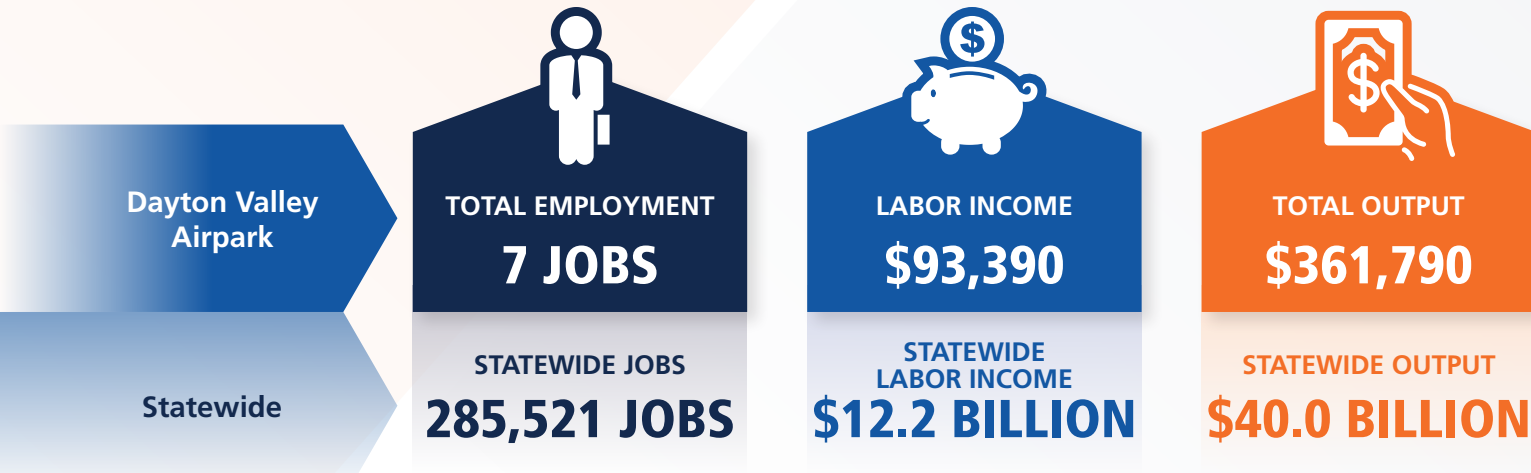


AIRPORT ECONOMIC IMPACT STUDY

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 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.

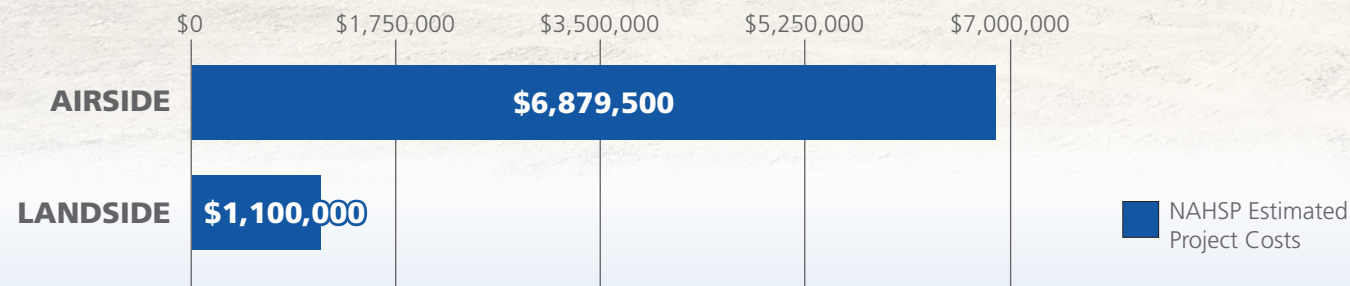


AIRPORT OVERVIEW

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.



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

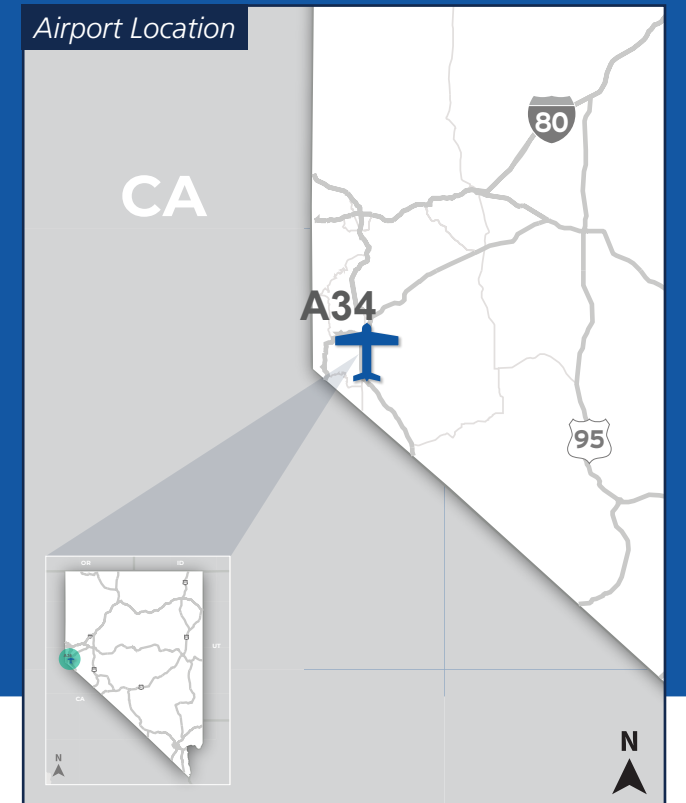
NAHSP Roles:

- 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).




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?
 Regional Significance	Longest Runway	Maintain Existing at a Minimum of 3,000 Feet	5,343 Feet	Meets
	T-Hangar Ratio	> 0.25	0.97	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, 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
	Visual Aids	Wind Cone	Wind Cone	Meets
	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 Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
 Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share	Taxi and Ride Share	Meets
 Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	2022 ALP	Meets