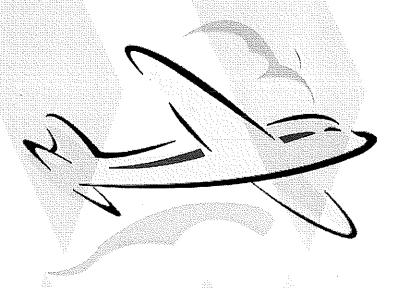
Van Nuys Airport Part 150 Study



City of Los Angeles
LOS ANGELES WORLD AIRPORTS
Noise Compatibility Program Report
Prepared by: Environmental Management Division
Project Manager: Dennis Quilliam

BACKGROUND APPENDICES

Volume One of Three

January 2003

Background Appendices (Three separately bound volumes)

Volume I of 3

<u>Section</u>	Description
1)	Alternative Noise Control Scenarios and Related Impact Analyses
2)	Report on Community Opinion Survey
3)	Economic Impacts Associated with Implementation of the Touch & Go and All Aircraft Noise Control Curfew
4)	Helicopter Operations Study
5)	Technical Background
	Land Use Compatibility Table with Yearly Day-Night Average Sound Levels
	Echo reports/Runstream for Integrated Noise Model (INM) 2001/2006 with INM version 6.0c 1990/1995 with INM version 3.9

Section 1

Alternative Noise Control Scenarios

and

Related Impact Analyses

VNY Part 150 Study

11 Alternative Noise Control Scenarios

Scenario No. 1

The first alternative would modify the existing restrictions on touch and go (repetitive) training operations. Currently touch and go operations are prohibited each day of the week between 10:00 p.m. and 7:00 a.m., from June 21 to September 15, and between 9:00 p.m. and 7:00 a.m. from September 16 to June 20. This scenario would extend the hours to 7:00 p.m. to 8:00 a.m. on weekdays, and would further prohibit touch and go operations 24 hours a day on weekends and holidays. (This alternative was contained in BOAC Resolution No. 16022.)

Scenario No. 2

Currently no aircraft (except for military, law enforcement, and emergency operations) may depart VNY between 11:00 p.m. and 7:00 a.m. if their takeoff noise level exceeds 74 dBA.* This scenario would prohibit takeoff of all aircraft, (once again excluding military, law enforcement, and emergency operations) between 11:00 p.m. and 7:00 a.m. of every day. (This alternative was suggested by the City Council.)

Scenario No. 3

The third scenario would reduce takeoff thrust/power settings, within safety levels, for all jets departing VNY. Modified noise abatement procedures established by the National Business Aircraft Association would be used for this scenario.

Scenario No. 4

In the fourth scenario only Stage III aircraft would be allowed to operate after the year 1994.

Scenario No. 5

The 74 dBA* maximum noise limit for takeoffs, which is currently in effect from 11:00 p.m. to 7:00 a.m., would be extended to apply to takeoffs between 7:00 p.m. and 7:00 a.m.

Scenario No. 6

The existing maximum takeoff limit of 74 dBA*, from 11:00 p.m. to 7:00 a.m., would be maintained and an additional maximum takeoff limit of 78 dBA* would be established for the remainder of the day from 7:00 a.m. to 11:00 p.m.

Scenario No. 7

The maximum takeoff limit of 74 dBA* would apply 24 hours a day.

Scenario No. 8

Takeoff thrust/power settings, within safety levels would be reduced for all departing jets, and all aircraft with takeoff noise levels exceeding 78 dBA* would be prohibited. Those aircraft exceeding 78 dBA* were not replaced by any other aircraft in this scenario. Therefore, the jet operations level in this scenario was lower than the operation levels forecasted in the remaining ten scenarios.

Scenario No. 9

Takeoff thrust/power setting, within safety levels, would be reduced for all departing jets, and all aircraft with takeoff noise levels exceeding 74 dBA* would be prohibited between the hours of 10:00 p.m. and 7:00 a.m.

Scenario No. 10

Takeoff thrust/power settings, within safety levels, would be reduced for all departure jets, and all aircraft with takeoff noise levels exceeding 78 dBA* would be prohibited. Those aircraft exceeding 78 dBA* were replaced with similarly sized aircraft in this scenario, to maintain the same operation levels as in scenarios 1 through 7 and 9.

Scenario No. 11

The maximum takeoff limit of 74 dBA* would apply from 8:00 a.m. to 10:00 p.m. and jet operations would be prohibited from 10:00 p.m. to 8:00 a.m. The current limit of 74 dBA would remain in effect for all non jet operations from 11:00 p.m. to 7:00 a.m.

* FAA Advisory Circular 36-3E is used to identify the dBA level for all aircraft for purposes of modeling each scenario.

VNY Part 150 Study
Summary Impact Analysis of Alternative Noise Control Scenarios

	** TOTAL 65 CNEL	***HOUSING & POPULATION IMPACTED								
Contour	Area in Acres	65 C Hsg.	ENEL Pop,	70 C Hsg.	NEL Pop.	75 C Hsg.	NEL Pop.			
Base Case 1) Five Year	1171	1445	3263	160	355	8	24			
Projection* 2) Five Year	1222	1500	3414	189	430	8	24			
Projection*	1454	2340	5318	314	688	0	0			
Scenario 1	1203	1460	3305	166	369	8	24			
Scenario 2	1043	1349	3020	124	277	6	18			
Scenario 3	845	913	2061	14	42	1	3			
Scenario 4	435	97	219	4	12	0	0			
Scenario 5	1011	1251	2763	104	236	5	15			
Scenario 6	416	85	196	4	12	0	0			
Scenario 7	410	63	149	4	12	0	0			
Scenario 8	397	45	112	1	3	0	0			
1) Scenario 9*	646	378	847	11	33	0	0			
2) Scenario 9*	766	1080	2359	14	42	0	0			
Scenario 10	474	139	318	4	12	0	0			
Scenario 11	339	4	12.	0	0 -	0	0			

- * Two five year forecasts were done, the first with 8% yearly growth in jet operations, equivalent to approximately 47% increase in five years, and the second with a 100% increase in jet operations over five years; consequently, two versions of the preferred scenario #9 are shown based respectively on the two five year forecasts; the other 10 scenarios are predicated on the first five year forecast only.
- ** TOTAL area includes all compatible and incompatible areas on and off the airport.
- *** The housing and population shown for each contour are cumulative; therefore, the figures in the 65 CNEL include those in the 65 CNEL and those in the 70 and 75 CNEL, and those in the 70 CNEL include those in the 75 CNEL.

Van Nuys Airport Part 150 Study

Base Case

VAN NUYS AIRPORT - PART 150 STUDY - BASE CASE

	+	65 CNEL		•	70 CNEL			75 CNEL	
	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*
					-				
INCOMPATIBLE AND CO	<u>OMPATIBL</u>	E LAND	USE IMPA	CTS					
Single-Family Dwellings	0.150	330	1000	0.005	30	91	0.001	8	24
Duplexes	0.000	0	0	0.000	0	0	0.000	ő	0
Multi-Family Dwellings	0.058	1115	2263	0.005	130	264	0.000	0	0
Mobile Homes	0.000	0	0	0.000	0	0	0.000	0	0
								_	
TOTAL INCOMPAT	0.208	1445	3263	0.010	160	355	0.001	8. ੍	24
TOTAL COMPAT	0.793	0	0	0.136	0	0	0.031	0	0
•					•			:	

INM CONTOUR LAND AREA

:	65 CNEL	70 CNEL	<u>75 CNEL</u>
TOTAL OFF-AIRPORT	640 Acres	94 Acres	21 Acres
TOTAL OVERALL	1171 Acres	493 Acres	301 Acres

^{*} NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information.

Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

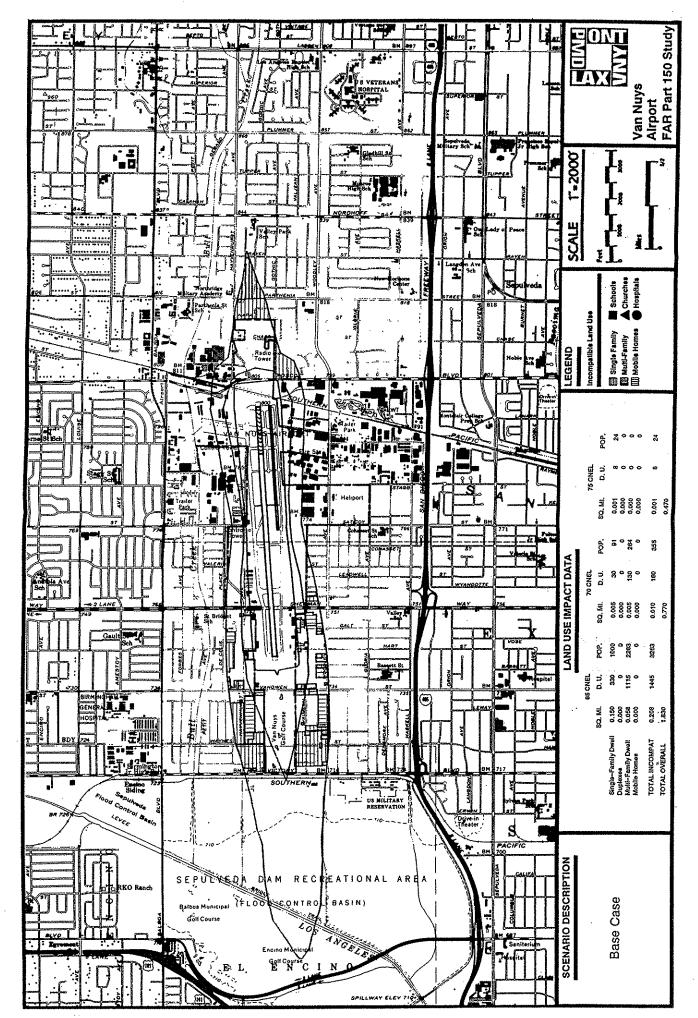
VAN NUYS AIRPORT PART 150 STUDY - BASE CASE INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

•	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Residential Single Family	<u>96</u>	0.150	3	0.005	<u>1</u>	0.001
TOTAL SINGLE FAMILY	96	0.150	3	0.005	1	0.001
Residential - Duplex	0	0.000	0	0.000	0	0.000
Residential - Multi Family	37	0.058	3	0.005	0	0.000
Mobile Home & Trailer Parks	<u>o</u>	0.000	<u>o</u>	0.000	ō	0.000
TOTAL MULTI FAMILY	. 37	0.058	3	0.005	0	0.000.
HOSPITALS	0	0.000	0	0.000	0	0.000
Elementary Schools	0	0.000	0	0.000	0	0.000
Junior High Schools	0	0.000	0	0.000	0	0.000
Senior High Schools	0	0.000	0	0.000	0	0.000
Trade Schools	0	0.000	0	0.000	0	0.000
Religious Facilities	Ō	0.000	Ō	0.000	<u>o</u>	0.000
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	133	0.208	6	0.010	1	0.001

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT PART 150 STUDY – BASE CASE COMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
0	15	0.023	•	0.003	•	0.000
Commercial - Major Office Bldgs.			2		0	0.000
Commercial - Neighborhood shop'g.	0	-0.000		0.000	_	
Commercial - Strip	8	0.013	1	0.001	0	0.000
Commercial - Recreation	. 0	0.000	. 0	0.000	0	0.000
Hotels/Motels	. 0	0.000	<u>o</u>	0.000	<u>o</u>	0.000
TOTAL COMMERCIAL	23	0.036	3	0.004	0	0.000
TOTAL COMMILTORE		0.000	•	0.00		
	9999999999999	*****************	******	***************************************	\$24.00c.41000.0000000000000000000000000000	000000000000000000000000000000000000000
Extractive	0	0.000	0	0.000	0	0.000
Manufacturing & Assembly	204	0.319	84	0.131	20	0.031
Freeways	0	0.000	0	0.000	0	0.000
Utilities & Electrical Power	0	0.000	0	0.000	0	0.000
Liquid Waste Disposal Facilities	0	0.000	0	0.000	0	0.000
Government Office Facilities	0	0.000	0	0.000	0	0.000
Emergency Response Facilities	<u>0</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
TOTAL INDUSTRIAL	204	0.319	84	0.131	20	0.031
	070	0.407		0.001	^	0.000
Local Parks	273	0.427	1	0.001	0	
Vacant - Undeveloped	7	0.011	0	0.000	0	0.000
Vacant - With Improvements	Ō	0.000	Ō	0.000	<u>0</u>	0.000
TOTAL OPEN SPACE	280	0.438	1	0.001	0	0.000
TOTAL OPEN SPACE	20V	V.430		0.001	U	0.000
COMPATIBLE LAND USE GRAND TOTAL	507	0.793	88	0.136	20	0.031



Van Nuys Airport Part 150 Study

Future 1995 Five Year Case Using Forecast #1

VAN NUYS AIRPORT - PART 150 STUDY - 1995

	(65 CNEL		7	O CNEL			75 CNEL	
	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*
INCOMPATIBLE AND CO	OMPATIBLE	E LAND	USE IMPA	<u>CTS</u>					
Single-Family Dwellings	0.165	369	1118	0.011	46	140	0.001	8	24
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi-Family Dwellings	0.060	1131	2296	0.006	143	290	0.000	0	0
Mobile Homes	0.000	0	0	0.000	. 0	0	0.000	0	0
TOTAL INCOMPAT	0.225	1500	3414	0.017	189	430	0.001	8	24
TOTAL COMPAT	∞ 0.850	0	0	0.158	0	0	0.031	0	0

INM CONTOUR LAND AREA

	<u>65 CNEL</u>	<u>70 CNEL</u>	<u>75 CNEL</u>
TOTAL OFF-AIRPORT	687 Acres	112 Acres	21 Acres
TOTAL OVERALL	1222 Acres	518 Acres	301 Acres

^{*} NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information.

Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

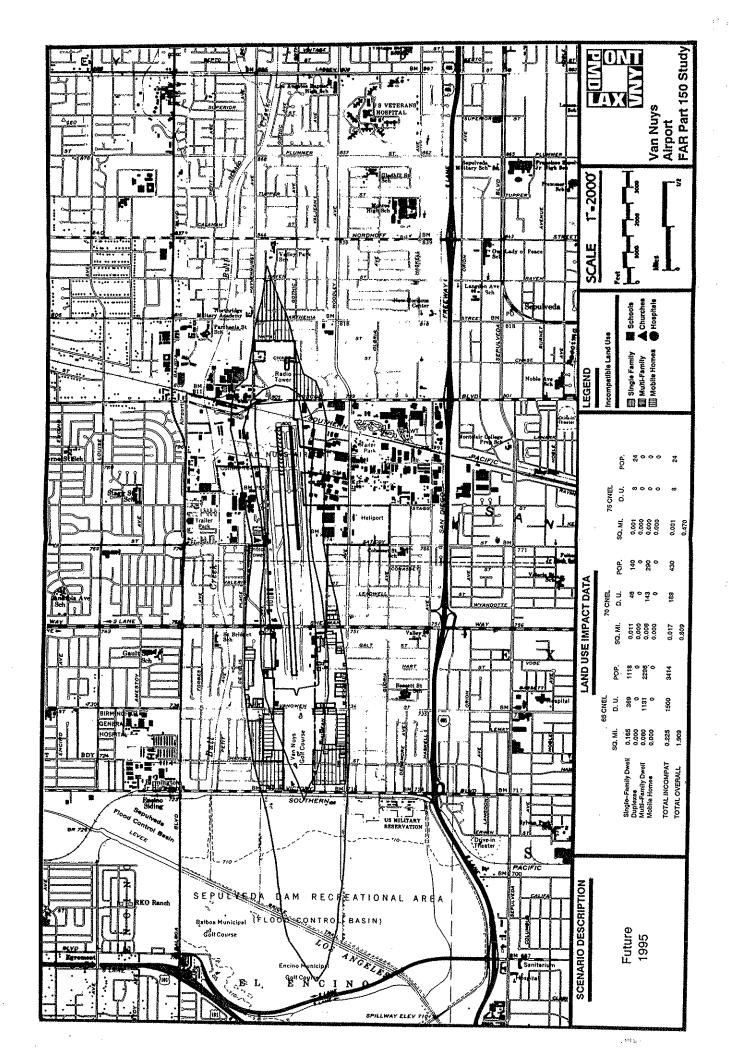
VAN NUYS AIRPORT PART 150 STUDY – 1995 INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Residential Single Family	<u>106</u>	<u>0.165</u>	<u>.</u> <u>7</u>	<u>0.011</u>	1	<u>0.001</u>
TOTAL SINGLE FAMILY	106	0.165	7	0.011	1	0.001
Residential - Duplex	0	0.000	0	0.000	0	0.000
Residential - Multi Family	38	0.060	4.	0.006	0	0.000
Mobile Home & Trailer Parks	<u>o</u>	0.000	<u>o</u>	0.000	<u>o</u>	0.000
TOTAL MULTI FAMILY	38	0.060	4	0.006	0	0.000
HOSPITALS	0	0.000	0	0.000	0	0.000
·						
Elementary Schools	0	0.000	0	0.000	0	0.000
Junior High Schools	0	0.000	. 0	0.000	0	0.000
Senior High Schools	0	0.000	. 0	0.000	0	0.000
Trade Schools	0	0.000	0	0.000	0	0.000
Religious Facilities	<u>0</u>	0.000	<u>o</u>	0.000	<u>o</u>	0.000
TOTAL EDUCATIONAL (DELICIOUS	0	0.000	0	0.000	0	0.000
TOTAL EDUCATIONAL/RELIGIOUS	U	0.000	U	0.000	U	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	144	0.225	11	0.017	1	0.001

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT PART 150 STUDY – 1995 COMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Occupated Maior Office Didge	00.	0.000	-	0.000	•	0.000
Commercial - Major Office Bldgs.	20	0.032	5	0.008	0	0.000
Commercial - Neighborhood shop'g.	0	0.000	0	0.000	0	0.000
Commercial - Strip	8	0.013	3	0.005	0	0.000
Commercial - Recreation	0	0.000	. 0	0.000	0	0.000
Hotels/Motels	<u>o</u>	0.000	<u>o</u>	0.000	<u>0</u>	<u>0.000</u>
TOTAL COMMERCIAL	28	0.045	8	0.013	0	0.000
,	100400001200002000000000000000000000000			***************************************		ecorciones conservações comos
Extractive	0	0.000	0	0.000	0	0.000
Manufacturing & Assembly	210	0.328	92	0.144	20	0.031
Freeways	0	0.000	0	0.000	0	0.000
Utilities & Electrical Power	0	0.000	0	0.000	0	0.000
Liquid Waste Disposal Facilities	0	0.000	0	0.000	0	0.000
Government Office Facilities	0	0.000	0	0.000	0	0.000
Emergency Response Facilities	<u>o</u>	0.000	<u>o</u>	0.000	<u>0</u>	0.000
TOTAL INDUSTRIAL	210	0.328	92	0.144	20	0.031
Local Parks	288	0.450	1	0.001	. ^	0.000
	17	0.430	0	0.001	0	0.000
Vacant - Undeveloped			_		-	
Vacant - With Improvements	<u>0</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
TOTAL OPEN SPACE	305	0.477	1	0.001	0	0.000
		•	•			
	070000000000000000000000000000000000000		70000000000000000000000000000000000000		******************	000000000000000000000000000000000000000
COMPATIBLE LAND USE GRAND TOTAL	543	0.850	101	0.158	20	0.031



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Van Nuys Airport Part 150 Study

Future 1995 Five Year Case - Revised Using Forecast #2

VAN NUYS AIRPORT - PART 150 STUDY 1995 Five Year Case Revised Using Forecast #2

	SQ. MI.	5 CNEL D. U.*	POP.*	7 SQ. MI.	O CNEL D.U.*	POP.*	SQ. MI.	75 CNEL. D.U.*	POP.*
	OG. IIII	<i>D,</i> 0.		Od. IIII.		, 0, ,	OG, III.	D.0.	, 0
INCOMPATIBLE AND (COMPATIB	<u>LE LAN</u>	D USE IN	MPACTS	•				
Single-Family Dwellings Duplexes	0.254 0.000	568 0	1721 0	0.012 0.000	50 0	152 0	0.000	· 0	0 0
Multi-Family Dwellings Mobile Homes	0.094	1772 0	3597 0	0.014 0.000	264 0	536 0	0.000	0	0
TOTAL INCOMPAT	0.348	2340	5318	0.026	314	688	0.000	0	0
TOTAL COMPAT	0.942	0	0	0.173	0	0	0.036	0	0

INM CONTOUR LAND AREA

	65 CNEL	70 CNEL	<u>75 CNEL</u>
TOTAL OFF-AIRPORT	826 Acres	127 Acres	23 Acres
TOTAL OVERALL	1454 Acres	600 Acres	319 Acres

^{*} NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information. Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

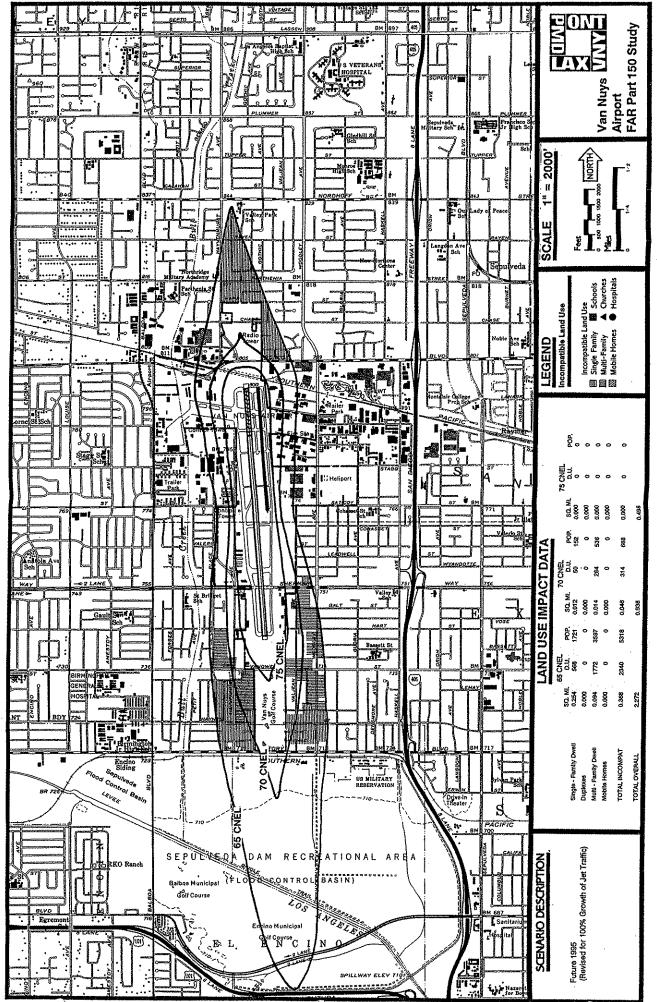
VAN NUYS AIRPORT - PART 150 STUDY 1995 Five Year Case Revised Using Forecast #2 Incompatible Land Use Areas Within the 65, 70, and 75 CNEL Contours

.,	65 Acres	CNEL Sq. Miles	70 Acres	CNEL Sq. Miles	75 Acres	CNEL Sq. Miles
	710100	Oq. IVIIIOO	Autos	od. Miles	Auts	oq. iviles
Residential Single Family	<u>163</u>	<u>0.254</u>	<u>8</u>	0.012	<u>0</u>	0.000
TOTAL SINGLE FAMILY	163	0.254	8	0.012	0	0.000
Residential - Duplex	0	0.000	0	0.000	0	0.000
Residential - Multi Family	60	0.094	9	0.014	0	0.000
Mobile Home & Trailer Parks	<u>0</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
TOTAL MULTI FAMILY	60	0.094	9	0.014	0	0.000
HOSPITALS	Ó	0.000	0	0.000	0	0.000
Elementary Schools	0	0.000	0	0.000	0	0.000
Junior High Schools	0	0.000	0	0.000	0	0.000
Senior High Schools	0	0.000	Ó	0.000	0	0.000
Trade Schools	0	0.000	0	0.000	0	0.000
Religious Facilities	Ō	0.000	Ō	0.000	<u>O</u>	0.000
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	223	0.348	17	0.026	0	0.000

* NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT - PART 150 STUDY 1995 Five Year Case Revised Using Forecast #2 Incompatible Land Use Areas Within the 65, 70, and 75 CNEL Contours

	65	CNEL	70	CNEL.	75	CNEL
•	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Commercial - Major Office Buildings	18	0.028	2	0.003	0	0.000
Commercial - Neighborhood Shopping	0	0.000	0	0.000	0	0.000
Commercial - Strip	. 11	0.017	. 1	0.001	0	0.000
Commercial - Recreation	0	0.000	0.	0.000	0	0.000
Hotels/Motels	<u>.0</u>	<u>0.000</u>	<u>0</u>	0.000	<u>0</u>	0.000
TOTAL COMMERCIAL	29	0.045	3	0.004	0	0.000
			*************************	000000000000000000000000000000000000000) (ecobbook accostos activados adecadas
Extractive	0	000,0	0	0.000	0	0.000
Manufacturing & Assembly	161	0.252	87	0.136	18	0.028
Freeways	0	0.000	0	0.000	0	0.000
Utilities & Electrical Power	0	0.000	0	0.000	0	0.000
Liquid Waste Disposal Facilities	0	0.000	0	0.000	0	0.000
Government Office Facilities	0	0.000	0	0.000	0	0.000
Emergency Response Facilities	<u>O</u> .	0.000	<u>0</u>	0.000	Q	0.000
TOTAL INDUSTRIAL	161	0.252	87	0.136	18	0.028
	* * .		*************		- atestaros eficacionas actori	
Local Parks	281	0.439	10	0.016	0	0.000
Vacant - Undeveloped	132	0.206	11.	0.017	5	0,008
Vacant - With Improvements	<u>0</u>	0.000	. <u>Q</u>	0.000	Q	0.000
TOTAL OPEN SPACE	413	0.645	21	0.033	5	0.008
COMPATIBLE LAND USE GRAND TOTAL	603	0.942	111	0.173	23	0.036



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Scenario 1

The first alternative noise control scenario would modify the existing restrictions on touch and go training operations. In this scenario the restricted hours would be extended to between 7:00 pm and 8:00 am on weekdays, and prohibit such operations 24 hours a day on weekends and holidays.

Van Nuys Airport Part 150 Study

Scenario 1

VAN NUYS AIRPORT - PART 150 STUDY - SCENARIO 1

	(65 CNEL		70 CNEL			75 CNEL				
	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*		
INCOMPATIBLE AND CO	MPATIBL	<u>E LAND</u>	USE IMPAC	<u>cts</u>							
Single-Family Dwellings	0.162	341	1033	0.006	32	97	0.001	8	24		
Duplexes	0.000	0	0	0.000	0	0	0.000	Ö	0		
Multi-Family Dwellings	0.059	1119	2272	0.006	134	272	0.000	0	0		
Mobile Homes	0.000	0	0	0.000	. 0	0	0.000	0	0		
TOTAL INCOMEDAT	0.004	1400	0000	0.040	400		0.004				
TOTAL INCOMPAT	0.221	1460	3305	0.012	166	369	0.001	8	24		
TOTAL COMPAT	0.824	0	0	0.143	0	0	0.031	0	0		
								:			

INM CONTOUR LAND AREA

	65 CNEL	70 CNEL	75 CNEL
TOTAL OFF-AIRPORT	669 Acres	100 Acres	21 Acres
TOTAL OVERALL	1203 Acres	506 Acres	301 Acres

NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information.
 Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

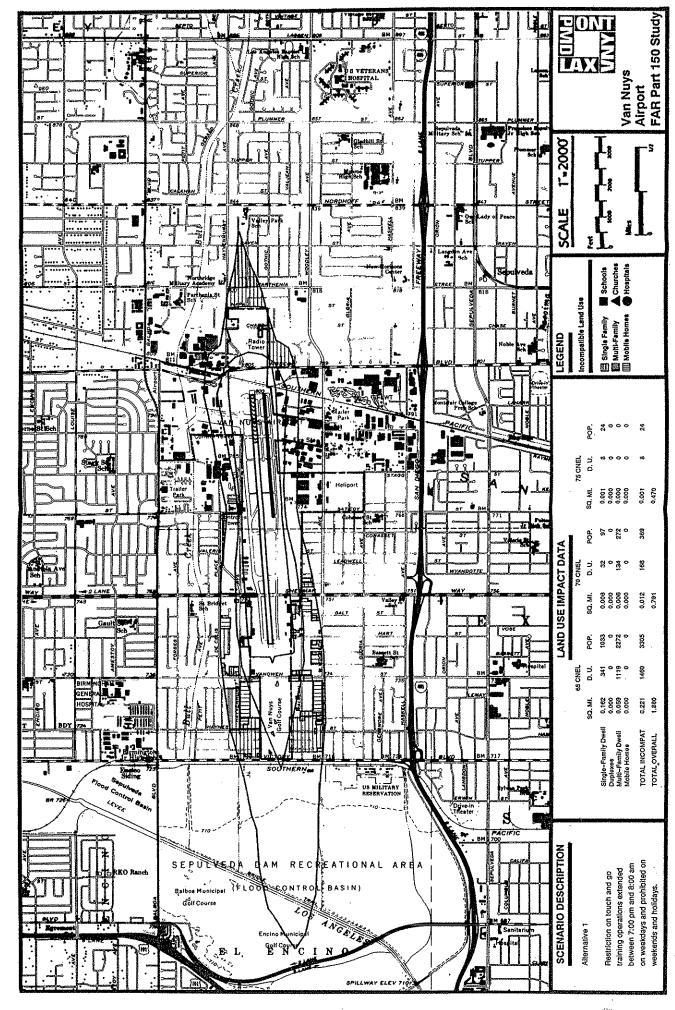
VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 1 INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	<u>103</u>	0.162	<u>4</u>	0.006	: <u>1</u>	0.001
TOTAL SINGLE FAMILY	103	0.162	4	0.006	1	0.001
Residential - Duplex	0	0.000	0	0.000	0	0.000
Residential - Multi Family	38	0.059	4	0.006	0	0.000
Mobile Home & Trailer Parks	<u>0</u>	0.000	<u>o</u>	0.000	<u>o</u>	0.000
TOTAL MULTI FAMILY	38	0.059	4	0.006	0	0.000
HOSPITALS	0	0.000	0	0.000	0	0.000
Elementary Schools	0	0.000	0	0.000	0	0.000
Junior High Schools	0	0.000	0	0.000	0	0.000
Senior High Schools	0	0.000	0	0.000	0	0.000
Trade Schools	0	0.000	. 0	0.000	0	0.000
Religious Facilities	<u>0</u>	0.000	<u>o</u>	0.000	<u>0</u>	0.000
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	141	0.221	8	0.012	1	0.001

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 1 COMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	ACTES	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
						A30.000100010000000000000000000000000000
Commercial - Major Office Bldgs.	17`	0.026	2	0.003	0	0.000
Commercial - Neighborhood shop'g.	0	-0.000	0	0.000	0	0.000
Commercial - Strip	8	0.013	1	0.001	0	0.000
Commercial - Recreation	0	0.000	. 0	0.000	0	0.000
Hotels/Motels	<u>0</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
TOTAL COMMERCIAL	25	0.039	. 3	0.004	0	0.000
Extractive	0	0.000	0	0.000	0	0.000
Manufacturing & Assembly	209	0.326	88	0.138	20	0.031
Freeways	0	0.000	0	0.000	0	0.000
Utilities & Electrical Power	0	0.000	0	0.000	0	0.000
Liquid Waste Disposal Facilities	0	0.000	0	0.000	0	0.000
Government Office Facilities	0	0.000	0	0.000	0	0.000
Emergency Response Facilities	<u>0</u>	0.000	<u>o</u>	0.000	<u>0</u>	0.000
TOTAL INDUSTRIAL	209	0.326	88	0.138	20	0.031
Local Parks	282	0.441	1	0.001	0	0.000
Vacant - Undeveloped	12	0.018	0.	0.000	0	0.000
Vacant - With Improvements	<u>0</u>	0.000	<u>0</u>	0.000	<u>o</u>	0.000
TOTAL OPEN SPACE	294	0.459	1	0.001	0	0.000
COMPATENT LAMB HOT OPING TOTAL	500	0.00:		0.440		0.004
COMPATIBLE LAND USE GRAND TOTAL	528	0.824	92	0.143	20	0.031



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Scenario 2

The second alternative noise control scenario would prohibit takeoff of all aircraft, (excluding military, law enforcement, and emergency operations) between 11:00 pm and 7:00 am of every day.

Van Nuys Airport Part 150 Study

Scenario 2

VAN NUYS AIRPORT - PART 150 STUDY - SCENARIO 2

		65 CNEL		70 CNEL			75 CNEL		
!	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*
	-		,				***************************************	************	***************************************
INCOMPATIBLE AND CO	<u>OMPATIBL</u>	E LAND	USE IMPA	<u>CTS</u>					
·	•			_					
Single-Family Dwellings	0.123	282	854	0.003	25	76	0.001	6	18
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi-Family Dwellings	0.051	1067	2166	0.003	99	201	0.000	0	0
Mobile Homes	0.000	0	0	0.000	. 0	0	0.000	0	0
TOTAL INCOMPAT	0.174	1349	3020	0.006	124	277	0.001	6	18
TOTAL COMPAT	0.645	0	0	0.101	0	0	0.028	0	0
· ·									
	·								
NM CONTOUR LAND A	<u>REA</u>								

1	65 CNEL	<u>70 CNEL</u>	75 CNEL
TOTAL OFF-AIRPORT	524 Acres	69 Acres	19 Acres
TOTAL OVERALL	1043 Acres	442 Acres	294 Acres

NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information.

Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

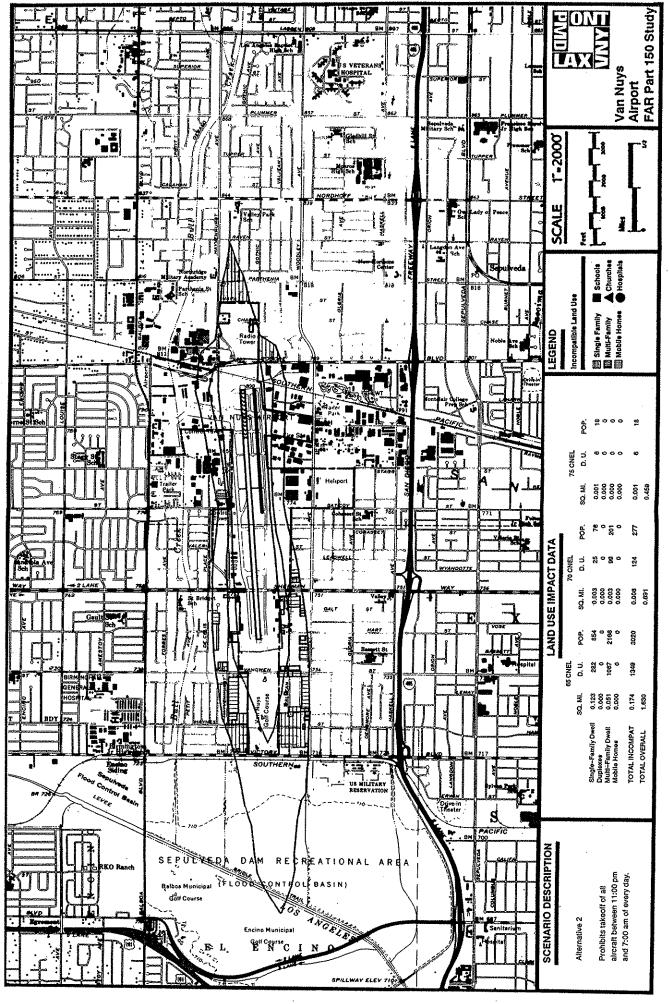
VAN NUYS AIRPORT PART 150 STUDY - SCENARIO 2 INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Residential Single Family	<u>78</u> -	<u>0.123</u>	<u>2</u>	0.003	<u>1</u>	<u>0.001</u>
TOTAL SINGLE FAMILY	78	0.123	2	0.003	1	0.001
Residential - Duplex	0	0.000	0	0.000	0	0.000
Residential - Multi Family	33	0.051	2	0.003	0	0.000
Mobile Home & Trailer Parks	<u>o</u>	0.000	<u>o</u>	0.000	<u>0</u>	0.000
TOTAL MULTI FAMILY	33	0.051	2	0.003	0	0.000
HOSPITALS	0	0.000	0	0.000	0	0.000
Elementary Schools	0	0.000	0	0.000	0	0.000
Junior High Schools	0	0.000	0	0.000	0	0.000
Senior High Schools	0	0.000	0	0.000	0	0.000
Trade Schools	0.	0.000	0	0.000	0	0.000
Religious Facilities	<u>o</u>	0.000	<u>o</u>	0.000	<u>0</u>	0.000
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	111	0.174	. 4	0.006	1	0.001

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 2 COMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Commercial - Major Office Bldgs.	10-	0.016	1	0.002	0	0.000
Commercial - Neighborhood shop'g.	0	0.000	0	0.000	0	0.000
Commercial - Strip	4	0.006	. 1	0.001	0	0.000
Commercial - Recreation	0	0.000	. 0	0.000	0	0.000
Hotels/Motels	<u>o</u>	0.000	<u>o</u>	0.000	<u>o</u>	0.000
TOTAL COLUMNIC DOLAL	. 14	0.022	2	0.003	0	0.000
TOTAL COMMERCIAL	144	U.UZZ	~	0.003		0.000
Extractive	0	0.000	0	0.000	0	0.000
Manufacturing & Assembly	189	0.295	62	0.097	18	0.028
Freeways	0	0.000	0	0.000	0	0.000
Utilities & Electrical Power	0	0.000	0	0.000	0	0.000
Liquid Waste Disposal Facilities	. 0	0.000	0	0.000	. 0	0.000
Government Office Facilities	` 0	0.000	. 0	0.000	0	0.000
Emergency Response Facilities	<u>o</u>	0.000	. <u>0</u>	0.000	<u>o</u>	0.000
TOTAL INDUSTRIAL	189	0.295	62	0.097	18	0.028
		0.000		0.004	. 0	. 0.000
Local Parks	206	0.322	1	0.001 0.000	0	0.000
Vacant - Undeveloped	4	0.006	0		-	
Vacant - With Improvements	. <u>0</u>	0.000	<u>0</u>	0.000	<u>o</u>	0.000
TOTAL OPEN SPACE	210	0.328	1	0.001	0	0.000
CONSTRUCT AND HOT OPING TOTAL	440	0.645	65	0.101	18	0.028
COMPATIBLE LAND USE GRAND TOTAL	413	0.645	co	0.101	10	V.V28



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Scenario 3

The third alternative noise control scenario would reduce takeoff thrust/power settings, within safety levels, for all jets departing VNY.

Van Nuys Airport Part 150 Study

Scenario 3

VAN NUYS AIRPORT - PART 150 STUDY - SCENARIO 3

	. (S CNEL					75 CNEL			
	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*	
			1				•			
INCOMPATIBLE AND C	<u>OMPATIBLI</u>	<u>E LAND</u>	USE IMPAC	CTS						
Single-Family Dwellings	0.065	208	630	0.002	14	42	0.001	1	3	
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0.	
Multi-Family Dwellings	0.034	705	1431	0.000	. 0	0	0.000	0	0	
Mobile Homes	0.000	0	0	0.000	0	0	0.000	0	0	
TOTAL INCOMPAT	0.099	913	2061	0.002	14	42	0.001	1	3	
TOTAL COMPAT	0.441	0	0	0.064	0	0	0.019	0	0	
	*******		•	*******************************	*************		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
INM CONTOUR LAND A	REA									
i y	•	5 CNEL			70 CNEL			75 CNEL		
TOTAL OFF-AIRPORT	_	346 Acres	· :		42 Acres			13 Acres		

371 Acres

282 Acres

845 Acres

TOTAL OVERALL

^{*} NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information. Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

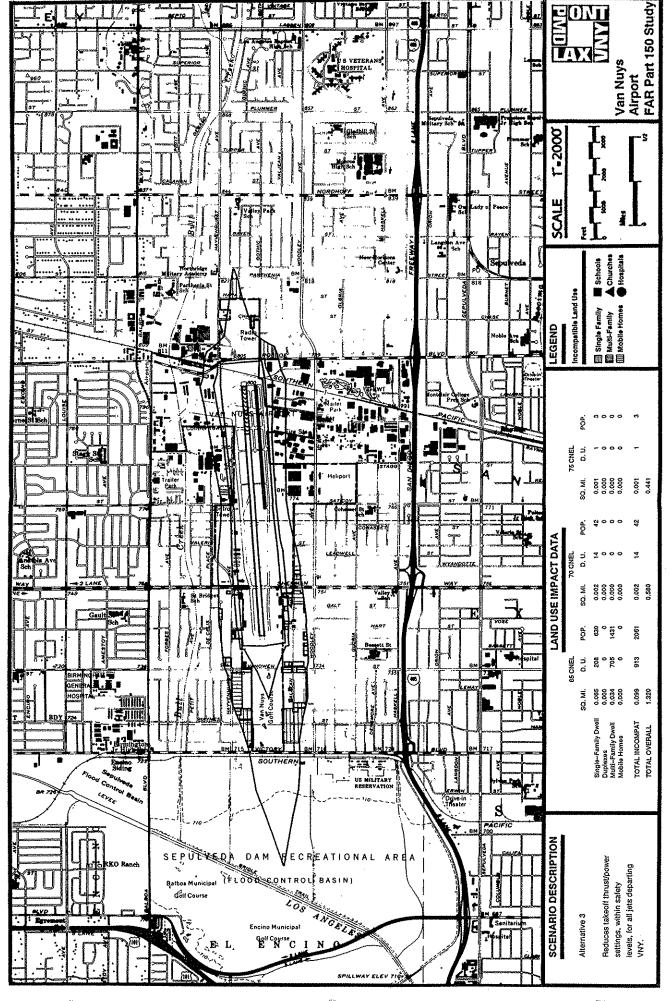
VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 3 INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

·	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Residential Single Family	<u>41</u>	0.065	1	0.002	1	0.001
TOTAL SINGLE FAMILY	41	0.065	1	0.002	1	0.001
Residential - Duplex	0	0.000	0	0.000	0	0.000
Residential - Multi Family	22	0.034	0	0.000	Ô	0.000
Mobile Home & Trailer Parks	<u>o</u>	0.000	<u>o</u>	0.000	<u>o</u>	0.000
TOTAL MULTI FAMILY	22	0.034	0	0.000	. 0	0.000
HOSPITALS	0	0.000	0	0.000	0	0.000
Elementary Schools	0	0.000	0	0.000	0	0.000
Junior High Schools	0	0.000	0	0.000	0	0.000
Senior High Schools	0	0.000	0	0.000	0	0.000
Trade Schools	.0	0.000	0	0.000	0	0.000
Religious Facilities	<u>o</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
TOTAL EDUCATIONAL IDELICIONAL			_			
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	63	0.099	1	0.002	1	0.001

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 3 COMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Commercial - Major Office Bldgs.	3	0.004	0	0.000	0	0.000
Commercial - Neighborhood shop'g.	0	0.000	0	0.000	0	0.000
Commercial - Strip	1	0.001	0	0.000	0	0.000
Commercial - Recreation	0	0.000	0	0.000	0	0.000
Hotels/Motels	<u>0</u>	0.000	<u>o</u>	0.000	<u>0</u>	0.000
TOTAL COMMERCIAL	4	0.005	0	0.000	0	0.000
Extractive	. 0	0.000	0	0.000	0	0.000
Manufacturing & Assembly	166	0.260	41	0.064	12	0.019
Freeways	0	0.000	Ô	0.000	0	0.000
Utilities & Electrical Power	0	0.000	0	0.000	Ö	0.000
Liquid Waste Disposal Facilities	0	0.000	0	0.000	0	0.000
Government Office Facilities	0	0.000	0	0.000	0	0.000
Emergency Response Facilities	<u>0</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
Effetgeticy nesponse i activices	~	0.000	~	2,000	. =	<u>5.555</u>
TOTAL INDUSTRIAL	166	0.260	41	0.064	12	0.019
Local Parks	111	0.173	0	0.000	0	0.000
Vacant - Undeveloped	2	0.003	ō	0.000	Ô	0.000
Vacant - With Improvements	0	0.000	<u>0</u>	0.000	0	0.000
Vacant - VViii improvements		0.000		31344	_	<u> </u>
TOTAL OPEN SPACE	113	0.176	0	0.000	0	0.000
COMPATIBLE LAND USE GRAND TOTAL	283	0.441	41	0.064	12	0.019



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The fourth alternative noise control scenario would allow only Stage III aircraft to operate after the year 1994.

Van Nuys Airport Part 150 Study

Scenario 4

	65 CNEL			•	70 CNEL		75 CNEL			
	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*	
INCOMPATIBLE AND CO	OMPATIBLE	<u>E LAND</u>	USE IMPAC	<u>CTS</u>						
Single-Family Dwellings	0.003	22	67	0.001	4	12	0.000	0	0	
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0	
Multi-Family Dwellings	0.002	75	152	0.000	0	Ō	0.000	ō	ō	
Mobile Homes	. 0.000	0	0	0.000	. 0	0	0.000	0	0	
TOTAL INCOMPAT	0.005	97	219	0.001	4	12	0.000	0	0	
TOTAL COMPAT	0.084	0	0	0.022	0	0	0.009	0	Ô	

INM CONTOUR LAND AREA

	65 CNEL	<u> 70 CNEL</u>	<u>75 CNEL</u>
TOTAL OFF-AIRPORT	57 Acres	15 Acres	6 Acres
TOTAL OVERALL	435 Acres	288 Acres	237 Acres

^{*} NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information.

Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

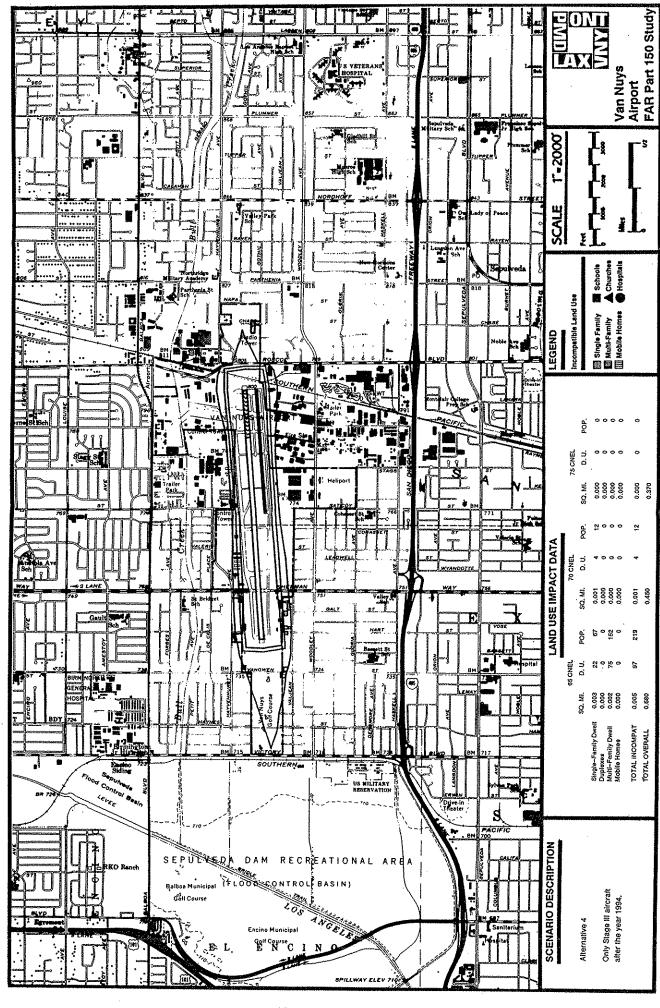
VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 4 INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL	70 CNEL Acres	70 CNEL	75 CNEL	75 CNEL Sq. Miles
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	oq. ivilles
Residential Single Family	<u>2</u>	0.003	1	0.001	<u>o</u>	0.000
nesidential Single Family	<u>~</u>	0.000		0.001	Ā	0.000
TOTAL SINGLE FAMILY	2	0.003	1	0.001	0	0.000
Residential - Duplex	0	0.000	. 0	0.000	0	0.000
Residential - Multi Family	1	0.002	0	0.000	0	0.000
Mobile Home & Trailer Parks	<u>0</u>	0.000	<u>0</u>	0.000	<u>O</u>	0.000
TOTAL MULTI FAMILY	1	0.002	0	0.000	0	0.000
HOSPITALS	0	0.000	0	0.000	. 0	0.000
Elementary Schools	0	0.000	0	0.000	0	0.000
Junior High Schools	0	0.000	0	0.000	0	0.000
Senior High Schools	0	0.000	0	0.000	0	0.000
Trade Schools	0	0.000	0	0.000	0	0.000
Religious Facilities	<u>0</u>	0.000	<u>o</u>	0.000	<u>o</u>	0.000
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	3	0.005	1	0.001	0	0.000

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 4 COMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL	
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles	
							i
Commercial - Major Office Bldgs.	o ¯	0.000	0	0.000	0	0.000	
Commercial - Neighborhood shop'g.	. 0	0.000	. 0	0.000	. 0	0.000	
Commercial - Strip	0	0.000	0	0.000	0	0.000	
Commercial - Recreation	0	0.000	• 0	0.000	0	0.000	
Hotels/Motels	<u>0</u>	0.000	<u>.</u>	0.000	<u>0</u>	0.000	
TOTAL COMMERCIAL	0	0.000	0	0.000	0	0.000	
Extractive	0	0.000	0	0.000	0	0.000	
Manufacturing & Assembly	54	0.084	14	0.022	6	0.009	
Freeways	0.	0.000	0	0.000	0	0.000	
Utilities & Electrical Power	0	0.000	. 0	0.000	0	0.000	
Liquid Waste Disposal Facilities	0	0.000	0	0.000	0	0.000	
Government Office Facilities	0	0.000	0	0.000	0	0.000	
Emergency Response Facilities	<u>o</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000	
TOTAL INDUSTRIAL	54	0.084	14	0.022	6	0.009	
Local Parks	0	0.000	0	0.000	0	0.000	
Vacant - Undeveloped	0	0.000	0	. 0.000	0	0.000	
Vacant - With Improvements	<u>0</u>	0.000	<u>0</u>	0.000	<u>o</u>	0.000	
TOTAL OPEN SPACE	0	0	0	0.000	0	0.000	
COMPATIBLE LAND USE GRAND TOTAL	54	0.084	14	0.022	6	0.009	



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The fifth alternative noise control scenario would extend the 74 dBA maximum noise limit for takeoffs, to the hours between 7:00 pm and 7:00 am.

Van Nuys Airport Part 150 Study

Scenario 5

	(65 CNEL		70 CNEL				75 CNEL			
	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*		
INCOMPATIBLE AND C	<u>OMPATIBLI</u>	<u>E LAND</u>	USE IMPA	<u>CTS</u>							
Charle Family Devellage	`, 0.447	223	676	~ 0.000	0.5	76	0.004		4.5		
Single-Family Dwellings	0.117		676	0.003	25	76	0.001	5	15		
Duplexes	0.000	0	0	0.000	0	0	0.000	0	.0		
Multi-Family Dwellings	0.049	1028	2087	0.003	79	160	0.000	0	0		
Mobile Homes	0.000	0	0	0.000	. 0	0	0.000	0	0		
TOTAL INCOMPAT	0.166	1251	2763	0.006	104	236	0.001	5	15		
TOTAL COMPAT	0.606	0	0	0.099	0	0	0.021	. 0	. 0		
	2004223044230442304444444444	001000000000000000000000000000000000000	1,000,000,11,000,110,110,000,110,000,10	5x12xx2xx4xx4xx4xx4x4x4x4x4x4x4x4x4x4	*************	••••••••••		oner mercenne en mener en	****************		
INM CONTOUR LAND A	REA							•			
	6	5 CNEL		7	0 CNEL			75 CNEL			
TOTAL OFF-AIRPORT	_	494 Acres	;	-	38 Acres		•	14 Acres			

435 Acres

288 Acres

1011 Acres

TOTAL OVERALL

^{*} NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information.

Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

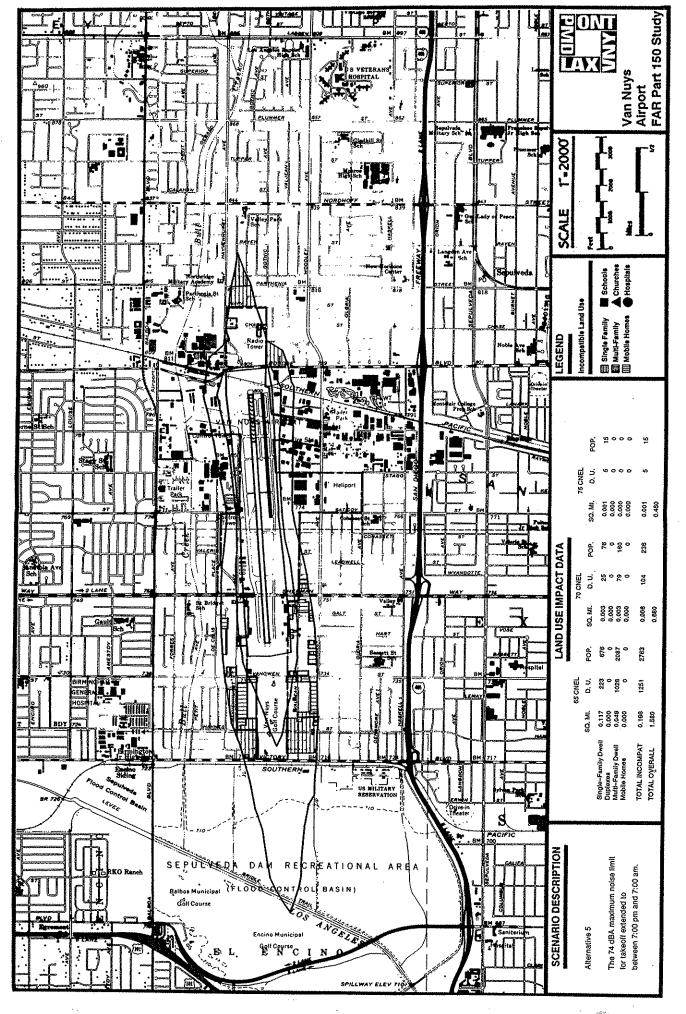
VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 5 INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Residential Single Family	<u>75</u>	<u>0.117</u>	<u>2</u>	0.003	_ 1	0.001
TOTAL SINGLE FAMILY	75	0.117	2	0.003	1	0.001
Residential - Duplex	0	0.000	0	0.000	, o	0.000
Residential - Multi Family	31	0.049	2	0.003	0	0.000
Mobile Home & Trailer Parks	<u>o</u>	0.000	<u>0</u>	0.000	<u>o</u>	0.000
TOTAL MULTI FAMILY	31	0.049	2	0.003	0	0.000
HOSPITALS	0	0.000	0	0.000	0	0.000
Elementary Schools	0	0.000	0	0.000	0	0.000
Junior High Schools	0	0.000	0	0.000	0	0.000
Senior High Schools	0	0.000	0	0.000	0	0.000
Trade Schools	0	0.000	0	0.000	0	0.000
Religious Facilities	<u>o</u>	0.000	<u>Q</u>	0.000	<u>0</u>	0.000
TOTAL FOLIA (TIONAL) (ST. 101010)						
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	106	0.166	4	0.006	1	0.001

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 5 COMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
		0.000	0	0.000	•	0.000
Commercial - Major Office Bldgs.	4	0.006	0	0.000	0	0.000
Commercial - Neighborhood shop'g.	0	0.000	0	0.000	0	0.000 0.000
Commercial - Strip	. 0	0.003	0	0.000	0	
Commercial - Recreation	-	0.000	. 0	0.000	-	0.000
Hotels/Motels	<u>0</u>	0.000	<u>o</u>	0.000	<u>0</u>	0.000
TOTAL COMMERCIAL	6	0.009	0	0.000	0	0.000
Extractive	0	0.000	0	0.000	0	0.000
Manufacturing & Assembly	185	0.289	63	0.098	13	0.021
Freeways	0	0.000	0	0.000	0	0.000
Utilities & Electrical Power	Ö	0.000	0	0.000	Õ	0.000
Liquid Waste Disposal Facilities	0	0.000	0	0.000	0	0.000
Government Office Facilities	0	0.000	Ö	0.000	Ō	0.000
Emergency Response Facilities	<u>0</u>	0.000	<u>0</u>	0.000	0	0.000
	_				<u></u>	, ,
TOTAL INDUSTRIAL	185	0.289	63	0.098	13	0.021
Local Parks	190	0.297	1	0.001	0	0.000
Vacant - Undeveloped	7	0.011	0	0.000	0	0.000
Vacant - With Improvements	<u>0</u>	0.000	<u>0</u>	0.000	<u>o</u>	0.000
TOTAL OPEN SPACE	197	0.308	. 1	0.001	0	0.000
COMPATION ELANDLINE CDAND TOTAL	388	0.606	64	0.099	13	0.021
COMPATIBLE LAND USE GRAND TOTAL	300	0.000	04	0.099	13	0.021



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The sixth alternative noise control scenario would establish an additional maximum takeoff limit of 78 dBA for the remainder of the day from 7:00 am to 11:00 pm.

Van Nuys Airport Part 150 Study

Scenario 6

		5 CNEL D. U.*	POP.*		SQ. MI.	70 CNEL D. U.*	POP.*	SQ. MI.	75 CNEL D. U. *	POP.*
									J. 0.	101.
INCOMPATIBLE AND CO	MPATIBLE	LAND	USE IMF	PACTS	<u>3</u>					
Single-Family Dwellings	0.005	23	70	-	0.001	4	12	0.000	0	0
Duplexes	0.000	0	0		0.000	0	0	0.000	0	0
Multi-Family Dwellings	0.003	62	126		0.000	0	0	0.000	0	0
Mobile Homes	0.000	0	0		0.000	· . 0	0	0.000	0	0
TOTAL INCOMPAT	0.008	85	196		0.001	. 4	12	0.000	0	0
TOTAL COMPAT	0.068	0	0		0.016	0	0	0.003	0	Ó

INM CONTOUR LAND AREA

	65 CNEL	70 CNEL .	75 CNEL
TOTAL OFF-AIRPORT	49 Acres	11 Acres	2 Acres
TOTAL OVERALL	416 Acres	282 Acres	230 Acres

^{*} NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information. Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

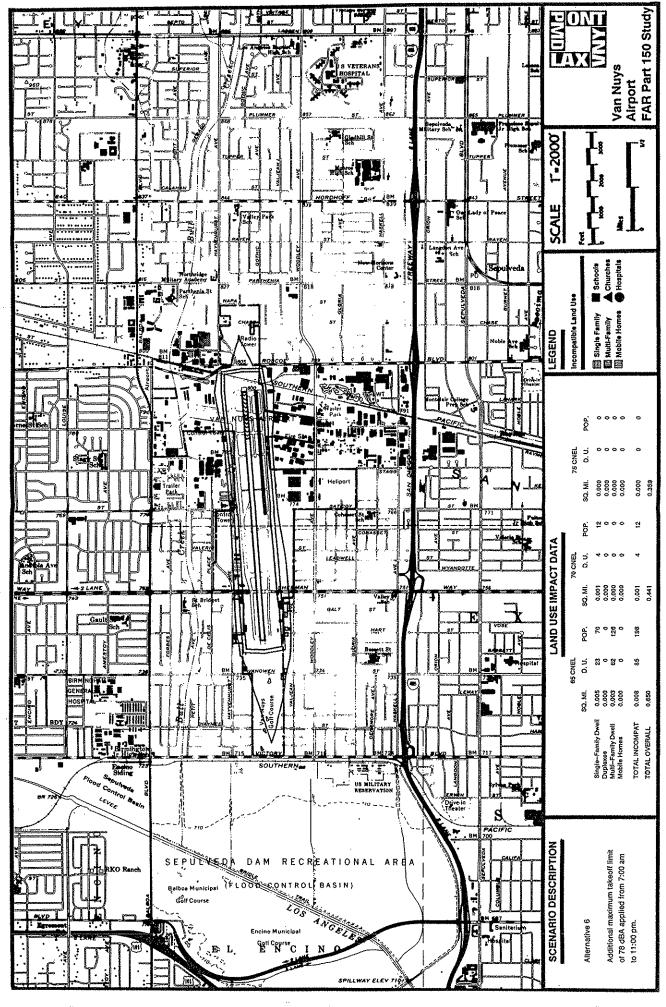
VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 6 INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
	*************************	on a necessary consideration of the second		************	*************	************
Residential Single Family	<u>3</u>	<u>0.005</u>	<u>1</u>	0.001	<u>0</u>	0.000
TOTAL SINGLE FAMILY	3	0.005	1	0.001	. 0	0.000
			-			
Residential - Duplex	0	0.000	0	0.000	0	0.000
Residential - Multi Family	2	0.003	0	0.000	0	0.000
Mobile Home & Trailer Parks	<u>o</u>	0.000	<u>0</u>	0.000	<u>o</u>	0.000
TOTAL MULTI FAMILY	2	0.003	0	0:000	0	0.000
HOSPITALS	0	0.000	0	0.000	0	0.000
Elementary Schools	0	0.000	0	0.000	0	0.000
Junior High Schools	0	0.000	0	0.000	0	0.000
Senior High Schools	0	0.000	0	0.000	0	0.000
Trade Schools	0	0.000	0	0.000	0	0.000
Religious Facilities	<u>0</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	5	0.008	1	0.001	0	0.000

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 6 COMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
	<u>, -</u>		_			
Commercial - Major Office Bldgs.	0	0.000	0	0.000	. 0	0.000
Commercial - Neighborhood shop'g.	0	0.000	0	0.000	. 0	0.000
Commercial - Strip	0	0.000	0	0.000	0	0.000
Commercial - Recreation	0	0.000	0	0.000	0	0.000
Hotels/Motels	<u>o</u>	0.000	<u>o</u>	<u>0.000</u>	<u>0</u>	<u>0.000</u>
TOTAL OOMERTOOM		0.000		0.000	•	0.000
TOTAL COMMERCIAL	0	0.000	0	0.000	0	0.000
Extractive	0	0.000	0	0.000	0	0.000
Manufacturing & Assembly	44	0.068	10	0.016	2	0.003
Freeways	0	0.000	0	0.000	0	0.000
Utilities & Electrical Power	0	0.000	0	0.000	0	0.000
Liquid Waste Disposal Facilities	0	0.000	0	0.000	0	0.000
Government Office Facilities	ō	0.000	0	0.000	0	0.000
Emergency Response Facilities	<u>0</u>	0.000	0	0.000	<u>o</u>	0.000
		+ 111111111111111111111111111111111111	AFTER.	***************************************		***********
TOTAL INDUSTRIAL	44	0.068	10	0.016	2	0.003
	*************************					***************************************
Local Parks	0	0.000	0	0.000	0	0.000
Vacant - Undeveloped	0	0.000	. 0	0.000	0	0.000
Vacant - With Improvements	<u>0</u>	0.000	<u>o</u>	0.000	<u>o</u>	0.000
TOTAL OPEN SPACE	0	0	0	0.000	0	0.000
COMPATIBLE LAND USE GRAND TOTAL	44	0.068	· 10	0.016	2	0.003



The seventh alternative noise control scenario would apply a maximum takeoff limit of 74 dBA, 24 hours a day.

Van Nuys Airport Part 150 Study

Scenario 7

	(65 CNEL		70 CNEL				75 CNEL	
	SQ. MI.	D. U,*	POP.*	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*
INCOMPATIBLE AND CO	<u>OMPATIBL</u>	E LAND I	JSE IMPAC	<u> 318</u>					
Single-Family Dwellings	0.003	21	64	0.001	4	12	0.000	0	0
Duplexes	0.000	0	0	0.000	Ö	0	0.000	0	0
Multi-Family Dwellings	0.002	42	85	0.000	Ō	0	0.000	0	Ō
Mobile Homes	0.000	0	0	0.000	0	.0	0.000	0	0
TOTAL INCOMEDAT	0.005	60	140	0.001	4	12	0.000	0	0
TOTAL COMPAT	0.005 0.067	63 0	149 0	0.001	0	0	0.000	0	0
TOTAL COMPAT	0.007	U	U	0.010	U	U	0.003	U	U
***************************************	4000044444444444444444444444			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	**************	***************************************		************	***************************************
INM CONTOUR LAND A	<u>REA</u>								
								•	
	!	65 CNEL			0 CNEL		•	75 CNEL	
TOTAL OFF-AIRPORT		46 Acres			1 Acres			2 Acres	
TOTAL OVERALL	4	110 Acres		28	82 Acres		:	230 Acres	

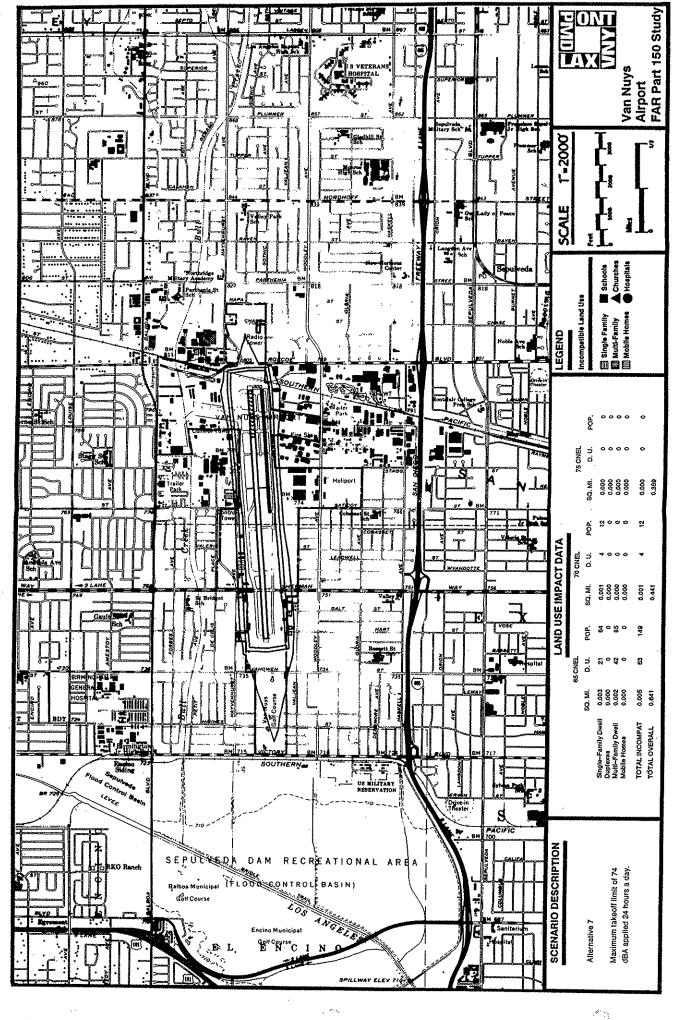
^{*} NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information.

Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 7 INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	<u> </u>	0.003	<u>1</u>	0.001	<u>o</u>	0.000
TOTAL SINGLE FAMILY	2	0.003	1	0.001	0	0.000
Residential - Duplex	0	0.000	0	0.000	0	0.000
Residential - Multi Family	1	0.002	0	0.000	0	0.000
Mobile Home & Trailer Parks	<u>0</u>	0.000	<u>o</u>	0.000	. <u>o</u>	0.000
TOTAL MULTI FAMILY	1	0.002	0	0.000	0	0.000
HOSPITALS	0	0.000	0	0.000	0	0.000
Elementary Schools	0	0.000	^	0.000		
Junior High Schools	0	0.000	. 0	0.000	. 0	0.000 0.000
Senior High Schools	0	0.000	0	0.000	0	0.000
Trade Schools	Ö	0.000	0	0.000	ő	0.000
Religious Facilities	<u>o</u>	0.000	<u>o</u>	0.000	<u>0</u>	0.000
	•••		-	***************************************		***************************************
TOTAL EDUCATIONAL/RELIGIOUS	. 0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	3	0.005	1	0.001	0	0.000

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.



3;

1. J.

Thursday B

The eighth alternative noise control scenario would reduce takeoff thrust/power settings, within safety levels, for all jets departing VNY and would prohibit the use of the airfield by all aircraft having Part 36 takeoff noise levels in excess of 78 dBA. Those aircraft exceeding 78 dBA are not replaced by any other aircraft.

Van Nuys Airport Part 150 Study

Scenario 8

	SQ. MI.	65 CNEL D. U.	POP.*	SQ. MI.	70 CNEL D. U.*	POP.*	SQ. MI.	75 CNEL D. U.*	POP.*
	ou.m.	<i>D</i> . 0.		Od. III.					
INCOMPATIBLE AND COMPATIBLE LAND USE IMPACTS									
Single-Family Dwellings	0.002	20	61	0.001	1	3	0.000	0	0
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi-Family Dwellings	0.001	25	51	0.000	0	0	0.000	0	0
Mobile Homes	0.000	0	0	0.000	0	0	0.000	0	0
TOTAL INCOMPAT	0.003	45	112	0.001	1	3	0.000	0	0
TOTAL COMPAT	0.069	0	0	0.019	0	0	0.002	0	0

INM CONTOUR LAND AREA

	65 CNEL	· <u>70 CNEL</u>	<u>75 CNEL</u>
TOTAL OFF-AIRPORT	46 Acres	12 Acres	1 Acre
TOTAL OVERALL	397 Acres	282 Acres	224 Acres

^{*} NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information.

Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

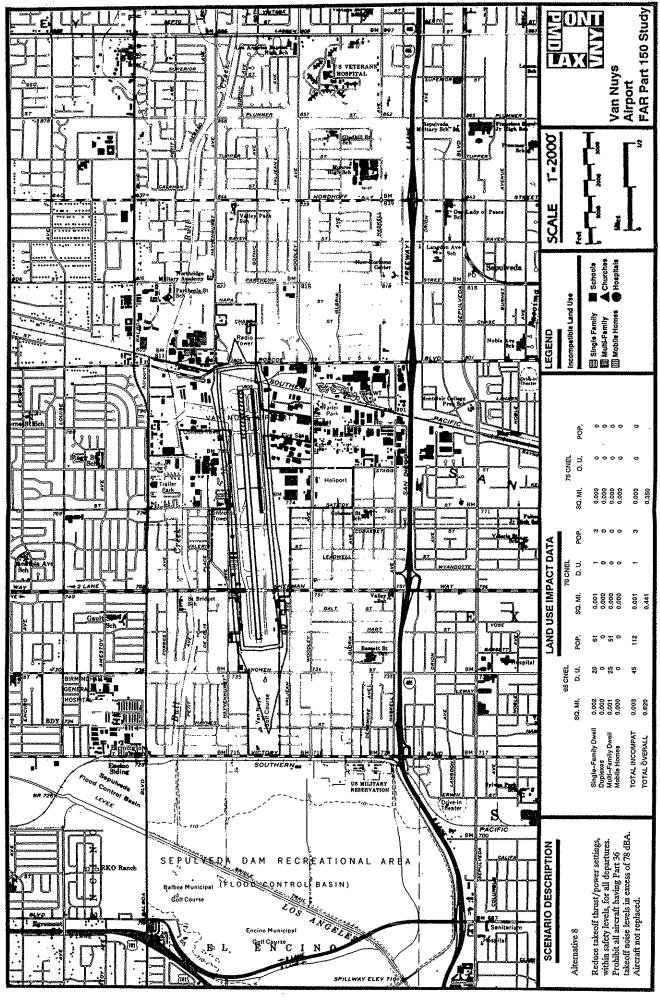
VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 8 INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
	710100	oq. mioo				
Residential Single Family	<u> </u>	0.002	1	0.001	<u>o</u>	0.000
TOTAL SINGLE FAMILY	1	0.002	1	0.001	0	0.000
Residential - Duplex	0	0.000	0	0.000	0	0.000
Residential - Multi Family	1	0.001	0	0.000	0	0.000
Mobile Home & Trailer Parks	<u>o</u>	0.000	. <u>0</u>	0.000	<u>0</u>	0.000
TOTAL MULTI FAMILY	1	0.001	0	0.000	0	0.000
HOSPITALS	0	0.000	0	0.000	0	0.000
	0	0.000	0	0.000	0	0.000
Elementary Schools	0	0.000	0	0.000	ő	0.000
Junior High Schools Senior High Schools	0	0.000	ő	0.000	0	0.000
Trade Schools	0	0.000	0	0.000	0	0.000
Religious Facilities	<u>o</u>	0.000	<u>o</u>	0.000	<u>o</u>	0.000
	0	0.000	0	0.000	0	0.000
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	U	0.000	V	0.000
	(2) (2) (3) (3) (3) (3) (3) (3) (3) (3) (3) (3		20,000,000,000,000,000,000	000000000000000000000000000000000000000	0.0000000000000000000000000000000000000	more construction of the con-
INCOMPATIBLE LAND USE GRAND TOTAL	2	0.003	1	0.001	0	0.000

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 8 COMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
•						
Commercial - Major Office Bldgs.	_0	0.000	0	0.000	0	0.000
Commercial - Neighborhood shop'g.	. 0	0.000	0	0.000	0	0.000
Commercial - Strip	0	0.000	0	0.000	0	0.000
Commercial - Recreation	0	0.000	0	0.000	0	0.000
Hotels/Motels	<u>0</u>	0.000	<u>o</u>	<u>0.000</u>	<u>0</u>	0.000
TOTAL COMMERCIAL	0	0.000	0	0.000	0	0.000
TOTAL COMMETCIAL			_			
	supplierate upper represent service		Andrews over the teat of productions	Medical Control	**************	The 19 colonda are sole.
Extractive	0	0.000	0	0.000	0	0.000
Manufacturing & Assembly	44	0.069	12	0.019	1	0.002
Freeways	0	0.000	0	0.000	0	0.000
Utilities & Electrical Power	0	0.000	0	0.000	0	0.000
Liquid Waste Disposal Facilities	0	0.000	0	0.000	0	0.000
Government Office Facilities	0	0.000	0	0.000	0	0.000
Emergency Response Facilities	<u>o</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
•						
TOTAL INDUSTRIAL	44	0.069	12	0.019	1	0.002
t and Davis	0	0.000	0	0.000	0	0.000
Local Parks Vacant - Undeveloped	0	0.000	0	0.000	0	0.000
Vacant - With Improvements	<u>0</u>	0.000	<u>o</u>	0.000	<u>o</u>	0.000
vacant - with improvements	2	0.000	<u>v</u>	. 0.000	~	<u>0.000</u>
TOTAL OPEN SPACE	0	0.000	0	0.000	. 0	0.000
			_			
	94.488888888888888888888888888888888888	200000000000000000000000000000000000000	-copo-14-004-0000000000000000000000000000000	400000000000000000000000000000000000000	NAMES AND STREET, STRE	**************************************
COMPATIBLE LAND USE GRAND TOTAL	44	0.069	12	0.019	1	0.002



The ninth alternative noise control scenario would reduce takeoff thrust/power settings, within safety levels, for all jets departing VNY and would prohibit the use of the airfield by all aircraft having Part 36 takeoff noise levels in excess of 74 dBA between the hours of 10:00 p.m. and 7:00 a.m.

Van Nuys Airport Part 150 Study

Scenario 9
Using Forecast #1

	65 CNEL			70	0 CNEL		75 CNEL		
,	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.	SQ. MI.	D. U.*	POP.*
	0145 4TISL			`TO					
INCOMPATIBLE AND C	OMPATIBLE	E LANU	USE IMPAC	<u> </u>					
Single-Family Dwellings	0.020	80	242	0.002	11	33	0.000	0	. 0
Duplexes	0.000	. 0	0	0.000	0	0	0.000	0	0
Multi-Family Dwellings	0.013	298	605	0.000	. 0	0	0.000	0	0
Mobile Homes	0.000	0	0	0.000	0	0	0.000	0	. 0
TOTAL INCOMPAT	0.033	378	847	0.002	11	33	0.000	0	0
TOTAL COMPAT	0.254	0	0	0.039	0	0	0.008	0	0
			400000000000000000000000000000000000000		000000000000000000000000000000000000000			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	dendertiethinesta
INM CONTOUR LAND A	REA								
		55 CNEL		70	O CNEL		75	CNEL	
TOTAL OFF-AIRPORT	-	84 Acres			6 Acres			Acres	
TOTAL OVERALL		346 Acres			20 Acres		26	2 Acres	
TOTAL OVERMEL		, , , , , , , , , , , ,							

NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information.
 Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

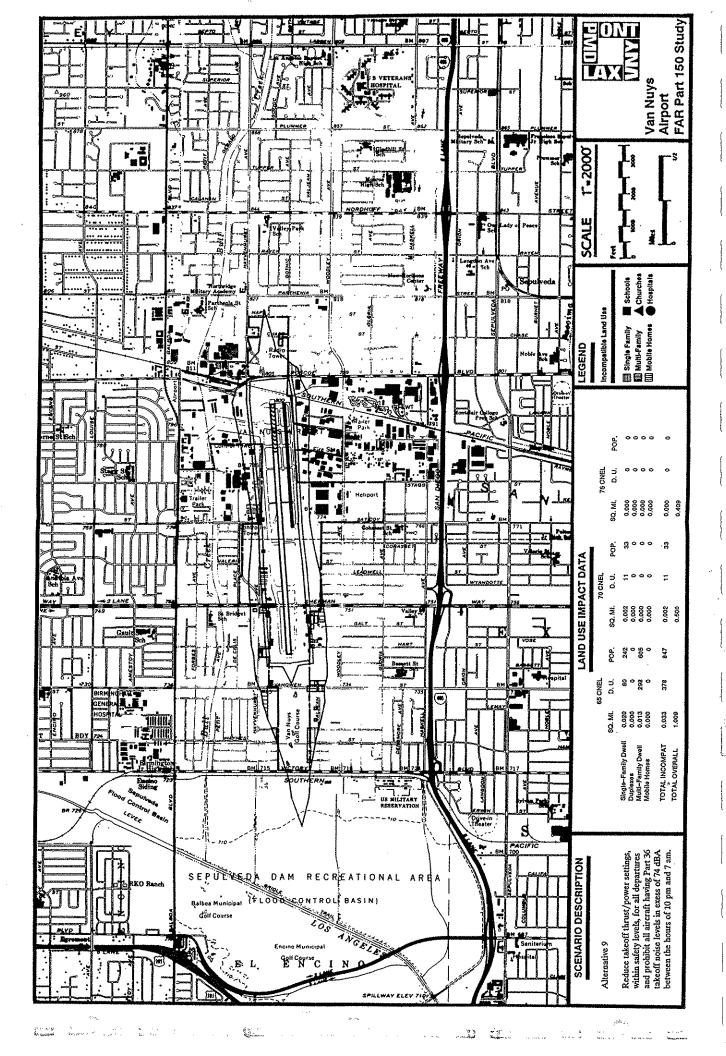
VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 9 INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Residential Single Family	13	0.020	1	0.002	<u>0</u>	0.000
TOTAL SINGLE FAMILY	13	0.020	1	0.002	0	0.000
Residential - Duplex	0	0.000	. 0	0.000	0	0.000
Residential - Multi Family	8	0.013	0	0.000	0	0.000
Mobile Home & Trailer Parks	<u>o</u>	0.000	<u>o</u>	<u>0.000</u>	Ō	0.000
					_	
TOTAL MULTI FAMILY	8	0.013	0	0.000	0	0.000
HOSPITALS	0	0.000	0	0.000	0	0.000
1,001						
Elementary Schools	0	0.000	0	0.000	0	0.000
Junior High Schools	. 0	0.000	0	0.000	0	0.000
Senior High Schools	0	0.000	0	0.000	0	0.000
Trade Schools	0	0.000	0	0.000	0	0.000
Religious Facilities	<u>0</u> .	0.000	<u>0</u>	0.000	<u>0</u>	0.000
	_			0.000	^	0.000
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	21	0.033	1	0.002	0	0.000

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 9 COMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Commercial - Major Office Bldgs.	3	0.004	0	0.000	0	0.000
Commercial - Neighborhood shop'g.	0	0.000	. 0	0.000	0	0.000
Commercial - Strip	1	0.002	0	0.000	. 0	0.000
Commercial - Recreation	0	0.000	. 0	0.000	0	0.000
Hotels/Motels	<u>0</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
			_			
TOTAL COMMERCIAL	4	0.006	0	0.000	0	0.000
Extractive	0	0.000	0	0.000	0	0.000
Manufacturing & Assembly	127	0.198	25	0.039	5	0.008
Freeways	0	0.000	0	0.000	0	0.000
Utilities & Electrical Power	. 0	0.000	0	0.000	0	0.000
Liquid Waste Disposal Facilities	. 0	0.000	0	0.000	0	0.000
Government Office Facilities	0	0.000	0	0.000	0	0.000
Emergency Response Facilities	<u>0</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
• • • •					_	
TOTAL INDUSTRIAL	127	0.198	25	0.039	5	0.008
Local Parks	27	0.042	ò	0.000	0	0.000
Vacant - Undeveloped	5	0.008	0	0.000	0	0.000
Vacant - With Improvements	<u>0</u>	0.000	<u>0</u>	0.000	<u>o</u>	0.000
vacant with improvement			_		•	
TOTAL OPEN SPACE	32	0.050	0	0.000	0	0.000
COMPATION ELAND HOL COAND TOTAL	163	0.254	25	0.039	5	0.008
COMPATIBLE LAND USE GRAND TOTAL	103	0.204	23	V.003	J .	0.000



The ninth alternative noise control scenario would reduce takeoff thrust/power settings, within safety levels, for all jets departing VNY and would prohibit the use of the airfield by all aircraft having Part 36 takeoff noise levels in excess of 74 dBA between the hours of 10:00 p.m. and 7:00 a.m.

Van Nuys Airport Part 150 Study

Scenario 9 - Revised Using Forecast #2

VAN NUYS AIRPORT - PART 150 STUDY Scenario #9 Revised Using Forecast #2

	SQ. MI.	55 CNEL D. U.*	POP.*	70 CNEL P.* SQ. MI. D.U.* POP.*			75 CNEL SQ. MI. D.U.* POP.*			
							Od: mi.	<i>D</i> .0.	101.	
INCOMPATIBLE AND	COMPATIE	BLE LAN	D USF IM	PACTS						
				· · · · · · · · · · · · · · · · · · ·						
Single-Family Dwellings	0.050	168	508	0.002	14	42	0.000	0	0	
Duplexes	0.000	0	0	0.000	0	0	0.000	0`	0	
Multi-Family Dwellings	0.044	912	1851	0.000	0	0	0.000	0	0	
Mobile Homes	0.000	0	0	0.000	0	0	0.000	0	0	
TOTAL INCOMPAT	0.094	1080	2359	0.002	14	42	0.000	0	0	
TOTAL COMPAT	0.277	0	0	0.033	0	0	0.009	0	Ō	
					100000000000000000000000000000000000000		deeptetessessessessessessesses	- 	občeoničnostianostan	

INM CONTOUR LAND AREA

TOTAL OFF-AIRPORT	65 CNEL	70 CNEL	75 CNEL
	237 Acres	22 Acres	6 Acres
TOTAL OVERALL	766 Acres	345 Acres	277 Acres

^{*} NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information. Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

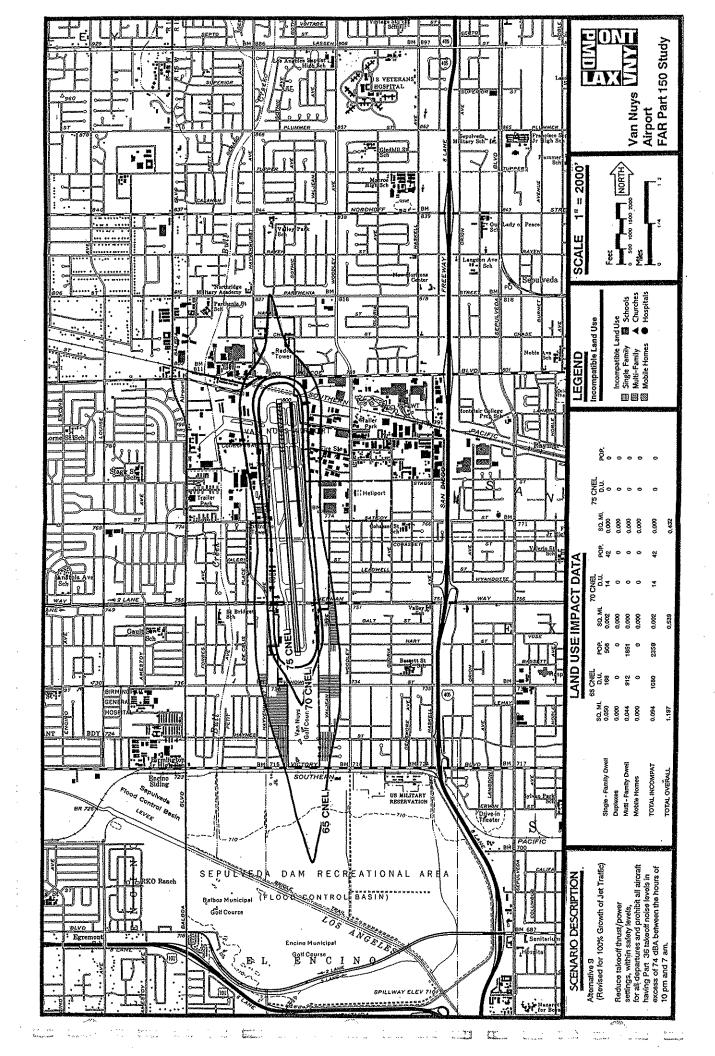
VAN NUYS AIRPORT - PART 150 STUDY Scenario #9 Revised Using Forecast #2 Incompatible Land Use Areas Within the 65, 70, and 75 CNEL Contours

	65 Acres	CNEL Sq. Miles	70 Acres	CNEL Sq. Miles	75 Acres	CNEL Sq. Miles
Residential Single Family	<u>32</u>	0.050	1	0.002	<u>0</u>	0.000
TOTAL SINGLE FAMILY	32	0.050	1	0.002	0	0.000
Residential - Duplex	0	0.000	0	0.000	0	0.000
Residential - Multi Family	28	0.044	0	0.000	0	0.000
Mobile Home & Trailer Parks	<u>0</u>	0.000	<u>o</u>	0.000	Q	0.000
TOTAL MULTI FAMILY	28	0.044	0	0.000	0	0.000
HOSPITALS	0	0.000	0	0.000	0	0.000
Elementary Schools	0	0.000	0	0.000	0	0.000
Junior High Schools	0	0.000	0	0.000	0	0.000
Senior High Schools Trade Schools	0	0.000	0	0.000	0	0.000
Religious Facilities	<u>0</u>	0.000	0 <u>0</u>	0.000 0.000	0	0.000 0.000
· inglosso i complete	⊻ .	<u>5.500</u>	<u>u</u>	0.000	<u>U</u>	<u>0.000</u>
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	60	0.094	1	0.002	. 0	0.000

^{*} NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT - PART 150 STUDY Scenario #9 Revised Using Forecast #2 Incompatible Land Use Areas Within the 65, 70, and 75 CNEL Contours

	65 CNEL Acres Sq. Miles		70 Acres	CNEL Sq. Miles	75 Acres	CNEL Sq. Miles
Commercial - Major Office Buildings Commercial - Neighborhood Shopping Commercial - Strip Commercial - Recreation Hotels/Motels	3 0 1 0 <u>0</u>	0.004 0.000 0.001 0.000 0.000	0 0 0 0 <u>0</u>	0.000 0.000 0.000 0.000 0.000	0 0 0 0 <u>0</u>	0.000 0.000 0.000 0.000 0.000
TOTAL COMMERCIAL	4	0.005	О	0.000	, 0	0.000
Extractive Manufacturing & Assembly	0 122	0.000 0.190	0 22	0.000 0.033	0 0	000.0 000,0
Freeways Utilities & Electrical Power	0 0	0.00.0	0	0.000 0.000	0	0.000 0.000
Liquid Waste Disposal Facilities Government Office Facilities	0 0	0.00.0	0	0,000 0,000	0	0.000 0.000
Emergency Response Facilities	<u>o</u> .	0.000	Ō	0.000	<u>0</u>	0.000
TOTAL INDUSTRIAL	122	0.190	22	0.033	О	0.000
Local Parks Vacant - Undeveloped	44 9	0.068 0.014	0 0	0.000	0 0	0.000 0.000
Vacant - With Improvements	Ō	0.000	<u>O</u>	0.000	<u>0</u>	0.000
TOTAL OPEN SPACE	53	0.082	0.	0.000	0.	0.000
COMPATIBLE LAND USE GRAND TOTAL	179	0.277	22	0.033	0	0.000



The tenth alternative noise control scenario would reduce takeoff thrust/power settings, within safety levels, for all jets departing VNY and would prohibit the use of the airfield by all aircraft having Part 36 takeoff noise levels in excess of 78 dBA. Those aircraft exceeding 78 dBA are replaced by similarly sized aircraft.

Van Nuys Airport Part 150 Study

Scenario 10

	65 CNEL			70 CNEL			75 CNEL			
•	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*	
INCOMPATIBLE AND COMPATIBLE LAND USE IMPACTS										
Single-Family Dwellings	0.006	36	109	0.001	4	12	0.000	0	0	
Duplexes	0.000	0	0	0.000	0	0	0.000	0	Ö	
Multi-Family Dwellings	0.004	103	209	0.000	. 0	0	0.000	0	0	
Mobile Homes	0.000	0	0	0.000	0	0	0.000	. 0	0	
TOTAL INCOMPAT	0.010	139	318	0.001	, 4	12	0.000	0	0	
TOTAL COMPAT	0.111	0	0	0.019	0	0	0.003	0	0	
***************************************		vandabbbbakabiski kilokobab	and trade the balance transport				*********************			
NULL CONTOUR LAND AREA										
INM CONTOUR LAND AREA										
•	· <u></u>	65 CNEL		7	70 CNEL			75 CNEL		

13 Acres

288 Acres

2 Acres

237 Acres

78 Acres

474 Acres

TOTAL OFF-AIRPORT

TOTAL OVERALL

^{*} NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information.

Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 10 INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

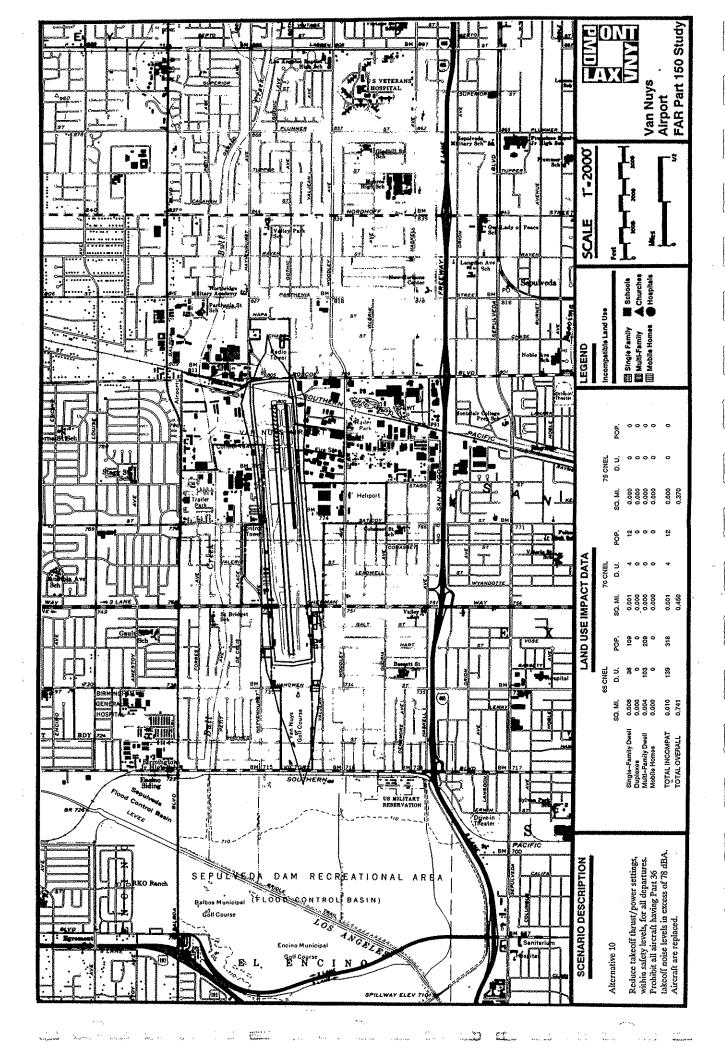
	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
· ·						
Residential Single Family	4	0.006	<u>1</u>	<u>0.001</u>	<u>o</u>	0.000
TOTAL SINGLE FAMILY	4	0.006	1	0.001	0	0.000
Residential - Duplex	0	0.000	0	0.000	0	0.000
Residential - Multi Family	3	0.004	0	0.000	0	0.000
Mobile Home & Trailer Parks	<u>0</u>	0.000	<u>0</u>	0.000	<u>o</u>	0.000
TOTAL MULTI FAMILY	3	0.004	0	0.000	0	0.000
						0.000
HOSPITALS	0	0.000	0	0.000	0	0.000
Elementary Schools	0	0.000	0	0.000	0	0.000
Junior High Schools Senior High Schools	0	0.000	0	0.000	0	0.000 0.000
Trade Schools	0	0.000	0	0.000	0	0.000
Religious Facilities	<u>0</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
1 lengious i domaies	, 2	0.000	<u>v</u>	0.000	⊻	0.000
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	7	0.010	1	0.001	0	0.000

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.

VAN NUYS AIRPORT PART 150 STUDY – SCENARIO 10 COMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Occurrented Malor Office Didon		0.004	•	0.000	,	0.000
Commercial - Major Office Bldgs.	, 1	0.001	0	0.000	0	0.000
Commercial - Neighborhood shop'g.	0	0.000	0	0.000	0	0.000
Commercial - Strip	0	0.000	0	0.000	0	0.000
Commercial - Recreation	0	0.000	. 0	0.000	. 0	0.000
Hotels/Motels	<u>0</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
TOTAL COMMERCIAL	1	0.001	0	0.000	0	0.000
Extractive	. 0	0.000	0	0.000	0	0.000
Manufacturing & Assembly	67	0.105	12	0.019	2	0.003
Freeways	0	0.000	0	0.000	0	0.000
Utilities & Electrical Power	0	0.000	0	0.000	0	0.000
Liquid Waste Disposal Facilities	0	0.000	. 0	0.000	0	0.000
Government Office Facilities	0	0.000	0	0.000	0	0.000
Emergency Response Facilities	<u>0</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
TOTAL INDUSTRIAL	67	0.105	12	0.019	2	0.003
TOTAL INDUSTRIAL	0,	0.100	14	0.010	_	0.000

Local Parks	2	0.003	0	0.000	0	0.000
Vacant - Undeveloped	1	0.002	0	0.000	0	0.000
Vacant - With Improvements	<u>0</u>	0.000	<u>0</u>	0.000	<u>0</u>	0.000
					,	- · · · · · · · · · · · · · · · · · · ·
TOTAL OPEN SPACE	3	0.005	0	0.000	0	0.000
COMPATIBLE LAND USE GRAND TOTAL	71	0.111	12	0.019	2	0.003



Scenario 11

The maximum takeoff limit of 74 dBA* would apply from 8:00 a.m. to 10:00 p.m. and jet operations would be prohibited from 10:00 p.m. to 8:00 a.m. The current limit of 74 dBA would remain in effect for all non jet operations from 11:00 p.m. to 7:00 a.m.

Van Nuys Airport Part 150 Study

Scenario 11

VAN NUYS AIRPORT - PART 150 STUDY - SCENARIO 11

	69		. 7	0 CNEL		75 CNEL			
***************************************	SQ. MI.	D.U.*	POP.*	SQ. MI.	D.U.*	POP.*	SQ. MI.	D.U.*	POP.*
INICOMPATIDI E I AND LIC	E MOACT	.							
INCOMPATIBLE LAND US	CIMEACI	2	_						
Single-Family Dwellings	0.001	4	12	0.000	0	0	0.000	0	0
Duplexes	0.000	0	0	0.000	0	Ō	0.000	Ö	0
Multi-Family Dwellings	0.000	. 0	0	0.000	Ö	Ō	0.000	ő	0
Mobile Homes	0.000	0	0	0.000	0	0	0.000	ŏ	Ŏ
TATAL 131001 CD 4 CD									
TOTAL INCOMPATIBLE	0.001	4	12	0	07	0	0	0	0
								***********	******
·									
INM CONTOUR LAND AREA									
	c.	CNIE	÷	***					
TOTAL OVERALL		CNEL 9 Acres			CNEL			CNEL	
TO THE OVER INCL	33:	a Moies		26	9 Acres		21	1 Acres	

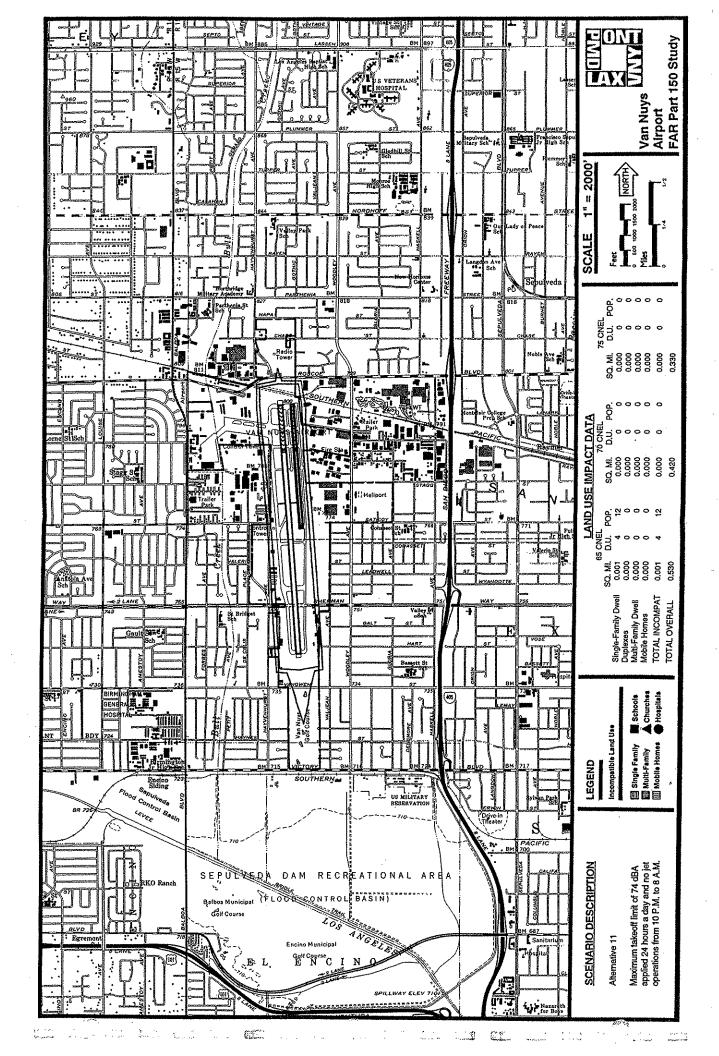
^{*}NOTE: Dwelling unit and population calculations are based on estimates made using June 1987 assessor information.

