



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

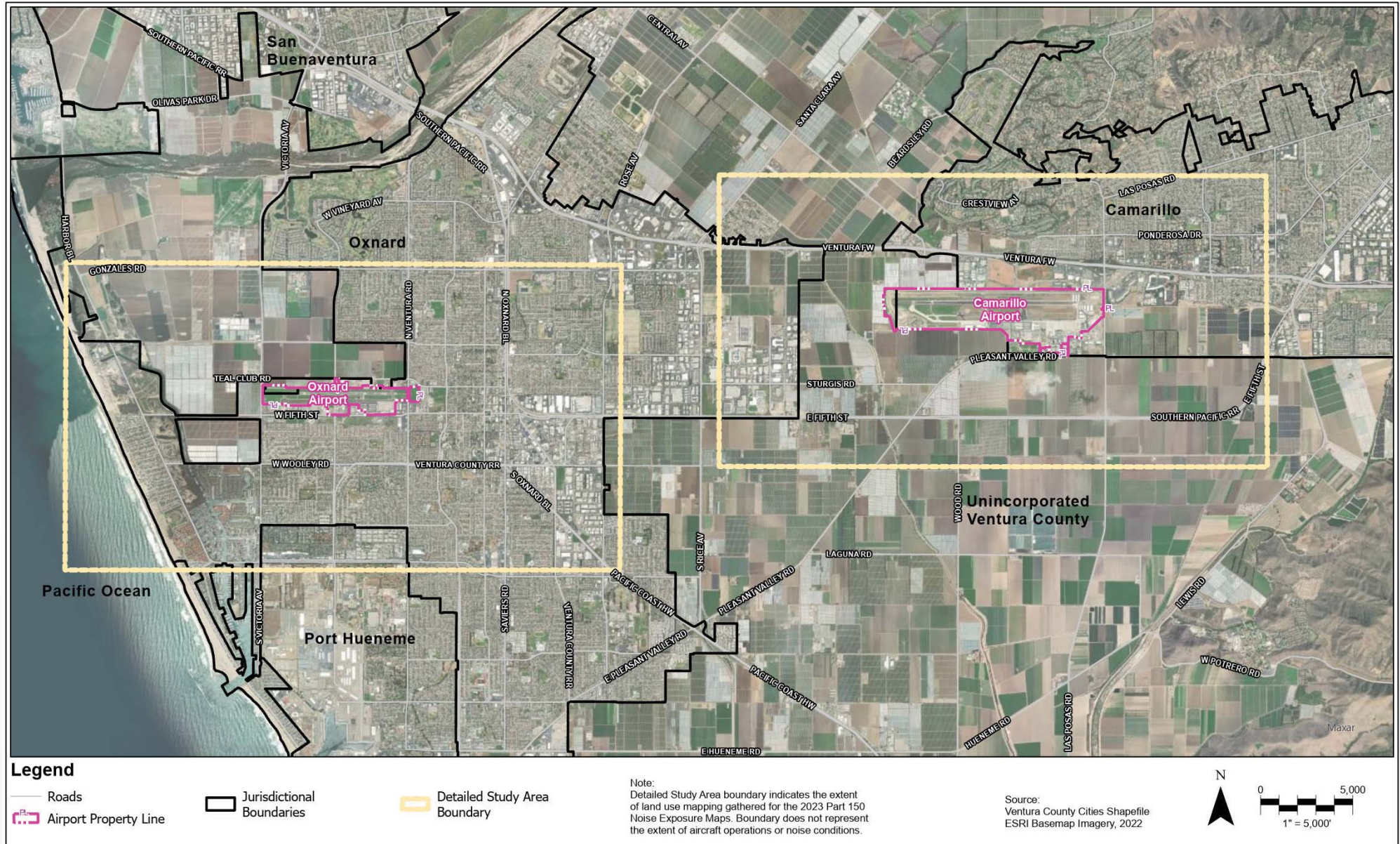


cma-noise-study.airportstudy.net





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

Part 150 Noise Compatibility Study		1	2	3	4	5	6	7	8	9	10
NEM	Inventory										
	Forecasts										
	Aviation Noise										
	Noise Impacts										
NCP	Noise Abatement Alternatives										
	Land Use Alternatives										
	Noise Compatibility Plan										
Public Outreach											
Documentation (Draft and Final Reports)											
Phase		Pre-Work				Study			Documentation		

11	12	13	14	15	16	17	18	19	20
Study						Documentation			
									Submit to FAA 
							<div>DRAFT NCP</div>		<div>FINAL NCP</div>

