

Reno-Tahoe International Airport

IATA/ICAO CODE: RNO/KRNO
 CITY: Reno
 STATE: NV
 COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

Name: Lissa Butterfield
 Title: Interim Manager of Airport Noise Program
 Airport: Reno-Tahoe International Airport
 Address: Reno-Tahoe International Airport
 Box 12490
 Reno, NV 89510
 Phone: +1 775 328 6476 or Noise Complaint Hotline at 775-328-6468
 Fax: +1 775 328 6463
 Email: lbutterfield@renoairport.com
 Airport Web Site: www.renoairport.com

ELEVATION: 4415 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
7/25	6102	-	3.2 / 3.0	150
16R/34L	11002	16R/1,000 34L/990	3.1 / 3.54	150
16L/34R	9000	-	3.0 / 3.0	150
Note: Runway 7/25, not to be used beyond 2 NM due to rapid rising mountainous terrain. Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

VFR GA Noise Abatement – Nighttime Procedures

Runway 7 Departures

- Make left turn after passing McCarran Blvd.
- Avoid noise sensitive areas east and southeast when turning right.

Runway 25 Departures

- Use best rate of climb
- Departures between midnight and 6am are discouraged

Runway 16R and 16L Departures

- Make right turn after passing McCarran Blvd.

- Make left turn after passing Rattlesnake Mtn.

Runway 34R and 34L Departures

- Make all turns after passing the Grand Sierra Hotel

All Runways

- No training operations permitted between 10pm and 7am Mon-Fri., weekend and holidays until 8am
- Minimize intersection departures

Touch and Go

- Runway 16L is the preferred touch and go runway
- No left turn until passing Rattlesnake Mtn.
- Restricted to piston aircraft

Helicopter Departures/Arrivals

- Fly over freeways as much as possible to avoid residential areas and hotels.

ALL OPERATIONS

Noise sensitive areas in all quadrants, avoid populated areas as much as possible. Military aircraft terminate afterburner ASAP then climb to 6,500 feet. Transient aircraft execute a full-stop approach, overhead patterns are not authorized.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Informal, Runway 16R/34L is the primary air carrier and military runway. Runway 7/25 has mountainous terrain at either end of the runway and is limited in length.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Jet engine test run-ups at more than idle power are prohibited between 2400-0630(Mon-Fri),2400-0800(Sat,Sun), except when specifically authorized by the Airport Authority Operations Division. When so authorized, duration is limited to 5 minutes; no more than a total of 4 run-ups per aircraft to be completed within 30 minutes. Will cease, or reduce run-up power if noise complaints are received from surrounding communities.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date	Status
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	Implemented	
Sound Insulation (Residences and Public Buildings)	1996	3,547 residences have been received sound insulation improvements in Phases 1-20 as of calendar year 2010. Phases 17-21 are in progress with an additional 500+ residences in the construction queue for calendar year 2011. Three public schools (Sparks Middle School, Agnes Risley School, and Kate Smith School) have participated to date.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	1996	All sound insulation participants provide avigation easements in exchange for sound insulation work. Noise and/or overflight related easements may be requested as part of a development review process for noise sensitive developments.
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	1981	Last AIP grant for land acquisition accepted in 2006.
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	From the FAR Part 150 Update completed in 2001 and approved by the FAA in 2004. Recommended Sound Insulation Program Area http://renoairport.com/documents/document_34.pdf 2000 Aircraft Noise Exposure with Land Use http://renoairport.com/documents/document_39.pdf 2005 Aircraft Noise Exposure with Land Use http://renoairport.com/documents/document_18.pdf 2010 Aircraft Noise Exposure with Land Use http://renoairport.com/documents/document_19.pdf
Total Cost of Noise Mitigation Programs to Date	-	More than \$53 million for sound insulation as of calendar year 2010.
Source of Noise Mitigation Program Funding for Aircraft Noise	-	AIP grant funding and matching funds from the airport general fund.

NOISE MONITORING SYSTEM

The airport has a new Airport Noise and Operations Monitoring System (ANOMS) with fourteen noise monitors permanently placed in locations throughout Washoe County. Portable noise monitors will supplement the fixed monitors and provide backup for maintenance. The new ANOMS monitors aircraft operations including flight tracks, runway use, and activity levels while monitoring aircraft generated noise levels and automating noise contour development. For more information please contact Lissa Butterfield, Interim

Manager of Airport Noise Program, at noise.abatement@renoairport.com.

FLIGHT TRACK MONITORING SYSTEM

<http://www.airnav.com/airport/KRNO>

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)