



**Reno-Tahoe
International**

**Reno-Tahoe Airport Authority:
Giving Lift to the Community
Washoe County Commission**

April 24, 2018



**Reno-Tahoe
Airport Authority**

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Who We Are

Reno-Tahoe Airport Authority

- ❖ Owners/Operators
 - Reno-Tahoe International Airport
 - Reno-Stead Airport
- ❖ Financially self-sufficient
 - Operate on fees/rent collected from airport tenants
 - 65% of operating revenues are generated by non-airline sources
- ❖ Airport's economic impact analyzed by UNR College of Business
 - \$2 billion per year for Washoe County
 - 2,500 jobs at Reno-Tahoe International
- ❖ **No** local tax dollars to operate airport



Flights to/from Reno-Tahoe International Airport



Visit www.renoairport.com for an online searchable flight tool.

Follow us on



Exciting Non-Stop Flight Additions

RNO served by 9 passenger airlines

- volaris** ✦ ❖ Guadalajara, MX – December 2014
- jetBlue** ✦ ❖ New York City – May 2015
- Alaska AIRLINES** ✦ ❖ Boise – November 2015
- Southwest** ✦ ❖ Oakland – June 2016
- jetBlue** ✦ ❖ Long Beach – August 2016
- ✦ ❖ Atlanta – December 2016
- Southwest** ✦ ❖ Dallas Love Field – January 2017
- Southwest** ✦ ❖ San Jose – June 2017
- UNITED** ✦ ❖ Chicago O'Hare – June 2017
- FRONTIER** ✦ ❖ Denver – November 2017
- FRONTIER** ✦ ❖ Austin – April 2018



Record-setting year in 2017

- ❖ In 2017, RNO reached the 4 million passenger mark with a growth of 10 % versus 2016; 4,015,381 total passengers
- ❖ Seats are up 10.8% and forecasted to grow in 2018
- ❖ January 2018 marked the 32nd consecutive year-over-year monthly increase in passengers



Regional Air Service Corporation (RASC)⁶

❖ Private/public marketing consortium to support Air Service Development

- ❖ Signatory for airline contracts
- ❖ Marketing support for new and current routes



❖ **Mission:** Grow and sustain business and leisure air service for the Reno-Tahoe region.

❖ **Partners:**

- Reno-Tahoe Airport Authority
- North Lake Tahoe Marketing Consortium
- Nevada Commission on Tourism
- Truckee-Tahoe Airport
- Reno-Tahoe Territory
- Ski Lake Tahoe (Heavenly, Northstar, Mt. Rose, Sierra at Tahoe, Alpine/Squaw)
- 8 Hotel Resorts
 - Atlantis
 - Circus Circus
 - Eldorado
 - Whitney Peak
 - Grand Sierra
 - Peppermill
 - Silver Legacy
 - Harrah's
- 5 Convention and Visitor Bureaus
 - Reno-Sparks
 - Incline Village/Crystal Bay
 - Lake Tahoe
 - Tahoe-Douglas
 - Truckee Tourism Business Improvement District
- Squaw / Alpine
- City of Reno
- EDAWN
- NV Energy
- The Reno-Sparks Chamber of Commerce

Exciting Programs are in the Air at RNO⁷

- ❖ Master Plan for Reno-Tahoe International Airport
 - Began October 2016
 - 18-month master planning process to address airport growth, aviation industry changes, and FAA standards for next 20 years.
 - Provides funding roadmap and addresses the dynamics of air service and cargo while balancing the needs of the community
- ❖ Considers Airport Alternatives for:
 - Concourses
 - Terminal Building - Ticketing Hall and Passenger Flow
 - Parking and Rental Car Facilities
 - Cargo
 - General Aviation

