NAHSP
Nevada Airport and Heliport System Plan

HAWTHORNE INDUSTRIAL AIRPORT
HTH

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

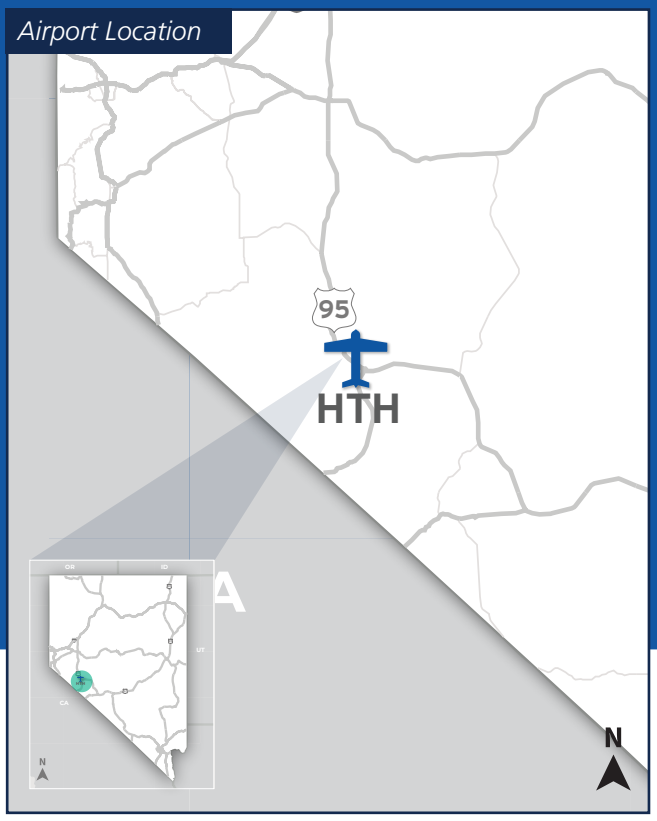
NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- HTH 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.

HAWTHORNE INDUSTRIAL 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	60 Miles	4
	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 5,600 Feet	6,000 Feet	5
	Based Aircraft	N/A	Less than 1%	1
	T-Hangar Ratio (THR)	0.50 - 0.60	1	5
	Fuel Availability	Jet A and 100LL, Self Service (SS) with Credit Card Reader	Jet A and 100LL, SS with Credit Card Reader	5
	Aircraft Maintenance	Minor	None	0
	Instrument Approach	Non-Precision	Non-Precision	5
			Regional Significance V_{RS} Subtotal	**31**
Airport Facilities V_{AF}	Runway ARC Category	B-II	B-II	5
	FAA Design Standards	Meet FAA Design Standards	No	0
	Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Good, PCI = 71	5
	Runway Lighting	Low-Intensity	Medium-Intensity	5
	Taxiways	Partial Parallel to Primary Runway	Partial Parallel to Primary Runway	5
	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon, Wind Cone, and REILs	5
	Weather Reporting	AWOS or ASOS	AWOS	5
	GA Terminal	Public Restrooms	Public Restrooms and Pilot Lounge	5
	Utilities	Electricity and Water Available	Electricity, Water, and Sewer	5
	Security/Wildlife Fencing	Partial	Full	5
	Communications Connectivity	Public Phone and Cellular (Data/4G)	Public Phone and Cellular (Data/4G)	5
			Airport Facilities V_{AF} Subtotal	**50**

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, REILs = Runway End Identifier Lights, ATCT = Air Traffic Control Tower, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator

