



Master Plan Working Group

Reno-Stead Airport

March 12, 2026





Agenda

Project Schedule

Inventory of Existing Conditions

Federal Grant Assurances

Land Use

Preliminary Forecasts

Next Steps





Introductions

Ardurra staff with you today



Peter Maiman, AICP, CM
Project Manager



Rick Patton
Senior Planner



Introductions

RTAA Staff

Jed Hammer, C.M.

Airport Planner

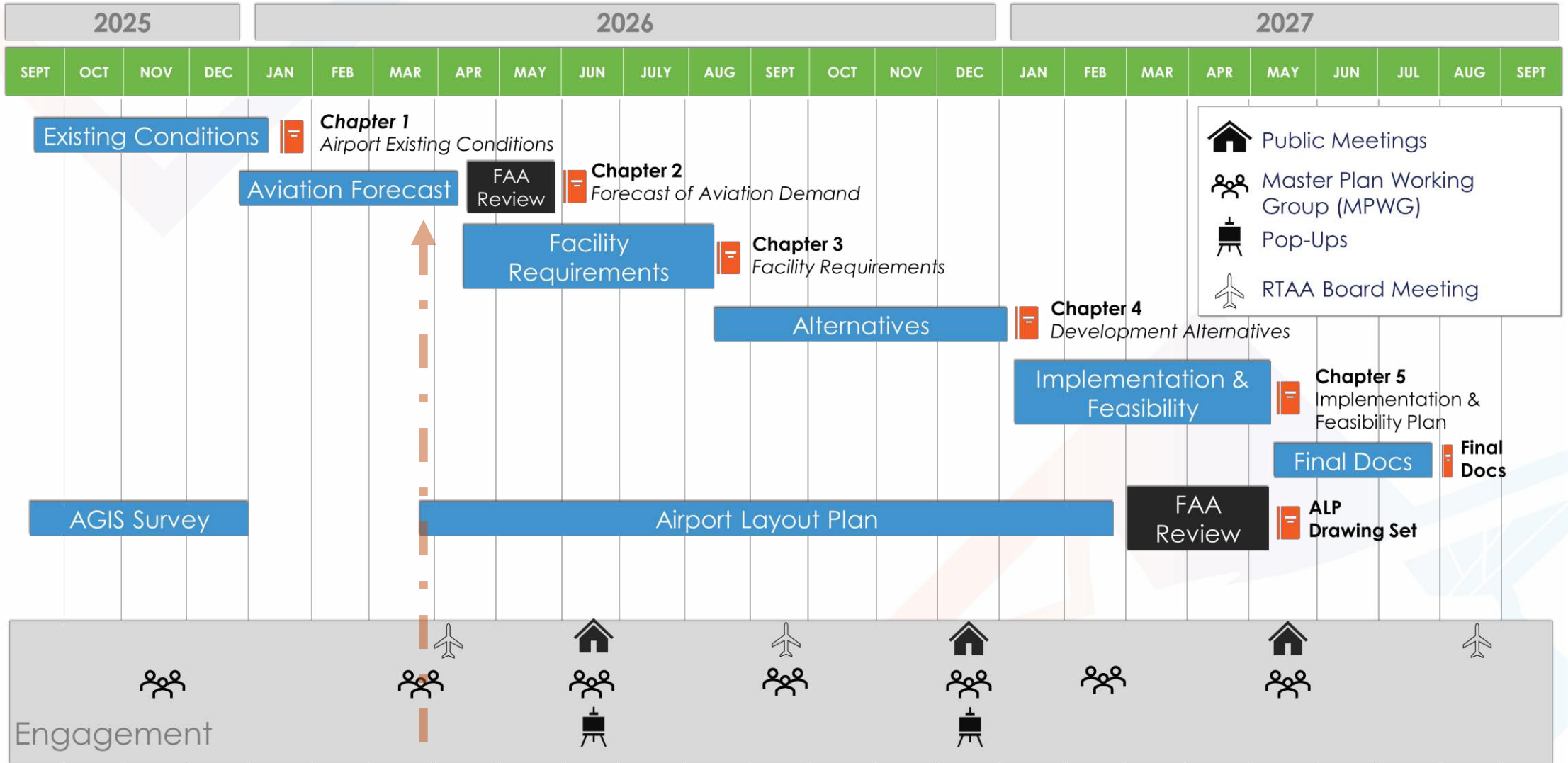
Scott Gordon, C.M.

Stead Airport Manager

Lissa Butterfield, C.M.

*Manager of Planning &
Environmental Services*

Master Plan Timeline



- Public Meetings
- Master Plan Working Group (MPWG)
- Pop-Ups
- RTAA Board Meeting



Inventory

- Major tenants include:
 - TAC Air
 - Bureau of Land Management
 - Army Guard
 - Aviation Classics FBO
 - Dermody Properties
- 1,409 jobs
- \$191 million economic output
- Over \$100 million invested in improvements over the last 15+ years



Inventory

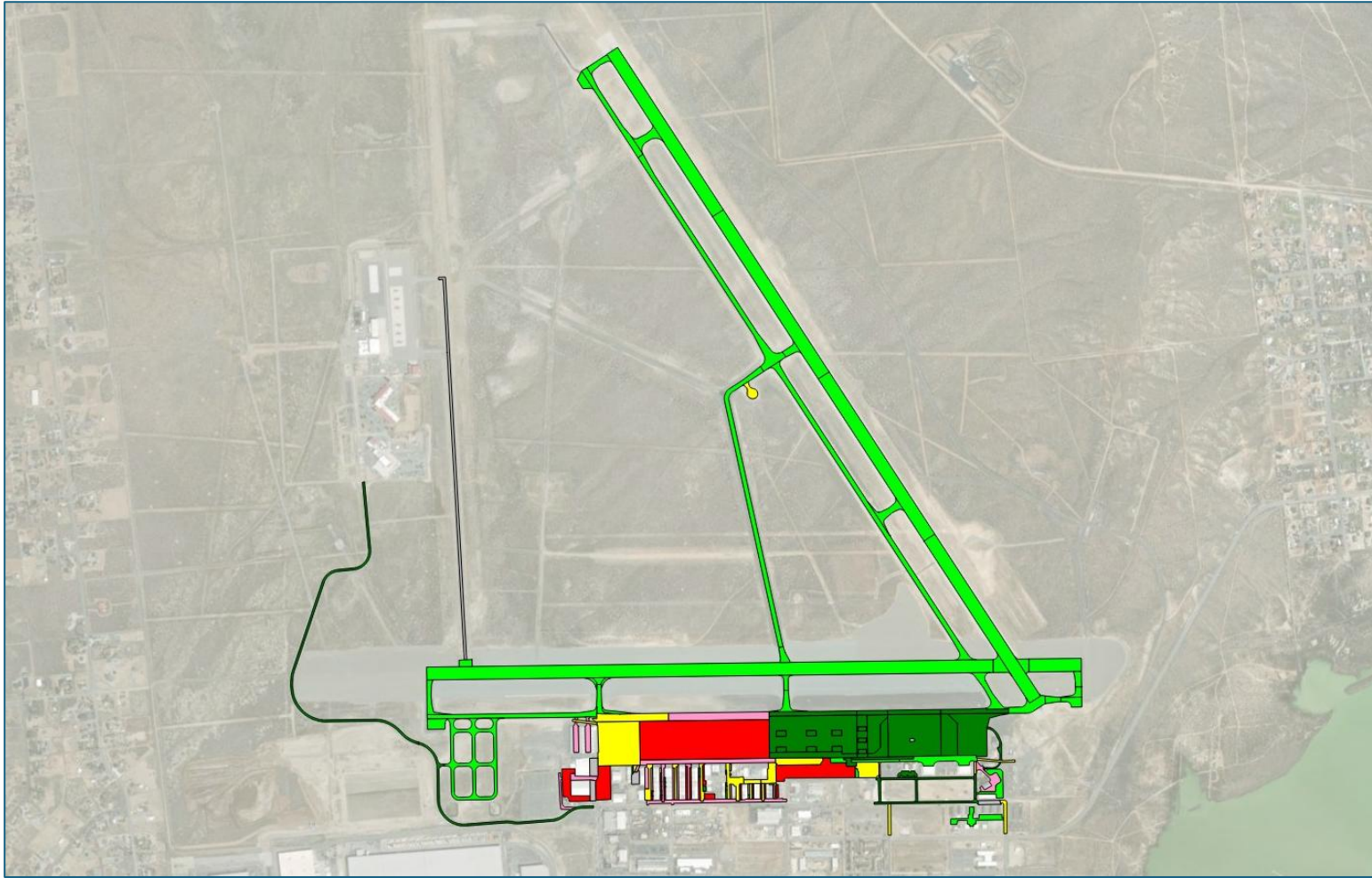
- 36 acres of apron pavement
- 113 tie-downs + 148 hangars
- 218 based aircraft