LEGEND



FAA Approval of Forecasts



Noise Measurements



Planning Advisory Committee



Public Information Workshop



Aviation & Land Use Technical Conferences



Public Hearing and/or Information Workshop



Print/Electronic Document

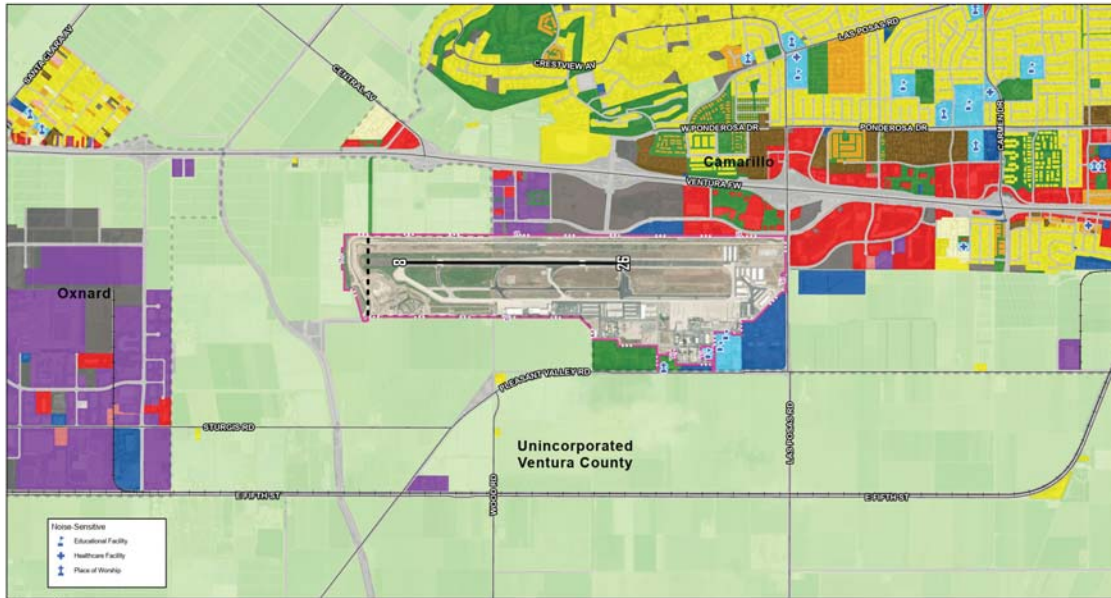
NEM - Noise Exposure Maps

NCP - Noise Compatibility Plan

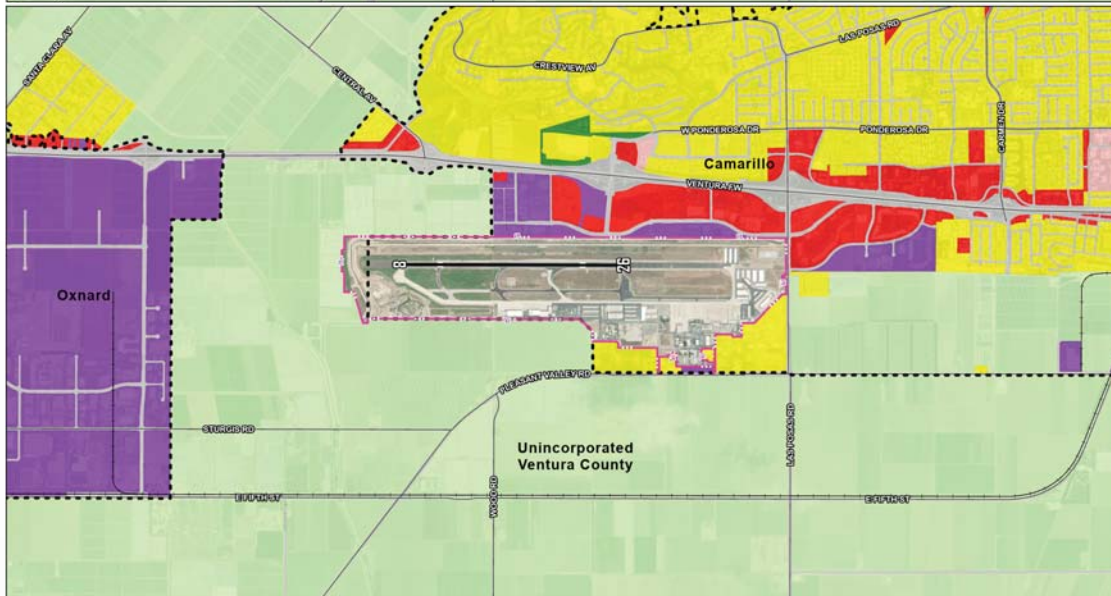


Land Use

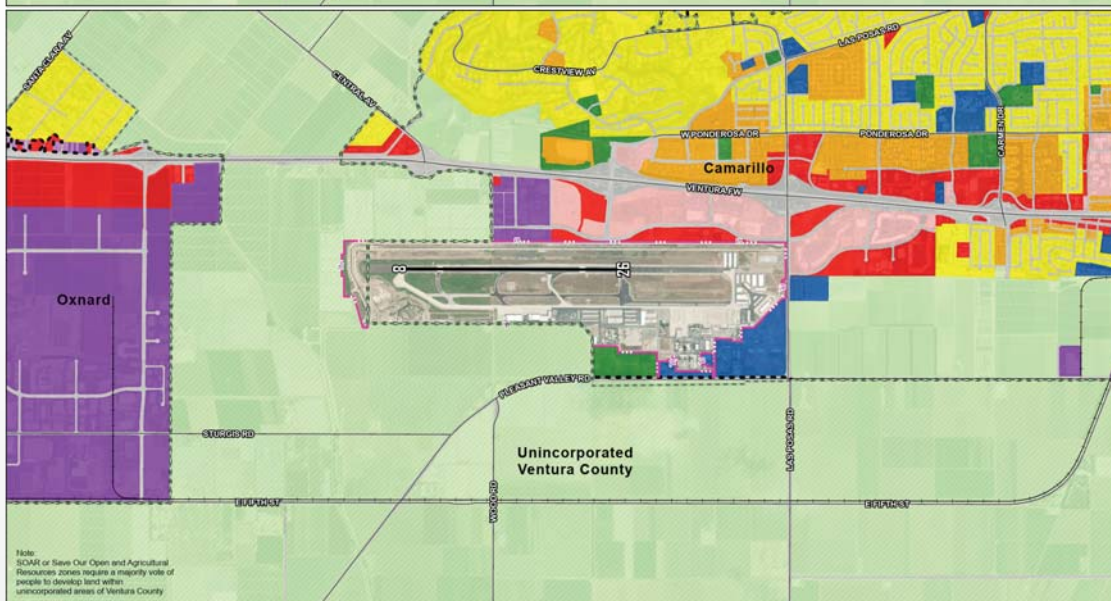
Existing



Zoning

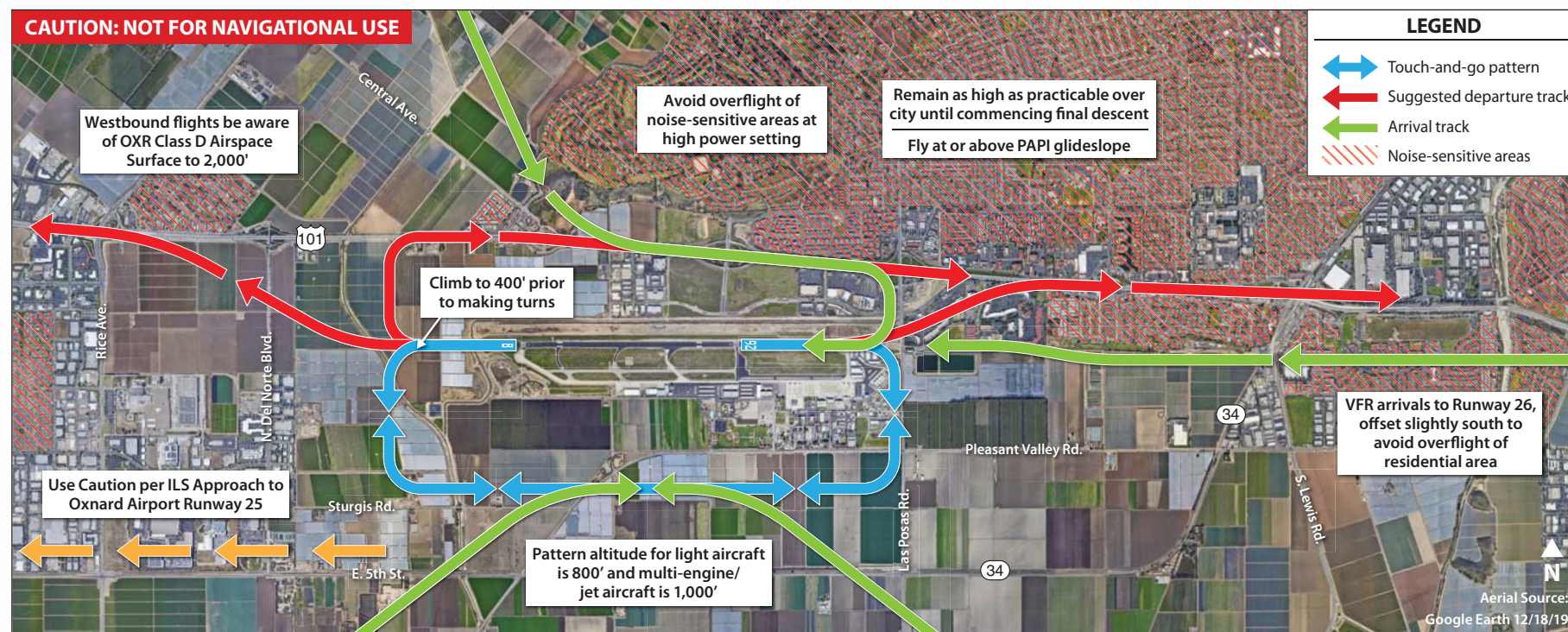


General Plan





Fly Friendly VC



RECOMMENDED VOLUNTARY NOISE ABATEMENT PROCEDURES:

