

# Nevada Aviation: A Vital, Growing Resource



## RENO/STEAD AIRPORT RTS

The 2022 Nevada Airport and Heliport System Plan (NAHSP) and Airport Economic Impact Study (AEIS) are critical documents to the Nevada Department of Transportation (NDOT) Aviation Program. Combined, these are used to provide guidance and direction on how to maintain the aviation system, monitor performance, and invest in the future.


### NAHSP Process:

- Monitor aviation system performance
- Provide guidance and direction to maintain the aviation system
- Provide justification for continued investment in the aviation system

### NAHSP Roles:

- Seven functional classifications used in the NAHSP
- Mix of Federal Aviation Administration (FAA) National Plan of Integration Airport Systems (NPIAS) and unique NAHSP roles
- RTS is classified by the NAHSP as a Regional Airport and in the NPIAS as a Regional Airport



 **Regional:** Supports regional economies connecting communities to statewide and interstate markets.

## AIRPORT REGIONAL VALUE

The Airport Regional Value (ARV) measures the economic, social, environmental, emergency, and facility metrics associated with each airport. ARV results can inform airports about the impact and benefit of specific capital improvements and demonstrates the tie between airport investment and economic impact. There are three components of ARV: economic impact, replacement value, and value rating variables (VRV). Economic impact and replacement value are featured on the back page of this brochure while the results of the VRV analysis, presented as an Airport Development Report, are presented in the centerfold.

# RENO/STEAD AIRPORT

This Individual Airport Report presents the results of the Value Rating Variable (VRV) analysis that was conducted as part of the Airport Regional Value (ARV) assessment. More information regarding the ARV methodology is included in Chapter 5. Airport Regional Value (ARV) Methodology. The information in this table can be used by airports to identify opportunities to improve their airport, with the scores indicating where deficiencies may exist. As airports complete improvement projects, they can see their ARV score increase, allowing airports to track their progress over time and understand how their facility compares to other facilities within their NAHSP role.

| Category   | Value Rating Variable (VRV)                       | NAHSP Objective (Minimum)   | Current Performance  | Score     |
|--|---|---|--|-----------|
| Regional Significance V <sub>RS</sub>                | Airport Ownership                                 | N/A   | Public   | 5         |
|  | Airport Uses                                      | N/A   | Firefighting, Special Events, and Gliders                        | 3         |
|  | Nearest Airport                                   | N/A   | 13 Miles   | 2         |
|  | Longest Runway                                    | Accommodate 100% of Small Aircraft Fleet = 6,400 Feet                 | 9,000 Feet   | 5         |
|  | Based Aircraft                                    | N/A   | 7%   | 5         |
|  | T-Hangar Ratio (THR)                              | 0.50 - 0.60   | 0.74   | 5         |
|  | Fuel Availability                                 | Jet A and 100LL, Full or Self Service (FS/SS) with Credit Card Reader | Jet A (FBO) and 100LL, FBO and SS                                | 5         |
|  | Aircraft Maintenance                              | Minor   | Major  | 5         |
|  | Instrument Approach                               | Non-Precision with Vertical Guidance                                  | Precision  | 5         |
| <b>Regional Significance V<sub>RS</sub> Subtotal</b> |   |   |  | <b>40</b> |
| Airport Facilities V <sub>AF</sub>                   | Runway ARC Category                               | B-II  | D-IV   | 5         |
|  | FAA Design Standards                              | Meet FAA Design Standards   | Yes  | 5         |
|  | Runway Surface Type/Condition                     | Paved and Good, PCI >71   | Asphalt and Good   | 5         |
|  | Runway Lighting                                   | Medium-Intensity  | High-Intensity   | 5         |
|  | Taxiways  | Full Parallel to Primary Runway                                       | Full Parallel to All Runways                                     | 5         |
|  | Visual Aids                                       | Rotating Beacon, Wind Cone, REILs, and PAPIs or VASIs                 | Rotating Beacon, Lighted Wind Cone, REILs, and PAPIs             | 5         |
|  | Weather Reporting                                 | AWOS or ASOS  | AWOS   | 5         |
|  | GA Terminal                                       | GA Terminal with Public Restrooms and Pilots Lounge                   | GA Terminal, Public Restrooms, Conference Room, and Pilot Lounge | 5         |
|  | Utilities   | Electricity, Water, and Sewer or Septic                               | Electricity, Water, and Sewer                                    | 5         |
|  | Security/Wildlife Fencing                         | Full  | Full   | 5         |
|  | Communications Connectivity                       | Public Phone, Cellular (Data/4G), and Wifi                            | Cellular (Data/4G) and Wifi                                      | 3         |
|  | <b>Airport Facilities V<sub>AF</sub> Subtotal</b> |   |  |           |

