

**NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES
PFC Application 25-17-C-00-RNO**

The Reno-Tahoe Airport Authority (Authority or RTAA) is providing an opportunity for public comment until **March 19, 2025** on its proposed new Passenger Facility Charge (PFC) Application 25-17-C-00-RNO (PFC #17) for the Reno-Tahoe International Airport (Airport or RNO). PFC proceeds will be used to fund eligible project costs for certain projects at the Airport. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge. Accordingly, the RTAA is providing the public with the following information regarding the proposed new PFC #17 application.

HISTORY OF THE PFC PROGRAM AT THE AIRPORT

The Airport has previously received approval from the FAA for sixteen (16) PFC applications, as well as several amendments to the applications dating back to 1993 totaling \$254,619,937. The current amounts approved to be collected under all PFC applications are shown in **Table 1**. Since its inception, through September 30, 2024, the Airport has collected \$247,274,186 in PFCs and PFC interest earnings and has \$7,345,751 of PFC left to collect on its current PFC projects.

PFC LEVEL, PROPOSED CHARGE EFFECTIVE DATES, ESTIMATED CHARGE EXPIRATION DATES, AND ESTIMATED TOTAL PFC REVENUE PURSUANT TO SECTION 158.23(a)(2)

Table 2 presents the forecasted PFC revenue collections at RNO and the updated charge expiration date for PFC #17.

Based on the proposed new PFC #17 Application projects described previously, **PFC 25-17-C-00-RNO** will have the following characteristics:

- A PFC collection rate of \$4.50.
- The total PFC authority to Impose and Use under the PFC #17 Application of \$5,584,267, which would increase the Airport's total PFC collection authority for PFC applications #1 through #17 to \$260,204,204.
- Proposed charge effective date of August 1, 2025 (the month of the estimated charge expiration date for the last authorized PFC application (PFC #16)) or upon expiration of collection of PFCs for currently approved applications, whichever comes first.
- Estimated charge expiration date of January 1, 2026 (or until collected revenues plus interest thereon equal the allowable costs of the approved projects, as permitted by regulation).

These dates are estimated based on PFC collections and expenditures as of September 30, 2024; projections of future enplanements assuming a 3.0% growth in enplaned passengers from FY 2024 to FY 2025, and a 3.9% annual enplaned passenger growth in FY 2026; and a collection rate of 90% of enplaned passengers.

DESCRIPTION OF PFC PROJECTS PURSUANT TO SECTION 158.23 (a)(1)

As presented in **Table 3** a total of fifteen (15) new projects are proposed for PFC #17. In total, the Airport is seeking authority to impose and use \$5,584,267 of PFCs in PFC #17. A summary

of each new project proposed for PFC #17 is provided on **Attachment A** to this notice, including the project descriptions, need and justification, and a plan of funding.

CLASS OF CARRIERS NOT REQUIRED TO COLLECT THE PFC PURSUANT TO SECTION 158.23(a)(3)

The Airport plans to request the exclusion of PFC collection from Nonscheduled/On-demand Air Carriers (ATCO) filing FAA Form 1800-31 and Commuters or Small Certificated Air Carriers (CAC) filing FAA Form T-100. The most recent official enplanement figures available, show 0.02% of the enplanements were ATCO carriers and 0.62% were CAC carriers in CY 2023. The known carriers in these carrier classes in CY 2023 and their enplanement levels consist of the following:

ATCO Carriers Enplaning Less than One Percent to Total Airport Enplanements

ATCO Carrier	CY 2023 Enplanements
Cobalt Air LLC (6CBA)	23
KaiserAir, Inc (COZA)	3
M and N Equipment LLC (MY5A)	88
Maine Instrument Flight (BFYA)	9
Northeastern Aviation Corp (AOYA)	7
Steelman Aviation Inc (8SMA)	391
TALON AIR LLC (OZTA)	10
TOTAL	531
CY 2023 Total Airport Enplanements	2,251,825
Percent of Total	0.02%

CAC Carriers Enplaning Less than One Percent to Total Airport Enplanements

CAC Carrier	CY 2023
ADVANCED AIR, LLC (AN#)	44
CFM INC D/B/A CONTOUR AIRLINES (LF#)	53
DELUX PUBLIC CHARTER LLC (2JQ)	12,914
Grand Canyon Airlines (YR)	460
NEW PACIFIC AIRLINES (7H###)	474
SOUTHERN AIRWAYS EXPRESS, DBA MOKULELE AIRLINES (9X#)	92
Tradewind Aviation LLC (04Q)	16
TOTAL	14,053
CY 2023 Total Airport Enplanements	2,251,825
Percent of Total	0.62%

Source: FAA, CY 2023.

As shown above, the number of passengers enplaned annually by these classes of carriers represents an amount less than one percent (1%) of the total enplaned passengers at RNO. In accordance with 14 CFR § 158.25, these classes of air carriers may be requested to be

exempted based on their enplanement levels and cost to the Airport to collect PFCs from this class of air carriers.