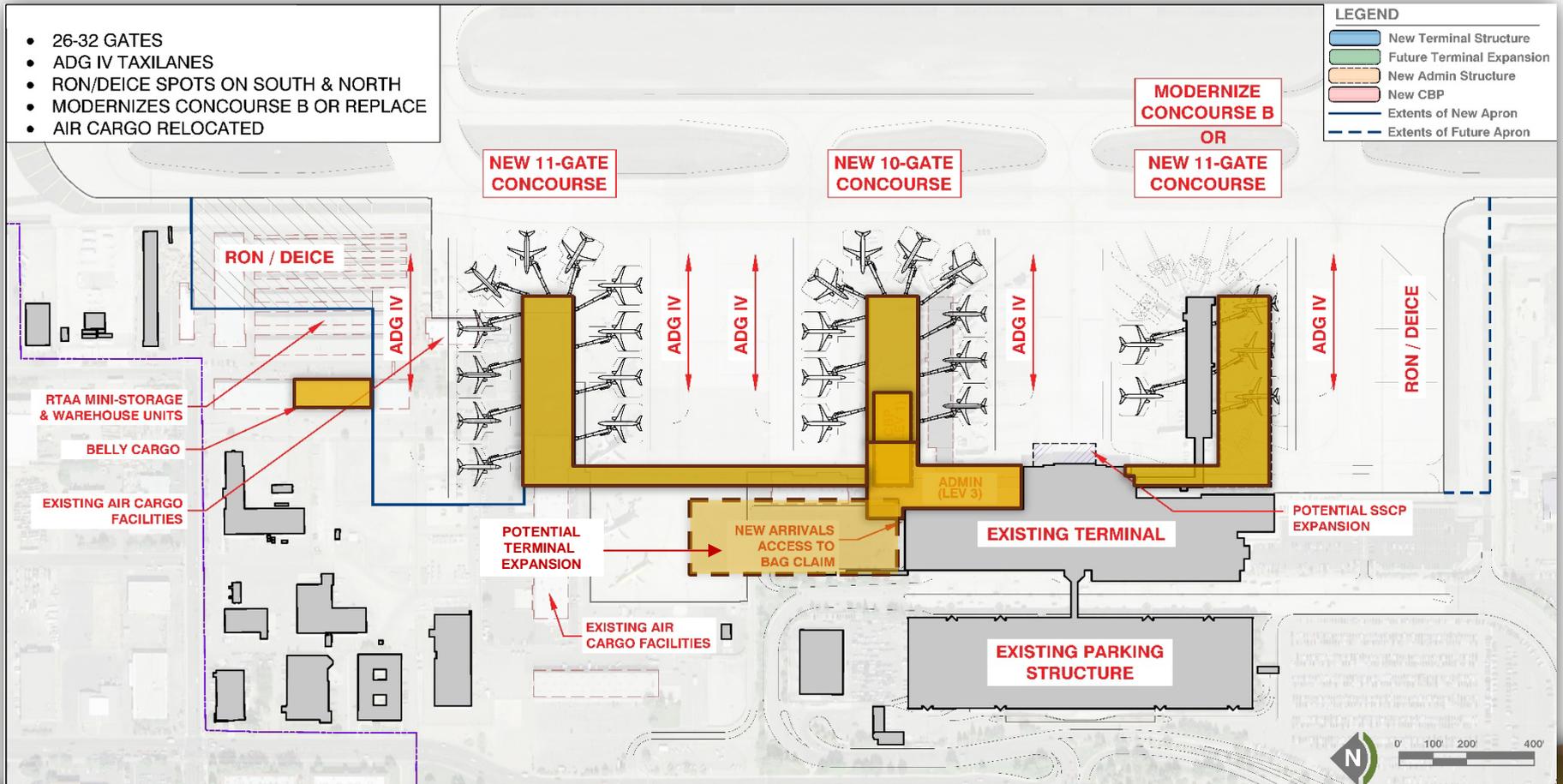


Concourse Alternatives Goals & Objectives

- ❖ 24 gates, expandable to 27 or more
- ❖ Adequate space to support gate count
- ❖ Taxilanes for B757 (typical aircraft)
- ❖ Customs and Border Protection to accommodate 400 passengers per hour
- ❖ Improve revenue generating opportunities
- ❖ Future flexibility

Recommended Concourse Alternative

❖ Approved by Board December 2017



Terminal Building Goals & Objectives

- ❖ Improve ticketing hall circulation and queuing
- ❖ Improve intuitive wayfinding
- ❖ Improve passenger flow and experience through Security Screening Check Point
- ❖ Provide administrative office space to meet current and future needs
- ❖ Improve revenue and concession generating opportunities

