Chapter 2. Inventory of Aviation System Conditions

2.1. Introduction

An essential step in any planning study is to evaluate existing conditions, which starts with collecting data to develop an inventory. Data collection is one of the most important stages in the Nevada Airport and Heliport System Plan (NAHSP). This process compiles the baseline data used to evaluate the ability of each airport to provide adequate service for its given role and determine how the overall aviation system is performing. The Inventory of System Conditions presents the results of an in-depth data collection effort utilizing existing resources from the Federal Aviation Administration (FAA) and Nevada Transportation Department (NDOT) Aviation Program in addition to new primary data that was obtained through individual airport surveys and staff interviews.

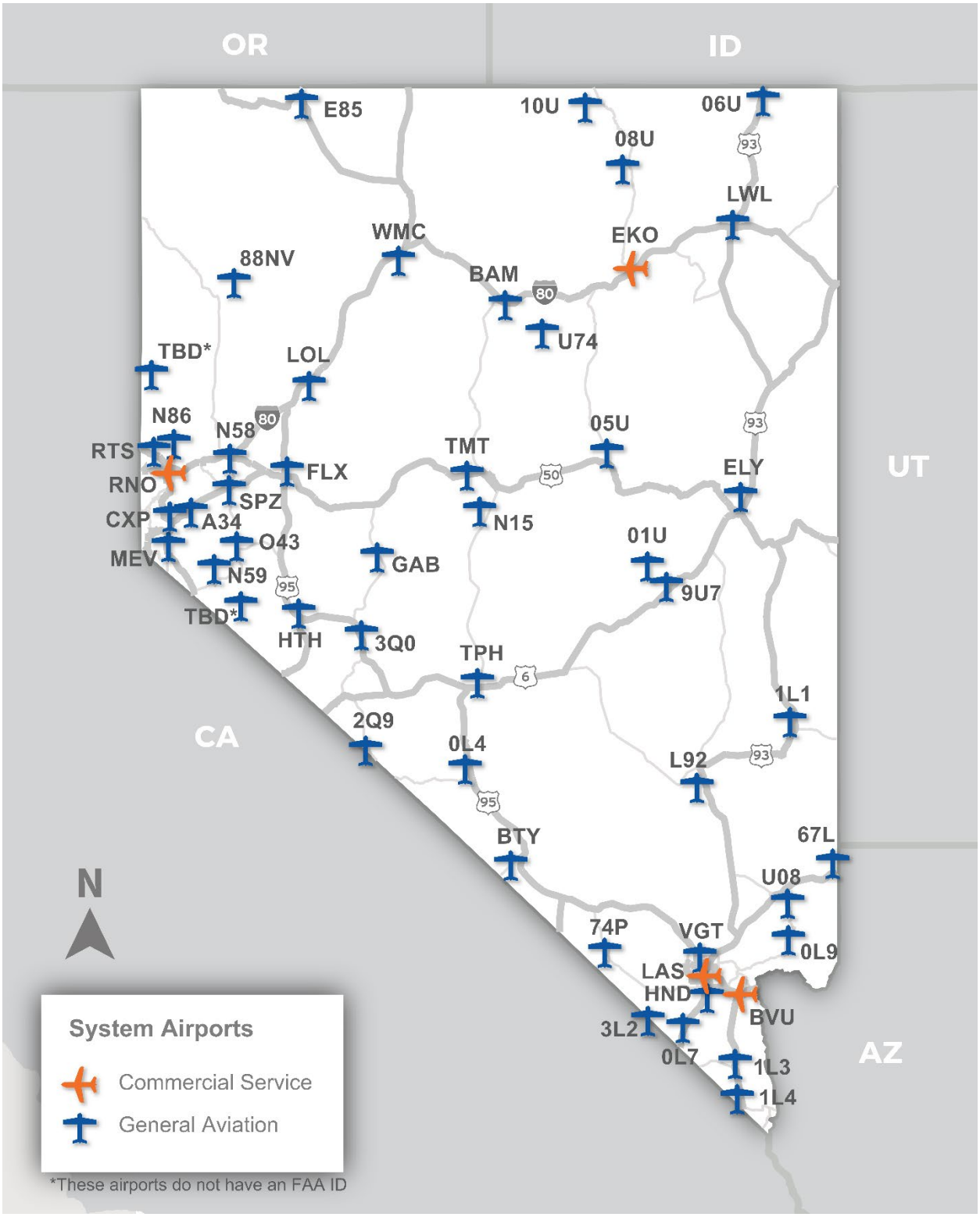
This chapter summarizes the compiled inventory data at a statewide level. Subsequent chapters present and evaluate data at the airport level, specifically in the analysis of performance measures and development of airport regional values.

2.2. Data Collection Process

The inventory process started with identification of the airports that would be considered in the NAHSP's analysis, which focuses primarily on those airport facilities open to the public as well as heliports throughout the state. 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. The 51 system airports are identified in **Figure 2-1** and listed in **Table 2-1**. Non-system airports in Nevada are identified in **Figure 2-2** and listed in **Table 2-2**. There are also five airports that are located in adjacent states but serving 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 (also shown in **Figure 2-3** and listed in **Table 2-3**). 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. The 51 system airports were contacted to participate in the study's data collection process. The heliports are identified in the NAHSP, but there is limited analysis of these facilities given they are almost entirely private use. No surveys were conducted with the heliports. Subsequent sections focus primarily on the 51 system airports.

Figure 2-1: NAHSP System Airport Locations



Sources: FAA Form 5010 Airport Master Record, Kimley-Horn 2021

Table 2-1: NAHSP System Airport Listing[1]

Associated City	Airport Name	FAA ID
Alamo	Alamo Landing Field	L92
Austin	Austin	TMT
Battle Mountain	Battle Mountain	BAM
Beatty	Beatty	BTY
Boulder City	Boulder City Municipal	BVU
Cal Nev Ari	Kidwell	1L4
Carson City	Carson	CXP
Crescent Valley	Crescent Valley	U74
Currant	Currant Ranch	9U7*
Dayton/Carson City	Dayton Valley Airpark	A34
Dead Cow	Dead Cow Lakebed Airstrip (High Sierra)	TBD
Denio	Denio Junction	E85
Duckwater	Duckwater	01U*
Dyer	Dyer	2Q9
Elko	Elko Regional	EKO
Ely	Ely Airport/Yelland Field	ELY
Eureka	Eureka	05U
Fallon	Fallon Muni	FLX
Fernley	Samsarg Field	N58
Gabbs	Gabbs	GAB
Gerlach	Black Rock City (Burning Man)	88NV
Goldfield	Lida Junction	0L4
Hawthorne	Hawthorne Industrial	HTH
Jackpot	Jackpot/Hayden Field	06U
Jean	Jean	0L7
Kingston	Kingston	N15
Las Vegas	Henderson Executive	HND
Las Vegas	North Las Vegas	VGT
Las Vegas	Harry Reid International (formerly McCarran)	LAS
Lovelock	Derby Field	LOL
Lyon County	Flying M Ranch (Hilton Ranch)	TBD

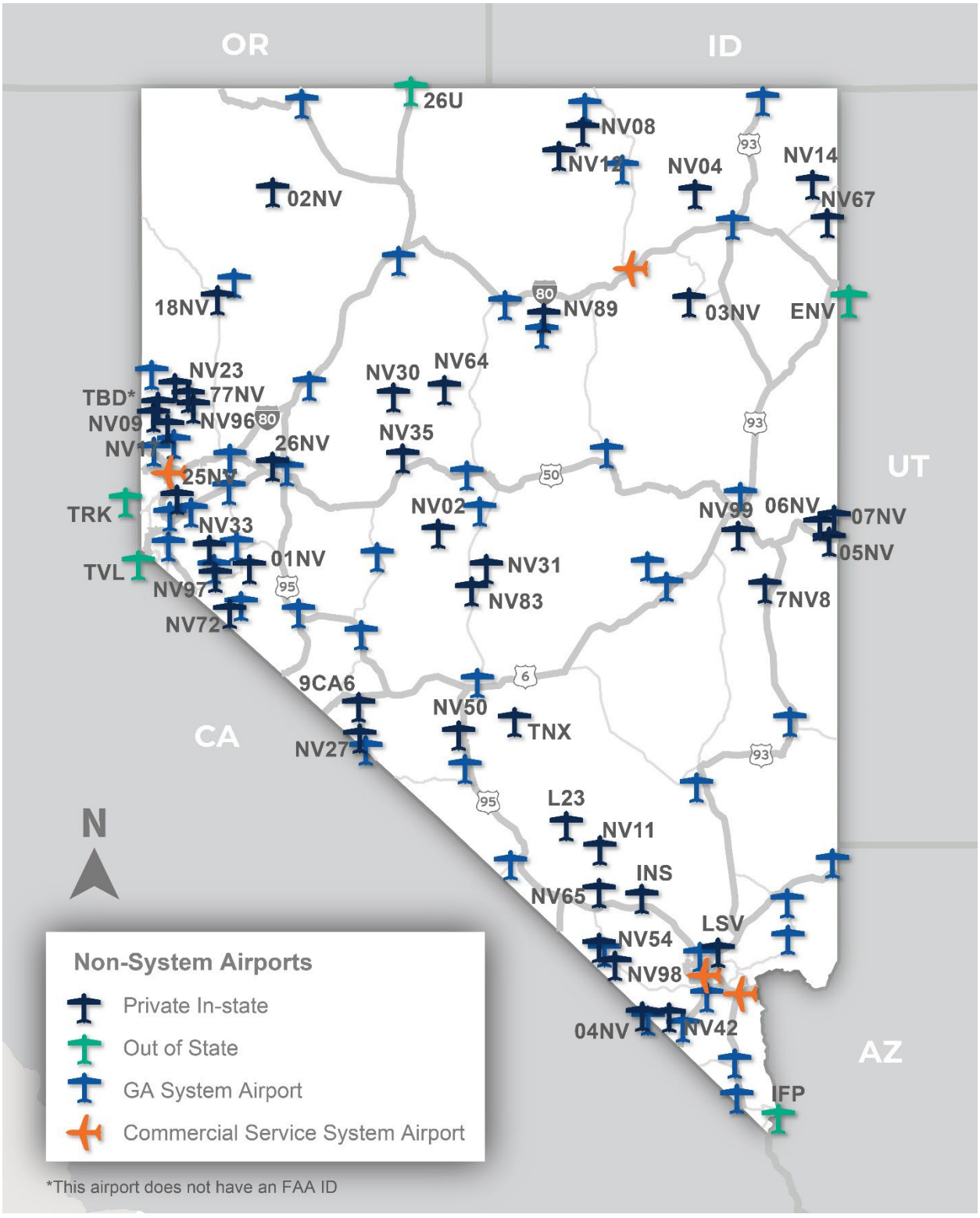
[1] The Goldfield (NV50) airport, currently a private airport without a helicopter landing area, has been requested to become a public airport, which would add it to this list. These changes have not yet taken place.

Associated City	Airport Name	FAA ID
Mesquite	Mesquite	67L
Mina	Mina	3Q0
Minden	Minden-Tahoe	MEV
North Fork	Stevens-Crosby	08U*
Overton	Echo Bay	0L9
Overton	Perkins Field	U08
Owyhee	Owyhee	10U
Pahrump	Calvada Meadows	74P
Panaca	Lincoln County	1L1
Reno	Reno/Tahoe International	RNO
Reno	Reno/Stead	RTS
Reno	Spanish Springs	N86*
Sandy Valley	Sky Ranch	3L2
Searchlight	Searchlight	1L3
Silver Springs	Silver Springs	SPZ
Smith	Rosaschi Air Park	N59
Tonopah	Tonopah	TPH
Wells	Wells Municipal/Harriet Field	LWL
Winnemucca	Winnemucca Municipal	WMC
Yerington	Yerington Municipal	O43

*Note: *Airport's lease with the Bureau of Land Management (BLM) has expired and coordination continues to renew the lease.*

Sources: FAA Form 5010 Airport Master Record, Kimley-Horn 2021

Figure 2-2: NAHSP Non-System Airport Locations



Sources: FAA Form 5010 Airport Master Record, Kimley-Horn 2021

Table 2-2: NAHSP Non-System Airport Listing

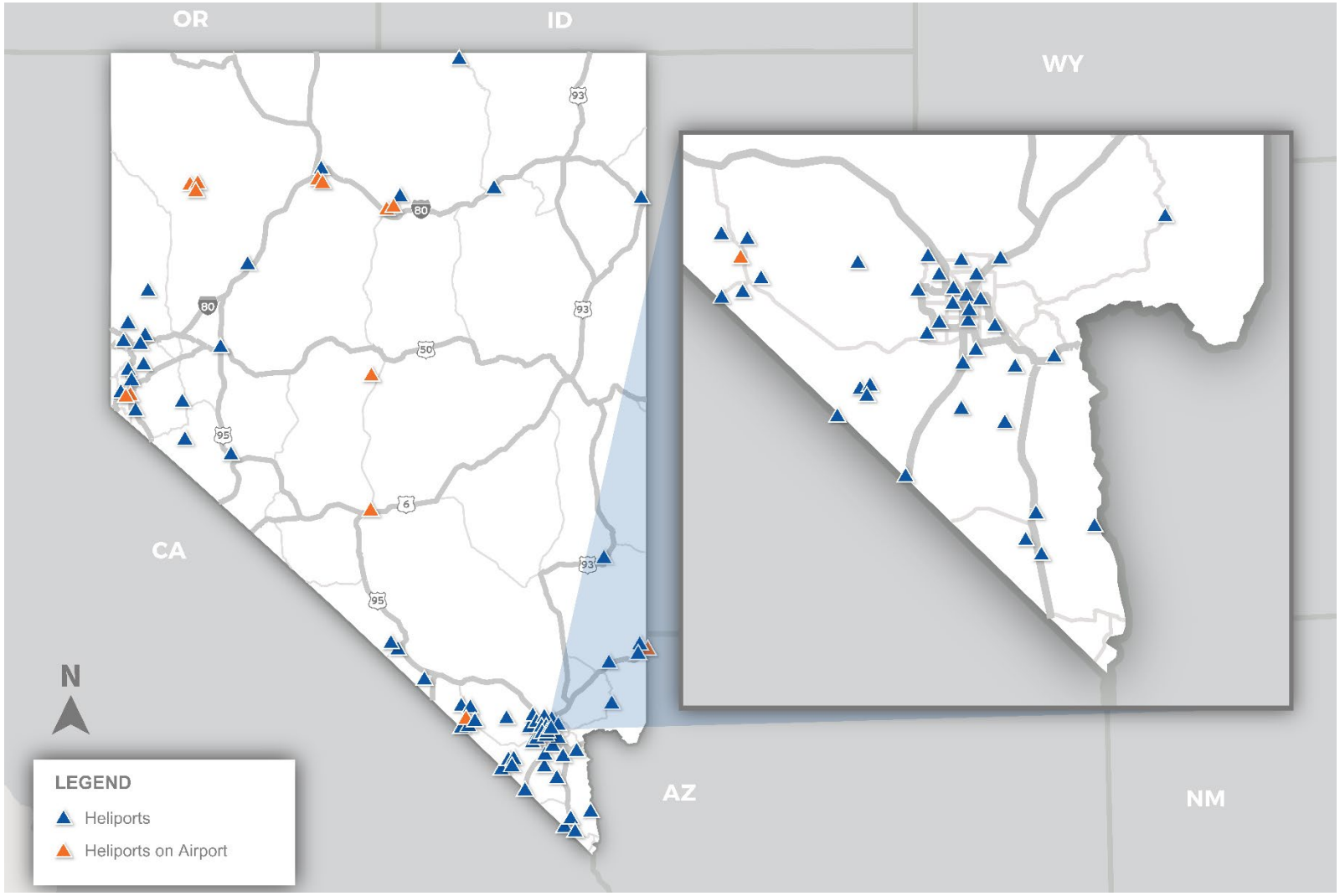
Associated City	Airport Name	FAA ID
Austin	O'Toole Ranch	NV02
Austin	Hudson	NV35
Baker	Baker Ranches	05NV
Baker	Border Line Farm	07NV
Baker	Silver Creek	06NV
Battle Mountain	Swanson Ranch 3	NV64
Bishop	North Valley	9CA6
Bullhead City, AZ	Laughlin/Bullhead International	IFP
Carson City	Parker Carson	25NV
Crescent Valley	Red Owl Ranch	NV89
Deeth	Marys River Ranch	NV04
Dyer	Circle L Ranch	NV27
Elko	Red Rock Ranch	NV22
Ely	Willow Creek Trading Post	NV99
Ely/Pioche	Geyser Ranch	7NV8
Empire	Empire	18NV
Fallon	Dixie Valley	NV30
Fallon	Darrow Field	26NV
Fallon	Fallon NAS (Van Voorhis Fld)	NFL
Fallon	Fallon Southwest Airpark	1NV1
Gardnerville	Pinenut	NV55
Gerlach	Soldier Meadow Nr 1	NV06
Gerlach	Soldier Meadow Nr 2	NV05
Goldfield	Goldfield	NV50[2]
Indian Springs	Creech Airforce Base	INS
Jean	Heritage	NV42
Las Vegas	Nellis Air Force Base	LSV
Lemmon Valley	Youngberg Ranch	NV17
McDermitt, OR	McDermitt State	26U
Montello	Juniper	NV14
Mercury	Desert Rock	NV65
Mercury	Pahute Mesa Airstrip	L23

[2] The Goldfield (NV50) airport, currently a private airport without a helicopter land area, has been requested to become a public airport, which would remove the airport from this list, and to have a helicopter landing area added. These changes have not yet taken place.

Associated City	Airport Name	FAA ID
Mercury	Yucca Airstrip	NV11
Montello	Pilot Creek Ranches	NV67
Mountain City	Petan Ranch	NV08
Pahrump	Caas	NV98
Pahrump	Flying S Ranch	NV54
Reno	Flying Eagle	77NV
Reno	H Bar H	NV09
Reno	Mavland Stolport	TBD
Round Mountain	Barker Creek Ranch Airstrip	NV31
Round Mountain	Hadley	NV83
Ruby Valley	Llama Ranch	03NV
Sandy Valley	Kingston Ranch	04NV
Smith Valley	Farias Wheel	NV33
South Lake Tahoe, CA	Lake Tahoe	TVL
Sparks	Air Sailing	NV23
Sparks	Gibb Ranch	2NV2
Sparks	Rolling Thunder	NV96
Tonopah	Tonopah Test Range	TNX
Truckee, CA	Truckee-Tahoe Airport	TRK
Tuscarora	I-L Ranch	NV12
Wellington	Desert Creek	NV97
Wellington	Sweetwater (USMC)	NV72
Wellington	Topaz Ranch	43NV
Wells	Two Star Ranch	NV07
Wendover, UT	Wendover	ENV
Winnemucca	Paiute Meadows	02NV
Yerington	Lantana Ranch	01NV

Sources: FAA Form 5010 Airport Master Record, Kimley-Horn 2021

Figure 2-3: NAHSP Heliport and Heliport on Airport Locations



Source: Kimley-Horn, FAA Form 5010 Airport Master Record 2021

Table 2-3: NAHSP Heliport Listing

Associated City	Heliport Name	FAA ID
Amargosa Valley	Amargosa EMS	On Request
Battle Mountain	Battle Mountain EMS	53NV
Battle Mountain	Battle Mountain H1	BAM
Battle Mountain	Battle Mountain H2	BAM
Beatty	Beatty Hospital-EMS	On Request
Beatty	Planet One Heliport	On Request
Boulder City	Boulder City Hospital	NV16
Caliente	Grover C Dils Medical Center	On Request
Carson City	Carson-Tahoe Gardnerville	On Request
Carson City	Carson-Tahoe Hospital	NV60
Carson City	Carson-Tahoe Regional Medical Center	NV15
Charleston	Spring Mountain - NPS	On Request
Cottonwood Cove	Lake Mead EMS - Cottonwood	On Request
Elko	Northeastern Nevada Regional Hospital	NV20
Fallon	Banner Hospital	On Request
Gerlach	Black Rock City (Burning Man) H1	88NV
Gerlach	Black Rock City (Burning Man) H2	88NV
Gerlach	Black Rock City (Burning Man) H3	88NV
Hawthorne	Grant Hospital	On Request
Henderson	Henderson Hospital	32NV
Henderson	St Rose Dominican Hospital	NV25
Kingston	Kingston H1	N15
Las Vegas	Action	NV40
Las Vegas	Centennial Hills Hospital	On Request
Las Vegas	Children's Hospital Heliport #2	On Request
Las Vegas	Circus Circus	NV48
Las Vegas	Desert Springs Hospital	3NV1
Las Vegas	Gilbert Development Corp	NV61
Las Vegas	KLAS Channel 8	NV38
Las Vegas	Las Vegas Motor Speedway - EMS	On Request
Las Vegas	Primm Valley Resort Casino EMS	On Request
Las Vegas	Spring Valley Hospital	2VE2
Las Vegas	St Rose Dominican San Martin Campus	64NV
Las Vegas	St. Rose Dominican - Rose De Lima	On Request
Las Vegas	Summerlin Medical Center	0NV1

Associated City	Heliport Name	FAA ID
Las Vegas	Sunrise Medical Center	NV86
Las Vegas	Sunrise Mountain View Hospital	10NV
Las Vegas	University Medical Center-Southern Nevada	NV34
Las Vegas	Valley Hospital Medical Center	NV53
Logandale	Moapa Logandale	On Request
Lovelock	Pershing General Hospital	NV19
Lyon County	Flying M Ranch (Hilton Ranch)	On Request
Mesquite	Mesa View Regional Hospital	99NV
Mesquite	Vista Del Monte Lot 55	2NV3
Mesquite	Mesquite H1	67L
Minden	Helicopter Parts International Inc. (HPI)	On Request
Minden	Minden-Tahoe BLM1	MEV
Minden	Minden-Tahoe BLM2	MEV
Nelson	Eldorado Substation	NV37
North Las Vegas	Emerus	NV24
Overton	Echo Bay	On Request[3]
Owyhee	Owyhee Hospital	On Request
Pahrump	Desert View Hospital	On Request
Pahrump	Flying S Ranch	NV54
Pahrump	KPVM Television	90NV
Pahrump	Mercy Air-Pahrump	2NV8
Pahrump	Precious Materials	NV73
Pahrump	Calvada Meadows H1	74P
Reno	Freedom Helipad	NV77
Reno	Remsa/Care Flight	NV78
Reno	Renown Regional Medical Center	NV57
Reno	St Mary's Regional Medical Center	NV58
Sandy Valley	Fly Sin City #1	NV91
Sandy Valley	Fly Sin City #2	NV92
Sandy Valley	Fly Sin City #3	NV93
Sandy Valley	Sky Ranch	NV21
Searchlight	Renegades Mines Partners LLC	NV10
Searchlight	Searchlight Airport H1	On Request

[3] The Echo Bay Marina Heliport (0L9) is located approximately three miles away from the Echo Bay Airport (0L9).

Associated City	Heliport Name	FAA ID
Searchlight	Searchlight Airport H2 EMS	On Request
Sparks	Air Sailing	NV23
Sparks	Northern Nevada Medical Center	NV69
Tonopah	Tonopah H1	TPH
Wendover	West Wendover EMS	On Request
Winnemucca	Humboldt General Hospital EMS	22NV
Winnemucca	Winnemucca Municipal H1	WMC
Winnemucca	Winnemucca Municipal H2	WMC
Yerington	South Lyon County Hospital	On Request

Sources: Kimley-Horn, FAA Form 5010 Airport Master Record, 2021

The data collection process took place in Winter 2020 and Spring 2021 through the distribution of the Airport Inventory Data Collection Form (inventory or survey form) to airports. This form was then reviewed by the project team with the airport sponsor during a virtual site visit to provide a complete portrait of each airport's activities, facilities, services, and use. Due to COVID-19, no in-person site visits were conducted as part of the inventory efforts prior to June 2021. The survey form requested information from the airport owner regarding facilities and services, as well as information to support the Airport Economic Impact Study (AEIS) being conducted as part of the NAHSP. AEIS data were compiled during the inventory effort but are not summarized in this chapter.

While numerous attempts were made to contact all system airports, there were a few unresponsive airports. In these cases, the survey forms were completed as best possible by the project team and reviewed by NDOT. Information for any of the airports that could not be verified was noted as "not provided" or "N/P" to ensure that they were not counted as a "no" in tabulating results.

As supplements to the inventory form and on-site visits, additional information was gathered directly from the airport and/or FAA and examined for a more in-depth analysis of the airports and the system. Sources of this data included:

- FAA Terminal Area Forecasts (TAF)
- FAA Form 5010, Airport Master Record
- Airport master plans (MPs)
- Airport Layout Plans (ALPs)
- FAA U.S. Chart Supplements
- NDOT Aviation Program Data

The following data were collected (as applicable) for each airport via the Airport Inventory Data Collection Form, virtual site visits (of the 51 identified airports), additional correspondence with airport representatives, and other available sources:

- Economic factors (e.g., operating revenue, financial subsidy information)
- Airport sponsor employment (e.g., employment counts and occupations)
- Airport expenditures (e.g., total annual wages, capital improvements, other operating expenses)
- Airport activity (e.g., transient activity, average length of stay, purpose of travel, real estate development, other non-aeronautical revenue streams, through-the-fence operations, fixed-base operators)

- Business tenant information (e.g., on-airport businesses, off-airport businesses that rely on the airport)
- General airport information (e.g., airport management, airport interest groups, business organization partnerships, cell phone coverage, volunteer organizations, unique local policies, airport website)
- Aircraft storage (e.g., helicopter storage, amount and types of hangar storage, hangar storage utilization, amount and types of tie-down storage, overnight tie-down storage utilization)
- Airport security (e.g., closed circuit TV, perimeter and wildlife fencing, mutual aid agreements with emergency providers, emergency response capabilities of the airport)
- Airport planning (e.g., current and future airport reference code, critical aircraft, airport master plan, airport layout plan with narrative, sustainability plans, airport capital improvement plan, pavement maintenance plan)
- Infrastructure (e.g., condition of runways, utilities, alternative energy sources, navigational equipment)
- Facilities, services, and amenities (e.g., general aviation terminal building, airport amenities, fuel availability and sales, snow removal equipment, aviation education programs, airport rescue and firefighting)
- Mobility and access (e.g., airport involvement in local comprehensive transportation plans, availability of types of mobility and access from an airport, integration with regional transportation, sufficiency of surface street and highway access)
- Land use compatibility (e.g., land use compatibility and height hazard zoning, Federal Aviation Regulation [FAR] Part 77 guidelines, enforcement of zoning)
- Operations (e.g., total operations, operations by type, impact of military operations and airspace, COVID-19 impacts, common activities associated with aviation)
- Unmanned aerial systems (UAS)/unmanned aerial vehicles (UAVs or drones) (e.g., presence and types of drone operations, airport drone regulations, airport stance on drone operations, designated UAS/UAV flight or instruction areas)
- Aerial firefighting (e.g., types available, ability to support large firefighting aircraft, available land and amenities for this purpose, operational impact from firefighting operations)
- Emergency medical operations (e.g., types and frequency, aircraft types utilized, operator information)
- Helicopter tourism (e.g., types of tours offered, infrastructure used and requested, impact of COVID-19, contact information)
- Other information (e.g., unique features of the airport, top three trends and issues observed)

All collected data is used in the subsequent evaluation of the Nevada airport system. Key data elements are summarized in the following sections.

2.3. Airport Infrastructure

2.3.1. Runways

Length

The most important infrastructure at an airport is its runway as it provides the ability for aircraft to land, whether the runway is paved or not. Runway length is vital to being able to accommodate larger and heavier aircraft, particularly at airports at higher elevations or those that experience high temperatures. Aircraft require additional runway length to takeoff with the same payload as mean maximum temperatures increase and for runways at higher elevations. In Nevada, the average elevation is 4,204 feet above sea level with the lowest at 1,365 feet and highest at 6,837 feet above sea level. Additionally, an airport that sees regular operations by larger aircraft types would need a longer runway to allow larger aircraft to operate at their maximum capability.

Having a second crosswind or additional runway may be necessary to allow aircraft to operate during high wind conditions or if an airport experiences frequent changes in wind direction. Multiple runways may also allow an airport to accommodate greater numbers of operations.

The longest runway in the state is Runway 08L-26R at Harry Reid International Airport (LAS) with a length of 14,515 feet. The shortest is Runway 12-30 at Dyer Airport (2Q9) with a length of 2,870 feet. In Nevada, 26 airports have one runway, and 25 airports have two or more runways. The entire state has a total of 79 runways and length information by airport is presented in **Table 2-5**[4]

Surface Type

It is important to note that runways can be designed for different types of aircraft operations that may not require the same level of infrastructure. For example, a rural airport that caters to small tailwheel aircraft may only need to provide a dirt or gravel runway, while an airport that sees larger jet traffic may need to provide a paved runway. Paved and non-paved runways each require unique levels of care to ensure that they can be used effectively. Of the 51 airports evaluated, 37 airports have paved runways of either asphalt or concrete. The remaining airports include 11 dirt runways, one sand runway, one gravel and dirt runway, and one turf and dirt runway. Runway surface type information by airport is presented in **Table 2-5**.

Pavement Condition

Pavement condition is important to providing a safe operating environment for aircraft. For an airport with a paved runway, this can be expressed as a Pavement Condition Index (PCI), where 100 refers to pavement in perfect condition and zero refers to pavement that is completely unusable, as shown in **Figure 2-4.** The FAA uses a similar rating system, referred to as PASER, that ranges from Excellent, where the pavement is less than five years old and requires no maintenance, to Failed, where the pavement may be limiting operations and needs reconstruction. The NAHSP summarized the pavement conditions of the primary runway at airports included in the study from the State (2018 NDOT Pavement Management System Update) utilizing PCI ratings methodology and federal sources (FAA Airport Master Record) utilizing the PASER methodology.

Figure 2-4: PCI Ratings

PCI Rating	
PCI Range	**Pavement Condition**
86 –100	Good
71 – 85	Satisfactory
56 – 70	Fair
41 – 55	Poor
26 – 40	Very Poor
11 – 25	Serious
0 – 10	Failed

Source: FAA Advisory Circular 150/5380-7B Airport Pavement Management Program (PMP), Figure B-1

Airport pavements are also one of the most significant capital investments in the Nevada aviation system due to their high costs to construct and maintain. In Nevada, there are 14 airports with primary runways in

[4] For ease of reading this chapter, the data for each section has been combined in multiple paged tables at the conclusion of the text.

Excellent condition, 20 with Good, 12 with Fair, and three with Poor. Primary runway pavement condition information by airport is presented in **Table 2-5**.

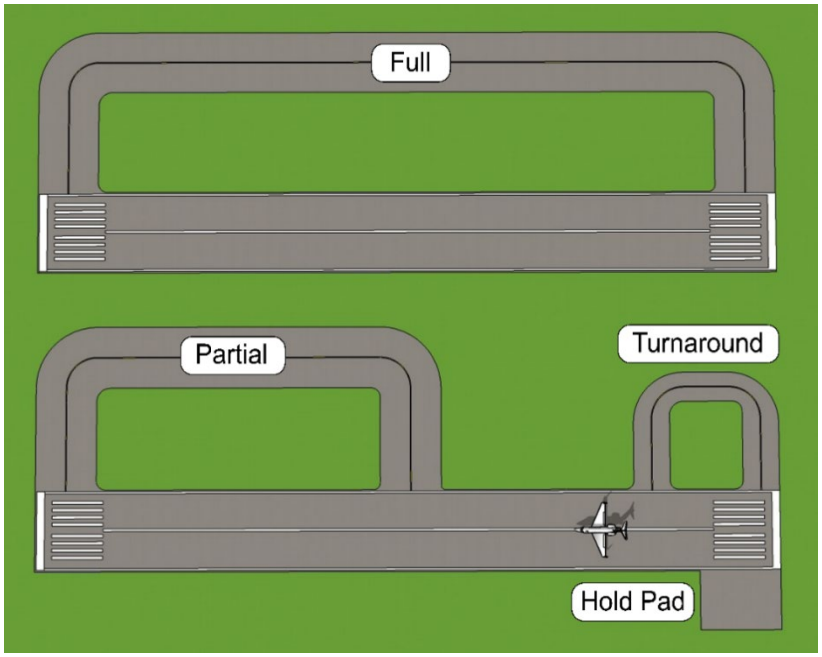
Runway Lighting

The FAA recognizes three types of runway lighting: High Intensity Runway Lighting (HIRL), Medium Intensity Runway Lighting (MIRL), and Low Intensity Runway Lighting (LIRL). Increased lighting intensity allows a runway to be visible from a greater distance, which can help pilots locate a runway during night operations. An alternative to runway lighting involves using passive reflector systems, which utilize material that reflects an aircraft's landing light to provide a level of visibility without active runway lighting. In Nevada, 33 airports have some level of runway lighting on at least one of their runways. Runway lighting intensity information by airport is presented in **Table 2-5**.

2.3.2. Taxiways

Taxiways allow for an efficient flow of aircraft to and from a runway, with the potential to increase or reduce congestion and pilot confusion. The FAA provides taxiway design standards to facilitate their development and recognizes four types of taxiways, shown in **Figure 2-5**.

Figure 2-5: Types of Taxiways Recognized by the FAA



Source: Kimley-Horn 2021

Definitions for the four taxiway types are as follows:

- Full-length parallel – provides a taxiway parallel to the runway for the full length of the runway
- Partial parallel – provides a taxiway parallel to the runway for only a portion of the runway
- Hold pad – provides an area near a taxiway for aircraft to park while waiting to access the runway or apron
- Turnaround – serves as a combination bypass taxiway and holding bay when a parallel taxiway cannot be provided

In Nevada, 26 airports have a partial or full parallel taxiway for their primary runway. Taxiway information by airport is presented in **Table 2-5**.

2.3.3. Aircraft Storage Information

A major component of airport infrastructure is aircraft storage. Storage is needed for both based aircraft and those that are transient or arriving from another airport to stay for some amount of time. The following describes based aircraft and other storage data at Nevada's airports.

Based Aircraft and Market Share

A based aircraft is defined as an aircraft that is stored at an airport for the majority of the year. An accurate based aircraft count can provide insight to the ability of aircraft storage and facility capacity at an airport to meet demand for such facilities. The number of based aircraft reported from the FAA's 5010 Form (the latest available for airports as of April 2021) is reflective of a single point in time and may increase or decrease in the future depending on various factors such as storage cost or the condition of an airport's facilities. Additionally, the types of based aircraft at an airport drive various levels of demand for aircraft storage depending on aircraft size. Currently, there are approximately 2,457 based aircraft in Nevada per the research completed as part of the NAHSP. Based aircraft information by airport is presented in **Table 2-5**.

Hangars

Hangars are storage locations for aircraft that come in numerous shapes and sizes and offer protection for aircraft from weather, privacy for the aircraft owner, and even office space in larger hangars. Having available hangars on property allows an airport to appeal to more aircraft owners and business tenants that could move their aircraft and operations to the airport.

An estimated total of 1,600 hangar spaces were identified as part of the inventory effort. This total comprises conventional box hangar spaces, T-hangar spaces, and shade hangar spaces. It's important to note that this estimated total is an approximation as the number of spaces available in each type of storage facility can vary depending on the size of aircraft being accommodated in each box hangar. Airport representatives were asked to provide the number of storage spaces available based on the average number of aircraft observed within the facilities. In Nevada, there are approximately 740 T-hangar units across airports in the state. There are approximately 600 to 700 spaces within conventional hangars available and 200 shade hangars as reported through the airport interview process. T-hangar information by airport is presented in **Table 2-5**.

Helicopter Parking

Helicopters play a major role in Nevada aviation for emergency operations as well as a thriving tourism industry. Medical operators use helicopters to provide vital emergency medical service for rural or remote areas that do not have the capability to handle a particular specialized situation or when time is a critical factor. The military also uses helicopters and conducts training operations throughout the state. Providing spaces and areas capable of accommodating helicopter operations on an airport creates a safer environment for existing and future users and appeals to helicopter operators. When asked about helicopter storage and spaces on property, 15 airports identified that they had a designated zone for helicopters to use on a paved area or other appropriate, non-dirt surface. Helicopter parking information by airport is presented in **Table 2-5**.

2.3.4. Fencing

Airport fencing provides the first line of protection, safety, and security for the airport and its associated property. The two most common types of fencing are: 1) a six- to eight-foot-tall security fence with one foot of three-strand barbed wire and 2) wildlife fencing, which will vary in height and may provide underground skirting. While most airports prefer to have full perimeter fencing, some airports may not have fencing due to operational preferences or financial constraints. One alternative is to set up fencing around "high-need" areas such as the runway, terminal, or apron area. In Nevada, 29 airports have either partial or full fencing of some kind. Fencing information by airport is presented in **Table 2-5**.

2.4. Airport Services and Amenities

2.4.1. Terminal Buildings and Associated Amenities

To provide the best service to general aviation (GA) users, particularly visitors, an airport typically offers a terminal building or some type of facility for pilots and passengers. A terminal building is a designated space where GA and/or commercial operators can rest, use the restroom, meet, or connect with local transportation options. Terminal buildings often serve as the first impression for a city or region, as they are the first building that visitors see. In Nevada, 25 airports have a terminal building at their respective airports with some form of amenities such as public restrooms, pilot lounge, or conference rooms. Terminal building and amenities information by airport are presented in **Table 2-5**.

2.4.2. Fuel

The availability of fuel at airports can be one of the most influential factors driving aircraft operational activity. Fuel at GA airports is a substantial component of airport revenues and its availability can be the reason that a user or business decides to operate at a particular airport. Small, piston-engine aircraft rely on 100LL (also known as AvGas), while turbine-engine aircraft rely on Jet-A. Five airports in Nevada only sell 100LL on property, while there are 22 airports that sell both 100LL and Jet-A fuel. No airport sells only Jet-A fuel. In the NAHSP, 24 airports have no available fuel.

Offering self-service fuel allows an airport to accommodate increased demand with the same level of staff. Through a credit card reader (CR), a pilot is able to conveniently self-pay for fuel at all hours of the day, which can lead to increased fuel sales from pilots flying at odd hours or at night. Self-service (SS) fueling is available at 24 airports in Nevada, with CR capabilities reported as available at 14 of those airports. 14 airports provide full service (FS) as a fueling option, which requires dedicated staff members to pump the fuel into the aircraft for the pilot. Fuel information by airport is presented in **Table 2-6**.

2.4.3. Communication Connectivity

Cellular coverage is essential due to the current prevalence of cellular devices and their usefulness in everyday life. For aviation in particular, cellular-connected iPads are becoming more common as electronic flight bags (EFBs) are replacing traditional paper products and tools. NDOT has developed the Nevada Airport Directory iPad Application that many pilots use as part of their EFB.

Reliable cellular coverage is especially critical for airports in Nevada that are either unattended or that have limited business hours, where the ability to connect to a cellular network to communicate with emergency services can make a significant difference in the event of an emergency. The ability to connect digitally also provides the ability to provide weather reporting throughout the state, which is vital

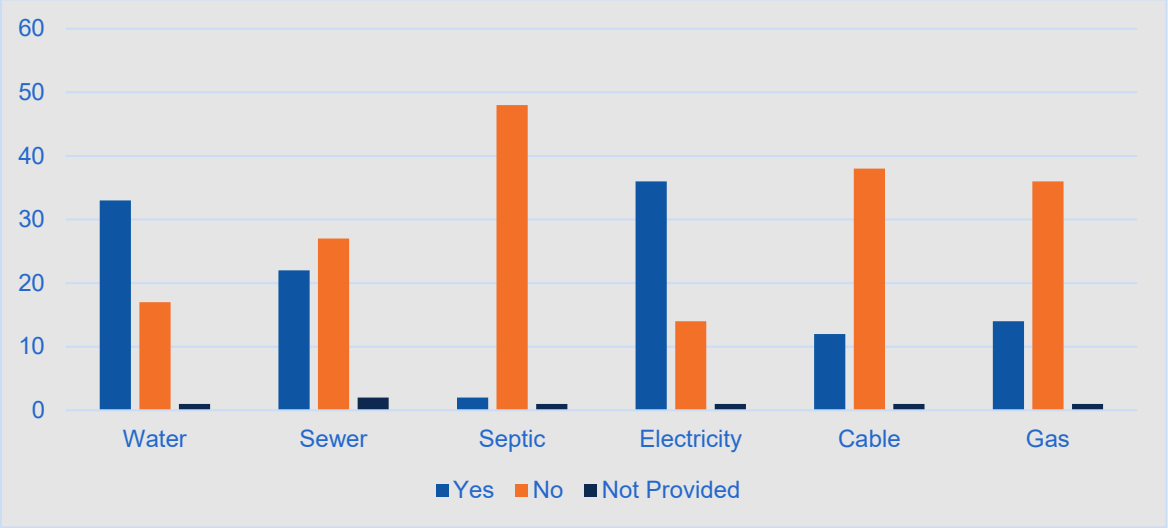
for pilots and operators to make key flight decisions. In Nevada, 46 airports have data coverage of some kind, one has only voice coverage, and four have no connectivity. Communication connectivity information by airport is presented in **Table 2-6**.

2.4.4. Utilities

The availability of utilities at an airport is necessary to support the airfield (e.g., lighting, visuals, etc.), provide critical infrastructure for emergency operations, and provide an opportunity for development. This infrastructure is a long-term investment that can be used to attract economic activity while also ensuring that tenants and visitors are able to access what they need at an airport. In Nevada, it is vital for aerial firefighters to have the resources to refill their aircraft with water as well as provide support to their ground personnel. It should be noted that a detailed analysis on the level of services, such as the pounds per square inch (PSI) of water pressure, was not conducted as part of the NAHSP.

As shown in **Figure 2-6**, 33 airports in Nevada have water utilities available and 36 have electric utilities available. Utilities information by airport is presented in **Table 2-6**.

Figure 2-6: Airports in Nevada with Utilities



Sources: Airport Inventory Data Collection Survey, Kimley-Horn 2021

2.4.5. Alternative Energy Sources

To help the environment by reducing carbon footprints, many organizations have implemented alternative energy sources, such as solar, wind, or geothermal systems. This results in lower emissions and can also lead to energy cost savings and a more positive community perception of an airport. The manner in which alternative energy sources can be implemented at an airport varies based on the type of airport, operational characteristics, and location. The most common source of alternative energy at airports comes from solar panels, which take advantage of the predominantly sunny weather in Nevada and can be installed on the roofs of airport buildings and as solar canopies over airport parking lots. Currently, there are seven airports that utilize alternative energy sources at the airport. Alternative energy source information by airport is presented in **Table 2-6**.

2.4.6. Aircraft Maintenance

Some airports have tenants on site that can conduct aircraft maintenance. This is an appealing service for an airport, as it provides a service for other tenants and for transient aircraft that may visit an airport specifically for its maintenance capabilities. This service can apply to either powerplants, the engines on an aircraft, or to an airframe, which is the rest of the aircraft. Aircraft maintenance is regulated by the FAA and aircraft mechanics are certified by the FAA.

The distinction between a major and minor repair is defined by the FAA. Major repairs, if done improperly, would have an appreciable impact on important qualities affecting airworthiness such as balance and structural strength. Minor repairs are all repairs that are not defined as major repairs. In Nevada, 14 airports offer some level of maintenance services. Aircraft maintenance information by airport is presented in **Table 2-6**.

2.5. Planning and Design

Airport planning is important because it ensures that an airport provides a high level of safety while also meeting demand for aircraft operations and airport business needs. FAA design standards for a given airport are driven by the demand at an airport, which is determined through the Airport Master Plan and Airport Layout Plan process. Local regulations on zoning are important for an airport as well because development near an airport can impact its ability to meet runway and airspace design standards and may also cause operational restrictions for aircraft that use the airport.

2.5.1. Airport Design Standards

The FAA has published extensive regulations on all facets of an airport, which must be met to receive FAA funding for eligible projects such as runway rehabilitation. Safety is the primary concern with FAA design standards, particularly with runways, and the FAA-defined safety areas around a runway are some of the most important standards for an airport to meet. Specific design standards that were reviewed as part of the NAHSP include the three described in this section. In Nevada, 36 airports were considered to meet the FAA design standards.

Runway Safety Areas (RSAs):
RSAs support safe aircraft operations during take-off and landing. The RSAs extend from both ends of the runway and provide additional clearance in the event of an aircraft overrun, overshoot, or if the aircraft veers off the side of the runway. RSAs are typically 500-feet wide and extend 1,000 feet beyond each runway end but may be smaller if the runway has a less demanding runway design code (RDC). According to FAA AC 150/5300-13A, RSAs must be:

- Cleared and graded with no potentially hazardous ruts, humps, depressions, or other surface variations
- Drained by grading or storm sewers to prevent water accumulation
- Capable, under dry conditions, of supporting snow removal equipment (SRE), aircraft rescue and firefighting (ARFF) equipment, and occasional passage of aircraft without causing damage
- Free of objects and obstructions[5]

[5] Except for objects that are required to be located in the RSA because of their function, in which case, objects higher than three inches above grade must be constructed on frangible mounted structures.

Runway Object Free Area (ROFAs):
ROFAs are centered around the runway centerline and have clearing standards that require clearing of above-ground objectives protruding above the nearest point of the RSA. According to FAA AC 150/5300-13A, unless other clearing standards dictate otherwise, it is acceptable for objects that need to be located in the ROFA for air navigation or aircraft ground maneuvering purposes to protrude above the nearest point of the RSA, and to taxi and hold aircraft in the ROFA. Any objects deemed non-essential for air navigation or aircraft maneuvering must be removed from the ROFA.

Separation Standards:
Airfield separation standards are another FAA design element reviewed under Goal 1 of the NAHSP. For the purposes of this analysis, the following airfield separation standards are evaluated:

- Primary runway centerline to holding position
- Primary runway centerline to parallel taxiway centerline
- Primary runway centerline to aircraft parking area

The recommended distance between these airfield components depends on the RDC. Separation standards are implemented to facilitate safe operations of aircraft around the airfield by ensuring there is adequate clearance for aircraft to navigate the airfield. Airports are only evaluated based on the separation standards that are applicable to the airport's design, so in the event an airport did not have a full or partial parallel taxiway, or no holding position marking is present because the runway is unpaved, then these standards are not evaluated.

2.5.2. Airport Plans

Airport Master Plans are a way for airports to identify, establish, and prepare a long-term plan for the overall direction of an airport. The process analyzes everything from existing facilities to traffic forecasting to future airport development. Master Plans allow an airport to evaluate its long-term growth and develop a feasible strategy to meet future needs. Airport Master Plans often include an updated Airport Layout Plan (ALP), which is a tool that graphically shows existing facilities and planned development at an airport. Having an ALP allows airports to comply with one of the Airport Improvement Program (AIP) funding grant assurances, which is to "keep the ALP up-to-date at all times." In the NAHSP, 26 airports had an Airport Master Plan on file and 30 airports had an ALP on file. Of those airports, 19 had an Airport Master Plan published after 2013 and 26 had an ALP published after 2013, when the FAA's primary airport design advisory circular (AC 150/5300-13A) last received a major update.

Certain airports may not experience enough operational demand to warrant a full Airport Master Plan or ALP due to their size, location, funding ability, or other reasons. In lieu of such documents, NDOT has developed Airport Diagrams for these airports to collect and present essential airport information for potential airport users. This provides air ambulance and firefighting aircraft with the basic information required to operate at rural airports and by GA aircraft that might use these airports more often. In Nevada, 14 airports have just a state diagram, while the rest have an ALP and/or Airport Master Plan. Airport plan information by airport is presented in **Table 2-6**.

2.5.3. Airport Reference Code (ARC)

The FAA classifies airports by an Airport Reference Code (ARC) which is used in evaluating planning and design criteria for airports. Establishing an ARC starts with selecting a "critical aircraft" or "design aircraft" that uses, or is expected to use, the airport. A critical aircraft is defined as the most demanding aircraft

conducting at least 500 annual operations at the airport. An airport's critical aircraft can be either a specific aircraft type or a grouping of aircraft with similar characteristics. The ARC classification system is based on the critical aircraft and comprises an alpha-numeric identifier representing the Aircraft Approach Category (AAC) and Airplane Design Group (ADG). The AAC is shown as a letter and reflects the approach speed of the critical aircraft. The ADG is shown as a Roman numeral and reflects the critical aircraft's wingspan and tail height. AAC and ADG criteria are shown in **Table 2-4**.

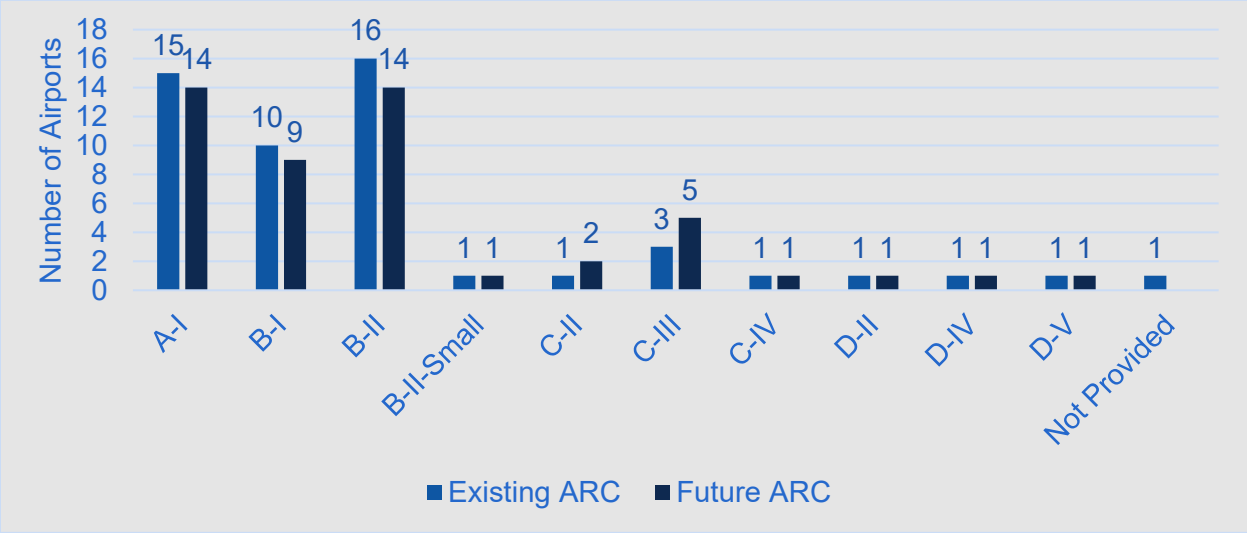
Table 2-4: AAC and ADG Criteria

Aircraft Approach Category (AAC)		Aircraft Design Group (ADG)		
Category	**Speed**	**Group**	**Wingspan Size**	**Tail Height**
A	< 91 knots	I	< 49'	< 20'
B	91 to 120 knots	II	49' - < 79'	20' - < 30'
C	121 to 140 knots	III	79' - < 118'	30' - < 45'
D	141 to 165 knots	IV	118' - < 171'	45' - < 60'
E	166 knots or more	V	171' - < 214'	60' - < 66'
-	-	VI	214' - < 262'	66' - <80'

Source: FAA Advisory Circular 150/5300-13A, Airport Design

As shown in **Figure 2-7**, 43 airports in Nevada had a current ARC of B-II or smaller. Additionally, only seven airports anticipate a different ARC in the future. ARC information by airport is presented in **Table 2-6**.

Figure 2-7: Nevada Airports by Existing and Future ARC



Sources: Airport Inventory Data Collection Survey, Kimley-Horn 2021

2.5.4. Control of Runway Protection Zone (RPZ)

Maintaining control of additional property, whether through direct ownership, individual agreements, or a combination of the two, mitigates the risk of development near an airport that could present height hazards to aircraft, also known as encroachment. For example, the FAA recommends maintaining full control of the Runway Protection Zone (RPZ), which allows for standard aircraft operations and minimizes conflicts with off-airport development, through either property ownership or easements. An RPZ is a trapezoidal area of land at the end of a runway that protects people and property from aircraft operations. The dimensions of a runway end's RPZ are based on the ARC and the visibility minimums of each runway. Only six airports in Nevada have full control of their RPZ areas. RPZ control information by airport is presented in **Table 2-6**.

2.5.5. Local Zoning

The FAA established Code of Federal Regulations (CFR) Part 77, "Objects Affecting Navigable Airspace" in 1965 to protect the nation's navigable airspace and to ensure the safety of aircraft. Now called Federal Aviation Regulation (FAR) Part 77 "Safe, Efficient Use and Preservation of the Navigable Airspace," the regulation lays out specific airspace dimensions as "imaginary surfaces," based on the design criteria of airports, that should not be penetrated by objects or structures. These surfaces are designed to allow aircraft to operate free of obstructions within the airport's traffic pattern and along established flight paths in and out of the airport.

Zoning is a set of rules that govern how a plot of land may be developed and allow a municipality to enact protections such as height hazard zoning that reflect Part 77 Surfaces. Having such regulations in place in the vicinity of an airport can prevent incompatible land use that could interfere with safe aircraft operations. In Nevada, 10 airports were noted to have local height hazard zoning that protects these surfaces from objects and structures. Height hazard zoning information by airport is presented in **Table 2-7**.

Beyond height hazard zoning by itself, proper land use compatibility zoning regulations can lead to improved safety for nearby people and property, maintain the current level of operational capability for aircraft, and reduce noise levels in the community, all while providing developers with clarity on locations on which to build. In general, industrial and commercial uses (e.g., warehouses) are considered to be compatible with airport operations while residential and institutional land uses (e.g., schools and hospitals) are considered to be incompatible. In Nevada, only two cities/towns had not established some sort of land use compatibility zoning laws to protect their local airport or system of airports. Land use compatibility zoning information by airport is presented in **Table 2-7**.

2.5.6. Displaced Threshold

A displaced threshold refers to a landing point, a threshold, that is located on a runway at a point other than the physical beginning of the runway, effectively shortening the runway length available for landings. This is often implemented to bring an airport's safety areas within its property or within property under its controlling interest to avoid an obstacle. The reduction of runway length limits aircraft performance capabilities and, in certain cases, the types of aircraft that can safely land at the airport. In Nevada, nine airports have a displaced threshold on the primary runway. Displaced threshold information by airport is presented in **Table 2-7**.

2.6. Airspace and Navigational Aids

2.6.1. Special Use Airspace

Airspace restrictions limit how an aircraft may conduct its operations and may affect airports that are located near sensitive areas, areas of special aerial activity, or military airspace. In addition to being a potential nuisance for regular GA users, navigating the unique, unfamiliar procedures of specific portions of special airspace may force a firefighting or medical aircraft to spend valuable time coordinating with the operator of the special use airspace or circumventing the airspace.

Military Operating Areas (MOAs), alert areas, and restricted airspace typically cause airspace restrictions at airports located nearby. Pilots operating in these areas experience greater risks, and prior contact with an area's controlling agency is strongly recommended for MOAs and restricted airspace.

- **MOAs** are sections of airspace in which military pilots conduct general training activity.
- **Alert areas** warn pilots about abnormal flight activity in a given section of airspace that could cause safety issues if the pilot was not aware.
- **Restricted airspace** applies to a section of airspace in which pilots are subject to operating restrictions.

In Nevada, eight airports are located within special use airspace and another eight are within 10 miles of special use airspace. Special use airspace information by airport is presented in **Table 2-7**.

2.6.2. Instrument Approaches

At many airports pilots can follow an established series of procedures with specific routes and points as they conduct their landing, known as an instrument approach procedure (IAP). IAPs are a combination of fixes and navigational aids (NAVAIDs) that allow for the transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to landing or to a point from which a landing may be made visually. There are three types of instrument approaches in addition to a visual approach:

- **Precision Approach –** This approach has both lateral and vertical guidance and is supported by multiple ground-based NAVAIDs. Currently there are four airports that have precision approaches in Nevada.
- **Non-Precision Approach –** This approach has lateral guidance from a localizer but does not utilize vertical guidance. There are several types of non-precision approaches such as Area Navigation (RNAV), Very-High Frequency Omnidirectional Range (VOR), and Non-Directional Beacon (NDB). Such approaches use ground-based infrastructure like a radio transmitter or use a Global Positioning System (GPS), though an aircraft may need to be equipped with the appropriate receiver to utilize a particular approach. There are seven airports in Nevada that are equipped with a non-precision approach.
- **Approach with Vertical Guidance (APV) –** This approach is GPS-based and provides both lateral and vertical guidance, though it does not meet the FAA definition for a precision approach. Aircraft must have a Wide Area Augmentation System (WAAS) to utilize this type of approach. APV approaches include Localizer Performance with Vertical Guidance (LPV) and Lateral Navigation (LNAV)/Vertical Navigation (VNAV). Five airports in Nevada are equipped with an APV approach.
- **Visual –** This approach is not based on technology inside or outside an aircraft and is conducted using visual references. To complete an instrument approach, a pilot must have the airport and any proceeding aircraft in sight. Additionally, reported weather at an airport must allow for a pilot to have the appropriate level of visibility. In Nevada, 35 airports only provide visual approaches.

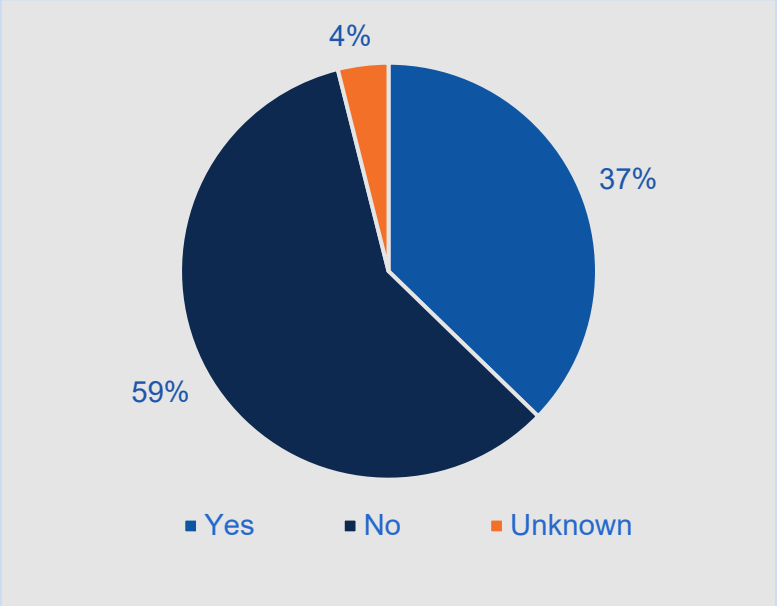
Instrument approach information by airport is presented in **Table 2-7**.

2.6.3. Weather Reporting Equipment

Weather observation systems are a common feature at many airports across the United States including Nevada. These systems consist of various sensors, a processor, computer-generated voice subsystem, and transmitter to broadcast local, minute-by-minute weather data directly to a pilot. There are two primary types, Automated Weather Observing System (AWOS) and Automated Surface Observing System (ASOS). Both systems provide weather-data sensing, processing, and dissemination of information designed to support weather forecast activities and aviation operations. For the NAHSP, there was no distinction made between the two systems for reporting purposes.

Some of these weather systems have the capability to upload data to the National Airspace Data Interchange Network (NADIN). The NADIN is the way aviation weather information is transmitted from AWOS systems around the U.S. to the FAA and National Weather Service. Weather reporting capabilities were reported by 21 airports in the NAHSP. As shown in **Figure 2-8**, only 37 percent of those weather reporting systems provide data to the NADIN. Weather reporting equipment information by airport is presented in **Table 2-7**.

Figure 2-8: Nevada Airports that Report Weather Data to the NADIN



Sources: Airport Inventory Data Collection Survey, Kimley-Horn 2021

2.6.4. Visual Aids

Visual aids provide guidance to pilots with important information used in visual flight rule (VFR) operations and during night flight. Beacons indicate the presence of an airport while runway end identifier lights (REILs) indicate the beginning of a runway. Wind indicators show the direction of the wind at an airport and can be equipped with a segmented circle, which shows the direction of the airport's traffic pattern to pilots in the air. A Visual Glide Slope Indicator (VGSI) provides vertical guidance to the pilot on final approach to help determine if the aircraft is approaching too high, too low, or on slope. VGSIs, such as Precision Approach Path Indicators (PAPIs) and Visual Approach Slope Indicators (VASIs), allow aircraft

to transition from instrument flight to visual flight for landing. In Nevada, 45 airports are equipped with a visual aid on at least one of their runways. Visual aid information by airport is presented in **Table 2-7**.

2.7. Types of Activity

Airports are used for numerous purposes in Nevada, with many supporting specialized services that provide unique value to the state and its residents and bolster its economic competitiveness. These services can range from emergency medical services (EMS), aerial firefighting, tourism, new technologies, flight training, special events, air cargo, and many more. For the purposes of the NAHSP, a select type of activities was analyzed further. Activity type information by airport is presented in **Table 2-7**.

2.7.1. Unmanned Aerial System (UAS)/Unmanned Aerial Vehicle (UAV) Operations

Over the past few years, the United States has seen an increase in UAS/UAV activity, also referred to as drones. As a result, additional policy and regulations were implemented to provide a safe framework for this new type of users. Previously, drone operators were required to notify the airport operator and air traffic control (ATC) before flying within five miles of an airport. Regulations now require drone operators to obtain an airspace authorization prior to flying a drone in controlled airspace.

The State of Nevada has a unique connection to UAS/UAV activity due to the state's designation by the FAA as a UAS test site. This allows the state to conduct additional research on these types of operations, verify UAS safety, and develop procedures to integrate UAS into the National Airspace System. As a result, many airports in the system experience a large amount of UAS operations and certain airports have testing ranges run by the Nevada Institute for Autonomous Systems (NIAS). UAS flight testing also involves FAA-approved corridors within the state designed for unmanned flight testing. Overall, UAS/UAV activity is officially located at three airports in Nevada, but they operate around others as well.

2.7.2. Aerial Firefighting

Aerial firefighting activity is common within the Western Pacific U.S., and especially in Nevada. To combat forest fires and other large fires, aircraft are often used to provide a rapid response over wide geographic areas while reducing human exposure to threats on the ground. Airports across the state support fire suppression response teams by providing fuel, maintenance facilities, and other critical aircraft services.

Airports were surveyed about their operational capacity for firefighting aircraft, the amount of land available for emergency providers to stage their equipment, and their general support for this type of activity. Airport staff expressed strong support for firefighting operations in their interviews, which shows that the people of Nevada understand the significance of aerial firefighting operations. There are 32 airports that provide permanent or temporary facilities for aerial firefighting.

2.7.3. Emergency Medical Operations

Medical flights offer access to patients in need of specialized or emergency medical care, as well as the transport of healthcare supplies and personnel to rural areas. These services are particularly important for residents of remote and tribal communities without nearby access to medical facilities. Providing a network of airports to quickly connect medical professionals and supplies with patients is one of the most important functions an aviation system can provide. Airports in Nevada see a wide variety of these operations throughout the year. The types of aircraft used tend to be a helicopter or Pilatus PC-12

turboprop aircraft depending on the responding organization as well as the patient's location and destination. In Nevada, 11 airports identified having regular emergency medical operations at their facility.

2.7.4. Helicopter Tourism

As previously discussed, there is a large helicopter tourism presence in certain parts of Nevada. Currently 19 airports in Nevada support helicopter tourism activities. These helicopter flights operate to and around the Hoover Dam, the Grand Canyon, the Las Vegas strip, Death Valley, and other scenic locations. Airports were asked about helicopter tour operators that regularly use their facilities and infrastructure that accommodates these operations. Due to COVID-19, helicopter tourism operators saw a decline in international tourism in 2020, which dramatically decreased their number of operations. While helicopter operations at individual airports declined in 2021, no airport saw a compete departure of their tourism operations.

2.7.5. Special Events

Special events can be a unique draw for an airport that bring in activity and business outside of normal airport operations. Races and fly-ins are events that have several benefits for an airport. Typically, these events involve rare or historic aircraft visiting an airport, which has the immediate impact of increased fuel sales and aircraft storage fees for the airport. Additionally, the community may experience an increase in business from visiting pilots who go into the town. Special events are also a way for local residents to visit an airport, experience interesting aircraft, and see the airport's impact firsthand.

Other airports may accommodate specific, infrequent special events that generate substantial traffic during the days of the event. Such an occurrence elevates the financial standing of an airport and increases its local importance through business involvement and community participation. In Nevada, 13 airports reported that they conduct some form of special event at the airport.

Nevada is recognized for three unique, well-known annual events: the National Championship Air Races (commonly known as the Reno Air Races), Burning Man, and the High Sierra Fly-In. The Reno Air Races take place every September at the Reno Stead Airport and feature six racing classes, military and civil flight demonstrations, and static aircraft displays. Burning Man is a multi-day event in Black Rock Desert around Labor Day that focuses on community, art, and self-reliance, and features an airport (Black Rock City Municipal Airport) that is created and disassembled for each Burning Man event. The High Sierra Fly-In takes place at Dead Cow Lakebed in October and focuses on backcountry aviation, particularly the Short Take Off and Landing (STOL) Drag Racing event for participating pilots and aircraft. Each of these events brings national and international visitors to Nevada, two specifically for aviation-related events and one that draws visitors, many of which fly commercial service airlines or general aviation.

2.8. Community Involvement

2.8.1. Ownership

There are multiple forms of airport ownership, management, and/or operation. Airports can be owned by a local municipality (city, county, or group of cities or counties), an independent entity such as an authority, by the State, by a federal entity such as the Bureau of Land Management (BLM), or a private entity. At a few Nevada airports, the BLM owns the property the airport resides on and leases the property to an individual with the expectation that they will maintain and operate the airport for public use.

When the ownership is private or leased there can be a level of uncertainty about the future of the airport, which can limit investment into the airport. In Nevada, there are 44 airports that are publicly owned and 7 that are privately owned. Ownership information by airport is presented in **Table 2-8**.

2.8.2. Management Type

The type of ownership can impact the type and level of management. A full-time airport manager is a common form for the management of an airport, but not every airport sponsor may have the financial capability to have a sole person dedicated to the airport nor have enough activity at the airport to warrant such a time commitment. For many airports, the responsibility will fall on a city manager, public works director, or another individual that may only be able to provide part-time management. Sometimes, there may not be a manager of the day-to-day operations of the airport, but staff will occasionally go out to handle specific tasks or complete annual grant administration. In other cases, the on-site Fixed-Based Operator (FBO) may not be the official airport manager but provides similar services. This is typically formalized through an agreement between the FBO and the airport sponsor. In the NAHSP, 24 airports reported some form of management (11 airports had full-time, 9 had part-time, 4 had municipal staff[6], and 1 had FBO) and 26 did not report having dedicated management staff. Management type information by airport is presented in **Table 2-8**.

2.8.3. Partnerships for Development

A partnership between an airport and its local community is a helpful relationship that bolsters the airport and the community it serves. In some cases, there are other organizations that will partner with the airport to promote activity and business to the area, such as a chamber of commerce, a tourism bureau, local businesses, or recreational user groups. Active development partnerships promote an airport through economic methods, which bolster the financial sustainability and success of the airport as well as the airport owner and sponsor. Overall, these arrangements reflect strong collaboration between an airport and various organizations. There are 16 airports that currently have a development partnership; this information by airport is presented in **Table 2-8**.

2.8.4. Local Outreach and Community Goodwill

Community outreach and the general impression of airport-related press relate to an airport's goodwill in its area and the level of airport support provided by the community. Examples of outreach conducted by an airport include having a robust online presence and by hosting local events that bring business to the community while providing opportunities for public participation at the airport. Additionally, airports may work with their communities to establish operating procedures that minimize aircraft noise. Local press articles about an airport may also contribute to an airport's image in the eyes of its community. Overall, strong, consistent communication with local residents and businesses tends to improve the image of an airport and the likelihood of community support.

Training the next generation of aviators is another method of outreach that can increase an airport's goodwill by introducing the industry to prospective pilots. The most common type of education program

[6] This refers to staff that primarily provide certain management aspects for the airport (e.g., grant administration, answer main phone line, etc.) from a municipal office location rather than at the airport or conducting visits to the airport.

within the system of airports is flight training, though some airports are also able to offer aviation maintenance training. Another common program involves hosting educational events for local schools. This could include sponsored field trips to the airport as well as specific classes and seminars taught by the airport. These benefit the community by introducing young students to a potential career path and informing the public about aviation. Overall, aviation training broadens the general appeal of the aviation industry, which has resultant benefits for airports.

In Nevada 33 airports had some sort of community outreach effort to generate goodwill. Community goodwill information by airport is presented in **Table 2-8**.

2.9. Financial Information

2.9.1. Historical Capital Improvement Funding

Airports often seek to expand their capabilities and sphere of influence. To make this possible, airports tend to spend money on capital improvements to make their airport competitive in their market area, which would lead to additional traffic and business for the airport. As part of the data collection, airports were asked how much they spent on capital improvements from 2016 to 2020. Additionally, the FAA AIP grant history was collected for the 30 NPIAS airports within the state. In total, Nevada airports spent $249.43 million from 2016 to 2020 on capital improvement projects, including FAA, state, and airport sponsor shares. Historical capital improvement funding information by airport is presented in **Table 2-8**.

2.9.2. Airport Capital Improvement Plan (ACIP)

The ACIP serves as the primary planning tool for identifying, prioritizing, and assigning funds that are critical to an airport's development and capital needs. As part of the plan, required to be prepared for NPIAS airports, a short-term roadmap for airport capital improvements in the next three to five years is prepared. The ACIP also serves as the basis for considering how projects will be funded between the FAA, state, and local funding. For NPIAS airports, these plans must be updated annually and submitted to the FAA for their concurrence. Not all airports in Nevada have ACIPs or provided them for this study, thus the information was compiled for those provided, which is primarily composed of the NPIAS airports. The compiled ACIPs show over $280.88 million in planned spending by Nevada airports over the next five years. Future capital improvement funding information by airport is presented in **Table 2-8**.

2.9.3. Financial Sustainability

In addition to funding amounts, the way airports finance their day-to-day operations, routine maintenance, and future capital development is important to examine. Many airports receive different types of grants and subsidies from federal, state, and local sources. Based on an airport's NPIAS or state classification, funding sources may or may not be available, which could impact an airport's ability to provide necessary funding in a sustainable manner. Currently, 29 airports in Nevada receive some sort of financial subsidy from a government agency. Subsidies can be divided into capital improvement and operations subsidies. Out of the 29 airports, 16 of them receive capital improvement subsidies, three receive operations subsidies, and 10 receive both capital improvement and operations subsidies.

Capital improvement subsidies are for development projects that are funded through federal, state, or local sources. For example, a major runway reconstruction project could receive the majority of its funding

through the FAA Airport Improvement Program (AIP) in combination with smaller percentages through state and local matches set up for infrastructure projects.

In some cases, an airport may receive funding from its local municipality when its expenses for day-to-day operations and routine maintenance outpace its revenue. Such an airport may provide a valuable role in the local community by providing accessibility to medical ambulances and firefighting aircraft for example, which would make the airport too important for a municipality to let operating budget deficits threaten the airport. Financial subsidy information by airport is presented in **Table 2-8**.

2.10. Mobility and Access

2.10.1. Multi-Modal Access

Airports represent one of many transportation modes that provide residents and visitors with access to all areas of Nevada. Connections between remote communities, large cities, and recreational areas are made even more accessible through aviation, but passengers must be able to get to the community from the airport. This is commonly known as the “last mile” and can be provided by courtesy cars, rail, buses, shuttles, rental cars, ride share, and taxis. In Nevada, 40 airports provide some form of ground transportation to leave the airport. Multi-modal access information by airport is presented in **Table 2-8**.

2.10.2. Central Business District

The Central Business District, or CBD, is the focal point of a city and typically acts as a common location for business and cultural opportunities and may also act as the core of a public transportation network. Overall, a CBD can also be thought of as a city’s downtown area. Proximity to a CBD allows an airport to connect a larger amount of people with local offerings while providing the local community with access to outside opportunities. On average, an airport in Nevada is approximately 3.9 miles away from the nearest CBD. The distance from the nearest CBD by airport is presented in **Table 2-8**.

2.10.3. Roadway Access

The State of Nevada has a functional classification for each type of roadway. Larger roadways such as interstates, freeways and expressways, and other principal arterials provide the greatest amount of traffic to an area, which increases the amount of activity that can access an airport. Surface streets, which include Major Arterials, Minor Arterials, Major Collectors, Minor Collectors, and Local Roads provide access to a lesser extent, which may be sufficient for a given airport and region.

Currently, 39 airports are within 10 miles of a highway or interstate. The distance to the nearest freeway by airport is presented in **Table 2-8**.

In Nevada, the primary access road type is an arterial road for 21 airports, while 19 airports are primarily accessed by a collector road and two are primarily accessed by an interstate. Access road information by airport is presented in **Table 2-8**.

2.10.4. Nearest Airport

The distance between one airport and the next closest airport is an important factor. If airports are located close enough to each other, operational capabilities at both may become impacted by congested airspace and competing services. Additionally, a community with only one airport may be more inclined to support the airport given that the airport gains significance by providing the region’s primary access point for air

travel. On average, an airport in Nevada is approximately 37 miles away from the nearest airport. The distance to the nearest airport is presented by airport in **Table 2-8**.

2.11. Summary

This chapter provides an in-depth look into Nevada's airport system and its assets that were reported by the airports included in the study. This data is essential to evaluating the system's adequacy and facility needs. The results from this chapter are used as the baseline for analysis in subsequent chapters.

Table 2-5: Runway, Taxiway, Based Aircraft Storage, Fencing, and GA Terminal Building Amenities at NAHSP Airports

Associated City	Airport Name	FAA ID	Primary Runway Length	Surface Type	Pavement Condition	Runway Lighting Intensity	Taxiway	Based Aircraft	T-hangar (Units)	Designated Helicopter Parking	Fencing	GA Terminal Building	Amenities Offered in Terminal
Alamo	Alamo Landing Field	L92	4,362	Asphalt	Good	High	Turn Arounds	1	0	Yes	Partial	No	None
Austin	Austin	TMT	5,999	Asphalt	Good	Medium	Full Parallel to Primary Runway	5	3	None	Full	Yes	Public Restroom, Conference Room, Pilot Lounge
Battle Mountain	Battle Mountain	BAM	7,300	Asphalt	Good	Medium	Turn Arounds	4	2	Yes	Full	Yes	Public Restroom, Conference Room, Pilot Lounge
Beatty	Beatty	BTY	5,615	Asphalt	Excellent	None	Hold Pad	5	0	None	Partial	No	Public Restroom
Boulder City	Boulder City Municipal	BVU	5,103	Asphalt	Good	Medium	Partial Parallel to All Runways	240	30	Yes	Full	Yes	Public Restroom, Pilot Lounge
Cal Nev Ari	Kidwell	1L4	4,140	Sand	Fair	Non-Standard	Partial Parallel to Primary Runway	14	0	None	Partial	Yes	Public Restroom
Carson City	Carson	CXP	6,101	Asphalt	Excellent	Medium	Full Parallel to All Runways	298	106	Yes	Full	Yes	Public Restroom, Pilot Lounge
Crescent Valley	Crescent Valley	U74	5,424	Dirt	Poor	None	None	0	0	None	None	Yes	None
Currant	Currant Ranch	9U7	5,100	Turf/Dirt	Fair	None	None	0	0	None	None	Yes	Public Restroom
Dayton/Carson City	Dayton Valley Airpark	A34	5,343	Asphalt	Excellent	None	Partial Parallel to Primary Runway	31	0	None	Partial	Yes	Pilot Lounge
Dead Cow	Dead Cow Lakebed Airstrip (High Sierra)	TBD	N/A	Dirt	None	None	None	0	0	None	Partial	No	None
Denio	Denio Junction	E85	3,430	Dirt	Poor	None	None	0	0	None	Full	No	None
Duckwater	Duckwater	01U	3,400	Dirt	Fair	None	None	0	0	None	None	No	None
Dyer	Dyer	2Q9	2,870	Dirt	Poor	None	None	5	0	None	None	Yes	None
Elko	Elko Regional	EKO	7,454	Asphalt	Good	Medium	Full Parallel to All Runways	78	53	Yes	Full	Yes	Public Restroom
Ely	Ely Airport/Yelland Field	ELY	6,017	Asphalt	Excellent	High	Full Parallel to Primary Runway	10	5	Yes	Partial	Yes	Pilot Lounge
Eureka	Eureka	05U	7,300	Asphalt	Excellent	High	Full Parallel to All Runways	1	0	None	None	Yes	Public Restroom, Pilot Lounge
Fallon	Fallon Muni	FLX	5,705	Asphalt	Excellent	Medium	Full Parallel to Primary Runway	80	1	None	Full	Yes	Public Restroom, Conference Room, Pilot Lounge
Fernley	Samsarg Field	N58	3,974	Asphalt	Low	None	Full Parallel to Primary Runway	3	0	None	Partial	Yes	None
Gabbs	Gabbs	GAB	5,950	Dirt	Excellent	None	None	1	0	None	Full	Yes	None

Associated City	Airport Name	FAA ID	Primary Runway Length	Surface Type	Pavement Condition	Runway Lighting Intensity	Taxiway	Based Aircraft	T-hangar (Units)	Designated Helicopter Parking	Fencing	GA Terminal Building	Amenities Offered in Terminal
Gerlach	Black Rock City (Burning Man)	88NV	6,022	Dirt	Dirt	Non-Standard	None	0	0	None	None	Yes	Public Restroom, Pilot Lounge
Goldfield	Lida Junction	0L4	6,100	Dirt	Fair	None	None	0	0	None	None	No	None
Hawthorne	Hawthorne Industrial	HTH	6,000	Asphalt	Good	Medium	Partial Parallel to Primary Runway	6	2	None	Full	No	Public Restroom, Pilot Lounge
Jackpot	Jackpot/Hayden Field	06U	6,183	Asphalt	Fair	Medium	Full Parallel to Primary Runway	0	0	None	None	Yes	Public Restroom, Pilot Lounge
Jean	Jean	0L7	4,600	Asphalt	Good	Medium	Full Parallel to Primary Runway	13	0	Yes	Partial	Yes	Public Restroom, Conference Room
Kingston	Kingston	N15	3,700	Gravel/Dirt	Fair	None	None	4	0	Yes	None	Yes	None
Las Vegas	Harry Reid International	LAS	14,515	Concrete	Good	High	Full Parallel to All Runways	148	0	Yes	Full	Yes	Public Restroom, Conference Room, Pilot Lounge
Las Vegas	Henderson Executive	HND	6,501	Asphalt	Excellent	Medium	Full Parallel to Primary Runway	247	16	None	Full	Yes	Public Restroom, Conference Room, Pilot Lounge
Las Vegas	North Las Vegas	VGT	5,005	Asphalt	Good	Medium	Full Parallel to All Runways	584	175	Yes	Full	Yes	Public Restroom, Conference Room, Pilot Lounge, Free WiFi, Public Phone
Lovelock	Derby Field	LOL	5,529	Asphalt	Excellent	Medium	Turn Arounds	2	0	None	None	Yes	Public Restroom, Conference Room, Pilot Lounge
Lyon County	Flying M Ranch (Hilton Ranch)	TBD	N/A	Asphalt	Excellent	None	None	0	0	None	Partial	no	None
Mesquite	Mesquite	67L	5,121	Asphalt	Good	Medium	Full Parallel to Primary Runway	9	19	Yes	None	Yes	Public Restroom, Conference Room, Pilot Lounge
Mina	Mina	3Q0	4,600	Dirt	Good	None	None	2	0	None	None	No	None
Minden	Minden-Tahoe	MEV	7,399	Asphalt	Excellent	High	Full Parallel to Primary Runway	175	80	Yes	None	Yes	Public Restroom, Conference Room, Pilot Lounge, Free WiFi
North Fork	Stevens-Crosby	08U	3,600	Dirt	Fair	None	None	1	0	None	None	no	None

Associated City	Airport Name	FAA ID	Primary Runway Length	Surface Type	Pavement Condition	Runway Lighting Intensity	Taxiway	Based Aircraft	T-hangar (Units)	Designated Helicopter Parking	Fencing	GA Terminal Building	Amenities Offered in Terminal
Overton	Echo Bay	0L9	3,400	Asphalt	Good	None	Turn Arounds	0	0	None	None	No	None
Overton	Perkins Field	U08	4,811	Asphalt	Good	Medium	Full Parallel to Primary Runway	1	0	None	Full	Yes	Public Restrooms, Pilot Lounge
Owyhee	Owyhee	10U	4,700	Asphalt	Excellent	Medium	Turn Arounds	0	0	Yes	None	Yes	None
Pahrump	Calvada Meadows	74P	4,081	Asphalt/Gravel	Good	Low	Full Parallel to Primary Runway	47	0	None	None	no	Public Restroom, Pilot Lounge
Panaca	Lincoln County	1L1	4,606	Asphalt	Good	Medium	Partial Parallel to Primary Runway	2	0	Yes	Partial	no	Public Restroom, Conference Room
Reno	Reno/Stead	RTS	9,000	Asphalt	Good	High	Full Parallel to All Runways	172	140	Yes	Full	Yes	Public Restroom Conference Room, Pilot Lounge, Free WiFi
Reno	Reno/Tahoe International	RNO	11,001	Concrete	Good	High	Full Parallel to All Runways	123	82	None	Full	Yes	Public Restroom, Conference Room, Pilot Lounge, Free Wifi
Reno	Spanish Springs	N86	3,418	Dirt	Fair	Non-Standard	None	11	0	None	None	No	Public Restroom
Sandy Valley	Sky Ranch	3L2	3,340	Asphalt	Good	None	None	79	0	None	None	No	None
Searchlight	Searchlight	1L3	5,040	Asphalt	Fair	None	None	0	0	Yes	Partial	No	Public Restroom, Conference Room, Pilot Lounge
Silver Springs	Silver Springs	SPZ	6,001	Asphalt	Fair	Medium	Full Parallel to Primary Runway	12	14	None	None	No	Public Restroom, Conference Room, Pilot Lounge
Smith	Rosaschi Air Park	N59	4,800	Asphalt	Low	None	None	2	0	None	None	No	None
Tonopah	Tonopah	TPH	7,158	Asphalt	Excellent	Medium	Full Parallel to Primary Runway	9	2	Yes	Full	No	Public Restroom, Pilot Lounge
Wells	Wells Municipal/Harriet Field	LWL	5,508	Asphalt	Good	Medium	Hold Pads	4	1	None	Full	Yes	Public Restroom
Winnemucca	Winnemucca Municipal	WMC	7,000	Asphalt	Good	Medium	Full Parallel to All Runways	10	0	Yes	Full	Yes	Public Restroom, Conference Room, Pilot Lounge
Yerington	Yerington Municipal	O43	5,814	Asphalt	Excellent	Medium	Partial Parallel to Primary Runway	18	9	Yes	Full	No	Pilot Lounge

Sources: Airport Inventory Data Collection Survey; FAA Form 5010 Airport Master Record; Nevada Department of Transportation; Airport Master Plans and Airport Layout Plans; Kimley-Horn 2021

Table 2-6: Airport Amenities and Planning Information at NAHSP Airports

Associated City	Airport Name	FAA ID	Fuel	Communications	Utilities	Alternative Energy Sources	Aircraft Maintenance	Airport Plan Type(s)	Plan Year	Current ARC	Future ARC	Control of RPZ
Alamo	Alamo Landing Field	L92	None	Public Phone and Cellular (Data/4G)	Septic, Electricity, Cable	None	None	ALP & AMPU	2021	B-I	B-I	Partial, plan to acquire full control
Austin	Austin	TMT	Jet A (CC & SS) & 100 LL (CC & SS)	Cellular (Data/4G)	Water, Septic, Electricity	None	None	ALP & AMPU	2017	B-I	B-I	Full Control
Battle Mountain	Battle Mountain	BAM	Jet A (FS) & 100 LL (CC, FS, SS)	Cellular (Data/4G)	Water, Sewer, Septic, Electricity	None	Major Airframe & Powerplant	ALP & AMPU	2016	C-IV	C-III	Full Control
Beatty	Beatty	BTY	100LL (SS)	Cellular (Data/4G)	Electricity	Solar	None	ALP & AMPU	2006	B-II-Small	B-II-Small	Full Control
Boulder City	Boulder City Municipal	BVU	Jet A (FS) & 100 LL (SS)	Public Phone, Cellular (Data/4G) and Wifi	Water, Sewer, Septic, Electricity, Cable	None	Major Airframe & Powerplant	ALP & AMPU	2018	B-II	B-II	No
Cal Nev Ari	Kidwell	1L4	None	Cellular (Data/4G)	Water, Sewer, Septic, Electricity, Gas	Solar	None	ALP	1995, NDOT	A-I	A-I	No Available ALP
Carson City	Carson	CXP	Jet A (CC, SS) & 100 LL (CC & SS)	Cellular (Data/4G) and Wifi	Water, Sewer, Electricity, Gas	Solar	Major Airframe & Powerplant	ALP & AMPU	2020	B-II	B-II	Full Control
Crescent Valley	Crescent Valley	U74	None	None	None	None	None	None	None	A-I	A-I	No Available ALP
Currant	Currant Ranch	9U7	None	Cellular (Data/4G)	Water, Electricity	None	None	Diagram	None	A-I	A-I	No Available ALP
Dayton/Carson City	Dayton Valley Airpark	A34	None	Cellular (Data/4G)	Water, Sewer, Electricity, Cable, Gas	Solar	None	ALP	2020	B-II	B-II	No Available ALP
Dead Cow	Dead Cow Lakebed Airstrip (High Sierra)	TBD	None	Cellular (Data/4G)	None	None	None	None	None	A-I	A-I	No
Denio	Denio Junction	E85	None	Voice	None	None	None	Diagram	None	A-I	A-I	No Available ALP
Duckwater	Duckwater	01U	None	None	None	None	None	Diagram	None	B-I	B-I	No Available ALP
Dyer	Dyer	2Q9	None	Cellular (Data/4G)	None	None	None	Diagram	None	A-I	A-I	No Available ALP
Elko	Elko Regional	EKO	Jet A (Call-out) & 100 LL (CC, FS, SS)	Cellular (Data/4G) and Wifi	Water, Sewer, Electricity, Cable, Gas	None	Major Airframe & Powerplant	ALP & AMPU	2013 (ALP) & 2020 (AMPU)	C-II	C-III	Partial, plan to acquire full control
Ely	Ely Airport/Yelland Field	ELY	Jet A (CC, SS) & 100 LL (CC & SS)	Public Phone and Cellular (Data/4G)	Water, Septic, Electricity	None	None	ALP	2015	A-I	A-I	Partial, plan to acquire full control
Eureka	Eureka	05U	Jet A (CC) & 100 LL (CC)	Public Phone and Cellular (Data/4G)	Water, Septic, Electricity	None	Major Airframe & Powerplant	ALP & AMPU	2015	B-I	B-I	Partial

Associated City	Airport Name	FAA ID	Fuel	Communications	Utilities	Alternative Energy Sources	Aircraft Maintenance	Airport Plan Type(s)	Plan Year	Current ARC	Future ARC	Control of RPZ
Fallon	Fallon Muni	FLX	Jet A (FS) & 100 LL (CC, FS & SS)	Cellular (Data/4G)	Water, Septic, Electricity	None	Major Airframe & Powerplant	ALP & AMPU	2019	B-II	B-II	Partial, plan to acquire full control
Fernley	Samsarg Field	N58	None	Cellular (Data/4G)	None	None	None	Diagram	None	B-I	B-I	No Available ALP
Gabbs	Gabbs	GAB	None	Cellular (Data/4G)	Electricity, Cable, Gas	None	None	ALP & AMPU	2015 &1985	A-I	A-I	Partial
Gerlach	Black Rock City (Burning Man)	88NV	None	Cellular (Data/4G) and Wifi	None	None	None	Diagram	None	B-II	B-II	Partial, plan to acquire full control
Goldfield	Lida Junction	0L4	None	Cellular (Data/4G)	None	None	None	Diagram	None	A-I	A-I	No Available ALP
Hawthorne	Hawthorne Industrial	HTH	Jet A (CC & SS) & 100LL (CC & SS)	Public Phone and Cellular (Data/4G)	Water, Sewer, Electricity	None	None	ALP & AMPU	2020 (ALP) & 2005 (AMPU)	B-II	B-II	No Available ALP
Jackpot	Jackpot/Hayden Field	06U	None	Public Phone and Cellular (Data/4G)	Water, Sewer, Electricity	None	None	Diagram	None	B-I	B-II	No
Jean	Jean	0L7	Jet A (CC & SS) & 100 LL (CC & SS)	Cellular (Data/4G)	Water, Sewer, Septic, Electricity	None	None	ALP	2019	B-I	B-II	No Available ALP
Kingston	Kingston	N15	None	Cellular (Data/4G)	None	None	None	Diagram	None	B-I	B-I	No Available ALP
Las Vegas	Henderson Executive	HND	Jet A (FS) & 100 LL (CC, FS & SS)	Public Phone, Cellular (Data/4G) and Wifi	Water, Sewer, Electricity, Cable, Gas	None	Minor Airframe & Powerplant	ALP & AMPU	2021	D-II	D-III	Full Control
Las Vegas	Harry Reid International	LAS	Jet A (FS) & 100 LL (FS)	Public Phone, Cellular (Data/4G) and Wifi	Water, Sewer, Septic, Electricity, Cable, Gas	None	Major Airframe & Powerplant	ALP	2019	D-V	D-V	Partial
Las Vegas	North Las Vegas	VGT	Jet A (FS) & 100 LL (FS & SS)	Public Phone, Cellular (Data/4G) and Wifi	Water, Sewer, Electricity, Cable, Gas	None	Major Airframe & Powerplant	ALP & AMPU	2020 (ALP) & 2003 (AMPU)	B-I	B-I	Full Control
Lovelock	Derby Field	LOL	100LL (SS)	Public Phone and Cellular (Data/4G)	Water, Septic, Electricity	None	None	None	Unknown	B-II	B-II	Partial
Lyon County	Flying M Ranch (Hilton Ranch)	TBD	Jet A (SS) & 100 LL (SS)	None	Water, Septic, Electricity	None	None	Diagram	None	B-II	B-II	No
Mesquite	Mesquite	67L	Jet A (CC, FS, SS, & Truck) & 100 LL (CC & SS)	Cellular (Data/4G)	Water, Sewer, Septic, Electricity, Cable	None	None	Unknown	None	B-II	B-II	Partial
Mina	Mina	3Q0	None	Cellular (Data/4G)	None	None	None	Diagram	None	A-I	A-I	No Available ALP
Minden	Minden-Tahoe	MEV	Jet A (SS) & 100 LL (CC, FS, SS)	Cellular (Data/4G) and Wifi	Water, Sewer, Electricity, Gas	None	Major Airframe & Powerplant	ALP & AMPU	2016	C-III	C-III	Partial, plan to acquire full control
North Fork	Stevens-Crosby	08U	None	None	None	None	None	Diagram	None	A-I	A-I	No Available ALP

Associated City	Airport Name	FAA ID	Fuel	Communications	Utilities	Alternative Energy Sources	Aircraft Maintenance	Airport Plan Type(s)	Plan Year	Current ARC	Future ARC	Control of RPZ
Overton	Echo Bay	0L9	None	Cellular (Data/4G)	None	None	None	None	None	A-I	A-I	No Available ALP
Overton	Perkins Field	U08	100 LL (SS)	Cellular (Data/4G)	Water, Sewer, Electricity, Gas	None	None	Unknown	None	C-III	C-III	Full Control
Owyhee	Owyhee	10U	None	None	Electricity	None	None	Unknown	None	C-III	C-III	Full Control
Pahrump	Calvada Meadows	74P	100 LL (SS)	Cellular (Data/4G) and Wifi	Water, Sewer, Septic, Electricity	None	None	ALP & AMPU	2012	A-I	A-I	No Available ALP
Panaca	Lincoln County	1L1	100LL (SS & CC)	Cellular (Data/4G)	Water, Sewer, Septic, Electricity, Cable	None	None	ALP & AMPU	2015	B-II	B-II	Partial
Reno	Reno/Tahoe International	RNO	Jet A (FS) & 100 LL (FS)	Public Phone, Cellular (Data/4G) and Wifi	Water, Sewer, Electricity, Cable, Gas	Solar	Major Airframe & Powerplant	ALP & AMPU	2019 (ALP) & 2018 (AMPU)	D-IV	D-IV	Partial, plan to acquire full control
Reno	Reno/Stead	RTS	Jet A (FBO) & 100 LL (SS)	Cellular (Data/4G) and Wifi	Water, Sewer, Electricity, Gas	None	Major Airframe & Powerplant	ALP & AMPU	2018	C-III	C-III	Partial
Reno	Spanish Springs	N86	None	Cellular (Data/4G)	Water & Septic	Solar	None	ALP & AMPU	2020	A-I	A-I	No Available ALP
Sandy Valley	Sky Ranch	3L2	None	Cellular (Data/4G)	None	None	None	Diagram	None	A-I	A-I	No Available ALP
Searchlight	Searchlight	1L3	None	Cellular (Data/4G) and Wifi	Water & Electricity	None	None	Diagram	None	B-I	B-I	No Available ALP
Silver Springs	Silver Springs	SPZ	Jet A (FS) & 100 LL (CC & SS)	None	Water, Septic, Electricity	Solar	None	ALP & AMPU	2015	A-I	A-I	Full Control
Smith	Rosaschi Air Park	N59	None	Cellular (Data/4G)	None	None	None	Diagram	None	A-I	A-I	No Available ALP
Tonopah	Tonopah	TPH	Jet A (CC & FS) & 100 LL (CC & FS)	Public Phone and Cellular (Data/4G)	Water, Sewer, Electricity, Cable	None	Major Airframe & Powerplant	ALP & AMPU	2010	B-II	B-II	Full Control
Wells	Wells Municipal/Harriet Field	LWL	Jet A (CC, FS, SS) & 100 LL (CC, FS, SS)	Public Phone and Cellular (Data/4G)	Water, Sewer, Septic, Electricity	None	None	ALP & AMPU	2018	B-II	B-II	Partial
Winnemucca	Winnemucca Municipal	WMC	Jet A (FS) & 100 LL (FS & SS)	Public Phone and Cellular (Data/4G)	Water, Septic, Electricity, Gas	None	Minor Airframe & Powerplant	ALP & AMPU	2020 (ALP) 2011 (AMPU)	B-II	B-II	Full Control
Yerington	Yerington Municipal	O43	100LL SS	Cellular (Data/4G)	Water, Sewer, Electricity, Gas	None	None	ALP & AMPU	2018 (ALP) 2006 (AMPU)	B-I	B-I	No Available ALP

Sources: Airport Inventory Data Collection Survey; FAA Form 5010 Airport Master Record; Nevada Department of Transportation; Airport Master Plans and Airport Layout Plans; Kimley-Horn 2021

Table 2-7: Land Use Compatibility, Airspace Information, and Types of Activity at NAHSP Airports

Associated City	Airport Name	FAA ID	Height Hazard Zoning	Distance to Incompatible Land Use (miles)	Displaced Threshold	Total Acreage	Special Use Airspace (miles)	Instrument Approach	Weather Reporting Equipment	Visual Aids	Types of Activity
Alamo	Alamo Landing Field	L92	No	0.1	None	640	Overhead	Visual	None	Rotating Beacon & Lighted Wind Cone	Hunting, Fishing, Sightseeing
Austin	Austin	TMT	No	0.6	None	1,205	Overhead	Visual	AWOS	Rotating Beacon, Lighted Wind Cone, REILs	Military Exercise Use, BLM SEAT Base Activity, GA operations
Battle Mountain	Battle Mountain	BAM	No	0.29	None	1,066	15	Non-Precision with Vertical Guidance	AWOS	Rotating Beacon, Lighted Wind Cone, VASI	Military Use, Medevac, BLM SEAT Operations, BLM Heavy Air Attack Base, GA Operations
Beatty	Beatty	BTY	No	0.3	None	440	10	Visual	None	Rotating Beacon & Lighted Wind Cone	Helicopter Tourism, Gliders, EMS, Flight Instruction, Sightseeing, Military Activity, Gliders
Boulder City	Boulder City Municipal	BVU	No	0.026	300	530	22	Non-precision	AWOS	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	Flight Training, Skydiving, Military Use, Helicopter Tourism, Department Wildlife Sightseeing
Cal Nev Ari	Kidwell	1L4	No	0.006	None	103	64.5	Visual	None	Lighted Wind Cone	Helicopter Tourism, Flight Training, Recreational Use
Carson City	Carson	CXP	Yes	0.1	None	632	37.7	Non-Precision	AWOS	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	Flight Training, EMS, Military, Sightseeing Tourism, Support Storage for Airshow and Burning Man
Crescent Valley	Crescent Valley	U74	No	0.008	None	640	0.5	Visual	None	Lighted Wind Cone	None reported
Currant	Currant Ranch	9U7	No	0.023	None	15	36	Visual	None	None	Emergency Medical and Fire Operations
Dayton/Carson City	Dayton Valley Airpark	A34	Yes	0.1	991	98	28	Visual	None	Lighted Wind Cone	Special Events include racing, camping, recreational use, High Sierra Fly-In
Dead Cow	Dead Cow Lakebed Airstrip (High Sierra)	TBD	No	N/A	None	n/a	10.5	Visual	None	None	High Sierra Fly-In, Racing, Recreational Use
Denio	Denio Junction	E85	No	0.0102	None	100	11.3	Visual	None	Lighted Wind Cone	-
Duckwater	Duckwater	01U	No	1.28	None	275	44	Visual	None	None	EMS Operations, Temp Fire Operations
Dyer	Dyer	2Q9	No	0.1	None	156	50	Visual	None	Lighted Wind Cone	Recreational
Elko	Elko Regional	EKO	No	0.039	1036	700	48	Non-Precision	ASOS	Rotating Beacon, Lighted Wind Cone, PAPI	Heli-Skiing, EMS, Military Use, Firefighting, Special Events
Ely	Ely Airport/Yelland Field	ELY	No	0.2	None	4999	18.5	Non-Precision with Vertical Guidance	ASOS	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	Helicopter Tourism, Gliders, USDA Flights, Recreational use, EMS, Cargo, Air Shows & Races
Eureka	Eureka	05U	No	0.16	None	800	27.5	Non-Precision	AWOS	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	Medical Use, Agricultural aerial operations
Fallon	Fallon Muni	FLX	Yes	0.1	102	440	9.11	Non-Precision	AWOS	Rotating Beacon, Lighted Wind Cone, PAPI	GA Operations, Medical Use
Fernley	Samsarg Field	N58	No	0.23	None	80	16.3	Visual	None	Rotating Beacon & Lighted Wind Cone	Recreational Use & Military Use
Gabbs	Gabbs	GAB	No	0.1	None	880	Overhead	Visual	None	Lighted Wind Cone	Military Use, Firefighting, Recreational
Gerlach	Black Rock City (Burning Man)	88NV	No	0.34	None	0	Overhead	Visual	None	Lighted Wind Cone	Recreational, Sightseeing, Special Events (Burning Man)

Associated City	Airport Name	FAA ID	Height Hazard Zoning	Distance to Incompatible Land Use (miles)	Displaced Threshold	Total Acreage	Special Use Airspace (miles)	Instrument Approach	Weather Reporting Equipment	Visual Aids	Types of Activity
Goldfield	Lida Junction	0L4	No	0.012	None	168	5.7	Visual	None	None	Recreational Use, EMS, Temp Military Use
Hawthorne	Hawthorne Industrial	HTH	No	0.1	None	901	23	Non-Precision	AWOS	Rotating Beacon, Lighted Wind Cone, REILs	Rec, business, Military, Fire, EMS, Fish and Game, Helicopter Tourism
Jackpot	Jackpot/Hayden Field	06U	Yes	0.1	None	325	20	Visual	None	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	Fish & Game , Military Use, Recreational, Fire, EMS
Jean	Jean	0L7	No	0.018	None	232	33.5	Visual	None	Rotating Beacon & Lighted Wind Cone	Skydiving, GA Gliders, Firefighting, Aerobatic Practice Operations
Kingston	Kingston	N15	No	0.14	None	144	Overhead	Visual	None	Rotating Beacon & Lighted Wind Cone	BLM Operations, Military, Fish and Game Operations, EMS
Las Vegas	Henderson Executive	HND	Yes	0.11	None	760	18.5	Non-Precision	AWOS, ATCT	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	Skydiving, Charter & Private Aircraft Operations, Helicopter Tourism, Cargo Operations, EMS, Military, Special Events
Las Vegas	Harry Reid International	LAS	Yes	0.2	2139	2800	11	Precision	ASOS, ATCT	Rotating Beacon, Lighted Wind Cone, PAPI	Skydiving, EMS, Helicopter Tourism, Charter Services, Flight Training, Military Use
Las Vegas	North Las Vegas	VGT	Yes	0.14	None	920	2.2	Precision	AWOS, ATCT	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	Helicopter Tours, Flight Schools, Aerial Firefighting (BLM), Charter Businesses, National Guard, Conventions
Lovelock	Derby Field	LOL	No	0.1	None	550	6.1	Non-Precision with Vertical Guidance	ASOS	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	Recreational Use, Military, Special Events, Fire Operations
Lyon County	Flying M Ranch (Hilton Ranch)	TBD	No	N/A	None	n/a	4.6	Visual	None	None	EMS, Recreational use
Mesquite	Mesquite	67L	Yes	0.041	None	155	21	Visual	AWOS	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	Skydiving, Casinos, Golf, EMS, Firefighting
Mina	Mina	3Q0	No	0.034	None	29	24	Visual	None	Lighted Wind Cone	Recreational
Minden	Minden-Tahoe	MEV	No	0.038	None	996	40.6	Visual	AWOS	Rotating Beacon, Lighted Wind Cone, VASI	Skydiving, Gliders, Helicopter Instruction, Fixed-Wing Instruction, EMS, Biennial Air Show
North Fork	Stevens-Crosby	08U	No	0.13	None	6	Overhead	Visual	None	None	Jerritt Canyon Mine-Mining business, Temp Fire Operations
Overton	Echo Bay	0L9	No	0.17	None	250	29.2	Visual	None	Lighted Wind Cone	Recreational Flying, Military Training, GA Training
Overton	Perkins Field	U08	No	0.067	None	11	13.5	Visual	None	Rotating Beacon & Lighted Wind Cone	Skydiving, Military Use, VGT Flight Training, Air Ambulance
Owyhee	Owyhee	10U	No	0.1	None	135	Overhead	Visual	AWOS	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	BLM/Forest Service Firefighting, Medical Services
Pahrump	Calvada Meadows	74P	No	0.1	200	62	19.5	Visual	None	Lighted Wind Cone	Helicopter Tourism, Flight Training, Military Use, Sightseeing, Young Eagles
Panaca	Lincoln County	1L1	No	0.24	None	190	Overhead	Visual	None	Rotating Beacon & Lighted Wind Cone	Hunting, Fishing, Racing, Sightseeing, Firefighting, Medical Services
Reno	Spanish Springs	N86	No	0.11	None	35	37	Visual	None	Lighted Wind Cone	Training, BLM Firefighting operations (As Needed)

