

# Nevada Aviation: A Vital, Growing Resource



## GABBS AIRPORT GAB


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:

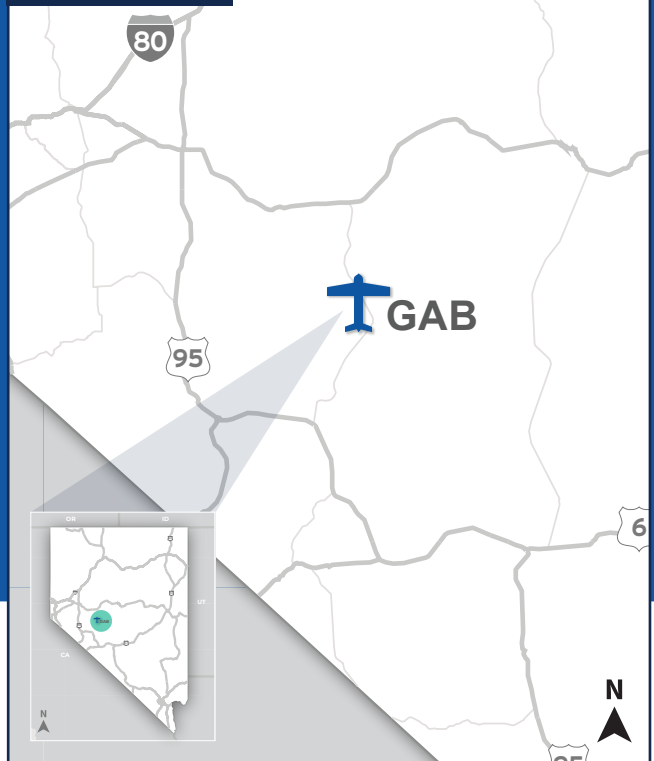
- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- GAB is classified by the NAHSP as a General Airport and in the NPIAS as a Basic Airport

 **General:** Serve a variety of general aviation (GA) activities, support local economies, and provide basic aeronautical needs.

Airport Aerial



Airport Location



## 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.





# GABBS 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	Fire - Temporary	1
	Nearest Airport	N/A	45 Miles	4
	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 5,810 Feet	5,950 Feet	5
	Based Aircraft	N/A	Less than 1%	3
	T-Hangar Ratio (THR)	0.50 - 0.60	1	5
	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	None	0
	Aircraft Maintenance	Minor	None	0
	Instrument Approach	Non-Precision	Visual	0
	<b>Regional Significance <math>V_{RS}</math> Subtotal</b>			
Airport Facilities $V_{AF}$	Runway ARC Category	B-II	A-I	0
	FAA Design Standards	Meet FAA Design Standards	No	0
	Runway Surface Type/Condition	Paved and Good, PCI >71	Dirt/Excellent	3
	Runway Lighting	Low-Intensity	None	0
	Taxiways	Partial Parallel to Primary Runway	None	0
	Visual Aids	Rotating Beacon and Wind Cone	Wind Cone	4
	Weather Reporting	AWOS or ASOS	None	0
	GA Terminal	Public Restrooms	None	0
	Utilities	Electricity and Water Available	Electricity	3
	Security/Wildlife Fencing	Partial	Full	5
	Communications Connectivity	Public Phone and Cellular (Data/4G)	Cellular (Data/4G)	3
	<b>Airport Facilities <math>V_{AF}</math> Subtotal</b>			

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator



Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
 Airport Protection $V_{AP}$	Height Hazard Zoning	Present	No	0
	Obstruction Mitigation	15:1 - 18:1	No Data	0
	Airspace Restrictions	N/A	Overhead	1
	Runway Protection Zone	Full Desired	Partial	3
	Land Use Compatibility	N/A	Less than 1 Mile	1
<b>Airport Protection <math>V_{AP}</math> Subtotal</b>				<b>5</b>
 Airport Access $V_{AA}$	Community Access	N/A	4 Miles	4
	Regional Access	N/A	36 Miles	1
	Local Access	Collector (Minor)	Collector (Minor)	5
	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car	3
<b>Airport Access <math>V_{AA}</math> Subtotal</b>				<b>13</b>
 Airport Expandability $V_{AE}$	Total Acreage Ratio	N/A	880	5
	Airfield and Aeronautical Property	N/A	8%	5
	Surplus Property	N/A	808 Acres	5
	Airfield Expandability	N/A	507 Feet	2
<b>Airport Expandability <math>V_{AE}</math> Subtotal</b>				<b>17</b>
 Community Commitment $V_{CC}$	Last ALP Update	< 10 Years and After 2013	2015	5
	Airport Management	Part Time or FBO	Staff	0
	Historical Capital Improvements	≥ \$1.0 Million	\$196,875	1
	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$1.14 Million	5
	Economic Development Partnership	Established Partnership	No	0
	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	Goodwill	N/A	Website	2
<b>Community Commitment <math>V_{CC}</math> Subtotal</b>				<b>18</b>

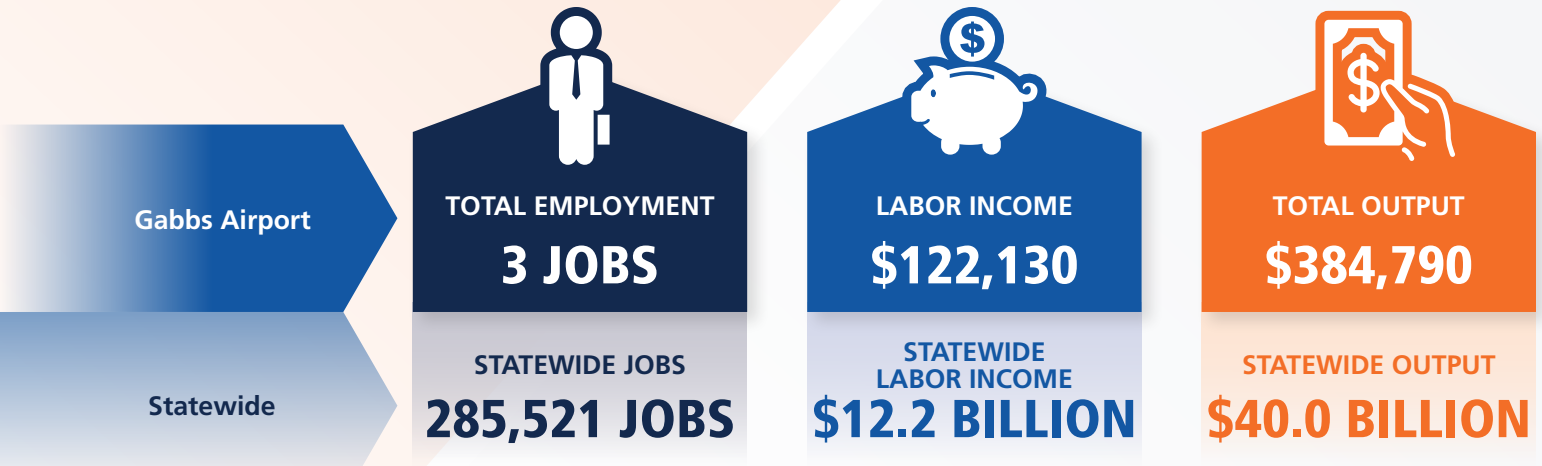
### AIRPORT REGIONAL VALUE SUMMARY

Total Score
  Maximum Score



# 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 GAB 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

Gabbs Airport (GAB) is a general aviation (GA) airport located four miles northwest of Gabbs in Nye County, over 95 miles from Carson City. The facility consists of two dirt runways that are 6,000 feet and 2,600 feet in length, respectively. Operations at GAB include GA flights for recreation and business travel. GAB also supports occasional emergency operations such as aerial firefighting and emergency medical service for the nearby mining operation. Located directly east of Gabbs, the Brucite Mine is one of the world's largest magnesium mines. GAB also occasionally supports military training flights and missions.

## 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.

**\$1,068,500**

Gabbs Airport

## GAB 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.