| T-Hangar | Small Box | Medium Box | Large Box |
|----------|-----------|------------|-----------|
| 10 | 107 | 28 | 2 |





Pavement Conditions





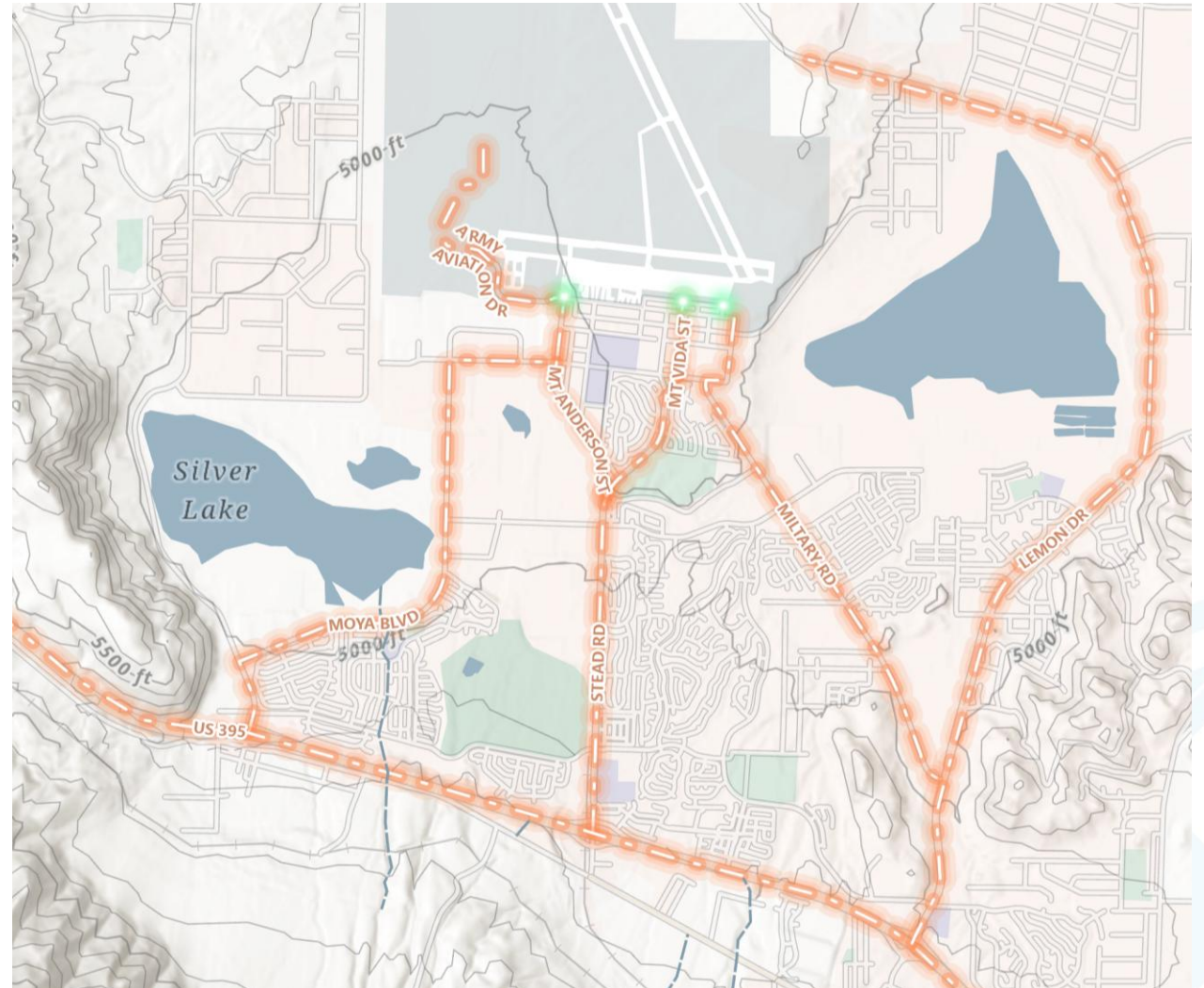
- 86-100 Good
- 71-85 Satisfactory
- 56-70 Fair
- 41-55 Poor
- 26-40 Very Poor
- 11-25 Serious
- 0-10 Failed



Connectivity

- Primary access via:
 - US-395
 - Stead Blvd
 - Military Road
- Western access via:
 - Moya Dr
- Eastern access via:
 - Lemmon Dr

-  PRIMARY ACCESS GATE (EMERGENCY)
-  PRIMARY ACCESS ROUTE





Funding Overview

10-Year Federal Grant History

- Federal
 - Airport Improvement Program (AIP) - \$150,000 annual entitlement
 - Discretionary – prioritized for safety
 - Temporary Programs (IIJA, CARES, CRRSA, ARPA)
- Local
 - Bonds or private investment
 - RTS Special Fund for grant match

**RTAA has unique ability to transfer AIP funds between RNO and RTS.*

| Year | Project | Grant Amount |
|-------------|--------------------------------------|--------------------|
| 2016 | Rehabilitate Apron | \$238,349 |
| 2016 | Rehabilitate Runway 8/26 | \$16,222,173 |
| 2017 | Reconstruct Apron | \$2,250,626 |
| 2019 | Reconstruct Apron | \$1,031,773 |
| 2020 | CARES Act Funds | \$30,000 |
| 2020 | Reconstruct Apron | \$3,837,153 |
| 2020 | Reconstruct Taxiway | \$890,625 |
| 2021 | CRRSA + ARPA Funds | \$82,000 |
| 2021 | Reconstruct Apron | \$3,814,237 |
| 2021 | Reconstruct Taxiway | \$900,000 |
| 2022 | Reconstruct Apron | \$2,781,604 |
| 2022 | Reconstruct Taxiway | \$888,941 |
| 2023 | Reconstruct Apron | \$4,446,550 |
| 2023 | Reconstruct Taxiway | \$267,742 |
| 2024 | Update Airport Master Plan | \$1,839,914 |
| 2024 | Reconstruct Taxiway A + Apron | \$26,410 |
| 2026 | Reconstruct Taxiway A + Apron | \$5,030,000 |

