



TECHNICAL MEMORANDUM

To: Technical Subcommittee of The Ohio State University Airport
Part 150 Committee

From: David Full – RS&H
Project Manager

Date: March 18, 2008

Subject: January 17, 2008 Technical Subcommittee Meeting Follow-up

At the first Ohio State University Airport (Airport) Part 150 Committee meeting on September 19, 2007, a request was made that the consultant team (RS&H, ESA Airports, and Engage Communications) share the Integrated Noise Model (INM) inputs with stakeholders in advance of running the INM. The INM inputs were assembled and shared with the Technical Subcommittee on January 17, 2008. This memorandum accomplishes the following: (1) provides updates on a number of issues that were raised by the Technical Subcommittee during and after the January 17, 2008 meeting; (2) responds to questions that were raised by the Technical Subcommittee during and after the January 17, 2008 meeting; and (3) includes additional information for review with the Technical Subcommittee. This material will be discussed at the Technical Subcommittee meeting to be held on March 26, 2008.

1. SOURCE DATA

At the January 17, 2008 Technical Subcommittee meeting, it was requested that the consultant team share the underlying source data for the INM inputs with the Technical Subcommittee. The source data for the INM inputs is voluminous, complex, and in some cases not cleared for release to the public by the FAA. For these reasons, source data is ordinarily not shared with the public as a part of a Part 150 Study. In fact, in our experience, we are not familiar with any Part 150 Study where the underlying source data was shared with the public as a part of the process. Although this is an extraordinary step, The Ohio State University (OSU) has requested that the non-restricted source data be provided to the Technical Subcommittee. A brief summary of various data sources used in the preparation of the activity forecast and the fleet mix analysis is provided in Appendix A. A compact disc (CD) is also provided with Appendix A and contains electronic files of the non-restricted sources.

As explained during the Technical Subcommittee meeting on January 17, there is no single source of all of the data necessary to generate INM inputs. Therefore, it is not possible to use the attached source data alone to independently recreate each INM input. The process of developing

INM inputs from the source data requires numerous steps, including but not limited to interviews with aircraft operators, air traffic control personnel, and airport management; the application of standard industry methodologies; and professional judgment. We will provide an overview of this process at the Technical Subcommittee meeting on March 26th.

2. EVALUATION OF JET ALTITUDE PROFILES

Technical Subcommittee members questioned whether Air Traffic Control (ATC) procedures for operations to and from the east of the Airport were resulting in consistently lower than normal altitude profiles at the Airport. In response, the consultant team examined the actual altitude profiles of jet aircraft departures from, and jet aircraft approaches to, the Airport to evaluate whether the INM default profiles are representative of actual operations the Airport.

Because noise from jet aircraft is the dominant contributor to noise exposure at the Airport, the focus of the profile analysis was jet departures and jet arrivals. Because jets climb faster than piston and turbo-prop aircraft, jets will reach any presumed “hold down” altitudes sooner and closer to the airport than other aircraft types, and thus jet aircraft “hold downs” have the potential to contribute more significantly to the total annual average aircraft noise exposure than piston and turbo-prop aircraft. For both of these reasons, jet aircraft represent the “worst case” scenario for any potential deviations from the INM default profiles.

Because altitude restrictive air traffic control procedures, such as “hold downs” are more likely to occur to the east of the Airport towards the Port Columbus Terminal Control Area (TCA), this analysis focused on jet departures to the east on Runway 9R and jet arrivals from the east on Runway 27L. Lower average altitudes related to other non-ATC causes would also be apparent in these operations.

The data collected were for the Cessna 560 (C560) and Beechjet 400 (BE40) aircraft because these aircraft account for 42 percent of the jet operations at OSU. A primary focus of the analysis was the influence of air traffic control “hold downs” on the actual profiles compared to the profiles for the MU3001 in the FAA’s Integrated Noise Model (INM). The MU3001 is the FAA-approved INM substitute for both the Cessna 560 and the Beechjet 400.

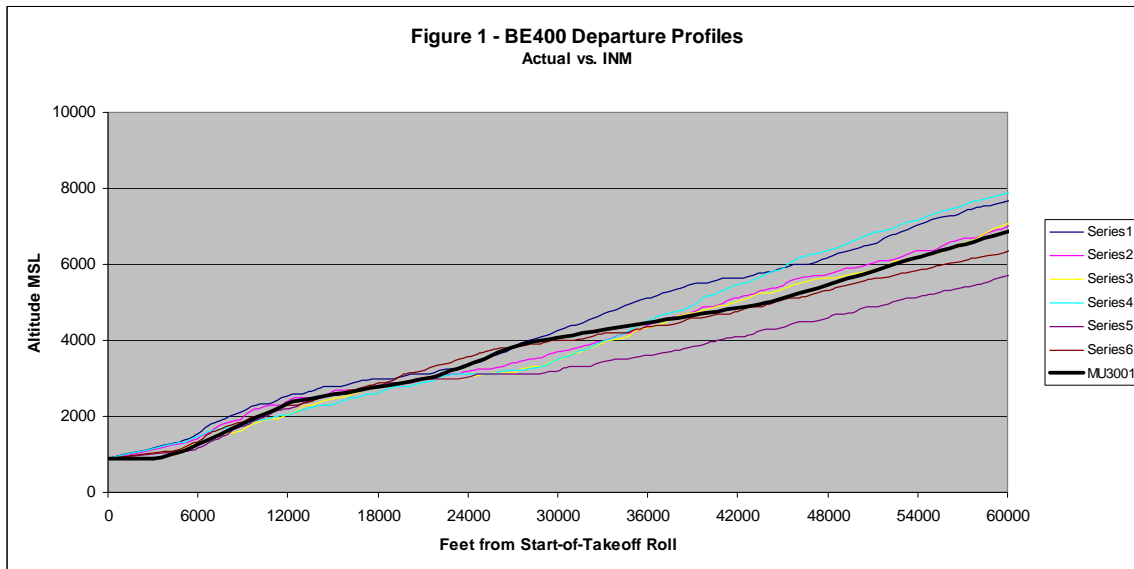
The Cessna 560 and Beechjet 400 data were collected from the Airport’s Era AirScene flight track system. At the time of the analysis, data were available for three quarters of 2007. Several hundred altitude profiles comprised of over 100,000 data points were reviewed. We note that through April 23, 2007, the altimeter readings from the aircraft in AirScene were not adjusted for actual barometric pressure. Data from before April 23, 2007 reflects some variability associated with that fact. After April 23, 2007, the altitudes were calibrated using the actual barometric pressure and were more consistent. The pre-April 23, 2007 data were still useful in the analysis, however, because “hold downs” and other trends (if present) can still be observed regardless of whether the barometric pressure calibration was made.

2.1 Jet Aircraft Departure Profiles

The altitude profiles for an aircraft departing an airport are affected by many different factors including, but not limited to: takeoff weight; aircraft performance; thrust settings; pilot technique; air traffic control instructions; density altitude; wind speed; and weather conditions. Despite these various influences on the departure profile flown, a given aircraft type will generally have very similar profiles over a series of many flights. While some of the actual profiles may be higher and some may be lower, a nominal altitude profile can be used to represent a given aircraft type for noise modeling purposes.

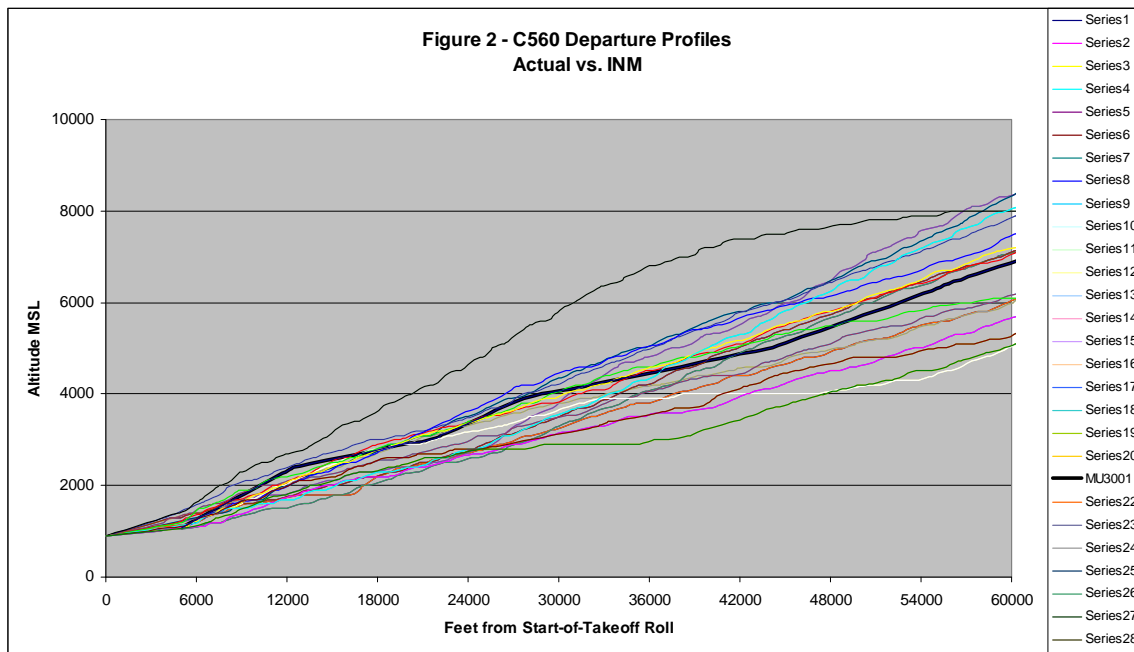
The actual altitude profiles for jet departures to the east on Runway 9R were reviewed on a point-by-point basis from the aircraft's initial detection by the AirScene system to a point when the aircraft reached 10,000 feet above ground level or 20 nautical miles, whichever came first. Based on a review of previous Day-Night Average Sound Level (DNL) contours for the Airport, it is likely that the 65 DNL contours will fall within two nautical miles from the start-of-takeoff roll on Runway 9R. Therefore, the altitude profiles within the first two to three nautical miles from start-of-takeoff roll are most important with respect to their influence on the potential areas of incompatibility and identify the area of most concern from a noise modeling standpoint. Differences in actual altitude profiles versus the INM profiles beyond three nautical miles from the start-of-takeoff roll on Runway 9R are likely to have no effect on the size and shape of the 65 DNL contour to the east of the Airport.

As shown in Figure 1, the actual and INM departure profiles for the Beechjet 400 align very well. The actual profiles have the same general shape as the INM departure profile for the MU3001, and they surround the INM MU3001 departure profile. That is, some of the actual BE40 departure profiles are above the INM MU3001 departure profile, while some of the actual BE40 departure profiles are below the INM MU3001 departure profile. In addition, there were relatively few "hold downs" in the data. A "hold down" would be identified by a cessation of an aircraft's climb prior to reaching a cruise altitude, which would be represented by a flat horizontal line in the figures below. Therefore, with respect to the BE40, the MU3001 departure profile is a good representation of the actual BE40 departure profiles at the Airport. This is especially true in the first two to three nautical miles that are critical to the development of the 65 DNL contour.



As shown in Figure 2, the INM MU3001 departure profile also falls within the range of the actual C560 departure profiles. Some of the actual C560 departure profiles are higher than the INM MU3001 departure profile, while some are lower. In general, the actual C560 departure profiles show a trend toward a less steep climb than the INM MU3001 departure profile, but few “hold downs”. The steepness of the INM MU3001 departure profile implies a higher power setting and/or lower airspeed than the C560 appear to be flying at the Airport. From a noise exposure standpoint, we expect that the higher power setting and slower speed apparent in the INM MU3001 departure profile would offset the slightly lower altitude and increased airspeed of some of the actual C560 departure profiles. Therefore, with respect to the actual C560 departure profiles, the INM MU3001 departure profile is a good representation of the actual C560 departure profiles at the Airport for noise modeling purposes.

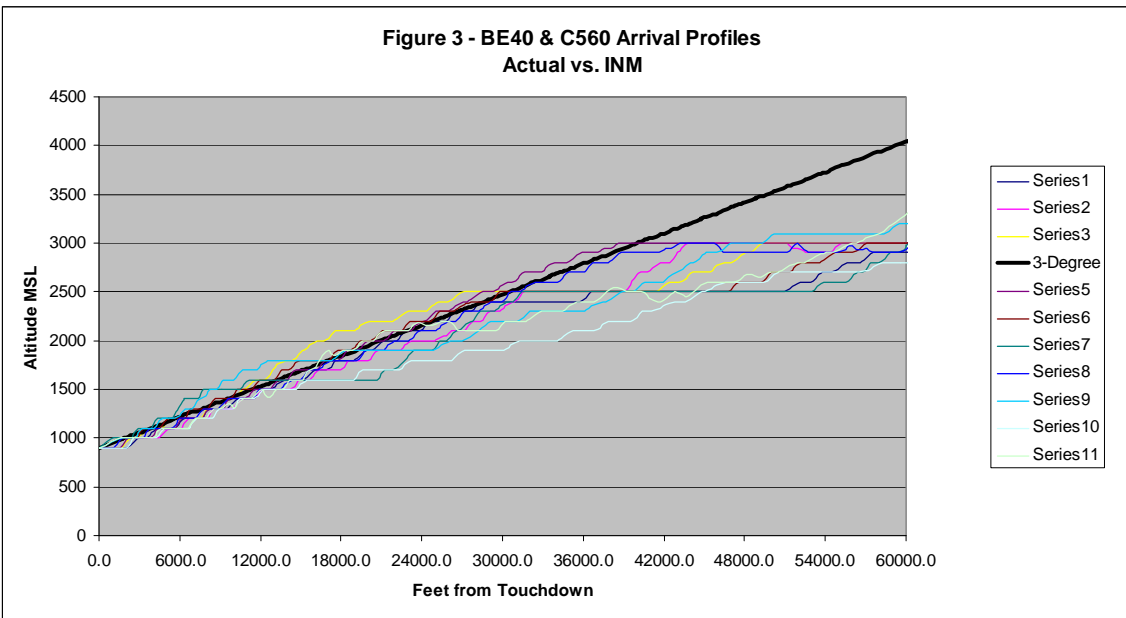
There are a few “hold downs” in the actual C560 departure profiles. When they do occur, they tend to be beyond three nautical miles. There are also a few aircraft that transit from the Airport to Port Columbus International Airport that have the appearance of a “hold down”, because they maintain level flight between the two airports. There are relatively few of these operations.



2.2 Jet Aircraft Arrival Profiles

Unlike departure altitude profiles, which can exhibit a great deal of variability, arrival profiles for jet aircraft typically exhibit much less fluctuation, especially within the last two to three nautical miles from the runway end. In fact, most jet aircraft fly a 3-degree approach even under visual flight conditions.

Actual jet aircraft approach profiles to Runway 27L were analyzed for data points up to 6,000 feet above ground level or out to 20 nautical miles, whichever came first. The arrival profiles in the INM begin at 6,000 feet above ground level and descend at a 3-degree approach to the runway touchdown point, which is about 954 feet down the runway from the landing threshold. Nearly all of the jet aircraft arriving from the east to Runway 27L experience a “hold down”. The “hold down” appears to occur between 5 to 7 nautical miles from the Runway 27L touch down point. After that point, as shown in Figure 3, most aircraft are flying a standard 3-degree approach from about 5 nautical miles to the runway touchdown point. As with the departures, some of the actual profiles are above the INM 3-degree approach, while some are below it. Because the “hold down” occurs more than three miles from the touchdown point, the INM 3-degree approach profile does a good job replicating the actual BE40 and C560 approach profiles in the critical noise exposure areas on approach to the Airport.



2.3 Conclusion

Based on the examination of both the departure and arrival profiles for the BE40 and C560, the consultant team concludes that there is not a need to alter the standard INM departure and arrival profiles for the noise modeling effort at the Airport. Any “hold downs” that may occur are beyond two to three nautical miles from the end of the runway and, therefore, will have no impact on the determination of the 65 DNL contour. In addition, any deviation from the INM default profiles would require FAA approval. This approval has been sought previously for the Airport and was denied by the FAA. In the present analysis, no new information has been found that would suggest the FAA would reconsider that previous denial, and we have found no reason to suggest that pursuing such a request again would be productive or useful.

3. CONFIRMATION OF FLEET MIX

At the January 17 Technical Subcommittee, participants questioned whether the INM fleet mix inputs for each aircraft type adequately reflected the actual number of operations by certain aircraft that are known to operate regularly during nighttime hours from the Airport. Specifically, Technical Subcommittee members questioned why the nighttime operations totals in the INM inputs were not the same as the nighttime flight totals tallied from certain anecdotal sources, such as conversations with Port Columbus International Airport air traffic control tower personnel, and information from the OSU Airport Advisory Committee’s subcommittee on Stage II nighttime operations.¹

As explained at the last Technical Subcommittee meeting, there is no single source of information that precisely identifies the type of aircraft associated with every annual operation in a given year at the Airport. This is true with all airports in the United States with general aviation

¹ Specific questions were raised regarding the nighttime operations shares for the following aircraft types: Piper Chieftain PA-31, Lear 24/25; Lear 31; Beech Baron, and Gulfstream II.

activity. There are multiple sources of partial information that can be used to develop an estimate of the distribution of total operations across the fleet of aircraft known to use the airport (the “fleet mix”). The sources used for this process include: records of actual operations (such as FlightAware, Air Traffic Control records, etc.); list of based aircraft; and interviews with aircraft operators, tenants and air traffic control tower personnel. These sources are well-established standard industry data sources. However, no single source will capture every operation in a given year.

FlightAware is a well-established industry source for operations data for Part 150 Studies and other purposes, and is commonly used for studies at airports like OSU. The FlightAware data is comprised of aircraft that have filed Instrument Flight Rules (IFR) flight plans, which are only a portion of the overall operations at the Airport. Visual Flight Rule (VFR) operations comprise the majority of the aircraft operations at the Airport. The FlightAware database for the annual period of July 24, 2006 through July 23, 2007 used to develop the initial aircraft fleet mix INM input contained 14,977 records; each record is one aircraft operation. The total number of actual operations (both IFR and VFR) at the Airport for FY2007 was 87,156. The ratio of FlightAware records to actual operations is considered typical for a general aviation airport, and standard methodologies were used to formulate the initial aircraft fleet mix from the FlightAware data and other supplemental sources.

As a result of questions and comments raised at the January 17, 2008 Technical Subcommittee meeting, the consultant team investigated additional sources of information for use in establishing the FY2007 operational fleet mix. The consultant team conducted additional interviews with aircraft operators, and investigated the feasibility of obtaining records of these aircraft from the Columbus Regional Airport Authority (CRAA) Noise Office for the same time period as the previously collected FlightAware data. Those inquiries revealed that the CRAA Noise Office data contained over 55,000 records for the subject time period. This larger source of data would be expected to yield more accurate results without the need for as many allocation assumptions as would be required with a smaller database. Therefore, OSU initiated the coordination required to get permission from the FAA to allow the CRAA Noise Office to release the data for use in the Part 150 Study. These additional data were collected and processed, and a revised operational fleet mix for FY2007 was formulated. The methodology employed in this effort is summarized in Appendix B and the final fleet mix tables are presented in Table B-5 of Appendix B.

