

# ARIES CONSULTANTS LTD.

---

16035 Caputo Drive, Suite C  
Morgan Hill, California 95037

Phone: (408) 779-5776  
Fax: (408) 779-9052  
E-mail: Aries-Consultants@msn.com

TO: Bill Thompson, Nevada Department of Transportation  
cc: Matt Furedy, Nevada Department of Transportation

FROM: R. John Sanders, Aries Consultants Ltd.

DATE: January 29, 2009

RE: NDOT Task 3 - Analysis of Airport Needs

---

Attached is a draft update of the 2004 Nevada Airport System Plan Update Chapter 5, Airport Facility Requirements, prepared as part of Task 3, Analysis of Airport Needs, for your review and comments. We have indicated in Table 5-3 where individual airports are deficient in meeting the minimum airport development standards for each airport category as listed in Table 5-2. We have indicated actions that are necessary at the individual airports to meet the minimum airport standards in Table 5-4. This analysis is based on a review of Federal Aviation Administration, Nevada Department of Transportation and other available data on the individual airports. We would appreciate your review / edits of the information presented in Tables 5-3 and 5-4.

We have updated the airport information presented on Figures 5-2 through 5-50 for the individual airports based on more recent NDOT and FAA data.

We have also included an updated Capital Improvement Program for each airport on Figures 5-2 through 5-50 when the data was available from NDOT or the individual airports. We would appreciate your review / edits of the information presented on Figures 5-2 through 5-50 for the Airport Capital Improvement Program.

RJS:cme  
Attachments



# ANALYSIS OF AIRPORT NEEDS

PREPARED FOR

NEVADA DEPARTMENT OF  
TRANSPORTATION



ARIES CONSULTANTS LTD.

January 2009

## TABLE OF CONTENTS

<u>Chapter</u>		<u>Page</u>
<b>5</b>	<b>AIRPORT FACILITY REQUIREMENTS</b> .....	5-1
5.1	Introduction.....	5-1
5.2	Airport Categories .....	5-1
5.3	Comparing Airport Requirements with Existing Facilities .....	5-4
5.4	Airspace and Air Traffic Control.....	5-10
	5.4.1 Airspace and Air Traffic Control.....	5-10
	5.4.2 Navigational Aids .....	5-13
5.5	Description of Recommended Airport System.....	5-16
	5.5.1 New Airports.....	5-17
	5.5.2 Privately-Owned, Public-Use Airports .....	5-17
	5.5.3 Military Airports .....	5-18
	5.5.4 Recommended Facility Improvements .....	5-18

## LIST OF TABLES

<u>Number</u>		<u>Page</u>
5-1	Airport Reference Code Designations.....	5-6
5-2	Airport Classification Minimum Development Standards.....	5-8
5-3	Airport Deficiencies .....	5-11
5-4	Actions Necessary to Meet Minimum Airport Standards .....	5-19

## LIST OF FIGURES

<u>Number</u>		<u>Page</u>
5-1	Recommended System Airports .....	5-5
Numbers 5-2 through 5-50 .....		End of Report
5-2	Alamo Landing Field.....	___
5-3	Austin .....	___
5-4	Battle Mountain .....	___
5-5	Beatty .....	___
5-6	Boulder City Municipal.....	___
5-7	Carson .....	___
5-8	Crescent Valley .....	___
5-9	Currant Ranch.....	___
5-10	Dayton Valley Airpark .....	___
5-11	Denio Junction.....	___
5-12	Derby Field .....	___
5-13	Dyer .....	___
5-14	Echo Bay .....	___
5-15	Elko Regional (J. C. Harris Field).....	___
5-16	Ely Airport/Yelland Field.....	___
5-17	Empire .....	___
5-18	Eureka.....	___
5-19	Fallon Municipal .....	___
5-20	Gabbs.....	___
5-21	Goldfield.....	___
5-22	Hadley.....	___
5-23	Harriet Field/Wells Municipal.....	___
5-24	Hawthorne Municipal .....	___
5-25	Henderson Executive.....	___
5-26	Jackpot Airport/Hayden Field .....	___
5-27	Jean .....	___
5-28	Kidwell .....	___
5-29	Kingston .....	___
5-30	Lida Junction .....	___
5-31	Lincoln County .....	___
5-32	McCarran International .....	___
5-33	Mesquite Municipal.....	___
5-34	Mina.....	___
5-35	Minden-Tahoe .....	___
5-36	North Las Vegas .....	___

List of Figures -- continued

<u>Number</u>		<u>Page</u>
5-37	Owyhee.....	___
5-38	Perkins Field.....	___
5-39	Reno Stead.....	___
5-40	Reno/Tahoe International.....	___
5-41	Rosaschi Air Park.....	___
5-42	Searchlight.....	___
5-43	Silver Springs.....	___
5-44	Sky Ranch Estates.....	___
5-45	Spanish Springs.....	___
5-46	Stevens/Crosby Field.....	___
5-47	Tiger Field.....	___
5-48	Tonopah.....	___
5-49	Winnemucca Municipal.....	___
5-50	Yerington Municipal.....	___

## **AIRPORT FACILITY REQUIREMENTS**

### **5.1 INTRODUCTION**

This chapter presents the requirements for airport system facilities, and when compared to the demand/capacity relationships, identifies potential deficiencies in the Nevada Airport System Plan. In order to determine the requirements, minimum standards were developed using the Issues, Goals and Objectives in Chapter 1 of this report, published Federal Aviation Administration (FAA) standards, proposed airport categories and requirements for the administration of the Nevada Aviation Trust Fund, and discussions with Nevada Department of Transportation (NDOT), Office of Aviation Planning, personnel and Nevada Aviation Technical Advisory Committee (NATAC) members.

These minimum standards are compared to the existing facilities at each system airport and an evaluation of the ability of each airport to meet these standards was performed. This chapter focuses on the comparison of the minimum standards with the existing facilities at each system airport as a way of determining the physical deficiencies of the Nevada airport system. The physical deficiencies determined for each system airport become the facility needs for that airport. The level of detail may not be sufficient to indicate the precise facility improvements needed, but provides an indication of the general areas where airport deficiencies exist.

### **5.2 AIRPORT CATEGORIES**

To identify individual airport facility requirements, airport reference codes (ARC) that relate design criteria to operational and physical characteristics of aircraft were assigned to each airport in the Nevada Airport System Plan. The assigned ARC is in part based upon the 1995 Nevada Airport System Plan categories as defined in Section 2.6 and updated to reflect airfield improvements since then at certain airports. The Airport Reference Codes, as defined in FAA Advisory Circular (AC) 150/5300-13, *Airport Design*, are based on the following:

- Aircraft Approach Category
  - Category A: Speed less than 91 knots
  - Category B: Speed 91 knots or more but less than 121 knots
  - Category C: Speed 121 knots or more but less than 141 knots
  - Category D: Speed 141 knots or more but less than 166 knots
  - Category E: Speed 166 knots or more

- Airplane Design Group (wingspan)
  - Group I: Up to but not including 49 feet
  - Group II: 49 feet up to but not including 79 feet
  - Group III: 79 feet up to but not including 118 feet
  - Group IV: 118 feet up to but not including 171 feet
  - Group V: 171 feet up to but not including 214 feet
  - Group VI: 214 feet up to but not including 262 feet

For the purposes of administration of the Nevada Aviation Trust Fund, the NDOT Office of Aviation Planning divides all airports into Primary and Secondary airport categories as follows:

1. **Primary Airport System:** This includes all public-use airports in Nevada categorized as:
  - A. Commercial Service, Reliever and/or General Aviation airports.
  - B. Airports that have 10 or more based aircraft, or
  - C. Airports with 2,000 or more annual aircraft operations, or
  - D. Airports projected to meet any of the above criteria within 10 years.
  
2. **Secondary Airport System:** This includes the State's public-use airports and heliports that do not qualify for inclusion in the Primary Airport System. (It should be noted that, based on the above criteria, 19 of the 49 existing airports included in the Nevada Airport System Plan would be categorized as Secondary Airports.)

The following definitions are applicable to the State Primary and Secondary system categories:

1. **Commercial Service Airport:** A publicly-owned airport which enplanes 2,500 or more passengers annually and receives scheduled passenger air service. (A Commercial Service-Primary Airport enplanes 10,000 or more passengers annually.)
  
2. **Reliever Airport:** An airport that serves as a "reliever" of general aviation traffic congestion for a Commercial Service airport, providing more general aviation access to the overall community. The Reliever airport should have a current or forecast activity level of 50 based aircraft and a minimum of 25,000 annual itinerant aircraft operations (or 35,000 local aircraft operations).

3. **General Aviation Airport:** The remaining airports that do not fall into either the Commercial Service or Reliever status are referred to as General Aviation airports. This category includes Community, Rural, Basic and Private Airports.

The General Aviation airport category includes publicly-owned and privately-owned, public-use and/or private-use airports. For system planning purposes, the General Aviation airports may be divided into the following types:

- A. **Community Airport:** A public-use airport within the State of Nevada with a paved runway serving a community or number of communities in the immediate vicinity of said airport with a total population of more than 1,500 people.
  - B. **Rural Airport:** A public-use airport within the State of Nevada with a paved runway serving a community with less than 1,500 people.
  - C. **Basic Airport:** A public-use airport/facility or area within the State of Nevada with an unpaved runway serving a community of less than 1,500 people.
  - D. **Private Airport:** A privately-owned, privately-used airport/facility or area within the State of Nevada that restricts usage to select aircraft operators.
4. **New Urban Airport:** The construction of a new airport within 24 statute miles of the Urbanized Area Boundary of Clark or Washoe Counties requires the approval of the State Transportation Board and legislative approval to revise the State Aviation Trust Fund before the airport is eligible to compete for trust fund monies.

The State categories generally follow the FAA National Plan of Integrated Airport Systems (NPIAS) service levels, except the State further categorizes general aviation airports into Community, Rural, Basic and Private Airports. The State airport categories reflect the operational role that individual airports serve in the Nevada Airport System Plan and can generally accommodate a range of ARCs as listed below:

State of Nevada Airport Category	FAA Airport Reference Codes Accommodated
Commercial Service Airport (CM)	C-II through D-V
Reliever Airport (RL)	B-II through C-III
Community Airport (CA)	B-I through B-II
Rural Airport (RA)	A-I through B-I
Basic Airport (BA)	A-I

It should be noted that an aircraft in a lower ARC can be accommodated at an airport with a higher ARC (i.e., A-I aircraft can be accommodated at a B-I or C-III airport).

In order to appropriately assign an ARC to each airport, a determination was made on the types of aircraft that the airport would safely accommodate, taking into consideration existing and potential physical characteristics of the airport, forecast aviation demand and other pertinent factors.

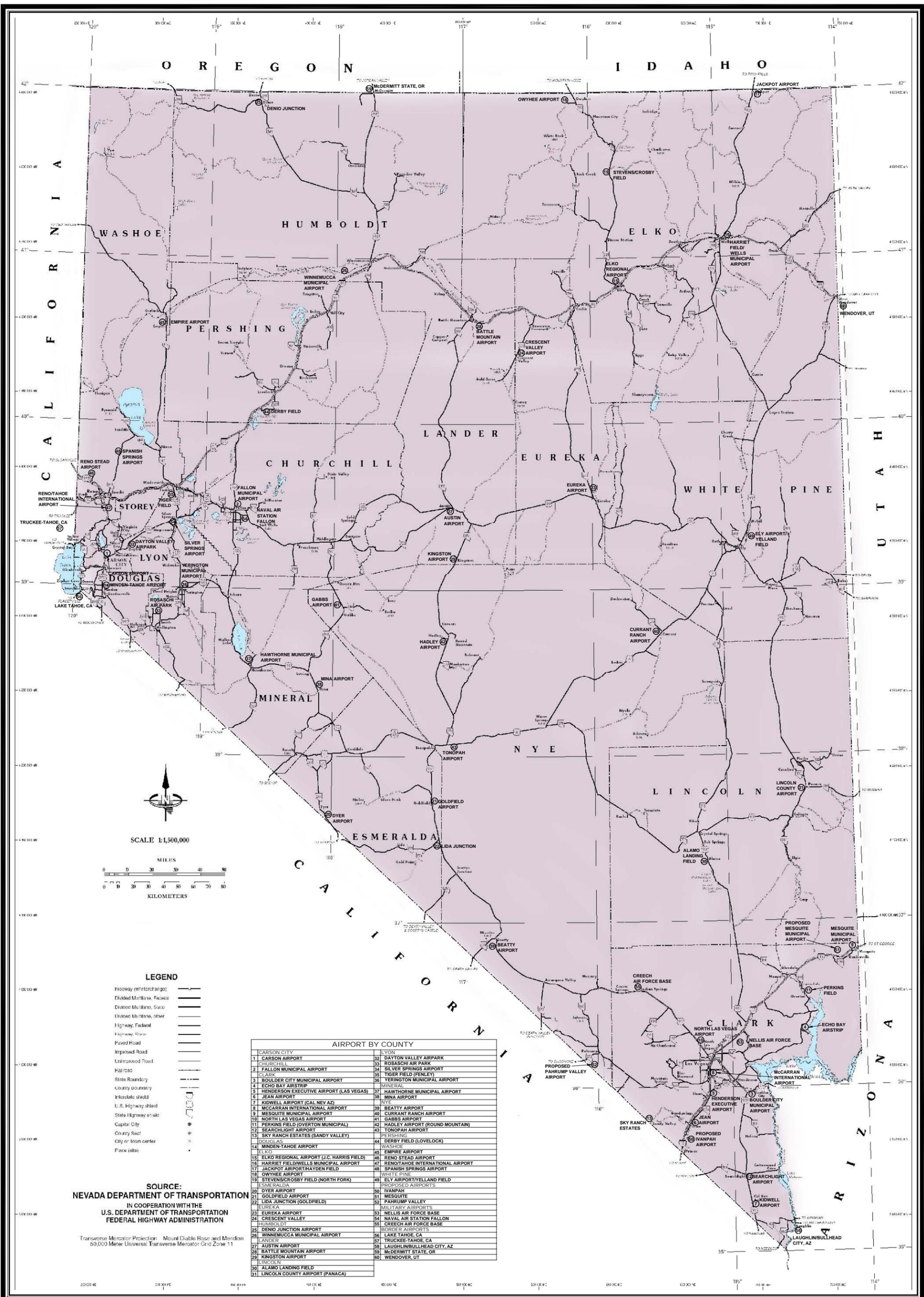
The location of the recommended Nevada Airport System Plan airports is illustrated on Figure 5-1. Table 5-1 lists the airports in the Nevada Airport System Plan with the critical design aircraft, current airport category and the corresponding ARC for that airport. Airport categories and planning guidelines have been established by the Nevada Department of Transportation, Office of Aviation Planning, in the Administrative Policies and Procedures for the Nevada Aviation Trust Fund, as noted earlier, and the categories are included in Table 5-1.

### **5.3 COMPARING AIRPORT REQUIREMENTS WITH EXISTING FACILITIES**

In order to identify the requirements for each system airport, each facility has been assigned one of the categories as described above. These categories were based on runway length, width, surface type, current activity, the critical aircraft assumed to operate out of the airport and the ability to meet FAA airport design standards. For each of the categories, minimum requirements for airport facilities were determined. The airport facilities for which individual airport requirements are identified include:

- Land Area
- Runways and Taxiways
- Navigational Aids
- Terminal Buildings
- Aircraft Parking Apron Areas
- Aircraft Storage Hangar Areas
- Vehicular Parking
- Fuel Storage
- Fencing

Airport facility requirements were then compared to the existing facilities information, obtained through the analysis of the existing system, to determine the physical deficiencies and, therefore, the facility needs for each airport. Minimum airport facility development standards used in this study for each airport category are presented in Table 5-2.



**NEVADA AIRPORT SYSTEM PLAN**



Nevada Department of Transportation

**FIGURE 5-1  
 RECOMMENDED SYSTEM AIRPORTS**

**VARIES CONSULTANTS LTD.**

NAME: NDOT-11-13-loc NO: 4200-05  
 DATE: 09-03-2004 PLOT SCALE: 1" = 200'

Table 5-1  
**AIRPORT REFERENCE CODE DESIGNATIONS**  
**Nevada Airport System Plan**

Airport Name	Critical Aircraft	Airport Category	Airport Reference Code (ARC)
Alamo Landing Field	Cessna 172	BA	A-I
Austin Airport	Beech Baron	RA	B-I
Battle Mountain Airport	Cessna Citation III	CA	B-II
Beatty Airport	Beech King Air	RA	B-II
Boulder City Municipal Airport	Cessna Citation II	CM-PR	B-II
Carson Airport (Carson City)	Beech King Air	RL	B-II
Currant Ranch Airport	Cessna 172	BA	A-I
Dayton Valley Airpark	Beech King Air	CA	B-II
Denio Junction Airport	Cessna 172	BA	A-I
Derby Field (Lovelock)	Beech King Air	CA	B-II
Duckwater Airport	Cessna 172	BA	A-I
Dyer Airport	Cessna 172	BA	A-I
Echo Bay Airstrip	Beech Baron	RA	B-I
Elko Regional Airport/J.C. Harris Field	Boeing 737	CM-PR	C-III
Ely Airport/Yelland Field	Fairchild Metro	CM	B-II
Empire Airport	Cessna 172	BA	A-I
Eureka Airport	Beech Baron	RA	B-I
Fallon Municipal Airport	Beech King Air	CA	B-II
Ft. Ruby Ranch Airstrip (Ruby Valley)	Cessna 172	BA	A-I
Gabbs Airport	Beech Baron	BA	B-I
Goldfield Airport	Cessna 172	BA	A-I
Hadley Airport (Round Mountain)	Beech King Air	RA	B-II
Harriet Field (Wells Municipal Airport)	Cessna Citation II	CA	B-II
Hawthorne Municipal Airport	Beech Baron	CA	B-I
Henderson Executive Airport (Las Vegas)	Cessna Citation III	RL	B-II
Hidden Hills Airport (Pahrump)	Beech Baron	BA	B-I
Jackass Aeropark (Amargosa Valley)	Beech Baron	BA	B-I
Jackpot Airport/Hayden Field	Cessna Citation II	RA	B-II
Jean Airport	Beech Baron	CA	B-I
Kidwell Airport (Cal Nev Ari)	Beech Baron	BA	B-I
Kingston Airport	Cessna 172	BA	A-I
Lida Junction Airport (Goldfield)	Cessna 172	BA	A-I
Lincoln County Airport (Panaca)	Beech Baron	RA	B-I
McCarran International Airport	Boeing 747	CM-PR	D-V
Mesquite Municipal Airport	Cessna Citation III	CA	B-II
Mina Airport	Cessna 172	BA	A-I
Minden-Tahoe Airport	Cessna Citation III	CA	B-II

**AIRPORT REFERENCE CODE DESIGNATIONS**  
**Nevada Airport System Plan**

<u>Airport Name</u>	<u>Critical Aircraft</u>	<u>Airport Category</u>	<u>Airport Reference Code (ARC)</u>
North Las Vegas Airport	Cessna Citation II	CM-PR	B-II
Owyhee Airport	Beech King Air	RA	B-II
Parker Carson Stolport (Carson City)	Cessna 150	BA	A-I
Perkins Field (Overton)	Cessna Citation II	CA	B-II
Reno Stead Airport	Boeing 727	RL	C-III
Reno/Tahoe International Airport	Boeing 777	CM-PR	D-V
Rosaschi Air Park	Beech King Air	RA	B-II
Searchlight Airport	Beech King Air	RA	B-II
Silver Springs Airport	Beech King Air	RA	B-II
Sky Ranch Estates Airport (Sandy Valley)	Beech Baron	RA	B-I
Spanish Springs Airport (Reno)	Beech Baron	BA	B-I
Stevens/Crosby Field (North Fork)	Cessna 172	BA	A-I
Tiger Field (Fernley)	Beech Baron	CA	B-I
Tonopah Airport	Cessna Citation III	CA	B-II
Winnemucca Municipal Airport	Cessna Citation III	CA	B-II
Yerington Municipal Airport	Cessna Citation II	CA	B-II

CM-PR = Commercial Service Airport-Primary (over 10,000 annual enplaned passengers)

CM = Commercial Service Airport (over 2,500 enplaned passengers)

RL = Reliever Airport

CA = Community Airport

BA = Basic Airport

RA = Rural Airport

SOURCE: Nevada Department of Transportation and Aries Consultants Ltd.

Table 5-2

**AIRPORT CLASSIFICATION MINIMUM DEVELOPMENT STANDARDS  
Nevada Airport System Plan**

Factor	Measure	AIRPORT CATEGORY				Basic Airport
		Commercial Service Airport C-II to D-V	Reliever Airport B-II to C-III	Community Airport B-I to B-II	Rural Airport A-I to B-I	
Land Area	Acres	500 and over	200-499	150-199	100-149	Less than 100
Primary Runway Length	Feet	Design aircraft <sup>1</sup> or 75% of aircraft over 12,500 lbs. @ 90% load	75% of aircraft over 12,500 lbs. @ 60% load	100% of aircraft under 12,500 lbs.	75% of aircraft under 12,500 lbs.	1,800 ft. base plus 20% for each 1,000 ft. elevation
Primary Runway Width	Feet	150 to 200	75 to 100	60 to 75	60	60
Primary Runway Strength	Pounds	Over 90,000	Less than 90,000	Less than 25,000	Less than 12,500	Less than 12,500
Runway Safety Area -- Beyond Runway End -- Width	Feet Feet	1,000 500	600 to 1,000 300 to 500	240 to 600 120 to 300	240 120	240 120
Runway Lighting	Lighting	HIRL	MIRL	MIRL	MIRL	Reflectors
Taxiway System	Type	Parallel and connect taxiways	Parallel and connect taxiways	Parallel/partial and connect taxiways	Partial parallel taxiway and turnaround	Turnarounds
Taxiway Width	Feet	35 to 100	35 to 50	25 to 35	25	None
Taxiway Lighting	Lighting	MITL	MITL	MITL	Reflectors	None
Approach/Landing Aids	Type	ILS, VOR/DME, GPS, LPV	VOR, GPS	NDB, GPS	None or GPS	None
Visual Approach Aids	Type	MALS/MALSF/ MALSR/PAPI/VASI/ REIL/Beacon	MALS/VASI/PAPI/ REIL/Beacon	VASI/PAPI/ REIL/Beacon	REIL/Beacon	None
Weather Data	Type	AWOS/ASOS	AWOS/ASOS	AWOS/ASOS	Wind Indicator	Wind Indicator
Fencing	Type	Security and Perimeter Chain Link	Security and Perimeter Chain Link	Perimeter Chain Link	Perimeter Chain Link	Perimeter Barbed Wire

**AIRPORT CLASSIFICATION MINIMUM DEVELOPMENT STANDARDS  
Nevada Airport System Plan**

Factor	Measure	AIRPORT CATEGORY				
		Commercial Service Airport <b>C-II to D-V</b>	Reliever Airport <b>B-II to C-III</b>	Community Airport <b>B-I to B-II</b>	Rural Airport <b>A-I to B-I</b>	Basic Airport <b>A-I</b>
Aircraft Parking Apron Area --Air Carrier	Square Feet	30,000 to 60,000 x 0.5 peak hour operations	None	None	None	None
--General Aviation	Square Feet	0 to 0.25 x based A/C and itinerant operations x 5,000 to 10,000 square feet	0 to 0.25 x based A/C and itinerant operations x 4,000 to 8,000 square feet	0 to 0.50 x based A/C and 6 itinerant operations x 3,000 to 5,000 square feet	0 to 0.75 x based A/C and 2 itinerant operations x 2,700 to 3,300 square feet	0 to 1.00 x based A/C and 2 itinerant operations x 2,700 to 3,300 square feet
Aircraft Storage Hangar Area	Square Feet	75 to 100% based aircraft	75 to 100% based aircraft	50 to 100% based aircraft	25 to 100% based aircraft	0 to 100% based aircraft
Fuel Availability	Type	Jet A and 100LL	Jet A and 100LL	100LL	No fuel	No fuel
Terminal Building -- Air Carrier	Square Feet	Varying enplanements per square foot	None	None	None	None
--General Aviation <sup>2</sup>	Spaces	4,000	2,000	1,000	0 to 500	None
Vehicular Parking	Spaces	Design day itinerant ops x 2.8 (pilot/ passenger level)/1.5 passengers per vehicle + space per 2 based aircraft	Design day itinerant ops x 2.8 (pilot/ passenger level)/1.5 passengers per vehicle + space per 2 based aircraft	Design day itinerant ops x 2.8 (pilot/ passenger level)/1.5 passengers per vehicle + space per 2 based aircraft	Design day itinerant ops x 2.8 (pilot/ passenger level)/1.5 passengers per vehicle + space per 2 based aircraft	Less than 10

1. Runway length depends upon type of aircraft, stage length and payload.

2. General Aviation Terminal/Pilots Lounge (to include access to weather data and FAA FSS, waiting area, telephone, restroom, vending machines, fire extinguishers, posted local procedures) recommended if operations exceed 5,000 annually. Square footages shown are recommended minimums.

SOURCE: Nevada Department of Transportation and Arics Consultants Ltd.

The minimum development standards presented in Table 5-2 attempt to combine the old FAA and NDOT airport classifications and development standards used in the 1995 report with the new FAA and NDOT airport classifications and development standards. The new FAA classifications and development standards are documented in FAA AC 150/5300-13, *Airport Design*, and other FAA Advisory Circulars and documents. The new NDOT classifications and development standards are included in the Administrative Policies and Procedures for the Nevada Aviation Trust Fund.

A comparison of the existing airport facilities against the minimum airport development standards included in Table 5-2, for each airport category, is presented in Table 5-3. The comparison is based on a review of available data included in the FAA Form 5010-1, *Airport Master Record; Airport Facility Directory*; and Nevada Department of Transportation airport data and aerial photographs. The deficiencies are identified for various types of recommended airport facilities for the individual airports in Table 5-3.

In order to recommend the maintenance and rehabilitation needs of runway, taxiway and aircraft parking apron pavements, Pavement Evaluation Reports are used. Updated individual Pavement Evaluation Reports for the 32 airports located in the state and included in the NPIAS were prepared for the Nevada Department of Transportation in 2000. Contained in each of these reports are capital improvement alternatives which list optional actions for the maintenance and rehabilitation of runway, taxiway and aircraft parking apron pavements at the respective airport based on pavement evaluations and a Pavement Condition Index (PCI).

## **5.4 AIRSPACE AND AIR TRAFFIC CONTROL**

This section discusses airspace, air traffic control (ATC) facilities and operations in the State of Nevada. Navigational aids, landing aids and visual aids are also considered.

### **5.4.1 Airspace and Air Traffic Control**

In general, existing airspace procedures and ATC facilities provide safe, orderly and expeditious flow of air traffic and do not limit the capacity of aviation activity in the State. The aviation demand forecasts indicate that activity levels will remain below airfield capacity levels for essentially all of the Nevada Airport System Plan airports.

Approximately 40 percent of the airspace within the State is military special use airspace (SUA), as discussed in Chapter 2. The restrictions imposed by Restricted Areas, Alert Areas and Military Training Routes (MTRs) do not pose a great inconvenience to the air carrier airlines. However, in some cases, SUA does limit the efficiency of general aviation flying. SUA is a joint effort by the FAA and the

Table 5-3  
**AIRPORT DEFICIENCIES**  
 Nevada Airport System Plan

Airport Name	Critical Aircraft	Airport Category	Airport Reference Code (ARC)	Primary		Runway Safety Area	Runway Lighting	Taxiway System	Approach/ Landing Aids		Visual Approach Aids		Weather Data	Fencing
				Runway Length	Runway Width				Landing Aids	Approach Aids				
Alamo Landing Field	Cessna 172	BA	A-I	✓	✓	X	X	X	NR	NR	NR	X	X	
Austin Airport	Beech Baron	RA	B-I	✓	✓	✓	✓	✓	NR	NR	✓	✓	X	
Battle Mountain Airport	Cessna Citation III	CA	B-II	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Beatty Airport	Beech King Air	RA	B-II	✓	✓	✓	✓	X	NR	NR	✓	✓	✓	
Boulder City Municipal Airport	Cessna Citation II	CM-PR	B-II	✓	X	X	X	✓	X	X	✓	✓	NAF	
Carson Airport (Carson City)	Beech King Air	RL	B-II	X	✓	✓	✓	✓	X	X	✓	✓	✓	
Crescent Valley Airport	Cessna 172	BA	A-I	✓	✓	X	X	X	NR	NR	✓	✓	X	
Currant Ranch Airport	Cessna 172	BA	A-I	✓	✓	X	X	X	NR	NR	✓	✓	X	
Dayton Valley Airpark	Beech King Air	CA	B-II	X	✓	X	X	X	X	X	✓	X	X	
Denio Junction Airport	Cessna 172	BA	A-I	✓	✓	X	X	X	NR	NR	✓	✓	X	
Derby Field (Lovelock)	Beech King Air	CA	B-II	✓	✓	X	✓	X	✓	✓	✓	✓	✓	
Dyer Airport	Cessna 172	BA	A-I	X	✓	X	X	X	NR	NR	✓	✓	✓	
Echo Bay Airstrip	Beech Baron	RA	B-I	✓	X	✓	X	✓	NR	NR	X	✓	✓	
Elko Regional Airport/J.C. Harris Field	Boeing 737	CM-PR	C-III	✓	✓	✓	X	✓	✓	✓	✓	✓	✓	
Ely Airport/Yelland Field	Fairchild Metro	CM	B-II	✓	✓	✓	X	✓	✓	✓	✓	✓	NAF	
Empire Airport	Cessna 172	BA	A-I	✓	X	X	X	X	NR	NR	✓	✓	✓	
Eureka Airport	Beech Baron	RA	B-I	✓	✓	✓	✓	X	NR	NR	✓	✓	X	
Fallon Municipal Airport	Beech King Air	CA	B-II	✓	✓	X	✓	✓	✓	✓	✓	X	✓	
Gabbs Airport	Beech Baron	BA	B-I	✓	✓	X	X	X	NR	NR	✓	✓	✓	
Goldfield Airport	Cessna 172	BA	A-I	X	X	X	X	X	NR	NR	✓	✓	X	
Hadley Airport (Round Mountain)	Beech King Air	RA	B-II	✓	✓	X	X	X	NR	NR	✓	✓	✓	
Harriet Field (Wells Municipal Airport)	Cessna Citation II	CA	B-II	X	✓	X	✓	X	X	X	✓	X	✓	
Hawthorne Municipal Airport	Beech Baron	CA	B-I	✓	✓	✓	✓	✓	X	X	✓	✓	✓	
Henderson Executive Airport (Las Vegas)	Cessna Citation III	RL	B-II	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Jackpot Airport/Hayden Field	Cessna Citation II	RA	B-II	✓	✓	✓	✓	✓	NR	NR	✓	✓	✓	
Jean Airport	Beech Baron	CA	B-I	X	✓	✓	✓	✓	X	X	✓	X	✓	
Kidwell Airport (Cal-Nev-Ari)	Beech Baron	BA	B-I	✓	✓	X	NSTD	✓	NR	NR	✓	✓	X	
Kingston Airport	Cessna 172	BA	A-I	X	✓	✓	X	X	NR	NR	✓	✓	X	
Lida Junction Airport (Goldfield)	Cessna 172	BA	A-I	✓	✓	X	X	X	NR	NR	✓	✓	X	
Lincoln County Airport (Panaca)	Beech Baron	RA	B-I	✓	✓	✓	✓	X	NR	NR	✓	✓	✓	
McCarran International Airport	Boeing 747	CM-PR	D-V	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Mesquite Municipal Airport	Cessna Citation III	CA	B-II	✓	✓	X	✓	✓	X	X	✓	X	X	
Mina Airport	Cessna 172	BA	A-I	✓	✓	X	X	X	NR	NR	✓	✓	X	
Minden-Tahoe Airport	Cessna Citation III	CA	B-II	✓	✓	X	✓	✓	✓	✓	✓	✓	✓	

Table 5-3

**AIRPORT DEFICIENCIES**  
**Nevada Airport System Plan**

Airport Name	Critical Aircraft	Airport Category	Airport Reference Code (ARC)	Airport				Approach/Landing Aids				Visual Approach Aids		Weather Data	Fencing
				Runway Length	Runway Width	Runway Safety Area	Runway Lighting	Taxiway System	Landing Aids	Visual Approach Aids	Weather Data				
North Las Vegas Airport	Cessna Citation II	CM-PR	B-II	✓	X	✓	X	✓	✓	✓	✓	✓	✓	✓	✓
Owyhee Airport	Beech King Air	RA	B-II	✓	✓	X	X	NR	NR	X	X	X	X	X	✓
Perkins Field (Overton)	Cessna Citation II	CA	B-II	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Reno Stead Airport	Boeing 727	RL	C-III	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Reno/Tahoe International Airport	Boeing 777	CM-PR	D-V	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rosaschi Air Park	Beech King Air	RA	B-II	✓	✓	X	X	NR	NR	X	X	X	X	X	✓
Searchlight Airport	Cessna 172	RA	B-II	✓	✓	X	X	NR	NR	X	X	X	X	X	✓
Silver Springs Airport	Cessna 172	RA	B-II	✓	✓	✓	✓	NR	NR	X	X	X	X	X	✓
Sky Ranch Estates Airport (Sandy Valley)	Beech King Air	RA	B-I	X	X	X	NSTD	NSTD	NR	NR	NR	NR	NR	NR	X
Spanish Springs Airport (Reno)	Cessna 172	BA	B-I	✓	✓	X	X	NR	NR	NR	NR	NR	NR	NR	X
Stevens/Crosby Field (North Fork)	Beech King Air	BA	A-I	X	X	X	X	X	NR	X	NR	NR	NR	NR	X
Tiger Field (Fernley)	Cessna 172	CA	B-I	X	X	X	X	✓	✓	✓	✓	✓	✓	✓	✓
Tonopah Airport	Beech Baron	CA	B-II	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Winnemucca Municipal Airport	Boeing 737	CA	B-II	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Yerington Municipal Airport	Fairchild Metro	CA	B-II	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

CM-PR = Commercial Service Airport-Primary (over 10,000 annual enplaned passengers)

CM = Commercial Service Airport (over 2,500 enplaned passengers)

RL = Reliever Airport

CA = Community Airport

BA = Basic Airport

RA = Rural Airport

Notes: ✓ = Meets Minimum Airport Development Standards

X = Deficient Re Minimum Airport Developme

NR = Not Required

NAF = Needs Airside Security Fencing

NSTD = Non Standard

SOURCE: Nevada Department of Transportation and Aries Consultants Ltd.

Department of Defense (DOD), and there is a continuing effort by these two groups to increase the level of safety and convenience for both civil and military users of the airspace over the State.

#### 5.4.2 Navigational Aids

The existing en route navigational aids are basically adequate for existing aviation activity. The airway system based on very high frequency omnidirectional range (VORs) and tactical air navigation facility (TACANs) is in the process of being replaced by a global positioning system (GPS). It had been expected that removal of part of the VOR/TACAN system would have started by now. However, it is expected that the transition will take longer than previously planned.

Those airports with published instrument flight rules (IFR) approach procedures are listed in Table 2-6. Most of the airports in the Nevada Airport System Plan do not have published IFR approach procedures. As time and money permits, the FAA is developing GPS procedures for additional airports throughout the State and the country. Many of the general aviation airports are in need of other landing and visual navigational aids. Table 5-2 lists approach/landing aids and visual approach aids by airport category, among other development standards.

Navigational aids are generally classified by two functional types:

- En route navigational aids, which primarily assist en route navigation, and
- Terminal navigational aids, which assist operations (landings and departures) in and around airports.

Terminal navigational aids included in the minimum development standards consist of the following:

- **Precision approach path indicator (PAPI):** A system of lights that indicate the proper approach slope to a runway.
- **Visual approach slope indicator (VASI):** A system of lights that indicate the proper approach slope to a runway.
- **Runway end identifier lights (REIL):** Consists of a pair of synchronized flashing lights located laterally on each side of the runway threshold. REILs are installed at many airfields to provide rapid and positive identification of the approach end of a particular runway.

- **Non-directional beacon (NDB):** A radio beacon transmitting a signal that is used by pilots to provide guidance to or from the transmitting antenna. NDBs can be used as a component of, or the main basis for, IFR approach procedures.
- **Instrument landing system (ILS):** A precision instrument approach system consisting of a localizer, glide slope, outer marker, inner marker and approach lights. Distance measuring equipment (DME) may be substituted for the old standard low frequency outer and inner markers.
- **Localizer (LOC):** A component of an ILS which provides, by means of radio signals from a transmitter located within the physical boundaries of an airport and a specialized airborne receiver, lateral course guidance to the runway and can be used without the other components to provide a nonprecision instrument approach aligned within 3 degrees of the runway alignment.
- **Localizer-type directional array (LDA):** Similar to LOC above, this aid provides, by means of radio signals from a transmitter located within the physical boundaries of an airport and a specialized airborne receiver, lateral course guidance for aircraft descending to land. The primary distinction between an LOC and an LDA is that the final approach course provided by the LDA is not aligned within 3 degrees of the runway centerline. Glide slope information is never provided in conjunction with an LDA.
- **Global positioning system (GPS):** A series of standardized, predetermined, and published aerial maneuvers which are based on navigational data received from earth-orbiting satellites and which enable aircraft to descend toward an airport with the intention of landing when meteorological conditions are such that a safe approach cannot be made solely through the use of visual information. A typical nonprecision GPS approach permits aircraft to descend to within 400 to 500 feet of the surface solely on the basis of satellite navigation aids.
- **VHF Omnidirectional range (VOR):** A ground-based electronic navigation aid that transmits very high frequency navigation signals and provides azimuth guidance to or from the station. Used as the basis for navigation in the National Airspace System. Although the VOR is a standard for en route navigation, they are sometimes used as the basis of IFR approach procedures.
- **Distance measuring equipment (DME):** Used to measure the slant range nautical mile distance of an aircraft from the DME navigational aid. The ground-based DME equipment is co-located with other ground-based equipment such as VOR, LOC, etc. When DME is required for an IFR procedure, it appears in the identification (i.e., VOR/DME or LOC/DME). When it is required for an ILS, it is stated in text

on the face of the procedure. DME ground stations are not usually used with GPS procedure because of its inherent distance information. GPS distance information can be substituted for required DME identified positions or fixes.

- **VOR/DME:** A ground station that provides both azimuth and slant distance information to the station with an approach procedure from the station to the airport.
- **Area Navigation:** Area navigation (RNAV) equipment can compute the airplanes position actual track and ground speed. Typical equipment can provide other pertinent information such as distance, time, bearing and crosstrack error relative to a selected point above the ground and the selected route. Modern multi sensor systems can integrate one or more of the above systems to provide a more accurate and reliable navigational system. Due to the different levels of performance, area navigation capabilities can satisfy different levels of required navigational performance (RNP).

Some examples of RNAV systems include INS, LORAN C, VOR/DME and GPS, and are described below:

- **INS** systems are totally self-contained and require no information from external references.
- **LORAN-C** is a long range navigation system that uses ground waves transmitted at low frequency, providing position information at ranges up to 600 to 1,200 nautical miles.
- **VOR/DME** is a ground station that provides both azimuth and slant range information. With the proper on-board equipment position, track and ground speed computed. The track can be independent of the location of VOR/DME station, thereby, providing Area Navigation capability.
- **GPS** is a space based radio positioning, navigation and time-transfer system. The system provides highly accurate position and velocity information, and precise time, on a continuous global basis, to an unlimited number of property equipped users.
- **WAAS** is a satellite navigation system consisting of equipment and software which augments the GPS standard positioning service (SPA). The WAAS provides enhanced integrity, accuracy, availability, and continuity over and above GPS SPS. The differential correction function provides improved accuracy for precision approaches.