Actual county assessor records were linked to the assessor parcel files. Information for each parcel is considered to be either in or out of a given contour.

VAN NUYS AIRPORT PART 150 STUDY-SCENARIO 11 INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL	65 CNEL	70 CNEL	70 CNEL	75 CNEL	75 CNEL
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Residential Single Family	1	0.001	Q	0.000	<u>Q</u> .	0.000
TOTAL SINGLE FAMILY	1	0.001	0	0.000	0	0.000
Residential - Duplex	0	0.000	0	0.000	0	0.000
Residential - Multi Family	0	0.000	0	0.000	0	0.000
Mobile Home & Trailer Parks	Q	0.000	Q	0.000	Q	0.000
TOTAL MULTI FAMILY	0	0.000	0	0.000	0	0.000
HOSPITALS	0	0.000	0	0.000	0	0.000
Elementary Schools	0	0.000	0	0,000	0	0.000
Junior High Schools	0	0.000	0	0.000	0	0.000
Senior High Schools	0	0.000	0	0.000	0	0.000
Trade Schools	0	0.000	0	0.000	0	0.000
Religious Facilities	Q	0.000	Q	0.000	· <u>Q</u>	0.000
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
INCOMPATIBLE LAND USE GRAND TOTAL	1	0.001	. 0	0.000	0	0.000

NOTE: Dwelling unit and population calculations as shown on the impact maps and the attached spreadsheets are based on estimates made using census tract information. Areas of each land use type (Single Family, Multi Family, etc.) are entered in the database individually. Impacts of each land use type are calculated by considering the total acreage of each land use type within each census tract impacted by a particular contour and total overall acreage of each land use type within the census tract. Proportions of each land use type impacted by a contour are then used to calculate the population and dwelling unit impact.



Section 2

Report on Community Opinion Survey

REPORT ON COMMUNITY OPINION SURVEY AS PART OF THE VAN NUYS AIRPORT PART 150 STUDY

CommuniQuest Marketing Communications
1020 Manhattan Beach Blvd. Suite 109
Manhattan Beach, California 90266
(213) 546-5713

August 1990

I. DESIGN AND SCOPE OF SURVEY

PURPOSE

The Community Opinion Survey was conducted as part of the Los Angeles Department of Airports Part 150 Study at Van Nuys Airport. A Part 150 Study is a noise and community compatibility study, funded by the Federal Aviation Administration (FAA), to determine effective means of mitigating airport impacts in neighborhoods surrounding the airport.

This survey was undertaken at the request of the Part 150 Technical Committee and under the guidance of the Part 150 Steering Committee. The Steering Committee in conjunction with the consultant, CommuniQuest Marketing, developed the survey to better determine the impact of the airport on surrounding communities and the extent of those impacts, both positive and negative.

OVERVIEW

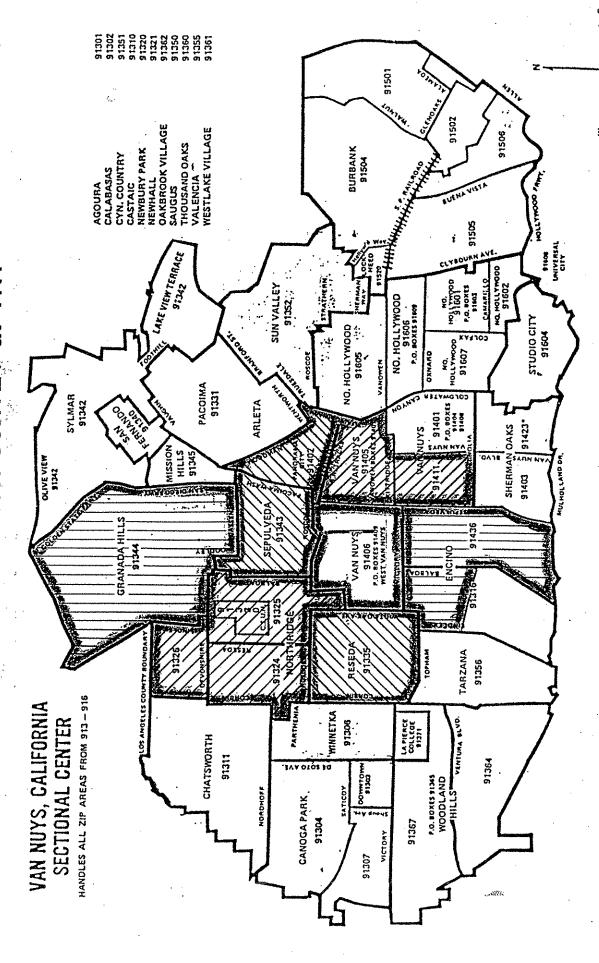
The Part 150 Technical Committee advised the consultant to implement a random telephone survey of a 12 zip code area, an area approximately 4 to 8 miles surrounding the Van Nuys Airport (see map), encompassing a total population of an estimated 368,000. The sample was representative of the actual population distribution within each zip code.

The survey was conducted between January 24 and February 14, 1990 to a total of 505 households, including listed and unlisted sampling. A Spanish version of the survey was used for 31 of the 505 interviews. Eighty percent of the interviews lasted between five and ten minutes, with an average length of an interview being 7.9 minutes.

With a sample size of 505 at the 95% level of confidence, there is a 4.4% statistical error factor (in 95 out of 100 cases, the error factor will be 4.4% or <u>less</u>). Statistical error is an estimate of the extent to which the sample may <u>not</u> represent the universe.

Overall, the survey respondents perception of the airport was positive (42% are either very favorable or somewhat favorable). Another 46% are either indifferent, have no opinion or don't know. Eight percent of the respondents are somewhat unfavorable toward the airport with four percent being very unfavorable. Of the respondents with an unfavorable perception of the airport, 30% live in the zip code 91406. Seventy percent of those surveyed felt that Van Nuys Airport is important to the economy of the Van Nuys area (30% feel it is very important and 40% feel it is somewhat important).

COMMUNITY OPINION SURVEY at VNY



ZIP CODES SURVEYED

Concerning increased usage of Van Nuys Airport, the respondents were split with 49% who would not be bothered, 20% bothered a lot and 29% bothered a little. Sixty percent of those surveyed are concerned about aircraft safety to some degree.

Aircraft noise is not a significant issue for the majority of people in the community (60% not bothered, 15% don't think about it). Forty-four percent of the respondents in zip code 91406 are bothered to some degree; 43% of the respondents in zip code 91343 and 41% of the respondents in zip code 91436 are bothered by noise to some degree.

Helicopters are the most cited noise source when people were asked which aircraft bothers them most (32% indicated helicopters). There is a very low awareness of the noise complaint line among the sampled community (86% were not aware of the noise complaint line).

II. COMMUNITY OPINION SURVEY HIGHLIGHTS

- * The communities surrounding Van Nuys Airport are fairly established neighborhoods as:
 - 34% lived in the area for ten years or more
 - 48% lived in the area for six years or more
 - 85% lived in the area for more than one year
 - 59% are homeowners
- * The neighborhoods are composed of relatively young, full time employed population:
 - 72% are under the age of 55 with the largest segment in the 26-35 age group (26%).
 - 65% of the people are employed with 53% working full time
 - Of those employed (full or part time) 32% work in their home.
 - 49% of the sample was male and 51% female
- * When respondents were asked what they disliked most about their neighborhoods, they answered as follows:
 - 20% didn't dislike anything
 - 9% disliked traffic most
 - 8% disliked crime/drugs most
 - 47% when probed for a second dislike said there wasn't anything they disliked
- * Relative to aircraft noise and safety:
 - 4% disliked aircraft noise most
 - 0.4% disliked aircraft safety most
 - 2% when probed for a second dislike, disliked aircraft noise

Of interest, "noise not aircraft" was a bigger concern of residents with 7% stating they disliked this the most.

- * When asked what they liked most about their neighborhoods, peace and quiet was number one.
 - 34% liked the peace and quiet of their neighborhood

- 15% liked the local services most
- 14% liked their neighbors
- 13% liked the quality of life most
- * Residents felt the most important concerns facing the community are crime/robbery, drugs, and gangs:
 - 18% indicated crime/robbery
 - 14% indicated drugs
 - 8% indicated juvenile gangs
- * The majority of respondents felt airport noise and safety is a lesser concern:
 - 1% indicated airport noise as the highest concern
 - 1% indicated airport safety as the highest concern
 - With a second probe, airport noise was mentioned by only 1% as the second main concern, and 0.4% selected airport safety.
- * Perception of Van Nuys Airport is perceived positively within the surrounding community:
 - 42% are either very favorable (16%) or somewhat favorable (26%)
 - 42% are either indifferent (33%) or don't know (9%)
 - 12% have a negative perception of the airport with 4% of the total unfavorables saying they are very unfavorable.
- * Of the respondents with an unfavorable perception of the airport, the following zip codes indicate the location of the greatest percentage of negative respondents:
 - 30% of the zip code 91406
 - 17% of the zip code 91343
 - 16% of the zip code 91326
- * Overall, the surveyed community felt that the Airport is important to the economy of the Van Nuys area:
 - 30% feel it is very important
 - 40% feel it is somewhat important
 - 16% feel it is not important
 - 14% didn't know

- * Nearly half of the people surveyed would be bothered to some degree if general aviation aircraft at the airport were increased:
 - 49% would be bothered with 20% bothered a lot and 29% bothered a little
 - 49% would not be bothered
 - 2% didn't know or were unsure
- * Aircraft safety is important to more than one half of the sampled community:
 - 60% are bothered by aircraft safety concerns (30% are bothered a lot while 30% are bothered a little)
 - 25% are not bothered
 - 13% don't think about it
 - 2% don't know or are unsure
- * Consistent with earlier results, aircraft noise is not a significant issue for a majority of the people in the community as two thirds say that they are unaffected:
 - 60% not bothered
 - 15% don't think about it
- * Aircraft noise is perceived to be an issue with specific zip code groups as follows:
 - 44% (or 22 of 50 people) of the zip code 91406 residents are bothered to some degree
 - 43% (or 23 of 54 people)of the zip code 91343 residents are bothered to some degree
 - 41% (or 9 of 22 people) of the zip code 91436 residents are bothered to some degree
- * Only 5% of the respondents feel that noise at Van Nuys Airport is decreasing, 37% feel that there has not been an increase, and 30% don't notice the noise.
- * Twenty-four percent of the respondents feel aircraft noise is increasing with 91436, 91406, 91343, and 91344 zip code areas registering the highest percentage of those who felt this way (36%, 34%, 33%, and 31% respectively).
- * Of the group of people bothered by noise (118 people or 23% of the sample), mornings (7 am til 12 noon) and evening (5 pm til 10 pm) are the most offensive with 36% being bothered in the morning and 49% in the evening.
- * Seventy percent of those who indicated they were bothered by aircraft noise stated that it was an annoyance, while 22% indicated the noise interrupted them, and 12% made them feel unsafe.

- * Helicopters are the most cited noise source when people were asked which aircraft bothers them most:
 - 32% indicated helicopters
 - 15% indicated larger commercial jets
 - 24% had no opinion
 - 10% indicated helicopters in the second probe
 - 63% indicated no opinion in the second probe
- * A majority of the people (54%) believe that aircraft generating noise come from an airport in this area; with 35% believing it was not from this area.
- * Of those who believe that the aircraft is from an airport in the area, 70% believed it was Van Nuys, 8% believed it was from Burbank/Glendale/Pasadena, and 12% believed it was from Burbank and Van Nuys.
- * There is a very low awareness of the noise complaint line among the sampled community:
 - 86% were not aware of the noise complaint line
 - 14% were aware of the noise complaint line
- * Among those aware of the complaint line, very few had ever registered a complaint (2%), and of those complaining, 63% or five of the eight individuals complaining indicated that they received unsatisfactory replies.

III. ANALYSIS OF SURVEY RESPONSES

DEMOGRAPHICS

Communities surrounding Van Nuys Airport are comprised of fairly stable neighborhoods. Just under 60% of the respondents own their homes with 34% living in their residences 10 years or longer. It is interesting to note that a good number of the respondents, 37% of the people, have lived in their homes between one and five years, while the span between 6 and 10 years and for less than one year represented only 14% and 15% of the respondents respectively.

People living in the survey area are fairly young, full-time employed population with about 42% under the age of 36 and another 30% under 55. Fifty-three percent are employed full-time, another 12% are employed part time, 16% are not employed for a salary, and 16% are retired.

Fifty-one percent of the respondents are female with 49% male.

NEIGHBORHOOD CONCERNS

Responses to the following umbrella questions provided insight in the determination of the overall community issues and concerns. Within the context of these concerns, it is then possible to zero in on specific Van Nuys Airport issues.

Interviewers did not prompt the respondents. Questions were asked before the Van Nuys Airport or aircraft were mentioned, except as was noted by the interviewer in the introduction.

When asked what they liked most about their neighborhoods, "Peace and Quiet" was the number one answer cited by respondents, 34% of the sample. "Location of services" was the second most common answer (15%) with "good neighbors" third (14%). In fourth place was "quality of neighborhood" (13%). When asked if they could think of a second thing the respondents liked about their neighborhood, another 8% indicated "peace and quiet", 16% selected "good neighbors" and 13% chose the "quality of the neighborhood."

In cross-tabulating question four "what do you like about your neighborhood" with question 12 regarding "aircraft noise," of the 36 people who answered that aircraft noise bothers them a lot, 11 respondents or 31%, also answered that they like the peace and quiet most about their neighborhood. Of the 82 people who indicated that aircraft noise "bothers them a little" 37% or 30 people, answered that they like peace and quiet most.

The foregoing seems to indicate that about one-third of the people who answered, "aircraft noise bothered them," either differentiate aircraft noise from other aspects of noise in their neighborhood and still consider their neighborhoods peaceful and quiet, or they define peace and quiet differently.

Also, when cross-referencing those who answered that they like "peace and quiet" best about their neighborhoods with those on aircraft noise, there is a fairly even spread across the answers regarding aircraft noise. In other words, one-third of all those who answered aircraft noise "bothers me a lot" also answered that "peace and quiet" is what they liked most about their neighborhood. This is also true for each category - aircraft noise "bothers me a little", "doesn't bother me" and "don't think about aircraft noise" - one third in each response category also answered that "peace and quiet" is what they liked most in their neighborhood.

In the first probe, six percent indicated that they did not like anything about their neighborhood, and in the second probe 20% indicated that there was nothing they liked (as a second response).

When asking the question and second probe about what the respondents dislike about their neighborhood, the interviewers again did not prompt respondents. The interviewer recorded answers verbatim which in turn created a wide spectrum of answers ranging from medflies to concern about wind.

The respondents' number one dislike with nine percent was traffic. The dislike in second place with eight percent was crime/drugs. Aesthetics was third with eight percent, and, noise, not from aircraft, was the fourth most common response (seven percent of the sample). In the second probe of what respondents disliked most, crime/drugs was five percent, drugs alone was four percent and traffic four percent. In the first probe, 20% did not dislike anything, when probed for a second dislike, 47% said there was not anything they disliked.

In this overall question regarding neighborhood dislikes, aircraft noise and safety was mentioned infrequently with four percent citing aircraft noise as their number one dislike and 0.4% disliked safety of aircraft. When probed for a second dislike, two percent answered aircraft noise and 0.4% aircraft safety.

This appears to be in contradiction to later responses specific to noise and safety concerns regarding Van Nuys Airport, when safety far outranks noise as a concern. However, it may not be inconsistent when considered psychologically. It may be possible, and these results seem to indicate, that those individuals bothered by noise are sensitive to it and very bothered by it, whereas safety is a more subtle concern that may not always be foremost on someone's mind as an irritant, but foremost in one's mind when prompted.

In responding to the question "What do you think is the single, most important concern facing your community?", there was a wide variety of answers. Crime and robbery was the number one answer with 18% of the sample. Drug dealers/use was second with 14% and juvenile gangs ranked third with eight percent. In the second probe regarding "most important concern," nine percent indicated drug dealers/users, nine percent of the respondents indicated juvenile gangs with seven percent selecting crime and robbery.

Unprompted, the majority of respondents felt that airport noise and safety is not a major concern facing the community with one percent indicating airport noise as their most important concern, and one percent chose airport safety. With a second probe, airport noise was mentioned by only one percent as the second main concern, and one-half of one percent indicated airport safety.

Of those who responded to "most important concern" with the answer "aircraft safety" (four responses) - all were homeowners. Similarly, of the five people who responded to the question of most important concern with the answer "aircraft noise", four of the five were homeowners. With only nine individuals, significant conclusions are hard to draw with any reliability. Nevertheless, it may show the possibility that these issues are of greater concern to homeowners than to renters.

The conclusions that can be drawn from these umbrella questions is that unprompted and in relationship to other issues of concern to residents in communities surrounding the Van Nuys Airport, aircraft safety and aircraft noise rank very low.

PERCEPTIONS OF VAN NUYS AIRPORT

Within the surrounding community, Van Nuys Airport is perceived positively (either very favorable (16%) or somewhat favorable (26%)). Another 46% are either indifferent, have no opinion or don't know. Eight percent of the respondents are somewhat unfavorable toward the airport with four percent being very unfavorable.

Of the respondents with an unfavorable airport perception, the following zip codes indicate the location of the greatest percentage of negative respondents:

- 30% of 50 people sampled in zip code 91406
- 17% of 54 people sampled in zip code 91343
- 16% of the 32 people sampled in zip code 91326

Because the sub-sample areas (zip codes) are so small, it is important to be cautious in drawing significant conclusions from the above numbers.

Overall, the surveyed community felt that the Airport is important to the economy of the Van Nuys area with 70% indicating that it is either very important (30%) or somewhat important (40%). Sixteen percent felt it is not important and another 15% did not know.

The sample was evenly divided on the question of increased use of general aviation aircraft at the Airport. Forty-nine percent would not be bothered by increased usage while 29% felt that they would be bothered a little and 20% indicated that they would be bothered a lot. Two percent indicated that they were either unsure or did not know.

AIRCRAFT NOISE

Basically, consistent with earlier results, even when prompted, aircraft noise is not a significant issue for a majority of the people in the community as almost two-thirds said that they are unaffected, with 60% indicating that they are not bothered and another 15% indicating that they don't think about noise.

Aircraft noise is perceived to be an issue (residents are bothered to some degree) within specific zip code groups as follows:

- 44% (or 22 of 50 people) of the zip code 91406
- 43% (or 23 of 54 people) of the zip code 91343
- 41% (or 9 of 22 people) of the zip code 91436

Residents in zip codes to the east and west of the airport indicated the least concern with aircraft noise, with zip codes 91411, 91324 and 91405 indicating of over 80% responses "not bothered by aircraft noise". Zip codes 91316, 91326 and 91344 each indicated more than 60% of responses were "not bothered by aircraft noise."

Although aircraft may not bother a majority of those sampled, only five percent of the respondents felt that airport noise is decreasing, 37% felt it has remained about the same, 24% believe aircraft noise is increasing, 30% did not notice the noise, and 4% are unsure or do not know. Relative to the 24% (119 people) who felt aircraft noise was increasing, zip code areas 91436, 91406, 91343, and 91344 are the most affected with 36%, 34%, 33%, and 31% respectively of the respondents who held this opinion.

Of the 118 respondents (23% of the total sample of 505 individuals) who indicated that noise bothered them at a specific time of the day, 49% believed that evening noise (5 pm til 10 pm) was more bothersome and 36% cited morning hours (7 am til 12 noon). It should be noted that 118 people responded to the noise question with an indication that "noise bothers them" and therefore were asked when they were bothered. There was a total of 173 responses by the 118 respondents

since some responses fell into more than one category.

Seventy percent (83 of the 118) of those who indicated they were bothered by aircraft noise stated that it was an annoyance, while 22% indicated the noise interrupted them, and 12% indicated it made them feel unsafe. Not surprising, 78% of those who indicated that "noise bothered them a lot" (28 responses) also indicated that they believe aircraft noise is increasing at Van Nuys Airport.

Forty-two percent (15 people) of those who indicated that aircraft noise bothered them a lot had either very favorable (three percent), somewhat favorable (eight percent) or an indifferent (31%) perception of the Van Nuys Airport. Fifty-three percent (19 people) of those who indicated that aircraft noise bothered them a lot were either somewhat unfavorable (36%) or very unfavorable (17%). This seems to indicate that noise alone does not appear to make people have very unfavorable impressions of the airport.

Focusing on helicopters specifically, nearly one-third of the sample indicated that noise from helicopters bother them, with specific zip codes indicated various levels of concern. These zip codes (in descending order of priority) were 91402, 91405, and 91343 north and east of the airport, and a number of zip codes to the west and northwest of the airport: zip codes 91324, 91326, 91325 and 91335.

These groupings of zip codes seem to coincide with helicopter operators' bases of operation, since most operations are on the north part of the airport, either on the east or west side, as well as most of the helicopter routes which are east/west, and northwest of the airport. The high percentage of those indicating concern in zip code 91402 (43% or 21 people) is of special note since it does not appear to be correlated to a particular helicopter route.

AIRCRAFT SAFETY

Aircraft safety is important to 60% (303 respondents) of those sampled. Further breakdown indicated that 30% are bothered a lot while an additional 30% are bothered a little. Thirty-nine percent did not appear to be bothered by safety issues (26% are not bothered and 13% did not think about it).

At first it may appear that this high response to safety is inconsistent or out of proportion to aircraft noise concerns. But a closer look at the data shows that those who are bothered by noise are also more concerned about aircraft safety. Eighty-three percent of the 36 respondents who answered that "aircraft noise bothers them a lot," also indicated that aircraft safety "bothers them a lot." This supports the hypothesis that some people who complain about noise are actually concerned about safety.

Probably the main factor relates to the fact that people have safety concerns much further out from the airport, where they may or may not hear the aircraft, but when they see the aircraft, they are reminded of safety concerns. In cross referencing this question with the zip codes, it appears that this observation may be accurate. Under "bother you a lot," zip code 91343 stands out with the highest percentage, with 39% of the total respondents (21 out of 54) for that zip code.

It appears that people who are bothered by noise tend to be more opposed to airport growth than those who are bothered by safety concerns. In cross tabulating the question regarding aircraft safety with increased usage of the airport, 40% (or 59 people) indicated that they would not want increased usage of the airport even though they also indicated that they were bothered a lot by aircraft safety concerns. This is a much smaller percentage of respondents than those who answered that they were "bothered a lot by noise" and also would be bothered a lot by increased usage of the airport (83%).

Regarding the perception of the airport, safety seems to be the overriding factor in determining an individual's positive or negative perception of the Van Nuys Airport overall. Of the 40 people who indicated that their perception of Van Nuys Airport is somewhat unfavorable, 88% or 35 individuals were also bothered by safety concerns. Of the 19 people who indicated that their perception of Van Nuys Airport is very unfavorable, 84% or 16 people indicated that they were bothered either a lot or a little by aircraft safety.

So, while an unfavorable perception of noise is highly correlated with a desire for no growth and a concern for safety, safety alone seems to be the major factor affecting an individual's overall perception of the airport.

AIRCRAFT ISSUES

Helicopters are the most cited noise source when people were asked which type of aircraft bothers them most. One-third (32%) indicated helicopters as the type of aircraft that bothers them most. In the second probe regarding another aircraft type that bothered them, 10% of the respondents indicated that helicopters bothered them. Of those who indicated that helicopters are the aircraft that bothers them the most, 62% also indicated that they are bothered a lot or bothered a little by safety concerns.

In cross-tabulating the types of aircraft with perception of the airport, of those that indicated that helicopters bother them most, a high percentage (48%) perceive the airport favorably. Looking across all categories of answers for airport perception, from very favorable to very unfavorable, approximately one-third of the responses in each category indicated that helicopters bother them more than any other aircraft. What this seems to say is that even though helicopters bother more people more than any other aircraft, it does not necessarily correlate to a negative

impression of the airport.

Looking at other types of aircraft, 24% of the sample indicated that there were no aircraft that bothered them and another seven percent were unsure or did not know. In the second probe, 63% responded that no (other) aircraft bothered them. Fifteen percent of the sample indicated large commercial air carrier jets bothered them most in the first probe, and another six percent selected air carriers in the second probe.

Nine percent of the respondents indicated the miliary aircraft bothered them most in the first probe and another five percent chose the military in the second probe. This survey was conducted in late January and early February, just after the military had departed. It is unknown whether these individuals were aware of the military departure from Van Nuys Airport, and were still complaining, or whether it was a cumulative concern from past years of military overflights.

Regarding general aviation, seven percent in the first probe indicated small private planes bother them most and another five percent indicated small private planes in the second probe. On the first probe, seven percent of the sample indicated that small corporate jets bother them most and another five percent indicated corporate jets in the second probe.

The highest response within each aircraft type, had an indifferent perception to the airport. In other words, approximately one-third of the people bothered by military aircraft, by helicopters, by small private planes, small jets, and larger jets all have an indifferent perception of the airport. This, along with the fact that the majority of people who were bothered by any type of aircraft, still had a favorable perception of the airport, indicates that even though people may be concerned about a certain type of aircraft or be bothered by an aircraft, it does not necessarily translate into a negative impression of the airport.

A majority of the people (54%) believe that aircraft generating noise come from an airport in the Van Nuys area; with 35% believing it did not originate from this area. Of those who believe that the aircraft is from an airport in the area, 70% believed it was Van Nuys, eight percent believed it was from Burbank/Glendale/Pasadena, and 12% believed it was from Burbank and Van Nuys.

COMMUNICATION REGARDING AIRPORT

Regarding the noise complaint telephone line at Van Nuys Airport, a high majority (86%) of the respondents indicated that they were not aware that the airport has such a line. When asked if they had ever registered a complaint regarding Van Nuys Airport noise only eight respondents said they had.

Of the eight responses, two indicated that they had complained to their Senate or Congressional

representative; three had complained to the Van Nuys Airport, one had complained to the Burbank and two were unsure with whom they complained. Of the eight individuals who said they had complained, one indicated that he had received a satisfactory answer, five said that they received unsatisfactory answers, one received no reply and one indicated that they were unsure of the response they received.

With only eight respondents having registered complaints, the sample size is to small to draw any significantly accurate conclusions. However, it is clear from the 86% of the population sampled who indicated that they were unaware of the phone line that much greater public relations efforts are needed to inform residents in surrounding communities about the complaint line. Also there appears to be a significant opportunity to enhance communication between the airport and its neighbors.

OTHER COMMENTS

There were 136 individuals or 27% of the respondents who provided additional comments at the end of the survey. The general comments at the end of the survey were fairly representative of the survey results, with a majority giving favorable remarks to the airport, yet some concerns about noise, aircraft safety, and not having the airport grow were voiced.

A number of people mentioned the 94th Aero Squadron Restaurant and the desire for another good restaurant to be located at the airport.

IV. QUESTIONNAIRE

With Responses in Italic (number of responses, and percentage of various responses per question to total responses per question)

COMMUNITY OPINION SURVEY at VNY

With Responses in Italics (numbers & % of total)

[INTERVIEW HEAD OF HOUSEHOLD ONLY]

(1)

(2)

Hello, I'm with Phase III Market Research. We are talking with people in the greater Van Nuys Airport area today about various issues and we would like to include your opinions. We are not selling anything. If this is a convenient time, I would like to ask you some questions.

We are interviewing residents in several zip codes areas. What is your zip code?

(6.7%) 91402 91324 34 49 (9.78)(6.9%) 91405 ALL 35 91325 44 (8.7%) (6.3%) 91411 OTHER 91326 32 24 (4.8%)73 (14.5%) 91436 ZIPS 91335 22 (4.48)54 (10.7%) TERMINATE 91343 65 (12.9%) 91344

91316 IS THAT - NORTH OF VENTURA BLVD.? 23 (4.6%) IS THAT - SOUTH OF VENTURA BLVD.? TERMINATE

91406 FROM THE INTERSECTION OF SHERMAN WAY AND WOODLEY - 50 (9.9%)
ARE YOU TO THE:

NORTHEAST 1 7 (14%) CROSS STREETS

SOUTHEAST 2 8 (16.0%)

NORTHWEST 3 17 (34.0%) Direction Unknown 5 (10.0%)

SOUTHWEST 4 13 (26.0%)

[NOTE: IF RESPONDENT DOES NOT KNOW DIRECTION, ASK FOR MAJOR CROSS STREETS]

2. How long have you lived in this residence?

Less than 1 year 75 (14.98)1 year - 5 years 2 186 (36.88)6 years - 10 years 3 68 (13.5%)Over 10 years 4 173 (34.38)DK/Refused 5 (0.68)

(4)

(3)

3. Do you own or rent your residence?

 Own
 1
 298
 (59.0%)

 Rent
 2
 202
 (40.0%)

 Refused
 3
 5
 (1.0%)

(5)

4. What do you like most about your neighborhood? [DO NOT READ LIST]
[RECORD VERBATIM ANSWER BELOW] [ONE RESPONSE ONLY]

4A.

5.

Nothing 30 (5.9%)			•
Little Traffic 3 (0.6%)			
Quality of neighborhood Quality of education		1 67 2 1	(13.3%) (0:2%) (6)
Close to work Aesthetics of home		3 28 4 8	(5.5%) (1.6%) (7)
Affordable		5 12	(2.4%)
Peace and quiet	•	6 172	(34.1%) (8)
Good neighbors		7 71	(14.1%)
Transportation access		. 8 8	(1.6%)
Location for services (stores, laundry,	etc.)	9 78	(15.4%)
Other	·	10 17	(3.48)
Unsure/Don't Know/Refused		11 10	(2.0%)
Can you think of a second thing you like	about your	neighborhood	?
[DO NOT READ LIST, RECORD VERBATIM ANSWE			•
•		* es***	
Quality of neighborhood	1	67 (13.3%)	
Quality of education	2	6 (1.2%)	(9)
Close to work	3 -	20 (4.0%)	
Aesthetics of home	4	6 (1.2%)	(10)
Affordable	- 5	7 (1.4%)	
Peace and quiet	6	40 (7.9%)	(11)
Good neighbors	7 -	81 (16.0%)	
Transportation access	8	23 (4.6%)	Nothing -
Location for services (stores, laundry,		58 (11.5%)	103 (20.4%)
Other Harma (Parks)	10	21 (4.2%)	
Unsure/Don't Know/Refuse	11	66 (13.1%)	Little Traffic – 7 (1.4%)
What is it you most dislike about your n	eighborhood?	•	(1.45)
[DO NOT READ LIST] [RECORD VERBATIM ANS	WER BELOW]	ONE RESPONSE	ONLY
Drugs 22 (4.4%)	Aesthetics	39	(7.7%)
	Graffitti	13	(2.6%)
Vagrants $8 (1.6\%)$	Gangs	19	(3.8%)
Traffic 46 (9.1%)	Voise not Air		(6.9%)
	nsuf. City S		(1.8%)
·	Aircraft Safe	•	(0.4%)
Transportation	1 4	(0.8%)	(12)
Crime and Drugs	2 42	(8.3%)	
Neighbors	3 20	(4.0%)	(13)
	7 0	() () >)	
Air Quality/Smog	4 8	(1.6%)	
Overcrowding	5 20	(4.0%)	(14)
Overcrowding Aircraft Noise	5 20 6 22	(4.0%) (4.4%)	(14)
Overcrowding	5 20	(4.0%)	(14)

SA.	What is the second thing you most o	dislike	about you	r neighbori	hood? .	(15 (16	5)
	[DO NOT READ LIST, RECORD VERBATTH	REFOR		Location	6 (1.2	₂₁ (17	')
				Drugs	21 (4.2)		-
	Transportation	1 3	(0.68)	Parking	4 (0.8		
	Crime and Drugs	2 27		Vagrants	$\frac{1}{3}$ (0.6)	-	
	Neighbors	3 9	(1.8%)	Traffic	18 (3.6		
	Air quality/Smog	4 8	(1.6%)	Comm w/r		2	(0.40)
	Overcrowding	5 16	(3.28)	Aesthetics			(0.4%)
	Aircraft noise	6 10	(2.0%)	Graffitti		15 9	(3.08)
		7 236		Gangs			(1.8%)
	Nothing	8 27	(5.3%)	Noise not	Aironaft	7	(1.4%)
	Other Control	9 63	(12.5%)			17	(3.4%)
	Unsure/Don't Know/Refused	9 03	(12.08)	Insuf. Cit Aircraft S		2 2	(0,4%) (0,4%)
	In your opinion, what is the single	e, most	important	concern fa	ncing		, ,
	your community? [DO NOT READ LIST	[RECO	RD VERBATII	M ANSWER BE	LOW]		-
	[ONE KEZYONZE ONLY]		-				
	Safety Neighb. 24 (4.8%)	Noise	not Aircr	aft 0	(0.0%)		
	Comm w/neighb. 1 (0.2%)	Homel		7	(1.4%)	•	`
	Cost Housing 4 (0.8%)	Aesth		6	(1.48)		
	Graffitti 6 (1.2%)		Landfill	10	(2.08)		
	Overcrowding 29 (5.7%)	Medfly		5	(2.08)		
	overcrowaling 20 (01.10)	<u> </u>	<u>/</u>		(1.05)	_	
	Air pollution 1 20 (4.0	용) Airpo	ort safety	•	7	4	8) (0.88)
			al safety		8	7	(1.48)
			rly care		9	0	9 (0.0%)
			dealers/u	se	10 7	2	(14.3%)
		%) Other				0 (2	11.8%)
	II 4 I I C CONSCIONA			now/Refused		2	
	Crime, robbery	<u> </u>					(14.3%)
	What do you think is the next bigg	est com	munity iss	ue of conc	<u>ern facing</u>		
	your community? [DO NOT READ LIST	- RECO	RD VERBATI	M ANSWER BI	EFOM]	(2	
			•			(=2	23
	Air pollution 1 24	(4.8	8) Safe	ety Neighb	17	1	7 7
	Juvenile gangs 2 43			m w/neigh	17		
	Education 3 17	(3.4)		t Housing	. 0		
	Airport noise 4 5	(1.0		ffitti	3	•	
	Traffic congestion 5 22			rcrowding	11	,	
	Crime, robbery 6 33		~ · ·	se not Airc	9 raft =	•	
	Airport safety 7 2			ieless	•		
	Racial safety 8 1		0.	thetics	4		
	Elderly care 9 0	•	^.	inetics ip/Landfill	6	• -	
	Drug dealers/use 10 45	•			1	(
	Drug dearers/use) · y	1	(0.2)	28)
	VUICI II.	,					\$
	Unsure/Don't Know/Refused 12 220	(43.0	ō <i>)</i>				
ሰርታ 13	E ARE GOING TO TALK SPECIFICALLY ABO	OHT VAN	MILVE ATON	ODT			
un M	E AND GOING TO TAKE SPECIFICACET ADV	JUI YAN	HOIS HIKP	UK I			

7. As of today what is your perception of the Van Nuys Airport? Please rank your perception on a scale from 1 to 5 with one being very favorable and 5 being very unfavorable.

Very favorable	1	83	(16.4%)
Somewhat favorable	2	130	(25.7%)
Indifferent	3	167	(33.1%)
Somewhat unfavorable	4	40	(7.9%)
Very unfavorable	5	19	(3.8%)
Don't Know	6	45	(8.9%)
No opinion	7	21	(4.2%)

(24)

8.	When it comes to jobs and the economy in your area, do you believe that Van Nuys Airport is:	
	Very important 1 151 (29.9%) Somewhat important 2 201 (39.8%) Not important 3 80 (15.8%) Don't Know/Unsure 4 73 (14.5%)	(25)
9.	We are not talking about commercial air carriers, but generally speaking, would the increased use of general aviation aircraft at Van Nuys Airport: [READ 1-3] By general avaiation we mean private planes, corporate jets and helicopte	
	Bother you a lot 1 100 (19.8%) Bother you a little 2 146 (28.9%) Not bother you at all 3 246 (48.7%) Don't Know/Unsure 4 13 (2.6%)	(26)
10.	Generally speaking does aircraft safety concerns regarding the Van Nuys Airport: $[\overline{READ} \ 1-4]$	·
	Bother you a lot 1 149 (29.5%) Bother you a little 2 154 (30.5%) Not bother you 3 129 (25.5%) Don't even think about it 4 64 (12.7%) Don't know/Unsure 5 9 (1.8%)	(27)
11.	Over the past several years, what has been your perception of the amount of aircraft noise from Van Nuys Airport? [DO NOT READ LIST UNLESS RESPONSE DOES NOT FIT INTO CATEGORIES]	
	Decreasing 1 27 (5.3%) Prompted 1 215 (42.6%) Remained the same 2 187 (37.0%) Not Prompted 2 266 (52.7%) Increasing 3 119 (23.6%) Unknown - 24 (4.8%) Unsure/Don't Know 5 19 (3.8%)) (28)
12.	At the present time does the aircraft noise from Van Nuys Airport:	
	Bother you a lot 1 ASK 36 (7.1%) Bother you a little 2 QUESTION 13 82 (16.2%) Not bother you 3 SKIP 10 302 (59.8%) Don't even think about it 4 QUESTION 78 (15.4%) Don't Know/Unsure 5 14 7 (1.4%)	(30)
13.	During which hours are you bothered the most? [RECORD VERBATIM RESPONSE] 7 AM-12 Noon 42 (35.6%) 10 PM-7 AM 23 (19.5%) 12Noon-5 PM 31 (26.3%) Weekends 9 (7.6%)	(32) (33)
13A.	$5 \ PM-10 \ PM \qquad 58 \ (49.2\%) \qquad Other \qquad \qquad 4 \ (3.4\%) \ DK/Not Sure \qquad 6 \ (5.1\%)$	(34) (35)
		36) 37)
	Interrupts 26 (22.0%)	38) 39)
		40)
	Other 3 (2.5%) DK/ Not Sure 2 (1.7%)	
	2 (1.78)	

```
[INTERVIEWER NOTE: If respondent indicates that they already said aircraft noise]
   [does not bother them, say: "Even though you previously said that aircraft noise]
   [does not bother you" . . . (then continued with Question 14)
  14.
         If aircraft flights are a source of noise in your neighborhood, is there
         a specific type of aircraft that bothers you the most?
         [RECORD ONE ANSWER] [DO NOT READ LIST]
        Military planes
                                                              44
                                                                 (8.7%)
        Helicopters
                                                                                     (41)
                                                         2
                                                             160
                                                                  (31.78)
        General aviation/small private planes
                                                                                     (42)
                                                         3
                                                              31
                                                                   (6.78)
        Corporate/charter jets (smaller jets)
                                                                                     (43)
                                                         4
                                                              37
                                                                   (7.3\%)
        Commercial air carrier jets (larger jets)
                                                         5
                                                             78
                                                                  (15.4\%)
        Don't know/unsure
                                                             33
                                                                   (6.5\%)
        No
                                                             122
                                                                  (24.28)
  15.
        Is there another aircraft type that also bothers you?
        Hilitary planes
                                                             26
                                                                  (5.1%)
        Helicopters
                                                                                    (44)
                                                        2
                                                             48
                                                                   (9.5\%)
        General avaiation/small private planes
                                                                                    (45)
                                                        3
                                                             23
                                                                   (4.6\%)
        Corporate/charter jets (smaller jets)
                                                                                    (46)
                                                             23
                                                                   (4.6\%)
        Commercial air carrier jets (larger jets)
                                                             30
                                                                   (5.98)
        Don't know/unsure
                                                             38
                                                                   (7.5\%)
       No
                                                            317
                                                                  (62.8%)
 16.
       Do you believe this noise is caused by aircraft using an
       airport in the area?
       Yes
                     1 ASK QUESTION 16A
                                                272
                                                      (53.98)
                                                                                      (47)
       No
                     2 SKIP TO
                                                175
                                                      (34.7\%)
       Don't Know . 3
                        QUESTION 17
                                                - 58
                                                      (11.5\%)
 16A.
       Which one?
                                                                                      (48)
       Van Nuys Airport
                                                  191
                                                        (70.28)
       Burbank/Glendale/Pasadent Airport
                                                   21
                                                         (7.78)
                                                                                     (49)
       Los Angeles International Airport
                                               3
                                                    2
                                                         (0.78)
       Combo: Burbank & LAX
                                                    3
                                                         (1.18)^{\circ}
                                                                                     (50)
       Combo: Burbank & Van Nuys Airport
                                                   32
                                                        (11.8\%)
       Combo: All three
                                                                                     (51)
                                               6
                                                    0
                                                         (0.08)
       Whiteman Airport
                                               7
                                                    1
                                                         (0.48)
      No airport involved
                                                                                     (52)
                                              8
                                                    6
                                                         (2.2\%)
      Unsure/Don't know
                                                   15
                                                         (5.5\%)
                                               9
                                       other
                                                    1
                                                         (0.48)
      Are you aware that Van Nuys Airport has a noise complaint phone line?
17.
      [IF THEY ASK ABOUT THE PHONE LINE, GIVE THEM THE PHONE NUMBER AT]
      [THE END OF THE SURVEY
      Yes
                             1
                                   72
                                        (14.38)
      No
                                                                                     (53)
                             2
                                  427
                                       (84.6\%)
      Unsure/Don't Know
                             3
                                    6
                                        (1.28)
      Have you ever registered a complaint regarding Van Nuys Airport noise?
18.
     Yes
                          1 ASK QUESTION 191
                                                    8
                                                        (1.68)
      No
                                                                                    (54)
                             SKIP TO
                                                  496
                                                       (98.2\%)
     Don't Know/Unsure
                             QUESTION 21
                                                    1
                                                        (0.28)
```

	19.	To what agency did you complain? [DO NOT READ LIST]				
		Senator/Congress State/State Senator/Assembly County/Local Government/City Federal Aviation Administration (FAA) Van Nuys Airport Another Airport [WHICH	1 2 3 4 5 6	2 0 0 0 3 1	(0.0%) (0.0%) (0.0%) (37.5%)	(56 (57)
			:		, , ,	
		Other Unsure/Don't Know	. 7 8	0 2	(0.0%) (25.0%)	
	20.	What type of reply did you receive?				
		Satisfactory 1 1 (12.5%) Unsatisfactory 2 5 (62.5%) No reply at all 3 1 (12.5%) Unsure/Don't Know 4 1 (12.5%)				(58)
	THE N	EXT QUESTIONS ARE FOR STATISTICAL PURPOSES ONLY				
	21.	What is your age?				
		18-25 1 80 (15.8%) 36-45 3 92 (18.2%) 56-65 26-35 2 132 (26.1%) 46-55 4 61 (12.1%) Refused	6	63 62 15	(12.5%) (12.3%) (3.0%)	(59)
	22.	Are you:				
59	(11.78)	Employed full time 1 ASK Retired 2 QUESTION 22A Refused Not employed for a salary 3		80 14	(15.8%) (2.8%)	(60)
	22A.	Do you work out of your home?			•	
		Yes 1 104 (31.7%) No 2 222 (67.7%) Refused	3	2	(0.6%)	(61)
,	23.	Gender				
		Male 1 245 (48.5%) Female 2 260 (51.5%)				(62)
	ARE TH	ERE ANY OTHER COMMENTS REGARDING VAN NUYS AIRPORT YOU WOUL	D LI	KE .	TO MAKE?	
		Any Response - 136 (26.9%)				(63)
						(64)
						(65)
	THANK	YOU.				- •
	RESPON	DENT'S NAME:				,
	TELEPH	ONE NUMBERINTERVIEWER'S NAME:				
	SAMPLE	PAGE NUMBER REP:			***************************************	
	END TI	ME:TOTAL TIME:				

Section 3

Economic Impacts Associated with Implementation of the Touch & Go and All Aircraft Noise Control Curfews

VAN NUYS AIRPORT

ECONOMIC IMPACTS ASSOCIATED WITH IMPLEMENTATION OF THE TOUCH AND GO AND ALL AIRCRAFT NOISE CONTROL CURFEWS

September 1991

City of Los Angeles
Department of Airports
Environmental Management Bureau
One World Way
Los Angeles, California 90045

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ECONOMIC IMPACTS ASSOCIATED WITH IMPLEMENTATION OF THE TOUCH AND GO AND ALL AIRCRAFT NOISE CONTROL CURFEWS

Van Nuys Airport

INTRODUCTION

The VNY Part 150 Noise Compatibility Program is being formulated to maximize compatibility between Van Nuys Airport and the surrounding community. Implementation of noise control measures that achieve long term land use compatibility and minimize impacts of aircraft operations for the surrounding neighborhoods are the planned objectives of the Part 150 Noise Compatibility Program.

A comparative evaluation of proposed noise control measures is a required component of the Part 150 Program.

The Board of Airport Commissioners directed the Part

150 Technical and Steering Committees evaluate the economic impact of two proposed noise control measures, identified by the Board of Airport Commissioners (BOAC) and the Los Angeles City Council. The two noise control scenarios could modify the parameters of existing noise ordinances that restrict nighttime aircraft operations at VNY. The two noise control scenarios are identified below.

Scenario I

Identified by BOAC

Consider modifying the existing restrictions on touch and go (repetitive) training operations. Currently, touch and go operations are prohibited each day of the week between the hours of 10:00 p.m. and 7:00 a.m., from June 21 to September 15, extended to 9:00 p.m. to 7:00 a.m. from September 16 to June 20. The alternative scenario imposes a greater curfew from 7:00 p.m. to 8:00 a.m. on weekdays, extended to 24 hours on weekends and holidays. The curfew restriction would apply throughout the entire year.

Scenario II

Identified by Los Angeles City Council

Consider modifying the existing nighttime aircraft operations curfew. Currently no aircraft (excluding military, law enforcement, and emergency operations) with noise levels that exceed 74 dBA may depart from VNY between the hours of 11:00 p.m. and 7:00 a.m. The alternative scenario would restrict all aircraft operations (excluding military, law enforcement, and emergency operations) regardless of noise take off noise levels.

PURPOSE OF REPORT

The purpose of this report is twofold—to comply with the Board of Airport Commission's (BOAC) directive to provide an economic impact analysis of the City Council and BOAC proposed noise control scenarios and to provide findings and recommendations that will permit selection of the most effective noise control measures for incorporation in the Part 150 Program for VNY.

Economic Impacts for a general aviation airport, can be measured in terms of increased or decreased aircraft operations, employment created or lost, payroll, expenditures and extensions of lease agreements and the investments that are made because of the airport.

METHODOLOGY

The methodology used to establish economic impact for VNY, is based upon 1) information and data presented for 96 aircraft related operators at VNY in the 1988 Wilbur Smith Associates report entitled "The Economic Impact of Van Nuys Airport", 2) information and data collected in a Department of Airports survey distributed to 97 aviation related tenants located at VNY, and 3) the comparison of employment and expenditure data with population and dwelling unit data derived from noise exposure maps prepared for the Part 150 Program. Information collected from representatives of the 97 aircraft operators was extrapolated and applied to the 96 aircraft related operators represented in the Wilbur Smith Associates Report. Similarly, income, employment, capitol and operating information presented in the Wilbur Smith study was compared to the DOA survey group to determine economic impacts. Finally, quantitative employment and expenditure data was compared to resident and dwelling unit data specified on Part 150 noise exposure maps. Findings were then made regarding the cost to aircraft operators and the community of implementing the alternative measures.

Description of Reports

The 1988 Wilbur Smith Associates report submitted to the Board of Airport Commissioners entitled "The Economic Impact of Van Nuys Airport" estimated that VNY Airport has a \$782 million annual beneficial economic impact on the Los Angeles region, including direct, indirect, and induced impacts. The report estimated that aviation related uses resulted in a total direct impact of \$152.4 million annually and that the aviation tenants—fixed base operators, flight/ground school, air taxi/charter, helicopter operations, aircraft services (including air ambulance) and corporate/flight tenants (excluding Government Operations, Fuel Supply, and Military), accounted for roughly 78% or \$118.5 million of this total amount. The report identified individuals employed among the above identified groups. The report indicated that VNY served as the location for 140 different tenants, 96 of which were located among the above groups.

In January and March 1990, the Department of Airports (DOA), Environmental Management Bureau designed a survey questionnaire to measure economic impacts among aircraft operators that could result from implementation of either of the two proposed noise control scenarios. The Environmental Management Bureau compiled and distributed the written survey to 97 aircraft operators, listed in the 1989 Van Nuys Airport Tenant Directory. A majority of the 97 aviation related tenants were similar or identical to the 96 aviation related tenants referred to in the 1988 Wilbur Smith Associates report. Many of these tenants, referred to in both the Wilbur Smith report and the Department's survey, are similar to or identical to the 1990 aviation tenants at the Airport.

The survey, distributed by DOA, entitled "Economic/Safety Impact of Proposed Curfew" was intended to establish an informational base from which economic analyses could be made. The Economic/Safety Impacts survey focused on the potential economic impacts and safety impacts resulting from implementation of the two scenarios. The survey requested information pertaining to base year, Calendar 1988 gross income losses that would result from implementation of the curfews and the relationship between the repetitive training curfew and pilot proficiency/safety. A summary of the survey information is contained in Appendix A.

A total of twenty-one aviation tenants (equivalent to 22% of the Wilbur Smith aviation tenants, 22% of the 1989 aviation tenants, and 24% of 1990 aviation tenants) responded to the "Economic/Safety Impact" survey. Survey responses were not identified for individual operators, but instead were aggregated with data from similar aircraft operators. This economic impact report does not reveal the identity of individual survey respondents and will not disclose any information beyond that presented in this report.

While a 100% response rate to the Department's survey would have produced more reliable information, basic comparisons and findings can still be reasonably made with a statistically reliable degree of confidence. Numerical information obtained for the 21 survey

respondents can be converted to fractional percentages and then distributed or applied to the 96 aircraft tenants for which economic income, employment and operating information was previously identified in the Wilbur Smith Associates Report.

<u>Interpretation</u>

The survey is considered to be representative of aircraft operating conditions and perceptions encountered at the time of survey distribution (January 1990, March 1990). Aircraft operations at general aviation airports fluctuate seasonally, on weekends compared with weekdays and by type of operator. Information presented in this report represents the average weekday, weekend and holiday cost figures, predicated on annual data, and then extrapolated to apply to all 97 aircraft operators that were located at VNY during 1989. Findings regarding pilot proficiency or safety resulting from implementation of the proposed curfew scenarios are summarized in Appendix A.

As previously noted, an extrapolation of the twenty-one aircraft operators represent a cross section of the aircraft tenants cited in the Wilbur Smith Associates report and that are currently listed in the 1990 VNY Tenant Directory. A comparison of the types of aircraft operators is provided in Table I.

TABLE I
CATEGORY/NUMBER OF AIRCRAFT TENANTS

	an/Mar 1990 OOA Survey	1989 VNY Tenant Directory List		1990 VNY Tenant Directory List
Corporate	4	15	17	11
FBO's	5	13	15	11
Flight Training	z 7	13	9	12
Air Taxi	3	11	12	10
Helicopter	1	6	15	5
Aircraft Servic	es <u>1</u>	<u>39</u>	<u>28</u>	<u>36</u>
TOTAL	21 -	97	96	85 = 1
·			ENV	ROHMENTAL MANAGEMENT BUREAU

Economic Impact Types

The economic impacts established throughout this report comprise those financial transactions related to touch and go (repetitive) training and nighttime aircraft operations at VNY and the resultant impact upon the aircraft operators located at VNY. Direct impacts are accounted for in the survey and in this report. Indirect and induced impacts would result in added impacts and are not addressed in this report.

Direct impacts as defined in this report, comprise those financial transactions that are of economic value to the aircraft tenants and that occur due to the provision of general aviation services.

Direct impacts are divided into three groups, impacts associated with the implementation of the touch and go curfew, impacts associated with the implementation of the all aircraft curfew and impacts associated with the combined (touch and go and all aircraft) curfews.

OVERVIEW OF ANALYSIS FINDINGS

Based on this study it was found that a considerable amount of aviation related income is derived during the proposed touch and go and all aircraft curfews and that implementation of one or both measures would reduce employment, capital and operation expenditures for VNY. Implementation both curfews may result in substantial income losses for a majority of aircraft operators at VNY.

VNY has about 140 separate tenants, most of whom are private aviation related companies that employ area residents and provide a considerable economic impact for the surrounding region. The number of aircraft operations at VNY for the previous decade are presented in Table II below.

TABLE II VNY AIRCRAFT OPERATIONS BY CATEGORY AND YEAR

	Air		General	
Year	Taxi	Military	Aviation	Total
1980	497	3,985	536,078	540,560
1981	<i>7</i> 57	4,182	533,979	558,918
1982	857	3,859	505,042	509,758
1983	438	3,858	489,977	494,273
1984	129	1,934	573,658	5 7 5, 7 21
1985	257	4,760	487,365	492,382
1986	257	3,679	473,753	477,689
1987	495	3,947	472,185	476,627
1988	617	3,630	464,532	468,779
1989	<i>77</i> 9	1,320	504,913	507,003
			ENVR:	TOLL TOLL THE

The 1988 Wilbur Smith Associates Report estimated that VNY produced an annual beneficial impact on the Los Angeles Region of some \$782 million. As indicated in the Wilbur Smith Associates Report, the above aviation operations and related functions directly and indirectly yielded over \$521 million annually. Of this aviation impact amount, over \$6 million was in local taxes and over \$13 million in State taxes.

As shown on Table III, an estimated 1,473 employment positions can be directly attributed to aircraft operations at VNY. The 21 aircraft operators that responded to the January and March 1990 DOA survey questionnaires provide approximately 362 (or 25%) of the total 1,473 aviation related positions (that are located among the 96 aircraft operators).

TABLE III
VNY AVIATION RELATED EMPLOYEES

Aircraft Tenant Type	96 Aircraft 21 Tenants	Tenants Responding To Survey
Fixed Base Operators	429	143
Flight/Ground Schools	45	35
Air Taxi/Charter	141	35
Helicopter Operations	122	8
Aircraft Services	607	24
Corporate Operations	129	30
Total Employees	1,473	275 *
* Extrapolated from Wilbur Smi	th Associates Report	ENVIRONMENTAL MANAGEMENT BUREAU

FINDINGS FOR TOUCH AND GO CURFEW

As shown in Table IV, the 21 DOA survey aircraft operators estimated that the following combined gross income amounts and percentages would be derived during the proposed touch and go (repetitive) training curfew period.

TABLE IV SUMMARY OF 21 OPERATORS' GROSS INCOME DERIVED DURING TOUCH AND GO CURFEW

	Weekdays	Saturdays	Sundays	Holidays	Total		
Amount	\$696,000	\$1,056,940	\$788,000	\$483,000	\$3,023,940		
% of Total *	2.9%	4.3%	3.2%	2.0%	12.4%		
* Total income of \$24,392,000 represented by 21 survey respondents							

Table IV illustrates that Touch and Go operations are evenly dispersed among weekday, weekend and holiday periods. However, it should be noted that combined percentages and income amounts presented for the weekday period are produced during the span of a five day period, while the percentages and income amounts for Saturdays, Sundays and holidays are produced during one singular day only. To determine the amount of gross income derived during one singular weekday, the weekday percentage (2.9%) and income amount (\$696,000) was distributed among the five weekdays (Monday through Friday). That produced a singular weekday percentage of .6% and income amount of \$139,200. The percentages and amounts reported for the Saturday, Sunday and holiday periods are disproportionately greater, thereby supporting the finding that a significantly greater number of touch and go operations are performed on weekends and holidays, than on singular weekdays.

When the above average percentages for the weekday, weekend and holiday reporting periods were applied to the 96 aviation related tenants, with the combined income amount of \$118.5 million, weekday, weekend and holiday estimates of income derived during the touch and go curfew period for VNY aviation related tenants were established.

As shown on Table V, \$14.7 million of the \$118.5 million attributable to all of aircraft related functions at VNY (identified in Table III) is derived during the proposed touch and go curfew period.

TABLE V EXTRAPOLATION OF VNY AIRCRAFT RELATED INCOME DERIVED DURING TOUCH AND GO CURFEW PERIOD

	Weekdays	Saturdays	Sundays	Holidays	Total
Amount	\$3.4 million	\$5.1 million	\$3.8 million	\$2.4 million	\$14.7 million
% of Total *	2.9%	4.3%	3.2%	2.0%	12.4%
* Total income	ENVELONMENTAL	MANAGEMENT BUREAU VAX			

Of the total \$14.7 million income amount derived during the proposed touch and go curfew period, \$4.4 million is allocated as payroll expenses, \$1.6 million as capital expenses (i.e., money spent to build hangars, etc.) and \$8.7 million is allocated as operations expenses (including such costs as land rental, utilities, etc.).

Under a worst case scenario, the entire \$14.7 million derived during the touch and go curfew period would be eliminated due to enforcement of the proposed restriction. The worst case scenario assumes that none of the aircraft services normally performed during the curfew period could be transferred to non-curfew period(s) and that jobs, operations, and other expenditures would be eliminated.

The assumption was made that the worst case scenario will not prevail and that some percentage of income derived during the proposed curfew period could be successfully transferred to a non-curfew period. To establish the probable level of operations that could be successfully transferred, survey respondents were asked to estimate the percentage of income that could be successfully transferred or shifted to non-curfew periods. Table VI presents the survey estimates.

TABLE VI PERCENTAGE AND AMOUNT OF SURVEY GROUPS' TOUCH AND GO INCOME THAT COULD BE TRANSFERRED TO NON-CURFEW PERIOD(S)

Amount	\$160,000	\$215,940	\$210,940	\$175,920	\$762,820
% of Total *	0.7%	0.9%	0.9%	0.7%	3.1%

When the same percentages are applied to the \$14.7 million affected income amount of all 96 aircraft related tenants, the following income estimates can be produced:

TABLE VII EXTRAPOLATION OF VNY AIRCRAFT TENANTS TOUCH AND GO INCOME THAT COULD BE TRANSFERRED TO NON-CURFEW PERIOD(S)

	Weekdays	Saturdays	Sundays	Holidays	Total	
Amount	\$782,000	\$1,000,000	\$1,000,000	\$864,000	\$3,700,000	
% of Total *	0.7%	0.9%	0.9%	0.7%	3.1%	
* Total income of \$118,500,000 representing 96 tenants						

As shown in Table VII, the total amount of transferable income (\$3.7 million) represents approximately 3% of the total \$118.5 million aviation related income amount for VNY. An estimated \$11 million of the \$14.7 million (9% of the total \$118.5 million) derived during touch and go operations potentially could not be transferred to a non-curfew period and would be potentially eliminated due to enforcement of the proposed touch and go curfew.

Overall, survey respondents demonstrated a propensity to provide low estimates of income that could be transferred or shifted to non-curfew periods. The resultant impact and loss of \$11 million (for all VNY aviation tenants) is reflected in the loss of employment, capital and operating expenditures as shown in Table VIII.

TABLE VIII SUMMARY OF TOUCH AND GO IMPACTS ON VNY AIRCRAFT TENANT EMPLOYMENT, CAPITAL, AND OPERATION EXPENDITURES

Expenditure	1988 Amount	Eliminated Due to Touch and Go *	Net Amount Remaining *
Employment	1,473 jobs	137 jobs	1,336 jobs
Payroll	\$35.7 million	\$3.3 million	\$32.4 million
Capitol	\$12.8 million	\$1.2 million	\$11.6 million
Operations	\$70.0 million	\$6.5 million	\$63.5 million
Total	\$118.5 million	\$11.0 million	\$107.5 million
* Extrapolate	ed from Wilbur Smith	Associates Report	ENVERONDENTAL MANAGEMENT BUREAU

FINDINGS FOR ALL AIRCRAFT CURFEW

Table IX presents the 21 survey group estimates of gross income derived during the proposed all aircraft curfew.

TABLE IX
SUMMARY OF SURVEY GROUP INCOME DERIVED
DURING ALL AIRCRAFT CURFEW PERIOD

	Weekdays	Saturdays	Sundays	Holidays	Total	
Amount	\$2,393,000	\$990,060	\$1,000,060	\$996,060	\$5,379,180	
% of Total *	9.8%	4.1%	4.1%	4.1%	22.1%	
* Total income of \$24,392,000 represented by 21 survey respondents						

As shown in Table IX the enforcement of the All Aircraft Curfew will result in a more significant effect on all (combined) twenty-one survey respondents, than the proposed touch and go curfew (refer to Table IV). Once again, when the same percentages are applied (distributed) among the 96 aviation related tenants, with income earnings of \$118.5 million, similar estimates, can be produced. Table X presents the income estimates of income derived during the proposed all aircraft curfew for the combined 96 aircraft operators.

TABLE X
EXTRAPOLATION OF VNY TENANT INCOME AMOUNTS DERIVED
DURING ALL AIRCRAFT CURFEW PERIOD

	Weekdays	Saturdays	Sundays	Holidays	Total
Amount	\$11.6 million	\$4.9 million	\$4.9 million	\$4.9 million	\$26.3 million
% of Total *	9.8%	4.1%	4.1%	4.1%	22.1%
* Total inco	ome of \$118,500	,000 represen	ting 96 tenant	S	MANAGEMENT RUREAU

Overall survey respondents indicated that almost twice as much income (approximately \$5.4 million) is derived during the all aircraft curfew period than during the touch and go curfew period (approximately \$3 million). An estimated \$26.3 million of the 96 aircraft operator's income is derived during the all aircraft curfew, versus \$14.7 million derived during the touch and go curfew period. Of the total \$26.3 million income amount derived during the proposed all aircraft curfew period, \$7.9 million is allocated as payroll expenses, \$2.8 million is allocated as capital expenses (i.e., money spent to build hangars, etc.) and \$15.6 million is allocated as operations expenses (including such costs as land rental, utilities, etc.).

Under a worst case scenario, the entire \$26.3 million derived during the touch and go curfew period would be eliminated due to enforcement of the proposed restriction. The worst case scenario assumes that none of the aircraft services normally performed during the curfew period could be transferred to non-curfew period(s).

The assumption was made that the worst case scenario would not prevail and that some percentage of income derived during the proposed curfew period could be successfully transferred to a non-curfew period. To establish the probable level of resulting operations, survey respondents were asked to estimate the percentage of income that could be successfully transferred or shifted to non-curfew periods. Table XI presents the respondent estimates.

TABLE XI
SUMMARY OF SURVEY GROUP ALL AIRCRAFT CURFEW
INCOME THAT COULD BE TRANSFERRED TO
NON-CURFEW PERIOD(S)

	Weekdays	Saturdays	Sundays	Holidays	Total	
Amount	\$305,000	\$177,260	\$147,260	\$177,260	\$806,780	
% of Total *	1.3%	0.7%	0.6%	0.7%	3.3%	
* Total income of \$24,392,000 represented by 21 survey respondents						

When the above percentages and amounts are applied to the 96 aviation related tenants, with a combined income amount of \$26.3 million derived during the proposed all aircraft curfew period the following estimates of income that could potentially be transferred to a non-curfew period can be produced:

TABLE XII SUMMARY OF ALL AIRCRAFT CURFEW INCOME THAT COULD BE TRANSFERRED TO NON-CURFEW PERIOD(S) FOR ALL VNY AIRCRAFT TENANTS

	Weekdays	Saturdays	Sundays	Holidays	Total	
Amount	\$1.5 million	\$.85 million	\$.7 million	\$.85 million	\$3.9 million	
% of Total *	1.3%	0.7%	0.6%	0.7%	3.3%	
* Total income of \$118,500,000 representing 96 tenants						

As shown above, the combined transferable income amount (\$3.9 million) represents about 3.3% of the \$118.5 million gross aviation related income for VNY. Therefore, an estimated \$22.4 million of the \$26.3 million derived during the all aircraft restriction would be eliminated due to enforcement of the proposed all aircraft curfew.

Overall, survey respondents demonstrated a propensity to provide low estimates of income that could be transferred or shifted to non-curfew periods. The resultant impact and loss of \$22.4 million (for all VNY aircraft tenants) is reflected in the loss of employment, capital and operating expenditures as shown in Table XIII.

TABLE XIII
SUMMARY OF ALL AIRCRAFT CURFEW ON VNY AIRCRAFT
TENANT EMPLOYMENT, CAPITOL, OPERATION EXPENDITURES

Expenditure	Base Amounts	Eliminated Due to All Aircraft Curfew *	Net Remaining Amounts *
Employment Payroll Capitol Operations	1,473 jobs \$35.7 million \$12.8 million \$70 million	278 jobs \$6.7 million \$2.4 million \$13.2 million	1,196 jobs \$29 million \$10.4 million \$56.8 million
Total * Extrapol	\$118.5 million ated from Wilbur Si	\$22.4 million mith Associates Report	\$96.1 million

Based on the above data and information, this study estimates that \$33.4 million will be potentially eliminated or lost due to implementation of both proposed curfews (\$11 million due to touch and go and \$22.4 million due to the all aircraft curfew). A total of 414 jobs out of the total estimated 1,473 aviation related positions at VNY would be affected by implementation of the two curfews.

Employment and expenditure data presented for the two noise control scenarios can be comparatively analyzed against housing and population data that have been identified as impacted by noise within the context of the VNY Part 150 Noise Compatibility Program. State and Federal regulations have established the Community Noise Equivalent Level (CNEL) as the noise metric to be used in the Part 150 Study. Housing and population are defined as impacted if they fall within the 65 CNEL. Aircraft noise contour maps were developed in the Part 150 Study to measure impacts resulting from alternative noise control measures proposed for VNY. Noise contours were prepared for the Touch and Go and All Aircraft Noise Control Curfew Scenarios discussed in this report. A base case contour that shows the noise impact area for 1995 operation levels without benefit of the Touch and Go or All Aircraft noise control measures was also completed for the Part 150 Program. The maps show the airport and surrounding properties located within the 65 CNEL impact area for each scenario.

The FAA's Integrated Noise Model Version 3.9 (INM) was used to prepare the contour maps. The model was programmed with geometric data on the length and orientation of the runways, aircraft flight tracks, the number of flights and noise characteristics of all aircraft using each runway and flight track. Additional detailed information concerning glide slopes, aircraft weights, thrust settings, etc., was also programmed. The model then computed noise levels at points around the airport and plotted noise level contours.

Although the five year projected base case and scenario maps are based on the year 1995, dwelling unit and population amounts can be quantitatively compared to employment and expenditure amounts presented in this report. Geometric data on the length and orientation of runways, aircraft flight tracks, types of aircraft using each runway, aircraft weights, thrust settings, and other programmed data used to provide 1995 forecasts are based on 1990 operating and land use conditions. Comparisons between 1990 and 1995 can, therefore, be provided. Housing, population, employment and expenditure differences that exist between the two years can be analyzed to determine the degree of economic impacts that would result from implementation of the scenarios.

DESCRIPTION OF NOISE CONTOUR IMPACTS

The 1995 Base Case Scenario would affect an area of 1.91 square miles. A total of 1,500 housing units and 3,414 residents would reside in the 65+ CNEL impact area. The residential population would consist of 2,296 multi-family residents and 1,118 single family residents, situated primarily near the airport clear zones.

The Touch and Go Curfew Scenario would affect an area of about 1.88 square miles. The residential population would consist of 3,305 residents and 1,460 dwelling units. A non-significant reduction among dwelling units and residents in the 65 CNEL would occur between this scenario and the five year base case. The multi-family population residing within the CNEL impact area would be reduced from 2,296 to 2,272 persons. The single family population would be reduced from 1,118 to 1,033, a reduction of 85 persons.

The All Aircraft Curfew Scenario would affect an area of about 1.63 square miles. Dwelling units would be reduced from 1,500 units (base case) to 1,349. The multi-family residential population would be reduced from 2,296 to 2,166 persons. The single family residential population residing in the 65 CNEL area would be reduced from 1,118 to 854. The area of greatest contour reduction would occur within and near the non-populated Sepulveda Dam Recreation Area.

Table XIV summarizes the comparison of housing and population impacts for the base case and two scenarios curfews. (See Tables VIII, XIII).

TABLE XIV
SUMMARY OF HOUSING, POPULATION, EMPLOYMENT AND
EXPENDITURE IMPACTS

	Base Case	Touch and Go Curfew	All Aircraft
Area (Sq. Miles)	1.91	1.88	1.63
Dwelling Units	1,500	1,460	1,349
Multi-Family	2,296	2,272	2,166
Single Family	1,118	1,033	854
Population	3,414	3,305	3,020
Multi-Family	1,131	1,119	1,067
Single family	369	341	282
Employees	1,473	1,336	1,196
Expenditures (millions)	118.5	107.5	96.1

As shown on Table XV, significant aircraft employee and expenditure reductions would occur with proportionally less reductions in housing and population around VNY as a result of the proposed curfews. The non-significant (2%) noise contour reduction that would occur under the Touch and Go Curfew, would require significant (9%) employee and expenditure reductions. The 15% noise contour reduction that would occur under the

TABLE XV

....

IMPACT AREA	BASE CASE	TOUCH AND GO	REDUCTION/% DIFF.
CONTOUR AREA	1.91 sa.miles	1.88 sa.miles	.03 sq.miles /2%
HOUSING UNITS	1500	1460	40/3%
POPULATION	3414	3305	109/3%
EMPLOYEES	1473	1336	137/9%
EXPENDITURES	\$118.5 MILLION	\$107.5 MILLION	\$11.0 MILLION /9%

වට	· MPARING BASE (COMPARING BASE CASE WITH TAKE OFF CURFEWS	URFEWS
IMPACT AREA	BASE CASE	ALL AIRCRAFT	REDUCTION/% DIFF.
CONTOUR AREA	1.91 so.miles	1.63 so.miles	.28 sq.miles /15%
HOUSING UNITS	1500	1349	151/10%
POPULATION	3414	3020	394/12%
EMPLOYEES	1473	1196	277/19%
EXPENDITURES	\$118.5 MILLION	\$96.1 MILLION	\$22.4 MILLION /19%

All Aircraft Curfew would also require greater (19%) acceptance of employee and expenditure reductions. The amount of households removed from the contour under either scenario would be less than employee and expenditure losses. The Touch and Go Curfew Scenario would remove 40 dwelling units from the 65 CNEL area. The All Aircraft Curfew Scenario would remove 151 dwelling units from the 65 CNEL impact area. Therefore, it can be assumed that community noise impacts would not be significantly reduced from the base case and long term aircraft employment and expenditure losses would occur.

REPORT FINDINGS

Based on the above data and information, this study finds that in order to reduce the noise exposure area by .03 square miles and to reduce the resident population from 3,414 to 3,305 in the 65 CNEL area, a total of 137 aircraft employees and \$11.0 million in expenditures would need to be eliminated among aircraft tenants at VNY.

In addition, this study finds that in order to reduce the noise exposure area by .28 square miles and to reduce the resident population in the 65 CNEL area from 3,414 to 3,020, a total of 277 employees and \$22.4 million in expenditures would need to be eliminated among aircraft tenants at VNY.

The above analysis pertained to aviation related "direct impacts." In addition, indirect or induced impacts would result from implementation of the proposed curfews.

The following specific findings are provided:

- 1. The Touch and Go Noise Control Curfew Scenario will result in significant employee and expenditure reductions among aircraft tenants.
- 2. The All Aircraft Noise Control Curfew Scenario will result in significant employee and expenditure reductions among aircraft tenants.
- 3. The Touch and Go Noise Control Curfew Scenario will not significantly reduce the number of dwelling units or residents in the 65 CNEL noise impact area.
- 4. The All Aircraft Noise Control Curfew Scenario will not significantly reduce the number of dwelling units or residents in the 65 CNEL impact area.
- 5. The Touch and Go and All Aircraft Noise Control Curfew Scenarios could result in long term adverse economic impacts at VNY.

RECOMMENDATION

Based upon the above findings, it is recommended that the Board of Airport Commissioners take the following actions on the Touch and Go and All Aircraft Curfew Scenarios:

- 1. That the Touch and Go Noise Control Curfew recommended for study by the Board of Airport Commissioners be withdrawn from further consideration for implementation at VNY.
- 2. That the All Aircraft Noise Control Curfew Scenario recommended by the Los Angeles City Council be withdrawn from further consideration for implementation at VNY.

A<u>PPENDIX A</u> SURVEY ON THE ECONOMIC IMPACT OF PROPOSED CURFEWS

QUESTIONS

1) Name of Company: varied

2) Gross Income in 1988:

Total:

\$24,392,000

Average of 21 companies: \$ 1,161,524

(Note: Of the 21 firms responding, 10 firms reported income over \$1,000,000 with only one specifying how much over, thererfore, the remaining nine firms were assumed to be at \$1,000,000.)

3) Amount and percentage of gross income generated during curfew periods:

	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>	<u>Total</u>
Touch and Go Curfew *Average Percentage	\$696,000	\$1,056,940	\$788,000	\$483,000	\$3,023,940
	2.9%	4.3%	3.2%	2.0%	12.4%
All Aircraft Curfew *Average Percentage	\$2,393,000	\$990,060	\$1,000,060	\$996,060	\$5,379,180
	9.8%	4.1%	4.1%	4.1 %	22.1%
TOTAL (both curfews) *Average Percentage	\$3,089,000	\$2,047,000	\$1,788,060	\$1,479,060	\$8,403,120
	12.7%	8.4%	7.3%	6.1%	34.5%

4) Amount and Percentage of transferable income to non-curfew periods:

	<u>Weekdays</u>	<u>Saturdays</u>	Sundays	<u>Holidays</u>	<u>Total</u>
Touch and Go Curfew *Average Percentage	\$160,000	\$215,940	\$210,940	\$175,940	\$762,820
	0.7%	0.9%	0.9%	0.7%	3.1%
All Aircraft Curfew *Average Percentage	\$305,000	\$177,260	\$147,260	\$177,260	\$806,780
	1.3%	0.7%	0.6%	0.7%	3.3%
TOTAL (both curfews) *Average Percentage	\$465,000	\$393,200	\$358,200	\$353,200	\$1,569,600
	1.9%	1.6%	1.5%	1.4%	6.4%



Net Loss: The amounts in Question 3 minus Question 4:

	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>	<u>Total</u>
Touch & Go Curfew *Average Percentage	\$536,000	\$841,000	\$577,060	\$307,060	\$2,261,120
	2.2%	3.4%	2.4%	1.3%	9.3%
All Aircraft Curfew	\$2,088,000	\$812,800	\$852,800	\$818,800	\$4,572,400
*Average Percentage	8.6%	3.3%	3.5%	3.4%	18.7%
TOTAL (both curfews *Average Percentage)\$2,624,000	\$1,653,800	\$1,429,860	\$1,125,860	\$6,833,520
	10.8%	6.8%	5.9%	4.6%	28.0%

- 5) Percentage of income reduction at which business loses its economic viability:
 Average of 21 companies: 19.9%
- 6) Percentage reduction in profit if both curfews were implemented: Average of 21 companies: 20.6%

Number of employees that would be lost from both curfews: Average of 21 companies: 3.0

7) Effect of touch and go curfew on pilot proficiency and/or safety:

Decrease proficiency a lot:

Decrease proficiency a little:

No response:

The proficiency and/or safety:

Increase safety:

No response:

The proficiency and/or safety:

Increase safety:

The proficiency and/or safe

Section 4

Helicopter Operations Study

VAN NUYS AIRPORT

HELICOPTER OPERATIONS STUDY

City of Los Angeles
Department of Airports
Environmental Management Bureau
One World Way
Los Angeles, California 90045

November 1991

HELICOPTER OPERATIONS STUDY FOR VAN NUYS AIRPORT

Prepared for:

City of Los Angeles
Department of Airports
Environmental Management Bureau
One World Way
Los Angeles, California 90045

Project Manager:

Dennis Quilliam City Planner

Prepared by:

CommuniQuest Marketing 1020 Manhattan Beach Boulevard Suite 109 Manhattan Beach, California 90266 Christine Eberhard, President

November 1991

HELICOPTER OPERATIONAL ANALYSIS FOR VAN NUYS AIRPORT

1.0 EXECUTIVE SUMMARY

1.1 Goals of the Helicopter Analysis

This study is intended to document 1991 helicopter activity, to include routes used, when they are used and with what type of equipment. In addition, it has attempted to determine the impact this activity is having on the surrounding communities and potential mitigation measures that could reduce these impacts.

1.2 Summary of Helicopter Activity at Van Nuys Airport

The fleet mix of aircraft based at the airport includes a variety of helicopters to meet the needs of missions including corporate, charter, training, tours, public service, news gathering, movies and production, real estate and development related, forestry, and business transportation.

Overall, it was determined in the analysis that an average of 147 helicopter operations are conducted into or out of Van Nuys Airport each day. This is based on FAA counts for the calendar year 1990 which includes an operation as either a landing or a takeoff. Of the 147 helicopter operations, approximately 22% of the helicopter activities stems from City of Los Angeles helicopter activities provided by police, fire and city services. In addition, there are another 27 operations that have nothing to do with the airport and are classified as overflights, and do not land at Van Nuys Airport. In other words, they would still be flying in the area even if the airport was not there. Approximately 40% of these overflights (not landing at Van Nuys Airport) are flown by public service, particularly the police. The percentage breakdown of helicopter activities were derived from 45 hours of direct observation conducted during the study.

Of the helicopter activity that takes place after 9:00 p.m., the large majority is derived from two sources. Los Angeles Police Department activity above surrounding communities contributes a significant amount of activity, many times on surveillance up and down the San Diego Freeway or Ventura Freeway and above surrounding communities.

The other major nighttime user is a tour operator who conducts frequent flights, particularly Friday and Saturday nights, sometimes as late as midnight. These flights are short in duration (many lasting approximately 15 minutes) and at times the operator has several aircraft in use.

Based on survey results from all of the frequent users of the airport, approximately 46 helicopters are presently based at the airport, with a total of about 65 helicopters frequently or infrequently using the airport.

1.3 Summary of Mitigation Measure Recommendations

Consideration was given to a number of mitigation measures that are not included in the final recommendations, due to safety concerns and/or inability to solve a problem without creating new concerns. This was the case in considering elimination of particular routes for example. Elimination of one route will further channel traffic to other, potentially even less desirable, corridors for overflights.

Mitigation measures that are recommended for further study, testing and evaluation with both pilots, residents and the FAA include ten measures that could reduce impacts in several key noise impacted areas around the airport. Exhibit 1-A provides an easy to read overview of each recommended measure.

All but one of the measures could be considered by the FAA and if approved, implemented in the near term. One of the measures, increasing the glide slope will take greater study and evaluation before it could be implemented.

2.0 METHODOLOGY

The process used in this study to document activity and determine helicopter trends included the use of a number of mechanisms to include the following:

2.1 Methodology Used to Determine Helicopter Activity

To meet the study's objective of documenting activity, a visual count of helicopters into and out of VNY was made. This count was made from the tower cab of the FAA facility at Van Nuys. The data collected was compiled on a form (Exhibit 2-A), to include the base of operation to which or from which the aircraft operated. It also included the N number for later verification of operator and type of helicopter. The model was also annotated. In addition, the route used, indication as an approach or departure or transient and time of day were noted.

This visual data collection was essential to validate routes, times of day and type of aircraft using the system. Hard altitudes are given by the controller so this visual assessment provided the opportunity to evaluate whether operators were in fact at altitudes as instructed. The accuracy of this visual review was greatly enhanced by the fact that the consultant was permitted access to the tower cab and, therefore, was able to accurately see altitudes and routes taken by the pilots.

In addition to this visual assessment which was observed over approximately 45 hours of data collection, two meetings were held with local operators, (Exhibit 2-B), and a survey, (Exhibit 2-C) was given to each of them as well as additional operators who use the airport less frequently.

One aspect of the survey, the "Helicopter Activity Report", (Exhibit 2-D) was of particular importance to augment the visual assessment. Because helicopter activity is a sporadic, on demand type service, any visual count only reflects that moment in time and does not adequately reflect an average of helicopter activity into or out of the airport. Therefore, this "Activity Report" was requested from frequent users of the airport to get their input as to an "average" week of activity. This information provided input into which routes are most used, and at what times of day, with what type of aircraft.

In addition to the survey, numerous discussions were held with operators, airport management and the FAA to better understand helicopter activity at the airport.

2.2 Methodology Used to Determine Helicopter Forecast for 1995

In addition to the survey questions regarding forecast for 1995, information was obtained from the FAA and manufacturers regarding helicopter trends projected over the next five years. This information was discussed with the Department of Airports planning staff to obtain the best possible forecast of future helicopter activity at Van Nuys Airport.

2.3 Methodology Used for Noise Complaint Analysis

A brief overview of past helicopter noise complaints was reviewed to determine key "hot spots" regarding helicopters. This was accomplished by reviewing airport logs for 1989 and 1990, not only for frequency of calls, but also for location.

Also a brief analysis of noise complaint data was reviewed to determine trends and key areas of concern. This analysis was done to isolate specific noise sensitive areas that could be addressed in the mitigation measures.

2.4 Methodology Used to Determine Mitigation Measures

Possible mitigation measures were determined by examining routes, altitudes, airspace constraints, tower activity and input, as well as discussing safety factors with the FAA, pilots and airport management, looking at noise complaints and listening to citizens concerned with helicopters.

3.0 HELICOPTER ACTIVITY 1990

3.1 Helicopter Flight Routes

The present helicopter flight routes (Exhibit 3-A) were established in 1985 and were developed to not only accommodate helicopter activity, but primarily were developed to keep traffic from concentrating over any one neighborhood. The eight approach and departure paths into and out of the airport do provide this dispersion of traffic.

In reviewing and evaluating these eight routes, it was determined that the routes being used appear to be the most appropriate for several reasons:

- The present route structure provides access to the airport for helicopters without having to make further overflights of surrounding communities that would be required if routes are eliminated.
- If routes are eliminated, it would cause greater traffic over remaining routes, creating greater noise concentration beneath those corridors.
- 3. Helicopters, according to the Federal Aviation Regulations (FAR's), are required to avoid the flow of fixed wing traffic. This makes it necessary to either approach an airport perpendicular, as is the case of three of the routes, or to be sufficiently offset from fixed-wing final approach and departure paths so as not to create a safety factor. This is the case with three other routes.

According to the "Helicopter Activity Reports" submitted by the operators and the visual counts, the two most frequently used routes are the Stagg arrival/departure route and the Bull Creek route. See Exhibit 3-D.

The Bull Creek route is a major route for much of the traffic on the west side of the field. Due to this relatively high volume of traffic and the lack of masking by ambient noise, this area is likely to be one of the most noise sensitive.

The second major impact area, around the San Diego Freeway and Stagg Street, is the interchange for helicopter traffic headed north or south along the freeway as well as traffic headed directly east. One aspect where some pilots continue to deviate from the established route is on this east Stagg route. Approximately 60% of the time the pilot is closer to Saticoy Street, rather than Stagg. This puts the helicopter more closely over the residents at, and south of, Saticoy Street.

One problem, particularly around the San Diego Freeway, is helicopters transiting the area who add to the traffic in and out of Van Nuys Airport. In addition, the Los Angeles Police Department often is on surveillance missions along the freeway as well as in neighborhoods, particularly to the east and northeast of the airport.

The other factor that exacerbates noise sensitivity in this area is the frequency of flights on Friday and Saturday night when the local tour operator is conducting flights, often every 15 minutes and at times with more than one aircraft. Visual observations of this operation during about 16 hours (three evening/nights) indicated that, for the most part, the pilots with this operation are observing the routes and altitudes.

3.2 Helicopter Altitudes

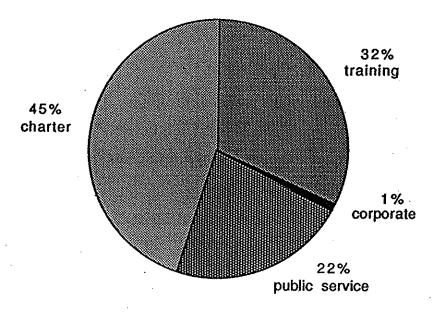
Helicopters are required to maintain sufficient separation from fixed wing traffic for safety reasons. In airport patterns this separation is 500 feet based on FAA requirements. All aircraft at Van Nuys Airport are constrained by the approach glide slope into Burbank Airport. If an air carrier is on the approach glide slope, it will be at an altitude of 2,750 feet MSL when it crosses the runways at VNY. Due to required FAA separation, this constrains the altitude of both fixed wing and rotary aircraft.

Fixed wing airport pattern altitude is 1,800 feet MSL. Helicopters are 500 feet below that at 1,300 feet MSL. With an elevation of 799 feet at the airport, this puts helicopters just 500 feet AGL (above the ground). This altitude makes it difficult for helicopters to be good neighbors. In the "Mitigation Measure" section of this report, several possible actions will be discussed that could assist in resolving the issue of altitude constraints. There are also two possible measures regarding route modifications that are suggested for further study.

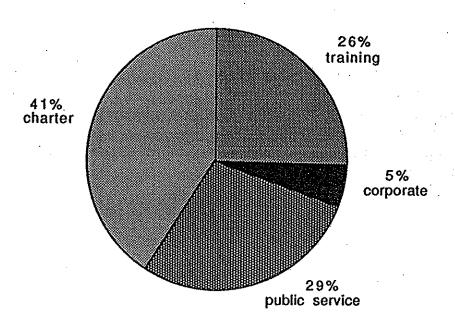
3.3 Helicopter Operations

In the Los Angeles City Department of Airports "Fourth Quarter 1990 Report for Van Nuys Airport" information provided by the FAA indicated that helicopters account for 9.2% of the daytime departures, 0.7% of the evening departures, and 0.1% of the nighttime departures. The figures for arrivals were 8.6% for daytime, 1.2% for evening, and 0.1% for nighttime. End of year FAA statistics indicate that helicopters represent about 10% of total operations for the airport.

Van Nuys Airport Helicopter Operations



Van Nuys Airport Based Helicopter Fleet



Based on the FAA yearly statistics of 53,520 operations in 1990, an average of 147 helicopter operations were conducted at Van Nuys Airport each day (Exhibit 4-A). In the month of September, during which the visual counts for this helicopter study were conducted, the FAA statistics indicated a daily average of 154 operations. The 45 hour visual count sample produced similar results with 75.2 daily approaches and 79.9 daily departures for a total daily average of 155.1 operations (Exhibit 3-B). Ninety-six percent (96%) of these operations are conducted between the hours of 7:00 a.m. and 10:00 p.m. Monday through Saturday. In addition to the 147 helicopter operations, another 27 operations have nothing to do with the airport and are classified as "overflights." In other words, they would still occur even if the airport was not there (Exhibit 3-C). Approximately 22% of the helicopter activity stems from City of Los Angeles helicopter activities provided by police, fire, and city services.

Of the helicopter activity that takes place after 9:00 p.m., the large majority is derived from two sources. Los Angeles Police Department activity above surrounding communities contributes a significant amount of activity, many times on surveillance along the San Diego Freeway or Ventura Freeway corridors and surrounding communities.

The other nighttime major user is a tour operator who conducts frequent flights, particularly Friday and Saturday nights sometimes as late as midnight. These flights are short in duration (approximately 15 minutes) and at times the operator has several aircraft in use. From visual assessment on four evenings (including two weekends), it appears that the operator used the designated routes and altitudes assigned the pilots by the tower, but the frequency of flights is causing problems with residents beneath the routes.

Based on survey results from the users of the airport (Exhibit 3-E), an estimated 46 helicopters are presently based at the airport, with about another 19 helicopters using the airport. Of these 19 helicopters not based at the airport, the Los Angeles Police Department aircraft use city maintenance facilities located at the airport, and several hospital-based emergency medical helicopters and other charter aircraft occasionally fly into Van Nuys Airport on various missions.

3.4 Helicopter Fleet Mix

The fleet mix of rotary aircraft based at the airport includes a variety of helicopters to meet the needs of missions including corporate charter, training, tours, public service, news gathering, movie and production, real estate and development related, forestry, and business transportation.

Within this spectrum of missions, several primary types of helicopters provide much of the services (Exhibit 3-F). Bell 206 Jetrangers and 206L Longrangers dominate the charter market with their four and six seat capacity, respectively. There are 19 based on the field with an additional ten used by the Los Angeles Police Department. These turbine-engine aircraft are popular with operators due to mission flexibility and engine reliability. Van Nuys Airport is also base for three Bell 222's which are larger twin engine helicopters.

Other aircraft that are numerous at the airport are small helicopters, primarily Robinson R-22's and the Hughes/Schweitzer 300. These small two or three seat helicopters are normally used for training and also photo flights and tours. There are ten of these smaller aircraft that are based on the airport.

There is one Augusta 109 based at the airport and another one, operated by a hospital emergency medical service (EMS), that occasionally has a mission to Van Nuys Airport for a transport. Another EMS provider operates two BK117's manufactured by MBB Helicopters.

In addition to these commonly operated helicopters, public service programs have heavier equipment to accomplish their unique missions. These aircraft include a Bell 204, Bell 205's, and Bell 412's. The Los Angeles Police Department also operate four Aerospatiale AS350 B helicopters and one commercial operator has two AS355 Twin Star helicopters.

3.5 Helicopter Noise Monitoring and Modeling

In March 1990, Acoustical Analysis Associates, Inc. submitted helicopter noise monitoring results from a study they conducted for the Los Angeles Department of Airports Noise Abatement office. The tests were conducted between November 23, 1989 and January 18, 1990 at eight sites located under major helicopter arrival and departure paths in the vicinity of the Van Nuys Airport.

Noise was measured five or more times over 24-hour periods at each site. The average CNEL values for the total noise ranged from 58.8 to 64.2 dB among sites. Average CNEL values for helicopter noise only were considerably lower than the total CNEL values. The average helicopter CNEL values ranged from 44.6 to 54.5 dB among sites. The average aircraft CNEL values ranged from 47.4 to 57.4 dB, and exceeded helicopter CNEL values at six of the eight sites.

According to that report, of the 3,358 individual noise events that were identified at major helicopter paths, 23% were due to helicopters and over 74% were due to aircraft, with all sites experiencing more aircraft noise intrusions than helicopter intrusions. That report, on file with the Department of Airports, contained a conclusion that based on the tests at the eight sites, the current level of helicopter operations at the Van Nuys Airport does not appear to be approaching regulated levels.

The FAA has developed a Heliport Noise Model (HNM) that was designed to develop noise footprints for approaches and departures to and from heliports. The program does not yet include sufficient data on a number of the common helicopter types, such as the Bell Jetranger. In addition, this computer model may not fully reflect noise concerns beyond the approach and departure paths to a "heliport." As a result of the averaging of helicopter operations over time in the model, individual events may not be accurately represented in relation to their perceived annoyance levels.

The FAA is continuing to refine this computer model and use of the HNM model has been delayed until further revisions can make it a useful tool for Van Nuys Airport neighborhood evaluation. One of the purposes of this study is to establish a helicopter database that can be input into the noise model when revisions make it applicable.

3.6 Noise Complaint Analysis

A brief overview of past helicopter noise complaints was reviewed to determine key "hot spots" regarding helicopters. This was accomplished by reviewing airport logs for 1989 and 1990, not only for frequency of calls, but also for location (Exhibit 3-G). No specific areas could be determined as "hot spots" based on this analysis, as complaints were scattered around the airport, particularly near the helicopter flight routes.

Due to the frequency of some of the noise complaint line callers, it could be said that individuals who are sensitive to helicopters are very disturbed by them and have a tendency to call frequently. Reviewing the helicopter noise complaints also validated that the most noise sensitive areas are the Bull Creek area to the west of the airport, and on the east side around the Stagg/Saticoy/San Diego Freeway area.

Based on the information provided by one frequent caller, it seems that some community residents believe that helicopters are restricted to specific routes and are "illegal" if they are not on the recommended routes. It also appears that individuals believe that the helicopters are deliberately flying over their homes.

3.7 Analysis of Helicopter Activity

Helicopters are at an altitude of 1,300 feet MSL in the vicinity of Van Nuys Airport, due to airspace constraints placed on air traffic because of the Burbank approach path over Van Nuys Airport. Helicopters have access to the airport from any direction by way of eight routes. These routes disperse some noise and frequency of flight. Four of the routes (San Diego Freeway North, Balboa, Tracks West, and Saticoy) are used the least, and primarily during the hours between 8:00 a.m. and 7:00 p.m.

The use of these routes increase somewhat in summer months, the peak season for helicopter operators. Due to the increase in tourism and longer daylight hours, these as well as all routes, are likely to have greater use and longer hours, than the rest of the year. The Saticoy route and Tracks West route are both likely to experience greater traffic on weekends and summer evenings due to more training missions that head to Camarillo Airport and other locations to the west of Van Nuys Airport.

There are eight primary landing sites located around the airport. These sites include operators' bases of operation and key customer pick-up points (Exhibit 3-D). These sites do not seem to pose any problems, as the FAA controllers are well-versed in helicopter activity and are able to maintain an efficient and safe flow of traffic.

It is estimated that 85% of all the helicopter operations are conducted between the hours of 8:00 a.m. and 9:00 p.m. Monday through Friday. Weekends, during the day, there is helicopter activity, particularly by students, as well as some charters. Weekend nights are primarily public service and the tour operator.

As indicated previously, an estimated 27 daily helicopter operations around Van Nuys Airport have nothing to do with the airport and are classified as overflights. In other words, they would still overfly the area even if the airport was not there. Approximately 22% of the helicopter activity operating out of VNY stems from City of Los Angeles helicopter activities provided by police, fire, and city services.

As discussed in the operations section, the large majority of nighttime helicopter traffic is derived from two sources. Los Angeles Police Department on surveillance along the San Diego Freeway and Ventura Freeway corridors together with surrounding communities generates traffic. The other major user is the tour operator who conducts frequent night flights Friday and Saturday of short duration.

3.8 Helicopter Activity Issues Which Need Resolution

In summary, the three primary helicopter activities that appear to produce the greatest amount of operations and accompanying neighborhood concerns are:

- 1. The public service fleet, including the Los Angeles Police Department aircraft, City Fire Department aircraft, and City Services aircraft. This problem is created due to the number of aircraft, older equipment, and frequency of flights, particularly on the two most commonly used routes in and out of Van Nuys Airport. The problem is increased due to Los Angeles Police Department flights in neighborhoods adjacent to the airport which have nothing to do with airport activity, but increase neighborhood sensitivity to helicopter noise.
- The tour operator's frequency of flights during evening and night times, particularly on weekends, need to be addressed and needs mitigation measures.
- 3. Helicopter operations not flown on the recommended Stagg route, but instead, on or closer to Saticoy.

4.0 FIVE YEAR HELICOPTER FORECAST (1995)

4.1 Five Year Forecast

Based on industry information, historical records, and Van Nuys Airport helicopter operators' input, growth in number of helicopters or number of operations over the next five years is not projected to be significant.

The average size of the helicopter fleet size at Van Nuys Airport is four helicopters. Eighty-six percent (86%) of the operators indicated that they project little or no change in the number of helicopter operations during the next five years. Sixty-four percent (64%) indicated that they anticipate no significant changes in their company operations during the next five years. In addition, 86% of the respondents indicated that they project little or no change in the number of helicopters in their fleet during the next five years. Of the responses that indicate an increase in operations and number of helicopters, five responses indicate a growth rate of 8.5% over those five years. One commercial operator anticipates a 50% increase in helicopter flight operations and another anticipates a 20% increase.

Based on regional and national forecast studies provided by the Federal Aviation Administration (FAA) and a recognized industry forecast provided by Allison Gas Turbine Division of General Motors Corporation, helicopter activity is projected to remain fairly steady. An average increase in the national active rotorcraft fleet is projected to be 4.3% by the FAA and a total growth rate of 2.6% is forecast by Allison during the next five years. In terms of operations, the State of California projected a relatively slower growth of about 1% a year. As forecasted in the Part 150 Study being conducted for Van Nuys, helicopter operations at Van Nuys Airport are expected to average a 1.5% a year increase for the next five years.

In addition, according to the FAA, turbine helicopters account for approximately 59.4% of the active fleet in the United States. This proportion of active turbine helicopters increased slightly in 1989. In contrast, the number of active piston-powered rotorcraft declined slightly nationally. Turbine-powered rotorcraft flew 82.1% of the total hours flown nationally. It is estimated that a similar proportion would occur at Van Nuys, although the piston-powered helicopters may continue to climb beyond the national estimates due to flight school and tour activity at Van Nuys.

The Department of Commerce's 1991 U.S. Industrial Outlook, indicated that the "driving force behind the rise in unit (helicopter) sales in 1989 and 1990 has been the success of small piston-powered helicopters." This would seemingly conflict with above forecasts, but the Outlook focused on delivery of helicopters while the FAA refers to present fleet data.

If the delivery of piston-powered aircraft continues to be strong, then the fleet data will begin to shift to reflect greater piston-powered helicopters, used in training and many foreign markets. However, as the offshore oil industry recovers, the decrease in turbine aircraft will likely turn around. Based on operator input, it is anticipated that several operators will obtain one or two additional aircraft during the five year period. This projection could greatly change primarily due to fluctuation in the public service fleet of police, city, and fire equipment at the airport. This fleet encompasses a major impact on helicopter activity at the airport and an increase or decrease in this activity will significantly impact overall helicopter operations.

Realistic assessment of the next five years indicates some increase in helicopter activity, depending on an upswing in the economy, but it is doubtful that major changes for the commercial operators will take place during that time. Beyond that however, while difficult to predict, greater growth could occur as ground traffic congestion increases significantly, as populations continue to move further out and regional corporate centers need quick point-to-point transportation.

Impact at Van Nuys Airport could be particularly significant if the public service sector continues to grow to keep pace with urban growth, crime, traffic control, fire-fighting services and even uses for helicopters that probably have not been previously considered. If these services impact local residents, quiet technology will be demanded by public officials and paid for by taxpayers.

In addition to the above analysis, several helicopter operations could move their facilities during the next five years. With the departure of the National Guard from the northwest corner of the Bull Creek site, there may be changes involving this site, particularly for the Los Angeles City Fire Department. The Woodley redevelopment area is another site at the airport that is expected to be developed and could cause the move of another helicopter operation, Hughes Aircraft. The Hughes Aircraft move is projected to be on the same side of the airfield and would not significantly change noise patterns. Changes in the Fire Department are unknown and would need to be evaluated separately.

