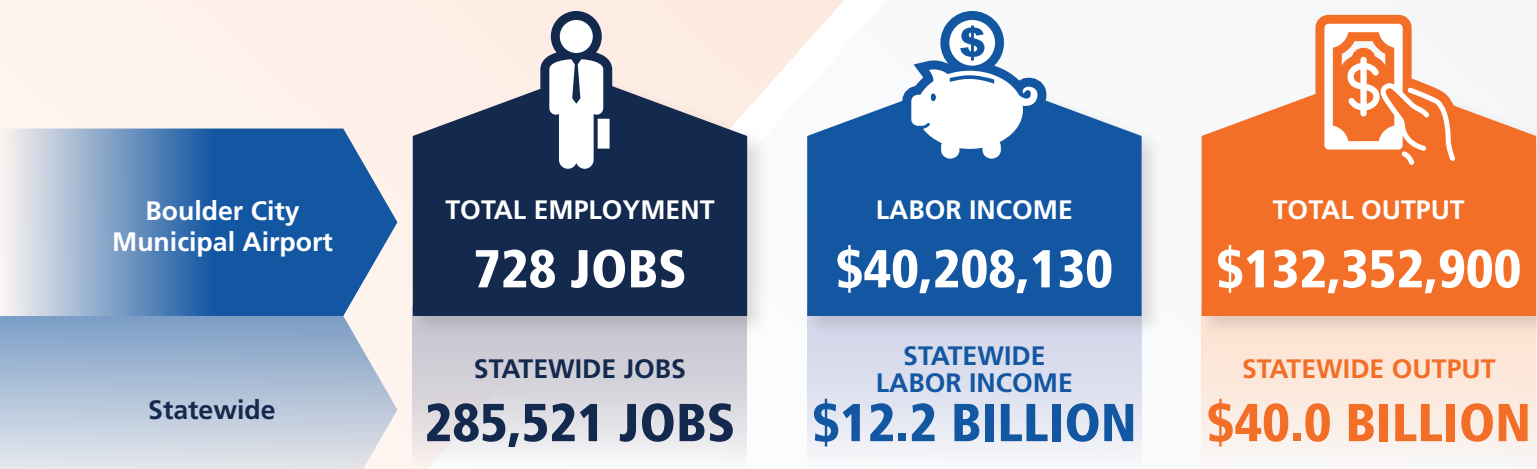


AIRPORT ECONOMIC IMPACT STUDY

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 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

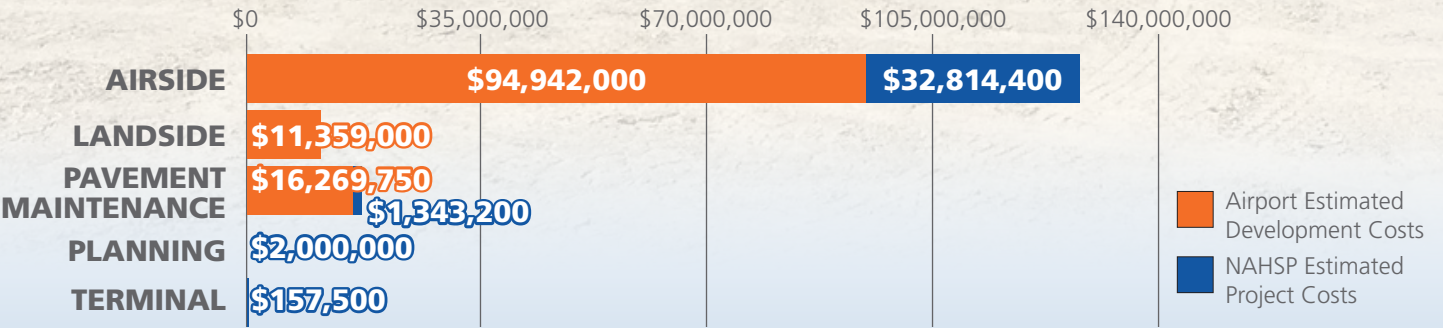
Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated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



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.



Nevada Aviation: A Vital, Growing Resource



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 boardings or enplanements each calendar year and receive scheduled passenger service.