Depending on the RNAV equipment available aboard an aircraft there are presently four IFR approach minimums available to the pilot. They are LPV, LNAV/VNAV, and LNAV.

- **LPV** is an approach procedure with vertical guidance based on WAAS lateral and vertical guidance. The altitude and visibility minimums can be as low as 200 feet and ½ mile.
- **LNAV/VNAV** is an approach procedure that permits the use of several different combinations of equipment providing lateral (LNAV) and vertical (VNAV) guidance
- **LNAV** is an approach with LNAV only and no vertical guidance. This could be a procedure using GPA without WAAS or LORAN-C without vertical guidance.
- **Approach Lighting System:** An approach lighting system by means of a standardized array of lights on the ground provides visual cues, which enable pilots of aircraft approaching the runway in conditions of darkness or poor visibility, to align the flight path of the aircraft with the extended centerline of the runway.

When installing a precision ILS, it is desirable to install an approach lighting system along with high intensity runway lights (HIRL) to enhance the approach, particularly during night or reduced visibility operations. However, for the purposes of this report, it is recommended that a medium intensity approach lighting system with runway alignment indicator lights (MALSR) be installed in conjunction with an ILS.

Minimum airfield lighting and terminal navigational aids for the Nevada Airport System Plan were determined for each airport based on the standards identified in Table 5-2.

## 5.5 DESCRIPTION OF RECOMMENDED AIRPORT SYSTEM

The location of all recommended Nevada Airport System Plan airports is illustrated on Figure 5-1. Airport development figures and tables following this discussion provide a detailed description of the recommended airport system. Each figure presents an airport within the system, along with information describing its current conditions and facilities. New facility improvements contained in the recommended system for each airport are then presented by phase in order to meet the established minimum standards, or those improvements contained in the most current individual airport master plan, where available, are utilized. The following phases have been established for this study:

- Phase I - 2009 – 2013
- Phase II - 2014 – 2018
- Phase III - 2019 – 2025

In addition the costs for developing the recommended system, estimated in 2008 dollars, are presented by improvement and by phase for each airport.

### 5.5.1 New Airports

In addition to improvements at the existing publicly-owned and privately-owned public-use airports, the recommended system plan includes at least three new airports and one heliport planned for development during the 2025 planning period. Additional information on planned improvements and the costs of these new airports will be added to this report as it becomes available. These new airports are as follows:

**Ivanpah Valley Airport** – A commercial service airport to accommodate some of the air carrier passenger and cargo activity in the Las Vegas area.

**Mesquite Airport** – A new general aviation airport to serve general aviation activity in the Mesquite area. This airport would replace the existing Mesquite Municipal Airport.

**Pahrump Valley Airport** – A new general aviation airport to serve the business, personal and recreational aviation needs of Southern Nye County.

**Southern Nevada Regional Heliport** – A new heliport to serve sightseeing-helicopter air taxi activity in Clark County.

### 5.5.2 Privately-Owned, Public-Use Airports

The recommended airport system identifies six privately-owned, public-use airports to be included as part of the Nevada Airport System Plan. Since privately-owned airports are currently ineligible for federal funding, recommended improvements and their associated costs will likely be impossible to promote or fund at the local level. Even though a relatively small number of privately-owned airports are included, the significance of these facilities may make it desirable to adopt legislation enabling these facilities to become eligible for funding provided that an operating agreement between the airport and the local governing body be reached to insure that the airport will remain open for public-use. This agreement should be established for a minimum specified time, such as 20 years, in order to provide a reasonable return on public investment. Otherwise, privately-owned airports have, historically, tended to periodically enter and/or leave the airport system because of various reasons; e.g., use of land for other development, encroachment, financial considerations, and interest or lack of interest on the part of the airport owner.

### 5.5.3 Military Airports

The military, and military airports, play a significant role in aviation in Nevada. This includes military aviation activity and airspace, and air traffic control considerations. The major military airports are identified on Figure 5-1. There are also other military and government airports in Nevada that are not identified on Figure 5-1 but are shown earlier on Figure 2-3. It is assumed that any needed improvements at these airports will be funded by the Department of Defense or other appropriate government agency.

### 5.5.4 Recommended Facility Improvements

Facility improvements, based on the minimum development standards outlined in Table 5-2 for each airport category, that would be recommended for the individual airports are identified in Table 5-4. FAA and other planning standards and development assumptions impacted some of these standards and are briefly discussed below.

- **Existing Facilities and Activity Data** – This data was compiled primarily from individual airport sponsors, the Nevada Department of Transportation, Office of Aviation Planning, and FAA.
- **Primary Runway Length** – The recommended runway length is based on the computer model contained in FAA AC 150/5300-13, *Airport Design*. The computed runway lengths are rounded to the nearest 100 feet.
- **Secondary or Crosswind Runway Length** – This runway length is computed as 80 percent of the primary runway length. The computed length is rounded to the nearest 100 feet.
- **Taxiway System** – The required taxiways are based on the requirements contained in FAA AC 150/5300-13, *Airport Design*, for appropriate separation and width standards. These standards are based on assumed ARC designations and the critical aircraft.
- **Visual Approach Aids** – For the Commercial Service Airports, a MALSR is used as the requirement in conjunction with an ILS, if no other approach lighting system is present along with a VASI/PAPI or REIL. For the Reliever and Community Airports, a VASI/PAPI or REIL on both of the primary runway ends is the requirement if no other system is present. For Rural Airports, REILs are the requirement. A rotating beacon is also required for the above airport categories. For Basic Airports there are no requirements.

Table 5-4

**ACTIONS NECESSARY TO MEET MINIMUM AIRPORT STANDARDS**  
Nevada Airport System Plan

Facility and Minimum Standards	Minimum <sup>3</sup> Runway Length	Longest Runway Length	Longest Runway Width	Runway Lighting	Most Precise Instrument Approach Procedure	Visual Approach Aids (VASI/PAPI/REIL)	Taxiway System	Automated Weather System (AWOS/ASOS)	Fencing	Available Fuel Grades
<b>COMMERCIAL SERVICE/PRIMARY AIRPORT (CM-PR)</b> <sup>1</sup>			150	HIRL	ILS, LDA/DME	VASI/PAPI/REIL	PARALLEL	AWOS/ASOS	SECURITY	100LL, A
Boulder City Municipal Airport	5,000	4,800	75	MIRL <sup>2</sup>	NONE	PAPI/REIL	PARALLEL	AWOS	NONE	100LL, A
Elko Regional Airport/J.C. Harris Field	7,000	7,214	150	MIRL	LDA/DME,MALSR	VASI	PARALLEL	ASOS	SECURITY	100LL, A
McCarran International Airport	14,000	14,510	150	HIRL	ILS,MALSR	PAPI/REIL	PARALLEL	ASOS	SECURITY	100,100LL,A
North Las Vegas Airport	5,000	5,004	75	MIRL	ILS	PAPI	PARALLEL	ASOS	SECURITY	80,100LL,A
Reno/Tahoe International Airport	11,000	11,002	150	HIRL	ILS,MALSR	PAPI/REIL	PARALLEL	ASOS	SECURITY	80,100LL,A
<b>COMMERCIAL SERVICE AIRPORT (CM)</b>			150	HIRL	GPS/VOR	VASI/PAPI/REIL	PARALLEL	AWOS/ASOS	SECURITY	100LL, A
Ely Airport / Yelland Field	6,000	6,018	150	MIRL	VOR/DME,GPS	VASI	PARALLEL	ASOS	SECURITY	100LL, A
<b>RELIEVER AIRPORT (RL)</b>			75	MIRL	GPS/VOR	VASI/PAPI/REIL	PARALLEL	AWOS/ASOS	PERIMETER	100LL, A
Carson Airport	7,000	5,906	75	MIRL	NONE	VASI/PLASI	PARALLEL	AWOS	PERIMETER	100,100LL,A
Henderson Executive Airport (Las Vegas)	5,700	6,501	100	MIRL	RNAV (GPS)	PAPI	PARALLEL	ASOS	PERIMETER	100LL, A
Reno - Stead Airport	6,700	9,000	150	HIRL	RNAV (GPS)	PAPI/REIL	PARALLEL	AWOS	PERIMETER	100LL, A
<b>COMMUNITY AIRPORT (CA)</b>			60	MIRL	GPS/VOR	VASI/PAPI/REIL	PARALLEL/PARTIAL	AWOS/ASOS	PERIMETER	100LL
Battle Mountain	6,000	7,300	150	MIRL	VOR/DME	VASI/REIL	PARTIAL	AWOS	PERIMETER	100LL, A
Dayton Valley Airpark	5,900	5,343	75	NONE	NONE	NO BEACON	NONE	NONE	NONE	NONE
Derby Field (Lovelock)	5,500	5,529	75	MIRL	VOR/DME (GPS)	VASI/REIL	TURNAROUNDS	ASOS	PERIMETER	100LL,
Fallon Municipal Airport	5,600	5,703	75	MIRL	VOR/DME (GPS)	PAPI	PARALLEL	NONE	PERIMETER	100LL, A
Harriet Field (Wells Municipal Airport)	7,000	5,498	150	MIRL	NONE	NONE	NONE	NONE	PERIMETER	100LL
Hawthorne Municipal Airport	5,700	6,000	100	MIRL	NONE	PAPI/REIL	PARTIAL	AWOS	PERIMETER	100LL, A
Jean Airport	5,000	4,600	75	MIRL	NONE	NONE	PARALLEL	NONE	PERIMETER	100LL, A
Mesquite Municipal Airport	4,600	5,100	75	MIRL	NONE	PAPI/REIL	PARALLEL	NONE	PARTIAL	100LL, A
Minden-Tahoe Airport	6,200	7,400	100	MIRL	GPS	VASI	PARALLEL	AWOS	PERIMETER	100LL, A
Perkins Field (Overton)	4,200	4,800	75	MIRL	NONE	NONE	PARALLEL	NONE	PERIMETER	100LL
Tiger Field (Fernley)	5,800	5,600	40	NONE	NONE	NO BEACON	PARTIAL	NONE	PARTIAL	NONE
Tonopah Airport	6,600	7,057	80	MIRL	GPS	PAPI/VASI	PARALLEL	ASOS	PERIMETER	100LL, A
Winnemucca Municipal Airport	5,800	7,000	100	MIRL	RNAV(GPS) (LPV)	VASI	PARALLEL	ASOS	PERIMETER	100LL, A
Yerington Municipal Airport	5,800	5,800	75	MIRL	NONE	PAPI/REIL	PARALLEL	NONE	PERIMETER	100LL
<b>RURAL AIRPORT (RA)</b>			60	MIRL	GPS/NONE	REIL/BEACON	PARTIAL PARALLEL	WIND INDICATOR	PERIMETER	NONE
Austin	5,000	6,000	75	MIRL	NONE	PAPI/REIL	TURNAROUNDS	WIND INDICATOR	PERIMETER	NONE
Beatty	3,700	5,600	60	MIRL	NONE	BEACON	TURNAROUNDS	WIND INDICATOR	PERIMETER	NONE
Echo Bay Airstrip	3,300	3,400	50	NONE	NONE	NO BEACON	PARALLEL	WIND INDICATOR	PERIMETER	NONE
Eureka Airport	5,100	7,300	60	HIRL	NONE	PAPI	TURNAROUNDS	WIND INDICATOR	PARTIAL	100LL,A
Hadley Airport (Round Mountain)	4,800	6,776	60	NONE	NONE	NO BEACON	NONE	WIND INDICATOR	PERIMETER	NONE
Jackpot Airport/Hayden Field	4,800	6,200	60	MIRL	NONE	VASI	PARALLEL	WIND INDICATOR	PERIMETER	100LL
Lincoln County Airport (Panaca)	4,500	4,620	60	MIRL	NONE	BEACON	NONE	WIND INDICATOR	PERIMETER	NONE
Owyhee Airport	4,800	6,700	60	NONE	NONE	NO BEACON	NONE	WIND INDICATOR	PERIMETER	NONE
Rosaschi Air Park	3,500	4,800	32	NONE	NONE	NO BEACON	NONE	WIND INDICATOR	PARTIAL	100LL

Table 5-4 Continued  
**ACTIONS NECESSARY TO MEET MINIMUM AIRPORT STANDARDS**

Facility and Minimum Standards	Minimum Standard Runway Length	Longest Runway Length	Longest Runway Width	Runway Lighting	Most Precise Instrument Approach Procedure	Visual Approach Aids (VASI/PAPI/REIL)	Taxiway System	Automated Weather Service (AWOS/ASOS)	Fencing	Available Fuel Grades
<b>RURAL AIRPORT (RA) (continued)</b>										
Searchlight Airport	3,800	5,040	60	MIRL	GPS, NONE	REIL/BEACON	PARTIAL PARALLEL	WIND INDICATOR	PERIMETER	NONE
Silver Springs Airport	4,200	5,998	70	NONE	NONE	NO BEACON	NONE	WIND INDICATOR	PARTIAL	NONE
Sky Ranch Estates Airport (Sandy Valley)	3,700	3,340	75	MIRL	NONE	NO BEACON	PARALLEL	AWOS	PERIMETER	NONE
			45	NSTD <sup>4</sup>	NONE	NO BEACON	PARTIAL	WIND INDICATOR	NONE	100LL
<b>BASIC AIRPORT (BA)</b>										
Alamo Landing Field	3,100	5,000	60	REFLECTORS	NONE	NONE	TURNAROUNDS	WIND INDICATOR	PERIMETER	NONE
Crescent Valley Airport	3,500	5,424	120	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Curran Ranch Airport	3,700	5,100	60	NONE	NONE	NONE	NONE	WIND INDICATOR	PARTIAL	NONE
Denio Junction Airport	3,300	3,430	80	NONE	NONE	NONE	NONE	WIND INDICATOR	NONE	NONE
Dyer Airport	3,600	2,870	90	NONE	NONE	NONE	NONE	WIND INDICATOR	NONE	MOGAS
Empire Airport	3,200	3,770	50	NONE	NONE	NONE	NONE	WIND INDICATOR	PERIMETER	NONE
Gabbs Airport	3,500	5,900	42	NONE	NONE	NONE	NONE	WIND INDICATOR	PERIMETER	NONE
Goldfield Airport	3,800	3,150	80	NONE	NONE	BEACON	NONE	WIND INDICATOR	PERIMETER	NONE
Kidwell Airport (Cal-Nev-Ari)	2,700	4,140	37	NONE	NONE	NONE	NONE	WIND INDICATOR	NONE	NONE
Kingston Airport	3,900	3,700	65	NSTD <sup>4</sup>	NONE	NONE	PARALLEL	WIND INDICATOR	PARTIAL	NONE
Lida Junction Airport (Goldfield)	3,500	6,100	80	NONE	NONE	NONE	NONE	WIND INDICATOR	PARTIAL	NONE
Mina Airport	3,400	4,600	80	NONE	NONE	NONE	NONE	WIND INDICATOR	PARTIAL	NONE
Spanish Springs Airport (Reno)	3,500	3,540	165	NONE	NONE	NONE	NONE	WIND INDICATOR	NONE	NONE
Stevens/Crosby Field (North Fork)	4,100	3,600	71	NSTD <sup>4</sup>	NONE	NONE	PARALLEL	WIND INDICATOR	PARTIAL	100LL
			50	NONE	NONE	NONE	NONE	WIND INDICATOR	PARTIAL	NONE

Note:

1. Runway length depends upon type of aircraft, stage length and payload for Commercial Service Airports
2. Red Text -- Indicates does not meet minimum standard.
3. All lengths are in feet.
4. NSTD indicates non-standard.

SOURCE: Aries Consultants Ltd.

- **Aircraft Storage Hangars** – It is suggested that, due to the weather in Nevada, the minimum standards should ideally provide for hangar storage of all based aircraft. However, because of economic considerations and depending upon individual airport needs, some space for based and itinerant aircraft tiedowns is also provided. It is assumed that a higher percentage of based aircraft would be in hangars at the Commercial Service and Reliever Airports than at the General Aviation Airports.
- **Fuel Systems** – If new fuel systems are deemed necessary, either as replacements or initial installations, it is recommended that Community Airports provide one 10,000-gallon tank for 100 low lead (LL) and Reliever or Commercial Service Airports provide a minimum of two 10,000-gallon tanks, one for 100LL and the other for Jet A fuel. The recommendations regarding fuel systems are for installation only and do not address the need or costs associated with removing any existing tanks. In addition, it is recommended that future fuel systems be installed above ground in order to be more cost efficient with respect to environmental regulations regarding fuel tanks. They should also be installed with 24-hour automated credit card systems.
- **Weather Data** – An automated weather observing system (AWOS) or automated surface observing system (ASOS) should be installed at each Commercial Service, Reliever and Community Airport. Segmented circles and lighted wind indicators should be installed at these airports and Rural Airports and wind indicators at Basic Airports.
- **Fencing** – Security and perimeter fencing and access controls should be installed to meet FAA and Transportation Security Administration (TSA) requirements.
- **General Aviation Terminal Buildings** – The minimum standards for these buildings vary from 4,000 square feet for Commercial Service Airports to a minimum of 1,000 square feet for Community Airports. General aviation terminal buildings are only recommended if aircraft operations exceed 5,000 annually; otherwise, smaller pilot lounges should be provided.
- **Vehicular Parking** – For all airport categories, a minimum number of vehicular parking spaces is identified for general aviation users based on the number of itinerant aircraft operations and based aircraft.

Figures 5-2 through 5-50, presented in the following pages, illustrate the existing airport information and the recommended 20-year capital improvement program for each of the system airports where available. The recommended capital improvement programs for the airports are based on available airport master plans and the most recent airport

capital improvement plans submitted to the FAA. The NDOT Office of Aviation Planning provided the most recent capital development projects for several airports.

In addition to the individual airport capital improvement programs presented for the existing airports, there are three new airports being planned in the State including Ivanpah (Las Vegas), Mesquite and the Pahrump Valley Airports, and a new Southern Nevada Regional Heliport.

# Figure 5-2 Airport Information and Capital Improvement Program

**Airport:** Alamo Landing Field  
**Associated City:** Alamo  
**County:** Lincoln, NV  
**Ownership:** Public  
**Airport-ID:** L92

**NPIAS No.:**  
**Site Number:** 13011.A  
**Service Level:** GA  
**Airport Category:** BA  
**Airport Reference Code:** A-1

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 1	Helicopter: 0
Aircraft Operations:	230	2007	4,300	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	1	2007	7	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Cessna 172						Ultra-Lights: 0

## Existing Facilities

**Land Area:** 640 Acres

**Elevation:** 3,719 MSL

### Primary Runway 14-32

Surface Type: Dirt  
 Condition: Fair  
 Length: 5,000'  
 Width: 120'  
 Lighting: None

### Secondary Runway 15-33

Surface Type: Dirt  
 Condition: Fair  
 Length: 2,500'  
 Width: 70'  
 Lighting: None

### Taxiway

Surface Type:  
 Condition:  
 Area:  
 Lighting:

### Apron Areas

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

### Vehicular Parking

Commercial Service:  
 General Service:

### Approach/Landing Aids

None

### Visual Approach Aids

None

### Weather Reporting

None

### Terminal Building Area

Commercial Service:  
 General Aviation:

### Aircraft Storage

Conventional:  
 T-hangar:  
 Plane Port:

### Fuel Available

None

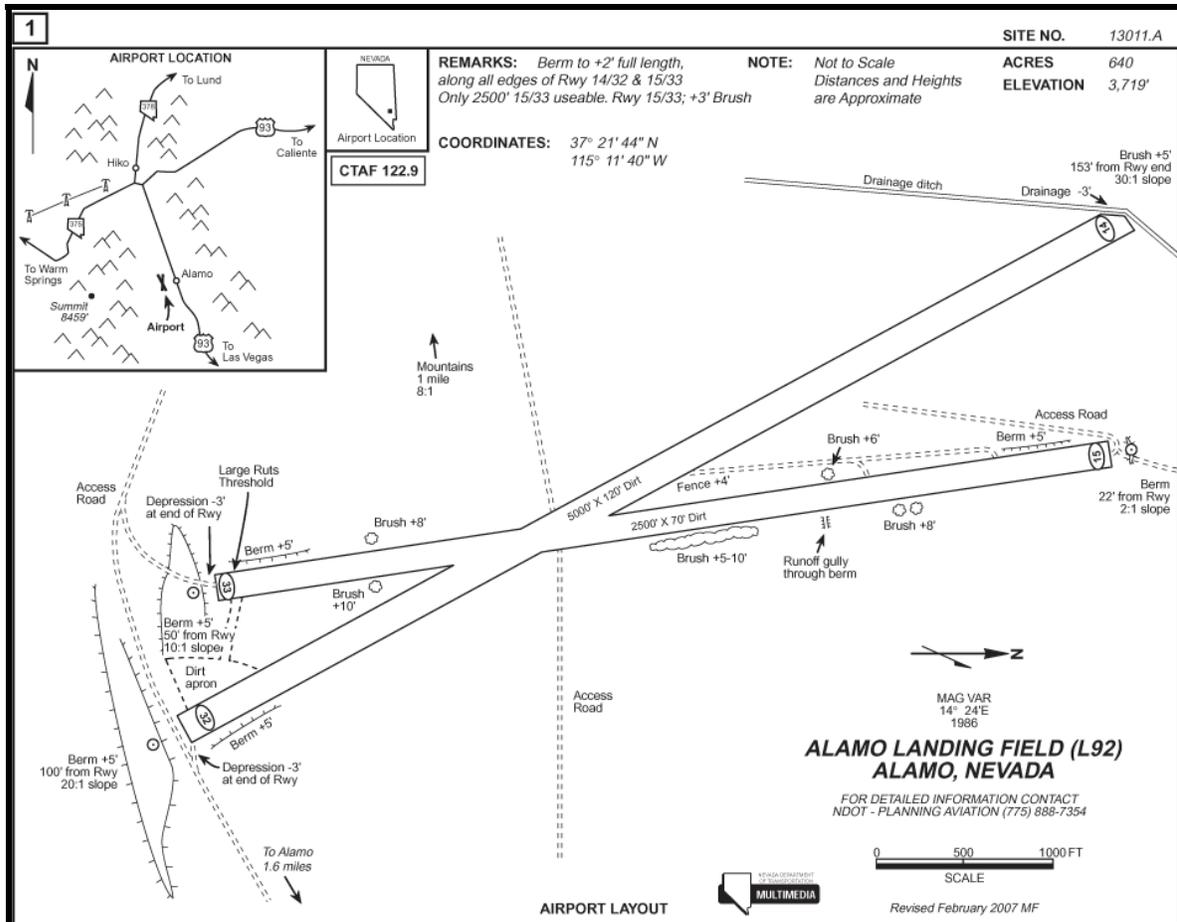


Figure 5-2 -- continued

## CAPITAL IMPROVEMENT PROGRAM

**Airport Name: Alamo Landing Field**
**Associated City: Alamo**

Project Description	2008			
	Total Costs	Federal	Local	Private
Facility Design, Phase One	450,000	427,500	22,500	0
BLM Land Acquisition	0	0	0	0
<b>Total</b>	<b>450,000</b>	<b>427,500</b>	<b>22,500</b>	<b>0</b>
Project Description	2009			
	Total Costs	Federal	Local	Private
Construct Runway/Apron /Taxiway Grading, Drawings	1,600,000	1,520,000	80,000	0
Access Road (Gravel)	350,000	332,500	17,500	0
Fencing, Gates	450,000	427,500	22,500	0
<b>Total</b>	<b>2,400,000</b>	<b>2,280,000</b>	<b>120,000</b>	<b>0</b>
Project Description	2010			
	Total Costs	Federal	Local	Private
Base Course and Paving (RW 14/32 Apron, Bypass Tws)	2,900,000	2,755,000	145,000	0
<b>Total</b>	<b>2,900,000</b>	<b>2,755,000</b>	<b>145,000</b>	<b>0</b>
Project Description	2011			
	Total Costs	Federal	Local	Private
Lighting, Visual Aids	700,000	665,000	35,000	0
<b>Total</b>	<b>700,000</b>	<b>665,000</b>	<b>35,000</b>	<b>0</b>
Project Description	2012			
	Total Costs	Federal	Local	Private
Construct Helipad	250,000	237,500	12,500	0
Construct Taxilane	150,000	142,500	7,500	0
Pave Access Road, Parking	200,000	190,000	10,000	0
<b>Total</b>	<b>600,000</b>	<b>570,000</b>	<b>30,000</b>	<b>0</b>
<b>Grand Total 2008-2012</b>	<b>7,050,000</b>	<b>6,697,500</b>	<b>352,500</b>	<b>0</b>

# Figure 5-3 Airport Information and Capital Improvement Program

**Airport:** Austin  
**Associated City:** Austin  
**County:** Lander, NV  
**Ownership:** Public  
**Airport-ID:** 9U3

**NPIAS No.:** 32-0026  
**Site Number:** 13012.A  
**Service Level:** GA  
**Airport Category:** RA  
**Airport Reference Code:** B-1

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 7	Helicopter: 0
Aircraft Operations:	1,400	2007	2030	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	7	2007	4	2020	Jet: 0	Gliders: 0
Critical Aircraft: Beech Baron						Ultra-Lights: 0

## Existing Facilities

**Land Area** 1,205 Acres

**Elevation:** 5,730 MSL

**Primary Runway 18-36**

Surface Type: Asphalt  
 Condition: Excellent  
 Length: 6,000'  
 Width: 75'  
 Lighting: MIRL

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

REIL, PAPI, Beacon

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

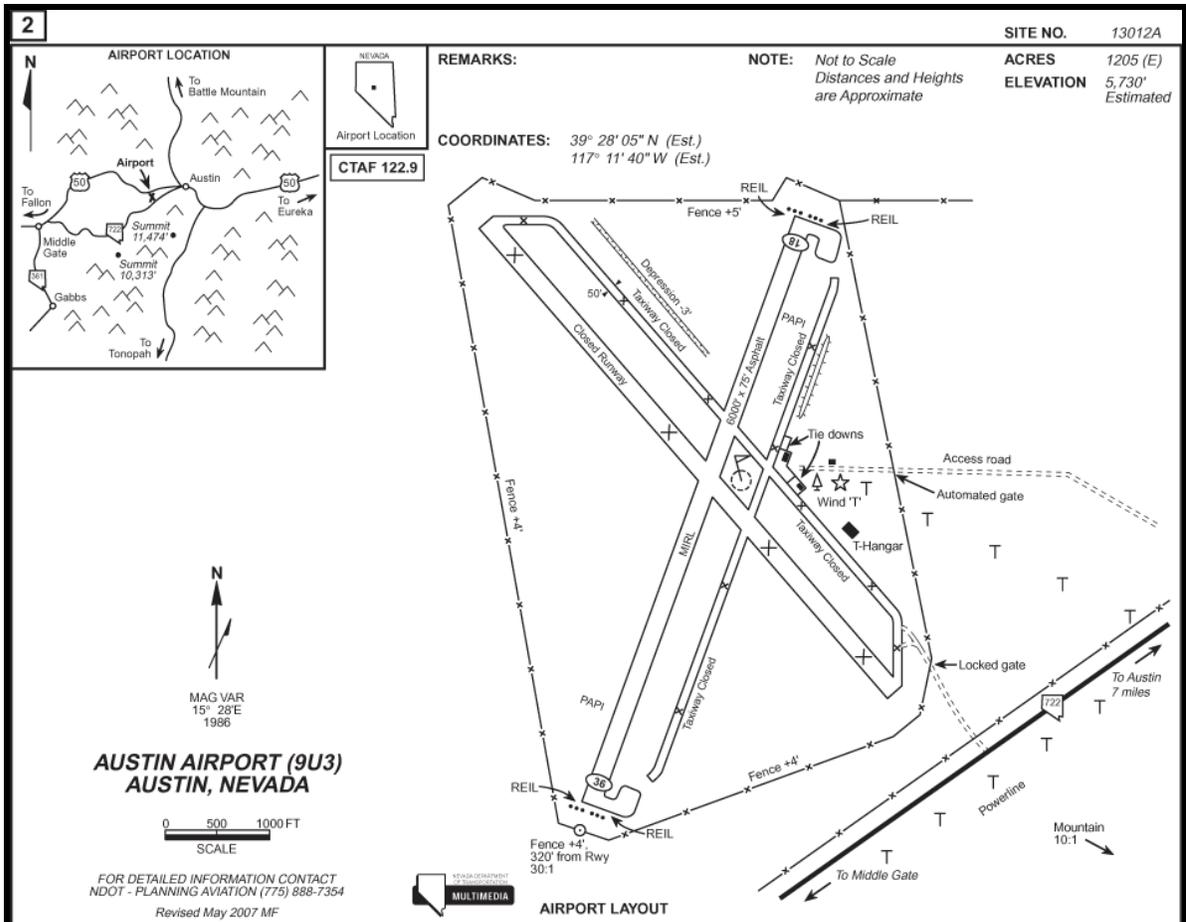


Figure 5-3 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Austin</b>		<b>Associated City: Austin</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Rehabilitate Taxiway	822,843	771,415	51,428	0
Extend Runway 18-36	636,824	597,022	39,802	0
Pavement Maintenance	1,675,048		1,675,048	0
Total Phase I 2002-2005	2,311,872	597,022	1,714,850	0

# Figure 5-4 Airport Information and Capital Improvement Program

**Airport:** Battle Mountain  
**Associated City:** Battle Mountain  
**County:** Lander, NV  
**Ownership:** Public  
**Airport-ID:** BAM

**NPIAS No.:** 32-0001  
**Site Number:** 13016.A  
**Service Level:** GA  
**Airport Category:** CA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 6	Helicopter: 0
Aircraft Operations:	11,940	2008	17,680	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	6	2008	21	2020	Jet: 0	Gliders: 0
Critical Aircraft: Cessna Citation III						Ultra-Lights: 0

## Existing Facilities

**Land Area** 1,066 Acres

**Elevation:** 4,532 MSL

**Primary Runway 03-21**

Surface Type: Asphalt  
 Condition: Excellent  
 Length: 7,299'  
 Width: 150'  
 Lighting: MIRL

**Secondary Runway 12-30**

Surface Type: Asphalt  
 Condition: Good  
 Length: 7,300'  
 Width: 100'  
 Lighting: MIRL

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

VOR, GPS

**Visual Approach Aids**

VASI-2, PAPI-4, Beacon

**Weather Reporting**

AWOS

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

Jet A, 100LL

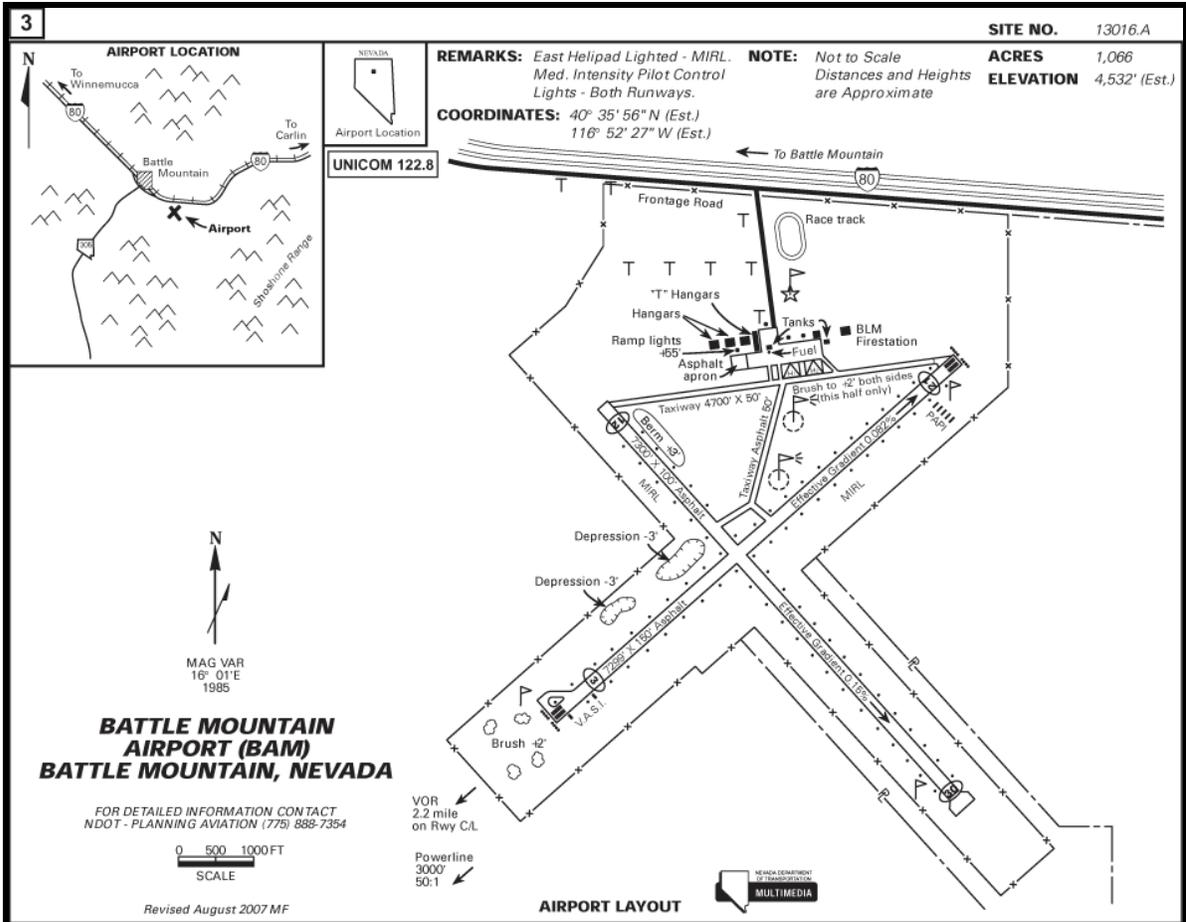


Figure 5-4 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Battle Mountain</b>		<b>Associated City: Battle Mountain</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Install Security Fencing, Relocate Fence from RSA	55,200	51,750	3,450	0
Construct Parallel Taxiway (Runway 3-21)	1,987,200	1,863,000	124,200	0
Rehabilitate Taxiway Lighting	220,752	206,955	13,797	0
Install Runway Lighting for Runway 3-21	554,400	519,750	34,650	0
Acquire Land/Easement for Approaches (List Parcels)	9,900	9,281	619	0
Expand Apron	803,880	753,638	50,242	0
Construct Rehabilitate Parking Lot (Non Revenue Producing-Non Hub/Map)	43,470	40,753	2,717	0
Construct Parallel Taxiway (Runway 12-30)	3,406,250	3,193,359	212,891	0
Pavement Maintenance	21,441		21,441	0
Total Phase I 2002-2005	7,102,493	6,638,486	464,007	0
<b>Project Description</b>	<b>Phase II</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Construct Taxiway for Hangar Area	430,920	403,988	26,932	0
Pavement Maintenance	84,474		84,474	0
Total Phase II 2006-2010	515,394	403,988	111,406	0
<b>Project Description</b>	<b>Phase III</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Pavement Maintenance	27,590		27,590	0
Total Phase III 2011-2020	27,590		27,590	0
Grand Total	7,645,477	7,042,474	603,003	0

# Figure 5-5 Airport Information and Capital Improvement Program

**Airport:** Beatty  
**Associated City:** Beatty  
**County:** Nye, NV  
**Ownership:** Public  
**Airport-ID:** BTY

**NPIAS No.:** 32-0002  
**Site Number:** 13020.1A  
**Service Level:** GA  
**Airport Category:** RA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 6	Helicopter: 0
Aircraft Operations:	1,005	2007	1,480	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	9	2008	5	2020	Jet: 0	Gliders: 3
Critical Aircraft: Beech King Air						Ultra-Lights: 0

## Existing Facilities

**Land Area** 440 Acres

**Elevation:** 3,170 MSL

**Primary Runway 16-34**

Surface Type: Asphalt  
 Condition: Excellent  
 Length: 5,600'  
 Width: 60'  
 Lighting: MIRL

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation: 11 spaces  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

Beacon

**Weather Reporting**

HIWAS

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

None

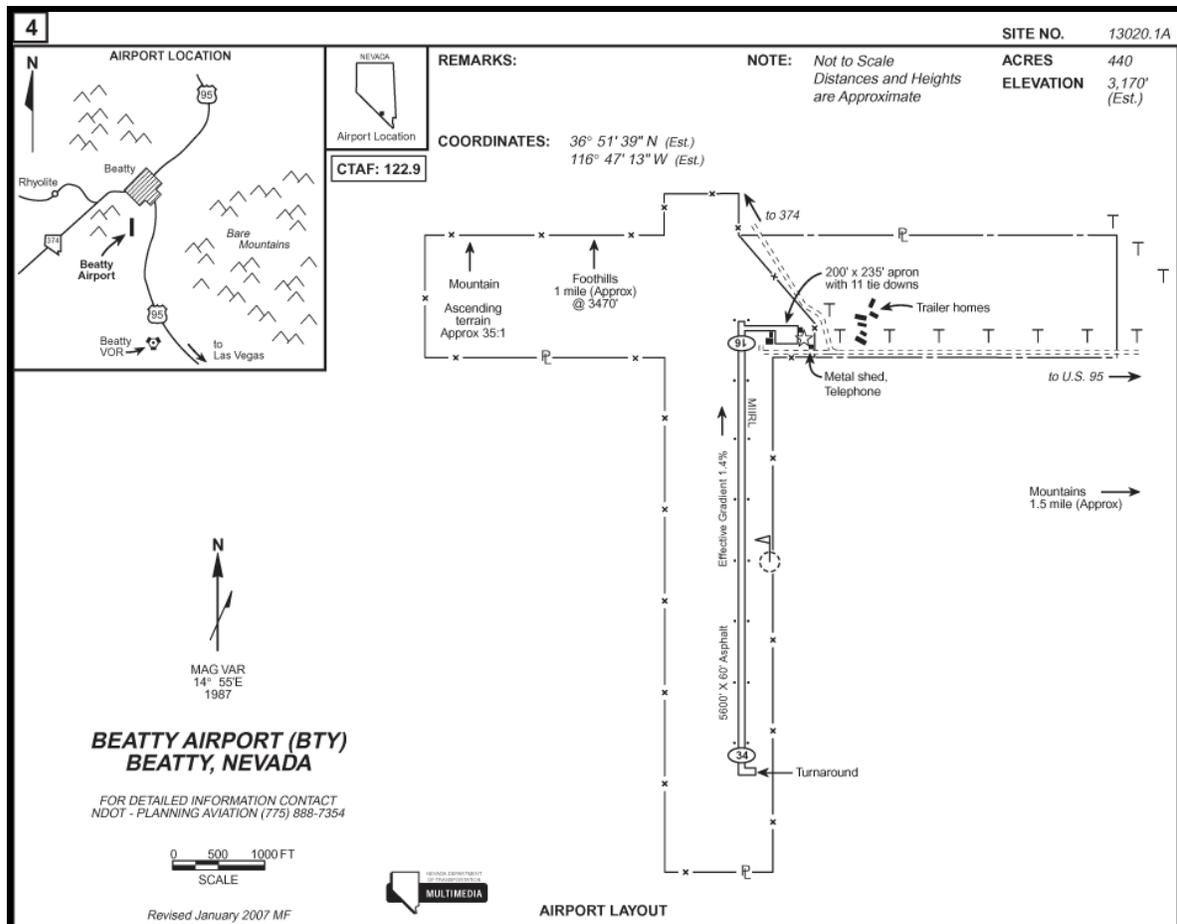


Figure 5-5 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Beatty</b>		<b>Associated City: Beatty</b>		
Project Description	Funding Year 2009			
	Total Costs	Federal	Local	Private
Emergency Backup Generator	\$60,000	\$57,000	\$3,000	0
Widen Runway 16-34 and Install MIRL - Design	140,000	133,000	7,000	0
Construct parallel taxiway to RW 16-34 with MITL - Design	290,000	275,500	14,500	0
PAPI's and AWOS - Design	30,000	28,500	1,500	0
<b>TOTAL</b>	<b>\$520,000</b>	<b>\$494,000</b>	<b>\$26,000</b>	<b>0</b>
Project Description	Funding Year 2010			
	Total Costs	Federal	Local	Private
Widen Runway 16-34 and Install MIRL - Construction	1,770,000	1,681,500	88,500	0
Construct parallel taxiway to RW 16-34 with MITL - Construction	3,480,000	3,306,000	174,000	0
PAPI's and AWOS - Construction	360,000	342,000	18,000	0
<b>TOTAL</b>	<b>\$5,610,000</b>	<b>\$5,329,500</b>	<b>\$280,500</b>	<b>0</b>
Project Description	Funding Year 2011			
	Total Costs	Federal	Local	Private
Design 5925'x75' crosswind Runway 7-25	\$400,000	\$380,000	\$20,000	0
Land Acquisition of Private Property (358-acres)	3,600,000	3,420,000	180,000	0
Land Acquisition of BLM (1,040-acres)	2,340,000	2,223,000	117,000	0
Relocate power lines underground	50,000	47,500	2,500	0
Design Gravel Road Relocation	110,000	104,500	5,500	0
<b>TOTAL</b>	<b>\$6,500,000</b>	<b>\$6,175,000</b>	<b>\$325,000</b>	<b>0</b>
Project Description	Funding Year 2012			
	Total Costs	Federal	Local	Private
Construct 5925'x75' crosswind Runway 7-25	\$7,420,000	\$7,049,000	\$371,000	0
Gravel Road relocation	1,330,000	1,263,500	66,500	0
<b>TOTAL</b>	<b>\$8,750,000</b>	<b>\$8,312,500</b>	<b>\$437,500</b>	<b>0</b>
Project Description	Funding Year 2013			
	Total Costs	Federal	Local	Private
Parallel Taxiway to Runway 7-25	\$5,180,000	\$4,921,000	\$259,000	0
<b>TOTAL</b>	<b>\$5,180,000</b>	<b>\$4,921,000</b>	<b>\$259,000</b>	<b>0</b>
<b>2009-2013 TOTAL</b>	<b>\$26,560,000</b>	<b>\$25,232,000</b>	<b>\$26,560,000</b>	<b>0</b>

