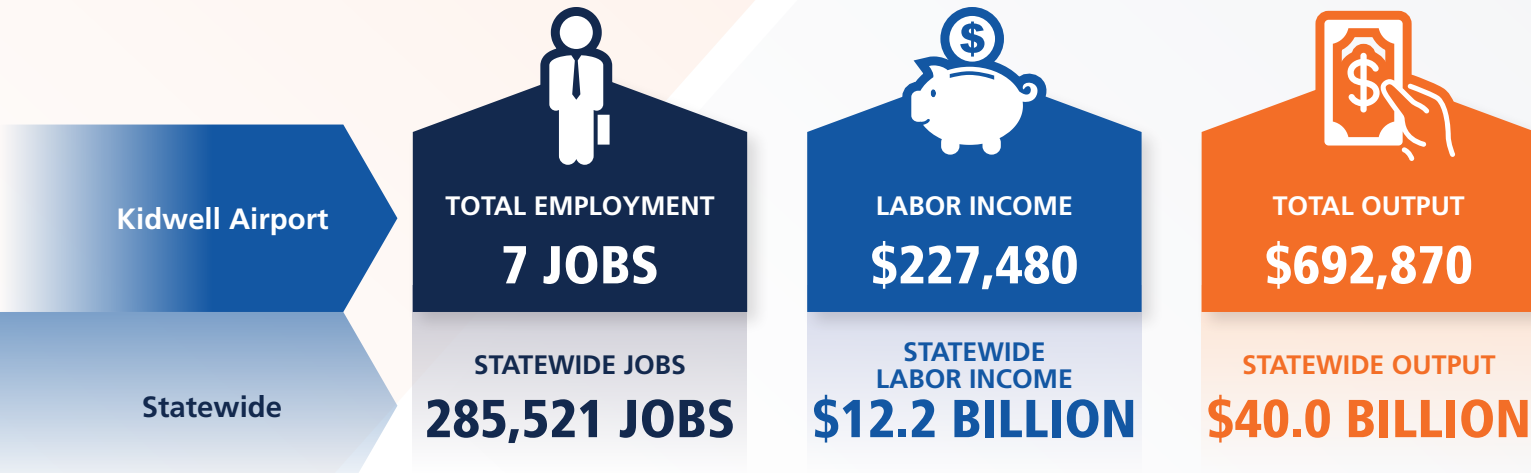


AIRPORT ECONOMIC IMPACT STUDY

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 1L4 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.

