









# WELCOME TO THE PUBLIC INFORMATION WORKSHOP FOR CAMARILLO AIRPORT PART 150 STUDY



# Camarillo Airport

### **TONIGHT**:

- Request interpretation services
- Hear a brief overview of the study at 5:30 p.m. or 6:30 p.m.
- Participate in the open house meeting format
- Offer your comments (comment sheets are available)
- Suggest a location for a temporary noise monitor
- Obtain additional information from the project website



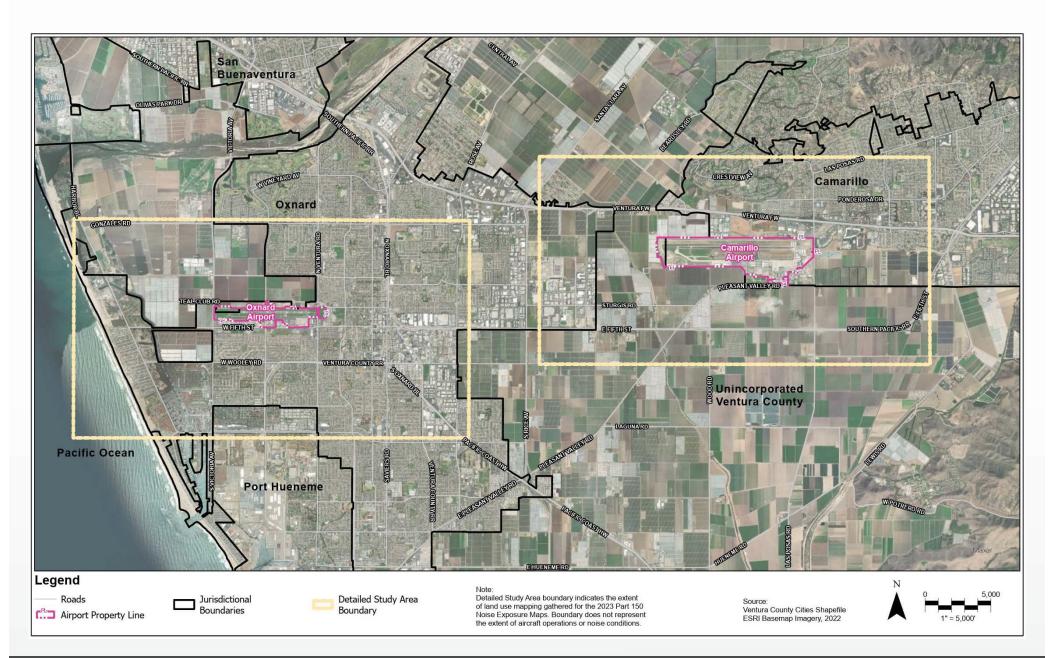








### Where Do You Live?













### Part 150 Study Does/Does Not

### A NOISE EXPOSURE MAP UPDATE:

- Identifies the current and projected annualized aircraft noise levels at Camarillo Airport using the Community Noise Equivalent Level (CNEL) noise metric.
- Identifies measures to reduce the noise impacts within the noise exposure contours from aircraft operating to and from Camarillo Airport through changes in aircraft operations or airport facilities.

### A NOISE EXPOSURE MAP DOES NOT:

- Evaluate aircraft operations from other area airports.
- ▶ Consider other types of impacts (air quality, accidents, etc.).
- ▶ Use noise metrics other than CNEL to determine noise impacts.
- ▶ Provide justification for airport expansion.

### A NOISE COMPATIBILITY PROGRAM:

- ▶ Encourages future land uses which are compatible with aircraft noise, such as commercial or industrial in undeveloped areas.
- ▶ Determines methods to reduce the adverse impacts of noise above FAA thresholds in existing residential areas.
- Establishes a procedure to implement, review, and update the program.











## Study Process Timeline

### **CAMARILLO AIRPORT** Part 150 Noise Compatibility Study 5 7 3 4 6 10 Inventory **Forecasts Aviation Noise Noise Impacts Noise Abatement Alternatives** Land Use Alternatives Noise Compatibility Plan **Public Outreach Documentation (Draft and Final Reports)** Study

11	12	13	14	15	16	17	18	19	20
_			_						Submit
									to FAA
							DRAFT		FINAL
		Stu	dy				Docume	entation	NCP



**FAA Approval of Forecasts** 



Phase

Public Information Workshop

Planning Advisory Committee



**LEGEND** Aviation & Land Use Technical Conferences

Public Hearing and/or Information Workshop

Print/Electronic Document

**NEM** - Noise Exposure Maps

Documentation

NCP - Noise Compatibility Plan



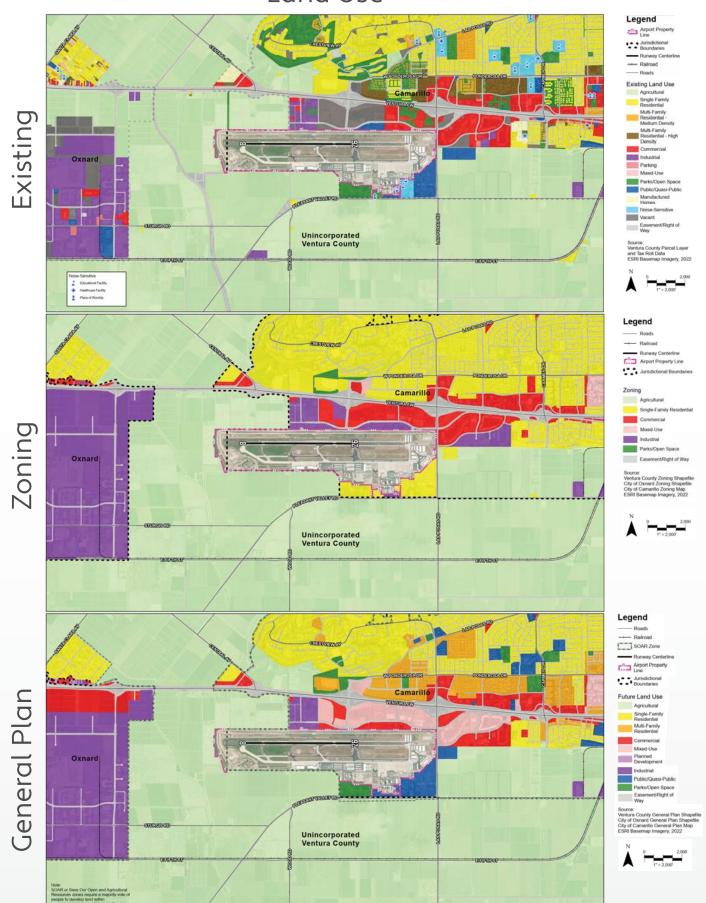








### Land Use





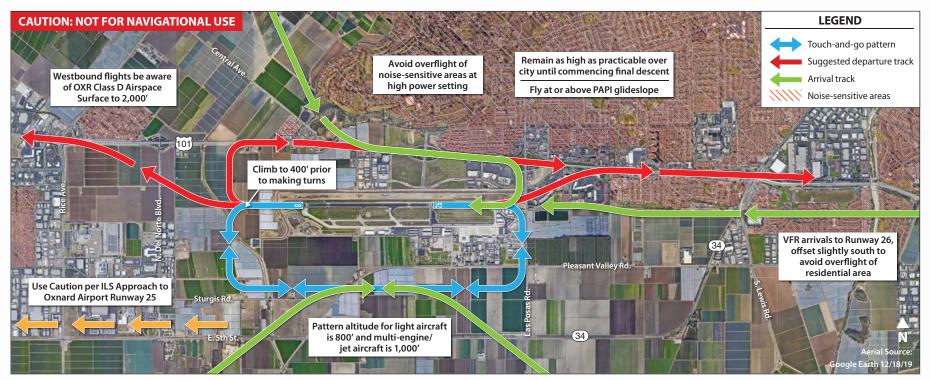








## Fly Friendly VC



#### RECOMMENDED VOLUNTARY NOISE ABATEMENT PROCEDURES:

The airport environs are noise-sensitive in all quadrants. Aircraft operators are requested to practice noise abatement fly quiet procedures whenever possible consistent with safety.

- No aircraft departures between 0000-0500 without prior approval from the Airport Director.
- Remain as high as practicable over residential areas during overflight, approaches, and departures.
- · Use best rate of climb when departing any runway.
- No formation takeoffs or landings without prior permission from the Airport Director.
- · Utilize low energy approaches.
- North traffic fly downwind over Highway U.S. 101.
- Fly at or above PAPI glide slope on final approach.

- When departing Runway 8, use best rate of climb and when altitude permits turn so as to avoid residential overflight before proceeding on course.
- When the control tower is closed, arrivals to Runway 8 should plan RIGHT downwind to avoid overflight of city.
- Exercise extreme caution when departing Runway 8 due to opposite direction instrument approach traffic.
- Runway 8 arrivals use RIGHT traffic to avoid overflight of the City.
- Late night arrivals use GPS Runway 8 approach when wind, weather, and safety permit.
- Runway 8 departure to the east fly over Highway U.S. 101.
- When departing Runway 26, remain on runway heading until beyond the departure end of runway and reaching 400' before proceeding on course.

- When flying straight-in visual approaches to Runway 26, remain at or above PAPI glide path and avoid overflight of noise-sensitive areas north of extended centerline.
- · Aircraft should depart on Runway 26 when practicable.
- Follow all ATC instructions.
- Aircraft over published runway weight limit shall contact airport administration for approval and instructions.
- No aircraft operations allowed by aircraft weighing over 115,000 pounds except for emergencies.

Compliance with recommended noise abatement procedures is encouraged. No procedure should be allowed to compromise flight safety.

