BUREAU OF BUSINESS AND ECONOMIC RESEARCH
UNIVERSITY OF NEVADA, RENO

STATEWIDE ANALYSIS

NEVADA GENERAL AVIATION AIRPORT ECONOMIC IMPACT STUDY

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Statewide Analysis

EXECUTIVE SUMMARY

This report presents the results of the Economic Impact Assessment survey for general aviation airports in Nevada that was commissioned by the Nevada Department of Transportation. This study was conducted by the Bureau of Business and Economic Research (BBER) at the University of Nevada, Reno, between October 2003 and March 2005, and was funded with a grant from the Federal Aviation Administration (FAA). The aim of this study was to assess the economic effect of airport general aviation visitors, tenants and businesses on local economies that support them. It stands to reason that if the airport did not exist, that the direct and total impacts on the economy in inputs and employment would not exist in the greater community.

To achieve the goal of the survey, the project approach included the following steps:

- Surveying spending by general aviation visitors
- Three month surveying of the soaring visitors at Minden-Tahoe
- Annualizing the survey results to estimate a total yearly spend by visitors
- Collection of airport operations payroll and employment information
- Surrogate estimate of the spend by general aviation visitors when no surveys were returned
- Pro-rating estimate for airport tenants when a less than 100% return rate occurred
- Alternate estimate of payroll, employment, and gross sales by airport tenant businesses when no surveys were returned
- Conducting economic modeling using Impact Analysis for Planning (IMPLAN) software to estimate the total economic values contributed to the community by airport activities

Analysis of the data shows that on aggregate, the direct output impact was $176,570,109, the direct employment impact was 2,135 positions, and the direct labor income generated was $57,819,876. Once the economic multiplier effect is added in, the total output effect is $275,503,316, the total employment impact was 3,384 positions, and the total labor income generated was $93,936,747. It should be noted that Elko, Reno/Tahoe International, and McCarran International airports were not included in this survey. The complete breakdown, and explanation of the economic processes, is included in the analysis section of this paper. All the information presented has been annualized based on the 2000 NDOT measurements of itinerant visitors to the area.

INTRODUCTION

The Nevada Department of Transportation entered into a contract in October 2003 with the Bureau of Business and Economic Research (BBER) at the University of Nevada, Reno in order to assess economic benefits to communities and the state from general aviation activity. Twenty-eight airports[1] were surveyed in total, using a variety of survey instruments to capture direct and indirect expenditure by general aviation users of these airports. This analysis should provide insight for airport authorities and other local economic development agents to help make decisions to benefit the airport and the community at large.

The following statewide report presents a brief explanation of the methodology that was used to collect the data, as well as a review of IMPLAN, the economic model that was used to compute the economic impact from the survey data. Report findings are presented and analyzed after the methodology discussion, while the appendix contains examples of the survey instruments that were used for the data collection, as well as comments provided by survey respondents, broken down by airport.

METHODOLOGY- SURVEYS

Two different surveys were used to measure the economic impact of general aviation activities on the local communities. All submitted information, either from individuals or from companies, was kept confidential and will only be presented in aggregate form in the results section of this paper.

- Airport Tenants Survey

Businesses on airport property are an important part of the revenue stream of any airport, though not every airport had tenants on the premises. Each airport manager was contacted to determine which airports did, in fact, have tenants, and then these businesses were sent a survey to complete. The Airport Tenants Survey sought to determine the level of employment and payroll, operating expenses, gross sales, as well as money spent for major capital improvements at the airport. This information is important to understand how tenants at the airport bring money into the community by existing at the airport, as well as determining how they support airport capital improvements. Airport operations employment and payroll data has been combined with the tenant data in the analysis and presented results.

- General Aviation Visitor Survey

The General Aviation Visitor Survey was used to find the general level of expenditure in the area by general aviation visitors. Visitors were asked to estimate on a per-day basis the amount of expenditure they made on hotel/motels, food and beverage, rental cars, entertainment, recreation

[1]Reno-Stead Airport figures were estimated by BBER and Dr Kambiz Raffiee in conjunction with Reno/Tahoe International airport in a separate project. The two Overton fields were combined into one given the difficulty of trying to survey two very small airports that shared the same area. Also, only information for Overton (Perkins Field) was available on the General Aviation Aircraft Operations Forecast, so the estimates for Overton include both Echo bay and Perkins Field. It should also be noted that airfield construction was not included in any economic impact figures, as it is a non-recurring activity.

