

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



# OXNARD 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

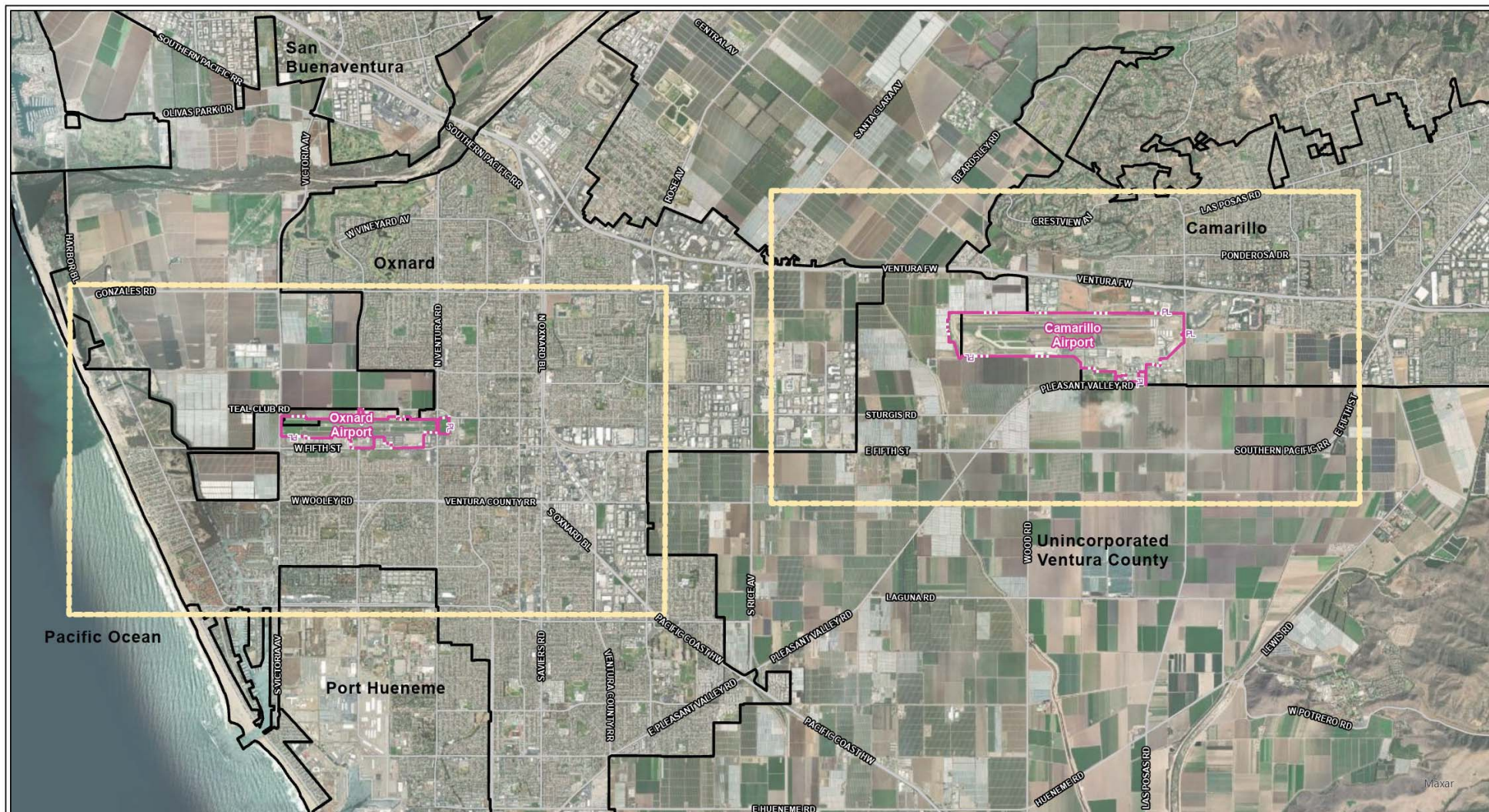


[oxr-noise-study.airportstudy.net](http://oxr-noise-study.airportstudy.net)





### WHERE DO YOU LIVE?



#### Legend

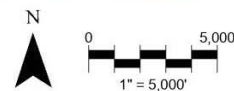
— Roads  
 Airport Property Line

Jurisdictional  
 Boundaries

Detailed Study Area  
 Boundary

Note:  
 Detailed Study Area boundary indicates the extent  
 of land use mapping gathered for the 2023 Part 150  
 Noise Exposure Maps. Boundary does not represent  
 the extent of aircraft operations or noise conditions.

Source:  
 Ventura County Cities Shapefile  
 ESRI Basemap Imagery, 2022



## PART 150 STUDY DOES/DOES NOT

**A NOISE EXPOSURE MAP UPDATE:**

- ▶ Identifies the current and projected annualized aircraft noise levels at Oxnard 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 Oxnard 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

## OXNARD 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		

[illegible]