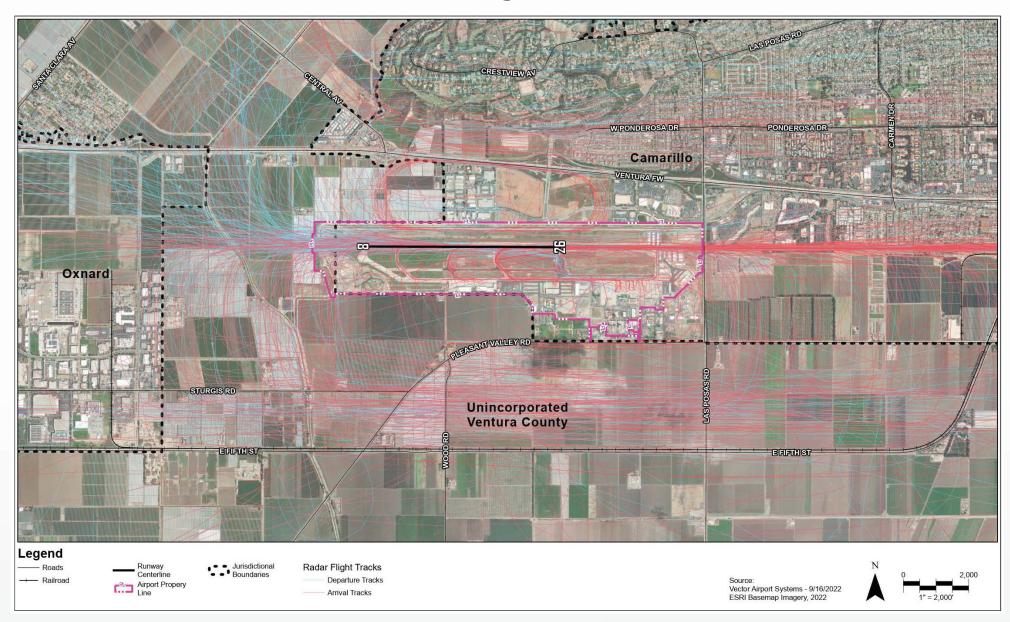








# Radar Flight Tracks













### **AEDT PROCESS**

### Flight Tracks



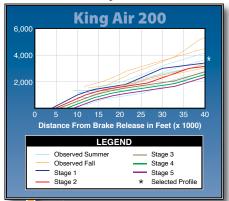
Existing & Forecast Operations/Fleet Mix

Turboprop  Jet 2  Helicopter 3  Holicopter 3  Total Based Alercraft 3:  FEANING 3  Annual Operations 187,0  Peak Month 18,23  Design Day 5  Design Hour 8	0 84,546,8 8 84,596,8 9 9 9 9 9 9 9	6 88,64 6 77 7 9 9 3,52 7 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57 9 9 105,57	8 101,181 476 3 106,882 8 109,201 9 89 7 109,290 11 216,172 16,032 10 303 444 24 4 12 15 3 3 25 17 62 8 10 11 216,172 16 10 10 10 10 10 10 10 10 10 10 10 10 10
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Local   Concret Aviation   10.1,40	0 103,845 8 85 8 103,93 16 192,531 15 13,291 10 28 14 2 4 4 11 3 11 2 10 37 16 192,53 14 18,77 16 199	9 105,575 9 8 18 105,66 8 199,19 0 14,02 15 29 14 2 10 3 11 3 13 2 17 3 18 199,19 19 2 19,42 19 3 10 6 10 6 10 6 10 6 10 6 10 7 10	8 109,201 9 89 7 109,290 7 109,290 9 16,032 10 303 14 24 3 25 17 63 18 444 11 216,172 16 686
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Millary	8 8 8 103,93 103,93 103,93 105 192,531 13,291 105 28 14 2 4 4 11 3 11 2 2 10 37 16 192,53 14 18,77 16 199,99 9	9 8 8 105,66 105,00 14,02 155 29 14,02 155 29 14 2 2 8 8 11 3 2 2 17 38 188 199,19 17 19,42 16 6 62	9 89 7 109,290 7 109,290 100,032 16,032 16,032 16,032 17 62 13 25 17 62 19 444 11 216,172 11 216,172 11 210,77 66 686
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Total Annual Operations	192,531 13,290 100 28 144 2 4 4 111 3 111 2 100 37 166 192,53 144 18,77 169 9	8 199,19 0 14,02 15 29 14 2 8 1 11 3 13 2 17 38 18 199,19 12 19,42	17 216,172 9 16,032 100 303 14 24 13 25 15 30 19 444 11 216,172 11 21,077
22.46	13,29 100 28 144 2 4 1 11 3 12 1 10 37 16 192,53 14 18,77 18 60 19 9	0 14,02 15 29 14 2 18 1 11 3 13 2 17 38 18 199,19 12 19,42 16 62	9 16,032 10 303 14 24 13 25 17 62 15 30 19 444 11 216,172 11 21,077 16 680
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Multi-Engine Piston Turboprop Jet 2 Helicopter 3 Helicopter 3 Helicopter 3 Total Based Alicraft 33 PERANNO 1 Annual Operations 18,0,0 Design Day 5 Design Day 5 Design Day 5 St. 2000 15 TOTA	4 2 4 11 3 11 2 160 37 16 192,53 14 18,77 18 60 9 9	14 2 8 1 1 1 3 13 2 2 17 38 18 199,19 12 19,42 16 6 62	14 24 24 24 25 25 25 25 26 25 26 26 26 26 26 26 26 26 26 26 26 26 26
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Jet         1           Hellcopter         3           Fotal Based Alicraft         31           PEARMSC         3           Annual Operations         187,07           Peak Month         18,22           Design Day         51           Design Hour         6           TOTA         150,000	21 3 21 2 26 37 26 192,53 26 192,53 27 18 60 29 9	111 3 123 2 171 388 188 199,19 12 19,42 166 62	17 62 15 30 189 444 21 216,172 21 21,077 26 680
Helicopter   2	21 2 2 37 260 37 26 192,53 24 18,77 28 60 89 9	23 2 71 38 18 199,19 12 19,42 16 62	91 216,172 21 21,077 26 680
Total Based Aircraft   32	76 192,53 14 18,77 18 60 19 9	71 38 18 199,19 72 19,42 16 62	99 444 91 216,172 91 21,077 96 680
PEAKING         187,07           Annual Operations         187,07           Peak Month         18,22           Design Day         55           Design Hour         8           250,000         TOTA	76 192,53 14 18,77 18 60 19 9	18 199,19 12 19,42 16 62	91 216,172 21 21,077 26 680
Annual Operations 187,07 Peak Month 18,23 Design Day 55 Design Hour 8 TOTA	14 18,77 18 60 19 9	19,42	21,077
Peak Month         18,23           Design Day         55           Design Hour         6           TOTA         TOTA	14 18,77 18 60 19 9	19,42	21,077
Design Day         58           Design Hour         8           TOTA         TOTA	18 60 19 9	16 62	680
Design Hour 8 TOTA	19 9		
250,000 TOTA			
250,000		2 9	95 103
250,000	OPERATIONS		
(History)	LOPERATIONS		
		Forecast	•
187,500		1 1	
		1.0	
	$\checkmark$		
125,000			
		1 1	
62,500			

Time of Day



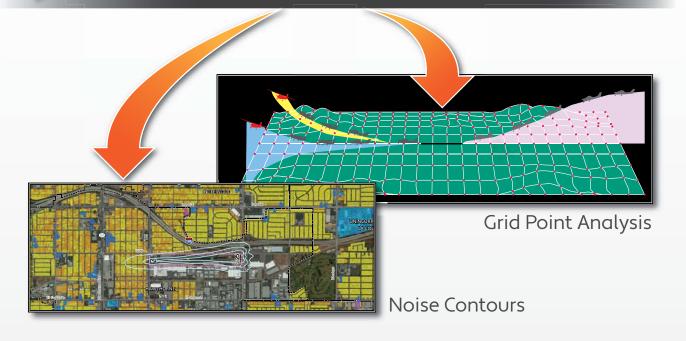
### **Profile Analysis**





Terrain Data

# **AVIATION ENVIRONMENTAL DESIGN TOOL (AEDT)**













2,000

1" = 2,000'

4,000

4,000

# Consolidated Flight Tracks







Runway Cer
Consolidates
Railroad

Airport Property Bound
Educational Facility
Healthcare Facility

Place of Worship

2,000 1" = 2,000'

Arrivals

**Departures** 

Touch and Go











### **RUNWAY USE**

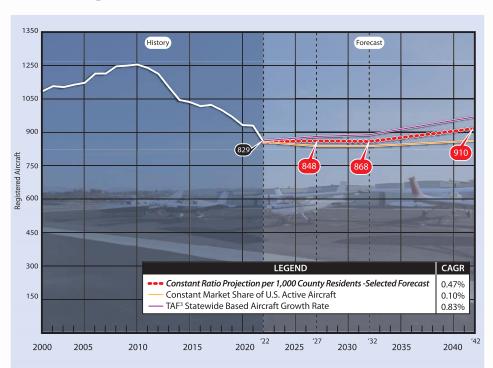


# TIME OF DAY

Day (0 dB Weighting Factor)	Evening (5 dB Night (10 dB Weighting Factor)
Jet 87.3% Turboprop 90.7% Piston 91.5% Helicopter 94.2%	Jet       7.4%         Turboprop       6.8%         Piston       7.7%         Helicopter       3.5%    Jet 5.4% Turboprop 2.5% Piston 0.8% Helicopter 2.3%
7 8 9 10 11 12 1 2 3 4 5 6	7         8         9         10         11         12         1         2         3         4         5         6



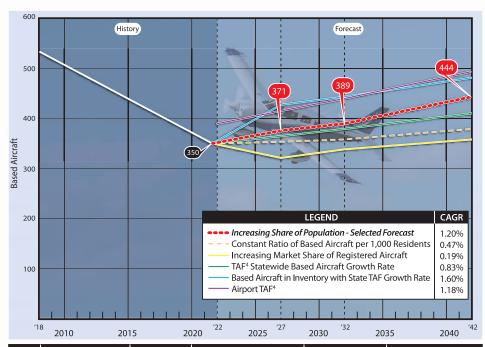
### Registered Aircraft Forecast



Year	Ventura County Registrations	US Active Aircraft¹	Market Share of US Active Aircraft	Service Area Population <sup>2</sup>	Aircraft Per 1,000 Residents
2012	1,114 829	209,034 204,590	0.533% 0.405%	833,594 843,696	1.34 0.98
Const	tant Market Share	of U.S. Active	Aircraft (CAGR 0.10%)		
2027	830	204,925	0.405%	863,528	0.96
2032	831	205,195	0.405%	883,827	0.94
2042	846	208,905	0.405%	925,867	0.91
TAF <sup>3</sup> S	Statewide Based Ai	rcraft Growtl	n Rate (CAGR 0.83%)		
2027	864	204,925	0.422%	863,528	1.00
2032	900	205,195	0.439%	883,827	1.02
2042	978	208,905	0.468%	925,867	1.06
Const	tant Ratio Projectio	on per 1,000 (	County Residents (CAGF	R 0.47%) - SELECT	ED
2027	848	204,925	0.414%	863,528	0.98
2032	868	205,195	0.423%	883,827	0.98
2042	910	208,905	0.435%	925,867	0.98

