Van Nuys Airport
Part 150 Study

City of Los Angeles
LOS ANGELES WORLD AIRPORTS
Noise Compatibility Program Report
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BACKGROUND APPENDICES

Volume One of Three

January 2003

Background Appendices
(Three separately bound volumes)

<u>Volume I of 3</u>

Section	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

<u>Scenario No. 1</u>

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.)

<u>Scenario No. 2</u>

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.)

<u>Scenario No. 3</u>

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.

<u>Scenario No. 4</u>

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

<u>Scenario No. 5</u>

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.

<u>Scenario No. 6</u>

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

Contour	** TOTAL 65 CNEL Area in Acres	***HOUSING & POPULATION IMPACTED					
		65 CNEL		70 CNEL		75 CNEL	
		Hsg.	Pop.	Hsg.	Pop.	Hsg.	Pop.
Base Case	1171	1445	3263	160	355	8	24
1) Five Year Projection*	1222	1500	3414	189	430	8	24
2) Five Year 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

Prepared by Landrum & Brown, January 2, 1991

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 COMPATIBLE LAND USE IMPACTS									
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	0	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	75 CNEL
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.

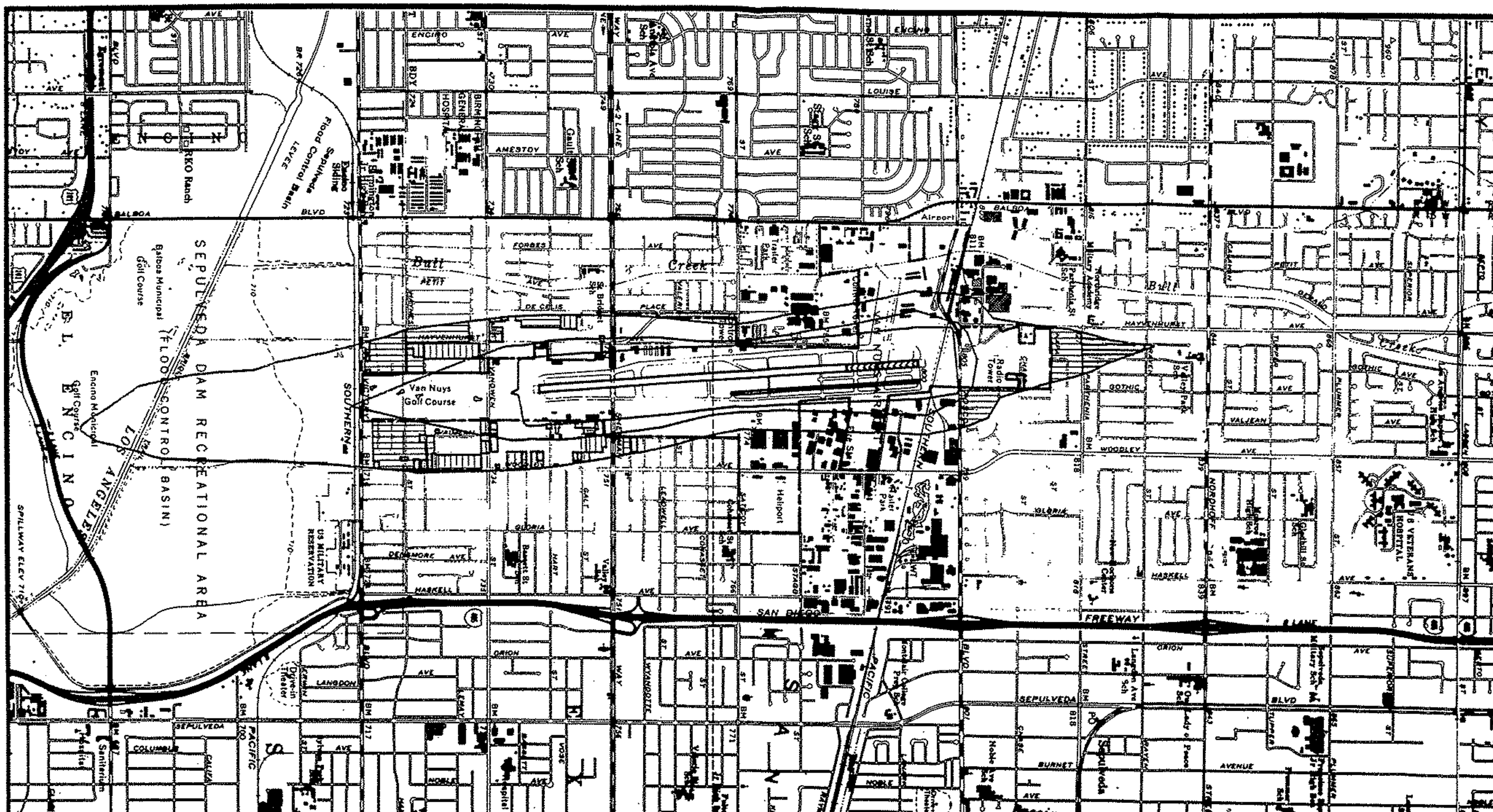
VAN NUYS AIRPORT
PART 150 STUDY – BASE CASE
INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	96	0.150	3	0.005	1	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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	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 Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Commercial – Major Office Bldgs.	15	0.023	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	0	0.000	0	0.000	0	0.000
TOTAL COMMERCIAL	23	0.036	3	0.004	0	0.000
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	0	0.000	0	0.000	0	0.000
TOTAL INDUSTRIAL	204	0.319	84	0.131	20	0.031
Local Parks	273	0.427	1	0.001	0	0.000
Vacant – Undeveloped	7	0.011	0	0.000	0	0.000
Vacant – With Improvements	0	0.000	0	0.000	0	0.000
TOTAL OPEN SPACE	280	0.438	1	0.001	0	0.000
COMPATIBLE LAND USE GRAND TOTAL	507	0.793	88	0.136	20	0.031



SCENARIO DESCRIPTION

Base Case

LAND USE IMPACT DATA

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.
Single-Family Dwell	0.150	330	1000	0.005	30	91	0.001	8	24
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi-Family Dwell	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 OVERALL	1.830			0.770			0.470		

LEGEND

Incompatible Land Use

- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

SCALE 1" = 2000'

Feet 1000 2000 3000

Miles 1/2

LAX ONT PMD VNY

Van Nuys Airport
FAR Part 150 Study

Van Nuys Airport
Part 150 Study

Future
1995 Five Year Case
Using Forecast #1

Prepared by Landrum & Brown, January 2, 1991

VAN NUYS AIRPORT - PART 150 STUDY - 1995

	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	0.165	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

	65 CNEL	70 CNEL	75 CNEL
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.

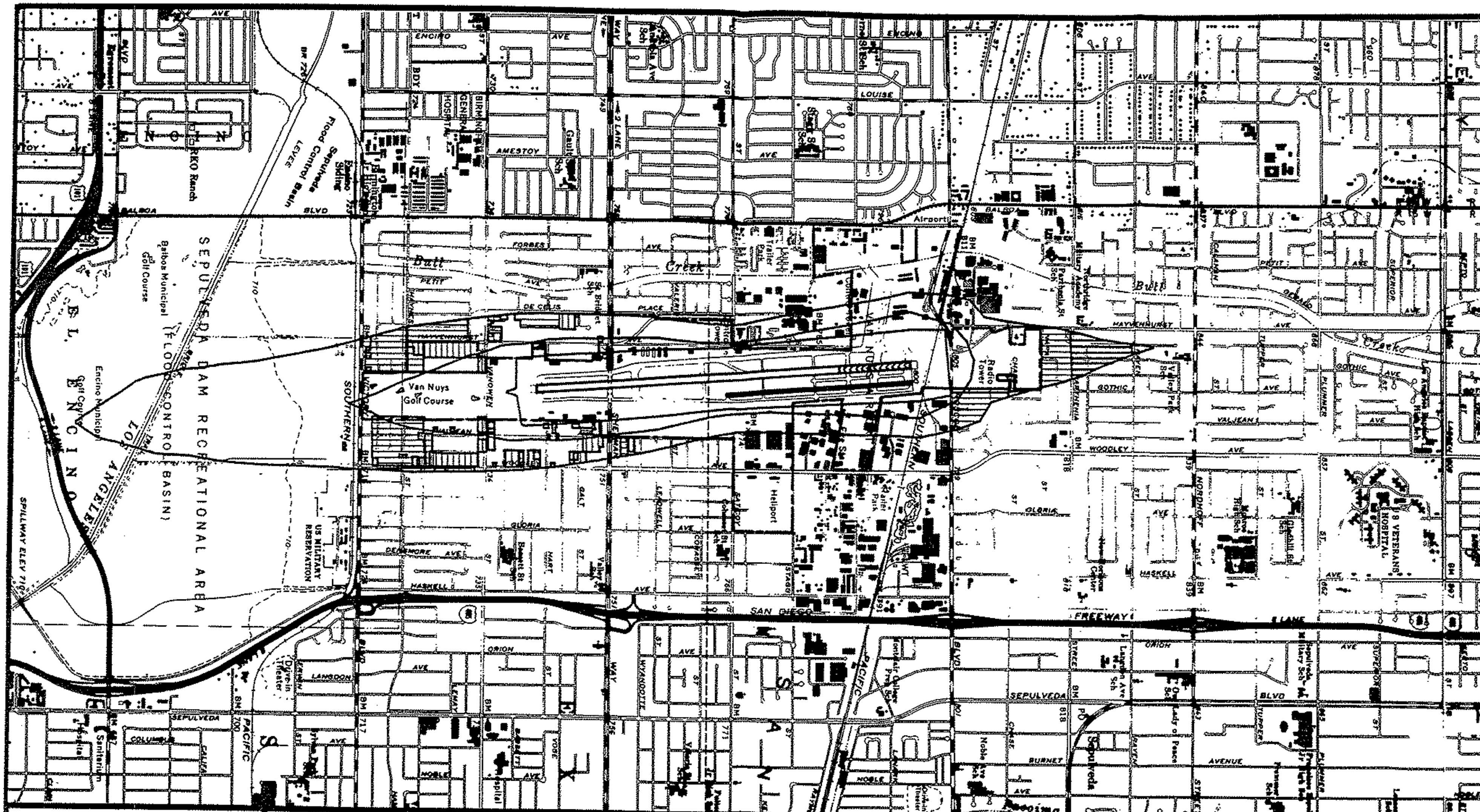
VAN NUYS AIRPORT
PART 150 STUDY – 1995
INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	106	0.165	7	0.011	1	0.001
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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	0.000
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	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 Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
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	0	0.000	0	0.000	0	0.000
TOTAL COMMERCIAL	28	0.045	8	0.013	0	0.000
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	0	0.000	0	0.000	0	0.000
TOTAL INDUSTRIAL	210	0.328	92	0.144	20	0.031
Local Parks	288	0.450	1	0.001	0	0.000
Vacant – Undeveloped	17	0.027	0	0.000	0	0.000
Vacant – With Improvements	0	0.000	0	0.000	0	0.000
TOTAL OPEN SPACE	305	0.477	1	0.001	0	0.000
COMPATIBLE LAND USE GRAND TOTAL	543	0.850	101	0.158	20	0.031



SCENARIO DESCRIPTION

Future
1995

LAND USE IMPACT DATA

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.
Single-Family Dwell	0.165	369	1118	0.011	48	140	0.001	8	24
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi-Family Dwell	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 OVERALL	1.909			0.809			0.470		

LEGEND

Incompatible Land Use

- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

SCALE 1" = 2000'

Feet 0 1000 2000 3000

Miles 0 1/2

PMD ONT LAX VNY

Van Nuys Airport
FAR Part 150 Study

Van Nuys Airport
Part 150 Study

Future
1995 Five Year Case - Revised
Using Forecast #2

Prepared by Landrum & Brown, June 8, 1992

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

	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	0.254	568	1721	0.012	50	152	0.000	0	0
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi-Family Dwellings	0.094	1772	3597	0.014	264	536	0.000	0	0
Mobile Homes	0.000	0	0	0.000	0	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	75 CNEL
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.

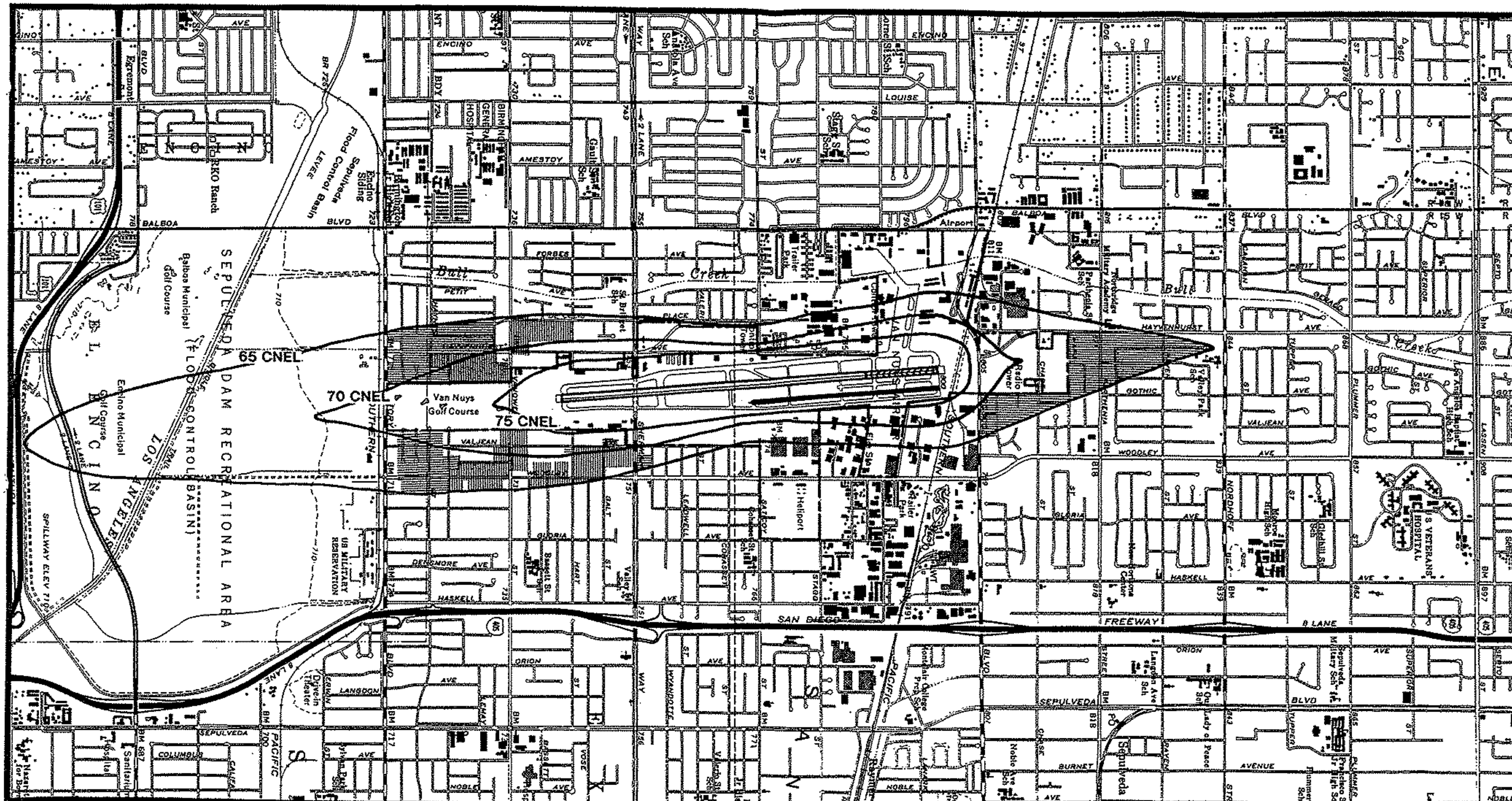
VAN NUYS AIRPORT - PART 150 STUDY
1995 Five Year Case Revised
Using Forecast #2
Incompatible Land Use Areas Within the 65, 70, and 75 CNEL Contours

	65 CNEL		70 CNEL		75 CNEL	
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Residential Single Family	163	0.254	8	0.012	0	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	0	0.000	0	0.000	0	0.000
TOTAL MULTI FAMILY	60	0.094	9	0.014	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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	0.000
TOTAL COMMERCIAL	29	0.045	3	0.004	0	0.000
Extractive	0	0.000	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	0	0.000	0	0.000	0	0.000
TOTAL INDUSTRIAL	161	0.252	87	0.136	18	0.028
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	0	0.000	0	0.000	0	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



SCENARIO DESCRIPTION

Future 1995
(Revised for 100% Growth of Jet Traffic)

LAND USE IMPACT DATA

	65 CNEL SQ. MI.	65 CNEL D.U.	65 CNEL POP.	70 CNEL SQ. MI.	70 CNEL D.U.	70 CNEL POP.	75 CNEL SQ. MI.	75 CNEL D.U.	75 CNEL POP.
Single - Family Dwell	0.254	568	1721	0.012	50	152	0.000	0	0
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi - Family Dwell	0.094	1772	3597	0.014	284	536	0.000	0	0
Mobile Homes	0.000	0	0	0.000	0	0	0.000	0	0
TOTAL INCOMPAT	0.368	2340	5318	0.046	314	688	0.000	0	0
TOTAL OVERALL	2.272			0.938			0.498		

LEGEND

Incompatible Land Use

Incompatible Land Use
- Single Family
- Multi-Family
- Mobile Homes
- ▲ Churches
- ● Hospitals
- Schools

SCALE 1" = 2000'

Feet 0 500 1000 1500 2000
Miles 0 1/4 1/2
NORTH

LAX ONT PMD VNY

Van Nuys
Airport
FAR Part 150 Study

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

Prepared by Landrum & Brown, January 2, 1991

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 COMPATIBLE LAND USE IMPACTS									
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	0	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 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.

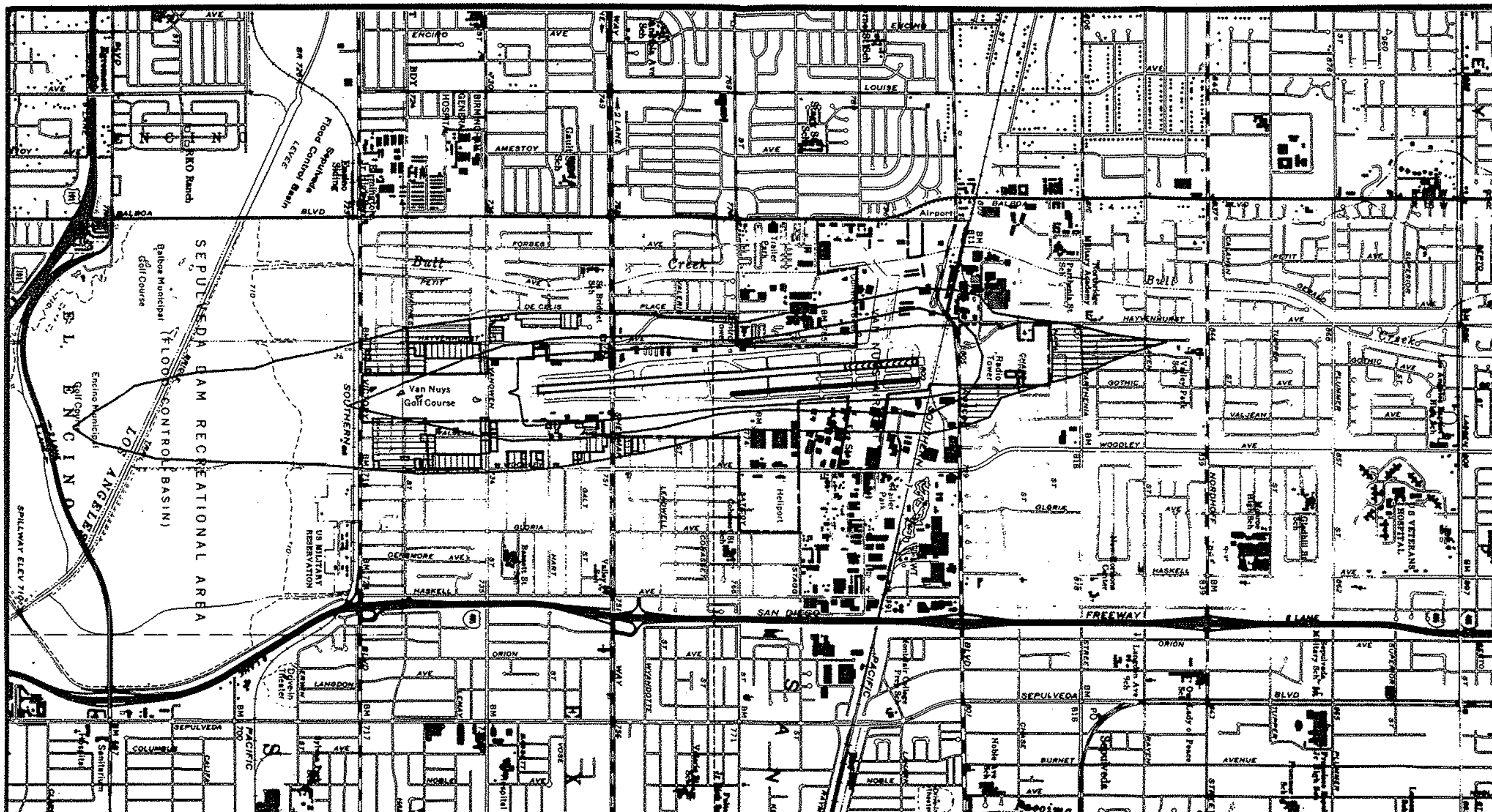
VAN NUYS AIRPORT
PART 150 STUDY – SCENARIO 1
INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	103	0.162	4	0.006	1	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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	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 Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	0.000
TOTAL OPEN SPACE	294	0.459	1	0.001	0	0.000
COMPATIBLE LAND USE GRAND TOTAL	528	0.824	92	0.143	20	0.031



SCENARIO DESCRIPTION

Alternative 1

Restriction on touch and go training operations extended between 7:00 pm and 8:00 am on weekdays and prohibited on weekends and holidays.

LAND USE IMPACT DATA

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.
Single-Family Dwell	0.162	341	1033	0.006	32	97	0.001	8	24
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi-Family Dwell	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 INCOMPAT	0.221	1460	3305	0.012	166	369	0.001	8	24
TOTAL OVERALL	1.880			0.791			0.470		

LEGEND

Incompatible Land Use

- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

SCALE 1"=2000'

Feet 0 1000 2000 3000

Miles 0 1/2

LAX ONT VNY PMD

Van Nuys Airport FAR Part 150 Study

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

Prepared by Landrum & Brown, January 2, 1991

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 COMPATIBLE LAND USE IMPACTS									
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

INM CONTOUR LAND AREA

	65 CNEL	70 CNEL	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 Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	78	0.123	2	0.003	1	0.001
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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	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 Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL 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	0	0.000	0	0.000	0	0.000
TOTAL COMMERCIAL	14	0.022	2	0.003	0	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	0	0.000	0	0.000	0	0.000
TOTAL INDUSTRIAL	189	0.295	62	0.097	18	0.028
Local Parks	206	0.322	1	0.001	0	0.000
Vacant – Undeveloped	4	0.006	0	0.000	0	0.000
Vacant – With Improvements	0	0.000	0	0.000	0	0.000
TOTAL OPEN SPACE	210	0.328	1	0.001	0	0.000
COMPATIBLE LAND USE GRAND TOTAL	413	0.645	65	0.101	18	0.028

SCENARIO DESCRIPTION

Alternative 2

Prohibits takeoff of all aircraft between 11:00 pm and 7:00 am of every day.

LAND USE IMPACT DATA

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.
Single-Family Dwell	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 Dwell	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 OVERALL	1.630			0.691			0.459		

LEGEND

Incompatible Land Use

- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

SCALE 1"=2000'

Feet 0 1000 2000 3000

Miles 0 1/2

PMD LAX ONT VNY

Van Nuys Airport
FAR Part 150 Study

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

Prepared by Landrum & Brown, January 2, 1991

VAN NUYS AIRPORT - PART 150 STUDY - SCENARIO 3

	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

	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*	SQ. MI.	D. U.*	POP.*
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 AREA

	65 CNEL	70 CNEL	75 CNEL
TOTAL OFF-AIRPORT	346 Acres	42 Acres	13 Acres
TOTAL OVERALL	845 Acres	371 Acres	282 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.

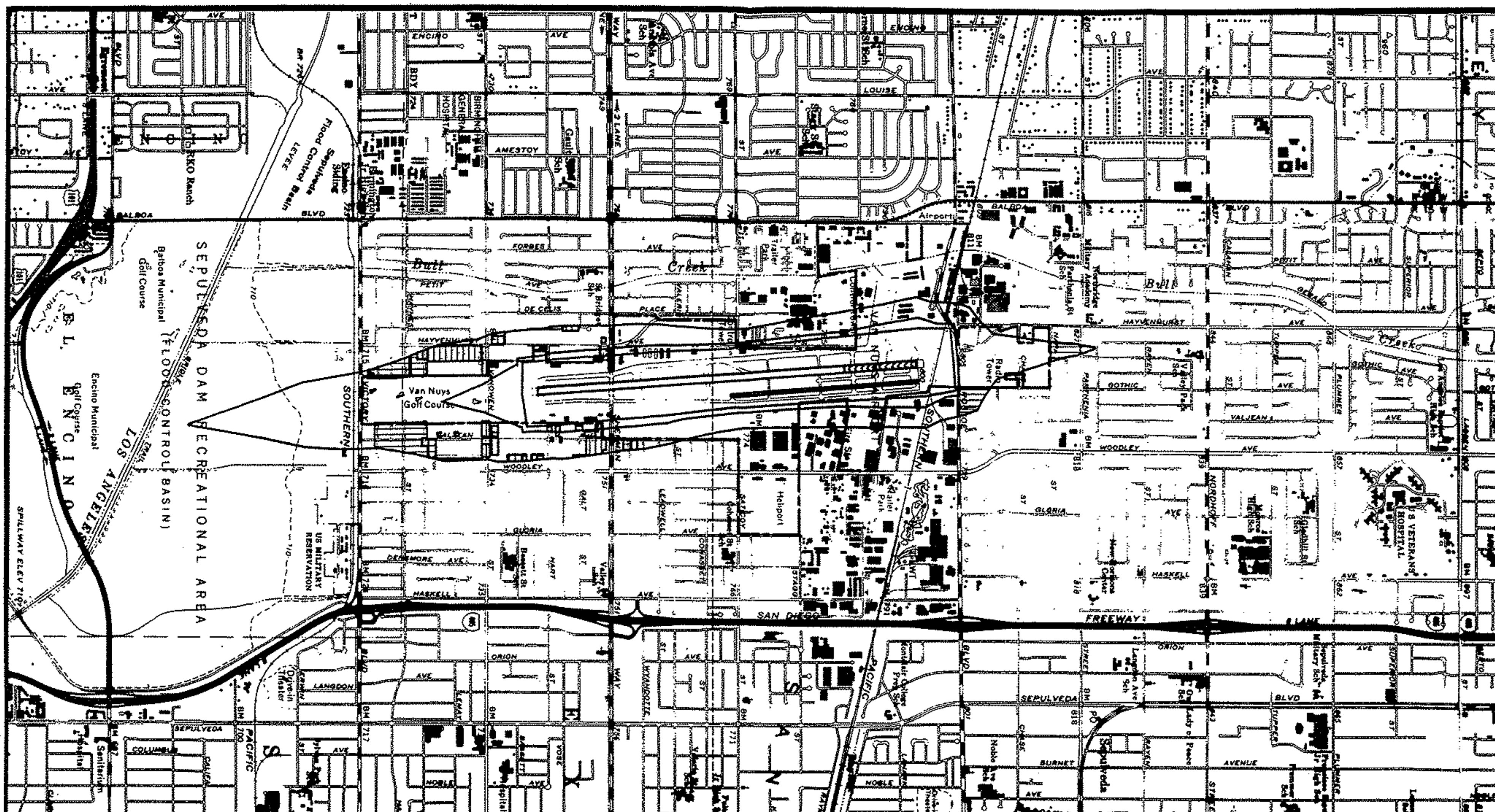
VAN NUYS AIRPORT
PART 150 STUDY – SCENARIO 3
INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	41	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	0	0.000
Mobile Home & Trailer Parks	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	0.000
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 Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL 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	0	0.000	0	0.000	0	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	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	0	0.000	0	0.000	0	0.000
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	0	0.000	0	0.000
Vacant – With Improvements	0	0.000	0	0.000	0	0.000
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



SCENARIO DESCRIPTION

Alternative 3

Reduces takeoff thrust/power settings, within safety levels, for all jets departing VNY.

LAND USE IMPACT DATA

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.
Single-Family Dwell	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 Dwell	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 OVERALL	1.320			0.580			0.441		

LEGEND

Incompatible Land Use

- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

SCALE 1" = 2000'

Feet 0 1000 2000 3000

Miles 0 1/2

ONT LAX BUR VNY

Van Nuys Airport FAR Part 150 Study

Scenario 4

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

Prepared by Landrum & Brown, January 2, 1991

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 COMPATIBLE LAND USE IMPACTS									
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	0	0.000	0	0
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	0

INM CONTOUR LAND AREA

	65 CNEL	70 CNEL	75 CNEL
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

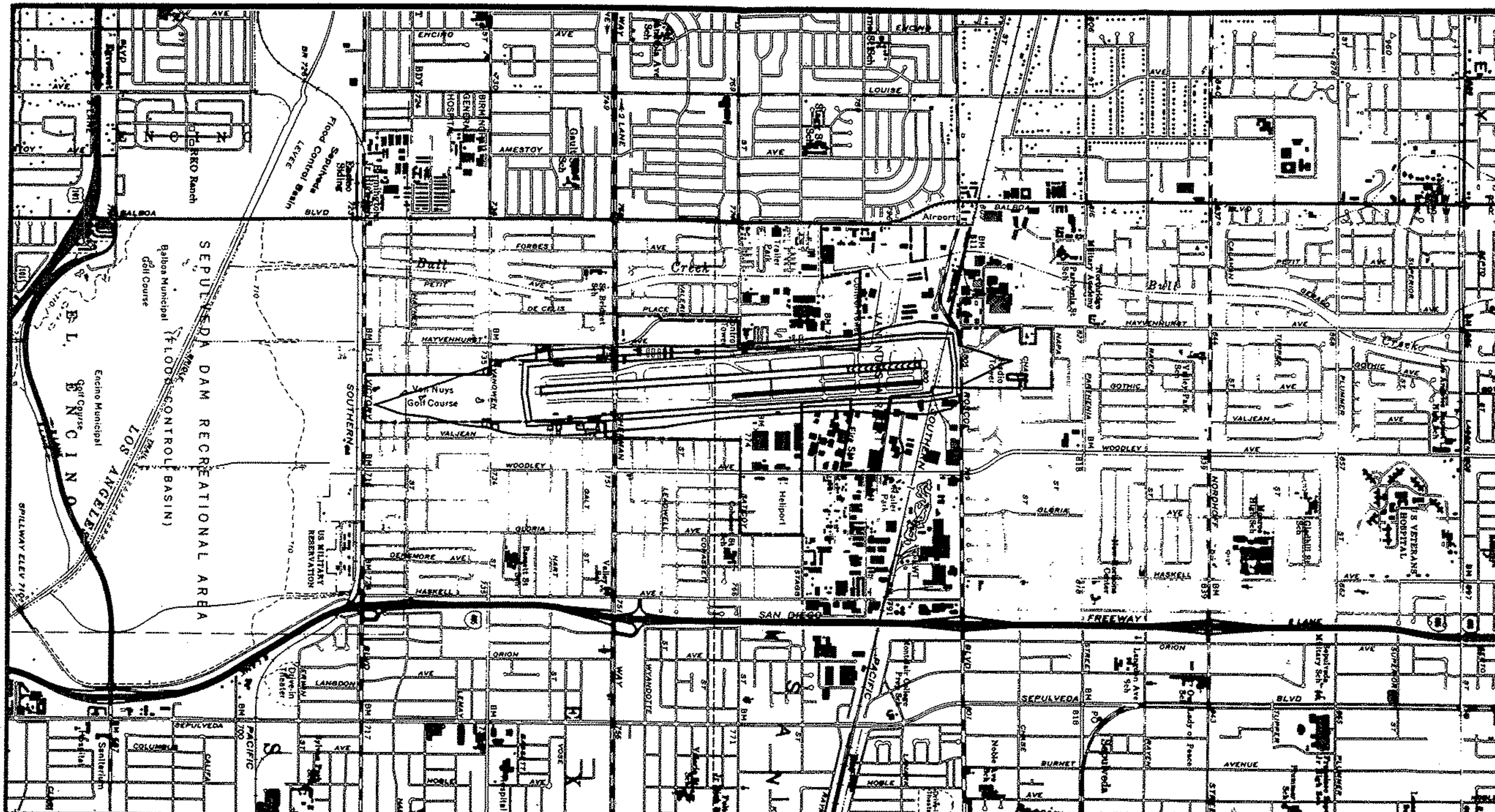
INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	2	0.003	1	0.001	0	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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	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 Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL 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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	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



SCENARIO DESCRIPTION

Alternative 4

Only Stage III aircraft after the year 1994.

LAND USE IMPACT DATA

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.
Single-Family Dwell	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 Dwell	0.002	75	152	0.000	0	0	0.000	0	0
Mobile Homes	0.000	0	0	0.000	0	0	0.000	0	0
TOTAL INCOMPAT	0.005	97	219	0.001	4	12	0.000	0	0
TOTAL OVERALL	0.680			0.450			0.370		

LEGEND

Incompatible Land Use

- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

SCALE 1" = 2000'

Feet: 0, 1000, 2000, 3000

Miles: 0, 1/2

PMD ONT LAX VNY

Van Nuys Airport
FAR Part 150 Study

Scenario 5

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

Prepared by Landrum & Brown, January 2, 1991

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 COMPATIBLE LAND USE IMPACTS									
Single-Family Dwellings	0.117	223	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

INM CONTOUR LAND AREA

	65 CNEL	70 CNEL	75 CNEL
TOTAL OFF-AIRPORT	494 Acres	68 Acres	14 Acres
TOTAL OVERALL	1011 Acres	435 Acres	288 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.