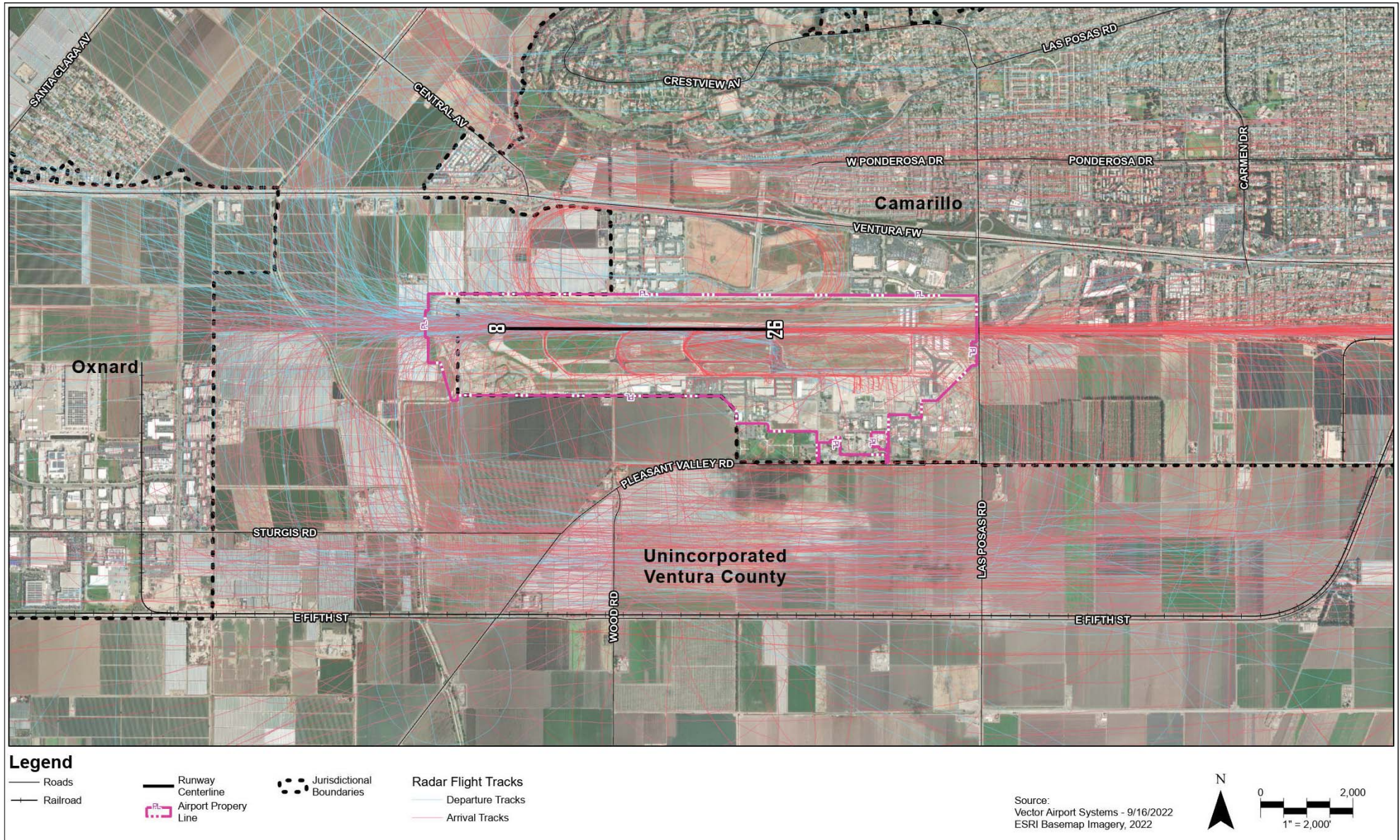
The airport environs are noise-sensitive in all quadrants. Aircraft operators are requested to practice noise abatement fly quiet procedures whenever possible consistent with safety.

- 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.



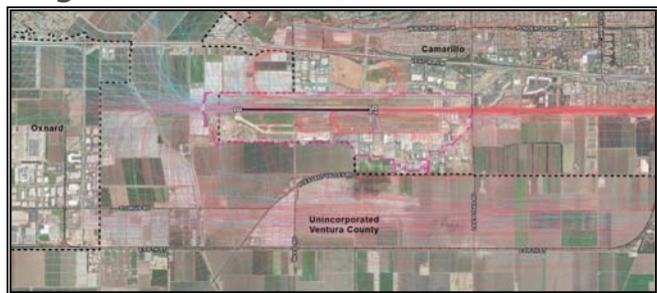
Radar Flight Tracks



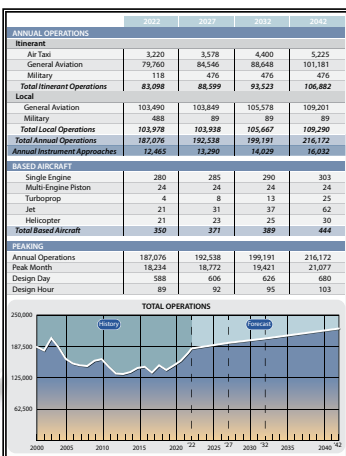


AEDT PROCESS

Flight Tracks



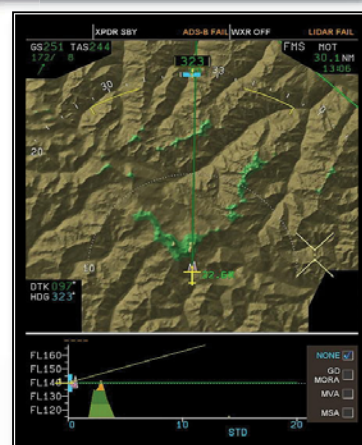
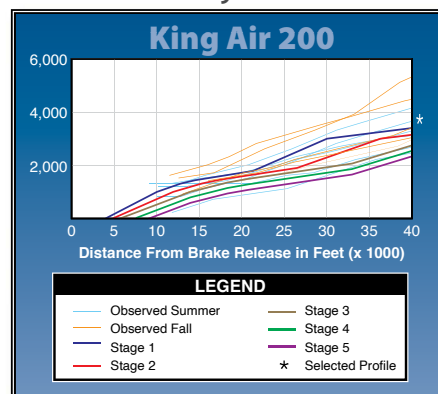
Existing & Forecast Operations/Fleet Mix



Time of Day

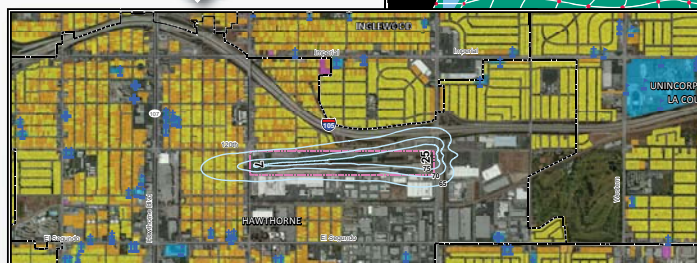


Profile Analysis

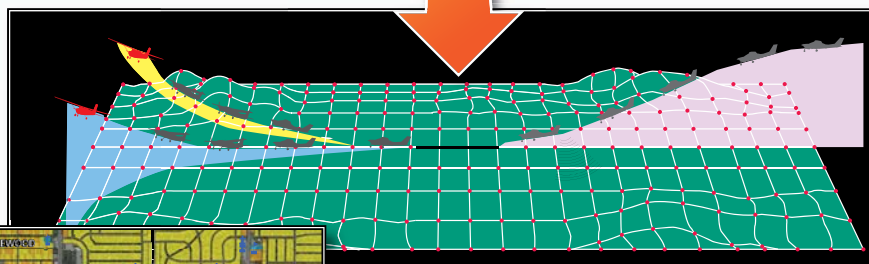


Terrain Data

AVIATION ENVIRONMENTAL DESIGN TOOL (AEDT)