<sup>&</sup>lt;sup>1</sup>FAA Aerospace Forecasts - Fiscal Years 2022-2042

### Based Aircraft Forecasts



Year	Based Aircraft <sup>1</sup>	Registered Aircraft <sup>2</sup>	Market Share of Registered Aircraft	Service Area Population <sup>3</sup>	Based Aircraft Per 1,000 Residents
2008	533	1,248	42.7%	806,353	0.66
2022	350	829	42.2%	843,696	0.41
Const	ant Ratio of Based	Aircraft per	1,000 Residents (CAGR =	= 0.47%)	
2027	358	848	42.2%	863,528	0.41
2032	367	868	42.2%	883,827	0.41
2042	384	910	42.2%	925,867	0.41
Increa	asing Market Share	of Registere	d Aircraft (CAGR = 1.32	%)	
2027	373	848	44.0%	863,528	0.43
2032	399	868	46.0%	883,827	0.45
2042	455	910	50.0%	925,867	0.49
TAF <sup>4</sup> S	Statewide Based Ai	rcraft Growtl	n Rate (CAGR = 0.83%)		
2027	365	848	43.02%	863,528	0.42
2032	380	868	43.76%	883,827	0.43
2042	413	910	45.40%	925,867	0.45
Increa	asing Share of Pop	ulation (CAG	R = 1.20%) - SELECTED		
2024	371	848	43.76%	863,528	0.43
2029	389	868	44.78%	883,827	0.44
2039	444	910	48.85%	925,867	0.48

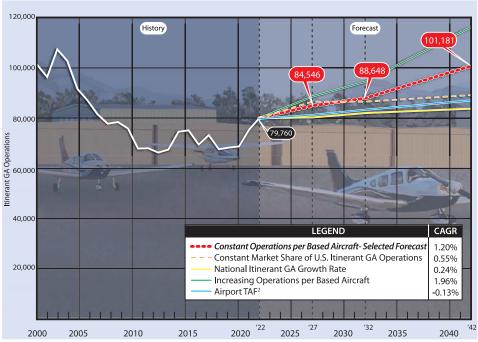
<sup>&</sup>lt;sup>1</sup>Airport and FAA records <sup>2</sup>FAA aircraft registration database for Ventura County and Coffman Associates forecast.

<sup>&</sup>lt;sup>2</sup>Woods & Poole Complete Economic and Demographic Data Source (CEDDS) 2022

<sup>&</sup>lt;sup>3</sup>TAF published in Feb. 2023

<sup>&</sup>lt;sup>3</sup>Woods & Poole CEDDS Data for Ventura County <sup>4</sup>TAF published in Feb. 2023

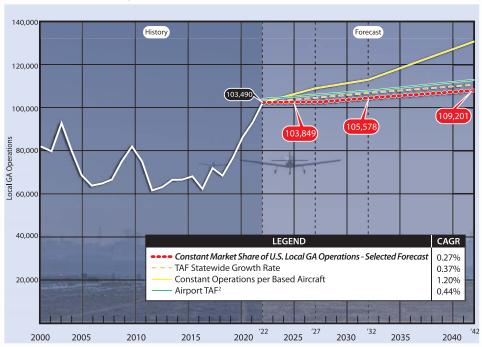
### Itinerant General Aviation Operations Forecast



Year	CMA Itinerant GA Operations	U.S. Itinerant GA Operations <sup>1</sup>	Market Share	CMA Based Aircraft	Itinerant GA Operations per Based Aircraft
2022	79,760	14,569,014	0.547%	350	228
Const	ant Market Share	of U.S. Itinerant GA	Operations (C	AGR = 0.55%)	
2027	85,603	15,636,300	0.547%	371	231
2032	86,711	15,838,715	0.547%	389	223
2042	89,015	16,259,605	0.547%	444	200
Natio	nal Itinerant GA Gr	owth Rate (CAGR =	= 0.24%)		
2027	80,478	15,636,300	0.347%	371	217
2032	81,530	15,838,715	0.368%	389	210
2042	83,675	16,259,605	0.412%	444	188
Increa	asing Operations p	er Based Aircraft (C	AGR 1.96%)		
2027	87,200	15,636,300	0.558%	371	235
2032	95,300	15,838,715	0.602%	389	245
2042	117,700	16,259,605	0.724%	444	265
Const	ant Operations pe	r Based Aircraft (C	AGR 1.20%) - S	ELECTED	
2027	84,546	15,636,300	0.541%	371	228
2032	88,648	15,838,715	0.560%	389	228
2042	101,181	16,259,605	0.622%	444	228

<sup>&</sup>lt;sup>1</sup>FAA Aerospace Forecasts - Fiscal Years 2022-2042

### Local General Aviation Operations Forecast



Year	CMA Local GA Operations	U.S. Local GA Operations <sup>1</sup>	Market Share	CMA Based Aircraft	Local GA Operations per Based Aircraft
2022	103,490	13,731,399	0.754%	350	296
TAF <sup>2</sup> S	Statewide Growth F	Rate (CAGR = 0.44%	6)		
2027	105,951	14,950,786	0.708%	371	285
2032	108,265	15,214,104	0.712%	389	278
2042	113,125	15,767,539	0.717%	444	255
Const	tant Operations pe	r Based Aircraft (C	AGR 1.20%)		
2027	109,700	13,779,091	0.796%	371	296
2032	115,000	14,008,496	0.821%	389	296
2042	131,300	14,489,123	0.906%	444	296
Const	tant Market Share o	of U.S. Local GA Op	erations (CAG	R 0.27%) - SELEC	TED
2027	103,849	13,779,091	0.754%	371	280
2032	105,578	14,008,496	0.754%	389	271
2042	109,201	14,489,123	0.754%	444	246

<sup>1</sup>FAA Aerospace Forecasts - Fiscal Years 2022-2042

<sup>2</sup>TAF published in Feb. 2023

<sup>&</sup>lt;sup>2</sup>TAF published in Feb. 2023

### Forecast Summary

	2022	2027	2032	2042
ANNUAL OPERATIONS				
Itinerant				
Air Taxi	3,220	3,578	4,400	5,225
General Aviation	79,760	84,546	88,648	101,181
Military	118	476	476	476
Total Itinerant Operations	83,098	88,599	93,523	106,882
Local				
General Aviation	103,490	103,849	105,578	109,201
Military	488	89	89	89
Total Local Operations	103,978	103,938	105,667	109,290
Total Annual Operations	187,076	192,538	199,191	216,172
Annual Instrument Approaches	12,465	13,290	14,029	16,032
BASED AIRCRAFT				
Single Engine	280	285	290	303
Multi-Engine Piston	24	24	24	24
Turboprop	4	8	13	25
Jet	21	31	37	62
Helicopter	21	23	25	30
Total Based Aircraft	350	371	389	444
PEAKING				
Annual Operations	187,076	192,538	199,191	216,172
Peak Month	18,234	18,772	19,421	21,077
Design Day	588	606	626	680
Design Hour	89	92	95	103



### Aircraft Reference Codes

A-I	Aircraft	TDG	C/D-I	Aircraft	TDG
	<ul> <li>Beech Baron 55</li> <li>Beech Bonanza</li> <li>Cessna 150, 172</li> <li>Eclipse 500</li> <li>Piper Archer, Seneca</li> </ul>	1A 1A 1A 1A	10111	• Lear 25, 31, 45, 55, <b>60</b> • Learjet 35, 36 (D-I)	<b>1B</b> 1B
B-I	<ul> <li>Beech Baron 58</li> <li>Beech King Air 90</li> <li>Cessna 421</li> <li>Cessna Citation CJ1 (525)</li> <li>Cessna Citation 1 (500)</li> <li>Embraer Phenom 100</li> </ul>	1A 1A 1A 1A 2A 1B	C/D-II	<ul> <li>Challenger 600/604/800/850</li> <li>Cessna Citation VII, X+</li> <li>Embraer Legacy 450/500</li> <li>Gulfstream IV, 350, 450 (D-II)</li> <li>Gulfstream G200/G280</li> <li>Lear 70, 75</li> <li>CRJ 700</li> <li>ERJ 175, 195</li> </ul>	1B 1B 2B 3
<b>A/B-II</b> 12,500 lbs. or less			C/D-III less than 150,000 lbs.*	• CRJ 900	2B
Or less	<ul> <li>Beech Super King Air 200</li> <li>Cessna 441 Conquest</li> <li>Cessna Citation CJ2 (525A)</li> <li>Pilatus PC-12</li> </ul>	2A 1A 2A 1A	70000000	• Gulfstream V • Gulfstream G500, 550, 600, <b>650 (D-III)</b>	2A <b>2B</b>
B-II over 12,500 lbs.	<ul> <li>Beech Super King Air 350</li> <li>Cessna Citation CJ3(525B), V (560)</li> <li>Cessna Citation Bravo (550)</li> </ul>	2A 2A 1A	C/D-III over 150,000 lb	• And And 9-100, 200 • Doeing 737 -800, 900,  BB/2 (D-III) • MD-83, 28 (D-III)	3 3 4
	<ul> <li>Cessna Citation CJ4 (525C)</li> <li>Cessna Citation     Latitude/Longitude</li> <li>Embraer Phenom 300</li> <li>Falcon 10, 20, 50</li> <li>Falcon 900, 2000</li> <li>Hawker 800, 800XP,     850XP, 4000</li> <li>Pilatus PC-24</li> </ul>	1B 1B 1B 2A 1B	C/D-IV	• Airb A A A A A A A A A A A A A A A A A A A	5 4 5 6
A/B-III  Note: Aircraft pictured is identifi	<ul> <li>Bombardier Dash 8</li> <li>Bombardier Global 5000, 6000, 7000, 8000</li> <li>Falcon 6X, 7X, 8X</li> </ul>	3 <b>2B</b> 2B	D-V	• Arkus A330-200, 300 • Aidus A330-500, 600 • Boeing 747-100 • 400 • Boeing 777-300 • Boeing 787-8, 9	5 6 5 6 <b>5</b>

Note: Aircraft pictured is identified in bold type.