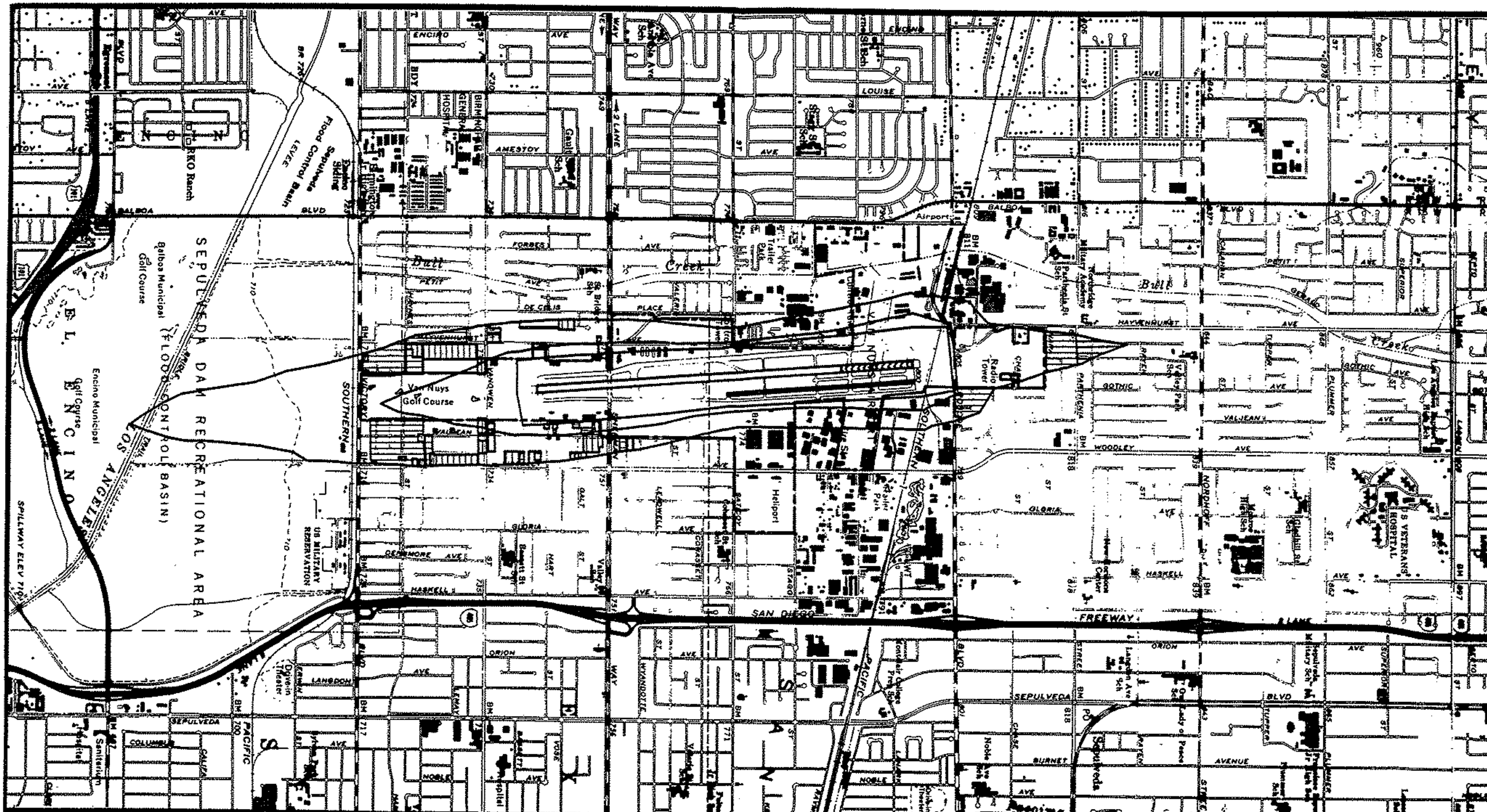
VAN NUYS AIRPORT
PART 150 STUDY – SCENARIO 5
INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	75	0.117	2	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	0	0.000
Residential - Multi Family	31	0.049	2	0.003	0	0.000
Mobile Home & Trailer Parks	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	0.000
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 Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
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
Commercial – Strip	2	0.003	0	0.000	0	0.000
Commercial – Recreation	0	0.000	0	0.000	0	0.000
Hotels/Motels	0	0.000	0	0.000	0	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	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	0	0.000	0	0.000	0	0.000
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	0	0.000	0	0.000	0	0.000
TOTAL OPEN SPACE	197	0.308	1	0.001	0	0.000
COMPATIBLE LAND USE GRAND TOTAL	388	0.606	64	0.099	13	0.021



SCENARIO DESCRIPTION

Alternative 5

The 74 dBA maximum noise limit for takeoff extended to between 7:00 pm and 7:00 am.

LAND USE IMPACT DATA

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.
Single-Family Dwell	0.117	223	676	0.003	25	76	0.001	5	15
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi-Family Dwell	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 OVERALL	1.580			0.680			0.450		

LEGEND

Incompatible Land Use

- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

SCALE 1" = 2000'

Feet 0 1000 2000 3000

Miles 0 1/2

LAX ONT PMD VNY

Van Nuys Airport FAR Part 150 Study

Scenario 6

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

Prepared by Landrum & Brown, January 2, 1991

VAN NUYS AIRPORT – PART 150 STUDY – SCENARIO 6

	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	0.005	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	0

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.

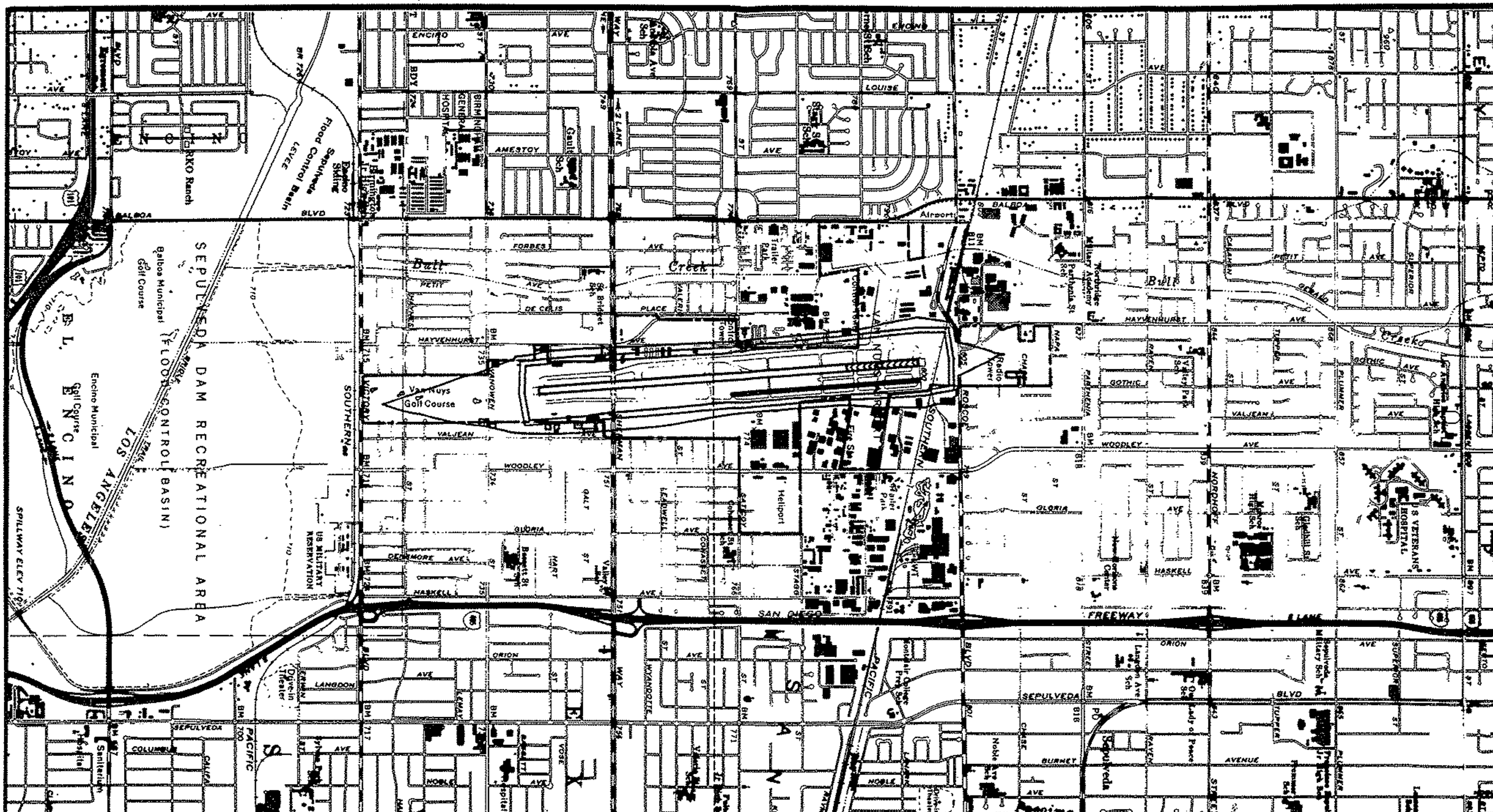
VAN NUYS AIRPORT
PART 150 STUDY – SCENARIO 6
INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	3	0.005	1	0.001	0	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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	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 Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL 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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	0.000
Emergency Response Facilities	0	0.000	0	0.000	0	0.000
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	0	0.000	0	0.000	0	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



SCENARIO DESCRIPTION
Alternative 6
Additional maximum takeoff limit of 78 dBA applied from 7:00 am to 11:00 pm.

LAND USE IMPACT DATA

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.
Single-Family Dwell	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 Dwell	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	198	0.001	4	12	0.000	0	0
TOTAL OVERALL	0.650			0.441			0.359		

LEGEND

Incompatible Land Use

- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

SCALE 1" = 2000'

Feet 0 1000 2000 3000

Miles 0 1/2

PMD LAX ONT VNY

Van Nuys Airport
FAR Part 150 Study

Scenario 7

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

Prepared by Landrum & Brown, January 2, 1991

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 COMPATIBLE LAND USE IMPACTS									
Single-Family Dwellings	0.003	21	64	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	42	85	0.000	0	0	0.000	0	0
Mobile Homes	0.000	0	0	0.000	0	0	0.000	0	0
TOTAL INCOMPAT	0.005	63	149	0.001	4	12	0.000	0	0
TOTAL COMPAT	0.067	0	0	0.016	0	0	0.003	0	0

INM CONTOUR LAND AREA

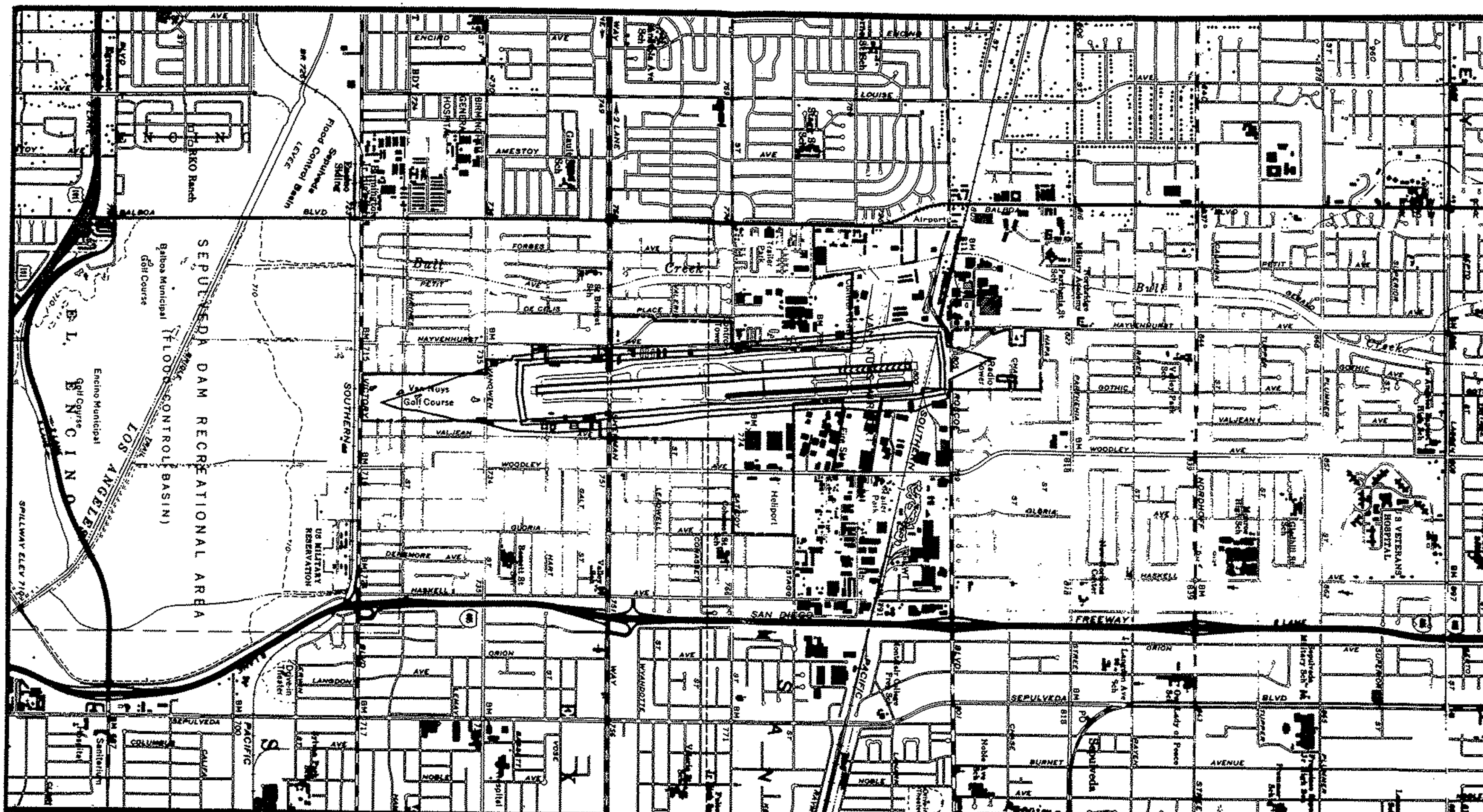
	65 CNEL	70 CNEL	75 CNEL
TOTAL OFF-AIRPORT	46 Acres	11 Acres	2 Acres
TOTAL OVERALL	410 Acres	282 Acres	230 Acres

* 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 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	2	0.003	1	0.001	0	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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	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.



SCENARIO DESCRIPTION

Alternative 7

Maximum takeoff limit of 74 dBA applied 24 hours a day.

LAND USE IMPACT DATA

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.
Single-Family Dwell	0.003	21	64	0.001	4	12	0.000	0	0
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi-Family Dwell	0.002	42	85	0.000	0	0	0.000	0	0
Mobile Homes	0.000	0	0	0.000	0	0	0.000	0	0
TOTAL INCOMPAT	0.005	63	149	0.001	4	12	0.000	0	0
TOTAL OVERALL	0.641			0.441			0.359		

LEGEND

Incompatible Land Use

- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

SCALE 1" = 2000'

Feet 0 1000 2000 3000

Miles 0 1/2

PMD LAX ONT VNY

Van Nuys Airport
FAR Part 150 Study

Scenario 8

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

Prepared by Landrum & Brown, January 28, 1991

VAN NUYS AIRPORT – PART 150 STUDY – SCENARIO 8

	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	0.002	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	70 CNEL	75 CNEL
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.

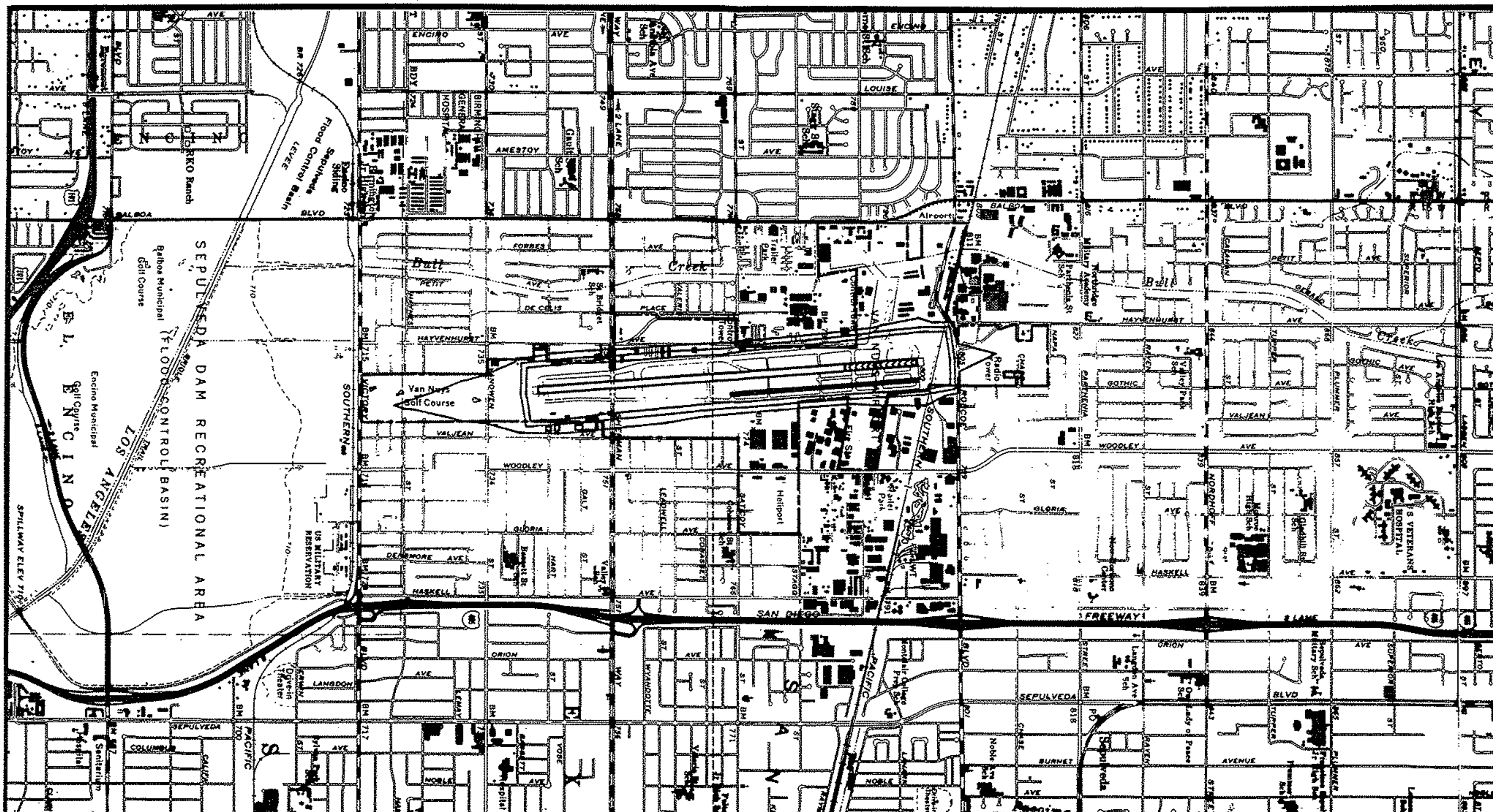
VAN NUYS AIRPORT
PART 150 STUDY – SCENARIO 8
INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	1	0.002	1	0.001	0	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	0	0.000	0	0.000	0	0.000
TOTAL MULTI FAMILY	1	0.001	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	0	0.000	0	0.000	0	0.000
TOTAL EDUCATIONAL/RELIGIOUS	0	0.000	0	0.000	0	0.000
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 Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL 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	0	0.000	0	0.000	0	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	0.069	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	0	0.000	0	0.000	0	0.000
TOTAL INDUSTRIAL	44	0.069	12	0.019	1	0.002
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	0	0.000	0	0.000	0	0.000
TOTAL OPEN SPACE	0	0.000	0	0.000	0	0.000
COMPATIBLE LAND USE GRAND TOTAL	44	0.069	12	0.019	1	0.002



SCENARIO DESCRIPTION

Alternative 8

Reduce takeoff thrust/power settings, within safety levels, for all departures. Prohibit all aircraft having Part 36 takeoff noise levels in excess of 78 dBA. Aircraft not replaced.

LAND USE IMPACT DATA

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.
Single-Family Dwell	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 Dwell	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 OVERALL	0.620			0.441			0.350		

LEGEND

Incompatible Land Use

- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

SCALE 1"=2000'

Feet 0 1000 2000 3000

Miles 0 1/2

LAX ONT PMD VNY

Van Nuys Airport FAR Part 150 Study

Scenario 9

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

Prepared by Landrum & Brown, January 28, 1991

VAN NUYS AIRPORT – PART 150 STUDY – SCENARIO 9

	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	0.020	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

INM CONTOUR LAND AREA

	65 CNEL	70 CNEL	75 CNEL
TOTAL OFF-AIRPORT	184 Acres	26 Acres	5 Acres
TOTAL OVERALL	646 Acres	320 Acres	262 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.

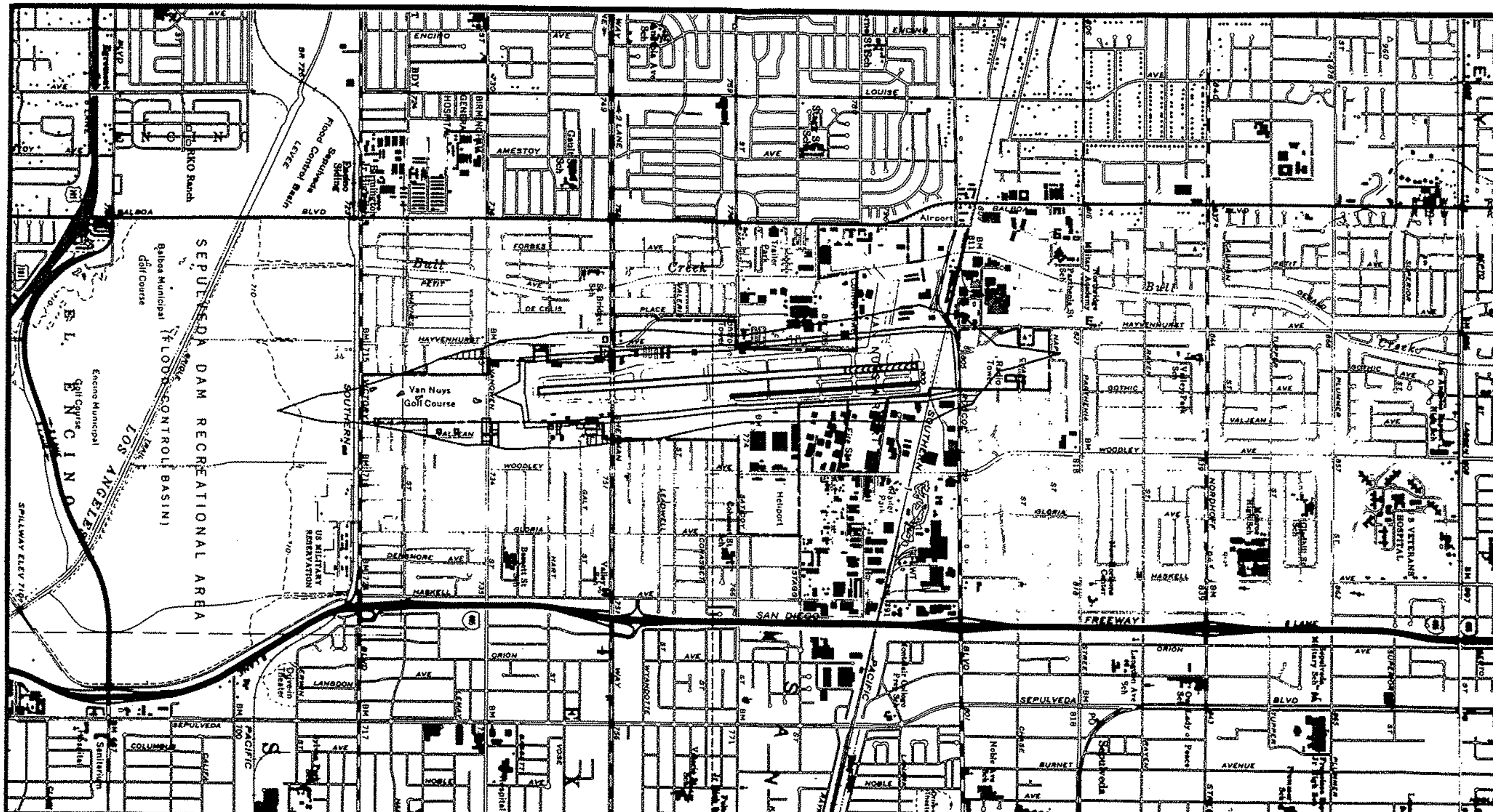
VAN NUYS AIRPORT
PART 150 STUDY – SCENARIO 9
INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	13	0.020	1	0.002	0	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	0	0.000	0	0.000	0	0.000
TOTAL MULTI FAMILY	8	0.013	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	0	0.000	0	0.000	0	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 Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL 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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	0.000
TOTAL INDUSTRIAL	127	0.198	25	0.039	5	0.008
Local Parks	27	0.042	0	0.000	0	0.000
Vacant – Undeveloped	5	0.008	0	0.000	0	0.000
Vacant – With Improvements	0	0.000	0	0.000	0	0.000
TOTAL OPEN SPACE	32	0.050	0	0.000	0	0.000
COMPATIBLE LAND USE GRAND TOTAL	163	0.254	25	0.039	5	0.008



SCENARIO DESCRIPTION

Alternative 9

Reduce takeoff thrust/power settings, within safety levels, for all departures and prohibit all aircraft having Part 36 takeoff noise levels in excess of 74 dBA between the hours of 10 pm and 7 am.

LAND USE IMPACT DATA

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.
Single-Family Dwell	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 Dwell	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 OVERALL	1.009			0.500			0.409		

LEGEND

Incompatible Land Use

Single Family
Multi-Family
Mobile Homes
Schools
Churches
Hospitals

SCALE 1"=2000'

Feet 0 1000 2000 3000

Miles 0 1/2

ONT PMD LAX VNY

Van Nuys Airport
FAR Part 150 Study

Scenario 9

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

Prepared by Landrum & Brown, June 8, 1992

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

	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	0.050	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	0

INM CONTOUR LAND AREA

	65 CNEL	70 CNEL	75 CNEL
TOTAL OFF-AIRPORT	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.

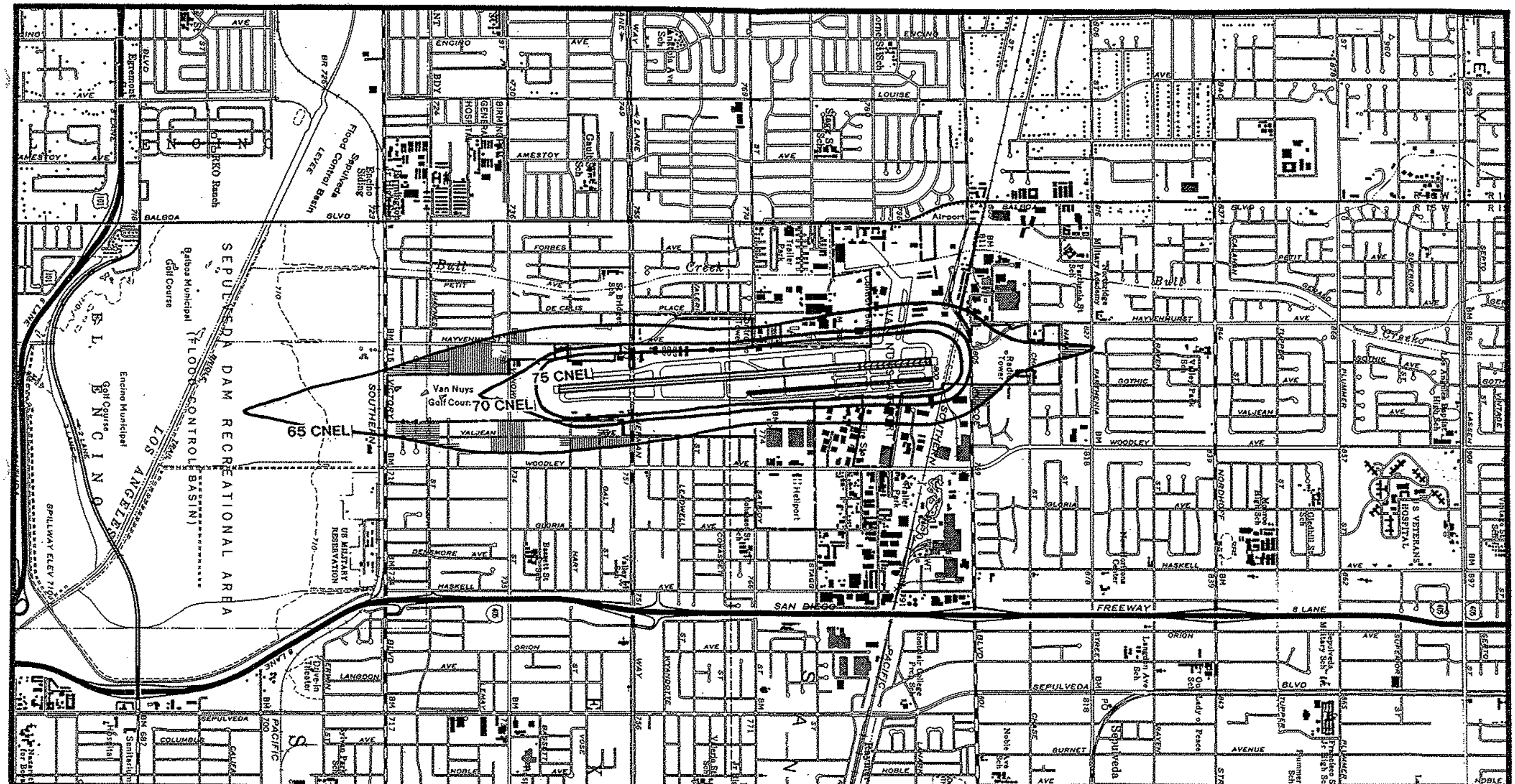
VAN NUYS AIRPORT - PART 150 STUDY
Scenario #9 Revised
Using Forecast #2
Incompatible Land Use Areas Within the 65, 70, and 75 CNEL Contours

	65 CNEL		70 CNEL		75 CNEL	
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Residential Single Family	32	0.050	1	0.002	0	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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	0.000
Trade Schools	0	0.000	0	0.000	0	0.000
Religious Facilities	0	0.000	0	0.000	0	0.000
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		70 CNEL		75 CNEL	
	Acres	Sq. Miles	Acres	Sq. Miles	Acres	Sq. Miles
Commercial - Major Office Buildings	3	0.004	0	0.000	0	0.000
Commercial - Neighborhood Shopping	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	0	0.000	0	0.000	0	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	122	0.190	22	0.033	0	0.000
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	0	0.000	0	0.000	0	0.000
TOTAL INDUSTRIAL	122	0.190	22	0.033	0	0.000
Local Parks	44	0.068	0	0.000	0	0.000
Vacant - Undeveloped	9	0.014	0	0.000	0	0.000
Vacant - With Improvements	0	0.000	0	0.000	0	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



SCENARIO DESCRIPTION

Alternative 9
(Revised for 100% Growth of Jet Traffic)

Reduce takeoff thrust/power settings, within safety levels, for all departures and prohibit all aircraft having Part 36 takeoff noise levels in excess of 74 dBA between the hours of 10 pm and 7 am.

LAND USE IMPACT DATA

	65 CNEL SQ. MI.	65 CNEL D.U.	65 CNEL POP.	70 CNEL SQ. MI.	70 CNEL D.U.	70 CNEL POP.	75 CNEL SQ. MI.	75 CNEL D.U.	75 CNEL POP.
Single - Family Dwell	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 Dwell	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 OVERALL	1.197			0.539			0.432		

LEGEND

Incompatible Land Use

Incompatible Land Use
- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

SCALE 1" = 2000'

Feet 0 500 1000 1500 2000
NORTH
Miles 0 1/4 1/2

PMD ONT LAX VNY

Van Nuys Airport
FAR Part 150 Study

Scenario 10

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

Prepared by Landrum & Brown, February 6, 1991

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	0
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

INM CONTOUR LAND AREA

	65 CNEL	70 CNEL	75 CNEL
TOTAL OFF-AIRPORT	78 Acres	13 Acres	2 Acres
TOTAL OVERALL	474 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.

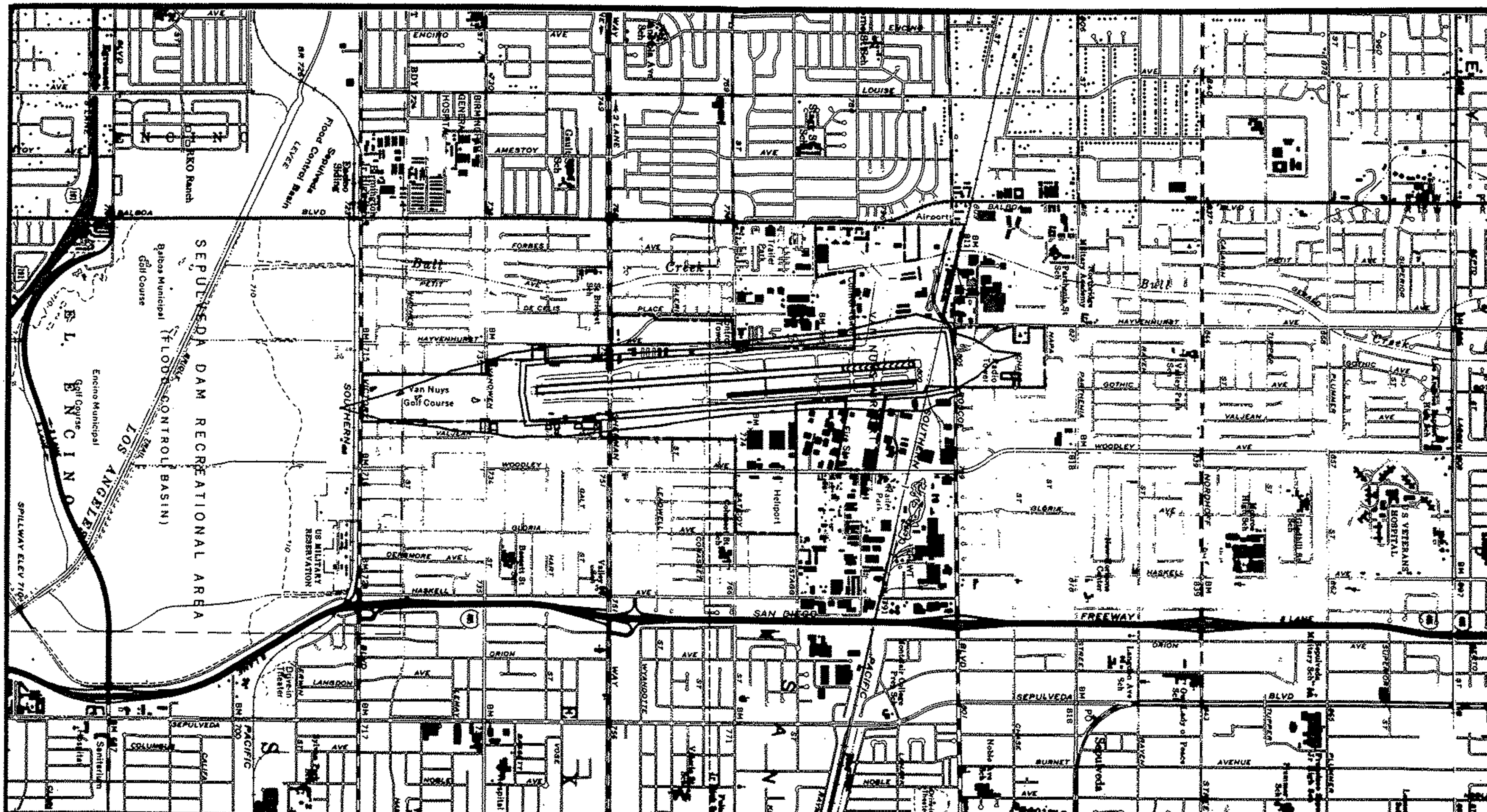
VAN NUYS AIRPORT
PART 150 STUDY – SCENARIO 10
INCOMPATIBLE LAND USE AREAS WITHIN THE 65, 70, AND 75 CNEL CONTOURS

	65 CNEL Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	4	0.006	1	0.001	0	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	0	0.000	0	0.000	0	0.000
TOTAL MULTI FAMILY	3	0.004	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	0	0.000	0	0.000	0	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 Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	0.000
TOTAL INDUSTRIAL	67	0.105	12	0.019	2	0.003
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	0	0.000	0	0.000	0	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 DESCRIPTION

Alternative 10

Reduce takeoff thrust/power settings, within safety levels, for all departures. Prohibit all aircraft having Part 36 takeoff noise levels in excess of 78 dBA. Aircraft are replaced.

