



Master Plan Working Group

Reno-Stead Airport

June 22, 2026





Reno-Stead
Airport



Reno-Tahoe
Airport Authority

Agenda

Project Schedule Review

Forecast Review

Facility Requirements

Next Steps



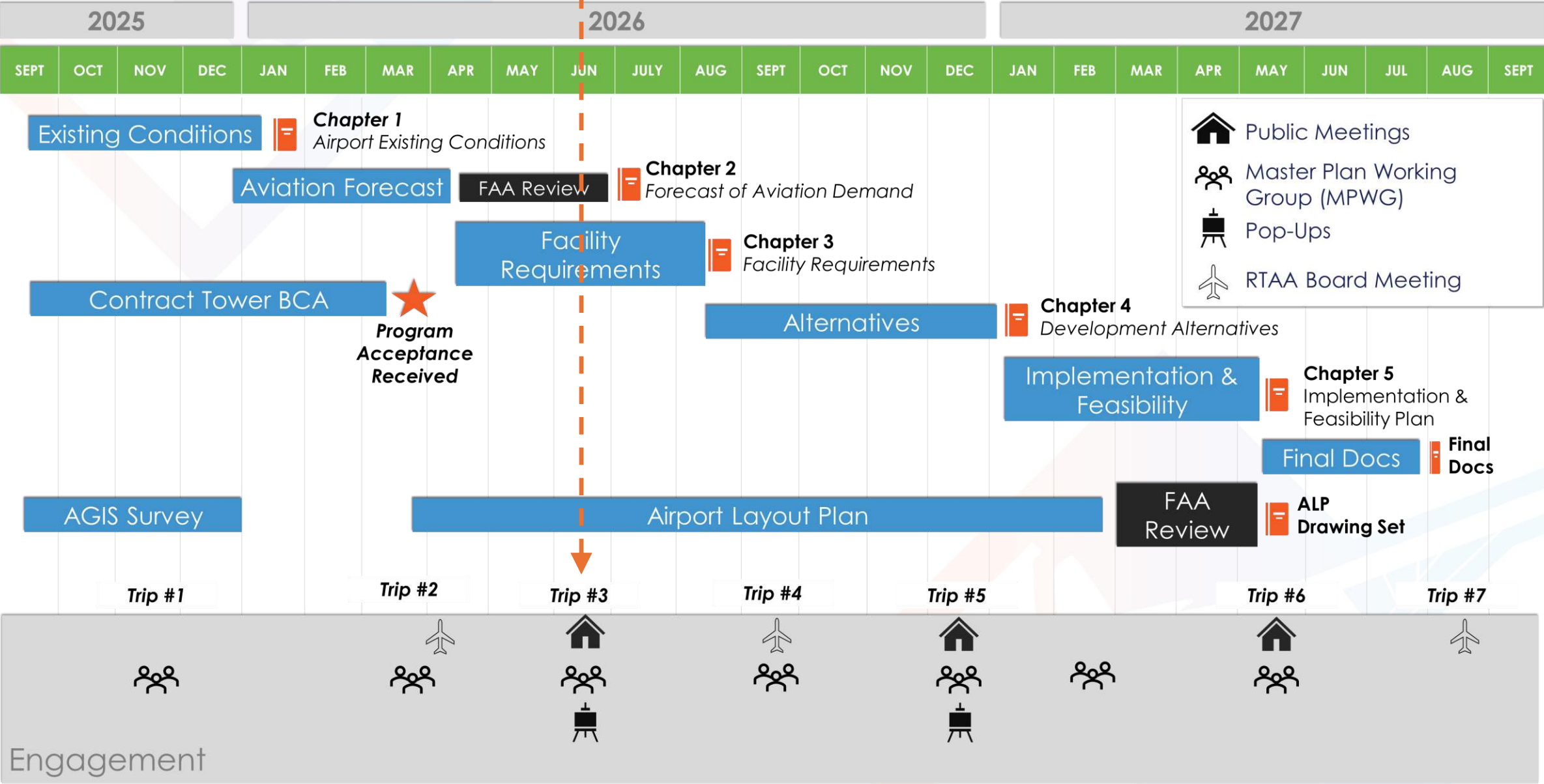
Today's Objectives

- Share information
- Gather feedback – during this meeting and anytime after





We are here





Forecasts

Forecasting Overview



Based Aircraft

Aircraft storage needs



Operations

Capacity for takeoffs and landings

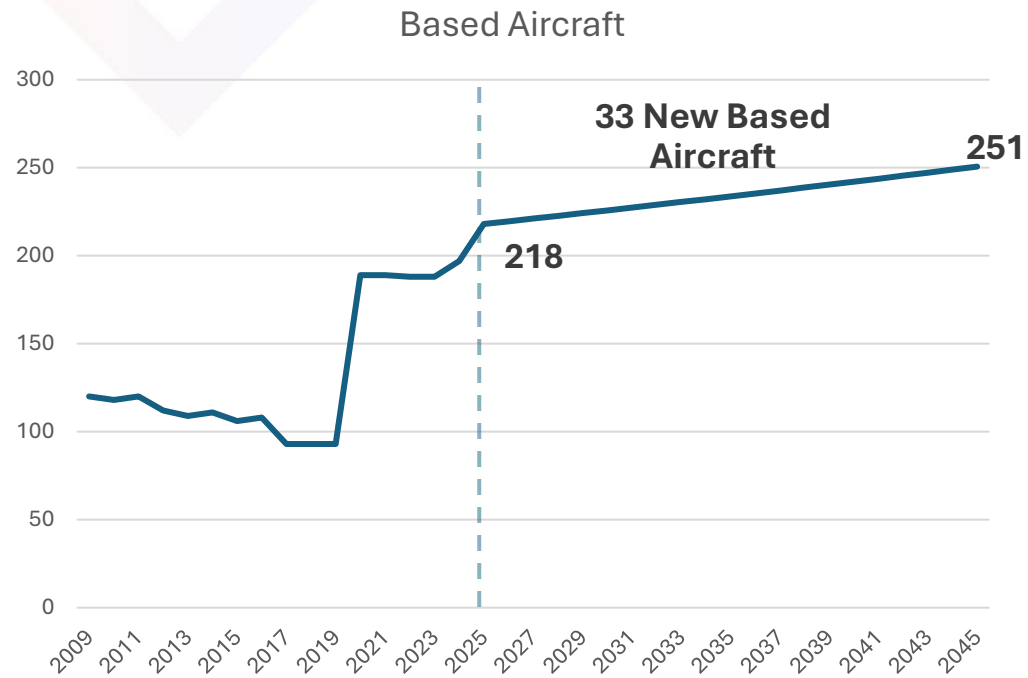


Critical Aircraft

Airfield design

Forecasts Overview

Pending FAA Approval



Critical Aircraft

	Critical Aircraft	AAC-ADG	TDG
Existing	McDonnell Douglas MD-87	C-III	3
Future	McDonnell Douglas DC-10/ Boeing B767-300	C/D-IV	5



Critical Aircraft

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Future	McDonnell Douglas DC-10/ Boeing B767-300	C/D-IV	5

