



NAHSP

Nevada Airport and Heliport
System Plan

EXECUTIVE SUMMARY



PREPARED FOR:



PREPARED BY:

Kimley»Horn
Expect More. Experience Better.

NEVADA'S AVIATION SYSTEM

Nevada is known for world-renowned resorts and casinos, rich natural resources, a diverse landscape, unique industries, and a plethora of opportunity. All these things that make Nevada the great state that it is are intertwined in a network that is connected through aviation. With 50 public-use and an additional 112 private-use aviation facilities, aviation is the industry that keeps the state safe, protected, and prospering.

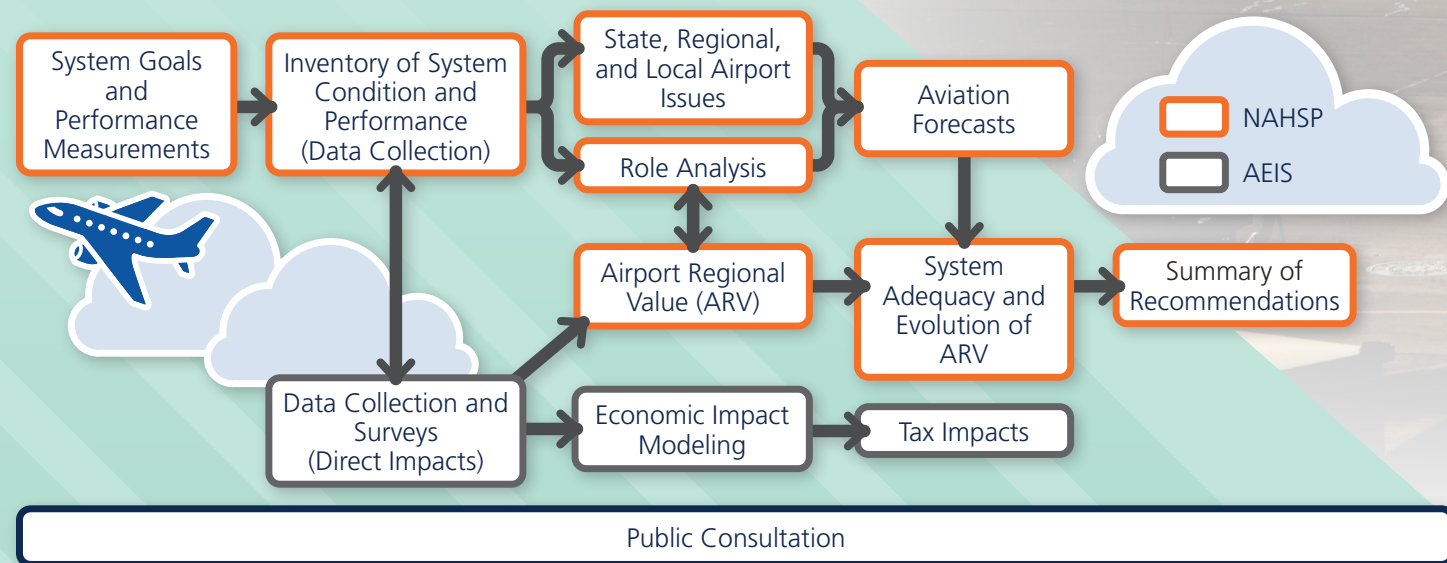
In an effort to provide, operate, and preserve a transportation system that enhances safety, quality of life, and economic development, the Nevada Department of Transportation (NDOT) Aviation Program, through a grant from the Federal Aviation Administration (FAA), initiated the development of a new Nevada Airport and Heliport System Plan (NAHSP), which included an Airport Economic Impact Study (AEIS). The NDOT Aviation Program last implemented a system plan study in 2004. A new study was needed as the dynamic of aviation has changed around the state and throughout the U.S. and world, including the need to integrate heliports in the state system. Nevada has experienced tremendous growth in population and aviation activity over the past 10 years, and this growth is expected to continue. The NAHSP outlines the future needs of Nevada's aviation system as a vital state asset, focusing on improving performance and serving the demand for this growing transportation mode.



STUDY PURPOSE AND PROCESS

By addressing several components of Nevada's aviation system as well as evaluating its statewide economic impact, the 2022 NAHSP is able to chart the best path forward over the next 20 years in terms of aviation system development. This path includes measuring performance to meet six major project goals, maximizing each airport's regional value (ARV), forecasting aviation activity and trends, and implementing recommendations to meet established targets. The NAHSP was guided by a large and diverse Project Advisory Committee (PAC) established to provide insight and direction reflecting unique perspectives of Nevada's aviation system.

Critical to the process was an analysis of the economic impacts generated by the state's aviation system. The study quantifies the economic contributions made and quality of life factors that are directly connected to Nevada's 51 system airports and their associated aviation activity.



SYSTEM GOALS AND PERFORMANCE MEASURES

The first step in evaluating a system is to establish goals and develop performance measures to evaluate progress toward achieving those goals.

Goals: Provide direction for the desired results for the state system in key areas and provide the foundation for defining associated objectives and performance-related metrics.

Performance Measures (PMs): Specific and quantifiable metrics used to measure the system's performance in meeting the goals.

Nevada's long range transportation plan's (The One Nevada Transportation Plan) six goals were used as a framework and tailored to fit with aviation system goals, providing a mechanism to align aviation with other transportation modes throughout the state. Aviation-specific PMs were selected for each goal to evaluate how the system is performing, which led to specific actions that may be considered to improve the aviation system's performance over time.

GOALS	PERFORMANCE MEASURES
Enhance Safety Continuously improve and promote aviation safety.	Percent of airports meeting applicable Federal Aviation Administration (FAA) design and safety standards
	Percent of state land area and population within 30 minutes of airports with weather reporting capabilities
	Percent of state land area and population within 30 minutes of an airport with a paved runway
	Percent of airports that have a designated helicopter landing location
Preserve Infrastructure Maintain the state's aviation assets to preserve investments.	Percent of airports that have coordinated with the local land use authority to adopt appropriate land use controls
	Percent of airports that have an approved airport planning document that was completed after 2013
	Percent of airports' primary runway meeting pavement condition index (PCI) of acceptable or rated Good (G)
	Percent of airports that are under a Military Operating Area (MOA) in the national airspace system
Transform Economies Improve the contribution of the aviation system to Nevada's economic competitiveness through a supportive and innovative transportation framework.	Percent of airports with active development partnerships with chambers of commerce, tourism bureaus, service organizations, industries, governments, military officials, and recreational user groups
	Percent of airports with expansion/development potential
	Percent of airports that can support regular business aircraft activity (runway length, approach, weather, fuel)
	Percent of airports with tour operators, specifically utilizing helicopters
Foster Sustainability Develop an aviation network that reduces emissions while being environmentally, historically, culturally, and financially sustainable.	Percent of airports that have established public outreach protocols or programs that include efforts with the local community, as well as local, state, regional, and federal governmental representatives
	Percent of airports with or pursuing an alternative energy source
	Percent of airports with an airport manager to operate and maintain the airport
	Percent of airports that have received federal and/or state funding within the last five years
Connect Communities Enhance opportunity, livability, and quality of life through better connections between aviation system and other modes.	Percent of airports capable of supporting aerial firefighting operations
	Percent of airports capable of supporting emergency (medical/police) operations
	Population within 30 minutes of any public-use airport
Optimize Mobility Make strategic aviation investments that enhance mobility opportunities, better connections, and reliability expectations.	Percent of airports providing access to remote communities
	Percent of airports that are adequately accessible in terms of signage and access road quality
	Percent of airports that provide off-airport transportation (e.g., courtesy car, transportation network carrier, bus, rental car, other)
	Percent of airports that are involved in unmanned aerial systems/unmanned aerial vehicles (UAS/UAV) for training, businesses, facilities, or safety protocols

EXISTING SYSTEM

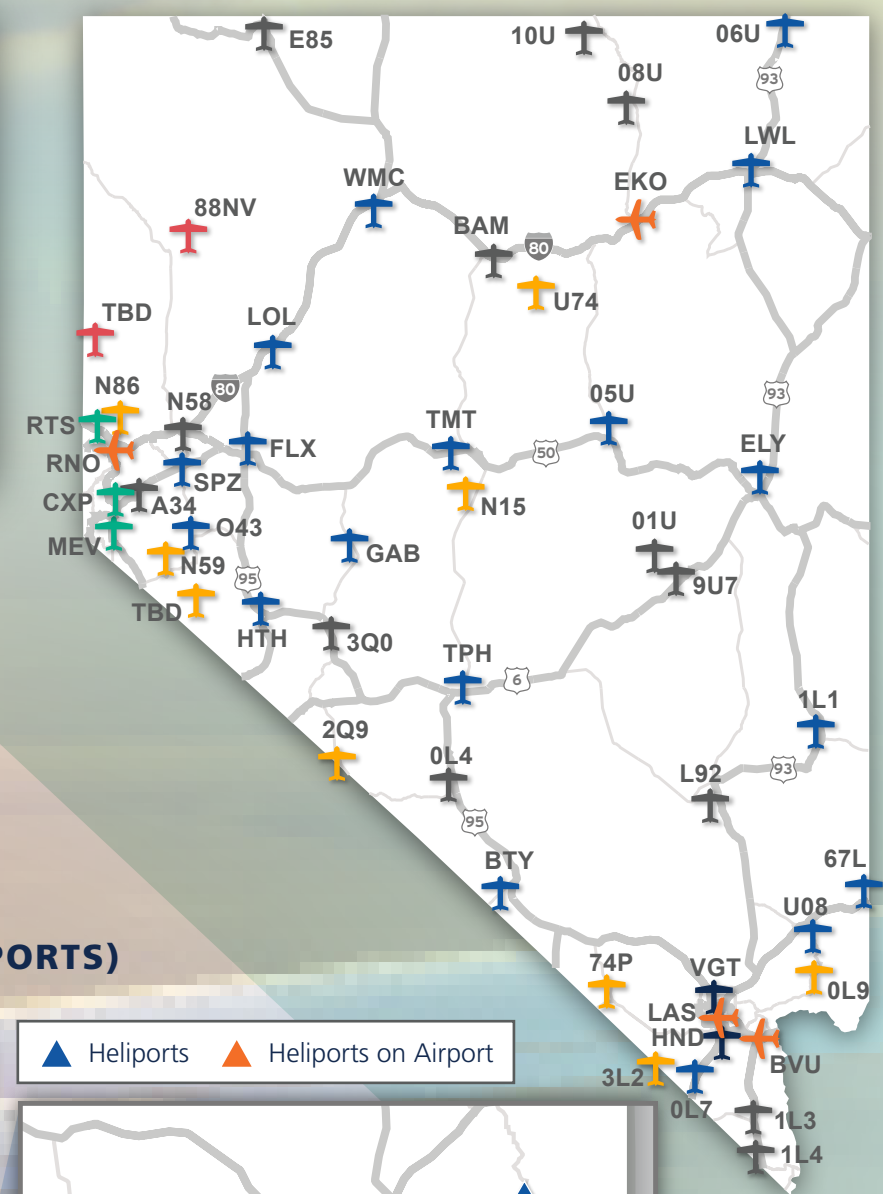
The NAHSP's system consists of 44 public-use, publicly owned airport facilities in the state, five privately owned airports that are open to the public, and two temporary airports that are open to the public during major events, for a total of 51 system airports. Thirty of these are included in the FAA's National Plan of Integrated Airport Systems (NPIAS), the national airport plan.

There are also five airports that are located in adjacent states but serve Nevada aviation needs due to proximity. These supporting airports are not analyzed in the study but are recognized as providing mobility options and accommodating demand for aviation services, even though they are outside the state.

Beyond the 51 system airports, Nevada has 63 operational heliports. The 63 heliports are stand-alone facilities but are primarily for private uses in the State of Nevada. There are an additional 14 heliports located on nine airports which are analyzed as part of the airport system.

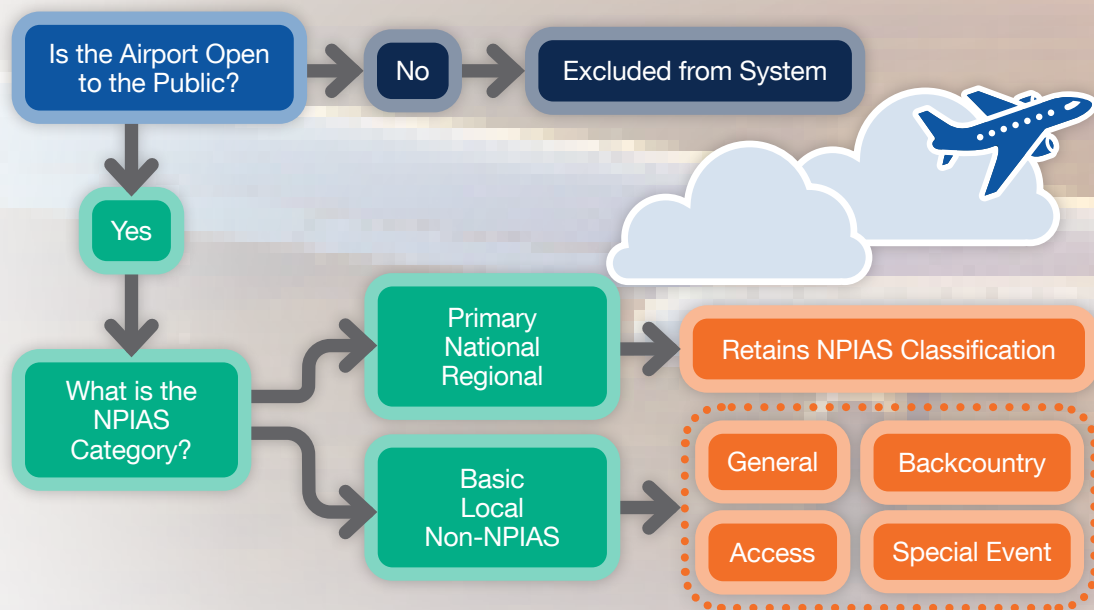


NAHSP AIRPORT ROLES



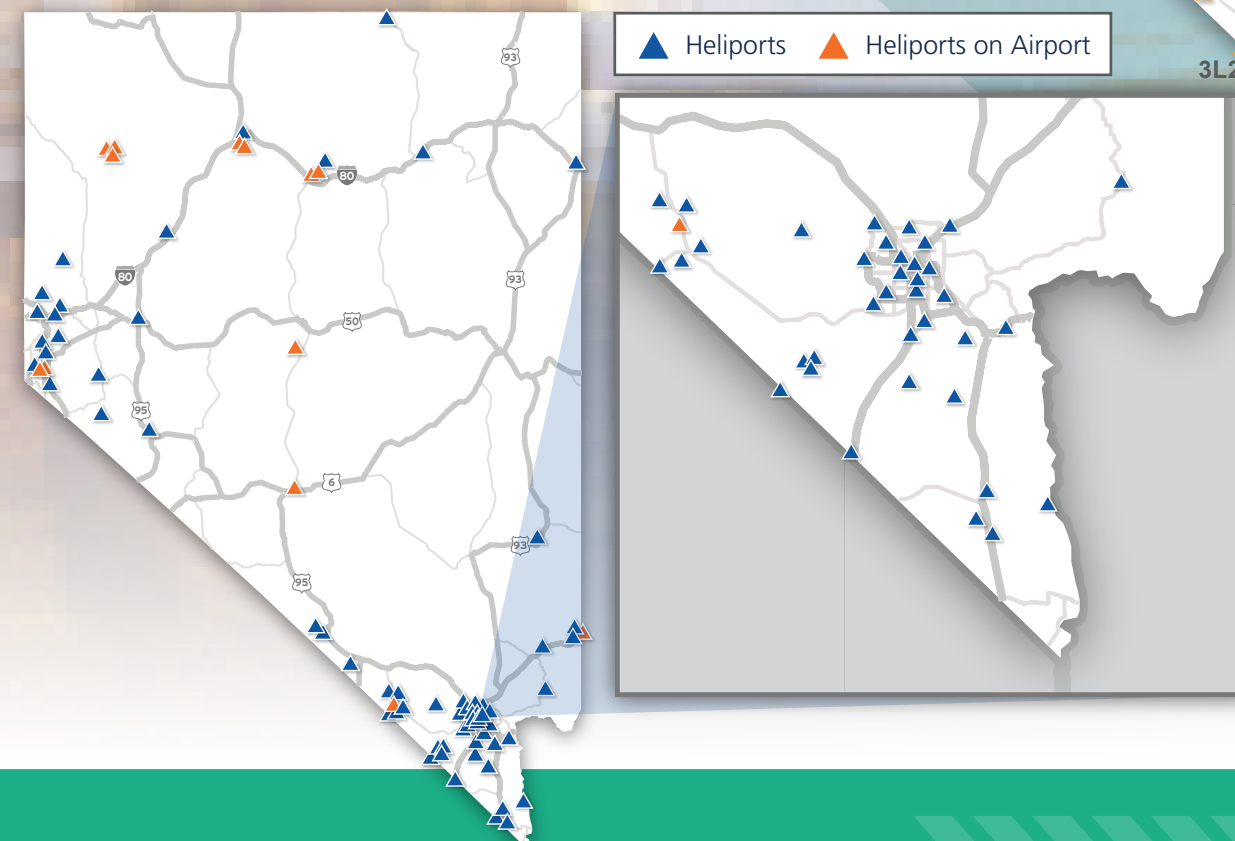
STATE AIRPORT CLASSIFICATION PROCESS

Airport and heliport planning from the system-wide perspective identifies areas where specific aviation functions are sufficient, inadequate, or duplicative in terms of meeting existing and future aviation demands. By identifying airport roles and functions, the NAHSP can support informed decision-making and resource allocation to needed aviation facilities that serve the state's vast demand.



Nevada's classification structure is designed to establish a network of facilities that supports the state's safety, infrastructure, mobility, economic, sustainability, and community goals, while supporting the viability of all aviation facilities within the system. The FAA's classification system was used for the largest airports in the state, with state-defined roles developed for those in the Basic and Local categories that are similar in nature to many non-NPIAS airports. Because each facility within a system plays a unique role, the availability of facilities and services at an airport should align with the overall system's needs and functions. Airport classifications play an important role in ensuring wise decisions are made regarding the system's future growth and development.

HELIPORTS (STAND-ALONE AND ON AIRPORTS)



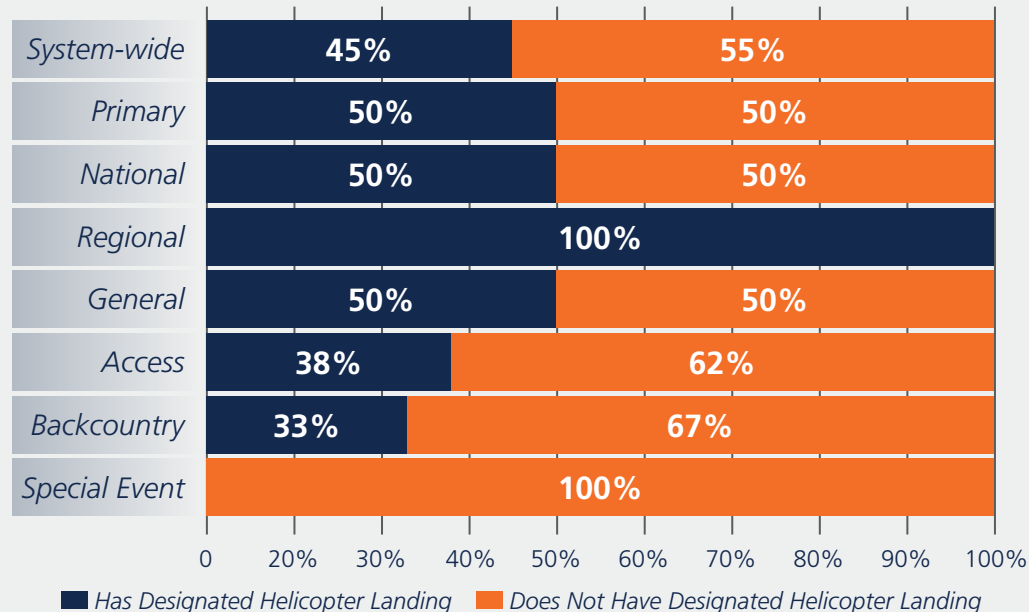
EXISTING & FUTURE SYSTEM PERFORMANCE

GOALS AND PERFORMANCE MEASURES

Evaluating the Nevada airport system's performance is a multi-pronged effort that is broken out into three distinct perspectives: PM analysis, Value Rating Variable (VRV) assessment, and Facility and Service Objective (FSO) evaluation. The PM analysis includes an examination of existing performance as well as identifying future performance targets that indicate a recommended level of performance the system should strive to achieve over the planning horizon. Identifying these future performance targets not only identifies the gap between current and recommended future performance, but also helps to identify project recommendations and policy considerations, that when implemented, move the needle toward reaching NAHSP goals. The following PMs represent a snapshot of one PM result for each system goal. While there are many other PMs not depicted, these examples demonstrate the types of analysis conducted. While some PMs require a project be completed to meet the target performance, others have suggestions for non-financial steps that can be undertaken to enhance the system over time.