4.2 Future Technology

In addition to the forecast for helicopter activity in the next five years, another factor affecting helicopter activity as it relates to the communities surrounding Van Nuys, will be technological advancements. While most of these changes will not effect noise impacts by 1995, reduction in helicopter noise may be noticed by the year 2000 and certainly beyond.

Technology has improved in the past ten years with quieter machines primarily due to four bladed main and tail rotor systems, use of composite material, shrouded tail rotors and attempts to reduce engine whine. These changes, however, have not been significant, particularly when compared with technology being developed for the near future. These advances include the McDonnell Douglas NOTAR (No tail rotor system) which significantly reduces the noise emissions.

Other manufacturers are considering fantail configurations, such as Sikorsky Aircraft who is considering the possibility of a fantail that could potentially reduce the noise level 15 dB lower than the parent aircraft. In other words, from an approximately 85 dB to 70 dB, a significant accomplishment, with dB being measured logarithmically and making such an aircraft quieter than any other helicopter even half its weight.

There are several other technological advances that are worthy of mention. Several manufacturers have contracts with the U.S. Army to study gearbox noise. These contracts fall under larger contracts regarding advanced cargo aircraft studies, but could produce important information regarding transmissions as part of the overall examination of very heavy rotorcraft needs. This is being looked at presently, but it is unlikely to produce significant results within the next five years, unless major resources were committed to the effort.

Secondly, manufacturers are looking at noise and vibration in the form of counter waves. Microcomputer technology has now made it feasible to install adaptive absorbers to sense unfriendly noise wave forms and generate opposite wave forms to effectively cancel them out. The research presently underway utilizes this counter wave concept to reduce internal noise, but may eventually find its way into reducing the effect of outside noise. Third, engineers are still working to refine disc loading that will reduce blade slap. Manufacturers have improved main rotor and tail rotor sound with changes in the size and number of rotor blades, and are continuing in this effort.

Another key innovation involves cockpit automation that can optimize approach and departure procedures and, therefore, minimize noise footprints. This means that noise sensitive approaches or departures along with other constraints can be programmed into the software and the helicopter will fly the optimum flight path.

The majority of these advances will not produce a measurable difference in sound levels of helicopters within the next five years. It will likely be in the five to ten year time frame that particularly the more major airframe advances will appear in the civil market and begin to make noticeable differences.

5.0 POTENTIAL MITIGATION MEASURES AND IMPACT TO FIVE YEAR FORECAST

5.1 Issues That Need Resolution

Helicopters have become an issue of concern at Van Nuys for several reasons. With approximately 150 helicopter daily operations, the frequency of flights can cause some residents to become particularly sensitive. The air carrier approach path to Burbank, over

Van Nuys Airport has constrained both fixed wing and helicopter patterns to maintain required separation. In addition to the altitude constraint and amount of helicopter activity at the airport, two key areas of concern that need to be addressed are the aforementioned public-use aircraft activity and maintenance facility at Van Nuys Airport, and the frequency of flight required by the tour operator, Heli-LA.

Possible measures for solving these concerns are particularly difficult. Police and fire activities are beyond the jurisdiction of either the Airport Manager or the FAA. It seems to lie with constituents of the City of Los Angeles and decisions they and their representatives need to make. If the activity is bothersome enough to warrant changes, the public officials may want to consider moving the maintenance facility to another location.

5.2 Possible Mitigation Measures

A number of mitigation measures were considered as part of this study. Each was evaluated on its ability to resolve an overall noise impact or reduce it in specific neighborhoods. The measures recommended will require coordination with airport management, the FAA and pilots and operators.

Those that are approved should be implemented on a test basis to determine the acceptability of the changes to neighborhoods surrounding the airport. It will also be important to determine safety aspects of recommended measures by the FAA and local operators, after a sufficient test period. Several mitigation measures were considered and not recommended. These measures included raising the altitude of helicopters as a blanket recommendation, eliminating routes to reduce noise in some neighborhoods or implementing a helicopter curfew.

It is not possible to presently raise the altitude of helicopters due to the air carrier approach to Burbank Airport which is directly over Van Nuys Airport. As will be discussed later, a measure is being recommended that will allow the Burbank approach to increase which will provide possible increase in all traffic in the Van Nuys Airport area.

Eliminating routes was also not recommended as an overall remedy for helicopter impacts. The routes spread the noise out around the airport which reduces the impact on any one neighborhood. It was not within the purview of this study to do community research to determine community attitude to eliminating routes. But it is the opinion of the consultant that moving noise from one location to another neighborhood would not be an acceptable alternative, at least not without significant input from the affected residents.

Minor changes in routes, and use of routes were recommended where it appears that it will reduce noise without impacting other neighbors to a great extent. The testing and evaluation period will provide an opportunity to determine any negative impacts.

A curfew was also not recommended, although it was considered early in the study. There are very few helicopter operations during the late night, early morning hours. Those that do operate are primarily emergency medical, police, and city fire or county fire overflights. None of those operations would be impacted by a curfew, so a curfew would not do much to reduce helicopter concerns in the area.

One other possible mitigation measure that was recommended during the study was moving the city's helicopter maintenance facility and/or fire department operation away from Van Nuys Airport. This recommendation, which would significantly reduce noise impacts from helicopters at the airport, is beyond the purview of this study.

5.3 Recommended Mitigation Measures

Mitigation measures that are recommended for further study, testing and evaluation with both pilots, residents and the FAA include ten measures that could reduce impacts in several key noise impacted areas around the airport. Exhibit 1-A provides an easy to read overview of each recommended measure.

All but one of the measures would need to be considered by the FAA and if approved, implemented in the near term. One of the measures, increasing the glide slope will take greater study and evaluation before it could be implemented.

1. Increase the helicopter altitude on the west side of VNY

Based on the present approach path into Burbank, it appears that helicopters on the west side could increase their en route altitude by an approximate 200 feet in the area west of the airport. In preliminary discussions with the FAA, this appears to be feasible. Pilot education and awareness would need to increase to ensure that there is no confusion when transiting eastbound and the need to descend to 1,300 feet.

2. Establish a Training Site on a Portion of the 80 acre Bull Creek Site

Presently the airport prohibits helicopter training on the airport, primarily at the request of the community. But this creates additional helicopter flights on all the routes into and out of the airport, particularly the "Tracks West" route.

It is recommended that the airport consider using several acres on the Bull Creek site as a training site, at least until that site is developed. A similar site is located at Torrance Airport, reducing the number of neighborhood overflights, particularly training flights from the airport.

Such a site would not increase the noise to neighbors in the surrounding area, but would reduce noise on routes and increase safety. Coordination would be required between airport management and the FAA Tower to implement this measure.

3. <u>After 9:00 p.m., (or whenever traffic allows) Require Use of Flood Basin on Arrival and Departure</u>

After 9:00 p.m., or whenever the airport traffic becomes sporadic, require the tour operator and all others, excluding emergency, to use the Flood Basin for arrivals and departures.

When the tower is operating, this procedure would depend on traffic activity and tower staff determinations. But fixed-wing traffic becomes infrequent later in the evening and could allow helicopters to use the flood basin more extensively. This applies particularly to the tour operator, who's pilots are very familiar with airport procedures. This procedure has been used to some degree in the past, but could be implemented more extensively during night hours.

4. Revise the Recommended Stagg Route East of the San Diego Freeway

Recommend helicopters fly over an industrial developed route, using the General Motors Plant as a reporting point before heading to City Hall and east. It would not eliminate traffic north or southbound over the San Diego Freeway, but it would avoid many residents east and southeast of the airport.

The Helicopter Information Chart distributed to pilots needs to better describe the recommended routes east of the San Diego Freeway. The FAA's letter of agreement would also need to be revised.

5. <u>Improve Use of Stagg Rather than Saticoy West of the San Diego</u> <u>Freeway</u>

Pilots still tend to use Saticoy as an arrival route into the airport. This is partly due to Air Traffic Control requesting the helicopter to cross at "mid-field" and also pilots not being able to identify Stagg. This creates noise concerns south of Saticoy. Pilot education needs to be increased as well as assistance from controllers, when feasible, to improve this situation.

To resolve this situation may require a change from using Stagg, possibly to "remain north of the large (Volpar) hangars" or it may require a special visual aid on airport property.

6. <u>Allow Helicopters to Transition Tracks West, Directly Eastbound for East Taxiway Approach, Traffic Permitting</u>

To reduce helicopters orbiting west of the airport, an operator recommended that ATC allow direct transitions eastbound on the Tracks route, when R16 is in use, and traffic allows.

7. Move the Bull Creek Route to Balboa Boulevard

A recommendation was made to move the Bull Creek route to the west, over Balboa Boulevard. The recommendation was made to reduce noise over residents in the Bull Creek area, believing that surface traffic on Balboa Boulevard would mask some of the noise from helicopters. The consultant is concerned that the Balboa route requires helicopters to fly over more residential areas, and specifically a school. This recommendation may be worth consideration, but should require careful consideration and a test evaluation by local residents and pilots.

8. Increase Glide Slope Into Burbank

Increasing the air carrier approach to 4° into Burbank would allow an increase of an estimated 200 feet of both fixed-wing and helicopter patterns at Van Nuys Airport.

Glide slopes into air carrier airports are traditionally a maximum of 3° with a few exceptions. Discussions of increasing the glide slope have met with resistance by both the FAA and the air carriers. However, technology may now be available that would allow an increase in the angle of approach. This endeavor will take time to study and evaluate by the FAA and airspace experts.

9. Public Service Fleets

Residents surrounding Van Nuys Airport sometimes pay a high price for the benefit that public service helicopters bring the entire City of Los Angeles. Because city fire, city services and police helicopter maintenance are all based at the airport, significant helicopter activity in surrounding areas is generated by these public service helicopters.

To reduce the noise impact of the public sector helicopters, it has been suggested that a City Ordinance be enacted that would require city-owned helicopters to maintain specified altitudes (depending on fixed-wing conflicts), except when a mission requires a lower altitude or orbiting maneuver. This would require helicopters outside the Van Nuys

Airport traffic area, where they are required to be at 500 feet AGL, to maintain sufficient altitude to not be a nuisance to local residents, particularly when they are transiting an area.

The analogy has been made that while police patrol cars or fire engines are constantly on the look out, they are not supposed to go 70 m.p.h. unless they are on a call. Likewise, public service aircraft serve numerous functions while in the air, but may not always need to be at a low altitude.

Public helicopters are constantly on surveillance, just like patrols on the ground. Such an ordinance would forego some public service capability, but could be viewed as worth it by afflicted residents in today's urban environment. A question of priorities may need to be posed to constituents: "What is the quality of life priority? Noise or crime?" If noise is the answer, then the City of Los Angeles may want to look at certain stipulations. If crime, firefighting, etc. is of greater importance, then the noise of low flying helicopters will continue above the city.

10. <u>Improve communication Between Airport, the FAA, pilots and Communities</u>

Better communication between the airport, the FAA, helicopter operators, and residents could reduce the impact of helicopters and negative perceptions of helicopters. One such mechanism is better use of the community response/complaint phone line. It would require the residents to provide more specific information regarding helicopter infringements, increased follow-up by the airport, and more self-policing by the helicopter operators and individual pilots.

5.4 Impact of Implementing Mitgation Measures

Implementing all of the recommended noise reduction measures should significantly reduce the overall impact of helicopters at Van Nuys Airport. The airport will continue to be a hub of helicopter activity in coming years.

The west side should benefit if the present altitude can be raised by 200 feet and would gain even greater relief if another 200 feet could be obtained by the increase in the Burbank glide slope. Increased use of the Flood Basin route during evening and late night operations should also reduce impacts. In addition, the development of a training area on the airport could benefit residents on the west and north side of the airport.

The east side would gain some relief if the GM plant was the reporting point rather than flying Stagg route directly east. The residents on the east side would also benefit if the Flood Basin was approved for approaches and departures when light traffic permits. If the Burbank glide slope increase is implemented, the residents on the east side will gain some relief, but not as great as the west.

Helicopter traffic will continue to be significant in the Van Nuys Airport area. Unfortunately, a major portion of this traffic is public service and, as discussed repeatedly in this report, will not be reduced by any mitigation measures except as noted herein.

VAN NUYS HELICOPTER STUDY

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EXHIBIT 1-A: OVERVIEW OF MITIGATION MEASURES

			,		
Action Required	Coordination and approval of FAA	Coordination with Airport Management and FAA, Evaluation by local residents	Coordinate approval with FAA and operators	Coordinate with FAA, Airport Management, and operators. Revise charts and recom- mended routes and educate pilots	Coordinate with FAA. Pilot education.
Time Needed to Implement	Short term to implement	Short term to implement	Short term to implement	Short term to implement	Short term to implement
Potential Reduction of Impact	Would reduce noise to some degree	Would reduce training flights leaving VNY and accompanynoise and aircraft over neighborhoods, particularly Tracks West	Would reduce flights over many neighborhoods to east of airport	Because the revised route would Short term to be industrial area east of airport, implement it would reduce flights over neighborhoods east of airport	Reduce noise in neighborhoods around Saticoy and south
Location of Reduced Impact	West side of VNY, Bull Creek	Northwest corner of VNY	East and southeast of VNY	East of airport	East of VNY, west of San Diego Freeway
Mitigation Measure	Increase altitude on west, 200 feet	Establish training site on portion of 80-acre site (similar to Torrance Airport)	After 9:00 p.m. (or whenever traffic allows) in cooperation with tower, when open. Require tour operator, and others to use Flood Basin on approach and departure.	Move recommended Stagg Route east of San Diego Freeway to industrial area (GM Plant)	Improve use of Stagg west of San Diego Freeway, not Saticoy

Mitigation Measure	Location of Reduced Impact	Potential Reduction of Impact	Time Needed to Implement	Time Needed to Implement Action Required
When ATC allows, and R16 is in use, allow aircraft to transition tracks west directly across 16 to east	North and west of VNY	Reduce orbit west of airport	Short term to implement	Coordinate with FAA
Move Bull Creek route to Balboa	Southwest of VNY	VNY Reduce noise in Bull Creek area	Short term to implement	Coordinate with FAA and operators, evaluation by local residents
Increase glide slope into Burbank to 4°	East and west of VNY, but would reduce impact overall	Could increase altitude another 200° on both sides of airport	Long term to study and implement	Study by FAA. Coordination with TRACON and tower
Required altitude for public service fleet	All surrounding communities	Reduce low level flights reducing noise impact	Long term to study	Coordinate with City operators, City officals and community
Improve communication (e.g. complaint phone line)	Wherever and whenever frequent concerns occur	Improving complaint follow-up and interaction with pilots could reduce repeated noise infractions	Short term	Coordinate with Airport Management and operators

EXHIBIT 2-A - VISUAL COUNT FORM

Page	

VAN NUYS HELICOPTER COUNT

Date	•

Base Location	N Number	Model	Route	App/Dep	Time
1.					
2.					
3.				, , , , , , , , , , , , , , , , , , , ,	
4.					
5.					, ct
6.					
7.			,		-
8.					-
9.	·				
10.					
11.					
12.					
13.			,	·	
14.					

EXHIBIT 2-B

ATTENDANCE ROSTER

																Martin and the state of the substantial desirable to the state of the	 **************************************	
ORGANIZATION	His las Aircean	Dest. of	LA CITY Grownal Comings	JETOPPERS I'M	Ί	Helingt	Baices Wing & Heicoprese inc.	147 10031 147 1600 TKU	LA. 8174 FIRE DEPT	649	de Communications	LAPO.	West Coast Kaluntus					
PHONE NUMBER	3754563	888-582	489-8574	9020800	£12) 553 4554	P220-20P	-Shh1-+6b	345522	929-8635	904-6161		485-2600	901-0977					The second secon
ADDRESS		16461 Sherman Way Suit 300	2060 Baliboa - Blud Van Nuys	16303 WATERMAN Dr. 1.1	3000 ALLONG RO SAM MADON	1644 Essex Blust Via Mays	16644. Roscof BLUD. VAN NUYS.	THISTO SUBJUCE BLITE WHY	8060 BALGOA 76 V. N 9406	7550 HAYVEN/HIVEST 101								
- 11	Phil Bring	Chuck Zeman	Crany & Yates	KEUN LAKOSA	WANN F. PEUMEROOM	Victal Spectioners	JEFF SCHER	おのといろに	MICHARL ROY	Alien Marga	Juis Souther	10000000000000000000000000000000000000	He tomanelo					

A4

EXHIBIT 2-C

Code #		
Official	Use	Only

SURVEY OF HELICOPTER ACTIVITY AT VAN NUYS AIRPORT

1.	What kind of ope	eration	do you have				
	Part 91	7	Part 135 _	<u>6</u>	Public	2	
	Part 61	2	Maintenar	ice <u>3</u>			
2.	How many helic	opters o	do you operat	e at Van I	Nuys Airport? _	<u>64</u>	
3.	Please describe y make, model, and			it type of l	nelicopters you t	use, be speci	fic as t
	Bell 204: 1; Bell 2	205: 2;	Bell 206: 20	<u>Augus</u>	ta 109: 2; B222:	2; BK117A	<u>3/4: 2</u>
	Bell 412: 3; AS 3	50B: 4;	AS 355: 2	<u>R22: 4</u>	l; 222A: 1; UH1-	B: 1;369D:	1
	206L: 10; 269: 1;	MD500)E:1	Hughe	s 300C: 2; Hugh	es 500: 3	
	Sikorsky CH34:	1; Siko1	rsky S58T: 1				
4.	Do you use other VNY?	helicoj	oters that are i	not based	at your operation	on, but that i	ly into
	Yes <u>4</u>		No <u>11</u>				
	If yes, please list: 1 TR-Cine Exec;		1 206; 4 Aeros	p. 350B;	1 UH1-B; Air C	alvery; 1 JR	<u>. </u>
5.	Do you have any operation?	y helico	opters based a	it your o	peration that are	e not part o	f you

No <u>10</u>

			
How many opera	ations do you conduc	t daily (on an avera	ge)?
$\begin{array}{ccc} \underline{1-2} & & \underline{3-4} \\ 3 & & 5 \end{array}$	$\frac{5-6}{1}$ $\frac{7-}{4}$	<u>8 - 10</u>	<u>10 - 15</u> <u>18</u>
How many opera	tions do you conduc	t monthly (on an av	erage)?
$\frac{\leq 10}{1} \qquad \frac{11-20}{1}$	$\frac{21-30}{2}$ $\frac{31-40}{2}$	<u>41 - 50</u> <u>51 - 60</u> 2	61 - 70 71 2 8
On an average, ho	ow many of your ope	rations a month are	2:
IFR <u>14</u>	1-0%;1-5%	•	
SVFR <u>5</u>	- 2%; 2 - 0%; 3 - 5%;	1 - 6%; 2 - 1%	
Do you anticipat (1995)?	e your operation ch	anging significantly	y in the next fiv
Yes <u>5</u>	No	Don't k	now
What anticipated operations?	changes will there b	e in the number o	f your helicopte
	•	Indicate percenta	ge change (+/-)
4	sizable increase	5%;10%;20%;50	%
11	little or no change	0%; 5%; 10-15%; 2	20%
	sizable decrease	White the same state of the sa	
How do you proje	ct the number of heli	copters in your flee	t changing?
· ,	in next year	in 3 years	in 5 years
sizable increase			2
little or no change	14	<u>13</u>	12
sizeable decrease		•	

If yes, please list: <u>B-206</u>; <u>1 Gazelle 341</u>; <u>206B</u>; <u>Listed under L.A. City Police and Fire</u>

Yes _	<u>6</u>	No	9				
Peak Seasons	s <u>Summ</u>	ier: 3; July	-December	<u>: 1; Sumn</u>	<u>1er/Fall: 1</u>	,	
Rank Days of a "1" and leas	f the wee st busy l	ek (on an a being a "7"	verage) fro	m busiest	to least bu	sy with bus	siest be
	1	2	3	4	5	6	7
Monday	3	1	1	3	3		
Tuesday	6	1	1	3		1	
Wednesday	3	6	1	2			
Thursday	4	3	4		1		
Friday	2	4	1	1	3	1	<u> </u>
Saturday		2	,	1		7	2
Sunday		1		1			10
the airport bo	200 feet.	,	-p8		eroj ruise e	·	.si ucp
None.				•			
None.		,		-			
Continue the do - if someth make a show a cooperative on the SAME	ing unu of it. To	sual is goi: ake a firm :	ng to be doi	ıe with he	licopters, i	nvite the p	.7
		nın ine De _l	partment o	f Airports,	the FAA, a	and all the o	ublic a will ta
None.		Ain the De _l	partment o	f Airports,	the FAA, a	and all the o	ublic a will ta
None. Relocate the	side.		partment o	f Airports,	the FAA, a	and all the o	ublic a will to

Does your operation experience peak periods that reflect seasonal changes?

12.

neighborly procedures.

Continued self-monitoring of each of our flight crews, and exercising good fly-

Use published routes.

Yes.

Keep present helo routes to/from VNY.

No comments at this time.

Require ALL helicopters to maintain at least 500 AGL when operating in the area of the airport to include law enforcement.

Presently doing a good job. Helicopters are not a bit problem, except to Schultz' house.

VNY HELICOPTER ACTIVITY RESPONSES TO POSSIBLE IMPACT QUESTIONS

1.	If VNY Management establishes specific landing sites that helicopters are required to use, what impact would this have on your operation?
	If not able to use site, would be major impact.
	We are based at Why we would be required to land somewhere else and hover to makes no sense. If this was required, it would depend on the length of hover to and the conflict with airplanes.
	None.
	This would be ok if it were in front of my facility.
	As long as an ambulance can get to whatever specific landing site, no impact.
	If one of those sites were not at the ramp, it would have great impact on It would make our facility useless, and add a tremendous burden on my crews, ground support people, not to mention, the additional operating expenses.
	Landing at a location other than the northwest corner would add unnecessary operating costs to our aircraft fleet. Also, additional hover taxi required to get to our facility would most likely cause disturbance of fixed-wing operations and additional ATC communications.
	Substantial - customers are required to land at facility for maintenance and parts pick up.
	In regards to EMS operations, this would mean a delay and most of our flights are time critical in regards to landing sites.
	Obviously the Fire Department must operate from its own facility.
	We use Van Nuys for standby locations - we need refueling capability and facilities for our crew while they await call.
٠	How would you get aircraft to your facility. How would personnel get to aircraft? I would not see any benefit for the purpose of reducing noise to the community.

Dramatically increased operating costs (and hence competitiveness) if one of the landing sites is not our facility.
No impact.
If the Stagg east approach/departure is eliminated east of the San Diego Freeway what impact would that have on your operation?
If you mean take 405 to Stagg, then VNY impact little.
Some, because this is the main approach I use to the east side. None in departures as I use the basin departure.
None.
Increase cost of operations.
Very little.
Since the majority ofwork is southeast of Van Nuys, this would have a tremendous impact onas that is our primary route.
Eighty percent of our business relies on a east departure. The elimination of an east departure would result in additional flight time to conduct normal business (i.e., Basin South then direct KJOY tower).
Substantial - all test flights are conducted north of VNY airportuses Stagg East departure approximately 80% of operations.
None.
None on emergency flights, we would be exempt. Five to ten minute additional time for 50% of non-emergency flights. The additional time and cost to taxpayers would be unacceptable.
Additional flight time when responding from our Long Beach facility or anywhere

2.

This would increase flight time to 90% of our flight operations. This would increase the usage on other routes increasing noise impact to another area. This would increase the potential conflict with fixed-wing traffic. The Stagg east and Saticoy west routes are the safest Approach/Departure at Van Nuys Airport.

south or east of the airport.

Very little. No impact. 3. How feasible does it seem to increase the use of the flood basin departure for approaches and departures? Seems feasible from safety standpoint: Ok. Only departures. No. We currently use this. Ok, but Bull Creek ok too. Depends on wind velocity and direction. Excellent. See impact comments (i.e. None on emergency flights...) Yes. Seems ok from an approach standpoint. I agree. Does not seem safe: Arrivals would be against the 16L airplane departure. Student training traffic on 16L may compromise safety. For most departures. Too much conflict with fixed wing. To increase the Flood Basin Departure for helicopter operations would require more

integration between fixed-wing and rotor-wing aircraft; this would result in additional ATC delays as well as safety considerations. Also, the separate frequencies between rotor-wing and fixed-wing would mean more pressure on ATC aircraft

separation. As per FAR 91.87 rotor-wing aircraft are to avoid the flow of fixed-wing traffic.

Increases the conflict with fixed-wing, will increase noise to Encino residents.

What impact would it have on your operations?

Little.

None, we use the departure and would use the arrival if no traffic conflict would occur. However, with the activity on the 16L runway, this does not seem possible for approach.

None.

None.

None.

None, as far as ______ do not use this route: 1) because of safety, and 2) because of our geographical location on the airport.

Same as question #2. Eighty percent of our business relies on an east departure. The elimination of an east departure would result in additional flight time to conduct normal business (i.e. Basin south then direct KJOY tower),

Not much.

None.

With the increased speed of fixed wing traffic, it does not seem feasible to interface very many helicopters with fixed-wing aircraft during busy daytime hours. During slow times and at night, we use as much as safely possible.

No significant impact for routine operations. Emergency responses could necessitate more direct routings.

Increased flight time for 90% of flights, decrease safety flight operations, and increase controllers coordination requirements.

None or next to none.

No impact. We would comply unless we have an emergency call-out.

4. What impact would a curfew (from 12:00 midnight to 6:00 a.m.) on helicopters in and out of VNY have on your operation?

Some inconvenience and increased costs.

We sometimes need to go into Schaeffer Ambulance for Valley Presbyterian Hospital between those hours.

We advertise ourselves as a 24-hour, on-demand charter company, which is very compelling to news media, medical (or general procurement) companies, as well as agricultural business. Having a curfew of helicopters operations would curtail one of the most appealing aspects of our company - a 24-hour on-call service.

Little.

Significant in regards to EMS operations.

None on non-emergency flights.

It would eliminate a standby location for nighttime operations during these hours as well as fuel availability. Our operations in this area during these hours are infrequent.

Nominal impact. Occasional need to depart prior to 6:00 a.m. and when we do we climb to 1,800 ET over airport before leaving environment.

Little or no impact at this time as we do not generally operate between those hours.

A significant amount as we transport hospital transplant teams during these hours typically. It would also make us less competitive with respect to operators at other airports as we could no longer be a 24-hour service.

No impact. We would comply unless we have an emergency call-out.

EXHIBIT 2-D

Location where helicopters arrive and depart	
(Please be specific as to pad or point of arrival/departure)	

Code #____OFFICIAL USE ONLY

Helicopter Activity Average Week 1990 VNY

		Aircraft Type		Identify Time of Day Trip Taken							
	Route	(Room for 3 Types)	Average # of Trips per Week	7 am-7 pm	7 pm-10 pm	10 pm-7 am					
E	KAMPLE										
	Depart										
A	Arrive										
В	Depart										
D .	Arrive										
C	Depart										
	Arrive										
D	Depart										
	Arrive										
E	Depart										
1	Arrive										
F	Depart										
1	Arrive										
G	Depart										
	Arrive										
Н	Depart										
	Arrive										

EXHIBIT 3-A

PRESENT HELICOPTER ROUTES

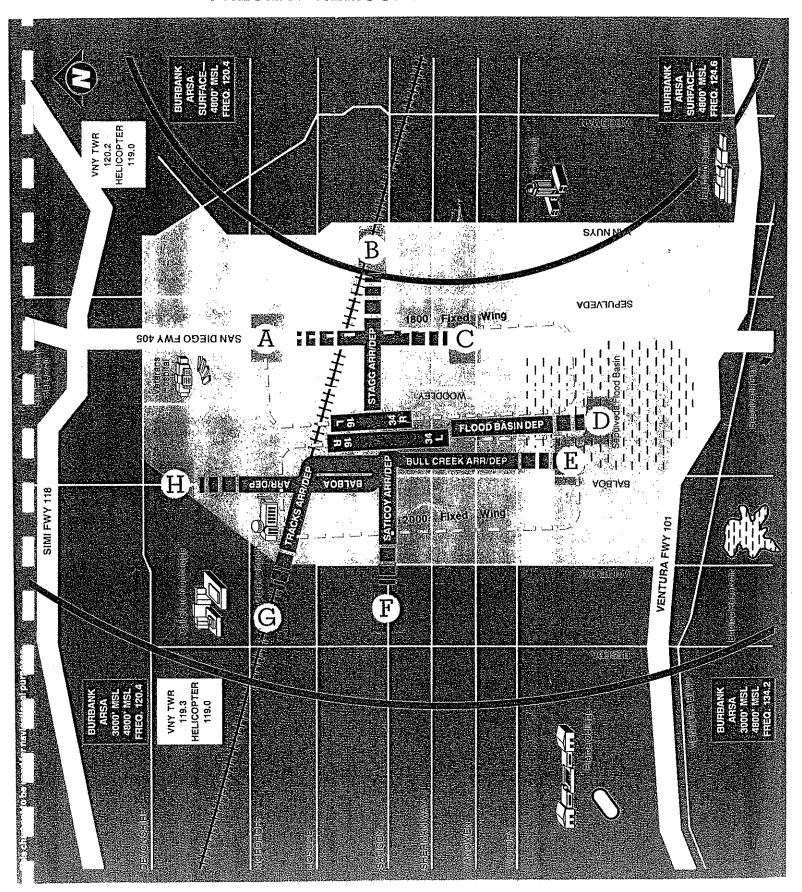


EXHIBIT 3-B (APPROACHES)

HELICOPTER ACTIVITY VAN NUYS AIRPORT - VISUAL COUNT RESULT

OPERATIONS IN	7AM-Noon	Noon-5PM	5PM-10PM	10PM-7AM	TOTAL
Route A - 405N		2			2
Route B - Stagg E	4	5	5	3	17
Route C - 405S	10	5	10	2	27
Route D - Flood Basin	1	1	19	2	23
Route E - Bull Creek	8	18	8		34
Route F - Saticoy	1	5	6		12
Route G - Tracks	7	11	2		20
Route H - Balboa	6	·			6. :
TOTAL	37	47	50	7	141
KINDS OF AIRCRAFT			<u> </u>		
206B/206L	15	15	40	5	75
AS350/355	3	5			8
R-22/H300/500	13	23	8	2	46
412/214/205	. 3	2	2		7
A109/B222	3	2			5
- TOTAL	37	47	50	7	141
PUBLIC SERVICE OPS	. (Subtotal in	cluded in tota	l operations)		
Police	4	3	2	2	11
Fire	4	2	5		11
City	2	7	1		10

Note: These results are compilations of the visual count taken over a total of 45 hours. An average daily figure is derived by dividing the figures shown by 45 and multiplying the results by 24. The total average daily approaches would, therefore, be $141 \div 45 \times 24 = 75.2$ operations/day. These figures do not reflect any specific day, but provide an average. These totals do not include overflights.

12

2

32

10

SUBTOTAL

EXHIBIT 3-B (DEPARTURES)

HELICOPTER ACTIVITY VAN NUYS AIRPORT - VISUAL COUNT RESULT

ODER ARTONO OVER		.,			
OPERATIONS OUT	7AM-Noon	Noon-5PM	5PM-10PM	10PM-7AM	TOTAL
Route A - 405N		2	1	,	3
Route B - Stagg E	4	5	5	1	15
Route C - 405S	2	5	19	1	27
Route D - Flood Basin	6	10	11	2	29
Route E - Bull Creek	11	17	4		32
Route F - Saticoy	2 .	4	1		7
Route G - Tracks	10	15	2		27
Route H - Balboa	. 5	5	·		10
TOTAL	40	63	43	4	150
KINDS OF AIRCRAFT	7				
206B/206L	13	25	32	3	73
AS350/355	6	6	2		14
R-22/H300/500	13	25	9	1	48
412/214/205	5	3			. 8
A109/B222	3	4			7
TOTAL	40	63	43	4	150
PUBLIC SERVICE OPS	. (Subtotal in	cluded in tota	l operations)		,
Police	3	5	1	2	11
Fire	5	1	4		10
City	4	4	2	,	10
SUBTOTAL	12	10	7	2	31

Note: These results are compilations of the visual count taken over a total of 45 hours. An average daily figure is derived by dividing the figures shown by 45 and multiplying the results by 24. The total average daily departures would, therefore, be $150 \div 45 \times 24 = 79.9$ operations/day. These figures do not reflect any specific day, but provide an average. These totals do not include overflights.

EXHIBIT 3-C

HELICOPTER ACTIVITY - VAN NUYS AIRPORT VISUAL COUNT RESULTS - TRANSIENT OVERFLIGHTS

TRANSIENT OVERFLIGHTS

	North	South	East	West	Total
7:00 a.m. to 12:00 Noon	1	9	14	7	31
12:00 Noon to 5:00 p.m.	4	7	15	9	35
5:00 p.m. to 10:00 p.m.	5	8	8	13	34
10:00 p.m. to 7:00 a.m.	1				1
TOTAL	11	24	37	29	101

KINDS OF AIRCRAFT

206B/206L	6	12	25	20	63
AS350/355	3	3	5	. 6	17
R-22/H300/H500	1	1	6	3	11
412/214/205	1	1	1	'	3
A109/B222		1			1
UH-1		6			6
TOTAL	11	24	37	29	101

PUBLIC SERVICE OPS. (Subtotal included in total operations)

Police	5	5	15	10	35
Fire	1	. ,	1		2
City		1	2		3
SUBTOTAL	. 6	6	18	10	40

Note: The overflight results are compilations of the visual count taken over a total of 45 hours. In addition, each overflight operation has been counted twice on this table to account for each direction it employs in relation to either approaching or flying away from VNY. Therefore, an average daily figure is derived by dividing the figure shown by 45, then dividing by two, and multiplying by 24. For example, the total daily average would be calculated as follows: $101 \div 45 \div 2 \times 24 = 26.9$ ops./day. These figures do not reflect any specific day, but provide an average.

EXHIBIT 3-D(1)

HELICOPTER ACTIVITY - VAN NUYS AIRPORT VISUAL COUNT RESULTS - BASE OF OPERATIONS

BASE OF OPERATION

TIME OF DAY	1	2	3	4	5	6	7	8	TOTALS
7 AM to 12 Noon	10	5	3	2	4	2		11	37
12 Noon to 5 PM	11		4	6	4	6	4	12	47
5 PM to 10 PM	5	13	8	3	5	6	3 .	. 7	50
10 PM to 7 AM		5				1		. 1	7
TOTAL OPS. IN	26	23	15	11	13	15	7	31	141

7 AM to 12 Noon	11	2		6	6	2	1	12	40
12 Noon to 5 PM	12		3	7	9	10	5	17	63
5 PM to 10 PM	5	20	. 6	2	4	4		2	43
10 PM to 7 AM			3					1	4
TOTAL OPS. OUT	28	22	12	15	19	16	6	32	150

Base of Operations:

- 1. West Coast Helicopter
- 2. Air Tel Hotel
- 3. Clay Lacy
- 4. Jetcopters

- 5. Briles
- 6. Helinet
- 7. Million Air/National
- 8. City Maintenance Facility

EXHIBIT 3-D(2)

HELICOPTER ACTIVITY - VAN NUYS AIRPORT **VISUAL COUNT RESULTS - ROUTES**

APPROACH ROUTES USED

TIMEOFDAY	1	2	3	4	5	6	7	8	TOTALS
7 AM to 12 Noon		10	4	1	8	1	7	6	37
12 Noon to 5 PM	2	5	5	1	18	5	11		47
5 PM to 10 PM		10	5	19	8	6	2		50
10 PM to 7 AM		2	3	2			-	,	7
TOTAL	2	27	17	23	34	12	20	6	141

TYPES OF AIRCRAFT

206B/206L		17	11	18	15	8	3	3	75
AS350/355		1			5		2		8
R-22/H300	1	9	3	.3	10	4	15	1	46
412/214/205	·1.		3		2			1	7
A109/B222				2	2			1	5
TOTAL	2	27	17	23	34	12	20	6	141

Approach Routes:

- Stagg North 1.
- Stagg South 2.
- 3. Stagg East
- Flood Basin

- Bull Creek 5.
- 6.
- Saticoy Tracks West 7.
- Balboa

EXHIBIT 3-D(3)

HELICOPTER ACTIVITY - VAN NUYS AIRPORT VISUAL COUNT RESULTS - ROUTES

DEPARTURE ROUTES USED

TIME OF DAY	1	2	3	4	5	6	7	8	TOTALS
7 AM to 12 Noon		2	4	6	11	2	10	5	. 40
12 Noon to 5 PM	2	5	5	10	17	4	15	5	63
5 PM to 10 PM	1	19	5	11	4	1	2		43
10 PM to 7 AM		1	1	2					4
TOTAL	3	27	15	29	32	7	27	10	150

TYPES OF AIRCRAFT

206B/206L		20	12	13	16	4	4	4	73
AS350/355		1		4	5		4		14
R-22/H300	2	5	2	10	8	3	15	3	48
412/214/205	1		1		2		2	2	. 8
A109/B222		1		2	1 .		2	1	7
TOTAL	3 .	27	15	29	32	7	27	10	150

Departure Routes:

- 1. Stagg North
- 2. Stagg South
- 3. Stagg East4. Flood Basin

- 5. Bull Creek
- 6. Saticoy
- 7. Tracks West
- 8. Balboa

EXHIBIT 3-E

HELICOPTER OPERATORS/SUPPORT COMPANIES WHO USE VAN NUYS AIRPORT

Briles Helicopters

Los Angeles Police Department - ASD

Bell Helicopters

Life Flight

Cal Federal/Clay Lacy

National Helicopters

Heli-LA

ORBIC

Helinet **Hughes Aircraft**

Pacific Shore

Jetcopters

Rasmussen

L.A. City Services

Sheriff's Department

UCLA Medstar

L.A. City Fire Department

West Coast Helicopters

EXHIBIT 3-F

HELICOPTERS FREQUENTLY USED AT VAN NUYS AIRPORT

B204 **Bell 204**

B205 Bell 205 B412 Bell 412

Hughes 500 (McDonnell Douglas) H500

B206B Bell Jetranger IIIB B206L

Bell Longranger A109 Augusta A-109

H300C Hughes 300C (Schweitzer). SA350D Aerospatiale SA-350D A-Star

B222 Bell 222

R22HP Robinson R22 BK117 Boelkow BK-117

EXHIBIT 3-G

HELICOPTER NOISE COMPLAINTS

1990

	HELICOPTER	TOTAL ALL AIRCRAFT	PERCENTAGE
January	. 6	34	17%
February	7	41	17%
March	22	48	45%
April	10	50	20%
May	12	59	20%
June	7	72	9%
July	7	174	4%
August	11	66	16%
September	7	.60	11%

1989

	HELICOPTER	TOTAL ALL AIRCRAFT	PERCENTAGE
January	45	99	45%
February	41	114	35%
March	46	149	30%
April	28	117	23%
May	25	136	18%
June	39	152	25%
July	30	255	11%
August	36	147	24%
September	26	122	21%
October	26	109	24%
November	17	64	26%
December	12	44	27%

EXHIBIT 4-A

HELICOPTER COUNTS FROM FAA AT VAN NUYS AIRPORT IN 1990

	Monthly	Daily Average
January	3,646	118
February	3,798	136
March	4,657	150
April	4,595	153
May	4,882	157
June	5,026	167
July	4,708	152
August	5,025	162
September	4,608	154
October	4,489	145
November	4,188	140
December	<u>3,897</u>	<u>126</u> .
TOTAL	53,520	147

The daily average for 1990 is 147 helicopter operations. April 12, 1990 had the highest number with 255 daily operations. The busiest hour was on June 20, 1990 between 7:00 p.m. and 8:00 p.m. when there were 42 operations in one hour.

EXHIBIT 4-B
REPRESENTATIVE HOURLY HELICOPTER COUNTS

Time	Saturday Sept. 8, 1990	Sunday Sept. 9, 1990	Monday Sept. 10, 1990
6:00 a.m 7:00 a.m.	0	0	3
7:00 a.m 8:00 a.m.	1	4	7
8:00 a.m 9:00 a.m.	. 6	2	11
9:00 a.m 10:00 a.m.	5	12	9
10:00 a.m 11:00 a.m.	10	12	14
11:00 a.m 12:00 p.m.	9	21	1 4
12:00 p.m 1:00 p.m.	5	5	6
1:00 p.m 2:00 p.m.	9	6	10
2:00 p.m 3:00 p.m.	7	12	11
3:00 p.m 4:00 p.m.	8	12	12
4:00 p.m 5:00 p.m.	. 6	5	14
5:00 p.m 6:00 p.m.	. 6	5	12
6:00 p.m 7:00 p.m.	13	9	10
7:00 p.m 8:00 p.m.	12	4	16
8:00 p.m 9:00 p.m.	11	12	8
9:00 p.m 10:00 p.m.	. 10	8	15
10:00 p.m 11:00 p.m.	3	. 0	3

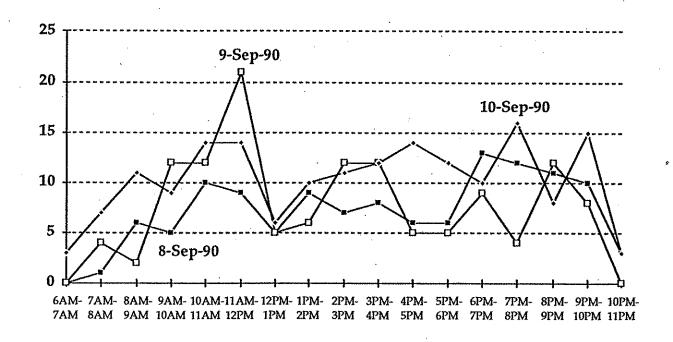


EXHIBIT 4-C

HELICOPTER STUDIES AND REFERENCES FOR NOISE AND COMMUNITY COMPATIBILITY

U. S. DEPARTMENT OF TRANSPORTATION

Contact: Western Region FAA

15000 Aviation Boulevard Lawndale, California 90061

(213) 297-1240

FAA Advisory Circulars:

91-36C, Visual Flight Near Noise Sensitive Areas, October 1984

150/5390-2, Heliport Design Guide, January 1988

150/5020-1, Noise Control and Compatibility Planning for Airports, August 1983

150/5020-2, Noise Assessment Guidelines for New Heliports, 1983

150/5190-4, A Model Zoning Ordinance to Limit Height of Objects Arount Airports

150/5050-7, Establishment of Airport Action Groups

Federal Aviation Regulations, Part 77, Objects Affecting Navigable Airspace, January 1975

HELICOPTER ASSOCIATION INTERNATIONAL

Contact: Heliports and Airways

Ron Bunch

1691 Duke Street

Alexandria, Virginia 22314

(703) 683-4646

I Fly Neighborly, September 1983

Heliport Development Guide

Community Rotorcraft Transportation Benefits and Opportunities

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Contact: Aviation Program Manager

Tim Merwin

Southern California Association of Governments

Keys to Compatibility: A Positive Approach to Helicopter and Community Compatibility," October 1986

"Noise Assessment for Enroute Helicopter Operations," July 1987

Helicopter System Study, July 1985

Helicopter Noise Mitigation Handbook, March 1988

Helicopter Airspace Study, 1990

HELICOPTER INDUSTRY RESOURCES

AIRBORNE LAW ENFORCEMENT ASSOCIATION

Contact: Bobbie E. Tucker 8060 Balboa Bouelvard Van Nuys, California 91406 (818) 989-8574

(Provides public information in the field of prevention and control of law violators as they relate to use of aircraft)

AMERICAN HELICOPTER SOCIETY

Executive Director: John Zugschwert 217 North Washington Street Alexandria, Virginia 22314 (703) 684-6777

(A technical organization providing information on design and manufacturing of helicopters)

AAMS (Association of Air Medical Services)

Executive Director: Nina Merrill 35 South Raymond Avenue Suite 205 Pasadena, California 91105 (818) 793-1232

(Provides information on air medical operations)

CALIFORNIA STATE DIVISION OF AERONAUTICS

Elizabeth Eskridge 1130 K Street Post Office Box 1499 Sacramento, California 95807 (916) 322-9599

(Provides information on the heliport permit process and heliport design as it relates to the permit process)

HELICOPTER ASSOCIATION INTERNATIONAL

Heliports and Airways: Ron Bunch 1619 Duke Street Alexandria, Virginia 22314 (703) 683-4646

(Provides information on helicopter operators and heliport development)

FEDERAL AVIATION ADMINISTRATION

Western Region, Airports Division 15000 Aviation Boulevard Lawndale, California 90061 (213) 297-1240

PROFESSIONAL HELICOPTER PILOTS ASSOCIATION

Post Office Box 420 Glendale, California 91206 (213) 421-1742

(Provides information on pilot safety and education programs)

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Aviation Program Manager: Tim Merwin Los Angeles, California 90005 (213) 236-1800

(Provides information for city planning regarding heliports and mitigative measures)

HELICOPTER MANUFACTURERS:

Aerospatiale Donald W. Turrentine Program Manager/Senior Pilot 2701 Forum Drive Grand Prairie, Texas 75053-4005 (214) 641-3648

Bell Helicopter Textron William J. Yarber Regional Marketing Manager 32001 Kingspart Court Westlake Village, California 91361 (818) 991-2355 MBB Helicopter Corporation Gary R. Kovach Director, Market Planning and Analysis 900 Airport Road Post Office Box 2349 West Chester, Pennsylvania 19380 (215) 431-4150

McDonnell Douglas Helicopter Company Roger Carlin Manager, Flight Operations 5000 East McDowell Road Mesa, Arizona 85205 (602) 891-3667

United Technologies Sikorsky Aircraft David S. Lawrence Director, Market Planning North Main Street Stratford, Connecticut 06601 (203) 386-4000

EXHIBIT 4-D

REFERENCES USED IN THIS HELICOPTER STUDY

"World Helicopter Deliveries" Allison Gas Turbine Division, General Motors Corporation, 1990

The FAA Aviation Forecasts Fiscal Year 1990 - 2001

The FAA Van Nuys Tower Statistics

"1990 Helicopter Annual" Helicopter Association International

"Worldwide Civil Helicopter Forecast" Civil Helicopter Sub-committee, Transportation Research Board, January 9, 1990

Section 5

Technical Background

- -- Land Use Compatibility Table with Yearly Day-Night Average Sound Levels
- -- Input Runstream Data for Integrated Noise Model (INM)

The following Land Use Compatibility Table was extracted from the Federal Aviation Administration Part 150 Regulations (14 CFR Chp. 1) and utilized in the impact analysis for the Noise Exposure Maps and the Noise Compatibility Program Map, as well as with each of the alternative scenarios evaluated in the VNY Part 150 Study. The same criteria was employed within the context of the Community Noise Equivalent Level (CNEL) noise metric which was utilized in this Study as required by California Law.

LAND USE COMPATIBILITY TABLE WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS

	Yea	Yearly day-night average sound level (Ldn) in decibels					
Land Use	Below 65	65-70	70-75	75-80	80-85	Over 85	
RESIDENTIAL							
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N.	N	
Mobile home parks	Y	N	N	N	N	N	
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N	
PUBLIC USE		Į					
Schools	Y	N(1)	N(1)	N	N .	N	
Hospitals and nursing homes	. Y	25	30	N	N	N	
Churches, auditoriums, and concert halls	Υ	25	30	N	N	N	
Governmental services	Y	Y	25	30	N	N	
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)	
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N	
COMMERCIAL USE						ĺ	
Offices, business and professional	Y	Y	25	30	N	N	
Wholesale and retail - building materials,	Y	Y	Y(2)	Y(3)	Y(4)	N	
hardware and farm equipment	1					·	
Retail trade - general	Y	Y	25	30	N	N	
Utilities	Υ -	Y	Y(2)	Y(3)	Y(4)	N	
Communication	Y	Y	25	30	N	N	
MANUFACTURING AND PRODUCTION							
Manufacturing, general	Y	Y	Y(2)	Y(3)	.Y(4)	N	
Photographic and optical	Y	Y	25	30	N	N	
Agriculture (except livestock) and forestry	Υ .	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)	
Livestock farming and breeding		Y	Y(6)	Y(7)	N	N N	
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y	
RECREATIONAL		N//55	1//2	N.Y	.,		
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N	
Outdoor music shells, amphitheaters	Y	N	N	N	N	N	
Nature exhibits and zoos	Y	Y	N	N	N	N	
Amusements, parks, resorts and camps	Y	Y	Y	N 20	N	N	
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N	

Numbers in parentheses refer to notes.

KEY TO TABLE

SLUCM = Standard Land Use Coding Manual.

Y (Yes) = Land Use and related structures compatible without restrictions.

N (No) = Land Use and related structures are not compatible and should be prohibited.

NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35 = Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure

NOTES FOR TABLE

- (1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- (2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- (3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- (4) Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
 - (5) Land use compatible provided special sound reinforcement systems are installed.
 - (6) Residential buildings require an NLR of 25.
 - (7) Residential buildings require an NLR of 30.
 - (8) Residential buildings not permitted.

Echo Report/Input Runstream

using Version 6.0c of Integrated Noise Model (INM)

--Base Case Year 2001

-- Future Case Year 2006 with Mitigation

--Future Case Year 2006 without Mitigation

INM 6.0c ECHO REPORT 21-Oct-02 20:06

```
STUDY: C:\data\VNY150\2002_Study\VNYFINALPRF\
    Created
                : 18-Aug-99 09:25
    Units
                : English
                : VNY
    Airport
    Description :
       VNY Part 150 Analysis using Quiet Departure Procedures
       2002 Analysis - Basecase 2001 Future Case 2006
 CASE: NewFutureCase (with mitigation)
    Created
                : 30-Sep-02 16:53
    Description :
                : 30-Sep-02 16:54
    Created
    Description :
STUDY AIRPORT
    Latitude
                : 34.209810 deg
    Longitude
                : -118.489973 deg
    Elevation
                : 799.0 ft
    Temperature : 56.2 F
    Pressure
                : 29.92 in-Hg
    AverageWind: 8.0 kt
    ChangeNPD
                : Yes
    Humidity
                : 70.0
    Temperature : 56.2 F
    Pressure
                : 29.92 in-Hg
    AverageWind: 8.0 kt
    ChangeNPD
                : Yes
    Humidity
                : 70.0
 STUDY RUNWAYS
    10
       Latitude : 34.211480 deg
       Longitude : -118.489973 deg
                : 0.0000 nmi
       Xcoord
       Ycoord
                 : 0.1000 nmi
       Elevation: 750.0 ft
       OtherEnd: 28
       Length
                 : 607 ft
       Gradient
                : 0.00 %
       RwyWind
                 : 8.0 kt
       RwyWind
                 : 8.0 kt
       TkoThresh: 0 ft
       AppThresh: 0 ft
    16L
       Latitude : 34.218983 deg
       Longitude : -118.490009 deg
       Xcoord
                : -0.0018 nmi
       Ycoord
                 : 0.5494 nmi
       Elevation: 797.1 ft
       OtherEnd
                : 34R
       Length
                 : 4000 ft
       Gradient
                : ~0.70 %
       RwyWind
                 : 8.0 kt
       RwyWind
                 : 8.0 kt
       TkoThresh: 50 ft
       AppThresh: 1440 ft
    16R
```

Latitude : 34.218903 deg

```
Longitude: -118.491247 deg
  Xcoord
           : -0.0634 nmi
  Ycoord
            : 0.5446 nmi
  Elevation: 799.4 ft
  OtherEnd: 34L
  Length
            : 8000 ft
           : -0.70 %
  Gradient
            : 8.0 kt
  RwyWind
            : 8.0 kt
  RwyWind
  TkoThresh: 50 ft
  AppThresh: 1430 ft
17
  Latitude : 34.213984 deg
  Longitude: -118.487963 deg
  Xcoord
            : 0.1000 nmi
  Ycoord
            : 0.2500 nmi
  Elevation: 750.0 ft
  OtherEnd: 35
  Length
            : 1822 ft
  Gradient : 0.00 %
  RwyWind
            : 8.0 kt
  RwyWind
            : 8.0 kt
  TkoThresh: 0 ft
  AppThresh: 0 ft
28
  Latitude : 34.211480 deg
  Longitude: -118.487963 deg
  Xcoord
            : 0.1000 nmi
  Ycoord
            : 0.1000 nmi
  Elevation: 750.0 ft
  OtherEnd
            : 10
  Length
            : 607 ft
  Gradient : 0.00 %
            : 8.0 kt
  RwvWind
  RwyWind
            : 8.0 kt
  TkoThresh: 0 ft
  AppThresh: 0 ft
  Latitude : 34.196988 deg
  Longitude: -118.489177 deg
            : 0.0396 nmi
  Xcoord
  Ycoord
            : -0.7680 nmi
  Elevation: 743.1 ft
  OtherEnd
            : 16R
  Length
            : 8000 ft
  Gradient
           : 0.70 %
  RwyWind
            : 8.0 kt
  RwyWind
            : 8.0 kt
  TkoThresh: 0 ft
  AppThresh: 0 ft
  Latitude : 34.208025 deg
  Longitude: -118.488970 deg
  Xcoord
            : 0.0499 nmi
  Ycoord
            : -0.1069 nmi
  Elevation: 769.2 ft
  OtherEnd : 16L
  Length
            : 4000 ft
            : 0.70 %
  Gradient
  RwyWind
            : 8.0 kt
```

RwyWind

: 8.0 kt

{

TkoThresh : 0 ft AppThresh: 0 ft 35 Latitude : 34.208975 deg Longitude: -118.487963 deg Xcoord : 0.1000 nmi Ycoord : -0.0500 nmi Elevation: 750.0 ft OtherEnd : 17 Length : 1822 ft Gradient : 0.00 % RwyWind : 8.0 kt RwyWind : 8.0 kt TkoThresh: 0 ft AppThresh: 0 ft STUDY TRACKS RwyId-OpType-TrkId Sub PctSub TrkType Delta(ft) 10-DEP-TEST 0 27.32 Points 0.0 1 21.88 Points 0.0 2 21.88 Points 0.0 3 10.94 Points 0.0 4 10.94 Points 0.0 5 3.13 Points 0.0 6 3.13 Points 0.0 7 0.39 Points 0.0 8 0.39 Points 0.0 10-DEP-THE 100.00 Vectors 0.0 0 16L-APP-L10L Vectors 0.0 0 100.00 16L-APP-L11L 0 100.00 Vectors 0.0 16L-APP-L12L 100.00 Vectors 0.0 0 16L-APP-L13L 0 100.00 Vectors 0.0 16L-APP-L14L 100.00 Vectors 0.0 0 16L-APP-L1L 0 100.00 Vectors 0.0 16L-APP-L2L 100.00 Vectors 0.0 16L-APP-L3L

0

0

0

16L-APP-L4L

16L-APP-L5L

16L-APP-L6L

16L-APP-L7L 0

16L-APP-L8L 0

16L-APP-L9L

16L-DEP-T14L

100.00

100.00

100.00

100.00

100.00

100.00

100.00

100.00

Vectors

Vectors

Vectors

Vectors

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Vectors

Vectors

0.0

0.0

0.0

0.0

0.0

0.0

0.0

16L-DEP-T15L	4	
0 100.00	Vectors	0.0
16L-DEP-T16L		
0 100.00	Vectors	0.0
16L-DEP-T17L		
0 100.00	Vectors	0.0
16L-DEP-T18L		
0 100.00	Vectors	0.0
16L-DEP-T19L		
0 100.00	Vectors	0.0
16L-DEP-T20L		
0 100.00	Vectors	0.0
16L-DEP-T21L		
0 100.00	Vectors	0.0
16L-DEP-T22L		
0 100.00	Vectors	0.0
16L-DEP-T23L		
0 100.00	Vectors	0.0
16L-DEP-T24L		0 0
0 100.00	Vectors	0.0
16L-DEP-T25L	***	0.0
0 100.00	Vectors	0.0
16L-DEP-T26L	*70 m to 0 m a	0.0
0 100.00 16L-DEP-T6LS	Vectors	0.0
0 100.00	Vectors	0.0
16L-TGO-16LTGO	VECTOLS	0.0
	Points	0.0
$ \begin{array}{ccc} 0 & 31.24 \\ 1 & 23.44 \end{array} $	Points	0.0
2 23.44	Points	0.0
3 9.38	Points	0.0
4 0 2 Q	Points	0.0
5 1.56	Points	0.0
6 1.56	Points	0.0
16L-TGO-TG6L	POLIICS	0.0
0 100.00	Vectors	0.0
16R-APP-L10R	A GC COT D	0.0
0 100.00	Vectors	0.0
16R-APP-L11R	VCCCOID	0.0
0 100.00	Vectors	0.0
16R-APP-L12R	, , , , , , , , , , , , , , , , , , , ,	0.0
0 100.00	Vectors	0.0
16R-APP-L13R	, , , , , , , , , , , , , , , , , , , ,	
0 100.00	Vectors	0.0
16R-APP-L14R		
0 100.00	Vectors	0.0
16R-APP-L1R		
0 100.00	Vectors	0.0
16R-APP-L2R		
0 100.00	Vectors	0.0
16R-APP-L3R		
0 100.00	Vectors	0.0
16R-APP-L4R		
0 100.00	Vectors	0.0
16R-APP-L5R		
0 100.00	Vectors	0.0
16R-APP-L6R		
	Vectors	0.0
16R-APP-L7R		
0 100.00	Vectors	0.0
16R-APP-L8R		

0 100.00 16R-APP-L9R	Vectors	. 0.0				
0 100.00	Vectors	0.0				
16R-DEP-T14R 0 100.00	Vectors	0.0				
16R-DEP-T15R 0 100.00	Vectors	0.0				
16R-DEP-T16R 0 100.00	Vectors	0.0				
16R-DEP-T17R 0 100.00	Vectors	0.0				
16R-DEP-T18R 0 100.00	Vectors	0.0	٠			
16R-DEP-T19R 0 100.00	Vectors	0.0				
16R-DEP-T20R 0 100.00	Vectors	0.0				
16R-DEP-T21R 0 100.00	Vectors	0.0				
16R-DEP-T22R 0 100.00	Vectors	0.0				
16R-DEP-T23R 0 100.00	Vectors	0.0				
16R-DEP-T24R 0 100.00	Vectors	0.0				
16R-DEP-T25R 0 100.00	Vectors	0.0				
16R-DEP-T26R 0 100.00	Vectors	0.0				
16R-DEP-T6RA 1 67.00	Vectors	0.0				
2 33.00 16R-DEP-T6RB	Vectors	0.0				
1 67.00	Vectors	0.0				
2 33.00 16R-DEP-T6RC	Vectors	0.0				
0 100.00 16R-DEP-T6RD	Vectors	0.0				
0 100.00 16R-DEP-T6RE	Vectors	0.0				
0 100.00 16R-TGO-TG6R	Vectors	0.0		,		
0 100.00 17-APP-TAN	Vectors	0.0				
0 100.00 17-APP-TANW	Vectors	0.0				
0 100.00 17-APP-TAS	Vectors	0.0			•	
0 100.00 17-APP-TASW	Vectors	0.0				
0 100.00 17-APP-TAW	Vectors	0.0			٠	
0 100.00 17-DEP-THN	Vectors	0.0				
0 100.00 17-DEP-THNW	Vectors	0.0				
0 100.00 17-DEP-THS	Vectors	0.0				
0 100.00 17-DEP-THSW	Vectors	0.0				
0 100.00	Vectors	0.0				

 $(x_1, x_2, \dots, x_n) \in \mathbb{R}^{n \times n} \times \mathbb{R}^{n \times n} \times \mathbb{R}^{n \times n}$

17-DEP-THW					
0 100.00	Vectors	0.0			
28-APP-THAE					
0 100.00	Vectors	0.0			
34L-APP-L14L					
0 100.00	Vectors	0.0			
34L-APP-L17L					
0 100.00	Vectors	0.0			
34L-APP-L18L					
0 100.00	Vectors	0.0			
34L-APP-L19L			•		
0 100.00	Vectors	0.0			
34L-APP-L20L					
0 100.00	Vectors	0.0			
34L-APP-L21L					
0 100.00	Vectors	0.0	•		
34L-APP-L22L	**				
0 100.00	Vectors	0.0			
34L-APP-L23L	170 m h o o o	0 0			
0 100.00 34L-APP-L24L	Vectors	0.0			
0 100.00	Mostors	0.0			
34L-APP-L25L	Vectors	0.0			
0 100.00	Vectors	0.0			
34L-APP-L26L	VECCOIS	0.0			
0 100.00	Vectors	0.0			
34L-DEP-T10L	VCCCOLD	0.0			
0 100.00	Vectors	0.0			
34L-DEP-T11L		0.0			
0 100.00	Vectors	0.0			
34L-DEP-T13L					
0 100.00	Vectors	0.0			
34L-DEP-T1L					
0 100.00	Vectors	0.0			
34L-DEP-T2L		•			
0 100.00	Vectors	0.0			
34L-DEP-T3L					
0 100.00	Vectors	0.0			
34L-DEP-T4L					
0 100.00	Vectors	0.0			
34L-DEP-T4LA					
0 100.00	Vectors	0.0			
34L-DEP-T4LB					
0 100.00	Vectors	0.0			
34L-DEP-T4LC	***	0 0			
0 100.00	Vectors	0.0			
34L-DEP-T5L 0 100.00	T7oot org	0.0			
0 100.00 34L-DEP-T6L	Vectors	0.0			
0 100.00	Vectors	0.0			
34L-DEP-T7L	VECCOIS	0.0			
0 100.00	Vectors	0.0			
34L-DEP-T8L	VECCOLS	0.0			
0 100.00	Vectors	0.0			
34L-DEP-T9L	, 000016	V. V			
0 100.00	Vectors	0.0			
34L-TGO-TG4L					
0 100.00	Vectors	0.0			
34R-APP-L14R	,	-			
0 100.00	Vectors	0.0			
34R-APP-L15R					

0 100.00	Vectors	0.0	
34R-APP-L17R 0 100.00	Vectors	0.0	
34R-APP-L18R		•	
0 100.00	Vectors	0.0	
34R-APP-L19R 0 100.00	Vectors	0.0	•
· 34R-APP-L20R	VCCCOID	0.0	
0 100.00	Vectors	0.0	
34R-APP-L21R			
0 100.00	Vectors	0.0	
34R-APP-L23R 0 100.00	Voctors	0.0	•
34R-DEP-T10R	Vectors	0.0	
0 100.00	Vectors	0.0	
34R-DEP-T11R			
0 100.00	Vectors	0.0	
34R-DEP-T12R	T.T	0 0	
0 100.00	Vectors	0.0	
34R-DEP-T1R 0 100.00	Vectors	0.0	
34R-DEP-T2R	VCCC015	0.0	
0 100.00	Vectors	0.0	
34R-DEP-T3R			
0 100.00	Vectors	0.0	
34R-DEP-T4R	Vectors	0.0	
0 100.00 34R-DEP-T4RS	vectors	0.0	
0 100.00	Vectors	0.0	•
34R-DEP-T5R			
0 100.00	Vectors	0.0	
34R-DEP-T6R			
0 100.00	Vectors	0.0	
34R-DEP-T7R 0 100.00	Vectors	0.0	
34R-DEP-T8R	VCCCCI	0.0	
0 100.00	Vectors	0.0	•
34R-DEP-T9R			
0 100.00	Vectors	0.0	
34R-TGO-TG4R	770 at and	0 0	
0 100.00	Vectors	0.0	
STUDY TRACK DETAIL			
RwyId-OpType-Tr	kId-SubTrk		•
SegType	Dist/A	ngle	Radius(nmi)
10-DEP-TEST-0			0.1000
1 Points 2 Points	0.0000 3.2413		0.1038
3 Points	3.2413		0.1038
10-DEP-TEST-1	V		
1 Points	0.0000		0.1000
2 Points	3.2413		0.1038
3 Points	3.2413	nmi	0.2288
10-DEP-TEST-2	0 0000	nmi	0 1000
1 Points 2 Points	0.0000 3.2413		0.1000 0.1038
2 Points 3 Points	3.2413		-0.0212
10-DEP-TEST-3			
1 Points	0.0000		0.1000
2 Points	3.2413		0.1038
3 Points	3.2413	nmi	0.3538

	•		•
•			
10-DEP-TEST-4			
1 Points	0.0000	nmi	0.1000
2 Points	3.2413		0.1038
3 Points	3.2413	nmi	-0.1462
10-DEP-TEST-5	0 0000		0 1000
1 Points 2 Points	0.0000 3.2413		0.1000 0.1038
3 Points	3.2413		0.4788
10-DEP-TEST-6			
1 Points	0.0000		0.1000
2 Points	3.2413		0.1038
3 Points	3.2413	nmi	-0.2712
10-DEP-TEST-7 1 Points	0.0000	nmi	0 1000
2 Points	3.2413		0.1000 0.1038
3 Points	3.2413		0.6038
10-DEP-TEST-8	w		
1 Points	0.0000		0.1000
2 Points	3.2413		0.1038
3 Points	3.2413	nmi	-0.3962
10-DEP-THE-0 1 Straight	2.0000	nmi	
16L-APP-L10L-0	2.0000	HHH	
1 Straight	3.2920	nmi	
2 Left-Turn	45.0000	deg	0.2634
3 Straight	0.2140	nmi	
16L-APP-L11L-0		_	
1 Straight	5.0000		3 0000
2 Left-Turn 3 Straight	180.0000	deg nmi	1.0000
16L-APP-L12L-0	0.1401	111117	
1 Straight	3.2920	nmi	
2 Left-Turn	75.0000	deg	0.2469
3 Straight	0.0658	nmi	
16L-APP-L13L-0		•	
1 Straight	3.2900		0 1646
2 Left-Turn 3 Straight	90.0000 0.0329		0.1646
16L-APP-L14L-0	0.0323	1,1111,1.	•
1 Straight	5.0000	nmi	
16L-APP-L1L-0			
1 Straight	3.2920		
2 Right-Turn			0.1481
3 Straight 16L-APP-L2L-0	0.0165	nmi	
1 Straight	3.2920	nmi	
2 Right-Turn			0.2469
3 Straight	0.0494		
16L-APP-L3L-0			
1 Straight	5.0000		
2 Right-Turn			1.0000
3 Straight	0.1152	nmı	
16L-APP-L4L-0 1 Straight	3.2920	nmi	
2 Right-Turn			0.2634
3 Straight	0.1600		5.205 x
16L-APP-L5L-0	-		
1 Straight	3.2920	nmi	
2 Right-Turn			0.3621
3 Straight	0.1646	nmi	
16L-APP-L6L-0			

1 Straight	3.2920		0.0001			
2 Right-Turn	15.0000		0.3621			
3 Straight	0.1646	nmı				
16L-APP-L7L-0						
1 Straight	4.9400	nmi				
16L-APP-L8L-0						
1 Straight	3.2920					
2 Left-Turn	15.0000		0.4938			
3 Straight	0.3621	nmi				
16L-APP-L9L-0						
1 Straight	3.2920					
2 Left-Turn	30.0000		0.2963			
3 Straight	0.2798	nmi				
16L-DEP-T14L-0						
1 Straight	1.1521					
2 Left-Turn	90.0000		0.1646			
3 Straight	3.2920	nmi				
16L-DEP-T15L-0						
1 Straight	1.2344					
2 Left-Turn	75.0000		0.2304			
3 Straight	3.2920	nmi				
16L-DEP-T16L-0						
1 Straight	1.3167	nmi				
2 Left-Turn	60.0000	deg	0.2634			
3 Straight	3.2900	nmi				
16L-DEP-T17L-0	÷					
1 Straight	1.3167					
2 Left-Turn	180,0000	deg	1.0000			
· 3 Straight	5.0000	nmi				
16L-DEP-T18L-0				•		
1 Straight	1.3989					
2 Left-Turn	30.0000	deg	0.4115			
3 Straight	3.2900	nmi				
16L-DEP-T19L-0						
1 Straight	1.4812					
2 Left-Turn	15.0000	deg	0.6584			
3 ₍ Straight	3.2900	nmi				
16L-DEP-T20L-0						
1 Straight	4.9380	nmi				
16L-DEP-T21L-0						
1 Straight	1.3167				•	
2 Right-Turn	15.0000	deg	0.3621			
3 Straight	3.2920	nmi				
16L-DEP-T22L-0						
1 Straight	1.3167			•		
2 Right-Turn	30.0000		0.3621	•		
3 Straight	3.2900	nmi				
16L-DEP-T23L-0						
1 Straight	1.3167					
2 Right-Turn			1.0000	•		
3 Straight	5.0000	nmi				
16L-DEP-T24L-0						
1 Straight	1.3167					
2 Right-Turn	60.0000	deg	0.2140	•		
3 Straight	4.9400	nmi				
16L-DEP-T25L-0						
1 Straight	1.2344					
2 Right-Turn	75.0000		0.2140			
3 Straight	3.2920	nmi		•		
16L-DEP-T26L-0					•	
1 Straight	1.1521	nmi				

_							
2	Right-Turn	90.0000 deg	0.1646				
3	Straight	3.2900 nmi					
	P-T6LS-0						
1	Straight	5.0000 nmi					
	O-16LTGO-0						
1	Points	-0.0018 nmi	0.5494				
2	Points	0.0271 nmi	0.1224				
3	Points	0.0553 nmi	-0.1701				
4	Points	0.1027 nmi	-0.8774				
5	Points	0.1367 nmi	-1.4613				
6	Points	0.1910 nmi	-1.6582				
7	Points	0.2793 nmi	-1.8144				
8	Points	0.4558 nmi	-1.8823				
9	Points	0.6120 nmi	-1.9095				
10	Points	0.7614 nmi	-1.9095				
11	Points	0.9175 nmi	-1.8959				
12	Points	1.0601 nmi	-1.8212				
13	Points	1.1552 nmi	-1.6854				
14	Points	1.1959 nmi	-1.4817				
15	Points	1.2163 nmi	-1.2169				
16	Points	1.2231 nmi	0.0257				
17	Points	1.2231 nmi	1.2954				
18	Points	1.2163 nmi	1.8318				
19	Points	1.1212 nmi	2.1170				
20	Points	0.9107 nmi	2.2867				
21	Points	0.6120 nmi	2.3275	•			
22	Points	0.3268 nmi	2.3003				
23	Points	0.1367 nmi	2.1509				
24	Points	0.0009 nmi	1.8997				
25	Points	-0.0539 nmi	1.3029				
26	Points	-0.0339 nmi	1.0985				
27	Points	-0.0293 nmi					
28		-0.0293 mmi	0.9153				
29	Points Points	-0.0018 nmi	0.6756 0.5494				
	O-16LTGO-1	-0.0018 11111	0.5494				
		-0.0018 nmi	0 5404				
1	Points		0.5494				
2	Points	0.0304 nmi	0.1227				
3	Points	0.0719 nmi	-0.1687				
4	Points	0.1360 nmi	-0.8753				
5	Points	0.2025 nmi	-1.4505			•	
6	Points	0.2680 nmi	-1.6264				
7	Points	0.3555 nmi	-1.7261		•		
8	Points	0.4913 nmi	-1.7538				
9	Points	0.6234 nmi	-1.7766		•		
10	Points	0.7556 nmi	-1.7763				
11	Points	0.8801 nmi	-1.7679		•		
12	Points	0.9721 nmi	-1.7211				
13	Points	1.0326 nmi	-1.6330			•	
14	Points	1.0638 nmi	-1.4635				
15	Points	1.0831 nmi	-1.2114				
16	Points	1.0897 nmi	0.0261				
17	Points	1.0897 nmi	1.2943				
18	Points	1.0684 nmi	1.8068				
19	Points	0.9569 nmi	2.0029				
20	Points	0.8315 nmi	2.1031				
21	Points	0.6079 nmi	2.1275				
22	Points	0.4011 nmi	2.1146	•			
23	Points	0.2896 nmi	2.0221				
24	Points	0.0806 nmi	1.8756				
25	Points	-0.0306 nmi	1.3022				
26	Points	-0.0269 nmi	1.0998			•	

27	Points	-0.0127		0.9167
28	Points	-0.0033	nmi	0.6762
29	Points	-0.0018	nmi	0.5494
16L-TG	D-16LTGO-	2		
1	Points	-0.0018	nmi	0.5494
2	Points	0.0238	nmi	0.1221
3		0.0387		-0.1715
	Points			
4	Points	0.0695	nmi	-0.8795
5	Points	0.0709	nmi	-1.4722
6	Points	0.1140	nmi	-1.6901
7	Points	0.2031	nmi	-1.9028
8	Points	0.4203	nmi	-2.0108
9	Points	0.6005	nmi	-2.0423
10	Points	0.7671	nmi	-2.0427
11	Points	0.9550	nmi	-2.0239
12	Points	1.1482	nmi	-1.9213
			nmi	-1.7378
13	Points	1.2778		
14	Points	1.3280		-1.4999
15	Points	1.3495		-1.2224
16	Points	1.3564	nmi	0.0252
17	Points	1.3564	nmi	1.2965
18	Points	1.3642	nmi	1.8568
19	Points	1.2855	nmi	2.2311
20	Points	0.9899		2.4704
21	Points	0.6160		2.5274
22		0.2525		2.4860
	Points			2.2798
23	Points	-0.0163		
24	Points	-0.0789		1.9238
25	Points	-0.0772	nmi	1.3036
26	Points	-0.0669		1.0972
27	Points	-0.0459		0.9139
28	Points	-0.0199	nmi	0.6750
29	Points	-0.0018	nmi	0.5494
16L-TG	O-16LTGO-	-3		
1	Points	-0.0018	nmi	0.5494
2	Points	0.0337	nmi	0.1229
3	Points	0.0886	nmi	-0.1674
. 4	Points	0.1693		-0.8732
5	Points	0.2682		-1.4396
6	Points	0.3450		-1.5946
7	Points	0.4317		-1.6377
8		0.5269		-1.6253
	Points Points	0.5209		-1.6438
9				
10	Points	0.7498		-1.6431
11	Points	0.8426		-1.6400
12	Points	0.8840		-1.6209
13	Points	0.9100		-1.5806
14	Points	0.9317	nmi	-1.4453
15	Points	0.9498	nmi	-1.2059
16	Points	0.9564	nmi	0.0266
17	Points	0.9564		1.2933
18	Points	0.9205		1.7819
19	Points	0.7927		1.8888
20	Points	0.7524		1.9194
21		0.7329		1.9276
	Points			1.9289
22	Points	0.4753		
23	Points	0.4426		1.8932
24	Points	0.1604		1.8515
25	Points	-0.0073		1.3016
26	Points	-0.0069		1.1011
27	Points	0.0039	nmi	0.9181

28	Points	0.0050	nmi	0.6769			
29	Points	-0.0018		0.5494			
	O-16LTGO-4						
1	Points	-0.0018	nmi	0.5494			
2	Points	0.0205	nmi	0.1219			
3	Points	0.0220	nmi	-0.1728			
4	Points	0.0362		-0.8816			
5	Points	0.0051		-1.4831			
6	Points	0.0370		-1.7219			
7	Points	0.1269		-1.9911			
8	Points	0.3848		-2.1393			
9	Points	0.5890		-2.1751	•		
10	Points	0.7729		-2.1759			
11	Points	0.9924		-2.1518			
12	Points	1.2362		-2.0215			
13	Points	1.4004		-1.7902			
14	Points	1.4601		-1.5181			
15	Points	1.4827		-1.2279			
16 17	Points	1,4897		0.0247			
18	Points Points	1.4897 1.5121		1.2975			
19	Points	1.4498		1.8817 2.3451			
20	Points	1.0691		2.6540			
21	Points	0.6201		2.7274			
22	Points	0.0201		2.6717			
23	Points	-0.1692		2.4087			
24	Points	-0.1587		1.9479			
25	Points	-0.1005		1.3042			
26	Points	-0.0869		1.0959		-	
27	Points	-0.0625		0.9125			
28	Points	-0.0282		0.6743			
29	Points	-0.0018		0.5494			
	0-16LTG0-5	0.0020	******	0.0191			
1	Points	-0.0018	nmi	0.5494			
2	Points	0.0370		0.1232			
3	Points	0.1052		-0.1660			
4	Points	0.2025		-0.8711			
5	Points	0.3340		-1.4288			
6	Points	0.4221		-1.5628			
7	Points	0.5079	nmi	-1.5494			
8	Points	0.5624	nmi	-1.4968			
9	Points	0.6464	nmi	-1.5110			
10	Points	0.7440	nmi	-1.5098			
11	Points	0.8052	nmi	-1.5120			
. 12	Points	0.7960		-1.5208			
13	Points	0.7874	nmi	-1.5281			
14	Points	0.7997		-1.4270			
15	Points	0.8166		-1.2005			
16	Points	0.8231		0.0271			
17	Points	0.8231		1.2922			
18	Points	0.7726		1.7569			
19	Points	0.6284		1.7748			
20	Points	0.6732		1.7358			
21	Points	0.5998		1.7276			
. 22	Points	0.5496		1.7432			
23	Points	0.5955		1.7643			
24	Points	0.2402		1.8274			
25	Points	0.0161		1.3009			
26	Points	0.0131		1.1024			
27	Points	0.0205		0.9195			
28	Points	0.0133	nmi	0.6775			

* *	29 Points	-0.0018 nmi	0.5494	•		
	16L-TGO-16LTGO-6					
	1 Points	-0.0018 nmi	0.5494			
	2 Points	0.0172 nmi	0.1216			
	3 Points	0.0054 nmi	-0.1742			
	4 Points	0.0029 nmi	-0.8836			
	5 Points	-0.0606 nmi	-1.4939			
* 4	6 Points	-0.0401 nmi	-1.7537			
,	7 Points	0.0507 nmi	-2.0794			
	8 Points	0.3492 nmi	-2.2679			
	9 Points	0.5776 nmi	-2.3080		•	
4. 4	10 Points	0.7787 nmi	-2.3091			
	11 Points	1.0298 nmi	-2.2798			
	12 Points	1.3243 nmi	-2.1216			
	13 Points	1.5230 nmi	-1.8427			
·)	14 Points	1.5922 nmi	-1.5364			•
	15 Points	1.6159 nmi	-1.2333			
i	16 Points	1.6231 nmi	0.0243			
	17 Points	1.6231 nmi	1.2986			
. 1	18 Points	1.6600 nmi	1.9067			
1	19 Points	1.6141 nmi	2.4592			
!	20 Points	1.1483 nmí	2.8377			
	21 Points	0.6241 nmi	2.9273			
	22 Points	0.1040 nmi	2.8574			
	23 Points	-0.3222 nmi	2.5375			
:	24 Points	-0.2384 nmi	1.9720			
	25 Points	-0.1239 nmi	1.3049			
	26 Points	-0.1069 nmi	1.0946		•	
	27 Points	-0.0791 nmi	0.9111			
,	28 Points	-0.0365 nmi	0.6737			
	29 Points	-0.0018 nmi	0.5494			
'	16L-TGO-TG6L-0	0100101111111	0.0,,			
	1 Straight	0.5500 nmi				
	2 Left-Turn	180.0000 deg	0.4000			
1 - V	3 Straight	1.0000 nmi	0.1000			
	4 Left-Turn	180.0000 deg	0.4000			
	5 Straight	0.4500 nmi				
	16R-APP-L10R-0	012000 11111111				
1.4	1 Straight	3.2920 nmi				
	2 Left-Turn	45,0000 deg	0.2963			
	3 Straight	0.1646 nmi			•	
	16R-APP-L11R-0					
. 1	1 Straight	5.0000 nmi				
	2 Left-Turn	180.0000 deg	1.0000			
i .	3 Straight	0.1317 nmi		*		
	16R-APP-L12R-0					
	1 Straight	3.2920 nmi				
	2 Left-Turn	75.0000 deg	0.2469			
4	3 Straight	0.0658 nmi				
	16R-APP-L13R-0					
	1 Straight	3.2900 nmi				
	2 Left-Turn	90.0000 deg	0.1400			
•	3 Straight	0.0329 nmi				
	16R-APP-L14R-0					•
	1 Straight	3.2900 nmi				
	2 Left-Turn	100.0000 deg	0.1400			
	3 Straight	0.0150 nmi				
* 4	16R-APP-L1R-0	as a second of Additions				
	1 Straight	3.2920 nmi				
	2 Right-Turn	90.0000 deg	0.1646			
	3 Straight	0.0165 nmi				
	0 001019110	0.0200 111111	•			

160 300 100 0			
16R-APP-L2R-0 1 Straight	2 2000	nmi	
	3.2900 75.0000		0.2460
2 Right-Turn		_	0.2469
3 Straight 16R-APP-L3R-0	0.0658	nmi	
	= 0000		
1 Straight	5.0000		1 0000
2 Right-Turn	180.0000		1.0000
3 Straight	0.1646	nmi	
16R-APP-L4R-0		,	
1 Straight	3.2900		
2 Right-Turn	45.0000	_	0.2634
3 Straight	0.2304	nmi	
16R-APP-L5R-0			
1 Straight	3.2900		
2 Right-Turn	30.0000		0.2963
3 Straight	0.2963	nmi	
16R-APP-L6R-0			
1 Straight	3.2920		
2 Right-Turn	15.0000	-	0.4938
3 Straight	0.3786	nmi	
16R-APP-L7R-0			
1 Straight	4.9400	nmi	
16R-APP-L8R-0			
1 Straight	3.2900		
2 Left-Turn	15.0000	-	0.3621
3 Straight	0.1811	nmi	
16R-APP-L9R-0			
1 Straight	3.2920		
2 Left-Turn	30.0000		0.3621
3 Straight	0.1810	nmi	
16R-DEP-T14R-0			
1 Straight	0.9876		
2 Left-Turn	90.0000		0.3621
3 Straight	3.2920	nmi	
16R-DEP-T15R-0			
1 Straight	1.1522		
2 Left-Turn	75.0000		0.3127
3 Straight	3.2920	nmi	
16R-DEP-T16R-0			
1 Straight	1.2344		
2 Left-Turn	60.0000	deg	0.3292
3 Straight	3.2920	nmi	
16R-DEP-T17R-0			
1 Straight	1.3168		
2 Left-Turn	180.0000		1.0000
3 Straight	5.0000	nmi	
16R-DEP-T18R-0			
1 Straight	1.3167		
2 Left-Turn	30.0000		0.3292
3 Straight	3.2920	nmi	
16R-DEP-T19R-0			
1 Straight	1.3167		
2 Left-Turn	15.0000	~	0.3292
3 Straight	3.2920	nmi	
16R-DEP-T20R-0			
1 Straight	5.0000	nmi	
16R-DEP-T21R-0			
1 Straight	1.4812		
2 Right-Turn		deg	0.8230
3 Straight	3.2920	nmi	
16R-DEP-T22R-0			

+							
•							
	3	. Straight	1.3989 nmi				
	2		30.0000 deg	0.4938			
	3		3.2920 nmi	0.4230			
		EP-T23R-0	J.2920 IIII.				
*	1011		1.3167 nmi				
	2		180.0000 deg	1.0000			
		-		1.0000			
	160 0		5.0000 nmi				
•		EP-T24R-0	1 2244				
	1	~	1.2344 nmi	0 4235	•	•	
	2		60.0000 deg	0.4115			
	3		3.2920 nmi				
		EP-T25R-0					
	1		1.1521 nmi				
	2		75.0000 deg	0.3457			
	3		3.2920 nmi				
3		EP-T26R-0					•
	1	~	0.9875 nmi				•
	2	~	90.0000 deg	0.3621			
	3		3.2920 nmi				
!	16R-I	EP-T6RA-1					
. 1	1	***	2.4100 nmi				
	2	_	50.0000 deg	0.5600			
	3	Straight	0.5200 nmi				
	4	Right-Turn	55.0000 deg	1.1100			
	. 5	Straight	0.8400 nmi				
	6	Right-Turn	75.0000 deg	1.6700			
	7	Straight	8.8800 nmi				
*	16R-I	EP-T6RA-2					
	1	Straight	2.7000 nmi				
	2		50.0000 deg	0.5600			
	3		0.7200 nmi				
	4	~	45.0000 deg	1.1100			
	5		1.0000 nmi				
	6		55.0000 deg	1.6700			
;	7		8.8800 nmi				
1		EP-T6RB-1					
j	1		2.9600 nmi				
	2		50.0000 deg	0.6500			
1	3		0.7400 nmi				
	4		50.0000 deg	1.8500	•		
:	5	_	8.8800 nmi				
		EP-T6RB-2			•		
•	1		2.7000 nmi				
	2	-	50.0000 deg	0.5600			
İ	3	_	0.7200 nmi	0.3000			
	4	-	45.0000 deg	1.1100			
	S	~	1.0000 nmi	I.II.			
	6	_	55.0000 deg	1.6700			
	7		8.8800 nmi	1.0700			
		EP-T6RC-0	O.OOOO IMAL				
	101(-2		2.9600 nmi				
	2		50.0000 deg	0.5100			
	3		1.5500 nmi	0.0100			
	. 4	-	40.0000 deg	1.5700			
	5		8.8800 nmi	1.5/00			
		EP-T6RD-0	O.OOOO HHILL				
			2.5900 nmi				
	1 2	-	50.0000 deg	0.5100			
	3		1.1100 nmi	0.0100			•
	4		40.0000 deg	1.1100			
	5		0.8900 nmi	1.1100			
	٦	scrardiir	U.OJUU IIRII				

6	Left-Turn	100.0000	đeg	1.8500		
7	Straight	8.8800	nmi			
16R-DE	P-T6RE-0					·
1	Straight	2.2200	nmi			(
2	Left-Turn	50.0000		0.5100		
3	Straight	1.0400				nane
4	Left-Turn	140.0000		1.1100		
5	Straight	8.8800	nmi			(
	O-TG6R-0					
1	Straight	1.4000				, , , , , , , , , , , , , , , , , , ,
2	Right-Turn	180.0000		0.4000		
3	Straight	1.8500		0 4000		
4 5	Right-Turn Straight	180.0000		0.4000		
17-APP	_	0.4300	111111			
1) -AFF	Straight	4.5000	nmi			(
2	Left-Turn	90.0000		0.1400		
3	Straight	0.5500	_	0.1100		
4	Right-Turn	90.0000		0.0400	•	
5	Straight	0.0400		***************************************		
	-TANW-0					and a second
1	Straight	4.5000	nmi.			(
2	Right-Turn	77.0000	deg	0.1400		
3	Straight	0.0700	nmi			-
4	Left-Turn	90.0000	đeg	0.1400		Į
5	Straight	0.1500		•		
6	Right-Turn	90.0000		0.0400		-1
7	Straight	0.0400	nmi			
17-APP						Į.
1	₩	4.5000				
2	Right-Turn	180.0000	_	0.0400		
3 17 ann	Straight	0.0100	nmı			
	-TASW-0 Straight	4 E000				*
1 2	Right-Turn	4.5000 90.0000		0.0400		,
3	Straight	0.4000		0.0400	,	
4	Right-Turn	90.0000		0.0400		į,
5	Straight	0.0400		0.0400		
17-APP		0.0100	*******			1
1	Straight	4.5000	nmi		•	
2	Left-Turn	90.0000		0.1400		(
3	Straight	0.0200				•
4	Right-Turn	180.0000	deg	0.0400		(
5	Straight	0.0400	nmi			
17-DEP						· ·
1	Straight	0.0100				· ·
2	Right-Turn	90.0000		0.1400	,	Ì
	Straight	0.4500			•	Į.
4	Right-Turn	90.0000		0.1400		
5 17 DED	Straight	4.5000	nmı		•	(
	-THNW-0	0.0100				
1 2	Straight Right-Turn	0.0100 90.0000		0.1400		Į,
3	Straight	0.0800		0.1400		
	Right-Turn	90.0000		0.1400		
5	Straight	0.3000	_	0.1400		
6	Left-Turn	77.0000		0.1400		
7	Straight	4.5000				I
17-DEP						
1	Straight	0.0100	nmi	•		ļ
2	Straight	4.5000	nmi			

	•			
17-DEP-	miichi O			
1/-DEP-	-THSW-U Straight	0.0100	nmi	
2	Right-Turn	90.0000		0.1400
3	Straight	0.2200		0.1.400
4	Left-Turn	90.0000		0.1400
5	Straight	4.5000		*
17-DEP-	-			
1	Straight	0.0100	nmi	
2	Right-Turn	90.0000	deg	0.1400
3	Straight	4.5000	nmi	
28-APP-	-THAE-0			
1	Straight	2.0000	nmi	
34L-API	P-L14L-0			
1	Straight	3.2900		
2	Right-Turn	90.0000	-	0.1481
	Straight	0.0100	nmi	
	P-L17L-0			
1	Straight	3.2900		
2	Right-Turn	45.0000		0.1810
3	Straight	0.0165	nmi	
	P-L18L-0	2 2222		
1	Straight	3.2920		0 1646
2 3	Right-Turn	30.0000 0.0165		0.1646
-	Straight	0.0165	IIIIII	
	?-L19L-0	2 2020	10.700 d	
1 2	Straight	3.2920 15.0000		0.3292
. 3	Right-Turn Straight	0.0165		0.3232
-	Straight P-L20L-0	0.0103	TIHT	
1	Straight	4.9400	nmi	
	2-L21L-0	4.7400	TILLL	
1	Straight	3.2920	nmi	
2	Left-Turn	15.0000		0.4938
3	Straight	0.0823		2.2200
_	P-L22L-0			
1	Straight	3.2920	nmi	
2	Left-Turn	30.0000		0.3292
3	Straight	0.0823		
34L-API	?-L23L-0			
1	Straight	3.2900	nmi	
2	Left-Turn	180.0000		1.0000
3	Straight	0.0523	nmi	
34L-API	P-L24L-0			
1	Straight	5.0000		
2	Left-Turn	60.0000		0.1646
3	Straight	0.0165	nmi	
34L-API	P-L25L-0			
1	Straight	3.2920		
2	Left-Turn	75.0000		0.0823
3	Straight	0.0165	nmi	
34L-API	P-L26L-0			
1	Straight	5.0000		
2	Right-Turn	180.0000		1.0000
3	Straight	0.3500	nmi	
	P-T10L-0			
1	Straight	1.4814		
2	Right-Turn	180.0000		1.0000
3	Straight	5.0000	nmi	
	P-T11L-0	4 0000	•	
1	Straight	1.3989		0 3000
2	Right-Turn	60.0000	aeg	0.3292

	3	Straight	3.2900	nmi		
		EP-T13L-0				
		Straight	1.1522			
		Right-Turn	90.0000		0.3621	
	3	Straight	3.2920	nmi		
		SP-T1L-0				
		Straight	1.1522			
		Left-Turn	90.0000		0.3621	
	3	Straight	3.2900	nmi		
•		EP-T2L-0				
		Straight	1.3168			
		Left-Turn	75.0000		0.3457	
	3	Straight	3.2920	nmi		
		P-T3L-0				
		Straight	1.3989			
		Left-Turn	60.0000		0.4115	
	3	Straight	3.2920	nmi		
		P-T4L-0				
		Straight	1.4814			
		Left-Turn		-	1.0000	
		Straight	5.0000	nmi		
		P-T4LA-0				
		Straight	1.8500			
		Left-Turn	60.0000		0.4600	
	3	~ J	8.8800	nmi	·	
		P-T4LB-0				
		Straight	2.7800			
		Left-Turn	60.0000		0.5100	
	3	Straight	8.8800	nmi		
		P-T4LC-0				
	1		12.0000	nmi		
		P-T5L-0				
		Straight	1.5637			
	2	Left-Turn	30.0000		0.4938	
	3	Straight	3.2900	nmi		
		P-T6L-0				
		Straight	1.6460			
		Left-Turn	15.0000	_	0.8230	
	3	Straight	3.2900	nmi		
		P-T7L-0		5		
	1	Straight	4.9400	nmi		
		P-T8L-0				
	1	Straight	1.4814			
	2	Right-Turn	15.0000		0.3292	
	3	Straight	3.2920	nmi		
		P-T9L-0				
	1	Straight	1.4814			
	2	Right-Turn	30.0000		0.3292	
	3	Straight	3.2920	nmi.		
	-	O-TG4L-0				
	1	Straight	1.7500			
	2	Left-Turn	180.0000		0.4000	
	. 3	Straight	1.8500			
	4	Left-Turn	180.0000	_	0.4000	
		Straight	0.1000	nmi		
	34R-AP	P-L14R-0				
	1	Straight	3.2900		•	
	2	Right-Turn	90.0000		0.1481	
	3	Straight	0.4773	nmi		
	34R-AP	P-L15R-0		•		
	1	Straight	3.2900	nmi		
				•		

	2 Right-Turn 75	.0000 deg	0.0823		
		.6748 nmi			
	34R-APP-L17R-0	. O/ TO IIMI			
		0000			
		.2900 nmi			
1		.0000 deg	0.2469		
	3 Straight 0	.7077 nmi	•		
	34R-APP-L18R-0			•	
	1 Straight 3	.2920 nmi			
		.0000 deg	0.3292		
		.7408 nmi	0.0151		
	34R-APP-L19R-0	, , 400 IIII			
	·	.2900 nmi			
1			0 4000		
		.0000 deg	0.4938		
÷		.8230 nmi			
	34R-APP-L20R-0				
· •		.5000 nmi		4	
	34R-APP-L21R-0				
	1 Straight 3	.2900 nmi			
	2 Left-Turn 15	.0000 deg	0.0329		
		.6749 nmi			
	34R-APP-L23R-0	1000			
i		.0000 nmi		•	
		.0000 mm.	1.0000		•
		.6749 nmi	1.0000		
		.0/47 IIIII			
1	34R-DEP-T10R-0	0000			
		.8229 nmi			
1 1 -		.0000 deg	1.0000		
		.0000 nmi			
:	34R-DEP-T11R-0			·	
	1 Straight 0	.8230 nmi			
		.0000 deg	0.2634		
		.2920 nmi			
	34R-DEP-T12R-0	The second second			
•		.7406 nmi			
		.0000 deg	0 2620		
'			0.2630		
		.2900 nmi			
<i>i</i>	34R-DEP-T1R-0				
		.6583 nmi			
		.0000 deg	0.1646		
		.2900 nmi			
. :	34R-DEP-T2R-0				
	1 Straight 0	.7406 nmi		•	
		.0000 đeg	0.2140		
		.2920 nmi			
	34R-DEP-T3R-0				
		.8229 nmi			
!		.0000 deg	0.2140		
		.2900 nmi	A * T. A. A.		
	34R-DEP-T4R-0	- DOO THILL			
		0000			
		.8229 nmi	4 0000		
		.0000 deg	1.0000		
:		.0000 nmi			
	34R-DEP-T4RS-0				
. 1		.0000 nmi			
	34R-DEP-T5R-0				
.	1 Straight 0.	.8230 nmi			
		.0000 deg	0.3621		•
* :		.2900 nmi			
: 1	34R-DEP-T6R-0				
.)		.8229 nmi			
•		.0000 deg	0.3621	•	
	2 Delt-Turn 15.	vvvv deg	0.3021		
:					
:		•			
•					
	•				

```
3.2900 nmi
       3 Straight
   34R-DEP-T7R-0
       1 Straight
                        4.9400 nmi
   34R-DEP-T8R-0
                        0.9876 nmi
       1 Straight
         Right-Turn
                       15.0000 deg
                                      0.6584
       3 Straight
                        3.2920 nmi
   34R-DEP-T9R-0
                        0.9052 nmi
       1 Straight
                       30.0000 deg
         Right-Turn
                                      0.4115
       3 Straight
                        3.2900 nmi
   34R-TGO-TG4R-0
       1 Straight
                        0.7500 nmi
       2
          Right-Turn 180.0000 deg
                                      0.4000
       3
          Straight
                       1.9000 nmi
          Right-Turn 180.0000 deg
                                      0.4000
       5 Straight
                       1.1500 nmi
STUDY AIRCRAFT
   707QN Standard data
   727EM1 Standard data
   727015 Standard data
   737300 Standard data
   7373B2 Standard data
   737400 Standard data
   737500 Standard data
   737700 Standard data
   737N17 Standard data
   737QN Standard data
          Standard data
   757PW
          Standard data
  A319
          Standard data
  A320
          Standard data
  A32023 Standard data
  A3VNY User-defined
      Descrip : MCDONNELL DOUGLAS SKYWARRIOR J79-GE-8 NM
               : MIL
      UserID
     WatCat
               : Large
      OwnerCat : Military
      EngType
                : Jet
     NoiseCat : None
      Type
                : Jet
     NumEng
                : 2
     NoiseId
                : A3GE8
     ATRS
                : No
     TkoWgt
               : 80000 lb
     LndWgt
               : 62923 lb
     LndDist
               : 0 ft
     StaticThr: 11000 lb
   A7D
          Standard data
   B57E
          Standard data
   BAC111 Standard data
   BAE146 Standard data
   BEC58P Standard data
   C130
          Standard data
   CIT3
          Standard data
  CL600 Standard data
CL601 Standard data
   CNA172 Standard data
  CNA206 Standard data
   CNA20T Standard data
```

```
CVR580 Standard data
         Standard data
  DC3
  DC820 Standard data
  DC870 Standard data
  DC8QN Standard data
  DC93LW Standard data
  DC909 Standard data
          Standard data
  DHC6
          Standard data
  DHC8
  EMB120 Standard data
  FAL20 Standard data
   GASEPF Standard data
   GASEPV Standard data
          Standard data
   GII
          Standard data
   GIIB
          Standard data
   GIV
   GV
          Standard data
   HS748A Standard data
   IA1125 Standard data
   KC135 Standard data
   LEAR25 Standard data
   LEAR35 Standard data
  MD81
         Standard data
  MD83
          Standard data
  MU3001 Standard data
   S-76 User-defined
              : INM 4.11 user-defined S-76 -250C30
      Descrip
      UserID
                : GA
      WgtCat
                : Small
      OwnerCat : Gen-Aviation
      EngType
                : Piston
      NoiseCat
               : None
                : Prop
      Type
      NumEng
                : 2
      NoiseId
                : 250C30
      ATRS
                : No
      TkoWgt
                : 10000 lb
      LndWgt
                : 10000 lb
                : 0 ft
      LndDist
      StaticThr : 2 lb
   SD330 Standard data
   SF340 Standard data
STUDY SUBSTITUTION AIRCRAFT
   Name
        Description
      Acft
            Percent
   CLREGJ Canadair Regional Jet
      CL601 100.0 %
   CNA177 Cessna 177 Cardinal
      CNA172 100.0 %
   CNA560 Cessna 560 Citation V
      MU3001 100.0 %
USER-DEFINED NOISE CURVES
      Type Thrust Op
                           200
                                400
                                        630 1000 2000 4000 6300 10000 16000 25000
   250C30 type=other model=INM app=201 dep=101 afb=0
EPNL 1.00 A 90.2 85.8 82.8 79.4 73.7 67.6 62.5 56.8 51.0 45.5
```