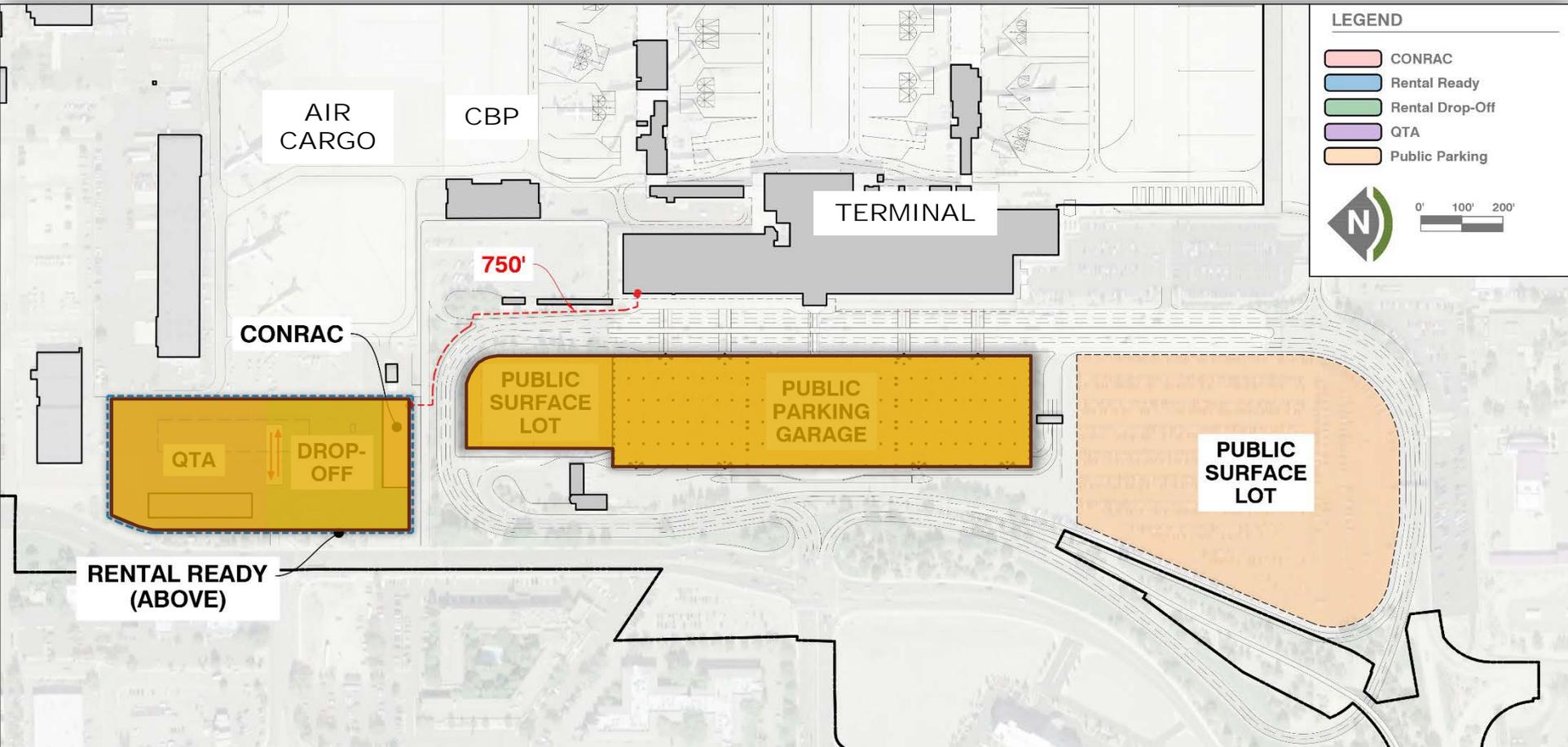
Landside Goals & Objectives

- ❖ Provide additional public parking to meet future needs (approximately 600 additional parking spaces)
- ❖ Provide flexibility for varied parking product
- ❖ Provide a Consolidated Rental Car Facility (CONRAC) to absorb rental car activities
- ❖ Allow for future rental car demand growth
- ❖ Provide facilities in close proximity to the terminal