LAND USE IMPACT DATA

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.	SQ. MI.	D. U.	POP.
Single-Family Dwell	0.006	36	109	0.001	4	12	0.000	0	0
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi-Family Dwell	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 OVERALL	0.741			0.450			0.370		

LEGEND

Incompatible Land Use

- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

SCALE 1" = 2000'

Feet 0 1000 2000 3000

Miles 0 1/2

PMD ONT LAX VNY

Van Nuys Airport
FAR Part 150 Study

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

Prepared by Environmental Management Bureau, December, 1991

VAN NUYS AIRPORT - PART 150 STUDY - SCENARIO 11

	65 CNEL			70 CNEL			75 CNEL		
	SQ. MI.	D.U.*	POP.*	SQ. MI.	D.U.*	POP.*	SQ. MI.	D.U.*	POP.*
INCOMPATIBLE LAND USE IMPACTS									
Single-Family Dwellings	0.001	4	12	0.000	0	0	0.000	0	0
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi-Family Dwellings	0.000	0	0	0.000	0	0	0.000	0	0
Mobile Homes	0.000	0	0	0.000	0	0	0.000	0	0
TOTAL INCOMPATIBLE	0.001	4	12	0	0	0	0	0	0

INM CONTOUR LAND AREA

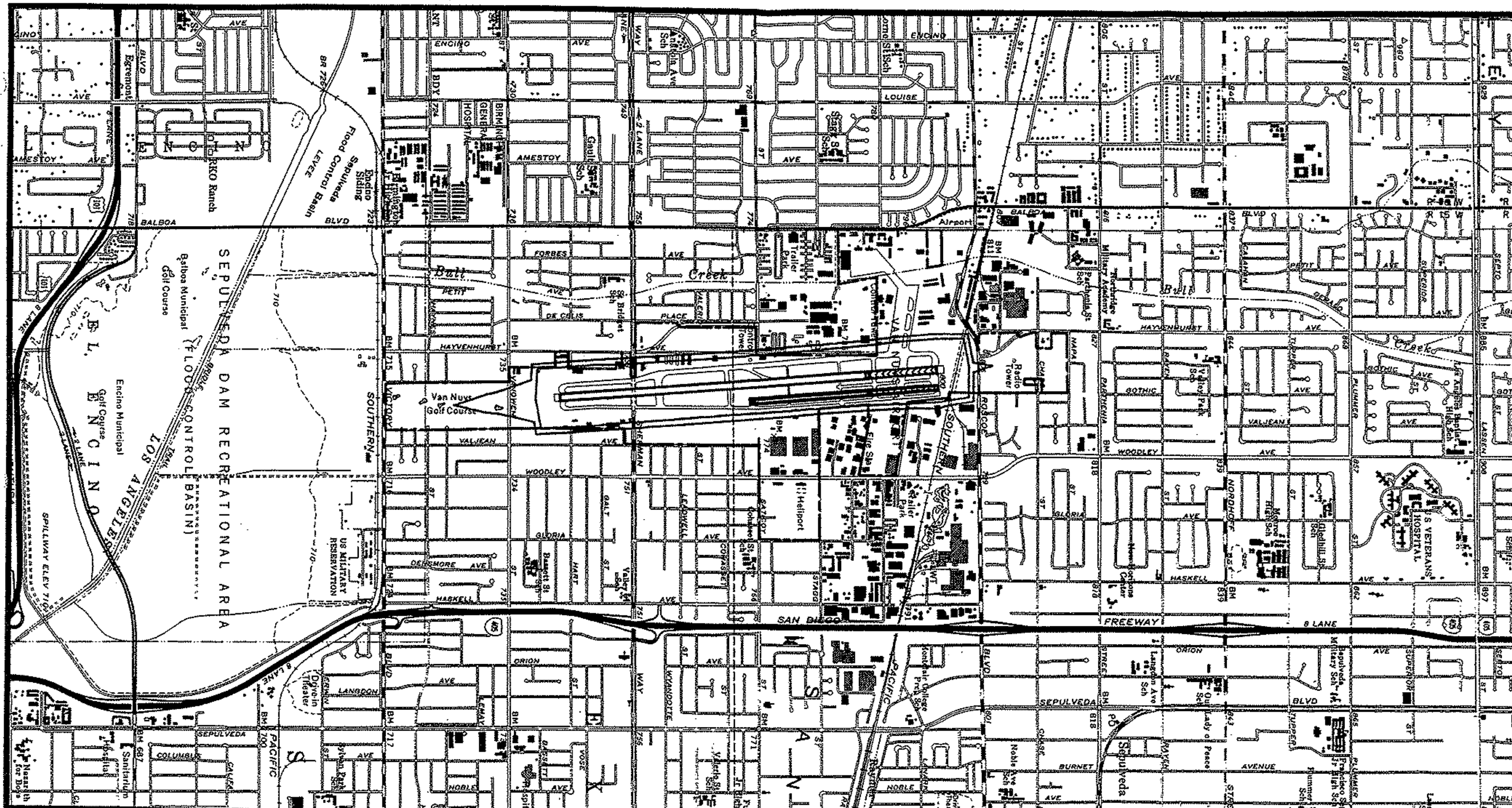
	65 CNEL	70 CNEL	75 CNEL
TOTAL OVERALL	339 Acres	269 Acres	211 Acres

*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 Acres	65 CNEL Sq. Miles	70 CNEL Acres	70 CNEL Sq. Miles	75 CNEL Acres	75 CNEL Sq. Miles
Residential Single Family	1	0.001	0	0.000	0	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	0	0.000	0	0.000	0	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	0	0.000	0	0.000	0	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.



SCENARIO DESCRIPTION

Alternative 11

Maximum takeoff limit of 74 dBA applied 24 hours a day and no jet operations from 10 P.M. to 8 A.M.

LEGEND

Incompatible Land Use

- Single Family
- Multi-Family
- Mobile Homes
- Schools
- Churches
- Hospitals

LAND USE IMPACT DATA

	65 CNEL SQ. MI.	65 CNEL D.U.	65 CNEL POP.	70 CNEL SQ. MI.	70 CNEL D.U.	70 CNEL POP.	75 CNEL SQ. MI.	75 CNEL D.U.	75 CNEL POP.
Single-Family Dwell	0.001	4	12	0.000	0	0	0.000	0	0
Duplexes	0.000	0	0	0.000	0	0	0.000	0	0
Multi-Family Dwell	0.000	0	0	0.000	0	0	0.000	0	0
Mobile Homes	0.000	0	0	0.000	0	0	0.000	0	0
TOTAL INCOMPAT	0.001	4	12	0.000	0	0	0.000	0	0
TOTAL OVERALL	0.530			0.420			0.330		

SCALE 1" = 2000'

Feet 0 500 1000 1500 2000

NORTH

Miles 0 1/4 1/2

LAX ONT PMD VNY

Van Nuys Airport FAR Part 150 Study

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.

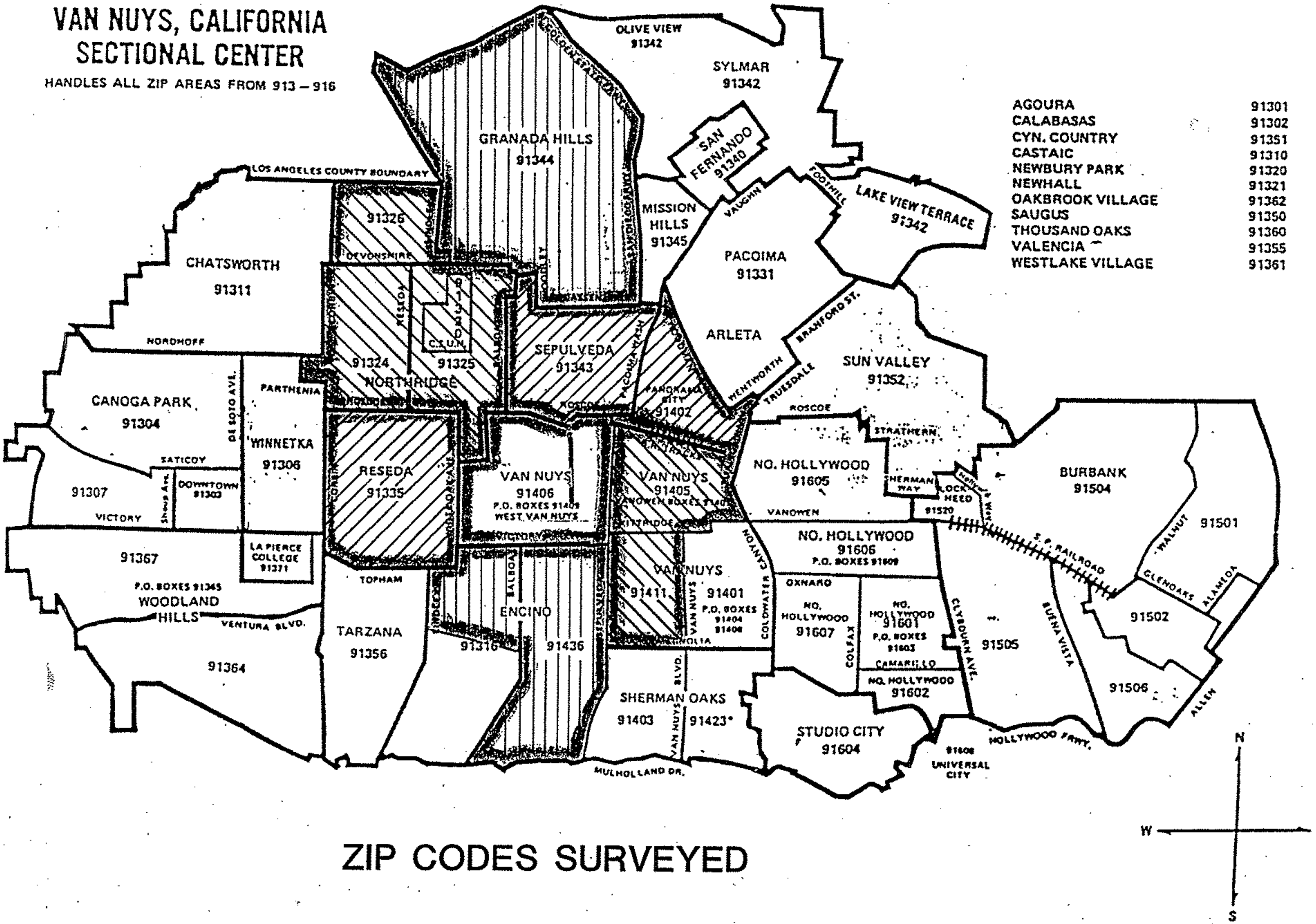
Overall, the survey respondents perception of the airport was positive (42% are either very favorable or somewhat favorable). Another 46% are either indifferent, have no opinion or don't know. Eight percent of the respondents are somewhat unfavorable toward the airport with four percent being very unfavorable. 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

VAN NUYS, CALIFORNIA
SECTIONAL CENTER

HANDLES ALL ZIP AREAS FROM 913 – 916

AGOURA	91301
CALABASAS	91302
CYN. COUNTRY	91351
CASTAIC	91310
NEWBURY PARK	91320
NEWHALL	91321
OAKBROOK VILLAGE	91362
SAUGUS	91350
THOUSAND OAKS	91360
VALENCIA	91355
WESTLAKE VILLAGE	91361



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)

JOB #3909
January 23 -
February 12, 1990

COMMUNITY OPINION SURVEY at VNY

With Responses in Italics (numbers & % of total)

[INTERVIEW HEAD OF HOUSEHOLD ONLY] (1)

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.

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

[ALL OTHER ZIPS TERMINATE] (2)

91324	*34*	*(6.7%)*	91402	*49*	*(9.7%)*
91325	*35*	*(6.9%)*	91405	*44*	*(8.7%)*
91326	*32*	*(6.3%)*	91411	*24*	*(4.8%)*
91335	*73*	*(14.5%)*	91436	*22*	*(4.4%)*
91343	*54*	*(10.7%)*			
91344	*65*	*(12.9%)*			

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:

			(3)
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? (4)

Less than 1 year	1	*75*	*(14.9%)*
1 year - 5 years	2	*186*	*(36.8%)*
6 years - 10 years	3	*68*	*(13.5%)*
Over 10 years	4	*173*	*(34.3%)*
DK/Refused	5	*3*	*(0.6%)*

3. Do you own or rent your residence? (5)

Own	1	*298*	*(59.0%)*
Rent	2	*202*	*(40.0%)*
Refused	3	*5*	*(1.0%)*

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

Nothing 30 (5.9%)

Little Traffic 3 (0.6%)

Quality of neighborhood	1	*67*	*(13.3%)*	(6)
Quality of education	2	*1*	*(0.2%)*	
Close to work	3	*28*	*(5.5%)*	(7)
Aesthetics of home	4	*8*	*(1.6%)*	
Affordable	5	*12*	*(2.4%)*	(8)
Peace and quiet	6	*172*	*(34.1%)*	
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*	*(3.4%)*	
Unsure/Don't Know/Refused	11	*10*	*(2.0%)*	

4A. Can you think of a second thing you like about your neighborhood? [DO NOT READ LIST, RECORD VERBATIM ANSWER BELOW]

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 - 103* (20.4%)
Location for services (stores, laundry, etc.)	9	*58*	*(11.5%)*	
Other ______	10	*21*	*(4.2%)*	
Unsure/Don't Know/Refuse	11	*66*	*(13.1%)*	*Little Traffic - 7 (1.4%)*

5. What is it you most dislike about your neighborhood? [DO NOT READ LIST] [RECORD VERBATIM ANSWER BELOW] [ONE RESPONSE ONLY]

Drugs	*22*	*(4.4%)*	*Aesthetics*	*39*	*(7.7%)*
Parking	*4*	*(0.8%)*	*Graffitti*	*13*	*(2.6%)*
Vagrants	*8*	*(1.6%)*	*Gangs*	*19*	*(3.8%)*
Traffic	*46*	*(9.1%)*	*Noise not Aircraft*	*35*	*(6.9%)*
Comm w/Neighbors	*3*	*(0.6%)*	*Insuf. City Services*	*9*	*(1.8%)*
Location	*9*	*(1.8%)*	*Aircraft Safety*	*2*	*(0.4%)*

Transportation	1	*4*	*(0.8%)*	(12)
Crime and Drugs	2	*42*	*(8.3%)*	
Neighbors	3	*20*	*(4.0%)*	(13)
Air Quality/Smog	4	*8*	*(1.6%)*	
Overcrowding	5	*20*	*(4.0%)*	(14)
Aircraft Noise	6	*22*	*(4.4%)*	
Nothing	7	*102*	*(20.2%)*	
Other ______	8	*59*	*(11.7%)*	
Unsure/Don't Know/Refused	9	*19*	*(3.8%)*	

5A. What is the second thing you most dislike about your neighborhood? (15) (16) (17)
[DO NOT READ LIST, RECORD VERBATIM BELOW]

Transportation	1	3	(0.6%)
Crime and Drugs	2	27	(5.3%)
Neighbors	3	9	(1.8%)
Air quality/Smog	4	8	(1.6%)
Overcrowding	5	16	(3.2%)
Aircraft noise	6	10	(2.0%)
Nothing	7	236	(46.7%)
Other	8	27	(5.3%)
Unsure/Don't Know/Refused	9	63	(12.5%)

Location	*6*	*(1.2%)*
Drugs	*21*	*(4.2%)*
Parking	*4*	*(0.8%)*
Vagrants	*3*	*(0.6%)*
Traffic	*18*	*(3.6%)*
Comm w/neighbors	*2*	*(0.4%)*
Aesthetics	*15*	*(3.0%)*
Graffitti	*9*	*(1.8%)*
Gangs	*7*	*(1.4%)*
Noise not Aircraft	*17*	*(3.4%)*
Insuf. City Serv.	*2*	*(0.4%)*
Aircraft Safety	*2*	*(0.4%)*

6. In your opinion, what is the single, most important concern facing your community? [DO NOT READ LIST] [RECORD VERBATIM ANSWER BELOW] [ONE RESPONSE ONLY]

Safety Neighb.	*24*	*(4.8%)*	*Noise not Aircraft*	*0*	*(0.0%)*
Comm w/neighb.	*1*	*(0.2%)*	*Homeless*	*7*	*(1.4%)*
Cost Housing	*4*	*(0.8%)*	*Aesthetics*	*6*	*(1.2%)*
Graffitti	*6*	*(1.2%)*	*Dump/Landfill*	*10*	*(2.0%)*
Overcrowding	*29*	*(5.7%)*	*Medfly*	*5*	*(1.0%)*

Air pollution	1	20	(4.0%)	Airport safety	7	4	~~(18)~~	(0.8%)
Juvenile gangs	2	41	(8.1%)	Racial safety	8	7		(1.4%)
Education	3	16	(3.2%)	Elderly care	9	0	~~(19)~~	(0.0%)
Airport noise	4	5	(1.0%)	Drug dealers/use	10	72		(14.3%)
Traffic congestion	5	27	(5.3%)	Other	11	60	~~(20)~~	(11.8%)
Crime, robbery	6	89	(17.6%)	Unsure/Don't Know/Refused	12	72		(14.3%)

6A. What do you think is the next biggest community issue of concern facing your community? [DO NOT READ LIST - RECORD VERBATIM ANSWER BELOW] ~~(21)~~ ~~(22)~~ ~~(23)~~

Air pollution	1	24	(4.8%)
Juvenile gangs	2	43	(8.5%)
Education	3	17	(3.4%)
Airport noise	4	5	(1.0%)
Traffic congestion	5	22	(4.4%)
Crime, robbery	6	33	(6.5%)
Airport safety	7	2	(0.4%)
Racial safety	8	1	(0.2%)
Elderly care	9	0	(0.0%)
Drug dealers/use	10	45	(8.9%)
Other	11	36	(7.1%)
Unsure/Don't Know/Refused	12	220	(43.6%)

Safety Neighb	*17*	*(3.4%)*
Comm w/neigh	*0*	*(0.0%)*
Cost Housing	*3*	*(0.6%)*
Graffitti	*11*	*(2.2%)*
Overcrowding	*9*	*(1.8%)*
Noise not Aircraft	*5*	*(1.0%)*
Homeless	*4*	*(0.8%)*
Aesthetics	*6*	*(1.2%)*
Dump/Landfill	*1*	*(0.2%)*
Medfly	*1*	*(0.2%)*

NOW WE ARE GOING TO TALK SPECIFICALLY ABOUT VAN NUYS AIRPORT

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. (24)

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%)

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%)*	(25)
Not important	3	*80*	*(15.8%)*	
Don't Know/Unsure	4	*73*	*(14.5%)*	

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 helicopters.

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%)*	(26)
Don't Know/Unsure	4	*13*	*(2.6%)*	

10. Generally speaking does aircraft safety concerns regarding the Van Nuys Airport: [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%)*	(27)
Don't know/Unsure	5	*9*	*(1.8%)*	

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%)* ~~(28)~~
Increasing	3	*119*	~~(29)~~ *(23.6%)*	*Unknown –*		*24*	*(4.8%)*
Don't notice noise at all	4	*153*	*(30.3%)*				
Unsure/Don't Know	5	*19*	*(3.8%)*				

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%)*	(30)
Not bother you	3 SKIP TO	*302*	*(59.8%)*	
Don't even think about it	4 QUESTION	*78*	*(15.4%)*	
Don't Know/Unsure	5 14	*7*	*(1.4%)*	

13. During which hours are you bothered the most? [RECORD VERBATIM RESPONSE] (31)

7 AM-12 Noon	*42*	*(35.6%)*	*10 PM-7 AM*	*23 (19.5%)*	(32)
12Noon-5 PM	*31*	*(26.3%)*	*Weekends*	*9 (7.6%)*	(33)
5 PM-10 PM	*58*	*(49.2%)*	*Other*	*4 (3.4%)*	(34)
			DK/Not Sure	*6 (5.1%)*	(35)

13A. How are you affected?

Annoyance	*83*	*(70.3%)*	(36)
			(37)
Interrupts	*26*	*(22.0%)*	(38)
			(39)
Unsafe	*14*	*(11.9%)*	(40)
Other	*3*	*(2.5%)*	
DK/ Not Sure	*2*	*(1.7%)*	

[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	1	44	(8.7%)	(41)
Helicopters	2	160	(31.7%)	(42)
General aviation/small private planes	3	31	(6.7%)	(43)
Corporate/charter jets (smaller jets)	4	37	(7.3%)	
Commercial air carrier jets (larger jets)	5	78	(15.4%)	
Don't know/unsure	6	33	(6.5%)	
No	7	122	(24.2%)	

15. Is there another aircraft type that also bothers you?

Military planes	1	26	(5.1%)	(44)
Helicopters	2	48	(9.5%)	(45)
General avaiation/small private planes	3	23	(4.6%)	(46)
Corporate/charter jets (smaller jets)	4	23	(4.6%)	
Commercial air carrier jets (larger jets)	5	30	(5.9%)	
Don't know/unsure	6	38	(7.5%)	
No	7	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	(53.9%)	(47)
No	2 SKIP TO	175	(34.7%)	
Don't Know	3 QUESTION 17	58	(11.5%)	

16A. Which one?

Van Nuys Airport	1	191	(70.2%)	(48)
Burbank/Glendale/Pasadent Airport	2	21	(7.7%)	(49)
Los Angeles International Airport	3	2	(0.7%)	
Combo: Burbank & LAX	4	3	(1.1%)	(50)
Combo: Burbank & Van Nuys Airport	5	32	(11.8%)	
Combo: All three	6	0	(0.0%)	(51)
Whiteman Airport	7	1	(0.4%)	
No airport involved	8	6	(2.2%)	(52)
Unsure/Don't know	9	15	(5.5%)	
other		1	(0.4%)	

17. Are you aware that Van Nuys Airport has a noise complaint phone line? [IF THEY ASK ABOUT THE PHONE LINE, GIVE THEM THE PHONE NUMBER AT THE END OF THE SURVEY]

Yes	1	72	(14.3%)	
No	2	427	(84.6%)	(53)
Unsure/Don't Know	3	6	(1.2%)	

18. Have you ever registered a complaint regarding Van Nuys Airport noise?

Yes	1 ASK QUESTION 19	8	(1.6%)	
No	2 SKIP TO	496	(98.2%)	(54)
Don't Know/Unsure	3 QUESTION 21	1	(0.2%)	

19. To what agency did you complain? [DO NOT READ LIST]

Senator/Congress	1	*2*	*(25.0%)*	(55)
State/State Senator/Assembly	2	*0*	*(0.0%)*	
County/Local Government/City	3	*0*	*(0.0%)*	(56)
Federal Aviation Administration (FAA)	4	*0*	*(0.0%)*	
Van Nuys Airport	5	*3*	*(37.5%)*	(57)
Another Airport [WHICH ______________]	6	*1*	*(12.5%)*	
Other ______________	7	*0*	*(0.0%)*	
Unsure/Don't Know	8	*2*	*(25.0%)*	

20. What type of reply did you receive?

Satisfactory	1	*1*	*(12.5%)*	
Unsatisfactory	2	*5*	*(62.5%)*	(58)
No reply at all	3	*1*	*(12.5%)*	
Unsure/Don't Know	4	*1*	*(12.5%)*	

THE NEXT 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	5	*63*	*(12.5%)*	(59)
26-35	2	*132*	*(26.1%)*	46-55	4	*61*	*(12.1%)*	Over 65	6	*62*	*(12.3%)*	
								Refused	7	*15*	*(3.0%)*	

22. Are you:

269 *(53.3%)*	Employed full time	1 ASK	Retired	4	*80*	*(15.8%)*	(60)
59 *(11.7%)*	Employed part time	2 QUESTION 22A]	Refused	5	*14*	*(2.8%)*	
83 *(16.4%)*	Not employed for a salary	3					

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 THERE ANY OTHER COMMENTS REGARDING VAN NUYS AIRPORT YOU WOULD LIKE TO MAKE?

Any Response - 136 (26.9%) ______________ (63)

______________ (64)

______________ (65)

THANK YOU.

RESPONDENT'S NAME: ______________

TELEPHONE NUMBER ______________ INTERVIEWER'S NAME: ______________

SAMPLE PAGE NUMBER ______________ REP: ______________

END TIME: ______________ TOTAL TIME: ______________

VAN NUYS AIRPORT 24 HOUR COMPLAINT LINE IS: 1/818/785 1418

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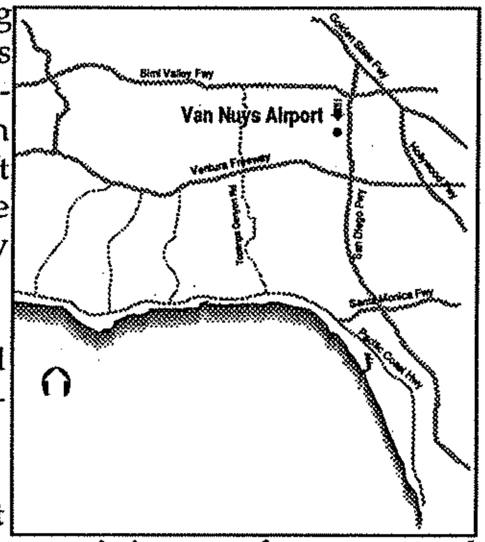
ECONOMIC IMPACTS ASSOCIATED WITH IMPLEMENTATION OF THE TOUCH AND GO AND ALL AIRCRAFT NOISE CONTROL CURFEWS

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.

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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.

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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.

Interpretation

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

	Jan/Mar 1990 DOA Survey	1989 VNY Tenant Directory List	1988 W. Smith Assoc. Report	1990 VNY Tenant Directory List
Corporate	4	15	17	11
FBO's	5	13	15	11
Flight Training	7	13	9	12
Air Taxi	3	11	12	10
Helicopter	1	6	15	5
Aircraft Services	1	39	28	36
TOTAL	21	97	96	85

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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

Year	Air Taxi	Military	General Aviation	Total
1980	497	3,985	536,078	540,560
1981	757	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	575,721
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	779	1,320	504,913	507,003

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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 Tenants	21 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 Smith Associates Report

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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

ENVIRONMENTAL MANAGEMENT BUREAU

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 of $118,500,000 representing 96 tenants.

ENVIRONMENTAL MANAGEMENT BUREAU ONT VNY LAX

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)

	Weekdays	Saturdays	Sundays	Holidays	Total
Amount	$160,000	$215,940	$210,940	$175,920	$762,820
% of Total *	0.7%	0.9%	0.9%	0.7%	3.1%

* Total income of $24,392,000 represented by 21 survey respondents

ENVIRONMENTAL MANAGEMENT BUREAU ONT VNY LAX

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

ENVIRONMENTAL MANAGEMENT BUREAU

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

* Extrapolated from Wilbur Smith Associates Report

ENVIRONMENTAL 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

ENVIRONMENTAL MANAGEMENT BUREAU

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 income of $118,500,000 representing 96 tenants

ENVIRONMENTAL MANAGEMENT BUREAU

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

ENVIRONMENTAL MANAGEMENT BUREAU

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

ENVIRONMENTAL MANAGEMENT BUREAU

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	1,473 jobs	278 jobs	1,196 jobs
Payroll	$35.7 million	$6.7 million	$29 million
Capitol	$12.8 million	$2.4 million	$10.4 million
Operations	$70 million	$13.2 million	$56.8 million
Total	$118.5 million	$22.4 million	$96.1 million

* Extrapolated from Wilbur Smith Associates Report

ENVIRONMENTAL MANAGEMENT BUREAU

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

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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

COMPARING BASE CASE IMPACTS WITH TOUCH AND GO IMPACTS

IMPACT AREA	BASE CASE	TOUCH AND GO	REDUCTION/% DIFF.
CONTOUR AREA	1.91 SQ.MILES	1.88 SQ.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%

COMPARING BASE CASE WITH TAKE OFF CURFEWS

IMPACT AREA	BASE CASE	ALL AIRCRAFT	REDUCTION/% DIFF.
CONTOUR AREA	1.91 SQ.MILES	1.63 SQ.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.**

APPENDIX A
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:

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

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

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

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

	Weekdays	Saturdays	Sundays	Holidays	Total
Touch & Go Curfew	$536,000	$841,000	$577,060	$307,060	$2,261,120
*Average Percentage	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)	$2,624,000	$1,653,800	$1,429,860	$1,125,860	$6,833,520
*Average Percentage	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:	7	No effect on proficiency:	6
Decrease proficiency a little:	3	Increase safety:	0
No response:	5		

ENVIRONMENTAL MANAGEMENT BUREAU

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

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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:

1. 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.

2. 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

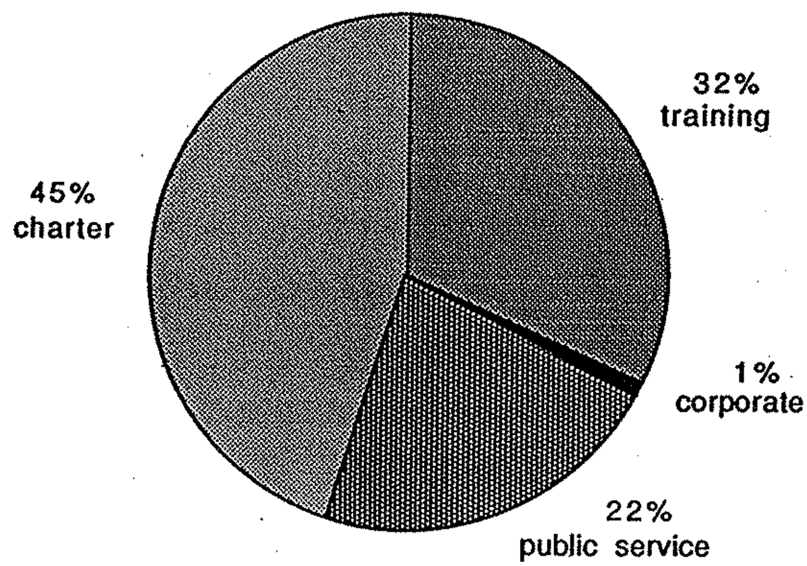
Helicopters are required to maintain sufficient separation from fixed wing traffic for safety reasons. In airport patterns this separation is 500 feet based on FAA requirements. All aircraft at Van Nuys Airport are constrained by the approach glide slope into Burbank Airport. If an air carrier is on 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.

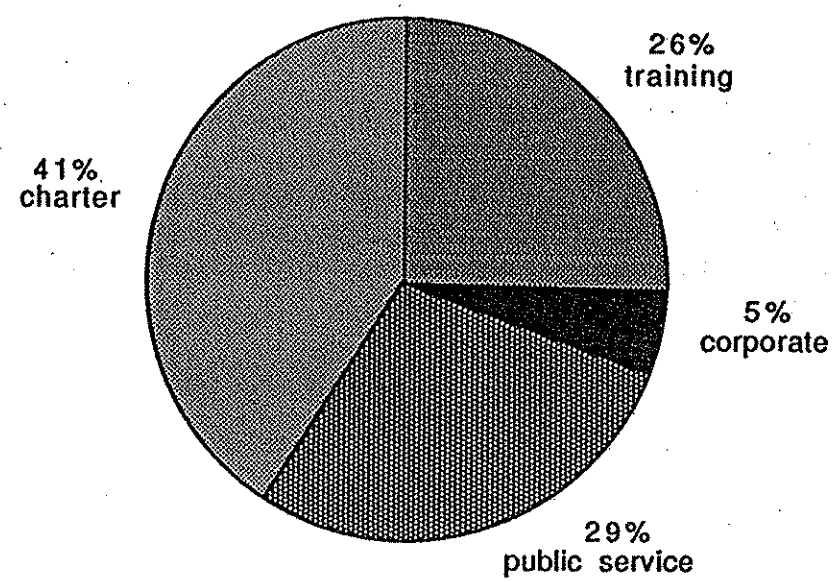
3.3 Helicopter Operations

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 statisticsof 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.

2. 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. After 9:00 p.m., (or whenever traffic allows) Require Use of Flood Basin on Arrival and Departure

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. Improve Use of Stagg Rather than Saticoy West of the San Diego Freeway

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. Allow Helicopters to Transition Tracks West, Directly Eastbound for East Taxiway Approach, Traffic Permitting

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. Improve communication Between Airport, the FAA, pilots and Communities

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

EXHIBITS

EXHIBIT 1-A: OVERVIEW OF MITIGATION MEASURES

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

Mitigation Measure	Location of Reduced Impact	Potential Reduction of Impact	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	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 officials 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.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					

EXHIBIT 2-B

ATTENDANCE ROSTER

NAME	ADDRESS	PHONE NUMBER	ORGANIZATION	
Phil Berg		3754563	Hughes Aircraft	
Chuck Zeman	16461 Sherman Way Suite 300	785-8838	Dept. of Airports	
Gary L Yates	8060 Balboa Blvd, Van Nuys	989-8574	LA City General Services	
Kevin LaRosa	16303 Waterman Dr. " "	902 0800	Jetcopters Inc	
Wayne F. Richardson	3200 Airport Rd Santa Monica	(213) 553-4354	Heli-LA	
Vicky Spediacci	16644 Roscoe Blvd Van Nuys	902-0229	Helinet	
Jeff Scher	16644 Roscoe Blvd. Van Nuys	994-1445	Briles Wing & Helicopter inc.	
Helen Kosmala	16800 Roscoe Blvd Van Nuys	345 5222	National Helicopter	
Michael Roy	8060 Balboa Pl V. N 91406	989-8635	L.A. City Fire Dept	
Allen Norton	7550 Haynenhurst Pl	904-6161	FAA	
Chris Eberhard			Al CommuniQuest	
Sgt Cliff Wong		485-2600	LAPD	
Al Pomianek		901-0977	West Coast Helicopters	

EXHIBIT 2-C

Code # ________
Official Use Only

SURVEY OF HELICOPTER ACTIVITY AT VAN NUYS AIRPORT

This information will be compiled as an aggregate. Individual operator data will remain confidential.

1. What kind of operation do you have

   Part 91 ___7___ Part 135 ___6___ Public ___2___

   Part 61 ___2___ Maintenance ___3___

2. How many helicopters do you operate at Van Nuys Airport? ___64___

3. Please describe your fleet mix (list what type of helicopters you use, be specific as to make, model, and N numbers)

   Bell 204: 1; Bell 205: 2; Bell 206: 20 *Augusta 109: 2; B222: 2; BK117A3/4: 2*

   Bell 412: 3; AS 350B: 4; AS 355: 2 *R22: 4; 222A: 1; UH1-B: 1; 369D: 1*

   206L: 10; 269: 1; MD500E: 1 *Hughes 300C: 2; Hughes 500: 3*

   Sikorsky CH34: 1; Sikorsky S58T: 1

4. Do you use other helicopters that are not based at your operation, but that fly into VNY?

   Yes ___4___ No ___11___

   If yes, please list: *10 Bell 206; 4 Aerosp. 350B; 1 UH1-B; Air Calvery; 1 JR; 1 TR-Cine Exec; A-109*

5. Do you have any helicopters based at your operation that are not part of your operation?

   Yes ___4___ No ___10___

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

6. How many operations do you conduct daily (on an average)?

1 - 2	3 - 4	5 - 6	7 - 8	8 - 10	10 - 15	15 +
3	5	1	4		1	

7. How many operations do you conduct monthly (on an average)?

≤ 10	11 - 20	21 - 30	31 - 40	41 - 50	51 - 60	61 - 70	71 +
1		2		2		2	8

8. On an average, how many of your operations a month are:

IFR 14 - 0%; 1 - 5%

SVFR 5 - 2%; 2 - 0%; 3 - 5%; 1 - 6%; 2 - 1%

9. Do you anticipate your operation changing significantly in the next five years (1995)?

Yes 5 No 9 Don't know 1

10. What anticipated changes will there be in the number of your helicopter flight operations?

		Indicate percentage change (+/-)
4	sizable increase	5%; 10%; 20%; 50%
11	little or no change	0%; 5%; 10-15%; 20%
	sizable decrease	

11. How do you project the number of helicopters in your fleet changing?

	in next year	in 3 years	in 5 years
sizable increase		1	2
little or no change	14	13	12
sizeable decrease			

12. Does your operation experience peak periods that reflect seasonal changes?

Yes <u>*6*</u> No <u>*9*</u>

Peak Seasons ***Summer: 3; July-December: 1; Summer/Fall: 1***

13 Rank Days of the week (on an average) from busiest to least busy with busiest being a "1" and least busy being a "7".

	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*	
Saturday		*2*		*1*		*7*	*2*
Sunday		*1*		*1*			*10*

14. Do you have any suggestions/recommendations that could potentially reduce the impact of helicopters at Van Nuys Airport with surrounding communities?