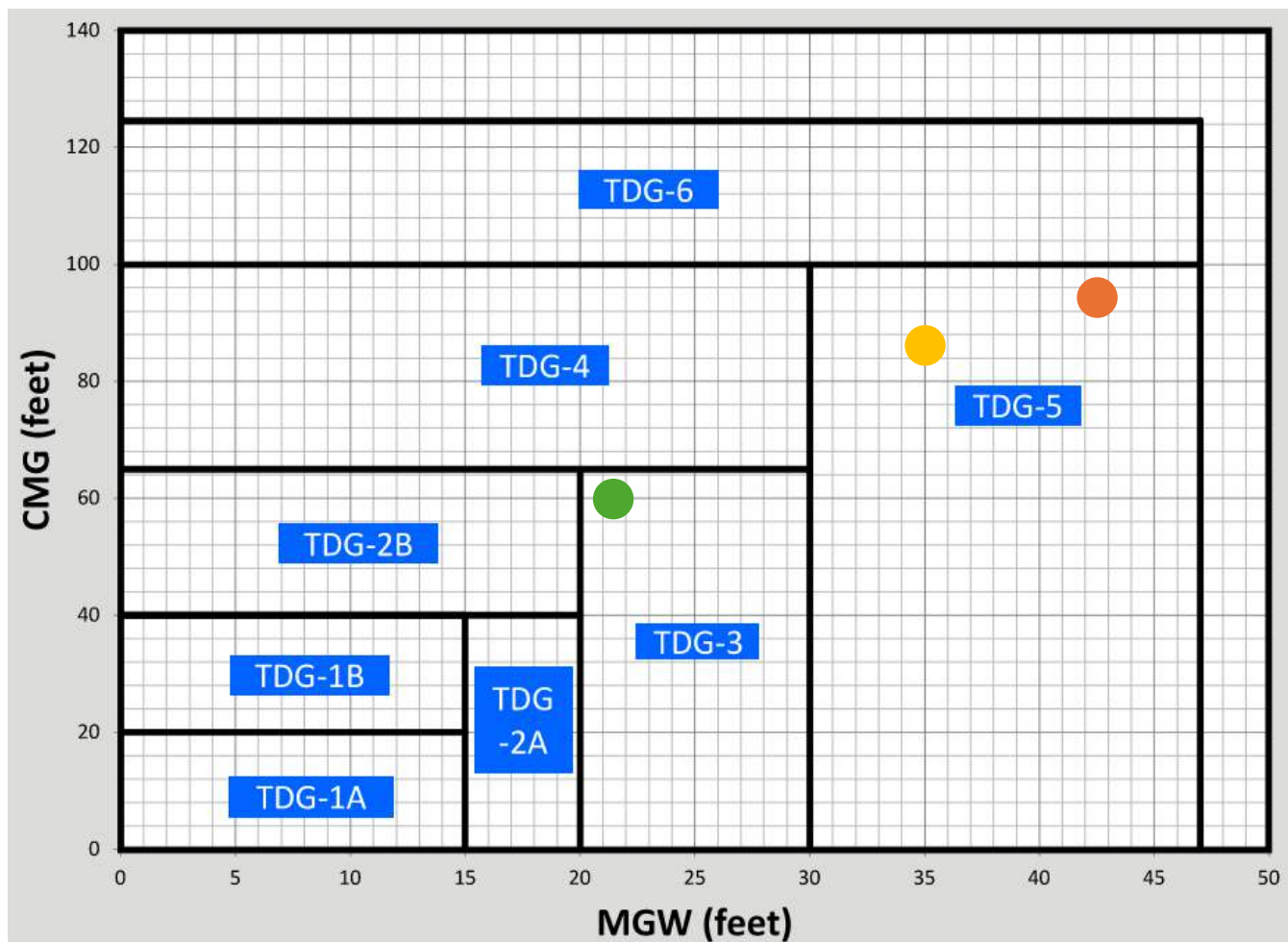
Aircraft Approach Category (AAC)	V _{REF} Approach Speed
A	Less than 91 knots
B	91 to <121 knots
C	121 to <141 knots
D	141 to <166 knots
E	Greater than 166 knots

Airplane Design Group (ADG)	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

Critical Aircraft – Taxiway Design Group (TDG)

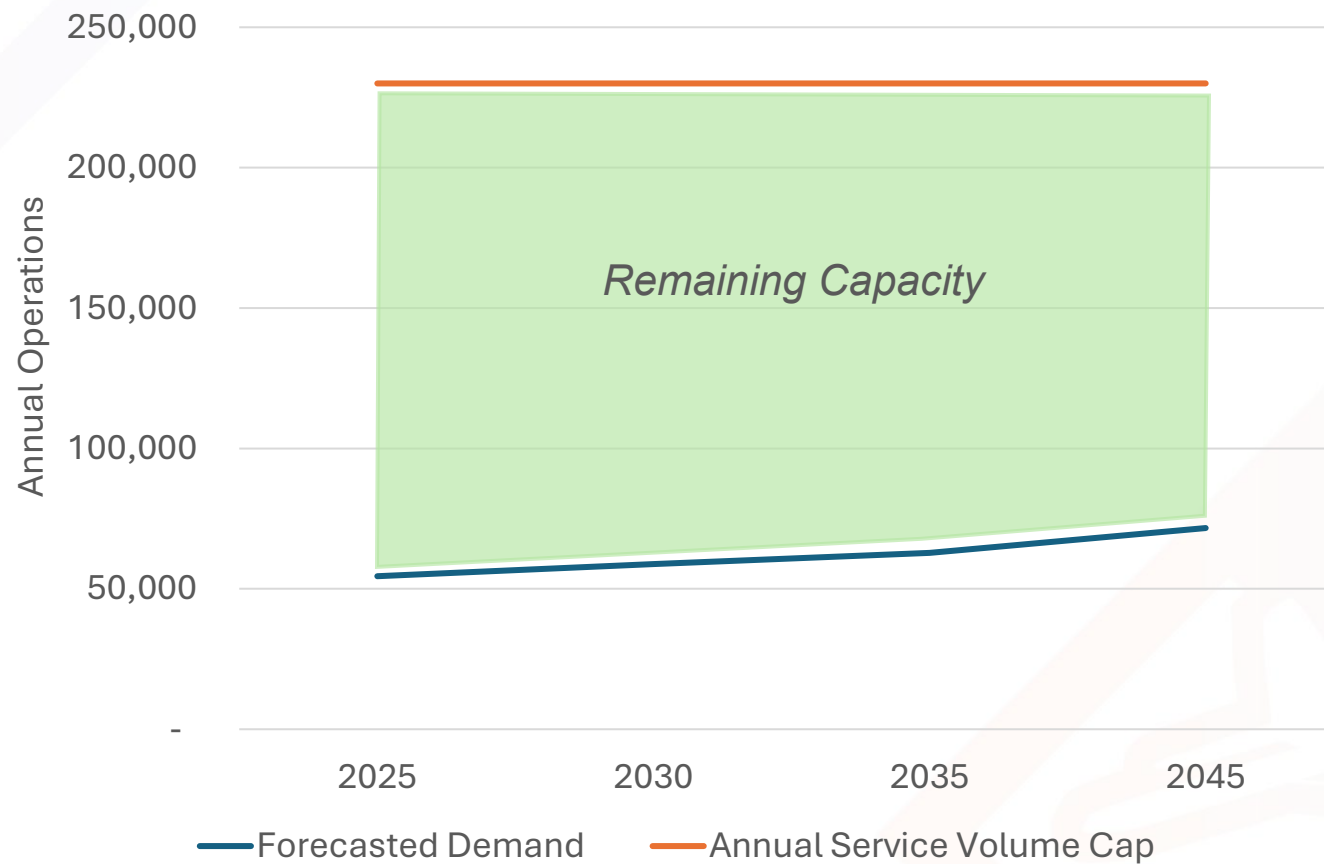
- Existing MD-87
- Future 767-300
- Future DC-10

TDG	TWY WIDTH
1	25 FT
2	35 FT
3 & 4	50 FT
5 & 6	75 FT



Runway Capacity

Ample capacity

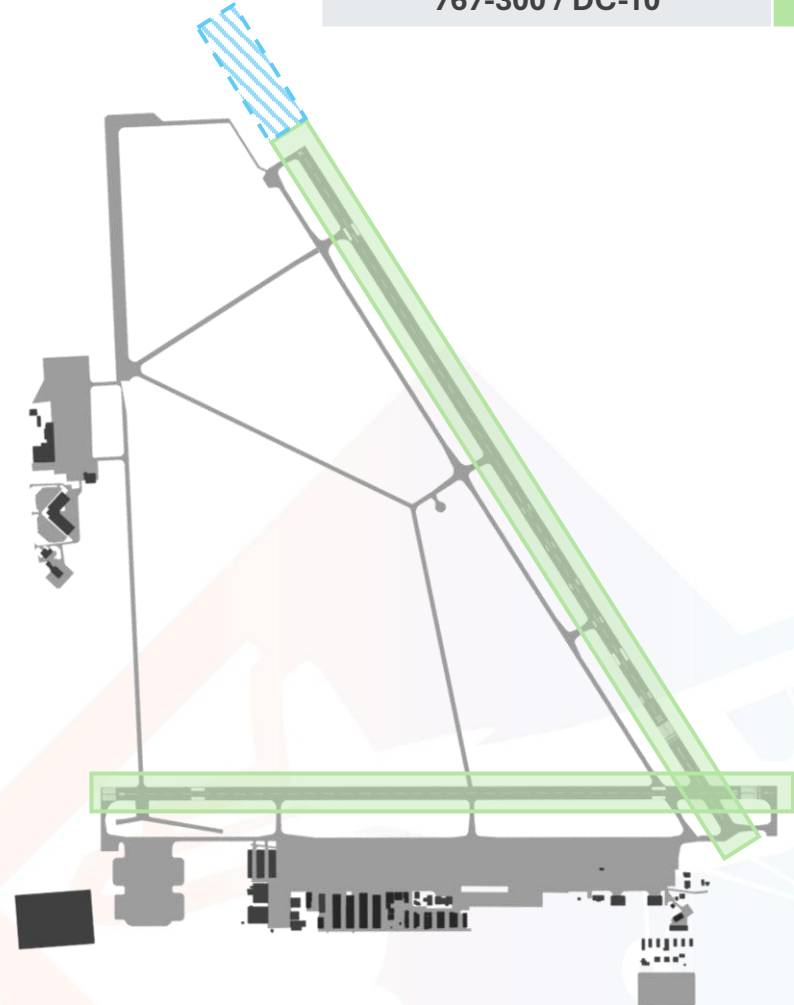


	Needs Met?
Existing Critical Aircraft MD-87	✓
Future Critical Aircraft 767-300 / DC-10	✓