## LEGEND



## FAA Approval of Forecasts



Planning Advisory Committee



Public Information Workshop



Aviation &amp; Land Use Technical Conferences



Public Hearing and/or Information Workshop



Print/Electronic Document

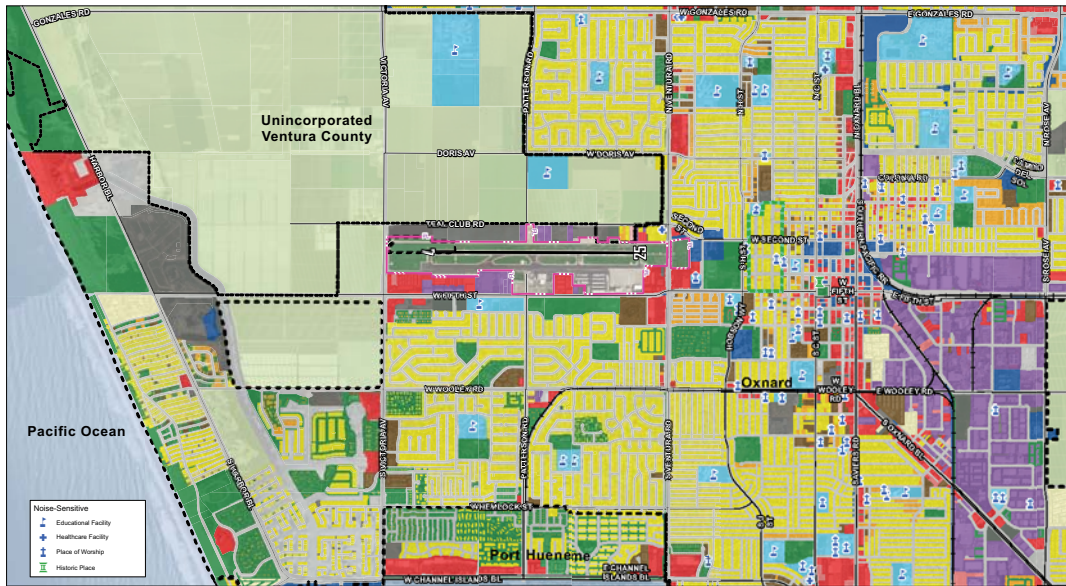
## NEM - Noise Exposure Maps

**NCP** - Noise Compatibility Plan

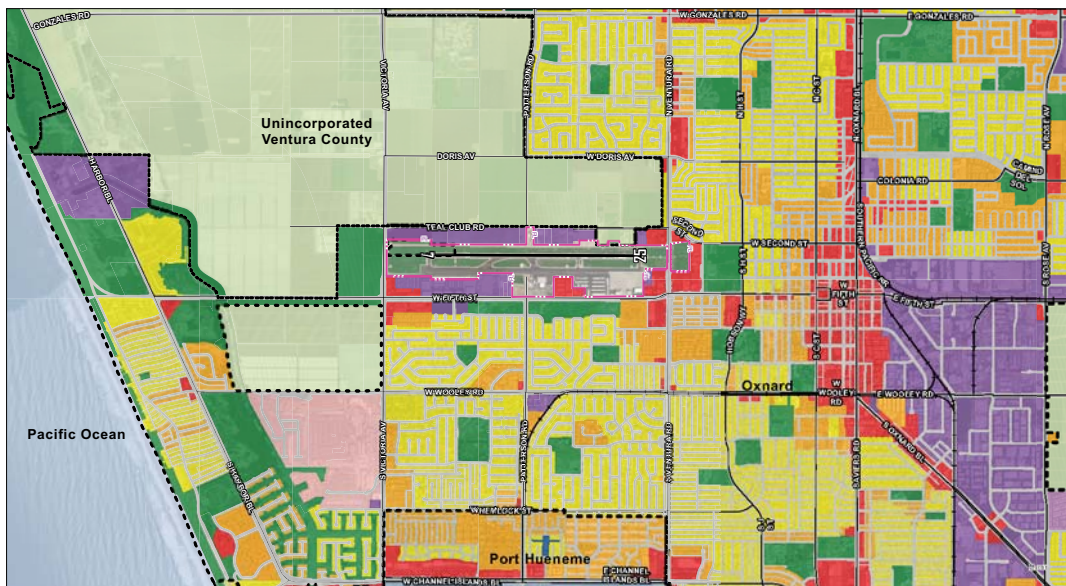


## LAND USE

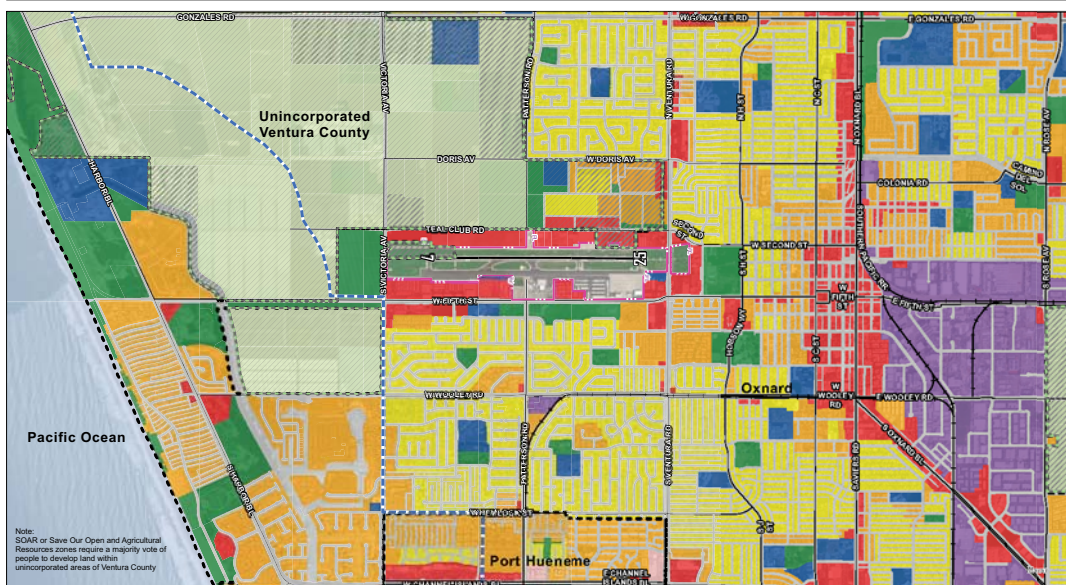
EXISTING



ZONING

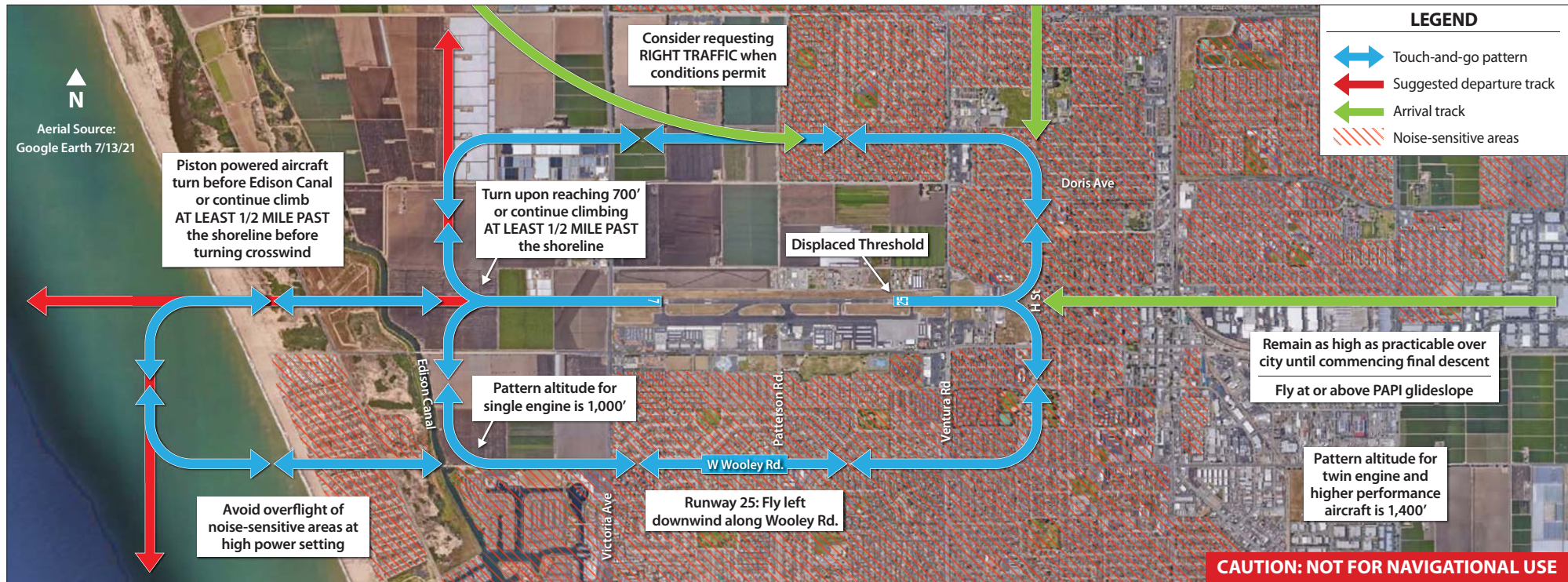


GENERAL PLAN





### 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.

- Please limit consecutive touch-and-go operations to no more than three. Additional pattern work in the same flight should conduct full stop-taxi backs.
- Voluntary curfew - ALL operations - 11:00 p.m. to 6:00 a.m.
- Older/louder turbojet aircraft are requested to avoid use of the airport.
- Remain as high as practical over residential areas during overflight, approaches, and departures.
- Use best rate of climb when departing any runway.
- No touch-and-go's or stop-and-go's between 8:00 p.m. and 7:00 a.m. (8:00 am on weekends).

- No formation takeoffs or landings without prior permission from the Airport Director.
- No high power engine run-ups for maintenance between 7:00 p.m. and 7:00 a.m.
- Late night arrivals use GPS Runway 7 approach when wind, weather, and safety permit.
- Use extreme caution when departing Runway 7 due to opposite direction instrument approach traffic.
- Southbound departures off Runway 25 by piston powered (less than 12,500 lbs.) aircraft, after reaching 700', turn left past the runway end and before the Edison Canal, or continue to climb AT LEAST 1/2 MILE PAST the shoreline.