Initiate a training pattern within the airport environment, establish an area within the airport boundaries for helicopter ground maneuvers, raise Saticoy West departure only up 200 feet.

None.

None.

Continue the "Fly Neighborly" policy. Educate the public about the jobs helicopters do - if something unusual is going to be done with helicopters, invite the public and make a show of it. Take a firm stand with the chronic complainers. This will take a cooperative effort with the Department of Airports, the FAA, and all the operators on the SAME side.

None.

Relocate the chronic complainers.

Basin south is the least noise impacted, but the most hazardous.

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

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.

   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.

2. 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 of ______________________ work is southeast of Van Nuys, this would have a tremendous impact on ______________________ as 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 airport - ______________ uses 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 south or east of the airport.

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.

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

Route		Aircraft Type (Room for 3 Types)	Average # of Trips per Week	Identify Time of Day Trip Taken: 7 am-7 pm	7 pm-10 pm	10 pm-7 am
EXAMPLE						
A	Depart					
	Arrive					
B	Depart					
	Arrive					
C	Depart					
	Arrive					
D	Depart					
	Arrive					
E	Depart					
	Arrive					
F	Depart					
	Arrive					
G	Depart					
	Arrive					
H	Depart					
	Arrive					

EXHIBIT 3-A

PRESENT HELICOPTER ROUTES

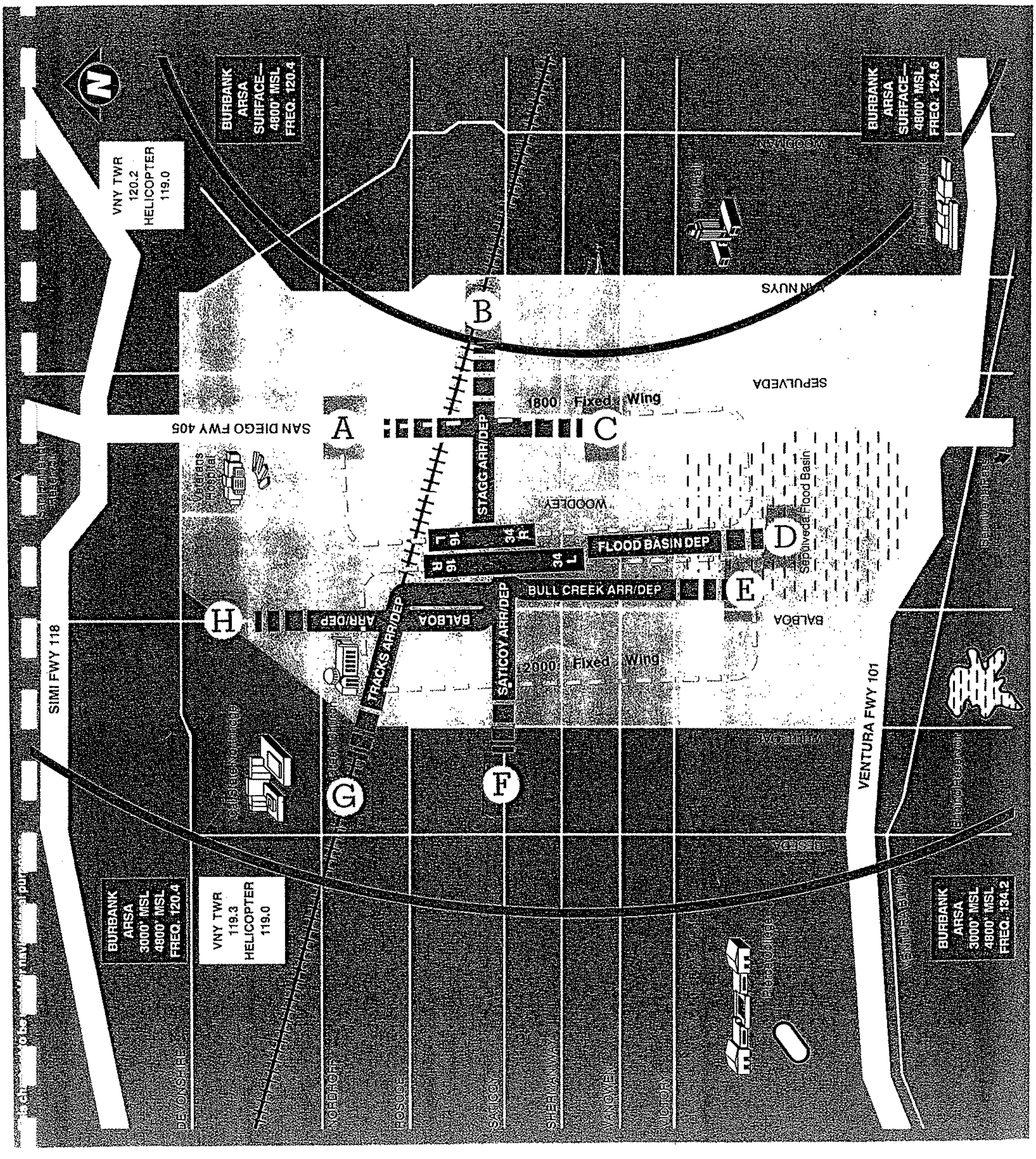


EXHIBIT 3-B (APPROACHES)

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					
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 included in total operations)					
Police	4	3	2	2	11
Fire	4	2	5		11
City	2	7	1		10
SUBTOTAL	**10**	**12**	**8**	**2**	**32**

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 ÷ 45 x 24 = 75.2 operations/day. These figures do not reflect any specific day, but provide an average. These totals do not include overflights.

EXHIBIT 3-B (DEPARTURES)

HELICOPTER ACTIVITY
VAN NUYS AIRPORT - VISUAL COUNT RESULT

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					
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 included in total 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 ÷ 45 ÷ 2 x 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

TIME OF DAY	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:

1. Stagg North
2. Stagg South
3. Stagg East
4. Flood Basin
5. Bull Creek
6. Saticoy
7. Tracks West
8. 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 East
4. 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
Bell Helicopters
Cal Federal/Clay Lacy
Heli-LA
Helinet
Hughes Aircraft
Jetcopters
L.A. City Services
L.A. City Fire Department
Los Angeles Police Department - ASD
Life Flight
National Helicopters
ORBIC
Pacific Shore
Rasmussen
Sheriff's Department
UCLA Medstar
West Coast Helicopters

EXHIBIT 3-F

HELICOPTERS FREQUENTLY USED AT VAN NUYS AIRPORT

B204	Bell 204
B205	Bell 205
B412	Bell 412
H500	Hughes 500 (McDonnell Douglas)
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	3,897	126
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	14
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

