
APPENDIX

B

NOISE REPORT

ADDENDUM

Existing Condition/Baseline and Future Condition Noise Analysis
Amendment to the San José Mineta International Airport Master Plan:
Third Addendum to an Environmental Impact Report

January 12, 2026

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City of San José

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APPENDIX

Appendix 1: Fleet Mixes

Appendix 2: Flight Track Use

1 Introduction

The City of San José is preparing a California Environmental Quality Act (CEQA) Third Addendum to an Environmental Impact Report (EIR) for the Amendment to the Master Plan (“Addendum”) for the San José Mineta International Airport (“SJC” or the “Airport”). The Airport Master Plan’s EIR was certified in 2020 (“SJC Master Plan EIR”). This technical memorandum summarizes the assumptions and methodologies used to develop noise contours for the Addendum. Noise contours were developed for the Existing Condition/Baseline (2024) and the Future Condition (2037).

2 Existing Condition/Baseline

The CEQA noise analysis uses 2024 as the Existing Condition/Baseline. The Existing Condition/Baseline noise contour was based on the SJC aviation activity forecast prepared in 2025 by HNTB (2025 SJC Forecast). Noise impacts were evaluated in terms of the Community Noise Equivalent Level (CNEL) in decibels (dB). The FAA permits the use of CNEL in California in lieu of Day Night Average Sound Level (DNL), the FAA’s primary noise metric, to assess cumulative noise (i.e., multiple aircraft events) near airports. The CNEL is a cumulative metric with a 5-dB penalty applied to evening aircraft events (7:00 pm – 9:59 pm) and 10-dB penalty applied to nighttime aircraft events (10:00 pm – 6:59 am).

2.1 Noise Model Inputs

Inputs to the noise model include facilities and runways at the Airport, aircraft types and operations (fleet mix), stage length, day/evening/night split, engine maintenance run-up operations, runway use, track geometry and use, weather, and terrain. The following sections describe inputs of the noise model for the Existing Condition/Baseline.

2.1.1 Facilities and Runways

SJC operates two parallel runways: Runway 12R-30L and Runway 12L-30R. Both runways are 11,000 feet long and 150 feet wide. Runway 12L has an arrival displaced threshold of 1,308 feet and Runway 30R has an arrival displaced threshold of 2,537 feet. Runway 12R has an arrival displaced threshold of 1,297 feet and Runway 30L has an arrival displaced threshold of 2,537 feet. The Airport does not have a designated helipad and therefore it was assumed helicopter operations arrive and depart SJC at the Signature Aviation apron. **Figure 1** depicts the terminals, runways, and run-up locations at the Airport.

2.1.2 Aircraft Types and Operations

Fleet mixes, including aircraft types, number and hours of operation, and flight distance, are the major components for modeling noise in the vicinity of an airport. The detailed fleet mixes are included in *Appendix 1: Fleet Mixes*, which were based on the 2025 SJC Forecast. In the noise model, operations are represented by the Average Annual Day (AAD) operations, which is equal to the total annual operations divided by 365 for non-leap years and 366 for leap years. The Existing Condition/Baseline modeled 163,735 operations, equivalent to 447.4 AAD operations.

2.1.3 Stage Length

The departure stage length is a noise modeling term used to refer to nonstop trip distance for an aircraft departure from origin to destination and is a surrogate for aircraft weight. The trip distance influences the take-off weight (and therefore the thrust and performance) of the aircraft, as more fuel is required to fly longer distances and therefore adds weight to the aircraft. The noise model uses twelve stage length brackets in increments of 500 or 1,000 nautical miles (nm) as well as a stage length for the maximum departure weight. For the Existing Condition/Baseline, stage lengths were calculated based on the reported origin and destination included in the SJC Airport Noise and Operations Monitoring System (ANOMS) data during fiscal year 2024 (October 2023 to September 2024). A small portion of the departure stage length performance model is not available in Aviation Environmental Design Tool (AEDT) Version 3g.¹ In these cases, the closest stage lengths were applied.

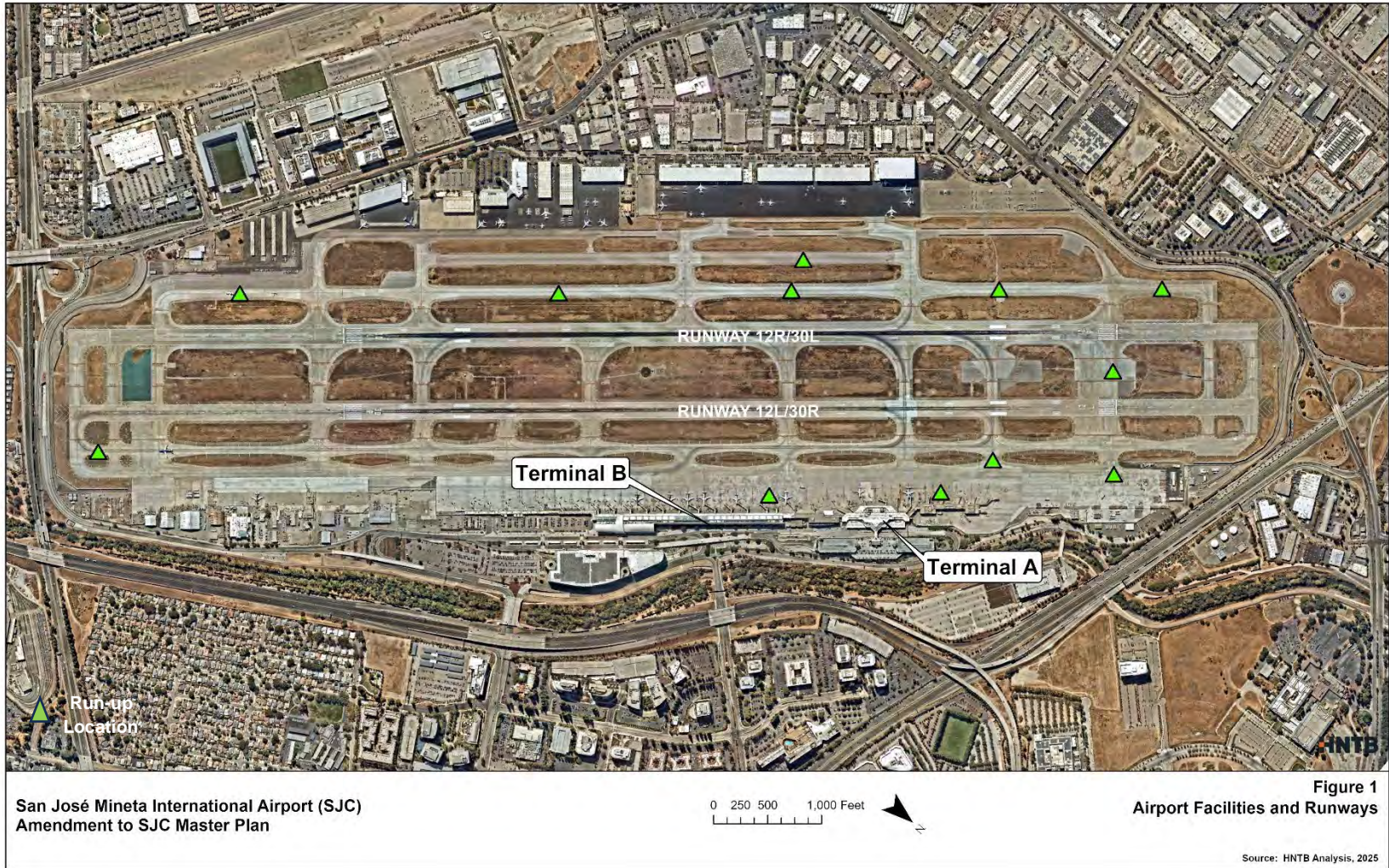
Table 1: Departure Stage Length Distribution

Stage Length	Range (nautical miles)	Percentage
1	0 - 500	67.0%
2	501 - 1,000	16.5%
3	1,001 - 1,500	7.9%
4	1,501 - 2,500	7.9%
5	2,501 - 3,500	0.0%
6	3,501 - 4,500	0.2%
7	4,501 - 5,500	0.3%
8	5,501 - 6,500	0.0%

Sources: SJC ANOMS Radar Data and HNTB Analysis, 2025.

¹ AEDT Version 3g was the most current version of the model available at the time the analysis was conducted.

Figure 1: San José Mineta International Airport Facilities and Runways



2.1.4 Day/Evening/Night Split

The CNEL metric takes into consideration the time of day of aircraft operations. In the noise analysis, daytime is defined as 7:00 am to 6:59 pm, evening is defined as 7:00 pm to 9:59pm, and nighttime is defined as 10:00 pm to 6:59 am. The 5-dB and 10-dB penalties during evening and nighttime hours are intended to account for the added intrusiveness of aircraft noise during time periods when ambient noise due to vehicle traffic and other sources is typically less than during the daytime, and when people are more likely to be resting. For the Existing Condition/Baseline, day, evening, and night categories in the 2024 ANOMS was assigned to the 2025 SJC Forecast by airline and aircraft to identify daytime, evening, and nighttime distribution for the noise analysis (day/evening/night split). **Table 2** summarizes the day/evening/night split by operation groups. In the Existing Condition/Baseline, approximately 73.9% of the arrivals occur during daytime hours, 16.7% during evening hours, and 9.4% during nighttime hours. For departures, approximately 78.9% of operations occur during daytime hours, 11.1% during evening hours, and 10.0% during nighttime hours. All-cargo carriers have a noticeable low percentage of evening arrivals and high percentage of evening departures, which is consistent with FedEx (primarily from/to Memphis International Airport (MEM) and Indianapolis International Airport (IND) and UPS (primarily from/to Louisville Muhammad Ali International Airport [SDF]) schedules.

Table 1: Existing Condition/Baseline Day/Evening/Night Split

Operation Group	Arrival				Departure			
	Day	Evening	Night	Total	Day	Evening	Night	Total ¹
Passenger Air Carrier	68.7%	20.0%	11.3%	100.0%	76.1%	12.2%	11.7%	100.0%
All-Cargo Carrier	96.5%	0.8%	2.7%	100.0%	13.4%	84.5%	2.1%	100.0%
Air Taxi	84.2%	11.0%	4.8%	100.0%	87.2%	6.8%	6.1%	100.0%
GA	82.4%	10.5%	7.1%	100.0%	84.5%	8.2%	7.3%	100.0%
Military	80.5%	10.9%	8.7%	100.0%	82.4%	9.2%	8.5%	100.0%
Total ¹	73.9%	16.7%	9.4%	100.0%	78.9%	11.1%	10.0%	100.0%

Note: Totals may not sum due to rounding.

Sources: SJC Radar Data and HNTB Analysis, 2025.

2.1.5 Run-up Operations

Aircraft maintenance engine run-ups can be modeled in AEDT Version 3g and depending on their frequency and orientation, may influence the size and shape of noise contours. The Airport provided detailed engine run-up logs in 2024 for use in the engine run-up contour modeling.

Table 3 summarizes the run-up input by aircraft types.

Table 2: Existing Condition/Baseline Run-up Operations

Aircraft ID	Aircraft Description	2024 Ops
A20N	Airbus A320NEO Series	1
A21N	Airbus A321NEO Series	1
A319	Airbus A319 series	1
B38M	Boeing 737 MAX 8	1
B39M	Boeing 737 MAX 9	1
B737	Boeing 737-700	3
B739	Boeing 737-900	1
C25C	Cessna Citation CJ4, 525C	1
C25M	Cessna Citation M2	1
C56X	Cessna 560XL Citation Excel	6
C680	Cessna 680 Citation Sovereign	15
C68A	Cessna Citation Latitude	5
CL35	Bombardier Challenger 350	1
CL60	Canadair Bombardier CL600/610 Challenger Twin Jet	2
E35L	Embraer EMB-135 LR	1
E50P	Embraer EMB500 Phenom 100	1
E545	Embraer Legacy 545	1
E55P	Embraer EMB550 Phenom 300/Legacy 500	12
E75L	Embraer ERJ-175-LR	3
F2TH	Dassault Falcon 2000	1
F900	Dassault Falcon 900	3
GALX	Gulfstream G200	2
GL7T	Bombardier Global 7500 BD-700	1
GLEX	Bombardier BD-700 Global Express	2
GLF4	Gulfstream IV	7
GLF5	Gulfstream V	4
GLF6	Gulfstream VI / G650	3
Grand Total		81

Source: 2024 SJC Run-up logs and HNTB analysis, 2025.

2.1.6 Runway Use

Runway use represents how aircraft utilize the runways and helipads at an airport and is a primary factor in the determination of noise exposure. For the Existing Condition/Baseline, runway use for each airline and aircraft combination was obtained from the 2024 ANOMS radar data and was used for modeling the Existing Condition/Baseline (shown in **Table 4**).

