

## Chapter 3. Airport Roles and Classification Analysis

### 3.1. Introduction

Understanding the way aviation facilities function and operate within a state system is crucial to the development of a system plan. The system plan provides a top-down view of a state's needs and how each airport supports that statewide need is evaluated in terms of the role each airport is playing compared to what future role it might or could serve in the state system. If airports and heliports are planned and developed within the context of an integrated system, each facility could focus on supporting aviation activities commensurate with their role without impacting service levels within specific regions or communities. Airport and heliport planning from the system-wide perspective identifies areas where specific aviation functions are sufficient, inadequate, or duplicative in terms of meeting existing and future aviation demands. By identifying airport roles and functions, the system plan can then begin to support informed decision-making and resource allocation to needed aviation facilities.

Nevada's classification structure is designed to establish a network of facilities that supports the state's safety, infrastructure, mobility, economic, sustainability, and community goals while supporting the viability of all aviation facilities within the system. The classification process recognizes that all facilities contribute to the system; however, the level and type of contribution varies depending on the facility. These factors vary because they are attributed to the facility's own characteristics such as runway length, hangar and fuel availability, and accessibility. The characteristics can also be driven by external conditions that affect the type and volume of aviation activity that occur at a facility. External factors may include proximity to commercial markets, other facilities, and population centers or the socioeconomic characteristics of surrounding communities. Because each facility within a system plays a unique role, the availability of facilities and services at an airport should align with the overall system's needs and functions.

The Nevada Department of Transportation (NDOT) Aviation Program had previously determined the existing airport classification methodology from the 2004 Nevada Aviation System Plan (NASP) no longer met the needs of the state and needed to be updated as part of the 2020 Nevada Airport and Heliport System Plan (NAHSP). The prior methodology did not reflect the Federal Aviation Administration's (FAA's) latest airport roles and did not incorporate heliports.

This chapter aims to classify each system facility in a manner that aligns with the current needs and policies for the state of Nevada and its aviation system. By conducting a thorough review of federal methodologies, types of classification methodologies, and an evaluation of Nevada's existing classification system, the 2020 NAHSP takes a new path and approach to classify airports into roles. The objectives used to guide future airport development needs that correspond with these roles are documented in subsequent chapters.

### 3.2. Federal Classifications

There are almost 20,000 landing areas in the United States, with only 5,080 of them open to the public. Of these, 3,304 were included in the latest publication of the National Plan of Integrated Airport Systems (NPIAS), the national classification system. The *Report to Congress, NPIAS 2021-2025* (NPIAS), the most recent publication from the FAA, identifies 3,304 existing and six proposed public-use airports as significant to the national air system (3,338 total). Ninety-eight percent of NPIAS airports are publicly owned (3,244), while two percent (60) are owned by private entities. There are an additional 1,776 existing public-use airports that are not included in the NPIAS, generally because they do not meet the minimum entry criteria, cannot be expanded or improved to provide a safe and efficient airport, or are located within a 30-mile radius of at least one existing NPIAS airport.

The NPIAS airports encompass all types of landing areas specifically developed for conventional fixed-wing aircraft, helicopters, and seaplanes. These airports serve various functions within the system, and each plays an integral role in the economic, social, and/or physical well-being of the residents of and visitors to the U.S., as well as the private and public institutions that operate within its borders.

A key benefit of being included in the NPIAS program is the access to federal funding. Most NPIAS airports are eligible to receive federal entitlement funds through the Airport Improvement Program (AIP) for planning and development projects including improvements related to enhancing airport safety, capacity, security, and environmental concerns. The 2021-2025 NPIAS lists an estimated \$305 million in development needs for the NPIAS airports located in Nevada. Of the over 3,300 U.S. airports in the NPIAS, Nevada has 30. **Table 3-1** presents the NPIAS classifications and the number of Nevada airports within each classification as of the 2021 publication.

**Table 3-1: NPIAS Airport Classifications and Criteria in Nevada**

NPIAS Classification	Criteria	Number of Nevada Airports
Primary	Publicly owned commercial service airports that have more than 10,000 passenger boardings or enplanements each calendar year and receive scheduled passenger service. Primary airports are then classified by hub size – Large, Medium, Small, or Non-Hub.	4
Non-Primary	Publicly owned general aviation airports and commercial service airports that have at least 2,500 and not more than 10,000 passenger boardings each year and that primarily support general aviation aircraft.	26
<b>Non-Primary Classifications</b>		
Commercial Service	Publicly owned airports with scheduled commercial flights with levels between 2,500 and 9,999 passenger boardings each year.	0
Reliever	Airports designated by the FAA to relieve congestion at commercial service airports and to provide improved access to the community for general aviation users. Reliever airports may be publicly or privately owned.	4
General Aviation	Airports that are not categorized as commercial service or reliever airports in the national system. General aviation (GA) airports can be publicly or privately owned.	22

*Source: 2021-2025 FAA NPIAS Report*

The non-primary NPIAS airports are further categorized by role, originally known as ASSET classifications. These roles were developed to provide additional context for airports and policy makers. **Table 3-2** summarizes the role categories, eligibility criteria, and the number of airports within each classification in Nevada.

**Table 3-2: Non-Primary Airport Roles and Criteria in Nevada**

Airport Role	Criteria	Number of Nevada Airports
<b>National:</b> Supports national and state system by providing communities with access to national and international markets in multiple states and throughout the U.S.	<ul style="list-style-type: none"> <li>▪ 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures OR</li> <li>▪ 10,000+ enplanements OR</li> <li>▪ 500+ million pounds of landed cargo</li> </ul>	2
<b>Regional:</b> Supports regional economies connecting communities to statewide and interstate markets.	<ul style="list-style-type: none"> <li>▪ Metropolitan Statistical Area (MSA) and 10+ domestic flights of 500 miles, 1,000 instrument operations, 1+based jet or 100+ based aircraft OR</li> <li>▪ Located in an MSA and meets definition of commercial service</li> </ul>	3
<b>Local:</b> Supplements local communities by providing access to intrastate and some interstate markets.	<ul style="list-style-type: none"> <li>▪ 10+ instrument operations and 15+ based aircraft or 2,500+ passengers</li> </ul>	2
<b>Basic:</b> Provides basic aeronautical needs in local economy.	<ul style="list-style-type: none"> <li>▪ 10+ based aircraft; OR</li> <li>▪ 4+ based helicopters; OR</li> <li>▪ Located 30+ miles from nearest NPIAS airport</li> <li>▪ Used by U.S. Forest Service, or U.S. Marshalls, or U.S. Customs and Border Protection, or U.S. Postal Service, or has essential air service; OR</li> <li>▪ New or replacement airport activated after 1/1/2001; and</li> <li>▪ Public or private “reliever” with a minimum of 90 based aircraft</li> </ul>	19
<b>Unclassified:</b> Currently in NPIAS but has limited activity.	<ul style="list-style-type: none"> <li>▪ Does not meet the criterion for any other classification</li> </ul>	0

