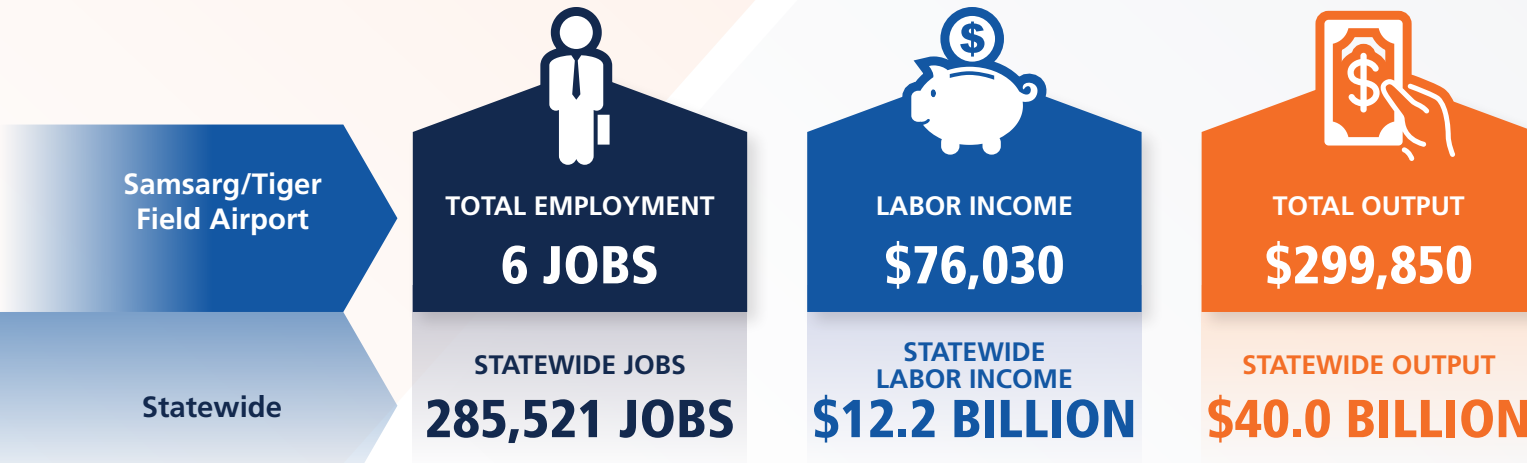


AIRPORT ECONOMIC IMPACT STUDY

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 N58 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.