# Figure 5-6 Airport Information and Capital Improvement Program

**Airport:** Boulder City Municipal  
**Associated City:** Boulder City  
**County:** Clark, NV  
**Ownership:** Public  
**Airport-ID:** 61B

**NPIAS No.:** 32-0003  
**Site Number:** 13027.11A  
**Service Level:** GA  
**Airport Category:** CM-PR  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 200	Helicopter: 16
Aircraft Operations:	50,400	2006	49,080	2020	Multi -Engine: 14	Military: 0
Based Aircraft:	235	2007	206	2020	Jet: 3	Gliders: 0
Critical Aircraft: Cessna Citation I						Ultra-Lights: 2

## Existing Facilities

**Land Area** 530 Acres

**Elevation:** 2,201 MSL

**Primary Runway 9R-27L**

Surface Type: Asphalt  
 Condition: Good  
 Length: 4,800'  
 Width: 75'  
 Lighting: MIRL

**Secondary Runway 15-33**

Surface Type: Asphalt  
 Condition: Good  
 Length: 3,850'  
 Width: 75'  
 Lighting: MIRL

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

REIL, PAPI-2, Beacon

**Weather Reporting**

Super Unicom

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

Jet A, 100LL

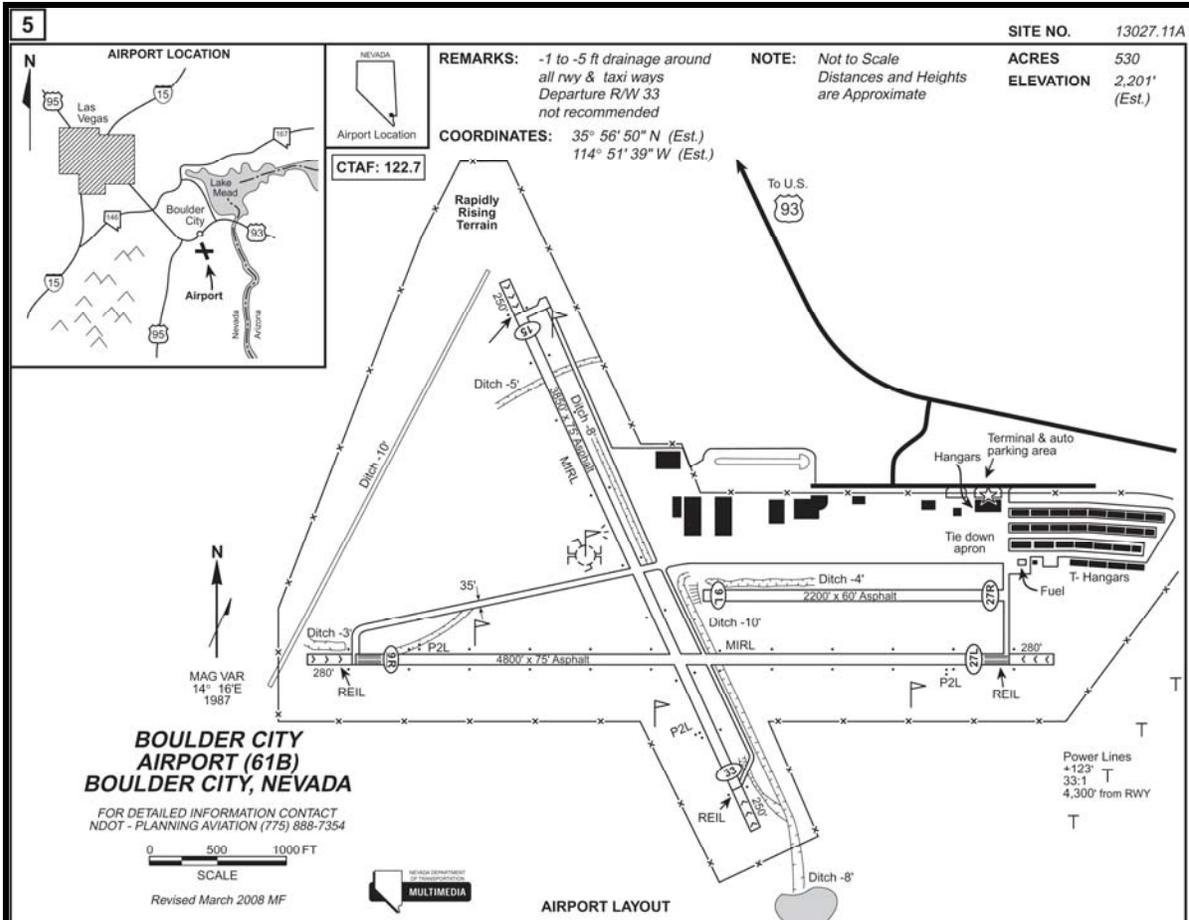


Figure 5-6 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Boulder City Municipal</b>		<b>Associated City: Boulder City</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Construct Access Road (North). Phase I	408,000	382,500	25,500	0
Expand Access Road	300,000	281,250	18,750	0
Apron Firewater Protection	225,000	210,938	14,062	0
Emergency Generator	150,000	140,625	9,375	0
Improve Airport Drainage/Erosion (Control Miscellaneous Improvements)	150,000	140,625	9,375	0
Total Phase I 2002-2005	1,233,000	1,155,938	77,062	0
<b>Project Description</b>	<b>Phase II</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Construct Helipads (5, 1 Lighted)	57,600	54,000	3,600	0
Total Phase II 2006-2010	57,600	54,000	3,600	0
Grand Total	1,290,600	1,209,938	80,662	0

# Figure 5-7 Airport Information and Capital Improvement Program

**Airport:** Carson  
**Associated City:** Carson City  
**County:** Carson City, NV  
**Ownership:** Public  
**Airport-ID:** CXP

**NPIAS No.:** 32-0004  
**Site Number:** 13042.A  
**Service Level:** RL  
**Airport Category:** RL  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 169	Helicopter: 1
Aircraft Operations:	83,500	2007	129,590	2020	Multi -Engine: 24	Military: 0
Based Aircraft:	223	2007	407	2020	Jet: 7	Gliders: 2
Critical Aircraft: Beech King Air						Ultra-Lights: 20

## Existing Facilities

**Land Area** 632 Acres

**Elevation:** 4,697 MSL

**Primary Runway 9-27**

Surface Type: Asphalt  
 Condition: Good  
 Length: 5,906'  
 Width: 75'  
 Lighting: MIRL

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type: Asphalt-concrete  
 Condition: Poor  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation: 166 spaces  
 Condition: Poor

**Vehicular Parking**

Commercial Service:  
 General Service: 120 spaces

**Approach/Landing Aids**

None

**Visual Approach Aids**

PLASI, VASI, Beacon

**Weather Reporting**

AWOS

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional: 100  
 T-hangar: 61  
 Plane Port: 31

**Fuel Available**

Jet A, 100, 100LL

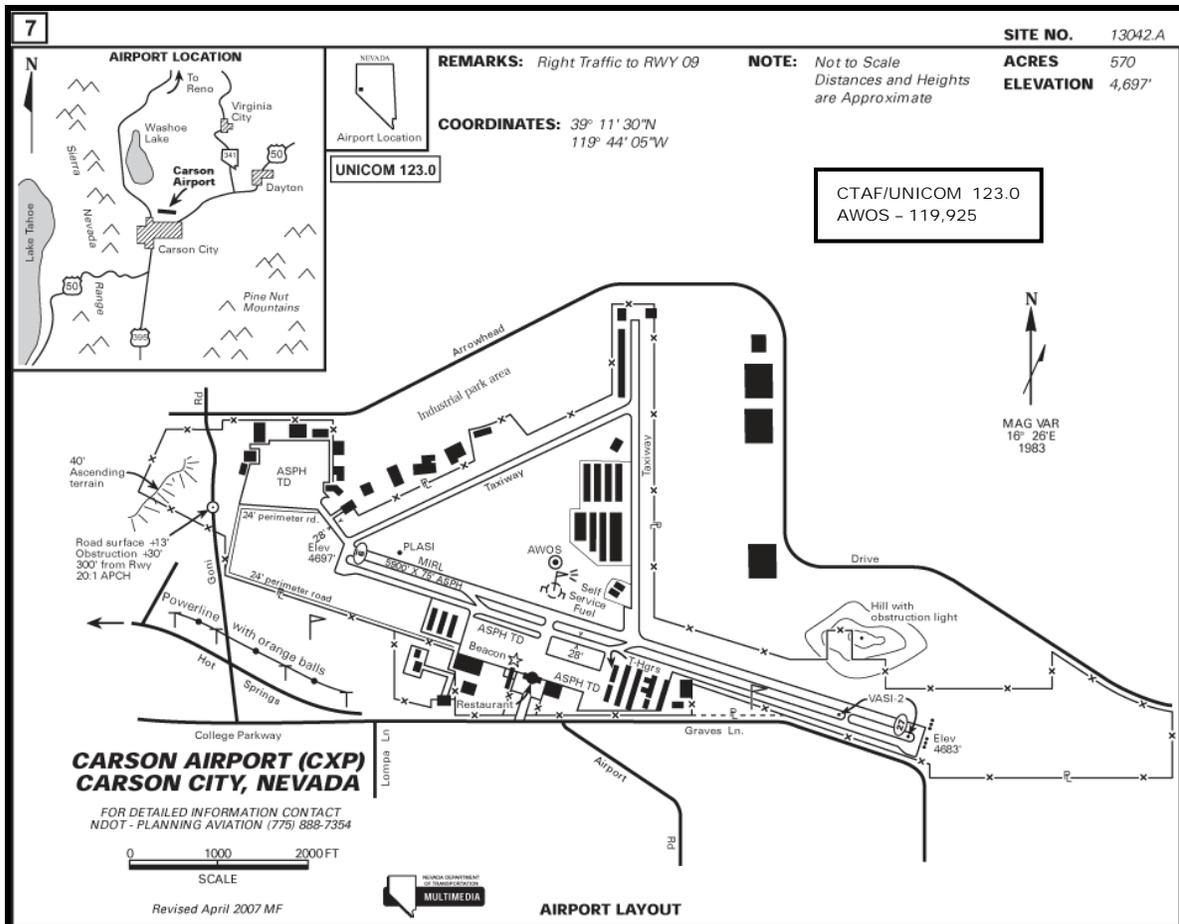


Figure 5-7 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Carson</b>		<b>Associated City: Carson City</b>		
Project Description	Funding Year 2009			
	Total Costs	Federal	Local	Private
Automated Weather Observation System	\$220,000	\$209,000	\$11,000	0
Runway 9-27 and Taxiway A Pavement Maintenance	390,000	370,500	19,500	0
Construct Parallel Taxiway D	3,020,000	2,869,000	151,000	0
Reconstruct North Apron	2,910,000	2,764,500	145,500	0
Rehabilitate Taxiways B and C	240,000	228,000	12,000	0
<b>TOTAL</b>	<b>\$6,780,000</b>	<b>\$6,441,000</b>	<b>\$339,000</b>	<b>0</b>
Project Description	Funding Year 2010			
	Total Costs	Federal	Local	Private
Construct Runway 9-27 & Taxiway A (6100'x75' BII)	\$11,040,000	\$10,488,000	\$552,000	0
<b>TOTAL</b>	<b>\$11,040,000</b>	<b>\$10,488,000</b>	<b>\$552,000</b>	<b>0</b>
Project Description	Funding Year 2011			
	Total Costs	Federal	Local	Private
Reconstruct Main Apron	\$4,230,000	\$4,018,500	\$211,500	0
<b>TOTAL</b>	<b>\$4,230,000</b>	<b>\$4,018,500</b>	<b>\$211,500</b>	<b>0</b>
Project Description	Funding Year 2012			
	Total Costs	Federal	Local	Private
Perimeter Fencing and Replace Automatic Gates	\$240,000	\$228,000	\$12,000	0
<b>TOTAL</b>	<b>\$240,000</b>	<b>\$228,000</b>	<b>\$12,000</b>	<b>0</b>
Project Description	Funding Year 2013			
	Total Costs	Federal	Local	Private
None	\$0	\$0	\$0	0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>
<b>2009-2013 TOTAL</b>	<b>\$22,290,000</b>	<b>\$21,175,500</b>	<b>\$1,114,500</b>	<b>0</b>

# Figure 5-8 Airport Information and Capital Improvement Program

**Airport:** Crescent Valley  
**Associated City:** Crescent Valley  
**County:** Eureka, NV  
**Ownership:** Public  
**Airport-ID:** U74

**NPIAS No.:**  
**Site Number:** 13044.2A  
**Service Level:** GA  
**Airport Category:** BA  
**Airport Reference Code:** A-1

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 0	Helicopter: 0
Aircraft Operations:	50	2008	?	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	0	2008	0	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft: ?</b>						Ultra-Lights: 0

## Existing Facilities

**Land Area** 640 Acres

**Elevation:** 4,787 MSL

**Primary Runway 05-23**

Surface Type: Dirt  
 Condition: Fair  
 Length: 5,424'  
 Width: 60'  
 Lighting: None

**Secondary Runway 14-32**

Surface Type: Dirt  
 Condition: Good  
 Length: 4,650  
 Width: 75'  
 Lighting: None

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

None

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

None

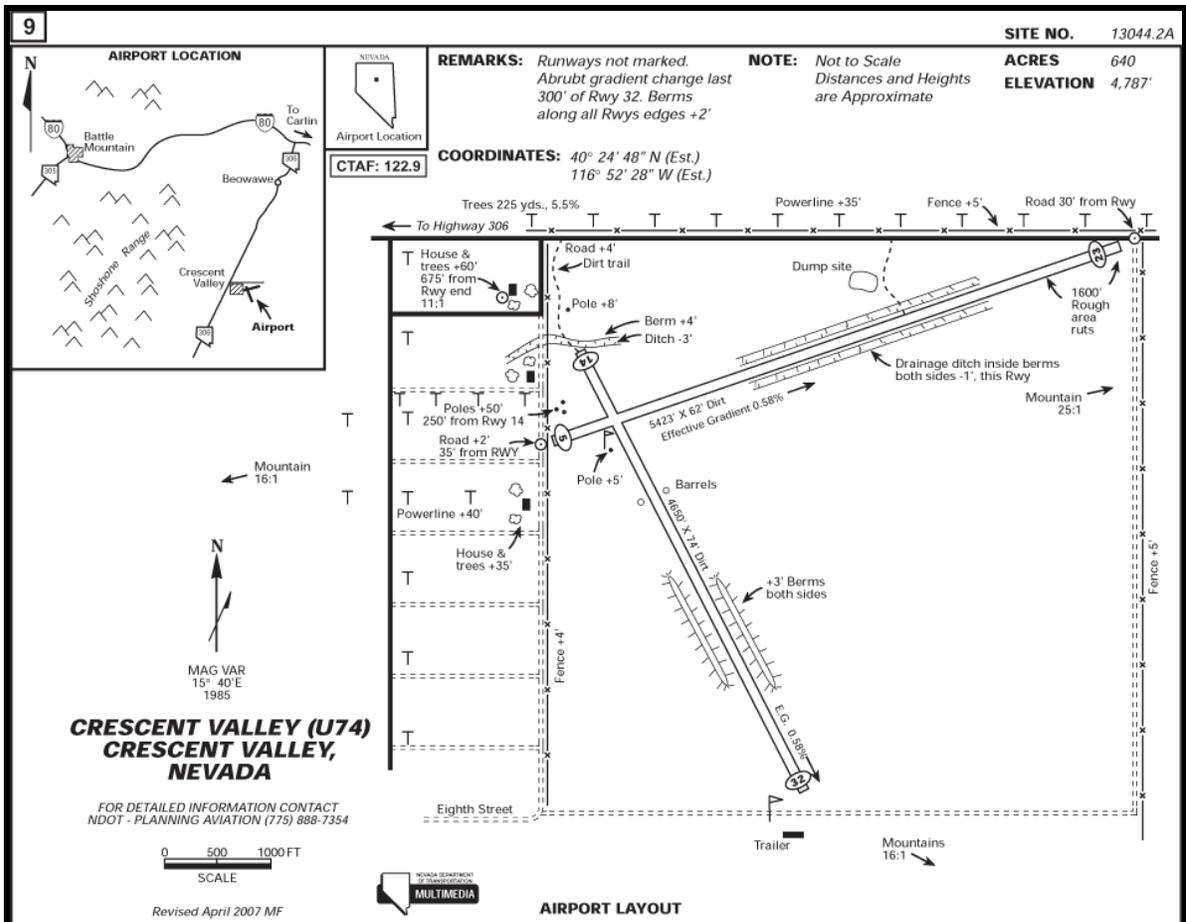


Figure 5-8 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Crescent Valley</b>		<b>Associated City: Crescent Valley</b>		
Project Description	Phase I			
	Total Costs	Federal	Local	Private
	0	0	0	0
<b>Total Phase I 2002-2005</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Figure 5-9 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Currant Ranch</b>		<b>Associated City: Currant</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
<b>Total Phase I 2002-2005</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Figure 5-10 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Dayton Valley Airpark</b>		<b>Associated City: Dayton/Carson City</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Pavement Maintenance	46,918		46,918	0
Total Phase I 2002-2005	46,918		46,918	0
<b>Project Description</b>	<b>Phase II</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Pavement Maintenance	3,933		3,933	0
Total Phase II 2006-2010	3,933		3,933	0
Grand Total	50,851		50,851	0

# Figure 5-11 Airport Information and Capital Improvement Program

**Airport:** Denio Junction  
**Associated City:** Denio  
**County:** Humboldt, NV  
**Ownership:** Public  
**Airport-ID:** E85

**NPIAS No.:**  
**Site Number:** 13046.A  
**Service Level:** GA  
**Airport Category:** BA  
**Airport Reference Code:** A-1

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 0	Helicopter: 0
Aircraft Operations:	500	2008	740	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	0	2008	0	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Cessna 172						Ultra-Lights: 0

## Existing Facilities

**Land Area** 100 Acres

**Elevation:** 4,202 MSL

### Primary Runway 07-25

Surface Type: Dirt  
 Condition: Fair  
 Length: 3,100'  
 Width: 100'  
 Lighting: None

### Secondary Runway 13-31

Surface Type: Dirt  
 Condition: Fair  
 Length: 3,430'  
 Width: 90'  
 Lighting: None

### Taxiway

Surface Type:  
 Condition:  
 Area:  
 Lighting:

### Apron Areas

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

### Vehicular Parking

Commercial Service:  
 General Service:

### Approach/Landing Aids

None

### Visual Approach Aids

None

### Weather Reporting

None

### Terminal Building Area

Commercial Service:  
 General Aviation:

### Aircraft Storage

Conventional:  
 T-hangar:  
 Plane Port:

### Fuel Available

MOGAS

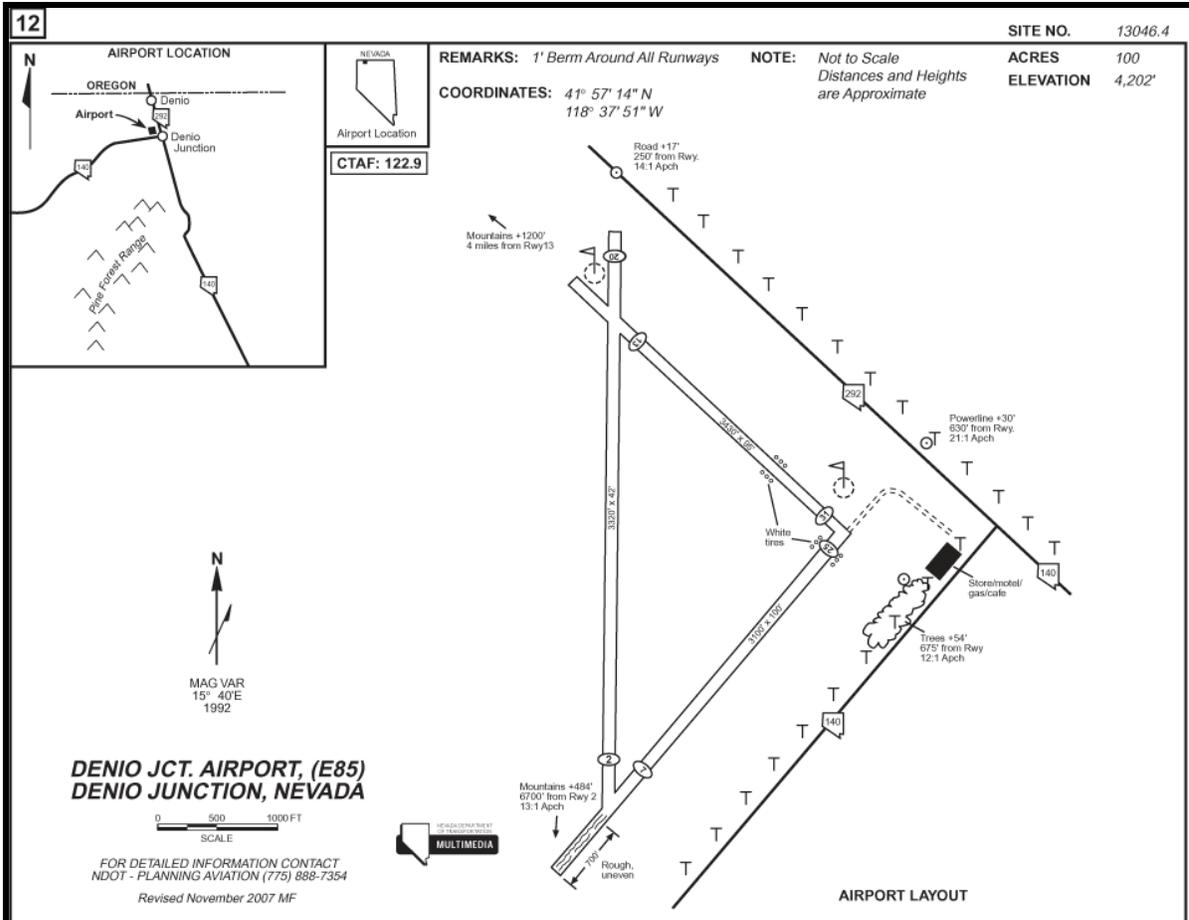


Figure 5-11 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Denio Junction</b>		<b>Associated City: Denio Junction</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
<b>Total Phase I 2002-2005</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Figure 5-12 Airport Information and Capital Improvement Program

**Airport:** Derby Field  
**Associated City:** Lovelock  
**County:** Pershing, NV  
**Ownership:** Public  
**Airport-ID:** LOL

**NPIAS No.:** 32-0011  
**Site Number:** 13085.A  
**Service Level:** GA  
**Airport Category:** CA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 3	Helicopter: 0
Aircraft Operations:	1,295	2008	2,090	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	3	2008	8	2020	Jet: 0	Glidors: 0
<b>Critical Aircraft:</b> Beech King Air						Ultra-Lights: 0

## Existing Facilities

**Land Area** 550 Acres

**Elevation:** 3,904 MSL

**Primary Runway 01-19**

Surface Type: Asphalt  
 Condition: Good  
 Length: 5,529'  
 Width: 75'  
 Lighting: MIRL

**Secondary Runway 07-25**

Surface Type: Asphalt  
 Condition: Fair  
 Length: 4,922'  
 Width: 75'  
 Lighting: None

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

VOR/DME, GPS

**Visual Approach Aids**

VASI-2, Beacon, REIL

**Weather Reporting**

ASOS, HIWAS

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

100LL

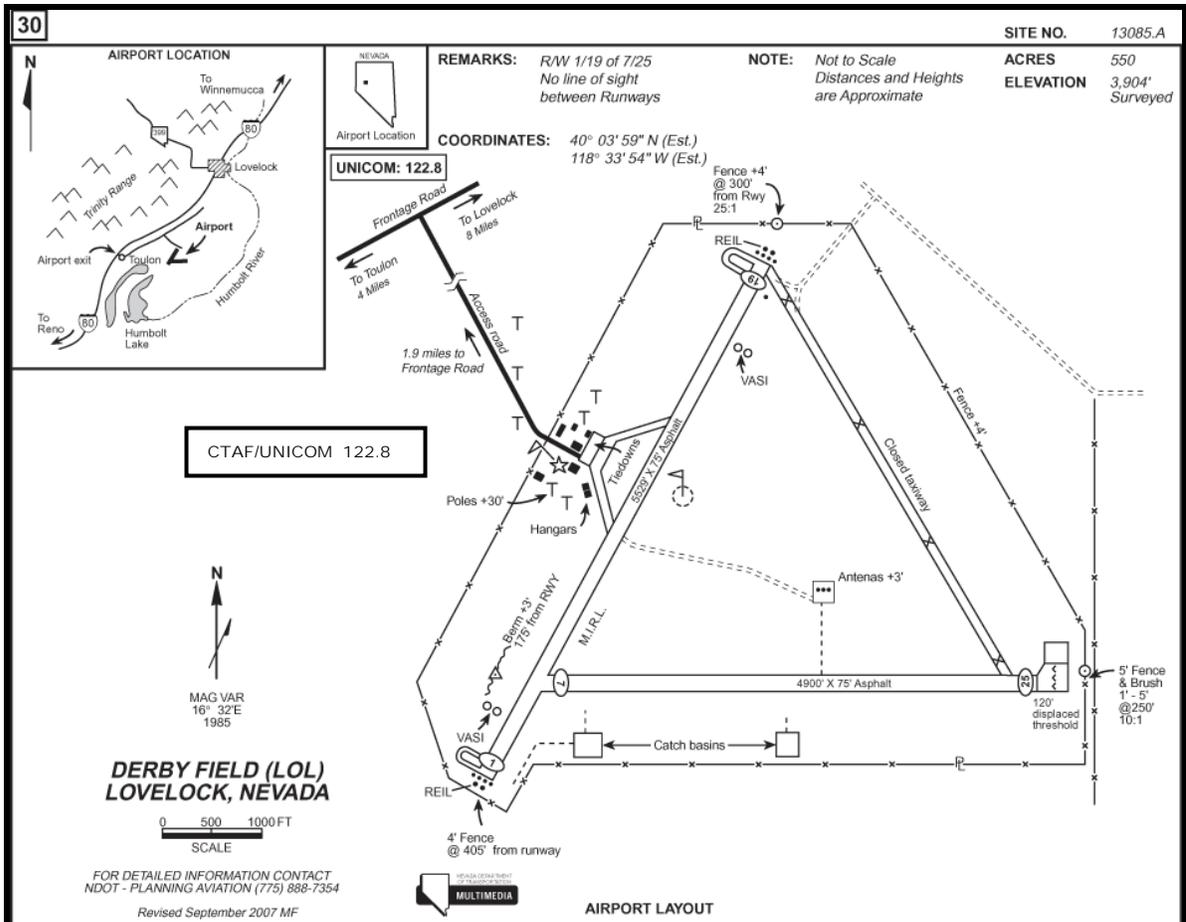


Figure 5-12 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Derby Field</b>		<b>Associated City: Lovelock</b>		
Project Description	Phase I			
	Total Costs	Federal	Local	Private
Construct Taxilanes (Phase I)	150,000	142,500	7,500	0
Runway Shift	1,100,000	1,045,000	55,000	0
Bypass Taxiway	220,000	209,000	11,000	0
Partial Parallel Taxiway	350,000	332,500	17,500	0
Install Terminal Area Fencing and Access Gates	100,000	95,000	5,000	0
Apron Expansion	1,000,000	950,000	50,000	0
<b>Total</b>	<b>2,920,000</b>	<b>2,774,000</b>	<b>146,000</b>	<b>0</b>
Project Description	Phase II			
	Total Costs	Federal	Local	Private
Runway Extension (Phase II)	1,600,000	1,520,000	80,000	0
Road Relocation	330,000	313,500	16,500	0
Construct New Apron Area	2,100,000	1,995,000	105,000	0
Bypass Taxiway (Phase II)	220,000	209,000	11,000	0
Pavement Strengthening	1,700,000	1,615,000	85,000	0
Airport Layout Plan Update	100,000	95,000	5,000	0
Pavement Preservation	100,000	95,000	5,000	0
Partial Parallel Taxiway	1,020,000	969,000	51,000	0
<b>Total</b>	<b>7,170,000</b>	<b>6,811,500</b>	<b>358,500</b>	<b>0</b>
Project Description	Phase III			
	Total Costs	Federal	Local	Private
Construct Taxilanes (Phase III)	200,000	190,000	10,000	0
Install Terminal Area Fencing and Access Gates (Phase II)	250,000	237,500	12,500	0
Update Airport Master Plan	150,000	142,500	7,500	0
<b>Total</b>	<b>600,000</b>	<b>570,000</b>	<b>30,000</b>	<b>0</b>
<b>Total Phase 2002-2013</b>	<b>10,690,000</b>	<b>10,155,500</b>	<b>534,500</b>	<b>0</b>

# Figure 5-13 Airport Information and Capital Improvement Program

**Airport:** Dyer  
**Associated City:** Dyer  
**County:** Esmeralda, NV  
**Ownership:** Public  
**Airport-ID:** 2Q9

**NPIAS No.:**  
**Site Number:** 13047.3A  
**Service Level:** GA  
**Airport Category:** BA  
**Airport Reference Code:** A-I

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 5	Helicopter: 0
Aircraft Operations:	240	2007	60	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	5	2007	8	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Cessna 172						Ultra-Lights: 0

## Existing Facilities

**Land Area** 156 Acres

**Elevation:** 4,899 MSL

**Primary Runway 12-30**

Surface Type: Dirt  
 Condition: Fair  
 Length: 2,870'  
 Width: 50'  
 Lighting: None

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

None

**Weather Reporting**

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

None

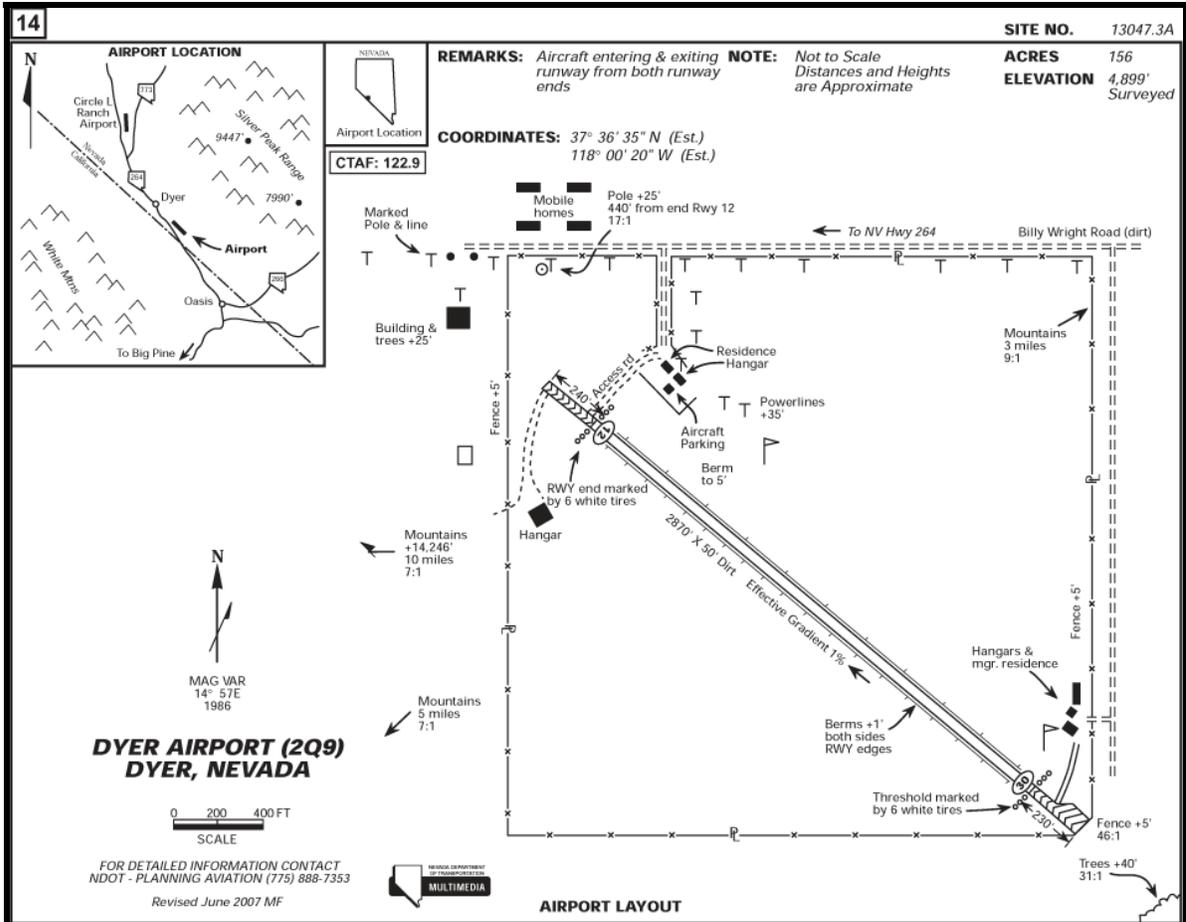


Figure 5-13 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Dyer</b>		<b>Associated City: Dyer</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2009-2013	0	0	0	0

# Figure 5-14 Airport Information and Capital Improvement Program

**Airport:** Echo Bay  
**Associated City:** Overton  
**County:** Clark, NV  
**Ownership:** Public  
**Airport-ID:** 0L9

**NPIAS No.:** 32-0015  
**Site Number:** 13104.1A  
**Service Level:** GA  
**Airport Category:** RA  
**Airport Reference Code:** B-I

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 1	Helicopter: 0
Aircraft Operations:	500	2007	1,120	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	1	2008	0	2020	Jet: 0	Glanders: 0
<b>Critical Aircraft:</b> Beech Baron						Ultra-Lights: 0

## Existing Facilities

**Land Area** 11 Acres

**Elevation:** 1,535 MSL

**Primary Runway 06-24**

Surface Type: Asphalt  
 Condition: Good  
 Length: 3,400'  
 Width: 50'  
 Lighting: None

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

None

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

None

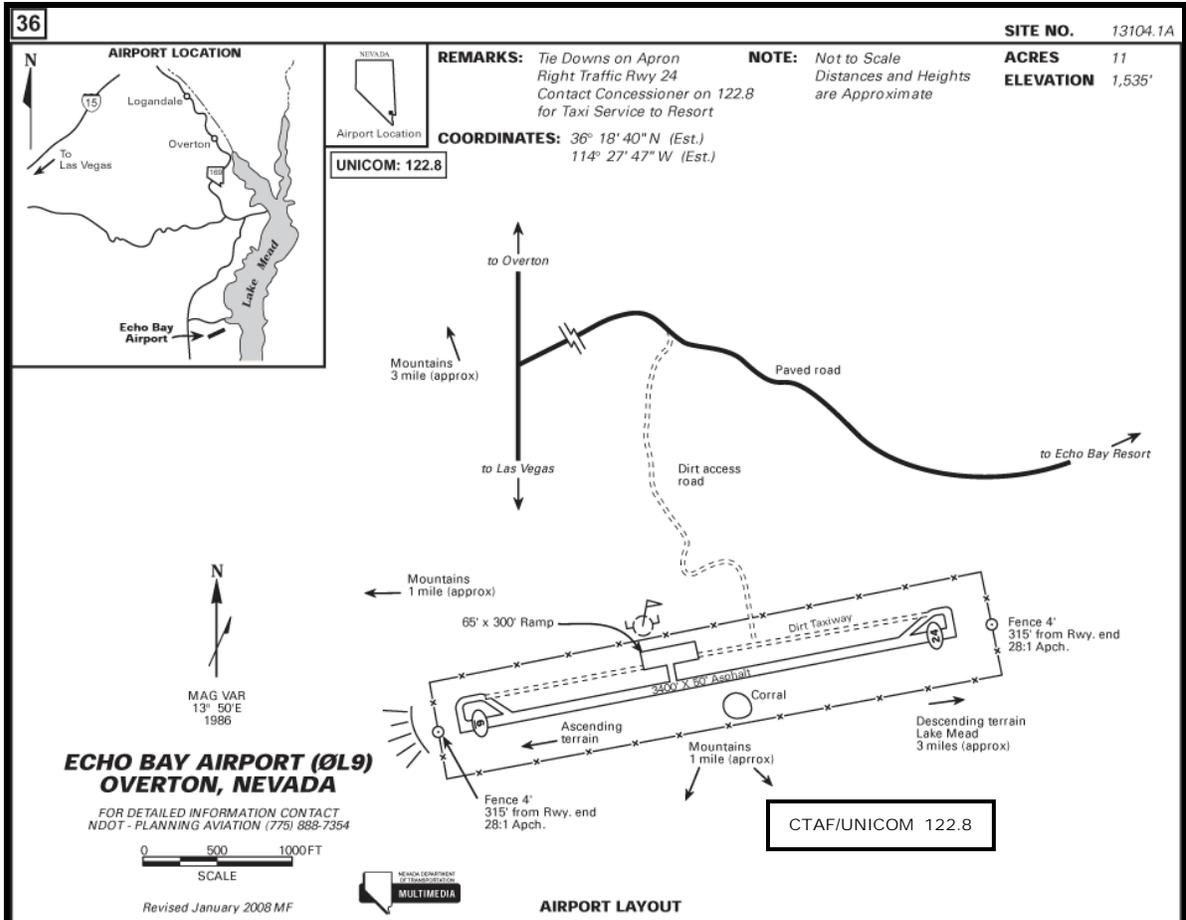


Figure 5-14 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Echo Bay</b>		<b>Associated City: Overton</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2009-2013	0	0	0	0

