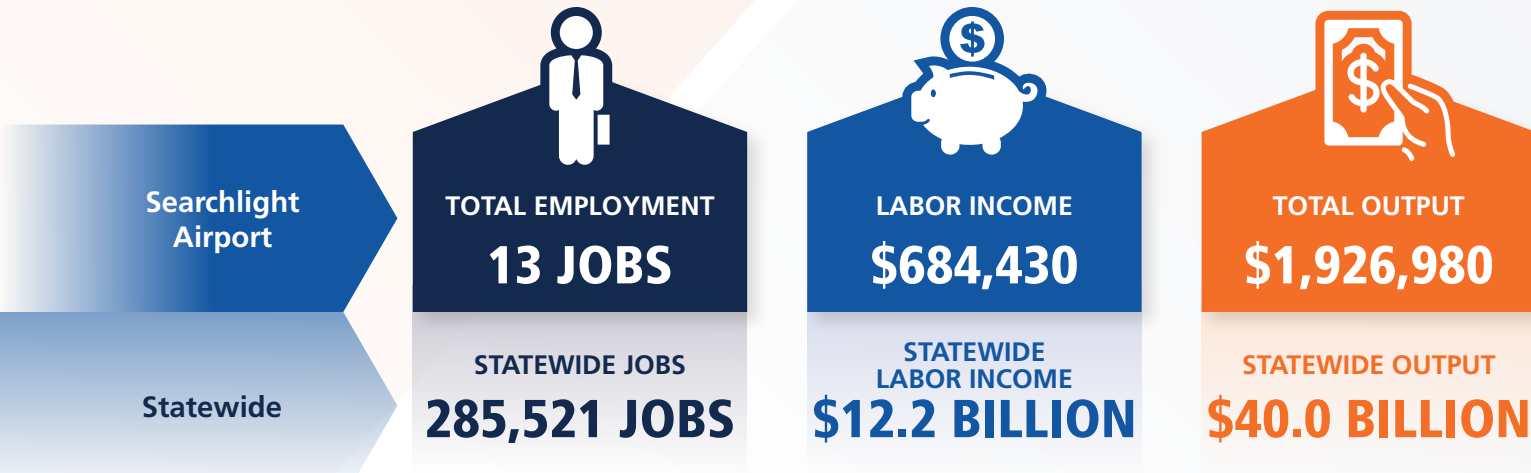


AIRPORT ECONOMIC IMPACT STUDY

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 1L3 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.

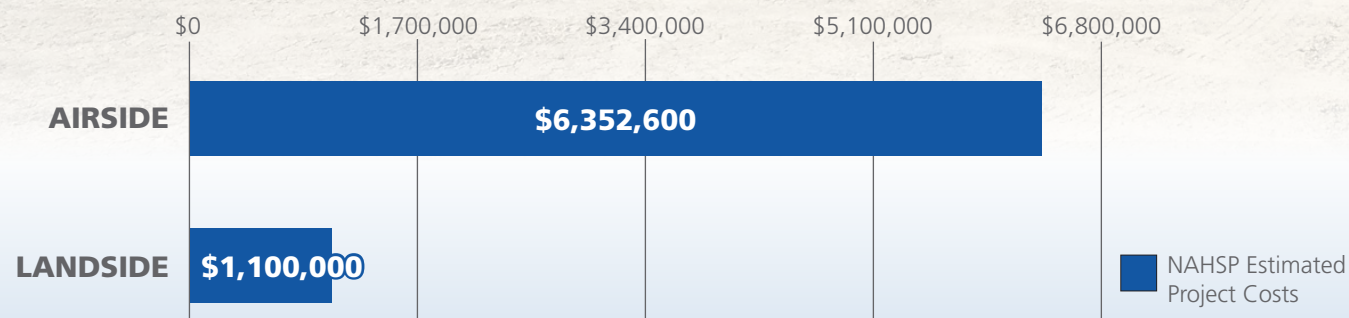


AIRPORT OVERVIEW

Searchlight Airport (1L3) is a privately owned, public-use airport located near the town of Searchlight in Clark County, over 45 miles from Las Vegas. 1L3 consists of a single paved runway that is 5,000 feet in length and has multiple helipads, with half of the airport's property located on Bureau of Land Management (BLM) land. A major component of operations at 1L3 are Unmanned Aerial Systems (UAS). The facility is primarily used by UAS pilots and developers, including beyond visual line of sight (BVLOS) flight operations for small UAS. In late 2018, the FAA approved a 38-mile BVLOS corridor between Searchlight Airport and Boulder City for UAS operations. This corridor is managed by the FAA and offers no airspace restriction due to no nearby airports or approaches. 1L3 support the lowest cost of entry for any UAS Test Range within the Southwest United States with 3 active helipads available. Additionally, University of Nevada, Las Vegas Career and Technical Education (CTE) will sometimes host companies conducting flight training including traditional aircraft along with UAS.

1L3 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.



SEARCHLIGHT AIRPORT 1L3

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
- 1L3 is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

Critical Services:

- Emergency Medical Service (EMS) Operations
- Supports Medical Access
- Aerial Firefighting Operations

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.

SEARCHLIGHT 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	5,040 Feet	Meets
	T-Hangar Ratio	> 0.25	No Based Aircraft	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 Fair, PCI > 56	Meets
	Runway Lighting	Reflectors, Low Intensity Desired	None	Doesn't Meet
	Taxiways	Turn Arounds	None	Doesn't Meet
	Visual Aids	Wind Cone	Wind Cone	Meets
	Weather Reporting	Automated Unicom	None	Doesn't Meet
	GA Terminal	Public Restrooms Desired	Public Restroom, Conference Room, and Pilot Lounge	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) and Wifi	Meets

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

Associated City
SEARCHLIGHT

FAA Identifier
1L3

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