Federal Grant Assurances

Enforced through 14 C.F.R. Parts 13 and 16

| | | | |
|--|--|---------------------------------|--|
| 1. General Federal Requirements | 11. Pavement Preventative Maintenance | 21. Compatible Land Use | 31. Disposal of Land |
| 2. Responsibility/Authority | 12. Terminal Development Prerequisites | 22. Economic Nondiscrimination | 32. Engineering & Design Services |
| 3. Sponsor Fund Availability | 13. Accounting System, Audit, & Record Keeping | 23. Exclusive Rights | 33. Foreign Market Restrictions |
| 4. Good Title | 14. Minimum Wage Rates | 24. Fee & Rental Structure | 34. Policies, Standards, & Specifications |
| 5. Preserving Rights & Powers | 15. Veteran's Preference | 25. Airport Revenues | 35. Relocation & Real Property Acquisition |
| 6. Consistency with Local Plans | 16. Conformity to Plans & Specifications | 26. Reports & Inspections | 36. Access by Intercity Buses |
| 7. Consideration of Local Interest | 17. Construction Inspection & Approval | 27. Use by Government Aircraft | 37. Disadvantaged Business Enterprises |
| 8. Consultation with Users | 18. Planning Projects | 28. Land for Federal Facilities | 38. Hangar Construction |
| 9. Public Hearings | 19. Operation & Maintenance | 29. Airport Layout Plan | 39. Competitive Access |
| 10. Metropolitan Planning Organization | 20. Hazard Removal & Mitigation | 30. Civil Rights | 40. Leaded Avgas |

Federal Grant Assurances

Enforced through 14 C.F.R. Parts 13 and 16

Sponsor cannot sell airport land without approval and must control what the land is used for.

Must prioritize aviation safety.

| | | | |
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Federal Grant Assurances

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The airport and all facilities must remain operational in a safe and serviceable condition.

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Federal Grant Assurances

Enforced through 14 C.F.R. Parts 13 and 16

Sponsor must take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to the airport.

Incompatible: residential development, schools, hospitals, other public health facilities, concert halls

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Federal Grant Assurances

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Sponsor may not permit exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public.

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Federal Grant Assurances

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Lease rates for airport property used for non-aeronautical purposes must be based on fair market value.

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Federal Grant Assurances

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Funds generated on the airport cannot be diverted off the airport or local system.

Airports must be as “self-sufficient” as possible

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Federal Grant Assurances

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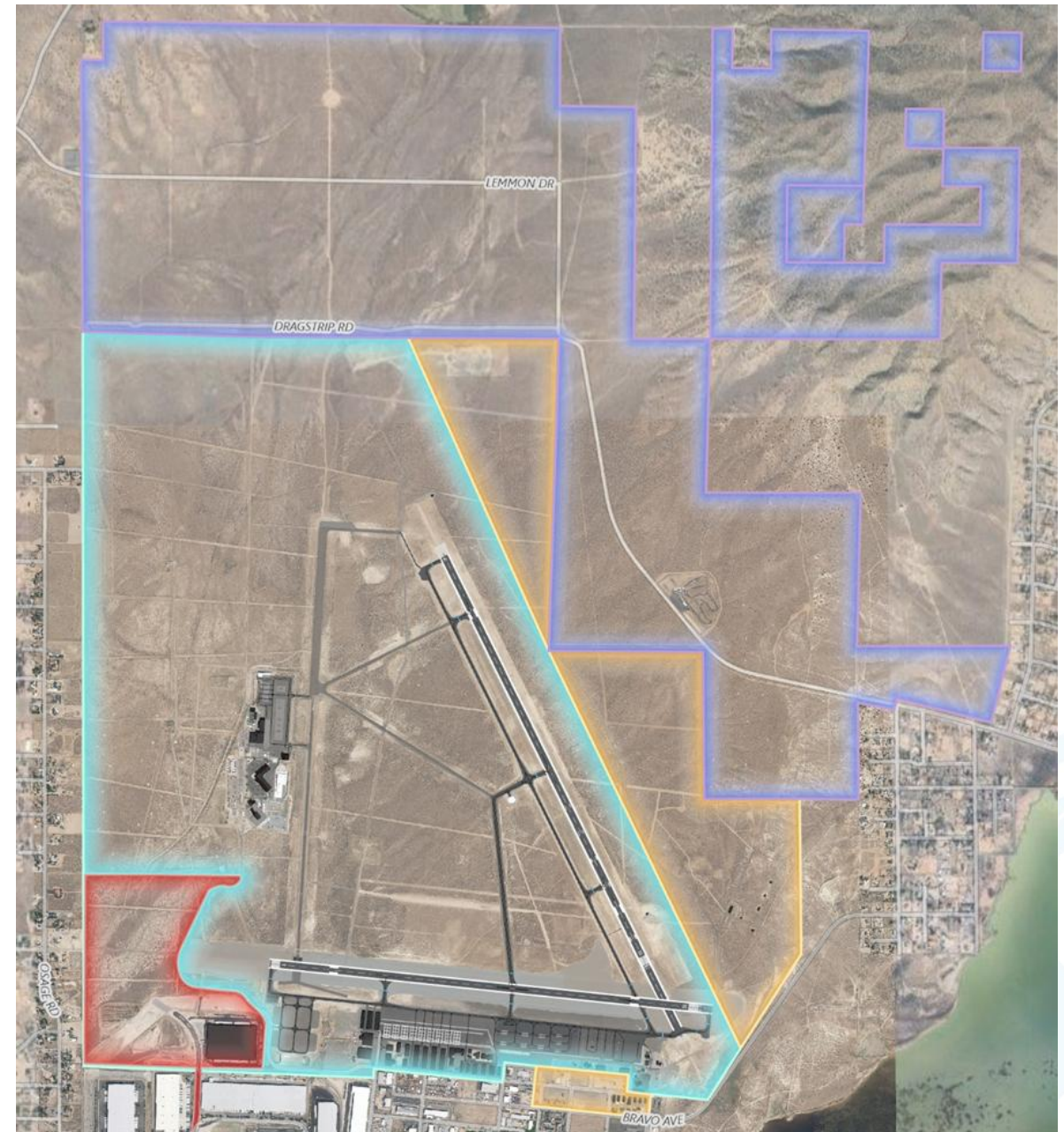
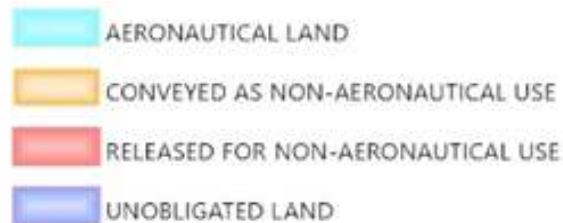
Sponsor will keep an airport layout plan always updated.

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Land Ownership

- ~2,300 acres transferred as Military Surplus Land
 - Conveyances as both aeronautical and non-aeronautical
- Unobligated land purchased in support of RARA safety
- 178.5 acres released for non-aeronautical use in May 2022




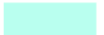
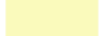