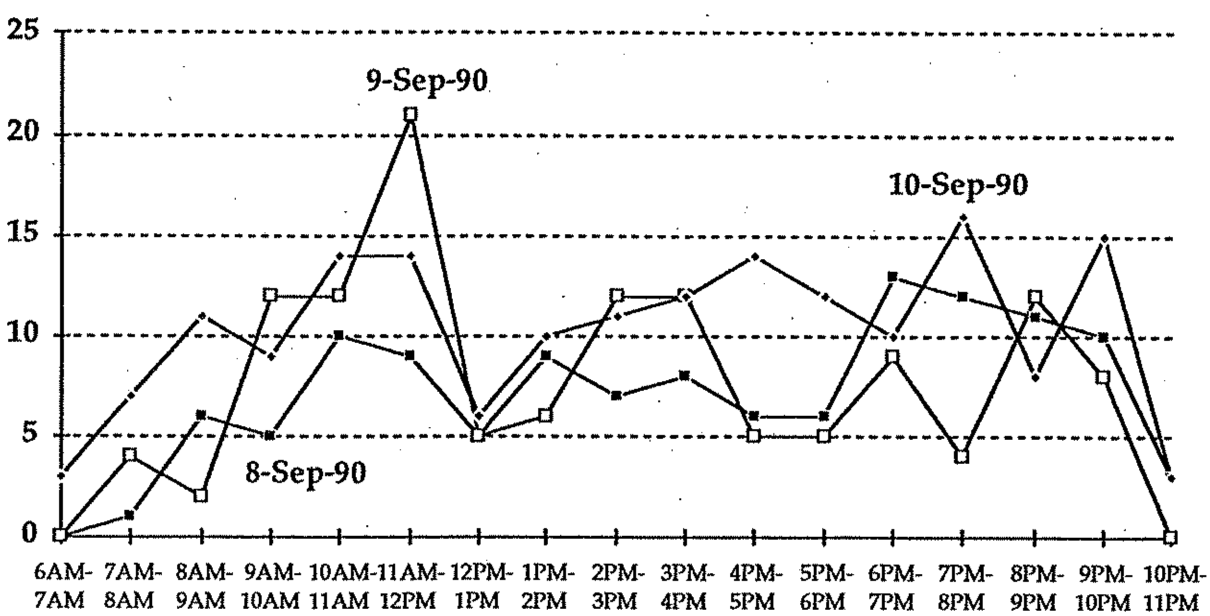


EXHIBIT 4-C

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

	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						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	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						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail - building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade - general	Y	Y	25	30	N	N
Utilities	Y	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	Y	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						
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	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
   Airport      : VNY
   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  :
   Created      : 30-Sep-02 16:54
   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
      Xcoord     : 0.0000 nmi
      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
   Gradient  : -0.70 %
   RwyWind   : 8.0 kt
   RwyWind   : 8.0 kt
   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 %
   RwyWind   : 8.0 kt
   RwyWind   : 8.0 kt
   TkoThresh : 0 ft
   AppThresh : 0 ft
34L
   Latitude  : 34.196988 deg
   Longitude : -118.489177 deg
   Xcoord    : 0.0396 nmi
   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
34R
   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
   Gradient  : 0.70 %
   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
      0   100.00   Vectors     0.0
   16L-APP-L10L
      0   100.00   Vectors     0.0
   16L-APP-L11L
      0   100.00   Vectors     0.0
   16L-APP-L12L
      0   100.00   Vectors     0.0
   16L-APP-L13L
      0   100.00   Vectors     0.0
   16L-APP-L14L
      0   100.00   Vectors     0.0
   16L-APP-L1L
      0   100.00   Vectors     0.0
   16L-APP-L2L
      0   100.00   Vectors     0.0
   16L-APP-L3L
      0   100.00   Vectors     0.0
   16L-APP-L4L
      0   100.00   Vectors     0.0
   16L-APP-L5L
      0   100.00   Vectors     0.0
   16L-APP-L6L
      0   100.00   Vectors     0.0
   16L-APP-L7L
      0   100.00   Vectors     0.0
   16L-APP-L8L
      0   100.00   Vectors     0.0
   16L-APP-L9L
      0   100.00   Vectors     0.0
   16L-DEP-T14L
      0   100.00   Vectors     0.0
```

16L-DEP-T15L			
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	100.00	Vectors	0.0
16L-DEP-T25L			
0	100.00	Vectors	0.0
16L-DEP-T26L			
0	100.00	Vectors	0.0
16L-DEP-T6LS			
0	100.00	Vectors	0.0
16L-TGO-16LTGO			
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
5	1.56	Points	0.0
6	1.56	Points	0.0
16L-TGO-TG6L			
0	100.00	Vectors	0.0
16R-APP-L10R			
0	100.00	Vectors	0.0
16R-APP-L11R			
0	100.00	Vectors	0.0
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
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			
0	100.00	Vectors	0.0
16R-APP-L7R			
0	100.00	Vectors	0.0
16R-APP-L8R			

0	100.00	Vectors	0.0
16R-APP-L9R			
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
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	Vectors	0.0
16R-DEP-T6RB			
1	67.00	Vectors	0.0
2	33.00	Vectors	0.0
16R-DEP-T6RC			
0	100.00	Vectors	0.0
16R-DEP-T6RD			
0	100.00	Vectors	0.0
16R-DEP-T6RE			
0	100.00	Vectors	0.0
16R-TGO-TG6R			
0	100.00	Vectors	0.0
17-APP-TAN			
0	100.00	Vectors	0.0
17-APP-TANW			
0	100.00	Vectors	0.0
17-APP-TAS			
0	100.00	Vectors	0.0
17-APP-TASW			
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			
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			
0	100.00	Vectors	0.0
34L-APP-L24L			
0	100.00	Vectors	0.0
34L-APP-L25L			
0	100.00	Vectors	0.0
34L-APP-L26L			
0	100.00	Vectors	0.0
34L-DEP-T10L			
0	100.00	Vectors	0.0
34L-DEP-T11L			
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	100.00	Vectors	0.0
34L-DEP-T5L			
0	100.00	Vectors	0.0
34L-DEP-T6L			
0	100.00	Vectors	0.0
34L-DEP-T7L			
0	100.00	Vectors	0.0
34L-DEP-T8L			
0	100.00	Vectors	0.0
34L-DEP-T9L			
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
      0   100.00    Vectors      0.0
   34R-APP-L21R
      0   100.00    Vectors      0.0
   34R-APP-L23R
      0   100.00    Vectors      0.0
   34R-DEP-T10R
      0   100.00    Vectors      0.0
   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
      0   100.00    Vectors      0.0
   34R-DEP-T4RS
      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
      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-TrkId-SubTrk
          SegType        Dist/Angle    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        3.2413 nmi     0.1038
        3  Points        3.2413 nmi    -0.0212
   10-DEP-TEST-3
        1  Points        0.0000 nmi     0.1000
        2  Points        3.2413 nmi     0.1038
        3  Points        3.2413 nmi     0.3538
```

```
10-DEP-TEST-4
    1  Points          0.0000 nmi     0.1000
    2  Points          3.2413 nmi     0.1038
    3  Points          3.2413 nmi    -0.1462
10-DEP-TEST-5
    1  Points          0.0000 nmi     0.1000
    2  Points          3.2413 nmi     0.1038
    3  Points          3.2413 nmi     0.4788
10-DEP-TEST-6
    1  Points          0.0000 nmi     0.1000
    2  Points          3.2413 nmi     0.1038
    3  Points          3.2413 nmi    -0.2712
10-DEP-TEST-7
    1  Points          0.0000 nmi     0.1000
    2  Points          3.2413 nmi     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
16L-APP-L11L-0
    1  Straight        5.0000 nmi
    2  Left-Turn     180.0000 deg     1.0000
    3  Straight        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
16L-APP-L2L-0
    1  Straight        3.2920 nmi
    2  Right-Turn     75.0000 deg     0.2469
    3  Straight        0.0494 nmi
16L-APP-L3L-0
    1  Straight        5.0000 nmi
    2  Right-Turn    180.0000 deg     1.0000
    3  Straight        0.1152 nmi
16L-APP-L4L-0
    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	
16L-APP-L9L-0				
1	Straight	3.2920	nmi	
2	Left-Turn	30.0000	deg	0.2963
3	Straight	0.2798	nmi	
16L-DEP-T14L-0				
1	Straight	1.1521	nmi	
2	Left-Turn	90.0000	deg	0.1646
3	Straight	3.2920	nmi	
16L-DEP-T15L-0				
1	Straight	1.2344	nmi	
2	Left-Turn	75.0000	deg	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	nmi	
2	Left-Turn	180.0000	deg	1.0000
3	Straight	5.0000	nmi	
16L-DEP-T18L-0				
1	Straight	1.3989	nmi	
2	Left-Turn	30.0000	deg	0.4115
3	Straight	3.2900	nmi	
16L-DEP-T19L-0				
1	Straight	1.4812	nmi	
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	nmi	
2	Right-Turn	15.0000	deg	0.3621
3	Straight	3.2920	nmi	
16L-DEP-T22L-0				
1	Straight	1.3167	nmi	
2	Right-Turn	30.0000	deg	0.3621
3	Straight	3.2900	nmi	
16L-DEP-T23L-0				
1	Straight	1.3167	nmi	
2	Right-Turn	180.0000	deg	1.0000
3	Straight	5.0000	nmi	
16L-DEP-T24L-0				
1	Straight	1.3167	nmi	
2	Right-Turn	60.0000	deg	0.2140
3	Straight	4.9400	nmi	
16L-DEP-T25L-0				
1	Straight	1.2344	nmi	
2	Right-Turn	75.0000	deg	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		
16L-DEP-T6LS-0					
1	Straight	5.0000	nmi		
16L-TGO-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	-0.0469	nmi	1.0985	
27	Points	-0.0293	nmi	0.9153	
28	Points	-0.0116	nmi	0.6756	
29	Points	-0.0018	nmi	0.5494	
16L-TGO-16LTGO-1					
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	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	nmi	0.9167
28	Points	-0.0033	nmi	0.6762
29	Points	-0.0018	nmi	0.5494
16L-TGO-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	-2.0423
10	Points	0.7671	nmi	-2.0427
11	Points	0.9550	nmi	-2.0239
12	Points	1.1482	nmi	-1.9213
13	Points	1.2778	nmi	-1.7378
14	Points	1.3280	nmi	-1.4999
15	Points	1.3495	nmi	-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	nmi	2.4704
21	Points	0.6160	nmi	2.5274
22	Points	0.2525	nmi	2.4860
23	Points	-0.0163	nmi	2.2798
24	Points	-0.0789	nmi	1.9238
25	Points	-0.0772	nmi	1.3036
26	Points	-0.0669	nmi	1.0972
27	Points	-0.0459	nmi	0.9139
28	Points	-0.0199	nmi	0.6750
29	Points	-0.0018	nmi	0.5494
16L-TGO-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	nmi	-0.8732
5	Points	0.2682	nmi	-1.4396
6	Points	0.3450	nmi	-1.5946
7	Points	0.4317	nmi	-1.6377
8	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				
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	nmi	-0.8816
5	Points	0.0051	nmi	-1.4831
6	Points	0.0370	nmi	-1.7219
7	Points	0.1269	nmi	-1.9911
8	Points	0.3848	nmi	-2.1393
9	Points	0.5890	nmi	-2.1751
10	Points	0.7729	nmi	-2.1759
11	Points	0.9924	nmi	-2.1518
12	Points	1.2362	nmi	-2.0215
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
16L-TGO-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	Points	0.7960	nmi	-1.5208
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
19	Points	0.6284	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-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
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	nmi	-1.2333
16	Points	1.6231	nmi	0.0243
17	Points	1.6231	nmi	1.2986
18	Points	1.6600	nmi	1.9067
19	Points	1.6141	nmi	2.4592
20	Points	1.1483	nmi	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				
1	Straight	0.5500	nmi	
2	Left-Turn	180.0000	deg	0.4000
3	Straight	1.0000	nmi	
4	Left-Turn	180.0000	deg	0.4000
5	Straight	0.4500	nmi	
16R-APP-L10R-0				
1	Straight	3.2920	nmi	
2	Left-Turn	45.0000	deg	0.2963
3	Straight	0.1646	nmi	
16R-APP-L11R-0				
1	Straight	5.0000	nmi	
2	Left-Turn	180.0000	deg	1.0000
3	Straight	0.1317	nmi	
16R-APP-L12R-0				
1	Straight	3.2920	nmi	
2	Left-Turn	75.0000	deg	0.2469
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	
16R-APP-L1R-0				
1	Straight	3.2920	nmi	
2	Right-Turn	90.0000	deg	0.1646
3	Straight	0.0165	nmi	

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16R-APP-L2R-0
    1  Straight      3.2900 nmi
    2  Right-Turn   75.0000 deg    0.2469
    3  Straight      0.0658 nmi
16R-APP-L3R-0
    1  Straight      5.0000 nmi
    2  Right-Turn  180.0000 deg    1.0000
    3  Straight      0.1646 nmi
16R-APP-L4R-0
    1  Straight      3.2900 nmi
    2  Right-Turn   45.0000 deg    0.2634
    3  Straight      0.2304 nmi
16R-APP-L5R-0
    1  Straight      3.2900 nmi
    2  Right-Turn   30.0000 deg    0.2963
    3  Straight      0.2963 nmi
16R-APP-L6R-0
    1  Straight      3.2920 nmi
    2  Right-Turn   15.0000 deg    0.4938
    3  Straight      0.3786 nmi
16R-APP-L7R-0
    1  Straight      4.9400 nmi
16R-APP-L8R-0
    1  Straight      3.2900 nmi
    2  Left-Turn    15.0000 deg    0.3621
    3  Straight      0.1811 nmi
16R-APP-L9R-0
    1  Straight      3.2920 nmi
    2  Left-Turn    30.0000 deg    0.3621
    3  Straight      0.1810 nmi
16R-DEP-T14R-0
    1  Straight      0.9876 nmi
    2  Left-Turn    90.0000 deg    0.3621
    3  Straight      3.2920 nmi
16R-DEP-T15R-0
    1  Straight      1.1522 nmi
    2  Left-Turn    75.0000 deg    0.3127
    3  Straight      3.2920 nmi
16R-DEP-T16R-0
    1  Straight      1.2344 nmi
    2  Left-Turn    60.0000 deg    0.3292
    3  Straight      3.2920 nmi
16R-DEP-T17R-0
    1  Straight      1.3168 nmi
    2  Left-Turn   180.0000 deg    1.0000
    3  Straight      5.0000 nmi
16R-DEP-T18R-0
    1  Straight      1.3167 nmi
    2  Left-Turn    30.0000 deg    0.3292
    3  Straight      3.2920 nmi
16R-DEP-T19R-0
    1  Straight      1.3167 nmi
    2  Left-Turn    15.0000 deg    0.3292
    3  Straight      3.2920 nmi
16R-DEP-T20R-0
    1  Straight      5.0000 nmi
16R-DEP-T21R-0
    1  Straight      1.4812 nmi
    2  Right-Turn   15.0000 deg    0.8230
    3  Straight      3.2920 nmi
16R-DEP-T22R-0
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1	Straight	1.3989	nmi	
2	Right-Turn	30.0000	deg	0.4938
3	Straight	3.2920	nmi	
16R-DEP-T23R-0				
1	Straight	1.3167	nmi	
2	Right-Turn	180.0000	deg	1.0000
3	Straight	5.0000	nmi	
16R-DEP-T24R-0				
1	Straight	1.2344	nmi	
2	Right-Turn	60.0000	deg	0.4115
3	Straight	3.2920	nmi	
16R-DEP-T25R-0				
1	Straight	1.1521	nmi	
2	Right-Turn	75.0000	deg	0.3457
3	Straight	3.2920	nmi	
16R-DEP-T26R-0				
1	Straight	0.9875	nmi	
2	Right-Turn	90.0000	deg	0.3621
3	Straight	3.2920	nmi	
16R-DEP-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	
6	Right-Turn	75.0000	deg	1.6700
7	Straight	8.8800	nmi	
16R-DEP-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	
16R-DEP-T6RB-1				
1	Straight	2.9600	nmi	
2	Right-Turn	50.0000	deg	0.6500
3	Straight	0.7400	nmi	
4	Right-Turn	50.0000	deg	1.8500
5	Straight	8.8800	nmi	
16R-DEP-T6RB-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	
16R-DEP-T6RC-0				
1	Straight	2.9600	nmi	
2	Left-Turn	50.0000	deg	0.5100
3	Straight	1.5500	nmi	
4	Left-Turn	40.0000	deg	1.5700
5	Straight	8.8800	nmi	
16R-DEP-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	

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    6  Left-Turn   100.0000 deg    1.8500
    7  Straight      8.8800 nmi
16R-DEP-T6RE-0
    1  Straight      2.2200 nmi
    2  Left-Turn    50.0000 deg    0.5100
    3  Straight      1.0400 nmi
    4  Left-Turn   140.0000 deg    1.1100
    5  Straight      8.8800 nmi
16R-TGO-TG6R-0
    1  Straight      1.4000 nmi
    2  Right-Turn  180.0000 deg    0.4000
    3  Straight      1.8500 nmi
    4  Right-Turn  180.0000 deg    0.4000
    5  Straight      0.4500 nmi
17-APP-TAN-0
    1  Straight      4.5000 nmi
    2  Left-Turn    90.0000 deg    0.1400
    3  Straight      0.5500 nmi
    4  Right-Turn   90.0000 deg    0.0400
    5  Straight      0.0400 nmi
17-APP-TANW-0
    1  Straight      4.5000 nmi
    2  Right-Turn   77.0000 deg    0.1400
    3  Straight      0.0700 nmi
    4  Left-Turn    90.0000 deg    0.1400
    5  Straight      0.1500 nmi
    6  Right-Turn   90.0000 deg    0.0400
    7  Straight      0.0400 nmi
17-APP-TAS-0
    1  Straight      4.5000 nmi
    2  Right-Turn  180.0000 deg    0.0400
    3  Straight      0.0100 nmi
17-APP-TASW-0
    1  Straight      4.5000 nmi
    2  Right-Turn   90.0000 deg    0.0400
    3  Straight      0.4000 nmi
    4  Right-Turn   90.0000 deg    0.0400
    5  Straight      0.0400 nmi
17-APP-TAW-0
    1  Straight      4.5000 nmi
    2  Left-Turn    90.0000 deg    0.1400
    3  Straight      0.0200 nmi
    4  Right-Turn  180.0000 deg    0.0400
    5  Straight      0.0400 nmi
17-DEP-THN-0
    1  Straight      0.0100 nmi
    2  Right-Turn   90.0000 deg    0.1400
    3  Straight      0.4500 nmi
    4  Right-Turn   90.0000 deg    0.1400
    5  Straight      4.5000 nmi
17-DEP-THNW-0
    1  Straight      0.0100 nmi
    2  Right-Turn   90.0000 deg    0.1400
    3  Straight      0.0800 nmi
    4  Right-Turn   90.0000 deg    0.1400
    5  Straight      0.3000 nmi
    6  Left-Turn    77.0000 deg    0.1400
    7  Straight      4.5000 nmi
17-DEP-THS-0
    1  Straight      0.0100 nmi
    2  Straight      4.5000 nmi
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17-DEP-THSW-0
    1  Straight        0.0100 nmi
    2  Right-Turn     90.0000 deg     0.1400
    3  Straight        0.2200 nmi
    4  Left-Turn      90.0000 deg     0.1400
    5  Straight        4.5000 nmi
17-DEP-THW-0
    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-APP-L14L-0
    1  Straight        3.2900 nmi
    2  Right-Turn     90.0000 deg     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
34L-APP-L18L-0
    1  Straight        3.2920 nmi
    2  Right-Turn     30.0000 deg     0.1646
    3  Straight        0.0165 nmi
34L-APP-L19L-0
    1  Straight        3.2920 nmi
    2  Right-Turn     15.0000 deg     0.3292
    3  Straight        0.0165 nmi
34L-APP-L20L-0
    1  Straight        4.9400 nmi
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
    1  Straight        3.2920 nmi
    2  Left-Turn      30.0000 deg     0.3292
    3  Straight        0.0823 nmi
34L-APP-L23L-0
    1  Straight        3.2900 nmi
    2  Left-Turn     180.0000 deg     1.0000
    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
    1  Straight        3.2920 nmi
    2  Left-Turn      75.0000 deg     0.0823
    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
    1  Straight        1.3989 nmi
    2  Right-Turn     60.0000 deg     0.3292
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3	Straight	3.2900	nmi	
34L-DEP-T13L-0				
1	Straight	1.1522	nmi	
2	Right-Turn	90.0000	deg	0.3621
3	Straight	3.2920	nmi	
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	
2	Left-Turn	75.0000	deg	0.3457
3	Straight	3.2920	nmi	
34L-DEP-T3L-0				
1	Straight	1.3989	nmi	
2	Left-Turn	60.0000	deg	0.4115
3	Straight	3.2920	nmi	
34L-DEP-T4L-0				
1	Straight	1.4814	nmi	
2	Left-Turn	180.0000	deg	1.0000
3	Straight	5.0000	nmi	
34L-DEP-T4LA-0				
1	Straight	1.8500	nmi	
2	Left-Turn	60.0000	deg	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	nmi	
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				
1	Straight	3.2920	nmi	
2	Right-Turn	30.0000	deg	0.3292
3	Straight	0.7408	nmi	
34R-APP-L19R-0				
1	Straight	3.2900	nmi	
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				
1	Straight	3.2900	nmi	
2	Left-Turn	15.0000	deg	0.0329
3	Straight	0.6749	nmi	
34R-APP-L23R-0				
1	Straight	5.0000	nmi	
2	Left-Turn	180.0000	deg	1.0000
3	Straight	0.6749	nmi	
34R-DEP-T10R-0				
1	Straight	0.8229	nmi	
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				
1	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
    34R-DEP-T9R-0
        1  Straight       0.9052 nmi
        2  Right-Turn   30.0000 deg     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
        4  Right-Turn  180.0000 deg     0.4000
        5  Straight       1.1500 nmi

 STUDY AIRCRAFT
    707QN  Standard data
    727EM1 Standard data
    727Q15 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
    A3     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
       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
```

```
   CNA441 Standard data
   CNA500 Standard data
   CNA55B Standard data
   CNA750 Standard data
   CVR580 Standard data
   DC3    Standard data
   DC820  Standard data
   DC870  Standard data
   DC8QN  Standard data
   DC93LW Standard data
   DC9Q9  Standard data
   DHC6   Standard data
   DHC8   Standard data
   EMB120 Standard data
   FAL20  Standard data
   GASEPF Standard data
   GASEPV Standard data
   GII    Standard data
   GIIB   Standard data
   GIV    Standard data
   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
      Descrip    : INM 4.11 user-defined S-76  -250C30
      UserID     : GA
      WgtCat     : Small
      OwnerCat   : Gen-Aviation
      EngType    : Piston
      NoiseCat   : None
      Type       : Prop
      NumEng     : 2
      NoiseId    : 250C30
      ATRS       : No
      TkoWgt     : 10000 lb
      LndWgt     : 10000 lb
      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
      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
```

```
     EPNL       2.00  A   91.2  87.2  84.1  80.7  75.1  68.2  63.2  57.4  51.5  45.9
     EPNL       3.00  A   97.2  93.1  90.3  87.4  82.6  77.2  73.2  68.7  64.1  59.7
     SEL        1.00  A   88.6  84.2  81.2  77.8  72.1  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  71.6  67.1  62.5  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
     EPNL      89.00  D  118.7 113.5 109.5 105.1  97.6  89.6  83.2  76.2  68.5  59.9
     EPNL      96.00  A  128.5 123.2 119.3 114.8 106.8  97.9  90.8  82.9  74.8  65.5
     EPNL      96.00  D  128.5 123.2 119.3 114.8 106.8  97.9  90.8  82.9  74.8  65.5
     LAMAX     89.00  A  113.3 106.6 101.9  97.0  88.9  79.9  73.1  65.5  56.9  47.4
     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
     LAMAX     96.00  D  120.9 114.1 109.3 104.3  95.9  86.3  78.9  70.4  60.8  50.4
     PNLTM     89.00  A  126.6 119.5 114.4 108.7  99.5  89.7  82.3  74.3  65.4  55.7
     PNLTM     89.00  D  126.6 119.5 114.4 108.7  99.5  89.7  82.3  74.3  65.4  55.7
     PNLTM     96.00  A  133.7 126.6 121.5 115.8 106.0  95.4  87.3  78.5  69.2  58.7
     PNLTM     96.00  D  133.7 126.6 121.5 115.8 106.0  95.4  87.3  78.5  69.2  58.7
     SEL       89.00  A  114.3 109.4 105.9 102.2  95.9  88.7  83.1  76.6  69.3  61.0
     SEL       89.00  D  114.3 109.4 105.9 102.2  95.9  88.7  83.1  76.6  69.3  61.0
     SEL       96.00  A  125.3 120.3 116.7 112.8 106.3  98.5  92.3  85.0  76.6  67.4
     SEL       96.00  D  125.3 120.3 116.7 112.8 106.3  98.5  92.3  85.0  76.6  67.4

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
C130				
	APP	USER	1	121500
CIT3				
	APP	USER	1	15300
CL600				
	APP	USER	1	29700
CNA441				
	APP	USER	1	8482
CNA500				
	APP	USER	1	12600
DC820				
	APP	USER	1	175000
DC93LW				
	APP	USER	1	91800
DHC6				
	APP	USER	1	11070
FAL20				
	APP	USER	1	24560
	DEP	USER	1	26250
GASEPF				
	APP	USER	1	1980
	TGO	USER	1	2200
	TGO	USER	2	2200
GASEPV				
	APP	USER	1	2700
	TGO	USER	1	3000
	TGO	USER	2	3000
GIIB				
	APP	USER	1	45000
	DEP	F	1	47000
	DEP	F	3	55000
	DEP	F	4	60000
	DEP	M	1	47000
	DEP	M	3	55000
	DEP	USER	1	47000
GIV				
	APP	USER	1	58500
HS748A				
	APP	USER	1	38700
IA1125				
	APP	USER	1	18630
LEAR25				
	APP	USER	1	12200
	DEP	USER	1	15000
	DEP	USER	2	15000
	DEP	USER	4	13500
	DEP	USER	5	13500
LEAR35				
	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				
	APP	USER	1	11900
S-76				
	APP	USER	1	10000
	DEP	USER	1	10000

SD330
APP USER 1 20340
SF340
APP USER 1 23850

USER-DEFINED PROCEDURAL PROFILES

#	StepType	Flap	ThrType	Alt/Clm	Speed(kt)	Ang/Thr/Dis
707QN-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
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-40	None	1000.0 ft	131.6	3.9 deg
5	Land	D-40	None	410.6 ft	0.0	0.0
6	Decelerate		None	3695.4 ft	124.9	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
727EM1-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.9 deg
2	Descend	5	None	3000.0 ft	160.0	3.9 deg
3	Descend	D-25	None	1500.0 ft	149.6	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		None	3128.4 ft	140.0	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
727EM1-DEP-USER-1						
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
737300-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	148.6	3.0 deg
4	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 %
737400-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 %
737500-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 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
737QN-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-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 ft	139.5	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
A7D-APP-STANDARD-1						
1	Descend	INTRA	None	6000.0 ft	250.0	3.0 deg
2	Descend	INTRA	None	3000.0 ft	200.0	3.0 deg
3	Descend	D-ZERO	None	1500.0 ft	185.8	3.0 deg
4	Descend	D-MAX	None	1000.0 ft	152.3	3.0 deg
5	Land	D-MAX	None	566.6 ft	0.0	0.0
6	Decelerate		None	5099.4 ft	144.5	19.9 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
A7D-APP-USER-1						
1	Descend	INTRA	None	6000.0 ft	250.0	3.0 deg
2	Descend	INTRA	None	3000.0 ft	200.0	3.0 deg
3	Descend	D-ZERO	None	1500.0 ft	185.8	3.0 deg
4	Descend	D-MAX	None	1000.0 ft	152.3	3.9 deg
5	Land	D-MAX	None	566.6 ft	0.0	0.0
6	Decelerate		None	5099.4 ft	144.5	19.9 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
A7D-DEP-STANDARD-1						
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 fpm	335.0	0.0
4	Climb	ZERO	MaxTakeOff	5500.0 ft	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-DEP-STANDARD-2						
1	Takeoff	35	MaxTakeOff	0.0	0.0	0.0
2	Accelerate	35	MaxTakeOff	1623.0 fpm	221.0	0.0
3	Accelerate	ZERO	MaxTakeOff	3245.0 fpm	335.0	0.0
4	Climb	ZERO	MaxTakeOff	5500.0 ft	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-CIR-STANDARD-1						
1	Takeoff	35	MaxTakeOff	0.0	0.0	0.0
2	Accelerate	35	MaxTakeOff	1875.0 fpm	208.0	0.0
3	Climb	ZERO	MaxTakeOff	1500.0 ft	0.0	0.0
4	Accelerate	ZERO	MaxTakeOff	0.0 fpm	335.0	0.0
5	Level	ZERO	None	1500.0 ft	335.0	500.0 ft
6	Level-Stretch	ZERO	None	0.0	0.0	0.0
7	Level	ZERO	None	1500.0 ft	335.0	500.0 ft
8	Descend	D-ZERO	None	1500.0 ft	194.1	3.0 deg
9	Descend	D-MAX	None	1000.0 ft	159.1	3.0 deg
10	Land	D-MAX	None	566.6 ft	0.0	0.0
11	Decelerate		None	5099.4 ft	150.9	19.9 %
12	Decelerate		None	0.0 ft	30.0	10.0 %
A7D-TGO-STANDARD-1						
1	Level	ZERO	None	1500.0 ft	335.0	500.0 ft
2	Descend	D-ZERO	None	1500.0 ft	194.1	3.0 deg
3	Descend	D-MAX	None	1000.0 ft	159.1	3.0 deg
4	Land	D-MAX	None	1133.2 ft	0.0	0.0
5	Takeoff	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 ft	0.0	0.0
8	Accelerate	ZERO	MaxTakeOff	0.0 fpm	335.0	0.0
9	Level	ZERO	None	1500.0 ft	335.0	500.0 ft

BAC111-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
2	Descend	INT1	None	3000.0 ft	153.3	3.0 deg
3	Descend	U-INT	None	1500.0 ft	143.3	3.0 deg
4	Descend	D-45	None	1000.0 ft	133.3	3.9 deg
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 %
BAE146-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
2	Descend	18	None	3000.0 ft	180.0	3.0 deg
3	Descend	D-24	None	1500.0 ft	166.5	3.0 deg
4	Descend	D-33	None	1000.0 ft	123.0	3.9 deg
5	Land	D-33	None	243.9 ft	0.0	0.0
6	Decelerate		None	2195.1 ft	116.7	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
BEC58P-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	130.0	3.0 deg
2	Descend	TO	None	3000.0 ft	119.0	3.0 deg
3	Descend	D-15	None	1500.0 ft	109.0	3.0 deg
4	Descend	D-30	None	1000.0 ft	99.0	3.9 deg
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 %
BEC58P-TGO-USER-1						
1	Level	TO	None	1200.0 ft	115.0	500.0 ft
2	Descend	D-15	None	1200.0 ft	109.0	5.0 deg
3	Descend	D-30	None	600.0 ft	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 fpm	115.0	0.0
7	Climb	TO	MaxTakeOff	1200.0 ft	0.0	0.0
8	Level	TO	None	1200.0 ft	115.0	500.0 ft
BEC58P-TGO-USER-2						
1	Level	TO	None	1000.0 ft	115.0	500.0 ft
2	Descend	D-15	None	1000.0 ft	109.0	5.0 deg
3	Descend	D-30	None	600.0 ft	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 fpm	115.0	0.0
7	Climb	TO	MaxTakeOff	1000.0 ft	0.0	0.0
8	Level	TO	None	1000.0 ft	115.0	500.0 ft
C130-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	200.0	3.0 deg
2	Descend	ZERO	None	3000.0 ft	165.8	3.0 deg
3	Descend	U-INTR	None	1500.0 ft	145.8	3.0 deg
4	Descend	D-35	None	1000.0 ft	135.8	3.9 deg
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 deg
2	Descend	10	None	3000.0 ft	139.5	3.0 deg
3	Descend	D-INTR	None	1500.0 ft	129.5	3.0 deg
4	Descend	D-40	None	1000.0 ft	119.5	3.9 deg
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 %
CL600-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
2	Descend	10	None	3000.0 ft	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 ft	0.0	0.0
6	Decelerate		None	1814.4 ft	125.3	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
CNA441-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	160.0	3.9 deg
2	Descend	TO	None	3000.0 ft	113.9	3.9 deg
3	Descend	D-INTR	None	1500.0 ft	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 ft	89.1	40.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
CNA500-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 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	111.3	3.9 deg
5	Land	D-35	None	179.1 ft	0.0	0.0
6	Decelerate		None	1611.9 ft	105.6	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
DC93LW-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	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 ft	0.0	0.0
4	Accelerate	10	MaxClimb	1388.0 fpm	162.0	0.0
5	Accelerate	ZERO	MaxClimb	1041.0 fpm	177.0	0.0
7	Climb	ZERO	MaxClimb	3000.0 ft	0.0	0.0
8	Accelerate	ZERO	MaxClimb	1432.0 fpm	250.0	0.0
9	Climb	ZERO	MaxClimb	5500.0 ft	0.0	0.0
10	Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
11	Climb	ZERO	MaxClimb	10000.0 ft	0.0	0.0
GASEPF-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	100.0	3.0 deg
2	Descend	UP	None	3000.0 ft	68.7	3.0 deg
3	Descend	D-40	None	1500.0 ft	58.7	3.0 deg
4	Descend	D-40	None	1000.0 ft	58.7	3.9 deg

5	Land	D-40	None	47.2 ft	0.0	0.0
6	Decelerate		None	424.8 ft	55.7	27.2 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
GASEPF-TGO-USER-1						
1	Level	UP	None	1200.0 ft	73.0	500.0 ft
2	Descend	D-40	None	1200.0 ft	61.9	5.0 deg
3	Descend	D-40	None	600.0 ft	61.9	5.0 deg
4	Land	D-40	None	94.4 ft	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	1200.0 ft	0.0	0.0
8	Level	UP	None	1200.0 ft	73.0	500.0 ft
GASEPF-TGO-USER-2						
1	Level	UP	None	1000.0 ft	73.0	500.0 ft
2	Descend	D-40	None	1000.0 ft	61.9	5.0 deg
3	Descend	D-40	None	600.0 ft	61.9	5.0 deg
4	Land	D-40	None	94.4 ft	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 ft	0.0	0.0
8	Level	UP	None	1000.0 ft	73.0	500.0 ft
GASEPV-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 deg
3	Descend	D-40	None	1500.0 ft	66.0	3.0 deg
4	Descend	D-40	None	1000.0 ft	66.0	3.9 deg
5	Land	D-40	None	42.8 ft	0.0	0.0
6	Decelerate		None	385.2 ft	62.6	31.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
GASEPV-TGO-USER-1						
1	Level	INTR	None	1200.0 ft	90.0	500.0 ft
2	Descend	D-40	None	1200.0 ft	69.6	5.0 deg
3	Descend	D-40	None	600.0 ft	69.6	5.0 deg
4	Land	D-40	None	85.6 ft	0.0	0.0
5	Takeoff	20	MaxTakeOff	0.0	50.0	0.0
6	Accelerate	20	MaxTakeOff	652.0 fpm	66.0	0.0
7	Climb	INTR	MaxTakeOff	1200.0 ft	0.0	0.0
8	Accelerate	INTR	MaxTakeOff	0.0 fpm	90.0	0.0
9	Level	INTR	None	1200.0 ft	90.0	500.0 ft
GASEPV-TGO-USER-2						
1	Level	INTR	None	1000.0 ft	90.0	500.0 ft
2	Descend	D-40	None	1000.0 ft	69.6	5.0 deg
3	Descend	D-40	None	600.0 ft	69.6	5.0 deg
4	Land	D-40	None	85.6 ft	0.0	0.0
5	Takeoff	20	MaxTakeOff	0.0	50.0	0.0
6	Accelerate	20	MaxTakeOff	652.0 fpm	66.0	0.0
7	Climb	INTR	MaxTakeOff	1000.0 ft	0.0	0.0
8	Accelerate	INTR	MaxTakeOff	0.0 fpm	90.0	0.0
9	Level	INTR	None	1000.0 ft	90.0	500.0 ft
GIIB-APP-USER-1						
1	Descend	L-0-U	None	6000.0 ft	250.0	3.9 deg
2	Descend	L-10-U	None	3000.0 ft	159.1	3.9 deg
3	Descend	L-20-D	None	1500.0 ft	145.2	3.9 deg
4	Descend	L-20-D	None	1000.0 ft	139.1	3.9 deg
5	Land	L-39-D	None	192.6 ft	0.0	0.0
6	Decelerate		None	1733.4 ft	125.0	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
GIV-APP-USER-1						
1	Descend	L-0-U	None	6000.0 ft	250.0	3.0 deg
2	Descend	L-0-U	None	3000.0 ft	159.1	3.0 deg
3	Descend	L-20-D	None	1500.0 ft	153.1	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 %
HS748A-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 %
IA1125-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
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 %
LEAR25-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 %
LEAR25-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
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
LEAR25-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	10	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
LEAR25-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
6	Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
7	Climb	ZERO	MaxClimb	10000.0 ft	0.0	0.0
LEAR25-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
4	Accelerate	10	UserValue	700.0 fpm	160.0	1400.0
5	Climb	10	UserValue	900.0 ft	0.0	1400.0

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						
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						
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	ZERO	None	6000.0 ft	250.0	3.9 deg
2	Descend	11	None	3000.0 ft	160.5	3.9 deg
3	Descend	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	D-40	None	342.0 ft	0.0	0.0
6	Decelerate		None	3078.0 ft	129.3	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
MU3001-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg

2	Descend	1	None	3000.0 ft	133.8	3.0 deg
3	Descend	D-INTR	None	1500.0 ft	123.8	3.0 deg
4	Descend	D-30	None	1000.0 ft	117.1	3.9 deg
5	Land	D-30	None	156.6 ft	0.0	0.0
6	Decelerate		None	1409.4 ft	111.1	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
SD330-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	160.0	3.0 deg
2	Descend	INTR	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	1000.0 ft	100.2	3.9 deg
5	Land	D-35	None	233.1 ft	0.0	0.0
6	Decelerate		None	2097.9 ft	95.1	40.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
SF340-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	160.0	3.0 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	1000.0 ft	116.9	3.9 deg
5	Land	D-35	None	216.9 ft	0.0	0.0
6	Decelerate		None	1952.1 ft	110.9	40.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %

USER-DEFINED FIXED-POINT PROFILES

#	Dist(ft)	Alt(ft)	Spd(kt)	Thrust	OpMode
A3-APP-A3AV-1					
1	-200000.0	17548.0	200.0	86.7 %	A
2	-30400.0	2666.5	135.0	86.7 %	A
3	0.0	0.0	135.0	86.7 %	A
4	566.6	0.0	100.0	86.7 %	A
5	5666.0	0.0	30.5	86.7 %	A
A3-DEP-A3D-1					
1	0.0	0.0	0.0	97.0 %	D
2	1200.0	0.0	105.0	99.3 %	D
3	9000.0	400.0	190.0	99.3 %	D
4	11000.0	700.0	250.0	93.0 %	D
5	19000.0	1400.0	250.0	93.0 %	D
6	29000.0	2100.0	250.0	93.0 %	D
7	37000.0	3000.0	250.0	93.0 %	D
8	200000.0	5000.0	250.0	93.0 %	D
A3VNY-APP-A3AV-1					
1	-200000.0	17548.0	200.0	86.7 %	A
2	-30400.0	2666.5	135.0	86.7 %	A
3	0.0	0.0	135.0	86.7 %	A
4	566.6	0.0	100.0	86.7 %	A
5	5666.0	0.0	30.5	86.7 %	A
A3VNY-DEP-A3D-1					
1	0.0	0.0	0.0	99.3 %	D
2	1200.0	0.0	105.0	97.0 %	D
3	9000.0	400.0	190.0	95.0 %	D
4	11000.0	700.0	250.0	93.0 %	D
5	19000.0	1400.0	250.0	93.0 %	D
6	29000.0	2100.0	250.0	93.0 %	D
7	37000.0	3000.0	250.0	93.0 %	D
8	200000.0	5000.0	250.0	93.0 %	D
B57E-APP-USER-1					
1	-110074.2	6000.0	277.9	82.0 %	A
2	-52830.8	3000.0	212.4	82.0 %	A
3	-24209.1	1500.0	192.9	82.0 %	A
4	-14668.5	1000.0	157.0	82.0 %	A
5	0.0	0.0	154.7	82.0 %	A

6	566.6	0.0	146.7	82.0	%	A
7	5666.0	0.0	30.5	82.0	%	A
B57E-DEP-USER-1						
1	0.0	0.0	35.0	97.0	%	D
2	5419.7	0.0	175.3	90.0	%	D
3	8883.7	348.3	212.3	89.0	%	D
4	34168.0	3791.3	360.0	88.0	%	D
5	41355.0	5500.0	369.5	91.0	%	D
6	50211.9	7500.0	381.1	94.0	%	D
7	61999.5	10000.0	396.3	98.0	%	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
4	3597.2	148.5	150.6	7834.8	lb	D
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
8	15117.0	1749.2	154.8	5654.9	lb	D
9	20592.9	2450.2	156.5	5802.8	lb	D
10	25280.9	3050.0	157.9	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	170.7	7189.8	lb	D
15	75012.5	9383.4	174.1	7544.4	lb	D
16	78230.9	9791.3	175.2	7665.0	lb	D
17	79879.0	10000.0	175.8	7727.6	lb	D
GIIB-DEP-F-3						
1	0.0	0.0	16.0	7900.0	lb	D
2	3182.8	0.0	150.0	7800.9	lb	D
3	3504.9	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	D
7	6976.3	454.0	164.2	7057.4	lb	D
8	7251.1	492.2	164.3	6320.4	lb	D
9	8353.0	632.8	164.6	6352.8	lb	D
10	10010.3	844.3	165.1	6402.0	lb	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	173.2	7197.7	lb	D
15	45195.3	5318.4	176.7	7557.8	lb	D
16	55056.8	6567.0	180.1	7923.6	lb	D
17	65112.6	7837.6	183.7	8317.7	lb	D
18	75057.9	9091.5	187.3	8729.7	lb	D
19	82278.1	10000.0	190.0	9043.4	lb	D
GIIB-DEP-F-4						
1	0.0	0.0	16.0	7900.0	lb	D
2	3492.6	0.0	136.1	7874.4	lb	D
3	4104.7	35.0	141.7	7874.4	lb	D
4	4828.3	99.8	145.0	7866.8	lb	D
5	5322.0	137.2	148.2	7850.9	lb	D
6	6082.3	199.0	152.7	7830.2	lb	D
7	7131.7	296.3	159.1	7803.6	lb	D
8	8198.4	462.8	160.1	6257.3	lb	D
9	10084.0	656.2	160.6	5620.4	lb	D
10	15229.5	1180.0	161.8	5729.0	lb	D
11	20141.5	1679.8	163.0	5835.0	lb	D
12	25090.5	2183.0	164.3	5944.0	lb	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	169.3	6406.7	lb	D
16	55020.6	5219.0	172.0	6655.8	lb	D
17	65215.1	6250.0	174.7	6920.3	lb	D
18	75276.0	7266.0	177.5	7193.3	lb	D
19	85195.2	8266.0	180.3	7474.6	lb	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
2	1814.0	0.0	140.0	10202.5	lb	D
3	2357.0	61.8	146.6	10202.5	lb	D
4	3094.3	236.3	151.4	10235.3	lb	D
5	3582.0	392.0	151.7	10256.4	lb	D
6	3828.2	463.1	151.9	8569.4	lb	D
7	4335.4	539.6	152.1	5410.1	lb	D
8	4590.4	569.9	152.1	5416.0	lb	D
9	5610.8	700.7	152.4	5441.9	lb	D
10	8170.4	1028.9	153.2	5507.6	lb	D
11	12033.3	1524.0	154.3	5608.3	lb	D
12	15144.3	1922.5	155.2	5691.1	lb	D
13	20108.4	2558.0	156.7	5826.0	lb	D
14	25120.4	3199.1	158.2	5966.0	lb	D
15	35022.2	4464.3	161.3	6254.2	lb	D
16	45118.6	5752.2	164.5	6564.7	lb	D
17	55137.8	7027.9	167.8	6890.6	lb	D
18	65072.6	8290.6	171.1	7232.3	lb	D
19	75207.8	9576.3	174.6	7601.2	lb	D
20	78552.5	10000.0	175.8	7727.6	lb	D
GIIB-DEP-M-3						
1	0.0	0.0	16.0	10200.0	lb	D
2	2454.3	0.0	148.0	10147.6	lb	D
3	2776.3	35.0	151.5	10147.6	lb	D
4	3830.1	151.4	162.0	10120.0	lb	D
5	4637.6	330.6	163.9	10157.0	lb	D
6	5176.7	457.8	164.2	8636.9	lb	D
7	5450.6	502.0	164.3	6710.6	lb	D
8	6552.7	642.8	164.6	6355.1	lb	D
9	8210.2	854.2	165.2	6404.4	lb	D
10	10150.6	1101.7	165.8	6462.5	lb	D
11	15173.3	1741.9	167.4	6616.0	lb	D
12	20244.5	2387.7	169.0	6775.2	lb	D
13	25450.1	3050.0	170.7	6943.3	lb	D
14	35177.7	4286.0	173.9	7270.4	lb	D
15	45179.9	5554.5	177.3	7625.4	lb	D
16	55077.7	6807.2	180.8	7996.4	lb	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
2	-18836.0	2000.0	160.0	3.0		A
3	-14582.7	1500.0	160.0	3.0		A
4	-9721.8	1000.0	160.0	3.0		A
5	-4860.9	500.0	160.0	3.0		A
6	0.0	0.0	160.0	3.0		A
7	0.0	0.0	160.0	3.0		A
S-76-DEP-USER-1						
1	0.0	0.0	32.0	2.0		D
2	476.0	0.0	160.0	2.0		D

3	3226.0	500.0	160.0	2.0	D
4	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
8	14100.0	1500.0	160.0	1.0	D

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

USER-DEFINED GENERAL THRUST COEFFICIENTS

Acft	Type	Coeff-E	Coeff-F	Coeff-Ga	Coeff-Gb	Coeff-H	Coeff-K1	Coeff-K2

CASE FLIGHT OPERATIONS

Acft	Op	Profile	Stg	Rwy	Track	Sub	Group	Day	Evening	Night
727EM1	APP	STANDARD	1	34L	L20L	0	COM	0.0044	0.0009	0.0012
727EM1	APP	USER	1	16R	L6R	0	COM	0.0019	0.0000	0.0000
727EM1	APP	USER	1	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	T6RE	0	COM	0.0125	0.0003	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	1	34L	T4LC	0	COM	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	1	COM	0.0011	0.0003	0.0000
737300	DEP	STANDARD	1	16R	T6RA	2	COM	0.0006	0.0002	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	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
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	DEP	STANDARD	1	16R	T6RB	1	COM	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	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	1	COM	0.0007	0.0000	0.0000
737N17	DEP	STANDARD	1	16R	T6RB	2	COM	0.0004	0.0000	0.0000
737N17	DEP	STANDARD	1	16R	T6RC	0	COM	0.0015	0.0000	0.0000
737N17	DEP	STANDARD	1	16R	T6RD	0	COM	0.0014	0.0000	0.0000
