restrictions	N/A	18.5 Miles	3
	Tr.	Runway Protection Zone	Full	Full	5
	۸irp	Land Use Compatibility	N/A	Less than 1 Mile	1
	`		Airp	ort Protection V _{AP} Subtotal	19
	SS	Community Access	N/A	11 Miles	2
	\cce	Regional Access	N/A	3.4 Miles	5
	A TO A	Local Access	Arterial (Minor)	Collector (Minor)	0
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car, Bus, and Taxi or Ride Share	Rental Car, Courtesy Car, Bus, and Taxi or Ride Share	5
			A	Airport Access V _{AA} Subtotal	12
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	3	5
		Airfield and Aeronautical Property	N/A	8%	5
		Surplus Property	N/A	701 Acres	5
		Airfield Expandability	N/A	582 Feet	3
			Airport	Expandability V _{AE} Subtotal	18
	Community Commitment ${\sf V}_{\sf cc}$	Last ALP Update	<5 Years	2021	5
		Airport Management	Full Time	Full Time	5
	itme	Historical Capital Improvements	≥ \$5.0 Million	\$2.66 Million	3
	W W O	Airport Capital Improvement Program (ACIP)	≥ \$5.0 Million	\$19.53 Million	5
	Ŭ >	Economic Development Partnership	Established Partnership	Yes	5
	nunit	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	Comn	Goodwill	N/A	Education Program, Website, and Positive News	5
			Community	Commitment V _{cc} Subtotal	33

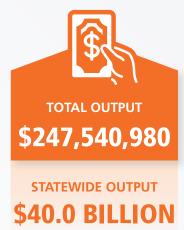




The Nevada Airport Economic Impact Study (AEIS) evaluated the economic impacts of all system airports in Nevada. The components that comprise the total economic impact of Nevada's aviation system and the economic impact of HND are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.







AIRPORT OVERVIEW

Henderson Executive Airport (HND) is a general aviation (GA) airport located in Henderson, 12 miles south of Las Vegas. It is owned and operated by the Clark County Department of Aviation. The Airport is a corporate reliever to Harry Reid International Airport (LAS) serving business jets visiting the Las Vegas Valley. HND is proximate to Las Vegas, the West Henderson I-15 Corridor, the National Football League's Las Vegas Raiders practice facility and stadium, and other major businesses. With two paved runways measuring over 5,000 feet long, HND accommodates larger jets and small GA aircraft. Many aviation businesses are located on-site offering charter flights, helicopter tours, flight schools, and more. HND experiences influxes of jet traffic for large events and conventions occurring in Las Vegas, with hundreds of flights daily during those peak times, in addition to normal daily traffic activity.

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.

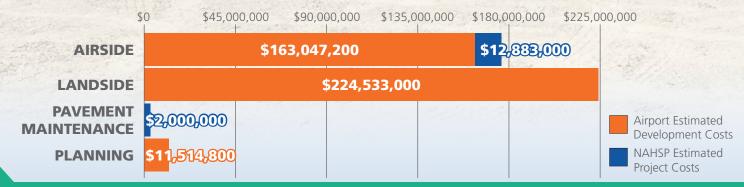
\$204,855,000

Henderson Executive Airport

HND INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





JACKPOT AIRPORT/HAYDEN FIELD 06U

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

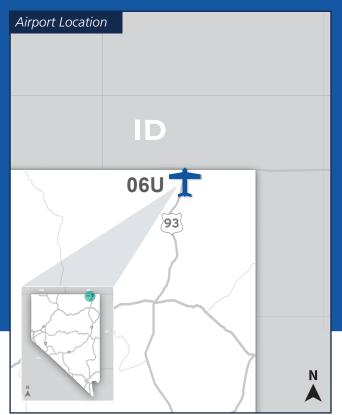
- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- 06U is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

Airport Aerial



AIRPORT REGIONAL VALUE

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

JACKPOT AIRPORT/HAYDEN FIELD

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
		Airport Uses	N/A	EMS and Fire -Temporary	2
3	> 0	Nearest Airport	N/A	36 Miles	4
	icano	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 6,450 Feet	6,183 Feet	0
	jnifi	Based Aircraft	N/A	Less than 1%	1
	- Sić	T-Hangar Ratio (THR)	0.50 - 0.60	2	5
	Regional Significance V _{Rs}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	None	0
		Aircraft Maintenance	Minor	None	0
		Instrument Approach	Non-Precision	Visual	0
			Regiona	al Significance V _{RS} Subtotal	17
		Runway ARC Category	B-II	B-I	0
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Good, PCI = 72	5
<u>♣</u> 目		Runway Lighting	Low-Intensity	Medium-Intensity	5
	ies V	Taxiways	Partial Parallel to Primary Runway	Full Parallel to Primary Runway	5
	acilit	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon, Lighted Wind Cone, REILs, and PAPIs	5
	ਜ਼ ਜ਼	Weather Reporting	AWOS or ASOS	None	0
	Airport Facilities V _{AF}	GA Terminal	Public Restrooms	Public Restrooms and Pilot Lounge	5
		Utilities	Electricity and Water Available	Electricty, Water, and Septic	5
		Security/Wildlife Fencing	Partial	Full	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Public Phone and Cellular (Data/4G)	5
			Aiı	port Facilities V _{AF} Subtotal	45

Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, REILs = Runway End Identifier Lights, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City

JACKPOT

FAA Identifier 06U

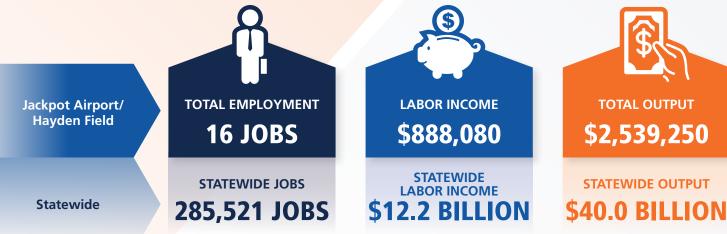
Classification GENERAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Airport Protection V _{AP}	Height Hazard Zoning	Present	Yes	5
		Obstruction Mitigation	15:1 - 18:1	29:1	5
U		Airspace Restrictions	N/A	20 Miles	3
		Runway Protection Zone	Full Desired	No	0
		Land Use Compatibility	N/A	Less than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	14
	SS	Community Access	N/A	0 Miles	5
	CCC	Regional Access	N/A	Less than 1 Mile	5
	A TO AA	Local Access	Collector (Minor)	Arterial (Major)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car and Shuttle	3
			Д	Airport Access V _{AA} Subtotal	18
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	325	5
		Airfield and Aeronautical Property	N/A	14%	5
		Surplus Property	N/A	280 Acres	5
		Airfield Expandability	N/A	417 Feet	2
			Airport	Expandability V _{AE} Subtotal	17
	۶ >	Last ALP Update	< 10 Years and After 2013	Diagram	0
	ent	Airport Management	Part Time or FBO	None	0
	itm	Historical Capital Improvements	≥ \$1.0 Million	\$1.17 Million	5
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$1.36 Million	5
	Ď Ž	Economic Development Partnership	Established Partnership	Yes	5
	Community Commitment V _{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	- Imo	Goodwill	N/A	None	0
	_ 0		Community	Commitment V _{cc} Subtotal	20





The Nevada Airport 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 06U are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Jackpot Airport, also known as Hayden Field, (06U) is a general aviation (GA) airport located just east of Jackpot in Elko County, over 95 miles from the City of Elko. The airport property is leased from the Bureau of Land Management (BLM). 06U consists of a 6,000-foot-long runway along with a parallel taxiway and small apron. 06U supports approximately 6,000 operations annually including emergency medical service and aerial firefighting operations, as well as business and recreational operations. Pilots and airport visitors also use the airport to access nearby fishing and game hunting opportunities, as well as to access nearby golf courses, hotels, and casinos. Additional operations at 06U include occasional military training flights.

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.

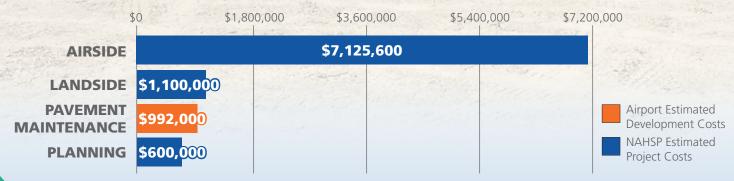
\$11,896,000

Jackpot Airport / Hayden Field

06U INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





JEAN AIRPORT OL7

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- OL7 is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.



Airport Location

AIRPORT REGIONAL VALUE

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



JEAN AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
(S	Airport Ownership	N/A	Public	5
		Airport Uses	N/A	EMS, Fire -Temporary, Skydiving, and Gliders	4
4) o >	Nearest Airport	N/A	18 Miles	2
	Regional Significance V _{Rs}	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 6,200 Feet	4,600 Feet	0
		Based Aircraft	N/A	Less than 1%	1
	is Is	T-Hangar Ratio (THR)	0.50 - 0.60	0	0
	egiona	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	Jet A and 100LL, SS with Credit Card Reader	5
	Re	Aircraft Maintenance	Minor	None	0
		Instrument Approach	Non-Precision	Visual	0
			Regiona	al Significance V _{RS} Subtotal	17
		Runway ARC Category	B-II	B-I	0
	FA.A Runway	FAA Design Standards	Meet FAA Design Standards	No	0
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Good, PCI = 76	5
		Runway Lighting	Low-Intensity	Medium-Intensity	5
		Taxiways	Partial Parallel to Primary Runway	Full Parallel to Primary Runway	5
	aciliti	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon and Wind Cone	5
	f. R	Weather Reporting	AWOS or ASOS	None	0
	Airport Facilities V _{AF}	GA Terminal	Public Restrooms	Public Restrooms and Conference Room	5
		Utilities	Electricity and Water Available	Electricity, Water, and Sewer or Septic	5
		Security/Wildlife Fencing	Partial	Partial	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Cellular (Data/4G)	3
			Aiı	port Facilities V _{AF} Subtotal	38

Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City

JEAN

FAA Identifier **OL7**

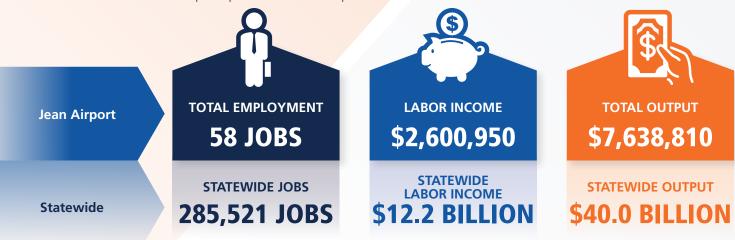
Classification GENERAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Airport Protection V _{AP}	Height Hazard Zoning	Present	No	0
		Obstruction Mitigation	15:1 - 18:1	34:1	5
		Airspace Restrictions	N/A	33.5 Miles	3
		Runway Protection Zone	Full Desired	Partial	3
		Land Use Compatibility	N/A	Less than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	12
	SS	Community Access	N/A	1 Mile	5
	CCC	Regional Access	N/A	1.4 Miles	5
	A TO	Local Access	Collector (Minor)	Interstate	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	None	0
			A	irport Access V _{AA} Subtotal	15
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	18	5
		Airfield and Aeronautical Property	N/A	25%	5
		Surplus Property	N/A	174 Acres	5
		Airfield Expandability	N/A	95 Feet	1
			Airport I	Expandability V _{AE} Subtotal	16
	۶ >	Last ALP Update	< 10 Years and After 2013	2019	5
	ent	Airport Management	Part Time or FBO	Part Time	5
	<u>it</u>	Historical Capital Improvements	≥ \$1.0 Million	\$2.55 Million	5
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$1.0 Million	5
	LY C	Economic Development Partnership	Established Partnership	Yes	5
	Community Commitment V _{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	o.	Goodwill	N/A	Website	2
	_ 0		Community	Commitment V _{cc} Subtotal	32





The Nevada Airport 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 0L7 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Jean Airport, also known as Jean Sport Aviation Center, (0L7) is a general aviation (GA) airport located less than 30 miles from Las Vegas, in Clark County. The facility is owned and operated by Clark County Department of Aviation. 0L7 has two paved runways that are 4,600 and 3,700 feet long. Operations are recreational in nature and include skydiving, gliders, aerobatic practice, and other related aviation activities such as flight training. An aerobatic practice box is located two miles west of the field which is used by individual pilots and aerobatic clubs/teams. In addition, a small number of aerial firefighting operations are supported as well as occasional air taxi operations.