(such as golf, skiing, hunting, etc), airport services (such as fuel, maintenance, parking fees), and a category for other expenditures. Surveying of the visitors took place using airport personnel who had good contact with visiting pilots. All effort was made to survey visitors during the busy summer travel period, however this was not possible in all instances.

The Minden-Tahoe airport was a unique case in the survey as it was the only airport that had its visitors specifically sampled over three different months. The purpose for this approach was to try and best capture the large soaring component at the airport, given Minden-Tahoe's worldwide reputation for excellent soaring conditions. Surveying was conducted in March, prior to the soaring high-season, May, and September, at the close of the season, at three week intervals. Only soaring participants surveys were returned to the BBER, and these were utilized in order to determine the economic contribution of soaring activities to the local area.

METHODOLOGY- DATA ANALYSIS AND ESTIMATION

The survey data was initially entered into an Excel database by airport, month, and survey type. Estimation for visitor spend per surveyed period was found by averaging the visitor responses collected in each category and then multiplying each number by the estimated number of itinerant visitors for an airport. The itinerant visitor information was obtained from the NDOT General Aviation Aircraft Operations Forecast. The base year 2000 figures were used because these figures were the basis for forecasts through 2020 and were more likely to correspond to actual, observed operations and therefore be more accurate than projected figures.

For the airports that did not return any visitor survey information, either due to lack of communication with airport authorities or lack of services at the airport, visitor spending information was constructed using information from similar sized airports that had a good response rate. A good example would be the case of the airport at Alamo. No responses were received for this airport, and so the information for Battle Mountain was applied to the Alamo airport traffic volume in order to gauge an estimate for Alamo, due to the good survey response rate for Battle Mountain. Battle Mountain did have one respondent that was part of tanker operations that are present at that airport; this survey was removed from the averages so as not to skew the information for airports that did not have tanker operations. Each category of visitor spend was then analyzed to determine if such services existed at Alamo, and if the estimates were a good approximation of the availability of visitor services in the area. Given Alamo's small size, and lack of airport services, the categories for rental car and airport services came to zero. Food, lodging, and recreation were all quite small, therefore indicating that this process worked well.

The visitor information for Minden-Tahoe was computed in a slightly different method, given the large soaring component at that airport. Determining the figures to use for visitors, both soaring and other general aviation visitors, involved an extensive process based on several assumptions. The complete estimation process for Minden-Tahoe can be found in the Appendix.

Unfortunately not all information was returned from all tenants at all airports. Some large airports with significant tenant populations, such as Carson City, required independent estimation of tenant output in order to accurately assess the true economic effect of the airport. Using Department of Employee Training and Rehabilitation (DETR) data, information on tenant payroll and employment was pulled, where available, which was then plugged into the IMPLAN model. IMPLAN, in turn, estimated the total and direct output, total employment, and total labor income,

based on the data provided as well as other business data for the area, and business classification, included in the model. The model results were then scaled for a better representation of impacts likely at the local area in Nevada.

METHODOLOGY- ECONOMIC IMPACT ASSESSMENT

Once the survey data was formatted by survey type, survey time period, and industry, the information was entered into IMPLAN economic modeling software. This software is nationally recognized as a standard economic impact assessment tool, and is used extensively by regional economists. IMPLAN is based on input-output accounting of the flow of goods and services from producers to intermediate and final consumers. Economic impact models built using IMPLAN assess the economic relationships between producers and suppliers in the study area. In this instance, an IMPLAN model will quantify the economic benefit of businesses located at the airport as well as the stimulation provided by external visitors to the airport, on the local economy.