Noise Contours

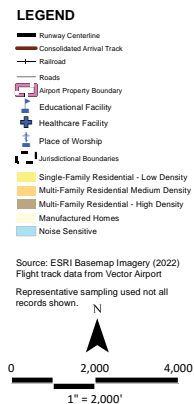


Grid Point Analysis

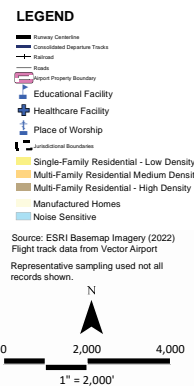
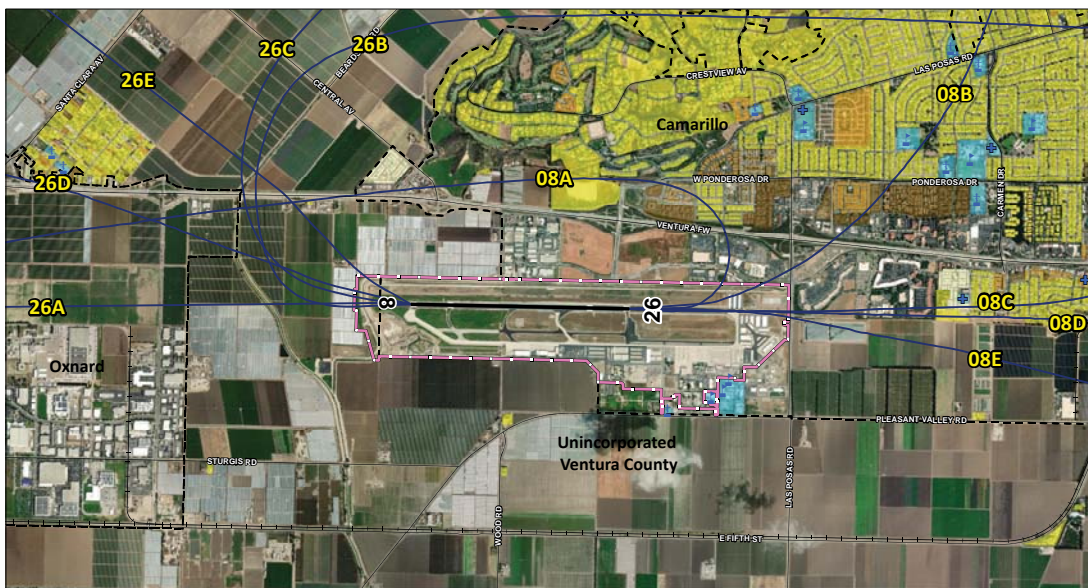


Consolidated Flight Tracks

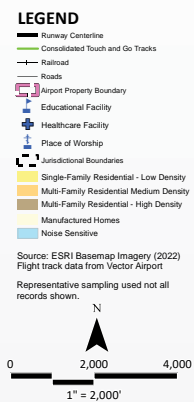
Arrivals



Departures



Touch and Go

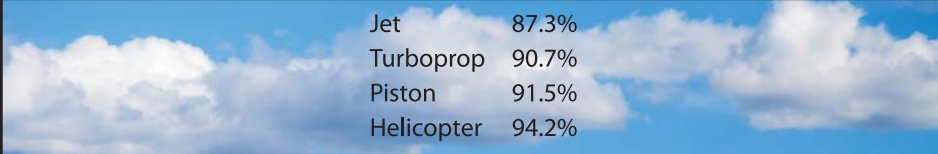




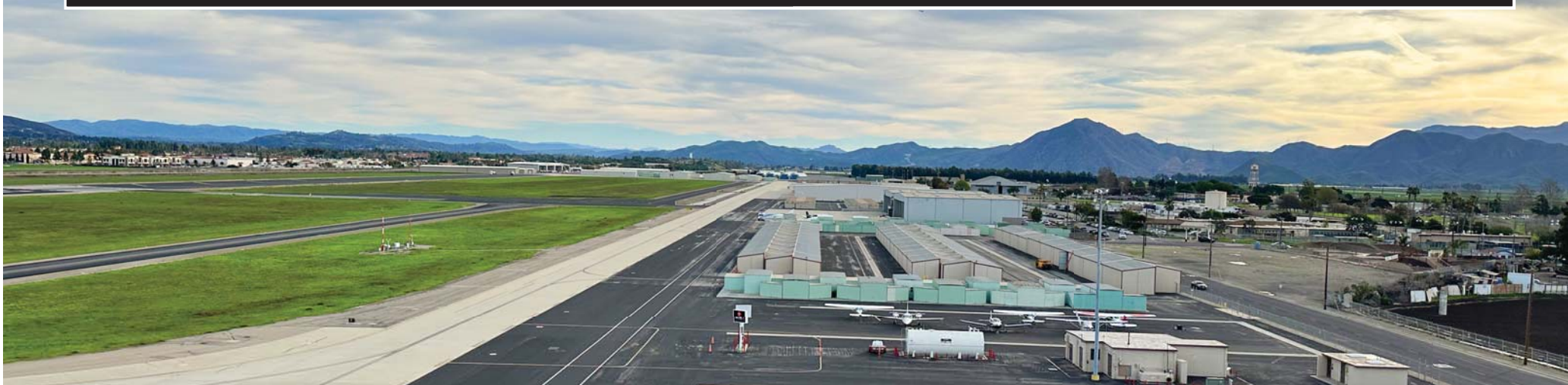


RUNWAY USE

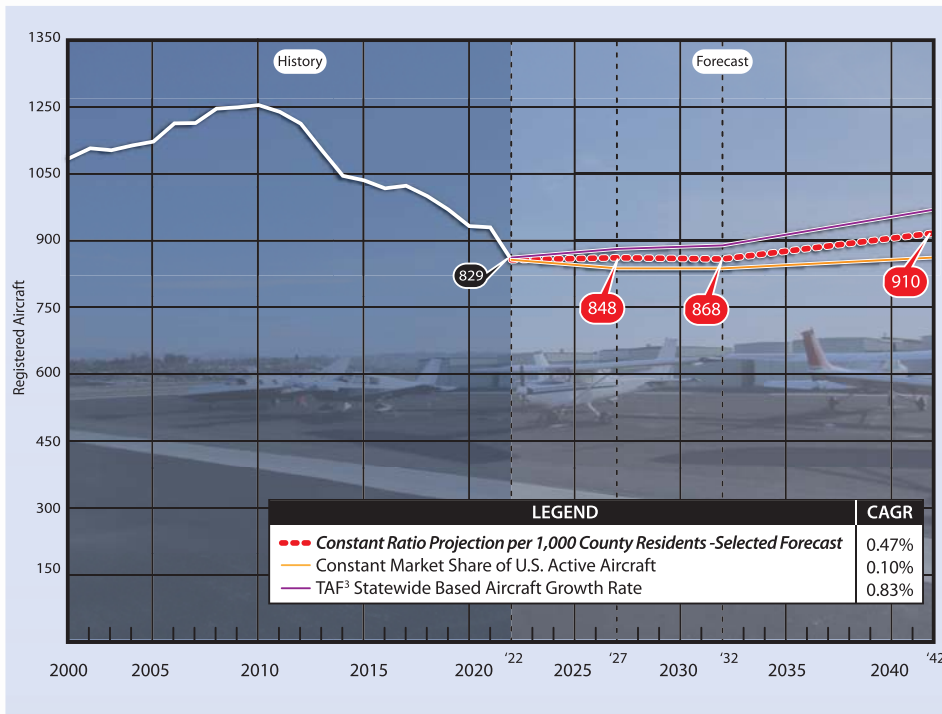


TIME OF DAY

Day (0 dB Weighting Factor)												Evening (5 dB Weighting Factor)			Night (10 dB Weighting Factor)									
 <div><div>Jet87.3%</div><div>Turboprop90.7%</div><div>Piston91.5%</div><div>Helicopter94.2%</div></div>												 <div><div>Jet7.4%</div><div>Turboprop6.8%</div><div>Piston7.7%</div><div>Helicopter3.5%</div></div>			 <div><div>Jet5.4%</div><div>Turboprop2.5%</div><div>Piston0.8%</div><div>Helicopter2.3%</div></div>									
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