Runway Length

- Existing runway length meets current needs
- Extension *may* provide strategic benefit to tenants and future critical aircraft
 - Opportunity for extension only exists on Runway 14-32
- Must maintain adequate safety areas, pavement strength, and approach/departure surfaces

	Needs Met?
Existing Critical Aircraft MD-87	✓
Future Critical Aircraft 767-300 / DC-10	✓



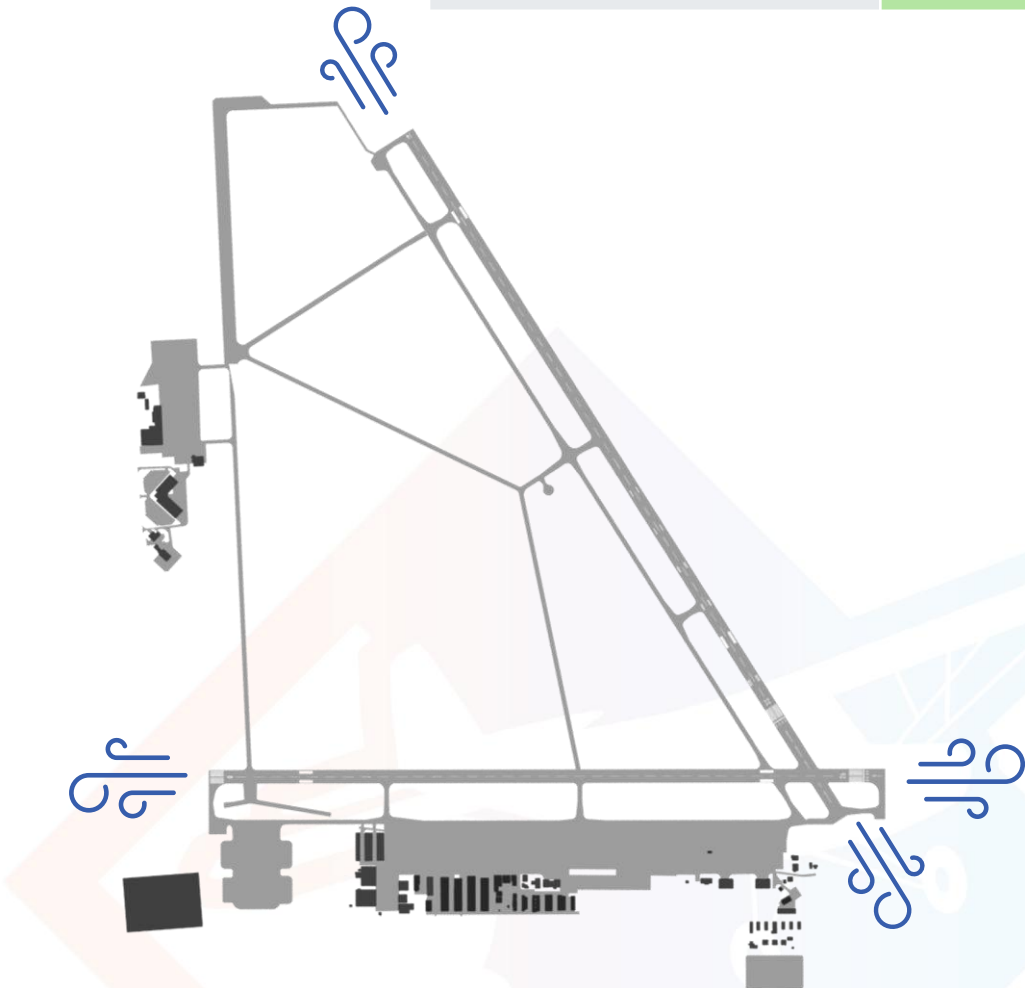


Runway Wind Coverage

Adequate wind coverage
16 knots for existing C-III / 20 knots for future D-IV

Crosswind Component	Combined All Weather Coverage
10.5 knots	96.43%
13 knots	98.30%
16 knots	99.34%
20 knots	99.80%

	Needs Met?
Existing Critical Aircraft MD-87	✓
Future Critical Aircraft 767-300 / DC-10	✓

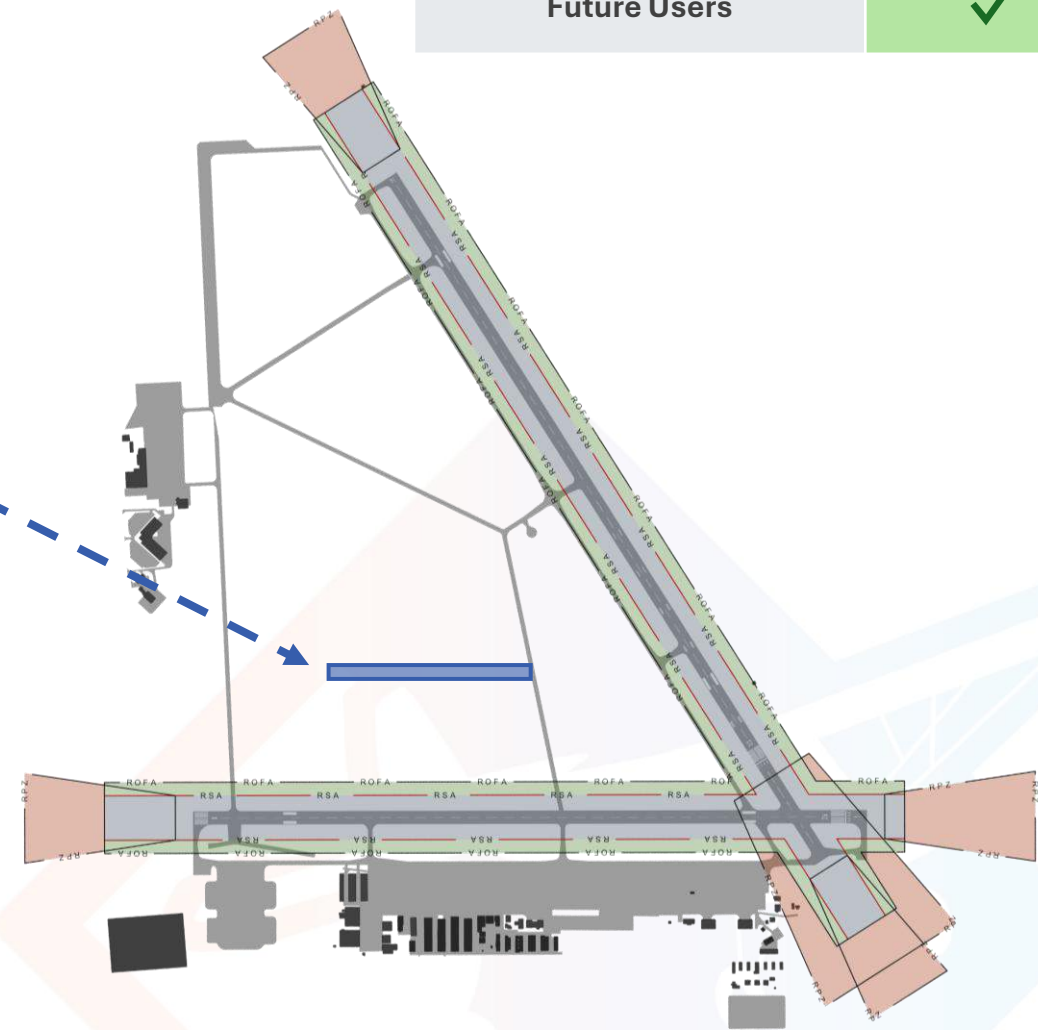




Runway 7-25 Dirt

- Adequate length – 1,300 feet
- Verify all required approach/departure surfaces
- Current site preferred by users