# Figure 5-15 Airport Information and Capital Improvement Program

**Airport:** Elko Regional (J.C. Harris Field)  
**Associated City:** Elko  
**County:** Elko, NV  
**Ownership:** Public  
**Airport-ID:** EKO

**NPIAS No.:** 32-0005  
**Site Number:** 13048.A  
**Service Level:** PR  
**Airport Category:** CM-PR  
**Airport Reference Code:** C-III

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:	125,273	2000	163,400	2020	Single Engine: 60	Helicopter: 5
Aircraft Operations:	16,445	2008	31,913	2020	Multi-Engine: 9	Military: 0
Based Aircraft:	75	2008	62	2020	Jet: 1	Gliders: 0
<b>Critical Aircraft:</b> Boeing 737						Ultra-Lights: 0

## Existing Facilities

**Land Area** 700 Acres

**Elevation:** 5,140 MSL

**Primary Runway 05-23**

Surface Type: Asphalt  
 Condition: Good  
 Length: 7,214'  
 Width: 150'  
 Lighting: MIRL

**Secondary Runway 12-30**

Surface Type: Asphalt  
 Condition: Good  
 Length: 2,871'  
 Width: 60'  
 Lighting: None

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

LDA, VOR, DME, GPS

**Visual Approach Aids**

VASI-4, MALSR, Beacon

**Weather Reporting**

ASOS

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

Jet A, 100

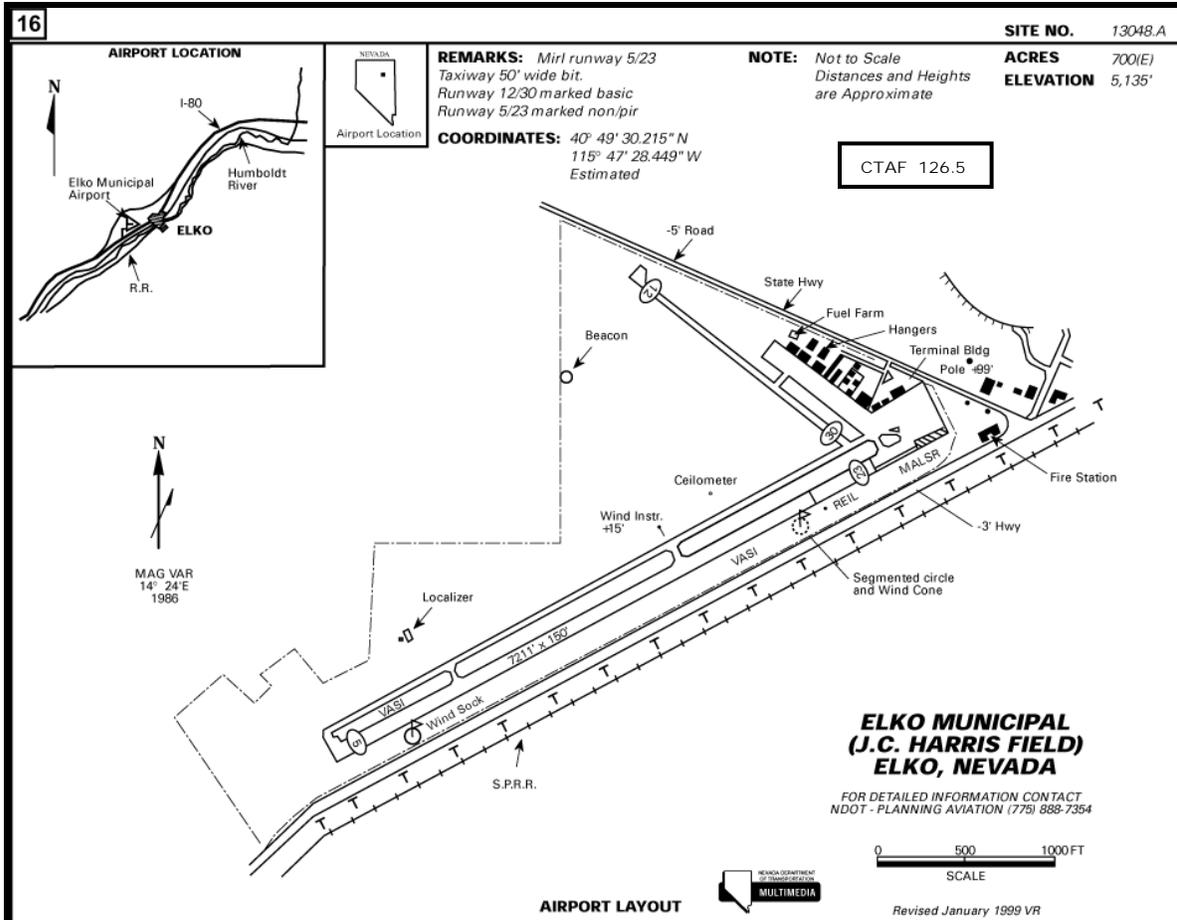


Figure 5-15 -- continued

**CAPITAL IMPROVEMENT PROGRAM**

**Airport Name: Elko Regional (J. C. Harris Field)**

**Associated City: Elko**

Project Description	2008			
	Total Costs	Federal	Local	Private
Reconstruct Teminal Ramp	8,600,000	8,170,000	430,000	0
Crack Seal/Seal Coat Movement Area Pavement with Rubber Removal and Repaint. Conduct Pavement Management Update	600,000	570,000	30,000	0
<b>Total</b>	<b>9,200,000</b>	<b>8,740,000</b>	<b>460,000</b>	<b>0</b>

Project Description	2009			
	Total Costs	Federal	Local	Private
Update Master Plan / EA Update	175,000	166,250	8,750	0
Security Fence and Gate Access Upgrade	350,000	332,500	17,500	0
Purchase Snowblower (3,000 tons per hour) & Rotary Snowbrooms (2)	750,000	712,500	37,500	0
Upgrade Airfield Lighting & Signage and Replace Runway 5/23 VASI with PAPI	300,000	285,000	15,000	0
<b>Total</b>	<b>1,050,000</b>	<b>997,500</b>	<b>52,500</b>	<b>0</b>

Project Description	2010			
	Total Costs	Federal	Local	Private
Construct SRE Building	1,300,000	1,235,000	65,000	0
Obstruction Removal and Marking For RSA Compliance, Relocate VASI from Runway 5/23 to Runway 12/30	300,000	285,000	15,000	0
Purchase Vacuum Truck	100,000	95,000	5,000	0
Rehabilitate Runway 5/23 Including Paving Shoulders and Installing Runway Surface Sensors	5,500,000	5,225,000	275,000	0
<b>Total</b>	<b>5,600,000</b>	<b>5,320,000</b>	<b>280,000</b>	<b>0</b>

Figure 5-15 -- continued

## CAPITAL IMPROVEMENT PROGRAM

Airport Name: Elko Regional (J. C. Harris Field)

Associated City: Elko

Project Description	2011			
	Total Costs	Federal	Local	Private
Construct New Perimeter Road	2,550,000	2,422,500	127,500	0
Rehabilitate Airfield Pavements (GA Apron and Runway 12/30)	1,500,000	1,425,000	75,000	0
Expand Commercial and General Aviation Apron	4,200,000	3,990,000	210,000	0
<b>Total</b>	<b>5,700,000</b>	<b>5,415,000</b>	<b>285,000</b>	<b>0</b>

Project Description	2012			
	Total Costs	Federal	Local	Private
Construct Air Traffic Control Tower	2,750,000	2,612,500	137,500	0
including Land Acquisition and Drainage Improvements	17,000,000	16,150,000	850,000	0
with Rubber Removal and repaint.	525,000	498,750	26,250	0
<b>Total</b>	<b>17,525,000</b>	<b>16,648,750</b>	<b>876,250</b>	<b>0</b>

<b>Total Phase 2008-2013</b>	<b>46,500,000</b>	<b>44,175,000</b>	<b>2,325,000</b>	<b>0</b>
------------------------------	-------------------	-------------------	------------------	----------

(This page intentionally left blank)

# Figure 5-16 Airport Information and Capital Improvement Program

**Airport:** Ely Airport/Yelland Field  
**Associated City:** Ely  
**County:** White Pine, NV  
**Ownership:** Public  
**Airport-ID:** ELY

**NPIAS No.:** 32-0006  
**Site Number:** 13051.A  
**Service Level:** CM  
**Airport Category:** CM  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:	2,382	2000	3,092	2020	Single Engine: 9	Helicopter: 0
Aircraft Operations:	9,091	2008	14,742	2020	Multi -Engine: 1	Military: 0
Based Aircraft:	18	2008	30	2020	Jet: 0	Gliders: 5
<b>Critical Aircraft:</b> Fairchild Metro						Ultra-Lights: 3

## Existing Facilities

**Land Area** 4,999 Acres

**Elevation:** 6,259 MSL

**Primary Runway 18-36**

Surface Type: Asphalt  
 Condition: Good  
 Length: 6,018'  
 Width: 150'  
 Lighting: MIRL

**Secondary Runway 12-30**

Surface Type: Asphalt  
 Condition: Fair  
 Length: 4,814'  
 Width: 60'  
 Lighting: None

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

VOR/DME, GPS

**Visual Approach Aids**

PAPI-4, Beacon

**Weather Reporting**

ASOS

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

Jet A, 100LL

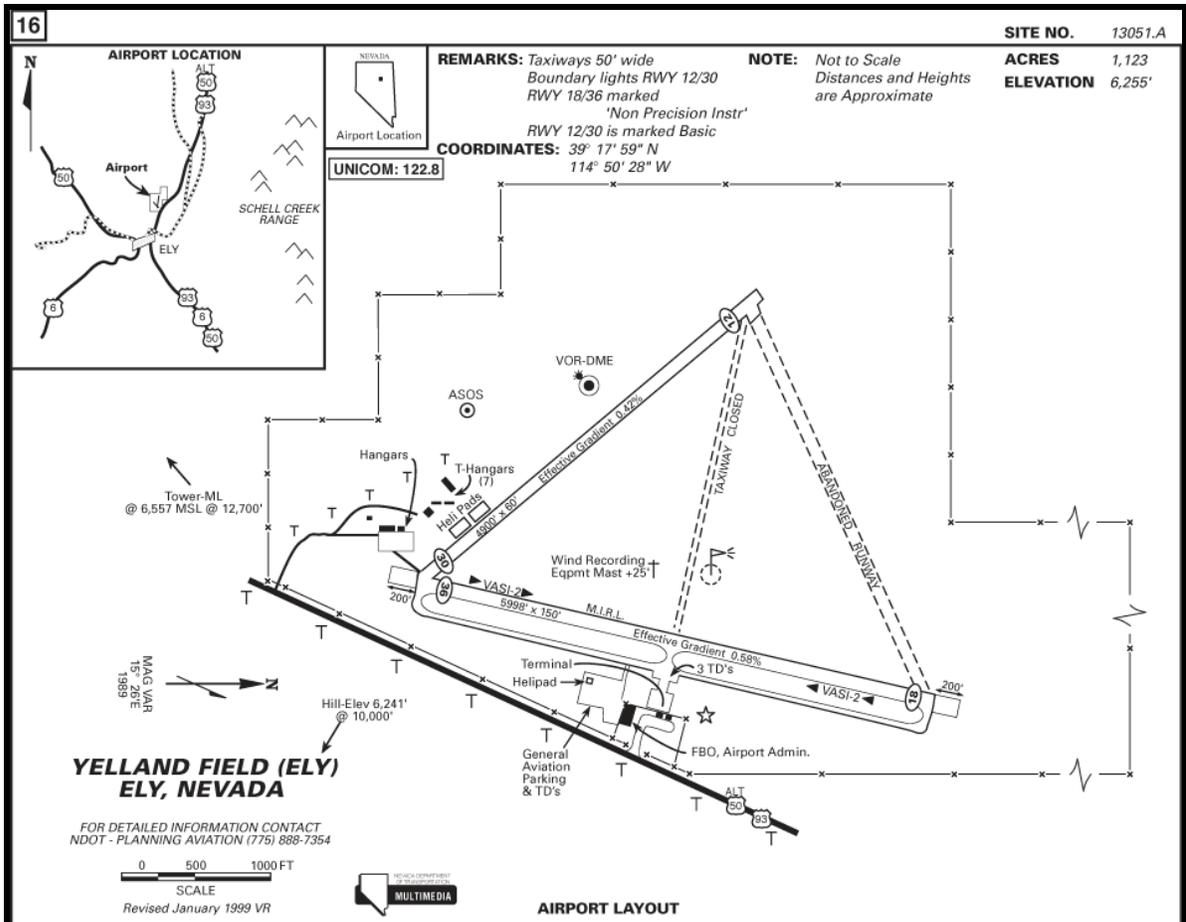


Figure 5-16 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Ely Airport/Yelland Field</b>		<b>Associated City: Ely</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Install Runway 18-36 PAPI	235,843	221,103	14,740	0
Construct Taxiways	450,000	421,875	28,125	0
Construct General Aviation Apron	700,000	656,250	43,750	0
Rehabilitate Runway 18-36 and 12-30 (Sealcoat)	180,000	168,750	11,250	0
Install Perimeter Fencing	400,000	375,000	25,000	0
Rehabilitate Taxiway A and Commercial Apron	60,000	56,250	3,750	0
Acquire Equipment (Sweepers)	150,000	140,625	9,375	0
Improve Airport Drainage (Flood Dike)	500,000	468,750	31,250	0
Total Phase I 2002-2005	2,675,843	2,508,603	167,240	0
<b>Project Description</b>	<b>Phase II</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Extend Runway 18-36 with Associated Taxiway	400,000	375,000	25,000	0
Install Runway PAPI - 2 Runway 12-30	84,000	78,750	5,250	0
Construct Helipads	50,000	46,875	3,125	0
Install Instrument Approach Aid MALSR	300,000	281,250	18,750	0
Improve/Modify/Rehabilitate Terminal Building	300,000		300,000	0
Total Phase II 2006-2010	1,134,000	781,875	352,125	0
Grand Total	3,809,843	3,290,478	519,365	0

# Figure 5-17 Airport Information and Capital Improvement Program

**Airport:** Empire  
**Associated City:** Empire  
**County:** Washoe, NV  
**Ownership:** Public  
**Airport-ID:** 1A8

**NPIAS No.:**  
**Site Number:** 13052.A  
**Service Level:** GA  
**Airport Category:** BA  
**Airport Reference Code:** A-1

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 2	Helicopter: 0
Aircraft Operations:	150	2006	220	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	2	2006	3	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Cessna 172						Ultra-Lights: 0

## Existing Facilities

**Land Area** 75 Acres

**Elevation:** 3,990 MSL

### Primary Runway 07-25

Surface Type: Dirt  
 Condition: Good  
 Length: 3,170'  
 Width: 48'  
 Lighting: None

### Secondary Runway 18-36

Surface Type: Dirt  
 Condition: Good  
 Length: 3,770'  
 Width: 42'  
 Lighting: None

### Taxiway

Surface Type:  
 Condition:  
 Area:  
 Lighting:

### Apron Areas

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

### Vehicular Parking

Commercial Service:  
 General Service:

### Approach/Landing Aids

None

### Visual Approach Aids

None

### Weather Reporting

None

### Terminal Building Area

Commercial Service:  
 General Aviation:

### Aircraft Storage

Conventional:  
 T-hangar:  
 Plane Port:

### Fuel Available

None

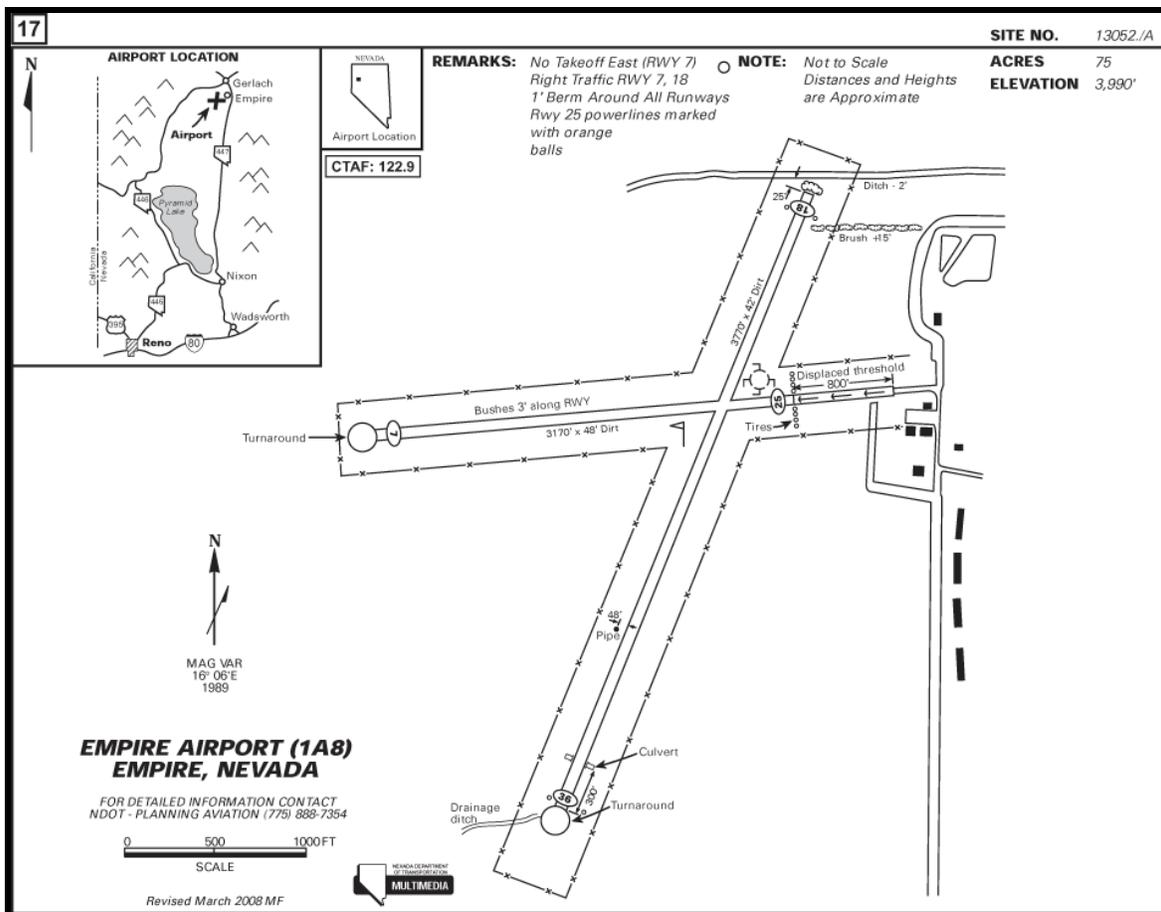


Figure 5-17 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Empire</b>		<b>Associated City: Empire</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2009-2013	0	0	0	0

# Figure 5-18 Airport Information and Capital Improvement Program

**Airport:** Eureka  
**Associated City:** Eureka  
**County:** Eureka, NV  
**Ownership:** Public  
**Airport-ID:** 05U

**NPIAS No.:** 32-0007  
**Site Number:** 13054.A  
**Service Level:** GA  
**Airport Category:** RA  
**Airport Reference Code:** B-I

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 3	Helicopter: 1
Aircraft Operations:	2,000	2007	2,080	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	3	2007	5	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Beech Baron						Ultra-Lights: 0

## Existing Facilities

**Land Area** 800 Acres

**Elevation:** 5,954 MSL

**Primary Runway 17-35**

Surface Type: Asphalt  
 Condition: Good  
 Length: 7,300'  
 Width: 60'  
 Lighting: HIRL

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

Beacon, PAPI-2

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

Jet A, 100LL

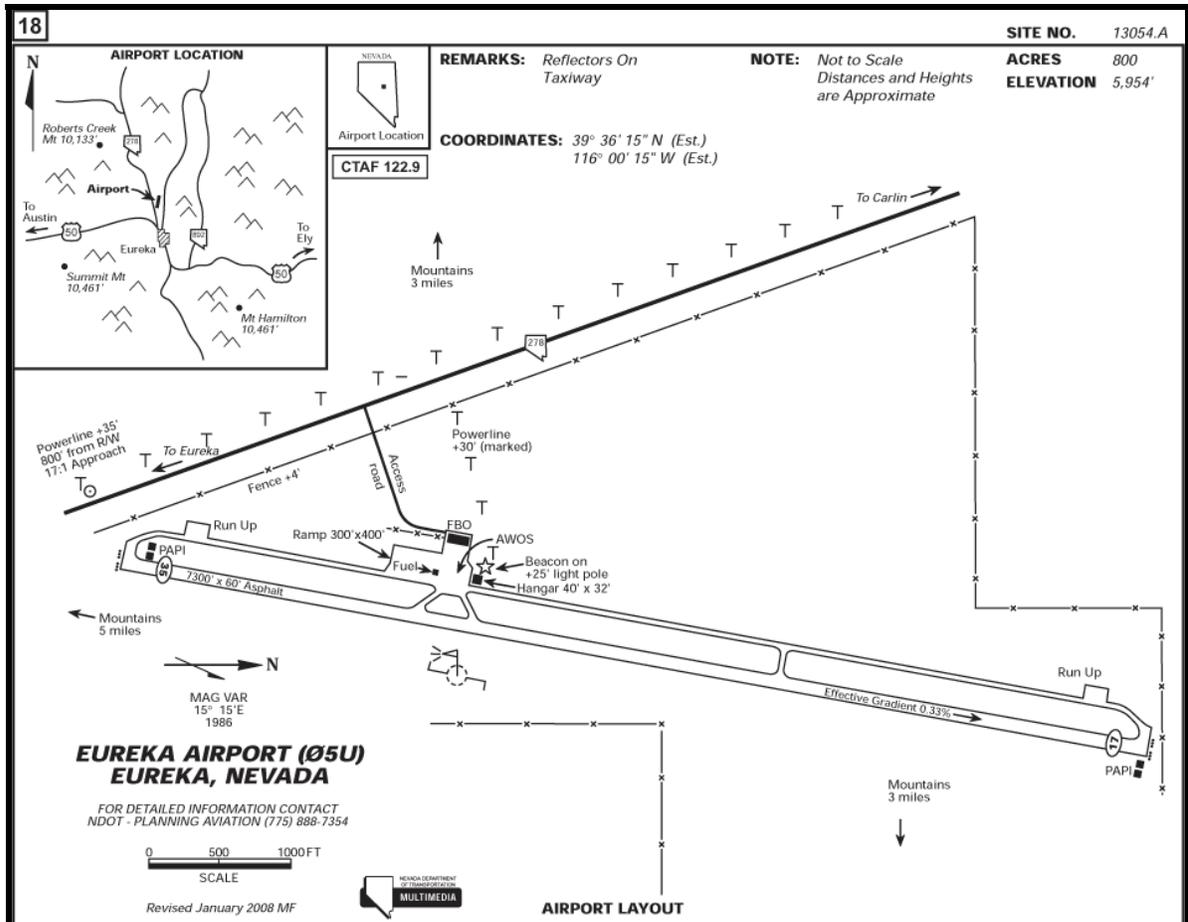


Figure 5-18 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Eureka</b>		<b>Associated City: Eureka</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Construct Parallel Taxiway	336,000	315,000	21,000	0
Construct Main Apron	121,000	113,438	7,562	0
Construct Crosswind Runway	671,667	629,688	41,979	0
Construct 2 Helipads	18,000	16,875	1,125	0
Construct Parallel Taxiway	605,000	567,188	37,812	0
Widen Runway 17-35	965,000	904,688	60,312	0
Total Phase I 2002-2005	2,716,667	2,546,877	169,790	0
<b>Project Description</b>	<b>Phase II</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Rehabilitate Runway 8-26	238,000	223,125	14,875	0
Total Phase II 2006-2010	238,000	223,125	14,875	0
Grand Total	2,954,667	2,770,002	184,665	0

# Figure 5-19 Airport Information and Capital Improvement Program

**Airport:** Fallon Municipal  
**Associated City:** Fallon  
**County:** Churchill, NV  
**Ownership:** Public  
**Airport-ID:** FLX

**NPIAS No.:** 32-0008  
**Site Number:** 13057.1A  
**Service Level:** GA  
**Airport Category:** CA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 20	Helicopter: 0
Aircraft Operations:	6,300	2007	15,100	2020	Multi -Engine: 1	Military: 0
Based Aircraft:	26	2007	67	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Beech King Air						Ultra-Lights: 5

## Existing Facilities

**Land Area** 440 Acres

**Elevation:** 3,963 MSL

**Primary Runway 03-21**

Surface Type: Asphalt  
 Condition: Good  
 Length: 5,703'  
 Width: 75'  
 Lighting: MIRL

**Secondary Runway 13-31**

Surface Type: Dirt (Graded)  
 Condition: Fair  
 Length: 4,207  
 Width: 100'  
 Lighting: None

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

VOR/DME, GPS

**Visual Approach Aids**

PAPI-2, Beacon

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

Jet A, 100

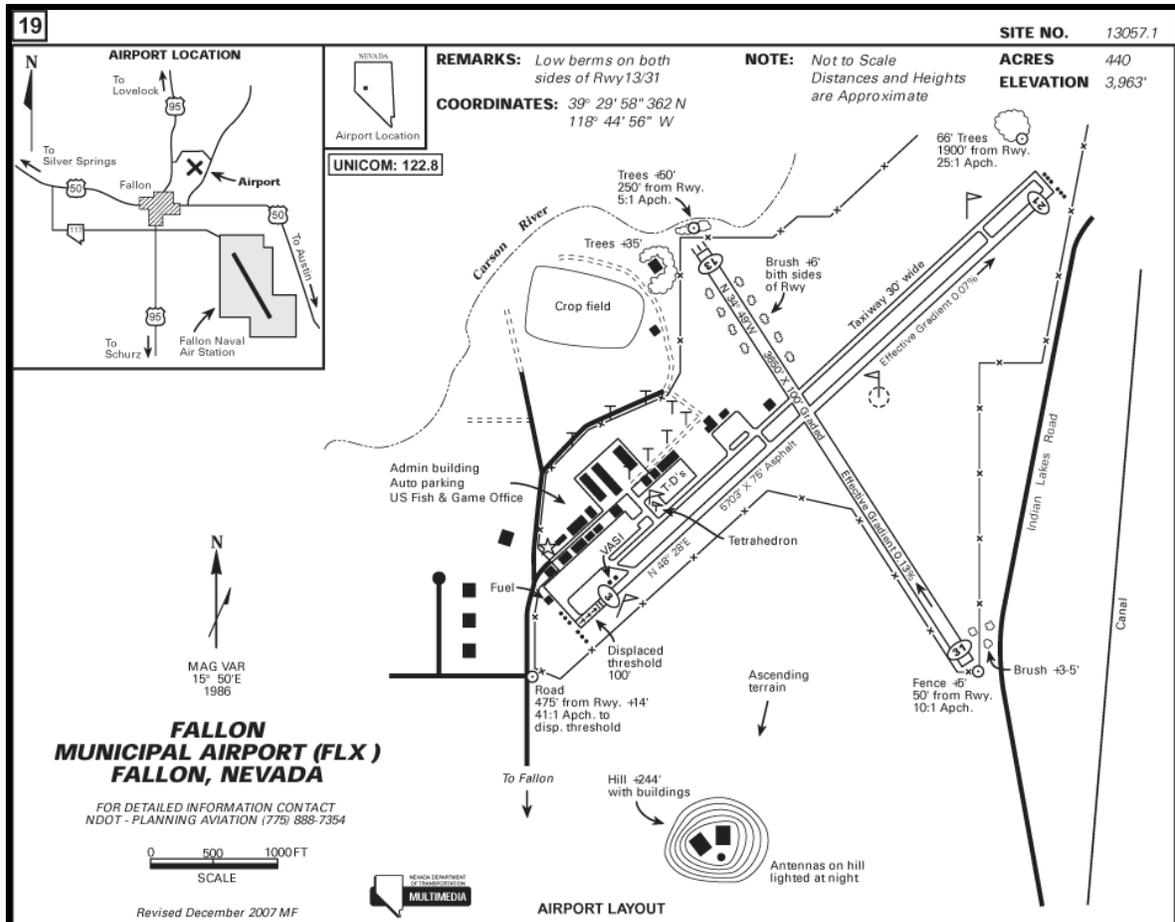


Figure 5-19 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Fallon Municipal</b>		<b>Associated City: Fallon</b>		
Project Description	Funding Year 2009			
	Total Costs	Federal	Local	Private
Improve RW/TW Separation Phase 1 (Rehabilitate Taxiway)	\$3,070,000	\$2,916,500	\$153,500	0
Reconstruct Center Apron and Connectors	560,000	532,000	28,000	0
Slurry Seal & Stripe East and West Aprons	120,000	114,000	6,000	0
Grade Runway 13/31 Safety Area	540,000	513,000	27,000	0
<b>TOTAL</b>	<b>\$4,290,000</b>	<b>\$4,075,500</b>	<b>\$214,500</b>	<b>0</b>
Project Description	Funding Year 2010			
	Total Costs	Federal	Local	Private
Improve RW/TW Separation Phase 2 (Rehabilitate Runway)	\$3,160,000	\$3,002,000	\$158,000	0
<b>TOTAL</b>	<b>\$3,160,000</b>	<b>\$3,002,000</b>	<b>\$158,000</b>	<b>0</b>
Project Description	Funding Year 2011			
	Total Costs	Federal	Local	Private
Expand Center Tiedown Apron and construct new Retention Basin	\$0	\$0	\$0	0
	880,000	836,000	44,000	0
<b>TOTAL</b>	<b>\$880,000</b>	<b>\$836,000</b>	<b>\$44,000</b>	<b>0</b>
Project Description	Funding Year 2012			
	Total Costs	Federal	Local	Private
Environmental Assessment for land acquisition	\$250,000	\$237,500	\$12,500	0
<b>TOTAL</b>	<b>\$250,000</b>	<b>\$237,500</b>	<b>\$12,500</b>	<b>0</b>
Project Description	Funding Year 2013			
	Total Costs	Federal	Local	Private
Land Acquisition for RW Extension (44.2 acres)	\$442,000	\$419,900	\$22,100	0
Land Acquisition for RW 21 RPZ (20.6 acres)	515,000	489,250	25,750	0
Land Acquisition for RW 31 RPZ (15.5 acres)	387,500	368,125	19,375	0
Land Acquisition for RW 13 RPZ (13.2 acres)	330,000	313,500	16,500	0
<b>TOTAL</b>	<b>\$1,674,500</b>	<b>\$1,590,775</b>	<b>\$83,725</b>	<b>0</b>
<b>GRAND TOTAL 2009-2013</b>	<b>\$10,254,500</b>	<b>\$9,741,775</b>	<b>\$512,725</b>	<b>0</b>

# Figure 5-20 Airport Information and Capital Improvement Program

**Airport:** Gabbs  
**Associated City:** Gabbs  
**County:** Nye, NV  
**Ownership:** Public  
**Airport-ID:** GAB

**NPIAS No.:** 32-0029  
**Site Number:** 13062.A  
**Service Level:** GA  
**Airport Category:** BA  
**Airport Reference Code:** B-1

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 1	Helicopter: 0
Aircraft Operations:	200	2007	2,970	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	1	2007	5	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Beech Baron						Ultra-Lights: 0

## Existing Facilities

**Land Area** 880 Acres

**Elevation:** 4,700 MSL

**Primary Runway 08-26**

Surface Type: Dirt  
 Condition: Good  
 Length: 5,900'  
 Width: 65'  
 Lighting:

**Secondary Runway 16-34**

Surface Type: Dirt  
 Condition: Good  
 Length: 2,800'  
 Width: 65'  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

Beacon

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

None

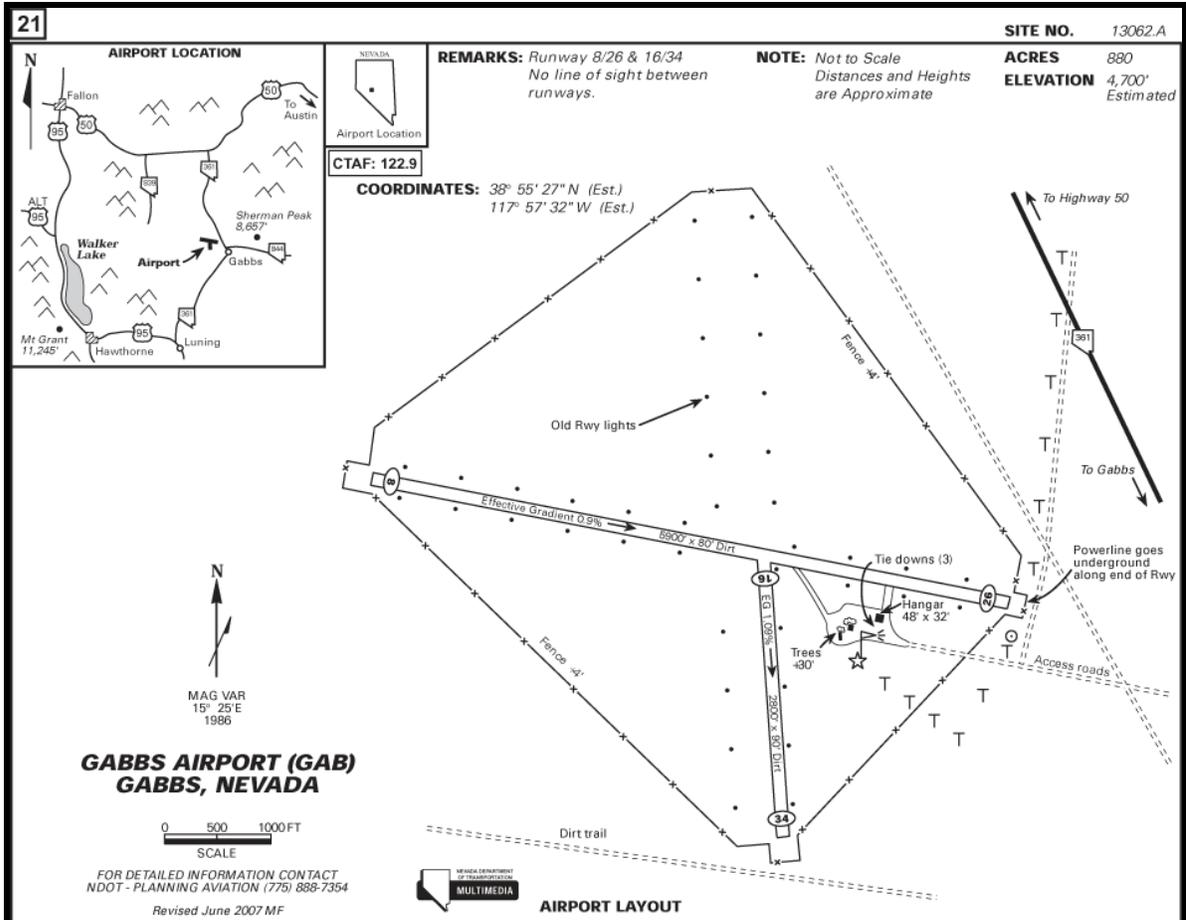


Figure 5-20 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Gabbs</b>		<b>Associated City: Gabbs</b>		
Project Description	Funding Year 2009			
	Total Costs	Federal	Local	Private
Clear and grub vegetation within RSA's and Apply Herbicide	\$370,000	\$351,500	\$18,500	0
<b>TOTAL</b>	<b>\$370,000</b>	<b>\$351,500</b>	<b>\$18,500</b>	<b>0</b>
Project Description	Funding Year 2010			
	Total Costs	Federal	Local	Private
Provide All-Weather Gravel Surfaces for Runways, Taxiway and Runup Apron	\$810,000	\$769,500	\$40,500	0
<b>TOTAL</b>	<b>\$810,000</b>	<b>\$769,500</b>	<b>\$40,500</b>	<b>0</b>
Project Description	Funding Year 2011			
	Total Costs	Federal	Local	Private
Regrade 2,000' of existing Runway 16 to the north and provide all-weather surface	\$630,000	\$598,500	\$31,500	0
<b>TOTAL</b>	<b>\$630,000</b>	<b>\$598,500</b>	<b>\$31,500</b>	<b>0</b>
Project Description	Funding Year 2012			
	Total Costs	Federal	Local	Private
Miscellaneous electrical repairs	\$80,000	\$76,000	\$4,000	0
<b>TOTAL</b>	<b>\$80,000</b>	<b>\$76,000</b>	<b>\$4,000</b>	<b>0</b>
Project Description	Funding Year 2013			
	Total Costs	Federal	Local	Private
Clear and grub vegetation within RSA's and Apply Herbicide	\$590,000	\$560,500	\$29,500	0
<b>TOTAL</b>	<b>\$590,000</b>	<b>\$560,500</b>	<b>\$29,500</b>	<b>0</b>
<b>GRAND TOTAL 2009-2013</b>	<b>\$2,480,000</b>	<b>\$2,356,000</b>	<b>\$124,000</b>	<b>0</b>

# Figure 5-21 Airport Information and Capital Improvement Program

**Airport:** Goldfield  
**Associated City:** Goldfield  
**County:** Esmeralda, NV  
**Ownership:** Public  
**Airport-ID:** 0L5

**NPIAS No.:** 32-0033  
**Site Number:** 13070.11A  
**Service Level:** GA  
**Airport Category:** BA  
**Airport Reference Code:** A-1

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 2	Helicopter: 0
Aircraft Operations:	300	2005	450	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	2	2005	3	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Cessna 172						Ultra-Lights: 0

## Existing Facilities

**Land Area** 145 Acres

**Elevation:** 5,680 MSL

**Primary Runway 17-35**

Surface Type: Gravel  
 Condition: Poor  
 Length: 3,150'  
 Width: 37'  
 Lighting:

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

None

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

None

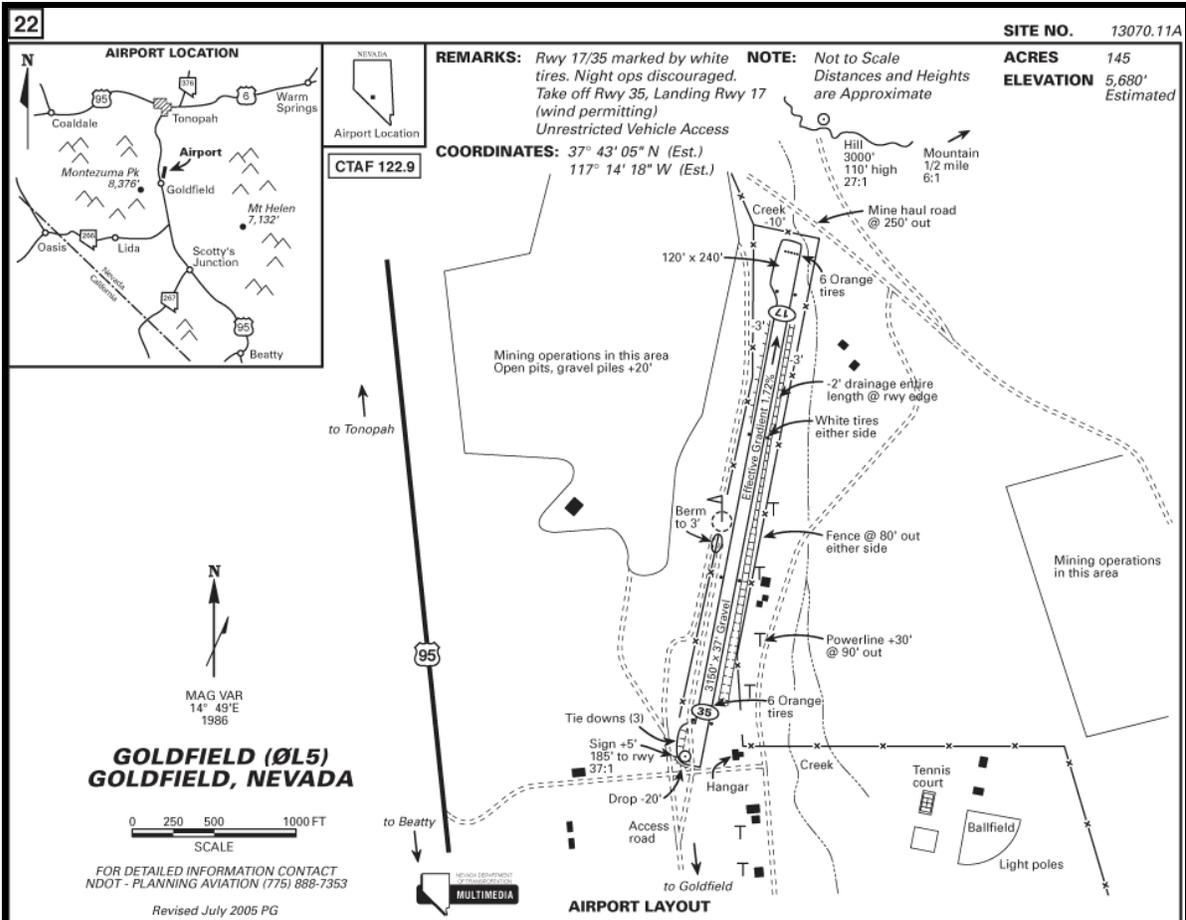


Figure 5-21 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Goldfield</b>		<b>Associated City: Goldfield</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2009-2013	0	0	0	0

**Figure 5-22 Airport Information and Capital Improvement Program**

**Airport:** Hadley  
**Associated City:** Round Mountain  
**County:** Nye, NV  
**Ownership:** Private  
**Airport-ID:** A36

**NPIAS No.:**  
**Site Number:** 13126.2A  
**Service Level:** GA  
**Airport Category:** RA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 2	Helicopter: 0
Aircraft Operations:	2,000	2007	3,260	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	2	2007	4	2020	Jet: 0	Glidors: 0
<b>Critical Aircraft:</b> Beech King Air						Ultra-Lights: 0

## Existing Facilities

<b>Land Area</b> 35 Acres	<b>Taxiway</b> Surface Type: Condition: Area: Lighting:	<b>Visual Approach Aids</b> None
<b>Elevation:</b> 5,744 MSL		<b>Weather Reporting</b> None
<b>Primary Runway 17-35</b> Surface Type: Asphalt Condition: Good Length: 6,776' Width: 60' Lighting: NSTD-F	<b>Apron Areas</b> Commercial Service: Condition: General Aviation: Condition:	<b>Terminal Building Area</b> Commercial Service: General Aviation:
<b>Secondary Runway</b> Surface Type: Condition: Length: Width: Lighting:	<b>Vehicular Parking</b> Commercial Service: General Service:	<b>Aircraft Storage</b> Conventional: T-hangar: Plane Port:
	<b>Approach/Landing Aids</b> None	<b>Fuel Available</b> None

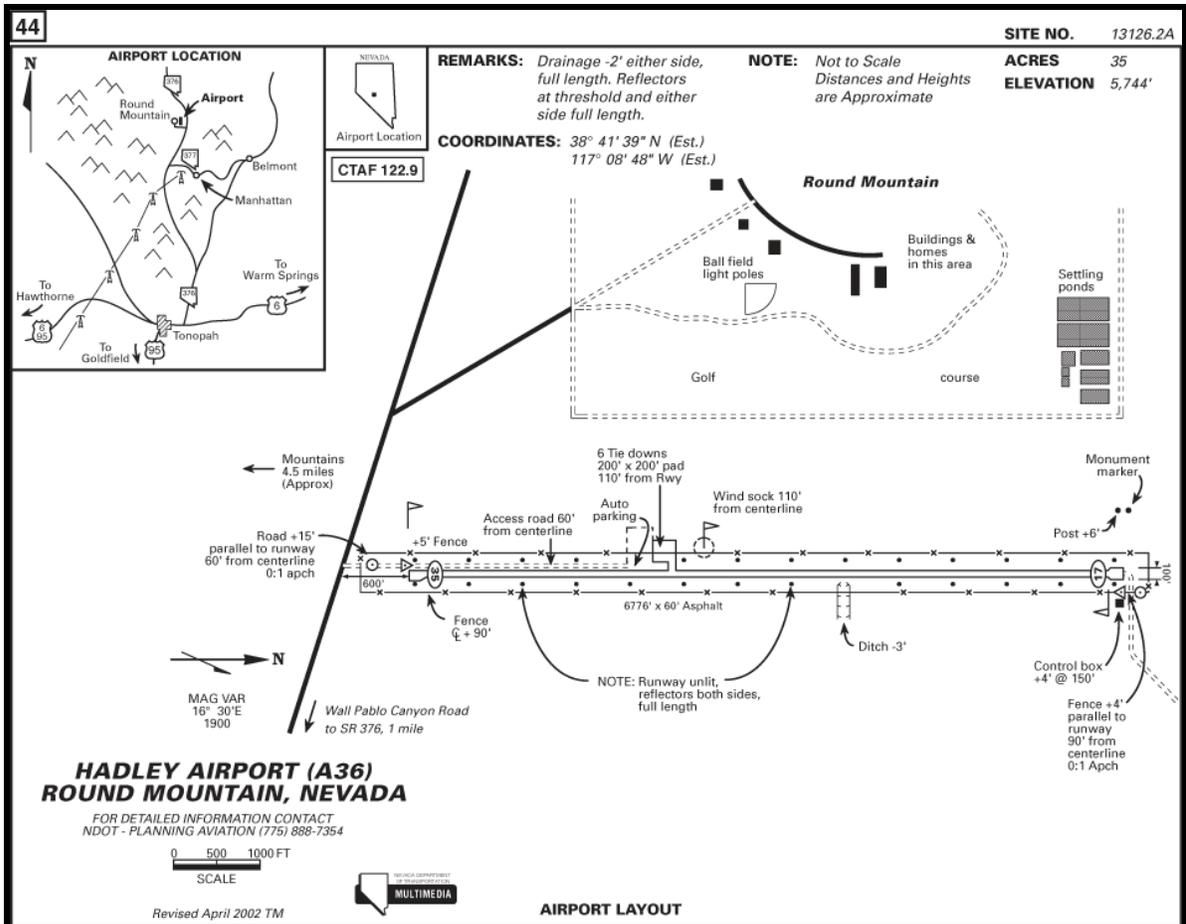


Figure 5-22 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Hadley</b>		<b>Associated City: Round Mountain</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2009-2013	0	0	0	0

# Figure 5-23 Airport Information and Capital Improvement Program

**Airport:** Harriett Field/Wells Municipal  
**Associated City:** Wells  
**County:** Elko, NV  
**Ownership:** Public  
**Airport-ID:** LWL

**NPIAS No.:** 32-0020  
**Site Number:** 13137.A  
**Service Level:** GA  
**Airport Category:** CA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 10	Helicopter: 0
Aircraft Operations:	5,502	2008	8,170	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	12	2008	14	2020	Jet: 0	Glidors: 0
<b>Critical Aircraft:</b> Cessna Citation II						Ultra-Lights: 2

## Existing Facilities

**Land Area** 708 Acres

**Elevation:** 5,772 MSL

**Primary Runway 08-26**

Surface Type: Asphalt  
 Condition: Good  
 Length: 5,498'  
 Width: 150'  
 Lighting: MIRL

**Secondary Runway 01-19**

Surface Type: Gravel-Dirt  
 Condition: Fair  
 Length: 2,681'  
 Width: 150'  
 Lighting: None

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

Beacon

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

100LL

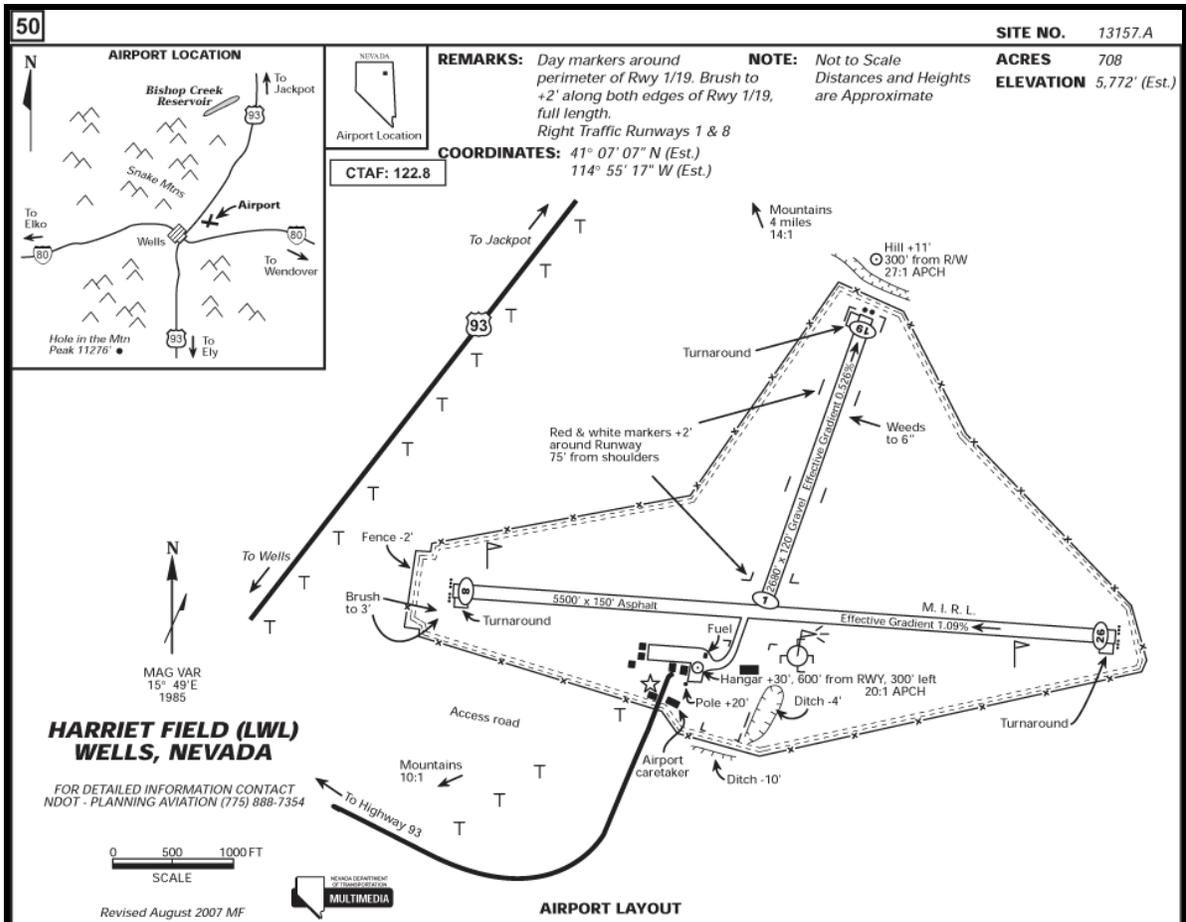


Figure 5-23 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Harriett Field/Wells Municipal</b>		<b>Associated City: Wells</b>		
Project Description	Phase I			
	Total Costs	Federal	Local	Private
Construct Taxilanes	100,610	94,322	6,288	0
Install Runway 8-26 PAPIs and REILs	112,500	105,469	7,031	0
Install Miscellaneous <Nav aids/Approach Aids> (Segmented Circle, Beacon, ETC. not ALS)	6,000	5,625	375	0
Extend Runway 8-26	1,620,000	1,518,750	101,250	0
Construct Taxiway B	1,800,000	1,687,500	112,500	0
Construct Terminal Building	207,000		207,000	0
Extend/Widen/Strengthen Runway (Name) (to Meet Standards)	2,674,350	2,507,203	167,147	0
Total Phase I 2002-2005	6,520,460	5,918,869	601,591	0

# Figure 5-24 Airport Information and Capital Improvement Program

**Airport:** Hawthorne Industrial  
**Associated City:** Hawthorne  
**County:** Mineral, NV  
**Ownership:** Public  
**Airport-ID:** HTH

**NPIAS No.:** 32-0009  
**Site Number:** 13072.A  
**Service Level:** GA  
**Airport Category:** CA  
**Airport Reference Code:** B-1

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 5	Helicopter: 0
Aircraft Operations:	12,700	2007	21,110	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	6	2007	12	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Beech Baron						Ultra-Lights: 1

## Existing Facilities

**Land Area** 901 Acres

**Elevation:** 4,215 MSL

**Primary Runway 10-28**

Surface Type: Asphalt  
 Condition: Good  
 Length: 6,000'  
 Width: 100'  
 Lighting: MIRL

**Secondary Runway 15-33**

Surface Type: Dirt  
 Condition: Good  
 Length: 3,500'  
 Width: 130'  
 Lighting: None

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

Beacon, REIL, PAPI-2

**Weather Reporting**

AWOS

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

Jet A, 100

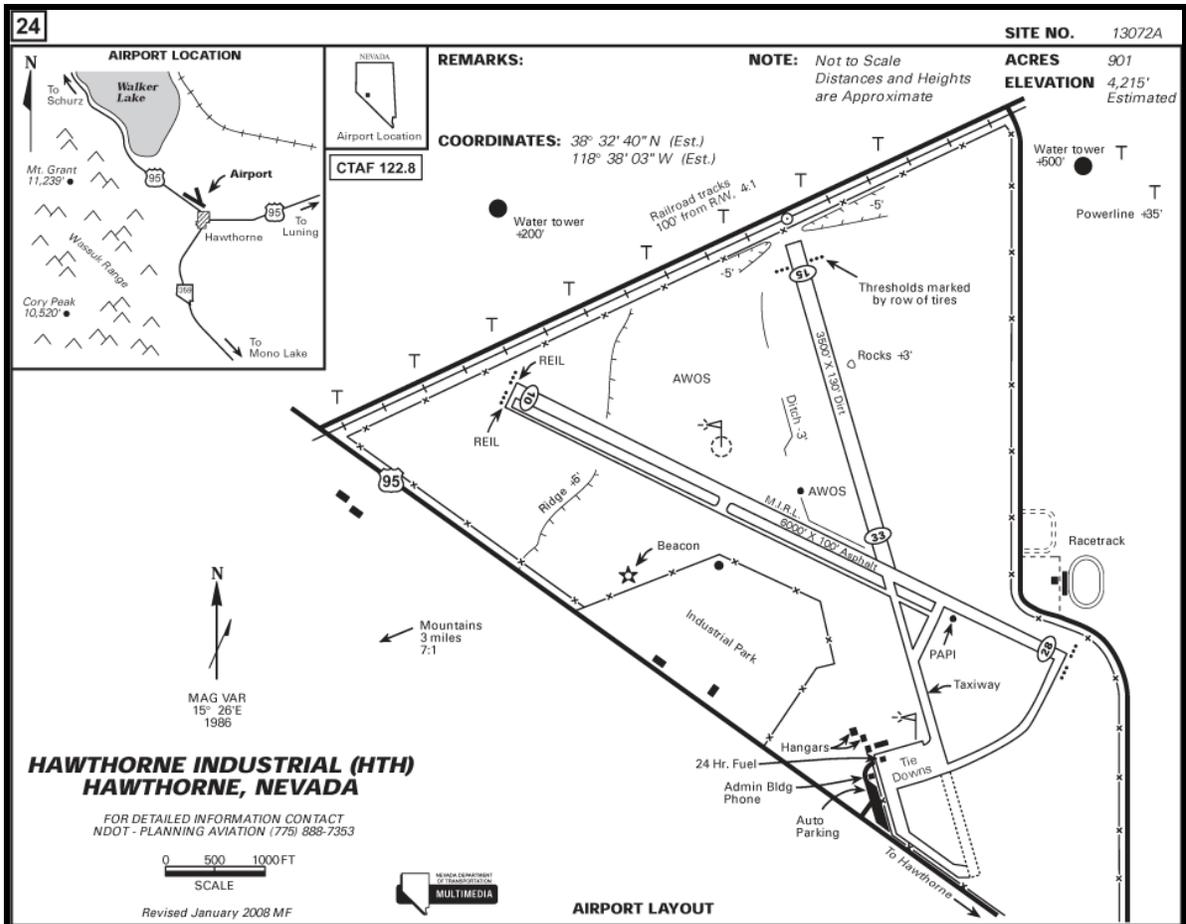


Figure 5-24 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Hawthorne Municipal</b>		<b>Associated City: Hawthorne</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Relocate/Reconstruct Parallel Taxiway and Apron	200,000	200,000	0	0
Airport Master Plan	150,000	150,000	0	0
Environmental Assessment	125,000	125,000	0	0
Upgrade Fuel System	250,000	250,000	0	0
Install Fencing, Security Gates and Lighting	0	0	0	0
Strengthen Airfield Pavement to 500,000 Lbs DDWT	0	0	0	0
Expand Aircraft Parking Apron	1,603,000	1,603,000	0	0
Construct Bypass Taxiway and Holding Bay (RWY 10)	944,000	944,000	0	0
Acquire Land for Runway Extension	100,000	100,000	0	0
Extend Runway and Taxiway to 8,000 feet/Relocate Bonanza Road/Construct Holding Bay (RWY 28)	0	0	0	0
Install Approach Lighting System for WAAS Approach	0	0	0	0
<b>Total Phase I 2009-2013</b>	<b>3,372,000</b>	<b>3,372,000</b>	<b>0</b>	<b>0</b>

# Figure 5-25 Airport Information and Capital Improvement Program

**Airport:** Henderson Executive  
**Associated City:** Las Vegas  
**County:** Clark, NV  
**Ownership:** Public  
**Airport-ID:** HND

**NPIAS No.:** 32-0027  
**Site Number:** 13083.29A  
**Service Level:** RL  
**Airport Category:** RL  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:	104,887	2002	171,630	2020	Single Engine: 183	Helicopter: 2
Aircraft Operations:	71,323	2007	169,176	2020	Multi -Engine: 28	Military: 0
Based Aircraft:	220	2008	278	2020	Jet: 7	Gliders: 0
<b>Critical Aircraft:</b> Cessna Citation III						Ultra-Lights: 0

## Existing Facilities

**Land Area** 760 Acres

**Elevation:** 2,492 MSL

**Primary Runway 17R-35L**

Surface Type: Asphalt  
 Condition: Excellent  
 Length: 6,501'  
 Width: 100'  
 Lighting: MIRL

**Secondary Runway 17L-35R**

Surface Type: Asphalt  
 Condition: Excellent  
 Length: 5,001'  
 Width: 75'  
 Lighting: MIRL

**Taxiway**

Surface Type: Asphalt  
 Condition: Good  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service: 6  
 General Service: 50

**Approach/Landing Aids**

None

**Visual Approach Aids**

PAPI-4, Beacon, REIL

**Weather Reporting**

ASOS

**Terminal Building Area**

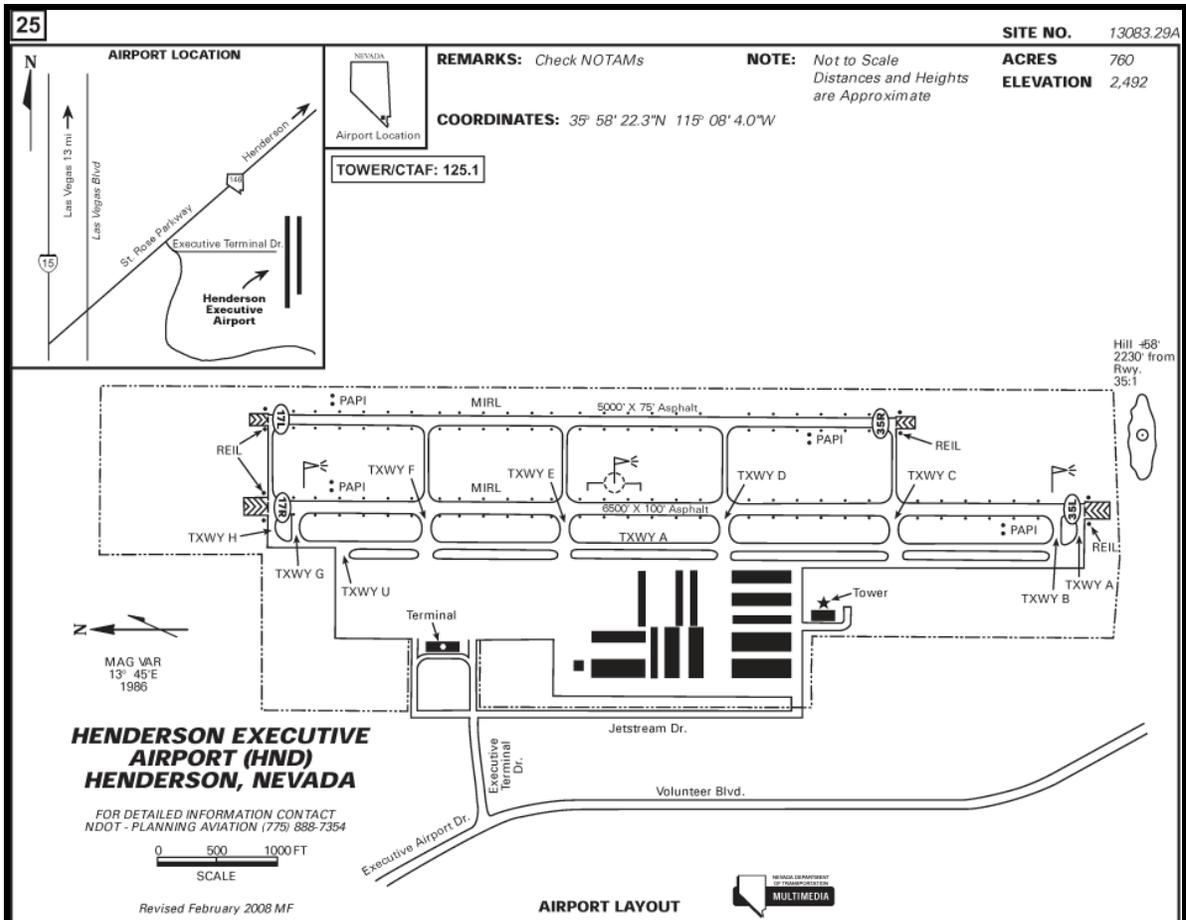
Commercial Service: 8,000  
 General Aviation:

**Aircraft Storage**

Conventional: 1  
 T-hangar: 10  
 Plane Port:  
 Shade Hangars: 57

**Fuel Available**

Jet A, 100LL



## CAPITAL IMPROVEMENT PROGRAM

Airport Name: Henderson Executive

Associated City: Las Vegas

Project Description	2009			
	Total Costs	Federal	Local	Private
Runway Stopway Extention	4,000,000	3,800,000	200,000	0
<b>Total</b>	<b>4,000,000</b>	<b>3,800,000</b>	<b>200,000</b>	<b>0</b>

Project Description	2010			
	Total Costs	Federal	Local	Private
Land Acquisition	4,000,000	3,800,000	200,000	0
<b>Total</b>	<b>4,000,000</b>	<b>3,800,000</b>	<b>200,000</b>	<b>0</b>

Project Description	2011			
	Total Costs	Federal	Local	Private
No Project	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Project Description	2012			
	Total Costs	Federal	Local	Private
No Project	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Project Description	2013			
	Total Costs	Federal	Local	Private
East Terminal Apron Pavement Rehabilitation	4,000,000	3,800,000	200,000	0
<b>Total</b>	<b>4,000,000</b>	<b>3,800,000</b>	<b>200,000</b>	<b>0</b>

<b>Grand Total 2009-2013</b>	<b>12,000,000</b>	<b>11,400,000</b>	<b>600,000</b>	<b>0</b>
------------------------------	-------------------	-------------------	----------------	----------

# Figure 5-26 Airport Information and Capital Improvement Program

**Airport:** Jackpot Airport/Hayden Field  
**Associated City:** Jackpot  
**County:** Elko, NV  
**Ownership:** Public  
**Airport-ID:** 06U

**NPIAS No.:** 32-0024  
**Site Number:** 13079.25A  
**Service Level:** GA  
**Airport Category:** RA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 0	Helicopter: 0
Aircraft Operations:	5,500	2008	8,170	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	1	2008	1	2020	Jet: 1	Glidors: 0
<b>Critical Aircraft:</b> Cessna Citation II						Ultra-Lights: 0

## Existing Facilities

**Land Area** 325 Acres

**Elevation:** 5,213 MSL

**Primary Runway 15-33**

Surface Type: Asphalt  
 Condition: Excellent  
 Length: 6,200'  
 Width: 60'  
 Lighting: MIRL

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

VASI-2, Beacon

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

100LL

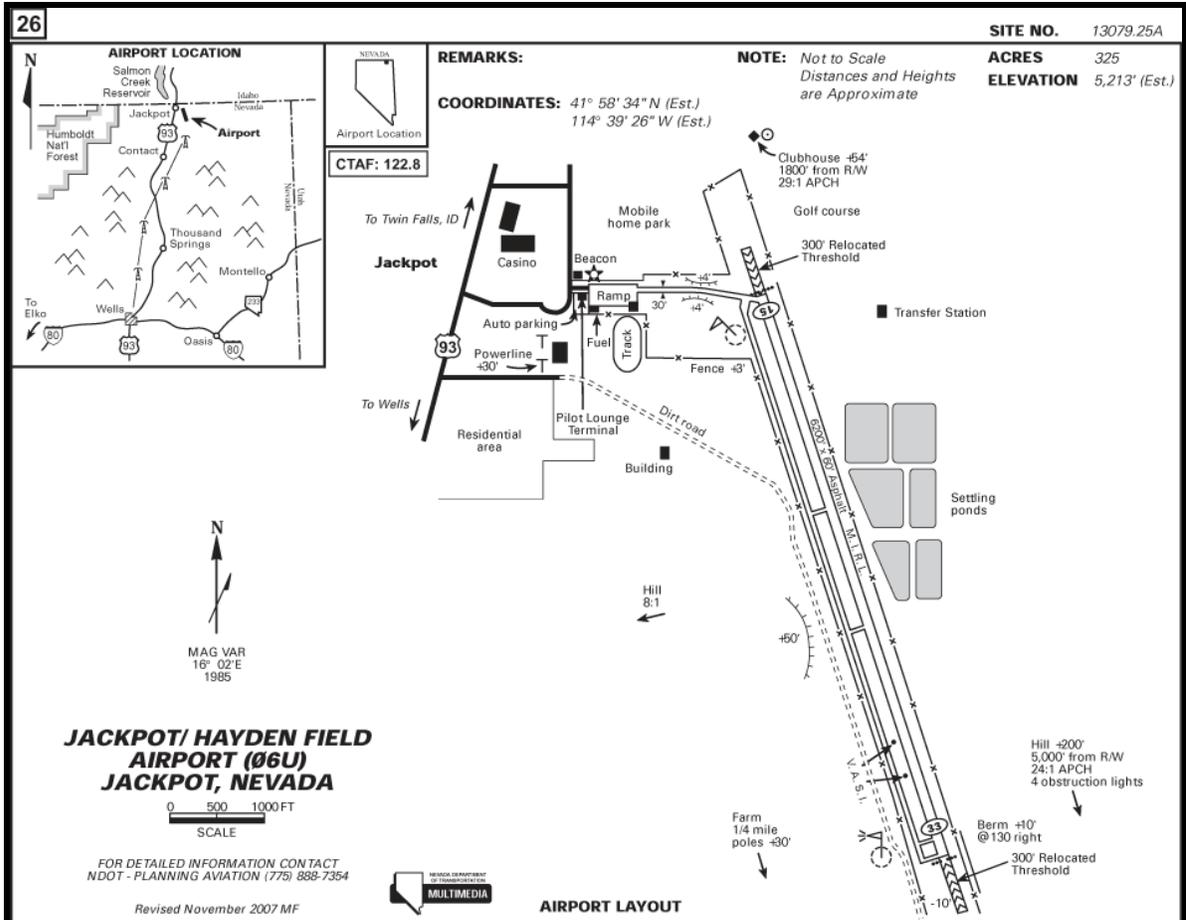


Figure 5-26 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Jackpot Airport/Hayden Field</b>			<b>Associated City: Jackpot</b>	
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Construct Taxiway	800,000	750,000	50,000	0
Construct Emergency Access Road	120,000	112,500	7,500	0
Construct Apron	140,000	131,250	8,750	0
Total Phase I 2002-2005	1,060,000	993,750	66,250	0

**Figure 5-27 Airport Information and Capital Improvement Program**

**Airport:** Jean  
**Associated City:** Jean  
**County:** Clark, NV  
**Ownership:** Public  
**Airport-ID:** 0L7

**NPIAS No.:** 32-0032  
**Site Number:** 13079.5A  
**Service Level:** GA  
**Airport Category:** CA  
**Airport Reference Code:** B-I

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 25	Helicopter: 0
Aircraft Operations:	20,000	2007	29,720	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	40	2008	30	2020	Jet: 0	Gliders: 12
<b>Critical Aircraft:</b> Beech Baron						Ultra-Lights: 3

## Existing Facilities

**Land Area** 232 Acres

**Elevation:** 2,832 MSL

**Primary Runway 02L-20R**

Surface Type: Asphalt  
 Condition: Excellent  
 Length: 4,600'  
 Width: 75'  
 Lighting: MIRL

**Secondary Runway 02R-20L**

Surface Type: Asphalt  
 Condition: Excellent  
 Length: 3,700'  
 Width: 60'  
 Lighting: None

**Taxiway**

Surface Type: Asphalt  
 Condition: Good  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation: 175,000  
 Condition: Good

**Vehicular Parking**

Commercial Service:  
 General Service: 30

**Approach/Landing Aids**

None

**Visual Approach Aids**

Beacon

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service: 6,500  
 General Aviation:

**Aircraft Storage**

Conventional: 1  
 T-hangar:  
 Plane Port: 1

**Fuel Available**

Jet A, 100LL

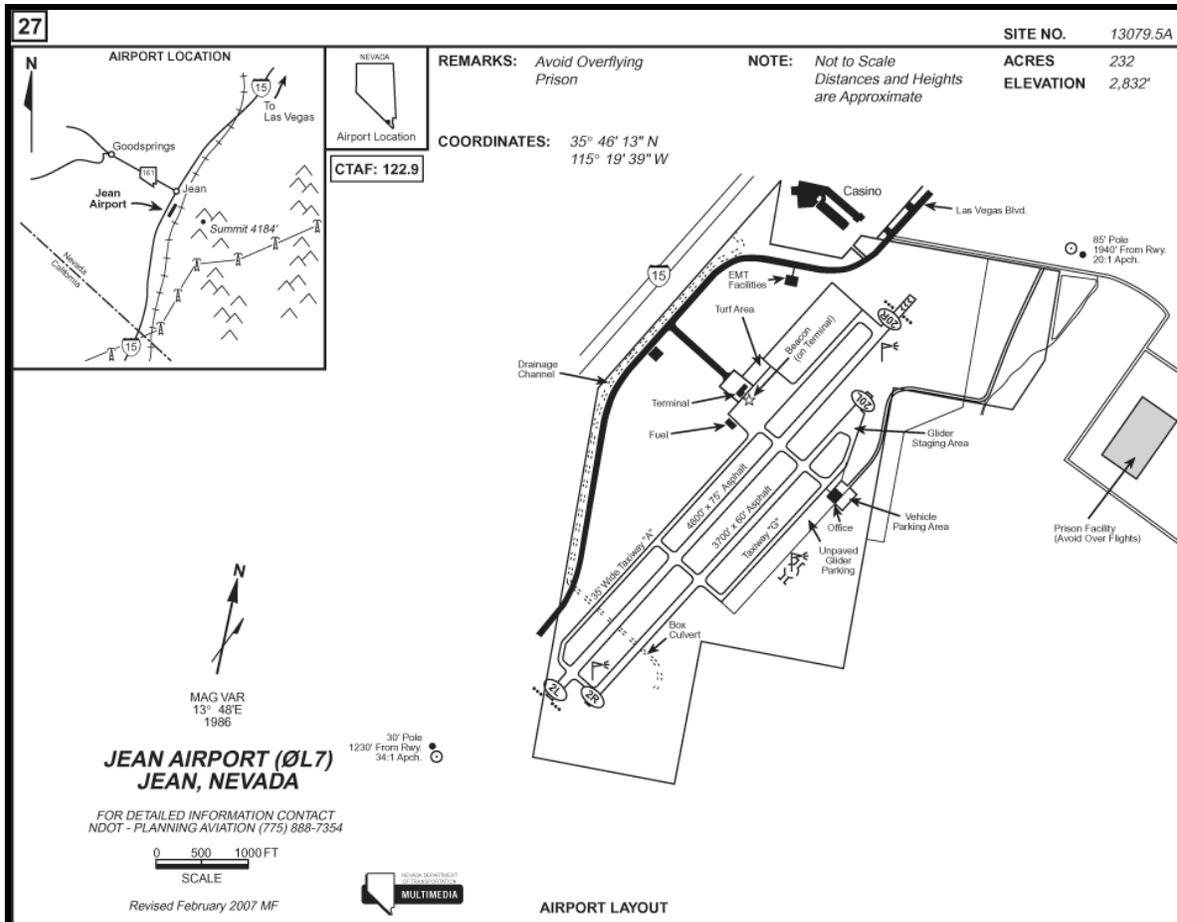


Figure 5-27 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Jean</b>		<b>Associated City: Jean</b>		
Project Description	2009			
	Total Costs	Federal	Local	Private
No Project	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Project Description	2010			
	Total Costs	Federal	Local	Private
No Project	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Project Description	2011			
	Total Costs	Federal	Local	Private
No Project	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Project Description	2012			
	Total Costs	Federal	Local	Private
No Project	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Project Description	2013			
	Total Costs	Federal	Local	Private
No Project	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total 2009-2013</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Figure 5-28 Airport Information and Capital Improvement Program**

**Airport:** Kidwell  
**Associated City:** Cal Nev Ari  
**County:** Clark, NV  
**Ownership:** Private  
**Airport-ID:** 1L4

**NPIAS No.:**  
**Site Number:** 13034.5A  
**Service Level:** GA  
**Airport Category:** BA  
**Airport Reference Code:** B-1

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 16	Helicopter: 0
Aircraft Operations:	3,500	2007	5,200	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	19	2008	21	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Beech Baron						Ultra-Lights: 3

## Existing Facilities

**Land Area** 103 Acres

**Elevation:** 2,605 MSL

**Primary Runway 15-33**

Surface Type: Dirt  
 Condition: Fair  
 Length: 4,140'  
 Width: 65'  
 Lighting: LIRL (NSTD)

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

None

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

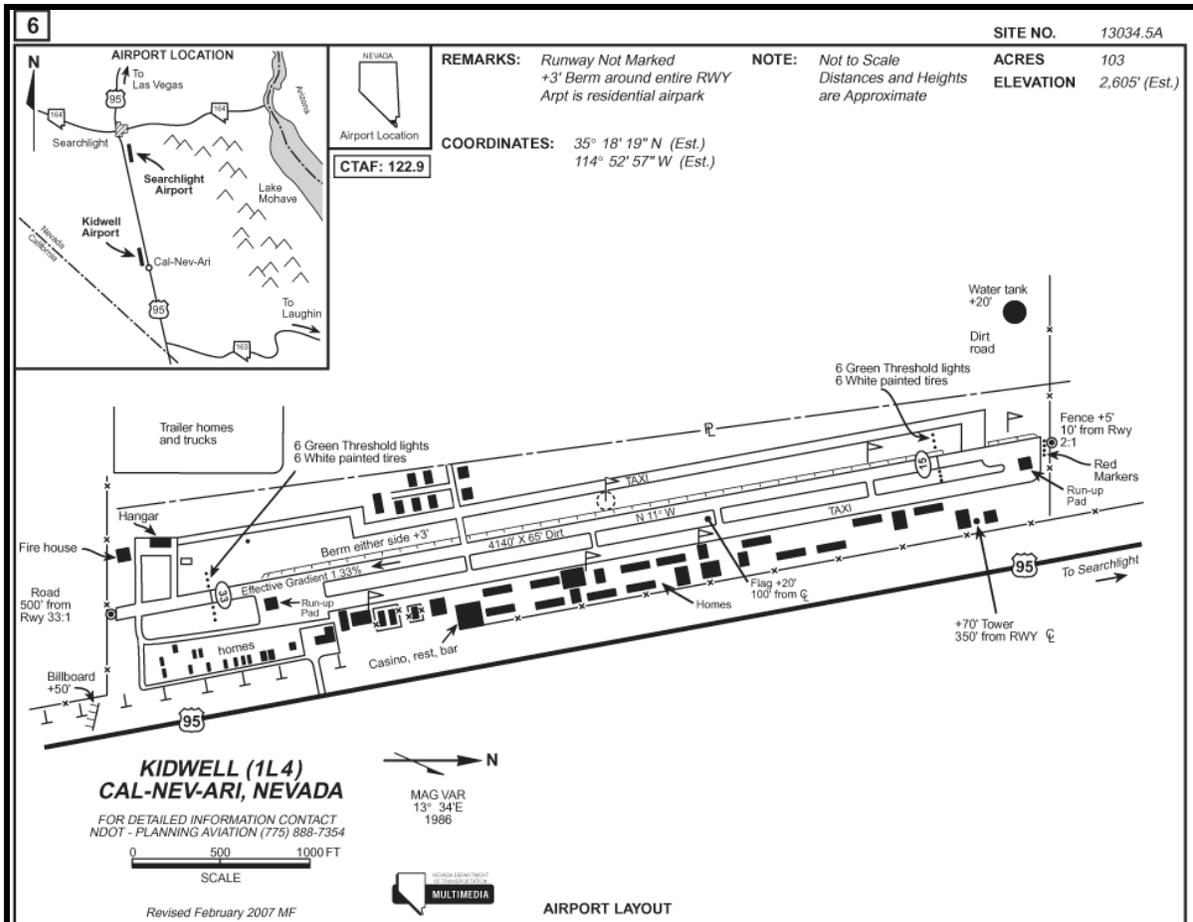


Figure 5-28 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Kidwell</b>		<b>Associated City: Cal Nev Ari</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2002-2005	0	0	0	0