737N17	DEP	STANDARD	1	16R	T6RE	0	COM	0.0014	0.0000	0.0000
737N17	DEP	STANDARD	1	34L	T4LA	0	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	0.0013	0.0000	0.0000
757PW	DEP	STANDARD	1	16R	T6RB	2	COM	0.0007	0.0000	0.0000
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	0	MIL	0.0558	0.0000	0.0000
A3VNY	DEP	A3D	1	34L	T4LA	0	MIL	0.0025	0.0000	0.0000
A3VNY	DEP	A3D	1	34L	T4LB	0	MIL	0.0025	0.0000	0.0000
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	T6RA	2	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	MIL	0.0042	0.0021	0.0000
A7D	DEP	STANDARD	1	16R	T6RD	0	MIL	0.0040	0.0019	0.0000
A7D	DEP	STANDARD	1	16R	T6RE	0	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	0	GA	0.3149	0.0497	0.0165
BEC58P	APP	STANDARD	1	16L	L3L	0	GA	0.3645	0.0497	0.0000
BEC58P	APP	STANDARD	1	16L	L4L	0	GA	0.3480	0.0497	0.0165
BEC58P	APP	STANDARD	1	16L	L5L	0	GA	0.5136	0.0828	0.0000
BEC58P	APP	STANDARD	1	16L	L6L	0	GA	1.3256	0.0663	0.0000
BEC58P	APP	STANDARD	1	16L	L7L	0	GA	19.0888	2.6512	0.8284
BEC58P	APP	STANDARD	1	16L	L8L	0	GA	1.8062	0.1658	0.0331
BEC58P	APP	STANDARD	1	16L	L9L	0	GA	0.1823	0.0000	0.0000
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	0	GA	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	0	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	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	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	0	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	0	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	0	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	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	0	GA	0.3356	0.0224	0.0224
BEC58P	DEP	STANDARD	1	34L	T8L	0	GA	0.0672	0.0224	0.0000
BEC58P	DEP	STANDARD	1	34L	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	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	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	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	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	STANDARD	1	16R	T6RD	0	GA	0.1529	0.0071	0.0051
CIT3	DEP	STANDARD	1	16R	T6RE	0	GA	0.1529	0.0071	0.0051
CIT3	DEP	STANDARD	1	34L	T4LA	0	GA	0.0260	0.0030	0.0000
CIT3	DEP	STANDARD	1	34L	T4LB	0	GA	0.0260	0.0030	0.0000
CIT3	DEP	STANDARD	1	34L	T4LC	0	GA	0.0268	0.0032	0.0000
CL600	APP	STANDARD	1	34L	L19L	0	GA	0.0000	0.0048	0.0000
CL600	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	1	16R	T6RA	1	GA	0.4984	0.0283	0.0307
CL600	DEP	STANDARD	1	16R	T6RA	2	GA	0.2455	0.0140	0.0151
CL600	DEP	STANDARD	1	16R	T6RB	1	GA	0.5295	0.0301	0.0326
CL600	DEP	STANDARD	1	16R	T6RB	2	GA	0.2608	0.0148	0.0160
CL600	DEP	STANDARD	1	16R	T6RC	0	GA	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	GA	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	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	1	16R	T6RA	1	GA	0.0020	0.0000	0.0006
CL601	DEP	STANDARD	1	16R	T6RA	2	GA	0.0010	0.0000	0.0003
CL601	DEP	STANDARD	1	16R	T6RB	1	GA	0.0021	0.0000	0.0007
CL601	DEP	STANDARD	1	16R	T6RB	2	GA	0.0011	0.0000	0.0004
CL601	DEP	STANDARD	1	16R	T6RC	0	GA	0.0045	0.0000	0.0014
CL601	DEP	STANDARD	1	16R	T6RD	0	GA	0.0043	0.0000	0.0014
CL601	DEP	STANDARD	1	16R	T6RE	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	1	16L	L10L	0	GA	1.4952	0.1226	0.0245
CNA172	APP	STANDARD	1	16L	L11L	0	GA	1.2256	0.0491	0.0491
CNA172	APP	STANDARD	1	16L	L12L	0	GA	1.2501	0.0245	0.0000
CNA172	APP	STANDARD	1	16L	L13L	0	GA	0.3922	0.0245	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	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	STANDARD	1	34L	L20L	0	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	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	34R	L15R	0	GA	0.1226	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	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	0	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	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	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	0	GA	0.4245	0.0000	0.0000
CNA172	DEP	STANDARD	1	34R	T6R	0	GA	1.0611	0.1593	0.0000
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	GA	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
CNA206	APP	STANDARD	1	16L	L3L	0	GA	0.3019	0.0000	0.0188
CNA206	APP	STANDARD	1	16L	L4L	0	GA	0.3962	0.0188	0.0000
CNA206	APP	STANDARD	1	16L	L5L	0	GA	0.3584	0.1131	0.0000
CNA206	APP	STANDARD	1	16L	L6L	0	GA	0.8679	0.0755	0.0377
CNA206	APP	STANDARD	1	16L	L7L	0	GA	12.5653	1.8300	0.1510
CNA206	APP	STANDARD	1	16L	L8L	0	GA	3.0376	0.2076	0.0000
CNA206	APP	STANDARD	1	16L	L9L	0	GA	0.6038	0.0188	0.0188
CNA206	APP	STANDARD	1	16R	L10R	0	GA	0.0945	0.0188	0.0000
CNA206	APP	STANDARD	1	16R	L11R	0	GA	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	0	GA	0.1890	0.0188	0.0000
CNA206	APP	STANDARD	1	16R	L4R	0	GA	0.1134	0.0000	0.0000
CNA206	APP	STANDARD	1	16R	L5R	0	GA	0.1890	0.0377	0.0000
CNA206	APP	STANDARD	1	16R	L6R	0	GA	0.7750	0.0755	0.0000
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
CNA206	APP	STANDARD	1	34R	L17R	0	GA	0.0188	0.0000	0.0000
CNA206	APP	STANDARD	1	34R	L18R	0	GA	0.0566	0.0000	0.0000
CNA206	APP	STANDARD	1	34R	L19R	0	GA	0.3962	0.0377	0.0188
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	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	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	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	0.0626	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	T20R	0	GA	9.7411	0.5638	0.4699
CNA206	DEP	STANDARD	1	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	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
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	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	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	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	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	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	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	1	34R	T8R	0	GA	0.2506	0.0314	0.0000
CNA206	DEP	STANDARD	1	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	1	16L	L10L	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	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	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	1	16L	L7L	0	COM	17.0032	2.4504	0.9029
CNA441	APP	USER	1	16L	L8L	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	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	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

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	1	16L	T15L	0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD	1	16L	T16L	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	1	16L	T18L	0	COM	0.1486	0.0000	0.0425
CNA441	DEP	STANDARD	1	16L	T19L	0	COM	0.8489	0.0637	0.0849
CNA441	DEP	STANDARD	1	16L	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	1	16L	T23L	0	COM	0.0637	0.0000	0.0000
CNA441	DEP	STANDARD	1	16L	T24L	0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD	1	16R	T17R	0	COM	0.0424	0.0212	0.0000
CNA441	DEP	STANDARD	1	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	1	16R	T23R	0	COM	0.1273	0.0000	0.0000
CNA441	DEP	STANDARD	1	16R	T24R	0	COM	0.0849	0.0000	0.0212
CNA441	DEP	STANDARD	1	34L	T1L	0	COM	0.0637	0.0000	0.0000
CNA441	DEP	STANDARD	1	34L	T2L	0	COM	0.0849	0.0000	0.0212
CNA441	DEP	STANDARD	1	34L	T3L	0	COM	0.1061	0.0000	0.0000
CNA441	DEP	STANDARD	1	34L	T4L	0	COM	0.0425	0.0000	0.0000
CNA441	DEP	STANDARD	1	34L	T5L	0	COM	0.1698	0.0000	0.0212
CNA441	DEP	STANDARD	1	34L	T6L	0	COM	0.3184	0.0000	0.0212
CNA441	DEP	STANDARD	1	34L	T7L	0	COM	0.1274	0.0000	0.0000
CNA441	DEP	STANDARD	1	34R	T12R	0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD	1	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	STANDARD	1	34R	T9R	0	COM	0.0212	0.0000	0.0000
CNA500	APP	STANDARD	1	34L	L19L	0	GA	0.0091	0.0091	0.0000
CNA500	APP	STANDARD	1	34L	L20L	0	GA	0.2529	0.0369	0.0184
CNA500	APP	STANDARD	1	34L	L21L	0	GA	0.0046	0.0000	0.0000
CNA500	APP	USER	1	16R	L2R	0	GA	0.0046	0.0000	0.0000
CNA500	APP	USER	1	16R	L3R	0	GA	0.0091	0.0000	0.0000
CNA500	APP	USER	1	16R	L4R	0	GA	0.0046	0.0000	0.0046
CNA500	APP	USER	1	16R	L5R	0	GA	0.0369	0.0046	0.0000
CNA500	APP	USER	1	16R	L6R	0	GA	0.0735	0.0184	0.0046
CNA500	APP	USER	1	16R	L7R	0	GA	1.8357	0.4372	0.1886
CNA500	APP	USER	1	16R	L8R	0	GA	0.0919	0.0230	0.0091
CNA500	DEP	STANDARD	1	16R	T6RA	1	GA	0.2590	0.0110	0.0220
CNA500	DEP	STANDARD	1	16R	T6RA	2	GA	0.1276	0.0054	0.0108
CNA500	DEP	STANDARD	1	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	1	16R	T6RC	0	GA	0.5556	0.0236	0.0471
CNA500	DEP	STANDARD	1	16R	T6RD	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	1	34L	T4LB	0	GA	0.0985	0.0046	0.0139
CNA500	DEP	STANDARD	1	34L	T4LC	0	GA	0.1015	0.0047	0.0143
CNA55B	APP	STANDARD	1	16R	L3R	0	GA	0.0082	0.0000	0.0000
CNA55B	APP	STANDARD	1	16R	L4R	0	GA	0.0041	0.0041	0.0000
CNA55B	APP	STANDARD	1	16R	L5R	0	GA	0.0121	0.0000	0.0000
CNA55B	APP	STANDARD	1	16R	L6R	0	GA	0.0405	0.0082	0.0000

CNA55B	APP	STANDARD	1	16R	L7R	0	GA	0.9768	0.1338	0.1541
CNA55B	APP	STANDARD	1	16R	L8R	0	GA	0.0082	0.0082	0.0000
CNA55B	APP	STANDARD	1	34L	L19L	0	GA	0.0041	0.0000	0.0000
CNA55B	APP	STANDARD	1	34L	L20L	0	GA	0.1620	0.0323	0.0162
CNA55B	DEP	STANDARD	1	16R	T6RA	1	GA	0.1286	0.0072	0.0077
CNA55B	DEP	STANDARD	1	16R	T6RA	2	GA	0.0633	0.0036	0.0038
CNA55B	DEP	STANDARD	1	16R	T6RB	1	GA	0.1365	0.0077	0.0081
CNA55B	DEP	STANDARD	1	16R	T6RB	2	GA	0.0673	0.0038	0.0040
CNA55B	DEP	STANDARD	1	16R	T6RC	0	GA	0.2758	0.0154	0.0165
CNA55B	DEP	STANDARD	1	16R	T6RD	0	GA	0.2638	0.0147	0.0158
CNA55B	DEP	STANDARD	1	16R	T6RE	0	GA	0.2638	0.0147	0.0158
CNA55B	DEP	STANDARD	1	34L	T4LA	0	GA	0.0608	0.0098	0.0070
CNA55B	DEP	STANDARD	1	34L	T4LB	0	GA	0.0608	0.0098	0.0070
CNA55B	DEP	STANDARD	1	34L	T4LC	0	GA	0.0627	0.0101	0.0072
CNA750	APP	STANDARD	1	16R	L11R	0	GA	0.0000	0.0058	0.0000
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	1	16R	L6R	0	GA	0.0573	0.0115	0.0000
CNA750	APP	STANDARD	1	16R	L7R	0	GA	1.7679	0.3557	0.2466
CNA750	APP	STANDARD	1	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	1	16R	T6RA	1	GA	0.2171	0.0202	0.0306
CNA750	DEP	STANDARD	1	16R	T6RA	2	GA	0.1070	0.0100	0.0150
CNA750	DEP	STANDARD	1	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	1	16R	T6RD	0	GA	0.4457	0.0416	0.0629
CNA750	DEP	STANDARD	1	16R	T6RE	0	GA	0.4457	0.0416	0.0629
CNA750	DEP	STANDARD	1	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	1	16L	L7L	0	COM	0.0248	0.0000	0.0000
CVR580	DEP	STANDARD	1	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	1	16L	L6L	0	COM	0.0000	0.0010	0.0000
DC3	APP	STANDARD	1	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	1	34L	T1L	0	COM	0.0042	0.0000	0.0000
DC93LW	APP	STANDARD	1	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	1	16R	T6RB	1	COM	0.0027	0.0000	0.0000
DC93LW	DEP	STANDARD	1	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	1	34L	L20L	0	COM	0.8987	0.1057	0.0265
DHC6	APP	USER	1	16L	L5L	0	COM	0.0793	0.0000	0.0000
DHC6	APP	USER	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	0	COM	0.0793	0.0000	0.0000
DHC6	APP	USER	1	16R	L3R	0	COM	0.0000	0.0000	0.0265
DHC6	APP	USER	1	16R	L4R	0	COM	0.0265	0.0000	0.0000
DHC6	APP	USER	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	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	1	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	1	16L	T22L	0	COM	0.0233	0.0000	0.0000
DHC6	DEP	STANDARD	1	16L	T24L	0	COM	0.0000	0.0000	0.0233
DHC6	DEP	STANDARD	1	16R	T17R	0	COM	0.0233	0.0000	0.0000
DHC6	DEP	STANDARD	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	1	16R	T23R	0	COM	0.0467	0.0000	0.0000
DHC6	DEP	STANDARD	1	34L	T2L	0	COM	0.0699	0.0000	0.0000
DHC6	DEP	STANDARD	1	34L	T3L	0	COM	0.0465	0.0233	0.0000
DHC6	DEP	STANDARD	1	34L	T4L	0	COM	0.0699	0.0000	0.0233
DHC6	DEP	STANDARD	1	34L	T5L	0	COM	0.1864	0.0000	0.0000
DHC6	DEP	STANDARD	1	34L	T6L	0	COM	0.2796	0.0000	0.0467
DHC6	DEP	STANDARD	1	34L	T7L	0	COM	0.0932	0.0000	0.0000
DHC6	DEP	STANDARD	1	34R	T4R	0	COM	0.0699	0.0233	0.0000
DHC6	DEP	STANDARD	1	34R	T5R	0	COM	0.0467	0.0000	0.0000
DHC6	DEP	STANDARD	1	34R	T6R	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	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	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	T6RC	0	GA	0.0577	0.0067	0.0034
FAL20	DEP	USER	1	16R	T6RD	0	GA	0.0552	0.0064	0.0032
FAL20	DEP	USER	1	16R	T6RE	0	GA	0.0552	0.0064	0.0032
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	1	16L	L10L	0	GA	0.4436	0.0683	0.0000
GASEPF	APP	STANDARD	1	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	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	GA	0.4777	0.0683	0.0000
GASEPF	APP	STANDARD	1	16L	L6L	0	GA	0.7678	0.0683	0.0342
GASEPF	APP	STANDARD	1	16L	L7L	0	GA	10.2376	1.6380	0.2389
GASEPF	APP	STANDARD	1	16L	L8L	0	GA	4.1292	0.2730	0.0342
GASEPF	APP	STANDARD	1	16L	L9L	0	GA	0.6142	0.1536	0.0170
GASEPF	APP	STANDARD	1	16R	L10R	0	GA	0.1025	0.0342	0.0000
GASEPF	APP	STANDARD	1	16R	L11R	0	GA	0.1709	0.0342	0.0000
GASEPF	APP	STANDARD	1	16R	L12R	0	GA	0.0855	0.0000	0.0000
GASEPF	APP	STANDARD	1	16R	L13R	0	GA	0.0342	0.0000	0.0000
GASEPF	APP	STANDARD	1	16R	L1R	0	GA	0.1538	0.0170	0.0000

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	0	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	L21R	0	GA	0.0512	0.0000	0.0170
GASEPF	APP	STANDARD	1	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	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	GA	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	0	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	GA	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	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	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	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	1	34L	T8L	0	GA	0.0314	0.0628	0.0000
GASEPF	DEP	STANDARD	1	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	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	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	TGO	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
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
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	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
GASEPV	APP	STANDARD	1	16R	L12R	0	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	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
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	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
GASEPV	APP	STANDARD	1	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	1	34R	L15R	0	GA	0.0310	0.0000	0.0000
GASEPV	APP	STANDARD	1	34R	L18R	0	GA	0.0775	0.0000	0.0155
GASEPV	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
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	GA	0.0231	0.0000	0.0000
GASEPV	DEP	STANDARD	1	16L	T15L	0	GA	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	GA	0.1615	0.0000	0.0231
GASEPV	DEP	STANDARD	1	16L	T18L	0	GA	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
GASEPV	DEP	STANDARD	1	16L	T21L	0	GA	1.1081	0.0462	0.0231
GASEPV	DEP	STANDARD	1	16L	T22L	0	GA	1.0388	0.0923	0.0000

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	GA	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	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	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
GASEPV	DEP	STANDARD	1	16R	T26R	0	GA	0.0462	0.0000	0.0000
GASEPV	DEP	STANDARD	1	34L	T1L	0	GA	0.1846	0.0000	0.0000
GASEPV	DEP	STANDARD	1	34L	T2L	0	GA	0.0462	0.0000	0.0000
GASEPV	DEP	STANDARD	1	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	GA	0.0692	0.0231	0.0231
GASEPV	DEP	STANDARD	1	34L	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	T9L	0	GA	0.0231	0.0231	0.0000
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
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	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
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	0	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	0	GA	5.5061	0.4278	0.2204
GII	APP	STANDARD	1	16R	L2R	0	GA	0.0036	0.0000	0.0000
GII	APP	STANDARD	1	16R	L5R	0	GA	0.0104	0.0000	0.0000
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
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	1	34L	L20L	0	GA	0.2680	0.1115	0.0696
GII	APP	STANDARD	1	34L	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	DEP	STANDARD	1	16R	T6RB	2	GA	0.1695	0.0172	0.0004
GII	DEP	STANDARD	1	16R	T6RC	0	GA	0.6949	0.0705	0.0015
GII	DEP	STANDARD	1	16R	T6RD	0	GA	0.6647	0.0675	0.0013
GII	DEP	STANDARD	1	16R	T6RE	0	GA	0.6647	0.0675	0.0013

GII	DEP	STANDARD	1	34L	T4LA	0	GA	0.1446	0.0222	0.0010
GII	DEP	STANDARD	1	34L	T4LB	0	GA	0.1446	0.0222	0.0010
GII	DEP	STANDARD	1	34L	T4LC	0	GA	0.1489	0.0228	0.0011
GIIB	APP	STANDARD	1	16R	L2R	0	GA	0.0036	0.0000	0.0000
GIIB	APP	STANDARD	1	16R	L5R	0	GA	0.0036	0.0000	0.0000
GIIB	APP	STANDARD	1	16R	L6R	0	GA	0.0215	0.0287	0.0000
GIIB	APP	STANDARD	1	16R	L7R	0	GA	1.9759	0.5795	0.2736
GIIB	APP	STANDARD	1	16R	L8R	0	GA	0.0036	0.0036	0.0036
GIIB	APP	STANDARD	1	34L	L20L	0	GA	0.2088	0.0935	0.0287
GIIB	DEP	F	1	16R	T6RA	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	0	GA	0.1050	0.0128	0.0010
GIIB	DEP	F	1	34L	T4LB	0	GA	0.1050	0.0128	0.0010
GIIB	DEP	F	1	34L	T4LC	0	GA	0.1082	0.0131	0.0012
GIV	APP	STANDARD	1	16R	L6R	0	GA	0.0702	0.0219	0.0088
GIV	APP	STANDARD	1	16R	L7R	0	GA	3.3692	0.9214	0.7019
GIV	APP	STANDARD	1	16R	L8R	0	GA	0.0088	0.0043	0.0000
GIV	APP	STANDARD	1	34L	L14L	0	GA	0.0043	0.0000	0.0000
GIV	APP	STANDARD	1	34L	L20L	0	GA	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	1	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	0	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	0.1950	0.0180	0.0427
GV	APP	STANDARD	1	16R	L6R	0	GA	0.0084	0.0042	0.0000
GV	APP	STANDARD	1	16R	L7R	0	GA	0.4324	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	GA	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	1	34L	T4LB	0	GA	0.0359	0.0026	0.0039
GV	DEP	STANDARD	1	34L	T4LC	0	GA	0.0369	0.0027	0.0041
HS748A	APP	STANDARD	1	34L	L20L	0	COM	0.0530	0.0000	0.0000
HS748A	APP	USER	1	16L	L7L	0	COM	0.4775	0.0517	0.0517
HS748A	DEP	STANDARD	1	16R	T19R	0	COM	0.0489	0.0000	0.0489
HS748A	DEP	STANDARD	1	16R	T20R	0	COM	0.4385	0.0000	0.0489
HS748A	DEP	STANDARD	1	34R	T8R	0	COM	0.0489	0.0000	0.0000
LEAR25	APP	STANDARD	1	34L	L19L	0	GA	0.0103	0.0067	0.0000
LEAR25	APP	STANDARD	1	34L	L20L	0	GA	0.6427	0.1264	0.0787
LEAR25	APP	STANDARD	1	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	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	0.0297	0.0191
LEAR25	DEP	USER	5	16R	T6RC	0	GA	1.5348	0.1218	0.0783
LEAR25	DEP	USER	5	16R	T6RD	0	GA	1.4680	0.1165	0.0748
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	1	34L	L19L	0	GA	0.0330	0.0047	0.0189
LEAR35	APP	STANDARD	1	34L	L20L	0	GA	1.4833	0.3449	0.2930
LEAR35	APP	STANDARD	1	34L	L21L	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	T6RA	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	2	GA	0.8523	0.0639	0.0944
LEAR35	DEP	USER	1	16R	T6RC	0	GA	3.4946	0.2618	0.3870
LEAR35	DEP	USER	1	16R	T6RD	0	GA	3.3426	0.2506	0.3701
LEAR35	DEP	USER	1	16R	T6RE	0	GA	3.3426	0.2506	0.3701
LEAR35	DEP	USER	1	34L	T4LA	0	GA	0.5750	0.0577	0.1947
LEAR35	DEP	USER	1	34L	T4LB	0	GA	0.5750	0.0577	0.1947
LEAR35	DEP	USER	1	34L	T4LC	0	GA	0.5925	0.0595	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	1	16R	T6RA	1	COM	0.0130	0.0016	0.0000
MD81	DEP	STANDARD	1	16R	T6RA	2	COM	0.0064	0.0008	0.0000
MD81	DEP	STANDARD	1	16R	T6RB	1	COM	0.0139	0.0017	0.0000
MD81	DEP	STANDARD	1	16R	T6RB	2	COM	0.0068	0.0008	0.0000
MD81	DEP	STANDARD	1	16R	T6RC	0	COM	0.0279	0.0034	0.0000
MD81	DEP	STANDARD	1	16R	T6RD	0	COM	0.0267	0.0033	0.0000
MD81	DEP	STANDARD	1	16R	T6RE	0	COM	0.0267	0.0033	0.0000
MD81	DEP	STANDARD	1	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	1	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	1	16R	T6RB	2	GA	0.0188	0.0026	0.0007
MU3001	DEP	STANDARD	1	16R	T6RC	0	GA	0.0771	0.0105	0.0029
MU3001	DEP	STANDARD	1	16R	T6RD	0	GA	0.0738	0.0100	0.0028
MU3001	DEP	STANDARD	1	16R	T6RE	0	GA	0.0738	0.0100	0.0028
MU3001	DEP	STANDARD	1	34L	T4LA	0	GA	0.0163	0.0014	0.0014
MU3001	DEP	STANDARD	1	34L	T4LB	0	GA	0.0163	0.0014	0.0014
MU3001	DEP	STANDARD	1	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	0.3169

S-76	APP	USER	1	17	TAS	0	GA	5.5260	0.6924	0.3135
S-76	APP	USER	1	17	TASW	0	GA	16.6984	2.0923	0.9475
S-76	APP	USER	1	17	TAW	0	GA	2.1624	0.2708	0.1227
S-76	APP	USER	1	28	THAE	0	GA	21.3234	2.6716	1.2098
S-76	DEP	USER	1	10	THE	0	GA	14.6503	0.8741	0.6637
S-76	DEP	USER	1	17	THN	0	GA	6.8111	0.4064	0.3085
S-76	DEP	USER	1	17	THNW	0	GA	2.7631	0.1649	0.1252
S-76	DEP	USER	1	17	THS	0	GA	27.8224	1.6600	1.2605
S-76	DEP	USER	1	17	THSW	0	GA	10.3451	0.6173	0.4686
S-76	DEP	USER	1	17	THW	0	GA	1.8635	0.1111	0.0844
SD330	APP	STANDARD	1	34L	L20L	0	COM	0.0552	0.0184	0.0184
SD330	APP	USER	1	16L	L3L	0	COM	0.0092	0.0000	0.0000
SD330	APP	USER	1	16L	L4L	0	COM	0.0092	0.0000	0.0000
SD330	APP	USER	1	16L	L5L	0	COM	0.0184	0.0000	0.0000
SD330	APP	USER	1	16L	L6L	0	COM	0.0092	0.0000	0.0000
SD330	APP	USER	1	16L	L7L	0	COM	0.4325	0.0276	0.0643
SD330	APP	USER	1	16L	L8L	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	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	0.0513	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	0.0205	0.0103	0.0000
SD330	DEP	STANDARD	1	34L	T5L	0	COM	0.0103	0.0000	0.0000
SD330	DEP	STANDARD	1	34L	T7L	0	COM	0.0205	0.0000	0.0000
SD330	DEP	STANDARD	1	34R	T6R	0	COM	0.0308	0.0000	0.0103
SD330	DEP	STANDARD	1	34R	T7R	0	COM	0.0308	0.0000	0.0000
SF340	APP	USER	1	16R	L7R	0	COM	0.1091	0.0000	0.0000
SF340	DEP	STANDARD	1	16R	T20R	0	COM	0.1091	0.0000	0.0000

CASE RUNUP OPERATIONS

Acft	RunupId	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
      TALC    : No
```

```
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
   Airport      : VNY
   Description  :
      VNY Part 150 Analysis using Quiet Departure Procedures
      2002 Analysis - Basecase 2001 Future Case 2006

CASE: NewFutureCaseNoFF  (without mitigation)
   Created      : 30-Sep-02 16:54
   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

STUDY RUNWAYS
   10
      Latitude   : 34.211480 deg
      Longitude  : -118.489973 deg
      Xcoord     : 0.0000 nmi
      Ycoord     : 0.1000 nmi
      Elevation  : 750.0 ft
      OtherEnd   : 28
      Length     : 607 ft
      Gradient   : 0.00 %
      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
      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
      Gradient   : -0.70 %
      RwyWind    : 8.0 kt
      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
   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
   Xcoord    : 0.0396 nmi
   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
   Xcoord    : 0.0499 nmi
   Ycoord    : -0.1069 nmi
   Elevation : 769.2 ft
   OtherEnd  : 16L
   Length    : 4000 ft
   Gradient  : 0.70 %
   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
   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
      0    100.00   Vectors      0.0
   16L-APP-L10L
      0    100.00   Vectors      0.0
   16L-APP-L11L
      0    100.00   Vectors      0.0
   16L-APP-L12L
      0    100.00   Vectors      0.0
   16L-APP-L13L
      0    100.00   Vectors      0.0
   16L-APP-L14L
      0    100.00   Vectors      0.0
   16L-APP-L1L
      0    100.00   Vectors      0.0
   16L-APP-L2L
      0    100.00   Vectors      0.0
   16L-APP-L3L
      0    100.00   Vectors      0.0
   16L-APP-L4L
      0    100.00   Vectors      0.0
   16L-APP-L5L
      0    100.00   Vectors      0.0
   16L-APP-L6L
      0    100.00   Vectors      0.0
   16L-APP-L7L
      0    100.00   Vectors      0.0
   16L-APP-L8L
      0    100.00   Vectors      0.0
   16L-APP-L9L
      0    100.00   Vectors      0.0
   16L-DEP-T14L
      0    100.00   Vectors      0.0
   16L-DEP-T15L
      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	100.00	Vectors	0.0
16L-DEP-T25L			
0	100.00	Vectors	0.0
16L-DEP-T26L			
0	100.00	Vectors	0.0
16L-DEP-T6LS			
0	100.00	Vectors	0.0
16L-TGO-16LTGO			
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
5	1.56	Points	0.0
6	1.56	Points	0.0
16L-TGO-TG6L			
0	100.00	Vectors	0.0
16R-APP-L10R			
0	100.00	Vectors	0.0
16R-APP-L11R			
0	100.00	Vectors	0.0
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
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			
0	100.00	Vectors	0.0
16R-APP-L7R			
0	100.00	Vectors	0.0
16R-APP-L8R			
0	100.00	Vectors	0.0
16R-APP-L9R			
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
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	Vectors	0.0
16R-DEP-T6RB				
	1	67.00	Vectors	0.0
	2	33.00	Vectors	0.0
16R-DEP-T6RC				
	0	100.00	Vectors	0.0
16R-DEP-T6RD				
	0	100.00	Vectors	0.0
16R-DEP-T6RE				
	0	100.00	Vectors	0.0
16R-TGO-TG6R				
	0	100.00	Vectors	0.0
17-APP-TAN				
	0	100.00	Vectors	0.0
17-APP-TANW				
	0	100.00	Vectors	0.0
17-APP-TAS				
	0	100.00	Vectors	0.0
17-APP-TASW				
	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				
	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
0 100.00 Vectors 0.0
34L-APP-L24L
0 100.00 Vectors 0.0
34L-APP-L25L
0 100.00 Vectors 0.0
34L-APP-L26L
0 100.00 Vectors 0.0
34L-DEP-T10L
0 100.00 Vectors 0.0
34L-DEP-T11L
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
0 100.00 Vectors 0.0
34L-DEP-T5L
0 100.00 Vectors 0.0
34L-DEP-T6L
0 100.00 Vectors 0.0
34L-DEP-T7L
0 100.00 Vectors 0.0
34L-DEP-T8L
0 100.00 Vectors 0.0
34L-DEP-T9L
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
0 100.00 Vectors 0.0
34R-APP-L21R
0 100.00 Vectors 0.0
34R-APP-L23R
0 100.00 Vectors 0.0
34R-DEP-T10R
0 100.00 Vectors 0.0

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
    0   100.00   Vectors   0.0
34R-DEP-T4RS
    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
    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-TrkId-SubTrk	SegType	Dist/Angle	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	3.2413 nmi	0.1038
3	Points	3.2413 nmi	-0.0212
10-DEP-TEST-3			
1	Points	0.0000 nmi	0.1000
2	Points	3.2413 nmi	0.1038
3	Points	3.2413 nmi	0.3538
10-DEP-TEST-4			
1	Points	0.0000 nmi	0.1000
2	Points	3.2413 nmi	0.1038
3	Points	3.2413 nmi	-0.1462
10-DEP-TEST-5			
1	Points	0.0000 nmi	0.1000
2	Points	3.2413 nmi	0.1038
3	Points	3.2413 nmi	0.4788
10-DEP-TEST-6			
1	Points	0.0000 nmi	0.1000
2	Points	3.2413 nmi	0.1038
3	Points	3.2413 nmi	-0.2712
10-DEP-TEST-7			
1	Points	0.0000 nmi	0.1000
2	Points	3.2413 nmi	0.1038

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     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
 16L-APP-L11L-0
     1  Straight        5.0000 nmi
     2  Left-Turn     180.0000 deg     1.0000
     3  Straight        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
 16L-APP-L2L-0
     1  Straight        3.2920 nmi
     2  Right-Turn     75.0000 deg     0.2469
     3  Straight        0.0494 nmi
 16L-APP-L3L-0
     1  Straight        5.0000 nmi
     2  Right-Turn    180.0000 deg     1.0000
     3  Straight        0.1152 nmi
 16L-APP-L4L-0
     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
 16L-APP-L9L-0
     1  Straight        3.2920 nmi
     2  Left-Turn      30.0000 deg     0.2963
     3  Straight        0.2798 nmi
 16L-DEP-T14L-0
     1  Straight        1.1521 nmi
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	2	Left-Turn	90.0000	deg	0.1646
	3	Straight	3.2920	nmi	
16L-DEP-T15L-0					
	1	Straight	1.2344	nmi	
	2	Left-Turn	75.0000	deg	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	nmi	
	2	Left-Turn	180.0000	deg	1.0000
	3	Straight	5.0000	nmi	
16L-DEP-T18L-0					
	1	Straight	1.3989	nmi	
	2	Left-Turn	30.0000	deg	0.4115
	3	Straight	3.2900	nmi	
16L-DEP-T19L-0					
	1	Straight	1.4812	nmi	
	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	nmi	
	2	Right-Turn	15.0000	deg	0.3621
	3	Straight	3.2920	nmi	
16L-DEP-T22L-0					
	1	Straight	1.3167	nmi	
	2	Right-Turn	30.0000	deg	0.3621
	3	Straight	3.2900	nmi	
16L-DEP-T23L-0					
	1	Straight	1.3167	nmi	
	2	Right-Turn	180.0000	deg	1.0000
	3	Straight	5.0000	nmi	
16L-DEP-T24L-0					
	1	Straight	1.3167	nmi	
	2	Right-Turn	60.0000	deg	0.2140
	3	Straight	4.9400	nmi	
16L-DEP-T25L-0					
	1	Straight	1.2344	nmi	
	2	Right-Turn	75.0000	deg	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	
16L-DEP-T6LS-0					
	1	Straight	5.0000	nmi	
16L-TGO-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	-0.0469	nmi	1.0985
27	Points	-0.0293	nmi	0.9153
28	Points	-0.0116	nmi	0.6756
29	Points	-0.0018	nmi	0.5494
16L-TGO-16LTGO-1				
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	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	nmi	0.9167
28	Points	-0.0033	nmi	0.6762
29	Points	-0.0018	nmi	0.5494
16L-TGO-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	-2.0423
10	Points	0.7671	nmi	-2.0427
11	Points	0.9550	nmi	-2.0239

12	Points	1.1482	nmi	-1.9213
13	Points	1.2778	nmi	-1.7378
14	Points	1.3280	nmi	-1.4999
15	Points	1.3495	nmi	-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	nmi	2.4704
21	Points	0.6160	nmi	2.5274
22	Points	0.2525	nmi	2.4860
23	Points	-0.0163	nmi	2.2798
24	Points	-0.0789	nmi	1.9238
25	Points	-0.0772	nmi	1.3036
26	Points	-0.0669	nmi	1.0972
27	Points	-0.0459	nmi	0.9139
28	Points	-0.0199	nmi	0.6750
29	Points	-0.0018	nmi	0.5494
16L-TGO-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	nmi	-0.8732
5	Points	0.2682	nmi	-1.4396
6	Points	0.3450	nmi	-1.5946
7	Points	0.4317	nmi	-1.6377
8	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				
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	nmi	-0.8816
5	Points	0.0051	nmi	-1.4831
6	Points	0.0370	nmi	-1.7219
7	Points	0.1269	nmi	-1.9911
8	Points	0.3848	nmi	-2.1393
9	Points	0.5890	nmi	-2.1751
10	Points	0.7729	nmi	-2.1759
11	Points	0.9924	nmi	-2.1518
12	Points	1.2362	nmi	-2.0215

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
16L-TGO-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	Points	0.7960	nmi	-1.5208
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
19	Points	0.6284	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-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
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	nmi	-1.2333
16	Points	1.6231	nmi	0.0243
17	Points	1.6231	nmi	1.2986
18	Points	1.6600	nmi	1.9067
19	Points	1.6141	nmi	2.4592
20	Points	1.1483	nmi	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				
1	Straight	0.5500	nmi	
2	Left-Turn	180.0000	deg	0.4000
3	Straight	1.0000	nmi	
4	Left-Turn	180.0000	deg	0.4000
5	Straight	0.4500	nmi	
16R-APP-L10R-0				
1	Straight	3.2920	nmi	
2	Left-Turn	45.0000	deg	0.2963
3	Straight	0.1646	nmi	
16R-APP-L11R-0				
1	Straight	5.0000	nmi	
2	Left-Turn	180.0000	deg	1.0000
3	Straight	0.1317	nmi	
16R-APP-L12R-0				
1	Straight	3.2920	nmi	
2	Left-Turn	75.0000	deg	0.2469
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	
16R-APP-L1R-0				
1	Straight	3.2920	nmi	
2	Right-Turn	90.0000	deg	0.1646
3	Straight	0.0165	nmi	
16R-APP-L2R-0				
1	Straight	3.2900	nmi	
2	Right-Turn	75.0000	deg	0.2469
3	Straight	0.0658	nmi	
16R-APP-L3R-0				
1	Straight	5.0000	nmi	
2	Right-Turn	180.0000	deg	1.0000
3	Straight	0.1646	nmi	
16R-APP-L4R-0				
1	Straight	3.2900	nmi	
2	Right-Turn	45.0000	deg	0.2634
3	Straight	0.2304	nmi	
16R-APP-L5R-0				
1	Straight	3.2900	nmi	
2	Right-Turn	30.0000	deg	0.2963

3	Straight	0.2963	nmi	
16R-APP-L6R-0				
1	Straight	3.2920	nmi	
2	Right-Turn	15.0000	deg	0.4938
3	Straight	0.3786	nmi	
16R-APP-L7R-0				
1	Straight	4.9400	nmi	
16R-APP-L8R-0				
1	Straight	3.2900	nmi	
2	Left-Turn	15.0000	deg	0.3621
3	Straight	0.1811	nmi	
16R-APP-L9R-0				
1	Straight	3.2920	nmi	
2	Left-Turn	30.0000	deg	0.3621
3	Straight	0.1810	nmi	
16R-DEP-T14R-0				
1	Straight	0.9876	nmi	
2	Left-Turn	90.0000	deg	0.3621
3	Straight	3.2920	nmi	
16R-DEP-T15R-0				
1	Straight	1.1522	nmi	
2	Left-Turn	75.0000	deg	0.3127
3	Straight	3.2920	nmi	
16R-DEP-T16R-0				
1	Straight	1.2344	nmi	
2	Left-Turn	60.0000	deg	0.3292
3	Straight	3.2920	nmi	
16R-DEP-T17R-0				
1	Straight	1.3168	nmi	
2	Left-Turn	180.0000	deg	1.0000
3	Straight	5.0000	nmi	
16R-DEP-T18R-0				
1	Straight	1.3167	nmi	
2	Left-Turn	30.0000	deg	0.3292
3	Straight	3.2920	nmi	
16R-DEP-T19R-0				
1	Straight	1.3167	nmi	
2	Left-Turn	15.0000	deg	0.3292
3	Straight	3.2920	nmi	
16R-DEP-T20R-0				
1	Straight	5.0000	nmi	
16R-DEP-T21R-0				
1	Straight	1.4812	nmi	
2	Right-Turn	15.0000	deg	0.8230
3	Straight	3.2920	nmi	
16R-DEP-T22R-0				
1	Straight	1.3989	nmi	
2	Right-Turn	30.0000	deg	0.4938
3	Straight	3.2920	nmi	
16R-DEP-T23R-0				
1	Straight	1.3167	nmi	
2	Right-Turn	180.0000	deg	1.0000
3	Straight	5.0000	nmi	
16R-DEP-T24R-0				
1	Straight	1.2344	nmi	
2	Right-Turn	60.0000	deg	0.4115
3	Straight	3.2920	nmi	
16R-DEP-T25R-0				
1	Straight	1.1521	nmi	
2	Right-Turn	75.0000	deg	0.3457
3	Straight	3.2920	nmi	

16R-DEP-T26R-0					
	1	Straight	0.9875	nmi	
	2	Right-Turn	90.0000	deg	0.3621
	3	Straight	3.2920	nmi	
16R-DEP-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	
	6	Right-Turn	75.0000	deg	1.6700
	7	Straight	8.8800	nmi	
16R-DEP-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	
16R-DEP-T6RB-1					
	1	Straight	2.9600	nmi	
	2	Right-Turn	50.0000	deg	0.6500
	3	Straight	0.7400	nmi	
	4	Right-Turn	50.0000	deg	1.8500
	5	Straight	8.8800	nmi	
16R-DEP-T6RB-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	
16R-DEP-T6RC-0					
	1	Straight	2.9600	nmi	
	2	Left-Turn	50.0000	deg	0.5100
	3	Straight	1.5500	nmi	
	4	Left-Turn	40.0000	deg	1.5700
	5	Straight	8.8800	nmi	
16R-DEP-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	deg	1.8500
	7	Straight	8.8800	nmi	
16R-DEP-T6RE-0					
	1	Straight	2.2200	nmi	
	2	Left-Turn	50.0000	deg	0.5100
	3	Straight	1.0400	nmi	
	4	Left-Turn	140.0000	deg	1.1100
	5	Straight	8.8800	nmi	
16R-TGO-TG6R-0					
	1	Straight	1.4000	nmi	
	2	Right-Turn	180.0000	deg	0.4000
	3	Straight	1.8500	nmi	
	4	Right-Turn	180.0000	deg	0.4000
	5	Straight	0.4500	nmi	
17-APP-TAN-0					

1	Straight	4.5000	nmi	
2	Left-Turn	90.0000	deg	0.1400
3	Straight	0.5500	nmi	
4	Right-Turn	90.0000	deg	0.0400
5	Straight	0.0400	nmi	
17-APP-TANW-0				
1	Straight	4.5000	nmi	
2	Right-Turn	77.0000	deg	0.1400
3	Straight	0.0700	nmi	
4	Left-Turn	90.0000	deg	0.1400
5	Straight	0.1500	nmi	
6	Right-Turn	90.0000	deg	0.0400
7	Straight	0.0400	nmi	
17-APP-TAS-0				
1	Straight	4.5000	nmi	
2	Right-Turn	180.0000	deg	0.0400
3	Straight	0.0100	nmi	
17-APP-TASW-0				
1	Straight	4.5000	nmi	
2	Right-Turn	90.0000	deg	0.0400
3	Straight	0.4000	nmi	
4	Right-Turn	90.0000	deg	0.0400
5	Straight	0.0400	nmi	
17-APP-TAW-0				
1	Straight	4.5000	nmi	
2	Left-Turn	90.0000	deg	0.1400
3	Straight	0.0200	nmi	
4	Right-Turn	180.0000	deg	0.0400
5	Straight	0.0400	nmi	
17-DEP-THN-0				
1	Straight	0.0100	nmi	
2	Right-Turn	90.0000	deg	0.1400
3	Straight	0.4500	nmi	
4	Right-Turn	90.0000	deg	0.1400
5	Straight	4.5000	nmi	
17-DEP-THNW-0				
1	Straight	0.0100	nmi	
2	Right-Turn	90.0000	deg	0.1400
3	Straight	0.0800	nmi	
4	Right-Turn	90.0000	deg	0.1400
5	Straight	0.3000	nmi	
6	Left-Turn	77.0000	deg	0.1400
7	Straight	4.5000	nmi	
17-DEP-THS-0				
1	Straight	0.0100	nmi	
2	Straight	4.5000	nmi	
17-DEP-THSW-0				
1	Straight	0.0100	nmi	
2	Right-Turn	90.0000	deg	0.1400
3	Straight	0.2200	nmi	
4	Left-Turn	90.0000	deg	0.1400
5	Straight	4.5000	nmi	
17-DEP-THW-0				
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-APP-L14L-0				
1	Straight	3.2900	nmi	
2	Right-Turn	90.0000	deg	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	
34L-APP-L18L-0				
1	Straight	3.2920	nmi	
2	Right-Turn	30.0000	deg	0.1646
3	Straight	0.0165	nmi	
34L-APP-L19L-0				
1	Straight	3.2920	nmi	
2	Right-Turn	15.0000	deg	0.3292
3	Straight	0.0165	nmi	
34L-APP-L20L-0				
1	Straight	4.9400	nmi	
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				
1	Straight	3.2920	nmi	
2	Left-Turn	30.0000	deg	0.3292
3	Straight	0.0823	nmi	
34L-APP-L23L-0				
1	Straight	3.2900	nmi	
2	Left-Turn	180.0000	deg	1.0000
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				
1	Straight	3.2920	nmi	
2	Left-Turn	75.0000	deg	0.0823
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				
1	Straight	1.3989	nmi	
2	Right-Turn	60.0000	deg	0.3292
3	Straight	3.2900	nmi	
34L-DEP-T13L-0				
1	Straight	1.1522	nmi	
2	Right-Turn	90.0000	deg	0.3621
3	Straight	3.2920	nmi	
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	
2	Left-Turn	75.0000	deg	0.3457
3	Straight	3.2920	nmi	
34L-DEP-T3L-0				
1	Straight	1.3989	nmi	

2	Left-Turn	60.0000	deg	0.4115
3	Straight	3.2920	nmi	
34L-DEP-T4L-0				
1	Straight	1.4814	nmi	
2	Left-Turn	180.0000	deg	1.0000
3	Straight	5.0000	nmi	
34L-DEP-T4LA-0				
1	Straight	1.8500	nmi	
2	Left-Turn	60.0000	deg	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	nmi	
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				
1	Straight	3.2920	nmi	
2	Right-Turn	30.0000	deg	0.3292
3	Straight	0.7408	nmi	
34R-APP-L19R-0				
1	Straight	3.2900	nmi	
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				
1	Straight	3.2900	nmi	
2	Left-Turn	15.0000	deg	0.0329
3	Straight	0.6749	nmi	
34R-APP-L23R-0				
1	Straight	5.0000	nmi	
2	Left-Turn	180.0000	deg	1.0000
3	Straight	0.6749	nmi	
34R-DEP-T10R-0				
1	Straight	0.8229	nmi	
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				
1	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	
34R-DEP-T9R-0				
1	Straight	0.9052	nmi	
2	Right-Turn	30.0000	deg	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	

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      4  Right-Turn  180.0000 deg     0.4000
      5  Straight      1.1500 nmi

STUDY AIRCRAFT
   707QN  Standard data
   727EM1 Standard data
   727Q15 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
   A3     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
      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
   CNA441 Standard data
   CNA500 Standard data
   CNA55B Standard data
   CNA750 Standard data
   CVR580 Standard data
   DC3    Standard data
   DC820  Standard data
   DC870  Standard data
   DC8QN  Standard data
   DC93LW Standard data
   DC9Q9  Standard data
   DHC6   Standard data
   DHC8   Standard data
   EMB120 Standard data
   FAL20  Standard data
```