Table 3: Existing Condition/Baseline Runway Use

Operation Type	Runway	Day	Evening	Night	Total ¹
Arrival	12L	0.5%	0.3%	0.4%	0.4%
	12R	11.9%	10.0%	9.8%	11.4%
	30L	76.8%	79.1%	79.6%	77.5%
	30R	10.8%	10.6%	10.3%	10.7%
Arrival Total ¹		100.0%	100.0%	100.0%	100.0%
Departure	12L	9.2%	7.3%	10.4%	9.1%
	12R	3.7%	2.1%	4.3%	3.6%
	30L	26.2%	19.5%	20.4%	24.9%
	30R	60.9%	71.0%	64.9%	62.4%
Departure Total ¹		100.0%	100.0%	100.0%	100.0%

¹: Totals may not sum due to rounding.

Source: SJC ANOMS Radar Data and HNTB Analysis, 2025.

2.1.7 Track Geometry and Use

To determine projected noise levels on the ground, it is necessary to determine not only the frequency of aircraft operations, but also the altitude and location in which they fly. Flight routes to and from an airport are generally a function of the geometry of the airport’s runways and the surrounding airspace structure near the airfield. To calculate average track usage, eight weeks of representative radar data were selected. The weeks were selected in a way that:

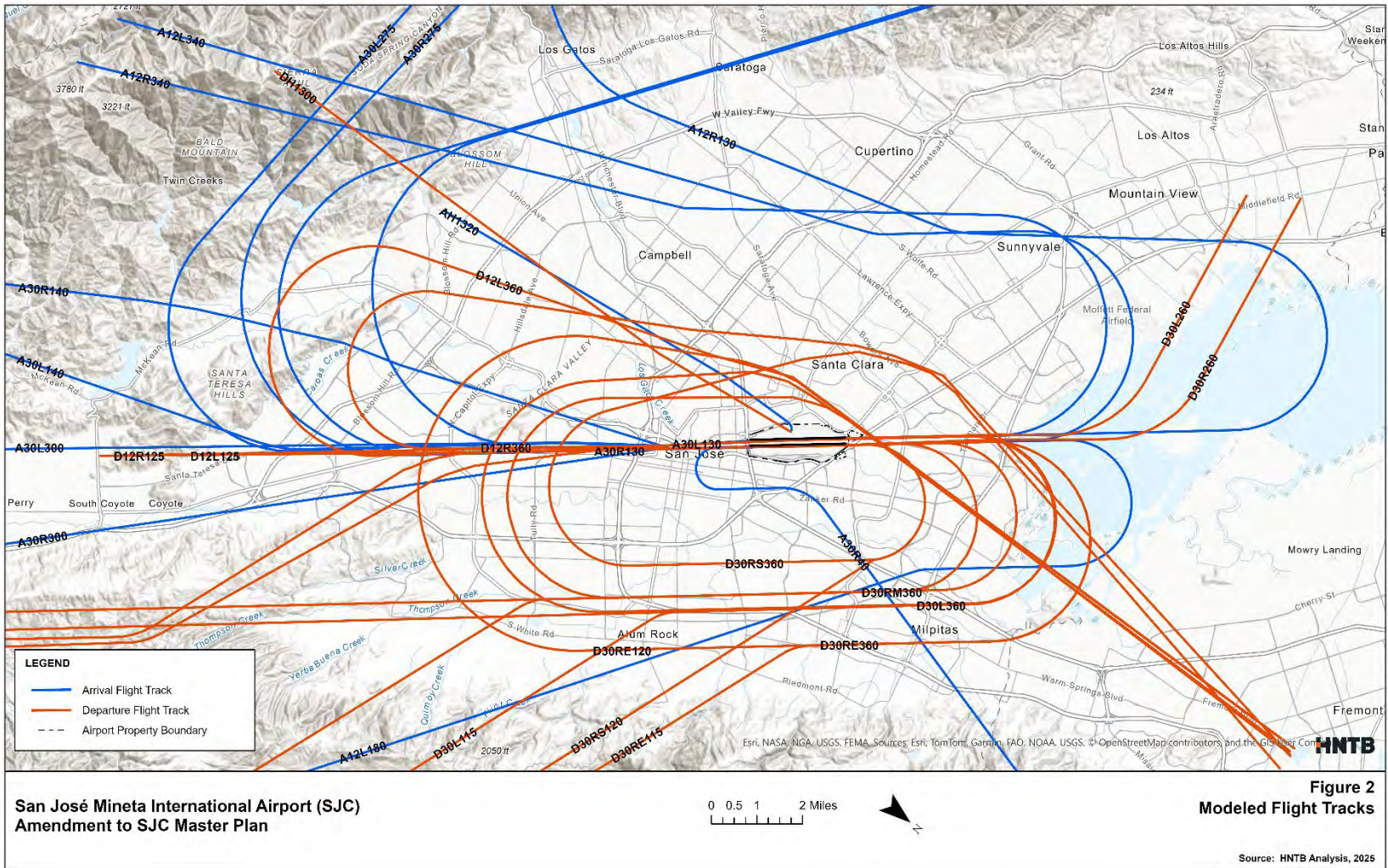
- Operations were close to the seasonal average,
- Not during a holiday weekend,
- Not during a severe weather event, and
- Not during any runway closures.

The following weeks were used for the track use calculation:

- January 21st to February 3rd, 2024
- April 14th to April 27th, 2024
- July 21st to August 3rd, 2024
- September 8th to September 21st, 2024

Figure 2 depicts the modeled arrival and departure flight tracks for the Existing Condition/Baseline and Future Scenario. Track use was calculated based on four aircraft groups including commercial jet, GA jet, GA propeller, GA helicopter, and military helicopter. **Table A2-1** in *Appendix 2: Flight Track Use* summarizes the track use.

Figure 2: Modeled Flight Tracks at SJC



2.1.8 Weather

AEDT allows for the modeling of atmospheric conditions in the calculation of noise exposure, taking into consideration temperature and humidity. For the Existing Condition/Baseline and Future Condition, parameters in **Table 5** were applied based on the AEDT 10-year (2014 – 2023) average weather parameters at the Airport.

Table 4: Weather Parameters

Parameters	Value
Temperature (°F)	60.1
Dew Point (°F)	47.8
Pressure (millibar)	1,014.8
Humidity (%)	63.9
Wind (knots)	5.4

Sources: AEDT 3g and HNTB, 2025.

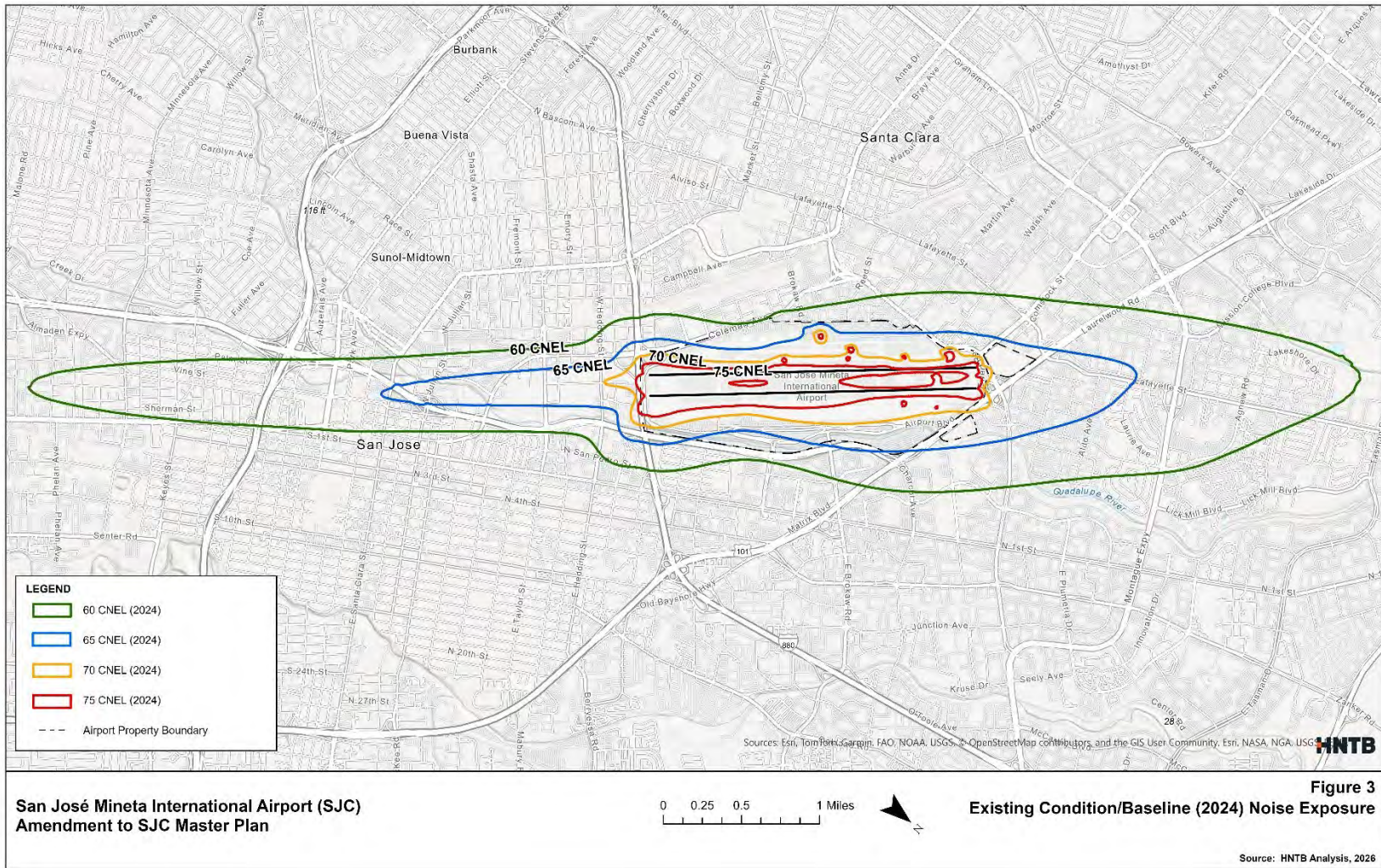
2.1.9 Terrain

Terrain data is used to account for effects that variations in terrain have on noise propagation. Terrain data was obtained from The National Map (TNM) v2.0 developed by the United States Geological Survey (USGS) and was used in the noise modeling.

2.2 Noise Model Outputs

Based on inputs described in Section 2.1, noise contours were modeled using AEDT 3g. **Figure 3** depicts the CNEL 65dB, 70dB, and 75dB noise contours for the Existing Condition/Baseline.

Figure 3: Existing Condition/Baseline (2024) Noise Exposure



3 Future Condition (2037)

The Future Condition forecast year used for this analysis is 2037. This analysis is based on the 2025 SJC Forecast updated as part of the subject Amendment to the SJC Master Plan (3rd EIR Addendum). Note that the 2020 Amendment to the SJC Master Plan also used 2037 as the Future Condition. Section 3.3 compares the 2037 Future Condition contours from the 2020 Adopted Forecast with the revised 2037 Future Condition contours based on the most recent 2025 SJC Forecast. The following section describes the noise model inputs and outputs used for the updated Future Condition noise exposure contour.

3.1 Noise Model Inputs

Several parameters, such as the facility and runways, stage length, day/evening/night split, track geometry and use, weather parameters and terrain were assumed to be the same as the Existing Condition/Baseline by airline and aircraft. Inputs that differ from Existing Condition/Baseline are described in the following sections.

3.1.1 Fleet Mixes

The 2037 fleet mixes were developed based on the 2025 SJC Forecast. Since other parameters stay relatively consistent in the Future Condition as compared with the Existing Condition/Baseline, the fleet mixes are expected to be the main factor to drive the differences between the Existing Condition/Baseline and Future Condition noise contours. In the year 2037, 222,150 operations are forecasted to occur at SJC, which is equivalent to 608.6 AAD operations and represents an increase of 36.0% compared with the Existing Condition/Baseline.

3.1.2 Runway Use

Runway uses by airline and aircraft were assumed to be consistent with the Existing Condition/Baseline. For aircraft not included in the Existing Condition/Baseline fleet mix, it was assumed that their runway uses would be the same as the aircraft they are expected to replace or other similar aircraft types. **Table 6** depicts the modeled 2037 runway uses.

Table 5: 2037 Runway Use

Operation Type	Runway	Day	Evening	Night	Total ¹
Arrival	12L	0.4%	0.3%	0.3%	0.4%
	12R	11.8%	9.1%	9.2%	11.1%
	30L	77.1%	80.5%	80.7%	78.0%
	30R	10.7%	10.0%	9.8%	10.5%
Arrival Total ¹		100.0%	100.0%	100.0%	100.0%
Departure	12L	9.2%	7.1%	10.3%	9.1%
	12R	3.6%	2.1%	4.2%	3.5%
	30L	25.3%	18.9%	20.1%	24.1%
	30R	61.9%	71.9%	65.5%	63.4%

Operation Type	Runway	Day	Evening	Night	Total ¹
Departure Total ¹		100.0%	100.0%	100.0%	100.0%

¹: Totals may not sum due to rounding.

