



## DENIO JUNCTION AIRPORT E85

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:

- Establish goals and project metrics
- Determine existing system performance
- Identify future performance targets
- Outline policy and project recommendations

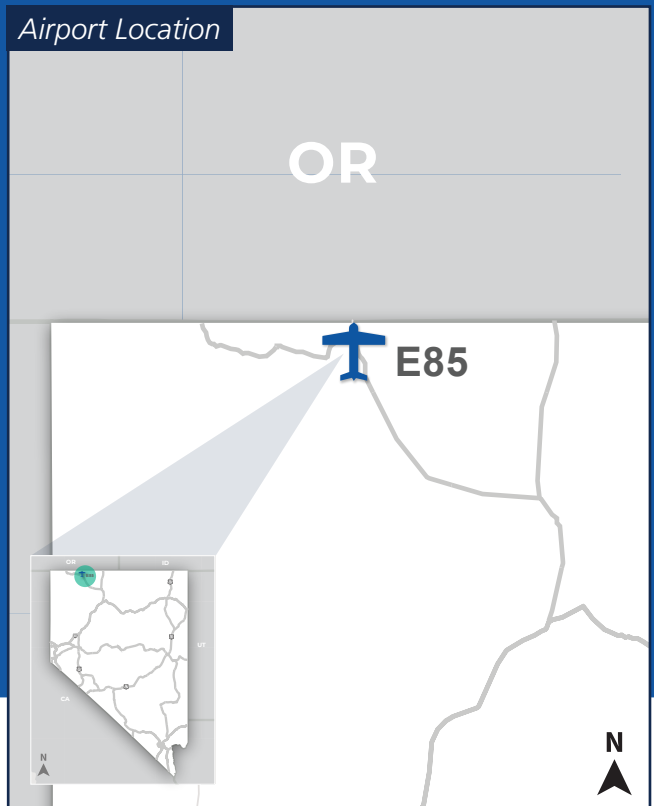
### NAHSP Roles:

- Seven functional classifications used in the NAHSP
- E85 is an Access airport (not eligible for Federal Aviation Administration [FAA] funding)

### Critical Services:

- Emergency Medical Service (EMS) Operations
- Supports Medical Access
- Aerial Firefighting Operations

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



## FACILITY AND SERVICE OBJECTIVES

Airports not included in the FAA's system were evaluated using a set of Facility and Service Objectives (FSOs). FSOs establish a minimum level of facilities and services recommended based on each airport's NAHSP role. FSOs help guide development at an airport level to ensure that each airport has the facilities and services recommended to fulfill their role within the system. The results of this evaluation are presented as an Airport Development Report included in this brochure's centerfold. The Airport Development Report clearly indicates the FSOs that the airport is meeting and not meeting.

# DENIO JUNCTION AIRPORT

The Airport Development Report presents a snapshot of NAHSP objectives for the airport and current performance. In areas where the objective is not met, a development project may be recommended, as appropriate, for the airport to achieve the desired objectives in this table.

| Category  | Facility & Service Objective  | NAHSP Objective (Minimum)                             | Current Performance | Meets Objective? |
|---|-------------------------------|---|---------------------|------------------|
| <br><b>Regional Significance</b> | Longest Runway                | Maintain Existing at a Minimum of 3,000 Feet          | 3,430 Feet          | Meets            |
|   | T-Hangar Ratio                | > 0.25  | No Based Aircraft   | Meets            |
|   | Fuel Availability             | Jet A or 100 LL, Self Service with Credit Card Reader | None                | Doesn't Meet     |
|   | Instrument Approach           | Visual  | Visual              | Meets            |
| <br><b>Airport Facilities</b>  | FAA Design Standards          | Meet FAA Design Standards                             | Yes                 | Meets            |
|   | Runway Surface Type/Condition | Non-Paved and Fair                                    | Dirt and Poor       | Doesn't Meet     |
|   | Runway Lighting               | Reflectors, Low Intensity Desired                     | None                | Doesn't Meet     |
|   | Taxiways                      | Turn Arouds   | None                | Doesn't Meet     |
|   | Visual Aids                   | Wind Cone   | Wind Cone           | Meets            |
|   | Weather Reporting             | Automated Unicom                                      | None                | Doesn't Meet     |
|   | GA Terminal                   | Public Restrooms Desired                              | None                | Doesn't Meet     |
|   | Utilities                     | Electricity and Water Available                       | None                | Doesn't Meet     |
|   | Security/Wildlife Fencing     | None  | Full                | Meets            |
|   | Communications Connectivity   | Public Phone or Cellular (Data/4G)                    | Voice               | Meets            |