	Needs Met?
Existing Users	✓
Future Users	✓

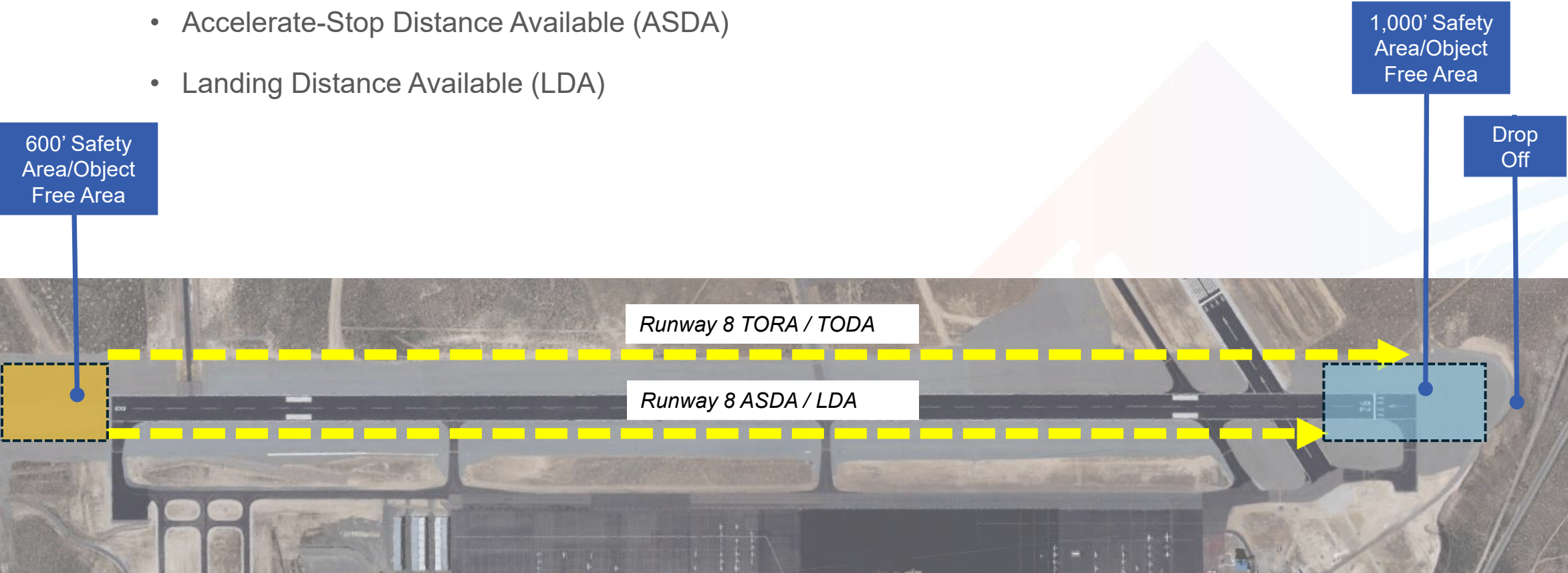




Declared Distances – RWY 8

- Field lengths available for takeoff and landing
 - Takeoff Run Available (TORA)
 - Takeoff Distance Available (TODA)
 - Accelerate-Stop Distance Available (ASDA)
 - Landing Distance Available (LDA)

	Needs Met?
Existing Critical Aircraft MD-87	✓
Future Critical Aircraft 767-300 / DC-10	✓

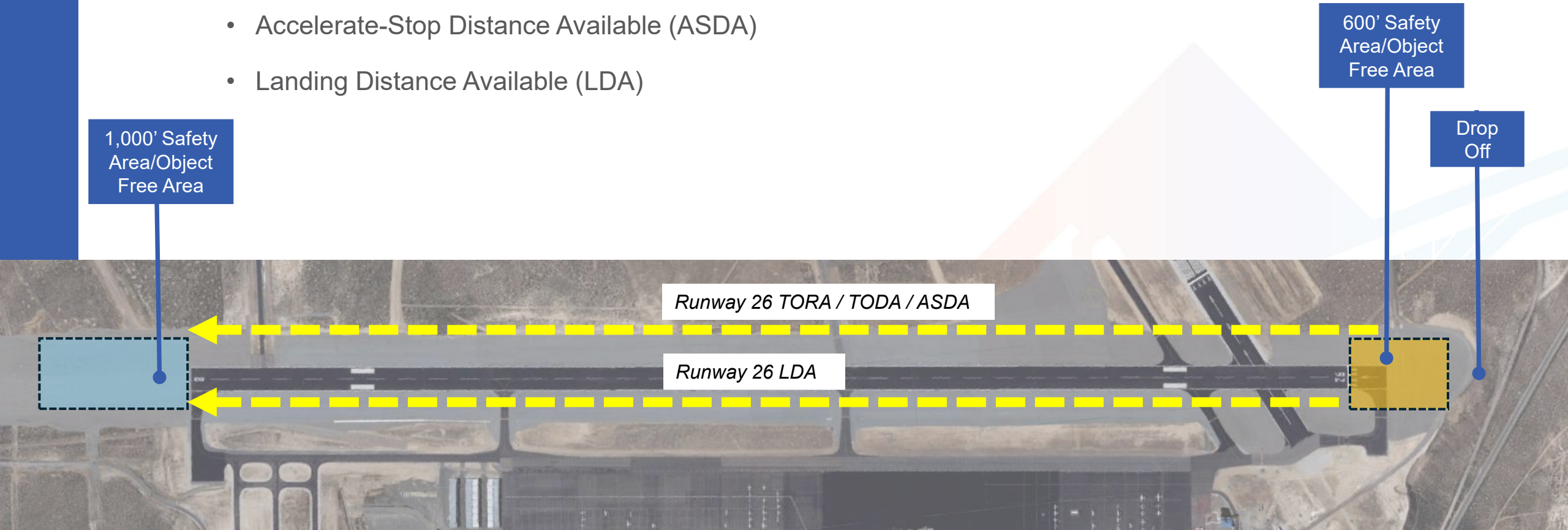




Declared Distances – RWY 26

- Field lengths available for takeoff and landing
 - Takeoff Run Available (TORA)
 - Takeoff Distance Available (TODA)
 - Accelerate-Stop Distance Available (ASDA)
 - Landing Distance Available (LDA)

	Needs Met?
Existing Critical Aircraft MD-87	✓
Future Critical Aircraft 767-300 / DC-10	✓

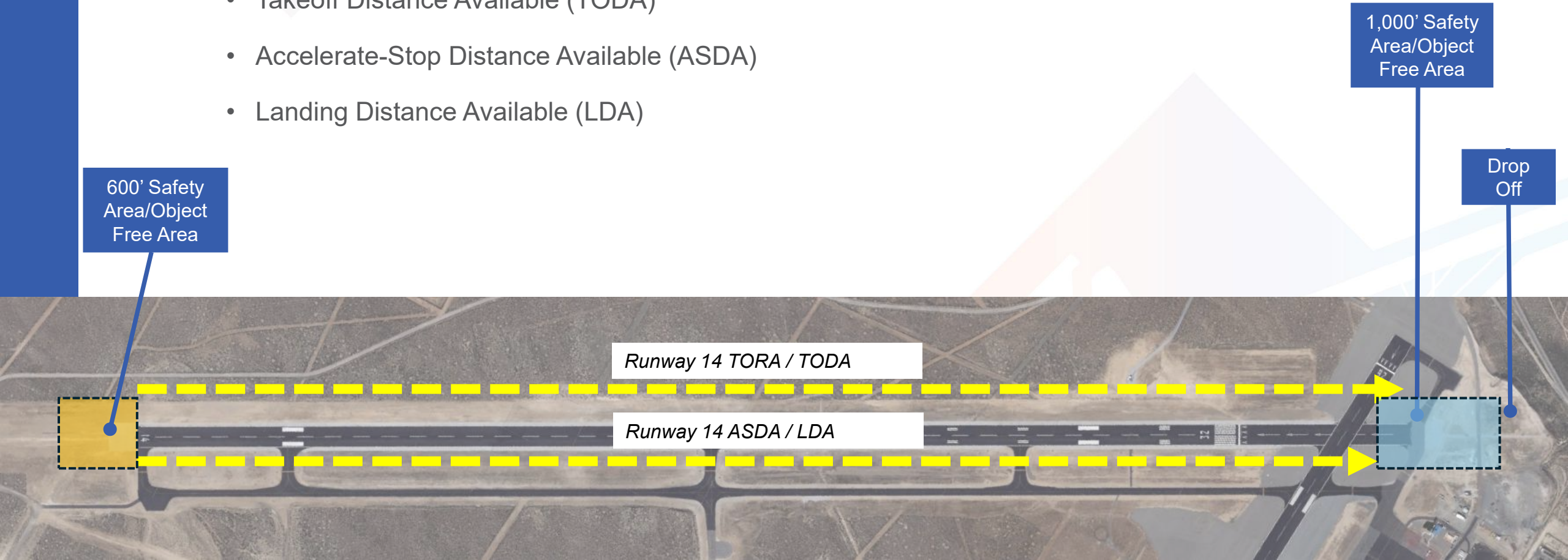




Declared Distances – RWY 14

- Field lengths available for takeoff and landing
 - Takeoff Run Available (TORA)
 - Takeoff Distance Available (TODA)
 - Accelerate-Stop Distance Available (ASDA)
 - Landing Distance Available (LDA)

	Needs Met?
Existing Critical Aircraft MD-87	✓
Future Critical Aircraft 767-300 / DC-10	✓