Source: 2024 SJC Radar Data and HNTB Analysis, 2025.

3.1.3 Run-up Operations

It was assumed that run-up operations would grow at the same rate as the projected growth rates by aircraft type. **Table 7** shows the modeled 2037 run-up operations by aircraft types.

Table 6: 2037 Run-up Operations

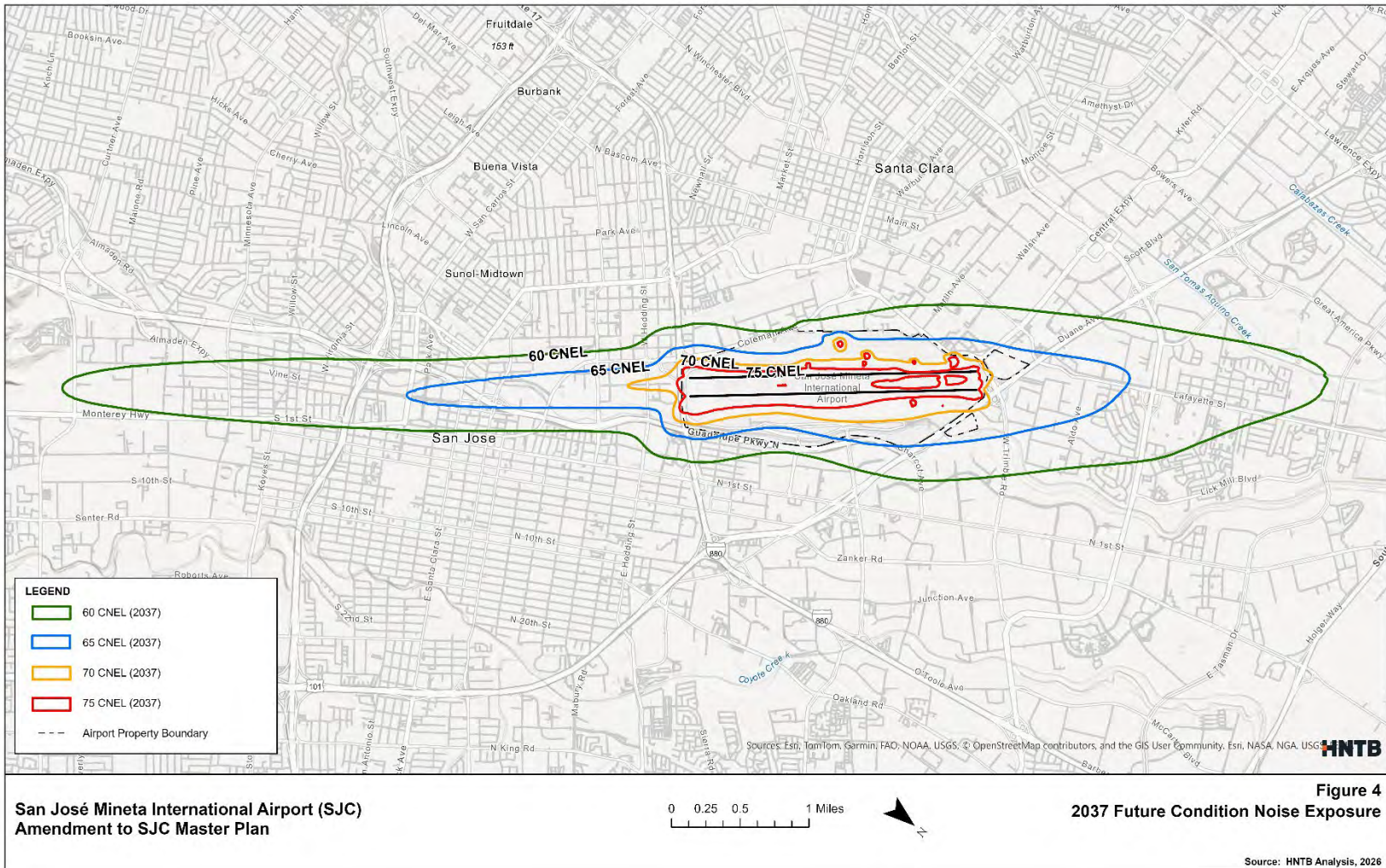
Aircraft ID	Aircraft Description	2037 Ops
A20N	Airbus A320NEO Series	1.2
A21N	Airbus A321NEO Series	1.8
A319	Airbus A319 series	0.5
B38M	Boeing 737 MAX 8	3.7
B39M	Boeing 737 MAX 9	3.1
B737	Boeing 737-700	0.0
B739	Boeing 737-900	2.2
C25C	Cessna Citation CJ4, 525C	1.4
C25M	Cessna Citation M2	1.2
C56X	Cessna 560XL Citation Excel	8.4
C680	Cessna 680 Citation Sovereign	20.9
C68A	Cessna Citation Latitude	7.0
CL35	Bombardier Challenger 350	1.4
CL60	Canadair Bombardier CL600/610 Challenger Twin Jet	2.8
E35L	Embraer EMB-135 LR	1.4
E50P	Embraer EMB500 Phenom 100	1.4
E545	Embraer Legacy 545	1.4
E55P	Embraer EMB550 Phenom 300/Legacy 500	16.7
E75L	Embraer ERJ-175-LR	1.5
F2TH	Dassault Falcon 2000	1.4
F900	Dassault Falcon 900	4.2
GALX	Gulfstream G200	2.8
GL7T	Bombardier Global 7500 BD-700	1.4
GLEX	Bombardier BD-700 Global Express	2.8
GLF4	Gulfstream IV	9.7
GLF5	Gulfstream V	5.6
GLF6	Gulfstream VI / G650	4.2
Grand Total		109.8

Source: 2024 SJC Run-up logs and HNTB analysis, 2025.

3.2 Noise Model Outputs

Figure 4 illustrates the 2037 CNEL 60, 65, 70, and 75 dB Future Condition noise contours.

Figure 4: Future Condition Noise Exposure – 2037



3.3 Noise Contours Comparison

Figure 5 compares the CNEL 60, 65, 70, and 75 dB noise contours of the Existing Condition/Baseline (2024) and the Future Condition (2037). In general, the shapes of the noise contours stay consistent. The Future Condition CNEL 65 dB areas are expected to increase by 9.2%. **Table 8** shows the CNEL 60, 65, 70, and 75 dB areas for the Existing Condition/Baseline (2024) and Future Condition (2037).

Table 7: Existing Condition/Baseline (2024) vs. Future Condition (2037) Noise Area Comparison (in Acres)

CNEL	2024	2037	% Change
60 dB	4,039.3	4,338.2	7.4%
65 dB	1,483.5	1,619.7	9.2%
70 dB	586.4	623.1	6.3%
75 dB	299.2	328.2	9.7%

Source: HNTB analysis, 2025.

The main driver for the larger noise contour in the Future Condition is an increase in operations. Operations in 2037 are expected to increase by approximately 36.0% over 2024 operations. However, the expected increase in the CNEL 65 dB area is approximately 9.2%, lower than the increase in the operations. This is due to how decibels are added and the expected SJC fleet mix changes. Decibels are added logarithmically, not linearly. Therefore, an increase in operations does not produce an equivalent increase in decibels. In addition, the Future Condition fleet mix is expected to include a higher percentage of quieter Airbus A320 New Engine Option (NEO) and Boeing B737 MAX family aircraft types. These quieter aircraft are expected to replace the older and noisier Airbus A320 Conventional Engine Option (CEO) and Boeing B737 Next Generation (NG) family aircraft. Their smaller noise signature is projected to offset the increase in operations to some extent.

Figure 6 compares the CNEL 60, 65, 70, and 75 dB noise contours of the Future Condition (2037) and the previous Master Plan Future Condition (2037 Project), which uses the forecast adopted in 2020. **Table 9** shows the CNEL 60, 65, 70, and 75 dB areas in the Future Condition and the previous Master Plan Future Condition. The updated Future Condition CNEL 65 dB areas are expected to be 31% smaller than the previous Master Plan Future Condition CNEL 65 dB area. The updated Future Condition CNEL 65dB falls almost entirely within the previous Master Plan contour, except one small area near Signature Aviation. The slight increase within the small area is due to run-up activities that were not modeled previously.

**Table 8: Future Condition (2037) vs. Previous Master Plan Future Condition (2037 Project)
Noise Area Comparison (in Acres)**

CNEL	Future Condition (2037)	Previous MP Future Condition (2037 Project)	% Change
60 dB	4,338.2	6,443.5	-32.7%
65 dB	1,619.7	2,345.7	-31.0%
70 dB	623.1	826.5	-24.6%
75 dB	328.2	398.9	-17.7%

Source: HNTB analysis, 2025.

Figure 5: Existing Condition/Baseline (2024) vs. Future Condition (2037)

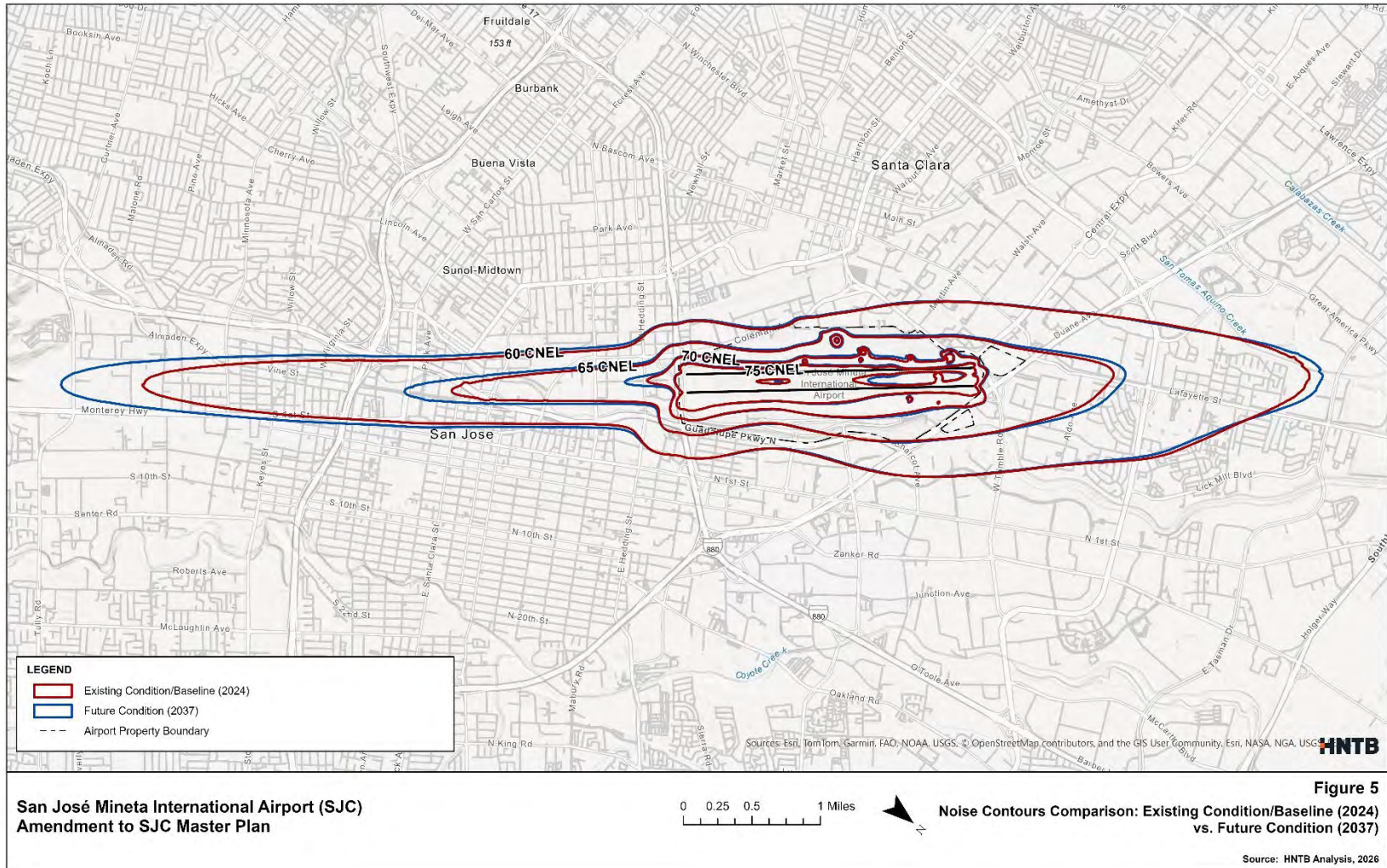
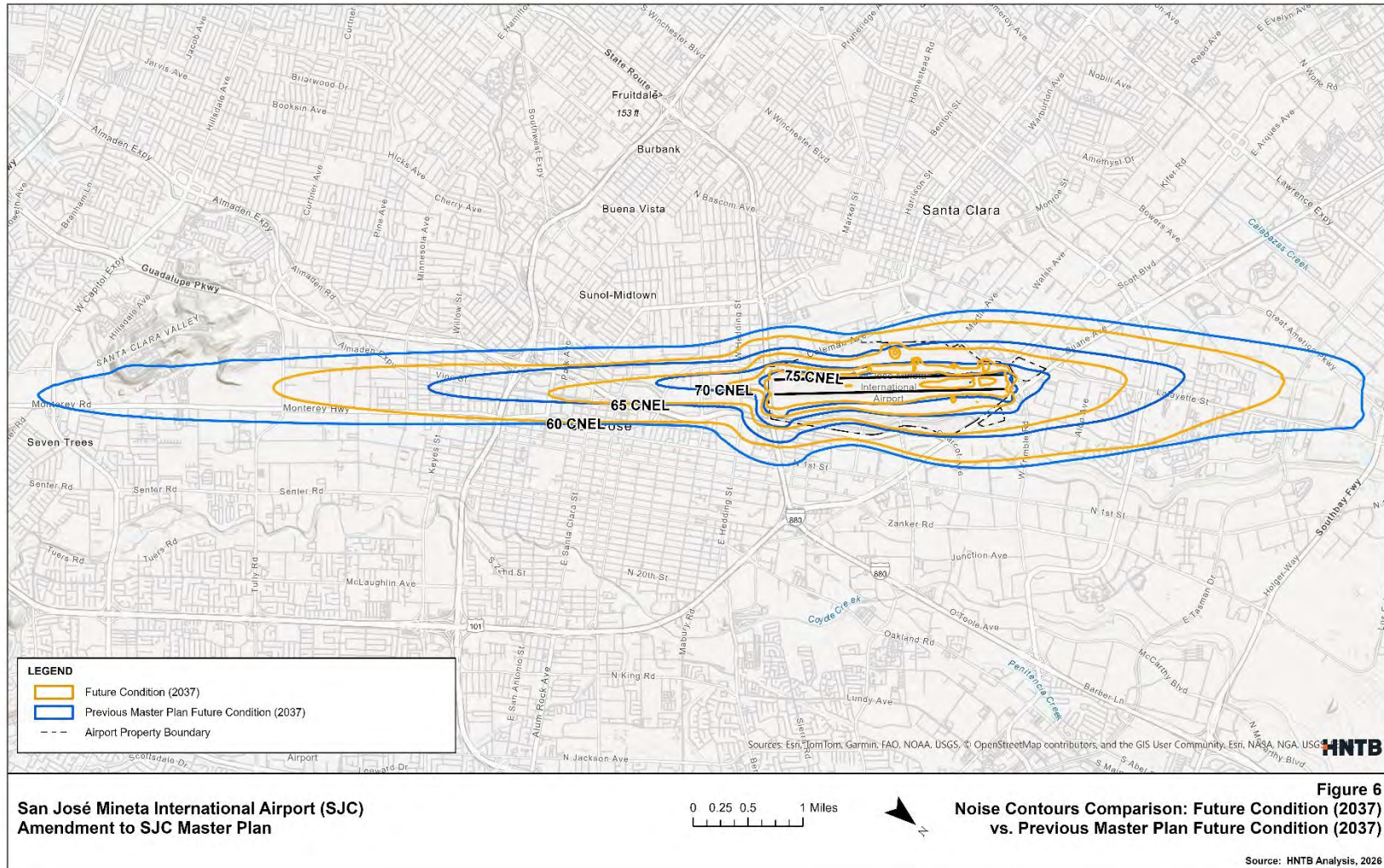