Source: 2021-2025 FAA NPIAS Report

**Table 3-3** presents the current NPIAS classifications and roles for Nevada’s airports. In comparing the latest 2021 NPIAS report to the prior 2019 report, five airports experienced a change to their airport role: Jean (0L7), Mesquite (67L), and Winnemucca (WMC) were previously Local but are now Basic. Henderson (HND) went from a primary to non-primary airport with a National role. Reno/Stead (RTS) was upgraded from Local to Regional.

**Table 3-3: Nevada’s NPIAS Airport Classifications (2021)**

Associated City	Airport Name	FAA ID	NPIAS Category	Hub	Non-Primary Role
Alamo	Alamo Landing Field	L92	GA		Basic
Austin	Austin	TMT	GA		Basic
Battle Mountain	Battle Mountain	BAM	GA		Basic
Beatty	Beatty	BTY	GA		Basic
Boulder City	Boulder City Municipal	BVU	P	N	-
Carson City	Carson	CXP	R		Regional
Elko	Elko Regional	EKO	P	N	-
Ely	Ely Airport/Yelland Field	ELY	GA		Basic
Eureka	Eureka	05U	GA		Basic
Fallon	Fallon Municipal	FLX	GA		Local
Gabbs	Gabbs	GAB	GA		Basic
Hawthorne	Hawthorne Industrial	HTH	GA		Basic
Jackpot	Jackpot/Hayden Field	06U	GA		Basic
Jean	Jean	0L7	GA		Basic
Las Vegas	Henderson Executive	HND	R		National
Las Vegas	Harry Reid International <sup>1</sup>	LAS	P	L	-
Las Vegas	North Las Vegas	VGT	R		National
Lovelock	Derby Field	LOL	GA		Basic
Mesquite	Mesquite	67L	GA		Basic
Minden	Minden-Tahoe	MEV	GA		Regional
Overton	Perkins Field	U08	GA		Basic
Owyhee	Owyhee	10U	GA		Basic
Panaca	Lincoln County	1L1	GA		Basic
Reno	Reno/Stead	RTS	R		Regional
Reno	Reno/Tahoe International	RNO	P	M	-
Silver Springs	Silver Springs	SPZ	GA		Basic
Tonopah	Tonopah	TPH	GA		Basic
Wells	Wells Municipal/Harriet Field	LWL	GA		Basic
Winnemucca	Winnemucca Municipal	WMC	GA		Basic
Yerington	Yerington Municipal	O43	GA		Local

Source: 2021-2025 FAA NPIAS Report

### 3.3. State Classification Methodologies

In addition to the federal-level NPIAS utilized by the FAA to classify airports significant to the national airspace system, states typically develop tailored methodologies designed to describe airports’ roles at the state, regional, and/or local levels. These roles or classifications are based on the aviation characteristics and functions most important to a state’s specific needs and priorities and generally

<sup>1</sup> Formerly McCarran International Airport.

encompass both NPIAS and non-NPIAS airports. As the needs can differ depending on numerous factors, federal and state classifications can be identical, partially overlap, or be completely different.

While role classification methodologies range from very complex systems that assign points based on airport services and facilities, to relatively straightforward flow chart methodologies, most state aviation system plans employ one of three methodologies as outlined below.

### 3.3.1. Strict Set of Role Criteria

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Applying a strict set of role criteria to each airport role is the most straightforward approach for stratifying a state's airport system. It is also the methodology that was utilized by the FAA ASSET Study, the precursor to the FAA's non-primary roles now utilized in the NPIAS. The approach is simple: to be in the highest airport role, an airport must meet the most demanding set of criteria, followed by continually less-strict criteria for lower airport roles. This methodology typically uses the same type of criteria for all roles, although some system plans modify this methodology to use different criteria depending on the role level. For example, FAA uses the number of instrument flight rule (IFR) operations, number of based jet aircraft, number of international departures, annual interstate operations, annual enplanements, and air cargo landed weight as criteria for placing airports in the National airport classification. This methodology can also be adapted to allow airports to meet one of several sets of criteria to be placed within a specific role. For example, to be a Regional airport in the NPIAS, an airport must meet one of the following criteria:

- The airport is in a metropolitan or micropolitan statistical area, has at least 10 annual domestic IFR flights over 500 miles in radius, at least 1,000 annual IFR operations, at least one based jet, or at least 100 based aircraft *or*
- The airport is in a metropolitan or micropolitan statistical area, and the airport meets the definition of commercial service

This methodology's adaptability is its most notable advantage. By employing different criteria based on role and/or the use of "or" statements, the strict sets of role criteria methodology can be modified for use in small or complex airport systems while remaining relatively easy to communicate to clients and the public. Conversely, without such modifications, the methodology is often too rigid to be adequate for all but the simplest of aviation systems.

### 3.3.2. Flow Chart

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A flow chart methodology uses an "if-then" series of decisions to categorize airports based on prioritized criteria as defined by the state. For example, a system of airports may first be divided based on tiers of primary runway length, then by the type of available fuel or instrument approach capabilities, number of based aircraft, and so on as deemed important to the specific state's airport system. An airport is assigned a role based on the path it takes along the flow chart. In addition to utilizing fewer criteria than other methodologies, advantages of the flow chart methodology include:

- Achieves detailed results with just a few decision criteria
- Easy to communicate to clients and the public
- Easy to replicate when updating system plans

However, a flow chart can be less customizable than other structures, particularly the points system methodology described below.