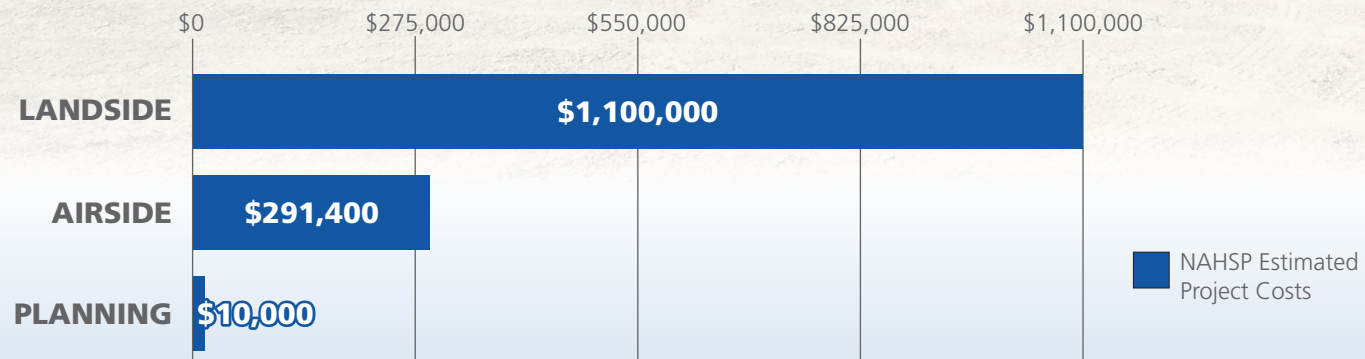


AIRPORT OVERVIEW

Kidwell Airport (1L4) is a privately owned, public-use general aviation (GA) airport located within Cal-Nev-Ari, a small town located approximately 25 miles from the California, Nevada, Arizona Tri-State border in Clark County. The airport is surrounded by Bureau of Land Management (BLM) lands and owned by a private owner. The airport was established in the mid-1960s and has a nearly 4,200-foot-long dirt runway. Since the 1960s the town and the airport have experienced significant growth, with the airport being home to around a dozen based aircraft and experiencing thousands of annual operations, including many from the residential air park located directly adjacent to 1L4. The GA operations at 1L4 include helicopter tours, flight training, and recreational flights, and occasional emergency medical service operations. There is also a restaurant/casino located directly adjacent to the taxiway on the south side of the airfield.

1L4 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.



KIDWELL AIRPORT 1L4

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

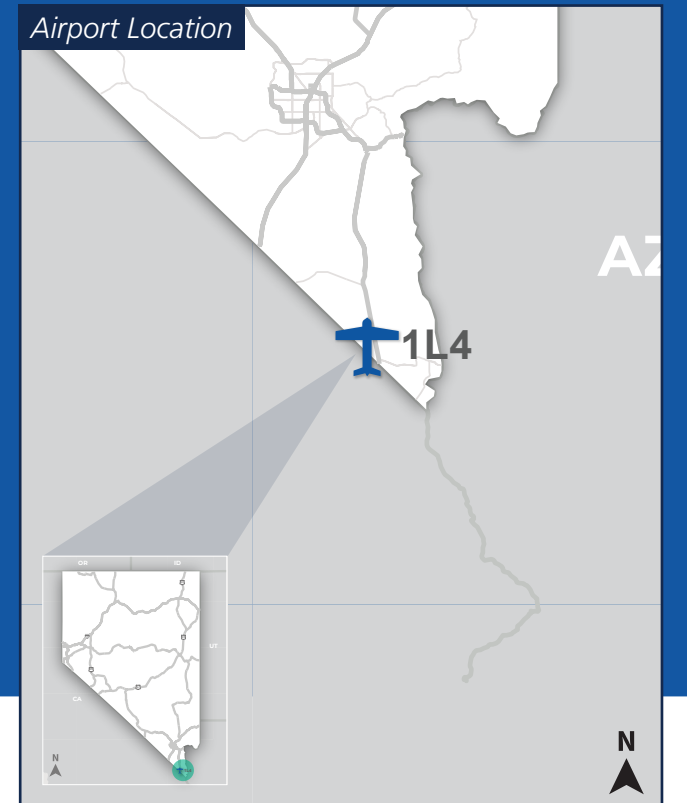
NAHSP Roles:

- Seven functional classifications used in the NAHSP
- 1L4 is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Emergency Medical Service (EMS) Operations
- Supports Medical Access
- Provides Flight Training

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.

KIDWELL 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 | 4,140 Feet | Meets |
| | T-Hangar Ratio | > 0.25 | 0.88 | 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 | No | Doesn't Meet |
| | Runway Surface Type/Condition | Non-Paved and Fair | Sand and Fair | Meets |
| | Runway Lighting | Reflectors, Low-Intensity is Desired | Non-Standard | 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 and Water | Meets |
| | Security/Wildlife Fencing | None | Partial | Meets |
| | Communications Connectivity | Public Phone or Cellular (Data/4G) | Cellular (Data/4G) | Meets |

| Category | Facility & Service Objective | NAHSP Objective (Minimum) | Current Performance | Meets Objective? |
|---|--------------------------------|--|-----------------------------|------------------|
|  Airport Access | Ground Transportation Services | Rental or Courtesy Car and Taxi/Ride Share | Courtesy Car and Ride Share | Meets |
|  Community Commitment | Last ALP Update | < 10 yrs and after 2013 or Airport Diagram | 1995 ALP | Doesn't Meet |

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