Associated City
HAWTHORNE

FAA Identifier
HTH

Classification
GENERAL

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	50:1	5
	Airspace Restrictions	N/A	23 Miles	1
	Runway Protection Zone	Full Desired	No Available ALP	0
	Land Use Compatibility	N/A	Less than 1 Mile	1
			Airport Protection V_{AP} Subtotal	**7**
Airport Access V_{AA}	Community Access	N/A	1 Mile	5
	Regional Access	N/A	Less than 1 Mile	5
	Local Access	Collector (Minor)	Collector (Minor)	5
	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car and Shuttle	3
			Airport Access V_{AA} Subtotal	**18**
Airport Expandability V_{AE}	Total Acreage Ratio	N/A	151	5
	Airfield and Aeronautical Property	N/A	7%	5
	Surplus Property	N/A	843 Acres	5
	Airfield Expandability	N/A	443 Feet	2
			Airport Expandability V_{AE} Subtotal	**17**
Community Commitment V_{CC}	Last ALP Update	< 10 Years and After 2013	2020	5
	Airport Management	Part Time or FBO	None	0
	Historical Capital Improvements	≥ $1.0 Million	$753,204	3
	Airport Capital Improvement Program (ACIP)	≥ $1.0 Million	$6.25 Million	5
	Economic Development Partnership	Established Partnership	No	0
	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement and Operations Subsidy	0
	Goodwill	N/A	Website and Positive News	3
			Community Commitment V_{CC} Subtotal	**16**

AIRPORT REGIONAL VALUE SUMMARY

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 HTH 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.

	TOTAL EMPLOYMENT	LABOR INCOME	TOTAL OUTPUT
Hawthorne Industrial Airport	24 JOBS	$775,130	$2,513,800
Statewide	285,521 JOBS	$12.2 BILLION	$40.0 BILLION
	STATEWIDE JOBS	STATEWIDE LABOR INCOME	STATEWIDE OUTPUT

AIRPORT OVERVIEW

Hawthorne Industrial Airport (HTH) is a general aviation (GA) airport located one mile north of the center of Hawthorne in Mineral County. With a single paved 6,000-foot-long runway, HTH serves a mostly GA market. GA traffic includes recreational flights, emergency medical service operators, aerial firefighting operations, and occasional air taxi operations. Airport users also visit the airport for helicopter tours and to access fishing/hunting opportunities in the nearby region. Additional operations attributable to HTH are from the U.S. Army Joint Munitions Command ammunition storage depot located nearby. These operations include both military flights and recreational flights by military personnel.

AIRPORT REPLACEMENT VALUE

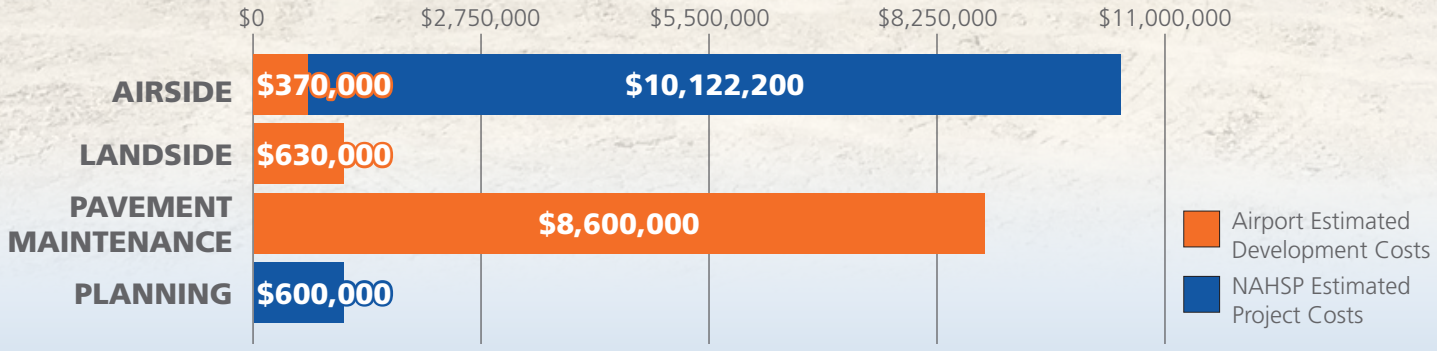
Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated based on existing facilities and current costs.

$19,793,000
Hawthorne Industrial Airport

HTH 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.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.



Visit the NDOT Aviation Program website to learn more: nevadaaviationsystem.com