Reno-Tahoe Airport Authority: Giving Lift to the Community

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April 24, 2018
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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 Facebook and Twitter.
Exciting Non-Stop Flight Additions
RNO served by 9 passenger airlines

- **volaris**
  - Guadalajara, MX – December 2014

- **jetBlue**
  - New York City – May 2015
  - Boise – November 2015
  - Oakland – June 2016
  - Long Beach – August 2016
  - Atlanta – December 2016

- **Southwest**
  - Dallas Love Field – January 2017
  - San Jose – June 2017

- **United**
  - Chicago O’Hare – June 2017

- **Frontier**
  - Denver – November 2017
  - 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)

- 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 RNO

- **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

- 26-32 GATES
- ADG IV TAXILANES
- RON/DEICE SPOTS ON SOUTH & NORTH
- MODERNIZES CONCOURSE B OR REPLACE
- AIR CARGO RELOCATED

- NEW 11-GATE CONCOURSE
- NEW 10-GATE CONCOURSE
- MODERNIZE CONCOURSE B OR NEW 11-GATE CONCOURSE

- RTAA MINI-STORAGE & WAREHOUSE UNITS
- BELLY CARGO
- EXISTING AIR CARGO FACILITIES

- POTENTIAL TERMINAL EXPANSION
- NEW ARRIVALS ACCESS TO BAG CLAIM
- EXISTING AIR CARGO FACILITIES

- POTENTIAL SSCP EXPANSION

- LEGEND:
  - New Terminal Structure
  - Future Terminal Expansion
  - New Admin Structure
  - New CBP
  - Extents of New Apron
  - Extents of Future Apron

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
- GTA Area
- CONRAC Drop Off Area
- New Apron

NEW 11-GATE CONCOURSE
NEW 10-GATE CONCOURSE
NEW 11-GATE CONCOURSE

RON / DEICE
BELLY CARGO

POTENTIAL TERMINAL EXPANSION
NEW ARRIVALS ACCESS TO BAG CLAIM
ADMIN (LEV 5)

EXISTING TERMINAL

LEV 2&3 ADDITION
EXISTING PARKING STRUCTURE

RENTAL READY
(DROP OFF)
QTA

POTENTIAL SSCP EXPANSION
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
RNO Runway Conclusions

- Lengthening Runway 16R/34L
  - Is costly ($250M for runway + $3.2B for terrain mitigation)
    - Additional 2,500 feet of runway ≈ 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
Questions