AIRPORT REPLACEMENT VALUE

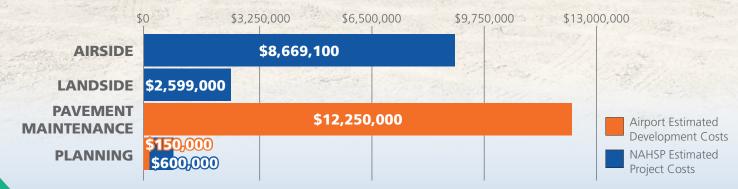
Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated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

\$62,362,510
Jean Airport

OL7 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





KIDWELL AIRPORT 1L4

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

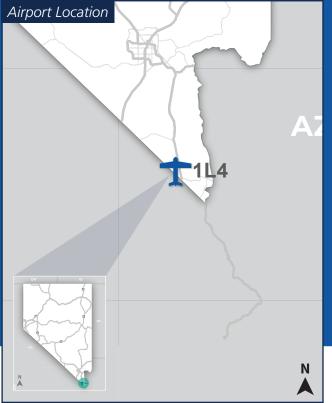
- Seven functional classifications used in the NAHSP
- 1L4 is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Emergency Medical Service (EMS) Operations
- Supports Medical Access
- Provides Flight Training

Access airports: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

KIDWELL AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	Maintain Existing at a Minimum of 3,000 Feet	4,140 Feet	Meets
9	T-Hangar Ratio	> 0.25	0.88	Meets
Regional Significance	Fuel Availability	Jet A or 100 LL, Self Service with Credit Card Reader	None	Doesn't Meet
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	No	Doesn't Meet
	Runway Surface Type/Condition	Non-Paved and Fair	Sand and Fair	Meets
	Runway Lighting	Reflectors, Low-Intensity is Desired	Non-Standard	Doesn't Meet
	Taxiways	Turn Arounds	Partial Parallel to Primary Runway	Meets
<u>♣</u> 目	Visual Aids	Wind Cone	Wind Cone	Meets
Airport Facilities	Weather Reporting	Automated Unicom	None	Doesn't Meet
	GA Terminal	Public Restrooms Desired	Public Restrooms	Meets
	Utilities	Electricity and Water Available	Electricity and Water	Meets
	Security/Wildlife Fencing	None	Partial	Meets
	Communications Connectivity	Public Phone or Cellular (Data/4G)	Cellular (Data/4G)	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City

CAL-NEV-ARI

FAA Identifier

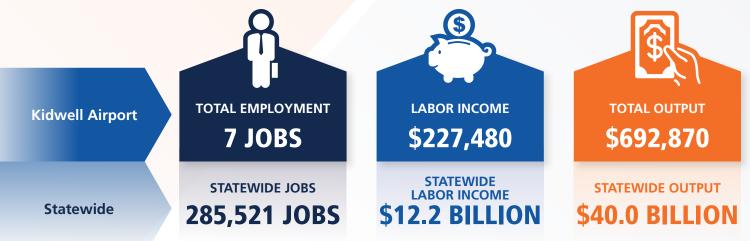
1L4

Classification ACCESS

Category	Facility & Service	NAHSP Objective	Current	Meets
	Objective	(Minimum)	Performance	Objective?
Airport	Ground Transportation	Rental or Courtesy Car	Courtesy Car and	Meets
Access	Services	and Taxi/Ride Share	Ride Share	
Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	1995 ALP	Doesn't Meet



The Nevada Airport 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 1L4 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.

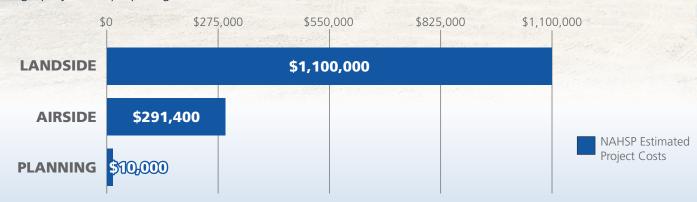


AIRPORT OVERVIEW

Kidwell Airport (1L4) is a privately owned, public-use general aviation (GA) airport located within Cal-Nev-Ari, a small town located approximately 25 miles from the California, Nevada, Arizona Tri-State border in Clark County. The airport is surrounded by Bureau of Land Management (BLM) lands and owned by a private owner. The airport was established in the mid-1960s and has a nearly 4,200-foot-long dirt runway. Since the 1960s the town and the airport have experienced significant growth, with the airport being home to around a dozen based aircraft and experiencing thousands of annual operations, including many from the residential air park located directly adjacent to 1L4. The GA operations at 1L4 include helicopter tours, flight training, and recreational flights, and occasional emergency medical service operations. There is also a restaurant/casino located directly adjacent to the taxiway on the south side of the airfield.

1L4 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





KINGSTON AIRPORT N15

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- N15 is an Backcountry airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Emergency Medical Service (EMS) Operations
- Supports Medical Access
- Aerial Firefighting Operations

Backcountry airports: Recreational use airports not utilized on a regular basis for another specific access purpose.





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

KINGSTON AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	> 3000 Feet	3,700 Feet	Meets
9	T-Hangar Ratio	> 0.25	1.75	Meets
Regional Significance	Fuel Availability	None	None	Meets
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-Paved and Fair	Gravel/Dirt and Fair	Meets
	Runway Lighting	None	None	Meets
	Taxiways	Turn Arounds or Hold Pads	None	Doesn't Meet
<u>♣</u> 目	Visual Aids	Wind Cone	None	Doesn't Meet
Airport Facilities	Weather Reporting	None	None	Meets
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	None	Cellular (Data/4G)	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City
KINGSTON

FAA Identifier N15

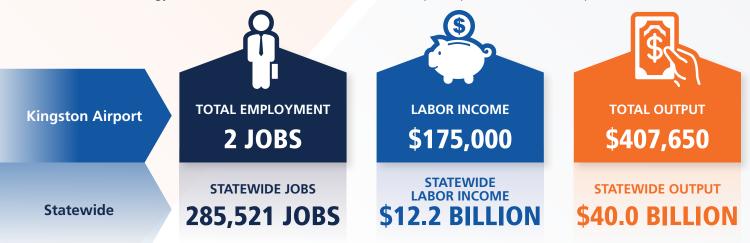
Classification

BACKCOUNTRY

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share Desired	None	Doesn't Meet
Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets



The Nevada Airport 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 N15 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Kingston Airport (N15) is a general aviation (GA) airport located two miles east of Kingston in Lander County, over 140 miles from Carson City. The airport leases land from the Bureau of Land Management (BLM). The facility has two dirt runways both at 3,000 feet in length, along with a single paved helipad. N15 offers access to a variety of activities offered in the nearby town and surrounding region, including fishing, game hunting, and other outdoor activities. In addition to the recreational flying that occurs at N15, the airport also supports occasional air taxi operations, and other critical services such as emergency medical service flights, with a medical clinic and heliport on-site, and aerial firefighting operations.

N15 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





LIDA JUNCTION AIRPORT OL4

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

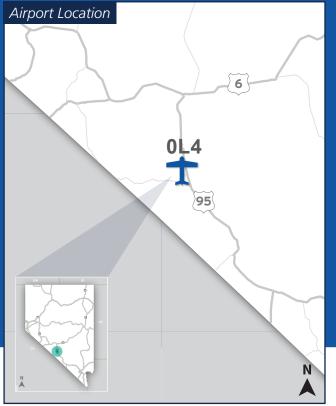
- Seven functional classifications used in the NAHSP
- 0L4 is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Emergency Medical Service (EMS) Operations
- Supports Medical Access
- Supports Military Operations

Access airports: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

LIDA JUNCTION AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	Maintain Existing at a Minimum of 3,000 Feet	6,100 Feet	Meets
9	T-Hangar Ratio	> 0.25	No Based Aircraft	Meets
Regional Significance	Fuel Availability	Jet A or 100 LL, Self Service with Credit Card Reader	None	Doesn't Meet
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-Paved and Fair	Dirt and Fair	Meets
	Runway Lighting	Reflectors, Low Intensity Desired	None	Doesn't Meet
	Taxiways	Turn Arounds	None	Doesn't Meet
<u>♣</u> 目	Visual Aids	Wind Cone	None	Doesn't Meet
Airport Facilities	Weather Reporting	Automated Unicom	None	Doesn't Meet
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	Public Phone or Cellular (Data/4G)	Cellular (Data/4G)	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City

GOLDFIELD

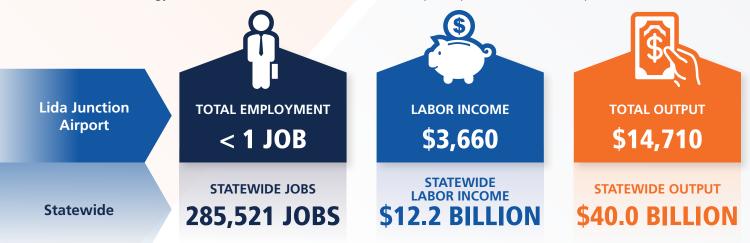
FAA Identifier **OL4**

Classification ACCESS

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share	Courtesy Car	Meets
Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets



The Nevada Airport 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 0L4 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.

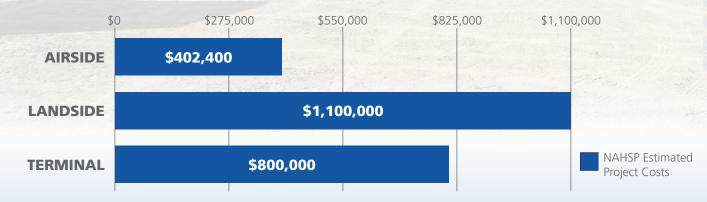


AIRPORT OVERVIEW

Lida Junction Airport (0L4) is a general aviation (GA) airport located 14 miles south of Goldfield in Esmeralda County on Bureau of Land Management (BLM) property, over 130 miles from Las Vegas. Located at the junction of US Route 95 and Nevada State Route 266, the facility consists of a 6,100-foot-long dirt runway with no other facilities. 0L4 supports less than 100 GA operations annually, including recreational flying and critical emergency medical service operations. Occasionally, 0L4 is used for military training flights and missions as well. Located directly west of Stonewall Mountain, 0L4 provides access to the town of Lida and very remote parts of southwestern Nevada.

OL4 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





LINCOLN COUNTY AIRPORT 1 L 1

Airport Aerial

Airport Location

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- 1L1 is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

1L1 93

AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

LINCOLN COUNTY AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
6		Airport Uses	N/A	Fire - Permanent	1
1	> 0	Nearest Airport	N/A	69 Miles	5
	cance	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 6,100 Feet	4,606 Feet	0
	gniff:	Based Aircraft	N/A	Less than 1%	1
	l Siç	T-Hangar Ratio (THR)	0.50 - 0.60	1.5	5
	Regional Significance V _{Rs}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	100 LL SS with Credit Card Reader	5
	Reć	Aircraft Maintenance	Minor	None	0
		Instrument Approach	Non-Precision	Visual	0
			Regiona	l Significance V _{RS} Subtotal	22
		Runway ARC Category	B-II	B-II	5
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Fair, $PCI = 70$	3
<u>♣</u> ■		Runway Lighting	Low-Intensity	Medium-Intensity	5
	Airport Facilities V _{AF}	Taxiways	Partial Parallel to Primary Runway	Partial Parallel to Primary Runway	5
	aciliti	Visual Aids	Rotating Beacon and Wind Cone	Wind Cone	4
	T.	Weather Reporting	AWOS or ASOS	None	0
	irpo	GA Terminal	Public Restrooms	Public Restroom and Conference Room	5
	- 4	Utilities	Electricity and Water Available	Electricity, Water, and Sewer or Septic	5
		Security/Wildlife Fencing	Partial	Partial	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Cellular (Data/4G)	3
			Air	port Facilities V _{AF} Subtotal	45

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City
PANACA

FAA Identifier 1L1

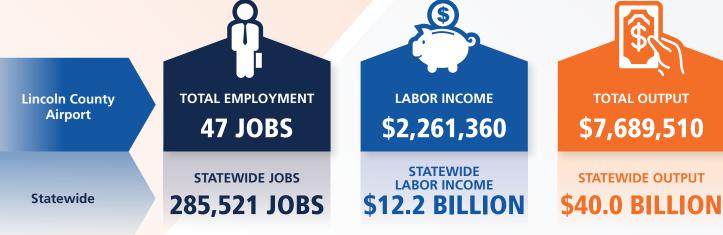
Classification GENERAL

Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
r.	Height Hazard Zoning	Present	No	0
ectio	Obstruction Mitigation	15:1 - 18:1	17:1	5
t Prote VAP	Airspace Restrictions	N/A	Overhead	1
Tro	Runway Protection Zone	Full Desired	Partial	0
Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
,		Airpo	ort Protection V _{AP} Subtotal	7
SS	Community Access	N/A	2 Miles	5
CCC	Regional Access	N/A	Less than 1 Mile	5
A TO A	Local Access	Collector (Minor)	Collector (Minor)	5
Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car	3
		A	Airport Access V _{AA} Subtotal	18
Airport Expandability V _{AE}	Total Acreage Ratio	N/A	95	5
ity it	Airfield and Aeronautical Property	N/A	14%	5
irpo dabi	Surplus Property	N/A	163 Acres	5
A	Airfield Expandability	N/A	1,261 Feet	5
Ä		Airport	Expandability V _{AE} Subtotal	20
ა >	Last ALP Update	< 10 Years and After 2013	2015	5
ent	Airport Management	Part Time or FBO	None	0
itm	Historical Capital Improvements	≥ \$1.0 Million	\$666,519	3
шшо	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$1.63 Million	5
Ę, C	Economic Development Partnership	Established Partnership	No	0
Community Commitment V_{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement and Operations Subsidy	0
- mo	Goodwill	N/A	Website	2
0		Community	Commitment V _{cc} Subtotal	15





The Nevada Airport 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 1L1 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Lincoln County Airport (1L1) is a general aviation (GA) airport located near the town of Panaca in Lincoln County, over 100 miles from Las Vegas, along Nevada's east border with Utah. The facility has a single paved runway that is 4,600 feet in length, along with a small apron. 1L1 sees a large variety of GA activity, from medical flights and aerial firefighting, to sightseeing of the Southern Nevada landscape and personal aviation travel. The airport recently installed a fueling station for local and transient aircraft. The surrounding areas also bring in individuals for hunting, fishing, and other recreational activities. Additionally, 1L1 is home to a seasonal base for the Bureau of Land Management (BLM) which hosts Single Engine Air Tanker (SEAT) operations which support aerial firefighting.

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.

