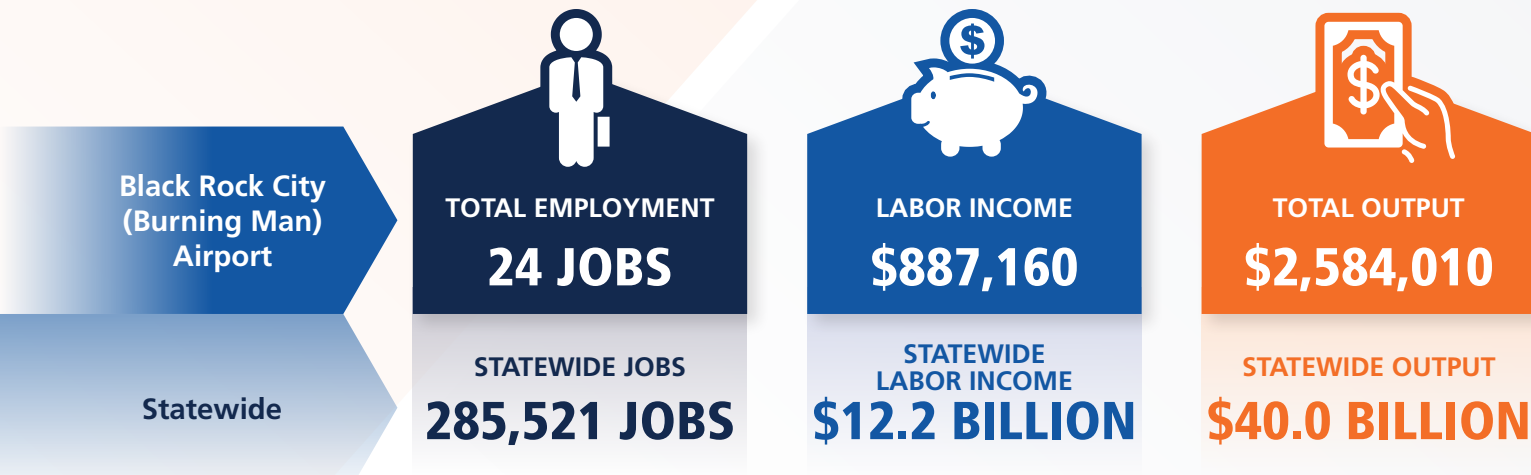


AIRPORT ECONOMIC IMPACT STUDY

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.

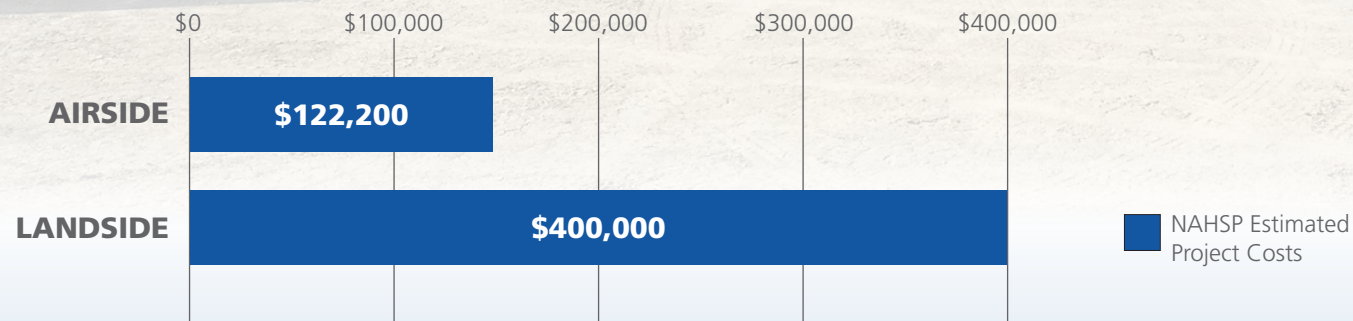


AIRPORT OVERVIEW

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.



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

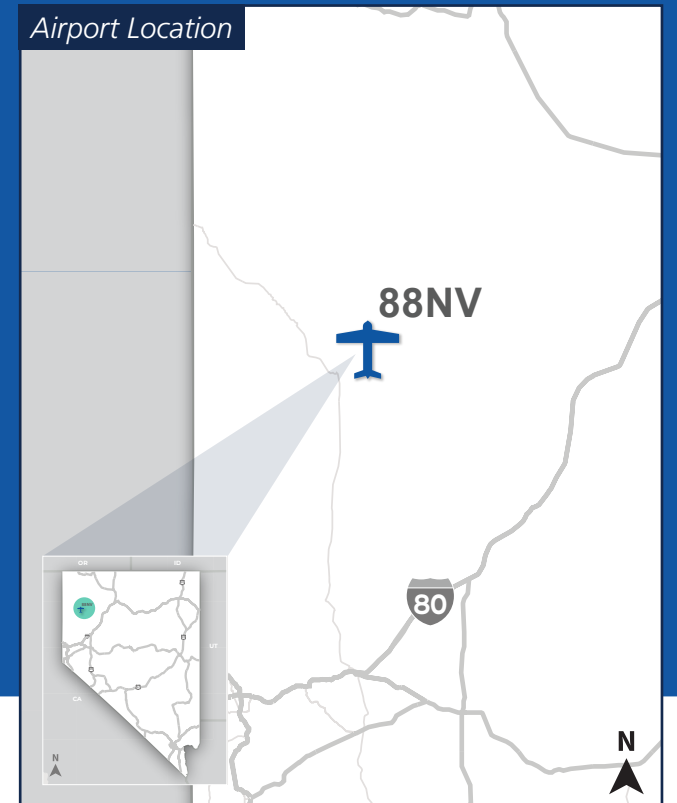
NAHSP Roles:

- 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?
 Regional Significance	Longest Runway	> 3,000 Feet / As Appropriate	6,022 Feet	Meets
	T-Hangar Ratio	None	No Based Aircraft	Meets
	Fuel Availability	As Appropriate	MOGAS	Meets
	Instrument Approach	Visual	Visual	Meets
 Airport Facilities	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
	Visual Aids	As Appropriate	Wind Cone	Meets
	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
88NV

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