GASEPF Standard data
GASEPV Standard data
GII Standard data
GIIB Standard data
GIV Standard data
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

```
   Descrip    : INM 4.11 user-defined S-76  -250C30
   UserID     : GA
   WgtCat     : Small
   OwnerCat   : Gen-Aviation
   EngType    : Piston
   NoiseCat   : None
   Type       : Prop
   NumEng     : 2
   NoiseId    : 250C30
   ATRS       : No
   TkoWgt     : 10000 lb
   LndWgt     : 10000 lb
   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

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
EPNL	2.00	A	91.2	87.2	84.1	80.7	75.1	68.2	63.2	57.4	51.5	45.9
EPNL	3.00	A	97.2	93.1	90.3	87.4	82.6	77.2	73.2	68.7	64.1	59.7
SEL	1.00	A	88.6	84.2	81.2	77.8	72.1	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	71.6	67.1	62.5	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
EPNL	89.00	D	118.7	113.5	109.5	105.1	97.6	89.6	83.2	76.2	68.5	59.9
EPNL	96.00	A	128.5	123.2	119.3	114.8	106.8	97.9	90.8	82.9	74.8	65.5
EPNL	96.00	D	128.5	123.2	119.3	114.8	106.8	97.9	90.8	82.9	74.8	65.5
LAMAX	89.00	A	113.3	106.6	101.9	97.0	88.9	79.9	73.1	65.5	56.9	47.4
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
LAMAX	96.00	D	120.9	114.1	109.3	104.3	95.9	86.3	78.9	70.4	60.8	50.4
PNLTM	89.00	A	126.6	119.5	114.4	108.7	99.5	89.7	82.3	74.3	65.4	55.7

PNLTM	89.00	D	126.6	119.5	114.4	108.7	99.5	89.7	82.3	74.3	65.4	55.7
PNLTM	96.00	A	133.7	126.6	121.5	115.8	106.0	95.4	87.3	78.5	69.2	58.7
PNLTM	96.00	D	133.7	126.6	121.5	115.8	106.0	95.4	87.3	78.5	69.2	58.7
SEL	89.00	A	114.3	109.4	105.9	102.2	95.9	88.7	83.1	76.6	69.3	61.0
SEL	89.00	D	114.3	109.4	105.9	102.2	95.9	88.7	83.1	76.6	69.3	61.0
SEL	96.00	A	125.3	120.3	116.7	112.8	106.3	98.5	92.3	85.0	76.6	67.4
SEL	96.00	D	125.3	120.3	116.7	112.8	106.3	98.5	92.3	85.0	76.6	67.4

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
C130			
APP	USER	1	121500
CIT3			
APP	USER	1	15300
CL600			
APP	USER	1	29700
CNA441			
APP	USER	1	8482
CNA500			
APP	USER	1	12600
DC820			
APP	USER	1	175000
DC93LW			
APP	USER	1	91800

DHC6			
APP	USER	1	11070
FAL20			
APP	USER	1	24560
DEP	USER	1	26250
GASEPF			
APP	USER	1	1980
TGO	USER	1	2200
TGO	USER	2	2200
GASEPV			
APP	USER	1	2700
TGO	USER	1	3000
TGO	USER	2	3000
GIIB			
APP	USER	1	45000
DEP	F	1	47000
DEP	F	3	55000
DEP	F	4	60000
DEP	M	1	47000
DEP	M	3	55000
DEP	USER	1	47000
GIV			
APP	USER	1	58500
HS748A			
APP	USER	1	38700
IA1125			
APP	USER	1	18630
LEAR25			
APP	USER	1	12200
DEP	USER	1	15000
DEP	USER	2	15000
DEP	USER	4	13500
DEP	USER	5	13500
LEAR35			
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			
APP	USER	1	11900
S-76			
APP	USER	1	10000
DEP	USER	1	10000
SD330			
APP	USER	1	20340
SF340			
APP	USER	1	23850

USER-DEFINED PROCEDURAL PROFILES

#	StepType	Flap	ThrType	Alt/Clm	Speed(kt)	Ang/Thr/Dis
707QN-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
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-40	None	1000.0 ft	131.6	3.9 deg
5	Land	D-40	None	410.6 ft	0.0	0.0
6	Decelerate		None	3695.4 ft	124.9	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %

727EM1-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.9 deg
2	Descend	5	None	3000.0 ft	160.0	3.9 deg
3	Descend	D-25	None	1500.0 ft	149.6	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		None	3128.4 ft	140.0	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
727EM1-DEP-USER-1						
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
737300-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	148.6	3.0 deg
4	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 %
737400-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 %
737500-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 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
737QN-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-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 ft	139.5	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
A7D-APP-STANDARD-1						
1	Descend	INTRA	None	6000.0 ft	250.0	3.0 deg
2	Descend	INTRA	None	3000.0 ft	200.0	3.0 deg
3	Descend	D-ZERO	None	1500.0 ft	185.8	3.0 deg
4	Descend	D-MAX	None	1000.0 ft	152.3	3.0 deg
5	Land	D-MAX	None	566.6 ft	0.0	0.0
6	Decelerate		None	5099.4 ft	144.5	19.9 %

7	Decelerate		None	0.0 ft	30.0	10.0 %
A7D-APP-USER-1						
1	Descend	INTRA	None	6000.0 ft	250.0	3.0 deg
2	Descend	INTRA	None	3000.0 ft	200.0	3.0 deg
3	Descend	D-ZERO	None	1500.0 ft	185.8	3.0 deg
4	Descend	D-MAX	None	1000.0 ft	152.3	3.9 deg
5	Land	D-MAX	None	566.6 ft	0.0	0.0
6	Decelerate		None	5099.4 ft	144.5	19.9 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
A7D-DEP-STANDARD-1						
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 fpm	335.0	0.0
4	Climb	ZERO	MaxTakeOff	5500.0 ft	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-DEP-STANDARD-2						
1	Takeoff	35	MaxTakeOff	0.0	0.0	0.0
2	Accelerate	35	MaxTakeOff	1623.0 fpm	221.0	0.0
3	Accelerate	ZERO	MaxTakeOff	3245.0 fpm	335.0	0.0
4	Climb	ZERO	MaxTakeOff	5500.0 ft	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-CIR-STANDARD-1						
1	Takeoff	35	MaxTakeOff	0.0	0.0	0.0
2	Accelerate	35	MaxTakeOff	1875.0 fpm	208.0	0.0
3	Climb	ZERO	MaxTakeOff	1500.0 ft	0.0	0.0
4	Accelerate	ZERO	MaxTakeOff	0.0 fpm	335.0	0.0
5	Level	ZERO	None	1500.0 ft	335.0	500.0 ft
6	Level-Stretch	ZERO	None	0.0	0.0	0.0
7	Level	ZERO	None	1500.0 ft	335.0	500.0 ft
8	Descend	D-ZERO	None	1500.0 ft	194.1	3.0 deg
9	Descend	D-MAX	None	1000.0 ft	159.1	3.0 deg
10	Land	D-MAX	None	566.6 ft	0.0	0.0
11	Decelerate		None	5099.4 ft	150.9	19.9 %
12	Decelerate		None	0.0 ft	30.0	10.0 %
A7D-TGO-STANDARD-1						
1	Level	ZERO	None	1500.0 ft	335.0	500.0 ft
2	Descend	D-ZERO	None	1500.0 ft	194.1	3.0 deg
3	Descend	D-MAX	None	1000.0 ft	159.1	3.0 deg
4	Land	D-MAX	None	1133.2 ft	0.0	0.0
5	Takeoff	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 ft	0.0	0.0
8	Accelerate	ZERO	MaxTakeOff	0.0 fpm	335.0	0.0
9	Level	ZERO	None	1500.0 ft	335.0	500.0 ft
BAC111-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
2	Descend	INT1	None	3000.0 ft	153.3	3.0 deg
3	Descend	U-INT	None	1500.0 ft	143.3	3.0 deg
4	Descend	D-45	None	1000.0 ft	133.3	3.9 deg
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 %
BAE146-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
2	Descend	18	None	3000.0 ft	180.0	3.0 deg
3	Descend	D-24	None	1500.0 ft	166.5	3.0 deg
4	Descend	D-33	None	1000.0 ft	123.0	3.9 deg
5	Land	D-33	None	243.9 ft	0.0	0.0
6	Decelerate		None	2195.1 ft	116.7	60.0 %

7	Decelerate		None	0.0 ft	30.0	10.0 %
BEC58P-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	130.0	3.0 deg
2	Descend	TO	None	3000.0 ft	119.0	3.0 deg
3	Descend	D-15	None	1500.0 ft	109.0	3.0 deg
4	Descend	D-30	None	1000.0 ft	99.0	3.9 deg
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 %
BEC58P-TGO-USER-1						
1	Level	TO	None	1200.0 ft	115.0	500.0 ft
2	Descend	D-15	None	1200.0 ft	109.0	5.0 deg
3	Descend	D-30	None	600.0 ft	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 fpm	115.0	0.0
7	Climb	TO	MaxTakeOff	1200.0 ft	0.0	0.0
8	Level	TO	None	1200.0 ft	115.0	500.0 ft
BEC58P-TGO-USER-2						
1	Level	TO	None	1000.0 ft	115.0	500.0 ft
2	Descend	D-15	None	1000.0 ft	109.0	5.0 deg
3	Descend	D-30	None	600.0 ft	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 fpm	115.0	0.0
7	Climb	TO	MaxTakeOff	1000.0 ft	0.0	0.0
8	Level	TO	None	1000.0 ft	115.0	500.0 ft
C130-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	200.0	3.0 deg
2	Descend	ZERO	None	3000.0 ft	165.8	3.0 deg
3	Descend	U-INTR	None	1500.0 ft	145.8	3.0 deg
4	Descend	D-35	None	1000.0 ft	135.8	3.9 deg
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 deg
2	Descend	10	None	3000.0 ft	139.5	3.0 deg
3	Descend	D-INTR	None	1500.0 ft	129.5	3.0 deg
4	Descend	D-40	None	1000.0 ft	119.5	3.9 deg
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 %
CL600-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
2	Descend	10	None	3000.0 ft	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 ft	0.0	0.0
6	Decelerate		None	1814.4 ft	125.3	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
CNA441-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	160.0	3.9 deg
2	Descend	TO	None	3000.0 ft	113.9	3.9 deg
3	Descend	D-INTR	None	1500.0 ft	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 ft	89.1	40.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
CNA500-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 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	111.3	3.9 deg
5	Land	D-35	None	179.1 ft	0.0	0.0
6	Decelerate		None	1611.9 ft	105.6	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
DC93LW-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	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 ft	0.0	0.0
4	Accelerate	10	MaxClimb	1388.0 fpm	162.0	0.0
5	Accelerate	ZERO	MaxClimb	1041.0 fpm	177.0	0.0
7	Climb	ZERO	MaxClimb	3000.0 ft	0.0	0.0
8	Accelerate	ZERO	MaxClimb	1432.0 fpm	250.0	0.0
9	Climb	ZERO	MaxClimb	5500.0 ft	0.0	0.0
10	Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
11	Climb	ZERO	MaxClimb	10000.0 ft	0.0	0.0
GASEPF-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	100.0	3.0 deg
2	Descend	UP	None	3000.0 ft	68.7	3.0 deg
3	Descend	D-40	None	1500.0 ft	58.7	3.0 deg
4	Descend	D-40	None	1000.0 ft	58.7	3.9 deg
5	Land	D-40	None	47.2 ft	0.0	0.0
6	Decelerate		None	424.8 ft	55.7	27.2 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
GASEPF-TGO-USER-1						
1	Level	UP	None	1200.0 ft	73.0	500.0 ft
2	Descend	D-40	None	1200.0 ft	61.9	5.0 deg
3	Descend	D-40	None	600.0 ft	61.9	5.0 deg
4	Land	D-40	None	94.4 ft	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	1200.0 ft	0.0	0.0
8	Level	UP	None	1200.0 ft	73.0	500.0 ft
GASEPF-TGO-USER-2						
1	Level	UP	None	1000.0 ft	73.0	500.0 ft
2	Descend	D-40	None	1000.0 ft	61.9	5.0 deg

3	Descend	D-40	None	600.0 ft	61.9	5.0 deg
4	Land	D-40	None	94.4 ft	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 ft	0.0	0.0
8	Level	UP	None	1000.0 ft	73.0	500.0 ft
GASEPV-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 deg
3	Descend	D-40	None	1500.0 ft	66.0	3.0 deg
4	Descend	D-40	None	1000.0 ft	66.0	3.9 deg
5	Land	D-40	None	42.8 ft	0.0	0.0
6	Decelerate		None	385.2 ft	62.6	31.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
GASEPV-TGO-USER-1						
1	Level	INTR	None	1200.0 ft	90.0	500.0 ft
2	Descend	D-40	None	1200.0 ft	69.6	5.0 deg
3	Descend	D-40	None	600.0 ft	69.6	5.0 deg
4	Land	D-40	None	85.6 ft	0.0	0.0
5	Takeoff	20	MaxTakeOff	0.0	50.0	0.0
6	Accelerate	20	MaxTakeOff	652.0 fpm	66.0	0.0
7	Climb	INTR	MaxTakeOff	1200.0 ft	0.0	0.0
8	Accelerate	INTR	MaxTakeOff	0.0 fpm	90.0	0.0
9	Level	INTR	None	1200.0 ft	90.0	500.0 ft
GASEPV-TGO-USER-2						
1	Level	INTR	None	1000.0 ft	90.0	500.0 ft
2	Descend	D-40	None	1000.0 ft	69.6	5.0 deg
3	Descend	D-40	None	600.0 ft	69.6	5.0 deg
4	Land	D-40	None	85.6 ft	0.0	0.0
5	Takeoff	20	MaxTakeOff	0.0	50.0	0.0
6	Accelerate	20	MaxTakeOff	652.0 fpm	66.0	0.0
7	Climb	INTR	MaxTakeOff	1000.0 ft	0.0	0.0
8	Accelerate	INTR	MaxTakeOff	0.0 fpm	90.0	0.0
9	Level	INTR	None	1000.0 ft	90.0	500.0 ft
GIIB-APP-USER-1						
1	Descend	L-0-U	None	6000.0 ft	250.0	3.9 deg
2	Descend	L-10-U	None	3000.0 ft	159.1	3.9 deg
3	Descend	L-20-D	None	1500.0 ft	145.2	3.9 deg
4	Descend	L-20-D	None	1000.0 ft	139.1	3.9 deg
5	Land	L-39-D	None	192.6 ft	0.0	0.0
6	Decelerate		None	1733.4 ft	125.0	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
GIV-APP-USER-1						
1	Descend	L-0-U	None	6000.0 ft	250.0	3.0 deg
2	Descend	L-0-U	None	3000.0 ft	159.1	3.0 deg
3	Descend	L-20-D	None	1500.0 ft	153.1	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 %
HS748A-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 %
IA1125-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
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 %
LEAR25-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 %
LEAR25-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
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
LEAR25-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	10	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
LEAR25-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
6	Climb	ZERO	MaxClimb	7500.0 ft	0.0	0.0
7	Climb	ZERO	MaxClimb	10000.0 ft	0.0	0.0
LEAR25-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
4	Accelerate	10	UserValue	700.0 fpm	160.0	1400.0
5	Climb	10	UserValue	900.0 ft	0.0	1400.0
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						
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						
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	ZERO	None	6000.0 ft	250.0	3.9 deg
2	Descend	11	None	3000.0 ft	160.5	3.9 deg
3	Descend	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	D-40	None	342.0 ft	0.0	0.0
6	Decelerate		None	3078.0 ft	129.3	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
MU3001-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	250.0	3.0 deg
2	Descend	1	None	3000.0 ft	133.8	3.0 deg
3	Descend	D-INTR	None	1500.0 ft	123.8	3.0 deg
4	Descend	D-30	None	1000.0 ft	117.1	3.9 deg
5	Land	D-30	None	156.6 ft	0.0	0.0
6	Decelerate		None	1409.4 ft	111.1	60.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
SD330-APP-USER-1						
1	Descend	ZERO	None	6000.0 ft	160.0	3.0 deg
2	Descend	INTR	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	1000.0 ft	100.2	3.9 deg
5	Land	D-35	None	233.1 ft	0.0	0.0
6	Decelerate		None	2097.9 ft	95.1	40.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %
SF340-APP-USER-1						

1	Descend	ZERO	None	6000.0 ft	160.0	3.0 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	1000.0 ft	116.9	3.9 deg
5	Land	D-35	None	216.9 ft	0.0	0.0
6	Decelerate		None	1952.1 ft	110.9	40.0 %
7	Decelerate		None	0.0 ft	30.0	10.0 %

USER-DEFINED FIXED-POINT PROFILES

#	Dist(ft)	Alt(ft)	Spd(kt)	Thrust	OpMode
A3-APP-A3AV-1					
1	-200000.0	17548.0	200.0	86.7 %	A
2	-30400.0	2666.5	135.0	86.7 %	A
3	0.0	0.0	135.0	86.7 %	A
4	566.6	0.0	100.0	86.7 %	A
5	5666.0	0.0	30.5	86.7 %	A
A3-DEP-A3D-1					
1	0.0	0.0	0.0	97.0 %	D
2	1200.0	0.0	105.0	99.3 %	D
3	9000.0	400.0	190.0	99.3 %	D
4	11000.0	700.0	250.0	93.0 %	D
5	19000.0	1400.0	250.0	93.0 %	D
6	29000.0	2100.0	250.0	93.0 %	D
7	37000.0	3000.0	250.0	93.0 %	D
8	200000.0	5000.0	250.0	93.0 %	D
A3VNY-APP-A3AV-1					
1	-200000.0	17548.0	200.0	86.7 %	A
2	-30400.0	2666.5	135.0	86.7 %	A
3	0.0	0.0	135.0	86.7 %	A
4	566.6	0.0	100.0	86.7 %	A
5	5666.0	0.0	30.5	86.7 %	A
A3VNY-DEP-A3D-1					
1	0.0	0.0	0.0	99.3 %	D
2	1200.0	0.0	105.0	97.0 %	D
3	9000.0	400.0	190.0	95.0 %	D
4	11000.0	700.0	250.0	93.0 %	D
5	19000.0	1400.0	250.0	93.0 %	D
6	29000.0	2100.0	250.0	93.0 %	D
7	37000.0	3000.0	250.0	93.0 %	D
8	200000.0	5000.0	250.0	93.0 %	D
B57E-APP-USER-1					
1	-110074.2	6000.0	277.9	82.0 %	A
2	-52830.8	3000.0	212.4	82.0 %	A
3	-24209.1	1500.0	192.9	82.0 %	A
4	-14668.5	1000.0	157.0	82.0 %	A
5	0.0	0.0	154.7	82.0 %	A
6	566.6	0.0	146.7	82.0 %	A
7	5666.0	0.0	30.5	82.0 %	A
B57E-DEP-USER-1					
1	0.0	0.0	35.0	97.0 %	D
2	5419.7	0.0	175.3	90.0 %	D
3	8883.7	348.3	212.3	89.0 %	D
4	34168.0	3791.3	360.0	88.0 %	D
5	41355.0	5500.0	369.5	91.0 %	D
6	50211.9	7500.0	381.1	94.0 %	D
7	61999.5	10000.0	396.3	98.0 %	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
4	3597.2	148.5	150.6	7834.8 lb	D

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
8	15117.0	1749.2	154.8	5654.9	lb	D
9	20592.9	2450.2	156.5	5802.8	lb	D
10	25280.9	3050.0	157.9	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	170.7	7189.8	lb	D
15	75012.5	9383.4	174.1	7544.4	lb	D
16	78230.9	9791.3	175.2	7665.0	lb	D
17	79879.0	10000.0	175.8	7727.6	lb	D
GIIB-DEP-F-3						
1	0.0	0.0	16.0	7900.0	lb	D
2	3182.8	0.0	150.0	7800.9	lb	D
3	3504.9	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	D
7	6976.3	454.0	164.2	7057.4	lb	D
8	7251.1	492.2	164.3	6320.4	lb	D
9	8353.0	632.8	164.6	6352.8	lb	D
10	10010.3	844.3	165.1	6402.0	lb	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	173.2	7197.7	lb	D
15	45195.3	5318.4	176.7	7557.8	lb	D
16	55056.8	6567.0	180.1	7923.6	lb	D
17	65112.6	7837.6	183.7	8317.7	lb	D
18	75057.9	9091.5	187.3	8729.7	lb	D
19	82278.1	10000.0	190.0	9043.4	lb	D
GIIB-DEP-F-4						
1	0.0	0.0	16.0	7900.0	lb	D
2	3492.6	0.0	136.1	7874.4	lb	D
3	4104.7	35.0	141.7	7874.4	lb	D
4	4828.3	99.8	145.0	7866.8	lb	D
5	5322.0	137.2	148.2	7850.9	lb	D
6	6082.3	199.0	152.7	7830.2	lb	D
7	7131.7	296.3	159.1	7803.6	lb	D
8	8198.4	462.8	160.1	6257.3	lb	D
9	10084.0	656.2	160.6	5620.4	lb	D
10	15229.5	1180.0	161.8	5729.0	lb	D
11	20141.5	1679.8	163.0	5835.0	lb	D
12	25090.5	2183.0	164.3	5944.0	lb	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	169.3	6406.7	lb	D
16	55020.6	5219.0	172.0	6655.8	lb	D
17	65215.1	6250.0	174.7	6920.3	lb	D
18	75276.0	7266.0	177.5	7193.3	lb	D
19	85195.2	8266.0	180.3	7474.6	lb	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
2	1814.0	0.0	140.0	10202.5	lb	D
3	2357.0	61.8	146.6	10202.5	lb	D
4	3094.3	236.3	151.4	10235.3	lb	D
5	3582.0	392.0	151.7	10256.4	lb	D

6	3828.2	463.1	151.9	8569.4	lb	D
7	4335.4	539.6	152.1	5410.1	lb	D
8	4590.4	569.9	152.1	5416.0	lb	D
9	5610.8	700.7	152.4	5441.9	lb	D
10	8170.4	1028.9	153.2	5507.6	lb	D
11	12033.3	1524.0	154.3	5608.3	lb	D
12	15144.3	1922.5	155.2	5691.1	lb	D
13	20108.4	2558.0	156.7	5826.0	lb	D
14	25120.4	3199.1	158.2	5966.0	lb	D
15	35022.2	4464.3	161.3	6254.2	lb	D
16	45118.6	5752.2	164.5	6564.7	lb	D
17	55137.8	7027.9	167.8	6890.6	lb	D
18	65072.6	8290.6	171.1	7232.3	lb	D
19	75207.8	9576.3	174.6	7601.2	lb	D
20	78552.5	10000.0	175.8	7727.6	lb	D
GIIB-DEP-M-3						
1	0.0	0.0	16.0	10200.0	lb	D
2	2454.3	0.0	148.0	10147.6	lb	D
3	2776.3	35.0	151.5	10147.6	lb	D
4	3830.1	151.4	162.0	10120.0	lb	D
5	4637.6	330.6	163.9	10157.0	lb	D
6	5176.7	457.8	164.2	8636.9	lb	D
7	5450.6	502.0	164.3	6710.6	lb	D
8	6552.7	642.8	164.6	6355.1	lb	D
9	8210.2	854.2	165.2	6404.4	lb	D
10	10150.6	1101.7	165.8	6462.5	lb	D
11	15173.3	1741.9	167.4	6616.0	lb	D
12	20244.5	2387.7	169.0	6775.2	lb	D
13	25450.1	3050.0	170.7	6943.3	lb	D
14	35177.7	4286.0	173.9	7270.4	lb	D
15	45179.9	5554.5	177.3	7625.4	lb	D
16	55077.7	6807.2	180.8	7996.4	lb	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
2	-18836.0	2000.0	160.0	3.0		A
3	-14582.7	1500.0	160.0	3.0		A
4	-9721.8	1000.0	160.0	3.0		A
5	-4860.9	500.0	160.0	3.0		A
6	0.0	0.0	160.0	3.0		A
7	0.0	0.0	160.0	3.0		A
S-76-DEP-USER-1						
1	0.0	0.0	32.0	2.0		D
2	476.0	0.0	160.0	2.0		D
3	3226.0	500.0	160.0	2.0		D
4	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
8	14100.0	1500.0	160.0	1.0		D

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

USER-DEFINED GENERAL THRUST COEFFICIENTS

Acft	Type	Coeff-E	Coeff-F	Coeff-Ga	Coeff-Gb	Coeff-H	Coeff-K1	Coeff-K2

CASE FLIGHT OPERATIONS

Acft	Op	Profile	Stg	Rwy	Track	Sub	Group	Day	Evening	Night
727EM1	APP	STANDARD	1	34L	L20L	0	COM	0.0044	0.0009	0.0012
727EM1	APP	USER	1	16R	L6R	0	COM	0.0019	0.0000	0.0000
727EM1	APP	USER	1	16R	L7R	0	COM	0.0296	0.0034	0.0199
727EM1	DEP	STANDARD	1	16R	T6RA	1	COM	0.0061	0.0001	0.0000
727EM1	DEP	STANDARD	1	16R	T6RA	2	COM	0.0030	0.0001	0.0000
727EM1	DEP	STANDARD	1	16R	T6RB	1	COM	0.0065	0.0001	0.0000
727EM1	DEP	STANDARD	1	16R	T6RB	2	COM	0.0032	0.0001	0.0000
727EM1	DEP	STANDARD	1	16R	T6RC	0	COM	0.0131	0.0003	0.0000
727EM1	DEP	STANDARD	1	16R	T6RD	0	COM	0.0125	0.0003	0.0000
727EM1	DEP	STANDARD	1	16R	T6RE	0	COM	0.0125	0.0003	0.0000
727EM1	DEP	STANDARD	1	34L	T4LA	0	COM	0.0005	0.0005	0.0000
727EM1	DEP	STANDARD	1	34L	T4LB	0	COM	0.0005	0.0005	0.0000
727EM1	DEP	STANDARD	1	34L	T4LC	0	COM	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	1	COM	0.0011	0.0003	0.0000
737300	DEP	STANDARD	1	16R	T6RA	2	COM	0.0006	0.0002	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	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
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	DEP	STANDARD	1	16R	T6RB	1	COM	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	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	1	COM	0.0007	0.0000	0.0000
737N17	DEP	STANDARD	1	16R	T6RB	2	COM	0.0004	0.0000	0.0000
737N17	DEP	STANDARD	1	16R	T6RC	0	COM	0.0015	0.0000	0.0000
737N17	DEP	STANDARD	1	16R	T6RD	0	COM	0.0014	0.0000	0.0000
737N17	DEP	STANDARD	1	16R	T6RE	0	COM	0.0014	0.0000	0.0000
737N17	DEP	STANDARD	1	34L	T4LA	0	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	0.0013	0.0000	0.0000
757PW	DEP	STANDARD	1	16R	T6RB	2	COM	0.0007	0.0000	0.0000
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	0	MIL	0.0558	0.0000	0.0000
A3VNY	DEP	A3D	1	34L	T4LA	0	MIL	0.0025	0.0000	0.0000
A3VNY	DEP	A3D	1	34L	T4LB	0	MIL	0.0025	0.0000	0.0000
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	T6RA	2	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	MIL	0.0042	0.0021	0.0000
A7D	DEP	STANDARD	1	16R	T6RD	0	MIL	0.0040	0.0019	0.0000
A7D	DEP	STANDARD	1	16R	T6RE	0	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	0	GA	0.3149	0.0497	0.0165
BEC58P	APP	STANDARD	1	16L	L3L	0	GA	0.3645	0.0497	0.0000
BEC58P	APP	STANDARD	1	16L	L4L	0	GA	0.3480	0.0497	0.0165
BEC58P	APP	STANDARD	1	16L	L5L	0	GA	0.5136	0.0828	0.0000
BEC58P	APP	STANDARD	1	16L	L6L	0	GA	1.3256	0.0663	0.0000
BEC58P	APP	STANDARD	1	16L	L7L	0	GA	19.0888	2.6512	0.8284
BEC58P	APP	STANDARD	1	16L	L8L	0	GA	1.8062	0.1658	0.0331
BEC58P	APP	STANDARD	1	16L	L9L	0	GA	0.1823	0.0000	0.0000
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	0	GA	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	0	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	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	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	0	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	0	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	0	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	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	0	GA	0.3356	0.0224	0.0224
BEC58P	DEP	STANDARD	1	34L	T8L	0	GA	0.0672	0.0224	0.0000
BEC58P	DEP	STANDARD	1	34L	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	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	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	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	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	STANDARD	1	16R	T6RD	0	GA	0.1529	0.0071	0.0051
CIT3	DEP	STANDARD	1	16R	T6RE	0	GA	0.1529	0.0071	0.0051
CIT3	DEP	STANDARD	1	34L	T4LA	0	GA	0.0260	0.0030	0.0000
CIT3	DEP	STANDARD	1	34L	T4LB	0	GA	0.0260	0.0030	0.0000
CIT3	DEP	STANDARD	1	34L	T4LC	0	GA	0.0268	0.0032	0.0000
CL600	APP	STANDARD	1	34L	L19L	0	GA	0.0000	0.0048	0.0000
CL600	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	1	16R	T6RA	1	GA	0.4984	0.0283	0.0307
CL600	DEP	STANDARD	1	16R	T6RA	2	GA	0.2455	0.0140	0.0151
CL600	DEP	STANDARD	1	16R	T6RB	1	GA	0.5295	0.0301	0.0326
CL600	DEP	STANDARD	1	16R	T6RB	2	GA	0.2608	0.0148	0.0160
CL600	DEP	STANDARD	1	16R	T6RC	0	GA	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	GA	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	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	1	16R	T6RA	1	GA	0.0020	0.0000	0.0006
CL601	DEP	STANDARD	1	16R	T6RA	2	GA	0.0010	0.0000	0.0003
CL601	DEP	STANDARD	1	16R	T6RB	1	GA	0.0021	0.0000	0.0007
CL601	DEP	STANDARD	1	16R	T6RB	2	GA	0.0011	0.0000	0.0004
CL601	DEP	STANDARD	1	16R	T6RC	0	GA	0.0045	0.0000	0.0014
CL601	DEP	STANDARD	1	16R	T6RD	0	GA	0.0043	0.0000	0.0014
CL601	DEP	STANDARD	1	16R	T6RE	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	1	16L	L10L	0	GA	1.4952	0.1226	0.0245
CNA172	APP	STANDARD	1	16L	L11L	0	GA	1.2256	0.0491	0.0491
CNA172	APP	STANDARD	1	16L	L12L	0	GA	1.2501	0.0245	0.0000
CNA172	APP	STANDARD	1	16L	L13L	0	GA	0.3922	0.0245	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	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	STANDARD	1	34L	L20L	0	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	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	34R	L15R	0	GA	0.1226	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	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	0	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	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	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	0	GA	0.4245	0.0000	0.0000

CNA172	DEP	STANDARD	1	34R	T6R	0	GA	1.0611	0.1593	0.0000
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	GA	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
CNA206	APP	STANDARD	1	16L	L3L	0	GA	0.3019	0.0000	0.0188
CNA206	APP	STANDARD	1	16L	L4L	0	GA	0.3962	0.0188	0.0000
CNA206	APP	STANDARD	1	16L	L5L	0	GA	0.3584	0.1131	0.0000
CNA206	APP	STANDARD	1	16L	L6L	0	GA	0.8679	0.0755	0.0377
CNA206	APP	STANDARD	1	16L	L7L	0	GA	12.5653	1.8300	0.1510
CNA206	APP	STANDARD	1	16L	L8L	0	GA	3.0376	0.2076	0.0000
CNA206	APP	STANDARD	1	16L	L9L	0	GA	0.6038	0.0188	0.0188
CNA206	APP	STANDARD	1	16R	L10R	0	GA	0.0945	0.0188	0.0000
CNA206	APP	STANDARD	1	16R	L11R	0	GA	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	0	GA	0.1890	0.0188	0.0000
CNA206	APP	STANDARD	1	16R	L4R	0	GA	0.1134	0.0000	0.0000
CNA206	APP	STANDARD	1	16R	L5R	0	GA	0.1890	0.0377	0.0000
CNA206	APP	STANDARD	1	16R	L6R	0	GA	0.7750	0.0755	0.0000
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
CNA206	APP	STANDARD	1	34R	L17R	0	GA	0.0188	0.0000	0.0000
CNA206	APP	STANDARD	1	34R	L18R	0	GA	0.0566	0.0000	0.0000
CNA206	APP	STANDARD	1	34R	L19R	0	GA	0.3962	0.0377	0.0188
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	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	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	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	0.0626	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	T20R	0	GA	9.7411	0.5638	0.4699
CNA206	DEP	STANDARD	1	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	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
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	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	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	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	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	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	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	1	34R	T8R	0	GA	0.2506	0.0314	0.0000
CNA206	DEP	STANDARD	1	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	1	16L	L10L	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	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	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	1	16L	L7L	0	COM	17.0032	2.4504	0.9029
CNA441	APP	USER	1	16L	L8L	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	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	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
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	1	16L	T15L	0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD	1	16L	T16L	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	1	16L	T18L	0	COM	0.1486	0.0000	0.0425
CNA441	DEP	STANDARD	1	16L	T19L	0	COM	0.8489	0.0637	0.0849
CNA441	DEP	STANDARD	1	16L	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	1	16L	T23L	0	COM	0.0637	0.0000	0.0000
CNA441	DEP	STANDARD	1	16L	T24L	0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD	1	16R	T17R	0	COM	0.0424	0.0212	0.0000
CNA441	DEP	STANDARD	1	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	1	16R	T23R	0	COM	0.1273	0.0000	0.0000
CNA441	DEP	STANDARD	1	16R	T24R	0	COM	0.0849	0.0000	0.0212
CNA441	DEP	STANDARD	1	34L	T1L	0	COM	0.0637	0.0000	0.0000
CNA441	DEP	STANDARD	1	34L	T2L	0	COM	0.0849	0.0000	0.0212
CNA441	DEP	STANDARD	1	34L	T3L	0	COM	0.1061	0.0000	0.0000
CNA441	DEP	STANDARD	1	34L	T4L	0	COM	0.0425	0.0000	0.0000
CNA441	DEP	STANDARD	1	34L	T5L	0	COM	0.1698	0.0000	0.0212
CNA441	DEP	STANDARD	1	34L	T6L	0	COM	0.3184	0.0000	0.0212
CNA441	DEP	STANDARD	1	34L	T7L	0	COM	0.1274	0.0000	0.0000
CNA441	DEP	STANDARD	1	34R	T12R	0	COM	0.0212	0.0000	0.0000
CNA441	DEP	STANDARD	1	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	STANDARD	1	34R	T9R	0	COM	0.0212	0.0000	0.0000
CNA500	APP	STANDARD	1	34L	L19L	0	GA	0.0091	0.0091	0.0000
CNA500	APP	STANDARD	1	34L	L20L	0	GA	0.2529	0.0369	0.0184
CNA500	APP	STANDARD	1	34L	L21L	0	GA	0.0046	0.0000	0.0000
CNA500	APP	USER	1	16R	L2R	0	GA	0.0046	0.0000	0.0000
CNA500	APP	USER	1	16R	L3R	0	GA	0.0091	0.0000	0.0000
CNA500	APP	USER	1	16R	L4R	0	GA	0.0046	0.0000	0.0046
CNA500	APP	USER	1	16R	L5R	0	GA	0.0369	0.0046	0.0000
CNA500	APP	USER	1	16R	L6R	0	GA	0.0735	0.0184	0.0046
CNA500	APP	USER	1	16R	L7R	0	GA	1.8357	0.4372	0.1886
CNA500	APP	USER	1	16R	L8R	0	GA	0.0919	0.0230	0.0091
CNA500	DEP	STANDARD	1	16R	T6RA	1	GA	0.2590	0.0110	0.0220
CNA500	DEP	STANDARD	1	16R	T6RA	2	GA	0.1276	0.0054	0.0108
CNA500	DEP	STANDARD	1	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	1	16R	T6RC	0	GA	0.5556	0.0236	0.0471
CNA500	DEP	STANDARD	1	16R	T6RD	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	1	34L	T4LB	0	GA	0.0985	0.0046	0.0139
CNA500	DEP	STANDARD	1	34L	T4LC	0	GA	0.1015	0.0047	0.0143
CNA55B	APP	STANDARD	1	16R	L3R	0	GA	0.0082	0.0000	0.0000
CNA55B	APP	STANDARD	1	16R	L4R	0	GA	0.0041	0.0041	0.0000
CNA55B	APP	STANDARD	1	16R	L5R	0	GA	0.0121	0.0000	0.0000
CNA55B	APP	STANDARD	1	16R	L6R	0	GA	0.0405	0.0082	0.0000
CNA55B	APP	STANDARD	1	16R	L7R	0	GA	0.9768	0.1338	0.1541
CNA55B	APP	STANDARD	1	16R	L8R	0	GA	0.0082	0.0082	0.0000
CNA55B	APP	STANDARD	1	34L	L19L	0	GA	0.0041	0.0000	0.0000
CNA55B	APP	STANDARD	1	34L	L20L	0	GA	0.1620	0.0323	0.0162
CNA55B	DEP	STANDARD	1	16R	T6RA	1	GA	0.1286	0.0072	0.0077
CNA55B	DEP	STANDARD	1	16R	T6RA	2	GA	0.0633	0.0036	0.0038
CNA55B	DEP	STANDARD	1	16R	T6RB	1	GA	0.1365	0.0077	0.0081
CNA55B	DEP	STANDARD	1	16R	T6RB	2	GA	0.0673	0.0038	0.0040
CNA55B	DEP	STANDARD	1	16R	T6RC	0	GA	0.2758	0.0154	0.0165
CNA55B	DEP	STANDARD	1	16R	T6RD	0	GA	0.2638	0.0147	0.0158
CNA55B	DEP	STANDARD	1	16R	T6RE	0	GA	0.2638	0.0147	0.0158
CNA55B	DEP	STANDARD	1	34L	T4LA	0	GA	0.0608	0.0098	0.0070
CNA55B	DEP	STANDARD	1	34L	T4LB	0	GA	0.0608	0.0098	0.0070
CNA55B	DEP	STANDARD	1	34L	T4LC	0	GA	0.0627	0.0101	0.0072
CNA750	APP	STANDARD	1	16R	L11R	0	GA	0.0000	0.0058	0.0000

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	1	16R	L6R	0	GA	0.0573	0.0115	0.0000
CNA750	APP	STANDARD	1	16R	L7R	0	GA	1.7679	0.3557	0.2466
CNA750	APP	STANDARD	1	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	1	16R	T6RA	1	GA	0.2171	0.0202	0.0306
CNA750	DEP	STANDARD	1	16R	T6RA	2	GA	0.1070	0.0100	0.0150
CNA750	DEP	STANDARD	1	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	1	16R	T6RD	0	GA	0.4457	0.0416	0.0629
CNA750	DEP	STANDARD	1	16R	T6RE	0	GA	0.4457	0.0416	0.0629
CNA750	DEP	STANDARD	1	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	1	16L	L7L	0	COM	0.0248	0.0000	0.0000
CVR580	DEP	STANDARD	1	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	1	16L	L6L	0	COM	0.0000	0.0010	0.0000
DC3	APP	STANDARD	1	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	1	34L	T1L	0	COM	0.0042	0.0000	0.0000
DC93LW	APP	STANDARD	1	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	1	16R	T6RB	1	COM	0.0027	0.0000	0.0000
DC93LW	DEP	STANDARD	1	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	1	34L	L20L	0	COM	0.8987	0.1057	0.0265
DHC6	APP	USER	1	16L	L5L	0	COM	0.0793	0.0000	0.0000
DHC6	APP	USER	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	0	COM	0.0793	0.0000	0.0000
DHC6	APP	USER	1	16R	L3R	0	COM	0.0000	0.0000	0.0265
DHC6	APP	USER	1	16R	L4R	0	COM	0.0265	0.0000	0.0000
DHC6	APP	USER	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	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	1	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	1	16L	T22L	0	COM	0.0233	0.0000	0.0000
DHC6	DEP	STANDARD	1	16L	T24L	0	COM	0.0000	0.0000	0.0233
DHC6	DEP	STANDARD	1	16R	T17R	0	COM	0.0233	0.0000	0.0000
DHC6	DEP	STANDARD	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	1	16R	T23R	0	COM	0.0467	0.0000	0.0000
DHC6	DEP	STANDARD	1	34L	T2L	0	COM	0.0699	0.0000	0.0000
DHC6	DEP	STANDARD	1	34L	T3L	0	COM	0.0465	0.0233	0.0000
DHC6	DEP	STANDARD	1	34L	T4L	0	COM	0.0699	0.0000	0.0233
DHC6	DEP	STANDARD	1	34L	T5L	0	COM	0.1864	0.0000	0.0000
DHC6	DEP	STANDARD	1	34L	T6L	0	COM	0.2796	0.0000	0.0467
DHC6	DEP	STANDARD	1	34L	T7L	0	COM	0.0932	0.0000	0.0000
DHC6	DEP	STANDARD	1	34R	T4R	0	COM	0.0699	0.0233	0.0000
DHC6	DEP	STANDARD	1	34R	T5R	0	COM	0.0467	0.0000	0.0000
DHC6	DEP	STANDARD	1	34R	T6R	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	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	GA	0.0269	0.0031	0.0016
FAL20	DEP	STANDARD	1	16R	T6RA	2	GA	0.0133	0.0016	0.0008
FAL20	DEP	STANDARD	1	16R	T6RB	1	GA	0.0285	0.0033	0.0017
FAL20	DEP	STANDARD	1	16R	T6RB	2	GA	0.0141	0.0016	0.0008
FAL20	DEP	STANDARD	1	16R	T6RC	0	GA	0.0577	0.0067	0.0034
FAL20	DEP	STANDARD	1	16R	T6RD	0	GA	0.0552	0.0064	0.0032
FAL20	DEP	STANDARD	1	16R	T6RE	0	GA	0.0552	0.0064	0.0032
FAL20	DEP	STANDARD	1	34L	T4LA	0	GA	0.0180	0.0024	0.0000
FAL20	DEP	STANDARD	1	34L	T4LB	0	GA	0.0180	0.0024	0.0000
FAL20	DEP	STANDARD	1	34L	T4LC	0	GA	0.0185	0.0025	0.0000
GASEPF	APP	STANDARD	1	16L	L10L	0	GA	0.4436	0.0683	0.0000
GASEPF	APP	STANDARD	1	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	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	GA	0.4777	0.0683	0.0000
GASEPF	APP	STANDARD	1	16L	L6L	0	GA	0.7678	0.0683	0.0342
GASEPF	APP	STANDARD	1	16L	L7L	0	GA	10.2376	1.6380	0.2389
GASEPF	APP	STANDARD	1	16L	L8L	0	GA	4.1292	0.2730	0.0342
GASEPF	APP	STANDARD	1	16L	L9L	0	GA	0.6142	0.1536	0.0170
GASEPF	APP	STANDARD	1	16R	L10R	0	GA	0.1025	0.0342	0.0000
GASEPF	APP	STANDARD	1	16R	L11R	0	GA	0.1709	0.0342	0.0000
GASEPF	APP	STANDARD	1	16R	L12R	0	GA	0.0855	0.0000	0.0000
GASEPF	APP	STANDARD	1	16R	L13R	0	GA	0.0342	0.0000	0.0000
GASEPF	APP	STANDARD	1	16R	L1R	0	GA	0.1538	0.0170	0.0000
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	0	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	L21R	0	GA	0.0512	0.0000	0.0170
GASEPF	APP	STANDARD	1	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	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	GA	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	0	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	GA	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	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	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	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	1	34L	T8L	0	GA	0.0314	0.0628	0.0000
GASEPF	DEP	STANDARD	1	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	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	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	TGO	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

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
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	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
GASEPV	APP	STANDARD	1	16R	L12R	0	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	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
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	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
GASEPV	APP	STANDARD	1	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	1	34R	L15R	0	GA	0.0310	0.0000	0.0000
GASEPV	APP	STANDARD	1	34R	L18R	0	GA	0.0775	0.0000	0.0155
GASEPV	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
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	GA	0.0231	0.0000	0.0000
GASEPV	DEP	STANDARD	1	16L	T15L	0	GA	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	GA	0.1615	0.0000	0.0231
GASEPV	DEP	STANDARD	1	16L	T18L	0	GA	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
GASEPV	DEP	STANDARD	1	16L	T21L	0	GA	1.1081	0.0462	0.0231
GASEPV	DEP	STANDARD	1	16L	T22L	0	GA	1.0388	0.0923	0.0000
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	GA	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	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	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

GASEPV	DEP	STANDARD	1	16R	T26R	0	GA	0.0462	0.0000	0.0000
GASEPV	DEP	STANDARD	1	34L	T1L	0	GA	0.1846	0.0000	0.0000
GASEPV	DEP	STANDARD	1	34L	T2L	0	GA	0.0462	0.0000	0.0000
GASEPV	DEP	STANDARD	1	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	GA	0.0692	0.0231	0.0231
GASEPV	DEP	STANDARD	1	34L	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	T9L	0	GA	0.0231	0.0231	0.0000
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
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	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
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	0	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	0	GA	5.5061	0.4278	0.2204
GII	APP	STANDARD	1	16R	L2R	0	GA	0.0036	0.0000	0.0000
GII	APP	STANDARD	1	16R	L5R	0	GA	0.0104	0.0000	0.0000
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
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	1	34L	L20L	0	GA	0.2680	0.1115	0.0696
GII	APP	STANDARD	1	34L	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	DEP	STANDARD	1	16R	T6RB	2	GA	0.1695	0.0172	0.0004
GII	DEP	STANDARD	1	16R	T6RC	0	GA	0.6949	0.0705	0.0015
GII	DEP	STANDARD	1	16R	T6RD	0	GA	0.6647	0.0675	0.0013
GII	DEP	STANDARD	1	16R	T6RE	0	GA	0.6647	0.0675	0.0013
GII	DEP	STANDARD	1	34L	T4LA	0	GA	0.1446	0.0222	0.0010
GII	DEP	STANDARD	1	34L	T4LB	0	GA	0.1446	0.0222	0.0010
GII	DEP	STANDARD	1	34L	T4LC	0	GA	0.1489	0.0228	0.0011
GIIB	APP	STANDARD	1	16R	L2R	0	GA	0.0036	0.0000	0.0000
GIIB	APP	STANDARD	1	16R	L5R	0	GA	0.0036	0.0000	0.0000
GIIB	APP	STANDARD	1	16R	L6R	0	GA	0.0215	0.0287	0.0000
GIIB	APP	STANDARD	1	16R	L7R	0	GA	1.9759	0.5795	0.2736
GIIB	APP	STANDARD	1	16R	L8R	0	GA	0.0036	0.0036	0.0036
GIIB	APP	STANDARD	1	34L	L20L	0	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	T6RA	2	GA	0.1391	0.0117	0.0007
GIIB	DEP	STANDARD	1	16R	T6RB	1	GA	0.3000	0.0253	0.0015
GIIB	DEP	STANDARD	1	16R	T6RB	2	GA	0.1478	0.0124	0.0007
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

GIIB	DEP	STANDARD	1	16R	T6RE	0	GA	0.5795	0.0487	0.0028
GIIB	DEP	STANDARD	1	34L	T4LA	0	GA	0.1050	0.0128	0.0010
GIIB	DEP	STANDARD	1	34L	T4LB	0	GA	0.1050	0.0128	0.0010
GIIB	DEP	STANDARD	1	34L	T4LC	0	GA	0.1082	0.0131	0.0012
GIV	APP	STANDARD	1	16R	L6R	0	GA	0.0702	0.0219	0.0088
GIV	APP	STANDARD	1	16R	L7R	0	GA	3.3692	0.9214	0.7019
GIV	APP	STANDARD	1	16R	L8R	0	GA	0.0088	0.0043	0.0000
GIV	APP	STANDARD	1	34L	L14L	0	GA	0.0043	0.0000	0.0000
GIV	APP	STANDARD	1	34L	L20L	0	GA	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	1	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	0	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	0.1950	0.0180	0.0427
GV	APP	STANDARD	1	16R	L6R	0	GA	0.0084	0.0042	0.0000
GV	APP	STANDARD	1	16R	L7R	0	GA	0.4324	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	GA	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	1	34L	T4LB	0	GA	0.0359	0.0026	0.0039
GV	DEP	STANDARD	1	34L	T4LC	0	GA	0.0369	0.0027	0.0041
HS748A	APP	STANDARD	1	34L	L20L	0	COM	0.0530	0.0000	0.0000
HS748A	APP	USER	1	16L	L7L	0	COM	0.4775	0.0517	0.0517
HS748A	DEP	STANDARD	1	16R	T19R	0	COM	0.0489	0.0000	0.0489
HS748A	DEP	STANDARD	1	16R	T20R	0	COM	0.4385	0.0000	0.0489
HS748A	DEP	STANDARD	1	34R	T8R	0	COM	0.0489	0.0000	0.0000
LEAR25	APP	STANDARD	1	34L	L19L	0	GA	0.0103	0.0067	0.0000
LEAR25	APP	STANDARD	1	34L	L20L	0	GA	0.6427	0.1264	0.0787
LEAR25	APP	STANDARD	1	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	STANDARD	1	16R	T6RA	1	GA	0.7154	0.0567	0.0365
LEAR25	DEP	STANDARD	1	16R	T6RA	2	GA	0.3523	0.0280	0.0180
LEAR25	DEP	STANDARD	1	16R	T6RB	1	GA	0.7600	0.0604	0.0387
LEAR25	DEP	STANDARD	1	16R	T6RB	2	GA	0.3743	0.0297	0.0191
LEAR25	DEP	STANDARD	1	16R	T6RC	0	GA	1.5348	0.1218	0.0783
LEAR25	DEP	STANDARD	1	16R	T6RD	0	GA	1.4680	0.1165	0.0748
LEAR25	DEP	STANDARD	1	16R	T6RE	0	GA	1.4680	0.1165	0.0748
LEAR25	DEP	STANDARD	1	34L	T4LA	0	GA	0.2624	0.0283	0.0251
LEAR25	DEP	STANDARD	1	34L	T4LB	0	GA	0.2624	0.0283	0.0251
LEAR25	DEP	STANDARD	1	34L	T4LC	0	GA	0.2703	0.0292	0.0258
LEAR35	APP	STANDARD	1	34L	L19L	0	GA	0.0330	0.0047	0.0189
LEAR35	APP	STANDARD	1	34L	L20L	0	GA	1.4833	0.3449	0.2930

LEAR35	APP	STANDARD	1	34L	L21L	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	STANDARD	1	16R	T6RA	1	GA	1.6288	0.1221	0.1804
LEAR35	DEP	STANDARD	1	16R	T6RA	2	GA	0.8022	0.0601	0.0888
LEAR35	DEP	STANDARD	1	16R	T6RB	1	GA	1.7305	0.1297	0.1917
LEAR35	DEP	STANDARD	1	16R	T6RB	2	GA	0.8523	0.0639	0.0944
LEAR35	DEP	STANDARD	1	16R	T6RC	0	GA	3.4946	0.2618	0.3870
LEAR35	DEP	STANDARD	1	16R	T6RD	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	T4LA	0	GA	0.5750	0.0577	0.1947
LEAR35	DEP	STANDARD	1	34L	T4LB	0	GA	0.5750	0.0577	0.1947
LEAR35	DEP	STANDARD	1	34L	T4LC	0	GA	0.5925	0.0595	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	1	16R	T6RA	1	COM	0.0130	0.0016	0.0000
MD81	DEP	STANDARD	1	16R	T6RA	2	COM	0.0064	0.0008	0.0000
MD81	DEP	STANDARD	1	16R	T6RB	1	COM	0.0139	0.0017	0.0000
MD81	DEP	STANDARD	1	16R	T6RB	2	COM	0.0068	0.0008	0.0000
MD81	DEP	STANDARD	1	16R	T6RC	0	COM	0.0279	0.0034	0.0000
MD81	DEP	STANDARD	1	16R	T6RD	0	COM	0.0267	0.0033	0.0000
MD81	DEP	STANDARD	1	16R	T6RE	0	COM	0.0267	0.0033	0.0000
MD81	DEP	STANDARD	1	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	1	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	1	16R	T6RB	2	GA	0.0188	0.0026	0.0007
MU3001	DEP	STANDARD	1	16R	T6RC	0	GA	0.0771	0.0105	0.0029
MU3001	DEP	STANDARD	1	16R	T6RD	0	GA	0.0738	0.0100	0.0028
MU3001	DEP	STANDARD	1	16R	T6RE	0	GA	0.0738	0.0100	0.0028
MU3001	DEP	STANDARD	1	34L	T4LA	0	GA	0.0163	0.0014	0.0014
MU3001	DEP	STANDARD	1	34L	T4LB	0	GA	0.0163	0.0014	0.0014
MU3001	DEP	STANDARD	1	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	0.3169
S-76	APP	USER	1	17	TAS	0	GA	5.5260	0.6924	0.3135
S-76	APP	USER	1	17	TASW	0	GA	16.6984	2.0923	0.9475
S-76	APP	USER	1	17	TAW	0	GA	2.1624	0.2708	0.1227
S-76	APP	USER	1	28	THAE	0	GA	21.3234	2.6716	1.2098
S-76	DEP	USER	1	10	THE	0	GA	14.6503	0.8741	0.6637
S-76	DEP	USER	1	17	THN	0	GA	6.8111	0.4064	0.3085
S-76	DEP	USER	1	17	THNW	0	GA	2.7631	0.1649	0.1252
S-76	DEP	USER	1	17	THS	0	GA	27.8224	1.6600	1.2605
S-76	DEP	USER	1	17	THSW	0	GA	10.3451	0.6173	0.4686
S-76	DEP	USER	1	17	THW	0	GA	1.8635	0.1111	0.0844
SD330	APP	STANDARD	1	34L	L20L	0	COM	0.0552	0.0184	0.0184
SD330	APP	USER	1	16L	L3L	0	COM	0.0092	0.0000	0.0000
SD330	APP	USER	1	16L	L4L	0	COM	0.0092	0.0000	0.0000
SD330	APP	USER	1	16L	L5L	0	COM	0.0184	0.0000	0.0000
SD330	APP	USER	1	16L	L6L	0	COM	0.0092	0.0000	0.0000

SD330	APP	USER	1	16L	L7L	0	COM	0.4325	0.0276	0.0643
SD330	APP	USER	1	16L	L8L	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	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	0.0513	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	0.0205	0.0103	0.0000
SD330	DEP	STANDARD	1	34L	T5L	0	COM	0.0103	0.0000	0.0000
SD330	DEP	STANDARD	1	34L	T7L	0	COM	0.0205	0.0000	0.0000
SD330	DEP	STANDARD	1	34R	T6R	0	COM	0.0308	0.0000	0.0103
SD330	DEP	STANDARD	1	34R	T7R	0	COM	0.0308	0.0000	0.0000
SF340	APP	USER	1	16R	L7R	0	COM	0.1091	0.0000	0.0000
SF340	DEP	STANDARD	1	16R	T20R	0	COM	0.1091	0.0000	0.0000

CASE RUNUP OPERATIONS

Acft	RunupId	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
TALC	:	No

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

1990 Existing Condition
File: VNYBASE5.DAT