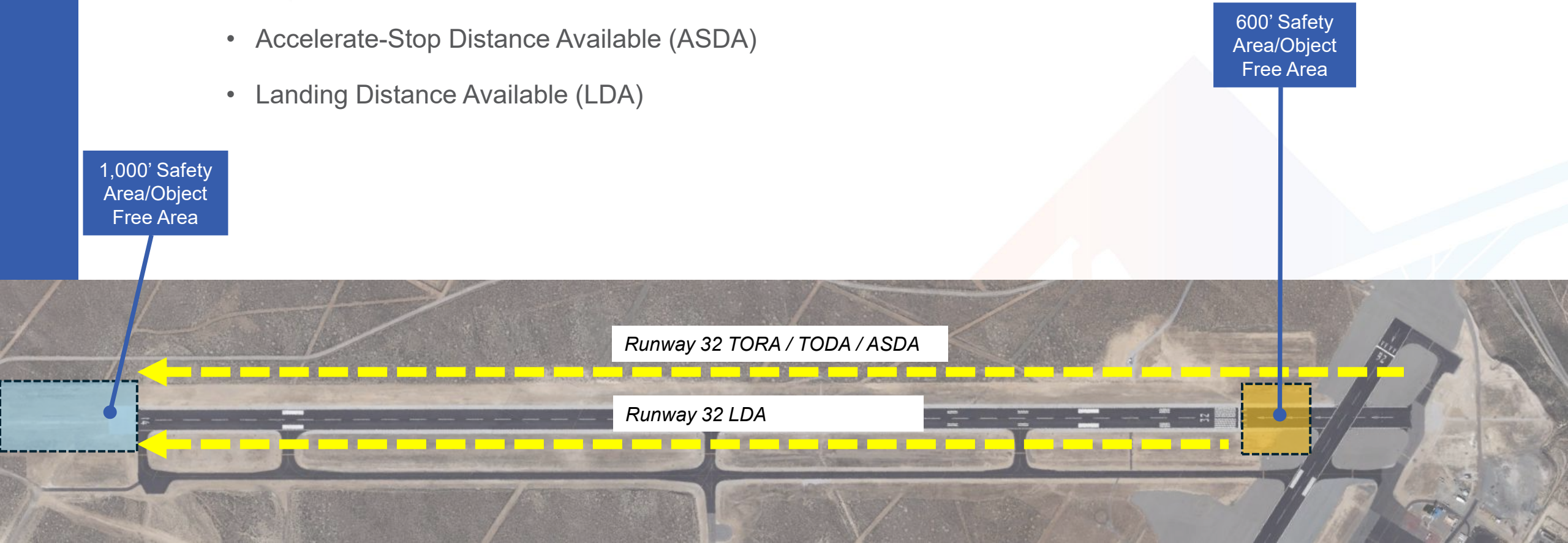




Declared Distances – RWY 32

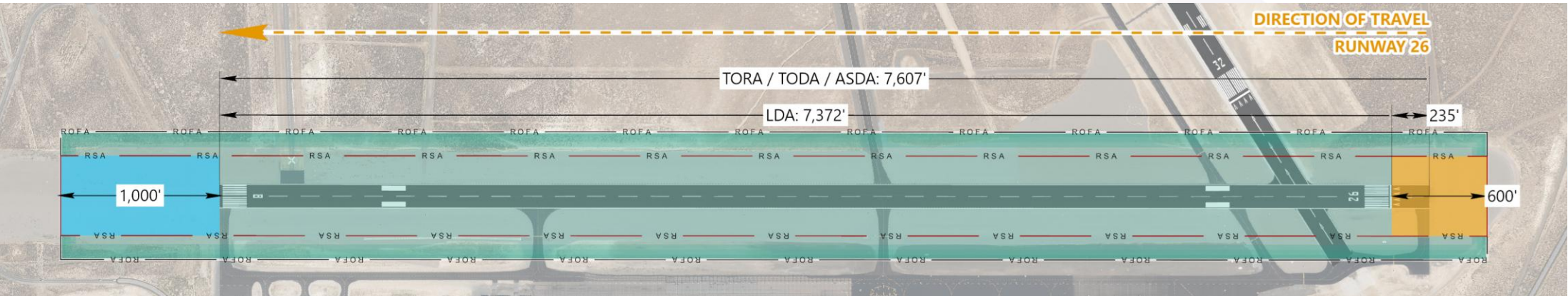
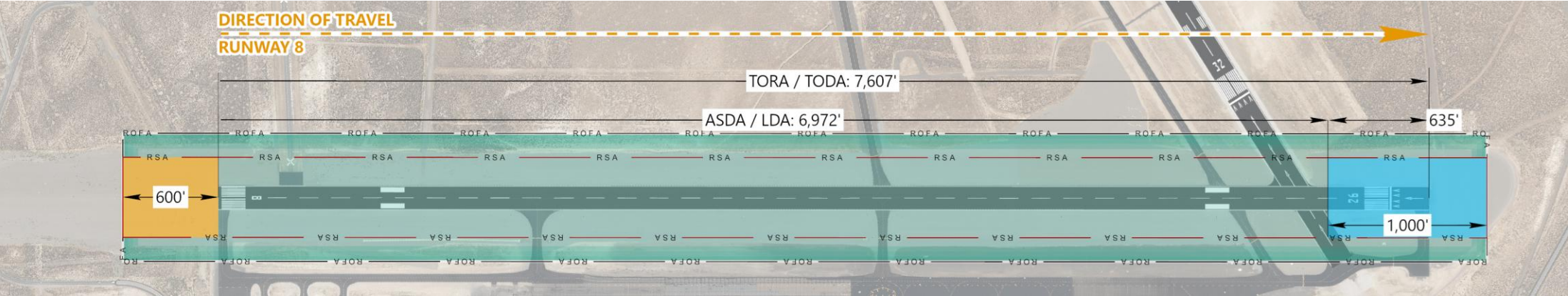
- Field lengths available for takeoff and landing
 - Takeoff Run Available (TORA)
 - Takeoff Distance Available (TODA)
 - Accelerate-Stop Distance Available (ASDA)
 - Landing Distance Available (LDA)

	Needs Met?
Existing Critical Aircraft MD-87	✓
Future Critical Aircraft 767-300 / DC-10	✓





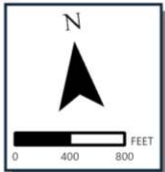
Declared Distances: Runway 8-26



LEGEND

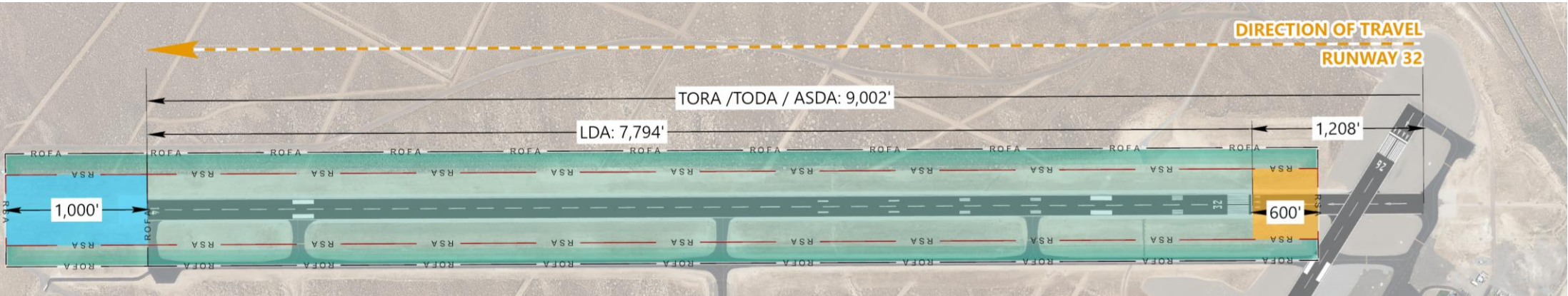
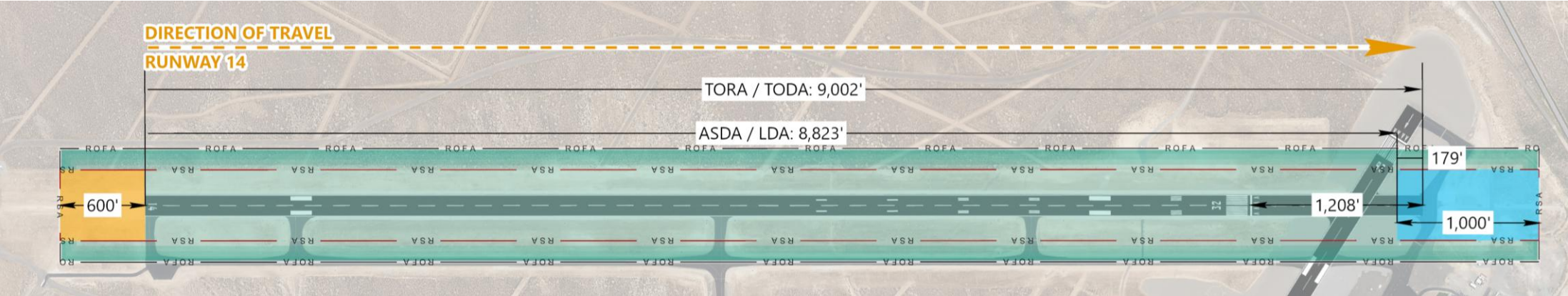
- RSA — FULL RSA LIMITS
- ROFA — ROFA
- 1,000' RSA BEYOND RUNWAY END
- 600' RSA PRIOR TO THRESHOLD
- AIRPORT PAVEMENT