CNA441 Standard data CNA500 Standard data CNA55B Standard data CNA750 Standard data

```
2.00 A
                      91.2 87.2
                                84.1 80.7 75.1
                                                  68.2
  EPNL
                                                        63.2
                                                             57.4
                                                                    51.5
                                                                          45.9
            3.00 A
                      97.2
                                90.3 87.4 82.6
                                                  77.2
                                                                         59.7
  EPNL
                           93.1
                                                        73.2
                                                              68.7
                                                                    64.1
            1.00 A
                      88.6 84.2 81.2 77.8
                                             72.1
                                                  66.0
                                                        60.9
                                                              55.2
  SEL
                                                                    49.4
                                                                          43.9
                      90.0 85.6 82.5 79.1
  SEL
            2.00
                 Α
                                             73.5
                                                  66.6
                                                        61.6
                                                              55.8
                                                                    49.9
                                                                          44.3
                     95.6 91.5 88.7 85.8 81.0 75.6
  SEL
            3.00 A
                                                        71.6
                                                             67.1
                                                                    62.5
                                                                          58.1
A3GE8
                     model=INM app=230 dep=128 afb=0
       type=percent
  EPNL
           89.00 A
                     118.7 113.5 109.5 105.1 97.6
                                                  89.6
                                                        83.2
                                                              76.2
                                                                    68.5
                                                                          59.9
                     118.7 113.5 109.5 105.1
  EPNL
           89.00
                 D
                                             97.6
                                                  89.6
                                                        83.2
                                                              76.2
                                                                    68.5
                                                                          59.9
           96.00 A
                     128.5 123.2 119.3 114.8 106.8
                                                  97.9
  EPNL
                                                        90.8
                                                             82.9
                                                                    74.8
                                                                          65.5
                     128.5 123.2 119.3 114.8 106.8
  EPNL
           96.00 D
                                                  97.9 90.8 82.9
                                                                    74.8
                                                                          65.5
           89.00 A 113.3 106.6 101.9 97.0 88.9
  LAMAX
                                                  79.9
                                                        73.1
                                                             65.5
                                                                    56.9
                                                                          47.4
                     113.3 106.6 101.9 97.0 88.9
  LAMAX
           89.00 D
                                                  79.9
                                                        73.1
                                                              65.5
                                                                    56.9
                                                                          47.4
           96.00 A
                     120.9 114.1 109.3 104.3 95.9
  LAMAX
                                                  86.3
                                                        78.9
                                                              70.4
                                                                    60.8
                                                                          50.4
           96.00 D
                     120.9 114.1 109.3 104.3
  LAMAX
                                             95.9
                                                  86.3
                                                        78.9
                                                              70.4
                                                                    60.8
                                                                          50.4
           89.00 A
                    126.6 119.5 114.4 108.7
                                                  89.7
  PNLTM
                                             99.5
                                                        82.3
                                                              74.3
                                                                    65.4
                                                                          55.7
                    126.6 119.5 114.4 108.7 99.5
           89.00 D
  PNLTM
                                                  89.7
                                                        82.3
                                                              74.3
                                                                    65.4
                                                                          55.7
           96.00 A 133.7 126.6 121.5 115.8 106.0
  PNLTM
                                                  95.4
                                                        87.3
                                                              78.5
                                                                    69.2
                                                                          58.7
           96.00 D
                     133.7 126.6 121.5 115.8 106.0
  PNLTM
                                                  95.4
                                                        87.3
                                                              78.5
                                                                    69.2
                                                                          58.7
           89.00 A 114.3 109.4 105.9 102.2 95.9
  SEL
                                                  88.7
                                                        83.1
                                                              76.6
                                                                    69.3
                                                                          61.0
           89.00 D
                     114.3 109.4 105.9 102.2 95.9
  SEL
                                                  88.7
                                                        83.1
                                                              76.6
                                                                    69.3
                                                                          61.0
           96.00 A 125.3 120.3 116.7 112.8 106.3
  SEL
                                                  98.5
                                                        92.3
                                                              85.0
                                                                    76.6
                                                                          67.4
           96.00 D 125.3 120.3 116.7 112.8 106.3
  SEL
                                                  98.5
                                                        92.3
                                                             85.0 76.6
```

USER-DEFINED METRICS

Name Type Family Day Eve Night 10Log(T)

USER-DEFINED PROFILE IDENTIFIERS

Op	Profile	Stg	Weight(lb)
707QN			
APP	USER	1	222300
727EM1			
APP	USER	1	128250
DEP	USER	1	136000
737300			
APP	USER	1	102600
737400			
APP	USER	1	111600
737500			
APP	USER	1	99900
737QN			
APP	USER	1	88200
A3			
APP	A3AV	1	56630
DEP	A3D	1	68000
A320			
APP	USER	1	128000
A3VNY			
APP	A3AV	1	56630
DEP	A3D	1	68000
A7D			
APP	USER	1	33000
B57E			
APP	USER	1	45000
DEP	USER	1	52000
BAC111			•
APP	USER	1	73800
BAE146			
APP	USER	1	72900
BEC58P			
APP	USER	1	5500
TGO	USER	1	5500

	TGO	USER	2	5500
C13	APP	USER	1	121500
CIT	r3 App	USER	1	15300
CL€	500			
CNZ	APP 441	USER	1.	29700
	APP	USER	1	8482
CINA	A500 APP	USER	1	12600
DC8	320 APP	USER	1	175000
DCS	3LW		. –	
DHC	APP	USER	1	91800
	APP	USER	1	11070
FAI				
	APP	USER	1	24560
	DEP	USER	1	26250
CAS	SEPF	0,0201		20200
Grai	APP	USER	1	1980
	TGO	USER	1	2200
	TGO	USER	2	2200
GAS	SEPV			
	APP	USER	1	2700
	TGO	USER	1	3000
	TGO	USER	2	3000
GI:		ODDIN	4.7	5000
G.L.		***	1	45000
	APP	USER	1	45000
	DEP	\mathbf{F}	1	47000
	DEP	F	3	55000
	DEP	F	4	60000
	DEP	M	1	47000
	DEP	M	3	55000
	DEP	USER	1	47000
a-t-r		Mago	7	#1000
GÍV				m 0 m 0 0
	APP	USER	1	58500
HS'	748A			
	APP	USER	1	38700
IA	1125			
	APP	USER	1	18630
	AR25	ا دسد تا ت		20000
عدد حد	APP	USER	1	12200
	DEP	USER	1	15000
	DEP	USER	2	15000
	DEP	USER	4	13500
	DEP	USER	5	13500
LEZ	AR35			
	APP	USER	1	13800
	DEP	USER	1	18300
				18300
	DEP	USER	2	
	DEP	USER	4	17000
	DEP	USER	5	17000
MD				
	APP	USER	1	115200
MU	3001			
	APP	USER	1	11900
S-'		~ \	بيطن	
.J~	APP	USER	1	10000
			1	
	DEP	USER	Ť	10000

SD330

APP USER 1 20340

SF340

APP USER 1 23850

USER-DEF	'INED PROCEDURAL	PROFILE	S			
# 707033	StepType	Flap	ThrType	Alt/Clm	Speed(kt)	Ang/Thr/Dis
707QN 1	I-APP-USER-1 Descend	ZERO	None	6000.0 ft	250.0	2 0 4
2	Descend	14	None	3000.0 ft	160.0	3.0 deg
3	Descend	D-25	None	1500.0 ft	145.0	3.0 deg
4	Descend	D-23 D-40	None	1000.0 ft	131.6	3.0 deg
. 5	Land	D-40	None	410.6 ft	0.0	3.9 deg
6	Decelerate	D=40	None	3695.4 ft	124.9	0.0
7	Decelerate		None	0.0 ft	30.0	60.0 % 10.0 %
	11-APP-USER-1		140116	0.0 10	20.0	10.0 8
1	Descend	ZERO	None	6000.0 ft	250.0	2 0 300
2	Descend	5	None	3000.0 ft	160.0	3.9 deg 3.9 deg
3	Descend	D-25	None	1500.0 ft	149.6	3.9 deg 3.9 deg
4	Descend	D-30	None	1000.0 ft	147.6	3.9 deg
5	Land	D-30	None	347.6 ft	0.0	0.0
6	Decelerate	200	None	3128.4 ft	140.0	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
	1-DEP-USER-1		NOILC	0.0 EC	50.0	10.0 6
1	Takeoff	15	MaxTakeOff	0.0	0.0	0.0
2	Climb	15	MaxTakeOff	800.0 ft	0.0	0.0
3	Climb	5	MinimumThrust	3000.0 ft	0.0	0.0
4	Accelerate	2	MaxClimb	1000.0 fpm	190.0	0.0
5	Accelerate	ZERO	MaxClimb	1000.0 fpm	210.0	0.0
6	Accelerate	ZERO	MaxClimb	1000.0 fpm	250.0	0.0
7	Climb	ZERO	MaxClimb	5500.0 ft	0.0	0.0
8	Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
9	Climb	ZERO	MaxClimb	10000.0 ft	0.0	0.0
73730	0-APP-USER-1				0.0	0.0
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
2	Descend	5	None	3000.0 ft	170.0	3.0 deg
3	Descend	D-15	None	1500.0 ft	148.6	3.0 deg
. <u>4</u>	Descend	D-30	None	1000.0 ft	139.0	3.9 deg
5	Land	D-30	None	316.8 ft	0.0	0.0
6	Decelerate		None	2851.2 ft	131.9	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
73740	0-APP-USER-1					
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
2	Descend	5	None	3000.0 ft	170.0	3.0 deg
3	Descend	D-15	None	1500.0 ft	159.7	3.0 deg
4	Descend	D-30	None	1000.0 ft	144.9	3.9 deg
. 5	Land	D-30	None	360.2 ft	0.0	0.0
6	Decelerate		None	3241.8 ft	137.5	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
	0-APP-USER-1	•				
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
2	Descend	5	None	3000.0 ft	170.0	3.0 deg
. 3	Descend	D-15	None	1500.0 ft	143.4	3.0 deg
4	Descend	D-30	None	1000.0 ft	135.3	3.9 deg
5	Land	D - 30	None	314.2 ft	0.0	0.0
6	Decelerate		None	2827.8 ft	128.4	60.0 %
72701	Decelerate		None	0.0 ft	30.0	10.0 %
	-APP-USER-1	بالر يناية ولتي والو	**			
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
. 2	Descend	5	None	3000.0 ft	170.0	3.0 deg
3	Descend	D-25	None	1500.0 ft	134.5	3.0 deg

4	Descend	D-30	None	1000.0	ft	131.5	3.9 deg
5	Land	D-30	None	255.6	ft	0.0	0.0
6	Decelerate		None	2300.4	ft	124.8	60.0 %
7	Decelerate		None	0.0	ft	30.0	10.0 %
A320-	APP-USER-1						
1	Descend	ZERO	None	6000.0	ft	250.0	3.0 deg
6	Decelerate		None	542.7		139.5	60.0 %
7	Decelerate		None	0.0		30.0	10.0 %
	.PP-STANDARD-1						
1	Descend	INTRA	None	6000.0	ft	250.0	3.0 deg
2	Descend	INTRA	None	3000.0		200.0	3.0 deg
3	Descend	D-ZERO	None	1500.0		185.8	'3.0 deg
4	Descend	D-MAX	None	1000.0		152.3	3.0 deg
5	Land	D-MAX	None	566.6		0.0	0.0
6	Decelerate	a van voor a	None	5099.4		144.5	19.9 %
7	Decelerate		None	0.0		30.0	10.0 %
	PP-USER-1		110110	0.0	1. 0	20.0	10.00
1	Descend	INTRA	None	6000.0	ft	250.0	3.0 deg
2	Descend	INTRA	None	3000.0		200.0	3.0 deg
3	Descend	D-ZERO	None	1500.0		185.8	3.0 deg
4	Descend	D-MAX	None	1000.0		152.3	3.9 deg
5	Land	D-MAX	None	566.6		0.0	0.0
6	Decelerate	131.15.757	None	5099.4		144.5	19.9 %
7	Decelerate		None	0.0		30.0	10.0 %
-	EP-STANDARD-1		None	0.0	1.C	30.0	10.0 %
1	Takeoff	35	MaxTakeOff	0.0		0.0	0.0
2	Accelerate	35	MaxTakeOff MaxTakeOff	1875.0	frm	208.0	0.0
3	Accelerate		MaxTakeOff MaxTakeOff	3749.0		335.0	0.0
		ZERO					
4	Climb	ZERO	MaxTakeOff	5500.0		0.0	0.0
5	Climb	ZERO	MaxTakeOff	7500.0		0.0	0.0
6	Climb	ZERO	MaxTakeOff	10000.0	IL	0.0	0.0
	EP-STANDARD-2	ה. ה	Mm-10.6.6	0.0		0 0	0 0
1	Takeoff	35	MaxTakeOff	0.0	C	0.0	0.0
2	Accelerate	35	MaxTakeOff	1623.0		221.0	0.0
3	Accelerate	ZERO	MaxTakeOff	3245.0		335.0	0.0
4	Climb	ZERO	MaxTakeOff	5500.0		0.0	0.0
5	Climb	ZERO	MaxTakeOff	7500.0		0.0	0.0
6	Climb	ZERO	MaxTakeOff	10000.0	ΓÇ	0.0	0.0
	IR-STANDARD-1	2 5	15	0.0		0 0	0 0
1	Takeoff	35	MaxTakeOff	0.0	C	0.0	0.0
2	Accelerate	35	MaxTakeOff	1875.0		208.0	0.0
	Climb	ZERO	MaxTakeOff	1500.0		0.0	0.0
4	Accelerate	ZERO	MaxTakeOff		fpm	335.0	0.0
5	Level	ZERO	None.	1500.0	IU	335.0	500.0 ft
6	Level-Stretch	ZERO	None	0.0	C 1	0.0	0.0
7	Level	ZERO	None	1500.0		335.0	500.0 ft
8	Descend	D-ZERO	None	1500.0		194.1	3.0 deg
9	Descend	D-MAX	None	1000.0		159.1	3.0 deg
10	Land	D-MAX	None	566.6		0.0	0.0
11	Decelerate		None	5099.4		150.9	19.9 %
12	Decelerate		None	0.0	IT	30.0	10.0 %
	'GO-STANDARD-1			4			
1	Level	ZERO	None	1500.0		335.0	500.0 ft
2	Descend	D-ZERO	None	1500.0		194.1	3.0 deg
3	Descend	D-MAX	None	1000.0		159.1	3.0 deg
4	Land	D-MAX	None	1133.2	İt	0.0	0.0
5	Takeoff	35	MaxTakeOff	0.0		150.9	0.0
6	Accelerate	35	MaxTakeOff	1875.0		208.0	0.0
7	Climb	ZERO	MaxTakeOff	1500.0		0.0	0.0
8	Accelerate	ZERO	MaxTakeOff		fpm	335.0	0.0
9	Level	ZERO	None	1500.0	ft	335.0	500.0 ft

BAC11	1-APP-USER-1					•
1	Descend	ZERO	None	6000.0 ft	250.0	3.0
2	Descend	INT1	None	3000.0 ft	153.3	3.0
3	Descend	U-INT	None	1500.0 ft	143.3	3.0
4	Descend	D-45	None	1000.0 ft	133.3	3.9
5	Land	D-45	None	305.0 ft	0.0	0.0
6	Decelerate		None	2745.0 ft	126.5	60.0
7	Decelerate		None	0.0 ft	30.0	10.0
	6-APP-USER-1					
1	Descend	ZERO	None	6000.0 ft	250.0	3.0
2	Descend	18	None	3000.0 ft	180.0	3.0
3	Descend Descend	D-24	None	1500.0 ft	166.5	3.0
4 5	Descend Land	D-33	None	1000.0 ft	123.0	3.9
5 6	Decelerate	D-33	None	243.9 ft	0.0	0.0
7	Decelerate		None None	2195.1 ft 0.0 ft	116.7 30.0	60.0 10.0
	P-APP-USER-1		Notte	0.0 10	30.0	10.0
<u>ве</u> соо	Descend	ZERO	None	6000.0 ft	130.0	3.0
2	Descend	TO	None	3000.0 ft	119.0	3.0
3	Descend	D-15	None	1500.0 ft	109.0	3.0
4	Descend	D-30	None	1000.0 ft	99.0	3.9
5	Land	D-30	None	188.8 ft	0.0	0.0
6	Decelerate		None	1699.2 ft	93.9	40.0
7	Decelerate		None	0.0 ft	30.0	10.0
BEC58	P-TGO-USER-1					
1	Level	\mathbf{TO}	None	1200.0 ft	115.0	500.0
2	Descend	D-15	None	1200.0 ft	109.0	5.0
3	Descend	D-30	None	600.0 ft	99.0	5.0
4	Land	D-30	None	377.6 ft	0.0	0.0
5	Takeoff	TO	MaxTakeOff	0.0	85.5	0.0
6	Accelerate	TO .	MaxTakeOff	1040.0 fpm	115.0	0.0
7	Climb	\mathbf{TO}	MaxTakeOff	1200.0 ft	0.0	0.0
8	Level	TO	None	1200.0 ft	115.0	500.0
	P-TGO-USER-2		•			
1	Level	TO	None	1000.0 ft	115.0	500.0
2	Descend	D-15	None	1000.0 ft	109.0	5.0
3	Descend	D-30	None	600.0 ft	99.0	5.0
4	Land	D-30	None	377.6 ft	0.0	0.0
5 6	Takeoff Accelerate	TO	MaxTakeOff	0.0	85.5	0.0
	Climb	TO TO	MaxTakeOff MaxTakeOff	1040.0 fpm	115.0 0.0	0.0
	Level	TO	None	1000.0 ft 1000.0 ft	115.0	0.0
	APP-USER-1	J. O	140110	T000.0 TC	11J.U	500.0
1	Descend	ZERO	None	6000.0 ft	200.0	3.0
	Descend	ZERO	None	3000.0 ft	165.8	3.0
	Descend	U-INTR	None	1500.0 ft	145.8	3.0
4	Descend	D-35	None	1000.0 ft	135.8	3.9
5	Land	D-35	None	341.1 ft	0.0	0.0
6	Decelerate		None	3069.9 ft	128.9	40.0
7	Decelerate		None	0.0 ft	30.0	10.0
CIT3-	APP-USER-1					
1	Descend	ZERO	None	6000.0 ft	250.0	3.0
2	Descend	10	None	3000.0 ft	139.5	3.0
3	Descend	D-INTR	None	1500.0 ft	129.5	3.0
4	Descend	D-40	None	1000.0 ft	119.5	3.9
5	Land	D-40	None	153.9 ft	0.0	0.0
6	Decelerate		None	1385.1 ft	113.4	60.0
7	Decelerate		None	0.0 ft	30.0	10.0
	-APP-USER-1					
	Descend	ZERO	None	6000.0 ft	250.0	3.0
1 2	Descend	10	None	3000.0 ft	152.1	3.0

3	Descend	D-INTR	None	1500.0	£t	142.1	3.0 deg
4	Descend	D-45	None	1000.0	£t	132.1	3.9 deg
5	Lanđ	D-45	None	201.6	ft	0.0	0.0
6	Decelerate	•	None	1814.4	£t	125.3	60.0 %
7	Decelerate		None	0.0		30.0	10.0 %
CNA44	1-APP-USER-1						
1	Descend	ZERO	None	6000.0	ft	160.0	3.9 deg
2	Descend	TO	None	3000.0		113.9	3.9 deg
3	Descend	D-INTR	None	1500.0		103.9	3.9 deg
4	Descend	D-L	None	1000.0		93.9	3.9 deg
5	Land	D-L D-L		79.1		0.0	~
6	Decelerate	D-15	None	711.9			0.0
			None			89.1	40.0 %
7	Decelerate		None	0.0	IL	30.0	10.0 %
	0-APP-USER-1			COOO D	, ·		
1	Descend	ZERO	None	6000.0		250.0	3.0 deg
2	Descend	1 .	None	3000.0		131.3	3.0 deg
3	Descend	D-INTR	None	1500.0	ft	121.3	3.0 deg
4	Descend	D-35	None	1000.0	ft	111.3	3.9 deg
5	Land	D-35	None	179.1		0.0	0.0
6	Decelerate		None	1611.9	ft	105.6	60.0 %
7	Decelerate	•	None	0.0	ft	30.0	10.0 %
DC93L	W-APP-USER-1						
1	Descend	ZERO	None	6000.0	ft	250.0	3.0 deg
2	Descend	5	None	3000.0	ft	162.5	3.0 deg
3	Descend	U-15	None		ft	152.5	3.0 deg
4	Descend	D-35	None	1000.0		142.5	3.9 deg
5	Land	D-35	None	325.8		0.0	0.0
6	Decelerate	20 20	None	2932.2		135.2	60.0 %
7	Decelerate		None	0.0		30.0	10.0 %
	APP-USER-1		None	0.0	1.6	30.0	10.0 \$
		ZED()	NY 00 00 00	6000 0	.c.	100 0	2 0 4
1	Descend	ZERO	None	6000.0		120.0	3.0 deg
2	Descend	INTR	None	3000.0		80.7	3.0 deg
3	Descend	D-INTR	None	1500.0		70.7	3.0 deg
4	Descend	D-L	None	1000.0		60.7	3.9 đeg
5	Land_	$\mathrm{D}\mathrm{-L}$	None	39.6		0.0	0.0
6	Decelerate		None	356.4		57.6	40.0 %
7	Decelerate		None	0.0	ft	30.0	10.0 %
FAL20	-APP-USER-1						
1	Descend	ZERO	None	6000.0		250.0	3.9 deg
2	Descend	INTR	None	3000.0	ft	142.2	3.9 deg
3	Descend	D-25	None	1500.0		126.1	3.9 deg
4	Descend	D-40	None	1000.0	ft	124.2	3.9 deg
5	Land	D - 40	None	128.7	ft	0.0	0.0
6	Decelerate		None	1158.3	ft	117.9	10.0 %
7	Decelerate		None	0.0	ft	30.0	10.0 %
FAL20	-DEP-USER-1						
1	Takeoff	10	MaxTakeOff	0.0		0.0	0.0
2	Accelerate	10	MaxTakeOff	1388.0	fpm	152.0	0.0
3	Climb	10	MaxTakeOff	800.0		0.0	0.0
4	Accelerate	10	MaxClimb	1388.0		162.0	0.0
5	Accelerate	ZERO	MaxClimb	1041.0		177.0	0.0
7	Climb	ZERO	MaxClimb	3000.0		0.0	0.0
8	Accelerate	ZERO	MaxClimb	1432.0		250.0	0.0
9	Climb	ZERO	MaxClimb	5500.0	_	0.0	0.0
10	Climb	ZERO	MaxClimb	7500.0		0.0	0.0
11	Climb	ZERO	MaxClimb	10000.0			
	F-APP-USER-1	LERU	Havelthm	10000.0	エレ	0.0	0.0
		7550	Mone	6000 0	£ t~	100 0	" A ∃
1	Descend	ZERO	None	6000.0		100.0	3.0 deg
2	Descend	UP	None	3000.0		68.7	3.0 deg
3	Descend	D-40	None	1500.0		58.7	3.0 deg
4	Descend	D-40	None	1000.0	IU.	58.7	3.9 deg

5 Land 6 Decelerate 7 Decelerate	D-40	None None None	47.2 424.8 0.0	ft 55.7	27.2 %
GASEPF-TGO-USER-1 1 Level 2 Descend 3 Descend 4 Land 5 Takeoff 6 Accelerate 7 Climb 8 Level	UP D-40 D-40 D-40 UP UP UP UP	None None None None MaxTakeOff MaxTakeOff MaxTakeOff None	1200.0 1200.0 600.0 94.4 0.0 343.0 1200.0	ft 61.9 ft 61.9 ft 0.0 55.9 fpm 73.0 ft 0.0	5.0 deg 5.0 deg 0.0 0.0 0.0 0.0
GASEPF-TGO-USER-2 1 Level 2 Descend 3 Descend 4 Land 5 Takeoff 6 Accelerate 7 Climb 8 Level GASEPV-APP-USER-1	UP D-40 D-40 D-40 UP UP UP	None None None None MaxTakeOff MaxTakeOff MaxTakeOff None	1000.0 1000.0 600.0 94.4 0.0 343.0 1000.0	ft 61.9 ft 0.0 ft 55.9 fpm 73.0 ft 0.0	5.0 deg 5.0 deg 0.0 0.0 0.0 0.0
1 Descend 2 Descend 3 Descend 4 Descend 5 Land 6 Decelerate 7 Decelerate GASEPV-TGO-USER-1	ZERO INTR D-40 D-40 D-40	None None None None None None	6000.0 3000.0 1500.0 1000.0 42.8 385.2 0.0	ft 76.0 ft 66.0 ft 66.0 ft 0.0 ft 62.6	3.0 deg 3.0 deg 3.9 deg 0.0 31.0 %
1 Level 2 Descend 3 Descend 4 Land 5 Takeoff 6 Accelerate 7 Climb 8 Accelerate 9 Level GASEPV-TGO-USER-2	INTR D-40 D-40 D-40 20 20 INTR INTR	None None None None MaxTakeOff MaxTakeOff MaxTakeOff MaxTakeOff None	1200.0 1200.0 600.0 85.6 0.0 652.0 1200.0 1200.0	ft 69.6 ft 0.0 ft 50.0 fpm 66.0 ft 0.0 fpm 90.0	5.0 deg 5.0 deg 0.0 0.0 0.0 0.0
1 Level 2 Descend 3 Descend 4 Land 5 Takeoff 6 Accelerate 7 Climb 8 Accelerate 9 Level GIIB-APP-USER-1	INTR D-40 D-40 D-40 20 20 INTR INTR INTR	None None None None MaxTakeOff MaxTakeOff MaxTakeOff None	85.6 0.0 652.0 1000.0	ft 69.6 ft 0.0 ft 50.0 fpm 66.0 ft 0.0 fpm 90.0	5.0 deg 0.0 0.0 0.0 0.0 0.0
1 Descend 2 Descend 3 Descend 4 Descend 5 Land 6 Decelerate 7 Decelerate GIV-APP-USER-1	L-0-U L-10-U L-20-D L-20-D L-39-D	None None None None None	3000.0 1500.0 1000.0 192.6 1733.4 0.0	ft 159.1 ft 145.2 ft 139.1 ft 0.0 ft 125.0	3.9 deg 3.9 deg 3.9 deg 0.0 60.0 % 10.0 %
2 Descend 3 Descend	L-0-U L-20-D	None		ft 159.1	3.0 deg

	4	Descend	L-39-D	None	1000.0 ft	146.6	3.9 deg
	5	Land	L-39-D	None	192.6 ft	0.0	0.0
	6	Decelerate		None	1733.4 ft	139.1	60.0 %
	7	Decelerate		None	0.0 ft	30.0	10.0 %
	HS748	A-APP-USER-1					
	1	Descend	ZERO	None	6000.0 ft	160.0	3.0 deg
	2	Descend	INTR	None	3000.0 ft	110.1	3.0 deg
	3	Descend	D-INTR	None	1500.0 ft	100.1	3.0 deg
	4	Descend	D-30	None	1000.0 ft	90.1	3.9 deg
	5	Land	D-30	None	207.0 ft	0.0	0.0
	6	Decelerate		None	1863.0 ft	85.5	40.0 %
	7	Decelerate		None	0.0 ft	30.0	10.0 %
:	IA112	5-APP-USER-1					
	1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
	2	Descend	INTR	None	3000.0 ft	152.1	3.0 deg
	3	Descend	D-INTR	None	1500.0 ft	142.1	3.0 deg
ı	4	Descend	D-40	None	1000.0 ft	132.1	3.9 deg
	5	Land	D - 40	None	236.6 ft	0.0	0.0
	6	Decelerate		None	2129.4 ft	125.3	60.0 %
	7	Decelerate		None	0.0 ft	30.0	10.0 %
	LEAR2	5-APP-USER-1					•
•	1	Descend	ZERO	None	6000.0 ft	250.0	3.9 deg
	2	Descend	10	None	3000.0 ft	161.6	3.9 deg
	3	Descend	D-INTR	None	1500.0 ft	151.6	3.9 deg
	4	Descend	D-40	None	1000.0 ft	141.7	3.9 deg
	5	Land	D-40	None	140.4 ft	0.0	0.0
	6	Decelerate		None	1263.6 ft	134.4	10.0 %
	7	Decelerate		None	0.0 ft	30.0	10.0 %
	LEAR2	5-DEP-USER-1					
	1	Takeoff	20	MaxTakeOff	0.0	0.0	0.0
* - *	2	Accelerate	20	MaxTakeOff	1400.0 fpm	160.0	0.0
	3	Climb	20	MaxTakeOff	600.0 ft	0.0	0.0
	4	Climb	10	UserCutback	2800.0 ft	0.0	1425.0
	5	Accelerate	ZERO	MaxClimb	1000.0 fpm	250.0	0.0
1 - 1 1 - 1	6	Climb	ZERO	MaxClimb	5500.0 ft	0.0	0.0
	7	Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
	. 8	Climb	ZERO	MaxClimb .	10000.0 ft	0.0	0.0
	LEAR2	5-DEP-USER-2					*
1	1	Takeoff	20	MaxTakeOff	0.0	0.0	0.0
į	2	Climb	20	MaxTakeOff	1000.0 ft	0.0	0.0
1	3	Climb	20	MinimumThrust	1200.0 ft	0.0	0.0
	4	Accelerate	10	MinimumThrust	1500.0 fpm	196.0	0.0
•	5	Climb .	10	MinimumThrust		0.0	0.0
1	6	Accelerate	ZERO	MaxClimb	2075.0 fpm	250.0	0.0
·	7	Climb	ZERO	MaxClimb	5500.0 ft	0.0	0.0
	8	Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
	9	Climb	ZERO	MaxClimb	10000.0 ft	0.0	0.0
	LEAR2	5-DEP-USER-4					
	1	Takeoff	20	UserValue	0.0	0.0	2500.0
	2	Climb	20	UserValue	700.0 ft	0.0	2500.0
	. 3	Accelerate	20	UserCutback	700.0 fpm	160.0	1400.0
	4	Climb	ZERO	UserCutback	3000.0 ft	0.0	1400.0
	5	Accelerate	ZERO	MaxClimb	1775.0 fpm	250.0	0.0
. 1	6	Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
	7	Climb	ZERO	MaxClimb	10000.0 ft	0.0	0.0
. }	LEAR2	5-DEP-USER-5				•	
	1	Takeoff	20	MaxTakeOff	0.0	0.0	0.0
	2	Climb	20	MaxTakeOff	500.0 ft	0.0	0.0
	3	Accelerate	10	UserValue	700.0 fpm	150.0	1800.0
. <i>j</i>	4	Accelerate	10	UserValue	700.0 fpm	160.0	1400.0
	5	Climb	10	UserValue	900.0 ft	0.0	1400.0
4 4							

4	•					
	6 Climb	ZERO	UserValue	3000.0 ft	0.0	1400.0
	7 Accelerate	ZERO	MaxClimb	1000.0 fpm	250.0	0.0
	8 Climb	ZERO	MaxClimb	5500.0 ft	0.0	0.0
	9 Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
	10 Climb	ZERO	MaxClimb	10000.0 ft	0.0	0.0
	LEAR35-APP-USER-1		MONCILIID	10000.0 10	0.0	0.0
	1 Descend	ZERO	None	6000.0 ft	250.0	3.9 deg
	2 Descend	10	None	3000.0 ft	144.5	3.9 deg
	3 Descend	D-INTR	None	1500.0 ft	134.5	3.9 deg
	4 Descend	D-40	None	1000.0 ft	127.8	3.9 deg
	5 Land	D-40	None	181.4 ft	0.0	0.0
	6 Decelerate		None .	1632.6 ft	121.2	10.0 %
•	7 Decelerate		None	0.0 ft	30.0	10.0 %
	LEAR35-DEP-USER-1		.,,			2010
	1 Takeoff	20	MaxTakeOff	0.0	0.0	0.0
	2 Accelerate	20	MaxTakeOff	1400.0 fpm	160.0	0.0
	3 Climb	20	MaxTakeOff	600.0 ft	0.0	0.0
	4 Climb	10	UserCutback	2800.0 ft	0.0	1700.0
	5 Accelerate	ZERO	MaxClimb	1000.0 fpm	250.0	0.0
	6 Climb	ZERO	MaxClimb	5500.0 ft	0.0	0.0
	7 Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
	8 Climb	ZERO	MaxClimb	10000.0 ft	0.0	0.0
	LEAR35-DEP-USER-2					
	1 Takeoff	20	MaxTakeOff	0.0	0.0	0.0
	2 Climb	20	MaxTakeOff	1000.0 ft	0.0	0.0
	3 Climb	20	MinimumThrust	1200.0 ft	0.0	0.0
	4 Accelerate	20	MinimumThrust	1500.0 fpm	196.0	0.0
	5 Climb	10	MinimumThrust	3000.0 ft	0.0	0.0
	6 Accelerate	ZERO	MaxClimb	2075.0 fpm	250.0	0.0
	7 Climb	ZERO	MaxClimb	5500.0 ft	0.0	0.0
	8 Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
	9 Climb	ZERO	MaxClimb	10000.0 ft	0.0	0.0
	LEAR35-DEP-USER-4					
	1 Takeoff	20	UserValue	0.0	0.0	2950.0
	2 Climb	20	UserValue	700.0 ft	0.0	2950.0
	3 Accelerate	20	UserCutback	700.0 fpm	160.0	1700.0
	4 Climb	ZERO	UserCutback	3000.0 ft	0.0	1700.0
	5 Accelerate	ZERO	MaxClimb	1775.0 fpm	250.0	0.0
	6 Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
	7_Climb	ZERO	MaxClimb	10000.0 ft	0.0	0.0
	LEAR35-DEP-USER-5		·			
	1 Takeoff	20	MaxTakeOff	0.0	0.0	0.0
	2 Climb	20	UserValue	500.0 ft	0.0	2875.0
	3 Accelerate	10	UserValue	700.0 fpm	150.0	2250.0
	4 Accelerate	10	UserValue	700.0 fpm	160.0	1700.0
	5 Climb	10	UserValue	900.0 ft	0.0	1700.0
	6 Climb	ZERO .	UserValue	3000.0 ft	0.0	1700.0
	7 Accelerate	ZERO	MaxClimb	1000.0 fpm	250.0	0.0
	8 Climb	ZERO	MaxClimb	5500.0 ft	0.0	0.0
	9 Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
	10 Climb	ZERO	MaxClimb	10000.0 ft	0.0	0.0
	MD81-APP-USER-1 1 Descend	OCCET	77	C000 0 EL	252 2	2 0 1
		ZERO	None	6000.0 ft	250.0	3.9 deg
	2 Descend 3 Descend	11 11 TMMD	None	3000.0 ft	160.5	3.9 deg
		U-INTR	None	1500.0 ft	147.8	3.9 deg
	4 Descend	D-40	None	1000.0 ft	136.3	3.9 deg
	5 Land 6 Decelerate	D-40	None	342.0 ft	0.0	0.0
	6 Decelerate 7 Decelerate		None	3078.0 ft	129.3	60.0 %
	MU3001-APP-USER-1		None	0.0 ft	30.0	10.0 %
	1 Descend	ZERO	Mone	6000.0 ft	250 0	2 0 4~~
	r beaceild	AERU	None	0000.0 IL	250.0	3.0 deg

2 Descend 1 None 3000.0 ft 133.8 3.0 deg 4 Descend 0-1NTR None 1500.0 ft 123.8 3.0 deg 4 Descend 0-30 None 1500.0 ft 117.1 3.9 deg 5 Land 1-17.1 1 3.9 deg 7 Corolarate 7 Corolarate 8 None 1409.4 ft 131.1 1 60.0 % \$ SD330-APP-USER-1									
3 Descend D-INTR None 1500.0 ft 123.8 3.0 deg 4 Descend D-30 None 100.0 ft 117.1 3.9 deg 5 Land D-30 None 1404.4 ft 117.1 3.9 deg 7 Decelerate None 1404.4 ft 117.1 11.1 60.0 % 7 Decelerate None 1404.4 ft 111.1 60.0 % 8 None 1404.4 ft 111.1 60.0 % 8 None 1404.4 ft 111.1 60.0 % 8 None 1404.4 ft 111.1 60.0 % 8 None 1404.4 ft 111.1 60.0 % 100.0	2	Descend	1	None		3000.0	ft	133.8	3.0 deg
5 Land 6 Decelerate 7 Decelerate 8000									
6 Decelerate 7 Docolerate 8 None 1409.4 ft 111.1 60.0 % S330-APP-USER-1 10 Docolerate 8 None 0.0 ft 30.0 10.0 % S330-APP-USER-1 1 Docolerate 8 None 1 100.0 ft 100.2 3.0 deg 3 Docolerate 8 None 1500.0 ft 160.0 3.0 deg 3 Docolerate 8 None 1500.0 ft 100.2 3.0 deg 4 Docolerate 8 None 1231.1 ft 0.0 0.0 ft 100.2 3.9 deg 5 Land 0-35 None 2037.9 ft 95.1 40.0 % Pocelerate 8 None 2037.9 ft 95.1 40.0 % Pocelerate 9 None 2037.9 ft 95.1 40.0 % Pocelerate 1000.0 ft 100.0 ft 100.0 % Pocelerate 9 None 2037.9 ft 95.1 40.0 % Pocelerate 1000.0 ft 130.0 ft 126.9 3.0 deg 1000.0 ft 126.9 ft 0.0 0.0 ft 30.0 100.0 % Pocelerate None 1500.0 ft 130.0 100.0 % Pocelerate None 1500.0 ft 130.0 100.0 % Pocelerate None 1500.0 ft 126.9 ft 0.0 0.0 ft 30.0 ft 126.9 3.0 deg 1000.0 ft 126.9 ft 0.0 0.0 ft 30.0 ft 126.9 ft 0.0 ft 0.0 ft 126.9 ft 0.0 ft 126.9 ft 0.0 ft 0.0 ft 126.9 ft 0.0 ft 0.		Descend		None					
7 Decelerate SD330-APP-USER-1 1 Descend ZERO None 6000.0 ft 160.0 3.0 deg 2 Descend 1NTR None 1500.0 ft 160.0 3.0 deg 3 Descend D-15 None 1500.0 ft 160.0 3.0 deg 4 Descend D-35 None 1500.0 ft 160.5 3.0 deg 6 Decelerate None 233.1 ft 0.0 0.0 ft 160.5 3.0 deg 7 Descend D-35 None 1500.0 ft 160.5 3.0 deg 7 Descend D-35 None 233.1 ft 0.0 0.0 ft 160.2 3.9 deg 7 Decelerate None 2097.9 ft 95.1 40.0 % 7 Decelerate None 2097.9 ft 95.1 40.0 % 7 Decelerate None 2097.9 ft 30.0 110.0 % 7 Decelerate None 2097.9 ft 30.0 110.0 % 7 Decelerate None 3000.0 ft 160.0 3.0 deg 3 Descend D-INTR None 3000.0 ft 160.0 3.0 deg 4 Descend D-35 None 1000.0 ft 160.0 3.0 deg 4 Descend D-35 None 1000.0 ft 160.0 3.0 deg 4 Descend D-35 None 1000.0 ft 160.0 3.0 deg 5 Land D-35 None 1000.0 ft 160.9 3.0 deg 6 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 100.0 Telerate None 1952.1 ft 100.9 40.0 % 7 Decelerate None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None 1952.1 ft 100.9 Majority None			D-30						
SD330-APP-USER-1 1 Descend									
1 Descend 2ERO None 3000.0 ft 160.0 3.0 deg 2 Descend 1NTR None 3000.0 ft 120.2 3.0 deg 3 Descend D-15 None 1500.0 ft 106.5 3.0 deg 4 Descend D-35 None 1500.0 ft 106.5 3.0 deg 5 Land D-35 None 2097.9 ft 95.1 40.0 % 7 Decelerate None 2097.9 ft 95.1 40.0 % 7 Decelerate None 0.0 ft 30.0 ft 10.0 % 7 Decelerate None 0.0 ft 30.0 deg 2 Descend 5 None 3000.0 ft 136.9 3.0 deg 3 Descend D-INTR None 1500.0 ft 126.9 3.0 deg 4 Descend D-35 None 3000.0 ft 136.9 3.0 deg 5 Land D-35 None 1000.0 ft 126.9 3.0 deg 6 Decelerate None 1500.0 ft 126.9 3.0 deg 7 Decelerate None 1500.0 ft 126.9 3.0 deg 7 Decelerate None 1500.0 ft 126.9 3.0 deg 7 Decelerate None 1500.0 ft 126.9 3.0 deg 7 Decelerate None 1500.0 ft 126.9 3.0 deg 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 0.0 ft 30.0 10.0 % Decelerate None 1952.1 ft 110.9 40.0 % 7 Decelerate None 1952.1 ft 110.9 ft 110.0 % Decelerate None 1952.1 ft 110.9 ft 110.0 % Decelerate None 1952.1 ft 110.0 ft 110.0 % Decelerate None 1952.1 ft 110.0 ft 110.0 ft 110.0 ft 110.0 ft 110.0 ft 110.0 ft 110.0 ft 110.0 ft 110.0 ft 110.0 ft 110.0 ft 110.0 ft 110.0 ft 1				None		0.0	ft	30.0	10.0 %
2 Descend 1NTR None 3000.0 ft 120.2 3.0 deg 3 Descend D-15 None 1500.0 ft 106.5 3.0 deg 4 Descend D-25 None 1000.0 ft 100.2 3.9 deg 5 Land D-35 None 2097.9 ft 95.1 40.0 % 7 Decelerate None 2097.9 ft 95.1 40.0 % 1			2250	27		C000 0	 _	1.00 0	2 0 4
3 Descend D-15 None 1500.0 ft 106.5 3.0 deg 4 Descend D-35 None 233.1 ft 0.0									
## Descend									
S Land D-35 None 2097.9 ft 95.1 40.0 8									
6 Decelerate None 2097.9 ft 95.1 40.0 %									
Tolerand State									
1 Descend 5 None 600.0 ft 136.9 3.0 deg 3 Descend 5 None 1500.0 ft 136.9 3.0 deg 3 Descend D-1NTR None 1500.0 ft 126.9 3.0 deg 4 Descend D-35 None 1000.0 ft 116.9 3.9 deg 5 Land D-35 None 216.9 ft 0.0 0.0 ft 0.0 ft 126.9 3.0 deg 6 Decelerate None 1000.0 ft 116.9 3.9 deg 7 Decelerate None 1952.1 ft 110.9 40.0 % Decelerate None 1952.1 ft 110.9 40.0 % Decelerate None 0.0 ft 30.0 10.0 % Decelerate None 0.0 17548.0 20.0 86.7 % A A 4 566.6 0.0 10.0 30.5 86.7 % A A 3-DEP-A3D-1 1 0.0 0.0 0.0 105.0 99.3 % D A A A A DEP-A3D-1 1 0.0 0.0 0.0 99.3 % D D A D D D D D D D D D D D D D D D D				and the second s					
2 Descend 5 None 300.0 ft 136.9 3.0 deg 4 Descend D-INTR None 1500.0 ft 126.9 3.0 deg 4 Descend D-35 None 1000.0 ft 16.9 3.9 deg 6 Decelerate None 216.9 ft 0.0 0.0 % Decelerate None 1952.1 ft 110.9 40.0 % Decelerate 1500.0 ft 126.9 st 0.0 0.0 % Decelerate None 216.9 ft 0.0 0.0 % Decelerate 1500.0 ft 126.9 st 0.0 0.0 % Decelerate None 216.9 ft 0.0 0.0 % Decelerate 1500.0 ft 126.9 st 0.0 0.0 % Decelerate 1500.0 st 0.0 st 0	SF340	-APP-USER-1							
3 Descend D-INTE None 1500.0 ft 126.9 3.0 deg 5 Land D-35 None 1000.0 ft 116.9 3.9 deg 5 Land D-35 None 1000.0 ft 116.9 3.9 deg 6 Deccelerate None 1552.1 ft 110.9 40.0 % Tocclerate None 100.0 ft 30.0 10.0 % Tocclerate None 100.0 ft 30.0 ft 30.0 % Tocclerate None 100.0 ft 30.0 ft 30.0 % Tocclerate None 100.0 ft 30.0 ft 30.0 ft 30.0 % Tocclerate None 100.0 ft 30.0 ft 30.0 ft 30.0 % Tocclerate None 100.0 ft 30.0 ft 30.0 ft 30.0 % Tocclerate None 100.0 ft 30.0 ft 30.0 % Tocclerate None 100.0 ft 30.0 ft 30.0 ft 30.0 % Tocclerate None 100.0 ft 30.0		Descend	ZERO	None					
## Descend		Descend	5						
5 Land D-35 None None 1952.1 ft 10.0 0.0 6 Decelerate None 1952.1 ft 110.9 40.0 % 20.0 ft 30.0 lt.0 % 20.0 ft 30.0 % 20.0 kg and 20.0 lt.0 ft 30.0 lt.0 % 20.0 lt.0 ft 30.0 lt.0 lt.0 kg and 20.0 lt.0 ft 30.0 lt.0 lt.0 kg and 20.0 lt.0 ft 30.0 lt.0 lt.0 lt.0 lt.0 lt.0 lt.0 lt.0 l									
6 Decelerate None None None 1952.1 ft 110.9 40.0 % 10.0 % 10.0 ft 30.0 10.0 % 1									
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6 7	566.6 5666.0	0.0	146.7 30.5	82.0 % 82.0 %	A A
1 2 3 4 5 6 7	EP-USER-1 0.0 5419.7 8883.7 34168.0 41355.0 50211.9 61999.5 EP-F-1	0.0 0.0 348.3 3791.3 5500.0 7500.0 10000.0	35.0 175.3 212.3 360.0 369.5 381.1 396.3	97.0 % 90.0 % 89.0 % 88.0 % 91.0 % 94.0 %	D D D D D
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	0.0 2312.0 2610.7 3597.2 4598.1 5354.0 10213.2 15117.0 20592.9 25280.9 35212.4 45011.3 55001.9 65193.6 75012.5 78230.9 79879.0	0.0 0.0 35.0 148.5 356.9 497.6 1120.7 1749.2 2450.2 3050.0 4319.2 5569.4 6841.9 8137.5 9383.4 9791.3 10000.0		7900.0 lb 7900.0 lb 7859.0 lb 7834.8 lb 7869.8 lb 5401.8 lb 5526.1 lb 5654.9 lb 5802.8 lb 5933.1 lb 6220.3 lb 6519.6 lb 6841.9 lb 7189.8 lb 7544.4 lb 7665.0 lb 7727.6 lb	
GIIB-Di 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 GIIB-Di	0.0 3182.8 3504.9 4539.9 5339.3 6430.2 6976.3 7251.1 8353.0 10010.3 15013.7 20065.1 27328.5 34938.6 45195.3 55056.8 65112.6 75057.9 82278.1	0.0 0.0 35.0 142.6 217.0 359.9 454.0 492.2 632.8 844.3 1482.2 2125.7 3050.0 4017.1 5318.4 6567.0 7837.6 9091.5 10000.0	16.0 150.0 151.5 156.4 160.7 163.9 164.2 164.3 164.6 165.1 166.7 168.3 170.7 173.2 176.7 180.1 183.7 187.3	7900.0 lb 7800.9 lb 7800.9 lb 7791.7 lb 7776.0 lb 7780.9 lb 7057.4 lb 6320.4 lb 6352.8 lb 6402.0 lb 6553.2 lb 6710.1 lb 6943.3 lb 7197.7 lb 7557.8 lb 7923.6 lb 8317.7 lb 8729.7 lb 9043.4 lb	
1 2 3 4 5 6 7 8 9 10 11 12	0.0 3492.6 4104.7 4828.3 5322.0 6082.3 7131.7 8198.4 10084.0 15229.5 20141.5 25090.5	0.0 0.0 35.0 99.8 137.2 199.0 296.3 462.8 656.2 1180.0 1679.8 2183.0	16.0 136.1 141.7 145.0 148.2 152.7 159.1 160.1 160.6 161.8 163.0 164.3	7900.0 lb 7874.4 lb 7874.4 lb 7866.8 lb 7850.9 lb 7830.2 lb 7803.6 lb 6257.3 lb 5620.4 lb 5729.0 lb 5835.0 lb 5944.0 lb	D D D D D D D D D

