



NORTH LAS VEGAS AIRPORT VGT

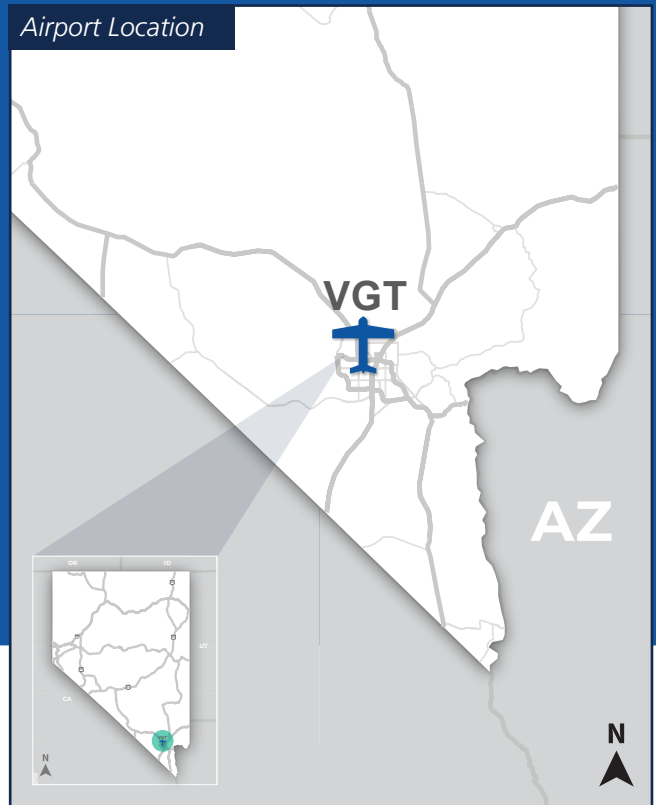
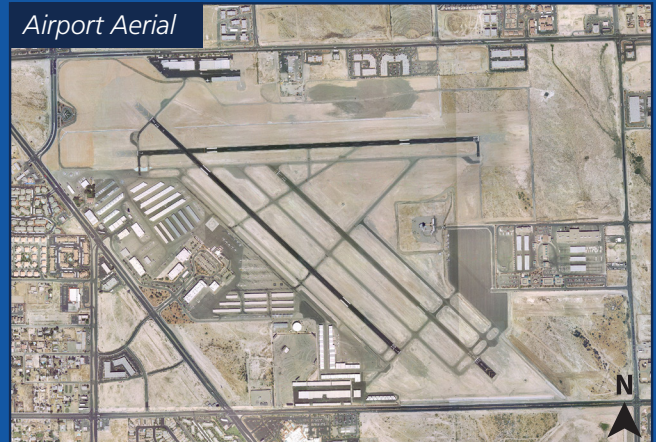
The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, 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
- VGT is classified by the NAHSP as a National Airport and in the NPIAS as a National Airport



 **National:** Supports national and state system by providing communities with access to national and international markets in multiple states and throughout the U.S.

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.

NORTH LAS VEGAS 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 -Temp, Helicopter Tourisms, and Gliders	3
	Nearest Airport	N/A	9 Miles	1
	Longest Runway	Future Runway Length From ALP/MP = 5,005 Feet	5,005 Feet	5
	Based Aircraft	N/A	23%	5
	T-Hangar Ratio (THR)	0.70 - 0.80	0.73	5
	Fuel Availability	Jet A and 100LL Full Service (FS) and Self Service (SS) with Credit Card Reader	Jet A and 100 LL FS and SS with Credit Card Reader	5
	Aircraft Maintenance	Major	Major	5
	Instrument Approach	Precision	Precision	5
Regional Significance V_{RS} Subtotal				39
Airport Facilities V _{AF}	Runway ARC Category	C-II	B-II	0
	FAA Design Standards	Meet FAA Design Standards	No, Solution Proposed	3
	Runway Surface Type/Condition	Paved and Excellent, PCI >86	Asphalt and Good, PCI = 85	3
	Runway Lighting	Medium-Intensity, High-Intensity as Desired	Medium-Intensity	3
	Taxiways	Full Parallel to All Runways	Full Parallel to All Runways	5
	Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs or VASIs, and ALS or REILs	Rotating Beacon, Lighted Wind Cone, PAPIs, and REILs	5
	Weather Reporting	AWOS or ASOS	AWOS	5
	GA Terminal	GA Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	GA Terminal with Public Restrooms, Conference Rooms, and Pilot Lounge	5
	Utilities	Electricity, Water, Sewer or Septic	Electricity, Water, and Sewer	5
	Security/Wildlife Fencing	Full	Full	5
	Communications Connectivity	Public Phone, Cellular (Data/4G), and Wifi	Public Phone, Cellular (Data/4G), and Wifi	5
Airport Facilities V_{AF} Subtotal				44





Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, VASIs = Visual Approach Slope Indicator, ALS = Approach Lighting System, 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