### 3.3.3. Points System

A points system methodology assigns points to airports based on airport characteristics such as activities and facilities as selected by the state. While this methodology can vary widely amongst states, facilities and services supporting higher levels of activity and larger aircraft are typically assigned higher point values. For example, an airport with a population of 450,000 people in its market area would earn more points for population coverage than would an airport with a smaller population in its market area.

To determine roles, each airport’s points are summed, and roles are assigned based on ranges of total points (e.g., 50-36 for classification X, 35-20 for classification Y, etc.). The primary advantage of the points system is that it can be customized to be as complex and nuanced as the airport system requires. However, it does require more effort to communicate the process to clients and the public and update the data for the entire system between system plan updates. It is also more challenging when assigning point values for a range of data as there is more subjectivity.

### 3.4. 2004 NASP Roles

The 2004 Nevada Aviation System Plan utilized a set of role criteria methodology to develop airport classifications. The categories referred to the operational role of the airport within the system to provide an indication of the types of aircraft that can be safely accommodated at each airport.

The 2004 NASP outlined airports that fell within the service levels as defined in the NPIAS in 2004: commercial service, reliever, and general aviation. The NASP then broke the general aviation service level airports into community, rural, and basic. During this time, the FAA Airport Classification types of Basic Utility, General Utility, and Transport airports were being phased out and replaced by an Airport Reference Code (ARC) system as outlined in the FAA Advisory Circular (AC) 150/5300-13, *Airport Design*. The ARC is made up of two components: 1) a letter referring to the aircraft approach category in terms of speed and 2) a Roman numeral referring to the airplane design groups in terms of wingspan. The 2004 NASP utilized the NPIAS service levels together with the ARC to create the airport categories shown in **Table 3-4**.

**Table 3-4: 2004 NASP Categories and Accommodated ARC**

2004 NASP Airport Category	FAA Airport Reference Codes Accommodated
Commercial Service Airport (CM)	C-II through D-V
Reliever Airport (RL)	B-II through C-III
Community Airport (CA)	B-I through B-II
Rural Airport (RA)	A-I through B-I
Basic Airport (BA)	A-I

Source: 2004 NASP

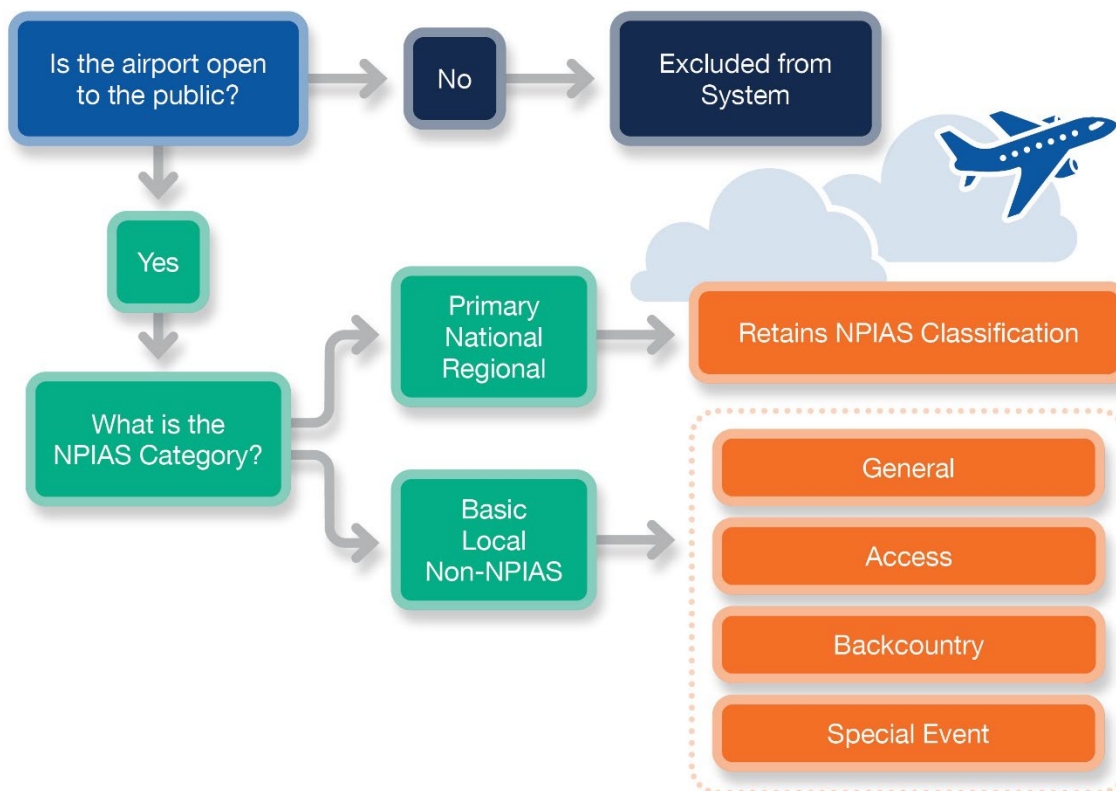
In 2004, of the 53 public-use airports included in the NASP, 32 public-use airports were in the NPIAS, including proposed airports in Ivanpah Valley, Mesquite (replacement of existing airport), and Pahrump Valley. 47 of the public-use airports were publicly owned and 6 were privately owned. Heliports and privately owned facilities were not included in the NASP.

It should be noted that the 2004 NASP captured a snapshot in time and utilized a different methodology; the study may not have captured all facilities that were present or present in their current form. Since the 2004 NASP, Hidden Hills (L57) closed. Several others are now private use since 2004: Goldfield (OL5) is now NV50, and Hadley (A36) is now referred to as Round Mountain and NV83. Ft. Ruby Ranch Airstrip (NV24) is now Emerus Heliport.

### 3.5. NAHSP Classifications

As discussed above, state roles are developed to reflect the existing and future needs of the state. The 2004 NASP assigned categories primarily based on a single factor—ARC. After review of methodologies, preliminary results, and potential criteria, it was determined the NAHSP would utilize the flow chart methodology using questions or factors such as whether the facility was open to the public (public-use facilities), the NPIAS classifications, and primary uses of the facility. This methodology is illustrated in **Figure 3-1**. Heliports were classified separately than airports due to the differences in use, infrastructure, and funding. The three criteria are described below.

