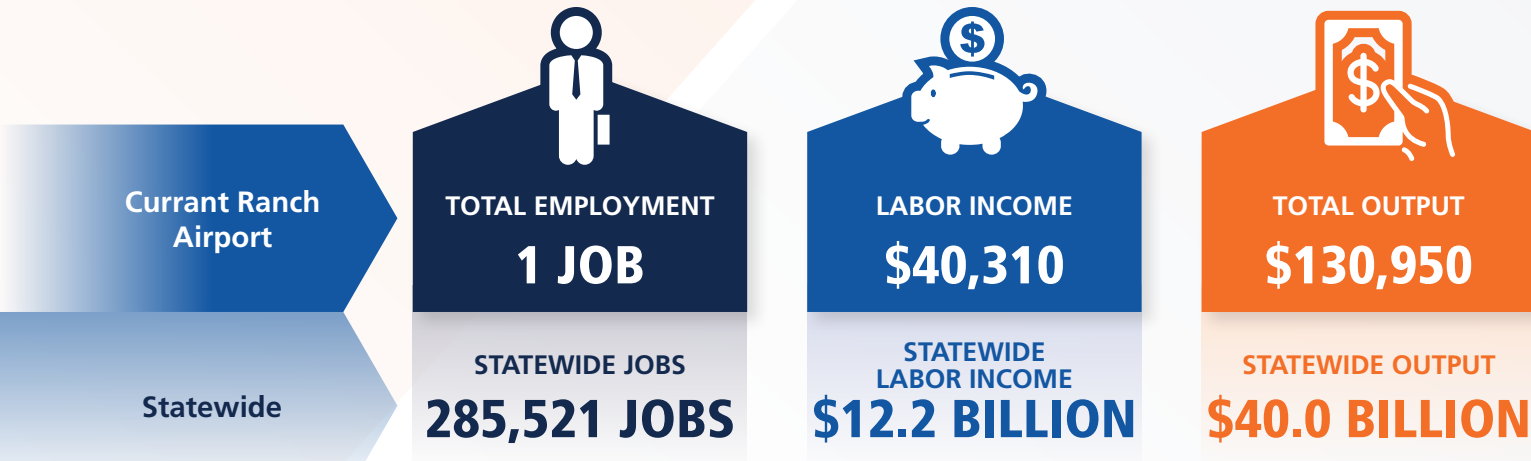


## AIRPORT ECONOMIC IMPACT STUDY

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 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.

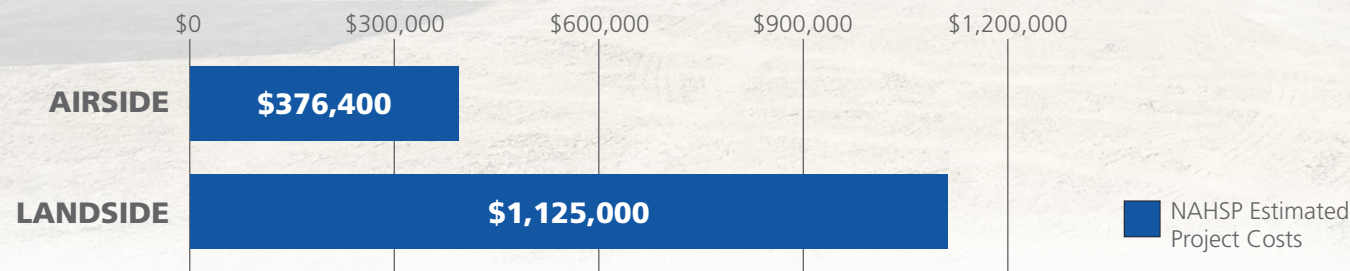


## AIRPORT OVERVIEW

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.



## 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

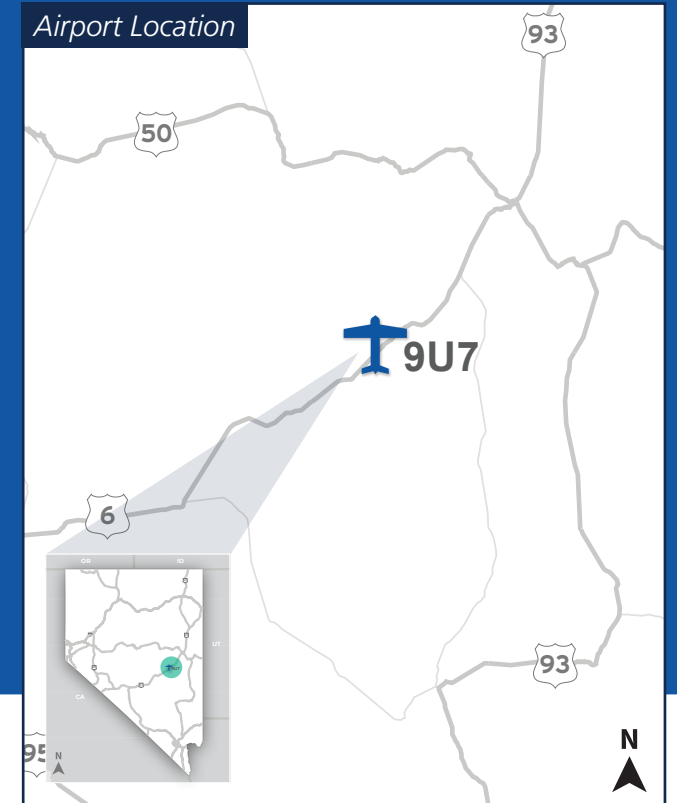
### NAHSP Roles:

- 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).



## 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.

# CURRENT 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?
 Regional Significance	Longest Runway	Maintain Existing at a Minimum of 3,000 Feet	5,100 Feet	Meets
	T-Hangar Ratio	> 0.25	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
 Airport Facilities	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
	Visual Aids	Wind Cone	None	Doesn't Meet
	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

Associated City  
**CURRENT**

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



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