# Figure 5-29 Airport Information and Capital Improvement Program

**Airport:** Kingston  
**Associated City:** Kingston  
**County:** Lander, NV  
**Ownership:** Public  
**Airport-ID:** N15

**NPIAS No.:**  
**Site Number:** 13080.A  
**Service Level:** GA  
**Airport Category:** BA  
**Airport Reference Code:** A-1

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 1	Helicopter: 0
Aircraft Operations:	250	2007	380	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	1	2007	1	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Cessna 172						Ultra-Lights: 0

## Existing Facilities

**Land Area** 144 Acres

**Elevation:** 5,950 MSL

**Primary Runway 07-25**  
 Surface Type: Gravel-Dirt  
 Condition: Fair  
 Length: 3,700'  
 Width: 80'  
 Lighting: None

**Secondary Runway 16-34**  
 Surface Type: Gravel-Dirt  
 Condition: Poor  
 Length: 3,072'  
 Width: 60'  
 Lighting: None

**Taxiway**  
 Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**  
 Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**  
 Commercial Service:  
 General Service:

**Approach/Landing Aids**  
 None

**Visual Approach Aids**  
 None

**Weather Reporting**  
 None

**Terminal Building Area**  
 Commercial Service:  
 General Aviation:

**Aircraft Storage**  
 Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

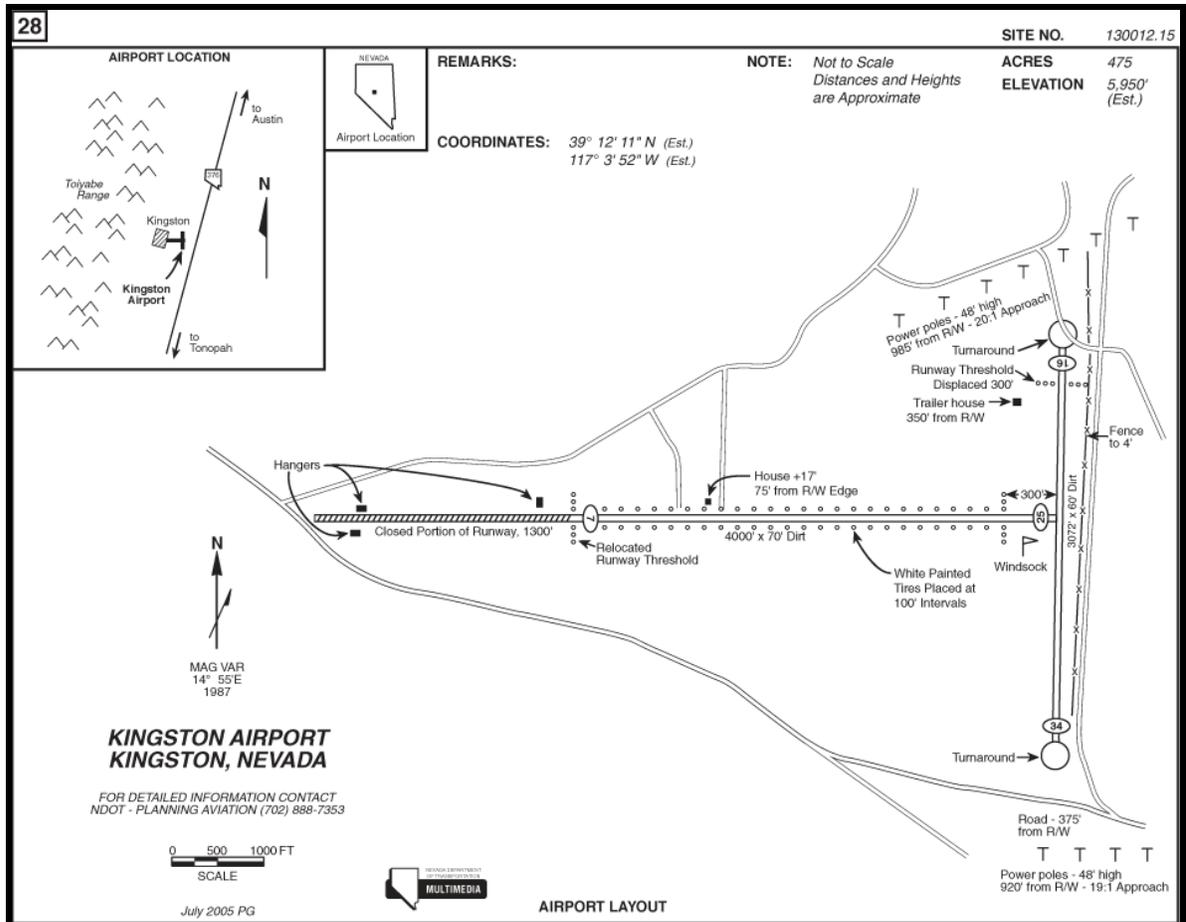


Figure 5-29 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Kingston</b>		<b>Associated City: Kingston</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2009-2013	0	0	0	0



Figure 5-30 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Lida Junction</b>		<b>Associated City: Goldfield</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2009-2013	0	0	0	0

# Figure 5-31 Airport Information and Capital Improvement Program

**Airport:** Lincoln County  
**Associated City:** Panaca  
**County:** Lincoln, NV  
**Ownership:** Public  
**Airport-ID:** 1L1

**NPIAS No.:** 32-0016  
**Site Number:** 13108.A  
**Service Level:** GA  
**Airport Category:** RA  
**Airport Reference Code:** B-I

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 3	Helicopter: 1
Aircraft Operations:	1,000	2008	3,750	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	5	2008	4	2020	Jet: 0	Glidors: 0
<b>Critical Aircraft:</b> Beech Baron						Ultra-Lights: 1

## Existing Facilities

**Land Area** 190 Acres

**Elevation:** 4,828 MSL

**Primary Runway 17-35**

Surface Type: Asphalt  
 Condition: Fair  
 Length: 4,620'  
 Width: 60'  
 Lighting: MIRL

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

Beacon

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

None

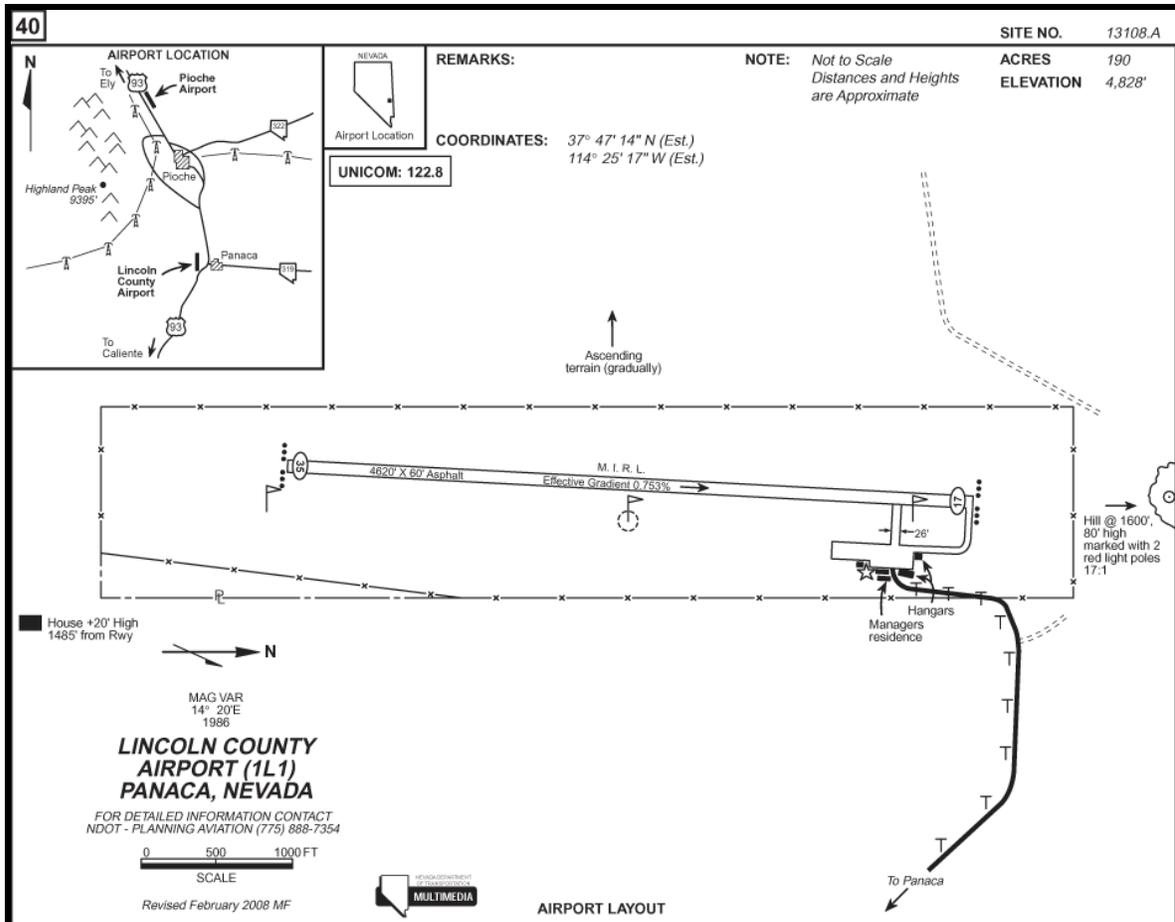


Figure 5-31 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Lincoln County</b>		<b>Associated City: Panaca</b>		
<b>Project Description</b>	<b>2009</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Construct Helipad, TW and Apron	325,000	308,750	16,250	0
Install Unicom	55,000	52,250	2,750	0
ALP Update	150,000	142,500	7,500	0
<b>Total Phase 2009</b>	<b>530,000</b>	<b>503,500</b>	<b>26,500</b>	<b>0</b>
<b>Project Description</b>	<b>2010</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Runway Widening and Extension South 925'	1,500,000	1,425,000	75,000	0
Wild Life Fencing Install/Relocate Fencing	110,000	104,500	5,500	0
Fog Seal Restripe Airfield	150,000	142,500	7,500	0
<b>Total Phase 2010</b>	<b>1,760,000</b>	<b>1,672,000</b>	<b>88,000</b>	<b>0</b>
<b>Project Description</b>	<b>2011</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Partial Parallel Taxiway to Midfield	500,000	475,000	25,000	0
<b>Total Phase 2011</b>	<b>500,000</b>	<b>475,000</b>	<b>25,000</b>	<b>0</b>
<b>Project Description</b>	<b>2012</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Extend Runway North 870' Phase One Earthwork	1,100,000	1,045,000	55,000	0
<b>Total Phase 2012</b>	<b>1,100,000</b>	<b>1,045,000</b>	<b>55,000</b>	<b>0</b>
<b>Project Description</b>	<b>2013</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Apron Expansion	750,000	712,500	37,500	0
<b>Total Phase 2013</b>	<b>750,000</b>	<b>712,500</b>	<b>37,500</b>	<b>0</b>
<b>Grand Total 2009-2013</b>	<b>4,640,000</b>	<b>4,408,000</b>	<b>232,000</b>	<b>0</b>

# Figure 5-32 Airport Information and Capital Improvement Program

**Airport:** McCarran International  
**Associated City:** Las Vegas  
**County:** Clark, NV  
**Ownership:** Public  
**Airport-ID:** LAS

**NPIAS No.:** 32-0012  
**Site Number:** 13083.A  
**Service Level:** PR  
**Airport Category:** CM-PR  
**Airport Reference Code:** D-V

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:	18,443,481	2000	37,850,000	2020	Single Engine: 5	Helicopter: 50
Aircraft Operations:	619,486	2006	836,230	2020	Multi -Engine: 10	Military: 0
Based Aircraft:	129	2007	220	2020	Jet: 64	Gliders: 0
<b>Critical Aircraft:</b> Boeing 747						Ultra-Lights: 0

## Existing Facilities

**Land Area** 2,800 Acres

**Elevation:** 2,181 MSL

**Primary Runway 07L-25R**

Surface Type: Asphalt  
 Condition: Good  
 Length: 14,510'  
 Width: 150'  
 Lighting: HIRL

**Secondary Runway 7R-25L**

Surface Type: Asphalt  
 Condition: Good  
 Length: 10,526'  
 Width: 150'  
 Lighting: HIRL

**Taxiway**

Surface Type: Asphalt  
 Condition: Good  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service: 9,500  
 General Service:

**Approach/Landing Aids**

ILS, VOR/DME, GPS

**Visual Approach Aids**

MALS, MALS, PAPI-4, REIL  
 Beacon

**Weather Reporting**

ASOS

**Terminal Building Area**

Commercial Service: 2,316,000  
 General Aviation:

**Aircraft Storage**

Conventional: 41  
 T-hangar: 20  
 Plane Port:

**Fuel Available**

Jet A1+, 100LL, 100

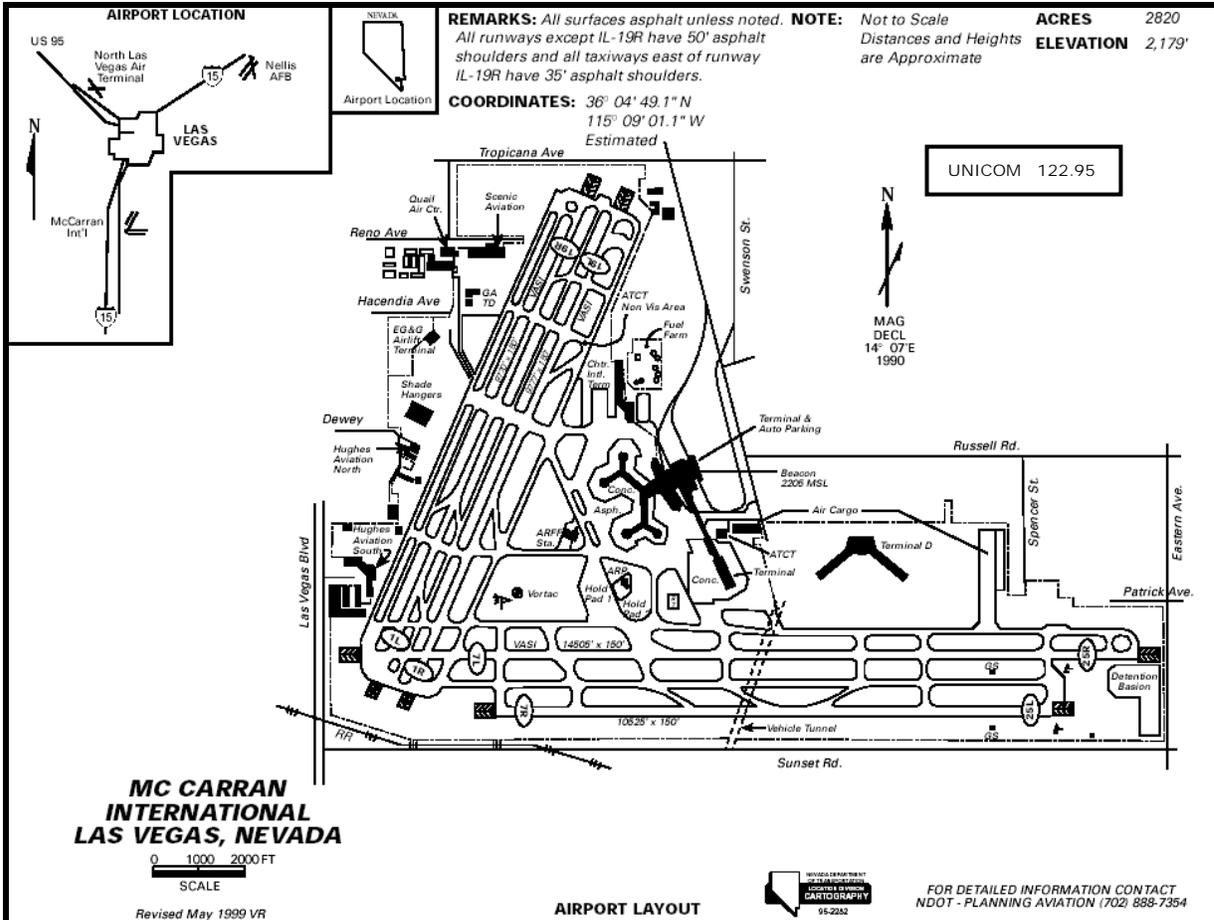


Figure 5-32 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: McCarran International</b>		<b>Associated City: Las Vegas</b>		
<b>Project Description</b>	<b>2007</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Terminal 3-- Central Plan	62,710,514	0	62,710,514	0
Terminal 3-- Early Civil Package	174,836,717	0	174,836,717	0
Escalator Upgrades	25,003,519	0	25,003,519	0
Baggage Claim Remodel	12,000,000	0	12,000,000	0
<b>Total</b>	<b>274,550,750</b>	<b>0</b>	<b>274,550,750</b>	<b>0</b>
<b>Project Description</b>	<b>2008</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Construct Terminal 3 (2252)	1,097,579,068	0	1,097,579,068	0
Terminal 3-- Roadway Construction	112,610,769	0	112,610,769	0
Terminal 3-- Parking Garage	128,180,689	0	128,180,689	0
Terminal 3-- Automated Transit System	54,649,889	0	54,649,889	0
Install Parking Revenue Control System	12,108,540	0	12,108,540	0
Construct Paradise Road Construction	8,653,958	0	8,653,958	0
Airport Maintenance/Warehouse/Airside Building	45,000,000	0	45,000,000	0
Terminal 2 Restroom	6,800,000	0	6,800,000	0
Airport Central Tunnel Access Construction	74,106,019	0	74,106,019	0
Construction / Installation of C&D Gates Tram	35,000,000	0	35,000,000	0
Runway Rehabilitation 7R/25L	90,000,000	25,000,000	65,000,000	0
Construct AARF Parking & Roadway Repavement	509,320	0	509,320	0
Constrction of MIA Roof	12,937,493	0	12,937,493	0
<b>Total</b>	<b>1,678,135,745</b>	<b>25,000,000</b>	<b>1,653,135,745</b>	<b>0</b>
<b>Project Description</b>	<b>2009</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Construct Terminal 3 Apron	32,664,500	24,500,000	8,164,500	0
Construct Airport Control Center	10,098,559	0	10,098,559	0
Gold Garage Elevators	2,019,568	0	2,019,568	0
<b>Total</b>	<b>44,782,627</b>	<b>24,500,000</b>	<b>20,282,627</b>	<b>0</b>

Figure 5-32 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: McCarran International</b>		<b>Associated City: Las Vegas</b>		
Project Description	2010			
	Total Costs	Federal	Local	Private
Concourse C Apron Rehabilitation	40,000,000	30,000,000	10,000,000	0
East Lot RON Parking Apron Phase	82,212,605	0	82,212,605	0
<b>Total</b>	<b>122,212,605</b>	<b>30,000,000</b>	<b>92,212,605</b>	<b>0</b>
Project Description	2011			
	Total Costs	Federal	Local	Private
Runway 7L/25R Rehabilitation	100,000,000	40,000,000	60,000,000	0
<b>Total</b>	<b>100,000,000</b>	<b>40,000,000</b>	<b>60,000,000</b>	<b>0</b>
Project Description	2012			
	Total Costs	Federal	Local	Private
Terminal 2 Ramp & Apron Rehabilitation	33,333,334	25,000,000	8,333,334	0
<b>Total</b>	<b>33,333,334</b>	<b>25,000,000</b>	<b>8,333,334</b>	<b>0</b>
Project Description	2013			
	Total Costs	Federal	Local	Private
Taxiway "E" Rehabilitation	60,000,000	45,000,000	15,000,000	0
<b>Total</b>	<b>60,000,000</b>	<b>45,000,000</b>	<b>15,000,000</b>	<b>0</b>
<b>Grand Total 2009-2013</b>	<b>2,313,015,061</b>	<b>189,500,000</b>	<b>2,123,515,061</b>	<b>0</b>

(This page intentionally left blank)

**Figure 5-33 Airport Information and Capital Improvement Program**

**Airport:** Mesquite  
**Associated City:** Mesquite  
**County:** Clark, NV  
**Ownership:** Public  
**Airport-ID:** 67L

**NPIAS No.:** 32-0031  
**Site Number:** 13089.7A  
**Service Level:** GA  
**Airport Category:** CA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 27	Helicopter: 0
Aircraft Operations:	15,050	2008	29,050	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	30	2008	63	2020	Jet: 1	Gliders: 0
<b>Critical Aircraft:</b> Cessna Citation III						Ultra-Lights: 2

**Existing Facilities**

**Land Area:** 155 Acres

**Elevation:** 1,975 MSL

**Primary Runway 01-19**

Surface Type: Asphalt  
 Condition: Good  
 Length: 5,100'  
 Width: 75'  
 Lighting: MIRL

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

VOR/DME, GPS

**Visual Approach Aids**

REIL, PAPI-2, Beacon

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

Jet A, 100LL

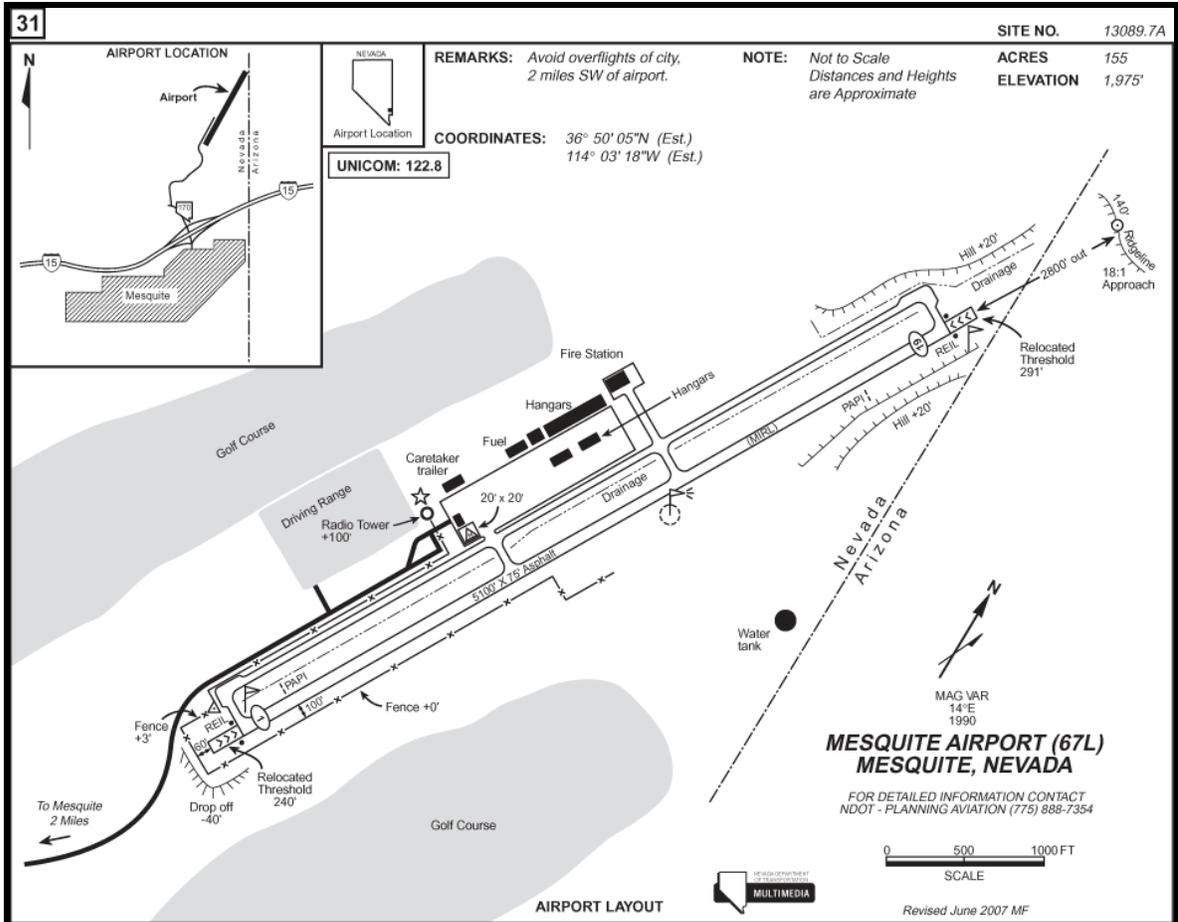


Figure 5-33 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Mesquite Municipal</b>		<b>Associated City: Mesquite</b>		
Project Description	Phase I			
	Total Costs	Federal	Local	Private
Extend Runway	200,000	187,500	12,500	0
Extend Taxiway	138,000	129,375	8,625	0
Acquire Security Fencing (Including Lights)	85,000	79,688	5,312	0
Rehabilitate Runway 1-19	250,000	234,375	15,625	0
Extend Runway 1-19	192,000	180,000	12,000	0
Improve Access Road	42,850	40,172	2,678	0
Install Weather Reporting Equipment (Describe, E.G., AWOS)	85,000	79,688	5,312	0
Install Apron Lighting	43,000	40,312	2,688	0
Acquire Security Equipment (Entrance Gates)	5,500	5,156	344	0
Rehabilitate Runway (Overlay)	743,750	697,266	46,484	0
Rehabilitate Taxiway (Overlay)	350,000	328,125	21,875	0
Construct Apron (Terminal and Exit Overlay)	81,200	76,125	5,075	0
Total Phase I 2002-2005	2,216,300	2,077,782	138,518	0

# Figure 5-34 Airport Information and Capital Improvement Program

**Airport:** Mina  
**Associated City:** Mina  
**County:** Mineral, NV  
**Ownership:** Public  
**Airport-ID:** 3Q0

**NPIAS No.:**  
**Site Number:** 13090.5A  
**Service Level:** GA  
**Airport Category:** BA  
**Airport Reference Code:** A-1

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 2	Helicopter: 0
Aircraft Operations:	200	2007	300	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	3	2007	4	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Cessna 172						Ultra-Lights: 1

## Existing Facilities

**Land Area** 29 Acres

**Elevation:** 4,552 MSL

### Primary Runway 13-31

Surface Type: Dirt  
 Condition: Good  
 Length: 4,600'  
 Width: 165'  
 Lighting: None

### Secondary Runway

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

### Taxiway

Surface Type:  
 Condition:  
 Area:  
 Lighting:

### Apron Areas

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

### Vehicular Parking

Commercial Service:  
 General Service:

### Approach/Landing Aids

None

### Visual Approach Aids

None

### Weather Reporting

None

### Terminal Building Area

Commercial Service:  
 General Aviation:

### Aircraft Storage

Conventional:  
 T-hangar:  
 Plane Port:

### Fuel Available

None

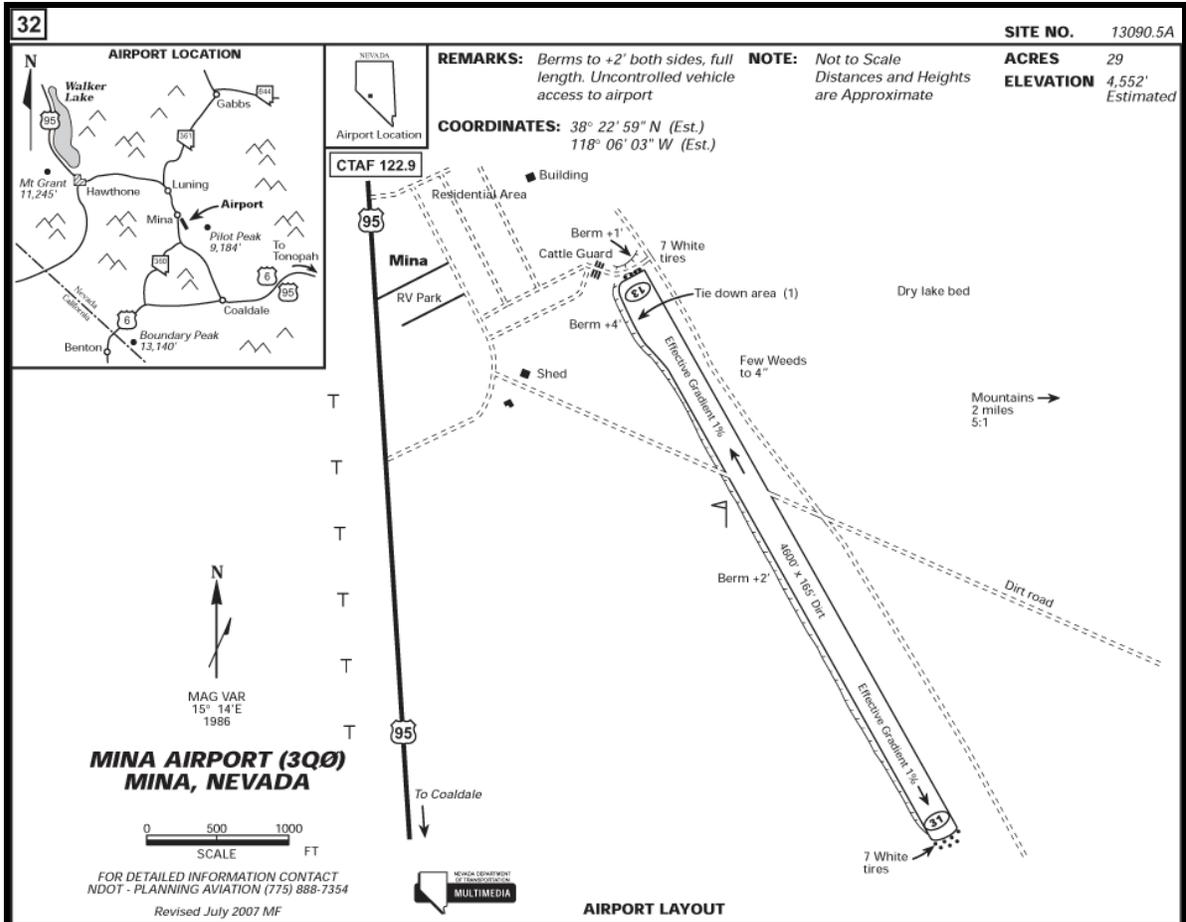


Figure 5-34 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Mina</b>		<b>Associated City: Mina</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2009-2013	0	0	0	0

# Figure 5-35 Airport Information and Capital Improvement Program

**Airport:** Minden-Tahoe  
**Associated City:** Minden  
**County:** Douglas, NV  
**Ownership:** Public  
**Airport-ID:** MEV

**NPIAS No.:** 32-0013  
**Site Number:** 13091.A  
**Service Level:** GA  
**Airport Category:** CA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 163	Helicopter: 3
Aircraft Operations:	79,800	2006	139,400	2020	Multi -Engine: 29	Military: 0
Based Aircraft:	280	2007	352	2020	Jet: 4	Gliders: 80
<b>Critical Aircraft:</b> Cessna Citation III						Ultra-Lights: 1

## Existing Facilities

**Land Area** 990 Acres

**Elevation:** 4,722 MSL

### Primary Runway 16-34

Surface Type: Asphalt  
 Condition: Excellent  
 Length: 7,400'  
 Width: 100'  
 Lighting: MIRL

### Secondary Runway 12-30

Surface Type: Asphalt  
 Condition: Good  
 Length: 5,300'  
 Width: 75'  
 Lighting: None

### Taxiway

Surface Type:  
 Condition:  
 Area:  
 Lighting:

### Apron Areas

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

### Vehicular Parking

Commercial Service:  
 General Service:

### Approach/Landing Aids

GPS

### Visual Approach Aids

VASI-4, Beacon

### Weather Reporting

AWOS

### Terminal Building Area

Commercial Service:  
 General Aviation:

### Aircraft Storage

Conventional:  
 T-hangar:  
 Plane Port:

### Fuel Available

Jet A, 100LL

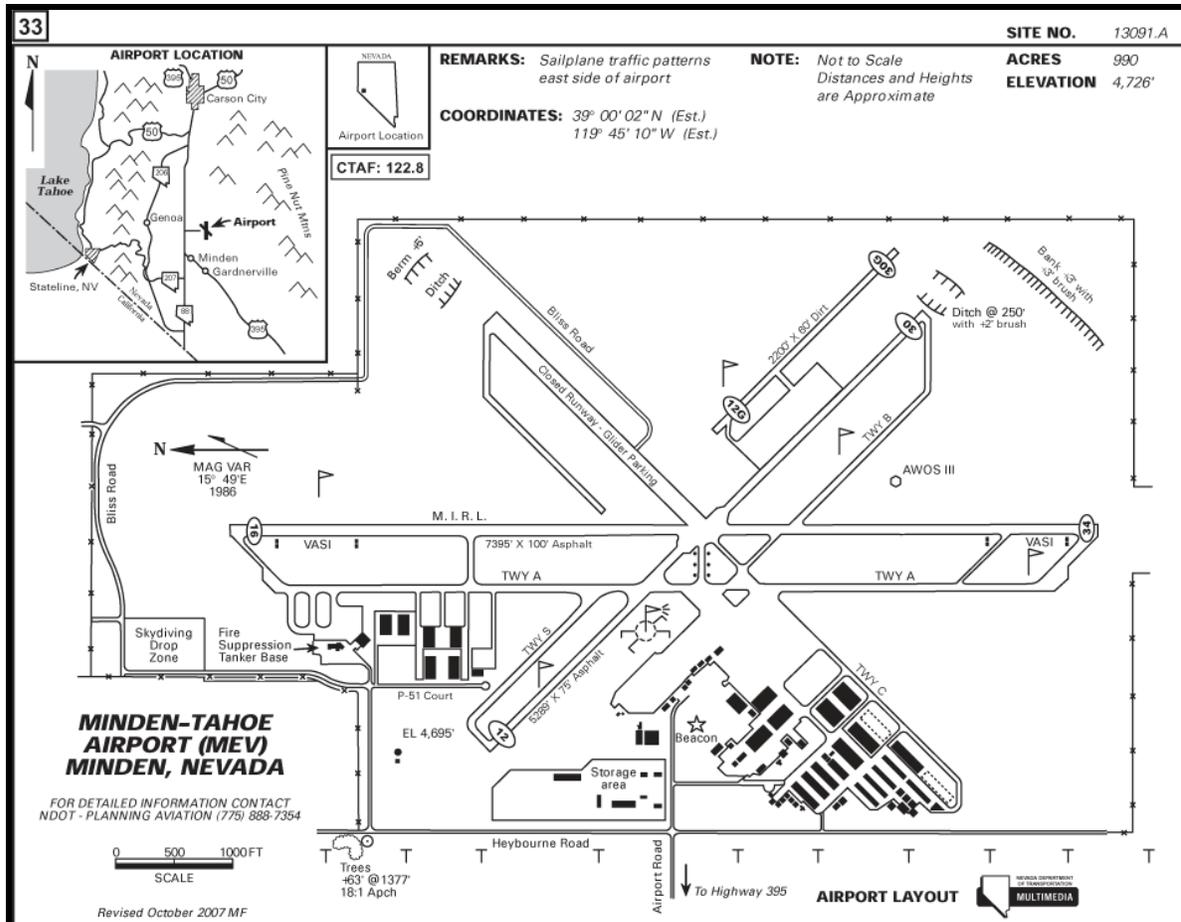


Figure 5-35 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Minden-Tahoe</b>		<b>Associated City: Minden</b>		
Project Description	2008			
	Total Costs	Federal	Local	Private
AWOS II (Recommended by RSAT)	92,000	87,400	4,600	0
Runway 34 and 16 Run-Up Areas Seal	73,125	69,469	3,656	0
Eastside Tiedown/Ramp Design Engineering	225,000	213,750	11,250	0
Eastside Fire Protection Water Line Design Engineering	130,021	123,520	6,501	0
Airport Drainage Study	101,000	95,950	5,050	0
T-Hangar Taxilane Crack-Pavement Seal/Repair	223,751	212,563	11,188	0
Construct Run-up Area for Runway 30 (80' X 100')	102,375	97,256	5,119	0
Construct Eastside Tiedown/Ramp, PH-1	859,666	816,683	42,983	0
<b>Total</b>	<b>1,806,938</b>	<b>1,716,591</b>	<b>90,347</b>	<b>0</b>
Project Description	2009			
	Total Costs	Federal	Local	Private
Construct Eastside Apron Fire Protection Water Line	795,128	755,372	39,756	0
Construct Eastside Tiedown/Ramp, PH-2	859,666	816,683	42,983	0
<b>Total</b>	<b>1,654,794</b>	<b>1,572,055</b>	<b>82,739</b>	<b>0</b>
Project Description	2010			
	Total Costs	Federal	Local	Private
Construct Eastside Tiedown/Ramp, PH-3	859,666	816,683	42,983	0
Crack Repair and Seal Runway 12/30 and Taxiway B	242,500	230,375	12,125	0
Parking Lot Reconstruction	321,751	305,663	16,088	0
Seal Coat Taxiway A	194,625	184,894	9,731	0
<b>Total</b>	<b>1,618,542</b>	<b>1,537,615</b>	<b>80,927</b>	<b>0</b>

Figure 5-35 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Minden-Tahoe</b>		<b>Associated City: Minden</b>		
Project Description	2011			
	Total Costs	Federal	Local	Private
Rejuvenator Seal on Runway 16/34	643,771	611,583	32,188	0
Acquire Land for Runway 34 RPZ (79.1 Acres)	800,000	760,000	40,000	0
Acquire Land for Runway 30 RPZ (18.7 Acres)	200,000	190,000	10,000	0
Design and Engineering for Drainage Improvements Per Study	100,000	95,000	5,000	0
<b>Total</b>	<b>1,743,771</b>	<b>1,656,583</b>	<b>87,188</b>	<b>0</b>
Project Description	2012			
	Total Costs	Federal	Local	Private
Security Fencing 6,000 Feet and 3 Gates	300,000	285,000	15,000	0
ARFF/Snow Removal Equipment Building	250,000	237,500	12,500	0
Improve Runway Lighting/Vault System	150,000	142,500	7,500	0
Finish Bliss Road - Phase III	1,097,250	1,045,000	52,250	0
<b>Total</b>	<b>1,797,250</b>	<b>1,710,000</b>	<b>87,250</b>	<b>0</b>
<b>Grand Total 2009-2013</b>	<b>8,621,295</b>	<b>8,192,844</b>	<b>428,451</b>	<b>0</b>

(This page intentionally left blank)



Figure 5-36 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: North Las Vegas</b>		<b>Associated City: Las Vegas</b>		
<b>Project Description</b>	<b>2009</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Powerlines Relocation	6,300,000	6,000,000	300,000	0
<b>Total</b>	<b>6,300,000</b>	<b>6,000,000</b>	<b>300,000</b>	<b>0</b>
<b>Project Description</b>	<b>2010</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
North Parallel Taxiway Construction	4,000,000	3,800,000	200,000	0
<b>Total</b>	<b>4,000,000</b>	<b>3,800,000</b>	<b>200,000</b>	<b>0</b>
<b>Project Description</b>	<b>2011</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Terminal Apron Lighting	4,000,000	3,800,000	200,000	0
<b>Total</b>	<b>4,000,000</b>	<b>3,800,000</b>	<b>200,000</b>	<b>0</b>
<b>Project Description</b>	<b>2012</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
South Terminal Apron Pavement Rehabilitation Phase I	4,000,000	3,800,000	200,000	0
<b>Total</b>	<b>4,000,000</b>	<b>3,800,000</b>	<b>200,000</b>	<b>0</b>
<b>Project Description</b>	<b>2013</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
South Terminal Apron Pavement Rehabilitation Phase II	4,000,000	3,800,000	200,000	0
<b>Total</b>	<b>4,000,000</b>	<b>3,800,000</b>	<b>200,000</b>	<b>0</b>
<b>Grand Total 2009-2013</b>	<b>22,300,000</b>	<b>21,200,000</b>	<b>1,100,000</b>	<b>0</b>