\*Camarillo Airport operations are limited to 150,000 lbs. per the Joint Powers Agreement

Key: TDG- Taxiway Design Group

### Historical Jet and Turboprop Operations

ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
	B36T - Allison 36 Turbine Bonanza	1A	6	0	0	2	2	10	4	6	6	4
	EA50 - Edipse 500	1A	34	50	102	182	220	176	98	134	276	196
	EPIC - Dynasty	1A	0	2	0	90	60	18	12	12	92	102
	EVOL - Lancair Evolution	1A	2	2	0	0	0	0	0	0	0	0
	EVOT - Lancair Evolution Turbine	1A	0	0	2	4	4	16	6	4	6	16
	KODI - Quest Kodiak	1A	14	26	22	4	2	2	4	2	12	36
A-I	LNP4 - Lancair Propjet four-seat	1A	0	0	0	0	0	26	26	24	6	4
	P46T - Piper Malibu Meridian	1A	140	144	142	166	136	100	70	64	104	114
	PC7 - Pilatus PC-7	1A	2	0	2	2	0	0	8	2	4	2
	SF50 - Cirrus Vision SF50	1A	0	0	0	0	2	12	38	62	112	184
	TBM7 - Socata TBM-7	1A	748	586	538	436	790	396	410	266	344	374
	TBM8 - Socata TBM-850	1A	786	926	1,050	1,010	800	672	638	358	496	390
	TBM9 - Socata TBM	1A	786	926	1,050	222	580	812	858	806	896	1,140
	TMB8 - SOCATA TBM 700	1A	0	2	0		360	012	000		090	
		1A	1,732	1,740	1.862	2,122	2	2,240		1,742	2.356	2,562
	Total						2,598		2,172			
	C12 - CS2 C212 CASA/IPTN 212 Aviocar	1A 1A	22	22	106	4 38	34	34	42	30	0	12
	C208 - Cessna 208 Caravan											
A-II	DHC6 - DeHavilland Twin Otter	1A	0	0	4	0	0	0	6	0	2	2
	PC12 - Pilatus PC-12	1A	186	172	218	348	534	554	552	424	634	598
	Total		208	194	328	390	568	588	600	454	642	612
A-III	DHC7 - De Havilland DHC-7	3	0	0	0	0	0	0	0	2	0	0
	Total		0	0	0	0	0	0	0	2	0	0
	AC80 - Aero Commander Turbo 680	1A	4	0	0	0	2	0	0	0	0	0
	BE10 - Beech King Air 100 A/B	1A	14	10	10	4	4	0	2	0	2	0
	BE40 - Raytheon/Beech Beechjet 400/T-1	1A	262	206	82	82	68	68	50	38	66	56
	BE9 - Beechcraft C99 Airliner; Beech Aircraft	1A	0	0	0	0	0	2	0	0	0	0
	BE90 - Beech King Air 90	1A	4	12	6	4	2	0	0	0	0	2
	BE9L - Beech King Air 90	1A	196	150	260	274	216	126	122	102	180	76
	C25M - Cessna Citation M2	1A	0	0	0	4	10	22	26	34	52	76
	C425 - Cessna 425 Corsair	1A	82	146	52	34	8	10	10	4	10	4
	C500 - Cessna 500/Citation I	2A	48	42	64	4	0	4	0	0	0	8
	C501 - Cessna I/SP	2A	28	14	30	18	28	46	34	8	8	0
	C510 - Cessna Citation Mustang	1.6	120	94	64	64	48	90	50	72	72	62
	C525 - Cessna CitationJet/CJ1	1A	322	330	286	498	414	518	392	182	194	126
B-I	DA10 - Dassault Falcon/Mystère 10	18	0	0	0	0	2	0	0	0	0	0
	E50P - Embraer Phenom 100	1B	286	278	370	290	184	238	144	58	98	124
	F1 - Farnborough F1	1A	0	0	0	2	0	0	0	0	0	0
	FA10 - Dassault Falcon/Mystère 10	18	16	28	8	8	32	28	6	10	6	
	H25C - BAe/Raytheon HS 125-1000/	16	16	20	۰		32	20	0	10	0	-
		1B	102				0	2	2	4	6	4
	Hawker 1000			160	134	52			_			
	HDJT - HONDA HA-420 HondaJet	1A	0	0	0	12	40	66	46	28	68	68
	L29 - Aero L-29 Delfin	1B	2	0	0	0	0	0	0	0	0	0
	L39 - Aero L-139 Albatross	1B	8	0	0	4	2	0	0	2	2	10
	MU2 - Mitsubishi Marquise/Solitaire	1A	60	44	42	2	12	8	14	8	14	10
	MU2B - Marquise/Solitaire; Mitsubishi	1A	0	0	2	0	0	0	0	0	0	0
							2	0	0	0	0	0
	MU30 - Mitsubishi MU300/ Diamond I	1A	0	0	0	0						
		1A 2B	0 46	2	10	0 4	8	12	24	12	6	18
	MU30 - Mitsubishi MU300/ Diamond I P180 - Piaggio P-180 Avanti	2B	46	2	10	4				12	6	
ARC	MU30- Mitsubishi MU300/ Diamond I P180 - Piaggio P-180 Avanti Aircraft		<sup>46</sup>	2	10		2017	2018	2019		2021	
ARC C-II	MU30 - Mitsubishi MU300/ Diamond I P180 - Piaggio P-180 Avanti  Aircraft LU75 - Learjet 75	2B TDG 18	2013 0	2014	2015	2016 8	2017	2018	2019 8	12 2020 6	2021	<b>2022*</b>
C-II	MU30 - Mitsubishi MU300/ Diamond I P180 - Piaggio P-180 Avanti  Aircraft LU75 - Learjet 75 57AR - Beech 2000 Starship	<sub>2B</sub>	2013 0 0	2014	10 2015	2016 8 0	<b>2017</b> 6 0	2018	2019	12 2020	2021	2022*
C-II	MU30 - Mitsubishi MU300/ Diamond I P180 - Piaggio P-180 Avanti Aircraft LU75 - Learjet 75 STAR - Beech 2000 Starship Total	TDG 1B ND	2013 0 0 718	2 2014 2 0 826	2015 2 0 836	2016 8 0 810	2017 6 0 784	2018 10 0 798	2019 8 2 828	2020 6 0 746	6 2021 16 0 1,278	2022* 16 0 1,218
C-II	MU30 - Mitsubishi MU300/ Diamond   P180 - Paggio P-180 Avanti Aircraft LU75 - Learjet 75 51AR - Reach 2000 Starship Total A20N - Airbus A320 Neo	TDG  1B  ND	2013 0 0 718	2 2014 2 0 826 0	2015 2 0 836 0	2016 8 0 810	2017 6 0 784	2018 10 0 798	8 2 828 0	2020 6 0 746	2021 16 0 1,278 2	2022* 16 0 1,218
C-II	MU30 - Mitsubishi MU300/ Diamond I P180 - Piaggio P-180 Avanti Aircraft LU75 - Learjet 75 STAR - Beech 2000 Starship Total	TDG 1B ND	2013 0 0 718	2 2014 2 0 826	2015 2 0 836	2016 8 0 810	2017 6 0 784	2018 10 0 798	2019 8 2 828	2020 6 0 746	6 2021 16 0 1,278	2022* 16 0 1,218
ARC C-II cont.	MU30 - Mitsubishi MU300/ Diamond   P180 - Paggio P-180 Avanti Aircraft LU75 - Learjet 75 51AR - Reach 2000 Starship Total A20N - Airbus A320 Neo	28 TDG 18 ND 3 28 3	2013 0 0 718	2 2014 2 0 826 0	2015 2 0 836 0	2016 8 0 810	2017 6 0 784	2018 10 0 798	8 2 828 0	12 2020 6 0 746 0 0	6 2021 16 0 1,278 2 0 0	2022* 16 0 1,218
C-II	MU30 - Mitsubish MU300/ Diamond 1 P180 - Raggio F-180 Award  Aircraft  LU75 - Learjet 75  STAR - Beech 2000 Starship  Total  A20N - Airbu A320 Neo  B462 - BAP 146-200	2B TDG 1B ND 3 2B	2013 0 0 718 0	2014 2 0 826 0 2	2015 2 0 836 0	8 0 810 0	2017 6 0 784 0	2018 10 0 798 0	8 2 828 0	2020 6 0 746 0	6 2021 16 0 1,278 2 0	2022* 16 0 1,218 0
C-II	MUJID- Missubshi MUJJ00/ Diamond I P180 - Plaggio P-180 Avantil Aircraft LU73 - Learjet 75 574R - Bech 2000 Starship 16181 A20W - Airbus A320 Neo 8462 - 86e 146-200 8737 - Boeing 737-790 (8BJ)	28 TDG 18 ND 3 28 3	2013 0 0 718 0 0	2 2014 2 0 826 0 2	2015 2 0 836 0 0	8 0 810 0 0	2017 6 0 784 0 0	2018 10 0 798 0 0 14	8 2 828 0 0	12 2020 6 0 746 0 0	6 2021 16 0 1,278 2 0 0	2022* 16 0 1,218 0 0
C-   cont.	MUJD- Mitrubish MUJD0/ Diamond I P100 P100/90/01-10 Avanti Aircraft  LTS- Learje 75  STAR-Beech 2000 Starship  Total  A004- Airbus A320 Neo B402- Beh 140- 200  B402- Beh 140- 200  B402- The 140- 200  B402- Beh 140- 200  C27- Admis C275 Spartna	2B TDG 18 ND 3 28 3 18	2013 0 0 718 0 0	2 2014 2 0 826 0 2 0 0	2015 2 0 836 0 0	4 2016 8 0 810 0 0 0	2017 6 0 784 0 0 2	2018 10 0 798 0 0 14 42	8 2 828 0 0 0	12 2020 6 0 746 0 0 6 42	6 2021 16 0 1,278 2 0 0 10	2022* 16 0 1,218 0 0 6
C-   cont.	MUTD- MUTDON Damond I P180 - Paugigio F-180 Avanti  Aircraft  Li75 - Lanjer 2 STAR - Beech 2000 Starbily Stell A2004 - Albitos A120 Neo B4402 - 804 E14-200 B727 - Beeing 2757-P00 (BB) C727 - Albito C727 Spartan  D8805 - Sombardier C-400	2B TDG 18 ND 3 28 3 18 5	2013 0 0 718 0 0 0	2 2014 2 0 826 0 2 0 0 0	2015 2 0 836 0 0 0	8 0 810 0 0 0	2017 6 0 784 0 0 2 18	2018 10 0 798 0 0 14 42 0	8 2 828 0 0 0 22	12 2020 6 0 746 0 0 6 42 0	6 2021 16 0 1,278 2 0 0 10 0	2022* 16 0 1,218 0 0 0 6 0
C-   cont.	MUD0- MIXED-BM MUXDOV Diamond I PIBRO - Progrigo To 180 Avand I U75 - Learjee 75 STAR - Beech 2000 Starship 1908 A2004 - Alfabos A320 Neo B402 - Beet 164-700 B737 - Beening 737-750 (BB) C277 - Admic C277-750 (BB) C277 - Admic C277-750 (BB) D1901 - Embert 1901 (Longes) 1000	2B TDG 18 ND 3 28 3 18 5 3	2013 0 0 718 0 0 0	2 2014 2 0 826 0 2 0 0	2015 2 0 836 0 0 0	8 0 810 0 0 0 0	2017 6 0 784 0 0 2 18 18	2018 10 0 798 0 0 14 42 0 0	8 2 828 0 0 0 22 0	12 2020 6 0 746 0 0 6 42 0	6 2021 16 0 1,278 2 0 0 10 0 50	2022* 16 0 1,218 0 0 6 0 38
C-   cont.	MUTD- MISSORI MUTSON Diamond I P180 - Plaggio F-180 Avanti Aircraft  LUTS- Losgier 75  STAR - Beech 2000 Starship  Statl  A2004 - Africa A200 Neo  8402 - Bee Hed - 2000  8272 - Beering 737-700 (BB)  C777 - Aknti C477 Spartan  D9885 - Bernbaret G475 Spartan  E190 - Ernbaret 190 Lineage 1000)  E190 - Ernbaret 190 Lineage 1000)	2B TDG 1B ND 3 2B 3 1B 5 3 3 3	2013 0 0 718 0 0 0	2 2014 2 0 826 0 2 0 0 0 0	2015 2 0 836 0 0 0 0	8 0 810 0 0 0 0	2017 6 0 784 0 0 2 18 18 0 2	2018 10 0 798 0 0 14 42 0 0	8 2 828 0 0 0 22 0 0 0 0	12 2020 6 0 746 0 0 6 42 0 0 0	6  2021  16 0  1,278 2 0 10 0 50 0	2022* 16 0 1,218 0 0 6 0 38
C-   cont.	MUD0- MEXISORM MUD0/D Damond I P180 - Paggipo T-180 Avand MEXISOR MEXISOR MEXI	28 TDG 18 ND 3 28 3 18 5 3 3 28	718 0 0 718 0 0 0 0 0 0 0 0	2 2014 2 0 826 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 836 0 0 0 0 0 0 0 0	4 2016 8 0 810 0 0 0 0 0 0	2017 6 0 784 0 0 2 18 18 0 2	2018 10 0 798 0 0 14 42 0 0	82 828 0 0 0 22 0 0	12 2020 6 0 746 0 0 6 42 0 0 0	6 2021 16 0 1,278 2 0 0 10 0 50 0	2022* 16 0 1,218 0 0 6 0 38
