



ALAMO LANDING FIELD L92

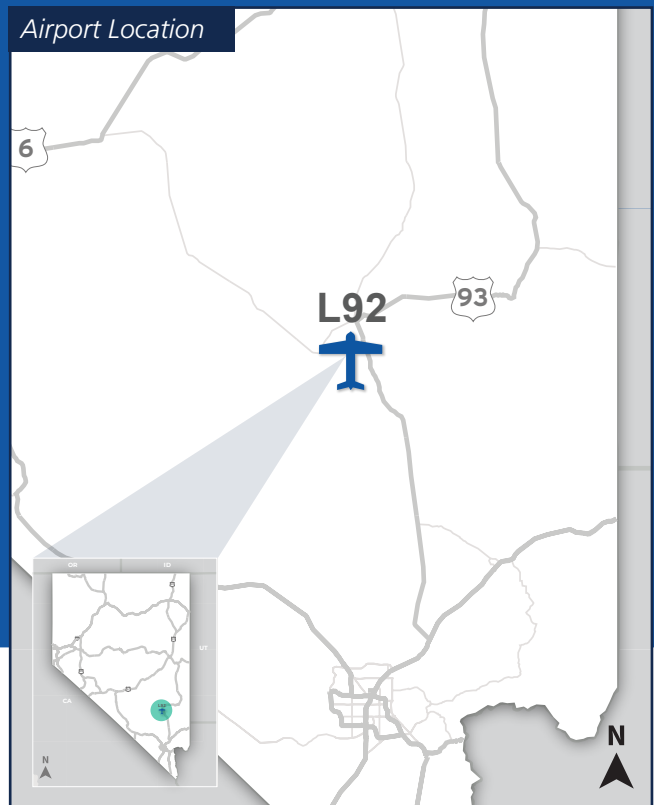
The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, 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
- L92 is classified by the NAHSP as a Access Airport and in the NPIAS as a Basic Airport



 **Access:** Regularly utilized for a specific reason related to accessing the location such as emergency, medical, or business (e.g. mining, casinos).

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.





ALAMO LANDING FIELD

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, Contracted | 3 |
| | Airport Uses | N/A | Fire - Temporary | 1 |
| | Nearest Airport | N/A | 72.5 Miles | 5 |
| | Longest Runway | Maintain Existing | 4,362 Feet | 5 |
| | Based Aircraft | N/A | Less than 1 % | 1 |
| | T-Hangar Ratio (THR) | >0.25 | 1 | 5 |
| | Fuel Availability | Jet A or 100LL, Self Service (SS) with Credit Card Reader | None | 0 |
| | Aircraft Maintenance | None | None | 5 |
| | Instrument Approach | Visual | Visual | 5 |
| Regional Significance V_{RS} Subtotal | | | | 30 |
| Airport Facilities V _{AF} | Runway ARC Category | B-I | B-I | 5 |
| | FAA Design Standards | Meet FAA Design Standards | Yes | 5 |
| | Runway Surface Type/Condition | Non-Paved and Fair, PCI >56 | Asphalt and Excellent, PCI = 90 | 5 |
| | Runway Lighting | Reflectors, Low-Intensity Desired | High Intensity | 5 |
| | Taxiways | Turn Arounds | Turn Arounds | 5 |
| | Visual Aids | Wind Cone | Rotating Beacon and Wind Cone | 5 |
| | Weather Reporting | Automated Unicom | None | 0 |
| | GA Terminal | Public Restrooms Desired | None | 0 |
| | Utilities | Electricity and Water Available | Electricity and Septic | 3 |
| | Security/Wildlife Fencing | None | Partial | 5 |
| | Communications Connectivity | Public Phone or Cellular (Data/4G) | Cellular (Data/4G) | 5 |
| | Airport Facilities V_{AF} Subtotal | | | |