**Figure 3-1: NAHSP Role Classification Methodology**



Source: Kimley-Horn 2021

#### 3.5.1. Airports

**Public-Use Facilities:** Airports can be open to the public or only available to private users based on the ownership and use of the airport. Many privately owned facilities are not open to the public and/or are available for use only with prior permission. In order to be eligible for funding by a public



agency, including FAA, the facility must be open to the public. For the NAHSP, the 52 facilities that are private use and not open to the public are not considered to be in the “system.” These facilities include five military airports and 44 privately owned facilities. The 49 facilities open to the public, whether they were privately or publicly owned, were then reviewed for NPIAS classifications.

Two facilities with special consideration regarding the public-use classification are Black Rock City (88NV) and Dead Cow Lakebed (High Sierra) as these are temporary airports open to the public during major events with prior permission. Due to this unique nature, these are considered public-use airports in the NAHSP and further classified through this methodology, bringing the number of system airports to 51.

**NPIAS Classification:** Airports classified by the NPIAS as Primary and those that are Nonprimary with roles of National and Regional as described in Section 4.2 maintain their same classification for the NAHSP. The remaining 21 Nevada airports that fall into the Local and Basic NPIAS classifications and the 24 that are not included in the NPIAS represent a wide range of facility sizes, uses, and needs. As such, these airports were then classified further by primary uses in order to develop a state classification.

**Primary Uses:** Uses for an airport can range widely and may include flight training, firefighting, medical transportation, tourism, recreational, and many others. Most airports serve multiple users that may fall into these different categories; however, a primary use was an important distinction for purposes of evaluating their state classification to then relate their varied infrastructure and support needs. For the remaining 46 public-use facilities that were not classified in the NPIAS as Primary, National, or Regional or not included in the NPIAS, the primary use of the facility resulted in a specific NAHSP classification of one of the following:

- **General:** Multi-purpose public use, general aviation facilities
- **Access:** Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g., mining, casinos)
- **Backcountry:** While the term backcountry may often be associated with privately owned and private-use aviation facilities used largely for recreational purposes, the NAHSP uses this term to identify public-use facilities that are primarily rural and contribute to the state’s aviation system. These airports may have limited users and are mostly used for recreation.
- **Special Event:** Privately owned airports that are temporarily used by the public for special events.

This methodology results in seven role categories for the NAHSP: Primary, National, Regional, General, Access, Backcountry, and Special use, as summarized in **Table 3-5**. In addition to these seven roles, select airports were classified as Supporting as they actively support the Nevada aviation system, but are not physically located within the State borders. The role of these facilities is important in understanding how the Nevada population in these areas may be served but are not part of the Nevada airport system. The five supporting facilities include Laughlin/Bullhead International (IFP), Truckee-Tahoe Airport (TRK), Lake Tahoe (TVL), McDermitt State (26U), and Wendover (ENV).

**Table 3-5: NAHSP Airport Role Classifications**

State Role Classification	Public Use	NPIAS Classification	Primary Use	Number of Airports
Primary	Yes	Primary	Publicly owned commercial service airports that have more than 10,000 passenger boardings or enplanements each calendar year and receive scheduled passenger service	4
National	Yes	National	Supports national and state system by providing communities with access to national and international markets in multiple states and throughout the U.S.	2
Regional	Yes	Regional	Supports regional economies connecting communities to statewide and interstate markets	3
General	Yes	Basic & Local	Multi-purpose public-use facilities	18
Access	Yes	Basic & Local	Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g., mining, casinos)	13
Backcountry*	Yes	-	Recreational-use airports not utilized on a regular basis for another specific access purpose	9
Special Event	Yes, With Permission	-	Privately owned airports utilized for special events	2

*Note: \* While the term backcountry may often be associated with privately owned and private use aviation facilities used largely for recreational purposes, the NAHSP uses this term to identify public-use facilities that are primarily rural and contribute to the state's aviation system. These airports may have limited users and are mostly used for recreation.*

*Source: Kimley-Horn 2021*

**Table 3-6** and **Figure 3-2** provide the NAHSP role for each Nevada system airport. **Table 3-7** and **Figure 3-3** list the Nevada airports that are not included in the aviation system. Two airports note “On Request” under FAA Identifier which denotes that the facility has been submitted to the FAA to be established as a formal aviation facility through FAA Form 5010-5 Airport Master Record (Newly Established Private-use Airports).

