

COMMITTEE MEMBERS

Cortney Young, Chair
Richard Jay, Vice Chair
Kitty Jung, Member
Carol Chaplin, Member
Art Sperber, Alternate
Shaun Carey, Alternate
Jennifer Cunningham, Ex Officio

Staff Liaison

Randall Carlton, Chief Finance &
Administration Officer



PRESIDENT/CEO

Daren Griffin, A.A.E.

CHIEF LEGAL COUNSEL

Jenn Ewan

BOARD CLERK

Lori Corkery

AGENDA

Finance & Business Development Committee

Tuesday, March 11, 2025 | 9:00 AM

Reno-Tahoe International Airport, Reno, NV

Administrative Offices, Second Floor

Notice of Public Meeting

Meetings are open to the public and notice is given pursuant to [NRS 241.020](#).

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Watch on Zoom: <https://us02web.zoom.us/j/82285429339>

Listen by Phone: Dial 1-669-900-6833

Webinar ID: 822 8542 9339

Accommodations

Members of the public who require special accommodations or assistance at the meeting are requested to notify the Clerk by email at lcorkery@renoairport.com or by phone at (775) 328-6402. Translated materials and translation services are available upon request at no charge.

Public Comment

Anyone wishing to make public comment may do by the one of the following methods:

- 1) In person at the Board meeting
- 2) By emailing comments to lcorkery@renoairport.com by **4:00 p.m. on the day before the meeting**. Comments submitted will be given to the Board for review and included with the minutes.
- 3) Virtually by Zoom. You must have a computer or device with a working microphone. Use the information above to log into the Zoom meeting and use the "Chat" feature to submit a request to speak. When the Chair calls for public comment, your microphone will be turned on and you will be addressed to speak.

Public comment is **limited to three (3) minutes** per person. No action may be taken on a matter raised under general public comment.

Posting

This agenda has been posted at the following locations:

1. RTAA Admin Offices, 2001 E. Plumb
2. www.renoairport.com
3. <https://notice.nv.gov/>

Supporting Materials

Supporting documentation for this agenda is available at www.renoairport.com, and will be available for review at the Board meeting. Please contact the Board Clerk at lcorkery@renoairport.com, or (775) 328-6402 for further information.

1. INTRODUCTORY ITEMS

- 1.1 Call to Order
- 1.2 Roll Call

2. PUBLIC COMMENT

3. APPROVAL OF MINUTES

- 3.1 February 11, 2025, Finance & Business Development Committee meeting

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

- 4.1 Federal Grant update (*non-action item*)

5. ITEMS FOR CONSIDERATION BY THE FULL BOARD ON MARCH 13, 2025

- 5.1 Board Memo No. 03/2025-10 (*For Possible Action*): Review, discussion and potential authorization for the President/CEO to negotiate final terms and execute a fifty-year ground lease on an approximate two-acre portion of land located at the Reno-Stead Airport for an estimated contract value of \$1.4M, value to be received in mutually agreed-upon in-kind services, with the Washoe County Sheriff's Office
- 5.2 Board Memo No. 03/2025-11 (*For Possible Action*): Review, discussion and potential adoption of Resolution No. 571 Amending Resolution No. 567, updating the Airport Rates and Charges for Fiscal Year 2024-25

6. MONTHLY ADMINISTRATIVE REPORTS (*provided for reference only*)

- 6.1 Administrative Award of Contracts (Expenditures)
- 6.2 Administrative Award of Contracts (Revenues)
- 6.3 Financial Reporting Package

7. MEMBER COMMENTS, QUESTIONS AND REQUESTS

8. PUBLIC COMMENT

9. ADJOURNMENT

COMMITTEE MEMBERS

Cortney Young, Chair
Richard Jay, Vice Chair
Kitty Jung, Member
Carol Chaplin, Member
Art Sperber, Alternate
Shaun Carey, Alternate
Jennifer Cunningham, Ex Officio

Staff Liaison

Randall Carlton, Chief Finance & Administration Officer



PRESIDENT/CEO

Daren Griffin, A.A.E.

CHIEF LEGAL COUNSEL

Jenn Ewan

BOARD CLERK

Lori Corkery

MINUTES

Finance & Business Development Committee

Tuesday, February 11, 2025 | 9:00 AM

Reno-Tahoe International Airport, Reno, NV

Administrative Offices, Second Floor

1. INTRODUCTORY ITEMS

Chair Young called the meeting to order at 9:06 a.m.

Members Present: Cortney Young
Richard Jay
Kitty Jung
Carol Chaplin

2. PUBLIC COMMENT

There were no comments from the public.

3. APPROVAL OF MINUTES

3.1 January 7, 2025, Finance & Business Development Committee meeting

There being no corrections, the Minutes from January 7, 2025, were approved as presented

4. INFORMATION, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

None

5. ITEMS FOR CONSIDERATION BY THE FULL BOARD ON FEBRUARY 13, 2024

5.1 Board Memo No. 02/2025-07 (For Possible Action): Review, discussion and potential authorization for the President/CEO to execute a 5-year contract with Alliant Insurance Services, Inc. to provide insurance brokerage and risk management services in the amount of \$337,500

This item was presented by Randy Carlton, Chief Finance and Administration Officer. After discussion, the Committee took the following action:

Motion: Recommend that this item be presented to the full Board on February 13, 2025, for consideration and approval of the proposed motion: *“Move to authorize the President/CEO to execute a 5-year contract with Alliant Insurance Services, Inc. to provide insurance brokerage and risk management services in the amount of \$337,500.”*

Moved by: Richard Jay

Seconded by: Kitty Jung

Aye: Trustees Chaplin, Jung, Sperber, Young

Result: Passed unanimously

6. MONTHLY ADMINISTRATIVE REPORTS *(provided for reference only)*

6.1 Administrative Award of Contracts (Expenditures)

6.2 Administrative Award of Contracts (Revenues)

6.3 Financial Reporting Package

There was no discussion on these items.

7. MEMBER COMMENTS, QUESTIONS AND REQUESTS

There were no comments from the Committee.

8. PUBLIC COMMENT

There were no comments from the public.

9. ADJOURNMENT

The meeting was adjourned at 9:16 a.m.

Board Memorandum

03/2025-10

In Preparation for the Regular Board Meeting on March 13, 2025

Subject: Authorization for the President/CEO to negotiate final terms and execute a fifty-year ground lease on an approximate two-acre portion of land located at the Reno-Stead Airport for an estimated contract value of \$1.4M, value to be received in mutually agreed-upon in-kind services, with the Washoe County Sheriff's Office

STAFF RECOMMENDATION

Staff recommends that the Board adopt the motion stated below.

STRATEGIC PRIORITIES

Support the Strategic Priorities of Financial Stewardship and Safety and Security.

BACKGROUND

The portion of land along with a 39,000 sf hangar, commonly known as hangar 5 at the Reno-Stead Airport (RTS), has been occupied by the Reno Air Racing Association (RARA) since 1989. Upon hearing about the departure of the air races, the Washoe County Sheriff, Darin Balaam, reached out to staff and expressed interest in the Washoe County Sheriff's Office (WCSO) occupying the hangar.

As is typical when a long-term lease premises will revert back to the Reno-Tahoe Airport Authority (RTAA), a Facility Condition Assessment (FCA) was performed on the 1981 facility and determined that there are significant repair/replacement needs, including a full roof replacement, HVAC system upgrades, exterior wall repairs and perhaps most importantly a life-safety finding indicating that the fire suppression system that is shared with hangar 6 needs to be replaced. In total, the repairs are estimated to cost approximately \$5.6M. As the facility is owned by the RTAA, responsibility to make these capital improvements falls on the RTAA. The RTAA did not anticipate and did not budget for these improvements, which would likely take 34 years to recover on the investment (based on the current facility and land rent).

A Phase I Environmental Assessment (EA) was also conducted, and although the EA indicated that some soil contamination was present, the Nevada Division of Environmental Protection determined that the volumes were minimal and won't require a corrective action report. Remediation would only be required if excavation occurred in the area.

Based on the information above, Staff weighed the options available and determined that a sale of the hangar with a subsequent ground lease on the ground under and around the hangar would be the most financially beneficial option. This would place the responsibility of performing and funding the work, along with any subsequent on-going maintenance and repairs, on the buyer. The

option to purchase the hangar and enter into a long-term ground lease was accepted by WCSO and they were provided with a copy of the FCA and were also made aware of the findings of the EA. An appraisal was conducted to determine the fair market value for the hangar sale as well as the ground rent. A purchase and sale agreement (PSA) will be executed separately for the sale of the hangar at a price of \$1.75M.

DISCUSSION

In addition to its operation of the Sheriff's department, the WCSO also includes other operations such as Search and Rescue, Special Weapons and Tactics (SWAT), Regional Aviation Enforcement Unit (RAVEN) and other special operations assets. WCSO currently occupies a hangar at RTS that is owned by the City of Reno for the operation of its RAVEN aviation unit, but most of the other functions are operated from facilities spread across the region. Sheriff Balaam expressed his desire to consolidate these functions in a central location which would among other things improve operational efficiency. He also indicated that they have outgrown their current space and have explored other options, including building a new hangar. The former RARA hangar continues to be the preferred solution to meet their needs.

The proposed ground lease terms, agreed to by the WSCO (Exhibit A), are as follows:

- Term Length: 50-year lease term, commencing May 1, 2025
- Premises: approximate 2-acres
- Condition of Property: "As-Is"
- Ground Rent: \$0.35/SF/Year/NNN (\$29,100 annually or \$2,425 monthly)
- Ground Rent Commencement: Upon Lease Execution
- Ground Rent Adjustment: Annually every July 1, commencing on July 1, 2026, based upon the Consumer Price Index for All Urban Consumers (CPI-U) and via appraisal every 10 years.
- Security Deposit: Equal to 3 months' rent (\$7,275)
- Maintenance and Repair: Lessee is solely responsible for complete maintenance and repair of Premises, including maintenance and repair for pavement directly in front of Premises
- Utilities/Taxes/License: Lessee is responsible for the cost of all taxes, fees and utilities

The RTAA has always enjoyed a great partnership with the WCSO and believes that the proposed ground lease would be mutually beneficial. The presence of the WCSO and its related functions at RTS would support the strategic priority of safety and security to create a safe and secure environment for all users of RTS. Greater presence would allow for quicker response to emergency calls.

FISCAL IMPACT

Ground rent will be received in mutually agreed upon in-kind services, negotiated in 2025 and reviewed annually and will be equal to or greater than the annual ground rent of \$29,100. At a minimum, the RTAA will receive services valued at \$1.4M over the term of the lease. This does not include annual CPI adjustments or appraisals every 10 years.

The value of the services will be determined based on an hourly rate for the type/level of employee that would normally be performing that service. Examples of in-kind services to be received include: regular patrols in public areas, perimeter patrols, and utilizing work crews to perform

varied maintenance and repair needs at RTS (fire break maintenance, general landscape and other manual labor needs).

COMMITTEE COORDINATION

Finance Committee

PROPOSED MOTION

“Move to authorize President/CEO to negotiate final terms and execute a fifty-year ground lease on an approximate two-acre portion of land located at the Reno-Stead Airport for an estimated contract value of \$1.4M, value to be received in mutually agreed-upon in-kind services, with the Washoe County Sheriff’s Office.”