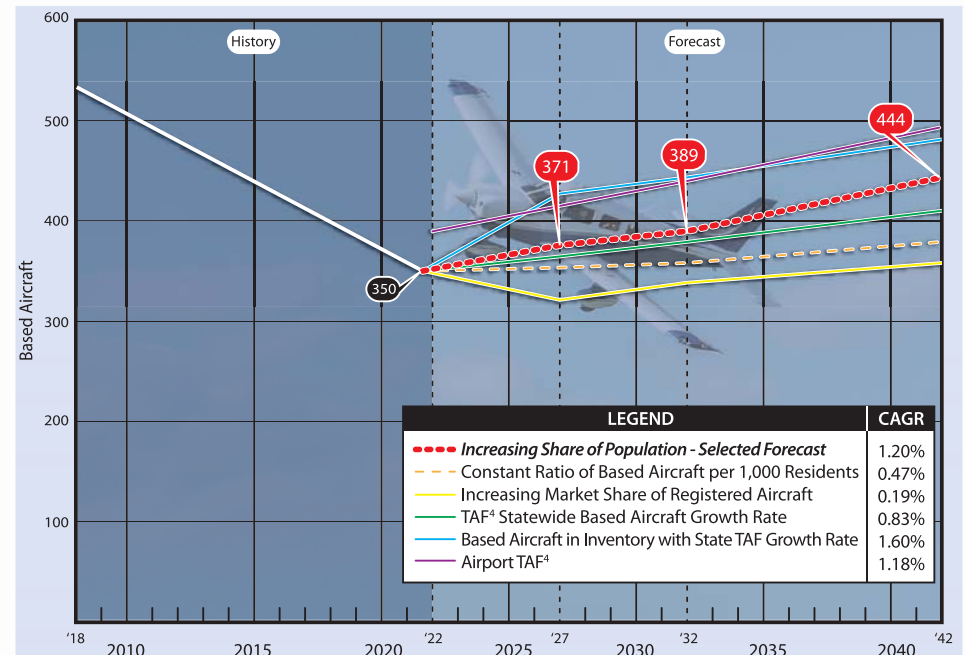
Year	Ventura County Registrations	US Active Aircraft¹	Market Share of US Active Aircraft	Service Area Population²	Aircraft Per 1,000 Residents
2012	1,114	209,034	0.533%	833,594	1.34
2022	829	204,590	0.405%	843,696	0.98
Constant Market Share of U.S. Active Aircraft (CAGR 0.10%)					
2027	830	204,925	0.405%	863,528	0.96
2032	831	205,195	0.405%	883,827	0.94
2042	846	208,905	0.405%	925,867	0.91
TAF³ Statewide Based Aircraft Growth 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
Constant Ratio Projection per 1,000 County Residents (CAGR 0.47%) - SELECTED					
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

¹FAA Aerospace Forecasts - Fiscal Years 2022-2042

²Woods & Poole Complete Economic and Demographic Data Source (CEDDS) 2022

³TAF published in Feb. 2023

Based Aircraft Forecasts

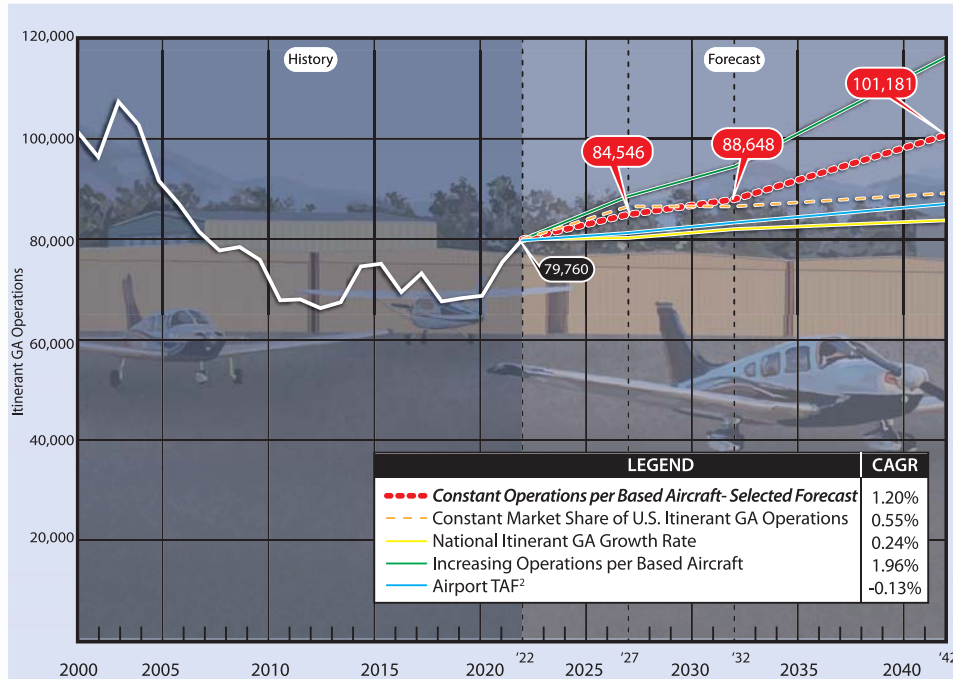


Year	Based Aircraft¹	Registered Aircraft²	Market Share of Registered Aircraft	Service Area Population³	Based Aircraft Per 1,000 Residents
2008	533	1,248	42.7%	806,353	0.66
2022	350	829	42.2%	843,696	0.41
Constant Ratio of Based Aircraft per 1,000 Residents (CAGR = 0.47%)					
2027	358	848	42.2%	863,528	0.41
2032	367	868	42.2%	883,827	0.41
2042	384	910	42.2%	925,867	0.41
Increasing Market Share of Registered 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
TAF⁴ Statewide Based Aircraft Growth 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
Increasing Share of Population (CAGR = 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

¹Airport and FAA records ²FAA aircraft registration database for Ventura County and Coffman Associates forecast.

