



ELKO REGIONAL AIRPORT EKO

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
- EKO is classified by the NAHSP as a Primary Airport and in the NPIAS as a Primary Airport



Primary: Publicly owned commercial service airports that have more than 10,000 passenger boardings or enplanements each calendar year and receive scheduled passenger service.

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.







ELKO REGIONAL 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, and Helicopter Tourism	3
	Nearest Airport	N/A	59 Miles	5
	Longest Runway	Future Runway Length From ALP/MP= 8,957 Feet	7,454 Feet	0
	Based Aircraft	N/A	2%	3
	T-Hangar Ratio (THR)	> 0.90	Adequate for a Commercial Service Airport	5
	Fuel Availability	Jet A and 100LL Full Service (FS) and Self Service (SS) with Credit Card Reader	Jet A and 100 LL FS and SS with Credit Card Reader	5
	Aircraft Maintenance	Major	Major	5
	Instrument Approach	Precision	Non-Precision	3
Regional Significance V_{RS} Subtotal				34
Airport Facilities V_{AF}	Runway ARC Category	C-III/C-II	C-II	5
	FAA Design Standards	Meet FAA Design Standards	Yes	5
	Runway Surface Type/Condition	Paved and Excellent, PCI >86	Asphalt and Excellent, PCI = 94	5
	Runway Lighting	Medium-Intensity, High-Intensity is Desired	Medium-Intensity	5
	Taxiways	Full Parallel to All Runways	Full Parallel to All Runways	5
	Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs or VASIs, and ALS or REILs	Rotating Beacon, Lighted Wind Cone, and PAPIs	4
	Weather Reporting	ATCT and AWOS or ASOS	ASOS	0
	GA Terminal	Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	Terminal with Public Restrooms	1
	Utilities	Electricity, Water, Sewer or Septic	Electricity, Water, and Sewer	5
	Security/Wildlife Fencing	Full	Full	5
	Communications Connectivity	Public Phone, Cellular (Data/4G), and Wifi	Cellular (Data/4G) and Wifi	3
	Airport Facilities V_{AF} Subtotal			

Notes: EMS = Emergency Medical Services, ALP = Airport Layout Plan, MP = Master Plan, FAA = Federal Aviation Administration, ARC = Airport Reference Code, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, ASOS = Automated Surface Observing System, GA = General Aviation



Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
 Airport Protection V _{AP}	Height Hazard Zoning	Present	No	0
	Obstruction Mitigation	20:1	20:1	5
	Airspace Restrictions	N/A	48 Miles	3
	Runway Protection Zone	Full	Partial, Plan to Acquire Full Control	3
	Land Use Compatibility	N/A	Less Than 1 Mile	1
	Airport Protection V_{AP} Subtotal			
 Airport Access V _{AA}	Community Access	N/A	1 Mile	5
	Regional Access	N/A	1.1 Miles	5
	Local Access	Arterial (Major)	Arterial (Major)	5
	Ground Transportation Services	Courtesy Car, Bus, Taxi or Ride Share, and Rental Car, Train Desired	Courtesy Car, Shuttle, Taxi, and Rental Car	3
	Airport Access V_{AA} Subtotal			
 Airport Expandability V _{AE}	Total Acreage Ratio	N/A	9	5
	Airfield and Aeronautical Property	N/A	10%	5
	Surplus Property	N/A	627 Acres	5
	Airfield Expandability	N/A	203 Feet	1
	Airport Expandability V_{AE} Subtotal			
 Community Commitment V _{CC}	Last ALP Update	< 3 Years	2018	5
	Airport Management	Full Time	Full Time	5
	Historical Capital Improvements	≥ \$ 20 Million	\$15.5 Million	3
	Airport Capital Improvement Program (ACIP)	≥ \$ 20 Million	\$18.09 Million	3
	Economic Development Partnership	Established Partnership	Yes	5
	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement and Operating Subsidy	0
	Goodwill	N/A	Education Program and Website	4
Community Commitment V_{CC} Subtotal				25

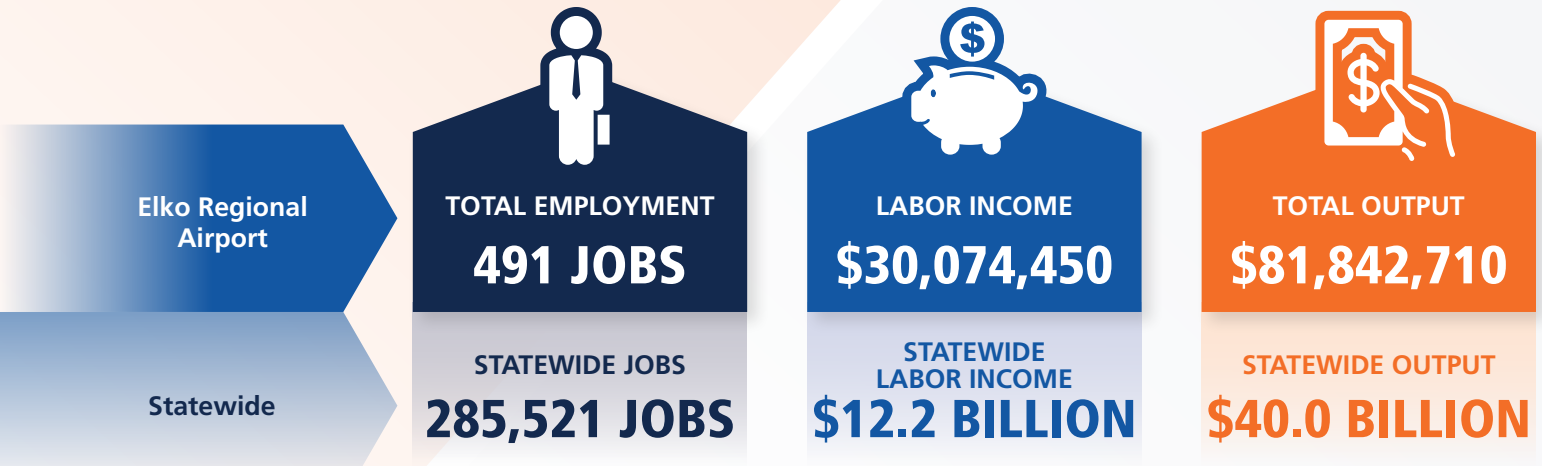
AIRPORT REGIONAL VALUE SUMMARY

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 EKO 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

Elko Regional Airport (EKO) is commercial service airport, located east of Elko in Elko County. Commercial airline service is provided by SkyWest Airlines to Salt Lake City. The airport also supports general aviation (GA) operations. EKO provides essential air service to the rural Northeastern Nevada area, including multiple helipads to accommodate helicopter traffic, such as medical flights from nearby medical centers Elko. Founded during the construction of the transcontinental railroad, Elko has grown from a small ranching community into a prosperous town. EKO is home to a Bureau of Land Management (BLM) base that operates helicopter air attacks for aerial firefighting. EKO hosts special events throughout the year and supports occasional military operations. EKO provides a full-service Fixed-base Operator (FBO) with a flight school, in addition to five other business tenants located on-site, including REACH Air Medical and MedX AirOne.

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.

\$69,000,000
Elko Regional Airport

EKO 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.