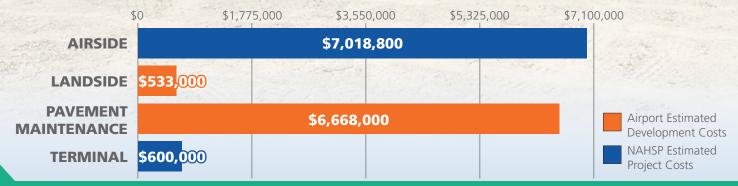
\$6,363,500

Lincoln County Airport

1L1 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





MESQUITE AIRPORT 67L

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- 67L is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

Airport Aerial



AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

MESQUITE AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
0		Airport Uses	N/A	EMS, Fire - Temporary, and Skydiving	3
\ <u>\</u>	> 2	Nearest Airport	N/A	34 Miles	3
	cance	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 4,000 Feet	5,121 Feet	5
	niŤi	Based Aircraft	N/A	Less than 1%	1
	Sig	T-Hangar Ratio (THR)	0.50 - 0.60	2	5
	Regional Significance V _{rs}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	Jet A and 100LL, Full Service (FS) and SS with Credit Card Reader	5
	ž	Aircraft Maintenance	Minor	None	0
		Instrument Approach	Non-Precision	Visual	0
			Regiona	al Significance V _{RS} Subtotal	27
		Runway ARC Category	B-II	B-II	5
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Poor, PCI = 100*	5
		Runway Lighting	Low-Intensity	Medium-Intensity	5
	SS V	Taxiways	Partial Parallel to Primary Runway	Full Parallel to Primary Runway	5
	cilitie	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon, Wind Cone, REILs, and PAPIs	5
	t Fa	Weather Reporting	AWOS or ASOS	AWOS	5
	Airport Facilities V _{AF}	GA Terminal	Public Restrooms	Public Restrooms, Conference Room, and Pilot Lounge	5
		Utilities	Electricity and Water Available	Electricity, Water, and Sewer or Septic	5
		Security/Wildlife Fencing	Partial	Full	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Cellular (Data/4G)	3
			Aiı	port Facilities V _{AF} Subtotal	53

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, REILs = Runway End Identifier Lights, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

^{*}Changes to runway surface condition occurred during the course of the project. This change may not be reflected in other NAHSP deliverables.

Associated City

MESQUITE

FAA Identifier **67L**

Classification GENERAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	٦	Height Hazard Zoning	Present	Yes	5
	ectic	Obstruction Mitigation	15:1 - 18:1	50:1	5
	Prote VAP	Airspace Restrictions	N/A	21 Miles	3
	Tr.	Runway Protection Zone	Full Desired	Partial	3
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
	`		Airpo	ort Protection V _{AP} Subtotal	17
	SS	Community Access	N/A	2 Miles	4
	CCE	Regional Access	N/A	2.3 Miles	5
	ort Ac AAA	Local Access	Collector (Minor)	Collector (Minor)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car, Shuttle, and Ride Share	5
			A	Airport Access V _{AA} Subtotal	19
	o Se ∨	Total Acreage Ratio	N/A	17	5
	Airport Expandability V _{AE}	Airfield and Aeronautical Property	N/A	24%	1
		Surplus Property	N/A	117 Acres	1
	A	Airfield Expandability	N/A	214 Feet	1
	EX		Airport	Expandability V _{AE} Subtotal	8
	۶ >	Last ALP Update	< 10 Years and After 2013	2020	5
	ent	Airport Management	Part Time or FBO	Part Time	5
	itm	Historical Capital Improvements	≥ \$1.0 Million	\$2.66 Million	5
	omm	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$4.78 Million	5
	Ū Ž	Economic Development Partnership	Established Partnership	No	0
	Community Commitment V_{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	omr	Goodwill	N/A	Website	2
	0		Community	Commitment V _{cc} Subtotal	27

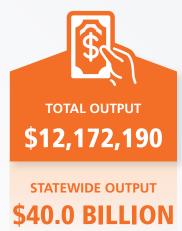




The Nevada Airport Economic Impact Study (AEIS) evaluated the economic impacts of all system airports in Nevada. The components that comprise the total economic impact of Nevada's aviation system and the economic impact of 67L are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.







AIRPORT OVERVIEW

Mesquite Airport (67L) is a general aviation (GA) airport located two miles north of Mesquite in Clark County. The airport is owned by the City of Mesquite with lands leased from the Bureau of Land Management (BLM). 67L has a paved runway over 5,000 feet long with multiple helipads. There are occasional emergency medical flights and aerial firefighting operations, but most traffic at 67L is recreational. 67L offers quick access to attractions like casinos, golf courses, and various outdoor activities. 67L is also home to a BLM base for Single Engine Air Tanker (SEAT) operations. In 2020, 67L played a critical role in fighting two fires, the Bishop fire and the Comet fire. 67L was selected as the staging area for these fires because it was the nearest airport that could accommodate the aircraft required for fire air support.

AIRPORT REPLACEMENT VALUE

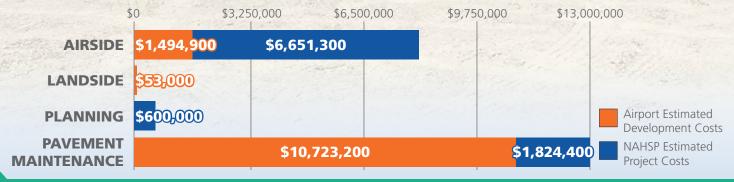
Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated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

\$26,623,000
Mesquite Airport

67L INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





MINA AIRPORT 3Q0

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

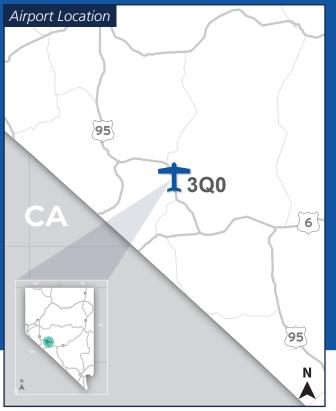
- Seven functional classifications used in the NAHSP
- 3Q0 is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Offers Pilot Amenities and Recreational Opportunities
- Provides Courtesy Car

Access airports: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

MINA AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	Maintain Existing at a Minimum of 3,000 Feet	4,600 Feet	Meets
9	T-Hangar Ratio	> 0.25	No Based Aircraft	Meets
Regional Significance	Fuel Availability	Jet A or 100 LL, Self Service with Credit Card Reader	None	Doesn't Meet
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-Paved and Fair	Dirt and Good	Meets
	Runway Lighting	Reflectors, Low Intensity Desired	None	Doesn't Meet
	Taxiways	Turn Arounds	None	Doesn't Meet
<u>♣</u> 目	Visual Aids	Wind Cone	Wind Cone	Meets
Airport Facilities	Weather Reporting	Automated Unicom	None	Doesn't Meet
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	Public Phone or Cellular (Data/4G)	Cellular (Data/4G)	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City

MINA

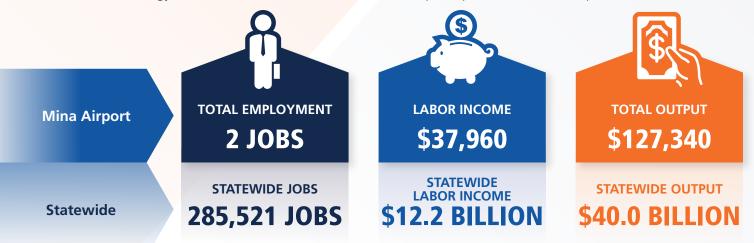
FAA Identifier 3Q0

Classification ACCESS

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share	Courtesy Car	Meets
Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets



The Nevada Airport 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 3Q0 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Mina Airport (3Q0) is a general aviation (GA) airport located 32 miles southeast of Hawthorne in Mineral County, over 100 miles from Carson City. The airport leases land from the Bureau of Land Management (BLM). 3Q0 consists of a single dirt runway at just over 5,000 feet in length and has a paved helipad. 3Q0 services the town of Mina, which was founded as a railroad town, and currently has a population of about 150. The traffic seen by Mina Airport is a mix of GA operations, with most flights being recreational in nature. Additionally, there are business parks to the north and west of the airport, which can be further developed in the future.

3Q0 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





MINDEN-TAHOE AIRPORT MEV

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- MEV is classified by the NAHSP as a Regional Airport and in the NPIAS as a Regional Airport

Regional: Supports regional economices connecting communities to statewide and interstate markets.

Airport Aerial



AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

MINDEN-TAHOE AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
0		Airport Ownership	N/A	Public	5
	icance V _{rs}	Airport Uses	N/A	EMS, FireFighting, Helicopter Tourism, Skydiving, and Gliders	5
		Nearest Airport	N/A	14 Miles	2
		Longest Runway	Accommodate 100% of Small Aircraft Fleet = 6,170 Feet	7,399 Feet	5
	igni	Based Aircraft	N/A	7%	5
	Regional Significance V _{RS}	T-Hangar Ratio (THR)	0.60 - 0.70	0.61	5
		Fuel Availability	Jet A and 100LL, Full or Self Service (FS/SS) with Credit Card Reader	Jet A (Call-out) and 100 LL FS and SS with Credit Card Reader	5
		Aircraft Maintenance	Minor	Major	5
		Instrument Approach	Non-Precision with Vertical Guidance	Visual	1
			Regiona	al Significance V _{RS} Subtotal	38
		Runway ARC Category	B-II	C-III	5
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Fair, PCI = 69	3
		Runway Lighting	Medium-Intensity	High-Intensity	5
		Taxiways	Full Parallel to Primary Runway	Full Parallel to Primary Runway	5
	Airport Facilities V _{AF}	Visual Aids	Rotating Beacon, Wind Cone, REILs, and PAPIs or VASIs	Rotating Beacon, Lighted Windcone, and VASI	4
	٦. ج	Weather Reporting	AWOS or ASOS	AWOS	5
	Airpor	GA Terminal	GA Terminal with Public Restrooms and Pilots Lounge	GA Terminal with Public Restrooms and Pilots Lounge	5
		Utilities	Electricity, Water, and Sewer or Septic	Electricity, Water, and Sewer	5
		Security/Wildlife Fencing	Full	Full	5
		Communications Connectivity	Public Phone, Cellular (Data/4G), and Wifi	Cellular (Data/4G) and Wifi	3
			Aiı	rport Facilities V _{AF} Subtotal	50

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, VASIs = Visual Approach Slope Indicator, REILs = Runway End Identifier Lights, ATCT = Air Traffic Control Tower, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan

Associated City

MINDEN

FAA Identifier MEV

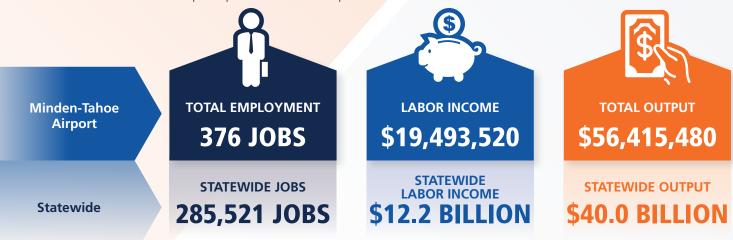
Classification REGIONAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
(Q	Airport Protection V _{AP}	Height Hazard Zoning	Present	No	0
		Obstruction Mitigation	18:1 - 20:1	50:1	5
		Airspace Restrictions	N/A	41 Miles	3
		Runway Protection Zone	Full	Partial	3
		Land Use Compatibility	N/A	Less than 1 Mile	1
			Airp	ort Protection V _{AP} Subtotal	12
	SS	Community Access	N/A	4 Miles	4
	\cce	Regional Access	al Access N/A 1.3 Miles	1.3 Miles	5
	A TC AA	Local Access	Collector (Major)	Interstate	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car, Bus, and Taxi or Ride Share	Rental Car, Courtesy Car, Bus, and Taxi or Ride Share	5
			A	Airport Access V _{AA} Subtotal	19
		Total Acreage Ratio	N/A	6	5
		Airfield and Aeronautical Property	N/A	7%	5
	irpo dabi	Surplus Property	N/A	923 Acres	5
	Ехрап	Airfield Expandability	N/A	200 Feet	1
			Airport	Expandability V _{AE} Subtotal	16
	ح<	Last ALP Update	< 5 Years	2016	5
	ent \	Airport Management Full Time	Full Time	5	
	itme	Historical Capital Improvements	≥ \$1.0 Million	\$11.86 Million	5
	шш	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$5.86 Million	5
	Ŭ S	Economic Development Partnership	Established Partnership	Yes	5
	nunit	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	Community Commitment V _{cc}	Goodwill	N/A	Education Program and Website	4
			Community	Commitment V _{cc} Subtotal	34





The Nevada Airport 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 MEV are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Minden-Tahoe Airport (MEV) is a general aviation (GA) airport located in and owned by Douglas County, approximately 10 miles south of Carson City and 12 miles east of Lake Tahoe. The facility boasts two paved runways that are 5,300 and 7,400 feet in length and has an unpaved runway. The facility is home to many aviation and recreational businesses such as skydiving, helicopter, flight instruction, and other light sport flying. With the facility's ample aircraft parking and close proximity to South Lake Tahoe, it is a frequent destination for vacationers coming to ski, backpack, camp, and many other outdoor activities. The facility also supports critical services such as the occasional emergency medical and aerial firefighting operations. MEV is home to over two dozen business tenants including aircraft maintenance, aircraft fueling, flight schools, avionics, aircraft rentals, aircraft charter, and aviation supplies.

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.

