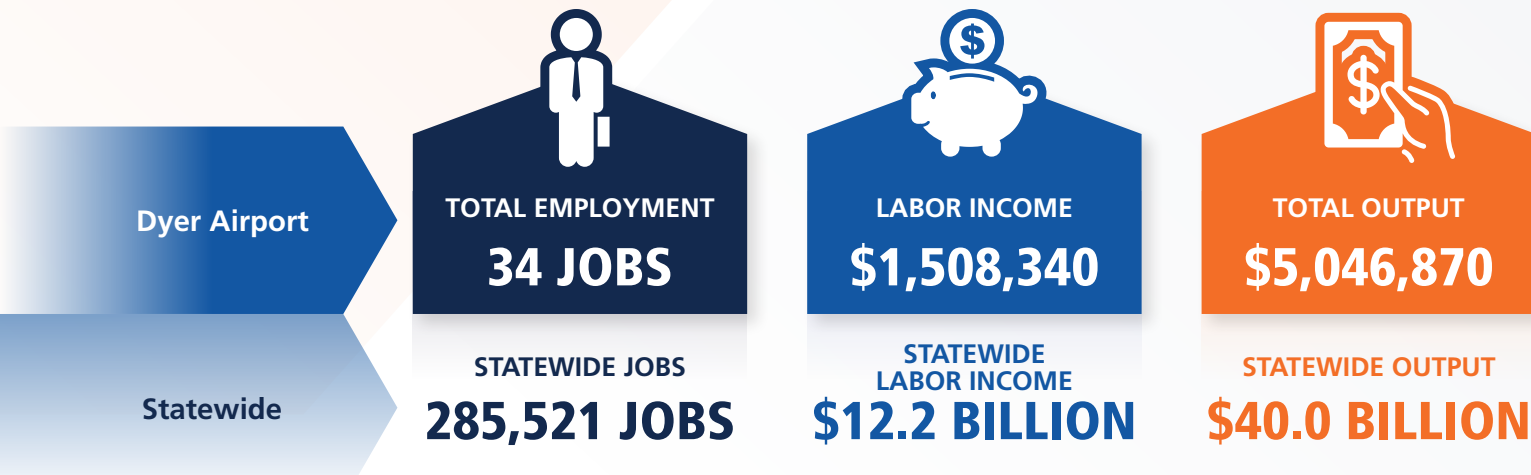


AIRPORT ECONOMIC IMPACT STUDY

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 2Q9 are presented below. Dyer Airport was selected as the location for a new FAA DME Building that will serve future ADS-B needs. While a non-NPIAS airport, this construction project at the airport generated capital expenditures that created jobs and spending in the area that is the majority of the economic impact at Dyer Airport. 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.