The economic data derived from the IMPLAN model is reported as direct, indirect, induced, and total economic effects. A good analogy to explain economic impact of a single industry in a community is that of a rock thrown in a pond. Money spent directly on goods and services on the industry in question ripples into the broader economy due to the multiplier effect. Supplier industries receive money and in turn spend the money on their own suppliers. Employees at both the direct and indirect companies in turn spend their wages on local services and goods, stimulating other parts of the economy that have no relationship whatsoever to the initial directly-impacted industry.

Direct effects refer to the direct output (gross sales) and employment of the industries affected by spending from visitors that flew in to the airport and by businesses operating at the airport, including the airport operation. In this survey those industries were hotel/motel/lodging, restaurants/ food and beverage, car rental, entertainment (including gambling), recreation, airport services, airport tenants and others. The yearly average spend by visitors on each sector was plugged into the IMPLAN model, which then applies county average information regarding employment, wages, and gross sales by industry. The total direct output (gross sales), employment, and labor income data given by the model are a sum of the seven industries directly impacted by airport visitors. Airport tenant data (business and airport operation payrolls and other expenditures) was inputted by NAICS code, and corresponding IMPLAN code, to retrieve the same information.

***Indirect* effects** measure the economic value supplying industries in the area receive when direct industries spend some of their revenue on goods needed to keep their business operating. These industries also need employees as well. IMPLAN calculates the total output (gross sales), employment, and labor income for these industries as well.

Induced effects accrue when workers in the direct and indirect industries spend their wages on local goods and services. These expenditures in turn stimulate other sectors in the local economy far removed from the industries where the initial visitor's dollar, and that of the airport tenant, if applicable, was spent

Total effects are the sum of direct, indirect, and induced effects. These represent all transactions attributable, either directly or indirectly, to visitor activity and business operations at the airport under study.

Table 1 gives the information for all the economic effects for visitors for each airport that was surveyed, with the state total at the bottom. Table 2 gives the same information for airports that had tenants for which information was returned or it was possible to estimate. Airport operations information was also added to this category. Table 3 sums together the information for both the tenants and visitor information for the airports where both were reported. Finally, Table 4 sums all the information together in order to give a comprehensive figure for the economic effect of general aviation activity in Nevada.

ECONOMIC IMPACT ESTIMATES

Table 1: Economic Effects- Visitors

Airport		Output	Employment	Labor Income
Alamo				
	Direct	$3,432	0.1	$1,273
	Total	$4,092	0.1	$1,423
Austin				
	Direct	$25,500	0.9	$9,562
	Total	$29,642	0.9	$10,621
Battle Mountain				
	Direct	$495,364	6.4	$192,237
	Total	$569,857	7.2	$211,734
Beatty				
	Direct	$153,016	2.8	$56,743
	Total	$192,135	3.2	$67,755
Boulder City				
	Direct	$8,278,350	115.8	$3,071,472
	Total	$13,082,807	162.8	$4,754,753
Carson City				
	Direct	$8,506,574	100.2	$3,114,085
	Total	$12,334,356	143.2	$4,453,553
Ely				
	Direct	$565,736	10.1	$171,596
	Total	$726,938	11.9	$218,570
Eureka				
	Direct	$70,662	1.3	$26,839
	Total	$78,052	1.3	$28,401

Table 1 Continued

		Output	Employment	Labor Income
Fallon				
	Direct	$4,354,629	79.4	$1,720,287
	Total	$5,865,157	94.2	$2,194,043
Gabbs				
	Direct	$4,291	0.1	$1,567
	Total	$5,370	0.1	$1,857
Goldfield				
	Direct	$536	0.1	$158
	Total	$585	0.1	$170
Hawthorne				
	Direct	$829,168	12.2	$299,426
	Total	$996,881	13.6	$345,524
Henderson Executive				
	Direct	$9,002,314	$124.3	$3,328,160
	Total	$14,214,844	$175.3	$5,156,299
Jackpot				
	Direct	$367,443	5.9	$137,400
	Total	$505,302	7.4	$182,434
Jean				
	Direct	$1,022,434	13.3	$417,913
	Total	$1,559,611	18.6	$606,150
Lovelock				
	Direct	$17,268	0.2	$7,036
	Total	$20,232	0.2	$7,850
Mesquite				
	Direct	$1,432,595	20.9	$593,420
	Total	$2,286,192	29.2	$836,039
Minden (soaring)				
	Direct	$9,438,895	138.6	$3,328,621
	Total	$12,641,081	168.1	$4,408,170