Recommended Landside Alternative

❖ Approved by Board December 2017



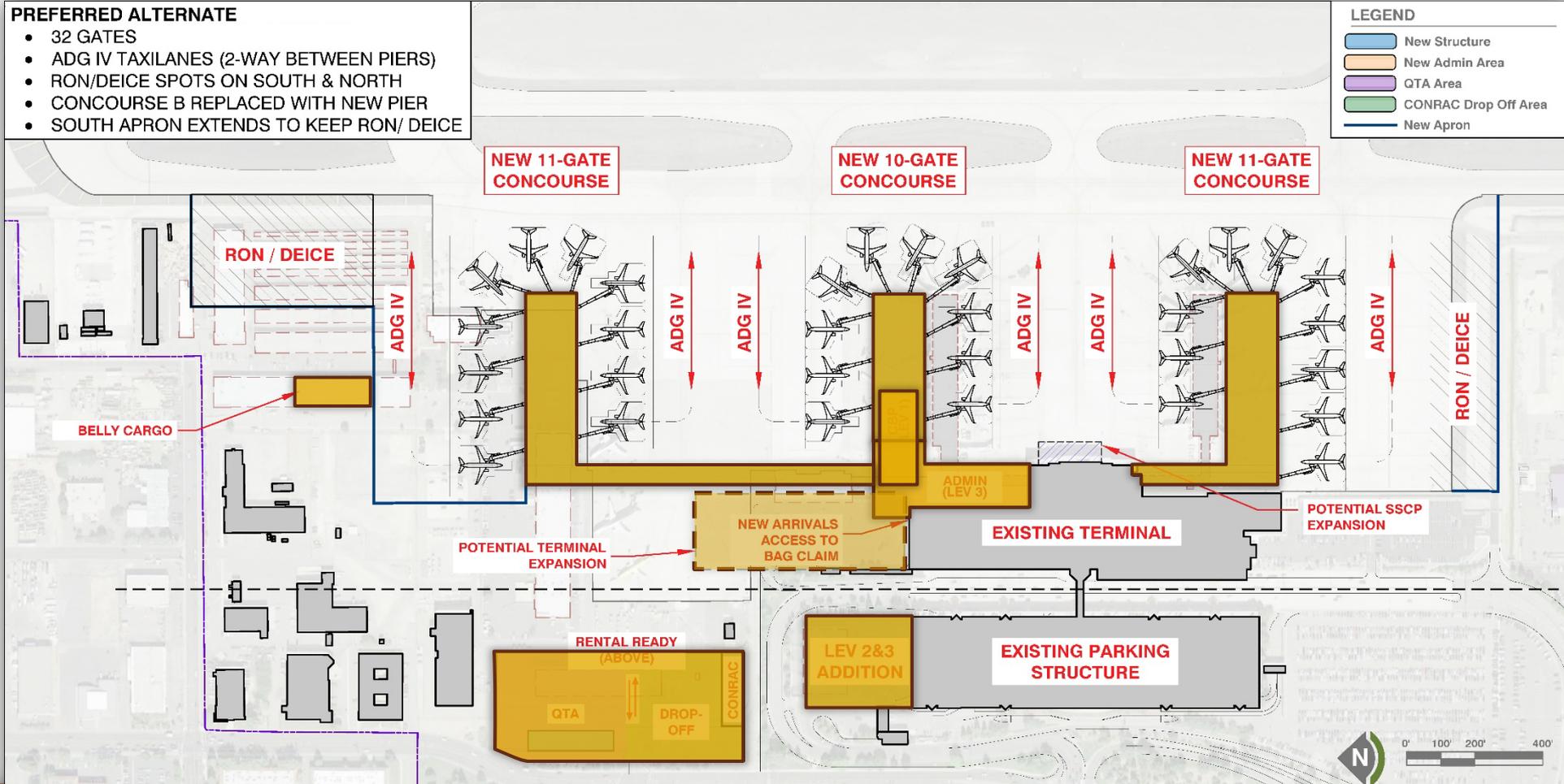
Approved Terminal & Landside Alternatives

PREFERRED ALTERNATE

- 32 GATES
- ADG IV TAXILANES (2-WAY BETWEEN PIERS)
- RON/DEICE SPOTS ON SOUTH & NORTH
- CONCOURSE B REPLACED WITH NEW PIER
- SOUTH APRON EXTENDS TO KEEP RON/ DEICE