* * * *

As required under 14 CFR Section 158.24, the RTAA will be accepting public comments on the proposed new PFC Application 25-17-C-00-RNO up to **March 19, 2025**, which is at least thirty (30) days after the date of posting of this Notice on our website. Any comments or questions should be sent to:

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**Table 1
PFC Program to Date**

Application	Legal Charge Dates			
	Effective	Expiration	Impose	Use
1993-01-C	1/1/1994	5/1/1999	\$38,367,691	\$33,630,108
1996-02-U			-	4,737,583
1998-03-C	5/1/1999	8/1/2001	17,302,544	17,302,544
2001-04-C	8/1/2001	6/1/2002	7,258,689	7,258,689
2002-05-C	6/1/2002	2/1/2003	6,940,843	6,940,843
2002-06-C	2/1/2003	11/1/2003	10,069,667	10,069,667
2003-07-C	11/1/2003	12/1/2004	1,852,373	1,852,373
2004-08-C	12/1/2004	7/1/2007	52,073,714	52,073,714
2006-09-C	7/1/2007	12/1/2007	3,066,408	3,066,408
2007-10-C	12/1/2007	10/1/2013	5,725,437	5,725,437
2011-11-C	10/1/2013	7/1/2015	31,051,257	31,051,257
2015-12-C	7/1/2015	3/1/2018	10,057,565	10,057,565
2017-13-C	3/1/2018	5/1/2020	13,556,479	13,556,479
2019-14-C	5/1/2020	11/1/2021	12,606,998	12,606,998
2021-15-C	11/1/2021	11/1/2024	20,147,072	20,147,072
2023-16-C	11/1/2024	4/1/2026	24,543,200	24,543,200
			\$254,619,937	\$254,619,937

TABLE 2
FORECAST PFC REVENUE COLLECTIONS AND ESTIMATED PFC CHARGE EXPIRATION DATES
(Fiscal Years Ending June 30th)

		ACTUAL THRU 9/2024	BUDGET Q2-Q4 2025	FORECAST 2026
Enplaned Passengers	[A]		1,811,053	1,429,139
% Enplaned Passengers paying PFCs	[B]		90.0%	90.0%
PFC Enplaned Passengers	[C=AxB]		1,629,947	1,286,225
PFC Collection Level	[D]		\$4.50	\$4.50
Less: Administrative Fee	[E]		(\$0.11)	(\$0.11)
Adjusted PFC Rate	[F=D-E]		\$4.39	\$4.39
PFC Collections	[G=CxF]		\$7,155,469	\$5,646,528
PFC Interest Earnings ¹	[H]		71,555	56,465
Total Annual PFC Revenue Collections	[I=G+H]		\$7,227,024	\$5,702,993
Cumulative PFC Revenue Collected		\$247,274,186	\$254,501,210	\$260,204,204

PFC APPLICATION	Approved PFC Collections	Cumulative PFC Collections	Est. Charge Expiration Date
PFC #1	\$33,630,108	\$33,630,108	↓ 1/1/2026
PFC #2	\$4,737,583	\$38,367,691	
PFC #3	\$17,302,544	\$55,670,235	
PFC #4	\$7,258,689	\$62,928,924	
PFC #5	\$6,940,843	\$69,869,767	
PFC #6	\$10,069,667	\$79,939,434	
PFC #7	\$1,852,373	\$81,791,807	
PFC #8	\$52,073,714	\$133,865,521	
PFC #9	\$3,066,408	\$136,931,929	
PFC #10	\$5,725,437	\$142,657,366	
PFC #11	\$31,051,257	\$173,708,623	
PFC #12	\$10,057,565	\$183,766,188	
PFC #13	\$13,556,479	\$197,322,667	
PFC #14	\$12,606,998	\$209,929,665	
PFC #15	\$20,147,072	\$230,076,737	
PFC #16	\$24,543,200	\$254,619,937	
PFC #17	\$5,584,267	\$260,204,204	

¹ Assumes interest rate of 1.0%.
Prepared by Landrum & Brown, Inc.

**Table 3
Proposed PFC #17 Projects**

Project #	Project	Total Project Cost	Funding Sources		PFCs
			RTAA Funds	Federal Funding	
1	Taxiway B and GA Runup Construction	\$8,891,677	\$0	\$8,149,937	\$741,740
2	Airfield Guidance Signs (Design)	305,001	-	285,938	19,063
3	Reconstruct Terminal Loop Road	3,828,267	-	3,589,000	239,267
4	VALE Equipment	7,304,667	217,034	6,644,656	442,977
5	Loop Road Canopies	414,494	-	-	414,494
6	Reconstruct GA East Apron Design	298,701	-	280,032	18,669
7	Reconstruct GA East Taxilanes Construction	147,121	-	137,926	9,195
8	Airfield Signage Replacement Construction	4,564,800	-	4,279,500	285,300
9	ARFF Class IV Vehicle	1,118,356	-	911,140	207,216
10	CUP Phase 1	18,052,978	9,302,978	7,000,000	1,750,000
11	CUP Phase 2	48,656,838	42,341,049	6,000,000	315,789
12	South RON Construction	9,139,615	-	8,568,389	571,226
13	Reconstruct GA East Apron Construction	6,761,242	-	6,338,664	422,578
14	Reconstruct GA East Taxilanes Construction	1,547,588	-	1,450,836	96,752
15	PFC Application Preparation	50,000	-	-	50,000
		\$111,081,346	\$51,861,061	\$53,636,018	\$5,584,267

**ATTACHMENT A
PFC 25-17-C-00-RNO
PROJECT DESCRIPTIONS, JUSTIFICATIONS AND OBJECTIVES**

#1 Taxiway B Reconstruction and General Aviation Runup (Construction)

PFC Amount: \$741,740

Project Description:

This project involves the reconstruction of approximately 4,800 square yards of the Portland Cement Concrete (PCC) Taxiway Bravo within the Runway 8/26 Runway Safety Area (RSA). The existing pavement that is being reconstructed by this project was constructed in 1998. Additionally, the project includes the reconstruction of adjacent asphalt shoulders and the replacement of edge lights.

This project also encompasses the construction of approximately 3,100 square yards of new general aviation run-up area, connected to the northern end of Taxiway Charlie at the Airport. The construction will adhere to taxiway turnaround standards. The project encompasses various tasks, including excavation, stabilizing fill, base preparation, utility relocation, PCC pavement construction, asphalt shoulders, drainage system improvements, storm drain enhancements, lighting installation, signage installation, marking, and related appurtenances. Additionally, engineering services and all associated construction administration and construction management services will be provided.