It is important to note that OSU and the consultant team are restricted by the FAA from sharing a complete copy of the CRAA Noise Office source data outside of the consultant team. FAA permission to release the data extends only to a release of the summary form presented in Appendix B. Questions related to the release of this information may be directed to the FAA. See Appendix A for contact information.

The summary data in Appendix B shows that the projected annual operations for the aircraft types identified by the Technical Subcommittee are now in alignment with the number of operations suggested by various Technical Subcommittee members at the last meeting. The difference between the initial fleet mix and the revised fleet mix is almost imperceptible from a noise modeling perspective. However, because this revised fleet mix is based on a larger database of actual operations, the consultant team has concluded that this aircraft fleet mix is more accurate than the fleet mix input originally developed, and this data will be used in the development of the INM inputs.

Although the revised fleet mix input will be used in the INM, it is important to note that the difference between the original and revised fleet mix inputs is very small with respect to the affect on the noise contours that will be developed. The types of differentials discussed at the last Technical Subcommittee meeting would most likely make essentially no measurable or perceptible difference in the size of the noise contours that will be developed.

4. EVALUATION OF NIGHTTIME FLIGHT TRACKS

Technical Subcommittee members questioned whether or not different flight tracks should be used for modeling day versus night operations. Following the last Technical Subcommittee meeting, the consultant team examined the nighttime flight tracks for the Airport to determine if different flight tracks are used at night when compared to the day. Samples of nighttime flight tracks were gathered from AirScene for the primary categories of aircraft operating at the Airport. These categories included jet, turboprops (i.e., Beech King Air) and piston (i.e., Piper Navajo). Previous sampling of helicopters, a large user of the Airport during the nighttime hours, included both daytime and nighttime operations so no additional analysis was necessary for those operations.

The nighttime flight tracks were plotted and then compared to the tracks developed for the daytime operations of each aircraft category. Overall the daytime flight tracks were found to be very similar to the nighttime flight tracks for most aircraft operations. The one difference that was found is related to multi-engine aircraft, including twin piston aircraft as well as twin turboprop aircraft. The nighttime flight tracks for this category of aircraft were found to be slightly different from the daytime tracks. The analysis of these operations revealed a defined flight track corridor to the northwest of the Airport where arrivals and departures existed at night but not during the day. This unique corridor can be attributed to the nighttime operators, such as LabCorp and other based tenants, and the consistent destinations they serve nightly. Unique nighttime arrival and departure flight tracks were developed to represent the corridor to the northwest for both arrivals and departures. Specifically, new nighttime flight tracks were developed for multi-engine aircraft for west flow arrivals, east flow departures, and west flow departures. East flow arrival flight tracks at night did not differ from daytime flight tracks, therefore no new tracks were required for east flow operations.

All other nighttime operations, both arrivals and departures, can be accurately represented by using the same flight tracks developed for the daytime for jets, helicopters, and single engine propeller aircraft. All flight track graphics have been included on the provided CD for review prior to the next Technical Subcommittee meeting.

5. EVALUATION OF MISCELLANEOUS FLIGHT TRACK QUESTIONS

Technical Subcommittee members asked several questions regarding flight tracks and whether or not the existing flight tracks adequately covered the different aircraft categories operating at the Airport, specifically single engine aircraft. At the time of the meeting, the consultants were still evaluating the flight tracks for single engine aircraft and anticipated completing the analysis in the near future.

Following the last Technical Subcommittee meeting, the consultant team examined the single engine aircraft flight tracks for the Airport to determine if flight tracks would need to be added to adequately cover those operations. Samples of single engine aircraft flight tracks were gathered from AirScene for analysis. As a result of that analysis, several flight tracks were developed solely for the coverage of single engine aircraft operations. Flight tracks were added for all runways where operations were identified. In addition, flight track use percentages for these new flight tracks were also calculated. All flight track use percentage tables have been included on the provided CD for review prior to the next Technical Subcommittee meeting.

At the Technical Subcommittee meeting the consultants also presented flight tracks for the touch and go operations at the Airport, but had not completed the analysis to determine the runway use percentages that would be assigned to those operations. An analysis was conducted on the touch and go operations to determine the runway use percentage for these operations. The runway use percentage was calculated by counting the number of flight tracks for each runway with touch and go operations and dividing by the total number of touch and go operation flight tracks. This information will be presented in table format similar to the other runway use percentage numbers already presented to the Technical Subcommittee. All runway use percentage tables have been included on the provided CD for review prior to the next Technical Subcommittee meeting

APPENDIX A DATA SOURCES FOR INM INPUTS

A brief summary of various data sources used in the preparation of the INM inputs is provided below. A compact disc (CD) is also provided with this Appendix and contains electronic files of the non-restricted sources.

- FAA Terminal Area Forecasts (TAF) – All TAF information is available for review on the FAA website: <http://aspm.faa.gov/main/taf.asp>
- FAA ATADS –All information from this data source is available for review on the FAA website: <http://aspm.faa.gov/main/atads.asp>
- The Ohio State University Airport List of Based Aircrafts – A paper copy of this document is provided in this Appendix as Table A-1 and an electronic copy is on the CD.
- The Ohio State University Airport Hangar Waiting List – A paper copy of this document is provided in this Appendix as Table A-2 and an electronic copy is on the CD.
- FlightAware – Provides information on aircraft operations for the period July 23, 2006 to July 23, 2007. The file contains 14,000+ records. An electronic copy of the file is provided on the CD.
- AirScene – Provides information on flight patterns for the Airport used in the development of flight track inputs for the INM.
- Columbus Regional Airport Authority (CRAA) Noise Office – Provides information on aircraft operations retrieved from the CRAA Noise Office database for the period July 1, 2006 to July 31, 2007. The file contains 60,000+ records. NOTE: This database is restricted by the FAA and The Ohio State University Airport is only permitted to release information from this database in summary form. The person to contact at FAA concerning questions about access to this restricted data is:

Ms. Annette Davis
FAA Southwest Regional Office
2601 Meacham Blvd.
Ft. Worth, TX 76137
817-222-5729

In addition to the files noted above, the attached CD also includes other files referenced in the body of the memo as well as a complete .pdf copy of the entire technical memorandum. A listing of all the files included on the CD is provided in this appendix as Table A-3.

Based Aircraft

Aircraft Make	Aircraft Model	Type
Piper	Aztec	Multi
Piper	Turbo Arrow	Single
Cessna	210	Single
Cessna	150	Single
Cessna	172D	Single
Cessna	310	Multi
Cessna	182	Single
Cessna	310-Q	Multi
Cessna	172	Single
Christen Eagle	Eagle II	Single
Piper	Warrior	Single
Piper	PA32-R300	Single
Cirrus	SR-20	Single
Tecnam	P2002 Sierra	Single
Cessna	210	Single
Mooney	M20K	Single
Grumman	AG 5 B Tiger	Single
Cessna	182	Single
Piper	PA28RT-201	Single
Cessna	C-172	Single
Beech	Bonanza	Single
Cessna	210	Single
Mooney	M20M	Single
Cirrus	SR-22	Single
Piper	PA28-300	Single
Piper	Arrow (PA-28RT)	Single
Piper	Archer	Single
Piper	Twin Commanche	Multi
Piper	Cherokee	Single
Cessna	182Q	Single
SUBLET		Single
Cessna	182	Single
Piper	PA30-260	Multi
Piper	PA32R-300	Single
Ercoup 46	415C	Single
Cirrus	SR22	Single
Beech	Bonanza S35	Single
Cessna	172M	Single
Cessna	C-210	Single
Cessna	182	Single
Cessna	C-172	Single
Piper	PA-28	Single
Cessna	182	Single
Piper	Lance	Single
Beech	Bonanza F33A	Single
Cessna	180	Single
Mooney	M20C	Single
Cessna	182	Single
Cessna	172	Single
Mooney	M20C	Single
Cessna	150	Single
Cessna	C-172	Single
Cessna	C-172	Single

Aircraft Make	Aircraft Model	Type
Cessna	172	Single
Cessna	C-172	Single
Piper	PA22	Single
Piper	PA32R	Single
Cessna	172	Single
Cessna	172	Single
Piper	PA-38-112	Single
Grumman	Cheetah	Single
Grumman	AA5B	Single
Cessna	C-182	Single
Mooney	M20G	Single
Piper	PA-28 180	Single
Cessna	150	Single
Cessna	172	Single
Piper	PA28-180	Single
Cessna	182L	Single
Mooney	M20J	Single
Liberty	XL-2	Single
Piper	PA-28-151	Single
Cessna	C-172R	Single
Piper	PA-28-161	Single
Piper	Archer	Single
Cessna	C-150L	Single
Cessna	C-182	Single
Beechcraft	A23-19	Single
Piper	Archer	Single
Cessna	172	Single
Piper	23-160 Apache	Multi
Cessna	C-172	Single
Mooney	M20E	Single
Cessna	210	Single
Mooney	M20E	Single
Cessna	172	Single
Cessna	152	Single
Cessna	182	Single
Cessna	152	Single
Cessna	152	Single
Cessna	172	Single
Piper	Archer	Single
Cessna	172	Single
Cessna	152	Single
Cessna	152	Single
Cessna	152	Single
Cessna	152	Single
Cessna	152	Single
Cessna	152	Single
Cessna	152	Single
Cessna	152	Single
Cessna	172	Single
Cessna	172P	Single
Cessna	172P	Single
Cessna	172N	Single
Cessna	172P	Single
Cessna	172P	Single
Beech	76	Multi
Piper	PA28R-201	Single

Aircraft Make	Aircraft Model	Type
Piper	PA28R-201	Single
Beech	Bonanza	Single
Cessna	C-182	Single
SUBLET		Single
Cessna	C-182	Single
Beech	Bonanza-B36TC	Single
Cessna	C-182J	Single
Mooney	M20	Single
Cessna	182	Single
Piper	Warrior	Single
Hughes	MD 520N	Helo
Cessna	CE560-XLS	Jet
Cessna	CE 560	Jet
Cessna	CJ1	Jet
Beech	King Air 200	Multi
Cessna	560XL	Jet
Beech	King Air 350	Multi
Cessna	CE-525	Jet
Piper	Seneca II	Multi
Piper	PA-31-310	Multi
Piper	Seneca III	Multi
Cessna	C-421	Multi
Piper	Chiefton	Multi
Piper	PA23-250	Multi
Piper	Cheyenne	Multi
Cessna	C-340	Multi
Cessna	C-414	Multi
Bombardier	CL-30	Multi
Hawker	Hawker 800	Jet
Beech	King Air 350	Jet
Canadair	CL601-3A	Jet
Falcon	2000	Jet
Falcon	Falcon 2000	Jet
Socata	TBM 700C	Jet
Cessna	Citation X	Jet
Beech	Beechjet 400	Jet
Falcon	Falcon 2000EX	Jet
Beech	C90	Multi
Eurocopter	BK117-B2	Helo
Messerschmitt	BK117-B1	Helo
Beech	B200	Multi
Cessna	182T	Single
Eurocopter	AS350B2	Helo
Cessna	182R	Single
Cessna	182T	Single
Cessna	182R	Single
Cessna	182R	Single
Cessna	172R	Single
Cessna	182R	Single
Cessna	182T	Single
Cessna	182S	Single
Eurocopter	AS350B2	Helo
Eurocopter	AS350B2	Helo
Patenavia	P96 OBSER	Multi
Piper	PA-23-250	Multi

Aircraft Make	Aircraft Model	Type
Beech	C90	Multi
Partenavia	P68C	Multi
Piper	PA-31-350	Multi
Cessna	182K	Single
Bell	206B	Helo
Partenavia	P68C	Multi
Bell	206B	Helo
Beech	B200	Multi
Bell	206B	Helo
Cessna	182T	Single
Cessna	182S	Single
Cessna	172R	Single
Cessna	182H	Single
Mooney	M20G	Single
Piper	Archer	Single
Cessna	C-210	Single
Cessna	210	Single
Piper	Cherokee	Single
Mooney	M20J	Single
Cessna	150F	Single
Cessna	C-150	Single
Piper	PA-28-181	Single
Cessna	172	Single
Piper	PA28R-200	Single
Piper	Warrior	Single
Piper	PA-30	Multi
Grumman	AA5	Single
Cessna	150	Single
Cessna	172	Single
Cessna	C-182	Single
Cessna	C-172	Single
Beechcraft	C-23	Single
Cessna	C-172	Single
Agusta	SF260D	Single
Mooney	M20C	Single
Piper	Tomahawk	Single
Albatross	Albatross	

Hangar Waiting List

ZIP Code	Aircraft Type	Original Reservation Date
43074	Beechjet/MD900	26-Feb-98
43065	TBM 700	04-Aug-99
43017	Comanche	23-Aug-99
43065	Aeronca L-16	15-Sep-99
43214	C-172	03-Aug-00
43220	C-172	01-Sep-00
43235	C-172	04-Oct-00
43202	Grumman AA5-N9514L	26-Oct-00
43016	Twin Cessna	20-Dec-00
43220	Twin, Cheyenne, C414, C425	29-Jan-01
	Waco Cabin	08-Feb-01
43235	Velocity XL	01-Mar-01
43206	Adventurer	02-Mar-01
43212		25-Mar-01
43082	C-150	02-Apr-01
43017	Bonanza	15-May-01
	Experimental	23-May-01
43220	C-182	30-May-01
43059	Lance Air	11-Jun-01
43221	PA-28 Archer - N727SS	11-Jul-01
	C-210	20-Jul-01
43201	CJ-6	23-Jul-01
43220	Twin	27-Aug-01
43017	Cherokee	31-Aug-01
43082	Cessna 310	05-Sep-01
43035	Cessna 172	27-Sep-01
43085		26-Oct-01
	Seneca	05-Nov-01
43065	Piper 235	19-Dec-01
43231	Bonanza	15-Jan-02
	Cessna 310	25-Jan-02
43221		31-Jan-02
43235	Archer	05-Mar-02
43016	Glassair	15-Apr-02
43082	PA-28	18-Apr-02
84098	Twin Aero	30-Apr-02
43065	Lance Air	11-May-02
43017	TBM 700 and Heli R44	04-Jun-02
43082	C-337	06-Jun-02
		17-Jun-02
43228	Rutan Variez	25-Jun-02
43221		17-Jul-02
43235	Warrior	01-Aug-02
43235		19-Aug-02
43082	Commander	23-Aug-02
43212	Vintage	18-Sep-02
43235	C-172XP	31-Oct-02
43017	Conquest	11-Dec-02
43081	single engine	17-Feb-03
43235	Archer	26-Feb-03
43017	Tiger	01-Mar-03
62902	single engine	03-Apr-03

ZIP Code	Aircraft Type	Original Reservation Date
43206	C-210	12-May-03
43016	Dakota	20-May-03
43082	Swift (1946)	21-May-03
	Piper Warriors	22-May-03
43082	Bonanza	30-May-03
43235		29-Jul-03
	Navajo Chieftain	05-Aug-03
43081	Velocity XL	29-Sep-03
43221	C-172	20-Oct-03
43235	C-310/Citabria(tail-dragger)	21-Nov-03
43235	Warrior	22-Jan-04
43221	Turbo Aero	03-Feb-04
43082	Diamond	10-Mar-04
43235	RV-7A	01-Apr-04
45750	Marchetti SF260D	07-May-04
43221	C-172	08-Jun-04
45208	C-182	09-Jun-04
43204	Bonanza	28-Jun-04
43235	Cherokee Six	06-Jul-04
43221	Bonanza	07-Jul-04
43235	C172	20-Jul-04
43017	Cheetah	02-Aug-04
43065	C-182	04-Aug-04
43081		11-Aug-04
75901	Beech Sierra	16-Aug-04
43235	Citabria-N466DS	27-Aug-04
43016	C-182	27-Aug-04
43220		28-Sep-04
43065	SR-22/C-210/C-206	14-Oct-04
43082	Aero	22-Nov-04
43016	Possibly 3 a/c	02-Dec-04
43085	Experimental	07-Feb-05
43065	Bonanza	09-Feb-05
43026	Cherokee 180	08-Mar-05
43065	Bonanza A36	11-Mar-05
43054	Baron	15-Apr-05
43235	C-182	19-Apr-05
43085	Mooney	28-Jun-05
61614	Saratoga	07-Jul-05
	Avion	18-Jul-05
	C-182	18-Jul-05
	C-150	25-Jul-05
43082	Navajo	25-Jul-05
43085	Cherokee Six	26-Jul-05
43017	C-177RG	28-Jul-05
43026	Super Cub	29-Jul-05
43054	Piper Arrow	08-Aug-05
43221	C-172	07-Sep-05
43230		19-Sep-05
43235	Mooney MJ-20	20-Oct-05
43235		31-Oct-05
43220		15-Nov-05
73044	RV4/Commanche	04-Jan-06
77024	Piper Aero	09-Jan-06

ZIP Code	Aircraft Type	Original Reservation Date
43054	Cirrus SR-20	23-Jan-06
43016	C-172	28-Feb-06
43017	PA-28	25-Apr-06
43081	Homebuilt	20-Jun-06
43082		26-Jun-06
		29-Jun-06
43054	Grumman Tiger	02-Aug-06
43211	C-182	18-Aug-06
43230	C-182	31-Aug-06
44114	N530P -Citation II	01-Oct-06
43235	ARCHER	06-Oct-06
77069	C-180; possibly A-36	23-Oct-06
	Citation I	23-Oct-06
43017	Citation II	08-Nov-06
43065		09-Nov-06
43017	Warrior	30-Nov-06
43016		05-Dec-06
43085	Comanche	19-Dec-06
43085	Cherokee	19-Dec-06
43040	AA-5	04-Jan-07
43016	Piper Cub	27-Feb-07
43235	C172	31-May-07
43085		14-Jun-07
43221		18-Jun-07
43026		08-Jul-07
43035	Multi	17-Jul-07
	Bonanza	18-Jul-07
43220	Bonanza G35	26-Jul-07
30073	Marquart Charger MA5 (taildragger)	27-Aug-07
43017		28-Aug-07
34108		03-Sep-07
43221	C150	06-Sep-07
	2 King Airs	11-Sep-07
43017	C310 R/Q; Mooney, Saratoga	08-Oct-07
43222	Bonanza	10-Oct-07
43054	SR-20	11-Oct-07
43065	CJ2/Baron	18-Oct-07
43231	Cirrus	05-Nov-07
43220	C172	22-Dec-07

Name	Size (KB)
D:\CD with Tech Memo (2008-03-18)\	139,004
01 Based Aircraft & Waiting List	46
02 FlightAware	3,035
03 AirScene	74,377
Helos	16,605
Jets	9,825
Night Tracks	8,343
Props	7,959
Single Engine	4,983
TGOs	22,222
TPs	4,439
04 Files for Review with Technical Subcommittee (3-26-08)	60,945

Name	Size (KB)
D:\CD with Tech Memo (2008-03-18)\	139,004
Tech Memo (2008-03-18).pdf	602
01 Based Aircraft & Waiting List	46
Appendix A TableA-1.xls	28
Appendix A TableA-2.xls	18
02 FlightAware	3,035
OSU FlightAware Data 0706to0707.xls	3,035
03 AirScene	74,377
Helos	16,605
Helicopter Operations East Side.csv	6,471
Helicopter Operations West Side.csv	1,513
Helicopter Operations.csv	8,621
Jets	9,825
East Flow Arrivals Q1_Q2.csv	1,273
East Flow Arrivals Q3_Q4.csv	1,550
East Flow Departures Q1_Q2_Q3_Q4.csv	1,658
West Flow Arrivals Q1_Q4.csv	1,600
West Flow Arrivals Q2_Q3.csv	1,651
West Flow Departures Q1_Q2_Q3.csv	1,325
West Flow Departures Q4.csv	769
Night Tracks	8,343
J-EFA1.csv	228
J-EFA2.csv	243
J-EFD.csv	216
J-WFA1.csv	408
J-WFA2.csv	263
J-WFD1.csv	23
J-WFD2.csv	325
P-EFA.csv	956
P-EFD1.csv	303
P-EFD2.csv	269
P-WFA1.csv	585
P-WFA2.csv	553
P-WFD1.csv	1,002
P-WFD2.csv	326
T-EFA1.csv	239
T-EFA2.csv	267
T-EFD1.csv	65
T-EFD2.csv	227
T-WFA1.csv	537
T-WFA2.csv	469
T-WFD1.csv	404
T-WFD2.csv	434
Props	7,959
Arrivals to Runway 05.csv	1,274
Arrivals to Runway 14.csv	637
Arrivals to Runway 23.csv	421
Departure off Runway 23.csv	1,731
Departures off Runway 05.csv	2,838

Name	Size (KB)
Departures off Runway 32.csv	1,058
Single Engine	4,983
SEP-EFA.csv	1,102
SEP-EFD.csv	1,042
SEP-WFA.csv	1,090
SEP-WFD.csv	1,749
TGOs	22,222
East Flow Touch and Go Operations.csv	19,405
West Flow Touch and Go Operations.csv	2,817
TPs	4,439
East Flow Arrivals Q1_Q2_Q3_Q4.csv	1,134
East Flow Departures Q1_Q2_Q3_Q4.csv	897
West Flow Arrivals Q1_Q2_Q3_Q4.csv	1,390
West Flow Departures Q1_Q2_Q3_Q4.csv	1,019
04 Files for Review with Technical Subcommittee (3-26-08)	60,945
Draft OSU Existing Tracks.pdf	32,988
Draft OSU Future Tracks.pdf	27,867
OSUA 2012_2027 Flight Track Use P.pdf	28
OSUA Existing Flight Track Use %.pdf	25
OSUA Existing_Future Runway Use.pdf	38

APPENDIX B FLEET MIX CONFIRMATION

The following steps were followed to determine the aircraft fleet mix at the Airport.