Exhibit A



**RENO-STEAD AIRPORT
HANGAR PURCHASE AND GROUND LEASE
WASHOE COUNTY SHERIFF'S OFFICE**

<p>Hangar Purchase</p>	<p>Hangar 5 - 14501 Mt. Anderson Street, Reno, Nevada</p> <p>a) Hangar and office space - 39,600 +/- square feet</p> <p>b) Purchase Price: \$1.75M</p> <p>c) Parties Agree to negotiate a mutually agreeable Purchase and Sale Agreement (PSA)</p> <p>Lessee accepts the Premises in As-Is Condition and acknowledges receipt of Facility Condition Assessment dated May 24, 2023, and disclosure of soil contamination. Nevada Division of Environmental Protection does not require remediation unless excavation of soil occurs.</p>
<p>Ground Lease Premises</p>	<p>1.9 acres or 83,160 sf to include the land underlying the hangar, along with parking and outdoor storage areas.</p>
<p>Permitted Use</p>	<p>Premises shall be used for maintenance, repair, overhaul, and dry storage of aircraft owned/leased by Lessee. Premises shall be used for storage of associated parts, equipment, materials, supplies, and other items required to maintain and operate such aircraft and for operations related to the Washoe County Sheriff's Office; Search and Rescue, Special Weapons and Tactics (SWAT), RAVEN aviation unit, other Special Operations Assets and general office related activities.</p> <p>Lessee agrees that it will comply fully with General Aviation Commercial Minimum Standards (GAMS) and Rules & Regulations for Reno-Stead Airport (RTS), current version.</p> <p>Due to a lack of sand-oil separator, the washing of aircraft on the Premises is prohibited.</p>
<p>Ground Lease Term</p>	<p>Term: 50 years, commencing May 1, 2025.</p> <p>At the end of the 50-year term the RTAA has the option to request Lessee to demolish the hangar.</p>
<p>Ground Rent & Rent Adjustments</p>	<p>\$0.35/SF/Year/NNN (appraisal dated July 25, 2024) \$29,100 annual or \$2,425 monthly</p> <p>Rent will be received as in-kind services, negotiated in 2025 and reviewed annually, and will be equal to or greater than annual Ground Rent of \$29,100.</p>



**RENO-STEAD AIRPORT
HANGAR PURCHASE AND GROUND LEASE
WASHOE COUNTY SHERIFF'S OFFICE**

	Rates adjusted annually on July 1, commencing on July 1, 2026, based on Consumer Price Index for All Urban Customers (CPI-U) and via appraisal every 10 years
Security Deposit	\$7,275 (equal to 3 months' ground rent) in the form of cash or Letter of Credit.
Utilities/Taxes/ License	<p>Lessee is responsible for the cost of all utilities including, but not limited to, electrical, water, natural gas, telcom service and fire suppression monitoring.</p> <p>Lessee is responsible for all taxes, fees, assessments and any other utilities & services.</p>
Improvements	<p>Lessee is responsible for the permitting, installation and cost of all RTAA approved improvements.</p> <p>Lessee shall comply with Lessor's policies and procedures for review, modification, and approval of tenant improvement projects including Landlord's Tenant Improvement Permit process.</p> <p>Improvements constructed, installed or erected on the Premises become part of Lessor's property upon expiration or termination at which time all improvements revert to the RTAA.</p> <p>Lessee is aware of immediate work needed related to the fire suppression system and is working with RTAA to coordinate work. Lessee agrees to pay expenses for required work for Hangar 5 directly to the designated contractor or enter into an agreement with the RTAA for repayment of expenses upon completion of work.</p>
Maintenance and Repair	<p>Lessee solely responsible for complete maintenance and repair of Premises and improvements thereto, including, but not limited to regular ground maintenance (sweeping, weed and dust control, trash and debris pickup) and snow removal.</p> <p>Lessee has inspected roughly 19,883 sf of ramp area directly in front of Premises (Exhibit A) and Lessee accepts the ramp area in As-Is Condition. The RTAA does not anticipate future funding for repairs/maintenance to this area. Any improvements to this area would be solely at the expense of the Lessee and is subject to RTAA Tenant Improvement process.</p>



**RENO-STEAD AIRPORT
HANGAR PURCHASE AND GROUND LEASE
WASHOE COUNTY SHERIFF'S OFFICE**

Insurance	<p>A. All Risks Hull Physical Damage in an Agreed Amount, not less than the fair market value of each aircraft.</p> <p>B. Aircraft Liability (Owned & Non-Owned) in an amount not less than \$5,000,000 each occurrence, bodily injury and property damage, including passenger liability, each occurrence.</p> <p>C. Aviation Comprehensive General Liability Insurance coverage in an amount not less than \$5,000,000 each occurrence bodily Injury and property damage each occurrence (aggregate where applicable), which shall include, but not be limited to the following extensions:</p> <ol style="list-style-type: none">1. Products/Completed Operations & Grounding Liability2. Personal Injury & Advertising Injury3. Contractual liability4. Independent Contractors Liability5. Fire Legal Liability in an amount not less than \$100,000 each occurrence <p>E. Business Auto Liability - \$1,000,000 each occurrence if operating airside</p> <p>F. Workers' Comp & Employers Liability – Statutory Nevada Limits; \$1,000,000 with respect to Employer's Liability</p> <p>G. Business Personal Property insurance covering Replacement Cost of Real Property, Business Personal Property and Improvements. Such coverage shall include Course of Construction relative to any construction activities.</p>
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This Term Sheet is non-binding and merely expresses the terms the parties are prepared to incorporate into a Lease which will be binding only upon its signature by duly authorized representatives of both parties. If you agree with the terms please sign below.

ACKNOWLEDGED AND ACCEPTED:

By: _____

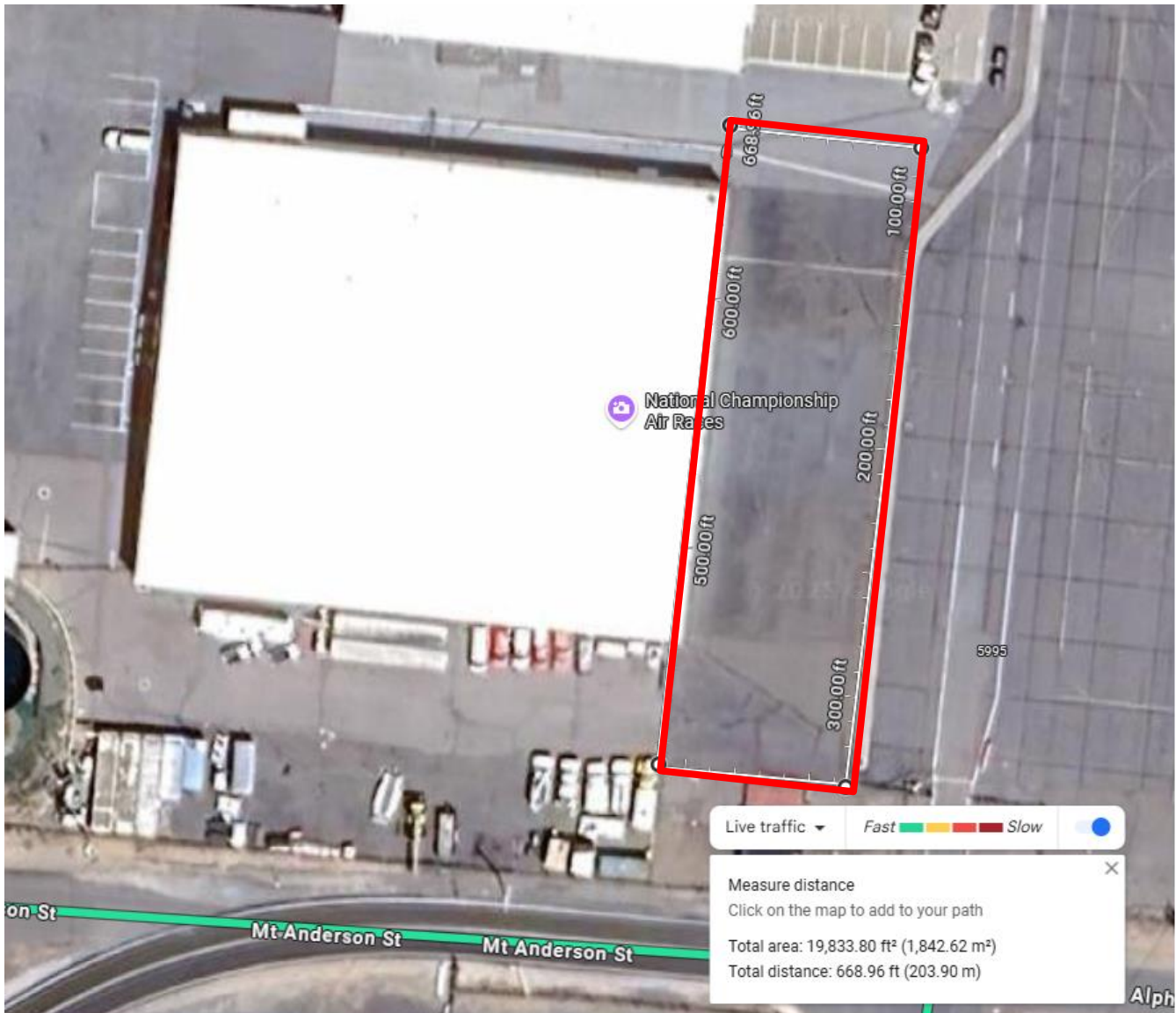
Name: _____

Title: _____



**RENO-STEAD AIRPORT
HANGAR PURCHASE AND GROUND LEASE
WASHOE COUNTY SHERIFF'S OFFICE**

EXHIBIT A



Board Memorandum

03/2025-11

In Preparation for the Regular Board Meeting on March 13, 2025

Subject: Adoption of Resolution No. 571 Amending Resolution No. 567, updating the Airport Rates and Charges for Fiscal Year 2024-25.

STAFF RECOMMENDATION

Staff recommends that the Board adopts Resolution No. 571, a Resolution amending Resolution No. 567, a Master Fee Resolution updating Airport Rates and Charges for Fiscal Year (FY) 2024-25.

BACKGROUND

The Airport Act, Chapter 474, states that RTAA may assess and collect fees, rentals, rates, and other charges. RTAA has numerous resolutions, policies, and agreements that set forth rates and fees for the various operators and customers at Reno-Tahoe International Airport (RNO) and Reno-Stead Airport (RTS). The purpose of the Master Fee Resolution (“Resolution”) is to provide the Board, staff, and users of the RTAA one document that details the majority of rates, charges, and fees in one place for easy reference.

DISCUSSION

The Resolution is updated on an annual basis to coincide with the budget process and may be amended during the fiscal year. Rates and charges, such as landing fees, terminal building rents, and fees for the baggage handling system are calculated to recover the estimated cost to operate these facilities as established in the proposed RTAA budget for FY 2024-25. This update focuses exclusively on adjusting parking rates and charges, which are set to take effect on April 7, 2025. Below is an overview of the proposed changes:

- The daily maximum rate for the Long-Term Garage will increase from \$16 to \$22 per day, with the hourly rate after the first hour rising from \$2 to \$3 per hour.
- The Long-Term Surface lot daily maximum will increase from \$12 to \$18 per day, with the hourly rate after the first hour also increasing from \$2 to \$3 per hour.