Project Justification:

Portions of Taxiway Bravo, near Runway 8/26, are deteriorating faster than the rest of the taxiway due to variations in the concrete mix design within the runway safety area. Specifically, the segment of PCC taxiway was last worked on in 1998 and is failing and is at the end of its useful life. As per the most recent Pavement Maintenance report, the taxiway segment to be replaced had an estimated average Pavement Condition Index (PCI) of 27 in FY 2019. In accordance with FAA Order 5090.5, effective September 3, 2019, the National Priority Ranking Code for this portion of the project is estimated at 79. Replacing the failing taxiway will enhance safety by reducing the risk of foreign object debris damaging aircraft and maintaining the capacity of the airside taxiway system by replacing sections of the failed concrete.

In addition, general aviation aircraft pilots currently conduct runup checks on Taxiway Charlie, which is located near Runway 17L/35R, the primary general aviation runway at RNO. However, there's no designated area for general runups, and aircraft using Taxiway Charlie for run-up purposes block other general aviation aircraft from entering or exiting Runway 17L/35R. To address this issue, a designated run-up area will be located on the north end of Taxiway Charlie. This will enable aircraft to temporarily leave the taxiway without obstructing other taxiing aircraft traffic. Runway 17L/35R is predominantly used by general aviation aircraft, and south flow is the predominant direction. The National Priority Ranking Code for this portion of the project, as per FAA Order 5090.5, effective September 3, 2019, is estimated to be 84.

Project Objective:

The objective of the project is to preserve or enhance safety as well as maintain the capacity of the national air transportation system. Replacing the failing taxiway will enhance safety by reducing the opportunity of foreign object debris from damaging aircraft and maintains capacity of the airside taxiway system by replacing sections of failed concrete. Furthermore, the new general aviation runup will remove general aviation traffic performing aircraft runups off Taxiway Charlie and reduce traffic on that taxiway.

#2 Airfield Guidance Signs (Design)

PFC Amount: \$19,063

Project Description:

This project is a planning & design effort to bring the RNO airfield infrastructure into compliance with FAA AC 150/5340-18G Standards for Airport Sign Systems, effective May 10, 2019 and FAA Engineering Brief No. 89A Taxiway Nomenclature Convention, effective December 13, 2022. An ALP Update with the proposed nomenclature changes will be submitted for approval by the Phoenix Federal Aviation Administration (FAA) Airports District Office (ADO) prior to construction grant application. Once the proposed nomenclature changes have been agreed upon by the planning stakeholders, this project will consist of the design for the associated changes necessary for successful and safe implementation including reprogramming key airfield infrastructure systems (such as the lighting vaults), replacement signage, sign panels, and pavement markings, and educational outreach for airfield users.

Project Justification:

In 2019, the Airport Certification Safety Inspector for RNO recommended that the Airport's taxiway naming convention be updated to follow the current nomenclature conventions to simplify the designations and decrease pilot confusion. For example, Taxiway Bravo has numerous connector taxiways that connect a runway to a parallel taxiway; however, none of the stubs are designated B1, B2, B3, etc. The Airport Certification Safety Inspector further recommended that the Airport work with the local Air Traffic Control Tower (ATCT), the Inspector, and the Phoenix FAA ADO to rename the taxiways and taxiway stubs as appropriate. The National Priority Ranking Code for this project, in accordance with FAA Order 5090.5, effective September 3, 2019, is estimated at 76.

Project Objective:

The objective of the project is to preserve or enhance safety as well as maintain the capacity of the national air transportation system. Bringing the airfield infrastructure in compliance with FAA AC 150/5340-18G will simplify airfield navigation, reduce pilot confusion, and enhance safety for both pilots and passengers. The renaming effort will also replace existing airfield signs with new ones that preserve the airport's infrastructure.

#3 Reconstruct Terminal Loop Roadway

PFC Amount: \$239,267

Project Description:

The project will reconstruct the existing concrete and asphalt road sections for the Terminal Loop Road at the Reno Tahoe International Airport. The project will also construct ADA improvements, safety and security improvements. The Terminal Loop Roadway project contains four key elements, including:

- **Road Reconstruction:** The concrete road section, which was originally constructed in 1997, has deteriorated and is beyond the maintenance phase and needs to be reconstructed. The asphalt portion of the Terminal Loop Road is not a part of this project except for the transition points at the two ends of the project.
- **ADA Improvements:** The existing drop off and pick-up lanes have a full height curb (6") with no ramps and are not Americans with Disabilities Act (ADA) compliant. As a result, the curbs in the drop off and pick up lanes will be reconstructed for the entire length of the Terminal Building to meet ADA requirements per local and federal laws.
- **Safety Improvements:** This project will widen the sidewalk to accommodate bidirectional pedestrian traffic. This project will also add a crosswalk connecting the surface public parking lot with the south end of the terminal ticketing hall. In addition, stutter flash crosswalk signs will be

added at the primary crosswalks and add additional radar speed signs to encourage slower driving.

- **Security Improvements:** This project will include the installation of preventative measures such as fixed bollards and/or barricades along the curb to protect passengers and property from vehicles.