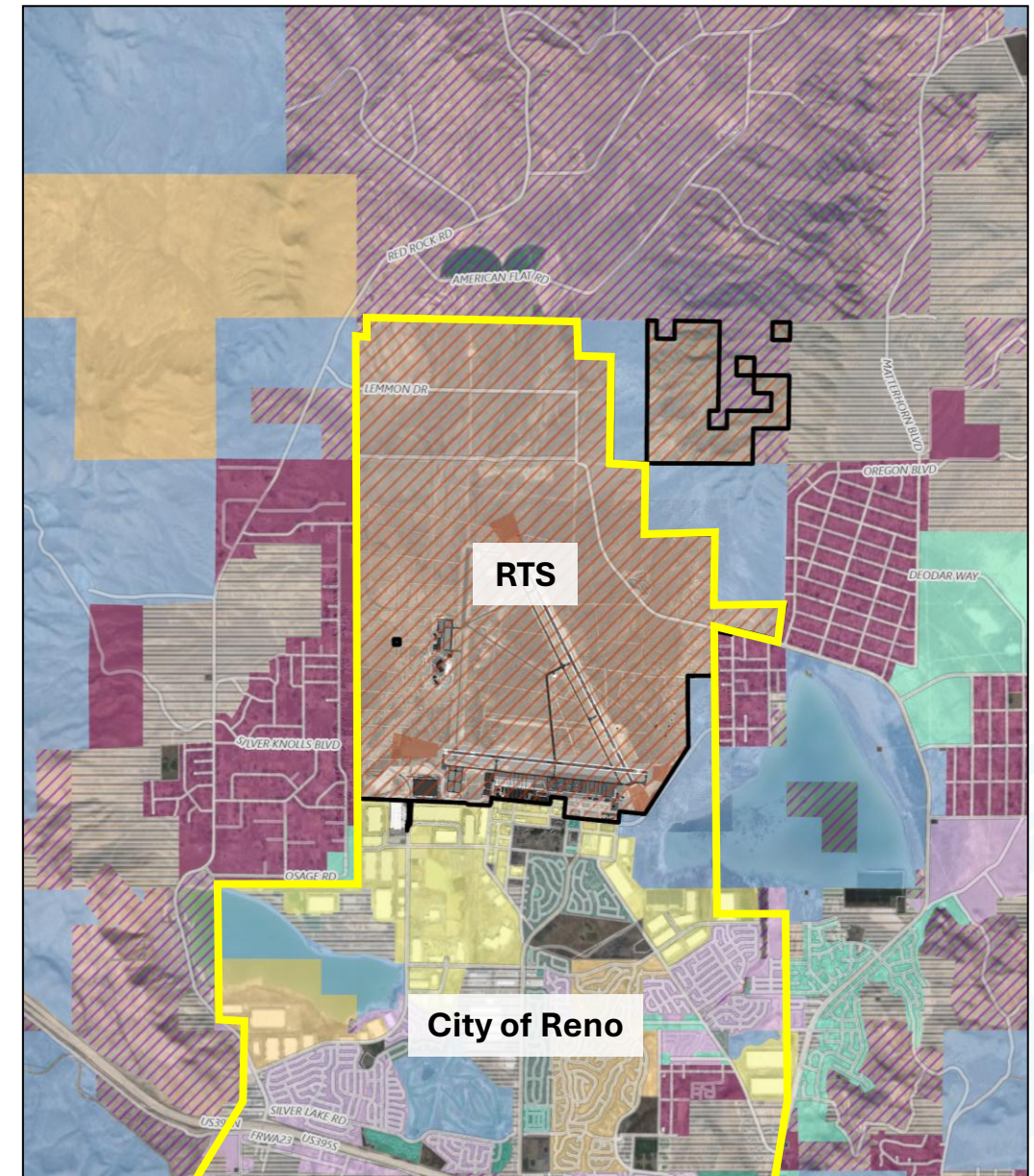


Land Use

Off-Airport Property

- Airport property primarily within City of Reno jurisdiction
- Washoe County and Federal Open Space surround the airport

| | | | |
|---|--------------------------|---|---------------------------|
|  | AIRPORT PROPERTY |  | LOW DENSITY SUBURBAN |
|  | GENERAL RURAL |  | MEDIUM DENSITY SUBURBAN |
|  | INDUSTRIAL |  | MIXED USE |
|  | MULTI-FAMILY RESIDENTIAL |  | SINGLE FAMILY RESIDENTIAL |
|  | PLANNED DEVELOPMENT |  | AIRCRAFT CRITICAL AREA |
|  | PUBLIC FACILITY |  | FEDERAL LAND / OPEN SPACE |