³Woods & Poole CEDDS Data for Ventura County ⁴TAF published in Feb. 2023

Itinerant General Aviation Operations Forecast

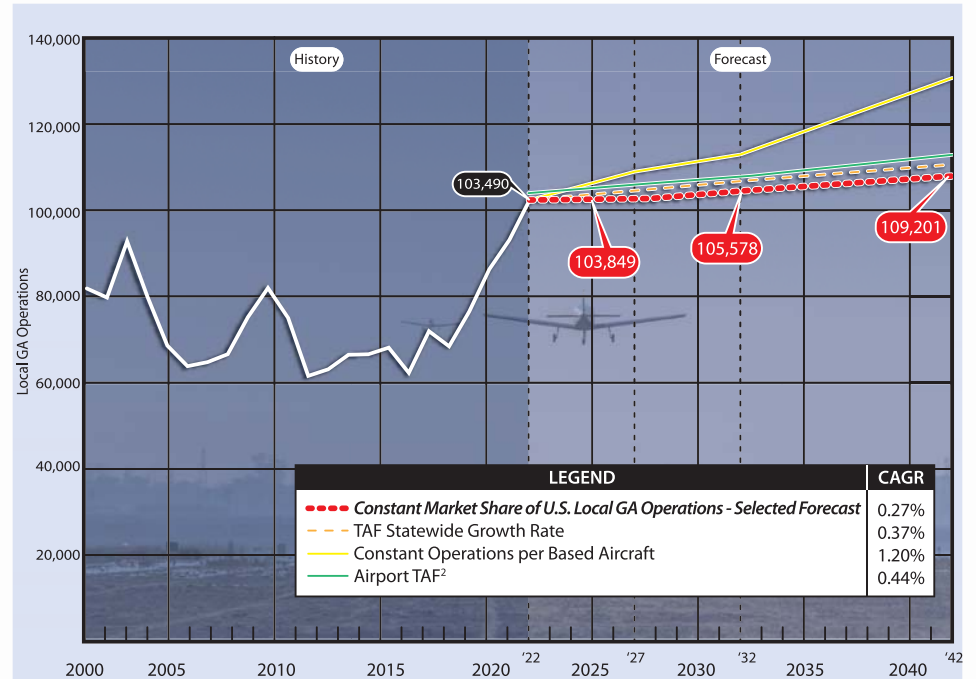


Year	CMA Itinerant GA Operations	U.S. Itinerant GA Operations¹	Market Share	CMA Based Aircraft	Itinerant GA Operations per Based Aircraft
2022	79,760	14,569,014	0.547%	350	228
Constant Market Share of U.S. Itinerant GA Operations (CAGR = 0.55%)					
2027	85,603	15,636,300	0.547%	371	231
2032	86,711	15,838,715	0.547%	389	223
2042	89,015	16,259,605	0.547%	444	200
National Itinerant GA Growth 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
Increasing Operations per Based Aircraft (CAGR 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
Constant Operations per Based Aircraft (CAGR 1.20%) - SELECTED					
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

¹FAA Aerospace Forecasts - Fiscal Years 2022-2042

²TAF published in Feb. 2023

Local General Aviation Operations Forecast



Year	CMA Local GA Operations	U.S. Local GA Operations¹	Market Share	CMA Based Aircraft	Local GA Operations per Based Aircraft
2022	103,490	13,731,399	0.754%	350	296
TAF² Statewide Growth Rate (CAGR = 0.44%)					
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
Constant Operations per Based Aircraft (CAGR 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
Constant Market Share of U.S. Local GA Operations (CAGR 0.27%) - SELECTED					
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

¹FAA Aerospace Forecasts - Fiscal Years 2022-2042

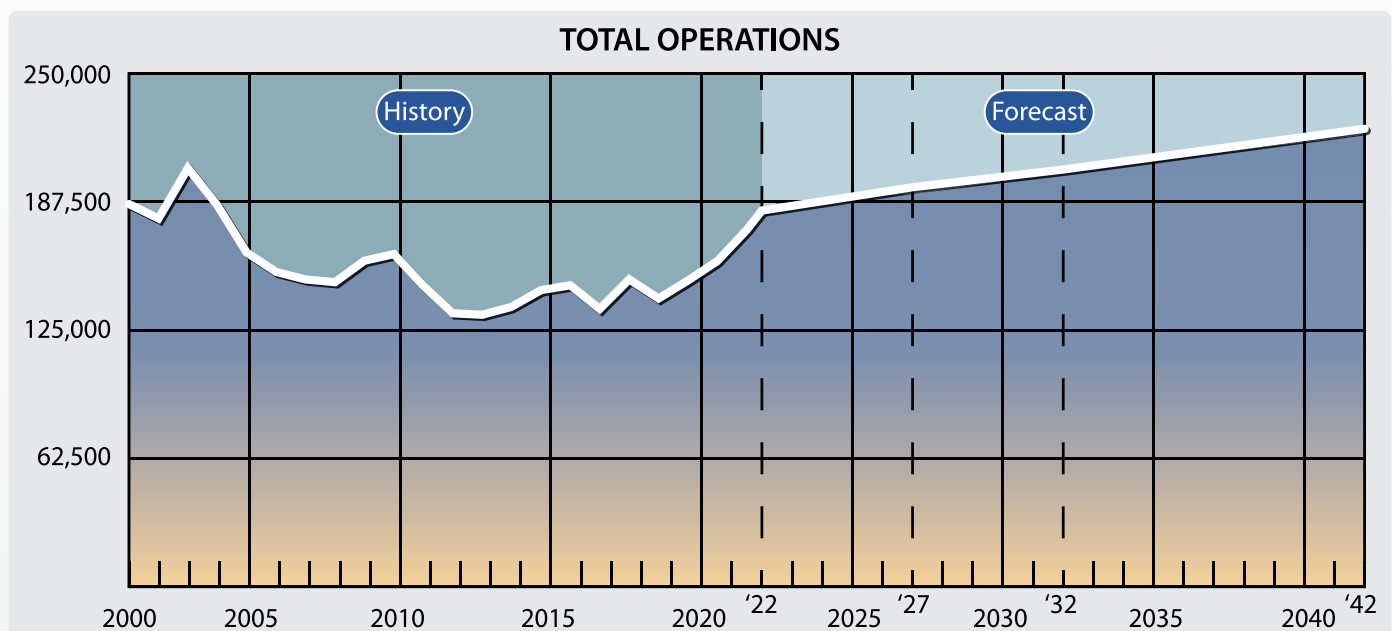
²TAF published in Feb. 2023

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 • Beech Baron 55 • Beech Bonanza • Cessna 150, 172 • Eclipse 500 • Piper Archer, Seneca	TDG 1A 1A 1A 1A 1A
B-I 	• Beech Baron 58 • Beech King Air 90 • Cessna 421 • Cessna Citation CJ1 (525) • Cessna Citation 1 (500) • Embraer Phenom 100	1A 1A 1A 1A 2A 1B
A/B-II 12,500 lbs. or less 	• Beech Super King Air 200 • Cessna 441 Conquest • Cessna Citation CJ2 (525A) • Pilatus PC-12	2A 1A 2A 1A
B-II over 12,500 lbs. 	• Beech Super King Air 350 • Cessna Citation CJ3(525B), V (560) • Cessna Citation Bravo (550) • Cessna Citation CJ4 (525C) • Cessna Citation Latitude/Longitude • Embraer Phenom 300 • Falcon 10, 20, 50 • Falcon 900, 2000 • Hawker 800, 800XP, 850XP, 4000 • Pilatus PC-24	2A 2A 1A 1B 1B 1B 1B 2A 1B 1B
A/B-III 	• Bombardier Dash 8 • Bombardier Global 5000, 6000, 7000, 8000 • Falcon 6X, 7X, 8X	3 2B 2B
Note: Aircraft are not eligible for flight deck duty if they are not listed in this table.		
C/D-I 	• Lear 25, 31, 45, 55, 60 • Learjet 35, 36 (D-I)	1B 1B
C/D-II 	• Challenger 600/604/800/850 • Cessna Citation VII, X+ • Embraer Legacy 450/500 • Gulfstream IV, 350, 450 (D-II) • Gulfstream G200/G280 • Lear 70, 75 • CRJ 700 • ERJ 175, 195 • CRJ 900	1B 1B 1B 2A 1B 1B 2B 3 2B
C/D-III less than 150,000 lbs.* 	• Gulfstream V • Gulfstream G500, 550, 600, 650 (D-III)	2A 2B
C/D-III over 150,000 lbs. 	• Airbus A319-100, 200 • Boeing 737-800, 900, BBJ2 (D-III) • MD-83, 88 (D-III)	3 3 4
C/D-IV 	• Airbus A300-100, 200, 600 • Boeing 757-200 • Boeing 747-300, 400 • MD-11	5 4 5 6
D-V 	• Airbus A330-200, 300 • Airbus A350-500, 600 • Boeing 747-100 - 400 • Boeing 777-300 • Boeing 787-8, 9	5 6 5 6 5