**Table 3-6: NAHSP Airport Roles<sup>2</sup>**

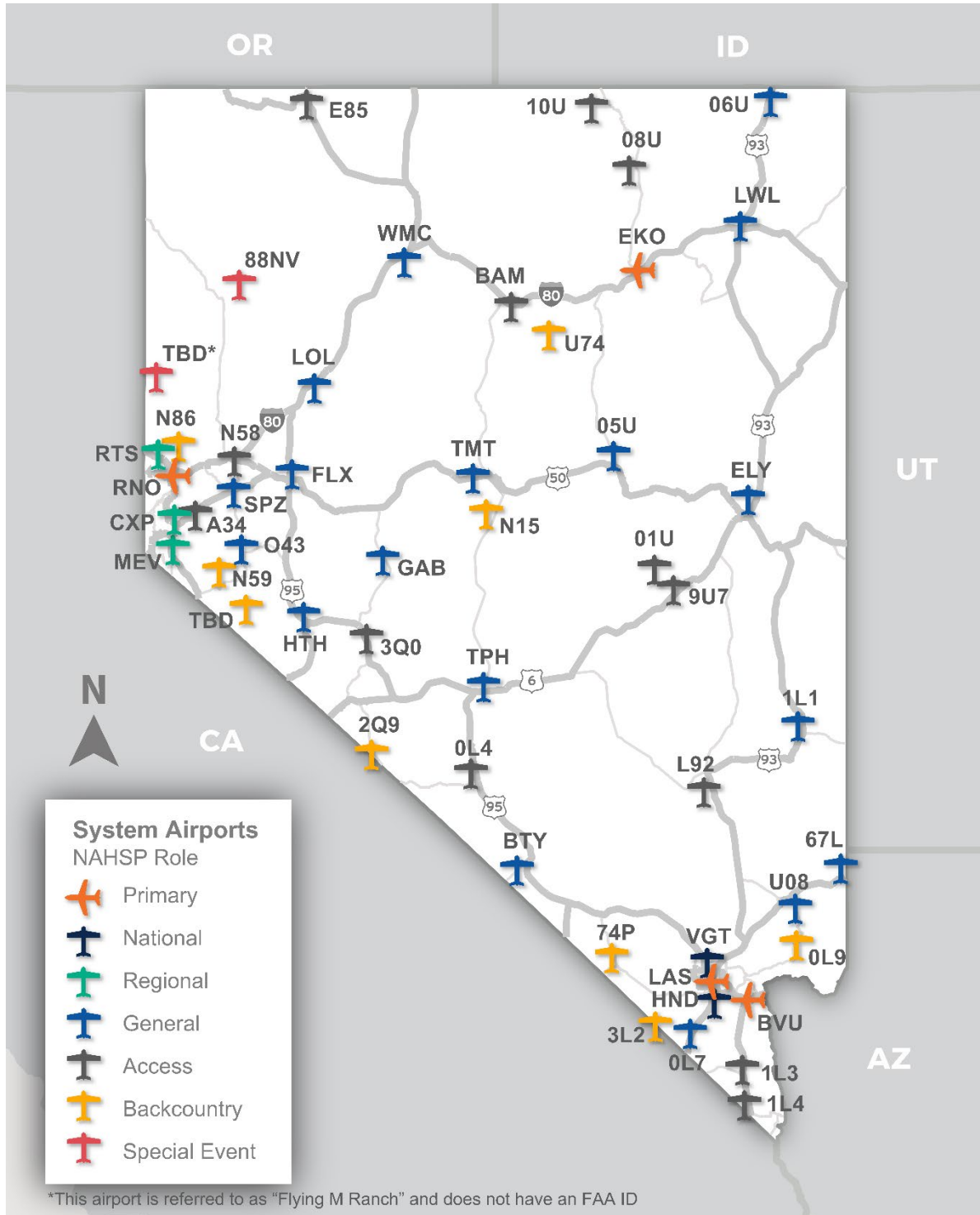
Associated City	Airport Name	FAA ID	NAHSP Role
Alamo	Alamo Landing Field	L92	Access
Austin	Austin	TMT	General
Battle Mountain	Battle Mountain	BAM	Access
Beatty	Beatty	BTY	General
Boulder City	Boulder City Municipal	BVU	Primary
Cal Nev Ari	Kidwell	1L4	Access
Carson City	Carson	CXP	Regional
Crescent Valley	Crescent Valley	U74	Backcountry
Currant	Currant Ranch	9U7	Access
Dayton/Carson City	Dayton Valley Airpark	A34	Access
Dead Cow	Dead Cow Lakebed Airstrip (High Sierra)	TEMP	Special Event
Denio	Denio Junction	E85	Access
Duckwater	Duckwater	01U	Access
Dyer	Dyer	2Q9	Backcountry
Elko	Elko Regional	EKO	Primary
Ely	Ely Airport/Yelland Field	ELY	General
Eureka	Eureka	05U	General
Fallon	Fallon Muni	FLX	General
Fernley	Samsarg Field	N58	Access
Gabbs	Gabbs	GAB	General
Gerlach	Black Rock City (Burning Man)	88NV	Special Event
Goldfield	Lida Junction	0L4	Access
Hawthorne	Hawthorne Industrial	HTH	General
Jackpot	Jackpot/Hayden Field	06U	General
Jean	Jean	0L7	General
Kingston	Kingston	N15	Backcountry
Las Vegas	Henderson Executive	HND	National
Las Vegas	Harry Reid International	LAS	Primary
Las Vegas	North Las Vegas	VGT	National
Lovelock	Derby Field	LOL	General
Lyon County	Flying M Ranch (Hilton Ranch)	On Request	Backcountry
Mesquite	Mesquite	67L	General

<sup>2</sup> Goldfield Airport (NV50) has requested to become a public-use airport, which would add the airport to this list with the identifier of 0L5. This change has not yet taken place.

Associated City	Airport Name	FAA ID	NAHSP Role
Mina	Mina	3Q0	Access
Minden	Minden-Tahoe	MEV	Regional
North Fork	Stevens-Crosby	08U	Access
Overton	Echo Bay	0L9	Backcountry
Overton	Perkins Field	U08	General
Owyhee	Owyhee	10U	Access
Pahrump	Calvada Meadows	74P	Backcountry
Panaca	Lincoln County	1L1	General
Reno	Reno/Stead	RTS	Regional
Reno	Reno/Tahoe International	RNO	Primary
Reno	Spanish Springs	N86	Backcountry
Sandy Valley	Sky Ranch	3L2	Backcountry
Searchlight	Searchlight	1L3	Access
Silver Springs	Silver Springs	SPZ	General
Smith	Rosaschi Air Park	N59	Backcountry
Tonopah	Tonopah	TPH	General
Wells	Wells Municipal/Harriet Field	LWL	General
Winnemucca	Winnemucca Municipal	WMC	General
Yerington	Yerington Municipal	O43	General