FISCAL IMPACT

The fiscal impact of Resolution No. 571 is expected to result in a significant increase in anticipated parking revenue from April to June 2025. Current estimates project revenue of \$4,722,000 for this period, with the proposed changes increasing that amount to \$5,903,000—an increase of \$1,181,000 over the three months. Additionally, this adjustment will contribute to stronger revenue for FY 2025-2026, which will be reflected in the FY 2025-2026 budget.

COMMITTEE COORDINATION

Finance and Business Development Committee

PROPOSED MOTION

“Move to adopt Resolution No. 571 amending Resolution No. 567 updating the Airport Rates and Charges for Fiscal Year 2024-25.”

RESOLUTION NO. 571

A RESOLUTION AMENDING RESOLUTION NO. 567, A MASTER FEE RESOLUTION SETTING FORTH AIRPORT RATES AND CHARGES FOR FY 2024-2025

(Note: Changes are in bold)

WHEREAS, Section 10 (10) of SB 198, Chapter 474, Statutes of Nevada 1977 provides that the Reno-Tahoe Airport Authority may charge fees, rentals, rates, and other charges:

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Reno-Tahoe Airport Authority that Resolution Number 571 is amended to set forth a list of master fees for Fiscal Year 2024-2025 for the Reno-Tahoe International Airport (RNO) and the Reno-Stead Airport (RTS).

Rates and charges that are being changed are noted in **bold** with the previous amount in **red**.

FEES/RENTALS/RATES AND OTHER CHARGES	AMOUNT
RNO SIGNATORY RATES AND CHARGES	
Landing Fee	\$4.19 per 1,000 lbs.
Terminal Conditioned Space	\$165.48 PSFPA* *Per square foot per annum
Terminal Unconditioned Space	\$82.74 PSFPA
Baggage Handling System (BHS) Charge	\$1.62 per bag processed through the Baggage Handling System
RNO NON-SIGNATORY RATES AND CHARGES	
Landing Fee	\$4.82 per 1,000 lbs.
Terminal Conditioned Space	\$165.48 PSFPA
Terminal Unconditioned Space	\$82.74 PSFPA
Baggage Handling System (BHS) Charge	\$1.78 per bag processed through the Baggage Handling System
Joint Use Baggage Makeup and Handling, Baggage Claim and Tug Drives, Wheelchair Storage	\$2.80 per Enplaned and Deplaned Passenger
Ticket Counter (Each Counter/ 2 Positions)	\$45.00 per ticket counter (2 positions) per enplaning operation.

FEES/RENTALS/RATES AND OTHER CHARGES	AMOUNT
RNO NON-SIGNATORY RATES AND CHARGES (Continued)	
Gate Use Charge	<p>The lesser of \$2.85 per enplaning and deplaning passenger or \$300.00 per turn.</p> <p>However, the former will only be considered upon airline request and with airline provided specific, per flight passenger totals submitted with the required monthly landing report (10 days after the end of the month).</p>
RNO OTHER AIRLINE CHARGES	
Ramp Overnight Fee (RON)	\$132.00 per day over 3 hours
Gate Overstay Penalty	\$250.00 per 15-minute period exceeding initial 15 minutes after being directed to tow the aircraft.
Disposal Fees	\$6,943 monthly
Customs and Border Protection Facility Use Charge	\$4.50 per deplaned international passenger
Passenger Boarding Ramp Equipment Use Fee	\$45.00 per enplaning or deplaning operation excluding scheduled international service.
Incentives for scheduled passenger air and air cargo carriers to increase air service to Reno	<p>Policy guidelines for waiving landing fees and/or other charges as approved by the Board for a period of up to two years.</p> <p>Resolution No. 571 amending Resolution No. 567 updating Policy No. 600-007.</p>

FEES/RENTALS/RATES AND OTHER CHARGES	AMOUNT
RNO AIR OPERATIONS AREA (AOA) (CARGO) LAND RENTS	
Improved Land on Air Operations Area (AOA) (Adjacent to Air Cargo Ramp)	\$1.14 PSFPA
Unimproved Land on Air Operations Area (AOA) (As- Is Land in Air Cargo Area not adjacent to the Air Cargo Ramp)	\$0.77 PSFPA
RNO MISCELLANEOUS AVIATION SERVICES	
Fuel Flowage Fees – Reno/Tahoe International	\$0.07 per gallon
Commercial Aviation Ground Handlers and Support Service Operators	6% of Gross Revenues per the Commercial Aviation Ground Handling and Support Services Operating Agreement.
RNO OTHER TERMINAL RENTS (NON-AIRLINE)	
Ticket Lobby/Office Support Space	\$165.48 PSFPA
Ticket Lobby/Alcove Space	\$165.48 PSFPA
Baggage Claim Ground Transportation Facility	\$165.48 PSFPA
Baggage Claim Ground Transportation Vestibule Counter	\$442.96 per counter per month \$150.00 per counter per day
Concession Office/Storage/Support Space	\$10.59 PSFPA
RNO T-HANGAR RATES	
GA East E37-E57	\$472.00 per unit per month
GA East E1-E36	\$626.00 per unit per month
T-Hangar Storage Space (GA East)	\$0.372 per sq. ft. per month
<p>** Per General Aviation T-Hangar Leasing Guidelines adopted on May 18, 2017, and the General Aviation Rent Study (July 23, 2019) adopted by the Board on August 8, 2019, the following will apply to all RNO T-Hangar leases:</p> <ol style="list-style-type: none"> 1. All existing T-Hangar lease rental rates will be adjusted by a comparative rent analysis every five (5) years as well as an annual adjustment between each comparative rent analysis equal to the March CPI-U index, not to exceed 2%. 2. The rental rates for all T-Hangar leases with less than a one-year term and all month-to-month T-Hangar leases will be adjusted by the CPI plus an additional 10% differential. 	
RNO AIRCRAFT TIE-DOWN PARKING RATES	
Aircraft Tie-Down Parking	\$100.00 per aircraft tie- down position per month

FEES/RENTALS/RATES AND OTHER CHARGES	AMOUNT
RNO BOX HANGAR RATES	
GA West Hangar #2 Hangar #7 Hangar #8	\$0.408 per sq. ft. per month
GA West Hangar #9 Hangar #10	\$0.509 per sq. ft. per month
GA West/East Aircraft Apron Parking	\$0.060 per sq. ft. per month
GA East Hangar - Building B Hangar – Building E Hangar – Building F Hangar – Building G	\$0.509 per sq. ft. per month
GA East and West Hangar Office	\$0.639 per sq. ft. per month
RNO VEHICLE PARKING FEES	
Short Term – Garage (1 st floor)	1 - 10 min Free 11 - 20 min \$1.00 21 - 40 min \$2.00 41 - 60 min \$3.00 \$3.00 Each Additional Hour or Part Thereof up to 6 hours. Between 6 hours and 24 hours the daily maximum will be charged at the Maximum Per Day \$36.00
Long Term – Garage (2 nd and 3 rd floors)	1 - 10 min Free 11 - 20 min \$1.00 21 - 40 min \$2.00 41 - 60 min \$3.00 \$3.00 (\$2.00) Each Additional Hour or Part Thereof up to 6 hours. Between 6 hours and 24 hours the daily maximum will be charged at the Maximum Per Day \$22.00 (\$16.00)

FEES/RENTALS/RATES AND OTHER CHARGES	AMOUNT
RNO VEHICLE PARKING FEES (Continued)	
Long Term – Surface Lot	1 - 10 min Free 11 - 20 min \$1.00 21 - 40 min \$2.00 41 - 60 min \$3.00 \$3.00 (\$2.00) Each Additional Hour or Part Thereof up to 6 hours. Between 6 hours and 24 hours the daily maximum will be charged at the Maximum Per Day \$18.00 (\$12.00)
Overflow Parking	Maximum Per Day \$18.00 (\$12.00) Will be charged per calendar day
Yellow Lot	1 - 10 min Free 11 - 20 min \$1.00 21 - 40 min \$2.00 41 - 60 min \$3.00 \$3.00 (\$2.00) Each Additional Hour or Part Thereof up to 6 hours. Between 6 hours and 24 hours the daily maximum will be charged at the Maximum Per Day \$18.00 (\$14.00)
Blue Lot	1 - 10 min Free 11 - 20 min \$1.00 21 - 40 min \$2.00 41 - 60 min \$3.00 \$3.00 (\$2.00) Each Additional Hour or Part Thereof up to 6 hours. Between 6 hours and 24 hours the daily maximum will be charged at the Maximum Per Day \$18.00 (\$12.00)

Resolution No. 571 - Master Fees
Fiscal Year 2024-25

Oversize Vehicle Parking	Charged at the published parking rate multiplied by the number of spaces the vehicle occupies.
Lost Ticket	A lost ticket will incur an additional fee of \$26.00. (Minimum charge for lost ticket is \$26.00)
Parking Proximity Card Replacement	\$25.00 for each replacement card
Non-Domiciled Flight Crew Parking Tier-1	\$100.00 per month per employee
Non-Domiciled Flight Crew Parking Tier-2	\$50.00 per month per employee
Tenant Employee Parking	\$20.00 per month per employee

FEES/RENTALS/RATES AND OTHER CHARGES	AMOUNT
RNO GROUND TRANSPORTATION FEES	
Vehicle Registration Fee	\$25.00 minimum annual fee per company, \$5.00 per vehicle over 5 vehicles, maximum \$200.00
New /Lost/ or Replacement Transponder	\$25.00 for license plate version, \$15 for windshield version
Non-domicile Bus (bus with no operating permit)	\$25.00 per trip
Buses (>24 seat capacity)	\$5.00 per trip
Shuttles (<24 seat capacity)	\$3.00 per trip
Scheduled Shuttles	\$2.00 per trip (companies with a minimum 16 trips per day on a set schedule.)
Courtesy Vehicles	\$3.00 per trip
Pay Limousine	\$3.00 per trip
Taxi	\$2.00 per trip
Transportation Network Companies	\$3.00 per pick-up and \$2.00 per drop- off
Ground Transportation Citation	\$100.00
Commercial Vehicle Overnight Parking	\$10 per space per night
RNO PARKING CITATIONS	
Unattended Vehicle	\$30.00
Front Curb Loading/Unloading	\$25.00
Commercial Loading/Unloading	\$25.00
Parking in Crosswalk	\$30.00
Curb Markings	\$30.00
Failure to Obey Sign	\$30.00
Accessibility Zone	\$250.00
Failure to Obey Officer	\$30.00
RNO OFF-AIRPORT PARKING CONCESSION	
Off-Airport Parking Operator Fee	7% of Gross Revenues
RNO AUTO RENTAL – ON AIRPORT	
Customer Facility Charge	\$9.80 per transaction day on each individual vehicle rental