Step 1 - Prepare First-Level Sort - The 55,000+ records in the CRAA Noise Office database were analyzed and a first-level sort of the raw data produced the information presented in Table B-1. The table lists the number of aircraft operations recorded for each of the 279 unique aircraft codes in the database.

Step 2 – Create Lookup Table - Many of the 279 aircraft codes found in the data can be consolidated into a smaller number of aircraft categories. For example, in the previous tables, the four aircraft codes of AA5, AA5A, AA5B, and AAA5 all refer to the same aircraft type – a Grumman Aerospace AA-5 Traveler Cheetah.

Aircraft types in turn, can be further consolidated when various models in an aircraft type are the same or very similar. For example, Cessna Aircraft Models 150, 152, 170 and 172 share similar characteristics and can all be grouped together for the purposes of aircraft fleet mix analysis into a single model combination.

Another data consolidation step involves assignment of an INM equivalent aircraft type to each record. The FAA’s aircraft database for use in the Integrated Noise Model (INM) does not include every aircraft that has been manufactured. For the purposes of noise modeling, the FAA has developed a list of approved substitutions of a particular aircraft type for one that is in the FAA database. The INM database also includes some default aircraft types that can be assigned as needed. For example, one of the default profiles in INM includes GASEP, which stands for “General Aviation Single Engine Piston.”

The final consolidation step includes applying very broad categories to each operation in the database to assist in the presentation of summary data. These broad categories include designations such as Jet, ME (multi-engine), SE (single-engine), etc.

In total, each of the 55,000+ records in the CRAA Noise Office database were assigned four categories of aircraft type in addition to the “Aircraft Code” that is in the base data. The number of unique designations in each of the five categories is listed below, and the master lookup table is presented in Table B-2.

Column Heading	# of Unique Values
Aircraft Code	279
Aircraft Type	230
Model Combinations	68
INM Equivalent	37
Aircraft Sub-Category	7

Step 3 - Reassemble Table B-1 at the “Model Combination” Level - The master lookup table was applied to the CRAA Noise Office database, and the information presented in Table B-1 was reassembled in Table B-3 at the Model Combinations sort level.

Step 4 – Adjust Database to equalize Arrival/Departure Counts - In many cases throughout the database from the CRAA Noise Office, the number of arrivals for a particular aircraft type does not equal the number of departures (e.g., the jet aircraft model Astra 1125 recorded 21 arrivals and 26 departures). This occurs for a variety of valid reasons, and the total operations count was adjusted so arrivals and departures are equal. This adjustment was made at the Model Combination level. Arrivals or departures for each Model Combination were added as necessary and assigned a day/night code based on the percentage of day/night operations for unadjusted operations of the Model Combination aircraft category. This adjustment increased the total number of operations in the database to 61,486. A copy of the adjustment worksheet is provided as Table B-4.

STEP 5 – Prepare Final Allocations for FY2007 – In this step, the total operations count is adjusted so it is equal to the official count of FY2007 operations. To complete this step, aircraft types and day/night allocations must be assigned to all 87,186 operations that are included in the FY 2007 operations count. This includes the 25,700 operations that were not included in the CRAA Noise Office database. These operations consist primarily of certain fixed-wing piston, helicopter, and military/law enforcement operations that are either not collected by the CRAA software, or which are filtered out by the FAA prior to disclosure outside of the FAA. Information on these types of operations was collected from other sources, such as interviews with operators, Ohio Highway Patrol, OSU Flight School, and OSUA air traffic control. These adjustments result in the final aircraft fleet mix numbers presented in Table B-5.

STEP 6 – Prepare 2012 and 2027 Fleet Mix Allocations – The 2007 aircraft fleet mix served as the foundation for preparation of the 2012 and 2027 aircraft operational fleet mix tables. The introduction of Very Light Jets (VLJs) is expected to change the fleet mix at the Airport by slightly reducing the proportion of multi-engine turboprop activity; and by capturing growth that would have otherwise occurred in the small jet category. The VLJ are targeted at this segment of general aviation. Civilian helicopters are expected to continue to follow the FAA’s predicted national trends, thus capturing an expanded future share of the Airport’s fleet mix. The replacement of aging jet aircraft is limited in the 2027 fleet mix estimates to primarily those aircraft that have been out of production for several decades. The final aircraft fleet mix numbers for 2012 and 2027 are presented in Tables B-6a and B-6b.

TABLE B-1
First-Level Sort of Source Data

Count of Day or Night	Day or Night		A/D/O	N		N Total	Grand Total	
	D			D Total	A			D
	A	D						
New Aircraft Code								
A100	1		1			1	1	
A109	1	4	5		1	1	6	
A36					1	1	1	
A68	1	3	4				4	
AA5	24	16	40	1	1	2	42	
AA5A		2	2				2	
AA5B	2		2				2	
AAA5	6		6				6	
AC11	8	5	13		1	1	14	
AC14	1	1	2				2	
AC80	1	1	2				2	
AC90	72	83	155	13	5	18	173	
AC95	6	5	11		1	1	12	
ACRO	6	5	11	1		1	12	
AERO	1		1				1	
AEST	10	7	17				17	
AS350	45	50	95	24	17	41	136	
ASTR	21	26	47				47	
B120		1	1				1	
B190	4	6	10	1		1	11	
B206		1	1				1	
B350	213	206	419	17	28	45	464	
B36T	26	17	43		11	11	54	
B58	1		1				1	
BE10	77	86	163	5	6	11	174	
BE18	1	12	13	1		1	14	
BE20	384	417	801	96	57	153	954	
BE23	8	3	11		1	1	12	
BE24	4	4	8				8	
BE30	20	21	41	1		1	42	
BE33	47	42	89	2	2	4	93	
BE35	86	65	151	2	1	3	154	
BE36	103	90	193	2	7	9	202	
BE40	450	472	922	36	17	53	975	
BE45		2	2				2	
BE55	25	23	48	1		1	49	
BE58	70	66	136	56	20	76	212	
BE60	1	1	2				2	
BE65	4	3	7		1	1	8	
BE76	31	22	53	1	1	2	55	
BE77	1		1				1	
BE9	1		1				1	
BE90	9	1	10	5	2	7	17	
BE95	1	9	10				10	
BE9L	226	263	489	58	33	91	580	
BE9T	15	13	28	2	3	5	33	
BF36	1		1				1	
BK17	65	253	318	19	77	96	414	
BL17	7	3	10				10	
BR20	1	1	2				2	
C10T	1		1				1	
C120	1		1				1	
C150	36	31	67	1	2	3	70	
C152	50	52	102	4	1	5	107	

Count of Day or Night	Day or Night		A/D/O	N		N Total	Grand Total
	D			D			
	A	D		A	D		
New Aircraft Code			D Total				
C170		1	1				1
C172	924	669	1593	42	16	58	1651
C177	17	10	27	1	1	2	29
C180	8	12	20	1		1	21
C182	486	388	874	23	9	32	906
C185	1	2	3	1		1	4
C195	3	1	4				4
C206	39	35	74	1	1	2	76
C208	89	81	170	2	1	3	173
C210	147	117	264	1	3	4	268
C25A	9	9	18				18
C25B	10	11	21	1		1	22
C310	88	78	166	2	7	9	175
C312		1	1				1
C337	25	22	47	5	7	12	59
C340	37	38	75		1	1	76
C401	1	1	2				2
C402	12	12	24	2		2	26
C414	44	45	89	5	2	7	96
C421	41	52	93	1	3	4	97
C425	5	6	11				11
C441	67	70	137	5	3	8	145
C500	36	37	73	4	3	7	80
C501	5	6	11	1		1	12
C525	276	278	554	15	14	29	583
C550	211	218	429	15	7	22	451
C560	651	688	1339	47	26	73	1412
C566		1	1				1
C56X	173	178	351	11	9	20	371
C650	31	30	61		2	2	63
C680	76	74	150	2	3	5	155
C712		1	1				1
C72R	1		1				1
C750	177	186	363	14	8	22	385
C77R	2	3	5				5
C82R	6	3	9				9
CESS	5	9	14	1		1	15
CHMP		2	2				2
CITA	1		1				1
CL30	155	152	307	11	14	25	332
CL60	69	70	139	5	5	10	149
COL3	2	3	5				5
COL4	16	12	28				28
COUR	1	1	2				2
COZY	1		1				1
CRJ2		1	1		1	1	2
CSNA	5	2	7				7
DA20	1		1				1
DA40	8	2	10	1	1	2	12
DA42	2	2	4				4
DV20	1		1				1
E120	2	2	4				4
E135	10	9	19		1	1	20
E145		1	1				1

Count of Day or Night	Day or Night		A/D/O	D Total	N		N Total	Grand Total
	D				A	D		
	A	D						
New Aircraft Code								
E350	9	10		19				19
E400	1	1		2				2
E45X		1		1				1
Eagle		1		1				1
EC35	27	26		53	4	10	14	67
EC45	2	2		4				4
ERCP	1	1		2				2
EXP	18	13		31	6	5	11	42
EXPE		1		1				1
EXPP	1			1				1
EXXP	1			1				1
F200	2			2				2
F26	4	3		7		1	1	8
F260	10	8		18	1	1	2	20
F2TH	246	260		506	47	36	83	589
F406					1		1	1
F900	30	28		58	1		1	59
FA10	32	29		61				61
FA20	58	56		114	3	3	6	120
FA50	38	36		74		1	1	75
FAIR	1			1				1
G150	3	3		6				6
G2	2	1		3				3
G200		1		1				1
GALX	15	15		30		1	1	31
GC1	1			1				1
GLAS	2	1		3				3
GLEX	1	1		2				2
GLF1	1			1	1		1	2
GLF2	7	8		15	1	1	2	17
GLF3	10	9		19		1	1	20
GLF4	48	46		94	1		1	95
GLF5	14	14		28				28
H25	1	4		5				5
H25A	5	4		9				9
H25B	192	184		376	8	13	21	397
H25C	8	8		16				16
H47	2	3		5				5
H60	8	2		10	1		1	11
HOME	10	19		29	1		1	30
HS25	2	2		4				4
HXB	2	1		3				3
HXC	1	1		2				2
J328	7	8		15	2	1	3	18
JS32	2	1		3		1	1	4
KITFOX	4	2		6				6
L2XL	5	4		9				9
L45	4	6		10	2		2	12
LA4	1	1		2				2
LAKE		1		1				1
LANC	3	2		5		1	1	6
LBTY	2	1		3				3
LC41	1			1				1
LGEZ		1		1				1

Count of Day or Night	Day or Night		A/D/O	D Total	N		N Total	Grand Total
	D				A	D		
	A	D						
New Aircraft Code								
LIB		1		1				1
LIBE	1	1		2				2
LIBR	1			1				1
LJ24	2	3		5	1		1	6
LJ25	41	41		82	1	3	4	86
LJ31	162	162		324	16	23	39	363
LJ35	61	59		120	9	9	18	138
LJ36	1			1				1
LJ40	16	16		32	2	1	3	35
LJ45	66	65		131	3	3	6	137
LJ55	9	7		16	1	2	3	19
LJ60	27	24		51		3	3	54
LLEZ	2			2				2
LNCR	2			2				2
LR31	1			1				1
LR35	3	3		6				6
LR45					1		1	1
M020	2	1		3				3
M20	5	4		9				9
M200	1	1		2				2
M20C	1			1				1
M20F	1	1		2				2
M20J	1			1				1
M20K	1	1		2				2
M20P	84	86		170	8	4	12	182
M20R	1			1				1
M20T	30	28		58	2	1	3	61
MO20	63	29		92	2		2	94
MO21	7	1		8				8
MO2T	1			1				1
MU2	5	5		10				10
MU30	33	36		69	3		3	72
NAVI	3	3		6				6
P180	50	50		100				100
P210	14	17		31				31
P28	16	9		25	2		2	27
P28A	185	176		361	12	4	16	377
P28B	21	14		35	2		2	37
P28R	93	94		187	7	6	13	200
P28T	14	30		44	17	2	19	63
P32	4	1		5				5
P32R	11	11		22		1	1	23
P32T	7	6		13				13
P33		1		1				1
P46T	31	32		63				63
P68	12	15		27	1		1	28
P68A	3			3				3
P68T		1		1	1		1	2
PA12	1			1				1
PA18	8	8		16		1	1	17
PA22	6	1		7				7
PA23	7	4		11	1		1	12
PA24	23	12		35				35
PA27	35	40		75	1		1	76

Count of Day or Night	Day or Night		A/D/O	D Total	N		N Total	Grand Total
	D				A	D		
	A	D			A	D		
New Aircraft Code								
PA28	281	149		430	7	6	13	443
PA29		1		1				1
PA30	50	51		101	3		3	104
PA31	637	390		1027	760	467	1227	2254
PA32	175	176		351	8	8	16	367
PA34	103	110		213	9	8	17	230
PA38	3			3				3
PA44	5	6		11	1	1	2	13
PA46	21	12		33		1	1	34
PA68		2		2				2
PARD	1			1				1
PARO	35	16		51	2	1	3	54
PART	1	2		3				3
PASE		4		4				4
PAY1	80	86		166	2	2	4	170
PAY2	74	68		142	3	3	6	148
PAY3	1			1				1
PAY4	7	9		16	2	1	3	19
PAYE	2			2	1		1	3
PAZT	1	1		2				2
PC12	53	47		100	1	4	5	105
PN68	12	11		23	8	1	9	32
PRM1	11	10		21				21
PT17	2	4		6				6
PT6		1		1				1
R22		1		1				1
RC70	1			1				1
RLU1	1			1				1
ROBIN		1		1				1
RV10	1			1				1
RV4	3			3				3
RV6	3	2		5		1	1	6
RV60	1			1				1
RV7	2	1		3				3
RV8	2	2		4				4
S12		1		1				1
S6	3	3		6		1	1	7
S76		3		3				3
SBR1	12	11		23		1	1	24
SF26	2			2				2
SF34	1	1		2				2
SK76	1	1		2				2
SR20	36	19		55	2		2	57
SR22	219	187		406	5	9	14	420
SW3	4	4		8				8
SW4	1	1		2				2
T34P	1	2		3				3
TB10	1			1				1
TB20		1		1				1
TB7	1	1		2				2
TBM7	47	49		96	1		1	97
TBN7		2		2				2
TMB7	1			1				1
TRIN	3	4		7				7

Count of Day or Night	Day or Night		D Total	N		N Total	Grand Total
	A	D		A	D		
New Aircraft Code							
UH1	7	2	9				9
UH60	6	4	10	1	1	2	12
UNK4	89	84	173	10	11	21	194
UNKN	3923	5498	9421	303	287	590	10011
UNKN3	36	60	96	3	3	6	102
Unknown2	9305	12094	21399	694	706	1400	22799
Waco	3	1	4				4
WW24	6	6	12		1	1	13
XL2	17	10	27	1		1	28
Grand Total	23467	27168	50635	2569	2108	4677	55312