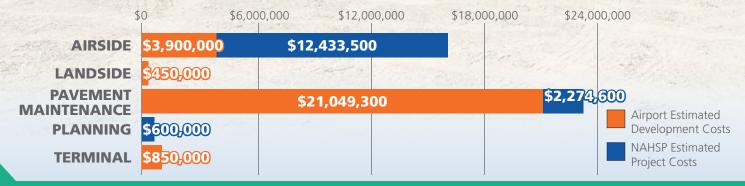
\$117,508,000

Minden-Tahoe Airport

MEV INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





NORTH LAS VEGAS AIRPORT VGT

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- VGT is classified by the NAHSP as a National Airport and in the NPIAS as a National Airport

**National: Supports national and state system by providing communities with access to national and international markets in multiple states and throughout the U.S.

AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.





NORTH LAS VEGAS AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
0		Airport Ownership	N/A	Public	5
		Airport Uses	N/A	Fire -Temp, Helicopter Tourisms, and Gliders	3
6	>	Nearest Airport	N/A	9 Miles	1
	nificance	Longest Runway	Future Runway Length From ALP/MP = 5,005 Feet	5,005 Feet	5
		Based Aircraft	N/A	23%	5
	Sig	T-Hangar Ratio (THR)	0.70 - 0.80	0.73	5
		Fuel Availability	Jet A and 100LL Full Service (FS) and Self Service (SS) with Credit Card Reader	Jet A and 100 LL FS and SS with Credit Card Reader	5
		Aircraft Maintenance	Major	Major	5
		Instrument Approach	Precision	Precision	5
			Regiona	al Significance V _{RS} Subtotal	39
	V_{A^F}	Runway ARC Category	C-II	B-II	0
		FAA Design Standards	Meet FAA Design Standards	No, Solution Proposed	3
		Runway Surface Type/Condition	Paved and Excellent, PCI >86	Asphalt and Good, PCI = 85	3
		Runway Lighting	Medium-Intensity, High-Intensity as Desired	Medium-Intensity	3
		Taxiways	Full Parallel to All Runways	Full Parallel to All Runways	5
	Airport Facilities V _{AF}	Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs or VASIs, and ALS or REILs	Rotating Beacon, Lighted Wind Cone, PAPIs, and REILs	5
	+ Fa	Weather Reporting	AWOS or ASOS	AWOS	3 1 5 5 5 5 5 5 39 0 3 3 3
	Airpor	GA Terminal	GA Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	GA Terminal with Public Restrooms, Conference Rooms, and Pilot Lounge	5
		Utilities	Electricity, Water, Sewer or Septic	Electricity, Water, and Sewer	5
		Security/Wildlife Fencing	Full	Full	5
		Communications Connectivity	Public Phone, Cellular (Data/4G), and Wifi	Public Phone, Cellular (Data/4G), and Wifi	5
			Air	port Facilities V _{AF} Subtotal	44

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, VASIs = Visual Approach Slope Indicator, ALS = Approach Lighting System, REILs = Runway End Identifier Lights, ATCT = Air Traffic Control Tower, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan

Associated City
LAS VEGAS

FAA Identifier VGT

Classification PRIMARY

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Ľ	Height Hazard Zoning	Present	Yes	5
	ectic	Obstruction Mitigation	>20:1	24:1	5
	t Prote VAP	Airspace Restrictions	N/A	2.2 Miles	1
	Tro /	Runway Protection Zone	Full	Full	5
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	17
	SS	Community Access	N/A	3 Miles	4
	CCC	Local Access	Arterial (Minor)	Arterial (Major)	5
	A TO A	Regional Access	N/A	4.2 Miles	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car, Bus, and Taxi or Ride Share	Rental Car, Courtesy Car, Bus, and Taxi/Rideshare	5
			A	Airport Access V _{AA} Subtotal	19
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	2	3
		Airfield and Aeronautical Property	N/A	25%	5
		Surplus Property	N/A	690 Acres	5
		Airfield Expandability	N/A	742 Feet	3
			Airport	Expandability V _{AE} Subtotal	16
	۶ >	Last ALP Update	<5 Years	2020	5
	ent	Airport Management	Full Time	Full Time	5
	itm	Historical Capital Improvements	≥ \$5.0 Million	\$1.41 Million	1
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$5.0 Million	\$27.06 Million	5
	Community Commitment V_{cc}	Economic Development Partnership	Established Partnership	Yes	5
		Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	omr	Goodwill	N/A	Website and Positive News	3
	Ü		Community	Commitment V Subtotal	29





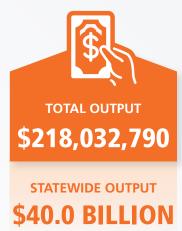
29

Community Commitment V_{cc} **Subtotal**

The Nevada Airport 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 VGT are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.







AIRPORT OVERVIEW

North Las Vegas Airport (VGT) is a general aviation (GA) airport located in North Las Vegas, six miles northwest of Las Vegas. The facility is owned and operated by the Clark County Department of Aviation. VGT has three runways, two over 5,000 feet long, and multiple helicopter parking areas. VGT is known as the major flight-training hub in Southern Nevada, offering Private Pilot through Airline Transport Pilot certification. The Instrument Landing System (ILS) supports instrument flight training and VGT is the only GA airport in Southern Nevada with a precision approach-training environment. Other operations at VGT include recreational flying, aircraft repair, charter operators, and robust helicopter tourism. VGT supports aerial firefighting operations and emergency medical flight services. In recent years, the Bureau of Land Management and Nevada Army National Guard have utilized VGT to support response to national emergencies.

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.

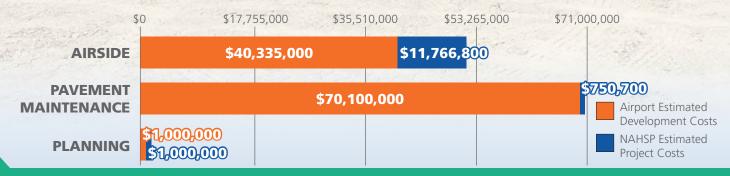
\$679,044,743

North Las Vegas Airport

VGT INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





OWYHEE AIRPORT 10U

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

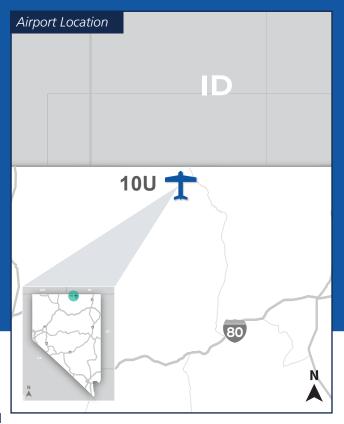
- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- 10U is classified by the NAHSP as a Access Airport and in the NPIAS as a Basic Airport

Access: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).

Airport Aerial



AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

OWYHEE AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
	, s	Airport Uses	N/A	Skydiving	1
1) > <u>"</u>	Nearest Airport	N/A	77 Miles	5
	canc	Longest Runway	Maintain Existing	4,700 Feet	5
	nifi;	Based Aircraft	N/A	Less than 1%	1
	Sig	T-Hangar Ratio (THR)	> 0.25	N/A - No Based Aircraft	5
	Regional Significance V _{RS}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	None	0
		Aircraft Maintenance	None	None	5
		Instrument Approach	Visual	Visual	5
			Regiona	l Significance V _{RS} Subtotal	32
	FAA Design Standards Runway Surface Type/Cond	Runway ARC Category	B-I	B-I	5
		FAA Design Standards	Meet FAA Design Standard	Yes	5
		Runway Surface Type/Condition	Non-Paved and Fair, PCI >56	Asphalt and Excellent, PCI = 95	5
		Runway Lighting	Reflectors, Low-Intensity Desired	Medium-Intensity	5
	ies	Taxiways	Turn Arounds	Turn Arounds	5 1 5 0 5 5 32 5 5
	Airport Facilities V _{AF}	Visual Aids	Wind Cone	Rotating Beacon, Lighted Wind Cone, REILs, and PAPIs	5
	T.	Weather Reporting	Automated Unicom	AWOS	5
	irpo	GA Terminal	Public Restrooms Desired	None	0
	⋖	Utilities	Electricity and Water Available	Electricity	3
		Security/Wildlife Fencing	None	Full	5
		Communications Connectivity	Public Phone or Cellular (Data/4G)	Cellular (Data/4G)	5
			Air	port Facilities V _{AF} Subtotal	48

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, REILs = Runway End Identifier Lights, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan

Associated City **OWYHEE**

FAA Identifier 10U

Classification ACCESS

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Airport Protection V _{AP}	Height Hazard Zoning	Present	No	0
		Obstruction Mitigation	< 15:1	50:1	5
		Airspace Restrictions	N/A	Overhead	1
		Runway Protection Zone	Full Desired	Full	5
		Land Use Compatibility	N/A	Less than 1 Mile	1
			Airp	ort Protection V _{AP} Subtotal	12
	SS	Community Access	N/A	4 Miles	4
	\cce	Regional Access	N/A	6 Miles	4
	ort A V	Local Access	Local	Collector (Minor)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	None	0
	·			Airport Access V _{AA} Subtotal	13
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	135	5
		Airfield and Aeronautical Property	N/A	22%	5
		Surplus Property	N/A	105 Acres	4
		Airfield Expandability	N/A	408 Feet	2
			Airport	Expandability V _{AE} Subtotal	16
	>	Last ALP Update	< 10 Years and After 2013	2015	5
	ent	Airport Management	Staff	None	0
	itme	Historical Capital Improvements	≥ \$500,000	\$1.33 Million	5
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$500,000	\$1.25 Million	5
	ty C	Economic Development Partnership	Established Partnership	No	0
	Community Commitment V _{cc}	Financial Subsidies	Capital Improvement and Operations Subsidy	Capital Improvement and Operations Subsidy	5
	- Juno	Goodwill	N/A	Positive News	1
			Community	Commitment V _{cc} Subtotal	21





The Nevada Airport 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 10U are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Owyhee Airport (10U) is a general aviation (GA) airport located near the town of Owyhee in Elko County, along Nevada's north border with Idaho, over 75 miles from the city of Elko. 10U is the only airport within the Duck Valley Indian Reservation, providing key access for the Shoshone-Paiute Tribes community. The facility consists of a single paved runway that is 4,700 feet in length along with a taxiway and small apron with multiple helipads. Although there are no aircraft based at 10U, there are approximately 1,500 operations annually. These operations include GA recreational and business flights, emergency medical flights, and aerial firefighting operations.

AIRPORT REPLACEMENT VALUE

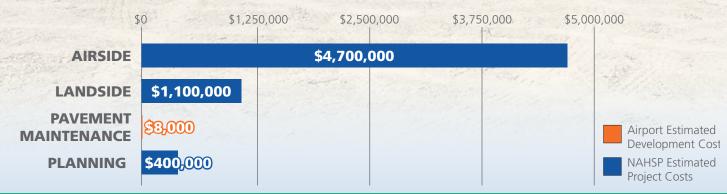
Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated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

\$5,652,000 Owyhee Airport

10U INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





PERKINS FIELD U08

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- U08 is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

Airport Aerial N



AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

PERKINS FIELD

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	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
0		Airport Uses	N/A	Skydiving	1
3) > a	Nearest Airport	N/A	28 Miles	3
	cance	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 3,750 Feet	4,811 Feet	5
	jnifi	Based Aircraft	N/A	Less than 1%	1
	l Siç	T-Hangar Ratio (THR)	0.50 - 0.60	11	5
	Regional Significance V _{Rs}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	100 LL SS with Credit Card Reader	5
	Reć	Aircraft Maintenance	Minor	None	0
		Instrument Approach	Non-Precision	Visual	0
			Regiona	l Significance V _{RS} Subtotal	25
		Runway ARC Category	B-II	B-II	5
		FAA Design Standards	Meet FAA Design Standards	No	0
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Poor, $PCI = 46$	3
♣ •■		Runway Lighting	Low-Intensity	Medium-Intensity	5
	Airport Facilities V _{AF}	Taxiways	Partial Parallel to Primary Runway	Full Parallel to Primary Runway	5
	aciliti	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon and Wind Cone	5
	元	Weather Reporting	AWOS or ASOS	None	0
	irpo	GA Terminal	Public Restrooms	Public Restrooms and Pilot Lounge	5
	⋖	Utilities	Electricity and Water Available	Electricity, Water, and Sewer	5
		Security/Wildlife Fencing	Partial	Full	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Cellular (Data/4G)	3
			Air	port Facilities V _{AF} Subtotal	41

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City **OVERTON**

FAA Identifier U08

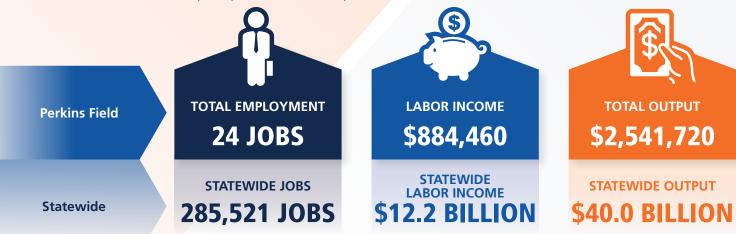
Classification GENERAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	u,	Height Hazard Zoning	Present	No	0
	ectio	Obstruction Mitigation	15:1 - 18:1	45:1	5
	t Prote VAP	Airspace Restrictions	N/A	13.5 Miles	3
	ro H	Runway Protection Zone	Full Desired	Full	5
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	14
	SS	Community Access	N/A	2 Miles	5
	\cce	Regional Access	N/A	11 Miles	3
	A to A	Local Access	Collector (Minor)	Collector (Minor)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	None	0
	`		Α	Airport Access V _{AA} Subtotal	13
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	250	5
		Airfield and Aeronautical Property	N/A	9%	5
		Surplus Property	N/A	226 Acres	5
	A	Airfield Expandability	N/A	350 Feet	2
	Ä		Airport	Expandability V _{AE} Subtotal	17
	۶ >	Last ALP Update	< 10 Years and After 2013	Unknown	0
	ent '	Airport Management	Part Time or FBO	Part Time	5
	itm	Historical Capital Improvements	≥ \$1.0 Million	\$0.00	0
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$7.7 Million	5
	Ę.	Economic Development Partnership	Established Partnership	No	0
	Community Commitment V _{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	omr	Goodwill	N/A	Website	2
	0		Community	Commitment V _{cc} Subtotal	17





The Nevada Airport 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 U08 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Perkins Field (U08) is a general aviation (GA) airport located approximately 60 miles northeast of Las Vegas, in Clark County. The facility is owned and operated by the Clark County Department of Aviation. The facility consists of a single paved runway that is 4,800 feet in length, along with a taxiway and apron. Airport operations include skydiving, flight training, emergency medical operations, and other recreational aviation activities. U08 is also the closest public-use airport to Valley of Fire State Park, a popular tourist destination.