FEES/RENTALS/RATES AND OTHER CHARGES	AMOUNT
RNO AUTO RENTAL – ON AIRPORT (Continued)	
Terminal Counter Space	\$165.48 PSFPA
Terminal Office Space	\$165.48 PSFPA
Quick Turnaround Lot Premises and Common Area	\$1.652 PSFPA
Quick Turnaround Building Rent (1/5 th share)	\$64,679.33 annual rent
Ready Parking and Return Parking	\$144.00 Per space per month
Service Facility Building Rent	\$10.312 PSFPA
Service Facility Land Rent	\$0.935 PSFPA
RNO AUTO RENTAL – OFF AIRPORT	
Off Airport Rental Cars	10% of gross revenues
RNO PEER-TO-PEER CAR SHARING	
RNO Peer-to-Peer Car Sharing	10% of gross revenues plus daily long-term parking rate for the use of any designated parking stalls
RNO AIRPORT WAREHOUSING	
Storage Unit– 12 ft. X 20 ft.	\$125.00 per month*
Storage Unit– 12 ft. X 30 ft.	\$150.00 per month*
Storage Unit– 12 ft. X 30 ft. with Loft	\$175.00 per month* (\$0.46 per sq. ft. per month*)
* Subject to promotions and discounts to increase business and lower specific vacancy rates. Month-to-month tenants are subject to individual rent increases at any time.	
Administrative Fee - new rentals (non-refundable)	\$25.00 per new rental
Mailbox Rental – Small	\$24.00 per quarter
Mailbox Rental – Medium	\$30.00 per quarter
Mailbox Rental – Large	\$35.00 per quarter
Storage Unit Lock Services – Cutting existing or providing a new lock	\$25.00 per occurrence
Late Fee Charge	\$25.00 if payment not received by 5 th of each month
Returned Check Charge	\$35.00 for all checks returned unpaid
RNO PARK TO TRAVEL	
Outside Parking	\$10.00 per day \$60.00 per week \$95.00 per month

FEES/RENTALS/RATES AND OTHER CHARGES	AMOUNT
RNO PARK TO TRAVEL (Continued)	
Enclosed Parking – 12 ft. X 20 ft.	\$125.00 per month
Enclosed Parking – 12 ft. X 30 ft.	\$150.00 per month
Enclosed Parking – 12 ft. X 30 ft. with Loft	\$175.00 per month
Late Fee Charge	\$25.00 if payment not received by 5 th of each month
Returned Check Charge	\$35.00 for all checks returned unpaid
Administrative Fee - new rentals (non-refundable)	\$25.00 per new rental
RNO MISCELLANEOUS FEES/CHARGES	
Photo Copying	\$1.25 for the first page, \$0.25 for each additional page thereafter. \$10.00 if sent to outside copying service plus cost of copying.
Reimbursement for services/maintenance	Based on level of personnel ranging from \$65.00 to \$125.00 per hour and type of equipment ranging from \$40.00 to \$275.00 per hour
Late Payment Service Charge	Highest rate established from time to time – currently 18% APR; minimum charge of \$5.00
Security ID Badges	Initial Identification Badge \$50.00, excluding Signatory Airlines; Badge renewal \$25.00, including Signatory Airlines; Badge Replacement (Lost/Stolen) \$50.00, including Signatory Airlines and Airport Authority employees; Unreturned badge fee \$150.00 assessed to sponsoring company. CBP Seal Fee \$10.00

Resolution No. 571 - Master Fees
 Fiscal Year 2024-25

FEES/RENTALS/RATES AND OTHER CHARGES	AMOUNT
RNO MISCELLANEOUS FEES/CHARGES (Continued)	
Airport Operations Area ID Badge	Initial Air Operations Area employee/tenant identification badge \$25.00; AOA ID Renewal \$12.50 Per annum
Tenant Fingerprinting	\$75.00 Airport processing fee per employee - original
Tenant Keys and Locks	\$50.00 per key \$100.00 per core \$360.00 per lockset
SIDA/Driver Training Session	\$25.00 per employee
Conference Room Rental	For airport tenants: <ul style="list-style-type: none"> - \$125.00 half day - \$200.00 full day - Free for hiring events. For non-tenants: <ul style="list-style-type: none"> - \$250.00 half day - \$400.00 full day IT Services \$75.00 for setup, then \$75.00 per hour for additional support as requested
Copy of Police Report	\$10.00 per copy, \$15.00 if mailed
Copy of Electronic Files on Flash Drive	\$20.00 per unit Download on flash drive.
Brookside Lot – Remote Trailer Parking/Short Term Storage (No Terminal Access)	\$50.00 per day not to exceed 15 trailers.
Special Use Permit (i.e. filming, one-time use of ramp, booths on curb, etc.)	\$600.00 per day for non-aviation impacts; \$900.00 per day for activity that impacts aviation
*** RENO-STEAD AIRPORT (RTS)	
Landing Fees – Bureau of Land Management (BLM)	\$93.00 per landing for aircraft less than or equal to 155,000 lbs.; \$248.00 per landing for aircraft over 155,000 lbs.
Fuel Flowage Fees – RTS	\$0.05 per gallon

Resolution No. 571 - Master Fees
 Fiscal Year 2024-25

FEES/RENTALS/RATES AND OTHER CHARGES	AMOUNT
*** RENO-STEAD AIRPORT (RTS) (Continued)	
Commercial Aviation Operators	3% of gross revenues
Terminal Space Rent	\$1.70 per sq. ft. per month plus \$0.22 per sq. ft. per month common area maintenance charges
Conference Room Rental	For airport tenants: <ul style="list-style-type: none"> - \$125.00 half day - \$200.00 full day - \$100.00 cleaning deposit For non-tenants: <ul style="list-style-type: none"> - \$250.00 half day - \$400.00 full day - \$100.00 cleaning deposit IT Services \$75.00 for setup, then \$75.00 per hour for additional support as requested
Special Use Permit (i.e. filming, one-time use of ramp, etc.)	\$600.00 per day for non- aviation impact; \$900.00 per day for activity that impacts aviation
RTS Gate Key	\$25.00 deposit
Administrative Fee - new rentals (non-refundable)	\$25.00 per new rental
Storage Unit Lock Services – Cutting existing or providing a new lock	\$25.00 per occurrence
Late Fee Charge	\$25.00 if payment not received by 5th of each month
Returned Check Charge	\$35.00 for all checks returned unpaid
Storage Unit- 10 ft. X 20 ft.	\$80.00 per month
Storage Unit- 20 ft. X 20 ft.	\$125.00 per month
Aircraft Ramp Parking- transient aircraft with landed weight of 12,500 lb.	The lesser of \$10.00 per aircraft per day or \$50.00 per aircraft per week

Resolution No. 571 - Master Fees
Fiscal Year 2024-25

On motion by Trustee _____, second by Trustee _____, the foregoing Resolution No. 571 was passed and adopted this 13th day of March 2025, by the following vote of the Board:

AYES: _____

NAYS: _____

ABSENT: _____ ABSTAIN: _____

Chair, Jennifer Cunningham

ATTEST:

Secretary Adam Kramer

Administrative Report

Date: March 11, 2025

Subject: Administrative Award of Contracts - Expenditures (Pursuant to Resolution No. 557)

BACKGROUND

At the July 14, 2022, Board of Trustees' Meeting of the Reno-Tahoe Airport Authority, the Board approved Resolution No. 557 authorizing the President/CEO to administratively award contracts for:

- budgeted professional services when the scope of work is \$200,000 or less, and to approve amendments where the sum of the total net of amendments per agreement does not to exceed \$50,000; and
- budgeted goods, materials, supplies, equipment, technical services, and maintenance contracts when the estimated amount to perform the contract, including all change orders, is \$250,000 or less; and
- budgeted construction contracts when the estimated amount to perform the work is \$500,000 or less, and approve change orders to construction contracts where the sum of the total net of change orders per contract does not exceed \$250,000; and
- budgeted Construction Management and Administration professional service agreements and amendments ("Work Order") where a single Work Order does not exceed \$250,000.

All construction contracts exceeding \$500,000 must be approved by the Board of Trustees, along with a request to establish an Owner's Contingency. Additionally, if the Board of Trustees originally approved the construction contract, any construction change order exceeding the sum of the total of the contract and Owner's Contingency must also be approved by the Board.

DISCUSSION

Resolution No. 557 requires that the President/CEO provide the Board of Trustees with a monthly administrative report listing of all agreements and purchase orders more than \$25,000 and approved administratively as a result of this Resolution. Further, all change orders and amendments approved administratively as a result of this Resolution shall also be included in this administrative report regardless of value.

///

Agreements and POs in Excess of \$25,000

Key to abbreviations:

AIP = Airport Improvement Project
 CIP = Capital Improvement Program
 CFC = Customer Facility Charge

CO = Change Order
 NTE = Not to Exceed
 PFC = Passenger Facility Charge

PO = Purchase Order
 PSA = Professional Service Agreement

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
01/30/25	Q&D Construction	\$113,900.00	New Gen Exploratory Utility Services	FY25 CIP	MoreRNO
01/30/25	Reyman Brothers Construction	\$234,535.00	ITB 24/25-06 Airfield Maintenance Building Door Installation and Column Removal	FY25 CIP	Eng & Construction
02/03/25	Sierra NV Construction	\$334,007.00	ITB 24/25-09 Airside Pavement Maintenance	FY25 CIP	Eng & Construction
02/06/25	Veregy West LLC	\$41,702.00	ARFF Solar Array Repairs	FY25 CIP	Eng & Construction
02/07/25	Sierra NV Construction	\$139,007.00	ITB 24/25-08 RTS Pavement Maintenance	FY25 CIP	Eng & Construction
02/12/25	CME	\$149,995.00	On Call Project Management Services	FY25 O&M	Eng & Construction
02/12/25	Kone	\$39,963.78	East Departure Elevator lift belt replacement	FY25 O&M	Building Maintenance. & Services
02/13/25	Two Rivers Terminal	\$26,505.00	Annual Potassium Acetate purchase	FY25 O&M	Airfield Maintenance
02/19/25	Ricondo & Associates	\$49,278.00	RAC Bid Support	FY25 O&M	Commercial Business Dev
02/27/25	FM2, Inc.	\$25,519.33	New Entry and Exit LED Signs	FY25 O&M	Landside Ops

Change Orders and Amendments

Date	Name of Company	Dollar Amount	Description	Funding Source	Department / Division
01/22/25	PFM Financial Advisors	\$0.00	FY25 Reduce line down to \$0.00, will not need for remainder of year	FY25 O&M	Finance
01/22/25	Landrum & Brown	\$0.00	FY25 Reduce line down to \$90,000.00, will not need the original budgeted for the remainder of year	FY25 O&M	Finance
02/06/25	Daifuku Services	\$30,000	FY25 Annual Inventory for Parts & Repair. The original amount was \$40,725.00, an increase to \$70,725.00.	FY25 O&M	Baggage Handling System

Administrative Report

Date: March 11, 2025

Subject: Administrative Award of Contracts – Revenues (Pursuant to Resolution No. 557)

BACKGROUND

At the July 14, 2022, meeting of the Board of Trustees of the Reno-Tahoe Airport Authority, the Board approved Resolution No. 557, recognizing the inherent authority of the President/CEO, or authorized representative to award revenue contracts except those that are, in combination, more than 5 years in Term, including options, and generate aggregate revenues of \$250,000 or more.

DISCUSSION

Resolution No. 557 requires that the President/CEO provide the Board of Trustees with an administrative report setting forth a list of revenue contracts and associated options to extend approved administratively as a result of the resolution to be given to the Board on a monthly basis.