TABLE B-2
Master Lookup Table

	A	B	C	F	G	I
1	Aircraft Code	Number of Operations	Aircraft Type	Model Combinations	INM Equivalent	Aircraft Sub Category
2	UNK4	194	No Code Found	_NCF	Unknown	7 - UNKNOWN
3	UNKN	10011	No Code Found	_NCF	Unknown	7 - UNKNOWN
4	UNKN3	102	No Code Found	_NCF	Unknown	7 - UNKNOWN
5	unknown2	22799	No Code Found	_NCF	Unknown	7 - UNKNOWN
6	AS350	136	Aerospatiale, Ecureuil, AS350 Helicopter	Aerospatiale AS-350	SA350D	4 - HELO
7	ASTR	47	IAI 1125 Astra (C-38)	Astra 1125	IA1125	1 - JET
8	H25C	16	BAe-125-1000	Bae-125 (1000 Series)	LEAR35	1 - JET
9	H25	5	British Aerospace (BAe), BAe HS 125 Series 1/2/3/400/600, H25A	BAe-125 (400 Series)	LEAR35	1 - JET
10	H25A	9	BAe HS 125 Series 400A	BAe-125 (400 Series)	LEAR35	1 - JET
11	H25B	397	BAE 125 SERIES 800A	BAe-125 (800 Series)	LEAR35	1 - JET
12	HS25	4	BAe HS25 Hawker Sidley	BAe-125 (800 Series)	LEAR35	1 - JET
13	SF26	2	JETSTREAM Jetstream	Bae-3200 Jetstream	DHC6	2 - ME
14	JS32	4	BAe-3200 Jetstream Super 31	Bae-3200 Jetstream Super 31	DHC6	2 - ME
15	SF34	2	JETSTREAM Jetstream Super 31	Bae-3200 Jetstream Super 31	DHC6	2 - ME
16	B190	11	BEECH 1900 (C-12J)	Beech 1900	1900D	2 - ME
17	BE10	174	Beech 100 King Air	Beech King Air	CNA441	2 - ME
18	BE18	14	Hamilton Aviation, Little Liner, BE18	Beech King Air	CNA441	2 - ME
19	BE9	1	Beech Aircraft Company, 90/A90 to E90 King Air (T-44 V-C6), BE9L	Beech King Air	CNA441	2 - ME
20	BE90	17	Beech Aircraft Company, 90/A90 to E90 King Air (T-44 V-C6), BE9L	Beech King Air	CNA441	2 - ME
21	BE9L	580	Beech King Air C90	Beech King Air	CNA441	2 - ME
22	BE9T	33	Beech F90 King Air	Beech King Air	CNA441	2 - ME
23	B350	464	Beech Aircraft Company, B300 Super King Air 350, B350	Beech Super King Air	DHC6	2 - ME
24	BE20	954	Beech 200 Super King Air	Beech Super King Air	DHC6	2 - ME
25	BE30	42	Beech 300 Super King Air	Beech Super King Air	DHC6	2 - ME
26	BR20	2	Beech 200 Super King Air	Beech Super King Air	DHC6	2 - ME
27	BE40	975	Beechcraft Beechjet 400	Beechjet 400	MU3001	1 - JET
28	CL30	332	Canadair BD-100 Challenger 300	Canadair BD-100	CNA750	1 - JET
29	C120	1	Cessna Aircraft Company, 120, C120	Cessna 150/152/172/172RG/177	CNA172	3 - SE
30	C152	107	Cessna 152	Cessna 150/152/172/172RG/177	CNA172	3 - SE
31	C172	1651	Cessna 172	Cessna 150/152/172/172RG/177	CNA172	3 - SE
32	C177	29	Cessna 177 Cardinal	Cessna 150/152/172/172RG/177	CNA172	3 - SE
33	C195	4	AgCarryall (U-17A/B) - Cessna 195 tail dragger	Cessna 150/152/172/172RG/177	CNA172	3 - SE
34	C712	1	Cessna Aircraft Company, 172/P172/R172/Skyhawk, C172	Cessna 150/152/172/172RG/177	CNA172	3 - SE
35	C72R	1	CESSNA 172RG	Cessna 150/152/172/172RG/177	CNA172	3 - SE
36	C77R	5	Cessna 177, Cardinal RG	Cessna 150/152/172/172RG/177	CNA172	3 - SE
37	CESS	15	Cessna Single Engine	Cessna 150/152/172/172RG/177	CNA172	3 - SE
38	CSNA	7	Cessna Single Engine	Cessna 150/152/172/172RG/177	CNA172	3 - SE
39	C10T	1	CESSNA P210N	Cessna 180/182/206/210	CNA206	3 - SE
40	C150	70	Cessna Aircraft Company, 150, C150	Cessna 180/182/206/210	CNA206	3 - SE
41	C170	1	Cessna Aircraft Company, 170, C170	Cessna 180/182/206/210	CNA206	3 - SE
42	C180	21	Cessna 180, Skywagon	Cessna 180/182/206/210	CNA206	3 - SE
43	C182	906	Cessna 182 Skylane	Cessna 180/182/206/210	CNA206	3 - SE
44	C185	4	Cessna Aircraft Company, 185/A185 Skywagon/Skywagon 185, C185	Cessna 180/182/206/210	CNA206	3 - SE
45	C206	76	Cessna 206	Cessna 180/182/206/210	CNA206	3 - SE
46	C210	268	Cessna 210 Centurion/II	Cessna 180/182/206/210	CNA206	3 - SE
47	C82R	9	Cessna R182, TR182 (Turbo) Skylane RG	Cessna 180/182/206/210	CNA206	3 - SE
48	P210	31	Cessna P210N Pressurized Centurion	Cessna 180/182/206/210	CNA206	3 - SE
49	C750	385	Cessna 750 Citation 10	Cessna 750	CNA750	1 - JET
50	F406	1	REIMS AVIATION S.A. F406/CARAVAN II	Cessna Caravan II	CNA208	2 - ME
51	C425	11	Cessna 425 Corsair/Conquest I	Cessna Conquest	CNA441	2 - ME
52	C441	145	Cessna 441 Conquest, Conquest 2	Cessna Conquest	CNA441	2 - ME
53	CL60	149	CL-600/Challenger 699/601/604	Challenger 600	CL600	1 - JET
54	C25A	18	Cessna 525A Citation CJ2	Citation 525/500	CNA500	1 - JET
55	C25B	22	Cessna 525A Citation CJ2	Citation 525/500	CNA500	1 - JET
56	C500	80	Cessna 500 Citation, Citation 1	Citation 525/500	CNA500	1 - JET
57	C501	12	Cessna 501 Citation 1SP	Citation 525/500	CNA500	1 - JET
58	C525	583	Cessna 525 Citationjet Citation CJ1	Citation 525/500	CNA500	1 - JET
59	C550	451	550, S550, 552 Citation 2/S2/Bravo	Citation 550/560	MU3001	1 - JET
60	C560	1412	560 Citation 5/5 Ultra/5Ultra Encore	Citation 550/560	MU3001	1 - JET
61	C566	1	C560 - Citation V?	Citation 550/560	MU3001	1 - JET
62	C56X	371	CESSNA 560XL Citation Excel	Citation 550/560	MU3001	1 - JET
63	C650	63	Cessna 650 Citation 3/6/7	Citation 650	CIT3	1 - JET
64	C680	155	680 Citation Sovereign	Citation 680	LEAR35	1 - JET
65	CRJ2	2	Canadair Bombardier, CL-600/Regional Jet CRJ-200/RJ-200, CRJ2	CRJ-200	CLREGJ	1 - JET
66	GLEX	2	Bombardier, BD-700 Global Express/Sentinel, GLEX	CRJ-700	GV	1 - JET
67	DA42	4	Diamond DA-42 Twin Star	Diamond Twin Star	BEC58P	2 - ME
68	J328	18	Fairchild Dornier 328JET, Envoy 3	Dornier 328	CL600	1 - JET
69	B120	1	EMBRAER EMB-120ER	EMB-120	EMB120	2 - ME

	A	B	C	F	G	I
1	Aircraft Code	Number of Operations	Aircraft Type	Model Combinations	INM Equivalent	Aircraft Sub Category
70	E120	4	EMB-120 Brasilia	EMB-120	EMB120	2 - ME
71	E135	20	EMB-135, ERJ-135/140	ERJ 135/140	EMB145	1 - JET
72	E145	1	Embraer, EMB-145/ERJ-145 (R-99), E145	ERJ 135/140	EMB145	1 - JET
73	E45X	1	Embraer, EMB-145XR, E45X	ERJ 135/140	EMB145	1 - JET
74	BK17	414	MBB/Kawasaki, Model BK117, BK17	Eurocopter EC-135	EC130	4 - HELO
75	E350	19	EUROCOPTER	Eurocopter EC-135	EC130	4 - HELO
76	EC35	67	Eurocopter EC 135	Eurocopter EC-135	EC130	4 - HELO
77	EC45	4	Eurocopter EC 145	Eurocopter EC-135	EC130	4 - HELO
78	ERCP	2	Eurocopter EC - Model unknown	Eurocopter EC-135	EC130	4 - HELO
79	FA10	61	Falcon 10/100, Mystere 10/100	Falcon 10	LEAR35	1 - JET
80	FA20	120	Falcon 20/100, Mystere 20/200, Gardian	Falcon 20	CL600	1 - JET
81	F200	2	Falcon 2000	Falcon 2000	CL600	1 - JET
82	F2TH	589	Falcon 2000	Falcon 2000	CL600	1 - JET
83	FA50	75	Falcon 50, Mystere 50	Falcon 50	LEAR35	1 - JET
84	F900	59	Falcon 900, Mystere 900	Falcon 900	LEAR35	1 - JET
85	A68	4	Aero Commander, AC68	Gulf Aero Commander	CNA441	2 - ME
86	AERO	1	Aero Commander, AC68	Gulf Aero Commander	CNA441	2 - ME
87	RC70	1	Rockwell International Corp, 700/710 Commander 700/710, RC70	Gulf Aero Commander	CNA441	2 - ME
88	G150	6	Gulfstream 150	Gulfstream 150	LEAR35	1 - JET
89	G200	1	Gulfstream 200	Gulfstream 200	GII	1 - JET
90	GALX	31	1126 Gulfstream 200	Gulfstream 200	GII	1 - JET
91	GLF1	2	GULFSTREAM AEROSPACE G1159B	Gulfstream 200	GII	1 - JET
92	GLF2	17	G-1159, G-1159B Gulfstream 2/2B/2SP	Gulfstream II	GII	1 - JET
93	GLF3	20	G-1159A Gulfstream 3/SRA-1, SMA-3	Gulfstream III	GIIB	1 - JET
94	GLF4	95	G-1159C Gulfstream 4/4SP/SRA-4	Gulfstream IV	GIV	1 - JET
95	GLF5	28	G-1159D Gulfstream 5	Gulfstream V	GV	1 - JET
96	H47	5	Boeing Vertol Company, Chinook/Model 234, H47	H-47 Chinook 234	CH47D	5 - MIL
97	LJ24	6	Learjet 24	Lear 24/25	LEAR25	1 - JET
98	LJ25	86	Learjet 25	Lear 24/25	LEAR25	1 - JET
99	L45	12	Learjet 45	Lear 31/35/40/45/55/60	LEAR35	1 - JET
100	LJ31	363	Learjet 31	Lear 31/35/40/45/55/60	LEAR35	1 - JET
101	LJ35	138	Learjet 35	Lear 31/35/40/45/55/60	LEAR35	1 - JET
102	LJ36	1	Learjet 36	Lear 31/35/40/45/55/60	LEAR35	1 - JET
103	LJ40	35	Learjet 40	Lear 31/35/40/45/55/60	LEAR35	1 - JET
104	LJ45	137	Learjet 45	Lear 31/35/40/45/55/60	LEAR35	1 - JET
105	LJ55	19	Learjet 55	Lear 31/35/40/45/55/60	LEAR35	1 - JET
106	LJ60	54	Learjet 60	Lear 31/35/40/45/55/60	LEAR35	1 - JET
107	LR31	1	Learjet 31	Lear 31/35/40/45/55/60	LEAR35	1 - JET
108	LR35	6	Learjet 35	Lear 31/35/40/45/55/60	LEAR35	1 - JET
109	LR45	1	Learjet 45	Lear 31/35/40/45/55/60	LEAR35	1 - JET
110	MU2	10	Mitsubishi MU-2B-17	Mitsubishi MU2	DHC6	2 - ME
111	MU30	72	Mitsubishi MU-300 Diamond	Mitsubishi MU300	CNA500	1 - JET
112	B58	1	Beech Aircraft Company, 58 Barron, BE58	Multiple Aircraft (1)	BEC58P	2 - ME
113	BE55	49	Beech 55 Barron	Multiple Aircraft (1)	BEC58P	2 - ME
114	BE58	212	Beech 58 Barron	Multiple Aircraft (1)	BEC58P	2 - ME
115	BE60	2	Beech 60 Duke	Multiple Aircraft (1)	BEC58P	2 - ME
116	BE65	8	Beech 65 Queen Air	Multiple Aircraft (1)	BEC58P	2 - ME
117	BE76	55	Beech 76 Duchess	Multiple Aircraft (1)	BEC58P	2 - ME
118	BE95	10	Beech 95 Travel Air	Multiple Aircraft (1)	BEC58P	2 - ME
119	C310	175	Cessna 310, T310	Multiple Aircraft (1)	BEC58P	2 - ME
120	C312	1	Cessna 310, T310	Multiple Aircraft (1)	BEC58P	2 - ME
121	C337	59	Cessna 337 Super Skymaster	Multiple Aircraft (1)	BEC58P	2 - ME
122	C340	76	Cessna 340	Multiple Aircraft (1)	BEC58P	2 - ME
123	C401	2	Cessna Aircraft Company, 401/402/Utililiner/Businessliner, C402	Multiple Aircraft (1)	BEC58P	2 - ME
124	C402	26	401, 402, Utililiner, Businessliner	Multiple Aircraft (1)	BEC58P	2 - ME
125	C414	96	Cessna 414 Chancellor	Multiple Aircraft (1)	BEC58P	2 - ME
126	C421	97	Cessna 421, Golden Eagle, Executive Commuter	Multiple Aircraft (1)	BEC58P	2 - ME
127	PA12	1	Piper Aircraft Corp, PA-12 Super Cruiser, PA12	Multiple Aircraft (1)	BEC58P	2 - ME
128	PA22	7	Piper Aircraft Corp, PA-22 Tri-Pacer/Caribbean/Colt, PA22	Multiple Aircraft (1)	BEC58P	2 - ME
129	PA23	12	PIPER PA-23-150/160 Apache	Multiple Aircraft (1)	BEC58P	2 - ME
130	PA27	76	PA-23-235/250 Aztec, Turbo Aztec	Multiple Aircraft (1)	BEC58P	2 - ME
131	PA34	230	PA-34 Seneca	Multiple Aircraft (1)	BEC58P	2 - ME
132	PA44	13	PA-44, Seminole, Turbo Seminole	Multiple Aircraft (1)	BEC58P	2 - ME
133	PAZT	2	Piper Aztec	Multiple Aircraft (1)	BEC58P	2 - ME
134	T34P	3	BEECH T34A/B, E-17 Mentor (45)	Multiple Aircraft (1)	BEC58P	2 - ME
135	A100	1	ROCKWELL INTERNATIONAL 114	Multiple Aircraft (2)	GASEPV	3 - SE
136	B36T	54	Beech Bonanza 36 turbine	Multiple Aircraft (2)	GASEPV	3 - SE
137	BE33	93	Beechcraft 33 Debonair/Bonanza	Multiple Aircraft (2)	GASEPV	3 - SE
138	BE35	154	Beechcraft Model 35 Bonanza	Multiple Aircraft (2)	GASEPV	3 - SE
139	BE36	202	Beech 36 Bonanza	Multiple Aircraft (2)	GASEPV	3 - SE

	A	B	C	F	G	I
1	Aircraft Code	Number of Operations	Aircraft Type	Model Combinations	INM Equivalent	Aircraft Sub Category
140	BE45	2	BEECH A45	Multiple Aircraft (2)	GASEPV	3 - SE
141	COL3	5	Lancair Columbia 300	Multiple Aircraft (2)	GASEPV	3 - SE
142	COL4	28	Lancair Columbia 400	Multiple Aircraft (2)	GASEPV	3 - SE
143	COUR	2	Helio Courier	Multiple Aircraft (2)	GASEPV	3 - SE
144	DA20	1	DIAMOND AIRCRAFT IND INC DA 20-C1	Multiple Aircraft (2)	GASEPV	3 - SE
145	DA40	12	DIAMOND AIRCRAFT IND INC DA 40	Multiple Aircraft (2)	GASEPV	3 - SE
146	DV20	1	Diamond, DA-20/22/DV-20 Katana/Speed Katana, DV20	Multiple Aircraft (2)	GASEPV	3 - SE
147	F26	8	Aermacchi Spa, SF-260 A-B-C-D-E-F-M-W/ Warrior, F260	Multiple Aircraft (2)	GASEPV	3 - SE
148	F260	20	Aermacchi Spa, SF-260 A-B-C-D-E-F-M-W/ Warrior, F260	Multiple Aircraft (2)	GASEPV	3 - SE
149	G2	3	Great Lakes, 2T-1 Sport Trainer/Sport, G2T1	Multiple Aircraft (2)	GASEPV	3 - SE
150	HXB	3	LAUNDRIE KENNETH COZY MARK IV	Multiple Aircraft (2)	GASEPV	3 - SE
151	HXC	2	LANCAIR LEGACY 2000	Multiple Aircraft (2)	GASEPV	3 - SE
152	LA4	2	Lake LA-4-200	Multiple Aircraft (2)	GASEPV	3 - SE
153	LAKE	1	Lake LA-4-200	Multiple Aircraft (2)	GASEPV	3 - SE
154	LANC	6	Lancair	Multiple Aircraft (2)	GASEPV	3 - SE
155	LC41	1	LANCAIR COMPANY LC41-550FG	Multiple Aircraft (2)	GASEPV	3 - SE
156	LNCR	2	Lancair HXB	Multiple Aircraft (2)	GASEPV	3 - SE
157	M020	3	Mooney Aircraft Corp, M-20 Series, M20P	Multiple Aircraft (2)	GASEPV	3 - SE
158	M20	9	Mooney Aircraft Corp, M-20 Series, M20P	Multiple Aircraft (2)	GASEPV	3 - SE
159	M200	2	Rockwell International Corp, 200 Commander 200, M200	Multiple Aircraft (2)	GASEPV	3 - SE
160	M20C	1	Mooney Aircraft Corp, M-20 Series, M20P	Multiple Aircraft (2)	GASEPV	3 - SE
161	M20F	2	Mooney Aircraft Corp, M-20 Series, M20P	Multiple Aircraft (2)	GASEPV	3 - SE
162	M20J	1	Mooney Aircraft Corp, M-20 Series, M20P	Multiple Aircraft (2)	GASEPV	3 - SE
163	M20K	2	Mooney Aircraft Corp, M-20 Series, M20P	Multiple Aircraft (2)	GASEPV	3 - SE
164	M20P	182	Mooney Aircraft Corp, M-20 Series, M20P	Multiple Aircraft (2)	GASEPV	3 - SE
165	M20R	1	Mooney Aircraft Corp, M-20 Series, M20P	Multiple Aircraft (2)	GASEPV	3 - SE
166	M20T	61	Mooney Aircraft Corp, M-20 Series, M20P	Multiple Aircraft (2)	GASEPV	3 - SE
167	MO20	94	Mooney M20J	Multiple Aircraft (2)	GASEPV	3 - SE
168	MO21	8	Mooney M20J	Multiple Aircraft (2)	GASEPV	3 - SE
169	MO2T	1	Mooney M20J	Multiple Aircraft (2)	GASEPV	3 - SE
170	NAVI	6	ROCKWELL Navion NA 145/154	Multiple Aircraft (2)	GASEPV	3 - SE
171	P28R	200	PIPER PA-28R-1802/3/200/201	Multiple Aircraft (2)	GASEPV	3 - SE
172	P28T	63	PA-28RT Arrow 4, Turbo Arrow 11	Multiple Aircraft (2)	GASEPV	3 - SE
173	P32	5	PIPER PA-32-300	Multiple Aircraft (2)	GASEPV	3 - SE
174	P32R	23	PIPER PA-32R-300	Multiple Aircraft (2)	GASEPV	3 - SE
175	P32T	13	PIPER PA-32RT	Multiple Aircraft (2)	GASEPV	3 - SE
176	P33	1	PIPER PA-32-300	Multiple Aircraft (2)	GASEPV	3 - SE
177	P46T	63	PA-46-500TP Malibu Meridian	Multiple Aircraft (2)	GASEPV	3 - SE
178	PA28	443	PIPER PA-28R-201T	Multiple Aircraft (2)	GASEPV	3 - SE
179	PA29	1	Piper Arrow PA28	Multiple Aircraft (2)	GASEPV	3 - SE
180	PA32	367	PIPER PA-32-300	Multiple Aircraft (2)	GASEPV	3 - SE
181	PA38	3	Piper Aircraft Corp, PA-38 Tomahawk, PA38	Multiple Aircraft (2)	GASEPV	3 - SE
182	PA46	34	PA-46 310P/350P Malibu, Malibu Mirage	Multiple Aircraft (2)	GASEPV	3 - SE
183	PARO	54	Piper Cherokee Arrow, PARO	Multiple Aircraft (2)	GASEPV	3 - SE
184	PASE	4	Piper Aircraft Single Engine	Multiple Aircraft (2)	GASEPV	3 - SE
185	SR20	57	CIRRUS DESIGN CORP SR20	Multiple Aircraft (2)	GASEPV	3 - SE
186	SR22	420	CIRRUS DESIGN CORP SR22	Multiple Aircraft (2)	GASEPV	3 - SE
187	TB10	1	Aerospatiale, Tabago/TB10C/200, TOBA	Multiple Aircraft (2)	GASEPV	3 - SE
188	TB20	1	Aerospatiale, Trinidad TB-20/21, TRIN	Multiple Aircraft (2)	GASEPV	3 - SE
189	TB7	2	Aerospatiale/socata TBM TB-700, TBM7	Multiple Aircraft (2)	GASEPV	3 - SE
190	TBM7	97	AEROSPATIALE/SOCATA TBM TB-700	Multiple Aircraft (2)	GASEPV	3 - SE
191	TBN7	2	Aerospatiale/socata TBM TB-700, TBM7	Multiple Aircraft (2)	GASEPV	3 - SE
192	TMB7	1	Aerospatiale/socata TBM TB-700, TBM7	Multiple Aircraft (2)	GASEPV	3 - SE
193	TRIN	7	AEROSPATIALE Trinidad TB-20/21	Multiple Aircraft (2)	GASEPV	3 - SE
194	A109	6	Beagle Aircraft, A-109 Airedale, AIRD	Multiple Aircraft (3)	GASEPF	3 - SE
195	A36	1	QUESTAIR MODEL 20, GRISWALD JAMES E	Multiple Aircraft (3)	GASEPF	3 - SE
196	AA5	42	Grumman Aerospace Corp, AA-5 Traveller Cheetah Tiger, AA5	Multiple Aircraft (3)	GASEPF	3 - SE
197	AA5A	2	Grumman Aerospace Corp, AA-5 Traveller Cheetah Tiger, AA5	Multiple Aircraft (3)	GASEPF	3 - SE
198	AA5B	2	Grumman Aerospace Corp, AA-5 Traveller Cheetah Tiger, AA5	Multiple Aircraft (3)	GASEPF	3 - SE
199	AA5	6	Grumman Aerospace Corp, AA-5 Traveller Cheeta Tiger, AA5	Multiple Aircraft (3)	GASEPF	3 - SE
200	AC11	14	Rockwell International Corp, 112/114 Commander 112/114/Alpine/Commander/Gran Turismo/Commander, AC11	Multiple Aircraft (3)	GASEPF	3 - SE
201	AC14	2	Rockwell International Corp, 112/114 Commander, AC11	Multiple Aircraft (3)	GASEPF	3 - SE
202	ACRO	12	JACKSON JIM ACRO SPORTII	Multiple Aircraft (3)	GASEPF	3 - SE
203	B206	1	Beagle Aircraft, B-206 Basset, BASS	Multiple Aircraft (3)	GASEPF	3 - SE
204	BE23	12	Beechcraft Model 23 Musketeer	Multiple Aircraft (3)	GASEPF	3 - SE
205	BE24	8	Beechcraft Model 24 Sierra	Multiple Aircraft (3)	GASEPF	3 - SE
206	BE77	1	Beech Aircraft Company, 77 Skipper, BE77	Multiple Aircraft (3)	GASEPF	3 - SE
207	BL17	10	BELLANCA 17 Viking, Super Viking, Turbo Viking	Multiple Aircraft (3)	GASEPF	3 - SE
208	C208	173	Cessna 208 Caravan I	Multiple Aircraft (3)	GASEPF	3 - SE
209	CHMP	2	Bellenca Aeron Champ, CH7A, SP	Multiple Aircraft (3)	GASEPF	3 - SE