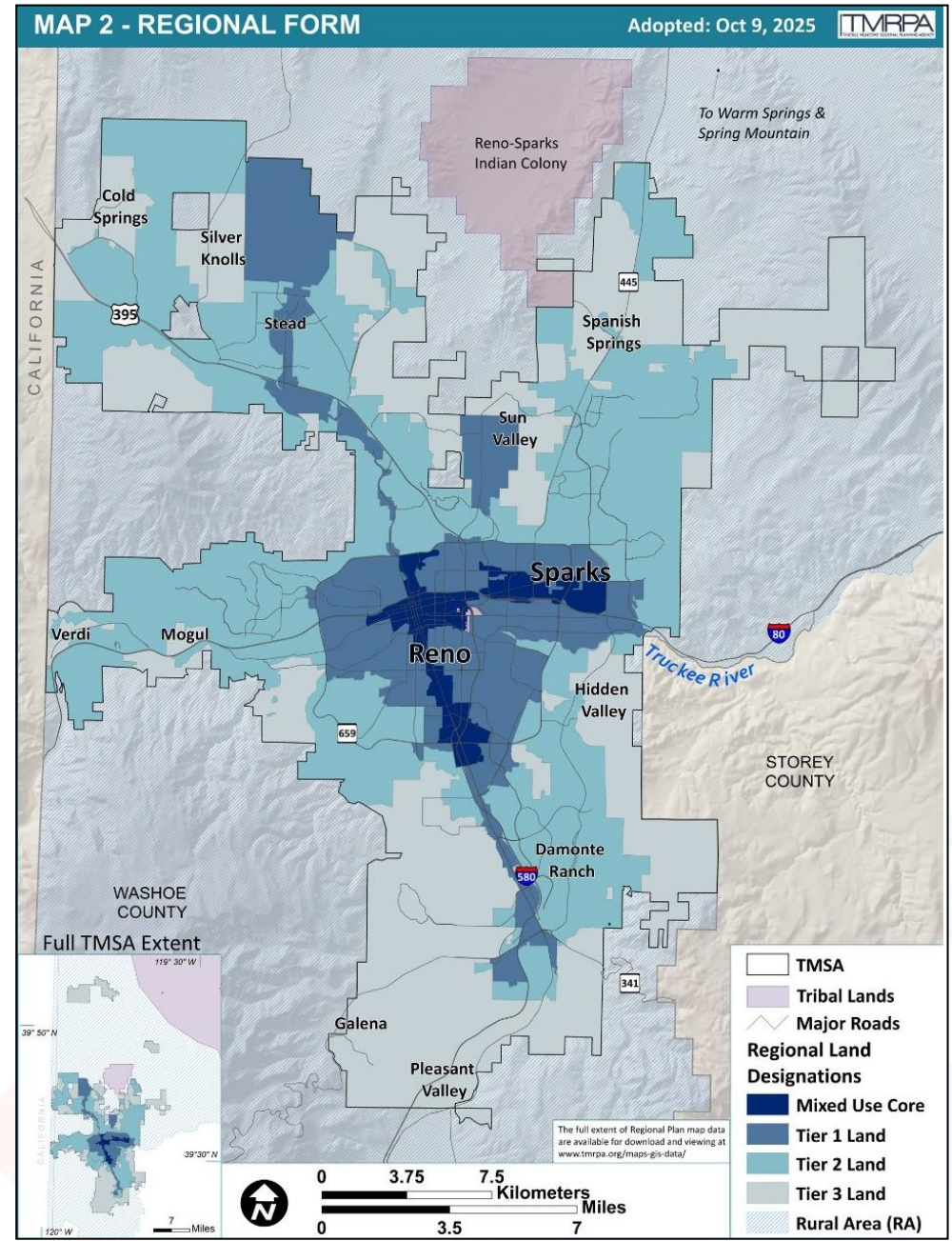




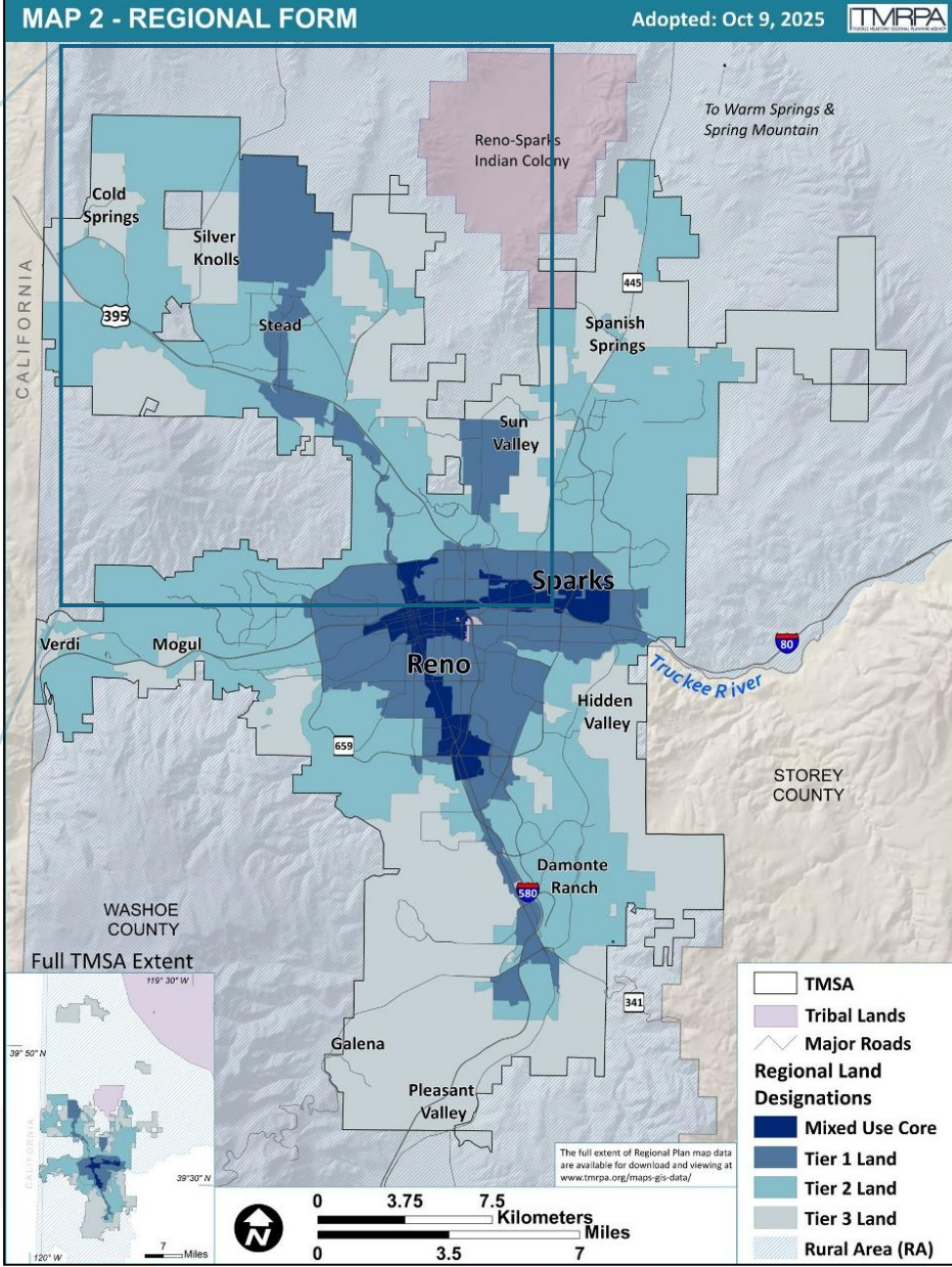
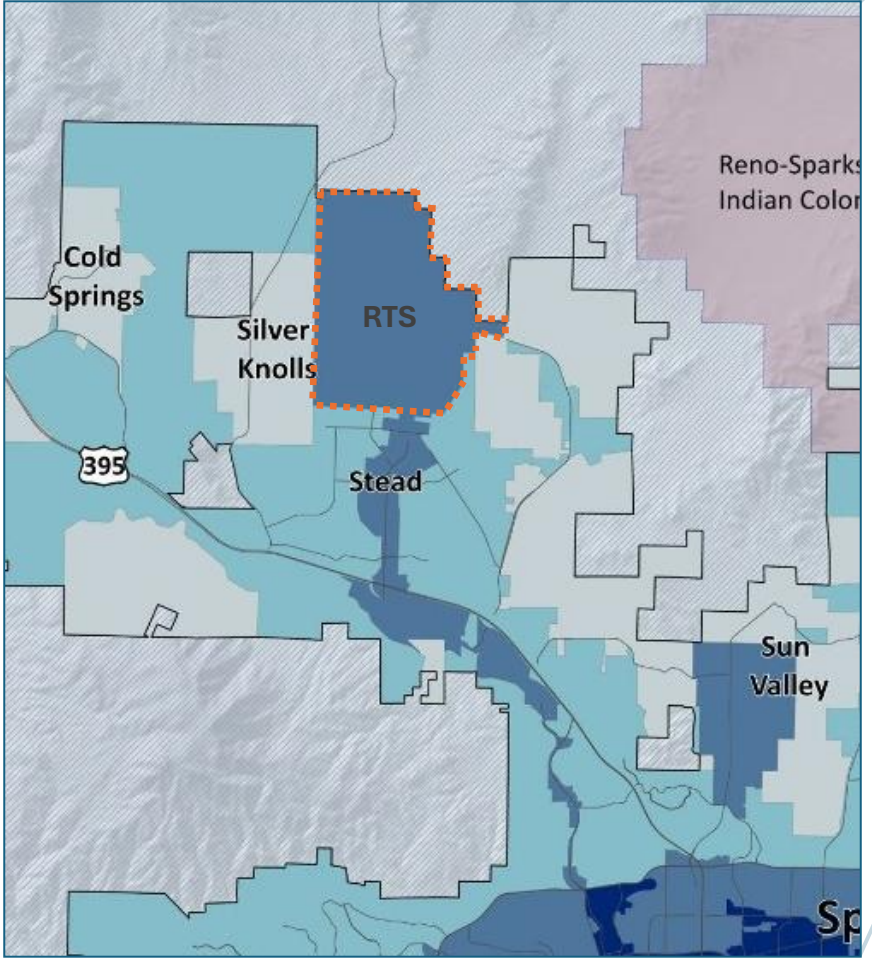
TMRPA

Truckee Meadows Regional Plan (2024)

- Established in 1989 through Nevada Revised Statutes 278.100-278.265
- Truckee Meadows Regional Planning Agency (TMRPA) fosters coordination among the three local governments: the cities of Reno and Sparks and Washoe County
- Creates a shared vision of what the communities strive to achieve in terms of land use and development over the next 20 years
- Truckee Meadows Regional Planning Commission (RPC) will review this master plan to ensure alignment with regional planning.



Tier 1: Moderate/varying range development is expected and number two in the priority hierarchy for development.