C-   cont.	MUD0- MUSCON Damond I P180 - Progrigo T-180 Avand  Aircraft  LUTS - Lengier 75  STAR - Beech 2000 Starship  Boal  A2004 - Africa A120  Bary - Beech 2000 Starship  Boal  A2004 - Africa A120 Neo  Bed-2- Bee 1 46-200  B737 - Beening 737-790 IRBI  C127 - Africa C473 Spartna  DH8D - Bombardier Q-400  E100 - Ernbarer H0 Glimage 1000)  E100 - Ernbarer H0 Glimage 1000  E100 - Endage 1000  E100 - Endag	28 TDG 18 ND 3 28 3 18 5 3 3 28	2013 0 0 718 0 0 0 0 0 0 0 0	2 2014 2 0 826 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 836 0 0 0 0	4 2016 8 0 810 0 0 0 0 0 0 0	2017 6 0 784 0 0 2 18 18 0 2 0	2018 10 0 798 0 0 14 42 0 0 0 0	8 2 828 0 0 0 22 0 0	12 2020 6 0 746 0 0 6 42 0 0 0 0	6  2021  16 0 1,278 2 0 0 10 0 50 0 0	2022* 16 0 1,218 0 0 6 0 38 0 0
C-II	MUID- MUIDON Damond I P180 - Paggigo T-180 Avand  Aircraft  LUTS - Leagler 75  STAR - Beech 2000 Starkhip  Boal  A2004 - Althou A320 Neo  Bed-2- Bea 146-200  B737 - Bening 777-700 IRBI  C727 - Alenia C-270 Starkhip  B738 - Bening 737-7700 IRBI  D180 - Bening 737-7700 IRBI  C727 - Alenia C-270 Starkhip  B738 - Bening 737-700 IRBI  C727 - Alenia C-270 Starkhip  D180 - Brahaver 190 Lineage 1000)  E190 - Ernbarer 190 Lineage 1000)  E190 - Ernbarer 190 Lineage 1000  E190 - Engage 1000  E190 - Engage 1000  E190 - Eng	28 TDG 18 ND 3 28 3 18 5 3 28 ND	2013 0 0 718 0 0 0 0 0 0 0 0 0 0 0 0 2 0	2 2014 2 0 826 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 836 0 0 0 0 0 0 0 0 0 0	4 2016 8 0 810 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 784 0 2 18 18 0 2 0 0	2018 10 0 798 0 0 14 42 0 0 0 0 0	828 0 0 0 22 0 0 0 22 0	12 2020 6 0 746 0 0 6 42 0 0 0 0 0 48	6  2021  16 0  1,278 2 0 0 10 0 50 0 0 0 62	2022* 16 0 1,218 0 0 6 0 38 0 0 44
C-II	MUD0-MEXISORM MUD0/D Damond   PRISO - Paggipo To 180 Avand  Aircraft  L/75 - Learjec 75  STAR - Beech 2000 Starship  BEBI A2004 - Alban A320 Neo Beb2-Beb 186-700 (BB) C277 - Alban C277 Spartan  DH8D - Bender C4-00 E798 - Embard 197-60 (BB) C277 - Alban C277 Spartan  DH8D - Embard 197-60 (Lineage 1000) E798 - Embard 197-60 E798 - Embard 197-60 E798 - Charles 197-60 E798 -	28 TDG 18 ND 3 28 3 18 5 3 28 ND	46 2013 0 0 718 0 0 0 0 0 0 2 0 2 2	2014 2 0 826 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 836 0 0 0 0 0 0 0 0 0 0	4 2016 8 0 810 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 784 0 0 2 18 18 0 2 0 0 40	2018 10 0 798 0 0 14 42 0 0 0 0 0 4 4 4 4 4 4 6 6 7 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9	8 2 828 0 0 0 22 0 0 0 0 0 0 0 22 10	12 2020 6 0 746 0 0 6 42 0 0 0 0 48 12 0	6  2021  16 0  1,278 0 0 10 0 50 0 0 0 62	2022* 16 0 1,218 0 0 6 0 38 0 0 44 6
C-   cont.	MUID- MUID-ON Damond I P180 - Paggipo T-180 Avanti LTD's - Lonjer 75 STAR - Beech 2000 Starship Botal A2004 - Africa A\$20 Neo Bed2 - Bee 146-200 B737 - Beening 737-790 IBBI C727 - Almin C 277 Spartan D1800 - Bening 187-790 IBBI D1800 - Bening 187-790 IBBI D1900 - Embarre 1975 Spartan D1800 - Bening 187-790 IBBI D1900 - Embarre 1975 Central D1900 - Londered 97-9 Control T091 T091 - Londered 97-9 Control T091	28 TDG 18 ND 3 28 3 18 5 3 28 ND	46 2013 0 0 718 0 0 0 0 0 0 0 2 0 2 0	2 2014 2 0 826 0 2 0 0 0 0 0 0 2 4	2015 2 0 836 0 0 0 0 0 0 0 0 0 0	4 2016 8 0 810 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 784 0 0 2 18 18 0 2 0 0 0 40	2018 10 0 798 0 0 14 42 0 0 0 0 0 4 42 2	8 2 828 0 0 0 22 0 0 0 0 0 0 22 10 2	12 2020 6 0 746 0 0 6 42 0 0 0 0 0 42 0 0 0 42 12 12	6  2021  16 0  1,278  2 0 10 0 50 0 0 62 10 0	2022* 16 0 1,218 0 0 6 0 38 0 0 0 44 6 4
C-II	MUD0-MEXISORM MUD0/D Damond I P180 - Plaggigo T-180 Avand I P180 -	2B TDG 18 ND 3 28 3 18 5 3 28 ND 18 5 18 6	46 2013 0 0 718 0 0 0 0 0 0 2 0 2 0 0	2 2014 2 0 826 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 836 0 0 0 0 0 0 0 0 0 0 0 0 4 2 2 2	4 2016 8 0 810 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 784 0 0 2 18 18 0 2 0 0 40 2 2	2018 10 0 798 0 0 14 42 0 0 0 0 0 56 4 2 6 0	2019 8 2 828 0 0 22 0 0 0 0 22 10 2 8 0 0	12 2020 6 0 746 0 0 6 42 0 0 0 0 48 12 0 10 0	6  2021  16 0  1,278 2 0 10 0 50 0 0 62 10 0 10 2	2022* 16 0 1,218 0 0 6 0 38 0 0 0 44 6 4
C-II	MUID- MUID-ON Damond I P180 - Paggipo T-180 Avanti  LITS- Losjet 75  STARL - Beech 2000 Starship  Bottl A2004 - Alface A200  B373 - Beech 2000 Starship  B373 - Beening 737-7900 (IBB)  C727 - Almin C-277 Spartna  D480 - Bonharder C-400  E734 - Enberg 737-7900 (IBB)  E735 - Enberg 737-7900 (IBB)  E736 - Enberg 737-7900 (IBB)  E736 - Enberg 737-7900 (IBB)  E737 - Enberg 737-7900 (IBB)  E738 - Enberg 737-7900 (IBB)	28 TDG 18 ND 3 28 3 18 5 3 28 ND 18 18 18	46 2013 0 0 718 0 0 0 0 0 0 0 0 2 2 0 0	2 2014 2 0 826 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 836 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 2016 8 0 810 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 784 0 0 2 18 18 0 2 0 0 0 40 2	2018 10 0 798 0 0 14 42 0 0 0 0 0 4 2 6	2019 8 2 828 0 0 0 22 0 0 0 0 22 10 28	12 2020 6 0 746 0 6 42 0 0 0 0 48 12 0 10	6  2021  16 0  1,278  2 0 10 0 50 0 0 62 10 0 10	2022* 16 0 1,218 0 0 6 0 38 0 0 0 44 6 4 4
C-II	MUID- MUIS-ON Diamond   P180 - Plaggigo 1-100 Avand  Aircraft  LUT- Leapier 75  STAR - Beech 2000 Starship  Stall  A2004 - Affacts A200 Neo  B402 - Beech 2000 Starship  Stall  A2004 - Affacts A200 Neo  B402 - Beech 2000  B737 - Beech 2000  B737 - Beech 2007  B737 - Brening 1000  B737 - Beech 2007  B737 - Brening 1000  B737 - Brening 1	28 18 ND 3 28 3 18 5 5 3 3 28 ND 18 5 5 18 6 6 4 4	46 2013 0 0 718 0 0 0 0 0 0 0 0 2 0 2 0 0 0 0 0 0 0 0	2 20144 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 2015 2 0 836 0 0 0 0 0 0 0 0 0 0 0 0 0	4 2016 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 784 0 0 0 2 2 188 8 8 0 0 0 0 40 2 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2018 10 0 798 0 0 14 42 0 0 0 0 56 4 2 6 0 0 0 0	2019 8 2 828 0 0 0 22 0 0 0 22 10 2 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 2020 6 0 0 746 0 0 0 6 6 42 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2021 16 0 1,278 2 0 0 0 10 0 50 0 0 0 0 0 10 0 10 0 10 0	2022* 16 0 1,218 0 0 0 6 0 38 0 0 0 44 6 4 4 0 2 2
C-II	MUID- MUIDON Diamond I PIBO-Proggipo T-180 Avanti  LI75-Losijet 75 STARL-Beech 2000 Starship Total A2004 - Affatos A220 Neo Bed-2-Beb 146-2-00 B737-Beberg 737-790 (IBB) B737-Beberg 737-590 (IBB) B737-	28 TDG 18 ND 3 28 3 18 5 3 3 28 ND	46 2013 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2014 4 0 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 2016 8 8 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 784 0 0 2 18 18 0 0 0 0 0 40 0 0 0 0 0 0 44	2018 10 0 798 0 0 14 42 0 0 0 56 4 2 6 0 0 0 12	2019  8 2  828 0 0 0 0 0 22 0 0 0 0 22 10 2 8 0 0 0 0 22 20 0 0 22 20 0 0 20 0 2	12 2020 6 6 0 0 746 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2021 16 6 0 0 1,278 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2022* 16 0 1,218 0 0 0 6 0 38 0 0 0 44 4 0 2 2 18
C-II	MUD0-MEXISTER MUD00/Diamond   PRISO-Regispoin-180 Avand  Aircraft  L75-Learjet 75  STAR-Beech 2000 Starship  BOBI A2004-Alban 43-20 Neo Bobi 45-200 Biblio BOBI 45-20	28 TDG 18 ND 3 28 3 18 5 3 3 28 ND 18 5 6 4 4 6 6	46 2013 0 0 718 0 0 0 0 0 0 0 0 2 0 2 0 0 0 0 0 0 0 0	2 2014 4 0 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 2016 8 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 784 0 0 0 2 18 18 0 0 0 2 2 0 0 0 0 40 0 0 0 0 0 0 4 0 0 0 0	2018 10 0 798 0 0 14 42 0 0 0 0 56 4 2 6 0 0 0 12 0	2019 8 2 828 0 0 0 0 222 0 0 0 222 10 2 8 0 0 0 0 20 0 0 0 0 0 0 0 0 0 0 0 0	12 2020 6 0 0 7466 0 0 0 0 6 42 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2021 16 16 1278 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2022* 16 0 0 1,218 0 0 0 0 6 6 0 38 0 0 0 0 44 4 0 0 2 2 2 18 0 0
C-II	MUID- MUID-ON Damond I PRIOR Progrego To 180 Avanta  Aircraft  LI75 - Leagler 75  STARL - Beech 2000 Starship  Total  A2004 - Affatos A320 Neo  B402 - Bee 146-200  B737 - Beener 373-7900 IBBJ  B738 - Beener 373-7900 IBB	28 TDG 18 ND 3 28 3 18 5 3 3 8 ND 18 6 4 4 6	2013 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2014 4 0 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 0 836 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 2016 8 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 784 0 0 2 188 188 0 0 0 40 0 0 40 0 0 0 4 0 0 0 0 0 0 0	2018 10 0 798 0 0 0 14 42 0 0 0 0 0 0 0 0 0 0 0 0 0	2019 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	12 2020 6 0 0 7466 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2021 16 0 0 1,278 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2022** 16 0 0 1,12188 0 0 0 0 6 6 0 388 0 0 0 444 4 0 0 2 2 1 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