Table 1 Continued

		Output	Employment	Labor Income
Minden (nonsoaring)				
	Direct	$9,923,811	141.4	$3,382,033
	Total	$13,474,114	175.3	$4,586,118
North Las Vegas				
	Direct	$23,656,538	375.3	$9,321,999
	Total	$37,239,787	507.4	$14,036,835
Overton				
	Direct	$141,324	1.8	$57,068
	Total	$216,577	2.5	$83,481
Owyhee				
	Direct	$2,815	0.1	$1,310
	Total	$3,828	0.1	$1,637
Panaca				
	Direct	$64,357	1.3	$23,866
	Total	$76,737	1.4	$26,693
Reno-Stead*				
	Direct	$3,528,555	20.3	$677,206
	Total	$5,093,536	35.3	$1,311,309
Silver Springs				
	Direct	$100,264	2.3	$32,874
	Total	$127,639	2.5	$39,695
Tonopah				
	Direct	$125,681	2.3	$46,380
	Total	$157,908	2.7	$55,431
Wells				
	Direct	$212,100	3.6	$77,719
	Total	$290,644	4.4	$103,198
Winnemucca				
	Direct	$898,787	16.9	$326,032
	Total	$1,201,459	20.5	$417,466

Table 1 Continued

		Output	Employment	Labor Income
Yerington				
	Direct	$3,718,438	71.7	$1,378,042
	Total	$4,721,103	82.7	$1,666,567
Total	**Direct**	**$86,940,877**	**1,270**	**$31,802,324**
	Total	**$127,716,466**	**1,672**	**$45,816,776**

*****Exclusive of impact from National Championship Air Races and Air Show. In 2004 the National Championship Air Races and Air Show had a total economic impact of $77.6 million. (RRC Associates, 2004 Special Event Research and Visitor Profile Study, Prepared for National Championship Air Races)

Table 2: Economic Effects: Airport Tenants and Airport Operations

Airport		Output	Employment	Labor Income
Battle Mountain				
	Direct	$477,314	5	$219,126
	Total	$607,372	6.2	$256,528
Boulder City				
	Direct	$3,243,629	35	$1,193,236
	Total	$5,556,858	59.1	$2,030,401
Carson City				
	Direct	$11,572,830	67	$2,405,158
	Total	$18,427,913	156.3	$5,703,395
Ely				
	Direct	$536,464	6	$204,714
	Total	$711,375	8.6	$254,354
Fallon				
	Direct	$141,300	9	$73,620
	Total	$215,215	14.6	$99,824
Henderson Executive				
	Direct	$1,201,713	21.0	$753,600
	Total	$2,079,703	42.5	$1,405,732
Minden				
	Direct	$14,470,581	129	$4,625,066
	Total	$20,538,927	158.2	$6,082,489

Table 2 Continued

		Output	Employment	Labor Income
North Las Vegas				
	Direct	$57,914,365	592	$1,6509,005
	Total	$99,558,722	1,264	$32,246,993
Tonopah				
	Direct	$24,130	1	$14,400
	Total	$33,425	1.6	$17,234
Total				
	Direct	**$89,629,232**	**865.3**	**$26,017,552**
	Total	**$147,786,850**	**1711.5**	**$48,119,971**

Table 3: Summary of Tenant and Visitor Economic Effects by Airport

Airport		Output	Employment	Labor Income
Battle Mountain				
	Direct	$972,678	11.4	$411,363
	Total	$1,177,229	13.4	$468,262
Boulder City				
	Direct	$11,521,979	150.8	$4,264,708
	Total	$18,639,665	221.9	$6,785,154
Carson City				
	Direct	$20,079,404	167.2	$5,519,243
	Total	$30,762,269	299.5	$10,156,948
Ely				
	Direct	$1,102,200	16.1	$376,310
	Total	$1,438,313	20.5	$472,924
Fallon				
	Direct	$4,495,929	88.4	$1,793,907
	Total	$6,080,372	108.8	$2,293,867
Henderson Executive				
	Direct	$10,204,027	145.3	$4,081,760
	Total	$16,294,547	217.8	$6,562,031
Minden-Tahoe				
	Direct	$33,880,193	409.3	$11,355,347
	Total	$46,711,462	502	$15,099,798
		Output	**Employment**	**Labor Income**