	A	B	C	F	G	I
1	Aircraft Code	Number of Operations	Aircraft Type	Model Combinations	INM Equivalent	Aircraft Sub Category
210	CITA	1	Bellanca Aero Citabria	Multiple Aircraft (3)	GASEPF	3 - SE
211	COZY	1	Cozy Homebuilt	Multiple Aircraft (3)	GASEPF	3 - SE
212	E400	2	CURTISS WRIGHT TRAVEL AIR 4000	Multiple Aircraft (3)	GASEPF	3 - SE
213	Eagle	1	GOLDEN EAGLE CHIEF	Multiple Aircraft (3)	GASEPF	3 - SE
214	EXP	42	Experimental Aircraft	Multiple Aircraft (3)	GASEPF	3 - SE
215	EXPE	1	Experimental Aircraft	Multiple Aircraft (3)	GASEPF	3 - SE
216	EXPP	1	Experimental Aircraft	Multiple Aircraft (3)	GASEPF	3 - SE
217	EXXP	1	Experimental Aircraft	Multiple Aircraft (3)	GASEPF	3 - SE
218	GC1	1	UNIVERSAL GLOBE GC-1B	Multiple Aircraft (3)	GASEPF	3 - SE
219	GLAS	3	WALKER KEITH GLASAIR SII	Multiple Aircraft (3)	GASEPF	3 - SE
220	HOME	30	BERGER SIDNEY L SUPERCAT X-1	Multiple Aircraft (3)	GASEPF	3 - SE
221	KITFOX	6	WHITTAKER WILLIAM R KITFOX MOD I	Multiple Aircraft (3)	GASEPF	3 - SE
222	L2XL	9	LIBERTY XL-2	Multiple Aircraft (3)	GASEPF	3 - SE
223	LBTY	3	LIBERTY XL-2	Multiple Aircraft (3)	GASEPF	3 - SE
224	LGEZ	1	MONTAGUE THOMAS W LONG EZ	Multiple Aircraft (3)	GASEPF	3 - SE
225	LIB	1	LIBERTY XL-2	Multiple Aircraft (3)	GASEPF	3 - SE
226	LIBE	2	LIBERTY XL-2	Multiple Aircraft (3)	GASEPF	3 - SE
227	LIBR	1	LIBERTY XL-2	Multiple Aircraft (3)	GASEPF	3 - SE
228	LLEZ	2	Long-EZ	Multiple Aircraft (3)	GASEPF	3 - SE
229	PA18	17	PIPER PA-18 Super Cub	Multiple Aircraft (3)	GASEPF	3 - SE
230	PT17	6	BOEING A75N1(PT17)	Multiple Aircraft (3)	GASEPF	3 - SE
231	PT6	1	CUNNINGHAM HALL PT-6F	Multiple Aircraft (3)	GASEPF	3 - SE
232	RLU1	1	LONG BREEZY RLU-1	Multiple Aircraft (3)	GASEPF	3 - SE
233	ROBIN	1	CURTISS WRIGHT ROBIN	Multiple Aircraft (3)	GASEPF	3 - SE
234	RV10	1	Van Aircraft-Homebult	Multiple Aircraft (3)	GASEPF	3 - SE
235	RV4	3	Van Aircraft-Homebult	Multiple Aircraft (3)	GASEPF	3 - SE
236	RV6	6	Van Aircraft-Homebult	Multiple Aircraft (3)	GASEPF	3 - SE
237	RV60	1	Van Aircraft-Homebult	Multiple Aircraft (3)	GASEPF	3 - SE
238	RV7	3	BYRUM JON W RV7A	Multiple Aircraft (3)	GASEPF	3 - SE
239	RV8	4	HENDERSON THOMAS F VANS RV-8	Multiple Aircraft (3)	GASEPF	3 - SE
240	S12	1	STRAMMER FRED RANS S-12S	Multiple Aircraft (3)	GASEPF	3 - SE
241	S6	7	RANDALL MARVIN L RANS S-7	Multiple Aircraft (3)	GASEPF	3 - SE
242	Waco	4	WACO 10	Multiple Aircraft (3)	GASEPF	3 - SE
243	XL2	28	LIBERTY XL-2	Multiple Aircraft (3)	GASEPF	3 - SE
244	P180	100	P-180 Avanti	P180 Avanti	C12	2 - ME
245	P68	28	PARTENAVIA SPA P.68C	Partinavia P68	BEC58P	2 - ME
246	P68A	3	Partenavia, AP-68TP-300 Spartacus, P68T	Partinavia P68	BEC58P	2 - ME
247	P68T	2	Partenavia, AP-68TP-300 Spartacus, P68T	Partinavia P68	BEC58P	2 - ME
248	PA68	2	Partenavia P68 Observer	Partinavia P68	BEC58P	2 - ME
249	PARD	1	Partenavia P68 Observer	Partinavia P68	BEC58P	2 - ME
250	PART	3	Partenavia P68 Observer	Partinavia P68	BEC58P	2 - ME
251	PN68	32	PARTENAVIA SPA P.68C	Partinavia P68	BEC58P	2 - ME
252	PC12	105	PILATUS PC-12, Eagle	Pilatus PC12	SD330	3 - SE
253	AEST	17	Piper Aerostar	Piper Aerostar	BEC58P	2 - ME
254	PAY1	170	PA-31T1-500 Cheyenne 1	Piper Cheyenne	CNA441	2 - ME
255	PAY2	148	PA-31T-620.T2-620 Cheyenne, Cheyenne 2	Piper Cheyenne	CNA441	2 - ME
256	PAY3	1	Piper Aircraft Corp, PA-42-720 Cheyenne 3, PAY3	Piper Cheyenne	CNA441	2 - ME
257	PAY4	19	PA-42-1000 Cheyenne 400	Piper Cheyenne	CNA441	2 - ME
258	PAYE	3	Piper Cheyenne II	Piper Cheyenne	CNA441	2 - ME
259	PA31	2254	PA-31/31P	Piper Chieftain	PA31	2 - ME
260	BF36	1	PA-30/39	Piper Comanche	PA30	2 - ME
261	PA24	35	PIPER PA-24 Comanche	Piper Comanche	PA30	2 - ME
262	PA30	104	PA-30/39	Piper Comanche	PA30	2 - ME
263	P28	27	Piper PA-28-201T	Piper Warrior	PA28	3 - SE
264	P28A	377	PIPER WARRIOR	Piper Warrior	PA28	3 - SE
265	P28B	37	PIPER PA-28-201T/235/236	Piper Warrior	PA28	3 - SE
266	PRM1	21	RAYTHEON AIRCRAFT COMPANY 390	Raytheon 390	LEAR35	1 - JET

	A	B	C	F	G	I
1	Aircraft Code	Number of Operations	Aircraft Type	Model Combinations	INM Equivalent	Aircraft Sub Category
267	R22	1	ROBINSON HELICOPTER R22 BETA	ROBINSON HELICOPTER R22 BETA	R22	4 - HELO
268	AC80	2	680T, 680V Turbo Commander	Rockwell Turbo Commander	CNA441	2 - ME
269	AC90	173	Gulf Aero 690 Jetprop Commander 840/900	Rockwell Turbo Commander	CNA441	2 - ME
270	AC95	12	Gulf Aero 695 Jetprop Commander 680/1000	Rockwell Turbo Commander	CNA441	2 - ME
271	SBR1	24	NA SABRELINER-265-65	Sabreliner	LEAR35	1 - JET
272	S76	3	Sikorsky Aircraft, Model S-76/ Spirit/ Eagle, S76	Sikorsky S-76A	S76	4 - HELO
273	SK76	2	Sikorsky s76 Helicopter	Sikorsky S-76A	S76	4 - HELO
274	SW3	8	SA-226TB, SA-227TT Merlin 3, Fairchild 300	Swearingen Merlin 3	CNA441	2 - ME
275	FAIR	1	Fairchild Metro	Swearingen Merlin 4	DHC6	2 - ME
276	SW4	2	SA-226AC, SA-227AC/AT Metro, Merlin 4, Expediter	Swearingen Merlin 4	DHC6	2 - ME
277	UH1	15	Bell Helicopter Textron, Biglifter/Bell 204/205/214A/B/AB-204, UH1	UH-1 Huey	B212	4 - HELO
278	H60	11	Schweizer Aircraft Corp, Blackhawk S-70 Series, H60	UH-60 Blackhawk	S70	5 - MIL
279	UH60	6	Schweizer Aircraft Corp, Blackhawk S-70 Series, H60	UH-60 Blackhawk	S70	5 - MIL
280	WW24	13	IAI 1124 Westwind	Westwind 1124	IA1125	1 - JET
281		55312				
282						
283	Legend		Legend	Legend	Legend	Legend
284	279 count		230 count	68 Count	37 count	7 count
285						
286						
287	Multiple Aircraft (1): Beech Baron, Beech Duke, Beech Queen Air, Beech Duchess, Beech Travel Air, Cessna 310,					1 - JET
288	Cessna 336, Businessliner, Cessna Chancellor, Golden Eagle, Piper Apache, Piper Aztec, Piper Seneca, Piper Seminole					2 - ME
289	Cessna 337, Cessna 340, Beech Mentor, Cessna 340, Piper Crusier					3 - SE
290						4 - HELO
291	Multiple Aircraft (2): Commander, Beechcraft Bonanza, Lake LA-4-200, Mooney, Piper Challenger, Piper Dakota,					5 - MIL
292	Piper Arrow, Piper Cherokee Six, Piper Lance, Beech Mentor, Cessna 177B, Lancair Columbia 300, Helio Courier,					6 - OTHER
293	Diamond DA 40/41/42, Lancair Legacy 2000, Rockwell Navion, Cirrus SR 20/22, Aerospatiale Trinidad , Cozy Mark IV					7 - UNKNOWN
294	Greak Lakes, Piper Tomahawk, Aermacchi Spa, Aerospatiale Socata, BEECH A45, Malibu Meridian, ROCKWELL INTERNATIONAL 114					
295						
296	Multiple Aircraft (3): American Traveler, Beechcraft Musketeer, Beechcraft Sierra, Bellanca Viking, Piper Super Cub,					
297	Piper Cherokee 140, Piper Archer, Glasair SII, RUTAN Long-EZ, RV7A, RV-8, WACO YKS-7, Liberty XL-2,					
298	RV4, RV6, R10, Homeblt., Acro Sport, Experimental, Queststair, ,Beagle Airedale, Beagle Basset, Beech Skipper, Cessna Caravan I					
299	Grumman Tiger					
300						
301						
302						
303						
304						
305						
306						
307						

TABLE B-3
Source Data Presented at “Model Combination” Level

Count of Day or Night			Day or Night A/D/O					Grand Total	
Aircraft Sub Category	Model Combinations		D		D Total	N			N Total
			A	D		A	D		
1 - JET	Astra 1125	IA1125	21	26	47			47	
	Bae-125 (1000 Series)	LEAR35	8	8	16			16	
	BAe-125 (400 Series)	LEAR35	6	8	14			14	
	BAe-125 (800 Series)	LEAR35	194	186	380	8	13	401	
	Beechjet 400	MU3001	450	472	922	36	17	975	
	Canadair BD-100	CNA750	155	152	307	11	14	332	
	Cessna 750	CNA750	177	186	363	14	8	385	
	Challenger 600	CL600	69	70	139	5	5	149	
	Citation 525/500	CNA500	336	341	677	21	17	715	
	Citation 550/560	MU3001	1035	1085	2120	73	42	2235	
	Citation 650	CIT3	31	30	61	2	2	63	
	Citation 680	LEAR35	76	74	150	2	3	155	
	CRJ-200	CLREGJ	1	1	2	1	1	4	
	CRJ-700	GV	1	1	2			2	
	Dornier 328	CL600	7	8	15	2	1	18	
	ERJ 135/140	EMB145	10	11	21	1	1	22	
	Falcon 10	LEAR35	32	29	61			61	
	Falcon 20	CL600	58	56	114	3	3	120	
	Falcon 2000	CL600	248	260	508	47	36	591	
	Falcon 50	LEAR35	38	36	74	1	1	75	
	Falcon 900	LEAR35	30	28	58	1	1	59	
	Gulfstream 150	LEAR35	3	3	6			6	
	Gulfstream 200	GII	16	16	32	1	1	34	
	Gulfstream II	GII	7	8	15	1	1	17	
	Gulfstream III	GIIIB	10	9	19	1	1	20	
	Gulfstream IV	GIV	48	46	94	1	1	95	
	Gulfstream V	GV	14	14	28			28	
	Lear 24/25	LEAR25	43	44	87	2	3	92	
	Lear 31/35/40/45/55/60	LEAR35	350	342	692	34	41	767	
	Mitsubishi MU300	CNA500	33	36	69	3		72	
	Raytheon 390	LEAR35	11	10	21			21	
	Sabreliner	LEAR35	12	11	23	1	1	24	
	Westwind 1124	IA1125	6	6	12	1	1	13	
1 - JET Total			3535	3613	7148	265	213	478	
2 - ME	Bae-3200 Jetstream	DHC6	2	2	4			4	
	Bae-3200 Jetstream Super 31	DHC6	3	2	5	1	1	6	
	Beech 1900	1900D	4	6	10	1	1	11	
	Beech King Air	CNA441	329	375	704	71	44	819	
	Beech Super King Air	DHC6	618	645	1263	114	85	1462	
	Cessna Caravan II	CNA208				1		1	
	Cessna Conquest	CNA441	72	76	148	5	3	156	
	Diamond Twin Star	BEC58P	2	2	4			4	
	EMB-120	EMB120	2	3	5			5	
	Gulf Aero Commander	CNA441	3	3	6			6	
	Mitsubishi MU2	DHC6	5	5	10			10	
	Multiple Aircraft (1)	BEC58P	540	537	1077	85	51	1213	
	P180 Avanti	C12	50	50	100			100	
	Partinavia P68	BEC58P	29	31	60	10	1	71	
	Piper Aerostar	BEC58P	10	7	17			17	
	Piper Cheyenne	CNA441	164	163	327	8	6	341	
	Piper Chieftain	PA31	637	390	1027	760	467	2254	
	Piper Comanche	PA30	74	63	137	3	3	140	
	Rockwell Turbo Commander	CNA441	79	89	168	13	6	187	
	Swearingen Merlin 3	CNA441	4	4	8			8	
	Swearingen Merlin 4	DHC6	2	1	3			3	
2 - ME Total			2629	2452	5081	1071	664	1735	
3 - SE	Cessna 150/152/172/172RG/177	CNA172	1008	747	1755	48	18	1821	
	Cessna 180/182/206/210	CNA206	738	606	1344	28	15	1387	
	Multiple Aircraft (2)	GASEPV	1502	1203	2705	69	64	2838	
	Multiple Aircraft (3)	GASEPF	254	207	461	12	14	487	
	Pilatus PC12	SD330	53	47	100	1	4	105	
	Piper Warrior	PA28	222	199	421	16	4	441	
3 - SE Total			3777	3009	6786	174	119	293	
4 - HELO	Aerospatiale AS-350	SA350D	45	50	95	24	17	136	
	Eurocopter EC-135	EC130	104	292	396	23	87	506	
	ROBINSON HELICOPTER R22 BETA	R22	1	1	2			2	
	Sikorsky S-76A	S76	1	4	5			5	
	UH-1 Huey	B212	7	2	9			9	
4 - HELO Total			157	349	506	47	104	151	
5 - MIL	H-47 Chinook 234	CH47D	2	3	5			5	
	UH-60 Blackhawk	S70	14	6	20	2	1	23	
5 - MIL Total			16	9	25	2	1	3	
7 - UNKNOWN	_NCF	Unknown	13353	17736	31089	1010	1007	2017	
7 - UNKNOWN Total			13353	17736	31089	1010	1007	2017	
Grand Total			23467	27168	50635	2569	2108	4677	

