

**NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT RELATED TO  
PASSENGER FACILITY CHARGES  
PFC Application 25-17-C-01-RNO and Application 25-18-C-00-RNO**

The Reno-Tahoe Airport Authority (Authority or RTAA) is providing an opportunity for public comment until **October 25, 2025** on its proposed Passenger Facility Charge (PFC) Application Amendment 25-17-C-01-RNO (PFC #17) and a new PFC application 25-18-C-00-RNO 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 PFC #17 amendment and the proposed new PFC #18 application.

**HISTORY OF THE PFC PROGRAM AT THE AIRPORT**

The Airport has previously received approval from the FAA for seventeen (17) PFC applications, as well as several amendments to the applications dating back to 1993 totaling \$ 259,918,062. The current amounts approved to be collected under all PFC applications are shown in Table 1. Since its inception, through June 30, 2025, the Airport has collected \$254,359,949 in PFCs and PFC interest earnings and has \$5,558,112 of PFC left to collect on its current PFC projects.

**SUMMARY OF PROPOSED PFC 25-17-C-01-RNO (PFC #17) AMENDMENT**

A total of sixteen (16) projects were previously approved by the FAA in PFC #17. In total, the Airport was authorized to impose and use \$5,298,125 of PFCs in PFC #17. The proposed amendment to PFC #17 would increase the total PFC authorization for PFC #17 to \$8,689,016, which is an increase of \$3,390,892 over the previous PFC approvals. Accordingly, total PFC authorization for all PFC applications #1 through #17 would also increase by \$3,390,892 to a total of \$263,308,953. **Table 2** presents a summary of the previously approved and new amended PFC amounts for each project contained in PFC #17. In addition, a brief explanation of the proposed increase or decrease in PFCs for each project is provided below.

1. Taxiway B Reconstruction – No Change
2. Airfield Guidance Signs (Design) – No Change
3. Reconstruct Terminal Loop Road – No Change
4. VALE Equipment – No Change
5. Loop Road Canopies – No Change
6. Reconstruct GA East Apron Design – No Change
7. Reconstruct GA East Taxilanes Design – No Change
8. Airfield Signage Replacement Construction – No Change
9. ARFF Class IV Vehicle – No Change
10. CUP Phase 1 – No Change
11. CUP Phase 2 – No Change
12. South RON Construction – No Change
13. **Reconstruct GA East Apron Construction** – Increase in PFC amount of \$2,204,080 with a commensurate decrease in RTAA funds of \$2,204,080. No change to overall project budget or scope, only to funding allocation.

14. **Reconstruct GA East Taxilanes Construction** – Increase in PFC amount of \$1,186,812 with a commensurate decrease in RTAA funds of \$1,186,812. No change to overall project budget or scope, only to funding allocation.
15. PFC Application Preparation – No Change
16. Taxiway C Construction (GA Runup Construction) – No Change

**PFC LEVEL, PROPOSED CHARGE EFFECTIVE DATES, ESTIMATED CHARGE EXPIRATION DATES, AND ESTIMATED TOTAL PFC REVENUE FOR AMENDMENT 25-17-C-01-RNO PURSUANT TO SECTION 158.23(a)(2)**

**Table 3** presents the forecasted PFC revenue collections at RNO and the updated charge expiration date for PFC #17.

Based on the proposed amendment to PFC #17 projects described previously, **PFC 25-17-C-01-RNO** will have the following characteristics:

- A PFC collection rate of \$4.50.
- The total PFC authority to Impose and Use under the amended PFC #17 of \$8,689,016, which would increase the Airport's total PFC collection authority for PFC applications #1 through #17 to \$263,308,953.
- Charge effective date of August 1, 2025
- Estimated charge expiration date of June 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 June 30, 2025; projections of future enplanements assuming a 4.2% growth in budget enplaned passengers from FY 2025 to FY 2026 and a collection rate of 90% of enplaned passengers.

**SUMMARY OF PROPOSED PFC 25-18-C-00-RNO (PFC #18) PROJECTS**

As presented in **Table 4**, a total of two (2) new projects are proposed for PFC #18. In total, the Airport is seeking authority to impose and use \$501,625,293 of PFCs in PFC #18. A summary of each new project proposed for PFC #18 is provided on Attachment A to this letter, including the project descriptions, need and justification, and a plan of funding.

**PFC LEVEL, PROPOSED CHARGE EFFECTIVE DATES, ESTIMATED CHARGE EXPIRATION DATES, AND ESTIMATED TOTAL PFC REVENUE FOR APPLICATION 25-18-C-00-RNO PURSUANT TO SECTION 158.23(a)(2)**

**Table 5** presents the forecasted PFC revenue collections at RNO and the updated charge expiration date for PFC #18. The forecast for PFC #18 assumes the approval of Amendment 25-17-C-00-RNO.

