



# Runway Utilization Report

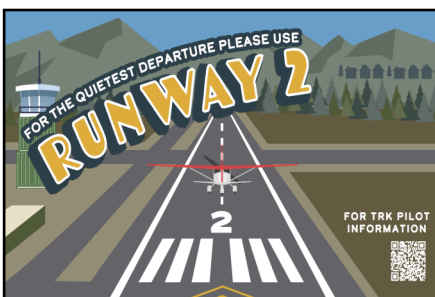
Summer Peak Period 2023  
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The runway utilization report shows operations filtered by wind speeds under four knots which are considered 'calm.' The calm-wind operations of this summer are compared to those in 2016 to analyze runway utilization before and after the air traffic control tower was established. During calm winds, pilots and air traffic controllers (ATC) have more options regarding runway selection, however calm winds alone do not equate to every runway being available. Each morning, ATC staff look at several factors including: current and forecasted weather conditions, surface winds, winds aloft, Sierra crest weather and scheduled IFR traffic to determine which runway(s) to use. Runway length also plays a factor in a pilot's decision, and some will choose the longest runway despite the winds based on their aircraft requirements or personal safety margins.

The following page shows data tables of operations by runway and aircraft type in calm winds during the summers of 2016 and 2023. The actual counts are provided along with the percentages which is the key purpose to analyzing runway utilization. Also for comparison is the relative difference in percentages which shows the change in runway use *percentages*. This is not to be mistaken for a change in actual operation counts which are better analyzed in other Truckee Tahoe Airport publications such as the quarterly Operations & Community Comment Tracking Charts.

This summer Runway 2/20 closed for reconstruction on July 24 and remained closed into Fall. With the closure it is impossible to compare this summer to 2016, however there was still a fair amount of runway diversification in the time before the closure. After 2/20 closed pilots could only use Runway 11/29 and this significantly impacted neighborhoods to the west. Jet operations did not look too different this summer runway-wise however there may have been an increase in go-arounds due to southerly crosswinds that would have otherwise likely been a landing on Runway 20. The Glenshire/Juniper Hill area experienced a period of respite due to the closure of the runway which also ended the gliding season.

Looking forward, TTAD is expanding their efforts to encourage more departures off Runway 2. A new sign has been made in conjunction with the re-opening of the runway and will be featured prominently on the self-serv fuel tank and the noise abatement cards. The goal is to capture transient pilots who may not otherwise see our noise abatement content, inform them about Runway 2 and guide them to our new pilot website <https://pilots.truckeetahoeairport.com/>. Many local pilots regularly use Runway 2 and our ATC staff will frequently offer it to pilots during calm winds, however transient pilots may not be aware that departing Runway 2 is the easiest way to reduce their impact and may default to requesting the longest option, Runway 29.



New sign promoting Runway 2



Mockup of new sign on self-serv fuel tank



Mockup of new Noise Abatement cards

Calm Wind Operations (0-3 knots)

# Summer Peak Period *June 15 — September 15*

**Note: Runway 2/20 closed for reconstruction beginning July 24**

| All Aircraft |          | 2016       |     |  |
|--------------|----------|------------|-----|--|
| Runway       | Arrivals | Departures | All |  |
| RWY 11       | 5%       | 4%         | 4%  |  |
| RWY 2        | 12%      | 20%        | 16% |  |
| RWY 20       | 25%      | 24%        | 25% |  |
| RWY 29       | 44%      | 41%        | 42% |  |
| Unknown      | 14%      | 11%        | 12% |  |

Operations: 5,848

| 2023     |            |     |
|----------|------------|-----|
| Arrivals | Departures | All |
| 6%       | 7%         | 7%  |
| 2%       | 8%         | 5%  |
| 9%       | 8%         | 9%  |
| 75%      | 71%        | 73% |
| 9%       | 5%         | 7%  |

Operations: 6,514

| Change   |            |      |
|----------|------------|------|
| Arrivals | Departures | All  |
| 1%       | 4%         | 2%   |
| -10%     | -12%       | -11% |
| -16%     | -16%       | -16% |
| 31%      | 30%        | 30%  |
| -6%      | -5%        | -5%  |

| Jet     |          | 2016       |     |  |
|---------|----------|------------|-----|--|
| Runway  | Arrivals | Departures | All |  |
| RWY 11  | 14%      | 3%         | 9%  |  |
| RWY 2   | 2%       | 5%         | 3%  |  |
| RWY 20  | 9%       | 5%         | 7%  |  |
| RWY 29  | 70%      | 83%        | 76% |  |
| Unknown | 5%       | 5%         | 5%  |  |

Operations: 757

| 2023     |            |     |
|----------|------------|-----|
| Arrivals | Departures | All |
| 13%      | 5%         | 9%  |
| 0%       | 0%         | 0%  |
| 1%       | 0%         | 0%  |
| 84%      | 95%        | 90% |
| 1%       | 1%         | 1%  |

Operations: 1,096

| Change   |            |     |
|----------|------------|-----|
| Arrivals | Departures | All |
| -1%      | 1%         | 0%  |
| -2%      | -4%        | -3% |
| -8%      | -5%        | -6% |
| 15%      | 12%        | 13% |
| -4%      | -4%        | -4% |

| Turboprop |          | 2016       |     |  |
|-----------|----------|------------|-----|--|
| Runway    | Arrivals | Departures | All |  |
| RWY 11    | 6%       | 6%         | 6%  |  |
| RWY 2     | 4%       | 24%        | 14% |  |
| RWY 20    | 23%      | 11%        | 17% |  |
| RWY 29    | 60%      | 54%        | 57% |  |
| Unknown   | 7%       | 6%         | 6%  |  |

Operations: 970

| 2023     |            |     |
|----------|------------|-----|
| Arrivals | Departures | All |
| 7%       | 15%        | 11% |
| 0%       | 2%         | 1%  |
| 2%       | 2%         | 2%  |
| 84%      | 78%        | 81% |
| 6%       | 4%         | 5%  |

Operations: 1,087

| Change   |            |      |
|----------|------------|------|
| Arrivals | Departures | All  |
| 1%       | 9%         | 5%   |
| -3%      | -22%       | -12% |
| -21%     | -10%       | -15% |
| 24%      | 24%        | 24%  |
| -1%      | -2%        | -1%  |

| Piston  |          | 2016       |     |  |
|---------|----------|------------|-----|--|
| Runway  | Arrivals | Departures | All |  |
| RWY 11  | 2%       | 3%         | 3%  |  |
| RWY 2   | 16%      | 23%        | 20% |  |
| RWY 20  | 29%      | 32%        | 30% |  |
| RWY 29  | 35%      | 29%        | 32% |  |
| Unknown | 18%      | 13%        | 15% |  |

Operations: 3,929

| 2023     |            |     |
|----------|------------|-----|
| Arrivals | Departures | All |
| 3%       | 6%         | 5%  |
| 3%       | 12%        | 7%  |
| 12%      | 13%        | 13% |
| 73%      | 66%        | 69% |
| 8%       | 4%         | 6%  |

Operations: 4,082

| Change   |            |      |
|----------|------------|------|
| Arrivals | Departures | All  |
| 1%       | 3%         | 2%   |
| -13%     | -11%       | -12% |
| -16%     | -19%       | -18% |
| 38%      | 37%        | 37%  |
| -10%     | -10%       | -10% |