```
     BEGIN.
     SETUP:
       TITLE <FIFTH BASE CASE FOR VNY PART 150 STUDY>
       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=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
     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
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```
            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:
            FT.

    TRACK D01 RWY 16R STRAIGHT 16000 LEFT 180 D 11000
STRAIGHT 50000

    OPER GIIB    STAGE 1   D=1.03     E=0.25     N=0.09
    OPER 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 LEAR25  STAGE 1   D=0.97     E=0.48     N=0.11
    OPER MU3001  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 IA1125  STAGE 1   D=1.48     E=0.42     N=0.22
    OPER 727Q9   STAGE 1   D=0.12     E=0.03     N=0.03
    OPER DC9Q9   STAGE 1   D=0.04     E=0.01     N=0.01
    OPER BEC58P  STAGE 1   D=1.20     E=0.27     N=0.02
    OPER DHC8    STAGE 1   D=1.89     E=0.45     N=0.03
    OPER C130    STAGE 1   D=0.05
    OPER DC3     STAGE 1   D=0.08     E=0.03
    OPER GASEPF  STAGE 1   D=22.33    E=8.13     N=0.25
```

1990 Existing Condition
File: VNYBASE5.DAT

```
    TRACK D02 RWY 16R STRAIGHT 14500 RIGHT 90 D 12500
STRAIGHT 6500
                              RIGHT 90 D 12500 STRAIGHT
50000

    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 727Q9  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 D03 RWY 16R STRAIGHT 16000 LEFT 70 D 11000
STRAIGHT 50000

    OPER GIIB   STAGE 1   D=0.29     E=0.07     N=0.03
    OPER LEAR35 STAGE 1   D=0.36     E=0.06     N=0.05
    OPER CNA500 STAGE 1   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 727Q9  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
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    OPER DC3      STAGE 1    D=0.04
    OPER GASEPF   STAGE 1    D=11.17     E=4.08      N=0.12

    TRACK D06 RWY 34L STRAIGHT 50000

    OPER GIIB     STAGE 1    D=0.11      E=0.03      N=0.01
    OPER LEAR35   STAGE 1    D=0.13      E=0.03      N=0.02
    OPER CNA500   STAGE 1    D=0.06      E=0.03      N=0.01
    OPER LEAR25   STAGE 1    D=0.10      E=0.06      N=0.01
    OPER MU3001   STAGE 1    D=0.11      N=0.04
    OPER CL600    STAGE 1    D=0.06      N=0.01
    OPER IA1125   STAGE 1    D=0.15      E=0.03      N=0.02
    OPER 727Q9    STAGE 1    D=0.01
    OPER BEC58P   STAGE 1    D=0.77      E=0.18      N=0.01
    OPER C130     STAGE 1    D=0.03
    OPER DHC8     STAGE 1    D=1.21      E=0.27      N=0.02
    OPER DC3      STAGE 1    D=0.05
    OPER GASEPF   STAGE 1    D=19.58     E=7.14      N=0.22

    TRACK D07 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=0.18      E=0.03      N=0.03
    OPER CNA500   STAGE 1    D=0.08      E=0.03      N=0.02
    OPER LEAR25   STAGE 1    D=0.13      E=0.06      N=0.01
    OPER MU3001   STAGE 1    D=0.14      N=0.06
    OPER CL600    STAGE 1    D=0.08      E=0.03      N=0.03
    OPER IA1125   STAGE 1    D=0.20      E=0.06      N=0.03
    OPER 727Q9    STAGE 1    D=0.02
    OPER BEC58P   STAGE 1    D=1.04      E=0.24      N=0.02
    OPER C130     STAGE 1    D=0.04
    OPER DHC8     STAGE 1    D=1.63      E=0.39      N=0.06
    OPER DC3      STAGE 1    D=0.07      E=0.03
    OPER GASEPF   STAGE 1    D=18.10     E=6.60      N=0.20

    TRACK D08 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=0.35      E=0.06      N=0.05
    OPER CNA500   STAGE 1    D=0.15      E=0.03      N=0.03
    OPER LEAR25   STAGE 1    D=0.27      E=0.15      N=0.03
    OPER MU3001   STAGE 1    D=0.28      E=0.03      N=0.11
    OPER CL600    STAGE 1    D=0.16      E=0.03      N=0.02
    OPER IA1125   STAGE 1    D=0.41      E=0.12      N=0.06
    OPER 727Q9    STAGE 1    D=0.03      N=0.01
    OPER DC9Q9    STAGE 1    D=0.01
    OPER BEC58P   STAGE 1    D=2.07      E=0.48      N=0.03
    OPER C130     STAGE 1    D=0.08
    OPER DHC8     STAGE 1    D=3.26      E=0.78      N=0.05
    OPER DC3      STAGE 1    D=0.13      E=0.03      N=0.01
    OPER GASEPF   STAGE 1    D=36.23     E=13.20     N=0.40
```

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

OPER HELI5 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

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    OPER DHC8    PROF=GA3D    D=4.39      E=1.74      N=0.07
    OPER C130    PROF=MIL3D   D=0.11
    OPER DC3     PROF=GA3D    D=0.18      E=0.06
    OPER GASEPF  PROF=GA3D    D=49.92     E=32.64     N=1.21

    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=0.35      E=0.18      N=0.04
    OPER CNA500  PROF=GA3D    D=0.16      E=0.09      N=0.03
    OPER LEAR25  PROF=GA3D    D=0.28      E=0.15      N=0.05
    OPER MU3001  PROF=GA3D    D=0.38      E=0.06      N=0.05
    OPER CL600   PROF=GA3D    D=0.17      E=0.12      N=0.01
    OPER IA1125  PROF=GA3D    D=0.45      E=0.24      N=0.03
    OPER 727Q9   PROF=STD3D   D=0.04      E=0.03
    OPER DC9Q9   PROF=GA3D    D=0.01
    OPER BEC58P  PROF=GA3D    D=7.48      E=2.94      N=0.12
    OPER DHC8    PROF=GA3D    D=11.78     E=4.62      N=0.19
    OPER C130    PROF=MIL3D   D=0.31
    OPER DC3     PROF=GA3D    D=0.48      E=0.21      N=0.01
    OPER GASEPF  PROF=GA3D    D=134.79    E=87.58     N=3.26

    TRACK A04 RWY 15R STRAIGHT 50000 RIGHT 180 D 4000
 STRAIGHT 16000

    OPER BEC58P  PROF=GA3D    D=0.62      E=0.24      N=0.01
    OPER DHC8    PROF=GA3D    D=0.97      E=0.39      N=0.02
    OPER C130    PROF=MIL3D   D=0.03
    OPER DC3     PROF=GA3D    D=0.04      E=0.03
    OPER GASEPF  PROF=GA3D    D=7.62      E=4.98      N=0.18

    TRACK A05 RWY 34L STRAIGHT 50000

    OPER GIIB    PROF=GA3D    D=0.10      E=0.06      N=0.01
    OPER LEAR35  PROF=GA3D    D=0.12      E=0.06      N=0.01
    OPER CNA500  PROF=GA3D    D=0.05      E=0.03      N=0.01
    OPER LEAR25  PROF=GA3D    D=0.09      E=0.06      N=0.02
    OPER MU3001  PROF=GA3D    D=0.12      E=0.03      N=0.01
    OPER CL600   PROF=GA3D    D=0.05      E=0.03
    OPER IA1125  PROF=GA3D    D=0.14      E=0.09      N=0.01
    OPER 727Q9   PROF=STD3D   D=0.01
    OPER BEC58P  PROF=GA3D    D=0.71      E=0.27      N=0.01
    OPER C130    PROF=MIL3D   D=0.03
    OPER DHC8    PROF=GA3D    D=1.12      E=0.45      N=0.02
    OPER DC3     PROF=GA3D    D=0.05      E=0.03
    OPER GASEPF  PROF=GA3D    D=11.88     E=7.77      N=0.29

    TRACK A06 RWY 34L STRAIGHT 50000 RIGHT 60 D 12000
 STRAIGHT 8000

    OPER GIIB    PROF=GA3D    D=0.19      E=0.09      N=0.02
    OPER LEAR35  PROF=GA3D    D=0.24      E=0.12      N=0.03
    OPER CNA500  PROF=GA3D    D=0.10      E=0.06      N=0.02
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    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 IA1125 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 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=2.45   N=0.10


TOUCHGOS BY FREQUENCY:
FT.
```

1990 Existing Condition
File: VNYBASE5.DAT

```
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 T02 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 T03 RWY 34R STRAIGHT 7020 RIGHT 165 H 2460 STRAIGHT
15120 RIGHT 345 D
                    1860 STRAIGHT 7920

OPER GASEPF STAGE 1 PROF=GA3D D=20.70   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:
       TITLE <1995 5-YEAR FUTURE BASE CASE>
       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=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
     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
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:
            FT.

   TRACK D01 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 727Q9   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
50000

    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 CL600  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 D03 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 D06 RWY 34L STRAIGHT 50000
```

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 D07 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 D08 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	727Q9	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	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	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	CL600	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

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

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OPER CNA500 PROF=GA3D   D=0.27      E=0.15      N=0.05
OPER LEAR25 PROF=GA3D   D=0.27      E=0.15      N=0.05
OPER MU3001 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 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
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 GIIB   PROF=GA3D   D=0.10      E=0.06      N=0.01
OPER LEAR35 PROF=GA3D   D=0.20      E=0.09      N=0.02
OPER CNA500 PROF=GA3D   D=0.09      E=0.06      N=0.02
OPER LEAR25 PROF=GA3D   D=0.09      E=0.06      N=0.02
OPER MU3001 PROF=GA3D   D=0.21      E=0.03      N=0.03
OPER 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 727Q9  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

TRACK A06 RWY 34L STRAIGHT 50000 RIGHT 60 D 12000
STRAIGHT 8000

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
OPER CNA500 PROF=GA3D   D=0.17      E=0.09      N=0.04
OPER LEAR25 PROF=GA3D   D=0.18      E=0.09      N=0.03
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=0.04
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     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 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 T02 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
```

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
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=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
    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
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:
             FT.

    TRACK D01 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 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 #2
<u>File: VNY5NEW.DAT</u>

```
    TRACK D02 RWY 16R STRAIGHT 14500 RIGHT 90 D 12500
STRAIGHT 6500
                              RIGHT 90 D 12500 STRAIGHT
50000

       OPER      MU3001    STAGE     1 D=   1.32 E=   0.12 N= 0.53
       OPER      LEAR35    STAGE     1 D=   1.66 E=   0.29 N= 0.24
       OPER      LEAR25    STAGE     1 D=   0.65 E=   0.32 N= 0.08
       OPER      IA1125    STAGE     1 D=   1.92 E=   0.53 N= 0.29
       OPER      GIIB      STAGE     1 D=   0.79 E=   0.20 N= 0.08
       OPER      DC9Q9     STAGE     1 D=   0.03
       OPER      CNA500    STAGE     1 D=   0.72 E=   0.20 N= 0.15
       OPER      CL600     STAGE     1 D=   0.76 E=   0.16 N= 0.08
       OPER      727Q9     STAGE     1 D=   0.08 E=   0.04 N= 0.01
     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      MU3001    STAGE     1 D=   0.67 E=   0.04 N= 0.26
       OPER      LEAR35    STAGE     1 D=   0.83 E=   0.16 N= 0.12
       OPER      LEAR25    STAGE     1 D=   0.32 E=   0.18 N= 0.04
       OPER      IA1125    STAGE     1 D=   0.95 E=   0.29 N= 0.14
       OPER      GIIB      STAGE     1 D=   0.40 E=   0.08 N= 0.04
       OPER      DC9Q9     STAGE     1 D=   0.02
       OPER      CNA500    STAGE     1 D=   0.37 E=   0.08 N= 0.07
       OPER      CL600     STAGE     1 D=   0.38 E=   0.08 N= 0.04
       OPER      727Q9     STAGE     1 D=   0.04          N= 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 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 D06 RWY 34L STRAIGHT 50000
```

```
    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     GIIB      STAGE     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     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 D07 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     1 D=   0.39 E=   0.08 N= 0.05
    OPER     LEAR25    STAGE     1 D=   0.16 E=   0.07 N= 0.01
    OPER     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      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 D08 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     1 D=   0.31 E=   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     DC9Q9     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
```

```
    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      CL600     PROF=GA3D   D=  1.32 E=  0.90 N= 0.08
     OPER      727Q9     PROF=STD3D D=  0.16 E=  0.12
    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      MU3001    PROF=GA3D   D=  1.74 E=  0.25 N= 0.22
     OPER      LEAR35    PROF=GA3D   D=  1.69 E=  0.86 N= 0.19
     OPER      LEAR25    PROF=GA3D   D=  0.66 E=  0.36 N= 0.14
     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   D=  0.74 E=  0.41 N= 0.15
     OPER      CL600     PROF=GA3D   D=  0.76 E=  0.49 N= 0.04
     OPER      727Q9     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    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      MU3001    PROF=GA3D   D=  0.87 E=  0.12 N= 0.11
```

```
 OPER     LEAR35   PROF=GA3D  D=  0.84 E=  0.41 N= 0.10
 OPER     LEAR25   PROF=GA3D  D=  0.32 E=  0.18 N= 0.07
 OPER     IA1125   PROF=GA3D  D=  1.02 E=  0.53 N= 0.08
 OPER     GIIB     PROF=GA3D  D=  0.41 E=  0.20 N= 0.03
 OPER     DC9Q9    PROF=GA3D  D=  0.02
 OPER     CNA500   PROF=GA3D  D=  0.37 E=  0.20 N= 0.07
 OPER     CL600    PROF=GA3D  D=  0.38 E=  0.25 N= 0.03
 OPER     727Q9    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
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     727Q9    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

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     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 MU3001 PROF=GA3D D= 0.22 E= 0.04 N= 0.01
OPER LEAR35 PROF=GA3D D= 0.20 E= 0.12 N= 0.03
OPER LEAR25 PROF=GA3D D= 0.08 E= 0.04 N= 0.01
OPER IA1125 PROF=GA3D D= 0.24 E= 0.12 N= 0.01
OPER GIIB PROF=GA3D D= 0.10 E= 0.04 N= 0.01
OPER CNA500 PROF=GA3D D= 0.10 E= 0.04 N= 0.01
OPER CL600 PROF=GA3D D= 0.10 E= 0.08
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 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 T02 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 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
  PLOT
  END.
```

1995 Five Year Projection
With Noise Compatibility Program
Using Forecast #1
File: VNYSC09.DAT

```
    BEGIN.
    SETUP:
      TITLE <1995 5-YEAR FUTURE CASE - ALT 9>
      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=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
    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
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.
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 D01 RWY 16R STRAIGHT 16000 LEFT 180 D 11000
STRAIGHT 50000

OPER GIIB STAGE 1 D=1.02 E=0.24

1995 Five Year Projection
With Noise Compatibility Program
Using Forecast #1

```
    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
    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 D02 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 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 D06 RWY 34L STRAIGHT 50000

    OPER GIIB    STAGE 1   D=0.11      E=0.03
    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
    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=0.02
    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 D07 RWY 34L STRAIGHT 30000 LEFT 90 D 3500 STRAIGHT
50000

    OPER GIIB    STAGE 1   D=0.14      E=0.03
    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
    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=0.02
    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 D08 RWY 34L STRAIGHT 30500 RIGHT 90 D 4000
STRAIGHT 50000

    OPER GIIB    STAGE 1   D=0.28      E=0.06
    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
    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=0.04
    OPER 727Q9   STAGE 1   D=0.03
    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    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 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
```

```
    OPER IA1125 PROF=GA3D   D=1.50     E=0.78     N=0.05
    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
    OPER LEAR35 PROF=GA3D   D=0.62     E=0.30     N=0.07
    OPER CNA500 PROF=GA3D   D=0.27     E=0.15     N=0.05
    OPER LEAR25 PROF=GA3D   D=0.27     E=0.15
    OPER MU3001 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=0.03
    OPER 727Q9  PROF=STD3D  D=0.04     E=0.09
    OPER DC9Q9  PROF=GA3D   D=0.01
    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
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 GIIB   PROF=GA3D   D=0.10     E=0.06
    OPER LEAR35 PROF=GA3D   D=0.20     E=0.09     N=0.02
    OPER CNA500 PROF=GA3D   D=0.09     E=0.06     N=0.02
    OPER LEAR25 PROF=GA3D   D=0.09     E=0.06
    OPER MU3001 PROF=GA3D   D=0.21     E=0.03     N=0.03
    OPER CL600  PROF=GA3D   D=0.09     E=0.06     N=0.01
    OPER IA1125 PROF=GA3D   D=0.24     E=0.12     N=0.01
    OPER 727Q9  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

    TRACK A06 RWY 34L STRAIGHT 50000 RIGHT 60 D 12000
STRAIGHT 8000

    OPER GIIB   PROF=GA3D   D=0.19     E=0.09
    OPER LEAR35 PROF=GA3D   D=0.40     E=0.21     N=0.04
    OPER CNA500 PROF=GA3D   D=0.17     E=0.09     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
    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 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 T02 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.
```

1995 Five Year Projection
With Noise Compatibility Program
Using Forecast #2
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
      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=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
    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
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.
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 D01 RWY 16R STRAIGHT 16000 LEFT 180 D 11000
STRAIGHT 50000

```
    OPER 727Q9   STAGE 1    D=  0.15 E=  0.08
    OPER CL600   STAGE 1    D=  1.35 E=  0.29 N=  0.15
    OPER CNA500  STAGE 1    D=  1.26 E=  0.37 N=  0.26
    OPER DC9Q9   STAGE 1    D=  0.05
    OPER GIIB    STAGE 1    D=  1.39 E=  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 D02 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 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 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=2.80      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 727Q9   STAGE 1    D=  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=  0.07
    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
    OPER LEAR35  STAGE 1    D=  0.83 E=  0.16 N=  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 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
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    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 D06 RWY 34L STRAIGHT 50000

    OPER 727Q9   STAGE 1     D=  0.01
    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
    OPER GIIB    STAGE 1     D=  0.15 E=  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
    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 D07 RWY 34L STRAIGHT 30000 LEFT 90 D 3500 STRAIGHT
50000

    OPER 727Q9   STAGE 1     D=  0.03
    OPER CL600   STAGE 1     D=  0.19 E=  0.04 N=  0.03
    OPER CNA500  STAGE 1     D=  0.18 E=  0.04 N=  0.04
    OPER GIIB    STAGE 1     D=  0.19 E=  0.04
    OPER IA1125  STAGE 1     D=  0.46 E=  0.12 N=  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 D08 RWY 34L STRAIGHT 30500 RIGHT 90 D 4000
STRAIGHT 50000

    OPER 727Q9   STAGE 1     D=  0.04
    OPER CL600   STAGE 1     D=  0.37 E=  0.08 N=  0.04
    OPER CNA500  STAGE 1     D=  0.35 E=  0.08 N=  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     D=  0.35 E=  0.20
    OPER LEAR35  STAGE 1     D=  0.80 E=  0.16 N=  0.12
    OPER MU3001  STAGE 1     D=  0.64 E=  0.04 N=  0.26
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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 E=  0.65
OPER IA1125 PROF=GA3D  D=  3.62 E=  1.92 N=  0.12
OPER LEAR25 PROF=GA3D  D=  1.29 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=3.51     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 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
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```
    OPER LEAR25 PROF=GA3D  D=  0.75 E=  0.41
    OPER LEAR35 PROF=GA3D  D=  1.69 E=  0.86 N=  0.19
    OPER MU3001 PROF=GA3D  D=  1.74 E=  0.24 N=  0.22
    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 727Q9  PROF=STD3D D=  0.05 E=  0.12
    OPER CL600  PROF=GA3D  D=  0.38 E=  0.24 N=  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
    OPER IA1125 PROF=GA3D  D=  1.02 E=  0.53 N=  0.04
    OPER LEAR25 PROF=GA3D  D=  0.37 E=  0.20
    OPER LEAR35 PROF=GA3D  D=  0.84 E=  0.41 N=  0.10
    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   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
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 727Q9  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=  0.04
    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
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```
    OPER DC9Q9  PROF=GA3D  D=  0.01
    OPER GIIB   PROF=GA3D  D=  0.26 E=  0.12
    OPER IA1125 PROF=GA3D  D=  0.65 E=  0.37 N=  0.03
    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=0.57     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 727Q9  PROF=GA3D  D=  0.01
    OPER CL600  PROF=GA3D  D=  0.10 E=  0.08
    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=  0.01
    OPER 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=0.54     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 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
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OPER HELI5  STAGE 1 PROF=JER5 D=34.48

TRACK T02 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 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.
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