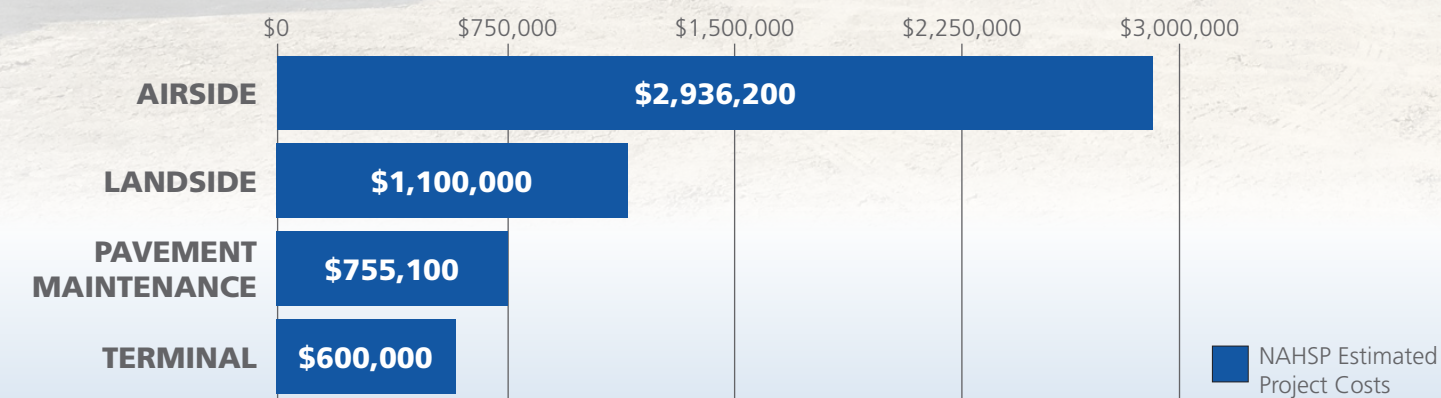


AIRPORT OVERVIEW

Samsarg (or SAMSARG) Field (N58), sometimes referred to as Tiger Field, is a general aviation (GA) airport located three miles south of Fernley in Lyon County. The airport is located on lands owned by the Bureau of Land Management (BLM) and is currently leased by Growth Resources, Assets, Safety, & Stability (GRASS), an opportunity zone fund that intends to enhance the airport's facilities, including new state-of-the-art hangars, and develop the facility as a drone center. SAMSARG, Inc., the namesake of the airport, is a firm that installs specific software on transport and cargo planes as part of the defense industry. Previously called Tiger Field, Samsarg Field consists of a single paved runway nearly 4,000 feet in length, along with a small apron. The majority of operations conducted at N58 are GA, including recreational flights and air taxi operations, with a small number of military training operations. Additionally, N58 is located directly north of Fernley 95A Speedway, which draws in motorsports enthusiasts from across the region.

N58 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.



SAMSARG/TIGER FIELD N58

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

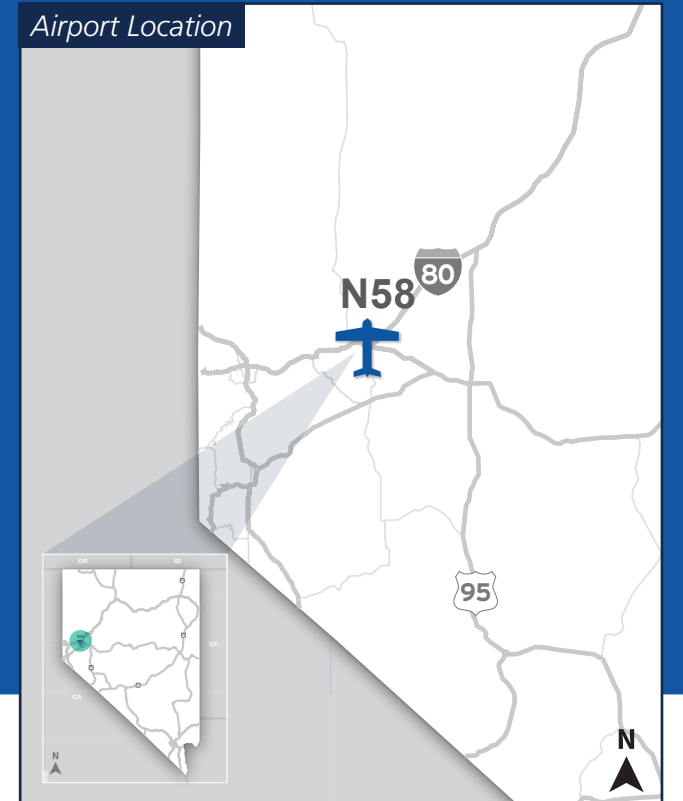
NAHSP Roles:

- Seven functional classifications used in the NAHSP
- N58 is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Supports Military and Recreational Operations
- Offers Pilot Amenities

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.

SAMSARG/TIGER FIELD

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	3,974 Feet	Meets
	T-Hangar Ratio	> 0.25	0.33	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 Poor	Doesn't Meet
	Runway Lighting	Reflectors, Low Intensity Desired	None	Doesn't Meet
	Taxiways	Turn Arounds	Full 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	None	Doesn't Meet
	Utilities	Electricity and Water Available	None	Doesn't Meet
	Security/Wildlife Fencing	None	None	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

Associated City
FERNLEY

FAA Identifier
N58

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	Courtesy Car	Meets
 Community Commitment	Last ALP Update	< 10 yrs and after 2013 or Airport Diagram	Diagram	Meets