Multiple Aircraft (1): Beech Baron, Beech Duke, Beech Queen Air, Beech Duchess, Beech Travel Air, Cessna 310, Cessna 336, Businessliner, Cessna Chancellor, Golden Eagle, Piper Apache, Piper Aztec, Piper Seneca, Piper Seminole, Cessna 337, Cessna 340, Beech Mentor, Cessna 340, Piper Crusier

Multiple Aircraft (2): Commander, Beechcraft Bonanza, Lake LA-4-200, Mooney, Piper Challenger, Piper Dakota, Piper Arrow, Piper Cherokee Six, Piper Lance, Beech Mentor, Cessna 177B, Lancair Columbia 300, Helio Courier, Diamond DA 40/41/42, Lancair Legacy 2000, Rockwell Navion, Cirrus SR 20/22, Aerospatiale Trinidad , Cozy Mark IV, Great Lakes, Piper Tomahawk, Aermacchi Spa, Aerospatiale Socata, Beech A45, Malibu Meridian, Rockwell International 114

Multiple Aircraft (3): American Traveler, Beechcraft Musketeer, Beechcraft Sierra, Bellanca Viking, Piper Super Cub, Piper Cherokee 140, Piper Archer, Glasair SII, RUTAN Long-EZ, RV7A, RV-8, WACO YKS-7, Liberty XL-2, RV4, RV6, R10, Homeblt., Acro Sport, Experimental, Queststair, Beagle Airedale, Beagle Basset, Beech Skipper, Cessna Caravan I, Grumman Tiger

TABLE B-4
Equalize Arrival/Departure Count

TABLE B-5
2007 Operational Fleet Mix

Itinerant Operations
Local Operations
Total Operations

2007 Itinerant Operations

Base Data			Adjusted Totals						Grand Totals
Aircraft			Day		Night		Totals		
Aircraft Sub Category	Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
1 - JET	Astra 1125	IA1125	26	26	0	0	26	26	52
	Bae-125 (1000 Series)	LEAR35	8	8	0	0	8	8	16
	BAe-125 (400 Series)	LEAR35	8	8	0	0	8	8	16
	BAe-125 (800 Series)	LEAR35	194	189	8	13	202	202	404
	Beechjet 400	MU3001	453	472	36	17	489	489	978
	Canadair BD-100	CNA750	155	152	11	14	166	166	332
	Cessna 750	CNA750	180	186	14	8	194	194	388
	Challenger 600	CL600	70	70	5	5	75	75	150
	Citation 525/500	CNA500	337	341	21	17	358	358	716
	Citation 550/560	MU3001	1,053	1,085	74	42	1,127	1,127	2,254
	Citation 650	CIT3	32	30	0	2	32	32	64
	Citation 680	LEAR35	76	75	2	3	78	78	156
	CRJ-200	CLREGJ	2	1	0	1	2	2	4
	CRJ-700	GV	1	1	0	0	1	1	2
	Dornier 328	CL600	7	8	2	1	9	9	18
	ERJ 135/140	EMB145	12	11	0	1	12	12	24
	Falcon 10	LEAR35	32	32	0	0	32	32	64
	Falcon 20	CL600	58	58	3	3	61	61	122
	Falcon 2000	CL600	249	260	47	36	296	296	592
	Falcon 50	LEAR35	38	37	0	1	38	38	76
	Falcon 900	LEAR35	30	31	1	0	31	31	62
	Gulfstream 150	LEAR35	3	3	0	0	3	3	6
	Gulfstream 200	GII	16	16	1	1	17	17	34
	Gulfstream II	GII	8	8	1	1	9	9	18
	Gulfstream III	GIIB	10	9	0	1	10	10	20
	Gulfstream IV	GIV	48	49	1	0	49	49	98
	Gulfstream V	GV	14	14	0	0	14	14	28
	Lear 24/25	LEAR25	45	44	2	3	47	47	94
	Lear 31/35/40/45/55/60	LEAR35	350	343	34	41	384	384	768
	Mitsubishi MU300	CNA500	33	36	3	0	36	36	72
	Raytheon 390	LEAR35	11	11	0	0	11	11	22
	Sabreliner	LEAR35	12	11	0	1	12	12	24
	Westwind 1124	IA1125	7	6	0	1	7	7	14
1 - JET Total			3,578	3,631	266	213	3,844	3,844	7,688
2 - ME	Bae-3200 Jetstream	DHC6	2	2	0	0	2	2	4
	Bae-3200 Jetstream Super 31	DHC6	3	2	0	1	3	3	6
	Beech 1900	1900D	5	6	1	0	6	6	12
	Beech King Air	CNA441	345	375	74	44	419	419	838
	Beech Super King Air	DHC6	618	647	114	85	732	732	1,464
	Cessna Caravan II	CNA208	0	1	1	0	1	1	2
	Cessna Conquest	CNA441	74	76	5	3	79	79	158
	Diamond Twin Star	BEC58P	2	2	0	0	2	2	4
	EMB-120	EMB120	3	3	0	0	3	3	6
	Gulf Aero Commander	CNA441	3	3	0	0	3	3	6
	Mitsubishi MU2	DHC6	5	5	0	0	5	5	10
	Multiple Aircraft (1)	BEC58P	540	571	85	54	625	625	1,250
	P180 Avanti	C12	50	50	0	0	50	50	100
	Partinavia P68	BEC58P	29	38	10	1	39	39	78
	Piper Aerostar	BEC58P	10	10	0	0	10	10	20
	Piper Cheyenne	CNA441	164	166	8	6	172	172	344
	Piper Chieftain	PA31	637	636	760	761	1,397	1,397	2,794
	Piper Comanche	PA30	74	77	3	0	77	77	154
	Rockwell Turbo Commander	CNA441	82	89	13	6	95	95	190
	Swearingen Merlin 3	CNA441	4	4	0	0	4	4	8
	Swearingen Merlin 4	DHC6	2	2	0	0	2	2	4
	ALLOCATION								
	Piper Chieftain	PA31	1,505	1,535	131	101	1,636	1,636	3,272
	Beech Super King Air	DHC6	1,505	1,535	131	101	1,636	1,636	3,272
	Multiple Aircraft (1)	BEC58P	1,505	1,535	130	100	1,635	1,635	3,270
2 - ME Total			7,167	7,370	1,466	1,263	8,633	8,633	17,266

Base Data			Adjusted Totals						Grand Totals
Aircraft			Day		Night		Totals		
Aircraft Sub Category	Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
3 - SE	Cessna 150/152/172/172RG/177	CNA172	1,008	1,031	48	25	1,056	1,056	2,112
	Cessna 180/182/206/210	CNA206	738	747	28	19	766	766	1,532
	Multiple Aircraft (2)	GASEPV	1,502	1,492	69	79	1,571	1,571	3,142
	Multiple Aircraft (3)	GASEPF	254	249	12	17	266	266	532
	Pilatus PC12	SD330	53	50	1	4	54	54	108
	Piper Warrior	PA28	222	233	16	5	238	238	476
	ALLOCATION								
	Multiple Aircraft (2)	GASEPV	2,793	2,917	527	403	3,320	3,320	6,640
	Cessna 150/152/172/172RG/177	CNA172	2,794	2,918	527	403	3,321	3,321	6,642
	Cessna 180/182/206/210	CNA206	2,793	2,917	527	403	3,320	3,320	6,640
3 - SE Total			12,157	12,554	1,755	1,358	13,912	13,912	27,824
4 - HELO	Aerospatiale AS-350	SA350D	45	51	24	18	69	69	138
	Eurocopter EC-135	EC130	310	292	69	87	379	379	758
	ROBINSON HELICOPTER R22 BETA	R22	1	1	0	0	1	1	2
	Sikorsky S-76A	S76	4	4	0	0	4	4	8
	UH-1 Huey	B212	7	7	0	0	7	7	14
	ALLOCATION								
	Eurocopter EC-135	AC130	1,225	1,175	304	354	1,529	1,529	3,058
	Aerospatiale AS-350	SA350D	1,030	988	256	298	1,286	1,286	2,572
	UH-1 Huey	B212	154	169	52	37	206	206	412
	Dauphin	SA365N	293	281	72	84	365	365	730
Sikorsky S-76A	s76	33	33	9	9	42	42	84	
Robinson Helicopter R22 Beta	R22	2	2	1	1	3	3	6	
4 - HELO Total			3,104	3,003	787	888	3,891	3,891	7,782
5 - MIL	H-47 Chinook 234	CH47D	3	3	0	0	3	3	6
	UH-60 Blackhawk	S70	14	14	2	2	16	16	32
	ALLOCATION								
	UH-60 Blackhawk	S70	96	96	32	32	128	128	256
5 - MIL Total			113	113	34	34	147	147	294
7 - UNKNOWN			0	0	0	0	0	0	0
7 - UNKNOWN Total			0	0	0	0	0	0	0
Grand Total			26,119	26,671	4,308	3,756	30,427	30,427	60,854

Multiple Aircraft (1): Beech Baron, Beech Duke, Beech Queen Air, Beech Duchess, Beech Travel Air, Cessna 310, Cessna 336, Businessliner, Cessna Chancellor, Golden Eagle, Piper Apache, Piper Aztec, Piper Seneca, Piper Seminole Cessna 337, Cessna 340, Beech Mentor, Cessna 340, Piper Crusier

Multiple Aircraft (2): Commander, Beechcraft Bonanza, Lake LA-4-200, Mooney, Piper Challenger, Piper Dakota, Piper Arrow, Piper Cherokee Six, Piper Lance, Beech Mentor, Cessna 177B, Lancair Columbia 300, Helio Courier, Diamond DA 40/41/42, Lancair Legacy 2000, Rockwell Navion, Cirrus SR 20/22, Aerospatiale Trinidad , Cozy Mark IV Greak Lakes, Piper Tomahawk, Aermacchi Spa, Aerospatiale Socata, Beech A45, Malibu Meridian, Rockwell International 114

Multiple Aircraft (3): American Traveler, Beechcraft Musketeer, Beechcraft Sierra, Bellanca Viking, Piper Super Cub, Piper Cherokee 140, Piper Archer, Glasair SII, RUTAN Long-EZ, RV7A, RV-8, WACO YKS-7, Liberty XL-2, RV4, RV6, R10, Homeblt., Acro Sport, Experimental, Queststair , Beagle Airedale, Beagle Basset, Beech Skipper, Cessna Caravan I Grumman Tiger

2007 Local Operations

Base Data			Adjusted Totals						Grand Total
Aircraft			Day		Night		Totals		
Aircraft Sub Category	Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
2 - ME	Piper Chieftain	PA31	219	219			219	219	438
	Beech Super King Air	DHC6	219	219			219	219	438
	Multiple Aircraft (1)	BEC58P	218	218			218	218	436
2 - ME Total			656	656	0	0	656	656	1,312
3 - SE	Multiple Aircraft (2)	GASEPV	4,160	4,160			4,160	4,160	8,320
	Cessna 150/152/172/172RG/177	CNA172	4,159	4,159			4,159	4,159	8,318
	Cessna 180/182/206/210	CNA206	4,159	4,159			4,159	4,159	8,318
3 - SE Total			12,478	12,478	0	0	12,478	12,478	24,956
5 - MIL	UH-60 Blackhawk	S70	32	32			32	32	64
5 - MIL Total			32	32	0	0	32	32	64
Grand Total			13,166	13,166	0	0	13,166	13,166	26,332

Multiple Aircraft (1): Beech Baron, Beech Duke, Beech Queen Air, Beech Duchess, Beech Travel Air, Cessna 310, Cessna 336, Businessliner, Cessna Chancellor, Golden Eagle, Piper Apache, Piper Aztec, Piper Seneca, Piper Seminole Cessna 337, Cessna 340, Beech Mentor, Cessna 340, Piper Crusier

Multiple Aircraft (2): Commander, Beechcraft Bonanza, Lake LA-4-200, Mooney, Piper Challenger, Piper Dakota, Piper Arrow, Piper Cherokee Six, Piper Lance, Beech Mentor, Cessna 177B, Lancair Columbia 300, Helio Courier, Diamond DA 40/41/42, Lancair Legacy 2000, Rockwell Navion, Cirrus SR 20/22, Aerospatiale Trinidad , Cozy Mark IV Greak Lakes, Piper Tomahawk, Aermacchi Spa, Aerospatiale Socata, Beech A45, Malibu Meridian, Rockwell International 114

Multiple Aircraft (3): American Traveler, Beechcraft Musketeer, Beechcraft Sierra, Bellanca Viking, Piper Super Cub, Piper Cherokee 140, Piper Archer, Glasair SII, RUTAN Long-EZ, RV7A, RV-8, WACO YKS-7, Liberty XL-2, RV4, RV6, R10, Homeblt., Acro Sport, Experimental, Queststair, ,Beagle Airedale, Beagle Basset, Beech Skipper, Cessna Caravan I Grumman Tiger

2007 Total Operations

Base Data			Adjusted Totals						Grand Totals
Aircraft			Day		Night		Totals		
Aircraft Sub Category	Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
1 - JET	Astra 1125	IA1125	26	26	0	0	26	26	52
	Bae-125 (1000 Series)	LEAR35	8	8	0	0	8	8	16
	BAe-125 (400 Series)	LEAR35	8	8	0	0	8	8	16
	BAe-125 (800 Series)	LEAR35	194	189	8	13	202	202	404
	Beechjet 400	MU3001	453	472	36	17	489	489	978
	Canadair BD-100	CNA750	155	152	11	14	166	166	332
	Cessna 750	CNA750	180	186	14	8	194	194	388
	Challenger 600	CL600	70	70	5	5	75	75	150
	Citation 525/500	CNA500	337	341	21	17	358	358	716
	Citation 550/560	MU3001	1,053	1,085	74	42	1,127	1,127	2,254
	Citation 650	CIT3	32	30	0	2	32	32	64
	Citation 680	LEAR35	76	75	2	3	78	78	156
	CRJ-200	CLREGJ	2	1	0	1	2	2	4
	CRJ-700	GV	1	1	0	0	1	1	2
	Dornier 328	CL600	7	8	2	1	9	9	18
	ERJ 135/140	EMB145	12	11	0	1	12	12	24
	Falcon 10	LEAR35	32	32	0	0	32	32	64
	Falcon 20	CL600	58	58	3	3	61	61	122
	Falcon 2000	CL600	249	260	47	36	296	296	592
	Falcon 50	LEAR35	38	37	0	1	38	38	76
	Falcon 900	LEAR35	30	31	1	0	31	31	62
	Gulfstream 150	LEAR35	3	3	0	0	3	3	6
	Gulfstream 200	GII	16	16	1	1	17	17	34
	Gulfstream II	GII	8	8	1	1	9	9	18
	Gulfstream III	GIIIB	10	9	0	1	10	10	20
	Gulfstream IV	GIV	48	49	1	0	49	49	98
	Gulfstream V	GV	14	14	0	0	14	14	28
	Lear 24/25	LEAR25	45	44	2	3	47	47	94
	Lear 31/35/40/45/55/60	LEAR35	350	343	34	41	384	384	768
	Mitsubishi MU300	CNA500	33	36	3	0	36	36	72
	Raytheon 390	LEAR35	11	11	0	0	11	11	22
	Sabreliner	LEAR35	12	11	0	1	12	12	24
	Westwind 1124	IA1125	7	6	0	1	7	7	14
1 - JET Total			3,578	3,631	266	213	3,844	3,844	7,688
2 - ME	Bae-3200 Jetstream	DHC6	2	2	0	0	2	2	4
	Bae-3200 Jetstream Super 31	DHC6	3	2	0	1	3	3	6
	Beech 190D	1900D	5	6	1	0	6	6	12
	Beech King Air	CNA441	345	375	74	44	419	419	838
	Beech Super King Air	DHC6	618	647	114	85	732	732	1,464
	Cessna Caravan II	CNA208	0	1	1	0	1	1	2
	Cessna Conquest	CNA441	74	76	5	3	79	79	158
	Diamond Twin Star	BEC58P	2	2	0	0	2	2	4
	EMB-120	EMB120	3	3	0	0	3	3	6
	Gulf Aero Commander	CNA441	3	3	0	0	3	3	6
	Mitsubishi MU2	DHC6	5	5	0	0	5	5	10
	Multiple Aircraft (1)	BEC58P	540	571	85	54	625	625	1,250
	P180 Avanti	C12	50	50	0	0	50	50	100
	Partinavia P68	BEC58P	29	38	10	1	39	39	78
	Piper Aerostar	BEC58P	10	10	0	0	10	10	20
	Piper Cheyenne	CNA441	164	166	8	6	172	172	344
	Piper Chieftain	PA31	637	636	760	761	1,397	1,397	2,794
	Piper Comanche	PA30	74	77	3	0	77	77	154
	Rockwell Turbo Commander	CNA441	82	89	13	6	95	95	190
	Swearingen Merlin 3	CNA441	4	4	0	0	4	4	8
	Swearingen Merlin 4	DHC6	2	2	0	0	2	2	4
	ALLOCATION								
	Piper Chieftain	PA31	1,724	1,754	131	101	1,855	1,855	3,710
	Beech Super King Air	DHC6	1,724	1,754	131	101	1,855	1,855	3,710
	Multiple Aircraft (1)	BEC58P	1,723	1,753	130	100	1,853	1,853	3,706
2 - ME Total			7,823	8,026	1,466	1,263	9,289	9,289	18,578

Base Data			Adjusted Totals						Grand Totals
Aircraft			Day		Night		Totals		
Aircraft Sub Category	Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
3 - SE	Cessna 150/152/172/172RG/177	CNA172	1,008	1,031	48	25	1,056	1,056	2,112
	Cessna 180/182/206/210	CNA206	738	747	28	19	766	766	1,532
	Multiple Aircraft (2)	GASEPV	1,502	1,492	69	79	1,571	1,571	3,142
	Multiple Aircraft (3)	GASEPF	254	249	12	17	266	266	532
	Pilatus PC12	SD330	53	50	1	4	54	54	108
	Piper Warrior	PA28	222	233	16	5	238	238	476
	ALLOCATION								
	Multiple Aircraft (2)	GASEPV	6,953	7,077	527	403	7,480	7,480	14,960
	Cessna 150/152/172/172RG/177	CNA172	6,953	7,077	527	403	7,480	7,480	14,960
	Cessna 180/182/206/210	CNA206	6,952	7,076	527	403	7,479	7,479	14,958
3 - SE Total			24,635	25,032	1,755	1,358	26,390	26,390	52,780
4 - HELO	Aerospatiale AS-350	SA350D	45	51	24	18	69	69	138
	Eurocopter EC-135	EC130	310	292	69	87	379	379	758
	ROBINSON HELICOPTER R22 BETA	R22	1	1	0	0	1	1	2
	Sikorsky S-76A	S76	4	4	0	0	4	4	8
	UH-1 Huey	B212	7	7	0	0	7	7	14
	ALLOCATION								
	Eurocopter EC-135	AC130	1,225	1,175	304	354	1,529	1,529	3,058
	Aerospatiale AS-350	SA350D	1,030	988	256	298	1,286	1,286	2,572
	UH-1 Huey	B212	154	169	52	37	206	206	412
	Dauphin	SA365N	293	281	72	84	365	365	730
Sikorsky S-76A	s76	33	33	9	9	42	42	84	
Robinson Helicopter R22 Beta	R22	2	2	1	1	3	3	6	
4 - HELO Total			3,104	3,003	787	888	3,891	3,891	7,782
5 - MIL	H-47 Chinook 234	CH47D	3	3	0	0	3	3	6
	UH-60 Blackhawk	S70	14	14	2	2	16	16	32
	ALLOCATION								
UH-60 Blackhawk	S70	128	128	32	32	160	160	320	
5 - MIL Total			145	145	34	34	179	179	358
7 - UNKNOWN						0	0	0	
7 - UNKNOWN Total			0	0	0	0	0	0	
Grand Total			39,285	39,837	4,308	3,756	43,593	43,593	87,186