North Las Vegas				
	Direct	$81,570,903	967.3	$25,831,004
	Total	$136,798,509	1771.4	$46,286,828
Tonopah				
	Direct	$149,811	3.3	$60,780
	Total	$191,333	4.3	$72,665

Table 4: Summary of Tenant and Visitor Economic Effects- Statewide

		Output	Employment	Labor Income
Visitors				
	Direct	**$86,940,877**	**1,270**	**$31,802,324**
	Total	**$127,716,466**	**1,672**	**$45,816,776**
Tenants				
	Direct	**$89,629,232**	**865.3**	**$26,017,552**
	Total	**$147,786,850**	**1711.5**	**$48,119,971**
Total				
	Direct	**$176,570,109**	**2,135**	**$57,819,876**
	Total	**$275,503,316**	**3,384**	**$93,936,747**

ECONOMIC IMPACT- ANALYSIS

It is clear from the economic analysis performed here that general aviation airports and the services they provide contribute greatly to the economic benefit of the communities they support and to Nevada as a whole. Several of the larger airports, such as Minden-Tahoe, Carson City, Mesquite, and Boulder City support local businesses by providing general aviation services for producers and suppliers. These airports also tended to have a substantial number of visitors who were there for recreation, specifically at Minden-Tahoe, though recreational visitors were also seen at Boulder City for the skydiving operations. The airports in the southern part of the state were also mentioned in some visitor surveys to be superior landing places to more congested airports in the Las Vegas area. These airports also support a wide array of businesses on their property, some of which provide necessary fueling, maintenance, and recreational services to general aviation visitors. Tenant businesses are important parts of local economies as well, and would not exist without the airport and the demand generated from general aviation visitors.

The general aviation airports of Nevada appear to fall into several categories almost along the same lines as their segmentation by population and size. The "very large" airports of Minden-Tahoe, Carson City, Mesquite, Reno-Stead, North Las Vegas, Yerington, Fallon, Jean, and Boulder City all have economic effects of over $1 million, both in direct and total effects, and help support a

good number of employable positions in the local community[2]. Airports in the "large" category included Winnemucca, which is almost large enough to be included in the very large category, Jackpot, Hawthorne, Ely, and Battle Mountain. These airports tended to have direct and total economic output impacts in the hundreds of thousands of dollars. "Medium" airports, or those with approximately $100,000-$300,000 in output impacts, included Wells, Tonopah, Silver Springs, Overton (Perkins Field and Echo Bay combined), and Beatty. Finally, the "small" airports, or those with less than $100,000 in output impacts, were Alamo, Austin, Eureka, Lovelock, Owyhee, and Panaca.

Although there may appear to be a direct correlation between population/town size and size of the airport, the correlation is not quite as simple as a mere comparison between these two measures. Minden-Tahoe is a good example of this, as it benefits from a proper convergence of factors that make for excellent soaring conditions and thus gains substantial economic support from the soaring population that bases itself at the airport. It is interesting to note that Ely and Tonopah have also been receiving soaring participants in recent years. There may not be the soaring infrastructure at these airports at the moment, but this could change in the next few years should demand for soaring facilities at these airports increase. Jean Airport in southern Nevada is also the base airport for the Las Vegas Valley Soaring Association. Other large airports, namely Battle Mountain and Winnemucca, have important roles supporting fire-fighting operations. Bureau of Land Management (BLM) bases tanker aircraft at these airports for summer fire-fighting purposes.