LEGEND

- New Structure
- New Admin Area
- QTA Area
- CONRAC Drop Off Area
- New Apron



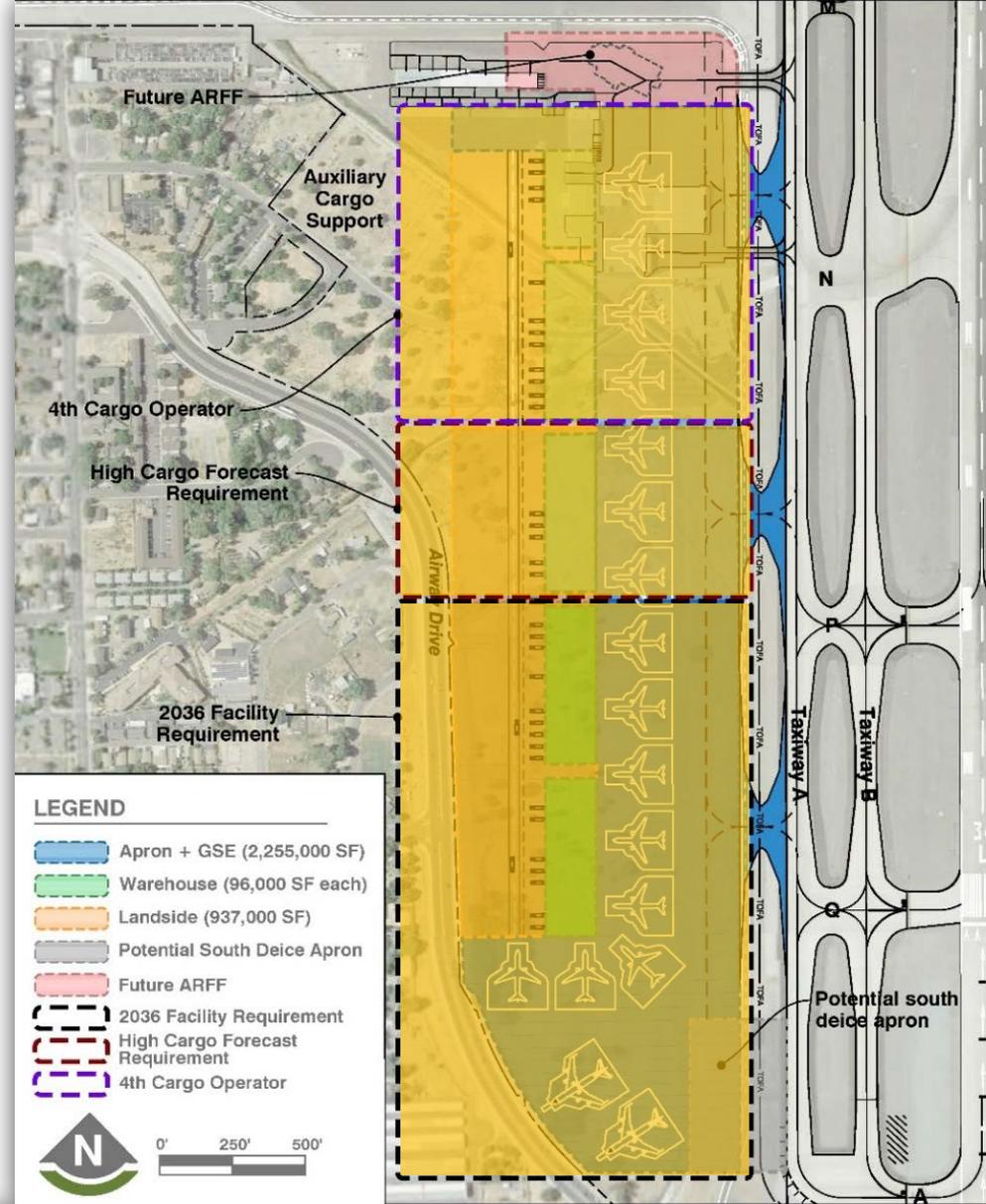
Cargo Goals & Objectives

- ❖ Makes space available for passenger terminal expansion (third pier)
- ❖ Meets high growth forecast
- ❖ Allows for 4th entrant into cargo market
- ❖ Improves access to Interstate 580



Recommended Cargo Alternative

- ❖ Approved by Board December 2017
- ❖ North-South linear alignment



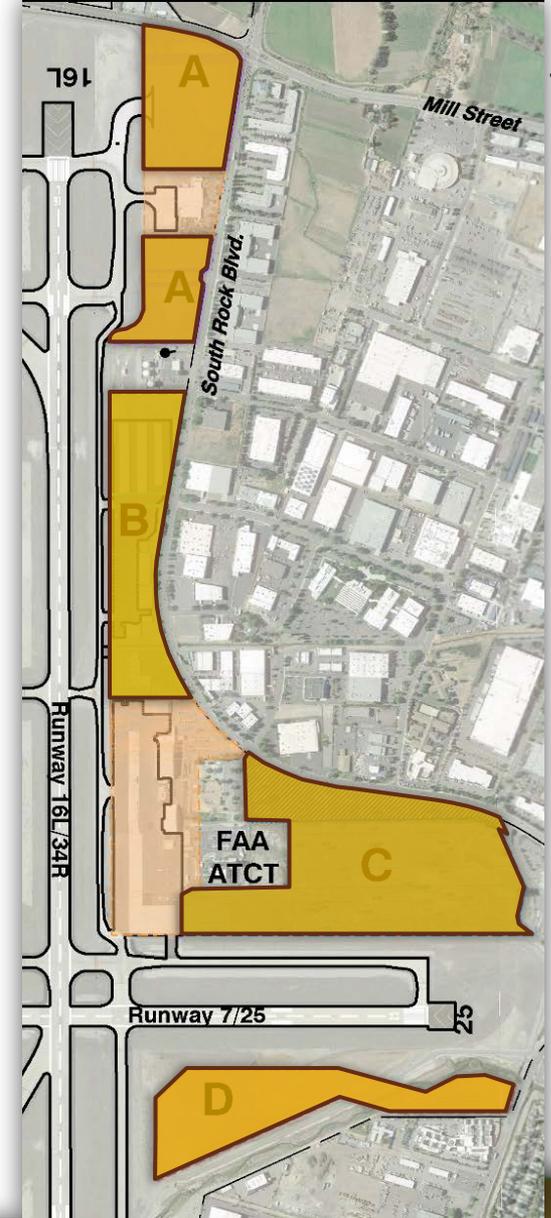
General Aviation Goals & Objectives

- ❖ Consolidation of general aviation facilities
- ❖ Separation of general aviation from commercial operations
- ❖ Make space available for cargo expansion



Recommended General Aviation Alternatives

- ❖ Approved by Board December 2017
- ❖ **(A) Northeast:**
 - A1 - Reserve for expansion of current tenant and/or other general aviation support operation
- ❖ **(B) Central:**
 - B2 - Maintain 63 existing hangars
- ❖ **(C) Brookside:**
 - C1 – Development area for general aviation hangars and apron
- ❖ **(D) Southeast:**
 - D2 - Long-term development area for Maintenance Repair Overhaul facility or fixed base operator



