



MESQUITE AIRPORT 67L

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
- 67L 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 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.

MESQUITE 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 | EMS, Fire - Temporary, and Skydiving | 3 |
| | Nearest Airport | N/A | 34 Miles | 3 |
| | Longest Runway | Accommodate 95% of Small Aircraft Fleet = 4,000 Feet | 5,121 Feet | 5 |
| | Based Aircraft | N/A | Less than 1% | 1 |
| | T-Hangar Ratio (THR) | 0.50 - 0.60 | 2 | 5 |
| | Fuel Availability | Jet A or 100LL, Self Service (SS) with Credit Card Reader | Jet A and 100LL, Full Service (FS) and SS with Credit Card Reader | 5 |
| | Aircraft Maintenance | Minor | None | 0 |
| | Instrument Approach | Non-Precision | Visual | 0 |
| | Regional Significance V_{RS} Subtotal | | | |
| Airport Facilities V _{AF} | Runway ARC Category | B-II | B-II | 5 |
| | FAA Design Standards | Meet FAA Design Standards | Yes | 5 |
| | Runway Surface Type/Condition | Paved and Good, PCI >71 | Asphalt and Poor, PCI = 100* | 5 |
| | Runway Lighting | Low-Intensity | Medium-Intensity | 5 |
| | Taxiways | Partial Parallel to Primary Runway | Full Parallel to Primary Runway | 5 |
| | Visual Aids | Rotating Beacon and Wind Cone | Rotating Beacon, Wind Cone, REILs, and PAPIs | 5 |
| | Weather Reporting | AWOS or ASOS | AWOS | 5 |
| | GA Terminal | Public Restrooms | Public Restrooms, Conference Room, and Pilot Lounge | 5 |
| | Utilities | Electricity and Water Available | Electricity, Water, and Sewer or Septic | 5 |
| | Security/Wildlife Fencing | Partial | Full | 5 |
| | Communications Connectivity | Public Phone and Cellular (Data/4G) | Cellular (Data/4G) | 3 |
| Airport Facilities V_{AF} Subtotal | | | | 53 |

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, REILs = Runway End Identifier Lights, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator





*Changes to runway surface condition occurred during the course of the project. This change may not be reflected in other NAHSP deliverables.



Associated City
MESQUITE

FAA Identifier
67L

Classification
GENERAL

| Category | Value Rating Variable (VRV) | NAHSP Objective (Minimum) | Current Performance | Score |
|--|--|---|---------------------------------------|-----------|
|  Airport Protection V_{AP} | Height Hazard Zoning | Present | Yes | 5 |
| | Obstruction Mitigation | 15:1 - 18:1 | 50:1 | 5 |
| | Airspace Restrictions | N/A | 21 Miles | 3 |
| | Runway Protection Zone | Full Desired | Partial | 3 |
| | Land Use Compatibility | N/A | Less than 1 Mile | 1 |
| Airport Protection V_{AP} Subtotal | | | | 17 |
|  Airport Access V_{AA} | Community Access | N/A | 2 Miles | 4 |
| | Regional Access | N/A | 2.3 Miles | 5 |
| | Local Access | Collector (Minor) | Collector (Minor) | 5 |
| | Ground Transportation Services | Rental or Courtesy Car and Taxi or Ride Share | Courtesy Car, Shuttle, and Ride Share | 5 |
| Airport Access V_{AA} Subtotal | | | | 19 |
|  Airport Expandability V_{AE} | Total Acreage Ratio | N/A | 17 | 5 |
| | Airfield and Aeronautical Property | N/A | 24% | 1 |
| | Surplus Property | N/A | 117 Acres | 1 |
| | Airfield Expandability | N/A | 214 Feet | 1 |
| Airport Expandability V_{AE} Subtotal | | | | 8 |
|  Community Commitment V_{CC} | Last ALP Update | < 10 Years and After 2013 | 2020 | 5 |
| | Airport Management | Part Time or FBO | Part Time | 5 |
| | Historical Capital Improvements | ≥ \$1.0 Million | \$2.66 Million | 5 |
| | Airport Capital Improvement Program (ACIP) | ≥ \$1.0 Million | \$4.78 Million | 5 |
| | Economic Development Partnership | Established Partnership | No | 0 |
| | Financial Subsidies | Capital Improvement Subsidy | Capital Improvement Subsidy | 5 |
| | Goodwill | N/A | Website | 2 |
| Community Commitment V_{CC} Subtotal | | | | 27 |

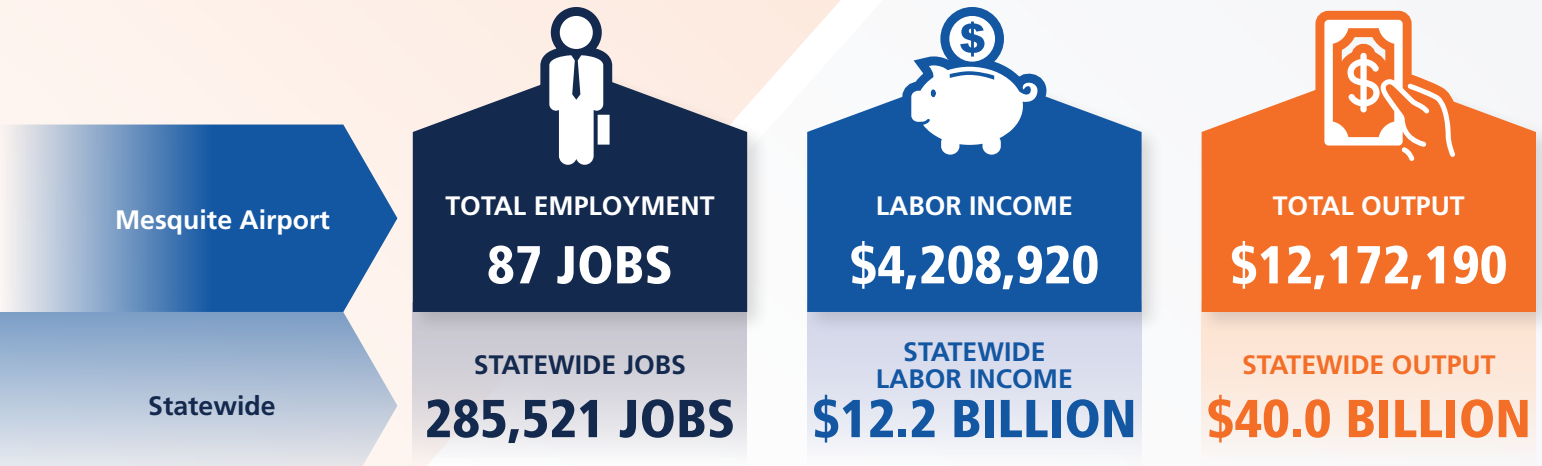
AIRPORT REGIONAL VALUE SUMMARY

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 67L 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

Mesquite Airport (67L) is a general aviation (GA) airport located two miles north of Mesquite in Clark County. The airport is owned by the City of Mesquite with lands leased from the Bureau of Land Management (BLM). 67L has a paved runway over 5,000 feet long with multiple helipads. There are occasional emergency medical flights and aerial firefighting operations, but most traffic at 67L is recreational. 67L offers quick access to attractions like casinos, golf courses, and various outdoor activities. 67L is also home to a BLM base for Single Engine Air Tanker (SEAT) operations. In 2020, 67L played a critical role in fighting two fires, the Bishop fire and the Comet fire. 67L was selected as the staging area for these fires because it was the nearest airport that could accommodate the aircraft required for fire air support.

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.

\$26,623,000
Mesquite Airport

67L 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.