The medium and small airports, in terms of economic impact, still support their communities, though most of these airports are little more than unattended dirt strips used mainly by local ranchers. Some of the airports have made some improvements, or are important for other purposes. Silver Springs has been expanding its services, however, and last fall dedicated new airfield improvements. Austin airport, although going through renovation, does support a few sail planes and crew. The Austin area was expected to receive, from late January to the middle of February 2005, a Carrier Air Group from the Fallon Naval Air Station for training exercises at the airport. Finally, some of the small airports struggle from lack of recognition within their own community. Lovelock/Derby Field, according to information passed on from the airport manager, is relatively unknown in the Lovelock area; some merchants were unaware that an airport even existed locally. This lack of awareness can be harmful to both the airport and the local community because if the airport isn't supported then potential visitors who could bring money into the area will bypass the airport in favor of one with better services.

CONCLUSION

General aviation airports of all sizes are important economic contributors to the Nevada economy both in terms of direct sales and employment, and the total economic effects that are generated from the presence of these airports. These airports help bring in much-needed visitor dollars to some rural areas, and provide bases for recreation and local residents who may need to fly out of the area for business purposes. Aside from the economic impact, these general aviation airports, especially for small communities, can be an important lifeline for local residents. This value of an airport to a community cannot be fully captured by the numbers and processes contained in

[2] Fallon, Yerington, and Jean all had considerable numbers due to the estimates of itinerant visitors that were applied to determine the potential amount of spend by visitor to the area. All three have itinerant visitor operations that are far larger than local aviation figures.

this report, but the figures contained within this study do provide a fair and reasonable estimation of the economic impact of the airport that would not be present if the airports did not exist.

A1 Minden-Tahoe Methodology

Estimation Procedure: Annual Visitor Breakdown

The two different populations that use Minden-Tahoe airport, and their yearly activities, had to be taken into account separately when estimating the airport economic effects. A soaring annual visitor estimate and a general aviation annual visitor estimate had to be determined from the total itinerant visitor number of 35,000 in order to properly annualize the spending data for these two groups. Given the acoustical counter data that showed September, the end of soaring high season, had a higher figure of take-offs than March, before soaring season gets into gear, a bell-shaped curve of activity was assumed. May to September was considered the high summer period due to the large soaring activity at that time.

A percentage was applied to the assumed monthly visitor numbers, to represent the percent of visitors that were soaring related. It was assumed that 57.5% of all visitors to Minden-Tahoe between April and September were soaring related as this is the best time of year for soaring and most powered take-offs at this time are glider related[3]. The shoulder months of March and October used a 30% figure for soaring, while 10% was applied to February and November, and only 5% in December and January, reflecting the times of the year when soaring visitors are low and the weather is not optimal. These percentages also make sense from the standpoint that more general aviation traffic may be occurring at the airport in the colder months as some people arrive by private plane to ski in Lake Tahoe. After applying these percentages to the monthly visitor numbers, and summing the monthly totals and the estimates of 14,880 annual soaring visitors and 20,120 annual general aviation visitors were found.

Estimation Procedure: Annual Soaring Spending per Visitor

The data from March, May, and September soaring visitors was first averaged in each spending category. These figures were then multiplied by the estimated annual soaring visitors. The final numbers were then inserted into the economic impact model to find separate soaring impact figures. This separate analysis was requested given the prominence of Minden-Tahoe as a world-class soaring destination. It is interesting to note that the average soaring visitor tended, according to this procedure, to spend more in the area than the general aviation visitor.

[3] To account for the fact that not all powered take-offs are glider-related, it was assumed that 57.5% of all powered take-offs were glider related. This number is the mid-point of a range provided by Minden-Tahoe airport administration, who estimated that 55-60% of all powered take-offs at the airport at that time are glider related.

A2: Survey Comments Received

Alamo

We have yet to see a private or commercial plane use the Alamo airport (only military)

Battle Mountain

We do not have commercial air service in Lander Co. I believe the airport could be a big benefit to our county- it is my understanding that a company wanted to start a business here because of our airport but was basically chased off by our county political leaders

US govt agency uses B. Mtn airport for air support tied to wildland fire suppression

This is our first visit

We love it in Battle Mountain, it is a nice place to stop

Very friendly and comfortable environment!