ENHANCE SAFETY **PM: Percent of Airports that have a Designated Helicopter Landing Location**

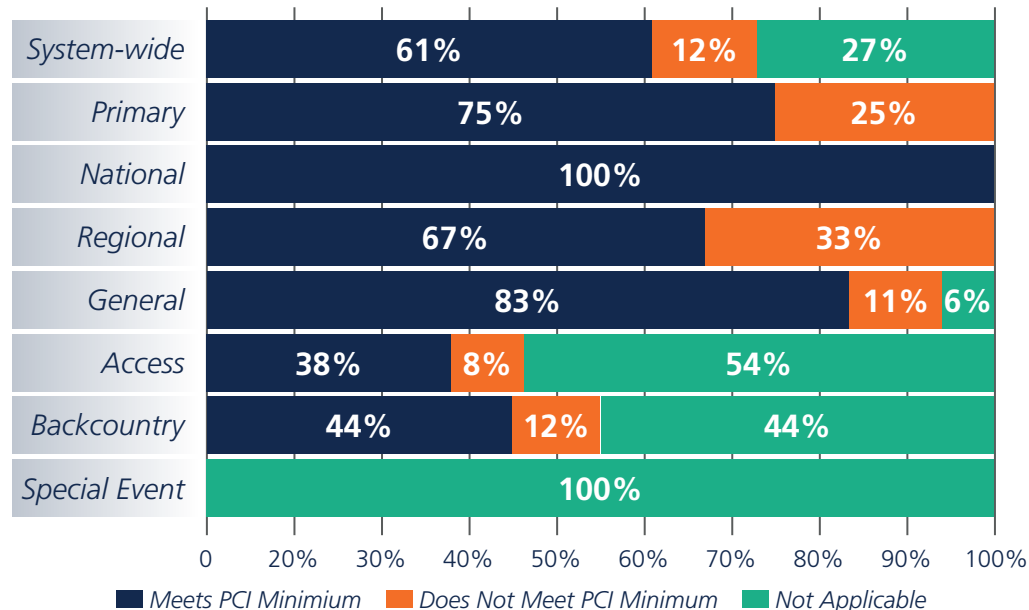
The results of the system performance analysis for all PMs under the Enhance Safety goal identified capital project recommendations. **For example, since having a designated helicopter landing location can be critical to airfield safety, it is recommended that all airports are able to offer a designated helicopter landing location.** To meet the performance target of 100%, the projects associated with developing designated helicopter landing locations at the remaining 55% of airports would cost an estimated \$3.4 million.



PRESERVE INFRASTRUCTURE

For the Preserve Infrastructure goal, capital project recommendations were developed for two of the four PMs. **In this example, 61% of Nevada's airports have a PCI of at least Acceptable (rating of Good or G) or above.** The future performance target is 72% due to the fact that 14 airports in the system have unpaved runways. To meet this target for the remaining airports, pavement management projects would cost an estimated \$7.3 million.

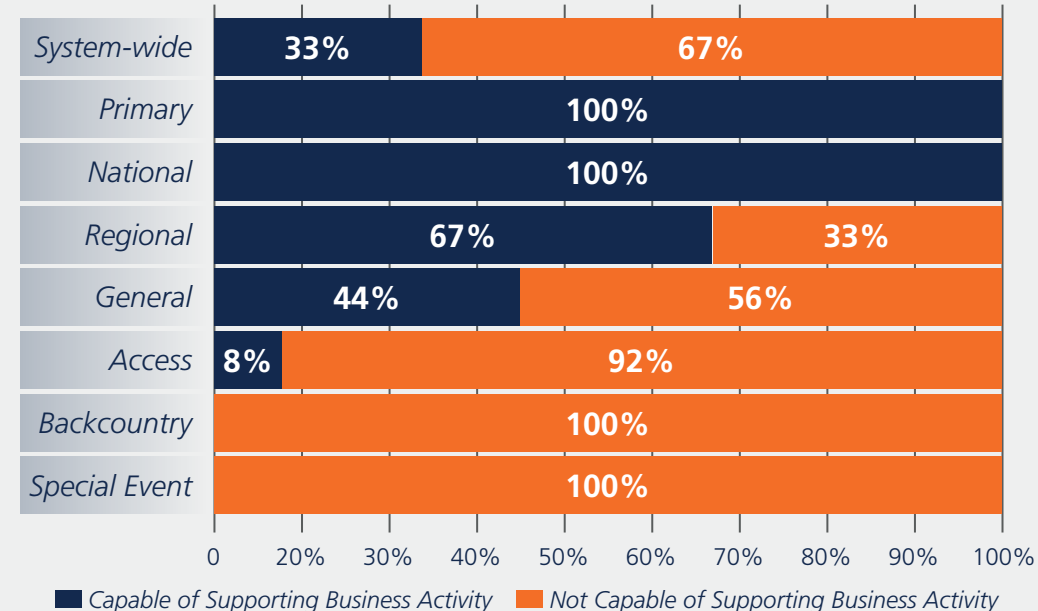
PM: Percent of Airports with Primary Runway Meeting PCI of Acceptable or Above



TRANSFORM ECONOMIES

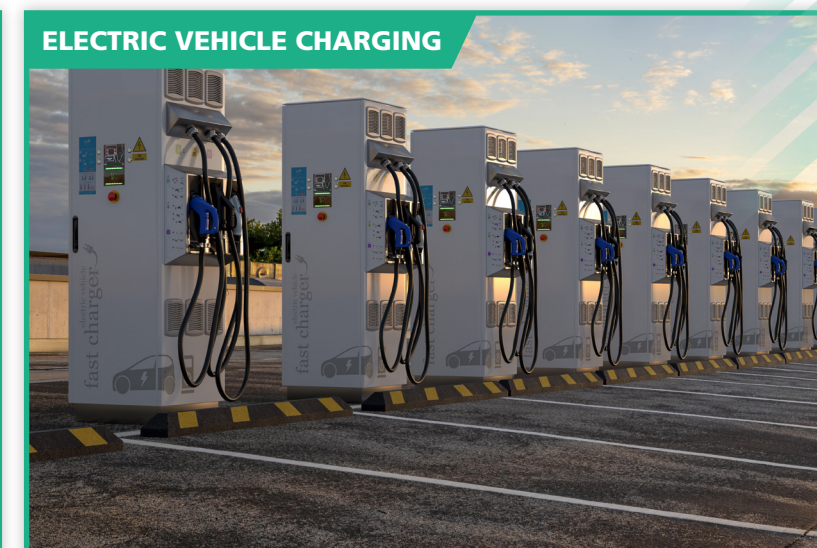
Only one of the four PMs associated with the Transform Economies goal, the **Percent of Airports that can Support Regular Business Aircraft Activity PM, resulted in identification of a future performance target and associated capital project recommendation.** Currently 33% of Nevada's airports meet this PM system-wide. Recommended improvements correspond to a future system performance target of 39%, which corresponds with making improvements at three system airports. The estimated cost of these projects is \$750,000.

