



RENO/TAHOE INTERNATIONAL AIRPORT RNO

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
- RNO is classified by the NAHSP as a Primary Airport and in the NPIAS as a Primary Airport



Primary: Publicly owned commercial service airports that have more than 10,000 passenger boardings or enplanements each calendar year and receive scheduled passenger service.

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/TAHOE INTERNATIONAL 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_{RS}	Airport Ownership	N/A	Public	5
	Airport Uses	N/A	Law Enforcement, Special Events, EMS, and Aerial Firefighting	4
	Nearest Airport	N/A	13 Miles	2
	Longest Runway	Future Runway Length From ALP/MP= 9,000 Feet	9,000 Feet	5
	Based Aircraft	N/A	5%	4
	T-Hangar Ratio (THR)	> 0.90	Adequate for a Commercial Service Airport	5
	Fuel Availability	Jet A and 100LL Full Service (FS) and Self Service (SS) with Credit Card Reader	Jet A and 100 LL, Full Service (FS)	3
	Aircraft Maintenance	Major	Major	5
	Instrument Approach	Precision	Precision	5
	Regional Significance V_{RS} Subtotal			
Airport Facilities V_{AF}	Runway ARC Category	C-III/C-II	D-IV	5
	FAA Design Standards	Meet FAA Design Standards	Yes	5
	Runway Surface Type/Condition	Paved and Excellent, PCI >86	Concrete and Good, PCI > 71	3
	Runway Lighting	Medium-Intensity, High-Intensity is Desired	High-Intensity	5
	Taxiways	Full Parallel to All Runways	Full Parallel to All Runways	5
	Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs or VASIs, and ALS or REILs	Rotating Beacon, Lighted Wind Cone, PAPIs, and ALS	5
	Weather Reporting	ATCT and AWOS or ASOS	ATCT and ASOS	5
	GA Terminal	Terminal with Public Restrooms, Conference Rooms, and Pilots Lounge	Terminal, Public Restrooms, Conference Room, and Pilot Lounge	5
	Utilities	Electricity, Water, Sewer or Septic	Electricity, Water, and Sewer	5
	Security/Wildlife Fencing	Full	Full	5
	Communications Connectivity	Public Phone, Cellular (Data/4G), and Wifi	Public Phone, Cellular (Data/4G), and Wifi	5
Airport Facilities V_{AF} Subtotal				53

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

Associated City

RENO





FAA Identifier

RNO

Classification

PRIMARY



Category	Value Rating Variable (VRV)	NAHSP Objective (Minimum)	Current Performance	Score
 Airport Protection V_{AP}	Height Hazard Zoning	Present	Yes	5
	Obstruction Mitigation	20:1	50:1	5
	Airspace Restrictions	N/A	40 Miles	3
	Runway Protection Zone	Full	Partial, Plan to Acquire Full Control	3
	Land Use Compatibility	N/A	Less than 1 Mile	1
	Airport Protection V_{AP} Subtotal			
 Airport Access V_{AA}	Community Access	≥ 2 Miles but < 5 Miles	3 Miles	4
	Local Access	Arterial (Major)	Interstate	5
	Regional Access	< 5 Miles	1.3 Miles	5
	Ground Transportation Services	Courtesy Car, Bus, Taxi or Ride Share, and Rental Car, Train Desired	Courtesy Car, Bus, Shuttle, RideShare/Taxi, and Rental Car	5
	Airport Access V_{AA} Subtotal			
 Airport Expandability V_{AE}	Total Acreage Ratio	N/A	12	5
	Airfield and Aeronautical Property	N/A	12%	5
	Surplus Property	N/A	1,279 Acres	5
	Airfield Expandability	N/A	1,026 Feet	5
	Airport Expandability V_{AE} Subtotal			
 Community Commitment V_{CC}	Last ALP Update	< 3 Years	2018	5
	Airport Management	Full Time	Full Time	5
	Historical Capital Improvements	≥ \$ 20 Million	\$63.87 Million	5
	Airport Capital Improvement Program (ACIP)	≥ \$ 20 Million	\$361.0 million	5
	Economic Development Partnership	Established Partnership	Yes	5
	Financial Subsidies	Capital Improvement Subsidy	Capital Improvement Subsidy	5
	Goodwill	N/A	Education Program and Website	4
Community Commitment V_{CC} Subtotal				34