Nevada airports are few and far between. Battle Mountain is a great facility

Great service, looking to use BAM as a future fuel stop

First time ever, very friendly and comfortable

Very convenient stop on a trip across the country

Excellent service- great gas stop and lunch break

Very nicely kept facility. Love the complimentary coffee- + girl scout cookies!
FBO provides excellent service. Big Chick a very nice place to stay

Nice airport

Boulder City

What a great experience!

Awesome jump

Carson City

I located here because of the Carson City airport. I would move the company to Texas if the airport closed

Great FBO

Thanks for the help

Great service

Ely

Excellent service

Good airport

Great airport and FBO

Very nice airport

Nice airport

Thanks for having fuel, there is no other place

We would appreciate having more flights in and out of Ely, NV. As our business reopens this year, the increase of potential air passengers will increase accordingly

Offer a broader schedule of flights

Eureka

1st time traveling from Salt Lake #2 to the Sacramento area. Making a pit stop

Eureka could build another cross-directional runway and more hangars

The airport in Eureka is a complete waste of resources. A lone gas pump shack next to a strip of pavement would serve 100% of this area's needs

Even though a rural community, it would help in order to get to Vegas, Elko, Reno, and Salt Lake

We have hay buyers fly in. We have crop dusters utilizing our local airport. Both are big deals in our business operations

We would use Eureka airport if there was affordable commercial service

Fallon

Most of these questions request information that I feel is none of your damn business. That's why I didn't fill it out the first time. That's why I'm not going to this time. Go fishing in Winnemucca. That's where all the suckers are.

I do pipeline patrol and this is a normal fuel stop for me

We are going to open an office in Fallon and will be here once a month

Re-pave the runway please!!

Excellent service- friendly and very accommodative

The Fallon airport is in sad shape, please help!

Fallon air travel arrivals have often had difficulty getting transportation to town in the past except for the hospitality and convenience of airport personnel or the casino shuttles. Travelers have to be aware and resourceful. Things may already have improved in the last couple of years as Fallon is growing fast.

This survey doesn't cover import community needs. Airports are essential gateways to a community for economic development.

Schedule maintenance at rural Nevada airports, such as weeding. Fallon has one of the worst maintained airports in Nevada. The city and county does not appreciate the fact that you can never make a "second" "first" opinion. Many business travelers to Fallon cannot believe what they see!

Mesquite

Nice airport, too many golf courses!

Minden-Tahoe

Nice area, very good facilities, wonderful people to work with

Fine airport and personnel. Soar Minden is my only reason for being here!

Im a glider pilot. I fly into Reno once a year.

Come for gliding and gambling. Lost a ton gambling.

Excellent all around airport.

SOAR Minden is an amazing FBO for gliders! Keep up the great work!

We are glider pilots flying in this area.

Continued support of gliding (soaring) is very important. Development of some glider-specific facilities on east side would increase my visits and expenditures within Douglas County. 1) water, 2) shade structure (gazebo or pavilion), 3) bathroom/shower

I fly gliders. The friendly operations here are very much appreciated!

Visit to participate in soaring contest. (x 3)

Premier soaring area known worldwide

I fly my Cessna into Minden to participate in soaring. My glider is parked at Minden.

Minden is important soaring destination.

Airport management has been helpful and friendly.

It is a great place to fly. Town is very welcoming. We need a water source on the east side of the airport! (glider pilot)

Great soaring spot!

Trying to fly more.

We came to the airport today to take glider rides.

Im not sure how many times per year we would fly into this airport, but we are definitely coming back again soon for "gliding"!

If it wasn't for gliding I wouldn't have come here and been exposed to this nice area!

First time gliding- great crew!

Always have a great time with the glider flights.

Great facility.

This airport is one of the best places in the world to engage in "wave" flying. People from all over the world visit Minden for this reason.

Visiting Swiss glider pilot.

Soaring pilot from Sacramento

Visiting San Francisco glider pilot

Visiting UK pilot, Canadian, South Lake Tahoe, Netherlands

Local (retired) pilot (x6)

World class gliding brought me here- awesome experience!

Gliding here is awesome!

Gliding in a very good area and very nice people.

We always enjoy coming to the Douglas County Airport.