Master Plan Runway Analysis

- ❖ **Study Focus:** Would a longer runway enable more air service opportunities?
 - Larger aircraft?
 - Further destinations?
- ❖ Arriving aircraft do not require a longer runway



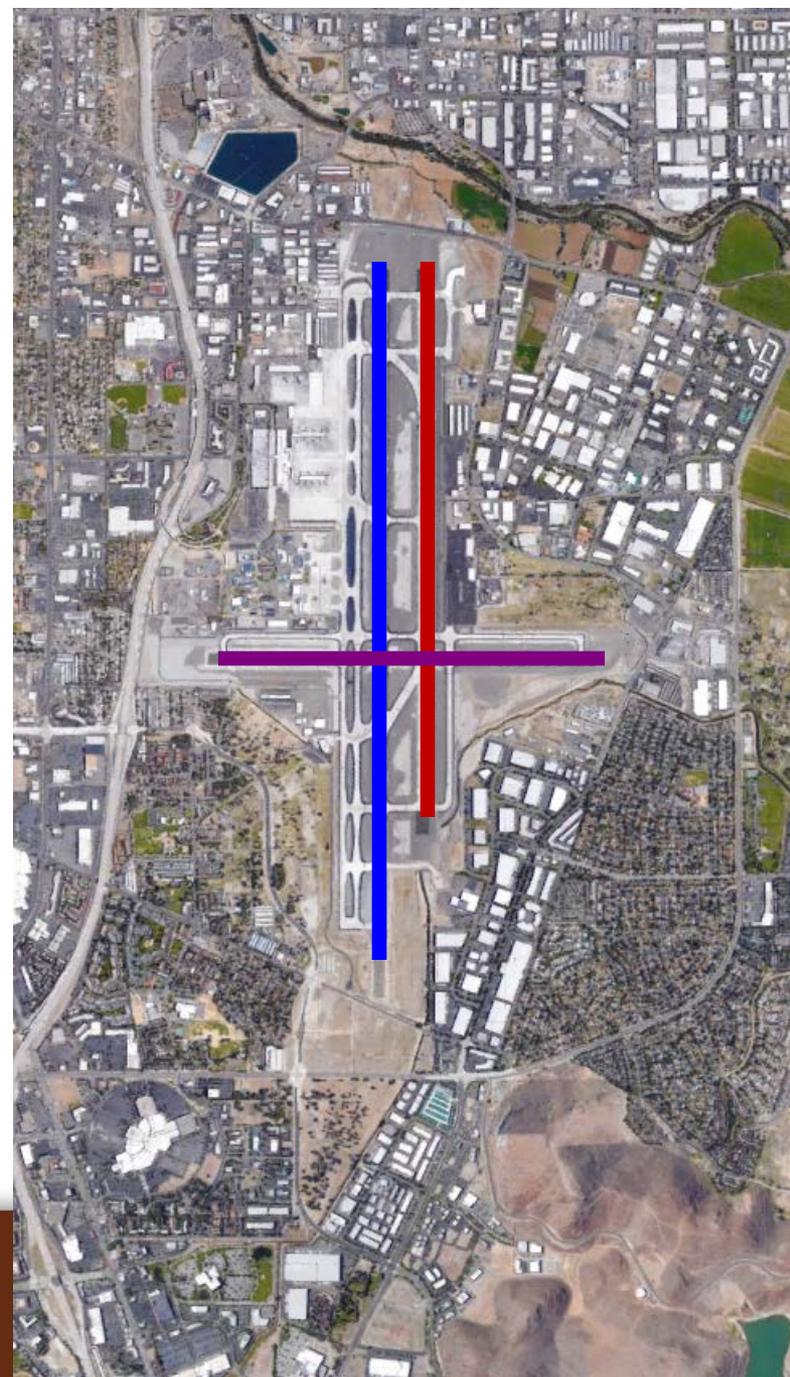
Current RNO Airfield Conditions

❖ Longest Runway

- 16R/34L (Primary): 11,001 feet