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*
A-I	B361 - Allison 36 Turbine Bonanza	1A	6	0	0	2	2	10	4	6	6	4
	B370 - Eclipse 500	1A	34	50	102	182	220	176	98	134	276	196
	ERC - Dynasty	1A	0	2	0	90	60	18	12	12	92	102
	EVOA - Lencar Evolution	1A	2	2	0	0	0	0	0	0	0	0
	EVOI - Lencar Evolution	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
	LNPI - Lencar Propriet four-seat	1A	0	0	0	0	0	26	26	24	6	4
	P467 - 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	0	12	38	62	112	184
	TBM7 - Socata TBM7	1A	748	586	538	436	790	390	410	266	344	374
	TBM8 - Socata TBM800	1A	786	926	1,050	1,010	880	672	638	358	496	390
	TBM9 - Socata TBM	1A	0	2	4	222	380	812	638	806	896	1,140
	TBM8 - Socata TBM 700	1A	0	0	0	4	2	0	0	2	2	0
Total			1,732	1,740	1,862	2,122	2,598	2,240	1,172	1,742	2,356	2,562
A-II	C12 - C32 C12 CASAMPTN 212 Aviocar	1A	0	0	0	0	0	0	0	0	0	0
	C208 - Cessna 208 Caravan	1A	22	22	106	38	34	34	42	30	6	12
	DHC6 - DeHavilland Twin Otter	1A	0	0	4	0	0	0	6	0	2	2
	PC12 - Pilatus PC12	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 DHC7	1	0	0	0	0	0	0	0	2	0	0
	AC68 - Aircom 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
	B420 - Raytheon/Beech Beechjet 400/F-1	1A	262	206	82	82	68	50	38	66	56	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
	C190 - Beech King Air 90	1A	196	150	260	274	216	126	122	102	180	76
	C258 - 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	2A	48	42	64	4	0	0	0	0	0	8
	C501 - Cessna R/P	2A	28	14	30	18	28	46	34	4	6	174
	C510 - Cessna Citation Mustang	1A	122	94	64	64	48	90	50	72	72	136
	C525 - Cessna CitationJet/CJ1	1A	320	330	286	498	414	518	392	182	194	62
B4	DA10 - Dassault Falcon/Mystere 10	1B	0	0	0	0	2	0	0	0	0	0
	E50 - Embraer Phenom 100	1B	286	278	370	290	184	238	144	58	98	124
	F1 - Famborough F1	1A	0	0	0	2	0	0	0	0	0	0
	F10 - Dassault Falcon/Mystere 10	1B	16	28	8	8	32	28	6	10	6	4
	H25C - Bae/Raytheon HS 125-1000/ Hawker 1000	1B	102	160	134	52	0	2	2	4	6	4
	HD7 - HONDA HA-420 HondaJet	1A	0	0	0	12	40	66	46	28	68	68
	L39 - Aero L-39 Delfin	1B	2	0	0	0	0	0	0	0	0	0
	L39 - Aero L-39 Albatross	1B	8	0	0	4	2	0	0	2	2	10
	MJ2 - Mitsubishi Manjusai/Solitaire	1A	60	44	42	2	12	8	14	8	14	10
	MJ2B - Marquis/Solitaire: Mitsubishi	1A	0	0	0	2	0	0	0	0	0	0
	MJ20 - Mitsubishi MJ200/ Diamond I	1A	0	0	0	0	2	0	0	0	0	0
	P180 - Piaggio P-180 Avanti	2B	46	2	10	4	8	12	24	12	6	18

ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
C-II	L75 - Learjet 75	1B	0	2	2	8	6	10	8	6	16	16
	STAR - Beech 200 Starship	ND	0	0	0	0	0	0	2	0	0	0
Total			78	2	2	88	66	10	10	6	16	16
C-III	A20M - Airbus A200 Neo	3	0	0	0	836	810	763	768	746	1,278	1,218
	B462 - Bae 146-200	2B	0	2	0	0	0	0	0	0	0	0
	B737 - Boeing 737-900 (BBJ)	3	0	0	0	0	2	14	0	6	0	0
	C27J - Alenia C-27J Spartan	1B	0	0	0	0	18	42	22	42	10	6
	DH8D - Bombardier Q400	5	0	0	0	0	18	0	0	0	0	0
	E190 - Embraer 190 (Lineage 1000)	3	0	0	0	0	0	0	0	0	50	38
	E75L - Embraer 175	3	0	0	0	0	2	0	0	0	0	0
	G5 - unknown	2B	2	0	0	0	0	0	0	0	0	0
	PJ1 - Lockheed PJ-3C Orion	ND	0	2	0	0	0	0	0	0	0	0
	Total		2	2	0	836	810	863	782	752	60	46
C-IV	C130 - Lockheed 130 Hercules	1B	2	0	4	8	2	4	10	12	18	6
	C17 - Boeing Globemaster 3	5	0	0	2	2	2	2	2	0	0	4
	C30J - C-130J Hercules: Lockheed	1B	0	2	2	0	0	6	8	10	10	4
	E6 - Boeing E-6 Mercury	6	0	0	0	0	0	0	0	0	2	0
	K35R - Boeing KC-135 Stratotanker	4	0	0	0	0	0	0	0	2	0	2
	KC35 - Boeing C-135	6	0	0	0	0	0	0	0	0	0	2
	Total		2	2	6	10	4	12	20	24	22	18
D-I	F15 - Boeing F-15 Eagle	1A	2	2	0	4	0	0	0	0	0	0
	F18 - Boeing F-18 Hornet	1A	2	2	0	0	0	0	0	0	0	0
	F18B - F/A 18 Hornet	1A	0	0	0	0	0	0	0	2	0	0
	F18S - F18 Hornet	1A	0	0	0	0	0	0	4	2	0	0
	F22 - Boeing Raptor F22	1A	0	0	0	0	0	0	0	0	2	0
	L36 - Bombardier Learjet 36	1B	0	2	0	0	0	0	0	0	0	0
	L35 - Bombardier Learjet 35/36	1B	22	16	44	30	28	50	70	22	50	14
	L36 - Learjet 36	1B	0	0	0	0	2	4	0	0	0	0
	LR35 - Learjet 35	1B	0	0	2	0	0	0	0	0	0	0
	T38 - Northrop T-38 Talon	1A	0	0	0	0	6	2	0	0	0	0
Total			26	20	46	34	36	54	76	26	52	14

Source:TFM5C - January 2013 thru August 2022. Data normalized annually
*2022 Data from September 2021 through August 2022