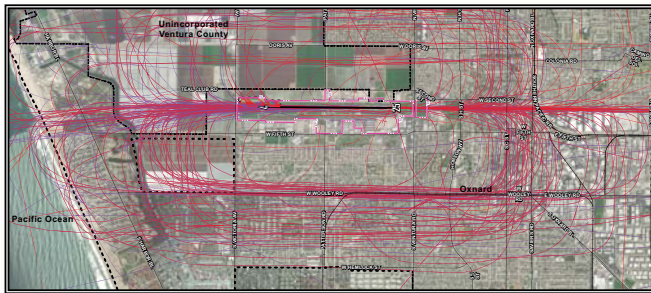
- Exercise extreme caution on Runway 25 due to Camarillo traffic and instrument approaches being conducted to Oxnard's Runway 25.
- Straight-in arrivals on Runway 25: cross the Camarillo Airport at or above 2000' and remain as high as practical over the city until commencing final descent.
- No departures on Runway 7 from midfield intersection (Taxiway C).
- Runway 25 Pattern: requesting right traffic will reduce overflight of noise sensitive areas. Follow all ATC instructions.

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

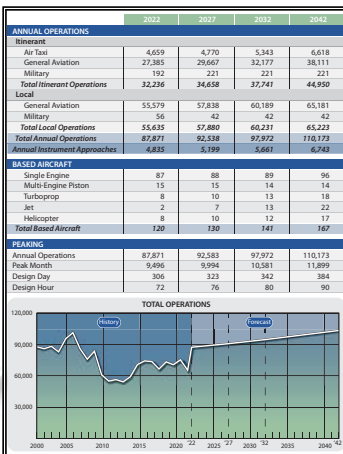


## AEDT PROCESS

### Flight Tracks



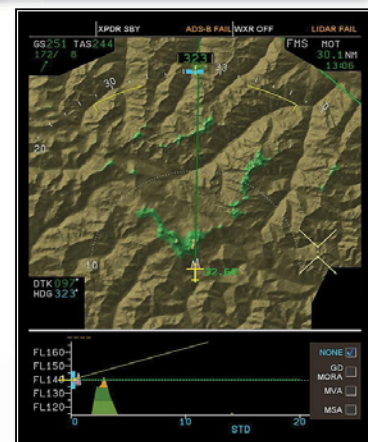
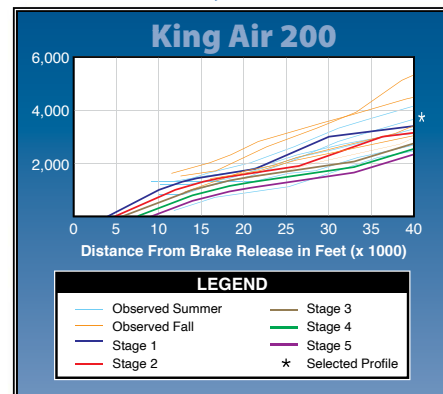
### Existing & Forecast Operations/Fleet Mix



### Time of Day

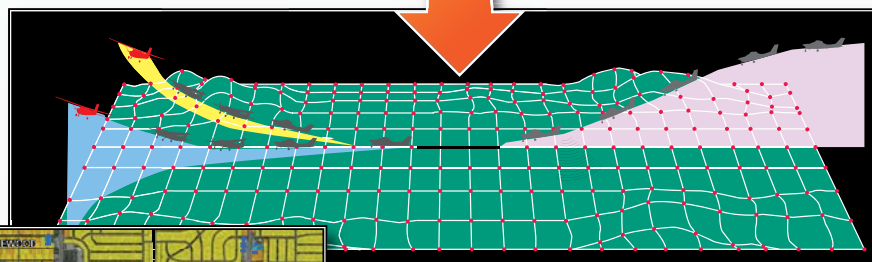
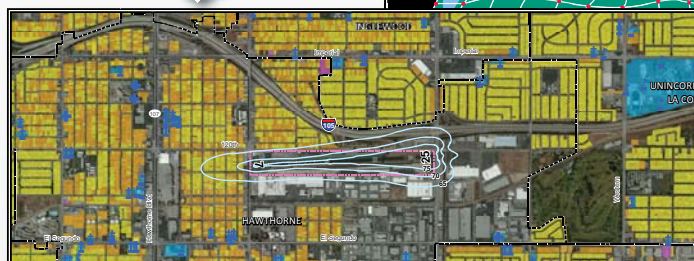