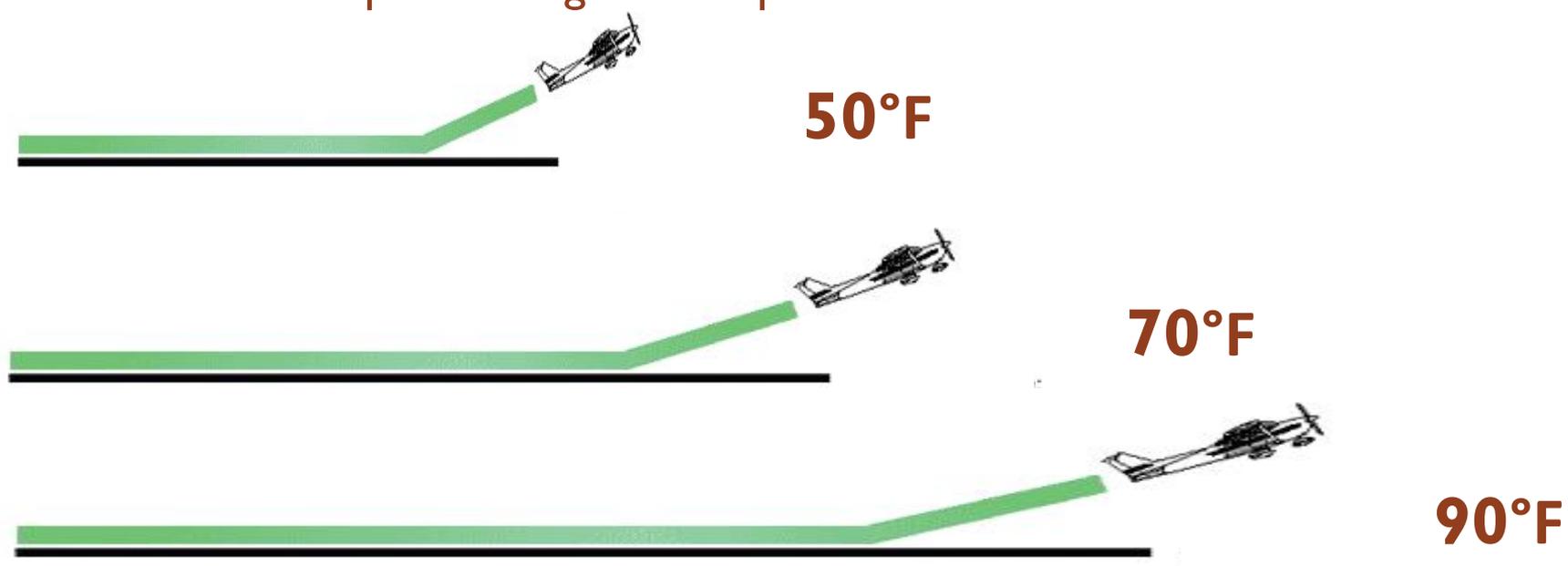
❖ Additional Runways

- 16L/34R (Secondary): 9,000 feet
- 7/25 (Crosswind): 6,102 feet



Current RNO Operational Challenges: High Density Altitude

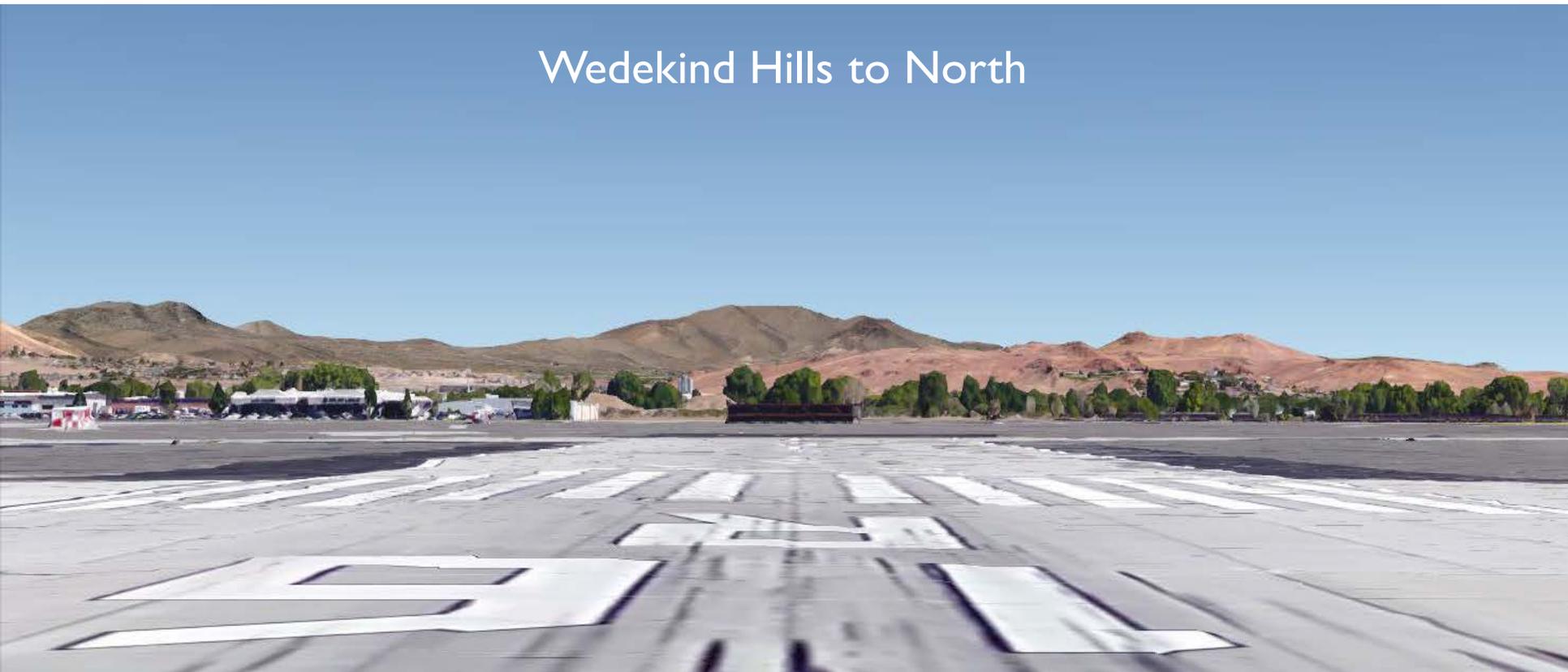
- ❖ Negatively impacts aircraft performance
- ❖ Greatest impact during hot temperatures