Currently Identified Future Development Areas

Dermody

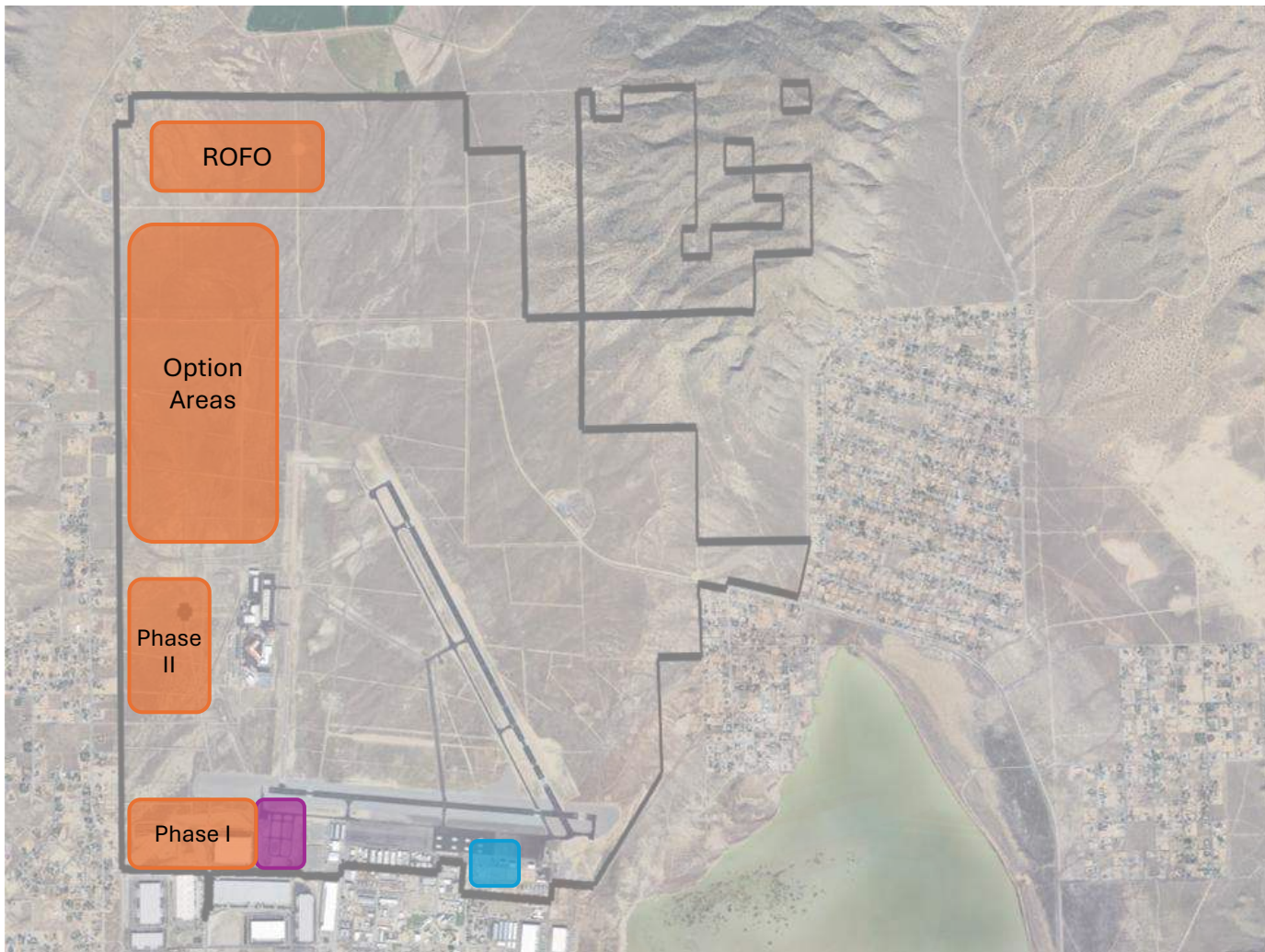
Phase I currently in development

Hangars

Hangars being developed in O-Block

Gillemot Foundation

Truckee Meadows Community College



Forecasts

Forecasting Overview



Based Aircraft

Aircraft storage needs



Operations

Capacity for takeoffs and landings



Critical Aircraft

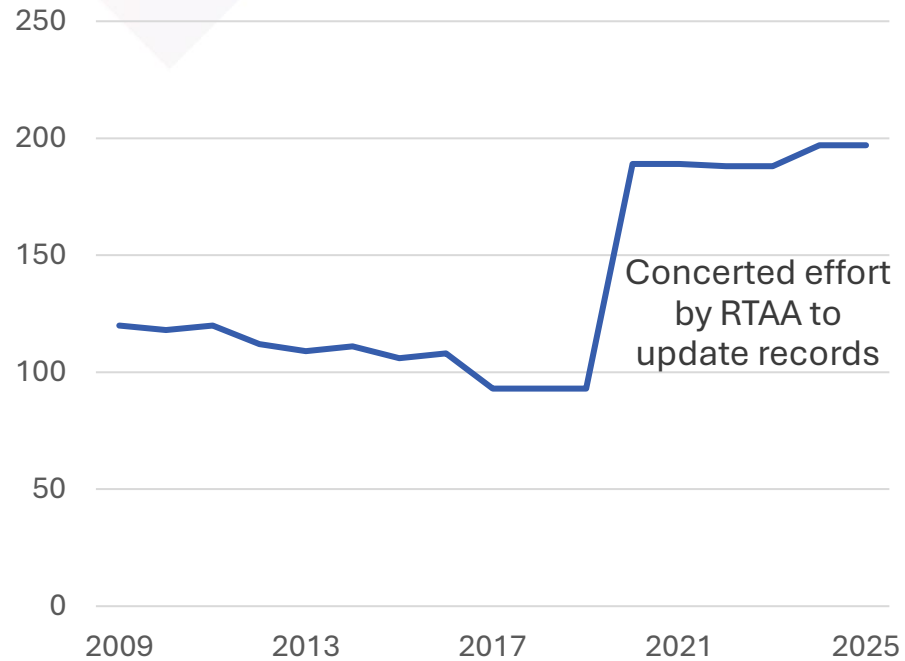
Airfield design



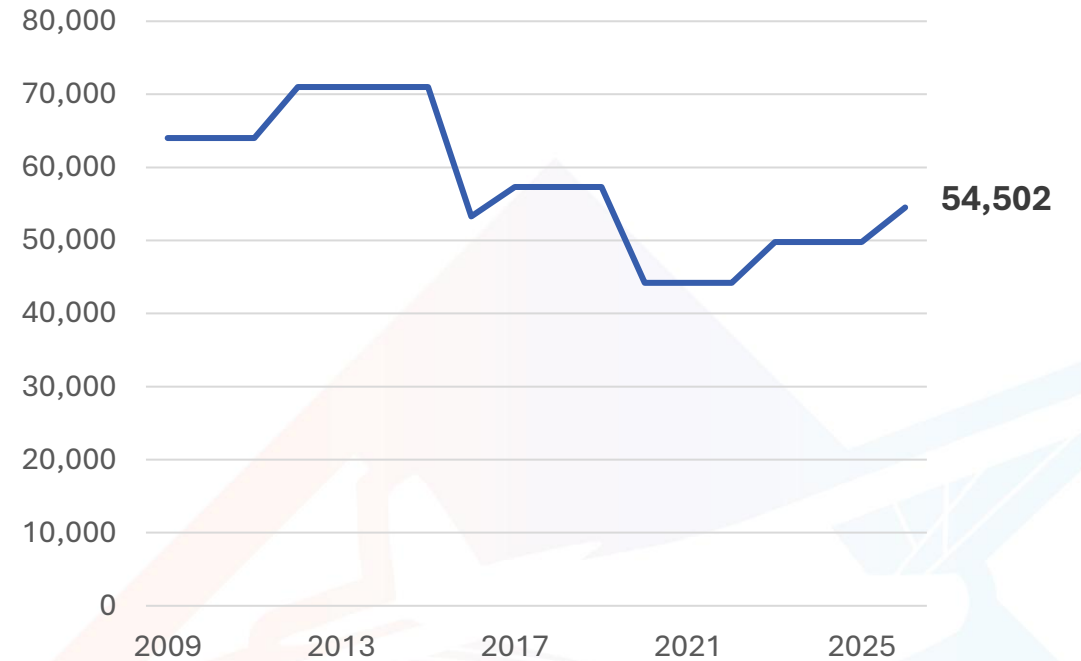
Historical Aviation Demand

Per FAA Terminal Area Forecast

Historical Based Aircraft



Historical Operations

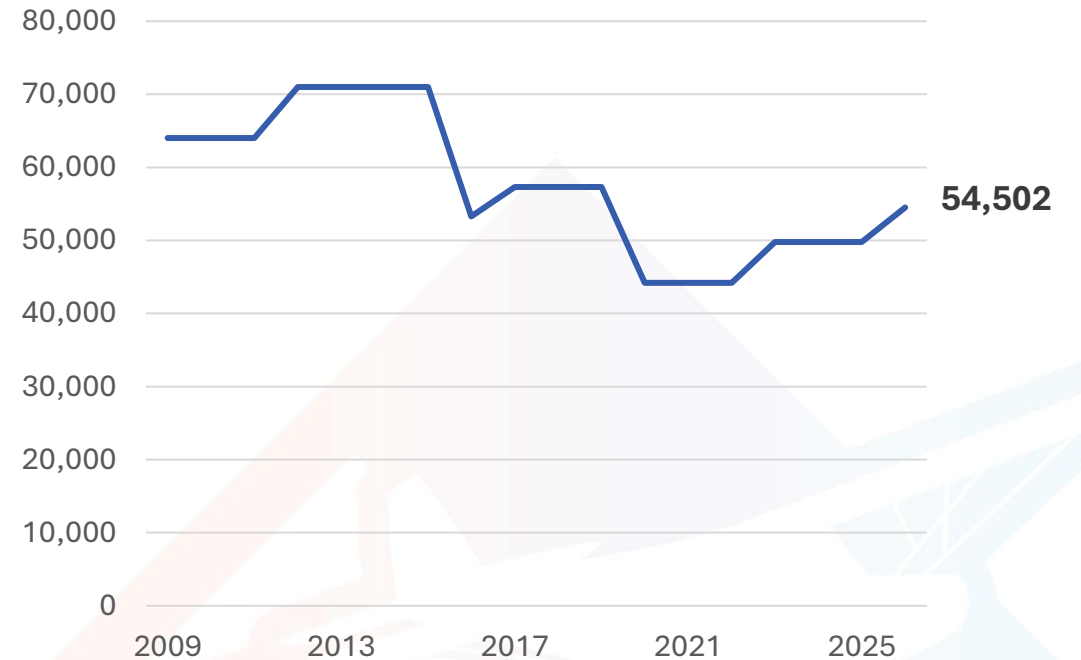


Baseline Operations – Virtower

Virtower Operations from 09/01/2024 to 08/31/2025

| Local | | | |
|---------------------------------------|----------|----------|----------|
| GA | | Military | |
| 35,918 | | 405 | |
| Itinerant | | | |
| Air Carrier | Air Taxi | GA | Military |
| 436 | 1,629 | 14,301 | 1,813 |