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2689.7
                                      6056.2 lb
  13
        30077.1
                             165.5
                                                   D
                    3199.9
                             166.8
                                      6171.8 lb
                                                   D
  14
        35101.9
  15
        44984.8
                    4202.4
                             169.3
                                      6406.7 lb
                                                   D
                             172.0
                                      6655.8 lb
                                                   D
  16
        55020.6
                    5219.0
                    6250.0
                                      6920.3 lb
                                                   D
  17
                             174.7
        65215.1
                             177.5
                    7266.0
                                      7193.3 lb
                                                   D
  18
        75276.0
                                      7474.6 lb
  19
        85195.2
                    8266.0
                             180.3
                                                   D
                                      7764.0 lb
  20
        94964.5
                    9249.3
                             183.1
                                                   D
                   10000.0
                             185.1
                                      7883.1 lb
                                                   D
  21
       102433.6
GIIB-DEP-M-1
                              16.0
                                     10220.0 lb
                                                   D
   1
            0.0
                       0.0
                                     10202.5 lb
   2
                             140.0
                                                   D
          1814.0
                       0.0
                                     10202.5 lb
                                                   D
   3
          2357.0
                      61.8
                             146.6
                                     10235.3 lb
                                                   D
   4
                     236.3
                             151.4
          3094.3
   5
                     392.0
                             151.7
                                     10256.4 lb
                                                   D
          3582.0
                                      8569.4 lb
   6
          3828.2
                     463.1
                             151.9
                                                   D
   7
                                      5410.1 lb
                     539.6
                             152.1
                                                   D
          4335.4
                                      5416.0 lb
   8
                     569.9
                             152.1
                                                    D
          4590.4
                                      5441.9 lb
   9
          5610.8
                     700.7
                             152.4
                                                   D
  10
                             153.2
                                      5507.6 lb
                                                    D
          8170.4
                    1028.9
  11
         12033.3
                    1524.0
                             154.3
                                      5608.3 lb
                                                    D
                                      5691.1 lb
  12
        15144.3
                    1922.5
                             155.2
                                                    D
                                      5826.0 lb
                    2558.0
                             156.7
                                                    D
  13
         20108.4
                                      5966.0 lb
                             158.2
                                                    D
  14
         25120.4
                    3199.1
                                      6254.2 lb
                    4464.3
                             161.3
                                                    D
  15
         35022.2
                    5752.2
                                      6564.7 lb
                                                    D
  16
         45118.6
                             164.5
                                      6890.6 lb
  17
         55137.8
                    7027.9
                             167.8
                                                    D
                                      7232.3 lb
         65072.6
                    8290.6
                                                    D
  18
                             171.1
                                      7601.2 lb
         75207.8
                    9576.3
                             174.6
                                                    D
  19
                                      7727.6 lb
  20
         78552.5
                   10000.0
                             175.8
                                                    D
GIIB-DEP-M-3
   1
             0.0
                       0.0
                              16.0
                                     10200.0 lb
                                                    D
   2
                                     10147.6 lb
          2454.3
                       0.0
                             148.0
                                                    D
                                     10147.6 lb
   3
          2776.3
                      35.0
                             151.5
                                                    D
                                     10120.0 lb
   4
          3830.1
                     151.4
                             162.0
                                                    D
                                     10157.0 lb
   5
          4637.6
                     330.6
                             163.9
                                                    \mathbb{D}
                     457.8
                                      8636.9 lb
   6
          5176.7
                             164.2
                                                    D
                                      6710.6 lb
   7
          5450.6
                     502.0
                             164.3
                                                    D
                                      6355.1 lb
   8
          6552.7
                     642.8
                             164.6
                                                    D
   9
                                      6404.4 lb
          8210.2
                     854.2
                             165.2
                                                    D
                                      6462.5 lb
                                                    D
  10
         10150.6
                    1101.7
                             165.8
                             167.4
                                      6616.0 lb
                                                    D
  11
         15173.3
                    1741.9
                                      6775.2 lb
  12
         20244.5
                    2387.7
                             169.0
                                                    D
                                      6943.3 lb
                    3050.0
                             170.7
                                                    D
  13
         25450.1
         35177.7
                             173.9
                                      7270.4 lb
                                                    D
  14
                    4286.0
                             177.3
                                      7625.4 lb
  15
         45179.9
                    5554.5
                                                    D
  16
         55077.7
                    6807.2
                             180.8
                                      7996.4 lb
                                                    D
  17
                             184.4
                                      8396.2 lb
         65171.5
                    8082.1
                                                    D
                                      8814.3 lb
  18
         75155.4
                    9340.3
                             188.0
                                                    D
                   10000.0
                             190.0
                                      9043.4 lb
  19
         80399.8
                                                    D
S-76-APP-USER-1
                             160.0
                                          3.0
   1
        -23696.8
                    2500.0
                                                    Α
   2
                                                    Α
        -18836.0
                    2000.0
                             160.0
                                          3.0
   3
        -14582.7
                    1500.0
                             160.0
                                          3.0
                                                    Α
   4
         -9721.8
                    1000.0
                             160.0
                                          3.0
                                                    A
   5
         -4860.9
                     500.0
                             160.0
                                          3.0
                                                    Α
   6
             0.0
                       0.0
                             160.0
                                          3.0
                                                    Α
   7
             0.0
                       0.0
                             160.0
                                          3.0
                                                    Α
S-76-DEP-USER-1
   1
             0.0
                       0.0
                              32.0
                                          2.0
                                                    D
           476.0
                       0.0
                             160.0
                                          2.0
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3
            3226.0
                      500.0
                              160.0
                                         2.0
                                                  D
            5976.0
                      1000.0
                              160.0
                                         2.0
      5
            5977.0
                      1000.0
                              160.0
                                         1.0
      6
            8726.0
                              160.0
                      1500.0
                                         1.0
                                                  D
      7
            9100.0
                      1500.0
                              160.0
                                         1.0
                                                   D
      8
           14100.0
                      1500.0
                              160.0
                                         1.0
USER-DEFINED FLAP COEFFICIENTS
           Flap
                   \alpha0
                         Coeff-R Coeff-C/D Coeff-B
USER-DEFINED JET THRUST COEFFICIENTS
           ThrType
                          Coeff-E Coeff-F
                                                 Coeff-Ga
                                                                 Coeff-Gb
                                                                                 Coeff-H
USER-DEFINED PROP THRUST COEFFICIENTS
           ThrType Efficiency Power
USER-DEFINED GENERAL THRUST COEFFICIENTS
           Type Coeff-E Coeff-F Coeff-Ga
                                                     Coeff-Gb
                                                                      Coeff-H
Coeff-K1
            Coeff-K2
CASE FLIGHT OPERATIONS
                Profile Stg Rwy Track Sub Group
           Οp
                                                         Day
                                                               Evening
                                                                           Night
   727EM1
                STANDARD 1
           APP
                             34L L20L
                                           0
                                              COM
                                                      0.0044
                                                                0.0009
                                                                           0.0012
   727EM1
          APP
                USER
                            16R L6R
                                           0
                                              COM
                                                      0.0019
                                                                0.0000
                                                                           0.0000
   727EM1
           APP
                USER
                            16R L7R
                                           0
                                              COM
                                                      0.0296
                                                                0.0034
                                                                           0.0199
   727EM1
           DEP
                USER
                          1
                            16R
                                 T6RA
                                           1
                                              COM
                                                      0.0061
                                                                0.0001
                                                                           0.0000
   727EM1
           DEP
                USER
                          1
                            16R
                                 T6RA
                                           2
                                              COM
                                                      0.0030
                                                                0.0001
                                                                           0.0000
   727EM1
           DEP
                USER
                         1
                            16R
                                 T6RB
                                           1
                                              COM
                                                      0.0065
                                                                0.0001
                                                                           0.0000
   727EM1
           DEP
                USER
                         1
                            16R
                                 T6RB
                                           2
                                              COM
                                                      0.0032
                                                                0.0001
                                                                           0.0000
   727EM1
           DEP
                USER
                         1
                            16R
                                 T6RC
                                           0
                                              COM
                                                      0.0131
                                                                0.0003
                                                                           0.0000
   727EM1
           DEP
                USER
                         1
                            16R
                                 T6RD
                                           0
                                              COM
                                                      0.0125
                                                                0.0003
                                                                           0.0000
   727EM1
           DEP
                USER
                         1
                            16R
                                 TGRE
                                           0
                                              COM
                                                                0.0003
                                                      0.0125
                                                                           0.0000
   727EM1
           DEP
                USER
                         1
                             34L
                                 T4LA
                                           0
                                              COM
                                                                0.0005
                                                      0.0005
                                                                           0.0000
   727EM1
           DEP
                USER
                         1
                             34L
                                 T4LB
                                           0
                                              COM
                                                                0.0005
                                                      0.0005
                                                                           0.0000
   727EM1
           DEP
                USER
                             34L T4LC
                                           0
                                              COM
                         1
                                                      0.0005
                                                                0.0005
                                                                           0.0000
   737300
           APP
                STANDARD 1
                             16R L7R
                                           0
                                              COM
                                                    . 0.0166
                                                                0.0000
                                                                           0.0000
   737300
           DEP
                STANDARD 1
                             16R T6RA
                                              COM
                                           1
                                                      0.0011
                                                                0.0003
                                                                           0.0000
   737300
                             16R T6RA
           DEP
                STANDARD 1
                                              COM
                                           2
                                                      0.0006
                                                                0.0002
                                                                           0.0000
   737300
           DEP
                STANDARD 1
                             16R T6RB
                                              COM
                                                      0.0012
                                           1
                                                                0.0003
                                                                           0.0000
   737300
           DEP
                STANDARD 1
                             16R T6RB
                                           2
                                              COM
                                                      0.0006
                                                                0.0002
                                                                           0.0000
   737300
                                                                0.0007
           DEP
                STANDARD 1
                             16R
                                 T6RC
                                           0
                                              COM
                                                      0.0024
                                                                           0.0000
   737300
           DEP
                STANDARD 1
                             16R T6RD
                                           0
                                              COM
                                                      0.0023
                                                                0.0006
                                                                          0.0000
   737300
           DEP
                STANDARD 1
                             16R
                                 T6RE
                                           0
                                              COM
                                                      0.0023
                                                                0.0006
                                                                          0.0000
   737300
           DEP
                STANDARD 1
                             34L
                                 T4LA
                                           0
                                              COM
                                                      0.0005
                                                                0.0005
                                                                          0.0000
   737300
           DEP
                STANDARD 1
                             34L
                                 T4LB
                                           0
                                              COM
                                                      0.0005
                                                                0.0005
                                                                           0.0000
   737300
           DEP
                STANDARD 1
                             34L
                                 T4LC
                                           0
                                              COM
                                                      0.0005
                                                                0.0005
                                                                          0.0000
   7373B2
           APP
                STANDARD 1
                             16R L7R
                                           0
                                              COM
                                                      0.0049
                                                                0.0000
                                                                          0.0000
                                 T6RA
   7373B2
           DEP
                STANDARD 1
                                              COM
                                                                          0.0000
                            16R
                                           1
                                                      0.0004
                                                                0.0002
   7373B2
           DEP
                STANDARD 1
                                 T6RA
                                           2
                                              COM
                            16R
                                                      0.0002
                                                                0.0001
                                                                          0.0000
   7373B2
           DEP
                STANDARD 1
                                              COM
                            16R
                                 T6RB
                                           1
                                                      0.0004
                                                                0.0002
                                                                          0.0000
  7373B2
           DEP
                STANDARD 1
                            16R T6RB
                                           2
                                              COM
                                                      0.0002
                                                                0.0001
                                                                          0.0000
  7373B2
           DEP
                STANDARD 1
                            16R
                                 T6RC
                                           O.
                                              COM
                                                      0.0008
                                                                0.0004
                                                                           0.0000
  7373B2
           DEP
                STANDARD 1
                            16R
                                 T6RD
                                           0
                                              COM
                                                      0.0007
                                                                0.0004
                                                                          0.0000
  7373B2
           DEP
                                              COM
                STANDARD 1
                            16R
                                 T6RE
                                           0
                                                                0.0004
                                                      0.0007
                                                                          0.0000
  737700
           APP
                            16R L6R
                STANDARD 1
                                           n
                                              COM
                                                      0.0039
                                                                0.0000
                                                                           0.0000
  737700
           APP
                STANDARD 1
                            16R L7R
                                              COM
                                           0
                                                      0.2876
                                                                0.0970
                                                                           0.0620
  737700
           APP
                STANDARD 1
                            34L L20L
                                           0
                                              COM
                                                     0.0388
                                                                0.0039
                                                                           0.0078
  737700
           DEP
                STANDARD 1
                            16R
                                 T6RA
                                           1
                                              COM
                                                                0.0037
                                                     0.0424
                                                                          0.0008
  737700
           DEP
                STANDARD 1
                            16R
                                  T6RA
                                           2
                                              COM
                                                     0.0209
                                                                0.0018
                                                                          0.0004
  737700
           DEP
                STANDARD 1
                            16R
                                  T6RB
                                           1
                                              COM
                                                     0.0450
                                                                0.0038
                                                                          0.0009
  737700
           DEP
                STANDARD 1
                                           2 COM
                            16R
                                 T6RB
                                                     0.0222
                                                                0.0019
                                                                          0.0004
```

737700	DEP	STANDARD	1	16R	T6RC	0		COM	0.0910	0.0078	0.0017
									0.0870		
737700	DEP	STANDARD		16R	T6RD	0		COM		0.0074	0.0016
737700	DEP	STANDARD	1	16R	T6RE	0	1	COM	0.0870	0.0074	0.0016
737700	DEP		1	34L	T4LA	0		COM	0.0200	0.0012	0.0000
737700	DEP	STANDARD	1	34L	$\mathtt{T4LB}$	0	1	COM	0.0200	0.0012	0.0000
737700	DEP		1	34L	T4LC	0	1	COM	0.0205	0.0013	0.0000
737N17	APP	STANDARD	1	16R	L7R	0	l	COM	0.0039	0.0026	0.0013
737N17	DEP	STANDARD	1	16R	T6RA	1		COM	0.0007	0.0000	0.0000
737N17	DEP	STANDARD	1	.16R	T6RA	2	,	COM	0.0003	0.0000	0.0000
737N17	DEP	STANDARD	1	16R	T6RB	1		COM	0.0007	0.0000	0.0000
737N17	\mathtt{DEP}	STANDARD	1	16R	T6RB	2		COM	0.0004	0.0000	0.0000
737N17	DEP	STANDARD	1	16R	T6RC	0	ł	COM	0.0015	0.0000	0.0000
737N17	DEP		1	16R	T6RD	0		COM	0.0014	0.0000	0.0000
737N17	DEP	STANDARD	1	16R	T6RE	0	ł	COM	0.0014	0.0000	0.0000
			1	34L	T4LA	0		COM	0.0000	0.0000	0.0005
737N17	DEP										
737N17	DEP	STANDARD	1	34L	$\mathtt{T4LB}$	0	}	COM	0.0000	0.0000	0.0005
737N17	DEP		1	34L	T4LC	0	ı	COM	0.0000	0.0000	0.0005
757PW	APP	STANDARD	1	16R	L7R	0	}	COM	0.0058	0.0000	0.0000
757PW	DEP	STANDARD	1	16R	T6RA	1		COM	0.0012	0.0000	0.0000
757PW	DEP	STANDARD	1	16R	T6RA	2		COM	0.0006	0.0000	0.0000
757PW	DEP	STANDARD	1	16R	T6RB	1		COM	0.0013	0.0000	0.0000
											0.0000
757PW	DEP		1	16R	T6RB	2		COM	0.0007	0.0000	
757PW	DEP	STANDARD	1	16R	T6RC	0)	COM	0.0026	0.0000	0.0000
757PW	DEP		1	16R	T6RD	0		COM	0.0025	0.0000	0.0000
757PW	DEP	STANDARD	1	16R	T6RE	0	}	COM	0.0025	0.0000	0.0000
A319	APP		1	16R	L7R	0	Į	COM	0.0001	0.0000	0.0000
A3VNY	APP	A3AV	1	16R	L4R	0		MIL	0.0062	0.0000	0.0000
A3VNY	APP	A3AV	1	16R	L7R	0		MIL	0.2236	0.0123	0.0000
A3VNY	APP	A3AV	1	34L	L20L	0		\mathtt{MIL}	0.0185	0.0000	0.0000
A3VNY	DEP	A3D	1	16R	T6RA	1		MIL	0.0271	0.0000	0.0000
	DEP	A3D	1	16R	T6RA	2		MIL	0.0134	0.0000	0.0000
A3VNY											
A3VNY	DEP	A3D	1	16R	T6RB	1		\mathtt{MIL}	0.0289	0.0000	0.0000
A3VNY	DEP	A3D	1	16R	T6RB	2	,	MIL	0.0142	0.0000	0.0000
A3VNY	DEP	A3D	1	16R	T6RC	0)	\mathtt{MIL}	0.0583	0.0000	0.0000
A3VNY	DEP	A3D	1	16R	T6RD	0		MIL	0.0558	0.0000	0.0000
A3VNY	DEP	A3D	1	16R	TGRE	0	,	\mathtt{MIL}	0.0558	0.0000	0.0000
A3VNY	DEP	A3D	1	34L	$\mathtt{T4LA}$	0)	\mathtt{MIL}	0.0025	0.0000	0.0000
A3VNY	DEP		1	34L	T4LB	0	١	MIL	0.0025	0.0000	0.0000
A3VNY	DEP	A3D	1	34L	$\mathtt{T4LC}$	0)	\mathtt{MIL}	0.0025	0.0000	0.0000
A7D	APP	STANDARD	1	16R	L7R	0)	\mathtt{MIL}	0.0269	0.0000	0.0000
A7D	DEP	STANDARD	1	16R	TGRA	1		\mathtt{MIL}	0.0020	0.0010	0.0000
A7D	DEP	STANDARD	1 .	16R	T6RA	2	!	\mathtt{MIL}	0.0010	0.0005	0.0000
A7D	DEP	STANDARD	1	16R	T6RB	1		MIL	0.0021	0.0010	0.0000
A7D	DEP	STANDARD	1	16R	T6RB	2		MIL	0.0011	0.0005	0.0000
A7D	DEP	STANDARD	1	16R	T6RC	0	ì	MIL	0.0042	0.0021	0.0000
A7D	DEP	STANDARD	T	16R	T6RD	0)	MIL	0.0040	0.0019	0.0000
A7D	DEP	STANDARD	1	16R	TGRE	0)	MIL	0.0040	0.0019	0.0000
BEC58P	APP	STANDARD	Ŧ	16L	L10L	0	,	GA	0.1491	0.0000	0.0000
BEC58P	APP	STANDARD	1	16L	L11L	0)	GA	0.0497	0.0000	0.0000
BEC58P	APP	STANDARD		16L	L12L	0	1	GA	0.0497	0.0000	0.0000
BEC58P	APP	STANDARD	1	16L	L13L	0)	GA	0.0165	0.0000	0.0000
BEC58P	APP	STANDARD		16L	L1L	0)	GA	0.0331	0.0000	0.0000
BEC58P	APP	STANDARD		16L	L2L	0	,	GA	0.3149	0.0497	0.0165
BEC58P	APP	STANDARD	1	16L	L3L	0)	GA	0.3645	0.0497	0.0000
		·			L4L	0		GA	0.3480	0.0497	0.0165
BEC58P	APP	STANDARD		16L							
BEC58P	APP	STANDARD	1	16L	L5L	0)	GA .	0.5136	0.0828	0.0000
BEC58P	APP	STANDARD		16L	L6L	0	ı	GA	1.3256	0.0663	0.0000
BEC58P	APP	STANDARD		16L	L7L	0		GA	19.0888	2.6512	0.8284
BEC58P	APP	STANDARD	1	16L	$\Gamma8\Gamma$	0)	GA	1.8062	0.1658	0.0331
				16L	L9L	Ō		GA	0.1823	0.0000	0.0000
BEC58P	APP	STANDARD									
BEC58P	APP	STANDARD	1	16R	L10R	0)	GA	0.0666	0.0000	0.0000

BEC58P	APP	STANDARD 1	16R	L11R	0	GΑ	0.0499	0.0000	0.0000
BEC58P	APP	STANDARD 1	16R	L12R	0	GA	0.0833	0.0165	0.0000
BEC58P	APP	STANDARD 1	16R	L13R	0	GA	0.0499		
								0.0000	0.0000
BEC58P	APP	STANDARD 1	16R	L1R	0	GA	0.0999	0.0165	0.0000
BEC58P	APP	STANDARD 1	16R	L2R	0	GA	0.2165	0.0000	0.0000
BEC58P	APP	STANDARD 1	16R	L3R	0	GA	0.1665	0.0497	0.0000
					-				
BEC58P	APP	STANDARD 1	16R	L4R	0	GA	0.2498	0.0331	0.0000
BEC58P	APP	STANDARD 1	16R	L5R	0	GA	0.3665	0.0497	0.0000
BEC58P	APP	STANDARD 1	16R	L6R	0	GA	1.7155	0.1658	0.0165
BEC58P	APP				-				
		STANDARD 1	16R	L7R	0	GA	12.7251	1.9718	0.5467
BEC58P	APP	STANDARD 1	16R	L8R	0	GΑ	0.2332	0.0000	0.0000
BEC58P	APP	STANDARD 1	16R	L9R	0	GA	0.0666	0.0000	0.0000
BEC58P	APP	STANDARD 1	34L	L14L	ő				
						GA	0.0165	0.0000	0.0000
BEC58P	APP	STANDARD 1	34L	L18L	0	GA	0.0165	0.0000	0.0000
BEC58P	APP	STANDARD 1	34L	L19L	0	GA	0.0497	0.0000	0.0000
BEC58P	APP	STANDARD 1	34L	L20L	0	GA	2.6347	0.2982	0.0828
BEC58P	APP	STANDARD 1	34L	L21L	0	GA	0.0663	0.0165	0.0000
BEC58P	APP	STANDARD 1	34L	L22L	0	GA	0.0165	0.0000	0.0000
BEC58P	APP	STANDARD 1	34R	L17R	0	GA	0.0165	0.0000	0.0000
BEC58P	APP	STANDARD 1	34R	L19R					
					0	GA	0.2817	0.0000	0.0000
BEC58P	APP	STANDARD 1	34R	L20R	0	GA	0.9942	0.0995	0.0165
BEC58P	APP	STANDARD 1	34R	L21R	0	GA	0.0331	0.0000	0.0000
BEC58P	DEP	STANDARD 1	16L	T14L	Ō	GA	0.0447	0.0000	
									0.0224
BEC58P	DEP	STANDARD 1	16L	T15L	0	GA	0.0447	0.0000	0.0000
BEC58P	DEP	STANDARD 1	16L	T16L	0	GA	0.0672	0.0000	0.0000
BEC58P	DEP	STANDARD 1	16L	T17L	0	GA	0.0672	0.0224	0.0000
BEC58P	DEP	STANDARD 1	16L	T18L	Ö				
						GA	0.5147	0.0224	0.0000
BEC58P	DEP	STANDARD 1	16L	$\mathtt{T19L}$	0	GA	1.7455	0.0895	0.0895
BEC58P	DEP	STANDARD 1	16L	T20L	0	GA	3.2895	0.4922	0.0447
BEC58P	DEP	STANDARD 1	16L	T21L	0	GA	1.1636	0.0672	0.0000
BEC58P	DEP	STANDARD 1			0				
			16L	T22L		GA	0.7385	0.0447	0.0000
BEC58P	DEP	STANDARD 1	16L	T23L	0	GA	0.1790	0.0000	0.0000
BEC58P	DEP	STANDARD 1	16L	T24L	0	GA	0.0895	0.0000	0.0000
BEC58P	DEP	STANDARD 1	16L	T25L	0	GA	0.0895	0.0000	0.0000
BEC58P									
	DEP	STANDARD 1	16L	T26L	0	GA	0.0672	0.0000	0.0000
BEC58P	DEP	STANDARD 1	16R	T14R	0	GA	0.0224	0.0000	0.0000
BEC58P	DEP	STANDARD 1	16R	T17R	0	GA	0.1567	0.0000	0.0000
BEC58P	DEP	STANDARD 1	16R	T18R	Õ	GA	0.5818	0.0224	
									0.0224
BEC58P	DEP	STANDARD 1	16R	T19R	0	GA	1.7007	0.2237	0.0447
BEC58P	DEP	STANDARD 1	16R	T20R	0	GA.	19.4906	1.7228	0.7385
BEC58P	DEP	STANDARD 1	16R	T21R	0	GA	10.2488	0.6936	0.1343
BEC58P	DEP	STANDARD 1	16R	T22R	o o	GA	1.6559	0.0447	
					-				0.0224
BEC58P	DEP	STANDARD 1	16R	T23R	0	GA	0.5370	0.0224	0.0000
BEC58P	DEP	STANDARD 1	16R	T24R	0	GA	0.2014	0.0000	0.0224
BEC58P	DEP	STANDARD 1	16R	T25R	0	GA	0.1119	0.0447	0.0000
BEC58P	DEP	STANDARD 1	34L	T10L	Ö				
						GA	0.0224	0.0000	0.0000
BEC58P	DEP	STANDARD 1	34L	T1L	0	GA	0.0447	0.0224	0.0000
BEC58P	DEP	STANDARD 1	34L	T2L	0	GA	0.0895	0.0000	0.0224
BEC58P	DEP	STANDARD 1	34L	T3L	0	GA	0.1567	0.0447	0.0000
BEC58P	DEP								
		STANDARD 1	34L	T4L	0	GA	0.1567	0.0224	0.0224
BEC58P	\mathtt{DEP}	STANDARD 1	34L	T5L	0	GA	0.2014	0.0224	0.0000
BEC58P	DEP	STANDARD 1	34L	T6L	0	GA	0.2014	0.0224	0.0224
BEC58P	DEP	STANDARD 1	34L	T7L	Ö	GA	0.3356	0.0224	0.0224
BEC58P	DEP	STANDARD 1	34L	18L	0	GA	0.0672	0.0224	0.0000
BEC58P	DEP	STANDARD 1	34L	$\mathtt{T9L}$	0	GA	0.0672	0.0000	0.0000
BEC58P	DEP	STANDARD 1	34R	T1R	0	GA	0.0447	0.0000	0.0000
BEC58P	DEP	STANDARD 1	34R	T2R					
					0	GA	0.1343	0.0000	0.0000
BEC58P	DEP	STANDARD 1	34R	T3R	0	GA	0.0895	0.0000	0.0000
BEC58P	DEP	STANDARD 1	34R	T4R	0	GA	0.2461	0.0000	0.0000
BEC58P	DEP	STANDARD 1	34R	T5R	0	GA	0.2686	0.0224	0.0000
BEC58P	DEP	STANDARD 1	34R	T6R	0				
	שנונעג	PIWINGED T	2 # L(TOX	U	GA	0.2909	0.0224	0.0000

BEC58P	DEP	STANDARD	1	34R	T7R	0	GA	0.9846	0.0447	0.0447
BEC58P	DEP	STANDARD	1	34R	T8R	0	GA	0.3356	0.0447	0.0672
BEC58P	DEP	STANDARD	1	34R	T9R	0	GA	0.1119	0.0224	0.0000
BEC58P	TGO	USER	1	16R	TG6R	0	GA	6.6241	0.6158	0.4093
BEC58P	TGO	USER	1	34L	TG4L	ŏ	GA	1.4506	0.1538	0.1219
BEC58P			2		164D 16LTGO	0	GA GA	18.6245	1.7314	1.1510
	TGO	USER		16L						
BEC58P	TGO	USER	2	16L	16LTGO	1	GA	13.9743	1.2991	0.8636
BEC58P	TGO	USER	2	16L	16LTGO	2	GA	13.9743	1.2991	0.8636
BEC58P	TGO	USER	2	16L	16LTGO	3	GA	5.5921	0.5198	0.3456
BEC58P	TGO	USER	2	16L	16LTGO	4	GA	5.5921	0.5198	0.3456
BEC58P	TGO	USER	2	16L	16LTGO	5	GA	0.9300	0.0865	0.0575
BEC58P	TGO	USER	2	16L	16LTGO	6	GA	0.9300	0.0865	0.0575
BEC58P	TGO	USER	2	34R	TG4R	0	GA	13.0549	1.3848	1.0964
C130	APP	STANDARD	1	16R	L7R	0	MIL	0.0248	0.0000	0.0000
C130	DEP	STANDARD	1	16R	T20R	0	MIL	0.0248	0.0000	0.0000
CIT3	APP	STANDARD	1	34L	L20L	Õ	GA	0.0797	0.0000	0.0000
CIT3	APP	USER	1	16R	L2R	Ő	GA	0.0000	0.0048	0.0000
								0.0281	0.0048	0.0000
CIT3	APP	USER	1	16R	L6R	0	GA			
CIT3	APP	USER	1	16R	L7R	0	GA	0.6096	0.0705	0.0422
CIT3	DEP	STANDARD		16R	T6RA	1	GA	0.0744	0.0035	0.0025
CIT3	DEP	STANDARD	1	16R	T6RA	2	GA	0.0367	0.0017	0.0013
CIT3	DEP	STANDARD	1	16R	T6RB	1	GA	0.0791	0.0038	0.0027
CIT3	DEP	STANDARD	1	16R	T6RB	2	GA	0.0390	0.0018	0.0013
CIT3	DEP	STANDARD	1	16R	T6RC	0	GA	0.1599	0.0075	0.0054
CIT3	DEP			16R	T6RD	0	GA	0.1529	0.0071	0.0051
CIT3	DEP	STANDARD		16R	T6RE	Õ	GA	0.1529	0.0071	0.0051
CIT3	DEP	STANDARD		34L	T4LA	ő	GA	0.0260	0.0030	0.0000
					T4LB	0	GA	0.0260	0.0030	0.0000
CIT3	DEP	STANDARD		34L						
CIT3	DEP	STANDARD		34L	T4LC	0	GA	0.0268	0.0032	0.0000
CPe00	APP	STANDARD		34L	L19L	0	GA	0.0000	0.0048	0.0000
CP_{00}	APP	STANDARD	1	34L	L20L	0	GA	0.5245	0.1288	0.0382
CL600	APP	USER	1	16R	L5R	0	GA	0.0048	0.0048	0.0000
CL600	APP	USER	1	16R	L6R	0	GA	0.0619	0.0190	0.0048
CL600	APP	USER	1	16R	L7R	0	GA	3.8389	0.7868	0.5150
CL600	APP	USER	1	16R	L8R	0	GA	0.0048	0.0000	0.0095
CL600	DEP	STANDARD		16R	T6RA	1	GA	0.4984	0.0283	0.0307
CL600	DEP	STANDARD		16R	T6RA	2	GA	0.2455	0.0140	0.0151
CT600	DEP	STANDARD		16R	T6RB	1	GA	0.5295	0.0301	0.0326
CT600	DEP	STANDARD		16R	T6RB	2	GA.	0.2608	0.0148	0.0160
						0	GA		0.0609	0.0658
CL600	DEP	STANDARD		16R	TGRC			1.0692		
CL600	DEP	STANDARD		16R	T6RD	0	GA	1.0228	0.0583	0.0630
CL600	DEP	STANDARD			T6RE	0	GA	1.0228	0.0583	0.0630
CL600	DEP	STANDARD		34L	T4LA	0	GA	0.2057	0.0127	0.0282
CL600	DEP	STANDARD		34L	T4LB	0	GA	0.2057	0.0127	0.0282
CL600	DEP	STANDARD	1	34L	T4LC	0	GA	0.2120	0.0132	0.0291
CL601	APP	STANDARD	1	16R	L7R	0	GA	0.0184	0.0000	0.0179
CL601	APP	STANDARD	1	34L	L20L	0	GA	0.0037	0.0000	0.0072
CL601	DEP	STANDARD		16R	T6RA	1	GA	0.0020	0.0000	0.0006
CL601	DEP	STANDARD		16R	T6RA	2	GA	0.0010	0.0000	0.0003
CL601	DEP	STANDARD		16R	T6RB	1	GA	0.0021	0.0000	0.0007
		STANDARD			TGRB	2	GA	0.0021	0.0000	0.0004
CL601	DEP			16R						
CL601	DEP	STANDARD		16R	T6RC	0	GA	0.0045	0.0000	0.0014
CL601	DEP	STANDARD		16R	T6RD	0	GA	0.0043	0.0000	0.0014
CL601	DEP	STANDARD		16R	TGRE	0	GA	0.0043	0.0000	0.0014
CL601	DEP	STANDARD	1	34L	T4LA	0	GA	0.0012	0.0000	0.0061
CL601	DEP	STANDARD	1	34L	T4LB	0	GA	0.0012	0.0000	0.0061
CL601	DEP	STANDARD	1	34L	T4LC	0	GA	0.0014	0.0000	0.0063
CNA172	APP	STANDARD		16L	L10L	0	GA	1.4952	0.1226	0.0245
CNA172	APP	STANDARD		16L	LllL	Õ	GA	1.2256	0.0491	0.0491
CNA172	APP	STANDARD		16L	L12L	Ö	GA	1.2501	0.0245	0.0000
CNA172	APP	STANDARD		16L	L13L	0	GA	0.3922	0.0245	0.0000
UNMI / 4	ALT.	OTWINNED	Т.	TOTI	بدويديد	U	GM	U.J344	V - VA43	0.0000

CNA172	APP	STANDARD 1	16L	L1L	0	GA	0.5393	0.0736	0.0245
CNA172	APP	STANDARD 1	16L	L2L	0	GA	2.0344	0.3187	0.0245
CNA172	APP	STANDARD 1	16L	L3L	0	GA	1.4462	0.1717	0.0981
					-				
CNA172	APP	STANDARD 1	16L	L4L	0	GA	1.7894	0.1961	0.0491
CNA172	APP	STANDARD 1	16L	L5L	0	GA	2.6227	0.2941	0.0245
CNA172	APP	STANDARD 1	16L	L6L	0	GA	4.2649	0.6373	0.1226
CNA172	APP	STANDARD 1	16L	L7L	0	GA	39.9288	4.8288	0.6618
CNA172	APP	STANDARD 1	16L	L8L	0	GA	11.4223	0.9805	0.0245
CNA172	APP	STANDARD 1	16L	L9L	0	GA	2.1571	0.1717	0.0491
CNA172	APP	STANDARD 1	16R	L10R	0	GA	0.2705	0.0000	0.0000
CNA172	APP	STANDARD 1	16R	L11R	0	GA	0.4673	0.0736	0.0245
CNA172	APP	STANDARD 1	16R	L12R	0	GA	0.4181	0.0245	0.0000
CNA172	APP	STANDARD 1	16R	L13R	0	GA	0.3936	0.0491	0.0000
CNA172	APP	STANDARD 1	16R	L1R	0	GA	0.6641	0.0981	0.0245
CNA172	APP	STANDARD 1	16R	L2R	0	GA	0.7624	0.0981	0.0000
CNA172	APP	STANDARD 1	16R	L3R	0	GA	0.4919	0.0981	0.0000
CNA172	APP	STANDARD 1	16R	L4R	0	GA	0.8607	0.0491	0.0000
CNA172	APP	STANDARD 1	16R	L5R	0	GA	1.2051	0.1226	0.0000
CNA172	APP	STANDARD 1	16R	L6R	0	GA	3.1480	0.5393	0.0245
CNA172	APP	STANDARD 1	16R	L7R	0	GA	19.4294	2.9905	0.1470
CNA172	APP	STANDARD 1	16R	L8R	0	GA	0.7378	0.1226	0.0245
CNA172	APP	STANDARD 1	16R	L9R	0	GA	0.2459	0.0491	0.0491
CNA172	APP	STANDARD 1	34L	L14L	Ô	GA	0.0245	0.0000	0.0000
								,	
CNA172	APP	STANDARD 1	34L	L18L	0	GA	0.0491	0.0000	0.0000
CNA172	APP	STANDARD 1	34L	L19L	0	GA	0.1961	0.0000	0.0245
CNA172	APP	STANDARD 1	34L	L20L	Ō	GA	5.3679	0.6373	0.0491
CNA172	APP	STANDARD 1	34L	L21L	0	GA	0.5393	0.0245	0.0000
CNA172	APP	STANDARD 1	34L	L22L	0	GA	0.0736	0.0000	0.0000
CNA172	APP	STANDARD 1	34L	L23L	Ö	GA	0.0736	0.0000	0.0000
CNA172	APP	STANDARD 1	34L	L24L	0	GA	0.0245	0.0000	0.0000
CNA172	APP	STANDARD 1	34R	L14R	0	GA	0.0981	0.0000	0.0000
CNA172	APP	STANDARD 1	34R	L15R	Ö		0.1226	0.0000	0.0000
					•	GA			
CNA172	APP	STANDARD 1	34R	L17R	0	GA	0.1961	0.0245	0.0000
CNA172	APP	STANDARD 1	34R	L18R	0	GA	0.1961	0.0000	0.0245
CNA172	APP	STANDARD 1	34R	L19R	Ō		2.1324	0.0736	0.0000
						GA			
CNA172	APP	STANDARD 1	34R	L20R	0	GA	1.9118	0.1226	0.0000
CNA172	APP	STANDARD 1	34R	L21R	0	GA	0.2451	0.0000	0.0000
CNA172	APP	STANDARD 1	34R	L23R	ō	GA	0.1227	0.0245	0.0000
CNA172	DEP	STANDARD 1	16L	T14L	0	GA	0.1062	0.1062	0.0000
CNA172	DEP	STANDARD 1	16L	T15L	0	GA	0.2653	0.1062	0.0000
CNA172	DEP	STANDARD 1	16L	T16L	0	GA	0.5837	0.0531	0.0000
CNA172	DEP	STANDARD 1	16L	T17L	0	GA	1.2204	0.0000	0.0531
CNA172	DEP	STANDARD 1	16L	T18L	0	GA	2.5468	0.6368	0:0000
CNA172	DEP	STANDARD 1	16L	T19L	0	GA	8.2769	1.1673	0.1592
CNA172	DEP	STANDARD 1	16L	T20L	0	GA.	9.2321	1.2204	0.2652
CNA172	DEP	STANDARD 1	16L	T21L	0	GA	5.5710	0.4776	0.1592
CNA172	DEP	STANDARD 1	16L	T22L	0	GA	4.4038	0.2123	0.0000
CNA172	DEP	STANDARD 1	16L	T23L	0	GA	1.6979	0.0531	0.1061
CNA172	DEP	STANDARD 1	16L	T24L	0	GA	0.7959	0.0000	0.0000
CNA172	DEP	STANDARD 1	16L	T25L	0	GA	0.5837	0.0000	0.0000
CNA172	DEP	STANDARD 1	16L	T26L	0	GA	0.1062	0.0531	0.0531
CNA172	DEP	STANDARD 1	16R	T14R	0	GA	0.0531	0.0000	0.0000
CNA172	DEP	STANDARD 1	16R	T16R	0	GA	0.1062	0.0531	0.0000
CNA172	DEP	STANDARD 1	16R	T17R	0	GA	0.3186	0.0000	0.0000
CNA172	DEP	STANDARD 1	16R	T18R	0	GA	1.3806	0.0531	0.0000
CNA172	DEP	STANDARD 1	16R	T19R	ő	GA	2.9205	0.2653	0.0531
CNA172	DEP	STANDARD 1	16R	T20R	. 0	GA	25.8062	3.7674	0.4773
CNA172	DEP	STANDARD 1	16R	T21R	0	GA	30.5852	2.6531	0.9017
CNA172	DEP	STANDARD 1	16R	T22R	ō	GA	4.3541	0.2123	0.0000
CNA172	DEP	STANDARD 1	16R	T23R	0	GA	1.8054	0.0000	0.1592
CNA172	DEP	STANDARD 1	16R	T24R	0	GA	0.4249	0.0000	0.0000

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CNA172	DEP	STANDARD 1	16R	T25R	i	0	GA	0.0531	0.0000	0.0000
CNA172	DEP	STANDARD 1	34L	T1L		0	GA	0.1592	0.0000	0.0000
CNA172	DEP	STANDARD 1	34L	T2L		Õ	GA	0.3714	0.0000	0.0000
CNA172	DEP	STANDARD 1	34L	T3L		0	GA	0.2653	0.0000	0.0531
						0		0.3714	0.0531	0.0000
CNA172	DEP	STANDARD 1	34L	T4L			GA			
CNA172	DEP	STANDARD 1	34L	T5L		0	GA	0.3183	0.0531	0.0000
CNA172	DEP	STANDARD 1	34L	T6L		0	GA	0.3183	0.0000	0.0531
CNA172	DEP	STANDARD 1	34L	T7L		0	GA	0.6899	0.0531	0.0000
CNA172	DEP	STANDARD 1	34L	T8L		0	GΑ	0.1062	0.0531	0.0000
CNA172	DEP	STANDARD 1	34R	T10R		0	GΑ	0.0531	0.0000	0.0000
CNA172	DEP	STANDARD 1	34R	T1R		0	GA	0.1592	0.0531	0.0531
CNA172	DEP	STANDARD 1	34R	T2R		0	GA	0.7428	0.0000	0.0000
CNA172	DEP	STANDARD 1	34R	T3R		0	GA	0.3183	0.0531	0.0000
CNA172	DEP	STANDARD 1	34R	T4R		0	GA	0.4245	0.0531	0.0000
	DEP	STANDARD 1	34R	T5R		0	GA	0.4245	0.0000	0.0000
CNA172				T6R		0	GA	1.0611	0.1593	0.0000
CNA172	DEP	STANDARD 1	34R							
CNA172	DEP	STANDARD 1	34R	T7R		0	GA	1.1142	0.0531	0.0000
CNA172	DEP	STANDARD 1	34R	T8R		0	GA	0.8489	0.1062	0.0531
CNA172	DEP	STANDARD 1	34R	T9R		0	GA	0.3183	0.0531	0.0000
CNA206	APP	STANDARD 1	16L	L10L		0	GΑ	0.3774	0.0188	0.0000
CNA206	APP	STANDARD 1	16L	L11L		0	GA	0.2453	0.0188	0.0000
CNA206	APP	STANDARD 1	16L	L12L		0	GA	0.1132	0.0000	0.0000
CNA206	APP	STANDARD 1	16L	L13L		0	GA	0.0377	0.0000	0.0188
CNA206	APP	STANDARD 1	16L	L1L		0	GA	0.0943	0.0000	0.0000
CNA206	APP	STANDARD 1	16L	L2L		0	GA	0.5094	0.0000	0.0000
CNA200	APP	STANDARD 1	16L	L3L		ŏ	GA	0.3019	0.0000	0.0188
						0	GA	0.3962	0.0188	0.0000
CNA206	APP	STANDARD 1	16L	L4L						0.0000
CNA206	APP	STANDARD 1	16L	L5L		0	GA	0.3584	0.1131	
CNA206	APP	STANDARD 1	16L	L6L		0	GA	0.8679	0.0755	0.0377
CNA206	APP	STANDARD 1	16L	L7L		0	GΑ	12.5653	1.8300	0.1510
CNA206	APP	STANDARD 1	16L	$\Gamma8\Gamma$		0	GΑ	3.0376	0.2076	0.0000
CNA206	APP	STANDARD 1	16L	L9L		0	GΑ	0.6038	0.0188	0.0188
CNA206	APP	STANDARD 1	16R	L10R		0	GΑ	0.0945	0.0188	0.0000
CNA206	APP	STANDARD 1	16R	L11R		0	GΑ	0.1134	0.0188	0.0000
CNA206	APP	STANDARD 1	16R	L12R		0	GA	0.0378	0.0000	0.0000
CNA206	APP	STANDARD 1	16R	L13R		0	GA	0.0567	0.0000	0.0000
CNA206	APP	STANDARD 1	16R	L1R		0	GA	0.0567	0.0000	0.0000
CNA206	APP	STANDARD 1	16R	L2R		0	GA	0.1134	0.0000	0.0000
CNA206	APP	STANDARD 1	16R	L3R		ŏ	GA	0.1890	0.0188	0.0000
	APP	STANDARD 1	16R	L4R		0	GA	0.1134	0.0000	0.0000
CNA206			16R	L5R		0	GA	0.1890	0.0377	0.0000
CNA206	APP	STANDARD 1				-				0.0000
CNA206	APP	STANDARD 1	16R	L6R		0	GA	0.7750	0.0755	
CNA206	APP	STANDARD 1	16R	L7R		0	GA	8.0524	1.2262	0.3021
CNA206	APP	STANDARD 1	16R	L8R		0	GA	0.1512	0.0566	0.0000
CNA206	APP	STANDARD 1	16R	L9R		0	GA	0.0567	0.0188	0.0000
CNA206	APP	STANDARD 1	34L	L17L		0	GA	0.0188	0.0000	0.0000
CNA206	APP	STANDARD 1	34L	L18L		0	GA	0.0188	0.0188	0.0000
CNA206	APP	STANDARD 1	34L	L20L		0	GA	1.3773	0.3207	0.0377
CNA206	APP	STANDARD 1	34L	L21L		0	GA	0.0755	0.0000	0.0000
CNA206	APP	STANDARD 1	34L	L22L		0	GA	0.0377	0.0000	0.0000
CNA206	APP	STANDARD 1	34L	L23L		0	GA	0.0188	0.0000	0.0000
CNA206	APP	STANDARD 1	34R	L15R		0	GA	0.0188	0.0000	0.0000
		STANDARD 1 STANDARD 1	34R	L17R		0	GA	0.0188	0.0000	0.0000
CNA206	APP								0.0000	0.0000
CNA206	APP	STANDARD 1	34R	L18R		0	GA	0.0566		
CNA206	APP	STANDARD 1	34R	L19R		0	GA	0.3962	0.0377	0.0188
CNA206	APP	STANDARD 1	34R	L20R		0	GΑ	0.4339	0.0377	0.0188
CNA206	APP	STANDARD 1	34R	L21R		0	GΑ	0.0376	0.0000	0.0188
CNA206	APP	STANDARD 1	34R	L23R		0	GΑ	0.0188	0.0000	0.0000
CNA206	DEP	STANDARD 1	16L	T15L		0	GA	0.0314	0.0000	0.0000
CNA206	DEP	STANDARD 1	16L	T16L		0	GA	0.0940	0.0000	0.0000
CNA206	DEP	STANDARD 1	16L	T17L		0	GA	0.1879	0.0000	0.0000

CNA206	DEP	STANDARD	1	16L	T18L	0	GA	0.4699	0.0000	0.0000
CNA206	DEP	STANDARD		16L	T19L	0	GA	1.6601	0.0626	0.0314
						-				
CNA206	DEP	STANDARD		16L	T20L	0	GA	2.2239	0.0940	0.0000
CNA206	DEP	STANDARD	1	16L	T21L	0	GA	1.7540	0.2192	0.0314
CNA206	DEP	STANDARD	1	16L	T22L	0	GA	1.4095	0.1253	0.0000
CNA206	DEP	STANDARD		16L	T23L	0	GA	0.2819	0.0314	0.0000
CNA206	DEP	STANDARD		16L	T24L	0	GA	0.1567	0.0000	0.0000
CNA206	DEP	STANDARD	1	16L	T25L	0	GA	0.2819	0.0000	0.0000
CNA206	DEP	STANDARD	1	16L	T26L	0	GA	0.0940	0.0000	0.0000
CNA206	DEP	STANDARD								
				16R	T15R	0	GA	0.0314	0.0314	0.0000
CNA206	DEP	STANDARD	1	16R	T17R	0	GA	0.0626	0.0314	0.0000
CNA206	DEP	STANDARD	1	16R	T18R	0	GA	0.2192	0.0000	0.0940
CNA206	DEP.	STANDARD	1	16R	T19R	0	GA	0.7518	0.0000	0.0314
CNA206	DEP	STANDARD		16R	T20R	0	GA	9.7411	0.5638	
										0.4699
CNA206	DEP	STANDARD		16R	T21R	0	GA	10.2110	0.4073	0.2819
CNA206	DEP	STANDARD	1	16R	T22R	0	GA	1.4095	0.0626	0.0314
CNA206	DEP	STANDARD	1	16R	T23R	0	GA	0.2506	0.0000	0.0000
CNA206	DEP	STANDARD		16R	T24R	0	GA	0.1567	0.0000	0.0000
CNA206	DEP	STANDARD		16R	T25R	0	GA	0.0626	0.0000	0.0000
CNA206	DEP	STANDARD	1	34L	T11L	0	GA	0.0314	0.0000	0.0000
CNA206	DEP	STANDARD	1	34L	T1L	0	GA	0.0940	0.0000	0.0314
CNA206	DEP	STANDARD	1	34L	T2L	0	GA	0.0314	0.0000	0.0000
CNA206										
	DEP	STANDARD		34L	T3L	0	GA	0.0626	0.0000	0.0000
CNA206	DEP	STANDARD	1	34L	T5L	0	GA	0.0626	0:0314	0.0000
CNA206	DEP	STANDARD	1	34L	T6L	0	GA	0.1879	0.0314	0.0000
CNA206	DEP	STANDARD	1	34L	T7L	0	GA	0.0626	0 0000	0.0000
CNA206	DEP	STANDARD		34L	T8L	ŏ	GA	0.0626	0.0000	
							-			0.0314
CNA206	DEP	STANDARD		34R	T11R	0	GA	0.0314	0.0000	0.0000
CNA206	$_{ m DEP}$	STANDARD	1	34R	T12R	0	GA	0.0314	0.0000	0.0000
CNA206	DEP	STANDARD	1	34R	T1R	0	GA	0.0626	0.0314	0.0000
CNA206	DEP	STANDARD		34R	T2R	Õ	GA	0.0626	0.0000	0.0314
CNA206	DEP	STANDARD		34R	T3R	0	GA	0.1253	0.0000	0.0000
CNA206	DEP	STANDARD	1	34R	T4R	0	GA	0.0940	0.0000	0.0314
CNA206	DEP	STANDARD	1	34R	T6R	0	GA	0.2506	0.0626	0.0000
CNA206	DEP	STANDARD	1	34R	T7R	0	GA	0.6891	0 0314	0.0000
CNA206	DEP	STANDARD		34R	T8R	0		0.2506	0.0314	
							GA			0.0000
CNA206	DEP	STANDARD		34R	T9R	0	GA	0.1566	0.0314	0.0000
CNA441	APP	STANDARD	1	34L	L14L	0	COM	0.0215	0.0000	0.0000
CNA441	APP	STANDARD	1	34L	L20L	0	COM	1.7196	0.3009	0.0860
CNA441	APP ·	STANDARD	1	34L	L21L	0	COM	0.1074	0.0000	0.0000
CNA441	APP	USER			L10L					
			1	16L		0	COM	0.0645	0.0000	0.0000
CNA441	APP	USER	1	16L	L11L	0	COM	0.0215	0.0000	0.0000
CNA441	APP	USER	1	16L	L12L	0	COM	0.0215	0.0000	0.0000
CNA441	APP	USER	1	16L	L1L	0	COM	0.0215	0.0000	0.0000
CNA441	APP	USER	1	16L	LZL	Ō	COM	0.0645	0.0215	0.0000
						0				
CNA441	APP	USER	1	16L	L3L		COM	0.3009	0.0000	0.0000
CNA441	APP	USER	1	16L	L4L	0	COM	0.3225	0.0430	0.0215
CNA441	APP	USER	1	16L	L5L	0	COM	0.4729	0.0215	0.0215
CNA441	APP	USER	1	16L	L6L	0	COM	0.8598	0.0645	0.0000
CNA441	APP	USER			L7L					
			1	16L		0	COM	17.0032	2.4504	0.9029
CNA441	APP	USER	1	16L	$\Gamma8\Gamma$	0	COM	0.7954	0.0860	0.0000
CNA441	APP	USER	1	16L	L9L	0 -	COM	0.0215	0.0000	0.0215
CNA441	APP	USER	1	16R	L10R	0	COM	0.0432	0.0000	0.0000
CNA441	APP	USER	1	16R	L1R	Ö	COM	0.0215	0.0000	0.0000
CNA441	APP	USER	1	16R	L2R	0	COM	0.0215	0.0000	0.0000
CNA441	APP	USER	1	16R	L3R	0	COM	0.1078	0.0215	0.0000
CNA441	APP	USER	1	16R	L4R	0	COM	0.1078	0.0000	0.0430
CNA441	APP	USER	1	16R	L5R	0 .	COM	0.1509	0.0215	0.0000
CNA441	APP	USER	1	16R	L6R	0	COM	0.5605	0.1074	
										0.0215
CNA441	APP	USER	1	16R	L7R	0	COM	6.3813	0.9458	0,3225
CNA441	APP	USER	1	16R	L8R	0	COM	0.0000	0.0215	0.0000

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CNA441	APP	USER	1	34R	L19R	0	COM	0.0000	0.0430	0.0000
CNA441	APP	USER	1	34R	L20R	0	COM	1.7412	0.1719	0.1074
CNA441	APP	USER	1	34R	L21R	0	COM	0.1076	0.0000	0.0000
CNA441	APP	USER	1	34R	L23R	0	COM	0.0430	0.0000	0.0000
CNA441	DEP	STANDARD		16L	T15L	0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD		16L	T16L	0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD		16L	T17L	0	COM	0.0212	0.0000	0.0000
		STANDARD		16L	T18L	0	COM	0.1486	0.0000	0.0425
CNA441	DEP					0	COM	0.8489	0.0637	0.0849
CNA441	DEP	STANDARD		16L	T19L			1.8466	0.0637	0.1698
CNA441	DEP	STANDARD		16L	T20L	0	COM		0.0000	0.0000
CNA441	DEP	STANDARD		16L	T21L	0	COM	0.1910		
CNA441	DEP	STANDARD		16L	T23L	0	COM	0.0637	0.0000	0.0000
CNA441	DEP	STANDARD		16L	T24L	0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD		16R	T17R	0	COM	0.0424	0.0212	0.0000
CNA441	DEP	STANDARD		16R	T18R	0	COM	0.1273	0.0000	0.0000
CNA441	DEP	STANDARD	1	16R	T19R	0	COM	2.1437	0.1698	0.1910
CNA441	DEP	STANDARD	1	16R	T20R	0	COM	19.1020	0.8277	1.7192
CNA441	DEP	STANDARD	1	16R	T21R	0	COM	3.6931	0.1061	0.2759
CNA441	DEP	STANDARD	1	16R	T22R	0	COM	0.5093	0.0000	0.0000
CNA441	DEP	STANDARD		16R	T23R	0	COM	0.1273	0.0000	0.0000
CNA441	DEP	STANDARD		16R	T24R	0	COM	0.0849	0.0000	0.0212
CNA441	DEP	STANDARD		34L	T1L	Ō	COM	0.0637	0.0000	0.0000
CNA441	DEP	STANDARD		34L	T2L	Ö	COM	0.0849	0.0000	0.0212
CNA441	DEP	STANDARD		34L	T3L	0	COM	0.1061	0.0000	0.0000
				34L	T4L	0	COM	0.0425	0.0000	0.0000
CNA441	DEP	STANDARD				0	COM	0.1698	0.0000	0.0212
CNA441	DEP	STANDARD		34L	T5L				0.0000	0.0212
CNA441	DEP	STANDARD		34L	T6L	0.	COM	0.3184		0.0212
CNA441	DEP	STANDARD		34L	T7L	0	COM	0.1274	0.0000	
CNA441	DEP	STANDARD		34R	T12R	0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD		34R	T2R	0	COM	0.0425	0.0000	0.0000
CNA441	DEP	STANDARD	1	34R	T3R	0	COM	0.0849	0.0000	0.0000
CNA441	DEP	STANDARD	1	34R	T4R	0	COM	0.2759	0.0424	0.0000
CNA441	DEP	STANDARD	1	34R	T5R	0	COM	0.3608	0.0424	0.0425
CNA441	DEP	STANDARD	1	34R	T6R	0	COM	0.4033	0.0000	0.1698
CNA441	DEP	STANDARD	1	34R	T7R	0	COM	0.9338	0.0637	0.2547
CNA441	DEP	STANDARD	1	34R	T8R	0	COM	0.3608	0.0424	0.0637
CNA441	DEP			34R	T9R	0	COM	0.0212	0.0000	0.0000
CNA500	APP	STANDARD		34L	L19L	0	GA	0.0091	0.0091	0.0000
CNA500	APP	STANDARD		34L	L20L	0	GA	0.2529	0.0369	0.0184
CNA500	APP	STANDARD		34L	L21L	0	GA	0.0046	0.0000	0.0000
CNA500	APP	USER	1	16R	L2R	Õ	GA	0.0046	0.0000	0.0000
CNA500	APP	USER	1	16R	L3R	Ö	GA	0.0091	0.0000	0.0000
	APP		1	16R	L4R	0	GA	0.0046	0.0000	0.0046
CNA500 CNA500	APP	USER	1	16R	L5R	0	GA	0.0369	0.0046	0.0000
		USER		16R	L6R	0	GA	0.0735	0.0184	0.0046
CNA500	APP	USER	1					1.8357	0.4372	0.1886
CNA500	APP	USER	1	16R	L7R	0	GA C2			0.0091
CNA500	APP	USER	1	16R	L8R	0	GA	0.0919	0.0230	
CNA500	DEP	STANDARD		16R	T6RA	1	GA	0.2590	0.0110	0.0220
CNA500	DEP	STANDARD		16R		2	GA	0.1276	0.0054	0.0108
CNA500	DEP	STANDARD		16R	T6RB	1	GA	0.2752	0.0117	0.0233
CNA500	DEP	STANDARD	1.	16R	T6RB	2	GA	0.1355	0.0058	0.0115
CNA500	DEP	STANDARD		16R	T6RC	0	GA	0.5556	0.0236	0.0471
CNA500	DEP	STANDARD	1	16R	TGRD	0	GA	0.5315	0.0225	0.0451
CNA500	DEP	STANDARD	1	16R	T6RE	0 .	GA	0.5315	0.0225	0.0451
CNA500	DEP	STANDARD	1	34L	T4LA	0	GA	0.0985	0.0046	0.0139
CNA500	DEP	STANDARD		34L	T4LB	0	GA	0.0985	0.0046	0.0139
CNA500	DEP	STANDARD		34L	T4LC	0	GA	0.1015	0.0047	0.0143
CNA55B	APP	STANDARD		16R	L3R	0	GA	0.0082	0.0000	0.0000
CNA55B	APP	STANDARD		16R	L4R	Ō	GA	0.0041	0.0041	0.0000
CNA55B	APP	STANDARD		16R	L5R	Ö	GA	0.0121	0.0000	0.0000
CNA55B	APP	STANDARD		16R	L6R	0	GA	0.0405	0.0082	0.0000
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CNA55B	APP	STANDARD	1	16R	L7R	0	GA	0.9	768	0.1338	0.1541
CNA55B	APP	STANDARD	1	16R	L8R	0	GA	0.0	082	0.0082	
CNA55B	APP	STANDARD		34L	L19L	Ö	GA	0.0		0.0000	
CNA55B	APP	STANDARD		34L	L20L	0	GA	0.1		0.0323	
CNA55B	DEP	STANDARD	1	16R	T6RA	1	GA	0.1	286	0.0072	0.0077
CNA55B	DEP	STANDARD	1	16R	T6RA	2	GA	0.0	633	0.0036	0.0038
CNA55B	DEP	STANDARD	1	16R	T6RB	1	GA	0.13		0.0077	
CNA55B	DEP	STANDARD		16R	T6RB	2	GA	0.0		0.0038	
CNA55B	DEP	STANDARD		16R	T6RC	0	GA	0.2		0.0154	
CNA55B	DEP	STANDARD	1.	16R	T6RD	0	GA	0.20	638	0.0147	0.0158
CNA55B	DEP	STANDARD	1	16R	T6RE	0	GA	0.20	538	0.0147	0.0158
CNA55B	DEP	STANDARD	1	34L	T4LA	0	GA	0.00		0.0098	
CNA55B	DEP	STANDARD		34L	T4LB	ŏ	GA	0.0		0.0098	
CNA55B	DEP	STANDARD		34L	T4LC	0	GA	0.00		0.0101	0.0072
CNA750	APP	STANDARD	1	16R	L11R	0	GA	0.00	000	0.0058	0.0000
CNA750	APP	STANDARD	1	16R	L1R	0	GA	0.00)58	0.0000	0.0000
CNA750	APP	STANDARD	1	16R	L5R	0	GA	0.03		0.0000	0.0000
CNA750	APP	STANDARD		16R	L6R	ō	GA	0.05		0.0115	0.0000
CNA750	APP	STANDARD		16R	L7R	0	GA	1.76		0.3557	0.2466
CNA750	APP	STANDARD	1	16R	L8R	0	GA	0.02	230	0.0000	0.0000
CNA750	APP	STANDARD	1	34L	L20L	0	GA	0.23	124	0.0230	0.0573
CNA750	DEP	STANDARD	1	16R	T6RA	1	GA	0.23		0.0202	0.0306
CNA750	DEP	STANDARD		16R	T6RA	2	GA	0.10		0.0100	0.0150
CNA750	DEP	STANDARD		16R	T6RB	1	GA	0.23		0.0215	0.0326
CNA750	DEP	STANDARD	1	16R	T6RB	2	GA	0.13	L37	0.0106	0.0160
CNA750	DEP	STANDARD	1	16R	T6RC	0	GA	0.46	559	0.0434	0.0657
CNA750	DEP	STANDARD	1	16R	T6RD	0	GA	0.44	157	0.0416	0.0629
CNA750	DEP	STANDARD		16R	T6RE	0	GA	0.44		0.0416	0.0629
CNA750						Ö					
	DEP	STANDARD		34L	T4LA		GA	0.07		0.0033	0.0250
CNA750	DEP	STANDARD		34L	T4LB	0	GA	0.07	/11	0.0033	0.0250
CNA750	DEP	STANDARD	1	34L	T4LC	0	GA	0.07	731	0.0035	0.0258
CVR580	APP	STANDARD	1	16L	L7L	0	COM	0.02	248	0.0000	0.0000
CVR580	DEP	STANDARD		16L	T20L	0	COM	0.02		0.0000	0.0000
DC3	APP	STANDARD		16L	L10L	0	COM				
								0.00		0.0000	0.0000
DC3	APP	STANDARD		16L	L2L	0	COM	0.00		0.0000	0.0003
DC3	APP	STANDARD	1	16L	L5L	0	COM	0.00	000	0.0003	0.0000
DC3	APP	STANDARD	1	16L	L6L	0	COM	0.00	000	0.0010	0.0000
DC3	APP	STANDARD	1	16L	L7L	0	COM	0.00)45	0.0003	0.0000
DC3	APP	STANDARD		16R	L7R	Õ	COM	0.00		0.0000	0.0000
DC3	APP	STANDARD		34R	L20R	ő					
							COM	0.00		0.0003	0.0000
DC3	DEP	STANDARD		16R	T20R	0	COM	0.00		0.0000	0.0000
DC3	$_{ m DEP}$	STANDARD	1	34L	$\mathtt{T1L}$	0	COM	0.00)42	0.0000	0.0000
DC93LW	APP	STANDARD	1	34L	L20L	0	COM	0.00	000	0.0000	0.0030
DC93LW	APP	USER	1	16R	L7R	0	COM	0.01		0.0029	0.0030
DC93LW	DEP	STANDARD		16R	T6RA	1.	COM	0.00		0.0000	0.0000
DC93LW	DEP			16R							
		STANDARD			T6RA	2	COM	0.00		0.0000	0.0000
DC93LW	DEP	STANDARD		16R	T6RB	1	COM	0.00		0.0000	0.0000
DC93LW	DEP	STANDARD	1	16R	T6RB	2	COM	0.00	14	0.0000	0.0000
DC93LW	DEP	STANDARD	1.	16R	T6RC	0	COM	0.00)56	0.0000	0.0000
DC93LW	DEP	STANDARD		16R	T6RD	0	COM	0.00		0.0000	0.0000
DC93LW	DEP	STANDARD		16R							
					T6RE	0	COM	0.00		0.0000	0.0000
DHC6	APP		1	34L	L20L	0	COM	0.89		0.1057	0.0265
DHC6	APP	USER	1	16L	L5L	. 0	COM	0.07	93	0.0000	0.0000
DHC6	APP	USER	1	16L	L6L	0	COM	0.15		0.0000	0.0000
DHC6	APP	USER	1	16L	L7L	0	COM	2.88		0.2378	0.2379
DHC6	APP	USER	1	16L	L8L	0	COM	0.07			
										0.0000	0.0000
DHC6	APP	USER	1	16R	L3R	0	COM	0.00		0.0000	0.0265
DHC6	APP	USER	1	16R	L4R	0	COM	0.02	:65	0.0000	0.0000
DHC6	APP	USER	1	16R	L5R	0	COM	0.02	65	0.0265	0.0265
DHC6	APP	USER	1	16R	L6R	0	COM	0.53		0.0793	0.0000
DHC6	APP	USER	1	16R	L7R	Ö	COM	6.15		1.0307	0.4230
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DHC6	APP	USER	1	16R	L8R	0	COM	0.0265	0.0000	0.0000
DHC6	APP	USER	1	16R	L9R	0	COM	0.0000	0.0000	0.0265
DHC6	APP	USER	1	34R	L14R	0	COM	0.0265	0.0000	0.0000
DHC6	APP	USER	1	34R	L18R	0	COM	0.0000	0.0265	0.0000
DHC6	APP	USER	1	34R	L19R	0	COM	0.0265	0.0265	0.0000
DHC6	APP	USER	1	34R	L20R	0	COM	0.2115	0.0265	0.0793
DHC6	DEP	STANDARD	1	16L	T15L	0	COM	0.0000	0.0000	0.0233
DHC6	DEP	STANDARD		16L	T18L	ŏ	COM	0.0000	0.0000	0.0233
DHC6	DEP	STANDARD		16L	T19L	Ö	COM	0.0699	0.0000	0.0000
DHC6	DEP	STANDARD		16L	T20L	0	COM	0.3262	0.0699	0.0699
						0				0.0000
DHC6	DEP		1	16L	T22L		COM	0.0233	0.0000	
DHC6	DEP	STANDARD		16L	T24L	0	COM	0.0000	0.0000	0.0233
DHC6	DEP	STANDARD		16R	T17R	0	COM	0.0233	0.0000	0.0000
DHC6	DEP		1	16R	T18R	0	COM	0.0233	0.0233	0.0932
DHC6	DEP	STANDARD	1	16R	T19R	0	COM	0.3960	0.0233	0.0233
DHC6	DEP	STANDARD	1	16R	T20R	0	COM	6.9884	0.1862	0.4658
DHC6	DEP	STANDARD	1	16R	T21R	0	COM	3.0749	0.0698	0.1164
DHC6	DEP	STANDARD	1	16R	T22R	0	COM	0.1164	0.0000	0.0233
DHC6	DEP	STANDARD		16R	T23R	0	COM	0.0467	0.0000	0.0000
DHC6	DEP		1	34L	T2L	0	COM	0.0699	0.0000	0.0000
DHC6	DEP	STANDARD		34L	T3L	Ō	COM	0.0465	0.0233	0.0000
DHC6	DEP	STANDARD		34L	T4L	Õ	COM	0.0699	0.0000	0.0233
DHC6	DEP	STANDARD		34L	T5L	Ö	COM	0.1864	0.0000	0.0000
			1	34L	T6L	0	COM	0.2796	0.0000	0.0467
DHC6	DEP									
DHC6	DEP	STANDARD		34L	T7L	0	COM	0.0932	0.0000	0.0000
DHC6	DEP	STANDARD		34R	T4R	0	COM	0.0699	0.0233	0.0000
DHC6	DEP	STANDARD		34R	T5R	0	COM	0.0467	0.0000	0.0000
DHC6	DEP	STANDARD		34R	TGR	0	COM	0.1398	0.0000	0.0000
DHC6	DEP	STANDARD	1	34R	T7R	0	COM	0.0699	0.0000	0.0233
FAL20	APP	STANDARD	1	34L	L20L	0.	GA	0.0443	0.0032	0.0000
FAL20	APP	USER	1	16R	L6R	0	GΑ	0.0063	0.0000	0.0000
FAL20	APP	USER	1	16R	L7R	0	GA	0.2401	0.0254	0.0317
FAL20	APP	USER	1	16R	L8R	0	GA	0.0063	0.0000	0.0000
FAL20	DEP	USER	1	16R	T6RA	1 ·	GA	0.0269	0.0031	0.0016
FAL20	DEP	USER	1	16R	T6RA	2	GA	0.0133	0.0016	0.0008
FAL20	DEP	USER	1	16R	T6RB	1	GA	0.0285	0.0033	0.0017
FAL20	DEP	USER	1	16R	T6RB	2	GA	0.0141	0.0016	0.0008
FAL20	DEP	USER	1	16R	TGRC	0	GA.	0.0577	0.0067	0.0034
	DEP	USER	1	16R	T6RD	0	GA	0.0552	0.0064	0.0034
FAL20							GA GA	0.0552	0.0064	0.0032
FAL20	DEP	USER	1	16R	T6RE	0				
FAL20	DEP	USER	1	34L	T4LA	0	GA	0.0180	0.0024	0.0000
FAL20	DEP	USER	1	34L	T4LB	0	GA	0.0180	0.0024	0.0000
FAL20	DEP	USER	1	34L	T4LC	0	GA	0.0185	0.0025	0.0000
GASEPF	APP	STANDARD		16L	L10L	0	GA	0.4436	0.0683	0.0000
GASEPF	APP	STANDARD		16L	L11L	0	GA	0.3071	0.0853	0.0000
GASEPF	APP	STANDARD	1	16L	L12L	0	GA	0.0683	0.0170	0.0000
GASEPF	APP	STANDARD	1	16L	L13L	0	GA	0.0341	0.0000	0.0000
GASEPF	APP	STANDARD	1	16L	L1L	0	GA	0.1536	0.0000	0.0000
GASEPF	APP	STANDARD	1	16L	L2L	0	GA	0.5119	0.0170	0.0000
GASEPF	APP	STANDARD		16L	L3L	0	GA	0.3924	0.0512	0.0000
GASEPF	APP	STANDARD		16L	L4L	0	GA	0.5289	0.1195	0.0000
GASEPF	APP	STANDARD		16L	L5L	0	GA	0.4777	0.0683	0.0000
GASEPF	APP	STANDARD		16L	L6L	Õ	GA.	0.7678	0.0683	0.0342
GASEPF	APP	STANDARD		16L	L7L	0	GA	10.2376	1.6380	0.2389
				16L	L8L	0	GA	4.1292	0.2730	0.0342
GASEPF	APP	STANDARD							0.1536	0.0342
GASEPF	APP	STANDARD		16L	L9L	0	GA	0.6142		
GASEPF	APP	STANDARD		16R	L10R	0	GA	0.1025	0.0342	0.0000
GASEPF	APP	STANDARD		16R	L11R	0	GA	0.1709	0.0342	0.0000
GASEPF	APP	STANDARD		16R	L12R	0	GA	0.0855	0.0000	0.0000
GASEPF	APP	STANDARD		16R	L13R	0	GA	0.0342	0.0000	0.0000
GASEPF	APP	STANDARD	1	16R	L1R	0	GA	0.1538	0.0170	0.0000

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GASEPF	APP	STANDARD 1	16R	L2R	0	GA	0.2563	0.0512	0.0000
GASEPF	APP	STANDARD 1	16R	L3R	0	GA	0.2734	0.0683	0.0000
GASEPF	APP	STANDARD 1	16R	L4R	0	GA	0.3589	0.0512	0.0000
GASEPF	APP	STANDARD 1	16R	L5R	0	GA	0.3589	0.1195	0.0170
GASEPF	APP	STANDARD 1	16R	L6R	Õ	GA	1.6576	0.2901	0.0170
GASEPF	APP	STANDARD 1	16R	L7R	0	GA	7.2970	1.5356	0.3071
GASEPF	APP	STANDARD 1	16R	L8R	0	GA	0.2563	0.1365	0.0000
GASEPF	APP	STANDARD 1	16R	L9R	0	GA	0.1367	0.0512	0.0000
GASEPF	APP	STANDARD 1	34L	L18L	0	GA	0.0342	0.0000	0.0000
GASEPF	APP	STANDARD 1	34L	L19L	0	GA	0.0512	0.0000	0.0000
GASEPF	APP	STANDARD 1	34L	L20L	0	GA	1.4844	0.3583	0.0512
GASEPF	APP	STANDARD 1	34L	L21L	0	GA	0.1536	0.0170	0.0000
					_				
GASEPF	APP	STANDARD 1	34L	L23L	0	GA	0.0170	0.0000	0.0000
GASEPF	APP	STANDARD 1	34R	L14R	0	GA	0.0170	0.0000	0.0000
GASEPF	APP	STANDARD 1	34R	L15R	0	GA	0.0170	0.0000	0.0000
GASEPF	APP	STANDARD 1	34R	L17R	0	GA	0.0170	0.0000	0.0000
GASEPF	APP	STANDARD 1	34R	L18R	0	GA	0.0512	0.0000	0.0000
GASEPF	APP	STANDARD 1	34R	L19R	0	GA	0.4777	0.0342	0.0000
GASEPF	APP	STANDARD 1	34R	L20R	0	GA	0.5460	0.1536	0.0342
GASEPF	APP	STANDARD 1	34R		0		0.0512	0.0000	
				L21R	-	GA			0.0170
GASEPF	ÄPP	STANDARD 1	34R	L23R	0	GA	0.0341	0.0000	0.0000
GASEPF	DEP	STANDARD 1	16L	T14L	0	GΑ	0.0628	0.0000	0.0000
GASEPF	DEP	STANDARD 1	16L	$\mathtt{T16L}$	0	GA	0.1883	0.0314	0.0314
GASEPF	DEP	STANDARD 1	16L	T17L	0	GA	0.1883	0.0314	0.0314
GASEPF	DEP	STANDARD 1	16L	T18L	0	GA	1.1925	0.1255	0.0314
GASEPF	DEP	STANDARD 1	16L	T19L	0	GA	2.3851	0.1883	0.0314
GASEPF	DEP	STANDARD 1	16L	T20L	0	GA	3.1068	0.3766	0.1256
GASEPF	DEP	STANDARD 1	16L	T21L	0	GA	1.7888	0.1255	
									0.0000
GASEPF	DEP	STANDARD 1	16L	T22L	0	GA	1.1925	0.0628	0.0628
GASEPF	DEP	STANDARD 1	16L	T23L	0	GA	0.2196	0.0314	0.0000
GASEPF	DEP	STANDARD 1	16L	T24L	0	GΑ	0.1255	0.0314	0.0000
GASEPF	DEP	STANDARD 1	16L	T25L	0	GA	0.0941	0.0000	0.0000
GASEPF	DEP	STANDARD 1	16L	T26L	0	GA	0.1569	0.0000	0.0000
GASEPF	DEP	STANDARD 1	16R	T14R	0	GA	0.0314	0.0000	0.0000
GASEPF	DEP	STANDARD 1	16R	T15R	Õ	GA	0.0314	0.0000	0.0000
GASEPF	DEP	STANDARD 1	16R	T17R	0	GA	0.1886	0.0314	0.0000
GASEPF									
	DEP	STANDARD 1	16R	T18R	0	GA	0.4400	0.1255	0.0314
GASEPF	DEP	STANDARD 1	16R	T19R	0	GA	1.0371	0.0628	0.0000
GASEPF	DEP	STANDARD 1	16R	T20R	0	GΑ	7.7941	0.7532	0.3452
GASEPF	DEP	STANDARD 1	16R	T21R	0	GA	9.4285	0.5649	0.2197
GASEPF	DEP	STANDARD 1	16R	T22R	0	GA	1.9171	0.1255	0.0000
GASEPF	DEP	STANDARD 1	16R	T23R	0	GA	0.4400	0.0314	0.0314
GASEPF	DEP	STANDARD 1	16R	T24R	0	GA	0.0942	0.0000	0.0000
GASEPF	DEP	STANDARD 1	16R	T25R	Õ	GA	0.0314	0.0314	0.0000
GASEPF	DEP	STANDARD 1	34L	T1L	0	GA	0.2196	0.0000	0.0000
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GASEPF	DEP	STANDARD 1	34L	T2L	0	GA	0.1569	0.0000	0.0000
GASEPF	DEP	STANDARD 1	34L	T3L	0	GA	0.0628	0.0000	0.0000
GASEPF	DEP	STANDARD 1	34L	T4L	0	GA	0.0941	0.0000	0.0314
GASEPF	\mathtt{DEP}	STANDARD 1	34L	T5L	0	GA	0.2196	0.0000	0.0000
GASEPF	DEP	STANDARD 1	34L	$\mathtt{T6L}$	0	GA	0.1569	0.0000	0.0000
GASEPF	DEP	STANDARD 1	34L	T7L	0	GA	0.0941	0.0628	0.0628
GASEPF	DEP	STANDARD 1	34L	T8L	Ŏ	GA	0.0314	0.0628	0.0000
GASEPF	DEP	STANDARD 1	34R	T10R	0	GA	0.0000	0.0028	0.0000
GASEPF									
	DEP	STANDARD 1	34R	T12R	0	GA	0.0314	0.0000	0.0000
GASEPF	DEP	STANDARD 1	34R	T1R	0	GA	0.0628	0.0000	0.0000
GASEPF	DEP	STANDARD 1	34R	T2R	0	GA	0.0628	0.0000	0.0000
GASEPF	DEP	STANDARD 1	34R	T3R	0	GA	0.1569	0.0000	0.0000
GASEPF	DEP	STANDARD 1	34R	T4R	0	GA	0.1255	0.0000	0.0000
GASEPF	DEP	STANDARD 1	34R	T5R	0	GA	0.0628	0.0314	0.0000
GASEPF	DEP	STANDARD 1	34R	T6R	0	GA	0.1883	0.0000	0.0314
GASEPF	DEP	STANDARD 1	34R	T7R	Ö	GA	0.4708	0.0314	0.0314
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GASEPF	DEP	STANDARD	1	34R	T8R	0	GA	0.5021	0.0314	0.0000
GASEPF	DEP	STANDARD	1	34R	T9R	0	GA	0.1255	0.0000	0.0000
		USER			TG6R	Ő	GA	3.8458	0.4195	0.3183
GASEPF	TGO		1	16R						
GASEPF	TGO	USER	1	34L	TG4L	0	GA	0.8421	0.1049	0.0948
GASEPF	TGO	USER	2	16L	16LTGO	0	GA	10.8129	1.1795	0.8949
GASEPF	TGO	USER	2	16L	16LTGO	1	GΑ	8.1132	0.8850	0.6715
GASEPF	TGO	USER	2	16L	16LTGO	2	GA	8.1132	0.8850	0.6715
GASEPF	TGO	USER	2	16L	16LTGO	3	GA	3.2467	0.3541	0.2687
GASEPF	TGO	USER	2	16L	16LTGO	4	GA	3.2467	0.3541	0.2687
GASEPF						5		0.5400		
	TGO	USER	2	16L	16LTGO		GA		0.0589	0.0447
GASEPF	TGO	USER	2	16L	16LTGO	6	GA	0.5400	0.0589	0.0447
GASEPF	TGO	USER	2	34R	TG4R	0	GA	7.5795	0.9433	0.8525
GASEPV	APP	STANDARD	1	16L	L10L	0	GA	0.3101	0.0620	0.0155
GASEPV	APP	STANDARD	1	16L	L11L	0	GA	0.1240	0.0000	0.0775
GASEPV	APP	STANDARD	1	16L	L12L	0	GA	0.0465	0.0310	0.0155
GASEPV	APP	STANDARD	1	16L	L1L	0	GA	0.1860	0.0310	0.0310
GASEPV	APP	STANDARD				0	GA	0.3410	0.0310	0.0931
				16L	L2L					
GASEPV	APP	STANDARD		16L	L3L	0	GA	0.6511	0.0310	0.0465
GASEPV	APP	STANDARD	1	16L	L4L	0	GA	0.6356	0.0465	0.0310
GASEPV	APP	STANDARD	1	16L	L5L	0	GA	0.6046	0.0775	0.0000
GASEPV	APP	STANDARD	1	16L	L6L	0	GA	1.1007	0.2015	0.0310
GASEPV	APP	STANDARD	1	16L	L7L	0	GA	15.1919	2.2322	0.4031
GASEPV	APP	STANDARD	1	16L	L8L	Õ	GA	3.0384	0.3410	0.0155
GASEPV	APP	STANDARD	1	16L	L9L	0	GA	0.5891	0.1085	0.0133
GASEPV	APP		1	16R	L10R	0	GA	0.0934	0.0156	0.0310
GASEPV	APP	STANDARD	1	16R	L11R	0	GA	0.0779	0.0312	0.0155
GASEPV	APP	STANDARD	1	16R	L12R	0	$_{\mathrm{GA}}$	0.1869	0.0312	0.0155
GASEPV	APP	STANDARD	1.	16R	L13R	0	GA	0.0467	0.0000	0.0000
GASEPV	APP	STANDARD	1	16R	L1R	0	GA	0.2180	0.0000	0.0620
GASEPV	APP	STANDARD		16R	L2R	0	GA	0.1869	0.0623	0.0155
GASEPV	APP		1	16R	L3R	Õ	GA	0.1713	0.0312	0.0000
GASEPV	APP		1		L4R	0	GA	0.2180	0.0468	0.0155
		STANDARD		16R						
GASEPV	APP		1	16R	L5R	0	GA	0.4672	0.0623	0.0155
GASEPV	APP		1	16R	L6R	0	GΑ	1.8376	0.3586	0.0620
GASEPV	APP	STANDARD	1	16R	L7R	0	GA	13.1589	1.9953	0.3876
GASEPV	APP	STANDARD	1	16R	L8R	0	GA	0.2025	0.0936	0.0000
GASEPV	APP	STANDARD	1	16R	L9R	0	GA	0.2180	0.0623	0.0000
GASEPV	APP	STANDARD	1	34L	L17L	0	GA	0.0155	0.0000	0.0000
GASEPV	APP		1	34L	L18L	Ō	GA	0.0310	0.0000	0.0155
GASEPV	APP		1	34L	L19L	ő	GA	0.0465	0.0310	0.1085
						_				
GASEPV	APP		1	34L	L20L	0	GA	2.3408	0.6510	0.3255
GASEPV	APP	STANDARD	1	34L	L21L	0	GA	0.1240	0.0465	0.0000
GASEPV	APP	STANDARD		34L	L22L	0	GA	0.0310	0.0155	0.0000
GASEPV	APP	STANDARD	1	34L	L24L	0	GA	0.0155	0.0000	0.0000
GASEPV	APP	STANDARD	1	34L	L25L	0	GA	0.0155	0.0000	0.0000
GASEPV	APP	STANDARD	1	34R	L14R	0	GA	0.0155	0.0000	0.0155
GASEPV	APP	STANDARD		34R	L15R	0	GA	0.0310	0.0000	0.0000
GASEPV	APP	STANDARD		34R	L18R	ŏ	GA	0.0775	0.0000	0.0155
GASEPV	APP	STANDARD		34R	L19R	0	GA	0.5735	0.0465	0.0155
GASEPV	APP	STANDARD		34R	L20R	0	GA	0.7441	0.1395	0.1860
GASEPV	APP	STANDARD	1	34R	L21R	0	GA	0.0310	0.0000	0.0000
GASEPV	APP	STANDARD	1	34R	L23R	0	GA	0.0465	0.0000	0.0000
GASEPV	DEP	STANDARD	1	16L	T14L	0	GΑ	0.0231	0.0000	0.0000
GASEPV	DEP	STANDARD		16L	T15L	0	GA	0.0231	0.0462	0.0000
GASEPV	DEP	STANDARD		16L	T16L	0	GA	0.0231	0.0000	0.0000
GASEPV	DEP				T17L	0	GA	0.1615		
		STANDARD		16L					0.0000	0.0231
GASEPV	DEP	STANDARD		16L	T18L	0	GA	0.8080	0.0462	0.0231
GASEPV	DEP	STANDARD		16L	T19L	0	GA	1.9160	0.0462	0.0923
GASEPV	DEP	STANDARD		16L	T20L	0	GΑ	2.2622	0.1385	0.0692
GASEPV	DEP	STANDARD	1	16L	T21L	0	GA	1.1081	0.0462	0.0231
GASEPV	DEP	STANDARD		16L	T22L	0	GA	1.0388	0.0923	0.0000
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GASEPV	DEP	STANDARD	1	16L	T23L	0	GA	0.3463	0.0000	0.0000
GASEPV	DEP	STANDARD	1	16L	T24L	-0	GA	0.3001	0.0000	0.0000
GASEPV	DEP	STANDARD		16L	T25L	Ō	GA	0.3232	0.0000	0.0231
GASEPV	DEP	STANDARD		16L	T26L	ő	GA	0.1615	0.0000	0.0000
GASEPV	DEP	STANDARD		16R	T15R	0	GA	0.0232	0.0000	0.0000
GASEPV	DEP	STANDARD		16R	T16R	0	GA	0.0462	0.0231	0.0000
GASEPV	DEP	STANDARD	1	16R	T17R	0	GA	0.0462	0.0231	0.0692
GASEPV	DEP	STANDARD	1	16R	T18R	0	GA	0.4854	0.0000	0.0000
GASEPV	DEP	STANDARD	1	16R	T19R	0	GA	1.4793	0.1615	0.0923
GASEPV	DEP	STANDARD		16R	T20R	ŏ	GA	16.7340	1.0157	0.6464
						ő				0.3232
GASEPV	DEP	STANDARD		16R	T21R		GA	14.1221	0.4386	
GASEPV	DEP	STANDARD		16R	T22R	0	GA	2.9585	0.0923	0.0231
GASEPV	DEP	STANDARD	1	16R	T23R	0	GA	0.6472	0.0462	0.0231
GASEPV	DEP	STANDARD	1	16R	T24R	0	GA.	0.2773	0.0000	0.0000
GASEPV	DEP	STANDARD	1	16R	T25R	0	GA	0.1387	0.0231	0.0231
GASEPV	DEP	STANDARD		16R	T26R	0	GA	0.0462	0.0000	0.0000
GASEPV	DEP	STANDARD		34L	T1L	ŏ	GA	0.1846	0.0000	0.0000
GASEPV	DEP	STANDARD		34L	T2L	0	GΑ	0.0462	0.0000	0.0000
GASEPV	DEP	STANDARD		34L	T3L	0	GA	0.0462	0.0000	0.0462
GASEPV	DEP	STANDARD	1	34L	T4L	0	GA	0.1615	0.0000	0.0000
GASEPV	DEP	STANDARD	1	34L	T5L	0	GΑ	0.0692	0.0231	0.0231
GASEPV	DEP	STANDARD	1	34L	T6L	0	GA	0.1846	0.0000	0.0231
GASEPV	DEP	STANDARD		34L	T7L	0	GA	0.4386	0.0462	0.0231
GASEPV	DEP	STANDARD		34L	T8L	Õ	GA	0.0462	0.0000	0.0000
GASEPV	DEP	STANDARD		34L	T9L	0	GA.	0.0231	0.0231	0.0000
GASEPV	DEP		1	34R	T11R	0	GA	0.0231	0.0000	0.0000
GASEPV	DEP	STANDARD	1	34R	T12R	0	GA	0.0231	0.0000	0.0000
GASEPV	DEP	STANDARD	1	34R	T1R	0	GA	0.0462	0.0000	0.0231
GASEPV	DEP	STANDARD	1	34R	T2R	0	GA	0.1154	0.0231	0.0000
GASEPV	DEP	STANDARD		34R	T3R	0	GA	0.0692	0.0000	0.0231
GASEPV	DEP	STANDARD	1	34R	T4R	0	GA	0.1154	0.0000	0.0461
									0.0000	
GASEPV	DEP		1	34R	T5R	0	GA	0.0923		0.0000
GASEPV	DEP		1	34R	T6R	0	GA	0.2539	0.0000	0.0000
GASEPV	DEP	STANDARD	1	34R	T7R	0	GA	0.7849	0.0231	0.0461
GASEPV	DEP	STANDARD	1.	34R	T8R	0	GA	0.6925	0.0231	0.0000
GASEPV	DEP	STANDARD	1	34R	T9R	0	GA	0.0000	0.0000	0.0231
GASEPV	TGO	USER	1	16R	TG6R	0	GA	2.7938	0.1902	0.0823
GASEPV	TGO	USER	1	34L	TG4L	0	GA	0.6118	0.0475	0.0245
GASEPV	TGO	USER	2	16L	16LTGO	ő	GA	7.8551	0.5349	0.2314
GASEPV	TGO	USER	2	16L	16LTGO	1	GA	5.8939	0.4013	0.1736
GASEPV	TGO	USER	2	16L	16LTGO	2	GA	5.8939	0.4013	0.1736
GASEPV	TGO	USER	2	16L	16LTGO	3	GA	2.3586	0.1606	0.0695
GASEPV	TGO	USER	2	16L	16LTGO	4	GA	2.3586	0.1606	0.0695
GASEPV	TGO	USER	2	16L	16LTGO	5	GA	0.3923	0.0267	0.0116
GASEPV	TGO	USER	2	16L	16LTGO	6	GA	0.3923	0.0267	0.0116
GASEPV	TGO	USER	2	34R	TG4R	Ŏ	GA	5.5061	0.4278	0.2204
GII	APP		1	16R	L2R	0				
							GA	0.0036	0.0000	0.0000
GII	APP	STANDARD		16R	L5R	0	GA	0.0104	0.0000	0.0000
GII	APP	STANDARD	1	16R	L6R	0	GΑ	0.1115	0.0246	0.0104
GII	APP	STANDARD	1	16R	L7R	-0	GA	2.2520	0.5429	0.3899
GII	APP	STANDARD	1	16R	L8R	0	GA	0.0245	0.0036	0.0139
GII	APP	STANDARD	1	34L	L19L	0	GA.	0.0036	0.0000	0.0000
GII	APP	STANDARD		34L	L20L	Ŏ	GA	0.2680	0.1115	0.0696
GII	APP				L21L	ő	GA	0.0036	0.0000	0.0000
		STANDARD		34L						
GII	DEP	STANDARD		16R	T6RA	1	GA	0.3239	0.0329	0.0007
GII	DEP	STANDARD		16R	T6RA	2	GA	0.1595	0.0162	0.0003
GII	DEP	STANDARD		16R	T6RB	1.	GA	0.3441	0.0349	0.0007
GII	DEP	STANDARD	1	16R	T6RB	2	GA	0.1695	0.0172	0.0004
GII	DEP	STANDARD		16R	T6RC	0	GA	0.6949	0.0705	0.0015
GII	DEP	STANDARD		16R	T6RD	Ō	GA	0.6647	0.0675	0.0013
GII	DEP	STANDARD		16R	T6RE	Ö	GA	0.6647	0.0675	0.0013
(7111)	تلامثيا لسا	DIWINDUD	٠	TOV	するない	V	GM	0.004/	0.0075	0.0013

GII	DEP	STANDARD	1	34L	T4LA	0	GA	0.1446	0.0222	0.0010
GII	DEP	STANDARD		34L	T4LB	0	GA	0.1446	0.0222	0.0010
GII	DEP	STANDARD		34L	T4LC	Õ	GA	0.1489	0.0228	0.0011
GIIB	APP	STANDARD		16R	L2R	Ö	GA	0.0036	0.0000	0.0000
GIIB	APP	STANDARD		16R	L5R	0	GA	0.0036	0.0000	0.0000
-								0.0036	0.0000	0.0000
GIIB	APP	STANDARD		16R	L6R	0	GA			
GIIB	APP		1	16R	L7R	0	GA	1.9759	0.5795	0.2736
GIIB	APP		1	16R	L8R	0	GA	0.0036	0.0036	0.0036
GIIB	APP	STANDARD	1	34L	L20L	0	GΆ	0.2088	0.0935	0.0287
GIIB	DEP	F	1	16R	TGRA	1	GA	0.2824	0.0238	0.0014
GIIB	DEP	F	1	16R	T6RA	2	GA	0.1391	0.0117	0.0007
GIIB	DEP	F	1	16R	T6RB	1	GA	0.3000	0.0253	0.0015
GIIB	DEP	F .	1	16R	T6RB	2	GA	0.1478	0.0124	0.0007
GIIB	DEP	F	1	16R	T6RC	0	GA	0.6059	0.0510	0.0030
GIIB	DEP	F	1	16R	T6RD	0	GA	0.5795	0.0487	0.0028
GIIB	DEP	F	1	16R	T6RE	0	GA	0.5795	0.0487	0.0028
GIIB	DEP	F	1	34L	T4LA	Õ	GA	0.1050	0.0128	0.0010
GIIB	DEP	F	1	34L	T4LB	Ö	GA	0.1050	0.0128	0.0010
GIIB	DEP	F	1	34L	T4LC	Ö	GA	0.1082	0.0131	0.0012
	APP	STANDARD	1	16R	L6R	0	GA	0.1002	0.0219	0.0012
GIV						-				
GIV	APP	STANDARD		16R	L7R	0	GA	3.3692	0.9214	0.7019
GIV	APP	STANDARD		16R	L8R	0	GA	0.0088	0.0043	0.0000
GIV	APP	STANDARD		34L	L14L	0	GA	0.0043	0.0000	0.0000
GIV	APP	STANDARD	1	34L	L20L	0	GΑ	0.3993	0.0966	0.0966
GIV	APP	STANDARD	1	34L	L21L	0	GA	0.0088	0.0000	0.0000
GIV	DEP	STANDARD	1	16R	T6RA	1	GA	0.4620	0.0306	0.0383
GIV	DEP	STANDARD	1	16R	T6RA	2	GA	0.2275	0.0150	0.0189
GIV	DEP	STANDARD	1	16R	T6RB	1	GA	0.4908	0.0324	0.0407
GIV	DEP	STANDARD	1	16R	T6RB	2	GA	0.2418	0.0160	0.0201
GIV	DEP	STANDARD	1	16R	T6RC	0	GA	0.9912	0.0655	0.0823
GIV	DEP	STANDARD		16R	T6RD	0	GA	0.9481	0.0627	0.0787
GIV	DEP	STANDARD	1	16R	T6RE	0	GA	0.9481	0.0627	0.0787
GIV	DEP	STANDARD	1	34L	T4LA	Ö	GA	0.1892	0.0174	0.0414
GIV	DEP	STANDARD	1	34L	T4LB	0	GA	0.1892	0.0174	0.0414
GIV	DEP	STANDARD	1	34L	T4LC	0	GA	0.1052	0.0174	0.0414
			1			0	GA	0.0084	0.0042	0.0000
GV	APP			16R	L6R			0.4324		
GV	APP	STANDARD	1	16R	L7R	0	GA		0.1806	0.1052
GV .	APP	STANDARD	1.	34L	L20L	0	GA	0.0924	0.0210	0.0126
GV	APP	STANDARD	1	34L	L21L	0	GA	0.0042	0.0000	0.0042
GV	DEP	STANDARD	1	16R	T6RA	1	GA	0.0673	0.0056	0.0061
GV	DEP	STANDARD	1	16R	T6RA	2	GA	0.0331	0.0028	0.0030
GV	DEP	STANDARD	1	16R	T6RB	1	GA	0.0714	0.0059	0.0064
GV	DEP	STANDARD	1	16R	T6RB	2	GA	0.0352	0.0029	0.0031
GV	DEP	STANDARD	1	16R	T6RC	0	GΑ	0.1444	0.0120	0.0130
GV .	DEP	STANDARD	1	16R	T6RD	0	GA	0.1380	0.0114	0.0124
GV	DEP	STANDARD	1	16R	T6RE	0	GA	0.1380	0.0114	0.0124
GV	DEP	STANDARD	1	34L	T4LA	0	GA	0.0359	0.0026	0.0039
GV	DEP	STANDARD		34L	T4LB	0	GA	0.0359	0.0026	0.0039
GV	DEP	STANDARD		34L	T4LC	0	GA	0.0369	0.0027	0.0041
HS748A	APP	STANDARD		34L	L20L	0	COM	0.0530	0.0000	0.0000
HS748A	APP	USER	1	16L	L7L	Ö	COM	0.4775	0.0517	0.0517
HS748A	DEP	STANDARD		16R	T19R	0	COM	0.0489	0.0000	0.0489
HS748A	DEP	STANDARD		16R	T20R	0	COM	0.4385	0.0000	0.0489
HS748A	DEP	STANDARD		34R	T8R	0	COM	0.0489	0.0000	0.0000
LEAR25	APP	STANDARD		34L	L19L	0	GA	0.0103	0.0067	0.0000
LEAR25	APP	STANDARD		34L	L20L	0	GA	0.6427	0.1264	0.0787
LEAR25	APP	STANDARD		34L	L21L	0	GA	0.0103	0.0000	0.0000
LEAR25	APP	USER	1	16R	L2R	0	GA	0.0067	0.0000	0.0000
LEAR25	APP	USER	1	16R	L3R	0	GA	0.0069	0.0000	0.0000
LEAR25	APP	USER	1	16R	L4R	0	GA	0.0069	0.0000	0.0000
LEAR25	APP	USER	1	16R	L5R	0	GA	0.0274	0.0034	0.0000

	LEAR25	APP	USER	1	16R	L6R	0	GA	0.1130	0.0205	0.0103
	LEAR25	APP	USER	1	16R	L7R	0	GA	5.4015	1.1865	0.7043
	LEAR25	APP	USER	1	16R	L8R	0	GA	0.0856	0.0205	0.0308
	LEAR25	DEP	USER	5	16R	T6RA	1	GA.	0.7154	0.0567	0.0365
	LEAR25	DEP	USER	5	16R	T6RA	$\overline{2}$	GA	0.3523	0.0280	0.0180
	LEAR25	DEP	USER	5	16R	T6RB	1	GA	0.7600	0.0604	0.0387
	LEAR25	DEP	USER	5	16R	T6RB	2	GA	0.3743	0.0304	0.0191
	LEAR25	DEP	USER	5	16R	T6RC	0	GA	1.5348	0.1218	0.0783
	LEAR25	DEP	USER	5			0		1.4680	0.1218	0.0748
					16R	T6RD		GA.			
	LEAR25	DEP	USER	5	16R	T6RE	0	GA	1.4680	0.1165	0.0748
	LEAR25	DEP	USER	5	34L	T4LA	0	GA.	0.2624	0.0283	0.0251
	LEAR25	DEP	USER	5	34L	T4LB	0	GA	0.2624	0.0283	0.0251
	LEAR25	DEP	USER	5	34L	T4LC	0	GA	0.2703	0.0292	0.0258
	LEAR35	APP	STANDARD		34L	L19L	0	GA	0.0330	0.0047	0.0189
	LEAR35	APP	STANDARD		34L	L20L	0	GA	1.4833	0.3449	0.2930
	LEAR35	APP	STANDARD		34L	ri31r	0	GA	0.0283	0.0094	0.0000
	LEAR35	APP	USER	1.	16R	L2R	0	GA	0.0047	0.0000	0.0000
	LEAR35	APP	USER	1	16R	L3R	0	GA	0.0095	0.0000	0.0000
	LEAR35	APP	USER	1	16R	L4R	0	GA	0.0095	0.0094	0.0047
	LEAR35	APP	USER	1	16R	L5R	0	GA	0.0567	0.0236	0.0189
	LEAR35	APP	USER	1	16R	L6R	0	GA	0.2457	0.0709	0.0285
•	LEAR35	APP	USER	1	16R	L7R	0	GA	12.1463	3.1325	2.2249
	LEAR35	APP	USER	1	16R	L8R	0	GA	0.1842	0.0567	0.0804
	LEAR35	DEP	USER	1	16R	T6RA	1	GA	1.6288	0.1221	0.1804
	LEAR35	DEP	USER	1	16R	TGRA	2	GA	0.8022	0.0601	0.0888
	LEAR35	DEP	USER	1	16R	T6RB	1	GA	1,7305	0.1297	0.1917
	LEAR35	DEP	USER	1	16R	T6RB	$\bar{2}$	GA	0.8523	0.0639	0.0944
	LEAR35	DEP	USER	1	16R	T6RC	Õ	GA	3.4946	0.2618	0.3870
	LEAR35	DEP	USER	1	16R	T6RD	Ö	GA	3.3426	0.2506	0.3701
	LEAR35	DEP	USER	1	16R	T6RE	Ö	GA	3.3426	0.2506	0.3701
	LEAR35	DEP	USER	1	34L	T4LA	0	GA GA	0.5750	0.0577	0.1947
•	LEAR35	DEP	USER	1	34L	T4LB	0	GA	0.5750	0.0577	0.1947
	LEAR35	DEP	USER		34L	T4LC	0		0.5750	0.0577	
				1				GA			0.2005
	MD81	APP	STANDARD	1	34L	L20L	0	COM	0.0285	0.0000	0.0000
	MD81	APP	USER	1	16R	L6R	0	COM	0.0049	0.0000	0.0000
	MD81	APP	USER	1	16R	L7R	0	COM	0.1043	0.0141	0.0000
	MD81	DEP	STANDARD		16R	T6RA	1	COM	0.0130	0.0016	0.0000
	MD81	DEP	STANDARD		16R	T6RA	2	COM	0.0064	0.0008	0.0000
	MD81	DEP	STANDARD		16R	T6RB	1	COM	0.0139	0.0017	0.0000
	MD81	DEP	STANDARD		16R	T6RB	2	COM	0.0068	0.0008	0.0000
	MD81	DEP	STANDARD		16R	T6RC	0	COM	0.0279	0.0034	0.0000
	MD81	DEP	STANDARD		16R	T6RD	0	COM	0.0267	0.0033	0.0000
	MD81	DEP	STANDARD		16R	T6RE	0	COM	0.0267	0.0033	0.0000
	MD81	DEP	STANDARD		34L	T4LA	0	COM	0.0051	0.0000	0.0000
	MD81	DEP	STANDARD	1	34L	T4LB	0	COM	0.0051	0.0000	0.0000
	MD81	DEP	STANDARD		34L	T4LC	0	COM	0.0053	0.0000	0.0000
	MU3001	APP	STANDARD	1	16R	L6R	0	GA	0.0080	0.0000	0.0040
	MU3001	APP	STANDARD	1	16R	L7R	0	GA	0.2968	0.0652	0.0327
	MU3001	APP	STANDARD	1	34L	L20L	0	GA	0.0365	0.0040	0.0040
	MU3001	DEP	STANDARD	1	16R	T6RA	1	GA	0.0360	0.0049	0.0013
	MU3001	DEP	STANDARD	1	16R	T6RA	2	GA	0.0177	0.0024	0.0006
	MU3001	DEP	STANDARD	1	16R	T6RB	1	GA	0.0382	0.0052	0.0014
	MU3001	DEP	STANDARD		16R	T6RB	2	GA	0.0188	0.0026	0.0007
	MU3001	DEP	STANDARD		16R	T6RC	0	GA	0.0771	0.0105	0.0029
	MU3001	DEP	STANDARD		16R	T6RD	Ö	GA	0.0738	0.0100	0.0028
	MU3001	DEP	STANDARD		16R	T6RE	ő	GA.	0.0738	0.0100	0.0028
	MU3001	DEP	STANDARD		34L	T4LA	0	GA GA	0.0163	0.0014	0.0028
	MU3001	DEP	STANDARD		34L	T4LB	0.	GA	0.0163	0.0014	0.0014
	MU3001	DEP	STANDARD		34L	T4LC	0	GA	0.0169	0.0014	0.0014
	S-76	APP	USER	1	17	TAN	0	GA	8.7696	1.0988	0.4975
	S-76	APP	USER	1	17	TANW	0	GA	5.5862	0.6999	0.4975
	5 ,0		~ W 22 11 V	ala.	- '	T LITAAA	v	GA	J.JUU2	0.0999	0.5105

S-76	APP	USER	1	17	TAS	0	GA	5.526	0.6924	0.3135	
S-76	APP	USER	1	17	TASW	Ŏ	GA	16.698			
S-76	APP	USER	1	17	TAW	Ő	GA	2.162			
S-76	APP	USER	1	28	THAE	Ŏ	GA	21.323			
S-76	DEP	USER	1	10	THE	0	GA	14.650			
S-76	DEP	USER	1	17	THN	0	GA	6.811			
S-76	DEP	USER	1	17	THNW	0	GA	2.763			
			1	17		0	GA	27.822			
S-76 '	DEP	USER			THS						
S-76	DEP	USER	1	17	THSW	0	GA	10.345			
S-76	DEP	USER	1	17	THW	0	GA	1.863			
SD330	APP	STANDARD	1	34L	L20L	0	COM	0.055			
SD330	APP	USER	1	16L	L3L	0	COM	0.009			
SD330	APP	USER	1	16L	L4L	0	COM	0.009			
SD330	APP	USER	1	16L	L5L	0	COM	0.018			
SD330	APP	USER	1	16L	L6L	0	COM	0.009			
SD330	APP	USER	1	16L	L7L	0	COM	0.432			
SD330	APP	USER	1	16L	L8L	0	COM	0.009			
SD330	APP	USER	1	16R	L2R	0	COM	0.000			
SD330	APP	USER	1	16R	L3R	0	COM	0.009	2 0.0000	0.0000	
SD330	APP	USER	1	16R	L6R	0	COM	0.036	0.0000	0.0000	
SD330	APP	USER	1	16R	L7R	0	COM	0.294	5 0.0828	0.0184	
SD330	APP	USER	1	34R	L20R	0	COM	0.036	0.0000	0.0000	
SD330	DEP	STANDARD	1	16L	T18L	0	COM	0.010	0.0000	0.0000	
SD330	DEP	STANDARD		16L	T20L	0	COM	0.030			
SD330	DEP	STANDARD		16L	T21L	0	COM	0.020			
SD330	DEP	STANDARD		16L	T24L	0	COM	0.010			
SD330	DEP	STANDARD		16R	T17R	ŏ	COM	0.010			
SD330	DEP	STANDARD		16R	T19R	ő	COM	0.061			
SD330	DEP	STANDARD		16R	T20R	Ö	COM	0.728			
SD330	DEP	STANDARD		16R	T21R	0	COM	0.051			
SD330	DEP	STANDARD		16R	T22R	0	COM	0.000			
	DEP			16R	T23R	0	COM	0.010			
SD330		STANDARD					COM	0.020			
SD330	DEP	STANDARD		34L	T4L	0					
SD330	DEP	STANDARD		34L	T5L	0	COM	0.010			
SD330	DEP	STANDARD		34L	T7L	0	COM	0.020			
SD330	DEP	STANDARD		34R	T6R	0	COM	0.030			
SD330	DEP	STANDARD		34R	T7R	0	COM	0.030			
SF340	APP	USER	1	16R	L7R	0	COM	0.109			
SF340	DEP	STANDARD	1	16R	T20R	0	COM	0.109	0.0000	0.0000	
		•									
CASE RUNUP									•		
Acft R	unupId	l X(nmi)		Y(nmi)	Head	Thr	ust	Dur(sec) Day	Evening	Night
CASE GRID I	DEFIN	ITIONS									
Name	Туре		nmi,		nmi) Ang	(deg)			J(nmi) NI NJ		
CONTOUR	Cont				0000	0.0			0.0000 2 2	85.0 0.0	0.00
LOCATION			0000		0000	0.0			0.0000 1 1	85.0 0.0	0.00
POPULATN	_		0000		0000	0.0			0.0000 1 1	85.0 0.0	0.00
S01		dard -0.			0319	0.0			0.0000 1 1	85.0 0.0	0.00
S02			0869		7390	0.0			0.0000 1 1	85.0 0.0	0.00
S03			165:		5745	0.0			0.0000 1 1 0.0000 1 1	85.0 0.0 85.0 0.0	0.00
S04 S05		dard -0. dard 0.	244: 140:		5831 1537	0.0			0.0000 1 1 0.0000 1 1	85.0 0.0 85.0 0.0	0.00
S06		dard -0.			2916	0.0			0.0000 1 1	85.0 0.0	0.00
s07			0426		4633	0.0			0.0000 1 1	85.0 0.0	0.00
sx1		iled -0.			0319	0.0			0.0000 1 1	85.0 0.0	0.00
SX2			0869		7390	0.0			0.0000 1 1	85.0 0.0	0.00
SX3			165:		5745	0.0			0.0000 1 1	85.0 0.0	0.00
SX4		iled -0.			5831	0.0			0.0000 1 1	.85.0 0.0	0.00
SX5			1409		1537	0.0			0.0000 1 1	85.0 0.0	0.00
SX6		iled -0.			2916	0.0			0.0000 1 1	85.0 0.0	0.00
SX7	Deta	iled 0.	0426	5 -1.	4633	0.0	0	.0000	0.0000 1 1	85.0 0.0	0.00
									•		

```
CASE RUN OPTIONS
   Run Type
                  : Single-Metric
   NoiseMetric
                  : CNEL
                   : No
   Do Terrain
   Do Contour
                   : Yes
                   : 10
   Refinement
   Tolerance
                   : 0.10
                 : 55.0
: 85.0
: All-Soft-Ground
   Low Cutoff
   High Cutoff
   Ground Type
   Do Population: No
   Do Locations : No
Do Standard : Yes
Do Detailed : Yes
Show All Ops : No
   Compute System Metrics:
             : No
      DNL
      CNEL
              : No
      LAEQ
               : No
      LAEQD
              : No
      LAEQN
              : No
      SEL
               : No
      LAMAX
              : No
      TALA
               : No
      NEF
               : No
      WECPNL: No
      EPNL
              : No
```

PNLTM

TALC

TAPNL : No CEXP

LCMAX : No

: No

: No

: No

INM 6.0c ECHO REPORT 21-Oct-02 20:06

```
STUDY: C:\data\VNY150\2002_Study\VNYFINALPRF\
            : 18-Aug-99 09:25
  Created
              : English
  Units
              : VNY
  Airport
  Description :
     VNY Part 150 Analysis using Quiet Departure Procedures
     2002 Analysis - Basecase 2001 Future Case 2006
CASE: NewFutureCaseNoFF (without mitigation)
           : 30-Sep-02 16:54
  Created
  Description :
STUDY AIRPORT
              : 34.209810 deg
  Latitude
  Longitude
              : -118.489973 deg
              : 799.0 ft
  Elevation
  Temperature: 56.2 F
              : 29.92 in-Hg
  Pressure
  AverageWind: 8.0 kt
              : Yes
  ChangeNPD
  Humidity
              : 70.0
STUDY RUNWAYS
  10
     Latitude : 34.211480 deg
     Longitude : -118.489973 deg
             : 0.0000 nmi
     Xcoord
               : 0.1000 nmi
     Ycoord
     Elevation: 750.0 ft
     OtherEnd : 28
               : 607 ft
     Length
     Gradient : 0.00 %
     RwyWind : 8.0 kt
     TkoThresh: 0 ft
     AppThresh: 0 ft
  16L
     Latitude : 34.218983 deg
     Longitude : -118.490009 deg
             : -0.0018 nmi
     Xcoord
               : 0.5494 nmi
     Ycoord
      Elevation: 797.1 ft
      OtherEnd : 34R
               : 4000 ft
     Length
      Gradient : -0.70 %
               : 8.0 kt
      RwyWind
      TkoThresh : 50 ft
      AppThresh: 1440 ft
   16R
     Latitude : 34.218903 deg
     Longitude: -118.491247 deg
             : -0.0634 nmi
      Xcoord
               : 0.5446 nmi
      Ycoord
      Elevation: 799.4 ft
      OtherEnd : 34L
               : 8000 ft
      Length
      Gradient : -0.70 %
      RwyWind
               : 8.0 kt
```

TkoThresh: 50 ft

```
AppThresh: 1430 ft
   Latitude : 34.213984 deg
   Longitude : -118.487963 deg
           : 0.1000 nmi
   Xcoord
              : 0.2500 nmi
   Ycoord
   Elevation: 750.0 ft
   OtherEnd : 35
   Length
              : 1822 ft
   Gradient : 0.00 %
   RwyWind
             : 8.0 kt
   TkoThresh: 0 ft
   AppThresh: 0 ft
28
   Latitude : 34.211480 deg
   Longitude: -118.487963 deg
   Xcoord
            : 0.1000 nmi
   Ycoord
              : 0.1000 nmi
   Elevation: 750.0 ft
OtherEnd: 10
   Length : 607 ft Gradient : 0.00 %
   RwyWind
             : 8.0 kt
   TkoThresh: 0 ft
   AppThresh: 0 ft
34L
   Latitude : 34.196988 deg
   Longitude: -118.489177 deg
           : 0.0396 nmi
   Xcoord
   Ycoord : -0.7680 nmi Elevation : 743.1 ft
   OtherEnd : 16R
   Length : 8000 ft
Gradient : 0.70 %
   RwyWind
             : 8.0 kt
   TkoThresh: 0 ft
   AppThresh: 0 ft
34R
   Latitude : 34.208025 deg
   Longitude : -118.488970 deg
           : 0.0499 nmi
   Xcoord
   Ycoord
             : -0.1069 nmi
   Elevation: 769.2 ft
OtherEnd: 16L
   Length
             : 4000 ft
   Gradient : 0.70 %
             : 8.0 kt
   RwyWind
   TkoThresh: 0 ft
   AppThresh: 0 ft
35
   Latitude : 34.208975 deg
   Longitude: -118.487963 deg
           : 0.1000 nmi
   Xcoord
             : -0.0500 nmi
   Ycoord
   Elevation: 750.0 ft
   OtherEnd : 17
  Length
             : 1822 ft
   Gradient : 0.00 %
   RwyWind
             : 8.0 kt
   TkoThresh : 0 ft
```

AppThresh: 0 ft

STUDY TRACKS

TUDY TRAC			
	OpType-T		
Sub	PctSub	TrkType	Delta(ft)
10-DEP	-TEST		
0	27.32	Points	0.0
1	21.88	Points	0.0
2	21.88	Points	0.0
3	10.94	Points	0.0
4	10.94		0.0
5		Points	
6	3.13		0.0
7	0.39	Points	0.0
8	0.39	Points	0.0
10-DEP		LOTITOR	0.0
0		Vectors	0.0
16L-AP		Veccors	0.0
		77000+000	0.0
	100.00	Vectors	0.0
16L-AP		**	0 0
	100.00	Vectors	0.0
16L-AP			
	100.00	Vectors	0.0
16L-AP			
0	100.00	Vectors	0.0
16L-AP	P-L14L		
0	100.00	Vectors	0.0
16L-AP	P-L1L		
0	100.00	Vectors	0.0
16L-AP			
	100.00	Vectors	0.0
16L-AP			
	100.00	Vectors	0.0
16L-AP		VCCCOID	0.0
	100.00	Vectors	0.0
		AGCIOIS	0.0
16L-AP		Mostows	0.0
	100.00	Vectors	0.0
16L-AP		**	0 0
	100.00	Vectors	0.0
16L-AP			0 0
		Vectors	0.0
16L-AP			
		Vectors	0.0
16L-AP	P-L9L		•
0	100.00	Vectors	0.0
16L-DE	P-T14L		
0	100.00	Vectors	0.0
16L-DE	P-T15L		
0	100.00	Vectors	0.0
16L-DE	P-T16L		
	100.00	Vectors	0.0
16L-DE			
	100.00	Vectors	0.0
16L-DE		, , , , , , ,	
	100.00	Vectors	0.0
	P-T19L	VGCCOLB	0.0
		7700#050	n n
1 CT TOT		Vectors	0.0
16L-DE		TT= 1	0 0
0		Vectors	0.0
	P-T21L		
	100.00	Vectors	0.0
16L-DE	P-T22L		

	0 100.00	Vectors	0.0						1
	16L-DEP-T23L 0 100.00	Vectors	0.0						and the same of
	16L-DEP-T24L								-{
	0 100.00 16L-DEP-T25L	Vectors	0.0						
	0 100.00	Vectors	0.0						,
	16L-DEP-T26L 0 100.00	Vectors	0.0						(
	16L-DEP-T6LS								{
	0 100.00 16L-TGO-16LTGO	Vectors	0.0						1
	0 31.24	Points	0.0						} .
	1 23.44	Points	0.0]
									•
	2 23.44	Points	0.0						
	3 9.38	Points	0.0						{
	4 9.38	Points	0.0						ţ
	5 1.56	Points	0.0						ť.
	6 1.56	Points	0.0						
	16L-TGO-TG6L								1
	0 100.00	Vectors	0.0						
	16R-APP-L10R	V	0.0						ĺ.
	0 100.00	Vectors	0.0						
		VECTOIS	0.0						ſ
	16R-APP-L11R	** .	0 0						ļ
•	0 100.00	Vectors	0.0						Į.
	16R-APP-L12R								
	0 100.00	Vectors	0.0						
	16R-APP-L13R								}
	0 100.00	Vectors	0.0						-
	16R-APP-L14R								
	0 100.00	Vectors	0.0						,
	16R-APP-L1R						•		-
	0 100.00	Vectors	0.0						Ì
	16R-APP-L2R		• • • •						`
	0 100.00	Vectors	0.0						,
	16R-APP-L3R	VCCCOLD .	0.0						{
•	0 100.00	Montova	0.0						
		Vectors	0.0						•
	16R-APP-L4R		0 0						
	0 100.00	Vectors	0.0						(
	16R-APP-L5R								1
	0 100.00	Vectors	0.0						1
	16R-APP-L6R				•				
	0 100.00	Vectors	0.0						
	16R-APP-L7R								
	0 100.00	Vectors	0.0						(
	16R-APP-L8R								
	0 100.00	Vectors	0.0						1
	16R-APP-L9R	,	* * *						
	0 100.00	Vectors	0.0						ŧ.
	16R-DEP-T14R	Veccors	0.0						
	0 100.00	Trantana	0 0	•					(
		Vectors	0.0						1
	16R-DEP-T15R	***	0 0						ţ
	0 100.00	Vectors	0.0						
	16R-DEP-T16R								1
	0 100.00	Vectors	0.0				•		
	16R-DEP-T17R								{
	0 100.00	Vectors	0.0						
	16R-DEP-T18R								ſ
	0 100.00	Vectors	0.0						1
	16R-DEP-T19R							•	Ĺ
	0 100.00	Vectors	0.0						
		,							

	16R-DEP-T20R					
	0 100.00	Vectors	0.0		•	
	16R-DEP-T21R	**	0.0			
	0 100.00	Vectors	0.0			
	16R-DEP-T22R		0 0			
	0 100.00	Vectors	0.0			
	16R-DEP-T23R	No ser	0 0			
	0 100.00	Vectors	0.0			
•	16R-DEP-T24R		0 0			
	0 100.00	Vectors	0.0			
	16R-DEP-T25R	**	0 0			
	0 100.00	Vectors	0.0			
	16R-DEP-T26R	***	0 0			
•	0 100.00	Vectors	0.0			
	16R-DEP-T6RA	77	0 0			
	1 67.00	Vectors	0.0			
	2 33.00	Vectors	0.0			
	16R-DEP-T6RB	77a in	0.0			
	1 67.00	Vectors	0.0			
	2 33.00	Vectors	0.0			
	16R-DEP-T6RC 0 100.00	Vectors	0.0			
	16R-DEP-T6RD	VECTOTE	0.0			
	0 100.00	Vectors	0.0			
	16R-DEP-T6RE	vectors	0.0			
	0 100.00	Vectors	0.0			
	16R-TGO-TG6R	AECCOTS	0.0			
	0 100.00	Vectors	0.0			
	17-APP-TAN	AGCCOLD	0.0			
	0 100.00	Vectors	0.0			
	17-APP-TANW	VECCOLS	0.0			
	0 100.00	Vectors	0.0			
	17-APP-TAS	V CC CC L D	0.0			
	0 100.00	Vectors	0.0			
	17-APP-TASW	7000020				
	0 100.00	Vectors	0.0			
	17-APP-TAW	,				
	0 100.00	Vectors	0.0			
	17-DEP-THN					
	0 100.00	Vectors	0.0			
	17-DEP-THNW					
	0 100.00	Vectors	0.0			
	17-DEP-THS					
	0 100.00	Vectors	0.0			
	17-DEP-THSW					
	0 100.00	Vectors	0.0			
	17-DEP-THW					
	0 100.00	Vectors	0.0			
	28-APP-THAE					
	0 100.00	Vectors	0.0			
	34L-APP-L14L					
		Tractana	0.0			
	0 100.00	Vectors				
		vectors				
	0 100.00	Vectors	0.0			
	0 100.00 34L-APP-L17L					
	0 100.00 34L-APP-L17L 0 100.00					
	0 100.00 34L-APP-L17L 0 100.00 34L-APP-L18L	Vectors	0.0			
	0 100.00 34L-APP-L17L 0 100.00 34L-APP-L18L 0 100.00	Vectors	0.0			
	0 100.00 34L-APP-L17L 0 100.00 34L-APP-L18L 0 100.00 34L-APP-L19L 0 100.00 34L-APP-L20L	Vectors Vectors	0.0 0.0 0.0			
	0 100.00 34L-APP-L17L 0 100.00 34L-APP-L18L 0 100.00 34L-APP-L19L 0 100.00	Vectors Vectors	0.0			
	0 100.00 34L-APP-L17L 0 100.00 34L-APP-L18L 0 100.00 34L-APP-L19L 0 100.00 34L-APP-L20L	Vectors Vectors	0.0 0.0 0.0			
	0 100.00 34L-APP-L17L 0 100.00 34L-APP-L18L 0 100.00 34L-APP-L19L 0 100.00 34L-APP-L20L 0 100.00	Vectors Vectors	0.0 0.0 0.0			

			'	
0 100	00 37+	^ ^		
0 100.	**	0.0		
34L-APP-L22				
0 100.		0.0		
34L-APP-L23	· .			
0 100.	· · · · · · · · · · · · · · · · ·	0.0		
34L-APP-L24			•	
0 100.		0.0		
34L-APP-L25				
0 100.		0.0		
34L-APP-L26	L			
0 100.	00 Vectors	0.0		
34L-DEP-T10	L			
0 100.	00 Vectors	0.0		
34L-DEP-T11				
0 100.		0.0		
34L-DEP-T13		0.0		
0 100.		0.0		
34L-DEP-T1L		V. U		
0 100.		0.0		
34L-DEP-T2L		0.0		
0 100.		0.0		
34L-DEP-T3L		0.0		
0 100.		0.0		
34L-DEP-T4L		0.0		
0 100.		0 0		
34L-DEP-T4L		0.0		
		0 0		
		0.0		
34L-DEP-T4L				
0 100.		0.0		
34L-DEP-T4L				
0 100.0	00 Vectors	0.0		
34L-DEP-T5L	^ ~			
0 100.0	00 Vectors	0.0		
34L-DEP-T6L				
0 100.0	00 Vectors	0.0		
34L-DEP-T7L				
0 100.0	00 Vectors	0.0		
34L-DEP-T8L				
0 100.0	00 Vectors	0.0		
34L-DEP-T9L				
0 100.0		0.0		
34L-TGO-TG4I				
0 100.0		0.0		
34R-APP-L14F				
0 100.0		0.0	•	
34R-APP-L15F				
0 100.0		0.0		
34R-APP-L17F				
0 100.0		0.0		
34R-APP-L18F				
0 100.0		0.0	•	
34R-APP-L19F	ξ			
0 100.0		0.0		
34R-APP-L20F		*		
0 100.0		0.0		
34R-APP-L21F		0.0		
0 100.0		0.0		
34R-APP-L23F		0.0		
0 100.0		0.0		
34R-DEP-T10R		0.0		
0 100.0		0.0		
0 100.0	vectors	0.0		

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34R-DEP-T11R			
0 100.00	Vectors	0.0	
34R-DEP-T12R			
0 100.00	Vectors	0.0	
34R-DEP-T1R			
0 100.00	Vectors	0.0	
34R-DEP-T2R			
0 100.00	Vectors	0.0	
34R-DEP-T3R	, , , , , , , , , , , , , , , , , , , ,	*	
0 100.00	Vectors	0.0	
34R-DEP-T4R	VCCC015	0.0	
0 100.00	Vectors	0.0	
34R-DEP-T4RS	VECCOIS	0.0	
0 100.00	Y to a to a to	0.0	
	Vectors	0.0	
34R-DEP-T5R	**	0 0	
0 100.00	Vectors	0.0	
34R-DEP-T6R	** 1	0 0	
0 100.00	Vectors	0.0	
34R-DEP-T7R		0 0	
0 100.00	Vectors	0.0	
34R-DEP-T8R			
0 100.00	Vectors	0.0	
34R-DEP-T9R			
0 100.00	Vectors	0.0	
34R-TGO-TG4R			
0 100.00	Vectors	0.0	*
STUDY TRACK DETAIL			
RwyId-OpType-Tr			
SegType	Dist/A	ngle	Radius(nmi)
10-DEP-TEST-0			
1 Points	0.0000	nmi	0.1000
2 Points	3.2413	nmi	0.1038
3 Points	3.2413	nmi	0.1038
10-DEP-TEST-1			
1 Points	0.0000	nmi	0.1000
2 Points	3.2413	nmi	0.1038
3 Points	3.2413	nmi	0.2288
10-DEP-TEST-2			
1 Points	0.0000	nmi	0.1000
2 Points			0.1038
3 Points	3.2413		
10-DEP-TEST-3			
1 Points	0.0000	nmi	0.1000
2 Points	3.2413		0.1038
3 Points	3.2413		0.3538
10-DEP-TEST-4	J.D.1.U	22211	
1 Points	0.0000	nmi	0.1000
2 Points	3.2413		0.1038
3 Points	3.2413	nmi	-0.1462
10-DEP-TEST-5	3.2.2.2	*******	
1 Points	0.0000	nmi	0.1000
2 Points	3.2413		0.1038
3 Points	3.2413		0.4788
10-DEP-TEST-6	J.441J	77717	0.2700
10-DEP-TEST-6 1 Points	0.0000	nm i	0.1000
	3.2413		0.1000
	3.2413		-0.2712
	3.2413	111117	~0.4/14
10-DEP-TEST-7	0.0000	nm:	0.1000
1 Points	U_UUU	Tiili	0.TOOO
) Daint-			
2 Points	3.2413		0.1038

3 Points	3.2413 nmi	0.6038
10-DEP-TEST-8		
1 Points	0.0000 nmi	0.1000
2 Points	3.2413 nmi	0.1038
3 Points	3.2413 nmi	-0.3962
10-DEP-THE-0		
1 Straight	2.0000 nmi	
16L-APP-L10L-0		
1 Straight	3.2920 nmi	
2 Left-Turn	45.0000 deg	0.2634
3 Straight	0.2140 nmi	0.2054
16L-APP-L11L-0	U.Z.40 IIMI	
1 Straight	5.0000 nmi	
2 Left-Turn		1 0000
	180.0000 deg	1.0000
~	0.1481 nmi	
16L-APP-L12L-0		
1 Straight	3.2920 nmi	
2 Left-Turn	75.0000 deg	0.2469
3 Straight	0.0658 nmi	
16L-APP-L13L-0		
1 Straight	3.2900 nmi	
2 Left-Turn	90.0000 deg	0.1646
3 Straight	0.0329 nmi	
16L-APP-L14L-0		
1 Straight	5.0000 nmi	
16L-APP-L1L-0		
1 Straight	3.2920 nmi	
2 Right-Turn	90.0000 deg	0.1481
3 Straight	0.0165 nmi	0.1401
16L-APP-L2L-0		
1 Straight	3.2920 nmi	
2 Right-Turn	75.0000 deg	0.2469
3 Straight	0.0494 nmi	0.2403
16L-APP-L3L-0	0.0494 IIIII	
	E 0000	
1 Straight 2 Right-Turn	5.0000 nmi	1 0000
-	180.0000 deg	1.0000
3 Straight	0.1152 nmi	
16L-APP-L4L-0	2 0000	
1 Straight	3.2920 nmi	
2 Right-Turn	45.0000 deg	0.2634
3 Straight	0.1600 nmi	
16L-APP-L5L-0		
1 Straight	3.2920 nmi	
2 Right-Turn	30.0000 deg	0.3621
3 Straight	0.1646 nmi	
16L-APP-L6L-0		
1 Straight	3.2920 nmi	
2 Right-Turn	15.0000 deg	0.3621
3 Straight	0.1646 nmi	
16L-APP-L7L-0		
1 Straight	4.9400 nmi	
16L-APP-L8L-0		
1 Straight	3.2920 nmi	
2 Left-Turn	15.0000 deg	0.4938
3 Straight	0.3621 nmi	0.4000
16L-APP-L9L-0	O * 2 O ST IIIIT	
1 Straight	3.2920 nmi	
2 Left-Turn		0 2062
	_	0.2963
~	0.2798 nmi	
16L-DEP-T14L-0	1 1501 .	
1 Straight	1.1521 nmi	

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2	Left-Turn	90.0000		0.1646		
3	Straight	3.2920	nmi			
16L-DE	P-T15L-0					
1	Straight	1.2344	nmi			
2	Left-Turn	75.0000	deg	0.2304		
3	Straight	3.2920	nmi			
161,-DF	P-T16L-0					
1	Straight	1.3167	nmi			
2	Left-Turn	60.0000		0.2634		
3	Straight	3.2900		0.2054		
_	•	3.2900	TITLLI			
	EP-T17L-0	1 7167				
1	Straight	1.3167		1 0000		
2	Left-Turn	180.0000		1.0000		
3	Straight	5.0000	nmi			
16L-DE	EP-T18L-0					
1	Straight	1.3989				
2	Left-Turn	30.0000		0.4115		
3	Straight	3.2900	nmi			
16L-DF	EP-T19L-0					
1		1.4812	nmi	•		
2	Left-Turn	15.0000		0.6584		
3	Straight	3.2900				
-	EP-T20L-0	3.2500	111117			
		4.9380	nm i			
1		4.9300	111111			
	EP-T21L-0	4 0160				
1		1.3167		0 0 0 0 1		
2	Right-Turn	15.0000		0.3621		
	Straight	3.2920	nmi			
16L-DE	EP-T22L-0					
1	Straight	1.3167				
2	Right-Turn	30.0000	deg	0.3621		
3	Straight	3.2900	nmi			
16L-DI	EP-T23L-0					
	Straight	1.3167	nmi			
2	Right-Turn	180.0000		1.0000		
3	Straight	5.0000				
	SP-T24L-0	3.0000	2221120		•	
1	Straight	1.3167	nmi			
		60.0000		0.2140		
2	Right-Turn		_	0.2140		
	Straight	4.9400	rimi			
	EP-T25L-0	4 0044				
1	Straight	1.2344		0 04 * 0	•	
2		75.0000		0.2140		
3	Straight	3.2920	nmi			
16L-D	EP-T26L-0					
1	Straight	1.1521	nmi			
2	Right-Turn	90.0000	deg	0.1646		
3	Straight	3.2900				
	EP-T6LS-0					
1	Straight	5.0000	nmi			
	GO-16LTGO-0	3.0000	*******			
		-0.0018	nmi	0.5494		
1		0.0271		0.1224		
2	Points					
3	Points	0.0553		-0.1701		
4	Points	0.1027		-0.8774		
5	Points	0.1367		-1.4613		
6	Points	0.1910		-1.6582		
7	Points	0.2793	nmi	-1.8144		
	Dointe	0.4558	nmi	-1.8823		
8	Points	0.42000	****	1.0020		
		0.6120		-1.9095		

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•	11	Points	0.9175 nmi	-1.8959		
	12	Points	1.0601 nmi	-1.8212		
	13	Points	1.1552 nmi	-1.6854	•	
	14	Points	1.1959 nmi	-1.4817		
	15	Points	1.2163 nmi	-1.2169		
	16	Points	1.2231 nmi	0.0257		
	17	Points	1.2231 nmi	1.2954		
	18	Points	1.2163 nmi	1.8318		
	19	Points	1.1212 nmi	2.1170		
	20	Points	0.9107 nmi	2.2867		
	21	Points	0.6120 nmi	2.3275		•
	22	Points	0.3268 nmi	2.3003		
	23	Points	0.1367 nmi	2.1509		
	24	Points	0.0009 nmi	1.8997		
	25	Points	-0.0539 nmi	1.3029		
	26	Points	-0.0339 IMI -0.0469 nmi	1.0985	•	
	27	Points	-0.0293 nmi	0.9153		
	28	Points	-0.0116 nmi	0.6756		
	29	Points	-0.0018 nmi	0.5494		•
		O-16LTGO-1		0		
	1	Points	-0.0018 nmi	0.5494		
	2	Points	0.0304 nmi	0.1227		
	3	Points	0.0719 nmi	-0.1687		
•	4	Points	0.1360 nmi	-0.8753		
	5	Points	0.2025 nmi	-1.4505		
	6	Points	0.2680 nmi	-1.6264		
	7	Points	0.3555 nmi	-1.7261	•	
	8	Points	0.4913 nmi	-1.7538		
	9	Points	0.6234 nmi	-1.7766		
	10	Points	0.7556 nmi	-1.7763		
	11	Póints	0.8801 nmi	-1.7679		
	12	Points	0.9721 nmi	-1.7211		
	13	Points	1.0326 nmi	-1.6330		
	. 14	Points	1.0638 nmi	-1.4635		
	15	Points	1.0831 nmi	-1.2114		
	16	Points	1.0897 nmi	0.0261		
	17	Points	1.0897 nmi	1.2943		
	18	Points	1.0684 nmi	1.8068		
	19	Points	0.9569 nmi	2.0029		
÷	20	Points	0.8315 nmi	2.1031		
	21	Points	0.6079 nmi	2.1275		
	22	Points	0.4011 nmi	2.1146		
	23	Points	0.2896 nmi	2.0221		
	24	Points	0.0806 nmi	1.8756		
	25	Points	-0.0306 nmi	1.3022		
	26	Points	-0.0269 nmi	1.0998		
		Points	-0.0127 nmi	0.9167		
	28	Points	-0.0033 nmi	0.6762		4
		Points	-0.0018 nmi	0.5494		
		O-16LTGO-2				
	1	Points	-0.0018 nmi	0.5494		
	2	Points	0.0238 nmi	0,1221		
	3	Points	0.0387 nmi	-0.1715		
	4	Points	0.0695 nmi	-0.8795		
	5	Points	0.0709 nmi	-1.4722		
	6	Points	0.1140 nmi	-1.6901		
	7	Points	0.2031 nmi	-1.9028		
	8	Points	0.4203 nmi	-2.0108		
	9	Points	0.6005 nmi	-2.0103		
	10	Points	0.7671 nmi	-2.0423		
	11	Points	0.7671 nmi	-2.0239		
	#L - 4L	101110	O.JJJU IIIII	2.U2JJ.	•	

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12
       Points
                      1.1482 nmi
                                     -1.9213
   13
       Points
                      1.2778 nmi
                                     -1.7378
   14
       Points
                      1.3280 nmi
                                     -1.4999
                                     -1.2224
   15
       Points
                      1.3495 nmi
                      1.3564 nmi
                                      0.0252
   16
       Points
                      1.3564 nmi
                                      1.2965
   17
       Points
                                      1.8568
   18
       Points
                      1.3642 nmi
                      1.2855 nmi
                                      2.2311
   19
       Points
   20
       Points
                      0.9899 nmi
                                      2.4704
                      0.6160 nmi
                                      2.5274
   21
       Points
                      0.2525 nmi
                                      2.4860
   22
       Points
                                      2.2798
   23
       Points
                     -0.0163 nmi
   24
       Points
                      -0.0789 nmi
                                      1.9238
   25
       Points
                      -0.0772 nmi
                                      1.3036
   26
       Points
                      -0.0669 nmi
                                      1.0972
                     -0.0459 nmi
                                      0.9139
   27
       Points
                      -0.0199 nmi
   28
       Points
                                      0.6750
                      -0.0018 nmi
   29
       Points
                                      0.5494
16L-TGO-16LTGO-3
    1
       Points
                      -0.0018 nmi
                                      0.5494
       Points
                      0.0337 nmi
                                      0.1229
    3
       Points
                       0.0886 nmi
                                     -0.1674
       Points
                       0.1693 nmi
                                     -0.8732
    5
       Points
                       0.2682 nmi
                                     -1.4396
       Points
                       0.3450 nmi
                                     -1.5946
    7
       Points
                       0.4317 nmi
                                     -1.6377
       Points
                       0.5269 nmi
                                     -1.6253
    9
       Points
                       0.6349 nmi
                                     -1.6438
   10
       Points
                       0.7498 nmi
                                     -1.6431
   11
       Points
                       0.8426 nmi
                                     -1.6400
   12
       Points
                       0.8840 nmi
                                     -1.6209
   13
       Points
                       0.9100 nmi
                                     -1.5806
   14
       Points
                       0.9317 nmi
                                     -1.4453
   15
       Points
                       0.9498 nmi
                                     -1.2059
   16
       Points
                       0.9564 nmi
                                      0.0266
   17
       Points
                       0.9564 nmi
                                      1.2933
   18
       Points
                       0.9205 nmi
                                      1.7819
   19
       Points
                       0.7927 nmi
                                      1.8888
   20
       Points
                       0.7524 nmi
                                      1.9194
   21
       Points
                       0.6039 nmi
                                      1.9276
   22
       Points
                       0.4753 nmi
                                      1.9289
   23
       Points
                       0.4426 nmi
                                      1.8932
   24
       Points
                       0.1604 nmi
                                      1.8515
   25
       Points
                      -0.0073 nmi
                                      1.3016
   26
       Points
                      -0.0069 nmi
                                      1.1011
   27
       Points
                       0.0039 nmi
                                      0.9181
   28
       Points
                       0.0050 nmi
                                      0.6769
   29
       Points
                      -0.0018 nmi
                                      0.5494
16L-TGO-16LTGO-4
       Points
                      -0.0018 nmi
                                      0.5494
       Points
                       0.0205 nmi
                                      0.1219
    3
       Points
                       0.0220 nmi
                                     -0.1728
       Points
                       0.0362 nmi
                                     -0.8816
    5
       Points
                       0.0051 nmi
                                     -1.4831
                       0.0370 nmi
                                     -1.7219
       Points
    7
                       0.1269 nmi
                                     -1.9911
       Points
                       0.3848 nmi
                                     -2.1393
       Points
    9
                       0.5890 nmi
                                     -2.1751
       Points
   10
       Points
                       0.7729 nmi
                                     -2.1759
                       0.9924 nmi
                                     -2.1518
   11
       Points
                       1.2362 nmi
                                     -2.0215
       Points
```

13	Points	1.4004	nmi	-1.7902
14	Points	1.4601	nmi	-1.5181
15	Points	1.4827	nmi	-1.2279
16	Points	1.4897	nmi	0.0247
17	Points	1.4897	nmi	1.2975
18	Points	1.5121	nmi	1.8817
19	Points	1.4498	nmi	2.3451
20	Points	1.0691	nmi	2.6540
21	Points	0.6201	nmi	2.7274
22	Points	0.1783	nmi	2.6717
23	Points	-0.1692	nmi	2.4087
24	Points	-0.1587	nmi	1.9479
25	Points	-0.1005	nmi	1.3042
26	Points	-0.0869	nmi	1.0959
27	Points	-0.0625	nmi	0.9125
28	Points	-0.0282	nmi	0.6743
29	Points	-0.0018	nmi	0.5494
		-0.0018	THELL	0.5434
	O-16LTGO-5			
1	Points	-0.0018	nmi	0.5494
2	Points	0.0370	nmi	0.1232
3	Points	0.1052	nmi	-0.1660
4	Points	0.2025	nmi	-0.8711
5	Points	0.3340	nmi	-1.4288
6	Points	0.4221	nmi	-1.5628
7	Points	0.5079	nmi	-1.5494
8	Points	0.5624	nmi	-1.4968
9	Points	0.6464	nmi	-1.5110
10	Points	0.7440	nmi	-1.5098
11	Points	0.8052	nmi	-1.5120
12		0.7960		-1.5208
	Points		nmi	
13	Points	0.7874	nmi	-1.5281
14	Points	0.7997	nmi	-1.4270
15	Points	0.8166	nmi	-1.2005
16	Points	0.8231	nmi	0.0271
17	Points	0.8231	nmi	1.2922
18	Points	0.7726	nmi	1.7569
	Points	0.6284		
19			nmi	1.7748
20	Points	0.6732	nmi	1.7358
21	Points	0.5998	nmi	1.7276
22	Points	0.5496	nmi	1.7432
23	Points	0.5955	nmi	1.7643
24	Points	0.2402	nmi	1.8274
25	Points	0.0161	nmi	1.3009
26	Points	0.0131	nmi	1.1024
27	Points	0.0205	nmi	0.9195
28	Points	0.0133	nmi	0.6775
29	Points	-0.0018	nmi	0.5494
16L-TG	O-16LTGO-6			
1	Points	-0.0018	ņmi	0.5494
2	Points	0.0172	nmi	0,1216
3	Points	0.0054	nmi	-0.1742
4	Points	0.0029	nmi	-0.8836
5	Points	-0.0606	nmi	-1.4939
6	Points	-0.0401	nmi	-1.7537
7	Points	0.0507	nmi	-2.0794
8	Points	0.3492	nmi	-2.2679
9	Points	0.5776	nmi	-2.3080
10	Points	0.7787	nmi	-2.3091
11	Points	1.0298	nmi	-2.2798
12	Points	1.3243	nmi	-2.1216
13	Points	1.5230	nmi	-1.8427

14	Points	1.5922	nmi	-1.5364	
15	Points	1.6159		-1.2333	
		1.6231		0.0243	
16	Points				
17	Points	1.6231		1.2986	
18	Points	1.6600		1.9067	
19	Points	1.6141	nmi	2.4592	
20	Points	1.1483	nmi	2.8377	
21	Points	0.6241		2.9273	
22	Points	0.1040		2.8574	
				2.5375	
23	Points	-0.3222			
24	Points	-0.2384		1.9720	
25	Points	-0.1239		1.3049	
26	Points	-0.1069	nmi	1.0946	
27	Points	-0.0791	nmi	0.9111	
28	Points	-0.0365		0.6737	
		-0.0018		0.5494	
29	Points	-0.0010	111111	0.3434	
	O-TG6L-0				
1	Straight	0.5500			
2	Left-Turn	180.0000		0.4000	
3	Straight	1.0000	nmi		
4	-	180.0000		0.4000	
5		0.4500			
	Straight	0.4500	111111		
	P-L10R-0				
1	Straight	3.2920			
2	Left-Turn	45.0000	deg	0.2963	
3	Straight	0.1646	nmi		
	P-L11R-0				
1	Straight	5.0000	nmi		
				1 0000	
2	Left-Turn	180.0000		1.0000	
3	Straight	0.1317	nmi		
16R-AP	P-L12R-0				
1	Straight	3.2920	nmi		
2	Left-Turn	75.0000		0.2469	
· 3	Straight	0.0658			
		0.0050	******		
	P-L13R-0	2 2000			
1	Straight	3.2900		0 4400	
2	Left-Turn	90.0000		0.1400	
3	Straight	0.0329	nmi		
16R-AP	P-L14R-0				
1	Straight	3.2900	nmi		
2	Left-Turn	100.0000		0.1400	
3		0.0150		0.2400	
		0.0130	1111111		
	P-L1R-0			•	
1	Straight	3.2920			
2	Right-Turn	90.0000	deg	0.1646	
3	Straight	0.0165	nmi		
16R-AF	P-L2R-0				
1	Straight	3.2900	nmi		
		75.0000		0.2469	
2	Right-Turn			0.2403	
3	Straight	0.0658	nmi		
16R-AF	PP-L3R-0				
1	Straight	5.0000	nmi		
2	Right-Turn	180.0000	deg	1.0000	
3	Straight	0.1646			
	PP-L4R-0	0.2010	~ ~~ , , , , , , , , , , , , , , , , ,		
		2 2000			
1	Straight	3.2900		0.0004	
2	Right-Turn	45.0000		0.2634	
3	Straight	0.2304	nmi	•	
16R-AF	P-L5R-0				
1	Straight	3.2900	nmi		
2	Right-Turn	30.0000		0.2963	
بنه					

2	Chan a dank	0 0000	•					
3 16p_ai	Straight PP-L6R-0	0.2963	nmı					
101		3.2920	nmi		•			
2	Right-Turn	15.0000		0.4938				
3	Straight	0.3786		0.2500				
16R-A	PP-L7R-0							
1	Straight	4.9400	nmi					
16R-AI	PP-L8R-0							•
1	Straight	3.2900						
2	Left-Turn	15.0000	-	0.3621				
3		0.1811	nmi					
	PP-L9R-0	2 2020						
1 2	Straight	3.2920		0 2001				
. 3	Left-Turn Straight	30.0000 0.1810		0.3621				·
-	Scraight SP-T14R-0	0.1610	THHT.					
1		0.9876	nmi					
2	Left-Turn	90.0000		0.3621				
3		3.2920		0.5622				
16R-DE	EP-T15R-0							
1	Straight	1.1522	nmi					
2	Left-Turn	75.0000	deg	0.3127				
3	Straight	3.2920	nmi	•				
	EP-T16R-0							
	Straight	1.2344						
2	Left-Turn	60.0000		0.3292				
3	Straight	3.2920	nmi					
	EP-T17R-0	1 2160						
1 2	Straight Left-Turn	1.3168		1 0000				
3	Straight	180.0000 5.0000		1.0000				
-	P-T18R-0	5.0000	THILL					
	Straight	1.3167	nmi					
2	Left-Turn	30.0000		0.3292				
3	Straight	3.2920		***************************************				
16R-DE	P-T19R-0				•			
1	Straight	1.3167	nmi					
2	Left-Turn	15.0000	deg	0.3292				
3	Straight	3.2920	nmi					
	P-T20R-0							
1	Straight	5.0000	nmi					
	CP-T21R-0	1 4010						
. 1 2	Straight Right-Turn	1.4812 15.0000		0 0000				
3	Straight	3.2920	-	0.8230				
	P-T22R-0	3.2920	111111					
1	Straight	1.3989	nmi			•		
2	Right-Turn	30.0000		0.4938				
3	Straight	3.2920		0.1500				
16R-DE	P-T23R-0							
1	Straight	1.3167					•	
2	Right-Turn	180.0000		1.0000				
3.		5.0000	nmi					
	P-T24R-0							
1	Straight	1.2344						
2	Right-Turn	60.0000		0.4115				
3 160 nm	Straight	3.2920	nmi					
16K-DE	P-T25R-0	1 1501	nm²					
2	Straight Right-Turn	1.1521 75.0000		0.3457				
3	Straight	3.2920		0.343/				
ر	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	J. Z. J Z. U	TIHT					

15m mm	TD 00000			
	EP-T26R-0	0 0075		
1	Straight	0.9875	nmi	0 0001
2	Right-Turn	90.0000	deg	0.3621
3	Straight	3.2920	nmi	
	EP-T6RA-1		_	
1	Straight	2.4100	nmi	
2	Right-Turn	50.0000	deg	0.5600
3	Straight	0.5200	nmi	
4	Right-Turn	55.0000	deg	1.1100
5	Straight	0.8400	nmi	i
6	Right-Turn	75.0000	deg	1.6700
7	Straight	8.8800	nmi	
16R-DE	EP-T6RA-2			
1	Straight	2.7000	nmi'	
2	Right-Turn	50.0000	deg	0.5600
3	Straight	0.7200	nmi	
4	Right-Turn	45.0000	deg	1.1100
5	Straight	1.0000	nmi	
6	Right-Turn	55.0000	deg	1.6700
7	Straight	8.8800	nmi	
	EP-T6RB-1			
1	Straight	2.9600	nmi	
2	Right-Turn	50.0000	deg	0.6500
3	Straight	0.7400	nmi	0.0000
4	Right-Turn	50.0000	deg	1.8500
5	Straight	8.8800	nmi	1.0500
	EP-T6RB-2	0.0000	111117	
1	Straight	2.7000	nmi	
2	Right-Turn	50.0000	deg	0.5600
3		0.7200	nmi	0.5000
	Straight			1 1100
4	Right-Turn	45.0000	deg	1.1100
5	Straight	1.0000	nmi	1 (700
6	Right-Turn	55.0000	deg	1.6700
7	Straight	8.8800	nmi	
	EP-T6RC-0	0 0000		
1	Straight	2.9600	nmi	A =100
2	Left-Turn	50.0000	geà	0.5100
3	Straight	1.5500	nmi	
4	Left-Turn	40.0000	deg	1.5700
5	Straight	8.8800	nmi	
	EP-T6RD-0			
1	Straight	2.5900	nmi	
2	Left-Turn	50.0000	deg	0.5100
3	Straight	1.1100	nmi	
4	Left-Turn	40.0000	deg	1.1100
5	Straight	0.8900	nmi	
6	Left-Turn	100.0000	đeg	1.8500
7	Straight	8.8800	nmi	
16R-DE	EP-T6RE-0			
1	Straight	2.2200	nmi	
2	Left-Turn	50.0000	đeg	0.5100
3	Straight	1.0400	nmi	
4	Left-Turn	140.0000	đeg	1.1100
5	Straight	8.8800	nmi	
16R-T0	GO-TG6R-0			
1	Straight	1.4000	nmi	
2	Right-Turn	180.0000	deg	0.4000
-	Straight	1.8500	nmi	
4	Right-Turn	180.0000	deg	0.4000
5	Straight	0.4500	nmi	
	?-TAN-0			