### Profile Analysis



### Terrain Data

## AVIATION ENVIRONMENTAL DESIGN TOOL (AEDT)



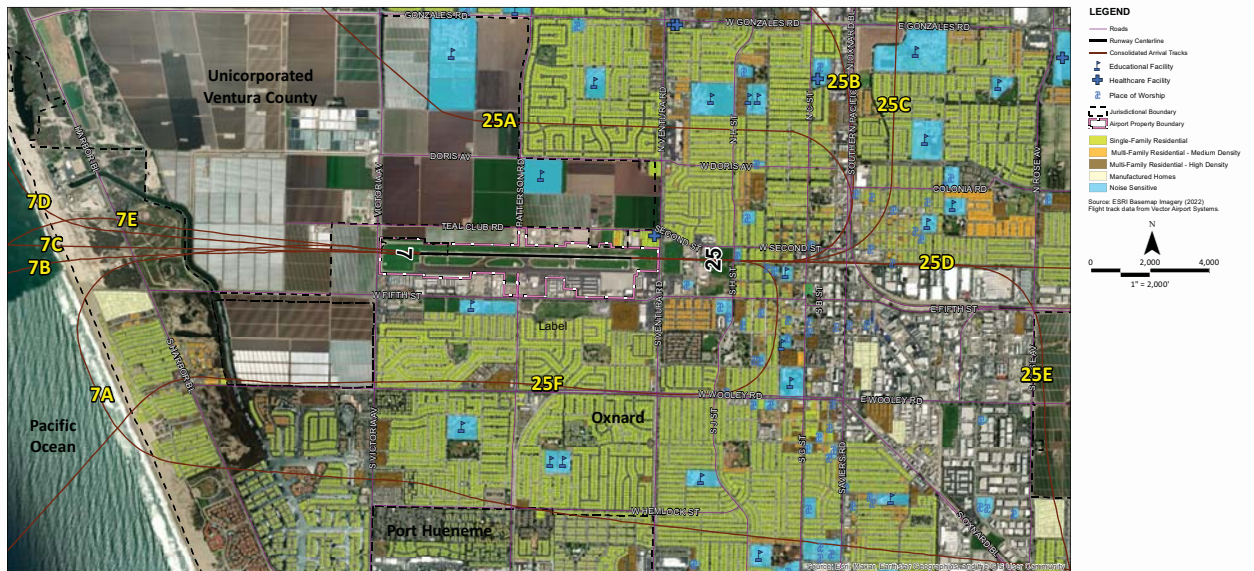
### Grid Point Analysis

### Noise Contours

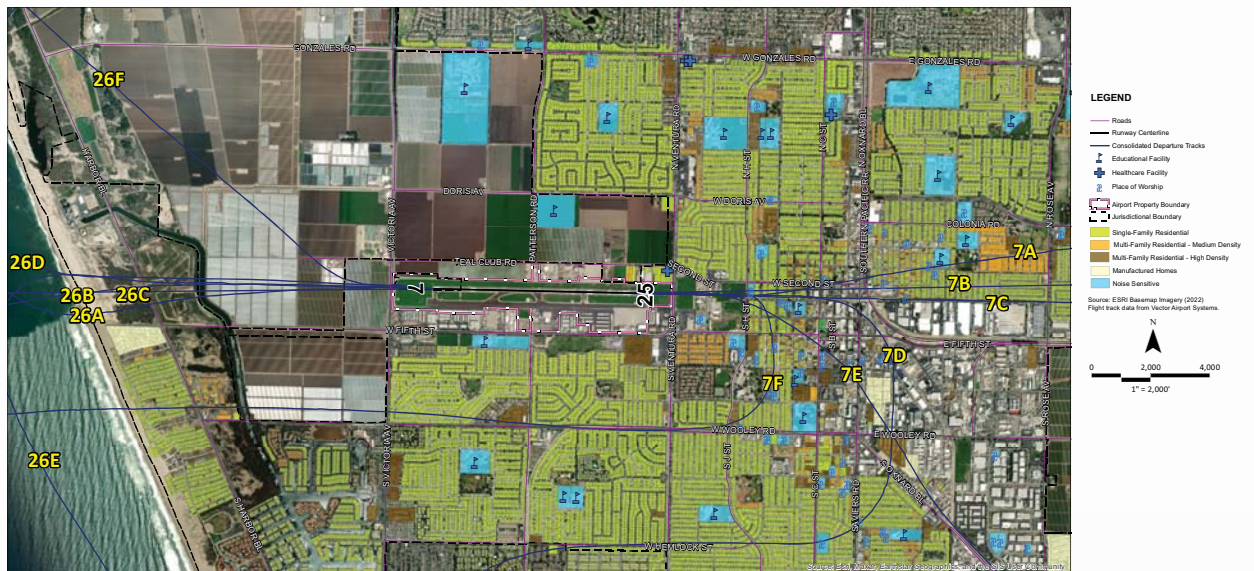


## CONSOLIDATED FLIGHT TRACKS

### ARRIVALS



### DEPARTURES



### TOUCH AND GO








## RUNWAY USE

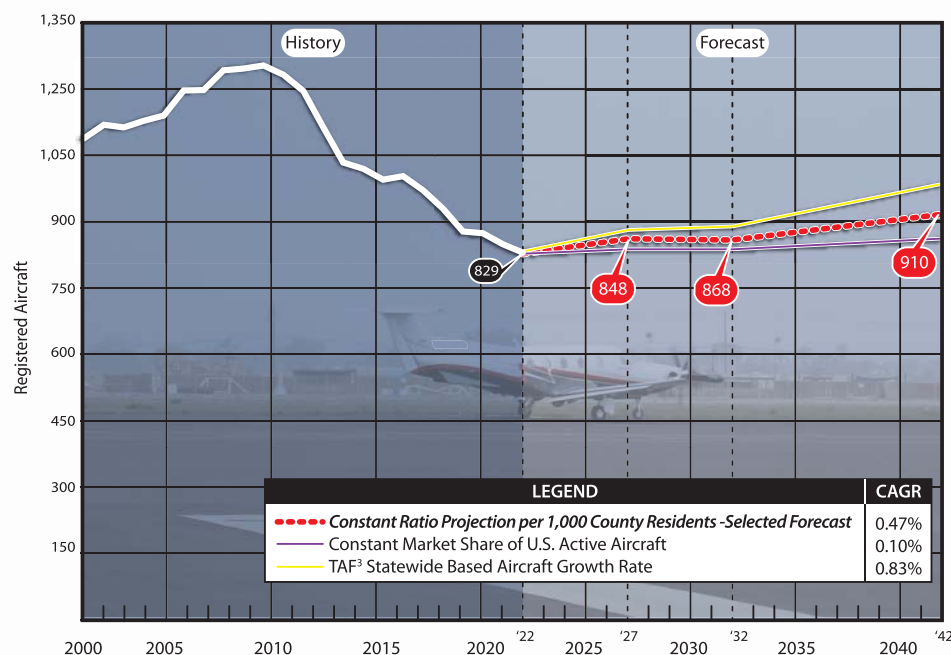


## TIME OF DAY

Day (0 dB Weighting Factor)												Evening (5 dB Weighting Factor)			Night (10 dB Weighting Factor)									
 <div>Jet85.8% Turboprop94.3% Piston96.9% Helicopter93.4%</div>												 <div>Jet5.3% Turboprop3.0% Piston2.6% Helicopter1.9%</div>			 <div>Jet8.8% Turboprop2.6% Piston0.4% Helicopter4.6%</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



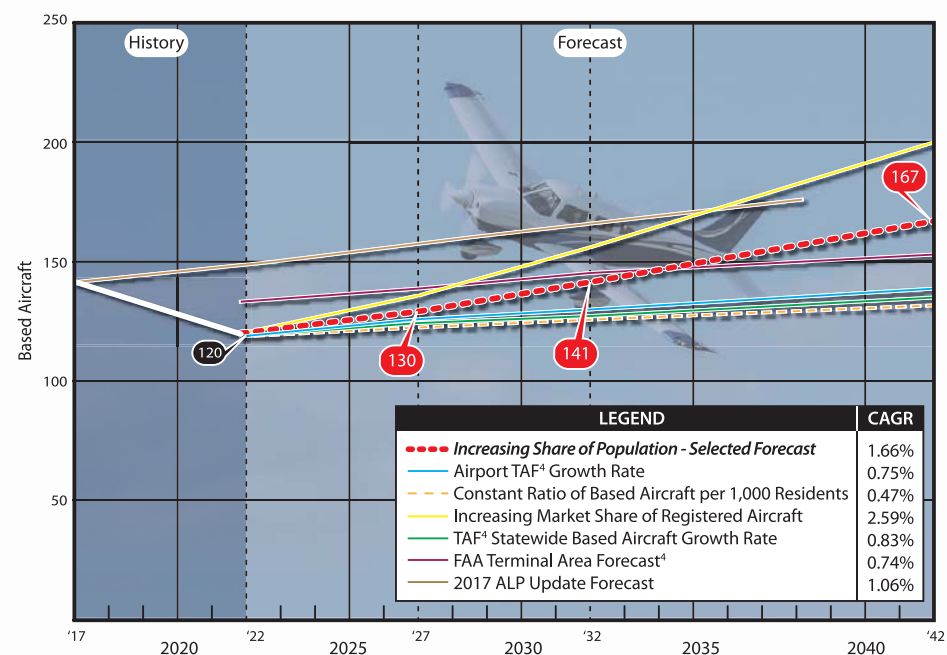
Year	Ventura County Registrations	US Active Aircraft <sup>1</sup>	Market Share of US Active Aircraft	Service Area Population <sup>2</sup>	Aircraft Per 1,000 Residents
2022	829	204,590	0.405%	843,696	0.98
<b>Constant Market Share of U.S. Active Aircraft (CAGR 0.10%)</b>					
2027	830	204,925	0.405%	863,528	0.96
2032	831	205,195	0.405%	883,827	0.94
2042	846	208,905	0.405%	925,867	0.91
<b>TAF Statewide Based Aircraft Growth Rate (CAGR 0.83%)</b>					
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
<b>Constant Ratio Projection per 1,000 County Residents (CAGR 0.47%) - SELECTED</b>					
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>1</sup>FAA Aerospace Forecasts - Fiscal Years 2022-2042