| Total Master Plan Baseline Operations | | | |
| 54,502 | | | |

Historical Operations

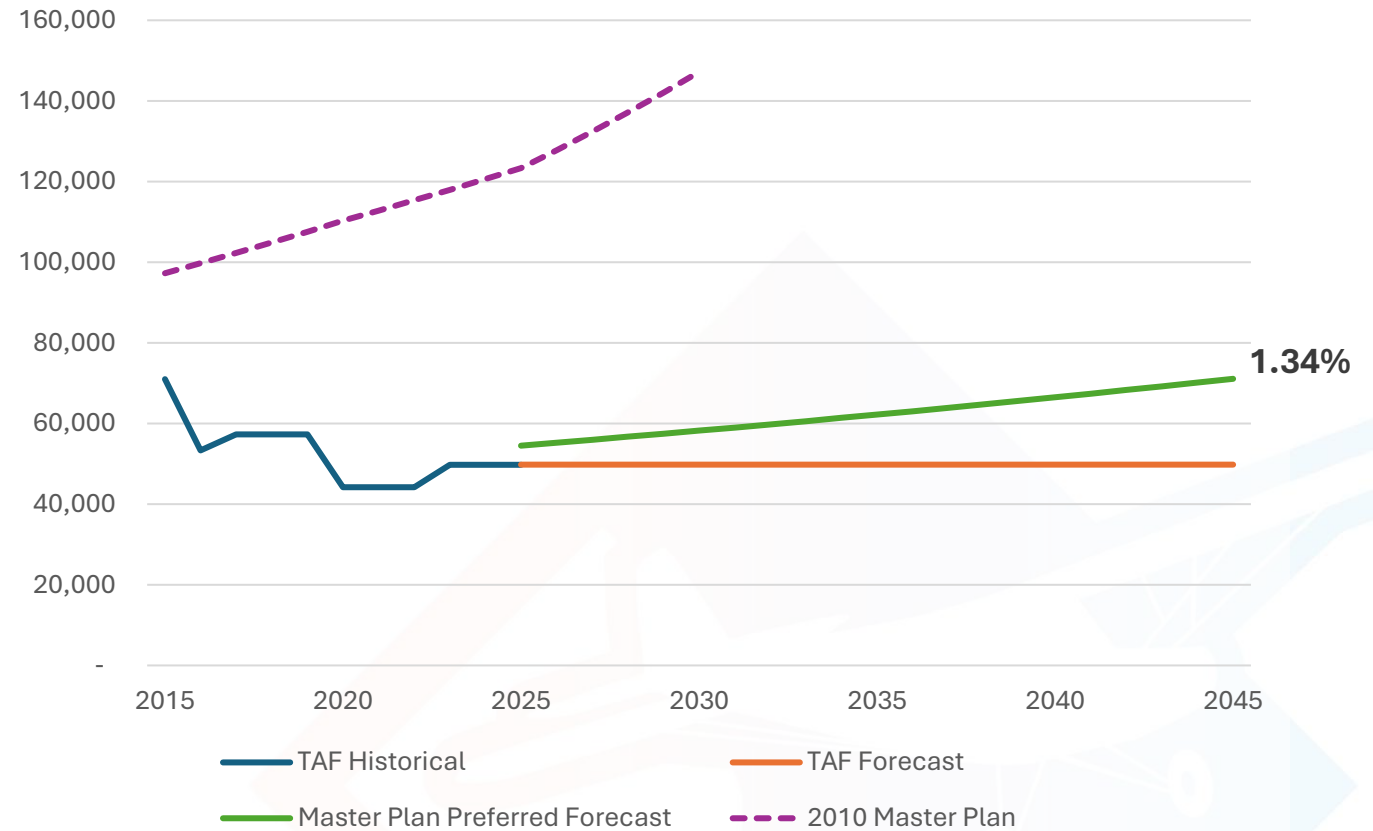




Preliminary Operations Forecasts

To be reviewed and approved by RTAA and FAA

| Local Rate | | |
|--------------------------|----------|------------------------|
| GA | Military | |
| 1.4% | 0% | |
| Itinerant Growth Rate | | |
| Air Taxi | GA | Air Carrier & Military |
| 1.4% | 1.4% | 1.4% |
| Total Master Plan Growth | | |
| 1.34% | | |



Preliminary Based Aircraft Forecast

To be reviewed and approved by RTAA and FAA

| Year | Single Engine-Piston | Multi Engine Piston | Prop-Turbine | Jet | Helicopter | Total |
|------|----------------------|---------------------|--------------|------|------------|-------------|
| 2025 | 196 | 5 | 1 | 11 | 5 | 218 |
| 2030 | 201 | 5 | 1 | 13 | 6 | 225 |
| 2035 | 206 | 5 | 1 | 14 | 7 | 233 |
| 2045 | 217 | 6 | 2 | 19 | 9 | 251 |
| CAGR | 0.5% | 0.5% | 2.1% | 2.7% | 2.7% | 0.7% |

