



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Pacific Region
Office of Airports
Phoenix Airports District Office

3800 N. Central Ave.
Suite 1025 10th Floor
Phoenix, AZ 85012

October 1, 2018

Mr. Daniel P. Bartholomew
Vice President, Planning, Engineering,
& Environmental Management
Reno-Tahoe Airport Authority
P.O. Box 12490
Reno, NV 89510-2490

Dear Mr. Bartholomew:

The Reno Stead Airport, Airport Layout Plan (ALP), prepared by Reno-Tahoe Airport Authority (RTAA), and bearing the directors signature, is approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2018-AWP-3069-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. Additionally, the United States will only participate in the cost of projects that meet the standards for which that airport is designed. Associated costs for any projects that exceed the appropriate airport design standard will be the responsibility of the airport sponsor.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner. Additionally, any future development that will require amendments to instrument flight procedures must be coordinated by the airport district office and the airport manager to ensure those changes are made in a timely manner.

Please attach this letter to the Airport Layout Plan and retain it in the airport. We wish you great success in your plans for the development of the airport. If we can be of further assistance, please do not hesitate to call Mr. Jared Raymond, Airport Planner, at 602-792-1072.

Sincerely,



Mike N. Williams
Manager,
Phoenix Airports District Office

Enclosure: Updated Airport Layout Plan