PM: Percent of Airports that can Support Regular Business Aircraft Activity



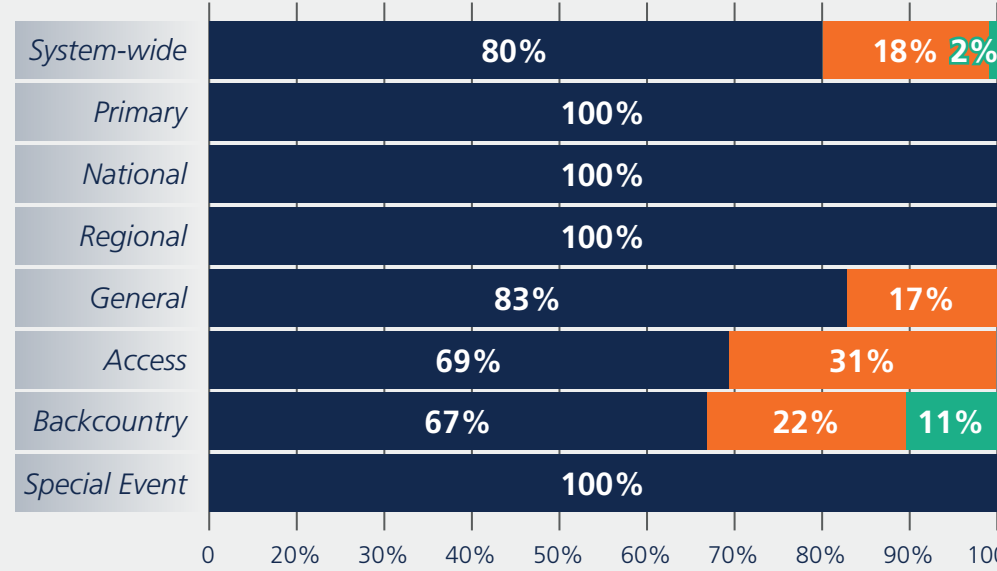
FOSTER SUSTAINABILITY

None of the PMs associated with the Foster Sustainability goal produced capital project recommendations given the established PMs. Instead, considerations were developed for each PM, an example being for the **percent of airports with or pursuing an alternative energy source.** As electric aircraft, including electric vertical takeoff and landing (eVTOL) aircraft are certified by the FAA and move into widespread manufacturing and use, these aircraft can assist in reducing some of the emissions generated by current aviation activity. However, these new aircraft also generate additional electricity needs at airports, including installation of new electric aircraft charging stations which are not yet eligible for funding by the FAA and for which a standard is not yet available.



OPTIMIZE MOBILITY

PM: Percent of Airports that Provide Off-airport Transportation



Capital project recommendations for the Optimize Mobility goal were established for one of the three PMs, the **percent of airports that provide off-airport transportation**. Off-airport transportation at NAHSP airports is critical for connecting airport users from the airport to nearby communities or their final destination. A performance target of 100% was created to ensure the connectivity and mobility of the airports to the rest of the state's economy and transportation system. Costs associated with acquiring some form of off-airport transportation for the remaining 20% of Nevada airports currently lacking this capability is estimated to be \$200,000.

■ Provides Off-airport Transportation ■ Does Not Provide Off-airport Transportation ■ Not Provided



AERIAL FIREFIGHTING

CONNECT COMMUNITIES

The purpose of the Connect Communities goal is to enhance opportunity, livability, and quality of life through better connections between the aviation system and other modes, including supporting emergency access and aerial fire protection. Providing access to all residents is an important function of the aviation system whether it is for business or personal use, however, having airports that can accommodate the increasing needs of aerial firefighting to suppress wildland and forest fires is essential. With the diversity of community health facilities, it is also critical to have airports that can support both emergency operations by medical providers, as well as access to doctors that utilize airports to reach communities to provide routine medical services.

The NASHP identified an estimated \$6 million in capital needs to improve these capabilities at airports such that nearly three-quarters of the airport system would be equipped to handle these needs and increase community connections.

AIRPORT REGIONAL VALUE

In addition to its contributions to the larger transportation and emergency service networks of the state, there are many ways an airport brings value to its community and larger region. In an effort to quantify this value, the ARV metric was developed as a part of the NAHSP to provide a methodology for assessing specific characteristics that affect an airport's attractiveness and ability to support demand in a region. ARV establishes a series of attributes common to all facilities and assigns a value for each variable based on typical needs for similar facilities. This specific guidance helps each facility to effectively perform its role at the federal, state, regional, and/or local levels, which enhances the statewide aviation system. ARV is comprised of six components or VRV categories.

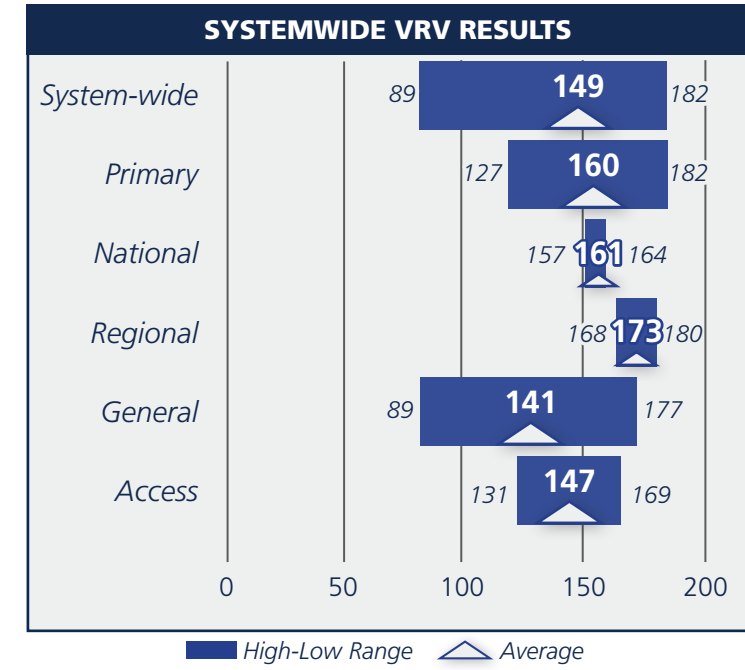
Among the six categories there are a total of 40 individual VRVs and at five points each, a total of 200 maximum points. As part of the NAHSP, a Development Report was established for each NPIAS airport that outlines the score for each factor as a way of communicating each airport's strengths and opportunities to increase the score and the airport's contributions to the local community.



VALUE RATING VARIABLE (VRV) ANALYSIS

VRV analysis (stemming from the broader ARV component of the NAHSP) is broken down into six variable categories that focus on a specific element of an airport's ability to serve users now and into the future. The VRV categories include Regional Significance, Airport Facilities, Airport Protection, Airport Access, Airport Expandability, and Community Involvement.

Analyses were conducted for each VRV category and results are presented across all VRV categories and by airport role. Regional airports have the highest average VRV score compared to other roles, with an average score of 173 out of a maximum potential score of 200. While regional airports score the highest in terms of the average, when looking at the high-low score ranges, Primary airports have the highest scoring airport and the largest range of scores with a range of 127–182. The average score at the system-wide level is 149 out of a maximum 200.



FACILITY AND SERVICE OBJECTIVES (FSOs)

FSOs were developed for the NAHSP as a way to evaluate non-NPIAS airports in a similar fashion to the VRV assessment for NPIAS airports. FSOs only pertain to facilities or services that are within the airport's ability to control.