I came to ride on a glider and its awesome!

First time ever gliding!

I visit at least once a year from Denmark to soar. Average stay is 14 days.

I like to come here.

Gliding from Minden is absolutely the best.

Great airport, friendly staff.

Great airport for glider flying and training. Good services for powered aircraft also.

SOAR Minden is a great place and we'll be back for sure next year.

I fly approximately 30 times per year from Minden.

Enjoyed glider ride! Great experience. Will do again.

We come to Minden for soaring. Great experience which I'd recommend to anyone.

One of the best places in the world to fly gliders.

Great hospitality at SOAR Minden. Premium soaring site.

We come to Minden for the world-class soaring conditions.

Its great to have access to soaring so close by.

Excellent experience at SOAR Minden

Excellent staff and service at Minden and SOAR Minden

Soaring with Tony at SOAR Minden, excellent site to fly and I hope that it will remain affordable!

I came here for the gliding because of the worldwide reputation of "Soar Minden". Note: I have been well looked after and only wish I could stay longer! (UK glider pilot)

Keep housing away from airport!

Came to glide. I live in Reno.

Come to Minden for soaring only.

Minden is the soaring capital of the US. Keep it open to gliders.

Ill come more often next year.

Came to Minden for glider instruction

Soar crew great

How can a small business at Minden-Tahoe airport make capital improvements when the Douglas County political system discourages small business? Da!

The related effects of tourism from our commercial and general aviation are essential to our business. In addition to the influx of local residents due to the availability of general aviation at Minden-Tahoe airport has been a significant part of our business's success.

Douglas County needs to eliminate its OPPRESSIVE and discriminating local ordinance that restricts GA aircraft over 50,000 lbs from operating at MEV. Additionally, the local counties with airports (GA) should be structured to enable the success of the airport as a part of the community as opposed to the typical adversarial role that communities and local airports play against each other.

Current restrictions on aircraft weight at the Minden-Tahoe airport are stifling business at the airport.

Available fuel- repair services. Ground transportation.

Silver Springs

Move the ultralight hangar space please

More hangars for ultralights

Ultralight flying hopefully based at this airport. Would like to see more hangars available

Provide more hangar space

More hangar space for ultralights please

Great facility!

Very nice airport

Its delightful to see this airport grow

Tonopah

Tonopah needs work. They need more businesses in town.

I enjoy the town and the airport. I have been flying in for years.

Enjoyed the airport. Town needs work.

It's a nice stop to take a break

First time, will come again

Nice stop

Great service all the time. It's a nice town to visit.

I enjoy stopping here. April works hard out here. We have been flying through here for 8 years.

This is my third year stopping through

I always stop here

Wells

We travel using the Elko airports for leisure and are happy with their service

Nice facilities

Good services

This is the first day of our trip

Wells is well run by the City. Airport cars would be nice at Wells, but local businessmen could do it if we could control liability exposure.

Winnemucca

Great job repairing my plane on short notice. Friendly and courteous personnel.

Fuel stop in a Bell 412, between Sun Valley and Bay Area

Necessary location for Jet-A refuel for helicopters

An airport (with an airport car) is vital to your city- let's keep them both going

Thank you for your service

Thanks

Great Airport, lots of runway, very friendly

Great fuel stop

Got fuel and used restrooms, thanks

Great place to stop for fuel

Great service, friendly employees. Always catering to the flight crew and airplane.

Always good service

Great service- we use this airport as a fuel and weather alternative to flying north and south

Friendly FBO

Great FBO

Nice stop in between Portland (OR) and Salt Lake City (UT) for VFR flying

Nicely maintained and good service

Good FBO and service

Excellent FBO

First time into this great airport. Took information for future trips. Enroute to Jackpot, NV from Redding, CA.

Maintain longer hours

Nice airport

Clean bathroom

FBO does a great job with services

Loved it

Great service, keep it up!

Very friendly and helpful staff at WNC

Great crew, thanks

This is an important airport, please support it!

Runways need re-striping and new paint on numbers- hard to read!

Good stop both ways to Idaho

Friendly and helpful

Nice place