Multiple Aircraft (1): Beech Baron, Beech Duke, Beech Queen Air, Beech Duchess, Beech Travel Air, Cessna 310, Cessna 336, Businessliner, Cessna Chancellor, Golden Eagle, Piper Apache, Piper Aztec, Piper Seneca, Piper Seminole Cessna 337, Cessna 340, Beech Mentor, Cessna 340, Piper Crusier

Multiple Aircraft (2): Commander, Beechcraft Bonanza, Lake LA-4-200, Mooney, Piper Challenger, Piper Dakota, Piper Arrow, Piper Cherokee Six, Piper Lance, Beech Mentor, Cessna 177B, Lancair Columbia 300, Helio Courier, Diamond DA 40/41/42, Lancair Legacy 2000, Rockwell Navion, Cirrus SR 20/22, Aerospatiale Trinidad , Cozy Mark IV Greak Lakes, Piper Tomahawk, Aermacchi Spa, Aerospatiale Socata, Beech A45, Malibu Meridian, Rockwell International 114

Multiple Aircraft (3): American Traveler, Beechcraft Musketeer, Beechcraft Sierra, Bellanca Viking, Piper Super Cub, Piper Cherokee 140, Piper Archer, Glasair SII, RUTAN Long-EZ, RV7A, RV-8, WACO YKS-7, Liberty XL-2, RV4, RV6, R10, Homeblt., Acro Sport, Experimental, Queststair, Beagle Airedale, Beagle Basset, Beech Skipper, Cessna Caravan I Grumman Tiger

TABLE B-6a
2012 Operational Fleet Mix

Itinerant Operations
Local Operations
Total Operations

2012 Itinerant Operations

Base Data			2012 Itinerant Operations						Grand Totals
Aircraft			Day		Night		Totals		
Aircraft Sub Category	Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
1 - JET	Astra 1125	IA1125	34	34	0	0	34	34	67
	Bae-125 (1000 Series)	LEAR35	10	10	0	0	10	10	21
	BAe-125 (400 Series)	LEAR35	10	10	0	0	10	10	21
	BAe-125 (800 Series)	LEAR35	250	244	10	17	261	261	521
	Beechjet 400	MU3001	585	609	46	22	631	631	1,262
	Canadair BD-100	CNA750	200	196	14	18	214	214	428
	Cessna 750	CNA750	232	240	18	10	250	250	501
	Challenger 600	CL600	90	90	6	6	97	97	194
	Citation 525/500	CNA500	435	440	27	22	462	462	924
	Citation 550/560	MU3001	1,173	1,209	82	47	1,256	1,256	2,512
	Citation 650	CIT3	41	39	0	3	41	41	83
	Citation 680	LEAR35	98	97	3	4	101	101	201
	CRJ-200	CLREGJ	3	1	0	1	3	3	5
	CRJ-700	GV	1	1	0	0	1	1	3
	Dornier 328	CL600	9	10	3	1	12	12	23
	ERJ 135/140	EMB145	15	14	0	1	15	15	31
	Falcon 10	LEAR35	41	41	0	0	41	41	83
	Falcon 20	CL600	75	75	4	4	79	79	157
	Falcon 2000	CL600	321	335	61	46	382	382	764
	Falcon 50	LEAR35	49	48	0	1	49	49	98
	Falcon 900	LEAR35	39	40	1	0	40	40	80
	Gulfstream 150	LEAR35	4	4	0	0	4	4	8
	Gulfstream 200	GII	21	21	1	1	22	22	44
	Gulfstream II	GII	10	10	1	1	12	12	23
	Gulfstream III	GIIIB	13	12	0	1	13	13	26
	Gulfstream IV	GIV	62	63	1	0	63	63	126
	Gulfstream V	GV	18	18	0	0	18	18	36
	Lear 24/25	LEAR25	58	57	3	4	61	61	121
	Lear 31/35/40/45/55/60	LEAR35	452	443	44	53	495	495	991
	Mitsubishi MU300	CNA500	43	46	4	0	46	46	93
	Raytheon 390	LEAR35	14	14	0	0	14	14	28
	Sabreliner	LEAR35	15	14	0	1	15	15	31
	Westwind 1124	IA1125	9	8	0	1	9	9	18
	VLJ's	CNA750	187	190	12	8	198	198	397
1 - JET Total			4,618	4,685	342	275	4,960	4,960	9,920
2 - ME	Bae-3200 Jetstream	DHC6	3	3	0	0	3	3	5
	Bae-3200 Jetstream Super 31	DHC6	4	3	0	1	4	4	8
	Beech 1900	1900D	6	8	1	0	8	8	15
	Beech King Air	CNA441	442	481	95	56	537	537	1,074
	Beech Super King Air	DHC6	2,721	2,796	314	238	3,035	3,035	6,069
	Cessna Caravan II	CNA208	0	1	1	0	1	1	3
	Cessna Conquest	CNA441	95	97	6	4	101	101	202
	Diamond Twin Star	BEC58P	3	3	0	0	3	3	5
	EMB-120	EMB120	4	4	0	0	4	4	8
	Gulf Aero Commander	CNA441	4	4	0	0	4	4	8
	Mitsubishi MU2	DHC6	6	6	0	0	6	6	13
	Multiple Aircraft (1)	BEC58P	2,621	2,699	276	197	2,896	2,896	5,792
	P180 Avanti	C12	64	64	0	0	64	64	128
	Partinavia P68	BEC58P	37	49	13	1	50	50	100
	Piper Aerostar	BEC58P	13	13	0	0	13	13	26
	Piper Cheyenne	CNA441	210	213	10	8	220	220	441
	Piper Chieftain	PA31	2,745	2,782	1,142	1,105	3,887	3,887	7,773
	Piper Comanche	PA30	95	99	4	0	99	99	197
	Rockwell Turbo Commander	CNA441	105	114	17	8	122	122	243
	Swearingen Merlin 3	CNA441	5	5	0	0	5	5	10
	Swearingen Merlin 4	DHC6	3	3	0	0	3	3	5
2 - ME Total			9,184	9,444	1,879	1,619	11,063	11,063	22,126

Base Data			Adjusted Totals						Grand Totals
Aircraft			Day		Night		Totals		
Aircraft Sub Category	Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
3 - SE	Cessna 150/152/172/172RG/177	CNA172	4,652	4,832	704	524	5,355	5,355	10,711
	Cessna 180/182/206/210	CNA206	4,320	4,483	679	516	4,999	4,999	9,999
	Multiple Aircraft (2)	GASEPV	5,255	5,395	729	590	5,984	5,984	11,969
	Multiple Aircraft (3)	GASEPF	311	305	15	21	325	325	651
	Pilatus PC12	SD330	65	61	1	5	66	66	132
	Piper Warrior	PA28	272	285	20	6	291	291	582
3 - SE Total			14,875	15,360	2,147	1,662	17,022	17,022	34,044
4 - HELO	Aerospatiale AS-350	SA350D	1,370	1,324	357	403	1,727	1,727	3,455
	Eurocopter EC-135	EC130	1,957	1,870	475	562	2,432	2,432	4,864
	ROBINSON HELICOPTER R22 BETA	R22	4	4	1	1	5	5	10
	Sikorsky S-76A	S76	47	47	11	11	59	59	117
	UH-1 Huey	B212	205	224	66	47	272	272	543
	Dauphin	SA365N	374	358	92	107	465	465	931
4 - HELO Total			3,957	3,828	1,003	1,132	4,960	4,960	9,920
5 - MIL	H-47 Chinook 234	CH47D	3	3	0	0	3	3	6
	UH-60 Blackhawk	S70	109	109	34	34	142	142	284
5 - MIL Total			111	111	34	34	145	145	290
7 - UNKNOWN							0	0	0
7 - UNKNOWN Total			0	0	0	0	0	0	0
Grand Total			32,745	33,429	5,405	4,721	38,150	38,150	76,300

Multiple Aircraft (1): Beech Baron, Beech Duke, Beech Queen Air, Beech Duchess, Beech Travel Air, Cessna 310, Cessna 336, Businessliner, Cessna Chancellor, Golden Eagle, Piper Apache, Piper Aztec, Piper Seneca, Piper Seminole Cessna 337, Cessna 340, Beech Mentor, Cessna 340, Piper Crusier

Multiple Aircraft (2): Commander, Beechcraft Bonanza, Lake LA-4-200, Mooney, Piper Challenger, Piper Dakota, Piper Arrow, Piper Cherokee Six, Piper Lance, Beech Mentor, Cessna 177B, Lancair Columbia 300, Helio Courier, Diamond DA 40/41/42, Lancair Legacy 2000, Rockwell Navion, Cirrus SR 20/22, Aerospatiale Trinidad, Cozy Mark IV Greak Lakes, Piper Tomahawk, Aeromacchi Spa, Aerospatiale Socata, Beech A45, Malibu Meridian, Rockwell International 114

Multiple Aircraft (3): American Traveler, Beechcraft Musketeer, Beechcraft Sierra, Bellanca Viking, Piper Super Cub, Piper Cherokee 140, Piper Archer, Glasair SII, RUTAN Long-EZ, RV7A, RV-8, WACO YKS-7, Liberty XL-2, RV4, RV6, R10, Homeblt., Acro Sport, Experimental, Queststair, Beagle Airedale, Beagle Basset, Beech Skipper, Cessna Caravan I Grumman Tiger

2012 Local Operations

Base Data			Day		Night		Totals		Grand Totals
Aircraft Sub Category	Aircraft Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
2 - ME	Beech Super King Air	DHC6	360	360	0	0	360	360	720
	Multiple Aircraft (1)	BEC58P	359	359	0	0	359	359	717
	Piper Chieftain	PA31	360	360	0	0	360	360	720
2 - ME Total			1,079	1,079	0	0	1,079	1,079	2,158
3 - SE	Cessna 150/152/172/172RG/177	CNA172	6,821	6,821	0	0	6,821	6,821	13,643
	Cessna 180/182/206/210	CNA206	6,821	6,821	0	0	6,821	6,821	13,643
	Multiple Aircraft (2)	GASEPV	6,823	6,823	0	0	6,823	6,823	13,646
3 - SE Total			20,466	20,466	0	0	20,466	20,466	40,932
5 - MIL	UH-60 Blackhawk	S70	30	30	0	0	30	30	60
5 - MIL Total			30	30	0	0	30	30	60
Grand Total			21,575	21,575	0	0	21,575	21,575	43,150

Multiple Aircraft (1): Beech Baron, Beech Duke, Beech Queen Air, Beech Duchess, Beech Travel Air, Cessna 310, Cessna 336, Businessliner, Cessna Chancellor, Golden Eagle, Piper Apache, Piper Aztec, Piper Seneca, Piper Seminole, Cessna 337, Cessna 340, Beech Mentor, Cessna 340, Piper Crusier

Multiple Aircraft (2): Commander, Beechcraft Bonanza, Lake LA-4-200, Mooney, Piper Challenger, Piper Dakota, Piper Arrow, Piper Cherokee Six, Piper Lance, Beech Mentor, Cessna 177B, Lancair Columbia 300, Helio Courier, Diamond DA 40/41/42, Lancair Legacy 2000, Rockwell Navion, Cirrus SR 20/22, Aerospatiale Trinidad, Cozy Mark IV, Grek Lakes, Piper Tomahawk, Aermacchi Spa, Aerospatiale Socata, Beech A45, Malibu Meridian, Rockwell International 114

Multiple Aircraft (3): American Traveler, Beechcraft Musketeer, Beechcraft Sierra, Bellanca Viking, Piper Super Cub, Piper Cherokee 140, Piper Archer, Glasair SII, RUTAN Long-EZ, RV7A, RV-8, WACO YKS-7, Liberty XL-2, RV4, RV6, R10, Homeblt., Acro Sport, Experimental, Queststair, Beagle Airedale, Beagle Basset, Beech Skipper, Cessna Caravan I, Grumman Tiger

2012 Total Operations

Base Data			Day		Night		Totals		Grand Totals
Aircraft Sub Category	Aircraft Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
1 - JET	Astra 1125	IA1125	34	34	0	0	34	34	67
	Bae-125 (1000 Series)	LEAR35	10	10	0	0	10	10	21
	BAe-125 (400 Series)	LEAR35	10	10	0	0	10	10	21
	BAe-125 (800 Series)	LEAR35	250	244	10	17	261	261	521
	Beechjet 400	MU3001	585	609	46	22	631	631	1,262
	Canadair BD-100	CNA750	200	196	14	18	214	214	428
	Cessna 750	CNA750	232	240	18	10	250	250	501
	Challenger 600	CL600	90	90	6	6	97	97	194
	Citation 525/500	CNA500	435	440	27	22	462	462	924
	Citation 550/560	MU3001	1,173	1,209	82	47	1,256	1,256	2,512
	Citation 650	CIT3	41	39	0	3	41	41	83
	Citation 680	LEAR35	98	97	3	4	101	101	201
	CRJ-200	CLREGJ	3	1	0	1	3	3	5
	CRJ-700	GV	1	1	0	0	1	1	3
	Dornier 328	CL600	9	10	3	1	12	12	23
	ERJ 135/140	EMB145	15	14	0	1	15	15	31
	Falcon 10	LEAR35	41	41	0	0	41	41	83
	Falcon 20	CL600	75	75	4	4	79	79	157
	Falcon 2000	CL600	321	335	61	46	382	382	764
	Falcon 50	LEAR35	49	48	0	1	49	49	98
	Falcon 900	LEAR35	39	40	1	0	40	40	80
	Gulfstream 150	LEAR35	4	4	0	0	4	4	8
	Gulfstream 200	GII	21	21	1	1	22	22	44
	Gulfstream II	GII	10	10	1	1	12	12	23
	Gulfstream III	GIIB	13	12	0	1	13	13	26
	Gulfstream IV	GIV	62	63	1	0	63	63	126
	Gulfstream V	GV	18	18	0	0	18	18	36
	Lear 24/25	LEAR25	58	57	3	4	61	61	121
	Lear 31/35/40/45/55/60	LEAR35	452	443	44	53	495	495	991
	Mitsubishi MU300	CNA500	43	46	4	0	46	46	93
	Raytheon 390	LEAR35	14	14	0	0	14	14	28
	Sabreliner	LEAR35	15	14	0	1	15	15	31
	Westwind 1124	IA1125	9	8	0	1	9	9	18
	VLJ's	CNA750	187	190	12	8	198	198	397
1 - JET Total			4,618	4,685	342	275	4,960	4,960	9,920
2 - ME	Bae-3200 Jetstream	DHC6	3	3	0	0	3	3	5
	Bae-3200 Jetstream Super 31	DHC6	4	3	0	1	4	4	8
	Beech 1900	1900D	6	8	1	0	8	8	15
	Beech King Air	CNA441	442	481	95	56	537	537	1,074
	Beech Super King Air	DHC6	3,081	3,156	314	238	3,395	3,395	6,790
	Cessna Caravan II	CNA208	0	1	1	0	1	1	3
	Cessna Conquest	CNA441	95	97	6	4	101	101	202
	Diamond Twin Star	BEC58P	3	3	0	0	3	3	5
	EMB-120	EMB120	4	4	0	0	4	4	8
	Gulf Aero Commander	CNA441	4	4	0	0	4	4	8
	Mitsubishi MU2	DHC6	6	6	0	0	6	6	13
	Multiple Aircraft (1)	BEC58P	2,979	3,057	276	197	3,255	3,255	6,509
	P180 Avanti	C12	64	64	0	0	64	64	128
	Partinavia P68	BEC58P	37	49	13	1	50	50	100
	Piper Aerostar	BEC58P	13	13	0	0	13	13	26
	Piper Cheyenne	CNA441	210	213	10	8	220	220	441
	Piper Chieftain	PA31	3,105	3,142	1,142	1,105	4,247	4,247	8,494
	Piper Comanche	PA30	95	99	4	0	99	99	197
	Rockwell Turbo Commander	CNA441	105	114	17	8	122	122	243
	Swearingen Merlin 3	CNA441	5	5	0	0	5	5	10
	Swearingen Merlin 4	DHC6	3	3	0	0	3	3	5
2 - ME Total			10,263	10,523	1,879	1,619	12,142	12,142	24,284

Base Data			Day		Night		Totals		Grand Totals
Aircraft Sub Category	Aircraft Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
3 - SE	Cessna 150/152/172/172RG/177	CNA172	11,473	11,653	704	524	12,177	12,177	24,354
	Cessna 180/182/206/210	CNA206	11,142	11,305	679	516	11,821	11,821	23,642
	Multiple Aircraft (2)	GASEPV	12,078	12,218	729	590	12,807	12,807	25,615
	Multiple Aircraft (3)	GASEPF	311	305	15	21	325	325	651
	Pilatus PC12	SD330	65	61	1	5	66	66	132
	Piper Warrior	PA28	272	285	20	6	291	291	582
3 - SE Total			35,341	35,826	2,147	1,662	37,488	37,488	74,976
4 - HELO	Aerospatiale AS-350	SA350D	1,370	1,324	357	403	1,727	1,727	3,455
	Eurocopter EC-135	EC130	1,957	1,870	475	562	2,432	2,432	4,864
	ROBINSON HELICOPTER R22 BETA	R22	4	4	1	1	5	5	10
	Sikorsky S-76A	S76	47	47	11	11	59	59	117
	UH-1 Huey	B212	205	224	66	47	272	272	543
	Dauphin	SA365N	374	358	92	107	465	465	931
4 - HELO Total			3,957	3,828	1,003	1,132	4,960	4,960	9,920
5 - MIL	H-47 Chinook 234	CH47D	3	3	0	0	3	3	6
	UH-60 Blackhawk	S70	139	139	34	34	172	172	344
5 - MIL Total			141	141	34	34	175	175	350
7 - UNKNOWN							0	0	0
7 - UNKNOWN Total			0	0	0	0	0	0	0
Grand Total			54,320	55,004	5,405	4,721	59,725	59,725	119,450

Multiple Aircraft (1): Beech Baron, Beech Duke, Beech Queen Air, Beech Duchess, Beech Travel Air, Cessna 310, Cessna 336, Businessliner, Cessna Chancellor, Golden Eagle, Piper Apache, Piper Aztec, Piper Seneca, Piper Seminole, Cessna 337, Cessna 340, Beech Mentor, Cessna 340, Piper Crusier