Figure 6: Future Condition (2037) vs. Previous Master Plan Future Condition (2037 Project)



4 Summary

This technical memorandum documents the inputs and outputs in the development of the Existing Condition/Baseline and Future Condition noise contours as a part of an amendment to the SJC Master Plan. The Future Condition noise contour is slightly larger than the Existing Condition/Baseline noise contour as a result of an increase in operations. The Future Condition noise contour is smaller than the Future Condition noise contour in the previous Master Plan.

Appendix 1: Fleet Mixes

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Aerospatiale SA-350D Astar (AS-350)	1	0.2	0.2	0.2	0.6	0.4	0.1	0.1	0.6
Aerostar PA-60	1	0.0	-	-	0.0	0.0	-	-	0.0
Agusta A-109	1	0.1	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Airbus A220-100	1	0.3	0.1	0.4	0.8	-	-	0.0	0.0
Airbus A220-100	2	-	-	-	-	0.3	0.0	0.5	0.8
Airbus A220-100	3	-	-	-	-	-	-	0.0	0.0
Airbus A220-300	1	0.9	0.4	0.4	1.7	0.0	-	-	0.0
Airbus A220-300	2	-	-	-	-	0.9	0.0	0.5	1.4
Airbus A220-300	3	-	-	-	-	0.0	-	0.2	0.2
Airbus A220-300	4	-	-	-	-	-	0.0	-	0.0
Airbus A300F4-600 Series	1	0.3	0.0	0.0	0.3	-	0.0	0.0	0.0
Airbus A300F4-600 Series	2	-	-	-	-	-	0.0	-	0.0
Airbus A300F4-600 Series	4	-	-	-	-	-	0.3	-	0.3
Airbus A319-100 Series	1	1.9	0.8	0.7	3.3	0.0	0.0	0.0	0.0
Airbus A319-100 Series	2	-	-	-	-	1.7	0.2	0.3	2.2
Airbus A319-100 Series	3	-	-	-	-	0.2	-	0.3	0.5
Airbus A319-100 Series	4	-	-	-	-	0.0	-	0.5	0.5
Airbus A319-100 Series	5	-	-	-	-	0.0	0.0	0.0	0.0
Airbus A320-200 Series	1	3.8	0.7	0.4	4.9	1.1	0.2	0.0	1.3
Airbus A320-200 Series	2	-	-	-	-	1.4	0.1	0.0	1.5
Airbus A320-200 Series	3	-	-	-	-	1.2	0.0	0.2	1.4
Airbus A320-200 Series	4	-	-	-	-	0.3	0.0	0.4	0.7
Airbus A320-NEO	1	5.7	1.2	1.3	8.2	3.3	0.9	0.9	5.1
Airbus A320-NEO	2	-	-	-	-	0.2	0.0	0.0	0.3
Airbus A320-NEO	3	-	-	-	-	2.3	0.0	0.0	2.4

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Airbus A320-NEO	4	-	-	-	-	0.5	-	-	0.5
Airbus A321-100 Series	1	0.7	1.4	0.1	2.2	0.1	0.0	-	0.1
Airbus A321-100 Series	2	-	-	-	-	0.1	0.0	0.0	0.1
Airbus A321-100 Series	3	-	-	-	-	0.0	0.0	0.0	0.1
Airbus A321-100 Series	4	-	-	-	-	1.9	-	0.0	1.9
Airbus A321-NEO	1	1.1	0.0	-	1.1	0.4	0.0	-	0.4
Airbus A321-NEO	2	-	-	-	-	0.3	0.0	-	0.3
Airbus A321-NEO	3	-	-	-	-	0.3	0.0	-	0.3
Airbus A321-NEO	4	-	-	-	-	0.1	-	-	0.1
Airbus A350-1000 Series	1	-	-	0.0	0.0	-	0.0	-	0.0
Alenia C-27J	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
American Champion Cibrata	1	0.0	-	-	0.0	0.0	-	-	0.0
Aviat Husky A1B	1	0.0	-	-	0.0	0.0	-	-	0.0
Beech 23 Musketeer Sundowner	1	0.0	-	-	0.0	0.0	-	-	0.0
Beech 24 Musketeer Super Sierra	1	0.0	-	-	0.0	0.0	-	-	0.0
Beech 95	1	0.0	0.0	-	0.0	0.0	-	-	0.0
Beechcraft 76 Duchess	1	0.0	-	-	0.0	0.0	-	-	0.0
Beechcraft Bonanza 33	1	0.3	0.0	0.0	0.4	0.3	0.0	0.0	0.4
Beechcraft Bonanza 35	1	0.4	0.0	0.0	0.5	0.4	0.1	0.0	0.5
Beechcraft Musketeer Model 19	1	0.0	-	-	0.0	0.0	-	-	0.0
Beechcraft T-34 Mentor	1	0.0	-	-	0.0	0.0	-	-	0.0
Bell 206 JetRanger	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Bell 407 / Rolls-Royce 250-C47B	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Bell 429	1	0.1	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Bell UH-1 Iroquois	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bellanca Viking	1	0.1	0.0	0.0	0.1	0.1	-	-	0.1

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Boeing 727-200 Series	1	0.0	-	-	0.0	-	-	-	-
Boeing 727-200 Series	2	-	-	-	-	0.0	-	-	0.0
Boeing 737-400 Series	1	0.0	-	-	0.0	-	-	-	-
Boeing 737-400 Series	2	-	-	-	-	0.0	-	-	0.0
Boeing 737-500 Series	1	0.0	-	-	0.0	-	-	-	-
Boeing 737-500 Series	4	-	-	-	-	0.0	-	-	0.0
Boeing 737-700 Series	1	34.4	9.6	3.3	47.3	27.1	6.0	2.0	35.2
Boeing 737-700 Series	2	-	-	-	-	6.0	1.7	0.5	8.3
Boeing 737-700 Series	3	-	-	-	-	2.6	0.2	0.2	2.9
Boeing 737-700 Series	4	-	-	-	-	0.7	0.0	0.1	0.9
Boeing 737-700 Series	5	-	-	-	-	-	-	0.0	0.0
Boeing 737-700 Series	6	-	-	-	-	0.0	0.0	0.0	0.0
Boeing 737-8	1	11.3	4.6	2.4	18.2	6.7	1.5	0.6	8.9
Boeing 737-8	2	-	-	-	-	2.5	0.5	1.0	4.0
Boeing 737-8	3	-	-	-	-	1.5	0.1	0.3	1.8
Boeing 737-8	4	-	-	-	-	3.3	-	0.2	3.5
Boeing 737-800 Series	1	12.5	4.6	2.5	19.5	6.4	1.3	0.6	8.3
Boeing 737-800 Series	2	-	-	-	-	3.6	0.6	0.5	4.8
Boeing 737-800 Series	3	-	-	-	-	3.7	0.0	1.2	4.9
Boeing 737-800 Series	4	-	-	-	-	1.2	0.0	0.4	1.6
Boeing 737-9	1	1.6	0.8	1.0	3.4	0.0	0.0	0.0	0.0
Boeing 737-9	2	-	-	-	-	0.9	0.3	0.3	1.5
Boeing 737-9	3	-	-	-	-	0.4	0.1	0.2	0.6
Boeing 737-9	4	-	-	-	-	1.3	-	0.0	1.3
Boeing 737-900 Series	1	4.1	1.8	1.3	7.2	0.1	0.0	0.0	0.1
Boeing 737-900 Series	2	-	-	-	-	2.0	0.6	0.4	2.9

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Boeing 737-900 Series	3	-	-	-	-	0.6	0.1	0.2	1.0
Boeing 737-900 Series	4	-	-	-	-	2.0	0.0	1.2	3.2
Boeing 747-400 Series	1	-	0.0	-	0.0	-	-	-	-
Boeing 747-400 Series	4	-	-	-	-	-	-	0.0	0.0
Boeing 757-200 Series	1	0.0	-	-	0.0	-	-	-	-
Boeing 757-200 Series	3	-	-	-	-	0.0	-	-	0.0
Boeing 757-200 Series	6	-	-	-	-	0.0	-	0.0	0.0
Boeing 757-200 Series Freighter	1	0.2	-	0.0	0.2	0.0	0.0	-	0.0
Boeing 757-200 Series Freighter	4	-	-	-	-	0.0	0.1	0.0	0.1
Boeing 767-300 ER	1	0.0	-	-	0.0	-	-	-	-
Boeing 767-300 ER	4	-	-	-	-	0.0	-	-	0.0
Boeing 767-300 ER Freighter	1	0.9	0.0	0.0	0.9	-	0.0	-	0.0
Boeing 767-300 ER Freighter	4	-	-	-	-	0.2	0.8	-	0.9
Boeing 767-300 Series	1	0.0	-	-	0.0	-	-	-	-
Boeing 767-300 Series	4	-	-	-	-	0.0	-	-	0.0
Boeing 787-8 Dreamliner	1	0.4	0.0	-	0.4	0.0	-	-	0.0
Boeing 787-8 Dreamliner	4	-	-	-	-	0.0	-	-	0.0
Boeing 787-8 Dreamliner	6	-	-	-	-	0.4	-	-	0.4
Boeing 787-8 Dreamliner	7	-	-	-	-	-	0.0	0.0	0.0
Boeing C-17A	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Boeing DC-3	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Boeing MD-11	1	0.1	-	-	0.1	-	-	-	-
Boeing MD-11	4	-	-	-	-	0.0	0.1	-	0.1
Boeing MD-11 Freighter	1	0.1	-	-	0.1	-	-	-	-
Boeing MD-11 Freighter	4	-	-	-	-	0.0	0.1	-	0.1
Bombardier Challenger 300	1	2.2	0.2	0.1	2.6	2.3	0.2	0.1	2.6