ARC - Airport Reference Code
ND - No Data

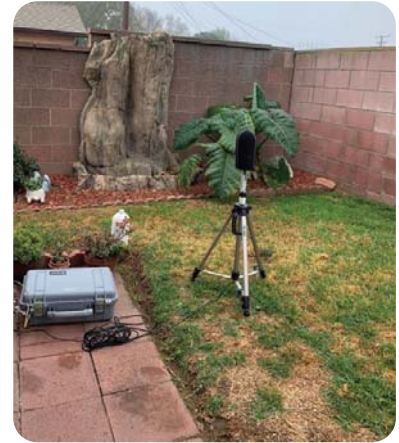
Key: TDG- Taxiway Design Group

ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*	
B-I Cont.	PW1 - Piper Cheyenne 1	2A	2	0	0	0	0	0	2	0	0	4	
	PW2 - Piper Cheyenne 2	2A	56	8	6	4	0	4	6	4	8	8	
	PW2 - Piper PA-23T Cheyenne 3	2A	4	4	0	2	0	0	0	0	0	0	
	PW4 - Piper Cheyenne 400	2A	8	0	0	0	0	0	0	0	0	0	
	PW5 - 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	1A	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	
	TEK2 - Raytheon Texan 2	1A	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	
B-II	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/C121	2A	8	2	2	2	0	2	4	0	0	136	
	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	0	0	0	2	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	
	BE97 - Beech F90 King Air	1A	16	10	16	12	12	4	2	36	46	0	
	C25A - Cessna Citation C22	2A	82	76	260	266	188	138	196	94	172	134	
	C25B - Cessna Citation C31	2A	258	226	266	182	172	412	520	422	556	238	
	C25C - Cessna Citation C41	1B	58	74	80	70	58	98	108	92	66	60	
	C441 - Cessna Conquest	1A	232	178	176	152	148	168	68	24	20	20	
	C550 - Cessna Citation II/Bravo	2A	152	150	162	176	128	106	108	66	70	54	
	C551 - Cessna Citation II/SP	2A	0	0	0	0	0	0	0	2	4	12	
	C55B - Cessna Citation Bravo	2A	0	0	0	0	0	0	6	10	2	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	
	C680 - Cessna Citation Sovereign	1B	86	112	128	108	94	110	112	112	162	92	
	C68X - Cessna Citation Latitude	1B	0	0	0	0	42	72	188	242	322	244	
	C700 - Cessna Citation Longitude	1B	0	0	0	0	0	0	0	4	66	174	
	C750 - Cessna Citation X	1B	484	544	492	308	238	272	280	248	292	312	
	CTA - S25A Citation X2	2A	2	0	0	0	0	0	0	0	0	0	
	CL30 - Bombardier (Canadair) Challenger 300	1B	92	72	110	150	184	170	206	126	176	230	
	CL35 - Bombardier Challenger 300	1B	0	0	2	96	142	276	296	358	556	628	
	D132B - Donier 328 Series	1B	0	0	0	0	0	2	0	0	0	0	0
	E120 - Embraer Brasilia EMB 120	3	0	0	0	0	0	0	2	2	4	0	0
EMB55 - Embraer Phenom 300	1B	28	54	134	114	166	286	232	222	478	394	394	
F27H1 - Dassault Falcon 2000	2A	88	68	80	106	198	192	210	132	144	144	166	
F27H2 - Dassault Falcon 960	2A	32	18	66	42	50	100	120	96	96	116	156	
FA20 - Dassault Falcon X	1B	12	10	10	2	0	0	0	0	4	4	0	
F400 - Dassault Falcon Mystere 50	3B	38	22	24	42	92	28	82	138	124	116	116	
H4AT - Hawker 4000	1B	6	4	0	0	0	2	4	6	6	4	4	
J228 - Fairchild Dornier 328 Jet	1B	0	0	0	0	0	2	2	0	0	0	4	
PC24 - Pilatus PC24	1B	4	0	0	0	0	0	0	4	34	66	128	
SH33 - Shorts 330	3A	0	0	0	0	0	0	0	0	0	0	0	
SW1 - Fairchild Swearingen SA267/7B Metro II	1B	2	0	0	2	0	0	0	0	2	28	84	
SW4 - Swearingen Merlin 44A, Metrol 3	1B	14	2	2	0	2	8	8	2	2	6	6	

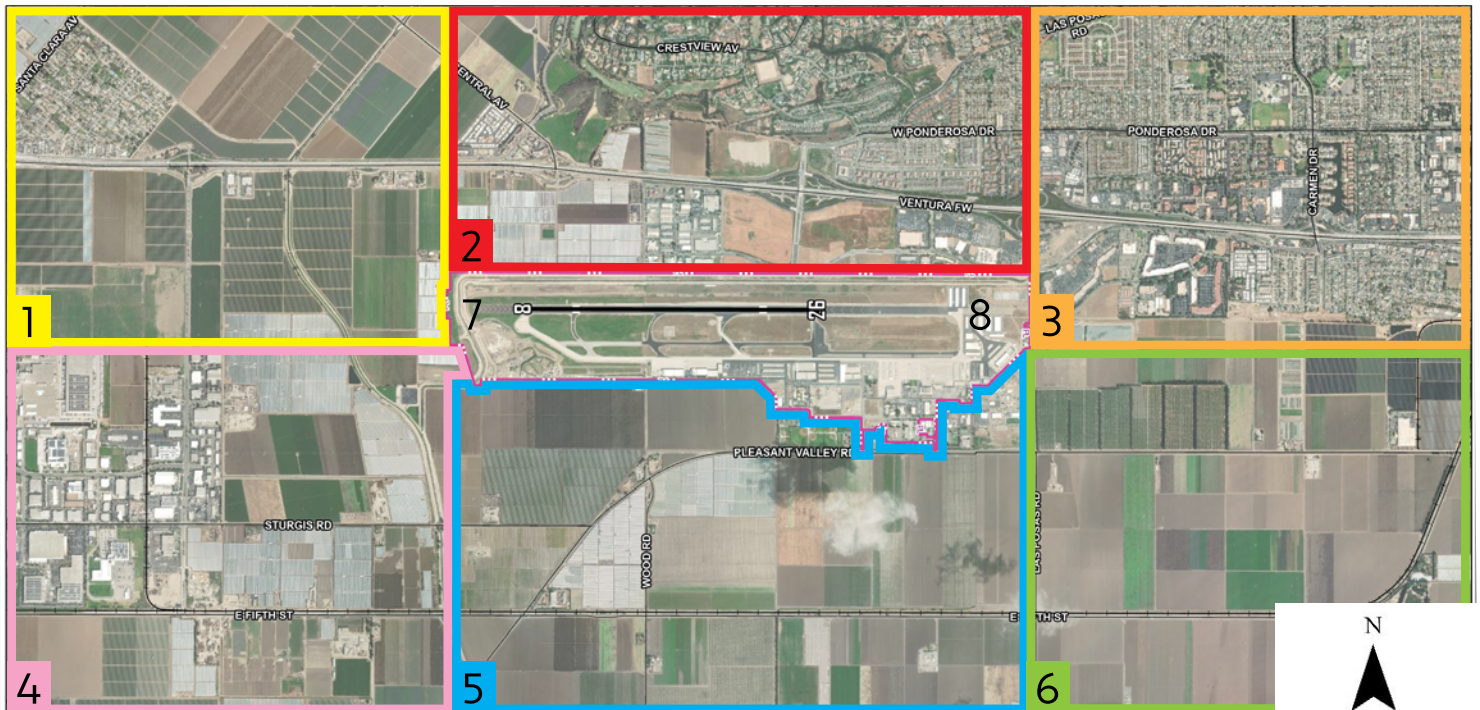


What Makes A Good Noise Monitoring Site?

- ▶ 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)



SCAN ME



Legend

- Runway Centerline
- Roads
- Railroad
- Airport Property Line