Sources: Kimley-Horn 2021, FAA Airport Facilities Data 2021

Figure 3-2: NAHSP Airport Roles



Sources: Kimley-Horn, FAA Form 5010 Airport Master Record 2021

**Table 3-7: Non-System Airports**

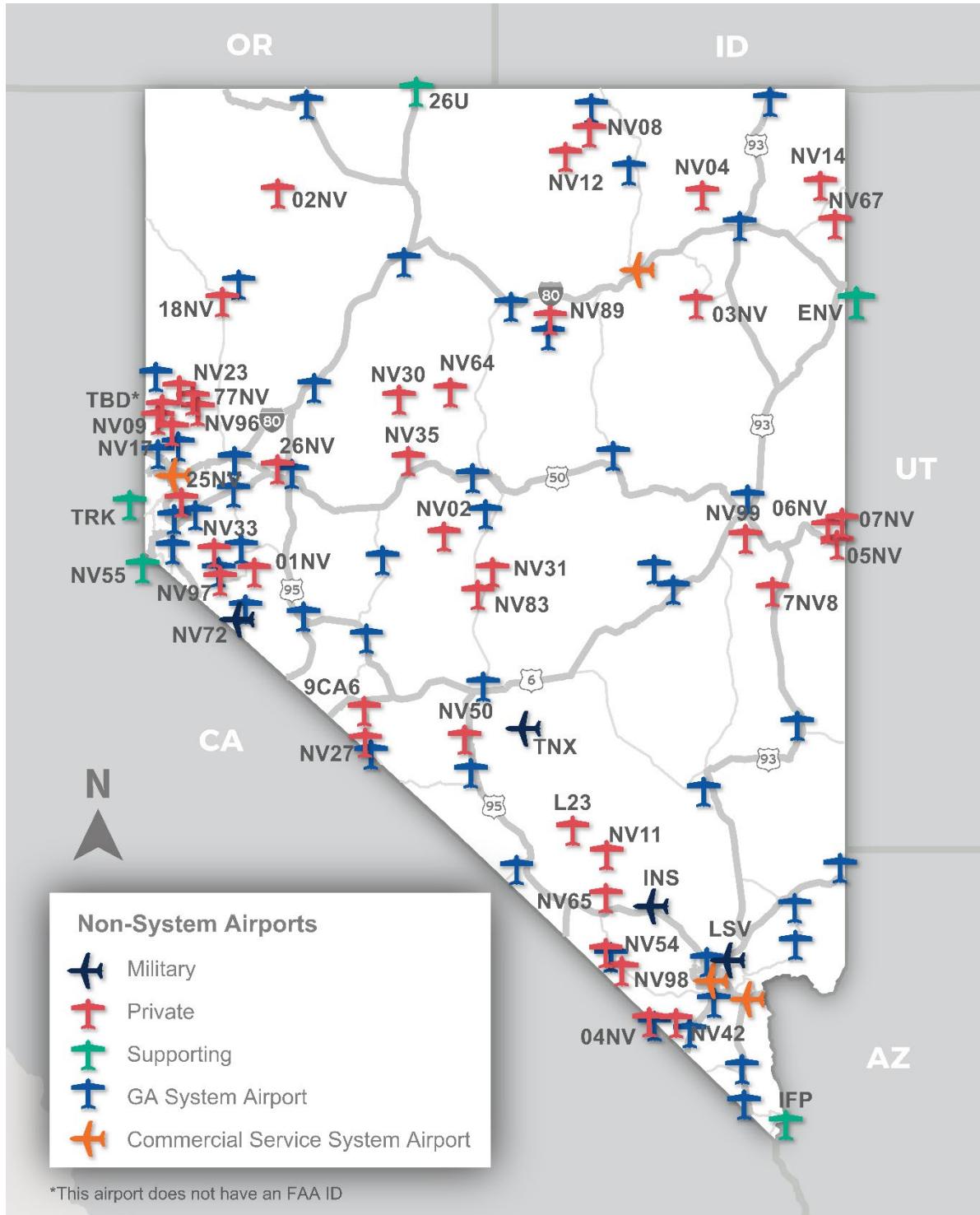
Associated City	Airport Name	FAA ID	NAHSP Role
Austin	O'Toole Ranch	NV02	Private
Austin	Hudson	NV35	Private
Baker	Baker Ranches	05NV	Private
Baker	Border Line Farm	07NV	Private
Baker	Silver Creek	06NV	Private
Battle Mountain	Swanson Ranch 3	NV64	Private
Bishop	North Valley	9CA6	Private
Bullhead City, AZ	Laughlin/Bullhead International	IFP	Supporting
Carson City	Parker Carson	25NV	Private
Crescent Valley	Red Owl Ranch	NV89	Private
Deeth	Marys River Ranch	NV04	Private
Dyer	Circle L Ranch	NV27	Private
Elko	Red Rock Ranch	NV22	Private
Ely	Willow Creek Trading Post	NV99	Private
Ely/Pioche	Geyser Ranch	7NV8	Private
Empire	Empire	18NV	Private
Fallon	Dixie Valley	NV30	Private
Fallon	Darrow Field	26NV	Private
Fallon	Fallon NAS (Van Voorhis Fld)	NFL	Military
Fallon	Fallon Southwest Airpark	1NV1	Private
Gardnerville	Pinenut	NV55	Private
Gerlach	Soldier Meadow Nr 1	NV06	Private
Gerlach	Soldier Meadow Nr 2	NV05	Private
Goldfield	Goldfield <sup>3</sup>	NV50	Private
Indian Springs	Creech Airforce Base	INS	Military
Jean	Heritage	NV42	Private
Las Vegas	Nellis Air Force Base	LSV	Military
Lemmon Valley	Youngberg Ranch	NV17	Private
McDermitt, OR	McDermitt State	26U	Supporting
Montello	Juniper	NV14	Private
Mercury	Desert Rock	NV65	Private
Mercury	Pahute Mesa Airstrip	L23	Private

<sup>3</sup> Goldfield Airport (NV50) has requested to become a public use airport, which would remove the airport from this list. This change has not yet taken place.