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Bombardier Challenger 350	1	3.8	0.7	0.2	4.7	4.1	0.4	0.3	4.7
Bombardier Challenger 600	1	1.9	0.3	0.2	2.4	2.2	0.1	0.1	2.4
Bombardier CRJ-200	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bombardier CRJ-200-ER	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bombardier CRJ-200-ER	2	-	-	-	-	0.0	0.0	0.0	0.0
Bombardier CRJ-700	1	0.9	0.0	0.2	1.1	0.0	-	0.0	0.0
Bombardier CRJ-700	2	-	-	-	-	0.8	0.1	0.2	1.1
Bombardier Global 5000	1	0.8	0.1	0.0	0.9	0.4	0.0	0.0	0.4
Bombardier Global 5000	2	-	-	-	-	0.2	0.0	0.0	0.2
Bombardier Global 5000	3	-	-	-	-	0.1	-	-	0.1
Bombardier Global 5000	4	-	-	-	-	0.2	0.0	0.0	0.3
Bombardier Global 5000	5	-	-	-	-	-	-	0.0	0.0
Bombardier Global 5000	7	-	-	-	-	-	0.0	0.0	0.0
Bombardier Global 7500	1	0.8	0.1	0.1	1.0	0.3	0.0	0.0	0.4
Bombardier Global 7500	2	-	-	-	-	0.1	0.0	0.0	0.1
Bombardier Global 7500	3	-	-	-	-	0.0	0.0	-	0.1
Bombardier Global 7500	4	-	-	-	-	0.2	0.0	0.0	0.2
Bombardier Global 7500	5	-	-	-	-	-	-	0.0	0.0
Bombardier Global 7500	6	-	-	-	-	0.0	-	-	0.0
Bombardier Global 7500	7	-	-	-	-	0.1	0.0	0.0	0.2
Bombardier Global 7500	8	-	-	-	-	0.0	0.0	0.0	0.1
Bombardier Global Express	1	1.6	0.2	0.1	1.9	0.7	0.1	0.1	0.8
Bombardier Global Express	2	-	-	-	-	0.3	0.0	0.0	0.3
Bombardier Global Express	3	-	-	-	-	0.1	0.0	0.0	0.1
Bombardier Global Express	4	-	-	-	-	0.4	0.0	0.0	0.4
Bombardier Global Express	5	-	-	-	-	0.0	0.0	-	0.0

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Bombardier Global Express	6	-	-	-	-	0.0	0.0	-	0.0
Bombardier Global Express	7	-	-	-	-	0.1	0.1	0.0	0.2
Bombardier Global Express	8	-	-	-	-	0.0	0.0	-	0.0
Bombardier Learjet 31	1	0.0	0.0	-	0.0	0.0	-	0.0	0.0
Bombardier Learjet 35	1	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.2
Bombardier Learjet 40	1	0.0	0.0	-	0.0	0.0	-	-	0.0
Bombardier Learjet 45	1	0.5	0.0	0.0	0.5	0.5	0.0	0.0	0.5
Bombardier Learjet 60	1	0.3	0.1	0.0	0.4	0.3	0.1	0.1	0.4
Bombardier Learjet 70	1	0.0	-	-	0.0	0.0	-	0.0	0.0
Bombardier Learjet 75	1	0.1	0.0	0.0	0.1	0.1	0.0	-	0.1
Cessna 140	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 150 Series	1	0.2	0.0	-	0.2	0.2	0.0	-	0.2
Cessna 152	1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Cessna 162	1	0.0	0.0	-	0.0	0.0	0.0	-	0.0
Cessna 170	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 172 Skyhawk	1	1.2	0.3	0.1	1.6	1.2	0.2	0.1	1.6
Cessna 175	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cessna 177	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 177 Cardinal RG	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 182	1	0.6	0.1	0.0	0.6	0.6	0.1	0.0	0.6
Cessna 182 Float	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 182 R	1	0.1	0.0	-	0.1	0.1	0.0	0.0	0.1
Cessna 185 Skywagon	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 195	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 206	1	0.3	0.0	-	0.3	0.3	0.0	0.0	0.3
Cessna 208 Caravan	1	0.1	0.0	-	0.1	0.1	-	-	0.1

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Cessna 210 Centurion	1	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Cessna 210 Turbo	1	0.6	0.0	-	0.6	0.6	0.0	0.0	0.6
Cessna 310	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cessna 340	1	0.1	0.0	0.0	0.1	0.1	-	-	0.1
Cessna 400	1	0.0	0.0	-	0.1	0.0	0.0	-	0.1
Cessna 402	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 414	1	0.0	-	-	0.0	0.0	0.0	-	0.0
Cessna 421 Piston	1	0.1	0.0	-	0.1	0.1	0.0	-	0.1
Cessna 425 Conquest I	1	0.1	0.0	-	0.1	0.1	0.0	-	0.1
Cessna 441 Conquest II	1	0.0	-	-	0.0	0.0	-	0.0	0.0
Cessna 500 Citation I	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 501 Citation ISP	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 550 Citation Bravo	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Cessna 550 Citation II	1	0.1	0.0	0.1	0.2	0.1	0.0	0.1	0.2
Cessna 560 Citation Excel	1	1.8	0.2	0.1	2.1	1.8	0.1	0.1	2.1
Cessna 560 Citation V	1	0.5	0.1	0.2	0.8	0.5	0.1	0.2	0.8
Cessna 650 Citation III	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Cessna 680 Citation Sovereign	1	1.5	0.2	0.1	1.7	1.6	0.1	0.1	1.7
Cessna 680-A Citation Latitude	1	3.8	0.5	0.2	4.5	3.9	0.3	0.3	4.5
Cessna 700 Citation Longitude	1	2.2	0.3	0.1	2.6	2.3	0.2	0.1	2.6
Cessna 750 Citation X	1	1.2	0.2	0.0	1.4	1.2	0.1	0.1	1.4
Cessna Aircraft Company 180F	1	0.0	-	-	0.0	0.0	-	-	0.0
CESSNA CITATION 510	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Cessna CitationJet CJ/CJ1 (Cessna 525)	1	0.3	0.0	0.0	0.3	0.2	0.0	0.1	0.3
Cessna CitationJet CJ2 (Cessna 525A)	1	0.3	0.0	0.0	0.4	0.3	0.0	0.0	0.4
Cessna CitationJet CJ3 (Cessna 525B)	1	1.3	0.1	0.1	1.6	1.3	0.1	0.1	1.6

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Cessna CitationJet CJ4 (Cessna 525C)	1	0.5	0.0	0.0	0.5	0.5	0.0	0.0	0.5
CIRRUS SF-50 Vision	1	0.5	0.0	0.0	0.6	0.5	0.0	0.0	0.5
CIRRUS SF-50 Vision	2	-	-	-	-	0.0	0.0	-	0.0
CIRRUS SF-50 Vision	3	-	-	-	-	0.0	-	-	0.0
Cirrus SR20	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Cirrus SR22	1	0.6	0.1	0.0	0.6	0.6	0.0	0.1	0.6
Cirrus SR22 Turbo	1	0.9	0.1	0.0	1.0	0.9	0.1	0.0	1.0
Cozy	1	0.0	-	-	0.0	0.0	-	-	0.0
Daher TBM 900 Series	1	0.0	-	-	0.0	0.0	-	-	0.0
Dassault Falcon 200	1	-	-	0.0	0.0	-	-	0.0	0.0
Dassault Falcon 2000	1	1.1	0.2	0.1	1.3	1.2	0.1	0.1	1.3
Dassault Falcon 50	1	0.3	0.1	0.0	0.4	0.1	0.0	0.0	0.2
Dassault Falcon 50	2	-	-	-	-	0.1	-	0.0	0.1
Dassault Falcon 50	3	-	-	-	-	0.0	0.0	-	0.0
Dassault Falcon 50	4	-	-	-	-	0.1	-	0.0	0.1
Dassault Falcon 8X	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Dassault Falcon 900	1	0.6	0.1	0.0	0.7	0.3	0.0	0.0	0.3
Dassault Falcon 900	2	-	-	-	-	0.1	0.0	-	0.1
Dassault Falcon 900	3	-	-	-	-	0.1	0.0	0.0	0.1
Dassault Falcon 900	4	-	-	-	-	0.2	0.0	0.0	0.2
Dassault Mercure 100	1	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0
Dassault Mercure 100	3	-	-	-	-	0.0	-	-	0.0
Diamond DA40	1	0.2	0.0	0.0	0.3	0.2	0.0	0.0	0.3
Diamond DA42 Twin Star L360	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Diamond DA62	1	0.0	-	-	0.0	0.0	0.0	-	0.0
Dornier 328 Jet	1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
EADS Socata TB-20 Trinidad	1	0.0	-	-	0.0	0.0	0.0	-	0.0
EADS Socata TB-9 Tampico	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
EADS Socata TBM-700	1	0.4	0.0	0.0	0.4	0.4	0.0	0.0	0.4
EAGLE DW-1 Eagle	1	0.0	-	-	0.0	0.0	-	-	0.0
Eclipse 500 / PW610F	1	0.0	0.0	-	0.0	0.0	-	-	0.0
Embraer ERJ135-LR	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Embraer ERJ135-LR	2	-	-	-	-	0.0	0.0	0.0	0.0
Embraer ERJ135-LR	3	-	-	-	-	0.0	0.0	-	0.0
Embraer ERJ135-LR	4	-	-	-	-	0.0	-	-	0.0
Embraer ERJ145	1	0.0	-	0.0	0.1	0.0	0.0	0.0	0.0
Embraer ERJ145	2	-	-	-	-	0.0	0.0	0.0	0.0
Embraer ERJ145	3	-	-	-	-	0.0	-	-	0.0
Embraer ERJ145-XR	1	0.7	0.0	0.1	0.8	0.6	0.0	0.0	0.7
Embraer ERJ145-XR	2	-	-	-	-	0.1	0.0	-	0.1
Embraer ERJ175-LR	1	20.5	3.2	2.6	26.2	14.6	2.4	2.0	19.0
Embraer ERJ175-LR	2	-	-	-	-	5.0	0.5	0.9	6.4
Embraer ERJ175-LR	3	-	-	-	-	0.8	-	-	0.8
Embraer ERJ190	1	0.0	-	-	0.0	-	-	-	-
Embraer ERJ190	3	-	-	-	-	0.0	-	-	0.0
Embraer Legacy 450 (EMB-545)	1	1.0	0.1	0.0	1.1	1.0	0.1	0.0	1.1
Embraer Phenom 100 (EMB-500)	1	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Embraer Phenom 300 (EMB-505)	1	3.7	0.5	0.3	4.5	3.9	0.3	0.3	4.5
EPIC LT/Dynasty	1	0.1	0.0	-	0.1	0.1	0.0	-	0.1
Eurocopter EC 120	1	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Eurocopter EC-130	1	0.4	0.0	0.1	0.6	0.5	0.0	0.0	0.6
Eurocopter EC-155B1	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Express 2000	1	0.0	-	-	0.0	0.0	-	-	0.0
Fairchild SA-227-AC Metro III	1	0.0	-	0.0	0.0	-	0.0	0.0	0.0
Falcon 7X	1	0.3	0.0	0.0	0.4	0.3	0.0	0.0	0.4
GippsAero GA8 Airvan	1	-	-	0.0	0.0	0.0	-	0.0	0.0
Glasair	1	0.0	0.0	-	0.0	0.0	-	-	0.0
Grumman AA-5A/B	1	0.3	0.1	0.0	0.4	0.3	0.0	0.0	0.4
Gulfstream Aerospace Gulfstream G500 (G-7)	1	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.3
Gulfstream G150	1	0.2	0.0	0.1	0.3	0.2	0.0	0.1	0.3
Gulfstream G200	1	0.5	0.1	0.1	0.7	0.6	0.1	0.1	0.7
Gulfstream G280	1	0.9	0.1	0.0	1.1	0.9	0.1	0.1	1.1
Gulfstream G400	1	1.8	0.2	0.1	2.1	1.8	0.2	0.1	2.1
Gulfstream G-5 Gulfstream 5 / G-5SP Gulfstream G500	1	2.1	0.3	0.2	2.5	2.1	0.2	0.2	2.5
Gulfstream G600	1	0.5	0.1	0.0	0.6	0.5	0.0	0.0	0.6
Gulfstream G650	1	2.7	0.4	0.2	3.4	1.2	0.2	0.1	1.4
Gulfstream G650	2	-	-	-	-	0.3	0.0	0.0	0.3
Gulfstream G650	3	-	-	-	-	0.2	0.0	0.0	0.2
Gulfstream G650	4	-	-	-	-	0.8	0.0	0.1	0.9
Gulfstream G650	5	-	-	-	-	0.0	0.0	0.0	0.0
Gulfstream G650	6	-	-	-	-	0.0	0.0	-	0.0
Gulfstream G650	7	-	-	-	-	0.2	0.1	0.0	0.3
Gulfstream G650	8	-	-	-	-	0.0	0.0	0.0	0.0
Gulfstream III	1	0.0	0.0	-	0.0	0.0	0.0	-	0.0
Honda HA-420 Hondajet	1	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Hughes 500D	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Israel IAI-1124 Westwind I	1	0.0	-	-	0.0	0.0	-	-	0.0
Israel IAI-1125 Astra	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Kaman SH-2 Seasprite	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Lancair 360	1	0.0	-	-	0.0	0.0	-	-	0.0
Lancair ES	1	0.1	-	0.0	0.1	0.1	0.0	-	0.1
Lancair Legacy 2000	1	0.0	-	-	0.0	0.0	-	-	0.0
Lockheed C-130 Hercules	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Meyers Aero Commander 200	1	0.0	0.0	-	0.0	0.0	-	-	0.0
Mitsubishi MU-2	1	0.0	-	0.0	0.0	0.0	-	-	0.0
Mooney M20-K	1	0.8	0.1	0.1	0.9	0.8	0.1	0.0	0.9
Piaggio P.180 Avanti	1	0.6	0.1	0.0	0.7	0.6	0.0	0.1	0.7
Pilatus PC-12	1	2.0	0.1	0.1	2.2	1.9	0.2	0.1	2.2
Pilatus PC-24	1	0.2	0.0	0.0	0.2	0.2	0.0	-	0.2
Pilatus Turbo Trainer PC-9	1	0.0	-	-	0.0	0.0	-	-	0.0
Piper PA-18-150	1	0.0	-	-	0.0	0.0	-	-	0.0
Piper PA-22-150	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Piper PA-24 Comanche	1	0.2	0.0	0.0	0.2	0.1	0.0	0.0	0.2
Piper PA-28 Cherokee Series	1	0.3	0.0	0.0	0.4	0.3	0.0	0.0	0.4
Piper PA-30 Twin Comanche	1	0.0	-	-	0.0	0.0	-	-	0.0
Piper PA-31 Navajo	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Piper PA-32 Cherokee Six	1	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Piper PA-34 Seneca	1	0.1	0.0	-	0.1	0.1	-	0.0	0.1
Piper PA-38 Tomahawk	1	-	0.0	-	0.0	0.0	-	-	0.0
Piper PA44	1	0.0	-	-	0.0	0.0	-	-	0.0
Piper PA46 (Piston)	1	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.2
Piper PA46-TP Meridian	1	0.4	0.0	0.0	0.4	0.4	0.0	0.1	0.4
Piper Pacer	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Quest Kodiak 100	1	0.1	-	-	0.1	0.1	-	-	0.1

