Runway Utilization Report

Summer Peak Period 2026
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The **Runway Utilization Report** presents aircraft operations during periods when wind speeds were below four knots, conditions generally considered "calm." While calm winds provide pilots and Air Traffic Control (ATC) with greater flexibility in runway selection, they do not necessarily mean that every runway is available for use. Each day, ATC personnel evaluate several factors when determining the most appropriate runway configuration, including current and forecast weather conditions, surface winds, winds aloft, Sierra crest weather, and scheduled IFR traffic. Runway length also plays an important role in pilot decision-making, as some pilots may choose the longest available runway regardless of wind conditions based on aircraft performance requirements or personal safety margins.

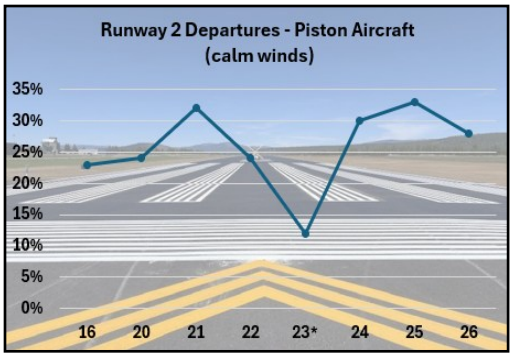
The data tables on the following page compare runway use by aircraft type during calm wind conditions over the past two summer seasons to identify year-over-year trends. Both actual operation counts and percentage-based runway utilization are provided, with the percentages serving as the primary metric for evaluating changes in runway use. For additional context, the tables also include the relative percentage difference, which illustrates changes in runway utilization rates between years. These percentage changes should not be confused with changes in total operations, which are more appropriately evaluated through other Truckee Tahoe Airport publications, such as the quarterly *Operations & Community Comment Tracking Charts*, most recently published on October 21, 2026.

This past summer saw a slight decrease in piston departures from Runway 2, dropping from 33% to 28%. While still one of the highest percentages recorded since we began tracking this metric six years ago, the decrease may be partially attributable to a strong glider season, which can influence runway utilization patterns. Because jets and turboprops generally require Runway 11/29, piston aircraft operations remain a useful indicator of how effectively traffic is being dispersed to other runways. Although overall jet traffic is up year-to-date, jet departures from Runway 29 actually declined by 2%, indicating that the increase in jet activity has not resulted in a corresponding increase in Runway 29 jet departures. **The airport continues to promote Runway 2 use** through direct engagement with pilots, coordination with ATC to utilize Runway 2 when feasible, and strategic placement of outreach materials identifying Runway 2 as the “quietest departure.” These materials are located in several areas of the airport, including the 100LL self-serve fueling station and the full-service fuel truck.



Runway 2 wrap on 100LL fuel truck

As we transition into winter, the percentage of departures using Runway 2 will likely increase to around 45%. During the summer glider season, aircraft operating on Runway 20 can create conflicts that limit Runway 2 departures. Once glider activity subsides, ATC has greater flexibility to utilize Runway 2 and continues to assign it to light aircraft whenever safe and practical.



Runway 2 in Summer over the years. 2016 was pre-tower and 2023 Runway 2 was closed two months.

Calm Wind Operations (0-3 knots)

Summer Peak Period 2026

June 15 — Sept. 15

All Aircraft	2025		
Runway	Arrivals	Departures	All
RWY 11	4%	6%	5%
RWY 2	6%	24%	15%
RWY 20	14%	13%	13%
RWY 29	70%	52%	60%
Unknown	7%	6%	6%

Operations: 7,807

2026		
Arrivals	Departures	All
5%	6%	5%
5%	19%	13%
17%	15%	16%
68%	56%	61%
5%	5%	5%

Operations: 7,151

Change		
Arrivals	Departures	All
1%	0%	1%
0%	-5%	-3%
2%	2%	2%
-2%	4%	1%
-1%	-1%	-1%

Operations: -656

Jet	2025		
Runway	Arrivals	Departures	All
RWY 11	8%	1%	5%
RWY 2	0%	0%	0%
RWY 20	3%	0%	2%
RWY 29	87%	97%	92%
Unknown	1%	2%	1%

Operations: 1,158

2026		
Arrivals	Departures	All
6%	4%	5%
0%	1%	2%
3%	0%	2%
90%	95%	93%
1%	0%	1%

Operations: 1,199

Change		
Arrivals	Departures	All
-2%	2%	0%
0%	0%	0%
0%	0%	0%
3%	-2%	1%
0%	-1%	-1%

Operations: 41

Turboprop	2025		
Runway	Arrivals	Departures	All
RWY 11	3%	19%	11%
RWY 2	0%	6%	3%
RWY 20	3%	3%	3%
RWY 29	88%	69%	78%
Unknown	6%	4%	5%

Operations: 1,112

2026		
Arrivals	Departures	All
3%	13%	8%
0%	7%	3%
7%	3%	5%
89%	76%	82%
2%	2%	2%

Operations: 1,040

Change		
Arrivals	Departures	All
0%	-6%	-3%
0%	1%	0%
4%	0%	2%
1%	7%	4%
-4%	-2%	-3%

Operations: -72

Piston	2025		
Runway	Arrivals	Departures	All
RWY 11	2%	4%	3%
RWY 2	8%	33%	22%
RWY 20	20%	18%	19%
RWY 29	65%	40%	51%
Unknown	5%	4%	5%

Operations: 5,225

2026		
Arrivals	Departures	All
2%	5%	4%
8%	28%	19%
23%	22%	23%
62%	41%	51%
5%	3%	4%

Operations: 4,496

Change		
Arrivals	Departures	All
0%	1%	0%
-1%	-5%	-3%
3%	4%	4%
-2%	1%	0%
0%	-1%	0%

Operations: -729