Project Justification:

This project offers several benefits, including:

1. The Landside Pavement Management System (PMS) at RNO indicates the current PCC to have a Pavement Condition Index (PCI) of 32 which correlates to a “Very Poor” pavement condition rating and a recommendation to reconstruct.
2. The existing pick-up and drop-off lanes are not ADA compliant and must be reconstructed along the entire length of the Terminal Building to comply with local and federal ADA requirements.
3. The sidewalk on the west side of the Terminal Loop Road is narrow, accommodating only one person with a suitcase. This causes passengers to step into the road when there’s bidirectional pedestrian traffic. To address this issue, the project will widen the sidewalk to accommodate both directions of pedestrian traffic. Additionally, a crosswalk will be added to connect the surface public parking lot to the south end of the ticketing hall. To enhance pedestrian crossing safety, stutter flash crosswalk signs will be installed at the primary crosswalks, and radar speed signs will be added to encourage slower driving.
4. The terminal building’s frontage, spanning approximately 40 feet from the ticketing hall to baggage claim, encompasses various amenities such as sky cap counters, wheelchair locations, self-serve baggage cart stations, seating areas, and public smoking areas. Consequently, this area frequently experiences large gatherings of passengers and employees. However, its depth and the diverse services provided make it susceptible to vehicle crashes. Given the possibility of vehicles used in terror attacks, the terminal frontage has become a critical vulnerability. A lethally used vehicle could easily cause harm or fatalities to passengers and employees along this frontage. Moreover, the terminal building itself faces vulnerabilities in numerous areas where floor-to-ceiling windows and glass doors are located.

Project Objective:

To preserve or enhance safety as well as maintain the capacity of the national air transportation system. The project will enhance safety for passengers the airport by giving them a safe ADA compliant pickup and drop-off areas and widening sidewalks to give passengers more room to walk with their luggage. Furthermore, the installation of bollards and barricades also provides additional security measures for passengers and the Airport.

#4 VALE Equipment

PFC Amount: \$442,977

Project Description:

Pursuant to FAA's Vision 100—Century of Aviation Reauthorization Act (Vision 100), this project consists of the replacement of 23 existing PC Air and 400 Hz Ground Power Units (GPU) for the existing 23 Passenger Boarding Bridges (PBB) at RNO. The existing equipment was placed in service between 2007 and 2008. This project consists of the design, acquisition, installation, and construction to replace this infrastructure which has reached the end of its useful life and requires replacement.

Project Justification:

This project has completed the required pre-application for the Voluntary Airport Low Emission (VALE) program that included preliminary engineering design and estimates, preliminary emission reduction calculations using the FAA's Aviation Environmental Design Tool (AEDT), and a cost effectiveness application.

Gate electrification provide electricity to the aircraft to support critical control systems, while PCA units provide heated and cooled air to the aircraft cabins, creating a comfortable environment for passengers and crew. Without these emission reduction technologies, parked aircraft use onboard auxiliary power units (APUs) to provide electricity and conditioned air. They may also use a mobile cart powered by diesel fuel, creating high levels of emissions and noise. When combined, gate electrification and PCA units will enable aircraft to completely turn off the auxiliary power units while parked at the gate, resulting in a significant reduction in fuel consumption, criteria pollutants and greenhouse gases. It is estimated that the installation of the PCA and eGPU equipment would reduce carbon monoxide emissions by 481.9 tons, ozone precursors by 305.7 tons, and particulate matter by 34.6 tons over the 20-year useful life of the equipment.

This project has also completed a final VALE program application that included bid documentation, detailed emission reduction calculations, and a cost effectiveness evaluation. The National Priority Ranking Code for this project, in accordance with FAA Order 5090.5, effective September 3, 2019, is estimated at 71.

Project Objective:

To preserve or enhance safety as well as maintain the capacity of the national air transportation system. The project will replace aging infrastructure which will preserve the safety and capacity of the air transportation system by minimizing equipment failures and the delays that result from the failures of the passenger boarding bridges and their associated equipment.

#5 Loop Road Canopies

PFC Amount: \$414,494

Project Description:

This project will design and construct five (5) steel canopies on the median walkway of the Airport's Terminal Loop Road. Each new canopy will be approximately 90 feet long and will cover the entire median and unloading/loading lane. In addition, the existing ticketing hall canopy that leads directly to and from the terminal building to the terminal loop road will be extended by 200 feet. These canopies will pull passengers away from the crosswalks and provide a place for passengers to congregate to get out of inclement weather.

Project Justification:

To enhance passenger curbside length utilization, the Airport has installed canopies. Based on its recently completed landside study, the existing terminal curbside, used for loading and unloading passengers

from cars, lacked sufficient covered areas for passengers to gather and seek shelter from the elements. By installing these new canopies, the Airport aims to provide protected covered areas for passengers, diverting them from the crosswalks and effectively utilizing more of the curb space. The larger canopies encourage passengers to move away from the crosswalks where they currently congregate and towards the center of the median, thereby increasing the usable curb lengths and improving the overall level of service.

Per 49 USC § 47102(28)(A)(iii), a project for walkways that lead directly to or from a terminal is eligible terminal development. Per FAA policy, walkways include surface sidewalks, moving sidewalks, tunnel walkways, stairs, and overhead walkways. Covers or canopies over surface sidewalks may be included in a walkway project when necessary to protect concentrations of persons from the weather such as at passenger loading or unloading areas.

Project Objective:

The project will preserve or enhance safety by providing a place to protect passengers from the weather while they are waiting to be picked up or while they are unloading luggage.

#6 Reconstruct General Aviation East Apron (Design)

PFC Amount: \$18,669

Project Description:

This is a design project to reconstruct approximately 28,040 square yards for asphaltic concrete (AC) nonexclusive use apron east of Runway 17L/35R and Taxiway Charlie. The existing concrete that is being reconstructed by this project was constructed in 1986. The project will include demolition, excavation, stabilizing fill, base, utility relocation, asphaltic concrete pavement, drainage, aircraft tiedown tethers, lighting, signage, marking and related appurtenances and all associated construction administration and construction management services. The project also includes the replacement of the aging apron lighting head fixtures to LED fixtures.

Project Justification:

This project consists of the design for the reconstruction of approximately 28,040 square yards of asphaltic concrete (AC) nonexclusive use apron east of Runway 17L/35R and Taxiway Charlie. This non-exclusive use apron were previously under a long term lease with a fixed base operator which has expired and reverted to the Airport Authority. The GA East Apron has not been rehabilitated in over 20 years and has exceeded its useful life. The Pavement Condition Index (PCI) for the affected area is a highly variable range from a low of PCI = 5 to a high of PCI = 36, with a midpoint of PCI = 21 based on the current Pavement Management Report. The pavement requires significant maintenance to avoid foreign object debris. The National Priority Ranking Code for this project, in accordance with FAA Order 5090.5, effective September 3, 2019, is estimated at 72.

Project Objective:

The objective of the project is to preserve or enhance safety as well as maintain the capacity of the national air transportation system. Reconstructing the failed pavement reduces the opportunity for foreign object debris from entering the airfield and provides a safer apron for the general aviation pilots to operate.

#7 Reconstruct Taxiway (Design)

PFC Amount: \$9,195

Project Description:

This project will reconstruct four taxiways: E1 – 555'x50', E2 – 555'x65', E3 – 485'x65' and E4 – 485'x65' or approximately 14,000 square yards for asphaltic concrete (AC) taxiways east of Runway 17L/35R and Taxiway Charlie that connect to the nonexclusive use General Aviation East Apron. The existing pavement that is being reconstructed by this project was constructed in 1986. The project will include demolition, excavation, stabilizing fill, base, utility relocation, asphaltic concrete pavement, drainage, lighting, signage, marking and related appurtenances.

Project Justification:

This project will reconstruct approximately 14,000 square yards of asphaltic concrete (AC) taxiways east of Runway 17L/35R and Taxiway Charlie that connect to the nonexclusive use General Aviation East Apron. The taxiways have not been rehabilitated in over 20 years and have exceeded their useful life. The Pavement Condition Index (PCI) for the affected area is a highly variable range from a low of PCI = 5 to a high of PCI = 36, with a midpoint of PCI = 21 based on the current Pavement Management Report. The pavement requires significant maintenance to avoid foreign object debris. The National Priority Ranking Code for this project, in accordance with FAA Order 5090.5, effective September 3, 2019, is estimated at 72.

Project Objective:

The objective of the project is to preserve or enhance safety as well as maintain the capacity of the national air transportation system. Reconstructing the failed pavement reduces the opportunity for foreign object debris from entering the airfield and provides a safer apron for the general aviation pilots to operate.

#8 Airfield Signage Replacement (Construction)

PFC Amount: \$285,300

Project Description:

This project will construct and replace the Airport's airfield signage infrastructure to bring it into compliance with FAA AC 150/5340-18G Standards for Airport Sign Systems, effective May 10, 2019, and FAA Engineering Brief No. 89A Taxiway Nomenclature Convention, effective December 13, 2022. The project will include reprogramming key airfield infrastructure systems (such as the lighting vaults), installation of replacement signage, sign panels, and pavement markings.

Project Justification:

In 2019, the Airport Certification Safety Inspector for RNO recommended that the Airport's taxiway naming convention be updated to follow the current nomenclature conventions to simplify the designations and decrease pilot confusion. For example, Taxiway Bravo has numerous connector taxiways that connect a runway to a parallel taxiway; however, none of the stubs are designated B1, B2, B3, etc. The Airport Certification Safety Inspector further recommended that the Airport work with the local Air Traffic Control Tower (ATCT), the Inspector, and the Phoenix FAA ADO to rename the taxiways and taxiway stubs as appropriate. The National Priority Ranking Code for this project, in accordance with FAA Order 5090.5, effective September 3, 2019, is estimated at 76.

Project Objective:

The objective of the project is to preserve or enhance safety as well as maintain the capacity of the national air transportation system. Bringing the airfield infrastructure in compliance with FAA AC 150/5340-18G will simplify airfield navigation, reduce pilot confusion, and enhance safety for both pilots

and passengers. The renaming effort will also replace existing airfield signs with new ones that preserve the airport's infrastructure.

#9 ARFF Class IV Vehicle

PFC Amount: \$207,216

Project Description:

The project consists of the purchase of (1) 1,500-gallon ARFF apparatus, which will replace 2 (two) existing pieces of aging ARFF vehicles (1996 E-One Titan (1,500 gallons) purchased in 1996 and a 2004 Oshkosh Stryker (1,500 gallons) purchased in 2004). This replacement is consistent with the guidance in Advisory Circular 150/5220-10E.

Project Justification:

The purchase of this ARFF apparatus will allow the airport to replace (2) aging pieces of apparatus that no longer are reliable; parts are difficult to obtain; the annual operating costs have become excessive; the service life is beyond normal field service life; and repair costs exceeds 75% of the current estimated value. The replacement is consistent with the guidance in Advisory Circular 150/5220-10E of the apparatus and will ensure that the airport continues to maintain FAR Part 139 mandated index for incident response.

Project Objective:

The objective of the project is to preserve or enhance safety by allowing the Airport to reliably and consistently respond to ARFF needs at the Airport as required.

#10 CUP Phase 1

PFC Amount: \$1,750,000

Project Description:

This project consists of Phase 1 of a project to implement a state-of-the-art Central Utility Plant (CUP) to serve the operational needs of the airport, ensuring reliable, efficient, and sustainable energy and utility services. The CUP will provide centralized generation and distribution of power, heating, cooling, water, and other essential utilities to the new concourses, the new headquarters and police station building, and has capacity to allow for future growth. The plant will be designed with advanced technologies to meet current and future energy demands while minimizing operational costs and environmental impact.

The CUP project is part of a Concourse Redevelopment Program (New Gen A&B) at the Airport. The project is a new approximately 11,000 square foot central plant that will serve the New Gen A & B concourses. The project includes a new mechanical system to deliver chilled water and hot water to condition the new concourses and a new electrical service to power the new concourses.

Phase 1 consists of design of the CUP and procurement of the long lead equipment inside of the CUP.