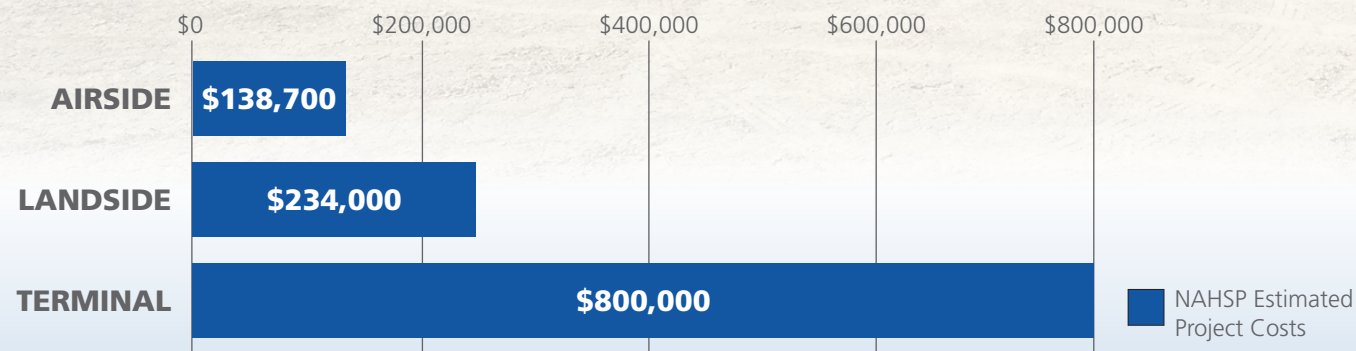


AIRPORT OVERVIEW

Dyer Airport (2Q9) is a general aviation (GA) airport located six miles southeast of Dyer in Esmeralda County, over 140 miles from Carson City. The airport is owned by Esmeralda County, which leases land from the Bureau of Land Management (BLM). 2Q9 consists of a single dirt runway approximately 3,000 feet in length. Dyer Airport experiences almost 400 operations annually. Flights into and out of 2Q9 are almost entirely recreational and there are two based aircraft located at the airport. Dyer Airport sits along the southwestern border of Nevada with California and the town has a population of around 300. Dyer Airport's location provides access to remote communities in southwestern Nevada. The airport is currently building an FAA project along with a navigational aid project and building on property.

2Q9 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.



DYER AIRPORT 2Q9

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

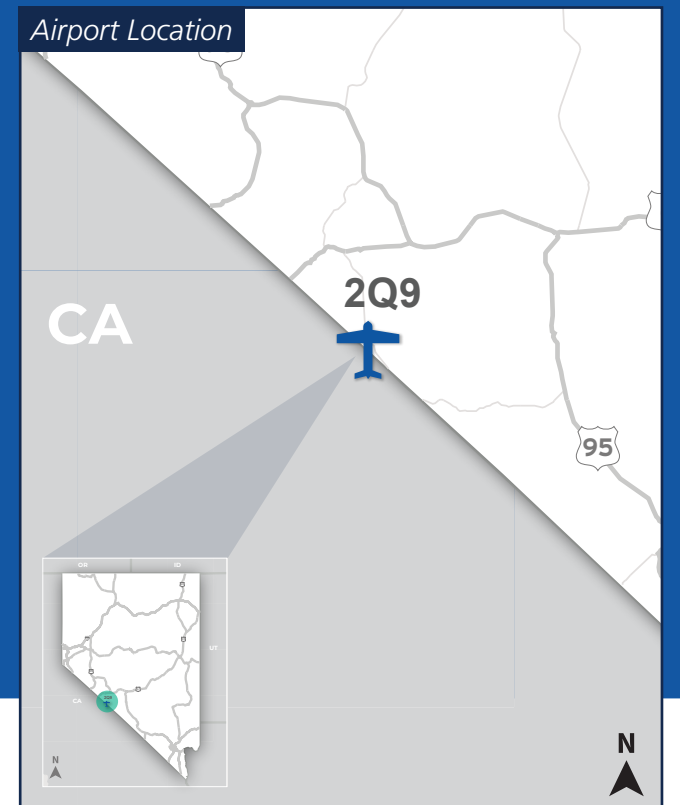
NAHSP Roles:

- Seven functional classifications used in the NAHSP
- 2Q9 is an Backcountry airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Offers Remove Access
- Provides Recreational Access

Backcountry airports: Recreational use airports not utilized on a regular basis for another specific access purpose.





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.

DYER 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	> 3000 Feet	2,870 Feet	Doesn't Meet
	T-Hangar Ratio	> 0.25	0.2	Doesn't Meet
	Fuel Availability	None	None	Meets
	Instrument Approach	Visual	Visual	Meets
 Airport Facilities	FAA Design Standards	Meet FAA Design Standards	Yes	Meets
	Runway Surface Type/Condition	Non-Paved and Fair	Dirt and Poor	Doesn't Meet
	Runway Lighting	None	None	Meets
	Taxiways	Turn Arouds or Hold Pads	None	Doesn't Meet
	Visual Aids	Wind Cone	Wind Cone	Meets
	Weather Reporting	None	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

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

Associated City
DYER

FAA Identifier
2Q9

Classification
BACKCOUNTRY

Category	Facility & Service Objective	NAHSP Objective (Minimum)	Current Performance	Meets Objective?
 Airport Access	Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share Desired	Courtesy Car	Meets
 Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets