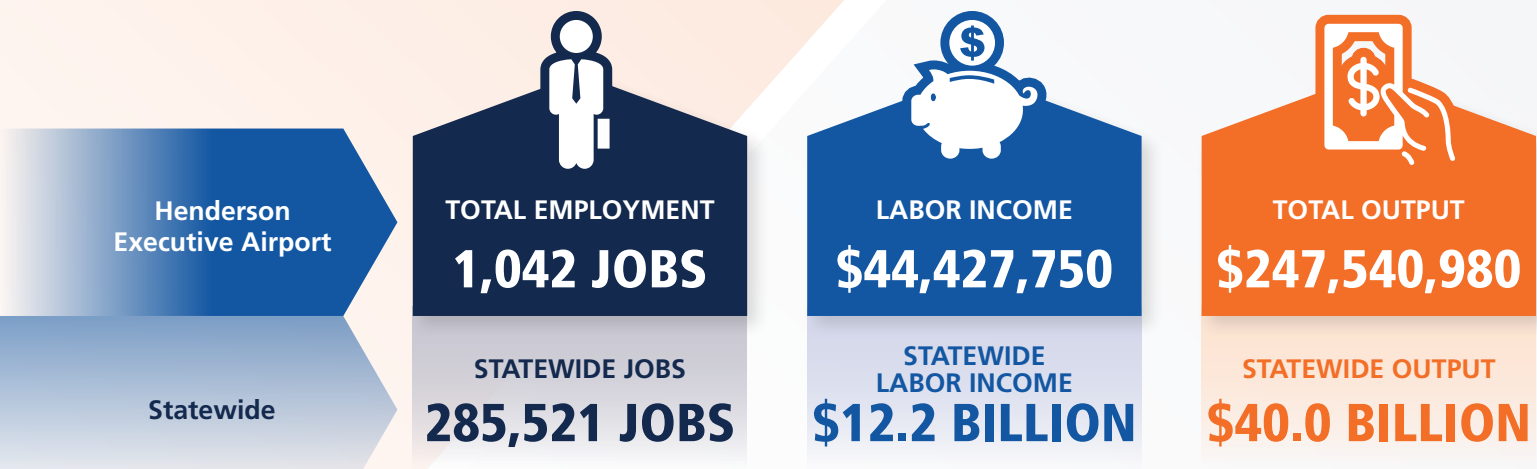


AIRPORT ECONOMIC IMPACT STUDY

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 HND 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

Henderson Executive Airport (HND) is a general aviation (GA) airport located in Henderson, 12 miles south of Las Vegas. It is owned and operated by the Clark County Department of Aviation. The Airport is a corporate reliever to Harry Reid International Airport (LAS) serving business jets visiting the Las Vegas Valley. HND is proximate to Las Vegas, the West Henderson I-15 Corridor, the National Football League’s Las Vegas Raiders practice facility and stadium, and other major businesses. With two paved runways measuring over 5,000 feet long, HND accommodates larger jets and small GA aircraft. Many aviation businesses are located on-site offering charter flights, helicopter tours, flight schools, and more. HND experiences influxes of jet traffic for large events and conventions occurring in Las Vegas, with hundreds of flights daily during those peak times, in addition to normal daily traffic activity.

AIRPORT REPLACEMENT VALUE

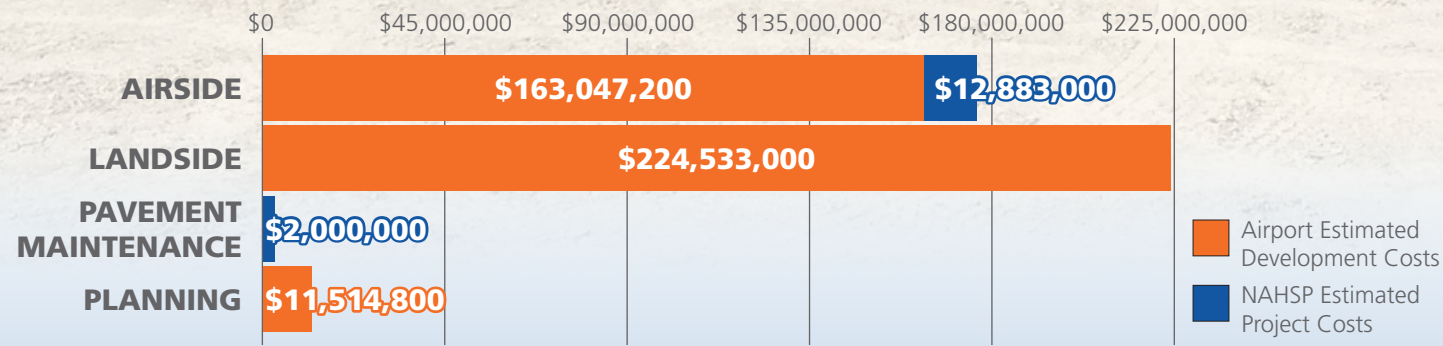
Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated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

\$204,855,000
Henderson Executive Airport

HND 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



HENDERSON EXECUTIVE AIRPORT
HND

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
- HND is classified by the NAHSP as a National Airport and in the NPIAS as a National Airport

National: Supports national and state system by providing communities with access to national and international markets in multiple states and throughout the U.S.



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.

HENDERSON EXECUTIVE 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_{RS} | Airport Ownership | N/A | Public | 5 |
| | Airport Uses | N/A | EMS, Special Events, Helicopter Tourism, Skydiving, Charter Services | 5 |
| | Nearest Airport | N/A | 7 Miles | 1 |
| | Longest Runway | Future Runway Length From ALP/MIP = 7,500 Feet | 6,501 Feet | 0 |
| | Based Aircraft | N/A | 10% | 5 |
| | T-Hangar Ratio (THR) | 0.70 - 0.80 | 0.83 | 5 |
| | Fuel Availability | Jet A and 100LL Full Service (FS) and Self Service (SS) with Credit Card Reader | Jet A and 100LL FS and SS with Credit Card Reader | 5 |
| | Aircraft Maintenance | Major | Minor | 0 |
| | Instrument Approach | Precision | Non-Precision | 3 |
| | Regional Significance V_{RS} Subtotal | | | 29 |
| Airport Facilities V_{AF} | Runway ARC Category | C-II | B-II | 5 |
| | FAA Design Standards | Meet FAA Design Standards | No, Solution Proposed | 3 |
| | Runway Surface Type/Condition | Paved and Excellent, PCI >86 | Asphalt and Fair, PCI = 70 | 3 |
| | Runway Lighting | Medium-Intensity, High-Intensity as Desired | Medium-Intensity | 5 |
| | Taxiways | Full Parallel to All Runways | Full Parallel to Primary Runway | 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 | AWOS or ASOS | AWOS | 5 |
| | GA Terminal | GA Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge | GA Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge | 5 |
| | Utilities | Electricity, Water, Sewer or Septic | Electricity, Water, and Sewer | 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_{AF} Subtotal | | | 46 |

Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, VASIs = Visual Approach Slope Indicator, ALS = Approach Lighting System, REILs = Runway End Identifier Lights, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan

Associated City
LAS VEGAS

FAA Identifier
HND

Classification
NATIONAL

| Category | Value Rating Variable (VRV) | NAHSP Objective (Minimum) | Current Performance | Score |
|--------------------------------------|--|---|---|-------|
| Airport Protection V_{AP} | Height Hazard Zoning | Present | Yes | 5 |
| | Obstruction Mitigation | >20:1 | 50:1 | 5 |
| | Airspace Restrictions | N/A | 18.5 Miles | 3 |
| | Runway Protection Zone | Full | Full | 5 |
| | Land Use Compatibility | N/A | Less than 1 Mile | 1 |
| Airport Protection V_{AP} Subtotal | | | | 19 |
| Airport Access V_{AA} | Community Access | N/A | 11 Miles | 2 |
| | Regional Access | N/A | 3.4 Miles | 5 |
| | Local Access | Arterial (Minor) | Collector (Minor) | 0 |
| | Ground Transportation Services | Rental or Courtesy Car, Bus, and Taxi or Ride Share | Rental Car, Courtesy Car, Bus, and Taxi or Ride Share | 5 |
| | Airport Access V_{AA} Subtotal | | | 12 |
| Airport Expandability V_{AE} | Total Acreage Ratio | N/A | 3 | 5 |
| | Airfield and Aeronautical Property | N/A | 8% | 5 |
| | Surplus Property | N/A | 701 Acres | 5 |
| | Airfield Expandability | N/A | 582 Feet | 3 |
| | Airport Expandability V_{AE} Subtotal | | | 18 |
| Community Commitment V_{CC} | Last ALP Update | <5 Years | 2021 | 5 |
| | Airport Management | Full Time | Full Time | 5 |
| | Historical Capital Improvements | ≥ \$5.0 Million | \$2.66 Million | 3 |
| | Airport Capital Improvement Program (ACIP) | ≥ \$5.0 Million | \$19.53 Million | 5 |
| | Economic Development Partnership | Established Partnership | Yes | 5 |
| | Financial Subsidies | Capital Improvement Subsidy | Capital Improvement Subsidy | 5 |
| | Goodwill | N/A | Education Program, Website, and Positive News | 5 |
| | Community Commitment V_{CC} Subtotal | | | 33 |