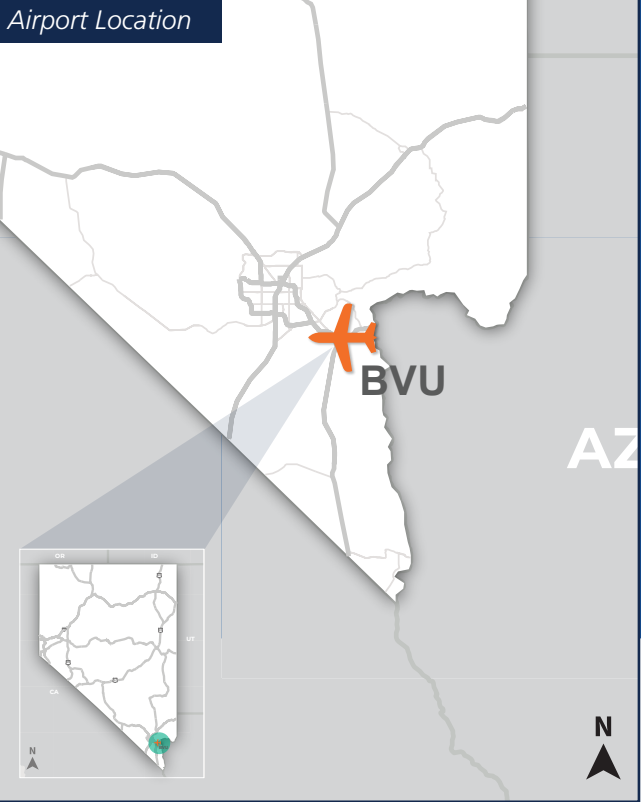
AIRPORT REGIONAL VALUE

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.

Airport Aerial



Airport Location





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
Regional Significance V <sub>RS</sub>	Airport Ownership	N/A	Public	5
	Airport Uses	N/A	Helicopter Tourism, Skydiving, and Gliders	3
	Nearest Airport	N/A	15 Miles	2
	Longest Runway	Future Runway Length From ALP/MP= 6,100 Feet	5,103 Feet	0
	Based Aircraft	N/A	7%	4
	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 100LL Full Service (FS) and Self Service (SS) with Credit Card Reader	5
	Aircraft Maintenance	Major	Major	5
	Instrument Approach	Precision	Non-Precision	3
	Regional Significance V <sub>RS</sub> Subtotal			37
Airport Facilities V <sub>AF</sub>	Runway ARC Category	C-III/C-II	B-II	0
	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
	Taxiways	Full Parallel to All Runways	Partial Parallel to All Runways	0
	Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs or VASIs, and ALS or REILs	Rotating Beacon, Lighted Wind Cone, PAPIs, and REILs	5
	Weather Reporting	ATCT and AWOS or ASOS	AWOS	0
	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
	Airport Facilities V <sub>AF</sub> 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
Airport Protection V <sub>AP</sub>	Height Hazard Zoning	Present	No	0
	Obstruction Mitigation	20:1	50:1	5
	Airspace Restrictions	N/A	22 Miles	3
	Runway Protection Zone	Full	Partial with Plans for Full Control	3
	Land Use Compatibility	N/A	Less than 1 Mile	1
Airport Protection V <sub>AP</sub> Subtotal				12
Airport Access V <sub>AA</sub>	Community Access	N/A	1 Mile	5
	Regional Access	N/A	2.1 Miles	5
	Local Access	Arterial (Major)	Arterial (Minor)	0
	Ground Transportation Services	Courtesy Car, Bus, Taxi, Ride Share, and Rental Car, Train Desired	Courtesy Car, Taxi, Ride Share, and Rental Car	3
Airport Access V <sub>AA</sub> Subtotal				13
Airport Expandability V <sub>AE</sub>	Total Acreage Ratio	N/A	2	3
	Airfield and Aeronautical Property	N/A	25%	5
	Surplus Property	N/A	398 Acres	5
	Airfield Expandability	N/A	329 Feet	2
Airport Expandability V <sub>AE</sub> Subtotal				15
Community Commitment V <sub>CC</sub>	Last ALP Update	< 3 Years	2018	5
	Airport Management	Full Time	Full Time	5
	Historical Capital Improvements	≥ \$ 20 Million	\$10.61 Million	3
	Airport Capital Improvement Program (ACIP)	≥ \$ 20 Million	\$14.79 Million	3
	Economic Development Partnership	Established Partnership	No	0
	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	Goodwill	N/A	Website	1
	Community Commitment V <sub>CC</sub> Subtotal			22

AIRPORT REGIONAL VALUE SUMMARY