# Figure 5-37 Airport Information and Capital Improvement Program

**Airport:** Owyhee  
**Associated City:** Owyhee  
**County:** Elko, NV  
**Ownership:** Public  
**Airport-ID:** 1OU

**NPIAS No.:** 32-0028  
**Site Number:** 13106.A  
**Service Level:** GA  
**Airport Category:** RA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 0	Helicopter: 0
Aircraft Operations:	50	2008	6,370	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	0	2008	10	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Beech King Air						Ultra-Lights: 0

## Existing Facilities

**Land Area** 167 Acres

**Elevation:** 5,374 MSL

**Primary Runway 02-20**

Surface Type: Asphalt-Gravel  
 Condition: Fair  
 Length: 6,700'  
 Width: 60'  
 Lighting: None

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

None

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

None

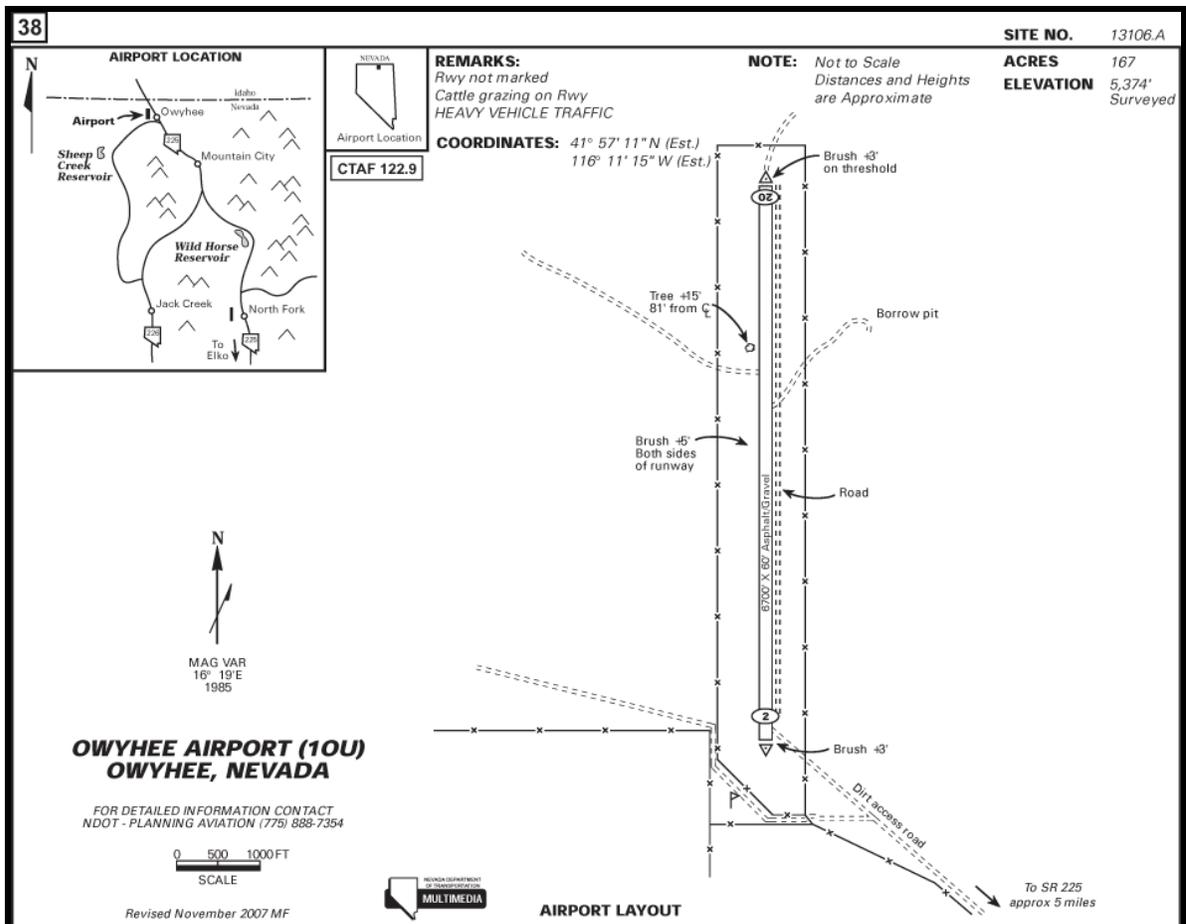


Figure 5-37 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Owyhee</b>		<b>Associated City: Owyhee</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Conduct Environmental Assessment	150,000	140,625	9,375	0
Construct New Runway	1,000,000	937,500	62,500	0
Construct New Apron	100,000	93,750	6,250	0
Total Phase I 2002-2005	1,250,000	1,171,875	78,125	0

# Figure 5-38 Airport Information and Capital Improvement Program

**Airport:** Perkins Field  
**Associated City:** Overton  
**County:** Clark, NV  
**Ownership:** Public  
**Airport-ID:** U08

**NPIAS No.:** 32-0014  
**Site Number:** 13104.A  
**Service Level:** GA  
**Airport Category:** CA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 10	Helicopter: 0
Aircraft Operations:	5,200	2007	7,730	2020	Multi -Engine: 2	Military: 0
Based Aircraft:	13	2008	27	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Cessna Citation II						Ultra-Lights: 1

## Existing Facilities

**Land Area** 250 Acres

**Elevation:** 1,358 MSL

**Primary Runway 13-31**

Surface Type: Asphalt  
 Condition: Good  
 Length: 4,800'  
 Width: 75'  
 Lighting: MIRL

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

Beacon

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

100

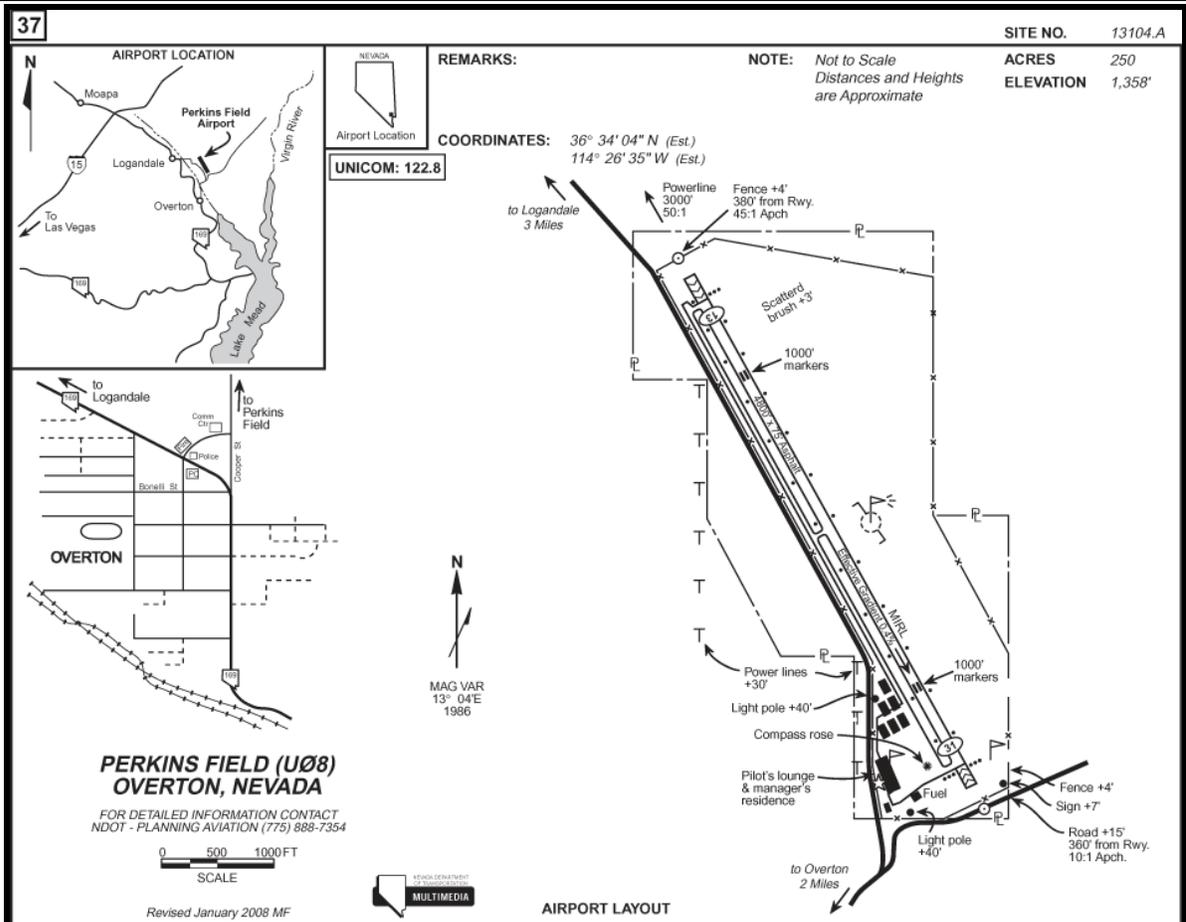


Figure 5-38 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>					
<b>Airport Name: Perkins Field</b>		<b>Associated City: Overton</b>			
		<b>2009</b>			
Project Description	Total Costs	Federal	Local	Private	
No Project	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>2010</b>			
Project Description	Total Costs	Federal	Local	Private	
No Project	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>2011</b>			
Project Description	Total Costs	Federal	Local	Private	
No Project	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>2012</b>			
Project Description	Total Costs	Federal	Local	Private	
No Project	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>2013</b>			
Project Description	Total Costs	Federal	Local	Private	
No Project	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Grand Total 2009-2013</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Figure 5-39 Airport Information and Capital Improvement Program

**Airport:** Reno Stead  
**Associated City:** Reno  
**County:** Washoe, NV  
**Ownership:** Public  
**Airport-ID:** 4SD

**NPIAS No.:** 32-0018  
**Site Number:** 13124.A  
**Service Level:** RL  
**Airport Category:** RL  
**Airport Reference Code:** C-III

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 89	Helicopter: 0
Aircraft Operations:	64,000	2007	91,740	2020	Multi -Engine: 7	Military: 12
Based Aircraft:	120	2007	284	2020	Jet: 8	Gliders: 2
<b>Critical Aircraft:</b> Boeing 727						Ultra-Lights: 2

## Existing Facilities

**Land Area** 5,000 Acres

**Elevation:** 5,050 MSL

**Primary Runway 08-26**

Surface Type: Asphalt  
 Condition: Good  
 Length: 7,608'  
 Width: 150'  
 Lighting: HIRL

**Secondary Runway 14-32**

Surface Type: Asphalt  
 Condition: Good  
 Length: 9,000'  
 Width: 150'  
 Lighting: HIRL

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

GPS

**Visual Approach Aids**

REIL, PAPI-4, Beacon

**Weather Reporting**

AWOS

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

Jet A, 100LL,

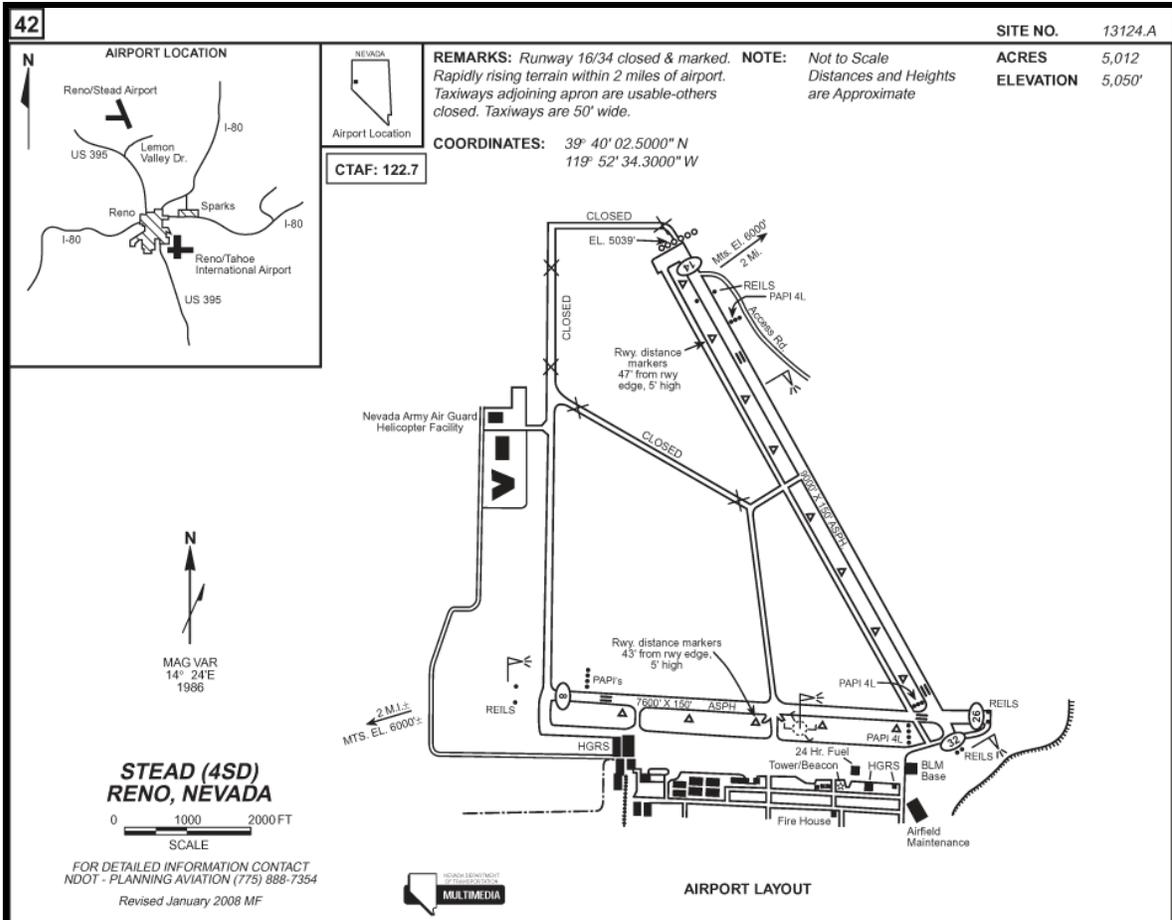


Figure 5-39 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Reno Stead</b>		<b>Associated City: Reno</b>		
Project Description	2009			
	Total Costs	Federal	Local	Private
Runway Safety Area Improvements (Design)	2,300,000	2,185,000	115,000	0
Taxiway "D" Reconstruction (Design)	290,000	275,500	14,500	0
Airport Access Road (Moya Blvd) and Utilities - Phase 1 (Construction)	8,630,000	8,198,500	431,500	0
<b>Total</b>	<b>11,220,000</b>	<b>10,659,000</b>	<b>561,000</b>	<b>0</b>
Project Description	2010			
	Total Costs	Federal	Local	Private
Terminal Area Development - Phase 1 and Phase 2 (Design)	928,000	881,600	46,400	0
Runway Safety Area Improvements (Construction)	7,700,000	7,315,000	385,000	0
Taxiway "D" Reconstruction (Construction)	3,440,000	3,268,000	172,000	0
Terminal Area Development - Phase 1 (East Side Site Prep and Utility Install and East Side Apron and Taxiway) (Construction)	4,800,000	4,560,000	240,000	0
<b>Total</b>	<b>16,868,000</b>	<b>16,024,600</b>	<b>843,400</b>	<b>0</b>
Project Description	2011			
	Total Costs	Federal	Local	Private
Terminal Area Development - Phase 2 (West Side Prep and Utility Install and West Side Apron and Taxiway) (Construction)	3,080,000	2,926,000	154,000	0
Terminal Building (Design)	780,000	741,000	39,000	0
Airport Access Road (Moya Blvd.) and Utilities - Phase 2 (Design)	214,000	203,300	10,700	0
Overlay of Runway 8/26 (Design)	640,000	608,000	32,000	0
<b>Total</b>	<b>4,714,000</b>	<b>4,478,300</b>	<b>235,700</b>	<b>0</b>

Figure 5-39 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Reno Stead</b>		<b>Associated City: Reno</b>		
Project Description	2012			
	Total Costs	Federal	Local	Private
Terminal Building (Construction)	2,500,000	2,375,000	125,000	0
Airport Access Road (Moya Blvd.) and Utilities - Phase 2 (Construction)	2,520,000	2,394,000	126,000	0
Overlay of Runway 8/26 (Construction)	7,530,000	7,153,500	376,500	0
<b>Total</b>	<b>7,530,000</b>	<b>7,153,500</b>	<b>376,500</b>	<b>0</b>
Project Description	2013			
	Total Costs	Federal	Local	Private
Apron Overlay/Reconstruction (Design)	1,035,000	983,250	51,750	0
	4,150,000	3,942,500	207,500	0
<b>Total</b>	<b>5,185,000</b>	<b>4,925,750</b>	<b>259,250</b>	<b>0</b>
<b>Grand Total 2009-2013</b>	<b>45,517,000</b>	<b>43,241,150</b>	<b>2,275,850</b>	<b>0</b>

(This page intentionally left blank)

# Figure 5-40 Airport Information and Capital Improvement Program

**Airport:** Reno/Tahoe International  
**Associated City:** Reno  
**County:** Washoe, NV  
**Ownership:** Public  
**Airport-ID:** RNO

**NPIAS No.:** 32-0017  
**Site Number:** 13123.A  
**Service Level:** PR  
**Airport Category:** CM-PR  
**Airport Reference Code:** D-V

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:	2,812,862	2000	5,992,000	2020	Single Engine: 104	Helicopter: 2
Aircraft Operations:	131,874	2008	237,571	2020	Multi -Engine: 30	Military: 8
Based Aircraft:	164	2008	207	2020	Jet: 20	Gliders: 0
<b>Critical Aircraft:</b> Boeing 777						Ultra-Lights: 0

## Existing Facilities

**Land Area** 1,450 Acres

**Elevation:** 4,415 MSL

**Primary Runway 16R-34L**

Surface Type: Concrete  
 Condition: Good  
 Length: 11,002'  
 Width: 150'  
 Lighting: HIRL

**Secondary Runway 16L-34R**

Surface Type: Concrete  
 Condition:  
 Length: 9,000'  
 Width: 150'  
 Lighting: HIRL

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

ILS, GPS, LOC/DME, BC

**Visual Approach Aids**

MALSR, PAPI-4, REIL,  
 Beacon

**Weather Reporting**

ASOS

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

Jet A1+, 100LL

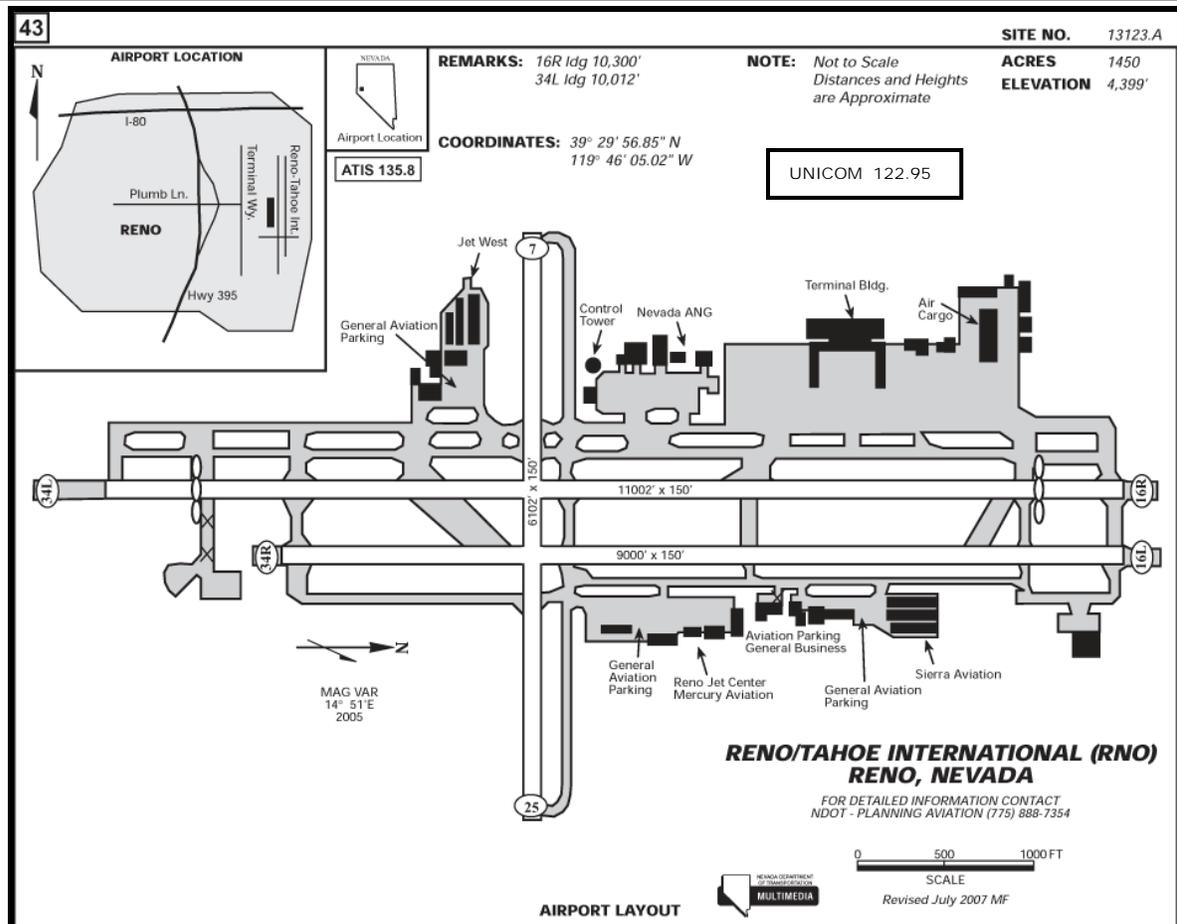


Figure 5-40 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Reno-Tahoe International Airport</b>		<b>Associated City: Reno</b>		
<b>Project Description</b>	<b>2009</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	
			<b>PFC</b>	<b>Other</b>
Airfield Lighting Systems Upgrade (Construction)	6,670,000	6,253,125	0	416,875
Terminal Apron Reconstruction - Phase 11 (Construction)	8,970,000	8,409,375	0	560,625
Terminal Apron Reconstruction - Phase 12 - 15 (Design)	2,300,000	2,156,250	0	143,750
Runway 16L Precision ILS Approach	2,300,000	2,156,250	0	143,750
Environmental Assessment for Development of New Passenger Terminal Facilities	800,000	750,000	0	50,000
Airport Maintenance Snow Removal Equipment Building (Design)	745,801	699,188	0	46,613
Taxiway "Q" Reconstruction (Design)	406,000	380,625	0	25,375
Culvert Ditches - North Side of Peckham Lane and Jet West (Design)	690,000	646,875	0	43,125
GSE Area Pavement (Design)	210,000	196,875	0	13,125
Pave East Side Perimeter and ILS Road (Design)	287,001	269,063	0	17,938
FAR Part 150 Property Acquisition Program	2,133,333	2,000,000	0	133,333
FAR Part 150 Noise Insulation Program	5,333,333	5,000,000	0	333,333
Acquire Replacement Snow Removal Equipment - Phase 1	563,000	0	563,000	0
Centralized Security Checkpoint (Construction)	8,748,000	0	8,748,000	0
Terminal Jetbridge Equipment Upgrade - Phase 2	1,500,000	0	1,500,000	0
Southwest Air Cargo Ramp (Design and Construction)	22,860,000	0	22,860,000	0
Southern Central Disposal Facility	3,900,000	0	3,900,000	0
<b>Total</b>	<b>68,416,468</b>	<b>28,917,626</b>	<b>37,571,000</b>	<b>1,927,842</b>

Figure 5-39 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Reno-Tahoe International Airport</b>		<b>Associated City: Reno</b>		
<b>Project Description</b>	<b>2010</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	
			<b>PFC</b>	<b>Other</b>
Terminal Apron Reconstruction - Phase 12 (Construction)	8,100,000	7,593,750	0	506,250
Install AOA Fencing Around New ATCT/TRACON Facilities (Design and Construction)	300,000	281,250	0	18,750
Airport Maintenance Snow Removal Equipment Building (Construction)	9,695,401	9,089,438	0	605,963
Airfield Maintenance Remaining Phase 1 (Design)	225,700	211,594	0	14,106
Concourse A Structure (Design)	5,505,001	5,160,938	0	344,063
Concourse A Apron (Design)	12,595,900	11,808,656	0	787,244
Taxiway "Q" Reconstruction (Construction)	5,460,000	5,118,750	0	341,250
Culvert Ditches - North Side of Peckham Lane and Jet West (Construction)	9,290,000	8,709,375	0	580,625
GSE Area Pavement (Construction)	650,000	609,375	0	40,625
Pave East Side Perimeter and ILS Roads (Construction)	3,870,000	3,628,125	0	241,875
FAR Part 150 Property Acquisition Program	2,133,333	2,000,000	0	133,333
FAR Part 150 Noise Insulation Program	5,333,333	5,000,000	0	333,333
Acquire Replacement Snow Removal Equipment - Phase 2	1,350,000	0	1,350,000	0
<b>Total</b>	<b>64,508,668</b>	<b>59,211,251</b>	<b>1,350,000</b>	<b>3,947,417</b>

Figure 5-39 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Reno-Tahoe International Airport</b>		<b>Associated City: Reno</b>		
Project Description	2011			
	Total Costs	Federal	Local	
			PFC	Other
Terminal Apron Reconstruction - Phase 13 (Construction)	9,928,125	9,928,125	0	661,875
Concourse A Structure (Construction)	19,192,219	19,192,219	0	1,279,481
Concourse A Apron (Construction)	43,913,438	43,913,438	0	2,927,563
Airfield Maintenance Remaining Phase 1 Improvements (Construction)	2,750,719	2,750,719	0	183,381
FAR Part 150 Property Acquisition Program	2,000,000	2,000,000	0	133,333
FAR Part 150 Noise Insulation Program	5,000,000	5,000,000	0	333,333
Acquire Replacement Snow Removal Equipment - Phase 3	795,000	0	795,000	0
<b>Total</b>	<b>89,098,467</b>	<b>82,784,501</b>	<b>795,000</b>	<b>5,518,966</b>
Project Description	2012			
	Total Costs	Federal	Local	
			PFC	Other
Terminal Apron Reconstruction - Phase 14 (Construction)	8,700,000	8,700,000	0	580,000
FAR Part 150 Property Acquisition Program	2,000,000	2,000,000	0	133,333
FAR Part 150 Noise Insulation Program	5,000,000	5,000,000	0	333,333
FAR Part 150 Noise Compatibility Study - Update	937,500	937,500	0	62,500
Airport Mastr Plan Update	937,500	937,500	0	62,500
Acquire Replacement Snow Removal Equipment - Phase 4	815,000	0	815,000	0
<b>Total</b>	<b>19,561,666</b>	<b>17,575,000</b>	<b>815,000</b>	<b>1,171,666</b>

Figure 5-39 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Reno-Tahoe International Airport</b>		<b>Associated City: Reno</b>		
<b>Project Description</b>	<b>2013</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	
			<b>PFC</b>	<b>Other</b>
Terminal Apron Reconstruction - Phase 15 (Construction)	13,678,125	13,678,125	0	911,875
North Central Disposal Facility (Design)	478,125	478,125	0	31,875
FAR Part 150 Property Acquisition Program	2,000,000	2,000,000	0	133,333
FAR Part 150 Noise Insulation Program	0	0	0	333,333
Acquire Replacement Snow Removal Equipment - Phase 5	1,375,000	0	1,375,000	0
<b>Total</b>	<b>18,941,666</b>	<b>16,156,250</b>	<b>1,375,000</b>	<b>1,410,416</b>
<b>Grand Total 2009-2013</b>	<b>260,526,935</b>	<b>204,644,628</b>	<b>41,906,000</b>	<b>13,976,307</b>

(This page intentionally left blank)

**Figure 5-41 Airport Information and Capital Improvement Program**

**Airport:** Rosaschi Air Park  
**Associated City:** Smith  
**County:** Lyon, NV  
**Ownership:** Private  
**Airport-ID:** N59

**NPIAS No.:**  
**Site Number:** 13134.1A  
**Service Level:** GA  
**Airport Category:** RA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 7	Helicopter: 0
Aircraft Operations:	5,840	2006	8,670	2020	Multi -Engine: 1	Military: 0
Based Aircraft:	10	2006	14	2020	Jet: 0	Glidors: 0
<b>Critical Aircraft:</b> Beech King Air						Ultra-Lights: 2

## Existing Facilities

**Land Area** 482 Acres

**Elevation:** 4,809 MSL

**Primary Runway 07-25**

Surface Type: Asphalt  
 Condition: Poor  
 Length: 4,800'  
 Width: 32'  
 Lighting: None

**Secondary Runway 17-35**

Surface Type: Dirt  
 Condition: Good  
 Length: 3,700'  
 Width: 64'  
 Lighting: None

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

None

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

100LL

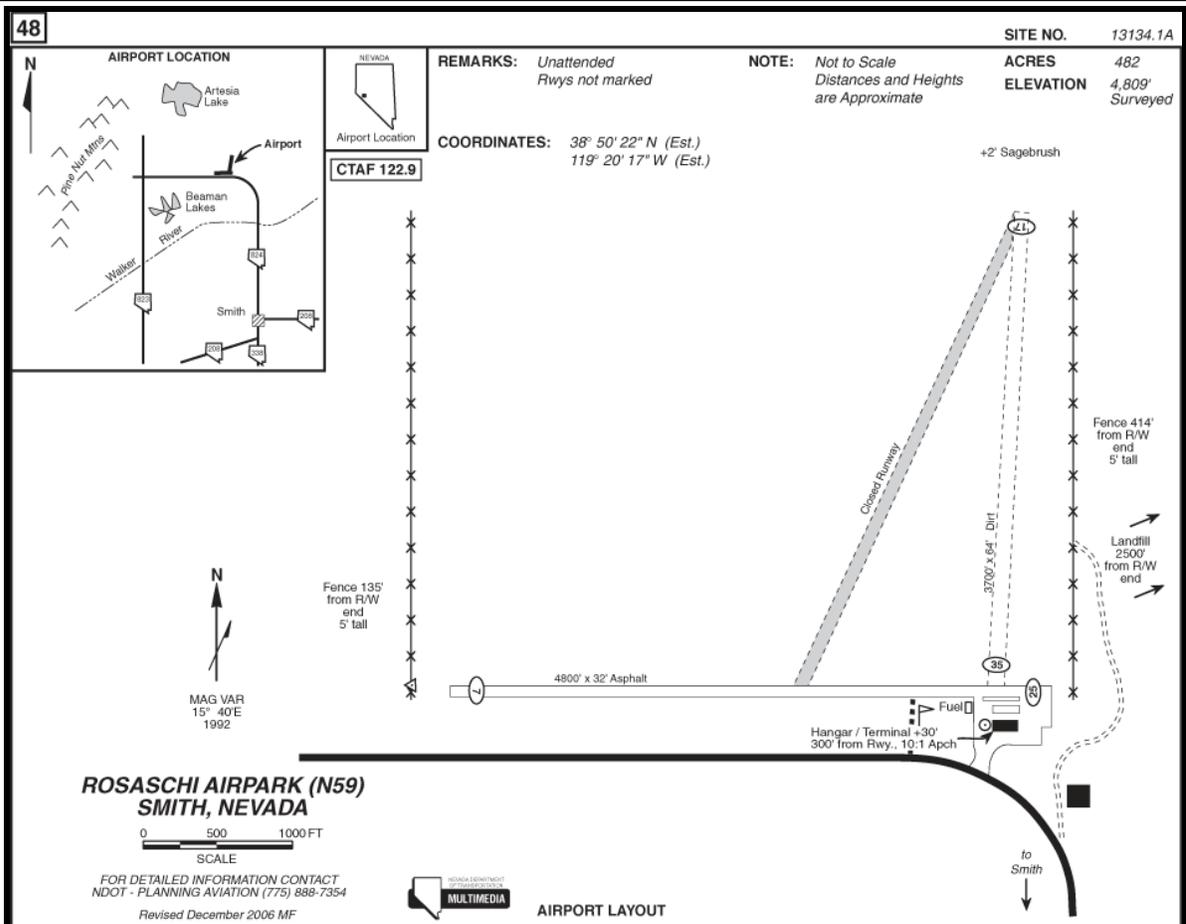


Figure 5-41 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Rosaschi Air Park</b>		<b>Associated City: Smith</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2009-2013	0	0	0	0

**Figure 5-42 Airport Information and Capital Improvement Program**

**Airport:** Searchlight  
**Associated City:** Searchlight  
**County:** Clark, NV  
**Ownership:** Public  
**Airport-ID:** 1L3

**NPIAS No.:**  
**Site Number:** 13130.1A  
**Service Level:** GA  
**Airport Category:** RA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 0	Helicopter: 0
Aircraft Operations:	300	2007	450	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	0	2007	1	2020	Jet: 0	Glidors: 0
<b>Critical Aircraft:</b> Beech King Air						Ultra-Lights: 0

## Existing Facilities

<b>Land Area</b> 179 Acres	<b>Taxiway</b> Surface Type: Condition: Area: Lighting:	<b>Visual Approach Aids</b> None
<b>Elevation:</b> 3,410 MSL		<b>Weather Reporting</b> None
<b>Primary Runway 16-34</b> Surface Type: Asphalt Condition: Good Length: 5,040' Width: 70' Lighting: None	<b>Apron Areas</b> Commercial Service: Condition: General Aviation: Condition:	<b>Terminal Building Area</b> Commercial Service: General Aviation:
<b>Secondary Runway</b> Surface Type: Condition: Length: Width: Lighting:	<b>Vehicular Parking</b> Commercial Service: General Service:	<b>Aircraft Storage</b> Conventional: T-hangar: Plane Port:
	<b>Approach/Landing Aids</b> None	<b>Fuel Available</b> None

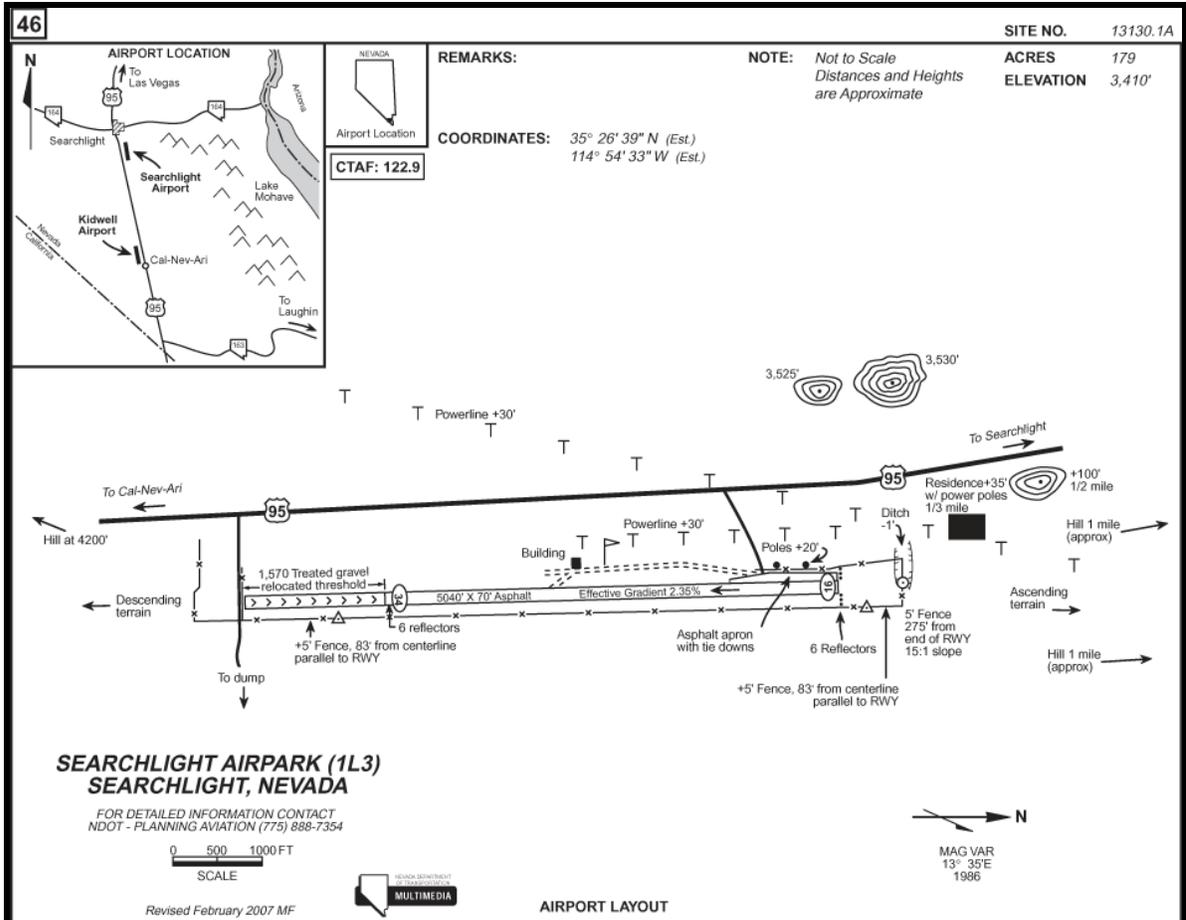


Figure 5-42 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Searchlight</b>		<b>Associated City: Searchlight</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2009-2013	0	0	0	0

# Figure 5-43 Airport Information and Capital Improvement Program

**Airport:** Silver Springs  
**Associated City:** Silver Springs  
**County:** Lyon, NV  
**Ownership:** Public  
**Airport-ID:** B08

**NPIAS No.:**  
**Site Number:** 13133.4A  
**Service Level:** GA  
**Airport Category:** RA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 7	Helicopter: 0
Aircraft Operations:	4,000	2007	15,100	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	14	2007	36	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Beech King Air						Ultra-Lights: 7

## Existing Facilities

**Land Area** 400 Acres

**Elevation:** 4,269 MSL

**Primary Runway 05-23**

Surface Type: Asphalt  
 Condition: Good  
 Length: 5,998'  
 Width: 75'  
 Lighting: MIRL

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type: Asphalt Concrete  
 Condition: Excellent  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation: 6 spaces  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

None

**Weather Reporting**

AWOS

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional: 10  
 T-hangar:  
 Plane Port:

**Fuel Available**

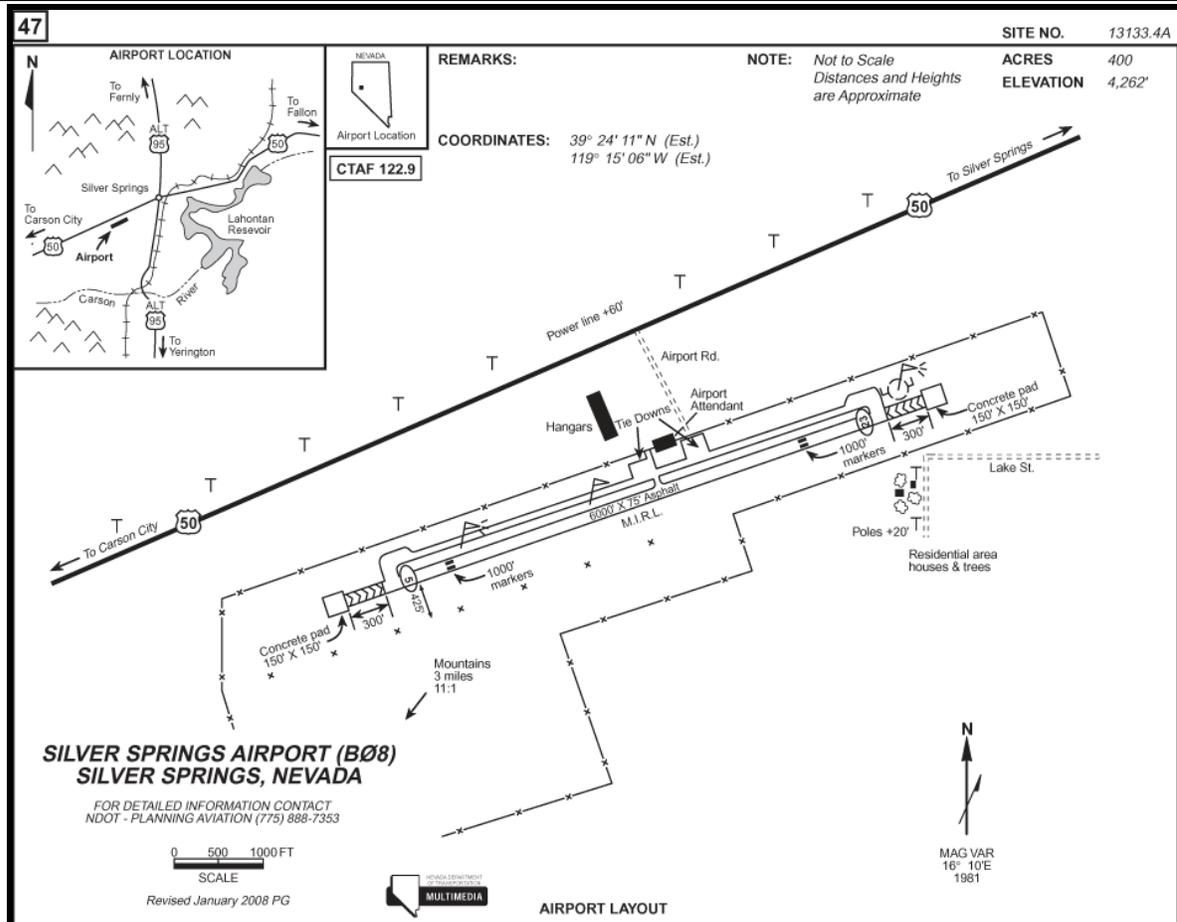


Figure 5-43 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Silver Springs</b>		<b>Associated City: Silver Springs</b>		
Project Description	Funding Year 2009			
	Total Costs	Federal	Local	Private
Fueling Island and Tanks	\$810,000	\$769,500	\$40,500	0
Slurry Seal and Stripe Airport Pavements	530,000	503,500	26,500	0
Drainage Improvements	140,000	133,000	7,000	0
Development Land Use Plan	50,000	47,500	2,500	0
Land Acquisition (25.8 acres @ \$50,000 per acre)	\$1,290,000	1,225,500	64,500	0
<b>TOTAL</b>	<b>\$2,820,000</b>	<b>\$2,679,000</b>	<b>\$141,000</b>	<b>0</b>
Project Description	Funding Year 2010			
	Total Costs	Federal	Local	Private
Snow Removal Equipment	\$350,000	\$332,500	\$17,500	0
<b>TOTAL</b>	<b>\$350,000</b>	<b>\$332,500</b>	<b>\$17,500</b>	<b>0</b>
Project Description	Funding Year 2011			
	Total Costs	Federal	Local	Private
Connector Taxiways	\$550,000	\$522,500	\$27,500	0
Pave Taxilanes around Hangars	630,000	598,500	31,500	0
Extend RW 5-23 and TW 900' including MIRL	2,940,000	2,793,000	147,000	0
Install MITL	870,000	826,500	43,500	0
Helipad	420,000	399,000	21,000	0
<b>TOTAL</b>	<b>\$5,410,000</b>	<b>\$5,139,500</b>	<b>\$270,500</b>	<b>0</b>
Project Description	Funding Year 2012			
	Total Costs	Federal	Local	Private
Land Acquisition (59 acres @ \$100,000 per acre)	\$5,900,000	\$5,605,000	\$295,000	0
<b>TOTAL</b>	<b>\$5,900,000</b>	<b>\$5,605,000</b>	<b>\$295,000</b>	<b>0</b>
Project Description	Funding Year 2013			
	Total Costs	Federal	Local	Private
Land Acquisition (59 acres @ \$105,000 per acre)	\$6,200,000	\$5,890,000	\$310,000	0
Perimeter Fence for Land Acquisition # 5, #12, and # 13	320,000	304,000	16,000	0
<b>TOTAL</b>	<b>\$6,520,000</b>	<b>\$6,194,000</b>	<b>\$326,000</b>	<b>0</b>
<b>GRAND TOTAL 2009-2013</b>	<b>\$21,000,000</b>	<b>\$19,950,000</b>	<b>\$1,050,000</b>	<b>0</b>

# Figure 5-44 Airport Information and Capital Improvement Program

**Airport:** Sky Ranch  
**Associated City:** Sandy Valley  
**County:** Clark, NV  
**Ownership:** Private  
**Airport-ID:** 3L2

**NPIAS No.:**  
**Site Number:** 13128.3A  
**Service Level:** GA  
**Airport Category:** RA  
**Airport Reference Code:** B-I

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 72	Helicopter: 3
Aircraft Operations:	2,400	2007	3,470	2020	Multi -Engine: 6	Military: 0
Based Aircraft:	87	2007	60	2020	Jet: 1	Gliders: 4
<b>Critical Aircraft:</b> Beech Baron						Ultra-Lights: 1

## Existing Facilities

**Land Area** 140 Acres

**Elevation:** 2,599 MSL

**Primary Runway 03-21**

Surface Type: Asphalt  
 Condition: Good  
 Length: 3,340'  
 Width: 45'  
 Lighting: Threshold/Reflectors

**Secondary Runway 12-30**

Surface Type: Dirt  
 Condition: Fair  
 Length: 3,300'  
 Width: 105'  
 Lighting: None

**Taxiway**

Surface Type: Paved  
 Condition: Good  
 Area:  
 Lighting: None

**Apron Areas**

Commercial Service: Paved  
 Condition: Good  
 General Aviation: Paved  
 Condition: Good

**Vehicular Parking**

Commercial Service: Paved  
 General Service: Paved

**Approach/Landing Aids**

Threshold Lights

**Visual Approach Aids**

None

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation: FBO

**Aircraft Storage**

Conventional: Private - 40  
 T-hangar: None  
 Plane Port: None

**Fuel Available**

100LL

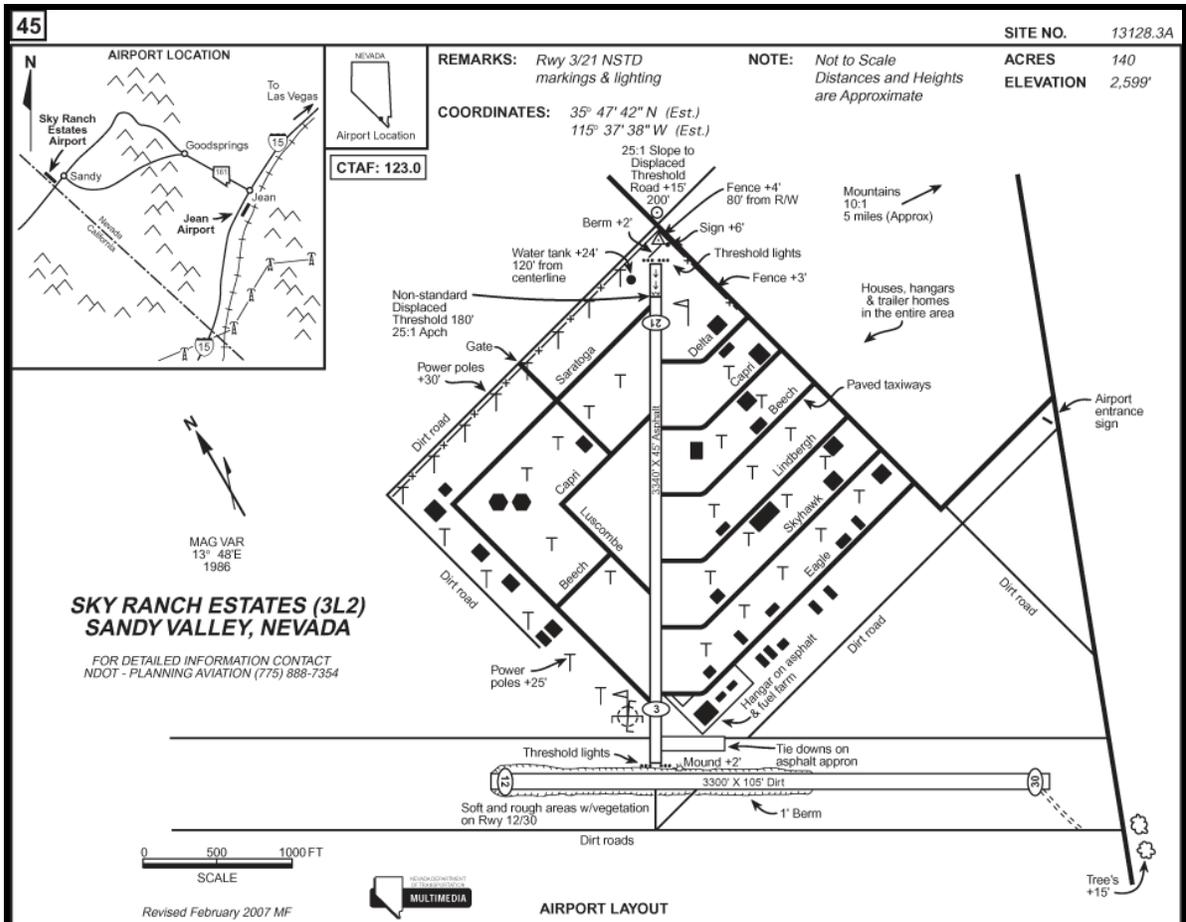


Figure 5-44 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Sky Ranch Estates</b>		<b>Associated City: Sandy Valley</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2009-2013	0	0	0	0

# Figure 5-45 Airport Information and Capital Improvement Program

**Airport:** Spanish Springs  
**Associated City:** Reno  
**County:** Washoe, NV  
**Ownership:** Public  
**Airport-ID:** N86

**NPIAS No.:**  
**Site Number:** 13123.01A  
**Service Level:** GA  
**Airport Category:** BA  
**Airport Reference Code:** B-I

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 13	Helicopter: 0
Aircraft Operations:	4,650	2008	8,550	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	13	2008	40	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Beech Baron						Ultra-Lights: 0

## Existing Facilities

**Land Area** 35 Acres

**Elevation:** 4,600 MSL

### Primary Runway 16-34

Surface Type: Dirt  
 Condition: Good  
 Length: 3,540'  
 Width: 71'  
 Lighting: Threshold/Reflectors

### Secondary Runway

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

### Taxiway

Surface Type: Dirt  
 Condition: Good  
 Area:  
 Lighting:

### Apron Areas

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

### Vehicular Parking

Commercial Service:  
 General Service:

### Approach/Landing Aids

None

### Visual Approach Aids

None

### Weather Reporting

None

### Terminal Building Area

Commercial Service:  
 General Aviation:

### Aircraft Storage

Conventional:  
 T-hangar:  
 Plane Port:

### Fuel Available

100LL

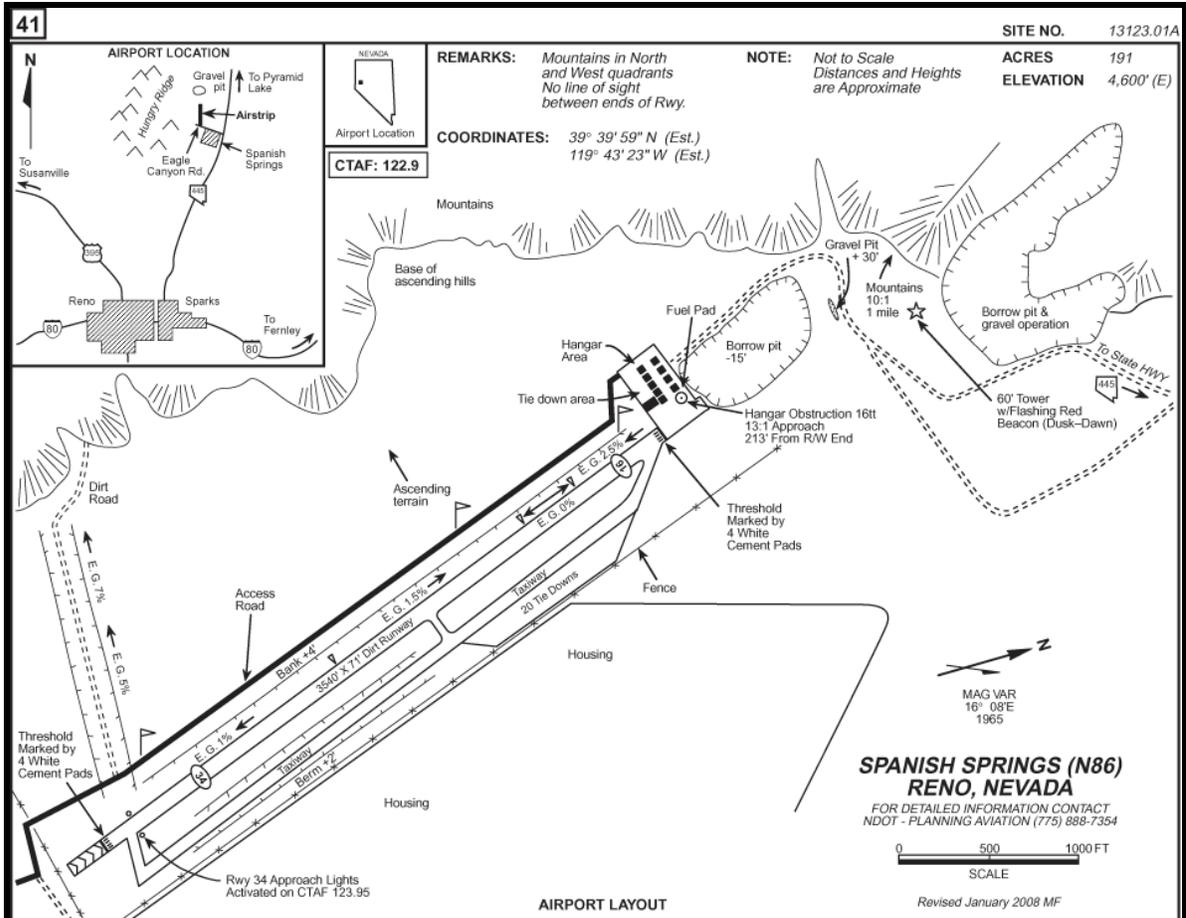


Figure 5-45 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Spanish Springs</b>		<b>Associated City: Reno</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Perimeter Fencing	20,000		20,000	0
Pave Runway 16-34 (Correct Line-of-Sight and Include Runway Markings)	300,000		300,000	0
Extend Electricity to Airport	50,000		50,000	0
Medium Intensity Runway Lights	60,000		60,000	0
Airport Signage	30,000		30,000	0
Access Road	50,000		50,000	0
Acquisition of BLM Lease (Conveyance)	500,000		500,000	0
Total Phase I 2002-2005	1,010,000	0	1,010,000	0

# Figure 5-46 Airport Information and Capital Improvement Program

**Airport:** Stevens/Crosby Field  
**Associated City:** North Fork  
**County:** Elko, NV  
**Ownership:** Public  
**Airport-ID:** 08U

**NPIAS No.:**  
**Site Number:** 13100.21A  
**Service Level:** GA  
**Airport Category:** BA  
**Airport Reference Code:** A-I

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 1	Helicopter: 0
Aircraft Operations:	50	2008	40	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	1	2008	0	2020	Jet: 0	Glidors: 0
<b>Critical Aircraft:</b> Cessna 172						Ultra-Lights: 0

## Existing Facilities

**Land Area** 6 Acres

**Elevation:** 6,397 MSL

### Primary Runway 01-19

Surface Type: Dirt  
 Condition: Fair  
 Length: 3,600'  
 Width: 50'  
 Lighting: None

### Secondary Runway

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

### Taxiway

Surface Type:  
 Condition:  
 Area:  
 Lighting:

### Apron Areas

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

### Vehicular Parking

Commercial Service:  
 General Service:

### Approach/Landing Aids

None

### Visual Approach Aids

None

### Weather Reporting

None

### Terminal Building Area

Commercial Service:  
 General Aviation:

### Aircraft Storage

Conventional:  
 T-hangar:  
 Plane Port:

### Fuel Available

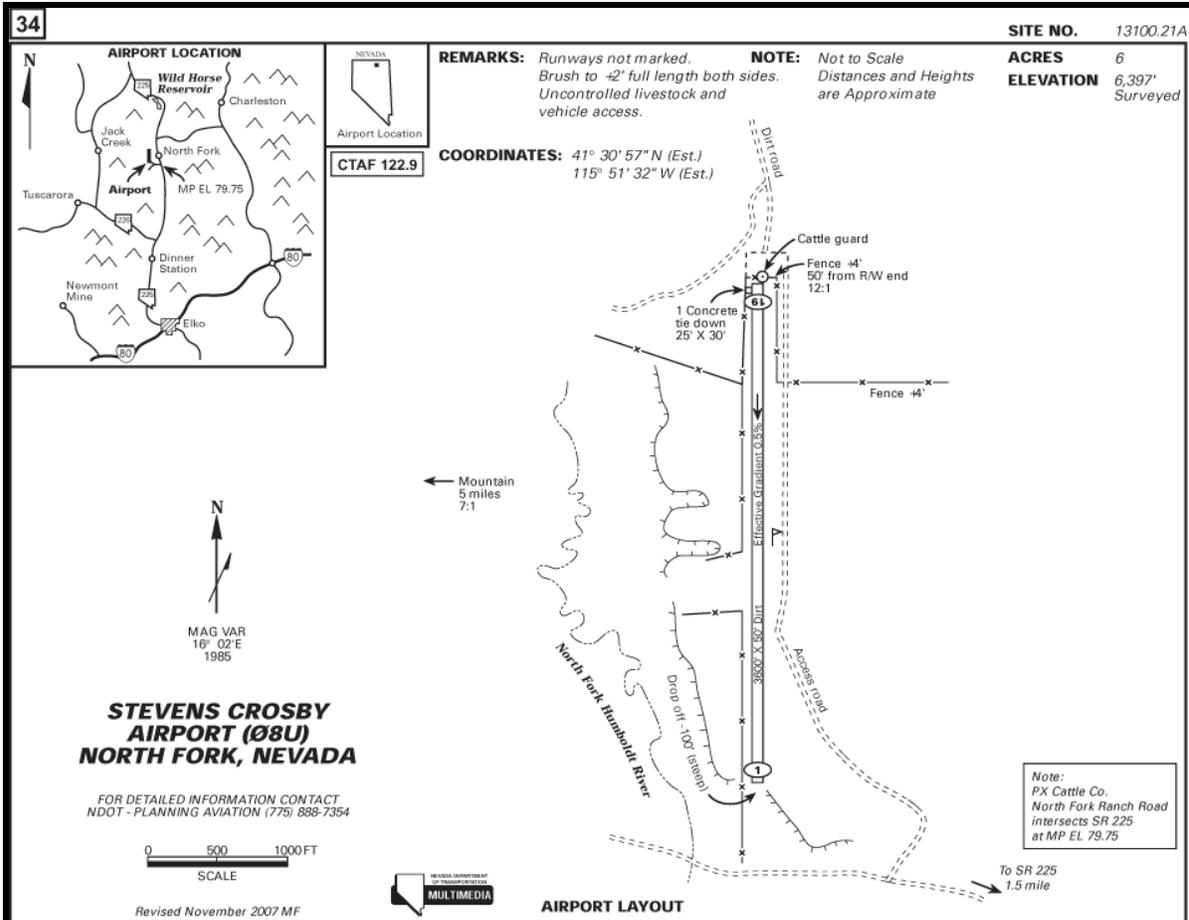


Figure 5-46 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Stevens/Crosby Field</b>		<b>Associated City: North Fork</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
	0	0	0	0
Total Phase I 2009-2013	0	0	0	0



Figure 5-47 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Tiger Field</b>		<b>Associated City: Fernley</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Pave Runway 15-33 Including Taxiways				
<b>Total Phase I 2002-2005</b>				

# Figure 5-48 Airport Information and Capital Improvement Program

**Airport:** Tonopah  
**Associated City:** Tonopah  
**County:** Nye, NV  
**Ownership:** Public  
**Airport-ID:** TPH

**NPIAS No.:** 32-0019  
**Site Number:** 13138.A  
**Service Level:** GA  
**Airport Category:** CA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 3	Helicopter: 0
Aircraft Operations:	12,727	2007	18,810	2020	Multi -Engine: 0	Military: 0
Based Aircraft:	3	2007	13	2020	Jet: 0	Glidors: 0
<b>Critical Aircraft:</b> Cessna Citation III						Ultra-Lights: 0

## Existing Facilities

**Land Area** 3,820 Acres

**Elevation:** 5,426 MSL

### Primary Runway 15-33

Surface Type: Asphalt  
 Condition: Good  
 Length: 7,057'  
 Width: 80'  
 Lighting: MIRL

### Secondary Runway 11-29

Surface Type: Asphalt  
 Condition: Good  
 Length: 5,464'  
 Width: 50'  
 Lighting: None

### Taxiway

Surface Type: Asphalt-concrete  
 Condition: Fair  
 Area:  
 Lighting: MITL

### Apron Areas

Commercial Service:  
 Condition:  
 General Aviation: 40 spaces  
 Condition:

### Vehicular Parking

Commercial Service:  
 General Service: 40 spaces

### Approach/Landing Aids

VOR, GPS

### Visual Approach Aids

PAPI-2, VASI-4, Beacon

### Weather Reporting

ASOS

### Terminal Building Area

Commercial Service:  
 General Aviation:

### Aircraft Storage

Conventional:  
 T-hangar:  
 Plane Port:

### Fuel Available

Jet A, 100LL

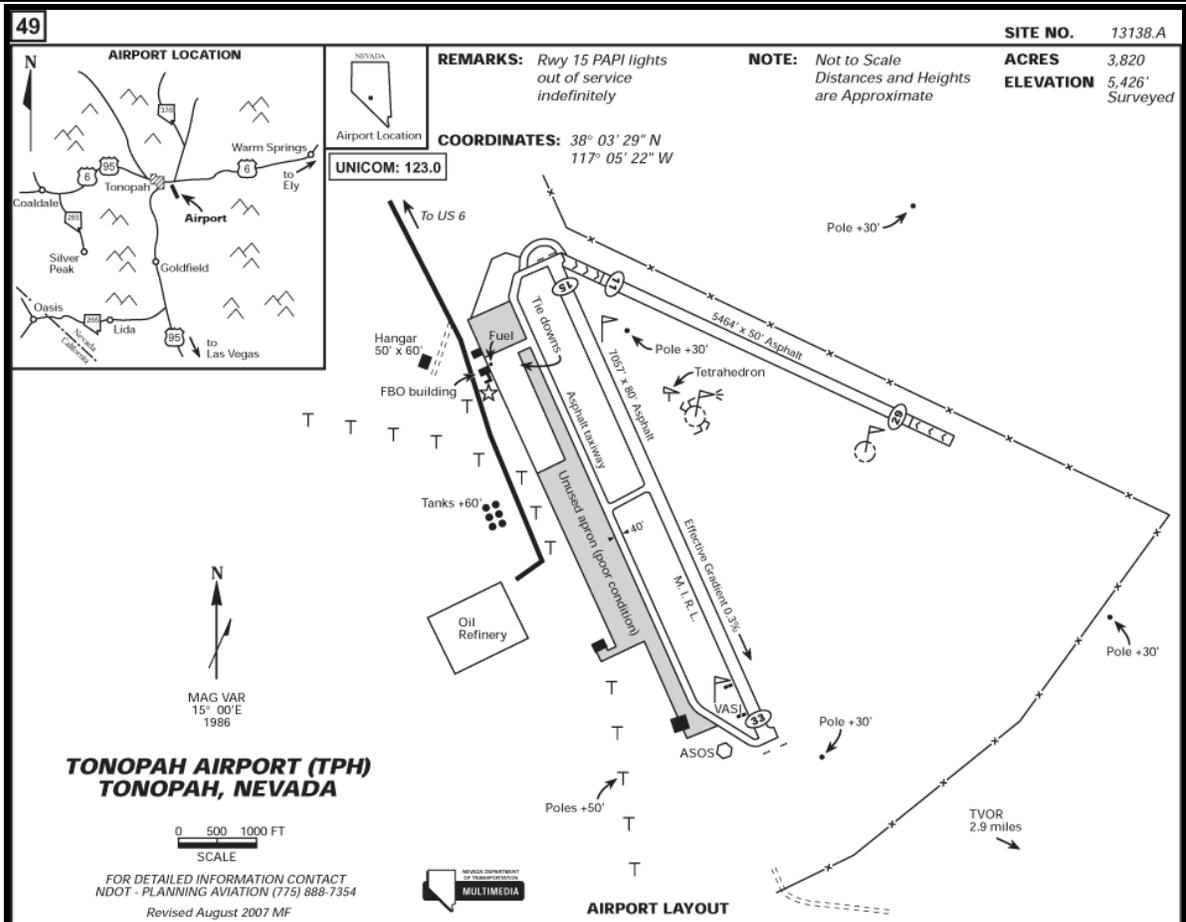


Figure 5-48 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Tonopah</b>		<b>Associated City: Tonopah</b>		
Project Description	Funding Year 2009			
	Total Costs	Federal	Local	Private
Reconstruct Diagonal Taxiway from RW 33 to RW 29 with MITL	\$1,950,000	\$1,852,500	\$97,500	0
Construct Helipad	100,000	95,000	5,000	0
<b>TOTAL</b>	<b>\$2,050,000</b>	<b>\$1,947,500</b>	<b>\$102,500</b>	<b>0</b>
Project Description	Funding Year 2010			
	Total Costs	Federal	Local	Private
Expand paved apron and rehabilitate existing apron	\$4,200,000	\$3,990,000	\$210,000	0
<b>TOTAL</b>	<b>\$4,200,000</b>	<b>\$3,990,000</b>	<b>\$210,000</b>	<b>0</b>
Project Description	Funding Year 2011			
	Total Costs	Federal	Local	Private
Slurry Seal and Stripe Airport Pavements	\$1,050,000	\$997,500	\$52,500	0
<b>TOTAL</b>	<b>\$1,050,000</b>	<b>\$997,500</b>	<b>\$52,500</b>	<b>0</b>
Project Description	Funding Year 2012			
	Total Costs	Federal	Local	Private
Clear and grub vegetation within RSA's and TSA's and apply Herbicide	\$380,000	\$361,000	\$19,000	0
<b>TOTAL</b>	<b>\$380,000</b>	<b>\$361,000</b>	<b>\$19,000</b>	<b>0</b>
Project Description	Funding Year 2013			
	Total Costs	Federal	Local	Private
None	\$0	\$0	\$0	0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>
<b>GRAND TOTAL 2009-2013</b>	<b>\$7,680,000</b>	<b>\$7,296,000</b>	<b>\$384,000</b>	<b>0</b>

# Figure 5-49 Airport Information and Capital Improvement Program

**Airport:** Winnemucca Municipal  
**Associated City:** Winnemucca  
**County:** Humboldt, NV  
**Ownership:** Public  
**Airport-ID:** WMC

**NPIAS No.:** 32-0021  
**Site Number:** 13161.A  
**Service Level:** GA  
**Airport Category:** CA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 32	Helicopter: 0
Aircraft Operations:	25,575	2008	36,360	2020	Multi -Engine: 2	Military: 0
Based Aircraft:	34	2008	54	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Cessna Citation III						Ultra-Lights: 0

## Existing Facilities

**Land Area** 968 Acres

**Elevation:** 4,308 MSL

**Primary Runway 14-32**

Surface Type: Asphalt  
 Condition: Good  
 Length: 7,000'  
 Width: 100'  
 Lighting: MIRL

**Secondary Runway 02-20**

Surface Type: Asphalt  
 Condition: Good  
 Length: 4,800'  
 Width: 75'  
 Lighting: MIRL

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

VOR/DME, GPS

**Visual Approach Aids**

VASI-2, Beacon

**Weather Reporting**

ASOS

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

Jet A, 100LL

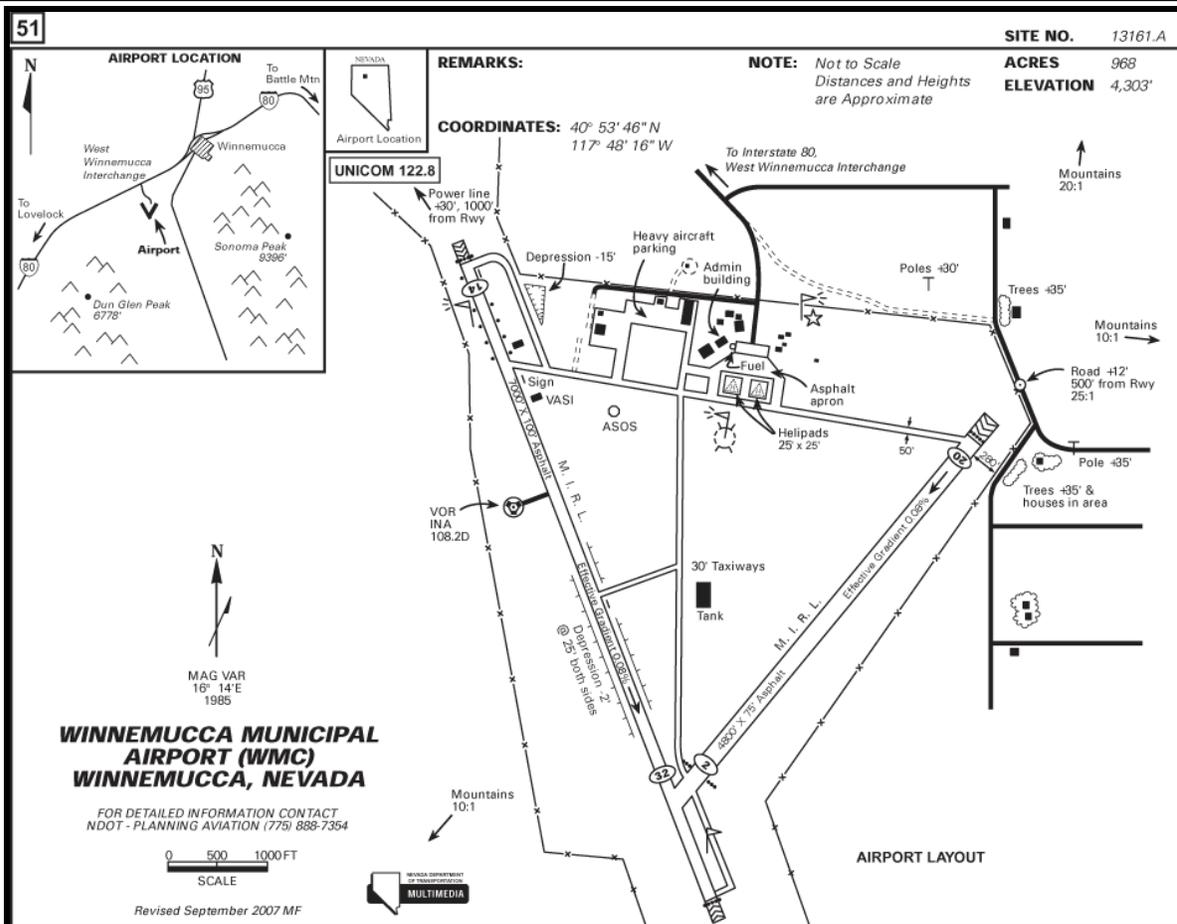


Figure 5-49 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Winnemucca Municipal</b>		<b>Associated City: Winnemucca</b>		
Project Description	Phase I			
	Total Costs	Federal	Local	Private
Apply Runway 2-20 Friction Course	410,000	384,375	25,625	0
Rehabilitate Apron	122,000	114,375	7,625	0
Install Vertical Guidance System (PAPI)	80,000	75,000	5,000	0
Rehabilitate Runway Lighting/Electrical Vault	120,000	112,500	7,500	0
Install Miscellaneous Approach Aids (Precision GPS - Part 139)	50,000	46,875	3,125	0
Acquire Miscellaneous Land (VOR Clear Zone)	25,000	23,438	1,562	0
Acquire Land for Approaches (Runway 32 RPZ)	100,000	93,750	6,250	0
Install Taxiway Lighting (MITL) Required by Part 139	100,000	93,750	6,250	0
Acquire Land/Easement for Approaches (List Parcels)	25,000	23,438	1,562	0
Total Phase I 2002-2005	1,032,000	967,501	64,499	0

# Figure 5-50 Airport Information and Capital Improvement Program

**Airport:** Yerington Municipal  
**Associated City:** Yerington  
**County:** Lyon, NV  
**Ownership:** Public  
**Airport-ID:** O43

**NPIAS No.:** 32-0022  
**Site Number:** 13163.A  
**Service Level:** GA  
**Airport Category:** CA  
**Airport Reference Code:** B-II

<u>Annual Activity</u>	<u>Current (Year)</u>		<u>Forecast (Year)</u>		<u>Based Aircraft Fleet Mix</u>	
Passenger Enplanements:					Single Engine: 36	Helicopter: 0
Aircraft Operations:	25,900	2007	36,110	2020	Multi -Engine: 6	Military: 0
Based Aircraft:	36	2007	59	2020	Jet: 0	Gliders: 0
<b>Critical Aircraft:</b> Cessna Citation II						Ultra-Lights: 0

## Existing Facilities

**Land Area** 101 Acres

**Elevation:** 4,378 MSL

**Primary Runway 01-19**

Surface Type: Asphalt  
 Condition: Fair  
 Length: 5,800'  
 Width: 75'  
 Lighting: MIRL

**Secondary Runway**

Surface Type:  
 Condition:  
 Length:  
 Width:  
 Lighting:

**Taxiway**

Surface Type:  
 Condition:  
 Area:  
 Lighting:

**Apron Areas**

Commercial Service:  
 Condition:  
 General Aviation:  
 Condition:

**Vehicular Parking**

Commercial Service:  
 General Service:

**Approach/Landing Aids**

None

**Visual Approach Aids**

REIL, PAPI-2, Beacon

**Weather Reporting**

None

**Terminal Building Area**

Commercial Service:  
 General Aviation:

**Aircraft Storage**

Conventional:  
 T-hangar:  
 Plane Port:

**Fuel Available**

100LL

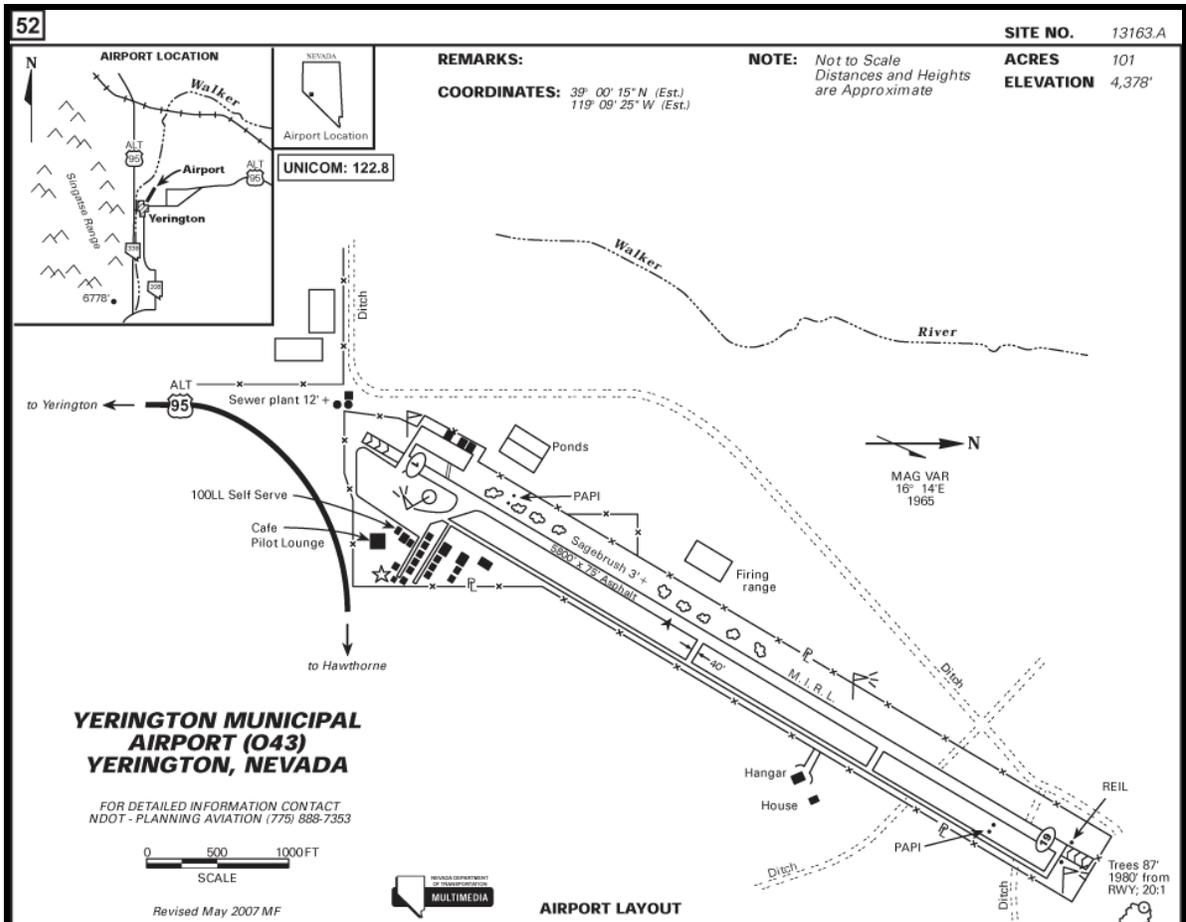


Figure 5-50 -- continued

<b>CAPITAL IMPROVEMENT PROGRAM</b>				
<b>Airport Name: Yerington Municipal</b>		<b>Associated City: Yerington</b>		
<b>Project Description</b>	<b>Phase I</b>			
	<b>Total Costs</b>	<b>Federal</b>	<b>Local</b>	<b>Private</b>
Update Land Use Regulations	20,000	0	20,000	0
Remove runway Conflicts	250,000	237,500	12,500	0
Nav aids and Weather Equipment	150,000	142,500	7,500	0
Security Fencing	50,000	47,500	2,500	0
Small Lease Lots, East Side	1,150,000	1,092,500	57,500	0
Industrial Park	4,750,000	0	4,750,000	0
Resurface Existing Airfield	300,000	285,000	15,000	0
Runway Extension	1,500,000	1,425,000	75,000	0
Commercial Apron	1,900,000	1,805,000	95,000	0
Construct West Side Helipad	250,000	237,500	12,500	0
Large Lease Lots, East side	1,550,000	1,472,500	77,500	0
Parallel Taxiway Relocation	1,500,000	1,425,000	75,000	0
<b>Total Phase I 2008-2013</b>	<b>13,370,000</b>	<b>8,170,000</b>	<b>5,200,000</b>	<b>0</b>