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Raytheon Beech 55 Baron	1	0.1	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Raytheon Beech 60 Duke	1	0.0	-	-	0.0	0.0	-	-	0.0
Raytheon Beech 99	1	-	-	0.0	0.0	-	-	0.0	0.0
Raytheon Beech Baron 58	1	0.1	0.0	0.1	0.3	0.2	0.1	0.1	0.3
Raytheon Beech Bonanza 36	1	1.0	0.1	0.1	1.2	1.2	0.0	0.0	1.2
Raytheon Beechjet 400	1	0.2	0.0	0.0	0.3	0.2	0.0	0.0	0.3
Raytheon Hawker 1000	1	0.0	0.0	0.0	0.0	0.0	-	-	0.0
Raytheon Hawker 4000 Horizon	1	0.0	-	-	0.0	0.0	-	-	0.0
Raytheon Hawker 800	1	0.5	0.1	0.0	0.6	0.5	0.1	0.0	0.6
Raytheon King Air 90	1	0.2	0.1	0.0	0.3	0.2	0.1	0.1	0.3
Raytheon Premier I	1	0.1	0.0	-	0.1	0.1	0.0	0.0	0.1
Raytheon Super King Air 200	1	0.5	0.1	0.1	0.7	0.4	0.1	0.1	0.7
Raytheon Super King Air 300	1	2.5	0.3	0.0	2.8	2.5	0.1	0.2	2.8
Robin R 2160 Alpha Sport	1	0.0	-	0.0	0.0	0.0	0.0	-	0.0
Robinson R22	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Robinson R44 Raven / Lycoming O-540-F1B5	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rockwell Twin Commander 690	1	0.0	-	-	0.0	0.0	-	-	0.0
Ryan Navion B	1	0.0	-	-	0.0	0.0	-	-	0.0
Saab 2000	1	0.1	-	0.0	0.1	0.1	-	0.0	0.1
Saab 340-A	1	0.0	-	-	0.0	-	-	-	-
Saab 340-A	2	-	-	-	-	0.0	-	-	0.0
Sikorsky S-76 Spirit	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SOCATA TBM 850	1	0.0	-	-	0.0	0.0	-	-	0.0
Stinson	1	0.0	-	-	0.0	0.0	-	-	0.0
Tecnam P2006T	1	0.0	-	-	0.0	0.0	-	-	0.0
Vans RV10	1	0.1	-	0.0	0.1	0.1	-	-	0.1

Table A1-1: Existing Condition/Baseline 2024 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Vans RV12	1	-	0.0	-	0.0	-	0.0	-	0.0
Vans RV4	1	0.0	-	-	0.0	0.0	-	-	0.0
Vans RV6	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Vans RV-7	1	0.0	-	-	0.0	0.0	-	-	0.0
Vans RV8	1	0.0	-	0.0	0.0	0.0	0.0	-	0.0
Vans RV9	1	0.0	-	-	0.0	0.0	-	-	0.0
Vulcanair P.68	1	0.0	-	-	0.0	0.0	-	-	0.0
Grand Total		165.3	37.3	21.1	223.7	176.5	24.9	22.3	223.7

Note: Totals may not sum up due to rounding.

Source: HNTB analysis, 2025.

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Aerospatiale SA-350D Astar (AS-350)	1	0.3	0.3	0.3	0.8	0.5	0.2	0.2	0.8
Aerostar PA-60	1	0.0	-	-	0.0	0.0	-	-	0.0
Agusta A-109	1	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Airbus A220-100	1	0.7	0.4	1.1	2.2	0.8	0.1	0.1	1.1
Airbus A220-100	2	-	-	-	-	0.5	0.0	0.2	0.7
Airbus A220-100	3	-	-	-	-	0.1	-	0.1	0.2
Airbus A220-100	4	-	-	-	-	0.1	0.0	0.1	0.3
Airbus A220-300	1	2.7	1.1	1.3	5.0	1.8	0.3	0.2	2.3
Airbus A220-300	2	-	-	-	-	1.1	0.1	0.4	1.5
Airbus A220-300	3	-	-	-	-	0.2	-	0.2	0.5
Airbus A220-300	4	-	-	-	-	0.3	0.0	0.3	0.7
Airbus A300F4-600 Series	1	0.3	0.0	0.0	0.3	-	0.0	0.0	0.0
Airbus A300F4-600 Series	2	-	-	-	-	-	0.0	-	0.0
Airbus A300F4-600 Series	4	-	-	-	-	-	0.3	-	0.3
Airbus A319-100 Series	1	0.9	0.2	0.4	1.5	0.0	0.0	0.0	0.0
Airbus A319-100 Series	2	-	-	-	-	0.6	0.3	0.4	1.3
Airbus A319-100 Series	3	-	-	-	-	0.0	-	0.0	0.1
Airbus A319-100 Series	4	-	-	-	-	0.0	-	0.1	0.1
Airbus A319-100 Series	5	-	-	-	-	0.0	0.0	0.0	0.0
Airbus A320-200 Series	1	3.4	0.5	0.3	4.2	2.2	0.4	0.1	2.7
Airbus A320-200 Series	2	-	-	-	-	0.4	0.1	0.2	0.8
Airbus A320-200 Series	3	-	-	-	-	0.3	0.0	0.0	0.4
Airbus A320-200 Series	4	-	-	-	-	0.2	0.0	0.1	0.3
Airbus A320-NEO	1	6.4	1.5	1.4	9.4	3.9	1.1	1.1	6.1
Airbus A320-NEO	2	-	-	-	-	0.4	0.1	0.0	0.5

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Airbus A320-NEO	3	-	-	-	-	2.3	0.0	0.0	2.4
Airbus A320-NEO	4	-	-	-	-	0.4	-	-	0.4
Airbus A321-100 Series	1	2.5	2.5	0.7	5.7	0.5	-	-	0.5
Airbus A321-100 Series	2	-	-	-	-	0.1	0.1	1.0	1.3
Airbus A321-100 Series	3	-	-	-	-	0.3	0.4	0.0	0.8
Airbus A321-100 Series	4	-	-	-	-	3.1	-	0.0	3.1
Airbus A321-NEO	1	8.9	0.1	-	9.0	3.3	0.2	-	3.5
Airbus A321-NEO	2	-	-	-	-	1.9	0.3	-	2.2
Airbus A321-NEO	3	-	-	-	-	2.5	0.1	-	2.7
Airbus A321-NEO	4	-	-	-	-	0.7	-	-	0.7
Airbus A350-1000 Series	1	-	-	0.0	0.0	-	0.0	-	0.0
Alenia C-27J	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
American Champion Cibrata	1	0.0	-	-	0.0	0.0	-	-	0.0
Aviat Husky A1B	1	0.0	-	-	0.0	0.0	-	-	0.0
Beech 23 Musketeer Sundowner	1	0.0	-	-	0.0	0.0	-	-	0.0
Beech 24 Musketeer Super Sierra	1	0.0	-	-	0.0	0.0	-	-	0.0
Beech 95	1	0.0	0.0	-	0.0	0.0	-	-	0.0
Beechcraft 76 Duchess	1	0.0	-	-	0.0	0.0	-	-	0.0
Beechcraft Bonanza 33	1	0.3	0.0	0.0	0.4	0.3	0.0	0.0	0.4
Beechcraft Bonanza 35	1	0.4	0.0	0.0	0.5	0.4	0.1	0.0	0.5
Beechcraft Musketeer Model 19	1	0.0	-	-	0.0	0.0	-	-	0.0
Beechcraft T-34 Mentor	1	0.0	-	-	0.0	0.0	-	-	0.0
Bell 206 JetRanger	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Bell 407 / Rolls-Royce 250-C47B	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Bell 429	1	0.2	0.1	0.0	0.3	0.2	0.0	0.0	0.3
Bell UH-1 Iroquois	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Bellanca Viking	1	0.1	0.0	0.0	0.1	0.1	-	-	0.1
Boeing 727-200 Series	1	0.0	-	-	0.0	-	-	-	-
Boeing 727-200 Series	2	-	-	-	-	0.0	-	-	0.0
Boeing 737-400 Series	1	0.0	-	-	0.0	-	-	-	-
Boeing 737-400 Series	2	-	-	-	-	0.0	-	-	0.0
Boeing 737-500 Series	1	0.0	-	-	0.0	-	-	-	-
Boeing 737-500 Series	4	-	-	-	-	0.0	-	-	0.0
Boeing 737-7	1	32.5	9.0	3.0	44.5	22.9	5.0	1.8	29.7
Boeing 737-7	2	-	-	-	-	6.0	1.5	0.9	8.4
Boeing 737-7	3	-	-	-	-	3.0	0.1	0.4	3.5
Boeing 737-7	4	-	-	-	-	2.7	0.0	0.3	2.9
Boeing 737-700 Series	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Boeing 737-700 Series	2	-	-	-	-	0.0	0.0	0.0	0.0
Boeing 737-700 Series	3	-	-	-	-	0.0	-	-	0.0
Boeing 737-700 Series	4	-	-	-	-	0.0	0.0	0.0	0.0
Boeing 737-700 Series	5	-	-	-	-	-	-	0.0	0.0
Boeing 737-700 Series	6	-	-	-	-	-	0.0	0.0	0.0
Boeing 737-8	1	39.6	16.9	8.0	64.5	31.6	6.9	2.6	41.0
Boeing 737-8	2	-	-	-	-	9.7	2.3	2.1	14.0
Boeing 737-8	3	-	-	-	-	4.4	0.2	0.6	5.2
Boeing 737-8	4	-	-	-	-	4.0	0.0	0.4	4.4
Boeing 737-800 Series	1	7.7	2.0	1.0	10.7	2.6	0.4	0.3	3.3
Boeing 737-800 Series	2	-	-	-	-	2.6	0.3	0.5	3.4
Boeing 737-800 Series	3	-	-	-	-	1.9	0.0	0.9	2.9
Boeing 737-800 Series	4	-	-	-	-	0.7	0.0	0.4	1.1
Boeing 737-9	1	8.7	3.1	4.1	16.0	3.9	0.6	0.6	5.1

