

Nevada Aviation: A Vital, Growing Resource



TONOPAHA AIRPORT TPH

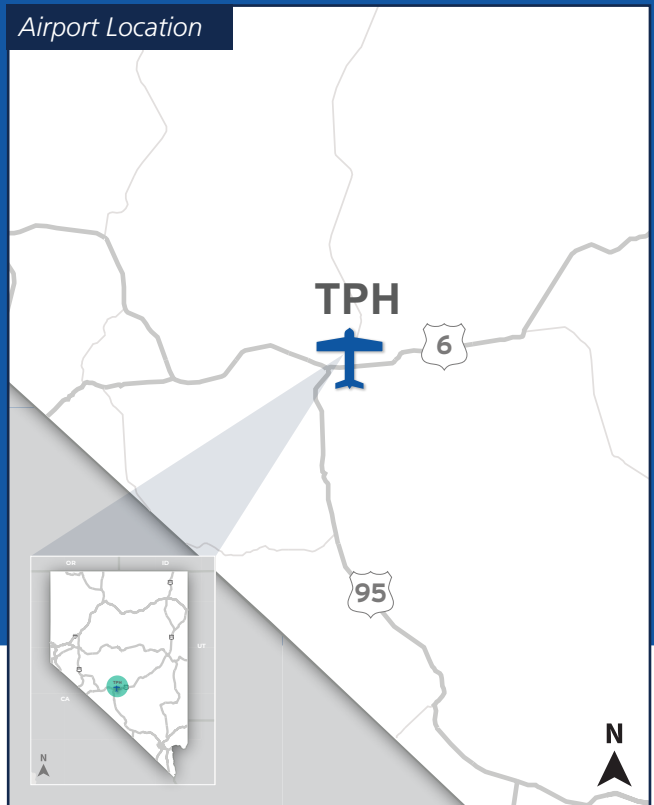
The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance,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

TONOPAH 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, Fire - Temporary, Skydiving, and Gliders | 4 |
| | Nearest Airport | N/A | 24 Miles | 3 |
| | Longest Runway | Accommodate 95% of Small Aircraft Fleet = 6,750 Feet | 7,158 Feet | 5 |
| | Based Aircraft | N/A | Less than 1% | 1 |
| | T-Hangar Ratio (THR) | 0.50 - 0.60 | 0.44 | 0 |
| | Fuel Availability | Jet A or 100LL, Self Service (SS) with Credit Card Reader | Jet A & 100LL, Full Service (FS) & SS with Credit Card Reader | 5 |
| | Aircraft Maintenance | Minor | Major | 5 |
| | Instrument Approach | Non-Precision | Non-Precision | 5 |
| Regional Significance V_{RS} Subtotal | | | | 33 |
| Airport Facilities V _{AF} | Runway ARC Category | B-II | B-II | 5 |
| | FAA Design Standards | Meet FAA Design Standards | Yes | 5 |
| | Runway Surface Type/Condition | Paved and Good, PCI >71 | Asphalt and Excellent, PCI = 81 | 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, Lighted Wind Cone, and PAPIs | 5 |
| | Weather Reporting | AWOS or ASOS | ASOS | 5 |
| | GA Terminal | Public Restrooms | Public Restrooms and Pilot Lounge | 5 |
| | Utilities | Electricity and Water Available | Electricity, Water, and Sewer | 5 |
| | Security/Wildlife Fencing | Partial | Full | 5 |
| | Communications Connectivity | Public Phone and Cellular (Data/4G) | Public Phone and Cellular (Data/4G) | 5 |
| Airport Facilities V_{AF} Subtotal | | | | 55 |





Notes: EMS = Emergency Medical Services, ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan, FBO = Fixed-base operator