RUNWAY	TORA	TODA	ASDA	LDA	DISPLACED THRESHOLD
RUNWAY 8	7,607'	7,607'	6,972'	6,972'	-
RUNWAY 26	7,607'	7,607'	7,607'	7,372'	235'





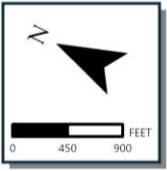
Declared Distances: Runway 14-32



LEGEND

- RSA — FULL RSA LIMITS
- ROFA — ROFA
- 1,000' RSA BEYOND RUNWAY END
- 600' RSA PRIOR TO THRESHOLD
- AIRPORT PAVEMENT

RUNWAY	TORA	TODA	ASDA	LDA	DISPLACED THRESHOLD
RUNWAY 14	9,002'	9,002'	8,823'	8,823'	-
RUNWAY 32	9,002'	9,002'	9,002'	7,794'	1,208'





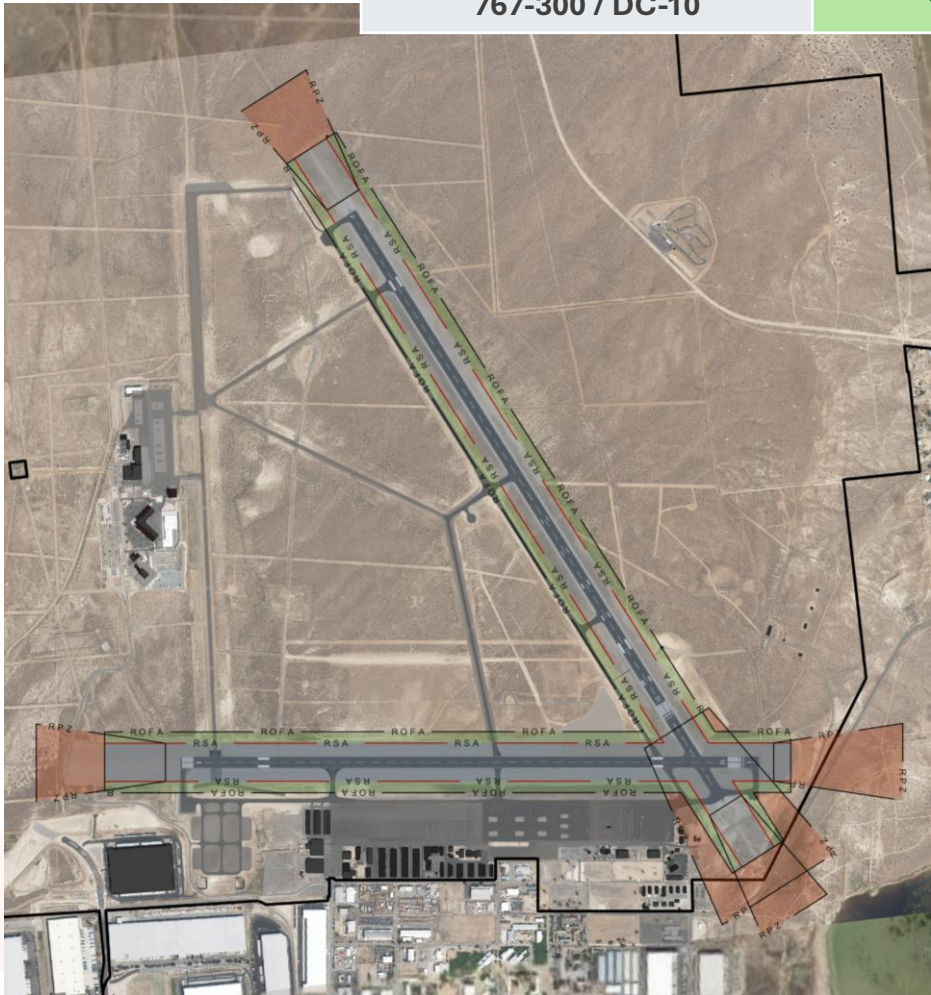
Runway Protection Zones (RPZ)

- Meets FAA standards / recommendations
- Portions of federally-owned land within RWY 32 and RWY 26 RPZs
- Majority of RPZs fall within RTS Airport boundary

Airspace & Approaches

- Adequate approaches for current operations
- Potential opportunities to improve minimums which may increase RPZs
 - Technology, terrain, and funding factors
 - Protecting airspace is always a priority
 - Future runway extension could change RPZs & approaches.

	Needs Met?
Existing Critical Aircraft MD-87	✓
Future Critical Aircraft 767-300 / DC-10	✓





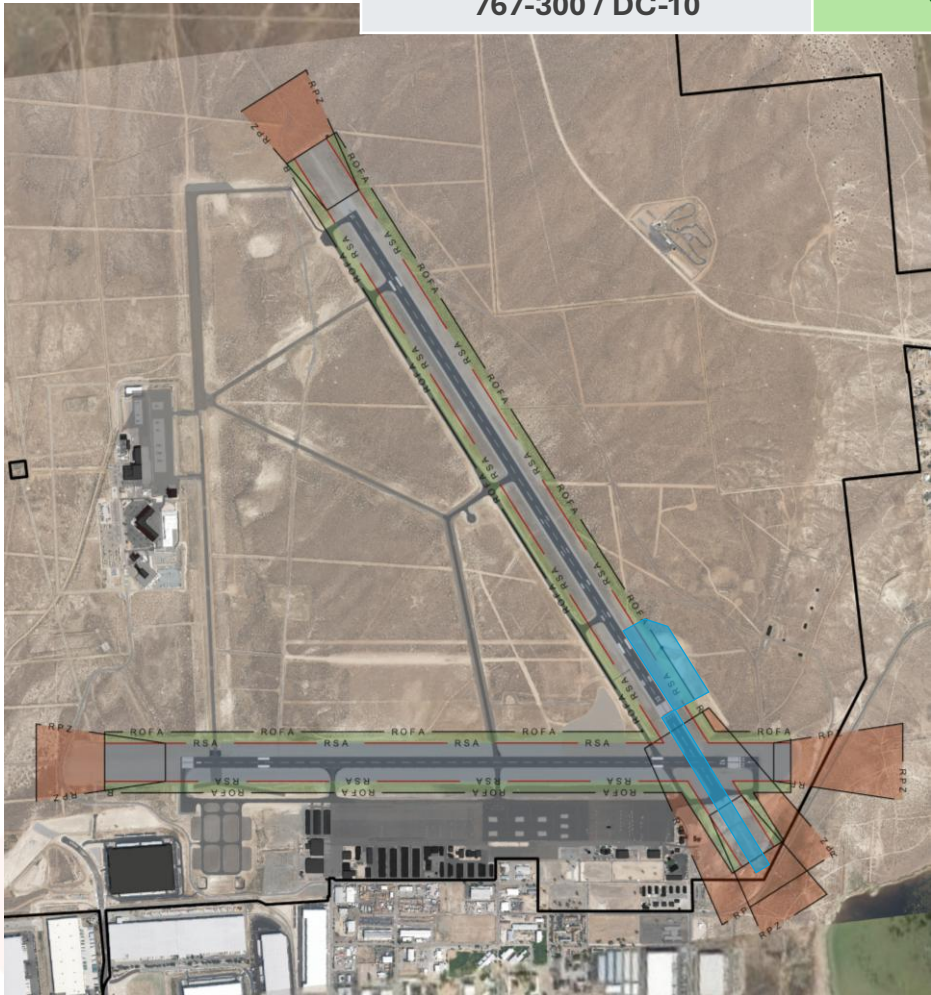
NAVAIDs

(Navigational Aids)

- Adequate for current and projected operations
- Suggest PAPI on RWY 14 be fixed

NAVAID	Runway End			
	14	32	8	26
Electronic				
ILS / RNAV GPS		✓		
Visual				
HIRL	✓	✓	✓	✓
REILs	✓	✓	✓	✓
PAPIs	X	✓	✓	✓
Supplemental Wind Cones	✓	✓	✓	✓

	Needs Met?
Existing Critical Aircraft MD-87	✓
Future Critical Aircraft 767-300 / DC-10	✓

