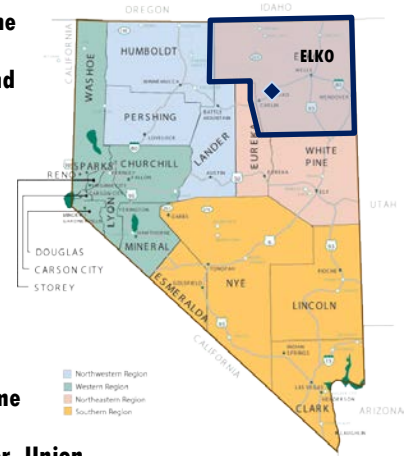




AIRPORT LONG TERM LEASE SITE "D"
Non Aeronautical Commercial Development Opportunity
Zoning Classification (ZPQP) Public Quasi Public

Located halfway between Salt Lake City and Reno on I-80, Elko County is perfectly poised to serve the Pacific coast and inter-mountain west. Some of our distinct advantages include:

- One-day truck service to all of California and Oregon, as well as Salt Lake City, Boise and parts of Arizona
- Local government owned prime business and industrial park sites
- Pro-business right-to-work laws and a favorable tax structure, including no inventory taxes, inheritance taxes, income taxes or unitary taxes
- Affordable Utilities under current rates of other municipalities in Nevada
- Over 220 days of sunshine a year
- Northeastern Nevada is the 4th largest gold producer in the world behind Australia, South Africa and China.



ELKO REGIONAL AIRPORT TERMINAL

Elko Regional Airport serves as the primary commercial service regional airport for Elko, Eureka, and White Pine Counties with some 20,000 passengers annually. The airport is also geographically situated in a transportation corridor that has access to I-80 Corridor, Union Pacific RailPort, Amtrak Transcontinental Zephyr Rail Line, Nevada State Highways 225 and U.S. 93. The Airport is situated next to a 20 acre geothermal development park and there is geothermal utility line on airport property for those seeking renewable heating capabilities.

Site Facts

- ✓ Lease terms up to 50 years allowable
- ✓ Not located on a flood plain or in an environmentally sensitive area
- ✓ 2.3 Acres of land available for development as a green field site.
- ✓ Quick access to NV 225 via Terminal Way. Within a business park area that already houses Newmont Mining regional offices, shops, retail and Shell Gas Station.
- ✓ Close proximity to all major utility hook up connections with hook up located on Terminal Way.
- ✓ Rough grading completed on site already
- ✓ Secure site with both natural and man-made security infrastructure. Good site for disaster response and mass casualty emergency management.
- ✓ Secondary access can only be provided via private airport only access road (unpaved). North Construction Gate would need to be upgraded to allow for automatic secure ingress/egress (future the airport access road will be paved and public)

DEVELOPMENT SITE "D" LOOKING SOUTH





SITE D LOOKING EAST



DEVELOPMENT SITE "D" LOOKING SOUTHWEST

