



## AUSTIN AIRPORT TMT

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
- TMT 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.

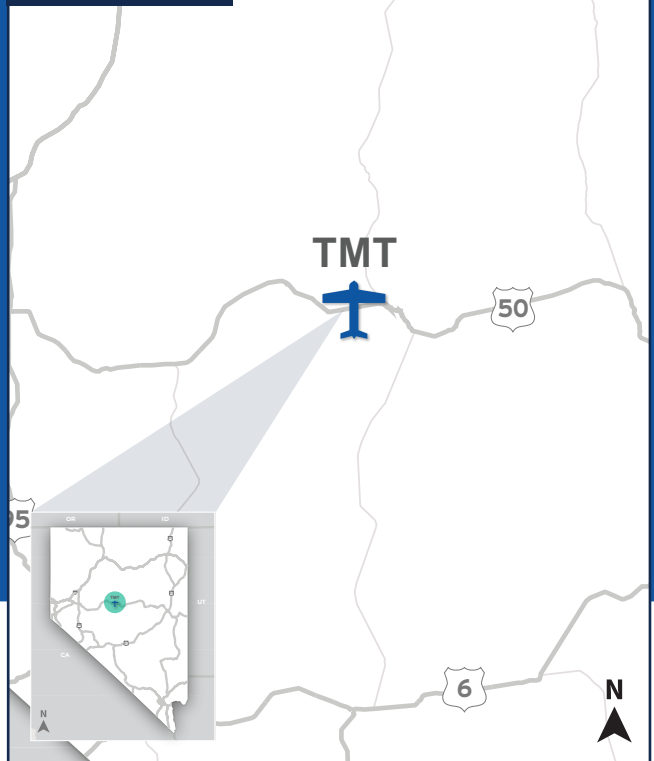
## AIRPORT REGIONAL VALUE

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.

Airport Aerial



Airport Location



# AUSTIN 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	64 Miles	5
	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 6,990'	5,999'	0
	Based Aircraft	N/A	Less than 1%	1
	T-Hangar Ratio (THR)	0.50 - 0.60	0.60	5
	Fuel Availability	Jet A or 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	Visual	0
	<b>Regional Significance <math>V_{RS}</math> Subtotal</b>			
Airport Facilities $V_{AF}$	Runway ARC Category	B-II	B-I	0
	FAA Design Standards	Meet FAA Design Standards	Yes	5
	Runway Surface Type/Condition	Paved and Good, PCI >71	Asphalt and Good, PCI = 73	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 and Lighted Wind Cone	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 Septic	5
	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



Associated City  
**AUSTIN**

FAA Identifier  
**TMT**

Classification  
**GENERAL**

Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
 <b>Airport Protection V<sub>AP</sub></b>	Height Hazard Zoning	Present	No	0
	Obstruction Mitigation	15:1 - 18:1	30:1	5
	Airspace Restrictions	N/A	Overhead	1
	Runway Protection Zone	Full Desired	Full	5
	Land Use Compatibility	N/A	Less than 1 Mile	1
<b>Airport Protection V<sub>AP</sub> Subtotal</b>				<b>12</b>
 <b>Airport Access V<sub>AA</sub></b>	Community Access	N/A	4 Miles	4
	Regional Access	N/A	4.8 Miles	5
	Local Access	Collector (Minor)	Nevada State Route	5
	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car	3
<b>Airport Access V<sub>AA</sub> Subtotal</b>				<b>17</b>
 <b>Airport Expandability V<sub>AE</sub></b>	Total Acreage Ratio	N/A	241	5
	Airfield and Aeronautical Property	N/A	3%	5
	Surplus Property	N/A	1,169 Acres	5
	Airfield Expandability	N/A	3,192 Feet	5
<b>Airport Expandability V<sub>AE</sub> Subtotal</b>				<b>20</b>
 <b>Community Commitment V<sub>CC</sub></b>	Last ALP Update	< 10 Years and After 2013	2017	5
	Airport Management	Part Time or FBO	Staff	0
	Historical Capital Improvements	≥ \$1.0 Million	\$1.51 Million	5
	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$2.61 Million	5
	Economic Development Partnership	Established Partnership	No	0
	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement and Operations Subsidy	5
	Goodwill	N/A	None	0
<b>Community Commitment V<sub>CC</sub> Subtotal</b>				<b>20</b>

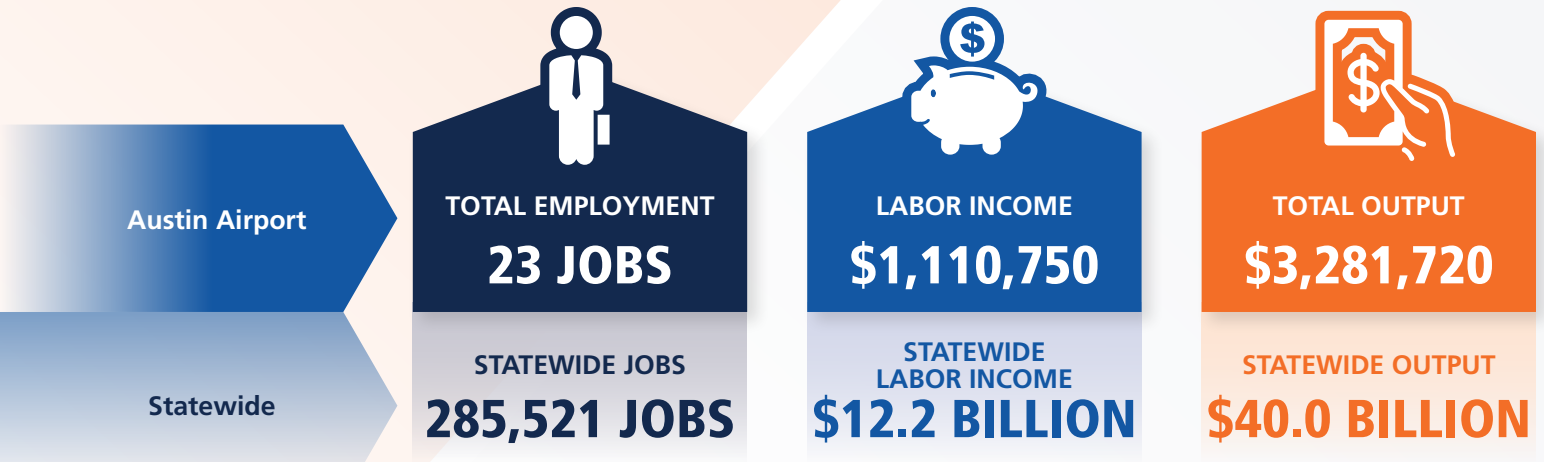
## AIRPORT REGIONAL VALUE SUMMARY

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 TMT 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

Austin Airport (TMT) is a general aviation (GA) airport located five miles southwest of Austin, in Lander County, 130 miles from the Reno and Carson City communities. TMT has a single 6,000-foot-long paved runway with an apron and several buildings. Most operations at TMT are recreational, with some military and aerial firefighting activity as well. Military operations are primarily from Fallon Naval Air Station (NAS). Aerial firefighting flights are operated by the Bureau of Land Management (BLM). TMT temporarily supports Single Engine Air Tanker (SEAT) operations. Care Flight, an emergency medical operation, relies on TMT monthly using a fixed wing aircraft. TMT has an active Advisory Board which supports development and growth of the airport. The airport offers a courtesy car to Austin, which is known as a "living ghost town", offering hotels, bed and breakfasts, and restaurants.

## 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.

**\$10,587,000**

Austin Airport

## TMT 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.