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Boeing 737-9	2	-	-	-	-	4.6	0.7	1.5	6.7
Boeing 737-9	3	-	-	-	-	2.3	0.1	0.2	2.7
Boeing 737-9	4	-	-	-	-	1.3	0.0	0.1	1.4
Boeing 737-900 Series	1	7.8	4.1	3.0	14.9	4.9	0.8	0.6	6.3
Boeing 737-900 Series	2	-	-	-	-	3.6	0.4	1.0	5.0
Boeing 737-900 Series	3	-	-	-	-	1.0	0.0	0.6	1.7
Boeing 737-900 Series	4	-	-	-	-	1.2	0.0	0.7	1.9
Boeing 747-400 Series	1	-	0.0	-	0.0	-	-	-	-
Boeing 747-400 Series	4	-	-	-	-	-	-	0.0	0.0
Boeing 757-200 Series	1	0.0	-	-	0.0	-	-	-	-
Boeing 757-200 Series	3	-	-	-	-	0.0	-	-	0.0
Boeing 757-200 Series	6	-	-	-	-	0.0	-	0.0	0.0
Boeing 757-200 Series Freighter	1	0.7	-	0.0	0.7	0.1	0.0	-	0.1
Boeing 757-200 Series Freighter	4	-	-	-	-	0.0	0.6	0.0	0.6
Boeing 767-300 ER	1	0.0	-	-	0.0	-	-	-	-
Boeing 767-300 ER	4	-	-	-	-	0.0	-	-	0.0
Boeing 767-300 ER Freighter	1	1.0	0.0	0.0	1.0	-	0.0	-	0.0
Boeing 767-300 ER Freighter	4	-	-	-	-	0.2	0.9	-	1.0
Boeing 767-300 Series	1	0.0	-	-	0.0	-	-	-	-
Boeing 767-300 Series	4	-	-	-	-	0.0	-	-	0.0
Boeing 777 Freighter	1	0.3	-	-	0.3	-	-	-	-
Boeing 777 Freighter	4	-	-	-	-	0.0	0.2	-	0.3
Boeing 787-8 Dreamliner	1	0.3	0.0	-	0.3	0.0	-	-	0.0
Boeing 787-8 Dreamliner	4	-	-	-	-	0.0	-	-	0.0
Boeing 787-8 Dreamliner	6	-	-	-	-	0.3	-	-	0.3
Boeing 787-8 Dreamliner	7	-	-	-	-	-	0.0	0.0	0.0

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Boeing 787-9 Dreamliner	1	0.3	-	-	0.3	-	-	-	-
Boeing 787-9 Dreamliner	6	-	-	-	-	0.3	-	-	0.3
Boeing C-17A	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Boeing DC-3	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Bombardier Challenger 300	1	3.1	0.3	0.2	3.6	3.2	0.2	0.2	3.6
Bombardier Challenger 350	1	5.4	0.9	0.3	6.6	5.7	0.5	0.4	6.6
Bombardier Challenger 600	1	2.7	0.4	0.3	3.4	3.0	0.1	0.2	3.4
Bombardier CRJ-200	1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Bombardier CRJ-200-ER	1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Bombardier CRJ-200-ER	2	-	-	-	-	0.0	0.0	0.0	0.0
Bombardier CRJ-700	1	0.4	0.0	0.1	0.5	0.0	-	0.0	0.0
Bombardier CRJ-700	2	-	-	-	-	0.4	0.1	0.1	0.5
Bombardier Global 5000	1	1.1	0.2	0.1	1.3	0.5	0.0	0.0	0.6
Bombardier Global 5000	2	-	-	-	-	0.2	0.0	0.0	0.3
Bombardier Global 5000	3	-	-	-	-	0.1	-	-	0.1
Bombardier Global 5000	4	-	-	-	-	0.3	0.0	0.0	0.4
Bombardier Global 5000	5	-	-	-	-	-	-	0.0	0.0
Bombardier Global 5000	7	-	-	-	-	-	0.0	0.0	0.0
Bombardier Global 7500	1	1.2	0.2	0.1	1.4	0.4	0.0	0.0	0.5
Bombardier Global 7500	2	-	-	-	-	0.1	0.0	0.0	0.2
Bombardier Global 7500	3	-	-	-	-	0.1	0.0	-	0.1
Bombardier Global 7500	4	-	-	-	-	0.3	0.0	0.0	0.3
Bombardier Global 7500	5	-	-	-	-	-	-	0.0	0.0
Bombardier Global 7500	6	-	-	-	-	0.0	-	-	0.0
Bombardier Global 7500	7	-	-	-	-	0.1	0.1	0.0	0.2
Bombardier Global 7500	8	-	-	-	-	0.1	0.0	0.0	0.1

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Bombardier Global Express	1	2.2	0.3	0.2	2.7	1.0	0.1	0.1	1.2
Bombardier Global Express	2	-	-	-	-	0.4	0.0	0.0	0.4
Bombardier Global Express	3	-	-	-	-	0.2	0.0	0.0	0.2
Bombardier Global Express	4	-	-	-	-	0.5	0.0	0.0	0.5
Bombardier Global Express	5	-	-	-	-	0.0	0.0	-	0.0
Bombardier Global Express	6	-	-	-	-	0.1	0.0	-	0.1
Bombardier Global Express	7	-	-	-	-	0.1	0.1	0.0	0.2
Bombardier Global Express	8	-	-	-	-	0.0	0.0	-	0.0
Bombardier Learjet 31	1	0.0	0.0	-	0.0	0.0	-	0.0	0.0
Bombardier Learjet 35	1	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Bombardier Learjet 40	1	0.0	0.0	-	0.0	0.0	-	-	0.0
Bombardier Learjet 45	1	0.7	0.1	0.0	0.7	0.6	0.1	0.0	0.7
Bombardier Learjet 60	1	0.4	0.1	0.1	0.6	0.4	0.1	0.1	0.6
Bombardier Learjet 70	1	0.0	-	-	0.0	0.0	-	0.0	0.0
Bombardier Learjet 75	1	0.1	0.0	0.0	0.1	0.1	0.0	-	0.1
Cessna 140	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 150 Series	1	0.2	0.0	-	0.2	0.2	0.0	-	0.2
Cessna 152	1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Cessna 162	1	0.0	0.0	-	0.0	0.0	0.0	-	0.0
Cessna 170	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 172 Skyhawk	1	1.2	0.3	0.1	1.6	1.2	0.2	0.1	1.6
Cessna 175	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cessna 177	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 177 Cardinal RG	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 182	1	0.6	0.1	0.0	0.6	0.6	0.0	0.0	0.6
Cessna 182 Float	1	0.0	-	-	0.0	0.0	-	-	0.0

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Cessna 182 R	1	0.1	0.0	-	0.1	0.1	0.0	0.0	0.1
Cessna 185 Skywagon	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 195	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 206	1	0.3	0.0	-	0.3	0.3	0.0	0.0	0.3
Cessna 208 Caravan	1	0.1	0.0	-	0.1	0.1	-	-	0.1
Cessna 210 Centurion	1	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Cessna 210 Turbo	1	0.6	0.0	-	0.6	0.6	0.0	0.0	0.6
Cessna 310	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cessna 340	1	0.1	0.0	0.0	0.1	0.1	-	-	0.1
Cessna 400	1	0.0	0.0	-	0.1	0.0	0.0	-	0.1
Cessna 402	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 414	1	0.0	-	-	0.0	0.0	0.0	-	0.0
Cessna 421 Piston	1	0.1	0.0	-	0.1	0.1	0.0	-	0.1
Cessna 425 Conquest I	1	0.1	0.0	-	0.1	0.1	0.0	-	0.1
Cessna 441 Conquest II	1	0.0	-	-	0.0	0.0	-	0.0	0.0
Cessna 500 Citation I	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 501 Citation ISP	1	0.0	-	-	0.0	0.0	-	-	0.0
Cessna 550 Citation Bravo	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Cessna 550 Citation II	1	0.2	0.0	0.1	0.3	0.2	0.0	0.1	0.3
Cessna 560 Citation Excel	1	2.5	0.3	0.1	2.9	2.5	0.2	0.2	2.9
Cessna 560 Citation V	1	0.8	0.1	0.3	1.2	0.7	0.1	0.3	1.2
Cessna 650 Citation III	1	0.2	0.0	0.0	0.2	0.1	0.0	0.0	0.2
Cessna 680 Citation Sovereign	1	2.1	0.2	0.1	2.4	2.2	0.1	0.1	2.4
Cessna 680-A Citation Latitude	1	5.4	0.6	0.2	6.3	5.5	0.4	0.4	6.3
Cessna 700 Citation Longitude	1	3.1	0.4	0.2	3.7	3.3	0.2	0.2	3.7
Cessna 750 Citation X	1	1.6	0.2	0.1	2.0	1.7	0.1	0.2	2.0

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Cessna Aircraft Company 180F	1	0.0	-	-	0.0	0.0	-	-	0.0
CESSNA CITATION 510	1	0.1	0.0	0.0	0.2	0.1	0.1	0.0	0.2
Cessna CitationJet CJ/CJ1 (Cessna 525)	1	0.4	0.0	0.0	0.4	0.3	0.0	0.1	0.4
Cessna CitationJet CJ2 (Cessna 525A)	1	0.5	0.0	0.0	0.5	0.4	0.0	0.1	0.5
Cessna CitationJet CJ3 (Cessna 525B)	1	1.9	0.2	0.1	2.2	1.9	0.2	0.2	2.2
Cessna CitationJet CJ4 (Cessna 525C)	1	0.7	0.1	0.0	0.8	0.7	0.0	0.0	0.8
CIRRUS SF-50 Vision	1	0.8	0.0	0.0	0.8	0.7	0.0	0.0	0.8
CIRRUS SF-50 Vision	2	-	-	-	-	0.0	0.0	-	0.1
CIRRUS SF-50 Vision	3	-	-	-	-	0.0	-	-	0.0
Cirrus SR20	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Cirrus SR22	1	0.5	0.1	0.0	0.6	0.6	0.0	0.1	0.6
Cirrus SR22 Turbo	1	0.9	0.1	0.0	1.0	0.9	0.1	0.0	1.0
Cozy	1	0.0	-	-	0.0	0.0	-	-	0.0
Daher TBM 900 Series	1	0.0	-	-	0.0	0.0	-	-	0.0
Dassault Falcon 200	1	-	-	0.0	0.0	-	-	0.0	0.0
Dassault Falcon 2000	1	1.5	0.2	0.1	1.9	1.7	0.1	0.1	1.9
Dassault Falcon 50	1	0.4	0.1	0.0	0.5	0.2	0.0	0.0	0.2
Dassault Falcon 50	2	-	-	-	-	0.1	-	0.0	0.1
Dassault Falcon 50	3	-	-	-	-	0.0	0.0	-	0.0
Dassault Falcon 50	4	-	-	-	-	0.1	-	0.0	0.1
Dassault Falcon 8X	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Dassault Falcon 900	1	0.8	0.1	0.0	1.0	0.4	0.0	0.0	0.4
Dassault Falcon 900	2	-	-	-	-	0.1	0.0	-	0.1
Dassault Falcon 900	3	-	-	-	-	0.1	0.0	0.0	0.1
Dassault Falcon 900	4	-	-	-	-	0.3	0.0	0.0	0.3
Dassault Mercure 100	1	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Dassault Mercure 100	3	-	-	-	-	0.0	-	-	0.0
Diamond DA40	1	0.2	0.0	0.0	0.3	0.2	0.0	0.0	0.3
Diamond DA42 Twin Star L360	1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Diamond DA62	1	0.0	-	-	0.0	0.0	0.0	-	0.0
Dornier 328 Jet	1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1
EADS Socata TB-20 Trinidad	1	0.0	-	-	0.0	0.0	0.0	-	0.0
EADS Socata TB-9 Tampico	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
EADS Socata TBM-700	1	0.5	0.0	0.0	0.5	0.5	0.0	0.0	0.5
EAGLE DW-1 Eagle	1	0.0	-	-	0.0	0.0	-	-	0.0
Eclipse 500 / PW610F	1	0.0	0.0	-	0.0	0.0	-	-	0.0
Embraer ERJ135-LR	1	0.2	0.0	0.0	0.2	0.1	0.0	0.0	0.1
Embraer ERJ135-LR	2	-	-	-	-	0.0	0.0	0.0	0.0
Embraer ERJ135-LR	3	-	-	-	-	0.0	0.0	-	0.0
Embraer ERJ135-LR	4	-	-	-	-	0.0	-	-	0.0
Embraer ERJ145	1	0.0	-	0.0	0.1	0.0	0.0	0.0	0.0
Embraer ERJ145	2	-	-	-	-	0.0	0.0	0.0	0.0
Embraer ERJ145	3	-	-	-	-	0.0	-	-	0.0
Embraer ERJ145-XR	1	1.0	0.0	0.1	1.1	0.9	0.0	0.0	0.9
Embraer ERJ145-XR	2	-	-	-	-	0.2	0.0	-	0.2
Embraer ERJ175	1	0.5	0.1	0.1	0.6	0.3	0.1	0.0	0.4
Embraer ERJ175	2	-	-	-	-	0.1	0.0	0.0	0.1
Embraer ERJ175	3	-	-	-	-	0.0	-	-	0.0
Embraer ERJ175-LR	1	10.0	1.5	1.2	12.7	4.8	0.7	0.6	6.2
Embraer ERJ175-LR	2	-	-	-	-	2.9	0.5	0.8	4.1
Embraer ERJ175-LR	3	-	-	-	-	1.8	0.1	0.6	2.4
Embraer ERJ190	1	0.0	-	-	0.0	-	-	-	-