Associated City
LAS VEGAS

FAA Identifier
VGT

Classification
PRIMARY

Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
 Airport Protection V_{AP}	Height Hazard Zoning	Present	Yes	5
	Obstruction Mitigation	>20:1	24:1	5
	Airspace Restrictions	N/A	2.2 Miles	1
	Runway Protection Zone	Full	Full	5
	Land Use Compatibility	N/A	Less than 1 Mile	1
Airport Protection V_{AP} Subtotal				17
 Airport Access V_{AA}	Community Access	N/A	3 Miles	4
	Local Access	Arterial (Minor)	Arterial (Major)	5
	Regional Access	N/A	4.2 Miles	5
	Ground Transportation Services	Rental or Courtesy Car, Bus, and Taxi or Ride Share	Rental Car, Courtesy Car, Bus, and Taxi/Rideshare	5
Airport Access V_{AA} Subtotal				19
 Airport Expandability V_{AE}	Total Acreage Ratio	N/A	2	3
	Airfield and Aeronautical Property	N/A	25%	5
	Surplus Property	N/A	690 Acres	5
	Airfield Expandability	N/A	742 Feet	3
Airport Expandability V_{AE} Subtotal				16
 Community Commitment V_{CC}	Last ALP Update	<5 Years	2020	5
	Airport Management	Full Time	Full Time	5
	Historical Capital Improvements	≥ \$5.0 Million	\$1.41 Million	1
	Airport Capital Improvement Program (ACIP)	≥ \$5.0 Million	\$27.06 Million	5
	Economic Development Partnership	Established Partnership	Yes	5
	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	Goodwill	N/A	Website and Positive News	3
Community Commitment V_{CC} Subtotal				29

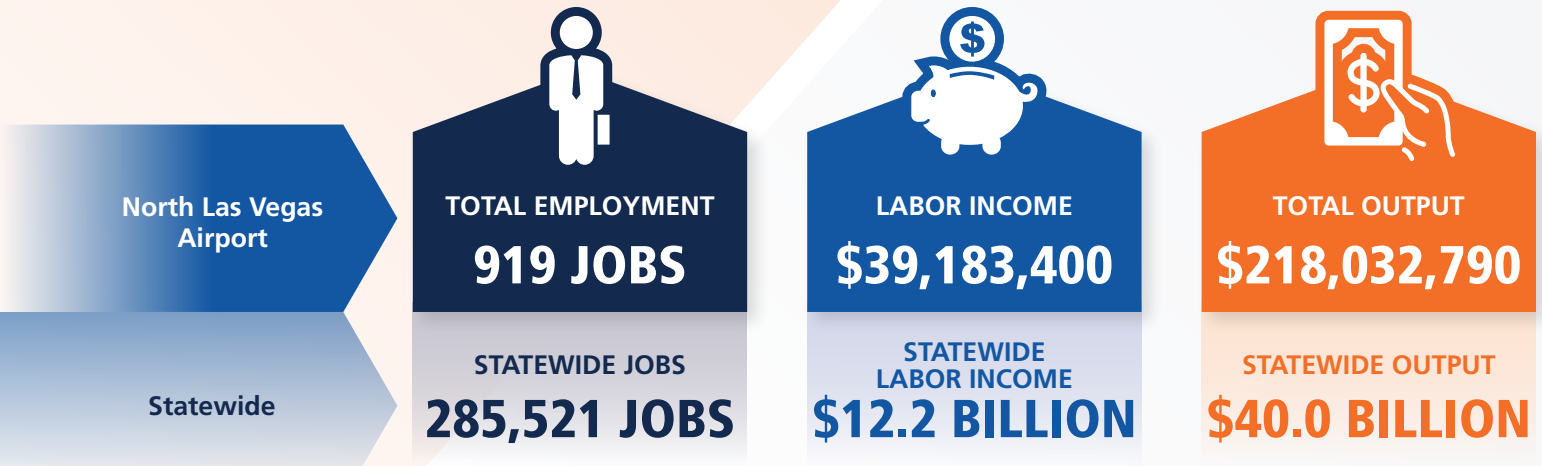
AIRPORT REGIONAL VALUE SUMMARY

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 VGT 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

North Las Vegas Airport (VGT) is a general aviation (GA) airport located in North Las Vegas, six miles northwest of Las Vegas. The facility is owned and operated by the Clark County Department of Aviation. VGT has three runways, two over 5,000 feet long, and multiple helicopter parking areas. VGT is known as the major flight-training hub in Southern Nevada, offering Private Pilot through Airline Transport Pilot certification. The Instrument Landing System (ILS) supports instrument flight training and VGT is the only GA airport in Southern Nevada with a precision approach-training environment. Other operations at VGT include recreational flying, aircraft repair, charter operators, and robust helicopter tourism. VGT supports aerial firefighting operations and emergency medical flight services. In recent years, the Bureau of Land Management and Nevada Army National Guard have utilized VGT to support response to national emergencies.

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.

\$679,044,743
North Las Vegas Airport

VGT 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.

