



WELLS MUNICIPAL/HARRIET FIELD LWL

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
- LWL 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.







WELLS MUNICIPAL/HARRIET 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	5
	Airport Uses	N/A	EMS and Fire - Temporary	2
	Nearest Airport	N/A	50 Miles	5
	Longest Runway	Accommodate 95% of Small Aircraft Fleet = 7,050 Feet	5,508 Feet	0
	Based Aircraft	N/A	Less than 1%	1
	T-Hangar Ratio (THR)	0.50 - 0.60	1.5	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	Minor	None	0
	Instrument Approach	Non-Precision	Visual	0
	Regional Significance V_{RS} Subtotal			
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 = 88	5
	Runway Lighting	Low-Intensity	Medium-Intensity	5
	Taxiways	Partial Parallel to Primary Runway	Turn arounds or hold pads	0
	Visual Aids	Rotating Beacon and Wind Cone	Rotating Beacon and Lighted Wind Cone	5
	Weather Reporting	AWOS or ASOS	None	0
	GA Terminal	Public Restrooms	Public Restrooms	5
	Utilities	Electricity and Water Available	Electricity, Water, and Sewer or Septic	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			

Notes: EMS = Emergency Medical Services, 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



Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
 Airport Protection V_{AP}	Height Hazard Zoning	Present	Yes	5
	Obstruction Mitigation	15:1 - 18:1	50:1	5
	Airspace Restrictions	N/A	25 Miles	3
	Runway Protection Zone	Full Desired	Partial	0
	Land Use Compatibility	N/A	Less than 1 Mile	1
Airport Protection V_{AP} Subtotal				14
 Airport Access V_{AA}	Community Access	N/A	2 Miles	4
	Regional Access	N/A	Less than 1 Mile	5
	Local Access	Collector (Minor)	Arterial (Major)	5
	Ground Transportation Services	Rental or Courtesy Car and Taxi or Ride Share	Courtesy Car and Shuttle	3
Airport Access V_{AA} Subtotal				17
 Airport Expandability V_{AE}	Total Acreage Ratio	N/A	177	5
	Airfield and Aeronautical Property	N/A	25%	5
	Surplus Property	N/A	708 Acres	5
	Airfield Expandability	N/A	1,051 Feet	5
Airport Expandability V_{AE} Subtotal				20
 Community Commitment V_{CC}	Last ALP Update	< 10 Years and After 2013	2018	5
	Airport Management	Part Time or FBO	None	0
	Historical Capital Improvements	≥ \$1.0 Million	\$366,545	1
	Airport Capital Improvement Program (ACIP)	≥ \$1.0 Million	\$6.93 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				18

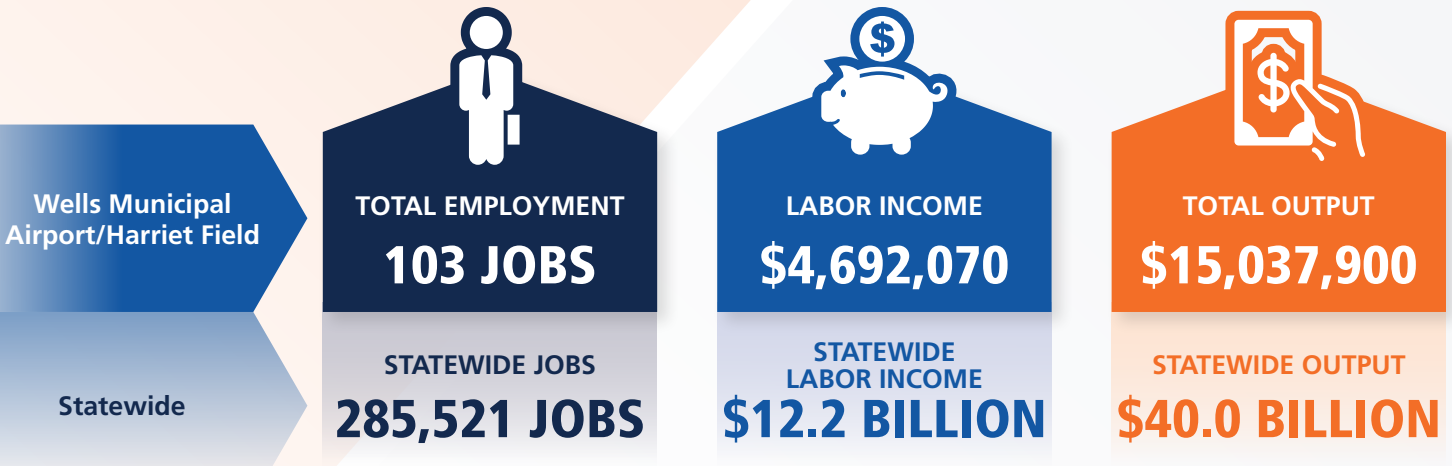
AIRPORT REGIONAL VALUE SUMMARY

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 LWL 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

Wells Municipal Airport/Harriet Field (LWL) is a general aviation (GA) airport located directly east of the town of Wells, over 45 miles from the town of Elko. The facility consists of a single paved runway that is 5,500 feet in length, a 2,600-foot-long dirt runway, and a small apron directly attached. LWL supports a variety of GA operations, including recreational and personal flights, emergency medical service (EMS) operations, and search and rescue efforts. LWL is also home to a base for the Bureau of Land Management (BLM) and the Single Engine Air Tanker (SEAT) operations. The City of Wells Industrial Park is located adjacent to LWL and offers 158 acres of opportunities for economic development. Adjacent to the airport, less than a mile from the Union Pacific Railroad, and at the crossroads of I-80 and U.S. Highway 93, this industrial park has potential to bring growth to the region and to the airport.

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.

\$13,086,000
Wells Municipal/Harriet Field

LWL 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.