VARIABLE	AIRPORT OBJECTIVE BY ROLE CATEGORY		
	ACCESS	BACKCOUNTRY	SPECIAL EVENT
Long Runway	Maintain Existing	>3,000 Feet	>3,000 Feet or As Appropriate
T-Hangar Ratio (THR)	>0.25	>0.25	None
Fuel Availability	Jet A or 100 LL, Self Service w. Credit Card Reader	None	As Appropriate
FAA Design Standards	Meet FAA Design Standards	Meet FAA Design Standards	Meet FAA Design Standards
Runway Surface Type/Condition	Non-Paved and Fair, PCI > 56	Non-Paved and Fair, PCI > 56	As Appropriate and Fair, PCI > 56
Runway Lighting	Reflectors, LIRL Desired	None	As Appropriate
Taxiways	Turn Arounds	Turn Arounds or Hold Pads	As Appropriate
Visual Aids	Wind Cone	Wind Cone	As Appropriate
Weather Reporting	Automated Unicom	None	As Appropriate
GA Terminal	Public Restrooms Desired	Public Restrooms Desired	Public Restrooms Desired
Utilities	Electricity and Water Available	Electricity and Water Available	Electricity and Water Available
Communications Connectivity	Public Phone or Cellular	None	None
Ground Transportation Services	Rental or Courtesy Car and Taxi/Ride Share	Rental or Courtesy Car and Taxi/Ride Share Desired	As Appropriate
Last ALP Update	<10 years and After 2013 or Airport Diagram	<10 years and After 2013 or Airport Diagram	As Appropriate

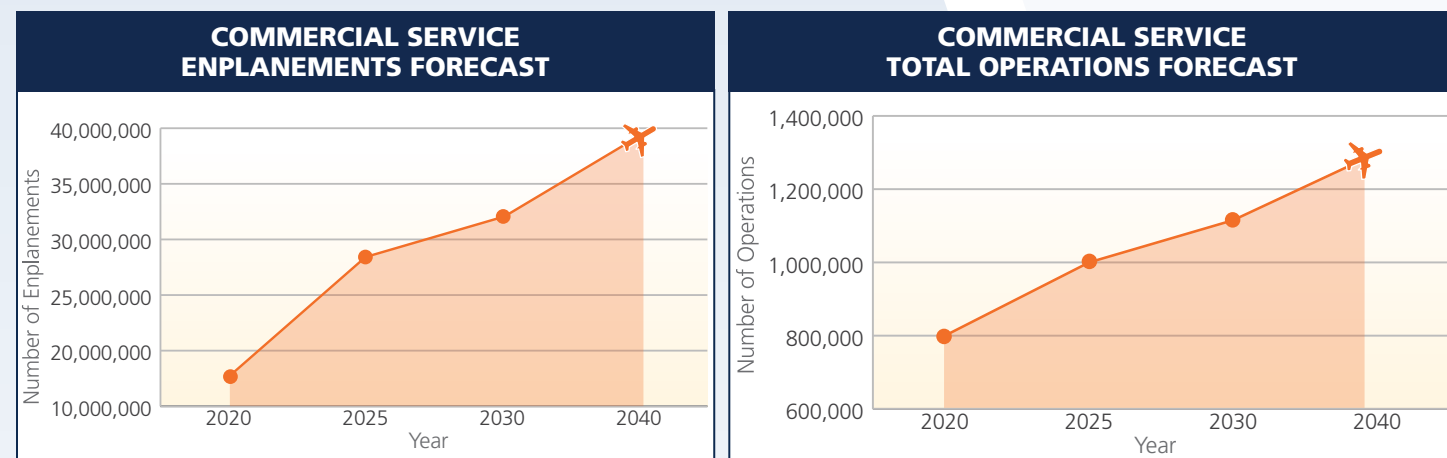
GA = general aviation ALP = airport layout plan LL = low lead LIRL = low intensity runway lighting PCI = pavement condition index

FORECASTS

Forecast analyses lend insight into how future aviation demand may impact the system and its potential needs. Developing useful forecasts is dependent upon two elements: good baseline data from which to forecast and employing multiple methodologies to examine the range of potential demand that might be realized. The base year for the NAHSP was 2020 and the forecast horizon utilized was 2040. Forecasts are prepared for aviation demand indicators such as enplanements, operations, and based aircraft for all commercial service and GA airports in Nevada.

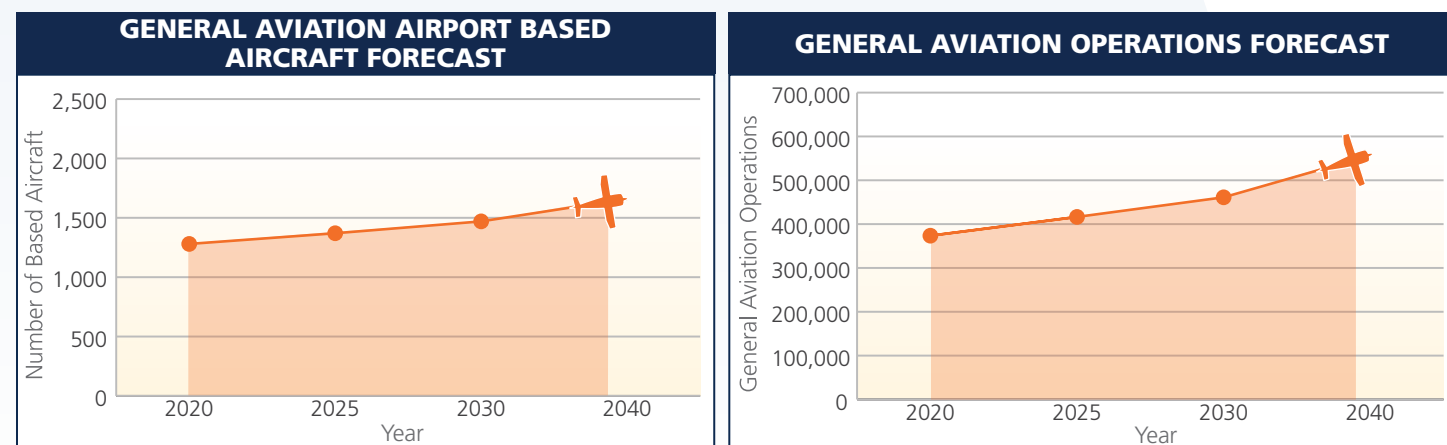
FORECASTS FOR COMMERCIAL SERVICE AIRPORTS

While individual airports in Nevada prepare their own forecasts for use in a variety of ways, historical and forecast data from the FAA's Terminal Area Forecast (TAF) were used for commercial service airport projections, including those for GA-related activity, such as based aircraft and GA operations. Nevada's commercial service airports are expected to see growth in all indicators.



FORECASTS FOR GENERAL AVIATION AIRPORTS

GA airports accommodate primarily GA activity, but many also support military operations that are counted with all other takeoffs and landings. Given that most GA airports do not have an air traffic control tower, the total operations activity is considered an estimate of the general level of activity. Based aircraft can have a direct correlation to operations, however, more critical is the support provided to transient operators who may be using the airport for business or personal reasons, bringing economic activity.