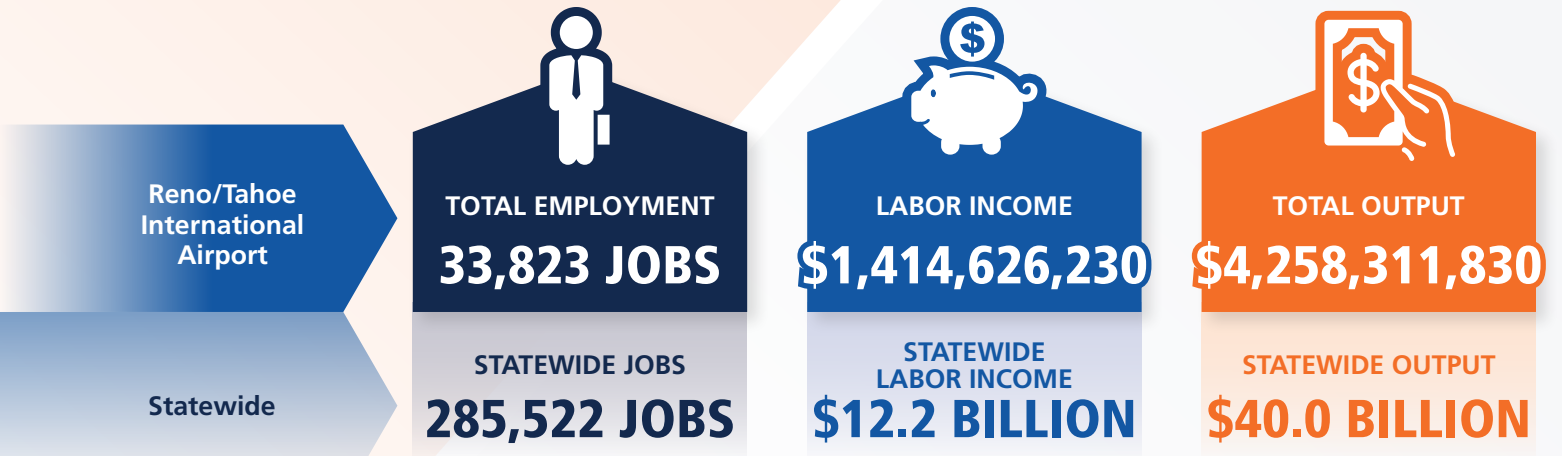
AIRPORT REGIONAL VALUE SUMMARY

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 RNO 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-Tahoe International Airport (RNO) is located approximately four miles from the central business district of Reno in Washoe County. RNO has three runways all over 6,000 feet with the longest at 11,000 feet, more than 160 based aircraft, over 1,450 acres of land, and over 100,000 annual operations. RNO serves as the region's hub for commercial and air taxi activity. Commercial flights account for just under 50 percent of RNO's aircraft operations with 11 airlines offering more than 130 daily flights to 32 domestic and international non-stop destinations. In addition to the approximately 4.2 million passengers per year, RNO accommodates general aviation (GA), military, and air cargo operations with GA operations accounting for over 40 percent of the annual operations. GA operations at RNO include flight school activities, emergency medical services, firefighting operations, aircraft repair and maintenance, and recreational and business flights. Additionally, the 152nd Airlift Wing and the 152nd Intelligence Squadron operate out of the Nevada Air National Guard RNO facility.

RNO INVESTMENT NEEDS

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. 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.