33 new based aircraft over the planning period



UAS Forecasts

Aligned with FAA UAS Forecasts



| Year | Annual UAS Operations - Base Case | Annual UAS Operations - High Growth |
|------|-----------------------------------|-------------------------------------|
| 2025 | 300 | 300 |
| 2030 | 366 | 375 |
| 2035 | 448 | 470 |
| 2040 | 668 | 736 |
| CAGR | 4.08% | 4.59% |



Critical Aircraft

Most demanding aircraft type, or grouping of aircraft, that make regular use of the airport

(500 annual operations)

| Aircraft Approach Category | V _{REF} Approach Speed |
|----------------------------|---------------------------------|
| A | Less than 91 knots |
| B | 91 to <121 knots |
| C | 121 to <141 knots |
| D | 141 to <166 knots |
| E | Greater than 166 knots |

| Airplane Design Group | Tail Height | Wingspan |
|-----------------------|-------------------|-------------------|
| I | Less than 20 feet | Less than 49 feet |
| II | 20 to < 30 feet | 49 to < 79 feet |
| III | 30 to < 45 feet | 79 to < 118 feet |
| IV | 45 to < 60 feet | 118 to < 171 feet |
| V | 60 to < 66 feet | 171 to < 214 feet |
| VI | 66 to < 80 feet | 214 to < 262 feet |

Fire Operations Historical Data: C-III

| Year | Gallons | Sorties | Total Fire Ops | Rwy 8/26 | Rwy 14/32 |
|------|-----------|---------|----------------|----------|-----------|
| 2014 | 129,213 | 77 | 154 | 69 | 85 |
| 2015 | 181,177 | 108 | 216 | 97 | 119 |
| 2016 | 630,139 | 376 | 752 | 338 | 414 |
| 2017 | 2,147,092 | 1,270 | 2,540 | 1,143 | 1,397 |
| 2018 | 588,378 | 351 | 702 | 316 | 386 |
| 2019 | 632,151 | 359 | 718 | 323 | 395 |
| 2020 | 1,165,848 | 809 | 1,618 | 728 | 890 |
| 2021 | 1,383,703 | 801 | 1,602 | 721 | 881 |
| 2022 | 48,133 | 29 | 57 | 26 | 32 |
| 2023 | 42,686 | 25 | 51 | 23 | 28 |
| 2024 | 1,145,259 | 625 | 1,250 | 563 | 688 |
| 2025 | 336,239 | 201 | 464 | 196 | 240 |

Existing Critical Aircraft

| Aircraft Type | Payload | 2025 Ops | AAC-ADG |
|------------------------------|----------------------|------------|--------------|
| Canadair CL-215 | 1,400 gallons | 28 | A-III |
| C130H/E | 3,000 gallons | 97 | B-IV |
| Bae-146-200 Airtanker | 3,000 gallons | 100 | C-III |
| Avro RJ85 Airtanker | 3,000 gallons | 110 | C-III |
| MD-87 Airtanker | 3,000 gallons | 42 | C-III |
| B737-300 Fireliner | 4,000 gallons | 72 | C-III |
| Dash 8-400 | 2,640 gallons | 15 | B-III |



Future Critical Aircraft

| Aircraft Type | AAC-ADG |
|---------------|---------|
| DC-10-30 | D-IV |
| B767-400 | |



Coulson Aviation, Dec 22 2025

Project Team Contact Information

RTAA Staff



RTSMasterPlan.com

*Primary office hours are held Wednesdays 9am - 4pm
in the RTS Terminal Administration Offices.*

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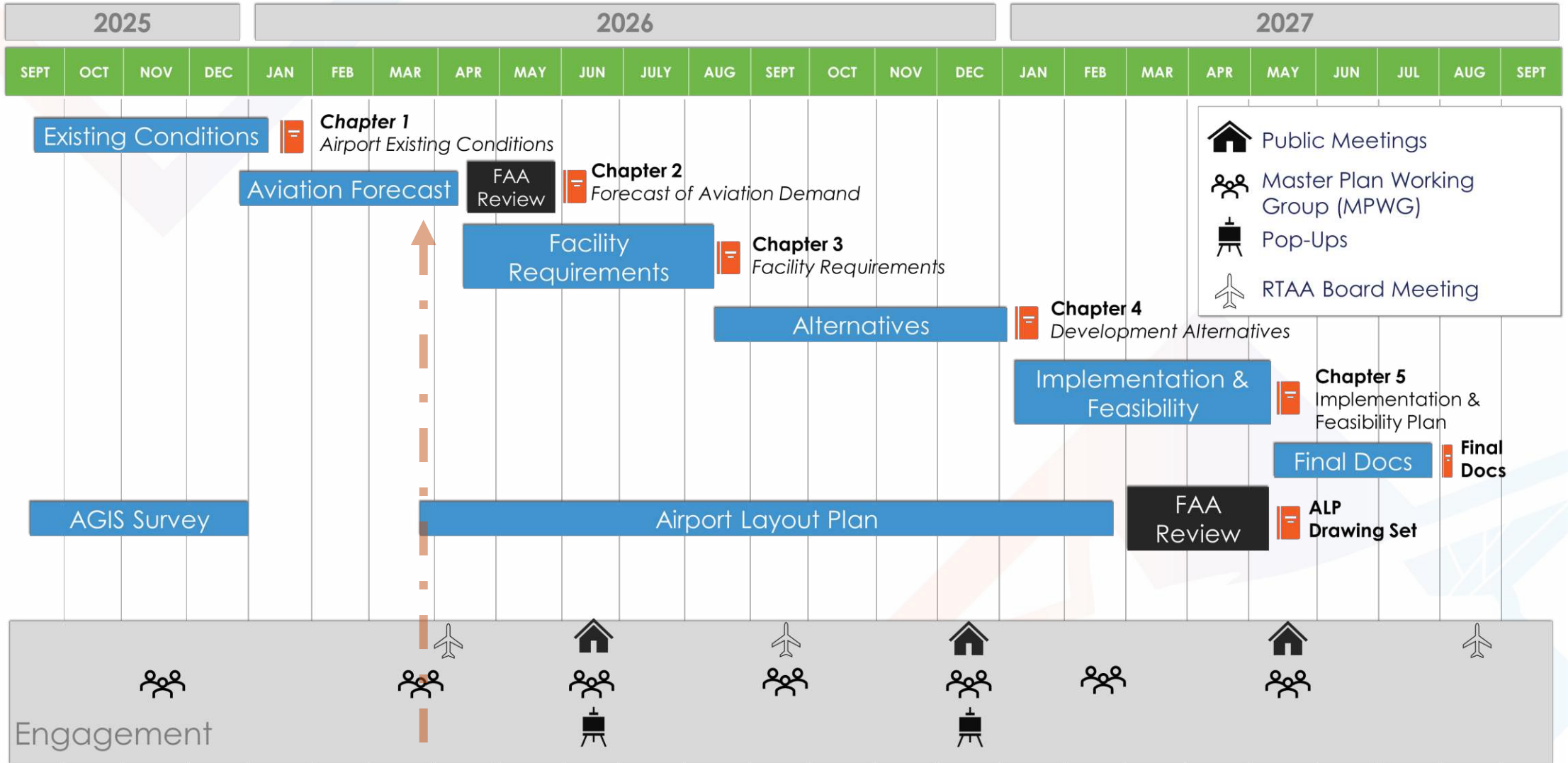


Next Steps

- Deliver forecasts to FAA for review & approval
- Begin Facility Requirements assessments
- **Meeting No. 3: Summer 2026 / Facility Requirements**
 - *Coincides with first public open house*



Master Plan Timeline





Questions?

www.rtsmasterplan.com www.steadairport.com www.renoairport.com [@renoairport](https://twitter.com/renoairport) [#FlyRNO](https://twitter.com/FlyRNO)