



BATTLE MOUNTAIN AIRPORT BAM

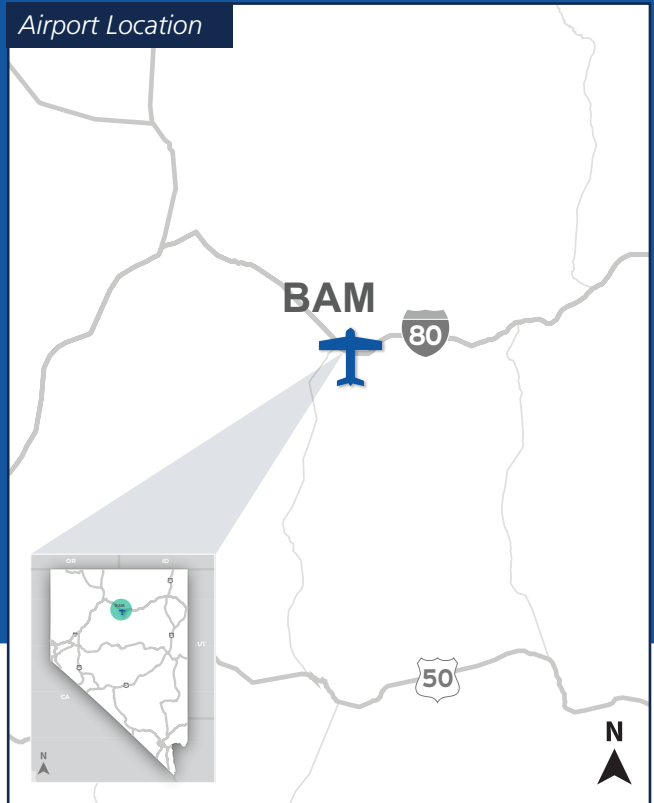
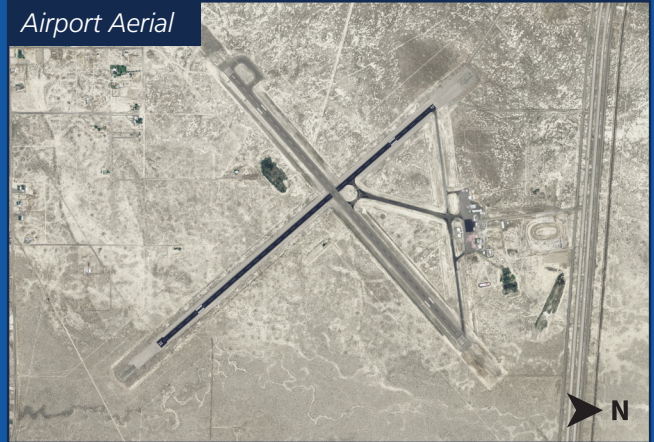
The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance,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

BATTLE MOUNTAIN 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 and Fire - Permanent	2
	Nearest Airport	N/A	53 Miles	5
	Longest Runway	Maintain Existing	7,300 Feet	5
	Based Aircraft	N/A	0.2%	1
	T-Hangar Ratio (THR)	>0.25	1	5
	Fuel Availability	Jet A or 100LL, Self Service (SS) with Credit Card Reader	Jet A and 100 LL, Full Service (FS) and SS with Credit Card Reader	5
	Aircraft Maintenance	None	Major	5
	Instrument Approach	Visual	Non-Precision Vertical Guidance	5
Regional Significance V_{RS} Subtotal				38
Airport Facilities V_{AF}	Runway ARC Category	B-I	C-IV	5
	FAA Design Standards	Meet FAA Design Standards	Yes	5
	Runway Surface Type/Condition	Non-Paved and Fair, PCI >56	Asphalt and Good, PCI = 82	5
	Runway Lighting	Reflectors, Low-Intensity Desired	Medium-Intensity	5
	Taxiways	Turn Arounds	Turn Arounds	5
	Visual Aids	Wind Cone	Rotating Beacon, Lighted Wind Cone, and VASI	5
	Weather Reporting	Automated Unicom	AWOS	5
	GA Terminal	Public Restrooms Desired	Public Restrooms, Conference Room, and Pilot Lounge	5
	Utilities	Electricity and Water Available	Electricity, Water, and Sewer or Septic	5
	Security/Wildlife Fencing	None	Full	5
	Communications Connectivity	Public Phone or Cellular (Data/4G)	Cellular (Data/4G)	5
	Airport Facilities V_{AF} Subtotal			





Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, VASIs = Visual Approach Slope Indicator, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan



Associated City
BATTLE MOUNTAIN

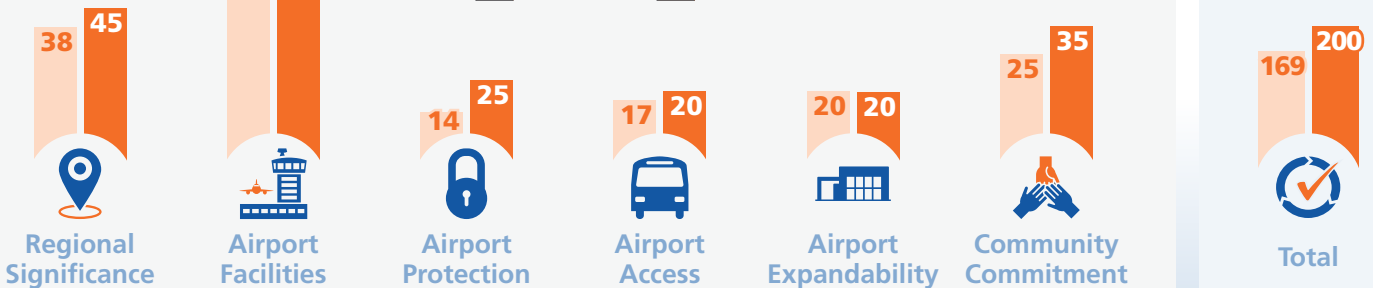
FAA Identifier
BAM

Classification
ACCESS

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	50:1	5
	Airspace Restrictions	N/A	15 Miles	3
	Runway Protection Zone	Full Desired	Full	5
	Land Use Compatibility	N/A	Less than 1 Mile	1
	Airport Protection V_{AP} Subtotal			
 Airport Access V_{AA}	Community Access	N/A	3 Miles	4
	Regional Access	N/A	3 Miles	5
	Local Access	Local	Collector (Minor)	5
	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car	3
	Airport Access V_{AA} Subtotal			
 Airport Expandability V_{AE}	Total Acreage Ratio	N/A	267	5
	Airfield and Aeronautical Property	N/A	8%	5
	Surplus Property	N/A	984 Acres	5
	Airfield Expandability	N/A	1,539 Feet	5
	Airport Expandability V_{AE} Subtotal			
 Community Commitment V_{CC}	Last ALP Update	< 10 Years and After 2013	2016	5
	Airport Management	Staff	Staff	5
	Historical Capital Improvements	≥ \$500,000	\$4.95 Million	5
	Airport Capital Improvement Program (ACIP)	≥ \$500,000	\$1.12 Million	5
	Economic Development Partnership	Established Partnership	No	0
	Financial Subsidies	Capital Improvement and Operations Subsidy	Capital Improvement and Operations Subsidy	5
	Goodwill	N/A	None	0
Community Commitment V_{CC} Subtotal				25