Professional Services Included:

- CMAR Preconstruction Services
- Design Services
- Geotechnical Services

Specific Equipment Types:

- Mechanical Equipment
 - Centrifugal Chillers
 - Heat Recovery Scroll Chillers
 - Adiabatic Cooling Towers

- Electrical Equipment
 - Medium Voltage Switchgear
 - Unit Substation

Project Justification:

The development of a new CUP at the Airport is a critical investment in ensuring the continued growth, efficiency, and sustainability of the Airport's infrastructure and operations. Below are the key justifications for this project:

- **To Provide Capacity to Support Airport Growth:** As the Airport continues to expand its terminal facilities, the demand for utilities such as electricity, heating, cooling, water, and compressed air grows exponentially. The existing utility infrastructure is not sufficient to meet the increasing needs of the Airport, especially with future expansions in concourse replacement. The CUP will provide the required capacity to meet current and future demands, ensuring seamless operations as the Airport grows.
- **To Improve Operational Efficiency:** A centralized utility plant provides the opportunity to integrate energy generation and distribution systems in a way that minimizes energy losses and optimizes performance in the new facilities and for future growth. The airport concourses and headquarters building will benefit from more efficient operations, reduced energy consumption, and lower utility costs. This consolidation also facilitates streamlined maintenance and operational oversight, leading to long-term savings.
- **To Improve Reliability and Resilience:** The Airport operates 24/7 and relies on a continuous and uninterrupted supply of utilities to support critical functions such as flight operations, security systems, and customer services. A CUP ensures that energy and utility services are reliable, with built-in redundancies to protect against outages and downtime. This added resilience is especially important in an environment where any disruption can lead to significant operational delays and safety concerns.
- **To Ensure Sustainability and Environmental Responsibility:** Airports are under increasing pressure to reduce their carbon footprint and operate more sustainably. A new modern CUP offers the opportunity to integrate renewable geothermal energy that will reduce the Airport's dependence on fossil fuels. By incorporating sustainable design principles, the CUP can help the Airport meet its environmental goals, comply with increasingly stringent regulations, and enhance its reputation as a responsible corporate entity.
- **To Provide Cost Savings Over Time:** While the initial capital investment in a new CUP may be significant, the long-term operational savings will outweigh the costs. The energy-efficient technologies, centralized management of utilities, and integration of renewable energy sources will reduce energy consumption and operational expenses. Furthermore, the CUP's ability to prevent utility service disruptions, reduce maintenance costs, and optimize resource use will result in long-term cost savings for the Airport.
- **To Meet Regulatory Compliance and Industry Standards:** Airports are subject to a variety of local, state, and federal regulations that govern utility use, energy consumption, and environmental impact. The CUP will be designed to meet or exceed these requirements, ensuring compliance with safety standards and helping the airport avoid potential fines or penalties. Additionally, adopting best practices in sustainability and energy efficiency will align the Airport with industry standards and appeal to environmentally conscious stakeholders.
- **To Future-Proof the Airport's Utility Infrastructure:** The development of the CUP is not just about meeting present needs; it is also about preparing the airport for future challenges. The plant will be designed with flexibility and scalability in mind, allowing for easy upgrades and

expansions as technology advances and the Airport's needs evolve. This proactive approach ensures that the Airport's utility infrastructure remains robust, adaptable, and capable of supporting future innovations and growth.

- **To Enhance Airport Operations and Passenger Experience:** By ensuring that utilities are provided reliably, efficiently, and sustainably, the CUP will indirectly enhance the overall passenger experience at the airport. Uninterrupted power and water supplies, effective temperature regulation, and other utility services contribute to a smoother, more comfortable travel experience for passengers. Additionally, a modern utility plant demonstrates the Airport's commitment to modernization and its ability to meet evolving industry standards, which can boost stakeholder and public confidence.

In conclusion, the construction of a new Central Utility Plant is not only a strategic investment to support the Airport's current operations but also an essential step in future-proofing the Airport's infrastructure, reducing costs, enhancing sustainability, and ensuring the reliable delivery of critical utilities. This project is an integral component in maintaining the Airport's competitive advantage and supporting its long-term operational goals.

Project Objective:

The primary objective of this project is to both preserve and increase the capacity of the Airport's CUP needed for the Concourse Redevelopment Program and to support passenger movements and aircraft operations.

#11 CUP Phase 2

PFC Amount: \$315,789

Project Description:

This project consists of Phase 2 of a project to implement a state-of-the-art Central Utility Plant (CUP) to serve the operational needs of the airport, ensuring reliable, efficient, and sustainable energy and utility services. The CUP will provide centralized generation and distribution of power, heating, cooling, water, and other essential utilities to the new concourses, the new headquarters and police station building, and has capacity to allow for future growth. The plant will be designed with advanced technologies to meet current and future energy demands while minimizing operational costs and environmental impact.

The Central Utility Plant (CUP) project is part of a Concourse Redevelopment Program (New Gen A&B) for Reno-Tahoe International Airport (RNO). The project is a new approximately 11,000 square foot central plant that will serve the New Gen A & B concourses. The project includes a new mechanical system to deliver chilled water and hot water to condition the new concourses and a new electrical service to power the new concourses.