Notes: ARC = Airport Reference Code, FAA = Federal Aviation Administration, PCI = Pavement Condition Index, PAPIs = Precision Approach Path Indicators, VASIs = Visual Approach Slope Indicator, REILs = Runway End Identifier Lights, ATCT = Air Traffic Control Tower, AWOS = Automated Weather Observing System, ASOS = Automated Surface Observing System, GA = General Aviation, ALP = Airport Layout Plan

Associated City

**RENO**





FAA Identifier

**RTS**

Classification

**REGIONAL**



| Category  | Value Rating Variable (VRV)                | NAHSP Objective (Minimum)                           | Current Performance                         | Score     |
|---|--|---|---|-----------|
| <br>Airport Protection $V_{AP}$     | Height Hazard Zoning                       | Present   | No  | 0         |
|   | Obstruction Mitigation                     | 18:1 - 20:1   | 50:1  | 5         |
|   | Airspace Restrictions                      | N/A   | 38 Miles                                    | 3         |
|   | Runway Protection Zone                     | Full  | Partial                                     | 3         |
|   | Land Use Compatibility                     | N/A   | Less than 1 Mile                            | 1         |
| <b>Airport Protection <math>V_{AP}</math> Subtotal</b>  |  |   |   | <b>12</b> |
| <br>Airport Access $V_{AA}$         | Community Access                           | N/A   | 10 Miles                                    | 2         |
|   | Regional Access                            | N/A   | 6 Miles                                     | 4         |
|   | Local Access                               | Collector (Major)                                   | Arterial (Minor)                            | 5         |
|   | Ground Transportation Services             | Rental or Courtesy Car, Bus, and Taxi or Ride Share | Rental Car, Bus, Taxi, and RideShare        | 5         |
| <b>Airport Access <math>V_{AA}</math> Subtotal</b>  |  |   |   | <b>16</b> |
| <br>Airport Expandability $V_{AE}$ | Total Acreage Ratio                        | N/A   | 30  | 5         |
|   | Airfield and Aeronautical Property         | N/A   | 25%   | 5         |
|   | Surplus Property                           | N/A   | 3,878 Acres                                 | 5         |
|   | Airfield Expandability                     | N/A   | 1,012 Feet                                  | 5         |
| <b>Airport Expandability <math>V_{AE}</math> Subtotal</b>   |  |   |   | <b>20</b> |
| <br>Community Commitment $V_{CC}$ | Last ALP Update                            | < 5 Years   | 2018  | 5         |
|   | Airport Management                         | Full Time   | Full Time                                   | 5         |
|   | Historical Capital Improvements            | ≥ \$1.0 Million                                     | \$30.13 Million                             | 5         |
|   | Airport Capital Improvement Program (ACIP) | ≥ \$1.0 Million                                     | \$55.11 Million                             | 5         |
|   | Economic Development Partnership           | Established Partnership                             | Yes   | 5         |
|   | Financial Subsidies                        | Capital Improvement Subsidy                         | Capital Improvement and Operating Subsidy   | 0         |
|   | Goodwill                                   | N/A   | Education Program, Advertising, and Website | 4         |
| <b>Community Commitment <math>V_{CC}</math> Subtotal</b>  |  |   |   | <b>29</b> |