January 2024

Date	Lessee	Property Address	Agreement Term	Contract Value	Portfolio
2/1/25	Frontier Airlines	2001 E. Plumb Lane	Month to Month	\$6,067.60	Airlines
2/1/25	Rumbaugh Enterprises, Inc.	2900 Vassar Street, Suites CC-1 & 2, Reno, NV 89502	12 Months	\$12,866.04	Outside Properties
2/1/25	Wild Ride, Inc.	2900 Vassar Street, Suite CC-24, Reno, NV 89502	12 Months	\$7,448.76	Outside Properties
2/1/25	D K Mechanical & Plumbing Services, LLC	2890 Vassar Street, Suite BB-09, Reno, NV 89502	12 Months	\$7,500.00	Outside Properties
2/1/25	GFI Nevada, LLC	2900 Vassar Street, Suite CC-14, Reno, NV 89502	6 Months	\$4,401.54	Outside Properties
2/1/25	Maguire Iron Company, LLC	2900 Vassar Street, Suites CC-19 & 20, Reno, NV 89502	12 Months	\$13,689.24	Outside Properties
2/1/25	Leonard Mark Haire	2890 Vassar Street, Suite BB-10, Reno, NV 89502	Month to Month	\$450.00	Outside Properties

Administrative Report

Date: March 11, 2025

Subject: Financial Reporting Package – January 2025

EXECUTIVE SUMMARY

Attached is the Financial Reporting Package for January, the seventh month of the 2024-25 fiscal year (FY). The package includes a high-level summary of total revenues and expenses and a more detailed discussion of key metrics.

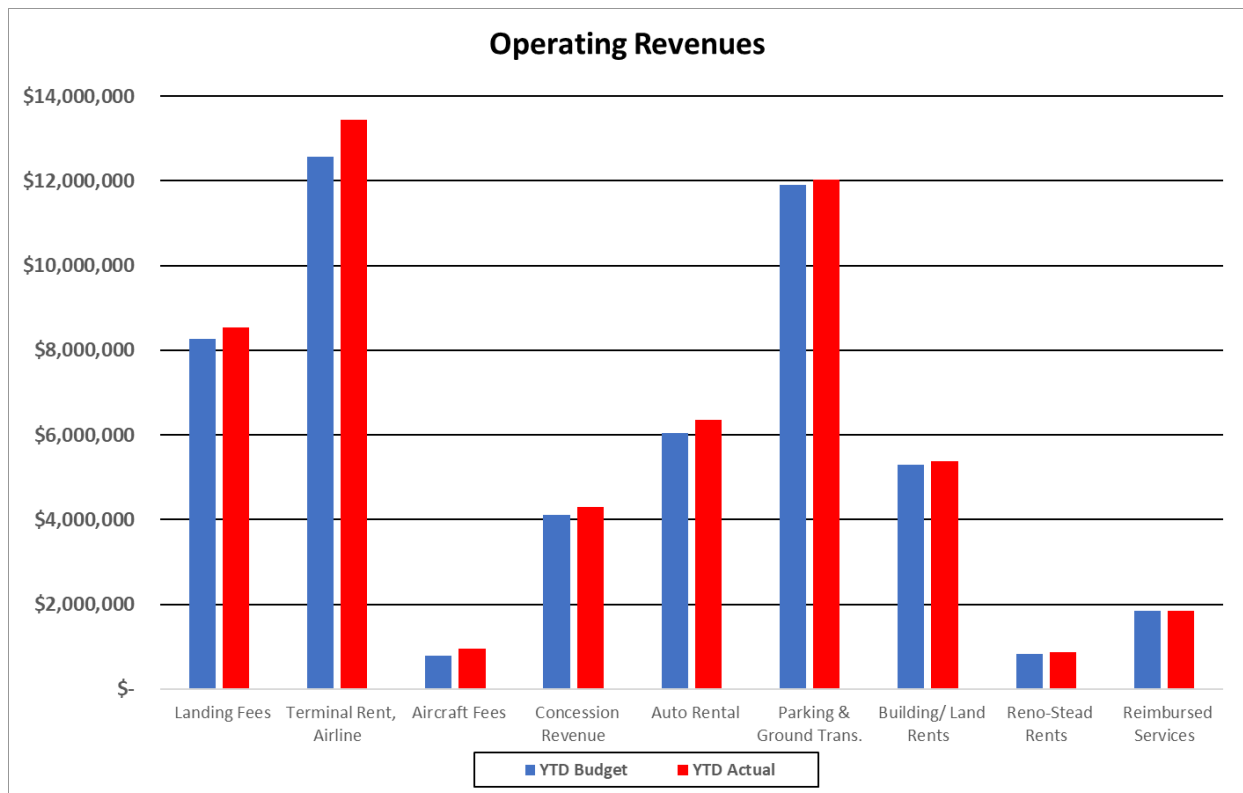
In January 2025, RNO was served by 9 passenger airlines offering non-stop scheduled service to 21 destinations. Enplanements were 184,251, a decrease of 7.4% compared to the budget forecast and an increase of 6.5% from January 2024. Fiscal year to date through January, enplanements were 3.95% greater than budget and 6.7% greater than prior year. The increase is attributed to the region’s expanding economy and higher tourist demand. Total landed weight was 1.6% higher than the year-to-date budget forecast for both passenger and cargo airlines, this represents a 6% increase over prior year.

	YEAR TO DATE Jan 31, 2025 (\$ in thousands)							
	Actual Results				58.3% Of Fiscal Year			
	CURRENT YEAR	PRIOR YEAR	VARIANCE		Y-T-D BUDGET	VARIANCE		
			\$	%		\$	%	
Operating Revenue								
Airline	\$ 17,137	\$ 14,929	\$ 2,208	14.8%	\$ 15,965	\$ 1,172	7.3%	
Non-Airline	\$ 31,760	\$ 29,720	\$ 2,040	6.9%	\$ 30,856	\$ 904	2.9%	
Total Operating Revenue	\$ 48,897	\$ 44,649	\$ 4,248	9.5%	\$ 46,821	\$ 2,076	4.4%	
Operating Expenses	\$ (35,853)	\$ (35,554)	\$ (299)	0.8%	\$ (41,419)	\$ 5,566	(13.4%)	
Net Operating Income	\$ 13,044	\$ 9,096	\$ 3,948	43.4%	\$ 5,402	\$ 7,642	141.5%	
Non-Operating Income (Expense)*	\$ 17,844	\$ 22,225	\$ (4,381)	(19.7%)	\$ 11,280	\$ 6,563	58.2%	
Net Income Before Depreciation	\$ 30,888	\$ 31,320	\$ (433)	(1.4%)	\$ 16,682	\$ 14,205	85.2%	

Based on actual results through January 31, 2025, net income before depreciation was approximately \$30.888 million, reflecting a substantial increase of \$14.205 million or 85.2% from the budget forecast. This noteworthy increase is primarily attributed to net operating income surpassing expectations by \$7.642 million, or 141.5% above the budgeted amount. The year-to-date improvement in net operating income can be attributed to higher-than-expected revenues, along with all five expense categories falling below budget. The largest variance is in Purchased Services, followed by Personnel Services, Administrative Expenses, Utilities, and Materials. The savings in Purchased Services are largely due to the timing of anticipated consulting contracts. The year-to-date non-operating income increase is primarily due to two, one-time items; a \$5.0 million settlement for runway repairs that was not budgeted, and \$7.6 million in federal stimulus funds (ARPA) received in the current fiscal year for projects started in the prior year. YTD ARPA receipts exceeded the budgeted amount by \$2.6 million. These two non-operating revenue items were partly offset by higher than budgeted debt issuance cost.

OPERATING REVENUES

Total operating revenues through January 31, 2025, were \$48.897 million, approximately \$2.076 million or 4.4% above budget due to higher airline traffic, auto rental, aircraft fees, concession revenues, land rents, parking and ground transportation fees. Compared to the same period last fiscal year, revenues are up by \$4.248 million or 9.5%. This upturn can be attributed to higher terminal rents, landing fees, concession revenues, aircraft fees, ground transportation fees, and other rents. The chart below reflects year-to-date actual operating revenues for the fiscal year as compared to the budget amount.



AIRLINE REVENUES

Airline revenues are collected by prescribed rates and charges as specified by formulas in RTAA’s Airline-Airport Use and Lease Agreement (AAULA) with the signatory airlines, effective July 1, 2023, through June 30, 2033. The AAULA maintains a hybrid structure, with a complete recoupment of net Airfield cost center operating, maintenance, debt service, amortization, and capital improvement costs through landing fees from the airlines, and the airlines only pay for the space they use in the terminal building.

The AAULA includes a revenue-sharing methodology for the distribution of available net revenues to signatory passenger airlines on a per-enplaned passenger basis. This aims to create an incentive for air service by tying an allocated amount of available net revenues to the number of enplaned passengers of each signatory airline. Signatory airlines have the flexibility to use the revenue share credit to cover monthly rates and charges.

Landing Fees

The formula for calculating landing fees consists of 100% cost recovery of Airfield-related operating costs, capital improvement costs, debt service, amortization, and other charges. These costs are mitigated by Airfield-derived revenues and non-signatory landing fees. Landing fees were budgeted and collected at \$4.19 per 1,000 lbs. of landed weight for signatory airlines and \$4.82 for non-signatory airlines. Non-signatory airlines pay 15% above the budgeted signatory airline rate. Based on year-to-date actual results through the month of January 2025, the calculated signatory landing fee per 1,000 lbs. was \$3.52 per 1,000 lbs. of landed weight. The decrease in signatory landing fees is due to lower operating expenses in the Airfield cost center and higher-than-expected landed weights reported by many airlines through the seventh month of the fiscal year. Lower landed weight was reported by Alaska, American, Delta, UPS, FedEx and Southwest, offset by higher landed weight reported by United, JetBlue, Volaris and Spirit. The landing fee revenues through January 31, 2025, were \$8.540 million, approximately \$276,400 or 3.3% above the year-to-date FY2024-25 budget.

Airline Terminal Rents

Airline terminal rents are determined by the recovery of all Terminal costs, including operating and maintenance, capital improvement, debt service, and amortization. This cost is divided by the square footage of the airline rentable space in the terminal building. The Terminal requirement is partially offset by in-terminal concession revenues, a 50% share of gaming revenues, and reimbursed services. The budgeted average rental rate is \$156.40 per square foot per annum (PSFPA). Based on results through January FY 2024-25, the calculated average terminal rental rate was \$130.03, a decrease of 17% compared to the budget. The decrease is primarily due to the lower operating costs of the Terminal cost center. Actual airline terminal rental revenues were \$13,435 million through January 31, 2025, surpassing the budget by approximately \$874,000 or 7%.

NON-AIRLINE REVENUES

Non-airline operating revenues play a crucial role in supporting RTAA's operating costs outside of airline-affiliated operations. While airline revenues are calculated and collected as cost recovery for airline-related operations, non-airline operating revenues are essential to fund internal operations, equipment acquisitions, and capital improvement projects that are not directly associated with airline operations. Non-airline operating revenues are primarily comprised of terminal and rental car concession revenues, public parking, building/land rents, and reimbursement of RTAA-provided services. Based on actual results through January 31, 2025, non-airline operating revenues totaled \$31.760 million, \$904,200 million or 2.9% above the budget forecast.