Phase 2 consists of the construction of the CUP building and site work and includes:

- Site Demolition
- Excavation
- NVE Electrical Duct Bank
- Underground Utilities (hydronic lines, water, sewer, drainage)
- Sidewalk/C&G
- Aggregate Base/Concrete/Asphalt
- Pavement Markings

Project Justification:

The development of a new CUP at the Airport is a critical investment in ensuring the continued growth, efficiency, and sustainability of the Airport's infrastructure and operations. Below are the key justifications for this project:

- **To Provide Capacity to Support Airport Growth:** As the Airport continues to expand its terminal facilities, the demand for utilities such as electricity, heating, cooling, water, and compressed air grows exponentially. The existing utility infrastructure is not sufficient to meet the increasing needs of the Airport, especially with future expansions in concourse replacement. The CUP will provide the required capacity to meet current and future demands, ensuring seamless operations as the Airport grows.
- **To Improve Operational Efficiency:** A centralized utility plant provides the opportunity to integrate energy generation and distribution systems in a way that minimizes energy losses and optimizes performance in the new facilities and for future growth. The airport concourses and headquarters building will benefit from more efficient operations, reduced energy consumption, and lower utility costs. This consolidation also facilitates streamlined maintenance and operational oversight, leading to long-term savings.
- **To Improve Reliability and Resilience:** The Airport operates 24/7 and relies on a continuous and uninterrupted supply of utilities to support critical functions such as flight operations, security systems, and customer services. A CUP ensures that energy and utility services are reliable, with built-in redundancies to protect against outages and downtime. This added resilience is especially important in an environment where any disruption can lead to significant operational delays and safety concerns.
- **To Ensure Sustainability and Environmental Responsibility:** Airports are under increasing pressure to reduce their carbon footprint and operate more sustainably. A new modern CUP offers the opportunity to integrate renewable geothermal energy that will reduce the Airport's dependence on fossil fuels. By incorporating sustainable design principles, the CUP can help the Airport meet its environmental goals, comply with increasingly stringent regulations, and enhance its reputation as a responsible corporate entity.
- **To Provide Cost Savings Over Time:** While the initial capital investment in a new CUP may be significant, the long-term operational savings will outweigh the costs. The energy-efficient technologies, centralized management of utilities, and integration of renewable energy sources will reduce energy consumption and operational expenses. Furthermore, the CUP's ability to prevent utility service disruptions, reduce maintenance costs, and optimize resource use will result in long-term cost savings for the Airport.
- **To Meet Regulatory Compliance and Industry Standards:** Airports are subject to a variety of local, state, and federal regulations that govern utility use, energy consumption, and environmental impact. The CUP will be designed to meet or exceed these requirements, ensuring compliance with safety standards and helping the airport avoid potential fines or penalties. Additionally, adopting best practices in sustainability and energy efficiency will align the Airport with industry standards and appeal to environmentally conscious stakeholders.
- **To Future-Proof the Airport's Utility Infrastructure:** The development of the CUP is not just about meeting present needs; it is also about preparing the airport for future challenges. The plant will be designed with flexibility and scalability in mind, allowing for easy upgrades and expansions as technology advances and the Airport's needs evolve. This proactive approach ensures that the Airport's utility infrastructure remains robust, adaptable, and capable of supporting future innovations and growth.

- **To Enhance Airport Operations and Passenger Experience:** By ensuring that utilities are provided reliably, efficiently, and sustainably, the CUP will indirectly enhance the overall passenger experience at the airport. Uninterrupted power and water supplies, effective temperature regulation, and other utility services contribute to a smoother, more comfortable travel experience for passengers. Additionally, a modern utility plant demonstrates the Airport's commitment to modernization and its ability to meet evolving industry standards, which can boost stakeholder and public confidence.

In conclusion, the construction of a new Central Utility Plant is not only a strategic investment to support the Airport's current operations but also an essential step in future-proofing the Airport's infrastructure, reducing costs, enhancing sustainability, and ensuring the reliable delivery of critical utilities. This project is an integral component in maintaining the Airport's competitive advantage and supporting its long-term operational goals.

Project Objective:

The primary objective of this project is to both preserve and increase the capacity of the Airport's CUP needed for the Concourse Redevelopment Program and to support passenger movements and aircraft operations.

#12 South RON Apron (Construction)

PFC Amount: \$571,226

Project Description:

The South Remain Overnight (S. RON) Apron Expansion project is part of a Concourse Redevelopment Program (New Gen A&B) for the Airport. The project intent is to expand the S. RON Apron 90 feet to the south for enabling pavement that supports future phases of construction for the New Gen A&B program, and for maintaining existing RON capacity post concourse construction. The project will involve the reconfiguration of existing parking areas, and the enhancement of ground support infrastructure (lighting, striping, realigned serviced road, etc.), ensuring a secure, efficient, and safe environment for aircraft scheduled to remain overnight.

The proposed Scope of Work includes but is not limited to:

- Expand the existing S. RON apron by ninety feet with a new portland cement concrete (PCC) pavement section.
- Site/civil design and grading to support the new pavements.
- Removal and salvaging of existing infield gravel.
- Minor airfield lighting as needed to support the new pavements, removal, salvaging, and reinstallation of existing apron area lights, poles, fixtures, conduit, cabling, panels, handholes, and foundations.
- Remove existing pavement markings between the existing S. RON apron and Concourse B.
- Re-mark pavement markings to accommodate eight new S. RON apron parking positions, a realigned east vehicle service road (VSR) parallel to Taxiway A, new alignment VSR pavement markings running east and west within the existing Concourse B south apron, new VSR pavement markings for reestablishing the west VSR, new taxiway markings between Concourse B and the S. RON apron, new apron edge markings where required, new SIDA markings where required, realigned non-movement line markings along the western edge of Taxiway A, new

surface painted signs where required, and Taxiway A markings to accommodate the new improvements where required.

- Relocation and/or elevation adjustments for existing utility structures, hydrant systems, storm interceptor system and electrical/alarm cabinet, and storm drainage systems.
- New underdrainage system for the new pavements.
- New utility systems to support the S. RON apron expansion.
- New grounding points for the new S. RON parking positions.