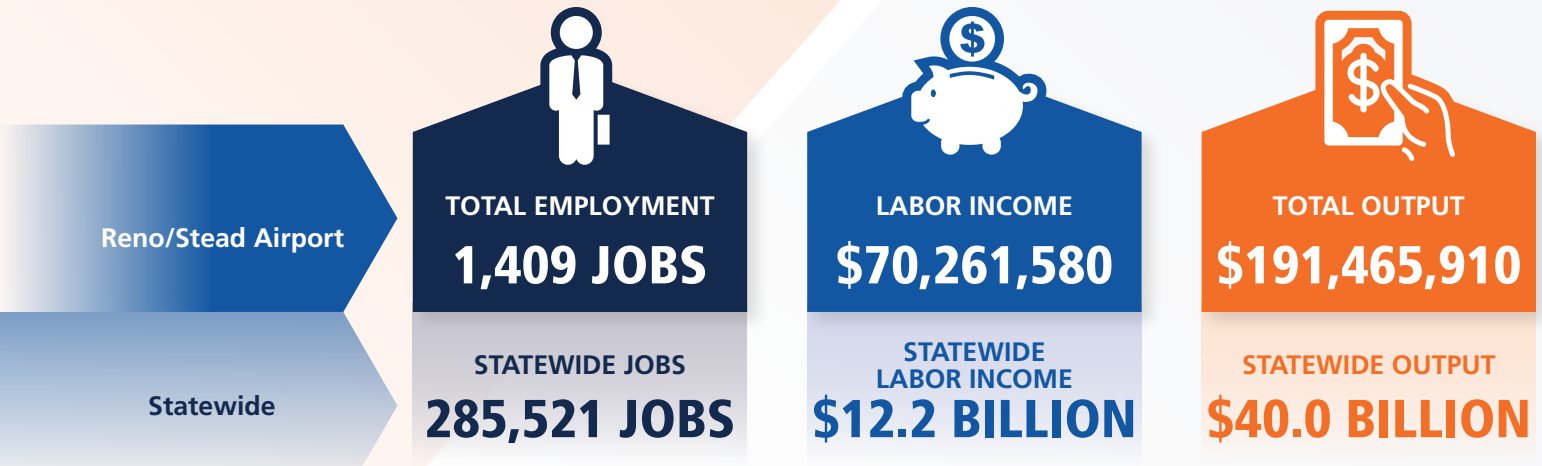
**AIRPORT REGIONAL VALUE SUMMARY**

Total Score
  Maximum Score



# AIRPORT ECONOMIC IMPACT STUDY

The Nevada Airport Economic Impact Study (AEIS) evaluated the economic impacts of all system airports in Nevada. The components that comprise the total economic impact of Nevada's aviation system and the economic impact of RTS are presented below. These components include on-airport direct impacts as well as multiplier impacts generated throughout Nevada through re-spending and supplier purchases. Visit the NDOT website to learn more about the methodology used to determine the statewide and airport-specific economic impacts.



## AIRPORT OVERVIEW

Reno-Stead Airport (RTS) is a general aviation (GA) airport located approximately 10 miles north of Reno in Washoe County. RTS has two runways between 7,600 and 9,000 feet long, approximately 200 based aircraft, 5,000+ acres of land, and 40,000+ annual operations. RTS is home to the National Championship Air Races which bring in over 115,000 aviators and spectators annually. RTS is an FAA Designated UAS test range with unique testing conditions for UAS development. Additional operations at RTS include flight training, charter business, search and rescue, and emergency medical services. RTS has a Bureau of Land Management (BLM) base that operates Single Engine Air Tanker (SEAT) operations for aerial firefighting. BLM also fly a variety of aircraft out of RTS, including C130, CRJ, and MD80/90 fixed wing aircraft, as well as a variety of helicopters. There are also military operations with the on-site Nevada Army National Guard facility. Tenants at RTS include multiple on-site businesses, including aircraft supplies and a defense contractor.

## AIRPORT REPLACEMENT VALUE

Airports generate economic impacts from their operation, but also have tremendous value as a physical asset. Airports are comprised of large tracts of land, sometimes miles of pavement, and numerous buildings that have substantial value, especially in terms of replacement. Replacement value was estimated based on existing facilities and current costs.

**\$589,775,000**

Reno/Stead Airport

## RTS INVESTMENT NEEDS

NAHSP Estimated Project Costs were developed by summing the estimated costs of project recommendations from the NAHSP ARV and PM analysis. Airside needs include runway, taxiway, apron, NAVAIDS and lighting; landside needs include fuel, hangars, and ground transportation; pavement maintenance includes runway, taxiway, and apron pavement rehabilitation projects; planning needs include projects such as airport layout plans, master plans, and environmental assessments; terminal needs include items such as new buildings, wayfinding, restrooms, escalators, and concourses. Costs were developed as planning level estimates only and do not include the level of detail needed to design projects or prepare grants.

Airport Estimated Development Costs were sourced from each Airport's Capital Improvement Plan (ACIP), as well as other costs from Master Plans and other studies provided by the airports. ACIPs are developed by airport sponsors and consultants to plan for capital improvement needs over the planning horizon.