Density Altitude: Elevation + Temperature

Current RNO Operational Condition: Mountainous Terrain to the North

Wedekind Hills to North



Current RNO Operational Condition: Mountainous Terrain to the South

Steamboat Hills to South



RNO Runway Conclusions

❖ Lengthening Runway 16R/34L

- Is costly (\$250M for runway + \$3.2B for terrain mitigation)
 - Additional 2,500 feet of runway \approx maximum 1,300 NM for A350
 - Is not eligible for grant funding
 - Does not guarantee additional or new air service
 - Air service is market driven
 - May not be needed in the future as higher performing aircraft may mitigate the existing conditions
- A Longer Runway and/or Terrain Mitigation is NOT a viable project for consideration at RNO.

What Can Be Done?

- ❖ With no change to existing conditions, Airlines may:
 - Operate flights seasonally and/or at night
 - Use aircraft that are more fuel efficient
 - Use aircraft with higher performing engines
 - Create non-standard OEI procedures (with FAA approval)
 - All of above are currently occurring at RNO

Reno-Stead Airport Airfield Features

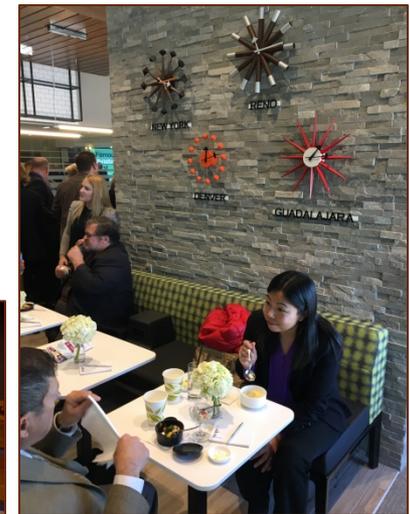
More than \$50 million invested in airport improvements
over the last 12 years

- ❖ Airfield designed to commercial aircraft standards
- ❖ Instrument Landing System and GPS approaches
- ❖ UAS Test Range
- ❖ Upcoming \$22M investment in Runway 8/26 rehabilitation
- ❖ National Leadership role in blending drones with manned aircraft
- ❖ Master Development agreement with Dermody Properties – 1,700 acres
- ❖ Reno-Stead Airport 75th Anniversary; year-long celebration Nov. 2017-18
 - Brick Project to memorialize Stead service, participation



New Airport Amenities

- ❖ Exciting new common-use business lounge called Escape Lounge
- ❖ Available to passengers from *any* airline
 - Located post-security
 - Reno-Tahoe modern mountain feel
 - Local chef Colin Smith
 - Fine dining, craft beers & spirits
- ❖ New restaurants are on the way in 2018
 - Restaurants offering grab & go options or sit, stay and enjoy a glass of wine while you dine



NDOT Spaghetti Bowl Plan

- ❖ We support improving the Spaghetti Bowl – but not at the expense of access to the airport
- ❖ NDOT would eliminate flyovers that allow non-stop road access in and out of RNO
- ❖ NDOT would force pick-ups/drop-offs, Uber, cargo trucks, shuttles, cabs, busses and rental cars to jockey for position at one exit on Terminal Way
- ❖ Across the U.S., airports the size of RNO have flyovers
 - NDOT plan would leave us road access from the 1980's
- ❖ RNO is growing with 4 million passengers and \$2 billion in economic impact
- ❖ Master Plan projects 6.5 million passengers by 2038
- ❖ Surveys show passengers love ease of access in and out of RNO



**Reno-Tahoe
International**

Questions



**Reno-Tahoe
Airport Authority**