AIRPORT REPLACEMENT VALUE

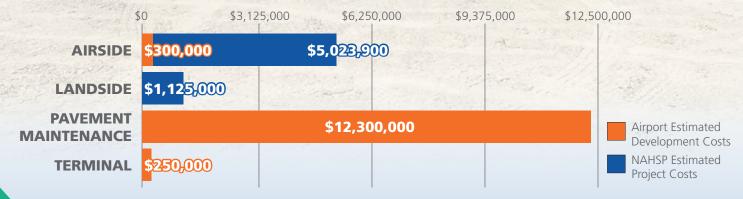
Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated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

\$32,572,482
Perkins Field

U08 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





RENO/STEAD AIRPORT RTS

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- RTS is classified by the NAHSP as a Regional Airport and in the NPIAS as a Regional Airport

Regional: Supports regional economices connecting communities to statewide and interstate markets.

Airport Aerial N



AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

RENO/STEAD AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
0		Airport Uses	N/A	Firefighting, Special Events, and Gliders	3
25	Z _S	Nearest Airport	N/A	13 Miles	2
	icance \	Longest Runway	Accommodate 100% of Small Aircraft Fleet = 6,400 Feet	9,000 Feet	5
	gnif	Based Aircraft	N/A	7%	5
	Sić	T-Hangar Ratio (THR)	0.50 - 0.60	0.74	5
	Regional Significance V _{rs}	Fuel Availability	Jet A and 100LL, Full or Self Service (FS/SS) with Credit Card Reader	Jet A (FBO) and 100LL, FBO and SS	5
	"	Aircraft Maintenance	Minor	Major	5
		Instrument Approach	Non-Precision with Vertical Guidance	Precision	5
			Regiona	al Significance V _{RS} Subtotal	40
		Runway ARC Category	B-II	D-IV	5
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Good	5
		Runway Lighting	Medium-Intensity	High-Intensity	5
	> A	Taxiways	Full Parallel to Primary Runway	Full Parallel to All Runways	5
	Airport Facilities V _{AF}	Visual Aids	Rotating Beacon, Wind Cone, REILs, and PAPIs or VASIs	Rotating Beacon, Lighted Wind Cone, REILs, and PAPIs	5
	ה ה	Weather Reporting	AWOS or ASOS	AWOS	5
	Airpo	GA Terminal	GA Terminal with Public Restrooms and Pilots Lounge	GA Terminal, Public Restrooms, Conference Room, and Pilot Lounge	5
		Utilities	Electricity, Water, and Sewer or Septic	Electricity, Water, and Sewer	5
		Security/Wildlife Fencing	Full	Full	5
		Communications Connectivity	Public Phone, Cellular (Data/4G), and Wifi	Cellular (Data/4G) and Wifi	3
			Aiı	rport Facilities V _{AF} Subtotal	53

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, VASIs = Visual Approach Slope Indicator, REILs = Runway End Identifier Lights, ATCT = Air Traffic Control Tower, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan

Associated City RENO

FAA Identifier RTS

Classification REGIONAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Ľ	Height Hazard Zoning	Present	No	0
	ectio	Obstruction Mitigation	18:1 - 20:1	50:1	5
O	Prote VAP	Airspace Restrictions	N/A	38 Miles	3
	ro A Z	Runway Protection Zone	Full	Partial	3
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	12
	SS	Community Access	N/A	10 Miles	2
	CCC	Regional Access	N/A	6 Miles	4
	4 よ >	Local Access	Collector (Major)	Arterial (Minor)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car, Bus, and Taxi or Ride Share	Rental Car, Bus, Taxi, and RideShare	5
	,		A	irport Access V _{AA} Subtotal	16
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	30	5
		Airfield and Aeronautical Property	N/A	25%	5
		Surplus Property	N/A	3,878 Acres	5
	A	Airfield Expandability	N/A	1,012 Feet	5
	Ä		Airport I	Expandability V _{AE} Subtotal	20
	, s	Last ALP Update	< 5 Years	2018	5
	ent \	Airport Management	Full Time	Full Time	5
	itm	Historical Capital Improvements	≥ \$1.0 Million	\$30.13 Million	5
	I III	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$55.11 Million	5
	Ŭ ?:	Economic Development Partnership	Established Partnership	Yes	5
	nunit	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement and Operating Subsidy	0
	Community Commitment V_{cc}	Goodwill	N/A	Education Program, Advertising, and Website	4
			Community	Commitment V _{cc} Subtotal	29

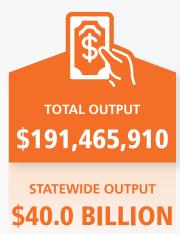




The Nevada Airport Economic Impact Study (AEIS) evaluated the economic impacts of all system airports in Nevada. The components that comprise the total economic impact of Nevada's aviation system and the economic impact of RTS are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.







AIRPORT OVERVIEW

Reno-Stead Airport (RTS) is a general aviation (GA) airport located approximately 10 miles north of Reno in Washoe County. RTS has two runways between 7,600 and 9,000 feet long, approximately 200 based aircraft, 5,000+ acres of land, and 40,000+ annual operations. RTS is home to the National Championship Air Races which bring in over 115,000 aviators and spectators annually. RTS is an FAA Designated UAS test range with unique testing conditions for UAS development. Additional operations at RTS include flight training, charter business, search and rescue, and emergency medical services. RTS has a Bureau of Land Management (BLM) base that operates Single Engine Air Tanker (SEAT) operations for aerial firefighting. BLM also fly a variety of aircraft out of RTS, including C130, CRJ, and MD80/90 fixed wing aircraft, as well as a variety of helicopters. There are also military operations with the on-site Nevada Army National Guard facility. Tenants at RTS include multiple on-site businesses, including aircraft supplies and a defense contractor.

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.

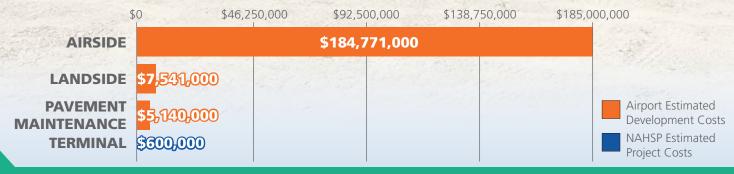
\$589,775,000

Reno/Stead Airport

RTS INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





RENO/TAHOE INTERNATIONAL AIRPORT RNO

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- RNO is classified by the NAHSP as a Primary Airport and in the NPIAS as a Primary Airport

Primary: Publicly owned commercial service airports that have more than 10,000 passenger boarding's or enplanements each calendar year and receive scheduled passenger service.

Airport Aerial



AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

RENO/TAHOE INTERNATIONAL AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
9	Š	Airport Uses	N/A	Law Enforcement, Special Events, EMS, and Aerial FireFighting	4
	ە >	Nearest Airport	N/A	13 Miles	2
	cano	Longest Runway	Future Runway Length From ALP/MP= 9,000 Feet	9,000 Feet	5
	jnifi 	Based Aircraft	N/A	5%	4
	al Siç	T-Hangar Ratio (THR)	> 0.90	Adequate for a Commercial Service Airport	5
	Regional Significance V _{rs}	Fuel Availability	Jet A and 100LL Full Service (FS) and Self Service (SS) with Credit Card Reader	Jet A and 100 LL, Full Service (FS)	3
		Aircraft Maintenance	Major	Major	5
		Instrument Approach	Precision	Precision	5
			Regiona	al Significance V _{RS} Subtotal	38
		Runway ARC Category	C-III/C-II	D-IV	5
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Excellent, PCI >86	Concrete and Good, PCI > 71	3
		Runway Lighting	Medium-Intensity, High-Intensity is Desired	High-Intensity	5
	> >	Taxiways	Full Parallel to All Runways	Full Parallel to All Runways	5
	Airport Facilities V _{AF}	Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs or VASIs, and ALS or REILs	Rotating Beacon, Lighted Wind Cone, PAPIs, and ALS	5
	f.	Weather Reporting	ATCT and AWOS or ASOS	ATCT and ASOS	5
	Airpo	GA Terminal	Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	Terminal, Public Restrooms, Conference Room, and Pilot Lounge	5
		Utilities	Electricity, Water, Sewer or Septic	Electricity, Water, and Sewer	5
		Security/Wildlife Fencing	Full	Full	5
		Communications Connectivity	Public Phone, Cellular (Data/4G), and Wifi	Public Phone, Cellular (Data/4G), and Wifi	5
			Aiı	rport Facilities V _{AF} Subtotal	53

Notes: EMS = Emergency Medical Services, ALP = Airport Layout Plan, MP = Master Plan, FAA = Federal Aviation Administration, ARC = Airport Reference Code, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, VASIs = Visual Approach Slope Indicator, ALS = Approach Lighting System, REILs = Runway End Identifier Lights, ATCT = Air Traffic Control Tower, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation

Associated City RENO

FAA Identifier RNO

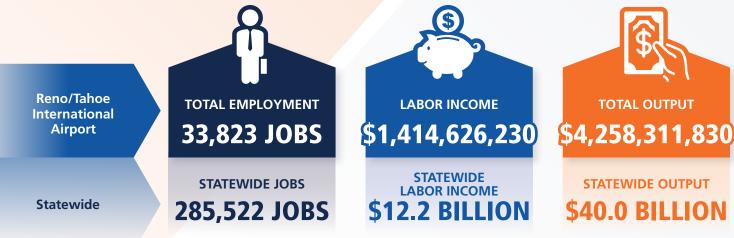
Classification PRIMARY

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	<u>_</u>	Height Hazard Zoning	Present	Yes	5
6	ctio	Obstruction Mitigation	20:1	50:1	5
	Prote V _{AP}	Airspace Restrictions	N/A	40 Miles	3
	Airport Protection V _{AP}	Runway Protection Zone	Full	Partial, Plan to Acquire Full Control	3
	Airp	Land Use Compatibility	N/A	Less than 1 Mile	1
			Airp	ort Protection V _{AP} Subtotal	17
	_ \d	Community Access	≥ 2 Miles but < 5 Miles	3 Miles	4
	SSS \	Local Access	Arterial (Major)	Interstate	5
	Acce	Regional Access	< 5 Miles	1.3 Miles	5
	Airport Access V _{AA}	Ground Transportation Services	Courtesy Car, Bus, Taxi or Ride Share , and Rental Car, Train Desired	Courtesy Car, Bus, Shuttle, RideShare/Taxi, and Rental Car	5
	٩		A	Airport Access V _{AA} Subtotal	19
	> >E	Total Acreage Ratio	N/A	12	5
	ñ Ş	Airfield and Aeronautical Property	N/A	12%	5
	Airport	Surplus Property	N/A	1,279 Acres	5
	Airport Expandability V _{AE}	Airfield Expandability	N/A	1,026 Feet	5
	Ä		Airport	Expandability V _{AE} Subtotal	20
	, 8	Last ALP Update	< 3 Years	2018	5
	ant \	Airport Management	Full Time	Full Time	5
	itmé	Historical Capital Improvements	≥ \$ 20 Million	\$63.87 Million	5
	m mc	Airport Capital Improvement Program (ACIP)	≥ \$ 20 Million	\$361.0 million	5
	Ŭ S	Economic Development Partnership	Established Partnership	Yes	5
	nunit	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	Community Commitment V_{\scriptscriptstyleCC}	Goodwill	N/A	Education Program and Website	4
			Community	Commitment V _{cc} Subtotal	34

AIRPORT REGIONAL VALUE SUMMARY 53 55 Total Score Maximum Score 34 35 20 20 Regional **Airport Airport** Community **Airport Airport Significance Facilities Protection** Access **Expandability Commitment**



The Nevada Airport 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 RNO are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Reno-Tahoe International Airport (RNO) is located approximately four miles from the central business district of Reno in Washoe County. RNO has three runways all over 6,000 feet with the longest at 11,000 feet, more than 160 based aircraft, over 1,450 acres of land, and over 100,000 annual operations. RNO serves as the region's hub for commercial and air taxi activity. Commercial flights account for just under 50 percent of RNO's aircraft operations with 11 airlines offering more than 130 daily flights to 32 domestic and international non-stop destinations. In addition to the approximately 4.2 million passengers per year, RNO accommodates general aviation (GA), military, and air cargo operations with GA operations accounting for over 40 percent of the annual operations. GA operations at RNO include flight school activities, emergency medical services, firefighting operations, aircraft repair and maintenance, and recreational and business flights. Additionally, the 152nd Airlift Wing and the 152nd Intelligence Squadron operate out of the Nevada Air National Guard RNO facility.

RNO INVESTMENT NEEDS

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses.