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, GA = General Aviation, ALP = Airport Layout Plan



| 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 | No Data | 0 |
| | Airspace Restrictions | N/A | Overhead | 1 |
| | Runway Protection Zone | Full Desired | Partial, Plan to Acquire Full Control | 3 |
| | Land Use Compatibility | N/A | Less Than 1 Mile | 1 |
| | Airport Protection V_{AP} Subtotal | | | |
|  Airport Access V _{AA} | Community Access | N/A | 2.0 Miles | 4 |
| | Regional Access | N/A | 1.7 Miles | 5 |
| | Local Access | Local | Collector (Major) | 5 |
| | Ground Transportation Services | Rental or Courtesy Car and Taxi or Ride Share | None | 0 |
| | Airport Access V_{AA} Subtotal | | | |
|  Airport Expandability V _{AE} | Total Acreage Ratio | N/A | 640 | 5 |
| | Airfield and Aeronautical Property | N/A | 25% | 5 |
| | Surplus Property | N/A | 480 Acres | 5 |
| | Airfield Expandability | N/A | 419 Feet | 2 |
| | Airport Expandability V_{AE} Subtotal | | | |
|  Community Commitment V _{CC} | Last ALP Update | < 10 Years and After 2013 | 2021 | 5 |
| | Airport Management | Staff | None | 0 |
| | Historical Capital Improvements | ≥ \$500,000 | \$1.58 Million | 5 |
| | Airport Capital Improvement Program (ACIP) | ≥ \$500,000 | \$525,000 | 5 |
| | Economic Development Partnership | Established Partnership | No | 0 |
| | Financial Subsidies | Capital Improvement and Operations Subsidy | Capital Improvement and Operations Subsidy | 5 |
| | Goodwill | N/A | Website | 2 |
| | Community Commitment V_{CC} Subtotal | | | |

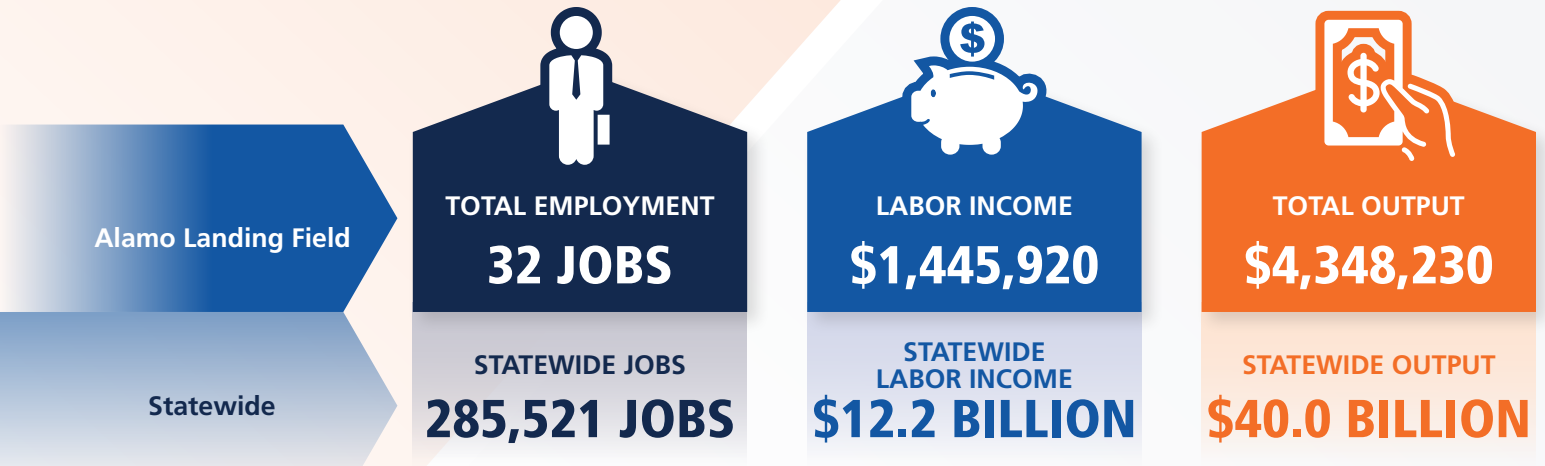
AIRPORT REGIONAL VALUE SUMMARY

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 L92 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

Alamo Landing Field (L92) is a general aviation (GA) airport located just west of Alamo in Lincoln County, over 70 miles north of Las Vegas. Originally abandoned prior to 1959, the airport was returned to operational activity around 1994. The airport's land is leased from the Bureau of Land Management (BLM). With a single paved runway that is 4,300 feet in length, L92 provides services for individuals visiting Southeast Nevada for hunting, fishing, sightseeing, and many other recreational purposes. It also provides a central location for BLM aerial firefighting when needed. The local community supports L92 by using the airport as a community meeting place and attending the airport's annual open house. The facility is also the closest public-use airport to Groom Lake and the highly classified United States Air Force (USAF) facility of Homey Airport, better known as Area 51.

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.

\$5,721,000

Alamo Landing Field

L92 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.