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

<sup>3</sup>TAF published in Feb. 2023

### BASED AIRCRAFT FORECAST



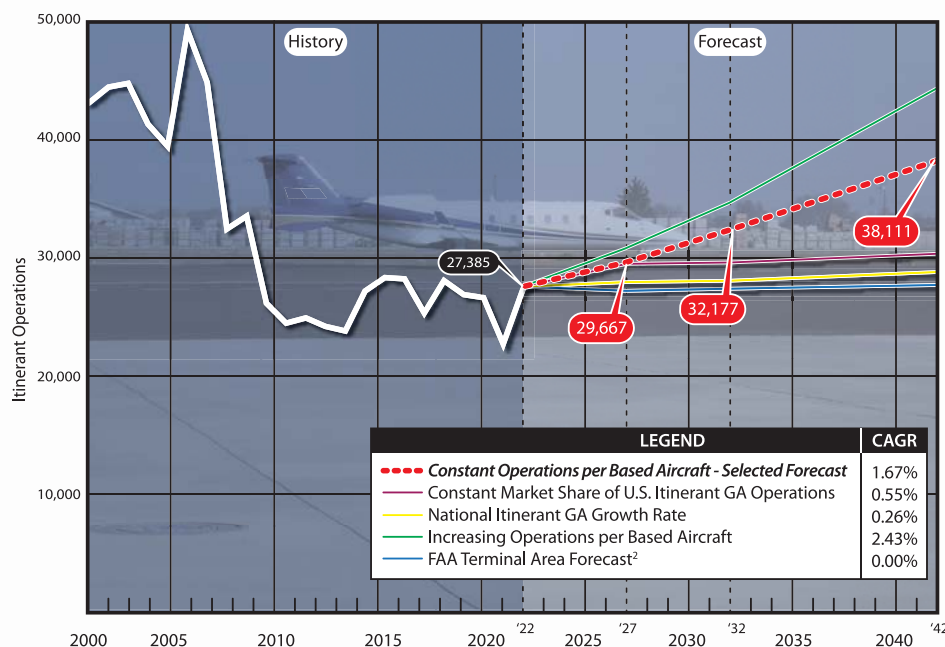
Year	Based Aircraft <sup>1</sup>	Registered Aircraft <sup>2</sup>	Market Share of Registered Aircraft	Service Area Population <sup>3</sup>	Based Aircraft Per 1,000 Residents
2017	141	971	14.5%	849,338	0.17
2022	120	829	14.5%	843,696	0.14
<b>Constant Ratio of Based Aircraft per 1,000 Residents (CAGR = 0.47%)</b>					
2027	123	848	14.5%	863,528	0.14
2032	126	868	14.5%	883,827	0.14
2042	132	910	14.5%	925,867	0.14
<b>Increasing Market Share of Registered Aircraft (CAGR = 2.59%)</b>					
2027	136	848	16.0%	863,528	0.16
2032	156	868	18.0%	883,827	0.18
2042	200	910	22.0%	925,867	0.22
<b>TAF Statewide Based Aircraft Growth Rate (CAGR = 0.83%)</b>					
2027	125	848	14.73%	863,528	0.14
2032	130	868	14.97%	883,827	0.15
2042	142	910	15.61%	925,867	0.15
<b>Airport TAF Growth Rate (CAGR = 0.75%)</b>					
2027	125	848	14.73%	863,528	0.14
2032	129	868	14.85%	883,827	0.15
2042	139	910	15.28%	925,867	0.15
<b>Increasing Share of Population (CAGR = 1.66%) - SELECTED</b>					
2027	130	848	15.27%	863,528	0.15
2032	141	868	16.28%	883,827	0.16
2042	167	910	18.32%	925,867	0.18

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

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



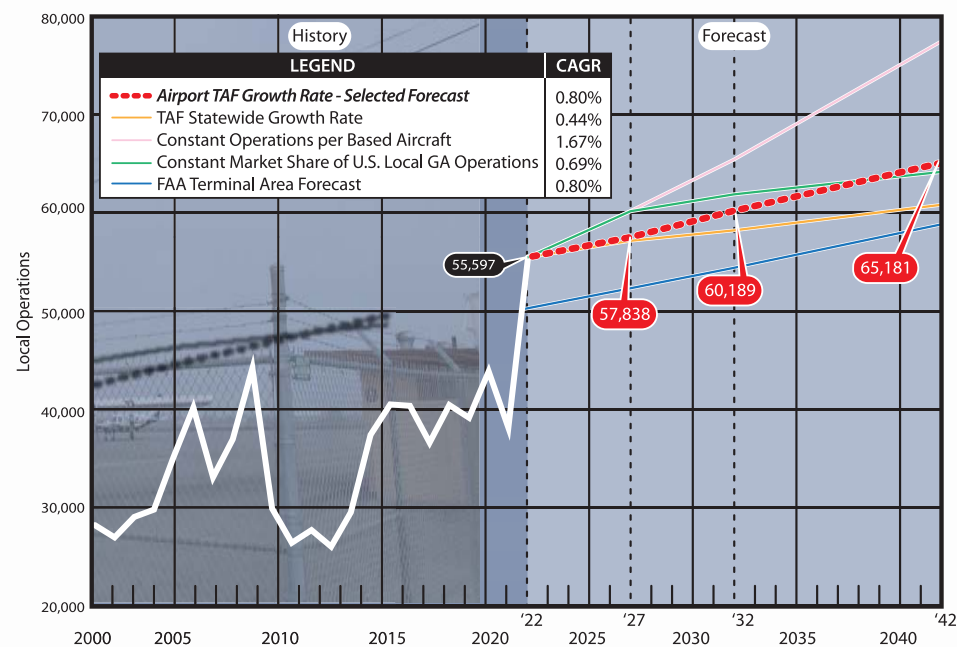
### ITINERANT GENERAL AVIATION OPERATIONS FORECAST



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

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

### LOCAL GENERAL AVIATION OPERATIONS FORECAST



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

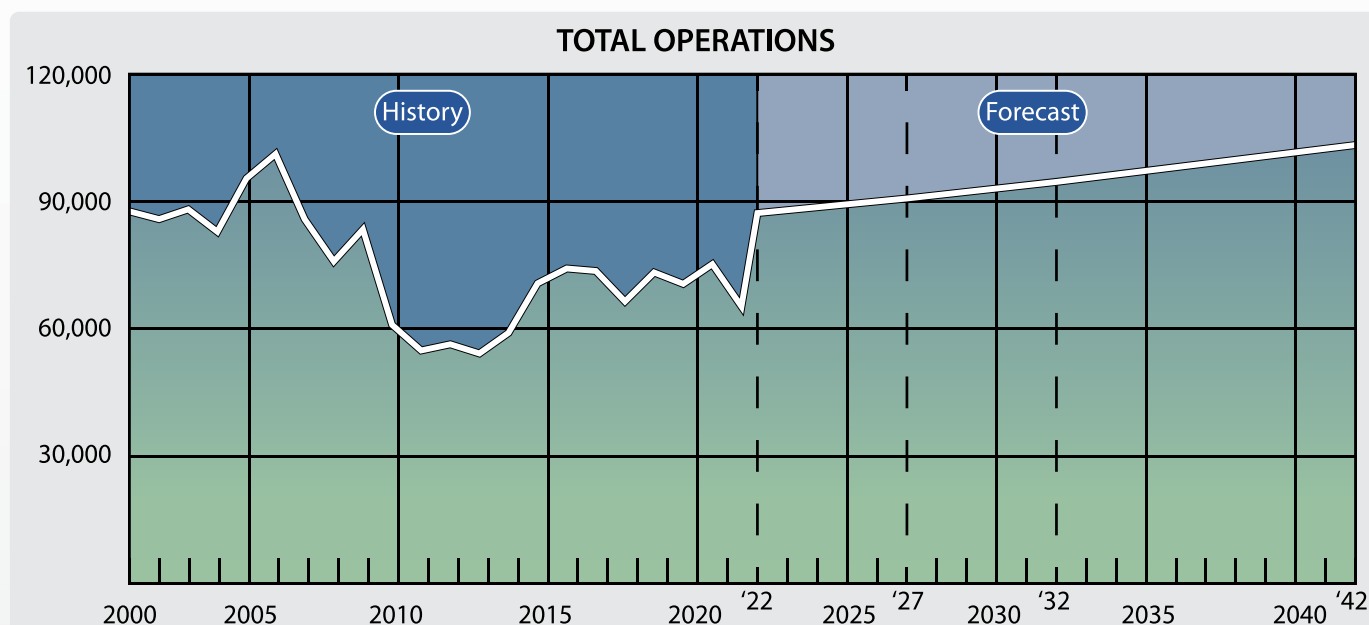
<sup>2</sup>TAF published in Feb. 2023

## FORECAST SUMMARY

	2022	2027	2032	2042
<b>ANNUAL OPERATIONS</b>				
<b>Itinerant</b>				
Air Taxi	4,659	4,770	5,343	6,618
General Aviation	27,385	29,667	32,177	38,111
Military	192	221	221	221
<b>Total Itinerant Operations</b>	<b>32,236</b>	<b>34,658</b>	<b>37,741</b>	<b>44,950</b>
<b>Local</b>				
General Aviation	55,579	57,838	60,189	65,181
Military	56	42	42	42
<b>Total Local Operations</b>	<b>55,635</b>	<b>57,880</b>	<b>60,231</b>	<b>65,223</b>
<b>Total Annual Operations</b>	<b>87,871</b>	<b>92,538</b>	<b>97,972</b>	<b>110,173</b>
<b>Annual Instrument Approaches</b>	<b>4,835</b>	<b>5,199</b>	<b>5,661</b>	<b>6,743</b>