Based on the proposed amendment to PFC #18 projects, **PFC 25-18-C-00-RNO** will have the following characteristics:

- A PFC collection rate of \$4.50.

- The total PFC authority to Impose and Use under application PFC #18 of \$501,625,293, which would increase the Airport's total PFC collection authority for PFC applications #1 through #18 to \$764,904,247.
- Charge effective date of June 1, 2026
- Estimated charge expiration date of December 1, 2060 (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 June 30, 2025; projections of future enplanements assuming a 4.2% growth in budget enplaned passengers from FY 2025 to FY 2026, a 2% growth rate thereafter, and a collection rate of 90% of enplaned passengers.

### **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. The most recent preliminary official enplanement figures from the FAA, for the year-end December 31, 2024, show that the ATCO carriers enplaned two hundred sixty-five (265) passengers, representing only 0.01% of total annual enplanements at the Airport. The known carriers in this class in CY 2024 and its enplanement level consist of the following:

#### **ATCO Carriers Enplaning Less than One Percent to Total Airport Enplanements**

<b>ATCO Carrier</b>	<b>CY 2024 Enplanements</b>
Cobalt Air LLC (6CBA)	17
KaiserAir, Inc (COZA)	19
Pinnacle Air Charter LLC (I8PA)	14
Steelman Aviation Inc (8SMA)	215
<b>TOTAL</b>	<b>265</b>
<b>CY 2024 Total Airport Enplanements</b>	<b>2,377,780</b>
<b>Percent of Total</b>	<b>0.01%</b>

Source: FAA, CY 2024.

As shown above, the number of passengers enplaned annually by this class of carriers represents an amount less than one percent (1%) of the total enplaned passengers at RNO. In accordance with 14 CFR § 158.11, this class 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 **October 25, 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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Chief Finance & Administration Officer  
Reno-Tahoe Airport Authority  
P.O. Box 12490  
Reno, Nevada 89510-2490  
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**Table 1**  
**PFC Program to Date**

<b>Application</b>	<b>Legal Charge Dates</b>		<b>Approved PFC Amounts</b>	
	<b>Effective</b>	<b>Expiration</b>	<b>Impose</b>	<b>Use</b>
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
2025-17-C	4/1/2026	11/1/2026	5,298,125	5,298,125
Subtotal: Approved Amounts			<b>\$259,918,062</b>	<b>\$259,918,062</b>


**Table 2**  
**Proposed PFC #17 Project Funding Changes**

Project #	Project	<u>PREVIOUSLY APPROVED</u>				<u>PFC #17 AMENDED AMOUNTS</u>				Change in PFC Amount
		Total Project Cost	RTAA Funds	Federal Funding	PFCs	Total Project Cost	RTAA Funds	Federal Funding	PFCs	
1	Taxiway B Reconstruction	\$5,214,626	-	4,779,624	\$435,002	\$5,214,626	-	4,779,624	\$435,002	-
2	Airfield Guidance Signs (Design)	241,626	-	226,524	15,102	241,626	-	226,524	15,102	-
3	Reconstruct Terminal Loop Road	3,828,267	-	3,589,000	239,267	3,828,267	-	3,589,000	239,267	-
4	VALE Equipment	7,304,667	217,034	6,644,656	442,977	7,304,667	217,034	6,644,656	442,977	-
5	Loop Road Canopies	414,494	-	-	414,494	414,494	-	-	414,494	-
6	Reconstruct GA East Apron Design	232,489	-	217,958	14,531	232,489	-	217,958	14,531	-
7	Reconstruct GA East Taxilanes Design	213,333	-	200,000	13,333	213,333	-	200,000	13,333	-
8	Airfield Signage Replacement Construction	4,564,800	-	4,279,500	285,300	4,564,800	-	4,279,500	285,300	-
9	ARFF Class IV Vehicle	1,118,216	-	911,000	207,216	1,118,216	-	911,000	207,216	-
10	CUP Phase 1	18,052,978	9,302,978	7,000,000	1,750,000	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	48,656,838	42,341,049	6,000,000	315,789	-
12	South RON Construction	8,134,000	-	7,625,625	508,375	8,134,000	-	7,625,625	508,375	-
13	Reconstruct GA East Apron Construction	5,324,080	2,204,080	2,925,000	195,000	5,324,080	-	2,925,000	2,399,080	2,204,080
14	Reconstruct GA East Taxilanes Construction	2,866,812	1,186,812	1,575,000	105,000	2,866,812	-	1,575,000	1,291,812	1,186,812
15	PFC Application Preparation	50,000	-	-	50,000	50,000	-	-	50,000	-
16	Taxiway C Construction (GA Runup Construction)	3,677,051	-	3,370,313	306,738	3,677,051	-	3,370,313	306,738	-
		<b>\$109,894,277</b>	<b>\$55,251,953</b>	<b>\$49,344,200</b>	<b>\$5,298,125</b>	<b>\$109,894,277</b>	<b>\$51,861,061</b>	<b>\$49,344,200</b>	<b>\$8,689,016</b>	<b>\$3,390,892</b>

