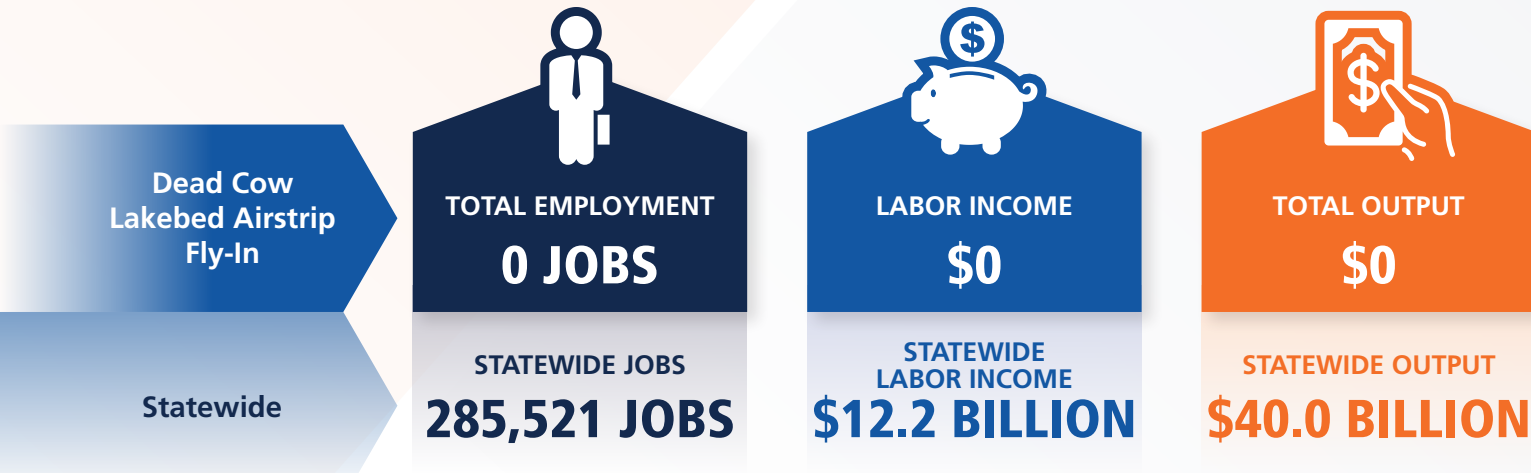


AIRPORT ECONOMIC IMPACT STUDY

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 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.

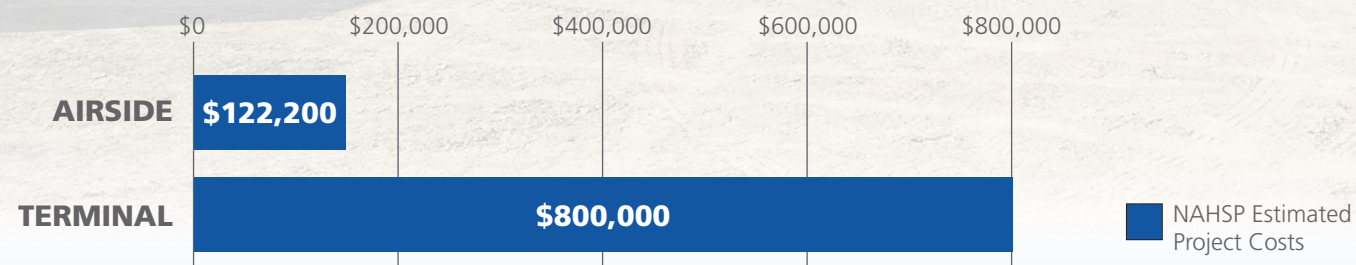


AIRPORT OVERVIEW

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.



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?
 Regional Significance	Longest Runway	> 3,000 Feet / As Appropriate	N/A	Meets
	T-Hangar Ratio	None	None	Meets
	Fuel Availability	As Appropriate	None	Meets
	Instrument Approach	Visual	Visual	Meets
 Airport Facilities	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
	Visual Aids	As Appropriate	None	Meets
	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

Associated City
DEAD COW

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	None	Meets

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