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Embraer ERJ190	3	-	-	-	-	0.0	-	-	0.0
Embraer Legacy 450 (EMB-545)	1	1.4	0.1	0.0	1.5	1.4	0.1	0.1	1.5
Embraer Phenom 100 (EMB-500)	1	0.2	0.0	0.0	0.3	0.2	0.0	0.0	0.3
Embraer Phenom 300 (EMB-505)	1	5.3	0.7	0.4	6.4	5.5	0.4	0.4	6.4
EPIC LT/Dynasty	1	0.1	0.0	-	0.1	0.1	0.0	-	0.1
Eurocopter EC 120	1	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Eurocopter EC-130	1	0.5	0.0	0.1	0.7	0.6	0.1	0.0	0.7
Eurocopter EC-155B1	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Express 2000	1	0.0	-	-	0.0	0.0	-	-	0.0
Fairchild SA-227-AC Metro III	1	0.0	-	0.0	0.0	-	0.0	0.0	0.0
Falcon 7X	1	0.4	0.0	0.1	0.5	0.5	0.0	0.0	0.5
GippsAero GA8 Airvan	1	-	-	0.0	0.0	0.0	-	0.0	0.0
Glasair	1	0.0	0.0	-	0.0	0.0	-	-	0.0
Grumman AA-5A/B	1	0.3	0.1	0.0	0.4	0.3	0.0	0.0	0.4
Gulfstream Aerospace Gulfstream G500 (G-7)	1	0.4	0.0	0.0	0.4	0.4	0.0	0.0	0.4
Gulfstream G150	1	0.3	0.0	0.1	0.4	0.3	0.1	0.1	0.4
Gulfstream G200	1	0.8	0.1	0.1	1.0	0.8	0.1	0.1	1.0
Gulfstream G280	1	1.3	0.1	0.0	1.5	1.3	0.1	0.1	1.5
Gulfstream G400	1	2.5	0.3	0.2	3.0	2.6	0.2	0.2	3.0
Gulfstream G-5 Gulfstream 5 / G-5SP Gulfstream G500	1	2.9	0.4	0.3	3.6	3.0	0.3	0.3	3.6
Gulfstream G600	1	0.7	0.1	0.0	0.9	0.7	0.1	0.1	0.9
Gulfstream G650	1	3.8	0.6	0.3	4.7	1.7	0.2	0.1	2.0
Gulfstream G650	2	-	-	-	-	0.4	0.0	0.0	0.5
Gulfstream G650	3	-	-	-	-	0.3	0.0	0.0	0.3
Gulfstream G650	4	-	-	-	-	1.1	0.1	0.1	1.2
Gulfstream G650	5	-	-	-	-	0.0	0.0	0.0	0.0

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Gulfstream G650	6	-	-	-	-	0.1	0.0	-	0.1
Gulfstream G650	7	-	-	-	-	0.3	0.1	0.0	0.5
Gulfstream G650	8	-	-	-	-	0.0	0.0	0.0	0.0
Gulfstream III	1	0.0	0.0	-	0.0	0.0	0.0	-	0.0
Honda HA-420 Hondajet	1	0.3	0.0	0.0	0.3	0.2	0.0	0.0	0.3
Hughes 500D	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Israel IAI-1124 Westwind I	1	0.0	-	-	0.0	0.0	-	-	0.0
Israel IAI-1125 Astra	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Kaman SH-2 Seasprite	1	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.2
Lancair 360	1	0.0	-	-	0.0	0.0	-	-	0.0
Lancair ES	1	0.1	-	0.0	0.1	0.1	0.0	-	0.1
Lancair Legacy 2000	1	0.0	-	-	0.0	0.0	-	-	0.0
Lockheed C-130 Hercules	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Meyers Aero Commander 200	1	0.0	0.0	-	0.0	0.0	-	-	0.0
Mitsubishi MU-2	1	0.0	-	0.0	0.0	0.0	-	-	0.0
Mooney M20-K	1	0.7	0.1	0.1	0.9	0.8	0.1	0.0	0.9
Piaggio P.180 Avanti	1	0.7	0.1	0.0	0.8	0.7	0.0	0.1	0.8
Pilatus PC-12	1	2.3	0.1	0.1	2.5	2.2	0.2	0.1	2.5
Pilatus PC-24	1	0.2	0.0	0.0	0.3	0.2	0.0	-	0.3
Pilatus Turbo Trainer PC-9	1	0.0	-	-	0.0	0.0	-	-	0.0
Piper PA-18-150	1	0.0	-	-	0.0	0.0	-	-	0.0
Piper PA-22-150	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Piper PA-24 Comanche	1	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.2
Piper PA-28 Cherokee Series	1	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.3
Piper PA-30 Twin Comanche	1	0.0	-	-	0.0	0.0	-	-	0.0
Piper PA-31 Navajo	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Piper PA-32 Cherokee Six	1	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2
Piper PA-34 Seneca	1	0.1	0.0	-	0.1	0.1	-	0.0	0.1
Piper PA-38 Tomahawk	1	-	0.0	-	0.0	0.0	-	-	0.0
Piper PA44	1	0.0	-	-	0.0	0.0	-	-	0.0
Piper PA46 (Piston)	1	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.2
Piper PA46-TP Meridian	1	0.4	0.0	0.0	0.5	0.4	0.0	0.1	0.5
Piper Pacer	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Quest Kodiak 100	1	0.1	-	-	0.1	0.1	-	-	0.1
Raytheon Beech 55 Baron	1	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.2
Raytheon Beech 60 Duke	1	0.0	-	-	0.0	0.0	-	-	0.0
Raytheon Beech 99	1	-	-	0.0	0.0	-	-	0.0	0.0
Raytheon Beech Baron 58	1	0.1	0.0	0.1	0.3	0.2	0.1	0.1	0.3
Raytheon Beech Bonanza 36	1	1.0	0.1	0.1	1.2	1.1	0.0	0.0	1.2
Raytheon Beechjet 400	1	0.3	0.0	0.0	0.4	0.3	0.0	0.0	0.4
Raytheon Hawker 1000	1	0.0	0.0	0.0	0.0	0.0	-	-	0.0
Raytheon Hawker 4000 Horizon	1	0.1	-	-	0.1	0.1	-	-	0.1
Raytheon Hawker 800	1	0.7	0.1	0.1	0.9	0.7	0.1	0.1	0.9
Raytheon King Air 90	1	0.3	0.1	0.0	0.4	0.2	0.1	0.1	0.4
Raytheon Premier I	1	0.1	0.0	-	0.1	0.1	0.0	0.0	0.1
Raytheon Super King Air 200	1	0.5	0.1	0.1	0.8	0.5	0.1	0.2	0.8
Raytheon Super King Air 300	1	2.9	0.3	0.0	3.2	2.9	0.1	0.2	3.2
Robin R 2160 Alpha Sport	1	0.0	-	0.0	0.0	0.0	0.0	-	0.0
Robinson R22	1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Robinson R44 Raven / Lycoming O-540-F1B5	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rockwell Twin Commander 690	1	0.0	-	-	0.0	0.0	-	-	0.0
Ryan Navion B	1	0.0	-	-	0.0	0.0	-	-	0.0

Table A1-2: Future Condition 2037 Fleet Mix (Average Annual Day Operations)

AEDT Noise Aircraft	Stage Length	Arrival				Departure			
		Day	Evening	Night	Total	Day	Evening	Night	Total
Saab 2000	1	0.1	-	0.0	0.1	0.1	-	0.0	0.1
Saab 340-A	1	0.0	-	-	0.0	-	-	-	-
Saab 340-A	2	-	-	-	-	0.0	-	-	0.0
Sikorsky S-76 Spirit	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SOCATA TBM 850	1	0.0	-	-	0.0	0.0	-	-	0.0
Stinson	1	0.0	-	-	0.0	0.0	-	-	0.0
Tecnam P2006T	1	0.0	-	-	0.0	0.0	-	-	0.0
Vans RV10	1	0.1	-	0.0	0.1	0.1	-	-	0.1
Vans RV12	1	-	0.0	-	0.0	-	0.0	-	0.0
Vans RV4	1	0.0	-	-	0.0	0.0	-	-	0.0
Vans RV6	1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Vans RV-7	1	0.0	-	-	0.0	0.0	-	-	0.0
Vans RV8	1	0.0	-	0.0	0.0	0.0	0.0	-	0.0
Vans RV9	1	0.0	-	-	0.0	0.0	-	-	0.0
Vulcanair P.68	1	0.0	-	-	0.0	0.0	-	-	0.0
Grand Total		218.7	53.8	31.8	304.3	239.8	34.1	30.4	304.3

Note: Totals may not sum up due to rounding.

Source: HNTB analysis, 2025.

Attachment 2: Flight Track Use

Table A2-1: Track Use Table

Track Use Category	Operation Type	Runway	Track	Percent
Commercial Jet	Arrival	12L	A12L340	100.0%
		12R	A12R340	80.6%
			A12R130	19.4%
		30L	A30L130	18.7%
			A30L140	44.0%
			A30L275	4.4%
			A30L300	32.9%
		30R	A30R130	17.8%
			A30R140	48.0%
			A30R275	4.1%
			A30R300	30.1%
		Departure	12L	D12L110
	D12L125			58.5%
	D12L360			4.3%
	12R		D12R110	80.0%
			D12R125	20.0%
	30L		D30L125	42.9%
			D30L260	7.1%
			D30L360	50.0%
	30R		D30R260	0.0%
			D30RE360	1.1%
			D30RM115	3.6%
			D30RM120	64.8%
		D30RM360	12.9%	
D30RS120		0.7%		
D30RS360	15.2%			
D30RE115	1.6%			
GA Jet	Arrival	12L	A12L340	100.0%
		12R	A12R340	85.7%
			A12R130	14.3%
		30L	A30L130	23.4%
			A30L140	27.8%
			A30L275	2.5%
			A30L300	46.3%
		30R	A30R130	27.9%
			A30R140	28.4%
			A30R275	1.5%
			A30R300	40.6%
			A30R40	1.5%
	Departure	12L	D12L110	55.6%
			D12L125	22.2%
			D12L360	22.2%
		12R	D12R125	100.0%
		30L	D30L115	15.9%
D30L125			44.1%	

Table A2-1: Track Use Table

Track Use Category	Operation Type	Runway	Track	Percent
			D30L260	4.2%
			D30L360	35.8%
		30R	D30R260	2.3%
			D30RE360	0.9%
			D30RM115	7.1%
			D30RM120	53.9%
			D30RM360	15.5%
			D30RS120	1.4%
			D30RS360	16.4%
			D30RE115	2.5%
GA Propeller	Arrival	12L	A12L180	100.0%
		12R	A12R340	93.8%
			A12R130	6.3%
		30L	A30L130	6.2%
			A30L140	7.5%
			A30L300	86.4%
		30R	A30R130	5.6%
			A30R140	16.1%
			A30R300	11.3%
	A30R40		66.9%	
	Departure	12L	D12L125	100.0%
		12R	D12R110	25.0%
			D12R125	75.0%
		30L	D30L115	6.0%
			D30L125	31.0%
			D30L260	12.0%
			D30L360	51.0%
		30R	D30R260	6.3%
D30RM115			1.3%	
D30RM120	87.5%			
D30RS360	5.0%			
GA Helicopter	Arrival	H01	AH1320	100.0%
	Departure	H01	DH1300	100.0%
Military Helicopter	Arrival	H01	AH1320	100.0%
	Departure	H01	DH1300	100.0%

Source: NOMS data and HNTB analysis, 2025.