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





Associated City



**DENIO**

FAA Identifier

**E85**

Classification

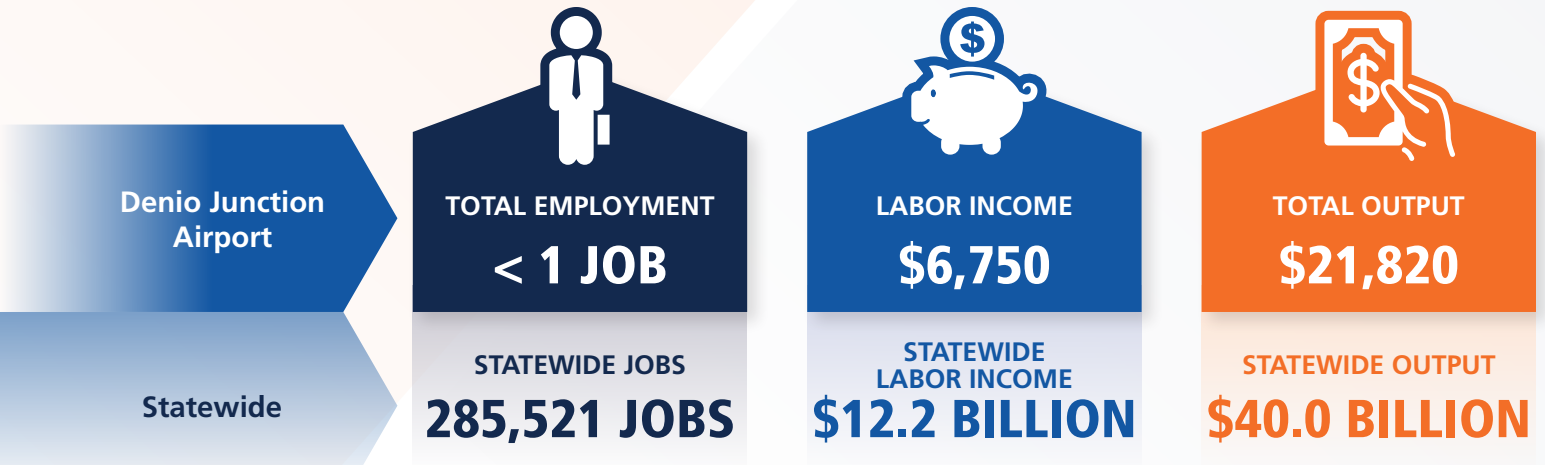
**ACCESS**

| Category  | Facility & Service Objective   | NAHSP Objective (Minimum)                  | Current Performance | Meets Objective? |
|---|--------------------------------|--|---------------------|------------------|
| <br>Airport Access       | Ground Transportation Services | Rental or Courtesy Car and Taxi/Ride Share | Courtesy Car        | Meets            |
| <br>Community Commitment | Last ALP Update                | < 10 yrs and after 2013 or Airport Diagram | Diagram             | Meets            |



# 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 E85 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

Denio Junction Airport (E85) is a general aviation (GA) airport located three miles south of Denio in Humboldt County, over 80 miles from Winnemucca. The airport is owned by Humboldt County, which leases the airport lands from the Bureau of Land Management (BLM). E85 consists of two dirt runways, both over 3,000 feet in length. With an average of nearly 200 operations annually, E85 supports a variety of GA activities, including occasional emergency medical service and aerial firefighting operations. The airport is within walking distance to Denio Junction, which has a motel, gas station, café, and bar, and is also only a few miles from the Nevada-Oregon border which boasts a town known for bird watching, photography, fishing, and natural hot springs. E85 is also the closest airport to Thacker Pass Lithium Mine, proving quick access to the mine.

## E85 INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP FSO 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 airport diagrams and terminal needs include utility connections. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