Associated City	Airport Name	FAA ID	NAHSP Role
Mercury	Yucca Airstrip	NV11	Private
Montello	Pilot Creek Ranches	NV67	Private
Mountain City	Petan Ranch	NV08	Private
Pahrump	Caas	NV98	Private
Pahrump	Flying S Ranch	NV54	Private
Reno	Flying Eagle	77NV	Private
Reno	H Bar H	NV09	Private
Reno	Mavland Stolport	On Request	Private
Round Mountain	Barker Creek Ranch Airstrip	NV31	Private
Round Mountain	Hadley	NV83	Private
Ruby Valley	Llama Ranch	03NV	Private
Sandy Valley	Kingston Ranch	04NV	Private
Smith Valley	Farias Wheel	NV33	Private
South Lake Tahoe, CA	Lake Tahoe	TVL	Supporting
Sparks	Air Sailing	NV23	Private
Sparks	Gibb Ranch	2NV2	Private
Sparks	Rolling Thunder	NV96	Private
Tonopah	Tonopah Test Range	TNX	Military
Truckee, CA	Truckee-Tahoe Airport	TRK	Supporting
Tuscarora	I-L Ranch	NV12	Private
Wellington	Desert Creek	NV97	Private
Wellington	Sweetwater (USMC)	NV72	Military
Wellington	Topaz Ranch	43NV	Private
Wells	Two Star Ranch	NV07	Private
Wendover, UT	Wendover	ENV	Supporting
Winnemucca	Paiute Meadows	02NV	Private
Yerington	Lantana Ranch	01NV	Private

Sources: Kimley-Horn 2021, FAA Airport Facilities Data 2021

**Figure 3-3: Non-System Airports**



Sources: Kimley-Horn, FAA Form 5010 Airport Master Record 2021



### 3.5.2. Heliports

In addition to the 51 system airports, there are 63 heliports and 14 heliports on airports in operation throughout Nevada. These heliports were classified separately from airports due to the differing needs and uses of the facilities. Thus, a similar flow chart method was utilized to classify the heliports based on their primary use, as shown in **Table 3-8**. Additional classifications such as law enforcement could be considered in the future if new heliports are established for these specific types of activities.

**Table 3-8: NAHSP Heliport Roles by Classifications**

Classification	Primary Use	Number of Facilities
Medical	Medical purposes including established medical facilities and emergency use only	43
Media	News and media activities, typically for news stations	2
Private Sector	Utilized by a private entity for a specific purpose whether recreation, business, tourism, or another purpose	18
Public	Available for use by the public	13
Fire	Firefighting purposes including wildfire management and prescribed fire operations	1

Source: Kimley-Horn 2021

**Table 3-9** and **Figure 3-4** list the NAHSP role for the heliports in Nevada. Several heliports note “On Request” under FAA Identifier which denotes that the facility has been submitted to the FAA to be established as a formal aviation facility through FAA Form 5010-5 Airport Master Record (Newly Established Private-use Airports).

**Table 3-9: NAHSP Heliport Roles**

Associated City	Heliport Name	FAA ID	NAHSP Role
Amargosa Valley	Amargosa EMS	On Request	Medical
Battle Mountain	Battle Mountain EMS	53NV	Medical
Beatty	Beatty Hospital-EMS	On Request	Medical
Beatty	Planet 13 Heliport	On Request	Private Sector
Boulder City	Boulder City Hospital	NV16	Medical
Caliente	Grover C Dils Medical Center	On Request	Medical
Carson City	Carson-Tahoe Gardnerville	On Request	Medical
Carson City	Carson-Tahoe Hospital	NV60	Medical
Carson City	Carson-Tahoe Regional Medical Center	NV15	Medical
Charleston	Spring Mountain - NPS	On Request	Public
Cottonwood Cove	Lake Mead EMS - Cottonwood	On Request	Medical
Elko	Northeastern Nevada Regional Hospital	NV20	Medical
Fallon	Banner Hospital	On Request	Medical

Associated City	Heliport Name	FAA ID	NAHSP Role
Hawthorne	Grant Hospital	On Request	Medical
Henderson	Henderson Hospital	32NV	Medical
Henderson	St Rose Dominican Hospital	NV25	Medical
Las Vegas	Action	NV40	Medical
Las Vegas	Centennial Hills Hospital	On Request	Medical
Las Vegas	Children's Hospital Heliport #2	On Request	Medical
Las Vegas	Circus Circus	NV48	Private Sector
Las Vegas	Desert Springs Hospital	3NV1	Medical
Las Vegas	Gilbert Development Corp	NV61	Private Sector
Las Vegas	KLAS Channel 8	NV38	Media
Las Vegas	Las Vegas Motor Speedway - EMS	On Request	Medical
Las Vegas	Primm Valley Resort Casino EMS	On Request	Medical
Las Vegas	Spring Valley Hospital	2VE2	Medical
Las Vegas	St Rose Dominican San Martin Campus	64NV	Medical
Las Vegas	St. Rose Dominican - Rose De Lima	On Request	Medical
Las Vegas	Summerlin Medical Center	0NV1	Medical
Las Vegas	Sunrise Medical Center	NV86	Medical
Las Vegas	Sunrise Mountain View Hospital	10NV	Medical
Las Vegas	University Medical Center-Southern Nevada	NV34	Medical
Las Vegas	Valley Hospital Medical Center	NV53	Medical
Logandale	Moapa Logandale	On Request	Fire
Lovelock	Pershing General Hospital	NV19	Medical
Lyon County	Flying M Ranch (Hilton Ranch)	On Request	Public
Mesquite	Mesa View Regional Hospital	99NV	Medical
Mesquite	Vista Del Monte Lot 55	2NV3	Private Sector
Minden	Helicopter Parts International Inc. (HPI)	On Request	Private Sector
Nelson	Eldorado Substation	NV37	Private Sector
North Las Vegas	Emerus	NV24	Medical
Owyhee	Owyhee Hospital	On Request	Medical
Overton	Echo Bay <sup>4</sup>	On Request	Public
Pahrump	Desert View Hospital	On Request	Medical
Pahrump	Flying S Ranch	NV54	Private Sector
Pahrump	KPVM Television	90NV	Media

<sup>4</sup> Echo Bay Marina Heliport (FAA ID On Request) is located approximately three miles away from Echo Bay Airport (0L9).