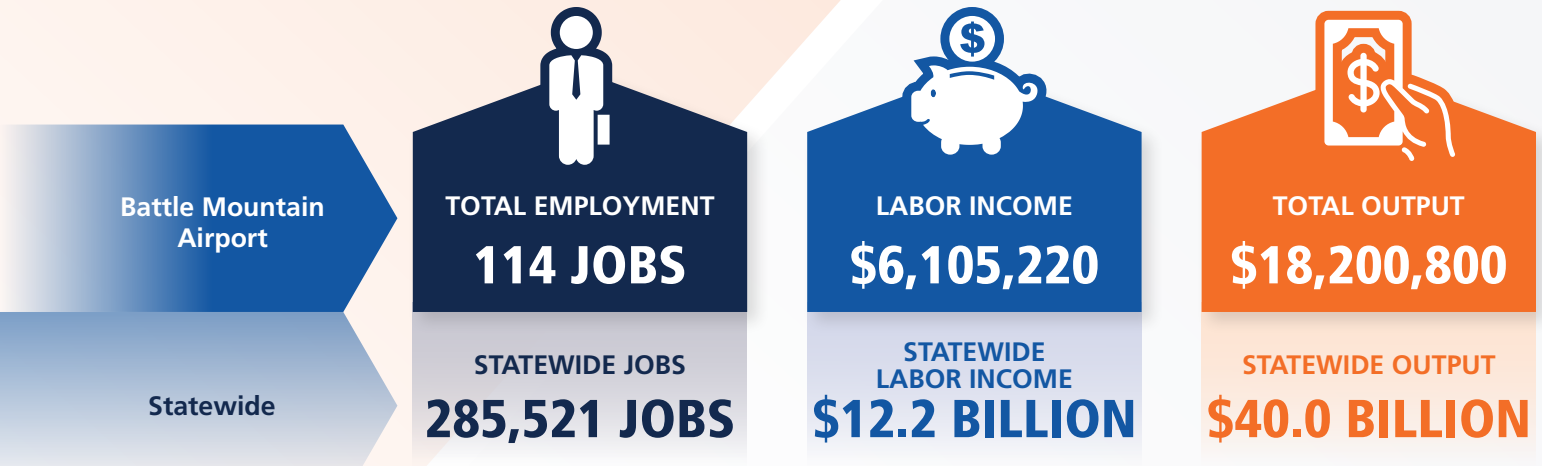
AIRPORT REGIONAL VALUE SUMMARY

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 BAM 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

Battle Mountain Airport (BAM) is a general aviation (GA) airport located three miles southeast of Battle Mountain in Lander County. BAM has two runways over 7,000 feet long and two helipads, and is home to the Battle Mountain Air Attack Base, which is run by the Bureau of Land Management (BLM). The Air Attack Base provides support for fire suppression operations in Northern Nevada. Additional operations at BAM include recreational flights along with emergency medical service flights operated by Care Flight. BAM sees occasional military staged exercises, usually from Fallon Naval Air Station. There are two on-site business tenants, including an aircraft maintenance business offering major airframe and powerplant service. During the spring and early winter when firefighting operations are less common, the airport's sizeable apron is an ideal venue for community events and gatherings which require lots of space.

AIRPORT REPLACEMENT VALUE

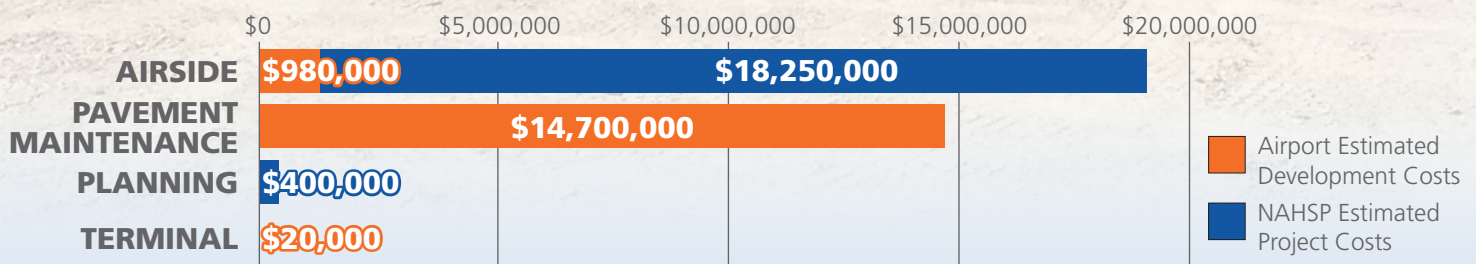
Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated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

\$31,604,000
Battle Mountain Airport

BAM 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.



*NAHSP analyses did not identify any additional project needs for BAM.