ROSASCHI AIR PARK N59

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- N59 is an Backcountry airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Offers Recreational Opportunities
- Services Agricultural Operators

Backcountry airports: Recreational use airports not utilized on a regular basis for another specific access purpose.

Airport Aerial



FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

ROSASCHI AIR PARK AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	> 3000 Feet	4800 Feet	Meets
9	T-Hangar Ratio	> 0.25	0.25	Meets
Regional Significance	Fuel Availability	None	None	Meets
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-paved and Fair, PCI > 56	Asphalt and Poor	Doesn't Meet
	Runway Lighting	None	None	Meets
	Taxiways	Turn Arounds or Hold Pads	None	Doesn't Meet
<u>♣</u> 目	Visual Aids	Wind Cone	Wind Cone	Meets
Airport Facilities	Weather Reporting	None	None	Meets
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	None	Cellular (Data/4G)	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City **SMITH**

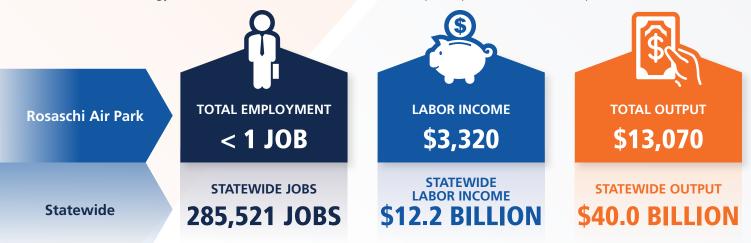
FAA Identifier N59

Classification BACKCOUNTRY

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share Desired	Courtesy Car	Meets
Community Commitment		< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets



The Nevada Airport 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 N59 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.

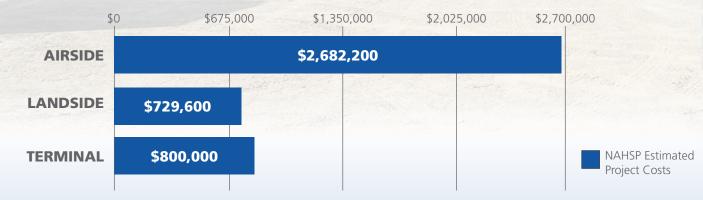


AIRPORT OVERVIEW

Rosaschi Air Park (N59) is a general aviation (GA) airport located near Smith Valley in Lyon County, approximately 30 miles southeast of Carson City. The airport leases land from the Bureau of Land Management (BLM). N59 consists of a paved runway at 4,800 feet as well as a dirt runway at 3,700 feet in length. There are four aircraft based at N59 and the airport experiences approximately 1,600 operations annually. The large majority of operations at N59 are transient GA operations, including crop dusting, and recreational flights. N59 is also the only public-use airport located within Smith Valley. Additionally, there is a business park located to the southwest of the airport with potential for development and access to Highway 395.

N59 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





SAMSARG/TIGER FIELD N58

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- N58 is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Supports Military and Recreational Operations
- Offers Pilot Amenities

Access airports: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

SAMSARG/TIGER FIELD

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

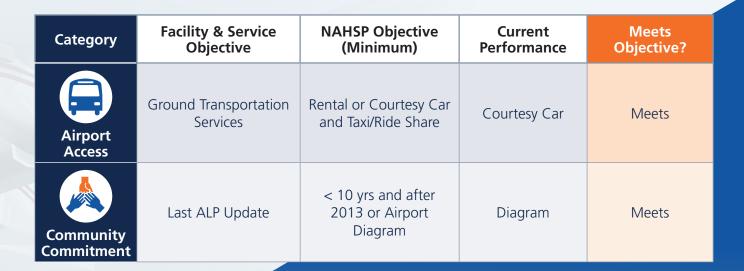
Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	Maintain Existing at a Minimum of 3,000 Feet	3,974 Feet	Meets
9	T-Hangar Ratio	> 0.25	0.33	Meets
Regional Significance	Fuel Availability	Jet A or 100 LL, Self Service with Credit Card Reader	None	Doesn't Meet
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-paved and Fair, PCI > 56	Asphalt and Poor	Doesn't Meet
	Runway Lighting	Reflectors, Low Intensity Desired	None	Doesn't Meet
	Taxiways	Turn Arounds	Full Parallel to Primary Runway	Meets
<u>♣</u> 目	Visual Aids	Wind Cone	Wind Cone	Meets
Airport Facilities	Weather Reporting	Automated Unicom	None	Doesn't Meet
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	Public Phone or Cellular (Data/4G)	Cellular (Data/4G)	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City
FERNLEY

FAA Identifier N58

Classification ACCESS





The Nevada Airport 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 N58 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.

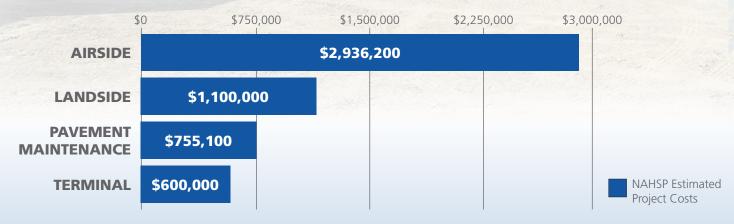


AIRPORT OVERVIEW

Samsarg (or SAMSARG) Field (N58), sometimes referred to as Tiger Field, is a general aviation (GA) airport located three miles south of Fernley in Lyon County. The airport is located on lands owned by the Bureau of Land Management (BLM) and is currently leased by Growth Resources, Assets, Safety, & Stability (GRASS), an opportunity zone fund that intends to enhance the airport's facilities, including new state-of-the-art hangars, and develop the facility as a drone center. SAMSARG, Inc., the namesake of the airport, is a firm that installs specific software on transport and cargo planes as part of the defense industry. Previously called Tiger Field, Samsarg Field consists of a single paved runway nearly 4,000 feet in length, along with a small apron. The majority of operations conducted at N58 are GA, including recreational flights and air taxi operations, with a small number of military training operations. Additionally, N58 is located directly north of Fernley 95A Speedway, which draws in motorsports enthusiasts from across the region.

N58 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





SEARCHLIGHT AIRPORT 1L3

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- 1L3 is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Emergency Medical Service (EMS) Operations
- Supports Medical Access
- Aerial Firefighting Operations

Access airports: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

SEARCHLIGHT AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	Maintain Existing at a Minimum of 3,000 Feet	5,040 Feet	Meets
9	T-Hangar Ratio	> 0.25	No Based Aircraft	Meets
Regional Significance	Fuel Availability	Jet A or 100 LL, Self Service with Credit Card Reader	None	Doesn't Meet
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-paved and Fair, PCI > 56	Asphalt and Fair, PCI > 56	Meets
	Runway Lighting	Reflectors, Low Intensity Desired	None	Doesn't Meet
	Taxiways	Turn Arounds	None	Doesn't Meet
	Visual Aids	Wind Cone	Wind Cone	Meets
Airport	Weather Reporting	Automated Unicom	None	Doesn't Meet
Facilities	GA Terminal	Public Restrooms Desired	Public Restroom, Conference Room, and Pilot Lounge	Meets
	Utilities	Electricity and Water Available	Electricity and Water	Meets
	Security/Wildlife Fencing	None	Partial	Meets
	Communications Connectivity	Public Phone or Cellular (Data/4G)	Cellular (Data/4G) and Wifi	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City SEARCHLIGHT

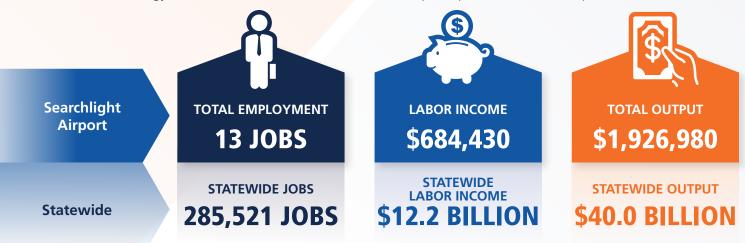
FAA Identifier 1L3

Classification ACCESS

Cate	egory	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Air	rport ccess	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share	Courtesy Car	Meets
	munity nitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets



The Nevada Airport 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 1L3 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Searchlight Airport (1L3) is a privately owned, public-use airport located near the town of Searchlight in Clark County, over 45 miles from Las Vegas. 1L3 consists of a single paved runway that is 5,000 feet in length and has multiple helipads, with half of the airport's property located on Bureau of Land Management (BLM) land. A major component of operations at 1L3 are Unmanned Aerial Systems (UAS). The facility is primarily used by UAS pilots and developers, including beyond visual line of sight (BVLOS) flight operations for small UAS. In late 2018, the FAA approved a 38-mile BVLOS corridor between Searchlight Airport and Boulder City for UAS operations. This corridor is managed by the FAA and offers no airspace restriction due to no nearby airports or approaches. 1L3 support the lowest cost of entry for any UAS Test Range within the Southwest United States with 3 active helipads available. Additionally, University of Nevada, Las Vegas Career and Technical Education (CTE) will sometimes host companies conducting flight training including traditional aircraft along with UAS.

1L3 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





SILVER SPRINGS AIRPORT SPZ

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- SPZ is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.





SILVER SPRINGS AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
0	Š	Airport Uses	N/A	Fire - Temporary and Helicopter Tourism	2
4	> o	Nearest Airport	N/A	28 Miles	3
	icanc	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 5,550 Feet	6,001 Feet	5
	gnif	Based Aircraft	N/A	Less than 1%	1
	l Siç	T-Hangar Ratio (THR)	0.50 - 0.60	1.08	5
	Regional Significance V _{RS}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	Jet A Full Service and 100LL SS with Credit Card Reader	5
	Rec	Aircraft Maintenance	Minor	None	0
		Instrument Approach	Non-Precision	Non-Precision with Vertical Guidance	5
			Regiona	al Significance V _{RS} Subtotal	31
		Runway ARC Category	B-II	B-II	5
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Good, PCI = 79	5
		Runway Lighting	Low-Intensity	Medium-Intensity	5
	S V _{AF}	Taxiways	Partial Parallel to Primary Runway	Full Parallel to Primary Runway	5
	cilitie	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon, Lighted Wind Cone, REILs, and PAPIs	5
	t Fa	Weather Reporting	AWOS or ASOS	AWOS	5
	Airport Facilities V _{AF}	GA Terminal	Public Restrooms	Public Restrooms, Conference Room, and Pilot Lounge	5
		Utilities	Electricity and Water Available	Electricity, Water, and Septic	5
		Security/Wildlife Fencing	Partial	Full	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Cellular (Data/4G) and Wifi	5
			Aiı	port Facilities V _{AF} Subtotal	55

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, REILs = Runway End Identifier Lights, ATCT = Air Traffic Control Tower, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City SILVER SPRINGS

FAA Identifier SPZ

Classification GENERAL

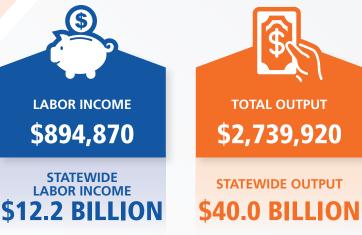
	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	Airport Protection V _{AP}	Height Hazard Zoning	Present	No	0
(8)		Obstruction Mitigation	15:1 - 18:1	50:1	5
		Airspace Restrictions	N/A	12 Miles	3
		Runway Protection Zone	Full Desired	Full	5
		Land Use Compatibility	N/A	Less than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	14
	Airport Access V _{AA}	Community Access	N/A	2 Miles	4
		Regional Access	N/A	Less than 1 Mile	5
		Local Access	Collector (Minor)	Arterial (Major)	5
		Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car	3
			Α	Airport Access V _{AA} Subtotal	17
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	33	5
		Airfield and Aeronautical Property	N/A	0%	5
		Surplus Property	N/A	300 Acres	5
		Airfield Expandability	N/A	1,434 Feet	5
			Airport	Expandability V _{AE} Subtotal	20
	>	Last ALP Update	< 10 Years and After 2013	2015	5
	Community Commitment V _{cc}	Airport Management	Part Time or FBO	FBO	5
		Historical Capital Improvements	≥ \$1.0 Million	\$1.17 Million	5
		Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$4.02 Million	5
	Ę.	Economic Development Partnership	Established Partnership	Yes	5
	ommunii	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
		Goodwill	N/A	Website	2
	- 0		Community	Commitment V _{cc} Subtotal	32





The Nevada Airport 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 SPZ are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.





AIRPORT OVERVIEW

Silver Springs Airport (SPZ) is a general aviation (GA) airport located near Silver Springs, approximately 30 miles east of Reno in Lyon County. SPZ has a single paved runway over 6,000 feet long with a taxiway and apron. SPZ has numerous based aircraft and experiences approximately 11,000 operations annually. The majority of operations at SPZ are GA, which include flight training, aerial surveying, and aerial firefighting during high fire risk seasons. A smaller portion of operations include daily military operations. Additionally, SPZ sits on 350 acres of industrial zoned public land that is available for development, as well as approximately 400 acres of private land adjacent to the airport that is available for industrial and commercial development. With nearby residential areas, booming tech centers in the region, and a well-planned regional roadway network, Silver Springs is well positioned for growth.

AIRPORT REPLACEMENT VALUE

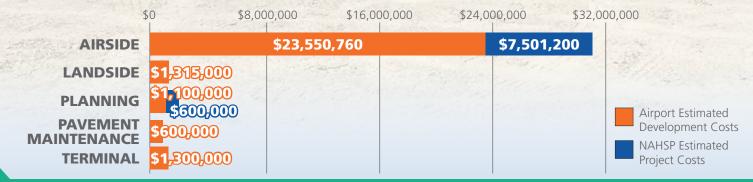
Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated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

\$14,460,000 Silver Springs Airport

SPZ INVESTMENT NEEDS

Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





SKY RANCH AIRPORT 3L2

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- 3L2 is an Backcountry airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Offers Pilot Amenities and Recreational Opportunities
- Provides Courtesy Car

Backcountry airports: Recreational use airports not utilized on a regular basis for another specific access purpose.