<b>BASED AIRCRAFT</b>				
Single Engine	87	88	89	96
Multi-Engine Piston	15	15	14	14
Turboprop	8	10	13	18
Jet	2	7	13	22
Helicopter	8	10	12	17
<b>Total Based Aircraft</b>	<b>120</b>	<b>130</b>	<b>141</b>	<b>167</b>

<b>PEAKING</b>				
Annual Operations	87,871	92,583	97,972	110,173
Peak Month	9,496	9,994	10,581	11,899
Design Day	306	323	342	384
Design Hour	72	76	80	90



## AIRCRAFT REFERENCE CODES

A-I	Aircraft	TDG	C/D-I	Aircraft	TDG	
	<ul style="list-style-type: none"><li>• Beech Baron 55</li><li>• <b>Beech Bonanza</b></li><li>• Cessna 150, 172</li><li>• Eclipse 500</li><li>• Piper Archer, Seneca</li></ul>	1A 1A 1A 1A 1A		<ul style="list-style-type: none"><li>• Lear 25, 31, 45, 55, 60</li><li>• Learjet 35, 36 (D-I)</li></ul>	1B 1B	
B-I		<ul style="list-style-type: none"><li>• <b>Beech Baron 58</b></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 style="list-style-type: none"><li>• Challenger 600/604/800/850</li><li>• Cessna Citation VII, X+</li><li>• Embraer Legacy 450/500</li><li>• <b>Gulfstream IV, 350, 450 (D-II)</b></li><li>• Gulfstream G200/G280</li><li>• Lear 70, 75</li><li>• CRJ 700</li><li>• ERJ 175, 195</li><li>• CRJ 900</li></ul>	1B 1B 1B 2A 1B 1B 2B 3 2B
A/B-II 12,500 lbs. or less		<ul style="list-style-type: none"><li>• <b>Beech Super King Air 200</b></li><li>• Cessna 441 Conquest</li><li>• Cessna Citation CJ2 (525A)</li><li>• Pilatus PC-12</li></ul>	2A 1A 2A 1A	 <b>C/D-III less than 150,000 lbs.</b>	<ul style="list-style-type: none"><li>• Gulfstream V</li><li>• <b>Gulfstream G500, 550, 600, 650 (D-III)</b></li></ul>	2A 2B
B-II over 12,500 lbs.		<ul style="list-style-type: none"><li>• Beech Super King Air 350</li><li>• Cessna Citation CJ3(525B), V (560)</li><li>• Cessna Citation Bravo (550)</li><li>• <b>Cessna Citation CJ4 (525C)</b></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>	2A 2A 1A 1B 1B 1B 1B 2A 1B 1B	 <b>C/D-III over 150,000 lbs.</b>	<ul style="list-style-type: none"><li>• Airbus A319-100, 200</li><li>• Boeing 737-800, 900, BBJ2 (D-III)</li><li>• MD-83, 88 (D-III)</li></ul>	3 3 4
A/B-III		<ul style="list-style-type: none"><li>• Bombardier Dash 8</li><li>• <b>Bombardier Global 5000, 6000, 7000, 8000</b></li><li>• Falcon 6X, 7X, 8X</li></ul>	3 2B 2B	 <b>C/D-IV</b>	<ul style="list-style-type: none"><li>• Airbus A320-100, 200, 600</li><li>• Boeing 757-200</li><li>• Boeing 767-300, 400</li><li>• MD-11</li></ul>	5 4 5 6
			 <b>D-V</b>	<ul style="list-style-type: none"><li>• Airbus A330-200, 300</li><li>• Airbus A340-500, 600</li><li>• Boeing 747-100 - 400</li><li>• Boeing 777-300</li><li>• Boeing 787-8, 9</li></ul>	5 6 5 6 5	

Note: Aircraft pictured is identified in bold type.



## TURBOPROP AND JET OPERATIONS

ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*	TP/J
A-I	UNP4 - Learcan Prodigt four-seat	1A	0	0	0	0	0	0	0	0	0	2	T
	B36T - Allison 36 Turbine Bonanza	1A	4	4	4	0	0	4	2	4	2	2	T
	EASO - Eclipse 500	1A	24	42	28	32	28	8	20	18	52	52	J
	KODI - Quest Kodiak	1A	4	12	10	2	0	2	2	0	0	2	T
	P46T - Piper Malibu Meridian	1A	76	26	16	24	26	52	52	28	24	18	T
	SF50 - Cirrus Vision SF50	1A	0	0	0	0	2	0	0	6	16	38	J
	EVOT - Lancair Evolution Turbine	1A	0	0	2	6	0	2	2	0	0	4	T
	BPC - Dynasty	1A	22	24	16	74	42	78	38	30	100	62	T
	PC7 - Pilatus PC-7	1A	4	2	0	2	0	0	10	6	4	2	T
	TBM7 - Socata TBM-7	1A	38	26	16	76	84	76	74	68	68	20	T
	TBM8 - Socata TBM-850	1A	32	28	20	26	52	14	32	4	42	10	T
	TBM9 - Socata TBM	1A	0	2	4	8	18	12	24	16	48	10	T
	TMB8 - SOCATA TBM 700	1A	0	0	0	0	0	0	0	0	2	0	T
Total			204	166	116	250	252	248	256	180	358	222	
A-II	C208 - Cessna 208 Caravan	1A	40	4	10	8	8	10	6	8	2	4	T
	DH6 - De Havilland Canada DHC-6 Twin Otter	1A	0	0	0	0	0	0	0	0	2	0	T
	DH6G - De Havilland Twin Otter	1A	0	0	0	0	2	0	0	0	0	4	T
	PC12 - Pilatus PC-12	1A	42	236	230	320	510	394	188	142	112	192	T
	C12 - CS2 C12 CASAI/PTN 212 Aviocar	1A	0	0	2	2	0	0	0	0	0	0	T
Total			82	240	242	330	520	404	194	150	116	200	
B-I	BE40 - Raytheon/Beech Beechjet 400/T-1	1A	48	50	40	26	14	20	10	12	10	20	J
	BE90 - Beech King Air 90	1A	2	0	0	0	0	0	2	0	0	0	T
	BE9L - Beech King Air 90	1A	44	72	66	80	90	92	102	72	92	26	T
	C25M - Cessna Citation M2	1A	0	0	0	4	4	6	12	26	18	4	J
	C425 - Cessna 425 Conquest	1A	4	16	0	2	2	2	0	2	0	2	J
	C510 - Cessna Citation Mustang	1A	42	30	14	12	6	36	28	22	12	10	J
	C525 - Cessna CitationJet/CJ1	1A	68	122	72	42	46	60	52	18	16	14	J
	MU2 - Mitsubishi Marquis/Solitaire	1A	10	14	24	26	32	36	20	18	8	26	T
	PRM1 - Raytheon Premier 1/390 Premier 1	1A	4	10	4	4	28	42	32	20	24	12	J
	DA10 - Dassault Falcon/Mystere 10	1B	0	0	2	0	0	0	0	0	0	0	J
	ESOP - Embraer Phenom 100	1B	24	44	30	36	42	20	16	8	6	16	J
	FA10 - Dassault Falcon/Mystere 10	1B	2	0	2	0	2	2	0	2	0	0	J
	H25C - BAE/Raytheon HS 125-1000/Hawker 1000	1B	0	2	0	0	4	0	2	0	0	0	J
	L39 - Aero L-39 Albatross	1B	0	0	0	0	0	0	0	0	0	2	J
B-II	AC80 - Aero Commander Turbo 680	1A	0	2	0	0	4	0	0	0	2	0	T
	C500 - Cessna 500/Citation I	2A	0	6	4	0	2	2	0	0	2	0	J
	C501 - Cessna I/SP	2A	0	4	6	6	0	0	2	0	2	2	J
	P180 - Piaggio P-180 Avanti	2A	6	0	8	2	6	0	8	4	0	4	T
	PM42 - Cheyenne III/V; Piper Aircraft	2A	2	0	0	0	2	0	0	0	0	0	T
	PMV1 - Piper Cheyenne 1	2A	4	0	0	2	0	0	4	0	0	0	T
	PMV2 - Piper Cheyenne 2	2A	0	4	6	4	4	0	8	2	0	2	T
	PMV3 - Piper PM-42-720 Cheyenne 3	2A	0	0	0	0	0	0	0	10	10	4	T
	PMV6 - Cheyenne	2A	0	0	2	0	0	0	0	0	0	0	T
	BE10 - Beech King Air 100 A/B	1A	2	6	2	2	6	6	0	4	0	0	T
	HDDT - HONDA HA-420 HondaJet	1A	0	0	0	0	4	16	10	0	6	0	J
	SR81 - North American Rockwell Sabre 40/60	1A	14	2	0	2	0	0	0	0	0	0	J
Total			276	384	282	250	298	340	308	220	208	144	
B-III	C700 - Cessna Citation Longitude	1B	0	0	0	0	0	0	4	4	6	12	J
	PC24 - Pilatus PC-24	1B	0	0	0	0	0	0	0	0	2	4	T
	BE9T - Beech F90 King Air	1A	4	6	4	4	10	4	2	2	2	0	T
	C441 - Cessna Conquest	1A	6	16	4	2	0	2	6	6	0	0	T
	C25C - Cessna Citation C41	1B	2	0	8	6	4	8	26	18	10	10	J

ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*	TP/J
C-II	ASTR - IAI Astra 1125	1B	38	4	0	4	4	0	0	4	0	2	J
	C650 - Cessna III/IV/VII	1B	18	10	4	8	2	2	12	0	2	0	J
	CL60 - Bombardier Challenger 600/601/604	1B	40	40	42	48	40	52	38	20	24	48	J
	E545 - Embraer EMB-545 Legacy 450	1B	0	0	0	0	8	4	4	4	16	20	J
	E550 - Embraer Legacy 500	1B	0	0	0	2	12	28	94	110	76	4	J
	G150 - Gulfstream G150	1B	4	4	4	0	8	58	0	6	0	2	J
	G159 - Gulfstream Aerospace G 159/VC-4	1B	2	4	0	2	0	0	0	0	0	0	J
	G280 - Gulfstream G280	1B	0	0	26	18	20	24	24	16	34	58	J
	H25B - BAE H5 125/700-800/Hawker 800	1B	52	56	44	20	28	18	26	34	18	14	J
	L70 - Learjet 70	1B	0	0	0	0	0	2	0	0	6	0	J
	L75 - Learjet 75	1B	0	0	4	8	8	8	4	10	2	4	J
	E135 - Embraer ERJ 135/140/Legacy	2B	2	0	4	0	4	0	0	4	0	0	J
	E35L - Embraer 135 LR	2B	0	0	0	2	4	2	0	0	2	2	J
	GLF3 - Gulfstream III/G300	2A	2	6	2	0	4	0	0	0	0	0	J
Total			158	124	130	112	142	198	202	208	180	154	
C-III	C27J - Alenia C-27J Spartan	1B	0	0	0	0	2	4	4	0	2	0	T
	E75L - Embraer 175	3	0	0	0	0	2	0	0	0	0	0	J
Total			0	0	0	0	4	4	4	0	2	0	
C-IV	C130 - Lockheed 130 Hercules	1B	2	8	0	0	0	0	0	2	2	0	T
	C17 - Boeing Globemaster 3	5	0	0	0	0	0	0	2	0	0	0	J
Total			2	8	0	0	0	2	2	2	0	0	
D-I	L35 - Learjet 35	1B	0	0	2	2	0	0	0	0	0	0	J
	L35 - Bombardier Learjet 35/36	1B	24	18	28	22	18	18	28	60	18	22	J
	T38 - Northrop T-38 Talon	1A	0	0	0	2	0	0	0	0	0	0	J
	Total		24	18	30	26	18	18	28	60	18	22	
D-II	GALX - IAI 1126 Galaxy/Gulfstream G200	1B	14	8	14	16	6	6	4	4	4	8	J
	GL20 - Gulfstream 2	1B	0	4	0	0	0	0	0	0	0	0	J
	GLF2 - Gulfstream II/G200	1B	4	0	0	0	0	0	0	0	0	0	J
	G4 - Gulfstream IV	2A	0	0	0	0	0	0	2	0	0	0	J
	GLF4 - Gulfstream IV/G400	2A	62	56	48	50	52	84	34	44	46	62	J
Total			80	68	62	66	58	90	40	48	50	70	
D-III	G60C - G-7 Gulfstream G600	2B	0	0	0	0	0	0	0	4	4	6	J
	GLF5 - Gulfstream V/G500	2B	18	20	26	10	8	34	18	30	6	12	J
	GLF6 - Gulfstream	2B	0	0	4	0	8	10	2	16	8	38	J
Total			18	20	30	10	16	44	20	50	18	56	
E-I	F16 - Lockheed F-16 Fighting Falcon	1A	2	0	0	0	0	0	0	0	0	0	J
	Total		2	0	0	0	0	0	0	0	0	0	

### TAXIWAY DESIGN GROUP

TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*
1A	536	752	588	788	1,018	974	726	532	664	536
1B	982	1,046	990	906	992	1,178	1,210	570	552	622
2A	1,092	1,122	970	976	816	952	940	1,164	1,050	1,296
2B	22	24	38	16	36	66	30	74	48	70
3	4	0	4	12	2	0	8	8	6	0
4,5,6	0	0	2	0	0	4	0	0	0	0
TOTAL	2,636	2,944	2,592	2,698	2,864	3,174	2,914	2,348	2,320	2,524