**TABLE 3**  
**FORECAST PFC REVENUE COLLECTIONS AND ESTIMATED PFC CHARGE EXPIRATION DATES**  
(Fiscal Years Ending June 30th)

		ACTUAL THRU 2025	PARTIAL YEAR 2026	BUDGET 2026
Enplaned Passengers	[A]		2,242,572	2,516,997
% Enplaned Passengers paying PFCs	[B]		90.0%	90.0%
PFC Enplaned Passengers	[C=AxB]		2,018,314	2,265,297
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]		\$8,860,400	\$9,944,655
PFC Interest Earnings <sup>1</sup>	[H]		88,604	99,447
Total Annual PFC Revenue Collections	[I=G+H]		\$8,949,004	\$10,044,102
<b>Cumulative PFC Revenue Collected</b>		<b>\$254,359,949</b>	<b>\$263,308,953</b>	<b>\$264,404,051</b>

PFC APPLICATION	Approved PFC Collections	Cumulative PFC Collections	Est. Charge Expiration Date
PFC #1	\$33,630,108	\$33,630,108	<div style="text-align: center;">  </div>
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	\$8,689,016	\$263,308,953	

<sup>1</sup> Assumes interest rate of 1.0%.  
Prepared by Landrum & Brown, Inc.

**Table 4**  
**PFC Application #18 Projects and Funding**

Project #	Project	Funding Sources						PFC Total
		Total Project Cost	Bond Capital (Non-PFC)	Bond Interest (Non-PFC)	PFC Paygo	PFC Bond Capital	PFC Bond Interest	
1	NewGenA&B -Concourse Redevelopment Project	\$816,464,023	\$165,856,354	\$149,012,376	\$24,000,000	\$240,214,126	\$237,381,167	\$501,595,293
2	PFC Preparation Costs	\$30,000			\$30,000			\$30,000
		<b>\$816,494,023</b>	<b>\$165,856,354</b>	<b>\$149,012,376</b>	<b>\$24,030,000</b>	<b>\$240,214,126</b>	<b>\$237,381,167</b>	<b>\$501,625,293</b>



**TABLE 5**  
**FORECAST PFC REVENUE COLLECTIONS AND ESTIMATED PFC CHARGE EXPIRATION DATES**  
(Fiscal Years Ending June 30th)

		ACTUAL THRU			PARTIAL YEAR		
		2025	2026	2027	2060	2061	2061
Enplaned Passengers	[A]		2,516,997	2,567,337	4,935,016	2,103,661	5,033,716
% Enplaned Passengers paying PFCs	[B]		90.0%	90.0%	90.0%	90.0%	90.0%
PFC Enplaned Passengers	[C=AxB]		2,265,297	2,310,603	4,441,514	1,893,295	4,530,344
PFC Collection Level	[D]		\$4.50	\$4.50	\$4.50	\$4.50	\$4.50
Less: Administrative Fee	[E]		(\$0.11)	(\$0.11)	(\$0.11)	(\$0.11)	(\$0.11)
Adjusted PFC Rate	[F=D-E]		\$4.39	\$4.39	\$4.39	\$4.39	\$4.39
PFC Collections	[G=CxF]		\$9,944,655	\$10,143,548	\$19,498,247	\$8,311,565	\$19,888,212
PFC Interest Earnings <sup>1</sup>	[H]		99,447	101,435	194,982	83,116	198,882
Total Annual PFC Revenue Collections	[I=G+H]		\$10,044,102	\$10,244,984	\$19,693,229	\$8,394,680	\$20,087,094
<b>Cumulative PFC Revenue Collected</b>		<b>\$254,359,949</b>	<b>\$264,404,051</b>	<b>\$274,649,034</b>	<b>\$756,509,567</b>	<b>\$764,904,247</b>	<b>\$776,596,661</b>
PFC APPLICATION	Approved PFC Collections	Cumulative PFC Collections		Est. Charge Expiration Date			
PFC #1	\$33,630,108	\$33,630,108					
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	\$8,689,016	\$263,308,953					
PFC #18	\$501,595,293	\$764,904,247		12/1/2060			

<sup>1</sup> Assumes interest rate of 1.0%.

Prepared by Landrum & Brown, Inc.