Auto rental revenue exceeded the budget by \$312,400, or 5.2%, primarily due to higher-than-expected airline traffic and a greater number of passengers renting cars than anticipated in the budget forecast. Concession revenues also reported positive results by \$186,000, or 4.5% above budget. Parking revenues were \$11.106 million, representing a 0.3% decrease compared to the budget. With parking capacity limited, we are seeing a shift in customer activity toward transportation network companies (TNCs), as a result ground transportation revenues outperformed the budget by \$156,100 or 20.5%. Parking revenue per enplaned passenger decreased by 2.7% from \$7.83 to \$7.62 when compared to the prior FY. Reno-Tahoe Building and Land Rental revenues have exceeded the budget by \$83,800, which is a 1.6% increase. Additionally, Reno-Stead Airport (RTS) rental revenues are \$59,000, or 7.2% above budget.

NON-OPERATING REVENUES

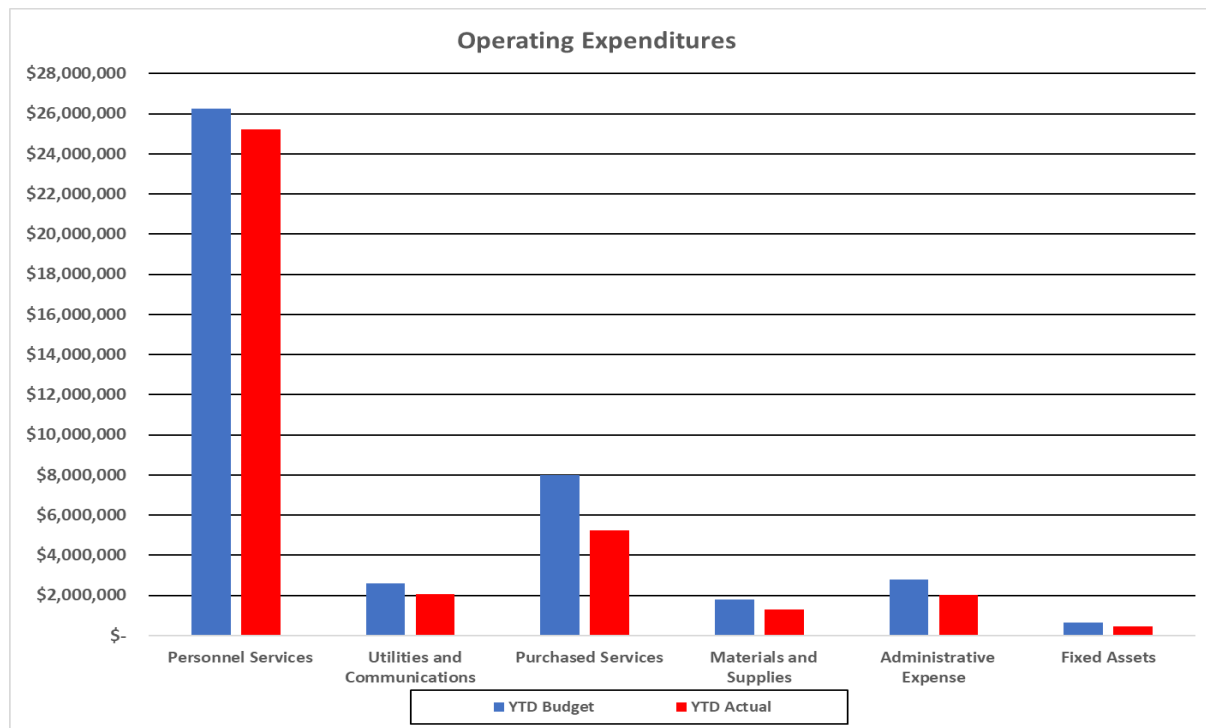
Non-operating revenues reached \$17.834 million, exceeding the budget by approximately \$6.563 million or 58.2%. This revenue category is primarily comprised of Passenger Facility Charges (PFCs), federal stimulus funds (ARPA), interest income, and aviation fuel tax. Federal stimulus funds are recorded as non-operating revenues when funds are received from the FAA. The largest drivers of the year-to-date variance are two, one-time, non-budgeted items; a \$7.664 million ARPA reimbursement for expenses incurred in the prior fiscal year and a \$5.0 million settlement for runway repairs.

PFC revenues are collected by airlines from ticket sales at \$4.50 per enplaned passenger, with RTAA receiving a net of \$4.39 after a \$0.11 administration fee. PFC collections are reflected as revenue when the cash is received, resulting in some months appearing to be over-collected and others under-collected due to timing. In the first seven months of the year, PFC revenues were \$5.738 million, exceeding the prior year by \$333,100 or 6.2%, and \$443,300 or 8.4% above budget. This difference is primarily attributed to the timing of cash received and greater than anticipated passenger traffic. PFCs are collected by airlines at the time of ticket sales, resulting in revenues not precisely aligning with actual passenger traffic in any period.

OPERATING EXPENSES

Based on the first seven months of FY 2024-25 results, operating expenses of \$35.853 million, were \$5.566 million or 13.4% below budget, and \$299,300 or 0.8% above the same period in the prior fiscal year. Operating expenses are grouped into five categories: Personnel Services, Utilities and Communications, Purchased Services, Materials and Supplies, and Administrative Expenses. All five categories were below budget with the largest variances in Personnel Services and Purchased Services. The variance in Personnel Services is primarily related to vacancies. Savings in Purchased Services are mostly related to the timing of anticipated consulting contracts.

The chart below reflects actual operating expenses for the fiscal year as compared to the budget amount.



DEBT SERVICE

On September 4, 2024, RTAA issued \$238.260 million of airport revenue bonds to fund airport capital improvements and to refinance \$22.410 million of a non-revolving line of credit obligation for the MoreRNO program. The 2024 Bonds were issued in two series, including Series 2024A (AMT) and Series 2024B (Non-AMT) revenue bonds. “AMT” refers to bonds where the interest earned by the bondholder is subject to the Alternative Minimum Tax reporting requirements of the IRS. AMT bonds are used generally to finance qualified private activity projects, such as terminal facilities associated with the NewGEN A&B project. Non-AMT bonds are not subject to the Alternative Minimum Tax requirements and are generally used to finance government purpose facilities such as the RTAA Headquarters project. The 2024 Bonds are rated A+, A3 and A by Kroll Bond Rating Agency, Moody’s Investor Service, and S&P Global rating, respectively.

Proceeds from the 2024 Bonds are held by a Trustee, U.S. Bank. The fiduciary duties of the Trustee include the safekeeping bond proceeds, facilitating payments of principal and interest to bondholders, investment oversight, recordkeeping and compliance monitoring to ensure RTAA is adhering to its bond covenants. By fulfilling these duties, the bond trustee plays a vital role in maintaining the structural integrity of the bond issue and protects the interests of both RTAA and the bondholders. As of January 31, 2025, the account balances reported by the Trustee were as follows:

Description	2024A Bonds	2024B Bonds	Total
Principal Outstanding	\$ 159,855,000	\$ 78,405,000	\$ 238,260,000
Account Balances:			
Capitalized Interest	21,698,553	7,055,034	28,753,587
Project Funds	114,484,696	70,385,508	184,870,204
Common Debt Service Reserve Fund	-	-	16,653,275
Total Balances	\$ 136,183,249	\$ 77,440,543	\$ 230,277,067

The Bond balances above are invested under the direction of RTAA in accordance with the Bond Indenture and Investment Policy approved by the RTAA Board. RTAA utilizes the services of Government Portfolio Advisors to assist with the investment of these assets. Investments are structured in a diversified portfolio to align with project delivery milestones and maximize interest earnings on the bond proceeds until they are utilized for project expenses. Interest earned on the bond proceeds augment the project fund account. Additionally, the 2024 Bonds included funding to pay for transactional costs of issuance associated with the bond underwriting, legal expenses, financial advisory and other fees.

KEY BENCHMARKS

The following are key benchmarks and ratios used to measure financial activities and monitor the financial health and condition of RTAA:

Key Statistics / Benchmarks	YEAR TO DATE Jan 31, 2025						
					58.3% Of Fiscal Year		
	CURRENT YEAR	PRIOR YEAR	VARIANCE	%	Y-T-D BUDGET	VARIANCE	%
Enplaned Passengers	1,457,073	1,365,693	91,380	6.7%	1,401,771	55,302	3.9%
Airline Cost Per Enplaned Passenger	\$ 10.94	\$ 10.15	\$ 0.79	7.8%	\$ 10.94	\$0.00	0.0%
Non-Airline Revenues per EPAX (a)	\$ 20.53	\$ 20.41	\$ 0.12	0.6%	\$ 20.69	\$ (0.17)	(0.8%)
Operating Ratio	73.3%	79.6%	(6.3%)	(7.9%)	88.5%	(0.15)	(17.1%)
Revenue Sharing Per Enplaned Passenger	\$ 4.04	\$ 5.08	(1.03)	(20.4%)	\$ 3.74	\$ 0.31	8.2%
Days Cash On Hand	492	471	21	4.6%	567	(74)	(13.1%)

(a) Excludes cost reimbursement for the Baggage Handling System (BHS) paid by the airlines.

Enplaned Passengers

Enplaned passengers reported for FY 2024-25 through January 2025 were 1,457,073, a 6.7% increase compared to the prior fiscal year and 3.9% greater than the budget forecast. Enplaned passengers are critical to non-airline revenues, such as public parking, rental car concessions, food and beverage concessions, gaming, etc.

Airline Cost per Enplaned Passenger (CPE)

This ratio represents airline payments for use of airport facilities including landing fees, terminal rents, and baggage handling systems, in accordance with the adopted rates and charges methodology as outlined in the AAULA. RTAA aims to maintain a reasonable cost structure for airlines operating at RNO to attract and maintain air service to our community. With actual operating expenses 13.4% below budget, and the \$3.74 revenue share credit per enplaned passenger, the signatory airline CPE is estimated to be \$10.94 which aligns with the projected result in the FY 2024-25 budget.

Non-Airline Revenue per Enplaned Passenger

This ratio represents operating revenues derived from sources other than the airlines, divided by enplaned passengers for the fiscal year. It measures operating revenue capacity from various sources including terminal rents, rental car concession fees, public parking, and land and building rents from non-airline facilities at both airports. Based on the first seven months of FY 2024-25 actual results, the non-airline revenue per enplaned passenger was \$20.53, 0.8% lower than the budgeted amount of \$20.69. This decrease is primarily due to lower revenue per enplaned passenger for parking.

Operating Ratio

The Operating Ratio is calculated by dividing operating and maintenance expenses by total operating revenues. This ratio indicates whether the level of operating expenses as a proportion of operating revenues is consistent and tracking with the approved expenditures and revenues adopted in the budget. Generally, a lower ratio of expenses to revenues is positive as it reflects an improvement in the net operating revenues available to pay debt service and generate additional cash flow. Based on the first seven months of FY 2024-25 results, the operating ratio was 73.3% as compared to the higher ratio in the prior year of 79.6%, and the budget of 88.5%. These results compared to the budget reflect the lower operating expenses and higher operating revenues in FY 2024-25 through January.