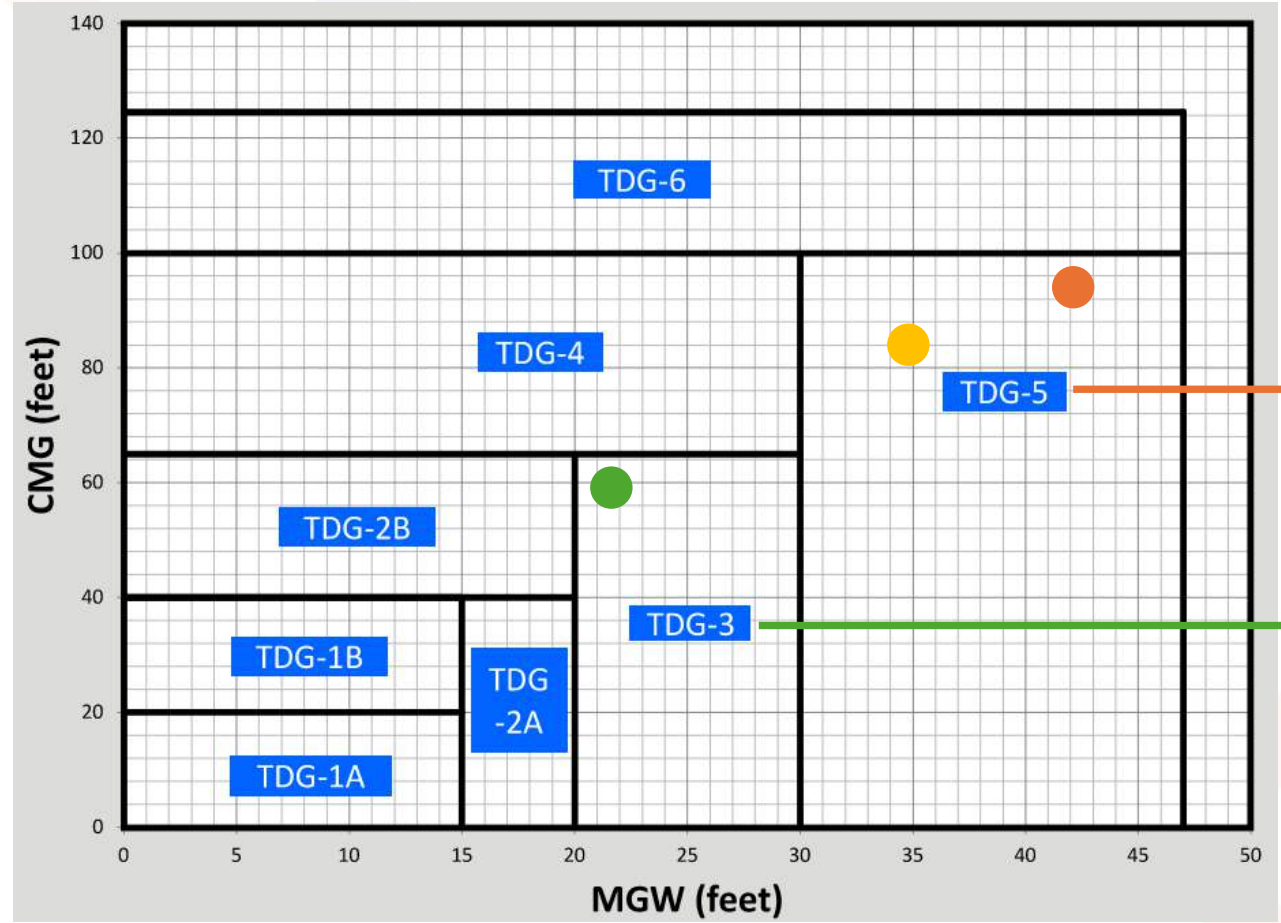




Taxiway Requirements - Width

Existing 50' taxiway system designed to accommodate up to TDG 3/4

	Needs Met?
Existing Critical Aircraft MD-87	✓
Future Critical Aircraft 767-300 / DC-10	



- Existing MD-87
- Future 767-300
- Future DC-10

Requires 75' taxiway width

Requires 50' taxiway width



Taxiway Object Free Area (TOFA)

	Needs Met?
Existing Critical Aircraft MD-87	
Future Critical Aircraft 767-300 / DC-10	

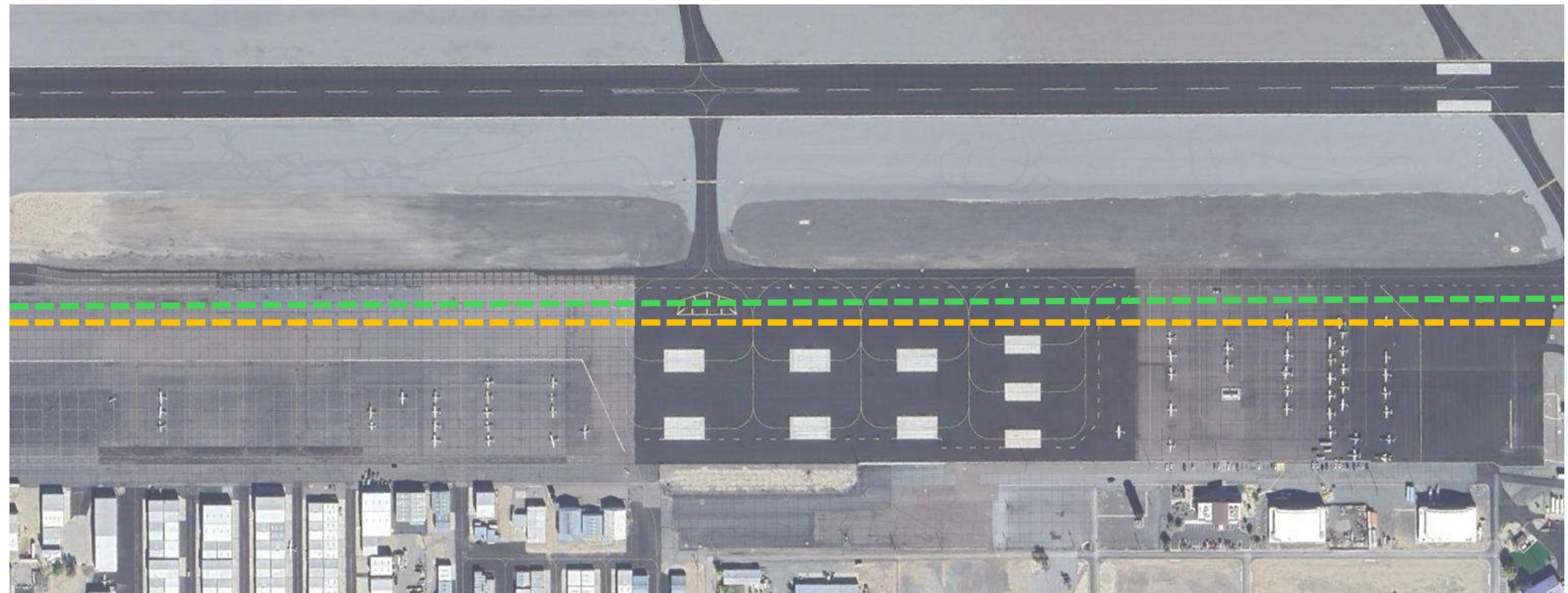


Existing ADG III TOFA Future ADG IV TOFA



Taxiway Object Free Area (TOFA)

	Needs Met?
Existing Critical Aircraft MD-87	
Future Critical Aircraft 767-300 / DC-10	



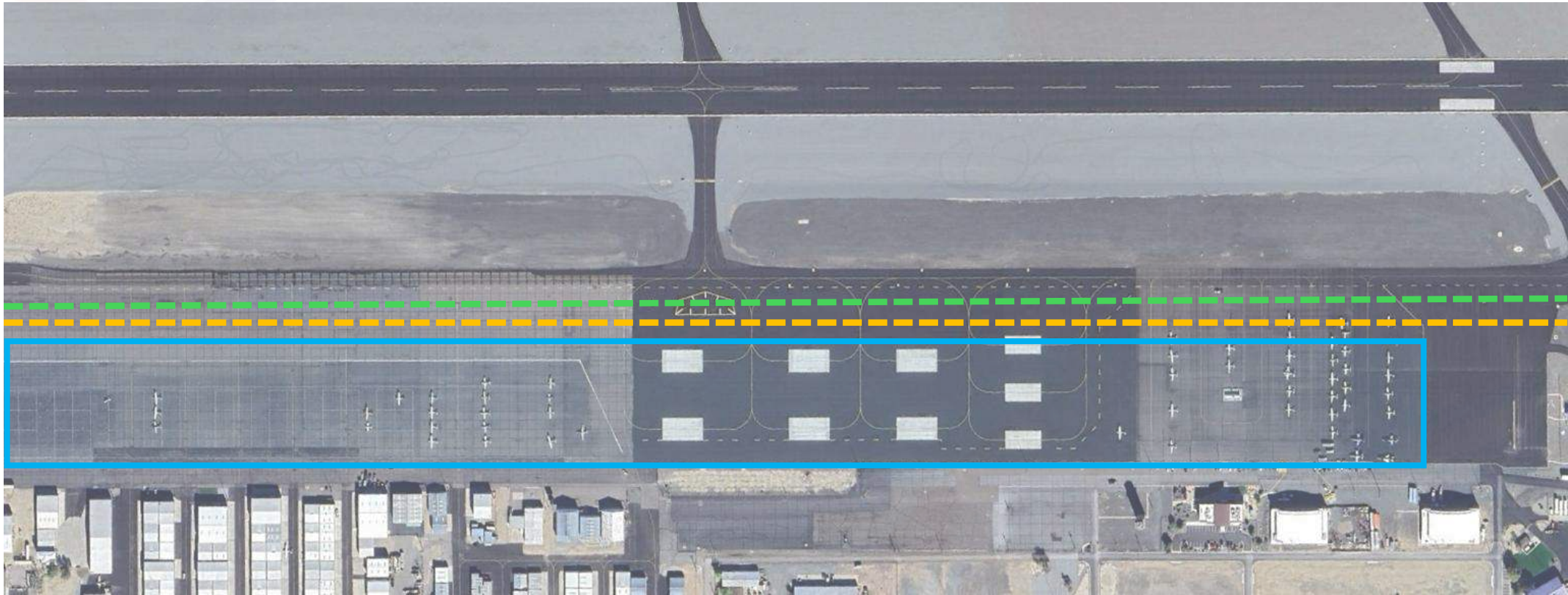
 Existing ADG III TOFA  Future ADG IV TOFA