RECOMMENDATIONS & INVESTMENT NEEDS

Recommendations and investment needs from the NAHSP are the culmination of multiple components of the project and are the result of defining goals, establishing existing system conditions, evaluating current and future performance targets, quantifying the investment needed for the system's performance to increase, and developing recommendations for implementation. PM project recommendations were identified by comparing the airports' existing performance to the future performance established for the PM. Identifying the difference between how many airports are meeting a PM and how many should meet the PM in the future becomes the basis for the NAHSP's capital project recommendations.

Beyond NASHP-developed projects and costs, individual airport projects included in master plans, airport capital improvement plans (ACIPs), and other studies such as airport pavement management systems (APMSs), were compiled along with statewide projects and others identified throughout the study. When summed, these costs represent the total aviation system investment needs over the 20-year timeframe of the study. **In total, \$8.4 billion in statewide aviation investment needs were identified over the next 20 years.** While the NAHSP focused on planning-level estimates, and identification does not constitute a commitment of funding, the identified project needs communicate the level of investment needed to maintain and improve the aviation system in order for it to continue generating economic activity.

RECOMMENDATIONS DEVELOPMENT PROCESS



ESTIMATED STATEWIDE AVIATION INVESTMENT NEEDS



AIRPORT ECONOMIC IMPACT STUDY

The AEIS, a companion piece to the NAHSP, provides an in-depth approach to calculate the quantitative economic impacts associated with Nevada's airport system. The Nevada AEIS evaluated the 2019 economic impacts of all system airports in Nevada given the impact of COVID-19 on aviation in 2020 and 2021. The components that comprise the total economic impact of Nevada's aviation system include Employment, Labor Income, and Total Output.

METHODOLOGY

The economic impact analysis uses direct data obtained from Nevada airports and indirect and induced information calculated using statistical modeling software that analyzes four categories of economic impacts: 1) airport operations; 2) airport tenant activities; 3) airport capital expenditures; and 4) airport-related visitors to the state. To calculate economic impacts, direct impacts are input into the Nevada-specific model to estimate multiplier impacts (indirect and induced) that generate a total impact for each component. The multipliers are based on relationships among industries and estimate the purchases of a particular industry from other industries, as well as the respending of employee wages that occurs within the state, and are applied to impacts generated directly on the airport from the four impact categories previously identified.



<p>STATEWIDE JOBS 285,521 JOBS</p>	<p>STATEWIDE LABOR INCOME \$12.2 BILLION</p>	<p>STATEWIDE OUTPUT \$40.0 BILLION</p>
<p>EMPLOYMENT</p> <p>Represents the total number of people employed by a business, regardless of part- or full-time status. This also includes jobs created or supported in the economy to support the business' economic activity.</p>	<p>LABOR INCOME</p> <p>All forms of employment income, including employee compensation (wages and benefits including health care insurance payments, retirement contributions, etc.) and proprietor income.</p>	<p>OUTPUT</p> <p>Represents the value of industry production and economic activity associated with the operation of the airport, including airport administration and management, sales of goods and services by airport tenants, budget expenditures, and visitor spending.</p>

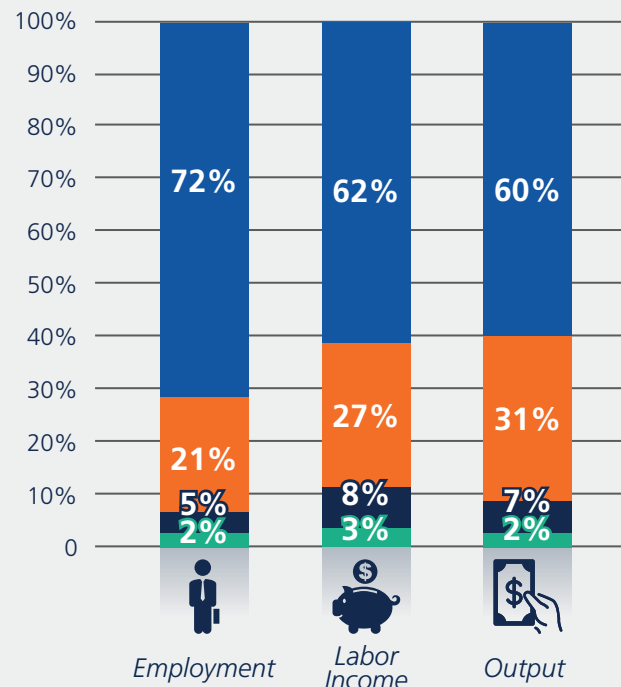
2019 NEVADA AIRPORT ECONOMIC IMPACTS

ASSOCIATED CITY	AIRPORT NAME	FAA ID	COUNTY	EMPLOYMENT	LABOR INCOME	OUTPUT
Alamo	Alamo Landing Field	L92	Lincoln	32	\$1,445,920	\$4,348,230
Austin	Austin Airport	TMT	Lander	23	\$1,110,750	\$3,281,720
Battle Mountain	Battle Mountain Airport	BAM	Lander	114	\$6,105,220	\$18,200,800
Beatty	Beatty Airport	BTY	Nye	18	\$856,820	\$2,696,400
Boulder City	Boulder City Airport	BVU	Clark	728	\$40,208,130	\$132,352,900
Cal-Nev-Ari	Kidwell	1L4	Clark	7	\$227,480	\$692,870
Carson City	Carson	CXP	Carson City	1,361	\$78,727,500	\$251,350,280
Crescent Valley	Crescent Valley	U74	Eureka	0	\$260	\$1,070
Currant	Currant Ranch	9U7	Nye	1	\$40,310	\$130,950
Dayton/Carson City	Dayton Valley Airpark	A34	Lyon	7	\$93,390	\$361,790
Dead Cow	Dead Cow Lakebed Airstrip	-	Washoe	0	\$0	\$0
Denio	Denio Junction	E85	Humboldt	0	\$6,750	\$21,820
Duckwater	Duckwater	01U	Nye	1	\$18,900	\$61,380
Dyer*	Dyer	2Q9	Esmeralda	34	\$1,508,340	\$5,046,870
Elko	Elko Regional Airport	EKO	Elko	491	\$30,074,450	\$81,842,710
Ely	Ely Airport	ELY	White Pine	74	\$3,678,170	\$11,800,790
Eureka	Eureka Airport - Booth Bailey Field	05U	Eureka	32	\$1,976,090	\$6,180,610
Fallon	Fallon Municipal	FLX	Churchill	64	\$4,424,170	\$13,136,280
Fernley	Tiger Field	N58	Lyon	6	\$76,030	\$299,850
Gabbs	Gabbs Airport	GAB	Nye	3	\$122,130	\$384,790
Gerlach	Black Rock City Airport	88NV	Washoe	24	\$887,160	\$2,584,010
Goldfield	Lida Junction	0L4	Esmeralda	0	\$3,660	\$14,710
Hawthorne	Hawthorne Industrial Airport	HTH	Mineral	24	\$775,130	\$2,513,800
Jackpot	Jackpot/Hayden Field	06U	Elko	16	\$888,080	\$2,539,250
Jean	Jean Sport Airport	0L7	Clark	58	\$2,600,950	\$7,638,810
Kingston	Kingston Airport	N15	Lander	2	\$175,000	\$407,650
Las Vegas**	Henderson Executive	HND	Clark	1,042	\$44,427,750	\$247,540,980
Las Vegas**	Harry Reid International	LAS	Clark	244,304	\$10,416,388,850	\$34,452,459,020
Las Vegas**	North Las Vegas	VGT	Clark	919	\$39,183,400	\$218,032,790
Lovelock	Derby Field Airport	LOL	Pershing	22	\$741,530	\$2,746,670
Lyon County	Flying M	-	Lyon	0	\$0	\$0
Mesquite	Mesquite Municipal Airport	67L	Clark	87	\$4,208,920	\$12,172,190
Mina	Mina	3Q0	Mineral	2	\$37,960	\$127,340
Minden	Minden	MEV	Douglas	376	\$19,493,520	\$56,415,480
North Fork	Stevens Crosby	08U	Elko	0	\$7,000	\$22,330
Overton	Echo Bay Airport	0L9	Clark	0	\$10,680	\$32,520
Overton	Perkins Field Overton	U08	Clark	24	\$884,460	\$2,541,720
Owyhee	Owyhee Airport	10U	Elko	15	\$902,570	\$2,531,380
Pahrump	Calvada Meadows	74P	Nye	8	\$312,200	\$964,280
Panaca	LC Airport - Panaca	1L1	Lincoln	47	\$2,261,360	\$7,689,510
Reno	Reno/Stead Airport	RTS	Washoe	1,409	\$70,261,580	\$191,465,910
Reno	Reno/Tahoe International	RNO	Washoe	33,823	\$1,414,626,230	\$4,258,311,830
Reno	Spanish Springs	N86	Washoe	1	\$31,900	\$90,970
Sandy Valley	Sky Ranch	3L2	Clark	1	\$44,420	\$135,290
Searchlight	Searchlight	1L3	Clark	13	\$684,430	\$1,926,980
Silver Springs	Silver Springs	SPZ	Lyon	27	\$894,870	\$2,739,920
Smith	Rosaschi Air Park	N59	Lyon	0	\$3,320	\$13,070
Tonopah	Tonopah Airport	TPH	Nye	43	\$1,996,090	\$6,290,990
Wells	Wells Muni/Harriet Field	LWL	Elko	103	\$4,692,070	\$15,037,900
Winnemucca	Winnemucca Municipal Airport	WMC	Humboldt	92	\$5,474,500	\$16,179,840
Yerington	Yerington	O43	Lyon	43	\$2,215,150	\$6,170,480