Revenue Sharing per Enplaned Passenger

The revenue-sharing calculation with signatory airlines is determined based on the funds remaining after fulfilling RTAA's annual financial obligations, including a \$3.0 million allocation to the general-purpose fund. The revenue-sharing amount comprises two components:

- Base Revenue Share – \$2 per enplaned passenger will be distributed when the Debt Service Coverage (DSC) ratio meets the minimum threshold within the range of 1.4 to 1.5.
- Additional Revenue Sharing – When the DSC ratio exceeds 1.5, any surplus revenue is distributed equally (50/50) between RTAA and the signatory airlines.

Based on the first seven months of FY 2024-25 results, revenue sharing per enplaned passenger reached \$4.04, marking a 20.4% decrease from the previous fiscal year and 8.2% higher than the budget forecast.

Days Cash on Hand (DCOH)

DCOH is an important measure of liquidity. It is calculated by dividing unrestricted cash and investments by the daily operating and maintenance expenditure budget (annual operating and maintenance budget divided by 365 days). As of January 31, 2025, RTAA's DCOH was 492 days, approximately 74 days lower than the FY 2024-25 budget forecast. RTAA's policy is a desired target of 365 days.

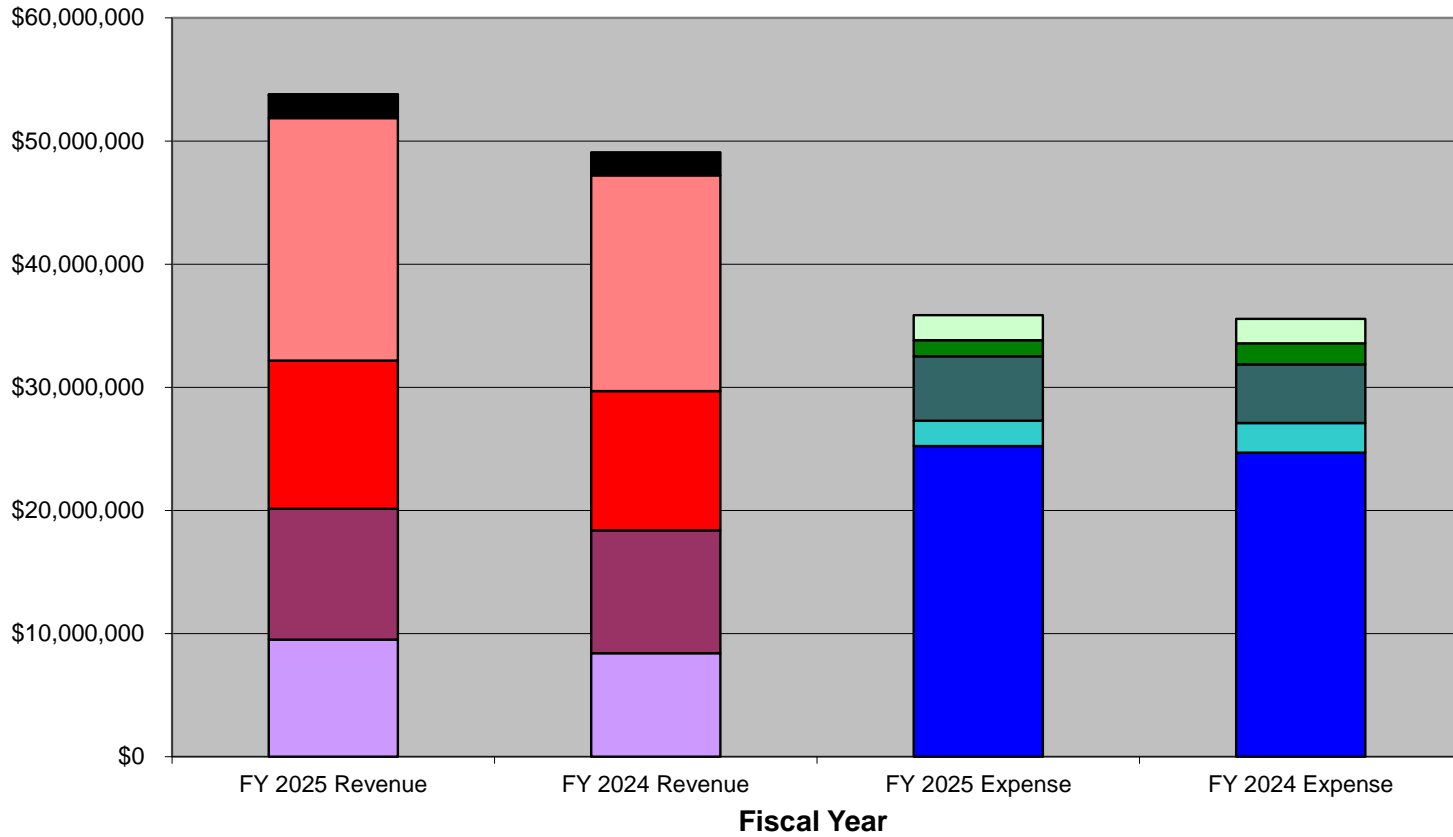
OPERATING STATEMENT
RENO-TAHOE AIRPORT AUTHORITY
For the Seven Months Ending January 31, 2025

	CURRENT MONTH				For the Seven Months Ending January 31, 2025							
	CURRENT YEAR	PRIOR YEAR	VARIANCE	%	CURRENT YEAR	PRIOR YEAR	VARIANCE	%	58.33%		OF FISCAL YEAR	
									BUDGET		VARIANCE	%
REVENUES												
Landing Fees	\$ 1,160,804	\$ 1,017,764	\$ 143,040	14.1%	\$ 8,539,536	\$ 7,617,196	\$ 922,340	12.1%	\$ 8,263,100	\$ 276,436	3.3%	
Terminal Rent, Airline	1,886,196	1,651,627	234,568	14.2%	13,434,827	11,831,624	1,603,203	13.6%	12,560,858	873,968	7.0%	
Airline Revenue Sharing	(618,344)	(582,524)	(35,820)	6.1%	(4,837,683)	(4,519,824)	(317,860)	7.0%	(4,858,915)	21,232	-0.4%	
Aircraft Fees	128,748	112,579	16,168	14.4%	953,093	789,623	163,470	20.7%	792,056	161,037	20.3%	
Concession Revenue	536,254	555,867	(19,613)	-3.5%	4,293,850	3,900,752	393,098	10.1%	4,107,880	185,969	4.5%	
Auto Rental	723,271	727,433	(4,161)	-0.6%	6,355,163	6,082,305	272,857	4.5%	6,042,714	312,448	5.2%	
Parking & Ground Transportation	1,517,430	1,480,022	37,408	2.5%	12,022,784	11,292,179	730,605	6.5%	11,898,263	124,522	1.0%	
Reno-Tahoe Building/ Land Rents	766,852	747,957	18,895	2.5%	5,372,930	4,890,360	482,570	9.9%	5,289,172	83,758	1.6%	
Reno-Stead Rents	130,542	126,243	4,299	3.4%	878,462	815,992	62,470	7.7%	819,525	58,937	7.2%	
Reimbursed Services	269,022	262,081	6,941	2.6%	1,848,517	1,852,921	(4,404)	-0.2%	1,848,158	359	0.0%	
Miscellaneous	5,367	4,948	419	8%	35,614	96,135	(60,521)	-63.0%	58,450	(22,836)	-39.1%	
OPERATING REVENUE	\$ 6,506,142	\$ 6,103,997	\$ 402,145	6.6%	\$ 48,897,091	\$ 44,649,264	\$ 4,247,828	9.5%	\$ 46,821,262	\$ 2,075,830	4.4%	
EXPENSES												
Personnel Services	\$ 3,564,003	\$ 3,587,335	\$ (23,332)	-0.7%	\$ 25,224,881	\$ 24,683,254	\$ 541,628	2.2%	\$ 26,257,941	\$ (1,033,059)	-3.9%	
Utilities and Communications	267,473	320,114	(52,640)	-16.4%	2,051,287	2,405,387	(354,100)	-14.7%	2,579,125	(527,838)	-20.5%	
Purchased Services	673,643	791,069	(117,426)	-14.8%	5,242,056	4,771,405	470,650	9.9%	7,994,629	(2,752,573)	-34.4%	
Materials and Supplies	157,822	239,106	(81,284)	-34.0%	1,308,975	1,699,797	(390,822)	-23.0%	1,786,883	(477,908)	-26.7%	
Administrative Expense	276,718	277,578	(860)	-0.3%	2,025,762	1,993,769	31,993	1.6%	2,800,620	(774,858)	-27.7%	
OPERATING EXPENSES	\$ 4,939,660	\$ 5,215,202	\$ (275,542)	-5.3%	\$ 35,852,960	\$ 35,553,611	\$ 299,349	0.8%	\$ 41,419,197	\$ (5,566,237)	-13.4%	
NET OPERATING INC. BEFORE DEPR.	\$ 1,566,483	\$ 888,795	\$ 677,687	76.2%	\$ 13,044,131	\$ 9,095,653	\$ 3,948,479	43.4%	\$ 5,402,064	\$ 7,642,067	141.5%	
Depreciation and Amortization	1,965,587	2,007,259	(41,672)	-2.1%	13,839,223	13,880,847	(41,624)	-0.3%	16,332,680	(2,493,457)	-15.3%	
OPERATING INCOME	\$ (399,104)	\$ (1,118,463)	\$ 719,360	64.3%	\$ (795,092)	\$ (4,785,194)	\$ 3,990,102	83.4%	\$ (10,930,616)	\$ 10,135,524	92.7%	
NON-OPERATING INCOME (EXPENSE)												
Interest Income	\$ 1,010,592	\$ 421,571	\$ 589,021	139.7%	\$ 6,175,388	\$ 4,009,634	\$ 2,165,754	54.0%	\$ 1,573,192	4,602,196	292.5%	
Passenger Facility Charge	700,025	646,242	53,783	8.3%	5,738,000	5,404,925	333,075	6.2%	5,294,742	443,258	8.4%	
Customer Facility Charge	-	759,073	(759,073)	-100.0%	-	6,152,530	(6,152,530)	-100.0%	-	-	n.a.	
Jet Fuel Tax Revenue	23,000	19,366	3,634	18.8%	190,824	172,277	18,547	10.8%	176,692	14,132	8.0%	
Federal Grant Revenue	2,464,218	301,219	2,162,999	718.1%	7,663,502	6,738,138	925,364	13.7%	5,000,000	2,663,502	53.3%	
G/L on Sale of Capital Assets	-	-	-	n.a.	36,100	65,836	(29,736)	-45.2%	-	36,100	n.a.	
Other Non-Operating Revenue (Expense)	622	4,629	(4,007)	-86.6%	3,426,631	24,490	3,402,141	13892.2%	(116,662)	3,543,293	-3037.2%	
Interest Expense	(1,190,209)	(66,485)	(1,123,724)	1690.2%	(5,386,933)	(343,049)	(5,043,884)	1470.3%	(647,777)	(4,739,156)	731.6%	
Total	\$ 3,008,248	\$ 2,085,614	\$ 922,634	44.2%	\$ 17,843,511	\$ 22,224,780	\$ (4,381,269)	-19.7%	\$ 11,280,186	\$ 6,563,325	58.2%	
Net Income Before Capital Contributions	\$ 2,609,144	\$ 967,151	\$ 1,641,994	169.8%	\$ 17,048,419	\$ 17,439,586	\$ (391,167)	-2.2%	\$ 349,571	\$ 16,698,849	4777.0%	