Associated City
TONOPA

FAA Identifier
TPH

Classification
GENERAL

| 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 - 18:1 | 50:1 | 5 |
| | Airspace Restrictions | N/A | 12.5 Miles | 3 |
| | Runway Protection Zone | Full Desired | Full | 5 |
| | Land Use Compatibility | N/A | Less than 1 Mile | 1 |
| Airport Protection V_{AP} Subtotal | | | | 14 |
|  Airport Access V_{AA} | Community Access | N/A | 7 Miles | 3 |
| | Regional Access | N/A | Less than 1 Mile | 5 |
| | Local Access | Collector (Minor) | Interstate | 5 |
| | Ground Transportation Services | Rental or Courtesy Car and Taxi or Ride Share | Courtesy Car and Shuttle | 3 |
| Airport Access V_{AA} Subtotal | | | | 16 |
|  Airport Expandability V_{AE} | Total Acreage Ratio | N/A | 425 | 5 |
| | Airfield & Aeronautical Property | N/A | 0% | 5 |
| | Surplus Property | N/A | 3,820 Acres | 5 |
| | Airfield Expandability | N/A | 1,435 Feet | 5 |
| Airport Expandability V_{AE} Subtotal | | | | 20 |
|  Community Commitment V_{CC} | Last ALP Update | < 10 Years and After 2013 | 2010 | 0 |
| | Airport Management | Part Time or FBO | Staff | 0 |
| | Historical Capital Improvements | ≥ \$1.0 Million | \$3.19 Million | 5 |
| | Airport Capital Improvement Program (ACIP) | ≥ \$1.0 Million | \$2.39 Million | 5 |
| | Economic Development Partnership | Established Partnership | No | 0 |
| | Financial Subsidies | Capital Improvement Subsidy | Capital Improvement Subsidy | 5 |
| | Goodwill | N/A | Website | 2 |
| Community Commitment V_{CC} Subtotal | | | | 17 |

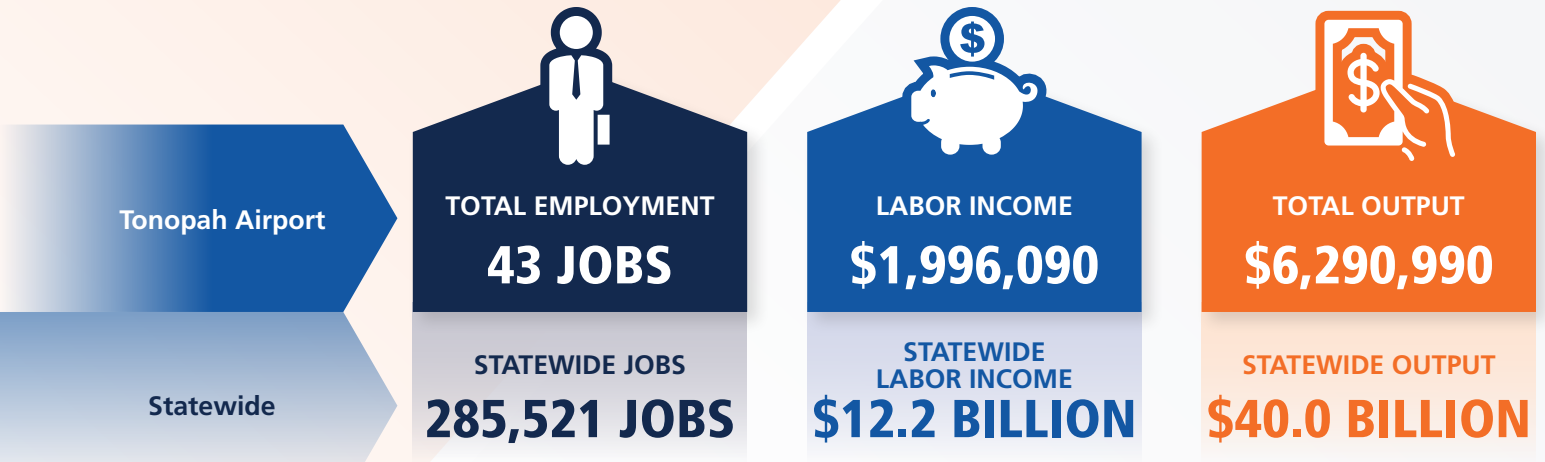
AIRPORT REGIONAL VALUE SUMMARY

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 TPH 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

Tonopah Airport (TPH) is a general aviation (GA) airport located near the town of Tonopah in Nye County, over 160 miles from Carson City. TPH consists of two paved runways that are 5,600 and 7,100 feet in length, along with taxiways and a very large apron which includes multiple helipads. TPH had originally been used as an Army airport during World War II, and now supports a variety of GA activity. There are nine aircraft based on-site with an average of 7,000 operations annually. GA operations at the facility include recreational flights, skydiving, and gliders along with emergency medical operations and aerial firefighting. Care Flight, the aerial branch of Regional Emergency Medical Services Authority (REMSA), operates out of TPH almost daily using the operation's fixed wing aircraft. TPH is also located near plenty of outdoor activity sites such as game hunting and fishing.

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.

\$25,874,000

Tonopah Airport

TPH 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.