C-II	MUD0-MEXISORM MUD0/D Damond I P1808-Plaggiogo 1-18 0 Avand I P	28 TDG 18 ND 3 28 3 3 18 5 5 3 28 ND 18 6 4 4 6	46 2013 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2014 2 0 0 826 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2015 30 00 00 00 00 00 00 00 00 00 00 00 00	4 2016 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 784 0 0 2 18 18 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2018 10 0 798 0 0 14 42 0 0 0 566 4 2 6 0 0 0 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2019 8 2 828 0 0 0 0 222 0 0 0 222 10 2 8 0 0 0 0 20 0 0 0 0 0 0 0 0 0 0 0 0	12 2020 6 0 0 746 0 0 0 6 42 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2021 16 0 0 0 1,278 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2022** 166 0 0 0 1.218 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
C-III	MUID- MUID-ON Damond   PRIOR PROGRES TO HONOR   AITCORT  LUTS-Leaglet 75  STARL-Beech 2000 Starship TOSI  A2004 - ATRION ATRION ATRION BED  A2004 - ATRION ATRION BED  B273 - Beenery 373-7900 (BB)  E273 - Beenery 373-7900 (BB)  E274 - Beenery 373-7900 (BB)  E275 - Embaren 179  E274 - Embaren 179  E275 - Em	28 TDG 18 ND 3 28 S 18 5 3 28 ND 18 6 4 4 1A 1A	2013 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2014 2 0 826 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 836 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 2016 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 784 0 0 2 18 8 0 0 2 2 0 0 0 0 0 4 0 0 0 0 0 0 0 0 0 0	2018 10 0 798 0 0 14 42 0 0 0 0 0 56 4 4 0 0 0 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 2 2 828 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 2020 6 0 0 746 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2021 16 0 0 1,278 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2022** 166 0 0 0 1.218 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
C-II	MUID- MUIS-ON Diamond   PRIBO-Progrigo T-180 Avand  Aircraft  Livy - Leayler 75  STARL-Beech 2000 Starship  Stoll  A2004-A Thios A320 Neo  Bed-2, Bed 18-6-200  B737- Benery 27-77-00 IRBI  C727-Americ C-277-00 I	28 TDG 18 ND 3 28 S 18 5 S 3 S 18 S 5 S 18 S 18 S 18 S 18 S 18 S 18	46 2013 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2014 2 0 0 826 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 2016 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 7844 0 0 2 188 188 0 0 40 2 2 0 0 0 40 0 0 0 0 0 0 0 0 0 0	2018 10 0 798 0 0 14 42 0 0 0 0 0 0 0 0 12 12 0 0 0 0 0 0 0 0	2019 8 8 2 2 828 8 9 9 9 9 9 9 9 9 9 9 9 9	12 2020 6 6 0 0 7466 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2021 16 0 1,278 2 0 0 0 10 0 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2022** 166 0 0 0 1.218 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
C-III	MUID- MUID-ON Damond   PRIOR PROGRES TO HONOR   AITCORT  LUTS-Leaglet 75  STARL-Beech 2000 Starship TOSI  A2004 - ATRION ATRION ATRION BED  A2004 - ATRION ATRION BED  B273 - Beenery 373-7900 (BB)  E273 - Beenery 373-7900 (BB)  E274 - Beenery 373-7900 (BB)  E275 - Embaren 179  E274 - Embaren 179  E275 - Em	28 TDG 18 ND 3 28 S 18 5 3 28 ND 18 6 4 4 1A 1A	2013 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2014 2 0 826 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 836 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 2016 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 784 0 0 2 18 8 0 0 2 2 0 0 0 0 0 4 0 0 0 0 0 0 0 0 0 0	2018 10 0 798 0 0 14 42 0 0 0 0 0 56 4 4 0 0 0 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 2 2 828 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 2020 6 0 0 746 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2021 16 0 0 1,278 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2022** 166 0 0 0 1.218 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
C-III	MUID- MUIS-ON Diamond   PRIBO-Progrigo T-180 Avand  Aircraft  Livy - Leayler 75  STARL-Beech 2000 Starship  Stoll  A2004-A Thios A320 Neo  Bed-2, Bed 18-6-200  B737- Benery 27-77-00 IRBI  C727-Americ C-277-00 I	28 TDG 18 ND 3 28 S 18 5 S 3 S 18 S 5 S 18 S 18 S 18 S 18 S 18 S 18	46 2013 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2014 2 0 826 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 2016 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 7844 0 0 2 188 188 0 0 40 2 2 0 0 0 40 0 0 0 0 0 0 0 0 0 0	2018 10 0 798 0 0 14 42 0 0 0 0 0 0 0 0 12 12 0 0 0 0 0 0 0 0	2019 8 8 2 2 828 8 9 9 9 9 9 9 9 9 9 9 9 9	12 2020 6 6 0 0 7466 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2021 16 0 1,278 2 0 0 0 10 0 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2022** 166 0 0 0 1.218 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
C-III	MUID- MUID-ON Diamond   Pillon-Progripo T-10 Navard  Aircraft  U75 - Leapler 75  STMR - Beech 2000 Starship Total  A2004 - Airbos A320 Neo Bed-2-Bost 146-2-Bost 146-	28 TDG 18 ND 3 28 3 18 5 3 3 28 ND 18 6 4 6 11 1A 11 18	2013 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2 0 1 4 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 836 0 0 0 0 0 0 0 4 4 2 2 2 0 0 0 0 0 0 0 0	4 2016 8 0 810 0 0 0 0 0 0 0 0 0 0 0 0 0 10 0 0 0	2017 6 0 0 784 4 0 0 2 2 18 8 0 2 2 2 0 0 0 0 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2018 10 0 0 798 14 42 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2019 8 2 2 828 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 2020 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2021 16 0 0 1,278 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2022** 166 0 1,218 0 0 0 0 0 0 388 0 0 0 44 4 4 4 0 0 2 2 188 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
C-III	MUID- MUIS-ON Diamond   PRIO-PROGRED T-18 Owned  Aircraft  Liy5-Leagie T-5 South Policy T-18 Owned  AIRCRAFT  LIY5-Leagie T-5 South Policy T-18 Owned  A2004-Airbis A320 Neo  Bed-2-Beb 146-0200  B737-Beberg 272-700 IIBB  C727-Almin C-277-200 IIBB  C727-Airbis A270 Neo  B647-Beberg 272-700 IIBB  C727-Airbis C-277-200 IIBB  C727-Airbis C-2	28 TDG 18 ND 28 3 18 5 3 3 28 ND 18 6 4 4 6 6 11 A 1A 1A 1A 18 18 18 18	2013 0 0 0 718 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2014 2 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2015 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 2016 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 6 0 784 0 0 2 188 188 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2018 10 0 798 0 14 42 0 0 0 0 566 4 4 2 0 0 0 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2019 8 2 2 2 828 0 0 0 0 2 2 2 1 0 0 0 0 0 0 0 0 0 0 0 0	12 2020 6 0 0 746 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2021 16 0 1,278 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2022** 166 0 1,218 0 0 0 0 0 0 388 0 0 0 44 4 4 4 0 0 2 2 188 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
C-III	MUD0- MUSDON Diamond   Pillon-Progripo T-10 Navad  Arcraft  U75- Leapler 75  STMR-Besch 2000 Starship  Bodi  A2004 - Affaio A320 Neo  Bed2- Bed 186-200  B737- Beden (277-700 IIIB)  B738- Bedn (277-700 IIIB)  B738- Bedn (277-700 IIIB)  B738- Bedn (277-700	28 TDG 18 ND 3 3 28 3 18 5 3 3 28 ND 11 18 6 4 4 6 11 11 11 11 11 18 18	2013 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2 0 4 4 0 0 0 2 2 0 0 0 0 0 0 0 0 0 0	2015 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 2016 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2017 6 0 0 784 4 0 18 18 8 0 2 2 0 0 0 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2018 10 0 7988 0 0 14 42 0 0 0 56 6 0 12 6 0 0 0 0 0 12 0 0 0 0 0 0 0 0 0 0 0 0 0	2019 8 8 2 2 828 0 0 0 0 22 2 10 2 2 10 2 0 0 0 0 0 4 4 0 0 0 0 70 0 0	12 2020 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2021 16 0 1.278 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2022** 166 0 0 1,218 0 0 0 0 0 0 388 0 0 44 4 4 4 0 0 0 0 0 0 0 0 0 1 1 1 1