Associated City	Airport Name	FAA ID	Height Hazard Zoning	Distance to Incompatible Land Use (miles)	Displaced Threshold	Total Acreage	Special Use Airspace (miles)	Instrument Approach	Weather Reporting Equipment	Visual Aids	Types of Activity
Reno	Reno/Tahoe International	RNO	No	0.19	1000	1450	40	Precision	ASOS, ATCT	Rotating Beacon, Lighted Wind Cone, PAPI, MALSR	Air Cargo Operations, Helicopter Operations, National Guard, Drone Operations
Reno	Reno/Stead	RTS	No	0.19	1200	5000	38	Precision	AWOS	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	Helicopter tours, flight schools, Aerial firefighting (BLM), Charter businesses, CAP, National Guard, LV Metro Police & S&R, Air Races
Sandy Valley	Sky Ranch	3L2	No	0.025	180	158	33	Visual	None	Lighted Wind Cone	Recreational Use
Searchlight	Searchlight	1L3	No	0.15	None	179	55	Visual	None	Lighted Wind Cone	Military Use, UAS/UAV Business Operations, Flight Tests
Silver Springs	Silver Springs	SPZ	No	0.27	None	400	12	Non-Precision with Vertical Guidance	AWOS	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	Air Racing, UAS Flight Testing, Flight Training, Helicopter Operations for Military & Public, Geo-mapping Aerial Survey Operations
Smith	Rosaschi Air Park	N59	No	0.035	None	482	18.2	Visual	None	Lighted Wind Cone	GA Operations, Medical
Tonopah	Tonopah	TPH	No	0.27	None	3,820	12.5	Non-Precision	ASOS	Rotating Beacon, Lighted Wind Cone, PAPI	Skydiving, Gliders, EMS, Hunting/Fishing, Recreational Use, Military Use, Firefighting
Wells	Wells Municipal/Harriet Field	LWL	Yes	0.2	None	708	25	Visual	None	Rotating Beacon, Lighted Wind Cone, REILs	EMS, Search & Rescue efforts, BLM Seat, Agriculture Business
Winnemucca	Winnemucca Municipal	WMC	Yes	0.21	None	968	42	Non-Precision with Vertical Guidance	ASOS	Rotating Beacon, Lighted Wind Cone, REILs, PAPI	Cargo Use, GA Operations, Fire Use
Yerington	Yerington Municipal	O43	Yes	0.1	None	101	12	Visual	None	Rotating Beacon, Lighted Wind Cone, PAPI	Recreational Use & Military Use

Sources: Airport Inventory Data Collection Survey; FAA Form 5010 Airport Master Record; Nevada Department of Transportation; Airport Master Plans and Airport Layout Plans; Kimley-Horn 2021

Table 2-8: Ownership, Financial, and Access Information at NAHSP Airports

Associated City	Airport Name	FAA ID	Airport Ownership	Management Type	Development Partnership	Community Goodwill	Historical Capital Funding	5-Year Future Capital Funding	Financial Subsidies	Multi-Modal Access	Distance from Central Business District	Nearest Airport (miles)	Distance to Freeway (miles)	Access Road Type
Alamo	Alamo Landing Field	L92	Public	None	No	Website	$1,576,358	$525,000	Operations Subsidy	None	2	72.5	1.7	Collector (Minor)
Austin	Austin	TMT	Public	Staff	No	None	$1,505,166	$2,614,391	Capital Improvements & Operations Subsidy	Car/Courtesy Car	4	64.44	4.8	Nevada State Route
Battle Mountain	Battle Mountain	BAM	Public	Staff	No	None	$4,942,917	$1,120,000	Capital Improvements & Operations Subsidy	Car/Courtesy Car	3	52.94	3	Collector (Minor)
Beatty	Beatty	BTY	Public	Staff	No	Education Program & Website	$1,432,969	$3,780,000	Capital Improvements	Car/Courtesy Car, Shuttle-Hotel	3	64.44	1.6	Arterial (Major)
Boulder City	Boulder City Municipal	BVU	Public	Full Time	No	Website	$10,608,922	$14,790,000	Capital Improvements	Car/Courtesy Car, Ride Share, Taxi, Rental Car	1	14.96	2.1	Arterial (Minor)
Cal Nev Ari	Kidwell	1L4	Private	Part-Time	No	None	$0	$0	None	Car/Courtesy, Shuttle, Ride Share	0	20.71	0.6	Arterial (Major)
Carson City	Carson	CXP	Public	Full Time	Yes	Education Program, Advertising, Website	$4,623,069	$4,960,000	Capital Improvements	Car/Courtesy Card, Bus, Ride Share, Taxi, Rental Car	3	13.81	1.4	Arterial (Minor)
Crescent Valley	Crescent Valley	U74	Public	None	No	None	$0	$0	None	None	1	20.71	25	Collector (Major)
Currant	Currant Ranch	9U7	Public	None	No	None	$0	$0	None	None	1	51.79	0.1	Local
Dayton/Carson City	Dayton Valley Airpark	A34	Private	Part-Time	Yes	Education Program	$0	$0	None	Ride Share	2	10.36	2.7	Local
Dead Cow	Dead Cow Lakebed Airstrip (High Sierra)	TBD	Private	None	No	Advertising, Website, Positive News	$0	$0	None	Car/Courtesy Car	N/A	37.86	13.6	None
Denio	Denio Junction	E85	Public	Staff	No	None	$0	$0	Capital Improvements & Operations Subsidy	Car/Courtesy Car	3	85.16	65.7	Arterial (Major)
Duckwater	Duckwater	01U	Public	US BLM	No	None	$0	$0	None	None	6	52.94	20.3	Arterial (Minor)
Dyer	Dyer	2Q9	Public	None	No	None	$0	$0	None	Car/Courtesy Car	6	25.32	0.61	Collector (Major)
Elko	Elko Regional	EKO	Public	Full Time	Yes	Education Program & Website	$15,504,437	$18,093,333	Capital Improvements & Operations Subsidy	Car/Courtesy, Shuttle, Taxi, Rental Car	1	58.69	1.1	Arterial (Major)

Associated City	Airport Name	FAA ID	Airport Ownership	Management Type	Development Partnership	Community Goodwill	Historical Capital Funding	5-Year Future Capital Funding	Financial Subsidies	Multi-Modal Access	Distance from Central Business District	Nearest Airport (miles)	Distance to Freeway (miles)	Access Road Type
Ely	Ely Airport/Yelland Field	ELY	Public	Full Time	Yes	Education Program & Website	$5,159,417	$2,431,734	Capital Improvements	Car/Courtesy Car, Shuttle	3	65.59	0.06	Arterial (Major)
Eureka	Eureka	05U	Public	Part-Time	Yes	Positive News	$597,512	$2,540,667	Capital Improvements	None	6	65.59	3.5	Collector (Minor)
Fallon	Fallon Muni	FLX	Public	Full Time	No	Education Program & Positive News	$3,135,395	$3,948,500	Capital Improvements	Taxi	2	5.75	1.2	Collector (Minor)
Fernley	Samsarg Field	N58	Public	Part-Time	No	None	$0	$0	None	Car/Courtesy Car	3	10.36	1.3	Arterial (Minor)
Gabbs	Gabbs	GAB	Public	Staff	No	Website	$196,875	$1,143,001	Capital Improvements	Car/Courtesy Car	4	44.88	35.8	Local
Gerlach	Black Rock City (Burning Man)	88NV	Private	None	No	Advertising, Website, Positive News	$0	$0	None	Car/Courtesy Car	9	58.69	52	Collector (Minor)
Goldfield	Lida Junction	0L4	Public	None	No	None	$0	$0	Capital Improvements & Operations Subsidy	Car/Courtesy Car	14	31.07	1.1	Arterial (Major)
Hawthorne	Hawthorne Industrial	HTH	Public	None	No	Website & Positive News	$753,204	$6,250,000	Capital Improvements & Operations Subsidy	Car/Courtesy Car, Shuttle	1	59.84	0.009	Collector (Minor)
Jackpot	Jackpot/Hayden Field	06U	Public	Part-Time	Yes	None	$1,170,000	$1,360,666	Capital Improvements	Car/Courtesy Car & Shuttle	0	35.67	0.3	Arterial (Major)
Jean	Jean	0L7	Public	Part-Time	Yes	Website	$2,315,937	$1,000,000	Capital Improvements	None	1	18.41	1.4	Interstate
Kingston	Kingston	N15	Public	Part-Time	No	None	$0	$0	None	None	2	63.29	16.1	Arterial (Major)
Las Vegas	Harry Reid International	LAS	Public	Full Time	Yes	Website	$308,817,000	$350,000,000	Capital Improvements	Car/Courtesy Car, Bus, Light Rail, Micro, Shuttle, Ride Share, Taxi, Rental Car	5	6.9	2	Arterial (Major)
Las Vegas	Henderson Executive	HND	Public	Full Time	Yes	Education Program & Website	$1,907,508	$19,529,991	Capital Improvements	Car/Courtesy Car, Bus, Ride Share, Taxi, Rental Car	11	6.9	3.4	Collector (Minor)
Las Vegas	North Las Vegas	VGT	Public	Full Time	Yes	Website & Positive News	$1,406,250	$27,062,455	Capital Improvements	Car/Courtesy, Bus, Ride Share, Taxi, Rental Car	3	9.21	4.2	Arterial (Major)
Lovelock	Derby Field	LOL	Public	None	No	Positive News	$1,324,905	$5,875,733	Capital Improvements	Car/Courtesy Car, Shuttle	8	40.28	10	Arterial (Major)
Lyon County	Flying M Ranch (Hilton Ranch)	TBD	Public	None	No	Positive News	$0	$0	None	None	N/A	27.96	11.5	Local

Associated City	Airport Name	FAA ID	Airport Ownership	Management Type	Development Partnership	Community Goodwill	Historical Capital Funding	5-Year Future Capital Funding	Financial Subsidies	Multi-Modal Access	Distance from Central Business District	Nearest Airport (miles)	Distance to Freeway (miles)	Access Road Type
Mesquite	Mesquite	67L	Public	Part-Time	No	Website	$1,770,497	$4,777,599	Capital Improvements	Car/Courtesy Car, Shuttle, Ride Share	2	33.37	2.3	Collector (Minor)
Mina	Mina	3Q0	Public	Staff	No	None	$0	$0	None	Car/Courtesy Car	0	31.07	0.8	Arterial (Major)
Minden	Minden-Tahoe	MEV	Public	Full Time	Yes	Education Program & Website	$11,857,242	$5,860,000	Capital Improvements	Personal Car, Ride Share, Taxi, Rental Car	4	13.81	1.3	Local
North Fork	Stevens-Crosby	08U	Public	Bureau of Land Management	No	None	$0	$0	None	None	3	48.33	1.9	Collector (Minor)
Overton	Echo Bay	0L9	Public	None	No	None	$0	$0	None	Car/Courtesy Car	14	32.22	36.5	Collector (Minor)
Overton	Perkins Field	U08	Public	Part-Time	No	Website	$0	$0	Capital Improvements	None	2	27.62	11	Local
Owyhee	Owyhee	10U	Public	None	No	Positive News	$1,333,873	$1,248,126	Capital Improvements & Operations Subsidy	Car/Courtesy Car	4	77.1	6.3	Collector (Minor)
Pahrump	Calvada Meadows	74P	Private	Staff	No	Education Program & Website	$0	$0	None	Taxi & Rental Car	5	44.88	57.7	Local
Panaca	Lincoln County	1L1	Public	None	No	Website	$666,519	$1,633,333	Operations Subsidy	Car/Courtesy Car	2	69.05	0.8	Collector (Minor)
Reno	Reno/Tahoe International	RNO	Public	Full Time	Yes	Education Program & Website	$63,870,790	$6,958,559	Operations Subsidy	Car/Courtesy Car, Shuttle, Ride Share, Taxi, Rental Car, Public Bus	3	12.66	1.3	Interstate
Reno	Spanish Springs	N86	Public	Part-Time	No	None	$0	$0	Capital Improvements	Shuttle, Taxi, Rental Car	10	8.06	2.5	Collector (Minor)
Reno	Reno/Stead	RTS	Public	Full Time	Yes	Education Program, Advertising, Website	$30,131,375	$55,113,750	Capital Improvements & Operations Subsidy	Bus, Ride Share, Taxi, Rental Car	10	12.66	6.2	Arterial (Minor)
Sandy Valley	Sky Ranch	3L2	Private	Staff	Yes	Website	$0	$0	None	Car/Courtesy Car	2	29.92	19.2	Collector (Minor)
Searchlight	Searchlight	1L3	Private	Full Time	Yes	Education Program & Website	$0	$0	Capital Improvements & Operations Subsidy	Car/Courtesy Car	1	27.62	0.3	Arterial (Major)
Silver Springs	Silver Springs	SPZ	Public	FBO	Yes	Website	$1,083,958	$4,020,026	Capital Improvements	Car/Courtesy Car	2	27.62	0.3	Arterial (Major)
Smith	Rosaschi Air Park	N59	Public	None	No	None	$0	$0	None	Car/Courtesy Car	2	25.32	3	Collector (Minor)
Tonopah	Tonopah	TPH	Public	Staff	No	Website	$3,185,025	$2,394,562	Capital Improvements	Car/Courtesy Car	7	24.17	0.6	Interstate

Associated City	Airport Name	FAA ID	Airport Ownership	Management Type	Development Partnership	Community Goodwill	Historical Capital Funding	5-Year Future Capital Funding	Financial Subsidies	Multi-Modal Access	Distance from Central Business District	Nearest Airport (miles)	Distance to Freeway (miles)	Access Road Type
Wells	Wells Municipal/Harriet Field	LWL	Public	None	No	Website	$366,545	$6,925,333	Capital Improvements	Car/Courtesy Car, Shuttle	2	49.48	0.6	Arterial (Major)
Winnemucca	Winnemucca Municipal	WMC	Public	Full Time	Yes	Education Program & Positive News	$5,950,015	$7,150,666	Capital Improvements	Car/Courtesy Car, Taxi	5	52.94	3.2	Collector (Minor)
Yerington	Yerington Municipal	O43	Public	None	No	None	$3,034,042	$3,510,830	Capital Improvements & Operations Subsidy	Car/Courtesy Car	1	27.62	1.3	Local

Sources: Airport Inventory Data Collection Survey; FAA Form 5010 Airport Master Record; Nevada Department of Transportation; Airport Master Plans and Airport Layout Plans; Kimley-Horn 2021