Associated City	Heliport Name	FAA ID	NAHSP Role
Pahrump	Mercy Air-Pahrump	2NV8	Medical
Pahrump	Precious Materials	NV73	Private Sector
Reno	Freedom Helipad	NV77	Private Sector
Reno	Remsa/Care Flight	NV78	Medical
Reno	Renown Regional Medical Center	NV57	Medical
Reno	St Mary's Regional Medical Center	NV58	Medical
Sandy Valley	Fly Sin City #1	NV91	Private Sector
Sandy Valley	Fly Sin City #2	NV92	Private Sector
Sandy Valley	Fly Sin City #3	NV93	Private Sector
Sandy Valley	Sky Ranch	NV21	Medical
Searchlight	Renegades Mines Partners LLC	NV10	Medical
Searchlight	Searchlight Airport H1	On Request	Private Sector
Searchlight	Searchlight Airport H2 EMS	On Request	Private Sector
Sparks	Air Sailing	NV23	Private Sector
Sparks	Northern Nevada Medical Center	NV69	Medical
Wendover	West Wendover EMS	On Request	Medical
Winnemucca	Humboldt General Hospital EMS	22NV	Medical
Yerington	South Lyon County Hospital	On Request	Medical

Sources: Kimley-Horn 2021, NDOT 2021, FAA Form 5010 Airport Master Record 2021

In addition to stand-alone heliports, there are nine system airports that have one or more established heliports within the airport boundary, as listed in **Table 3-10**. These heliports are primarily for public use.

**Table 3-10: Heliports on Airports<sup>5</sup>**

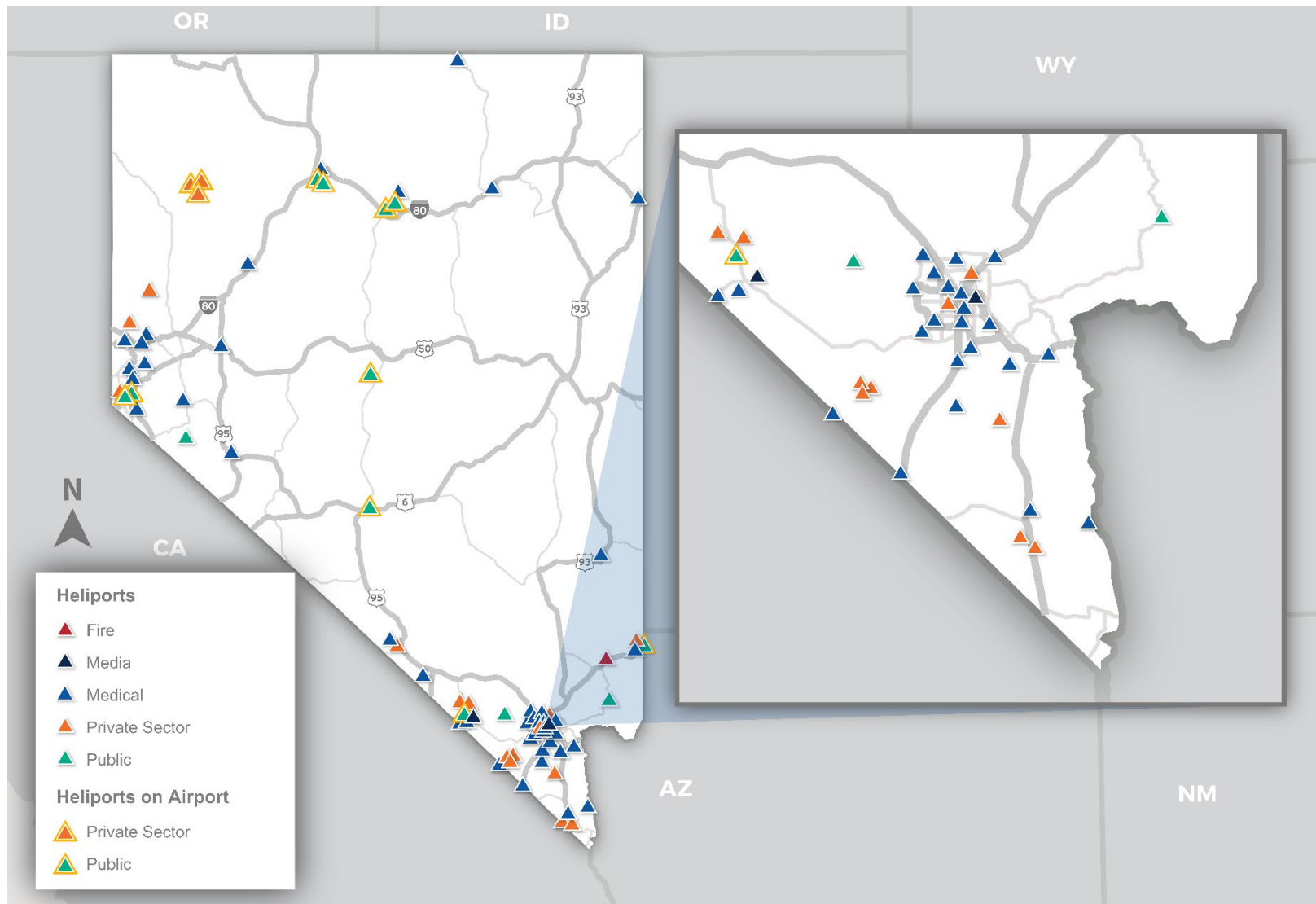
Associated City	Airport Name	FAA ID	Heliport ID	NAHSP Role
Battle Mountain	Battle Mountain	BAM	H1	Public
Battle Mountain	Battle Mountain	BAM	H2	Public
Gerlach	Black Rock City (Burning Man)	88NV	H1	Private Sector
Gerlach	Black Rock City (Burning Man)	88NV	H2	Private Sector
Gerlach	Black Rock City (Burning Man)	88NV	H3	Private Sector
Kingston	Kingston	N15	H1	Public
Mesquite	Mesquite	67L	H1	Public
Minden	Minden-Tahoe	MEV	BLM1	Public
Minden	Minden-Tahoe	MEV	BLM2	Public

<sup>5</sup> Goldfield Airport (NV50), currently a private airport without a heliport, has requested to become a public-use airport and to have a heliport added, which would add the airport to this list. These changes have not yet taken place.

Associated City	Airport Name	FAA ID	Heliport ID	NAHSP Role
Pahrump	Calvada Meadows	74P	H1	Public
Tonopah	Tonopah	TPH	H1	Public
Winnemucca	Winnemucca Municipal	WMC	H1	Public
Winnemucca	Winnemucca Municipal	WMC	H2	Public

Sources: Kimley-Horn 2021, FAA Form 5010 Airport Master Record 2021

**Figure 3-4: NAHSP Heliport Roles**



Sources: Kimley-Horn, FAA Form 5010 Airport Master Record 2021