Source: TFMSC - January 2013 thru August 2022. Data not \*2022 Data from September 2021 through August 2022

ARC - Airport Reference Code	
ND - No Data	

ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
	PAY1 - Piper Cheyenne 1	2A	2	0	0	0	0	2	0	0	4	2
	PAY2 - Piper Cheyenne 2	2A	56	8	6	4	0	4	6	4	8	8
B-I	PAY3 - Piper PA-42-720 Cheyenne 3	2A	4	0	0	2	0	6	0	0	6	0
Cont.	PAY4 - Piper Cheyenne 400	2A	8	0	0	0	0	0	0	0	0	0
	PAYE - Cheyenne	2A	2	2	0	0	0	0	0	0	0	0
	PRM1 - Raytheon Premier 1/390 Premier 1	1A	26	28	20	34	18	38	64	26	60	54
	SBR1 - North American Rockwell Sabre 40/60	1.6	4	2	2	0	0	0	6	0	2	0
	SJ30 - Swearingen SJ-30	1A	0	0	0	0	0	0	0	0	0	14
	TEX2 - Raytheon Texan 2	1.6	0	0	0	4	0	0	0	0	2	0
	Total		1.702	1.556	1,448	1,404	1,100	1,290	998	592	866	726
	AC69 - Jet Prop /Gulfstream	2A	4	0	2	0	0	0	0	0	0	0
	AC90 - Gulfstream Commander	2A	54	48	102	90	68	56	32	56	38	28
	B190 - Beech 1900/C-12J	2A	8	2	2	2	0	2	4	0	136	2
	B350 - Beech Super King Air 350	2A	170	204	288	274	394	376	312	186	334	366
	B39L - Raytheon 300 Super King Air	2A	0	0	200	0	2	0	0	0	0	0
	BE20 - Beech 200 Super King	2A	212	250	262	298	284	276	352	254	372	416
	BE30 - Raytheon 300 Super King Air	2A	36	40	68	60	44	34	20	56	126	206
	BE9T - Beech F90 King Air	1A	16	10	16	12	12	4	20	36	46	200
	C25A - Cessna Citation CJ2	2A	82	76	260	266	168	138	196	94	172	134
	C25B - Cessna Citation CJ3	2A	258	226	266	182	372	412	520	422	556	238
	C25C - Cessna Citation CJ4	1B	58	74	80	70	58	98	100	92	66	60
	C441 - Cessna Conquest	1A	232	178	176	152	148	168	68	24	20	20
	C550 - Cessna Conquest	2A	152	150	162	176	128	106	108	66	70	54
	C551 - Cessna Citation Il/SP	2A	0	0	0	1/6	128	0	2	4	2	34
	CSSB - Cessna Citation IVSP	2A	0	0	0	0	0	0	6	10	12	22
	C560 - Cessna Citation V/Ultra/Encore	2A	108	178	192	170	170	116	112	112	148	142
	C56X - Cessna Excel/XLS	1B	158	194	270	246	350	358	274	226	388	398
B-I	C680 - Cessna Citation Sovereign	1B	86			108	94	110		112		
8-8				112	128				112		162	92
	C68A - Cessna Citation Latitude	1B 1B	0	0	0	0	42	72	168	242	322	344 174
	C700 - Cessna Citation Longitude C750 - Cessna Citation X	1B	484	-	492	308	238	272	280	4	66 292	
				544	492	308	238		280	248		312
	CITA - 525A Citation CJ2	2A	2	-	-	-	-	0	-	-	0	230
	CL30 - Bombardier (Canadair) Challenger 300	1B	92	72	110	150	184	170	206	126	176	200
	CL35 - Bombardier Challenger 300	1B	0	0	2	96	142	276	296	358	556	628
	D328 - Domier 328 Series	1B	0	0	0	0	2	0	0	0	0	0
	E120 - Embraer Brasilia EMB 120	3	0	0	0	0	2	2	4	0	0	0
	E55P - Embraer Phenom 300	1B	28	54	134	114	166	286	232	232	478	394
	F2TH - Dassault Falcon 2000	2A	88	68	80	106	198	192	210	132	144	110
	F900 - Dassault Falcon 900	2A	32	18	66	42	50	100	120	96	116	156
	FA20 - Dassault Falcon/Mystère 20	1B	12	4	10	2	2	6	10	4	4	0
	FA50 - Dassault Falcon/Mystère 50	1B	38	22	24	42	92	28	82	138	124	116
	HA4T - Hawker 4000	1B	6	4	0	0	2	4	6	6	4	0
	J328 - Fairchild Dornier 328 Jet	1B	0	0	0	0	2	2	0	0	4	0
	PC24 - Pilatus PC-24	1B	0	0	0	0	0	0	4	34	66	128
	SH33 - Shorts 330	1B	4	0	0	0	0	0	0	0	0	0
	SW3-Fairchild Swearingen SA-226T/TB Merlin 3	1B	2	0	0	2	0	0	0	2	28	84
	SW4 - Swearingen Merlin 4/4A Metro2	1B	14	2	2	0	2	8	2	2	6	2
	Total		2,436	2,530	3,194	2,968	3,416	3,672	3,840	3,374	5,034	4,870
ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
	G4 - Gulfstream IV	2A	4	0	0	0	0	0	0	0	0	2
		251										

ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
	G4 - Gulfstream IV	2A	4	0	0	0	0	0	0	0	0	2
D-II	GALX-IAI 1126 Galaxy/Gulfstream G200	1B	78	56	64	22	36	36	24	22	36	28
D-II	GL20 - Gulfstream 2	18	2	4	4	0	0	2	0	0	0	0
	GLF2 - Gulfstream II/G200	1B	6	0	2	2	0	0	0	0	0	0
	GLF4 - Gulfstream IV/G400	2A	118	214	314	454	398	254	418	326	390	406
	Total	208	274	384	478	434	292	442	348	426	436	
	G550 - Gulfstream G550	2B	0	0	0	2	0	0	2	0	0	0
	GA5C - G-7 Gulfstream G500	28	0	0	0	0	0	0	2	2	0	6
D-III	GA6C - G-7 Gulfstream G600	28	0	0	0	0	0	0	0	0	12	74
	GLF5 - Gulfstream V/G500	2B	402	382	466	522	482	358	330	210	250	260
	GLF6 - Gulfstream	28	2	24	70	50	76	82	88	110	94	246
	Total		404	406	536	574	558	440	422	322	356	586
	AJET - Dassault-Bréguet/Dornier Alpha Jet	1A	0	0	0	0	0	0	0	0	2	0
E-I	F16 - Lockheed F-16 Fighting Falcon	1A	0	0	0	0	0	2	0	0	0	0
			0		0		0	2		0		0