	1	Ctwoight	4 5000					
	1 2	Straight Left-Turn	4.5000 90.0000		0.1400			
*	3	Straight	0.5500		0.1400			
	4	Right-Turn	90.0000		0.0400			
	5	Straight	0.0400		0.0200			
	17-APP	-TANW-0						
	1	Straight	4.5000	nmi				
	2	Right-Turn	77.0000	deg	0.1400	•		
	3	Straight	0.0700					
	4	Left-Turn	90.0000		0.1400			
	5	Straight	0.1500					
	6	Right-Turn	90.0000		0.0400			
	7 17-APP	Straight	0.0400	nmı				
	1/-APP	-TAS-U Straight	4.5000	mm i				
	2	Right-Turn	180.0000		0.0400			
	3	Straight	0.0100		0.0400			
		-TASW-0	0.0100	X11117				
	1	Straight	4.5000	nmi				
	2	Right-Turn	90.0000	deg	0.0400			
	3	Straight	0.4000					
	4	Right-Turn	90.0000		0.0400			
	5	Straight	0.0400	nmi				
	17-APP		4 5000					
	1 2	Straight Left-Turn	4.5000 90.0000		0.1400			
	3	Straight	0.0200	-	0.1400	•		
	4	Right-Turn	180.0000		0.0400			
	5	Straight	0.0400					
	17-DEP-		-					
	1	Straight	0.0100					
	2	Right-Turn	90.0000		0.1400			
	3	Straight	0.4500					
	4 5	Right-Turn	90.0000		0.1400			
	-	Straight -THNW-0	4.5000	nmı				
	1	Straight	0.0100	nmi				
	2	Right-Turn	90.0000		0.1400			
	3	Straight	0.0800		0.12.200			
	4	Right-Turn	90.0000		0.1400			
	5	Straight	0.3000	nmi		•		
	6	Left-Turn	77.0000	-	0.1400			
	7	Straight	4.5000	nmi				
	17-DEP-		0 0100					
	1 2	Straight	0.0100					
		Straight -THSW-0	4.5000	IIIII				
	1	Straight	0.0100	nmi				
•	2	Right-Turn	90.0000		0.1400			•
	3	Straight	0.2200					
	4	Left-Turn	90.0000		0.1400			
	5	Straight	4.5000	nmi				
	17-DEP-							
	1	Straight	0.0100		0.4400		•	
	2	Right-Turn	90.0000		0.1400			
	3 28-APP-	Straight -THAE-0	4.5000	IIIII				
	20-APP-	-Inae-U Straight	2.0000	nmi				
		P-L14L-0						
	1		3.2900	nmi				
	2	Right-Turn	90.0000		0.1481			

	3 Straight	0.0100 nmi		
	34L-APP-L17L-0			
	1 Straight	3.2900 nmi		
•	2 Right-Turn	45.0000 deg	0.1810	
	3 Straight	0.0165 nmi		
4	34L-APP-L18L-0			
	1 Straight	3.2920 nmi		
	2 Right-Turn	30.0000 deg	0.1646	
			0.1040	
•	3 Straight	0.0165 nmi		
	34L-APP-L19L-0			
	1 Straight	3.2920 nmi		
	2 Right-Turn	15.0000 deg	0.3292	
4	3 Straight	0.0165 nmi		
	34L-APP-L20L-0			
	1 Straight	4.9400 nmi		
* 1	34L-APP-L21L-0			
	1 Straight	3.2920 nmi		
	2 Left-Turn	15.0000 deg	0.4938	
	3 Straight	0.0823 nmi		
	34L-APP-L22L-0	O. OODO LIML		
		3.2920 nmi		•
<i>‡</i>	1 Straight		0.3292	
	2 Left-Turn	30.0000 deg	V.3434	
- C - 1	3 Straight	0.0823 nmi		
	34L-APP-L23L-0			
:	1 Straight	3.2900 nmi		
	2 Left-Turn	180.0000 deg	1.0000	
<u> </u>	3 Straight	0.0523 nmi		
:	34L-APP-L24L-0			
:	1 Straight	5.0000 nmi		
	2 Left-Turn	60.0000 deg	0.1646	
	3 Straight	0.0165 nmi	•	
	34L-APP-L25L-0	O COLOS IIIIL		
		3.2920 nmi	,	
	<u> </u>		0.0823	
1.0	2 Left-Turn	75.0000 deg	0.0023	
:	3 Straight	0.0165 nmi		
,	34L-APP-L26L-0			
	1 Straight	5.0000 nmi		
	2 Right-Turn	180.0000 deg	1.0000	
	3 Straight	0.3500 nmi		
	34L-DEP-T10L-0			
	1 Straight	1.4814 nmi	•	
	2 Right-Turn	180.0000 deg	1.0000	
	3 Straight	5.0000 nmi		
	34L-DEP-T11L-0			
i	1 Straight	1.3989 nmi		
	2 Right-Turn	60.0000 deg	0.3292	
•	-	3.2900 nmi	V.J4J4	
		J.4700 HHL		
	34L-DEP-T13L-0	1 3500 1		
	1 Straight	1.1522 nmi	0.000	
*	2 Right-Turn	90.0000 deg	0.3621	
İ	3 Straight	3.2920 nmi		_
1	34L-DEP-T1L-0			·
	1 Straight	1.1522 nmi		
.)	2 Left-Turn	90.0000 deg	0.3621	
	3 Straight	3.2900 nmi		
	34L-DEP-T2L-0			
	1 Straight	1.3168 nmi		
* 1			0.3457	
	2 Left-Turn	75.0000 deg	0.0407	
	3 Straight	3.2920 nmi		
	34L-DEP-T3L-0	4 0000		•
,	1 Straight	1.3989 nmi		

2 Left-Turn	60.0000	deg	0.4115
3 Straight	3.2920	nmi	0.4113
34L-DEP-T4L-0	3.23.40	******	
1 Straight	1.4814	nmi	
2 Left-Turn	180.0000		1.0000
3 Straight	5.0000	nmi	
34L-DEP-T4LA-0			
1 Straight	1.8500	nmi	
2 Left-Turn	60.0000	đeg	0.4600
3 Straight	8.8800	nmi	
34L-DEP-T4LB-0			
1 Straight	2.7800	nmi	
2 Left-Turn	60.0000	deg	0.5100
3 Straight	8.8800	nmi	
34L-DEP-T4LC-0			
1 Straight	12.0000	nmi	
34L-DEP-T5L-0			
1 Straight	1.5637	nmi	
2 Left-Turn	30.0000	deg	0.4938
3 Straight	3.2900	nmi	
34L-DEP-T6L-0			
1 Straight	1.6460		
2 Left-Turn	15.0000	deg	0.8230
3 Straight	3.2900	nmi	
34L-DEP-T7L-0			
1 Straight	4.9400	nmi	
34L-DEP-T8L-0			
1 Straight	1.4814	nmi	
2 Right-Turn	15.0000	deg	0.3292
3 Straight	3.2920	nmi	
34L-DEP-T9L-0			
1 Straight	1.4814	nmi	
2 Right-Turn	30.0000	deg	0.3292
3 Straight	3.2920	nmi	
34L-TGO-TG4L-0			
1 Straight	1.7500	nmi	
2 Left-Turn	180.0000	deg	0.4000
3 Straight	1.8500	nmi	
4 Left-Turn	180.0000	deg	0.4000
5 Straight	0.1000	nmi	•
34R-APP-L14R-0	·		
1 Straight	3.2900	nmi	
2 Right-Turn	90.0000	deg	0.1481
3 Straight	0.4773	nmi	
34R-APP-L15R-0			
1 Straight	3.2900	nmi	
2 Right-Turn	75.0000	deg	0.0823
3 Straight	0.6748	nmi	
34R-APP-L17R-0			
1 Straight	3.2900	nmi	
2 Right-Turn	45.0000	deg	0.2469
3 Straight	0.7077	nmi	
34R-APP-L18R-0	2 0000	<i>:</i>	
1 Straight	3.2920	nmi	0 2000
2 Right-Turn	30.0000	deg	0.3292
3 Straight	0.7408	nmi	
34R-APP-L19R-0	2 2000		
1 Straight	3.2900	nmi	0 4000
2 Right-Turn	15.0000	deg	0.4938
3 Straight	0.8230	nmi	
34R-APP-L20R-0			

1 Straight	4.5000	nmi	
34R-APP-L21R-0	3.2900		
1 Straight 2 Left-Turn	15.0000	nmi deg	0.0329
3 Straight	0.6749	nmi	0.0323
_	0.0749	111117	
34R-APP-L23R-0	E 0000	2	
1 Straight	5.0000	nmi	1 0000
2 Left-Turn	180.0000	deg	1.0000
3 Straight	0.6749	nmi	
34R-DEP-T10R-0	0 0000		
1 Straight	0.8229	nmi	1 0000
2 Right-Turn	180.0000	deg	1.0000
3 Straight	5.0000	nmi	
34R-DEP-T11R-0		,	
1 Straight	0.8230	nmi	
2 Right-Turn	60.0000	deg	0.2634
3 Straight	3.2920	nmi	
34R-DEP-T12R-0			***
1 Straight	0.7406	nmi	
2 Right-Turn	75.0000	deg	0.2630
3 Straight	3.2900	nmi	
34R-DEP-T1R-0			
1 Straight	0.6583	nmi	
2 Left-Turn	90.0000	deg	0.1646
3 Straight	3.2900	nmi	
34R-DEP-T2R-0			
1 Straight	0.7406	nmi	
2 Left-Turn	75.0000	deg	0.2140
3 Straight	3.2920	nmi	
34R-DEP-T3R-0			
1 Straight	0.8229	nmi	
2 Left-Turn	60.0000	deg	0.2140
3 Straight	3.2900	nmi	
34R-DEP-T4R-0			
1 Straight	0.8229	nmi	
2 Left-Turn	180.0000	deg	1.0000
3 Straight	5.0000	nmi	
34R-DEP-T4RS-0			
l Straight	12.0000	nmi	
34R-DEP-T5R-0			
1 Straight	0.8230	nmi	
2 Left-Turn	30.0000	deg	0.3621
3 Straight	3.2900	nmi	
34R-DEP-T6R-0			
1 Straight	0.8229	nmi	
2 Left-Turn	15.0000	deg	0.3621
3 Straight	3.2900	nmi	
34R-DEP-T7R-0			
1 Straight	4.9400	nmi	
34R-DEP-T8R-0			
1 Straight	0.9876	nmi	
2 Right-Turn	15.0000	deg	0.6584
3 Straight	3.2920	nmi	0.0001
34R-DEP-T9R-0	J J V		
1 Straight	0.9052	nmi	
2 Right-Turn	30.0000		0.4115
3 Straight	3.2900	nmi	V. 4117
34R-TGO-TG4R-0	J. 2500	111117	
	0.7500	nmi	
1 Straight 2 Right-Turn	180.0000		0.4000
		nmi	0.4000
3 Straight	1.9000	TITIT	

```
4 Right-Turn 180.0000 deg
                                     0.4000
      5 Straight
                   1.1500 nmi
STUDY AIRCRAFT
  707QN Standard data
  727EM1 Standard data
  727015 Standard data
  737300 Standard data
  7373B2 Standard data
  737400 Standard data
  737500 Standard data
  737700 Standard data
  737N17 Standard data
  737QN Standard data
  757PW
         Standard data
  Α3
         Standard data
  A319
         Standard data
  A320
         Standard data
  A32023 Standard data
  A3VNY User-defined
     Descrip : MCDONNELL DOUGLAS SKYWARRIOR J79-GE-8 NM
     UserID
              : MIL
     WgtCat
               : Large
     OwnerCat : Military
     EngType
              : Jet
     NoiseCat : None
     Туре
               : Jet
     NumEng
               : 2
     NoiseId
              : A3GE8
     ATRS
               : No
     TkoWat
               : 80000 lb
     LndWat
              : 62923 lb
     LndDist
             : 0 ft
     StaticThr: 11000 lb
         Standard data
         Standard data
  BAC111 Standard data
  BAE146 Standard data
  BEC58P Standard data
  C130
         Standard data
  CIT3
         Standard data
  CL600 Standard data
  CL601 Standard data
  CNA172 Standard data
  CNA206 Standard data
  CNA20T Standard data
  CNA441 Standard data
  CNA500 Standard data
  CNA55B Standard data
  CNA750 Standard data
  CVR580 Standard data
  DC3
         Standard data
         Standard data
  DC820
  DC870 Standard data
  DC8QN Standard data
  DC93LW Standard data
  DC909
         Standard data
  DHC6
         Standard data
  DHC8
         Standard data
  EMB120 Standard data
```

FAL20 Standard data

```
GASEPV Standard data
         Standard data
  GII
  GIIB
         Standard data
  GIV
         Standard data
         Standard data
  GV
  HS748A Standard data
  IA1125 Standard data
  KC135 Standard data
  LEAR25 Standard data
  LEAR35 Standard data
         Standard data
  MD81
         Standard data
  MD83
  MU3001 Standard data
  S - 76
         User-defined
     Descrip
             : INM 4.11 user-defined S-76 -250C30
     UserID
              : GA
     WgtCat
               : Small
     OwnerCat : Gen-Aviation
     EngType
              : Piston
     NoiseCat : None
     Туре
              : Prop
     NumEng
              : 2
              : 250C30
     NoiseId
     ATRS
              : No
              : 10000 lb
     TkoWgt
              : 10000 lb
     LndWgt
     LndDist
              : 0 ft
     StaticThr : 2 lb
  SD330 Standard data
  SF340 Standard data
STUDY SUBSTITUTION AIRCRAFT
  Name
          Description
     Acft
            Percent
  CLREGJ Canadair Regional Jet
     CL601 100.0 %
  CNA177 Cessna 177 Cardinal
     CNA172 100.0 %
  CNA560 Cessna 560 Citation V
     MU3001 100.0 %
USER-DEFINED NOISE CURVES
                                      630 1000 2000 4000 6300
                                                                 10000 16000 25000
                         200 400
     Type
             Thrust Op
  250C30 type=other model=INM app=201 dep=101 afb=0
                         90.2 85.8 82.8 79.4 73.7 67.6
                                                            62.5
                                                                  56.8
                                                                       51.0
                                                                              45.5
     EPNL
               1.00 A
     EPNL
               2.00 A
                         91.2 87.2 84.1 80.7 75.1
                                                      68.2
                                                            63.2
                                                                  57.4
                                                                       51.5
                                                                              45.9
               3.00 A
                                                                              59.7
                         97.2
                              93.1
                                    90.3 87.4 82.6
                                                     77.2
                                                            73.2
                                                                  68.7
                                                                        64.1
     EPNL
                         88.6 84.2 81.2
                                          77.8 72.1
               1.00 A
                                                      66.0
                                                           60.9
                                                                  55.2
                                                                        49.4
                                                                              43.9
     SEL
               2.00 A
                         90.0 85.6 82.5
                                          79.1 73.5
                                                      66.6
                                                            61.6
                                                                  55.8
                                                                        49.9
                                                                              44.3
     SEL
               3.00 A
                         95.6 91.5 88.7 85.8 81.0
                                                     75.6
                                                                        62.5
     SEL
                                                            71.6
                                                                  67.1
                                                                              58.1
  A3GE8
          type=percent
                        model=INM app=230 dep=128 afb=0
     EPNL
              89.00 A
                        118.7 113.5 109.5 105.1 97.6 89.6
                                                            83.2
                                                                  76.2
                                                                        68.5
                                                                              59.9
                        118.7 113.5 109.5 105.1 97.6 89.6
                                                                              59.9
     EPNL
              89.00 D
                                                            83.2
                                                                  76.2
                                                                        68.5
              96.00 A
                        128.5 123.2 119.3 114.8 106.8
                                                                  82.9
     EPNL
                                                     97.9
                                                            90.8
                                                                        74.8
                                                                              65.5
              96.00 D
                        128.5 123.2 119.3 114.8 106.8
                                                     97.9
                                                            90.8
                                                                  82.9
                                                                        74.8
                                                                              65.5
     EPNL
                        113.3 106.6 101.9 97.0 88.9
                                                      79.9 73.1
                                                                  65.5
              89.00 A
                                                                        56.9
                                                                              47.4
     LAMAX
     LAMAX
              89.00 D
                        113.3 106.6 101.9 97.0 88.9
                                                      79.9 73.1
                                                                  65.5
                                                                        56.9
                                                                              47.4
     LAMAX
              96.00 A
                        120.9 114.1 109.3 104.3 95.9
                                                     86.3 78.9
                                                                  70.4
                                                                       60.8
                                                                              50.4
              96.00 D
                        120.9 114.1 109.3 104.3 95.9 86.3 78.9
                                                                  70.4
                                                                       60.8
                                                                              50.4
     LAMAX
     PNLTM
              89.00 A 126.6 119.5 114.4 108.7 99.5 89.7 82.3
                                                                 74.3
                                                                        65.4
                                                                             55.7
```

GASEPF Standard data

```
74.3
                         126.6 119.5 114.4 108.7 99.5
                                                        89.7
                                                              82.3
                                                                           65.4
               89.00 D
                                                                                 55.7
      PNLTM
                         133.7 126.6 121.5 115.8 106.0
                                                         95.4
                                                              87.3
                                                                     78.5
                                                                           69.2
                                                                                 58.7
               96.00
                     Α
      PNLTM
               96.00
                         133.7 126.6 121.5 115.8 106.0
                                                         95.4
                                                               87.3
                                                                     78.5
                                                                           69.2
                                                                                 58.7
                     D
      PNLTM
               89.00
                                                                           69.3
                         114.3 109.4 105.9 102.2 95.9
                                                         88.7
                                                               83.1
                                                                     76.6
                                                                                 61.0
                      Α
      SEL
                                                                           69.3
                                                                                 61.0
                                                               83.1
      SEL
               89.00
                      D
                         114.3 109.4 105.9 102.2 95.9
                                                         88.7
                                                                     76.6
                         125.3 120.3 116.7 112.8 106.3
                                                               92.3
               96.00
                                                         98.5
                                                                     85.0
                                                                           76.6
                                                                                 67.4
      SEL
                      Α
                                                               92.3
               96.00
                         125.3 120.3 116.7 112.8 106.3
                                                        98.5
                                                                     85.0
                                                                           76.6
                                                                                 67.4
      SEL
USER-DEFINED METRICS
                                          Eve Night 10Log(T)
```

Day

Name	Туре	Fa	mily
USER-DEFINE	ED PROFII	E ID	ENTIFIERS
			Weight(lb)
707QN		,5	,
	USER	1	222300
727EM1			
	USER	1	128250
	USER	1	
737300			
	USER	1	102600
737400			
	USER	1	111600
737500	~ ~ ~ ·	~	
	USER	1	99900
737QN	0 10 1221		
	USER	1	88200
A3	ODDA		00200
	A3AV	1	56630
DEP	7371V	1	68000
A320	11010	ъ.	00000
	USER	1	128000
A3VNY	ODLIC	-	120000
	A3AV	1	56630
	A3D	1	68000
A7D	AJD	.I.	00000
	USER	1	33000
B57E	USEK	7.	22000
	USER	1	45000
	USER	1	52000
BAC111	USER	ī	32000
	USER	1	73800
BAE146	Aaco	"I.	73000
	TICED	1	72900
	USER		72900
BEC58P	USER	1	5500
	USER	1 1	5500
		2	5500
	USER	4	2200
C130	ricen)	1	121500
CIT3	USER	T	121300
	TTCTTTO	1	15200
	USER	1	15300
CL600	mo	1	20700
APP	USER	1	29700
CNA441	T7(1777)	1	0.400
APP	USER	1	8482
CNA500	T T (1) T T T T	1	10000
APP	USER	1	12600
DC820	mann	-1	175000
APP	USER	1	175000
DC93LW	TIOTIC	1	01000
APP	USER	1	91800

DHC6								
	TTOTOTO	1	11070					
APP	USER	1	110/0					
FAL20								
		•	0.4560					
APP	USER	1	24560					
DEP	USER	1	26250					
	ODEK	-1-	20230					
GASEPF								
	ממיחדו	1	1980					
APP	USER	1						
TGO	USER	1	2200					
TGO	USER	2	2200					
GASEPV								
				•				
APP	USER	1	2700					
TGO	USER	1	3000					
TGO	USER	2	3000					
	ODER	~	2000					
GIIB								
APP	USER	1.	45000					
DEP	F	1	47000					
							•	
DEP	F .	3	55000					
DEP	F	4	60000				•	
DEP	M	1	47000					
DEP	М		55000					
DEP		3						
DEP	USER	1	47000					
	0,0,0,0	****	2,000					
GIV								
APP	USER	1	58500					
	Vacv	,1,	30300					
HS748A								
	***	-	20700					
APP	USER	1.	38700					
IA1125								
APP	USER	1	18630					
LEAR25								
APP	USER	1.	12200					•
DEP	USER	1	15000		•			
		2	15000	*				
DEP	USER							
DEP	USER	4	13500					
DEP	USER	5	13500					
LEAR35								
LEARSS								
APP	USER	1	13800					
DEP	USER	1	18300					
DEP	USER	2	18300					
DEP	USER	4	17000					
DEP	USER	5	17000					
MD81								
		_						
APP	USER	1	115200					
MU3001								
MOSOUT								
APP	USER	1	11900					
	0.0							
S-76	•							
APP	USER	1	10000					
DEP	USER	1	10000					
0.0.5.0								
SD330								
APP	USER	1	20340					
	0001							
SF340								
APP	USER	1	23850					
AFE	Cossic		23030					
******************	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	T) T T T T T T	DDAHTT	a				
USER-DEFI	MED PROCE	DOKAL	PROFILE	5				
# 5	StepType		Flap	ThrType		Alt/Clm	Speed(kt)	Ang/Thr/Dis
		_	rap	THITTYDE		212 C/ QUIII	DECCG (150)	,
7070N-3	APP-USER-	1						
			17 177 TO	Mar -		6000 0 5+	250 0	2 0 4~~
1 I	Descend		ZERO	None		6000.0 ft	250.0	3.0 deg
2 I	Descend		14	None		3000.0 ft	160.0	3.0 deg
3 I	Descend		D-25	None		1500.0 ft	145.0	3.0 deg
			D-40	None		1000.0 ft	131.6	3.9 deg
	Descend				•			
5 I	Land		D-40	None		410.6 ft	0.0	0.0
		-						
6 I	Decelerat	e		None		3695.4 ft	124.9	60.0 %
	Decelerat			None		0.0 ft	30.0	10.0 %
/ 1	ресетегас	C		MOHE		V.V 1L	30.0	10.00

727EM1-APP-USER-	-1				
1 Descend	ZERO	None	6000.0 f	t 250.	0 3.9 deg
2 Descend	5	None	3000.0 f	t 160.	0 3.9 deg
3 Descend	D-25	None	1500.0 f	Et 149.	
4 Descend	D-30	None	1000.0 f	Et 147.	6 3.9 deg
5 Land	D-30	None	347.6 f	Et 0.	0.0
6 Decelerate	е	None	3128.4 f	Et 140.	0 60.0 %
7 Decelerate	<u></u>	None	0.0 f	Et 30.	0 10.0 %
727EM1-DEP-USER-	-1				
1 Takeoff	15	MaxTakeOff	0.0	0.	0.0
2 Climb	15	MaxTakeOff	800.0 f	t 0.	
3 Climb	5	MinimumThrust	3000.0	ft 0	.0 0.0
4 Accelerate	e 2	MaxClimb	1000.0 f	pm 190.	0.0
5 Accelerate	e ZERO	MaxClimb	1000.0 f	pm 210.	0.0
6 Accelerate	E ZERO	MaxClimb	1000.0 f	pm 250.	0.0
7 Climb	ZERO	MaxClimb	5500.0 f	Ēt 0.	0.0
8 Climb	ZERO	${ t MaxClimb}$	7500.0 f	Et 0.	0.0
9 Climb	ZERO	MaxClimb	10000.0 f	t 0.	0.0
737300-APP-USER-	- <u>1</u>			•	
1 Descend	ZERO	None	6000.0 f	t 250.	0 3.0 deg
2 Descend	5	None	3000.0 f	t 170.	0 3.0 deg
3 Descend	D-15	None	1500.0 f	t 148.	
4 Descend	D-30	None	1000.0 f	t 139.	0 3.9 deg
5 Land	D-30	None	316.8 f	Et 0.	0 0.0
6 Decelerate	9	None	2851.2 f	t 131.	9 60.0%
7 Decelerate	<u> </u>	None	0.0 f	t 30.	0 10.0 %
737400-APP-USER-	-1				
1 Descend	ZERO	None	6000.0 f		
2 Descend	5	None	3000.0 f		
3 Descend	D-15	None	1500.0 f		
4 Descend	D-30	None	1000.0 f		-
5 Land	D-30	None	360.2 f		
6 Decelerate		None		t 137.	
7 Decelerate		None	0.0 f	it 30.	0 10.0 %
737500-APP-USER-					
1 Descend	ZERO	None	6000.0 f		
2 Descend	5	None		t 170.	
3 Descend	D-15	None		t 143.	
4 Descend	D-30	None	1000.0 f		-
5 Land	D-30	None	314.2 f		
6 Decelerate		None	2827.8 £		
7 Decelerate		None	0.0 f	t 30.	0 10.0 %
737QN-APP-USER-1		Mana	6000 0 6		0 3 0 4
1 Descend 2 Descend	ZERO	None	6000.0 f		-
	5 D 25	None	3000.0 f		
3 Descend 4 Descend	D-25 D-30	None None	1000.0 f		
5 Land	D-30 D-30	None	255.6 f		
6 Decelerate		None	2300.4 £		
7 Decelerate		None	0.0 f		
A320-APP-USER-1		MOHE	0.0 L	50.	0 10.0 8
1 Descend	ZERO	None	6000.0 f	t 250.	0 3.0 deg
6 Decelerate		None	542.7 £		
7 Decelerate		None	0.0 £		
A7D-APP-STANDARD		140116	0.0 1.	50.	0 10.0 %
1 Descend	INTRA	None	6000.0 f	t 250.	0 3.0 deg
2 Descend	INTRA	None	3000.0 f		
3 Descend	D-ZERO	None	1500.0 f		
4 Descend	D-MAX	None	1000.0 f		
5 Land	D-MAX	None	566.6 f		
6 Decelerate		None	5099.4 f		
	-				

7	Decelerate		None	0.0	ft	30.0	10.0	8
1 2 3 4 5	PP-USER-1 Descend Descend Descend Descend Land	INTRA INTRA D-ZERO D-MAX D-MAX	None None None None	6000.0 3000.0 1500.0 1000.0 566.6	ft ft ft	250.0 200.0 185.8 152.3 0.0	3.0 3.0 3.9 0.0	deg deg deg deg
6 7 A7D-D	Decelerate Decelerate EP-STANDARD-1		None None	5099.4 0.0		144.5 30.0	19.9 10.0	
1	Takeoff	35	MaxTakeOff	0.0		0.0	0.0	
2	Accelerate	35	MaxTakeOff	1875.0	fpm	208.0	0.0	
3	Accelerate	ZERO	MaxTakeOff	3749.0		335.0	0.0	
4	Climb	ZERO	MaxTakeOff	5500.0		0.0	0.0	
5	Climb	ZERO	MaxTakeOff	7500.0		0.0	0.0	
6	Climb	ZERO	MaxTakeOff	10000.0	IC	0.0	0.0	
	EP-STANDARD-2 Takeoff	35	MaxTakeOff	0.0		0.0	0.0	
1 2	Accelerate	35 35	MaxTakeOff MaxTakeOff	1623.0	frm	221.0	0.0	
3	Accelerate	ZERO	MaxTakeOff	3245.0		335.0	0.0	
4	Climb	ZERO	MaxTakeOff	5500.0		0.0	0.0	
-5	Climb	ZERO	MaxTakeOff	7500.0	ft	0.0	0.0	
6	Climb	ZERO	MaxTakeOff	10000.0	ft	0.0	0.0	
A7D-C	IR-STANDARD-1							
1	Takeoff	35	MaxTakeOff	0.0	_	0.0	0.0	
2	Accelerate	35	MaxTakeOff	1875.0		208.0	0.0	
3	Climb	ZERO	MaxTakeOff	1500.0	fpm	0.0 335.0	0.0	
4 5	Accelerate Level	ZERO ZERO	MaxTakeOff None	1500.0		335.0	500.0	
5 6	Level-Stretch	ZERO	None	0.0	T.C	0.0	0.0	
7	Level	ZERO	None	1500.0	ft	335.0	500.0	
8	Descend	D-ZERO	None	1500.0		194.1		deg
9	Descend	D-MAX	None	1000.0		159.1	3.0	deg
10	Land	D-MAX	None	566.6		0.0	0.0	
11	Decelerate		None	5099.4		150.9	19.9	
12	Decelerate		None	0.0	ft	30.0	10.0	%
	GO-STANDARD-1			1500 0	C 1	225 0	E00 0	e_
1	Level	ZERO	None	1500.0 1500.0		335.0 194.1	500.0	deg
2	Descend Descend	D-ZERO D-MAX	None None	1000.0		159.1		deg
4	Land	D-MAX	None	1133.2		0.0	0.0	_
5		35	MaxTakeOff	0.0		150.9	0.0	
6	Accelerate	35	MaxTakeOff	1875.0	fpm	208.0	0.0	
7	Climb	ZERO	MaxTakeOff	1500.0		0.0	0.0	
8	Accelerate	ZERO	MaxTakeOff		fpm	335.0	0.0	
9	Level	ZERO	None	1500.0	ft	335.0	500.0	±t.
	1-APP-USER-1	77DA	Mana	6000 0	£+-	250.0	3 0	deg
1	Descend	ZERO	None None	6000.0 3000.0		153.3		deg
2	Descend Descend	INT1 U-INT	None	1500.0		143.3		deg
4	Descend Descend	D-45	None	1000.0		133.3		deg
5	Land	D-45	None	305.0		0.0	0.0	_
6	Decelerate		None	2745.0		126.5	60.0	ક્ષ
7	Decelerate		None	0.0	ft	30.0	10.0	용
BAE14	6-APP-USER-1							_
1	Descend	ZERO	None	6000.0		250.0		deg
2	Descend	18	None	3000.0		180.0		deg
3	Descend	D-24	None	1500.0 1000.0		166.5 123.0		deg deg
4 5	Descend Land	D-33 D-33	None None	243.9		0.0	0.0	
5 6	Decelerate	ננייני	None	2195.1		116.7	60.0	
Ü	recerciate		140140	ــــــــــــــــــــــــــــــــــــــ				-

•						
7 Decelerate		None	0.0	ft	30.0	10.0 %
BEC58P-APP-USER-1						
1 Descend	ZERO	None	6000.0	£t	130.0	3.0 deg
2 Descend	TO	None	3000.0		119.0	3.0 deg
3 Descend	D-15	None	1500.0		109.0	3.0 deg
4 Descend	D-30	None	1000.0		99.0	3.9 deg
5 Land	D-30	None	188.8		0.0	
6 Decelerate	D-30					0.0
		None	1699.2		93.9	40.0 %
7 Decelerate		None	0.0	ft	30.0	10.0 %
BEC58P-TGO-USER-1						
1 Level	\mathbf{TO}	None	1200.0		115.0	500.0 ft
2 Descend	D-15	None	1200.0	£t	109.0	5.0 deg
3 Descend	D-30	None	600.0	£t	99.0	5.0 deg
4 Land	D-30	None	377.6	ft	0.0	0.0
5 Takeoff	TO	MaxTakeOff	0.0		85.5	0.0
6 Accelerate	TO	MaxTakeOff	1040.0	frm	115.0	0.0
7 Climb	TO	MaxTakeOff	1200.0		0.0	0.0
8 Level	TO	None	1200.0			
	10	Mone	1200.0	LL	115.0	500.0 ft
BEC58P-TGO-USER-2	m 0	**				
1 Level	TO	None	1000.0		115.0	500.0 ft
2 Descend	D-15	None	1000.0		109.0	5.0 deg
3 Descend	D-30	None	600.0		99.0	5.0 deg
4 Land	D - 30	None	377.6	ft	0.0	0.0
5 Takeoff	\mathbf{TO}	MaxTakeOff	0.0		85.5	0.0
6 Accelerate	TO	MaxTakeOff	1040.0	fom	115.0	0.0
7 Climb	TO	MaxTakeOff	1000.0		0.0	0.0
8 Level	TO	None	1000.0		115.0	500.0 ft
C130-APP-USER-1		110110	1000.0	J., C	113.0	300.0 10
1 Descend	ZERO	None	6000.0	e.	200 0	3 0 3
					200.0	3.0 deg
	ZERO	None	3000.0		165.8	3.0 deg
3 Descend	U-INTR	None	1500.0		145.8	3.0 deg
4 Descend	D-35	None	1000.0		135.8	3.9 deg
5 Land	D-35	None	341.1		0.0	0.0
6 Decelerate		None	3069.9	ft	128.9	40.0 %
7 Decelerate		None	0.0	ft	30.0	10 0 %
CIT3-APP-USER-1						
1 Descend	ZERO	None	6000.0	ft	250.0	3.0 deg
2 Descend	10	None	3000.0		139.5	3.0 deg
3 Descend	D-INTR	None	1500.0		129.5	3.0 deg
4 Descend	D-40	None	1000.0		119.5	
5 Land						3.9 deg
	D-40	None	153.9		0.0	0.0
		None	1385.1		113.4	60.0 %
7 Decelerate		None	0.0	it	30.0	10.0 %
CL600-APP-USER-1						
1 Descend	ZERO	None	6000.0	ft	250.0	3.0 deg
2 Descend	10	None	3000.0	£t	152.1	3.0 deg
3 Descend	D-INTR	None	1500.0	ft	142.1	3.0 deg
4 Descend	D-45	None	1000.0	ft [.]	132.1	3.9 deg
5 Land	D-45	None	201.6		0.0	0.0
6 Decelerate	_ -	None	1814.4		125.3	60.0 %
7 Decelerate		None	0.0		30.0	10.0 %
CNA441-APP-USER-1		MOTIC	0.0	غ. ل	30.0	10.0 %
	W ED A	Momo	C000 0	£ _	1.00 0	2 2 2
1 Descend	ZERO	None	6000.0		160.0	3.9 deg
2 Descend	TO	None	3000.0		113.9	3.9 deg
3 Descend	D-INTR	None	1500.0		103.9	3.9 deg
4 Descend	D-L	None	1000.0	ft	93.9	3.9 deg
5 Land	D-L	None	79.1	ft	0.0	0.0
6 Decelerate	-	None	711.9		89.1	40.0 %
7 Decelerate		None	0.0		30.0	10.0 %
CNA500-APP-USER-1						
1 Descend	ZERO	None	6000.0	ft	250.0	3.0 deg
	س ۸۵۸۸۷	740770	0000.0	J. C	2000	J.V deg

2	Descend	1	None	3000.0 ft	131.3	3.0 deg
3	Descend	D-INTR	None	1500.0 ft	121.3	3.0 deg
4	Descend	D-35	None	1000.0 ft		3.9 deg
5	Land	D-35	None	179.1 ft		0.0
6	Decelerate		None	1611.9 ft	105.6	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
DC93L	W-APP-USER-1					
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
2	Descend	5	None	3000.0 ft	162.5	3.0 deg
3	Descend	U-15	None	1500.0 ft	152.5	3.0 deg
4	Descend	D-35	None	1000.0 ft	142.5	3.9 deg
5	Land	D-35	None	325.8 ft	0.0	0.0
6	Decelerate		None	2932.2 ft	135.2	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
DHC6-	APP-USER-1					
1	Descend	ZERO	None	6000.0 ft	120.0	3.0 deg
2	Descend	INTR	None	3000.0 ft	80.7	3.0 deg
3	Descend	D-INTR	None	1500.0 ft	70.7	3.0 deg
4	Descend	D-L	None	1000.0 ft	60.7	3.9 deg
5	Land	D-L	None	39.6 ft	0.0	0.0
6	Decelerate		None	356.4 ft	57.6	40.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
FAL20	-APP-USER-1				•	
1,	Descend	ZERO	None	6000.0 ft	250.0	3.9 deg
2	Descend	INTR	None	3000.0 ft	142.2	3.9 deg
3	Descend	D-25	None	1500.0 ft	126.1	3.9 deg
4	Descend	D-40	None	1000.0 ft	124.2	3.9 deg
5	Land	D-40	None	128.7 ft		0.0
6	Decelerate		None	1158.3 ft	117.9	10.0 %
7	Decelerate		None	0.0 ft		10.0 %
FAL20	-DEP-USER-1					
			· ·			
	Takeoff	10	MaxTakeOff	0.0	0.0	0.0
1	Takeoff Accelerate	10 10	MaxTakeOff MaxTakeOff	0.0 1388.0 fp	0.0 m 152.0	0.0 0.0
1 2	Accelerate	10	MaxTakeOff	1388.0 fp	m 152.0	0.0
1 2 3	Accelerate Climb	10 10	MaxTakeOff MaxTakeOff	1388.0 fp 800.0 ft	m 152.0 0.0	0.0
1 2 3 4	Accelerate Climb Accelerate	10 10 10	MaxTakeOff MaxTakeOff MaxClimb	1388.0 fp 800.0 ft 1388.0 fp	m 152.0 0.0 m 162.0	0.0 0.0 0.0
1 2 3 4 5	Accelerate Climb Accelerate Accelerate	10 10 10 2ERO	MaxTakeOff MaxTakeOff MaxClimb MaxClimb	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp	m 152.0 0.0 m 162.0 m 177.0	0.0 0.0 0.0 0.0
1 2 3 4 5 7	Accelerate Climb Accelerate Accelerate Climb	10 10 10 ZERO ZERO	MaxTakeOff MaxTakeOff MaxClimb MaxClimb MaxClimb	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0	0.0 0.0 0.0 0.0
1 2 3 4 5 7 8	Accelerate Climb Accelerate Accelerate Climb Accelerate	10 10 10 ZERO ZERO ZERO	MaxTakeOff MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0	0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb	10 10 10 ZERO ZERO ZERO ZERO	MaxTakeOff MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0	0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb	10 10 10 ZERO ZERO ZERO ZERO ZERO	MaxTakeOff MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10	Accelerate Climb Accelerate Climb Accelerate Climb Accelerate Climb Climb	10 10 10 ZERO ZERO ZERO ZERO	MaxTakeOff MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb F-APP-USER-1	10 10 10 ZERO ZERO ZERO ZERO ZERO ZERO	MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb Climb F-APP-USER-1 Descend	10 10 10 ZERO ZERO ZERO ZERO ZERO ZERO ZERO ZERO	MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb Monce	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb F-APP-USER-1 Descend Descend	10 10 10 ZERO ZERO ZERO ZERO ZERO ZERO	MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb Mone	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0 deg 3.0 deg
1 2 3 4 5 7 8 9 10 11 GASEF 1 2	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb F-APP-USER-1 Descend Descend	10 10 2ERO ZERO ZERO ZERO ZERO ZERO ZERO ZERO UP D-40	MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb Mone None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0 deg 3.0 deg 3.0 deg
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb F-APP-USER-1 Descend Descend	10 10 10 2ERO ZERO ZERO ZERO ZERO ZERO UP D-40 D-40	MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb Mone None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0 deg 3.0 deg 3.9 deg
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb F-APP-USER-1 Descend Descend Descend Descend Land	10 10 2ERO ZERO ZERO ZERO ZERO ZERO ZERO ZERO UP D-40	MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb Mone None None None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft 1500.0 ft 17500.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 0.0 100.0 68.7 58.7 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb F-APP-USER-1 Descend Descend Descend Descend Land Decelerate	10 10 10 2ERO ZERO ZERO ZERO ZERO ZERO UP D-40 D-40	MaxTakeOff MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb Mone None None None None None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft 1000.0 ft 47.2 ft 424.8 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 0.0 100.0 68.7 58.7 0.0 55.7	0.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0 deg 3.0 deg 3.0 deg 3.9 deg 0.0 27.2 %
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5 6 7	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb F-APP-USER-1 Descend Descend Descend Descend Land Decelerate Decelerate	10 10 10 2ERO ZERO ZERO ZERO ZERO ZERO UP D-40 D-40	MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb Mone None None None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft 1500.0 ft 17500.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 0.0 100.0 68.7 58.7 58.7 0.0 55.7	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5 6 7	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb F-APP-USER-1 Descend Descend Descend Descend Land Decelerate	10 10 10 2ERO ZERO ZERO ZERO ZERO ZERO UP D-40 D-40	MaxTakeOff MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb Mone None None None None None None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft 1000.0 ft 47.2 ft 424.8 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 0.0 100.0 68.7 58.7 58.7 0.0 55.7 30.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 3.0 deg 3.0 deg 3.0 deg 3.9 deg 0.0 27.2 %
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5 6 7 GASEF	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb F-APP-USER-1 Descend Descend Descend Descend Land Decelerate Decelerate F-TGO-USER-1	10 10 10 2ERO ZERO ZERO ZERO ZERO ZERO UP D-40 D-40 D-40	MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb Mone None None None None None None None N	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft 1000.0 ft 47.2 ft 424.8 ft 0.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 0.0 100.0 68.7 58.7 58.7 0.0 55.7 30.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5 6 7 GASEF	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb F-APP-USER-1 Descend Descend Descend Descend Land Decelerate Decelerate F-TGO-USER-1 Level	10 10 10 2ERO ZERO ZERO ZERO ZERO ZERO UP D-40 D-40 D-40	MaxTakeOff MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb None None None None None None None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft 1000.0 ft 47.2 ft 424.8 ft 0.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 0.0 100.0 68.7 58.7 58.7 0.0 55.7 30.0 73.0 61.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5 6 7 GASEF	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb F-APP-USER-1 Descend Descend Descend Land Decelerate Decelerate F-TGO-USER-1 Level Descend	10 10 10 2ERO ZERO ZERO ZERO ZERO ZERO UP D-40 D-40 D-40 D-40 D-40	MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb Mone None None None None None None None N	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft 1000.0 ft 47.2 ft 424.8 ft 0.0 ft 1200.0 ft 1200.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 100.0 68.7 58.7 58.7 0.0 55.7 30.0 73.0 61.9 61.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5 6 7 GASEF	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb Climb F-APP-USER-1 Descend Descend Descend Descend Land Decelerate P-TGO-USER-1 Level Descend Descend Descend	10 10 10 2ERO ZERO ZERO ZERO ZERO ZERO UP D-40 D-40 D-40 D-40 D-40 D-40 D-40	MaxTakeOff MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb None None None None None None None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft 1000.0 ft 47.2 ft 424.8 ft 0.0 ft 1200.0 ft 1200.0 ft 600.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 100.0 68.7 58.7 58.7 0.0 55.7 30.0 73.0 61.9 61.9 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5 6 7 GASEF 1 2 3 4 5 7	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb Climb F-APP-USER-1 Descend Descend Descend Land Decelerate Decelerate F-TGO-USER-1 Level Descend Descend Land Takeoff	10 10 10 2ERO ZERO ZERO ZERO ZERO ZERO UP D-40 D-40 D-40 D-40 D-40	MaxTakeOff MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb None None None None None None None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft 1000.0 ft 47.2 ft 424.8 ft 0.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 94.4 ft 0.0	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 100.0 68.7 58.7 58.7 0.0 55.7 30.0 73.0 61.9 61.9 0.0 55.9	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5 6 7 GASEF	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb Climb F-APP-USER-1 Descend Descend Descend Land Decelerate P-TGO-USER-1 Level Descend Descend Land Takeoff Accelerate	10 10 10 2ERO ZERO ZERO ZERO ZERO UP D-40 D-40 D-40 D-40 D-40 D-40 UP	MaxTakeOff MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb None None None None None None None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft 1200.0 ft 47.2 ft 424.8 ft 0.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 1200.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 100.0 68.7 58.7 0.0 55.7 30.0 73.0 61.9 61.9 0.0 55.9 m 73.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5 6 7 GASEF 1 2 3 4 5 7	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb Climb F-APP-USER-1 Descend Descend Descend Land Decelerate P-TGO-USER-1 Level Descend Descend Land Takeoff Accelerate Climb	10 10 10 2ERO ZERO ZERO ZERO ZERO UP D-40 D-40 D-40 D-40 D-40 UP UP UP UP	MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb None None None None None None None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft 1000.0 ft 47.2 ft 424.8 ft 0.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 94.4 ft 0.0 343.0 fp 1200.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 100.0 68.7 58.7 0.0 55.7 30.0 73.0 61.9 61.9 0.0 55.9 73.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5 6 7 GASEF 1 2 3 4 5 6 7	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb Climb F-APP-USER-1 Descend Descend Descend Land Decelerate P-TGO-USER-1 Level Descend Descend Land Takeoff Accelerate	10 10 10 2ERO ZERO ZERO ZERO ZERO UP D-40 D-40 D-40 D-40 UP UP UP UP UP	MaxTakeOff MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb None None None None None None None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 1000.0 ft 1500.0 ft 1000.0 ft 47.2 ft 424.8 ft 0.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 1300.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 100.0 68.7 58.7 0.0 55.7 30.0 73.0 61.9 61.9 0.0 55.9 73.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5 6 7 GASEF 1 2 3 4 5 6 7	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb Climb F-APP-USER-1 Descend Descend Descend Land Decelerate P-TGO-USER-1 Level Descend Land Takeoff Accelerate Climb Level	10 10 10 2ERO ZERO ZERO ZERO ZERO UP D-40 D-40 D-40 D-40 UP UP UP UP UP	MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb None None None None None None None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 1000.0 ft 47.2 ft 424.8 ft 0.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 94.4 ft 0.0 343.0 fp 1200.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 100.0 68.7 58.7 0.0 55.7 30.0 73.0 61.9 61.9 0.0 55.9 73.0 0.0 73.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
1 2 3 4 5 7 8 9 10 11 GASEF 1 2 3 4 5 6 7 GASEF 1 2 3 4 5 6 7 GASEF	Accelerate Climb Accelerate Accelerate Climb Accelerate Climb Climb Climb Climb F-APP-USER-1 Descend Descend Descend Land Decelerate P-TGO-USER-1 Level Descend Land Takeoff Accelerate Climb Level P-TGO-USER-2	10 10 10 2ERO ZERO ZERO ZERO ZERO UP D-40 D-40 D-40 D-40 UP UP UP UP UP	MaxTakeOff MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb MaxClimb None None None None None None None None	1388.0 fp 800.0 ft 1388.0 fp 1041.0 fp 3000.0 ft 1432.0 fp 5500.0 ft 7500.0 ft 10000.0 ft 3000.0 ft 1500.0 ft 1000.0 ft 47.2 ft 424.8 ft 0.0 ft 1200.0 ft 1200.0 ft 1200.0 ft 94.4 ft 0.0 343.0 fp 1200.0 ft	m 152.0 0.0 m 162.0 m 177.0 0.0 m 250.0 0.0 0.0 0.0 100.0 68.7 58.7 0.0 55.7 30.0 73.0 61.9 61.9 0.0 55.9 m 73.0 73.0 73.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

3	Descend	D-40	None	600.0	ft.	61.9	5.0	deg
4	Land	D-40	None	94.4		0.0	0.0	
5	Takeoff	UP	MaxTakeOff	0.0		55.9	0.0	
6	Accelerate	UP	MaxTakeOff	343.0	fpm	73.0	0.0	
7	Climb	UP	MaxTakeOff	1000.0		0.0	0.0	
8	Level	UP	None	1000.0		73.0	500.0	
GASEP	V-APP-USER-1							
1	Descend	ZERO	None	6000.0	ft	100.0	3.0	deg
2	Descend	INTR	None	3000.0	ft	76.0	3.0	đeg
3	Descend	D-40	None	1500.0		66.0	3.0	deg
4	Descend	D-40	None	1000.0		66.0		deg
5	Land	D-40	None	42.8		0.0	0.0	
6	Decelerate		None	385.2		62.6	31.0	
7	Decelerate		None	0.0	£t	30.0	10.0	&
	V-TGO-USER-1	***	**	1000 0	<i>C</i>)	00.0	= 0 0 0	<i>~</i> .
1	Level	INTR	None	1200.0		90.0	500.0	
2 3	Descend	D-40	None	1200.0		69.6		deg
4	Descend Land	D-40 D-40	None None	600.0 85.6		69.6 0.0		đeg
5	Takeoff	20	MaxTakeOff	0.0	ı L	50.0	0.0	
6	Accelerate	20	MaxTakeOff	652.0	frm	66.0	0.0	
7	Climb	INTR	MaxTakeOff MaxTakeOff	1200.0		0.0	0.0	
8	Accelerate	INTR	MaxTakeOff		fpm	90.0	0.0	
9	Level	INTR	None	1200.0		90.0	500.0	ft
GASEP	V-TGO-USER-2						00010	
1	Level	INTR	None	1000.0	ft	90.0	500.0	£t
2	Descend	D-40	None	1000.0	£t	69.6		deg
3	Descend	D-40	None	600.0	ft	69.6		deg
4	Land	D-40	None	85.6	ft	0.0	0.0	~
5	Takeoff	20	MaxTakeOff	0.0		50.0	0.0	
	Accelerate	20	MaxTakeOff	652.0		66.0	0.0	
7	C1imb	INTR	MaxTakeOff	1000.0		0.0	0.0	
8	Accelerate	INTR	MaxTakeOff		fpm	90.0	0.0	
9	Level	INTR	None	1000.0	ft.	90.0	500.0	ft
	APP-USER-1	T 0 TT	**	6000 0	<i>~</i> .	050 0		
1	Descend	L-0-U	None	6000.0		250.0		đeg
2 3	Descend Descend	L-10-U L-20-D	None	3000.0		159.1		deg
4	Descend	L-20-D	None None	1500.0 1000.0		145.2 139.1		deg
5	Land	L-39-D	None	192.6		0.0	0.0	đeg
6	Decelerate	TI07D	None	1733.4		125.0	60.0	2
7	Decelerate		None	0.0		30.0	10.0	
	PP-USER-1			0.0	Q	30.0		•
1	Descend	L-0-U	None	6000.0	ft	250.0	3.0	deg
2	Descend	L-0-U	None	3000.0		159.1		deg
3	Descend	L-20-D	None	1500.0	£t	153.1		deg
4	Descend	L-39-D	None	1000.0	ft	146.6		deg
5	Land	L-39-D	None	192.6	ft	0.0	0.0	-
6	Decelerate		None	1733.4	ft	139.1	60.0	%
7	Decelerate		None	0.0	ft	30.0	10.0	&
	A-APP-USER-1				_			_
1	Descend	ZERO	None	6000.0		160.0		deg
2	Descend	INTR	None	3000.0		110.1		deg
3 4	Descend	D-INTR	None	1500.0		100.1		deg
4 5	Descend Land	D-30 D-30	None	1000.0		90.1		deg
5 6	Decelerate	טב-ע	None None	207.0 1863.0		0.0 85.5	0.0	Q.
7	Decelerate		None	1863.0		30.0	40.0	
	5-APP-USER-1		140110	0.0	<u></u>	20.0	10.0	О
1	Descend	ZERO	None	6000.0	£t	250.0	3 0	deg
2	Descend	INTR	None	3000.0		152.1		deg
								- 🐸

ກ	Doggood	D-INTR	None	1500.0	£+-	142.1	3.0 deg
3 4	Descend Descend	D-1N1R D-40	None	1000.0		132.1	3.0 deg 3.9 deg
5	Land	D-40	None	236.6		0.0	0.0
6	Decelerate		None	2129.4		125.3	60.0 %
7	Decelerate		None	0.0	ft	30.0	10.0 %
LEAR2	5-APP-USER-1						
1	Descend	ZERO	None	6000.0		250.0	3.9 deg
	Descend	10	None	3000.0		161.6	3.9 deg
3	Descend	D-INTR	None	1500.0		151.6	3.9 deg
4	Descend	D-40	None	1000.0		141.7	3.9 deg
5	Land Decelerate	D-40	None None	140.4 1263.6		134.4	0.0 10.0 %
7	Decelerate		None	0.0		30.0	10.0 %
	5-DEP-USER-1		110116	0.0	10	50.0	10:0
1	Takeoff	20	MaxTakeOff	0.0		0.0	0.0
2	Accelerate	20	MaxTakeOff	1400.0	fom	160.0	0.0
3	Climb	20	MaxTakeOff	600.0		0.0	0.0
4	Climb	10	UserCutback	2800.0	ft	0.0	1425.0
5	Accelerate	ZERO	MaxClimb	1000.0		250.0	0.0
6	Climb	ZERO	MaxClimb	5500.0		0.0	0.0
7	Climb	ZERO	MaxClimb	7500.0		0.0	0.0
8	Climb	ZERO	MaxClimb	10000.0	ft	0.0	0.0
	5-DEP-USER-2	0.0	m ? orr	^ ^		0 0	0 0
1 2	Takeoff Climb	20 20	MaxTakeOff MaxTakeOff	0.0 1000.0	£+	0.0 0.0	0.0 0.0
3	Climb	20	MinimumThrust	1200.0		0.0	0.0
4	Accelerate		MinimumThrust	1500.0		196.0	0.0
5	Climb	10	MinimumThrust	3000.0		0.0	0.0
6	Accelerate	ZERO	MaxClimb	2075.0		250.0	0.0
7	Climb	ZERO	MaxClimb	5500.0		0.0	0.0
8	Climb	ZERO	MaxClimb	7500.0	£t	0.0	0.0
9	Climb	ZERO	MaxClimb	10000.0	ft	0.0	0.0
LEAR2	5-DEP-USER-4						
1	Takeoff	20	UserValue	0.0	_	0.0	2500.0
2	Climb	20	UserValue	700.0		0.0	2500.0
3	Accelerate	20	UserCutback	700.0		160.0	1400.0
4 5	Climb	ZERO	UserCutback MaxClimb	3000.0 1775.0		0.0 250.0	1400.0
6	Accelerate Climb	ZERO ZERO	MaxClimb	7500.0		0.0	0.0
7	Climb	ZERO	MaxClimb	10000.0		0.0	0.0
	5-DEP-USER-5	2210		20000.0	2.0		
1	•	20	MaxTakeOff	0.0		0.0	0.0
2	Climb	20	MaxTakeOff		ft	0.0	0.0
3	Accelerate	10	UserValue	700.0	fpm	150.0	1800.0
	Accelerate	10	UserValue	700.0	rpm	100.0	1400.0
5	Climb	10	UserValue	900.0		0.0	1400.0
6	Climb	ZERO	UserValue	3000.0		0.0	1400.0
7.		ZERO	MaxClimb	1000.0 5500.0			0.0 0.0
	Climb Climb	ZERO ZERO	MaxClimb MaxClimb	7500.0	E+	0.0 0.0	0.0
10	Climb	ZERO	MaxClimb	10000.0	ft	0.0	0.0
	5-APP-USER-1	21110	110110111100	20000.0		0.0	V. 0
1	Descend	ZERO	None	6000.0	ft	250.0	3.9 deg
2	Descend	10	None	3000.0		144.5	3.9 deg
3	Descend	D-INTR	None	1500.0	ft	134.5	3.9 deg
4	Descend	D-40	None	1000.0		127.8	3.9 deg
5	Land	D-40	None	181.4		0.0	
	Decelerate		None	1632.6		121.2	10.0 %
. 7			None	0.0	IT	30.0	10.0 %
LEAR3	5-DEP-USER-1 Takeoff	20	MaxTakeOff	0.0		0.0	0.0
1.	TOVEATT	20	Haviaveorr	0.0		0.0	0.0

entre entre

2	Accelerate	20	MaxTakeOff	1400.0	fpm	160.0	0.0
3	Climb	20	MaxTakeOff	600.0	ft	0.0	0.0
4	Climb	10	UserCutback	2800.0	ft	0.0	1700.0
5	Accelerate	ZERO	MaxClimb	1000.0	fpm	250.0	0.0
6	Climb	ZERO	MaxClimb	5500.0	ft	0.0	0.0
7	Climb	ZERO	MaxClimb	7500.0	ft	0.0	0.0
8	Climb	ZERO	MaxClimb	10000.0	ft	0.0	0.0
LEAR3	5-DEP-USER-2	-					
1	Takeoff	20	MaxTakeOff	0.0		0.0	0.0
2	Climb	20	MaxTakeOff	1000.0	ft	0.0	0.0
. 3	Climb	20	MinimumThrust	1200.0	0 ft	0.0	0.0
4	Accelerate	20	MinimumThrust	1500.		196.0	0.0
5	Climb	10	MinimumThrust	3000.0		0.0	0.0
6	Accelerate	ZERO	MaxClimb	2075.0		250.0	0.0
7	Climb	ZERO	MaxClimb	5500.0		0.0	0.0
8	Climb	ZERO	MaxClimb	7500.0		0.0	0.0
9	Climb	ZERO	MaxClimb	10000.0		0.0	0.0
LEAR3	5-DEP-USER-4						
1	Takeoff	20	UserValue	0.0		0.0	2950.0
2	Climb	20	UserValue	700.0	ft	0.0	2950.0
3	Accelerate	20	UserCutback	700.0		160.0	1700.0
4	Climb	ZERO	UserCutback	3000.0		0.0	1700.0
5	Accelerate	ZERO	MaxClimb	1775.0		250.0	0.0
6	Climb	ZERO	MaxClimb	7500.0		0.0	0.0
7	Climb	ZERO	MaxClimb	10000.0		0.0	0.0
LEAR3	5-DEP-USER-5						V - V
1	Takeoff	20	MaxTakeOff	0.0		0.0	0.0
2	Climb	20	UserValue	500.0	ft	0.0	2875.0
3	Accelerate	10	UserValue	700.0		150.0	2250.0
4	Accelerate	10	UserValue	700.0		160.0	1700.0
5	Climb	10	UserValue	900.0		0.0	1700.0
6	Climb	ZERO	UserValue	3000.0		0.0	1700.0
7	Accelerate	ZERO	MaxClimb	1000.0		250.0	0.0
8	Climb	ZERO	MaxClimb	5500.0		0.0	0.0
9	Climb	ZERO	MaxClimb	7500.0		0.0	0.0
10	Climb	ZERO	MaxClimb	10000.0		0.0	0.0
	APP-USER-1	DDX	110110 1 11110	20000.0	1.0	0.0	V.0
1	Descend	ZERO	None	6000.0	ft	250.0	3.9 deg
2	Descend	11	None	3000.0		160.5	3.9 deg
3	Descend	U-INTR	None	1500.0		147.8	3.9 deg
4	Descend	D-40	None	1000.0		136.3	3.9 deg
5	Land	D-40	None	342.0		0.0	0.0
6	Decelerate		None	3078.0		129.3	60.0 %
7	Decelerate		None	0.0		30.0	10.0 %
	1-APP-USER-1		210740	0.0			
1	Descend	ZERO	None	6000.0	ft.	250.0	3.0 deg
2	Descend	1	None	3000.0		133.8	3.0 deg
3	Descend	D-INTR	None	1500.0		123.8	3.0 deg
4	Descend	D-30	None	1000.0		117.1	3.9 deg
5	Land	D-30	None	156.6		0.0	0.0
6	Decelerate	200	None	1409.4		111.1	60.0 %
7	Decelerate		None	0.0		30.0	10.0 %
	-APP-USER-1		110210	0.0	1. 0	30.0	20.00
1	Descend	ZERO	None	6000.0	ft.	160.0	3.0 deg
2	Descend	INTR	None	3000.0		120.2	3.0 deg
3	Descend	D-15	None	1500.0		106.5	3.0 deg
4	Descend	D-35	None	1000.0		100.3	3.9 deg
5	Land	D-35	None	233.1		0.0	0.0
6	Decelerate		None	2097.9		95.1	40.0 %
. 7	Decelerate		None	0.0		30.0	10.0 %
	-APP-USER-1		******	0.0		50.0	3.0 + O -O
212770	JAA COMK-L						

```
6000.0 ft
                                                                  160.0
      1
         Descend
                          ZERO
                                  None
                                                   3000.0 ft
      2
                                  None
                                                                  136.9
         Descend
                          5
                                                   1500.0 ft
      3
                                                                  126.9
         Descend
                          D-INTR
                                  None
                                                   1000.0 ft
                                                                  116.9
      4
                          D-35
                                  None
         Descend
      5
                                                    216.9 ft
         Land
                          D-35
                                  None
                                                                    0.0
                                                                  110.9
         Decelerate
                                  None
                                                   1952.1 ft
         Decelerate
                                  None
                                                      0.0 ft
                                                                   30.0
USER-DEFINED FIXED-POINT PROFILES
      #
                                                   OpMode
          Dist(ft) Alt(ft) Spd(kt)
                                         Thrust
   A3-APP-A3AV-1
      1 ~200000.0
                    17548.0 200.0
                                          86.7 %
                                                     Α
           -30400.0
                       2666.5
                              135.0
                                          86.7 %
                                                     Α
      3
                0.0
                          0.0
                               135.0
                                          86.7 %
                                                     Α
              566.6
                                          86.7 %
      4
                          0.0
                               100.0
                                                     Α
      5
             5666.0
                          0.0
                                30.5
                                          86.7 %
                                                     Α
   A3-DEP-A3D-1
                                          97.0 %
                0.0
                          0.0
                                                     D
      1
                                 0.0
      2
             1200.0
                              105.0
                                          99.3 %
                                                     D
                          0.0
                                                     D
      3
             9000.0
                        400.0
                               190.0
                                          99.3 %
      4
                        700.0
                               250.0
                                          93.0 %
                                                     D
            11000.0
      5
                       1400.0
                                          93.0 %
                                                     D
            19000.0
                               250.0
      6
                       2100.0
                               250.0
                                          93.0 %
                                                     D
            29000.0
      7
                       3000.0
                                          93.0 %
                                                     D
            37000.0
                               250.0
                               250.0
      8
           200000.0
                       5000.0
                                          93.0 %
                                                     D
   A3VNY-APP-A3AV-1
                                          86.7 %
      1
         -200000.0
                     17548.0
                               200.0
                                                     Α
      2
           -30400.0
                       2666.5
                               135.0
                                          86.7 %
                                                     Α
      3 .
                                          86.7 %
                0.0
                          0.0
                               135.0
                                                     Α
                                          86.7 %
      4
              566.6
                          0.0
                               100.0
                                                     Α
      5
             5666.0
                          0.0
                                30.5
                                          86.7 %
                                                     Α
   A3VNY-DEP-A3D-1
                                          99.3 %
                                                     Ď
      1
                0.0
                          0.0
                                  0.0
      2
                                          97.0 %
             1200.0
                          0.0
                               105.0
                                                     D
      3
                                          95.0 %
             9000.0
                        400.0
                               190.0
                                                     D
                                          93.0 %
      4
            11000.0
                        700.0
                               250.0
                                                     D
                                          93.0 %
      5
            19000.0
                       1400.0
                               250.0
                                                     D
      6
                                          93.0 %
            29000.0
                       2100.0
                               250.0
                                                     D
      7
                                          93.0 %
            37000.0
                       3000.0
                               250.0
                                                     D
      8
           200000.0
                       5000.0
                               250.0
                                          93.0 %
                                                     D
   B57E-APP-USER-1
      1
         -110074.2
                       6000.0
                               277.9
                                          82.0 %
                                                     Α
      2
                                          82.0 %
           -52830.8
                       3000.0
                               212.4
                                                     Α
      3
                       1500.0
                               192.9
                                          82.0 %
           -24209.1
                                                     Α
      4
                       1000.0
                                          82.0 %
           -14668.5
                               157.0
                                                     Α
      5
                          0.0
                                          82.0 %
                0.0
                               154.7
                                                     Α
      6
              566.6
                          0.0
                               146.7
                                          82.0 %
                                                     A
      7
                                          82.0 %
                          0.0
                                30.5
             5666.0
                                                     Α
   B57E-DEP-USER-1
                                          97.0 %
      1
                0.0
                          0.0
                                35.0
                                                     D
      2
                                          90.0 %
             5419.7
                          0.0
                               175.3
                                                     D
      3
             8883.7
                        348.3
                               212.3
                                          89.0 %
                                                     D
      4
            34168.0
                       3791.3
                               360.0
                                          88.0 %
                                                     \mathbb{D}
                                          91.0 %
      5
            41355.0
                       5500.0
                               369.5
                                                     D
                                          94.0 %
       6
            50211.9
                       7500.0
                               381.1
                                                     D
      7
                                          98.0 %
            61999.5
                      10000.0
                               396.3
                                                     D
   GIIB-DEP-F-1
      1
                0.0
                          0.0
                                16.0
                                        7900.0 lb
                                                     D
      2
             2312.0
                          0.0
                               138.0
                                        7900.0 lb
                                                     D
      3
             2610.7
                         35.0
                               143.1
                                        7859.0 lb
                                                     D
```

3597.2

148.5

150.6

7834.8 lb

D

3.0 deg

3.0 deg

3.0 deg

3.9 deg

0.0

40.0 %

10.0 %

```
5
          4598.1
                    356.9
                            151.6
                                     7869.8 lb
                                                  D
   6
          5354.0
                    497.6
                            152.0
                                     5401.8 lb
                                                  D
   7
         10213.2
                    1120.7
                            153.4
                                     5526.1 lb
                                                  D
                    1749.2
   8
         15117.0
                            154.8
                                     5654.9 1b
                                                  D
                            156.5
   9
         20592.9
                    2450.2
                                     5802.8 lb
                                                  D
                            157.9
  10
         25280.9
                    3050.0
                                     5933.1 lb
                                                  D
  11
         35212.4
                    4319.2
                            160.9
                                     6220.3 lb
                                                  D
  12
         45011.3
                    5569.4
                            164.0
                                     6519.6 lb
                                                  D
  13
         55001.9
                    6841.9
                            167.3
                                     6841.9 lb
                                                  D
  14
         65193.6
                    8137.5
                                     7189.8 lb
                            170.7
                                                  D
         75012.5
  15
                    9383.4
                            174.1
                                     7544.4 lb
                                                  D
         78230.9
  16
                    9791.3
                            175.2
                                     7665.0 lb
                                                  D
         79879.0
  17
                  10000.0
                            175.8
                                     7727.6 lb
                                                  D
GIIB-DEP-F-3
   1
                      0.0
                             16.0
                                     7900.0 lb
   2
          3182.8
                     0.0
                            150.0
                                     7800.9 lb
                                                  D
          3504.9
   3
                     35.0
                            151.5
                                     7800.9 lb
                                                  D
   4
          4539.9
                    142.6
                            156.4
                                     7791.7 lb
                                                  D
   5
          5339.3
                    217.0
                            160.7
                                     7776.0 lb
                                                  D
   6
          6430.2
                    359.9
                            163.9
                                     7780.9 lb
                                                  \mathbb{D}
   7
          6976.3
                    454.0
                            164.2
                                     7057.4 lb
                                                  D
   8
          7251.1
                    492.2
                            164.3
                                     6320.4 lb
                                                  D
                            164.6
   9
         8353.0
                    632.8
                                     6352.8 lb
                                                  D
  10
        10010.3
                    844.3
                                     6402.0 lb
                            165.1
                                                  D
  11
        15013.7
                   1482.2
                            166.7
                                     6553.2 lb
                                                  D
  12
        20065.1
                   2125.7
                            168.3
                                     6710.1 lb
                                                  D
  13
        27328.5
                   3050.0
                            170.7
                                     6943.3 lb
                                                  D
  14
        34938.6
                    4017.1
                                     7197.7 lb
                            173.2
                                                  D
  15
        45195.3
                            176.7
                                     7557.8 lb
                   5318.4
                                                  D
  16
        55056.8
                   6567.0
                                     7923.6 lb
                            180.1
                                                  D
  17
        65112.6
                   7837.6
                            183.7
                                     8317.7 lb
                                                  D
  18
        75057.9
                            187.3
                                     8729.7 lb
                   9091.5
                                                  D
                  10000.0
  19
        82278.1
                            190.0
                                     9043.4 1b
                                                  D
GIIB-DEP-F-4
                      0.0
   1
           0.0
                                     7900.0 lb
                             16.0
                                                  D
          3492.6
                      0.0
                            136.1
                                     7874.4 lb
                                                  D
   3
          4104.7
                     35.0
                            141.7
                                     7874.4 lb
                                                  D
          4828.3
                     99.8
                            145.0
                                     7866.8 lb
                                                  D
          5322.0
                    137.2
                                     7850.9 lb
                            148.2
                                                  D
   6
          6082.3
                                     7830.2 lb
                    199.0
                            152.7
                                                  D
   7
         7131.7
                    296.3
                                     7803.6 lb
                            159.1
                                                  D
   8
         8198.4
                                     6257.3 lb
                    462.8
                            160.1
                                                  D
   9
        10084.0
                    656.2
                                     5620.4 lb
                            160.6
                                                  D
  10
        15229.5
                   1180.0
                                     5729.0 lb
                            161.8
                                                  D
        20141.5
  11
                   1679.8
                            163.0
                                     5835.0 lb
                                                  D
        25090.5
  12
                                     5944.0 lb
                   2183.0
                            164.3
                                                  D
  13
        30077.1
                   2689.7
                            165.5
                                     6056.2 lb
                                                 D
  14
        35101.9
                   3199.9
                            166.8
                                     6171.8 lb
                                                 D
  15
        44984.8
                   4202.4
                                     6406.7 lb
                            169.3
                                                 D
        55020.6
  16
                   5219.0
                            172.0
                                     6655.8 lb
                                                 D
  17
        65215.1
                   6250.0
                            174.7
                                     6920.3 lb
                                                 D
  18
        75276.0
                            177.5
                   7266.0
                                     7193.3 lb
                                                 D
  19
        85195.2
                   8266.0
                                     7474.6 1b
                            180.3
                                                 D
  20
        94964.5
                   9249.3
                            183.1
                                     7764.0 lb
                                                 D
  21
       102433,6
                  10000.0
                            185.1
                                    7883.1 lb
                                                 D
GIIB-DEP-M-1
  1
          0.0
                      0.0
                             16.0
                                    10220.0 lb
                                                 D
         1814.0
                     0.0
                            140.0
                                   10202.5 lb
                                                 D
   3
       2357.0
                     61.8
                            146.6
                                   10202.5 lb
                                                 D
        3094.3
                    236.3
                            151.4
                                   10235.3 lb
                                                 D
                            151.7
         3582.0
                    392.0
                                   10256.4 lb
```

```
6
         3828.2
                    463.1
                           151.9
                                    8569.4 lb
                                                 D
                    539.6
   7
         4335.4
                           152.1
                                    5410.1 lb
                                                 D
                                    5416.0 lb
   8
         4590.4
                    569.9
                           152.1
                                                 D
                                    5441.9 lb
   9
                    700.7
         5610.8
                           152.4
                                                 D
                                    5507.6 lb
  10
                   1028.9
                           153.2
         8170.4
                                                 D
                                    5608.3 lb
                   1524.0
                           154.3
  11
        12033.3
                                                 D
                                    5691.1 lb
                   1922.5
                           155.2
  12
        15144.3
                                                 D
                                    5826.0 lb
  13
                   2558.0
                           156.7
        20108.4
                                                 D
                                    5966.0 lb
                           158.2
  14
        25120.4
                   3199.1
                                                 D
                                    6254.2 lb
  15
                   4464.3
        35022.2
                           161.3
                                                 D
                           164.5
                                    6564.7 lb
                   5752.2
  16
        45118.6
                                                 D
                   7027.9
                           167.8
                                    6890.6 lb
  17
        55137.8
                                                 D
                   8290.6
                                    7232.3 lb
  18
        65072.6
                           171.1
                                                 D
  19
        75207.8
                   9576.3
                           174.6
                                    7601.2 lb
                                                 D
                                    7727.6 lb
  20
        78552.5
                  10000.0
                           175.8
                                                 D
GIIB-DEP-M-3
                      0.0
                                   10200.0 lb
   1
            0.0
                            16.0
                                                 D
                           148.0
                                   10147.6 lb
         2454.3
                      0.0
                                                 D
   3
         2776.3
                     35.0
                           151.5
                                   10147.6 lb
                                                 D
         3830.1
                    151.4
                           162.0
                                   10120.0 lb
                                                 D
   5
                                   10157.0 lb
         4637.6
                    330.6
                           163.9
                                                 D
   6
                           164.2
                                    8636.9 lb
         5176.7
                    457.8
                                                 D
   7
                           164.3
                                    6710.6 lb
         5450.6
                    502.0
                                                 D
   8
                    642.8
                           164.6
                                    6355.1 lb
         6552.7
                                                 D
   9
         8210.2
                    854.2
                           165.2
                                    6404.4 lb
                                                 D
  10
                           165.8
                                    6462.5 lb
        10150.6
                   1101.7
                                                 D
                                    6616.0 lb
  11
        15173.3
                   1741.9
                           167.4
                                                 D
  12
        20244.5
                   2387.7
                           169.0
                                    6775.2 lb
                                                 D
  13
        25450.1
                   3050.0
                           170.7
                                    6943.3 lb
                                                 D
                                    7270.4 lb
  14
        35177.7
                   4286.0
                           173.9
                                                 D
  15
        45179.9
                   5554.5
                           177.3
                                    7625.4 lb
                                                 D
                                    7996.4 lb
  16
        55077.7
                   6807.2
                           180.8
                                                 D
  17
        65171.5
                   8082.1
                           184.4
                                    8396.2 lb
                                                 D
  18
        75155.4
                   9340.3
                           188.0
                                    8814.3 lb
                                                 D
19
        80399.8
                  10000.0
                           190.0
                                    9043.4 lb
                                                 D
S-76-APP-USER-1
   1
       -23696.8
                   2500.0
                           160.0
                                       3.0
                                                 A
       -18836.0
                   2000.0
                           160.0
                                       3.0
                                                 Α
   3
       -14582.7
                   1500.0
                           160.0
                                       3.0
                                                 Α
        -9721.8
                   1000.0
                           160.0
                                       3.0
                                                 A
   5
        -4860.9
                    500.0
                           160.0
                                       3.0
                                                 А
   6
             0.0
                      0.0
                           160.0
                                        3.0
                                                 А
   7
             0.0
                      0.0
                           160.0
                                        3.0
S-76-DEP-USER-1
                                       2.0
   1
             0.0
                      0.0
                            32.0
                                                 D
          476.0
                      0.0
                           160.0
                                       2.0
                                                 D
         3226.0
                    500.0
                           160.0
                                       2.0
                                                 D
         5976.0
                   1000.0
                           160.0
                                       2.0
                                                 D
   5
         5977.0
                   1000.0
                           160.0
                                       1.0
                                                 D
   6
         8726.0
                   1500.0
                           160.0
                                        1.0
                                                 D
   7
         9100.0
                   1500.0
                            160.0
                                        1.0
                                                 D
        14100.0
                   1500.0
                            160.0
                                        1.0
```

USER-DEFINED FLAP COEFFICIENTS

Acft Flap Op Coeff-R Coeff-C/D Coeff-B

USER-DEFINED JET THRUST COEFFICIENTS

Acft ThrType Coeff-E Coeff-F Coeff-Ga Coeff-Gb Coeff-H

USER-DEFINED PROP THRUST COEFFICIENTS
Name ThrType Efficiency Power

Coeff-H Acft Type Coeff-E Coeff-F Coeff-Ga Coeff-Gb Coeff-K1 Coeff-K2 CASE FLIGHT OPERATIONS Profile Stg Rwy qO Track Acft Sub Group Day Evening Night 727EM1 APP STANDARD 1 34L0.0009 L20L 0 COM 0.0044 0.0012 727EM1 APP 16R COM 0.0019 0.0000 USER 1 L6R n 0.0000 727EM1 APP USER 1 16R L7R 0 COM 0.0296 0.0034 0.0199727EM1 0.0061 DEP STANDARD 16R COM 0.0001 1 T6RA -1 0.0000 727EM1 DEP STANDARD 2 0.0030 1 16R T6RA COM 0.0001 0.0000 727EM1 DEP STANDARD 16R T6RB 1 COM 0.0065 0.0001 1. 0.0000 727EM1 DEP 2 STANDARD 16R T6RB COM 0.0032 0.0001 1 0.0000 727EM1 DEP STANDARD 16R T6RC 0 COM 0.0131 0.0003 1 0.0000 727EM1 DEP STANDARD 1 16R T6RD 0 COM 0.0125 0.0003 0.0000 727EM1 DEP STANDARD 16R T6RE 0 COM 0.0125 0.0003 1 0.0000 727EM1 DEP STANDARD 34L T4LA0 COM 0.0005 0.0005 7 0.0000 727EM1 DEP STANDARD 34L T4LB0 COM 0.0005 7 0.0005 0.0000 727EM1 DEP STANDARD 34L T4LC 0 COM 0.0005 0.0005 1 0.0000 737300 APP STANDARD 1 16R L7R n COM 0.0166 0.0000 0.0000 737300 DEP STANDARD 1 16R T6RA 1 COM 0.0011 0.0003 0.0000 737300 DEP STANDARD T6RA 2 0.0006 0.0002 1. 16R COM 0.0000 737300 DEP STANDARD 1 16R T6RB 1 COM 0.0012 0.0003 0.0000 737300 DEP STANDARD 1 16R T6RB 2 COM 0.0006 0.0002 0.0000 737300 DEP STANDARD 1 16R T6RC 0 COM 0.0024 0.0007 0.0000 737300 DEP STANDARD 1 16R T6RD 0 COM 0.0023 0.0006 0.0000 737300 DEP STANDARD 1 16R T6RE 0 COM 0.0023 0.0006 0.0000 737300 DEP STANDARD 1 34L T4LA0 COM 0.0005 0.0005 0.0000 737300 DEP STANDARD 1 34L T4LB 0 COM 0.0005 0.0005 0.0000 737300 DEP STANDARD 1 34L T4LC 0 COM 0.0005 0.0005 0.0000 7373B2 APP STANDARD 1 16R L7R 0 COM 0.0049 0.0000 0.0000 7373B2 DEP STANDARD 1. 16R T6RA 1 COM 0.0004 0.0002 0.0000 7373B2 DEP STANDARD 1 16R T6RA 2 COM 0.0002 0.0001 0.0000 7373B2 T6RB DEP STANDARD 1 16R 1 COM 0.0004 0.0002 0.0000 7373B2 2 DEP STANDARD 1 16R T6RB COM 0.0002 0.0001 0.0000 7373B2 DEP STANDARD 1 16R T6RC 0 COM 0.0008 0.0004 0.0000 7373B2 DEP STANDARD 1 16R T6RD 0 COM 0.0007 0.0004 0.0000 7373B2 DEP STANDARD 1 16R T6RE 0 COM 0.0007 0.0004 0.0000 737700 APP STANDARD 1 16R L6R 0 COM 0.0039 0.0000 0.0000 737700 APP STANDARD 1 16R L7R 0 COM 0.2876 0.0970 0.0620 737700 APP STANDARD 1 34L L20L 0 COM 0.0388 0.0039 0.0078 737700 DEP STANDARD 1 16R T6RA 1 COM 0.0424 0.0037 0.0008 737700 DEP STANDARD 1 16R T6RA 2 COM 0.0209 0.0018 0.0004 737700 DEP STANDARD 1 16R T6RB 1 COM 0.0450 0.0038 0.0009 737700 DEP STANDARD 1 16R T6RB 2 COM 0.0222 0.0019 0.0004 737700 DEP STANDARD 1 16R T6RC 0 COM 0.0910 0.0078 0.0017 737700 DEP STANDARD 1 16R T6RD 0 COM 0.0870 0.0074 0.0016 737700 DEP STANDARD 1 16R T6RE 0 COM 0.0870 0.0074 0.0016 737700 DEP STANDARD 1 34L T4LA 0 COM 0.0200 0.0012 0.0000 737700 DEP STANDARD 1 34L T4LB 0 COM 0.0200 0.0012 0.0000 737700 DEP STANDARD 1 34L T4LC 0 COM 0.0205 0.0013 0.0000 737N17 APP STANDARD 1 16R L7R 0 COM 0.0039 0.0026 0.0013 737N17 DEP STANDARD 1 16R T6RA 1 COM 0.0007 0.0000 0.0000 737N17 DEP STANDARD 1 16R T6RA 2 COM 0.0003 0.0000 0.0000 737N17 DEP STANDARD 1 16R T6RB COM 0.0007 0.0000 1 0.0000 737N17 DEP STANDARD 16R T6RB 2 0.0004 0.0000 COM 0.0000 737N17 DEP STANDARD T6RC 0.0015 16R COM 0.0000 0.0000 737N17 DEP STANDARD T6RD 16R 0 COM 0.0014 0.0000 0.0000 737N17 DEP STANDARD 1 16R T6RE n COM 0.0014 0.0000 0.0000

34L

STANDARD 1

737N17

DEP

T4LA

COM

0.0000

0.0000

0.0005

737N17	DEP	STANDARD 1	34L	T4LB	0	COM	0.0000	0.0000	0.0005
737N17	DEP	STANDARD 1	34L	T4LC	0	COM	0.0000	0.0000	0.0005
757PW	APP	STANDARD 1	16R	L7R	0	COM	0.0058	0.0000	0.0000
757PW	DEP	STANDARD 1	16R	T6RA	1	COM	0.0012	0.0000	0.0000
757PW	DEP	STANDARD 1	16R	T6RA	2	COM	0.0006	0.0000	0.0000
757PW	DEP	STANDARD 1	16R	T6RB	1	COM	0.0003	0.0000	0.0000
							0.0013	0.0000	0.0000
757PW	DEP	STANDARD 1	16R	T6RB	2	COM			
757PW	DEP	STANDARD 1	16R	T6RC	0	COM	0.0026	0.0000	0.0000
757PW	DEP	STANDARD 1	16R	T6RD	0	COM	0.0025	0.0000	0.0000
757PW	DEP	STANDARD 1	16R	T6RE	0	COM	0.0025	0.0000	0.0000
A319	APP	STANDARD 1	16R	L7R	0	COM	0.0001	0.0000	0.0000
A3VNY	APP	A3AV 1	16R	L4R	0	MIL	0.0062	0.0000	0.0000
A3VNY	APP	A3AV 1	16R	L7R	0	MIL	0.2236	0.0123	0.0000
A3VNY	APP	A3AV 1	34L	L20L	0	MIL	0.0185	0.0000	0.0000
A3VNY	DEP	A3D 1	16R	T6RA	1	MIL	0.0271	0.0000	0.0000
A3VNY	DEP	A3D 1	16R	T6RA	2	MIL	0.0134	0.0000	0.0000
A3VNY	DEP	A3D 1	16R	T6RB	1	MIL	0.0289	0.0000	0.0000
A3VNY	DEP	A3D 1	16R	T6RB	2	MIL	0.0142	0.0000	0.0000
A3VNY	DEP	A3D 1	16R	T6RC	0	MIL	0.0583	0.0000	0.0000
A3VNY	DEP	A3D 1	16R	T6RD	0	MIL	0.0558	0.0000	0.0000
A3VNY	DEP	A3D 1	16R	T6RE	ő	MIL	0.0558	0.0000	0.0000
		A3D 1	34L	T4LA	0	MIL	0.0025	0.0000	0:0000
A3VNY	DEP			T4LB	0	MIL	0.0025	0.0000	0.0000
A3VNY	DEP	A3D 1	34L						
A3VNY	DEP	A3D 1	34L	T4LC	0	MIL	0.0025	0.0000	0.0000
A7D	APP	STANDARD 1	16R	L7R	0	MIL	0.0269	0.0000	0.0000
A7D	DEP	STANDARD 1	16R	T6RA	1	MIL	0.0020	0.0010	0.0000
A7D	DEP	STANDARD 1	16R	TGRA	2	MIL	0.0010	0.0005	0.0000
A7D	DEP	STANDARD 1	16R	T6RB	1	\mathtt{MIL}	0.0021	0.0010	0.0000
A7D	DEP	STANDARD 1	16R	T6RB	2	\mathtt{MIL}	0.0011	0.0005	0.0000
A7D	DEP	STANDARD 1	16R	T6RC	0	MIL	0.0042	0.0021	0.0000
A7D	DEP	STANDARD 1	16R	T6RD	0	\mathtt{MIL}	0.0040	0.0019	0.0000
A7D	DEP	STANDARD 1	16R	T6RE	0	\mathtt{MIL}	0.0040	0.0019	0.0000
BEC58P	APP	STANDARD 1	16L	L10L	0	GA	0.1491	0.0000	0.0000
BEC58P	APP	STANDARD 1	16L	L11L	0	GA	0.0497	0.0000	0.0000
BEC58P	APP	STANDARD 1	16L	L12L	0	GA	0.0497	0.0000	0.0000
BEC58P	APP	STANDARD 1	16L	L13L	0	GA	0.0165	0.0000	0.0000
BEC58P	APP	STANDARD 1	16L	L1L	0	GA	0.0331	0.0000	0.0000
BEC58P	APP	STANDARD 1	16L	L2L	Õ	GA	0.3149	0.0497	0.0165
BEC58P	APP	STANDARD 1	16L	L3L	ő	GA	0.3645	0.0497	0.0000
BEC58P	APP	STANDARD 1	16L	L4L	Ö	GA	0.3480	0.0497	0.0165
BEC58P	APP	STANDARD 1	16L	L5L	0	GA	0.5136	0.0828	0.0000
			16L	L6L	0	GA	1.3256	0.0663	0.0000
BEC58P	APP	STANDARD 1				GA	19.0888	2.6512	0.8284
BEC58P	APP	STANDARD 1	16L	L7L	0			0.1658	0.0331
BEC58P	APP	STANDARD 1	16L	L8L	0	GA	1.8062	0.1038	0.0000
BEC58P	APP	STANDARD 1	16L	L9L	0	GA	0.1823		
BEC58P	APP	STANDARD 1	16R	L10R	0	GA	0.0666	0.0000	0.0000
BEC58P	APP	STANDARD 1	16R	L11R	0	GA	0.0499	0.0000	0.0000
BEC58P	APP	STANDARD 1	16R	L12R	0	GA	0.0833	0.0165	0.0000
BEC58P	APP	STANDARD 1	16R	L13R	0	GA	0.0499	0.0000	0.0000
BEC58P	APP	STANDARD 1	16R	L1R	0	GA	0.0999	0.0165	0.0000
BEC58P	APP	STANDARD 1	16R	L2R	0	GA	0.2165	0.0000	0.0000
BEC58P	APP	STANDARD 1	16R	L3R	0	GA	0.1665	0.0497	0.0000
BEC58P	APP	STANDARD 1	16R	L4R	0	GA	0.2498	0.0331	0.0000
BEC58P	APP	STANDARD 1	16R	L5R	0	GA	0.3665	0.0497	0.0000
BEC58P	APP	STANDARD 1	16R	L6R	0	GA	1.7155	0.1658	0.0165
BEC58P	APP	STANDARD 1	16R	L7R	0	GA	12,7251	1.9718	0.5467
BEC58P	APP	STANDARD 1	16R	L8R	Ŏ	GA.	0.2332	0.0000	0.0000
BEC58P	APP	STANDARD 1	16R	L9R	Ő	GA	0.0666	0.0000	0.0000
BEC58P	APP	STANDARD 1	34L	L14L	0	GA	0.0165	0.0000	0.0000
BEC58P	APP	STANDARD 1	34L	L18L	0	GA	0.0165	0.0000	0.0000
		STANDARD 1 STANDARD 1		L19L	0	GA	0.0497	0.0000	0.0000
BEC58P	APP	PIWMDWKD T	つせい	ロエフレ	U	QH.	V.V42/	0.0000	0.0000

	BEC58P	APP	STANDARD 1	34L	L20L	0	GA	2.6347	0.2982	0.0828
	BEC58P	APP	STANDARD 1	34L	L21L	0	GA	0.0663	0.0165	0.0000
	BEC58P	APP	STANDARD 1	34L	L22L	0	GA	0.0165	0.0000	0.0000
	BEC58P	APP	STANDARD 1	34R	L17R	0	GA	0.0165	0.0000	0.0000
	BEC58P	APP	STANDARD 1	34R	L19R	0	GA	0.2817	0.0000	0.0000
	BEC58P	APP	STANDARD 1	34R	L20R	0	GA	0.9942	0.0995	0.0165
	BEC58P	APP	STANDARD 1	34R	L21R	0	GA	0.0331	0.0000	0.0000
	BEC58P	DEP	STANDARD 1	16L	T14L	0	GA _.	0.0447	0.0000	0.0224
	BEC58P	DEP	STANDARD 1	16L	T15L	0	GA	0.0447	0.0000	0.0000
	BEC58P	DEP	STANDARD 1	16L	T16L	0	GA	0.0672	0.0000	0.0000
	BEC58P	DEP	STANDARD 1	16L	T17L	0	GA	0.0672	0.0224	0.0000
	BEC58P	DEP	STANDARD 1	16L	T18L	0	GA	0.5147	0.0224	0.0000
	BEC58P	DEP	STANDARD 1	16L	T19L	0	GA	1.7455	0.0895	0.0895
	BEC58P	DEP	STANDARD 1	16L	T20L	0	GA	3.2895	0.4922	0.0447
	BEC58P	DEP	STANDARD 1	16L	T21L	0	GA	1.1636	0.0672	0.0000
	BEC58P	DEP	STANDARD 1	16L	T22L	0	GA	0.7385	0.0447	0.0000
	BEC58P	DEP	STANDARD 1	16L	T23L	0	GA	0.1790	0.0000	0.0000
	BEC58P	DEP	STANDARD 1	16L	T24L	0	GA	0.0895	0.0000	0.0000
	BEC58P	DEP	STANDARD 1	16L	T25L	0	GA	0.0895	0.0000	0.0000
	BEC58P BEC58P	DEP	STANDARD 1	16L	T26L	0	GA	0.0672	0.0000	0.0000
	BEC58P	DEP DEP	STANDARD 1	16R 16R	T14R T17R	0	GA	0.0224	0.0000	0.0000 0.0000
	BEC58P	DEP	STANDARD 1 STANDARD 1	16R	T18R	0	GA GA	0.1567 0.5818	$0.0000 \\ 0.0224$	
	BEC58P	DEP	STANDARD 1	16R	T19R	0	GA	1.7007	0.0224	$0.0224 \\ 0.0447$
	BEC58P	DEP	STANDARD 1	16R	T20R	0	GA	19.4906	1.7228	0.7385
	BEC58P	DEP	STANDARD 1	16R	T21R	0	GA	10.2488	0.6936	0.7363
	BEC58P	DEP	STANDARD 1	16R	T22R	0	GA	1.6559	0.0447	0.1343
•	BEC58P	DEP	STANDARD 1	16R	T23R	Ö	GA	0.5370	0.0224	0.0000
	BEC58P	DEP	STANDARD 1	16R	T24R	ő	GA	0.2014	0.0000	0.0224
	BEC58P	DEP	STANDARD 1	16R	T25R	Õ	GA	0.1119	0.0447	0.0000
	BEC58P	DEP	STANDARD 1	34L	T10L	Õ	GA	0.0224	0.0000	0.0000
	BEC58P	DEP	STANDARD 1	34L	T1L	Ō	GA	0.0447	0.0224	0.0000
	BEC58P	DEP	STANDARD 1	34L	T2L	0	GA	0.0895	0.0000	0.0224
	BEC58P	DEP	STANDARD 1	34L	T3L	0	GA	0.1567	0.0447	0.0000
	BEC58P	DEP	STANDARD 1	34L	T4L	0	GA	0.1567	0.0224	0.0224
	BEC58P	DEP	STANDARD 1	34L	T5L	0	GA	0.2014	0.0224	0.0000
	BEC58P	DEP	STANDARD 1	34L	$\mathtt{T6L}$	0	GA	0.2014	0.0224	0.0224
	BEC58P	DEP	STANDARD 1	34L	T7L	0	GA	0.3356	0.0224	0.0224
	BEC58P	DEP	STANDARD 1	34L	$\mathtt{T8L}$	0	GA	0.0672	0.0224	0.0000
	BEC58P	DEP	STANDARD 1	34L	$\mathtt{T9L}$	0	GΑ	0.0672	0.0000	0.0000
•	BEC58P	DEP	STANDARD 1	34R	T1R	0	GA	0.0447	0.0000	0.0000
	BEC58P	DEP	STANDARD 1	34R	T2R	0 .	GA	0.1343	0.0000	0.0000
	BEC58P	DEP	STANDARD 1	34R	T3R	0	GA	0.0895	0.0000	0.0000
	BEC58P	DEP	STANDARD 1	34R	T4R	0	GA	0.2461	0.0000	0.0000
	BEC58P	DEP	STANDARD 1	34R	T5R	0	GA	0.2686	0.0224	0.0000
•	BEC58P	DEP	STANDARD 1	34R	T6R	0	GA	0.2909	0.0224	0.0000
	BEC58P	DEP	STANDARD 1	34R	T7R	0	GA	0.9846	0.0447	0.0447
	BEC58P	DEP	STANDARD 1	34R	T8R	0	GA	0.3356	0.0447	0.0672
	BEC58P	DEP	STANDARD 1	34R	T9R	0	GA	0.1119	0.0224	0.0000
	BEC58P	TGO	USER 1	16R	TG6R	0	GA	6.6241	0.6158	0.4093
	BEC58P	TGO	USER 1	34L	TG4L	0	GA	1.4506	0.1538	0.1219
	BEC58P	TGO	USER 2	16L	16LTGO	0	GA	18.6245	1.7314	1.1510
	BEC58P BEC58P	TGO	USER 2	16L	16LTGO	1	GA	13.9743	1.2991	0.8636
	BEC58P	TGO	USER 2	16L	16LTGO	2	GA	13.9743	1.2991	0.8636
	BEC58P	TGO TGO	USER 2 USER 2	16L 16L	16LTGO 16LTGO	3	GA Ca	5.5921	0.5198	0.3456
	BEC58P	TGO	USER 2	16L	16LTGO	4 5	GA GA	5.5921 0.9300	0.5198 0.0865	0.3456 0.0575
	BEC58P	TGO	USER 2	16L	16LTGO	5 6	GA GA	0.9300	0.0865	0.0575
	BEC58P	TGO	USER 2	34R	TG4R	0	GA GA	13.0549	1.3848	1.0964
	C130	APP	STANDARD 1	16R	L7R	0	MIL	0.0248	0.0000	0.0000
	C130	DEP	STANDARD 1	16R	T20R	ő	MIL	0.0248	0.0000	0.0000
	, ·				~~ - * *	~		5.52.30	0.000	0.0000

CIT3	APP	STANDARD	1	34L	L20L	0	GA	0.0797	0.0000	0.0000
CIT3	APP	USER	1	16R	L2R	0	GA	0.0000	0.0048	0.0000
CIT3	APP	USER	1	16R	L6R	0	GA	0.0281	0.0048	0.0000
CIT3	APP	USER	1	16R	L7R	0	GA	0.6096	0.0705	0.0422
CIT3	DEP	STANDARD	1	16R	T6RA	1	GA	0.0744	0.0035	0.0025
CIT3	DEP		1	16R	T6RA	2	GA	0.0367	0.0017	0.0013
CIT3	DEP	STANDARD		16R	T6RB	1	GA	0.0791	0.0038	0.0027
CIT3	DEP	STANDARD		16R	T6RB	2	GA	0.0390	0.0018	0.0013
CIT3	DEP	STANDARD		16R	T6RC	0	GA	0.1599	0.0075	0.0054
CIT3	DEP	STANDARD		16R	T6RD	Ó	GA	0.1529	0.0071	0.0051
CIT3	DEP	STANDARD		16R	T6RE	0	GA	0.1529	0.0071	0.0051
	DEP	STANDARD		34L	T4LA	0	GA	0.0260	0.0030	0.0000
CIT3		STANDARD		34L	T4LB	0	GA:	0.0260	0.0030	0.0000
CIT3	DEP			34L	T4LC	0	GA	0.0268	0.0032	0.0000
CIT3	DEP	STANDARD				0	GA	0.0000	0.0032	0.0000
CL600	APP	STANDARD	1	34L	L19L			0.5245	0.1288	0.0382
CL600	APP		1	34L	L20L	0	GA	0.0048	0.1288	0.0000
CT600	APP	USER	1	16R	L5R	0	GA			
CL600	APP	USER	1	16R	L6R	0	GA	0.0619	0.0190	0.0048
CT600	APP	USER	1	16R	L7R	0	GA	3.8389	0.7868	0.5150
CL600	APP	USER	1	16R	L8R	0	GA	0.0048	0.0000	0.0095
CL600	DEP	STANDARD		16R	T6RA	1	GA	0.4984	0.0283	0.0307
CL600	DEP	STANDARD		16R	T6RA	2	GA	0.2455	0.0140	0.0151
CL600	DEP	STANDARD	1	16R	T6RB	1	GA	0.5295	0.0301	0.0326
CT600	DEP	STANDARD	1	16R	TGRB	2	GA	0.2608	0.0148	0.0160
CL600	DEP	STANDARD	1	16R	T6RC	0	GΑ	1.0692	0.0609	0.0658
CL600	DEP	STANDARD	1	16R	T6RD	0	GA	1.0228	0.0583	0.0630
CL600	DEP	STANDARD	1	16R	T6RE	0	GΑ	1.0228	0.0583	0.0630
CL600	DEP	STANDARD	1	34L	T4LA	0	GA	0.2057	0.0127	0.0282
CL600	DEP	STANDARD	1	34L	T4LB	0	GA	0.2057	0.0127	0.0282
CL600	DEP	STANDARD	1	34L	T4LC	0	GA	0.2120	0.0132	0.0291
CL601	APP	STANDARD		16R	L7R	0	GA	0.0184	0.0000	0.0179
CL601	APP	STANDARD		34L	L20L	0	GA	0.0037	0.0000	0.0072
CL601	DEP	STANDARD		16R	TGRA	1	GA	0.0020	0.0000	0.0006
CL601	DEP	STANDARD		16R	T6RA	2	GA	0.0010	0.0000	0.0003
CL601	DEP	STANDARD		16R	T6RB	1	GA	0.0021	0.0000	0.0007
CL601	DEP	STANDARD		16R	T6RB	2	GA	0.0011	0.0000	0.0004
CL601	DEP	STANDARD		16R	TGRC	0	GA	0.0045	0.0000	0.0014
CL601	DEP	STANDARD		16R	T6RD	0	GA	0.0043	0.0000	0.0014
CL601	DEP	STANDARD		16R	T6RE	Õ	GA	0.0043	0.0000	0.0014
CL601	DEP	STANDARD		34L	T4LA	Õ	GA	0.0012	0.0000	0.0061
CL601	DEP	STANDARD		34L	T4LB	0	GA	0.0012	0.0000	0.0061
CL601	DEP	STANDARD		34L	T4LC	0	GA	0.0014	0.0000	0.0063
CNA172	APP	STANDARD		16L	L10L	ŏ	GA	1.4952	0.1226	0.0245
CNA172	APP	STANDARD		16L	L11L	0	GA	1.2256	0.0491	0.0491
		STANDARD		16L	L12L	0	GA	1.2501	0.0245	0.0000
CNA172	APP	STANDARD		16L	L13L	0	GA	0.3922	0.0245	0.0000
CNA172	APP	STANDARD		16L	L1L	0	GA	0.5393	0.0736	0.0245
CNA172	APP				L2L	0	GA	2.0344	0.3187	0.0245
CNA172	APP	STANDARD		16L	L3L		GA	1.4462	0.1717	0.0243
CNA172	APP	STANDARD		16L		0	GA	1.7894	0.1961	0.0301
CNA172	APP	STANDARD		16L	L4L					0.0245
CNA172	APP	STANDARD		16L	L5L	0	GA	2.6227	0.2941	
CNA172	APP	STANDARD		16L	L6L	0	GA	4.2649	0.6373	0.1226
CNA172	APP	STANDARD		16L	L7L	0	GA	39.9288	4.8288	0.6618
CNA172	APP	STANDARD		16L	L8L	0	GA	11.4223	0.9805	0.0245
CNA172	APP	STANDARD		16L	L9L	0	GA	2.1571	0.1717	0.0491
CNA172	APP	STANDARD		16R	L10R	0	GA	0.2705	0.0000	0.0000
CNA172	APP	STANDARD		16R	L11R	0	GA	0.4673	0.0736	0.0245
CNA172	APP	STANDARD		16R	L12R	0	GΑ	0.4181	0.0245	0.0000
CNA172	APP	STANDARD	1	16R	L13R	0	GA	0.3936	0.0491	0.0000
CNA172	APP	STANDARD	1	16R	L1R	0	GA	0.6641	0.0981	0.0245
CNA172	APP	STANDARD	1	16R	L2R	0	GA	0.7624	0.0981	0.0000