Project Justification:

The South Remain Overnight (S. RON) Parking Expansion project is necessary to support the Airport's planned growth, with the concourse expansion that will extend into the existing overnight parking area. This expansion will provide parking spaces for overnight aircraft by shifting and reconfiguring existing areas, and upgrading infrastructure to maintain smooth, secure, and efficient operations, that would be otherwise encroached upon with the concourse expansion. Below are the key justifications for this project:

- **To Accommodate Concourse Expansion:** As the concourses extend into the S. RON parking area, shifted parking spaces are needed to handle the demand for overnight aircraft parking. This expansion area ensures that the Airport can accommodate overnight aircraft without causing congestion or delays.
- **To Improve Operational Efficiency:** Reconfiguring the S. RON layout and improving traffic flow will make it easier for aircraft to maneuver in and out of parking spaces. This will reduce turnaround times and help ensure that aircraft can be serviced and ready for departure without delays.
- **To Enhance Security:** Upgraded security features, such as lighting, striping, and utility systems, will help protect parked aircraft overnight. These improvements will meet safety standards and provide a secure environment for the aircraft.
- **To Upgrade Ground Support:** The expansion will improve access for ground support services like fueling and maintenance. Ensuring these services can reach the parked aircraft quickly will reduce downtime and help keep operations running smoothly.
- **To Provide Sustainability:** The project will include energy-efficient lighting and better utility systems to reduce environmental impact. These upgrades will help the airport meet sustainability goals and comply with environmental regulations.

The S. RON Parking Expansion is crucial to ensure the Airport can efficiently manage parking demands, improve safety, and enhance overall operations. By expanding this parking area and upgrading the infrastructure, the Airport will be better equipped to support future growth in the concourse expansion.

Project Objective:

The primary objective of this project is to both preserve and increase the capacity of the Airport's S. RON apron needed for the Concourse Redevelopment Program and to support passenger movements and aircraft operations.

#13 Reconstruct General Aviation East Apron (Construction)

PFC Amount: \$422,578

Project Description:

This project will reconstruct approximately 28,040 square feet for asphaltic concrete (AC) nonexclusive use apron east of Runway 17L/35R and Taxiway Charlie. The existing pavement that is being reconstructed by this project was constructed in 1986. The project will include demolition, excavation, stabilizing fill, base, utility relocation, asphaltic concrete pavement, drainage, aircraft tiedown tethers, lighting, signage, marking and related appurtenances and all associated construction administration and construction management services. The project also includes the replacement of the aging apron lighting head fixtures to LED fixtures.

Project Justification:

This project will reconstruct approximately 28,040 square yards of asphaltic concrete (AC) nonexclusive use apron east of Runway 17L/35R and Taxiway Charlie. This non-exclusive use apron were previously under a long term lease with a fixed base operator which has expired and reverted to the Airport Authority. The GA East Apron has not been rehabilitated in over 20 years and has exceeded its useful life. The Pavement Condition Index (PCI) for the affected area is a highly variable range from a low of PCI = 5 to a high of PCI = 36, with a midpoint of PCI = 21 based on the current Pavement Management Report. The pavement requires significant maintenance to avoid foreign object debris. The National Priority Ranking Code for this project, in accordance with FAA Order 5090.5, effective September 3, 2019, is estimated at 72.

Project Objective:

The objective of the project is to preserve or enhance safety as well as maintain the capacity of the national air transportation system. Reconstructing the failed pavement reduces the opportunity for foreign object debris from entering the airfield and provides a safer apron for the general aviation pilots to operate.

#14 Reconstruct General Aviation East Taxilane (Construction)

PFC Amount: \$96,752

Project Description:

This project will reconstruct four taxilanes: E1 – 555'x50', E2 – 555'x65', E3 – 485'x65' and E4 – 485'x65' or approximately 14,000 square yards for asphaltic concrete (AC) taxilanes east of Runway 17L/35R and Taxiway Charlie that connect to the nonexclusive use General Aviation East Apron. The existing pavement that is being reconstructed by this project was constructed in 1986. The project will include demolition, excavation, stabilizing fill, base, utility relocation, asphaltic concrete pavement, drainage, lighting, signage, marking and related appurtenances and all associated construction administration and construction management services.

Project Justification:

This project will reconstruct approximately 14,000 square yards of asphaltic concrete (AC) taxilanes east of Runway 17L/35R and Taxiway Charlie that connect to the nonexclusive use General Aviation East Apron. The taxilanes have not been rehabilitated in over 20 years and have exceeded their useful life. The Pavement Condition Index (PCI) for the affected area is a highly variable range from a low of PCI = 5 to a high of PCI = 36, with a midpoint of PCI = 21 based on the current Pavement Management Report. The pavement requires significant maintenance to avoid foreign object debris. The National Priority Ranking Code for this project, in accordance with FAA Order 5090.5, effective September 3, 2019, is estimated at 72.

Project Objective:

The objective of the project is to preserve or enhance safety as well as maintain the capacity of the national air transportation system. Reconstructing the failed pavement reduces the opportunity for foreign object debris from entering the airfield and provides a safer apron for the general aviation pilots to operate.

#15 PFC Application Preparation

PFC Amount: \$50,000

Project Description:

This project includes the costs to develop the proposed new PFC #17 application, consult with the airlines, provide for public comment, prepare and file Application No. 25-17-C-00-RNO, related attachments, and notify airlines of collection requirements.

Project Justification:

The preparation costs (as delineated in the description for this project) incurred to prepare the new PFC #17 application will be reimbursed under this project. These costs will be incurred in conjunction with the projects that are proposed for approval under either Section 158.15(b)(1), (b)(2), (b)(3), or (b)(6) of the Regulation. Therefore, the Airport submits these costs as reasonable and necessary costs of preparing the PFC program submitted under this Application as prescribed under Section 158.3 of the Regulation.

Project Objective:

This project recovers, as a separate project, the PFC application preparation costs (as described in the foregoing description) related to Projects 1 through 14 included in this Application and, therefore, relies on the objectives that are described in those projects for PFC approval. Therefore, this project supports the objectives of preserving or enhancing capacity, safety and security of the airport and the national air transportation system pursuant to the objectives of Section 158.15(a)(1) of the Regulation.