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

SKY RANCH AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	>3,000 Feet	3,340 Feet	Meets
9	T-Hangar Ratio	> 0.25	No Based Aircraft	Meets
Regional Significance	Fuel Availability	None	None	Meets
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	No	Doesn't Meet
	Runway Surface Type/Condition	Non-Paved and Fair	Asphalt and Good	Meets
	Runway Lighting	None	None	Meets
	Taxiways	Turn Arounds or Hold Pads	None	Doesn't Meet
<u>♣</u>	Visual Aids	Wind Cone	Wind Cone	Meets
Airport Facilities	Weather Reporting	None	None	Meets
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	None	Cellular (Data/4G)	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City SANDY VALLEY

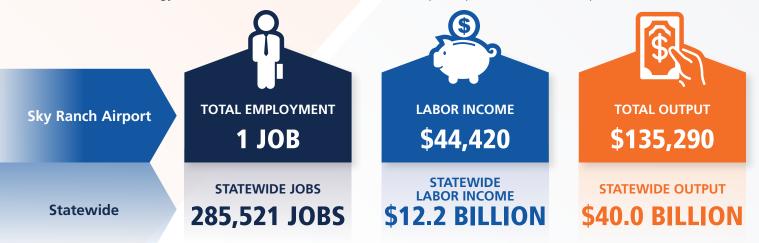
FAA Identifier **3L2**

Classification BACKCOUNTRY

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share Desired	Courtesy Car	Meets
Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets



The Nevada Airport 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 3L2 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Sky Ranch Airport (3L2) is a privately owned, public-use general aviation (GA) airport located approximately 35 miles southwest of Las Vegas in Clark County. The airport leases land from the Bureau of Land Management (BLM). 3L2 consists of a single paved runway that is 2,600 feet in length along with an unpaved runway at 3,300 feet in length. In addition, the facility has several taxiways off the runway which lead to private hangars and residential buildings. 3L2 has nearly 90 based aircraft, primarily single engine aircraft with a few multi-engine aircraft, helicopters, gliders, and ultralights. Almost all flights operating at 3L2 are recreational flights. The airport offers a true pilot lifestyle with houses connected to private hangars which lead directly out to the runway.

3L2 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





SPANISH SPRINGS AIRPORT N86

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- N86 is an Backcountry airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Aerial Firefighting Operations
- Provides Flight Training

Backcountry airports: Recreational use airports not utilized on a regular basis for another specific access purpose.





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

SPANISH SPRINGS AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	> 3,000 Feet	3,318 Feet	Meets
9	T-Hangar Ratio	> 0.25	No Based Aircraft	Meets
Regional Significance	Fuel Availability	None	None	Meets
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	No	Doesn't Meet
	Runway Surface Type/Condition	Non-Paved and Fair	Dirt, Failed	Doesn't Meet
	Runway Lighting	None	Non-Standard Reflectors	Meets
	Taxiways	Turn Arounds or Hold Pads	None	Doesn't Meet
<u>♣</u> 目	Visual Aids	Wind Cone	Wind Cone	Meets
Airport Facilities	Weather Reporting	None	None	Meets
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	None	Cellular (Data/4G)	Meets

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City RENO

FAA Identifier N86

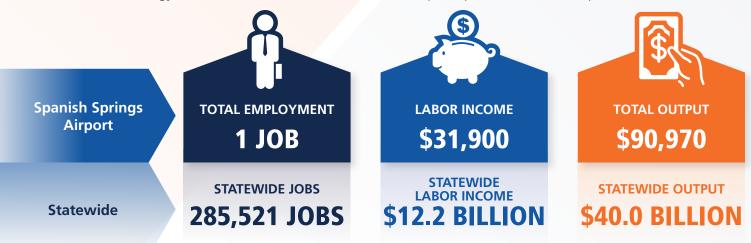
Classification

BACKCOUNTRY

Categ	ory	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airpo	ort	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share Desired	Rental Car, Courtesy Car, Taxi, and Ride Share	Meets
Commit		Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	2020 ALP	Meets



The Nevada Airport 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 N86 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.

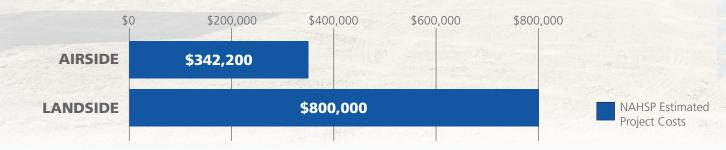


AIRPORT OVERVIEW

Spanish Springs Airport (N86) is a general aviation (GA) airport located approximately 10 miles north of Reno in Washoe County on property leased from the Bureau of Land Management (BLM). N86 is located near Griffiths Canyon, a popular hiking and backpacking destination. The facility consists of a single dirt runway that is 3,400 feet in length as well as a half dozen hangars and aircraft storage buildings. As of 2021, there are four aircraft based at N86, with approximately 100 operations annually. GA operations conducted at N86 include flight training as well as occasional aerial firefighting operations when necessary.

N86 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.





STEVENS-CROSBY AIRPORT 08U

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

NAHSP Roles:

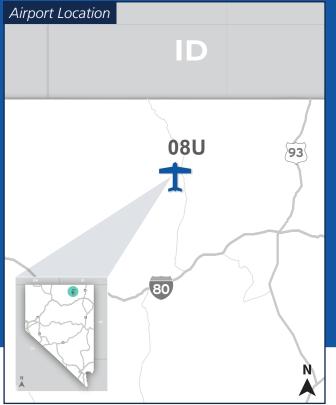
- Seven functional classifications used in the NAHSP
- 08U is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Emergency Medical Service (EMS) Operations
- Supports Medical Access
- Aerial Firefighting Operations

Access airports: Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).





FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

STEVENS-CROSBY AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
	Longest Runway	Maintain Existing at a Minimum of 3,000 Feet	3,600 Feet	Meets
Regional Significance	T-Hangar Ratio	> 0.25	No Based Aircraft	Meets
	Fuel Availability	Jet A or 100 LL, Self Service with Credit Card Reader	None	Doesn't Meet
	Instrument Approach	Visual	Visual	Meets
	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-Paved and Fair	Dirt and Fair	Meets
	Runway Lighting	Reflectors, Low Intensity Desired	None	Doesn't Meet
	Taxiways	Turn Arounds	None	Doesn't Meet
<u>♣</u> 🗒	Visual Aids	Wind Cone	None	Doesn't Meet
Airport Facilities	Weather Reporting	Automated Unicom	None	Doesn't Meet
	GA Terminal	Public Restrooms Desired	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	Meets
	Communications Connectivity	Public Phone or Cellular (Data/4G)	None	Doesn't Meet

Notes: FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan

Associated City
NORTH FORK

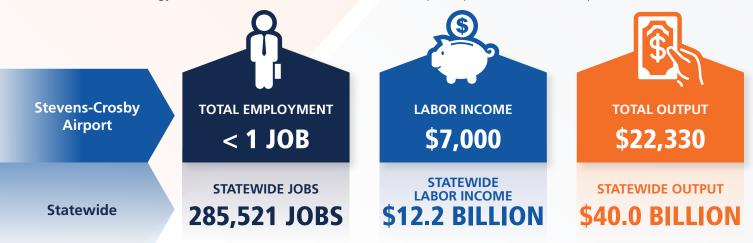
FAA Identifier 08U

Classification ACCESS

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share	None	Doesn't Meet
Community commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets



The Nevada Airport 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 08U are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



AIRPORT OVERVIEW

Stevens-Crosby Airport (08U) is a general aviation (GA) airport located just north of North Fork in Elko County, over 45 miles away from the City of Elko. The facility consists of a single dirt runway that is 3,600 feet in length. The airport leases land from the Bureau of Land Management (BLM). 08U provides aerial access for the Jerritt Canyon Mine, which is approximately nine miles south. 08U supports a variety of GA activities, including the occasional emergency medical service and aerial firefighting operations, when necessary. The airport offers access to many of the cattle ranches which surround the airport.

08U INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.



Airport Aerial



TONOPAH AIRPORT TPH

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- TPH is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

Airport Location TPH 6

95

AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

TONOPAH AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
Q		Airport Uses	N/A	EMS, Fire - Temporary, Skydiving, and Gliders	4
	> s	Nearest Airport	N/A	24 Miles	3
	cance	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 6,750 Feet	7,158 Feet	5
	ni j ie	Based Aircraft	N/A	Less than 1%	1
	Sig	T-Hangar Ratio (THR)	0.50 - 0.60	0.44	0
	Regional Significance V _{rs}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	Jet A & 100LL, Full Service (FS) & SS with Credit Card Reader	5
	~ Č	Aircraft Maintenance	Minor	Major	5
		Instrument Approach	Non-Precision	Non-Precision	5
			Regiona	al Significance V _{RS} Subtotal	33
		Runway ARC Category	B-II	B-II	5
7		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Excellent, PCI = 81	5
	"	Runway Lighting	Low-Intensity	Medium-Intensity	5
	es V	Taxiways	Partial Parallel to Primary Runway	Full Parallel to Primary Runway	5
	Airport Facilities V _{AF}	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon, Lighted Wind Cone, and PAPIs	5
	Ę Į	Weather Reporting	AWOS or ASOS	ASOS	5
	Airpo	GA Terminal	Public Restrooms	Public Restrooms and Pilot Lounge	5
	`	Utilities	Electricity and Water Available	Electricity, Water, and Sewer	5
		Security/Wildlife Fencing	Partial	Full	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Public Phone and Cellular (Data/4G)	5
			Aiı	port Facilities V _{AF} Subtotal	55

Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City
TONOPAH

FAA Identifier TPH

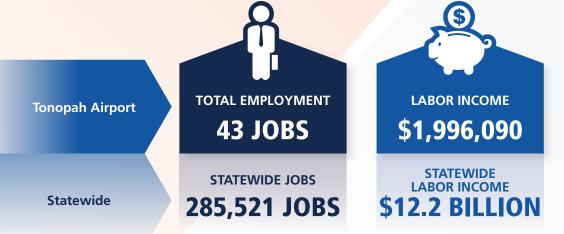
Classification GENERAL

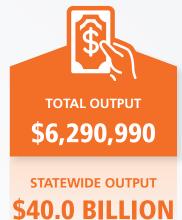
	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	<u> </u>	Height Hazard Zoning	Present	No	0
	ectio	Obstruction Mitigation	15:1 - 18:1	50:1	5
	Prote V _{AP}	Airspace Restrictions	N/A	12.5 Miles	3
	Tro	Runway Protection Zone	Full Desired	Full	5
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
	,		Airp	ort Protection V _{AP} Subtotal	14
	SS	Community Access	N/A	7 Miles	3
	CCC	Regional Access	N/A	Less than 1 Mile	5
	よ > 4 * **	Local Access	Collector (Minor)	Interstate	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car and Shuttle	3
			A	Airport Access V _{AA} Subtotal	16
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	425	5
		Airfield & Aeronautical Property	N/A	0%	5
		Surplus Property	N/A	3,820 Acres	5
	A	Airfield Expandability	N/A	1,435 Feet	5
	Ä		Airport	Expandability V _{AE} Subtotal	20
	>°	Last ALP Update	< 10 Years and After 2013	2010	0
	ent	Airport Management	Part Time or FBO	Staff	0
) itm	Historical Capital Improvements	≥ \$1.0 Million	\$3.19 Million	5
	Community Commitment V_{cc}	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$2.39 Million	5
	ty O	Economic Development Partnership	Established Partnership	No	0
	iun	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	umc	Goodwill	N/A	Website	2
	ŭ		Community	Commitment V _{cc} Subtotal	17





The Nevada Airport 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 TPH are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.





AIRPORT OVERVIEW

Tonopah Airport (TPH) is a general aviation (GA) airport located near the town of Tonopah in Nye County, over 160 miles from Carson City. TPH consists of two paved runways that are 5,600 and 7,100 feet in length, along with taxiways and a very large apron which includes multiple helipads. TPH had originally been used as an Army airport during World War II, and now supports a variety of GA activity. There are nine aircraft based on-site with an average of 7,000 operations annually. GA operations at the facility include recreational flights, skydiving, and gliders along with emergency medical operations and aerial firefighting. Care Flight, the aerial branch of Regional Emergency Medical Services Authority (REMSA), operates out of TPH almost daily using the operation's fixed wing aircraft. TPH is also located near plenty of outdoor activity sites such as game hunting and fishing.

AIRPORT REPLACEMENT VALUE

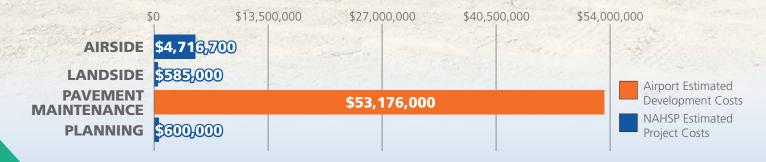
Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated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

\$25,874,000
Tonopah Airport

TPH INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





WELLS MUNICIPAL/HARRIET FIELD LWL

Airport Aerial

Airport Location

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- LWL is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

LWL 80

93

AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.