*Dyer Airport was selected as the location for a new FAA building that will serve future navigation needs. While a non-NPIAS airport, this construction project at the airport generated capital expenditures that created jobs and spending in the area that is specific to the project.
 ** LAS, HND, VGT are presented in italics to reflect the results from Economic Contribution of the Clark County Airports, Oxford Economics, August 2019, not from calculations as part of this AEIS.

ECONOMIC IMPACT GENERATION

Economic impacts are generated by airport operations, capital expenditures, airport tenants, and visitors. In Nevada, the primary source of economic impact is generated by visitors, followed by tenants, capital expenditures, and airport operations. This ties directly into the importance of having airports that bring visitors to the state and encourage them to stay, spending money in the local economy and generating impacts that are directly attributable to the airport they used to arrive in Nevada.



SPECIAL EVENTS IN NEVADA

Nevada is unique in its support and attraction of two special events that involve temporary airports. Burning Man is an annual event in late summer/early fall that attracts a large gathering from around the world and the Black Rock City Airport (88NV) is developed to support this event.



The High Sierra Fly-In is conducted during the fall at Dead Cow Airport, a private facility that opens to those attending the event.

In addition, the Reno/Stead Airport (RTS) serves as an international aviation-specific attraction for the Reno Air Races whose impact is much greater than just a traditional GA reliever airport's economic activity.

HIGH SIERRA FLY-IN



RENO AIR RACES



STATE AVIATION ISSUES AND FUTURE CONSIDERATIONS

Through discussions with the PAC, airports, and industry professionals, a range of issues affecting Nevada's airport system were identified. Potential actions for consideration by NDOT to mitigate the effects of these impacts were identified that will support future growth and development of Nevada's aviation network.

- BLM-CONTROLLED FACILITIES**
 Changes in status to BLM-controlled or other privately owned airports could impact accessibility to many regions of the state. Continued coordination with BLM and private owners is needed to determine their commitment to owning/operating these facilities. If a change in status is likely, NDOT can evaluate the potential transfer of the facility to keep it open to the public.
- FAA FUNDING OF NON-PRIMARY RUNWAYS**
 FAA's change in practice for non-primary runway funding is impactful to many Nevada airports, with crosswind runways at system airports deemed ineligible for continued FAA funding. NDOT's assistance to airports impacted by this issue including participating in federal policy discussion and seeking other funding opportunities is essential to ensure potential resolutions are evaluated. Many Nevada airports are at risk of losing their non-primary runways.
- SPECIAL USE AIRSPACE**
 Certain airspace restrictions, such as military operating areas (MOAs) and live-fire ground areas, limit existing and future NAHSP airport operations. Continued communication with the FAA, military installations, and other involved parties to limit future airspace restrictions and mitigate the negative impacts of airspace restrictions is important to NDOT's airport system.
- STATE AVIATION FUNDING**
 Nevada doesn't have a stable source of state funding for rural and non-NPIAS airports. The NAHSP demonstrates the tremendous investment needs for the system's preservation to ensure safety, mobility, and economic support. Consideration of potential state funding for these facilities is needed to continue to generate the economic impact and opportunity afforded by a successful state aviation system. In 2022, \$5 million in state funding was requested by the Nevada Aviation Association from the legislature to support airport development and rural air service needs.
- WILDLIFE AND EMS SUPPORT**
 The state's airports serve a critical role in providing aerial wildfire response and emergency medical service. Considering the remote nature of many Nevada communities, all airports should work to support aerial wildfire and emergency medical operations. The NAHSP has identified infrastructure needs that support these operations which requires investment.
- BROADBAND & WEATHER REPORTING**
 Accurate weather reporting is critical for safe aviation operations. Broadband connectivity is an essential component of accurate weather reporting and data distribution, and all airports should have this connectivity. Continued coordination with local governments, tribal communities, and the Governor's Office of Science and Technology (OSIT) is needed to expand broadband infrastructure to system airports.
- SUSTAINABLE AVIATION FUELS**
 Developments in alternative and sustainable aviation fuels continue, with unleaded AvGas and sustainable Jet A fuel production facilities being developed in Nevada. Continued engagement with aviation stakeholders and airports to identify future facility needs to support emerging fuel technologies is needed as these fuels become more available.
- ACCURATE AIRCRAFT ACTIVITY COUNTING**
 Without air traffic control towers, most Nevada airports do not have a mechanism to count aircraft operations or understand the types of activity being supported. While some airports have installed aircraft counting systems, a broader and more uniform solution is needed. New technologies exist that require broadband connectivity and continued coordination with the Governor's Office on this issue is essential, as is an evaluation of a statewide system of accurate aircraft counting.



NAHSP

Nevada Airport and Heliport
System Plan

PREPARED FOR:



1263 S. Stewart Street
Carson City, NV 89712

775-888-7353
aviation@dot.nv.gov

PREPARED BY:

Kimley»»Horn

Expect More. Experience Better.

www.Kimley-Horn.com