CNA172	APP	STANDARD 1	16R	L3R	0	GA	0.4919	0.0981	0.0000
CNA172	APP	STANDARD 1	16R	L4R	0	GA	0.8607	0.0491	0.0000
CNA172	APP	STANDARD 1	16R	L5R	0	GA	1.2051	0.1226	0.0000
CNA172	APP	STANDARD 1	16R	L6R	0	GA	3.1480	0.5393	0.0245
	APP								
CNA172		STANDARD 1	16R	L7R	0	GA	19.4294	2.9905	0.1470
CNA172	APP	STANDARD 1	16R	L8R	0	ĢΑ	0.7378	0.1226	0.0245
CNA172	APP	STANDARD 1							
			16R	L9R	0	GA	0.2459	0.0491	0.0491
CNA172	APP	STANDARD 1	34L	L14L	0	GA	0.0245	0.0000	0.0000
CNA172	APP	STANDARD 1	34L	L18L	0	GA	0.0491	0.0000	0.0000
CNA172	APP	STANDARD 1	34L	L19L	0	GA	0.1961	0.0000	0.0245
CNA172	APP	CONTRIDATE 1		L20L				0.6373	
		STANDARD 1	34L		0	GA	5.3679	0.03/3	0.0491
CNA172	APP	STANDARD 1	34L	L21L	0	GA	0.5393	0.0245	0.0000
CNA172	APP	STANDARD 1	34L	L22L					
					0	GA	0.0736	0.0000	0.0000
CNA172	APP	STANDARD 1	34L	L23L	0	GA	0.0736	0.0000	0.0000
CNA172	APP								
		STANDARD 1	34L	L24L	. 0	GA	0.0245	0.0000	0.0000
CNA172	APP	STANDARD 1	34R	L14R	0	GA	0.0981	0.0000	0.0000
CNA172	APP	STANDARD 1					0.1226		
			34R	L15R	0	GA		0.0000	0.0000
CNA172	APP	STANDARD 1	34R	L17R	0	GA	0.1961	0.0245	0.0000
CNA172	APP	STANDARD 1	34R	L18R	0	GA	0.1961	0.0000	0.0245
CNA172	APP	STANDARD 1	34R	L19R	0	GA	2.1324	0.0736	0.0000
CNA172	APP	STANDARD 1	34R	L20R	0	GA	1.9118	0.1226	0.0000
CNA172	APP	STANDARD 1	34R	L21R	0 -	GA	0.2451	0.0000	0.0000
CNA172	APP	STANDARD 1	34R	L23R	0	GA	0.1227	0.0245	0.0000
CNA172	DEP	STANDARD 1	16L	T14L	, 0	GA	0.1062	0.1062	0.0000
CNA172	DEP	STANDARD 1	16L	$\mathtt{T15L}$	0	GΑ	0.2653	0.1062	0.0000
CNA172	DEP	STANDARD 1	16L	T16L					
					0	GA	0.5837	0.0531	0.0000
CNA172	DEP	STANDARD 1	16L	T17L	0	GA	1.2204	0.0000	0.0531
CNA172	DEP	STANDARD 1	16L	$\mathtt{T18L}$	0	GA	2.5468	0.6368	0.0000
CNA172	DEP	STANDARD 1	16L	T19L	0	GA	8.2769	1.1673	0.1592
CNA172	DEP	STANDARD 1	16L	T20L	0	GA	9.2321	1.2204	0.2652
CNA172	DEP	STANDARD 1	16L	T21L	0	GA	5.5710	0.4776	0.1592
CNA172	DEP	STANDARD 1	16L	T22L	0	GA	4.4038	0.2123	0.0000
CNA172	DEP	STANDARD 1	16L	T23L	0	GA	1.6979	0.0531	0.1061
CNA172	DEP	STANDARD 1	16L	T24L	0	GA	0.7959	0.0000	0.0000
CNA172	DEP	STANDARD 1	16L	T25L	0	GA	0.5837	0.0000	0.0000
CNA172	DEP	STANDARD 1	16L	T26L	0	GA	0.1062	0.0531	0.0531
CNA172	DEP	STANDARD 1	16R	T14R	0	GA	0.0531	0.0000	0.0000
CNA172	DEP	STANDARD 1	16R	T16R	0	GA	0.1062	0.0531	0.0000
CNA172	DEP	STANDARD 1	16R	T17R	0	GA	0.3186	0.0000	0.0000
CNA172	DEP	STANDARD 1	16R	T18R	0	GA	1.3806	0.0531	0.0000
CNA172	DEP	STANDARD 1	16R	T19R	0	GA	2.9205	0.2653	0.0531
CNA172	DEP	STANDARD 1	16R		0				
				T20R		GA	25.8062	3.7674	0.4773
CNA172	DEP	STANDARD 1	16R	T21R	0	GΑ	30.5852	2.6531	0.9017
CNA172	DEP	STANDARD 1	16R	T22R	0	GA	4.3541	0.2123	0.0000
CNA172	DEP	STANDARD 1	16R	T23R	0	GA	1.8054	0.0000	0.1592
CNA172	DEP	STANDARD 1	16R	T24R	0	GA	0.4249	0.0000	0.0000
		· ·							
CNA172	DEP	STANDARD 1	16R	T25R	0	GA	0.0531	0.0000	0.0000
CNA172	DEP	STANDARD 1	34L	T1L	0	GA	0.1592	0.0000	0.0000
CNA172	$_{ m DEP}$	STANDARD 1	34L	T2L	0	GA	0.3714	0.0000	0.0000
CNA172	DEP	STANDARD 1	34L	T3L	0	GA	0.2653	0.0000	0.0531
CNA172	DEP	STANDARD 1	34L	T4L	0	GA	0.3714	0.0531	0.0000
CNA172	DEP	STANDARD 1	34L	T5L	0	GA	0.3183	0.0531	0.0000
CNA172	DEP	STANDARD 1	34L	T6L	0	GA	0.3183	0.0000	0.0531
CNA172	DEP	STANDARD 1	34L	T7L	0	GA	0.6899	0.0531	0.0000
CNA172	DEP	STANDARD 1	34L	T8L	0	GA	0.1062	0.0531	0.0000
CNA172	DEP								
		STANDARD 1	34R	T10R	0	GA	0.0531	0.0000	0.0000
CNA172	DEP	STANDARD 1	34R	T1R	0	GA	0.1592	0.0531	0.0531
CNA172	DEP	STANDARD 1	34R	T2R	0	GA	0.7428	0.0000	0.0000
CNA172	DEP	STANDARD 1	34R	T3R	0	GA	0.3183	0.0531	0.0000
CNA172	DEP	STANDARD 1	34R	T4R	0	GA	0.4245	0.0531	0.0000
CNA172	DEP	STANDARD 1	34R	T5R	ŏ			0.0000	0.0000
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CNA172 DEP											
CNA172 DEP STANDARD 34R T7R	CNA172	DEP	STANDARD 1	34R	T6R	- (0	GΑ	1.0611	0.1593	0.0000
CNA172 DEP STANDARD 1 34R TSR				34R		(0		1.1142	0.0531	0.0000
CNA172 DEP STANDARD 1 34R T9R 0						(0		0.8489	0.1062	0.0531
CNA206 APP STANDARD 1 66L L10L 0 GA 0.3774 0.0188 0.0000 CNA206 APP STANDARD 1 16L L11L 0 GA 0.1332 0.0000 0.0000 CNA206 APP STANDARD 1 16L L12L 0 GA 0.0377 0.0000 0.0000 CNA206 APP STANDARD 1 16L L12L 0 GA 0.0377 0.0000 0.0000 CNA206 APP STANDARD 1 16L L12L 0 GA 0.0343 0.0000 0.0000 CNA206 APP STANDARD 1 16L L12L 0 GA 0.5943 0.0000 0.0000 CNA206 APP STANDARD 1 16L L3L 0 GA 0.3019 0.0000 0.0000 CNA206 APP STANDARD 1 16L L3L 0 GA 0.3962 0.0188 0.0000 CNA206 APP STANDARD 1 16L L5L 0 GA 0.3962 0.0188 0.0000 CNA206 APP STANDARD 1 16L L5L 0 GA 0.3962 0.0188 0.0000 CNA206 APP STANDARD 1 16L L5L 0 GA 0.3679 0.0755 0.0377 CNA206 APP STANDARD 1 16L L5L 0 GA 0.3679 0.0755 0.0377 CNA206 APP STANDARD 1 16L L9L 0 GA 0.3679 0.0755 0.0377 CNA206 APP STANDARD 1 16L L9L 0 GA 0.3076 0.2076 0.0000 CNA206 APP STANDARD 1 16R L19L 0 GA 0.9455 0.188 0.0000 CNA206 APP STANDARD 1 16R L19L 0 GA 0.0945 0.0188 0.0000 CNA206 APP STANDARD 1 16R L19R 0 GA 0.0945 0.0188 0.0000 CNA206 APP STANDARD 1 16R L12R 0 GA 0.0567 0.0000 0.0000 CNA206 APP STANDARD 1 16R L12R 0 GA 0.0567 0.0000 0.0000 CNA206 APP STANDARD 1 16R L12R 0 GA 0.0567 0.0000 0.0000 CNA206 APP STANDARD 1 16R L12R 0 GA 0.0567 0.0000 0.0000 CNA206 APP STANDARD 1 16R L12R 0 GA 0.0567 0.0000 0.0000 CNA206 APP STANDARD 1 16R L12R 0 GA 0.0567 0.0000 0.0000 CNA206 APP STANDARD 1 16R L12R 0 GA 0.0567 0.0000 0.0000 CNA206 APP STANDARD 1 16R L12R 0 GA 0.0567 0.0000 0.0000 CNA206 APP STANDARD 1 16R L12R 0 GA 0.1134 0.0000 0.0000						(0				0.0000
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CNA206 APP STANDARD 1 34R L20R 0 GA 0.4339 0.0377 0.0188 CNA206 APP STANDARD 1 34R L21R 0 GA 0.0376 0.0000 0.0188 CNA206 APP STANDARD 1 34R L23R 0 GA 0.0188 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T15L 0 GA 0.0314 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T17L 0 GA 0.1879 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T17L 0 GA 0.1879 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T19L 0 GA 0.4699 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T29L 0 GA 1.7540 <td></td> <td></td> <td>STANDARD 1</td> <td>34R</td> <td>L19R</td> <td></td> <td>0</td> <td>GA</td> <td>0.3962</td> <td>0.0377</td> <td>0.0188</td>			STANDARD 1	34R	L19R		0	GA	0.3962	0.0377	0.0188
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CNA206 APP STANDARD 1 34R L23R 0 GA 0.0188 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T15L 0 GA 0.0314 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T17L 0 GA 0.1879 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T17L 0 GA 0.1879 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T19L 0 GA 0.4699 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T20L 0 GA 1.6601 0.0626 0.0314 CNA206 DEP STANDARD 1 16L T21L 0 GA 1.7540 0.2192 0.0314 CNA206 DEP STANDARD 1 16L T22L 0 GA 1.4095 <td>CNA206</td> <td>APP</td> <td></td> <td></td> <td>L21R</td> <td></td> <td>0</td> <td>GA</td> <td>0.0376</td> <td>0.0000</td> <td>0.0188</td>	CNA206	APP			L21R		0	GA	0.0376	0.0000	0.0188
CNA206 DEP STANDARD 1 16L T15L 0 GA 0.0314 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T16L 0 GA 0.0940 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T17L 0 GA 0.1879 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T19L 0 GA 0.4699 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T19L 0 GA 1.6601 0.0626 0.0314 CNA206 DEP STANDARD 1 16L T20L 0 GA 1.7540 0.2192 0.0314 CNA206 DEP STANDARD 1 16L T22L 0 GA 1.4095 0.1253 0.0000 CNA206 DEP STANDARD 1 16L T23L 0 GA 0.1567 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td>GA</td> <td>0.0188</td> <td>0.0000</td> <td>0.0000</td>							0	GA	0.0188	0.0000	0.0000
CNA206 DEP STANDARD 1 16L T16L 0 GA 0.0940 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T17L 0 GA 0.1879 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T18L 0 GA 0.4699 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T19L 0 GA 1.6601 0.0626 0.0314 CNA206 DEP STANDARD 1 16L T20L 0 GA 2.2239 0.0940 0.0000 CNA206 DEP STANDARD 1 16L T21L 0 GA 1.7540 0.2192 0.0314 CNA206 DEP STANDARD 1 16L T22L 0 GA 1.4095 0.1253 0.0000 CNA206 DEP STANDARD 1 16L T22L 0 GA 1.4095 0.1253 0.0000 CNA206 DEP STANDARD 1 16L T23L 0 GA 0.2819 0.0314 0.0000 CNA206 DEP STANDARD 1 16L T24L 0 GA 0.1567 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T25L 0 GA 0.2819 0.0014 0.0000 CNA206 DEP STANDARD 1 16L T25L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T26L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T26L 0 GA 0.0940 0.0000 0.0000 CNA206 DEP STANDARD 1 16R T15R 0 GA 0.0940 0.0000 0.0000 CNA206 DEP STANDARD 1 16R T15R 0 GA 0.0314 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T17R 0 GA 0.0626 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T17R 0 GA 0.0626 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T18R 0 GA 0.2192 0.0000 0.0940 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.2192 0.0000 0.0940 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.2192 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314			STANDARD 1	16L			0			0.0000	0.0000
CNA206 DEP STANDARD 1 16L T17L 0 GA 0.1879 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T18L 0 GA 0.4699 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T19L 0 GA 1.6601 0.0626 0.0314 CNA206 DEP STANDARD 1 16L T20L 0 GA 2.2239 0.0940 0.0000 CNA206 DEP STANDARD 1 16L T21L 0 GA 1.7540 0.2192 0.0314 CNA206 DEP STANDARD 1 16L T22L 0 GA 1.4095 0.1253 0.0000 CNA206 DEP STANDARD 1 16L T23L 0 GA 0.2819 0.0314 0.0000 CNA206 DEP STANDARD 1 16L T24L 0 GA 0.1567 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T24L 0 GA 0.1567 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T25L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T25L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T26L 0 GA 0.0940 0.0000 0.0000 CNA206 DEP STANDARD 1 16R T15R 0 GA 0.0940 0.0000 0.0000 CNA206 DEP STANDARD 1 16R T15R 0 GA 0.0314 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T17R 0 GA 0.0626 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T17R 0 GA 0.0626 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T18R 0 GA 0.2192 0.0000 0.0940 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.2192 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T20R 0 GA 9.7411 0.5638 0.4699			STANDARD 1				0	GΑ	0.0940	0.0000	0.0000
CNA206 DEP STANDARD 1 16L T18L 0 GA 0.4699 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T19L 0 GA 1.6601 0.0626 0.0314 CNA206 DEP STANDARD 1 16L T20L 0 GA 2.2239 0.0940 0.0000 CNA206 DEP STANDARD 1 16L T21L 0 GA 1.7540 0.2192 0.0314 CNA206 DEP STANDARD 1 16L T22L 0 GA 1.4095 0.1253 0.0000 CNA206 DEP STANDARD 1 16L T23L 0 GA 0.2819 0.0314 0.0000 CNA206 DEP STANDARD 1 16L T24L 0 GA 0.1567 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T25L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T25L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T26L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T26L 0 GA 0.0940 0.0000 0.0000 CNA206 DEP STANDARD 1 16R T15R 0 GA 0.0314 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T15R 0 GA 0.0314 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T17R 0 GA 0.0626 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T18R 0 GA 0.2192 0.0000 0.0940 CNA206 DEP STANDARD 1 16R T18R 0 GA 0.2192 0.0000 0.0940 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T20R 0 GA 9.7411 0.5638 0.4699		DEP					0	GA	0.1879	0.0000	0.0000
CNA206 DEP STANDARD 1 16L T19L 0 GA 1.6601 0.0626 0.0314 CNA206 DEP STANDARD 1 16L T20L 0 GA 2.2239 0.0940 0.0000 CNA206 DEP STANDARD 1 16L T21L 0 GA 1.7540 0.2192 0.0314 CNA206 DEP STANDARD 1 16L T22L 0 GA 1.4095 0.1253 0.0000 CNA206 DEP STANDARD 1 16L T23L 0 GA 0.2819 0.0314 0.0000 CNA206 DEP STANDARD 1 16L T24L 0 GA 0.1567 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T25L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T25L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T26L 0 GA 0.0940 0.0000 0.0000 CNA206 DEP STANDARD 1 16R T15R 0 GA 0.0940 0.0000 0.0000 CNA206 DEP STANDARD 1 16R T15R 0 GA 0.0314 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T17R 0 GA 0.0626 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T18R 0 GA 0.2192 0.0000 0.0940 CNA206 DEP STANDARD 1 16R T18R 0 GA 0.2192 0.0000 0.0940 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T20R 0 GA 9.7411 0.5638 0.4699							0		0.4699	0.0000	0.0000
CNA206 DEP STANDARD 1 16L T20L 0 GA 2.2239 0.0940 0.0000 CNA206 DEP STANDARD 1 16L T21L 0 GA 1.7540 0.2192 0.0314 CNA206 DEP STANDARD 1 16L T22L 0 GA 1.4095 0.1253 0.0000 CNA206 DEP STANDARD 1 16L T23L 0 GA 0.2819 0.0314 0.0000 CNA206 DEP STANDARD 1 16L T24L 0 GA 0.1567 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T25L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T25L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T26L 0 GA 0.0940 0.0000 0.0000 CNA206 DEP STANDARD 1 16R T15R 0 GA 0.0314 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T15R 0 GA 0.0314 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T17R 0 GA 0.0626 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T18R 0 GA 0.2192 0.0000 0.0940 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.2192 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T20R 0 GA 9.7411 0.5638 0.4699							0		1.6601	0.0626	0.0314
CNA206 DEP STANDARD 1 16L T21L 0 GA 1.7540 0.2192 0.0314 CNA206 DEP STANDARD 1 16L T22L 0 GA 1.4095 0.1253 0.0000 CNA206 DEP STANDARD 1 16L T23L 0 GA 0.2819 0.0314 0.0000 CNA206 DEP STANDARD 1 16L T24L 0 GA 0.1567 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T25L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T25L 0 GA 0.2819 0.0000 0.0000 CNA206 DEP STANDARD 1 16L T26L 0 GA 0.0940 0.0000 0.0000 CNA206 DEP STANDARD 1 16R T15R 0 GA 0.0314 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T17R 0 GA 0.0314 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T17R 0 GA 0.0626 0.0314 0.0000 CNA206 DEP STANDARD 1 16R T18R 0 GA 0.2192 0.0000 0.0940 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T19R 0 GA 0.7518 0.0000 0.0314 CNA206 DEP STANDARD 1 16R T20R 0 GA 9.7411 0.5638 0.4699											
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CNA206	DEP	STANDARD	1	16R	T22R	0	GA	1.4095	0.0626	0.0314
CNA206	DEP	STANDARD		16R	T23R	0		0.2506		
							GA		0.0000	0.0000
CNA206	DEP	STANDARD	1	16R	T24R	0	GA	0.1567	0.0000	0.0000
CNA206	DEP	STANDARD	1.	16R	T25R	0	GA	0.0626	0.0000	0.0000
CNA206	DEP	STANDARD	1	34L	T11L	0	GA	0.0314	0.0000	0.0000
	DEP									
CNA206		STANDARD		34L	T1L	0	GA	0.0940	0.0000	0.0314
CNA206	DEP	STANDARD	1	34L	T2L	0	GA	0.0314	0.0000	0.0000
CNA206	DEP	STANDARD	1.	34L	T3L	0	GA	0.0626	0.0000	0.0000
CNA206	DEP	STANDARD	1	34L	T5L	0	GA	0.0626	0.0314	0.0000
CNA206	DEP	STANDARD								
				34L	T6L	0	GA	0.1879	0.0314	0.0000
CNA206	DEP	STANDARD	1	34L	T7L	0	GA	0.0626	0.0000	0.0000
CNA206	DEP	STANDARD	1	34L	T8L	0	GA	0.0626	0.0000	0.0314
CNA206	DEP	STANDARD	1	34R	T11R	0	GA	0.0314	0.0000	0.0000
CNA206	DEP	STANDARD		34R	T12R	Õ	GA	0.0314	0.0000	0.0000
CNA206	DEP	STANDARD		34R	T1R	0	GA	0.0626	0.0314	0.0000
CNA206	DEP	STANDARD	1	34R	T2R	0	GA	0.0626	0.0000	0.0314
CNA206	DEP	STANDARD	1	34R	T3R	0	GA	0.1253	0.0000	0.0000
CNA206	DEP	STANDARD		34R	T4R	0	GA	0.0940	0.0000	0.0314
	DEP	STANDARD								
CNA206				34R	T6R	0	GA	0.2506	0.0626	0.0000
CNA206	DEP	STANDARD	1.	34R	T7R	0	GA	0.6891	0.0314	0.0000
CNA206	DEP	STANDARD	1	34R	T8R	0	GA	0.2506	0.0314	0:0000
CNA206	DEP	STANDARD		34R	T9R	0	GA	0.1566	0.0314	0.0000
CNA441	APP	STANDARD		34L	L14L	ŏ		0.0215		
							COM		0.0000	0.0000
CNA441	APP	STANDARD		34L	L20L	0	COM	1.7196	0.3009	0.0860
CNA441	APP	STANDARD	1	34L	L21L	0	COM	0.1074	0.0000	0.0000
CNA441	APP	USER	1	16L	L10L	0	COM	0.0645	0.0000	0.0000
CNA441	APP	USER	1	16L	LllL	Ō	COM	0.0215	0.0000	0.0000
CNA441	APP	USER	1	16L	L12L	0	COM	0.0215	0.0000	0.0000
CNA441	APP	USER	1	16L	L1L	0	COM	0.0215	0.0000	0.0000
CNA441	APP	USER	1	16L	L2L	0	COM	0.0645	0.0215	0.0000
CNA441	APP	USER	1	16L	L3L	0	COM	0.3009	0.0000	0.0000
CNA441	APP			16L	L4L	ŏ				
		USER	1.				COM	0.3225	0.0430	0.0215
CNA441	APP	USER	1	16L	L5L	0	COM	0.4729	0.0215	0.0215
CNA441	APP	USER	1	16L	L6L	0	COM	0.8598	0.0645	0.0000
CNA441	APP	USER	1	16L	L7L	0	COM	17.0032	2.4504	0.9029
CNA441	APP	USER	1	16L	L8L	Õ	COM	0.7954	0.0860	0.0000
CNA441	APP	USER '	1	16L	L9L	0	COM	0.0215	0.0000	0.0215
CNA441	APP	USER	1	16R	L10R	0	COM	0.0432	0.0000	0.0000
CNA441	APP	USER	1	16R	L1R	0	COM	0.0215	0.0000	0.0000
CNA441	APP	USER	1	16R	L2R	0	COM	0.0215	0.0000	0.0000
CNA441	APP	USER	1	16R	L3R	ŏ	COM	0.1078	0.0215	0.0000
CNA441	APP	USER	1	16R	L4R	0	COM	0.1078	0.0000	0.0430
CNA441	APP	USER	1	16R	L5R	0	COM	0.1509	0.0215	0.0000
CNA441	APP	USER	1	16R	L6R	0	COM	0.5605	0.1074	0.0215
CNA441	APP	USER	1	16R	L7R	0	COM	6.3813	0.9458	0.3225
CNA441	APP	USER	1	16R	L8R	ŏ	COM	0.0000	0.0215	
										0.0000
CNA441	APP	USER	1	34R	L19R	0	COM	0.0000	0.0430	0.0000
CNA441	APP	USER	1	34R	L20R	0	COM	1.7412	0.1719	0.1074
CNA441	APP	USER	1	34R	L21R	0	COM	0.1076	0.0000	0.0000
CNA441	APP	USER	1	34R	L23R	Ō	COM	0.0430	0.0000	0.0000
CNA441	DEP		1.	16L	T15L	0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD	1	16L	$\mathtt{T}16\mathtt{L}$	0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD	1	16L	T17L	- 0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD		16L	T18L	Ō	COM	0.1486	0.0000	0.0425
CNA441	DEP									
		STANDARD		16L	T19L	0	COM	0.8489	0.0637	0.0849
CNA441	DEP	STANDARD		16L	$\mathtt{T20L}$	0	COM	1.8466	0.0637	0.1698
CNA441	DEP	STANDARD	1	16L	T21L	0	COM	0.1910	0.0000	0.0000
CNA441	DEP	STANDARD		16L	T23L	0	COM	0.0637	0.0000	0.0000
CNA441	DEP	STANDARD		16L	T24L	ŏ	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD		16R	T17R	0	COM	0.0424	0.0212	0.0000
CNA441	DEP	STANDARD	1	16R	T18R	0	COM	0.1273	0.0000	0.0000

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CNA441	DEP	STANDARD 1	16	R T19R	0	CO	M 2.1437	0.1698	0.1910
CNA441	DEP	STANDARD 1	16						1.7192
CNA441	DEP	STANDARD 1	16						0.2759
CNA441	DEP	STANDARD 1							0.0000
CNA441	DEP	STANDARD 1	16						0.0000
CNA441	DEP	STANDARD 1	16						0.0212
CNA441	DEP	STANDARD 1	34		0				0.0000
CNA441	DEP	STANDARD 1	34		Ō				0.0212
CNA441	DEP	STANDARD 1	34		0				0.0000
CNA441	DEP	STANDARD 1	34		ő				0.0000
CNA441	DEP	STANDARD 1	34		Ő				0.0212
CNA441	DEP	STANDARD 1	34		Ő				0.0212
CNA441	DEP	STANDARD 1			Ő				0.0000
CNA441	DEP	STANDARD 1	34						0.0000
CNA441	DEP	STANDARD 1			. 0				0.0000
CNA441	DEP	STANDARD 1			0				0.0000
CNA441	DEP	STANDARD 1			0				0.0000
CNA441	DEP	STANDARD 1			Ő				0.0425
CNA441	DEP	STANDARD 1			0				0.1698
CNA441	DEP	STANDARD 1			ő				0.2547
CNA441	DEP	STANDARD 1			Ő				0.0637
CNA441	DEP	STANDARD 1			Ö				0.0000
CNA500	APP	STANDARD 1							0.0000
CNA500	APP	STANDARD 1							0.0184
CNA500	APP	STANDARD 1							0.0000
CNA500	APP	USER 1			0				0.0000
CNA500	APP	USER 1			Ő				0.0000
CNA500	APP	USER 1			0				0.0046
CNA500	APP	USER 1			0				0.0000
CNA500	APP	USER 1			0				0.0046
CNA500	APP	USER 1			0				0.1886
CNA500	APP	USER 1			0				0.0091
CNA500	DEP	STANDARD 1							0.0220
CNA500	DEP	STANDARD 1							0.0108
CNA500	DEP	STANDARD 1							0.0233
CNA500	DEP	STANDARD 1							0.0115
CNA500	DEP	STANDARD 1							0.0471
CNA500	DEP	STANDARD 1							0.0451
CNA500	DEP	STANDARD 1							0.0451
CNA500	DEP	STANDARD 1							0.0139
CNA500	DEP	STANDARD 1							0.0139
CNA500	DEP	STANDARD 1							0.0143
CNA55B	APP	STANDARD 1			. 0				0.0000
CNA55B	APP	STANDARD 1			Ö				0.0000
CNA55B	APP	STANDARD 1			Ö				0.0000
CNA55B	APP	STANDARD 1			Ö				0.0000
CNA55B	APP	STANDARD 1			Ŏ				0.1541
CNA55B	APP	STANDARD 1			Ö				0.0000
CNA55B	APP	STANDARD 1							0.0000
CNA55B	APP	STANDARD 1							0.0162
CNA55B	DEP	STANDARD 1							0.0077
CNA55B	DEP	STANDARD 1							0.0038
CNA55B	DEP	STANDARD 1							0.0081
CNA55B	DEP	STANDARD 1							0.0040
CNA55B	DEP	STANDARD 1					the state of the s		0.0165
CNA55B	DEP	STANDARD 1							0.0158
CNA55B	DEP	STANDARD 1							0.0158
CNA55B	DEP	STANDARD 1							0.0070
CNA55B	DEP	STANDARD 1							0.0070
CNA55B	DEP	STANDARD 1							0.0072
CNA750	APP	STANDARD 1							0.0000
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CNA750	APP	STANDARD ·	1	16R	L1R	0	GA	0.0058	0.0000	0.0000
CNA750	APP	STANDARD	1.	16R	L5R	0	GA	0.0345	0.0000	0.0000
CNA750	APP	STANDARD		16R	L6R	Ō	GA	0.0573	0.0115	0.0000
						_				
CNA750	APP	STANDARD		16R	L7R	0	GA	1.7679	0.3557	0.2466
CNA750	APP	STANDARD		16R	L8R	0	GA	0.0230	0.0000	0.0000
CNA750	APP	STANDARD	1	34L	L20L	0	GA	0.2124	0.0230	0.0573
CNA750	DEP	STANDARD		16R	T6RA	1	GA	0.2171	0.0202	0.0306
CNA750	DEP	STANDARD		16R	T6RA	2		0.1070	0.0100	
							GA			0.0150
CNA750	DEP	STANDARD		16R	T6RB	1	GA	0.2307	0.0215	0.0326
CNA750	DEP	STANDARD	1	16R	T6RB	2	GA.	0.1137	0.0106	0.0160
CNA750	DEP	STANDARD	1	16R	T6RC	0	GA	0.4659	0.0434	0.0657
CNA750	DEP	STANDARD		16R	T6RD	0	GA	0.4457	0.0416	0.0629
CNA750		STANDARD								
	DEP			16R	T6RE	0	GA	0.4457	0.0416	0.0629
CNA750	DEP	STANDARD		34L	T4LA	0	GA	0.0711	0.0033	0.0250
CNA750	DEP	STANDARD	1	34L	T4LB	0	GA	0.0711	0.0033	0.0250
CNA750	DEP	STANDARD	1	34L	T4LC	0	GA	0.0731	0.0035	0.0258
CVR580	APP	STANDARD		16L	L7L	Õ	COM	0.0248	0.0000	0.0000
CVR580	DEP	STANDARD		16L	T20L	0	COM	0.0248	0.0000	0.0000
DC3	APP	STANDARD	1	16L	L10L	0	COM	0.0006	0.0000	0.0000
DC3	APP	STANDARD	1	16L	L2L	0	COM	0.0000	0.0000	0.0003
DC3	APP	STANDARD	1	16L	L5L	0	COM	0.0000	0.0003	0.0000
DC3	APP	STANDARD		16L	L6L	ő	COM	0.0000	0.0010	0.0000
DC3	APP	STANDARD		16L	L7L	0	COM	0.0045	0.0003	0.0000
DC3	APP	STANDARD	1	16R	L7R	0	COM	0.0006	0.0000	0.0000
DC3	APP	STANDARD	1	34R	L20R	0	COM	0.0003	0.0003	0.0000
DC3	DEP	STANDARD	1	16R	T20R	0	COM	0.0042	0.0000	0.0000
DC3	DEP	STANDARD		34L	T1L	Õ	COM	0.0042	0.0000	0.0000
DC93LW	APP	STANDARD		34L	L20L	0	COM	0.0000	0.0000	0.0030
DC93LW	APP	USER	1	16R	L7R	0	COM	0.0150	0.0029	0.0030
DC93LW	DEP	STANDARD	1	16R	T6RA	1	COM	0.0025	0.0000	0.0000
DC93LW	DEP	STANDARD	1	16R	T6RA	2	COM	0.0013	0.0000	0.0000
DC93LW	DEP	STANDARD		16R	T6RB	1	COM	0.0027	0.0000	0.0000
DC93LW	DEP	STANDARD		16R	T6RB	2	COM	0.0014	0.0000	0.0000
DC93LW	DEP	STANDARD	1.	16R	T6RC	0	COM	0.0056	0.0000	0.0000
DC93LW	DEP	STANDARD	1	16R	T6RD	0	COM	0.0052	0.0000	0.0000
DC93LW	DEP	STANDARD	1	16R	T6RE	0	COM	0.0052	0.0000	0.0000
DHC6	APP	STANDARD		34L	L20L	ő	COM	0.8987	0.1057	0.0265
= :										
DHC6	APP		1	16L	L5L	0	COM	0.0793	0.0000	0.0000
DHC6	APP		1	16L	L6L	0	COM	0.1587	0.0000	0.0000
DHC6	APP	USER	1.	16L	L7L	0	COM	2.8813	0.2378	0.2379
DHC6	APP	USER	1	16L	L8L	Ó	COM	0.0793	0.0000	0.0000
DHC6	APP	USER	1	16R	L3R	0	COM	0.0000	0.0000	0.0265
DHC6	APP		1	16R	L4R			0.0265	0.0000	0.0000
,						0	COM			
DHC6	APP		1	16R	L5R	0	COM	0.0265	0.0265	0.0265
DHC6	APP	USER	1	16R	L6R	0	COM	0.5308	0.0793	0.0000
DHC6	APP	USER	1	16R	L7R	0	COM	6.1566	1.0307	0.4230
DHC6	APP		1	16R	L8R	0	COM	0.0265	0.0000	0.0000
DHC6	APP		1	16R	L9R	Õ	COM	0.0000	0.0000	0.0265
DHC6	APP		1	34R	L14R	0	COM	0.0265	0,0000	0.0000
DHC6	APP	USER	1	34R	L18R	0	COM	0.0000	0.0265	0.0000
DHC6	APP	USER	1	34R	L19R	0	COM	0.0265	0.0265	0.0000
DHC6	APP		1	34R	L20R	0	COM	0.2115	0.0265	0.0793
DHC6	DEP	STANDARD		16L	T15L	Ŏ	COM	0.0000	0.0000	0.0233
DHC6	DEP	STANDARD		16L	T18L	0	COM	0.0000	0.0000	0.0233
DHC6	DEP	STANDARD	1	16L	T19L	0	COM	0.0699	0.0000	0.0000
DHC6	DEP	STANDARD	1	16L	T20L	0	COM	0.3262	0.0699	0.0699
DHC6	DEP	STANDARD		16L	T22L	Ō	COM	0.0233	0.0000	0.0000
DHC6	DEP	STANDARD		16L	T24L	0	COM	0.0000		
									0.0000	0.0233
DHC6	DEP	STANDARD		16R	T17R	0	COM	0.0233	0.0000	0.0000
DHC6	DEP	STANDARD		16R	T18R	0	COM	0.0233	0.0233	0.0932
DHC6	DEP	STANDARD	1	16R	T19R	0	COM	0.3960	0.0233	0.0233

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DHC6	DEP	STANDARD 1	16R	T20R	0	COM	6.9884	0.1862	0.4658
DHC6	DEP	STANDARD 1	16R	T21R	0			0.0698	0.1164
DHC6	DEP	STANDARD 1	16R	T22R	0			0.0000	0.0233
DHC6	DEP	STANDARD 1	16R	T23R	0			0.0000	0.0000
DHC6	DEP	STANDARD 1	34L	T2L	0			0.0000	0.0000
DHC6	DEP	STANDARD 1	34L	T3L	0			0.0233	0.0000
		,	34L	T4L	0			0.0000	0.0233
DHC6	DEP							0.0000	0.0000
DHC6	DEP	STANDARD 1	34L	T5L	0				
DHC6	DEP	STANDARD 1	34L	T6L	0			0.0000	0.0467
DHC6	DEP	STANDARD 1	34L	T7L	0			0.0000	0.0000
DHC6	DEP	STANDARD 1	34R	T4R	0			0.0233	0.0000
DHC6	DEP	STANDARD 1	34R	T5R	0			0.0000	0.0000
DHC6	DEP	STANDARD 1	34R	T6R	0			0.0000	0.0000
DHC6	DEP	STANDARD 1	34R	T7R	0			0.0000	0.0233
FAL20	APP	STANDARD 1	34L	L20L	0	GA	0.0443	0.0032	0.0000
FAL20	APP	USER 1	16R	L6R	0	GA	0.0063	0.0000	0.0000
FAL20	APP	USER 1	16R	L7R	0	GA	0.2401	0.0254	0.0317
FAL20	APP	USER 1	16R	L8R	0	GA	0.0063	0.0000	0.0000
FAL20	DEP	STANDARD 1	16R	T6RA	1		0.0269	0.0031	0.0016
FAL20	DEP	STANDARD 1	16R	T6RA	2		0.0133	0.0016	0.0008
FAL20	DEP	STANDARD 1	16R	T6RB	1		0.0285	0.0033	0.0017
FAL20	DEP	STANDARD 1	16R	T6RB	2		0.0141	0.0016	0.0008
		STANDARD 1	16R	T6RC	0		0.0577	0.0067	0.0034
FAL20	DEP				0		0.0552	0.0064	0.0034
FAL20	DEP	STANDARD 1	16R	T6RD			0.0552	0.0064	0.0032
FAL20	DEP	STANDARD 1	16R	T6RE	0				0.0002
FAL20	DEP	STANDARD 1	34L	T4LA	0		0.0180	0.0024	
FAL20	DEP	STANDARD 1	34L	T4LB	0		0.0180	0.0024	0.0000
FAL20	DEP	STANDARD 1	34L	T4LC	0		0.0185	0.0025	0.0000
GASEPF	APP	STANDARD 1	16L	L10L	0		0.4436	0.0683	0.0000
GASEPF	APP	STANDARD 1	16L	L11L	0		0.3071	0.0853	0.0000
GASEPF	APP	STANDARD 1	16L	L12L	0		0.0683	0.0170	0.0000
GASEPF	APP	STANDARD 1	16L	L13L	0	GA	0.0341		0.0000
GASEPF	APP	STANDARD 1	16L	L1L	0	GA	0.1536	0.0000	0.0000
GASEPF	APP	STANDARD 1	16L	L2L	0	GA	0.5119	0.0170	0.0000
GASEPF	APP	STANDARD 1	16L	L3L	0	GA	0.3924	0.0512	0.0000
GASEPF	APP	STANDARD 1	16L	L4L	0	GA	0.5289	0.1195	0.0000
GASEPF	APP	STANDARD 1	16L	L5L	0		0.4777	0.0683	0.0000
GASEPF	APP	STANDARD 1	16L	L6L	0		0.7678	0.0683	0.0342
GASEPF	APP	STANDARD 1	16L	L7L	0		10.2376	1.6380	0.2389
GASEPF	APP	STANDARD 1	16L	L8L	Õ		4.1292	0.2730	0.0342
GASEPF	APP	STANDARD 1	16L	L9L	Ö		0.6142	0.1536	0.0170
GASEPF	APP	STANDARD 1	16R	L10R	0		0.1025	0.0342	0.0000
GASEPF	APP	STANDARD 1	16R	L11R	0		0.1709	0.0342	0.0000
GASEPF	APP	STANDARD 1	16R	L12R	0		0.0855	0.0000	0.0000
			16R	L13R	. 0		0.0342	0.0000	0.0000
GASEPF	APP	STANDARD 1					0.1538	0.0000	0.0000
GASEPF	APP	STANDARD 1	16R	L1R	0				
GASEPF	APP	STANDARD 1	16R	L2R	C		0.2563	0.0512	0.0000
GASEPF	APP	STANDARD 1	16R	L3R	C		0.2734	0.0683	0.0000
GASEPF	APP	STANDARD 1	16R	L4R	C		0.3589	0.0512	0.0000
GASEPF	APP	STANDARD 1	16R	L5R	C		0.3589	0.1195	0.0170
GASEPF	APP	STANDARD 1	16R	L6R	C		1.6576	0.2901	0.0170
GASEPF	APP	STANDARD 1	16R	L7R	C		7.2970	1.5356	0.3071
GASEPF	APP	STANDARD 1	16R	L8R	C	GA	0.2563	0.1365	0.0000
GASEPF	APP	STANDARD 1	16R	L9R	C	GA	0.1367	0.0512	0.0000
GASEPF	APP	STANDARD 1	34L	L18L	C	GA	0.0342	0.0000	0.0000
GASEPF	APP	STANDARD 1	34L	L19L	C		0.0512	0.0000	0.0000
GASEPF	APP	STANDARD 1	34L	L20L	C		1.4844	0.3583	0.0512
GASEPF	APP	STANDARD 1	34L	L21L	Č		0.1536	0.0170	0.0000
GASEPF	APP	STANDARD 1	34L	L23L	Č		0.0170	0.0000	0.0000
GASEPF	APP	STANDARD 1	34R	L14R	(0.0170	0.0000	0.0000
GASEPF	APP	STANDARD 1	34R	L15R	(0.0170	0.0000	0.0000
GHOEFF	mr r	DISMINSTN T	ンサバ	/1 C. J. L.		- GA	0.0270	0.0000	0.9000

GASEPF	APP	STANDARD	1	34R	L17R	0	GA	0.0170	0.0000	0.0000
GASEPF	APP	STANDARD		34R	L18R	0	GΑ	0.0512	0.0000	0.0000
GASEPF	APP	STANDARD	1	34R	L19R	0	GA	0.4777	0.0342	0.0000
GASEPF	APP	STANDARD	1	34R	L20R	0	GΑ	0.5460	0.1536	0.0342
GASEPF	APP	STANDARD		34R	L21R	0	GA	0.0512	0.0000	0.0170
GASEPF	APP	STANDARD		34R	L23R	0	GA	0.0341	0.0000	0.0000
GASEPF	DEP	STANDARD	1	16L	T14L	0	GA	0.0628	0.0000	0.0000
GASEPF	DEP	STANDARD	1	16L	T16L	0	GA	0.1883	0.0314	0.0314
GASEPF	DEP					Ő				
		STANDARD		16L	T17L		GA	0.1883	0.0314	0.0314
GASEPF	DEP	STANDARD	1	16L	T18L	0	GA '	1.1925	0.1255	0.0314
GASEPF	DEP	STANDARD	1	16L	T19L	0	GA	2.3851	0.1883	0.0314
GASEPF	DEP	STANDARD	1	16L	T20L	0	GA	3.1068	0.3766	0.1256
GASEPF	DEP	STANDARD		16L	T21L	0	GA	1.7888	0.1255	0.0000
GASEPF	DEP	STANDARD	1	16L	T22L	0	GA	1.1925	0.0628	0.0628
GASEPF	DEP	STANDARD	1	16L	T23L	0	GA	0.2196	0.0314	0.0000
GASEPF	DEP	STANDARD		16L	T24L	0	GA	0.1255	0.0314	0.0000
GASEPF	DEP	STANDARD		16L	T25L	0	GA	0.0941	0.0000	0.0000
GASEPF	DEP	STANDARD	1	16L	T26L	0	GΑ	0.1569	0.0000	0.0000
GASEPF	DEP	STANDARD	1	16R	T14R	0	GA	0.0314	0.0000	0.0000
GASEPF	DEP	STANDARD	1	16R	T15R	0	GA	0.0314	0.0000	0.0000
						_				
GASEPF	DEP	STANDARD		16R	T17R	0	GA	0.1886	0.0314	0.0000
GASEPF	DEP	STANDARD	1	16R	T18R	0	GΑ	0.4400	0.1255	0.0314
GASEPF	DEP	STANDARD	1	16R	T19R	0	GA	1.0371	0.0628	0.0000
GASEPF	DEP	STANDARD		16R	T20R	0	GA	7.7941	0.7532	0.3452
GASEPF	DEP					-				
		STANDARD		16R	T21R	0	GA	9.4285	0.5649	0.2197
GASEPF	DEP	STANDARD	1	16R	T22R	0	GA	1.9171	0.1255	0.0000
GASEPF	DEP	STANDARD	1	16R	T23R	0	GA	0.4400	0.0314	0.0314
GASEPF	DEP	STANDARD		16R	T24R	0	GA	0.0942	0.0000	
GASEPF	DEP									
		STANDARD		16R	T25R	0	GA	0.0314	0.0314	0.0000
GASEPF	DEP	STANDARD	1	34L	T1L	0	GA	0.2196	0.0000	0.0000
GASEPF	DEP	STANDARD	1	34L	T2L	0	GA	0.1569	0.0000	0.0000
GASEPF	DEP	STANDARD		34L	T3L	0	GA	0.0628	0.0000	0.0000
GASEPF	DEP	STANDARD		34L	T4L	ő				
							GA	0.0941	0.0000	0.0314
GASEPF	DEP	STANDARD	1	34L	T5L	0	GA	0.2196	0.0000	0.0000
GASEPF	DEP	STANDARD	1.	34L	T6L	0	GA	0.1569	0.0000	0.0000
GASEPF	DEP	STANDARD	1	34L	T7L	0	GA	0.0941	0.0628	0.0628
GASEPF	DEP	STANDARD		34L	T8L	Õ	GA	0.0314		0.0000
						-			0.0628	
GASEPF	DEP	STANDARD		34R	T10R	0	GA	0.0000	0.0314	0.0000
GASEPF	DEP	STANDARD	1	34R	T12R	0	GA	0.0314	0.0000	0.0000
GASEPF	DEP	STANDARD	1	34R	T1R	0	GA	0.0628	0.0000	0.0000
GASEPF	DEP	STANDARD		34R	T2R	Õ	GA	0.0628	0.0000	
										0.0000
GASEPF	DEP	STANDARD		34R	T3R	0	GA	0.1569	0.0000	0.0000
GASEPF	DEP	STANDARD		34R	T4R	0	GA	0.1255	0.0000	0.0000
GASEPF	DEP	STANDARD	1	34R	T5R	0	GA	0.0628	0.0314	0.0000
GASEPF	DEP	STANDARD		34R	T6R	0	GA	0.1883	0.0000	0.0314
GASEPF	DEP	STANDARD		34R	T7R	0	GA	0.4708	0.0314	0.0314
GASEPF	DEP	STANDARD	1	34R	T8R	0	GA	0.5021	0.0314	0.0000
GASEPF	DEP	STANDARD	1	34R	T9R	0	GA	0.1255	0.0000	0.0000
GASEPF	TGO	USER	1	16R	TG6R	0	GA	3.8458	0.4195	0.3183
GASEPF	TGO	USER	1	34L	TG4L	0	GA	0.8421	0.1049	0.0948
GASEPF	TGO	USER	2	16L	16LTGO	0	GA	10.8129	1.1795	0.8949
GASEPF	TGO	USER	2	16L	16LTGO	1	GA	8.1132	0.8850	0.6715
GASEPF	TGO	USER	2	16L	16LTGO	2	GA	8.1132	0.8850	
										0.6715
GASEPF	TGO	USER	2	16L	16LTGO	3	GA	3.2467	0.3541	0.2687
GASEPF	ŤGO	USER	2	16L	16LTGO	4	GA	3.2467	0.3541	0.2687
GASEPF	TGO	USER	2	16L	16LTGO	5	GA	0.5400	0.0589	0.0447
GASEPF	TGO	USER	2	16L	16LTGO	6	GA	0.5400	0.0589	0.0447
GASEPF	TGO	USER	2	34R	TG4R	0	GA	7.5795	0.9433	0.8525
GASEPV	APP	STANDARD	1	16L	L10L	0	GA	0.3101	0.0620	0.0155
GASEPV	APP	STANDARD	1	16L	L11L	0	GA	0.1240	0.0000	0.0775
GASEPV	APP	STANDARD	1	16L	L12L	0	GA	0.0465	0.0310	0.0155
~ v				U		V	- L-7	0.0403	0.0010	0.0400

GASEPV	APP	STANDARD 1	16L	L1L		0	GA	0.1860	0.0310	0.0310
GASEPV	APP	STANDARD 1	16L	L2L		0	GA	0.3410	0.0310	0.0931
GASEPV	APP	STANDARD 1	16L	L3L		0	GA	0.6511	0.0310	0.0465
GASEPV	APP	STANDARD 1	16L	L4L		0	GA	0.6356	0.0465	0.0310
						0			0.0405	0.0000
GASEPV	APP	STANDARD 1	16L	L5L			GA	0.6046		
GASEPV	APP	STANDARD 1	16L	L6L		0	GA	1.1007	0.2015	0.0310
GASEPV	APP	STANDARD 1	16L	L7L		0	GA	15.1919	2.2322	0.4031
GASEPV	APP	STANDARD 1	16L	L8L		0	GA	3.0384	0.3410	0.0155
GASEPV	APP	STANDARD 1	16L	L9L		0	GA	0.5891	0.1085	0.0310
GASEPV	APP	STANDARD 1	16R	L10R		0	GA	0.0934	0.0156	0.0310
GASEPV	APP	STANDARD 1	16R	L11R		0	GA	0.0779	0.0312	0.0155
		STANDARD 1	16R	L12R		0	GA	0.1869	0.0312	0.0155
GASEPV	APP									
GASEPV	APP	STANDARD 1	16R	L13R		0	GΑ	0.0467	0.0000	0.0000
GASEPV	APP	STANDARD 1	16R	L1R		0	GA	0.2180	0.0000	0.0620
GASEPV	APP	STANDARD 1	16R	L2R		0	GA	0.1869	0.0623	0.0155
GASEPV	APP	STANDARD 1	16R	L3R		0	GA	0.1713	0.0312	0.0000
GASEPV	APP	STANDARD 1	16R	L4R		0	GA	0.2180	0.0468	0.0155
GASEPV	APP	STANDARD 1	16R	L5R		0	GA	0.4672	0.0623	0.0155
GASEPV	APP	STANDARD 1	16R	L6R		0	GA	1.8376	0.3586	0.0620
		STANDARD 1		L7R		0	GA	13.1589	1.9953	0.3876
GASEPV	APP		16R			-				
GASEPV	APP	STANDARD 1	16R	L8R		0	GA	0.2025	0.0936	0.0000
GASEPV	APP	STANDARD 1	16R	L9R		0	GΑ	0.2180	0.0623	0.0000
GASEPV	APP	STANDARD 1	34L	L17L		0	GA	0.0155	0.0000	0.0000
GASEPV	APP	STANDARD 1	34L	L18L		0	GA	0.0310	0.0000	0.0155
GASEPV	APP	STANDARD 1	34L	L19L		0	GA	0.0465	0.0310	0.1085
GASEPV	APP	STANDARD 1	34L	L20L		0	GA	2.3408	0.6510	0.3255
GASEPV	APP	STANDARD 1	34L	L21L		0	GA	0.1240	0.0465	0.0000
			34L	L22L		0	GA	0.0310	0.0155	0.0000
GASEPV	APP	STANDARD 1								
GASEPV	APP	STANDARD 1	34L	L24L		0	GA	0.0155	0.0000	0.0000
GASEPV	APP	STANDARD 1	34L	L25L		0	GA	0.0155	0.0000	0.0000
GASEPV	APP	STANDARD 1	34R	L14R		0	GA	0.0155	0.0000	0.0155
GASEPV	APP	STANDARD 1	34R	L15R		0	GA	0.0310	0.0000	0.0000
GASEPV	APP	STANDARD 1	34R	L18R		0	GΑ	0.0775	0.0000	0.0155
ĠASEPV	APP	STANDARD 1	34R	L19R		0	GA	0.5735	0.0465	0.0155
GASEPV	APP	STANDARD 1	34R	L20R		0	GA	0.7441	0.1395	0.1860
	APP	STANDARD 1	34R	L21R		0	GA	0.0310	0.0000	0.0000
GASEPV						0	GA	0.0465	0.0000	0.0000
GASEPV	APP	STANDARD 1	34R	L23R						
GASEPV	DEP	STANDARD 1	16L	T14L		0	GA	0.0231	0.0000	0.0000
GASEPV	DEP	STANDARD 1	16L	T15L		0	GΑ	0.0231	0.0462	0.0000
GASEPV	DEP	STANDARD 1	16L	T16L		0	GA	0.0231	0.0000	0.0000
GASEPV	DEP	STANDARD 1	16L	T17L		0	GΑ	0.1615	0.0000	0.0231
GASEPV	DEP	STANDARD 1	16L	T18L	-	0	GΑ	0.8080	0.0462	0.0231
GASEPV	DEP	STANDARD 1	16L	T19L		0	GA	1.9160	0.0462	0.0923
GASEPV	DEP	STANDARD 1	16L	T20L		0	GA	2.2622	0.1385	0.0692
GASERV	DEP	STANDARD 1	16L	T21L		0	GA	1.1081	0.0462	0.0231
			16L	T22L		0	GA	1.0388	0.0923	0.0000
GASEPV	DEP	STANDARD 1				_				
GASEPV	DEP	STANDARD 1	16L	T23L		0	GA	0.3463	0.0000	0.0000
GASEPV	DEP	STANDARD 1	16L	T24L		0	GA	0.3001	0.0000	0.0000
GASEPV	DEP	STANDARD 1	16L	T25L		0	GA	0.3232	0.0000	0.0231
GASEPV	DEP	STANDARD 1	16L	T26L		0	GA	0.1615	0.0000	0.0000
GASEPV	DEP	STANDARD 1	16R	T15R		0	GΑ	0.0232	0.0000	0.0000
GASEPV	DEP	STANDARD 1	16R	T16R		0	GA	0.0462	0.0231	0.0000
GASEPV	DEP	STANDARD 1	16R	T17R		0	GA	0.0462	0.0231	0.0692
GASEPV	DEP	STANDARD 1	16R	T18R		Õ	GA	0.4854	0.0000	0.0000
GASEPV	DEP	STANDARD 1	16R	T19R		0	GA	1.4793	0.1615	0.0923
GASEPV	DEP	STANDARD 1	16R	T20R		0	GA	16.7340	1.0157	0.6464
GASEPV	DEP	STANDARD 1	16R	T21R		0	GA	14.1221	0.4386	0.3232
GASEPV	DEP	STANDARD 1	16R	T22R		0	GA	2.9585	0.0923	0.0231
GASEPV	DEP	STANDARD 1	16R	T23R		0	GA	0.6472	0.0462	0.0231
GASEPV	DEP	STANDARD 1	16R	T24R		0	GA	0.2773	0.0000	0.0000
GASEPV	DEP	STANDARD 1	16R	T25R		0	GA	0.1387	0.0231	0.0231
The second to V		pur was make share and below the				•				

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					•						
	GASEPV	DEP	STANDARD 1	16R	T26R	0	GA	0.0462	0.0000	0.0000	
	GASEPV	DEP	STANDARD 1	34L	T1L	Ŏ	GA	0.1846	0.0000	0.0000	
•	GASEPV	DEP	STANDARD 1	34L	T2L	Õ	GA	0.0462	0.0000	0.0000	ι
•	GASEPV	DEP	STANDARD 1	34L	T3L	0	GA	0.0462	0.0000	0.0462	
	GASEPV	DEP	STANDARD 1	34L	$\mathtt{T4L}$	0	GA	0.1615	0.0000	0.0000	{
	GASEPV	DEP	STANDARD 1	34L	T5L	0	GA	0.0692	0.0231	0.0231	<u> </u>
	GASEPV	DEP	STANDARD 1	34L	$\mathtt{T6L}$	0	GA	0.1846	0.0000	0.0231	
	GASEPV	DEP	STANDARD 1	34L	T7L	0	GA	0.4386	0.0462	0.0231	
	GASEPV	DEP	STANDARD 1	34L	T8L	0	GA	0.0462	0.0000	0.0000	}
	GASEPV	DEP	STANDARD 1	34L	$\mathtt{T9L}$	0	GA	0.0231	0.0231	0.0000	į
•	GASEPV	DEP	STANDARD 1	34R	T11R	0	GA	0.0231	0.0000	0.0000	
	GASEPV	DEP	STANDARD 1	34R	T12R	0	GA	0.0231	0.0000	0.0000	1
	GASEPV	DEP	STANDARD 1	34R	T1R	0	GA	0.0462	0.0000	0.0231	ļ
	GASEPV	DEP	STANDARD 1	34R	T2R	. 0	GA	0.1154	0.0231	0.0000	,
	GASEPV	DEP	STANDARD 1	34R	T3R	0	GA	0.0692	0.0000	0.0231	
	GASEPV	DEP	STANDARD 1	34R	T4R	0	GA	0.1154	0.0000	0.0461	- [
	GASEPV	DEP	STANDARD 1	34R	T5R	0	GA	0.0923	0.0000	0.0000	}
	GASEPV	DEP	STANDARD 1	34R	T6R	0	GA	0.2539	0.0000	0.0000	`
	GASEPV	DEP	STANDARD 1	34R	T7R	0	GA	0.7849	0.0231	0.0461	
	GASEPV	DEP	STANDARD 1	34R	T8R	0	GA	0.6925	0.0231	0.0000	1
	GASEPV	DEP	STANDARD 1	34R	T9R	0	GA	0.0000	0.0000	0.0231	ł
	GASEPV GASEPV	TGO TGO	USER 1 USER 1	16R 34L	TG6R TG4L	0	GA GA	2.7938 0.6118	0.1902 0.0475	0.0823 0.0245	
	GASEPV	TGO	USER 2	16L	16LTGO	0	GA	7.8551	0.04/5	0.0245	1
	GASEPV	TGO	USER 2	. 16L	16LTGO	1	GA	5.8939	0.3343	0.2314	1
	GASEPV	TGO	USER 2	16L	16LTGO	$\frac{1}{2}$	GA	5.8939	0.4013	0.1736	(
	GASEPV	TGO	USER 2	16L	16LTGO	3	GA	2.3586	0.1606	0.0695	
	GASEPV	TGO	USER 2	16L	16LTGO	4	GA	2.3586	0.1606	0.0695	1
	GASEPV	TGO	USER 2	16L	16LTGO	5	GA	0.3923	0.0267	0.0116	}
	GASEPV	TGO	USER 2	16L	16LTGO	6	GA	0.3923	0.0267	0.0116	
	GASEPV	TGO	USER 2	34R	TG4R	0	GA	5.5061	0.4278	0.2204	,
	GII	APP	STANDARD 1	16R	L2R	0	GA	0.0036	0.0000	0.0000	1
	GII	APP	STANDARD 1	16R	L5R	0	GA	0.0104	0.0000	0.0000	Į,
	GII	APP	STANDARD 1	16R	L6R	0	GA	0.1115	0.0246	0.0104	
	GII	APP	STANDARD 1	16R	L7R	0	GA	2.2520	0.5429	0.3899	ſ
	GII	APP	STANDARD 1	16R	L8R	0	GA	0.0245	0.0036	0.0139	ļ
	GII	APP	STANDARD 1	34L	L19L	0	GA	0.0036	0.0000	0.0000	ł
	GII	APP	STANDARD 1	34L	L20L	0	GA	0.2680	0.1115	0.0696	
	GII	APP	STANDARD 1		L21L	0	GA	0.0036	0.0000	0.0000	[
	GII	DEP	STANDARD 1	16R	T6RA	1	GA	0.3239	0.0329	0.0007	}
	GII	DEP	STANDARD 1	16R	T6RA	2	GA	0.1595	0.0162	0.0003	`
	GII	DEP	STANDARD 1	16R	T6RB	1	GA	0.3441	0.0349	0.0007	
	GII GII	DEP DEP	STANDARD 1	16R	T6RB	2	GA ·	0.1695	0.0172	0.0004	
	GII	DEP	STANDARD 1 STANDARD 1	16R 16R	T6RC T6RD	0	GA GA	0.6949 0.6647	0.0705 0.0675	0.0015 0.0013	Ċ
	GII	DEP	STANDARD 1	16R	T6RE	0	GA	0.6647	0.0675	0.0013	
	GII	DEP	STANDARD 1	34L	T4LA	0	GA	0.1446	0.0073	0.0010	(
	GII	DEP	STANDARD 1	34L	T4LB	0	GA	0.1446	0.0222	0.0010	[
	GII	DEP	STANDARD 1	34L	T4LC	Ö	GA	0.1489	0.0228	0.0010	ŧ
	GIIB	APP	STANDARD 1	16R	L2R	ő	GA	0.0036	0.0000	0.0000	
e .	GIIB	APP	STANDARD 1	16R	L5R	Õ	GA	0.0036	0.0000	0.0000	1
	GIIB	APP	STANDARD 1	16R	L6R	ŏ	GA	0.0215	0.0287	0.0000	1
	GIIB	APP	STANDARD 1	16R	L7R	ő	GA	1.9759	0.5795	0.2736	,
	GIIB	APP	STANDARD 1	16R	L8R	Ö	GA	0.0036	0.0036	0.0036	,
	GIIB	APP	STANDARD 1	34L	L20L	Ō	GA	0.2088	0.0935	0.0287	{
	GIIB	DEP	STANDARD 1	16R	T6RA	1	GA	0.2824	0.0238	0.0014	{
	GIIB .	DEP	STANDARD 1	16R	TGRA	2	GA	0.1391	0.0117	0.0007	
	GIIB	DEP	STANDARD 1	16R	T6RB	1	GA	0.3000	0.0253	0.0015	ſ
	GIIB	DEP	STANDARD 1	16R	T6RB	2	GA	0.1478	0.0124	0.0007	4
	GIIB	DEP	STANDARD 1	16R	T6RC	0	GA	0.6059	0.0510	0.0030	{
	GIIB	DEP	STANDARD 1	16R	T6RD	0	GA	0.5795	0.0487	0.0028	

r	GI	IB DE	P S	TANDARD	1	16R	T6RE	0	GA	(0.5795	(0.0487	+	0.0028
	GI:			TANDARD		34L	T4LA	0	GA		0.1050		0.0128		0.0010
	GI:			TANDARD		34L	T4LB	0	GA		0.1050		0.0128		0.0010
	GI			TANDARD		34L	T4LC	0	GA		0.1082		0.0131		0.0012
	GI			TANDARD		16R	L6R	0	GA		0.0702		0.0219		0.0088
								0			3.3692		0.9214		0.7019
	GI			TANDARD		16R	L7R		GA						0.0000
	GI			TANDARD		16R	L8R	0	GA		0.0088		0.0043		
	GI			TANDARD		34L	L14L	0 -	GA		0.0043		0.0000		0.0000
	GI			TANDARD		34L	L20L	0	GA		0.3993		0.0966		0.0966
	GI			TANDARD		34L	L21L	0	GA		0.0088		0.0000		0.0000
	GI	V DE	P S	TANDARD	1	16R	T6RA	1	GA		0.4620		0.0306		0.0383
	GI	V DE	SP S	TANDARD	1	16R	T6RA	2	GA		0.2275		0.0150		0.0189
	GI	V DE	IP S	TANDARD	1	16R	T6RB	1	GA	(0.4908		0.0324		0.0407
	GI	V DE	IP S	TANDARD	1	16R	T6RB	2	GA	(0.2418	•	0.0160		0.0201
	GI		IP S	TANDARD	1	16R	T6RC	0	GA	(0.9912	(0.0655		0.0823
i .	GI		P S	TANDARD	1	16R	T6RD	0	GA	(0.9481		0.0627		0.0787
	GI			TANDARD	1	16R	T6RE	0	GA	(0.9481	1	0.0627		0.0787
	GI			TANDARD		34L	T4LA	0	GA	{	0.1892	+	0.0174		0.0414
	GI			TANDARD		34L	T4LB	0	GA	(0.1892	1	0.0174		0.0414
	GĪ.			TANDARD		34L	T4LC	0	GA		0.1950		0.0180		0.0427
	GV			TANDARD		16R	L6R	0	GA		0.0084		0.0042		0.0000
:	GV			TANDARD		16R	L7R	0	GA		0.4324		0.1806		0.1052
	GV GV			TANDARD		34L	L20L	0	GA		0.0924		0.0210		0.0126
	GV GV			TANDARD		34L	L21L	0	GA		0.0042		0.0000		0.0042
								1	GA		0.0673		0.0056		0.0042
i.	GV			TANDARD		16R	T6RA						0.0038		0.0030
	GV			TANDARD		16R	T6RA	2	GA		0.0331				
	GV			TANDARD		16R	T6RB	1	GA		0.0714		0.0059		0.0064
	GV			TANDARD		16R	T6RB	2	GA		0.0352		0.0029		0.0031
	GV			TANDARD		16R	T6RC	0	GA		0.1444		0.0120		0.0130
	GV			TANDARD		16R	T6RD	0	GA		0.1380		0.0114		0.0124
•	GV		EP S	TANDARD	1	16R	T6RE	0	GA		0.1380		0.0114		0.0124
	GV	DE	EP S	TANDARD	1	34L	T4LA	0	GA		0.0359		0.0026		0.0039
	GV	DE	EP S	TANDARD	1	34L	T4LB	0	GA		0.0359		0.0026		0.0039
	GV	DE	EP S	TANDARD	1	34L	T4LC	0	GA		0.0369		0.0027		0.0041
	HS	748A AF	PP S	TANDARD	1	34L	L20L	0	COM	(0.0530		0.0000		0.0000
	HS	748A AF	PP U	ISER	1	16L	L7L	0	COM	1	0.4775		0.0517		0.0517
	HS	748A DE	EP S	TANDARD	1	16R	T19R	0	COM	+	0.0489		0.0000		0.0489
		748A DE	EP S	TANDARD	1	16R	T20R	0	COM	1	0.4385		0.0000		0.0489
		748A DE		TANDARD		34R	T8R	0	COM		0.0489		0.0000		0.0000
		AR25 AE		TANDARD		34L	L19L	0	GA		0.0103		0.0067		0.0000
		AR25 AE		TANDARD		34L	L20L	0	GA	(0.6427		0.1264		0.0787
		AR25 AE		TANDARD		34L	L21L	0	GA	(0.0103		0.0000		0.0000
•		AR25 AE		ISER	1	16R	L2R	0	GA		0.0067		0.0000		0.0000
•		AR25 AE		ISER	1	16R	L3R	0	GA		0.0069		0.0000		0.0000
		AR25 AE		ISER	1	16R	L4R	Ô	GA		0.0069		0.0000		0.0000
		AR25 AF		JSER	1	16R	L5R	0	GA		0.0274		0.0034		0.0000
		AR25 AF		JSER	1	16R	L6R	0	GA		0.1130		0.0205		0.0103
		AR25 AB		JSER JSER	1	16R	L7R	0	GA		5.4015		1.1865		0.7043
		AR25 AI		JSER	1	16R	L8R	0	GA		0.0856		0.0205		0.0308
		AR25 DE		TANDARD		16R	T6RA	1	GA		0.7154		0.0567		0.0365
									GA		0.3523		0.0280		0.0180
		AR25 DE		TANDARD		16R	T6RA	2			0.7600				0.0180
:		AR25 DE		TANDARD		16R	TGRB	1	GA				0.0604		0.0387
		AR25 DE		TANDARD		16R	T6RB	2	GA		0.3743		0.0297		
		AR25 DE		TANDARD		16R	T6RC	0	GA		1.5348		0.1218		0.0783
		AR25 DE		TANDARD		16R	T6RD	0	GA		1.4680		0.1165		0.0748
į.		AR25 DE		TANDARD		16R	T6RE	0	GA		1.4680		0.1165		0.0748
		AR25 DE		TANDARD		34L	T4LA	0	GA		0.2624		0.0283		0.0251
		AR25 DE		TANDARD		34L	T4LB	0	GA		0.2624		0.0283		0.0251
	LE	AR25 DE	EP S	TANDARD	1	34L	T4LC	0	GA		0.2703		0.0292		0.0258
. :	LE	AR35 AI	PP S	TANDARD	1	34L	L19L	0	GA		0.0330		0.0047		0.0189
	LE	CAR35 AI	PP 5	STANDARD	1	34L	L20L	0	GA		1.4833		0.3449		0.2930
2 1															

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LEAR35 APP USER 1 16R LZPL 0 GA 0.0283 0.0094 0.0000 LEAR35 APP USER 1 16R LZPL 0 GA 0.0047 0.0000 0.0000 LEAR35 APP USER 1 16R LZPL 0 GA 0.0095 0.0000 0.0000 LEAR35 APP USER 1 16R LZPL 0 GA 0.0095 0.0000 0.0000 0.0000 LEAR35 APP USER 1 16R LZPL 0 GA 0.0095 0.00000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.00000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.00000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.00000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.00000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.00000 0.00000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0												
LERA35 APP USER 1 16R L2R 0 GA 0.0047 0.0000 0.0000 LEAR35 APP USER 1 16R L3R 0 GA 0.0095 0.00004 0.0000 LEAR35 APP USER 1 16R L4R 0 GA 0.0095 0.0004 0.0000 LEAR35 APP USER 1 16R L5R 0 GA 0.0567 0.0234 0.0189 LEAR35 APP USER 1 16R L5R 0 GA 0.0567 0.0236 0.0189 LEAR35 APP USER 1 16R L6R 0 GA 0.0567 0.0236 0.0189 LEAR35 APP USER 1 16R L6R 0 GA 12.1463 3.1325 2.2249 LEAR35 APP USER 1 16R L6R 0 GA 12.1463 3.1325 2.2249 LEAR35 DEP STANDARD 1 16R MBR 0 GA 1.842 0.0567 0.0236 1.2446		LEAR35	APP	STANDARD	1	34L	L21L	0	GA	0.0283	0.0094	0.0000
LEAR35 APP USER 1 16R L3R 0 GA 0.0095 0.0000 0.0000 LEAR35 APP USER 1 16R L4R 0 GA 0.0095 0.0094 0.0004 LEAR35 APP USER 1 16R L5R 0 GA 0.0567 0.0236 0.0185 LEAR35 APP USER 1 16R L5R 0 GA 0.2457 0.0709 0.0285 LEAR35 APP USER 1 16R L5R 0 GA 0.2457 0.0709 0.0285 LEAR35 APP USER 1 16R L5R 0 GA 0.2457 0.0709 0.0286 LEAR35 APP USER 1 16R L5R 0 GA 0.2457 0.0709 0.0804 LEAR35 DEP STANDARD 1 16R T6RA 1 GA 1.6288 0.1221 0.1804 LEAR35 DEP STANDARD 1 16R T6RA 2 GA 0.8042 0.0567 0.0804 LEAR35 DEP STANDARD 1 16R T6RA 2 GA 0.8022 0.0601 0.0888 LEAR35 DEP STANDARD 1 16R T6RA 2 GA 0.8022 0.0601 0.0888 LEAR35 DEP STANDARD 1 16R T6RE 2 GA 0.8523 0.0639 0.0944 LEAR35 DEP STANDARD 1 16R T6RE 2 GA 0.8523 0.0639 0.0944 LEAR35 DEP STANDARD 1 16R T6RE 2 GA 0.8523 0.0639 0.0944 LEAR35 DEP STANDARD 1 16R T6RE 2 GA 0.8523 0.0639 0.0944 LEAR35 DEP STANDARD 1 16R T6RE 2 GA 0.8523 0.0639 0.0944 LEAR35 DEP STANDARD 1 16R T6RE 0 GA 3.3426 0.2506 0.3701 LEAR35 DEP STANDARD 1 16R T6RE 0 GA 3.3426 0.2506 0.3701 LEAR35 DEP STANDARD 1 16R T6RE 0 GA 3.3426 0.2506 0.3701 LEAR35 DEP STANDARD 1 16R T6RE 0 GA 3.3426 0.2506 0.3701 LEAR35 DEP STANDARD 1 34L T4LE 0 GA 0.5750 0.0577 0.1947 LEAR35 DEP STANDARD 1 34L T4LC 0 GA 0.5750 0.0577 0.1947 LEAR35 DEP STANDARD 1 34L T4LC 0 GA 0.5750 0.0577 0.1947 LEAR35 DEP STANDARD 1 34L T4LC 0 GA 0.5750 0.0577 0.1947 LEAR35 DEP STANDARD 1 34L T4LC 0 GA 0.5750 0.0577 0.0900 M981 APP USER 1 16R L6R 0 CM 0.0048 0.0000 0.0000 M981 APP STANDARD 1 16R T6RA 1 CM 0.0000 0.0000 M981 APP STANDARD 1 16R T6RA 1 CM 0.0000 0.0000 0.0000 M981 APP STANDARD 1 16R T6RA 1 CM 0.0000 0.0000 0.0000 M981 DEP STANDARD 1 16R T6RA 1 CM 0.0000 0.0000 0.0000 M981 DEP STANDARD 1 16R T6RA 1 CM 0.0000 0.0000 0.0000 M981 DEP STANDARD 1 16R T6RB 2 CM 0.0013 0.0016 0.0000 0.0000 M981 DEP STANDARD 1 16R T6RB 2 CM 0.0013 0.0016 0.0000 0.0000 M981 DEP STANDARD 1 16R T6RB 2 CM 0.0013 0.0016 0.0000 0.000				IIGER .	1			Ω	CA			
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LEAR35 DEP												
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MD81	•											
MD81		LEAR35	DEP	STANDARD	1	34L	$\mathtt{T4LB}$	0	GA	0.5750	0.0577	0.1947
MD81	•	LEAR35	DEP	STANDARD	1	34L	T4LC	0	GA	0.5925	0.0595	0.2005
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MD81 DEP STANDARD 1		MD81	DEP	STANDARD	1	16R	T6RA	1	COM	0.0130	0.0016	0.0000
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MD81 DEP STANDARD 1 16R T6RE 2 COM 0.0068 0.0000												
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		SD330			1			0				
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		2220	*** *	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~		V	کساد پ بینید	J	COLL	0.0002	0.0000	0.0000

SD330	APP	USER	1	16L	L7L	0	į	COM	0.	4325	0.0276	0.0643
SD330	APP	USER	1	16L	$\Gamma8\Gamma$	0		COM	0.	0092	0.0000	0.0000
SD330	APP	USER	1	16R	L2R	0		COM	0.	0000	0.0092	0.0000
SD330	APP	USER	1	16R	L3R	0		COM	0.	0092	0.0000	0.0000
SD330	APP	USER	1	16R	L6R	0		COM	0.	0368	0.0000	0.0000
SD330	APP	USER	1	16R	L7R	0		COM	0.	2945	0.0828	0.0184
SD330	APP	USER	1	34R	L20R	0		COM	0.	0368	0.0000	0.0000
SD330	DEP	STANDARD	1.	16L	T18L	0	}	COM	0.	0103	0.0000	0.0000
SD330	DEP	STANDARD	1	16L	T20L	0)	COM	0.	0308	0.0103	0.0000
SD330	DEP	STANDARD	1	16L	T21L	0	}	COM	0.	0205	0.0000	0.0000
SD330	DEP	STANDARD	1	16L	T24L	0)	COM	0.	0103	0.0000	0.0000
SD330	DEP	STANDARD	1	16R	T17R	0)	COM	0.	0103	0.0000	0.0000
SD330	DEP	STANDARD	1	16R	T19R	0	ì	COM	0.	0615	0.0000	0.0000
SD330	DEP	STANDARD	1	16R	T20R	0)	COM	0.	7281	0.0103	0.0513
SD330	DEP	STANDARD	1	16R	T21R	0)	COM		0513	0.0103	0.0000
SD330	DEP	STANDARD	1	16R	T22R	0)	COM	0.	0000	0.0000	0.0103
SD330	DEP	STANDARD	1	16R	T23R	0)	COM	0.	0103	0.0000	0.0000
SD330	DEP	STANDARD	1	34L	T4L	0)	COM		0205	0.0103	0.0000
SD330	DEP	STANDARD	1	34L	T5L	0	}	COM		0103	0.0000	0.0000
SD330	DEP	STANDARD	1	34L	T7L	0)	COM		0205	0.0000	0.0000
SD330	DEP	STANDARD	1	34R	T6R	0	}	COM		0308	0.0000	0.0103
SD330	DEP	STANDARD	1	34R	T7R	0)	COM		0308	0.0000	0.0000
SF340	APP	USER	1	16R	L7R	0		COM		1091	0.0000	0.0000
SF340	DEP	STANDARD	1	16R	T20R	0)	COM	0.	1091	0.0000	0.0000

CASE	RUNUP	OPERATIONS

Acft	RunupIđ	X(nmi)	Y(nmi)	Head	Thrust	Dur(sec)	Day	Evening	Night

CASE GRID DEFINITIONS

Name	Type	X(nmi)	Y(nmi)	Ang (deg)	DisI(nmi)	DisJ(nmi)	NI	NJ	Thrsh	dAmb	(hr)
CONTOUR	Contour	-2.0000	-4.0000	0.0	4.0000	9.0000	2	2	85.0	0.0	0.00
LOCATION	Location	0.0000	0.0000	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
POPULATN	Populatn	0.0000	0.0000	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
S01	Standard	-0.0890	1.0319	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
S02 .	Standard	0.0869	0.7390	0.0	0.0000	0.0000	1	1	85,0	0.0	0.00
S03	Standard	0.1651	-0.5745	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
S04	Standard	-0.2449	-0.5831	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
S05	Standard	0.1409	-1.1537	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
S06	Standard	-0.1014	-1.2916	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
S07	Standard	0.0426	-1.4633	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
SX1	Detailed	-0.0890	1.0319	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
SX2	Detailed	0.0869	0.7390	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
SX3	Detailed	0.1651	-0.5745	0.0	0.0000	0.0000	1	1.	85.0	0.0	0.00
SX4	Detailed	-0.2449	-0.5831	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
SX5	Detailed	0.1409	-1.1537	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
SX6	Detailed	-0.1014	-1.2916	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00
SX7	Detailed	0.0426	-1.4633	0.0	0.0000	0.0000	1	1	85.0	0.0	0.00

CASE RUN OPTIONS

Run Type : Single-Metric

NoiseMetric : CNEL
Do Terrain : No
Do Contour : Yes
Refinement : 10
Tolerance : 0.10
Low Cutoff : 55.0
High Cutoff : 85.0

Ground Type : All-Soft-Ground

Do Population : No
Do Locations : No
Do Standard : Yes
Do Detailed : Yes
Show All Ops : No

Compute System Metrics:

DNL : No CNEL : No LAEQ : No LAEQD : No LAEQN : No SEL : No LAMAX : No TALA : No NEF : No WECPNL : No EPNL : No PNLTM : No TAPNL : No CEXP : No LCMAX : No

: No

TALC

Echo Report/Input Runstream

using Version 3.9 of Integrated Noise Model (INM)

--Base Case Year 1990

--Future Case Year 1995 with Mitigation

--Future Case Year 1995 without Mitigation

•		<u>r</u> i	ue: VIVIBASI	25.DAT	
BEGIN. SETUP:					
TITL	E <fifth e<="" td=""><td>BASE CASE I</td><td>FOR VNY PART</td><td>150 STUDY></td><td></td></fifth>	BASE CASE I	FOR VNY PART	150 STUDY>	
AIRP	ORT <van n<="" td=""><td>ÚYS AIRPOI</td><td>RT (VNY)></td><td></td><td></td></van>	ÚYS AIRPOI	RT (VNY)>		
ALTI	TUDE 799		,		
TEMP	ERATURE 75	F			
RUNW	AYS		•		
RW	16R-34L	. 0.	0. TO	0.	-8000.
RW	16L-34R	375.	0. TO	375.	-4000.
RW	15R-35L	0.	-1430. TO	0.	-8000.
RW	15L-35R	375.	-1430. TO	375.	-4000.
RW	16C-34C	200.	-6500. TO	200.	
HEADING=16	1				
RW	07-25	1000.	-1250. TO	1500.	-1250.
AIRC	RAFT:			•	
TYI	PES				
AC GASI	EPF				
AC BEC	58P				
AC DHC8	3				
AC C130)				
AC DC3					
AC GIII	3				
AC LEAI	R35				
AC CNA		•	•		
AC LEAF	R25				
AC MU30	001			•	
AC CL60	00				
AC IA11	L25				
AC 7270	<u></u> 29			•	
AC DC90	<u>)</u> 9				
AC HELD	5 CURVE=B	EL206 PARA	M=HEL5 STAGE	1=JCC	
CATEGORY=PO	SA	÷			
FT.		•			•
NOISE C	CURVES			•	
	BEL206	3 BY 8	3 BY 8		
	PNL				
	THRUSTS	1.	2.	3.	
	200.	10.1	10.2	10.3	

OTOE COVARD			
NC BEL206	3 BY 8	3 BY 8	3
EPNL		•	
THRUSTS	1.	2.	3.⁴
200.	10.1	10.2	10.3
400.	7.1	9.2	9.3
600.	6.1	8.2	8.3
1000.	5.1	7.2	7.3
2000.	4.1	6.2	6.3
4000.	3.1	5.2	5.3
6000.	2.1	4.2	4.3
10000.	1.1	3.2	3.3
SEL			
THRUSTS	1.	2.	3.
200.	87.3	89.2	89.3
400.	83.0	84.9	85.2
600.	80.4	82.3	82.7

1000.	76.9	78.7	79.4
2000.	71.7	73.4	74.7
4000.	66.4	67.9	69.4
6000.	62.4	63.9	65.7
10000.	56.7	58.3	60.4

APPROACH PARAMETERS

AP HEL5 WEIGHT=3900. ENGINE=1. STOP=1. TERMSP=160. FINSP=160. TAXI=160. XAD=3.

PROFILES APPROACH

PF JER5 SEGMENTS=7

DISTANCES 23785.0 19028.0 14271.0 9514.0 4757.0 0.0 0.0 ALTITUDES 2500.0 2000.0 1500.0 1000:0 500.0 0.0 0.0 SPEEDS FINSP FINSP FINSP FINSP FINSP

FINSP TAXI

THRUSTS XAD XAD XAD XAD XAD

PROFILES TAKEOFF

SEGMENTS=7 WEIGHT=3900. ENGINE=1 PF JCC 0.0 668.0 2508.0 4348.0 6188.0 DISTANCES 15000.0 10000.0 ALTITUDES 0.0 0.0 500.0 1000.0 1500.0 1500.0 1500.0 SPEEDS 32.0 160.0 160.0 160.0 160.0 160.0 160.0 THRUSTS 2.0 2.0 2.0 2.0 1.0 1.0

TAKEOFFS BY FREQUENCY: FT.

TRACK DO1 RWY 16R STRAIGHT 16000 LEFT 180 D 11000 STRAIGHT 50000

OPER (GIIB	STAGE	1	D=1.03	E=0.25	N=0.09
OPER I	LEAR35	STAGE	1	D=1.29	E=0.24	N=0.18
OPER (CNA500	STAGE	1	D=0.56	E=0.15	N=0.12
OPER I	LEAR25	STAGE	1	D=0.97	E=0.48	N=0.11
OPER N	/U3001	STAGE	1	D=1.03	E=0.09	N=0.41
OPER (CL600	STAGE	1	D=0.59	E=0.15	N=0.08
OPER 1	TA1125	STAGE	1	D=1.48	E=0.42	N=0.22
OPER 7	727Q9	STAGE	1	D=0.12	E=0.03	N=0.03
OPER I	C9Q9	STAGE	1	D=0.04	E=0.01	N=0.01
OPER E	BEC58P	STAGE	1	D=1.20	E=0.27	N=0.02
OPER I	HC8	STAGE	1	D=1.89	E=0.45	N=0.03
OPER C	2130	STAGE	1	D=0.05		
OPER D	C3	STAGE	1 .	D=0.08	E=0.03	
OPER G	SASEPF	STAGE	1.	D=22.33	E=8.13	N=0.25

TRACK D02 RWY 16R STRAIGHT 14500 RIGHT 90 D 12500 STRAIGHT 6500

RIGHT 90 D 12500 STRAIGHT

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OPER	GIIB	STAGE	1	D=0.59	E=0.16	N=0.06
OPER	LEAR35	STAGE	1	D=0.73	E=0.12	N=0.11
OPER	CNA500	STAGE	1	D=0.32	E=0.09	N=0.06
OPER	LEAR25	STAGE	1	D=0.55	E=0.30	N=0.06
OPER	MU3001	STAGE	1	D=0.58	E=0.06	N=0.23
OPER	CL600	STAGE	1	D=0.34	E=0.06	N=0.05
OPER	IA1125	STAGE	1	D=0.84	E=0.24	N=0.12
OPER	727 <u>0</u> 9	STAGE	1	D=0.06	E=0.03	N=0.01
OPER	DC9Q9	STAGE	1	D=0.02	E=0.01	
OPER	BEC58P	STAGE	1	D=2.71	E=0.63	N=0.04
OPER	DHC8	STAGE	1	D=4.27	E=0.99	N=0.07
OPER	C130	STAGE	1	D=0.11		
OPER	DC3	STAGE	1	D=0.17	E=0.03	
OPER	GASEPF	STAGE	1	D=50.33	E=18.33	N=0.56

TRACK DO3 RWY 16R STRAIGHT 16000 LEFT 70 D 11000 STRAIGHT 50000

OPER	GIIB	STAGE	1	D=0.29	E=0.07	N=0.03
	LEAR35	STAGE	1	D=0.36	E=0.06	N=0.05
			-			
	CNA500	STAGE	T	D=0.16	E=0.03	N=0.03
OPER	LEAR25	STAGE	1	D=0.27	E=0.15	N=0.03
OPER	MU3001	STAGE	1	D=0.29	E=0.03	N=0.12
OPER	CL600	STAGE	1	D=0.17	E=0.03	N=0.03
OPER	IA1125	STAGE	1	D=0.42	E=0.12	N=0.06
OPER	72709	STAGE	1	D=0.03	E=0.03	
OPER	DC9Q9	STAGE	1	D=0.01	E=0.01	
OPER	BEC58P	STAGE	1	D=7.28	E=1.74	N=0.12
OPER	DHC8	STAGE	1	D=11.47	E=2.70	N=0.15
OPER	C130	STAGE	1	D=0.28		
OPER.	DC3	STAGE	1	D=0.46	E=0.12	N=0.01
OPER	GASEPF	STAGE	1	D=134.18	E=48.84	N=1.47

TRACK D04 RWY 16R STRAIGHT 13000 RIGHT 180 D 2500 STRAIGHT 50000

OPER	BEC58P	STAGE	1	D=2.11	E=0.48	N=0.03
OPER	DHC8	STAGE	1	D=3.32	E=0.78	N=0.05
OPER	C130	STAGE	1	D=0.08		
OPER	DC3	STAGE	1.	D=0.14	E=0.03	
OPER	GASEPF	STAGE	1	D=39.15	E=14.25	N=0.43

TRACK D05 RWY 16R STRAIGHT 14500 RIGHT 90 D 12500 STRAIGHT 50000

OPER	BEC58P	STAGE	1	D=0.60	E=0.15	N=0.01
OPER	DHC8	STAGE	1	D=0.95	E=0.21	N=0.01
OPER	C130	STAGE	1	D=0.02		

OPER DC3	STAGE 1	D=0.04		
OPER GASEPF	and the second s		E=4.08	N=0.12
				
TRACK DO6 RWY 34L STRAIGHT 50000				
:			•	
OPER GIIB	STAGE 1	D=0.11	E=0.03	N=0.01
OPER LEAR35		D=0.13	E=0.03	N=0.02
OPER CNA500		D=0.15	E=0.03	N=0.02 N=0.01
OPER LEAR25				
OPER MU3001			E=0.06	N=0.01
		D=0.11	N=0.04	
OPER CL600		D=0.06	N=0.01	
OPER IA1125		D=0.15	E=0.03	N=0.02
OPER 727Q9		D=0.01		
OPER BEC58P		D=0.77	E=0.18	N=0.01
		D=0.03		
OPER DHC8			E=0.27	N=0.02
OPER DC3				
OPER GASEPF S	STAGE 1	D=19.58	E=7.14	N=0.22
TRACK DO7 RWY	Y 34L STRI	AIGHT 30000	LEFT 90 D	3500 STRAIGHT
50000				
				4
OPER GIIB S	STAGE 1	D=0.14	E=0.03	N=0.01
OPER LEAR35 S			E=0.03	N=0.03
OPER CNA500 S			E=0.03	N=0.02
OPER LEAR25			E=0.06	N=0.01
OPER MU3001 S			N=0.06	M-0.0T
	STAGE 1		E=0.03	¥70 02
OPER IA1125 S				N=0.03
OPER 72709 S			E=0.06	И=0.03
OPER BEC58P S			P-0 24	NT 0 00
			E=0.24	N=0.02
	STAGE 1			
OPER DHC8 S			E=0.39	N=0.06
	STAGE 1		E=0.03	
OPER GASEPF S	STAGE 1	D=18.10	E=6.60	N=0.20
			•	
TRACK DOS RWY	7 34L STRA	IGHT 30500	RIGHT 90 D	4000
STRAIGHT 50000		•		
				•
		D=0.28	E=0.06	N=0.03
OPER LEAR35 S	TAGE 1	D=0.35	E=0.06	N=0.05
OPER CNA500 S	TAGE 1	D=0.15	E=0.03	N=0.03
OPER LEAR25 S	TAGE 1	D=0.27	E=0.15	N=0.03
OPER MU3001 S		D=0.28	E=0.03	N=0.11
		D=0.16	E=0.03	N=0.02
OPER IA1125 S		D=0.41	E=0.12	N=0.06
		D=0.03	N=0.01	**************************************
• •		D=0.03 D=0.01	H-0.01	•
OPER BEC58P S		D=0.01 D=2.07	₽-0 40	N-0 02
			E=0.48	N=0.03
•		D=0.08	B-0 30	
		D=3.26	E=0.78	N=0.05
		D=0.13	E=0.03	N=0.01
OPER GASEPF S	TAGE 1	D=36.23	E=13.20	N=0.40

TRACK D10 RWY 34C STRAIGHT 2100 RIGHT 75 H 1680 STRAIGHT 42000

OPER HELIS STAGE 1 D=19.36 E=17.16 N=0.67

TRACK D11 RWY 34C STRAIGHT 1175 LEFT 255 H 1680 STRAIGHT 42000

OPER HELI5 STAGE 1 D=2.76 E=2.45 N=0.09

TRACK D12 RWY 34C STRAIGHT 1800 LEFT 180 H 1320 STRAIGHT 42000

OPER HELI5 STAGE 1 D=2.77 E=2.45 N=0.10

TRACK D13 RWY 34C STRAIGHT 1800 LEFT 255 H 1680 STRAIGHT 800

RIGHT 341 H 900 STRAIGHT 42000

OPER HELI5 STAGE 1 D=2.77 E=2.45 N=0.10

LANDING BY FREQUENCY:

TRACK A01 RWY 15R STRAIGHT 50000

OPER	GIIB	PROF=GA3D	D=1.07	E=0.51	N=0.07
OPER	LEAR35	PROF=GA3D	D=1.20	E=0.66	N=0.15
OPER	CNA500	PROF=GA3D	D=0.57	E=0.30	N=0.12
OPER	LEAR25	PROF=GA3D	D=0.96	E=0.57	N=0.19
OPER	MU3001	PROF=GA3D	D=1.36	E=0.18	N=0.17
OPER	CL600	PROF=GA3D	D=0.59	E=0.42	N=0.04
OPER	IA1125	PROF=GA3D	D=1.58	E=0.87	N=0.12
OPER	727Q9	PROF=STD3D	D=0.13	E=0.09	•
OPER	DC9Q9	PROF=GA3D	D=0.05	E=0.03	
OPER	BEC58P	PROF=GA3D	D=3.40	E=1.32	N=0.06
OPER	C130	PROF=MIL3D	D=0.14		
OPER	DHC8	PROF=GA3D	D=5.36	E=2.10	N=0.09
OPER	DC3	PROF=GA3D	D=0.22	E=0.09	N=0.01
OPER	GASEPF	PROF=GA3D	D=60.99	E=39.87	N=1.48

TRACK A02 RWY 15R STRAIGHT 50000 RIGHT 90 D 3000 STRAIGHT 20000

OPER	GIIB	PROF=GA3D	D=0.60	E=0.27	N=0.05
OPER	LEAR35	PROF=GA3D	D=0.70	E=0.36	N=0.08
OPER	CNA500	PROF=GA3D	D=0.32	E=0.18	N=0.07
OPER	LEAR25	PROF=GA3D	D=0.55	E=0.30	N=0.11
OPER	MU3001	PROF=GA3D	D=0.77	E=0.12	N=0.09
OPER	CL600	PROF=GA3D	D=0.33	E=0.21	N=0.02
OPER	IA1125	PROF=GA3D	D=0.90	E=0.48	N=0.07
OPER	727Q9	PROF=STD3D	D=0.07	E=0.06	
OPER	DC9Q9	PROF=GA3D	D=0.02		*
OPER	BEC58P	PROF=GA3D	D=2.79	E=1.11	N=0.05

OPI	ER DHC8	PROF=GA3D	D=4.39	E=1.74	N=0.07
OPI	ER C130	PROF=MIL3D	D=0.11		
		PROF=GA3D		E=0.06	
OPI	er gasepi	F PROF=GA3D	D=49.92	E=32.64	N=1.21
TRA	ACK A03 I	RWY 15R STRA	IGHT 50000	LEFT 90 D	4000 STRAIGHT
20500				÷	
		PROF=GA3D		E=0.15	N=0.02
		PROF=GA3D		E=0.18	N=0.04
		PROF=GA3D	D=0.16	E=0.09	N=0.03
		PROF=GA3D			
		PROF=GA3D			N=0.05
		PROF=GA3D			N=0.01
		PROF=GA3D			N=0.03
		PROF=STD3D		E=0.03	
		PROF=GA3D	D=0.01		and the second
		PROF=GA3D		E=2.94	N=0.12
		PROF=GA3D		E=4.62	N=0.19
		PROF=MIL3D			
		PROF=GA3D	D=0.48	E=0.21	N=0.01
OPE	R GASEPF	PROF=GA3D	D=134.79	E=87.58	N=3.26
TRA	CK A04 R	WY 15R STRAI	GHT 50000	RIGHT 180 D	4000
STRAIGH	T 16000				
•		,			
		PROF=GA3D	D=0.62	E=0.24	N=0.01
	R DHC8		D=0.97	E=0.39	N=0.02
OPE	R C130	PROF=MIL3D	D=0.03		
	R DC3	PROF=GA3D	D=0.04	E=0.03	
OPE	R GASEPF	PROF=GA3D	D=7.62	E=4.98	N=0.18
					•
TRA	CK AOS R	WY 34L STRAI	GHT 50000		
•					
	RGIIB		D=0.10	E=0.06	N=0.01
		PROF=GA3D	D=0.12	E=0.06	N=0.01
		PROF=GA3D	D=0.05	E=0.03	N=0.01
OPE	R LEAR25	PROF=GA3D	D=0.09	E=0.06	
OPE	R MU3001	PROF=GA3D	D=0.12	E=0.03	N=0.01
OPE	R CL600	PROF=GA3D	D=0.05	E=0.03	
OPE	R IA1125	PROF=GA3D	D=0.14	E=0.09	N=0.01
OPEI	R 727Q9	PROF=STD3D	D=0.01		
OPEI	R BEC58P	PROF=GA3D	D=0.71	E=0.27	N=0.01
OPEI	R C130	PROF=MIL3D			
OPEI	DHC8	PROF=GA3D	D=1.12	E=0.45	N=0.02
OPE	DC3	PROF=GA3D	D=0.05	E=0.03	
OPEI	GASEPF	PROF=GA3D	D=11.88	E=7.77	N=0.29
	•				
TRAC	K A06 RV	Y 34L STRAIG	SHT 50000 F	RIGHT 60 D	12000
STRAIGHT					
OPEF	GIIB	PROF=GA3D	D=0.19	E=0.09	N=0.02
OPEF	LEAR35	PROF=GA3D		E=0.12	N=0.03
OPER	CNA500		D=0.10	E=0.06	N=0.03
				.	