Aircraft Parking

Ample apron space even with expanded TOFA

	Needs Met?
Existing Local and Transient Aircraft	✓
Future Local and Transient Aircraft	✓



Existing ADG III TOFA Future ADG IV TOFA



Aircraft Storage

- 148 existing hangar facilities
- 33 new based aircraft over the planning period
 - O-Block helps supports baseline forecast
- Additional land needs to be preserved for future hangar demand

	Needs Met?
Existing Users	
Future Users	



FBO / MRO

(Fixed Based Operator / Maintenance, Repair, and Overhaul)

- Preserve space for future Fixed-Based Operator (FBO) or Maintenance, Repair, and Overhaul (MRO) facility



Duncan Aviation – Provo

UAS Requirements

(Unmanned Aircraft Systems)

- Airspace availability + launch and recovery space
- Indoor, climate-controlled hangar space
- Shared office space; utilities access
- Scalable expansion
- Runway access not currently necessary but will be explored as larger UAS technologies emerge

Gorman Field UAS Test Range – UND Aerospace



Other Requirements

- Preserve location dedicated for aircraft engine runups
- Preserve location for future heliport / vertiport

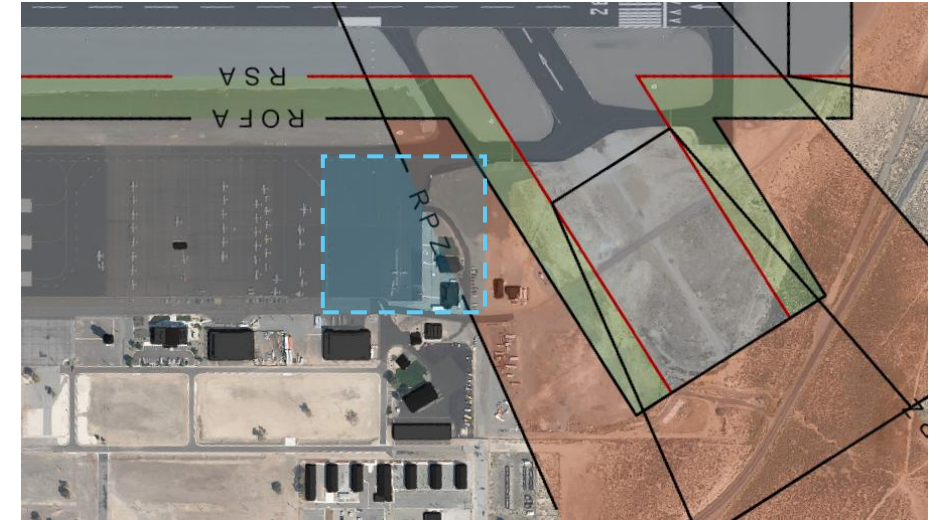


https://www.faa.gov/airports/new entrants/aam_infrastructure

Major Tenants

U.S. Wildland Fire Services (BLM)

- Preserve space for future airtanker base expansion/relocation
- Limited in current location due to RPZ



NV Army National Guard

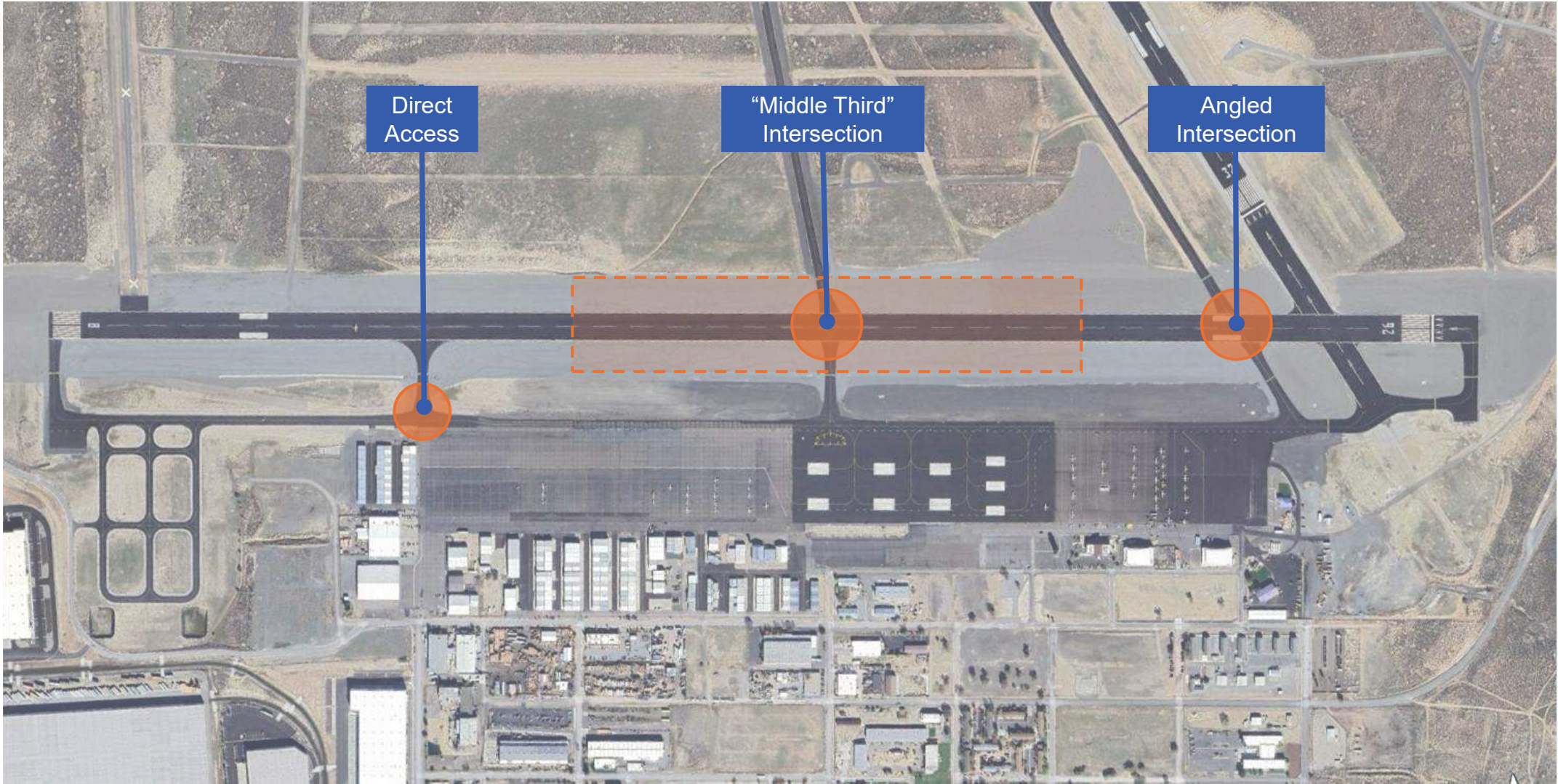
- Current space and redevelopment plan adequately support mission





Airfield Deficiencies

Direct Access under construction to be corrected





Next Steps

- Publish Forecast after FAA approval
- Finalize Facility Requirements chapter
- Alternatives process to analyze:
 - Land Use – aeronautical envelope / nonaeronautical opportunities
 - Hangar & MRO development options
 - Airtanker Base expansion / relocation options
 - Airfield geometry corrections / enhancements
- Master Plan Working Group #4: Fall 2026



Questions?

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

Project Team Contact Information

RTAA Staff



RTSMasterPlan.com

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

Jed Hammer, C.M.

Airport Planner

JHammer@RenoAirport.com

(775) 328-6427

Scott Gordon, C.M.

Stead Airport Manager

SGordon@RenoAirport.com

(775) 328-6573

Lissa Butterfield, C.M.

*Manager of Planning &
Environmental Services*

LButterfield@RenoAirport.com

(775) 328-6476