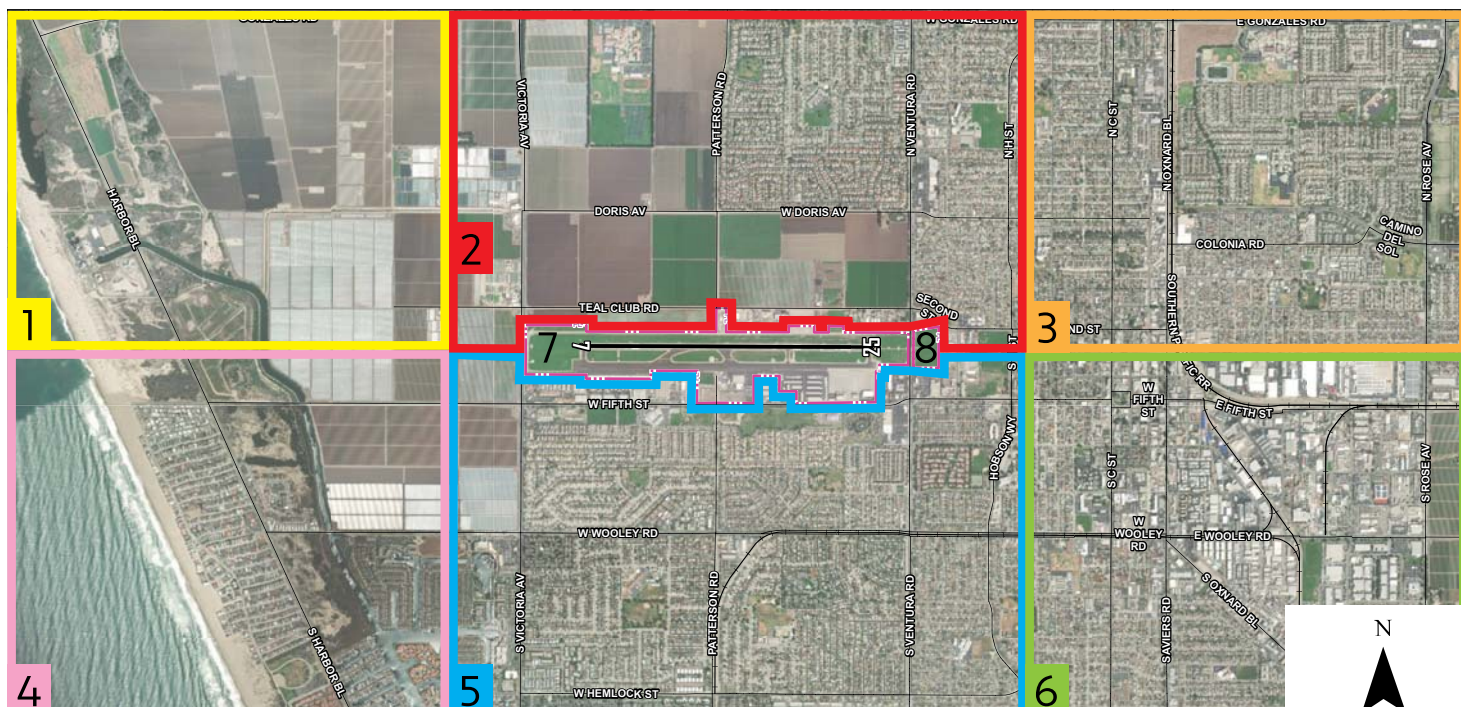
ARC	Aircraft	TDG	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*	TP/J
B-II	C56X - Cessna Excel XLS	1B	66	60	40	42	46	106	138	32	50	82	J
	C680 - Cessna Citation Sovereign	1B	50	54	56	22	32	16	34	16	30	22	J
	C68A - Cessna Citation Latitude	1B	0	0	0	0	4	16	20	10	40	30	J
	C750 - Cessna Citation X	1B	34	26	34	22	16	58	32	14	30	20	J
	CL30 - Bombardier (Canadair) Challenger 300	1B	30	26	44	46	48	50	26	26	22	22	J
	CL35 - Bombardier Challenger 300	1B	0	0	2	10	24	16	26	20	34	58	J
	ES5P - Embraer Phenom 300	1B	16	36	20	28	50	46	66	36	70	56	J
	FA20 - Dassault Falcon/Mystere 20	1B	10	10	14	8	2	0	0	0	0	0	J
	FA50 - Dassault Falcon/Mystere 50	1B	8	12	14	6	6	6	10	16	10	8	J
	HA4T - Hawker 4000	1B	0	0	0	8	4	8	6	0	2	0	J
	AC69 - Jet Prop/Gulfstream	2A	2	0	0	0	0	0	0	0	0	0	T
	AC90 - Gulfstream Commander	2A	10	4	2	2	0	4	0	2	4	2	T
	B190 - Beech 1900/C121	2A	126	116	68	158	74	12	24	430	376	488	T
	R350 - Raytheon Super King Air 350	2A	80	88	108	106	74	138	140	66	134	294	T
	BE20 - Beech 200 Super King	2A	410	360	344	378	276	302	316	176	160	180	T
	BE30 - Raytheon 300 Super King Air	2A	96	100	136	52	82	78	96	124	86	4	T
	C25A - Cessna Citation C12	2A	64	74	66	20	94	158	158	142	96	108	J
	C25B - Cessna Citation C13	2A	40	98	32	28	30	56	52	62	54	66	J
	C550 - Cessna Citation B/Bravo	2A	38	26	24	20	6	20	40	20	16	16	J
	C551 - Cessna Citation B/SP	2A	0	0	0	2	0	0	2	0	0	2	J
	C55B - Cessna Citation Bravo	2A	0	0	0	0	0	0	0	0	0	4	J
	C560 - Cessna Citation V/Ultra/Encore	2A	58	92	46	38	26	24	16	54	44	18	J
	CT14 - S25A Citation C12	2A	0	0	2	0	0	0	0	0	0	0	J
	F2TH - Dassault Falcon 2000	2A	16	12	14	18	20	12	8	8	6	26	J
F900 - Dassault Falcon 900	2A	76	72	50	90	62	56	26	14	10	12	J	
E120 - Embraer Brasilia EMB 120	3	4	0	4	8	0	0	8	8	0	0	T	
D328 - Dornier 328 Series	1B	0	0	2	0	0	0	0	0	6	0	T	
J328 - Fairchild Dornier 328 Jet	1B	0	2	0	2	0	0	0	0	0	2	J	
SW3 - Fairchild Swearingen SA-226T/TB Merlin 3	1B	2	46	10	12	42	32	42	14	6	36	T	
SW4 - Swearingen Merlin 4/4A Metro2	1B	458	484	414	364	408	452	462	36	0	6	T	
Total			1,706	1,820	1,562	1,502	1,440	1,680	1,788	1,362	1,300	1,588	
B-III	FA7X - Dassault Falcon 7X	2A	0	4	2	0	2	6	6	6	4	2	J
	GLST - Bombardier BD-700 Global 5000	2B	0	2	2	0	8	12	6	2	2	2	J
	GLEX - Bombardier BD-700 Global Express	2B	2	2	2	4	4	8	4	18	26	10	J
	DH8C - Dash 8/DH8C-300	3	0	0	0	0	0	0	0	0	2	0	T
	C2 - Grumman C-2 Greyhound	3	0	0	0	4	0	0	0	0	4	0	T
	E2 - Grumman TE-2 Hawkeye	5	0	0	2	0	0	2	0	0	0	0	J
	FA8X - Dassault Falcon 8X	1B	0	0	0	0	0	4	0	4	0	0	J
	Total			2	8	8	8	14	32	12	30	38	14
C-I	LJ25 - Bombardier Learjet 25	1B	0	0	0	0	0	2	0	0	0	0	J
	LJ31 - Bombardier Learjet 31A/B	1B	12	10	8	6	8	8	8	4	0	10	J
	LJ40 - Learjet 40; Gates Learjet	1B	2	2	4	6	2	8	4	2	8	10	J
	LJ45 - Bombardier Learjet 45	1B	14	30	82	88	60	54	10	12	12	20	J
	LJ55 - Bombardier Learjet 55	1B	10	8	8	10	4	0	0	0	0	0	J
	LJ60 - Bombardier Learjet 60	1B	38	38	24	30	22	42	32	20	12	12	J
	LR40 - Bombardier Learjet 40	1B	0	0	0	0	2	0	0	0	0	0	J
	LR45 - Learjet 45	1B	0	0	0	0	2	0	0	0	0	0	J
	LR60 - Bombardier Learjet 60	1B	0	0	2	0	0	0	0	0	0	0	J
	WW24 - JA11124 Westwind	1B	6	0	2	4	2	0	6	0	0	2	J
Total			82	88	130	144	102	114	60	38	32	54	

## 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