OPER	LEAR25	PROF=GA3D	D=0.18	E=0.09	N=0.03
OPER	MU3001	PROF=GA3D	D=0.25	E=0.03	N=0.03
OPER	CL600	PROF=GA3D	D=0.11	E=0.06	N=0.01
OPER	IA1125	PROF=GA3D	D=0.29	E=0.15	N=0.02
OPER	727Q9	PROF=STD3D	D=0.02	E=0.03	
OPER	DC9Q9	PROF=GA3D	D=0.01		
OPER	BEC58P	PROF=GA3D	D=1.42	E=0.57	N=0.02
OPER	C130	PROF=MIL3D	D=0.06		
OPER	DHC8	PROF=GA3D	D=2.24	E=0.87	N=0.04
OPER	DC3	PROF=GA3D	D=0.09	E=0.03	
OPER	GASEPF	PROF=GA3D	D=23.79	E=15.54	N=0.58

TRACK A07 RWY 34L STRAIGHT 50000 LEFT 80 D 13000 STRAIGHT 7000

OPER	GIIB	PROF=GA3D	D=0.07	E=0.03	N=0.01
OPER	LEAR35	PROF=GA3D	D=0.26	E=0.06	N=0.01
OPER	CNA500	PROF=GA3D	D=0.04	E=0.03	N=0.01
OPER	LEAR25	PROF=GA3D	D=0.07	E=0.03	N=0.01
OPER	MU3001	PROF=GA3D	D=0.09	N=0.01	
OPER	CL600	PROF=GA3D	D=0.04	E=0.03	
OPER'	TA1125	PROF=GA3D	D=0.11	E=0.06	N=0.01
OPER	727Q9	PROF=GA3D	D=0.01		
OPER	BEC58P	PROF=GA3D	D=0.53	E=0.21	N=0.01
OPER	C130	PROF=MIL3D	D=0.02		
OPER	DHC8	PROF=GA3D	D=0.83	E=0.33	N=0.01
OPER	DC3	PROF=GA3D	D=0.03		
OPER	GASEPF	PROF=GA3D	D=12.85	E=8.40	N=0.31

TRACK A08 RWY 16C HEADING 255 STRAIGHT 42000 LEFT 161 H 1680 STRAIGHT 2100

OPER HELI5 PROF=JER5 D=19.36 E=17.16 N=0.67

TRACK A09 RWY 16C HEADING 75 STRAIGHT 42000 RIGHT 161 H 1680 STRAIGHT 1175

OPER HELI5 PROF-JER5 D=2.76 E=2.45 N=0.09

TRACK A10 RWY 16C HEADING 360 STRAIGHT 42000 RIGHT 161 H 1320 STRAIGHT 1800

OPER HELI5 PROF=JER5 D=2.77 E=2.45 N=0.10

TRACK All RWY 16C HEADING 161 STRAIGHT 42000 LEFT 75 H 900 STRAIGHT 800

RIGHT 161 H 1680 STRAIGHT 1800

OPER HELI5 PROF=JER5 D=2.77 E=2.45 N=0.10

TOUCHGOS BY FREQUENCY:

TRACK T01 RWY 07 STRAIGHT 1000 LEFT 180 D 1500 STRAIGHT 1000 LEFT 90 D 750 STRAIGHT 1500 LEFT 90 D 750 OPER HELI5 STAGE 1 PROF=JER5 D=30.00

TRACK TO2 RWY 16L STRAIGHT 11700 LEFT 345 H 1860 STRAIGHT 15120 LEFT 161 H

2460 STRAIGHT 2940

OPER GASEPF STAGE 1 PROF=GA3D D=123.06 E=30.76

TRACK TO3 RWY 34R STRAIGHT 7020 RIGHT 165 H 2460 STRAIGHT 15120 RIGHT 345 D

1860 STRAIGHT 7920

OPER GASEPF STAGE 1 PROF=GA3D D=20.70 E=5.17

PROCESS:

WARN.

FT.

CONTOUR LDN AT 65 70 75

PLOT

END.

1995 Five Year Projection Using Forecast #1 File: VNY5YR1.DAT

BEGIN.		•				
SETUP:						
TITL	E <1995 5-	YEAR FUTU	RE BASE C	ASE>		
AIRPO	ORT <van n<="" td=""><td>UYS AIRPO</td><td>RT (VNY)></td><td></td><td></td><td></td></van>	UYS AIRPO	RT (VNY)>			
ALTI'	PUDE 799					
TEMPI	ERATURE 75	F				
RUNWA	AYS					
RW	16R-34L	0.	0.	TO	0.	-8000.
RW	16L-34R	375.	0.	TO	375.	-4000.
RW	15R-35L	0.	-1430.	TO	0.	-8000.
RW	15L-35R	375.	-1430.	TO	375.	-4000.
RW	16C-34C	200.	-6500.	TO	200.	-7000.
HEADING=16:	1					
RW	07-25	1000.	-1250.	\mathbf{TO}	1500.	-1250.

AIRCRAFT:

TYPES

AC GASEPF

AC BEC58P

AC DHC8

AC C130

AC DC3

AC GIIB

AC LEAR35

AC CNA500

AC LEAR25

AC MU3001

AC CL600

AC IA1125

AC 727Q9

AC DC9Q9

AC HELI5 CURVE=BEL206 PARAM=HEL5 STAGE 1=JCC CATEGORY=PGA

FT.

NOISE CURVES		•	
NC BEL206	3 BY 8	3 BY 8	3
EPNL			
THRUSTS	1.	2.	3.
200.	10.1	10.2	10.3
400.	7.1	9.2	9.3
600.	6.1	8.2	8.3
1000.	5.1	7.2	7.3
2000.	4.1	6.2	6.3
4000.	3.1	5.2	5.3
6000.	2.1	4.2	4.3
10000.	1.1	3.2	3.3
SEL			
THRUSTS	1.	2.	3.
200.	87.3	89.2	89.3
400.	83.0	84.9	85.2
600	80 4	82.3	82 7

1995 Five Year Projection Using Forecast #1 File: VNY5YR1.DAT

1000.	76.9	78.7	79.4
2000.	71.7	73.4	74.7
4000.	66.4	67.9	69.4
6000.	62.4	63.9	65.7
10000.	56.7	58.3	60.4

APPROACH PARAMETERS

AP HEL5 WEIGHT=3900. ENGINE=1. STOP=1. TERMSP=160. FINSP=160. TAXI=160. XAD=3.

PROFILES APPROACH

PF JER5 SEGMENTS=7

DISTANCES 23785.0 19028.0 14271.0 9514.0 4757.0 0.0 0.0

ALTITUDES 2500.0 2000.0 1500.0 1000.0 500.0 0.0 0.0

SPEEDS FINSP

FINSP FINSP FINSP . FINSP TAXI

FINSP

THRUSTS XAD XAD XAD XAD XAD XAD

PROFILES TAKEOFF

SEGMENTS=7 WEIGHT=3900. ENGINE=1 PF JCC DISTANCES 0.0 668.0 2508.0 4348.0 6188.0 10000.0 15000.0 ALTITUDES 0.0 0.0 500.0 1000.0 1500.0 1500.0 1500.0 SPEEDS 32.0 160.0 160.0 160.0 160.0 160.0 160.0 THRUSTS 2.0 2.0 2.0 2.0 1.0 1.0

TAKEOFFS BY FREQUENCY: FT.

TRACK DO1 RWY 16R STRAIGHT 16000 LEFT 180 D 11000 STRAIGHT 50000

OPER	GIIB	STAGE	1	D=1.02	E=0.24	N=0.09
OPER	LEAR35	STAGE	1	D=2.14	E=0.36	N=0.31
OPER	CNA500	STAGE	1	D=0.93	E=0.27	N=0.19
OPER	LEAR25	STAGE	1	D=0.96	E=0.48	N=0.11
OPER	MU3001	STAGE	1	D=1.71	E=0.15	N=0.69
OPER	CL600	STAGE	1	D=0.99	E=0.21	N=0.11
OPER	IA1125	STAGE	1	D=2.47	E=0.72	N=0.36
OPER	727 <u>0</u> 9	STAGE	1	D=0.11	E=0.06	N=0.02
OPER	DC9Q9	STAGE	1	D=0.04	E=0.00	N=0.00
OPER	BEC58P	STAGE	1	D=1.24	E=0.30	N=0.02
OPER	DHC8	STAGE	1	D=2.09	E=0.48	N=0.03
OPER	DC3	STAGE	1	D=0.08	E=0.03	
OPER	GASEPF	STAGE	1	D=22.64	E=8.24	N=0.25

1995 Five Year Projection Using Forecast #1 <u>File: VNY5YR1.DAT</u>

TRACK D02 RWY 16R STRAIGHT 14500 RIGHT 90 D 12500 STRAIGHT 6500

RIGHT 90 D 12500 STRAIGHT

141	m	O

OPER	GIIB	STAGE	1	D=0.58	E=0.15	N=0.06
OPER	LEAR35	STAGE	1	D=1.22	E=0.21	N=0.18
OPER	CNA500	STAGE	1	D=0.53	E=0.15	N=0.11
OPER	LEAR25	STAGE	1 .	D=0.54	E=0.27	N=0.06
OPER	MU3001	STAGE	1	D=0.97	E=0.09	N=0.39
OPER	CT600	STAGE	1	D=0.56	E=0.12	N=0.06
OPER	IA1125	STAGE	1	D=1.41	E=0.39	N=0.21
OPER	727Q9	STAGE	1	D=0.06	E=0.03	N=0.01
OPER	DC9Q9	STAGE	1	D=0.02		
OPER	BEC58P	STAGE	1	D=2.80	E=0.66	N=0.04
OPER	DHC8	STAGE	1	D=4.72	E=1.11	N=0.07
OPER	DC3	STAGE	1	D=0.18	E=0.03	
OPER	GASEPF	STAGE	1	D=51.04	E=18.59	N=0.57

TRACK DO3 RWY 16R STRAIGHT 16000 LEFT 70 D 11000 STRAIGHT 50000

OPER	GIIB	STAGE	1	D=0.29	E=0.06	N=0.03
OPER	LEAR35	STAGE	1	D=0.61	E=0.12	N=0.09
OPER	CNA500	STAGE	1	D=0.27	E=0.06	N=0.05
OPER	LEAR25	STAGE	1 .	D=0.27	E=0.15	N=0.03
OPER	MU3001	STAGE	1	D=0.49	E=0.03	N=0.19
OPER	CL600	STAGE	1	D=0.28	E=0.06	N=0.03
OPER	IA1125	STAGE	1	D=0.70	E=0.21	N=0.10
OPER	727Q9	STAGE	1	D=0.03		N=0.01
OPER	DC9Q9	STAGE	1	D=0.01		
OPER	BEC58P	STAGE	1	D=7.49	E=1.74	N=0.13
OPER	DHC8	STAGE	1	D=12.66	E=3.00	N=0.19
OPER	DC3	STAGE	1	D=0.48	E=0.12	N=0.02
OPER	GASEPF	STAGE	1	D=137.84	E=49.53	N=1.49

TRACK D04 RWY 16R STRAIGHT 13000 RIGHT 180 D 2500 STRAIGHT 50000

OPER	BEC58P	STAGE	1	D=2.17	E=0.51	N=0.03
OPER	DHC8	STAGE	1	D=3.66	E=0.87	N=0.06
OPER	DC3	STAGE	1	D=0.14	E=0.03	
OPER	GASEPF	STAGE	1	D=39.71	E=14.45	N=0.44

TRACK D05 RWY 16R STRAIGHT 14500 RIGHT 90 D 12500 STRAIGHT 50000

OPER	BEC58P	STAGE	1	D=0.62	E=0.15	N=0.01
OPER	DHC8	STAGE	1	D=1.05	E=0.24	N=0.02
OPER	DC3	STAGE	1	D=0.04		
OPER	GASEPF	STAGE	1	D=11.33	E=4.14	N=0.12

TRACK DO6 RWY 34L STRAIGHT 50000

1995 Five Year Projection Using Forecast #1 <u>File: VNY5YR1.DAT</u>

OPER	GIIB	STAGE	1	D=0.11	E=0.03	N=0.01
OPER	LEAR35	STAGE	1	D=0.22	E=0.03	N=0.03
OPER	CNA500	STAGE	1	D=0.10	E=0.03	N=0.02
OPER	LEAR25	STAGE	1	D=0.10	E=0.06	N=0.01
OPER	MU3001	STAGE	1	D=0.18	E=0.03	N=0.07
OPER	CL600	STAGE	1	D=0.10	E=0.03	N=0.01
OPER	IA1125	STAGE	1	D=0.26	E=0.06	N=0.04
OPER	727Q9	STAGE	1	D=0.01		
OPER	BEC58P	STAGE	1	D=0.79	E=0.18	N=0.01
OPER	DHC8	STAGE	1	D=1.33	E=0.30	N=0.02
OPER	DC3	STAGE	1 .	D=0.05		
OPER	GASEPF	STAGE	1	D=19.86	E=7.24	N=0.22

TRACK DO7 RWY 34L STRAIGHT 30000 LEFT 90 D 3500 STRAIGHT 50000

OPER	GIIB	STAGE	1	D=0.14	E=0.03	N=0.01
OPER	LEAR35	STAGE	1	D=0.29	E=0.06	N=0.04
OPER	CNA500	STAGE	1	D=0.13	E=0.03	N=0.03
OPER	LEAR25	STAGE	1	D=0.13	E=0.06	N=0.01
OPER	MU3001	STAGE	1	D=0.24	E=0.03	N=0.09
OPER	CL600	STAGE	1	D=0.14	E=0.03	N=0.02
OPER	IA1125	STAGE	1	D=0.34	E=0.09	N=0.05
OPER	727Q9	STAGE	1	D=0.02		
OPER	BEC58P	STAGE	1	D=1.07	E=0.24	N=0.02
OPER	DHC8	STAGE	1	D=1.80	E=0.42	N=0.03
OPER	DC3	STAGE	1	D=0.07	E=0.03	
OPER	GASEPF	STAGE	1	D=18.35	E=6.69	N=0.20

TRACK DO8 RWY 34L STRAIGHT 30500 RIGHT 90 D 4000 STRAIGHT 50000

OPER	GIIB	STAGE	1	D=0.28	E=0.06	N=0.03
OPER	LEAR35	STAGE	1.	D=0.59	E=0.12	N=0.09
OPER	CNA500	STAGE	1	D=0.26	E=0.06	N=0.05
OPER	LEAR25	STAGE	1	D=0.26	E=0.15	N=0.03
OPER	MU3001	STAGE	1	D=0.47	E=0.03	N=0.19
OPER	CL600	STAGE	1	D=0.27	E=0.06	N=0.03
OPER	IA1125	STAGE	1	D=0.68	E=0.18	N=0.10
OPER	72709	STAGE	1	D=0.03		N=0.01
OPER	DC9Q9	STAGE	1	D=0.01		
OPER	BEC58P	STAGE	1	D=2.14	E=0.54	N=0.03
OPER	DHC8	STAGE	1	D=3.61	E=0.84	N=0.06
OPER	DC3	STAGE	1	D=0.14	E=0.03	
OPER	GASEPF	STAGE	1	D=36.75	F=13.39	N=0.41

TRACK D10 RWY 34C STRAIGHT 2100 RIGHT 75 H 1680 STRAIGHT 42000

OPER HELI5 STAGE 1 D=22.24 E=10.80 N=0.36

TRACK D11 RWY 34C STRAIGHT 1175 LEFT 255 H 1680 STRAIGHT 42000

1995 Five Year Projection Using Forecast #1 File: VNY5YR1.DAT

OPER HELI5 STAGE 1 D=3.17 E=1.58 N=0.05

TRACK D12 RWY 34C STRAIGHT 1800 LEFT 180 H 1320 STRAIGHT 42000

OPER HELI5 STAGE 1 D=3.18 E=1.58 N=0.05

TRACK D13 RWY 34C STRAIGHT 1800 LEFT 255 H 1680 STRAIGHT 800

RIGHT 341 H 900 STRAIGHT 42000

OPER HELI5 STAGE 1 D=3.18 E=1.58 N=0.06

LANDING BY FREQUENCY:

TRACK A01 RWY 15R STRAIGHT 50000

OPER	GIIB	PROF=GA3D	D=1.05	E=0.48	N=0.08
OPER	LEAR35	PROF=GA3D	D=2.17	E=1.08	N=0.25
OPER	CNA500	PROF=GA3D	D=0.93	E=0.48	N=0.20
OPER	LEAR25	PROF=GA3D	D=0.95	E=0.54	N=0.18
OPER	MU3001	PROF=GA3D	D=2.26	E=0.33	N=0.26
OPER	CT600	PROF=GA3D	D=0.97	E=0.66	N=0.06
OPER	IA1125	PROF=GA3D	D≈2.66	E=1.41	N=0.20
OPER	727Q9	PROF=STD3D	D=0.12	E=0.09	
OPER	DC9Q9	PROF=GA3D	D=0.05	E=0.03	
OPER	BEC58P	PROF=GA3D	D=3.51	E=1.38	N=0.06
OPER	DHC8	PROF=GA3D	D=5.92	E=2.34	N=0.10
OPER	DC3	PROF=GA3D	D=0.23	E=0.09	N=0.00
OPER	GASEPF	PROF=GA3D	D=61.85	E=40.43	N=1.50

TRACK A02 RWY 15R STRAIGHT 50000 RIGHT 90 D 3000 STRAIGHT 20000

٠			· ·			
	OPER	GIIB	PROF=GA3D	D=0.60	E=0.27	N=0.05
	OPER	LEAR35	PROF=GA3D	D=1.24	E=0.63	N=0.14
	OPER	CNA500	PROF=GA3D	D=0.54	E=0.30	N=0.11
	OPER	LEAR25	PROF=GA3D	D=0.55	E=0.30	N=0.10
	OPER	MU3001	PROF=GA3D	D=1.28	E=0.18	N=0.16
	OPER	CL600	PROF=GA3D	D=0.56	E=0.36	N=0.03
	OPER	IA1125	PROF=GA3D	D=1.50	E=0.78	N=0.11
	OPER	727Q9	PROF=STD3D	D=0.07	E=0.06	
	OPER	DC9Q9	PROF=GA3D	D=0.02		
	OPER	BEC58P	PROF=GA3D	D=2.87	E=1.14	N=0.05
	OPER	DHC8	PROF=GA3D	D=4.85	E=1.92	N=0.08
	OPER	DC3	PROF=GA3D	D=0.18	E=0.06	
	OPER	GASEPF	PROF=GA3D	D=50.62	E=33.10	N=1.23

TRACK A03 RWY 15R STRAIGHT 50000 LEFT 90 D 4000 STRAIGHT 20500

OPER	GIIB	PROF=GA3D	D=0.30	E=0.15	N=0.02
OPER	LEAR35	PROF=GA3D	D=0.62	E=0.30	N=0.07

1995 Five Year Projection Using Forecast #1 <u>File: VNY5YR1.DAT</u>

	OPER	CNA50	PROF=GA3D	D=0.27	E=0.15	N=0.05
	OPER	LEAR25	FROF=GA3D	D=0.27	E=0.15	N=0.05
	OPER	MU3001	l PROF=GA3D	D=0.64	E=0.09	N=0.08
	OPER	CL600	PROF=GA3D	D=0.28	E=0.18	N=0.02
	OPER	IA1125	PROF=GA3D	D=0.75	E=0.39	N=0.06
	OPER	727Q9	PROF=STD3D	D=0.04	E=0.09	
	OPER	DC9Q9	PROF=GA3D	D=0.01		
	OPER	BEC58E	PROF=GA3D	D=7.70	E=3.03	N=0.13
	OPER	DHC8	PROF=GA3D	D=13.00	E=5.13	N=0.20
	OPER	DC3	PROF=GA3D	D=0.50	E=0.21	N=0.02
	OPER	GASEPE	PROF=GA3D	D=136.85	E=88.81	N=3.31
	TRAC	K A04 R	WY 15R STRA	EGHT 50000	RIGHT 180 I	4000
STR		16000				
	OPER	BEC58F	PROF=GA3D	D=0.64	E=0.24	N=0.01
	OPER	DHC8	PROF=GA3D	D=1.07	E=0.42	N=0.02
		DC3	PROF=GA3D	D=0.04	E=0.03	
	OPER	GASEPF	PROF=GA3D	D=7.73	E=5.05	N=0.18
	TRAC	K A05 R	WY 34L STRAI	GHT 50000		
	OPER	GIIB	PROF=GA3D	D=0.10	E=0.06	N=0.01
			PROF=GA3D	D=0.20	E=0.09	N=0.02
		CNA500		D=0.09	E=0.06	N=0.02
		LEAR25		D=0.09	E=0.06	N=0.02
			PROF=GA3D	D=0.21	E=0.03	N=0.03
		CL600	PROF=GA3D	D=0.09	E=0.06	N=0.01
	OPER	IA1125	PROF=GA3D	D=0.24	E=0.12	N=0.02
	OPER	727 <u>0</u> 9	PROF=STD3D	D=0.01		
	OPER	BEC58P	PROF=GA3D	D=0.74	E=0.30	N=0.01
	OPER	DHC8	PROF=GA3D	D=1.24	E=0.48	N=0.02
	OPER	DC3	PROF=GA3D	D=0.05	E=0.03	
	OPER	GASEPF	PROF=GA3D	D=12.05	E=7.88	N=0.29
	TRACI	K A06 R	WY 34L STRAI	GHT 50000 1	RIGHT 60 D	12000
STR	AIGHT				,	
	OPER	GIIB	PROF=GA3D	D=0.19	E=0.09	N=0.01
	OPER	LEAR35	PROF=GA3D	D=0.40	E=0.21	N=0.04
			PROF=GA3D	D=0.17	E=0.09	N=0.04
			PROF=GA3D	D=0.18	E=0.09	N=0.03
	OPER	MU3001	PROF=GA3D	D=0.41	E=0.06	N=0.05
		CL600	PROF=GA3D	D=0.18	E=0.12	N=0.01
			PROF=GA3D	D=0.48	E=0.27	N=0.04
		727Q9	PROF=STD3D	D=0.02	E=0.03	
		DC9Q9	PROF=GA3D	D=0.01		
			PROF=GA3D	D=1.46	E=0.57	N=0.02
	OPER		PROF=GA3D	D=2.47	E=0.96	N=0.04
	OPER		PROF=GA3D	D=0.09	E=0.03	
	OPER	GASEPF	PROF=GA3D	D=24.12	E=15.76	N=0.59

TRACK A07 RWY 34L STRAIGHT 50000 LEFT 80 D 13000 STRAIGHT 7000 $\,$

1995 Five Year Projection Using Forecast #1 File: VNY5YR1.DAT

OPER	GIIB	PROF=GA3D	D=0.07	E=0.03	N=0.01
OPER	LEAR35	PROF=GA3D	D=0.15	E=0.09	N=0.02
OPER	CNA500	PROF=GA3D	D=0.07	E=0.03	N=0.01
OPER	LEAR25	PROF=GA3D	D=0.07	E=0.03	N=0.01
OPER	MU3001	PROF=GA3D	D=0.16	E=0.03	N=0.01
OPER	CL600	PROF=GA3D	D=0.07	E=0.06	
OPER	IA1125	PROF=GA3D	D=0.18	E=0.09	N=0.01
OPER	727Q9	PROF=GA3D	D=0.01		
OPER	BEC58P	PROF=GA3D	D=0.54	E=0.21	N=0.01
OPER	DHC8	PROF=GA3D	D=0.92	E=0.36	N=0.02
OPER	DC3	PROF=GA3D	D=0.03		
OPER	GASEPF	PROF=GA3D	D=13.03	E=8.52	N=0.31

TRACK A08 RWY 16C HEADING 255 STRAIGHT 42000 LEFT 161 H 1680 STRAIGHT 2100

OPER HELI5 PROF=JER5 D=19.34 E=18.48 N=0.72

TRACK A09 RWY 16C HEADING 75 STRAIGHT 42000 RIGHT 161 H 1680 STRAIGHT 1175

OPER HELI5 PROF=JER5 D=2.76 E=2.64 N=0.10

TRACK A10 RWY 16C HEADING 360 STRAIGHT 42000 RIGHT 161 H 1320 STRAIGHT 1800

OPER HELI5 PROF=JER5 D=2.77 E=2.64 N=0.11

TRACK All RWY 16C HEADING 161 STRAIGHT 42000 LEFT 75 H 900 STRAIGHT 800

RIGHT 161 H 1680 STRAIGHT 1800

OPER HELI5 PROF-JER5 D=2.77 E=2.64 N=0.11

TOUCHGOS BY FREQUENCY: FT.

TRACK TO1 RWY 07 STRAIGHT 1000 LEFT 180 D 1500 STRAIGHT 1000 LEFT 90 D 750 STRAIGHT 1500 LEFT 90 D 750 OPER HELI5 STAGE 1 PROF=JER5 D=34.48

TRACK TO2 RWY 16L STRAIGHT 11700 LEFT 345 H 1860 STRAIGHT 15120 LEFT 161 H

2460 STRAIGHT 2940

OPER GASEPF STAGE 1 PROF=GA3D D=124.79 E=93.57

TRACK TO3 RWY 34R STRAIGHT 7020 RIGHT 165 H 2460 STRAIGHT 15120 RIGHT 345 D

1860 STRAIGHT 7920

OPER GASEPF STAGE 1 PROF=GA3D D=20.99 E=15.72

1995 Five Year Projection Using Forecast #1 File: VNY5YR1.DAT

PROCESS: WARN. FT. CONTOUR LDN AT 65 70 75 PLOT END.

1995 Five Year Projection Using Forecast #2 File: VNY5NEW.DAT

BEGIN. SETUP:

TITLE <1995 5-YEAR FUTURE BASE CASE - REVISED

1000.

FORECAST>

AIRPORT <VAN NUYS AIRPORT (VNY)>

ALTITUDE 799

TEMPERATURE 75 F

RUNWAYS

*******			· ·			
RW	16R-34L	0.	. 0.	TO	0.	-8000.
RW	16L-34R	375.	0.	TO	375.	-4000.
RW	15R-35L	0.	-1430.	TO	0.	-8000.
RW	15L-35R	375.	-1430.	TO	375.	-4000.
RW	16C-34C	200.	-6500.	TO	200.	-7000.
HEADING=16	1					•

-1250. TO

1500. -1250.

AIRCRAFT:

RW 07-25

TYPES

AC GASEPF

AC BEC58P

AC DHC8

AC C130

AC DC3

AC GIIB

AC LEAR35

AC CNA500

AC LEAR25

AC MU3001

AC CL600

AC 1A1125 AC 727Q9

AC DC9Q9

AC HELI5 CURVE=BEL206 PARAM=HEL5 STAGE 1=JCC CATEGORY=PGA

FT.

NOISE CURVES			
NC BEL20	6 3 BY	8 3	BY 8
EPNL		•	
THRUST	s 1.	2.	3.
20	0. 10.1	10.2	10.3
40	0. 7.1	9.2	9.3
60	0. 6.1	8.2	8.3
100	0. 5.1	7.2	7.3
200	0. 4.1	6.2	6.3
400	0. 3.1	5.2	5.3
600	0. 2.1	4.2	4.3
1000	0. 1.1	3.2	3.3
SEL			
THRUST	s 1.	2.	3.
20	0. 87.3	89.2	89.3
40	0. 83.0	84.9	85.2

1995 Five Year Projection Using Forecast #2

File: VNY5NEW.DAT

600.	80.4	82.3	82.7
1000.	76.9	78.7	79.4
2000.	71.7	73.4	74.7
4000.	66.4	67.9	69.4
6000.	62.4	63.9	65.7
10000.	56.7	58.3	60.4

APPROACH PARAMETERS

AP HEL5 WEIGHT=3900. ENGINE=1. STOP=1. TERMSP=160. FINSP=160. TAXI=160. XAD=3.

PROFILES APPROACH

PF JER5 SEGMENTS=7

DISTANCES 23785.0 19028.0 14271.0 9514.0 4757.0 0.0 0.0

ALTITUDES 2500.0 2000.0 1500.0 1000.0 500.0 0.0 0.0

SPEEDS FINSP FINSP FINSP FINSP FINSP FINSP TAXI

THRUSTS XAD XAD XAD XAD XAD XAD

PROFILES TAKEOFF

PF JCC SEGMENTS=7 WEIGHT=3900. ENGINE=1 DISTANCES 0.0 668.0 2508.0 4348.0 6188.0 10000.0 15000.0 ALTITUDES 0.0 0.0 500.0 1000.0 1500.0 1500.0 1500.0 SPEEDS 32.0 160.0 160.0 160.0 160.0 160.0 160.0 THRUSTS 2.0 2.0 2.0 2.0 1.0 1.0

TAKEOFFS BY FREQUENCY:

TRACK DO1 RWY 16R STRAIGHT 16000 LEFT 180 D 11000 STRAIGHT 50000

OPER	MU3001	STAGE	1 D=	2.33 E=	0.20 N= 0.94
OPER	LEAR35	STAGE	1 D=	2.91 E=	0.49 N = 0.42
OPER	LEAR25	STAGE	1 D=	1.15 E=	0.57 N = 0.15
OPER	IA1125	STAGE	1 D=	3.36 E=	0.98 N = 0.49
OPER	GIIB	STAGE	1 D=	1.39 E=	0.33 N = 0.12
OPER	DC9Q9	STAGE	1 D=	0.06	
OPER	CNA500	STAGE	1 D=	1.27 E=	0.37 N = 0.26
OPER	CL600	STAGE	1 D=	1.35 E=	0.29 N = 0.15
OPER	727Q9	STAGE	1 D=	0.15 E=	0.08 N = 0.03
OPER BE	C58P STAGE	1 D=1.	24	E=0.30	N=0.02
OPER DH	C8 STAGE	1 D=2.	09	E=0.48	N=0.03
OPER DC	3 STAGE	1 D=0.	80	E=0.03	
OPER GA	SEPF STAGE	1 D=22	.64	E=8.24	N=0.25

1995 Five Year Projection Using Forecast #2 File: VNY5NEW.DAT

TRACK DO2 RWY 16R STRAIGHT 14500 RIGHT 90 D 12500 STRAIGHT 6500

RIGHT 90 D 12500 STRAIGHT

50000

OPI	ER	MU3001		STAGE	1	D=	1.32	E=	0.12	N=	0.53
OPI	ER	LEAR35		STAGE	1	D=	1.66	E=	0.29	N=	0.24
OPE	ER ·	LEAR25		STAGE	1	D≔	0.65	$\mathbf{E} =$	0.32	N=	0.08
OPI	ER	IA1125		STAGE	1	D=	1.92	E=	0.53	N=	0.29
OPI	ER .	GIIB		STAGE	.1	D=	0.79	$\mathbf{E}=$	0.20	N=	0.08
OPI	ER	DC9Q9		STAGE	1	D=	0.03				
OPI	ER	CNA500		STAGE	1	D=	0.72	E=	0.20	N=	0.15
OPE	ßR	CL600		STAGE	1	D=	0.76	E=	0.16	N=	0.08
OPE	(R	727Q9		STAGE	1	D=	0.08	E=	0.04	N=	0.01
OPER	BEC58P	STAGE	1	D=2.80		Ė	E=0.66		N=0.0)4	
OPER	DHC8	STAGE	1	D=4.72		F	3=1.11		N=0.0	7	
OPER	DC3	STAGE	1.	D=0.18		E	£=0.03				
OPER	GASEPF	STAGE	1	D=51.04	į	F	=18.59)	N=0.5	57	

TRACK DO3 RWY 16R STRAIGHT 16000 LEFT 70 D 11000 STRAIGHT 50000

OPI	ER '	MU3001		STAGE	1	D≔	0.67	E=	0.04	N=	0.26
OPF	ER	LEAR35		STAGE	1	D=	0.83	$\mathbf{E}=$	0.16	N=	0.12
OPE	ER	LEAR25		STAGE	1	D=	0.32	$\mathbf{E} =$	0.18	N=	0.04
OPE	₿R	IA1125		STAGE	1	D=	0.95	E=	0.29	N=	0.14
OPE	ER	GIIB		STAGE	1	D=	0.40	E=	0.08	N=	0.04
OPI	ER	DC9Q9		STAGE	1	D=	0.02				
OPI	žR	CNA500		STAGE	1	D=	0.37	E=	0.08	N=	0.07
OPE	gr -	CL600		STAGE	1	D=	0.38	E==	0.08	N=	0.04
OPI	≅R	727 <u>0</u> 9		STAGE	1	D=	0.04			N==	0.01
OPER	BEC58P	STAGE	1	D=7.49	ŀ	E	=1.74		N=0.3	13	
OPER	DHC8	STAGE	1	D=12.6	6	E:	=3.00	•	N=0.3	19	
OPER	DC3	STAGE	1	D=0.48		E	=0.12		N=0.0)2	
OPER	GASEPF	STAGE	1	D=137.	84	E	=49.53	3	N=1.4	19	

TRACK D04 RWY 16R STRAIGHT 13000 RIGHT 180 D 2500 STRAIGHT 50000

OPER	BEC58P	STAGE	1	D=2.17	E=0.51	N=0.03
OPER	DHC8	STAGE	1	D=3.66	E=0.87	N=0.06
OPER	DC3	STAGE	1	D=0.14	E=0.03	
OPER	GASEPF	STAGE	1	D=39.71	E=14.45	N=0.44

TRACK D05 RWY 16R STRAIGHT 14500 RIGHT 90 D 12500 STRAIGHT 6500

OPER	BEC58P	STAGE	1	D=0.62	E=0.15	N=0.01
OPER	DHC8	STAGE	1	D=1.05	E=0.24	N=0.02
OPER	DC3	STAGE	1	D=0.04		
OPER	GASEPF	STAGE	1	D=11.33	E=4.14	N=0.12

TRACK DO6 RWY 34L STRAIGHT 50000

1995 Five Year Projection Using Forecast #2 <u>File: VNY5NEW.DAT</u>

```
OPER
            MU3001
                      STAGE
                                1 D=
                                       0.25 E=
                                                0.04 N = 0.10
  OPER
            LEAR35
                      STAGE
                                1 D=
                                       0.30 E=
                                                0.04 N = 0.04
  OPER
            LEAR25
                      STAGE
                                1 D=
                                       0.12 E=
                                                0.07 N = 0.01
  OPER
            IA1125
                      STAGE
                                1 D=
                                      0.35 E=
                                                0.08 N = 0.05
  OPER
                      STAGE
            GIIB
                                1 D=
                                      0.15 E =
                                                0.04 N = 0.01
  OPER
            CNA500
                      STAGE
                                1 D=
                                      0.14 E=
                                                0.04 N = 0.03
  OPER
            CL600
                      STAGE
                                1 D=
                                      0.14 E=
                                                0.04 N = 0.01
  OPER
            72709
                      STAGE
                                1 D=
                                      0.01
OPER BEC58P STAGE 1
                        D=0.79
                                    E=0.18
                                                N=0.01
OPER DHC8
             STAGE 1
                        D=1.33
                                    E=0.30
                                                N=0.02
OPER DC3
             STAGE 1
                        D=0.05
OPER GASEPF STAGE 1
                        D=19.86
                                    E=7.24
                                                N=0.22
```

TRACK DO7 RWY 34L STRAIGHT 30000 LEFT 90 D 3500 STRAIGHT 50000

```
OPER
            MU3001
                      STAGE
                                1 D=
                                       0.33 E=
                                                 0.04 N = 0.12
  OPER
            LEAR35
                      STAGE
                                       0.39 E =
                                1 D=
                                                 0.08 N = 0.05
  OPER
            LEAR25
                      STAGE
                                                 0.07 N = 0.01
                                1 D=
                                       0.16 E =
  OPĖR
            IA1125
                      STAGE
                                1 D=
                                       0.46 E =
                                                 0.12 N = 0.07
  OPER
            GIIB
                      STAGE
                                1 D=
                                       0.19 E=
                                                 0.04 N = 0.01
  OPER
            CNA500
                      STAGE
                                1 D=
                                       0.18 E =
                                                 0.04 N = 0.04
  OPER
            CL600
                      STAGE
                                1 D=
                                       0.19 E =
                                                 0.04 N = 0.03
  OPER
            727Q9
                      STAGE
                                1 D=
                                       0.03
OPER BEC58P STAGE 1
                        D=1.07
                                    E=0.24
                                                 N=0.02
OPER DHC8
             STAGE 1
                        D=1.80
                                                 N=0.03
                                    E=0.42
OPER DC3
             STAGE 1
                        D=0.07
                                    E=0.03
OPER GASEPF STAGE 1
                        D=18.35
                                    E=6.69
                                                 N=0.20
```

TRACK DO8 RWY 34L STRAIGHT 30500 RIGHT 90 D 4000 STRAIGHT 50000

```
OPER
            MU3001
                      STAGE
                                1 D==
                                       0.64 E =
                                                 0.04 N = 0.26
  OPER
            LEAR35
                      STAGE
                                1 D=
                                       0.80~E=
                                                 0.16 N = 0.12
  OPER
            LEAR25
                      STAGE
                                       0.31 E=
                                1 D=
                                                 0.18 N = 0.04
  OPER
            IA1125
                      STAGE
                                1 D=
                                       0.93 E =
                                                 0.24 N = 0.14
  OPER
            GIIB
                      STAGE
                                1 D=
                                       0.38 E =
                                                 0.08 N = 0.04
  OPER
            DC909
                      STAGE
                                1 D=
                                       0.02
  OPER
            CNA500
                      STAGE
                                1 D=
                                       0.35 E =
                                                 0.08 N = 0.07
  OPER
            CL600
                      STAGE
                                1 D=
                                       0.37 E =
                                                 0.08 N = 0.04
  OPER
            727Q9
                      STAGE
                                1 D=
                                       0.04
                                                      N = 0.01
OPER BEC58P STAGE 1
                        D=2.14
                                    E=0.54
                                                 N=0.03
OPER DHC8
             STAGE 1
                        D=3.61
                                    E=0.84
                                                 N=0.06
OPER DC3
             STAGE 1
                        D=0.14
                                    E=0.03
OPER GASEPF STAGE 1
                        D=36.75
                                    E=13.39
                                                N=0.41
```

TRACK D10 RWY 34C STRAIGHT 2100 RIGHT 75 H 1680 STRAIGHT 42000

OPER HELI5 STAGE 1 D=22.24 E=10.80 N=0.36

TRACK D11 RWY 34C STRAIGHT 1175 LEFT 255 H 1680 STRAIGHT 42000

1995 Five Year Projection Using Forecast #2 File: VNY5NEW.DAT

OPER HELI5 STAGE 1 D=3.17 E=1.58 N=0.05

TRACK D12 RWY 34C STRAIGHT 1800 LEFT 180 H 1320 STRAIGHT 42000

OPER HELI5 STAGE 1 D=3.18 E=1.58 N=0.05

TRACK D13 RWY 34C STRAIGHT 1800 LEFT 255 H 1680 STRAIGHT 800

RIGHT 341 H 900 STRAIGHT 42000

OPER HELI5 STAGE 1 D=3.18 E=1.58 N=0.06

LANDING BY FREQUENCY:

TRACK A01 RWY 15R STRAIGHT 50000

OPER	MU3001	PROF	=GA3D	D=	3.08 E=	0.45	N = 0.35
OPER	LEAR35	PROF	=GA3D	D=	2.95 E=	1.47	N = 0.34
OPER	LEAR25	PROF	=GA3D	D=	1.14 E=	0.65	N = 0.24
OPER	IA1125	PROF	=GA3D	D=	3.62 E=	1.92	N = 0.27
OPER	GIIB	PROF	=GA3D	D=	1.43 E=	0.66	N = 0.11
OPER	DC9Q9	PROF	=GA3D	D=	0.08 E=	0.05	
OPER	CNA500	PROF	=GA3D	D=	1.27 E=	0.65	N = 0.27
OPER	CT600	PROF	=GA3D	D=	1.32 E=	0.90	N=0.08
OPER	727Q9	PROF	=STD3D	D=	0.16 E=	0.12	
OPER I	BEC58P PROF	=GA3D	D=3.5	1	E=1.38	N=	=0.06
OPER I	HC8 PROF	=GA3D	D=5.9	2	E=2.34	N=	=0.10
OPER I	DC3 PROF	=GA3D	D=0.23	3	E=0.09	N=	=0.00
OPER (SASEPF PROF	=GA3D	D=61.	35	E=40.43	3 N=	=1.50

TRACK A02 RWY 15R STRAIGHT 50000 RIGHT 90 D 3000 STRAIGHT 20000

```
OPER
          MU3001
                                   1.74 E= 0.25 N= 0.22
                   PROF=GA3D D=
 OPER
          LEAR35
                   PROF=GA3D D=
                                  1.69 E=
                                            0.86 N = 0.19
 OPER
          LEAR25
                                   0.66 E=
                                            0.36 N = 0.14
                   PROF=GA3D
                             D=
 OPER
          IA1125
                   PROF=GA3D D=
                                   2.04 E=
                                            1.06 N = 0.15
 OPER
          GIIB
                   PROF=GA3D
                              D=
                                  0.82 E =
                                            0.37 N = 0.07
 OPER
          DC9Q9
                   PROF=GA3D D=
                                  0.03
 OPER
          CNA500
                   PROF=GA3D
                                  0.74 E=
                                            0.41 N = 0.15
                              D=
 OPER
          CL600
                                   0.76 E =
                   PROF=GA3D D=
                                            0.49 N = 0.04
 OPER
          72709
                   PROF=STD3D D=
                                   0.09 E =
                                            0.08
OPER BEC58P PROF=GA3D
                        D=2.87
                                    E=1.14
                                               N=0.05
OPER DHC8
            PROF=GA3D
                                    E=1.92
                                               N=0.08
                        D=4.85
OPER DC3
            PROF=GA3D
                        D=0.18
                                    E=0.06
OPER GASEPF PROF=GA3D
                        D=50.62
                                    E=33.10
                                               N=1.23
```

TRACK A03 RWY 15R STRAIGHT 50000 LEFT 90 D 4000 STRAIGHT 20500

OPER MU3001 PROF=GA3D D= 0.87 E= 0.12 N= 0.11

1995 Five Year Projection Using Forecast #2 <u>File: VNY5NEW.DAT</u>

```
D=
                                    0.84 E =
 OPER
          LEAR35
                    PROF=GA3D
                                             0.41 N = 0.10
 OPER
          LEAR25
                                D==
                                    0.32 E=
                    PROF=GA3D
                                             0.18 N = 0.07
 OPER
                                    1.02 E=
          IA1125
                    PROF=GA3D
                               D=
                                             0.53 N = 0.08
 OPER
          GIIB
                    PROF=GA3D
                               D=
                                    0.41 E =
                                             0.20 N = 0.03
 OPER
          DC909
                    PROF=GA3D
                               D=
                                    0.02
 OPER
          CNA500
                                    0.37 E=
                    PROF=GA3D
                               D=
                                             0.20 N = 0.07
 OPER
          CL600
                    PROF=GA3D
                               D=
                                    0.38 E=
                                             0.25 N = 0.03
 OPER
          72709
                    PROF=STD3D D=
                                    0.05 E=
                                             0.12
OPER BEC58P PROF=GA3D
                         D=7.70
                                     E=3.03
                                                N=0.13
OPER DHC8
            PROF=GA3D
                         D=13.00
                                     E=5.13
                                                N=0.20
OPER DC3
            PROF=GA3D
                         D=0.50
                                     E=0.21
                                                N=0.02
OPER GASEPF PROF=GA3D
                         D=136.85
                                     E=88.81
                                                N=3.31
TRACK A04 RWY 15R STRAIGHT 50000 RIGHT 180 D 4000
```

TRACK A04 RWY 15R STRAIGHT 50000 RIGHT 180 D 4000 STRAIGHT 16000

```
OPER BEC58P PROF=GA3D
                         D=0.64
                                    E=0.24
                                                N=0.01
OPER DHC8
            PROF=GA3D
                         D=1.07
                                    E=0.42
                                                N=0.02
OPER DC3
            PROF=GA3D
                         D=0.04
                                    E=0.03
OPER GASEPF PROF=GA3D
                         D=7.73
                                    E=5.05
                                                N=0.18
```

TRACK A05 RWY 34L STRAIGHT 50000

```
OPER
          MU3001
                    PROF=GA3D D=
                                    0.29 E=
                                              0.04 N = 0.04
 OPER
          LEAR35
                    PROF=GA3D
                                D=
                                    0.27 E =
                                              0.12 N = 0.03
 OPER
          LEAR25
                    PROF=GA3D
                                D==
                                    0.11 E=
                                             0.07 N = 0.03
 OPER
          IA1125
                    PROF=GA3D
                                D=
                                    0.33 E=
                                             0.16 N = 0.03
 OPER
          GIIB
                    PROF=GA3D
                               D=
                                    0.14 E =
                                             0.08 N = 0.01
 OPER
          CNA500
                    PROF=GA3D
                               D=
                                    0.12 E=
                                             0.08 N = 0.03
 OPER
          CL600
                    PROF=GA3D D=
                                    0.12 E=
                                             0.08 N = 0.01
 OPER
          72709
                    PROF=STD3D D=
                                    0.01
OPER BEC58P PROF=GA3D
                         D=0.74
                                     E=0.30
                                                 N=0.01
OPER DHC8
            PROF=GA3D
                         D=1.24
                                     E=0.48
                                                 N=0.02
OPER DC3
            PROF=GA3D
                         D=0.05
                                     E=0.03
OPER GASEPF PROF=GA3D
                         D=12.05
                                                 N=0.29
                                     E=7.88
```

TRACK A06 RWY 34L STRAIGHT 50000 RIGHT 60 D 12000 STRAIGHT 8000

```
OPER
           MU3001
                    PROF=GA3D
                                D=
                                    0.56 E=
                                              0.08 N = 0.07
 OPER
           LEAR35
                    PROF=GA3D
                                D=
                                    0.54 E=
                                              0.29 N = 0.05
 OPER
           LEAR25
                    PROF=GA3D
                                D=
                                    0.22 E =
                                              0.11 N = 0.04
 OPER
           IA1125
                    PROF=GA3D
                                D=
                                    0.65 E=
                                              0.37 N = 0.05
 OPER
           GIIB
                    PROF=GA3D
                                D=
                                    0.26 E =
                                              0.12 N = 0.01
 OPER
          DC9Q9
                    PROF=GA3D
                                D=
                                    0.02
 OPER
           CNA500
                    PROF=GA3D
                                D=
                                    0.23 E=
                                              0.12 N = 0.05
 OPER
           CL600
                    PROF=GA3D
                                D=
                                    0.25 E=
                                              0.16 N = 0.01
 OPER
           727Q9
                    PROF=STD3D D=
                                    0.03 E=
                                              0.04
OPER BEC58P PROF=GA3D
                         D=1.46
                                     E=0.57
                                                 N=0.02
OPER DHC8
             PROF=GA3D
                         D=2.47
                                                 N=0.04
                                     E=0.96
OPER DC3
             PROF=GA3D
                         D=0.09
                                     E=0.03
OPER GASEPF PROF=GA3D
                         D=24.12
                                     E=15.76
                                                 N=0.59
```

1995 Five Year Projection Using Forecast #2 <u>File: VNY5NEW.DAT</u>

TRACK A07 RWY 34L STRAIGHT 50000 LEFT 80 D 13000 STRAIGHT 7000

OPER MU	3001 PROF=	=GA3D	D=	0.22	<u>E</u> =	0.04	N=	0.01
OPER LE	AR35 PROF	=GA3D	D=	0.20	E=	0.12	N=	0.03
OPER LE	AR25 PROF	=GA3D	D= .	0.08	E=	0.04	N=	0.01
OPER IA	.1125 PROF=	=GA3D	D=	0.24	E=	0.12	N=	0.01
OPER GI	IB PROF	=GA3D	D=	0.10	E=	0.04	N=	0.01
OPER CN	A500 PROF	=GA3D	D=	0.10	E= :	0.04	N=	0.01
OPER CL	600 PROF	=GA3D	D=	0.10	E= -	0.08		
OPER 72	7Q9 PROF=	=GA3D	D=	0.01				
OPER BEC58P	PROF=GA3D	D=0.54		E=0.	21	N=	0.0	1
OPER DHC8	PROF=GA3D	D=0.92		E=0.	36	N=	0.0	2
OPER DC3	PROF=GA3D	D=0.03						
OPER GASEPF	PROF=GA3D	D=13.0	3	E=8.5	52	N=	0.3	1

TRACK A08 RWY 16C HEADING 255 STRAIGHT 42000 LEFT 161 H 1680 STRAIGHT 2100

OPER HELI5 PROF=JER5 D=19.34 E=18.48 N=0.72

TRACK A09 RWY 16C HEADING 75 STRAIGHT 42000 RIGHT 161 H 1680 STRAIGHT 1175

OPER HELI5 PROF=JER5 D=2.76 E=2.64 N=0.10

TRACK A10 RWY 16C HEADING 360 STRAIGHT 42000 RIGHT 161 H 1320 STRAIGHT 1800

OPER HELI5 PROF=JER5 D=2.77 E=2.64 N=0.11

TRACK A11 RWY 16C HEADING 161 STRAIGHT 42000 LEFT 75 H 900 STRAIGHT 800

RIGHT 161 H 1680 STRAIGHT 1800

OPER HELI5 PROF=JER5 D=2.77 E=2.64 N=0.11

TOUCHGOS BY FREQUENCY: FT.

TRACK T01 RWY 07 STRAIGHT 1000 LEFT 180 D 1500 STRAIGHT 1000 LEFT 90 D 750 STRAIGHT 1500 LEFT 90 D 750 OPER HELI5 STAGE 1 PROF=JER5 D=34.48

TRACK TO2 RWY 16L STRAIGHT 11700 LEFT 345 H 1860 STRAIGHT 15120 LEFT 161 D

2460 STRAIGHT 2940

OPER GASEPF STAGE 1 PROF=GA3D D=124.79 E=93.57

TRACK TO3 RWY 34R STRAIGHT 7020 RIGHT 165 H 2460 STRAIGHT 15120 RIGHT 345 D

1860 STRAIGHT 7920

1995 Five Year Projection Using Forecast #2 File: VNY5NEW.DAT

OPER GASEPF STAGE 1 PROF=GA3D D=20.99 E=15.72

PROCESS:

WARN.

FT.

CONTOUR LDN AT 65 70 75

PLOT

END.

1995 Five Year Projection

	With Noi	ise Comp Using Fo	atibilitį	j Progr	am
BEGIN.	<u>F</u>	ile: VNY	SC09.D.	<u>AT</u>	
SETUP:					
TITLE <1995 5-			ALT 9>		
AIRPORT <van n<="" td=""><td>UYS AIRPOI</td><td>YYYY) TS</td><td></td><td></td><td></td></van>	UYS AIRPOI	YYYY) TS			
ALTITUDE 799					
TEMPERATURE 75	F				
RUNWAYS					
RW 16R-34L	0.	0.	TO	0.	-8000.
RW 16L-34R	375.	0.	TO	375.	-4000.
RW 15R-35L	0.	-1430.		0.	
RW 15L-35R	375.	-1430.		375.	-4000.
RW 16C-34C	200.	-6500.	TO	200.	-7000.
HEADING=161					
RW 07-25	1000.	-1250.	TO	1500.	-1250.
AIRCRAFT:					•
TYPES					
AC GASEPF					
AC BEC58P	•				
AC DHC8		•			
AC C130			•		
AC DC3		•			
AC GIIB					
AC LEAR35					1
AC CNA500					16,1
AC LEAR25					
AC MU3001					
AC CL600					
AC IA1125					

AC 727Q9 AC DC9Q9 AC HELI5 CURVE-BEL206 PARAM-HEL5 STAGE 1-JCC CATEGORY=PGA

FT.

NOISE CURVES			
NC BEL206	3 BY 8	3 B	Y 8
EPNL			
THRUSTS	1.	2.	3.
200.	10.1	10.2	10.3
400.	7.1	9.2	9.3
600.	6.1	8.2	8.3
1000.	5.1	7.2	7.3
2000.	4.1	6.2	6.3
4000.	3.1	5.2	5.3
6000.	2.1	4.2	4.3
10000.	1.1	3.2	3.3
SEL			
THRUSTS	1.	2.	3.
200.	87.3	89.2	89.3
400.	83.0	84.9	85.2
600.	80.4	82.3	82.7

1000.	76.9	78.7	79.4
2000.	71.7	73.4	74.7
4000.	66.4	67.9	69.4
6000.	62.4	63.9	65.7
10000.	56.7	58.3	60.4

APPROACH PARAMETERS

AP HEL5 WEIGHT=3900. ENGINE=1. STOP=1. TERMSP=160. FINSP=160. TAXI=160. XAD=3.

PROFILES APPROACH

PF JER5 SEGMENTS=7

DISTANCES 23785.0 19028.0 14271.0 9514.0 4757.0 0.0 0.0

ALTITUDES 2500.0 2000.0 1500.0 1000.0 500.0

0.0 0.0

SPEEDS FINSP FINSP FINSP FINSP

FINSP TAXI

THRUSTS XAD XAD XAD XAD XAD

PROFILES TAKEOFF

PF JCC SEGMENTS=7 WEIGHT=3900. ENGINE=1
DISTANCES 0.0 668.0 2508.0 4348.0 6188.0
10000.0 15000.0
ALTITUDES 0.0 0.0 500.0 1000.0 1500.0

1500.0 1500.0

1500.0 1500.0

SPEEDS 32.0 160.0 160.0 160.0 160.0

160.0 160.0

THRUSTS 2.0 2.0 2.0 2.0 1.0

1.0

PF TOP181 SEGMENTS=8 WEIGHT=17000. ENGINES=2 DISTANCES 0. 4115. 11885. 17349. 26981. 29226. 52348. 91074.

ALTITUDES 0. 0. 1500. 1798. 3000. 3264. 5500. 10000. SPEEDS 16. 161. 165. 215. 262. 264. 267. 267. THRUSTS 2630. 2630. 2630. 2000. 2000. 2406. 2406.

PF TOP182 SEGMENTS=8 WEIGHT=14000 ENGINES=2 DISTANCES 0. 4300. 11432. 17736. 25550. 31483. 50531. 88726

ALTITUDES 0. 0. 1500. 1850. 3000. 3255. 5500. 10000. SPEEDS 16. 150. 153. 215. 262. 267. 267. 267. THRUSTS 2220. 2220. 2200. 1800. 1800. 2030. 2030.

PF TOP184 SEGMENTS=8 WEIGHT=12000 ENGINES=2 DISTANCES 0. 3025. 13024. 30414. 37313. 47563. 64862. 103056.

ALTITUDES 0. 0. 1500. 2613. 3000. 3461. 5500. 10000. SPEEDS 16. 125. 127. 197. 198. 263. 263. 263. THRUSTS 1554. 1554. 1554. 1450. 1450. 1554. 1554.

PF TOP199 SEGMENTS=8 WEIGHT=39000 ENGINES=2

DISTANCES 0. 6201. 15127. 24276. 42565. 57093. 65706. 86390.

ALTITUDES 0. 0. 1500. 2613. 3000. 3461. 5500. 10000. SPEEDS 16. 160. 163. 216. 219. 263. 263. 263.

THRUSTS 5185. 5185. 5185. 4000. 4000. 4718. 4718.

PF TOP214 SEGMENTS=8 WEIGHT=23500 ENGINES=2

DISTANCES 0. 4500. 12055. 23033. 27900. 31215. 51658. 90586.

ALTITUDES 0. 0. 1500. 2100. 3000. 3136. 5500. 10000. SPEEDS 16. 140. 143. 236. 240. 251. 251. 251 THRUSTS 100. 100. 100. 80. 80. 90. 90.

PF TOP212 SEGMENTS=8 WEIGHT=12000 ENGINES=2
DISTANCES 0. 3700. 14007. 33335. 37656. 38000. 56538.
90097

ALTITUDES 0. 0. 1500. 2490. 3000. 3015. 5500. 10000. SPEEDS 16. 145. 148. 257. 261. 263. 263. 263. THRUSTS 1700. 1700. 1700. 1550. 1550. 1640. 1640.

PF TOP155 SEGMENTS=8 WEIGHT=88000 ENGINES=2 DISTANCES 0. 3957: 9197. 14305. 28919. 35822. 55367. 95302.

ALTITUDES 0. 0. 1000. 1277. 3000. 3300. 5500. 10000. SPEEDS 16. 166. 169. 217. 219. 263. 263. 263. THRUSTS 12426. 12426. 12426. 9000. 9000. 10821. 10821.

PF TOP130 SEGMENTS=8 WEIGHT=156000 ENGINES=3 DISTANCES 0. 6018. 13061. 22442. 39699. 49726. 74799. 129364.

ALTITUDES 0. 0. 1000. 1524. 3000. 3432. 5500. 10000.

SPEEDS 16. 155. 157. 215. 220. 262. 262. 262. THRUSTS 12426. 12426. 12426. 9000. 9000. 10821. 10821.

PF TOP211 SEGMENTS=10 WEIGHT=60000 ENGINES=2 DISTANCES 0. 3571. 4189. 5899. 6666. 13893. 18584. 23572. 28864. 59000.

ALTITUDES 0. 0. 35. 133. 230. 1008. 1492. 1990. 2501. 5300.

SPEEDS 32. 133. 139. 153. 153. 155. 156. 157. 158. 162.

THRUSTS 7681. 7681. 7681. 7608. 5581. 5576. 5572. 5568. 5565.

TAKEOFFS BY FREQUENCY: FT.

TRACK DO1 RWY 16R STRAIGHT 16000 LEFT 180 D 11000 STRAIGHT 50000

OPER GIIB STAGE 1 D=1.02 E=0.24

	LEAR35		_	D=2.14	E=0.36	N=0.31
OPER	CNA500	STAGE	1	D=0.93	E=0.27	N=0.19
OPER	LEAR25	STAGE	1	D=0.96	E=0.48	
OPER	MU3001	STAGE	1	D=1.71	E=0.15	N=0.69
OPER	CL600	STAGE	1	D=0.99	E=0.21	N=0.11
OPER	IA1125	STAGE	1	D=2.47	E=0.72	N=0.15
OPER	727Q9	STAGE	1	D=0.11	E=0.06	
OPER	DC9Q9	STAGE	1	D=0.04	E=0.00	
OPER	BEC58P	STAGE	1	D=1.24	E=0.30	N=0.02
OPER	DHC8	STAGE	1	D=2.09	E=0.48	N=0.03
OPER	DC3	STAGE	1	D=0.08	E=0.03	
OPER	GASEPF	STAGE	1	D=22.64	E=8.24	N=0.25

TRACK DO2 RWY 16R STRAIGHT 14500 RIGHT 90 D 12500 STRAIGHT 6500

RIGHT 90 D 12500 STRAIGHT

50000

OPER	GIIB	STAGE	1	D=0.58	E=0.15	
OPER	LEAR35	STAGE	1	D=1.22	E=0.21	N=0.18
OPER	CNA500	STAGE	1	D=0.53	E=0.15	N=0.11
OPER	LEAR25	STAGE	1	D=0.54	E=0.27	
OPER	MU3001	STAGE	1	D=0.97	E=0.09	N=0.39
OPER	CL600	STAGE	1	D=0.56	E=0.12	N=0.06
OPER	IA1125	STAGE	1	D=1.41	E=0.39	N=0.09
OPER	727Q9	STAGE	1	D=0.06	E=0.03	
OPER	DC9Q9	STAGE	1	D=0.02		
OPER	BEC58P	STAGE	1	D=2.80	E=0.66	N=0.04
OPER	DHC8	STAGE	1	D=4.72	E=1.11	N=0.07
OPER	DC3	STAGE	1	D=0.18	E=0.03	
OPER	GASEPF	STAGE	1	D=51.04	E=18.59	N=0.57

TRACK D03 RWY 16R STRAIGHT 16000 LEFT 70 D 11000 STRAIGHT 50000

OPER	GIIB	STAGE	1	D=0.29	E=0.06	
OPER	LEAR35	STAGE	1	D=0.61	E=0.12	N=0.09
OPER	CNA500	STAGE	1	D=0.27	E=0.06	N=0.05
OPER	LEAR25	STAGE	1	D=0.27	E=0.15	
OPER	MU3001	STAGE	1	D=0.49	E=0.03	N=0.19
OPER	CL600	STAGE	1	D=0.28	E=0.06	N=0.03
OPER	IA1125	STAGE	1	D=0.70	E=0.21	N=0.04
OPER	727Q9	STAGE	1	D=0.03		
OPER	DC9Q9	STAGE.	1	D=0.01		
OPER	BEC58P	STAGE	1	D=7.49	E=1.74	N=0.13
OPER	DHC8	STAGE	1	D=12.66	E=3.00	N=0.19
OPER	DC3	STAGE	1	D=0.48	E=0.12	N=0.02
OPER	GASEPF	STAGE	1	D=137.84	E=49.53	N=1.49

TRACK DO4 RWY 16R STRAIGHT 13000 RIGHT 180 D 2500 STRAIGHT 50000

OPER	BEC58P	STAGE	1	D=2.17	E=0.51	N=0.03
OPER	DHC8	STAGE	1	D=3.66	E=0.87	N=0.06

				Using	rorecast #1	
OPER	DC3	STAGE	7	D=0.14	E=0.03	
					E=14.45	N=O AA
OLEK	OMOLLE	OINCE	<u>.</u>	D-33.71	14.40	W-0.44
mr » ar	י מאר מי		amp	. TOUR 14500	DIGUM OO D	10000
		NI TOK	STRA	AIGHT 14500	RIGHT 90 D	12500
STRAIGHT	50000					
OPER	BEC58P	STAGE	1		E=0.15	
OPER	DHC8	STAGE	1	D=1.05	E=0.24	N=0.02
				D=0.04		
					E=4.14	N=0.12
TRACK	D06 RI	VY 34T.	STR	AIGHT 50000		•
		012	27.14	110111 30000		•
ODED	CTTR	STACE	1	D=0.11	E=0.03	
						N
				D=0.22	E=0.03	N=0.03
				D=0.10	E=0.03	N=0.02
				D=0.10	E=0.06	9
OPER	MU3001	STAGE	1	D=0.18	E=0.03	N=0.07
OPER	CL600	STAGE	1	D=0.10	E=0.03	N=0.01
					E=0.06	
				D=0.01		., .,
					E=0.18	N-0 01
					E=0.30	N=0.02
				D=0.05		
OPER	GASEPF	STAGE	1	D=19.86	E=7.24	N=0.22
						r
TRACK	D07 RV	WY 34L	STRA	AIGHT 30000	LEFT 90 D 3	3500 STRAIGHT
50000	*					
OPER (GIIB	STAGE	1	D=0.14	E=0.03	
				D=0.29		N=0.04
				D=0.13		N=0.03
						N-0.03
				D=0.13		
				D=0.24		N=0.09
				D=0.14		N=0.02
OPER	IA1125	STAGE	1	D=0.34	E=0.09	N=0.02
OPER '	727Q9 🕆	STAGE	1	D=0.02		
OPER :	BEC58P	STAGE	1	D=1.07	E=0.24	N=0.02
				D=1.80	E=0.42	N=0.03
				D=0.07	E=0.03	1, 0,00
				D=18.35	E=6.69	N=0.20
OLIK	ONDELL	DIMOR	1	D-10.33	E-0.05	N-0.20
がいれ ペ ピ	מת פסמ	TT "2 4 T	CIUID &	TOTAL SOCOO	DIGITAL OO D	4000
		11 34L	STRE	LIGHT 30500	RIGHT 90 D	4000
STRAIGHT	50000					
	GIIB			D=0.28		
					E=0.12	N=0.09
OPER (CNA500	STAGE	1	D=0.26	E=0.06	N=0.05
OPER :	LEAR25	STAGE	1	D=0.26	E=0.15	
	MU3001	STAGE	1	D=0.47	E=0.03	N=0.19
	MU3001					N=0.19 N=0.03
OPER (CL600	STAGE	1	D=0.27	E=0.06	N=0.03
OPER (CL600 IA1125	STAGE STAGE	1 1	D=0.27 D=0.68	E=0.06	
OPER (OPER (OPER)	CL600	STAGE STAGE	1 1 1	D=0.27	E=0.06	N=0.03

OPER	BEC58P	STAGE	1	D=2.14	E=0.54	N=0.03
OPER	DHC8	STAGE	1	D=3.61	E=0.84	N=0.06
OPER	DC3	STAGE	1	D=0.14	E=0.03	
OPER	GASEPE	STAGE	1	D=36.75	E=13.39	N=0.41

TRACK D10 RWY 34C STRAIGHT 2100 RIGHT 75 H 1680 STRAIGHT 42000

OPER HELI5 STAGE 1 D=22.24 E=10.80 N=0.36

TRACK D11 RWY 34C STRAIGHT 1175 LEFT 255 H 1680 STRAIGHT 42000

OPER HELIS STAGE 1 D=3.17 E=1.58 N=0.05

TRACK D12 RWY 34C STRAIGHT 1800 LEFT 180 H 1320 STRAIGHT 42000

OPER HELI5 STAGE 1 D=3.18 E=1.58 N=0.05

TRACK D13 RWY 34C STRAIGHT 1800 LEFT 255 H 1680 STRAIGHT 800

RIGHT 341 H 900 STRAIGHT 42000 OPER HELI5 STAGE 1 D=3.18 E=1.58 N=0.06

LANDING BY FREQUENCY:

TRACK A01 RWY 15R STRAIGHT 50000

OPER	GIIB	PROF=GA3D	D=1.05	E=0.48	
OPER	LEAR35	PROF=GA3D	D=2.17	E=1.08	N=0.25
OPER	CNA500	PROF=GA3D	D=0.93	E=0.48	N=0.20
OPER	LEAR25	PROF=GA3D	D=0.95	E=0.54	
OPER	MU3001	PROF=GA3D	D=2.26	E=0.33	N=0.26
OPER	CL600	PROF=GA3D	D=0.97	E=0.66	N=0.06
OPER	IA1125	PROF=GA3D	D=2.66	E=1.41	N=0.09
OPER	727Q9	PROF=STD3D	D=0.12	E=0.09	
OPER	DC9Q9	PROF=GA3D	D=0.05	E=0.03	
OPER	BEC58P	PROF=GA3D	D=3.51	E=1.38	N=0.06
OPER	DHC8	PROF=GA3D	D=5.92	E=2.34	N=0.10
OPER	DC3	PROF=GA3D	D=0.23	E=0.09	N=0.00
OPER	GASEPF	PROF=GA3D	D=61.85	E=40.43	N=1.50

TRACK A02 RWY 15R STRAIGHT 50000 RIGHT 90 D 3000 STRAIGHT 20000

OPER	GIIB	PROF=GA3D	D=0.60	E=0.27	
OPER	LEAR35	PROF=GA3D	D=1.24	E=0.63	N=0.14
OPER	CNA500	PROF=GA3D	D=0.54	E=0.30	N=0.11
OPER	LEAR25	PROF=GA3D	D=0.55	E=0.30	
OPER	MU3001	PROF=GA3D	D=1.28	E=0.18	N=0.16
OPER	CL600	PROF=GA3D	D=0.56	E=0.36	N=0.03

		Coming a c	TOOGE #1	
OPER IA1125 PRO	DF=GA3D	D=1.50	E=0.78	N=0.05
OPER 727Q9 PRO	F=STD3D	D=0.07	E=0.06	
OPER DC9Q9 PRO	F=GA3D	D=0.02		-
OPER BEC58P PRO	F=GA3D	D=2.87	E=1.14	N=0.05
OPER DHC8 PRO	F=GA3D	D=4.85	E=1.92	N=0.08
OPER DC3 PRO	F=GA3D	D=0.18	E=0.06	
OPER GASEPF PRO	F=GA3D	D=50.62	E=33.10	N=1.23
TRACK A03 RWY 1	STRAIC	GHT 50000 L	EFT 90 D 400	00 STRAIGHT
20500		•		
OPER GIIB PRO			E=0.15	
OPER LEAR35 PRO			E=0.30	N=0.07
OPER CNA500 PRO	F=GA3D	D=0.27	E=0.15	N=0.05
OPER LEAR25 PRO			E=0.15	
OPER MU3001 PRO	F=GA3D	D=0.64	E=0.09	N=0.08
OPER CL600 PRO	F=GA3D	D=0.28	E=0.18	N=0.02
OPER IA1125 PRO	F=GA3D	D=0.75	E=0.39	N=0.03
OPER 727Q9 PRO	F=STD3D	D=0.04	E=0.09	
OPER DC9Q9 PRO	F=GA3D	D=0.01		
OPER BEC58P PRO	F=GA3D	D=7.70	E=3.03	N=0.13
OPER DHC8 PRO	F=GA3D	D=13.00	E=5.13	N=0.20
OPER DC3 PRO	F=GA3D	D=0.50	E=0.21	N=0.02
OPER GASEPF PRO	F=GA3D	D=136.85	E=88.81	N=3.31
TRACK A04 RWY 1 STRAIGHT 16000	.5R STRAIC	SHT 50000 R	IGHT 180 D 4	1000
OPER BEC58P PRO	F=GA3D	D=0.64	E=0.24	N=0.01
OPER BEC58P PRO OPER DHC8 PRO OPER DC3 PRO	F=GA3D	D=1.07	E=0.42	N=0.02
OPER DC3 PRO	F=GA3D	D=0.04	E=0.03	
OPER GASEPF PRO	F=GA3D	D=7.73	E=5.05	N=0.18
TRACK A05 RWY 3	4L STRAIG	SHT 50000		
OPER GIIB PRO	F=GA3D	D=0.10	E=0.06	
OPER LEAR35 PRO			E=0.09	N=0.02
OPER CNA500 PRO		D=0.09	E=0.06	N=0.02
OPER LEAR25 PRO		D=0.09	E=0.06	
OPER MU3001 PRO		D=0.21	E=0.03	N=0.03
OPER CL600 PRO		D=0.09		N=0.01
OPER IA1125 PRO		D=0.24	E=0.12	N=0.01
OPER 727Q9 PRO		D=0.01		
OPER BEC58P PRO			E=0.30	N=0.01
OPER DHC8 PRO			E=0.48	N=0.02
OPER DC3 PRO				0.00
OPER GASEPF PRO				N=0.29
	- 01101		2	., 0.25
TRACK A06 RWY 3	4L STRATE	#T 50000 R	г сн т 60 р 12	2000
STRAIGHT 8000		22000 M.	was and the second second	
OPER GIIB PRO	F=GA3D	D=0.19	E=0.09	
OPER LEAR35 PRO				N=0.04
OPER CNA500 PRO		D=0.17		N=0.04

OPER	LEAR25	PROF=GA3D	D=0.18	E=0.09	
OPER	MU3001	PROF=GA3D	D=0.41	E=0.06	N=0.05
OPER	CL600	PROF=GA3D	D=0.18	E=0.12	N=0.01
OPER	IA1125	PROF=GA3D	D=0.48	E=0.27	N=0.02
OPER	727Q9	PROF=STD3D	D=0.02	E=0.03	
OPER	DC9Q9	PROF=GA3D	D=0.01		
OPER	BEC58P	PROF=GA3D	D=1.46	E=0.57	N=0.02
OPER	DHC8	PROF=GA3D	D=2.47	E=0.96	N=0.04
OPER	DC3	PROF=GA3D	D=0.09	E=0.03	
OPER	GASEPF	PROF=GA3D	D=24.12	E=15.76	N=0.59

TRACK A07 RWY 34L STRAIGHT 50000 LEFT 80 D 13000 STRAIGHT 7000

OPER	GIIB	PROF=GA3D	D=0.07	E=0.03	
OPER	LEAR35	PROF=GA3D	D=0.15	E=0.09	N=0.02
OPER	CNA500	PROF=GA3D	D=0.07	E=0.03	N=0.01
OPER	LEAR25	PROF=GA3D	D=0.07	E=0.03	
OPER	MU3001	PROF=GA3D	D=0.16	E=0.03	N=0.01
OPER	CL600	PROF=GA3D	D=0.07	E=0.06	
OPER	IA1125	PROF=GA3D	D=0.18	E=0.09	N=0.01
OPER	727Q9	PROF=GA3D	D=0.01		
OPER	BEC58P	PROF=GA3D	D=0.54	E=0.21	N=0.01
QPER	DHC8	PROF=GA3D	D=0.92	E=0.36	N=0.02
OPER	DC3	PROF=GA3D	D=0.03		
OPER	GASEPF	PROF=GA3D	D=13.03	E=8.52	N=0.31

TRACK A08 RWY 16C HEADING 255 STRAIGHT 42000 LEFT 161 H 1680 STRAIGHT 2100

OPER HELI5 PROF=JER5 D=19.34 E=18.48 N=0.72

TRACK A09 RWY 16C HEADING 75 STRAIGHT 42000 RIGHT 161 H 1680 STRAIGHT 1175

OPER HELIS PROF=JER5 D=2.76 E=2.64 N=0.10

TRACK A10 RWY 16C HEADING 360 STRAIGHT 42000 RIGHT 161 H 1320 STRAIGHT 1800

OPER HELI5 PROF=JER5 D=2.77 E=2.64 N=0.11

TRACK All RWY 16C HEADING 161 STRAIGHT 42000 LEFT 75 H 900 STRAIGHT 800

RIGHT 161 H 1680 STRAIGHT 1800

OPER HELI5 PROF=JER5 D=2.77 E=2.64 N=0.11

TOUCHGOS BY FREQUENCY:

TRACK T01 RWY 07 STRAIGHT 1000 LEFT 180 D 1500 STRAIGHT 1000 LEFT 90 D 750 STRAIGHT 1500 LEFT 90 D 750

OPER HELI5 STAGE 1 PROF=JER5 D=34.48

TRACK TO2 RWY 16L STRAIGHT 11700 LEFT 345 H 1860 STRAIGHT 15120 LEFT 161 H $\,$

2460 STRAIGHT 2940

OPER GASEPF STAGE 1 PROF=GA3D D=124.79 E=93.57

TRACK T03 RWY 34R STRAIGHT 7020 RIGHT 165 H 2460 STRAIGHT 15120 RIGHT 345 D

1860 STRAIGHT 7920

OPER GASEPF STAGE 1 PROF=GA3D D=20.99 E=15.72

PROCESS:

WARN.

FT.

CONTOUR LDN AT 65 70 75 END.

File: VNYS9NEW.DAT

BEGIN.

SETUP:

TITLE <1995 5-YEAR FUTURE CASE - ALT 9 - REVISED FORECASTS>

AIRPORT <VAN NUYS AIRPORT (VNY)>

ALTITUDE 799

TEMPERATURE 75 F

RUNW	AYS				,	
RW	16R-34L	0.	0.	TO	0.	-8000.
RW	16L-34R	375.	0.	TO	375.	-4000.
RW	15R-35L	0.	-1430.	TO	0.	-8000.
RW	15L-35R	375.	-1430.	TO	375.	-4000.
RW	16C-34C	200.	-6500.	TO .	200.	-7000.
HEADING=16	1	•				
RW	07-25	1000.	-1250.	TO	1500.	-1250.

AIRCRAFT:

TYPES

AC GASEPF

AC BEC58P

AC DHC8

AC C130

AC DC3

AC GIIB AC LEAR35

AC CNA500

AC LEAR25

AC MU3001

AC CL600

AC IA1125

AC 727Q9

AC DC9Q9

AC HELI5 CURVE=BEL206 PARAM=HEL5 STAGE 1=JCC CATEGORY=PGA

FT.

NOISE CURVES			
NC BEL206	3 BY 8	3 BY	8
EPNL			
THRUSTS	1.	2.	3.
200.	10.1	10.2	10.3
400.	7.1	9.2	9.3
600.	6.1	8.2	8.3
1000.	5.1	7.2	7.3
2000.	4.1	6.2	6.3
4000.	3.1	5.2	5.3
6000.	2.1	4.2	4.3
10000.	1.1	3.2	3.3
SEL			
THRUSTS	1.	2.	3.
200.	87.3	89.2	89.3
400.	83.0	84.9	85.2

600.	80.4	82.3	82.7
1000.	76.9	78.7	79.4
2000.	71.7	73.4	74.7
4000.	66.4	67.9	69.4
6000.	62.4	63.9	65.7
10000.	56.7	58.3	60.4

APPROACH PARAMETERS

AP HEL5 WEIGHT=3900. ENGINE=1. STOP=1.
TERMSP=160. FINSP=160. TAXI=160.
XAD=3.

PROFILES APPROACH

PF JER5 SEGMENTS=7

DISTANCES 23785.0 19028.0 14271.0 9514.0 4757.0 0.0 0.0

ALTITUDES 2500.0 2000.0 1500.0 1000.0 500.0 0.0 0.0

SPEEDS FINSP FINSP FINSP FINSP

FINSP TAXI
THRUSTS XAD XAD XAD XAD

XAD XAD

PROFILES TAKEOFF

PF JCC SEGMENTS=7 WEIGHT=3900. ENGINE=1
DISTANCES 0.0 668.0 2508.0 4348.0 6188.0
10000.0 15000.0
ALTITUDES 0.0 0.0 500.0 1000.0 1500.0

1500.0 1500.0

SPEEDS 32.0 160.0 160.0 160.0 160.0

160.0 160.0

THRUSTS 2.0 2.0 2.0 2.0 1.0

1.0

PF TOP181 SEGMENTS=8 WEIGHT=17000. ENGINES=2 DISTANCES 0. 4115. 11885. 17349. 26981. 29226. 52348. 91074.

ALTITUDES 0. 0. 1500. 1798. 3000. 3264. 5500. 10000. SPEEDS 16. 161. 165. 215. 262. 264. 267. 267. THRUSTS 2630. 2630. 2630. 2000. 2000. 2406. 2406.

PF TOP182 SEGMENTS=8 WEIGHT=14000 ENGINES=2 DISTANCES 0. 4300. 11432. 17736. 25550. 31483. 50531. 88726

ALTITUDES 0. 0. 1500. 1850. 3000. 3255. 5500. 10000. SPEEDS 16. 150. 153. 215. 262. 267. 267. 267. THRUSTS 2220. 2220. 2200. 1800. 1800. 2030. 2030.

PF TOP184 SEGMENTS=8 WEIGHT=12000 ENGINES=2 DISTANCES 0. 3025. 13024. 30414. 37313. 47563. 64862. 103056.

ALTITUDES 0. 0. 1500. 2613. 3000. 3461. 5500. 10000. SPEEDS 16. 125. 127. 197. 198. 263. 263. 263. THRUSTS 1554. 1554. 1554. 1450. 1450. 1554. 1554.

PF TOP199 SEGMENTS=8 WEIGHT=39000 ENGINES=2
DISTANCES 0. 6201. 15127. 24276. 42565. 57093. 65706. 86390.

ALTITUDES 0. 0. 1500. 2613. 3000. 3461. 5500. 10000. SPEEDS 16. 160. 163. 216. 219. 263. 263. 263. THRUSTS 5185. 5185. 5185. 4000. 4000. 4718. 4718.

PF TOP214 SEGMENTS=8 WEIGHT=23500 ENGINES=2 DISTANCES 0. 4500. 12055. 23033. 27900. 31215. 51658. 90586.

ALTITUDES 0. 0. 1500. 2100. 3000. 3136. 5500. 10000. SPEEDS 16. 140. 143. 236. 240. 251. 251. 251 THRUSTS 100. 100. 100. 80. 80. 90. 90.

PF TOP212 SEGMENTS=8 WEIGHT=12000 ENGINES=2
DISTANCES 0. 3700. 14007. 33335. 37656. 38000. 56538.
90097

ALTITUDES 0. 0. 1500. 2490. 3000. 3015. 5500. 10000. SPEEDS 16. 145. 148. 257. 261. 263. 263. 263. THRUSTS 1700. 1700. 1700. 1550. 1550. 1640. 1640.

PF TOP155 SEGMENTS=8 WEIGHT=88000 ENGINES=2 DISTANCES 0. 3957. 9197. 14305. 28919. 35822. 55367. 95302.

1000. 1277. ALTITUDES 0. 0. 3000. 3300. 5500. 10000. SPEEDS 16. 166. 169. 217. 219. 263. 263. THRUSTS 12426. 12426. 12426. 9000. 9000. 10821.

PF TOP130 SEGMENTS=8 WEIGHT=156000 ENGINES=3 DISTANCES 0. 6018. 13061. 22442. 39699. 49726. 74799. 129364.

ALTITUDES 0. 0. 1000. 1524. 3000. 3432. 5500. 10000.

SPEEDS 16. 155. 157. 215. 220. 262. 262. 262. THRUSTS 12426. 12426. 12426. 9000. 9000. 10821. 10821.

PF TOP211 SEGMENTS=10 WEIGHT=60000 ENGINES=2 DISTANCES 0. 3571. 4189. 5899. 6666. 13893. 18584. 23572. 28864. 59000.

ALTITUDES 0. 0. 35. 133. 230. 1008. 1492. 1990. 2501. 5300.

SPEEDS 32. 133. 139. 153. 155. 156. 157. 158. 162.

THRUSTS 7681. 7681. 7681. 7608. 5581. 5576. 5572. 5568. 5565.

TAKEOFFS BY FREQUENCY: FT.

TRACK D01 RWY 16R STRAIGHT 16000 LEFT 180 D 11000 STRAIGHT 50000

```
OPER 72709
            STAGE 1
                        D=
                            0.15 E = 0.08
OPER CL600
            STAGE 1
                        D=
                            1.35 E=
                                     0.29 N =
OPER CNA500 STAGE 1
                            1.26 E=
                                     0.37 N =
                        D=
                                               0.26
OPER DC9Q9
            STAGE 1
                        D=
                            0.05
OPER GIIB
                            1.39 E=
            STAGE 1
                       D≔
                                     0.33
OPER IA1125 STAGE 1
                        D=
                            3.36 E=
                                     0.98 N =
                                               0.20
OPER LEAR25 STAGE 1
                        D=
                            1.31 E=
                                     0.65
OPER LEAR35 STAGE 1
                        D==
                            2.91 E=
                                     0.49 N =
                                              0.42
OPER MU3001 STAGE 1
                        D= 2.33 E= 0.20 N=
                                              0.94
OPER BEC58P STAGE 1
                       D=1.24
                                  E=0.30
                                              N=0.02
OPER DHC8
            STAGE 1
                       D=2.09
                                  E=0.48
                                             N=0.03
OPER DC3
            STAGE 1
                       D=0.08
                                  E=0.03
OPER GASEPF STAGE 1
                      D=22.64
                                  E=8.24
                                             N=0.25
```

TRACK DO2 RWY 16R STRAIGHT 14500 RIGHT 90 D 12500 STRAIGHT 6500

RIGHT 90 D 12500 STRAIGHT

50000

OPER	CL600	STAGE	1	D==	0.76	E=	0.16	N=	0.08
OPER	CNA500	STAGE	1	D=	0.72	$\mathbf{E}=$	0.20	N=	0.15
OPER	DC9Q9	STAGE	1	D=	0.03				
OPER	GIIB	STAGE	1	D==	0.79	E=	0.20		
OPER	IA1125	STAGE	1	D=	1.92	\mathbf{E} =	0.53	N=	0.12
OPER	LEAR25	STAGE	1	D=	0.73	E=	0.37		
OPER	LEAR35	STAGE	1	D=	1.66	E=	0.29	N=	0.24
OPER	MU3001	STAGE	1	D=	1.32	E=	0.12	N=	0.53
OPER	BEC58P	STAGE	1	D=2.8	80	E=(0.66	-	N=0.04
OPER	DHC8	STAGE	1	D=4.	72	$\mathbf{E} = \mathbf{I}$	1.11		N=0.07
OPER	DC3	STAGE	1	D=0.3	18	E=(0.03		
OPER	GASEPF	STAGE	1	D=51	.04	$\mathbf{E} = \mathbf{I}$	18.59		N=0.57

TRACK DO3 RWY 16R STRAIGHT 16000 LEFT 70 D 11000 STRAIGHT 50000

```
OPER 72709
            STAGE 1
                            0.04
OPER CL600
            STAGE 1
                        . D=
                            0.38 E=
                                      0.08 N =
                                               0.04
OPER CNA500 STAGE 1
                        D=
                            0.37 E = 0.08 N =
OPER DC9Q9
            STAGE 1
                        D≔
                            0.01
OPER GIIB
            STAGE 1
                        D=
                            0.39 E=
                                      0.08
OPER IA1125 STAGE 1
                        D=
                            0.95 E =
                                      0.29 N =
                                               0.05
OPER LEAR25 STAGE 1
                        D=
                            0.37 E=
                                      0.20
                            0.83 E=
OPER LEAR35 STAGE 1
                                      0.16 N =
                        D=
                                               0.12
OPER MU3001 STAGE 1
                        D=
                            0.67 E =
                                      0.04 N = 0.26
OPER BEC58P STAGE 1
                       D=7.49
                                  E=1.74
                                              N=0.13
OPER DHC8
            STAGE 1
                       D=12.66
                                  E=3.00
                                              N=0.19
OPER DC3
            STAGE 1
                       D=0.48
                                  E=0.12
                                              N=0.02
OPER GASEPF STAGE 1
                       D=137.84
                                  E=49.53
                                              N=1.49
```

TRACK DO4 RWY 16R STRAIGHT 13000 RIGHT 180 D 2500 STRAIGHT 50000

OPER	BEC58P	STAGE	1	D=2.17	E=0.51	N=0.03
OPER	DHC8	STAGE	1	D=3.66	E=0.87	N=0.06

```
STAGE 1
                           D=0.14
                                       E=0.03
    OPER DC3
                           D=39.71
    OPER GASEPF STAGE 1
                                       E=14.45
                                                   N=0.44
    TRACK DO5 RWY 16R STRAIGHT 14500 RIGHT 90 D 12500
STRAIGHT 6500
    OPER BEC58P STAGE 1
                           D=0.62
                                       E=0.15
                                                   N=0.01
    OPER DHC8
                STAGE 1
                           D=1.05
                                       E=0.24
                                                   N=0.02
                           D=0.04
    OPER DC3
                 STAGE 1
    OPER GASEPF STAGE 1
                           D=11.33
                                       E=4.14
                                                  N=0.12
    TRACK DO6 RWY 34L STRAIGHT 50000
    OPER 727Q9
                STAGE 1
                                0.01
                            D=
    OPER CL600
                STAGE 1
                            D=
                                0.14 E=
                                          0.04 N = 0.01
    OPER CNA500 STAGE 1
                            D=
                                0.14 E=
                                          0.04 N =
                                                   0.03
                                0.15 E =
    OPER GIIB
                STAGE 1
                            D==
                                          0.04
    OPER IA1125 STAGE 1
                            D=
                                0.35 E=
                                          0.08 N =
                                                   0.03
    OPER LEAR25 STAGE 1
                            D==
                                0.14 E=
                                          0.08
    OPER LEAR35 STAGE 1
                            D=
                                0.30 E=
                                          0.04 N =
                                                   0.04
    OPER MU3001 STAGE 1
                            D=
                               0.24 E=
                                          0.04 N =
                                                   0.10
                                       E=0.18
                           D=0.79
    OPER BEC58P STAGE 1
                                                  N=0.01
    OPER DHC8
                STAGE 1
                           D=1.33
                                       E=0.30
                                                  N=0.02
    OPER DC3
                STAGE 1
                           D=0.05
    OPER GASEPF STAGE 1
                           D=19.86
                                      E=7.24
                                                  N=0.22
    TRACK DO7 RWY 34L STRAIGHT 30000 LEFT 90 D 3500 STRAIGHT
50000
    OPER 72709
                STAGE 1
                                0.03
    OPER CL600
                STAGE 1
                                0.19 E =
                                                   0.03
                            D=
                                          0.04 N =
                                          0.04 N =
    OPER CNA500 STAGE 1
                                0.18 E=
                            D =
                                                   0.04
    OPER GIIB
                STAGE 1
                            D=
                                0.19 E =
                                          0.04
    OPER IA1125 STAGE 1
                                0.46 E =
                                          0.12 N =
                            D=
                                                   0.03
    OPER LEAR25 STAGE 1
                            D = 0.18 E =
                                          0.08
    OPER LEAR35 STAGE 1
                            D=
                               0.39 E=
                                          0.08 N =
                                                   0.05
    OPER MU3001 STAGE 1
                            D = 0.33 E =
                                          0.04 N =
                                                  0.12
    OPER BEC58P STAGE 1
                           D=1.07
                                      E=0.24
                                                  N=0.02
    OPER DHC8
                STAGE 1
                           D=1.80
                                      E=0.42
                                                  N=0.03
    OPER DC3
                STAGE 1
                           D=0.07
                                      E=0.03
    OPER GASEPF STAGE 1
                           D=18.35
                                      E=6.69
                                                  N=0.20
    TRACK DO8 RWY 34L STRAIGHT 30500 RIGHT 90 D 4000
STRAIGHT 50000
    OPER 72709
                STAGE 1
                                0.04
                            D==
    OPER CL600
                STAGE 1
                                0.37 E=
                                          0.08 N =
                                                   0.04
    OPER CNA500 STAGE 1
                                0.35 E=
                                          0.08 N =
                            D≕
                                                   0.07
    OPER DC9Q9
                STAGE 1
                            D=
                                0.01
    OPER GIIB
                STAGE 1
                            D=
                                0.38 E =
                                          0.08
    OPER IA1125 STAGE 1
                            D = 
                                0.92 E=
                                          0.24 N =
                                                  0.05
    OPER LEAR25 STAGE 1
                                0.35 E=
                            D=
                                          0.20
                                0.80 E=
    OPER LEAR35 STAGE 1
                            D≔
                                          0.16 N =
                                                   0.12
```

D==

0.64 E =

0.04 N =

OPER MU3001 STAGE 1

OPER	BEC58P	STAGE	1	D=2.14	E=0.54	N=0.03
OPER	DHC8	STAGE	1	D=3.61	E=0.84	N=0.06
OPER	DC3	STAGE	1	D=0.14	E=0.03	
OPER	GASEPF	STAGE	1	D=36.75	E=13.39	N=0.41

TRACK D10 RWY 34C STRAIGHT 2100 RIGHT 75 H 1680 STRAIGHT 42000

OPER HELI5 STAGE 1 D=22.24 E=10.80 N=0.36

TRACK D11 RWY 34C STRAIGHT 1175 LEFT 255 H 1680 STRAIGHT 42000

OPER HELI5 STAGE 1 D=3.17 E=1.58 N=0.05

TRACK D12 RWY 34C STRAIGHT 1800 LEFT 180 H 1320 STRAIGHT 42000

OPER HELI5 STAGE 1 D=3.18 E=1.58 N=0.05

TRACK D13 RWY 34C STRAIGHT 1800 LEFT 255 H 1680 STRAIGHT 800

RIGHT 341 H 900 STRAIGHT 42000 OPER HELI5 STAGE 1 D=3.18 E=1.58 N=0.06

LANDING BY FREQUENCY:

TRACK A01 RWY 15R STRAIGHT 50000

OPER	727Q9	PROF=STD3D	D=	0.16	E=	0.12	
OPER	CL600	PROF=GA3D	D≕	1.32	E=	0.90 N=	0.08
OPER	CNA500	PROF=GA3D	D=	1.26	E=	0.65 N =	0.27
OPER	DC9Q9	PROF=GA3D	D=	0.07	E=	0.04	
OPER	GIIB	PROF=GA3D	D=	1.43	$\mathbf{E}=$	0.65	
OPER	IA1125	PROF=GA3D	D=	3.62	E=	1.92 N=	0.12
OPER	LEAR25	PROF=GA3D	D==	1.29	\mathbf{E} =	0.73	•
OPER	LEAR35	PROF=GA3D	D=	2.95	E=	1.47 N=	0.34
OPER	MU3001	PROF=GA3D	D==	3.07	E=	0.45 N≒	0.35
OPER	BEC58P	PROF=GA3D	D=3	3.51		E=1.38	N=0.06
OPER	DHC8	PROF=GA3D	D=5	5.92		E=2.34	N=0.10
OPER	DC3	PROF=GA3D	D=0	.23		E=0.09	N=0.00
OPER	GASEPF	PROF=GA3D	D=6	1.85		E=40.43	N=1.50

TRACK A02 RWY 15R STRAIGHT 50000 RIGHT 90 D 3000 STRAIGHT 20000

```
OPER 727Q9 PROF=STD3D D=
                          0.10 E=
                                   0.08
OPER CL600 PROF=GA3D D=
                          0.76 E = 0.49 N =
                                            0.04
OPER CNA500 PROF=GA3D D=
                          0.73 E = 0.41 N =
                                            0.15
OPER DC9Q9 PROF=GA3D
                      D==
                          0.03
OPER GIIB
           PROF=GA3D D=
                          0.82 E =
                                   0.37
OPER IA1125 PROF=GA3D D=
                          2.04 E=
                                  1.06 N = 0.07
```

```
0.75 E = 0.41
OPER LEAR25 PROF=GA3D
                        D==
OPER LEAR35 PROF=GA3D
                        D=
                            1.69 E=
                                     0.86 N =
                            1.74 E = 0.24 N =
                                               0.22
OPER MU3001 PROF=GA3D
                        D=
                         D=2.87
                                    E=1.14
                                                N=0.05
OPER BEC58P PROF=GA3D
                                    E=1.92
                                                N=0.08
OPER DHC8
            PROF=GA3D
                         D=4.85
OPER DC3
            PROF=GA3D
                         D=0.18
                                    E=0.06
OPER GASEPF PROF=GA3D
                         D=50.62
                                    E=33.10
                                                N=1.23
```

TRACK A03 RWY 15R STRAIGHT 50000 LEFT 90 D 4000 STRAIGHT 20500

```
0.05 E=
OPER 72709
            PROF=STD3D D=
                                      0.12
OPER CL600
                            0.38 E=
                                      0.24 N =
            PROF=GA3D
                        D=
                                               0.03
OPER CNA500 PROF=GA3D
                        D=
                            0.37 E=
                                      0.20 N =
                                               0.07
OPER DC9Q9 PROF=GA3D
                        D=
                            0.01
OPER GIIB
            PROF=GA3D
                        D=
                            0.41 E =
                                      0.20
                            1.02 E=
                                      0.53 N =
OPER IA1125 PROF=GA3D
                        D=
                            0.37 E =
                                      0.20
OPER LEAR25 PROF=GA3D
                        D=
OPER LEAR35 PROF=GA3D
                        D=
                            0.84 E=
                                     0.41 N =
OPER MU3001 PROF=GA3D
                        D = 0.87 E = 0.12 N =
                                               0.11
OPER BEC58P PROF=GA3D
                         D=7.70
                                    E=3.03
                                                N=0.13
OPER DHC8
                                     E=5.13
                                                N=0.20
            PROF=GA3D
                         D=13.00
OPER DC3
            PROF=GA3D
                         D=0.50
                                     E=0.21
                                                N=0.02
OPER GASEPF PROF=GA3D
                         D=136.85
                                    E=88.81
                                                N=3.31
```

TRACK A04 RWY 15R STRAIGHT 50000 RIGHT 180 D 4000 STRAIGHT 16000

OPER	BEC58P	PROF=GA3D	D=0.64	E=0.24	N=0.01
OPER	DHC8	PROF=GA3D	D=1.07	E=0.42	N=0.02
OPER	DC3	PROF=GA3D	D=0.04	E=0.03	
OPER	GASEPF	PROF=GA3D	D=7.73	E=5.05	N=0.18

TRACK A05 RWY 34L STRAIGHT 50000

```
OPER 72709
           PROF=STD3D D=
                           0.01
OPER CL600 PROF=GA3D D=
                           0.12 E=
                                     0.08 N =
                                              0.01
OPER CNA500 PROF=GA3D
                       D=
                           0.12 E=
                                     0.08 N = 0.03
OPER GIIB
            PROF=GA3D
                       D=
                           0.14 E=
                                     0.08
OPER IA1125 PROF=GA3D
                       D=
                           0.33 E=
                                     0.16 N =
                                              0.01
OPER LEAR25 PROF=GA3D
                       D=
                           0.12 E=
                                     0.08
OPER LEAR35 PROF=GA3D
                       D=
                           0.27 E=
                                     0.12 N =
                                              0.03
OPER MU3001 PROF=GA3D
                       D = 0.29 E =
                                    0.04 N =
OPER BEC58P PROF=GA3D
                        D=0.74
                                    E=0.30
                                               N=0.01
OPER DHC8
            PROF=GA3D
                        D=1.24
                                    E=0.48
                                               N=0.02
OPER DC3
            PROF=GA3D
                        D=0.05
                                    E=0.03
OPER GASEPF PROF=GA3D
                        D=12.05
                                    E=7.88
                                               N=0.29
```

TRACK A06 RWY 34L STRAIGHT 50000 RIGHT 60 D 12000 STRAIGHT 8000

```
OPER 727Q9 PROF=STD3D D= 0.03 E= 0.04

OPER CL600 PROF=GA3D D= 0.24 E= 0.16 N= 0.01

OPER CNA500 PROF=GA3D D= 0.23 E= 0.12 N= 0.05
```

OPER DC909 PROF=GA3D D= 0.01 D = 0.26 E = 0.12OPER GIIB PROF=GA3D OPER IA1125 PROF=GA3D D= 0.65 E= 0.37 N= OPER LEAR25 PROF=GA3D D= 0.24 E= 0.12 OPER LEAR35 PROF=GA3D D= 0.54 E= 0.29 N= 0.05 OPER MU3001 PROF=GA3D D= 0.56 E= 0.08 N= 0.07 OPER BEC58P PROF=GA3D D=1.46 E=0.57N=0.02OPER DHC8 PROF=GA3D D=2.47E=0.96N=0.04OPER DC3 PROF=GA3D D=0.09E=0.03OPER GASEPF PROF=GA3D D=24.12E=15.76N=0.59

TRACK A07 RWY 34L STRAIGHT 50000 LEFT 80 D 13000 STRAIGHT 7000

OPER 727Q9 PROF=GA3D D= 0.01 OPER CL600 PROF-GA3D D= 0.10 E= OPER CNA500 PROF=GA3D D= 0.10 E= 0.04 N= 0.01 OPER GIIB PROF=GA3D D= 0.10 E=0.04 OPER IA1125 PROF=GA3D D= 0.24 E= 0.12 N= 0.01OPER LEAR25 PROF=GA3D D= 0.10 E= 0.04 OPER LEAR35 PROF=GA3D D= 0.20 E= 0.12 N= 0.03 OPER MU3001 PROF=GA3D D= 0.22 E= 0.04 N= 0.01 OPER BEC58P PROF=GA3D D=0.54E=0.21N=0.01OPER DHC8 PROF=GA3D D=0.92E=0.36N=0.02OPER DC3 PROF=GA3D D=0.03OPER GASEPF PROF=GA3D D=13.03E=8.52N=0.31

TRACK A08 RWY 16C HEADING 255 STRAIGHT 42000 LEFT 161 H 1680 STRAIGHT 2100

OPER HELI5 PROF=JER5 D=19.34 E=18.48 N=0.72

TRACK A09 RWY 16C HEADING 75 STRAIGHT 42000 RIGHT 161 H 1680 STRAIGHT 1175

OPER HELI5 PROF-JER5 D=2.76 E=2.64 N=0.10

TRACK A10 RWY 16C HEÁDING 360 STRAIGHT 42000 RIGHT 161 H 1320 STRAIGHT 1800

OPER HELI5 PROF=JER5 D=2.77 E=2.64 N=0.11

TRACK All RWY 16C HEADING 161 STRAIGHT 42000 LEFT 75 H 900 STRAIGHT 800

RIGHT 161 H 1680 STRAIGHT 1800

OPER HELI5 PROF=JER5 D=2.77 E=2.64 N=0.11

TOUCHGOS BY FREQUENCY:

TRACK T01 RWY 07 STRAIGHT 1000 LEFT 180 D 1500 STRAIGHT 1000 LEFT 90 D 750 STRAIGHT 1500 LEFT 90 D 750

OPER HELI5 STAGE 1 PROF=JER5 D=34.48

TRACK TO2 RWY 16L STRAIGHT 11700 LEFT 345 H 1860 STRAIGHT 15120 LEFT 161 D

2460 STRAIGHT 2940

OPER GASEPF STAGE 1 PROF=GA3D D=124.79 E=93.57

TRACK TO3 RWY 34R STRAIGHT 7020 RIGHT 165 H 2460 STRAIGHT 15120 RIGHT 345 D

1860 STRAIGHT 7920

OPER GASEPF STAGE 1 PROF=GA3D D=20.99 E=15.72

PROCESS:

WARN.

FT.

CONTOUR LDN AT 65 70 75 END.