

BASED AIRCRAFT			RUNWAY USE DISTRIBUTION		
Aircraft Type	Current <sup>a</sup> 2003 data	Future <sup>b</sup> 2020 forecast		Current <sup>c</sup>	Future <sup>c</sup>
Single-Engine	107	167	<b>Propeller Airplanes – Day/Evening/Night</b>		
Twin-Engine, Piston	19	30	Takeoffs & Landings		
Twin-Engine, Turboprop	4	12	Runway 10(R)	2.5%	2.0%
Business Jets	1	6	Runway 28(L)	72.5%	55.0%
Helicopters	0	5	Runway 1(L)	2.5%	1.0%
Sailplanes	4	4	Runway 19(R)	22.5%	15.0%
<i>Total Aircraft</i>			Runway 10L	–	1.0%
<i>Permanently Based</i>	135	224	Runway 28R	–	23.0%
<i>Additional Aircraft</i>			Runway 1R	–	1.0%
<i>Seasonally Based</i>	94	146	Runway 19L	–	2.0%
<b>AIRCRAFT OPERATIONS</b>			<b>Small Jets – Day/Evening/Night<sup>d</sup></b>		
	Current <sup>c</sup> 2002-03	Future <sup>c</sup> 20+ years	Takeoffs & Landings		
<i>Total</i>			Runway 10(R)	5.0%	no
Annual	48,000	120,000 <sup>d</sup>	Runway 28(L)	92.5%	change
Average Day, Annual	132	329	Runway 19(R) *	2.5%	
Average Day, Peak Season	263	658	*No nighttime jet operations on Runway 19		
<i>Distribution by Aircraft Type</i>			<b>Other Jets – Day/Evening/Night</b>		
Single-Engine	67%	61%	Takeoffs & Landings		
Twin-Engine Piston	5%	7%	Runway 10(R)	5.0%	no
Twin-Engine, Turboprop	3%	5%	Runway 28(L)	95.0%	change
Business Jet	9%	14%	<b>FLIGHT TRACK USAGE<sup>c</sup></b>		
Helicopter	1%	1%	<b>(Current and Future)</b>		
Sailplane	15%	12%	<ul style="list-style-type: none"> <li>&gt; Takeoffs, Runway 28 – Propeller Aircraft =80%–90% to Donner Pass =5%–20% to TRUCK Intersection =2%–3% to Tahoe</li> <li>&gt; Takeoffs, Runway 28 – Business Jets =70% to Donner Pass =30% to TRUCK Intersection</li> <li>&gt; Takeoffs, Runway 19 – Light Aircraft (excluding touch-and-go operations) =100% 225° left turn</li> <li>&gt; Landings, Runway 28 – All Aircraft =100% left traffic pattern</li> <li>&gt; Landings, Runway 19 – All Aircraft =100% right traffic pattern</li> </ul>		
<i>Distribution by Type of Operation</i>					
Local (incl. touch-and-goes)	37%	44%			
Itinerant	63%	56%			
<b>TIME OF DAY DISTRIBUTION</b>					
	Current <sup>c</sup>	Future <sup>c</sup>			
<i>Single-Engine Airplanes – Takeoff &amp; Landing</i>					
Day	93%	no			
Evening	6%	change			
Night	1%				
<i>Twin-Engine Airplanes &amp; Small Jets – Takeoff &amp; Landing</i>					
Day	90%	no			
Evening	7%	change			
Night	3%				
<i>Other Jets – Takeoff &amp; Landing</i>					
Day	94%	no			
Evening	4%	change			
Night	2%				
<b>Notes</b>					
<sup>a</sup> Source: Truckee Tahoe Airport records					
<sup>b</sup> Source: <i>Truckee Tahoe Airport Master Plan Report (1998)</i> and associated documents					
<sup>c</sup> Source: Estimated from information provided by airport management and/or from California Division of Aeronautics acoustical counter data					
<sup>d</sup> Aircraft operations forecast represents an indefinite time frame assumed to be 20 years or more in the future					

Exhibit 3C

## Airport Activity Data Summary

Truckee Tahoe Airport