WELLS MUNICIPAL/HARRIET FIELD

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	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
		Airport Uses	N/A	EMS and Fire - Temporary	2
	> RS	Nearest Airport	N/A	50 Miles	5
	ance	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 7,050 Feet	5,508 Feet	0
	ific	Based Aircraft	N/A	Less than 1%	1
	Sigı	T-Hangar Ratio (THR)	0.50 - 0.60	1.5	5
	Regional Significance V _{RS}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	Jet A and 100 LL , Full Service (FS) and SS with Credit Card Reader	5
	8	Aircraft Maintenance	Minor	None	0
		Instrument Approach	Non-Precision	Visual	0
			Regiona	l Significance V _{RS} Subtotal	23
		Runway ARC Category	B-II	B-II	5
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Excellent, PCI = 88	5
		Runway Lighting	Low-Intensity	Medium-Intensity	5
	ies V	Taxiways	Partial Parallel to Primary Runway	Turn arounds or hold pads	0
	Airport Facilities V _{AF}	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon and Lighted Wind Cone	5
	r.	Weather Reporting	AWOS or ASOS	None	0
	irpc	GA Terminal	Public Restrooms	Public Restrooms	5
	۹ ا	Utilities	Electricity and Water Available	Electricity, Water, and Sewer or Septic	5
		Security/Wildlife Fencing	Partial	Full	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Public Phone and Cellular (Data/4G)	5
			Air	port Facilities V _{AF} Subtotal	45

Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City
WELLS

FAA Identifier LWL

Classification GENERAL

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	r.	Height Hazard Zoning	Present	Yes	5
8	ectio	Obstruction Mitigation	15:1 - 18:1	50:1	5
	Prote	Airspace Restrictions	N/A	25 Miles	3
	r.	Runway Protection Zone	Full Desired	Partial	0
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
	,		Airpo	ort Protection V _{AP} Subtotal	14
	SS	Community Access	N/A	2 Miles	4
	CCC	Regional Access	N/A	Less than 1 Mile	5
	ヸゝ A AA	Local Access	Collector (Minor)	Arterial (Major)	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car and Shuttle	3
			A	irport Access V _{AA} Subtotal	17
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	177	5
		Airfield and Aeronautical Property	N/A	25%	5
		Surplus Property	N/A	708 Acres	5
	A	Airfield Expandability	N/A	1,051 Feet	5
	Ä		Airport	Expandability V _{AE} Subtotal	20
	> ⁸	Last ALP Update	< 10 Years and After 2013	2018	5
	ent	Airport Management	Part Time or FBO	None	0
	itm	Historical Capital Improvements	≥ \$1.0 Million	\$366,545	1
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$6.93 Million	5
	ty C	Economic Development Partnership	Established Partnership	No	0
	Community Commitment V_{cc}	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	omi	Goodwill	N/A	Website	2
	0		Community	Commitment V _{cc} Subtotal	18

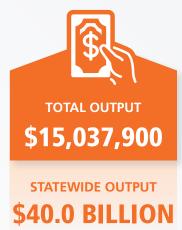




The Nevada Airport Economic Impact Study (AEIS) evaluated the economic impacts of all system airports in Nevada. The components that comprise the total economic impact of Nevada's aviation system and the economic impact of LWL are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.







AIRPORT OVERVIEW

Wells Municipal Airport/Harriet Field (LWL) is a general aviation (GA) airport located directly east of the town of Wells, over 45 miles from the town of Elko. The facility consists of a single paved runway that is 5,500 feet in length, a 2,600-foot-long dirt runway, and a small apron directly attached. LWL supports a variety of GA operations, including recreational and personal flights, emergency medical service (EMS) operations, and search and rescue efforts. LWL is also home to a base for the Bureau of Land Management (BLM) and the Single Engine Air Tanker (SEAT) operations. The City of Wells Industrial Park is located adjacent to LWL and offers 158 acres of opportunities for economic development. Adjacent to the airport, less than a mile from the Union Pacific Railroad, and at the crossroads of I-80 and U.S. Highway 93, this industrial park has potential to bring growth to the region and to the airport.

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.

\$13,086,000
Wells Municipal/Harriet Field

LWL INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





WINNEMUCCA MUNICIPAL AIRPORT WINNEMUCCA MUNICIPAL AIRPORT

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- WMC is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.





WINNEMUCCA MUNICIPAL AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
0		Airport Uses	N/A	FireFighting	1
	> ss	Nearest Airport	N/A	53 Miles	5
	cance	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 5,510 Feet	7,000 Feet	5
	nifj	Based Aircraft	N/A	0.4%	1
	Sig	T-Hangar Ratio (THR)	0.50 - 0.60	1.5	5
	Regional Significance V _{Rs}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	Jet A and 100 LL Full Service (FS) and SS	5
	Reg	Aircraft Maintenance	Minor	Minor	5
		Instrument Approach	Non-Precision	Non-Precision with Vertical Guidance	5
			Regiona	al Significance V _{RS} Subtotal	37
		Runway ARC Category	B-II	B-II	5
		FAA Design Standards	Meet FAA Design Standards	Yes	5
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Good, PCI = 76	5
		Runway Lighting	Low-Intensity	Medium-Intensity	5
	S V _{AF}	Taxiways	Partial Parallel to Primary Runway	Full Parallel to All Runways	5
	cilitie	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon, Lighted Wind Cone, and PAPIs	5
	t Fa	Weather Reporting	AWOS or ASOS	ASOS	5
	Airport Facilities V _{AF}	GA Terminal	Public Restrooms	Public Restrooms, Conference Room, and Pilot Lounge	5
		Utilities	Electricity and Water Available	Electricity, Water, and Septic	5
		Security/Wildlife Fencing	Partial	Full	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Public Phone and Cellular (Data/4G)	5
			Aiı	port Facilities V _{AF} Subtotal	55

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City WINNEMUCCA

FAA Identifier WMC

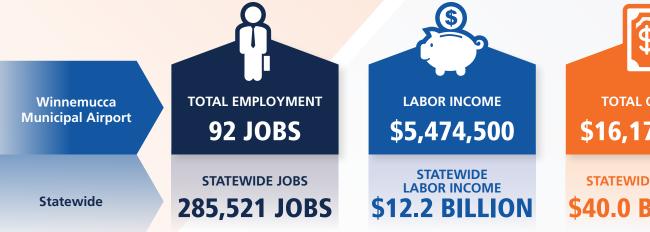
Classification GENERAL

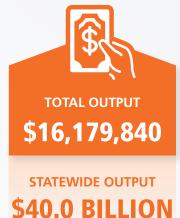
	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	٦	Height Hazard Zoning	Present	Yes	5
6	ectic	Obstruction Mitigation	15:1 - 18:1	26:1	5
	Prote V _{AP}	Airspace Restrictions	N/A	42 Miles	3
	r.	Runway Protection Zone	Full Desired	Full	5
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
			Airpo	ort Protection V _{AP} Subtotal	19
	SS	Community Access	N/A	5 Miles	3
6	CCE	Local Access	Collector (Minor)	Collector (Minor)	5
	ן די > א די >	Regional Access	N/A	3.2 Miles	5
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car and Taxi	3
			A	irport Access V _{AA} Subtotal	16
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	97	5
		Airfield and Aeronautical Property	N/A	4%	5
	irpo dabi	Surplus Property	N/A	928 Acres	5
	A	Airfield Expandability	N/A	1,116 Feet	5
	EX		Airport I	Expandability V _{AE} Subtotal	20
	۶,	Last ALP Update	< 10 Years and After 2013	2020	5
	nt /	Airport Management	Part Time or FBO	Full Time	5
	tme	Historical Capital Improvements	≥ \$1.0 Million	\$5.95 Million	5
	im mo	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$7.15 Million	5
	Ŏ Ž	Economic Development Partnership	Established Partnership	Yes	5
	nunit	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	3
	Community Commitment ${\sf V}_{\scriptscriptstyle \sf CC}$	Goodwill	N/A	Education Program and Positive News	4
			Community	Commitment V _{cc} Subtotal	32





The Nevada Airport 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 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.





AIRPORT OVERVIEW

Winnemucca Municipal Airport (WMC) is a general aviation (GA) airport located approximately six miles southwest of the City of Winnemucca in Humboldt County. The airport is located just off I-80, offering quick access to much of the rest of Northern Nevada. WMC has two paved runways that are 4,800 and 7,000 feet in length, along with two helipads, multiple hangars, airport parking pads, and an industrial park located adjacent to WMC. There are 10 aircraft based at WMC with approximately 6,500 operations annually. These operations include recreational flights, air taxi operations, and cargo flights. Additionally, WMC is a base for the Bureau of Land Management (BLM), with many operations including Single Engine Air Tanker (SEAT), smoke jumpers, and air attacks. The development of a nearby lithium mine and salmon farm will contribute to the fast-growing Winnemucca 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.

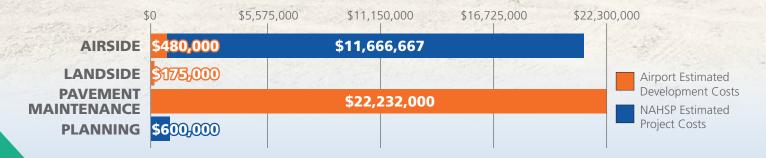
38,251,000

Winnemucca Municipal Airport

WMC INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.





YERINGTON MUNICIPAL AIRPORT

043

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.

NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- O43 is classified by the NAHSP as a General Airport and in the NPIAS as a Local Airport

General: Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

AIRPORT REGIONAL VALUE

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 an Airport Development Report, are presented in the centerfold.





YERINGTON MUNICIPAL AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
		Airport Ownership	N/A	Public	5
	SS S	Airport Uses	N/A	Recreational and Military Use	2
	S S	Nearest Airport	N/A	28 Miles	3
	icanc	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 5,520 Feet	5,814 Feet	5
	gnif	Based Aircraft	N/A	Less than 1%	1
	l Siç	T-Hangar Ratio (THR)	0.50 - 0.60	0.5	5
	Regional Significance V _{Rs}	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	100 LL SS with Credit Card Reader	5
	S. S.	Aircraft Maintenance	Minor	None	0
		Instrument Approach	Non-Precision	Visual	0
			Regiona	al Significance V _{RS} Subtotal	26
		Runway ARC Category	B-II	B-I	0
		FAA Design Standards	Meet FAA Design Standards	No	0
		Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Excellent, PCI = 100	5
	i A	Runway Lighting	Low-Intensity	Medium-Intensity	5
	Airport Facilities V _{AF}	Taxiways	Partial Parallel to Primary Runway	Partial Parallel to Primary Runway	5
	acilit	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon, Lighted Wind Cone, and PAPIs	5
	Ĭ.	Weather Reporting	AWOS or ASOS	None	0
	irpo	GA Terminal	Public Restrooms	Pilot Lounge	0
	₹	Utilities	Electricity and Water Available	Electricity, Water, and Sewer	5
		Security/Wildlife Fencing	Partial	Full	5
		Communications Connectivity	Public Phone and Cellular (Data/4G)	Cellular (Data/4G)	3
			Aiı	port Facilities V _{AF} Subtotal	33

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City
YERINGTON

FAA Identifier **043**

Classification GENERAL

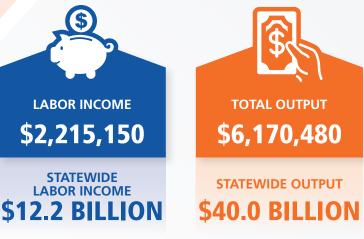
	Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
	٦	Height Hazard Zoning	Present	Yes	5
6	ectic	Obstruction Mitigation	15:1 - 18:1	20:1	5
	t Prote VAP	Airspace Restrictions	N/A	12 Miles	3
	Tro Tro	Runway Protection Zone	Full Desired	No Available ALP	0
	Airport Protection V _{AP}	Land Use Compatibility	N/A	Less than 1 Mile	1
	_ `		Airpo	ort Protection V _{AP} Subtotal	14
	S	Community Access	N/A	1 Mile	5
	CCC	Regional Access	N/A	1.3 Miles	5
	V _{AA}	Local Access	Collector (Minor)	Local	0
	Airport Access V _{AA}	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car	3
			Д	Airport Access V _{AA} Subtotal	13
	Airport Expandability V _{AE}	Total Acreage Ratio	N/A	6	5
		Airfield and Aeronautical Property	N/A	35%	5
		Surplus Property	N/A	65 Acres	4
	A	Airfield Expandability	N/A	357 Feet	2
	EX		Airport	Expandability V _{AE} Subtotal	16
	۶ >	Last ALP Update	< 10 Years and After 2013	2018	5
	ent	Airport Management	Part Time or FBO	None	0
	itm	Historical Capital Improvements	≥ \$1.0 Million	\$4.0 Million	5
	шшо	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$3.51 Million	5
	Ď Ž	Economic Development Partnership	Established Partnership	No	0
	Community Commitment ${\sf V}_{\sf cc}$	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement and Operations Subsidy	0
	omi	Goodwill	N/A	None	0
			Community	Commitment V _{cc} Subtotal	15





The Nevada Airport 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 O43 are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.





AIRPORT OVERVIEW

Yerington Municipal Airport (O43) is a general aviation (GA) airport located in the town of Yerington in Lyon County, approximately 35 miles east of Carson City. O43 consists of a single paved runway that is 5,800 feet in length along with a paved helipad, with additional amenities including a pilot's lounge and restaurants within walking distance. There are nearly 20 aircraft based at O43 with just under 2,500 operations annually. These operations are mostly GA in nature, with recreational flying by locals or transient individuals. Additional GA operations include emergency medical service, aerial firefighting, and a limited number of air taxi flights. O43 also hosts occasional fly-ins throughout the year, which improves the airport's relationship with the local community.

AIRPORT REPLACEMENT VALUE

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\$29,225,000 Yerington Municipal Airport

043 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.