**ATTACHMENT A**  
**PFC 25-18-C-00-RNO**  
**PROJECT DESCRIPTIONS, JUSTIFICATIONS AND OBJECTIVES**

**#1 NewGenA&B -Concourse Redevelopment Project**

**PFC Amount:           \$501,595,293**

**Project Description:**

This project will fund the PFC eligible portions of the Concourse Redevelopment project, also called New Gen A&B. Per the PFC analysis in Exhibit A, the PFC eligible portion of the structural project components has been determined to be 57%. The Concourse Redevelopment project includes the full replacement of the two existing airside concourses at RNO (i.e., Concourse B and Concourse C) that were originally constructed in 1981 and constructed without federal funding. The new concourses will be named Concourses A and B. The New Gen A&B concourses will increase the gates from 23 aircraft gates to 24 aircraft gates. All of the new gates will be preferentially leased or common use, allowing the authority to reassign underutilized gates as needed. The new gates will be able to accept all Group III aircraft and several Group IV aircraft in the corners. All of these gates will have jet bridges attached, with 13 bridges (fully eligible per AIP Handbook, Table N-5(g)) and 20 fixed walkways being purchased as part of this project. Depending on future aircraft fleet mix, it will be possible for the airport to reconfigure the gates to provide up to 26 aircraft gates. The new concourses will increase the overall square footage of the concourses from 155,000 square feet to approximately 250,000 square feet, significantly increasing the size of the existing concourses. The second floor of the new concourses will include public-use areas including larger circulation paths, larger hold rooms with more seating, and restrooms. Additionally, the project will construct offices, and more concession space for restaurants, travel essentials, retail, and gaming which will not be funded using PFCs. The first floor of the concourses will contain maintenance, storage, mechanical and electrical equipment and offices. Access to the areas will be through a central corridor and the structure will be resistant to environmental global changes such as flooding. The new Concourse A is expected to be completed in the first quarter of CY 2028, with the new Concourse B expected to be completed in the first quarter of CY 2029. Demolition of the old concourses is not included in this project.

**Project Justification:**

The Concourse Redevelopment project was identified as part of the 2018 RNO Airport Master Plan Update. The current concourses, built in 1981, are 44 years old, past the minimum useful life of 40 years (per AIP handbook, table 3-8(K)). The current concourses have several issues impacting the capacity and quality of passenger movement through the terminal. These identified issues include narrow circulation hallways, small holdrooms, and confusing wayfinding. The Master Plan looked at enplanement growth from 1990, where enplanements were 1.45 million, and forecasted enplanements to be nearly doubled by 2036 at 2.83 million. In FY 2026, RNO anticipates approximately 2.5 million enplanements, moderately outpacing the 2026 forecast in the Master Plan. Additionally, per the analysis in the Master Plan Report, the Airport was projected to have a deficiency of approximately 27,000 sqft of holdroom space by 2036. The report also recommended an increase in the width of the circulation corridors to 30 feet, with the current layout allowing for only 22.5 foot wide corridors. A Detailed Planning Study was completed in February 2023 which provided the preferred redevelopment alternative to replace the two existing concourses and increase terminal holdroom and circulation capacity. The redeveloped concourses will allow the Airport to meet the forecasted passenger demand and enhance the capacity of the national air transportation system. The redeveloped concourses will include public-use areas of the terminal related to the movement of passengers and baggage in the terminal facility, including hallways, gate holdrooms (passenger waiting areas), seating areas, restrooms, indoor pet service relief areas (eligible per FAA Advisory circular 150/5360-14A),

lactation/nursing rooms (eligible per Section 47107(w) of title 49, United States Code), and passenger boarding bridges (eligible per AIP Handbook, Table N-5 (g)). The project anticipates requiring new flooring, painting, wall coverings, ceiling tiles, public use seating, tables & counters, new directional signs, non-exclusive use flight information display systems, new access control and public address systems, (eligible per AIP Handbook, N-9, AIP Handbook, N-5 (j), (v), and (w)). Public use seating, tables, and counters are not planned to be fixed, and were considered ineligible for PFCs. Additionally, this project will involve the construction of utility support spaces needed to make public spaces operational such as mechanical and electrical rooms and main distribution frame (eligible on a prorated basis per AIP Handbook, Table N-1 (b)).

**Project Objective:**

The objective of this project is to preserve the capacity of the terminal building to support passenger movements.

## **#2 PFC Application Preparation**

**PFC Amount:           \$30,000**

### **Project Description:**

This project includes the costs to develop the proposed new PFC #18 application, consult with the airlines, provide for public comment, prepare and file Application No. 25-18-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 #18 application will be reimbursed under this project. These costs will be incurred in conjunction with the project that is proposed for approval and are eligible per Section 158.13(b). Therefore, the Airport submits these costs as reasonable and necessary costs of preparing the PFC program submitted under this Application.

### **Project Objective:**

This project supports the objective of preserving capacity of the airport and the national air transportation system pursuant to the objectives of Section 158.15(a)(1) of the Regulation.