Multiple Aircraft (2): Commander, Beechcraft Bonanza, Lake LA-4-200, Mooney, Piper Challenger, Piper Dakota, Piper Arrow, Piper Cherokee Six, Piper Lance, Beech Mentor, Cessna 177B, Lancair Columbia 300, Helio Courier, Diamond DA 40/41/42, Lancair Legacy 2000, Rockwell Navion, Cirrus SR 20/22, Aerospatiale Trinidad, Cozy Mark IV, Grek Lakes, Piper Tomahawk, Aeromacchi Spa, Aerospatiale Socata, Beech A45, Malibu Meridian, Rockwell International 114

Multiple Aircraft (3): American Traveler, Beechcraft Musketeer, Beechcraft Sierra, Bellanca Viking, Piper Super Cub, Piper Cherokee 140, Piper Archer, Glasair SII, RUTAN Long-EZ, RV7A, RV-8, WACO YKS-7, Liberty XL-2, RV4, RV6, R10, Homeblt., Acro Sport, Experimental, Queststair, Beagle Airedale, Beagle Basset, Beech Skipper, Cessna Caravan I, Grumman Tiger

TABLE B-6b
2027 Operational Fleet Mix

Itinerant Operations
Local Operations
Total Operations

2027 Itinerant Operations

Base Data			Day				Night		Totals		Grand Totals
Aircraft Sub Category	Aircraft Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep			
1 - JET	Astra 1125	IA1125	51	51	0	0	51	51	103		
	Bae-125 (1000 Series)	LEAR35	16	16	0	0	16	16	32		
	BAe-125 (400 Series)	LEAR35	16	16	0	0	16	16	32		
	BAe-125 (800 Series)	LEAR35	383	373	16	26	399	399	797		
	Beechjet 400	MU3001	894	932	71	34	965	965	1,931		
	Canadair BD-100	CNA750	306	300	22	28	328	328	655		
	Cessna 750	CNA750	355	367	28	16	383	383	766		
	Challenger 600	CL600	138	138	10	10	148	148	296		
	Citation 525/500	CNA500	665	673	41	34	707	707	1,413		
	Citation 550/560	MU3001	1,720	1,772	121	69	1,841	1,841	3,682		
	Citation 650	CIT3	63	59	0	4	63	63	126		
	Citation 680	LEAR35	150	148	4	6	154	154	308		
	CRJ-200	CLREGJ	4	2	0	2	4	4	8		
	CRJ-700	GV	2	2	0	0	2	2	4		
	Dornier 328	CL600	14	16	4	2	18	18	36		
	ERJ 135/140	EMB145	24	22	0	2	24	24	47		
	Falcon 10	LEAR35	0	0	0	0	0	0	0		
	Falcon 20	CL600	0	0	0	0	0	0	0		
	Falcon 2000	CL600	492	513	93	71	584	584	1,169		
	Falcon 50	LEAR35	0	0	0	0	0	0	0		
	Falcon 900	LEAR35	59	61	2	0	61	61	122		
	Gulfstream 150	LEAR35	6	6	0	0	6	6	12		
	Gulfstream 200	GII	32	32	2	2	34	34	67		
	Gulfstream II	GII	16	16	2	2	18	18	36		
	Gulfstream III	GIIIB	20	18	0	2	20	20	39		
	Gulfstream IV	GIV	95	97	2	0	97	97	193		
	Gulfstream V	GV	28	28	0	0	28	28	55		
	Lear 24/25	LEAR25	0	0	0	0	0	0	0		
	Lear 31/35/40/45/55/60	LEAR35	691	677	67	81	758	758	1,516		
	Mitsubishi MU300	CNA500	65	71	6	0	71	71	142		
	Raytheon 390	LEAR35	22	22	0	0	22	22	43		
	Sabreliner	LEAR35	0	0	0	0	0	0	0		
	Westwind 1124	IA1125	14	12	0	2	14	14	28		
	VLJ's	CNA750	713	728	46	30	759	759	1,518		
1 - JET Total			7,052	7,167	536	421	7,588	7,588	15,176		
2 - ME	Bae-3200 Jetstream	DHC6	3	3	0	0	3	3	7		
	Bae-3200 Jetstream Super 31	DHC6	5	3	0	2	5	5	10		
	Beech 1900	1900D	9	10	2	0	10	10	20		
	Beech King Air	CNA441	586	637	126	75	712	712	1,424		
	Beech Super King Air	DHC6	3,608	3,708	416	316	4,024	4,024	8,048		
	Cessna Caravan II	CNA208	0	2	2	0	2	2	3		
	Cessna Conquest	CNA441	126	129	9	5	134	134	269		
	Diamond Twin Star	BEC58P	3	3	0	0	3	3	7		
	EMB-120	EMB120	5	5	0	0	5	5	10		
	Gulf Aero Commander	CNA441	5	5	0	0	5	5	10		
	Mitsubishi MU2	DHC6	9	9	0	0	9	9	17		
	Multiple Aircraft (1)	BEC58P	3,475	3,579	365	262	3,840	3,840	7,681		
	P180 Avanti	C12	85	85	0	0	85	85	170		
	Partinavia P68	BEC58P	49	65	17	2	66	66	133		
	Piper Aerostar	BEC58P	17	17	0	0	17	17	34		
	Piper Cheyenne	CNA441	279	282	14	10	292	292	585		
	Piper Chieftain	PA31	3,640	3,689	1,514	1,465	5,154	5,154	10,308		
	Piper Comanche	PA30	126	131	5	0	131	131	262		
	Rockwell Turbo Commander	CNA441	139	151	22	10	161	161	323		
	Swearingen Merlin 3	CNA441	7	7	0	0	7	7	14		
	Swearingen Merlin 4	DHC6	3	3	0	0	3	3	7		
2 - ME Total			12,179	12,524	2,491	2,146	14,670	14,670	29,340		

Base Data			Adjusted Totals						Grand Totals
Aircraft			Day		Night		Totals		
Aircraft Sub Category	Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
3 - SE	Cessna 150/152/172/172RG/177	CNA172	5,628	5,846	851	634	6,479	6,479	12,959
	Cessna 180/182/206/210	CNA206	5,227	5,424	822	625	6,049	6,049	12,097
	Multiple Aircraft (2)	GASEPV	6,358	6,527	882	714	7,240	7,240	14,480
	Multiple Aircraft (3)		376	369	18	25	394	394	788
	Pilatus PC12	SD330	78	74	1	6	80	80	160
	Piper Warrior	PA28	329	345	24	7	352	352	705
3 - SE Total			17,996	18,584	2,598	2,010	20,594	20,594	41,188
4 - HELO	Aerospatiale AS-350	SA350D	2,096	2,026	546	616	2,642	2,642	5,285
	Eurocopter EC-135	EC130	2,993	2,861	727	860	3,721	3,721	7,442
	ROBINSON HELICOPTER R22 BETA	R22	6	6	2	2	8	8	16
	Sikorsky S-76A	S76	72	72	18	18	90	90	179
	UH-1 Huey	B212	314	343	101	72	415	415	831
	Dauphin	SA365N	571	548	140	164	712	712	1,424
4 - HELO Total			6,053	5,856	1,535	1,732	7,588	7,588	15,176
5 - MIL	H-47 Chinook 234	CH47D	3	3	0	0	3	3	6
	UH-60 Blackhawk	S70	109	109	34	34	142	142	284
5 - MIL Total			111	111	34	34	145	145	290
7 - UNKNOWN							0	0	0
7 - UNKNOWN Total			0	0	0	0	0	0	0
Grand Total			43,392	44,242	7,193	6,342	50,585	50,585	101,170

Multiple Aircraft (1): Beech Baron, Beech Duke, Beech Queen Air, Beech Duchess, Beech Travel Air, Cessna 310, Cessna 336, Businessliner, Cessna Chancellor, Golden Eagle, Piper Apache, Piper Aztec, Piper Seneca, Piper Seminole Cessna 337, Cessna 340, Beech Mentor, Cessna 340, Piper Crusier

Multiple Aircraft (2): Commander, Beechcraft Bonanza, Lake LA-4-200, Mooney, Piper Challenger, Piper Dakota, Piper Arrow, Piper Cherokee Six, Piper Lance, Beech Mentor, Cessna 177B, Lancair Columbia 300, Helio Courier, Diamond DA 40/41/42, Lancair Legacy 2000, Rockwell Navion, Cirrus SR 20/22, Aerospatiale Trinidad , Cozy Mark IV Greak Lakes, Piper Tomahawk, Aermacchi Spa, Aerospatiale Socata, Beech A45, Malibu Meridian, Rockwell International 114

Multiple Aircraft (3): American Traveler, Beechcraft Musketeer, Beechcraft Sierra, Bellanca Viking, Piper Super Cub, Piper Cherokee 140, Piper Archer, Glasair SII, RUTAN Long-EZ, RV7A, RV-8, WACO YKS-7, Liberty XL-2, RV4, RV6, R10, Homeblt., Acro Sport, Experimental, Queststair, ,Beagle Airedale, Beagle Basset, Beech Skipper, Cessna Caravan I Grumman Tiger

2027 Local Operations

Base Data							Grand Totals		
Aircraft			Day		Night		Totals		Grand Totals
Aircraft Sub Category	Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
2 - ME	Beech Super King Air	DHC6	463	463	0	0	463	463	925
	Multiple Aircraft (1)	BEC58P	461	461	0	0	461	461	921
	Piper Chieftain	PA31	463	463	0	0	463	463	925
2 - ME Total			1,386	1,386	0	0	1,386	1,386	2,772
3 - SE	Cessna 150/152/172/172RG/177	CNA172	8,771	8,771	0	0	8,771	8,771	17,541
	Cessna 180/182/206/210	CNA206	8,771	8,771	0	0	8,771	8,771	17,541
	Multiple Aircraft (2)	GASEPV	8,773	8,773	0	0	8,773	8,773	17,545
3 - SE Total			26,314	26,314	26,314	26,314	26,314	26,314	52,628
5 - MIL	UH-60 Blackhawk	S70	30	30	0	0	30	30	60
5 - MIL Total			30	30	30	30	30	30	60
Grand Total			27,730	27,730	26,344	26,344	27,730	27,730	55,460

Multiple Aircraft (1): Beech Baron, Beech Duke, Beech Queen Air, Beech Duchess, Beech Travel Air, Cessna 310, Cessna 336, Businessliner, Cessna Chancellor, Golden Eagle, Piper Apache, Piper Aztec, Piper Seneca, Piper Seminole Cessna 337, Cessna 340, Beech Mentor, Cessna 340, Piper Crusier

Multiple Aircraft (2): Commander, Beechcraft Bonanza, Lake LA-4-200, Mooney, Piper Challenger, Piper Dakota, Piper Arrow, Piper Cherokee Six, Piper Lance, Beech Mentor, Cessna 177B, Lancair Columbia 300, Helio Courier, Diamond DA 40/41/42, Lancair Legacy 2000, Rockwell Navion, Cirrus SR 20/22, Aerospatiale Trinidad , Cozy Mark IV Greak Lakes, Piper Tomahawk, Aermacchi Spa, Aerospatiale Socata, Beech A45, Malibu Meridian, Rockwell International 114

Multiple Aircraft (3): American Traveler, Beechcraft Musketeer, Beechcraft Sierra, Bellanca Viking, Piper Super Cub, Piper Cherokee 140, Piper Archer, Glasair SII, RUTAN Long-EZ, RV7A, RV-8, WACO YKS-7, Liberty XL-2, RV4, RV6, R10, Homeblt., Acro Sport, Experimental, Queststair, , Beagle Airedale, Beagle Basset, Beech Skipper, Cessna Caravan I Grumman Tiger

2027 Total Operations

Base Data							Grand Totals		
Aircraft			Day		Night		Totals		Grand Totals
Aircraft Sub Category	Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
1 - JET	Astra 1125	IA1125	51	51	0	0	51	51	103
	Bae-125 (1000 Series)	LEAR35	16	16	0	0	16	16	32
	BAe-125 (400 Series)	LEAR35	16	16	0	0	16	16	32
	BAe-125 (800 Series)	LEAR35	383	373	16	26	399	399	797
	Beechjet 400	MU3001	894	932	71	34	965	965	1,931
	Canadair BD-100	CNA750	306	300	22	28	328	328	655
	Cessna 750	CNA750	355	367	28	16	383	383	766
	Challenger 600	CL600	138	138	10	10	148	148	296
	Citation 525/500	CNA500	665	673	41	34	707	707	1,413
	Citation 550/560	MU3001	1,720	1,772	121	69	1,841	1,841	3,682
	Citation 650	CIT3	63	59	0	4	63	63	126
	Citation 680	LEAR35	150	148	4	6	154	154	308
	CRJ-200	CLREGJ	4	2	0	2	4	4	8
	CRJ-700	GV	2	2	0	0	2	2	4
	Dornier 328	CL600	14	16	4	2	18	18	36
	ERJ 135/140	EMB145	24	22	0	2	24	24	47
	Falcon 10	LEAR35	0	0	0	0	0	0	0
	Falcon 20	CL600	0	0	0	0	0	0	0
	Falcon 2000	CL600	492	513	93	71	584	584	1,169
	Falcon 50	LEAR35	0	0	0	0	0	0	0
	Falcon 900	LEAR35	59	61	2	0	61	61	122
	Gulfstream 150	LEAR35	6	6	0	0	6	6	12
	Gulfstream 200	GII	32	32	2	2	34	34	67
	Gulfstream II	GII	16	16	2	2	18	18	36
	Gulfstream III	GIIB	20	18	0	2	20	20	39
	Gulfstream IV	GIV	95	97	2	0	97	97	193
	Gulfstream V	GV	28	28	0	0	28	28	55
	Lear 24/25	LEAR25	0	0	0	0	0	0	0
	Lear 31/35/40/45/55/60	LEAR35	691	677	67	81	758	758	1,516
	Mitsubishi MU300	CNA500	65	71	6	0	71	71	142
	Raytheon 390	LEAR35	22	22	0	0	22	22	43
	Sabreliner	LEAR35	0	0	0	0	0	0	0
	Westwind 1124	IA1125	14	12	0	2	14	14	28
	VLJ's	CNA750	713	728	46	30	759	759	1,518
1 - JET Total			7,052	7,167	536	421	7,588	7,588	15,176
2 - ME	Bae-3200 Jetstream	DHC6	3	3	0	0	3	3	7
	Bae-3200 Jetstream Super 31	DHC6	5	3	0	2	5	5	10
	Beech 1900	1900D	9	10	2	0	10	10	20
	Beech King Air	CNA441	586	637	126	75	712	712	1,424
	Beech Super King Air	DHC6	4,070	4,171	416	316	4,487	4,487	8,973
	Cessna Caravan II	CNA208	0	2	2	0	2	2	3
	Cessna Conquest	CNA441	126	129	9	5	134	134	269
	Diamond Twin Star	BEC58P	3	3	0	0	3	3	7
	EMB-120	EMB120	5	5	0	0	5	5	10
	Gulf Aero Commander	CNA441	5	5	0	0	5	5	10
	Mitsubishi MU2	DHC6	9	9	0	0	9	9	17
	Multiple Aircraft (1)	BEC58P	3,936	4,039	365	262	4,301	4,301	8,602
	P180 Avanti	C12	85	85	0	0	85	85	170
	Partinavia P68	BEC58P	49	65	17	2	66	66	133
	Piper Aerostar	BEC58P	17	17	0	0	17	17	34
	Piper Cheyenne	CNA441	279	282	14	10	292	292	585
	Piper Chieftain	PA31	4,103	4,152	1,514	1,465	5,617	5,617	11,233
	Piper Comanche	PA30	126	131	5	0	131	131	262
	Rockwell Turbo Commander	CNA441	139	151	22	10	161	161	323
	Swearingen Merlin 3	CNA441	7	7	0	0	7	7	14
	Swearingen Merlin 4	DHC6	3	3	0	0	3	3	7
2 - ME Total			13,565	13,910	2,491	2,146	16,056	16,056	32,112

Base Data			Day		Night		Totals		Grand Totals
Aircraft Sub Category	Aircraft Model Combinations	INM Equivalent	Arr	Dep	Arr	Dep	Arr	Dep	
3 - SE	Cessna 150/152/172/172RG/177	CNA172	14,399	14,616	851	634	15,250	15,250	30,500
	Cessna 180/182/206/210	CNA206	13,998	14,194	822	625	14,819	14,819	29,638
	Multiple Aircraft (2)	GASEPV	15,131	15,299	882	714	16,013	16,013	32,026
	Multiple Aircraft (3)	GASEPF	376	369	18	25	394	394	788
	Pilatus PC12	SD330	78	74	1	6	80	80	160
	Piper Warrior	PA28	329	345	24	7	352	352	705
3 - SE Total			44,310	44,898	2,598	2,010	46,908	46,908	93,816
4 - HELO	Aerospatiale AS-350	SA350D	2,096	2,026	546	616	2,642	2,642	5,285
	Eurocopter EC-135	EC130	2,993	2,861	727	860	3,721	3,721	7,442
	ROBINSON HELICOPTER R22 BETA	R22	6	6	2	2	8	8	16
	Sikorsky S-76A	S76	72	72	18	18	90	90	179
	UH-1 Huey	B212	314	343	101	72	415	415	831
	Dauphin	SA365N	571	548	140	164	712	712	1,424
4 - HELO Total			6,053	5,856	1,535	1,732	7,588	7,588	15,176
5 - MIL	H-47 Chinook 234	CH47D	3	3	0	0	3	3	6
	UH-60 Blackhawk	S70	139	139	34	34	172	172	344
5 - MIL Total			141	141	34	34	175	175	350
7 - UNKNOWN							0	0	0
7 - UNKNOWN Total			0	0	0	0	0	0	0
Grand Total			71,122	71,972	7,193	6,342	78,315	78,315	156,630

Multiple Aircraft (1): Beech Baron, Beech Duke, Beech Queen Air, Beech Duchess, Beech Travel Air, Cessna 310, Cessna 336, Businessliner, Cessna Chancellor, Golden Eagle, Piper Apache, Piper Aztec, Piper Seneca, Piper Seminole Cessna 337, Cessna 340, Beech Mentor, Cessna 340, Piper Crusier

Multiple Aircraft (2): Commander, Beechcraft Bonanza, Lake LA-4-200, Mooney, Piper Challenger, Piper Dakota, Piper Arrow, Piper Cherokee Six, Piper Lance, Beech Mentor, Cessna 177B, Lancair Columbia 300, Helio Courier, Diamond DA 40/41/42, Lancair Legacy 2000, Rockwell Navion, Cirrus SR 20/22, Aerospatiale Trinidad , Cozy Mark IV Greak Lakes, Piper Tomahawk, Aermacchi Spa, Aerospatiale Socata, Beech A45, Malibu Meridian, Rockwell International 114

Multiple Aircraft (3): American Traveler, Beechcraft Musketeer, Beechcraft Sierra, Bellanca Viking, Piper Super Cub, Piper Cherokee 140, Piper Archer, Glasair SII, RUTAN Long-EZ, RV7A, RV-8, WACO YKS-7, Liberty XL-2, RV4, RV6, R10, Homeblt., Acro Sport, Experimental, Queststair , Beagle Airedale, Beagle Basset, Beech Skipper, Cessna Caravan I Grumman Tiger