OPERATING STATEMENT
RENO-TAHOE AIRPORT AUTHORITY
For the Seven Months Ending January 31, 2025

	CURRENT MONTH				YEAR TO DATE				ANNUAL BUDGET	
	ACTUAL	BUDGET	VARIANCE		ACTUAL	BUDGET	VARIANCE		TOTAL	ANNUAL BUDGET % TO DATE
			\$	%			\$	%		
REVENUES										
Landing Fees	\$ 1,160,804	\$ 1,142,893	\$ 17,911	1.6%	\$ 8,539,536	\$ 8,263,100	\$ 276,436	3.3%	\$ 14,122,892	60%
Terminal Rent, Airline	1,886,196	1,794,408	91,787	5.1%	13,434,827	12,560,858	873,968	7.0%	21,532,900	62%
Airline Revenue Sharing	(618,344)	(510,915)	(107,429)	21.0%	(4,837,683)	(4,858,915)	21,232	-0.4%	(8,297,900)	58%
Aircraft Fees	128,748	113,151	15,597	13.8%	953,093	792,056	161,037	20.3%	1,357,811	70%
Concession Revenue	536,254	569,629	(33,375)	-5.9%	4,293,850	4,107,880	185,969	4.5%	7,022,854	61%
Auto Rental	723,271	827,734	(104,462)	-12.6%	6,355,163	6,042,714	312,448	5.2%	10,319,270	62%
Parking & Ground Transportation	1,517,430	1,632,330	(114,900)	-7.0%	12,022,784	11,898,263	124,522	1.0%	20,321,707	59%
Reno-Tahoe Building/ Land Rents	766,852	755,596	11,256	1.5%	5,372,930	5,289,172	83,758	1.6%	9,067,152	59%
Reno-Stead Rents	130,542	117,075	13,467	11.5%	878,462	819,525	58,937	7.2%	1,404,900	63%
Reimbursed Services	269,022	255,827	13,195	5.2%	1,848,517	1,848,158	359	0.0%	3,159,116	59%
Miscellaneous	5,367	8,350	(2,983)	-35.7%	35,614	58,450	(22,836)	-39.1%	100,200	36%
OPERATING REVENUE	\$ 6,506,142	\$ 6,706,078	\$ (199,936)	-3.0%	\$ 48,897,091	\$ 46,821,262	\$ 2,075,830	4.4%	\$ 80,110,903	61%
EXPENSES										
Personnel Services	\$ 3,564,003	\$ 2,825,685	\$ 738,317	26.1%	\$ 25,224,881	\$ 26,257,941	\$ (1,033,059)	-3.9%	\$ 45,219,168	56%
Utilities and Communications	267,473	363,665	(96,192)	-26.5%	2,051,287	2,579,125	(527,838)	-20.5%	4,658,400	44%
Purchased Services	673,643	825,342	(151,699)	-18.4%	5,242,056	7,994,629	(2,752,573)	-34.4%	11,279,064	46%
Materials and Supplies	157,822	238,872	(81,050)	-33.9%	1,308,975	1,786,883	(477,908)	-26.7%	2,983,930	44%
Administrative Expense	276,718	445,715	(168,997)	-37.9%	2,025,762	2,800,620	(774,858)	-27.7%	4,527,473	45%
OPERATING EXPENSES	\$ 4,939,660	\$ 4,699,279	\$ 240,381	5.1%	\$ 35,852,960	\$ 41,419,197	\$ (5,566,237)	-13.4%	\$ 68,668,035	52%
NET OPERATING INC. BEFORE DEPR.	\$ 1,566,483	\$ 2,006,799	\$ (440,316)	-21.9%	\$ 13,044,131	\$ 5,402,064	\$ 7,642,067	141.5%	\$ 11,442,868	114%
Depreciation and Amortization	1,965,587	2,333,333	(367,747)	-15.8%	13,839,223	16,332,680	(2,493,457)	-15.3%	28,000,000	49%
OPERATING INCOME	\$ (399,104)	\$ (326,535)	\$ (72,569)	-22.2%	\$ (795,092)	\$ (10,930,616)	\$ 10,135,524	92.7%	\$ (16,557,132)	5%
NON-OPERATING INCOME (EXPENSE)										
Interest Income	\$ 1,010,592	\$ 224,742	\$ 785,851	349.7%	\$ 6,175,388	\$ 1,573,192	\$ 4,602,196	292.5%	\$ 2,696,400	229%
Passenger Facility Charge	700,025	756,392	(56,367)	-7.5%	5,738,000	5,294,742	443,258	8.4%	9,076,700	63%
Customer Facility Charge	-	-	-	n.a.	-	-	-	n.a.	-	n.a.
Jet Fuel Tax Revenue	23,000	25,242	(2,242)	-8.9%	190,824	176,692	14,132	8.0%	302,900	63%
Federal Stimulus	2,464,218	416,667	2,047,551	491.4%	7,663,502	5,000,000	2,663,502	53.3%	5,000,000	153%
G/L on Sale of Capital Assets	-	-	-	n.a.	36,100	-	36,100	n.a.	-	n.a.
Other Non-Operating Revenue (Expense)	622	(16,666)	17,288	-103.7%	3,426,631	(116,662)	3,543,293	-3037.2%	(200,000)	-1713%
Interest Expense	(1,190,209)	(92,540)	(1,097,669)	1186.2%	(5,386,933)	(647,777)	(4,739,156)	731.6%	(1,915,560)	281%
Total	\$ 3,008,248	\$ 1,313,836	\$ 1,694,412	129.0%	\$ 17,843,511	\$ 11,280,186	\$ 6,563,325	58.2%	\$ 14,960,440	119%
Net Income Before Capital Contributions	\$ 2,609,144	\$ 987,302	\$ 1,621,843	164.3%	\$ 17,048,419	\$ 349,571	\$ 16,698,849	4777.0%	\$ (1,596,692)	-1068%

Operating Revenue and Expense YTD through January 31, 2025



- Landing fees revenue
- Parking and ground transportation revenue
- Reimbursements for services revenue
- Employee wages and benefits expense
- Purchase of services expense
- Administrative expenses
- Concession revenue
- Rentals revenue
- Other revenue
- Utilities and communications expense
- Materials and supplies expense

SUMMARY OF NON-AIRLINE REVENUES

Reno-Tahoe Airport Authority

	1/31/2025	1/31/2024	Over	%	1/31/2025	Over	%	2024-25	% of
	YTD Actual	YTD Actual	(Under)	Variance	Year to Date	(Under)	Variance	Annual Budget	Annual Budget
			Prior Year		Budget	Budget			
Aircraft Fees - Reno	\$ 897,557	\$ 777,412	\$ 120,146	15.5%	778,056	\$ 119,501	15.4%	1,333,811	67.3%
Aircraft Fees - Stead	55,536	12,211	43,325	354.8%	14,000	41,536	296.7%	24,000	231.4%
Gaming Concession	910,640	824,903	85,737	10.4%	848,407	62,233	7.3%	1,448,842	62.9%
Food & Beverage	1,324,132	1,183,740	140,392	11.9%	1,302,656	21,475	1.6%	2,224,574	59.5%
Retail/Merchandise	781,240	751,384	29,856	4.0%	777,706	3,534	0.5%	1,328,105	58.8%
Advertising	587,465	506,970	80,494	15.9%	525,147	62,317	11.9%	900,253	65.3%
Other Concessions	114,342	97,517	16,824	17.3%	107,205	7,137	6.7%	183,780	62.2%
FBO and Ground Handlers	551,606	505,165	46,441	9.2%	520,042	31,564	6.1%	891,500	61.9%
Stead Concessions	24,426	31,072	(6,647)	-21.4%	26,717	(2,291)	-8.6%	45,800	53.3%
Auto Rental	6,355,163	6,082,305	272,857	4.5%	6,042,714	312,448	5.2%	10,319,270	61.6%
Ground Transportation	916,452	597,416	319,036	53.4%	760,316	156,136	20.5%	1,299,560	70.5%
Auto Parking	11,106,332	10,694,763	411,569	3.8%	11,137,947	(31,614)	-0.3%	19,022,147	58.4%
Other Terminal Rents	684,573	622,352	62,220	10.0%	659,436	25,137	3.8%	1,130,461	60.6%
Reno-Tahoe Building Rents	1,861,978	1,928,073	(66,094)	-3.4%	1,938,331	(76,352)	-3.9%	3,322,853	56.0%
Reno-Tahoe Land Rents	2,826,379	2,339,935	486,444	20.8%	2,691,406	134,973	5.0%	4,613,838	61.3%
Reno-Stead Rents	878,462	815,992	62,470	7.7%	819,525	58,937	7.2%	1,404,900	62.5%
Reimbursed Services	1,848,517	1,852,921	(4,404)	-0.2%	1,848,158	359	0.0%	3,159,116	58.5%
Miscellaneous	35,614	96,135	(60,521)	-63.0%	58,450	(22,836)	-39.1%	100,200	35.5%
Total Non-Airline Operating Revenue	31,760,412	29,720,268	2,040,144	6.9%	30,856,218	904,194	2.9%	52,753,011	60.2%
Non Operating Revenue (a)	12,105,511	10,659,434	1,446,077	13.6%	985,445	11,120,067	1128.4%	2,991,900	404.6%
TOTAL NON-AIRLINE REVENUE	\$ 43,865,923	\$ 40,379,702	\$ 3,486,222	8.6%	\$ 31,841,663	\$ 12,024,261	37.8%	\$ 55,744,911	78.7%
Year to Date Enplaned Passengers	1,457,073	1,365,693			1,401,771			2,496,862	
Non-Airline Revenue Per EPAX	\$ 20.53	\$ 20.41			\$ 20.69			\$ 19.86	

(a) Excludes PFC and CFC revenues

SUMMARY OF ENPLANED PASSENGERS BY AIRLINE

Reno-Tahoe International Airport

	Month			Year-to-date		
	Jan-25	Jan-24	Percent change	YTD 2024-25	YTD 2023-24	Percent change
Enplaned passengers by Airline						
Major/national carriers (Signatory)						
Alaska	19,108	9,862	93.8%	135,139	106,234	27.2%
American	26,097	27,252	-4.2%	213,584	201,597	5.9%
Delta	17,482	15,494	12.8%	141,575	118,221	19.8%
Southwest	71,287	75,623	-5.7%	582,471	582,559	0.0%
United	33,463	29,548	13.2%	235,030	213,303	10.2%
Total	167,437	157,779	6.1%	1,307,799	1,221,914	7.0%
Non-Signatory and Charter						
Allegiant Air	-	226	-100.0%	-	6,753	-100.0%
JetBlue	756	2,385	-68.3%	6,567	29,985	-78.1%
New Pacific Airlines, Inc.	-	492	-100.0%	-	979	-100.0%
Spirit Airlines	11,302	7,322	54.4%	106,409	67,237	58.3%
Sun Country Airlines	1,502	1,369	9.7%	15,645	17,981	-13.0%
Volaris	3,254	3,395	-4.2%	20,653	20,844	-0.9%
Total	16,814	15,189	10.7%	149,274	143,779	3.8%
Total enplaned passengers	184,251	172,968	6.5%	1,457,073	1,365,693	6.7%