AIRPORT REFER	FNCF CODE	(ARC)	SUMMARY

	ARC	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
	A-I	1,732	1,740	1,862	2,122	2,598	2,240	2,172	1,742	2,356	2,562
	A-II	208	194	328	390	568	588	600	454	642	612
	A-III	0	0	0	0	0	0	0	2	0	0
	B-I	1,702	1,556	1,448	1,404	1,100	1,290	998	592	866	726
	B-II	2,436	2,530	3,194	2,968	3,416	3,672	3,840	3,374	5,034	4,870
	B-III	180	194	198	302	296	324	294	420	656	668
	C-I	160	216	380	394	266	340	250	234	302	394
	C-II	718	826	836	810	784	798	828	746	1,278	1,218
	C-III	2	4	0	0	40	56	22	48	62	44
	C-IV	2	2	8	10	4	12	20	24	22	18
	DH	26	20	46	34	36	54	76	26	52	14
5	D-II	208	274	384	478	434	292	442	348	426	436
	D-III	404	406	536	574	558	440	422	322	356	586
	E-I	0	0	0	0	0	2	0	0	2	0
	TOTAL	7,778	7,962	9,220	9,486	10,100	10,108	9,964	8,332	12,054	12,148

orgatisk-Aria ATR 42-00/00/202 rospatisle-Aria ATR 42-500 rospatisle-Aria ATR 42-500 rospatisle-Aria ATR 42-500 rospatisle-Aria ATR 42-500 rospatisle-Aria ATR 72-500 rospatisle-Aria A	5 5 2A 2A 2A 3 1A 3 5 2A 1B	0 0 0 0 0 0 0 2 2	0 0 0 0 0 2 0	0 0 0 0 0	0 0 0 0 0 0	0 4 4 8 2	6 6 0 2	0 0 0 0	0 0 0	0 0 0	0
rospatiale/Aleria ATR-72 rina ATR-427; rina ATR-427; rospatiale/Aleria ATR-72-500 man C-2 Greyhound SAG (Ne23) samiric (V-5405/580):600):640, VC-131H man Ti-2 Hawkeye sasult Falcon T7X sasult Falcon T7X sasult Falcon BD-700 Global 5000 mbarder GD-bal 5000 mbarder GD-bal 5000 mbarder GD-bal 5000 mbarder GD-00 Global 5000 mbarder GD-00 Global 5000 mbarder GD-00 Global 5000	2A 2A 2A 3 1A 3 5 2A 1B	0 0 0 0 0 2	0 0 0 2 0	0 0 0	0 0 0	4 8 2	0 2 0	0	0	0	-
enia ATR 42/72 rospatiale/Alenia ATR 72-500 rospatiale/Alenia ATR 72-500 rospatiale/Alenia ATR 72-500 rospatiale/Alenia ATR 72-500 rospatiale/Alenia/	2A 2A 3 1A 3 5 2A 1B	0 0 0 0 2 2	0 0 2 0	0	0	8	2	0	0		0
rospatiale/Alenia ATR 72-500 mman C-2 Greyhound SAS CN-2335 mvair CV-540/580/600/640, VC-131H mman TE-2 Hawkeye ssault Falon E7X ssault Falon SX mbardier 8D-700 Global 5000 mbardier Global 7500 mbardier Global 7500 mbardier Global Express	2A 3 1A 3 5 2A 1B	0 0 0 2 2	0 2 0 0	0	0	2	0			0	
aman C-2 Greyhound ISA CN-235 ISA CN-235 ISA CN-245 ISA	3 1A 3 5 2A 1B	0 0 2 2	2 0 0	0	0			0			0
ASA CN-235  main CV-540/580/600/640, VC-131H man TE-2 Hawkeye ssault Falcon F7X ssault Falcon 8X mbardier BD-700 Global 5000 mbardier BD-700 Global 5000 mbardier BD-700 Global Express	1A 3 5 2A 1B	0 2 2	0			6			0	0	0
nwair CV-540/580/600/640, VC-131H Iman TE-2 Hawkeye ISSBUIK Falcon F7X ISSBUIK Falcon 8X Imbardier BD-700 Global 5000 Imbardier Global 7500 Imbardier BD-700 Global Express	3 5 2A 1B	2	0	0			0	2	6	4	6
nman TE-2 Hawkeye ssault Falcon F7X ssault Falcon 8X mbardier BD-700 Global 5000 mbardier Global 7500 imbardier BD-700 Global Express	5 2A 1B	2			0	0	4	0	0	0	0
ssault Falcon F7X ssault Falcon 8X mbardier BD-700 Global 5000 mbardier Global 7500 imbardier BD-700 Global Express	2A 1B			0	0	4	0	2	2	0	0
ssault Falcon 8X imbardier BD-700 Global 5000 imbardier Global 7500 imbardier BD-700 Global Express	1B	0	0	2	2	2	6	2	0	4	2
mbardier BD-700 Global 5000 mbardier Global 7500 mbardier BD-700 Global Express			4	8	10	34	40	10	26	60	40
mbardier Global 7500 mbardier BD-700 Global Express	28	0	0	0	0	0	0	0	0	0	8
mbardier BD-700 Global Express		78	82	70	74	28	36	28	50	74	100
	2B	0	0	0	0	0	0	0	52	110	176
42-320	2B	92	106	118	216	204	224	250	284	404	336
	5	6	0	0	0	0	0	0	0	0	0
		180	194	198	302	296	324	294	420	656	668
awk	1B	2	0	0	0	0	0	0	0	0	0
Ne HS 125-1/2/3/400/600	1B	2	0	0	4	0	0	0	2	2	0
Ae Systems Hawk	1B	2	0	0	0	0	6	0	0	0	2
ke HS 125; British Aerospace	1B	2	2	0	2	0	0	0	2	0	0
mbardier Learjet 24	1B	2	0	0	0	0	0	0	0	0	0
mbardier Learjet 25	1B	8	0	0	0	0	2	0	0	0	0
mbardier Learjet 31/A/B	1B	6	12	22	12	26	20	2	2	10	2
rjet 40; Gates Learjet	1B 1B	6	14	0	0	18	46	48	70	106	190
LJ45 - Bombardier Learjet 45		28	22	64	24	28	32	24	46	72	62
mbardier Learjet 55	1B	16	70	42	112	34	2	10	10	10	6
mbardier Learjet 60	1B	76	86	236	230	158	226	158	102	102	120
mbardier Learjet 25	1B	2	0	0	0	0	0	0	0	0	0
mbardier Learjet 60	18	2	2	8	0	2	2	2	0	0	0
AI 1124 Westwind	1B	6	8	8	10	0	4	- 6	0	0	12
		160	216	380	394	266	340	250	234	302	394
											0
											8
									-		20
											372
											8
											0
		-	-	-	-	-		-	-		28
			-		-						82
											204
		-	-								
											6
			_	_			-		-	-	172
											1/2
									-		296
											296
	18	U	U		U	2	U	U	U	- 4	U 0
	child A10 Astra 1125 assill 124 Astra 1125 assill 124 Astra 1125 assill 124 Astra 1125 assill 124 Astra 1125 A	Acea 1125 18 son BI/VAVII 18 s	Third A10 NO NO 0 38 AND 1212 18 18 18 18 18 18 18 18 18 18 18 18 18	Inhid A 10         ND         0         0           Ankara 1252         18         38         42           sana MUVNII         18         18         18         10           bandeder Challenger 600601/604         18         16         22         18         16         20           brainer 612-167-00         18         6         0	Table A 10 ND 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Third A 10 NO 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Third A10 NO 0 0 0 0 0 0 2 Anche 1125 18 33 42 50 88 448 area H125 18 18 10 24 34 26 area H125 18 18 16 10 24 34 26 area H125 18 18 16 22 212 225 230 area H125 18 18 6 0 0 0 0 0 0 0 area H125 170 100 22 31 14 15 area H125 170 100 22 31 14 15 area H125 170 100 22 31 14 15 area H125 170 170 170 18 10 0 0 0 0 0 0 area H125 170 170 170 18 0 0 0 0 0 0 0 area H125 170 170 170 18 0 0 0 0 0 0 0 area H125 170 170 170 18 0 0 0 0 0 0 0 area H125 170 170 170 18 0 0 0 0 0 0 area H125 170 170 170 18 0 0 0 0 0 area H125 170 170 170 170 170 170 170 170 170 170	Table A 10 ND 0 0 0 0 0 2 2 2 2 2 3 2 3 2 3 2 3 2 3 2	This A 10 NO 0 0 0 0 0 2 2 2 0 0 1 1 1 1 1 1 1 1 1 1	Thield A10 NO 0 0 0 0 2 2 2 0 0 0 A A A A A A A A A A	Third A10 NO 0 0 0 0 2 2 2 0 0 0 0 0 0 2 3 0 0 0 0 0

AC	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
Α	1,940	1,934	2,190	2,512	3,166	2,828	2,772	2,198	2,998	3,174
В	4,318	4,280	4,840	4,674	4,812	5,286	5,132	4,386	6,556	6,264
C	882	1,048	1,224	1,214	1,094	1,206	1,120	1,052	1,664	1,674
D	638	700	966	1,086	1,028	786	940	696	834	1,036
E	0	0	0	0	0	2	0	0	2	0
TOTAL	7,778	7,962	9,220	9,486	10,100	10,108	9,964	8,332	12,054	12,148

#### AIRPLANE DESIGN GROUP (DG)

DG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
	3,620	3,532	3,736	3,954	4,000	3,926	3,496	2,594	3,578	3,696
- 0	3,570	3,824	4,742	4,646	5,202	5,350	5,710	4,922	7,380	7,136
III	586	604	734	876	894	820	738	792	1,074	1,298
IV.	2	2	8	10	4	12	20	24	22	18
TOTAL	2 770	7.063	0.220	0.406	10.100	10.100	0.064	0 222	12.054	13.140

#### JETS AND TURBOPROPS

		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
Je	ts	4,630	4,964	5,818	5,924	5,878	6,296	6,302	5,478	8,002	7,952
Т	Р	3,148	2,998	3,402	3,562	4,222	3,812	3,662	2,854	4,052	4,196
TO	TAL	7,778	7,962	9,220	9,486	10,100	10,108	9,964	8,332	12,054	12,148

#### TAXIWAY DESIGN GROUP

TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
1A	3,294	3,148	3,208	3,698	4,176	3,954	3,632	2,754	3,790	3,748
1B	2,286	2,552	3,012	2,694	2,666	3,216	3,084	2,970	4,528	4,748
2A	1,560	1,634	2,230	2,216	2,398	2,176	2,466	1,854	2,702	2,354
2B	634	626	766	874	818	726	770	736	972	1,244
3	2	2	0	0	16	16	8	16	56	44
4,5,6	2	0	4	4	26	20	4	2	6	10
TOTAL	7,778	7,962	9,220	9,486	10,100	10,108	9,964	8,332	12,054	12,148

#### Key: TDG-Taxiway Design Group











# What Makes A Good Noise Monitoring Site?

- Located within the airport's FAA-mandated study area
- Unoccupied secured yard or rooftop
- Accessible to researchers 24 hours and 36 hours after installation
- Away from non-aircraft noise sources (i.e. construction sites, mowers, trains, sirens, pets)







